

YEAR

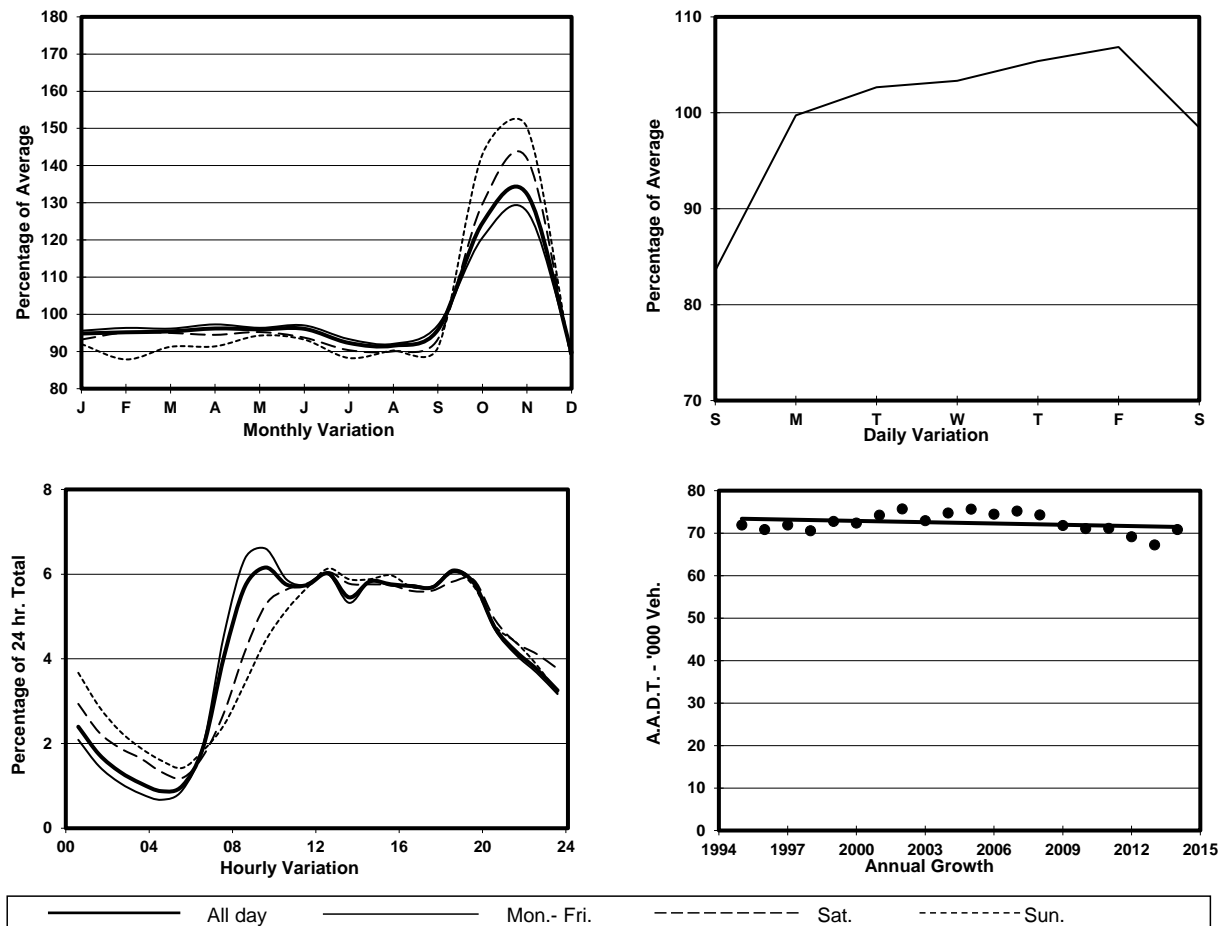
2014

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.	46320	48720	45870	37780
R 12 / 24 - %	68.9	70.5	64.8	63.1
R 16 / 24 - %	86.7	88.1	83.7	81.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2900	3260	2470	1720
T - % (AM)	-	15.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2790	2950	2660	2320
T - % (PM)	-	11.8	-	-
Prop.of commercial vehicles - 16 hr.	-	13.6	-	-
WEST BOUND				
A.A.D.T.	24520	25280	25030	21690
R 12 / 24 - %	66.3	67.8	62.5	61.5
R 16 / 24 - %	85.9	87.4	82.4	81.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1460	1630	1280	930
T - % (AM)	-	18.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1500	1570	1500	1300
T - % (PM)	-	20.6	-	-
Prop.of commercial vehicles - 16 hr.	-	18.4	-	-

3. OTHER INFORMATION AND COMMENT

Traffic was diverted due to closure of some main roads in urban area from 28 September to 15 December 2014.

