

YEAR 2021

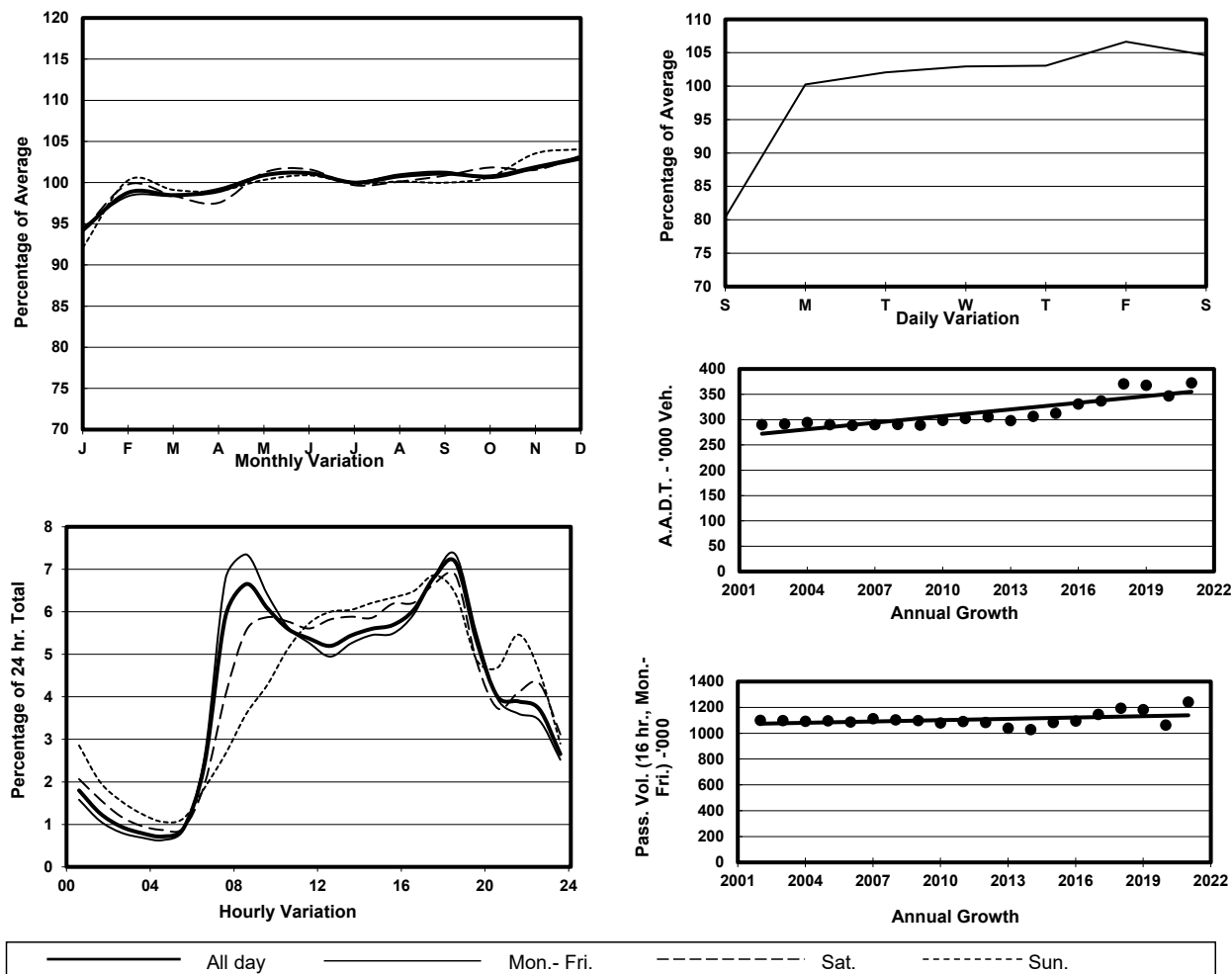
Location

Screenline R-R(North end of Tsuen Wan and Sha Tin)

Stations on Cordon/Screenline

5012, 5013, 5014, 5029, 5042, 6209 and 6210

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	186720	194700	196270	151320
R 12 / 24 - %	75.8	77	74.2	69.7
R 16 / 24 - %	88.7	89.1	88.2	86.5
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	15280	17760	13950	7490
T - % (AM)	-	17.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	11730	12170	12670	10520
T - % (PM)	-	14.8	-	-
Prop.of commercial vehicles - 16 hr.	-	19.1	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	185940	193460	197370	151060
R 12 / 24 - %	67.4	68.4	66.5	61.8
R 16 / 24 - %	88.3	89.3	86.5	84.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	9520	10830	9170	5460
T - % (AM)	-	21.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	14950	16310	14310	10220
T - % (PM)	-	13.2	-	-
Prop.of commercial vehicles - 16 hr.	-	19.6	-	-

