

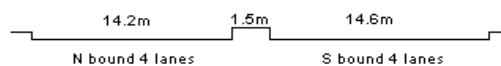
YEAR 2012

CORE STATION 5013

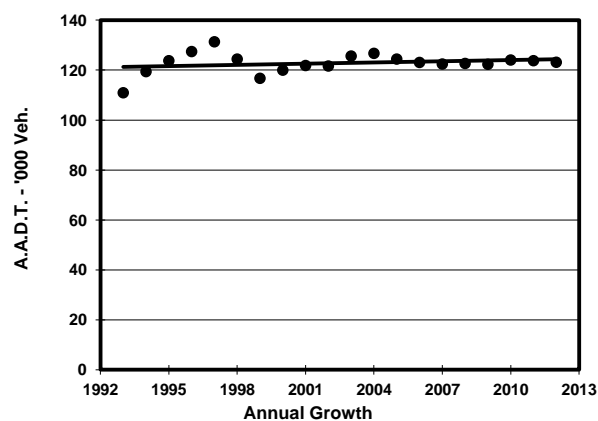
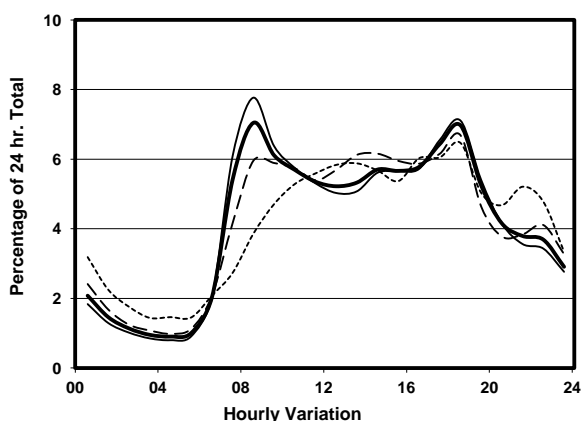
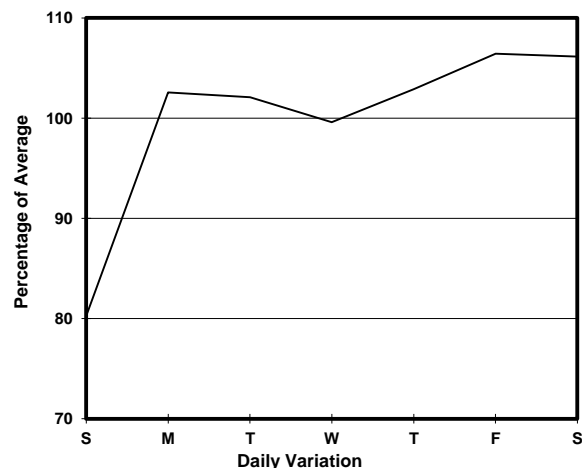
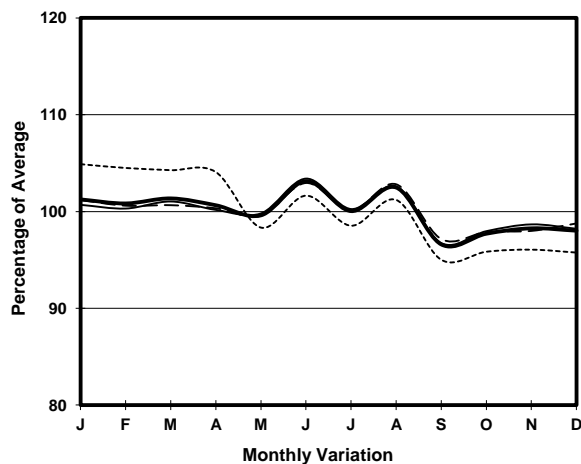
ROAD NETWORK MAJOR

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.	62220	64550	65920	51420
R 12 / 24 - %	73.8	75.3	71.8	66.6
R 16 / 24 - %	88.1	88.9	86.8	84.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	5100	5810	4960	2550
T - % (AM)	-	12.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	4080	4170	4360	3690
T - % (PM)	-	15.1	-	-
Prop.of commercial vehicles - 16 hr.	-	17.8	-	-
NORTH BOUND				
A.A.D.T.	60920	63280	66040	48580
R 12 / 24 - %	67.5	68.6	67.7	60.1
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	3570	4120	3280	2160
T - % (AM)	-	18.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	4500	4920	4470	2920
T - % (PM)	-	11.4	-	-
Prop.of commercial vehicles - 16 hr.	-	18.1	-	-

