

YEAR 2019

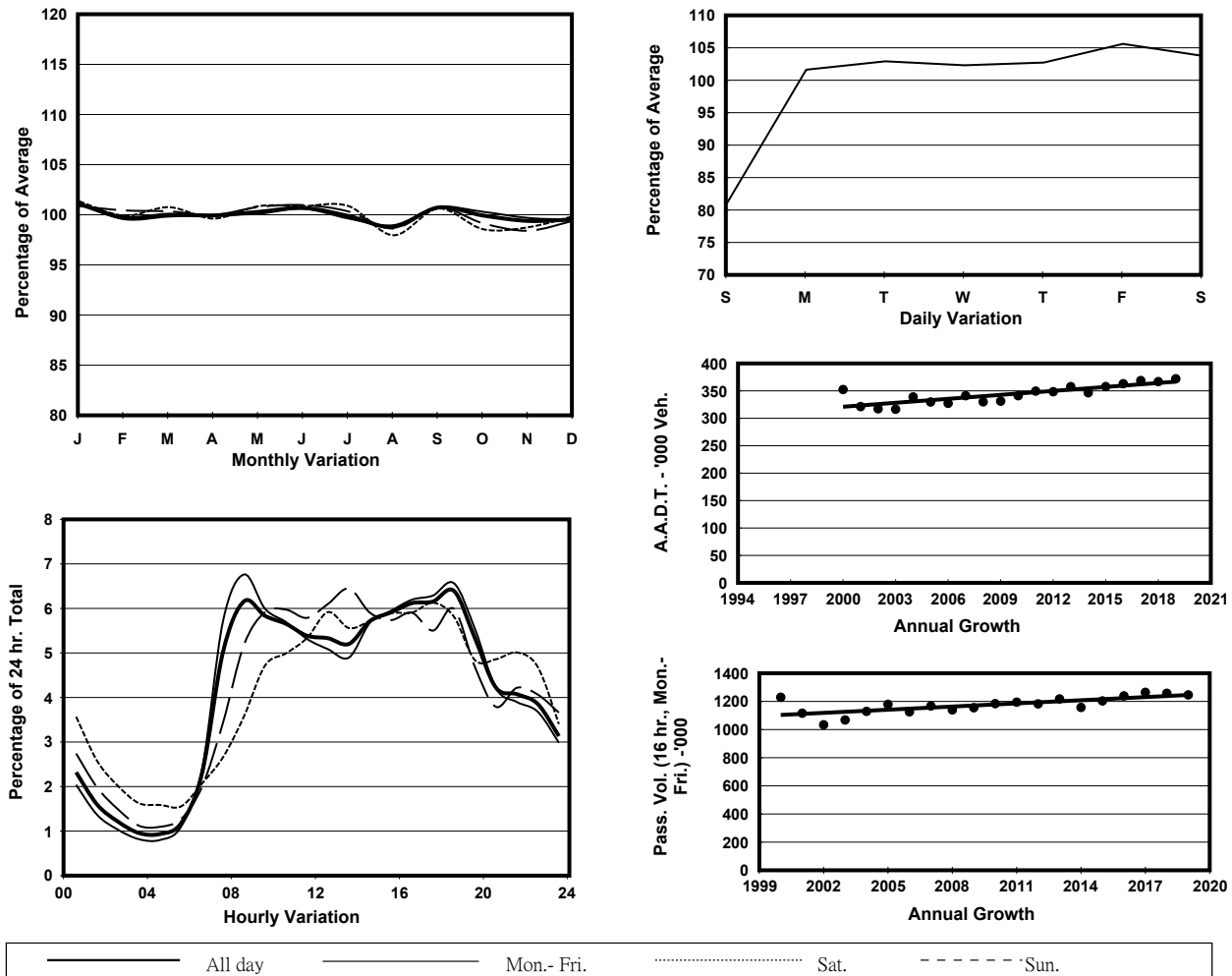
Location

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.	188380	195640	200080	153950
R 12 / 24 - %	68.9	70.5	67.8	60.7
R 16 / 24 - %	86.3	87.6	84.5	80.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11670	13370	11550	6790
T - % (AM)	-	10	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	11660	12300	12050	9740
T - % (PM)	-	11.2	-	-
Prop.of commercial vehicles - 16 hr.	-	10	-	-
WEST BOUND				
A.A.D.T.	183650	191660	189710	150790
R 12 / 24 - %	68.8	69.8	67.9	63.8
R 16 / 24 - %	86.4	87.3	84.8	82.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11250	12820	11510	7580
T - % (AM)	-	10.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	12360	13430	11430	9060
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	10.1	-	-

