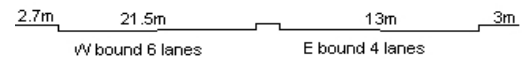
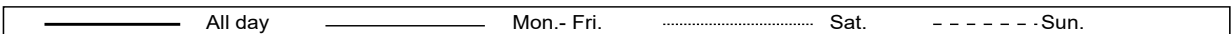
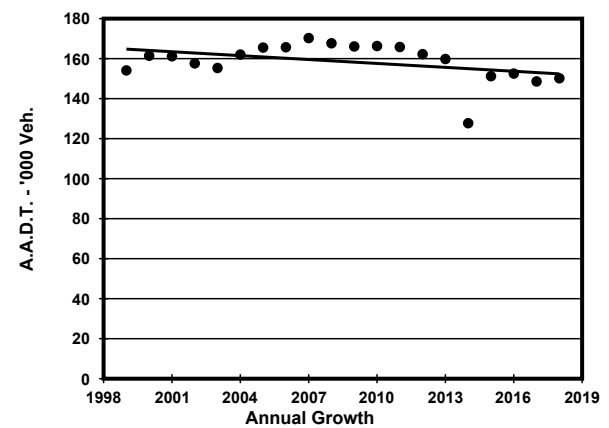
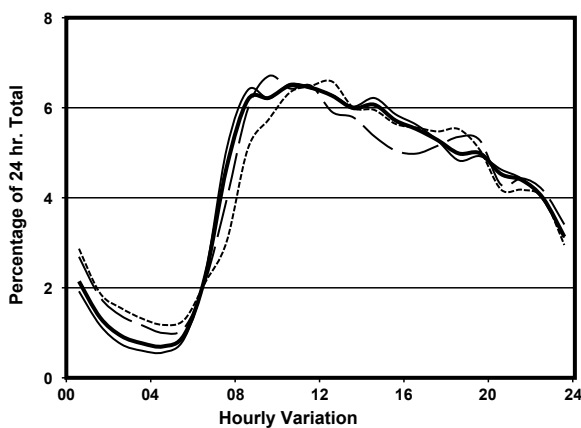
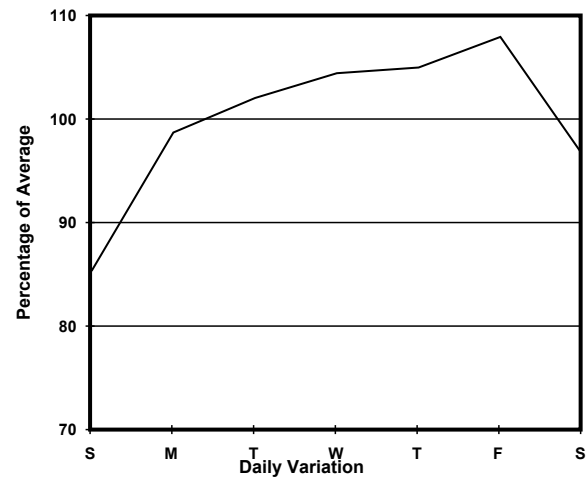
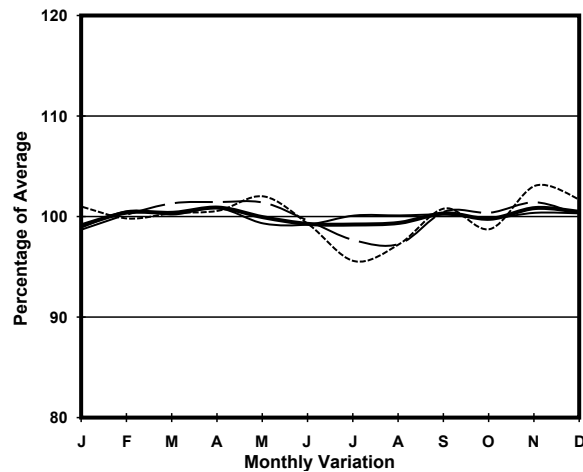


YEAR 2018
CORE STATION 1001
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

LINK HARCOURT RD (from TAMAR ST to ARSENAL ST)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	54390	54880	56350	53100
R 12 / 24 - %	62.7	64.2	58.9	59
R 16 / 24 - %	82.5	84.3	77.9	78.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3080	3250	3160	2280
T - % (AM)	-	10.7	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	2640	2620	2680	2870
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	6	-	-
WEST BOUND				
A.A.D.T.	95790	102000	89890	76060
R 12 / 24 - %	73.9	74.2	72.3	73.3
R 16 / 24 - %	90.7	91	89.9	89.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	6360	6770	6650	5140
T - % (AM)	-	8.4	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1600-1700
One-way flow at PM peak hour	5660	6200	5290	4320
T - % (PM)	-	5.5	-	-
Prop.of commercial vehicles - 16 hr.	-	5.8	-	-

