

YEAR 2004

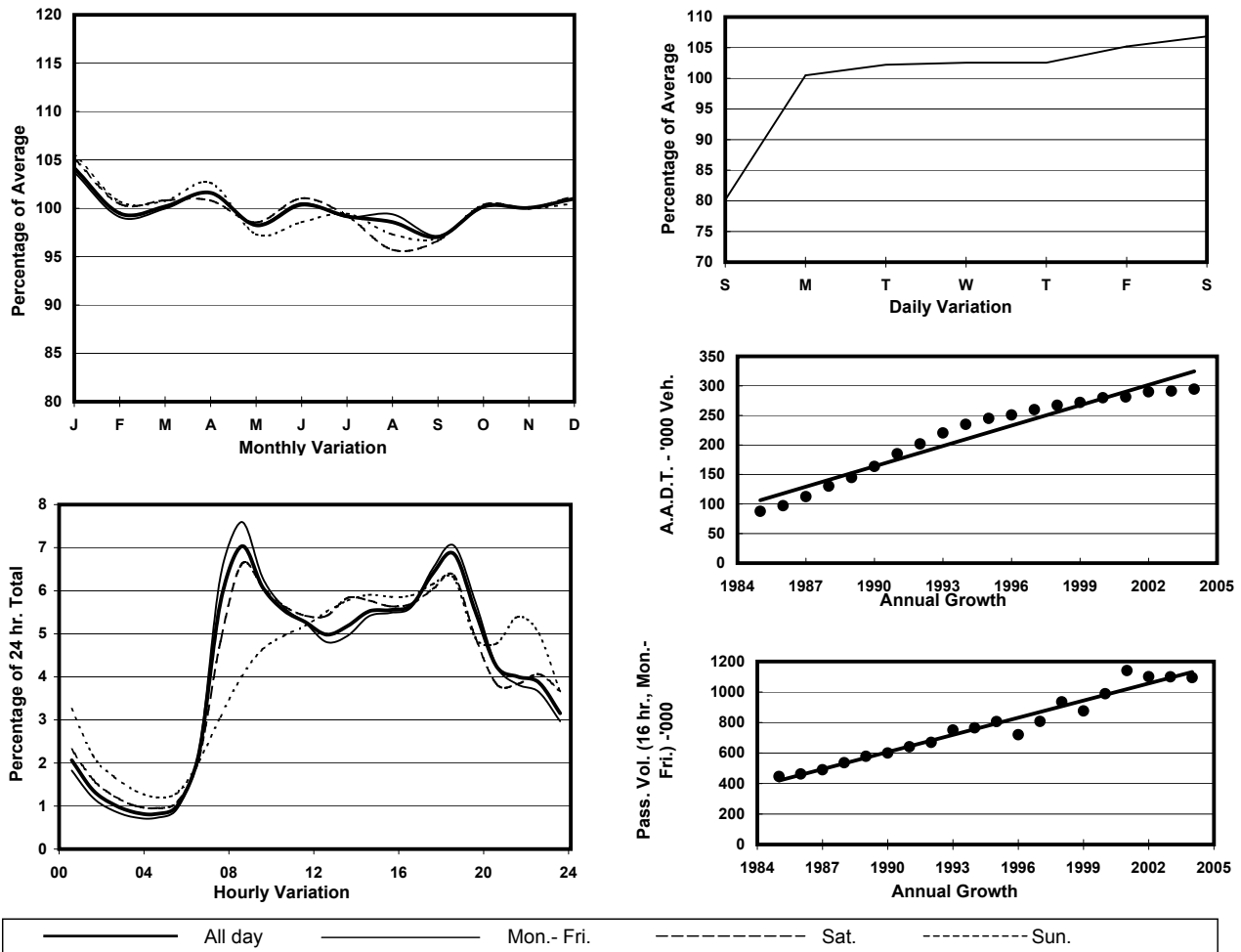
Location

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.
SOUTH BOUND				
A.A.D.T.	146680	152180	158240	118590
R 12 / 24 - %	74.1	75.4	72.7	67.3
R 16 / 24 - %	88.4	89.1	87.2	85.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	12860	14400	13470	6140
T - % (AM)	-	24.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	9070	9400	9470	7700
T - % (PM)	-	23.6	-	-
Prop.of commercial vehicles - 16 hr.	-	27.1	-	-
NORTH BOUND				
A.A.D.T.	147610	152890	159420	120570
R 12 / 24 - %	65.6	66.5	66	59.2
R 16 / 24 - %	86.5	87.7	84.8	81.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7840	8770	7740	4970
T - % (AM)	-	27.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	11110	12110	10720	7330
T - % (PM)	-	23.9	-	-
Prop.of commercial vehicles - 16 hr.	-	28.9	-	-

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	3.5	42.3	4.3	0.8	1.6	19.5	17.5	5.0	0.1	5.3
	Ocp	1.0	1.6	1.7	4.8	10.4	1.6	1.2	25.1	13.1	63.2
0800-0900 Peak Hour	Pro	2.2	49.6	3.6	0.7	1.2	17.1	16.6	4.7	0.1	4.2
	Ocp	1.1	1.4	1.8	3.6	9.9	1.6	1.2	25.5	11.5	62.9
0900-1000	Pro	1.3	39.5	3.3	1.0	1.5	23.9	22.1	2.7	0.1	4.6
	Ocp	1.0	1.4	1.6	2.3	7.4	1.6	1.2	13.3	13.5	35.3
1000-1100	Pro	1.1	33.1	3.2	1.5	1.3	28.0	25.1	1.9	0.1	4.6
	Ocp	1.0	1.5	1.7	2.0	7.9	1.5	1.2	19.2	5.9	29.7
1100-1200	Pro	1.4	31.7	2.9	0.9	1.6	31.3	24.1	1.9	0.2	4.0
	Ocp	1.1	1.5	1.7	3.1	7.1	1.5	1.2	17.8	6.3	28.4
1200-1300	Pro	1.3	35.8	3.7	1.3	1.2	25.8	23.3	2.7	0.1	4.8
	Ocp	1.0	1.5	1.7	4.3	7.6	1.6	1.2	13.5	6.9	29.4
1300-1400	Pro	1.1	30.4	2.9	1.3	1.5	28.6	27.9	2.0	0.1	4.3
	Ocp	1.1	1.6	2.0	3.7	6.6	1.5	1.2	16.4	7.6	31.2
1400-1500	Pro	1.1	36.0	2.4	1.7	1.3	25.6	25.3	2.5	0.1	4.1
	Ocp	1.1	1.5	1.7	2.6	6.8	1.6	1.2	9.8	9.1	30.9
1500-1600	Pro	1.0	33.8	2.2	1.6	1.1	26.8	27.5	2.0	0.1	4.0
	Ocp	1.1	1.5	1.7	3.6	7.8	1.6	1.2	14.1	7.7	30.4
1600-1700	Pro	1.9	33.5	2.3	1.2	1.5	25.9	25.6	3.4	0.1	4.7
	Ocp	1.1	1.4	1.4	3.4	7.4	1.6	1.1	10.6	6.6	34.4
1700-1800	Pro	2.6	39.4	3.6	1.3	1.4	23.4	20.0	3.2	0.1	5.0
	Ocp	1.1	1.4	1.5	2.2	10.1	1.6	1.2	10.0	8.1	44.0
1800-1900	Pro	3.1	49.7	2.7	1.2	1.8	17.7	15.0	4.0	0.1	4.6
	Ocp	1.1	1.4	1.8	4.1	12.1	1.5	1.1	26.5	14.8	61.5
1900-2000	Pro	2.1	54.6	3.2	0.6	2.3	14.5	13.3	4.6	0.1	4.7
	Ocp	1.1	1.5	1.8	2.4	9.4	1.5	1.1	22.5	8.5	53.4
2000-2100	Pro	2.2	54.6	4.1	0.3	2.4	14.0	13.7	3.3	0.1	5.2
	Ocp	1.1	1.5	1.9	1.3	9.6	1.4	1.1	16.7	7.2	44.6
2100-2200	Pro	2.6	57.4	6.2	0.6	2.7	10.4	12.0	2.2	0.1	5.8
	Ocp	1.2	1.6	2.0	2.7	9.7	1.5	1.1	18.1	5.6	37.5
2200-2300	Pro	2.2	59.2	7.2	0.9	3.9	8.9	9.0	2.4	0.2	6.1
	Ocp	1.2	1.6	1.7	1.9	8.8	1.5	1.1	15.8	5.1	38.0
16 hours	Pro	2.0	42.1	3.5	1.1	1.7	21.7	20.1	3.1	0.1	4.7
	Ocp	1.1	1.5	1.7	3.1	8.9	1.5	1.2	18.7	8.8	42.6

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