

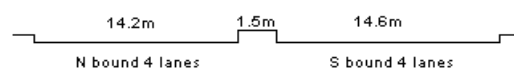
YEAR 2009

CORE STATION 5013

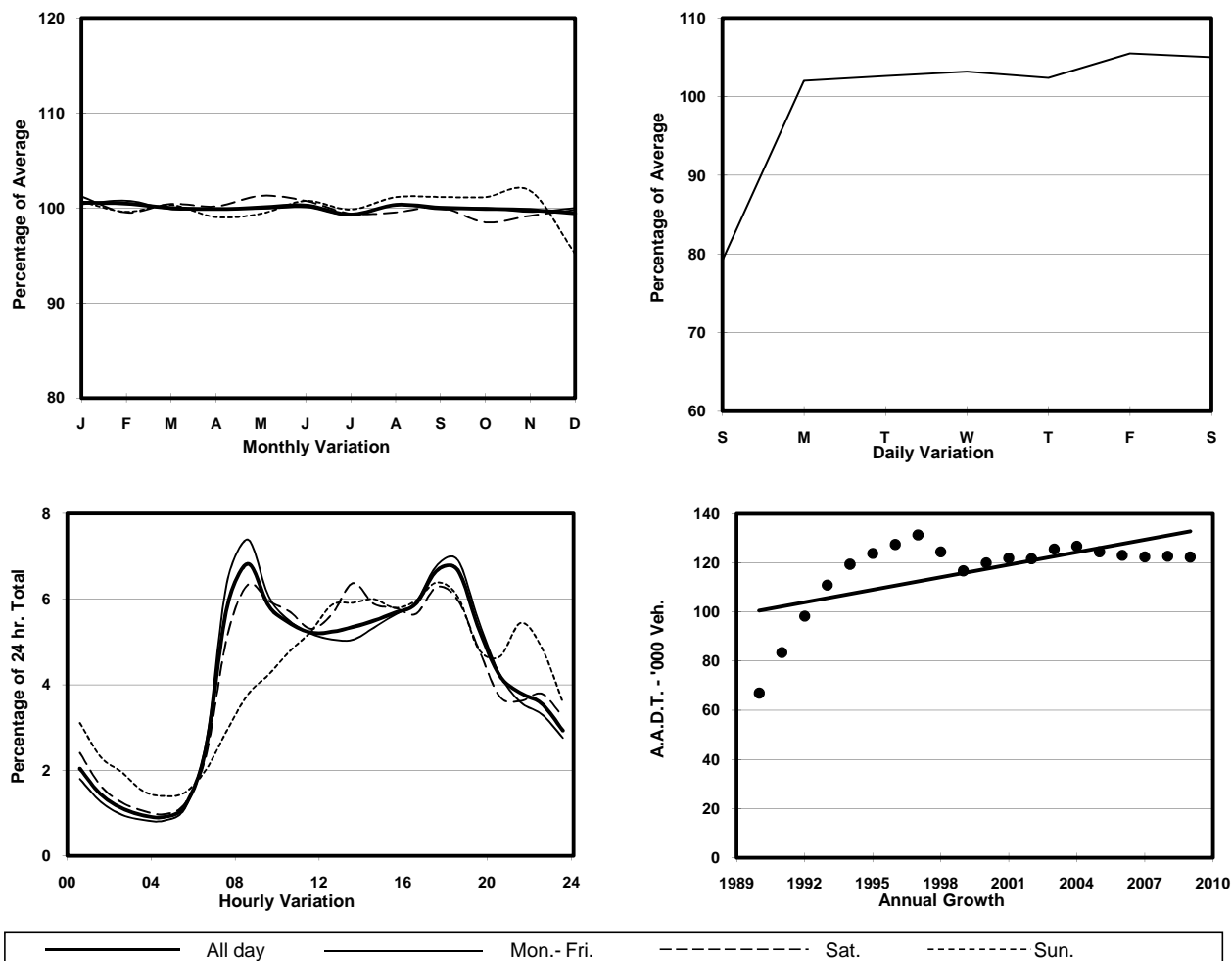
ROAD NETWORK MAJOR

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.	61820	64430	65150	50430
R 12 / 24 - %	72.7	73.7	72.4	66.1
R 16 / 24 - %	87	87.5	86.6	84.3
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	4720	5280	5180	2130
T - % (AM)	-	22.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4100	4320	3850	3600
T - % (PM)	-	19.6	-	-
Prop.of commercial vehicles - 16 hr.	-	20.9	-	-
NORTH BOUND				
A.A.D.T.	60510	63220	64850	47480
R 12 / 24 - %	67.5	68.7	67.5	59.4
R 16 / 24 - %	86.9	88.1	85.2	81
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3630	4200	3260	2020
T - % (AM)	-	16.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	4360	4810	4310	2780
T - % (PM)	-	14.7	-	-
Prop.of commercial vehicles - 16 hr.	-	19.3	-	-

