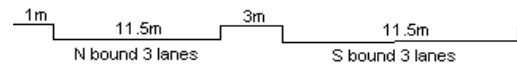


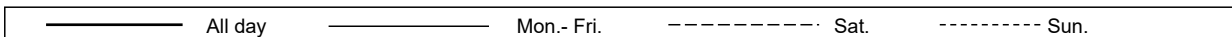
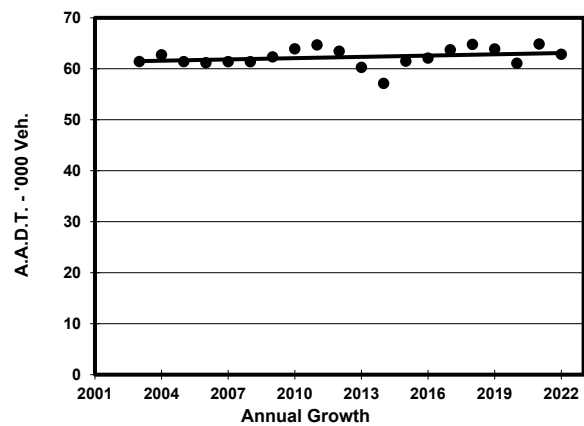
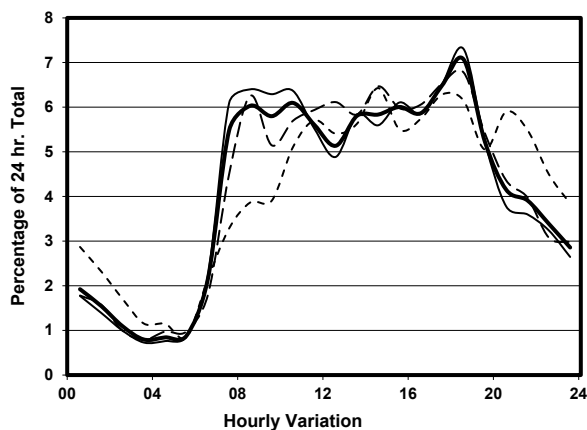
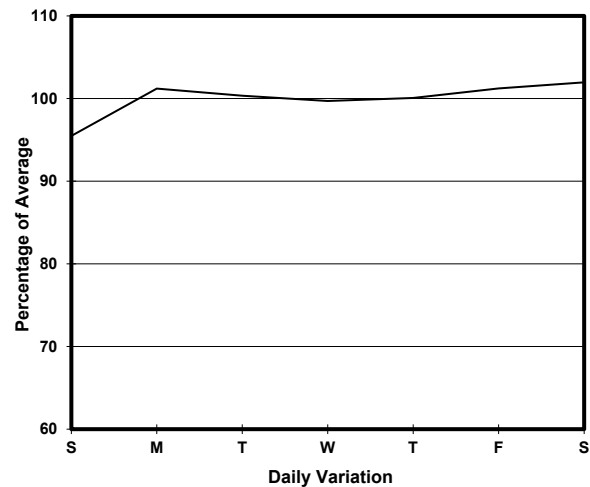
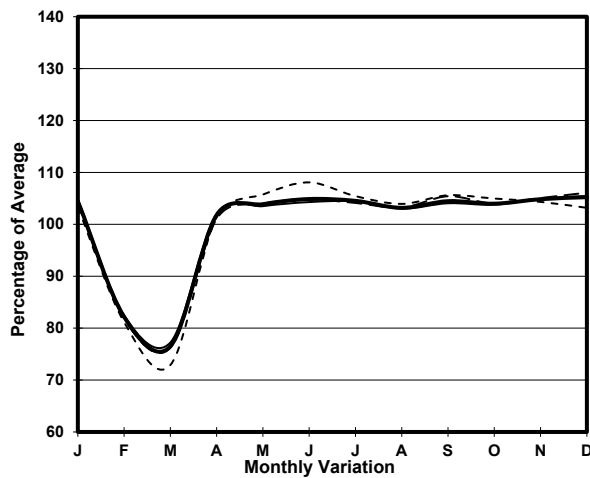
YEAR

2022

LINK FANLING HIGHWAY (from SO KWUN PO INT to WO HOP SHEK INT)

