

YEAR 2023

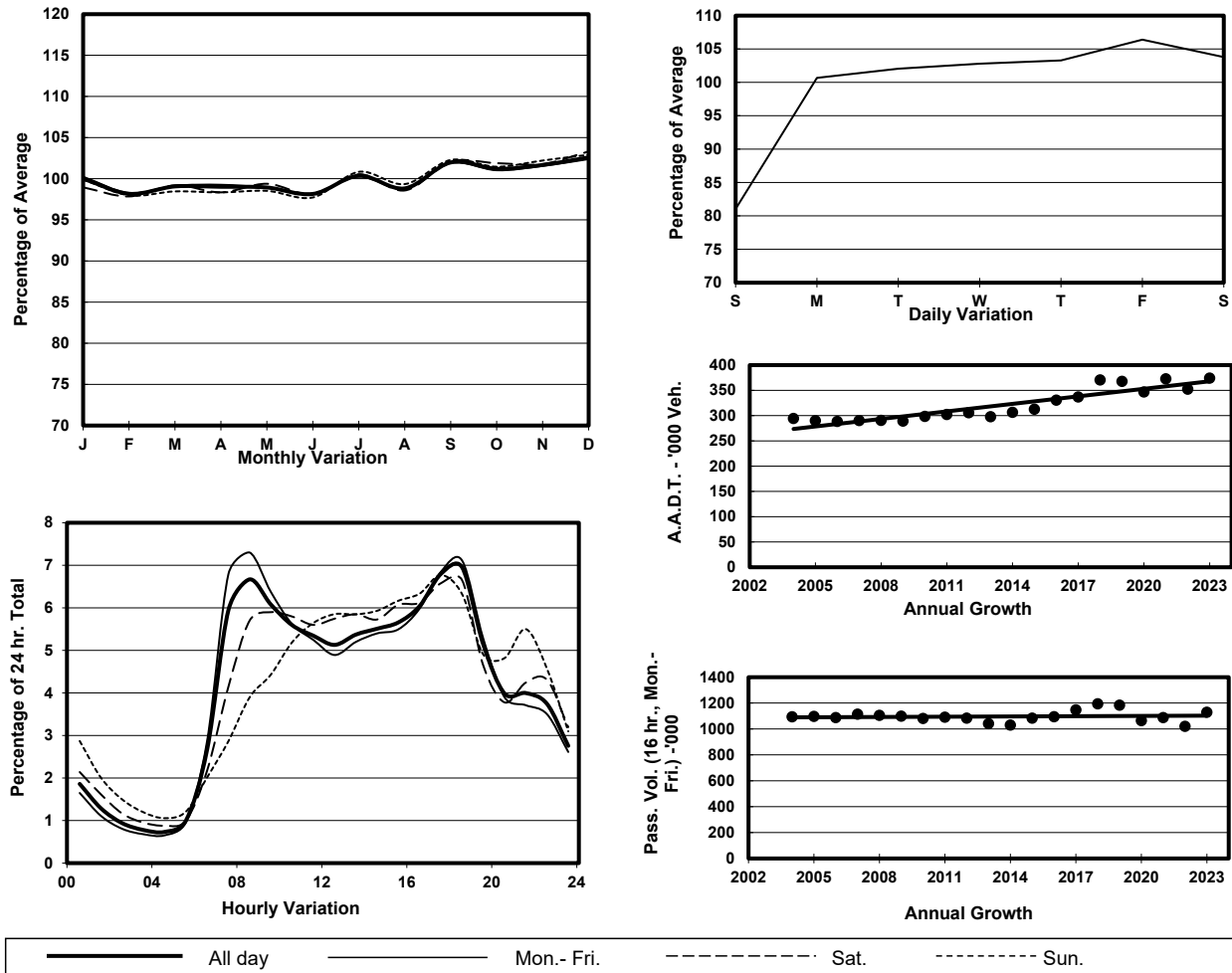
Location

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.	187440	195310	196180	153680
R 12 / 24 - %	75.1	76.3	73.8	69.5
R 16 / 24 - %	88.3	88.7	87.8	86.5
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	15190	17490	13910	7850
T - % (AM)	-	13	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	11770	12100	12460	10690
T - % (PM)	-	13.4	-	-
Prop.of commercial vehicles - 16 hr.	-	16.5	-	-
NORTH BOUND				
A.A.D.T.	186750	194420	196510	152930
R 12 / 24 - %	67.1	68.2	66	61
R 16 / 24 - %	87.6	88.6	85.9	83.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	9770	11030	9260	5730
T - % (AM)	-	18.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	14440	15740	13780	10070
T - % (PM)	-	11.5	-	-
Prop.of commercial vehicles - 16 hr.	-	17.1	-	-

