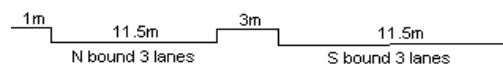
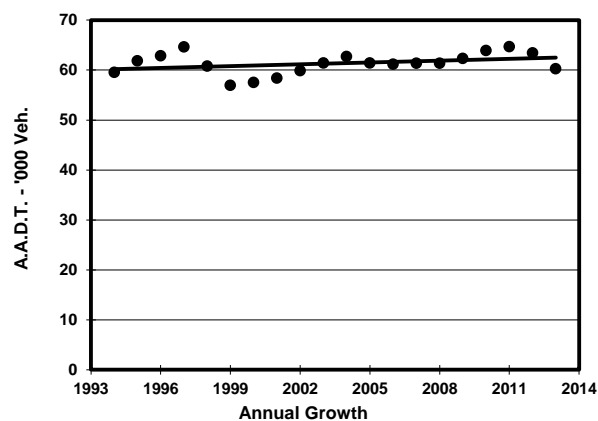
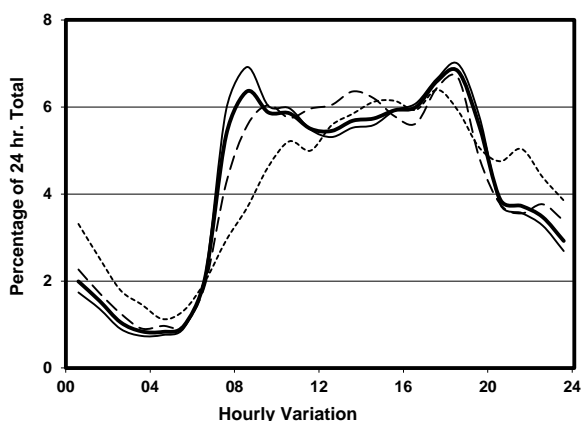
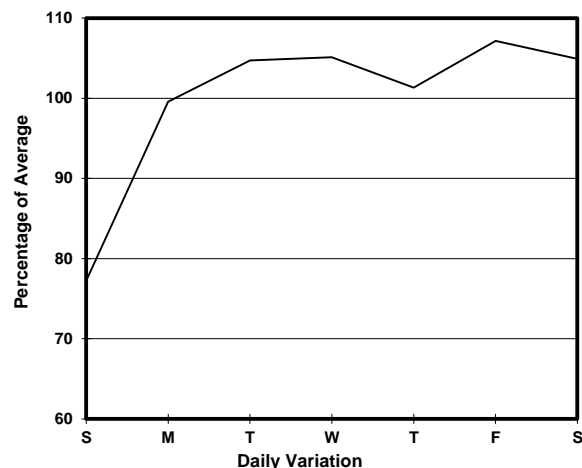
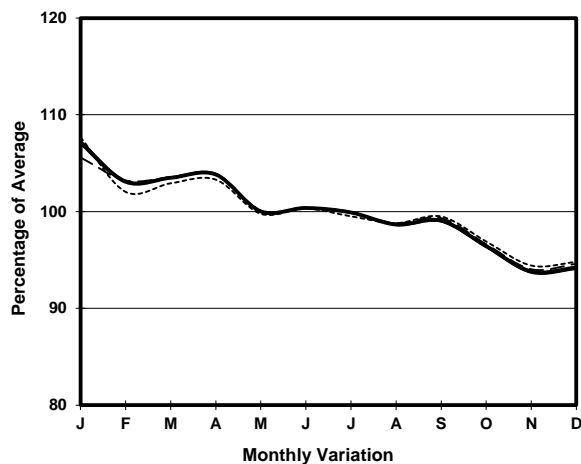


YEAR 2013
CORE STATION 5003
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

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.	30540	31990	32220	24290
R 12 / 24 - %	70.9	72.3	70.3	62.7
R 16 / 24 - %	87.2	88	86.3	82.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1960	2210	1940	1040
T - % (AM)	-	17.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2110	2290	2050	1660
T - % (PM)	-	17.1	-	-
Prop.of commercial vehicles - 16 hr.	-	22	-	-
NORTH BOUND				
A.A.D.T.	29720	31200	31720	22880
R 12 / 24 - %	71.4	72.5	71.1	64.1
R 16 / 24 - %	88.4	89.6	87	82.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1880	2170	1950	1140
T - % (AM)	-	18	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	2000	2130	2210	1490
T - % (PM)	-	17.3	-	-
Prop.of commercial vehicles - 16 hr.	-	21.3	-	-

