

YEAR

2022

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

COVERAGE (B) STATION

6206

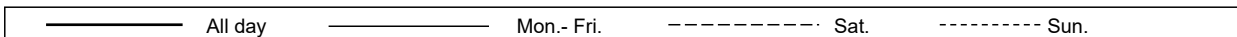
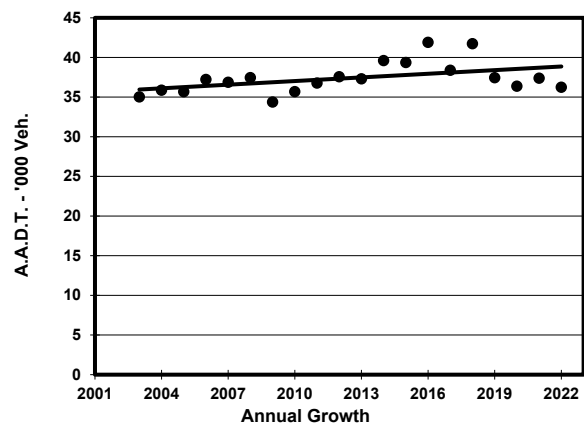
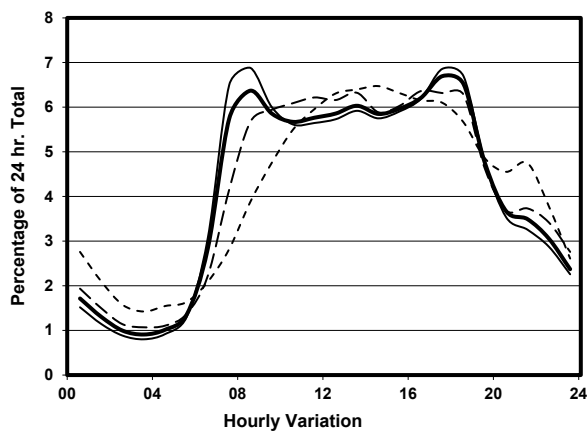
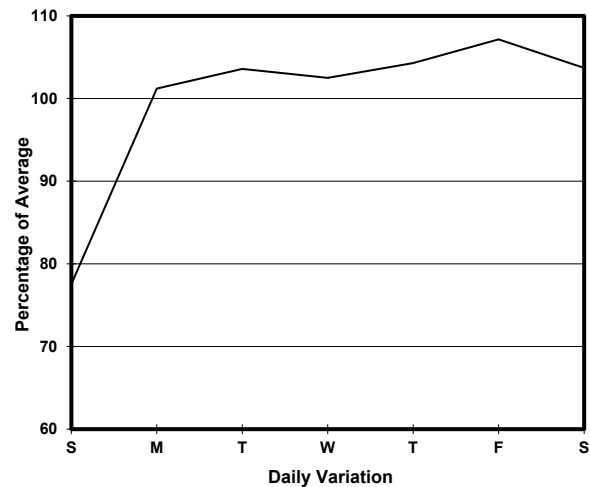
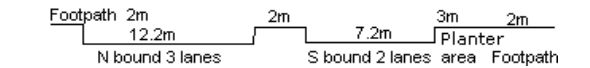
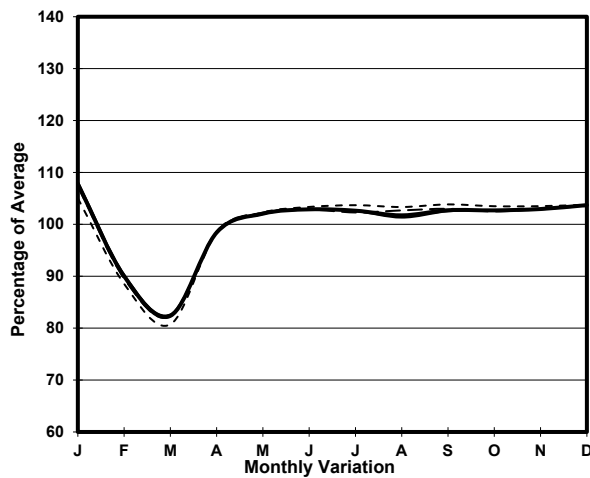
ROAD NETWORK

