

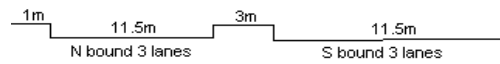
YEAR 2014

CORE STATION 5003

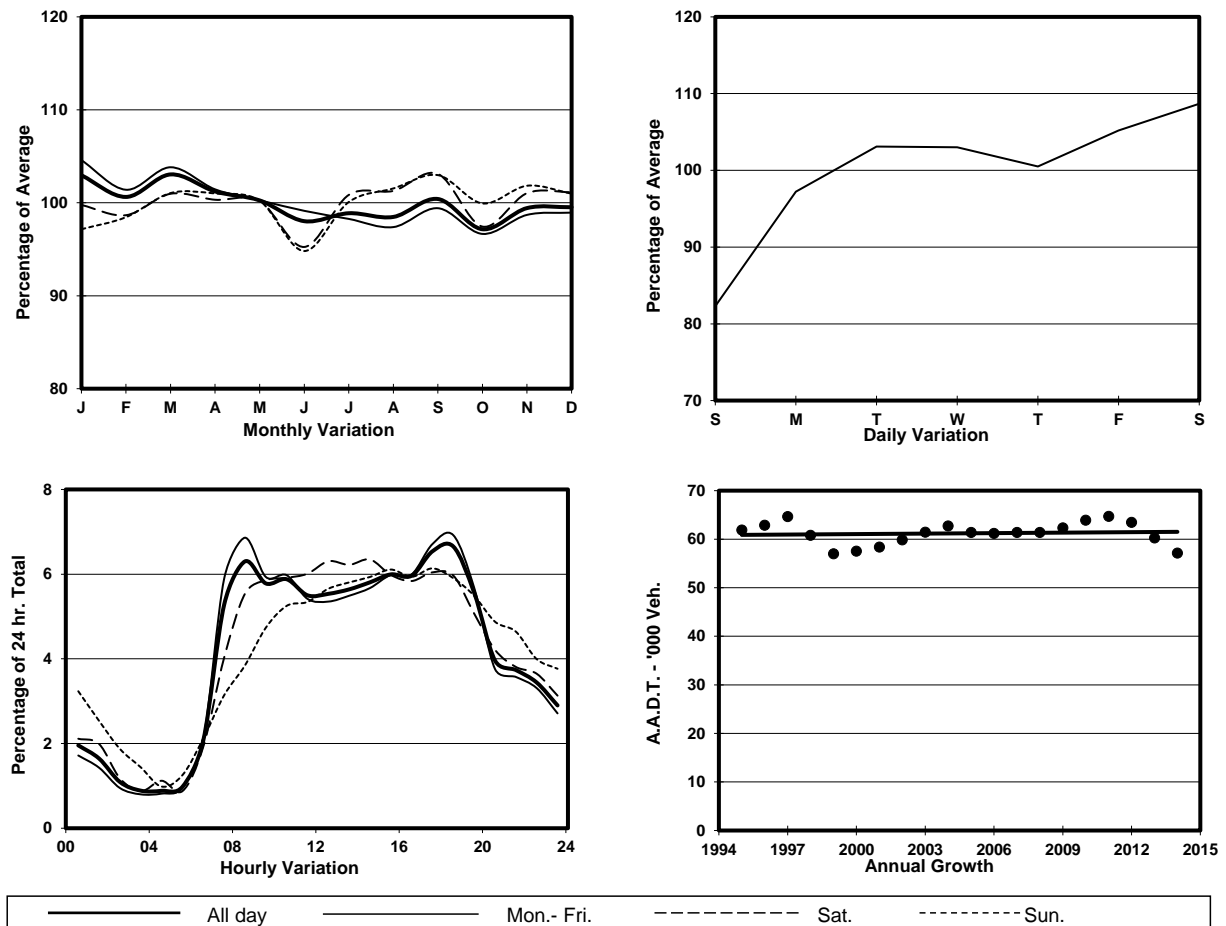
ROAD NETWORK MAJOR

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.	29060	29780	31950	24570
R 12 / 24 - %	70.5	72	68.7	63.3
R 16 / 24 - %	86.8	87.6	85.9	83.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1830	2040	1810	1080
T - % (AM)	-	14.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1970	2130	1880	1520
T - % (PM)	-	13.5	-	-
Prop.of commercial vehicles - 16 hr.	-	19.7	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	28070	28940	30790	22870
R 12 / 24 - %	71.3	72.4	71.4	64.3
R 16 / 24 - %	88.3	89.4	87.7	82.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1780	1990	1870	1170
T - % (AM)	-	18.6	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	1850	1950	1950	1400
T - % (PM)	-	17.5	-	-
Prop.of commercial vehicles - 16 hr.	-	21.4	-	-

