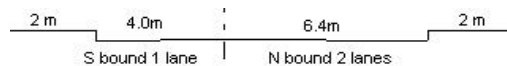
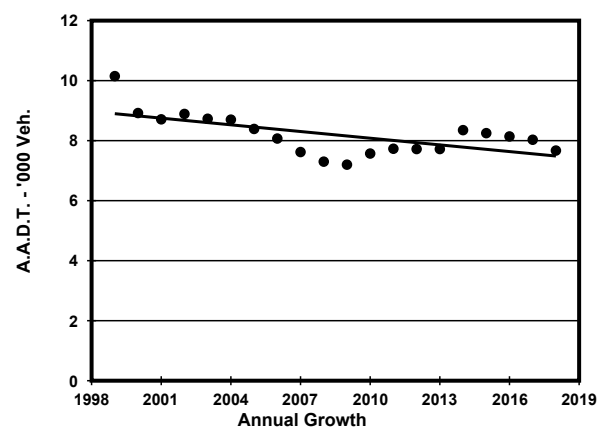
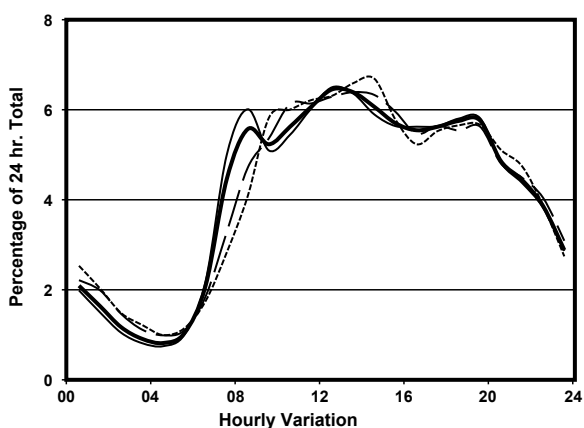
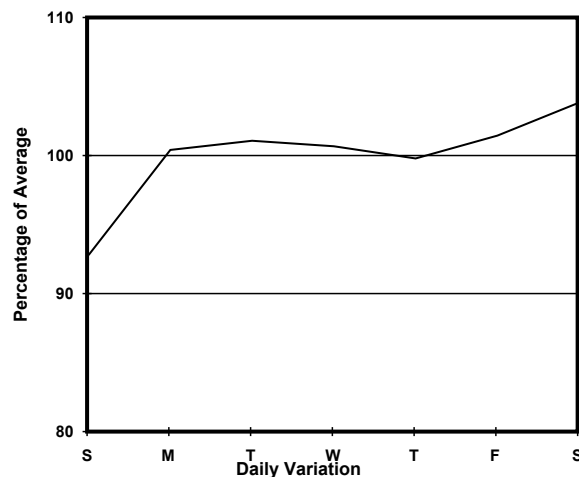
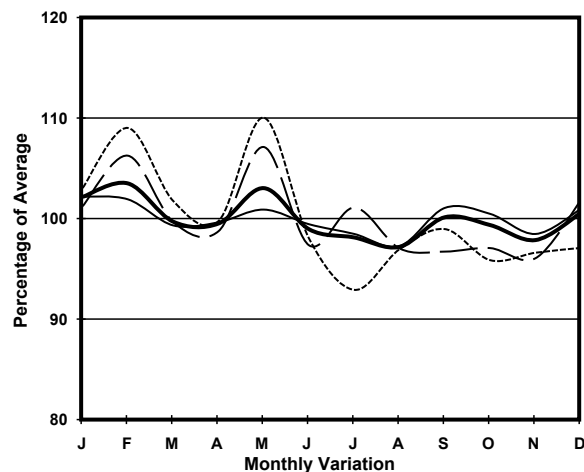


YEAR	2018	LINK	KO SHAN RD (from PAK KUNG ST to CHI KIANG ST)
CORE STATION	3103		
ROAD NETWORK	MINOR		
ROAD TYPE	LOCAL DISTRIBUTOR		



## 1. TRAFFIC FLOW VARIATION AND GROWTH



—	All day	- - - - -	Mon.- Fri.	.....	Sat.	- . - . - .	Sun.
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## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	3250	3280	3420	3000
R 12 / 24 - %	68.8	69.5	67.3	66.2
R 16 / 24 - %	88.3	88.8	87	87
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	190	220	180	170
T - % (AM)	-	3.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	190	190	200	180
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	3.3	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	4420	4470	4560	4160
R 12 / 24 - %	68.3	68.7	67.2	67.1
R 16 / 24 - %	86.8	87.2	85.6	85.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	230	250	250	250
T - % (AM)	-	5.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	260	270	250	240
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	3.5	-	-

