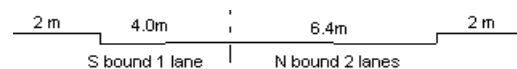


YEAR

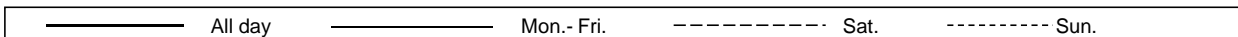
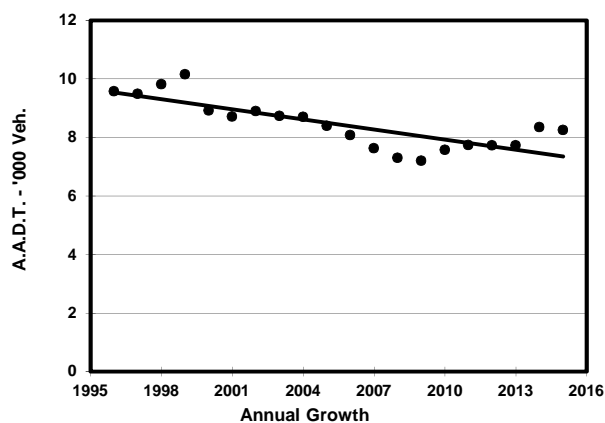
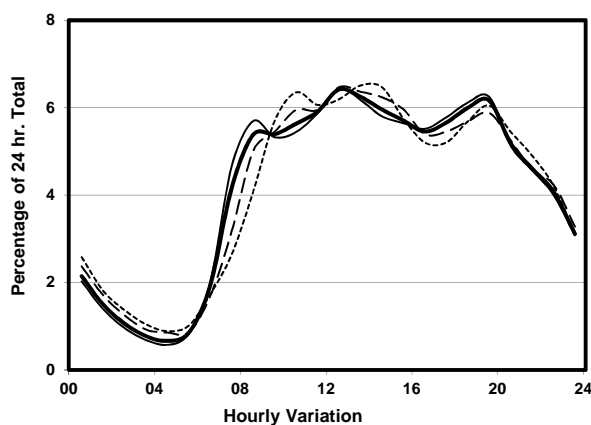
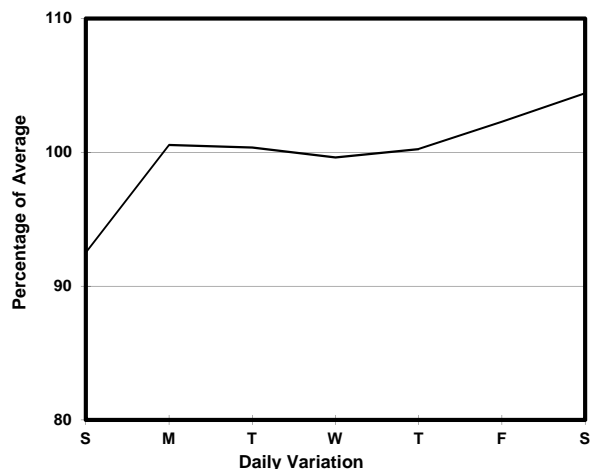
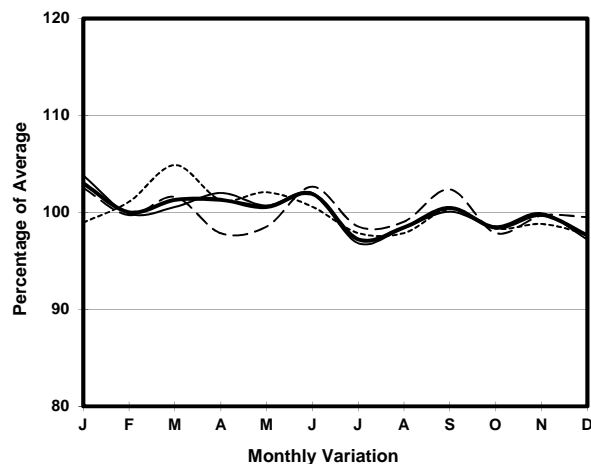
2015

LINK

KO SHAN RD (from PAK KUNG ST to CHI KIANG ST)

