

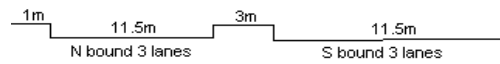
YEAR 2016

CORE STATION 5003

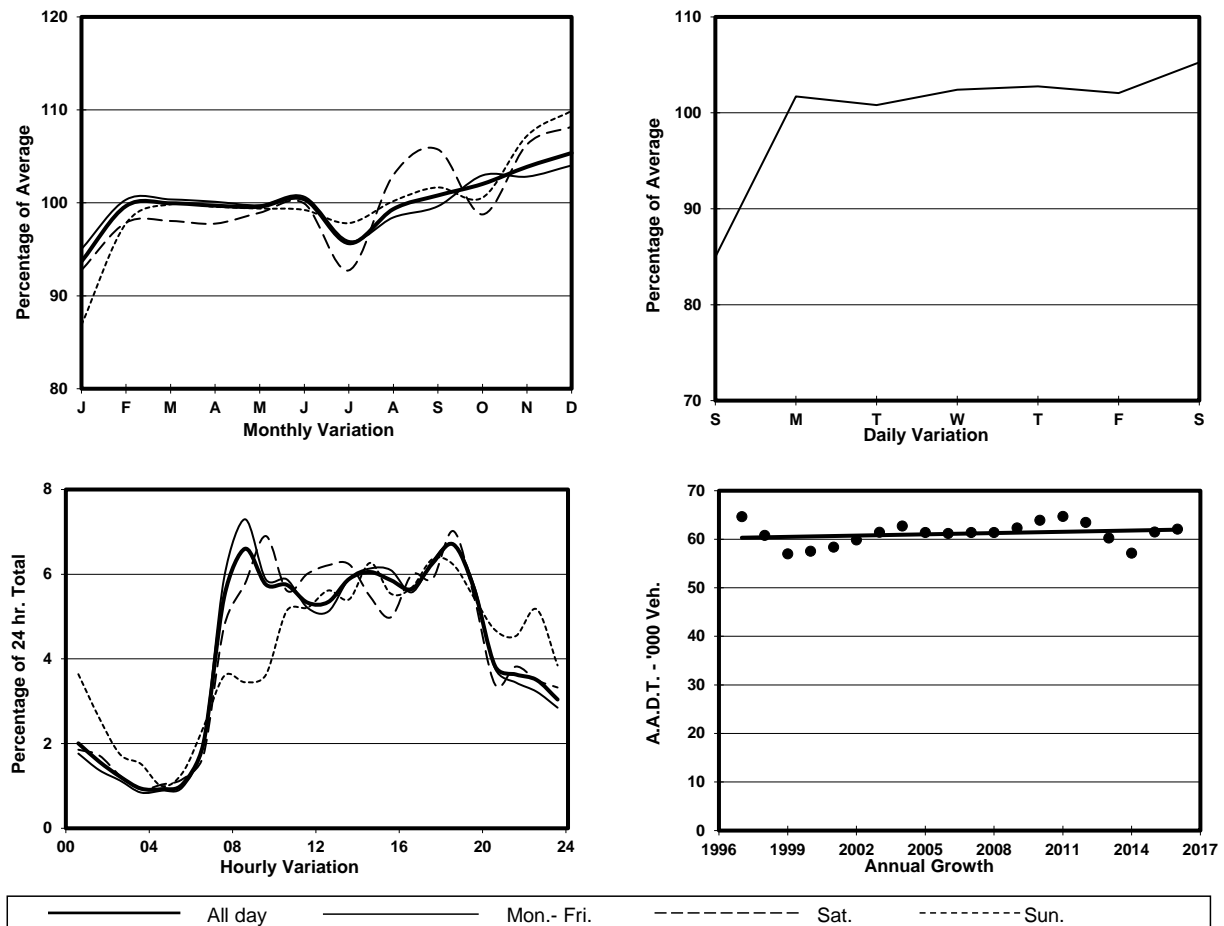
ROAD NETWORK MAJOR

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.	31340	32100	33290	27330
R 12 / 24 - %	70.6	72.2	71.2	61.1
R 16 / 24 - %	86.7	87.4	86.8	82.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	2100	2420	2230	1040
T - % (AM)	-	17.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2200	2230	2660	1690
T - % (PM)	-	15.7	-	-
Prop.of commercial vehicles - 16 hr.	-	19.8	-	-
NORTH BOUND				
A.A.D.T.	30740	31750	32540	25740
R 12 / 24 - %	70.7	71.9	70.5	63.2
R 16 / 24 - %	87.8	89	87.3	81.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0700-0800
One-way flow at AM peak hour	2000	2240	2320	940
T - % (AM)	-	18	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1960	2060	1960	1750
T - % (PM)	-	15.1	-	-
Prop.of commercial vehicles - 16 hr.	-	20.2	-	-

