

YEAR

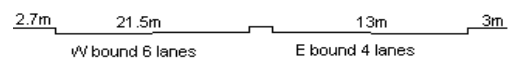
2014

LINK

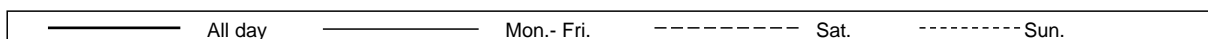
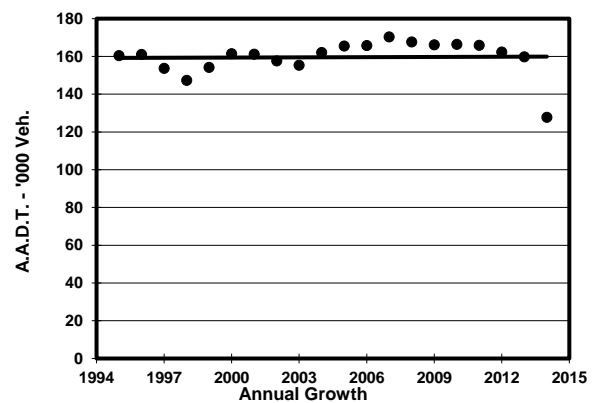
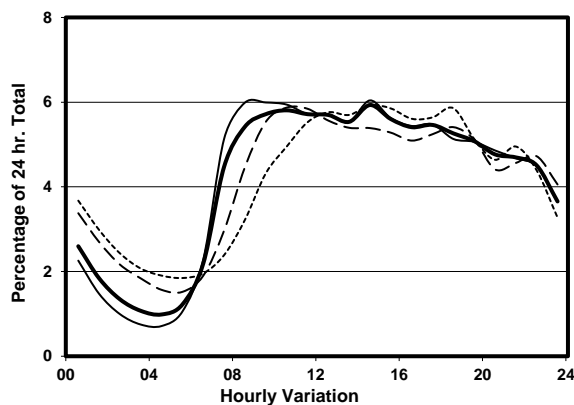
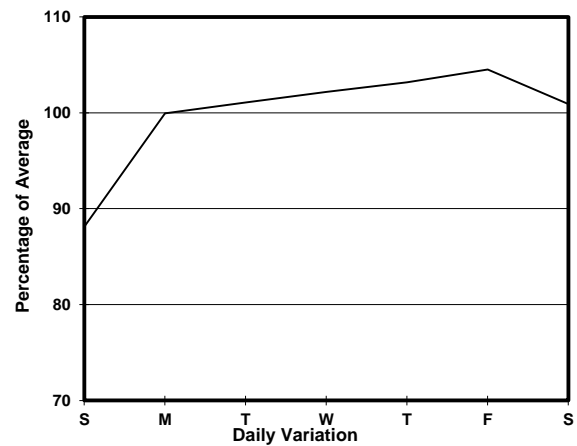
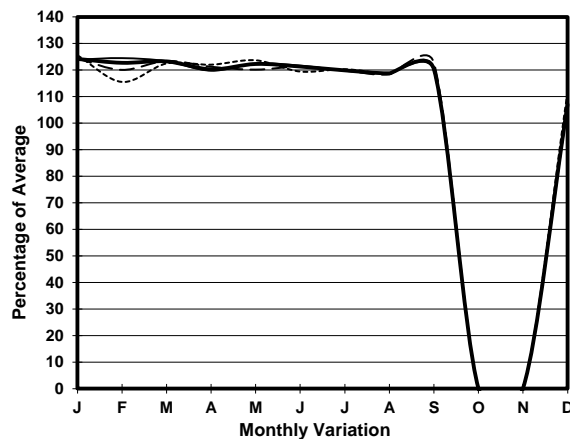
HARCOURT RD (from TAMAR ST to ARSENAL ST)

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.	48410	49010	49370	46430
R 12 / 24 - %	63	64.7	59	58.4
R 16 / 24 - %	82.8	84.8	77.9	77.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2630	2880	2700	1860
T - % (AM)	-	11.3	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	2420	2430	2450	2640
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-
WEST BOUND				
A.A.D.T.	79310	82540	77790	67980
R 12 / 24 - %	67.9	69.5	64	62.3
R 16 / 24 - %	86.5	88	82.8	81.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	4670	5090	4340	3080
T - % (AM)	-	8.7	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	4590	4830	4430	4060
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7	-	-

3. OTHER INFORMATION AND COMMENT

Traffic was diverted due to closure of some main roads in urban area from 28 September to 15 December 2014.

