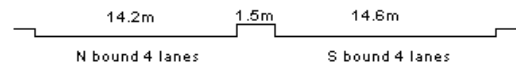


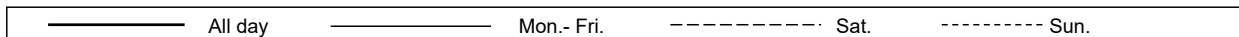
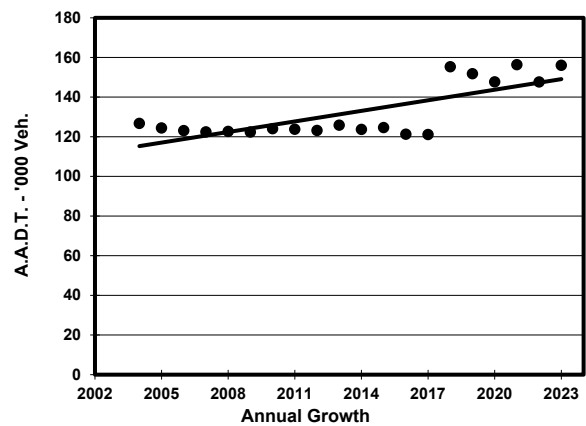
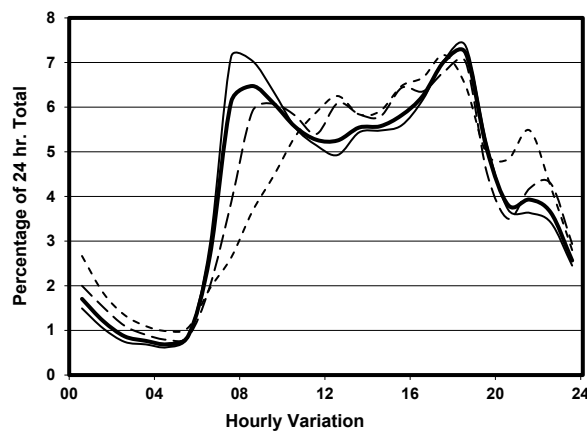
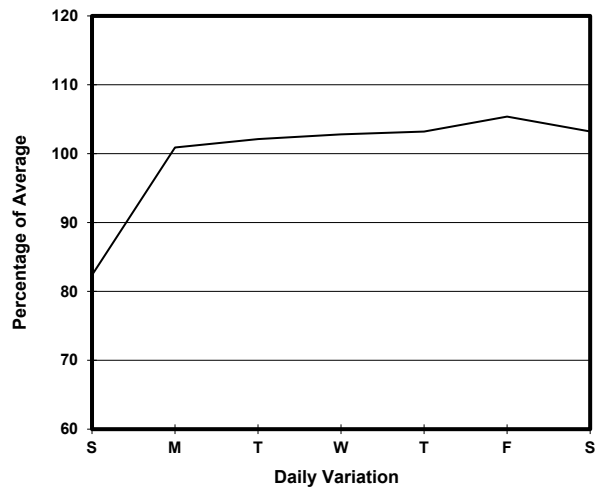
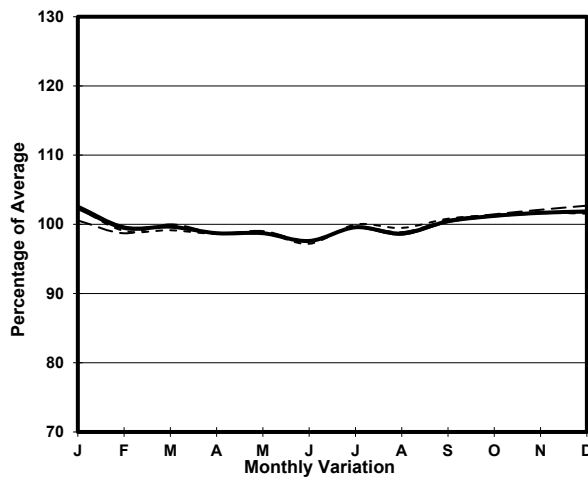
YEAR 2023

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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	78240	81350	81390	65040
R 12 / 24 - %	76.2	77.1	75.8	71
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	5820	7170	5970	3080
T - % (AM)	-	8.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	5600	5810	6060	5090
T - % (PM)	-	7	-	-
Prop.of commercial vehicles - 16 hr.	-	11.6	-	-
NORTH BOUND				
A.A.D.T.	77770	80740	81330	64920
R 12 / 24 - %	68.2	69.4	67	62.6
R 16 / 24 - %	88	88.9	86.2	84.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4440	5090	3920	2720
T - % (AM)	-	11.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	5660	6140	5730	4230
T - % (PM)	-	6.3	-	-
Prop.of commercial vehicles - 16 hr.	-	12.3	-	-

