

YEAR

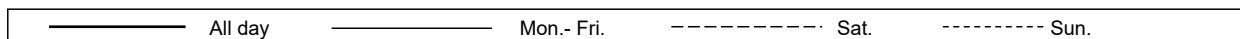
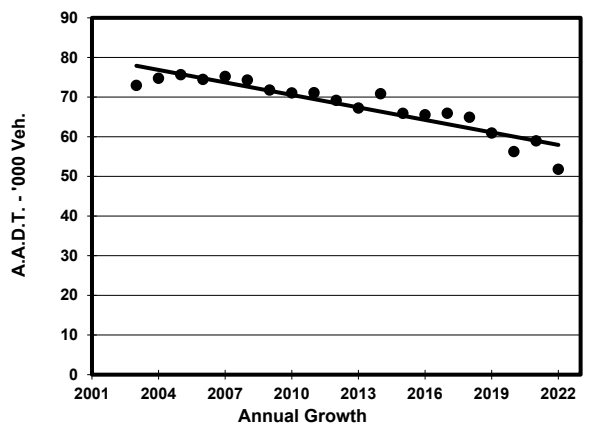
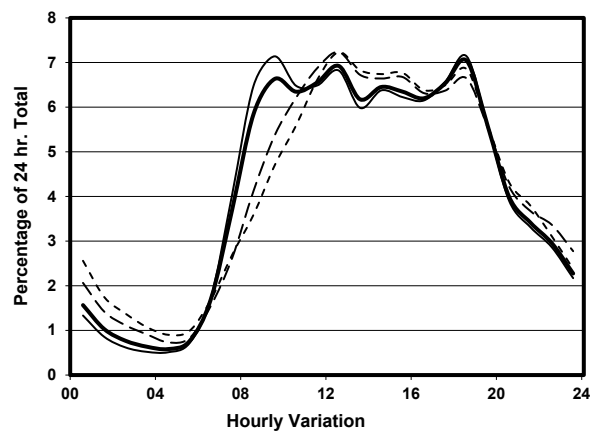
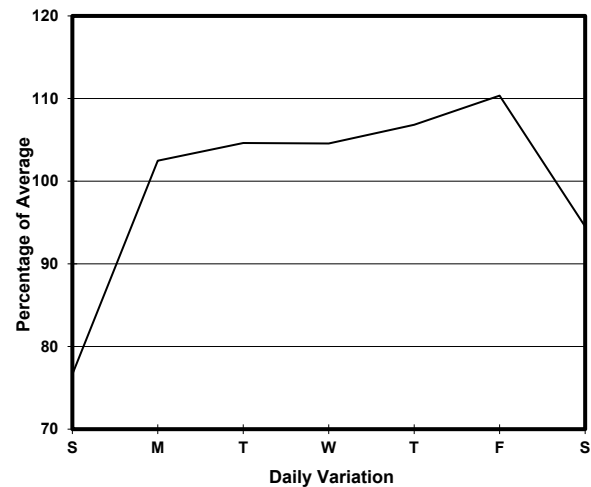
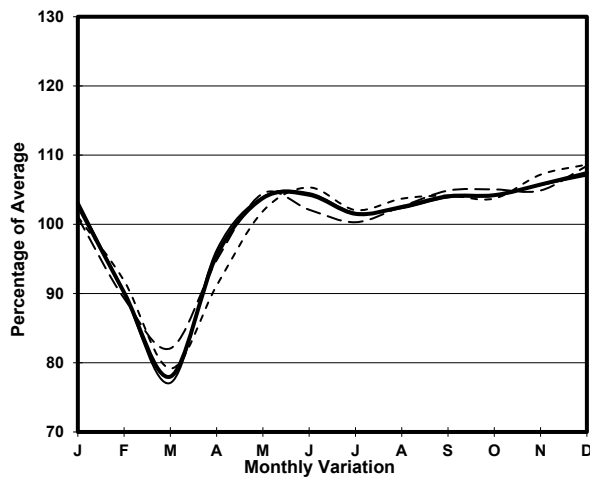
2022

LINK

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

CORE STATION
ROAD NETWORK
ROAD TYPE1007
MAJOR
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.	33400	36140	31320	24830
R 12 / 24 - %	76.1	77.3	72.4	71.3
R 16 / 24 - %	91.2	92.2	88.8	87.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2300	2660	1770	1230
T - % (AM)	-	11.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2310	2540	2020	1690
T - % (PM)	-	14.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.6	-	-
WEST BOUND				
A.A.D.T.	18380	19340	18340	15310
R 12 / 24 - %	72.4	73.2	70.8	69.2
R 16 / 24 - %	89.7	90.4	88.4	87.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1140	1300	900	650
T - % (AM)	-	13.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1340	1420	1280	1070
T - % (PM)	-	23.3	-	-
Prop.of commercial vehicles - 16 hr.	-	20.5	-	-

