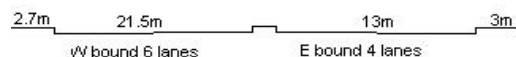
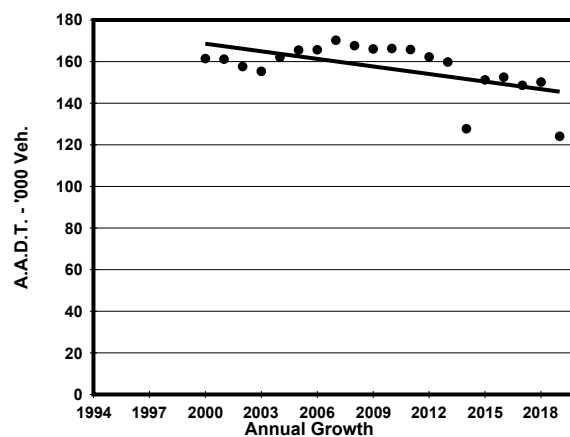
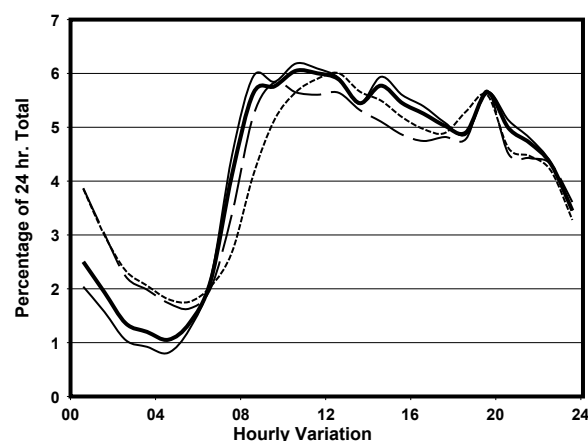
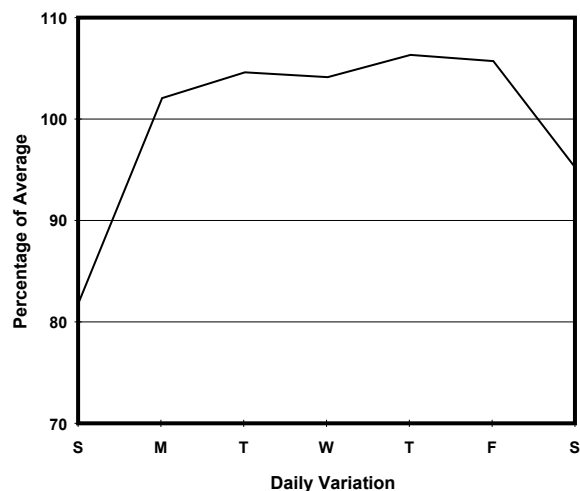
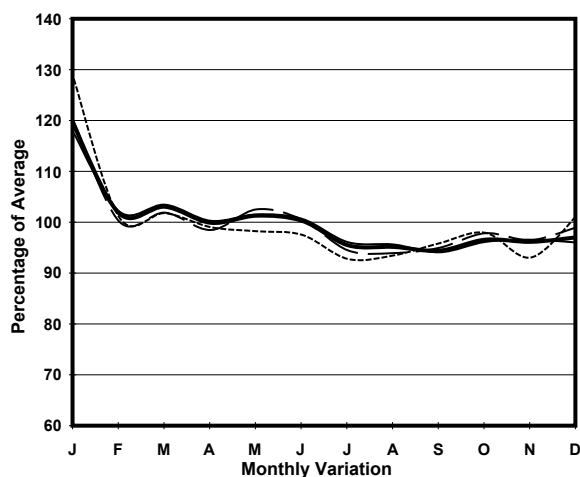


YEAR 2019  
CORE STATION 1001  
ROAD NETWORK MAJOR  
ROAD TYPE URBAN TRUNK ROAD

LINK HARCOURT RD (from TAMAR ST to ARSENAL ST)



## 1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. - - - - Sat. - - - - Sun.

## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>EAST BOUND</b>				
A.A.D.T.	40870	42160	41180	36960
R 12 / 24 - %	62.4	64.1	58.1	57.4
R 16 / 24 - %	82.2	84.4	76.5	75.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2190	2350	2140	1600
T - % (AM)	-	8.7	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	2030	2100	1980	1930
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.7	-	-
<b>WEST BOUND</b>				
A.A.D.T.	83230	88920	77910	65880
R 12 / 24 - %	66.8	68.1	62.5	63
R 16 / 24 - %	86.4	87.8	81.7	82.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4960	5470	4800	3690
T - % (AM)	-	9	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	4490	4970	3780	3510
T - % (PM)	-	4.3	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-

