

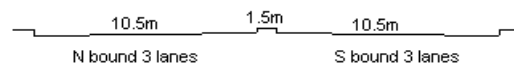
YEAR 2003

CORE STATION 5013

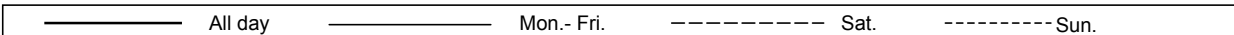
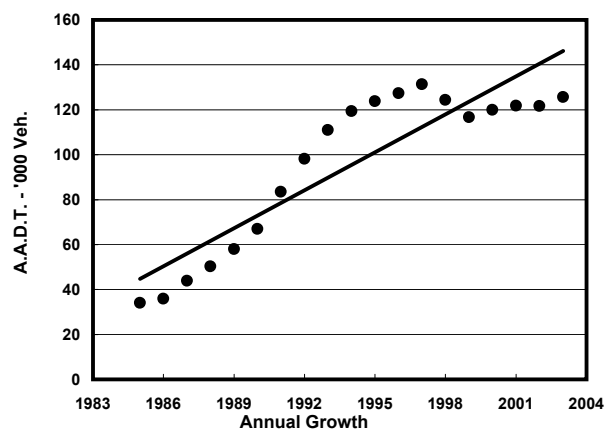
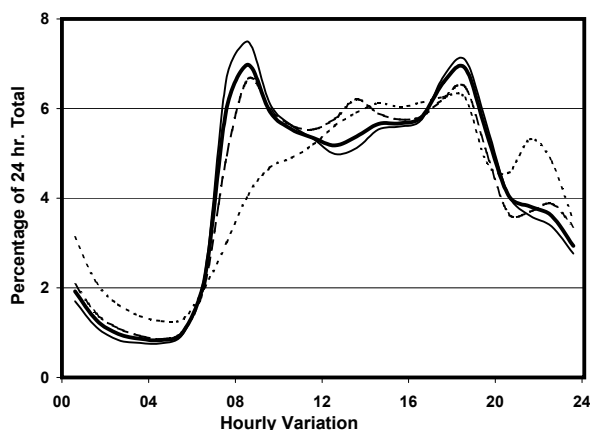
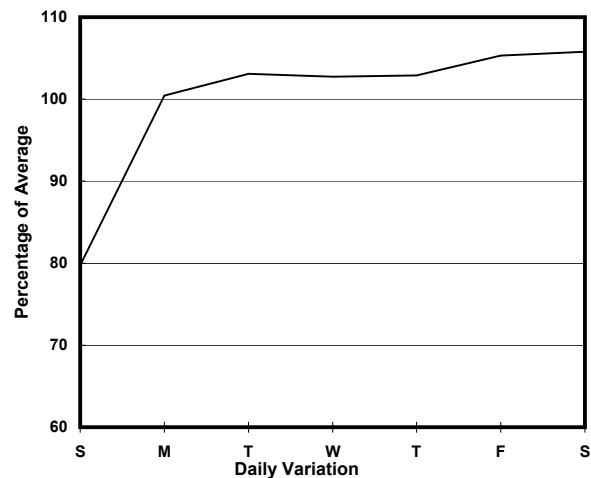
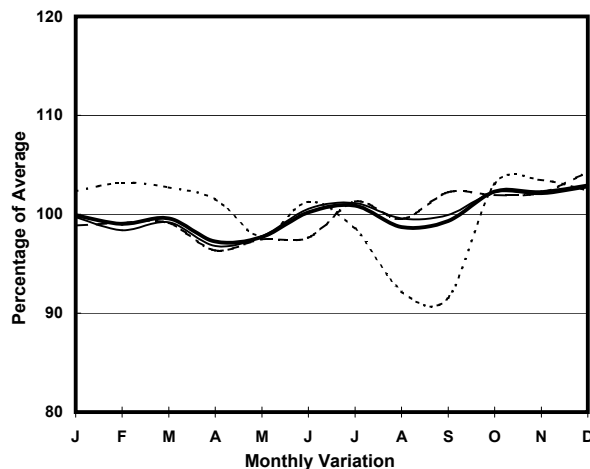
ROAD NETWORK MAJOR

