

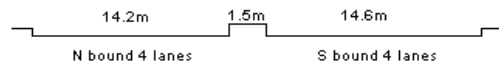
YEAR 2010

CORE STATION 5013

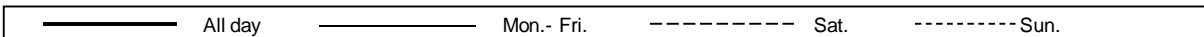
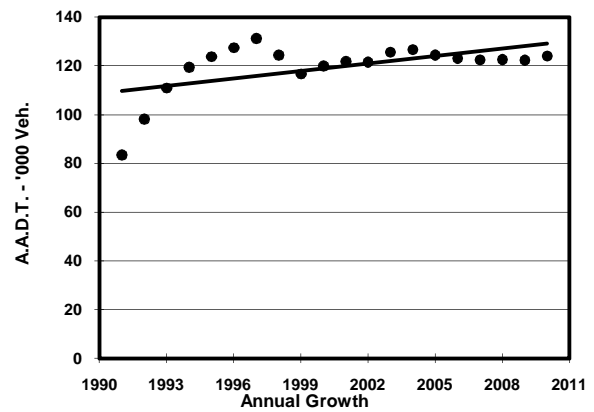
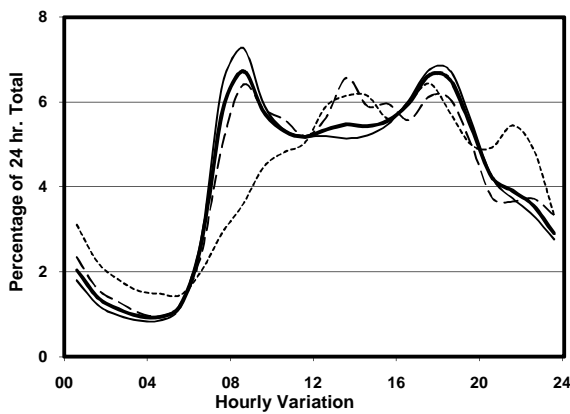
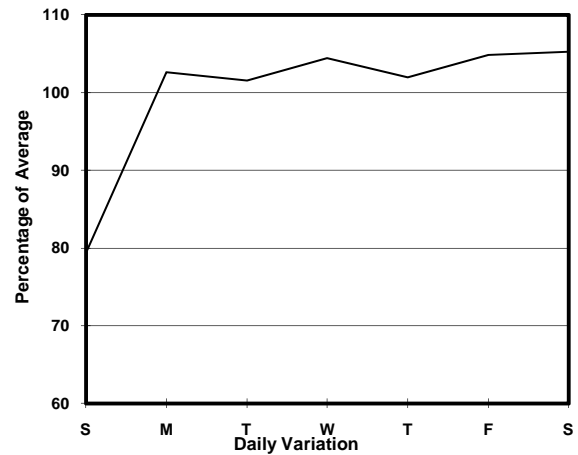
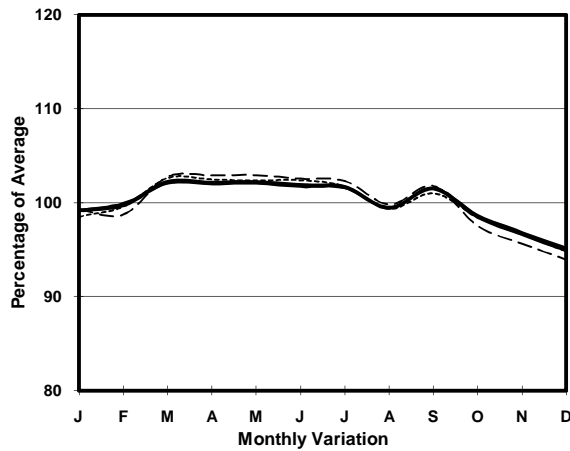
ROAD NETWORK MAJOR

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.	62020	64460	65770	51070
R 12 / 24 - %	72.1	73.1	71.5	66.1
R 16 / 24 - %	86.7	87	86.6	84.6
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	4690	5360	5280	2280
T - % (AM)	-	23.2	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	4050	4260	3820	3800
T - % (PM)	-	17.9	-	-
Prop.of commercial vehicles - 16 hr.	-	20.5	-	-