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	4.7	54.8	8.3	0.9	0.8	15.6	8.3	2.6	0.1	3.9
	Ocp	1.0	1.3	2.0	7.5	14.3	1.3	1.2	18.7	10.3	61.8
0800-0900 Peak Hour	Pro	2.9	54.1	7.7	0.7	0.6	17.2	10.9	2.2	0.1	3.7
	Ocp	1.1	1.3	2.0	3.2	13.0	1.4	1.2	20.1	14.2	55.8
0900-1000	Pro	1.6	47.6	8.5	0.5	0.8	22.0	13.4	1.6	0.1	3.8
	Ocp	1.0	1.3	1.9	2.4	10.1	1.4	1.2	11.1	12.6	30.6
1000-1100	Pro	1.7	40.6	8.5	0.4	0.8	26.7	16.0	1.7	0.1	3.5
	Ocp	1.0	1.3	2.0	2.4	10.8	1.3	1.1	12.3	14.7	30.2
1100-1200	Pro	1.9	42.9	8.3	0.5	1.0	24.0	16.1	1.6	0.1	3.5
	Ocp	1.1	1.4	2.0	2.0	9.3	1.3	1.2	8.4	11.8	28.7
1200-1300	Pro	2.0	42.6	7.2	0.9	1.0	24.4	16.9	1.6	0.1	3.4
	Ocp	1.1	1.3	2.0	6.2	11.9	1.3	1.2	10.9	11.6	30.8
1300-1400	Pro	1.7	41.7	7.0	0.5	1.0	25.4	17.8	1.6	0.1	3.1
	Ocp	1.0	1.3	2.0	2.9	10.6	1.3	1.1	7.5	13.5	36.9
1400-1500	Pro	1.8	44.7	6.6	0.8	0.7	23.9	16.7	1.5	0.1	3.1
	Ocp	1.1	1.4	2.1	2.3	10.6	1.3	1.1	6.3	10.9	32.3
1500-1600	Pro	2.0	44.3	7.9	0.9	0.7	24.6	14.5	1.8	0.1	3.3
	Ocp	1.0	1.4	1.9	5.6	11.8	1.4	1.1	16.1	10.8	33.1
1600-1700	Pro	2.2	45.5	7.9	1.3	1.0	23.5	12.7	2.2	0.1	3.8
	Ocp	1.1	1.4	1.9	3.2	12.8	1.3	1.1	11.2	9.7	37.9
1700-1800	Pro	5.2	53.0	7.4	0.7	0.8	18.8	7.9	2.0	0.1	4.2
	Ocp	1.1	1.3	1.9	2.8	15.4	1.3	1.1	14.5	16.9	50.3
1800-1900	Pro	3.5	65.7	6.9	0.2	0.8	12.0	4.5	2.5	0.1	3.9
	Ocp	1.1	1.3	1.9	2.8	15.2	1.2	1.1	22.5	16.1	65.0
1900-2000	Pro	2.5	66.4	8.7	0.1	1.0	10.1	4.2	2.2	0.1	4.7
	Ocp	1.1	1.3	1.8	2.5	12.8	1.2	1.1	12.6	16.8	47.2
2000-2100	Pro	2.6	62.8	12.5	0.1	1.1	9.2	4.9	1.8	0.1	5.0
	Ocp	1.1	1.3	1.9	3.9	11.5	1.3	1.1	7.6	15.3	33.5
2100-2200	Pro	3.0	61.4	14.4	0.1	1.1	9.3	4.7	1.2	0.1	4.7
	Ocp	1.1	1.4	1.9	1.0	11.9	1.3	1.1	9.1	17.3	37.9
2200-2300	Pro	3.1	63.7	14.7	0.1	0.9	8.1	4.7	0.5	0.1	4.2
	Ocp	1.1	1.3	1.9	1.0	11.2	1.2	1.1	11.6	15.4	35.1
16 hours	Pro	2.7	51.7	8.5	0.6	0.9	18.8	11.0	1.9	0.1	3.8
	Ocp	1.1	1.3	1.9	3.9	12.2	1.3	1.1	14.0	13.5	42.3

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