## 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	3.2	34.3	36.7	3.3	1.0	11.6	1.4	4.4	0.1	4.1
	Ocp	1.1	1.4	2.1	8.8	8.5	1.4	1.7	11.8	1.0	32.0
0800-0900	Pro	3.0	42.7	32.8	0.8	0.6	10.9	0.8	4.1	0.1	4.3
	Ocp	1.1	1.3	2.0	6.5	7.2	1.7	1.6	12.8	34.5	43.8
0900-1000	Pro	2.0	42.5	35.0	0.5	0.3	12.3	1.0	2.5	0.1	3.9
	Ocp	1.0	1.4	2.1	2.1	4.2	1.6	1.4	10.8	16.5	25.0
1000-1100 Peak hour	Pro	1.4	40.6	35.7	0.5	0.4	16.2	1.4	1.7	0.1	2.2
	Ocp	1.1	1.4	2.1	2.3	2.0	1.6	1.5	5.9	1.0	19.2
1100-1200	Pro	2.7	36.1	34.2	0.4	0.1	21.7	1.4	1.6	0.0	1.9
	Ocp	1.0	1.4	2.2	2.0	6.0	1.6	1.4	12.7	0.0	16.7
1200-1300	Pro	2.3	40.9	33.7	1.1	0.1	15.8	1.9	2.1	0.0	2.1
	Ocp	1.1	1.4	2.3	5.7	7.5	1.5	1.4	9.8	0.0	16.9
1300-1400	Pro	2.2	43.5	35.0	0.6	0.1	13.0	1.3	2.4	0.1	1.9
	Ocp	1.1	1.3	2.2	2.7	1.0	1.5	1.5	15.5	1.0	16.6
1400-1500	Pro	5.2	44.2	30.4	0.7	0.1	15.3	1.1	1.6	0.0	1.5
	Ocp	1.0	1.4	2.4	2.6	3.5	1.7	1.5	8.4	0.0	21.9
1500-1600	Pro	2.1	44.6	33.0	1.1	0.3	13.4	1.2	2.5	0.1	1.8
	Ocp	1.1	1.5	2.3	3.8	2.0	1.7	1.9	10.2	1.0	16.1
1600-1700	Pro	2.8	50.4	27.9	0.9	0.2	13.0	0.4	2.4	0.0	2.1
	Ocp	1.0	1.5	2.4	7.1	10.0	1.6	1.6	6.6	0.0	15.4
1700-1800	Pro	3.0	50.6	33.2	0.6	0.2	6.6	0.6	2.5	0.1	2.7
	Ocp	1.0	1.5	2.3	2.5	17.7	1.4	1.5	9.2	1.0	15.2
1800-1900	Pro	3.0	55.0	29.7	0.1	0.3	6.1	0.4	3.0	0.0	2.4
	Ocp	1.1	1.4	2.3	5.5	13.5	1.5	1.0	15.6	0.0	29.7
1900-2000	Pro	1.4	62.8	24.5	0.0	0.3	4.7	0.6	3.0	0.1	2.8
	Ocp	1.0	1.3	2.2	0.0	15.8	1.6	1.5	14.0	1.0	18.8
2000-2100	Pro	1.7	50.9	39.3	0.0	0.2	2.9	0.6	1.7	0.1	2.6
	Ocp	1.0	1.4	2.2	0.0	9.8	1.3	1.4	8.3	1.0	11.0
2100-2200	Pro	2.0	47.4	43.0	0.1	0.0	3.4	0.7	1.1	0.1	2.1
	Ocp	1.2	1.3	2.2	4.0	0.0	1.4	1.7	8.1	1.0	9.5
2200-2300	Pro	2.0	46.0	44.4	0.3	0.1	3.5	0.9	0.8	0.1	2.0
	Ocp	1.1	1.3	2.2	1.8	7.0	1.4	1.7	4.8	1.0	9.9
16 hours	Pro	2.5	45.8	34.2	0.7	0.2	10.8	1.0	2.3	0.1	2.5
	Ocp	1.1	1.4	2.2	5.1	7.7	1.5	1.5	11.0	7.6	21.9

**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