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	2.7	18.4	39.7	1.5	4.7	10.4	0.5	2.7	0.4	19.0
	Ocp	1.0	1.2	1.7	7.0	10.4	1.1	1.0	6.9	16.3	20.5
0800-0900	Pro	1.7	36.6	28.2	1.2	2.6	8.6	0.6	4.6	0.1	15.9
	Ocp	1.2	1.2	1.8	3.6	8.5	1.6	2.2	8.8	19.0	28.2
0900-1000 Peak hour	Pro	1.2	47.0	24.7	0.5	1.5	12.7	0.4	0.9	0.1	11.0
	Ocp	1.0	1.5	1.9	3.3	10.8	1.5	1.7	5.6	15.4	21.6
1000-1100	Pro	1.7	43.6	26.3	0.1	1.2	16.0	0.9	0.7	0.1	9.4
	Ocp	1.1	1.3	1.8	1.0	9.0	1.4	1.9	5.2	12.5	20.1
1100-1200	Pro	5.2	40.8	27.3	0.7	1.0	13.0	0.8	0.7	0.2	10.3
	Ocp	1.0	1.5	1.8	2.2	11.9	1.5	1.3	2.2	9.8	19.3
1200-1300	Pro	4.3	47.7	27.5	0.6	1.1	8.3	1.2	0.7	0.1	8.6
	Ocp	1.0	1.3	1.9	5.2	11.1	1.4	1.6	3.7	13.2	18.9
1300-1400	Pro	3.7	41.9	29.0	0.9	0.9	10.8	0.3	1.2	0.3	11.0
	Ocp	1.0	1.2	1.9	3.5	14.8	1.6	1.0	2.1	15.7	19.7
1400-1500	Pro	3.6	43.9	26.8	0.2	1.2	9.9	0.9	0.3	0.3	12.8
	Ocp	1.0	1.5	1.9	1.0	11.6	1.5	1.4	5.5	12.5	20.9
1500-1600	Pro	2.9	43.8	26.8	0.7	2.0	10.8	1.0	0.6	0.3	11.2
	Ocp	1.1	1.3	1.6	2.6	8.9	1.4	1.1	2.8	11.0	19.8
1600-1700	Pro	2.9	46.3	23.9	1.0	1.6	9.2	0.6	0.5	0.4	13.6
	Ocp	1.1	1.5	1.5	2.2	9.4	1.4	1.5	2.0	13.4	24.1
1700-1800	Pro	2.3	46.0	28.6	0.1	1.3	5.4	0.4	1.1	0.3	14.5
	Ocp	1.1	1.3	1.7	3.0	13.9	1.5	1.0	2.6	21.7	31.3
1800-1900	Pro	4.7	42.5	32.0	0.0	1.6	2.2	0.0	1.0	0.2	15.8
	Ocp	1.0	1.4	2.0	0.0	15.2	1.8	0.0	12.7	21.6	32.1
1900-2000	Pro	3.1	49.1	31.8	0.4	1.3	1.4	0.1	1.0	0.1	11.6
	Ocp	1.0	1.3	1.7	1.7	10.2	1.2	2.0	4.8	29.0	26.1
2000-2100	Pro	3.9	39.6	34.8	0.0	2.0	2.0	0.2	0.2	0.4	17.0
	Ocp	1.0	1.4	1.6	0.0	11.7	1.3	3.0	1.0	6.9	18.7
2100-2200	Pro	3.3	30.7	42.3	0.5	1.8	2.0	0.3	0.5	0.3	18.3
	Ocp	1.2	1.2	1.7	2.0	11.1	1.8	1.0	2.0	12.0	16.6
2200-2300	Pro	3.8	35.2	38.7	0.0	1.9	1.3	0.0	0.5	0.3	18.3
	Ocp	1.0	1.5	1.9	0.0	8.4	1.4	0.0	6.0	10.0	17.6
16 hours	Pro	3.1	42.1	29.4	0.5	1.6	8.3	0.6	1.1	0.2	13.0
	Ocp	1.0	1.4	1.8	3.4	10.7	1.5	1.5	6.1	14.2	22.9

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