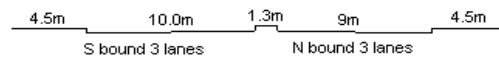


YEAR

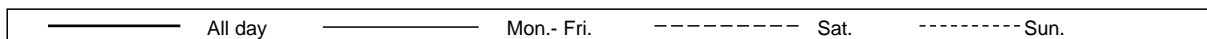
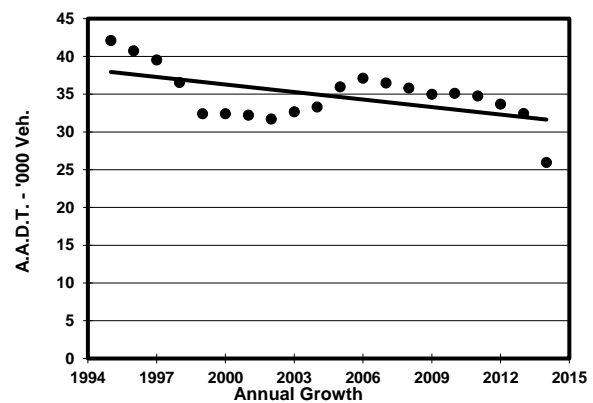
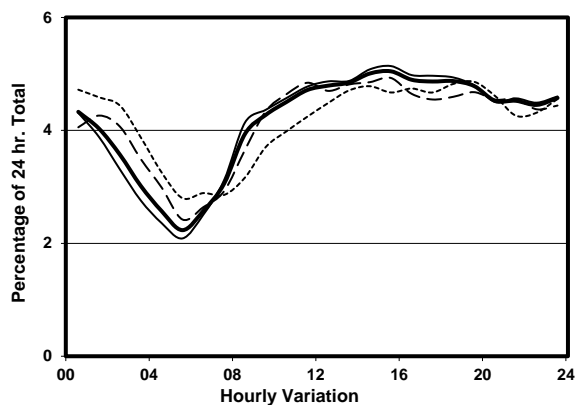
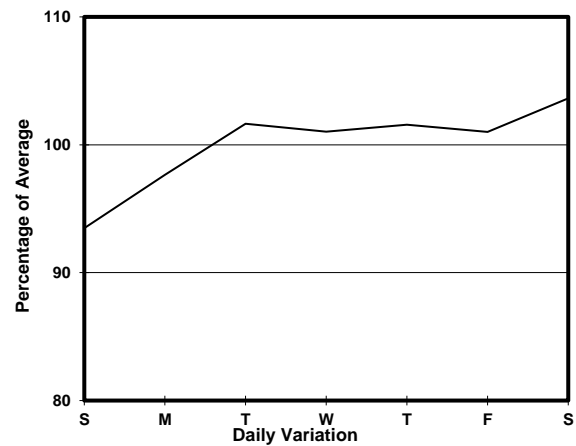
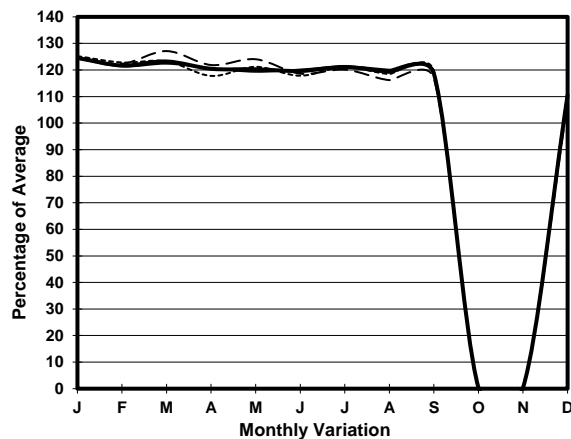
2014

LINK

NATHAN RD (from SHANTUNG ST to DUNDAS ST)

CORE STATION  
ROAD NETWORK  
ROAD TYPE3006  
MAJOR  
PRIMARY DISTRIBUTOR

## 1. TRAFFIC FLOW VARIATION AND GROWTH



## 2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
<b>SOUTH BOUND</b>				
A.A.D.T.	14260	14460	14440	13400
R 12 / 24 - %	57.8	58.9	55.8	54.5
R 16 / 24 - %	76.7	77.8	74.5	73.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	700	750	720	550
T - % (AM)	-	37.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	720	730	680	700
T - % (PM)	-	23.2	-	-
Prop.of commercial vehicles - 16 hr.	-	27.9	-	-
<b>NORTH BOUND</b>				
A.A.D.T.	11690	11770	12020	11150
R 12 / 24 - %	51.2	52.1	50.7	46.5
R 16 / 24 - %	68.7	69.8	68.2	63.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	410	410	430	360
T - % (AM)	-	47.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	590	610	570	500
T - % (PM)	-	33.4	-	-
Prop.of commercial vehicles - 16 hr.	-	38.6	-	-

