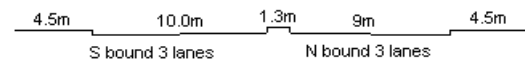


YEAR

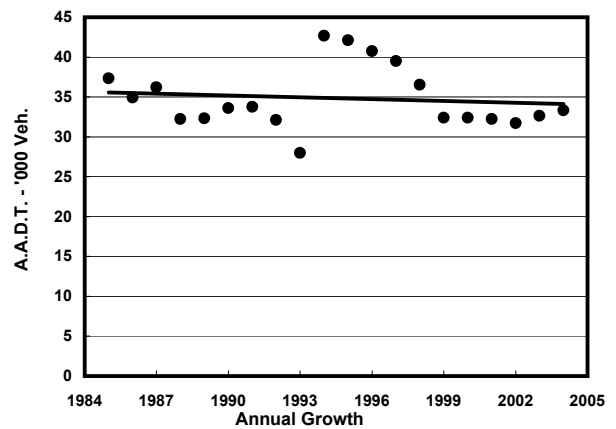
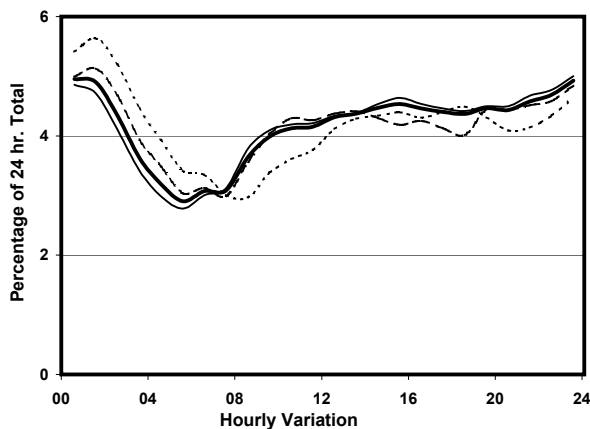
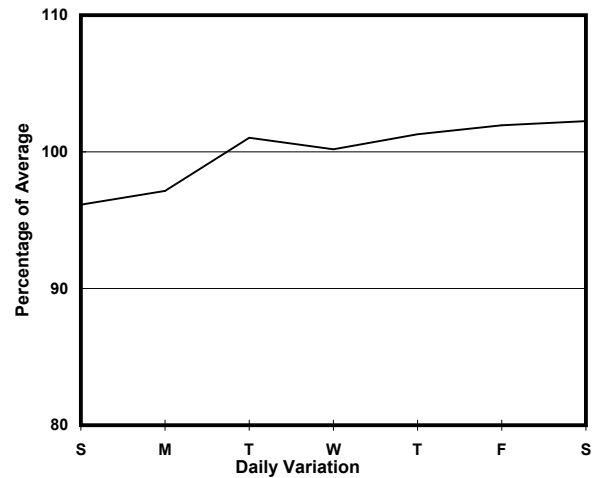
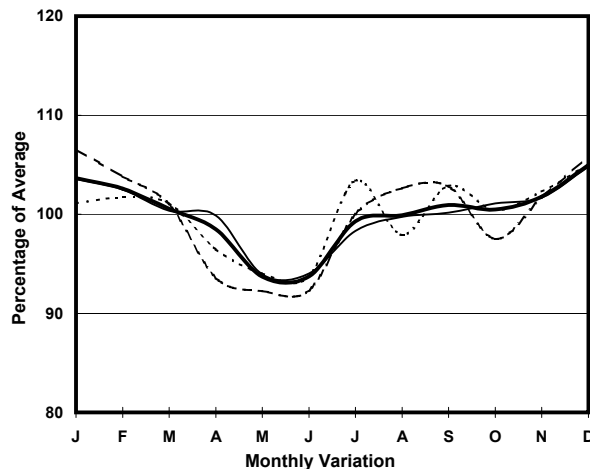
2004

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.
SOUTH BOUND				
A.A.D.T.	17580	17720	17780	16960
R 12 / 24 - %	53.4	54.1	51.9	51.3
R 16 / 24 - %	72.1	73	70.7	68.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	790	820	820	620
T - % (AM)	-	37.9	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	780	790	750	830
T - % (PM)	-	41.8	-	-
Prop.of commercial vehicles - 16 hr.	-	32.4	-	-
NORTH BOUND				
A.A.D.T.	15720	15780	16340	15060
R 12 / 24 - %	46.1	46.9	45.4	42.3
R 16 / 24 - %	63.6	64.8	62.5	58.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	540	550	560	460
T - % (AM)	-	59.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	710	730	700	610
T - % (PM)	-	49.3	-	-
Prop.of commercial vehicles - 16 hr.	-	46	-	-

