



運輸署

Transport Department

THE ANNUAL TRAFFIC CENSUS -2014-

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TRAFFIC AND TRANSPORT SURVEY DIVISION

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SUMMARY

During the year 2014, the annual average daily traffic (A.A.D.T.) in the territory showed the following changes as compared with that of 2013:

General

There were 699 540 vehicles licensed in Hong Kong at the end of 2014, representing an increase of 2.7% when compared with the corresponding figure in 2013. This total accounted for 90.9% of the number of registered vehicles. The highest percentage increase was found in Private Light Bus, with a growth of 8.6%. There were 495 038 private cars licensed at the end of 2014. The number of franchised buses licensed was 5 810, an increase of 0.3% over 2013. The total number of goods vehicles licensed in 2014 was 114 945, showing a decrease of 3.0% over 2013.

During the year, road travel in the territory amounted to 35.19 million vehicle-kilometres per day. Of this total, 5.64 million vehicle-kilometres occurred on Hong Kong Island while 8.65 million vehicle-kilometres and 20.90 million vehicle-kilometres occurred in Kowloon and the New Territories respectively. The average kilometrage per day per licensed vehicle was 51.00 km.

Due to the protest activities from 28 September to 15 December 2014, many major roads in various districts in the urban area (e.g. Central, Queensway, Wan Chai, Causeway Bay, Tsim Sha Tsui, Mong Kok, etc.) were closed due to road blockage or were affected by special traffic arrangement during the period. Abnormal traffic conditions at many counting stations were observed in October to December 2014. The traffic data for the counting stations presented in the report should therefore be interpreted with caution.

Hong Kong Island

Traffic flows across the External Cordon (urban area boundary) showed a decrease of 1.6% and the Internal Cordon (enclosing Central District) also showed a decrease of 4.4%. Traffic flows across screenlines F-F, G-G and H-H on Hong Kong Island indicated decreases while those across screenline I-I showed increase. For example, screenlines G-G (separate Causeway Bay from North Point), screenline F-F (at the eastern end of Central District), Screenline H-H (separate the Peak from the rest of Hong Kong Island) showed decreases of 5.7%, 12.0% and 5.8% respectively in traffic flows respectively. Screenline I-I located at the eastern showed increase of 1.9% in traffic flow.

Kowloon

The survey indicated an increase in traffic traveling in Kowloon Peninsula. Traffic flows across screenline C-C bisecting the Kowloon Peninsula in the east-west direction and those across screenline A-A along the Urban Railway Line showed increases of 3.9% and 0.1% respectively while traffic flows across screenline K-K at the western end of Kwun Tong indicated decrease of 3.1%. Moreover, the External Cordon (between Kowloon and the New Territories) showed an increase of 1.7% in traffic flow.

Between Hong Kong and Kowloon

Average daily vehicular traffic crossing the harbour increased by 0.2%. Of all the vehicles crossing the harbour, 45.8% used the Cross Harbour Tunnel, 29.1% used the Eastern Harbour Crossing and 25.1% used the Western Harbour Crossing while the remaining 0.05% was via Hongkong & Yaumati Ferry.

The New Territories

Traffic flows across the Tsing Yi External Cordon (Tsing Yi area boundary) showed an increase of 8.6%. Traffic flows across screenlines S-S, R-R and Y-Y in the territory indicated increases. For example, screenline S-S to the east of Tuen Mun and Yuen Long, screenline R-R to the north of Tsuen Wan and Sha Tin, and screenline Y-Y between Tuen Mun and Yuen Long indicated increases of 3.1%, 2.9% and 13.7% in traffic flows respectively while screenline T-T to the north of Tai Po and Yuen Long shows decrease of 0.2% in traffic flow.

Between Kowloon and the New Territories

Vehicular traffic flows between Kowloon and the New Territories increased by 1.6% as a whole. Total traffic flows in the centre of the territory, namely Tai Po Road, Lion Rock Tunnel, Tate's Cairn Tunnel and Eagle's Nest Tunnel recorded an increase of 3.1%. In the west, a slightly increase of 0.5% was observed on Container Port Road South, Tsing Kwai Highway, Kwai Chung Road, Castle Peak Road, Lai King Hill Road and Nam Wan Tunnel. In the east, traffic on Clear Water Bay Road, Po Lam Road and Tseung Kwan O Tunnel showed an increase of 1.0%.

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CHAPTER 1 INTRODUCTION

- 1.1 The use of automatic traffic counters for the measurement of traffic volume was first initiated in 1961. It was expanded to a full routine traffic census in 1965 and in that year the first report dealing with traffic flows throughout the territory was issued. With gradual developments in the subsequent years, a comprehensive system was established in 1971. The overall framework of the traffic census remained relatively unchanged and the same methodology was used until 1988.
- 1.2 In 1983, a comprehensive review of the *Annual Traffic Census* system commenced, which comprised a survey on the usage of the *Annual Traffic Census* report in November 1983, the conceptual development of a new survey methodology of statistical coverage in May 1985, and subsequently the execution of a pilot scheme on the new methodology throughout the year of 1986. The pilot scheme covered Hong Kong Island only and was repeated in the years 1987 and 1988 to maintain continuity of the traffic flow data collected in 1986.
- 1.3 In 1988, it was decided that the new methodology should replace the old one and be fully implemented to cover the whole territory starting from the year 1989. Details of the new methodology are documented in [APPENDIX J](#). This report presents the results of the census conducted under the new methodology in the year 2014.
- 1.4 The statistical methods employed in the new methodology enable the computation of error margins for the various estimates of traffic flows. Detailed description on the level of precision for the new methodology is included in [APPENDIX L](#) of this report to draw readers' attention to the reliability of the estimates when using the census information.
- 1.5 The *definitions* and *symbols* used in this report are given in [APPENDIX E](#) and the *system of vehicle classification* adopted in the census is described in [APPENDIX F](#). Readers are reminded that starting from the year 2000, the vehicle classification has been rectified to conform to the definitions of vehicle classes as shown in the Road Traffic Ordinance (Cap.374) and other publications of Transport Department.
- 1.6 A list of the *Traffic Census* reports issued since 1965 is given in [APPENDIX M](#). In reading this report, readers may also wish to make reference to the related publications in [APPENDIX N](#).

- 1.7 As a result of a questionnaire survey on *Review of Digests and Reports* conducted in December 1999, the format and presentation of this report have been improved in response to comments from the main users. Major improvements include more explanations to major changes in the statistics as compared with those in the previous years, presentation of vehicle-kilometrage methodology in [APPENDIX K](#), subdivision of buses into franchised and non-franchised buses and addition of proportion of Goods Vehicles to All Vehicles in [TABLE 6-1](#), and the re-arrangement of figures and tables to appropriate chapters, as well as their presentation in colour.
- 1.8 Following the completion of *Review of the Annual Traffic Census*, a new, user-friendly format of reporting has been introduced in [APPENDICES A1](#), [A2](#), [A3](#) and [A4](#) since the year 2000. One of the salient features in these traffic characteristics data sheets is the separation of traffic flow data by direction. With a view to putting readers in the picture about the rush-hour traffic conditions, AM and PM peak hour traffic flows are presented. It should be noted that the traffic data presented under the "Mon.-Fri." column are the Annual Average Weekday Traffic (A.A.W.T.) for that traffic counting station.
- 1.9 Soft copy of this report is posted on the Transport Department's web page (http://www.td.gov.hk/en/publications_and_press_releases/publications/free_publications/index.html) to facilitate use by readers.

CHAPTER 2 COVERAGE OF THE CENSUS

2.1 DISTRIBUTION AND LENGTH OF TRAFFICABLE ROADS

The census covers the whole territory. Of the 2 095 km of trafficable roads, 1 827 km, or 87.2% were included in the survey networks. The following table shows the proportions of trafficable roads in the territory covered by the census. The figures under 'Total in District' reflect the year-end situation. The roads not covered by the census include roads assigned for special uses, all types of restricted roads and local access roads leading to a few premises.

