

YEAR

2010

LINK

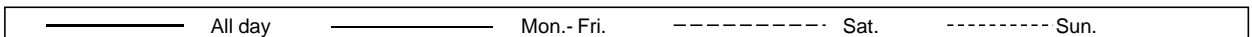
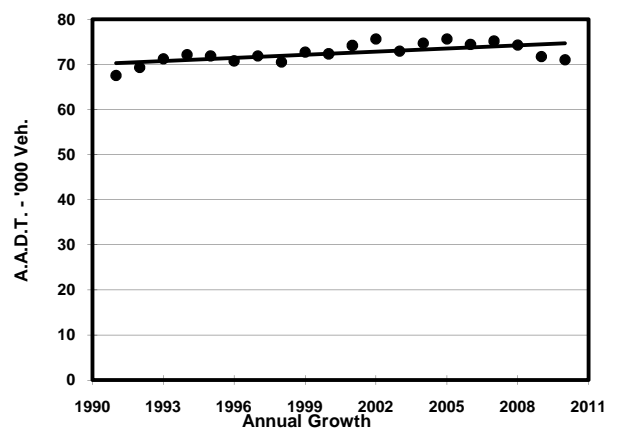
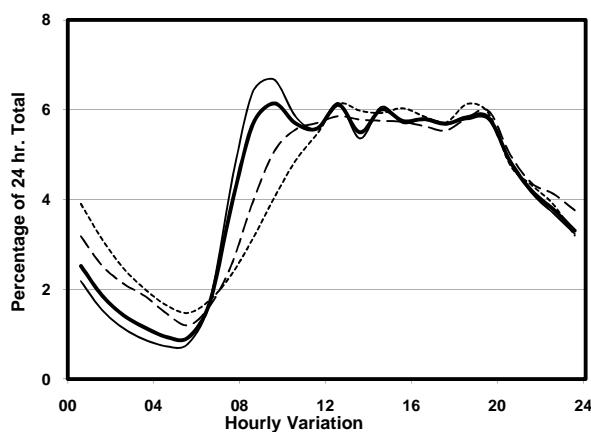
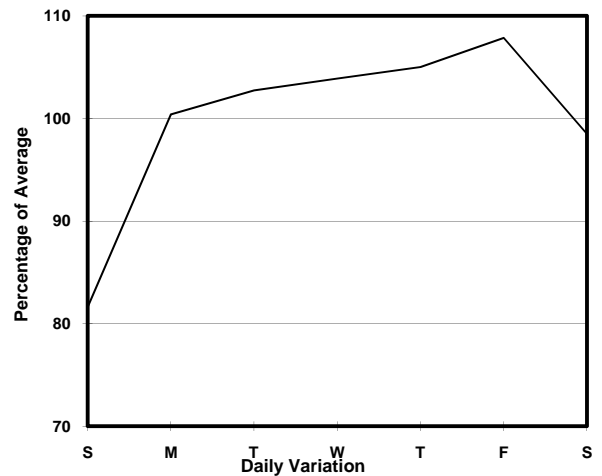
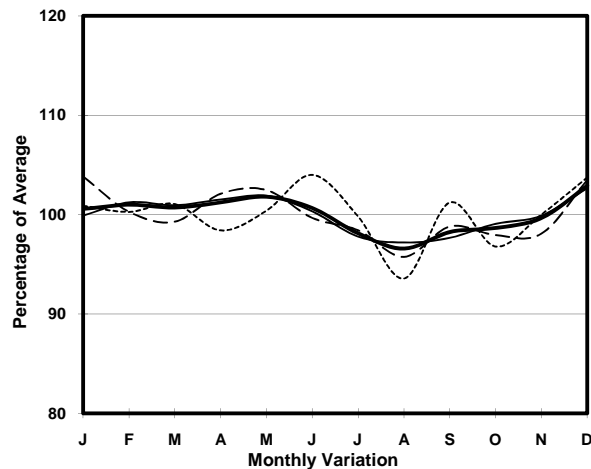
QUEENSWAY (from RODNEY ST to QUEEN'S RD E)

CORE STATION  
ROAD NETWORK  
ROAD TYPE

1007  
MAJOR  
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.	50130	52760	49460	41040
R 12 / 24 - %	67.6	69.5	62.6	61.4
R 16 / 24 - %	85.8	87.5	81.8	79.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3060	3490	2540	1670
T - % (AM)	-	15.1	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	2930	3110	2840	2500
T - % (PM)	-	14.5	-	-
Prop.of commercial vehicles - 16 hr.	-	14.3	-	-
<b>WEST BOUND</b>				
A.A.D.T.	20920	21840	21160	17470
R 12 / 24 - %	67.5	69.1	63.5	62.1
R 16 / 24 - %	87	88.5	83.6	82.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1300	1490	1030	690
T - % (AM)	-	20	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1260	1310	1300	1090
T - % (PM)	-	22.2	-	-
Prop.of commercial vehicles - 16 hr.	-	20.4	-	-