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	4.2	33.1	39.6	2.6	0.7	10.5	1.6	4.3	0.1	3.4
	Ocp	1.1	1.4	2.1	9.0	6.8	1.4	1.3	14.1	24.0	27.2
0800-0900	Pro	3.1	45.8	31.4	0.5	0.3	9.7	1.8	3.4	0.1	4.0
	Ocp	1.1	1.3	2.1	5.8	10.3	1.5	1.3	14.7	39.8	39.9
0900-1000	Pro	2.7	41.5	33.2	0.5	0.2	14.5	1.3	2.3	0.1	3.8
	Ocp	1.0	1.4	2.1	2.5	6.0	1.6	1.5	6.5	30.0	22.6
1000-1100 Peak hour	Pro	2.8	33.1	36.2	0.9	0.3	20.3	2.7	1.1	0.1	2.5
	Ocp	1.0	1.5	2.2	2.9	6.7	1.5	1.3	7.3	1.0	18.5
1100-1200	Pro	2.7	37.9	34.2	0.4	0.1	19.4	1.9	1.8	0.0	1.8
	Ocp	1.0	1.4	2.3	3.1	12.0	1.5	1.4	8.4	0.0	18.9
1200-1300	Pro	2.5	45.0	32.3	0.6	0.1	14.8	1.7	1.4	0.1	1.6
	Ocp	1.1	1.3	2.2	4.8	2.5	1.5	1.4	11.7	1.0	15.8
1300-1400	Pro	2.8	40.3	33.0	0.2	0.2	17.4	2.7	1.7	0.1	1.7
	Ocp	1.0	1.5	2.3	1.0	5.0	1.4	1.4	14.0	1.0	17.5
1400-1500	Pro	2.5	41.4	33.0	0.7	0.1	17.1	1.6	1.9	0.1	1.6
	Ocp	1.0	1.4	2.3	3.7	10.5	1.5	1.5	7.6	1.0	17.6
1500-1600	Pro	1.9	46.8	29.8	1.0	0.1	15.1	1.6	1.7	0.1	1.9
	Ocp	1.1	1.3	2.2	6.3	13.0	1.5	1.3	9.7	1.0	15.2
1600-1700	Pro	2.2	45.7	29.8	1.4	0.1	15.0	1.1	2.4	0.0	2.4
	Ocp	1.1	1.4	2.2	3.6	9.0	1.4	1.2	10.8	0.0	13.2
1700-1800	Pro	3.8	49.1	31.7	0.7	0.2	8.2	0.7	2.9	0.1	2.7
	Ocp	1.1	1.6	2.1	2.4	11.7	1.3	1.2	14.0	1.0	18.4
1800-1900	Pro	3.5	55.9	28.4	0.3	0.3	5.6	0.5	2.9	0.1	2.5
	Ocp	1.1	1.2	2.1	4.2	16.0	1.5	1.4	21.5	1.0	28.5
1900-2000	Pro	2.4	47.2	42.1	0.2	0.3	3.5	0.4	1.7	0.1	2.2
	Ocp	1.1	1.2	2.2	2.5	11.1	1.5	1.5	14.9	1.0	17.9
2000-2100	Pro	1.6	46.0	43.9	0.1	0.2	3.0	0.8	1.8	0.1	2.5
	Ocp	1.1	1.4	2.0	1.5	2.8	1.4	1.6	8.0	1.0	8.4
2100-2200	Pro	2.4	40.2	50.2	0.2	0.1	3.2	0.3	1.0	0.1	2.2
	Ocp	1.1	1.3	2.1	1.8	1.0	1.6	2.0	3.5	1.0	10.9
2200-2300	Pro	3.0	43.7	46.7	0.1	0.2	2.6	0.6	0.8	0.1	2.2
	Ocp	1.2	1.3	2.1	1.5	7.7	1.4	1.5	5.9	1.0	8.9
16 hours	Pro	2.7	43.4	35.6	0.6	0.2	11.5	1.4	2.1	0.1	2.4
	Ocp	1.1	1.4	2.2	4.9	8.6	1.5	1.4	12.0	6.6	20.7

Legend

Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

***** All traffic data are collected from combined bounds except for one way traffic