

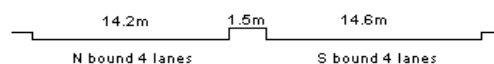
YEAR 2016

CORE STATION 5013

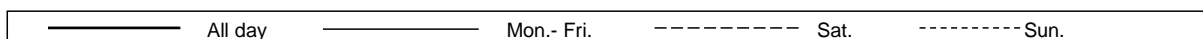
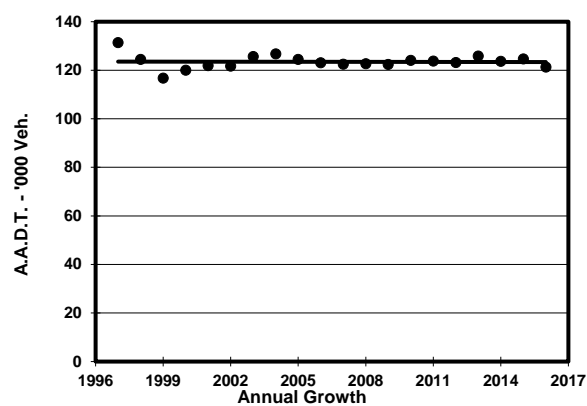
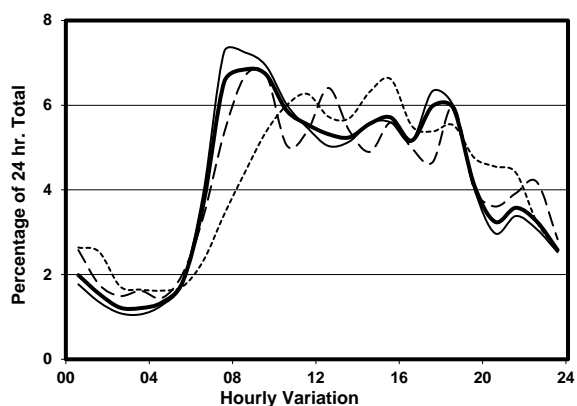
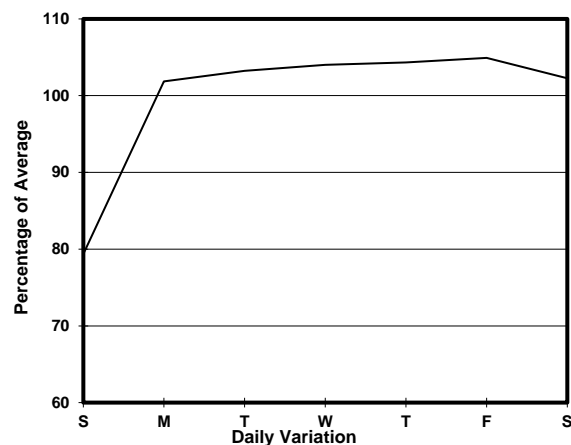
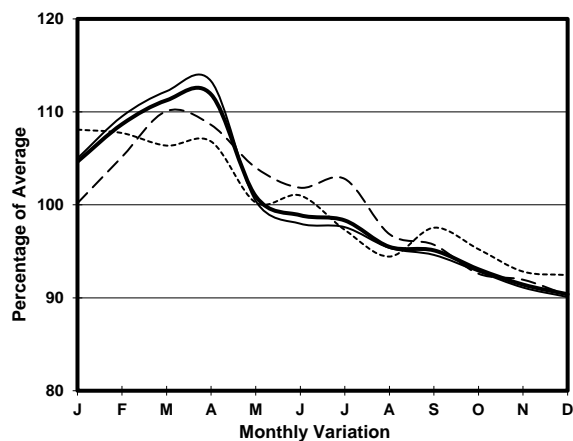
ROAD NETWORK MAJOR

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.	70310	73720	72510	56420
R 12 / 24 - %	72	72.7	70.8	68.4
R 16 / 24 - %	85.1	85	85	85.6
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	4940	5860	4460	2920
T - % (AM)	-	12.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4440	4600	4560	3860
T - % (PM)	-	14.1	-	-
Prop.of commercial vehicles - 16 hr.	-	15.1	-	-
NORTH BOUND				
A.A.D.T.	50960	53300	52690	41410
R 12 / 24 - %	68.3	70.3	62.2	63.4
R 16 / 24 - %	84	85.5	79.9	79.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3760	4050	4020	2330
T - % (AM)	-	17.6	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	3130	3450	3420	2110
T - % (PM)	-	12.2	-	-
Prop.of commercial vehicles - 16 hr.	-	14.7	-	-

