

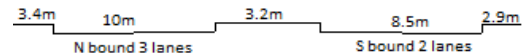
YEAR 2023

COVERAGE (B) STATION 6226

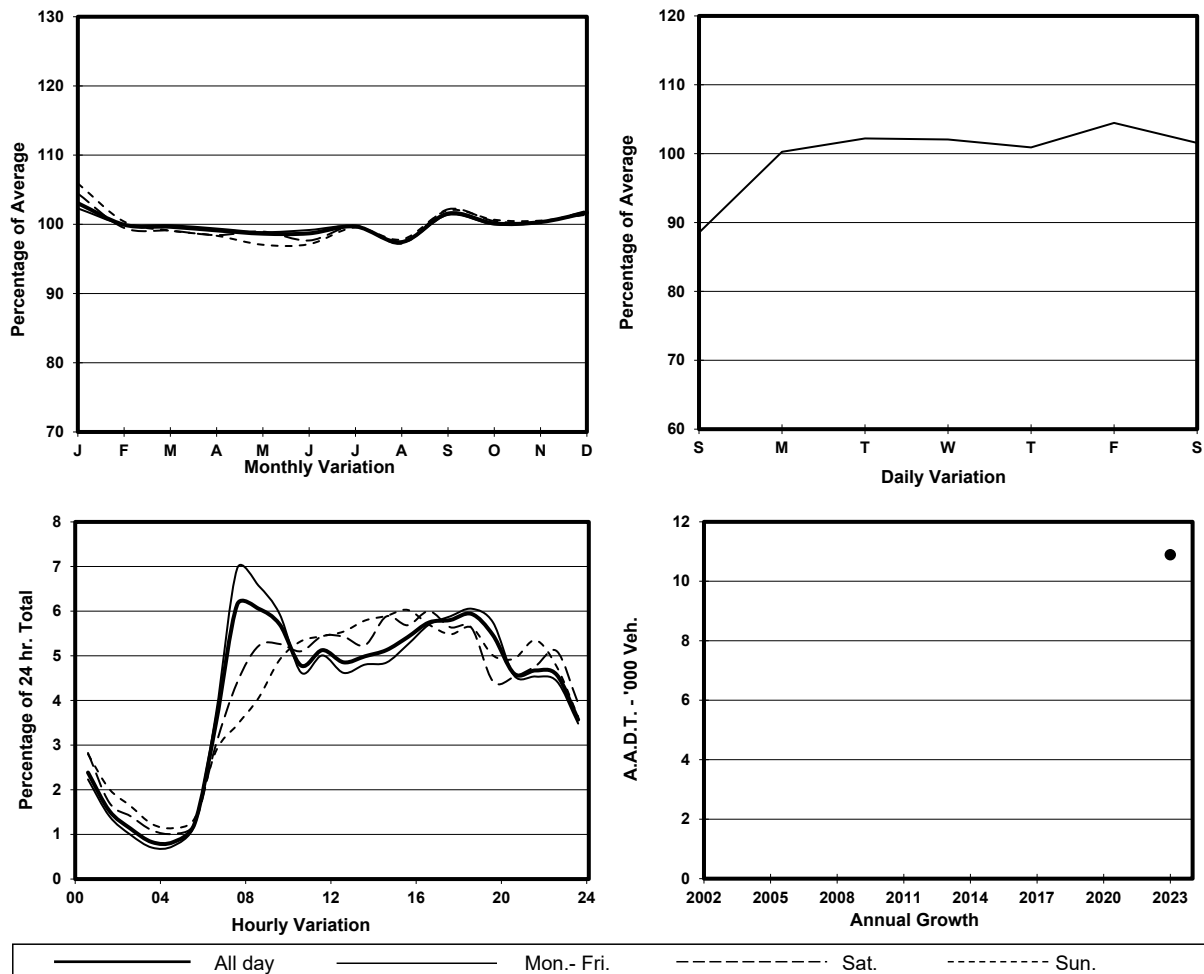
ROAD NETWORK MAJOR

ROAD TYPE LOCAL DISTRIBUTOR

LINK A KUNG KOK ST (from HANG SHUN ST to A KUNG KOK SHAN RD)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	5840	6000	6010	5180
R 12 / 24 - %	68.2	69	66.6	65.1
R 16 / 24 - %	84.7	85.2	83.4	83.2
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	450	540	390	270
T - % (AM)	-	36	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	330	340	350	300
T - % (PM)	-	22.4	-	-
Prop.of commercial vehicles - 16 hr.	-	27.5	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	5050	5200	5090	4500
R 12 / 24 - %	62.9	63.1	62.9	61.1
R 16 / 24 - %	85.4	85.9	84.2	83.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	270	300	230	200
T - % (AM)	-	33.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	350	380	310	270
T - % (PM)	-	30.1	-	-
Prop.of commercial vehicles - 16 hr.	-	33.9	-	-

