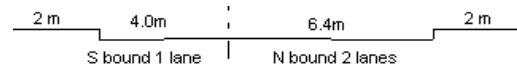


YEAR

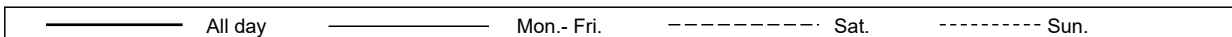
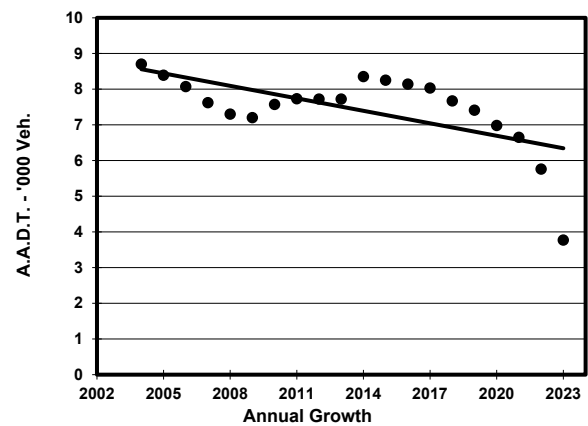
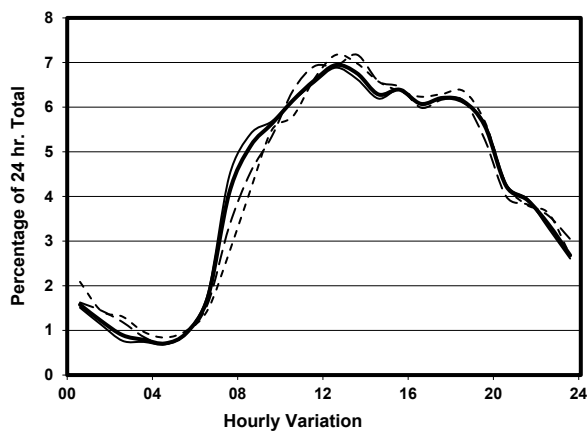
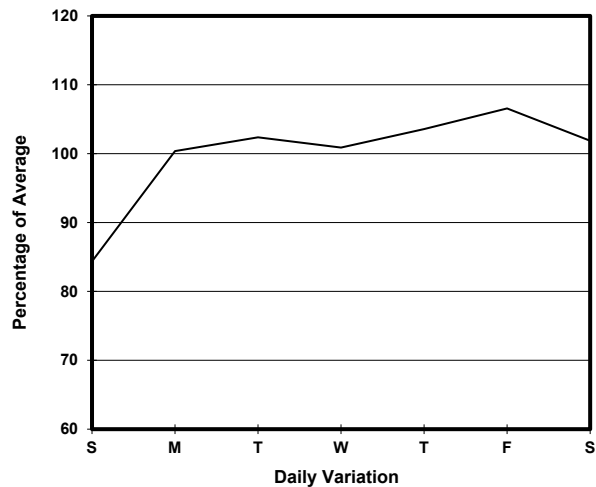
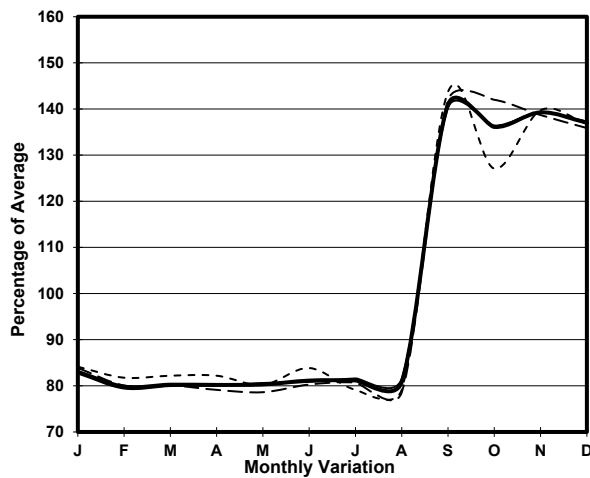
2023

LINK

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

CORE STATION
ROAD NETWORK
ROAD TYPE3103
MAJOR
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.	1630	1700	1640	1370
R 12 / 24 - %	71.9	72.3	71.1	69.9
R 16 / 24 - %	89.4	89.5	89.1	88.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	90	100	80	70
T - % (AM)	-	8.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	100	110	100	90
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	2.1	-	-

