

YEAR 2023

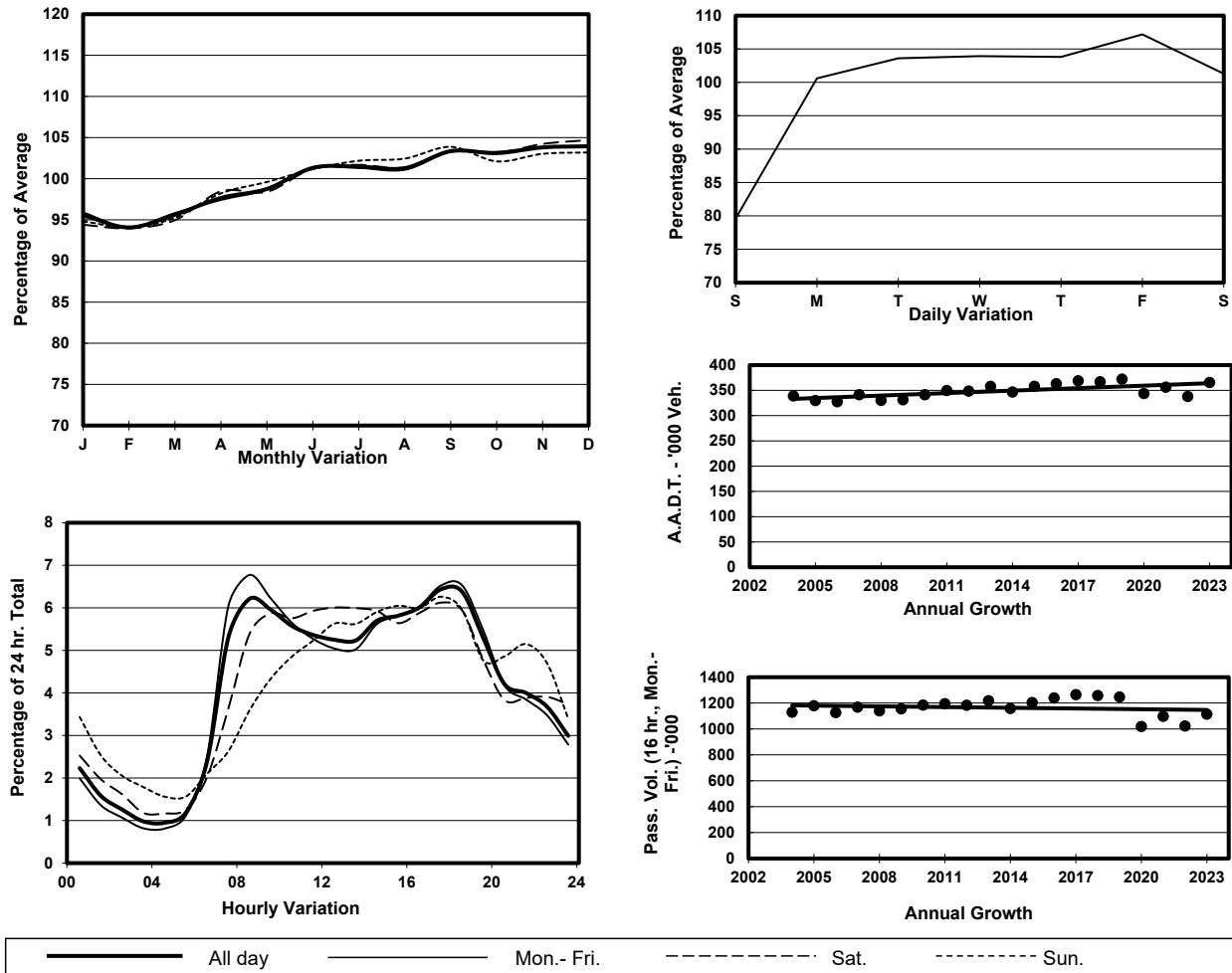
Location

Screenline K-K(West end of Kwun Tong)

Stations on Cordon/Screenline

3004, 4216, 4217, 4218, 4219 and 4222

## 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.	182810	191570	188380	148590
R 12 / 24 - %	69.2	70.6	68.2	61.3
R 16 / 24 - %	86.4	87.6	84.1	81.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11350	12630	10960	6290
T - % (AM)	-	12	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	11590	12240	11440	9690
T - % (PM)	-	8.8	-	-
Prop.of commercial vehicles - 16 hr.	-	10	-	-
<b>WEST BOUND</b>				
A.A.D.T.	182620	192460	186170	145070
R 12 / 24 - %	69.3	70.5	68	62.9
R 16 / 24 - %	86.5	87.5	84.9	81.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11600	13390	11030	6460
T - % (AM)	-	9.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	12010	13070	11710	8900
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	10.4	-	-

