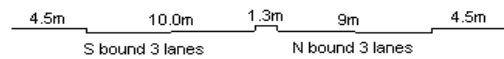


YEAR

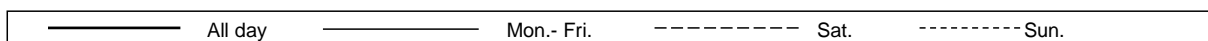
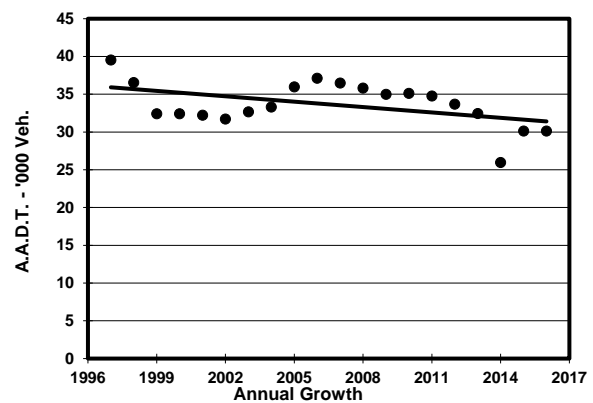
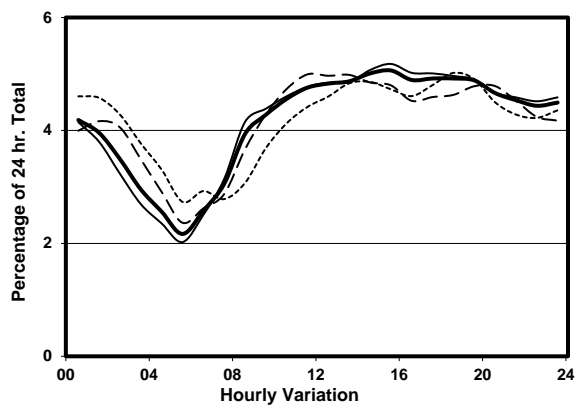
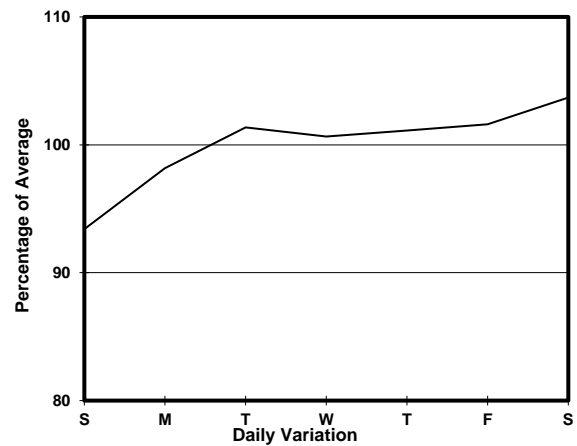
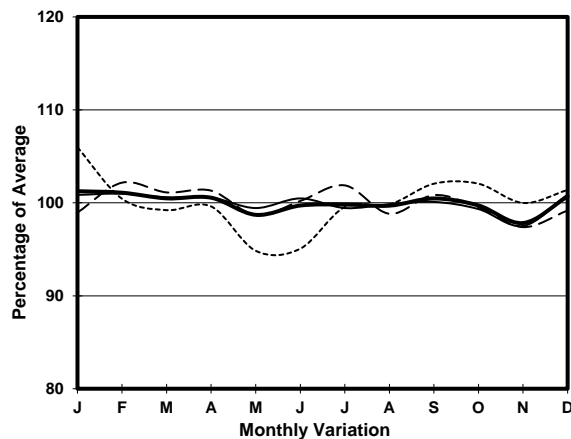
2016

LINK

NATHAN RD (from SHANTUNG ST to DUNDAS ST)

CORE STATION
ROAD NETWORK
ROAD TYPE3006
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.	16580	16770	17090	15500
R 12 / 24 - %	57.7	58.7	55.8	54.7
R 16 / 24 - %	76.8	78	74.6	72.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	810	860	830	620
T - % (AM)	-	40.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	840	840	820	850
T - % (PM)	-	26.7	-	-
Prop.of commercial vehicles - 16 hr.	-	29.2	-	-
NORTH BOUND				
A.A.D.T.	13540	13630	14260	12730
R 12 / 24 - %	51.9	52.7	51.6	47.7
R 16 / 24 - %	69.7	70.6	69.4	65.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	480	490	520	420
T - % (AM)	-	46	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	690	720	680	580
T - % (PM)	-	35.1	-	-
Prop.of commercial vehicles - 16 hr.	-	41.3	-	-

