

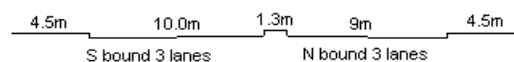
YEAR 2009

CORE STATION 3006

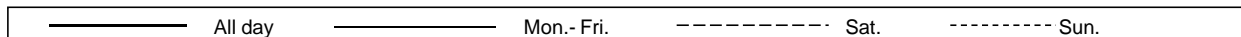
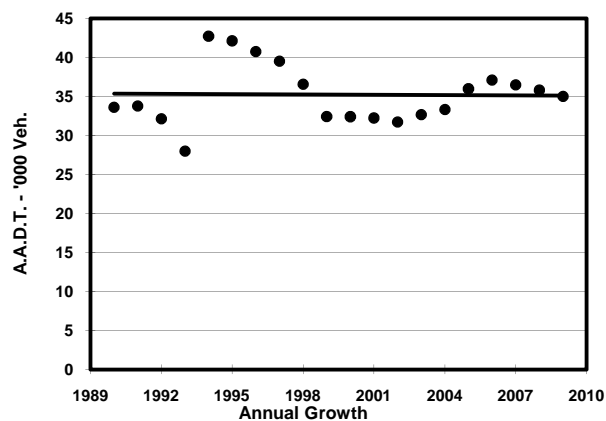
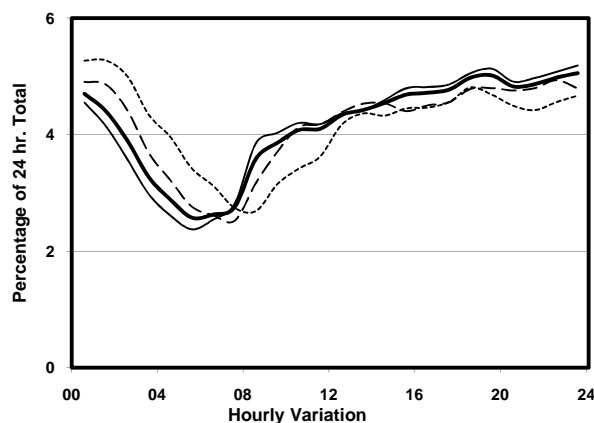
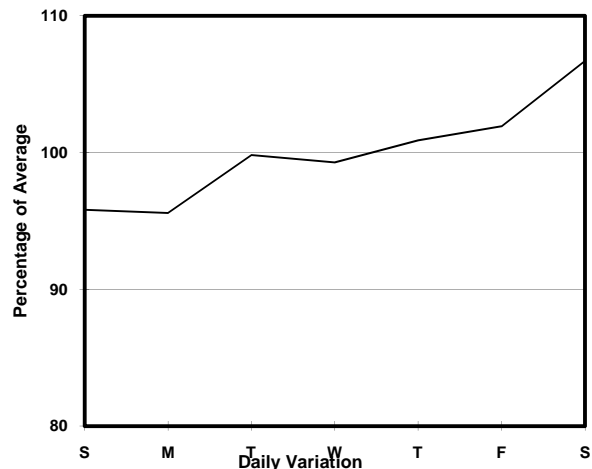
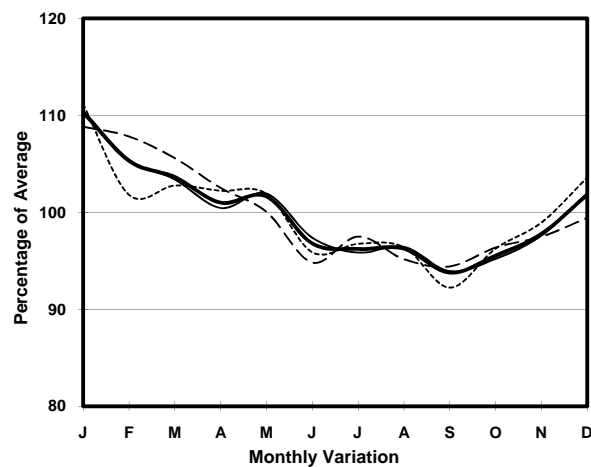
ROAD NETWORK MAJOR

