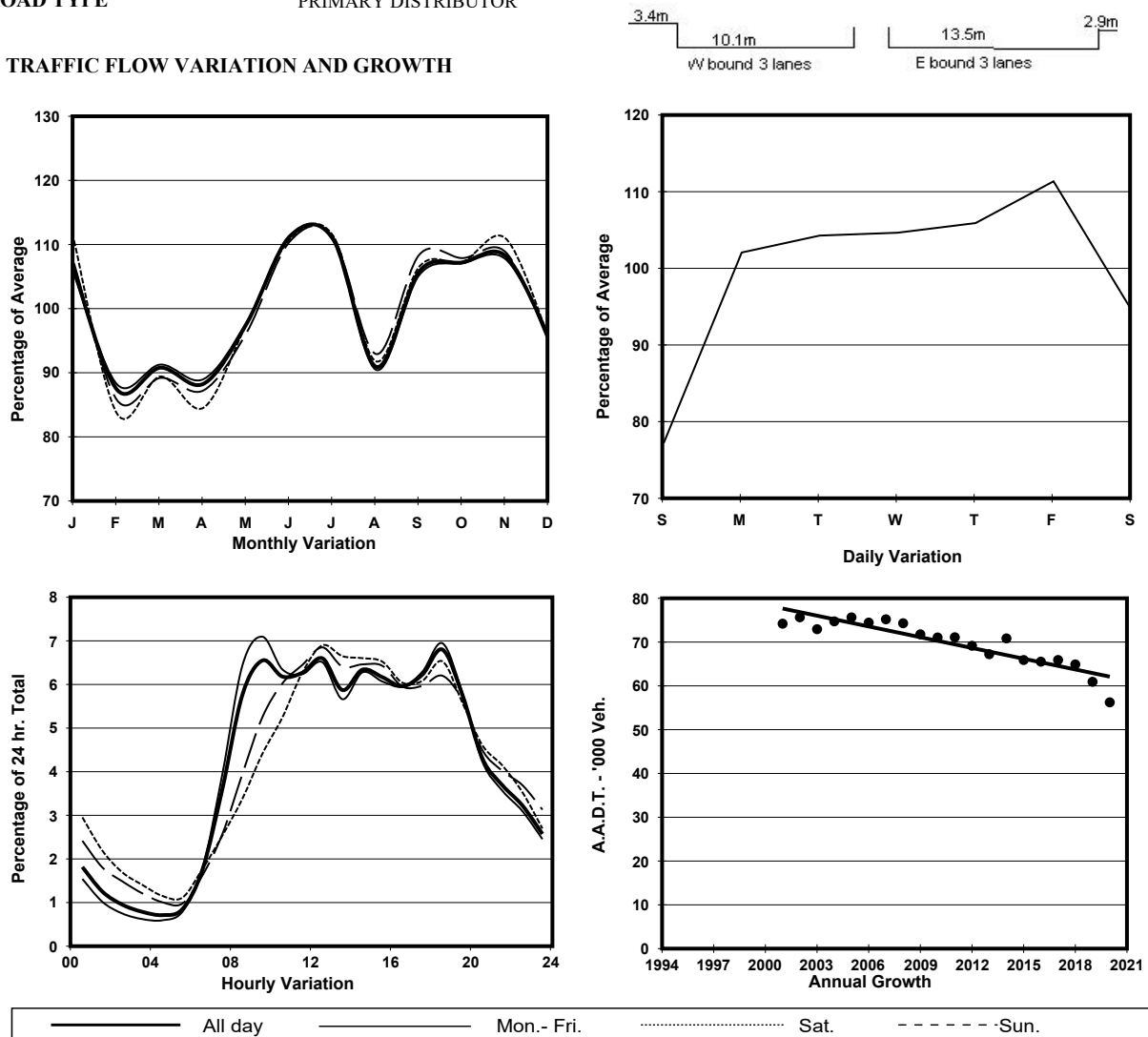


YEAR	2020	LINK	QUEENSWAY (from RODNEY ST to QUEEN'S RD E)
CORE STATION	1007		
ROAD NETWORK	MAJOR		
ROAD TYPE	PRIMARY DISTRIBUTOR		

