

YEAR

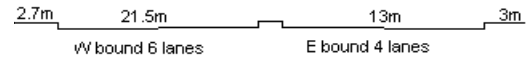
2010

LINK

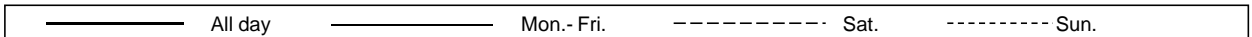
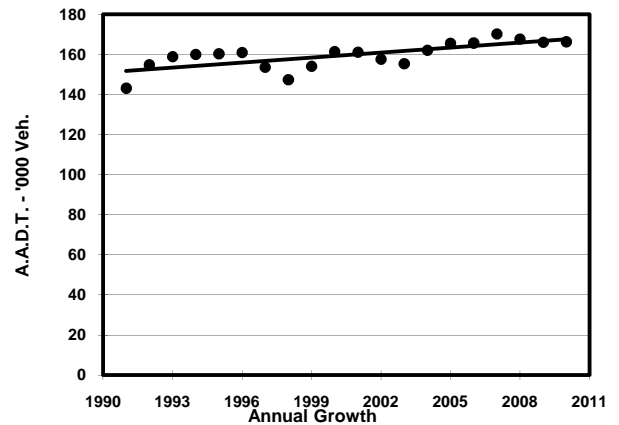
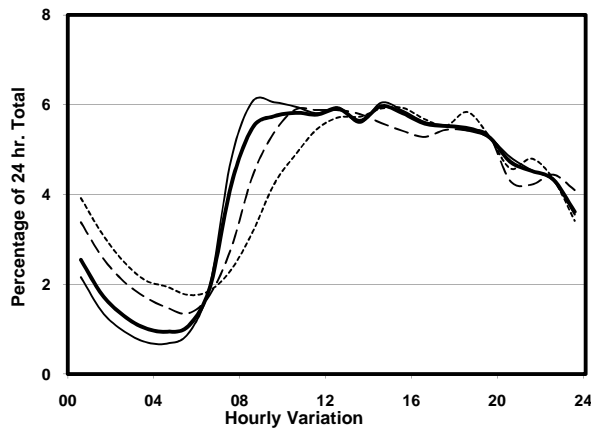
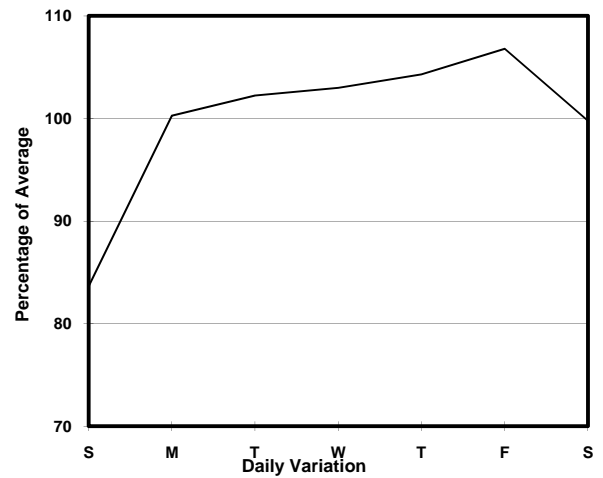
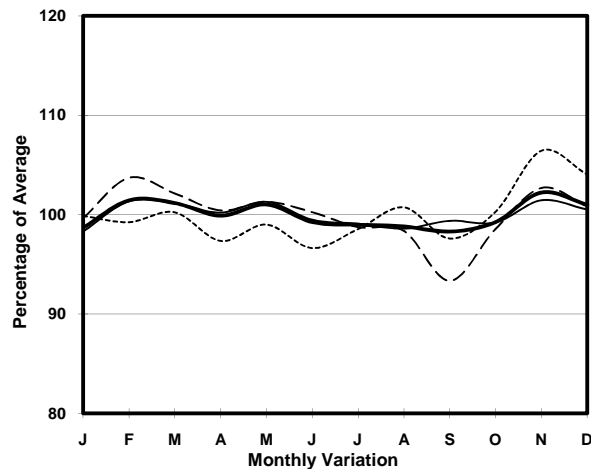
HARCOURT RD (from TAMAR ST to ARSENAL ST)

