

YEAR

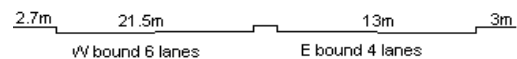
2012

LINK

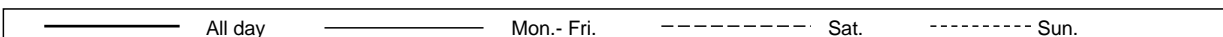
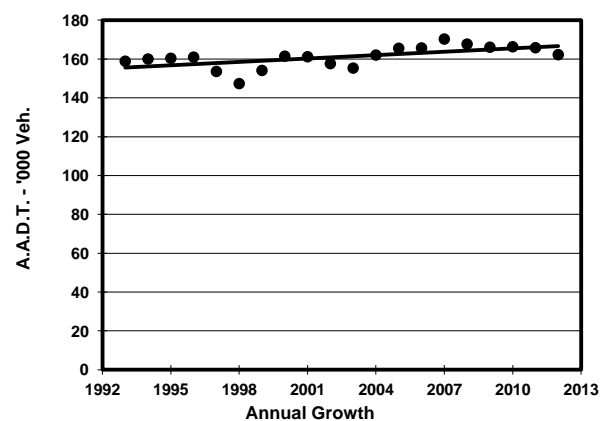
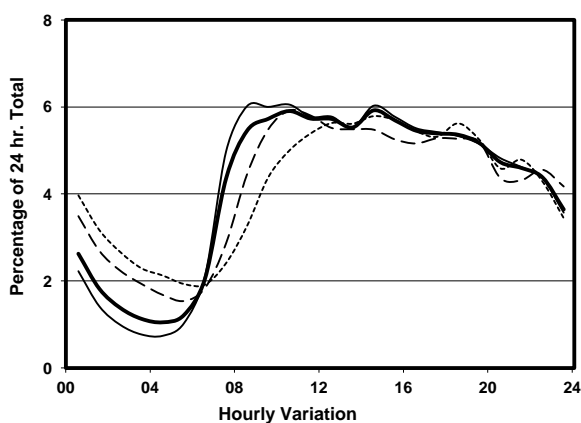
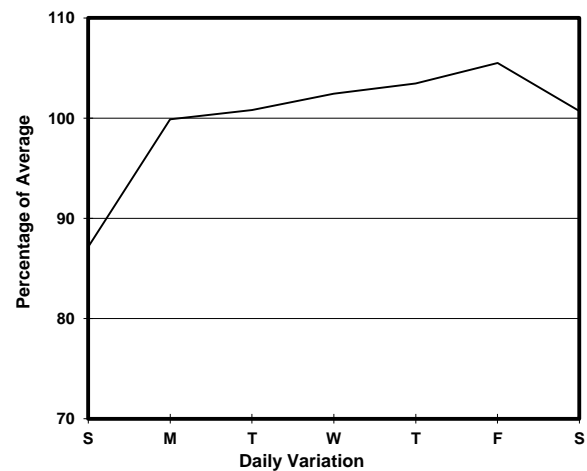
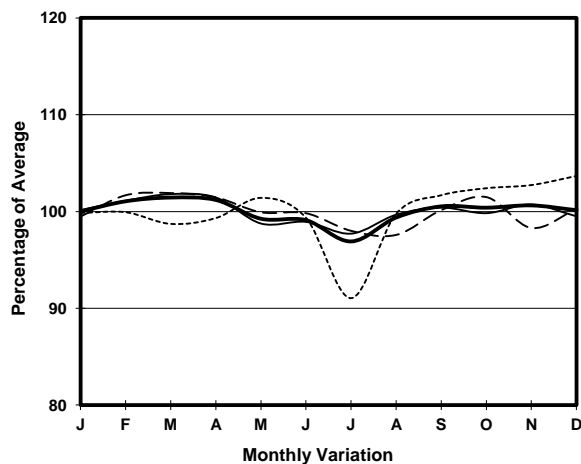
HARCOURT RD (from TAMAR ST to ARSENAL ST)

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.	62590	63610	64620	58470
R 12 / 24 - %	63.8	65.9	59.5	57.2
R 16 / 24 - %	83.1	85.5	77.6	75.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3470	3840	3470	2360
T - % (AM)	-	9.5	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	3200	3250	3210	3150
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.5	-	-
WEST BOUND				
A.A.D.T.	99640	103750	99810	83800
R 12 / 24 - %	67.8	69.7	63.6	61.2
R 16 / 24 - %	86.4	88.2	82.3	80.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	5820	6320	5560	3880
T - % (AM)	-	8.1	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	5730	6050	5490	4850
T - % (PM)	-	6.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6.8	-	-

