

YEAR

2012

LINK

CAUSEWAY RD (from SHELTER ST to HING FAT ST)

COVERAGE (B) STATION

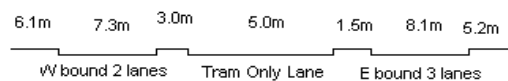
2214

ROAD NETWORK

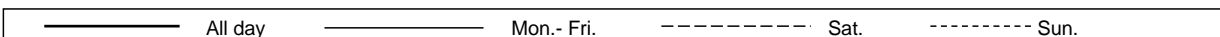
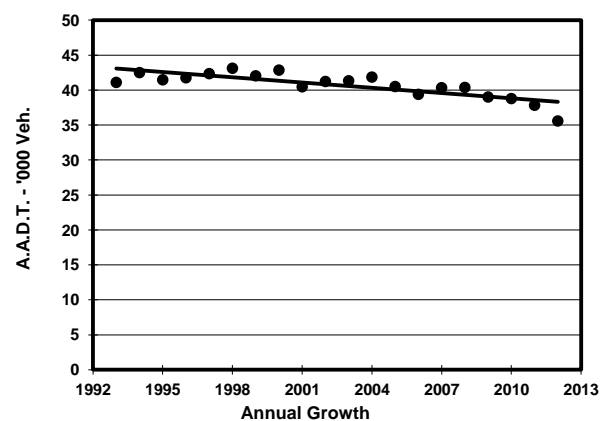
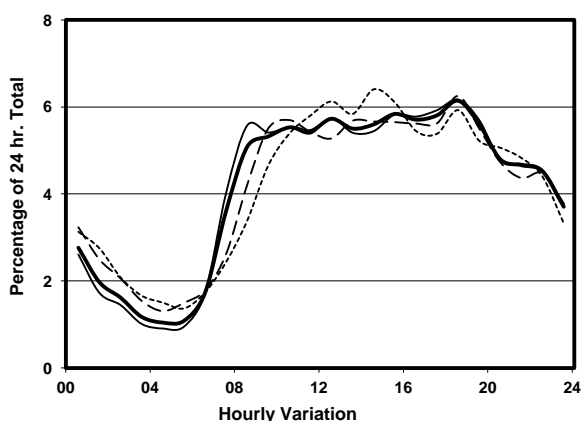
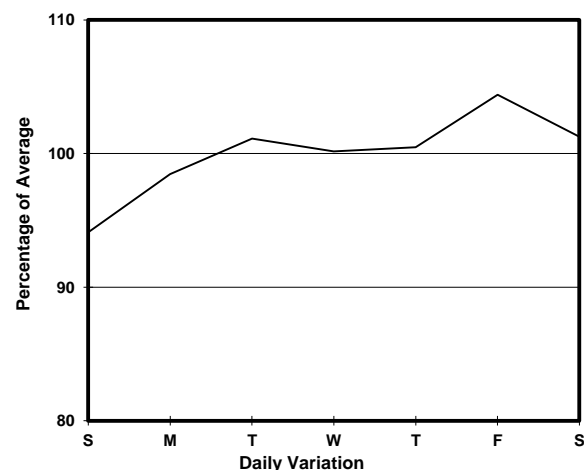
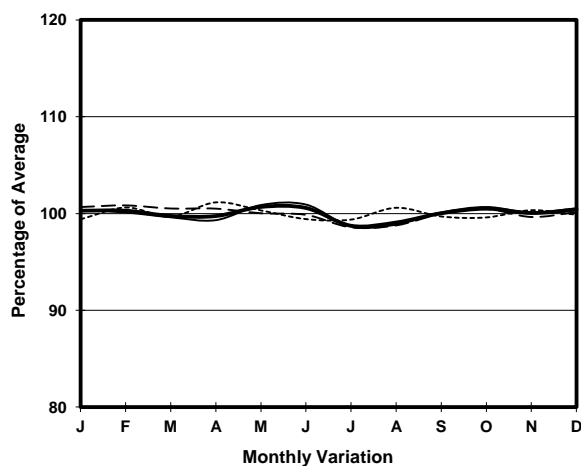
MAJOR

