

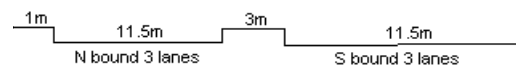
YEAR 2010

CORE STATION 5003

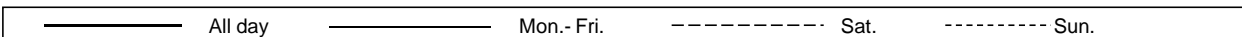
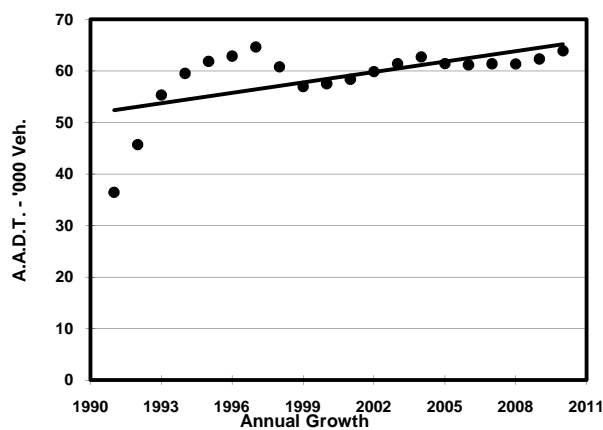
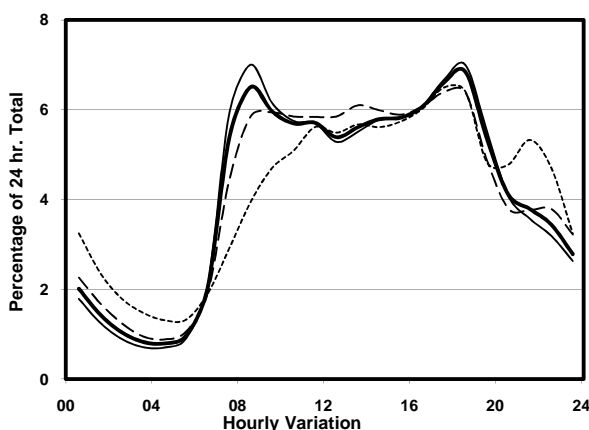
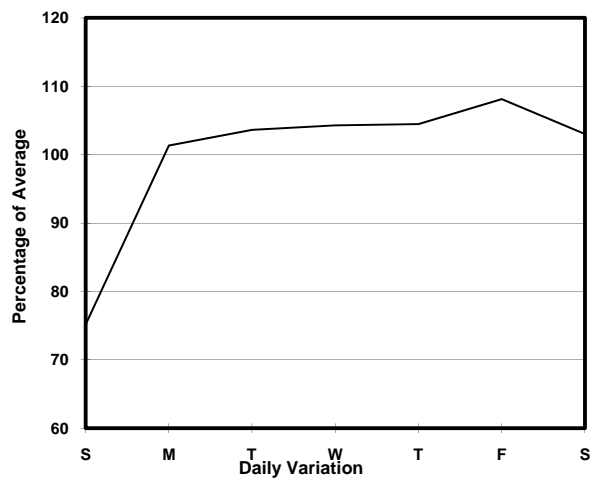
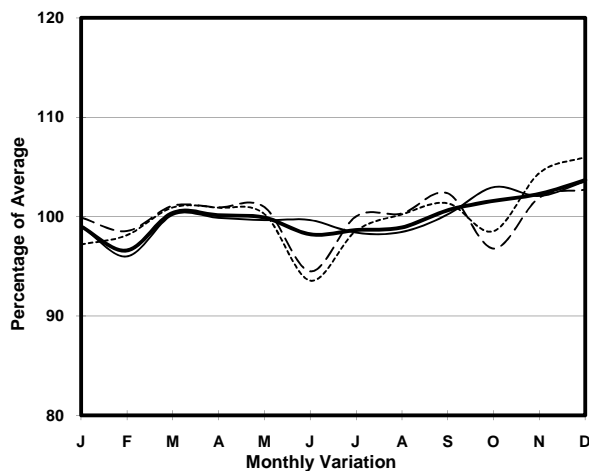
ROAD NETWORK MAJOR

