

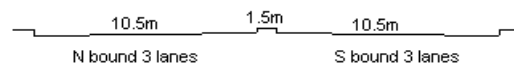
YEAR 2004

CORE STATION 5013

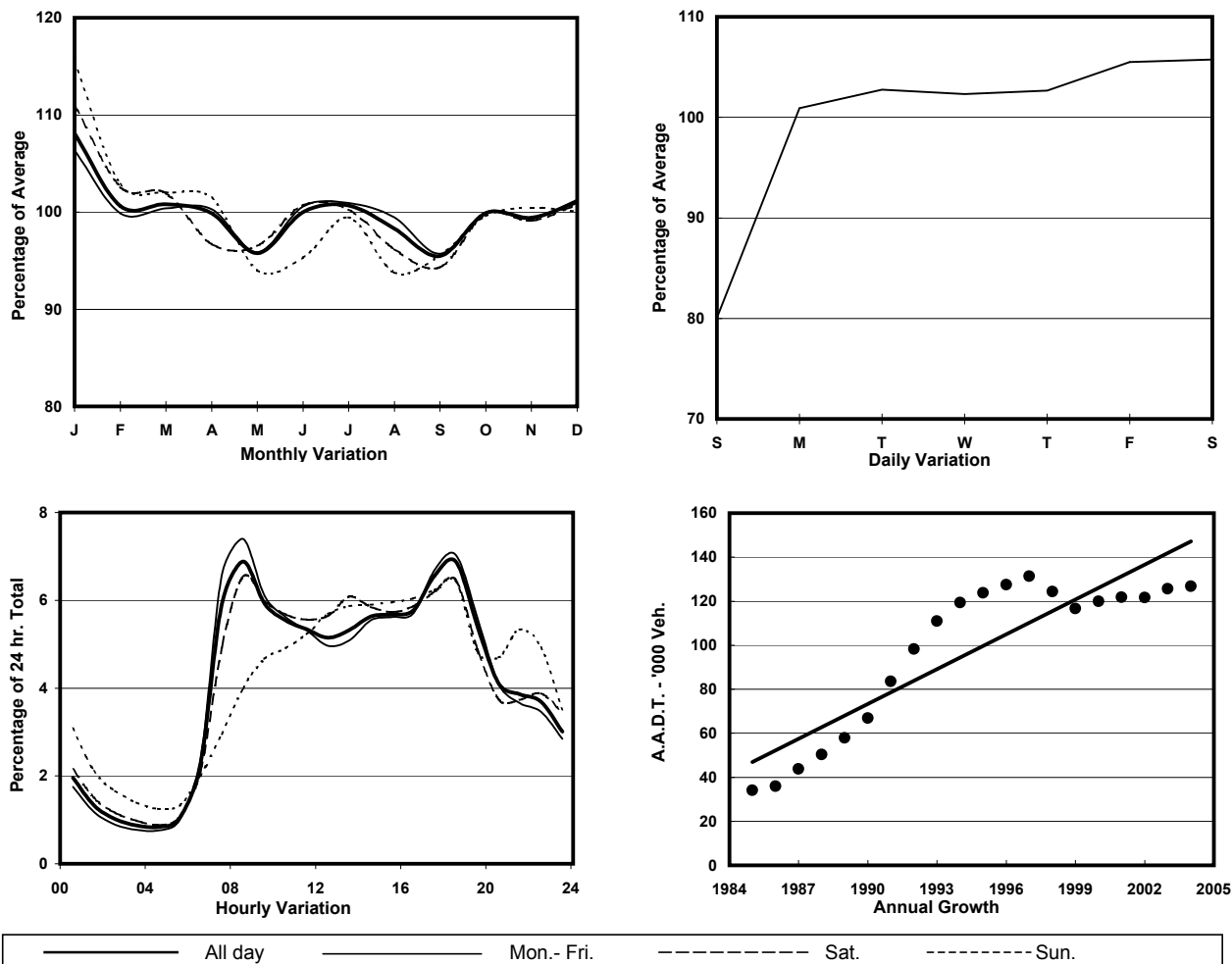
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK TOLO HIGHWAY (from NORTH OF MA LIU SHUI INT to YUEN SHIN RD INT)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	64230	66560	68700	52920
R 12 / 24 - %	73.4	74.5	72.9	66.8
R 16 / 24 - %	88.1	88.6	87.7	85.3
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	4960	5560	5380	2520
T - % (AM)	-	19.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4180	4340	4290	3630
T - % (PM)	-	16.3	-	-
Prop.of commercial vehicles - 16 hr.	-	19.9	-	-
NORTH BOUND				
A.A.D.T.	62480	65020	66780	50100
R 12 / 24 - %	67.7	68.7	68	60.9
R 16 / 24 - %	87.2	88.3	85.8	82
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3770	4260	3490	2290
T - % (AM)	-	19.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4530	4910	4460	3000
T - % (PM)	-	19.3	-	-
Prop.of commercial vehicles - 16 hr.	-	23.6	-	-

