

YEAR

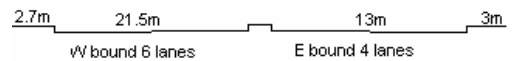
2006

LINK

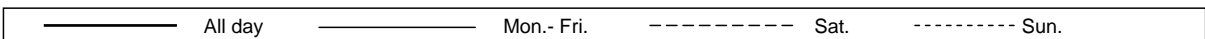
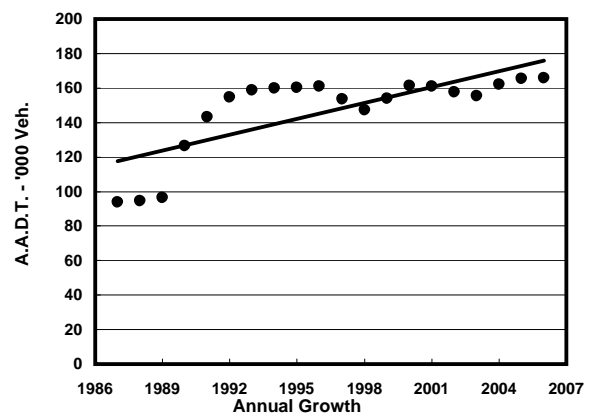
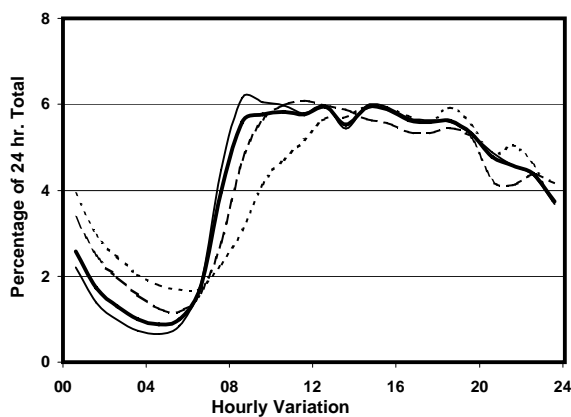
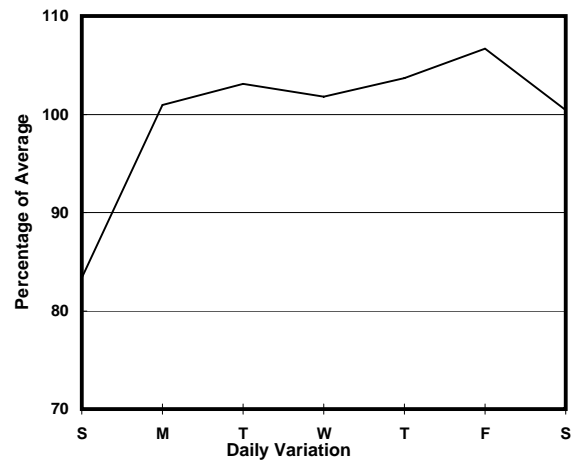
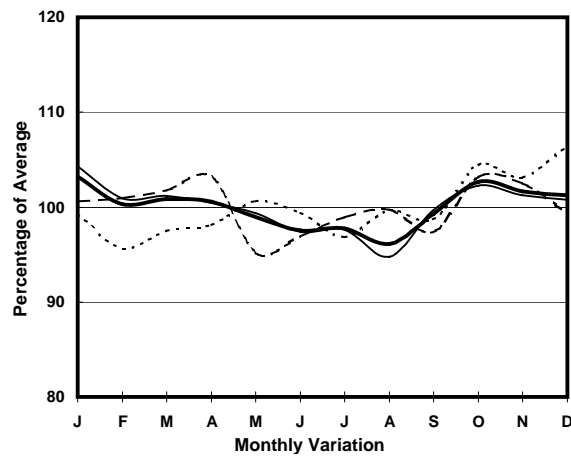
HARCOURT RD (from TAMAR ST to ARSENAL ST)

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.	62970	64980	64520	55470
R 12 / 24 - %	65.5	67.1	63.2	58.9
R 16 / 24 - %	84.9	86.8	80.8	78.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3610	4140	3490	2200
T - % (AM)	-	8.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	3480	3570	3480	3250
T - % (PM)	-	5.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-

WEST BOUND				
A.A.D.T.	102720	107600	103330	84430
R 12 / 24 - %	67.9	69.6	65.2	60.5
R 16 / 24 - %	86.7	88.3	83.4	80.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5930	6480	6000	3590
T - % (AM)	-	8.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	6060	6390	5780	5100
T - % (PM)	-	7.1	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-

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	3.4	19.5	49.0	1.1	1.7	13.8	2.6	4.7	0.1	4.2
	Ocp	1.1	1.5	2.1	7.4	10.1	1.3	1.3	16.1	14.5	29.1
0800-0900 Peak hour	Pro	3.1	39.6	39.7	0.5	1.3	7.1	1.1	3.9	0.1	3.6
	Ocp	1.0	1.4	1.9	3.0	11.2	1.6	1.5	12.8	18.3	38.6
0900-1000	Pro	2.2	32.0	39.0	1.0	0.6	17.0	2.5	1.7	0.1	3.9
	Ocp	1.0	1.4	2.1	2.5	6.4	1.6	1.5	9.3	11.5	22.3
1000-1100	Pro	2.9	31.9	37.5	0.7	0.5	20.2	2.9	1.3	0.1	2.1
	Ocp	1.1	1.6	2.0	2.5	3.5	1.5	1.5	7.8	8.3	18.6
1100-1200	Pro	3.1	30.2	36.7	1.8	0.5	22.5	1.7	1.4	0.1	2.0
	Ocp	1.1	1.5	2.1	2.3	4.5	1.6	2.0	7.2	5.6	19.0
1200-1300	Pro	2.7	30.4	42.7	1.7	0.4	16.8	2.3	1.4	0.1	1.5
	Ocp	1.0	1.5	2.1	3.1	2.7	1.6	1.5	5.2	7.3	17.4
1300-1400	Pro	2.3	34.0	36.6	1.2	0.4	19.1	3.1	1.5	0.1	1.7
	Ocp	1.0	1.4	2.0	3.9	6.4	1.6	1.5	5.2	2.4	18.6
1400-1500	Pro	2.3	31.7	39.4	1.0	0.4	20.2	1.9	1.7	0.1	1.5
	Ocp	1.1	1.5	2.3	2.7	5.1	1.6	1.6	8.4	1.5	19.4
1500-1600	Pro	2.9	32.2	36.2	2.1	0.5	19.8	2.2	2.3	0.1	1.7
	Ocp	1.1	1.5	2.1	4.2	8.8	1.6	1.8	10.8	5.0	17.7
1600-1700	Pro	2.6	38.0	37.0	1.5	0.5	14.1	1.5	2.8	0.1	2.1
	Ocp	1.1	1.6	2.0	3.7	7.2	1.6	1.6	4.5	1.3	19.5
1700-1800	Pro	3.7	39.2	36.3	0.8	0.8	12.3	1.3	2.7	0.1	2.8
	Ocp	1.1	1.5	1.8	2.5	13.4	1.6	1.5	12.4	15.7	22.1
1800-1900	Pro	4.9	42.2	38.3	0.6	0.8	6.5	0.7	3.8	0.1	2.2
	Ocp	1.1	1.5	2.1	4.5	13.6	1.6	1.6	20.1	2.0	35.5
1900-2000	Pro	2.4	41.3	45.7	0.6	0.8	4.3	0.4	2.4	0.1	2.1
	Ocp	1.1	1.4	2.0	2.6	12.8	1.5	1.9	12.4	4.4	22.8
2000-2100	Pro	2.2	36.6	51.3	0.1	1.4	4.1	0.6	1.2	0.2	2.3
	Ocp	1.1	1.4	1.9	2.0	10.8	1.4	1.5	7.9	1.1	16.1
2100-2200	Pro	2.2	33.2	56.2	0.3	1.1	3.3	0.8	0.9	0.1	1.9
	Ocp	1.1	1.6	2.0	1.4	9.6	1.7	1.6	12.6	1.7	15.5
2200-2300	Pro	2.3	39.6	50.1	0.2	1.7	2.3	0.9	0.8	0.1	2.1
	Ocp	1.1	1.6	1.9	2.0	10.1	1.7	1.5	15.6	1.3	12.5
16 hours	Pro	2.8	34.7	41.4	1.0	0.8	13.0	1.6	2.2	0.1	2.4
	Ocp	1.1	1.5	2.0	3.4	9.5	1.6	1.6	11.5	7.2	23.4

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