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	3.4	53.7	4.7	0.5	0.0	20.2	13.5	3.6	0.1	0.3
	Ocp	1.0	1.6	1.9	4.0	0.0	1.7	1.2	24.4	1.0	21.9
0800-0900	Pro	2.3	49.7	5.5	0.4	0.0	24.4	14.2	3.2	0.0	0.2
	Ocp	1.0	1.4	2.5	4.4	0.0	1.6	1.2	14.9	0.0	21.5
0900-1000	Pro	1.1	45.9	5.6	0.6	0.0	24.7	16.7	5.0	0.0	0.4
	Ocp	1.1	1.4	1.9	1.2	0.0	1.5	1.3	7.8	0.0	5.9
1000-1100	Pro	0.9	37.5	5.7	0.3	0.0	25.3	24.2	5.7	0.1	0.4
	Ocp	1.0	1.4	1.9	1.7	0.0	1.4	1.1	14.5	1.0	6.0
1100-1200	Pro	1.3	37.1	5.1	0.6	0.0	27.5	24.1	4.1	0.0	0.2
	Ocp	1.1	1.4	2.0	1.8	0.0	1.4	1.2	14.4	0.0	1.0
1200-1300	Pro	1.8	38.9	5.0	0.4	0.0	23.3	26.2	4.2	0.0	0.2
	Ocp	1.0	1.5	1.8	6.3	0.0	1.4	1.1	20.3	0.0	1.0
1300-1400	Pro	0.7	39.5	6.8	0.7	0.0	25.5	21.0	5.6	0.1	0.1
	Ocp	1.2	1.4	2.1	3.2	0.0	1.5	1.2	25.1	1.0	1.0
1400-1500	Pro	1.5	42.6	4.4	0.8	0.0	26.9	22.1	1.5	0.0	0.1
	Ocp	1.0	1.4	2.1	2.3	0.0	1.5	1.1	16.1	0.0	1.0
1500-1600	Pro	1.1	39.4	4.6	0.6	0.0	29.2	21.8	3.0	0.1	0.2
	Ocp	1.0	1.5	2.1	2.3	0.0	1.4	1.1	15.0	1.0	1.0
1600-1700	Pro	1.4	43.3	4.5	1.2	0.0	28.9	18.2	2.2	0.1	0.2
	Ocp	1.0	1.5	1.6	4.3	0.0	1.5	1.2	13.0	1.0	1.0
1700-1800	Pro	2.1	47.5	5.0	0.9	0.0	26.2	14.9	2.9	0.1	0.3
	Ocp	1.0	1.4	2.1	2.8	0.0	1.5	1.2	10.7	1.0	11.3
1800-1900 Peak hour	Pro	1.8	57.0	5.3	0.2	0.0	18.6	14.1	2.8	0.0	0.3
	Ocp	1.1	1.6	2.3	1.0	0.0	1.4	1.2	13.3	0.0	20.8
1900-2000	Pro	1.7	64.5	6.0	0.1	0.0	12.1	13.0	2.4	0.0	0.2
	Ocp	1.1	1.5	2.1	16.0	0.0	1.5	1.1	17.3	0.0	25.9
2000-2100	Pro	1.5	58.7	6.4	0.0	0.0	13.6	16.7	2.5	0.1	0.5
	Ocp	1.1	1.3	2.0	0.0	0.0	1.4	1.1	10.8	1.0	10.7
2100-2200	Pro	1.5	60.1	8.2	0.2	0.0	11.0	15.3	3.2	0.0	0.6
	Ocp	1.1	1.5	1.9	1.0	0.0	1.4	1.1	15.2	0.0	13.2
2200-2300	Pro	1.8	61.8	13.5	0.2	0.0	8.4	13.2	0.9	0.0	0.4
	Ocp	1.3	1.5	2.2	1.0	0.0	1.3	1.1	10.2	0.0	16.0
16 hours	Pro	1.6	48.0	5.8	0.5	0.0	22.4	18.1	3.3	0.1	0.3
	Ocp	1.1	1.5	2.0	3.1	0.0	1.5	1.2	15.7	1.0	11.0

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