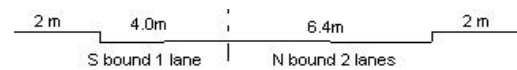


YEAR

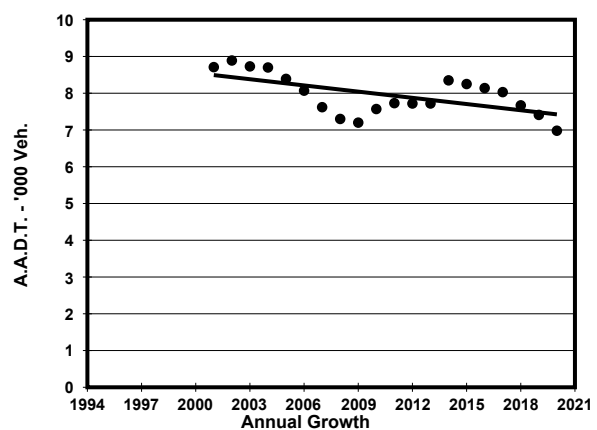
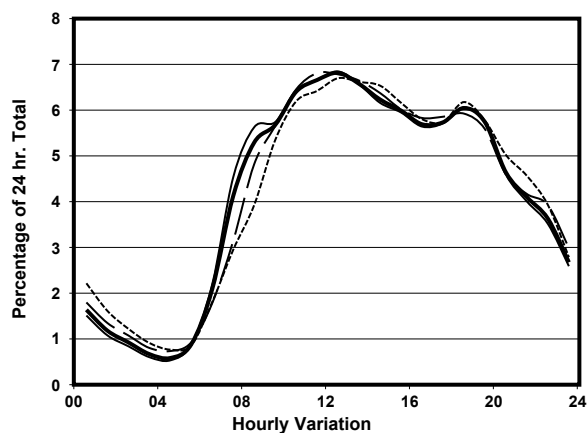
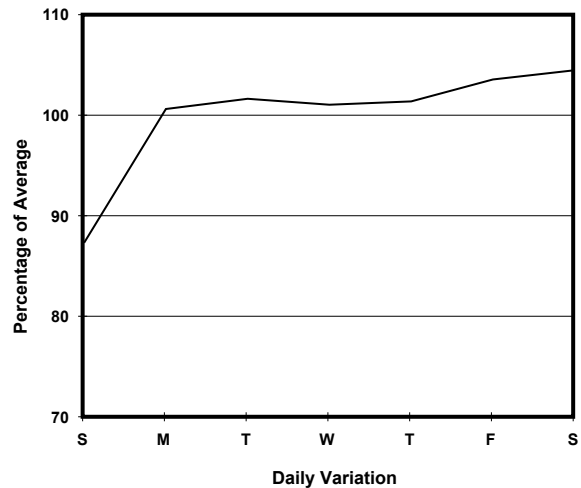
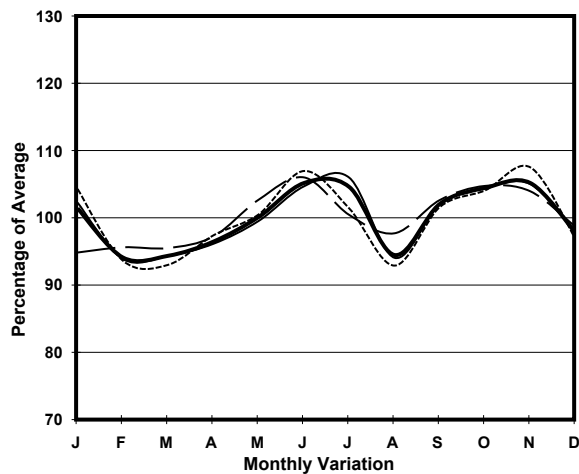
2020

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



— All day - - - - - Mon.- Fri. Sat. - - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	2920	2980	3050	2580
R 12 / 24 - %	70.5	71.1	69.3	67.9
R 16 / 24 - %	89.2	89.6	88.6	87.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	160	180	160	130
T - % (AM)	-	4.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	180	180	190	170
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	2	-	-
NORTH BOUND				
A.A.D.T.	4060	4160	4310	3570
R 12 / 24 - %	71.9	72.5	71.1	69.1
R 16 / 24 - %	89.5	89.9	88.6	87.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	240	250	260	200
T - % (AM)	-	1.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	240	250	260	210
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	3	-	-

