

YEAR

2015

LINK

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

COVERAGE (B) STATION

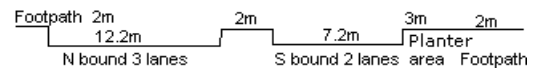
6206

ROAD NETWORK

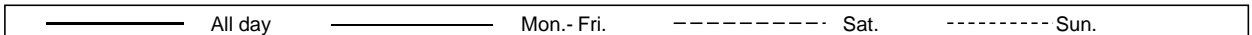
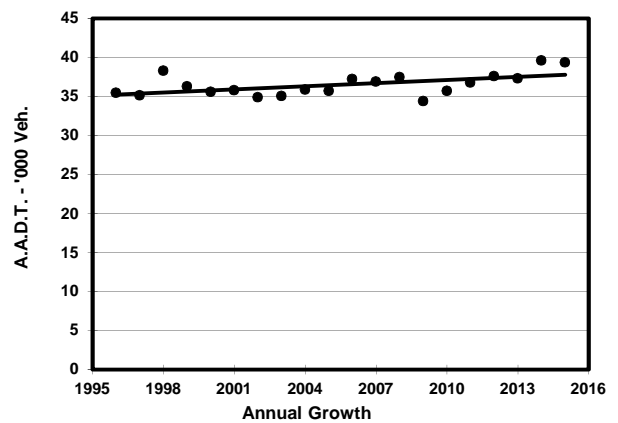
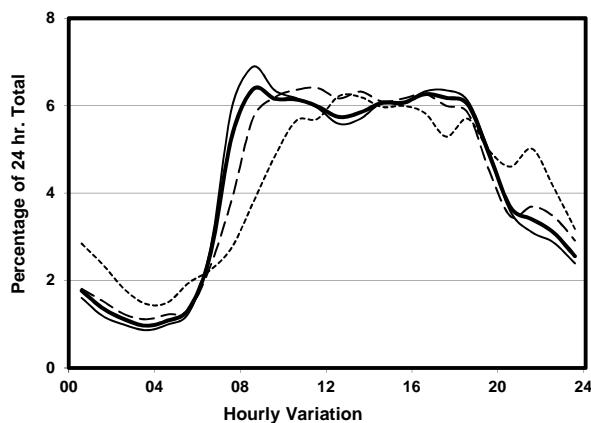
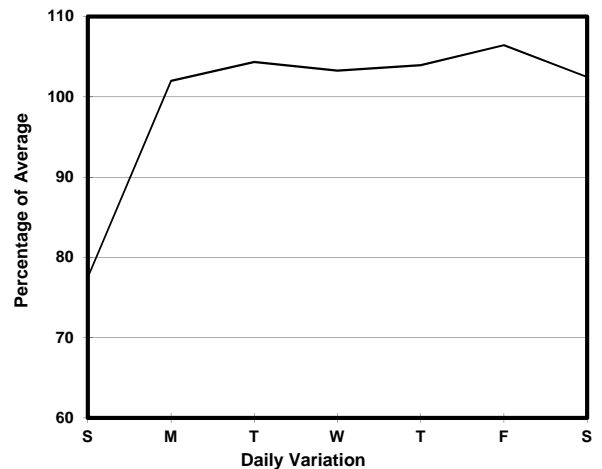
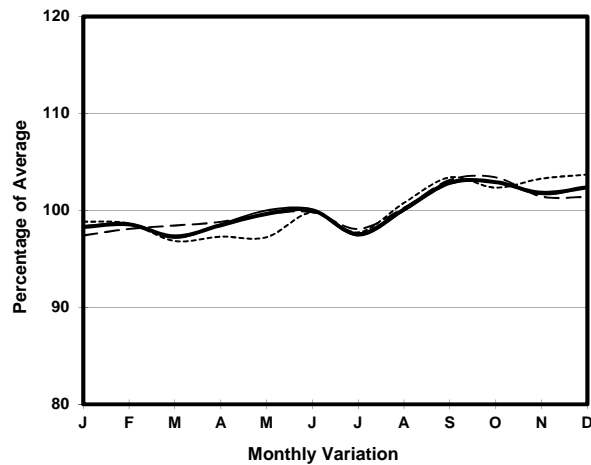
MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	19490	20470	20240	15500
R 12 / 24 - %	73.3	74.5	72.6	65.8
R 16 / 24 - %	87	87.6	86.8	83.7
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1260	1370	1360	770
T - % (AM)	-	14.4	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	1210	1310	1200	940
T - % (PM)	-	13.9	-	-
Prop.of commercial vehicles - 16 hr.	-	17.4	-	-
NORTH BOUND				
A.A.D.T.	19870	20970	20620	15350
R 12 / 24 - %	71	72.5	70.2	62.1
R 16 / 24 - %	87.4	88.4	86.3	81.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1340	1560	1170	720
T - % (AM)	-	13.5	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	1270	1360	1360	870
T - % (PM)	-	17.9	-	-
Prop.of commercial vehicles - 16 hr.	-	15.3	-	-

