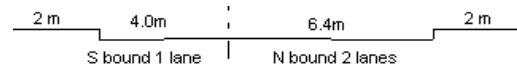


YEAR

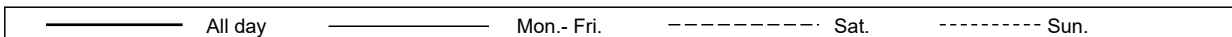
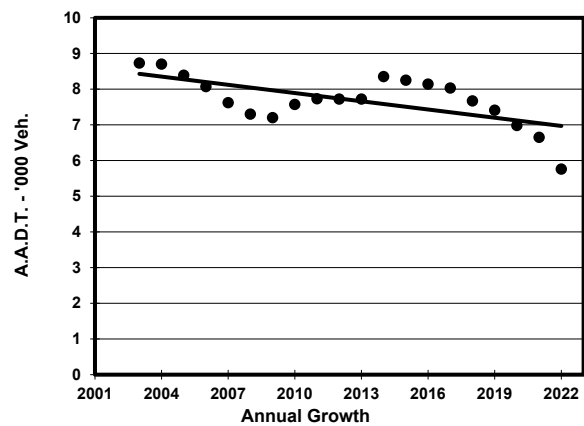
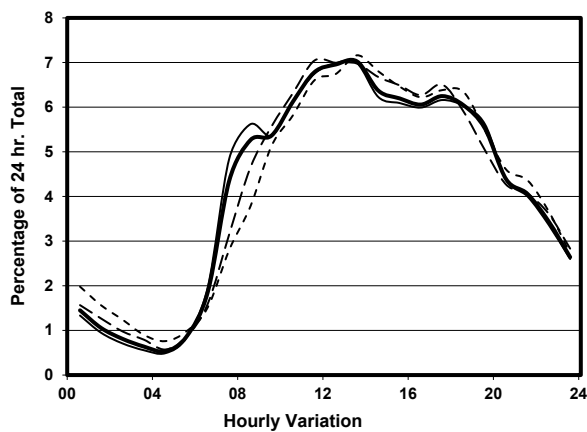
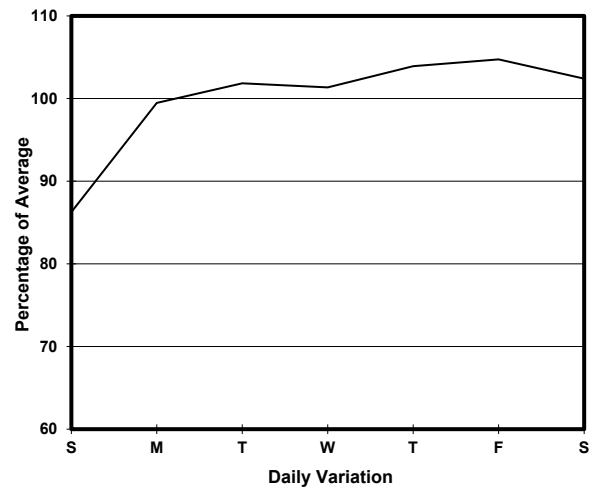
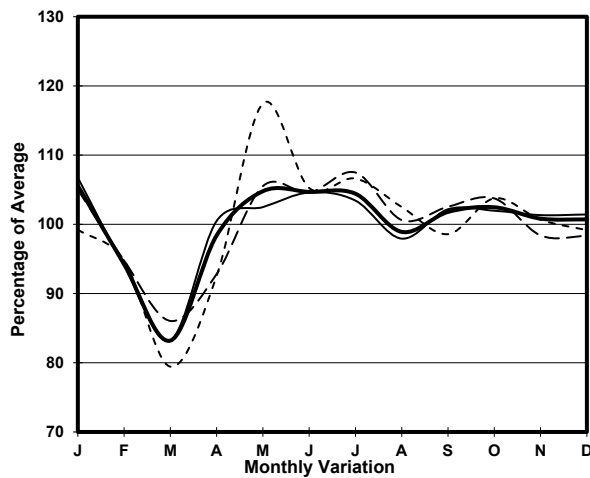
2022