ROAD TYPE EXPRESSWAY

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



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	32570	34330	34040	25370
R 12 / 24 - %	71	72.2	70.3	63.6
R 16 / 24 - %	87.4	88.2	86.5	83.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2150	2420	2140	1130
T - % (AM)	-	16.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2160	2310	2150	1690
T - % (PM)	-	12.8	-	-
Prop.of commercial vehicles - 16 hr.	-	22.8	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	31330	33280	32620	23270
R 12 / 24 - %	71.8	73.1	70.8	63.8
R 16 / 24 - %	88.8	89.9	87.2	83.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2010	2310	1920	1160
T - % (AM)	-	18.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2210	2420	2190	1470
T - % (PM)	-	13.4	-	-
Prop.of commercial vehicles - 16 hr.	-	22.7	-	-

## 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	Pro	3.6	42.0	6.7	0.6	0.0	25.2	19.0	2.5	0.0	0.4
	Ocp	1.1	1.4	2.1	1.5	0.0	1.7	1.1	22.9	0.0	34.6
0800-0900 Peak hour	Pro	2.4	55.8	4.6	0.2	0.0	19.7	15.4	1.9	0.0	0.1
	Ocp	1.0	1.4	1.9	4.5	0.0	1.5	1.2	13.8	0.0	51.6
0900-1000	Pro	1.3	46.0	4.8	0.9	0.0	26.7	18.1	2.1	0.1	0.1
	Ocp	1.0	1.4	1.8	2.7	0.0	1.4	1.1	8.9	1.0	1.0
1000-1100	Pro	0.8	35.0	4.1	0.6	0.0	30.8	26.1	2.3	0.0	0.3
	Ocp	1.0	1.4	1.8	4.5	0.0	1.3	1.2	14.6	0.0	1.0
1100-1200	Pro	1.4	38.4	3.7	0.9	0.0	28.2	25.2	1.8	0.0	0.4
	Ocp	1.0	1.4	2.1	2.5	0.0	1.4	1.1	25.6	0.0	1.0
1200-1300	Pro	0.9	41.3	3.7	0.1	0.0	25.4	26.6	1.6	0.0	0.3
	Ocp	1.0	1.4	1.7	3.0	0.0	1.3	1.2	15.3	0.0	1.0
1300-1400	Pro	1.2	33.9	4.0	0.6	0.0	29.7	28.2	2.4	0.0	0.1
	Ocp	1.4	1.4	1.7	3.2	0.0	1.4	1.2	10.2	0.0	1.0
1400-1500	Pro	1.0	33.3	3.6	0.2	0.0	30.4	30.6	0.8	0.0	0.1
	Ocp	1.0	1.4	1.6	2.0	0.0	1.4	1.1	22.4	0.0	1.0
1500-1600	Pro	1.0	43.5	4.1	1.3	0.0	26.7	20.6	2.3	0.0	0.4
	Ocp	1.1	1.5	1.7	3.7	0.0	1.4	1.2	18.9	0.0	1.0
1600-1700	Pro	1.2	34.2	4.4	1.1	0.0	31.6	24.9	2.3	0.0	0.3
	Ocp	1.1	1.4	2.0	2.0	0.0	1.4	1.2	12.7	0.0	1.0
1700-1800	Pro	2.2	44.8	3.5	1.4	0.0	25.9	20.2	1.7	0.0	0.4
	Ocp	1.1	1.5	1.6	3.2	0.0	1.7	1.1	8.7	0.0	1.0
1800-1900	Pro	3.2	54.7	4.6	0.6	0.0	23.7	11.8	1.3	0.0	0.1
	Ocp	1.0	1.5	1.9	3.2	0.0	1.4	1.2	28.8	0.0	1.0
1900-2000	Pro	2.3	61.7	4.4	0.5	0.0	15.4	14.5	1.1	0.0	0.2
	Ocp	1.1	1.5	1.9	1.8	0.0	1.4	1.1	18.7	0.0	1.0
2000-2100	Pro	0.5	62.5	4.6	0.5	0.0	12.6	17.3	1.6	0.0	0.3
	Ocp	1.0	1.4	1.8	1.5	0.0	1.3	1.1	6.4	0.0	1.0
2100-2200	Pro	1.3	54.8	9.9	0.2	0.0	11.0	20.3	2.4	0.0	0.2
	Ocp	1.0	1.3	2.0	1.0	0.0	1.5	1.1	20.2	0.0	1.0
2200-2300	Pro	1.4	63.7	9.9	0.4	0.4	12.5	10.1	1.2	0.0	0.3
	Ocp	1.4	1.3	2.0	2.0	1.0	1.5	1.1	15.2	0.0	1.0
16 hours	Pro	1.7	46.0	4.8	0.7	0.1	24.1	20.6	1.8	0.1	0.2
	Ocp	1.1	1.4	1.9	2.8	1.0	1.4	1.1	16.0	1.0	6.6

**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