

YEAR

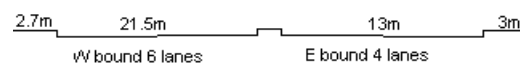
2008

LINK

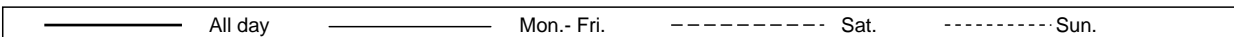
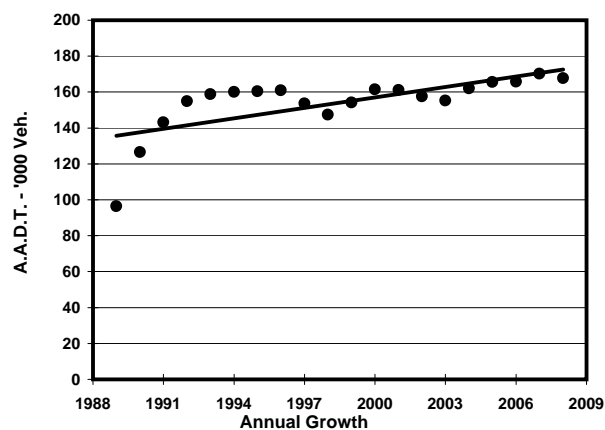
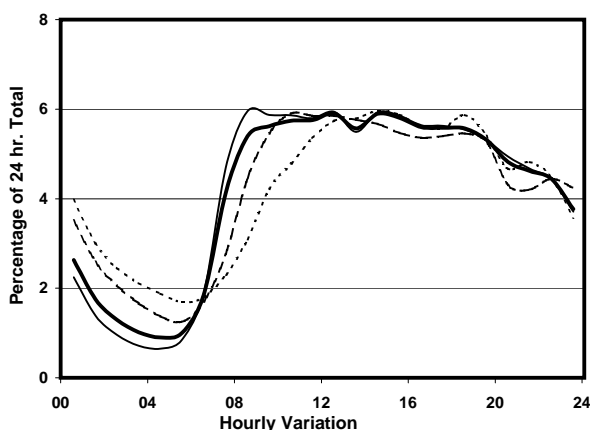
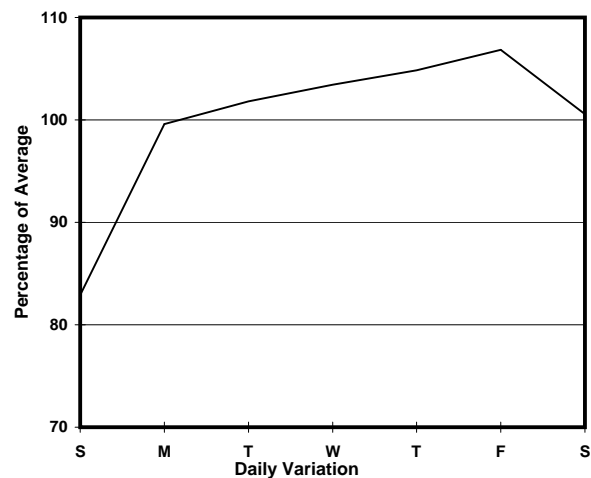
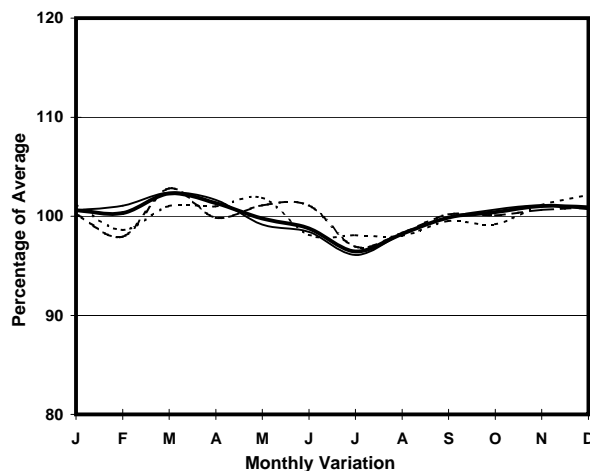
HARCOURT RD (from TAMAR ST to ARSENAL ST)