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	37490	40490	35090	28030
R 12 / 24 - %	73.5	75.1	69.1	67.7
R 16 / 24 - %	89.7	91	86.3	85
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2520	2940	1900	1260
T - % (AM)	-	13.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2520	2790	2110	1820
T - % (PM)	-	13.3	-	-
Prop.of commercial vehicles - 16 hr.	-	13.2	-	-
<b>WEST BOUND</b>				
A.A.D.T.	18750	19640	18790	15820
R 12 / 24 - %	69.9	71	67.5	66.2
R 16 / 24 - %	88.5	89.5	86.4	85
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1160	1330	930	680
T - % (AM)	-	18.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1300	1390	1230	1050
T - % (PM)	-	22.7	-	-
Prop.of commercial vehicles - 16 hr.	-	20.7	-	-

## 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	1.1	21.6	36.1	0.3	3.4	10.3	1.3	3.2	0.4	22.4
	Ocp	1.0	1.2	1.6	2.0	8.2	1.5	1.2	16.5	15.0	17.6
0800-0900	Pro	2.0	37.7	29.8	1.1	1.6	7.8	0.6	2.0	0.2	17.0
	Ocp	1.0	1.3	1.8	2.4	10.2	1.6	1.6	18.1	15.4	26.6
0900-1000 Peak hour	Pro	0.2	45.6	28.7	0.5	1.4	8.6	1.0	1.4	0.2	12.4
	Ocp	1.0	1.4	1.7	1.8	10.1	1.7	1.8	11.9	9.9	18.9
1000-1100	Pro	1.2	44.9	27.5	0.0	1.3	12.1	0.5	0.5	0.3	11.7
	Ocp	1.0	1.4	1.6	0.0	6.4	1.5	1.8	14.8	9.8	17.0
1100-1200	Pro	2.0	42.7	27.3	0.0	1.0	13.9	1.3	0.6	0.3	11.0
	Ocp	1.1	1.3	1.6	0.0	6.1	1.5	2.0	3.6	7.6	16.9
1200-1300	Pro	2.5	47.0	29.3	0.5	0.6	8.9	0.4	0.4	0.2	10.3
	Ocp	1.1	1.5	1.7	1.3	11.4	1.7	2.0	5.3	9.8	14.5
1300-1400	Pro	3.5	40.9	28.6	0.6	1.5	11.1	0.6	0.6	0.3	12.5
	Ocp	1.0	1.4	1.8	1.5	7.9	1.6	2.0	5.0	9.4	16.6
1400-1500	Pro	2.3	46.1	26.7	0.0	1.2	11.8	1.1	0.1	0.3	10.3
	Ocp	1.0	1.4	1.8	0.0	8.7	1.5	1.3	6.0	10.8	17.4
1500-1600	Pro	1.5	52.6	23.5	0.1	1.7	7.7	0.4	0.8	0.3	11.5
	Ocp	1.0	1.5	1.7	2.0	7.9	1.6	1.7	3.5	11.9	18.3
1600-1700	Pro	1.8	51.1	24.7	0.3	1.0	7.2	0.6	0.6	0.4	12.2
	Ocp	1.0	1.4	1.7	3.0	7.0	1.6	1.4	4.4	11.3	20.0
1700-1800	Pro	0.8	52.7	25.7	0.6	1.2	3.1	0.4	1.3	0.3	13.9
	Ocp	1.0	1.5	1.6	2.4	8.4	1.6	1.3	3.7	12.1	29.5
1800-1900	Pro	3.1	50.4	26.9	0.2	1.0	2.1	0.0	1.4	0.4	14.4
	Ocp	1.0	1.5	1.9	1.5	13.4	1.5	0.0	11.6	16.2	31.1
1900-2000	Pro	2.1	51.1	29.8	0.2	1.0	1.1	0.3	0.9	0.4	12.9
	Ocp	1.0	1.4	1.8	9.0	10.7	1.4	1.3	5.1	9.7	24.0
2000-2100	Pro	2.7	32.0	43.9	0.0	1.6	1.3	0.4	0.9	0.6	16.5
	Ocp	1.1	1.5	1.4	0.0	10.1	2.1	1.5	1.6	7.0	17.8
2100-2200	Pro	0.8	25.1	48.6	0.3	1.5	1.3	0.5	0.5	0.6	21.0
	Ocp	1.0	1.5	1.5	4.0	6.0	2.6	2.0	4.5	8.2	14.3
2200-2300	Pro	1.9	28.3	43.3	0.3	1.9	1.3	0.0	0.3	0.6	22.2
	Ocp	1.1	1.7	1.6	3.0	7.4	1.0	0.0	2.0	6.9	14.5
16 hours	Pro	1.9	44.0	29.8	0.3	1.3	7.2	0.6	0.9	0.3	13.6
	Ocp	1.0	1.4	1.7	2.5	8.8	1.6	1.6	9.7	10.6	20.4

**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