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	0.7	21.3	40.0	2.0	5.8	6.8	0.3	5.1	0.4	17.6
	Ocp	1.0	1.4	1.9	4.5	10.7	1.2	1.5	8.5	19.5	24.9
0800-0900	Pro	1.4	40.5	29.9	1.0	2.9	5.1	0.9	5.3	0.2	12.9
	Ocp	1.1	1.3	1.8	3.4	11.5	1.5	1.8	18.6	18.8	31.3
0900-1000 Peak hour	Pro	1.5	36.8	33.7	0.4	2.7	8.4	1.5	2.0	0.2	12.8
	Ocp	1.1	1.4	2.0	3.3	10.5	1.6	1.3	15.0	17.0	22.1
1000-1100	Pro	0.8	33.4	36.8	0.5	1.9	12.4	0.7	1.4	0.3	11.8
	Ocp	1.0	1.4	1.8	1.6	7.1	1.8	1.7	26.7	11.3	17.9
1100-1200	Pro	1.4	40.0	31.2	0.4	1.7	11.6	1.2	1.9	0.2	10.3
	Ocp	1.1	1.4	2.0	2.3	9.8	1.7	1.7	20.8	12.4	20.6
1200-1300	Pro	1.3	42.3	35.2	0.4	1.4	7.0	0.8	2.5	0.2	9.0
	Ocp	1.1	1.6	2.3	4.8	9.9	1.8	1.6	13.6	12.9	22.5
1300-1400	Pro	1.8	39.8	33.5	0.8	1.2	9.1	0.4	1.3	0.3	11.7
	Ocp	1.1	1.5	2.1	3.3	9.0	1.8	1.5	22.2	9.9	21.9
1400-1500	Pro	1.6	37.2	36.6	0.0	1.8	9.6	0.9	1.6	0.2	10.4
	Ocp	1.0	1.6	2.1	0.0	11.4	1.8	1.8	9.8	14.4	23.4
1500-1600	Pro	1.2	49.4	21.4	0.6	1.2	12.3	1.4	1.7	0.2	10.5
	Ocp	1.1	1.5	2.2	5.2	12.5	1.7	1.5	13.6	12.6	24.0
1600-1700	Pro	1.0	44.7	26.6	1.0	1.6	9.3	0.7	1.8	0.3	13.0
	Ocp	1.2	1.4	2.0	4.4	12.5	1.6	1.3	10.5	17.9	26.1
1700-1800	Pro	1.5	41.2	32.7	0.6	1.6	6.1	0.2	3.2	0.2	12.7
	Ocp	1.0	1.5	2.2	2.2	11.0	2.1	1.5	4.2	25.8	33.0
1800-1900	Pro	1.8	43.5	35.0	0.4	1.7	3.3	0.4	1.2	0.3	12.5
	Ocp	1.1	1.5	2.3	4.8	12.8	1.5	1.3	14.5	19.9	42.8
1900-2000	Pro	1.5	46.8	35.8	0.0	1.5	2.3	0.2	2.1	0.2	9.5
	Ocp	1.0	1.4	2.1	0.0	12.8	1.6	2.0	3.7	18.9	35.0
2000-2100	Pro	0.9	36.8	46.0	0.0	1.7	1.1	0.1	0.9	0.4	12.2
	Ocp	1.0	1.5	2.3	0.0	9.6	1.7	1.0	5.1	14.9	26.1
2100-2200	Pro	2.1	24.6	55.2	0.2	1.5	0.6	0.0	1.1	0.3	14.4
	Ocp	1.1	1.6	2.2	7.0	11.6	2.5	0.0	3.4	14.8	25.8
2200-2300	Pro	1.4	31.2	47.3	0.9	2.0	1.4	0.0	0.5	0.3	14.9
	Ocp	1.0	1.8	2.2	1.8	10.1	1.3	0.0	4.3	11.6	21.6
16 hours	Pro	1.4	38.9	35.5	0.5	2.0	6.8	0.6	2.1	0.3	12.0
	Ocp	1.1	1.5	2.1	3.6	10.8	1.7	1.5	12.9	15.9	26.5

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