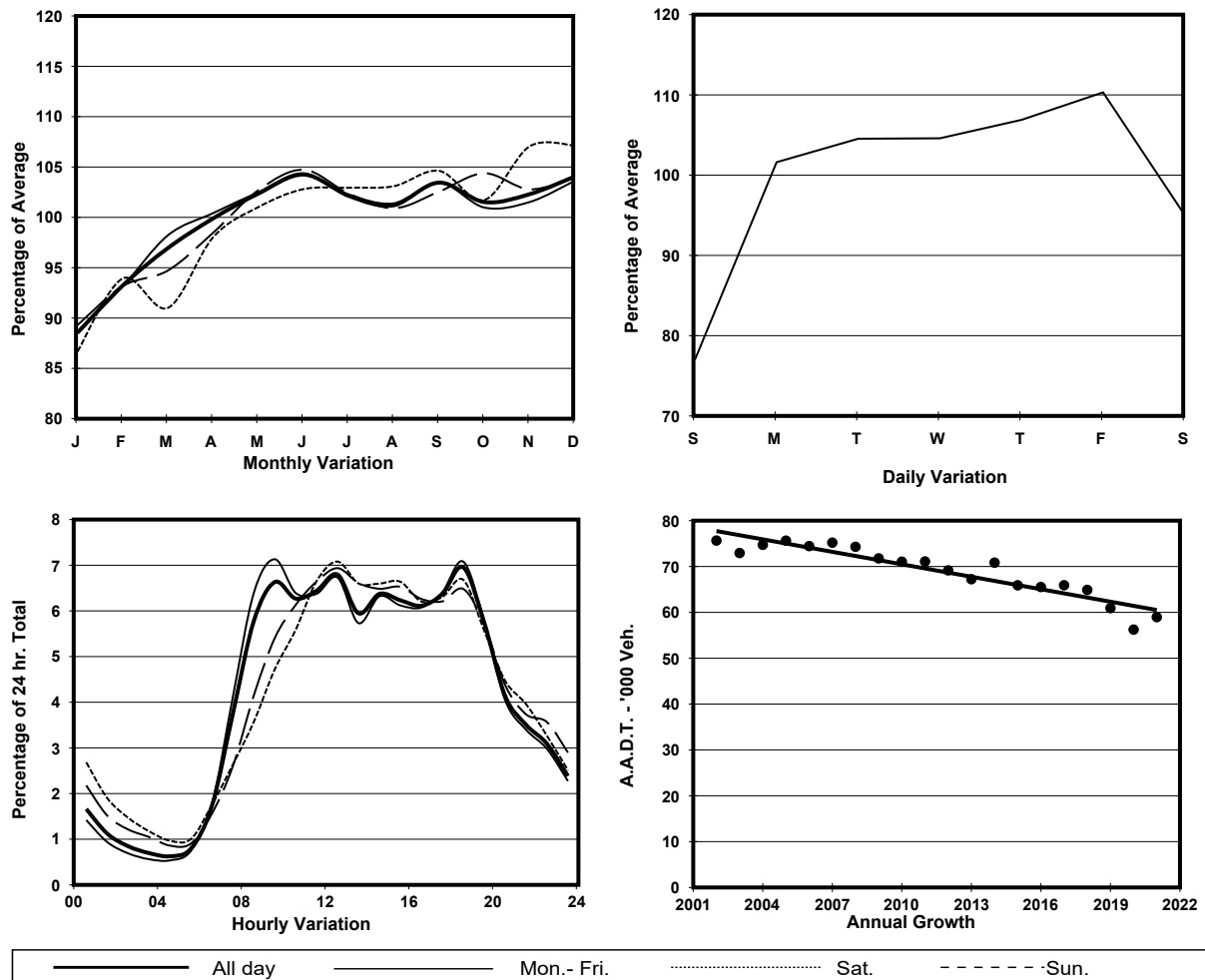


YEAR	2021	LINK	QUEENSWAY (from RODNEY ST to QUEEN'S RD E)
CORE STATION	1007		
ROAD NETWORK	MAJOR		
ROAD TYPE	PRIMARY DISTRIBUTOR		

