

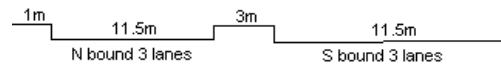
YEAR 2005

CORE STATION 5003

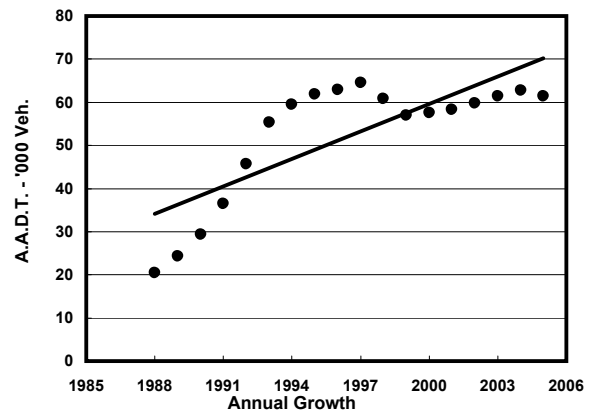
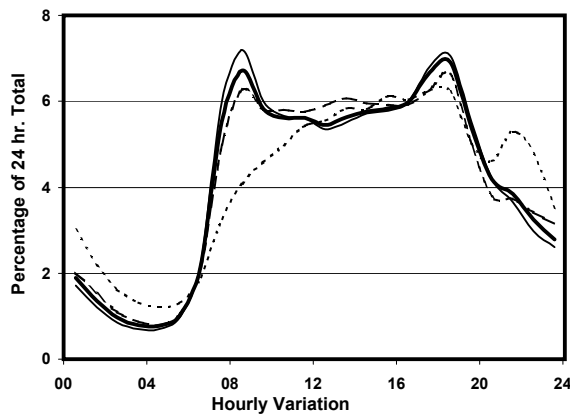
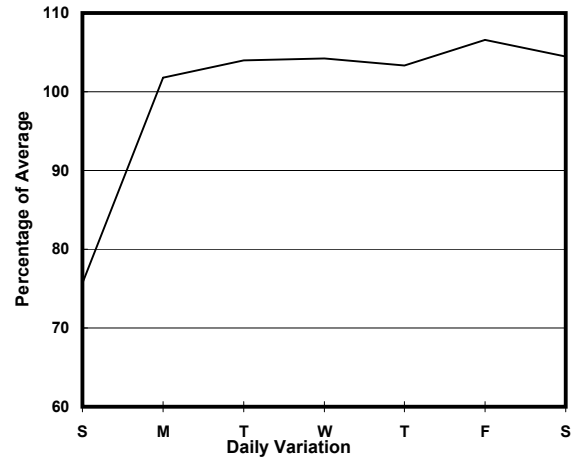
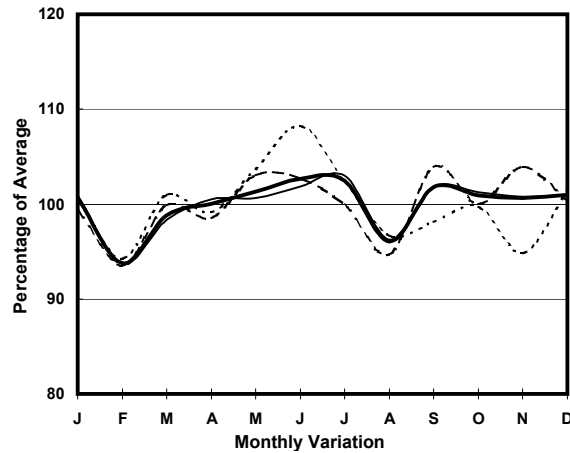
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

LINK FANLING HIGHWAY (from SO KWUN PO INT to WO HOP SHEK INT)



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.	31720	33180	33540	25180
R 12 / 24 - %	71.1	72.1	71	64.6
R 16 / 24 - %	87.7	88.3	87	84.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2140	2400	2220	1070
T - % (AM)	-	27.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2170	2300	2240	1660
T - % (PM)	-	20.9	-	-
Prop.of commercial vehicles - 16 hr.	-	28.6	-	-
NORTH BOUND				
A.A.D.T.	29680	31420	31330	21840
R 12 / 24 - %	72.1	73.2	71.8	63.8
R 16 / 24 - %	88.8	89.8	87.7	83.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1980	2250	1860	1080
T - % (AM)	-	20.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2070	2270	2060	1290
T - % (PM)	-	23	-	-
Prop.of commercial vehicles - 16 hr.	-	26.6	-	-

