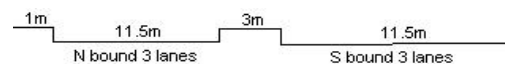
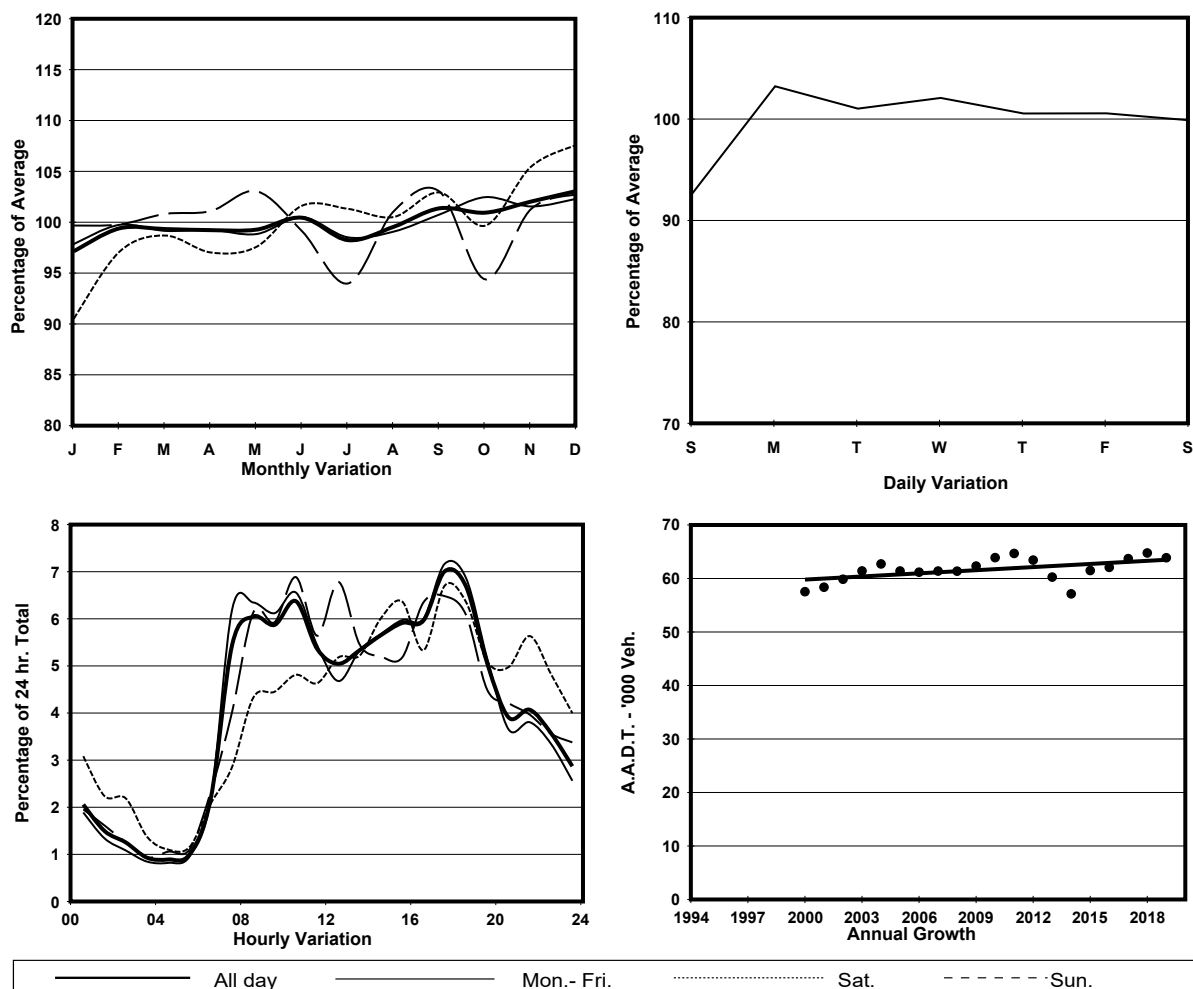


YEAR 2019  
CORE STATION 5003  
ROAD NETWORK MAJOR  
ROAD TYPE EXPRESSWAY

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.
<b>SOUTH BOUND</b>				
A.A.D.T.	33260	33600	32650	33120
R 12 / 24 - %	70.3	71.8	72.1	60.7
R 16 / 24 - %	86.8	87.7	85.7	83
AM Peak Hour	0700-0800	0700-0800	0800-0900	0800-0900
One-way flow at AM peak hour	2010	2310	2050	1310
T - % (AM)	-	18.4	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2340	2430	2040	2350
T - % (PM)	-	11.5	-	-
Prop.of commercial vehicles - 16 hr.	-	18	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	30620	31490	31420	26310
R 12 / 24 - %	71.2	73	68.1	64.2
R 16 / 24 - %	87.9	89	87.1	82.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1930	2090	1900	1370
T - % (AM)	-	15.5	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	2130	2250	2280	1730
T - % (PM)	-	13.5	-	-
Prop.of commercial vehicles - 16 hr.	-	19.4	-	-

