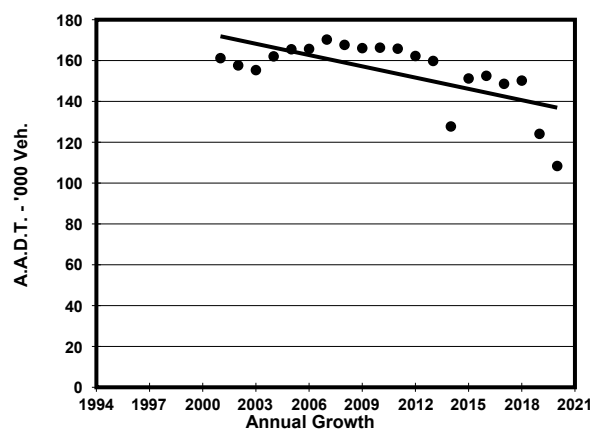
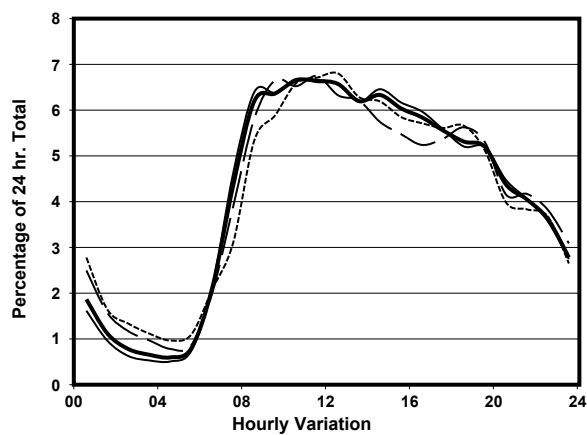
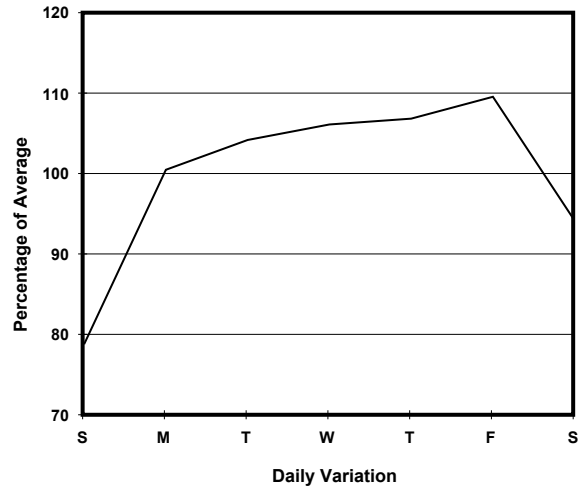
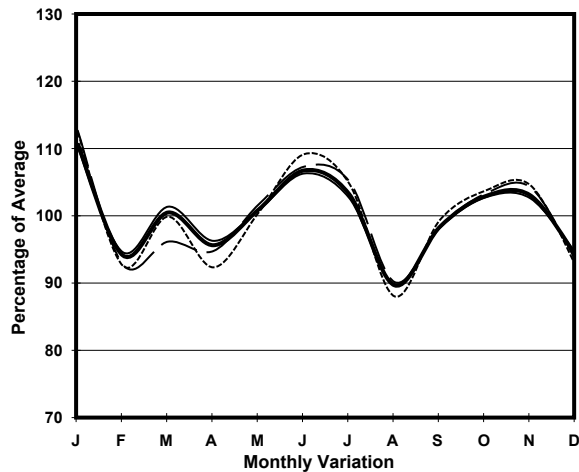


YEAR 2020  
CORE STATION 1001  
ROAD NETWORK MAJOR  
ROAD TYPE URBAN TRUNK ROAD

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.	32950	34900	32310	26350
R 12 / 24 - %	67.9	69.6	63.8	61.5
R 16 / 24 - %	86.1	88.1	80.8	79.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1960	2240	1640	1030
T - % (AM)	-	7	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	1870	1990	1780	1540
T - % (PM)	-	3.5	-	-
Prop.of commercial vehicles - 16 hr.	-	5.3	-	-
<b>WEST BOUND</b>				
A.A.D.T.	75410	80560	70660	60150
R 12 / 24 - %	73.9	74.2	72.3	73.4
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	4990	5330	5210	4070
T - % (AM)	-	9.3	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1600-1700
One-way flow at PM peak hour	4460	4910	4160	3410
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	5.3	-	-