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	5.6	43.8	16.3	2.9	4.7	14.7	4.2	3.0	0.1	4.7
	Ocp	1.1	1.4	2.1	7.9	13.1	1.4	1.2	14.8	17.7	53.5
0800-0900 Peak Hour	Pro	5.3	48.3	15.4	1.3	4.0	15.6	3.4	2.0	0.1	4.5
	Ocp	1.1	1.3	2.0	5.7	13.7	1.5	1.3	19.9	29.0	56.7
0900-1000	Pro	3.3	43.6	15.0	1.0	4.0	21.0	5.6	1.8	0.1	4.8
	Ocp	1.1	1.3	1.9	2.9	11.9	1.5	1.3	8.1	19.6	35.4
1000-1100	Pro	3.1	38.4	19.2	0.7	3.4	23.5	6.9	0.7	0.1	4.1
	Ocp	1.1	1.3	1.9	2.0	9.5	1.3	1.2	5.3	12.3	25.9
1100-1200	Pro	3.0	36.9	18.0	1.5	3.8	25.3	6.7	0.8	0.1	4.0
	Ocp	1.1	1.3	1.9	2.1	9.3	1.4	1.3	9.3	15.5	27.5
1200-1300	Pro	3.5	39.3	17.9	1.9	3.4	23.1	5.8	1.0	0.1	4.1
	Ocp	1.1	1.3	1.9	4.0	8.6	1.3	1.2	9.0	16.7	26.9
1300-1400	Pro	3.4	37.2	18.7	1.4	3.1	24.8	6.3	1.0	0.1	4.1
	Ocp	1.1	1.3	1.9	3.0	10.4	1.3	1.2	10.4	13.6	26.8
1400-1500	Pro	3.2	38.8	18.1	1.0	2.7	25.1	5.9	1.4	0.1	3.6
	Ocp	1.1	1.3	1.8	2.1	10.0	1.4	1.2	6.4	20.2	27.4
1500-1600	Pro	3.4	39.2	17.6	2.5	2.8	23.7	5.3	1.6	0.1	3.8
	Ocp	1.1	1.3	1.9	5.5	11.0	1.3	1.3	12.2	16.2	30.6
1600-1700	Pro	3.9	40.4	18.0	2.2	3.2	21.0	4.4	2.8	0.1	4.1
	Ocp	1.1	1.3	1.7	3.8	13.5	1.4	1.3	8.5	24.7	37.0
1700-1800	Pro	6.4	46.1	15.7	2.3	3.8	16.8	3.0	1.7	0.1	4.2
	Ocp	1.1	1.4	2.0	3.2	13.5	1.5	1.3	6.7	29.1	48.9
1800-1900	Pro	6.7	56.6	13.6	0.4	3.7	11.2	2.3	1.3	0.1	4.1
	Ocp	1.1	1.3	2.0	1.6	15.8	1.3	1.3	18.9	26.7	68.7
1900-2000	Pro	3.8	58.4	18.1	0.2	3.6	8.7	1.3	1.2	0.1	4.6
	Ocp	1.1	1.3	2.1	1.8	13.9	1.4	1.2	12.1	21.3	46.6
2000-2100	Pro	3.8	52.8	24.0	0.1	4.6	7.5	1.2	0.5	0.1	5.4
	Ocp	1.1	1.4	1.8	1.8	10.8	1.3	1.2	6.0	9.6	31.9
2100-2200	Pro	3.9	48.6	28.5	0.1	5.4	6.5	1.3	0.5	0.1	5.3
	Ocp	1.2	1.4	2.0	2.5	10.2	1.3	1.2	6.3	12.0	34.0
2200-2300	Pro	3.2	48.5	30.3	0.3	5.3	5.1	1.5	0.6	0.1	5.2
	Ocp	1.1	1.4	2.0	3.0	10.2	1.3	1.1	6.5	6.9	30.8
16 hours	Pro	4.2	44.8	18.4	1.3	3.8	17.6	4.2	1.4	0.1	4.4
	Ocp	1.1	1.3	1.9	4.2	11.8	1.4	1.3	11.4	19.1	39.3

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