

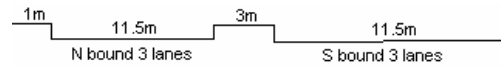
YEAR 2006

CORE STATION 5003

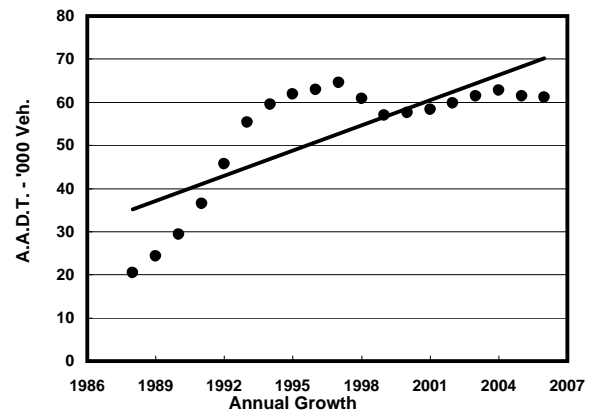
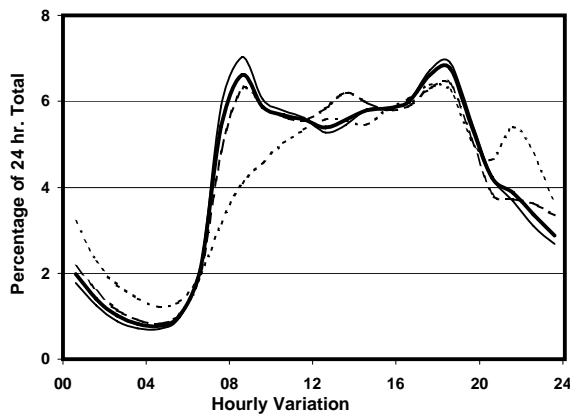
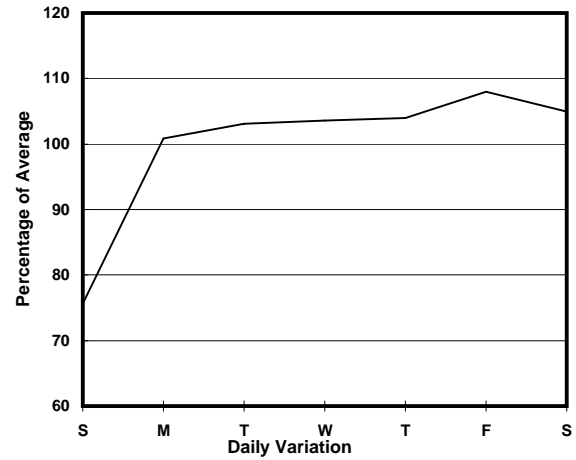
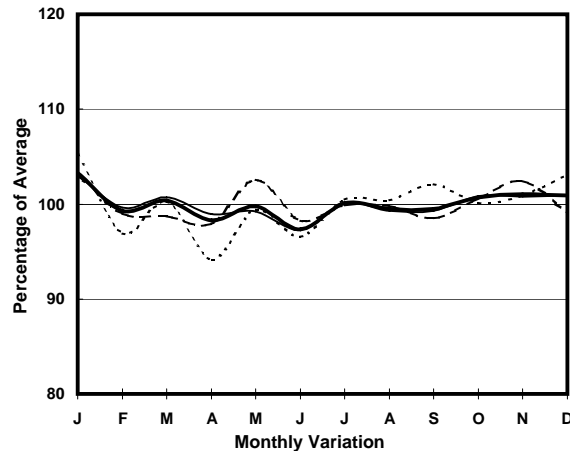
ROAD NETWORK MAJOR

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	31250	32750	33150	24910
R 12 / 24 - %	70.4	71.5	70.1	63.3
R 16 / 24 - %	87.2	88	86.4	83.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2060	2280	2220	1080
T - % (AM)	-	25.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2070	2190	2120	1670
T - % (PM)	-	21.9	-	-
Prop.of commercial vehicles - 16 hr.	-	28.6	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	29930	31730	31850	22040
R 12 / 24 - %	71.9	73.2	71.2	63.5
R 16 / 24 - %	88.8	89.9	87.6	83.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1990	2260	1870	1070
T - % (AM)	-	20.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2070	2260	2050	1330
T - % (PM)	-	22.8	-	-
Prop.of commercial vehicles - 16 hr.	-	28.4	-	-

