

YEAR 2022

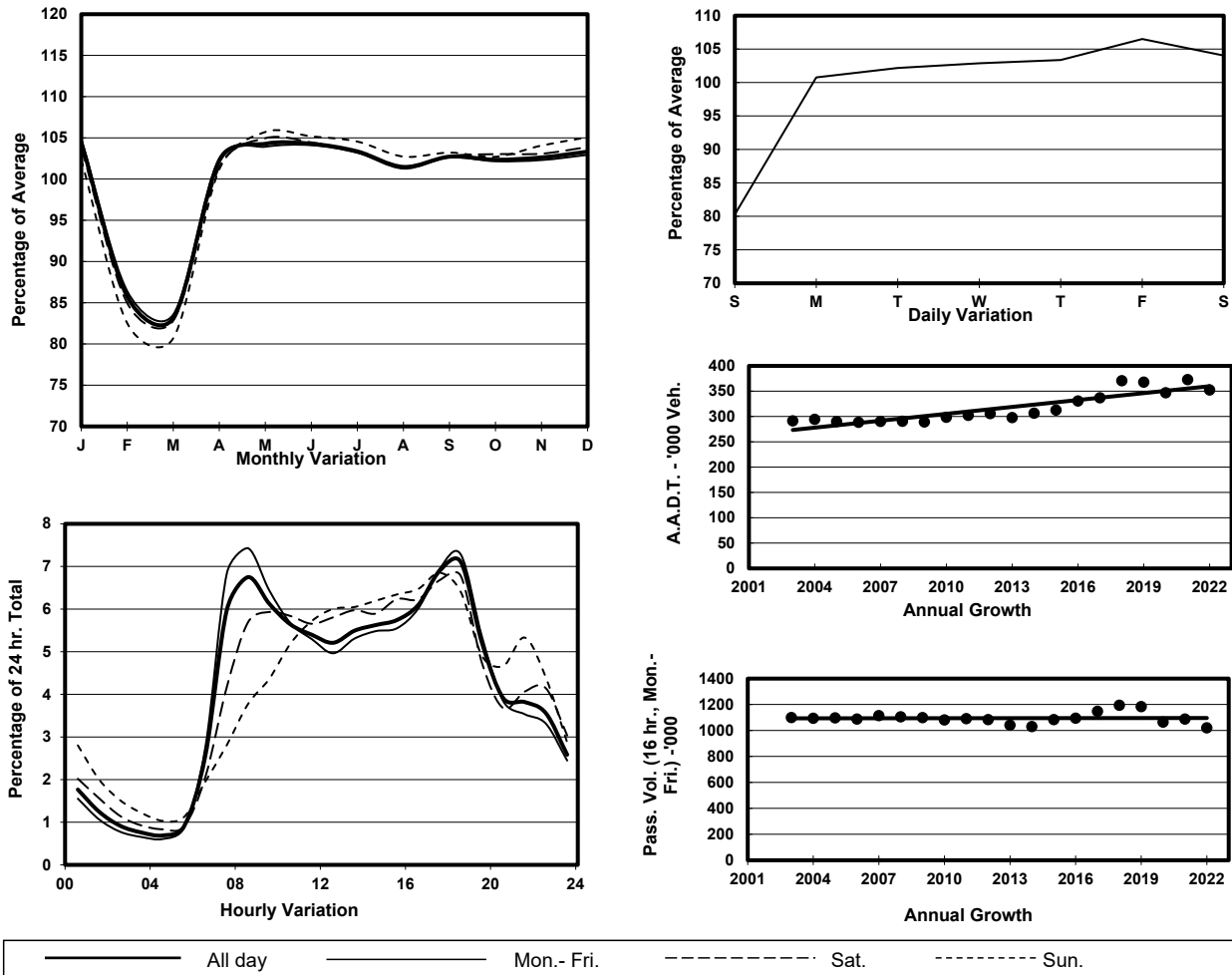
Location

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.
SOUTH BOUND				
A.A.D.T.	176500	184040	184970	143550
R 12 / 24 - %	76.1	77.3	74.6	70.2
R 16 / 24 - %	88.7	89.1	88.3	86.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	14580	16830	13180	7180
T - % (AM)	-	17.4	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	11140	11480	11790	10000
T - % (PM)	-	14.5	-	-
Prop.of commercial vehicles - 16 hr.	-	16.9	-	-
NORTH BOUND				
A.A.D.T.	175750	183050	185660	142480
R 12 / 24 - %	68	69.1	67.2	62.1
R 16 / 24 - %	88.4	89.4	86.7	84.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	9210	10440	8820	5300
T - % (AM)	-	19.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	14070	15370	13340	9600
T - % (PM)	-	11.9	-	-
Prop.of commercial vehicles - 16 hr.	-	18.6	-	-