CORE STATION
ROAD NETWORK
ROAD TYPE3103
MINOR
LOCAL DISTRIBUTOR

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	3310	3340	3510	3070
R 12 / 24 - %	67.8	68.4	67.3	65
R 16 / 24 - %	88	88.4	87.3	86.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	190	210	190	170
T - % (AM)	-	3.8	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	190	190	200	180
T - % (PM)	-	2.4	-	-
Prop.of commercial vehicles - 16 hr.	-	3.7	-	-
NORTH BOUND				
A.A.D.T.	4940	5000	5140	4610
R 12 / 24 - %	68	68.5	67	66.5
R 16 / 24 - %	88	88.5	86.9	86.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	270	270	280	270
T - % (AM)	-	9.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	310	320	290	260
T - % (PM)	-	2.7	-	-
Prop.of commercial vehicles - 16 hr.	-	3.6	-	-

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	1.4	9.6	47.9	6.9	15.1	9.6	2.7	6.9	0.0	0.0
	Ocp	1.0	1.1	1.8	7.6	6.6	1.6	2.5	10.4	0.0	0.0
0800-0900	Pro	3.1	43.1	23.8	6.2	8.5	12.3	2.3	0.8	0.0	0.0
	Ocp	1.3	1.3	1.8	5.6	9.2	1.6	2.0	18.0	0.0	0.0
0900-1000	Pro	0.0	43.8	20.0	3.8	10.0	15.0	3.8	3.8	0.0	0.0
	Ocp	0.0	1.5	1.6	3.7	11.9	1.3	1.0	13.7	0.0	0.0
1000-1100	Pro	3.1	27.8	43.3	1.0	5.2	15.5	3.1	1.0	0.0	0.0
	Ocp	1.0	1.4	1.4	1.0	6.4	1.9	1.7	1.0	0.0	0.0
1100-1200	Pro	2.9	19.6	42.2	2.0	3.9	23.5	4.9	1.0	0.0	0.0
	Ocp	1.0	1.3	1.3	1.5	5.8	1.5	1.2	1.0	0.0	0.0
1200-1300 Peak hour	Pro	6.3	28.1	42.2	3.1	5.5	9.4	3.9	1.6	0.0	0.0
	Ocp	1.0	1.6	1.4	4.0	8.9	1.5	1.2	15.5	0.0	0.0
1300-1400	Pro	0.9	27.1	46.7	0.9	4.7	15.9	3.7	0.0	0.0	0.0
	Ocp	1.0	1.4	1.4	3.0	8.0	1.7	1.3	0.0	0.0	0.0
1400-1500	Pro	0.9	33.9	40.4	0.9	4.6	14.7	3.7	0.9	0.0	0.0
	Ocp	1.0	1.4	1.4	3.0	6.0	1.7	1.8	1.0	0.0	0.0
1500-1600	Pro	3.0	29.3	37.4	3.0	4.0	19.2	3.0	1.0	0.0	0.0
	Ocp	1.0	1.5	1.9	3.0	7.8	1.3	1.7	10.0	0.0	0.0
1600-1700	Pro	3.0	23.2	39.4	6.1	8.1	13.1	2.0	5.1	0.0	0.0
	Ocp	1.0	1.4	1.6	3.2	7.0	1.8	2.5	4.8	0.0	0.0
1700-1800	Pro	4.5	35.7	39.3	3.6	7.1	7.1	1.8	0.9	0.0	0.0
	Ocp	1.2	1.4	1.7	4.3	9.5	1.6	1.0	6.0	0.0	0.0
1800-1900	Pro	3.7	36.7	38.5	0.9	10.1	7.3	0.0	2.8	0.0	0.0
	Ocp	1.3	1.5	1.9	5.0	11.4	1.4	0.0	2.0	0.0	0.0
1900-2000	Pro	9.4	40.9	38.9	0.0	6.0	4.0	0.7	0.0	0.0	0.0
	Ocp	1.1	1.4	1.5	0.0	8.1	1.8	2.0	0.0	0.0	0.0
2000-2100	Pro	11.3	28.7	44.3	0.9	11.3	3.5	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.5	2.0	4.5	1.0	0.0	0.0	0.0	0.0
2100-2200	Pro	9.1	36.4	47.5	0.0	6.1	1.0	0.0	0.0	0.0	0.0
	Ocp	1.2	1.9	1.6	0.0	9.8	1.0	0.0	0.0	0.0	0.0
2200-2300	Pro	7.3	24.4	52.4	1.2	9.8	4.9	0.0	0.0	0.0	0.0
	Ocp	1.0	1.9	1.5	4.0	6.5	2.0	0.0	0.0	0.0	0.0
16 hours	Pro	4.6	31.3	40.0	2.4	7.3	10.8	2.2	1.4	0.0	0.0
	Ocp	1.1	1.5	1.6	4.3	8.0	1.6	1.5	8.0	0.0	0.0

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