## 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	1.4	39.1	4.9	1.8	0.0	22.2	27.4	3.0	0.1	0.2
	Ocp	1.0	1.3	1.8	4.9	0.0	1.5	1.2	24.6	20.0	12.3
0800-0900 Peak hour	Pro	1.4	53.3	2.2	1.3	0.0	18.5	20.4	2.8	0.0	0.2
	Ocp	1.1	1.4	1.8	5.0	0.0	1.4	1.2	16.5	0.0	14.9
0900-1000	Pro	0.9	43.9	3.3	0.9	0.0	27.0	20.8	3.1	0.0	0.2
	Ocp	1.0	1.4	1.9	2.0	0.0	1.4	1.1	9.5	0.0	1.0
1000-1100	Pro	1.2	38.8	3.0	0.9	0.0	25.6	27.8	2.5	0.0	0.3
	Ocp	1.0	1.4	1.7	2.4	0.0	1.5	1.2	18.0	0.0	1.0
1100-1200	Pro	0.6	31.5	1.7	0.5	0.0	28.8	33.8	3.0	0.0	0.2
	Ocp	1.0	1.3	2.3	2.8	0.0	1.4	1.1	19.0	0.0	1.0
1200-1300	Pro	0.9	29.6	2.3	1.5	0.0	28.1	35.0	2.5	0.0	0.1
	Ocp	1.0	1.3	1.5	2.3	0.0	1.4	1.1	19.4	0.0	1.0
1300-1400	Pro	0.9	33.1	1.6	1.4	0.0	29.8	30.5	2.6	0.0	0.1
	Ocp	1.1	1.4	1.9	2.4	0.0	1.4	1.2	11.9	0.0	1.0
1400-1500	Pro	1.0	37.4	2.4	1.4	0.0	26.4	30.1	1.3	0.1	0.2
	Ocp	1.1	1.3	2.2	1.7	0.0	1.5	1.2	19.3	1.0	1.0
1500-1600	Pro	1.1	37.7	2.3	1.9	0.0	26.7	27.1	3.1	0.0	0.2
	Ocp	1.0	1.4	1.9	2.8	0.0	1.5	1.2	11.2	0.0	1.0
1600-1700	Pro	1.4	39.0	2.4	0.8	0.0	28.9	25.2	2.1	0.1	0.2
	Ocp	1.2	1.4	2.1	2.4	0.0	1.5	1.1	11.9	1.0	1.0
1700-1800	Pro	1.0	36.8	2.1	1.4	0.0	27.3	28.0	3.2	0.1	0.2
	Ocp	1.0	1.5	2.0	2.6	0.0	1.5	1.2	17.9	1.0	1.0
1800-1900	Pro	1.6	52.2	2.8	1.2	0.0	19.8	20.2	2.1	0.1	0.1
	Ocp	1.1	1.5	1.9	5.9	0.0	1.5	1.1	14.3	1.0	1.0
1900-2000	Pro	0.4	56.9	3.3	1.2	0.0	15.1	19.0	4.1	0.0	0.1
	Ocp	1.0	1.5	1.6	2.3	0.0	1.4	1.1	12.3	0.0	1.0
2000-2100	Pro	2.0	54.0	3.0	1.0	0.0	11.5	25.5	2.4	0.1	0.5
	Ocp	1.1	1.4	2.0	2.1	0.0	1.6	1.3	13.8	1.0	1.0
2100-2200	Pro	1.2	57.1	3.6	0.8	0.0	9.8	25.4	2.0	0.0	0.2
	Ocp	1.2	1.4	1.4	3.3	0.0	1.5	1.1	11.0	0.0	1.0
2200-2300	Pro	1.3	67.9	4.8	0.2	0.0	8.7	14.8	2.2	0.0	0.0
	Ocp	1.2	1.4	1.6	1.0	0.0	1.7	1.1	14.7	0.0	0.0
16 hours	Pro	1.1	43.6	2.7	1.2	0.0	22.8	25.7	2.6	0.1	0.2
	Ocp	1.1	1.4	1.9	3.2	0.0	1.5	1.2	15.3	3.7	3.0

**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