

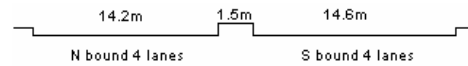
YEAR 2007

CORE STATION 5013

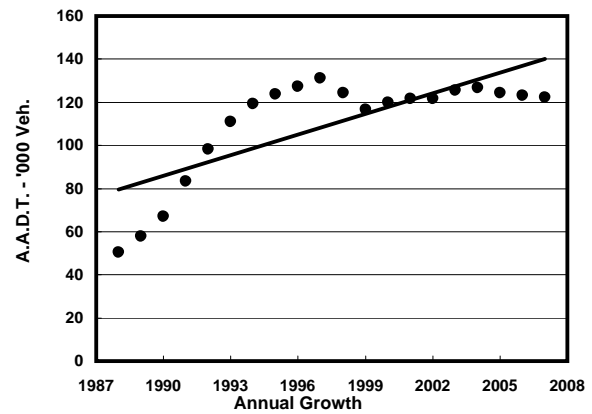
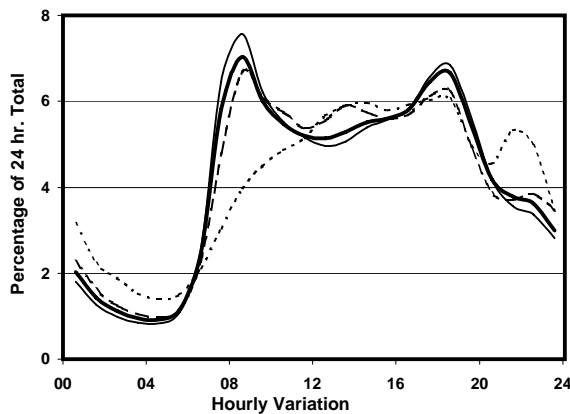
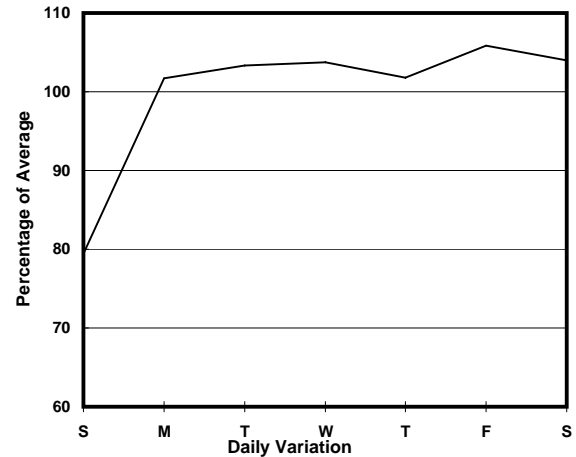
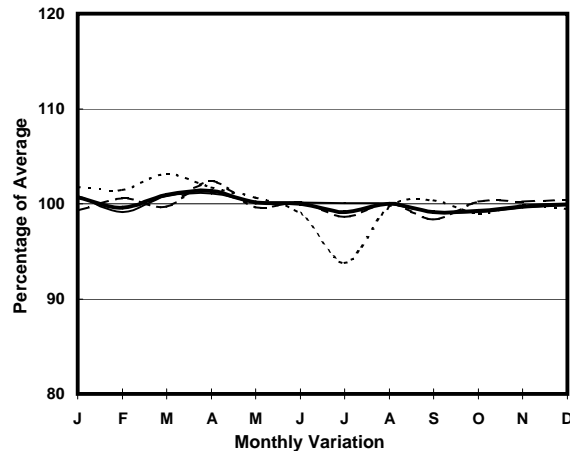
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

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



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. - - - - Sat. - - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	61620	64460	63740	50110
R 12 / 24 - %	72.6	73.8	71.6	65.8
R 16 / 24 - %	87	87.6	86.4	84.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	4920	5470	5240	2280
T - % (AM)	-	16.2	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	3900	4150	3830	3230
T - % (PM)	-	21.6	-	-
Prop.of commercial vehicles - 16 hr.	-	22.7	-	-
NORTH BOUND				
A.A.D.T.	60820	63460	64910	48260
R 12 / 24 - %	67.3	68.4	67.5	59.9
R 16 / 24 - %	87	88.1	85.5	81.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3680	4200	3380	2150
T - % (AM)	-	23.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	4320	4720	4250	2780
T - % (PM)	-	16.3	-	-
Prop.of commercial vehicles - 16 hr.	-	21.3	-	-

