

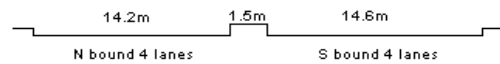
YEAR 2014

CORE STATION 5013

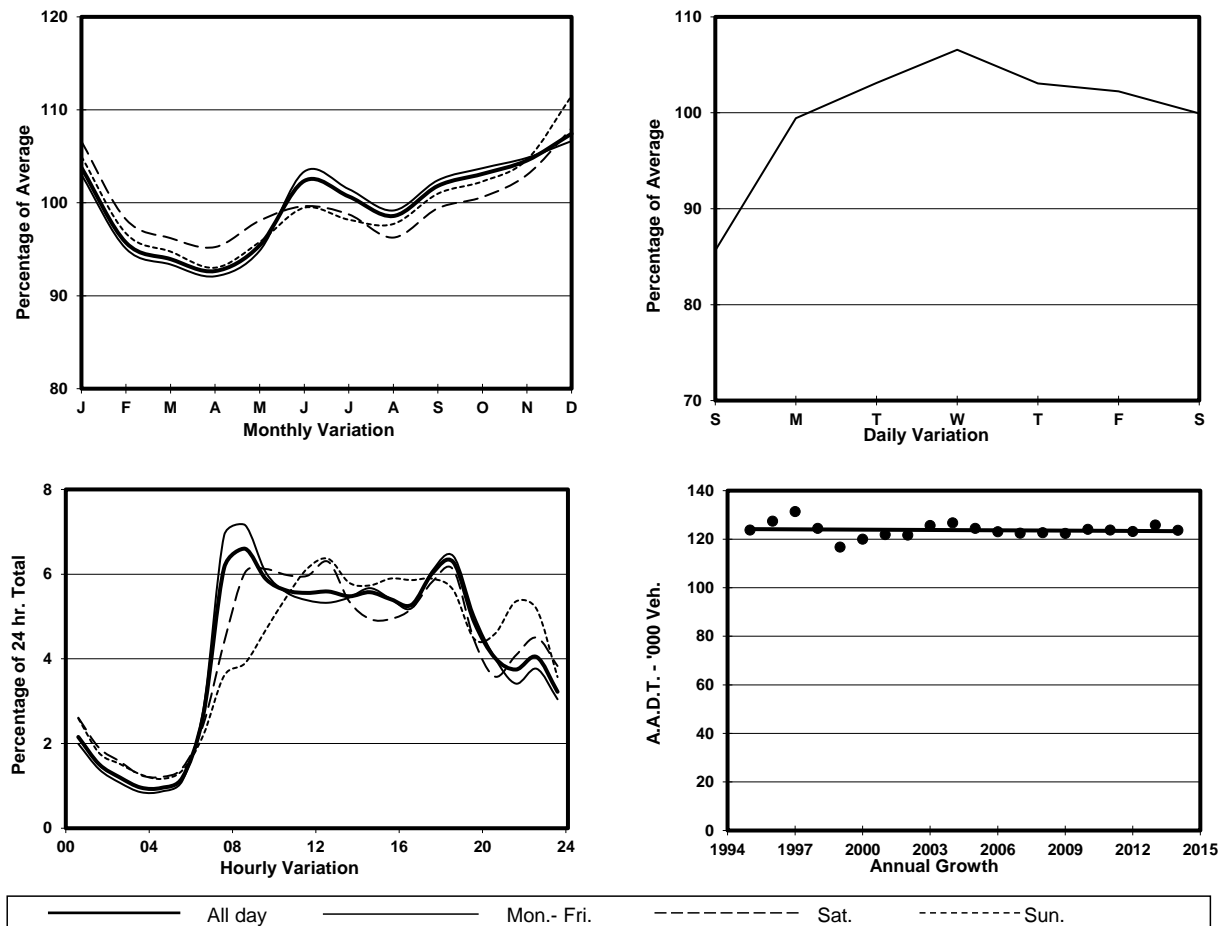
ROAD NETWORK MAJOR

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.	68300	69920	73210	59050
R 12 / 24 - %	72.8	74	71	67.6
R 16 / 24 - %	87.4	87.8	86.4	85.8
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	4780	5630	4670	2920
T - % (AM)	-	11.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4450	4510	4690	4140
T - % (PM)	-	14.4	-	-
Prop.of commercial vehicles - 16 hr.	-	16	-	-
NORTH BOUND				
A.A.D.T.	55380	58400	51320	47420
R 12 / 24 - %	65.3	66.6	61.7	61.7
R 16 / 24 - %	84.6	85.7	79.9	83
AM Peak Hour	0800-0900	0800-0900	0900-1000	0700-0800
One-way flow at AM peak hour	3390	3860	2960	2170
T - % (AM)	-	13.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	3460	3780	3150	2430
T - % (PM)	-	11.5	-	-
Prop.of commercial vehicles - 16 hr.	-	16.5	-	-