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.	18850	19830	19740	14700
R 12 / 24 - %	73.5	74.4	72.9	67.9
R 16 / 24 - %	87.2	87.5	87.2	84.8
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1210	1450	1230	710
T - % (AM)	-	13.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	1280	1390	1270	900
T - % (PM)	-	6.2	-	-
Prop.of commercial vehicles - 16 hr.	-	9	-	-
NORTH BOUND				
A.A.D.T.	17390	18250	18320	13620
R 12 / 24 - %	71.5	72.9	69.9	64.6
R 16 / 24 - %	87.8	88.7	86.6	83.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1120	1300	1040	630
T - % (AM)	-	10.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	1170	1260	1230	840
T - % (PM)	-	6.3	-	-
Prop.of commercial vehicles - 16 hr.	-	9.6	-	-

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	4.6	42.6	13.2	2.7	2.1	21.3	6.4	3.9	0.1	3.1
	Ocp	1.0	1.2	1.9	9.2	13.1	1.5	1.2	13.0	2.0	23.4
0800-0900 Peak hour	Pro	2.1	59.1	8.6	2.0	1.6	16.8	6.4	1.6	0.1	1.8
	Ocp	1.1	1.3	1.9	5.4	10.5	1.4	1.4	8.8	17.0	21.0
0900-1000	Pro	1.6	44.2	9.8	0.8	2.9	31.6	6.7	0.4	0.1	2.0
	Ocp	1.0	1.3	1.9	1.5	8.9	1.6	1.4	6.5	36.0	14.3
1000-1100	Pro	1.9	43.4	15.3	0.2	2.6	27.2	5.4	1.5	0.1	2.4
	Ocp	1.1	1.3	1.9	1.0	6.7	1.5	1.1	2.1	5.5	11.4
1100-1200	Pro	1.0	39.1	14.8	1.6	2.7	29.2	8.0	1.2	0.0	2.3
	Ocp	1.0	1.3	2.1	4.1	6.5	1.4	1.3	10.7	0.0	13.9
1200-1300	Pro	2.4	49.1	13.0	0.7	2.6	23.2	6.5	0.4	0.1	2.0
	Ocp	1.0	1.6	2.1	5.3	6.0	1.6	1.3	14.0	36.0	16.5
1300-1400	Pro	2.1	49.0	9.8	1.7	2.1	21.7	8.1	3.6	0.1	1.9
	Ocp	1.0	1.5	2.1	6.8	3.1	1.5	1.3	14.8	1.0	15.7
1400-1500	Pro	2.5	42.3	11.5	1.6	1.4	29.0	9.0	0.6	0.1	1.9
	Ocp	1.1	1.5	2.0	3.6	8.3	1.5	1.2	3.7	3.5	11.8
1500-1600	Pro	3.3	40.2	17.4	0.6	1.7	27.9	6.7	0.4	0.0	1.9
	Ocp	1.0	1.4	2.0	1.7	8.0	1.4	1.3	8.0	0.0	14.7
1600-1700	Pro	2.5	46.1	13.4	0.7	0.9	28.0	6.1	0.2	0.1	2.1
	Ocp	1.0	1.4	1.6	3.5	9.0	1.5	1.3	5.0	1.0	16.7
1700-1800	Pro	5.0	53.2	11.2	1.3	1.3	18.4	5.5	1.8	0.0	2.3
	Ocp	1.4	1.3	1.7	1.3	13.7	1.3	1.2	8.3	0.0	21.5
1800-1900	Pro	3.4	64.9	10.3	0.2	0.7	14.5	2.5	1.2	0.0	2.2
	Ocp	1.1	1.4	1.8	2.0	7.6	1.4	1.2	9.4	0.0	21.5
1900-2000	Pro	3.3	60.4	12.6	0.0	2.0	14.1	2.6	1.7	0.0	3.3
	Ocp	1.1	1.4	1.9	0.0	6.4	1.3	1.2	6.0	0.0	19.0
2000-2100	Pro	2.8	62.6	16.9	0.0	4.5	6.7	2.5	0.3	0.0	3.7
	Ocp	1.0	1.3	1.7	0.0	2.6	1.3	1.2	1.0	0.0	10.6
2100-2200	Pro	4.6	54.7	18.1	1.1	2.8	12.8	1.1	0.7	0.0	4.1
	Ocp	1.0	1.4	1.9	1.7	2.5	1.3	1.3	3.0	0.0	8.2
2200-2300	Pro	3.0	56.1	25.0	0.7	3.4	6.0	2.2	0.0	0.0	3.6
	Ocp	1.5	1.5	1.6	2.5	1.2	1.4	1.2	0.0	0.0	10.6
16 hours	Pro	2.8	50.4	13.1	1.0	2.0	21.2	5.6	1.3	0.1	2.4
	Ocp	1.1	1.4	1.9	4.8	6.9	1.4	1.3	9.8	11.1	16.2

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