

YEAR

2006

LINK

CAUSEWAY RD (from SHELTER ST to HING FAT ST)

COVERAGE (B) STATION

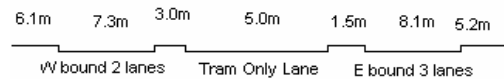
2214

ROAD NETWORK

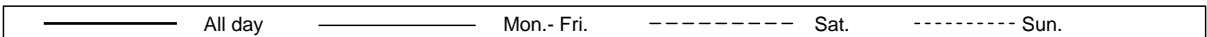
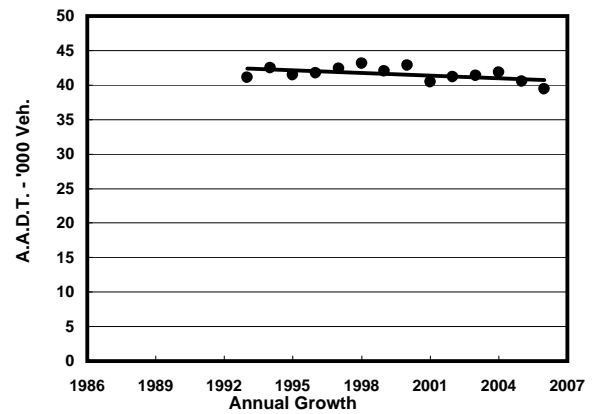
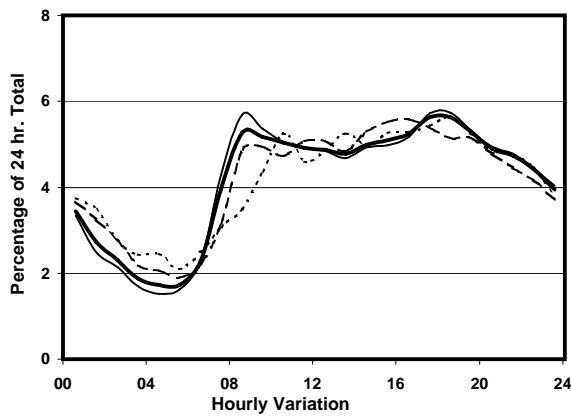
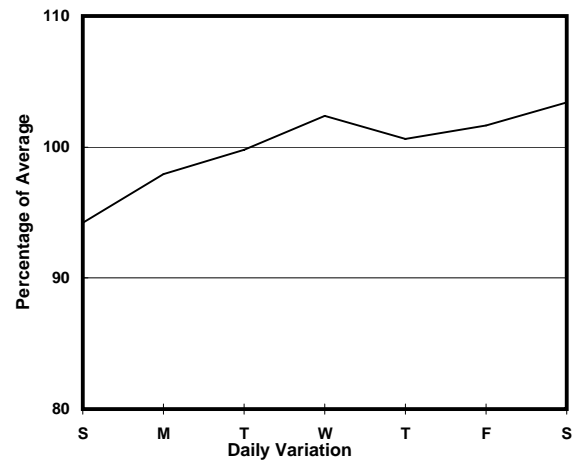
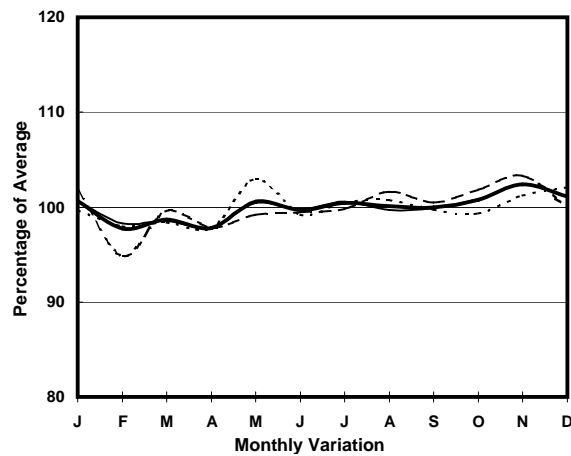
MAJOR

ROAD TYPE

PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	26180	26110	27440	25900
R 12 / 24 - %	58.2	59	56.6	55.6
R 16 / 24 - %	79.3	80.6	76.6	75.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1260	1380	1270	1070
T - % (AM)	-	29.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	1480	1520	1460	1430
T - % (PM)	-	19.5	-	-
Prop.of commercial vehicles - 16 hr.	-	20.9	-	-
WEST BOUND				
A.A.D.T.	13210	13620	13390	11330
R 12 / 24 - %	65.4	65.9	66	61.9
R 16 / 24 - %	81.2	81.4	81.6	79
AM Peak Hour	0900-1000	0900-1000	0800-0900	0800-0900
One-way flow at AM peak hour	870	960	790	550
T - % (AM)	-	18.3	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	810	850	870	750
T - % (PM)	-	24.9	-	-
Prop.of commercial vehicles - 16 hr.	-	24	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 2214
Year 2006

