

YEAR

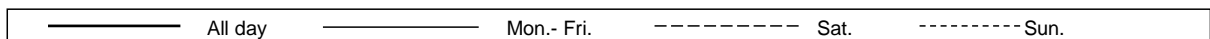
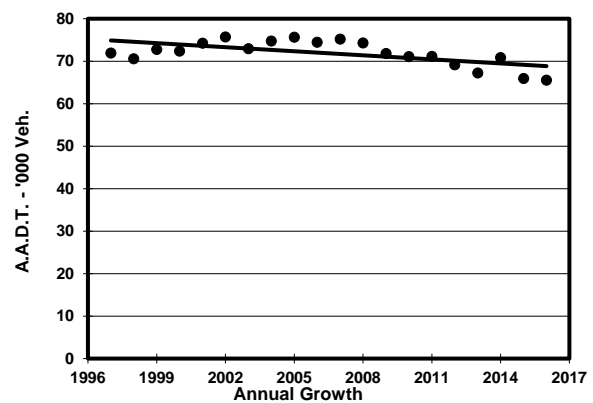
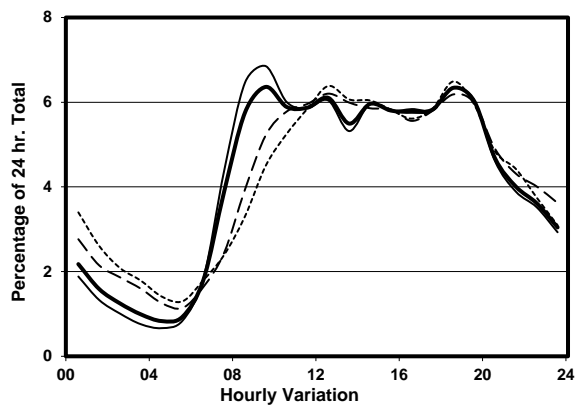
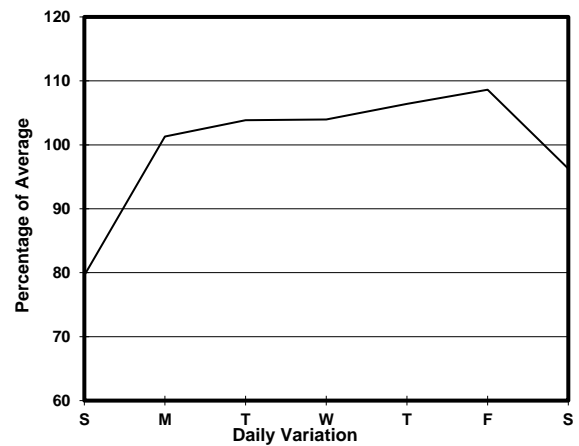
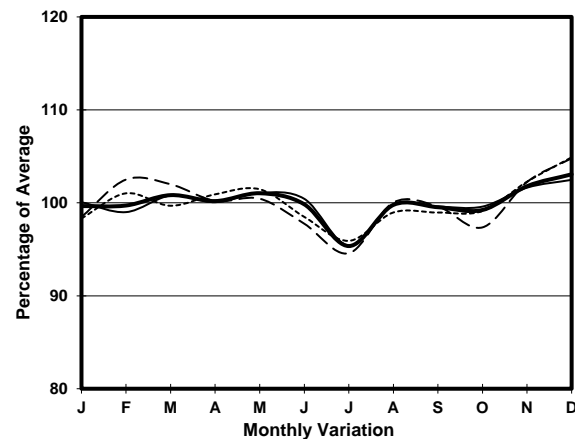
2016

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.	45900	48940	44110	36120
R 12 / 24 - %	69.8	71.5	65.2	64
R 16 / 24 - %	87.5	88.9	83.9	82.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2950	3360	2380	1680
T - % (AM)	-	12.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2880	3060	2720	2350
T - % (PM)	-	14.6	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-
<b>WEST BOUND</b>				
A.A.D.T.	19630	20540	19600	16610
R 12 / 24 - %	67.3	68.8	63.8	62.6
R 16 / 24 - %	87.1	88.4	84.1	82.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1220	1400	950	700
T - % (AM)	-	17.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1280	1350	1240	1070
T - % (PM)	-	18.8	-	-
Prop.of commercial vehicles - 16 hr.	-	18.4	-	-

