

YEAR

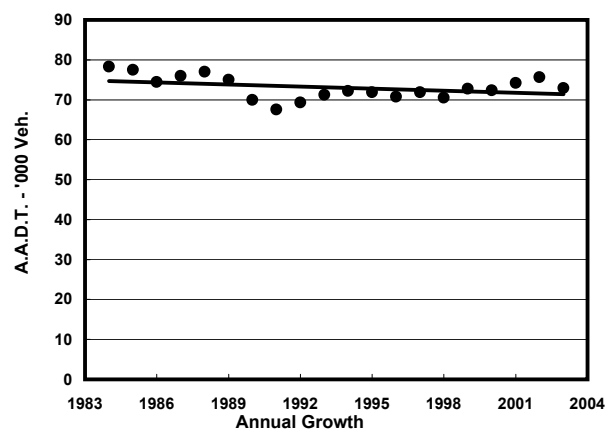
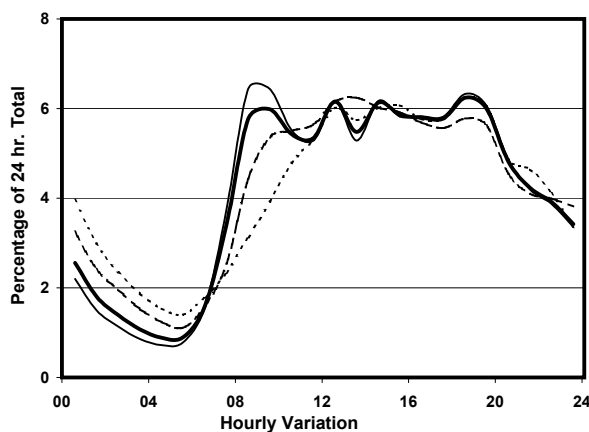
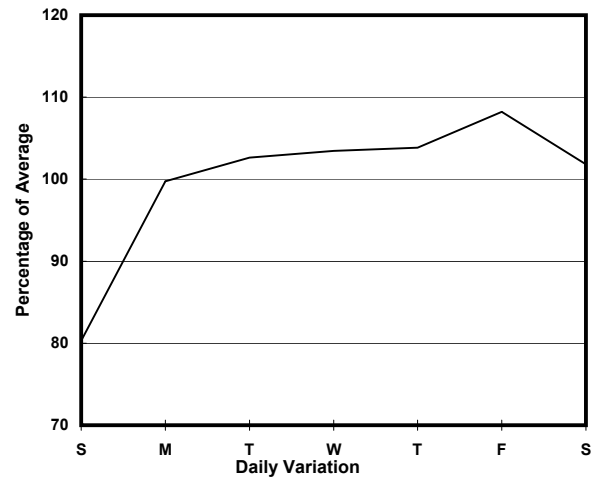
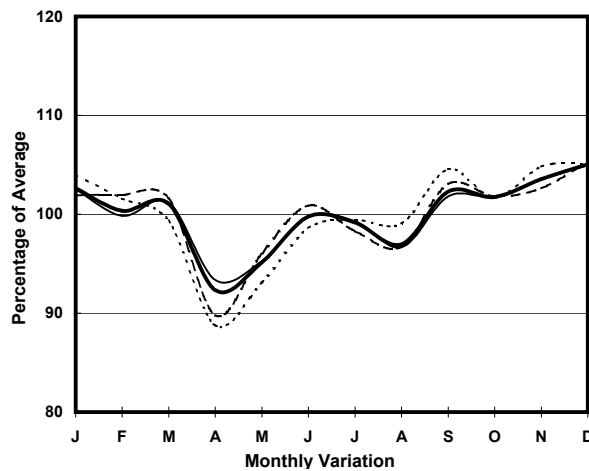
2003

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.
<b>EAST BOUND</b>				
A.A.D.T.	50760	53520	51950	39620
R 12 / 24 - %	67.6	69.1	64.9	60.8
R 16 / 24 - %	86.1	87.7	82.7	79.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3020	3460	2810	1560
T - % (AM)	-	21.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	3130	3370	2920	2440
T - % (PM)	-	17.1	-	-
Prop.of commercial vehicles - 16 hr.	-	16.6	-	-
<b>WEST BOUND</b>				
A.A.D.T.	22180	22860	23340	19330
R 12 / 24 - %	67.1	68.5	64.7	61.7
R 16 / 24 - %	86.9	88.3	84	82.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1340	1510	1220	750
T - % (AM)	-	23.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1420	1470	1460	1250
T - % (PM)	-	24	-	-
Prop.of commercial vehicles - 16 hr.	-	25.3	-	-