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.	24150	24180	24840	23850
R 12 / 24 - %	61.8	62.6	59.5	60
R 16 / 24 - %	82.8	83.9	79.6	80.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1090	1180	1170	1000
T - % (AM)	-	23.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1420	1440	1470	1320
T - % (PM)	-	18.1	-	-
Prop.of commercial vehicles - 16 hr.	-	20.5	-	-
<b>WEST BOUND</b>				
A.A.D.T.	11430	11840	11290	9730
R 12 / 24 - %	72.9	73.6	71.5	70.2
R 16 / 24 - %	89.4	90	88.1	87
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	800	850	820	560
T - % (AM)	-	16.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	760	780	790	670
T - % (PM)	-	23.2	-	-
Prop.of commercial vehicles - 16 hr.	-	22.5	-	-

## 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	3.0	16.5	26.7	3.0	5.1	8.5	3.0	4.2	1.5	28.5
	Ocp	1.3	1.4	2.0	4.9	8.8	1.4	1.9	4.4	19.4	33.0
0800-0900	Pro	0.9	45.1	18.5	1.7	3.4	7.1	1.3	5.4	0.8	15.8
	Ocp	1.0	1.7	2.2	9.1	12.8	1.9	2.0	12.4	23.1	35.4
0900-1000	Pro	0.6	40.4	23.1	1.2	4.1	11.1	0.2	1.2	0.6	17.4
	Ocp	1.0	1.6	2.2	4.2	7.9	1.6	3.0	5.7	16.6	22.2
1000-1100	Pro	1.8	27.5	29.9	0.6	3.7	15.5	1.2	2.2	0.7	17.0
	Ocp	1.0	1.6	1.9	2.0	5.3	1.6	1.8	17.2	14.1	18.2
1100-1200	Pro	1.6	29.3	31.3	1.3	2.9	14.5	1.1	0.4	0.6	16.9
	Ocp	1.1	1.6	1.8	2.8	4.8	1.7	2.6	16.0	10.4	20.2
1200-1300	Pro	0.8	28.8	34.4	1.1	3.1	13.4	1.7	2.3	0.4	14.0
	Ocp	1.0	1.8	1.9	7.8	4.9	1.8	1.8	10.2	16.5	21.1
1300-1400	Pro	0.9	28.1	31.3	0.9	3.0	13.4	2.8	2.1	0.9	16.7
	Ocp	1.0	1.5	2.0	4.8	5.2	1.7	2.1	4.2	16.7	22.6
1400-1500	Pro	1.6	28.1	33.4	0.9	2.1	13.8	1.8	1.2	0.5	16.5
	Ocp	1.0	1.8	2.3	2.8	6.2	1.6	1.8	3.2	11.6	22.1
1500-1600	Pro	1.4	31.4	31.8	2.8	2.6	9.7	1.2	2.4	0.7	16.0
	Ocp	1.4	1.4	2.2	10.2	2.7	2.0	1.2	21.8	16.9	23.7
1600-1700	Pro	2.5	33.9	27.6	1.5	2.1	11.6	1.3	1.9	0.5	17.2
	Ocp	1.1	1.6	1.8	2.1	6.0	1.7	1.3	7.8	13.5	25.2
1700-1800	Pro	4.1	34.5	26.7	0.9	2.8	8.4	0.9	1.1	0.6	20.0
	Ocp	1.0	1.6	2.1	3.0	7.2	1.9	1.5	1.8	15.5	31.7
1800-1900 Peak hour	Pro	2.8	42.1	25.9	0.2	4.4	4.8	0.2	0.0	0.7	18.9
	Ocp	1.1	1.6	2.5	3.0	13.5	1.6	3.0	0.0	22.2	47.0
1900-2000	Pro	2.7	41.6	30.9	0.2	3.2	1.9	0.0	0.2	0.7	18.6
	Ocp	1.2	1.7	2.3	1.0	10.2	1.1	0.0	17.0	18.1	41.1
2000-2100	Pro	2.2	34.3	37.1	0.0	3.3	3.1	0.2	0.2	0.4	19.2
	Ocp	1.0	1.7	2.1	0.0	7.6	1.7	2.0	1.0	12.4	28.5
2100-2200	Pro	2.4	30.4	37.3	0.5	5.3	2.1	0.0	0.3	0.5	21.1
	Ocp	1.1	1.8	2.2	1.0	6.9	1.6	0.0	2.0	8.8	29.9
2200-2300	Pro	2.8	30.6	36.8	0.0	4.8	2.5	0.3	0.0	0.5	21.7
	Ocp	1.4	1.9	2.3	0.0	4.8	1.7	2.0	0.0	7.0	32.1
16 hours	Pro	1.9	33.3	30.1	1.0	3.4	9.0	1.0	1.5	0.6	18.0
	Ocp	1.1	1.7	2.1	5.6	7.4	1.7	1.9	10.5	16.0	28.7

**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