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.	64710	66770	66440	56860
R 12 / 24 - %	64.8	66.4	61.9	58.8
R 16 / 24 - %	84.3	86.4	79.7	77.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3620	4140	3570	2310
T - % (AM)	-	9.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	3490	3600	3480	3220
T - % (PM)	-	5.2	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-
WEST BOUND				
A.A.D.T.	102960	108000	103840	83520
R 12 / 24 - %	67.7	69.4	64.4	61.1
R 16 / 24 - %	86.7	88.3	82.8	80.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	5800	6320	5730	3610
T - % (AM)	-	7.2	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	6090	6450	5840	5020
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	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	3.0	17.3	53.8	0.8	2.0	12.0	2.8	4.5	0.1	3.7
	Ocp	1.1	1.4	1.9	2.6	9.1	1.4	1.3	10.0	8.8	28.9
0800-0900 Peak hour	Pro	3.8	38.2	39.4	0.4	1.6	7.5	1.5	3.6	0.1	3.9
	Ocp	1.1	1.3	2.0	2.1	10.8	1.7	1.6	16.8	14.1	39.5
0900-1000	Pro	3.1	31.0	40.8	0.6	0.7	15.7	2.6	1.9	0.1	3.4
	Ocp	1.0	1.4	2.0	1.5	10.7	1.7	1.6	10.4	5.3	19.0
1000-1100	Pro	2.7	29.0	39.9	1.1	0.7	19.4	2.7	2.3	0.1	2.1
	Ocp	1.0	1.5	2.2	2.6	4.7	1.6	1.7	11.6	4.3	17.2
1100-1200	Pro	4.7	27.6	38.4	0.9	0.4	21.8	3.2	1.1	0.1	1.8
	Ocp	1.3	1.5	2.1	2.7	5.3	1.6	1.6	7.8	5.0	18.0
1200-1300	Pro	2.3	33.2	41.4	0.8	0.5	17.0	2.1	1.2	0.1	1.5
	Ocp	1.0	1.5	2.2	2.1	6.1	1.6	1.6	5.2	5.3	19.9
1300-1400	Pro	2.6	31.5	40.0	0.5	0.7	19.0	3.0	1.1	0.1	1.7
	Ocp	1.1	1.5	2.1	1.9	3.9	1.6	1.5	8.4	2.0	18.7
1400-1500	Pro	2.5	34.7	37.3	0.6	0.4	19.1	2.3	1.6	0.1	1.5
	Ocp	1.0	1.6	2.3	3.4	6.9	1.8	1.4	4.2	8.3	17.4
1500-1600	Pro	3.2	36.1	35.4	1.3	0.5	18.0	2.1	1.9	0.1	1.6
	Ocp	1.1	1.6	2.2	2.7	8.1	1.6	1.5	11.7	23.0	19.2
1600-1700	Pro	3.3	34.3	38.2	1.0	0.7	16.8	2.1	1.5	0.1	2.0
	Ocp	1.1	1.6	2.2	2.1	6.3	1.6	1.7	10.1	1.0	17.5
1700-1800	Pro	3.2	37.2	39.9	0.7	0.9	11.7	1.1	2.7	0.1	2.5
	Ocp	1.1	1.6	2.1	4.1	8.2	1.6	1.4	11.8	15.7	19.8
1800-1900	Pro	4.6	44.1	36.6	0.6	0.7	7.7	0.8	2.6	0.1	2.2
	Ocp	1.1	1.5	2.3	2.5	14.1	1.6	1.5	19.4	8.4	31.6
1900-2000	Pro	3.0	43.1	42.8	0.3	1.1	4.5	0.6	2.2	0.1	2.3
	Ocp	1.1	1.5	2.2	2.3	12.1	1.6	1.5	18.7	3.7	22.0
2000-2100	Pro	2.5	35.9	53.5	0.3	1.1	3.2	0.6	0.8	0.1	2.0
	Ocp	1.1	1.5	2.0	2.0	10.7	1.5	1.5	16.9	3.5	13.1
2100-2200	Pro	2.3	32.1	56.9	0.2	1.4	3.7	0.9	0.6	0.1	1.8
	Ocp	1.1	1.6	2.1	3.0	9.2	1.7	1.5	17.8	2.5	13.3
2200-2300	Pro	2.0	36.2	56.1	0.1	1.5	1.4	0.3	0.5	0.1	1.8
	Ocp	1.2	1.6	2.1	4.3	13.0	1.6	1.1	10.6	4.3	12.2
16 hours	Pro	3.1	34.1	42.6	0.6	0.9	12.7	1.8	1.9	0.1	2.2
	Ocp	1.1	1.5	2.1	2.5	9.4	1.6	1.5	12.5	6.7	22.3

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