Distribution and Length of Trafficable Roads
Included in the Traffic Census - 2014

| District | Total in District (km) | Total Covered By Census (km) | Proportion Covered |
|------------------|---------------------------|------------------------------------|-----------------------|
| Hong Kong Island | 441.81 | 389.64 | 88.2% |
| Kowloon | 466.21 | 412.04 | 88.4% |
| New Territories | 1 187.39 | 1 025.28 | 86.3% |
| Total | 2 095.41 | 1 826.96 | 87.2% |

The proportions of trafficable roads covered on Hong Kong Island, in Kowloon and in the New Territories for the year 2013 were 88.2%, 88.4% and 86.3% respectively. The figures remains unchanged in the coverage of Hong Kong Island, Kowloon and New Territories as compared to last year.

2.2 DISTRIBUTION OF COUNTING STATIONS

A total of 865 counting stations were surveyed in the census in 2014, of which 227 were on Hong Kong Island, 309 in Kowloon and the remaining 329 in the New Territories. This represents 52.4% of the total number of counting stations in the whole territory. The distribution and proportions of counting

stations surveyed in 2014 in various districts are shown in the following tables.

Distribution of Counting Stations
Included in the Traffic Census – 2014

| District | Type of Station | Road Network | | Total |
|------------------|------------------|--------------|------------|------------|
| | | Major | Minor | |
| Hong Kong Island | Core | 30 | 8 | 38 |
| | Coverage | 135 | 54 | 189 |
| | <i>Sub-total</i> | 165 | 62 | 227 |
| Kowloon | Core | 27 | 6 | 33 |
| | Coverage | 223 | 53 | 276 |
| | <i>Sub-total</i> | 250 | 59 | 309 |
| New Territories | Core | 37 | 6 | 43 |
| | Coverage | 241 | 45 | 286 |
| | <i>Sub-total</i> | 278 | 51 | 329 |
| Total | | 693 | 172 | 865 |

Proportion of Counting Stations
Surveyed in the Traffic Census – 2014

| District | Type of Station | Total Counting Stations | | Surveyed % |
|------------------|------------------|-------------------------|-------------|-------------|
| | | 2014 | All | |
| Hong Kong Island | Core | 38 | 38 | 100.0 |
| | Coverage(B) | 24 | 24 | 100.0 |
| | Coverage(C) | 165 | 330 | 50.0 |
| | <i>Sub-total</i> | 227 | 392 | 57.9 |
| Kowloon | Core | 33 | 33 | 100.0 |
| | Coverage(B) | 24 | 24 | 100.0 |
| | Coverage(C) | 252 | 550 | 45.8 |
| | <i>Sub-total</i> | 309 | 607 | 50.9 |
| New Territories | Core | 43 | 43 | 100.0 |
| | Coverage(B) | 13 | 13 | 100.0 |
| | Coverage(C) | 273 | 596 | 45.8 |
| | <i>Sub-total</i> | 329 | 652 | 50.5 |
| Total | | 865 | 1651 | 52.4 |

The locations of the counting stations in both the major and minor road networks are shown on [PLAN A](#) to [PLAN G](#). Locations of stations falling on screenlines / cordons are shown on [PLAN K](#) to [PLAN M](#).

CHAPTER 3 TRAFFIC FLOWS AND CHARACTERISTICS

3.1 RESULTS FROM CORE STATIONS

Patterns of hourly, daily and monthly variations are derived from counts at each core station. The graphs showing these variations, together with information on vehicle classification, occupancy and the road design data observed, are presented in standard data forms in [APPENDIX A1](#), [APPENDIX A2](#) and [APPENDIX A3](#).

In calculating the average weekday (Monday to Friday) traffic flows, holidays, Saturday and Sundays are excluded. However, holidays are included in the estimation of *Annual Average Daily Traffic* (A.A.D.T.) and average Sunday traffic flows. With respect to rail-based transport which includes trams and trains of MTR, their movements and passenger volumes have been excluded from the calculation of all vehicular flow figures and passenger flow figures.

3.2 RESULTS OF ALL COUNTING STATIONS

With the establishment of scaling factors for every group of road links, the A.A.D.T. of a coverage station (i.e. Coverage (B) station or Coverage (C) station) is obtained by multiplying the observed 24-hour count by the group scaling factor pertaining to the appropriate day of the week and month of the year. The A.A.D.T.s of all stations are tabulated in both [APPENDIX B](#) and [APPENDIX C](#).

3.3 RESULTS FROM CORDONS AND SCREENLINES

Four cordons and eleven screenlines are maintained in 2014.

The following tables summarize the A.A.D.T. and peak hour traffic flows across these cordons and screenlines plus comparisons with the corresponding figures in 2013. Further information on traffic flows and characteristics can be found in the data forms attached to [APPENDIX A4](#).

Due to the protest activities from 28 September to 15 December 2014, many major roads in various districts in the urban area (e.g. Central, Queensway, Wan Chai, Causeway Bay, Tsim Sha Tsui, Mong Kok, etc.) were closed due to road blockage or were affected by special traffic arrangement during the period. Abnormal traffic conditions at many counting stations were observed in October to December 2014. The traffic data for the counting stations presented in the report should therefore be interpreted with caution.

A.A.D.T. across All Cordons and Screenlines

| Cordon / Screenline | 2013 | 2014 | Change as % of 2013 |
|---------------------|---------|---------|---------------------|
| H.K. Ext. Cordon | 155 000 | 152 560 | -1.6 |
| H.K. Int. Cordon | 518 900 | 496 270 | -4.4 |
| Kln. Ext. Cordon | 678 280 | 688 800 | +1.6 |
| T.Y. Ext. Cordon | 356 840 | 387 350 | +8.6 |
| Screenline A-A | 522 190 | 522 880 | +0.1 |
| Screenline C-C | 562 090 | 584 030 | +3.9 |
| Screenline F-F | 273 080 | 240 260 | -12.0 |
| Screenline G-G | 217 380 | 204 990 | -5.7 |
| Screenline H-H | 29 380 | 27 680 | -5.8 |
| Screenline I-I | 79 720 | 81 200 | +1.9 |
| Screenline K-K | 357 800 | 346 560 | -3.1 |
| Screenline R-R | 297 810 | 306 470 | +2.9 |
| Screenline S-S | 275 080 | 283 670 | +3.1 |
| Screenline T-T | 223 560 | 223 120 | -0.2 |
| Screenline Y-Y | 105 480 | 119 880 | +13.7 |

Peak Hour Traffic Flows across All Cordons and Screenlines

| Cordon / Screenline | 2013 | 2014 | Change as % of 2013 |
|---------------------|--------|--------|---------------------|
| H.K. Ext. Cordon | 9 905 | 9 920 | +0.2 |
| H.K. Int. Cordon | 31 917 | 30 429 | -4.7 |
| Kln. Ext. Cordon | 45 943 | 46 391 | +1.0 |
| T.Y. Ext. Cordon | 22 552 | 25 225 | +11.9 |
| Screenline A-A | 33 394 | 32 726 | -2.0 |
| Screenline C-C | 33 606 | 35 279 | +5.0 |
| Screenline F-F | 16 969 | 14 869 | -12.4 |
| Screenline G-G | 12 973 | 12 099 | -6.7 |
| Screenline H-H | 2 288 | 2 158 | -5.7 |
| Screenline I-I | 5 093 | 5 067 | -0.5 |
| Screenline K-K | 23 171 | 22 507 | -2.9 |
| Screenline R-R | 20 977 | 20 890 | -0.4 |
| Screenline S-S | 19 703 | 20 081 | +1.9 |
| Screenline T-T | 15 005 | 14 817 | -1.3 |
| Screenline Y-Y | 6 922 | 7 960 | +15.0 |

3.3.1 Cordons and Screenlines - Hong Kong Island

(a) Hong Kong External Cordon

On an average 24-hour day, 152 560 vehicles crossed the cordon separating the northern part and southern part of Hong Kong Island, representing a decrease of 1.6% compared with the A.A.D.T. of 155 000 in 2013. The distribution of traffic among the various roads crossing the cordon on weekdays (Monday to Friday) is shown in FIGURE 3-1. Of the total movements on weekdays, 60.5% were via the Wong Nai Chung Gap Road - Aberdeen Tunnel corridor while 31.7% were via the Pok Fu Lam Road - Smithfield - Victoria Road corridor. The remaining 7.8% movements were via Tai Tam Road and Lin Shing Road.

