

YEAR 2012

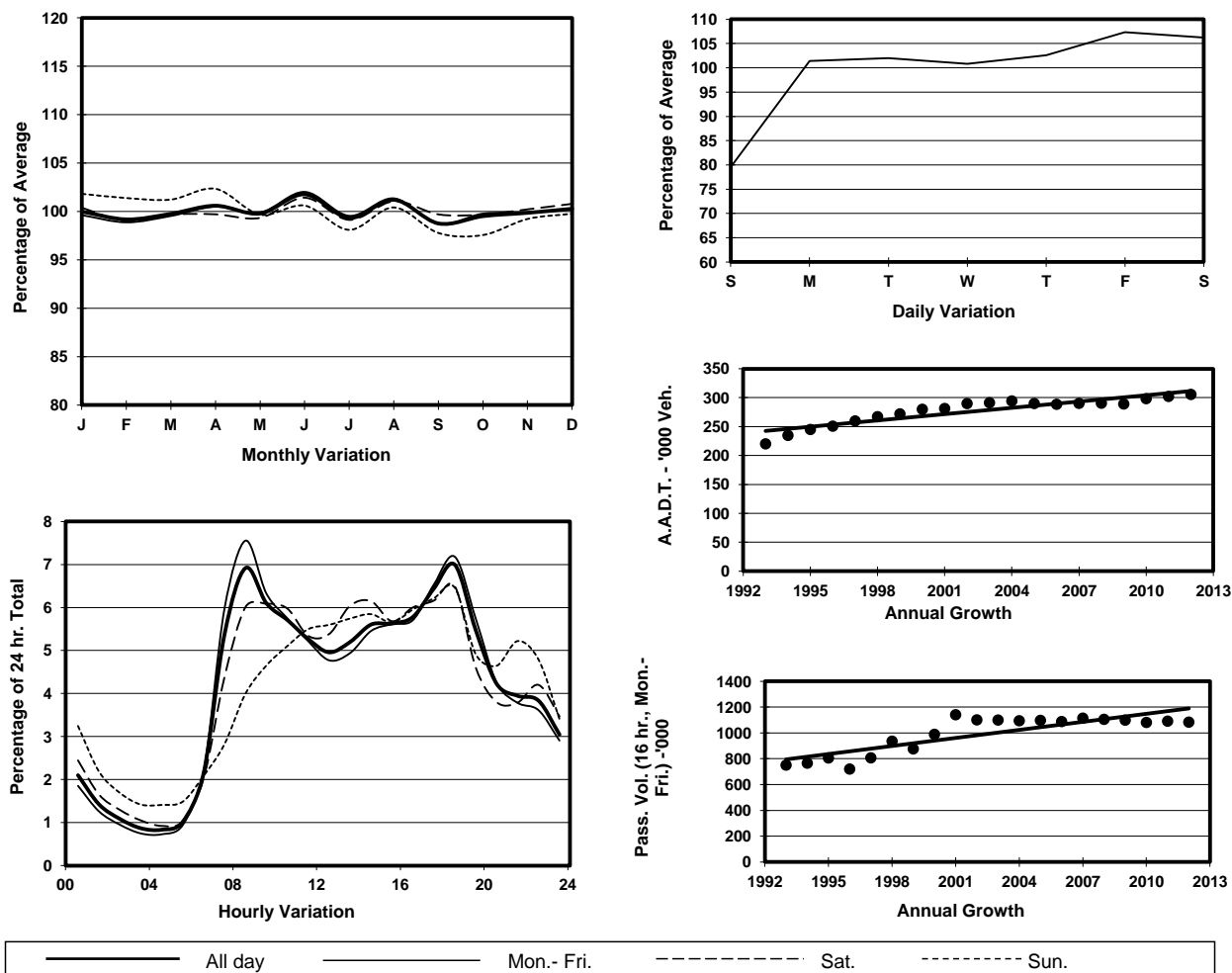
Location

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.	152580	159000	162000	122780
R 12 / 24 - %	74.3	75.6	73	67.8
R 16 / 24 - %	88.2	88.9	87.2	84.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	13210	15010	12540	6520
T - % (AM)	-	19.8	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	9420	9930	9630	8100
T - % (PM)	-	22.6	-	-
Prop.of commercial vehicles - 16 hr.	-	23.1	-	-
NORTH BOUND				
A.A.D.T.	152970	158630	166130	123150
R 12 / 24 - %	65.7	66.5	66.5	59.2
R 16 / 24 - %	86.8	88	85.1	81.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7930	8990	8190	4920
T - % (AM)	-	24.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	11970	13040	11690	7780
T - % (PM)	-	18.1	-	-
Prop.of commercial vehicles - 16 hr.	-	24	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.1	45.5	7.9	0.7	1.6	19.9	12.1	4.7	0.1	4.4
	Ocp	1.0	1.4	2.0	3.5	11.9	1.5	1.2	21.5	21.8	68.7
0800-0900 Peak Hour	Pro	2.2	50.3	6.4	0.5	0.8	18.3	14.0	3.4	0.1	4.1
	Ocp	1.0	1.4	1.9	4.3	11.6	1.5	1.2	20.3	19.5	67.4
0900-1000	Pro	1.6	40.6	6.2	0.5	1.0	25.6	17.6	2.7	0.1	4.1
	Ocp	1.0	1.4	1.8	3.8	10.6	1.5	1.2	12.8	17.3	35.6
1000-1100	Pro	1.2	35.2	7.2	0.4	1.1	26.8	21.8	2.5	0.1	3.8
	Ocp	1.0	1.4	2.0	2.4	7.4	1.5	1.2	13.3	8.4	32.4
1100-1200	Pro	1.3	36.5	6.8	0.5	1.3	25.6	21.5	2.5	0.1	3.9
