

YEAR

2012

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

COVERAGE (B) STATION

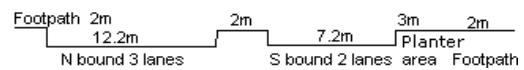
6206

ROAD NETWORK

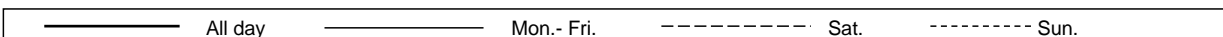
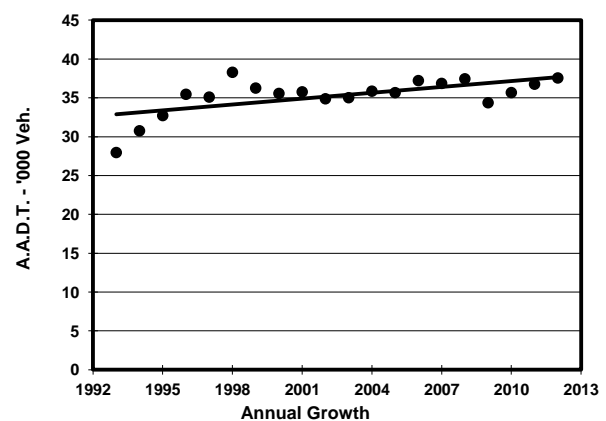
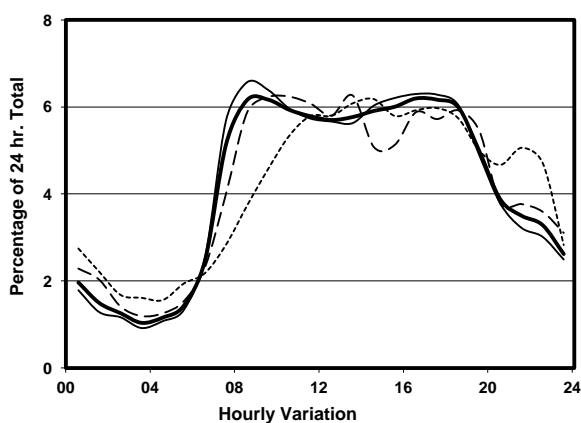
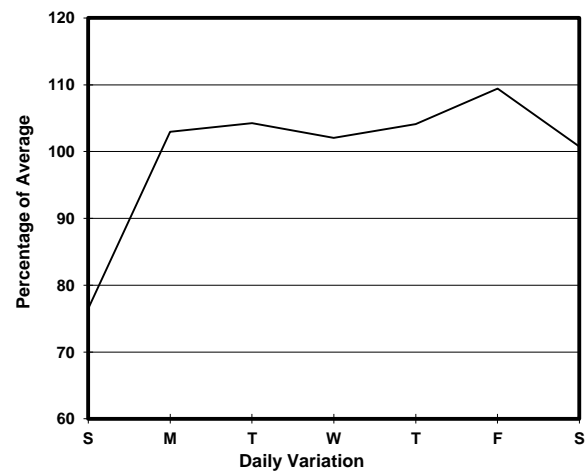
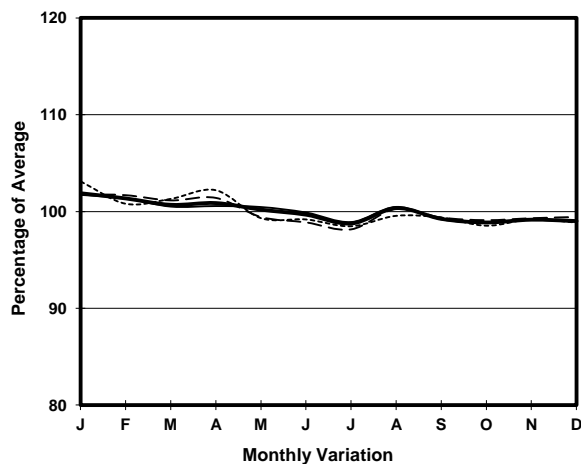
MAJOR

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.	18550	19610	19060	14400
R 12 / 24 - %	72.3	73.6	70.1	66
R 16 / 24 - %	86.8	87.3	85.6	84.4
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1170	1310	1230	670
T - % (AM)	-	16.1	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	1170	1260	1110	920
T - % (PM)	-	18.4	-	-
Prop.of commercial vehicles - 16 hr.	-	17.5	-	-
NORTH BOUND				
A.A.D.T.	19010	20150	19210	14740
R 12 / 24 - %	69.6	71.4	66.4	61.7
R 16 / 24 - %	86.4	87.5	84.1	82.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1220	1400	1160	660
T - % (AM)	-	23.4	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	1190	1280	1180	860
T - % (PM)	-	21.9	-	-
Prop.of commercial vehicles - 16 hr.	-	20.3	-	-

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	31.4	14.2	1.8	3.2	29.3	8.9	5.5	0.0	3.0
	Ocp	1.0	1.5	1.8	9.0	12.5	1.4	1.2	10.7	0.0	21.8
0800-0900 Peak hour	Pro	1.6	42.6	10.9	1.6	1.8	22.9	12.9	3.7	0.0	2.0
	Ocp	1.0	1.4	1.8	3.0	8.5	1.6	1.3	9.6	0.0	15.9
0900-1000	Pro	1.9	38.8	11.6	2.0	2.0	24.5	15.4	2.0	0.0	1.8
	Ocp	1.0	1.5	1.7	2.5	7.8	1.5	1.2	9.5	0.0	8.7
1000-1100	Pro	0.5	30.5	13.5	0.7	1.6	31.2	17.2	2.5	0.0	2.2
	Ocp	1.0	1.3	1.9	2.5	9.1	1.5	1.3	7.9	0.0	7.2
1100-1200	Pro	1.2	31.5	7.3	2.3	2.1	29.8	21.1	2.5	0.0	2.2
	Ocp	1.0	1.5	1.9	1.9	9.0	1.5	1.3	5.2	0.0	8.6
1200-1300	Pro	1.5	32.3	12.1	2.3	1.7	27.6	18.9	1.7	0.0	1.8
	Ocp	1.0	1.6	1.9	3.3	10.6	1.5	1.3	2.1	0.0	9.4
1300-1400	Pro	1.0	34.2	11.7	1.6	2.4	24.9	19.6	2.4	0.0	2.0
	Ocp	1.2	1.6	2.1	2.6	10.3	1.5	1.2	7.8	0.0	8.4
1400-1500	Pro	1.4	28.5	12.4	2.0	1.5	31.6	19.0	1.7	0.0	1.9
	Ocp	1.1	1.5	1.9	3.4	10.4	1.4	1.3	6.5	0.0	8.8
1500-1600	Pro	2.6	30.3	9.9	1.5	1.9	29.6	19.0	3.2	0.1	2.0
	Ocp	1.1	1.6	1.7	10.6	10.4	1.4	1.2	15.5	1.0	9.5
1600-1700	Pro	1.4	33.8	15.4	2.1	1.6	24.7	16.2	2.8	0.0	2.2
	Ocp	1.0	1.7	1.5	4.7	12.1	1.4	1.1	6.3	0.0	9.7
1700-1800	Pro	3.4	39.5	8.8	1.6	1.8	27.3	12.5	2.9	0.0	2.3
	Ocp	1.0	1.6	2.0	1.1	10.1	1.6	1.3	6.8	0.0	13.8
1800-1900	Pro	2.1	51.5	10.0	0.7	1.6	20.8	8.1	3.2	0.0	2.1
	Ocp	1.2	1.5	1.7	1.5	10.9	1.5	1.1	8.9	0.0	15.8
1900-2000	Pro	0.2	57.6	9.7	0.0	2.7	17.4	5.8	3.4	0.0	3.1
	Ocp	1.0	1.5	1.9	0.0	10.2	1.5	1.1	11.3	0.0	13.7
2000-2100	Pro	1.4	58.1	16.0	0.3	1.7	10.9	6.0	2.3	0.0	3.2
	Ocp	1.0	1.7	1.9	2.0	7.5	1.4	1.1	7.8	0.0	8.6
2100-2200	Pro	0.6	48.8	21.9	1.3	3.8	13.1	4.7	2.2	0.0	3.6
	Ocp	1.0	1.5	1.9	1.8	4.8	1.3	1.1	2.1	0.0	8.2
2200-2300	Pro	2.7	46.8	26.6	0.7	4.4	9.6	4.4	1.0	0.1	3.6
	Ocp	1.0	1.5	1.8	3.0	5.4	1.3	1.1	3.7	1.0	5.8
16 hours	Pro	1.7	38.7	12.5	1.5	2.1	24.5	13.9	2.7	0.1	2.3
	Ocp	1.0	1.5	1.8	3.8	9.3	1.5	1.2	8.6	1.0	11.1

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