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	4.5	47.8	4.4	0.6	0.3	18.9	17.9	3.2	0.0	2.4
	Ocp	1.0	1.6	2.0	4.5	12.4	1.7	1.2	19.0	0.0	71.3
0800-0900 Peak hour	Pro	1.8	53.1	3.7	1.0	0.2	19.9	15.3	2.9	0.0	2.0
	Ocp	1.1	1.3	1.7	3.0	13.2	1.6	1.2	16.7	0.0	67.2
0900-1000	Pro	1.1	45.3	3.9	1.1	0.1	26.6	18.1	1.5	0.0	2.2
	Ocp	1.0	1.4	1.7	2.1	12.0	1.6	1.2	15.6	0.0	42.9
1000-1100	Pro	1.0	35.5	3.2	2.0	0.3	37.2	17.2	1.5	0.0	2.2
	Ocp	1.1	1.4	1.9	2.1	12.6	1.5	1.2	22.5	0.0	37.6
1100-1200	Pro	1.8	33.8	3.3	1.2	0.3	38.7	17.5	1.4	0.0	1.9
	Ocp	1.1	1.5	1.7	2.8	7.8	1.5	1.2	25.9	0.0	40.4
1200-1300	Pro	1.2	36.6	3.6	1.5	0.2	27.0	25.4	2.4	0.0	2.2
	Ocp	1.1	1.4	1.8	4.8	7.7	1.5	1.1	15.9	0.0	35.9
1300-1400	Pro	1.0	33.2	2.8	1.6	0.3	31.1	25.9	1.7	0.0	2.2
	Ocp	1.1	1.5	2.0	3.0	4.6	1.6	1.2	17.9	0.0	40.5
1400-1500	Pro	1.0	40.7	2.4	1.9	0.3	29.9	19.2	2.5	0.0	2.1
	Ocp	1.2	1.5	1.9	2.4	4.0	1.6	1.2	9.0	0.0	35.0
1500-1600	Pro	0.9	37.3	1.8	2.1	0.5	30.2	22.6	2.4	0.0	2.2
	Ocp	1.1	1.4	2.2	3.5	5.4	1.6	1.2	11.8	0.0	32.0
1600-1700	Pro	2.1	37.8	2.5	1.0	0.4	29.2	20.8	3.3	0.0	2.7
	Ocp	1.1	1.4	1.6	3.8	7.0	1.6	1.2	11.6	0.0	35.5
1700-1800	Pro	2.8	43.6	3.9	1.3	0.2	26.5	16.0	3.0	0.0	2.6
	Ocp	1.1	1.4	1.5	2.5	14.8	1.5	1.2	10.1	0.0	44.8
1800-1900	Pro	2.8	55.4	2.0	1.4	0.3	20.4	12.4	3.0	0.0	2.4
	Ocp	1.1	1.4	1.9	4.3	15.6	1.4	1.2	19.1	0.0	63.6
1900-2000	Pro	1.9	62.9	3.0	0.8	0.3	15.4	9.6	3.5	0.0	2.5
	Ocp	1.1	1.5	1.7	2.4	10.3	1.3	1.1	13.2	0.0	55.9
2000-2100	Pro	2.3	62.0	3.5	0.2	0.3	16.3	11.0	1.9	0.0	2.5
	Ocp	1.1	1.4	1.9	1.5	10.0	1.4	1.1	4.8	0.0	50.3
2100-2200	Pro	2.3	64.5	5.6	0.7	0.6	11.1	10.0	2.0	0.0	3.1
	Ocp	1.3	1.5	2.0	2.7	6.8	1.4	1.1	7.9	0.0	33.3
2200-2300	Pro	2.0	65.2	6.9	1.1	0.6	11.2	7.8	1.8	0.0	3.4
	Ocp	1.3	1.5	1.7	1.2	7.7	1.4	1.1	12.9	0.0	38.2
16 hours	Pro	1.9	46.6	3.4	1.2	0.3	24.8	17.0	2.4	0.0	2.4
	Ocp	1.1	1.4	1.8	3.0	9.2	1.5	1.2	14.7	0.0	46.5

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