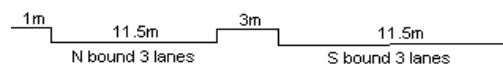
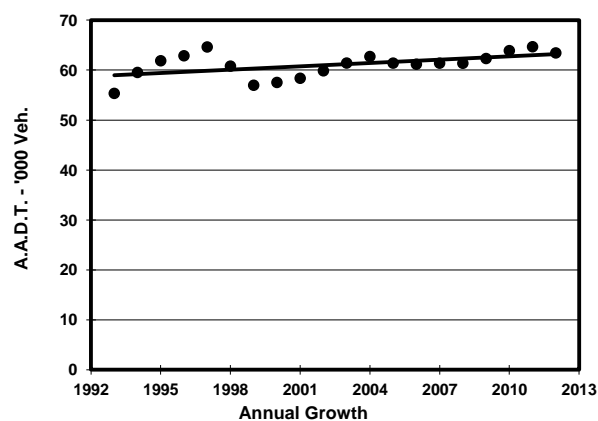
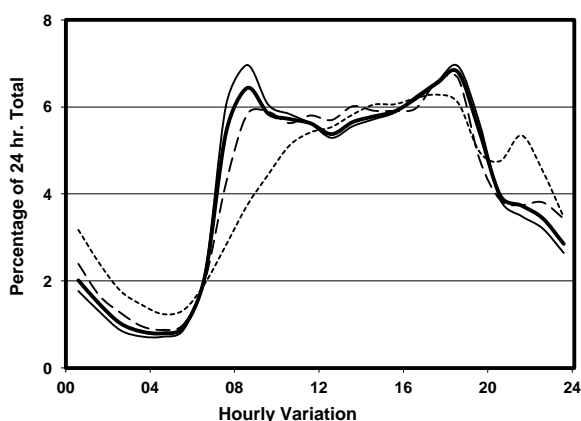
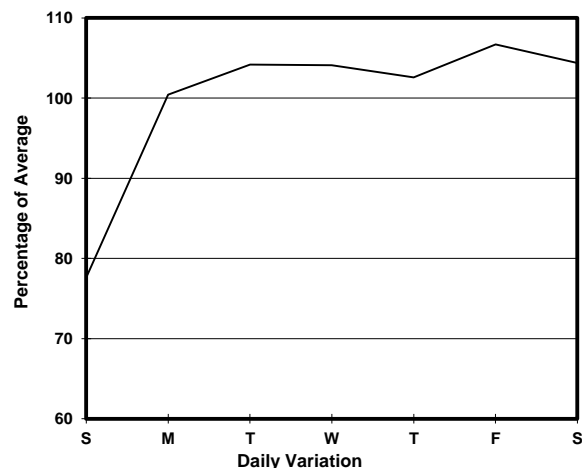
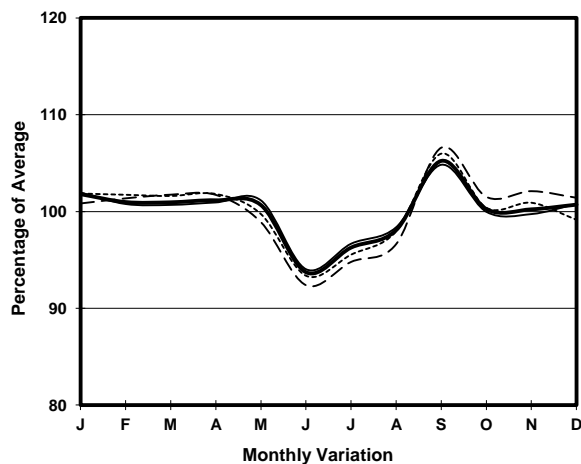


YEAR 2012
CORE STATION 5003
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

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.	32330	33730	34100	26260
R 12 / 24 - %	71.4	72.9	69.9	64
R 16 / 24 - %	87.5	88.4	86.1	83.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2130	2390	2150	1110
T - % (AM)	-	19.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2240	2390	2180	1720
T - % (PM)	-	16.1	-	-
Prop.of commercial vehicles - 16 hr.	-	23.6	-	-
NORTH BOUND				
A.A.D.T.	31110	32760	32930	23670
R 12 / 24 - %	71.3	72.6	70.4	63.2
R 16 / 24 - %	88.3	89.5	86.7	82.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1960	2240	1920	1110
T - % (AM)	-	19.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	2080	2220	2280	1470
T - % (PM)	-	14.6	-	-
Prop.of commercial vehicles - 16 hr.	-	21.6	-	-

