

YEAR 2015

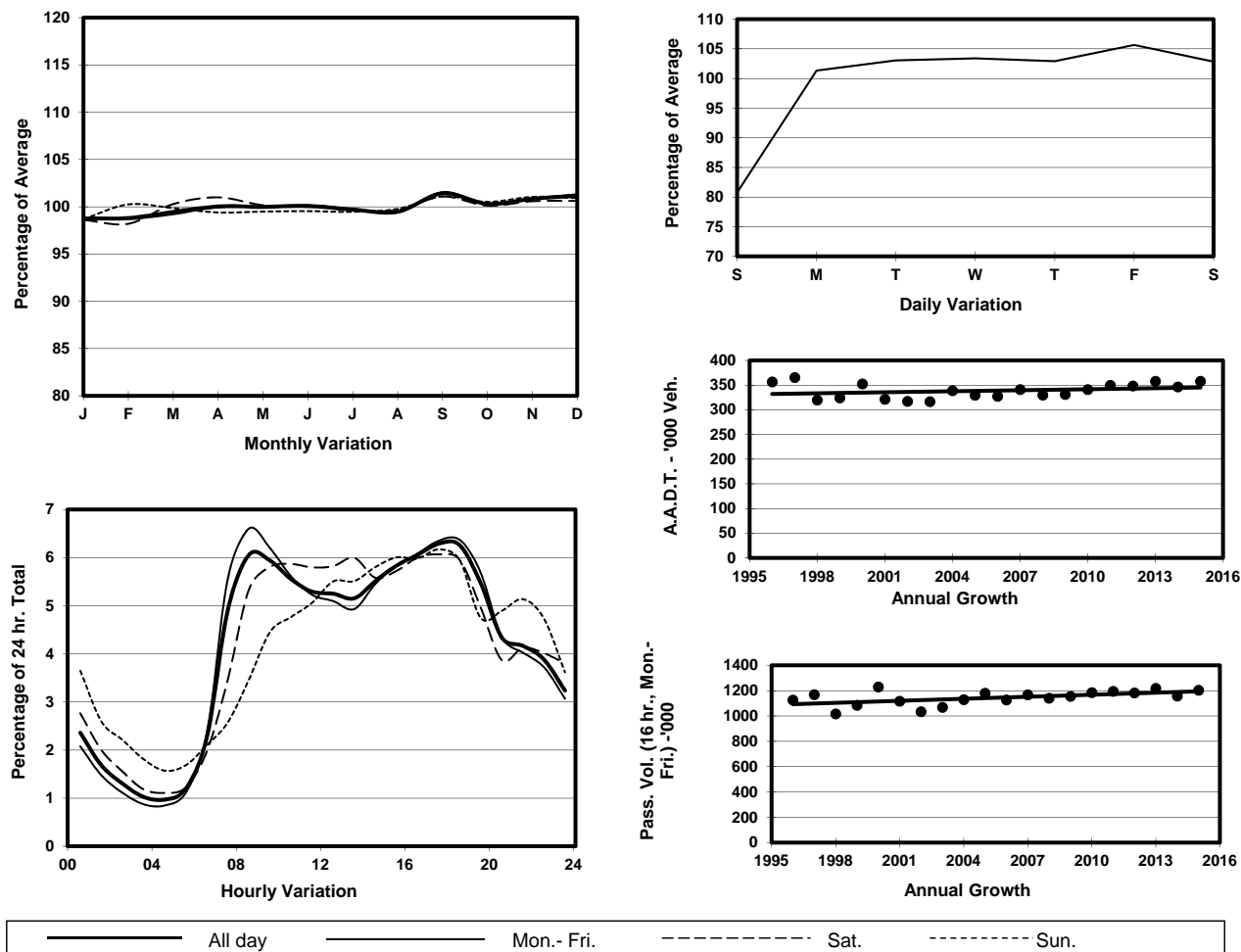
Location

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.	181540	189340	189160	148190
R 12 / 24 - %	67.9	69.3	67.1	60.1
R 16 / 24 - %	85.6	86.9	83.8	80
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11050	12420	10690	6610
T - % (AM)	-	12.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	11360	12000	11590	9230
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-
WEST BOUND				
A.A.D.T.	176310	184140	182630	143790
R 12 / 24 - %	68.3	69.4	67.8	62.4
R 16 / 24 - %	86.3	87.3	85	81.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	10700	12240	10910	6390
T - % (AM)	-	11.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	11360	11980	11640	8830
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	10.5	-	-

