

YEAR 2015

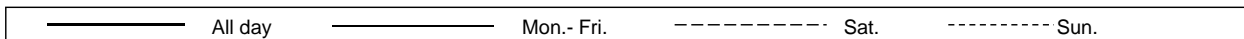
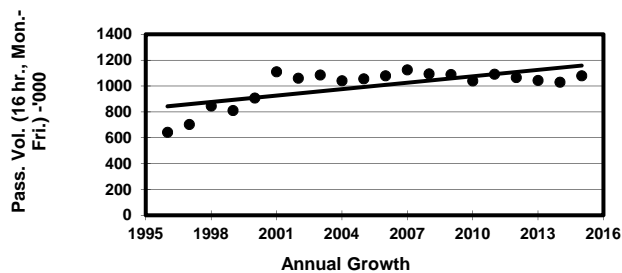
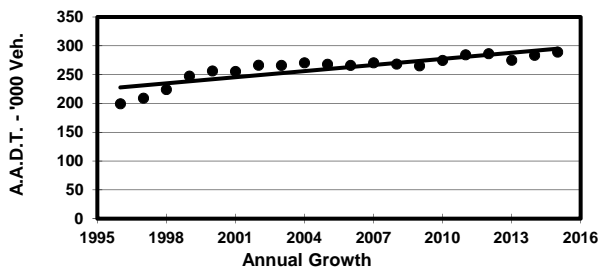
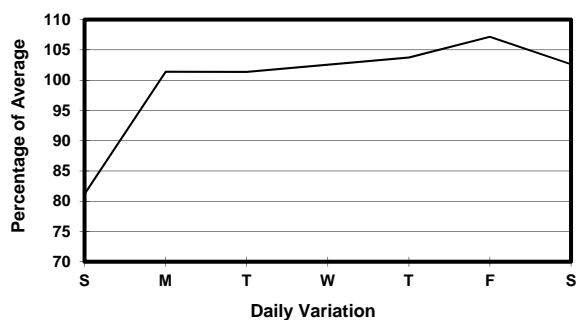
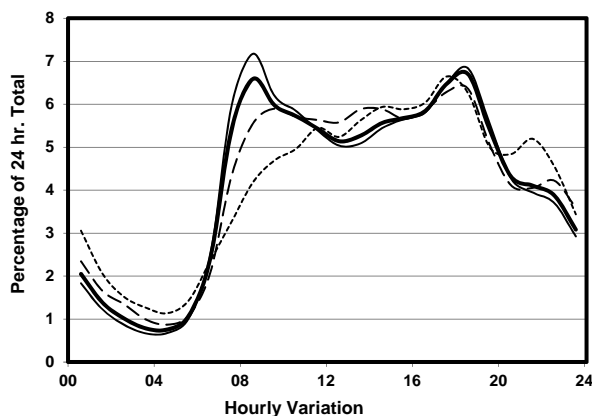
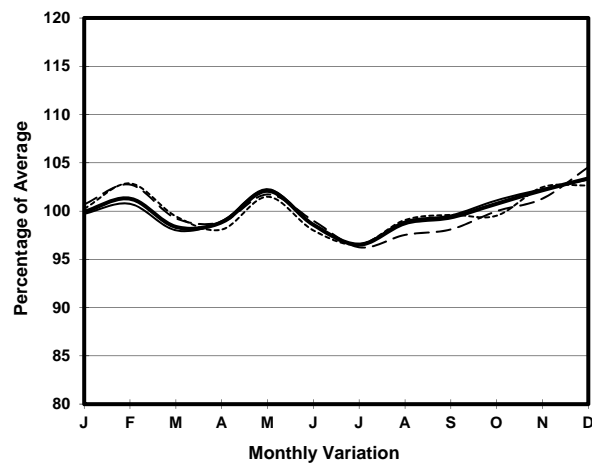
Location

Screenline S-S(East end of Tuen Mun & Yuen Long)

Stations on Cordon/Screenline

5012, 5016, 5029, 6207, 6208 and 6209

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	144740	151080	148570	119440
R 12 / 24 - %	72.2	73.5	70.3	66.8
R 16 / 24 - %	87.9	88.7	86.6	84.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	10890	12390	9680	6300
T - % (AM)	-	22.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	9030	9410	9020	7790
T - % (PM)	-	26	-	-
Prop.of commercial vehicles - 16 hr.	-	25	-	-
<b>WEST BOUND</b>				
A.A.D.T.	144440	150450	151080	118030
R 12 / 24 - %	67.3	68.3	67	61.5
R 16 / 24 - %	87.1	88	85.5	83
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	8170	9250	7980	4850
T - % (AM)	-	25.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	10490	11210	10110	8000
T - % (PM)	-	17	-	-
Prop.of commercial vehicles - 16 hr.	-	25.3	-	-

