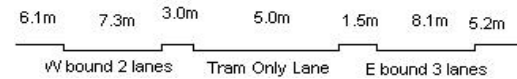


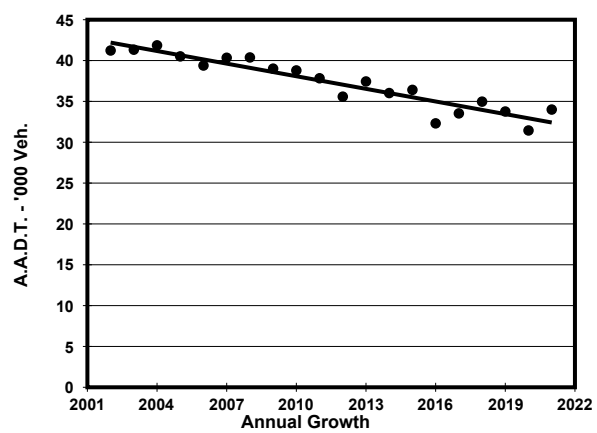
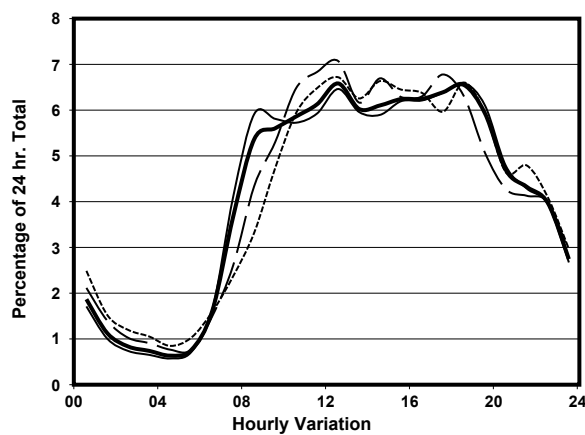
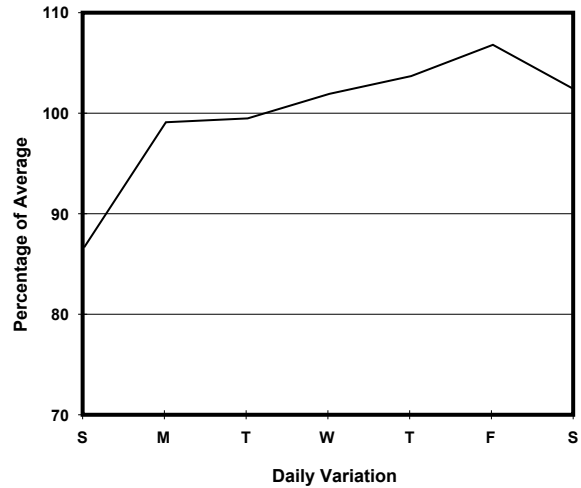
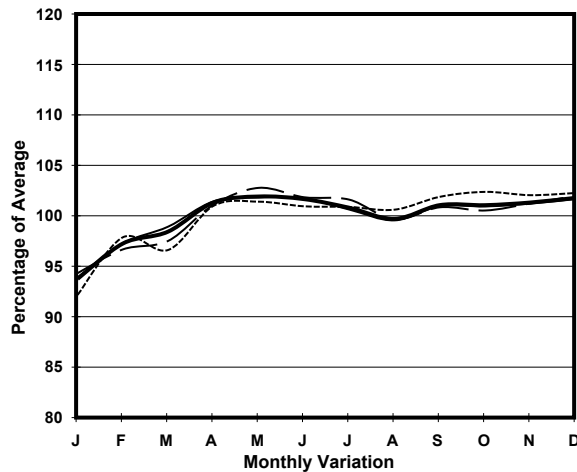
YEAR 2021

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.
<b>EAST BOUND</b>				
A.A.D.T.	22700	23220	23450	20530
R 12 / 24 - %	68	68.5	67.7	65.6
R 16 / 24 - %	88.7	89.5	87.2	86.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1160	1230	1140	880
T - % (AM)	-	16.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	1450	1490	1510	1360
T - % (PM)	-	16.4	-	-
Prop.of commercial vehicles - 16 hr.	-	16.6	-	-
<b>WEST BOUND</b>				
A.A.D.T.	11300	11780	11560	9140
R 12 / 24 - %	76.3	76.5	78.2	72.9
R 16 / 24 - %	91.6	92	91.4	89.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	740	840	720	530
T - % (AM)	-	18.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	820	870	860	670
T - % (PM)	-	18.6	-	-
Prop.of commercial vehicles - 16 hr.	-	19.4	-	-

