

YEAR

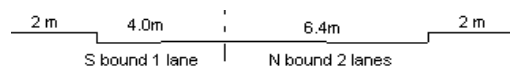
2012

LINK

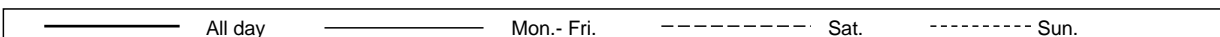
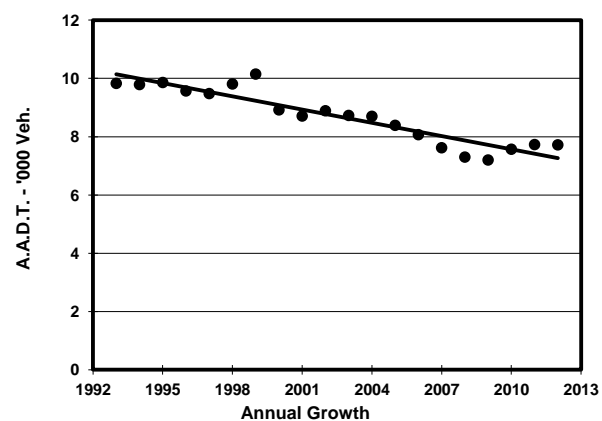
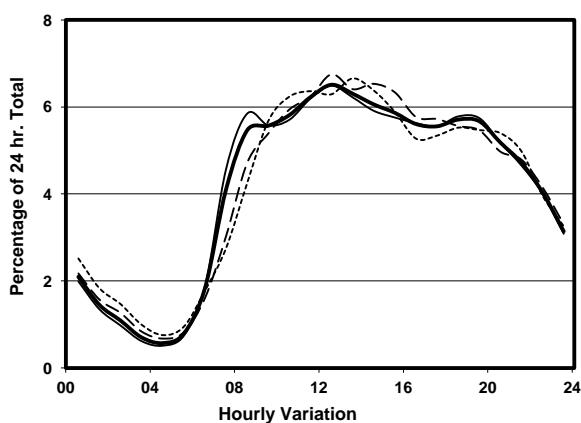
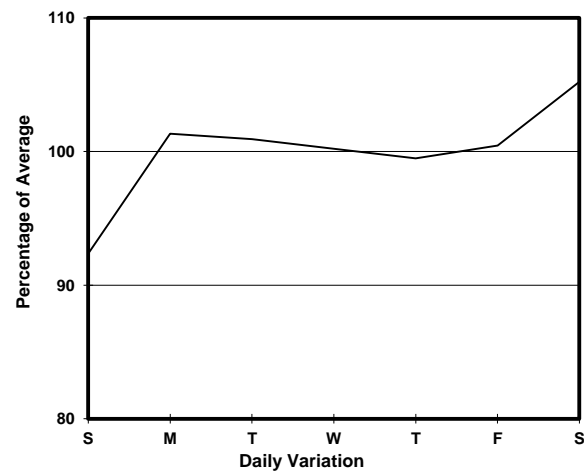
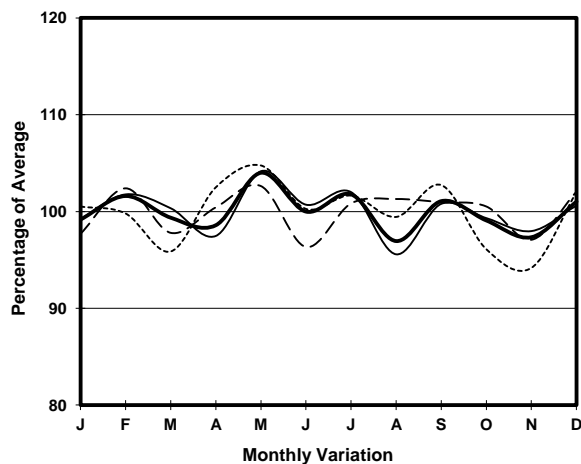
KO SHAN RD (from PAK KUNG ST to CHI KIANG ST)

CORE STATION
ROAD NETWORK
ROAD TYPE

3103
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.	3440	3480	3620	3130
R 12 / 24 - %	68	68.6	67.9	65.2
R 16 / 24 - %	87.8	88.4	87	85.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	200	230	190	170
T - % (AM)	-	1.8	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	200	200	210	180
T - % (PM)	-	1.8	-	-
Prop.of commercial vehicles - 16 hr.	-	4.5	-	-
NORTH BOUND				
A.A.D.T.	4280	4300	4520	4040
R 12 / 24 - %	69.4	69.8	68.9	67.8
R 16 / 24 - %	88.8	89.2	88.4	87.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	240	240	250	240
T - % (AM)	-	7.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	250	250	260	220
T - % (PM)	-	5.1	-	-
Prop.of commercial vehicles - 16 hr.	-	4.6	-	-

