

YEAR 2016

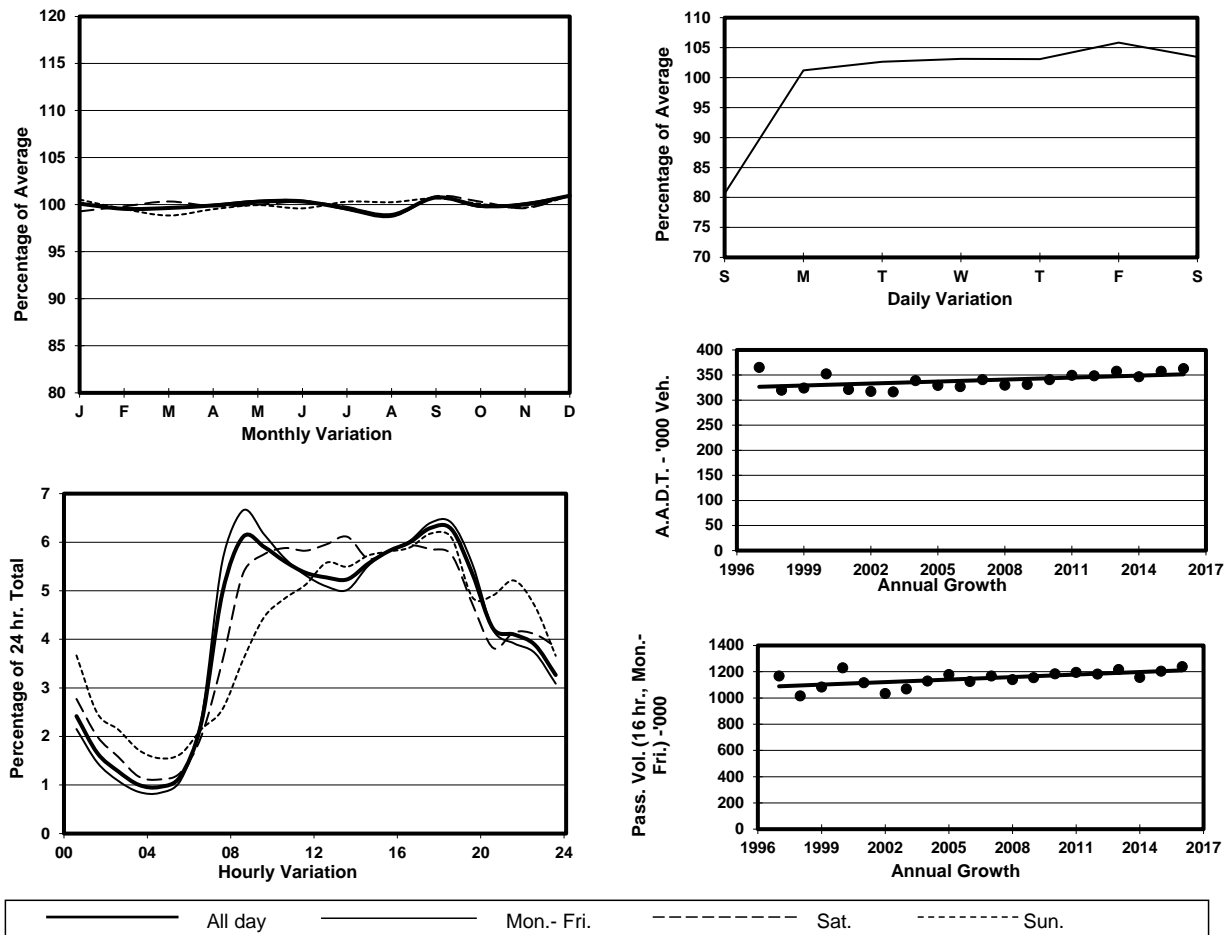
Location

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.
<b>EAST BOUND</b>				
A.A.D.T.	183630	191310	192760	149450
R 12 / 24 - %	68.3	69.8	67.1	60
R 16 / 24 - %	85.8	87.1	83.9	80.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11300	12830	10800	6470
T - % (AM)	-	11.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	11340	12050	11540	9440
T - % (PM)	-	8.8	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-
<b>WEST BOUND</b>				
A.A.D.T.	179440	187230	186730	146350
R 12 / 24 - %	68.5	69.5	67.8	62.7
R 16 / 24 - %	86.1	87	84.6	81.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	10910	12370	11020	6700
T - % (AM)	-	10.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	11650	12430	11410	8930
T - % (PM)	-	10	-	-
Prop.of commercial vehicles - 16 hr.	-	11.1	-	-