## 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 Peak hour	Pro	2.7	27.9	5.5	0.7	15.0	13.6	3.4	4.1	0.0	27.1
	Ocp	1.3	1.5	2.0	18.0	14.2	1.6	1.2	18.8	0.0	46.5
0800-0900	Pro	1.1	35.8	6.7	7.3	11.7	11.2	2.8	2.8	0.0	20.6
	Ocp	1.0	1.3	1.8	8.5	12.5	1.2	1.4	14.4	0.0	44.0
0900-1000	Pro	1.4	30.9	17.6	1.4	12.7	8.4	2.8	2.1	0.0	22.7
	Ocp	1.0	1.4	1.6	1.5	10.8	1.4	1.3	1.0	0.0	27.9
1000-1100	Pro	2.6	29.1	7.7	0.0	16.2	12.8	5.1	0.0	0.0	26.5
	Ocp	1.0	1.6	1.8	0.0	10.7	1.7	1.3	0.0	0.0	23.4
1100-1200	Pro	1.7	24.7	7.7	1.7	18.7	17.0	2.6	0.9	0.0	25.1
	Ocp	1.0	1.5	1.9	2.5	8.9	1.7	1.3	6.0	0.0	22.8
1200-1300	Pro	5.2	21.7	11.3	6.9	8.7	13.0	3.5	2.6	0.0	27.1
	Ocp	1.0	1.3	2.0	6.3	13.1	1.4	1.3	1.3	0.0	20.7
1300-1400	Pro	1.0	23.5	15.7	1.0	13.7	9.8	2.9	2.0	0.0	30.4
	Ocp	2.0	1.7	1.5	3.0	13.3	1.6	1.3	1.0	0.0	22.6
1400-1500	Pro	0.0	24.5	12.2	1.7	13.1	16.6	3.5	0.9	0.0	27.5
	Ocp	0.0	1.7	1.8	1.0	9.7	1.5	1.0	1.0	0.0	18.5
1500-1600	Pro	0.8	27.3	9.6	5.6	14.5	8.8	4.0	2.4	0.0	26.9
	Ocp	1.0	1.7	1.5	5.3	8.3	1.6	1.0	9.3	0.0	21.6
1600-1700	Pro	1.4	28.7	14.4	5.0	9.3	11.5	2.2	2.9	0.0	24.6
	Ocp	1.0	1.6	1.3	3.7	15.3	1.6	1.0	10.3	0.0	30.4
1700-1800	Pro	3.3	26.0	20.0	0.7	11.3	10.0	1.3	2.7	0.0	24.8
	Ocp	1.0	1.4	1.3	10.0	16.4	1.4	1.0	2.8	0.0	36.1
1800-1900	Pro	1.5	37.5	7.4	0.0	13.2	9.6	0.7	2.9	0.0	27.2
	Ocp	1.5	1.2	2.2	0.0	15.7	1.2	1.0	7.5	0.0	42.6
1900-2000	Pro	2.0	32.6	23.1	0.0	10.2	4.8	0.0	0.0	0.0	27.3
	Ocp	1.3	1.4	1.7	0.0	12.1	1.7	0.0	0.0	0.0	33.4
2000-2100	Pro	1.8	21.9	26.3	0.9	12.3	7.0	1.8	0.0	0.0	28.1
	Ocp	1.0	1.3	1.5	2.0	7.4	1.1	1.0	0.0	0.0	26.7
2100-2200	Pro	2.9	32.4	24.5	0.0	8.8	2.9	0.0	0.0	0.0	28.4
	Ocp	1.0	1.4	1.4	0.0	11.9	1.0	0.0	0.0	0.0	23.7
2200-2300	Pro	0.0	29.8	23.1	0.0	13.2	2.2	0.0	1.1	0.0	30.6
	Ocp	0.0	1.3	1.4	0.0	7.0	1.0	0.0	2.0	0.0	26.2
16 hours	Pro	1.9	28.8	14.1	2.2	12.6	10.1	2.3	1.8	0.0	26.2
	Ocp	1.1	1.4	1.6	5.9	11.7	1.5	1.2	8.5	0.0	30.0

**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