

YEAR 2021

CORE STATION 1001

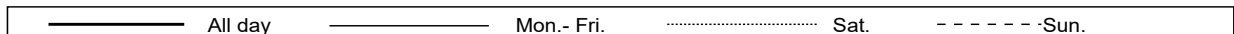
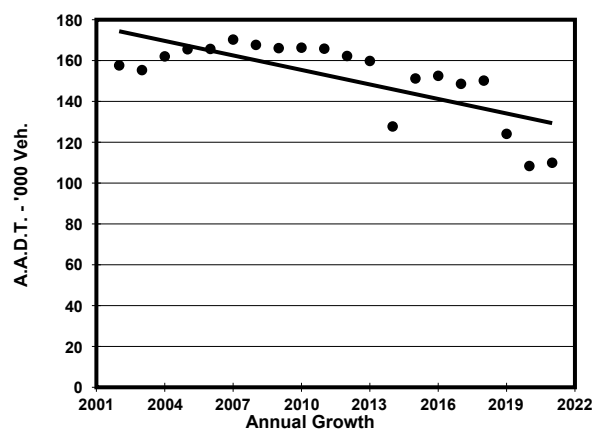
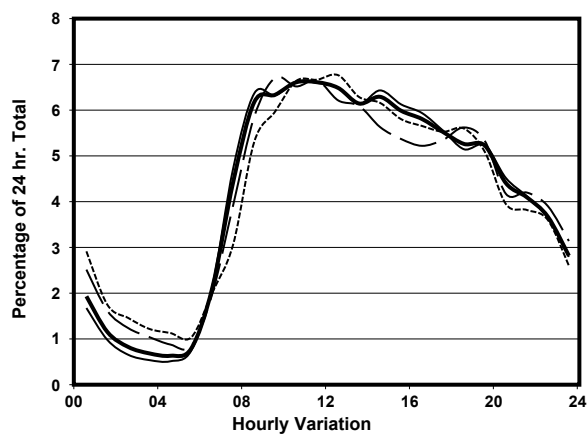
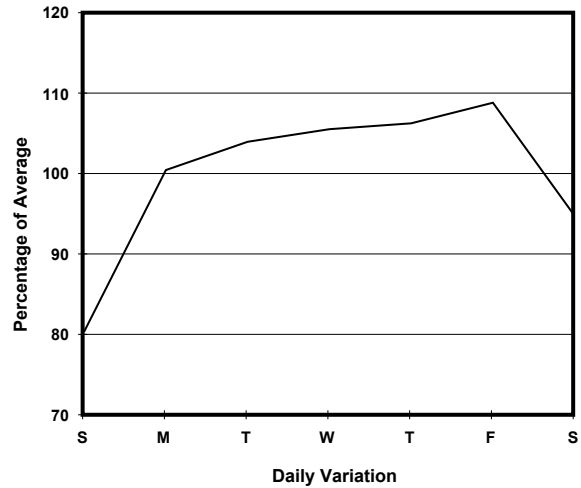
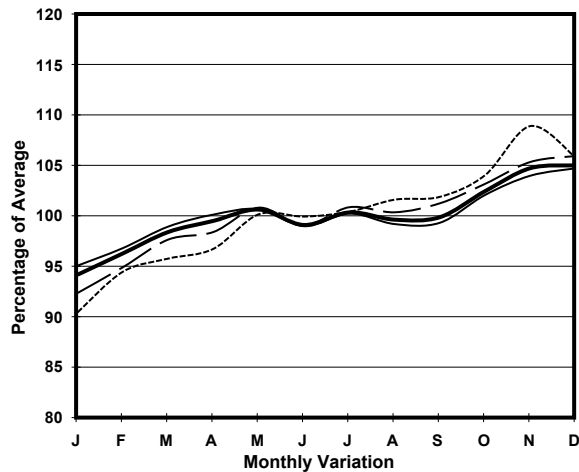
ROAD NETWORK MAJOR