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	3.6	45.7	8.6	1.0	0.4	23.2	11.1	3.8	0.0	2.6
	Ocp	1.0	1.4	2.0	2.2	13.2	1.5	1.2	16.7	0.0	73.0
0800-0900 Peak hour	Pro	2.3	55.3	6.4	0.7	0.2	19.9	10.8	2.3	0.0	2.0
	Ocp	1.0	1.3	1.9	3.3	15.7	1.5	1.2	11.7	0.0	66.5
0900-1000	Pro	1.8	43.2	7.7	0.5	0.3	27.7	14.0	2.7	0.0	2.1
	Ocp	1.0	1.4	1.8	3.5	8.7	1.5	1.3	9.7	0.0	37.9
1000-1100	Pro	1.6	40.0	8.0	0.4	0.5	26.7	18.7	2.0	0.1	2.2
	Ocp	1.0	1.4	1.9	1.6	7.4	1.5	1.2	16.3	1.0	30.8
1100-1200	Pro	1.4	37.8	8.2	0.3	0.3	28.6	18.8	2.7	0.1	1.8
	Ocp	1.0	1.5	2.0	3.0	6.8	1.4	1.2	17.4	1.0	29.0
1200-1300	Pro	1.3	40.8	7.0	0.5	0.4	27.7	17.6	2.7	0.0	2.0
	Ocp	1.1	1.4	1.9	3.4	9.7	1.5	1.1	20.6	0.0	30.0
1300-1400	Pro	1.2	36.9	5.9	1.0	0.5	29.8	20.7	2.2	0.1	1.9
	Ocp	1.1	1.4	2.1	2.6	5.6	1.5	1.2	5.8	1.0	35.4
1400-1500	Pro	1.4	42.6	5.7	0.7	0.4	29.2	16.6	1.6	0.1	1.7
	Ocp	1.2	1.4	2.0	2.1	7.0	1.4	1.2	10.7	1.0	34.1
1500-1600	Pro	1.0	40.3	5.8	1.0	0.3	30.0	17.8	2.0	0.0	1.8
	Ocp	1.0	1.3	2.0	2.5	7.8	1.3	1.2	10.1	0.0	38.9
1600-1700	Pro	2.4	41.1	6.1	1.0	0.3	29.0	15.4	2.4	0.1	2.3
	Ocp	1.1	1.3	1.7	2.1	10.3	1.4	1.2	13.2	1.0	33.3
1700-1800	Pro	2.4	47.0	5.6	0.9	0.3	25.3	13.9	2.2	0.0	2.3
	Ocp	1.0	1.4	2.3	2.3	10.3	1.6	1.1	10.5	0.0	45.7
1800-1900	Pro	3.3	61.6	5.6	0.2	0.2	15.7	8.5	2.6	0.0	2.2
	Ocp	1.1	1.4	2.2	2.2	17.0	1.6	1.2	23.6	0.0	65.6
1900-2000	Pro	2.3	64.9	6.2	0.3	0.3	14.2	7.1	2.4	0.0	2.3
	Ocp	1.2	1.4	2.0	1.7	13.8	1.4	1.1	17.8	0.0	58.8
2000-2100	Pro	1.9	62.7	9.4	0.0	0.4	12.2	9.1	1.8	0.0	2.5
	Ocp	1.1	1.3	1.9	0.0	12.0	1.2	1.1	11.8	0.0	44.5
2100-2200	Pro	1.6	59.7	12.9	0.5	0.3	11.6	8.5	2.1	0.0	2.9
	Ocp	1.1	1.4	1.8	2.3	11.0	1.3	1.1	7.1	0.0	41.9
2200-2300	Pro	2.4	65.2	12.7	0.2	0.4	9.0	5.8	1.4	0.1	2.8
	Ocp	1.2	1.4	2.0	1.3	7.6	1.4	1.0	16.1	1.0	35.0
16 hours	Pro	2.0	48.8	7.3	0.6	0.3	22.9	13.5	2.3	0.1	2.2
	Ocp	1.1	1.4	1.9	2.5	9.9	1.5	1.2	14.2	1.0	45.5

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