

YEAR 2014

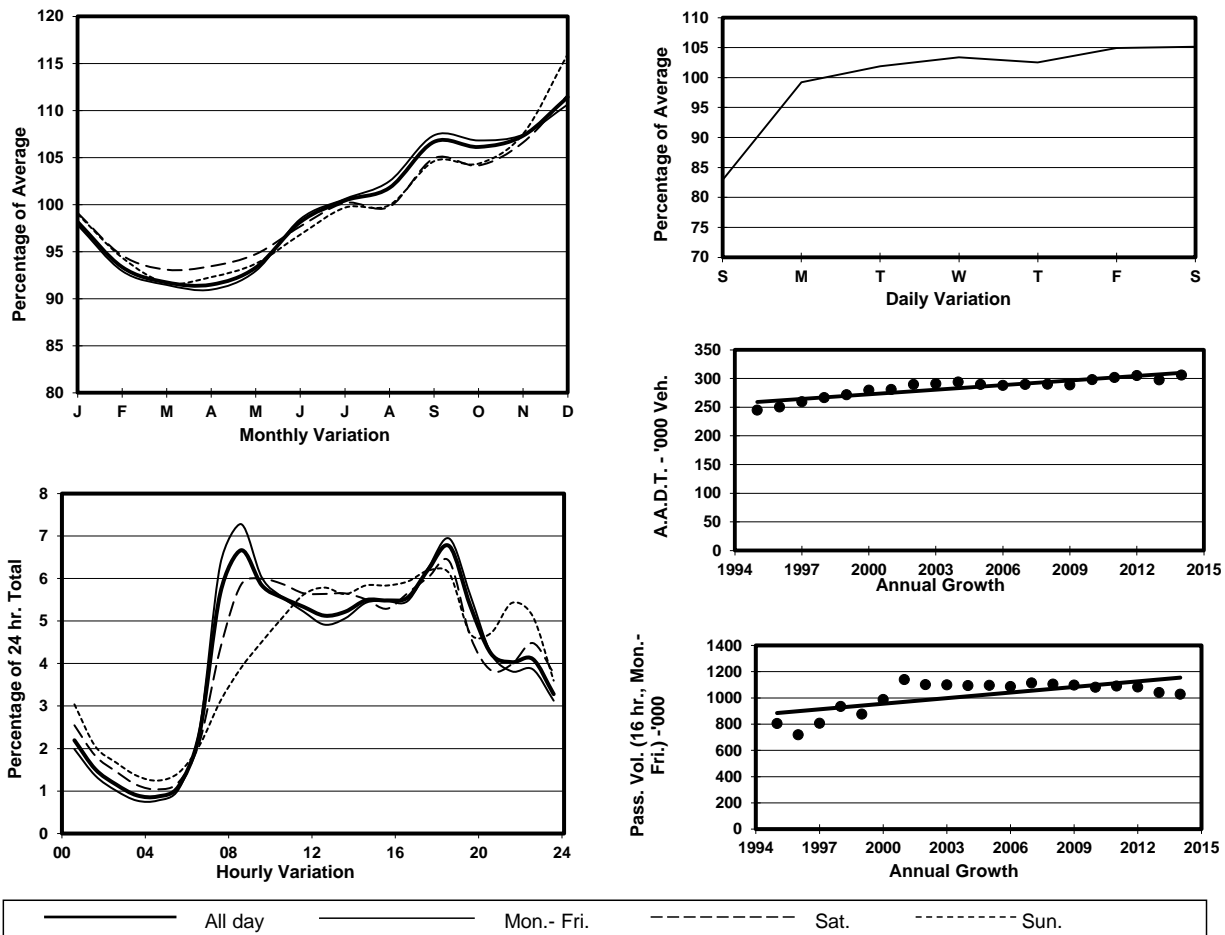
Location

Screenline R-R(North end of Tsuen Wan and Sha Tin)

Stations on Cordon/Screenline

5012, 5013, 5014, 5029, 6209 and 6210

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	159750	164740	173010	132230
R 12 / 24 - %	73.4	74.6	72	67.5
R 16 / 24 - %	87.7	88.3	86.8	85.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	12740	14410	12040	6750
T - % (AM)	-	18.5	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	10010	10300	10500	8810
T - % (PM)	-	16.3	-	-
Prop.of commercial vehicles - 16 hr.	-	20.8	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	146720	152150	152710	123280
R 12 / 24 - %	64.1	65	63.3	59.3
R 16 / 24 - %	85.5	86.6	82.6	81.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7690	8670	7750	4780
T - % (AM)	-	20.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	10790	11690	10380	7450
T - % (PM)	-	17.7	-	-
Prop.of commercial vehicles - 16 hr.	-	22	-	-

