

YEAR

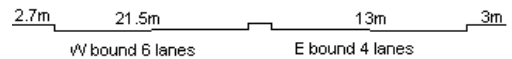
2005

LINK

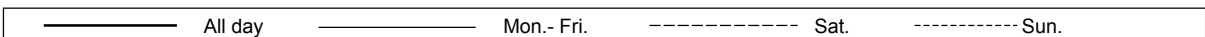
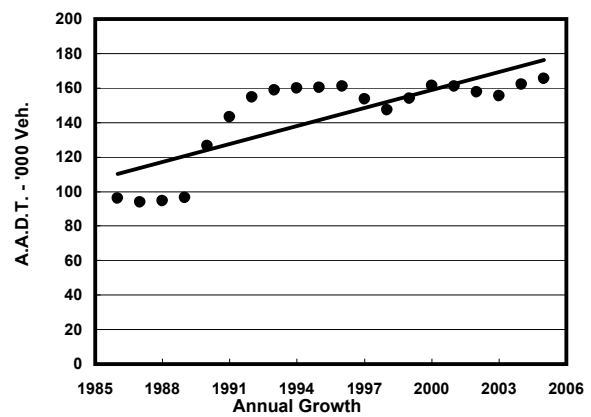
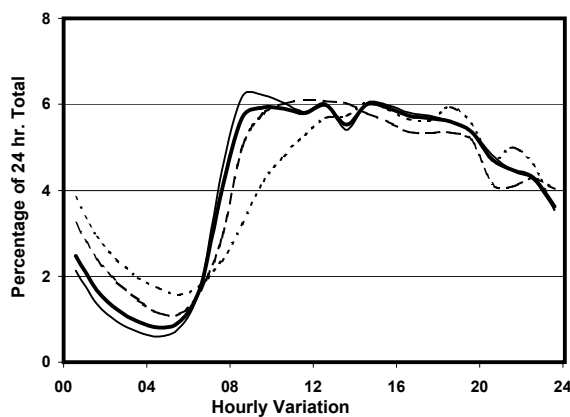
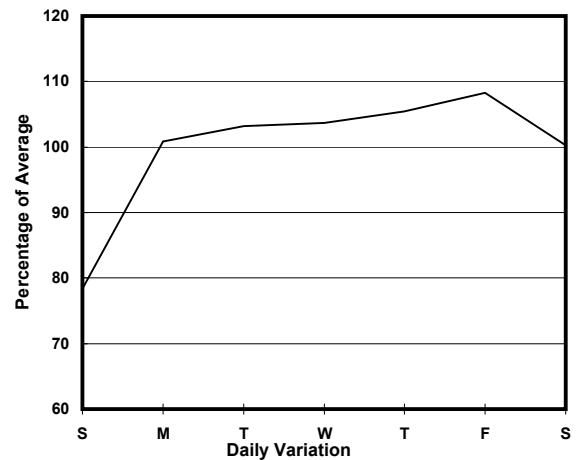
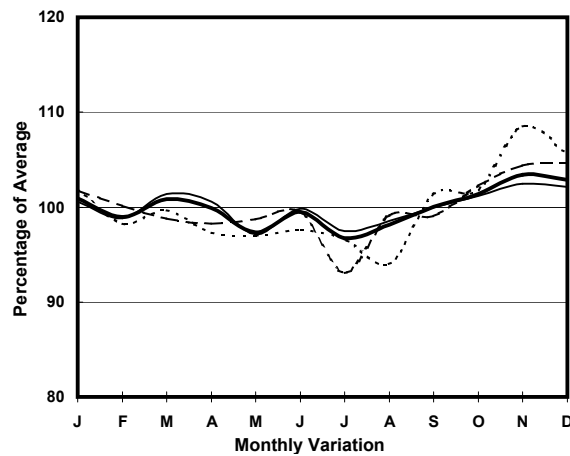
HARCOURT RD (from TAMAR ST to ARSENAL ST)

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.
EAST BOUND				
A.A.D.T.	63110	65970	64350	52080
R 12 / 24 - %	66.3	67.8	64.2	59.3
R 16 / 24 - %	85.5	87.3	81.7	79
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3720	4200	3630	2080
T - % (AM)	-	11	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	3580	3780	3440	3030
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-