### 3. OTHER INFORMATION AND COMMENT

**4. Vehicle classification and occupancy - Monday to Friday**

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	0.9	17.5	46.3	2.1	4.2	7.4	0.0	4.7	0.5	16.4
	Ocp	1.0	1.5	1.6	4.9	10.6	1.5	0.0	11.0	21.6	27.5
0800-0900	Pro	1.6	34.1	36.3	1.2	2.6	4.4	0.4	5.7	0.4	13.3
	Ocp	1.2	1.4	1.8	5.9	10.9	1.9	1.5	19.5	14.2	29.4
0900-1000 Peak hour	Pro	1.1	31.1	35.2	0.4	2.9	12.7	0.6	3.8	0.3	11.9
	Ocp	1.1	1.4	1.7	4.0	8.6	1.8	1.6	13.5	16.1	18.7
1000-1100	Pro	0.8	28.2	34.7	0.8	3.5	14.7	1.0	2.4	0.4	13.5
	Ocp	1.0	1.5	1.8	1.7	5.5	1.7	1.8	13.6	8.7	16.4
1100-1200	Pro	1.8	32.1	33.9	1.1	2.8	13.9	0.9	2.0	0.4	11.1
	Ocp	1.0	1.6	1.9	1.8	8.9	1.9	1.3	12.4	8.7	19.0
1200-1300	Pro	1.1	31.1	42.7	0.9	2.1	8.9	0.5	2.6	0.3	9.8
	Ocp	1.2	1.4	2.3	5.7	12.0	1.7	1.2	9.8	7.0	18.5
1300-1400	Pro	0.9	34.0	40.0	0.3	2.1	8.9	0.5	2.1	0.4	10.8
	Ocp	1.0	1.4	2.0	2.3	9.5	1.7	1.2	6.0	14.4	19.3
1400-1500	Pro	1.8	30.6	40.6	1.0	1.6	10.5	1.3	1.7	0.4	10.4
	Ocp	1.1	1.6	2.0	2.2	10.3	1.9	1.4	7.9	6.1	20.9
1500-1600	Pro	1.5	36.3	32.2	1.0	2.0	11.6	1.3	2.2	0.3	11.6
	Ocp	1.1	1.6	2.0	4.7	10.0	1.8	1.6	11.2	10.9	22.3
1600-1700	Pro	2.0	36.9	31.0	1.1	2.1	10.6	0.4	2.6	0.4	13.0
	Ocp	1.2	1.5	2.0	3.3	12.0	1.9	1.3	11.5	11.9	21.3
1700-1800	Pro	0.9	34.6	35.7	1.2	2.2	8.0	0.3	2.6	0.3	14.1
	Ocp	1.0	1.5	2.0	3.3	10.3	1.6	1.3	5.3	19.0	29.1
1800-1900	Pro	2.3	35.4	39.4	0.8	1.9	3.7	0.2	2.0	0.3	14.1
	Ocp	1.0	1.5	2.1	4.3	10.1	1.8	2.5	6.7	18.4	38.5
1900-2000	Pro	1.5	39.2	40.7	0.1	2.2	1.4	0.1	1.5	0.3	13.0
	Ocp	1.1	1.5	1.7	2.0	13.0	1.5	1.0	13.3	11.6	28.6
2000-2100	Pro	1.5	23.3	56.1	0.1	1.9	1.7	0.4	1.1	0.4	13.5
	Ocp	1.2	1.6	2.0	6.0	9.9	1.9	2.7	8.8	11.9	23.5
2100-2200	Pro	2.5	19.2	59.5	0.3	1.7	1.3	0.0	0.7	0.3	14.6
	Ocp	1.2	1.6	1.9	1.0	8.7	1.8	0.0	4.0	13.0	22.3
2200-2300	Pro	1.2	20.2	57.6	0.0	1.8	0.7	0.2	1.0	0.4	17.0
	Ocp	1.3	1.6	1.9	0.0	8.9	1.5	1.0	8.3	11.3	20.4
16 hours	Pro	1.5	31.1	40.3	0.8	2.3	7.8	0.5	2.5	0.4	12.8
	Ocp	1.1	1.5	1.9	3.8	9.8	1.8	1.5	11.8	12.8	23.9

**Legend**

- Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)
- Ocp.** Average occupancy of vehicles
- M&H** Medium and Heavy