YEAR 2011

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.	179280	187120	186320	146560
R 12 / 24 - %	68	69.6	66.3	59.9
R 16 / 24 - %	85.8	87.1	83.7	80.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11410	13140	10870	6280
T - % (AM)	-	11.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	11350	12040	11260	8860
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	11.6	-	-
WEST BOUND				
A.A.D.T.	170290	179270	175670	132850
R 12 / 24 - %	69.4	70.6	69.1	61.9
R 16 / 24 - %	86.7	87.8	85.1	80.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	10730	12300	11230	6300
T - % (AM)	-	12.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	11660	12820	10530	7850
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	12.1	-	-

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	4.8	27.1	22.3	2.8	7.9	17.6	6.4	5.5	0.1	5.6
	Ocp	1.1	1.5	2.0	6.6	11.8	1.5	1.3	17.4	11.9	53.6
0800-0900	Pro	4.1	43.6	18.6	1.3	4.7	15.8	5.2	2.7	0.1	4.0
Peak Hour	Ocp	1.1	1.4	2.0	5.2	13.5	1.6	1.4	19.2	15.6	59.1
0900-1000	Pro	2.7	36.7	21.9	1.1	4.5	22.3	5.0	1.6	0.1	4.1
	Ocp	1.1	1.3	1.9	3.0	11.0	1.5	1.4	12.9	6.0	30.1
1000-1100	Pro	2.8	32.6	18.9	1.0	4.2	27.7	7.6	1.1	0.1	4.1
	Ocp	1.0	1.3	2.0	2.3	9.9	1.5	1.4	11.3	8.0	22.5
1100-1200	Pro	3.0	31.7	16.7	1.5	4.6	29.8	7.7	1.2	0.1	3.7
	Ocp	1.1	1.4	1.9	2.8	8.8	1.5	1.4	9.7	9.5	23.3
1200-1300	Pro	2.7	35.6	17.2	1.4	4.7	25.0	7.5	1.9	0.1	3.8
	Ocp	1.1	1.4	2.0	3.8	8.2	1.5	1.3	9.3	8.1	24.2
1300-1400	Pro	3.1	30.1	16.4	1.4	5.1	28.5	9.1	2.4	0.1	3.9
	Ocp	1.0	1.5	1.9	3.2	9.3	1.5	1.4	8.7	6.2	25.8
1400-1500	Pro	2.8	32.0	16.2	0.6	3.9	29.8	9.5	1.7	0.1	3.5
	Ocp	1.1	1.4	2.0	3.0	9.6	1.5	1.3	12.5	8.6	25.9
1500-1600	Pro	2.8	35.6	16.4	1.7	3.4	26.5	7.9	2.2	0.1	3.5
	Ocp	1.0	1.5	1.9	4.1	10.0	1.4	1.3	15.3	6.9	26.4
1600-1700	Pro	3.4	34.4	17.7	1.6	4.3	24.9	6.9	2.9	0.1	3.9
	Ocp	1.1	1.5	1.7	3.5	10.8	1.5	1.3	9.1	10.3	30.9
1700-1800	Pro	4.9	38.0	17.1	1.5	4.9	22.2	4.6	2.5	0.1	4.3
	Ocp	1.1	1.5	1.9	3.7	12.2	1.5	1.4	8.9	13.5	40.3
1800-1900	Pro	5.1	50.3	16.3	0.7	6.3	13.3	2.9	1.7	0.1	3.4
	Ocp	1.1	1.4	2.0	2.1	13.6	1.5	1.4	18.7	18.1	57.9
1900-2000	Pro	3.7	55.1	18.7	0.3	5.6	9.5	2.0	1.5	0.1	3.6
	Ocp	1.1	1.5	2.1	2.1	12.8	1.5	1.3	16.4	15.3	50.3
2000-2100	Pro	3.9	44.2	28.6	0.2	6.5	8.6	2.1	1.3	0.1	4.7
	Ocp	1.1	1.5	1.7	2.7	10.4	1.5	1.4	10.3	6.5	32.7
2100-2200	Pro	3.8	43.5	28.3	0.6	7.9	7.7	2.4	1.0	0.1	4.8
	Ocp	1.1	1.4	1.8	2.5	9.2	1.5	1.2	5.4	5.7	29.3
2200-2300	Pro	3.8	44.4	30.2	0.6	7.8	5.4	1.9	0.6	0.1	5.1
	Ocp	1.1	1.5	1.9	1.9	9.7	1.4	1.2	5.6	8.8	30.9
16 hours	Pro	3.6	38.5	19.5	1.2	5.2	20.2	5.6	2.1	0.1	4.1
	Ocp	1.1	1.4	1.9	3.9	10.9	1.5	1.4	13.3	10.1	36.5

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