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.	64290	66700	68680	52880
R 12 / 24 - %	73.7	74.8	73.2	67.1
R 16 / 24 - %	88.4	89	88	85.3
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	5040	5720	5490	2550
T - % (AM)	-	17.7	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	4160	4350	4280	3520
T - % (PM)	-	23.6	-	-
Prop.of commercial vehicles - 16 hr.	-	22.2	-	-
NORTH BOUND				
A.A.D.T.	61340	63960	65730	48560
R 12 / 24 - %	68.2	69.2	68.6	61.1
R 16 / 24 - %	87.5	88.5	86.3	81.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3730	4210	3470	2200
T - % (AM)	-	19.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	4510	4930	4420	2890
T - % (PM)	-	18.4	-	-
Prop.of commercial vehicles - 16 hr.	-	24.2	-	-

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	4.1	51.5	3.3	1.1	0.1	19.2	14.6	3.5	0.0	2.7
	Ocp	1.0	1.7	1.9	5.3	12.5	1.5	1.2	18.5	0.0	68.6
0800-0900 Peak hour	Pro	2.8	55.7	2.5	1.3	0.1	19.0	13.1	3.3	0.0	2.3
	Ocp	1.1	1.4	2.0	3.4	14.5	1.5	1.2	14.8	0.0	54.7
0900-1000	Pro	1.4	39.7	2.8	1.2	0.1	30.8	19.9	1.5	0.0	2.7
	Ocp	1.0	1.3	1.9	2.7	8.5	1.4	1.2	5.4	0.0	25.6
1000-1100	Pro	1.5	35.4	1.8	1.6	0.2	32.2	23.0	2.1	0.0	2.2
	Ocp	1.2	1.3	1.7	2.1	8.3	1.5	1.1	4.7	0.0	22.4
1100-1200	Pro	1.3	33.7	2.6	1.0	0.3	33.1	24.9	1.2	0.0	2.0
	Ocp	1.2	1.2	1.8	2.1	4.8	1.4	1.1	13.4	0.0	27.7
1200-1300	Pro	1.0	36.8	2.3	1.4	0.3	27.4	27.2	1.7	0.0	1.9
	Ocp	1.1	1.2	1.7	3.0	6.8	1.4	1.1	12.1	0.0	27.0
1300-1400	Pro	0.8	32.5	1.7	1.2	0.3	31.0	27.2	2.7	0.0	2.7
	Ocp	1.1	1.2	1.5	3.1	5.3	1.3	1.3	9.5	0.0	26.0
1400-1500	Pro	1.8	36.9	1.9	2.0	0.3	29.4	24.1	1.9	0.0	1.7
	Ocp	1.1	1.3	2.0	2.3	3.8	1.3	1.1	12.3	0.0	27.9
1500-1600	Pro	1.6	34.9	3.0	2.3	0.2	27.6	26.3	1.9	0.0	2.3
	Ocp	1.0	1.4	1.5	2.0	5.7	1.5	1.3	9.0	0.0	32.4
1600-1700	Pro	1.5	38.5	3.2	1.5	0.4	27.3	22.9	2.0	0.0	2.6
	Ocp	1.0	1.2	1.6	1.8	4.1	1.4	1.2	6.3	0.0	33.0
1700-1800	Pro	3.2	43.8	3.2	1.4	0.2	24.6	19.5	1.4	0.0	2.5
	Ocp	1.1	1.2	1.6	3.0	11.3	1.5	1.2	9.1	0.0	45.0
1800-1900	Pro	2.3	57.7	2.6	1.6	0.2	18.5	12.3	2.7	0.0	2.1
	Ocp	1.0	1.4	1.8	3.8	16.6	1.4	1.1	18.9	0.0	59.5
1900-2000	Pro	2.3	64.9	3.1	0.4	0.3	11.1	13.1	2.5	0.0	2.3
	Ocp	1.1	1.2	1.8	2.3	11.6	1.4	1.0	8.4	0.0	51.1
2000-2100	Pro	2.1	61.6	4.1	0.1	0.4	13.9	12.7	2.7	0.0	2.3
	Ocp	1.3	1.3	1.8	1.5	9.0	1.5	1.0	12.0	0.0	35.5
2100-2200	Pro	2.8	60.2	5.8	0.3	0.5	14.8	10.7	2.1	0.0	2.9
	Ocp	1.2	1.3	1.7	1.3	6.8	1.4	1.1	4.2	0.0	29.9
2200-2300	Pro	3.1	66.3	8.7	0.8	0.4	8.3	8.8	0.7	0.0	3.0
	Ocp	1.2	1.4	1.6	2.0	8.0	1.4	1.1	12.0	0.0	33.3
16 hours	Pro	2.1	46.8	3.1	1.2	0.3	23.2	18.7	2.2	0.0	2.4
	Ocp	1.1	1.3	1.7	2.8	8.2	1.4	1.2	11.7	0.0	39.1

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