

YEAR

2015

LINK

CAUSEWAY RD (from SHELTER ST to HING FAT ST)

COVERAGE (B) STATION

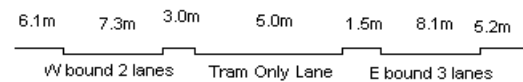
2214

ROAD NETWORK

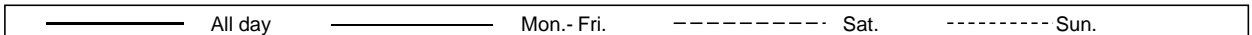
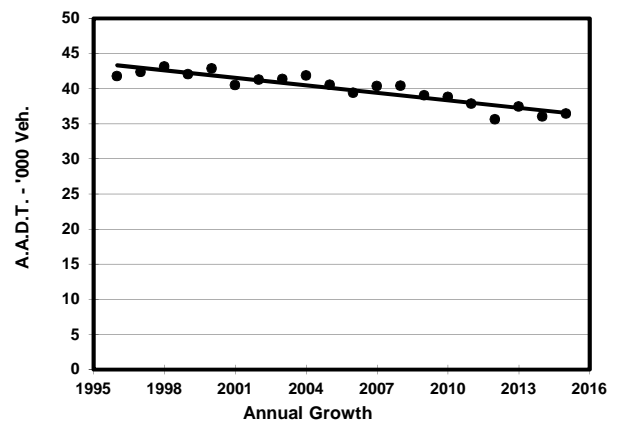
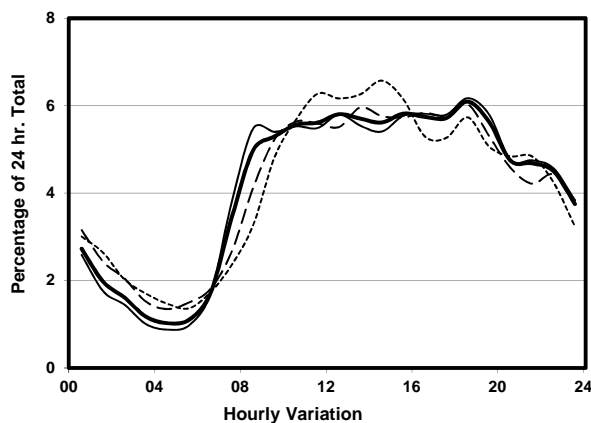
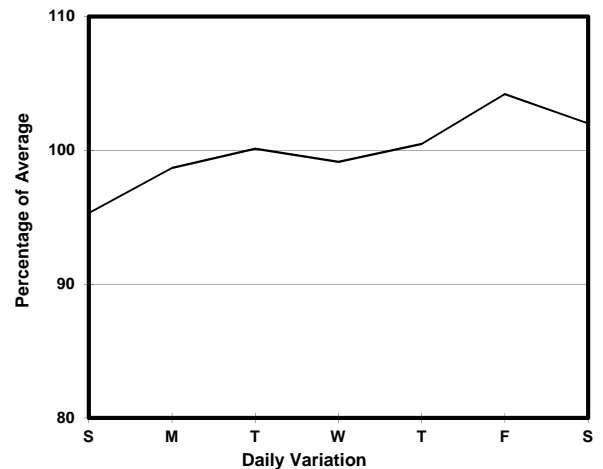
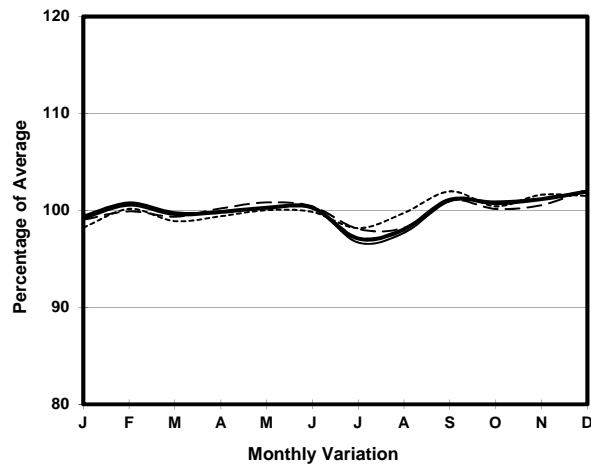
MAJOR

