

YEAR 2019

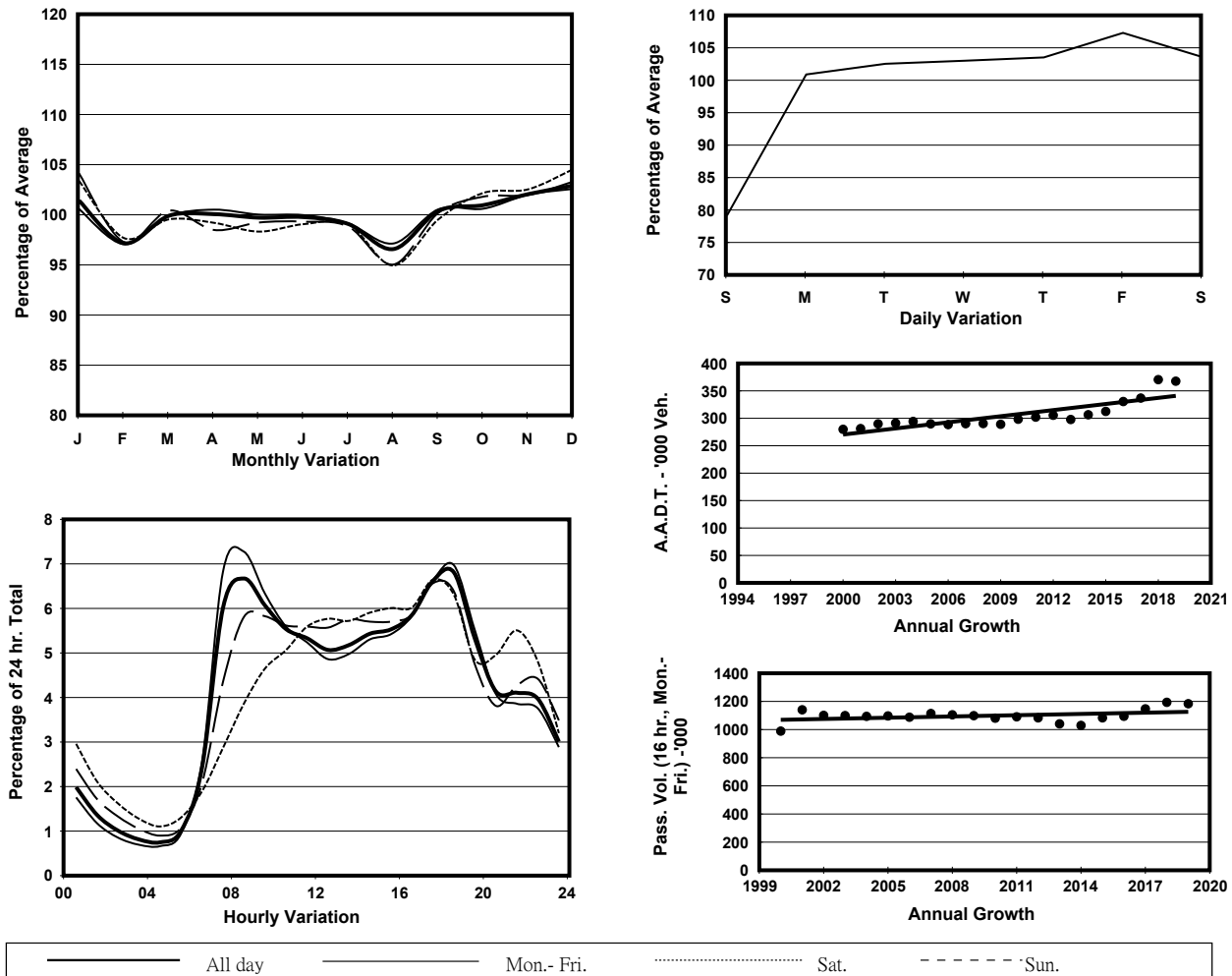
Location

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.	181130	190220	188000	143190
R 12 / 24 - %	74.8	76.2	72.9	68.7
R 16 / 24 - %	88.4	89	87.4	86.1
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	14830	17610	13610	7790
T - % (AM)	-	15.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	11350	11740	11780	9870
T - % (PM)	-	17.7	-	-
Prop.of commercial vehicles - 16 hr.	-	18.6	-	-
NORTH BOUND				
A.A.D.T.	186500	194420	196940	151250
R 12 / 24 - %	65.5	66.4	64.8	60.4
R 16 / 24 - %	86.9	88	84.7	83.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	9690	10980	9350	5910
T - % (AM)	-	18.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	13920	15130	13490	9690
T - % (PM)	-	12.9	-	-
Prop.of commercial vehicles - 16 hr.	-	19.5	-	-

