

YEAR

2016

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

COVERAGE (B) STATION

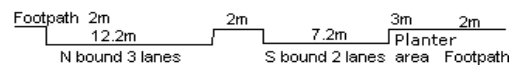
6206

ROAD NETWORK

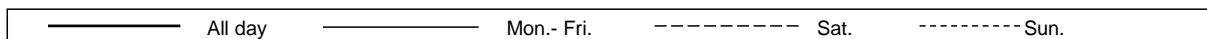
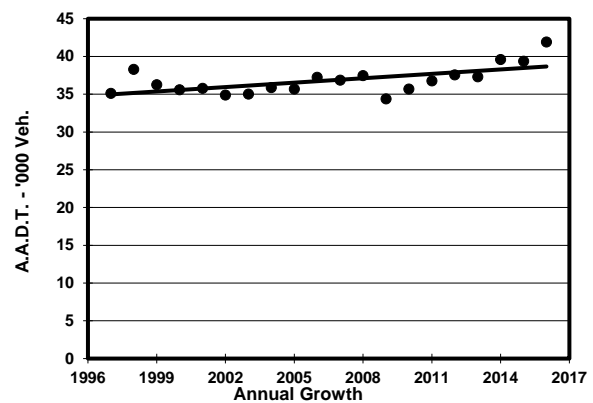
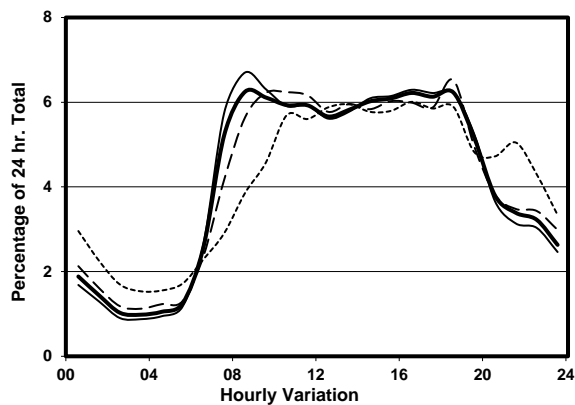
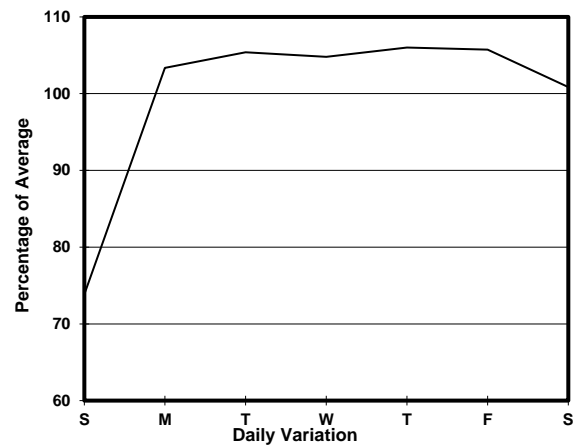
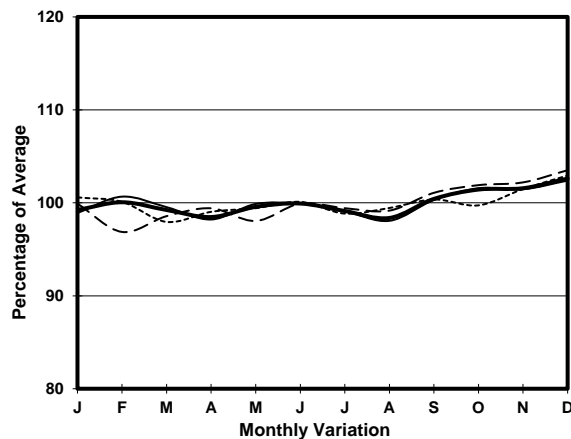
MAJOR

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.	20520	21800	21140	15520
R 12 / 24 - %	72.8	74	71.7	65.7
R 16 / 24 - %	87.1	87.7	86.6	83.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1290	1410	1390	730
T - % (AM)	-	21.4	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1600-1700
One-way flow at PM peak hour	1300	1420	1270	950
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	15.8	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	21380	22840	21760	15840
R 12 / 24 - %	70.5	72	69.2	61.9
R 16 / 24 - %	87.3	88.4	85.6	81.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1380	1600	1280	700
T - % (AM)	-	13.4	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1700-1800
One-way flow at PM peak hour	1370	1490	1530	950
T - % (PM)	-	15.1	-	-
Prop.of commercial vehicles - 16 hr.	-	14.9	-	-

