

YEAR

2012

LINK

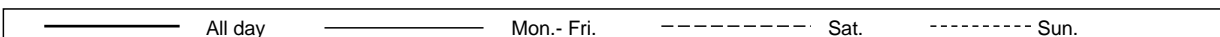
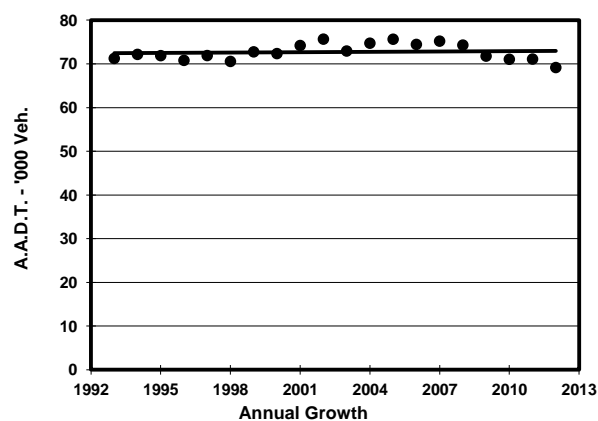
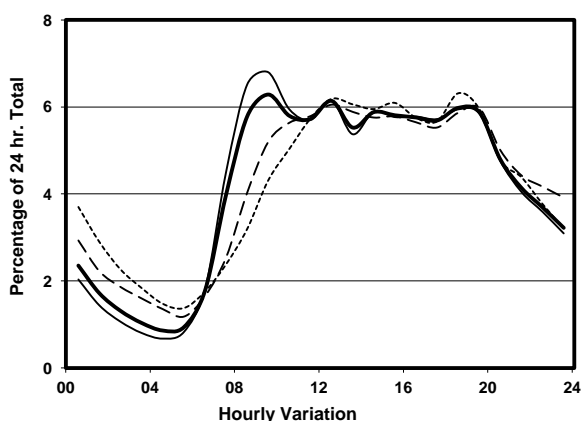
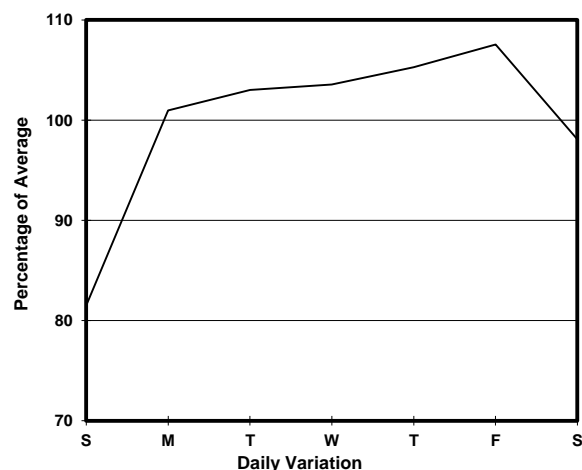
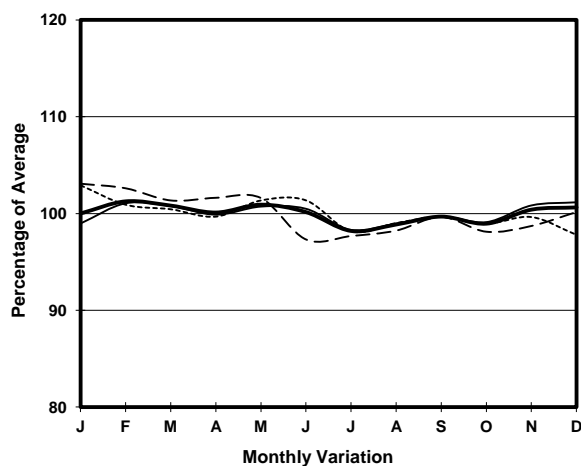
QUEENSWAY (from RODNEY ST to QUEEN'S RD E)

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.
EAST BOUND				
A.A.D.T.	48470	51170	47570	39310
R 12 / 24 - %	68.5	70.3	63.7	62.7
R 16 / 24 - %	86.5	88.1	82.9	81
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3040	3450	2510	1710
T - % (AM)	-	14.7	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	2830	3000	2750	2480
T - % (PM)	-	14.1	-	-
Prop.of commercial vehicles - 16 hr.	-	13.2	-	-
WEST BOUND				
A.A.D.T.	20690	21560	20870	17600
R 12 / 24 - %	67.8	69.4	63.8	62.6
R 16 / 24 - %	87.4	88.8	84.2	82.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1310	1490	1050	740
T - % (AM)	-	18.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1300	1370	1260	1110
T - % (PM)	-	18	-	-
Prop.of commercial vehicles - 16 hr.	-	19.2	-	-