WEST BOUND				
A.A.D.T.	102410	108470	103090	78800
R 12 / 24 - %	68.6	70.2	66.1	61.2
R 16 / 24 - %	87.2	88.7	84	81.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	6090	6720	6040	3430
T - % (AM)	-	8.3	-	-
PM Peak Hour	1800-1900	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	6040	6490	5640	4760
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-

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	4.0	26.0	43.0	1.5	2.3	11.9	2.4	4.6	0.1	4.2
	Ocp	1.1	1.5	2.0	4.9	7.9	1.5	1.3	13.4	19.5	26.9
0800-0900	Pro	4.2	44.2	32.7	0.6	1.5	7.0	1.5	4.8	0.1	3.4
	Ocp	1.2	1.4	2.1	2.3	8.8	1.6	1.4	12.6	26.3	39.7
0900-1000 Peak hour	Pro	2.9	38.3	33.7	1.1	0.9	14.1	1.6	2.8	0.1	4.4
	Ocp	1.1	1.4	2.0	2.4	5.8	1.7	1.4	11.0	13.2	23.4
1000-1100	Pro	3.0	32.5	32.9	1.5	0.5	22.6	2.4	1.8	0.1	2.8
	Ocp	1.0	1.4	2.2	2.4	4.3	1.7	1.5	5.8	10.5	17.9
1100-1200	Pro	2.6	34.8	29.5	1.3	0.4	24.7	2.9	1.6	0.1	2.2
	Ocp	1.1	1.5	2.2	3.0	4.5	1.6	1.6	7.7	2.6	18.6
1200-1300	Pro	3.0	33.8	38.8	1.4	0.4	17.3	2.3	1.5	0.1	1.5
	Ocp	1.0	1.5	2.1	3.2	4.9	1.6	1.5	8.1	3.8	17.3
1300-1400	Pro	3.1	31.3	37.0	1.3	0.6	20.7	2.8	1.0	0.1	2.0
	Ocp	1.1	1.5	2.2	2.4	4.2	1.7	1.5	3.5	4.2	13.4
1400-1500	Pro	2.7	36.1	35.8	1.3	0.5	17.9	2.6	1.6	0.1	1.6
	Ocp	1.0	1.6	2.1	2.2	4.9	1.6	1.6	6.2	10.5	19.9
1500-1600	Pro	2.6	33.9	34.5	1.8	0.4	20.8	2.3	2.1	0.1	1.7
	Ocp	1.1	1.8	2.2	4.0	4.0	1.7	1.6	8.0	6.3	16.6
1600-1700	Pro	2.9	36.6	33.9	1.8	0.7	18.2	2.1	1.8	0.1	2.0
	Ocp	1.0	1.5	2.1	2.6	5.6	1.7	1.5	7.8	9.7	18.1
1700-1800	Pro	4.4	34.6	38.2	1.6	1.0	13.0	1.8	2.5	0.1	2.9
	Ocp	1.1	1.6	2.1	2.8	9.3	1.7	1.5	8.6	10.0	22.7
1800-1900	Pro	5.3	43.8	37.0	0.7	1.0	5.9	0.7	3.2	0.1	2.3
	Ocp	1.1	1.6	2.2	2.4	10.9	1.8	1.4	15.4	20.5	32.6
1900-2000	Pro	4.0	42.6	43.8	0.1	0.9	3.5	0.3	2.5	0.1	2.3
	Ocp	1.1	1.5	2.1	1.0	10.7	1.5	1.3	12.3	4.6	21.0
2000-2100	Pro	2.9	34.0	53.6	0.3	1.1	3.2	0.5	1.7	0.1	2.5
	Ocp	1.1	1.7	1.9	1.3	10.2	1.4	1.7	15.5	1.1	15.0
2100-2200	Pro	3.2	35.7	53.7	0.3	1.0	2.7	0.4	1.0	0.1	2.0
	Ocp	1.1	1.6	2.1	2.3	12.3	1.6	1.1	17.7	3.0	16.9
2200-2300	Pro	2.5	36.7	51.7	0.2	1.7	3.2	0.5	1.1	0.1	2.4
	Ocp	1.2	1.7	2.0	3.0	8.7	1.5	1.3	15.9	1.0	10.8
16 hours	Pro	3.3	36.2	38.7	1.1	0.9	13.3	1.7	2.2	0.1	2.5
	Ocp	1.1	1.5	2.1	2.9	8.0	1.7	1.5	10.9	9.6	22.2

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