

YEAR 2018

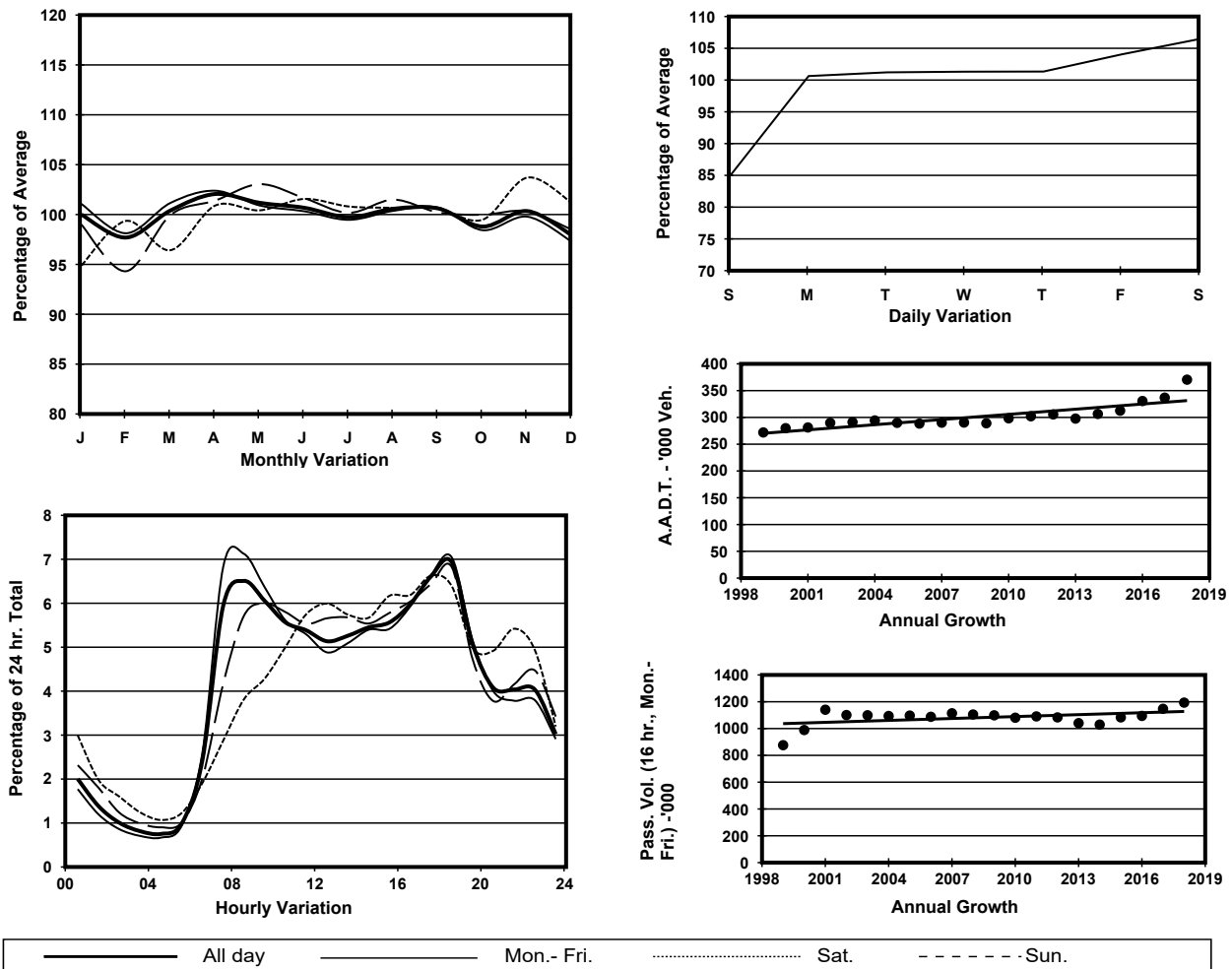
Location

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.	184620	188530	196800	163280
R 12 / 24 - %	74.7	76	73.5	68.7
R 16 / 24 - %	88.3	88.7	87.8	86.3
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	14600	17220	13900	8110
T - % (AM)	-	17	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	11740	11840	13260	11520
T - % (PM)	-	14.3	-	-
Prop.of commercial vehicles - 16 hr.	-	20	-	-
NORTH BOUND				
A.A.D.T.	185860	191350	201200	153780
R 12 / 24 - %	66.1	67.2	65	60.1
R 16 / 24 - %	86.9	87.9	84.9	83.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	9510	10560	9960	5490
T - % (AM)	-	20.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	13930	14910	13880	9900
T - % (PM)	-	13.6	-	-
Prop.of commercial vehicles - 16 hr.	-	20	-	-

