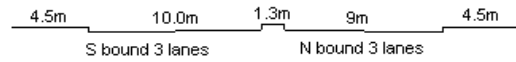
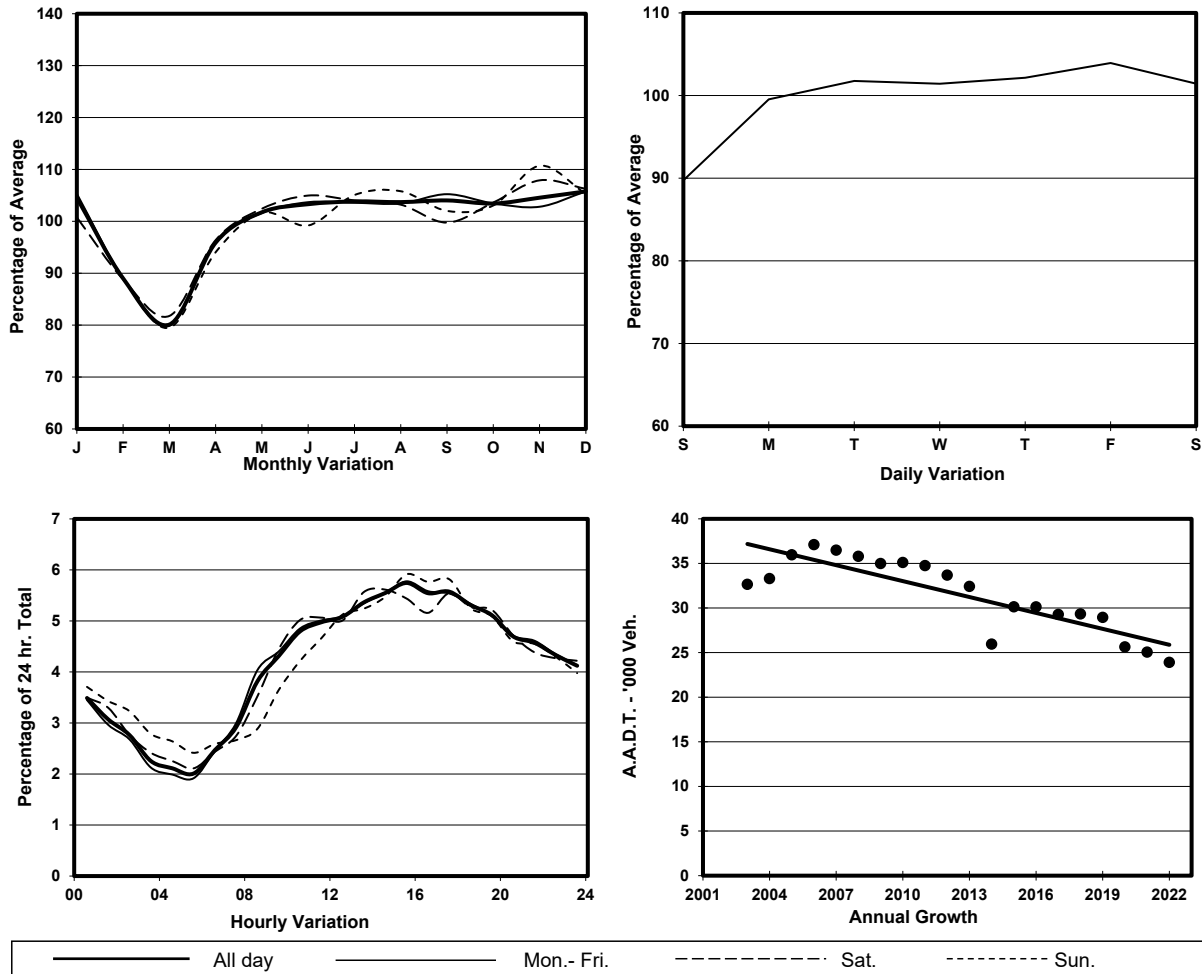


YEAR 2022
 CORE STATION 3006
 ROAD NETWORK MAJOR
 ROAD TYPE PRIMARY DISTRIBUTOR

LINK NATHAN RD (from SHANTUNG ST to DUNDAS ST)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	12530	12830	12860	11230
R 12 / 24 - %	60.7	61.4	59.3	58.6
R 16 / 24 - %	79.5	80.3	78	76.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	580	620	590	430
T - % (AM)	-	36	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	700	710	680	680
T - % (PM)	-	21.7	-	-
Prop.of commercial vehicles - 16 hr.	-	26	-	-
NORTH BOUND				
A.A.D.T.	11380	11650	11580	10310
R 12 / 24 - %	57.1	57.5	57.4	54.6
R 16 / 24 - %	75.7	76.1	75.9	73.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	450	460	500	350
T - % (AM)	-	40.7	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	640	670	670	590
T - % (PM)	-	29.4	-	-
Prop.of commercial vehicles - 16 hr.	-	30.5	-	-