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	4.2	55.5	7.5	0.8	0.8	15.6	9.4	2.6	0.1	3.5
	Ocp	1.1	1.3	1.9	7.8	13.9	1.4	1.1	21.6	10.5	58.0
0800-0900 Peak Hour	Pro	3.4	51.7	7.3	0.5	0.5	18.5	12.4	2.0	0.1	3.6
	Ocp	1.0	1.3	2.0	4.5	12.0	1.4	1.2	17.6	9.3	55.7
0900-1000	Pro	2.0	42.5	8.7	0.4	0.8	25.3	14.9	1.4	0.1	4.0
	Ocp	1.0	1.3	1.8	1.8	11.5	1.4	1.2	8.3	14.0	30.3
1000-1100	Pro	2.1	39.7	7.7	0.6	0.8	26.7	17.7	1.2	0.1	3.5
	Ocp	1.1	1.3	1.9	2.3	9.0	1.3	1.2	3.6	12.0	29.5
1100-1200	Pro	2.2	39.3	7.8	0.7	0.9	26.6	17.9	1.0	0.1	3.5
	Ocp	1.1	1.3	2.0	1.9	9.0	1.3	1.2	4.3	12.2	30.6
1200-1300	Pro	1.9	43.9	7.2	0.9	0.9	24.0	16.6	1.2	0.1	3.4
	Ocp	1.0	1.3	1.9	4.5	9.4	1.3	1.1	7.3	14.9	28.9
1300-1400	Pro	2.0	40.9	7.3	1.0	0.9	26.5	17.1	1.2	0.1	3.1
	Ocp	1.1	1.3	2.0	4.4	11.0	1.3	1.2	10.5	18.7	34.0
1400-1500	Pro	1.8	39.1	6.7	0.8	0.9	26.5	19.8	1.3	0.1	3.0
	Ocp	1.1	1.3	2.0	1.9	9.6	1.4	1.2	4.0	10.0	31.1
1500-1600	Pro	2.0	42.6	6.4	0.7	0.8	27.5	15.6	1.1	0.1	3.3
	Ocp	1.1	1.4	1.8	4.1	9.5	1.4	1.1	5.0	14.2	28.5
1600-1700	Pro	2.5	42.0	6.7	0.7	0.9	26.2	15.6	1.4	0.1	4.0
	Ocp	1.0	1.4	1.9	3.3	10.9	1.3	1.2	6.4	11.2	36.1
1700-1800	Pro	4.4	51.3	6.6	0.5	0.8	22.3	8.6	1.6	0.1	3.9
	Ocp	1.1	1.3	1.9	3.1	13.3	1.3	1.2	11.4	14.0	49.8
1800-1900	Pro	4.6	62.2	6.7	0.2	0.7	13.9	5.6	2.2	0.1	3.9
	Ocp	1.1	1.3	1.9	2.0	14.5	1.3	1.1	21.0	16.5	64.4
1900-2000	Pro	2.6	67.4	7.3	0.1	1.1	10.6	4.4	1.9	0.1	4.5
	Ocp	1.1	1.2	1.8	1.8	10.8	1.3	1.1	15.9	12.9	48.2
2000-2100	Pro	3.9	60.0	11.5	0.1	1.1	11.1	5.3	1.4	0.1	5.6
	Ocp	1.1	1.2	1.7	2.0	9.8	1.2	1.1	6.5	10.5	36.2
2100-2200	Pro	4.1	55.9	13.7	0.1	1.4	12.2	6.4	0.7	0.1	5.5
	Ocp	1.1	1.3	1.8	2.0	9.5	1.3	1.1	7.4	9.9	32.0
2200-2300	Pro	3.4	56.3	15.3	0.0	1.1	11.2	6.7	0.7	0.1	5.2
	Ocp	1.1	1.3	1.7	0.0	8.6	1.3	1.0	5.3	7.4	30.2
16 hours	Pro	3.0	49.2	8.0	0.5	0.9	20.7	12.3	1.5	0.1	3.8
	Ocp	1.1	1.3	1.9	3.8	10.8	1.3	1.2	12.5	12.3	40.7

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