

YEAR 2016

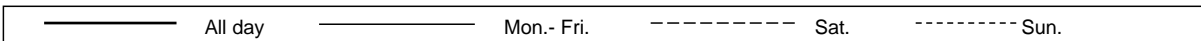
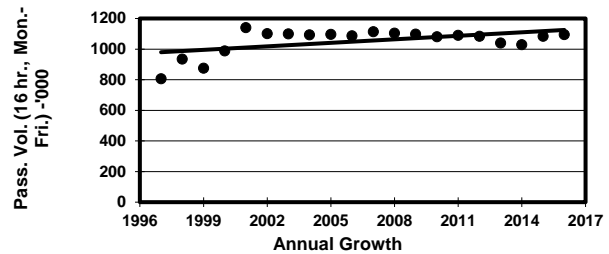
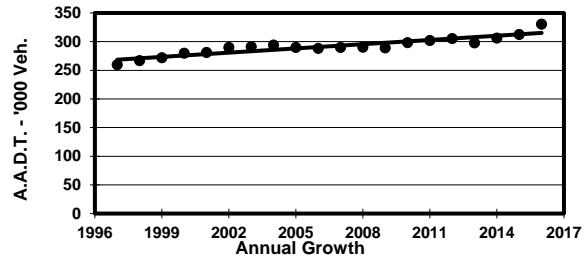
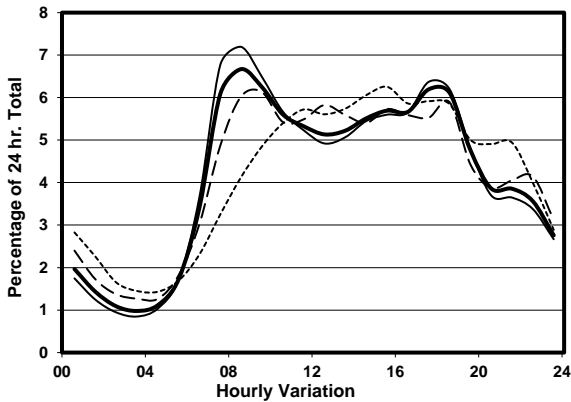
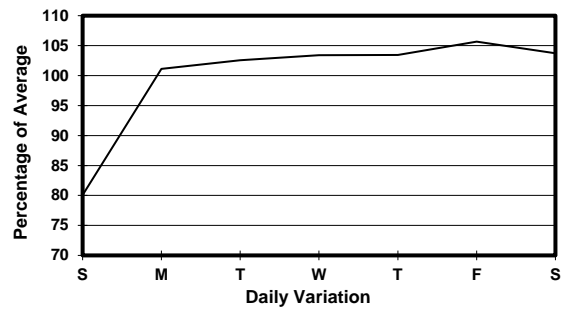
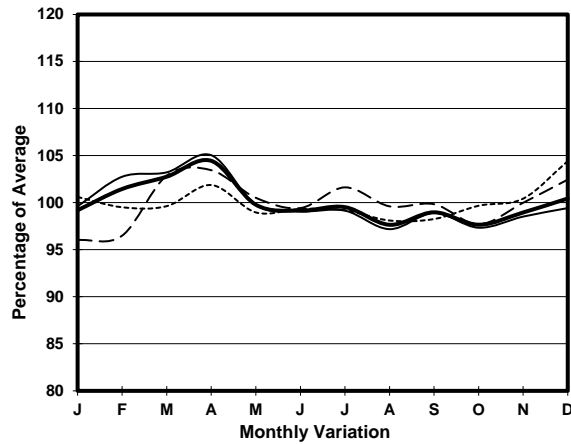
Location

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.	174560	182450	182460	140240
R 12 / 24 - %	72.6	73.6	71.1	67.9
R 16 / 24 - %	85.8	86	85.3	85.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	13640	15580	12280	7450
T - % (AM)	-	17.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	10490	10880	10810	9010
T - % (PM)	-	19.4	-	-
Prop.of commercial vehicles - 16 hr.	-	20.4	-	-
NORTH BOUND				
A.A.D.T.	155990	162400	164240	127410
R 12 / 24 - %	66	67.2	63.5	61.1
R 16 / 24 - %	85.2	86.3	82.6	81.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8830	9540	9230	5530
T - % (AM)	-	25.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	10690	11490	10570	7630
T - % (PM)	-	13.9	-	-
Prop.of commercial vehicles - 16 hr.	-	21.4	-	-

