

YEAR

2014

LINK

CAUSEWAY RD (from SHELTER ST to HING FAT ST)

COVERAGE (B) STATION

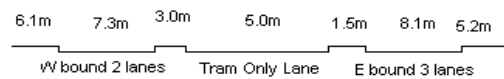
2214

ROAD NETWORK

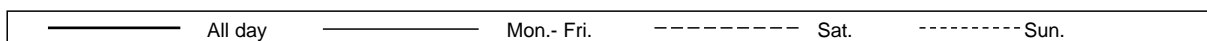
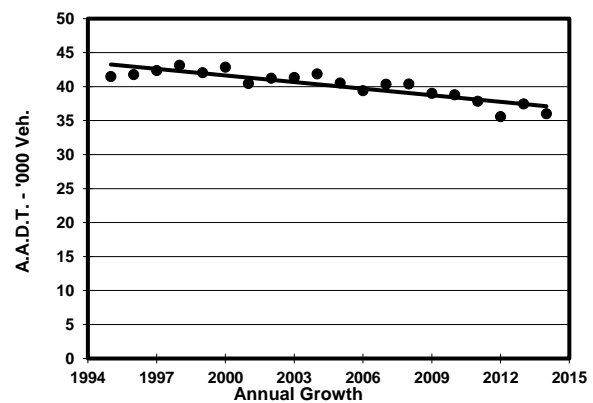
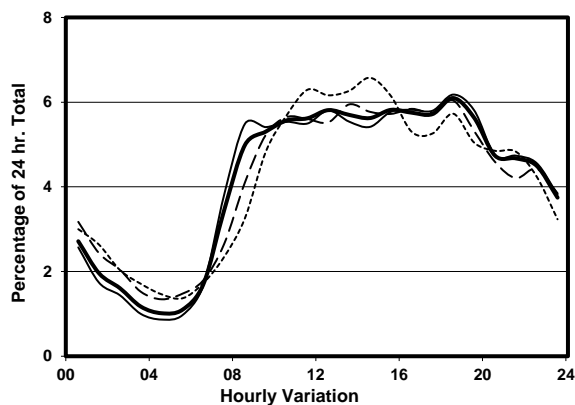
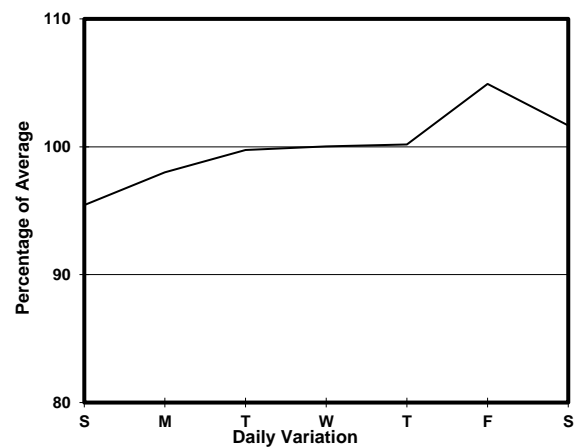
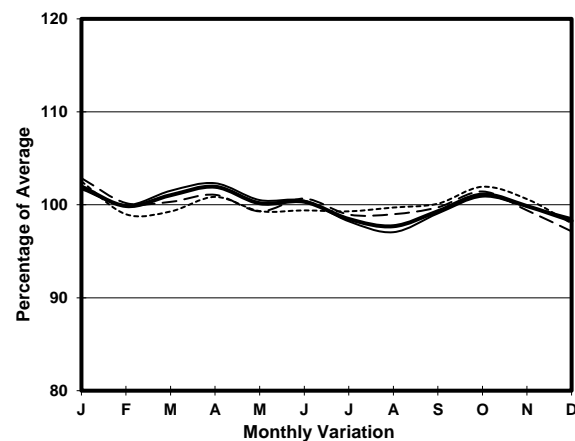
MAJOR

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.	24940	25020	25470	24460
R 12 / 24 - %	61.8	62.6	59.5	59.9
R 16 / 24 - %	82.8	83.9	79.5	80.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1130	1220	1210	1030
T - % (AM)	-	23	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1470	1490	1500	1380
T - % (PM)	-	18.5	-	-
Prop.of commercial vehicles - 16 hr.	-	19.6	-	-
WEST BOUND				
A.A.D.T.	11080	11300	11210	10020
R 12 / 24 - %	73.7	73.7	73.6	73.5
R 16 / 24 - %	89.9	90.3	89	88.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	780	820	710	630
T - % (AM)	-	17.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	730	760	740	600
T - % (PM)	-	22.6	-	-
Prop.of commercial vehicles - 16 hr.	-	22	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 2214
Year 2014

