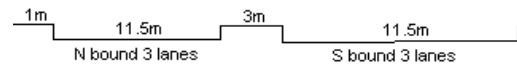


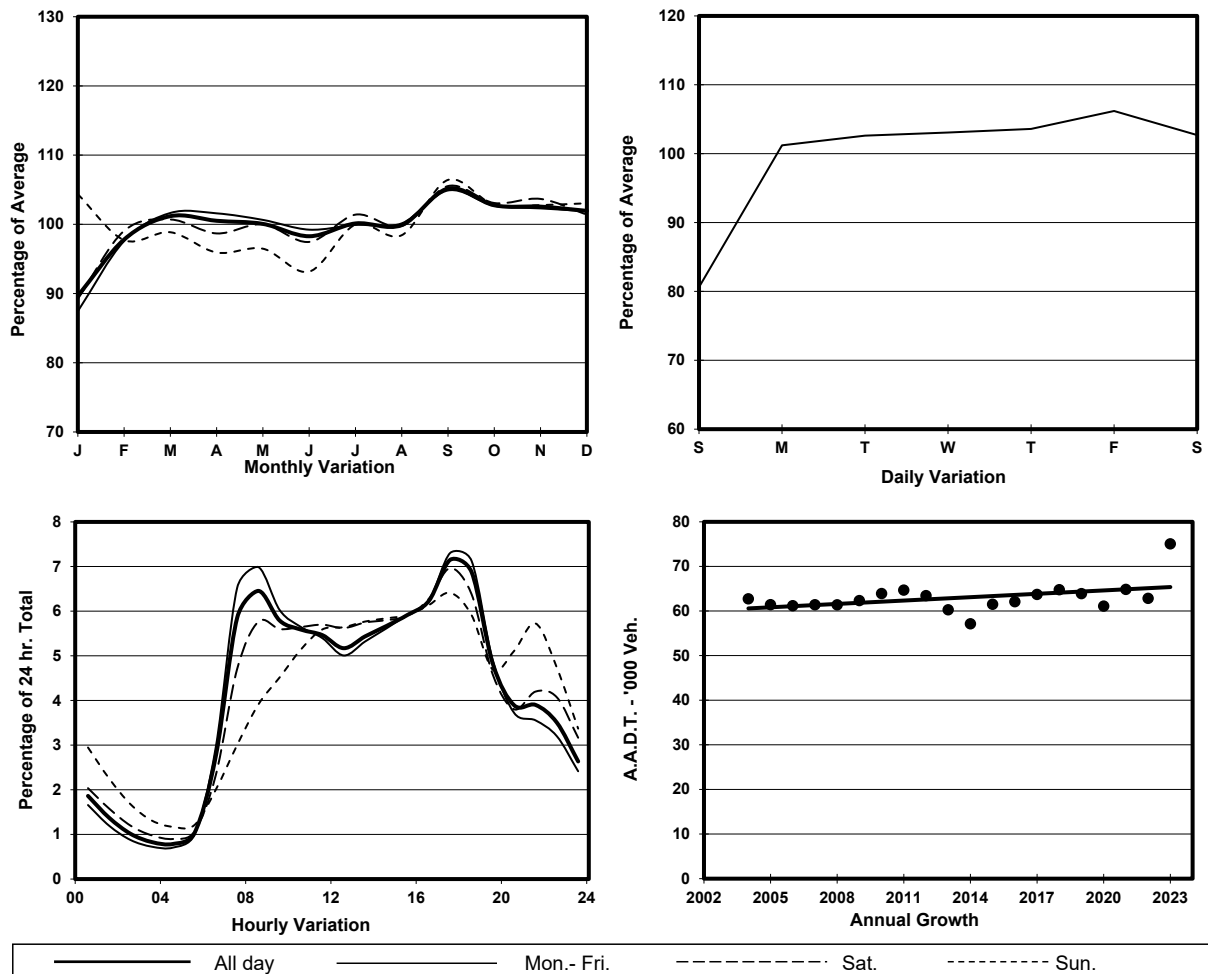
YEAR 2023

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

CORE STATION 5003
ROAD NETWORK MAJOR
ROAD TYPE 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.	37080	38530	38420	31420
R 12 / 24 - %	71.6	73.1	70.1	64
R 16 / 24 - %	87	87.7	86.4	84.1
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	2330	2680	2280	1460
T - % (AM)	-	14.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2570	2740	2560	1990
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	15.9	-	-
NORTH BOUND				
A.A.D.T.	37960	39890	39410	29770
R 12 / 24 - %	71.6	73.1	70.1	63.6
R 16 / 24 - %	88.4	89.3	87.1	84.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2520	2900	2210	1310
T - % (AM)	-	15	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2790	2990	2870	1940
T - % (PM)	-	17.5	-	-
Prop.of commercial vehicles - 16 hr.	-	17.4	-	-

