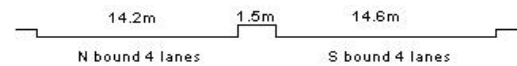


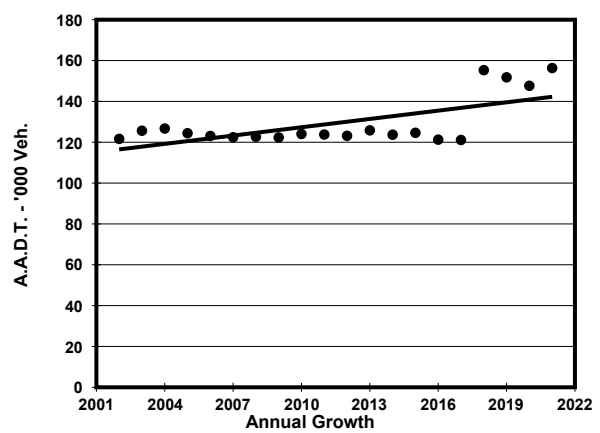
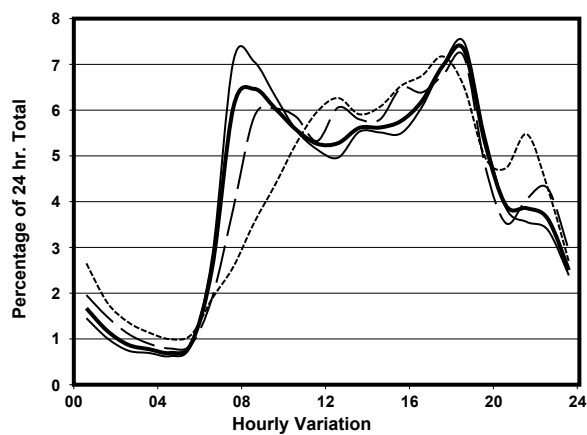
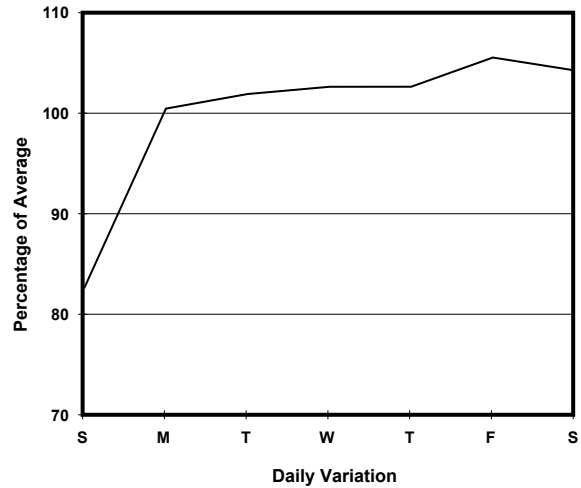
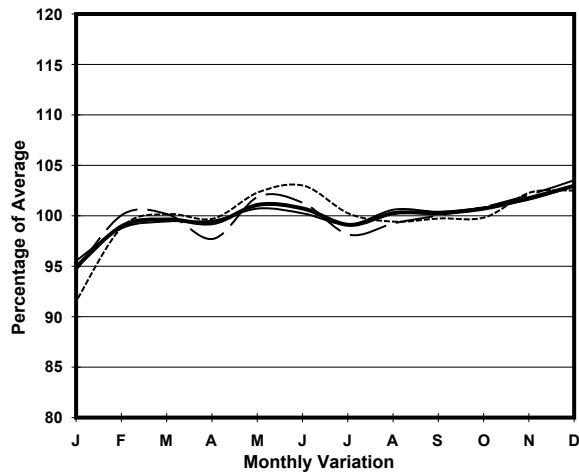
YEAR 2021

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.	78290	81360	81530	64960
R 12 / 24 - %	75.6	76.6	75.2	70.2
R 16 / 24 - %	88.9	89.1	89.1	87.5
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	5810	7160	5930	3060
T - % (AM)	-	12.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	5560	5770	6030	5030
T - % (PM)	-	9.6	-	-
Prop.of commercial vehicles - 16 hr.	-	12.8	-	-
NORTH BOUND				
A.A.D.T.	78040	80700	82760	65240
R 12 / 24 - %	68.7	69.7	67.6	63.7
R 16 / 24 - %	88.8	89.7	87	85.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4480	5150	3980	2630
T - % (AM)	-	15	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	5890	6360	5870	4310
T - % (PM)	-	6.3	-	-
Prop.of commercial vehicles - 16 hr.	-	14.1	-	-

