

YEAR

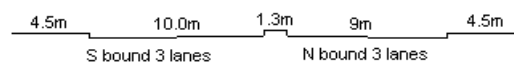
2015

LINK

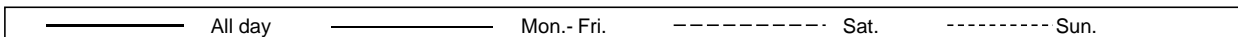
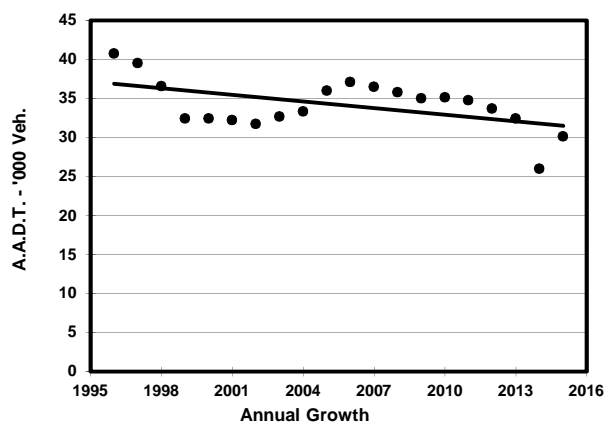
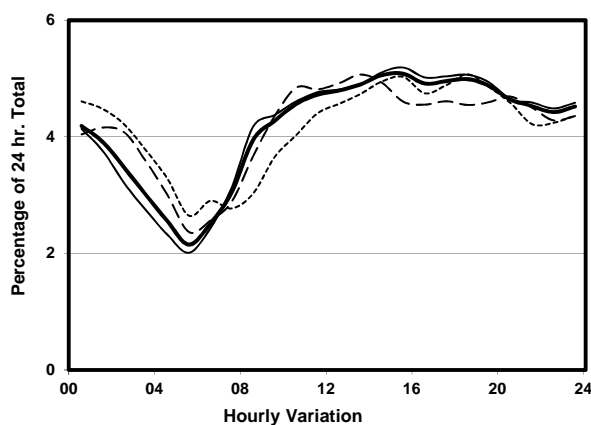
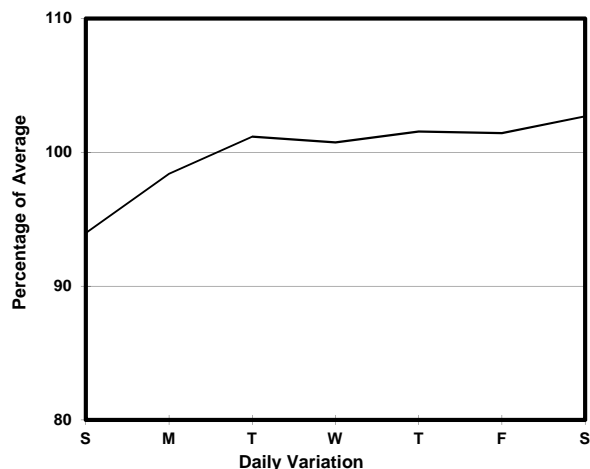
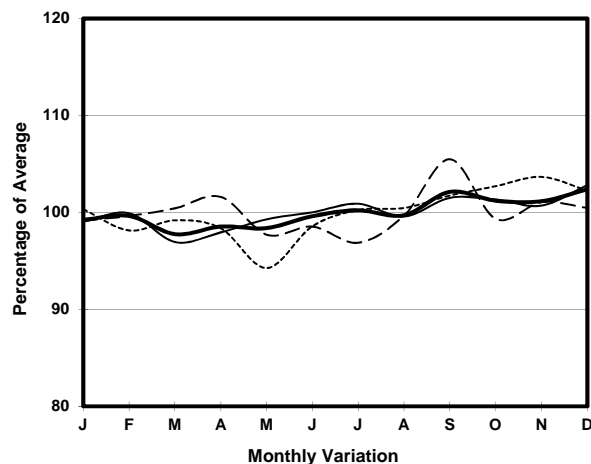
NATHAN RD (from SHANTUNG ST to DUNDAS ST)