CORE STATION
ROAD NETWORK
ROAD TYPE5003
MAJOR
EXPRESSWAY

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	31920	32030	31980	31810
R 12 / 24 - %	70.9	72.5	71.2	62.9
R 16 / 24 - %	87.3	88	86.9	84
AM Peak Hour	0800-0900	0700-0800	0800-0900	0800-0900
One-way flow at AM peak hour	1930	2160	1980	1320
T - % (AM)	-	13.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2380	2580	1910	2150
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	15.6	-	-
NORTH BOUND				
A.A.D.T.	30910	31230	32310	28430
R 12 / 24 - %	71.5	73.1	71.4	63.1
R 16 / 24 - %	88.6	89.3	89.3	83.9
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	1970	2210	2050	1170
T - % (AM)	-	15	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	2070	2040	2450	1910
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	14.8	-	-

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	4.2	55.8	6.4	0.4	0.0	19.8	10.8	2.2	0.0	0.4
	Ocp	1.1	1.3	2.1	3.8	0.0	1.2	1.1	8.4	0.0	44.6
0800-0900	Pro	2.2	57.9	4.3	0.7	0.0	21.5	11.8	1.2	0.1	0.3
	Ocp	1.1	1.3	1.9	1.7	0.0	1.3	1.1	15.2	1.0	35.9
0900-1000	Pro	1.0	48.4	4.8	0.3	0.0	28.3	15.3	1.0	0.1	0.8
	Ocp	1.1	1.4	2.0	2.0	0.0	1.3	1.1	11.2	3.0	7.0
1000-1100	Pro	1.3	42.6	5.9	0.4	0.0	29.7	18.7	0.7	0.1	0.6
	Ocp	1.2	1.2	2.1	2.3	0.0	1.3	1.1	3.4	1.0	12.6
1100-1200	Pro	1.2	40.8	6.5	0.5	0.0	32.6	17.2	0.5	0.1	0.7
	Ocp	1.1	1.4	2.0	2.4	0.0	1.2	1.1	19.0	2.0	14.7
1200-1300	Pro	0.8	43.1	6.6	0.7	0.0	27.7	20.3	0.4	0.0	0.4
	Ocp	1.0	1.4	2.2	3.7	0.0	1.3	1.1	3.3	0.0	19.4
1300-1400	Pro	0.5	42.2	6.2	0.6	0.0	29.4	19.1	1.5	0.0	0.4
	Ocp	1.0	1.2	1.9	5.8	0.0	1.2	1.1	11.6	0.0	21.5
1400-1500	Pro	1.4	42.8	5.4	0.6	0.0	27.8	20.4	1.1	0.1	0.4
	Ocp	1.2	1.3	2.3	1.8	0.0	1.2	1.1	2.4	3.0	14.2
1500-1600	Pro	1.1	42.5	5.7	0.4	0.0	29.3	19.3	1.0	0.1	0.6
	Ocp	1.0	1.3	1.9	3.3	0.0	1.3	1.1	5.0	2.0	13.4
1600-1700	Pro	1.0	47.8	4.5	0.7	0.0	28.8	15.2	1.4	0.0	0.6
	Ocp	1.0	1.3	2.0	2.7	0.0	1.3	1.1	3.9	0.0	15.0
1700-1800	Pro	3.5	55.9	6.0	0.6	0.0	21.5	10.3	1.7	0.0	0.5
	Ocp	1.0	1.4	1.9	3.7	0.0	1.3	1.1	13.9	0.0	22.1
1800-1900 Peak hour	Pro	2.1	71.2	5.2	0.4	0.0	13.4	5.4	2.1	0.0	0.3
	Ocp	1.0	1.3	1.9	1.6	0.0	1.2	1.1	4.2	0.0	40.0
1900-2000	Pro	1.6	67.9	5.5	0.3	0.0	16.7	6.5	0.8	0.0	0.6
	Ocp	1.0	1.3	1.9	1.3	0.0	1.2	1.1	4.9	0.0	21.4
2000-2100	Pro	1.9	70.7	7.8	0.2	0.0	9.9	7.7	1.0	0.0	0.8
	Ocp	1.1	1.3	2.0	1.0	0.0	1.2	1.1	1.2	0.0	19.8
2100-2200	Pro	2.4	67.4	9.6	0.2	0.0	10.8	8.0	0.8	0.0	0.8
	Ocp	1.0	1.3	2.0	2.0	0.0	1.1	1.1	1.0	0.0	14.8
2200-2300	Pro	3.8	68.0	8.9	0.0	0.0	12.1	6.2	0.6	0.0	0.4
	Ocp	1.1	1.3	1.8	0.0	0.0	1.1	1.0	10.7	0.0	31.3
16 hours	Pro	1.9	53.4	5.9	0.5	0.0	23.2	13.5	1.2	0.1	0.5
	Ocp	1.1	1.3	2.0	2.8	0.0	1.3	1.1	8.1	2.0	20.1

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