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	4.6	49.6	8.2	0.5	0.9	21.9	9.5	2.3	0.1	2.5
	Ocp	1.0	1.2	1.5	2.1	9.4	1.4	1.1	11.5	1.0	54.6
0800-0900	Pro	2.8	55.3	7.0	0.2	0.5	21.6	9.2	1.5	0.0	1.8
	Ocp	1.1	1.3	2.0	1.3	12.6	1.3	1.2	11.5	0.0	52.0
0900-1000	Pro	2.6	44.7	8.6	0.5	0.6	27.8	12.4	0.8	0.0	1.9
	Ocp	1.0	1.3	1.7	1.9	11.9	1.4	1.2	5.4	0.0	29.9
1000-1100	Pro	2.2	44.5	7.8	0.6	0.5	28.6	13.5	0.8	0.0	1.5
	Ocp	1.1	1.2	1.8	1.8	10.9	1.3	1.1	6.6	0.0	30.7
1100-1200	Pro	1.7	44.2	6.9	0.5	0.5	29.4	14.4	0.9	0.1	1.5
	Ocp	1.1	1.3	1.7	2.2	11.9	1.3	1.1	2.3	1.0	32.6
1200-1300	Pro	2.1	47.1	5.7	1.0	0.3	27.5	13.9	1.0	0.0	1.4
	Ocp	1.1	1.2	2.2	1.8	14.1	1.3	1.1	2.9	0.0	31.4
1300-1400	Pro	2.1	43.7	7.5	0.7	0.6	26.3	16.7	1.2	0.0	1.3
	Ocp	1.1	1.3	2.1	2.2	12.8	1.4	1.2	3.3	0.0	46.6
1400-1500	Pro	1.3	47.6	5.7	0.6	0.7	27.7	14.4	0.9	0.0	1.1
	Ocp	1.0	1.4	2.0	1.3	8.0	1.4	1.1	4.0	0.0	37.1
1500-1600	Pro	2.3	49.1	6.7	0.5	0.6	24.9	13.7	0.7	0.1	1.3
	Ocp	1.1	1.3	1.8	1.7	9.3	1.4	1.1	3.1	1.0	34.4
1600-1700	Pro	2.7	47.8	7.1	0.5	0.5	27.4	11.3	0.9	0.1	1.7
	Ocp	1.0	1.4	1.7	1.5	10.1	1.3	1.1	2.4	1.0	32.0
1700-1800	Pro	5.7	53.8	6.3	0.2	0.5	23.4	7.1	1.2	0.1	1.8
	Ocp	1.1	1.2	1.6	1.6	14.5	1.3	1.1	6.3	1.0	45.2
1800-1900 Peak hour	Pro	3.4	67.0	5.3	0.1	0.6	15.7	4.3	2.0	0.0	1.6
	Ocp	1.1	1.3	1.7	1.8	13.2	1.2	1.1	19.3	0.0	67.8
1900-2000	Pro	2.4	69.5	6.2	0.3	0.8	11.6	5.6	1.6	0.0	2.2
	Ocp	1.0	1.2	1.7	4.0	9.9	1.3	1.1	12.4	0.0	53.9
2000-2100	Pro	2.0	66.4	9.5	0.1	0.6	11.2	6.9	0.9	0.0	2.5
	Ocp	1.1	1.1	1.7	1.0	10.0	1.1	1.1	2.8	0.0	42.2
2100-2200	Pro	3.4	62.8	12.0	0.2	1.0	11.5	6.4	0.6	0.0	2.1
	Ocp	1.1	1.3	1.7	1.0	9.0	1.2	1.0	2.9	0.0	35.8
2200-2300	Pro	1.9	66.0	12.3	0.1	1.4	9.3	5.9	0.7	0.0	2.4
	Ocp	1.2	1.2	1.8	1.0	6.9	1.2	1.1	3.7	0.0	31.4
16 hours	Pro	2.8	53.1	7.3	0.4	0.6	22.4	10.5	1.2	0.1	1.8
	Ocp	1.1	1.3	1.8	1.9	10.8	1.3	1.1	8.7	1.0	42.9

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