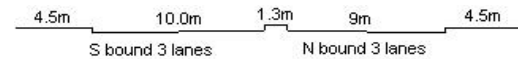
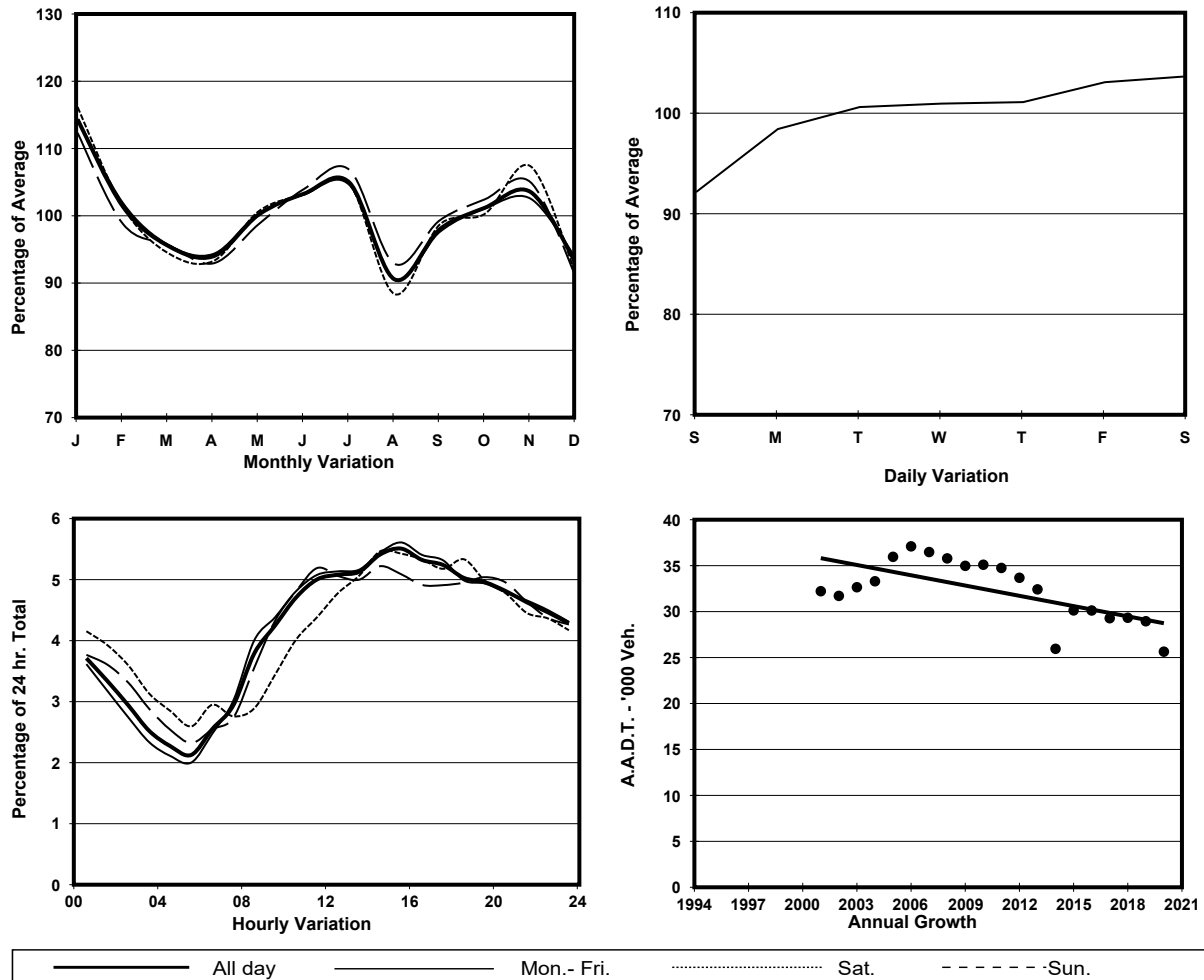


YEAR	2020	LINK	NATHAN RD (from SHANTUNG ST to DUNDAS ST)
CORE STATION	3006		
ROAD NETWORK	MAJOR		
ROAD TYPE	PRIMARY DISTRIBUTOR		