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.	2420	2500	2460	2100
R 12 / 24 - %	71.8	72.4	71.3	68.8
R 16 / 24 - %	90	90.4	89.5	88
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	140	160	130	100
T - % (AM)	-	7.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	160	160	150	140
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	3.1	-	-
NORTH BOUND				
A.A.D.T.	3340	3420	3480	2920
R 12 / 24 - %	73.4	73.8	73.4	71.4
R 16 / 24 - %	90.2	90.7	89.5	88.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	190	190	200	160
T - % (AM)	-	2	-	-
PM Peak Hour	1600-1700	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	200	210	230	190
T - % (PM)	-	4.8	-	-
Prop.of commercial vehicles - 16 hr.	-	2.6	-	-

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	1.7	20.7	44.8	5.2	8.6	13.8	0.0	5.2	0.0	0.0
	Ocp	1.0	1.1	1.8	11.7	4.4	1.1	0.0	15.7	0.0	0.0
0800-0900	Pro	2.5	51.9	22.2	3.7	8.6	4.9	2.5	3.7	0.0	0.0
	Ocp	1.0	1.3	1.7	6.0	6.6	1.5	1.0	7.0	0.0	0.0
0900-1000	Pro	7.1	22.4	41.2	2.4	7.1	17.6	0.0	2.4	0.0	0.0
	Ocp	1.0	1.2	1.3	3.5	5.7	1.6	0.0	7.5	0.0	0.0
1000-1100	Pro	5.4	24.3	45.9	1.4	8.1	13.5	0.0	1.4	0.0	0.0
	Ocp	1.0	1.2	1.3	3.0	3.5	1.5	0.0	4.0	0.0	0.0
1100-1200	Pro	3.8	30.2	42.5	2.8	4.7	10.4	3.8	1.9	0.0	0.0
	Ocp	1.0	1.3	1.2	1.3	3.2	1.2	2.3	1.0	0.0	0.0
1200-1300 Peak hour	Pro	3.2	26.6	41.5	5.3	3.2	16.0	0.0	4.3	0.0	0.0
	Ocp	1.0	1.1	1.4	5.2	8.7	1.5	0.0	7.5	0.0	0.0
1300-1400	Pro	7.0	35.2	31.0	1.4	7.0	15.5	1.4	1.4	0.0	0.0
	Ocp	1.0	1.0	1.2	12.0	8.4	1.2	1.0	13.0	0.0	0.0
1400-1500	Pro	5.9	34.1	35.3	3.5	4.7	14.1	0.0	2.4	0.0	0.0
	Ocp	1.0	1.2	1.5	3.7	6.5	1.3	0.0	9.0	0.0	0.0
1500-1600	Pro	4.0	41.6	38.6	3.0	5.0	7.9	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.6	4.7	5.0	1.1	0.0	0.0	0.0	0.0
1600-1700	Pro	5.8	41.3	31.7	1.9	4.8	10.6	1.9	1.9	0.0	0.0
	Ocp	1.0	1.4	1.5	2.0	7.8	1.3	1.0	7.0	0.0	0.0
1700-1800	Pro	7.5	38.8	30.0	3.8	10.0	8.8	1.3	0.0	0.0	0.0
	Ocp	1.2	1.3	2.1	2.3	7.4	1.1	2.0	0.0	0.0	0.0
1800-1900	Pro	10.0	33.8	35.0	1.3	6.3	10.0	0.0	3.8	0.0	0.0
	Ocp	1.0	1.3	1.7	3.0	11.2	1.8	0.0	4.3	0.0	0.0
1900-2000	Pro	11.1	44.4	26.4	1.4	6.9	9.7	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.2	12.0	7.0	1.0	0.0	0.0	0.0	0.0
2000-2100	Pro	13.6	35.8	37.0	1.2	6.2	3.7	1.2	1.2	0.0	0.0
	Ocp	1.0	1.3	1.4	8.0	4.6	1.0	2.0	10.0	0.0	0.0
2100-2200	Pro	14.3	27.0	46.0	1.6	4.8	6.4	0.0	0.0	0.0	0.0
	Ocp	1.1	1.7	1.4	16.0	5.7	1.3	0.0	0.0	0.0	0.0
2200-2300	Pro	6.4	38.3	44.7	0.0	4.3	4.3	0.0	2.1	0.0	0.0
	Ocp	1.0	1.7	1.7	0.0	3.0	1.5	0.0	1.0	0.0	0.0
16 hours	Pro	6.6	34.4	36.8	2.6	6.2	10.6	0.9	2.0	0.0	0.0
	Ocp	1.0	1.3	1.5	5.5	6.2	1.3	1.6	7.5	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 including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds