

YEAR

2013

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

COVERAGE (B) STATION

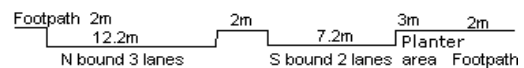
6206

ROAD NETWORK

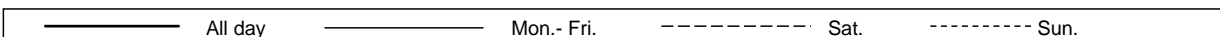
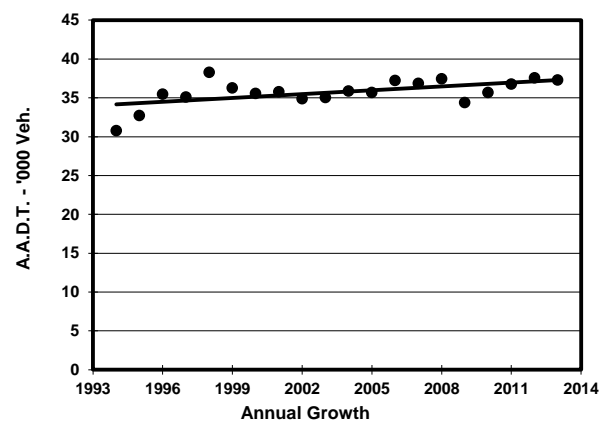
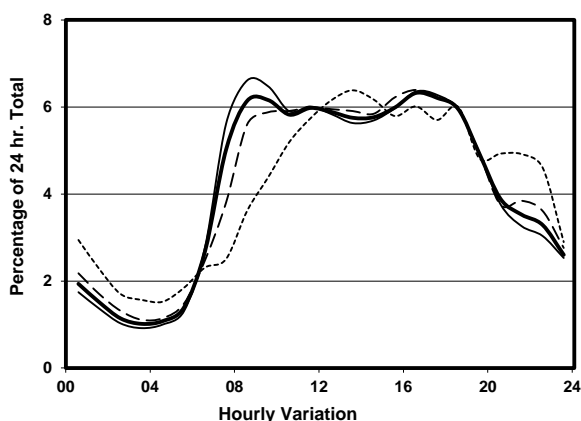
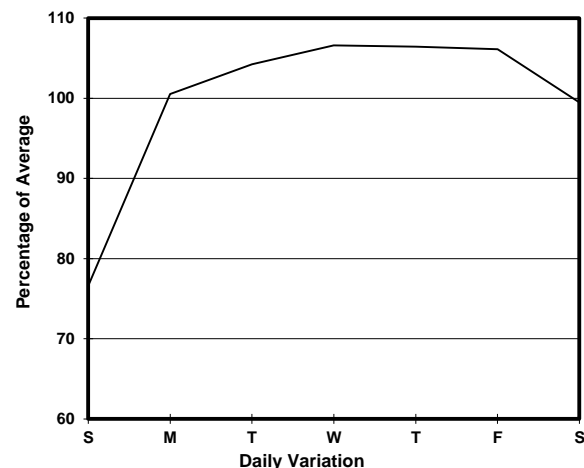
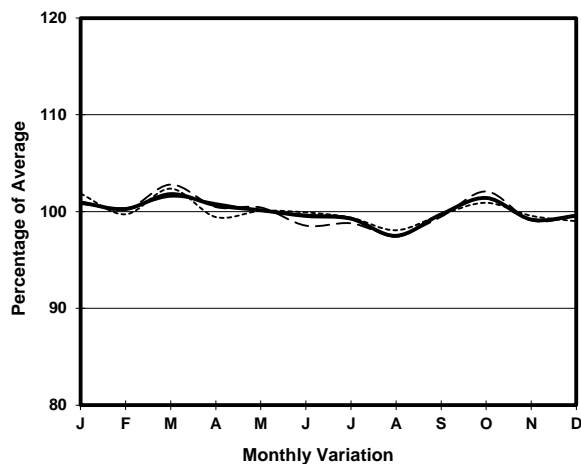
MAJOR

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.	18440	19510	18650	14560
R 12 / 24 - %	71.9	73.1	70.7	65.6
R 16 / 24 - %	86.6	87	86.1	84.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1170	1310	1150	620
T - % (AM)	-	19.8	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	1180	1270	1170	920
T - % (PM)	-	14.1	-	-
Prop.of commercial vehicles - 16 hr.	-	16.8	-	-
NORTH BOUND				
A.A.D.T.	18860	20090	18920	14400
R 12 / 24 - %	70.1	71.6	68.7	61.7
R 16 / 24 - %	86.7	87.6	85.6	81.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1210	1410	1060	650
T - % (AM)	-	13.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	1220	1320	1230	850
T - % (PM)	-	20.5	-	-
Prop.of commercial vehicles - 16 hr.	-	17.1	-	-

