YEAR	2011	**LINK**	NATHAN RD (from SHANTUNG ST to DUNDAS ST)

CORE STATION 3006
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

1. TRAFFIC FLOW VARIATION AND GROWTH

All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	19210	19260	19860	18500
R 12 / 24 - %	55.6	56.7	53.4	52.3
R 16 / 24 - %	74.7	76	72	70.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	890	950	950	700
T - % (AM)	-	39.2	-	-
PM Peak Hour	1800-1900	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	910	920	890	970
T - % (PM)	-	31.5	-	-
Prop.of commercial vehicles - 16 hr.	-	28	-	-
NORTH BOUND				
A.A.D.T.	15540	15540	16230	15060
R 12 / 24 - %	48	49.2	46.8	43.5
R 16 / 24 - %	66	67.4	64.2	60.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	510	520	560	440
T - % (AM)	-	49.5	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	740	760	710	640
T - % (PM)	-	37.7	-	-
Prop.of commercial vehicles - 16 hr.	-	40.5	-	-

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	1.2	5.9	18.9	1.2	1.8	12.4	2.4	0.6	1.5	54.1
	Ocp	1.0	2.1	2.0	4.0	4.0	1.5	1.5	1.0	6.9	23.5
0800-0900	Pro	0.7	26.5	15.7	0.7	0.0	11.1	1.0	2.0	0.8	41.5
	Ocp	1.5	1.4	1.8	1.5	0.0	1.5	1.3	10.5	9.9	24.2
0900-1000	Pro	0.9	14.6	31.2	0.3	0.6	14.9	1.5	0.6	0.9	34.6
	Ocp	1.0	1.5	2.0	4.0	1.0	1.7	1.4	17.5	8.0	18.9
1000-1100	Pro	1.0	8.9	33.9	0.0	1.0	18.9	1.3	1.6	0.6	32.9
	Ocp	1.0	1.7	1.8	0.0	4.0	1.6	1.0	3.8	4.6	16.5
1100-1200	Pro	1.6	14.8	27.1	0.0	0.6	23.2	1.3	0.6	0.7	29.9
	Ocp	1.2	1.7	1.8	0.0	7.0	1.7	1.0	2.5	9.3	17.3
1200-1300	Pro	3.4	10.4	37.2	0.3	1.8	15.6	0.6	0.6	0.5	29.6
	Ocp	1.1	1.6	1.9	2.0	4.7	1.6	2.0	3.5	8.1	18.3
1300-1400	Pro	2.2	13.0	33.8	0.8	1.1	17.9	1.1	0.8	0.7	28.7
	Ocp	1.3	1.5	1.9	1.0	10.5	1.5	2.3	9.3	5.7	20.3
1400-1500	Pro	0.9	18.1	32.1	0.9	2.0	16.6	0.3	0.6	0.8	27.7
	Ocp	1.0	1.5	1.7	2.0	4.4	1.5	1.0	2.5	6.0	18.6
1500-1600	Pro	1.7	12.0	38.5	1.1	2.0	14.2	1.4	0.6	0.6	27.9
Peak hour	Ocp	1.0	1.7	1.9	1.5	5.1	1.7	1.0	11.5	8.7	21.2
1600-1700	Pro	2.8	18.2	33.9	1.7	1.7	9.1	0.0	0.8	0.7	31.3
	Ocp	1.2	1.6	2.0	2.3	4.5	1.3	0.0	2.3	9.3	22.9
1700-1800	Pro	2.2	13.4	35.6	0.0	3.4	7.5	0.3	1.6	0.9	35.1
	Ocp	1.1	1.6	2.0	0.0	9.5	1.8	2.0	2.8	9.9	26.8
1800-1900	Pro	1.5	22.7	35.7	0.0	4.0	4.7	0.5	1.0	0.5	29.3
	Ocp	1.2	1.7	2.1	0.0	9.9	1.7	2.0	6.8	9.6	34.1
1900-2000	Pro	0.5	23.1	40.6	0.2	5.3	3.4	0.5	0.2	0.4	25.7
	Ocp	1.5	1.7	2.3	3.0	11.1	1.4	1.0	1.0	6.3	26.5
2000-2100	Pro	2.0	11.0	50.3	0.3	5.1	2.8	0.3	0.6	0.7	26.9
	Ocp	1.1	1.5	1.9	5.0	10.2	1.4	2.0	2.0	8.1	22.1
2100-2200	Pro	1.1	15.3	46.9	0.3	5.1	2.1	0.0	0.8	0.7	27.8
	Ocp	1.3	1.6	1.8	5.0	9.0	1.4	0.0	10.0	5.6	22.1
2200-2300	Pro	1.4	14.7	46.3	0.3	5.0	0.8	0.0	0.3	0.8	30.5
	Ocp	1.2	1.9	1.7	1.0	12.9	1.3	0.0	1.0	3.8	24.0
16 hours	Pro	1.6	15.6	35.8	0.5	2.7	10.6	0.7	0.8	0.7	31.1
	Ocp	1.2	1.6	1.9	2.3	9.0	1.6	1.4	6.1	7.5	22.5

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