

YEAR

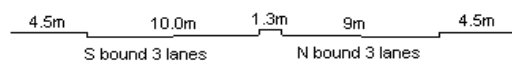
2012

LINK

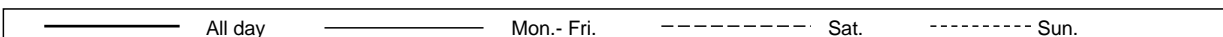
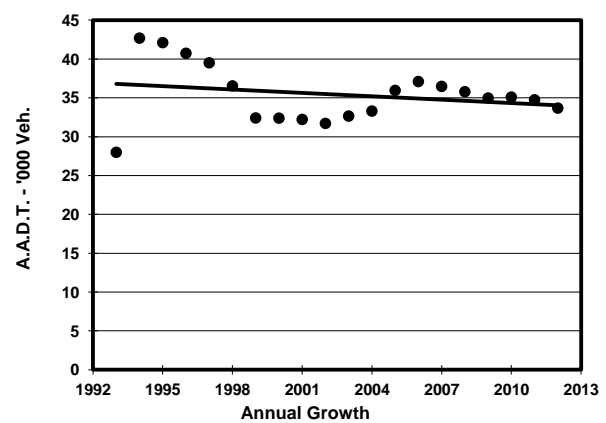
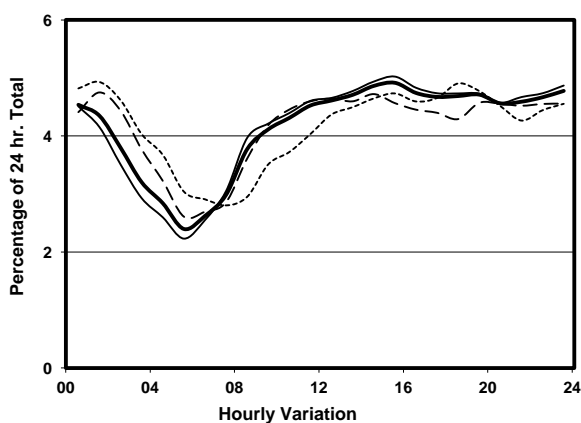
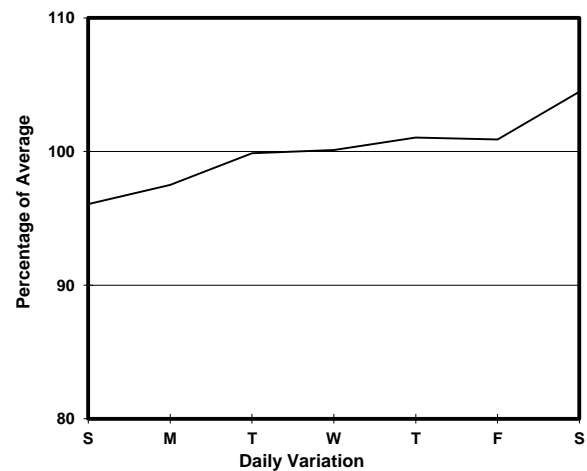
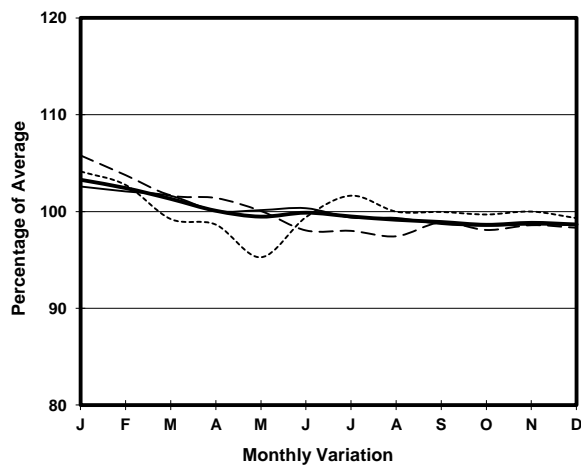
NATHAN RD (from SHANTUNG ST to DUNDAS ST)

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.	18530	18570	19270	17840
R 12 / 24 - %	56.2	57.2	54.1	53.3
R 16 / 24 - %	75.3	76.5	72.9	71.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	870	920	920	700
T - % (AM)	-	36.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	890	890	850	950
T - % (PM)	-	27.3	-	-
Prop.of commercial vehicles - 16 hr.	-	27	-	-
NORTH BOUND				
A.A.D.T.	15150	15140	15950	14620
R 12 / 24 - %	49	50	48.1	44.7
R 16 / 24 - %	66.8	68	65.6	61.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	510	520	550	440
T - % (AM)	-	44.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	740	760	730	650
T - % (PM)	-	42.3	-	-
Prop.of commercial vehicles - 16 hr.	-	39.3	-	-