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	2.0	54.5	8.5	1.2	0.6	19.0	8.0	3.7	0.1	2.6
	Ocp	1.1	1.4	2.0	4.7	8.0	1.4	1.2	11.5	1.0	72.9
0800-0900 Peak hour	Pro	1.8	60.2	6.4	0.6	0.4	17.4	8.0	3.4	0.0	1.8
	Ocp	1.0	1.3	2.1	3.6	10.3	1.6	1.3	11.7	0.0	70.8
0900-1000	Pro	1.5	51.5	6.0	0.8	0.5	23.2	11.9	2.8	0.0	1.9
	Ocp	1.0	1.3	2.0	3.4	6.3	1.4	1.2	7.9	0.0	41.7
1000-1100	Pro	1.0	39.9	6.8	0.7	0.3	30.5	16.4	2.5	0.1	2.0
	Ocp	1.1	1.3	2.0	3.2	5.8	1.5	1.2	9.4	1.0	27.5
1100-1200	Pro	0.8	43.7	6.4	0.3	0.2	26.9	16.8	2.8	0.1	2.0
	Ocp	1.0	1.3	2.1	3.0	5.3	1.4	1.1	14.8	1.0	29.4
1200-1300	Pro	1.1	41.8	5.8	0.8	0.5	28.9	16.4	2.8	0.1	2.0
	Ocp	1.1	1.3	2.1	2.3	5.6	1.3	1.1	9.4	1.0	28.8
1300-1400	Pro	0.7	42.8	5.8	0.6	0.6	27.1	17.4	2.9	0.0	2.0
	Ocp	1.0	1.3	2.1	1.7	4.1	1.4	1.2	9.7	0.0	33.6
1400-1500	Pro	0.6	41.7	4.6	0.2	0.3	31.9	17.1	1.6	0.0	1.9
	Ocp	1.1	1.4	1.8	1.3	7.0	1.4	1.2	8.1	0.0	26.7
1500-1600	Pro	1.2	46.4	6.1	1.0	0.4	27.7	13.8	1.7	0.0	1.8
	Ocp	1.0	1.3	1.8	2.4	6.7	1.4	1.2	13.4	0.0	30.1
1600-1700	Pro	1.5	46.1	6.6	0.9	0.4	25.9	13.3	3.0	0.1	2.3
	Ocp	1.0	1.4	1.8	4.2	7.0	1.5	1.1	7.9	1.0	32.2
1700-1800	Pro	2.6	47.9	6.0	0.8	0.5	25.7	11.7	2.6	0.0	2.2
	Ocp	1.0	1.3	1.9	3.0	7.2	1.5	1.2	9.7	0.0	44.4
1800-1900	Pro	2.0	63.1	6.1	0.3	0.3	15.6	7.6	3.0	0.0	2.0
	Ocp	1.0	1.3	1.9	3.4	14.0	1.4	1.1	20.4	0.0	68.3
1900-2000	Pro	1.6	69.3	7.1	0.2	0.3	10.4	6.5	2.2	0.0	2.4
	Ocp	1.0	1.2	1.8	1.7	13.2	1.3	1.1	14.9	0.0	61.0
2000-2100	Pro	0.8	70.2	7.8	0.1	0.2	9.3	7.4	1.9	0.0	2.3
	Ocp	1.1	1.2	1.8	1.0	16.7	1.5	1.3	6.0	0.0	49.0
2100-2200	Pro	0.9	66.5	11.0	0.3	0.2	9.2	7.4	1.7	0.0	2.6
	Ocp	1.1	1.4	1.8	1.0	7.3	1.3	1.1	6.5	0.0	37.4
2200-2300	Pro	1.9	64.6	14.8	0.1	0.5	7.9	6.5	1.1	0.1	2.6
	Ocp	1.1	1.3	1.8	1.0	13.3	1.3	1.1	8.0	1.0	39.5
16 hours	Pro	1.4	53.1	7.0	0.6	0.4	21.3	11.6	2.6	0.1	2.1
	Ocp	1.0	1.3	1.9	3.1	8.1	1.4	1.2	11.3	1.0	45.4

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