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	3.3	51.9	8.4	0.9	0.8	16.5	10.7	3.7	0.1	3.9
	Ocp	1.0	1.3	2.1	6.4	11.9	1.3	1.1	21.3	22.3	65.6
0800-0900 Peak Hour	Pro	2.2	54.9	7.1	0.7	0.6	17.7	10.5	2.8	0.1	3.5
	Ocp	1.0	1.2	1.9	4.3	11.1	1.4	1.1	23.3	28.0	64.7
0900-1000	Pro	1.4	45.4	7.9	0.6	0.7	22.3	15.2	2.4	0.1	4.0
	Ocp	1.1	1.2	1.9	2.9	10.7	1.4	1.1	13.7	15.9	36.8
1000-1100	Pro	1.4	42.5	7.3	0.6	0.7	23.5	18.1	2.5	0.1	3.4
	Ocp	1.1	1.3	1.9	2.3	9.2	1.3	1.1	15.1	14.1	30.1
1100-1200	Pro	1.4	41.9	6.7	0.5	0.9	24.1	18.9	2.1	0.1	3.3
	Ocp	1.0	1.3	1.9	1.9	9.1	1.3	1.1	17.0	12.9	33.3
1200-1300	Pro	1.2	43.6	5.6	0.8	1.1	23.7	18.6	2.1	0.1	3.3
	Ocp	1.1	1.4	2.0	6.9	10.6	1.3	1.2	14.3	19.4	33.4
1300-1400	Pro	1.2	41.1	6.7	0.7	0.9	25.8	18.6	1.7	0.1	3.2
	Ocp	1.1	1.3	2.0	2.2	9.1	1.3	1.1	12.4	25.9	38.1
1400-1500	Pro	1.4	41.8	5.7	0.6	0.8	25.9	19.0	1.8	0.1	2.9
	Ocp	1.1	1.3	1.9	2.2	10.1	1.3	1.1	14.3	11.9	37.0
1500-1600	Pro	1.7	43.3	6.5	0.8	0.8	24.5	17.8	1.5	0.1	3.0
	Ocp	1.1	1.3	2.0	5.6	10.2	1.3	1.1	13.5	11.4	34.2
1600-1700	Pro	1.7	45.4	6.6	0.9	0.8	23.2	15.4	2.5	0.1	3.5
	Ocp	1.0	1.3	1.8	4.5	10.1	1.3	1.1	13.6	18.9	37.4
1700-1800	Pro	3.4	50.1	7.3	0.9	0.8	21.1	10.8	2.0	0.1	3.6
	Ocp	1.1	1.3	2.0	2.8	12.7	1.3	1.1	19.2	27.4	49.3
1800-1900	Pro	2.7	64.7	5.8	0.2	0.8	12.5	6.9	2.9	0.1	3.4
	Ocp	1.1	1.3	1.9	2.7	13.4	1.2	1.1	25.0	24.2	72.2
1900-2000	Pro	2.0	66.2	6.6	0.1	1.1	10.4	6.0	3.4	0.1	4.1
	Ocp	1.1	1.3	2.0	1.3	10.9	1.2	1.1	20.1	23.2	57.7
2000-2100	Pro	1.6	62.6	10.3	0.1	1.3	10.0	6.6	2.6	0.1	4.8
	Ocp	1.1	1.3	1.8	1.3	10.3	1.3	1.1	17.1	14.4	41.3
2100-2200	Pro	1.9	60.1	12.4	0.1	1.4	10.6	6.8	1.7	0.1	4.8
	Ocp	1.2	1.3	1.9	2.0	9.8	1.1	1.0	14.3	14.4	42.4
2200-2300	Pro	2.5	61.7	14.3	0.2	1.3	9.1	4.9	1.3	0.1	4.6
	Ocp	1.1	1.2	1.9	3.1	9.5	1.3	1.0	18.9	9.5	44.5
16 hours	Pro	2.0	50.9	7.6	0.6	0.9	19.1	12.9	2.4	0.1	3.7
	Ocp	1.1	1.3	1.9	3.9	10.6	1.3	1.1	18.1	18.0	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