(b) Hong Kong Internal Cordon

The A.A.D.T. across this cordon which encloses the Central Business District (CBD) of Hong Kong Island decreased by 4.4% from 518 900 in 2013 to 496 270 in 2014. The distribution of vehicular flows among the various routes crossing the cordon on weekdays (Monday to Friday) is illustrated in FIGURE 3-2. Of the total movements on weekdays, 44.3% were via the eastern corridor of Harcourt Road, Queensway and other minor roads while 24.3% were via the southern corridor comprising mainly Garden Road and Cotton Tree Drive. The western corridor via Connaught Road, Des Voeux Road, Queen's Road and other minor roads took 31.4% of the total traffic volume across the cordon.

(c) Screenline F-F

This screenline separates Central, its adjacent "mid-levels" and the Peak from Wan Chai and Happy Valley. The A.A.D.T. decreased by 12.0% from 273 080 in 2013 to 240 260 in 2014.

(d) Screenline G-G

This screenline separates Causeway Bay from North Point. The A.A.D.T. decreased by 5.7% from 217 380 in 2013 to 204 990 in 2014.

(e) Screenline H-H

This screenline separates the Peak from the rest of Hong Kong Island. The A.A.D.T. decreased by 5.8% from 29 380 in 2013 to 27 680 in 2014.

(f) Screenline I-I

This screenline separates Shau Kei Wan and Chai Wan. The A.A.D.T. increased by 1.9% from 79 720 in 2013 to 81 200 in 2014.

3.3.2 Cordon and Screenlines - Kowloon

(a) Kowloon External Cordon

On an average 24-hour day, 688 800 vehicles crossed the Cordon separating Kowloon from the New Territories, representing an increase of 10 520 vehicles or 1.6% higher than the A.A.D.T. for 2013. The distribution of traffic among the various roads crossing the Cordon on weekdays (Monday to Friday) is shown in FIGURE 3-3. Of the total movements on weekdays, 48.2% were via the western corridor (Castle Peak Road, Lai King Hill Road, Kwai Chung Road, Tsing Kwai Highway, Container Port Road South and Nam Wan Tunnel) while 33.3% were via the central corridor (Lion Rock Tunnel, Tai Po Road, Tate's Cairn Tunnel and the Eagle's Nest Tunnel). The remaining 18.5% movements were via the eastern corridor (Clear Water Bay Road, Po Lam Road and Tseung Kwan O Tunnel).

(b) Screenline A-A

Screenline A-A, known as the Urban Railway Line, divides the Kowloon Peninsula into two parts, namely the eastern half and the western half, and intercepts all east-west movements. The A.A.D.T. across this screenline in 2014 was 522 880, representing a slightly increase of 0.1% when compared with 2013.

(c) Screenline C-C

This screenline bisects the Kowloon Peninsula in an east-west direction and intercepts all north-south movements. The A.A.D.T. in 2014 was 584 030, an increase of 21 940 vehicles or 3.9% compared with the 2013 figure.

(d) Screenline K-K

This screenline divides Kwun Tong and Kowloon Bay from the rest of Kowloon. The A.A.D.T. in 2014 was 346 560, a decrease of 11 240 vehicles or 3.1% compared with the 2013 figure.

3.3.3 Cordon and Screenlines - New Territories

(a) Tsing Yi External Cordon

On an average 24-hour day, 387 350 vehicles crossed the Cordon separating Tsing Yi from the New Territories, representing an increase of 30 510 vehicles or 8.6% when compared with the A.A.D.T. in 2013. The distribution of traffic among the various roads crossing the Cordon on weekdays (Monday to Friday) is shown in FIGURE 3-4. Of the total movements on weekdays, 56.5% were via the eastern corridor of Tsing Tsuen Road, Cheung Tsing Tunnel, Kwai Tsing Road and Nam Wan Tunnel while 23.8% were via the central corridor of Tsing Long Highway. The remaining 19.7% movements were via the western corridor of Lantau Link.

(b) Screenline R-R

This screenline (formerly called Rural Screenline) divides Tsuen Wan/Shau Tin and the North West New Territories. It recorded an A.A.D.T. of 306 470 in 2014, representing an increase of 2.9% over 2013.

(c) *Screenline S-S*

This screenline measures traffic movements between Yuen Long / Tuen Mun and the rest of the New Territories. The A.A.D.T. recorded in 2014 was 283 670, an increase of 3.1% over 2013.

(d) *Screenline T-T*

This screenline measures traffic flows between the North District and the rest of the New Territories. The A.A.D.T. recorded in 2014 was 223 120, representing a decrease of 0.2% when compared with the corresponding figure in 2013.

(e) *Screenline Y-Y*

This screenline separates Yuen Long from Tuen Mun. The A.A.D.T. recorded in 2014 was 119 880, an increase of 13.7% over 2013.

3.4 VEHICLE-KILOMETRAGE

Vehicle-kilometrage is calculated for each road type as the product of the weighted average of A.A.D.T.s and the road length. The summation for all road types provides an estimate of the gross amount of travel. The results are summarized in the following table:

2013 and 2014 Average Daily Vehicle-kilometre on Roads
Covered in the Annual Traffic Census

| Region | Road Network | Average Daily Vehicle-Kilometre | |
|------------------|--------------|---------------------------------|-------------------|
| | | 2013 | 2014 |
| Hong Kong Island | Major | 4 865 279 | 4 539 676 |
| | Minor | 1 106 960 | 1 099 152 |
| <i>Sub-total</i> | | 5 972 239 | 5 638 828 |
| Kowloon | Major | 7 140 846 | 7 639 370 |
| | Minor | 1 009 291 | 1 008 604 |
| <i>Sub-total</i> | | 8 150 137 | 8 647 974 |
| New Territories | Major | 18 779 130 | 18 567 724 |
| | Minor | 2 264 436 | 2 335 107 |
| <i>Sub-total</i> | | 21 043 566 | 20 902 830 |
| Total | | 35 165 942 | 35 189 632 |

During the year, an average daily total of 35.19 million vehicle-kilometres occurred in the territory as a whole, representing a 0.1% increase over 2013. The figures for major and minor road links are 30.75 million and 4.44 million respectively, which indicate the much higher volume of travel and thus the relative importance of the major road network.

Analysed by district, the total daily vehicle-kilometrage on Hong Kong Island and the New Territories decreased by 5.6% and 0.7% respectively while those in Kowloon increased by 6.1% when compared with 2013.

As there were 690 052 vehicles licensed in Hong Kong in the middle of the year, the 35.19 million vehicle-kilometres for the territory represents an average travel distance of 51.00 km per day per licensed vehicle in 2014, a decrease of 3.5% over 2013.

CHAPTER 4 PUBLIC TRANSPORT STATISTICS

4.1 GENERAL

This chapter summarizes the statistics on public transport during the year, together with a brief review of public transport trends in the past years. [FIGURE 4-1](#) illustrates the distribution of passenger journeys between the major public land transport modes in the territory for the years 1983 to 2014.