## 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.	38430	41530	36030	28600
R 12 / 24 - %	74.9	76.3	71.1	70
R 16 / 24 - %	90.6	91.7	87.9	86.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2620	3020	2020	1430
T - % (AM)	-	13.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2640	2910	2280	1890
T - % (PM)	-	12.2	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-
<b>WEST BOUND</b>				
A.A.D.T.	20530	21530	20650	17220
R 12 / 24 - %	71.3	72.1	69.3	68.1
R 16 / 24 - %	89.2	89.9	87.7	86.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1290	1480	1040	730
T - % (AM)	-	17.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1460	1550	1410	1170
T - % (PM)	-	20.9	-	-
Prop.of commercial vehicles - 16 hr.	-	19.1	-	-

## 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	1.5	32.6	30.5	2.1	3.8	7.0	0.4	4.7	0.4	17.0
	Ocp	1.0	1.4	1.9	5.2	11.1	1.4	1.0	10.0	15.7	24.6
0800-0900	Pro	1.9	45.9	25.2	0.6	1.9	6.1	0.1	3.9	0.1	14.3
	Ocp	1.0	1.3	1.8	6.6	10.7	1.5	3.0	16.0	18.8	30.4
0900-1000 Peak hour	Pro	1.3	46.8	27.5	0.1	1.5	8.3	0.5	1.8	0.2	12.1
	Ocp	1.0	1.4	1.9	2.0	9.5	1.5	1.2	5.1	11.3	20.8
1000-1100	Pro	1.2	46.7	25.5	0.1	1.1	15.1	0.9	0.2	0.2	9.1
	Ocp	1.0	1.3	1.6	1.0	11.1	1.6	1.5	6.0	17.8	19.4
1100-1200	Pro	3.3	49.6	25.4	0.6	0.4	10.3	1.0	0.7	0.2	8.5
	Ocp	1.0	1.3	1.8	2.4	13.0	1.7	1.2	6.3	10.7	21.5
1200-1300	Pro	3.8	50.6	26.4	0.5	0.8	8.6	0.3	0.6	0.2	8.1
	Ocp	1.0	1.3	1.9	4.2	14.6	1.5	1.7	6.7	12.3	19.7
1300-1400	Pro	4.7	50.3	21.6	0.8	1.2	9.0	1.4	0.5	0.3	10.3
	Ocp	1.0	1.4	1.9	4.7	10.3	1.4	1.6	7.0	15.6	22.6
1400-1500	Pro	2.7	50.8	26.2	0.2	1.4	7.4	1.5	0.3	0.2	9.3
	Ocp	1.1	1.5	1.9	3.5	11.0	1.5	1.8	2.3	11.9	22.5
1500-1600	Pro	3.2	50.2	24.9	0.4	1.1	7.8	0.6	0.6	0.4	10.7
	Ocp	1.1	1.4	1.8	2.3	11.0	1.5	1.2	2.0	13.5	22.8
1600-1700	Pro	2.3	51.4	24.1	0.4	1.0	6.6	0.3	1.3	0.4	12.2
	Ocp	1.0	1.5	1.9	4.3	7.8	1.4	2.0	2.7	14.4	25.7
1700-1800	Pro	3.3	44.3	32.1	0.1	1.2	4.9	0.1	0.8	0.4	12.7
	Ocp	1.0	1.4	1.9	5.0	10.7	1.7	1.0	4.7	20.0	31.3
1800-1900	Pro	4.3	47.4	29.6	0.0	1.1	2.7	0.1	1.3	0.4	13.1
	Ocp	1.0	1.3	2.1	0.0	9.1	1.4	1.0	11.1	18.8	37.0
1900-2000	Pro	3.9	51.5	31.1	0.3	0.7	1.6	0.1	0.5	0.3	10.1
	Ocp	1.1	1.2	1.9	2.3	13.3	1.3	1.0	4.2	15.2	28.5
2000-2100	Pro	4.9	38.1	40.0	0.0	1.3	1.0	0.2	0.2	0.4	13.9
	Ocp	1.0	1.3	1.7	0.0	10.9	1.3	1.0	1.0	10.8	20.5
2100-2200	Pro	3.6	34.6	42.3	0.0	1.3	0.8	0.2	0.4	0.3	16.5
	Ocp	1.1	1.5	1.8	0.0	9.7	1.5	1.0	6.5	12.2	21.6
2200-2300	Pro	3.1	37.9	39.6	0.0	0.9	1.5	0.2	0.2	0.3	16.3
	Ocp	1.2	1.3	1.9	0.0	7.0	1.6	2.0	2.0	9.3	19.7
16 hours	Pro	3.0	46.7	28.6	0.4	1.2	6.6	0.5	1.1	0.3	11.6
	Ocp	1.0	1.4	1.9	4.2	10.7	1.5	1.5	8.9	14.6	24.9

**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