

YEAR

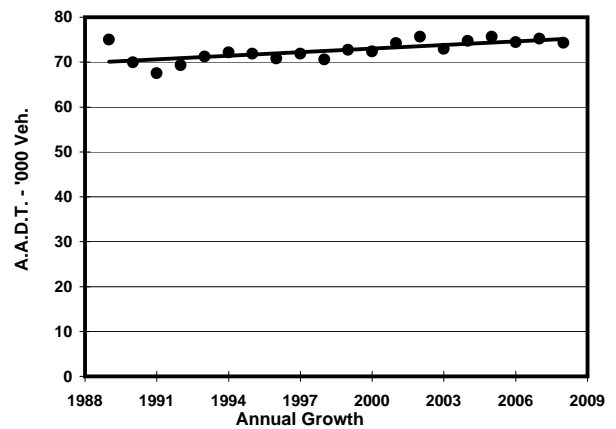
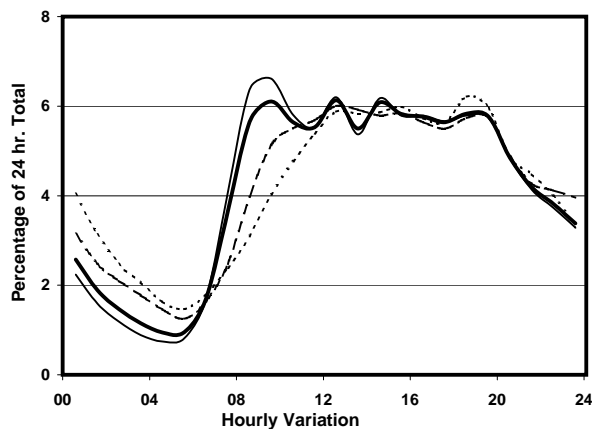
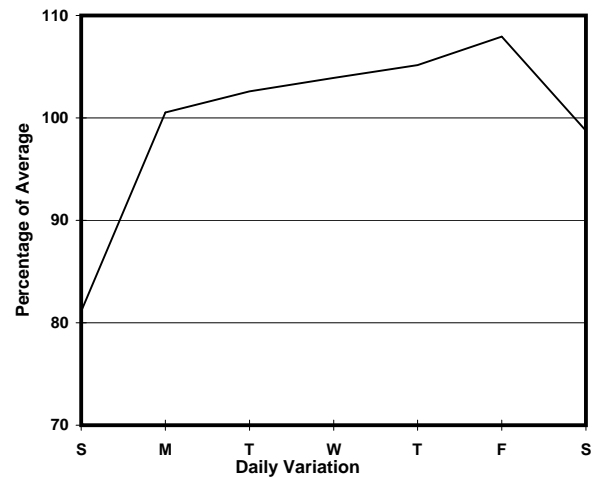
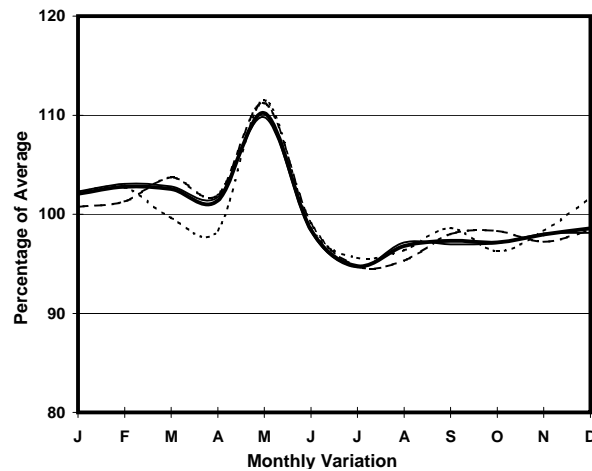
2008