## 3. OTHER INFORMATION AND COMMENT

**4. Vehicle classification and occupancy - Monday to Friday**

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	2.2	48.0	8.1	1.3	1.7	17.9	11.6	4.6	0.2	4.3
	Ocp	1.0	1.4	2.0	5.6	12.2	1.5	1.2	19.8	17.5	67.1
0800-0900 Peak Hour	Pro	2.0	53.4	6.3	0.6	1.1	17.2	11.6	4.0	0.1	3.7
	Ocp	1.1	1.4	2.0	5.3	11.5	1.5	1.2	24.4	20.6	66.2
0900-1000	Pro	1.5	46.4	6.3	0.6	1.1	22.1	15.7	2.3	0.1	3.9
	Ocp	1.0	1.4	2.0	3.1	8.7	1.5	1.2	12.5	14.3	34.3
1000-1100	Pro	0.9	39.1	6.7	0.5	1.0	26.5	19.5	2.1	0.1	3.6
	Ocp	1.1	1.4	2.0	3.1	8.3	1.5	1.2	15.2	8.9	29.9
1100-1200	Pro	0.9	41.6	5.9	0.4	1.3	24.3	19.2	2.6	0.2	3.7
	Ocp	1.0	1.4	2.1	2.6	7.8	1.5	1.2	18.1	10.9	28.1
1200-1300	Pro	0.9	41.3	5.6	0.8	1.2	24.6	19.4	2.5	0.2	3.6
	Ocp	1.1	1.4	2.1	2.8	7.6	1.4	1.2	13.6	10.2	28.1
1300-1400	Pro	1.0	39.3	6.1	0.4	1.3	24.7	21.0	2.4	0.2	3.6
	Ocp	1.0	1.4	2.1	2.7	8.7	1.4	1.2	12.6	14.0	32.2
1400-1500	Pro	0.9	40.2	5.7	0.4	1.0	26.7	19.8	1.9	0.1	3.2
	Ocp	1.1	1.5	2.0	2.5	7.8	1.4	1.2	13.2	11.5	29.6
1500-1600	Pro	1.1	42.3	5.7	0.9	1.0	24.2	19.3	1.8	0.2	3.5
	Ocp	1.0	1.4	2.0	2.7	9.1	1.5	1.2	17.2	12.4	28.3
1600-1700	Pro	1.6	41.6	6.3	1.1	1.0	23.4	18.0	2.9	0.1	4.0
	Ocp	1.0	1.4	1.9	4.2	9.5	1.5	1.2	13.6	13.4	35.1
1700-1800	Pro	2.7	44.9	5.6	0.9	1.0	23.3	14.8	2.5	0.1	4.1
	Ocp	1.0	1.4	2.2	4.5	10.0	1.5	1.2	18.6	21.5	47.0
1800-1900	Pro	2.8	58.2	6.1	0.3	1.1	14.6	9.7	3.3	0.1	3.8
	Ocp	1.1	1.4	2.1	3.4	13.8	1.4	1.1	24.8	20.1	69.4
1900-2000	Pro	1.6	63.7	6.9	0.1	1.4	10.5	8.3	3.3	0.1	4.0
	Ocp	1.1	1.4	2.0	4.8	11.5	1.4	1.1	21.5	21.1	57.3
2000-2100	Pro	1.6	61.6	9.4	0.1	1.8	9.4	8.1	3.4	0.2	4.5
	Ocp	1.1	1.3	2.0	1.0	9.9	1.4	1.1	14.0	12.5	44.4
2100-2200	Pro	1.5	60.3	12.0	0.2	2.1	8.7	7.5	2.5	0.2	5.2
	Ocp	1.1	1.5	2.0	1.0	9.7	1.5	1.1	13.1	11.6	38.6
2200-2300	Pro	1.8	61.1	15.6	0.1	1.8	6.6	6.0	1.9	0.1	5.0
	Ocp	1.1	1.5	1.9	1.0	9.4	1.4	1.1	17.4	8.6	41.0
16 hours	Pro	1.6	48.6	7.1	0.6	1.3	19.5	14.5	2.8	0.1	3.9
	Ocp	1.1	1.4	2.0	3.8	10.0	1.5	1.2	18.0	14.6	44.2

**Legend**

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)  
**Ocp.** Average occupancy of vehicles  
**M & H** Medium and Heavy