

YEAR

2015

LINK

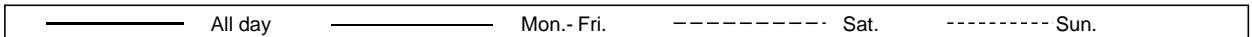
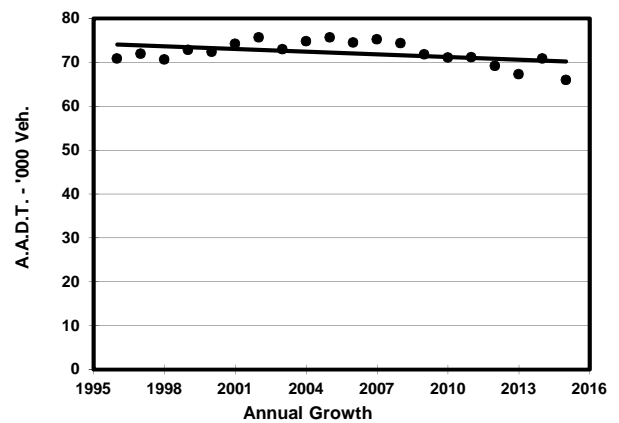
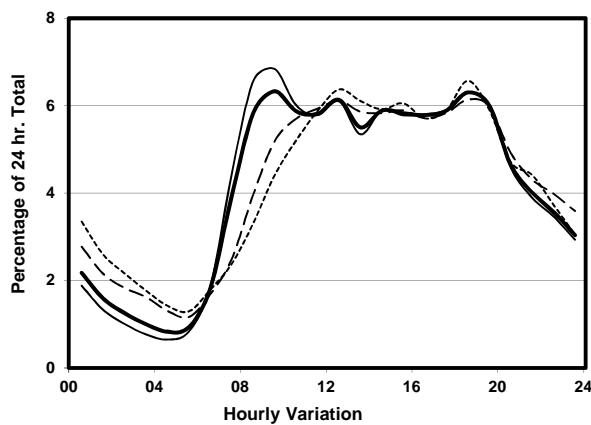
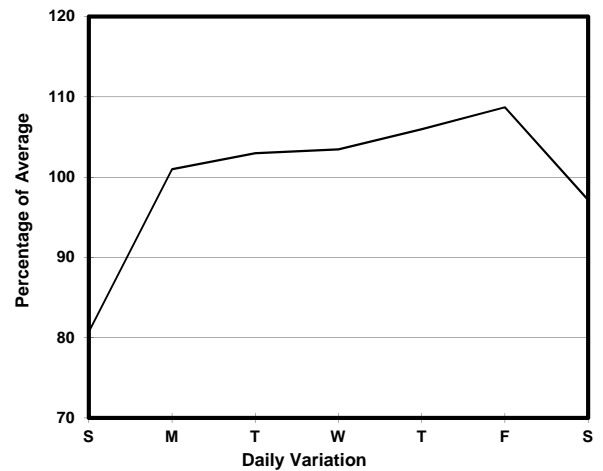
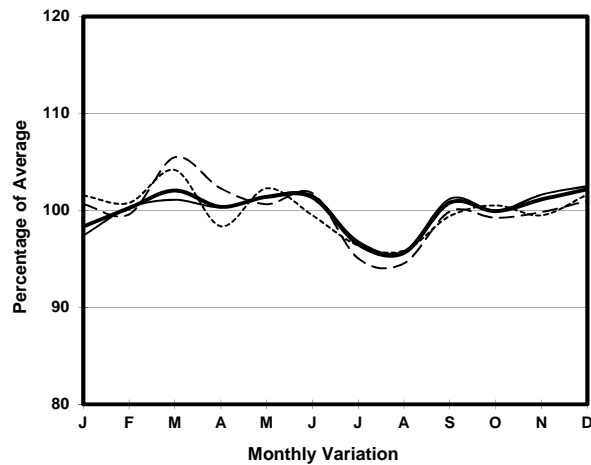
QUEENSWAY (from RODNEY ST to QUEEN'S RD E)

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.
<b>EAST BOUND</b>				
A.A.D.T.	45940	48760	44510	36560
R 12 / 24 - %	69.8	71.5	64.9	64.2
R 16 / 24 - %	87.4	88.8	83.6	82.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2950	3370	2350	1670
T - % (AM)	-	12.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2870	3030	2700	2410
T - % (PM)	-	16.4	-	-
Prop.of commercial vehicles - 16 hr.	-	13.2	-	-
<b>WEST BOUND</b>				
A.A.D.T.	19960	20770	20090	17240
R 12 / 24 - %	67.5	68.9	64.1	63
R 16 / 24 - %	87.3	88.5	84.5	83.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1220	1390	1000	710
T - % (AM)	-	18.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1290	1340	1290	1120
T - % (PM)	-	16.7	-	-
Prop.of commercial vehicles - 16 hr.	-	18.7	-	-