	Ocp	1.1	1.5	2.1	3.8	8.8	1.5	1.2	18.1	9.8	30.7
1200-1300	Pro	1.2	38.6	6.7	0.6	1.2	24.2	20.9	2.6	0.1	3.9
	Ocp	1.1	1.4	2.0	2.8	9.8	1.5	1.2	15.9	8.7	29.9
1300-1400	Pro	1.2	35.2	5.5	0.5	1.3	26.4	23.4	2.4	0.2	4.0
	Ocp	1.0	1.4	2.0	2.4	9.0	1.5	1.2	9.7	8.2	35.3
1400-1500	Pro	1.3	37.0	6.1	0.4	1.1	27.3	21.4	2.0	0.1	3.3
	Ocp	1.1	1.5	2.0	1.8	8.2	1.4	1.2	10.6	7.1	31.4
1500-1600	Pro	0.9	37.1	6.2	0.8	1.2	26.5	20.9	2.6	0.1	3.7
	Ocp	1.0	1.4	2.0	2.4	7.7	1.4	1.2	11.0	11.2	30.4
1600-1700	Pro	1.9	36.8	6.7	0.9	1.2	25.5	19.9	2.5	0.1	4.4
	Ocp	1.1	1.4	1.8	3.2	9.8	1.5	1.2	12.6	10.7	32.9
1700-1800	Pro	2.1	44.2	5.2	0.9	1.1	23.6	15.8	2.4	0.1	4.5
	Ocp	1.1	1.5	2.1	3.1	11.6	1.6	1.2	16.5	15.8	48.1
1800-1900	Pro	3.1	54.7	5.6	0.2	1.2	15.7	11.8	3.6	0.1	4.1
	Ocp	1.1	1.5	2.1	2.7	12.2	1.6	1.2	24.6	18.2	66.6
1900-2000	Pro	2.0	60.0	7.1	0.3	1.5	11.6	9.5	3.6	0.1	4.2
	Ocp	1.1	1.5	2.0	2.9	10.1	1.4	1.1	25.4	14.7	59.0
2000-2100	Pro	1.6	58.3	8.5	0.1	2.2	11.2	10.5	3.0	0.2	4.4
	Ocp	1.1	1.5	1.9	6.0	8.9	1.3	1.1	16.9	13.1	47.3
2100-2200	Pro	1.7	57.0	12.5	0.3	2.4	8.9	9.0	2.8	0.2	5.4
	Ocp	1.1	1.5	1.9	2.1	8.7	1.4	1.1	13.3	9.6	40.1
2200-2300	Pro	2.2	57.9	13.7	0.3	2.2	7.5	8.2	2.4	0.2	5.4
	Ocp	1.2	1.5	2.1	1.9	8.9	1.5	1.1	12.6	10.1	38.8
16 hours	Pro	1.8	45.0	7.1	0.5	1.3	20.8	16.3	2.9	0.1	4.2
	Ocp	1.1	1.4	2.0	3.1	9.8	1.5	1.2	17.2	13.0	45.2

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