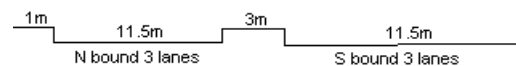


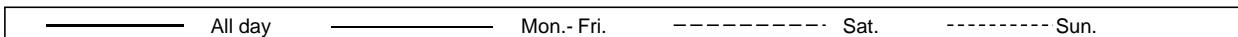
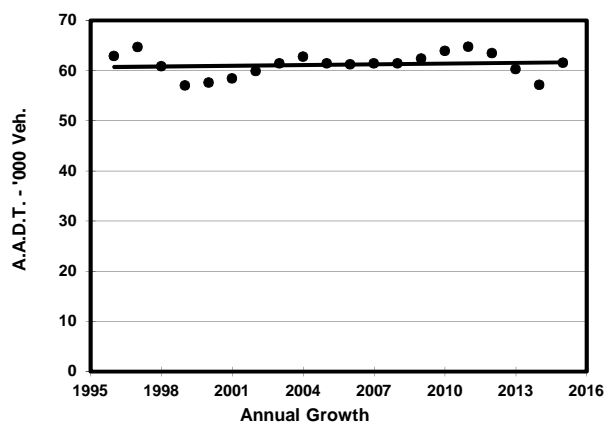
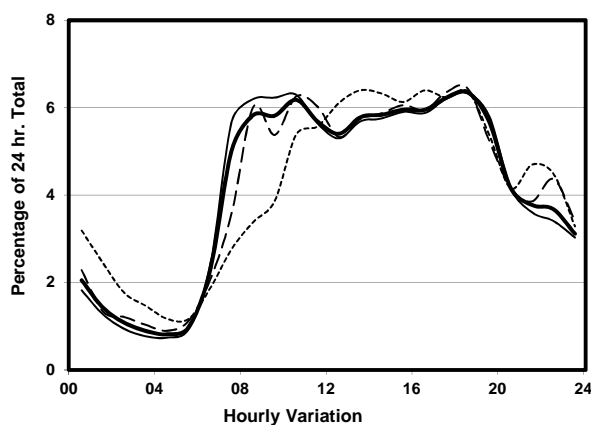
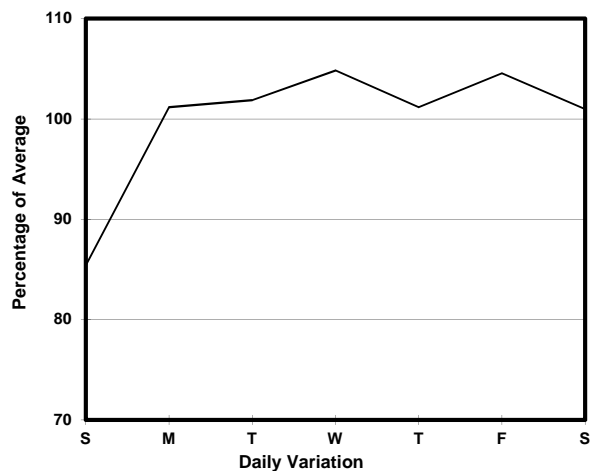
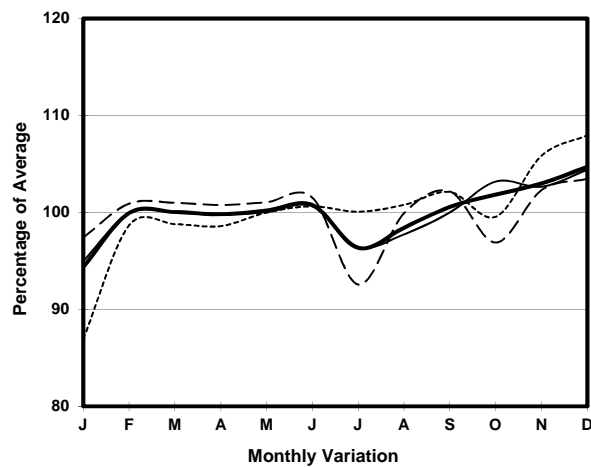
YEAR

2015

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

CORE STATION
ROAD NETWORK
ROAD TYPE5003
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.	31350	32320	31430	28120
R 12 / 24 - %	70.7	71.6	69.7	66.5
R 16 / 24 - %	87.5	88	87.3	84.8
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1860	2090	1970	980
T - % (AM)	-	12.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2010	2030	2140	1930
T - % (PM)	-	14.3	-	-
Prop.of commercial vehicles - 16 hr.	-	18.8	-	-
NORTH BOUND				
A.A.D.T.	30140	31350	31040	24830
R 12 / 24 - %	69.4	70.6	68.3	63.1
R 16 / 24 - %	87.2	88.2	85.9	82.3
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	1740	1910	1790	1070
T - % (AM)	-	22.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	1900	2000	1950	1550
T - % (PM)	-	10.2	-	-
Prop.of commercial vehicles - 16 hr.	-	18	-	-