## 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	2.4	6.6	19.8	1.2	2.4	8.4	0.6	2.4	0.6	55.6
	Ocp	1.0	1.6	2.0	3.5	4.3	1.8	1.0	11.3	15.5	20.8
0800-0900	Pro	1.9	20.0	21.7	0.3	0.3	12.9	0.6	1.9	0.2	39.9
	Ocp	1.2	1.4	1.7	1.0	1.0	1.6	1.0	8.5	29.3	21.9
0900-1000	Pro	1.3	16.4	24.9	0.6	0.6	19.5	1.6	0.6	0.3	34.2
	Ocp	1.0	1.5	1.7	1.5	4.0	1.7	1.8	2.0	7.5	14.9
1000-1100	Pro	0.6	12.2	31.6	0.9	0.9	22.4	1.8	0.3	0.2	29.1
	Ocp	1.0	1.4	1.8	1.3	3.3	1.5	2.0	2.0	13.0	15.0
1100-1200	Pro	2.7	17.5	28.7	0.3	1.8	19.0	1.2	0.6	0.2	28.0
	Ocp	1.1	1.6	1.9	6.0	4.5	1.6	2.3	9.0	8.0	17.5
1200-1300	Pro	1.7	15.4	31.1	0.7	1.7	16.1	1.0	0.3	0.2	31.9
	Ocp	1.0	1.7	2.0	5.0	7.0	1.4	1.7	15.0	7.5	17.5
1300-1400	Pro	1.7	16.4	30.4	0.3	2.0	17.8	1.1	0.9	0.3	29.1
	Ocp	1.5	1.5	1.9	1.0	3.7	1.5	1.5	1.0	8.5	19.1
1400-1500	Pro	1.7	13.4	35.9	0.8	2.2	17.6	0.0	0.8	0.2	27.2
	Ocp	1.0	1.4	2.0	3.0	6.5	1.5	0.0	1.3	6.3	21.9
1500-1600 Peak hour	Pro	1.6	15.8	36.2	0.0	2.6	14.8	0.8	1.3	0.1	26.9
	Ocp	1.2	1.7	2.3	0.0	7.0	1.6	1.7	4.0	7.5	23.8
1600-1700	Pro	2.0	20.1	29.7	0.6	2.3	13.6	0.3	0.3	0.3	30.9
	Ocp	1.1	1.4	2.0	1.5	5.8	1.6	3.0	3.0	13.8	22.6
1700-1800	Pro	2.4	21.9	28.6	0.3	2.2	11.9	0.5	0.3	0.3	31.6
	Ocp	1.0	1.5	2.2	2.0	10.9	1.7	2.0	23.0	14.6	28.6
1800-1900	Pro	2.9	26.0	30.6	0.0	5.6	5.1	0.0	0.5	0.1	29.2
	Ocp	1.1	1.5	2.1	0.0	9.6	1.3	0.0	1.5	16.0	31.6
1900-2000	Pro	1.9	27.8	29.5	0.3	4.7	4.7	0.0	0.8	0.3	29.9
	Ocp	1.0	1.6	2.5	3.0	13.9	1.5	0.0	9.0	9.5	26.0
2000-2100	Pro	2.2	19.1	43.1	0.0	4.0	2.8	0.0	0.3	0.5	28.2
	Ocp	1.1	1.7	2.0	0.0	11.5	1.2	0.0	2.0	10.7	22.6
2100-2200	Pro	0.6	15.5	46.8	0.0	4.7	2.6	0.0	0.6	0.2	29.0
	Ocp	1.0	1.5	2.1	0.0	9.3	2.1	0.0	23.5	7.7	21.5
2200-2300	Pro	0.9	15.5	46.7	0.0	2.7	3.3	0.0	0.3	0.1	30.5
	Ocp	1.3	1.7	1.7	0.0	14.3	1.5	0.0	26.0	10.0	21.2
16 hours	Pro	1.8	17.9	32.7	0.4	2.6	12.1	0.6	0.7	0.2	31.0
	Ocp	1.1	1.5	2.0	2.6	9.0	1.6	1.8	7.7	11.7	21.8

**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