

YEAR

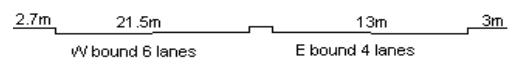
2016

LINK

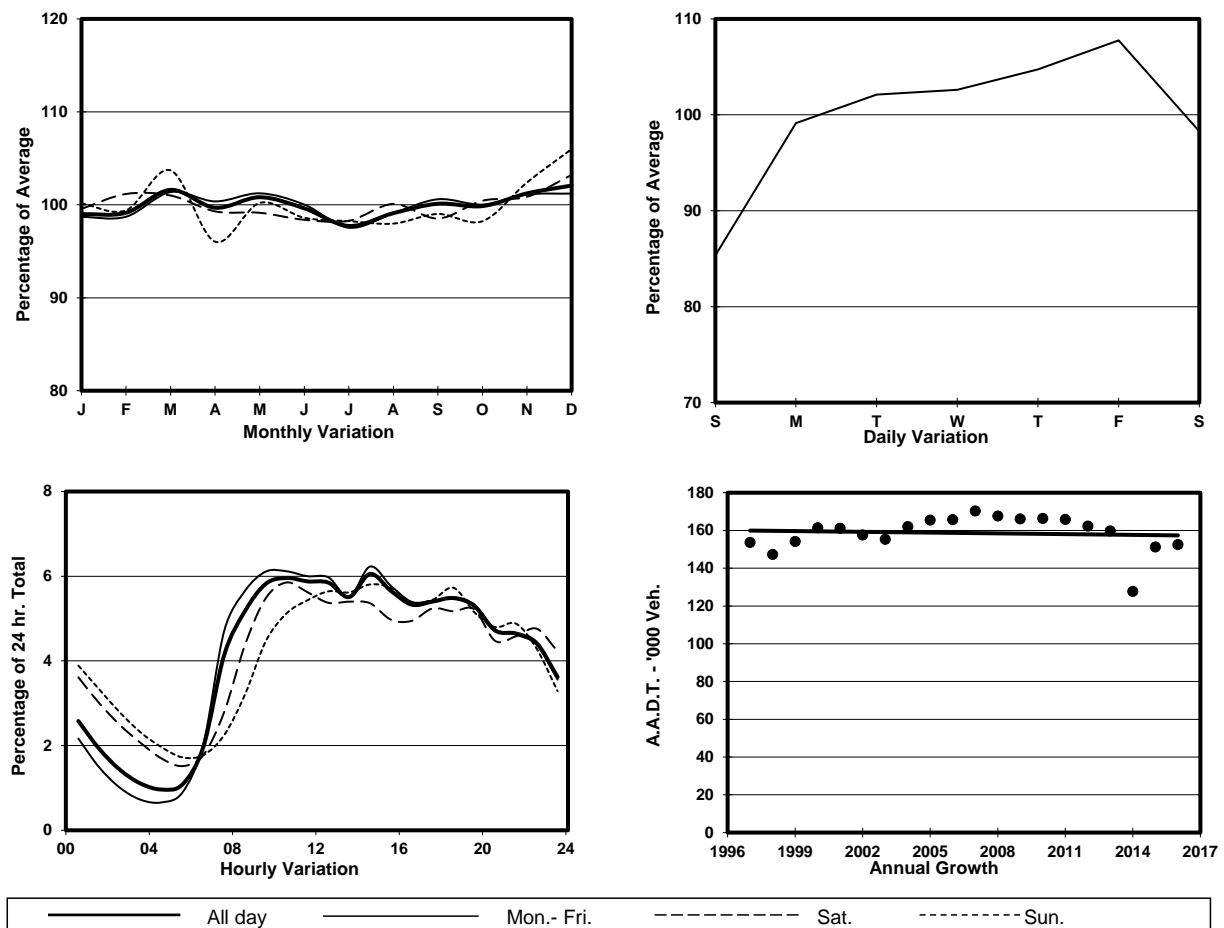
HARCOURT RD (from TAMAR ST to ARSENAL ST)

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.
<b>EAST BOUND</b>				
A.A.D.T.	55710	56270	58320	53400
R 12 / 24 - %	62.9	64.5	58.8	58.7
R 16 / 24 - %	82.5	84.5	77.4	77.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3120	3340	3210	2240
T - % (AM)	-	8.9	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	2680	2670	2810	2940
T - % (PM)	-	5.7	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-
<b>WEST BOUND</b>				
A.A.D.T.	96810	102500	92710	77860
R 12 / 24 - %	68.2	70.5	61.7	60.6
R 16 / 24 - %	87	89.1	81	79.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	5760	6390	5070	3630
T - % (AM)	-	7.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	5960	6470	5110	4580
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-