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	2.8	55.8	8.4	0.8	0.0	16.9	11.6	3.3	0.1	0.3
	Ocp	1.1	1.5	2.1	7.9	0.0	1.5	1.2	22.7	1.0	25.3
0800-0900	Pro	1.6	51.0	3.4	0.8	0.0	26.0	14.7	2.3	0.0	0.2
	Ocp	1.2	1.4	1.9	2.8	0.0	1.6	1.2	18.4	0.0	55.2
0900-1000	Pro	1.6	47.9	5.2	0.9	0.0	23.7	15.7	4.3	0.1	0.6
	Ocp	1.1	1.3	1.8	2.1	0.0	1.5	1.2	6.0	1.0	11.8
1000-1100	Pro	0.8	42.0	5.3	0.1	0.0	29.3	18.5	3.8	0.0	0.3
	Ocp	1.0	1.3	1.7	1.0	0.0	1.4	1.2	13.2	0.0	20.6
1100-1200	Pro	0.9	43.2	4.8	0.3	0.0	25.6	21.1	3.8	0.0	0.3
	Ocp	1.1	1.4	1.8	1.7	0.0	1.3	1.1	16.2	0.0	18.0
1200-1300	Pro	0.4	47.7	6.6	0.3	0.0	19.0	24.0	1.7	0.0	0.3
	Ocp	1.3	1.4	1.7	1.0	0.0	1.4	1.2	11.8	0.0	18.4
1300-1400	Pro	1.0	39.6	6.8	0.9	0.0	24.0	24.8	2.7	0.0	0.2
	Ocp	1.1	1.5	2.0	2.6	0.0	1.5	1.2	10.3	0.0	20.1
1400-1500	Pro	0.7	43.0	5.2	0.5	0.0	29.2	19.4	1.6	0.1	0.3
	Ocp	1.0	1.5	2.2	2.0	0.0	1.4	1.1	11.1	0.7	15.6
1500-1600	Pro	2.3	42.1	5.6	1.1	0.0	25.7	21.2	1.6	0.1	0.5
	Ocp	1.0	1.5	2.0	4.2	0.0	1.5	1.2	10.9	1.0	4.6
1600-1700	Pro	1.2	45.6	5.7	0.7	0.0	28.5	14.9	2.9	0.1	0.4
	Ocp	1.1	1.4	2.1	5.3	0.0	1.6	1.2	9.1	1.0	12.8
1700-1800	Pro	2.1	55.4	5.7	0.9	0.0	22.2	11.1	2.2	0.0	0.4
	Ocp	1.0	1.5	2.0	1.3	0.0	1.5	1.1	7.3	0.0	19.3
1800-1900 Peak hour	Pro	2.3	62.1	4.7	0.4	0.0	18.4	10.7	1.3	0.0	0.2
	Ocp	1.0	1.4	2.3	4.4	0.0	1.4	1.2	9.5	0.0	37.8
1900-2000	Pro	2.1	67.6	5.6	0.1	0.0	13.0	9.6	1.6	0.0	0.4
	Ocp	1.1	1.3	2.1	1.0	0.0	1.6	1.2	11.4	0.0	22.6
2000-2100	Pro	1.6	58.1	7.8	0.4	0.0	14.1	14.4	2.6	0.1	0.9
	Ocp	1.0	1.4	1.8	1.0	0.0	1.2	1.0	12.0	1.0	11.1
2100-2200	Pro	1.2	59.3	10.1	0.1	0.0	16.4	11.4	1.0	0.0	0.4
	Ocp	1.3	1.3	1.9	1.0	0.0	1.5	1.0	12.4	0.0	25.7
2200-2300	Pro	2.4	65.8	12.6	0.3	0.0	11.5	5.7	1.3	0.0	0.4
	Ocp	1.1	1.4	2.0	1.0	0.0	1.6	1.1	5.1	0.0	27.1
16 hours	Pro	1.6	51.4	6.1	0.6	0.0	21.9	15.6	2.4	0.1	0.4
	Ocp	1.1	1.4	2.0	3.1	0.0	1.5	1.2	12.2	0.8	18.9

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 except for one way traffic