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	2.7	23.3	47.8	2.6	1.6	10.1	3.2	4.9	0.1	3.6
	Ocp	1.1	1.5	2.1	6.5	9.5	1.3	1.2	11.0	1.9	31.5
0800-0900	Pro	2.3	42.1	37.2	0.6	1.1	7.2	1.8	3.9	0.1	3.7
	Ocp	1.1	1.3	2.1	4.1	9.3	1.4	1.4	15.7	24.3	42.5
0900-1000	Pro	2.2	32.8	37.7	0.5	0.7	17.0	2.9	2.2	0.1	3.9
	Ocp	1.1	1.4	2.1	2.1	10.5	1.5	1.2	9.0	10.0	23.3
1000-1100 Peak hour	Pro	2.0	33.0	37.8	1.0	0.4	18.6	2.9	2.1	0.1	2.0
	Ocp	1.1	1.4	2.1	2.1	3.6	1.4	1.4	5.6	1.0	21.9
1100-1200	Pro	2.5	33.3	37.6	1.4	0.2	19.1	2.6	1.5	0.1	1.7
	Ocp	1.0	1.4	2.2	2.6	2.8	1.5	1.4	6.8	4.5	19.5
1200-1300	Pro	2.6	34.7	38.7	0.9	0.3	16.4	2.6	2.0	0.1	1.7
	Ocp	1.1	1.5	2.2	2.7	8.2	1.6	1.5	11.8	1.0	17.8
1300-1400	Pro	1.5	37.0	37.2	0.8	0.5	16.4	3.1	1.9	0.1	1.7
	Ocp	1.1	1.6	2.2	2.3	6.1	1.5	1.4	6.6	2.2	21.5
1400-1500	Pro	1.9	36.2	36.5	1.1	0.5	17.4	2.6	2.3	0.1	1.6
	Ocp	1.1	1.5	2.2	1.9	6.9	1.6	1.3	7.4	1.0	18.6
1500-1600	Pro	2.5	38.5	34.1	1.9	0.4	16.7	3.0	1.2	0.1	1.7
	Ocp	1.1	1.5	2.3	5.2	11.1	1.5	1.4	13.7	1.4	17.8
1600-1700	Pro	2.7	41.3	32.6	1.4	0.4	15.6	2.0	1.7	0.1	2.2
	Ocp	1.1	1.6	2.3	3.1	10.8	1.7	1.3	10.2	1.6	17.4
1700-1800	Pro	3.1	41.7	36.6	0.9	0.6	10.4	1.8	2.3	0.1	2.5
	Ocp	1.1	1.5	2.2	2.7	12.4	1.6	1.2	7.4	1.0	21.6
1800-1900	Pro	3.2	47.6	34.9	0.3	1.1	6.1	0.5	3.4	0.1	2.8
	Ocp	1.2	1.5	2.4	2.8	15.7	1.6	1.4	21.0	5.8	30.6
1900-2000	Pro	2.7	49.4	37.1	0.1	0.6	4.0	1.3	2.0	0.1	2.8
	Ocp	1.2	1.5	2.4	1.0	15.3	1.6	1.3	17.1	2.0	21.2
2000-2100	Pro	1.5	41.4	49.8	0.3	0.4	2.8	0.1	1.0	0.1	2.5
	Ocp	1.0	1.5	2.1	1.9	6.1	1.5	1.3	9.7	1.6	12.3
2100-2200	Pro	1.5	37.6	54.1	0.1	0.9	2.1	0.6	1.1	0.1	2.1
	Ocp	1.1	1.6	2.0	6.0	10.8	1.4	1.2	7.6	1.0	10.8
2200-2300	Pro	1.9	36.0	55.4	0.2	1.0	2.2	0.6	0.6	0.1	2.0
	Ocp	1.1	1.7	2.2	2.3	12.1	1.5	1.3	11.1	1.0	10.4
16 hours	Pro	2.3	37.9	39.7	0.9	0.6	11.8	2.0	2.2	0.1	2.4
	Ocp	1.1	1.5	2.2	3.5	10.2	1.5	1.3	11.5	4.8	23.2

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