YEAR 2011 **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

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	26150	26110	28210	25020
R 12 / 24 - %	61	61.6	60.1	58.5
R 16 / 24 - %	82	83.2	79.6	78.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1180	1270	1340	1020
T - % (AM)	-	29.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1550	1580	1660	1370
T - % (PM)	-	19.2	-	-
Prop.of commercial vehicles - 16 hr.	-	21.9	-	-
WEST BOUND				
A.A.D.T.	11680	12130	11670	9780
R 12 / 24 - %	73.5	73.8	73.8	70.9
R 16 / 24 - %	89.8	90.5	89.3	86.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	800	890	790	590
T - % (AM)	-	20	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	750	780	720	650
T - % (PM)	-	20.4	-	-
Prop.of commercial vehicles - 16 hr.	-	23.2	-	-

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	2.3	11.6	30.9	3.1	6.2	9.3	1.9	7.0	1.4	26.4
	Ocp	1.0	1.8	2.1	8.3	10.3	1.3	1.8	8.8	19.3	35.3
0800-0900	Pro	2.1	41.5	18.7	2.5	2.9	7.4	1.4	6.6	0.8	16.2
	Ocp	1.1	1.7	2.1	9.5	14.6	1.8	1.9	10.9	21.6	37.6
0900-1000	Pro	1.2	35.3	22.5	0.8	3.9	14.1	1.0	2.1	0.8	18.1
	Ocp	1.0	1.4	2.1	3.8	9.5	1.7	1.4	6.2	15.1	23.8
1000-1100	Pro	1.2	20.8	34.5	0.7	2.9	15.9	0.7	2.0	0.9	20.4
	Ocp	1.0	1.6	2.1	2.0	9.3	1.8	1.3	26.3	10.6	17.6
1100-1200	Pro	1.7	24.9	31.5	1.0	3.8	14.6	1.2	1.0	0.8	19.6
	Ocp	1.0	1.7	1.9	3.3	7.1	1.5	1.4	20.8	11.5	19.7
1200-1300	Pro	2.3	26.1	34.1	1.1	2.3	13.0	0.9	3.2	0.8	16.2
	Ocp	1.0	2.0	1.9	6.2	6.2	1.6	1.5	14.1	13.8	19.8
1300-1400	Pro	1.0	28.6	25.2	1.6	3.1	14.1	1.6	2.6	1.0	21.1
	Ocp	1.0	1.8	1.8	2.3	5.8	1.8	1.3	3.6	12.3	20.1
1400-1500	Pro	2.0	27.6	30.9	1.1	4.0	15.6	1.8	0.9	0.7	15.6
	Ocp	1.3	1.6	2.1	1.8	5.9	1.6	1.4	11.8	12.3	21.6
1500-1600	Pro	2.6	35.6	25.8	1.9	2.2	12.8	1.7	2.6	0.7	14.1
	Ocp	1.2	1.5	2.1	8.0	10.3	1.6	1.4	23.3	12.6	22.8
1600-1700	Pro	1.6	29.8	32.6	2.2	2.2	10.2	0.8	3.3	0.5	16.8
	Ocp	1.0	1.6	2.1	5.5	7.7	1.9	1.5	13.9	12.0	25.1
1700-1800	Pro	2.6	34.2	29.3	0.8	1.8	9.6	0.6	1.4	0.8	18.9
	Ocp	1.0	1.8	2.3	1.3	6.8	1.5	2.0	1.7	17.5	30.3
1800-1900	Pro	2.4	39.6	31.3	0.6	2.6	3.8	0.6	0.4	0.7	18.0
Peak hour	Ocp	1.1	1.7	2.3	2.3	14.1	1.9	2.0	1.0	20.5	47.9
1900-2000	Pro	1.8	43.0	27.1	0.2	3.1	3.1	0.4	0.6	0.7	20.0
	Ocp	1.1	1.7	2.3	2.0	12.6	2.0	1.0	7.7	15.5	34.8
2000-2100	Pro	3.1	34.6	34.1	0.5	3.3	2.4	0.5	1.4	0.5	19.6
	Ocp	1.2	1.6	2.1	4.5	9.8	1.8	2.0	15.5	12.6	28.4
2100-2200	Pro	2.3	31.4	38.1	0.0	4.1	3.1	0.5	0.3	0.6	19.5
	Ocp	1.1	1.8	2.3	0.0	11.9	1.6	1.0	1.0	8.0	26.5
2200-2300	Pro	2.1	27.6	43.6	0.0	3.7	1.1	0.3	0.3	0.5	20.9
	Ocp	1.5	1.9	2.4	0.0	7.1	1.3	1.0	46.0	8.6	24.8
16 hours	Pro	2.0	31.7	30.3	1.1	3.2	9.4	1.0	2.1	0.7	18.5
	Ocp	1.1	1.7	2.1	5.5	9.4	1.7	1.5	12.5	14.4	27.5

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