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	2.6	8.7	30.1	0.5	9.7	5.1	0.0	2.0	1.9	39.3
	Ocp	1.0	1.4	2.0	1.0	5.8	1.4	0.0	15.8	7.9	26.3
0800-0900	Pro	3.0	21.2	34.9	0.8	5.6	7.8	2.0	3.0	0.6	21.0
	Ocp	1.3	1.5	2.1	3.7	11.4	1.8	1.4	8.4	17.0	42.3
0900-1000	Pro	0.8	29.9	31.0	0.4	5.8	9.8	1.5	1.7	0.5	18.6
	Ocp	1.0	1.5	2.2	2.5	6.7	1.8	1.6	4.0	16.8	24.7
1000-1100	Pro	1.9	23.5	31.8	1.0	3.8	14.7	1.7	1.0	0.7	20.1
	Ocp	1.1	1.5	1.8	2.3	9.1	1.7	1.4	3.3	14.1	22.5
1100-1200	Pro	0.9	23.7	34.0	1.3	5.0	15.1	1.1	0.2	0.3	18.3
	Ocp	1.3	1.7	2.1	3.7	7.3	1.9	2.0	6.0	13.0	21.5
1200-1300	Pro	3.0	22.3	34.5	0.6	6.6	14.1	1.3	0.6	0.6	16.3
	Ocp	1.1	1.5	2.0	6.3	6.4	1.7	1.7	17.7	17.6	25.1
1300-1400	Pro	2.7	16.3	39.7	0.9	5.4	13.6	2.9	0.2	0.4	17.9
	Ocp	1.2	1.8	2.1	1.3	7.8	1.9	1.9	1.0	13.4	25.4
1400-1500	Pro	1.9	28.8	28.8	0.7	5.8	13.2	2.3	0.9	0.6	17.1
	Ocp	1.0	1.9	2.3	1.3	9.4	1.8	1.9	2.3	13.6	26.9
1500-1600	Pro	2.3	26.3	29.5	0.4	5.5	15.9	1.3	0.4	0.4	17.9
	Ocp	1.1	1.8	1.7	7.0	8.9	1.9	1.7	2.5	20.3	27.7
1600-1700	Pro	2.4	24.9	30.9	1.1	4.5	13.8	1.6	0.7	0.4	19.7
	Ocp	1.1	1.8	1.9	2.6	8.8	1.8	1.7	8.7	14.1	28.5
1700-1800	Pro	4.0	25.3	30.0	0.4	5.1	12.1	0.9	0.7	0.4	21.2
	Ocp	1.1	1.5	1.9	2.5	8.3	1.6	2.0	4.3	18.3	35.5
1800-1900 Peak hour	Pro	4.0	37.5	29.6	0.4	4.3	3.6	0.4	0.4	0.5	19.1
	Ocp	1.2	1.7	2.3	3.0	14.2	1.9	1.5	10.5	20.0	52.0
1900-2000	Pro	2.7	34.5	32.4	0.8	5.0	3.5	0.0	0.2	0.3	20.6
	Ocp	1.2	1.8	2.1	2.8	12.0	2.1	0.0	1.0	14.9	38.5
2000-2100	Pro	1.1	26.1	43.0	0.2	5.7	2.9	0.4	0.7	0.5	19.4
	Ocp	1.0	1.8	2.2	2.0	10.8	1.5	2.5	1.0	11.9	32.5
2100-2200	Pro	3.3	24.1	42.9	0.5	7.4	1.4	0.2	0.0	0.4	19.7
	Ocp	1.2	1.9	2.3	1.0	9.5	1.7	1.0	0.0	10.2	30.4
2200-2300	Pro	4.2	24.5	42.1	0.0	6.9	1.7	0.0	0.0	0.5	20.0
	Ocp	1.3	2.0	2.4	0.0	8.3	2.0	0.0	0.0	15.0	31.8
16 hours	Pro	2.5	25.6	34.1	0.6	5.6	9.5	1.1	0.7	0.5	19.7
	Ocp	1.2	1.7	2.1	2.9	9.0	1.8	1.7	6.8	14.7	30.9

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