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	1.8	18.3	25.2	3.2	6.4	5.5	2.7	7.8	0.5	28.6
	Ocp	1.3	1.4	1.8	6.0	6.4	1.1	1.2	4.8	15.3	33.6
0800-0900	Pro	1.6	45.5	21.4	1.6	2.5	5.4	1.1	5.0	0.2	15.8
	Ocp	1.0	1.6	2.1	5.7	8.8	1.9	1.0	9.6	35.7	35.7
0900-1000	Pro	2.2	43.9	19.9	1.7	2.4	10.8	0.6	0.4	0.2	17.8
	Ocp	1.0	1.5	2.0	1.1	8.1	1.9	1.3	2.0	19.0	25.3
1000-1100	Pro	1.9	38.0	22.9	0.5	2.6	14.0	1.2	0.7	0.2	18.1
	Ocp	1.0	1.4	2.0	4.5	6.0	1.7	1.4	1.0	17.7	20.1
1100-1200	Pro	1.1	33.0	29.8	1.6	2.1	12.6	2.5	1.1	0.2	15.9
	Ocp	1.0	1.4	2.0	4.3	3.8	1.6	1.3	13.8	15.8	20.8
1200-1300	Pro	1.8	37.2	31.5	2.2	1.1	11.2	0.4	1.3	0.1	13.1
	Ocp	1.0	1.5	2.0	12.1	4.8	1.5	1.0	16.3	41.0	23.4
1300-1400	Pro	1.6	33.9	29.7	2.2	1.8	11.4	1.3	0.9	0.3	17.0
	Ocp	1.3	1.7	1.9	3.1	5.1	1.6	1.8	5.3	13.4	23.3
1400-1500	Pro	1.4	36.6	22.7	2.7	2.3	15.2	1.1	1.6	0.1	16.3
	Ocp	1.2	1.6	2.3	2.3	5.2	1.5	1.8	8.0	12.5	23.7
1500-1600	Pro	1.9	38.2	23.2	2.1	2.1	12.9	2.6	1.6	0.2	15.3
	Ocp	1.1	1.5	2.1	9.9	5.0	1.7	1.3	12.7	10.7	26.9
1600-1700	Pro	1.7	41.5	21.9	1.7	2.3	12.5	0.6	2.1	0.1	15.6
	Ocp	1.1	1.7	2.1	5.9	5.1	1.6	1.3	15.3	17.0	28.9
1700-1800	Pro	2.9	41.3	22.0	1.3	1.6	10.4	0.9	0.2	0.3	19.1
	Ocp	1.0	1.6	2.2	3.5	11.1	1.7	2.0	1.0	22.6	33.0
1800-1900 Peak hour	Pro	1.9	36.6	32.1	0.6	1.5	7.4	0.4	1.1	0.2	18.1
	Ocp	1.1	1.6	2.4	1.3	15.3	1.7	1.5	8.6	21.7	44.8
1900-2000	Pro	1.7	46.0	27.0	0.0	2.2	3.3	0.2	0.2	0.4	19.0
	Ocp	1.1	1.7	2.2	0.0	11.9	1.8	2.0	14.0	15.0	36.8
2000-2100	Pro	1.1	39.2	31.0	0.0	3.6	4.4	0.0	0.0	0.1	20.7
	Ocp	1.3	1.8	2.1	0.0	9.7	1.8	0.0	0.0	18.0	31.1
2100-2200	Pro	2.4	35.6	35.0	0.0	3.0	1.9	0.8	0.3	0.2	20.9
	Ocp	1.2	1.8	2.4	0.0	9.4	1.7	1.0	3.0	5.3	26.1
2200-2300	Pro	1.4	33.1	37.3	0.0	3.9	2.2	0.8	0.0	0.0	21.3
	Ocp	1.0	1.8	2.4	0.0	8.4	1.6	1.7	0.0	0.0	26.5
16 hours	Pro	1.8	38.1	26.8	1.3	2.4	9.1	1.0	1.4	0.2	17.8
	Ocp	1.1	1.6	2.1	5.3	7.7	1.6	1.4	9.3	17.5	29.0

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