

YEAR

2004

LINK

CAUSEWAY RD (from SHELTER ST to HING FAT ST)

COVERAGE (B) STATION

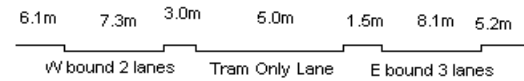
2214

ROAD NETWORK

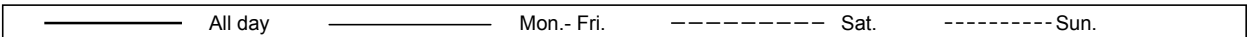
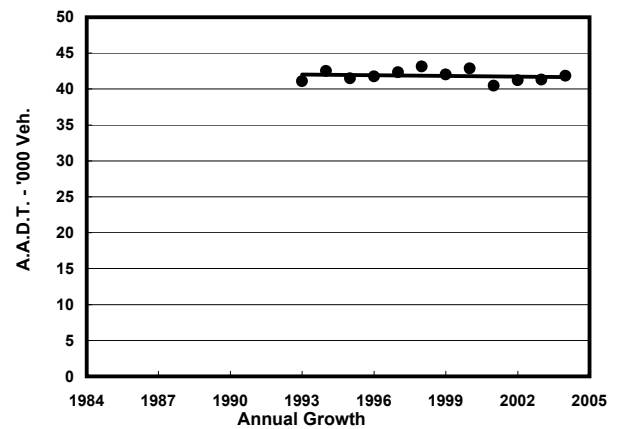
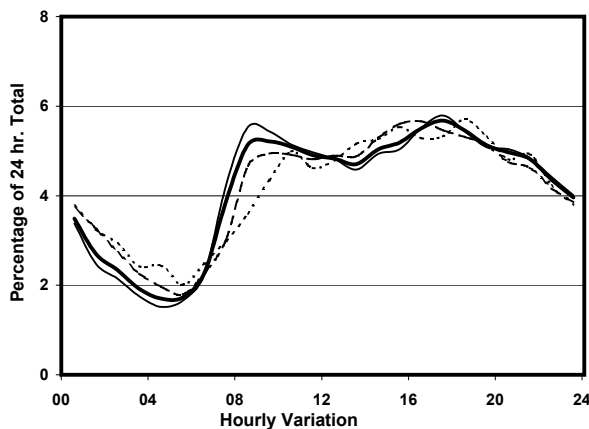
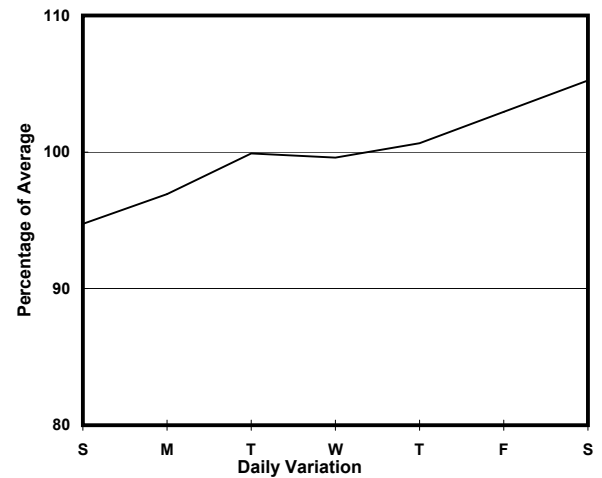
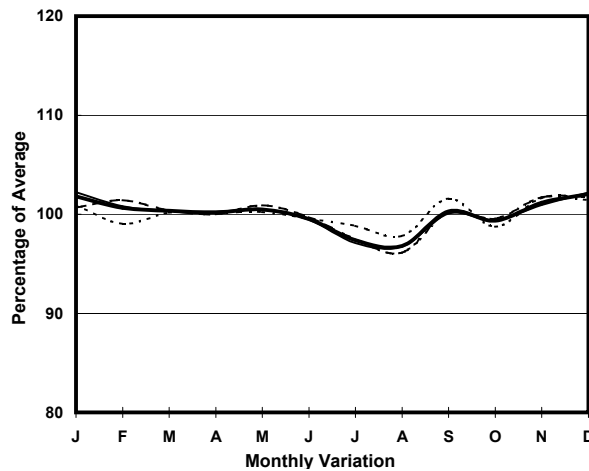
MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR



## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	28120	27880	30190	27870
R 12 / 24 - %	58.4	59.3	56.7	55.9
R 16 / 24 - %	79.4	80.7	76.6	76.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1310	1410	1380	1100
T - % (AM)	-	23.9	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	1570	1580	1640	1500
T - % (PM)	-	21	-	-
Prop.of commercial vehicles - 16 hr.	-	24.6	-	-
<b>WEST BOUND</b>				
A.A.D.T.	13740	14110	13970	11930
R 12 / 24 - %	65.1	65.7	65.5	61.6
R 16 / 24 - %	80.8	81	81.4	78.9
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	920	1010	820	640
T - % (AM)	-	21.4	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	850	890	910	770
T - % (PM)	-	31.1	-	-
Prop.of commercial vehicles - 16 hr.	-	28.4	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 2214**  
**Year 2004**

**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	1.6	14.5	22.7	4.3	9.0	5.1	2.0	8.2	1.8	30.8
	Ocp	1.0	1.6	2.2	5.0	7.4	1.3	2.4	11.0	15.8	34.0
0800-0900	Pro	2.4	36.9	20.4	2.6	5.6	8.5	0.7	4.3	0.7	17.9
	Ocp	1.0	1.6	2.0	5.1	9.6	1.7	1.8	11.1	17.7	36.9
0900-1000	Pro	1.4	30.3	23.0	1.8	6.9	11.7	2.4	1.2	0.7	20.6
	Ocp	1.3	1.6	1.9	2.1	6.3	1.9	1.9	3.3	14.2	20.0
1000-1100	Pro	1.6	22.3	25.3	0.9	9.1	16.4	0.9	0.9	0.9	21.5
	Ocp	1.0	1.5	1.8	2.8	4.8	2.0	1.8	3.8	11.8	15.9
1100-1200	Pro	3.1	19.9	25.2	2.2	7.4	15.9	1.8	1.8	0.8	21.9
	Ocp	1.1	1.5	1.8	2.5	6.2	1.9	2.3	3.3	10.0	16.6
1200-1300	Pro	1.1	23.6	30.4	2.7	6.6	10.5	0.7	2.7	0.8	20.8
	Ocp	1.0	1.5	1.9	7.6	6.3	1.7	2.0	7.0	20.9	17.4
1300-1400	Pro	1.3	18.9	23.6	1.8	6.7	17.9	1.3	2.3	0.9	25.2
	Ocp	1.0	1.7	1.7	2.4	6.5	1.9	1.4	4.0	13.3	20.2
1400-1500	Pro	1.6	23.6	25.7	1.6	8.0	14.8	1.6	1.8	0.8	20.6
	Ocp	1.1	1.6	1.9	3.3	6.4	1.9	1.9	3.0	12.8	20.2
1500-1600	Pro	1.8	29.6	20.8	2.9	5.2	12.8	1.3	3.6	0.7	21.3
	Ocp	1.1	1.7	2.0	4.2	8.2	1.8	2.2	25.8	18.0	23.0
1600-1700	Pro	3.3	26.3	29.2	3.1	5.1	10.3	0.2	2.5	0.6	19.5
	Ocp	1.1	1.5	2.0	3.8	8.8	1.8	2.0	10.9	28.3	28.0
1700-1800 Peak hour	Pro	2.8	33.2	21.4	0.7	5.7	7.4	1.0	1.4	0.8	25.6
	Ocp	1.1	1.7	1.9	1.3	9.9	1.9	1.8	7.0	24.9	36.7
1800-1900	Pro	4.1	34.3	25.3	0.2	5.8	5.8	0.0	1.1	0.6	22.7
	Ocp	1.2	1.6	2.2	1.0	12.9	1.9	0.0	8.2	21.6	43.3
1900-2000	Pro	3.8	35.2	28.4	0.2	5.4	3.8	0.6	0.8	0.7	21.1
	Ocp	1.2	1.5	2.1	1.0	11.9	2.2	1.7	15.8	11.1	31.6
2000-2100	Pro	1.5	28.5	34.4	0.2	6.4	3.0	0.7	0.5	0.7	24.1
	Ocp	1.2	1.6	1.8	2.0	9.7	1.3	1.7	4.5	12.0	30.8
2100-2200	Pro	2.5	28.4	34.5	0.5	6.8	2.5	0.0	0.5	0.7	23.6
	Ocp	1.0	1.8	2.2	2.5	8.9	1.7	0.0	8.5	12.5	26.9
2200-2300	Pro	1.9	29.3	33.8	0.5	7.5	1.9	0.3	0.0	0.7	24.2
	Ocp	1.6	1.8	2.1	1.0	8.9	2.1	2.0	0.0	8.0	28.1
16 hours	Pro	2.3	27.8	26.4	1.6	6.6	9.4	1.0	2.0	0.8	22.2
	Ocp	1.1	1.6	2.0	3.9	8.1	1.8	1.9	10.2	15.8	27.0

**Legend**

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M&H** Medium and Heavy