4.2 HONG KONG ISLAND

On Hong Kong Island, the four major public transport organizations are the *New World First Bus Services Ltd.* (NWFB), the *CityBus Ltd.* (Citybus), the *Hongkong Tramways Ltd.* (Hongkong Tramways) and the *MTR Corporation Ltd.* (MTR). The number of passengers who travelled by MTR within Hong Kong Island in 2014 (i.e. excluding cross harbour journeys which are dealt with in [Chapter 5](#)) was 144.8 million, a 12.3% increase as compared with 128.9 million in 2013. The corresponding number of passengers travelling by NWFB and Citybus (excluding the cross harbour journeys which are dealt with in [Chapter 5](#)) was 249.3 million, representing a 2.0% decrease as compared with 254.5 million passengers in 2013. The number of passengers travelling by tram decreased by 8.3% from 72.3 million in 2013 to 66.3 million in 2014. The annual passenger volumes by these three modes and the combined volume for 2014 are compared with the trend over the past years in [FIGURE 4-2](#). Monthly variations in travel are illustrated in [FIGURE 4-3](#).

4.3 KOWLOON AND THE NEW TERRITORIES

The major public transport organizations operating in Kowloon and the New Territories are the *Kowloon Motor Bus Co.* (KMB) and the *MTR Corporation Ltd.* (MTR). During the year, KMB carried 859.0 million passengers within Kowloon and the New Territories (i.e. excluding cross harbour journeys which are dealt with in [Chapter 5](#)), 0.5% higher than the corresponding figure of 855.0 million in 2013. The MTR Local Line includes Kwun Tong, Tsuen Wan, Tung Chung, Disneyland Resort, Airport Express Line (Intra-Kowloon/New Territories), Tseung Kwan O, East Rail, West Rail and Ma On Shan Lines, together with Light Rail, MTR Bus, carried a total of 1 342.6 million passengers, 3.5% higher than the corresponding figure of 1 297.7 million in 2013. (The operations of the MTR and KCRC were merged on 2 December 2007. Afterwards, the counting of passenger journey for passengers making railway interchanges at Kowloon Tong, Mei Foo, Nam Cheong, Tsim

Sha Tsui and East Tsim Sha Tsui stations was different. Hence, the figures after the merger are not strictly comparable with those of earlier figures.) The annual passenger volumes by these modes of transport and the combined volume for 2014 are compared with their past trends in [FIGURE 4-4](#). Monthly variations during 2014 are shown in [FIGURE 4-5](#).

CHAPTER 5 CROSS HARBOUR TRAFFIC

5.1 GENERAL

This chapter describes the traffic flows and characteristics of both vehicular and passenger movements across the harbour, which forms one of the major screenlines in the territory.

5.2 CROSS HARBOUR PUBLIC TRANSPORT PASSENGER JOURNEYS

Cross harbour public transport passenger journeys mainly refer to those carried by tunnel buses via the Cross Harbour Tunnel, the Eastern Harbour Crossing and the Western Harbour Crossing, by MTR and by the ferries of *New World First Ferry Services Ltd.* (New World First Ferry), and *The “Star” Ferry Co. Ltd.* (“Star” Ferry). The average daily passenger journeys using the above four public transport facilities in 2013 and 2014 are summarized in the following tables :

Average Daily Cross Harbour Passenger Journeys

| Month | By Cross Harbour Tunnel Bus | | | By MTR | | |
|-------|-----------------------------|---------|------------------------|-----------|-----------|------------------------|
| | 2013 | 2014 | Change as % of 2013 | 2013 | 2014 | Change as % of 2013 |
| JAN | 597 487 | 610 785 | +2.2 | 1 091 473 | 1 124 270 | +3.0 |
| FEB | 589 036 | 593 469 | +0.8 | 1 045 471 | 1 085 733 | +3.9 |
| MAR | 595 821 | 612 437 | +2.8 | 1 060 682 | 1 106 143 | +4.3 |
| APR | 583 301 | 603 139 | +3.4 | 1 044 203 | 1 063 745 | +1.9 |
| MAY | 581 232 | 591 507 | +1.8 | 1 046 331 | 1 065 101 | +1.8 |
| JUN | 573 789 | 595 222 | +3.7 | 1 051 491 | 1 080 357 | +2.7 |
| JUL | 599 350 | 615 967 | +2.8 | 1 131 775 | 1 161 818 | +2.7 |
| AUG | 590 458 | 618 167 | +4.7 | 1 115 868 | 1 160 206 | +4.0 |
| SEP | 585 476 | 586 013 | +0.1 | 1 078 186 | 1 156 834 | +7.3 |
| OCT | 609 692 | 462 640 | -24.1 | 1 110 125 | 1 266 331 | +14.1 |
| NOV | 617 139 | 545 272 | -11.6 | 1 139 475 | 1 228 131 | +7.8 |
| DEC | 601 594 | 581 141 | -3.4 | 1 124 480 | 1 210 851 | +7.7 |

Average Daily Cross Harbour Passenger Journeys (Cont'd)

| Month | By New World First Ferry | | | By "Star" Ferry | | |
|-------|--------------------------|-------|------------------------|-----------------|--------|------------------------|
| | 2013 | 2014 | Change as % of 2013 | 2013 | 2014 | Change as % of 2013 |
| JAN | 7 663 | 7 847 | +2.4 | 57 032 | 58 779 | +3.1 |
| FEB | 7 256 | 7 520 | +3.6 | 60 755 | 58 920 | -3.0 |
| MAR | 7 375 | 7 784 | +5.6 | 58 183 | 55 197 | -5.1 |
| APR | 7 320 | 7 272 | -0.7 | 55 036 | 58 758 | +6.8 |
| MAY | 7 391 | 7 222 | -2.3 | 62 953 | 52 696 | -16.3 |
| JUN | 7 109 | 7 198 | +1.3 | 56 913 | 53 985 | -5.1 |
| JUL | 7 420 | 7 261 | -2.1 | 60 467 | 61 802 | +2.2 |
| AUG | 7 071 | 7 194 | +1.7 | 60 513 | 63 000 | +4.1 |
| SEP | 7 385 | 7 594 | +2.8 | 51 623 | 50 190 | -2.8 |
| OCT | 7 881 | 8 764 | +11.2 | 61 898 | 57 416 | -7.2 |
| NOV | 7 904 | 8 430 | +6.7 | 61 426 | 56 851 | -7.4 |
| DEC | 7 579 | 7 845 | +3.5 | 64 726 | 64 075 | -1.0 |

FIGURE 5-1 shows the annual variations of passenger journeys by each of these four public transport facilities for the years 1961 to 2014 whilst FIGURE 5-2 illustrates the monthly variations over 2014. The tunnel buses and MTR continued to play a dominant role in carrying cross harbour passenger movements. Passengers crossing the harbour by MTR increased by 5.1% from 396.8 million in 2013 to 410.2 million in 2014. Passengers carried by tunnel buses decreased by 1.5% to 213.4 million. The volume of cross harbour passengers carried by New World First Ferry was 2.8 million in 2014, which shows an increase of 2.9% over 2013 figure. However, the passenger volume of the "Star" Ferry showed a decrease by 2.8% from 21.65 million in 2013 to 21.05 million in 2014. The combined annual total passenger volume by these four public transport facilities was 654.4 million in 2014, representing an overall increase of 2.6% when compared with the preceding year.