## 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	5.0	38.2	19.4	2.9	5.9	15.6	4.5	3.6	0.1	4.7
	Ocp	1.1	1.5	2.0	8.1	12.2	1.6	1.1	17.3	24.0	52.3
0800-0900 Peak Hour	Pro	4.3	47.2	17.2	1.7	4.4	14.7	4.1	2.2	0.1	4.2
	Ocp	1.0	1.3	2.1	5.9	14.1	1.5	1.2	23.4	33.6	58.8
0900-1000	Pro	2.7	38.4	19.2	1.2	3.9	21.8	7.0	1.5	0.1	4.3
	Ocp	1.0	1.3	1.9	2.4	11.8	1.4	1.2	13.4	18.0	31.7
1000-1100	Pro	2.9	36.3	19.1	0.9	4.0	24.9	6.6	0.9	0.1	4.2
	Ocp	1.1	1.3	2.0	2.3	9.5	1.5	1.3	6.9	18.3	27.0
1100-1200	Pro	2.0	37.1	17.1	1.1	4.2	25.5	7.5	1.5	0.1	3.9
	Ocp	1.1	1.3	1.7	1.9	9.1	1.4	1.2	8.7	14.7	26.8
1200-1300	Pro	2.3	38.0	18.2	2.2	4.0	22.1	7.6	1.8	0.1	3.6
	Ocp	1.1	1.4	2.0	5.7	8.9	1.5	1.2	11.0	18.0	25.7
1300-1400	Pro	2.9	35.8	18.8	1.1	3.8	24.1	8.4	1.5	0.1	3.6
	Ocp	1.1	1.4	2.1	3.3	9.8	1.5	1.3	9.7	16.6	31.2
1400-1500	Pro	2.5	35.1	18.3	0.8	3.5	26.1	8.6	1.3	0.1	3.6
	Ocp	1.1	1.4	2.0	2.1	9.5	1.4	1.2	10.3	17.2	31.6
1500-1600	Pro	2.4	37.5	17.9	2.3	3.0	24.5	7.2	1.8	0.1	3.3
	Ocp	1.0	1.4	1.9	6.2	11.3	1.4	1.2	16.2	21.6	31.1
1600-1700	Pro	2.9	38.7	17.4	2.0	3.6	22.3	6.7	2.4	0.1	3.9
	Ocp	1.1	1.4	2.0	3.8	11.6	1.5	1.2	7.3	15.6	35.7
1700-1800	Pro	5.2	42.4	17.6	2.1	4.1	18.5	3.6	2.1	0.1	4.4
	Ocp	1.1	1.5	1.9	3.1	12.9	1.5	1.2	9.6	29.0	46.4
1800-1900	Pro	5.3	55.5	14.7	0.4	4.5	11.4	2.3	1.5	0.1	4.3
	Ocp	1.1	1.4	2.1	1.8	14.2	1.4	1.2	16.8	27.6	59.8
1900-2000	Pro	2.7	54.1	19.8	0.1	5.1	9.3	2.1	1.7	0.1	4.9
	Ocp	1.1	1.4	2.1	1.2	12.2	1.5	1.3	11.7	26.4	43.4
2000-2100	Pro	2.7	51.2	24.8	0.1	5.5	7.9	1.4	1.1	0.1	5.3
	Ocp	1.1	1.5	1.9	1.0	9.8	1.4	1.2	7.5	10.6	30.7
2100-2200	Pro	3.5	45.4	28.7	0.1	6.4	8.8	1.5	0.7	0.1	4.9
	Ocp	1.1	1.5	2.0	1.5	9.7	1.3	1.3	4.6	10.0	31.2
2200-2300	Pro	4.0	45.8	29.7	0.1	6.8	6.3	1.3	0.8	0.1	5.0
	Ocp	1.2	1.5	2.1	1.9	9.6	1.4	1.1	7.0	9.3	31.0
16 hours	Pro	3.4	42.2	19.3	1.3	4.4	18.2	5.2	1.7	0.1	4.2
	Ocp	1.1	1.4	2.0	4.6	11.2	1.5	1.2	12.8	20.0	38.5

**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