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	2.5	7.5	43.8	6.3	13.8	10.0	2.5	13.8	0.0	0.0
	Ocp	1.0	1.8	1.9	6.8	6.5	1.5	1.5	10.4	0.0	0.0
0800-0900	Pro	2.7	50.4	17.7	8.0	10.6	8.0	0.9	1.8	0.0	0.0
	Ocp	1.0	1.5	1.8	4.7	10.8	1.8	1.0	8.0	0.0	0.0
0900-1000	Pro	1.9	32.4	30.6	2.8	12.0	14.8	1.9	3.7	0.0	0.0
	Ocp	1.0	1.6	1.6	3.3	7.2	1.4	1.0	4.8	0.0	0.0
1000-1100	Pro	3.8	20.0	43.8	1.9	9.5	17.1	1.9	1.9	0.0	0.0
	Ocp	1.0	1.2	1.5	3.0	4.8	1.5	1.0	1.0	0.0	0.0
1100-1200	Pro	0.0	16.2	55.2	1.9	10.5	11.4	2.9	1.9	0.0	0.0
	Ocp	0.0	1.6	1.4	1.5	6.6	1.5	1.7	12.0	0.0	0.0
1200-1300 Peak hour	Pro	3.4	25.6	46.2	4.3	6.8	7.7	2.6	3.4	0.0	0.0
	Ocp	1.0	1.3	1.4	1.4	4.1	1.1	1.0	3.5	0.0	0.0
1300-1400	Pro	0.0	26.3	47.4	0.9	9.7	7.9	3.5	4.4	0.0	0.0
	Ocp	0.0	1.5	1.5	7.0	7.0	1.7	1.5	3.4	0.0	0.0
1400-1500	Pro	2.5	27.2	33.3	0.0	11.1	13.6	8.6	3.7	0.0	0.0
	Ocp	1.0	1.6	1.4	0.0	6.8	1.5	1.3	1.3	0.0	0.0
1500-1600	Pro	2.0	31.3	41.4	2.0	7.1	10.1	4.0	2.0	0.0	0.0
	Ocp	1.5	1.2	1.8	4.0	6.9	1.4	1.0	15.5	0.0	0.0
1600-1700	Pro	1.0	33.7	35.6	2.9	8.7	14.4	3.8	0.0	0.0	0.0
	Ocp	1.0	1.3	1.5	2.7	9.4	1.5	1.0	0.0	0.0	0.0
1700-1800	Pro	4.5	30.0	39.1	5.5	10.0	10.0	0.0	0.9	0.0	0.0
	Ocp	1.0	1.7	1.6	4.5	10.5	1.3	0.0	3.0	0.0	0.0
1800-1900	Pro	1.9	43.0	31.8	0.9	11.2	10.3	0.9	0.0	0.0	0.0
	Ocp	1.0	1.6	2.1	1.0	16.0	1.4	2.0	0.0	0.0	0.0
1900-2000	Pro	3.7	43.5	30.6	0.0	14.8	4.6	1.9	0.9	0.0	0.0
	Ocp	1.0	1.5	2.0	0.0	12.2	1.4	1.0	2.0	0.0	0.0
2000-2100	Pro	10.3	32.7	41.1	0.0	11.2	4.7	0.0	0.0	0.0	0.0
	Ocp	1.1	1.7	1.6	0.0	7.8	2.4	0.0	0.0	0.0	0.0
2100-2200	Pro	5.1	29.5	42.3	2.6	16.7	3.8	0.0	0.0	0.0	0.0
	Ocp	1.0	2.0	1.6	1.5	5.9	1.7	0.0	0.0	0.0	0.0
2200-2300	Pro	2.6	41.6	40.3	0.0	10.4	3.9	0.0	1.3	0.0	0.0
	Ocp	1.0	1.8	1.9	0.0	3.5	1.0	0.0	1.0	0.0	0.0
16 hours	Pro	3.0	31.0	38.6	2.5	10.7	9.6	2.2	2.4	0.0	0.0
	Ocp	1.0	1.5	1.6	3.8	8.2	1.5	1.2	6.5	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
M&H Medium and Heavy