5.3 CROSS HARBOUR VEHICULAR TRIPS

The average daily number of vehicles using the Cross Harbour Tunnel, the Eastern Harbour Crossing, the Western Harbour Crossing and the ferries in 2013 and 2014 are summarized in the following table :-

Average Daily Cross Harbour Vehicle Trips

| Month | Via the Cross Harbour Tunnel | | | Via the Eastern Harbour Crossing | | | Via the Western Harbour Crossing | | | By Hongkong & Yaumati Ferry | | |
|-------|------------------------------|---------|---------------------|----------------------------------|--------|---------------------|----------------------------------|--------|---------------------|-----------------------------|------|---------------------|
| | 2013 | 2014 | Change as % of 2013 | 2013 | 2014 | Change as % of 2013 | 2013 | 2014 | Change as % of 2013 | 2013 | 2014 | Change as % of 2013 |
| JAN | 118 913 | 117 554 | -1.1 | 72 136 | 74 464 | +3.2 | 60 290 | 64 491 | +7.0 | 116 | 116 | -0.3 |
| FEB | 118 051 | 115 538 | -2.1 | 70 219 | 69 352 | -1.2 | 56 122 | 59 755 | +6.5 | 111 | 111 | -0.3 |
| MAR | 119 294 | 117 859 | -1.2 | 71 194 | 73 510 | +3.3 | 61 348 | 65 652 | +7.0 | 117 | 116 | -1.0 |
| APR | 116 580 | 116 640 | +0.1 | 70 002 | 70 560 | +0.8 | 59 768 | 62 596 | +4.7 | 114 | 116 | +1.6 |
| MAY | 116 577 | 114 569 | -1.7 | 71 612 | 72 804 | +1.7 | 60 723 | 64 143 | +5.6 | 120 | 120 | -0.2 |
| JUN | 115 691 | 114 791 | -0.8 | 72 065 | 73 379 | +1.8 | 61 075 | 64 264 | +5.2 | 125 | 123 | -1.3 |
| JUL | 114 160 | 113 779 | -0.3 | 71 262 | 72 810 | +2.2 | 60 748 | 63 676 | +4.8 | 122 | 121 | -0.5 |
| AUG | 114 683 | 114 577 | -0.1 | 72 031 | 75 006 | +4.1 | 62 465 | 66 416 | +6.3 | 124 | 122 | -1.3 |
| SEP | 114 653 | 113 072 | -1.4 | 72 985 | 75 334 | +3.2 | 62 903 | 66 716 | +6.1 | 124 | 124 | -0.1 |
| OCT | 117 658 | 112 095 | -4.7 | 72 768 | 69 953 | -3.9 | 64 121 | 55 406 | -13.6 | 123 | 114 | -7.5 |
| NOV | 118 081 | 115 708 | -2.0 | 75 850 | 74 547 | -1.7 | 68 353 | 59 571 | -12.8 | 121 | 114 | -5.4 |
| DEC | 116 761 | 116 111 | -0.6 | 73 018 | 74 397 | +1.9 | 65 136 | 63 402 | -2.7 | 115 | 112 | -2.6 |

The daily, annual and monthly variations of cross harbour vehicular trips are shown in [FIGURE 5-3](#), [FIGURE 5-4](#) and [FIGURE 5-5](#) respectively. In 2014, the average daily vehicular traffic crossing the harbour amounted to 251 374 as compared with 250 933 in 2013, representing a 0.2% increase. Of all vehicles crossing the harbour in the year, which amounted to 91.8 million, the Cross Harbour Tunnel accounted for 42.0 million vehicle trips or 45.8%, the Eastern Harbour Crossing accounted for 26.7 million vehicle trips or 29.1% while the Western Harbour Crossing accounted for 23.0 million vehicles trips or 25.1%. The remaining 0.04 million trips or 0.05% were carried by ferries.

5.4 CROSS HARBOUR VEHICULAR TRIPS CHARACTERISTICS

Classification and occupancy counts of vehicles crossing the harbour were conducted at the North Point - Kwun Tong Vehicular Ferry, Cross Harbour Tunnel, Eastern Harbour Crossing and Western Harbour Crossing during the 16-hour period on a typical weekday to ascertain the traffic characteristics. The results are tabulated as follows :-

| Time | | Class of vehicle | | | | | | | | | |
|-----------|-----|------------------|-------------|------|------------|------|------------|-------------|-------------|---------|------|
| | | Motor Cycle | Private Car | Taxi | Private LB | PLB | Goods veh. | | Non-Fr. Bus | Fr. Bus | |
| | | | | | | | Light | Med. /Heavy | | SD | DD |
| 0700-0800 | Pro | 4.6 | 41.8 | 22.5 | 1.9 | 2.3 | 13.2 | 3.5 | 4.5 | 0.1 | 5.5 |
| | Ocp | 1.1 | 1.4 | 2.1 | 7.3 | 15.9 | 1.5 | 1.3 | 20.5 | 21.1 | 63.1 |
| 0800-0900 | Pro | 3.6 | 52.5 | 14.0 | 0.4 | 1.9 | 14.5 | 3.2 | 4.3 | 0.1 | 5.6 |
| | Ocp | 1.1 | 1.3 | 2.3 | 5.5 | 15.6 | 1.7 | 1.5 | 29.5 | 32.0 | 74.3 |
| 0900-1000 | Pro | 2.5 | 46.6 | 17.2 | 0.3 | 1.1 | 20.0 | 4.3 | 3.0 | 0.1 | 4.9 |
| | Ocp | 1.1 | 1.3 | 2.3 | 2.4 | 15.2 | 1.7 | 1.5 | 14.8 | 21.7 | 41.8 |
| 1000-1100 | Pro | 2.6 | 39.9 | 20.5 | 0.5 | 0.8 | 24.4 | 4.9 | 1.8 | 0.1 | 4.6 |
| | Ocp | 1.1 | 1.4 | 2.1 | 2.3 | 14.1 | 1.6 | 1.4 | 9.8 | 15.3 | 31.6 |
| 1100-1200 | Pro | 1.6 | 40.7 | 20.5 | 0.5 | 0.7 | 24.5 | 5.4 | 1.8 | 0.1 | 4.1 |
| | Ocp | 1.1 | 1.4 | 2.1 | 2.0 | 15.4 | 1.5 | 1.4 | 16.4 | 16.1 | 32.3 |
| 1200-1300 | Pro | 3.0 | 45.4 | 19.0 | 1.0 | 0.7 | 20.6 | 3.6 | 2.9 | 0.1 | 3.8 |
| | Ocp | 1.0 | 1.5 | 2.2 | 5.1 | 13.6 | 1.6 | 1.4 | 16.9 | 15.5 | 32.6 |
| 1300-1400 | Pro | 1.8 | 40.8 | 17.8 | 0.8 | 0.7 | 25.9 | 5.3 | 2.7 | 0.1 | 4.0 |
| | Ocp | 1.0 | 1.5 | 2.3 | 2.7 | 14.1 | 1.5 | 1.4 | 18.2 | 22.2 | 36.7 |
| 1400-1500 | Pro | 2.7 | 42.6 | 20.1 | 0.9 | 0.5 | 21.9 | 4.8 | 2.6 | 0.1 | 3.7 |
| | Ocp | 1.0 | 1.5 | 2.4 | 3.0 | 13.9 | 1.6 | 1.5 | 12.6 | 18.6 | 33.8 |
| 1500-1600 | Pro | 2.3 | 43.5 | 18.5 | 0.9 | 0.6 | 23.4 | 4.7 | 2.0 | 0.1 | 4.1 |
| | Ocp | 1.1 | 1.5 | 2.4 | 5.8 | 13.6 | 1.5 | 1.4 | 18.8 | 14.2 | 32.4 |
| 1600-1700 | Pro | 3.4 | 46.0 | 17.0 | 0.9 | 0.6 | 21.3 | 3.6 | 3.0 | 0.1 | 4.1 |
| | Ocp | 1.1 | 1.5 | 2.3 | 3.2 | 11.7 | 1.6 | 1.4 | 10.0 | 22.8 | 36.2 |
| 1700-1800 | Pro | 4.9 | 50.6 | 15.6 | 0.8 | 1.2 | 16.2 | 2.8 | 3.0 | 0.1 | 4.9 |
| | Ocp | 1.1 | 1.4 | 2.5 | 2.9 | 15.0 | 1.6 | 1.4 | 12.5 | 26.5 | 48.7 |
| 1800-1900 | Pro | 4.7 | 58.6 | 15.7 | 0.4 | 1.5 | 9.9 | 1.2 | 3.3 | 0.1 | 4.6 |
| | Ocp | 1.1 | 1.5 | 2.4 | 6.7 | 16.4 | 1.6 | 1.3 | 27.4 | 26.8 | 71.2 |
| 1900-2000 | Pro | 3.1 | 62.4 | 17.4 | 0.1 | 1.7 | 6.2 | 0.9 | 3.2 | 0.1 | 4.9 |
| | Ocp | 1.1 | 1.4 | 2.5 | 2.1 | 14.8 | 1.5 | 1.4 | 16.9 | 25.0 | 59.3 |
| 2000-2100 | Pro | 2.5 | 54.3 | 26.6 | 0.1 | 1.8 | 5.2 | 1.1 | 2.7 | 0.1 | 5.6 |
| | Ocp | 1.1 | 1.5 | 2.4 | 2.0 | 13.4 | 1.7 | 1.5 | 14.8 | 28.9 | 40.4 |
| 2100-2200 | Pro | 3.0 | 47.3 | 34.1 | 0.1 | 2.3 | 4.7 | 1.2 | 1.7 | 0.1 | 5.4 |
| | Ocp | 1.1 | 1.5 | 2.4 | 1.5 | 12.6 | 1.5 | 1.2 | 16.0 | 19.0 | 42.4 |
| 2200-2300 | Pro | 2.5 | 48.1 | 36.3 | 0.1 | 2.2 | 3.4 | 0.8 | 1.5 | 0.1 | 5.0 |
| | Ocp | 1.2 | 1.5 | 2.4 | 1.0 | 12.8 | 1.6 | 1.6 | 16.5 | 22.0 | 46.5 |
| 16 hours | Pro | 3.1 | 47.8 | 20.1 | 0.6 | 1.3 | 16.3 | 3.3 | 2.8 | 0.1 | 4.7 |
| | Ocp | 1.1 | 1.4 | 2.3 | 4.4 | 14.5 | 1.6 | 1.4 | 18.2 | 21.4 | 47.3 |

