YEAR	2011	**LINK**	TOLO HIGHWAY (from NORTH OF MA LIU SHUI INT to YUEN SHIN RD INT)
CORE STATION	5013		
ROAD NETWORK	MAJOR		
ROAD TYPE	EXPRESSWAY		

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.	62270	64700	65070	51590
R 12 / 24 - %	73.2	74.7	71.6	66.2
R 16 / 24 - %	87.8	88.5	86.7	84.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	5010	5620	5180	2530
T - % (AM)	-	13.3	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	3920	4120	4040	3330
T - % (PM)	-	13.8	-	-
Prop.of commercial vehicles - 16 hr.	-	17.2	-	-
NORTH BOUND				
A.A.D.T.	61500	63930	65800	49280
R 12 / 24 - %	67.3	68.4	66.9	60.3
R 16 / 24 - %	86.9	88.1	84.9	81.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3530	4040	3240	2130
T - % (AM)	-	17.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	4580	5010	4450	2990
T - % (PM)	-	14.5	-	-
Prop.of commercial vehicles - 16 hr.	-	19	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.0	45.9	8.4	0.5	0.2	21.3	13.2	4.0	0.0	2.5
	Ocp	1.1	1.4	2.1	4.3	15.0	1.6	1.3	18.9	0.0	65.3
0800-0900	Pro	2.5	55.5	6.2	0.3	0.2	20.1	10.3	2.8	0.0	2.1
Peak hour	Ocp	1.0	1.4	1.9	2.5	12.2	1.5	1.2	11.8	0.0	70.3
0900-1000	Pro	1.3	45.1	5.9	0.6	0.2	27.8	13.7	3.2	0.1	2.1
	Ocp	1.0	1.3	2.2	2.0	11.2	1.5	1.3	10.4	1.0	34.4
1000-1100	Pro	1.5	40.2	6.2	0.4	0.3	29.4	17.7	2.3	0.1	2.0
	Ocp	1.1	1.4	2.2	1.8	5.8	1.4	1.3	12.4	1.0	28.4
1100-1200	Pro	0.7	38.1	6.2	0.4	0.4	31.3	18.0	3.0	0.0	2.0
	Ocp	1.0	1.5	2.0	4.0	7.0	1.4	1.2	14.0	0.0	33.7
1200-1300	Pro	1.0	43.0	4.5	0.4	0.4	26.9	19.1	2.8	0.0	1.9
	Ocp	1.1	1.4	2.2	3.9	5.0	1.4	1.2	16.2	0.0	35.4
1300-1400	Pro	1.5	37.0	4.4	0.7	0.4	32.2	20.2	1.8	0.0	1.9
	Ocp	1.0	1.4	2.0	1.9	5.8	1.5	1.2	7.8	0.0	40.7
1400-1500	Pro	1.2	38.4	3.8	1.0	0.6	31.3	19.6	2.3	0.0	1.7
	Ocp	1.0	1.5	2.1	3.5	6.5	1.5	1.2	6.2	0.0	32.8
1500-1600	Pro	2.0	42.3	4.5	0.5	0.3	28.8	17.5	2.0	0.1	1.9
	Ocp	1.1	1.5	2.1	2.3	5.0	1.6	1.2	7.8	1.0	33.6
1600-1700	Pro	1.1	42.3	5.0	1.1	0.3	29.5	15.3	3.2	0.1	2.2
	Ocp	1.1	1.4	2.0	3.3	5.0	1.6	1.2	7.9	1.0	32.0
1700-1800	Pro	1.9	49.2	4.1	1.2	0.3	26.6	12.1	2.4	0.0	2.2
	Ocp	1.1	1.6	2.3	4.6	12.8	1.5	1.2	9.8	0.0	48.3
1800-1900	Pro	3.3	59.8	4.4	0.3	0.3	17.7	9.3	2.8	0.0	2.2
	Ocp	1.1	1.4	2.2	3.8	14.0	1.6	1.2	20.6	0.0	65.5
1900-2000	Pro	2.1	69.5	6.6	0.3	0.1	11.2	6.0	2.1	0.0	2.0
	Ocp	1.0	1.4	1.9	2.4	14.0	1.4	1.1	14.4	0.0	58.2
2000-2100	Pro	2.8	64.3	8.6	0.1	0.3	10.8	8.6	1.8	0.0	2.6
	Ocp	1.1	1.5	2.0	1.0	12.3	1.5	1.1	9.6	0.0	48.3
2100-2200	Pro	1.7	63.1	9.6	0.3	0.4	11.2	9.2	1.5	0.0	2.9
	Ocp	1.2	1.5	2.1	2.3	5.8	1.5	1.1	8.2	0.0	32.3
2200-2300	Pro	2.2	65.7	13.3	0.3	0.5	9.4	5.0	0.6	0.0	3.0
	Ocp	1.2	1.5	2.2	1.0	9.7	1.4	1.1	19.7	0.0	31.0
16 hours	Pro	2.0	49.8	6.1	0.5	0.3	23.3	13.4	2.5	0.1	2.2
	Ocp	1.1	1.4	2.1	3.1	8.7	1.5	1.2	12.5	1.0	45.0

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