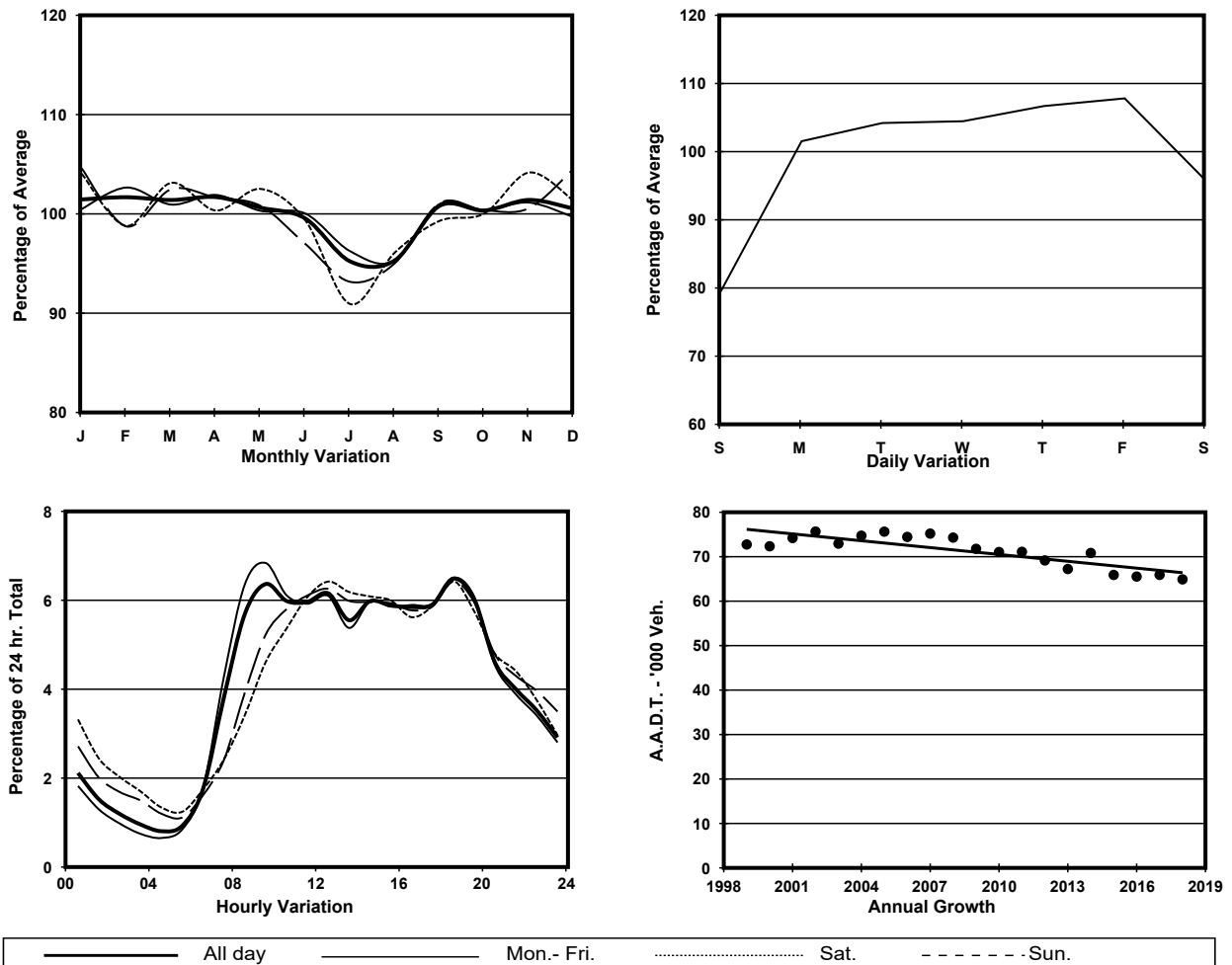


YEAR	2018	LINK	QUEENSWAY (from RODNEY ST to QUEEN'S RD E)
CORE STATION	1007		
ROAD NETWORK	MAJOR		
ROAD TYPE	PRIMARY DISTRIBUTOR		



