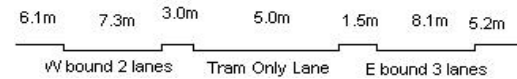


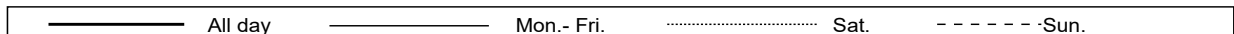
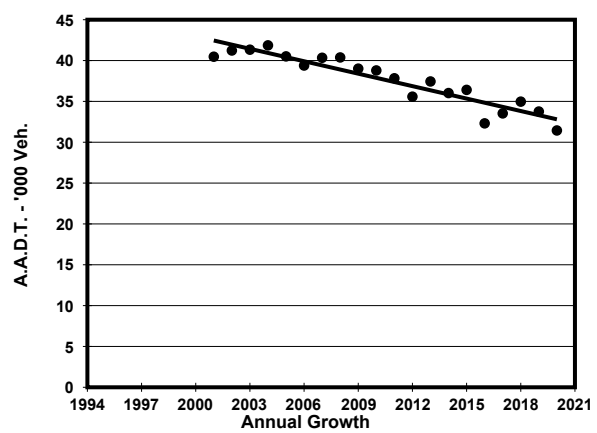
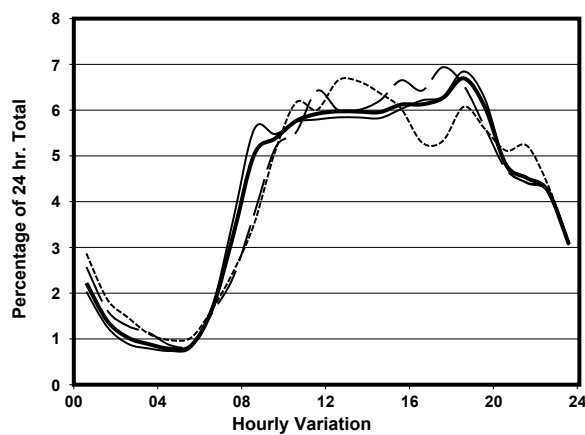
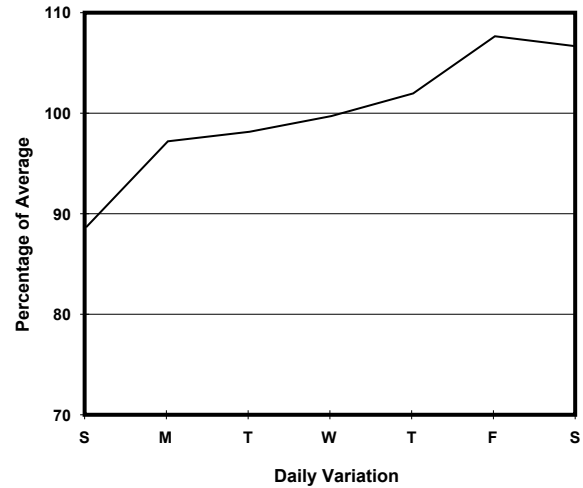
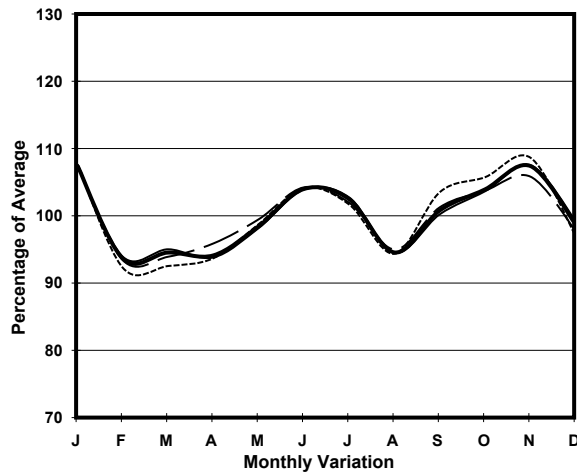
YEAR 2020

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.	20610	20730	22140	19390
R 12 / 24 - %	66.1	67.1	64.8	62.5
R 16 / 24 - %	87.1	88	85.4	84.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1010	1030	1040	950
T - % (AM)	-	18.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1340	1380	1460	1130
T - % (PM)	-	17.9	-	-
Prop.of commercial vehicles - 16 hr.	-	18	-	-
WEST BOUND				
A.A.D.T.	10830	11200	11580	8710
R 12 / 24 - %	73	72.8	74	72.7
R 16 / 24 - %	90	90.2	90	88.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	680	770	700	480
T - % (AM)	-	29.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	770	800	880	580
T - % (PM)	-	20.3	-	-
Prop.of commercial vehicles - 16 hr.	-	24	-	-

