

YEAR

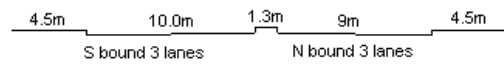
2005

LINK

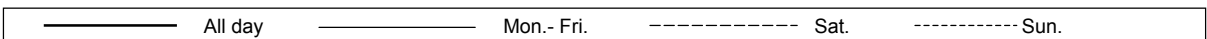
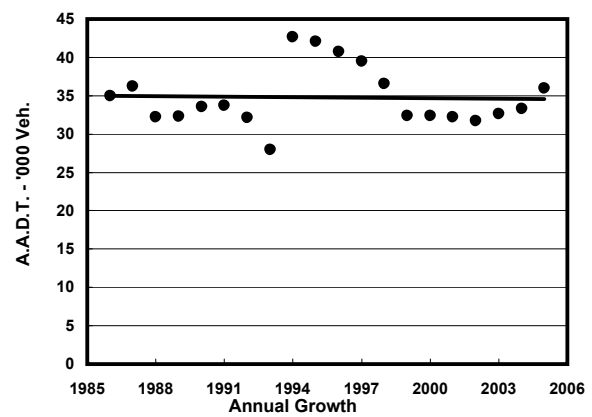
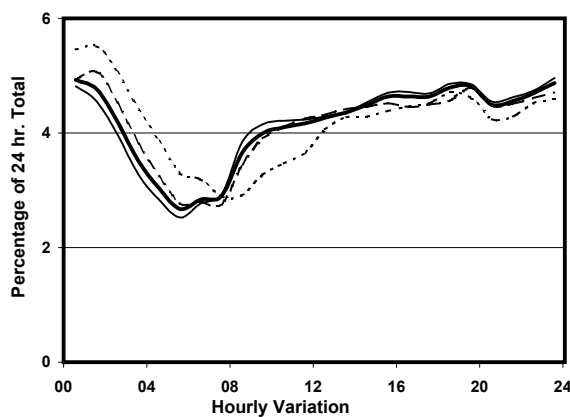
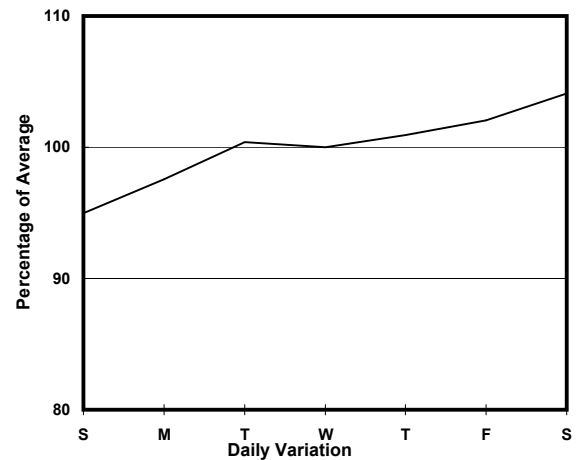
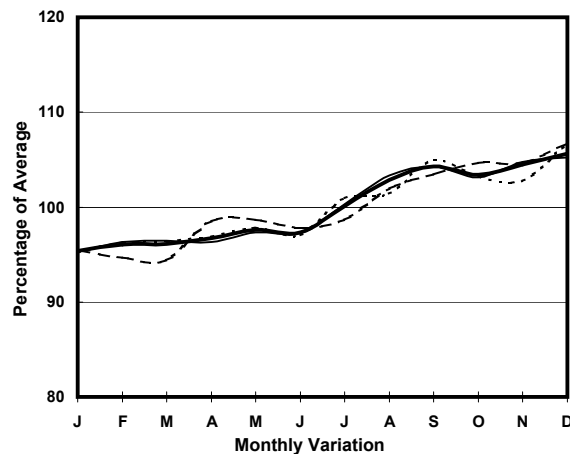
NATHAN RD (from SHANTUNG ST to DUNDAS ST)

CORE STATION
ROAD NETWORK
ROAD TYPE

3006
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.	19750	19800	20900	18690
R 12 / 24 - %	53	53.9	51.9	49.1
R 16 / 24 - %	71.9	73.1	70.6	67.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	850	890	880	640
T - % (AM)	-	40.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	970	980	980	950
T - % (PM)	-	31.3	-	-
Prop.of commercial vehicles - 16 hr.	-	32.4	-	-
NORTH BOUND				
A.A.D.T.	16210	16320	16730	15510
R 12 / 24 - %	47.8	48.7	47.1	44.3
R 16 / 24 - %	65.9	66.9	65.1	61.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	590	610	590	490
T - % (AM)	-	57.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	750	780	740	660
T - % (PM)	-	46.9	-	-
Prop.of commercial vehicles - 16 hr.	-	43.8	-	-

