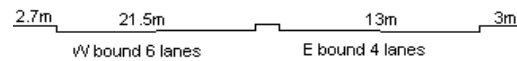


YEAR

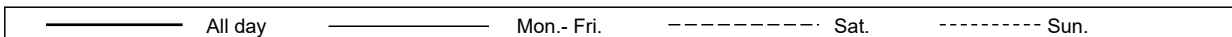
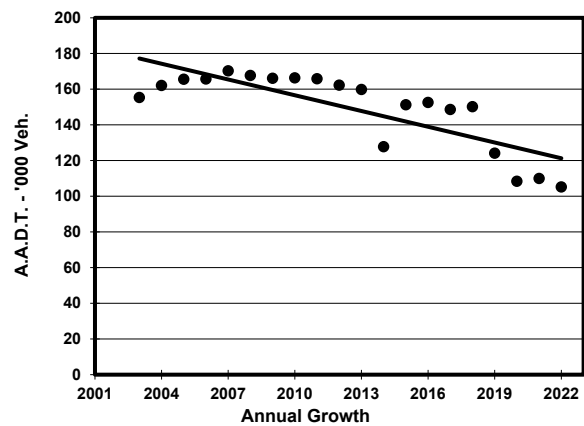
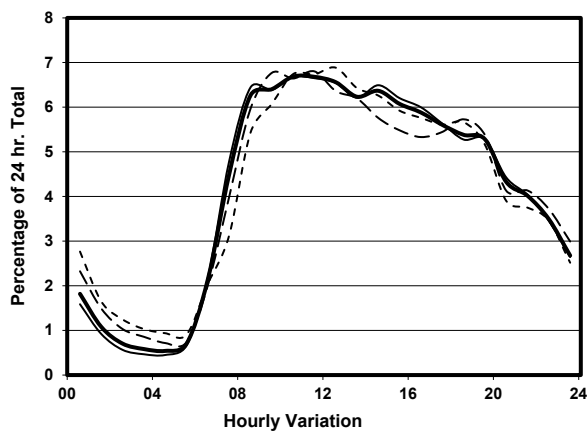
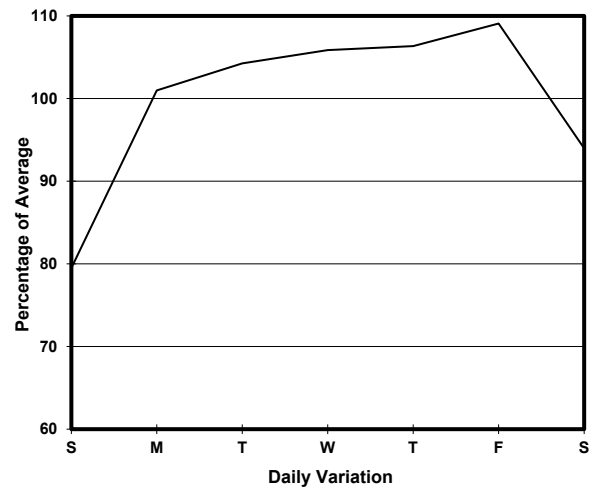
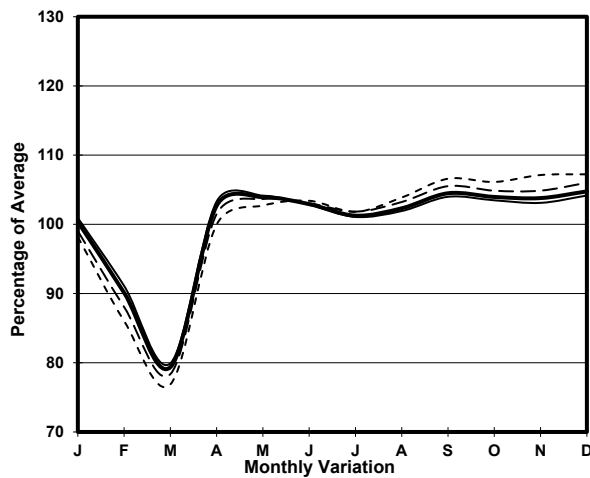
2022

LINK

HARCOURT RD (from TAMAR ST to ARSENAL ST)

