YEAR 2011 **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

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	17960	18610	18820	15020
R 12 / 24 - %	71.8	73.2	70.7	64.4
R 16 / 24 - %	86.5	87.1	85.9	82.9
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1110	1230	1170	710
T - % (AM)	-	15.4	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	1110	1180	1160	880
T - % (PM)	-	15.3	-	-
Prop.of commercial vehicles - 16 hr.	-	17.3	-	-
NORTH BOUND				
A.A.D.T.	18800	19470	19750	15640
R 12 / 24 - %	69.5	71	68.5	61.1
R 16 / 24 - %	86.2	87.2	85.3	80.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1190	1360	1150	700
T - % (AM)	-	13.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	1160	1230	1220	890
T - % (PM)	-	20.5	-	-
Prop.of commercial vehicles - 16 hr.	-	16.7	-	-

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	2.5	31.3	13.3	1.7	3.1	28.2	12.8	4.6	0.1	2.6
	Ocp	1.0	1.5	1.7	9.6	11.1	1.6	1.2	4.7	1.0	31.8
0800-0900	Pro	2.0	43.4	10.0	0.8	2.6	26.7	9.2	3.5	0.0	1.9
Peak hour	Ocp	1.0	1.4	1.8	6.6	10.8	1.6	1.6	9.0	0.0	20.6
0900-1000	Pro	0.8	35.2	9.6	1.7	2.7	32.0	14.1	2.0	0.0	1.9
	Ocp	1.0	1.3	1.6	3.0	6.1	1.4	1.2	8.1	0.0	10.5
1000-1100	Pro	0.7	30.0	12.5	0.7	2.7	36.3	13.6	1.4	0.0	2.1
	Ocp	1.0	1.3	2.0	2.3	5.6	1.7	1.3	3.6	0.0	9.6
1100-1200	Pro	1.3	30.4	11.1	0.9	3.3	32.6	16.9	1.8	0.0	1.8
	Ocp	1.0	1.3	1.7	1.6	5.2	1.4	1.2	5.5	0.0	9.5
1200-1300	Pro	1.8	37.0	10.9	1.8	3.0	25.8	14.7	3.0	0.0	2.0
	Ocp	1.0	1.4	1.7	5.3	7.0	1.5	1.2	3.1	0.0	11.7
1300-1400	Pro	1.3	33.8	11.8	2.1	3.6	26.6	16.3	2.6	0.0	1.9
	Ocp	1.3	1.5	1.7	1.5	6.8	1.5	1.2	6.2	0.0	10.7
1400-1500	Pro	1.6	32.3	10.8	0.9	1.8	33.7	15.5	1.4	0.0	1.9
	Ocp	1.0	1.4	1.6	2.4	5.7	1.5	1.3	4.6	0.0	13.6
1500-1600	Pro	1.1	33.7	8.3	1.4	1.8	33.9	16.5	1.4	0.1	2.0
	Ocp	1.0	1.5	1.5	6.4	10.5	1.7	1.3	5.8	1.0	11.7
1600-1700	Pro	0.2	30.0	13.9	1.4	1.7	31.5	16.2	2.8	0.0	2.2
	Ocp	1.0	1.4	1.6	1.5	11.7	1.4	1.3	2.7	0.0	11.6
1700-1800	Pro	2.4	35.7	11.6	0.9	1.7	31.6	10.7	3.0	0.0	2.3
	Ocp	1.0	1.4	1.7	5.4	12.8	1.4	1.2	5.3	0.0	15.2
1800-1900	Pro	2.6	49.5	15.3	0.2	2.6	16.2	7.5	3.7	0.0	2.3
	Ocp	1.1	1.4	1.8	2.0	14.4	1.5	1.2	5.8	0.0	17.4
1900-2000	Pro	2.7	48.5	13.1	0.6	1.9	22.7	5.6	2.7	0.0	2.3
	Ocp	1.0	1.5	1.9	2.7	11.2	1.4	1.2	7.6	0.0	18.2
2000-2100	Pro	1.9	51.8	18.6	0.3	3.8	12.3	4.4	3.2	0.0	3.7
	Ocp	1.2	1.5	1.5	1.0	10.2	1.7	1.1	6.5	0.0	15.2
2100-2200	Pro	2.8	49.4	20.5	0.3	4.7	10.3	6.2	2.5	0.0	3.3
	Ocp	1.1	1.6	1.5	4.0	4.4	1.4	1.2	2.5	0.0	8.5
2200-2300	Pro	1.8	50.1	20.1	1.1	6.7	13.1	2.1	1.1	0.2	3.9
	Ocp	1.0	1.4	1.9	3.0	5.8	1.5	1.5	10.7	1.0	7.8
16 hours	Pro	1.7	37.8	12.6	1.1	2.8	27.2	12.1	2.6	0.1	2.2
	Ocp	1.0	1.4	1.7	4.0	8.3	1.5	1.3	5.7	1.0	14.3

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