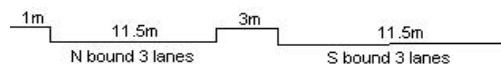
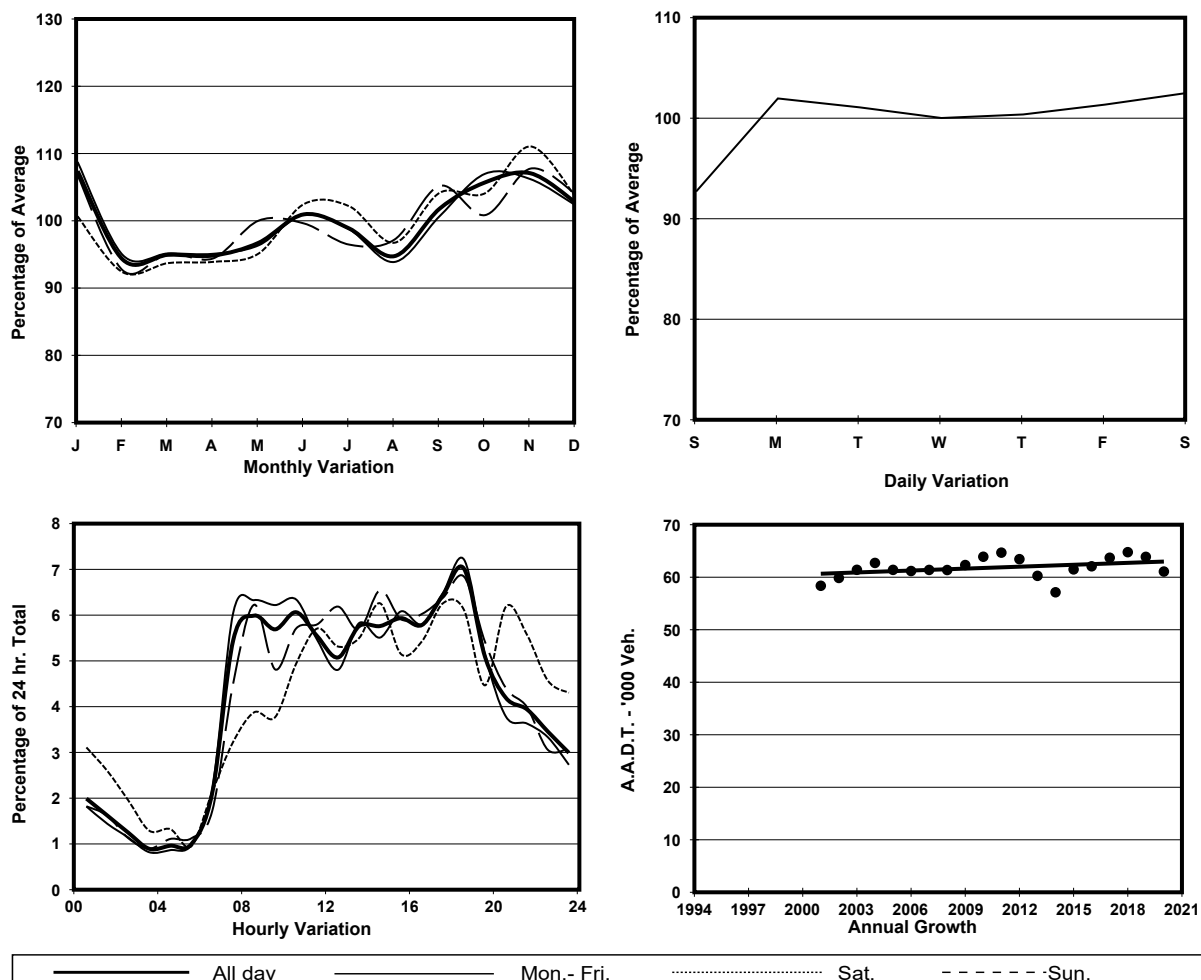


YEAR 2020  
CORE STATION 5003  
ROAD NETWORK MAJOR  
ROAD TYPE EXPRESSWAY

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.	31450	31520	31400	32060
R 12 / 24 - %	70.1	71.7	70.3	61.7
R 16 / 24 - %	86.5	87.3	86.2	82.7
AM Peak Hour	0800-0900	0700-0800	0800-0900	0800-0900
One-way flow at AM peak hour	1880	2100	1920	1340
T - % (AM)	-	14.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	2320	2510	1870	2220
T - % (PM)	-	10	-	-
Prop.of commercial vehicles - 16 hr.	-	18.4	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	29630	30410	31400	24740
R 12 / 24 - %	71	72.6	71	61.4
R 16 / 24 - %	87.9	88.7	88.8	81.8
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	1870	2160	1990	980
T - % (AM)	-	21.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	1970	1960	2450	1710
T - % (PM)	-	9.3	-	-
Prop.of commercial vehicles - 16 hr.	-	17.7	-	-

