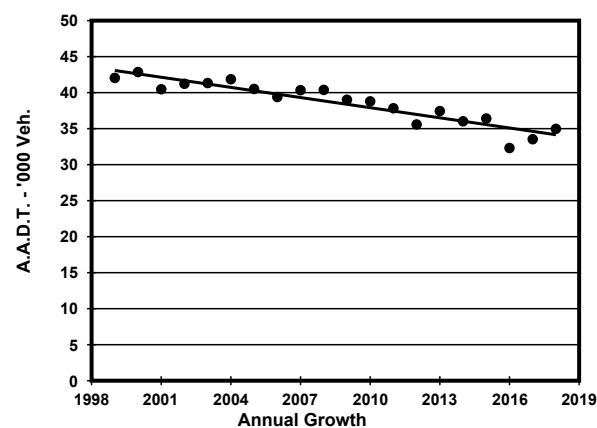
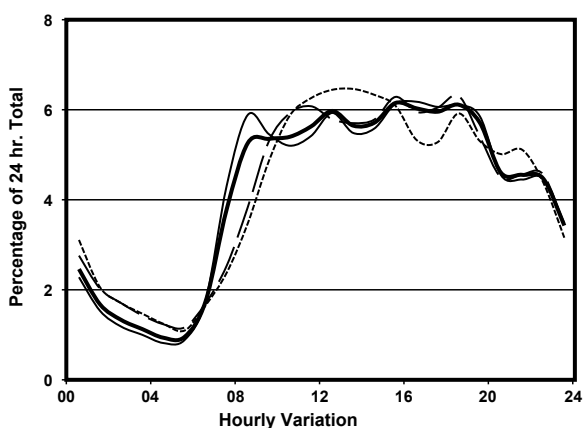
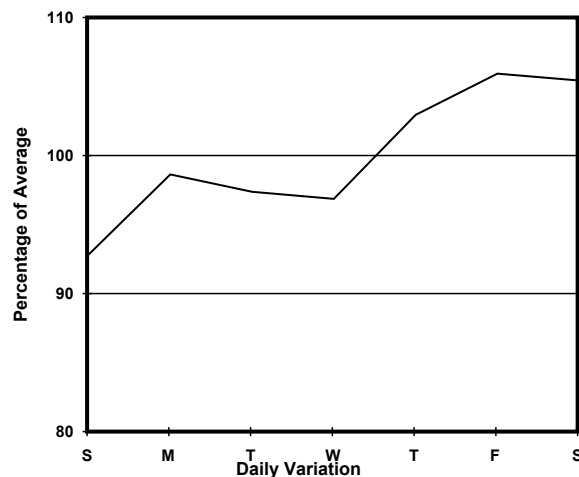
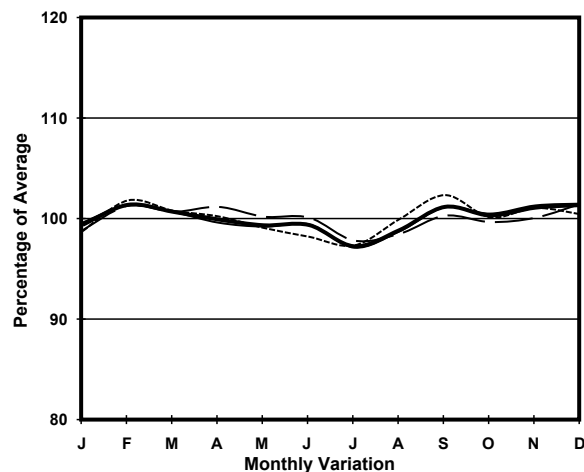


YEAR 2018 LINK CAUSEWAY RD (from SHELTER ST to HING FAT ST)

COVERAGE (B) STATION 2214
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

6.1m 7.3m 3.0m 5.0m 1.5m 8.1m 5.2m
W bound 2 lanes Tram Only Lane E bound 3 lanes

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.	23050	23080	24010	22540
R 12 / 24 - %	63.5	64.5	60.9	61.2
R 16 / 24 - %	84.3	85.2	81.6	82.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1130	1240	1150	1050
T - % (AM)	-	20	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	1350	1390	1400	1270
T - % (PM)	-	21.1	-	-
Prop.of commercial vehicles - 16 hr.	-	19.7	-	-
WEST BOUND				
A.A.D.T.	11920	12140	13000	10050
R 12 / 24 - %	73.8	74	74.2	72.6
R 16 / 24 - %	90.2	90.5	90	88.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	740	840	810	540
T - % (AM)	-	16.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	820	830	970	660
T - % (PM)	-	21.6	-	-
Prop.of commercial vehicles - 16 hr.	-	21	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 2214
Year 2018

