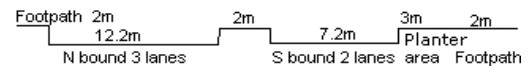
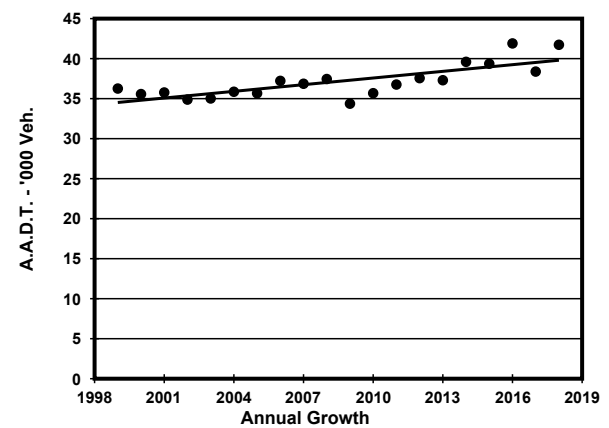
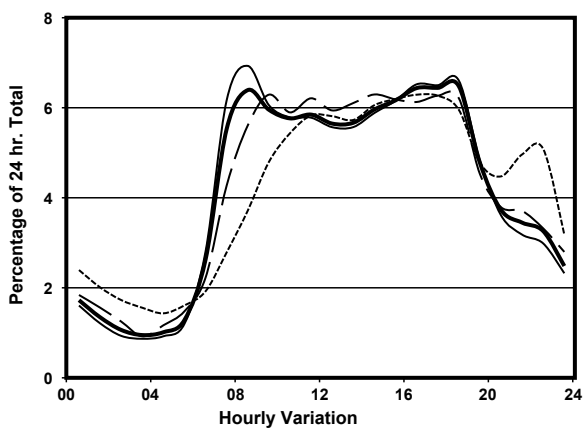
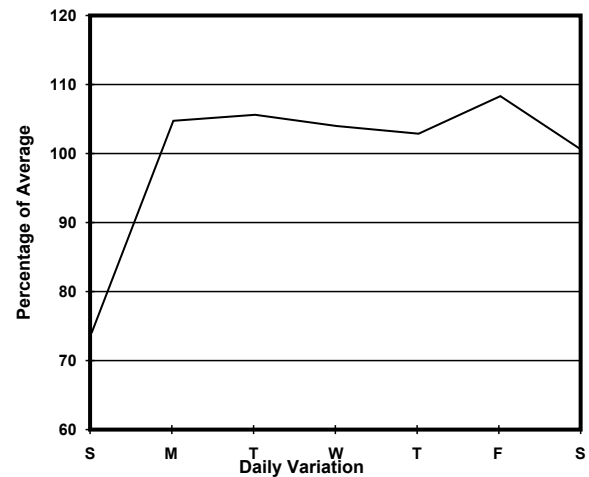
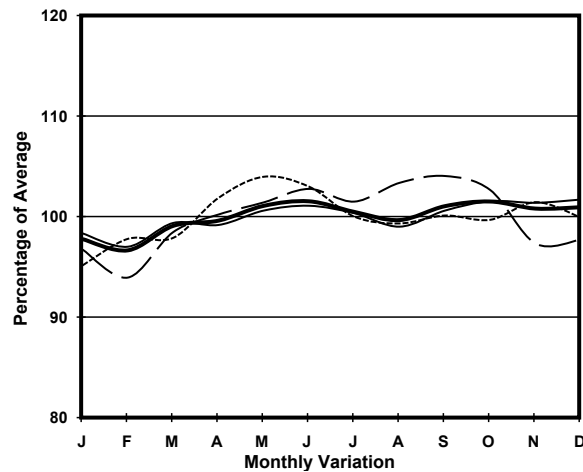


YEAR 2018
 COVERAGE (B) STATION 6206
 ROAD NETWORK MAJOR
 ROAD TYPE PRIMARY DISTRIBUTOR

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



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.	20850	22180	21330	15750
R 12 / 24 - %	73.2	74.3	72.4	66.6
R 16 / 24 - %	87.2	87.6	86.9	84.8
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1280	1480	1390	810
T - % (AM)	-	16.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1400	1500	1370	1070
T - % (PM)	-	12.6	-	-
Prop.of commercial vehicles - 16 hr.	-	15.4	-	-
NORTH BOUND				
A.A.D.T.	20880	22300	21280	15560
R 12 / 24 - %	71.4	72.7	70.5	63.1
R 16 / 24 - %	87.8	88.6	86.6	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1420	1670	1290	690
T - % (AM)	-	16.3	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	1390	1530	1340	970
T - % (PM)	-	17.5	-	-
Prop.of commercial vehicles - 16 hr.	-	15.8	-	-