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.      |
|--------------------------------------|-----------|-------------|-----------|-----------|
| <b>SOUTH BOUND</b>                   |           |             |           |           |
| A.A.D.T.                             | 16620     | 16850       | 16880     | 15620     |
| R 12 / 24 - %                        | 58.3      | 59.3        | 56        | 55.4      |
| R 16 / 24 - %                        | 77.2      | 78.5        | 74.5      | 73.6      |
| AM Peak Hour                         | 0900-1000 | 0800-0900   | 0900-1000 | 0900-1000 |
| One-way flow at AM peak hour         | 820       | 880         | 840       | 630       |
| T - % (AM)                           | -         | 41.2        | -         | -         |
| PM Peak Hour                         | 1800-1900 | 1800-1900   | 1800-1900 | 1800-1900 |
| One-way flow at PM peak hour         | 860       | 880         | 790       | 870       |
| T - % (PM)                           | -         | 28.6        | -         | -         |
| Prop.of commercial vehicles - 16 hr. | -         | 31.2        | -         | -         |
| <b>NORTH BOUND</b>                   |           |             |           |           |
| A.A.D.T.                             | 13510     | 13600       | 14130     | 12720     |
| R 12 / 24 - %                        | 51.5      | 52.4        | 51.1      | 47.6      |
| R 16 / 24 - %                        | 69.4      | 70.3        | 68.7      | 65        |
| AM Peak Hour                         | 0900-1000 | 0900-1000   | 0900-1000 | 0900-1000 |
| One-way flow at AM peak hour         | 470       | 470         | 510       | 410       |
| T - % (AM)                           | -         | 52.7        | -         | -         |
| PM Peak Hour                         | 1600-1700 | 1600-1700   | 1600-1700 | 1600-1700 |
| One-way flow at PM peak hour         | 680       | 710         | 670       | 580       |
| T - % (PM)                           | -         | 37.2        | -         | -         |
| Prop.of commercial vehicles - 16 hr. | -         | 43.5        | -         | -         |