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	1.3	17.5	44.3	1.1	4.1	6.7	0.5	7.5	0.4	16.7
	Ocp	1.0	1.4	1.8	6.4	11.9	1.4	1.7	11.6	13.5	26.8
0800-0900	Pro	1.0	35.8	35.2	1.0	2.9	5.1	0.5	5.0	0.3	13.3
	Ocp	1.0	1.4	1.8	6.7	11.0	1.5	1.6	27.6	14.9	28.6
0900-1000 Peak hour	Pro	1.3	35.4	35.6	0.4	2.1	9.3	1.2	2.2	0.3	12.2
	Ocp	1.1	1.5	1.9	1.8	10.7	1.8	1.8	12.5	13.8	19.1
1000-1100	Pro	1.4	34.5	36.6	0.5	1.9	10.9	1.1	1.8	0.2	11.2
	Ocp	1.0	1.5	1.7	2.2	9.0	1.8	1.6	23.0	10.0	17.2
1100-1200	Pro	1.7	37.5	31.0	0.8	1.9	13.8	0.7	1.4	0.2	11.0
	Ocp	1.1	1.5	1.9	2.6	9.9	1.7	1.7	24.0	11.3	19.5
1200-1300	Pro	1.0	37.0	41.7	1.0	1.3	6.8	0.5	1.7	0.2	8.8
	Ocp	1.1	1.6	2.3	6.1	9.9	1.7	1.2	17.5	8.6	16.9
1300-1400	Pro	2.2	35.6	38.5	1.0	1.4	7.3	0.7	1.8	0.3	11.2
	Ocp	1.0	1.5	2.0	3.6	9.3	1.6	1.3	13.1	11.9	18.7
1400-1500	Pro	1.7	38.5	32.9	0.6	1.0	12.0	1.6	1.7	0.3	9.7
	Ocp	1.1	1.6	2.2	4.3	13.7	1.8	1.9	11.1	12.6	21.8
1500-1600	Pro	1.3	37.3	33.5	0.7	1.3	12.4	0.6	2.1	0.3	10.3
	Ocp	1.1	1.5	2.0	6.0	12.6	1.7	1.2	10.2	10.8	21.8
1600-1700	Pro	0.9	37.1	33.2	1.6	1.4	9.9	0.5	3.0	0.3	12.1
	Ocp	1.0	1.6	2.1	3.4	11.0	1.7	1.4	8.5	18.5	24.6
1700-1800	Pro	1.8	38.1	36.5	0.3	1.6	5.5	0.3	2.5	0.4	13.0
	Ocp	1.1	1.5	2.1	1.3	8.9	1.8	1.3	5.6	15.4	31.6
1800-1900	Pro	1.0	39.0	40.4	0.2	1.5	3.3	0.1	1.2	0.3	13.1
	Ocp	1.0	1.6	2.3	3.0	13.0	1.6	1.0	16.1	18.8	39.4
1900-2000	Pro	1.3	36.8	46.2	0.2	1.2	2.0	0.3	1.5	0.3	10.2
	Ocp	1.1	1.6	2.2	3.0	12.5	1.4	1.3	6.6	15.9	34.2
2000-2100	Pro	1.9	31.2	49.5	0.1	1.7	1.5	0.2	1.0	0.3	12.4
	Ocp	1.1	1.6	2.2	12.0	9.4	1.4	1.5	6.9	10.8	24.8
2100-2200	Pro	1.8	24.0	56.5	0.3	1.1	1.0	0.0	0.7	0.4	14.1
	Ocp	1.0	1.3	2.2	3.0	10.1	2.1	0.0	7.0	10.6	23.1
2200-2300	Pro	0.9	23.0	57.8	0.2	1.3	0.3	0.2	0.5	0.4	15.5
	Ocp	1.0	1.4	2.3	1.0	5.6	1.0	1.0	16.3	10.2	21.3
16 hours	Pro	1.4	34.5	39.8	0.6	1.7	7.0	0.6	2.2	0.3	11.9
	Ocp	1.0	1.5	2.1	4.3	10.7	1.7	1.6	14.7	13.3	24.7

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