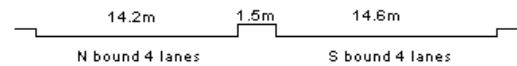
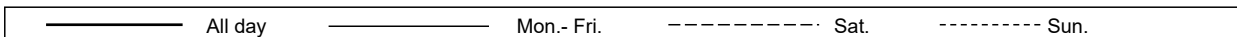
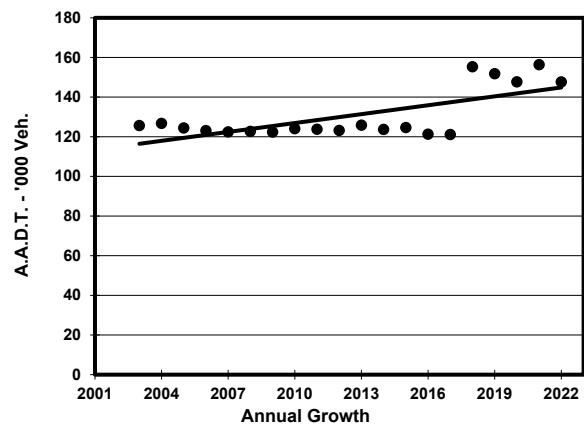
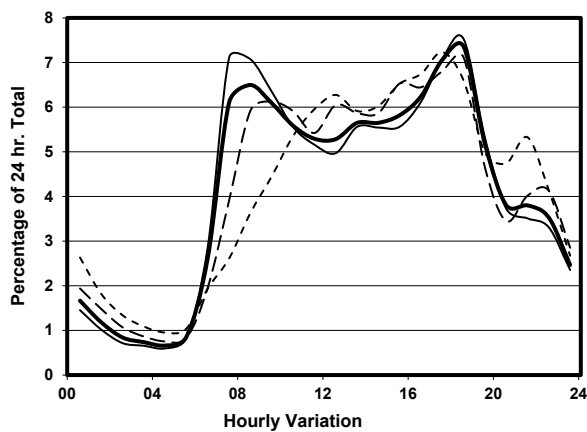
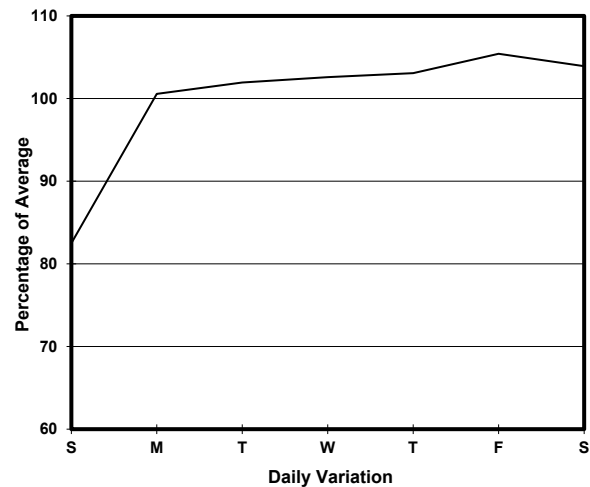
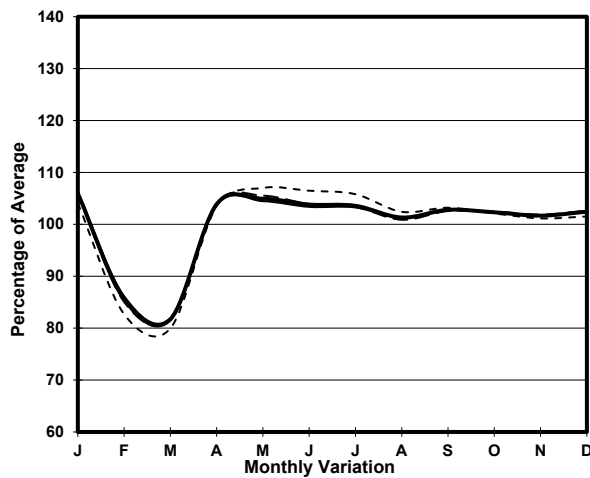


YEAR

2022

LINK TOLO HIGHWAY (from NORTH OF MA LIU SHUI INT to
YUEN SHIN RD INT)CORE STATION
ROAD NETWORK
ROAD TYPE5013
MAJOR
EXPRESSWAY