## 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	2.1	49.9	6.3	0.2	0.0	21.9	15.3	3.8	0.1	0.5
	Ocp	1.2	1.4	2.2	3.0	0.0	1.4	1.1	17.5	1.0	25.2
0800-0900	Pro	1.4	50.9	5.1	0.8	0.0	25.4	13.4	2.6	0.0	0.2
	Ocp	1.1	1.4	2.0	4.5	0.0	1.5	1.2	14.1	0.0	39.8
0900-1000	Pro	1.4	46.7	5.1	0.9	0.0	24.7	16.4	4.2	0.0	0.5
	Ocp	1.1	1.3	2.2	3.2	0.0	1.4	1.2	7.7	0.0	9.6
1000-1100	Pro	0.9	37.6	5.8	1.0	0.0	31.2	18.1	5.0	0.0	0.3
	Ocp	1.0	1.4	1.9	2.8	0.0	1.3	1.1	13.1	0.0	9.8
1100-1200	Pro	1.0	38.8	6.7	0.7	0.0	25.6	22.6	4.5	0.0	0.2
	Ocp	1.0	1.3	2.0	2.2	0.0	1.4	1.1	16.4	0.0	1.0
1200-1300	Pro	1.5	37.0	5.3	0.8	0.0	24.4	26.8	4.2	0.0	0.1
	Ocp	1.1	1.4	2.0	1.6	0.0	1.5	1.2	13.5	0.0	1.0
1300-1400	Pro	0.8	38.7	5.5	0.7	0.0	27.5	24.4	2.4	0.0	0.1
	Ocp	1.0	1.5	2.0	2.3	0.0	1.5	1.1	21.6	0.0	1.0
1400-1500	Pro	0.7	39.9	5.6	0.7	0.0	29.2	20.9	2.8	0.0	0.2
	Ocp	1.0	1.5	2.3	2.0	0.0	1.4	1.1	16.3	0.0	1.0
1500-1600	Pro	1.3	40.4	5.4	1.3	0.0	30.6	18.8	1.9	0.0	0.2
	Ocp	1.2	1.4	1.8	3.5	0.0	1.4	1.2	13.5	0.0	1.0
1600-1700	Pro	1.6	41.1	5.7	0.2	0.0	29.9	19.2	2.1	0.0	0.2
	Ocp	1.0	1.5	2.1	3.5	0.0	1.5	1.1	12.9	0.0	1.0
1700-1800	Pro	1.5	47.0	5.1	1.1	0.0	27.0	15.8	2.3	0.0	0.3
	Ocp	1.0	1.4	2.2	2.6	0.0	1.5	1.2	10.4	0.0	12.2
1800-1900 Peak hour	Pro	2.5	64.0	3.4	0.4	0.0	14.9	12.9	1.7	0.0	0.2
	Ocp	1.1	1.4	1.9	2.0	0.0	1.4	1.1	17.2	0.0	27.2
1900-2000	Pro	2.4	64.4	5.4	0.3	0.0	13.4	12.9	0.8	0.0	0.4
	Ocp	1.1	1.3	2.2	1.0	0.0	1.3	1.1	19.3	0.0	14.3
2000-2100	Pro	1.4	58.3	7.8	0.0	0.0	11.1	18.8	1.9	0.0	0.6
	Ocp	1.0	1.3	1.7	0.0	0.0	1.2	1.2	10.7	0.0	13.6
2100-2200	Pro	1.8	58.1	8.5	0.2	0.0	14.9	13.9	2.1	0.0	0.5
	Ocp	1.1	1.5	2.0	1.0	0.0	1.2	1.1	9.7	0.0	9.9
2200-2300	Pro	1.6	62.6	13.8	0.2	0.0	11.2	8.5	1.8	0.1	0.3
	Ocp	1.0	1.2	1.9	2.0	0.0	1.3	1.0	6.3	1.0	21.3
16 hours	Pro	1.5	48.1	5.9	0.6	0.0	23.4	17.4	2.8	0.1	0.3
	Ocp	1.1	1.4	2.0	2.8	0.0	1.4	1.1	13.8	1.0	13.7

**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