## 3. OTHER INFORMATION AND COMMENT

**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	2.9	32.1	39.6	3.8	1.2	10.1	1.8	4.5	0.1	4.0
	Ocp	1.0	1.3	2.1	6.1	8.8	1.3	1.4	14.2	15.0	27.8
0800-0900	Pro	2.9	39.7	35.9	0.7	0.5	9.3	1.3	4.1	0.1	5.4
	Ocp	1.1	1.3	2.2	7.2	10.0	1.5	1.5	14.2	32.0	39.6
0900-1000	Pro	1.6	39.7	32.1	0.4	0.4	17.2	2.7	1.9	0.1	4.0
	Ocp	1.1	1.3	2.1	2.8	7.1	1.6	1.5	8.9	3.7	21.9
1000-1100	Pro	1.8	38.2	34.8	1.2	0.2	17.6	2.5	1.5	0.1	2.2
	Ocp	1.0	1.3	2.2	1.7	9.4	1.5	1.2	8.5	1.0	16.7
1100-1200	Pro	2.8	37.2	33.9	0.9	0.1	19.0	2.1	2.0	0.0	1.9
	Ocp	1.0	1.4	2.2	1.9	9.5	1.6	1.5	13.7	0.0	17.1
1200-1300	Pro	1.8	42.1	35.2	1.0	0.1	14.4	1.9	1.8	0.1	1.6
	Ocp	1.2	1.4	2.1	5.2	8.7	1.5	1.1	10.0	5.0	17.1
1300-1400	Pro	1.7	41.9	33.9	0.8	0.2	16.0	2.1	1.6	0.0	1.9
	Ocp	1.0	1.4	2.3	1.8	3.0	1.5	1.4	11.9	0.0	18.2
1400-1500 Peak hour	Pro	1.2	40.3	36.7	1.0	0.1	15.4	2.1	1.6	0.1	1.6
	Ocp	1.0	1.3	2.1	2.6	7.0	1.5	1.3	13.5	5.5	17.9
1500-1600	Pro	1.7	43.1	31.9	1.3	0.2	16.2	2.4	1.2	0.1	2.0
	Ocp	1.0	1.5	2.4	5.0	6.3	1.5	1.4	12.6	2.0	15.4
1600-1700	Pro	1.9	47.8	30.1	0.6	0.3	13.0	1.5	2.3	0.1	2.5
	Ocp	1.0	1.4	2.2	3.6	12.6	1.5	1.4	15.2	1.0	19.1
1700-1800	Pro	3.2	51.9	29.5	0.6	0.2	9.3	0.7	1.9	0.0	2.8
	Ocp	1.0	1.4	2.3	5.3	14.7	1.5	1.6	22.1	0.0	18.5
1800-1900	Pro	2.8	55.6	29.8	0.2	0.4	4.6	0.7	3.2	0.1	2.8
	Ocp	1.0	1.4	2.2	4.0	15.0	1.6	1.4	26.4	1.0	28.3
1900-2000	Pro	1.4	53.4	36.1	0.4	0.3	3.6	0.7	1.8	0.1	2.4
	Ocp	1.0	1.3	2.4	3.6	11.6	1.5	1.6	22.4	1.0	16.7
2000-2100	Pro	1.0	41.8	49.3	0.3	0.3	2.9	1.0	0.9	0.1	2.5
	Ocp	1.1	1.5	1.7	1.4	2.8	1.5	1.4	11.3	1.0	9.7
2100-2200	Pro	1.6	40.3	49.5	0.5	0.1	3.7	1.1	1.1	0.1	2.1
	Ocp	1.1	1.3	2.1	3.0	17.0	1.5	1.3	11.9	1.0	9.9
2200-2300	Pro	2.2	40.5	51.0	0.0	0.3	2.4	0.8	0.7	0.1	2.0
	Ocp	1.1	1.4	1.8	0.0	7.0	1.4	1.2	6.9	1.0	8.9
16 hours	Pro	2.0	42.9	36.6	0.8	0.3	11.2	1.6	2.0	0.1	2.6
	Ocp	1.0	1.4	2.1	4.1	9.3	1.5	1.4	14.9	4.8	20.8

**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 except for one way traffic