## 3. OTHER INFORMATION AND COMMENT

**Coverage (B) Station 2214**  
**Year 2021**

**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	2.5	24.0	29.0	5.8	3.3	5.8	1.2	5.8	0.2	22.4
	Ocp	1.0	1.4	1.8	6.0	4.1	1.7	1.7	11.0	37.5	33.6
0800-0900	Pro	1.7	57.2	14.1	1.9	1.2	5.2	0.8	3.7	0.1	14.0
	Ocp	1.1	1.4	1.9	9.4	5.3	1.7	1.0	7.3	40.0	29.9
0900-1000	Pro	0.9	51.7	17.8	1.3	1.5	10.6	1.1	0.0	0.1	14.9
	Ocp	1.0	1.4	1.8	2.8	6.0	1.8	1.0	0.0	29.0	22.9
1000-1100	Pro	1.6	41.1	24.3	0.9	1.1	14.0	0.9	2.1	0.1	13.8
	Ocp	1.1	1.3	1.8	8.3	2.4	1.7	1.8	10.4	26.0	22.6
1100-1200	Pro	1.6	46.5	20.4	0.8	1.3	12.6	0.8	0.5	0.1	15.3
	Ocp	1.0	1.3	2.0	1.7	2.8	1.6	2.0	4.5	14.0	22.8
1200-1300	Pro	2.3	47.8	24.8	1.8	1.2	9.0	0.8	0.8	0.1	11.3
	Ocp	1.0	1.4	1.9	5.9	2.5	1.3	1.5	8.3	34.0	25.6
1300-1400	Pro	3.9	37.9	28.8	0.9	0.9	10.5	0.7	2.1	0.0	14.3
	Ocp	1.1	1.4	1.8	4.8	3.8	1.5	1.0	14.3	0.0	26.7
1400-1500	Pro	3.9	42.0	22.3	0.7	0.7	14.1	1.2	0.7	0.1	14.3
	Ocp	1.1	1.4	2.1	2.3	1.7	1.6	2.0	2.3	14.0	25.7
1500-1600	Pro	4.0	48.5	19.7	1.8	1.1	10.8	0.2	0.7	0.1	13.3
	Ocp	1.0	1.6	2.0	3.8	2.0	1.6	2.0	2.0	17.0	23.9
1600-1700	Pro	3.1	48.1	19.4	2.7	0.9	9.6	0.2	0.7	0.1	15.3
	Ocp	1.1	1.4	1.9	4.7	2.0	1.6	1.0	13.3	9.0	29.6
1700-1800	Pro	3.1	48.2	19.9	1.1	1.1	8.0	0.0	0.9	0.0	17.8
	Ocp	1.1	1.4	2.0	1.4	5.8	1.2	0.0	1.3	0.0	33.6
1800-1900 Peak hour	Pro	6.4	47.2	20.8	0.2	0.7	5.7	0.7	0.2	0.0	18.2
	Ocp	1.0	1.3	2.1	1.0	3.0	1.2	1.7	6.0	0.0	40.5
1900-2000	Pro	6.1	54.6	19.5	0.0	1.5	2.3	0.0	0.0	0.1	16.0
	Ocp	1.1	1.4	2.0	0.0	7.1	1.3	0.0	0.0	4.0	32.9
2000-2100	Pro	5.8	42.8	29.1	0.0	1.1	2.7	0.0	0.3	0.1	18.1
	Ocp	1.0	1.4	1.9	0.0	3.0	1.2	0.0	1.0	1.0	27.6
2100-2200	Pro	8.7	39.5	26.6	0.4	1.4	1.7	0.4	0.4	0.1	21.0
	Ocp	1.2	1.3	2.1	5.0	2.0	1.6	1.0	15.0	4.0	30.1
2200-2300	Pro	6.4	43.5	28.3	0.3	1.3	0.7	0.3	0.0	0.1	19.0
	Ocp	1.2	1.3	2.1	1.0	6.8	1.5	3.0	0.0	5.0	28.2
16 hours	Pro	3.7	46.1	22.3	1.2	1.2	8.0	0.6	1.1	0.1	15.8
	Ocp	1.1	1.4	2.0	5.0	4.0	1.5	1.5	8.8	19.1	28.9

**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