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	36.8	18.9	3.5	5.9	15.7	5.2	4.3	0.1	4.6
	Ocp	1.0	1.3	2.1	6.8	12.5	1.4	1.2	17.2	32.1	53.1
0800-0900 Peak Hour	Pro	3.6	47.9	16.3	1.5	4.4	14.6	5.4	2.0	0.1	4.2
	Ocp	1.1	1.2	2.1	6.1	12.5	1.5	1.3	22.0	33.2	60.9
0900-1000	Pro	2.9	38.7	20.3	1.0	4.3	20.5	6.2	1.7	0.1	4.3
	Ocp	1.1	1.3	1.9	2.1	12.3	1.5	1.3	16.9	25.6	33.1
1000-1100	Pro	2.9	33.3	19.3	0.9	3.8	27.6	7.1	1.0	0.1	4.0
	Ocp	1.1	1.3	1.9	2.3	10.1	1.4	1.3	9.2	20.1	26.0
1100-1200	Pro	2.8	35.6	17.7	1.5	4.2	25.3	7.5	1.6	0.1	3.7
	Ocp	1.1	1.3	1.9	2.6	9.0	1.4	1.2	7.5	18.0	25.9
1200-1300	Pro	2.7	36.9	19.1	2.4	3.7	23.1	7.1	1.5	0.1	3.4
	Ocp	1.1	1.4	2.0	5.2	9.4	1.4	1.2	9.9	22.1	25.5
1300-1400	Pro	2.9	34.7	18.5	1.3	4.0	25.0	8.5	1.4	0.1	3.6
	Ocp	1.1	1.3	2.0	3.1	10.2	1.4	1.2	12.2	20.8	28.2
1400-1500	Pro	2.8	37.8	18.2	1.0	3.2	26.6	5.4	1.6	0.1	3.2
	Ocp	1.0	1.4	2.0	2.6	9.3	1.4	1.3	14.8	18.7	27.2
1500-1600	Pro	2.8	38.6	16.1	2.3	3.3	24.3	6.9	2.1	0.1	3.4
	Ocp	1.0	1.4	1.8	6.1	11.0	1.4	1.3	18.3	19.8	29.0
1600-1700	Pro	3.7	36.0	17.9	2.2	3.7	24.5	5.7	2.5	0.1	3.6
	Ocp	1.1	1.4	1.8	3.6	12.3	1.5	1.2	14.1	14.2	32.7
1700-1800	Pro	4.6	40.5	18.5	2.0	4.6	19.4	3.8	2.3	0.1	4.2
	Ocp	1.1	1.3	1.9	3.8	13.4	1.5	1.2	9.7	26.0	44.9
1800-1900	Pro	5.4	53.7	14.5	0.6	5.0	12.8	2.5	1.4	0.1	4.0
	Ocp	1.1	1.3	2.1	3.2	13.7	1.4	1.2	14.4	20.9	63.0
1900-2000	Pro	3.9	54.8	18.5	0.2	5.3	9.6	1.9	1.3	0.1	4.4
	Ocp	1.1	1.3	1.9	1.7	11.8	1.4	1.3	10.4	15.8	45.5
2000-2100	Pro	3.1	50.3	24.8	0.2	5.7	8.1	1.6	1.1	0.1	4.9
	Ocp	1.2	1.4	2.0	1.4	10.3	1.5	1.2	8.4	14.9	32.9
2100-2200	Pro	3.9	44.2	30.1	0.1	6.5	8.3	1.7	0.7	0.1	4.5
	Ocp	1.2	1.4	2.0	2.0	9.1	1.5	1.2	4.5	8.7	32.1
2200-2300	Pro	3.8	45.8	29.4	0.2	7.2	6.8	1.4	0.6	0.1	4.6
	Ocp	1.2	1.4	2.0	1.1	9.0	1.3	1.3	5.8	9.6	33.2
16 hours	Pro	3.6	41.6	19.3	1.4	4.6	18.7	5.0	1.8	0.1	4.0
	Ocp	1.1	1.3	2.0	4.5	11.2	1.4	1.3	13.9	20.5	38.7

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 except for one way traffic