NORTH BOUND				
A.A.D.T.	62020	64840	66470	48440
R 12 / 24 - %	67.3	68.4	68	59.3
R 16 / 24 - %	87	88.2	85.1	81.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3660	4240	3180	2170
T - % (AM)	-	15.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	4510	4970	4550	2880
T - % (PM)	-	16.9	-	-
Prop.of commercial vehicles - 16 hr.	-	19.8	-	-

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	4.0	42.7	6.5	1.0	0.4	22.8	15.9	3.9	0.1	2.7
	Ocp	1.1	1.3	2.1	3.2	13.3	1.6	1.3	24.0	1.0	71.1
0800-0900	Pro	1.7	58.2	6.0	0.7	0.2	18.2	10.4	2.6	0.0	2.1
	Ocp	1.1	1.5	2.1	5.0	13.2	1.5	1.2	15.9	0.0	71.2
0900-1000	Pro	1.8	45.5	5.3	1.2	0.2	24.9	15.7	3.1	0.1	2.3
	Ocp	1.0	1.3	2.0	3.2	9.8	1.5	1.3	17.2	1.0	41.4
1000-1100	Pro	1.0	36.3	6.3	1.1	0.5	29.1	20.9	2.6	0.0	2.1
	Ocp	1.0	1.5	2.2	2.5	7.4	1.5	1.3	9.1	0.0	33.4
1100-1200	Pro	0.8	37.0	5.0	1.1	0.4	31.3	19.7	2.9	0.1	1.8
	Ocp	1.2	1.4	2.0	2.2	5.0	1.5	1.3	22.7	1.0	35.4
1200-1300	Pro	0.9	41.0	4.6	0.6	0.5	26.0	21.6	2.6	0.0	2.1
	Ocp	1.1	1.4	2.2	2.1	6.3	1.5	1.3	12.4	0.0	39.1
1300-1400	Pro	1.0	36.7	4.4	0.9	0.5	28.3	24.0	1.9	0.0	2.1
	Ocp	1.1	1.5	2.4	2.1	8.4	1.4	1.2	9.2	0.0	32.9
1400-1500	Pro	1.7	39.8	3.7	1.1	0.5	29.1	19.9	2.3	0.0	1.8
	Ocp	1.1	1.4	2.0	2.1	4.4	1.5	1.3	12.6	0.0	32.1
1500-1600	Pro	1.3	40.5	4.7	1.1	0.3	29.1	19.2	1.9	0.1	1.9
	Ocp	1.2	1.4	2.3	2.6	6.3	1.4	1.3	13.5	1.0	32.1
1600-1700	Pro	1.2	40.9	6.2	1.0	0.3	27.8	17.6	2.6	0.0	2.4
	Ocp	1.1	1.4	1.8	3.7	8.2	1.5	1.2	13.4	0.0	30.5
1700-1800	Pro	2.3	44.7	4.4	1.1	0.2	29.4	12.9	2.6	0.0	2.5
	Ocp	1.1	1.3	2.0	3.4	9.5	1.6	1.2	8.3	0.0	41.3
1800-1900	Pro	3.3	56.2	4.0	0.5	0.3	18.7	10.7	3.8	0.0	2.4
	Ocp	1.1	1.4	1.9	3.8	10.0	1.5	1.2	23.6	0.0	71.0
1900-2000	Pro	2.1	62.6	4.6	0.4	0.5	15.9	9.0	2.5	0.0	2.5
	Ocp	1.1	1.3	2.0	1.2	9.3	1.5	1.2	15.6	0.0	58.1
2000-2100	Pro	2.4	65.7	6.9	0.1	0.5	9.9	10.2	1.7	0.0	2.6
	Ocp	1.1	1.6	1.8	3.0	10.1	1.4	1.1	12.6	0.0	43.9
2100-2200	Pro	2.0	63.3	7.1	0.4	0.5	12.3	10.0	1.6	0.0	2.8
	Ocp	1.2	1.5	1.8	3.5	9.7	1.3	1.2	11.6	0.0	34.3
2200-2300	Pro	1.6	66.4	11.5	0.3	1.0	7.7	6.7	1.3	0.0	3.6
	Ocp	1.3	1.4	2.1	5.0	7.4	1.4	1.2	9.5	0.0	33.9
16 hours	Pro	1.8	48.2	5.5	0.8	0.4	23.1	15.3	2.6	0.1	2.3
	Ocp	1.1	1.4	2.0	3.0	8.4	1.5	1.2	15.8	1.0	45.8

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