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	1.4	22.4	27.1	3.3	4.2	6.1	1.4	7.5	0.4	26.3
	Ocp	1.3	1.6	2.0	5.4	7.7	1.4	2.3	9.9	31.3	26.8
0800-0900	Pro	0.0	56.0	14.6	3.1	0.9	6.9	0.4	3.5	0.2	14.4
	Ocp	0.0	1.5	2.0	6.9	7.8	1.8	1.0	13.4	44.3	28.9
0900-1000	Pro	0.7	45.3	19.4	1.1	2.0	9.5	0.7	2.7	0.1	18.5
	Ocp	1.0	1.5	2.1	5.2	4.9	1.8	1.7	10.9	39.5	20.2
1000-1100	Pro	0.5	35.9	25.9	1.2	1.0	14.2	1.0	1.7	0.1	18.4
	Ocp	1.0	1.4	1.9	2.4	3.0	1.6	2.3	7.9	43.0	17.0
1100-1200	Pro	0.8	37.3	22.6	2.1	1.1	17.0	0.5	2.1	0.1	16.4
	Ocp	1.0	1.5	1.8	3.9	2.3	1.6	1.5	6.9	19.0	17.4
1200-1300	Pro	2.7	36.7	29.1	3.5	0.8	12.2	0.4	1.4	0.0	13.2
	Ocp	1.0	1.5	2.0	8.9	6.3	1.7	1.0	11.0	0.0	22.9
1300-1400	Pro	2.9	35.8	29.6	1.1	0.2	12.3	0.9	1.1	0.1	15.9
	Ocp	1.0	1.5	2.1	4.8	8.0	1.8	1.5	5.6	20.0	20.4
1400-1500	Pro	2.6	42.2	24.4	0.9	0.9	11.5	0.9	1.9	0.0	14.7
	Ocp	1.0	1.6	2.4	1.3	3.0	1.6	1.3	3.0	0.0	24.3
1500-1600	Pro	1.8	34.5	24.7	3.7	1.4	15.8	0.2	2.5	0.1	15.4
	Ocp	1.0	1.4	1.9	11.8	4.8	1.7	1.0	23.2	22.0	22.8
1600-1700 Peak hour	Pro	2.0	44.4	17.3	2.6	0.9	11.6	1.5	2.8	0.1	16.7
	Ocp	1.1	1.4	1.9	2.9	4.3	1.5	1.7	11.1	17.0	24.5
1700-1800	Pro	2.4	47.1	20.2	0.7	0.7	7.9	0.2	0.5	0.1	20.1
	Ocp	1.0	1.5	2.0	1.3	4.0	1.6	2.0	3.5	11.5	32.9
1800-1900	Pro	5.7	44.5	26.3	0.4	1.1	4.8	0.0	0.9	0.1	16.3
	Ocp	1.1	1.5	2.1	1.5	8.8	1.6	0.0	10.0	8.0	40.2
1900-2000	Pro	3.2	44.6	26.6	0.0	0.9	4.5	0.4	0.6	0.1	19.1
	Ocp	1.1	1.4	2.1	0.0	5.3	1.4	1.0	10.7	3.0	33.9
2000-2100	Pro	2.0	37.6	30.0	0.3	2.0	4.4	0.0	1.5	0.1	22.2
	Ocp	1.1	1.5	1.9	1.0	3.6	1.3	0.0	2.0	4.0	25.6
2100-2200	Pro	4.3	31.6	35.3	0.6	2.6	3.2	0.6	0.9	0.1	21.0
	Ocp	1.1	1.5	2.3	1.0	10.7	1.8	1.0	1.0	5.0	28.7
2200-2300	Pro	3.1	42.3	28.9	0.0	1.4	3.1	1.1	0.0	0.0	19.9
	Ocp	1.2	1.6	2.4	0.0	5.6	1.6	1.5	0.0	0.0	27.8
16 hours	Pro	2.3	40.7	24.8	1.6	1.3	9.3	0.6	1.8	0.1	17.6
	Ocp	1.1	1.5	2.1	6.1	5.9	1.6	1.6	10.3	23.4	26.1

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