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	0.0	5.2	28.2	0.6	1.7	7.5	0.6	1.7	1.0	53.6
	Ocp	0.0	1.3	2.0	16.0	6.3	1.5	1.0	32.0	8.0	17.7
0800-0900	Pro	0.6	19.7	22.2	0.3	0.0	15.7	0.6	1.9	0.9	38.0
	Ocp	1.0	1.4	2.1	6.0	0.0	1.5	1.0	3.5	6.8	19.5
0900-1000	Pro	1.8	13.0	25.7	0.3	0.9	19.5	2.4	1.2	0.7	34.5
	Ocp	1.0	1.5	2.1	4.0	11.3	1.6	1.6	2.8	7.2	14.6
1000-1100	Pro	1.5	9.7	31.6	1.8	1.2	23.1	0.9	1.2	0.7	28.5
	Ocp	1.2	1.6	1.9	2.0	6.5	1.5	1.3	6.3	4.6	13.4
1100-1200	Pro	0.3	12.7	33.5	1.2	0.9	21.9	2.0	0.0	0.5	27.1
	Ocp	1.0	1.5	1.7	3.3	2.3	1.6	1.9	0.0	8.4	15.5
1200-1300	Pro	2.0	15.1	37.5	0.0	1.1	14.8	0.8	1.1	0.6	26.8
	Ocp	1.0	1.5	1.9	0.0	5.3	1.5	1.0	4.3	10.0	14.9
1300-1400	Pro	0.9	16.0	33.6	0.6	2.0	16.2	0.9	0.3	0.9	28.6
	Ocp	1.0	1.6	1.7	2.5	3.9	1.4	1.7	2.0	7.8	18.2
1400-1500	Pro	2.8	12.9	34.9	2.0	2.3	16.9	0.6	0.0	0.9	26.7
	Ocp	1.0	1.5	2.1	2.4	4.5	1.6	2.0	0.0	6.5	17.0
1500-1600 Peak hour	Pro	1.0	18.3	32.8	0.5	2.5	17.8	0.3	0.3	0.5	25.9
	Ocp	1.0	1.5	2.1	1.0	3.7	1.6	1.0	6.0	9.1	20.1
1600-1700	Pro	2.2	20.3	29.7	0.3	3.3	9.4	0.6	1.4	0.8	32.1
	Ocp	1.1	1.6	2.1	1.0	5.3	1.6	1.5	2.4	8.6	20.5
1700-1800	Pro	0.3	20.7	36.2	0.3	3.9	5.8	0.3	0.8	0.8	31.1
	Ocp	1.0	1.6	2.3	2.0	7.6	1.4	2.0	3.0	7.5	24.0
1800-1900	Pro	0.9	18.7	33.8	0.3	4.4	6.4	1.5	0.9	0.5	32.7
	Ocp	1.0	1.5	2.2	6.0	9.1	1.8	1.6	1.0	9.3	32.1
1900-2000	Pro	0.8	23.6	38.2	0.0	4.8	4.0	0.3	0.5	0.6	27.3
	Ocp	1.0	1.6	2.2	0.0	10.2	1.5	1.0	1.0	7.8	24.0
2000-2100	Pro	2.3	17.6	47.8	0.0	3.7	2.6	0.0	0.3	0.6	25.2
	Ocp	1.0	1.7	1.9	0.0	10.7	1.2	0.0	1.0	9.6	22.3
2100-2200	Pro	1.5	15.9	45.8	0.0	4.3	2.8	0.0	0.3	0.7	28.7
	Ocp	1.4	2.0	1.9	0.0	12.2	2.0	0.0	1.0	4.4	22.3
2200-2300	Pro	1.0	15.0	50.6	0.0	3.8	2.0	0.0	0.3	0.8	26.5
	Ocp	1.5	1.8	2.1	0.0	11.3	1.9	0.0	1.0	3.8	22.6
16 hours	Pro	1.3	16.3	35.5	0.5	2.6	11.7	0.7	0.7	0.7	30.0
	Ocp	1.1	1.6	2.0	3.1	8.2	1.6	1.5	5.3	7.3	20.0

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