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor	Private	Taxi	Private	PLB	Goods veh.		Non	Fr. Bus	
		Cycle	Car		LB		Light	M & H	Fr. Bus	SD	DD
0700-0800	Pro	3.5	25.1	44.8	2.5	1.4	11.0	2.5	5.3	0.1	3.8
	Ocp	1.1	1.4	2.0	6.8	11.3	1.5	1.3	13.7	4.8	30.2
0800-0900	Pro	3.3	41.0	34.5	1.0	0.8	8.7	2.2	4.2	0.1	4.1
	Ocp	1.0	1.3	2.1	4.9	11.2	1.6	1.5	16.6	25.9	41.5
0900-1000	Pro	2.1	40.2	33.6	0.6	0.2	14.1	2.6	2.2	0.1	4.4
	Ocp	1.1	1.4	2.1	2.5	10.6	1.8	1.4	12.3	7.6	22.0
1000-1100	Pro	1.9	34.4	36.9	0.9	0.5	17.9	2.9	2.1	0.1	2.6
	Ocp	1.1	1.8	2.1	2.6	3.1	1.6	1.5	11.9	4.0	17.1
1100-1200	Pro	1.8	32.0	32.5	1.1	0.3	26.3	2.4	1.9	0.1	1.9
	Ocp	1.0	1.5	2.3	2.3	4.3	1.7	1.4	10.1	1.7	18.9
1200-1300	Pro	1.8	40.9	39.8	0.6	0.3	11.1	2.2	1.6	0.1	1.7
	Ocp	1.0	1.6	2.2	4.8	6.3	1.6	1.4	7.7	2.8	16.6
1300-1400	Pro	1.9	33.9	40.8	0.7	0.4	15.9	2.8	1.8	0.1	2.0
	Ocp	1.2	1.5	2.2	4.2	7.6	1.6	1.6	10.2	2.0	19.7
1400-1500 Peak hour	Pro	1.7	40.2	35.5	0.9	0.4	14.8	2.9	2.0	0.1	1.6
	Ocp	1.1	1.5	2.2	3.3	5.6	1.6	1.5	10.4	1.0	18.4
1500-1600	Pro	2.1	41.8	33.2	0.6	0.5	15.4	2.3	2.0	0.1	1.9
	Ocp	1.0	1.5	2.2	5.6	6.3	1.6	1.4	17.6	2.8	16.0
1600-1700	Pro	2.2	44.5	32.8	1.1	0.5	12.7	2.0	1.6	0.1	2.5
	Ocp	1.1	1.5	2.2	4.1	9.3	1.5	1.5	10.6	1.7	16.9
1700-1800	Pro	3.1	45.5	33.6	0.7	0.8	9.8	0.9	2.7	0.1	2.9
	Ocp	1.0	1.5	2.2	3.9	9.5	1.7	1.4	12.1	3.5	18.6
1800-1900	Pro	2.9	53.5	30.6	0.2	1.0	5.5	0.6	2.9	0.1	2.8
	Ocp	1.1	1.5	2.0	5.4	14.2	1.5	1.3	28.2	9.7	28.9
1900-2000	Pro	2.3	47.1	39.9	0.2	1.0	3.5	0.6	2.8	0.1	2.5
	Ocp	1.0	1.4	2.3	2.0	12.8	1.7	1.6	17.0	1.2	24.1
2000-2100	Pro	1.5	36.5	52.3	0.2	0.6	3.3	0.5	2.3	0.1	2.8
	Ocp	1.1	1.4	2.0	2.3	7.5	1.6	2.2	12.8	1.7	11.8
2100-2200	Pro	1.2	35.5	56.1	0.1	0.6	2.7	0.6	0.6	0.1	2.6
	Ocp	1.1	1.6	2.1	1.0	9.0	1.5	1.4	5.3	1.7	10.9
2200-2300	Pro	2.3	37.0	53.8	0.0	0.9	2.2	0.8	0.9	0.1	2.0
	Ocp	1.1	1.5	2.1	0.0	10.1	1.6	1.4	13.6	1.7	11.8
16 hours	Pro	2.2	39.6	38.8	0.7	0.6	11.3	1.8	2.3	0.1	2.6
	Ocp	1.1	1.5	2.1	4.3	9.6	1.6	1.5	14.3	5.6	22.0

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