YEAR 2011 **LINK** QUEENSWAY (from RODNEY ST to QUEEN'S RD E)

CORE STATION 1007
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	49630	52350	48790	40270
R 12 / 24 - %	67.9	69.7	63.3	61.9
R 16 / 24 - %	86.2	87.8	82.3	80.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3080	3510	2540	1700
T - % (AM)	-	14.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2910	3060	2800	2490
T - % (PM)	-	13.7	-	-
Prop.of commercial vehicles - 16 hr.	-	13.5	-	-
WEST BOUND				
A.A.D.T.	21470	22390	21630	18150
R 12 / 24 - %	67.7	69.5	63.9	61.4
R 16 / 24 - %	87.2	88.8	84	81.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1360	1550	1080	740
T - % (AM)	-	19.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1320	1380	1330	1140
T - % (PM)	-	21.8	-	-
Prop.of commercial vehicles - 16 hr.	-	21.1	-	-

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	1.1	17.5	45.5	2.2	4.2	6.5	0.5	5.6	0.4	16.6
	Ocp	1.1	1.5	1.8	4.9	10.8	1.5	1.0	9.4	17.9	27.2
0800-0900	Pro	1.3	33.7	38.7	0.6	3.2	3.7	0.5	5.1	0.3	13.0
	Ocp	1.1	1.3	1.8	4.3	9.9	1.6	1.8	20.3	18.5	32.0
0900-1000	Pro	0.9	32.6	40.1	0.8	2.9	7.1	0.6	2.9	0.2	11.9
Peak hour	Ocp	1.0	1.4	1.8	3.9	9.5	1.7	1.6	11.4	13.7	19.7
1000-1100	Pro	1.0	31.9	37.4	0.6	2.5	11.8	0.7	1.6	0.3	12.1
	Ocp	1.1	1.4	1.8	3.3	6.9	1.7	1.9	10.3	8.5	17.4
1100-1200	Pro	1.4	33.5	33.7	1.1	2.0	14.1	0.7	1.7	0.2	11.6
	Ocp	1.1	1.6	1.8	2.2	8.6	1.7	2.0	7.7	14.6	18.1
1200-1300	Pro	1.2	32.8	40.4	0.6	1.6	9.9	0.7	1.7	0.3	10.6
	Ocp	1.1	1.5	2.3	6.5	11.6	1.8	1.3	14.9	6.4	19.1
1300-1400	Pro	1.6	35.3	36.3	0.5	1.6	9.6	0.8	2.4	0.3	11.7
	Ocp	1.0	1.5	2.0	2.5	10.8	1.8	1.7	10.3	9.7	19.0
1400-1500	Pro	1.5	32.3	38.3	0.3	1.4	13.1	0.5	1.8	0.3	10.4
	Ocp	1.1	1.5	2.0	4.0	8.2	1.9	1.4	8.6	10.5	20.2
1500-1600	Pro	1.3	36.4	34.5	0.6	1.4	11.5	0.4	2.5	0.3	11.2
	Ocp	1.0	1.6	2.0	2.7	9.2	1.8	2.0	10.2	11.2	22.4
1600-1700	Pro	1.8	40.6	29.6	1.5	1.3	9.1	1.0	2.1	0.3	12.8
	Ocp	1.1	1.6	2.0	2.7	9.9	1.7	1.4	6.1	15.8	25.3
1700-1800	Pro	1.1	38.8	32.8	0.8	2.0	6.8	0.1	2.5	0.2	15.0
	Ocp	1.1	1.6	2.0	3.3	10.6	1.6	1.0	4.8	17.6	28.8
1800-1900	Pro	1.8	35.9	40.7	0.7	1.7	3.3	0.1	1.6	0.2	13.9
	Ocp	1.0	1.6	2.1	3.4	11.0	2.1	1.0	15.3	21.8	38.3
1900-2000	Pro	1.3	36.1	44.3	0.5	1.1	1.9	0.2	1.5	0.3	12.7
	Ocp	1.0	1.7	2.2	4.6	12.8	1.6	1.5	5.7	11.3	27.3
2000-2100	Pro	1.5	29.7	51.9	0.1	1.7	1.0	0.0	1.2	0.3	12.6
	Ocp	1.1	1.6	1.9	5.0	10.5	1.9	0.0	5.6	13.2	24.7
2100-2200	Pro	1.2	23.0	55.4	0.0	1.9	1.3	0.0	1.2	0.3	15.6
	Ocp	1.1	1.5	2.0	0.0	10.1	1.4	0.0	6.6	9.5	21.9
2200-2300	Pro	1.2	20.1	58.7	0.0	2.0	1.2	0.8	0.6	0.2	15.3
	Ocp	1.0	1.9	2.1	0.0	7.2	1.8	1.4	13.8	11.2	21.6
16 hours	Pro	1.3	32.6	40.4	0.7	2.0	7.2	0.5	2.3	0.3	12.7
	Ocp	1.1	1.5	2.0	3.7	9.8	1.7	1.6	11.2	13.0	24.4

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