## 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	1.6	14.6	38.2	5.0	5.4	4.8	0.2	3.4	1.1	25.7
	Ocp	1.0	1.5	1.8	7.5	11.5	2.1	1.0	18.2	17.0	21.1
0800-0900 Peak hour	Pro	1.3	30.1	37.1	0.6	3.2	4.8	0.9	6.4	0.5	15.1
	Ocp	1.1	1.5	1.9	5.4	13.2	1.8	1.7	26.4	17.5	27.3
0900-1000	Pro	1.2	32.6	33.7	1.0	3.3	8.9	0.9	1.4	0.4	16.6
	Ocp	1.0	1.5	1.8	2.0	8.9	1.6	1.8	8.0	10.9	17.0
1000-1100	Pro	1.2	26.1	34.4	2.1	3.6	14.4	1.1	1.2	0.5	15.5
	Ocp	1.1	1.3	1.6	3.1	7.1	1.9	1.4	8.8	7.8	15.3
1100-1200	Pro	2.0	25.5	34.1	1.6	3.7	14.3	2.0	0.7	0.5	15.7
	Ocp	1.0	1.5	1.7	2.2	6.9	1.9	1.6	8.8	8.9	15.3
1200-1300	Pro	1.9	26.1	42.9	1.6	3.3	8.8	0.8	0.4	0.4	13.7
	Ocp	1.3	1.8	2.2	2.7	8.9	1.9	1.5	4.5	11.6	15.8
1300-1400	Pro	1.1	27.0	41.2	1.1	3.0	8.2	1.7	1.3	0.5	14.8
	Ocp	1.1	1.6	1.8	3.0	7.0	1.7	1.5	4.9	9.7	15.4
1400-1500	Pro	1.1	28.2	40.6	1.5	2.4	11.3	1.2	0.4	0.4	13.0
	Ocp	1.0	1.6	1.8	2.1	9.0	1.7	1.3	9.0	13.0	18.4
1500-1600	Pro	1.3	32.8	31.3	1.6	2.6	11.2	2.1	2.0	0.4	14.7
	Ocp	1.0	1.6	1.7	3.7	8.5	1.7	1.5	6.9	14.3	21.5
1600-1700	Pro	2.5	27.2	33.0	2.4	3.6	9.7	1.0	2.2	0.6	17.8
	Ocp	1.0	1.6	2.0	2.8	10.0	1.7	1.3	5.6	17.3	22.2
1700-1800	Pro	0.3	31.7	34.4	1.2	3.5	7.4	0.8	1.4	0.6	18.8
	Ocp	1.0	1.7	1.8	4.8	11.0	2.1	1.9	5.1	16.7	27.6
1800-1900	Pro	1.5	31.5	41.9	1.1	3.3	1.6	0.2	1.7	0.5	16.7
	Ocp	1.1	1.6	2.1	2.5	12.8	1.9	1.5	6.2	22.5	31.1
1900-2000	Pro	1.3	35.4	42.3	0.4	2.7	1.2	0.1	1.4	0.5	14.6
	Ocp	1.0	1.7	2.2	2.0	9.0	1.9	2.0	10.2	13.1	25.8
2000-2100	Pro	0.1	23.9	50.9	0.2	4.1	2.1	0.4	1.0	0.6	16.7
	Ocp	1.0	1.5	1.6	1.5	9.3	3.1	1.3	12.1	11.3	18.6
2100-2200	Pro	0.6	20.1	55.3	0.0	3.6	0.5	0.0	0.6	0.6	18.6
	Ocp	1.0	1.6	1.8	0.0	9.7	2.0	0.0	1.0	11.7	16.9
2200-2300	Pro	0.3	19.2	56.7	0.3	3.9	0.8	0.1	0.3	0.7	17.7
	Ocp	1.0	1.7	1.6	3.0	9.7	2.0	1.0	18.5	8.2	16.9
16 hours	Pro	1.2	27.8	40.0	1.3	3.4	7.1	0.9	1.6	0.5	16.2
	Ocp	1.1	1.6	1.8	3.6	9.6	1.8	1.5	13.8	13.5	20.7

**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