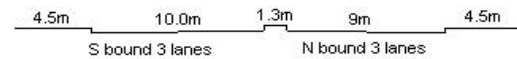


YEAR

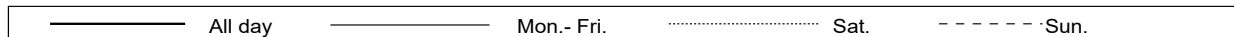
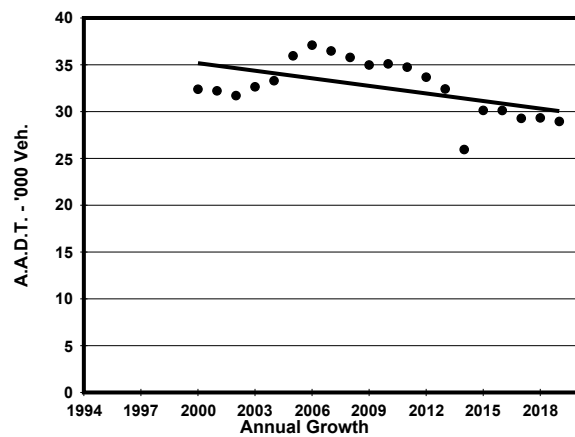
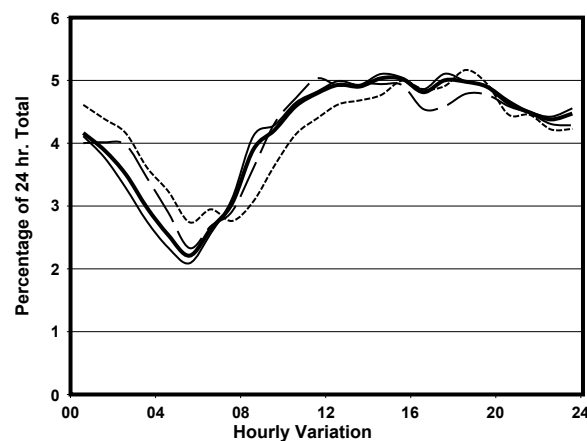
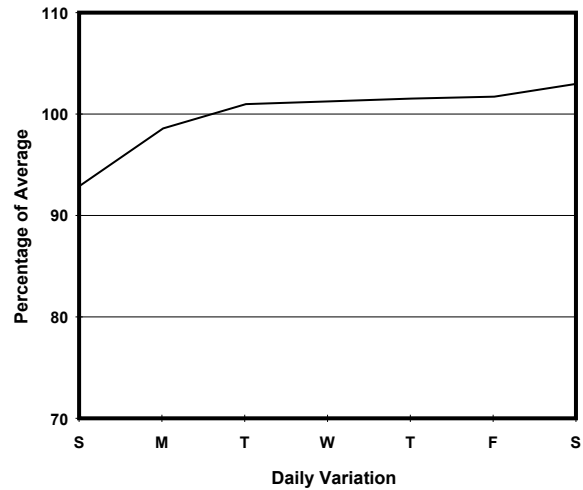
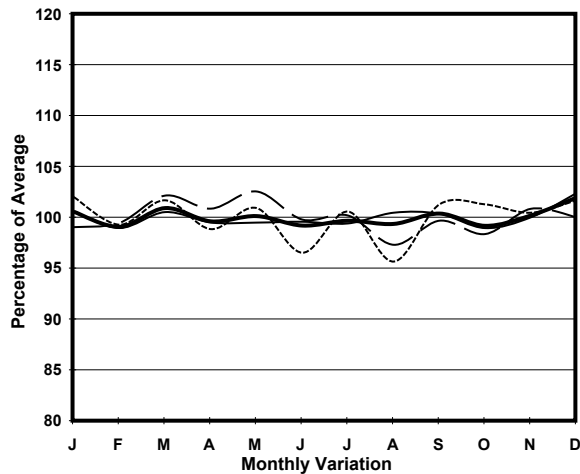
2019

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.	15500	15730	15900	14380
R 12 / 24 - %	57.7	58.5	56	55.3
R 16 / 24 - %	76.7	77.7	74.7	73.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	740	780	780	560
T - % (AM)	-	34.6	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	790	800	800	790
T - % (PM)	-	25.1	-	-
Prop.of commercial vehicles - 16 hr.	-	26	-	-
NORTH BOUND				
A.A.D.T.	13450	13560	14010	12630
R 12 / 24 - %	52.4	53.2	52.2	48.3
R 16 / 24 - %	70	70.8	69.7	66.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	480	480	510	430
T - % (AM)	-	42.4	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	660	690	640	610
T - % (PM)	-	42	-	-
Prop.of commercial vehicles - 16 hr.	-	40	-	-