## 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	2.9	42.7	8.8	1.1	3.6	17.7	14.7	4.0	0.1	4.5
	Ocp	1.1	1.4	2.1	8.9	11.8	1.5	1.2	26.7	21.8	64.5
0800-0900 Peak Hour	Pro	1.6	48.8	7.7	0.7	2.5	15.2	16.1	3.4	0.1	3.9
	Ocp	1.0	1.4	2.0	5.6	12.8	1.5	1.2	27.5	24.3	65.8
0900-1000	Pro	1.1	42.1	6.9	0.6	2.2	18.9	21.5	2.6	0.1	4.1
	Ocp	1.0	1.4	2.0	2.1	12.1	1.4	1.2	18.8	16.7	36.5
1000-1100	Pro	1.0	36.7	6.4	0.5	2.3	22.4	25.0	2.1	0.1	3.5
	Ocp	1.0	1.4	2.0	2.5	10.4	1.5	1.2	23.0	19.8	34.2
1100-1200	Pro	1.0	38.4	6.4	0.5	2.5	21.1	24.2	2.3	0.1	3.6
	Ocp	1.1	1.5	2.1	2.3	10.9	1.5	1.2	19.3	18.0	34.3
1200-1300	Pro	0.9	39.1	6.9	0.9	2.3	21.3	23.0	2.0	0.1	3.5
	Ocp	1.1	1.5	2.0	4.3	11.2	1.4	1.2	18.9	12.0	33.0
1300-1400	Pro	1.0	36.4	6.3	0.7	2.1	22.0	25.4	2.4	0.1	3.5
	Ocp	1.1	1.5	2.0	4.7	11.2	1.4	1.2	18.1	12.8	36.2
1400-1500	Pro	0.9	38.1	5.9	0.6	1.8	21.9	25.2	2.2	0.1	3.3
	Ocp	1.0	1.5	2.0	3.5	10.7	1.4	1.2	18.8	14.2	32.7
1500-1600	Pro	0.8	37.2	6.6	0.5	2.0	22.6	25.2	1.6	0.1	3.5
	Ocp	1.1	1.5	2.0	5.0	10.7	1.5	1.2	22.7	19.4	32.7
1600-1700	Pro	1.2	39.6	6.4	1.2	2.1	22.2	21.0	2.8	0.1	3.6
	Ocp	1.0	1.5	2.1	3.8	11.5	1.5	1.2	17.2	18.1	38.4
1700-1800	Pro	2.3	44.2	7.0	0.8	2.3	19.0	17.5	2.7	0.1	4.1
	Ocp	1.1	1.5	2.3	3.6	13.8	1.5	1.1	21.9	25.4	48.3
1800-1900	Pro	2.7	55.5	6.1	0.5	2.3	14.3	11.8	3.0	0.1	3.8
	Ocp	1.1	1.4	2.2	4.0	15.5	1.4	1.1	24.0	32.6	61.4
1900-2000	Pro	2.0	54.1	8.3	0.2	2.6	13.0	11.3	2.9	0.1	5.6
	Ocp	1.1	1.4	2.0	2.0	11.7	1.4	1.1	23.0	28.9	66.5
2000-2100	Pro	1.7	56.8	11.2	0.2	3.3	9.1	10.1	2.9	0.1	4.7
	Ocp	1.1	1.4	1.9	1.5	10.7	1.3	1.1	14.2	12.6	44.9
2100-2200	Pro	2.3	53.0	14.2	0.1	3.2	9.4	10.0	2.7	0.1	5.1
	Ocp	1.1	1.3	1.9	3.3	10.8	1.3	1.0	17.5	14.9	36.3
2200-2300	Pro	1.9	55.8	19.2	0.0	2.7	6.5	7.1	1.6	0.1	5.1
	Ocp	1.1	1.6	1.9	0.0	10.9	1.3	1.1	20.7	12.0	39.9
16 hours	Pro	1.6	44.6	7.9	0.6	2.5	17.7	18.4	2.6	0.1	4.0
	Ocp	1.1	1.4	2.0	4.4	11.8	1.4	1.2	21.5	18.9	46.1

#### Legend

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)\*

**Ocp.** Average occupancy of vehicles including both driver and passengers\*

**M&H** Medium and Heavy

\* All traffic data are collected from combined bounds except for one way traffic