CORE STATION  
ROAD NETWORK  
ROAD TYPE

1001  
MAJOR  
URBAN TRUNK ROAD



### 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.	64100	65960	65540	57280
R 12 / 24 - %	64.9	66.7	61.4	58.6
R 16 / 24 - %	84.2	86.3	79.4	77.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3610	4020	3500	2290
T - % (AM)	-	10.9	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	3410	3510	3350	3240
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.8	-	-
<b>WEST BOUND</b>				
A.A.D.T.	102200	107400	101710	82870
R 12 / 24 - %	68.2	70	64.5	61.6
R 16 / 24 - %	86.9	88.5	82.9	80.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	5940	6570	5500	3640
T - % (AM)	-	9.3	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	5990	6360	5770	4940
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.1	-	-

### 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	3.7	22.5	46.8	2.4	1.8	10.6	2.8	5.4	0.1	3.9
	Ocp	1.0	1.4	1.9	6.6	10.1	1.5	1.5	14.9	10.1	33.4
0800-0900	Pro	2.9	41.5	36.4	0.4	1.6	6.7	2.3	4.3	0.1	3.9
	Ocp	1.0	1.3	2.0	3.5	9.6	1.5	1.3	15.8	23.2	42.0
0900-1000	Pro	2.2	31.9	40.4	0.6	0.6	14.8	3.7	2.2	0.1	3.5
	Ocp	1.0	1.4	2.0	2.2	9.1	1.6	1.4	10.6	6.1	25.0
1000-1100	Pro	2.2	33.0	37.8	0.3	0.6	18.7	3.4	1.8	0.1	2.1
	Ocp	1.0	1.4	1.7	1.6	3.1	1.6	1.3	8.4	4.6	23.9
1100-1200	Pro	2.1	35.3	36.5	1.2	0.3	18.6	2.5	1.6	0.1	1.7
	Ocp	1.1	1.3	1.6	1.9	4.6	1.6	1.3	7.3	2.5	17.9
1200-1300	Pro	2.0	36.1	38.3	1.0	0.5	15.9	3.0	1.6	0.1	1.5
	Ocp	1.0	1.4	2.2	4.5	3.7	1.6	1.5	8.7	4.6	18.0
1300-1400	Pro	2.4	33.5	37.4	0.9	0.6	17.7	4.0	1.8	0.1	1.7
	Ocp	1.1	1.4	2.1	4.2	3.8	1.5	1.4	11.0	3.4	19.6
1400-1500	Pro	2.3	35.3	35.9	0.8	0.6	17.4	4.5	1.7	0.1	1.5
	Ocp	1.1	1.5	2.3	2.4	6.0	1.5	1.3	6.9	6.6	20.7
1500-1600	Pro	2.8	36.7	34.7	1.7	0.6	15.7	3.8	2.3	0.1	1.6
	Ocp	1.0	1.4	2.1	5.5	9.1	1.6	1.2	14.5	4.5	17.9
1600-1700	Pro	2.9	39.9	33.6	0.8	0.5	15.4	2.8	1.8	0.1	2.2
	Ocp	1.1	1.5	2.1	3.2	6.6	1.6	1.3	7.3	2.7	19.3
1700-1800	Pro	3.3	38.7	39.8	0.8	0.6	10.1	1.7	2.5	0.1	2.4
	Ocp	1.1	1.5	2.0	2.7	12.9	1.5	1.3	9.3	11.8	22.1
1800-1900	Pro	3.7	45.9	37.3	0.3	0.9	5.8	0.6	3.2	0.1	2.3
	Ocp	1.1	1.4	2.3	6.0	15.7	1.6	1.6	18.0	20.6	34.8
1900-2000	Pro	2.8	44.8	43.0	0.2	0.9	3.6	0.6	1.7	0.1	2.3
	Ocp	1.1	1.4	2.2	2.2	12.6	1.3	1.3	17.1	4.2	22.3
2000-2100	Pro	2.4	36.3	52.9	0.2	0.9	3.0	0.5	1.4	0.1	2.3
	Ocp	1.1	1.6	2.0	1.2	12.3	1.5	1.4	17.0	2.4	12.3
2100-2200	Pro	2.1	34.5	55.1	0.4	0.8	3.7	0.8	0.7	0.1	2.0
	Ocp	1.2	1.5	2.1	1.6	7.1	1.5	1.5	7.4	2.4	13.2
2200-2300	Pro	2.6	34.4	56.2	0.2	1.4	2.0	0.7	0.7	0.1	1.9
	Ocp	1.1	1.5	2.1	2.3	11.0	1.5	1.2	7.1	1.2	13.5
16 hours	Pro	2.6	36.6	40.8	0.8	0.8	11.5	2.4	2.2	0.1	2.3
	Ocp	1.1	1.4	2.0	3.9	9.4	1.5	1.3	12.4	7.5	24.5

**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