YEAR 2011 **LINK** HARCOURT RD (from TAMAR ST to ARSENAL ST)

CORE STATION 1001
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	64200	65590	66540	58480
R 12 / 24 - %	64.1	66	60.2	58.1
R 16 / 24 - %	83.5	85.7	78.3	76.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3620	4000	3550	2360
T - % (AM)	-	8.6	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	3300	3360	3300	3250
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-
WEST BOUND				
A.A.D.T.	101610	106450	101450	83140
R 12 / 24 - %	68	69.6	64	62
R 16 / 24 - %	86.7	88.3	82.6	81.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	5970	6540	5730	3710
T - % (AM)	-	8.9	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	5910	6280	5690	4930
T - % (PM)	-	6.8	-	-
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 Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.6	21.0	49.1	1.9	1.7	11.4	3.3	3.4	0.1	3.6
	Ocp	1.1	1.5	2.1	7.9	9.1	1.5	1.3	14.1	7.5	33.1
0800-0900	Pro	2.6	40.9	37.4	0.7	1.4	8.1	1.3	3.7	0.1	3.8
Peak hour	Ocp	1.1	1.4	2.0	4.4	10.5	1.6	1.4	16.8	23.7	42.2
0900-1000	Pro	2.5	32.5	39.7	0.4	0.6	14.7	3.0	2.5	0.1	3.9
	Ocp	1.1	1.4	2.1	3.3	11.0	1.6	1.3	9.5	4.7	24.1
1000-1100	Pro	2.8	31.8	37.8	0.9	0.5	18.7	3.4	1.8	0.1	2.2
	Ocp	1.1	1.4	2.1	1.8	5.8	1.5	1.4	9.9	2.4	22.7
1100-1200	Pro	2.5	33.4	36.8	1.1	0.3	19.3	3.1	1.5	0.1	2.0
	Ocp	1.0	1.5	2.3	2.4	3.7	1.6	1.5	11.0	4.0	21.0
1200-1300	Pro	2.3	35.2	40.9	0.8	0.3	14.1	3.1	1.7	0.1	1.5
	Ocp	1.0	1.4	2.2	3.3	5.6	1.5	1.5	10.0	4.9	21.5
1300-1400	Pro	2.2	35.2	38.4	0.8	0.5	16.4	3.5	1.4	0.1	1.6
	Ocp	1.0	1.4	2.2	6.2	6.5	1.7	1.5	9.5	5.4	21.9
1400-1500	Pro	1.8	31.8	39.6	0.8	0.3	18.6	3.8	1.7	0.1	1.5
	Ocp	1.0	1.5	2.3	2.3	8.6	1.6	1.5	12.3	4.1	20.7
1500-1600	Pro	1.9	39.0	34.6	1.1	0.4	17.5	2.2	1.6	0.1	1.6
	Ocp	1.0	1.5	2.2	3.7	7.6	1.5	1.4	15.0	2.7	17.8
1600-1700	Pro	3.1	38.3	37.3	1.1	0.5	14.2	1.9	1.5	0.1	2.1
	Ocp	1.1	1.5	2.2	2.2	8.0	1.6	1.3	11.9	3.5	19.9
1700-1800	Pro	3.3	37.9	40.1	0.5	0.8	11.0	1.6	2.2	0.1	2.6
	Ocp	1.1	1.4	2.2	2.5	10.6	1.8	1.6	8.3	5.4	23.6
1800-1900	Pro	3.3	45.7	37.2	0.3	0.9	5.6	0.9	3.4	0.1	2.5
	Ocp	1.1	1.5	2.5	3.4	16.6	1.8	1.5	20.9	13.8	32.7
1900-2000	Pro	2.7	42.3	45.3	0.2	0.9	3.4	0.7	2.1	0.1	2.3
	Ocp	1.0	1.7	2.2	1.6	13.1	1.6	1.4	18.8	7.6	22.6
2000-2100	Pro	2.4	34.0	55.6	0.1	0.5	3.1	0.7	1.3	0.1	2.3
	Ocp	1.2	1.4	2.1	2.3	10.5	1.6	1.5	17.0	1.4	12.3
2100-2200	Pro	2.1	32.5	58.3	0.1	0.5	2.3	1.4	0.6	0.1	2.0
	Ocp	1.1	1.5	2.4	4.0	9.4	1.6	1.3	19.1	1.3	13.3
2200-2300	Pro	2.3	35.1	56.2	0.0	1.1	2.0	0.9	0.4	0.1	1.9
	Ocp	1.0	1.5	2.5	0.0	11.2	1.5	1.2	7.0	2.2	13.6
16 hours	Pro	2.6	35.7	42.2	0.7	0.7	11.6	2.2	1.9	0.1	2.3
	Ocp	1.1	1.5	2.2	3.7	10.0	1.6	1.4	13.8	6.3	24.6

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