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	0.5	3.2	25.7	1.6	1.1	9.1	0.5	1.1	0.9	56.2
	Ocp	1.0	1.5	1.8	1.7	1.0	1.5	2.0	8.0	7.4	23.7
0800-0900	Pro	3.4	20.6	17.5	0.8	0.3	15.2	1.1	1.7	0.6	38.8
	Ocp	1.1	1.5	2.3	1.0	4.0	1.5	1.8	7.7	6.6	27.6
0900-1000	Pro	2.9	10.8	20.9	0.7	0.0	17.6	2.0	0.3	0.8	44.0
	Ocp	1.0	1.6	2.0	4.5	0.0	1.6	2.0	1.0	5.1	17.4
1000-1100	Pro	2.5	12.1	25.6	0.3	0.6	23.4	0.0	0.0	0.6	35.0
	Ocp	1.0	1.5	2.0	1.0	1.0	1.5	0.0	0.0	5.7	15.4
1100-1200	Pro	2.0	10.3	25.3	1.3	0.7	24.6	1.0	0.3	0.5	34.1
	Ocp	1.2	1.5	1.8	2.0	3.0	1.8	1.7	2.0	6.8	19.4
1200-1300	Pro	1.5	13.4	26.5	0.6	0.6	22.8	1.5	0.0	0.5	32.5
	Ocp	1.0	1.7	2.1	6.5	1.0	1.6	2.0	0.0	5.7	18.2
1300-1400	Pro	1.3	12.2	21.4	0.7	1.6	19.4	2.3	0.7	0.7	39.8
	Ocp	1.3	1.5	2.2	1.5	1.0	1.7	1.7	2.0	5.6	18.1
1400-1500	Pro	3.1	15.7	24.0	2.3	0.6	20.0	1.1	0.3	0.5	32.4
	Ocp	1.0	1.7	2.1	2.9	1.0	1.7	2.3	1.0	8.1	22.7
1500-1600	Pro	2.6	15.8	23.8	1.1	1.7	20.9	0.6	0.3	0.6	32.5
	Ocp	1.2	1.5	1.8	2.8	1.3	1.7	3.0	7.0	8.8	22.2
1600-1700	Pro	2.2	20.1	23.7	0.6	0.8	14.5	0.8	0.8	0.6	35.9
	Ocp	1.0	1.7	1.8	1.5	1.3	1.9	2.3	2.7	7.9	24.9
1700-1800	Pro	2.2	17.0	27.0	0.5	0.8	15.4	0.5	0.0	0.5	36.1
	Ocp	1.1	1.7	1.9	4.5	1.7	1.7	1.5	0.0	7.1	29.8
1800-1900	Pro	2.0	21.0	26.1	1.1	3.7	7.6	0.9	0.3	0.6	36.8
	Ocp	1.3	1.3	2.0	2.3	2.2	1.7	1.7	1.0	9.3	35.8
1900-2000	Pro	3.5	20.2	36.4	0.0	2.5	5.8	0.5	0.8	0.5	29.8
	Ocp	1.2	1.6	2.0	0.0	2.9	1.7	2.0	1.0	6.5	30.5
2000-2100	Pro	2.3	14.3	39.4	1.2	4.7	6.1	0.0	0.3	0.4	31.3
	Ocp	1.1	1.7	2.1	2.8	4.1	2.0	0.0	1.0	5.2	24.4
2100-2200	Pro	1.2	17.1	38.9	0.0	4.6	3.8	0.6	0.3	0.7	32.8
	Ocp	1.0	1.6	1.8	0.0	5.4	1.7	2.0	23.0	5.9	23.7
2200-2300	Pro	1.1	14.2	46.2	0.0	2.2	2.5	0.0	0.8	0.6	32.4
	Ocp	1.0	1.5	1.8	0.0	9.1	2.1	0.0	1.3	3.2	20.6
16 hours Peak hour	Pro	2.2	15.4	28.3	0.8	1.7	14.2	0.8	0.5	0.6	35.5
	Ocp	1.1	1.6	2.0	2.6	3.6	1.7	2.0	4.5	6.5	23.5

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