

YEAR

2010

LINK

CAUSEWAY RD (from SHELTER ST to HING FAT ST)

COVERAGE (B) STATION

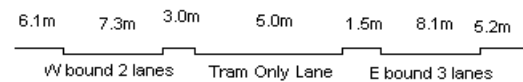
2214

ROAD NETWORK

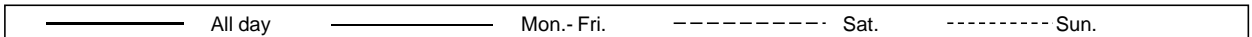
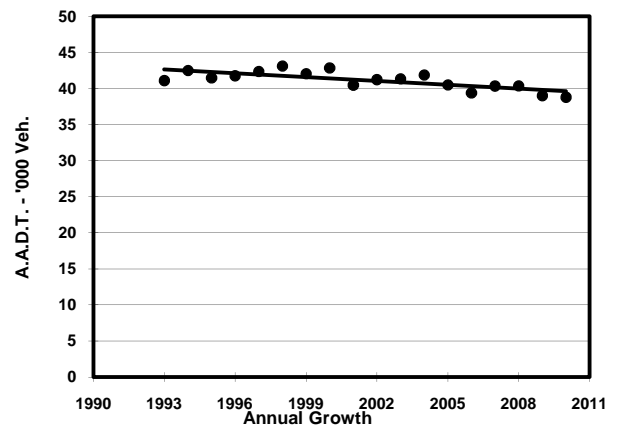
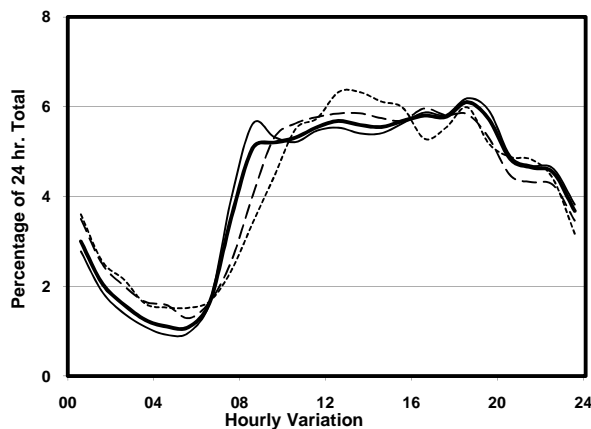
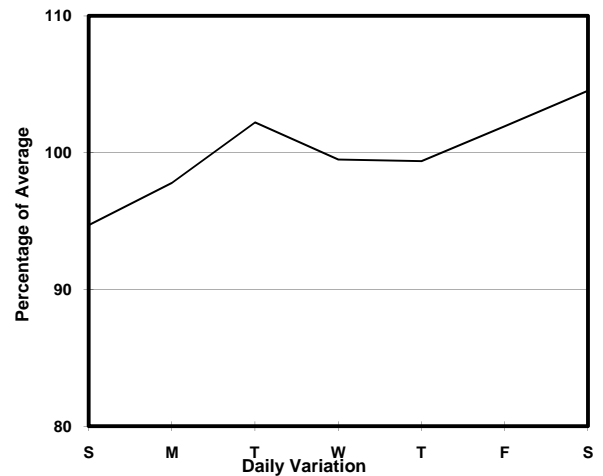
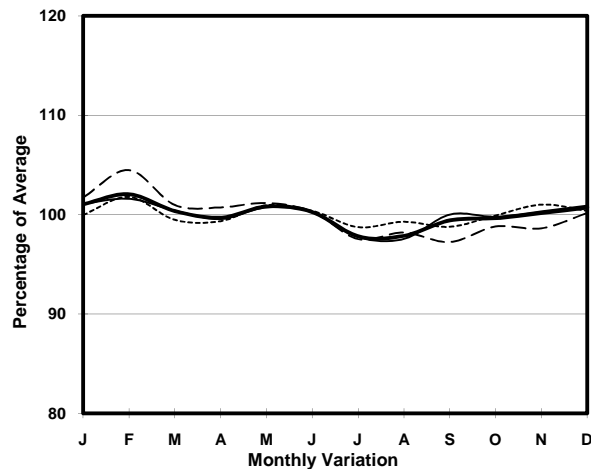
MAJOR