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	Pro	2.2	42.9	2.1	1.1	0.0	23.9	24.6	2.9	0.1	0.3
	Ocp	1.1	1.3	1.4	3.2	0.0	1.5	1.1	22.0	4.0	5.4
0800-0900 Peak hour	Pro	2.6	49.7	2.3	1.2	0.0	19.7	21.4	3.0	0.0	0.1
	Ocp	1.0	1.3	1.6	5.6	0.0	1.5	1.2	13.0	0.0	40.0
0900-1000	Pro	1.4	49.5	2.0	0.8	0.0	22.6	20.9	2.6	0.0	0.2
	Ocp	1.0	1.3	1.9	2.8	0.0	1.5	1.1	18.6	0.0	1.1
1000-1100	Pro	0.5	39.0	3.1	0.5	0.0	24.7	29.6	2.4	0.1	0.2
	Ocp	1.2	1.4	1.6	3.8	0.0	1.4	1.1	13.0	1.0	1.0
1100-1200	Pro	0.9	34.4	2.7	0.8	0.0	28.5	30.1	2.5	0.0	0.2
	Ocp	1.0	1.4	1.6	2.2	0.0	1.4	1.2	13.6	0.0	1.0
1200-1300	Pro	0.7	34.1	3.5	1.3	0.0	24.8	33.8	1.7	0.0	0.1
	Ocp	1.0	1.4	1.6	2.8	0.0	1.4	1.1	12.5	0.0	1.0
1300-1400	Pro	0.9	37.1	2.9	0.9	0.0	25.4	30.5	2.3	0.0	0.1
	Ocp	1.0	1.4	1.8	2.9	0.0	1.6	1.2	13.6	0.0	1.0
1400-1500	Pro	0.7	36.4	1.7	2.0	0.0	27.6	29.4	2.2	0.0	0.1
	Ocp	1.0	1.4	2.1	2.9	0.0	1.5	1.1	16.7	0.0	1.0
1500-1600	Pro	0.8	38.0	3.1	1.0	0.0	25.3	28.0	3.6	0.0	0.2
	Ocp	1.1	1.4	1.9	4.9	0.0	1.4	1.2	11.7	0.0	1.0
1600-1700	Pro	1.0	36.2	1.9	0.8	0.0	26.2	30.6	3.1	0.0	0.2
	Ocp	1.1	1.4	1.5	1.7	0.0	1.5	1.2	8.4	0.0	1.0
1700-1800	Pro	1.9	42.2	2.4	1.2	0.0	26.0	23.7	2.5	0.1	0.1
	Ocp	1.2	1.3	1.7	4.4	0.0	1.6	1.2	13.9	1.0	1.0
1800-1900	Pro	2.2	52.9	2.6	1.0	0.0	19.2	19.3	2.6	0.0	0.1
	Ocp	1.0	1.5	2.0	3.6	0.0	1.6	1.2	17.1	0.0	1.0
1900-2000	Pro	0.9	58.5	2.3	1.3	0.0	16.0	17.1	3.7	0.0	0.1
	Ocp	1.1	1.4	2.0	2.3	0.0	1.5	1.2	9.0	0.0	1.0
2000-2100	Pro	1.2	56.1	2.4	0.6	0.0	13.1	23.5	2.6	0.1	0.5
	Ocp	1.3	1.5	1.7	1.3	0.0	1.5	1.1	9.5	1.0	1.0
2100-2200	Pro	1.4	57.3	4.9	0.4	0.0	14.3	20.0	1.6	0.0	0.2
	Ocp	1.1	1.4	1.7	1.0	0.0	1.5	1.6	20.4	0.0	1.0
2200-2300	Pro	2.9	63.3	8.1	0.8	0.0	10.2	14.0	0.8	0.0	0.1
	Ocp	1.1	1.7	1.7	5.0	0.0	1.5	1.1	23.5	0.0	1.0
16 hours	Pro	1.4	44.9	2.8	1.0	0.0	22.2	24.9	2.6	0.1	0.2
	Ocp	1.1	1.4	1.7	3.4	0.0	1.5	1.2	14.0	1.5	2.0

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