

YEAR

2006

LINK JOCKEY CLUB RD (from LOK YIP RD to WO HOP SHEK INT)

COVERAGE (B) STATION

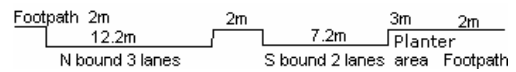
6206

ROAD NETWORK

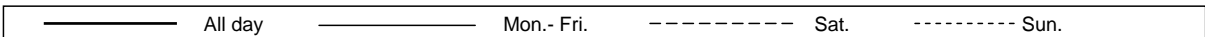
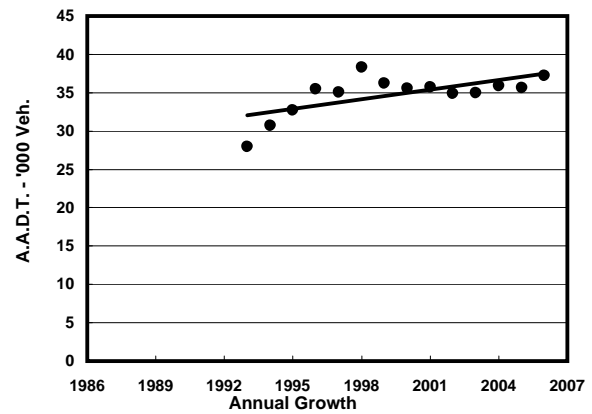
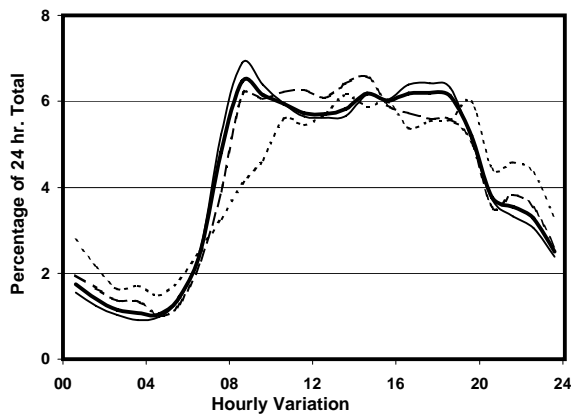
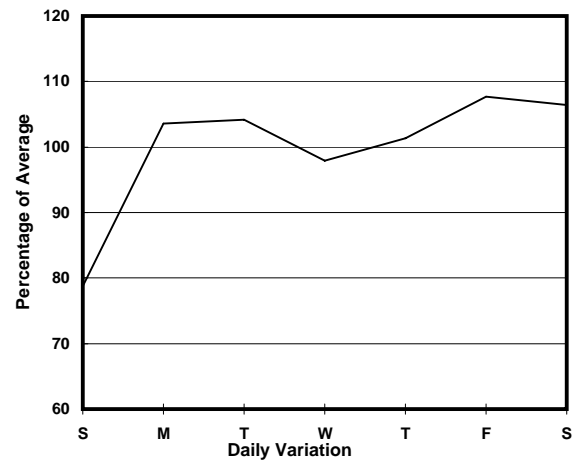
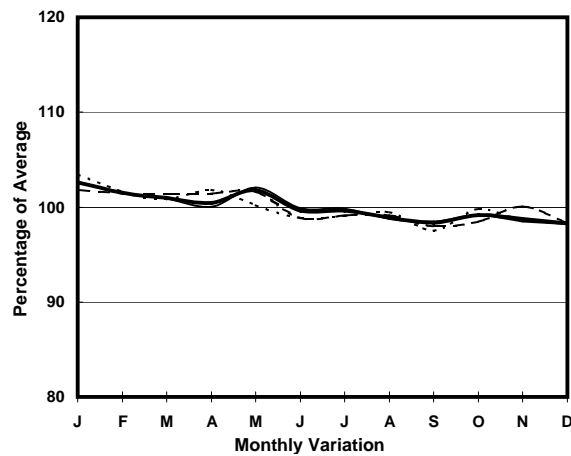
MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR



## 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.	18220	18910	19700	14850
R 12 / 24 - %	72	73.4	70.5	64.7
R 16 / 24 - %	86.9	87.7	86.1	82.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1140	1260	1240	720
T - % (AM)	-	20.7	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	1160	1230	1200	930
T - % (PM)	-	18.8	-	-
Prop.of commercial vehicles - 16 hr.	-	19.9	-	-