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.	27140	26980	29090	26560
R 12 / 24 - %	61.1	61.6	60.1	59.4
R 16 / 24 - %	82.3	83.3	79.7	79.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1220	1310	1370	1080
T - % (AM)	-	27	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1610	1630	1720	1500
T - % (PM)	-	19.9	-	-
Prop.of commercial vehicles - 16 hr.	-	20.6	-	-
<b>WEST BOUND</b>				
A.A.D.T.	11650	12000	11540	10320
R 12 / 24 - %	73.7	73.9	73.8	72.2
R 16 / 24 - %	90.1	90.6	89.1	88.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	800	870	790	560
T - % (AM)	-	21.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	750	780	710	710
T - % (PM)	-	21.4	-	-
Prop.of commercial vehicles - 16 hr.	-	25.2	-	-

## 3. OTHER INFORMATION AND COMMENT

**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	1.9	13.5	36.2	0.8	3.5	6.9	1.9	6.2	1.1	28.1
	Ocp	1.0	1.5	1.9	10.5	8.4	1.8	1.4	8.3	16.3	33.2
0800-0900	Pro	0.5	43.9	19.0	0.9	3.4	7.5	0.7	5.5	0.7	17.9
	Ocp	1.0	1.7	2.1	5.8	13.6	1.5	1.7	10.8	18.4	36.3
0900-1000	Pro	1.6	33.6	22.6	0.7	2.3	13.7	1.8	1.6	0.9	21.1
	Ocp	1.1	1.4	2.0	3.7	9.6	1.7	2.0	9.3	13.4	21.5
1000-1100	Pro	1.6	22.6	33.3	0.9	4.6	13.4	3.6	0.5	0.9	18.7
	Ocp	1.1	1.7	1.7	4.3	4.9	1.7	1.8	8.0	12.5	18.1
1100-1200	Pro	1.3	25.1	35.0	0.9	2.8	14.4	1.3	1.5	0.7	17.1
	Ocp	1.2	1.7	1.8	4.3	7.8	1.6	2.3	3.7	8.6	18.6
1200-1300	Pro	2.0	24.9	39.2	1.2	3.1	10.8	1.0	3.1	0.6	14.1
	Ocp	1.0	1.6	2.0	6.8	6.1	1.8	1.6	9.5	12.0	19.6
1300-1400	Pro	1.1	31.7	30.0	0.9	3.6	13.0	0.6	1.5	1.0	16.7
	Ocp	1.0	1.6	2.2	5.5	8.0	1.8	1.0	4.3	11.7	22.8
1400-1500	Pro	1.8	27.8	32.6	1.0	2.8	13.0	1.0	1.5	0.9	17.6
	Ocp	1.0	1.8	2.2	2.5	7.2	1.8	2.0	1.7	13.5	22.0
1500-1600	Pro	1.6	34.0	26.7	3.0	2.2	13.6	0.8	2.4	0.6	15.2
	Ocp	1.3	1.8	2.2	8.3	7.5	1.7	1.8	21.3	14.2	23.3
1600-1700	Pro	3.6	32.0	25.4	1.7	1.3	13.5	0.2	3.2	0.6	18.5
	Ocp	1.0	1.5	1.9	6.4	8.3	1.9	1.0	9.3	14.0	21.4
1700-1800	Pro	2.3	35.8	27.9	0.6	2.9	9.6	0.8	1.0	0.7	18.4
	Ocp	1.1	1.7	2.1	5.3	8.1	1.9	1.5	6.6	18.1	29.1
1800-1900 Peak hour	Pro	2.6	33.7	34.1	0.2	4.9	4.1	0.0	0.2	0.6	19.6
	Ocp	1.0	1.9	2.4	6.0	13.8	2.1	0.0	13.0	17.1	42.2
1900-2000	Pro	2.5	38.6	31.7	0.4	3.6	2.9	0.0	0.2	0.7	19.4
	Ocp	1.3	1.6	2.2	1.0	12.5	1.6	0.0	2.0	16.0	36.9
2000-2100	Pro	1.2	36.4	34.5	0.0	3.6	2.2	0.0	0.0	0.6	21.5
	Ocp	1.2	1.7	2.1	0.0	11.5	1.6	0.0	0.0	10.9	28.0
2100-2200	Pro	3.1	29.1	41.1	0.0	4.1	2.4	0.0	0.0	0.4	19.8
	Ocp	1.2	1.9	2.3	0.0	8.1	1.4	0.0	0.0	8.4	25.5
2200-2300	Pro	2.8	31.7	34.2	0.0	6.2	2.5	0.3	0.0	0.4	22.1
	Ocp	1.4	1.9	2.2	0.0	8.8	1.9	1.0	0.0	4.6	25.5
16 hours	Pro	2.0	31.4	31.3	0.9	3.4	9.2	0.9	1.7	0.7	18.7
	Ocp	1.1	1.7	2.1	6.0	9.2	1.8	1.8	9.5	13.6	26.8

**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