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	12.7	20.2	0.8	1.5	13.5	0.8	0.0	0.0	50.6
	Ocp	0.0	1.2	1.6	2.0	2.5	1.4	2.0	0.0	0.0	16.9
0800-0900	Pro	1.5	29.4	18.6	0.4	0.4	12.8	1.2	0.4	0.1	35.4
	Ocp	1.0	1.4	1.9	5.0	1.0	1.6	2.0	1.0	7.0	20.1
0900-1000	Pro	0.9	19.2	20.5	0.9	0.5	20.1	1.4	0.5	0.1	36.0
	Ocp	1.0	1.5	2.1	2.0	13.0	1.5	1.7	1.0	12.0	15.7
1000-1100	Pro	1.4	17.5	32.1	0.4	0.4	21.0	2.1	0.0	0.1	25.2
	Ocp	1.3	1.4	1.7	4.0	9.0	1.4	1.5	0.0	5.0	14.7
1100-1200	Pro	2.5	20.2	32.1	1.1	0.4	17.3	0.4	0.4	0.1	25.6
	Ocp	1.1	1.4	2.0	1.3	6.0	1.4	1.0	4.0	15.0	18.2
1200-1300	Pro	4.5	23.6	30.2	0.3	1.0	13.2	1.7	0.0	0.1	25.3
	Ocp	1.1	1.5	1.9	3.0	4.0	1.5	1.6	0.0	10.0	19.0
1300-1400	Pro	3.6	21.7	27.9	1.3	1.0	17.8	1.0	0.6	0.0	25.2
	Ocp	1.0	1.5	1.7	3.0	3.3	1.4	1.3	43.0	0.0	21.3
1400-1500	Pro	5.2	20.9	35.5	0.0	0.9	12.7	0.6	0.0	0.0	24.1
	Ocp	1.0	1.4	1.9	0.0	6.0	1.4	1.5	0.0	0.0	17.5
1500-1600 Peak hour	Pro	3.2	24.5	32.9	1.2	0.9	13.3	0.6	0.0	0.1	23.4
	Ocp	1.2	1.5	1.7	2.3	6.0	1.4	2.5	0.0	14.0	20.0
1600-1700	Pro	0.6	31.9	27.1	1.3	1.3	11.2	1.0	0.0	0.1	25.7
	Ocp	1.5	1.3	2.0	2.5	4.8	1.3	1.3	0.0	14.0	22.7
1700-1800	Pro	3.7	28.4	31.2	0.6	0.9	8.0	0.0	0.0	0.1	27.0
	Ocp	1.1	1.5	1.6	2.5	1.3	1.8	0.0	0.0	27.0	28.3
1800-1900	Pro	5.4	28.0	29.1	0.7	1.0	5.4	0.3	0.0	0.0	30.1
	Ocp	1.2	1.4	1.9	2.0	6.0	1.1	3.0	0.0	0.0	32.0
1900-2000	Pro	3.0	29.4	35.9	0.0	0.6	6.5	0.0	0.0	0.0	24.6
	Ocp	1.0	1.4	1.6	0.0	5.5	1.4	0.0	0.0	0.0	24.9
2000-2100	Pro	4.1	29.7	37.0	0.3	1.0	4.1	0.6	0.0	0.0	23.1
	Ocp	1.2	1.4	1.8	3.0	3.7	1.7	1.5	0.0	0.0	18.8
2100-2200	Pro	2.2	29.7	34.9	0.0	0.4	5.6	0.4	0.0	0.0	26.8
	Ocp	1.0	1.4	1.8	0.0	1.0	1.3	1.0	0.0	0.0	20.8
2200-2300	Pro	2.2	27.1	36.0	0.0	1.5	5.6	1.1	0.0	0.0	26.5
	Ocp	1.2	1.5	1.7	0.0	8.3	1.6	1.0	0.0	0.0	20.8
16 hours	Pro	2.9	25.2	30.8	0.6	0.8	11.5	0.8	0.1	0.1	27.3
	Ocp	1.1	1.4	1.8	2.5	5.0	1.4	1.6	18.4	13.0	21.0

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