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	45480	48470	43680	35940
R 12 / 24 - %	70	71.6	65.8	64.9
R 16 / 24 - %	87.7	89	84.3	82.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2910	3310	2340	1720
T - % (AM)	-	14.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2880	3060	2780	2310
T - % (PM)	-	12.4	-	-
Prop.of commercial vehicles - 16 hr.	-	12.4	-	-
WEST BOUND				
A.A.D.T.	19420	20390	19260	16230
R 12 / 24 - %	68.7	70.1	65.3	63.7
R 16 / 24 - %	88.1	89.3	85.4	83.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1220	1400	950	680
T - % (AM)	-	11.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1330	1420	1260	1050
T - % (PM)	-	18.1	-	-
Prop.of commercial vehicles - 16 hr.	-	17.4	-	-

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	1.9	27.9	36.7	2.6	3.7	6.7	0.4	4.4	0.3	15.4
	Ocp	1.0	1.4	2.0	7.5	12.0	1.4	1.5	11.2	17.2	25.9
0800-0900	Pro	1.5	42.3	30.9	1.0	1.7	5.1	0.6	4.8	0.2	11.8
	Ocp	1.1	1.3	1.8	6.5	13.3	1.8	1.8	19.2	20.4	29.3
0900-1000 Peak hour	Pro	1.3	38.7	33.3	0.3	1.7	11.4	0.8	2.3	0.2	10.1
	Ocp	1.0	1.4	2.0	3.0	9.0	1.6	1.6	11.7	11.9	19.2
1000-1100	Pro	1.9	41.4	28.4	0.6	1.2	14.0	1.4	0.9	0.3	9.9
	Ocp	1.0	1.3	2.1	1.5	9.4	1.6	1.4	9.9	8.8	17.7
1100-1200	Pro	1.8	43.6	25.2	0.6	1.3	14.5	0.8	2.0	0.2	10.0
	Ocp	1.1	1.5	2.0	1.8	8.1	1.7	1.7	13.8	10.1	19.1
1200-1300	Pro	2.6	48.0	28.8	0.7	1.0	8.5	0.5	1.0	0.2	8.5
	Ocp	1.0	1.4	2.3	4.3	8.7	1.6	1.4	12.4	12.2	21.2
1300-1400	Pro	2.7	39.5	32.5	0.3	1.4	10.4	0.8	1.8	0.3	10.3
	Ocp	1.0	1.5	2.0	3.0	10.6	1.7	1.6	9.6	14.8	23.3
1400-1500	Pro	2.4	42.2	29.2	0.7	1.2	12.8	0.3	1.5	0.3	9.3
	Ocp	1.0	1.3	2.2	2.8	10.6	1.7	2.3	9.2	14.3	21.0
1500-1600	Pro	2.3	39.9	29.7	1.2	0.8	12.6	0.7	2.5	0.3	10.0
	Ocp	1.0	1.4	2.0	5.5	12.6	1.5	1.5	17.3	13.3	24.1
1600-1700	Pro	2.5	45.8	25.7	1.5	1.8	8.3	0.5	2.1	0.3	11.5
	Ocp	1.1	1.4	2.1	4.3	8.4	1.8	1.3	11.9	15.2	25.1
1700-1800	Pro	1.9	49.1	27.8	1.0	0.9	5.4	0.2	2.3	0.3	11.2
	Ocp	1.0	1.5	2.1	3.5	12.4	1.7	1.5	3.4	20.1	33.0
1800-1900	Pro	2.4	47.6	31.3	0.4	0.5	3.6	0.0	1.6	0.3	12.3
	Ocp	1.1	1.5	2.2	4.3	13.0	1.8	0.0	16.6	22.9	36.4
1900-2000	Pro	2.8	45.1	37.1	0.1	0.9	0.8	0.0	2.1	0.3	10.8
	Ocp	1.0	1.4	2.0	2.0	14.3	1.4	0.0	7.6	14.6	30.0
2000-2100	Pro	2.4	36.6	44.3	0.0	1.5	1.2	0.4	0.7	0.4	12.5
	Ocp	1.1	1.5	1.9	0.0	11.4	1.4	2.0	3.4	11.3	23.4
2100-2200	Pro	2.2	32.3	45.7	0.3	1.4	1.6	0.0	1.0	0.4	15.0
	Ocp	1.0	1.4	1.9	1.5	10.1	1.6	0.0	8.8	9.8	24.5
2200-2300	Pro	1.7	28.9	50.3	0.0	1.3	1.1	0.0	0.2	0.4	16.0
	Ocp	1.1	1.6	2.0	0.0	10.3	1.7	0.0	10.0	12.4	22.8
16 hours	Pro	2.2	41.6	32.5	0.7	1.3	7.8	0.5	2.0	0.3	11.2
	Ocp	1.0	1.4	2.0	4.5	10.8	1.7	1.6	12.4	14.4	25.2

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