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.	25310	25420	25810	24740
R 12 / 24 - %	61.8	62.6	59.5	59.9
R 16 / 24 - %	82.8	83.9	79.5	80.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1150	1240	1230	1040
T - % (AM)	-	21.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1490	1510	1520	1400
T - % (PM)	-	21.4	-	-
Prop.of commercial vehicles - 16 hr.	-	20.5	-	-
<b>WEST BOUND</b>				
A.A.D.T.	11100	11280	11410	10070
R 12 / 24 - %	73.6	73.6	73.6	73.5
R 16 / 24 - %	89.9	90.2	88.9	89
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	780	820	720	640
T - % (AM)	-	17.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	730	750	760	600
T - % (PM)	-	22.5	-	-
Prop.of commercial vehicles - 16 hr.	-	22.9	-	-

## 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	1.6	19.9	32.8	2.0	4.3	7.4	1.6	6.3	0.5	23.7
	Ocp	1.0	1.4	2.0	4.2	8.0	1.2	1.3	6.6	27.6	36.2
0800-0900	Pro	0.8	48.8	19.7	1.2	2.9	6.8	1.0	4.1	0.3	14.3
	Ocp	1.0	1.6	2.0	4.0	11.9	1.5	1.4	8.1	26.4	31.3
0900-1000	Pro	2.1	43.0	18.5	1.2	2.6	10.5	2.1	0.2	0.4	19.3
	Ocp	1.0	1.6	2.0	2.0	9.5	1.9	1.3	7.0	24.3	24.3
1000-1100	Pro	1.5	30.7	30.7	0.5	1.5	13.0	1.5	2.8	0.3	17.4
	Ocp	1.2	1.6	2.0	9.5	10.0	1.7	1.5	17.9	14.6	23.7
1100-1200	Pro	0.5	32.4	28.1	1.1	1.8	15.0	3.4	2.7	0.3	14.8
	Ocp	1.5	1.2	1.9	4.8	8.8	1.7	2.0	14.2	16.8	24.3
1200-1300	Pro	1.9	33.3	29.6	2.2	1.7	12.1	2.8	1.3	0.2	14.8
	Ocp	1.1	1.5	1.9	11.5	5.4	1.6	1.5	3.5	12.3	23.1
1300-1400	Pro	0.9	42.2	28.1	0.6	2.1	9.0	0.6	0.6	0.4	15.6
	Ocp	1.0	1.7	2.0	2.5	4.9	1.3	2.0	12.0	29.4	25.0
1400-1500	Pro	1.6	37.0	22.4	0.7	1.6	15.3	1.4	1.6	0.4	17.9
	Ocp	1.0	1.6	2.3	1.7	5.0	1.6	1.7	2.7	18.7	21.3
1500-1600	Pro	1.1	40.5	26.6	1.9	0.9	10.4	2.2	1.9	0.3	14.2
	Ocp	1.0	1.5	2.0	12.4	8.5	1.4	1.4	14.4	14.3	25.5
1600-1700	Pro	3.6	39.5	23.5	2.3	1.1	9.5	1.8	2.0	0.1	16.7
	Ocp	1.0	1.6	2.1	4.9	7.6	1.7	1.8	11.1	20.5	27.5
1700-1800	Pro	3.3	41.2	21.3	1.4	1.9	9.2	1.9	1.2	0.3	18.3
	Ocp	1.2	1.4	2.1	1.3	10.1	1.5	1.6	5.6	19.2	36.3
1800-1900 Peak hour	Pro	3.0	38.4	30.1	0.5	2.1	4.2	0.9	0.5	0.1	20.3
	Ocp	1.2	1.6	2.1	2.0	12.4	1.3	1.8	2.5	14.0	44.0
1900-2000	Pro	1.2	45.5	27.6	0.0	1.0	3.2	0.7	0.2	0.4	20.0
	Ocp	1.4	1.4	2.0	0.0	16.3	1.8	1.0	1.0	12.3	38.2
2000-2100	Pro	2.0	36.0	34.2	0.0	2.3	2.3	0.3	0.6	0.2	22.0
	Ocp	1.3	1.7	2.3	0.0	7.0	1.5	2.0	1.5	4.7	29.3
2100-2200	Pro	1.8	34.7	38.3	0.0	2.3	2.6	0.0	0.8	0.1	19.4
	Ocp	1.3	1.6	2.2	0.0	9.9	1.8	0.0	1.3	7.0	25.2
2200-2300	Pro	1.3	41.4	29.8	0.3	2.2	1.6	0.6	0.0	0.1	22.8
	Ocp	1.8	1.6	2.2	1.0	8.6	1.2	1.5	0.0	7.0	27.6
16 hours	Pro	1.8	38.2	27.2	1.0	2.0	8.5	1.5	1.6	0.3	17.9
	Ocp	1.1	1.5	2.1	6.0	9.0	1.6	1.6	9.2	18.3	29.2

**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 except for one way traffic