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	5.0	53.4	6.2	0.7	0.0	20.1	12.3	1.8	0.0	0.6
	Ocp	1.0	1.3	1.8	6.8	0.0	1.3	1.1	12.2	0.0	35.5
0800-0900	Pro	2.9	55.6	5.3	0.9	0.0	18.8	14.2	1.8	0.1	0.5
	Ocp	1.0	1.3	2.2	2.1	0.0	1.4	1.2	5.9	1.0	25.4
0900-1000	Pro	1.9	47.0	4.8	0.3	0.0	24.6	18.2	2.4	0.1	0.8
	Ocp	1.0	1.3	2.3	2.8	0.0	1.3	1.2	13.2	3.0	14.8
1000-1100	Pro	0.9	45.6	5.8	0.2	0.0	26.5	19.0	1.3	0.0	0.7
	Ocp	1.1	1.4	2.0	3.5	0.0	1.3	1.2	1.4	0.0	18.9
1100-1200	Pro	1.8	44.1	6.2	0.4	0.0	26.7	19.1	1.1	0.0	0.7
	Ocp	1.0	1.6	2.0	2.0	0.0	1.3	1.1	7.6	0.0	16.9
1200-1300	Pro	0.8	51.2	4.8	0.6	0.0	21.7	19.5	0.8	0.0	0.6
	Ocp	1.0	1.3	1.9	2.3	0.0	1.3	1.2	2.1	0.0	21.3
1300-1400	Pro	1.1	45.0	5.7	0.6	0.0	24.0	20.8	2.3	0.0	0.5
	Ocp	1.0	1.3	2.2	4.7	0.0	1.3	1.2	5.4	0.0	24.5
1400-1500	Pro	2.0	40.2	5.4	0.9	0.0	29.7	19.9	1.5	0.1	0.5
	Ocp	1.1	1.3	1.9	2.5	0.0	1.3	1.2	4.6	1.0	22.8
1500-1600	Pro	1.7	45.7	4.5	0.4	0.0	28.4	17.9	0.9	0.0	0.6
	Ocp	1.1	1.3	2.1	1.8	0.0	1.3	1.1	3.0	0.0	18.0
1600-1700	Pro	1.7	44.9	5.1	0.8	0.0	27.9	17.6	1.3	0.0	0.8
	Ocp	1.1	1.3	1.9	1.8	0.0	1.3	1.1	13.6	0.0	21.1
1700-1800 Peak hour	Pro	3.4	56.6	4.4	0.4	0.0	22.0	11.4	1.4	0.1	0.5
	Ocp	1.0	1.3	2.0	2.6	0.0	1.2	1.1	5.1	1.0	29.3
1800-1900	Pro	3.9	67.5	4.6	0.0	0.0	15.7	6.8	1.2	0.0	0.5
	Ocp	1.0	1.3	2.2	0.0	0.0	1.1	1.2	7.8	0.0	45.2
1900-2000	Pro	1.7	70.8	7.4	0.0	0.0	10.5	7.3	1.5	0.0	0.7
	Ocp	1.0	1.2	1.8	0.0	0.0	1.2	1.1	3.6	0.0	20.8
2000-2100	Pro	1.8	65.7	8.2	0.2	0.0	11.4	10.5	1.3	0.0	0.9
	Ocp	1.1	1.3	2.0	1.0	0.0	1.4	1.1	3.8	0.0	19.7
2100-2200	Pro	1.6	70.9	8.5	0.0	0.0	10.3	6.3	1.6	0.0	0.8
	Ocp	1.0	1.4	1.6	0.0	0.0	1.4	1.1	5.0	0.0	15.1
2200-2300	Pro	2.4	70.4	11.2	0.4	0.0	9.7	4.2	1.2	0.0	0.5
	Ocp	1.0	1.3	1.9	5.3	0.0	1.4	1.1	4.5	0.0	32.7
16 hours	Pro	2.2	53.5	5.8	0.5	0.0	21.3	14.6	1.5	0.1	0.6
	Ocp	1.0	1.3	2.0	3.0	0.0	1.3	1.1	6.9	1.4	23.2

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