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	13460	13710	13940	12150
R 12 / 24 - %	59.9	61	57.3	56.9
R 16 / 24 - %	79.3	80.4	77	75.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	620	660	640	430
T - % (AM)	-	29.8	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	740	760	720	710
T - % (PM)	-	21	-	-
Prop.of commercial vehicles - 16 hr.	-	24.8	-	-
NORTH BOUND				
A.A.D.T.	12180	12240	12780	11640
R 12 / 24 - %	54.6	55.4	54.2	51.1
R 16 / 24 - %	72.9	73.7	72.4	69.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	470	480	520	390
T - % (AM)	-	45.3	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	640	660	640	560
T - % (PM)	-	30.3	-	-
Prop.of commercial vehicles - 16 hr.	-	36.4	-	-

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	12.9	21.1	0.7	2.0	13.6	0.0	0.0	0.0	49.7
	Ocp	0.0	1.6	1.9	3.0	7.0	1.4	0.0	0.0	0.0	23.7
0800-0900	Pro	0.4	27.1	12.7	0.0	0.8	17.0	0.8	1.3	0.1	39.7
	Ocp	1.0	1.4	2.0	0.0	8.5	1.7	1.5	2.3	7.0	25.6
0900-1000	Pro	1.6	17.3	24.9	0.4	1.6	18.9	0.0	0.8	0.0	34.5
	Ocp	1.0	1.5	1.9	4.0	8.5	1.6	0.0	1.0	0.0	20.9
1000-1100	Pro	1.6	22.0	27.2	0.0	1.3	20.6	1.6	0.3	0.1	25.2
	Ocp	1.2	1.5	1.7	0.0	3.3	1.4	1.6	1.0	2.0	17.8
1100-1200	Pro	4.7	16.6	31.6	1.2	0.4	18.9	1.2	0.4	0.0	25.1
	Ocp	1.1	1.4	1.7	1.3	1.0	1.2	2.0	1.0	0.0	20.6
1200-1300	Pro	2.3	21.0	31.5	0.0	1.0	12.8	4.3	0.3	0.0	26.9
	Ocp	1.1	1.5	1.9	0.0	5.0	1.5	1.8	1.0	0.0	23.9
1300-1400	Pro	4.4	24.3	28.7	0.0	1.5	19.0	0.6	0.0	0.1	21.6
	Ocp	1.1	1.3	1.9	0.0	3.8	1.5	2.0	0.0	9.0	25.4
1400-1500	Pro	3.3	20.8	29.6	0.7	1.6	16.6	1.0	0.3	0.0	26.1
	Ocp	1.1	1.4	1.8	3.5	4.0	1.5	1.3	1.0	0.0	24.9
1500-1600 Peak hour	Pro	4.6	31.9	23.1	0.0	1.0	13.3	0.7	0.0	0.1	25.4
	Ocp	1.1	1.6	1.8	0.0	3.0	1.3	1.0	0.0	12.0	25.2
1600-1700	Pro	3.2	31.5	28.3	0.3	2.0	10.2	0.0	0.0	0.0	24.5
	Ocp	1.0	1.4	1.9	2.0	4.7	1.4	0.0	0.0	0.0	26.1
1700-1800	Pro	1.7	28.2	29.9	0.7	2.7	6.5	0.0	0.0	0.0	30.4
	Ocp	1.0	1.4	1.7	2.0	2.9	1.3	0.0	0.0	0.0	33.2
1800-1900	Pro	2.8	31.3	22.2	0.0	3.1	7.8	0.6	0.3	0.1	31.6
	Ocp	1.1	1.3	2.0	0.0	6.1	1.4	1.5	1.0	24.0	35.9
1900-2000	Pro	4.0	28.7	27.5	0.3	1.5	7.7	0.0	0.9	0.0	29.3
	Ocp	1.0	1.4	1.8	2.0	6.8	1.4	0.0	1.7	0.0	25.8
2000-2100	Pro	1.7	31.1	36.5	0.0	1.0	2.3	0.0	0.0	0.1	27.3
	Ocp	1.2	1.4	1.7	0.0	8.0	1.6	0.0	0.0	12.0	20.7
2100-2200	Pro	1.9	27.7	32.3	0.4	1.5	6.1	0.4	0.0	0.0	29.7
	Ocp	1.4	1.5	1.8	5.0	9.0	1.4	2.0	0.0	0.0	21.7
2200-2300	Pro	1.4	26.4	39.1	0.0	1.4	4.1	0.3	0.0	0.0	27.3
	Ocp	1.5	1.6	1.8	0.0	8.5	1.3	1.0	0.0	0.0	22.2
16 hours	Pro	2.6	25.5	28.2	0.3	1.5	12.1	0.7	0.3	0.1	28.7
	Ocp	1.1	1.4	1.8	2.6	5.6	1.4	1.7	1.5	11.0	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