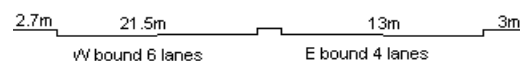


YEAR

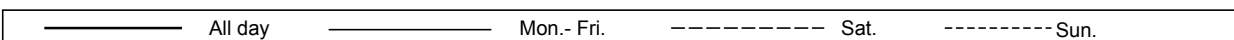
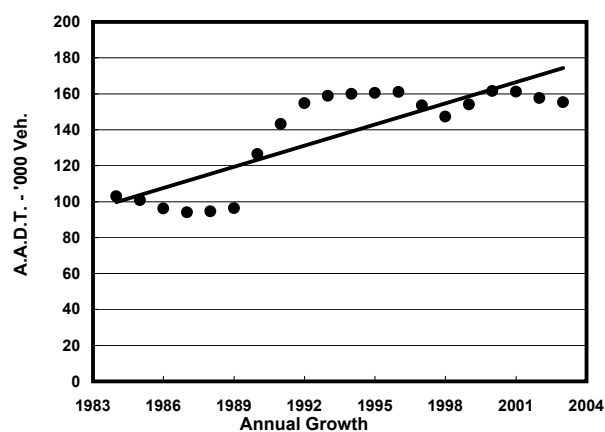
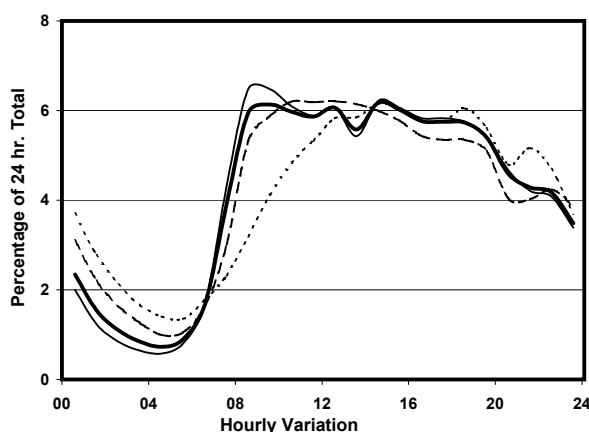
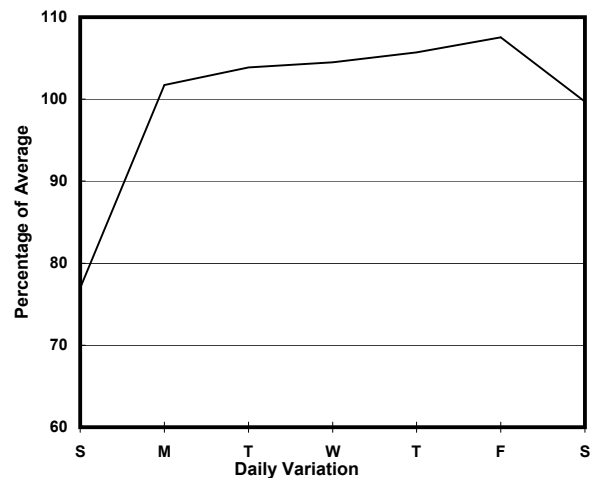
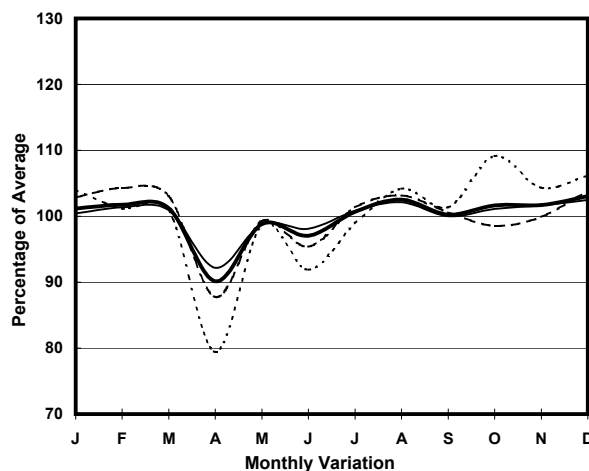
2003

LINK

HARCOURT RD (from TAMAR ST to ARSENAL ST)