Legend

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

Ocp. Average occupancy of vehicles

The above peak hour and 16-hour vehicle proportions are compared with the trends over the past years in [FIGURE 5-6](#) and [FIGURE 5-7](#) respectively.

CHAPTER 6 NUMBER OF VEHICLES REGISTERED AND LICENSED

6.1 GENERAL

The change in the number of vehicles of different classes registered and licensed is a good indicator of traffic trends, and is, therefore, included in this report. The growth in vehicle registrations by year and class of vehicle between 1947 and 2014 is illustrated in [FIGURE 6-1](#) while the same for vehicles licensed from 1977 to 2014 is indicated in [FIGURE 6-2](#). Both figures are numerically presented in [TABLE 6-1](#). The monthly variations of the registration and licensing of private cars and all vehicles in 2013 and 2014 are shown in [FIGURE 6-3](#).

6.2 VEHICLE REGISTRATION AND LICENSING IN 2014

At the end of 2014, the total number of vehicles licensed amount to 699 540, representing a 2.7% increase as compared with the corresponding figure of 680 914 in 2013. The number of private cars licensed had been dropping every year from 1982 to 1986 because of the effects of the increase in annual vehicle license fee and the First Registration Tax. Following the reversal of this trend in 1987, there has been an increase in the number of private cars licensed every year since then, except in 2003, there was a slightly decrease over the preceding year. In 2014, there was an increase of 4.1% in number of private cars licensed from a total of 475 752 to 495 038. The percentage of the number of vehicles licensed to the number of vehicles registered was 90.9% as compared with that of 90.8% in 2013. The year end figures of both vehicle registration and licensing are summarized on the next page:-

Vehicles Registered And Licensed in 2013 and 2014

| Vehicle Class | Vehicle Registered | | | | Vehicle Licensed | | | |
|---|--------------------|---------|------------------|-----------------|------------------|---------|------------------|-----------------|
| | At Year End | | Change Over 2013 | Percent Changed | At Year End | | Change Over 2013 | Percent Changed |
| | 2013 | 2014 | | | 2013 | 2014 | | |
| Motor Cycle | 60 180 | 63 860 | +3 680 | +6.1 | 41 766 | 44 437 | +2 671 | +6.4 |
| Private Car | 517 997 | 541 751 | +23 754 | +4.6 | 475 752 | 495 038 | +19 286 | +4.1 |
| Taxi | 18 138 | 18 138 | 0 | 0.0 | 18 083 | 18 066 | -17 | -0.09 |
| Bus (Franchised) | 5 850 | 5 845 | -5 | -0.1 | 5 791 | 5 810 | +19 | +0.3 |
| Bus (Non-Franchised and Private) | 7 635 | 7 645 | +10 | +0.1 | 7 562 | 7 615 | +53 | +0.7 |
| Goods Vehicle (incl. Special Purpose Vehicle) | 126 828 | 118 300 | -8 528 | -6.7 | 118 552 | 114 945 | -3 607 | -3.0 |
| Public Light Bus | 4 350 | 4 350 | 0 | 0.0 | 4 346 | 4 345 | -1 | -0.02 |
| Private Light Bus | 2 793 | 3 021 | +228 | +8.2 | 2 757 | 2 995 | +238 | +8.6 |
| Government Vehicle | 6 305 | 6 289 | -16 | -0.3 | 6 305 | 6 289 | -16 | -0.3 |
| Total | 750 076 | 769 199 | +19 123 | +2.5 | 680 914 | 699 540 | +18 626 | +2.7 |

6.3 NUMBER OF LICENSED VEHICLES VERSUS SCREENLINE AND CORDON FLOWS

In order to obtain meaningful results from the comparison of trends between the number of vehicles licensed and screenline traffic flows, a base year has to

be chosen. To this end, the year 1977 has been selected since it is the earliest year from which a reliable inventory of vehicle licensing can be obtained. FIGURES 6-4 and 6-5, which relate to Hong Kong Island and Kowloon respectively, illustrate the comparison between the number of vehicles licensed and the screenline / cordon traffic flows over the years 1977 - 2014, based on the level of vehicle licensing at year end and flows prevailing in 1977. From the general shapes of these curves, it is clear that :-

- (a) Between 1977 and 1982, the curve of the number of licensed vehicles rose sharply from 1977 to 1981 but levelled off in 1982. Compatible with this tendency, curves for traffic flows showed general upward trends except for a few cases of reduction which could have been the results of traffic diversions due to MTR construction works or the implementation of public transport priority schemes.
- (b) In 1983, the number of licensed vehicles reversed its sharp rising trend and fell off appreciably. This was attributed to the fiscal restraint policy introduced in 1982. In line with the decreasing trend of the vehicle licensing, the curves of the majority of the cordons/screenlines dipped slightly. An exception to the trend was the Kowloon External Cordon which continued to rise gently.
- (c) In 1984, the downward trend in licensed vehicle numbers continued but the curve sloped less steeply than that of the preceding year. In contrast, nearly all the curves for traffic flows showed a gentle upward trend.
- (d) In 1985, the curve of the licensed vehicle moved upwards thus reversing the decreasing trend since 1982. Nearly all cordon/screenline curves followed the increasing trend. Amongst the exceptions, the decrease in traffic flow across Screenline F-F was attributable to the opening of MTR Island Line.
- (e) In 1986, the number of licensed vehicles followed the upward trend which commenced in 1985. Correspondingly, most of the cordon/screenline curves revealed increases in A.A.D.T. except the Hong Kong Internal Cordon, Screenline F-F and Screenline C-C. There were decreases in traffic flows across these three cordons/screenlines which were located in highly urbanized districts. The curve for Screenline I-I experienced a sharp rise which was probably due to the large population growth in Chai Wan in 1986.
- (f) In 1987, the number of licensed vehicles increased sharply, almost back to the level of 1982. Correspondingly, all cordon and screenline curves showed considerable increases over the preceding year except the Hong

Kong Internal Cordon, Screenline F-F and Screenline A-A which experienced marginal growth only.

