

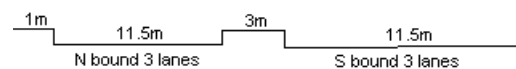
YEAR 2008

CORE STATION 5003

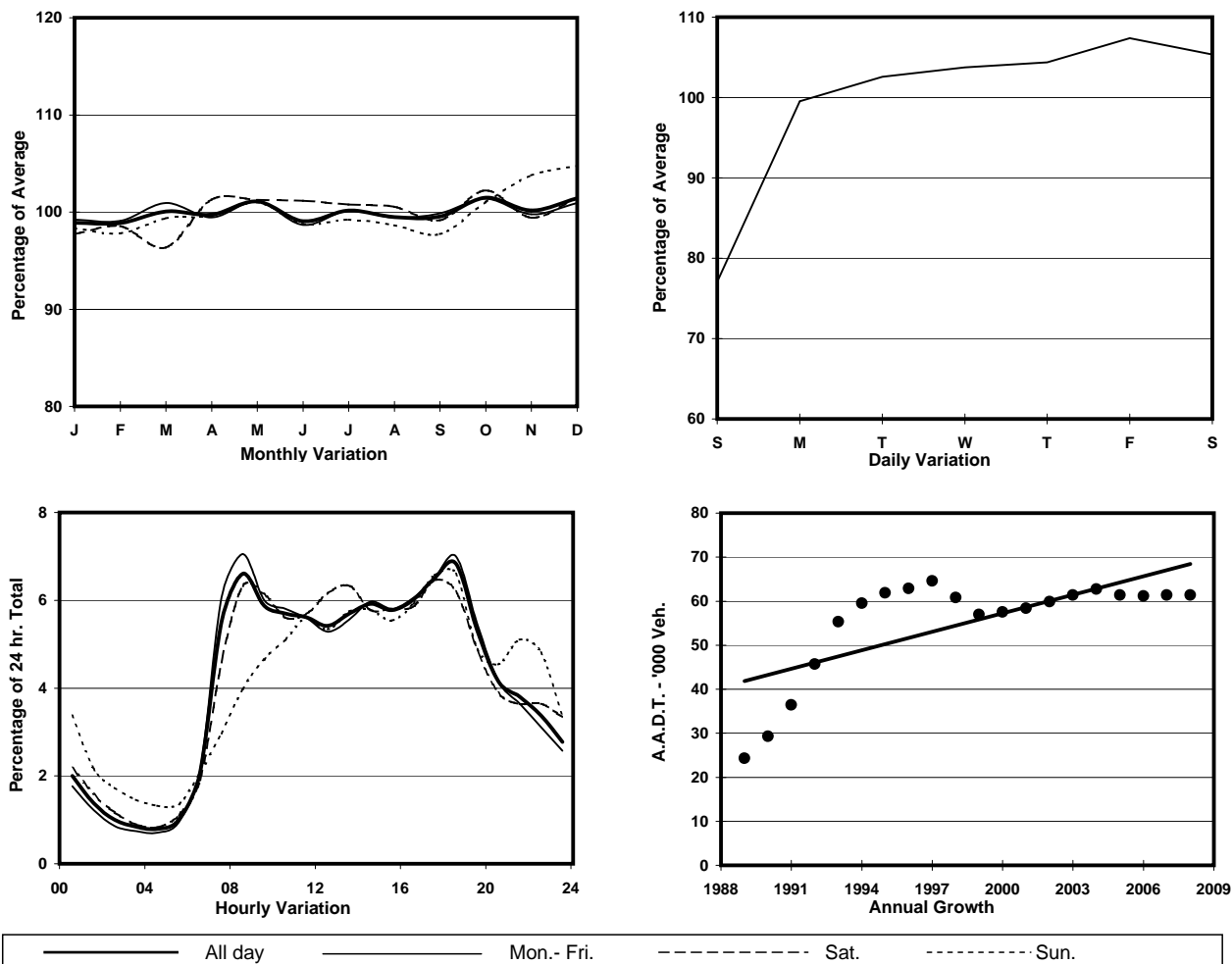
ROAD NETWORK MAJOR

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.
SOUTH BOUND				
A.A.D.T.	31180	32500	33340	25120
R 12 / 24 - %	70.9	72.1	70.6	63.8
R 16 / 24 - %	87.4	88.1	86.6	83.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2040	2240	2340	1100
T - % (AM)	-	20.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2080	2190	2080	1830
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	23.9	-	-
NORTH BOUND				
A.A.D.T.	30190	31810	32160	22760
R 12 / 24 - %	72	73.4	71.4	63.9
R 16 / 24 - %	88.9	90	87.4	83.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2020	2300	1920	1120
T - % (AM)	-	21.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2110	2310	2150	1420
T - % (PM)	-	20.9	-	-
Prop.of commercial vehicles - 16 hr.	-	25.3	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.3	43.4	4.1	0.6	0.0	23.9	22.3	3.2	0.0	0.2
	Ocp	1.1	1.5	1.8	3.4	0.0	1.5	1.2	21.2	0.0	9.6
0800-0900 Peak hour	Pro	1.6	50.0	4.5	0.9	0.0	22.2	17.9	2.8	0.0	0.1
	Ocp	1.1	1.4	2.1	3.7	0.0	1.5	1.2	14.4	0.0	20.3
0900-1000	Pro	1.8	37.1	3.5	1.2	0.1	29.1	24.1	2.8	0.0	0.1
	Ocp	1.1	1.5	1.9	2.3	1.0	1.4	1.2	7.5	0.0	1.0
1000-1100	Pro	0.9	34.8	2.7	0.9	0.0	30.7	27.9	1.9	0.0	0.2
	Ocp	1.1	1.4	1.6	2.1	0.0	1.5	1.2	18.4	0.0	1.0
1100-1200	Pro	1.3	33.2	2.6	1.1	0.0	39.1	18.8	3.6	0.0	0.3
