

YEAR 2005

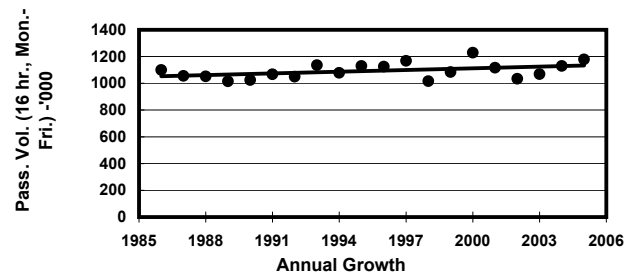
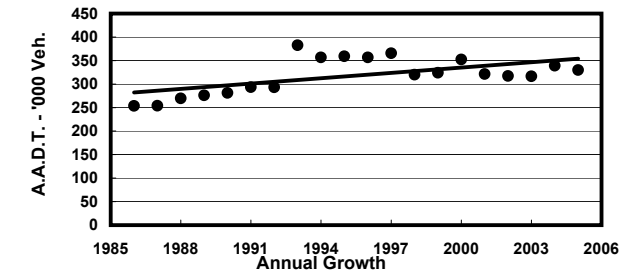
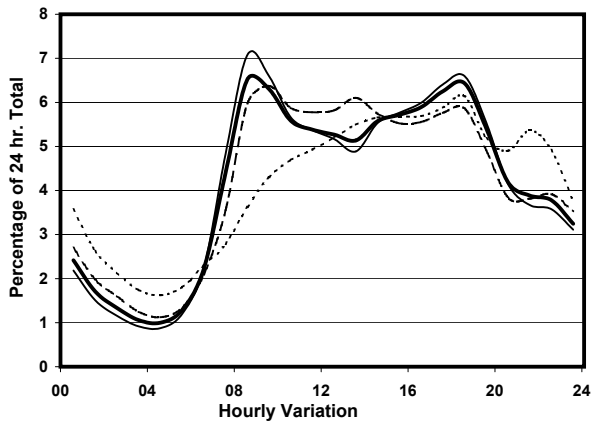
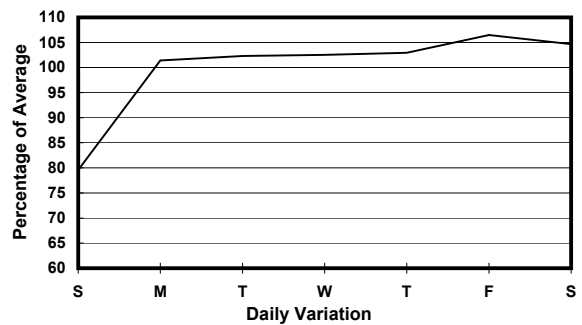
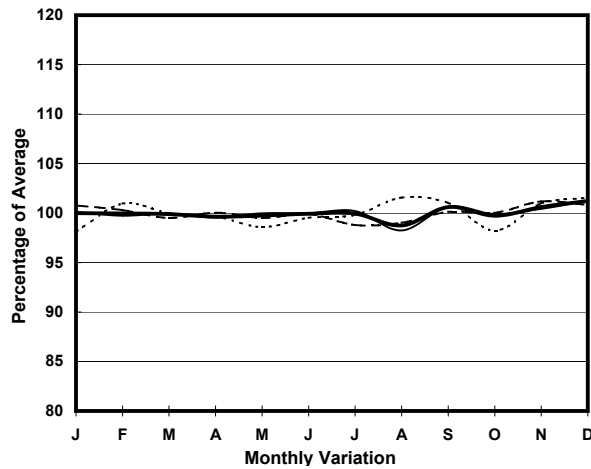
Location

Screenline K-K(West end of Kwun Tong)

Stations on Cordon/Screenline

3004, 4216, 4217, 4218 and 4219

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	170010	177170	179940	136120
R 12 / 24 - %	67.9	69.3	67.4	59.5
R 16 / 24 - %	85.5	86.6	84.2	80.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11020	12250	11620	5760
T - % (AM)	-	13.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	10720	11430	10480	8210
T - % (PM)	-	11.6	-	-
Prop.of commercial vehicles - 16 hr.	-	14.3	-	-
WEST BOUND				
A.A.D.T.	159730	166290	168700	128850
R 12 / 24 - %	69.1	70.5	68.5	60.7
R 16 / 24 - %	85.9	87	84.7	80.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	10650	12060	10620	5640
T - % (AM)	-	13.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	10500	11230	9980	8060
T - % (PM)	-	9.7	-	-
Prop.of commercial vehicles - 16 hr.	-	13.9	-	-