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	1.1	8.1	13.4	0.5	1.6	8.6	4.3	2.7	0.9	58.7
	Ocp	1.5	1.5	2.0	2.0	2.3	1.6	1.9	22.6	7.9	23.7
0800-0900	Pro	3.0	20.9	16.0	0.6	0.0	10.9	0.9	3.0	0.8	43.8
	Ocp	1.1	1.8	2.2	4.5	0.0	1.8	2.3	12.5	9.7	28.1
0900-1000	Pro	1.6	10.0	22.8	0.3	0.0	19.0	1.0	1.3	0.6	43.5
	Ocp	1.0	1.6	2.0	2.0	0.0	1.7	1.0	4.8	10.4	16.3
1000-1100	Pro	1.6	12.4	23.3	1.2	0.3	16.5	6.2	0.3	0.5	37.6
	Ocp	1.0	1.7	2.0	2.0	1.0	1.6	1.9	1.0	7.0	15.2
1100-1200	Pro	2.5	11.8	23.8	0.9	0.3	23.8	1.2	0.6	0.6	34.4
	Ocp	1.0	1.6	2.1	2.3	1.0	1.8	1.8	8.0	8.3	18.7
1200-1300	Pro	1.8	14.0	29.7	0.9	0.0	17.0	0.9	1.2	0.6	34.0
	Ocp	1.2	1.8	1.8	1.7	0.0	1.8	2.7	4.8	9.1	19.1
1300-1400	Pro	3.3	13.3	26.1	0.6	0.6	17.0	0.6	1.2	0.7	36.6
	Ocp	1.3	1.5	1.9	1.5	1.5	1.6	1.5	3.8	6.3	21.9
1400-1500	Pro	3.5	14.2	27.8	1.7	0.0	17.9	1.2	0.3	0.7	32.8
	Ocp	1.0	1.5	1.8	2.7	0.0	1.7	2.3	8.0	7.8	24.1
1500-1600	Pro	3.1	16.0	27.7	0.8	0.5	19.4	0.5	1.3	0.6	30.1
	Ocp	1.2	1.8	2.2	1.7	9.0	1.8	1.5	5.2	12.6	23.7
1600-1700	Pro	2.0	16.8	23.5	1.0	0.7	13.1	1.3	0.7	0.7	40.2
	Ocp	1.0	1.7	2.3	2.0	1.0	1.8	1.8	3.5	9.5	26.1
1700-1800	Pro	3.7	14.8	23.9	0.7	2.7	12.1	0.7	0.7	0.8	40.0
	Ocp	1.2	1.6	2.1	2.0	1.6	1.9	1.0	1.5	7.9	35.1
1800-1900	Pro	3.0	21.2	30.9	0.8	1.4	6.6	0.0	1.1	0.6	34.3
	Ocp	1.0	1.7	2.2	1.0	2.8	2.0	0.0	2.3	8.8	36.5
1900-2000	Pro	2.1	20.9	36.1	0.0	2.6	6.0	0.0	0.5	0.5	31.4
	Ocp	1.0	1.7	1.9	0.0	3.7	1.6	0.0	4.0	5.1	28.5
2000-2100	Pro	2.0	19.8	40.7	0.3	3.6	4.8	0.3	0.3	0.4	27.8
	Ocp	1.3	1.4	2.1	2.0	3.3	1.5	1.0	2.0	7.1	23.9
2100-2200	Pro	2.3	17.1	37.8	1.0	1.3	3.5	0.3	0.8	0.9	35.2
	Ocp	1.2	1.8	2.2	1.8	6.0	1.5	2.0	1.0	5.7	21.9
2200-2300	Pro	2.2	19.3	46.3	0.3	3.4	2.8	0.0	0.3	0.4	25.1
Peak hour	Ocp	1.4	2.0	2.0	4.0	7.0	1.6	0.0	3.0	4.8	22.7
16 hours	Pro	2.5	16.1	29.1	0.7	1.2	12.2	1.1	1.0	0.6	35.6
	Ocp	1.1	1.7	2.1	2.1	3.9	1.7	1.8	7.4	8.0	24.1

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