CORE STATION
ROAD NETWORK
ROAD TYPE1001
MAJOR
URBAN TRUNK ROAD

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	60100	63060	61470	49240
R 12 / 24 - %	67.8	69.4	65.6	60.8
R 16 / 24 - %	86.6	88.1	83	81
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3700	4170	3450	1950
T - % (AM)	-	10	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	3380	3550	3310	2950
T - % (PM)	-	6	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-
WEST BOUND				
A.A.D.T.	95220	101580	96250	70950
R 12 / 24 - %	69.6	71.1	67.7	61.6
R 16 / 24 - %	87.9	89.3	85	81.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5830	6540	5820	3000
T - % (AM)	-	8.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	5730	6210	5260	4320
T - % (PM)	-	7.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.5	-	-

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	4.3	25.7	37.7	1.9	2.0	14.8	3.0	5.3	0.2	5.0
	Ocp	1.1	1.5	2.0	6.3	10.2	1.4	1.5	12.6	27.2	24.5
0800-0900	Pro	4.1	42.8	31.9	0.9	1.8	9.0	1.4	3.8	0.1	4.2
	Ocp	1.1	1.4	2.1	2.5	10.2	1.7	1.5	14.7	27.1	34.1
0900-1000 Peak hour	Pro	3.5	32.9	34.2	1.1	0.9	19.1	2.2	2.1	0.1	3.8
	Ocp	1.0	1.4	2.0	2.6	7.5	1.8	1.7	8.5	14.8	19.4
1000-1100	Pro	2.8	35.0	29.6	1.5	0.7	23.6	3.1	1.2	0.1	2.4
	Ocp	1.0	1.5	2.0	1.9	3.6	1.7	1.7	5.5	14.6	13.9
1100-1200	Pro	2.6	31.8	33.7	1.8	0.5	23.5	3.1	0.9	0.1	2.1
	Ocp	1.0	1.4	2.0	1.7	3.9	1.7	1.7	4.2	8.7	15.0
1200-1300	Pro	2.8	33.9	37.1	1.4	0.5	19.1	2.3	1.1	0.1	1.7
	Ocp	1.0	1.5	2.0	3.9	5.3	1.7	1.7	11.8	8.7	13.8
1300-1400	Pro	2.4	29.0	37.9	1.4	0.5	20.6	4.0	1.7	0.1	2.3
	Ocp	1.1	1.7	2.1	2.8	6.2	1.7	1.6	8.0	9.0	15.0
1400-1500	Pro	2.8	36.2	24.3	2.3	0.8	27.1	3.2	1.2	0.1	2.0
	Ocp	1.0	1.8	2.2	2.5	6.6	1.8	1.6	9.7	10.0	18.3
1500-1600	Pro	3.0	33.3	30.9	2.3	0.6	22.9	3.3	1.2	0.1	2.5
	Ocp	1.1	1.7	2.3	3.3	7.7	1.7	1.7	4.6	10.4	14.4
1600-1700	Pro	3.1	35.3	33.3	1.6	0.9	19.2	2.1	1.8	0.1	2.6
	Ocp	1.0	1.7	2.0	2.0	6.4	1.7	1.7	7.2	12.9	14.3
1700-1800	Pro	2.1	39.6	34.4	1.1	0.8	12.3	4.8	1.8	0.1	3.1
	Ocp	1.1	1.4	2.1	2.4	8.3	1.6	1.6	9.2	24.0	18.3
1800-1900	Pro	3.8	43.5	33.8	1.0	0.8	10.1	0.8	3.6	0.1	2.6
	Ocp	1.1	1.5	2.1	2.1	11.4	1.7	1.5	14.1	27.5	24.8
1900-2000	Pro	2.4	52.7	37.5	0.4	0.8	2.2	0.2	1.4	0.1	2.3
	Ocp	1.2	1.5	2.2	1.6	10.0	1.7	2.2	15.2	13.8	16.2
2000-2100	Pro	3.5	27.6	57.6	0.6	1.3	3.8	0.6	1.7	0.1	3.3
	Ocp	1.1	1.5	1.9	4.4	7.1	1.6	1.4	10.9	9.5	10.8
2100-2200	Pro	2.5	38.0	51.5	0.1	1.0	3.0	0.8	0.7	0.1	2.4
	Ocp	1.2	1.5	1.9	1.0	10.1	1.9	1.4	9.7	10.0	11.3
2200-2300	Pro	2.3	41.9	48.7	0.3	1.2	1.8	0.7	0.8	0.1	2.2
	Ocp	1.2	1.7	2.0	2.2	8.8	1.7	1.5	8.4	6.0	11.0
16 hours	Pro	3.0	36.8	36.3	1.2	0.9	14.8	2.2	1.9	0.1	2.8
	Ocp	1.1	1.5	2.0	2.8	8.2	1.7	1.6	10.9	16.5	18.7

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