ROAD TYPE PRIMARY DISTRIBUTOR

LINK NATHAN RD (from SHANTUNG ST to DUNDAS ST)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	18810	18820	20100	17790
R 12 / 24 - %	55.2	56.2	53.4	51.3
R 16 / 24 - %	75.1	76.5	73.1	69.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	830	890	840	620
T - % (AM)	-	31.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	970	970	1030	960
T - % (PM)	-	23.5	-	-
Prop.of commercial vehicles - 16 hr.	-	27.1	-	-
NORTH BOUND				
A.A.D.T.	16170	16020	17310	16060
R 12 / 24 - %	45.9	46.9	44.8	41.8
R 16 / 24 - %	65.3	66.9	63.7	59.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0700-0800
One-way flow at AM peak hour	520	530	540	460
T - % (AM)	-	50	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	770	790	770	670
T - % (PM)	-	40.6	-	-
Prop.of commercial vehicles - 16 hr.	-	38.2	-	-

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	4.9	3.8	20.5	3.2	1.6	10.8	0.5	1.6	0.8	52.2
	Ocp	1.0	1.6	1.9	3.7	3.7	1.8	1.0	10.7	12.3	25.9
0800-0900	Pro	2.7	23.9	17.5	0.5	0.0	17.0	0.8	2.1	0.9	34.6
	Ocp	1.2	1.8	2.0	5.0	0.0	1.6	3.3	5.4	9.6	28.0
0900-1000	Pro	1.1	11.7	25.7	1.4	1.7	21.4	0.9	0.9	0.7	34.6
	Ocp	1.3	1.4	1.9	2.4	12.5	1.7	1.7	14.3	6.3	18.2
1000-1100	Pro	2.1	11.3	30.5	0.9	0.6	18.0	0.9	0.6	1.0	34.1
	Ocp	1.1	1.4	2.0	2.7	16.0	1.7	2.0	3.5	5.2	16.0
1100-1200	Pro	1.2	11.3	32.5	0.3	0.9	21.4	1.2	0.9	0.6	29.7
	Ocp	1.3	1.8	2.0	1.0	10.3	1.8	2.0	3.3	5.9	19.1
1200-1300	Pro	2.1	13.4	37.0	0.3	1.3	15.3	1.1	1.1	0.6	27.9
	Ocp	1.1	1.6	1.8	4.0	5.4	1.6	2.3	10.3	6.3	19.0
1300-1400	Pro	0.6	13.4	30.5	0.6	1.1	20.0	1.1	0.6	0.6	31.5
	Ocp	1.5	1.9	2.0	1.5	4.5	1.8	2.3	6.5	7.4	20.2
1400-1500	Pro	3.2	16.6	29.2	0.7	2.2	19.6	1.0	1.0	0.6	25.8
	Ocp	1.0	1.8	1.8	2.7	4.9	1.6	2.5	1.8	10.7	22.3
1500-1600	Pro	2.2	20.9	32.9	1.0	1.2	13.5	1.0	0.3	0.5	26.5
	Ocp	1.1	1.8	1.8	2.8	9.2	1.6	2.5	13.0	7.4	25.3
1600-1700	Pro	2.3	17.9	29.2	0.6	2.8	10.5	0.6	1.1	0.7	34.3
	Ocp	1.0	1.8	1.8	1.5	5.5	1.7	3.0	1.5	9.2	24.6
1700-1800	Pro	1.6	15.7	32.7	0.5	4.4	11.8	0.0	0.3	0.5	32.6
	Ocp	1.2	1.6	1.7	1.5	6.4	1.8	0.0	1.0	7.8	30.3
1800-1900	Pro	1.1	19.1	37.9	0.0	5.5	5.5	0.0	0.9	0.5	29.6
	Ocp	1.0	1.5	2.0	0.0	9.8	1.8	0.0	8.8	9.1	37.5
1900-2000	Pro	1.2	18.5	41.8	0.2	6.5	4.1	0.2	1.2	0.4	25.9
	Peak hour	Ocp	1.2	1.6	2.0	6.0	9.5	1.6	1.0	8.6	32.5
2000-2100	Pro	1.4	17.3	49.9	0.0	3.7	3.3	0.0	1.2	0.5	22.8
	Ocp	1.0	1.7	1.7	0.0	10.9	2.0	0.0	2.8	5.3	26.0
2100-2200	Pro	1.5	15.5	48.1	0.0	5.3	1.2	0.0	1.0	0.6	26.8
	Ocp	1.2	1.7	1.8	0.0	10.1	1.4	0.0	1.5	5.9	23.2
2200-2300	Pro	1.7	13.7	53.2	0.2	4.3	1.7	0.0	0.2	0.4	24.5
	Ocp	1.1	1.7	1.8	3.0	11.6	1.8	0.0	1.0	4.0	22.8
16 hours	Pro	1.8	15.8	35.4	0.6	2.9	11.7	0.6	0.9	0.6	29.8
	Ocp	1.1	1.7	1.9	2.8	9.0	1.7	2.3	5.8	7.3	24.6

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