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	2.8	52.2	7.8	0.8	1.0	17.0	10.5	3.8	0.1	4.1
	Ocp	1.0	1.3	1.9	6.8	12.0	1.4	1.2	21.5	20.4	63.7
0800-0900 Peak Hour	Pro	2.8	51.0	7.0	0.4	0.9	18.7	11.8	3.5	0.1	3.8
	Ocp	1.1	1.3	1.9	4.4	10.2	1.4	1.2	24.1	19.9	66.1
0900-1000	Pro	1.5	45.5	7.4	0.3	0.8	21.8	16.3	2.4	0.1	3.9
	Ocp	1.1	1.3	2.0	3.6	9.9	1.5	1.2	15.4	19.7	35.5
1000-1100	Pro	1.2	40.2	8.2	0.4	1.0	23.7	20.0	1.8	0.1	3.4
	Ocp	1.1	1.4	1.9	2.6	7.8	1.4	1.2	18.3	13.8	33.1
1100-1200	Pro	1.4	40.6	7.1	0.4	0.8	24.3	19.8	2.1	0.1	3.3
	Ocp	1.0	1.4	2.0	3.0	8.3	1.4	1.2	15.7	13.0	32.4
1200-1300	Pro	1.5	42.3	5.7	0.7	1.0	22.0	20.4	2.7	0.1	3.6
	Ocp	1.1	1.4	2.1	4.3	9.4	1.4	1.2	15.2	12.6	32.1
1300-1400	Pro	1.3	40.6	6.6	0.5	0.9	23.8	20.6	2.2	0.1	3.4
	Ocp	1.1	1.4	2.2	1.8	8.9	1.4	1.2	13.8	15.3	38.4
1400-1500	Pro	1.3	42.2	5.7	0.6	0.8	24.3	19.8	2.2	0.1	3.1
	Ocp	1.1	1.5	2.1	2.4	8.4	1.4	1.2	12.6	13.4	34.8
1500-1600	Pro	1.4	40.0	5.2	0.7	1.0	24.8	21.1	2.4	0.1	3.4
	Ocp	1.1	1.5	2.0	4.6	9.1	1.4	1.2	17.8	12.4	34.2
1600-1700	Pro	1.8	43.4	7.4	0.9	1.0	23.1	16.0	2.6	0.1	3.8
	Ocp	1.1	1.5	1.8	3.7	10.0	1.4	1.2	11.3	20.1	39.2
1700-1800	Pro	3.1	49.0	6.6	0.8	1.2	20.1	12.5	2.5	0.1	4.1
	Ocp	1.1	1.4	1.9	4.7	11.4	1.3	1.1	17.7	22.3	51.9
1800-1900	Pro	2.8	62.7	6.5	0.3	1.3	11.8	7.7	3.0	0.1	3.8
	Ocp	1.1	1.3	2.1	1.3	11.9	1.4	1.1	23.8	23.7	70.7
1900-2000	Pro	2.3	63.9	7.9	0.2	1.6	9.6	6.4	3.4	0.1	4.5
	Ocp	1.1	1.3	2.0	1.9	10.6	1.2	1.1	20.1	17.0	58.8
2000-2100	Pro	2.1	62.6	10.0	0.1	1.7	7.8	7.9	2.7	0.1	5.0
	Ocp	1.1	1.3	1.9	1.0	8.4	1.3	1.1	13.1	12.0	41.0
2100-2200	Pro	2.1	57.6	14.7	0.2	1.8	8.7	7.7	2.0	0.1	5.1
	Ocp	1.1	1.4	2.0	1.6	7.8	1.2	1.1	14.2	9.9	42.3
2200-2300	Pro	2.1	60.0	17.4	0.1	2.1	6.6	5.1	1.7	0.1	4.8
	Ocp	1.1	1.3	1.9	2.6	8.7	1.3	1.1	12.8	9.3	44.2
16 hours	Pro	2.0	49.0	7.8	0.5	1.1	18.7	14.3	2.6	0.1	3.9
	Ocp	1.1	1.4	2.0	3.9	9.7	1.4	1.2	17.8	16.3	46.6

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