CORE STATION  
ROAD NETWORK  
ROAD TYPE1001  
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.	32440	34210	31900	26680
R 12 / 24 - %	68.7	70.1	65.4	63.4
R 16 / 24 - %	86.9	88.7	82.5	80.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1930	2150	1750	1180
T - % (AM)	-	5.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1850	1950	1790	1600
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	5.1	-	-
<b>WEST BOUND</b>				
A.A.D.T.	72740	77750	68200	57980
R 12 / 24 - %	74.4	74.7	72.9	73.9
R 16 / 24 - %	91	91.3	90.3	89.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4870	5210	5030	3970
T - % (AM)	-	10.4	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	4330	4770	4050	3290
T - % (PM)	-	4.7	-	-
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	5.0	34.8	34.4	2.0	0.8	12.0	2.1	4.4	0.0	4.4
	Ocp	1.1	1.4	2.0	6.4	6.4	1.4	1.2	10.3	0.0	33.4
0800-0900	Pro	3.9	43.1	30.5	0.8	0.5	10.3	3.3	3.2	0.1	4.3
	Ocp	1.1	1.2	1.9	6.0	7.1	1.5	1.5	9.7	18.0	37.9
0900-1000	Pro	3.2	45.5	28.0	0.2	0.6	17.3	1.7	0.9	0.1	2.6
	Ocp	1.0	1.4	1.8	7.7	3.8	1.4	1.4	3.9	26.0	31.8
1000-1100 Peak hour	Pro	2.8	45.3	26.9	0.5	0.3	20.0	1.8	0.8	0.1	1.5
	Ocp	1.0	1.3	1.8	2.0	2.4	1.5	1.4	3.2	1.0	30.5
1100-1200	Pro	2.4	46.7	26.3	0.4	0.1	20.6	1.6	0.5	0.1	1.4
	Ocp	1.0	1.3	1.9	2.0	1.5	1.4	1.5	2.1	1.0	28.4
1200-1300	Pro	2.4	50.1	28.4	0.7	0.2	12.9	2.9	1.2	0.0	1.3
	Ocp	1.1	1.3	1.9	2.8	2.0	1.4	1.4	2.9	0.0	23.9
1300-1400	Pro	3.2	47.5	27.9	0.8	0.2	14.6	3.3	1.1	0.0	1.4
	Ocp	1.1	1.3	2.0	7.3	1.0	1.4	1.4	2.7	0.0	26.4
1400-1500	Pro	2.8	49.9	26.7	0.5	0.1	15.2	2.2	1.3	0.0	1.2
	Ocp	1.0	1.4	1.8	2.4	2.0	1.6	1.4	4.4	0.0	24.9
1500-1600	Pro	2.1	52.7	23.9	0.9	0.1	16.5	1.3	0.9	0.0	1.5
	Ocp	1.0	1.5	2.0	3.2	9.5	1.4	1.4	9.2	0.0	19.4
1600-1700	Pro	4.0	53.7	22.8	0.7	0.2	14.0	0.9	1.3	0.0	2.4
	Ocp	1.1	1.5	1.9	3.4	4.0	1.6	1.3	1.9	0.0	19.5
1700-1800	Pro	4.4	55.9	26.9	0.2	0.2	7.7	0.6	1.0	0.0	3.1
	Ocp	1.1	1.4	1.8	2.5	5.7	1.5	1.1	14.5	0.0	20.5
1800-1900	Pro	4.6	60.8	24.8	0.1	0.1	4.6	0.4	1.8	0.0	2.7
	Ocp	1.0	1.4	1.9	1.5	16.5	1.5	1.4	27.9	0.0	35.3
1900-2000	Pro	2.3	56.9	33.5	0.0	0.0	3.1	0.6	1.4	0.0	2.2
	Ocp	1.2	1.3	1.9	0.0	0.0	1.4	1.5	13.2	0.0	21.5
2000-2100	Pro	3.5	48.1	39.6	0.2	0.4	4.0	0.6	1.0	0.0	2.5
	Ocp	1.2	1.3	2.0	2.5	4.0	1.3	1.2	2.6	0.0	13.0
2100-2200	Pro	2.5	49.9	38.7	0.4	0.5	4.4	0.9	0.4	0.1	2.4
	Ocp	1.1	1.4	1.9	2.3	4.3	1.3	1.3	2.7	1.0	10.7
2200-2300	Pro	3.6	45.3	42.9	0.0	0.4	4.3	0.7	0.6	0.0	2.1
	Ocp	1.2	1.4	2.1	0.0	5.5	1.3	1.4	2.0	0.0	10.4
16 hours	Pro	3.3	49.4	29.3	0.5	0.3	12.0	1.6	1.3	0.1	2.3
	Ocp	1.1	1.4	1.9	4.3	5.0	1.4	1.4	9.0	9.4	26.3

**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