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	2.8	52.2	8.2	0.8	1.0	15.6	11.7	3.8	0.1	3.9
	Ocp	1.0	1.3	2.0	7.3	12.6	1.5	1.1	22.5	10.5	67.5
0800-0900 Peak Hour	Pro	2.1	54.8	7.2	0.6	0.7	15.8	11.6	3.5	0.1	3.6
	Ocp	1.0	1.3	2.0	5.3	12.3	1.5	1.2	21.0	14.9	61.7
0900-1000	Pro	1.8	43.8	7.8	0.3	0.8	23.0	16.2	2.7	0.1	3.6
	Ocp	1.0	1.3	2.0	2.9	9.5	1.4	1.2	12.3	10.8	34.6
1000-1100	Pro	1.6	39.9	7.6	0.3	0.6	24.4	19.6	2.5	0.1	3.5
	Ocp	1.1	1.3	1.9	1.7	11.4	1.4	1.3	18.7	9.3	31.6
1100-1200	Pro	1.2	41.1	8.2	0.4	0.9	25.0	18.0	2.0	0.1	3.3
	Ocp	1.0	1.3	2.0	2.9	9.3	1.4	1.2	17.4	7.6	34.3
1200-1300	Pro	1.1	43.0	7.4	0.8	0.8	22.0	18.9	2.6	0.1	3.3
	Ocp	1.1	1.4	2.0	5.0	9.5	1.4	1.2	13.6	9.1	34.0
1300-1400	Pro	1.0	41.2	7.5	0.5	0.9	24.8	18.9	2.3	0.1	3.0
	Ocp	1.0	1.4	2.0	2.2	9.9	1.4	1.2	13.6	12.1	40.3
1400-1500	Pro	1.5	39.6	6.3	0.5	0.7	25.4	20.5	2.5	0.1	2.9
	Ocp	1.1	1.4	2.1	2.6	10.4	1.4	1.2	14.4	7.3	35.1
1500-1600	Pro	1.2	43.2	6.7	0.6	0.9	23.6	18.5	2.3	0.1	3.0
	Ocp	1.1	1.4	1.9	4.4	9.6	1.4	1.2	9.9	9.7	34.2
1600-1700	Pro	1.6	42.6	7.4	0.8	0.9	24.0	16.2	2.9	0.1	3.5
	Ocp	1.1	1.3	1.8	5.7	11.3	1.4	1.2	12.0	10.5	38.0
1700-1800	Pro	3.1	49.0	6.2	0.9	1.0	21.2	11.8	3.0	0.1	3.7
	Ocp	1.0	1.3	2.1	4.0	13.6	1.4	1.2	15.7	8.0	50.3
1800-1900	Pro	2.9	61.8	6.6	0.2	0.9	13.8	6.9	3.4	0.1	3.6
	Ocp	1.1	1.4	2.0	2.5	12.9	1.3	1.1	24.3	16.1	73.4
1900-2000	Pro	1.4	66.8	7.0	0.2	1.2	10.0	6.1	3.2	0.1	4.1
	Ocp	1.1	1.3	2.0	1.3	11.3	1.2	1.1	17.7	10.8	60.4
2000-2100	Pro	1.9	62.4	10.1	0.1	1.2	9.9	6.8	3.2	0.1	4.4
	Ocp	1.1	1.3	2.0	1.0	9.0	1.4	1.1	10.5	9.5	44.0
2100-2200	Pro	2.6	59.2	15.1	0.1	1.5	8.9	6.2	1.9	0.1	4.5
	Ocp	1.1	1.3	1.9	1.3	8.5	1.3	1.0	15.8	7.7	40.8
2200-2300	Pro	2.3	62.2	14.3	0.1	1.5	8.2	5.5	1.3	0.1	4.6
	Ocp	1.1	1.3	1.8	5.0	10.7	1.3	1.0	11.2	9.5	41.4
16 hours	Pro	1.9	49.8	8.0	0.5	0.9	18.9	13.5	2.8	0.1	3.6
	Ocp	1.1	1.3	2.0	4.4	10.9	1.4	1.2	16.7	9.9	47.0

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