

YEAR 2019

CORE STATION 1007

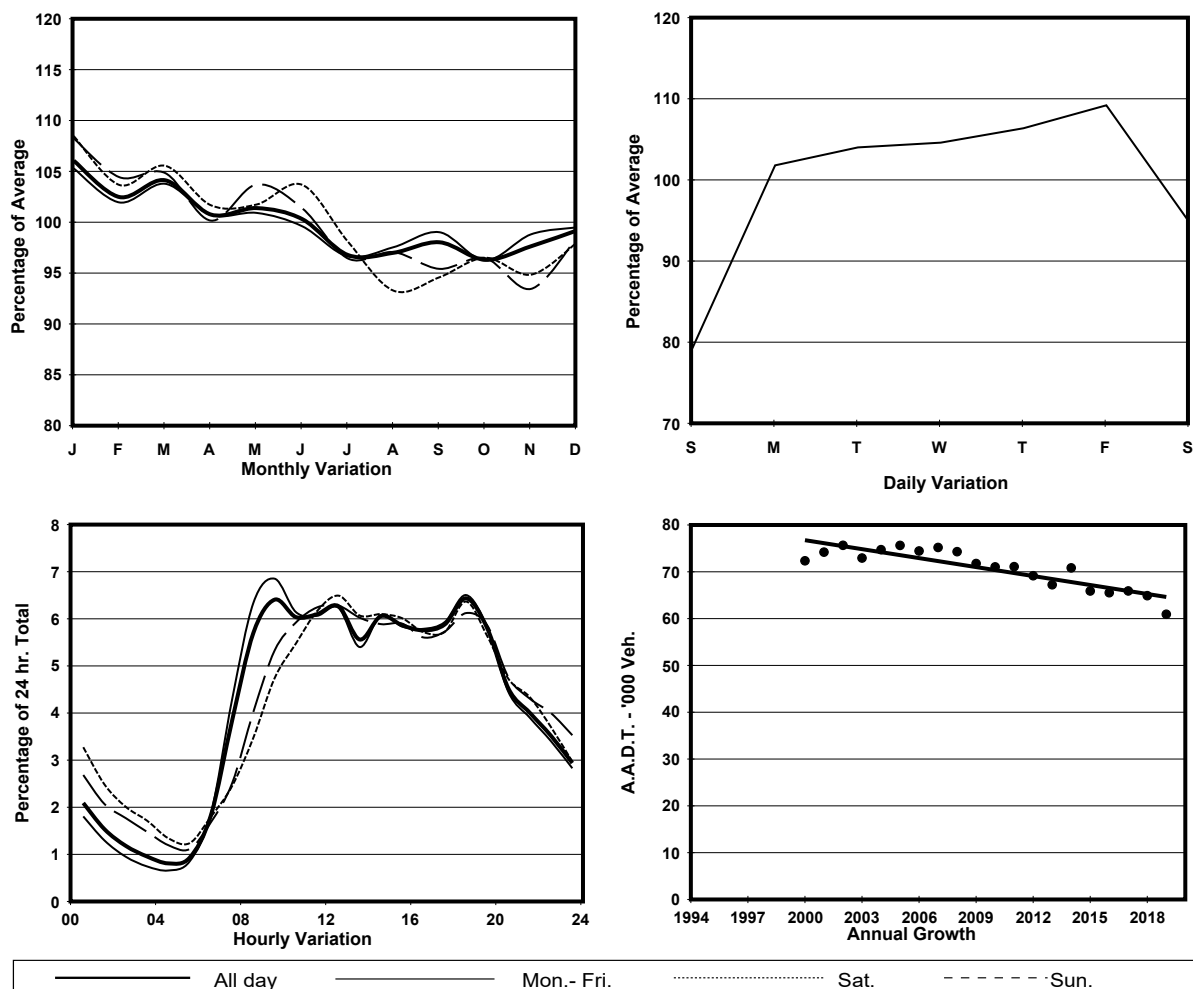
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

LINK QUEENSWAY (from RODNEY ST to QUEEN'S RD E)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	42790	45820	40420	33440
R 12 / 24 - %	70.6	72.2	65.9	65.1
R 16 / 24 - %	87.8	89.1	84.3	82.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2750	3120	2210	1650
T - % (AM)	-	12.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2720	2940	2450	2130
T - % (PM)	-	12.9	-	-
Prop.of commercial vehicles - 16 hr.	-	12.6	-	-
WEST BOUND				
A.A.D.T.	18140	18990	17990	15480
R 12 / 24 - %	68.4	69.7	64.8	64.1
R 16 / 24 - %	87.7	88.9	84.9	83.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1150	1320	910	670
T - % (AM)	-	16.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1200	1270	1130	990
T - % (PM)	-	22.6	-	-
Prop.of commercial vehicles - 16 hr.	-	19.7	-	-