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	2.0	32.0	14.3	3.6	2.7	26.6	10.4	5.2	0.1	3.0
	Ocp	1.1	1.5	1.9	6.5	13.6	1.8	1.0	15.0	1.0	26.2
0800-0900 Peak hour	Pro	1.3	46.9	10.5	1.4	1.9	23.2	10.1	2.9	0.0	1.9
	Ocp	1.0	1.3	1.9	4.6	12.3	1.6	1.2	5.0	0.0	17.7
0900-1000	Pro	1.2	41.2	8.6	1.4	2.1	26.4	14.1	3.2	0.0	1.9
	Ocp	1.1	1.4	1.8	1.4	7.0	1.4	1.3	3.5	0.0	8.0
1000-1100	Pro	1.3	36.7	7.3	1.3	2.3	31.3	15.4	2.2	0.0	2.2
	Ocp	1.1	1.3	1.6	1.4	5.9	1.5	1.3	3.2	0.0	7.8
1100-1200	Pro	0.5	30.8	9.9	0.2	2.5	34.2	17.3	2.5	0.0	2.0
	Ocp	1.0	1.5	1.9	1.0	6.5	1.4	1.4	5.0	0.0	9.7
1200-1300	Pro	1.3	32.3	10.6	1.5	3.4	31.2	15.2	2.3	0.0	2.3
	Ocp	1.0	1.5	1.6	1.3	3.9	1.5	1.3	6.9	0.0	10.4
1300-1400	Pro	1.6	35.7	8.2	1.1	3.9	27.3	17.5	2.9	0.1	1.9
	Ocp	1.0	1.5	1.8	4.7	4.0	1.5	1.4	6.1	1.0	12.0
1400-1500	Pro	1.3	35.5	10.7	0.7	1.3	31.4	14.2	2.8	0.0	2.0
	Ocp	1.0	1.6	1.7	2.0	11.0	1.4	1.3	7.4	0.0	9.3
1500-1600	Pro	1.2	31.9	13.8	1.8	1.5	30.4	14.6	3.2	0.0	1.6
	Ocp	1.0	1.4	1.6	3.1	5.6	1.4	1.3	12.0	0.0	9.1
1600-1700	Pro	0.9	37.0	12.6	2.3	1.4	26.1	14.7	3.0	0.1	2.0
	Ocp	1.2	1.5	1.6	3.9	9.0	1.5	1.3	11.1	1.0	11.8
1700-1800	Pro	4.3	39.1	12.6	0.6	1.7	26.7	9.1	3.3	0.0	2.7
	Ocp	1.0	1.6	1.8	1.7	8.6	1.5	1.2	4.0	0.0	14.1
1800-1900	Pro	2.5	50.1	9.2	0.2	1.9	20.1	10.7	2.9	0.0	2.4
	Ocp	1.2	1.5	2.0	2.0	12.2	1.6	1.3	8.5	0.0	16.0
1900-2000	Pro	4.1	55.6	13.2	0.6	2.0	15.3	4.7	2.2	0.0	2.4
	Ocp	1.1	1.4	1.8	2.7	9.3	1.4	1.3	11.5	0.0	15.6
2000-2100	Pro	2.8	62.6	13.2	0.0	2.5	9.8	4.5	1.7	0.0	2.8
	Ocp	1.0	1.5	1.6	0.0	4.2	1.2	1.4	5.2	0.0	12.8
2100-2200	Pro	3.3	54.4	13.6	0.6	3.8	13.3	6.2	2.1	0.0	2.7
	Ocp	1.0	1.6	1.7	2.5	5.6	1.6	1.8	2.7	0.0	11.4
2200-2300	Pro	1.8	57.3	21.6	0.6	3.7	9.1	2.1	0.9	0.1	2.7
	Ocp	1.2	1.7	1.6	1.5	4.6	1.2	1.4	1.0	1.0	7.8
16 hours	Pro	1.9	41.4	11.4	1.2	2.3	24.9	11.9	2.8	0.1	2.2
	Ocp	1.1	1.5	1.7	3.4	7.3	1.5	1.3	7.5	1.0	12.8

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