NORTH BOUND				
A.A.D.T.	2140	2210	2260	1830
R 12 / 24 - %	72.8	73	72.6	71.5
R 16 / 24 - %	89.6	90	88.3	88
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	130	130	130	110
T - % (AM)	-	6.4	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	130	130	140	120
T - % (PM)	-	11.1	-	-
Prop.of commercial vehicles - 16 hr.	-	3.8	-	-

3. OTHER INFORMATION AND COMMENT

TTM implementation from January to July 2024

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	4.5	22.7	38.6	6.8	11.4	13.6	0.0	2.3	0.0	0.0
	Ocp	1.0	1.5	1.9	9.3	6.0	1.0	0.0	22.0	0.0	0.0
0800-0900	Pro	1.7	45.0	20.0	3.3	10.0	15.0	3.3	1.7	0.0	0.0
	Ocp	1.0	1.4	1.7	9.5	7.3	1.0	1.5	6.0	0.0	0.0
0900-1000	Pro	6.4	38.5	24.4	3.8	5.1	16.7	1.3	3.8	0.0	0.0
	Ocp	1.0	1.3	1.5	2.7	3.3	1.2	1.0	2.0	0.0	0.0
1000-1100	Pro	5.2	35.1	31.2	1.3	5.2	22.1	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.5	1.0	3.5	1.8	0.0	0.0	0.0	0.0
1100-1200	Pro	6.3	32.8	32.8	0.0	7.8	20.3	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.3	0.0	3.2	1.5	0.0	0.0	0.0	0.0
1200-1300 Peak hour	Pro	8.9	22.8	28.7	5.0	4.0	23.8	4.0	3.0	0.0	0.0
	Ocp	1.0	1.9	1.1	5.2	6.3	1.3	1.5	4.7	0.0	0.0
1300-1400	Pro	2.4	27.7	31.3	0.0	3.6	27.7	4.8	2.4	0.0	0.0
	Ocp	1.0	1.1	1.5	0.0	7.0	1.3	1.5	1.0	0.0	0.0
1400-1500	Pro	3.8	43.6	24.4	0.0	5.1	19.2	1.3	2.6	0.0	0.0
	Ocp	1.0	1.3	1.6	0.0	3.5	1.4	1.0	1.0	0.0	0.0
1500-1600	Pro	4.7	43.0	26.7	7.0	3.5	10.5	0.0	4.7	0.0	0.0
	Ocp	1.3	1.3	1.6	6.2	7.0	1.3	0.0	6.3	0.0	0.0
1600-1700	Pro	7.9	31.7	20.6	4.8	4.8	23.8	0.0	6.4	0.0	0.0
	Ocp	1.0	1.3	1.6	5.0	12.7	1.3	0.0	37.5	0.0	0.0
1700-1800	Pro	7.7	52.6	21.8	2.6	3.8	10.3	0.0	1.3	0.0	0.0
	Ocp	1.3	1.5	1.8	3.0	8.0	1.5	0.0	18.0	0.0	0.0
1800-1900	Pro	6.3	45.6	29.1	0.0	7.6	11.4	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.8	0.0	11.2	1.3	0.0	0.0	0.0	0.0
1900-2000	Pro	19.6	45.7	28.3	0.0	2.2	3.3	0.0	1.1	0.0	0.0
	Ocp	1.0	1.5	1.8	0.0	8.0	1.0	0.0	1.0	0.0	0.0
2000-2100	Pro	14.3	42.9	23.8	1.6	4.8	12.7	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.6	3.0	6.3	1.4	0.0	0.0	0.0	0.0
2100-2200	Pro	17.4	34.8	30.4	4.3	8.7	4.3	0.0	0.0	0.0	0.0
	Ocp	1.1	1.8	2.0	3.5	5.0	2.5	0.0	0.0	0.0	0.0
2200-2300	Pro	4.2	50.0	29.2	0.0	8.3	6.3	2.1	0.0	0.0	0.0
	Ocp	1.0	1.5	1.4	0.0	5.3	1.3	2.0	0.0	0.0	0.0
16 hours	Pro	7.6	38.4	27.4	2.5	5.5	15.5	1.1	1.9	0.0	0.0
	Ocp	1.0	1.4	1.6	5.4	6.4	1.4	1.5	11.2	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