

YEAR 2009

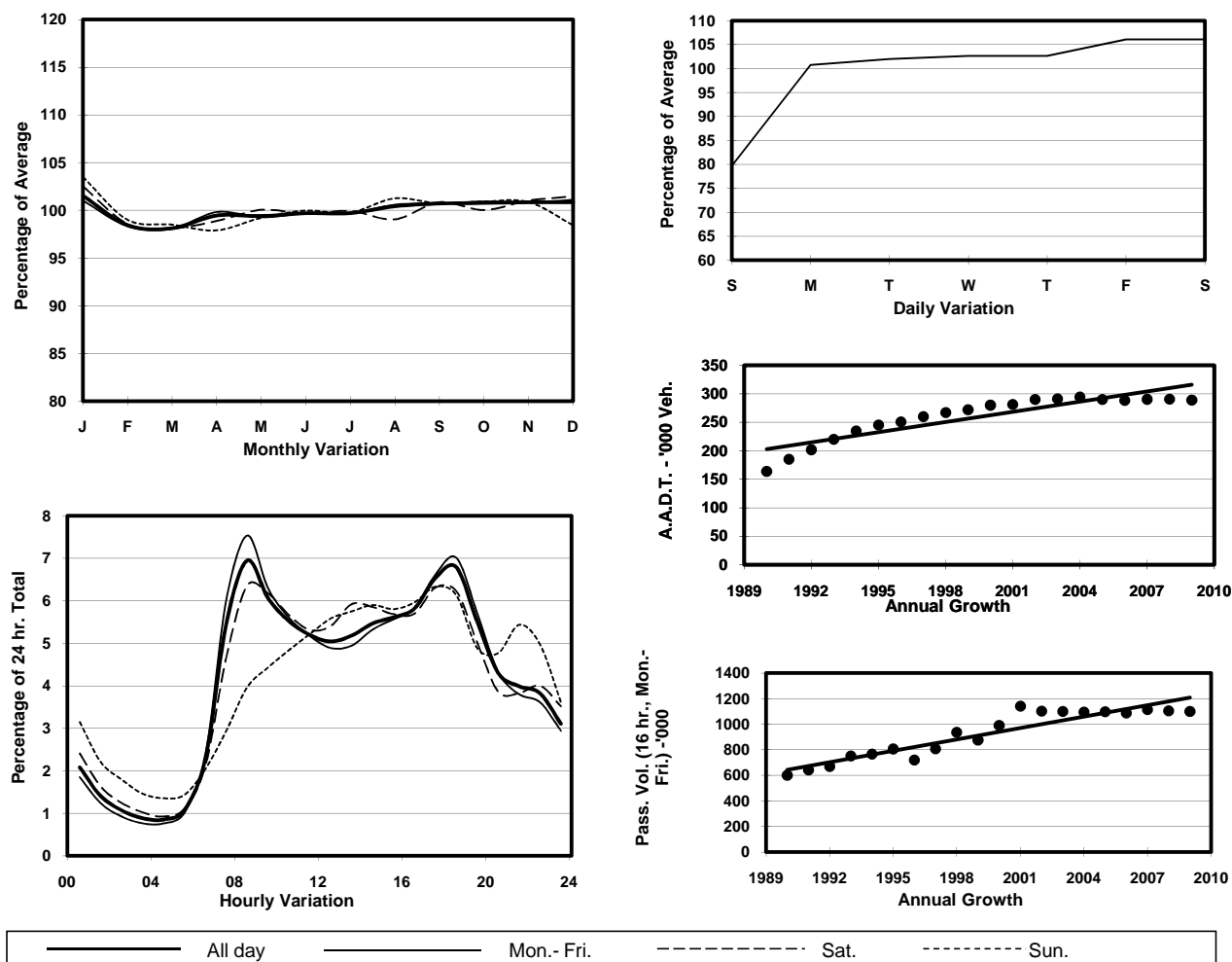
Location

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.	145240	150980	155390	117840
R 12 / 24 - %	73.7	74.9	73	67
R 16 / 24 - %	87.9	88.5	87.3	84.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	12410	13870	12920	5740
T - % (AM)	-	21.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	9300	9730	9310	7860
T - % (PM)	-	26.3	-	-
Prop.of commercial vehicles - 16 hr.	-	25.5	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	143820	149600	154940	115180
R 12 / 24 - %	65.5	66.6	65.5	58.6
R 16 / 24 - %	86.6	87.9	84.7	81.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7680	8760	7540	4590
T - % (AM)	-	23.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	10830	11860	10390	6980
T - % (PM)	-	18.9	-	-
Prop.of commercial vehicles - 16 hr.	-	24.4	-	-

## 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	4.3	36.9	7.2	0.6	1.7	22.4	15.4	6.1	0.1	5.4
	Ocp	1.0	1.4	1.9	6.4	11.6	1.6	1.2	21.4	17.3	61.4
0800-0900 Peak Hour	Pro	2.7	50.1	6.0	0.4	1.2	17.5	13.0	4.4	0.1	4.5
	Ocp	1.0	1.4	2.0	4.1	11.5	1.5	1.2	28.3	17.3	64.6
0900-1000	Pro	1.6	40.4	4.9	0.8	1.3	24.4	18.7	3.0	0.1	4.9
	Ocp	1.1	1.4	1.9	3.0	9.0	1.5	1.2	15.5	15.6	32.3
1000-1100	Pro	1.7	35.5	4.3	1.0	1.4	26.1	23.0	2.5	0.1	4.4
	Ocp	1.0	1.4	1.9	3.1	8.9	1.4	1.1	16.2	7.9	29.6
1100-1200	Pro	1.5	35.8	4.3	0.7	1.4	28.2	21.3	2.4	0.1	4.3
	Ocp	1.1	1.3	1.9	2.6	7.2	1.4	1.2	15.4	6.9	28.5
1200-1300	Pro	1.9	37.6	4.9	1.0	1.5	22.4	22.5	3.4	0.1	4.7
	Ocp	1.1	1.5	2.0	4.0	8.4	1.5	1.2	13.1	12.8	28.9
1300-1400	Pro	1.7	33.0	3.7	1.0	1.4	27.6	24.3	2.5	0.1	4.7
	Ocp	1.0	1.5	2.0	2.5	9.0	1.5	1.2	12.9	7.0	32.1
1400-1500	Pro	1.6	35.6	4.7	0.8	1.2	26.0	23.5	2.3	0.1	4.1
	Ocp	1.1	1.5	1.9	2.3	8.7	1.6	1.2	14.3	7.4	28.3
1500-1600	Pro	1.5	36.5	4.2	1.1	1.1	28.5	20.9	2.3	0.1	3.9
	Ocp	1.1	1.5	2.0	3.5	8.6	1.6	1.2	16.5	8.5	27.9
1600-1700	Pro	1.9	36.8	5.3	1.2	1.2	25.7	19.9	3.2	0.1	4.6
	Ocp	1.1	1.5	2.0	3.7	8.8	1.6	1.2	12.5	8.2	33.0
1700-1800	Pro	2.5	40.9	4.7	1.0	1.1	24.6	16.9	3.1	0.1	5.1
	Ocp	1.0	1.5	2.0	4.1	11.0	1.6	1.2	16.7	15.2	45.5
1800-1900	Pro	3.3	53.9	3.7	0.5	1.5	16.8	11.3	4.1	0.1	4.7
	Ocp	1.1	1.5	1.7	2.0	12.2	1.6	1.1	22.4	16.0	64.8
1900-2000	Pro	2.2	61.5	5.0	0.3	1.8	12.1	8.5	3.8	0.1	4.8
	Ocp	1.1	1.5	1.9	1.2	10.2	1.4	1.1	21.8	12.1	57.6
2000-2100	Pro	2.2	60.1	6.5	0.2	2.3	10.2	10.0	3.3	0.1	5.1
	Ocp	1.1	1.5	1.8	1.2	9.9	1.5	1.1	18.7	7.4	44.0
2100-2200	Pro	2.6	56.8	8.8	0.1	3.2	9.9	9.6	2.8	0.1	6.1
	Ocp	1.2	1.5	1.8	4.6	9.5	1.5	1.1	17.4	6.2	38.2
2200-2300	Pro	2.6	58.2	11.5	0.4	3.0	9.8	6.4	1.9	0.1	6.1
	Ocp	1.2	1.6	1.9	2.6	9.9	1.5	1.2	15.7	5.8	41.0
16 hours	Pro	2.3	43.9	5.4	0.7	1.6	21.2	16.7	3.3	0.1	4.8
	Ocp	1.1	1.5	1.9	3.3	9.8	1.5	1.2	18.8	11.0	42.8

**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