## 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	3.2	57.1	5.6	0.5	0.0	18.1	13.3	1.6	0.0	0.6
	Ocp	1.1	1.3	1.9	2.5	0.0	1.2	1.1	16.3	0.0	18.1
0800-0900	Pro	3.3	57.1	3.3	0.2	0.0	20.0	14.5	1.3	0.0	0.2
	Ocp	1.1	1.2	2.0	2.7	0.0	1.5	1.1	10.5	0.0	46.3
0900-1000	Pro	1.4	47.0	5.5	0.8	0.0	25.3	18.6	0.6	0.0	0.7
	Ocp	1.1	1.3	1.7	2.5	0.0	1.2	1.1	2.6	0.0	8.7
1000-1100	Pro	2.1	39.8	3.8	0.3	0.0	30.6	22.3	0.5	0.0	0.7
	Ocp	1.0	1.3	1.9	1.7	0.0	1.3	1.1	1.0	0.0	11.7
1100-1200	Pro	2.2	41.4	5.0	1.0	0.0	24.4	24.7	0.9	0.0	0.5
	Ocp	1.1	1.3	1.8	1.4	0.0	1.3	1.1	1.0	0.0	10.2
1200-1300	Pro	1.0	42.8	4.5	0.7	0.0	26.6	23.6	0.4	0.0	0.4
	Ocp	1.2	1.2	1.9	2.2	0.0	1.2	1.3	4.3	0.0	12.6
1300-1400	Pro	0.7	45.4	4.0	0.5	0.0	27.2	20.6	1.2	0.1	0.4
	Ocp	1.0	1.3	2.0	2.2	0.0	1.2	1.1	2.3	1.0	14.4
1400-1500	Pro	1.3	46.1	4.2	0.3	0.0	27.1	20.2	0.5	0.0	0.4
	Ocp	1.0	1.4	1.9	1.0	0.0	1.3	1.1	1.4	0.0	10.6
1500-1600	Pro	1.8	38.5	3.4	0.5	0.0	32.5	22.0	0.9	0.0	0.5
	Ocp	1.2	1.2	1.8	1.8	0.0	1.2	1.1	4.2	0.0	12.1
1600-1700	Pro	0.9	43.2	5.2	0.7	0.0	29.3	19.5	0.7	0.0	0.6
	Ocp	1.0	1.2	1.8	2.3	0.0	1.3	1.1	3.4	0.0	13.0
1700-1800	Pro	3.2	53.5	4.1	0.3	0.0	25.4	12.3	0.7	0.0	0.6
	Ocp	1.1	1.3	1.8	1.5	0.0	1.2	1.0	14.9	0.0	13.8
1800-1900 Peak hour	Pro	2.1	68.3	4.0	0.0	0.0	16.0	8.5	0.9	0.0	0.2
	Ocp	1.1	1.2	1.9	0.0	0.0	1.2	1.1	9.0	0.0	57.2
1900-2000	Pro	2.3	67.7	4.2	0.1	0.0	12.7	11.8	0.8	0.1	0.5
	Ocp	1.0	1.1	2.0	1.0	0.0	1.2	1.0	1.0	1.0	26.6
2000-2100	Pro	2.3	62.6	4.8	0.0	0.0	14.4	14.6	0.3	0.0	1.0
	Ocp	1.1	1.2	1.8	0.0	0.0	1.1	1.0	1.0	0.0	15.4
2100-2200	Pro	2.3	59.7	10.6	0.2	0.0	12.1	14.1	0.4	0.0	0.6
	Ocp	1.1	1.4	1.7	1.0	0.0	1.2	1.1	2.5	0.0	15.5
2200-2300	Pro	2.2	64.5	9.7	0.3	0.0	12.8	8.9	0.6	0.0	0.8
	Ocp	1.1	1.1	1.7	2.0	0.0	1.1	1.1	1.8	0.0	14.9
16 hours	Pro	2.1	52.0	4.8	0.4	0.0	22.7	16.7	0.8	0.1	0.5
	Ocp	1.1	1.2	1.8	2.0	0.0	1.2	1.1	7.0	1.0	16.3

**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