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	4.5	14.1	18.6	0.6	1.7	15.2	0.0	1.7	0.0	43.7
	Ocp	1.1	1.4	2.0	3.0	6.0	1.7	0.0	1.0	0.0	24.2
0800-0900	Pro	0.4	24.4	16.8	0.8	0.4	17.5	0.0	1.5	0.1	38.2
	Ocp	1.0	1.7	2.1	1.0	1.0	1.6	0.0	3.0	3.0	25.9
0900-1000	Pro	2.9	20.1	22.9	0.3	0.3	22.6	1.3	0.6	0.0	29.0
	Ocp	1.1	1.7	2.0	4.0	1.0	1.6	1.3	1.0	0.0	16.9
1000-1100	Pro	0.6	22.1	25.3	0.6	1.0	20.8	1.9	0.6	0.1	26.8
	Ocp	1.0	1.6	2.1	3.5	4.3	1.5	1.7	16.0	2.0	18.6
1100-1200	Pro	4.2	19.2	25.4	0.3	0.7	21.8	1.0	0.3	0.1	27.0
	Ocp	1.0	1.5	2.0	10.0	7.5	1.6	1.7	13.0	3.0	21.7
1200-1300	Pro	1.3	22.0	30.2	0.3	0.7	18.4	0.3	1.0	0.0	25.9
	Ocp	1.0	1.6	2.1	3.0	6.0	1.3	1.0	6.3	0.0	22.6
1300-1400	Pro	3.5	23.5	23.9	0.3	0.7	17.0	1.0	0.3	0.1	29.7
	Ocp	1.0	1.5	2.3	3.0	3.5	1.5	2.0	15.0	7.0	25.0
1400-1500	Pro	1.2	19.7	29.5	0.6	1.5	19.4	1.5	0.3	0.1	26.1
	Ocp	1.3	1.7	2.0	1.5	4.4	1.6	1.6	11.0	18.0	26.7
1500-1600	Pro	3.1	25.0	25.3	0.6	1.5	15.7	0.0	0.9	0.1	27.7
	Ocp	1.0	1.6	2.1	2.5	4.0	1.7	0.0	8.7	13.0	24.9
1600-1700	Pro	2.0	28.7	22.4	0.0	1.3	12.3	0.3	1.7	0.1	31.2
	Ocp	1.3	1.5	2.0	0.0	3.8	1.5	3.0	15.2	5.0	25.6
1700-1800 Peak hour	Pro	5.0	27.1	26.1	0.0	0.7	8.9	0.0	0.7	0.0	31.5
	Ocp	1.2	1.6	2.0	0.0	4.5	1.4	0.0	4.5	0.0	32.3
1800-1900	Pro	4.3	33.7	28.7	0.0	1.9	3.4	0.0	0.0	0.1	27.9
	Ocp	1.3	1.6	2.1	0.0	3.2	1.8	0.0	0.0	12.0	39.3
1900-2000	Pro	2.8	29.5	31.3	0.0	0.3	4.3	0.3	0.6	0.1	30.8
	Ocp	1.1	1.5	2.0	0.0	12.0	1.5	3.0	36.0	10.0	26.5
2000-2100	Pro	1.8	24.5	34.5	0.4	2.1	4.6	0.4	1.1	0.1	30.6
	Ocp	1.0	1.5	1.9	3.0	4.8	1.6	3.0	3.3	6.0	19.9
2100-2200	Pro	2.2	18.5	42.1	0.0	1.1	2.5	0.4	1.5	0.0	31.7
	Ocp	1.3	1.6	1.8	0.0	11.7	1.6	1.0	8.8	0.0	21.6
2200-2300	Pro	2.0	20.7	36.3	0.0	1.2	4.3	0.4	1.6	0.0	33.6
	Ocp	1.0	1.6	1.6	0.0	10.7	1.6	1.0	16.8	0.0	24.6
16 hours	Pro	2.6	23.6	27.6	0.3	1.0	13.1	0.6	0.9	0.1	30.2
	Ocp	1.1	1.6	2.0	3.1	5.3	1.5	1.7	10.1	7.9	24.9

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