YEAR	2011	**LINK**	FANLING HIGHWAY (from SO KWUN PO INT to WO HOP SHEK INT)
CORE STATION	5003		
ROAD NETWORK	MAJOR		
ROAD TYPE	EXPRESSWAY		

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	32930	34480	34170	26680
R 12 / 24 - %	71.4	73	69.8	63.3
R 16 / 24 - %	87.6	88.4	86.1	83.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2130	2420	2080	1180
T - % (AM)	-	17.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2190	2360	2100	1730
T - % (PM)	-	14.2	-	-
Prop.of commercial vehicles - 16 hr.	-	21.8	-	-
NORTH BOUND				
A.A.D.T.	31750	33590	33330	23630
R 12 / 24 - %	71.5	72.8	70.1	63.6
R 16 / 24 - %	88.6	89.8	86.7	83.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1980	2280	1860	1130
T - % (AM)	-	20.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	2220	2410	2330	1460
T - % (PM)	-	17.5	-	-
Prop.of commercial vehicles - 16 hr.	-	22.5	-	-

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	2.2	48.3	4.1	0.7	0.0	22.3	19.6	2.7	0.0	0.2
	Ocp	1.1	1.3	2.0	3.0	0.0	1.6	1.1	25.1	0.0	1.0
0800-0900	Pro	1.2	52.8	5.1	0.9	0.0	20.5	16.7	2.7	0.1	0.1
	Ocp	1.0	1.3	1.9	4.1	0.0	1.5	1.2	12.7	1.0	11.8
0900-1000	Pro	1.6	49.6	5.1	1.7	0.0	23.2	15.0	3.6	0.0	0.2
	Ocp	1.1	1.3	2.0	1.8	0.0	1.4	1.2	7.7	0.0	1.0
1000-1100	Pro	1.6	40.2	3.6	1.0	0.0	26.0	24.0	3.2	0.0	0.4
	Ocp	1.1	1.3	2.0	2.2	0.0	1.4	1.2	19.0	0.0	1.0
1100-1200	Pro	1.0	33.8	3.7	1.2	0.0	28.3	27.9	3.7	0.0	0.4
	Ocp	1.0	1.5	1.5	2.4	0.0	1.4	1.1	18.1	0.0	1.0
1200-1300	Pro	1.2	37.1	4.0	1.6	0.0	29.6	24.4	1.9	0.0	0.3
	Ocp	1.0	1.4	1.9	1.9	0.0	1.3	1.1	8.9	0.0	1.0
1300-1400	Pro	0.6	37.1	4.5	1.0	0.0	27.8	27.2	1.7	0.0	0.1
	Ocp	1.0	1.4	2.0	2.1	0.0	1.4	1.2	6.8	0.0	1.0
1400-1500	Pro	0.8	38.2	5.3	0.6	0.0	30.1	23.6	1.2	0.1	0.2
	Ocp	1.0	1.5	1.8	2.7	0.0	1.4	1.2	3.5	1.0	1.0
1500-1600	Pro	0.9	36.9	4.6	1.4	0.0	30.9	22.2	2.8	0.1	0.3
	Ocp	1.0	1.5	1.9	2.0	0.0	1.4	1.2	13.8	1.0	1.0
1600-1700	Pro	1.3	40.1	4.5	1.0	0.0	30.9	19.9	2.2	0.0	0.2
	Ocp	1.2	1.5	1.6	3.7	0.0	1.5	1.2	9.1	0.0	1.0
1700-1800	Pro	1.7	43.0	3.0	0.8	0.0	28.5	19.5	3.2	0.0	0.1
	Ocp	1.1	1.3	2.2	2.3	0.0	1.6	1.2	6.7	0.0	1.0
1800-1900	Pro	1.2	60.4	3.5	0.0	0.0	19.0	13.8	1.9	0.0	0.2
Peak hour	Ocp	1.0	1.4	2.0	0.0	0.0	1.5	1.2	19.5	0.0	1.0
1900-2000	Pro	1.0	65.4	5.3	0.4	0.0	13.4	12.7	1.6	0.1	0.1
	Ocp	1.0	1.4	1.7	1.3	0.0	1.3	1.1	19.6	1.0	1.0
2000-2100	Pro	0.6	60.1	7.5	0.3	0.0	14.8	14.5	1.8	0.1	0.5
	Ocp	1.0	1.5	1.8	1.0	0.0	1.4	1.1	14.8	1.0	1.0
2100-2200	Pro	2.2	52.3	9.2	0.6	0.0	15.9	18.3	1.0	0.0	0.5
	Ocp	1.1	1.5	2.0	1.0	0.0	1.5	1.1	20.4	0.0	1.0
2200-2300	Pro	2.4	63.8	11.4	0.2	0.0	9.1	10.8	1.8	0.0	0.4
	Ocp	1.3	1.4	1.8	1.0	0.0	1.4	1.1	10.0	0.0	1.0
16 hours	Pro	1.3	46.9	4.9	0.9	0.0	23.8	19.5	2.4	0.1	0.2
	Ocp	1.1	1.4	1.9	2.4	0.0	1.4	1.2	13.5	1.0	1.4

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