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	2.3	41.0	13.0	2.5	1.6	24.5	8.7	3.8	0.3	2.3
	Ocp	1.0	1.4	1.6	10.4	15.9	1.3	1.1	13.6	25.3	34.0
0800-0900 Peak hour	Pro	1.1	50.8	10.3	1.4	1.4	20.2	10.2	3.4	0.1	1.1
	Ocp	1.1	1.3	1.9	5.2	12.4	1.4	1.3	8.2	22.3	27.9
0900-1000	Pro	1.2	39.9	7.1	0.8	1.4	28.9	17.2	1.8	0.3	1.4
	Ocp	1.0	1.3	1.6	3.4	8.1	1.4	1.3	2.5	11.5	16.5
1000-1100	Pro	0.7	34.0	10.5	1.4	1.9	32.2	15.7	1.9	0.3	1.4
	Ocp	1.0	1.4	2.0	2.8	7.5	1.4	1.2	3.6	7.0	12.2
1100-1200	Pro	0.9	35.6	8.9	1.9	2.2	28.9	15.3	4.7	0.2	1.4
	Ocp	1.0	1.4	2.0	6.0	9.3	1.5	1.3	11.1	15.4	16.2
1200-1300	Pro	1.1	39.8	12.1	1.7	2.3	22.3	17.9	1.1	0.3	1.3
	Ocp	1.0	1.5	1.8	4.0	6.2	1.4	1.3	12.8	18.0	16.5
1300-1400	Pro	1.2	31.3	12.9	0.7	2.1	30.8	17.2	2.4	0.2	1.3
	Ocp	1.1	1.5	1.9	2.0	4.7	1.5	1.3	3.0	14.0	17.4
1400-1500	Pro	2.0	33.6	11.1	1.4	1.8	31.1	15.1	2.3	0.4	1.3
	Ocp	1.1	1.6	1.9	2.1	5.1	1.4	1.2	5.5	14.8	12.8
1500-1600	Pro	2.1	33.7	13.4	2.3	1.4	27.9	15.2	2.4	0.2	1.4
	Ocp	1.2	1.5	1.8	4.2	9.1	1.4	1.2	3.2	25.5	15.4
1600-1700	Pro	0.4	38.3	10.7	2.6	1.5	27.2	14.8	2.8	0.3	1.5
	Ocp	1.0	1.5	1.9	3.9	8.6	1.4	1.2	7.5	24.7	20.9
1700-1800	Pro	4.4	36.2	8.5	3.0	1.7	32.0	11.2	0.9	0.4	1.7
	Ocp	1.0	1.6	1.7	2.8	13.1	1.4	1.2	7.8	15.9	21.5
1800-1900	Pro	3.7	55.2	8.6	0.3	1.6	19.2	7.3	2.4	0.2	1.5
	Ocp	1.1	1.4	2.0	1.5	11.9	1.4	1.1	17.1	16.0	24.0
1900-2000	Pro	2.9	57.5	12.8	0.2	1.4	15.9	4.7	2.3	0.3	2.0
	Ocp	1.1	1.3	1.8	1.0	9.9	1.5	1.3	8.9	16.2	21.1
2000-2100	Pro	3.3	63.1	14.6	0.3	2.5	8.3	4.4	0.8	0.3	2.4
	Ocp	1.1	1.3	1.6	7.0	3.2	1.6	1.3	16.0	9.5	16.6
2100-2200	Pro	3.5	48.4	20.7	1.1	3.9	10.5	6.0	2.8	0.6	2.6
	Ocp	1.2	1.5	1.8	2.3	5.3	1.3	1.4	1.3	8.6	13.3
2200-2300	Pro	3.6	51.1	27.4	1.6	3.0	5.9	3.3	1.3	0.4	2.3
	Ocp	1.1	1.4	1.8	1.4	6.7	1.3	1.3	5.8	9.6	10.6
16 hours	Pro	2.0	42.4	11.8	1.5	1.8	24.1	12.1	2.4	0.3	1.6
	Ocp	1.1	1.4	1.8	4.4	8.4	1.4	1.2	8.2	15.3	19.4

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 except for one way traffic