<b>NORTH BOUND</b>				
A.A.D.T.	19000	19870	20380	14910
R 12 / 24 - %	70.7	72	70.7	61.9
R 16 / 24 - %	87.4	88.2	86.9	82.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1270	1420	1300	660
T - % (AM)	-	18.1	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1170	1280	1140	730
T - % (PM)	-	22.6	-	-
Prop.of commercial vehicles - 16 hr.	-	20.9	-	-

## 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	1.8	26.3	15.0	1.6	3.7	24.0	15.5	8.8	0.1	3.1
	Ocp	1.3	1.5	2.1	5.3	9.1	1.5	1.1	13.4	1.0	27.4
0800-0900 Peak hour	Pro	1.8	38.0	14.8	1.6	2.4	22.0	12.2	5.2	0.0	2.1
	Ocp	1.0	1.4	1.7	4.7	8.2	1.4	1.4	11.6	0.0	17.9
0900-1000	Pro	2.1	32.2	13.4	0.4	3.0	27.0	16.1	3.4	0.0	2.4
	Ocp	1.0	1.4	1.7	2.0	6.8	1.6	1.4	4.6	0.0	9.3
1000-1100	Pro	2.3	28.5	11.2	0.6	2.7	34.1	16.0	1.9	0.0	2.6
	Ocp	1.0	1.5	1.7	2.0	8.4	1.5	1.4	3.5	0.0	7.2
1100-1200	Pro	1.0	29.7	7.5	1.6	2.8	33.4	16.9	4.7	0.0	2.4
	Ocp	1.0	1.5	1.8	4.3	8.3	1.5	1.4	10.5	0.0	8.4
1200-1300	Pro	1.5	27.9	6.4	2.0	2.4	34.3	18.9	4.2	0.0	2.4
	Ocp	1.0	1.6	2.0	5.7	8.7	1.5	1.4	10.5	0.0	8.9
1300-1400	Pro	0.4	32.4	10.7	2.2	2.4	28.9	16.6	3.3	0.0	3.0
	Ocp	1.0	1.5	1.9	4.0	9.1	1.6	1.3	7.9	0.0	7.9
1400-1500	Pro	2.2	30.5	9.0	2.2	2.2	31.9	18.0	1.6	0.0	2.4
	Ocp	1.0	1.5	1.6	2.2	7.9	1.4	1.4	5.0	0.0	9.1
1500-1600	Pro	1.0	29.9	11.9	1.6	2.5	30.9	15.2	4.5	0.2	2.4
	Ocp	1.0	1.5	1.8	4.8	9.4	1.4	1.4	8.2	1.0	9.4
1600-1700	Pro	1.6	29.8	11.8	0.8	3.0	29.8	14.4	6.1	0.0	2.7
	Ocp	1.0	1.6	1.6	6.0	9.0	1.4	1.3	7.6	0.0	12.0
1700-1800	Pro	1.6	37.3	12.9	1.2	2.4	24.2	13.7	3.8	0.0	2.9
	Ocp	1.0	1.5	1.6	1.5	13.4	1.5	1.3	9.2	0.0	13.7
1800-1900	Pro	2.4	41.2	9.7	1.9	2.6	23.6	11.6	4.3	0.0	2.7
	Ocp	1.0	1.4	1.7	6.1	11.5	1.7	1.4	9.5	0.0	15.2
1900-2000	Pro	2.4	49.5	12.9	0.4	2.6	18.3	7.6	3.1	0.0	3.2
	Ocp	1.0	1.5	1.8	1.5	10.7	1.5	1.2	9.4	0.0	13.8
2000-2100	Pro	2.2	55.4	14.6	0.0	5.7	10.2	6.4	1.6	0.0	3.9
	Ocp	1.0	1.5	1.6	0.0	6.9	1.4	1.3	6.2	0.0	9.8
2100-2200	Pro	4.0	48.4	19.2	1.2	6.8	10.4	4.0	0.8	0.0	5.3
	Ocp	1.0	1.7	1.9	1.7	4.8	1.5	1.3	1.5	0.0	7.1
2200-2300	Pro	2.1	44.4	23.5	0.8	5.4	13.8	4.2	0.4	0.1	5.2
	Ocp	1.0	1.6	1.7	2.0	6.9	1.6	1.4	3.0	1.0	5.1
16 hours	Pro	1.8	35.3	12.2	1.3	3.0	26.0	13.7	3.9	0.1	2.8
	Ocp	1.0	1.5	1.8	4.1	8.5	1.5	1.3	9.2	1.0	11.6

**Legend**

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)  
**Ocp.** Average occupancy of vehicles  
**M&H** Medium and Heavy