## 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	52.2	5.0	0.9	0.0	21.6	13.7	3.6	0.0	0.7
	Ocp	1.0	1.4	1.8	7.5	0.0	1.6	1.1	24.3	0.0	19.8
0800-0900	Pro	2.1	55.9	4.7	1.4	0.0	21.0	12.2	2.3	0.0	0.4
	Ocp	1.0	1.2	1.9	2.2	0.0	1.4	1.1	6.2	0.0	22.2
0900-1000	Pro	1.6	48.6	3.4	0.7	0.0	25.6	17.8	2.0	0.0	0.4
	Ocp	1.1	1.4	2.2	5.3	0.0	1.3	1.2	15.0	0.0	9.0
1000-1100	Pro	1.0	39.9	6.2	0.5	0.0	27.2	23.6	1.1	0.1	0.5
	Ocp	1.1	1.5	2.2	1.0	0.0	1.4	1.1	15.4	1.0	21.4
1100-1200	Pro	1.3	44.3	5.6	0.3	0.0	24.6	22.4	0.8	0.0	0.6
	Ocp	1.1	1.4	1.9	3.0	0.0	1.3	1.2	13.6	0.0	18.4
1200-1300	Pro	1.4	44.6	5.8	0.8	0.0	25.7	19.8	1.3	0.1	0.7
	Ocp	1.1	1.3	1.9	1.1	0.0	1.4	1.2	8.3	1.0	14.8
1300-1400	Pro	1.7	44.0	5.3	0.5	0.0	25.2	21.6	1.2	0.0	0.5
	Ocp	1.1	1.4	1.9	4.2	0.0	1.4	1.1	6.5	0.0	25.3
1400-1500	Pro	0.8	42.5	4.3	0.5	0.0	26.5	23.4	1.6	0.1	0.5
	Ocp	1.0	1.4	2.0	2.8	0.0	1.4	1.3	8.2	1.0	18.5
1500-1600	Pro	0.4	40.9	4.8	0.6	0.0	26.7	24.6	1.5	0.0	0.6
	Ocp	1.3	1.3	2.3	9.1	0.0	1.3	1.2	15.3	0.0	16.8
1600-1700	Pro	1.6	45.4	5.5	0.3	0.0	27.9	17.0	1.8	0.0	0.5
	Ocp	1.1	1.5	2.1	2.3	0.0	1.5	1.3	4.7	0.0	17.0
1700-1800 Peak hour	Pro	2.4	53.5	4.5	0.7	0.0	23.9	12.3	2.4	0.0	0.4
	Ocp	1.0	1.4	2.1	2.0	0.0	1.4	1.1	15.9	0.0	15.7
1800-1900	Pro	3.3	66.9	6.3	0.2	0.0	13.7	7.5	1.8	0.0	0.3
	Ocp	1.1	1.4	2.0	3.3	0.0	1.4	1.2	17.6	0.0	35.4
1900-2000	Pro	1.8	63.5	5.0	0.0	0.0	13.5	13.8	1.8	0.1	0.5
	Ocp	1.1	1.4	2.1	0.0	0.0	1.2	1.2	5.7	1.0	19.2
2000-2100	Pro	1.8	66.5	7.5	0.1	0.0	9.4	11.9	2.0	0.0	0.8
	Ocp	1.1	1.3	2.0	1.0	0.0	1.2	1.2	10.8	0.0	15.4
2100-2200	Pro	2.2	65.1	9.2	0.3	0.0	11.5	9.6	1.3	0.0	0.7
	Ocp	1.2	1.4	2.0	1.0	0.0	1.2	1.1	8.7	0.0	22.5
2200-2300	Pro	1.4	67.2	15.1	0.3	0.0	6.8	6.5	2.1	0.0	0.6
	Ocp	1.1	1.3	2.1	6.5	0.0	1.2	1.0	8.8	0.0	20.0
16 hours	Pro	1.7	51.9	5.7	0.5	0.0	21.4	16.3	1.8	0.1	0.5
	Ocp	1.1	1.4	2.0	3.7	0.0	1.4	1.2	12.6	1.0	18.9

**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