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.	52900	55660	52720	43020
R 12 / 24 - %	67.2	69.1	62.7	60.4
R 16 / 24 - %	85.4	87.2	81.4	79.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3170	3590	2670	1730
T - % (AM)	-	14.3	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	3070	3270	2970	2650
T - % (PM)	-	13.5	-	-
Prop.of commercial vehicles - 16 hr.	-	13.8	-	-
WEST BOUND				
A.A.D.T.	21400	22370	21470	18020
R 12 / 24 - %	67.8	69.4	64.5	61.7
R 16 / 24 - %	87.2	88.6	84.1	82.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1370	1570	1130	730
T - % (AM)	-	17.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1290	1340	1310	1150
T - % (PM)	-	21.5	-	-
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	16.5	42.3	3.1	4.9	6.9	0.5	6.8	0.6	17.6
	Ocp	1.0	1.6	1.8	6.4	9.9	1.6	1.3	16.4	21.1	23.4
0800-0900	Pro	1.3	34.8	36.1	1.2	2.8	4.7	0.2	5.6	0.4	12.9
	Ocp	1.1	1.4	1.7	3.9	11.1	1.6	1.5	19.6	15.7	29.7
0900-1000 Peak hour	Pro	1.4	32.9	39.0	0.5	2.3	8.7	0.5	2.4	0.3	12.1
	Ocp	1.2	1.5	1.8	3.7	8.9	1.9	2.0	18.0	14.8	16.6
1000-1100	Pro	1.3	28.4	36.2	0.7	2.7	15.3	1.1	1.7	0.4	12.2
	Ocp	1.0	1.5	1.7	2.6	8.5	1.8	2.0	12.8	9.4	16.0
1100-1200	Pro	1.1	30.5	34.4	1.2	2.3	15.8	0.7	1.5	0.5	12.0
	Ocp	1.2	1.5	1.9	4.5	8.1	1.7	2.6	10.9	9.3	15.0
1200-1300	Pro	1.5	25.8	48.8	0.9	1.7	9.3	0.4	1.8	0.3	9.5
	Ocp	1.2	1.6	2.4	4.5	8.9	1.9	2.3	12.7	13.8	18.4
1300-1400	Pro	1.9	33.6	40.2	0.4	2.0	8.7	1.0	1.9	0.4	10.1
	Ocp	1.0	1.6	1.9	3.0	9.1	1.7	1.8	7.9	12.1	18.1
1400-1500	Pro	0.9	29.1	41.2	1.1	1.8	12.0	0.8	1.6	0.3	11.1
	Ocp	1.1	1.6	2.1	2.3	9.2	1.7	2.1	10.1	11.1	18.3
1500-1600	Pro	2.0	30.8	40.3	0.7	1.8	10.7	1.7	1.7	0.3	10.0
	Ocp	1.1	1.6	2.1	3.7	9.6	1.7	1.9	4.6	12.9	22.3
1600-1700	Pro	2.5	33.6	33.0	2.2	3.1	9.4	0.8	2.2	0.3	12.8
	Ocp	1.0	1.5	1.5	2.9	9.6	1.8	1.9	7.6	15.1	22.3
1700-1800	Pro	1.6	34.0	38.2	0.7	2.6	6.3	0.2	2.5	0.3	13.7
	Ocp	1.0	1.5	2.1	4.4	9.8	1.6	2.5	5.9	20.9	25.9
1800-1900	Pro	2.0	27.9	45.2	0.7	2.7	3.5	0.3	2.0	0.3	15.5
	Ocp	1.1	1.7	2.2	7.3	13.2	1.9	2.0	11.1	23.1	39.6
1900-2000	Pro	1.6	36.9	43.0	0.0	2.0	1.3	0.1	1.5	0.3	13.5
	Ocp	1.1	1.6	2.3	0.0	13.3	1.4	1.0	7.5	20.4	29.1
2000-2100	Pro	1.7	23.2	56.6	0.2	2.3	1.1	0.2	1.2	0.3	13.2
	Ocp	1.1	1.5	1.9	2.5	9.4	1.7	2.0	10.1	14.5	20.1
2100-2200	Pro	2.0	18.7	58.9	0.4	2.1	1.3	0.1	0.9	0.4	15.2
	Ocp	1.0	1.5	2.0	3.3	9.4	1.8	1.0	9.5	10.9	19.6
2200-2300	Pro	1.1	25.4	54.9	0.3	2.3	1.3	0.0	0.7	0.2	13.8
	Ocp	1.1	1.7	2.0	4.5	9.1	2.7	0.0	10.6	10.0	19.6
16 hours	Pro	1.5	29.6	42.3	0.9	2.4	7.5	0.6	2.2	0.3	12.6
	Ocp	1.1	1.6	2.0	4.1	9.9	1.8	2.0	12.7	14.7	22.6

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