## 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	4.8	31.5	36.7	0.7	1.1	14.5	1.7	3.6	0.1	5.2
	Ocp	1.0	1.4	1.8	4.6	6.2	1.3	1.1	5.7	1.0	32.2
0800-0900	Pro	2.9	42.5	35.3	0.2	0.3	8.9	2.4	3.1	0.1	4.5
	Ocp	1.0	1.3	2.0	1.0	10.2	1.6	1.3	16.6	28.3	39.0
0900-1000	Pro	2.4	47.3	31.5	0.3	0.3	12.3	1.5	1.1	0.1	3.4
	Ocp	1.0	1.3	1.8	4.7	7.0	1.5	1.4	11.4	25.0	26.0
1000-1100 Peak hour	Pro	1.5	49.8	26.8	0.5	0.2	16.7	1.6	1.0	0.1	1.9
	Ocp	1.0	1.4	1.9	2.1	5.7	1.5	1.4	3.4	1.0	22.4
1100-1200	Pro	2.8	46.2	27.3	0.6	0.2	18.6	1.9	0.8	0.0	1.7
	Ocp	1.0	1.3	2.0	2.5	2.0	1.5	1.2	3.7	0.0	18.0
1200-1300	Pro	2.5	48.6	30.7	0.9	0.1	13.5	1.4	0.6	0.1	1.7
	Ocp	1.0	1.4	1.9	2.9	3.5	1.6	1.4	6.1	1.0	17.6
1300-1400	Pro	2.3	49.9	27.9	0.3	0.1	14.9	2.1	0.8	0.0	1.6
	Ocp	1.1	1.4	2.0	2.8	7.5	1.5	1.6	3.8	0.0	19.1
1400-1500	Pro	2.0	51.0	27.3	0.2	0.1	15.8	1.5	0.7	0.1	1.5
	Ocp	1.0	1.4	2.0	2.3	2.0	1.6	1.4	3.0	1.0	19.5
1500-1600	Pro	1.3	52.3	25.7	0.8	0.0	15.3	1.7	1.1	0.0	1.8
	Ocp	1.0	1.5	2.0	2.5	0.0	1.5	1.5	4.1	0.0	13.0
1600-1700	Pro	1.5	52.9	26.2	1.6	0.1	12.4	1.1	1.8	0.1	2.3
	Ocp	1.1	1.4	1.9	2.6	3.0	1.4	1.3	5.6	1.0	15.1
1700-1800	Pro	3.2	58.4	25.5	0.7	0.3	7.5	0.6	1.3	0.0	2.7
	Ocp	1.1	1.4	2.0	3.8	5.8	1.5	1.7	11.6	0.0	19.4
1800-1900	Pro	3.1	62.3	23.8	0.4	0.2	3.8	0.6	2.9	0.0	2.9
	Ocp	1.1	1.3	2.0	3.1	5.5	1.3	1.3	23.2	0.0	33.6
1900-2000	Pro	2.6	59.8	28.3	0.2	0.0	4.1	0.7	2.2	0.1	2.1
	Ocp	1.1	1.2	2.0	2.0	0.0	1.4	1.6	10.1	1.0	20.2
2000-2100	Pro	2.1	48.6	41.5	0.2	0.3	3.3	0.6	0.9	0.1	2.5
	Ocp	1.0	1.4	1.9	2.0	4.5	1.5	1.6	7.5	1.0	9.8
2100-2200	Pro	2.3	45.3	44.9	0.3	0.2	2.9	0.9	0.8	0.0	2.4
	Ocp	1.2	1.3	1.8	2.3	3.5	1.4	1.4	1.3	0.0	9.1
2200-2300	Pro	2.6	45.4	43.2	1.4	0.1	2.3	0.9	1.6	0.1	2.4
	Ocp	1.1	1.3	1.9	2.1	1.0	1.4	1.2	3.5	1.0	7.9
16 hours	Pro	2.4	50.2	30.4	0.6	0.2	10.9	1.3	1.5	0.1	2.5
	Ocp	1.1	1.4	1.9	2.8	5.7	1.5	1.4	10.2	8.0	22.8

**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