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	2.9	42.4	8.4	1.6	1.6	22.6	12.1	6.0	0.2	2.3
	Ocp	1.0	1.4	2.1	12.0	15.1	1.5	1.2	25.0	23.8	28.2
0800-0900 Peak hour	Pro	1.6	46.6	9.5	2.0	1.3	24.0	10.4	3.4	0.1	1.2
	Ocp	1.1	1.3	2.2	4.2	11.2	1.5	1.2	6.0	22.0	22.5
0900-1000	Pro	1.2	38.8	10.0	2.2	1.3	27.6	15.6	1.6	0.1	1.5
	Ocp	1.0	1.3	1.9	2.1	10.0	1.6	1.2	3.9	4.7	15.3
1000-1100	Pro	0.3	38.6	8.3	1.1	1.2	31.5	16.3	0.9	0.1	1.7
	Ocp	1.0	1.4	2.0	2.1	4.9	1.5	1.3	6.2	7.3	14.8
1100-1200	Pro	0.7	34.9	8.3	1.8	1.3	35.4	13.4	2.6	0.0	1.6
	Ocp	1.0	1.4	2.0	3.7	9.1	1.4	1.3	18.3	0.0	11.6
1200-1300	Pro	0.3	39.7	9.7	2.4	1.5	25.5	17.7	1.5	0.1	1.7
	Ocp	1.0	1.5	1.8	5.6	5.3	1.5	1.2	19.8	19.5	13.6
1300-1400	Pro	0.2	37.0	10.9	1.0	2.5	25.1	19.4	2.2	0.2	1.6
	Ocp	1.0	1.6	1.6	1.8	5.3	1.4	1.2	6.2	7.5	12.5
1400-1500	Pro	0.9	36.3	9.6	0.9	1.9	31.2	15.9	1.7	0.1	1.4
	Ocp	1.0	1.6	1.9	2.0	2.5	1.4	1.3	2.6	7.3	10.7
1500-1600	Pro	1.0	42.6	10.7	1.0	1.2	26.9	11.7	3.1	0.2	1.6
	Ocp	1.0	1.5	1.7	2.7	6.4	1.4	1.2	7.8	6.8	14.5
1600-1700	Pro	0.8	38.8	13.8	1.4	0.9	29.0	12.1	1.6	0.2	1.6
	Ocp	1.0	1.4	1.7	5.6	10.2	1.5	1.2	16.6	30.3	13.7
1700-1800	Pro	2.6	44.9	10.3	1.1	1.2	27.9	8.0	2.1	0.2	1.7
	Ocp	1.1	1.5	1.9	1.4	10.3	1.5	1.2	5.9	16.5	22.5
1800-1900	Pro	2.0	61.2	8.0	0.5	1.1	18.1	5.0	2.3	0.2	1.7
	Ocp	1.0	1.5	1.7	2.7	13.0	1.4	1.2	9.3	21.4	18.9
1900-2000	Pro	2.1	62.6	13.9	0.2	0.9	13.5	2.1	2.3	0.2	2.3
	Ocp	1.2	1.4	2.2	1.0	11.6	1.4	1.0	19.0	9.4	24.1
2000-2100	Pro	1.2	65.1	11.7	0.0	2.0	10.5	2.7	4.4	0.3	2.2
	Ocp	1.0	1.5	2.0	0.0	3.6	1.3	1.0	10.2	8.6	15.3
2100-2200	Pro	1.8	57.2	21.6	0.0	3.3	7.8	3.6	2.1	0.5	2.2
	Ocp	1.2	1.4	1.8	0.0	4.9	1.3	1.3	2.6	10.8	13.7
2200-2300	Pro	2.2	55.2	19.0	0.3	2.2	13.4	4.4	0.6	0.3	2.4
	Ocp	1.1	1.4	1.7	1.0	3.7	1.5	1.4	1.0	10.5	13.9
16 hours	Pro	1.3	45.3	10.9	1.2	1.5	24.2	11.3	2.4	0.2	1.7
	Ocp	1.1	1.4	1.9	4.1	7.6	1.5	1.2	11.9	13.7	17.2

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 except for one way traffic