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	4.2	41.7	5.1	1.0	0.4	23.7	16.9	4.3	0.1	2.8
	Ocp	1.0	1.5	1.7	4.2	14.2	1.5	1.3	20.2	1.0	77.4
0800-0900	Pro	3.2	53.1	4.1	0.5	0.3	19.6	13.6	3.4	0.0	2.2
	Ocp	1.1	1.3	1.8	3.8	11.6	1.4	1.2	15.9	0.0	69.4
0900-1000	Pro	2.5	43.2	3.8	1.2	0.2	24.7	19.1	2.6	0.1	2.5
	Ocp	1.1	1.3	1.5	1.7	6.0	1.5	1.2	6.8	1.0	39.0
1000-1100	Pro	1.3	39.3	3.6	1.4	0.3	27.9	21.9	1.9	0.1	2.2
	Ocp	1.1	1.4	1.7	2.3	6.2	1.4	1.2	13.7	1.0	28.7
1100-1200	Pro	1.8	37.6	4.2	1.2	0.3	31.3	18.1	3.0	0.0	2.4
	Ocp	1.0	1.3	1.9	2.1	3.8	1.4	1.2	10.7	0.0	31.8
1200-1300	Pro	1.1	40.6	2.9	0.6	0.2	27.1	23.5	1.9	0.0	2.1
	Ocp	1.0	1.4	1.9	3.1	7.7	1.5	1.2	21.6	0.0	32.3
1300-1400	Pro	1.1	30.6	3.3	0.7	0.5	31.8	27.7	2.0	0.0	2.3
	Ocp	1.0	1.3	2.3	3.0	6.9	1.5	1.2	18.8	0.0	35.6
1400-1500	Pro	1.3	34.7	1.6	1.4	0.4	32.0	23.9	2.7	0.0	2.1
	Ocp	1.0	1.5	1.5	3.0	6.7	1.5	1.2	9.6	0.0	34.1
1500-1600	Pro	2.9	38.1	2.6	1.2	0.3	29.1	21.2	2.4	0.0	2.1
	Ocp	1.2	1.3	1.7	3.4	6.0	1.5	1.2	10.6	0.0	37.9
1600-1700	Pro	2.0	37.8	3.5	1.5	0.4	31.2	17.8	3.3	0.1	2.6
	Ocp	1.1	1.4	2.0	2.9	7.5	1.5	1.3	9.5	1.3	36.8
1700-1800	Pro	2.9	42.5	3.6	0.9	0.4	27.7	16.7	2.6	0.0	2.7
	Ocp	1.2	1.3	1.6	4.3	10.2	1.6	1.1	13.9	0.0	45.1
1800-1900	Pro	3.1	58.1	2.7	0.7	0.3	18.8	11.0	2.8	0.0	2.4
	Ocp	1.1	1.4	1.8	2.6	11.3	1.5	1.1	15.8	0.0	72.4
1900-2000	Pro	2.9	64.1	3.2	0.5	0.2	15.0	9.2	2.6	0.0	2.5
	Ocp	1.1	1.3	1.5	2.1	13.0	1.5	1.1	14.4	0.0	63.8
2000-2100	Pro	2.2	61.8	6.4	0.4	0.5	13.3	11.1	1.7	0.0	2.6
	Ocp	1.1	1.4	1.7	2.8	8.3	1.3	1.1	7.3	0.0	52.5
2100-2200	Pro	2.2	58.6	8.2	0.6	0.7	12.7	11.7	2.3	0.0	3.1
	Ocp	1.1	1.2	1.9	5.3	7.0	1.5	1.1	9.4	0.0	46.5
2200-2300	Pro	2.1	66.7	9.7	0.8	1.0	8.8	6.7	0.7	0.0	3.5
	Ocp	1.2	1.5	1.7	2.0	6.4	1.6	1.1	12.0	0.0	34.6
16 hours	Pro	2.4	46.5	4.0	0.9	0.4	23.8	17.0	2.6	0.1	2.5
	Ocp	1.1	1.4	1.8	2.9	8.2	1.5	1.2	13.6	1.2	47.9

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