## 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	3.4	8.0	48.3	5.7	10.3	12.6	0.0	11.5	0.0	0.0
	Ocp	1.0	1.6	1.9	8.4	7.0	1.4	0.0	18.2	0.0	0.0
0800-0900	Pro	1.6	41.5	27.6	7.3	8.1	8.9	0.0	4.9	0.0	0.0
	Ocp	1.0	1.5	1.8	6.7	7.6	1.5	0.0	21.2	0.0	0.0
0900-1000	Pro	1.9	36.4	26.2	3.7	9.3	18.7	0.9	2.8	0.0	0.0
	Ocp	1.5	1.5	1.6	3.5	7.8	1.5	2.0	17.0	0.0	0.0
1000-1100	Pro	2.0	31.3	25.3	3.0	7.1	27.3	3.0	1.0	0.0	0.0
	Ocp	1.0	1.4	1.4	2.7	6.0	1.7	2.7	1.0	0.0	0.0
1100-1200	Pro	0.9	20.2	51.4	4.6	10.1	11.9	0.0	0.9	0.0	0.0
	Ocp	1.0	1.4	1.3	2.8	5.2	1.7	0.0	1.0	0.0	0.0
1200-1300 Peak hour	Pro	5.7	24.6	38.5	4.1	5.7	18.0	0.8	2.5	0.0	0.0
	Ocp	1.0	1.4	1.5	7.8	4.6	1.5	1.0	21.7	0.0	0.0
1300-1400	Pro	2.8	35.0	40.6	1.7	4.4	10.0	2.2	3.3	0.0	0.0
	Ocp	1.0	1.4	1.4	5.0	4.5	1.3	2.0	12.3	0.0	0.0
1400-1500	Pro	2.6	39.2	38.4	0.9	6.0	11.1	0.0	1.7	0.0	0.2
	Ocp	1.0	1.5	1.4	1.0	7.9	1.7	0.0	16.0	0.0	1.0
1500-1600	Pro	2.8	36.7	26.6	3.7	3.7	20.2	0.9	5.5	0.0	0.0
	Ocp	1.0	1.6	1.8	4.5	13.8	1.4	3.0	7.3	0.0	0.0
1600-1700	Pro	2.1	34.7	32.6	2.1	7.4	13.7	1.1	6.3	0.0	0.0
	Ocp	1.0	1.5	1.7	2.5	7.9	1.4	2.0	20.5	0.0	0.0
1700-1800	Pro	1.8	42.3	26.1	3.6	10.8	13.5	0.0	1.8	0.0	0.0
	Ocp	2.0	1.4	1.3	4.8	8.8	1.6	0.0	31.5	0.0	0.0
1800-1900	Pro	6.4	40.4	31.2	1.8	10.1	9.2	0.0	0.9	0.0	0.0
	Ocp	1.0	1.5	1.9	1.5	12.6	1.4	0.0	1.0	0.0	0.0
1900-2000	Pro	10.9	35.2	39.1	0.8	6.3	7.8	0.0	0.0	0.0	0.0
	Ocp	1.1	1.5	1.5	1.0	15.1	1.3	0.0	0.0	0.0	0.0
2000-2100	Pro	4.5	48.9	34.1	0.0	6.8	4.5	1.1	0.0	0.0	0.0
	Ocp	1.0	1.4	1.5	0.0	7.8	3.3	1.0	0.0	0.0	0.0
2100-2200	Pro	10.8	40.5	36.0	0.0	8.1	3.6	0.9	0.0	0.0	0.0
	Ocp	1.1	1.6	1.6	0.0	7.9	1.0	1.0	0.0	0.0	0.0
2200-2300	Pro	4.9	39.3	37.7	0.0	13.1	4.9	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.8	0.0	3.4	1.3	0.0	0.0	0.0	0.0
16 hours	Pro	4.1	34.7	35.1	2.7	7.6	12.3	0.7	2.7	0.0	0.1
	Ocp	1.1	1.5	1.6	5.0	7.9	1.5	2.0	16.3	0.0	1.0

**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