### 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	23.9	41.1	3.3	3.7	5.7	1.0	4.1	0.4	15.1
	Ocp	1.1	1.5	1.7	5.9	9.3	1.5	1.0	12.2	15.7	25.3
0800-0900	Pro	1.3	41.0	33.6	0.4	2.5	4.7	0.7	4.1	0.2	11.6
	Ocp	1.1	1.4	1.6	9.8	12.3	1.8	1.3	24.0	13.3	32.9
0900-1000 Peak hour	Pro	1.1	40.5	33.3	0.3	1.6	9.1	0.7	2.2	0.3	11.0
	Ocp	1.0	1.5	1.9	5.0	10.3	1.7	1.8	14.0	9.8	21.4
1000-1100	Pro	0.8	34.7	34.0	0.7	1.5	14.5	0.7	1.4	0.2	11.5
	Ocp	1.1	1.5	1.6	2.3	9.8	1.7	2.0	15.5	11.9	17.8
1100-1200	Pro	0.9	40.3	31.6	0.9	1.1	13.3	0.7	1.2	0.2	9.9
	Ocp	1.0	1.6	1.9	1.8	10.7	1.6	1.8	18.9	9.1	20.6
1200-1300	Pro	1.2	40.1	35.4	0.7	1.2	8.8	1.3	2.0	0.2	9.0
	Ocp	1.1	1.5	2.2	2.6	10.8	1.6	1.7	13.4	12.4	18.2
1300-1400	Pro	1.2	38.0	37.8	0.7	1.0	7.6	1.0	1.5	0.4	10.8
	Ocp	1.0	1.7	1.9	4.8	11.3	1.6	1.1	12.6	8.6	18.0
1400-1500	Pro	1.0	40.3	32.5	0.4	1.9	11.5	0.7	1.4	0.2	10.0
	Ocp	1.0	1.6	2.0	1.5	8.7	1.7	1.6	11.4	8.2	17.7
1500-1600	Pro	0.7	42.1	28.5	0.6	1.4	11.7	0.7	2.6	0.4	11.3
	Ocp	1.2	1.6	2.0	3.2	9.1	1.7	1.8	13.4	11.8	20.7
1600-1700	Pro	1.6	43.7	27.5	0.9	1.7	8.6	1.6	2.6	0.4	11.4
	Ocp	1.0	1.6	2.0	2.4	10.1	1.8	1.1	10.4	15.9	24.3
1700-1800	Pro	1.3	42.2	32.5	0.8	1.4	4.9	0.6	2.6	0.4	13.3
	Ocp	1.1	1.5	2.1	1.7	9.8	1.7	1.4	4.8	16.5	29.7
1800-1900	Pro	1.8	38.7	36.0	0.4	1.9	4.5	0.4	2.4	0.4	13.4
	Ocp	1.1	1.5	2.1	1.8	13.0	1.6	1.8	8.7	16.9	36.0
1900-2000	Pro	1.2	43.6	38.1	0.0	1.2	1.9	0.2	2.5	0.3	11.1
	Ocp	1.1	1.4	2.2	0.0	12.8	1.7	1.5	3.0	15.0	29.2
2000-2100	Pro	2.0	33.3	47.6	0.1	1.7	1.5	0.0	0.7	0.4	12.8
	Ocp	1.1	1.6	1.9	2.0	8.7	2.2	0.0	4.8	12.4	24.5
2100-2200	Pro	1.3	24.9	55.1	0.3	1.0	1.3	0.0	1.0	0.3	14.8
	Ocp	1.0	1.5	2.1	3.0	12.8	1.4	0.0	7.0	9.9	21.9
2200-2300	Pro	0.7	26.4	52.7	0.2	1.7	1.3	0.2	0.4	0.4	16.1
	Ocp	1.0	1.6	2.1	4.0	11.4	2.6	1.0	4.0	10.5	22.4
16 hours	Pro	1.2	38.1	36.3	0.6	1.6	7.2	0.7	2.1	0.3	11.8
	Ocp	1.1	1.5	2.0	3.7	10.6	1.7	1.5	12.6	12.7	24.3

**Legend**

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)\*

**Ocp.** Average occupancy of vehicles including both driver and passengers\*

**M&H** Medium and Heavy

\* All traffic data are collected from combined bounds except for one way traffic