- (g) Between 1988 and 1994, the year-on-year rate of increase in the number of licensed vehicles continued and fluctuated between 9.3% and 4.5%.
- (h) In 1995, the number of licensed vehicles was 0.8% higher than that of 1994. There were 3 screenlines which showed more than 10% increase from 1994. They include 10.4% at the External Cordon of Hong Kong Island, 10.2% at Screenline T-T and 11.8% at Screenline S-S in the New Territories. Annual growth for the rest of screenlines ranged from -3.7% to +4.3%.
- (i) In 1996, the number of licensed vehicles was 1.9% higher than that of 1995. A rapid increase of 14.0% was recorded at Screenline Y-Y in the New Territories as compared with 1995. Annual growth for the rest of screenlines ranged from -2.8% to +6.4%.
- (j) In 1997, the number of licensed vehicles was 5.3% higher than that of 1996. There was a 9% increase at screenline Y-Y in the New Territories as compared with 1996. Annual growth for the rest of screenlines ranged from -4.7% to +5.2%.
- (k) In 1998, the number of licensed vehicles was 0.1% higher than that of 1997. Screenline K-K in Kowloon showed the greatest decrease of 12.5% as compared with 1997. Annual growth for the rest of screenlines ranged from -9.0% to +7.2%.
- (l) In 1999, the number of licensed vehicles was 0.7% higher than that of 1998. A rapid increase of 33.9% was recorded at Tsing Yi External Cordon as compared with 1998. Annual growth for the rest of screenlines ranged from -3.5% to +10.4%.
- (m) In 2000, the number of licensed vehicles was 2.5% higher than that of 1999. Screenline K-K in Kowloon showed the greatest increase of 8.7% as compared with 1999. Annual growth for the rest of screenlines ranged from -6.9% to +4.1%.
- (n) In 2001, the number of licensed vehicles was 1.7% higher than that of 2000. Screenline K-K in Kowloon showed the greatest decrease of 8.8% as compared with 2000. Annual growth for the rest of screenlines ranged from -3.5% to +2.0%.
- (o) In 2002, the number of licensed vehicles was only 0.03% higher than that of 2001. The Hong Kong External Cordon showed the greatest increase of

6.4% in traffic flows as compared with 2001. Kowloon External cordon and other screenlines in Kowloon generally decreased by 1.2% to 1.5%. Annual growth for the rest of the screenlines ranged from -2.3% to +5.9%.

- (p) In 2003, the number of licensed vehicles was 0.2% lower than that of 2002. There were 3 screenlines which showed more than 2% decrease from 2002. They included 3.2% at the Kowloon External Cordon, 2.9% at Screenline F-F and 4.7% at Screenline H-H on Hong Kong Island. Annual growth for the rest of screenlines ranged from -1.6% to +1.9%.
- (q) In 2004, the number of licensed vehicles was 1.6% higher than that of 2003. There were 4 screenlines which showed more than 6% increase from 2003. They included 6.7% at the Hong Kong Internal Cordon, 6.5% at Tsing Yi External Cordon, 8.0% at Screenline H-H and 7.1% at Screenline K-K. Annual growth for the rest of screenlines ranged from -1.2% to +4.4%.
- (r) In 2005, the number of licensed vehicles was 1.5% higher than that of 2004. Screenline Y-Y in the New Territories showed the greatest decrease of 7.6% as compared with 2004. Annual growth for the rest of the screenlines ranged from -2.7% to +2.0%.
- (s) In 2006, the number of licensed vehicles was 2.3% higher than that of 2005. Screenline H-H separates the Peak from the rest of Hong Kong Island showed the greatest increase of 3.1% as compared with 2005. Annual growth for the rest of the screenlines ranged from -1.8% to +1.2%.
- (t) In 2007, the number of licensed vehicles was 2.2% higher than that of 2006. Screenline H-H separates the Peak from the rest of Hong Kong Island showed the greatest increase of 8.7% as compared with 2006. Annual growth for the rest of the screenlines ranged from -0.8% to +4.8%.
- (u) In 2008, the number of licensed vehicles was 1.8% higher than that of 2007. Hong Kong Internal Cordon which encloses the Central Business District (CBD) of Hong Kong Island showed the greatest increase of 3.5% as compared with 2007. Annual growth for the rest of the screenlines ranged from -5.5% to +1.5%.
- (v) In 2009, the number of licensed vehicles was 1.6% higher than that of 2008. Screenline I-I separates Shau Kei Wan and Chai Wan showed the greatest increase of 2.7% as compared with 2008. Annual growth for the rest of the screenlines ranged from -4.0% to +0.7%.
- (w) In 2010, the number of licensed vehicles was 4.1% higher than that of 2009. Kowloon External Cordon showed the greatest increase of 9.2% as

compared with 2009. Annual growth for the rest of the screenlines ranged from +0.1% to +7.1%.

- (x) In 2011, the number of licensed vehicles was 3.7% higher than that of 2010. Screenline S-S measures traffic movements between Yuen Long / Tuen Mun and the rest of the New Territories as well as Screenline Y-Y separates Yuen Long from Tuen Mun showed the greatest increase of 3.6% as compared with 2010. Annual growth for the rest of the screenlines ranged from -3.0% to +2.9%.
- (y) In 2012, the number of licensed vehicles was 3.6% higher than that of 2011. Screenline F-F separates Central, its adjacent "mid-levels" and the Peak from Wan Chai and Happy Valley showed the greatest increase of 5.3% as compared with 2011. Annual growth for the rest of the screenlines ranged from -1.5% to +3.6%.
- (z) In 2013, the number of licensed vehicles was 4.3% higher than that of 2012. Tsing Yi External Cordon separating Tsing Yi from the New Territories showed the greatest increase of 3.4% as compared with 2012. Annual growth for the rest of the screenlines ranged from -4.0% to +2.0%.
- (aa) In 2014, the number of licensed vehicles was 2.7% higher than that of 2013. Screenline Y-Y between Tuen Mun and Yuen Long showed the greatest increase of 13.7% as compared with 2013. Annual growth for the rest of the screenlines ranged from -12.0% to +8.6%.