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	4.8	58.8	7.0	1.4	0.8	16.4	6.3	2.1	0.1	2.4
	Ocp	1.0	1.3	2.2	6.5	18.4	1.3	1.1	18.6	1.0	59.5
0800-0900	Pro	2.8	58.7	7.1	0.9	0.5	18.8	7.6	1.7	0.1	1.9
	Ocp	1.0	1.2	1.9	2.2	14.7	1.3	1.2	11.8	1.0	45.7
0900-1000	Pro	1.9	48.7	9.5	0.8	0.8	23.8	10.9	1.4	0.0	2.3
	Ocp	1.1	1.3	1.9	2.1	11.5	1.4	1.2	16.3	0.0	26.9
1000-1100	Pro	2.1	42.8	8.7	0.7	0.7	30.1	11.1	1.7	0.0	2.1
	Ocp	1.0	1.3	2.0	2.1	14.9	1.3	1.2	17.9	0.0	29.4
1100-1200	Pro	2.0	48.1	7.5	0.7	1.1	24.3	12.4	1.8	0.1	2.1
	Ocp	1.1	1.3	2.0	2.5	10.5	1.3	1.2	8.8	1.0	25.8
1200-1300	Pro	1.9	46.0	7.7	1.2	0.8	26.6	12.3	1.6	0.1	1.9
	Ocp	1.1	1.4	2.0	4.6	12.8	1.3	1.2	9.8	1.0	30.1
1300-1400	Pro	1.7	43.6	6.8	0.8	0.9	29.5	13.0	1.8	0.1	1.8
	Ocp	1.1	1.3	1.9	2.5	13.7	1.3	1.2	7.2	1.0	35.5
1400-1500	Pro	1.5	46.8	6.4	1.0	0.8	28.2	12.2	1.4	0.0	1.7
	Ocp	1.1	1.4	2.0	2.9	10.5	1.3	1.2	5.1	0.0	27.0
1500-1600	Pro	1.7	48.1	8.1	1.0	0.8	25.0	11.5	1.7	0.1	2.0
	Ocp	1.0	1.4	1.9	4.0	13.8	1.4	1.2	10.7	2.0	26.5
1600-1700	Pro	2.4	47.4	8.4	1.5	0.8	26.2	9.1	2.1	0.1	2.0
	Ocp	1.1	1.4	1.8	2.4	11.5	1.3	1.1	11.3	1.0	32.0
1700-1800	Pro	4.8	58.0	6.4	0.7	0.7	19.5	5.7	1.8	0.1	2.4
	Ocp	1.1	1.4	1.9	3.5	18.0	1.3	1.1	11.8	1.0	46.9
1800-1900 Peak hour	Pro	3.1	70.0	6.3	0.3	0.4	13.3	2.3	2.2	0.1	2.1
	Ocp	1.1	1.3	1.9	3.3	17.1	1.2	1.2	21.3	1.0	64.6
1900-2000	Pro	2.7	70.3	7.9	0.3	1.1	10.2	2.8	1.9	0.1	2.8
	Ocp	1.0	1.3	1.8	2.2	11.6	1.2	1.1	10.1	1.0	46.3
2000-2100	Pro	3.1	65.8	11.0	0.1	0.9	10.1	4.4	1.6	0.0	3.2
	Ocp	1.1	1.3	1.9	7.0	12.9	1.3	1.0	5.9	0.0	31.2
2100-2200	Pro	3.6	64.0	13.9	0.1	1.0	10.2	3.3	1.1	0.0	2.9
	Ocp	1.2	1.4	1.9	1.0	15.7	1.2	1.0	14.3	0.0	33.8
2200-2300	Pro	2.7	68.8	14.0	0.1	0.6	7.5	3.4	0.3	0.0	2.5
	Ocp	1.2	1.3	1.9	1.0	17.6	1.2	1.1	13.2	0.0	32.2
16 hours	Pro	2.7	55.1	8.2	0.8	0.8	20.4	8.1	1.7	0.1	2.2
	Ocp	1.1	1.3	1.9	3.3	13.8	1.3	1.2	12.8	1.1	38.7

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