## 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 | 1.3              | 7.1     | 24.0 | 0.0     | 0.6 | 5.8        | 0.6   | 1.3     | 1.3     | 57.9 |
|                        | Ocp | 1.0              | 1.6     | 1.9  | 0.0     | 3.0 | 1.6        | 1.0   | 1.5     | 19.4    | 18.8 |
| 0800-0900              | Pro | 1.0              | 16.9    | 22.9 | 0.7     | 0.3 | 12.8       | 2.4   | 3.0     | 0.7     | 39.3 |
|                        | Ocp | 1.0              | 1.4     | 1.8  | 2.0     | 1.0 | 1.5        | 1.9   | 7.4     | 13.1    | 17.8 |
| 0900-1000              | Pro | 0.7              | 19.5    | 23.7 | 0.4     | 0.4 | 17.0       | 0.7   | 0.7     | 0.5     | 36.5 |
|                        | Ocp | 1.0              | 1.5     | 2.0  | 10.0    | 1.0 | 1.5        | 1.0   | 1.0     | 13.7    | 15.2 |
| 1000-1100              | Pro | 0.3              | 14.9    | 33.9 | 0.7     | 2.3 | 13.9       | 1.3   | 0.7     | 0.6     | 31.4 |
|                        | Ocp | 1.0              | 1.7     | 1.9  | 2.0     | 8.0 | 1.6        | 2.3   | 11.0    | 11.1    | 15.7 |
| 1100-1200              | Pro | 2.3              | 12.1    | 35.6 | 1.6     | 0.7 | 17.0       | 0.3   | 0.7     | 0.4     | 29.3 |
|                        | Ocp | 1.0              | 1.4     | 1.8  | 2.0     | 6.5 | 1.6        | 3.0   | 3.0     | 8.8     | 17.9 |
| 1200-1300              | Pro | 1.1              | 17.8    | 28.0 | 0.4     | 1.8 | 15.6       | 0.4   | 0.4     | 0.0     | 34.5 |
|                        | Ocp | 1.0              | 1.3     | 1.8  | 2.0     | 2.8 | 1.5        | 2.0   | 4.0     | 0.0     | 17.2 |
| 1300-1400              | Pro | 1.0              | 17.3    | 31.7 | 0.7     | 1.7 | 14.0       | 1.0   | 0.7     | 0.2     | 31.8 |
|                        | Ocp | 1.0              | 1.4     | 2.1  | 1.0     | 5.4 | 1.7        | 1.7   | 5.5     | 6.0     | 17.6 |
| 1400-1500              | Pro | 1.6              | 16.9    | 35.5 | 0.6     | 1.3 | 13.4       | 0.3   | 0.0     | 0.1     | 30.2 |
|                        | Ocp | 1.6              | 1.4     | 1.9  | 1.0     | 2.8 | 1.4        | 2.0   | 0.0     | 10.0    | 22.2 |
| 1500-1600<br>Peak hour | Pro | 1.5              | 23.5    | 30.0 | 0.3     | 1.5 | 11.9       | 1.5   | 0.0     | 0.2     | 29.5 |
|                        | Ocp | 1.0              | 1.5     | 1.9  | 1.0     | 5.2 | 1.6        | 1.6   | 0.0     | 7.0     | 24.0 |
| 1600-1700              | Pro | 1.0              | 23.2    | 30.1 | 0.0     | 0.7 | 10.1       | 0.7   | 0.7     | 0.4     | 33.1 |
|                        | Ocp | 1.0              | 1.3     | 1.8  | 0.0     | 9.5 | 1.5        | 1.5   | 12.0    | 14.6    | 25.3 |
| 1700-1800              | Pro | 1.1              | 22.9    | 27.2 | 0.7     | 1.8 | 5.1        | 0.0   | 0.7     | 0.5     | 39.9 |
|                        | Ocp | 1.0              | 1.3     | 1.8  | 1.5     | 5.0 | 1.1        | 0.0   | 3.0     | 16.0    | 29.7 |
| 1800-1900              | Pro | 1.0              | 25.0    | 27.6 | 0.6     | 1.9 | 5.8        | 0.0   | 0.6     | 0.2     | 37.3 |
|                        | Ocp | 1.0              | 1.4     | 2.0  | 2.5     | 8.8 | 1.3        | 0.0   | 3.0     | 23.7    | 34.4 |
| 1900-2000              | Pro | 0.3              | 28.7    | 30.0 | 0.0     | 1.3 | 2.6        | 0.0   | 1.3     | 0.6     | 35.2 |
|                        | Ocp | 1.0              | 1.7     | 1.8  | 0.0     | 6.8 | 1.4        | 0.0   | 11.8    | 12.1    | 25.4 |
| 2000-2100              | Pro | 1.4              | 21.0    | 40.7 | 0.0     | 2.4 | 2.1        | 0.0   | 0.3     | 0.3     | 31.9 |
|                        | Ocp | 1.3              | 1.6     | 1.8  | 0.0     | 8.1 | 1.7        | 0.0   | 1.0     | 9.3     | 22.3 |
| 2100-2200              | Pro | 2.7              | 15.2    | 46.4 | 0.0     | 2.0 | 1.0        | 0.3   | 0.3     | 0.3     | 31.7 |
|                        | Ocp | 1.0              | 1.4     | 1.9  | 0.0     | 9.7 | 1.3        | 2.0   | 7.0     | 6.3     | 21.9 |
| 2200-2300              | Pro | 0.4              | 16.0    | 37.8 | 0.4     | 2.1 | 1.6        | 0.0   | 0.0     | 0.3     | 41.3 |
|                        | Ocp | 1.0              | 1.6     | 2.2  | 4.0     | 9.4 | 1.0        | 0.0   | 0.0     | 8.7     | 24.9 |
| 16 hours               | Pro | 1.2              | 19.1    | 31.8 | 0.5     | 1.4 | 9.6        | 0.6   | 0.7     | 0.4     | 34.8 |
|                        | Ocp | 1.1              | 1.5     | 1.9  | 2.2     | 6.6 | 1.5        | 1.8   | 6.4     | 13.0    | 22.1 |

**Legend**

**Pro.** Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)\*

**Ocp.** Average occupancy of vehicles including both driver and passengers\*

**M&H** Medium and Heavy

\* All traffic data are collected from combined bounds except for one way traffic