## 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	42.9	18.4	2.8	4.0	14.2	3.8	3.6	0.1	4.7
	Ocp	1.1	1.4	2.0	6.2	13.4	1.4	1.2	16.8	17.5	45.3
0800-0900 Peak Hour	Pro	3.9	48.9	17.2	1.2	3.0	15.0	4.3	2.1	0.1	4.3
	Ocp	1.0	1.2	2.1	6.3	13.0	1.5	1.2	17.4	23.3	49.8
0900-1000	Pro	3.1	43.5	18.9	0.8	2.7	20.3	5.4	1.3	0.1	4.0
	Ocp	1.1	1.3	2.0	1.9	12.1	1.4	1.2	10.9	15.6	29.3
1000-1100	Pro	3.0	37.7	20.3	0.8	2.6	24.6	6.3	0.7	0.1	3.9
	Ocp	1.1	1.3	2.0	2.2	10.7	1.4	1.2	10.1	9.8	26.0
1100-1200	Pro	3.7	36.6	18.7	1.0	2.8	26.4	6.4	0.6	0.1	3.6
	Ocp	1.1	1.3	2.0	2.3	10.5	1.4	1.2	6.2	11.2	25.2
1200-1300	Pro	4.0	39.2	18.7	1.4	2.7	22.5	6.3	1.6	0.1	3.6
	Ocp	1.0	1.3	2.0	4.2	10.5	1.4	1.2	9.3	11.2	23.1
1300-1400	Pro	3.6	39.3	19.0	1.3	2.8	21.8	6.9	1.6	0.1	3.7
	Ocp	1.1	1.4	2.0	4.2	10.6	1.4	1.3	12.2	9.5	27.2
1400-1500	Pro	3.1	40.2	17.0	1.3	2.2	23.0	8.0	1.5	0.1	3.6
	Ocp	1.0	1.3	2.0	2.1	9.8	1.4	1.3	7.1	10.3	23.3
1500-1600	Pro	2.9	39.9	18.1	2.0	2.5	23.4	5.5	1.9	0.1	3.8
	Ocp	1.1	1.4	1.9	5.3	10.7	1.4	1.2	9.0	11.5	25.2
1600-1700	Pro	4.1	41.4	17.7	1.8	2.5	21.1	5.3	2.0	0.1	3.9
	Ocp	1.1	1.3	1.9	3.2	12.1	1.4	1.2	8.3	10.3	31.2
1700-1800	Pro	6.0	47.1	16.3	1.3	2.8	17.4	3.3	1.7	0.1	4.0
	Ocp	1.1	1.4	2.0	2.4	13.0	1.3	1.1	7.4	18.8	43.4
1800-1900	Pro	5.7	56.8	15.6	0.3	3.7	10.3	1.7	1.6	0.1	4.1
	Ocp	1.1	1.3	2.1	3.2	14.0	1.3	1.2	14.7	23.3	57.6
1900-2000	Pro	5.1	56.5	19.1	0.1	3.6	7.8	1.9	0.9	0.1	4.9
	Ocp	1.1	1.3	2.0	2.0	11.8	1.3	1.1	11.2	16.1	38.9
2000-2100	Pro	5.4	50.6	25.1	0.1	3.7	7.5	1.8	0.5	0.1	5.1
	Ocp	1.1	1.4	1.9	1.8	10.8	1.2	1.1	2.5	8.8	26.4
2100-2200	Pro	5.5	49.1	26.9	0.1	3.7	7.8	1.4	0.5	0.1	5.0
	Ocp	1.1	1.3	1.9	2.1	10.8	1.3	1.2	2.3	7.6	25.9
2200-2300	Pro	4.7	48.2	30.1	0.1	3.4	6.5	1.5	0.6	0.1	4.8
	Ocp	1.1	1.3	1.9	2.3	11.4	1.3	1.3	4.6	7.6	23.4
16 hours	Pro	4.3	44.8	19.2	1.1	3.0	17.3	4.5	1.5	0.1	4.2
	Ocp	1.1	1.3	2.0	4.0	11.8	1.4	1.2	11.4	13.5	34.1

**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