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	1.9	47.7	6.1	0.6	0.0	22.1	18.6	2.8	0.1	0.2
	Ocp	1.0	1.4	2.0	5.8	0.0	1.6	1.1	21.7	1.0	1.0
0800-0900 Peak hour	Pro	2.3	55.4	4.9	0.5	0.0	17.8	16.3	2.7	0.0	0.1
	Ocp	1.1	1.4	1.9	4.0	0.0	1.5	1.2	15.7	0.0	10.8
0900-1000	Pro	1.9	41.7	6.0	0.7	0.0	27.7	19.0	3.0	0.0	0.1
	Ocp	1.0	1.4	1.9	2.4	0.0	1.4	1.1	10.3	0.0	1.0
1000-1100	Pro	0.4	36.8	3.8	0.7	0.0	27.4	26.9	3.7	0.1	0.2
	Ocp	1.0	1.4	2.3	2.0	0.0	1.3	1.1	13.5	1.0	1.0
1100-1200	Pro	1.1	36.8	3.5	0.7	0.0	26.2	27.9	3.6	0.0	0.3
	Ocp	1.0	1.3	1.8	1.8	0.0	1.2	1.1	19.3	0.0	1.0
1200-1300	Pro	1.0	36.1	4.0	0.5	0.0	25.1	30.9	2.3	0.0	0.2
	Ocp	1.1	1.3	1.8	2.3	0.0	1.3	1.1	11.0	0.0	1.0
1300-1400	Pro	0.9	39.5	3.1	0.4	0.0	26.8	27.1	2.0	0.1	0.1
	Ocp	1.1	1.4	2.2	4.0	0.0	1.3	1.1	11.2	1.0	1.0
1400-1500	Pro	0.9	36.9	4.6	1.3	0.0	32.7	21.2	2.3	0.1	0.1
	Ocp	1.0	1.4	2.3	2.8	0.0	1.4	1.1	14.6	1.0	1.0
1500-1600	Pro	0.9	39.5	4.5	1.1	0.0	28.7	22.6	2.6	0.0	0.1
	Ocp	1.0	1.5	2.4	4.0	0.0	1.3	1.2	14.1	0.0	1.0
1600-1700	Pro	1.2	38.7	4.5	0.8	0.0	32.2	20.2	2.1	0.1	0.4
	Ocp	1.3	1.5	2.3	3.3	0.0	1.4	1.1	18.4	1.0	1.0
1700-1800	Pro	2.7	44.8	5.9	1.2	0.0	28.1	15.0	2.3	0.0	0.1
	Ocp	1.1	1.4	1.9	3.1	0.0	1.5	1.1	16.9	0.0	1.0
1800-1900	Pro	1.1	59.8	2.9	0.5	0.0	20.2	13.5	1.9	0.0	0.1
	Ocp	1.2	1.5	1.9	2.6	0.0	1.4	1.1	8.6	0.0	1.0
1900-2000	Pro	2.1	63.1	4.0	0.1	0.0	16.0	12.7	1.8	0.0	0.2
	Ocp	1.0	1.5	2.0	2.0	0.0	1.3	1.2	13.1	0.0	1.0
2000-2100	Pro	2.0	52.2	9.4	0.4	0.0	15.0	17.1	3.4	0.1	0.5
	Ocp	1.1	1.5	1.9	1.0	0.0	1.4	1.1	18.8	1.0	1.0
2100-2200	Pro	1.9	55.1	10.4	0.0	0.0	12.9	17.7	1.4	0.0	0.5
	Ocp	1.3	1.5	2.0	0.0	0.0	1.5	1.1	4.9	0.0	1.0
2200-2300	Pro	3.7	59.0	14.3	0.2	0.0	9.7	11.6	1.2	0.0	0.4
	Ocp	1.2	1.5	2.2	1.0	0.0	1.8	1.3	1.0	0.0	1.0
16 hours	Pro	1.6	46.1	5.3	0.6	0.0	23.7	20.0	2.5	0.1	0.2
	Ocp	1.1	1.4	2.1	3.1	0.0	1.4	1.1	14.5	1.0	1.5

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