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	5.1	41.9	7.4	0.5	0.3	23.0	14.2	4.7	0.1	2.9
	Ocp	1.0	1.4	2.1	5.1	17.0	1.7	1.1	17.8	1.0	62.7
0800-0900 Peak hour	Pro	2.5	55.8	5.6	0.4	0.2	18.8	11.8	2.7	0.0	2.2
	Ocp	1.0	1.4	2.2	3.4	17.0	1.5	1.2	18.1	0.0	67.9
0900-1000	Pro	1.3	43.6	4.1	1.0	0.3	27.6	17.2	2.3	0.0	2.6
	Ocp	1.0	1.4	1.9	2.6	9.2	1.5	1.1	8.9	0.0	29.7
1000-1100	Pro	2.2	36.3	4.2	1.1	0.4	31.3	20.1	2.2	0.0	2.2
	Ocp	1.0	1.3	2.1	2.9	10.2	1.4	1.1	8.3	0.0	24.3
1100-1200	Pro	1.4	34.9	2.8	0.8	0.4	34.2	21.3	2.2	0.0	2.0
	Ocp	1.1	1.2	1.9	2.7	5.6	1.4	1.1	8.7	0.0	27.1
1200-1300	Pro	2.4	39.2	4.3	1.1	0.4	26.2	21.0	3.2	0.0	2.2
	Ocp	1.1	1.5	1.9	3.5	8.7	1.5	1.2	11.1	0.0	27.6
1300-1400	Pro	2.0	34.2	2.5	1.5	0.6	31.6	22.8	2.5	0.0	2.4
	Ocp	1.0	1.3	1.9	2.3	6.4	1.5	1.1	11.9	0.0	28.9
1400-1500	Pro	1.6	38.3	3.3	1.1	0.4	31.7	19.5	1.9	0.0	2.1
	Ocp	1.1	1.4	1.9	2.1	5.3	1.5	1.2	12.7	0.0	30.4
1500-1600	Pro	1.3	39.9	3.1	1.3	0.3	32.1	18.4	1.7	0.0	1.9
	Ocp	1.1	1.5	2.1	3.2	7.0	1.6	1.2	11.9	0.0	26.7
1600-1700	Pro	2.4	39.3	4.7	1.3	0.5	28.2	17.9	3.1	0.0	2.5
	Ocp	1.1	1.4	2.2	3.6	5.4	1.5	1.1	11.4	0.0	31.7
1700-1800	Pro	2.3	45.8	3.9	1.3	0.4	27.5	13.5	2.7	0.0	2.7
	Ocp	1.0	1.5	2.0	4.1	11.9	1.6	1.2	13.6	0.0	38.8
1800-1900	Pro	3.0	58.3	3.0	0.6	0.3	18.9	10.0	3.5	0.0	2.5
	Ocp	1.1	1.5	1.6	1.5	16.0	1.6	1.1	17.2	0.0	62.3
1900-2000	Pro	2.8	67.5	4.0	0.1	0.2	13.7	7.4	2.0	0.0	2.3
	Ocp	1.1	1.4	2.0	2.0	12.5	1.5	1.0	15.9	0.0	61.5
2000-2100	Pro	2.5	66.3	6.7	0.1	0.4	10.8	8.7	1.8	0.0	2.7
	Ocp	1.1	1.5	1.7	1.0	14.0	1.6	1.2	13.9	0.0	47.5
2100-2200	Pro	2.6	61.8	7.8	0.1	0.6	11.7	10.5	2.0	0.0	3.0
	Ocp	1.4	1.5	1.6	10.0	7.3	1.4	1.1	11.5	0.0	41.5
2200-2300	Pro	3.1	64.0	10.6	0.1	0.6	10.3	7.0	0.7	0.0	3.6
	Ocp	1.4	1.5	2.0	1.0	8.5	1.5	1.2	17.4	0.0	41.2
16 hours	Pro	2.4	47.7	4.7	0.8	0.4	24.0	15.1	2.5	0.1	2.4
	Ocp	1.1	1.4	2.0	3.1	9.6	1.5	1.1	13.6	1.0	42.4

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