## 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	2.6	43.9	10.8	2.5	1.6	24.0	7.8	4.4	0.2	2.3
	Ocp	1.1	1.6	1.9	8.5	15.7	1.4	1.1	19.2	28.0	27.3
0800-0900	Pro	1.7	49.2	8.4	1.4	1.6	22.2	11.4	2.6	0.1	1.4
	Ocp	1.1	1.3	1.8	5.5	12.4	1.4	1.2	9.4	23.5	26.1
0900-1000	Pro	1.0	38.7	9.4	1.9	1.3	30.2	14.5	1.6	0.2	1.1
	Ocp	1.0	1.3	2.0	1.4	9.6	1.4	1.2	5.4	22.4	15.3
1000-1100	Pro	1.4	36.2	11.0	2.4	1.2	31.3	13.4	1.4	0.2	1.4
	Ocp	1.0	1.3	1.9	1.2	8.0	1.3	1.1	3.9	12.8	11.2
1100-1200	Pro	0.5	38.0	7.6	1.4	2.5	30.4	14.8	3.1	0.2	1.5
	Ocp	1.0	1.3	1.8	4.0	8.3	1.4	1.2	5.9	12.2	10.9
1200-1300	Pro	1.4	40.3	11.2	1.6	3.5	24.4	15.0	1.2	0.2	1.2
	Ocp	1.1	1.4	2.1	3.4	5.1	1.3	1.1	12.0	24.0	11.7
1300-1400	Pro	1.8	34.6	12.6	1.1	2.3	27.2	16.7	2.1	0.2	1.5
	Ocp	1.2	1.4	1.9	1.3	4.1	1.5	1.3	5.5	12.0	12.2
1400-1500	Pro	2.2	31.5	11.5	0.5	0.9	32.2	16.7	2.8	0.3	1.3
	Ocp	1.2	1.4	2.2	2.0	6.2	1.3	1.2	12.1	8.0	9.6
1500-1600	Pro	1.2	36.4	10.5	2.5	1.0	29.0	15.1	2.8	0.2	1.3
	Ocp	1.0	1.4	1.9	6.5	7.3	1.4	1.2	14.4	8.5	14.9
1600-1700	Pro	1.4	34.8	13.7	1.7	1.0	32.6	10.5	2.7	0.2	1.5
	Ocp	1.0	1.4	1.8	4.9	9.3	1.3	1.1	10.0	15.8	13.8
1700-1800	Pro	3.5	41.5	11.8	2.0	1.3	26.3	8.7	2.8	0.3	1.8
	Ocp	1.0	1.3	1.8	3.1	11.6	1.2	1.1	4.6	15.3	21.5
1800-1900	Pro	3.6	51.6	11.8	0.8	1.1	20.4	6.0	2.9	0.2	1.5
	Ocp	1.1	1.3	2.1	1.2	11.4	1.4	1.1	20.6	22.0	22.6
1900-2000	Pro	3.9	55.3	13.8	0.0	0.8	15.5	4.5	3.9	0.2	2.1
	Ocp	1.2	1.5	2.0	0.0	13.0	1.5	1.1	10.9	18.3	23.2
2000-2100	Pro	2.3	61.1	13.8	1.3	1.0	11.7	3.1	3.1	0.3	2.4
	Ocp	1.1	1.4	1.8	1.2	6.0	1.4	1.0	5.1	12.6	16.1
2100-2200	Pro	3.0	53.3	20.3	0.6	3.0	12.7	2.4	1.5	0.5	2.5
	Ocp	1.2	1.4	1.9	1.0	5.3	1.4	1.8	8.2	8.9	11.4
2200-2300	Pro	4.6	53.3	23.6	1.1	5.0	7.2	1.4	1.1	0.4	2.3
	Ocp	1.0	1.5	1.6	2.3	6.0	1.6	1.3	2.3	8.2	12.1
16 hours	Pro	2.1	42.7	11.9	1.5	1.7	24.8	10.9	2.5	0.2	1.6
	Ocp	1.1	1.4	1.9	3.8	8.2	1.4	1.2	10.6	15.0	17.1

**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