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.	34200	35750	34240	28880
R 12 / 24 - %	66.8	68.5	62.7	61.4
R 16 / 24 - %	85.5	87.6	80.3	78.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1990	2200	1840	1250
T - % (AM)	-	6.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1900	1990	1830	1660
T - % (PM)	-	3.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.1	-	-
WEST BOUND				
A.A.D.T.	75750	80950	70940	60090
R 12 / 24 - %	73.9	74.2	72.3	73.3
R 16 / 24 - %	90.6	91	89.9	89.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5010	5360	5220	4060
T - % (AM)	-	9.7	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	4490	4940	4190	3410
T - % (PM)	-	4.6	-	-
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	4.2	28.1	34.9	2.8	1.0	17.4	2.4	3.5	0.1	5.7
	Ocp	1.0	1.3	1.8	3.3	6.1	1.4	1.2	5.4	7.0	23.1
0800-0900	Pro	3.7	42.3	32.6	0.3	0.6	10.1	1.9	3.6	0.1	5.0
	Ocp	1.0	1.3	1.9	1.4	4.1	1.4	1.3	9.1	27.0	31.3
0900-1000	Pro	2.6	43.3	33.2	0.5	0.2	14.6	1.5	1.0	0.1	3.1
	Ocp	1.0	1.3	1.8	1.9	5.3	1.4	1.1	7.5	26.0	26.2
1000-1100 Peak hour	Pro	3.1	46.3	26.0	1.3	0.1	19.3	1.7	0.6	0.1	1.7
	Ocp	1.1	1.2	1.8	2.3	3.0	1.4	1.3	2.2	1.0	24.5
1100-1200	Pro	3.6	46.8	24.9	1.1	0.1	19.2	1.7	0.9	0.0	1.7
	Ocp	1.1	1.3	1.9	1.5	1.5	1.4	1.4	1.7	0.0	17.7
1200-1300	Pro	2.4	51.1	27.1	0.6	0.0	14.4	1.7	1.3	0.1	1.3
	Ocp	1.1	1.4	1.9	1.6	0.0	1.5	1.2	3.6	1.0	22.4
1300-1400	Pro	2.4	48.0	28.7	0.9	0.1	14.5	2.5	1.5	0.0	1.4
	Ocp	1.0	1.3	1.9	2.8	9.0	1.5	1.5	4.6	0.0	22.3
1400-1500	Pro	2.4	53.0	24.9	0.7	0.1	14.8	1.8	1.0	0.1	1.4
	Ocp	1.0	1.3	1.8	2.0	4.0	1.5	1.3	1.6	1.0	20.3
1500-1600	Pro	2.2	58.1	20.6	0.7	0.1	15.0	0.9	0.8	0.1	1.6
	Ocp	1.1	1.3	1.9	1.9	6.0	1.3	1.3	3.0	1.0	18.3
1600-1700	Pro	3.1	55.8	24.9	0.6	0.1	11.0	1.7	0.7	0.1	2.0
	Ocp	1.1	1.4	1.9	2.6	1.0	1.3	1.3	2.6	1.0	17.2
1700-1800	Pro	4.2	56.7	26.0	0.4	0.3	8.0	0.5	1.1	0.0	2.9
	Ocp	1.1	1.3	2.0	2.0	3.8	1.4	1.6	2.4	0.0	20.6
1800-1900	Pro	3.1	62.2	23.9	0.3	0.1	4.5	0.4	2.5	0.0	2.9
	Ocp	1.0	1.3	2.0	1.3	1.0	1.4	1.5	14.8	0.0	30.5
1900-2000	Pro	3.2	56.5	31.0	0.1	0.3	4.0	0.8	2.1	0.1	2.1
	Ocp	1.0	1.3	1.9	2.0	4.0	1.2	1.4	7.4	1.0	19.5
2000-2100	Pro	3.4	54.8	32.7	0.4	0.4	4.2	0.9	1.0	0.1	2.3
	Ocp	1.1	1.3	1.8	2.0	4.4	1.4	1.5	4.7	1.0	12.2
2100-2200	Pro	2.9	44.5	42.1	0.2	0.5	5.5	1.2	0.1	0.0	3.1
	Ocp	1.1	1.4	1.6	2.5	4.8	1.5	1.4	1.0	0.0	7.1
2200-2300	Pro	4.8	40.4	45.2	0.0	0.4	4.7	1.2	0.1	0.1	3.1
	Ocp	1.0	1.3	1.6	0.0	7.3	1.5	1.2	3.0	1.0	6.5
16 hours	Pro	3.1	50.3	28.6	0.7	0.2	11.9	1.4	1.4	0.1	2.4
	Ocp	1.0	1.3	1.9	2.2	4.6	1.4	1.3	6.5	6.7	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