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	0.6	9.3	23.6	0.0	1.2	8.1	3.1	0.6	0.2	53.2
	Ocp	1.0	1.3	2.1	0.0	1.5	1.5	1.4	3.0	14.0	21.2
0800-0900	Pro	1.9	25.2	17.7	0.0	0.4	11.3	1.5	1.9	0.2	40.1
	Ocp	1.0	1.5	1.9	0.0	14.0	1.4	1.5	13.6	8.0	24.3
0900-1000	Pro	1.9	19.8	21.4	0.0	1.0	21.4	1.0	1.0	0.0	32.5
	Ocp	1.0	1.4	2.3	0.0	11.0	1.7	1.7	3.3	0.0	17.5
1000-1100	Pro	1.0	13.5	37.8	0.3	1.0	14.8	0.3	1.0	0.0	30.3
	Ocp	1.0	1.5	1.9	2.0	8.7	1.5	2.0	9.7	0.0	16.1
1100-1200	Pro	1.7	11.4	32.8	0.3	2.1	20.4	0.7	0.7	0.2	29.8
	Ocp	1.0	1.4	2.1	1.0	5.3	1.6	3.5	6.5	7.5	18.4
1200-1300	Pro	1.3	15.9	34.8	0.0	2.7	17.2	0.3	0.3	0.0	27.4
	Ocp	1.0	1.4	2.0	0.0	5.0	1.6	1.0	7.0	0.0	19.7
1300-1400	Pro	1.5	22.9	25.6	0.0	1.5	15.7	2.7	0.9	0.1	29.1
	Ocp	1.0	1.5	2.1	0.0	8.4	1.5	1.8	8.7	7.0	19.8
1400-1500	Pro	0.9	20.4	27.7	0.6	0.9	21.3	0.6	1.2	0.0	26.6
	Ocp	1.0	1.5	2.0	2.0	3.3	1.4	1.0	6.8	0.0	22.2
1500-1600 Peak hour	Pro	1.2	21.3	34.7	0.6	1.5	12.2	0.6	0.6	0.0	27.5
	Ocp	1.0	1.5	1.9	3.0	3.8	1.7	2.0	9.5	0.0	21.7
1600-1700	Pro	2.3	20.9	28.7	0.7	1.6	13.4	0.3	1.3	0.1	30.8
	Ocp	1.1	1.5	2.0	4.0	6.8	1.5	1.0	4.8	12.0	25.7
1700-1800	Pro	1.0	26.6	23.1	1.0	1.3	10.8	0.0	1.3	0.0	35.1
	Ocp	1.0	1.4	1.8	1.3	4.5	1.4	0.0	4.3	0.0	29.6
1800-1900	Pro	2.0	29.3	27.6	0.0	1.3	4.0	0.3	0.7	0.1	34.6
	Ocp	1.3	1.3	1.9	0.0	5.0	1.5	1.0	4.0	11.0	36.7
1900-2000	Pro	1.2	30.5	26.9	0.0	1.8	3.6	0.3	1.5	0.0	34.3
	Ocp	1.3	1.5	2.0	0.0	11.0	1.6	1.0	4.2	0.0	26.1
2000-2100	Pro	0.7	17.5	41.1	0.0	2.4	3.8	0.0	0.0	0.0	34.6
	Ocp	1.0	1.4	1.9	0.0	8.3	1.2	0.0	0.0	0.0	23.3
2100-2200	Pro	0.4	23.4	36.7	0.0	2.4	3.1	0.4	0.4	0.1	33.2
	Ocp	1.0	1.5	1.9	0.0	9.7	1.4	1.0	16.0	6.0	22.4
2200-2300	Pro	0.9	17.1	35.9	0.0	2.6	3.1	0.4	0.4	0.0	39.5
	Ocp	2.0	1.5	2.1	0.0	6.5	1.7	2.0	1.0	0.0	24.0
16 hours	Pro	1.3	20.8	29.8	0.2	1.6	11.8	0.7	0.9	0.1	32.8
	Ocp	1.1	1.4	2.0	2.3	7.0	1.5	1.6	6.9	9.0	23.3

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