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	74120	76950	77310	61670
R 12 / 24 - %	76.1	77	75.8	70.9
R 16 / 24 - %	89.3	89.5	89.6	88.1
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	5520	6790	5690	2930
T - % (AM)	-	8.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	5290	5480	5740	4850
T - % (PM)	-	9	-	-
Prop.of commercial vehicles - 16 hr.	-	13.3	-	-
NORTH BOUND				
A.A.D.T.	73510	76030	77620	61580
R 12 / 24 - %	69.1	70.2	68.2	63.7
R 16 / 24 - %	88.6	89.5	86.9	84.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4230	4840	3800	2560
T - % (AM)	-	12.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	5570	6040	5520	4060
T - % (PM)	-	10.3	-	-
Prop.of commercial vehicles - 16 hr.	-	15.7	-	-

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	4.4	59.1	8.2	0.9	0.5	16.0	7.0	1.9	0.1	1.9
	Ocp	1.1	1.3	1.8	6.8	17.3	1.3	1.1	16.1	1.0	61.9
0800-0900	Pro	3.4	55.6	7.5	0.6	0.4	19.5	9.5	1.7	0.1	1.8
	Ocp	1.0	1.2	2.1	3.1	10.7	1.4	1.2	12.8	1.0	50.1
0900-1000	Pro	1.8	44.3	9.7	0.4	0.6	26.8	12.7	1.4	0.0	2.3
	Ocp	1.0	1.4	1.9	1.4	13.9	1.3	1.3	6.9	0.0	28.0
1000-1100	Pro	1.8	44.2	8.2	0.6	0.6	25.6	15.8	1.5	0.1	1.7
	Ocp	1.0	1.2	1.9	2.6	7.8	1.3	1.2	2.1	2.0	27.7
1100-1200	Pro	1.7	42.6	7.3	0.8	0.7	28.5	15.3	1.1	0.1	1.8
	Ocp	1.1	1.4	2.2	1.7	7.9	1.2	1.2	5.3	1.5	31.6
1200-1300	Pro	2.0	48.3	7.1	1.1	0.7	25.0	12.7	1.5	0.0	1.6
	Ocp	1.1	1.2	1.9	4.2	8.3	1.3	1.2	5.4	0.0	30.9
1300-1400	Pro	1.8	45.8	6.9	1.2	0.6	26.7	14.3	1.2	0.0	1.6
	Ocp	1.1	1.3	2.1	3.4	11.5	1.3	1.2	7.4	0.0	38.6
1400-1500	Pro	1.2	40.2	6.7	1.1	0.8	26.7	20.3	1.4	0.1	1.5
	Ocp	1.0	1.3	2.1	1.7	9.4	1.4	1.3	4.8	1.0	28.8
1500-1600	Pro	2.0	45.2	6.5	1.1	0.6	29.3	12.6	1.1	0.1	1.7
	Ocp	1.0	1.4	1.8	4.3	7.3	1.3	1.2	5.4	1.0	24.0
1600-1700	Pro	2.3	45.2	6.6	0.7	0.5	27.1	14.1	1.3	0.1	2.2
	Ocp	1.0	1.4	1.8	2.4	10.9	1.2	1.2	7.3	1.0	29.8
1700-1800	Pro	4.7	52.9	6.4	0.7	0.5	23.1	8.5	1.4	0.1	1.7
	Ocp	1.1	1.2	1.8	2.6	13.1	1.3	1.2	11.6	2.0	42.7
1800-1900 Peak hour	Pro	4.2	63.7	6.7	0.3	0.5	15.0	5.4	2.2	0.0	2.0
	Ocp	1.1	1.3	2.0	2.0	18.0	1.3	1.1	25.3	0.0	65.0
1900-2000	Pro	2.2	70.1	7.1	0.1	0.6	11.0	4.7	1.8	0.0	2.3
	Ocp	1.1	1.2	1.8	1.5	14.4	1.3	1.1	13.1	0.0	50.9
2000-2100	Pro	3.1	64.6	10.9	0.1	0.6	10.4	6.5	0.9	0.0	2.9
	Ocp	1.0	1.1	1.6	2.0	7.3	1.2	1.1	5.9	0.0	45.1
2100-2200	Pro	4.3	54.2	14.8	0.1	0.9	13.2	8.9	1.0	0.0	2.7
	Ocp	1.1	1.2	1.7	2.0	10.3	1.2	1.1	12.8	0.0	32.9
2200-2300	Pro	2.9	55.2	15.1	0.0	0.5	13.0	8.6	1.0	0.0	3.6
	Ocp	1.0	1.3	1.6	0.0	8.3	1.2	1.0	5.0	0.0	21.4
16 hours	Pro	2.8	52.1	7.9	0.6	0.6	21.5	11.0	1.5	0.1	2.0
	Ocp	1.1	1.3	1.9	3.3	11.3	1.3	1.2	10.8	1.3	40.0

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