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	2.8	51.2	6.5	0.6	0.0	17.5	17.8	3.2	0.1	0.4
	Ocp	1.1	1.4	2.0	7.0	0.0	1.6	1.1	28.7	1.0	34.3
0800-0900	Pro	1.0	56.9	5.0	0.4	0.0	18.9	15.1	2.5	0.0	0.2
	Ocp	1.1	1.3	2.3	1.2	0.0	1.6	1.2	14.3	0.0	42.5
0900-1000	Pro	2.0	51.0	3.8	0.6	0.0	23.4	15.1	3.7	0.0	0.5
	Ocp	1.0	1.3	1.9	3.0	0.0	1.4	1.2	7.7	0.0	11.0
1000-1100	Pro	1.1	42.3	5.7	0.4	0.0	23.1	23.5	3.5	0.1	0.5
	Ocp	1.0	1.4	2.0	1.5	0.0	1.4	1.1	21.3	1.0	14.3
1100-1200	Pro	0.8	42.9	5.1	0.4	0.0	23.7	24.1	2.5	0.0	0.3
	Ocp	1.0	1.3	1.9	2.0	0.0	1.4	1.1	18.3	0.0	16.3
1200-1300	Pro	0.9	45.5	4.9	0.2	0.0	23.3	22.7	2.1	0.1	0.4
	Ocp	1.0	1.3	2.2	1.0	0.0	1.4	1.2	12.6	1.0	17.1
1300-1400	Pro	0.7	40.7	4.7	0.3	0.0	30.0	21.6	1.8	0.0	0.2
	Ocp	1.2	1.4	2.0	1.7	0.0	1.5	1.1	9.1	0.0	27.0
1400-1500	Pro	0.6	40.0	5.0	0.5	0.0	29.7	22.5	1.6	0.0	0.1
	Ocp	1.0	1.4	2.2	3.8	0.0	1.4	1.2	8.8	0.0	26.2
1500-1600	Pro	1.0	42.3	5.0	1.1	0.0	29.2	18.5	2.5	0.0	0.3
	Ocp	1.0	1.2	2.1	3.2	0.0	1.4	1.2	6.6	0.0	16.0
1600-1700	Pro	1.3	44.3	4.9	0.7	0.0	29.8	16.4	2.2	0.1	0.4
	Ocp	1.1	1.4	2.3	1.7	0.0	1.5	1.1	8.2	1.0	18.4
1700-1800	Pro	1.2	49.7	4.4	0.7	0.0	28.2	13.6	2.1	0.0	0.2
	Ocp	1.1	1.4	2.1	2.6	0.0	1.4	1.1	8.8	0.0	43.8
1800-1900	Pro	2.1	61.7	3.5	0.2	0.0	17.1	14.1	1.1	0.0	0.2
	Ocp	1.0	1.4	2.3	1.0	0.0	1.2	1.1	22.4	0.0	28.4
1900-2000	Pro	2.5	64.7	4.9	0.2	0.0	12.0	13.1	2.0	0.1	0.5
	Ocp	1.1	1.3	2.1	2.0	0.0	1.3	1.1	7.1	1.0	16.4
2000-2100	Pro	1.5	60.8	6.9	0.3	0.0	13.1	14.6	2.0	0.0	0.9
	Ocp	1.2	1.4	2.3	1.0	0.0	1.2	1.1	8.9	0.0	12.8
2100-2200	Pro	1.7	58.1	11.0	0.0	0.0	12.0	15.1	1.4	0.0	0.7
	Ocp	1.1	1.3	2.2	0.0	0.0	1.5	1.0	12.3	0.0	13.6
2200-2300	Pro	2.7	66.3	11.4	0.3	0.0	10.3	7.6	0.9	0.1	0.4
	Ocp	1.1	1.4	2.1	1.5	0.0	1.4	1.1	16.0	1.0	19.7
16 hours	Pro	1.5	50.8	5.4	0.4	0.0	21.9	17.4	2.3	0.1	0.4
	Ocp	1.1	1.4	2.1	2.7	0.0	1.4	1.1	13.5	1.0	19.7

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds except for one way traffic