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	2.4	24.2	37.9	2.2	2.6	8.3	0.9	4.8	0.3	16.2
	Ocp	1.0	1.3	1.7	5.4	9.9	1.4	1.2	9.8	16.3	25.8
0800-0900	Pro	0.4	41.9	29.5	0.9	1.8	5.8	0.2	5.2	0.3	14.0
	Ocp	1.0	1.4	1.8	7.9	9.6	1.5	1.0	18.3	11.3	31.0
0900-1000 Peak hour	Pro	0.7	42.9	30.4	0.6	1.8	9.7	1.0	1.7	0.2	10.9
	Ocp	1.0	1.4	1.9	3.1	9.2	1.6	1.5	13.0	12.3	21.7
1000-1100	Pro	0.2	45.0	27.7	0.2	1.4	12.8	0.2	1.5	0.3	10.7
	Ocp	1.0	1.3	1.8	4.0	10.2	1.7	1.5	6.7	12.7	20.7
1100-1200	Pro	1.5	44.5	30.4	0.3	0.5	10.4	1.1	1.2	0.2	9.8
	Ocp	1.0	1.4	2.1	3.3	11.5	1.5	1.8	9.4	8.8	21.4
1200-1300	Pro	2.4	43.7	32.3	0.8	1.4	8.2	0.3	1.2	0.2	9.5
	Ocp	1.0	1.4	2.0	5.9	12.7	1.4	2.7	11.4	16.2	22.6
1300-1400	Pro	1.3	45.3	27.1	0.7	1.4	11.2	0.1	1.7	0.2	10.9
	Ocp	1.0	1.5	1.9	2.6	10.3	1.5	1.0	11.2	16.4	25.1
1400-1500	Pro	2.3	46.7	27.7	0.0	1.6	10.3	0.3	1.0	0.3	9.7
	Ocp	1.1	1.4	2.0	0.0	9.6	1.6	1.3	17.1	8.1	23.0
1500-1600	Pro	1.6	48.0	24.1	1.0	1.3	10.5	0.4	1.5	0.3	11.3
	Ocp	1.1	1.5	2.0	5.0	10.4	1.6	2.0	11.2	9.8	23.3
1600-1700	Pro	1.4	53.4	21.6	0.6	1.4	6.8	0.4	2.0	0.4	12.1
	Ocp	1.1	1.5	2.0	7.6	10.0	1.6	2.3	7.5	17.0	29.7
1700-1800	Pro	2.2	47.7	28.0	1.2	1.1	3.9	0.1	2.1	0.3	13.4
	Ocp	1.1	1.4	2.0	2.3	13.3	1.4	2.0	7.4	19.9	36.1
1800-1900	Pro	2.5	43.3	34.3	0.2	1.4	2.2	0.2	1.6	0.4	13.8
	Ocp	1.0	1.5	2.1	3.5	13.4	1.6	1.0	11.2	23.2	36.3
1900-2000	Pro	2.2	43.5	37.3	0.1	1.5	1.2	0.0	1.5	0.3	12.3
	Ocp	1.1	1.3	1.9	1.0	10.1	1.4	0.0	4.6	13.9	33.2
2000-2100	Pro	3.6	37.3	43.2	0.1	0.4	1.6	0.1	0.1	0.3	13.1
	Ocp	1.0	1.4	1.9	5.0	14.3	1.2	1.0	15.0	16.1	28.2
2100-2200	Pro	2.0	29.8	48.1	0.2	1.3	0.5	0.4	1.1	0.5	16.2
	Ocp	1.0	1.3	2.0	2.0	9.3	2.3	1.5	5.5	12.4	25.4
2200-2300	Pro	1.3	31.3	48.8	0.0	1.3	0.9	0.0	0.4	0.4	15.5
	Ocp	1.0	1.5	2.0	0.0	13.7	2.2	0.0	6.5	12.1	22.6
16 hours	Pro	1.7	42.8	32.1	0.6	1.4	6.8	0.4	1.8	0.3	12.2
	Ocp	1.0	1.4	2.0	4.7	10.7	1.6	1.6	11.4	14.4	27.1

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