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 Peak hour	Pro	2.4	60.5	6.9	0.6	0.2	17.5	7.5	2.3	0.0	2.1
	Ocp	1.1	1.2	2.2	6.1	13.4	1.4	1.2	14.5	0.0	62.2
0800-0900	Pro	2.2	58.2	7.4	0.4	0.2	17.8	8.7	3.1	0.1	1.9
	Ocp	1.1	1.2	2.0	3.8	11.0	1.4	1.2	11.0	4.0	62.9
0900-1000	Pro	1.7	50.7	7.9	0.3	0.1	23.9	11.8	1.7	0.0	2.0
	Ocp	1.1	1.3	2.1	4.4	14.0	1.4	1.3	9.3	0.0	34.2
1000-1100	Pro	1.4	42.1	9.0	0.7	0.2	27.9	15.4	1.5	0.0	1.8
	Ocp	1.1	1.2	2.0	3.0	9.2	1.4	1.2	14.4	0.0	32.0
1100-1200	Pro	1.5	43.9	7.5	0.3	0.3	26.5	16.6	1.8	0.0	1.7
	Ocp	1.0	1.3	2.0	2.5	7.2	1.4	1.2	18.4	0.0	34.4
1200-1300	Pro	1.3	46.3	4.9	0.6	0.4	24.8	17.3	2.5	0.0	1.8
	Ocp	1.0	1.4	2.0	2.3	7.3	1.3	1.2	14.0	0.0	30.8
1300-1400	Pro	1.4	45.4	6.7	0.4	0.4	27.8	13.8	2.3	0.0	1.7
	Ocp	1.1	1.4	2.2	2.1	6.3	1.4	1.2	11.5	0.0	39.4
1400-1500	Pro	0.8	45.2	5.5	0.5	0.3	28.4	16.1	1.8	0.0	1.6
	Ocp	1.1	1.4	2.1	3.7	7.2	1.3	1.2	10.9	0.0	36.0
1500-1600	Pro	1.2	44.9	5.9	0.7	0.4	27.9	15.9	1.7	0.0	1.5
	Ocp	1.1	1.4	2.0	5.0	6.3	1.3	1.2	14.2	0.0	35.5
1600-1700	Pro	1.9	47.2	5.8	0.7	0.3	28.2	12.0	2.0	0.0	1.9
	Ocp	1.1	1.6	1.9	3.6	10.0	1.4	1.2	7.3	0.0	35.7
1700-1800	Pro	3.2	51.4	7.1	0.6	0.3	24.2	8.9	2.3	0.1	2.1
	Ocp	1.1	1.3	1.8	3.6	12.9	1.3	1.1	11.5	1.0	47.9
1800-1900	Pro	2.3	68.3	5.7	0.4	0.2	12.8	5.6	2.7	0.0	1.8
	Ocp	1.1	1.2	2.1	1.1	15.7	1.2	1.0	26.4	0.0	68.6
1900-2000	Pro	2.8	68.1	7.0	0.3	0.2	11.4	5.1	2.3	0.0	2.8
	Ocp	1.1	1.1	1.8	1.7	17.0	1.1	1.1	9.1	0.0	55.3
2000-2100	Pro	1.6	68.8	10.5	0.0	0.4	8.1	5.9	1.9	0.0	2.7
	Ocp	1.2	1.2	1.8	0.0	11.5	1.2	1.1	12.4	0.0	41.6
2100-2200	Pro	2.3	60.7	13.7	0.1	0.3	10.0	8.5	1.4	0.0	3.1
	Ocp	1.1	1.3	1.8	1.0	11.0	1.2	1.0	10.9	0.0	41.7
2200-2300	Pro	1.8	69.5	15.3	0.0	0.5	5.8	3.2	1.4	0.0	2.5
	Ocp	1.0	1.2	1.8	0.0	11.0	1.2	1.1	4.8	0.0	44.8
16 hours	Pro	1.9	54.2	7.5	0.4	0.3	20.8	10.8	2.1	0.1	2.0
	Ocp	1.1	1.3	2.0	3.5	10.2	1.3	1.2	13.3	2.5	45.8

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds except for one way traffic