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	4.9	22.6	22.7	2.5	7.9	19.5	6.6	6.9	0.1	6.3
	Ocp	1.1	1.5	1.9	5.8	10.8	1.5	1.3	17.6	9.7	50.5
0800-0900 Peak Hour	Pro	5.1	37.4	20.8	1.5	5.2	16.5	5.7	3.1	0.1	4.5
	Ocp	1.1	1.4	1.9	5.1	13.1	1.6	1.3	17.2	22.2	57.7
0900-1000	Pro	2.9	32.8	20.2	1.1	4.2	24.7	8.3	1.6	0.1	4.3
	Ocp	1.1	1.3	1.7	2.1	10.1	1.6	1.4	16.8	10.3	32.6
1000-1100	Pro	2.8	28.8	16.8	1.2	4.0	30.4	10.3	1.0	0.1	4.5
	Ocp	1.1	1.4	1.7	2.9	9.2	1.5	1.4	11.9	5.0	23.9
1100-1200	Pro	2.8	28.3	15.0	2.1	4.4	31.9	9.5	1.9	0.1	4.1
	Ocp	1.1	1.4	1.8	2.2	8.0	1.6	1.3	5.4	1.0	26.3
1200-1300	Pro	2.7	30.8	15.4	2.2	4.5	27.7	9.4	3.1	0.1	4.2
	Ocp	1.1	1.4	1.9	4.4	8.8	1.5	1.4	14.2	1.0	25.5
1300-1400	Pro	3.1	27.6	15.3	2.0	4.3	31.5	10.0	1.6	0.1	4.5
	Ocp	1.1	1.4	1.9	3.5	8.2	1.5	1.3	7.0	1.0	27.1
1400-1500	Pro	3.4	30.4	13.6	1.5	3.5	31.9	10.2	1.6	0.1	3.8
	Ocp	1.1	1.5	1.8	3.0	8.7	1.6	1.4	12.3	1.0	27.1
1500-1600	Pro	3.2	29.0	15.1	1.8	3.5	31.1	10.3	1.9	0.1	4.0
	Ocp	1.1	1.5	1.8	5.0	9.6	1.6	1.4	13.5	6.0	28.7
1600-1700	Pro	3.2	31.1	16.0	2.4	3.6	27.2	7.8	3.9	0.1	4.5
	Ocp	1.1	1.4	1.6	4.5	11.3	1.5	1.4	9.3	10.6	33.1
1700-1800	Pro	4.9	35.6	15.9	1.8	4.5	24.1	6.0	2.3	0.1	4.9
	Ocp	1.1	1.4	1.8	2.8	12.4	1.6	1.3	8.9	25.0	42.1
1800-1900	Pro	5.4	45.2	15.7	0.9	5.8	16.4	3.8	2.0	0.1	4.7
	Ocp	1.1	1.4	2.0	2.9	13.5	1.6	1.2	20.1	39.7	57.1
1900-2000	Pro	4.3	48.5	17.3	0.5	6.4	13.3	3.7	1.4	0.1	4.6
	Ocp	1.1	1.5	1.9	2.4	12.8	1.5	1.2	10.8	26.5	44.0
2000-2100	Pro	3.8	45.3	23.8	0.4	7.3	9.8	3.2	0.9	0.1	5.6
	Ocp	1.2	1.5	1.9	3.0	10.6	1.5	1.3	8.5	5.1	30.8
2100-2200	Pro	4.9	42.6	25.4	0.3	6.8	9.7	3.6	0.9	0.1	5.7
	Ocp	1.3	1.5	1.8	2.4	10.6	1.6	1.3	9.7	13.3	31.1
2200-2300	Pro	4.1	43.8	27.6	0.8	7.2	7.7	2.6	0.5	0.1	5.8
	Ocp	1.3	1.5	1.8	2.5	10.1	1.5	1.3	11.7	1.0	29.9
16 hours	Pro	3.9	34.8	18.1	1.5	5.1	22.7	7.1	2.2	0.1	4.7
	Ocp	1.1	1.4	1.8	3.8	10.8	1.6	1.4	13.4	11.7	36.9

Legend

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M & H** Medium and Heavy