	Ocp	1.2	1.3	1.6	1.6	0.0	1.3	1.1	20.1	0.0	1.0
1200-1300	Pro	1.0	35.2	3.6	0.9	0.0	26.8	30.5	1.8	0.0	0.2
	Ocp	1.3	1.4	1.8	2.3	0.0	1.5	1.1	8.8	0.0	1.0
1300-1400	Pro	1.2	37.4	1.5	0.1	0.0	28.6	28.8	2.3	0.0	0.1
	Ocp	1.2	1.3	2.1	4.0	0.0	1.5	1.1	9.9	0.0	1.0
1400-1500	Pro	1.1	35.8	2.7	1.0	0.0	29.1	28.4	1.9	0.0	0.1
	Ocp	1.1	1.3	2.0	1.5	0.0	1.4	1.1	14.1	0.0	1.0
1500-1600	Pro	1.2	30.2	2.6	0.9	0.0	30.3	32.3	2.2	0.0	0.2
	Ocp	1.0	1.5	1.8	2.1	0.0	1.5	1.2	22.9	0.0	1.0
1600-1700	Pro	1.1	40.9	3.0	0.7	0.0	28.1	23.0	2.5	0.0	0.7
	Ocp	1.1	1.3	1.8	4.7	0.0	1.6	1.2	5.4	0.0	1.0
1700-1800	Pro	1.9	42.4	1.8	1.2	0.0	29.1	21.1	2.3	0.0	0.1
	Ocp	1.1	1.8	2.0	3.4	0.0	1.5	1.1	12.1	0.0	1.0
1800-1900	Pro	2.0	54.1	3.2	1.1	0.0	25.5	11.6	2.4	0.0	0.1
	Ocp	1.1	1.3	2.0	3.3	0.0	1.3	1.1	11.1	0.0	1.0
1900-2000	Pro	1.6	60.2	3.4	0.3	0.0	17.2	15.2	2.1	0.0	0.1
	Ocp	1.0	1.5	1.8	1.0	0.0	1.4	1.2	20.5	0.0	1.0
2000-2100	Pro	1.3	53.3	5.3	0.6	0.0	16.6	20.3	2.3	0.0	0.3
	Ocp	1.0	1.5	1.8	1.5	0.0	1.3	1.2	12.4	0.0	1.0
2100-2200	Pro	2.3	54.1	8.2	0.2	0.0	14.4	17.9	2.7	0.0	0.2
	Ocp	1.2	1.4	1.4	1.0	0.0	1.4	1.1	12.4	0.0	1.0
2200-2300	Pro	3.0	58.6	9.9	0.6	0.8	12.7	12.7	1.5	0.0	0.2
	Ocp	1.1	1.5	1.6	1.7	1.0	1.4	1.1	5.6	0.0	1.0
16 hours	Pro	1.6	43.5	3.6	0.8	0.1	25.8	22.0	2.4	0.0	0.2
	Ocp	1.1	1.4	1.8	2.6	1.0	1.4	1.2	14.1	0.0	2.3

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