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	5.3	13.3	37.3	5.3	12.0	14.7	1.3	10.7	0.0	0.0
	Ocp	1.5	1.4	1.7	7.0	7.8	1.2	1.0	14.0	0.0	0.0
0800-0900	Pro	3.6	45.9	19.8	7.2	8.1	11.7	1.8	1.8	0.0	0.0
	Ocp	1.0	1.2	1.6	5.5	10.8	1.9	2.0	3.5	0.0	0.0
0900-1000	Pro	2.9	46.2	20.2	2.9	9.6	15.4	1.0	1.9	0.0	0.0
	Ocp	1.0	1.4	1.4	1.3	7.7	1.9	2.0	7.0	0.0	0.0
1000-1100	Pro	5.0	25.0	42.0	0.0	8.0	19.0	1.0	0.0	0.0	0.0
	Ocp	1.0	1.2	1.4	0.0	3.5	1.5	2.0	0.0	0.0	0.0
1100-1200	Pro	3.6	30.0	44.5	2.7	4.5	12.7	1.8	0.0	0.0	0.0
	Ocp	1.0	1.2	1.5	1.3	3.6	1.4	1.0	0.0	0.0	0.0
1200-1300 Peak hour	Pro	2.5	29.4	35.3	5.9	5.9	14.3	1.7	5.0	0.0	0.0
	Ocp	1.0	1.3	1.5	4.9	6.4	1.5	1.5	11.0	0.0	0.0
1300-1400	Pro	3.0	39.0	39.0	3.0	7.0	8.0	1.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.4	4.0	6.4	2.1	2.0	0.0	0.0	0.0
1400-1500	Pro	5.3	28.1	40.4	2.6	3.5	17.5	1.8	0.9	0.0	0.0
	Ocp	1.0	1.2	1.5	1.3	10.8	1.6	1.0	1.0	0.0	0.0
1500-1600	Pro	4.2	24.0	31.3	6.3	6.3	20.8	4.2	3.1	0.0	0.0
	Ocp	1.0	1.2	1.5	2.0	5.2	1.6	1.3	5.7	0.0	0.0
1600-1700	Pro	4.4	42.1	21.9	5.3	9.7	16.7	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.8	2.7	6.1	1.7	0.0	0.0	0.0	0.0
1700-1800	Pro	7.4	34.3	34.3	5.6	7.4	10.2	0.9	0.0	0.0	0.0
	Ocp	1.0	1.3	1.8	3.8	8.4	1.6	2.0	0.0	0.0	0.0
1800-1900	Pro	3.3	48.9	23.3	0.0	7.8	15.6	1.1	0.0	0.0	0.0
	Ocp	1.0	1.4	1.8	0.0	16.1	1.6	2.0	0.0	0.0	0.0
1900-2000	Pro	6.3	39.6	41.4	0.0	5.4	7.2	0.0	0.0	0.0	0.0
	Ocp	1.1	1.5	1.7	0.0	9.3	1.4	0.0	0.0	0.0	0.0
2000-2100	Pro	2.1	53.1	39.6	0.0	2.1	3.1	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.6	0.0	16.0	1.0	0.0	0.0	0.0	0.0
2100-2200	Pro	8.1	38.4	45.3	0.0	5.8	2.3	0.0	0.0	0.0	0.0
	Ocp	1.3	1.4	1.5	0.0	9.0	1.0	0.0	0.0	0.0	0.0
2200-2300	Pro	5.9	42.6	36.8	0.0	7.4	7.4	0.0	0.0	0.0	0.0
	Ocp	1.5	1.8	1.5	0.0	8.0	1.2	0.0	0.0	0.0	0.0
16 hours	Pro	4.5	36.3	34.3	3.1	6.8	12.5	1.1	1.4	0.0	0.0
	Ocp	1.1	1.4	1.6	3.7	8.0	1.6	1.5	9.9	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