## 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	1.4	23.1	43.2	1.8	4.1	4.9	0.0	4.8	0.3	16.4
	Ocp	1.1	1.5	1.9	5.4	8.8	1.5	0.0	10.9	17.0	25.9
0800-0900	Pro	1.4	37.2	32.9	1.2	2.2	7.0	0.5	4.6	0.3	12.7
	Ocp	1.0	1.3	1.8	4.6	12.7	1.3	2.6	27.9	19.4	32.1
0900-1000 Peak hour	Pro	1.1	39.3	33.6	0.4	1.3	10.3	0.9	2.0	0.2	10.9
	Ocp	1.1	1.4	1.8	2.8	9.5	1.7	1.3	18.0	11.8	21.5
1000-1100	Pro	1.3	34.8	33.8	0.4	1.4	14.6	1.3	1.6	0.2	10.5
	Ocp	1.0	1.5	1.9	3.0	10.0	1.6	1.2	20.8	12.0	18.7
1100-1200	Pro	1.8	38.8	32.2	0.5	1.0	11.3	1.2	1.9	0.2	11.1
	Ocp	1.0	1.6	2.0	6.5	14.0	1.7	1.7	21.7	11.0	21.0
1200-1300	Pro	1.9	40.5	33.9	1.1	1.6	9.3	0.9	1.6	0.2	9.0
	Ocp	1.1	1.6	2.1	6.5	10.0	1.8	1.9	12.0	9.7	22.1
1300-1400	Pro	1.6	38.7	33.6	0.2	1.4	10.3	0.8	2.3	0.3	10.8
	Ocp	1.1	1.5	1.9	5.5	11.3	1.7	1.6	15.2	11.1	21.8
1400-1500	Pro	1.5	40.1	34.3	0.4	1.2	10.6	0.9	1.3	0.3	9.4
	Ocp	1.0	1.5	2.3	4.5	9.5	1.7	1.3	10.5	10.0	21.8
1500-1600	Pro	1.0	47.7	27.7	0.3	1.4	8.9	1.7	1.4	0.3	9.7
	Ocp	1.1	1.6	2.1	3.3	10.9	1.7	1.8	9.3	9.2	22.3
1600-1700	Pro	1.4	43.8	29.4	0.9	1.2	9.1	0.8	2.3	0.2	10.9
	Ocp	1.0	1.5	2.0	5.4	12.1	1.7	2.0	8.2	13.0	26.7
1700-1800	Pro	2.3	44.8	29.7	0.3	1.1	4.8	0.6	2.7	0.3	13.5
	Ocp	1.1	1.7	2.2	2.3	11.1	1.6	1.8	5.7	13.3	31.4
1800-1900	Pro	1.9	45.0	32.1	0.4	1.0	3.5	0.2	1.8	0.3	13.6
	Ocp	1.1	1.5	2.2	4.3	13.5	1.9	2.5	6.5	18.2	38.9
1900-2000	Pro	1.3	44.0	38.6	0.2	1.3	1.4	0.3	2.2	0.3	10.5
	Ocp	1.1	1.5	2.1	2.0	13.0	1.7	2.0	6.5	12.7	32.4
2000-2100	Pro	1.1	36.1	45.7	0.1	1.4	1.0	0.1	0.9	0.3	13.2
	Ocp	1.0	1.6	2.0	4.0	9.1	1.8	1.0	2.7	10.0	23.9
2100-2200	Pro	1.2	27.3	51.4	0.2	1.6	0.7	0.2	1.6	0.3	15.6
	Ocp	1.3	1.4	2.0	7.0	9.7	1.3	3.0	4.4	9.4	23.0
2200-2300	Pro	3.6	28.7	49.3	0.0	1.3	0.2	0.5	0.7	0.3	15.4
	Ocp	1.2	1.6	2.1	0.0	9.4	1.0	1.3	5.5	7.3	25.1
16 hours	Pro	1.6	39.1	35.3	0.5	1.5	7.1	0.7	2.1	0.3	11.8
	Ocp	1.1	1.5	2.0	4.8	10.8	1.7	1.7	13.8	12.4	26.1

**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