## 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	4.6	47.2	7.3	0.6	1.1	19.3	10.8	2.9	0.1	6.1
	Ocp	1.0	1.3	1.8	6.4	10.4	1.4	1.1	17.9	12.2	54.7
0800-0900 Peak Hour	Pro	3.0	50.8	6.4	0.4	0.7	18.7	12.3	1.9	0.1	5.8
	Ocp	1.1	1.3	2.0	4.1	12.1	1.4	1.2	19.4	16.0	48.6
0900-1000	Pro	2.4	44.1	7.5	0.4	0.8	24.0	13.9	0.9	0.1	5.9
	Ocp	1.1	1.3	1.8	1.9	10.3	1.4	1.2	6.3	11.8	24.8
1000-1100	Pro	2.0	39.5	7.3	0.6	0.9	26.8	16.6	0.8	0.1	5.4
	Ocp	1.0	1.3	1.8	2.2	9.6	1.3	1.2	8.5	11.3	24.0
1100-1200	Pro	1.6	40.1	6.9	0.5	0.9	26.5	17.1	0.9	0.1	5.4
	Ocp	1.0	1.3	1.8	2.8	9.7	1.4	1.2	4.2	11.8	22.3
1200-1300	Pro	1.5	44.3	6.1	0.9	0.8	23.1	16.9	1.1	0.1	5.0
	Ocp	1.1	1.3	2.0	4.6	12.0	1.3	1.2	7.7	11.3	26.5
1300-1400	Pro	1.9	41.2	7.0	0.6	0.8	24.8	17.1	1.2	0.1	5.2
	Ocp	1.1	1.3	2.0	4.2	12.7	1.4	1.2	9.6	13.4	29.9
1400-1500	Pro	1.8	41.4	6.1	0.6	0.9	26.1	17.1	1.1	0.1	4.8
	Ocp	1.1	1.4	2.0	2.1	9.8	1.4	1.2	3.7	13.0	25.2
1500-1600	Pro	2.0	43.8	6.5	0.6	0.9	23.3	16.9	0.9	0.1	5.1
	Ocp	1.0	1.3	1.8	2.8	9.6	1.4	1.2	5.2	8.4	25.5
1600-1700	Pro	2.6	43.6	6.0	0.5	0.8	25.4	14.5	1.0	0.1	5.3
	Ocp	1.1	1.4	1.8	2.0	10.1	1.4	1.2	5.2	13.1	31.1
1700-1800	Pro	5.1	50.2	5.5	0.3	0.9	22.1	9.1	1.2	0.1	5.7
	Ocp	1.1	1.3	1.8	3.3	13.1	1.4	1.1	9.5	13.3	43.1
1800-1900	Pro	3.7	62.7	4.8	0.2	0.9	13.9	6.4	2.1	0.1	5.4
	Ocp	1.1	1.3	1.9	2.0	12.7	1.3	1.1	20.7	25.4	61.3
1900-2000	Pro	2.5	65.5	6.4	0.1	1.0	10.1	6.4	1.6	0.1	6.3
	Ocp	1.1	1.3	1.7	3.5	10.7	1.3	1.1	19.9	19.2	43.6
2000-2100	Pro	2.7	60.4	9.5	0.1	1.2	10.9	7.2	1.0	0.1	6.9
	Ocp	1.1	1.2	1.7	1.0	9.3	1.2	1.1	10.8	9.6	33.9
2100-2200	Pro	3.5	59.0	10.8	0.1	1.3	10.8	6.5	0.7	0.1	7.1
	Ocp	1.1	1.3	1.8	1.0	9.2	1.3	1.1	4.6	10.3	32.1
2200-2300	Pro	2.9	61.2	11.7	0.1	1.6	9.0	5.8	0.7	0.1	7.0
	Ocp	1.1	1.3	1.8	1.0	7.6	1.3	1.1	7.6	7.4	28.6
16 hours	Pro	2.8	49.3	6.9	0.4	0.9	20.2	12.3	1.3	0.1	5.7
	Ocp	1.1	1.3	1.8	3.3	10.6	1.4	1.2	12.9	12.7	36.4

**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