3. OTHER INFORMATION AND COMMENT

Coverage (B) Station 2214
Year 2020

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	15.9	30.1	0.6	4.5	10.8	2.3	0.0	0.4	33.2
	Ocp	1.0	1.4	1.5	1.0	4.5	1.4	2.0	0.0	12.7	20.9
0800-0900	Pro	1.6	35.1	26.7	0.3	2.2	7.1	2.2	1.2	0.1	23.5
	Ocp	1.0	1.4	1.8	2.0	5.1	1.3	1.4	7.8	14.0	23.3
0900-1000	Pro	1.5	45.0	21.2	0.5	1.7	11.3	1.5	0.2	0.2	16.9
	Ocp	1.0	1.4	1.7	1.5	3.7	1.5	1.7	1.0	15.3	19.0
1000-1100	Pro	0.9	39.8	26.0	0.7	0.9	14.7	0.7	0.5	0.0	15.8
	Ocp	1.0	1.5	1.6	3.0	1.5	1.8	1.7	5.5	0.0	15.6
1100-1200	Pro	4.4	39.5	24.2	0.0	0.5	14.1	0.7	0.5	0.1	16.0
	Ocp	1.1	1.6	1.6	0.0	1.0	1.4	1.7	7.5	19.0	14.9
1200-1300	Pro	3.8	43.6	20.8	0.5	1.0	12.7	1.7	0.2	0.0	15.7
	Ocp	1.0	1.4	1.6	3.0	2.3	1.5	1.4	20.0	0.0	16.7
1300-1400	Pro	4.6	41.1	23.6	0.6	0.9	9.8	1.2	0.0	0.1	18.3
	Ocp	1.1	1.5	1.7	3.0	1.3	1.5	1.3	0.0	13.0	19.9
1400-1500	Pro	3.7	44.5	20.8	0.2	1.0	13.5	0.7	0.2	0.1	15.3
	Ocp	1.0	1.6	1.7	1.0	2.3	1.5	1.3	10.0	16.0	19.8
1500-1600	Pro	2.9	42.5	22.5	0.9	0.9	13.7	1.5	0.2	0.1	14.9
	Ocp	1.1	1.6	1.9	2.8	1.8	1.6	1.9	12.0	8.0	23.4
1600-1700	Pro	2.3	49.1	22.4	0.5	0.7	6.6	0.9	0.5	0.1	17.1
	Ocp	1.0	1.6	1.8	6.0	1.0	1.6	2.5	3.5	11.0	25.0
1700-1800	Pro	5.1	51.9	15.0	0.2	0.2	7.5	0.2	0.2	0.1	19.4
	Ocp	1.0	1.6	2.0	20.0	3.0	1.6	2.0	1.0	3.0	31.2
1800-1900 Peak hour	Pro	5.9	52.9	16.4	0.2	0.7	5.2	0.0	0.0	0.1	18.7
	Ocp	1.1	1.4	2.0	1.0	2.0	1.5	0.0	0.0	12.0	33.6
1900-2000	Pro	3.5	52.8	19.7	0.2	1.2	2.8	0.0	0.2	0.1	19.3
	Ocp	1.1	1.6	1.9	2.0	2.8	1.5	0.0	8.0	6.0	28.5
2000-2100	Pro	6.8	43.7	24.8	0.6	0.6	3.1	0.3	0.0	0.1	20.1
	Ocp	1.1	1.5	1.8	2.0	3.0	1.5	2.0	0.0	8.0	21.3
2100-2200	Pro	4.5	42.2	25.3	0.0	1.6	4.2	0.6	0.0	0.1	21.4
	Ocp	1.3	1.7	1.8	0.0	4.6	1.3	1.0	0.0	5.0	20.2
2200-2300	Pro	2.3	40.2	27.3	0.0	1.1	2.3	0.8	0.0	0.2	25.9
	Ocp	1.2	1.5	1.8	0.0	4.3	2.0	2.0	0.0	4.5	16.6
16 hours	Pro	3.6	43.8	22.4	0.4	1.1	8.9	0.9	0.3	0.1	18.6
	Ocp	1.1	1.5	1.8	3.4	3.1	1.5	1.7	7.3	10.6	22.3

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