TABLE 6-1
Motor Vehicles Registered & Licensed by Class, 1947–2014
(Year End Figures)

| Year | Motor Cycle | Private Motor Car | Public (Hire) Car | Taxi | Buses | Goods Vehicles (incl. Special Purpose Vehicles) | Public Light Bus | Private Light Bus | Government Vehicle | Total | % Change Over Preceding Year | | Proportion of P/C to All Vehicles | Proportion of G/V to All Vehicles |
|------|-------------|-------------------|-------------------|-------|-------|---|------------------|-------------------|--------------------|---------|------------------------------|--------------|-----------------------------------|-----------------------------------|
| | | | | | | | | | | | P/C | All Vehicles | | |
| 1947 | 471 | 3 986 | 286 | 329 | 146 | 1 821 | -- | -- | 562 | 7 601 | -- | -- | 52.4 | 24.0 |
| 1948 | 756 | 5 758 | 289 | 344 | 255 | 1 972 | -- | -- | 677 | 10 051 | +44.5 | +32.2 | 57.3 | 19.6 |
| 1949 | 932 | 7 902 | 289 | 344 | 321 | 2 264 | -- | -- | 667 | 12 719 | +37.2 | +26.5 | 62.1 | 17.8 |
| 1950 | 1 087 | 8 971 | 288 | 344 | 392 | 2 488 | -- | -- | 679 | 14 249 | +13.5 | +12.0 | 63.0 | 17.5 |
| 1951 | 1 023 | 9 764 | 285 | 344 | 431 | 2 427 | -- | -- | 739 | 15 013 | +8.8 | +5.4 | 65.0 | 16.2 |
| 1952 | 1 044 | 11 015 | 282 | 344 | 498 | 2 535 | -- | -- | 780 | 16 498 | +12.8 | +9.9 | 66.8 | 15.4 |
| 1953 | 1 109 | 12 371 | 282 | 344 | 520 | 2 638 | -- | -- | 838 | 18 102 | +12.3 | +9.7 | 68.3 | 14.6 |
| 1954 | 1 199 | 14 500 | 283 | 344 | 535 | 2 808 | -- | -- | 802 | 20 471 | +17.2 | +13.1 | 70.8 | 13.7 |
| 1955 | 1 427 | 16 802 | 283 | 344 | 563 | 3 098 | -- | -- | 814 | 23 331 | +15.9 | +14.0 | 72.0 | 13.3 |
| 1956 | 1 783 | 19 591 | 283 | 344 | 644 | 3 821 | -- | -- | 870 | 27 336 | +16.6 | +17.2 | 71.7 | 14.0 |
| 1957 | 2 009 | 22 474 | -- | 693 | 724 | 4 711 | -- | -- | 1 077 | 31 688 | +14.7 | +15.9 | 70.9 | 14.9 |
| 1958 | 2 433 | 24 378 | -- | 693 | 741 | 5 805 | -- | -- | 1 255 | 35 305 | +8.5 | +11.4 | 69.0 | 16.4 |
| 1959 | 2 888 | 26 884 | -- | 851 | 775 | 7 007 | -- | -- | 1 215 | 39 620 | +10.3 | +12.2 | 67.9 | 17.7 |
| 1960 | 3 533 | 31 507 | -- | 1 026 | 871 | 9 151 | -- | -- | 1 129 | 47 217 | +17.2 | +19.2 | 66.7 | 19.4 |
| 1961 | 4 095 | 35 778 | 100 | 1 362 | 1 010 | 10 239 | -- | -- | 1 549 | 54 133 | +13.6 | +14.6 | 66.1 | 18.9 |
| 1962 | 4 949 | 40 216 | 211 | 1 767 | 1 185 | 11 460 | -- | -- | 1 694 | 61 482 | +12.4 | +13.6 | 65.4 | 18.6 |
| 1963 | 6 665 | 45 210 | 251 | 1 899 | 1 346 | 14 170 | -- | -- | 1 840 | 71 381 | +12.4 | +16.1 | 63.3 | 19.9 |
| 1964 | 9 173 | 51 073 | 445 | 1 932 | 1 525 | 16 931 | -- | -- | 1 973 | 83 052 | +13.0 | +16.4 | 61.5 | 20.4 |
| 1965 | 9 800 | 53 515 | 865 | 2 536 | 1 742 | 17 058 | -- | -- | 2 199 | 87 715 | +4.8 | +5.6 | 61.0 | 19.4 |
| 1966 | 10 549 | 56 911 | 965 | 2 763 | 1 920 | 17 384 | -- | -- | 2 411 | 92 903 | +6.3 | +5.9 | 61.3 | 18.7 |
| 1967 | 11 597 | 60 949 | 936 | 3 649 | 2 041 | 17 673 | -- | -- | 2 522 | 99 367 | +7.1 | +7.0 | 61.3 | 17.8 |
| 1968 | 12 375 | 69 062 | 919 | 3 894 | 2 206 | 18 470 | -- | -- | 2 728 | 109 654 | +13.3 | +10.4 | 63.0 | 16.8 |
| 1969 | 13 035 | 80 209 | 851 | 3 429 | 2 365 | 18 017 | 3 458 | 1 088 | 2 913 | 125 365 | +16.1 | +14.3 | 64.0 | 14.4 |
| 1970 | 14 205 | 92 884 | 770 | 3 408 | 2 873 | 21 298 | 3 784 | 1 368 | 3 097 | 143 687 | +15.8 | +14.6 | 64.6 | 14.8 |
| 1971 | 16 692 | 105 874 | 884 | 3 406 | 3 075 | 25 790 | 3 813 | 1 567 | 3 277 | 164 378 | +14.0 | +14.4 | 64.4 | 15.7 |

- Note:
1. Licensed vehicles in bracket ()
 2. P/C denotes private motor car
 3. G/V denotes goods vehicles
 4. Buses cannot be classified into franchised and non-franchised before 1972

TABLE 6-1 (Cont'd)
Motor Vehicles Registered & Licensed by Class, 1947–2014
(Year End Figures)

| Year | Motor Cycle | Private Motor Car | Public (Hire) Car | Taxi | Buses | | Goods Vehicles (incl. Special Purpose Vehicles) | Public Light Bus | Private Light Bus | Government Vehicle | Total | % Change Over Preceding Year | | Proportion of P/C to All Vehicles | Proportion of G/V to All Vehicles |
|------|--------------------|----------------------|-------------------|--------------------|------------------|----------------------------|---|------------------|-------------------|--------------------|----------------------|------------------------------|------------------|-----------------------------------|-----------------------------------|
| | | | | | (Franchised) | (Non-Franchised & Private) | | | | | | P/C | All Vehicles | | |
| 1972 | 19 915 | 120 725 | 1 063 | 3 448 | 1 768 | 1 480 | 28 794 | 3 828 | 1 684 | 3 488 | 186 193 | +14.0 | +13.3 | 64.8 | 15.5 |
| 1973 | 23 341 | 129 309 | 1 106 | 4 754 | 1 888 | 1 562 | 31 534 | 3 943 | 1 743 | 3 594 | 202 774 | +7.1 | +8.9 | 63.8 | 15.6 |
| 1974 | 23 292 | 119 273 | 1 264 | 4 754 | 2 008 | 1 502 | 31 596 | 4 277 | 1 648 | 3 825 | 193 439 | -7.8 | -4.6 | 61.7 | 16.3 |
| 1975 | 22 316 | 114 260 | 1 283 | 4 754 | 2 231 | 1 479 | 32 034 | 4 307 | 1 447 | 3 907 | 188 018 | -4.2 | -2.8 | 60.8 | 17.0 |
| 1976 | 21 303 | 113 665 | 1 322 | 4 994 | 2 446 | 1 473 | 37 108 | 4 346 | 1 245 | 3 844 | 191 746 | -0.5 | +2.0 | 59.3 | 19.4 |
| 1977 | 21 358 (16 287) | 122 858 (113 188) | 916 (915) | 6 203 (6 186) | 2 508 (2 437) | 1 490 (1 393) | 42 798 (40 882) | 4 350 (4 337) | 1 079 (966) | 3 961 (3 961) | 207 521 (190 552) | +8.1 -- | +8.2 -- | 59.2 (59.4) | 20.6 (21.5) |
| 1978 | 22 105 (17 039) | 142 049 (131 324) | -- -- | 7 663 (7 627) | 2 677 (2 611) | 1 658 (1 565) | 47 405 (44 897) | 4 350 (4 312) | 1 026 (915) | 4 217 (4 217) | 233 150 (214 507) | +15.6 (+16.0) | +12.4 (+12.6) | 60.9 (61.2) | 20.3 (20.9) |
| 1979 | 23 296 (17 918) | 162 762 (148 867) | -- -- | 8 762 (8 729) | 2 773 (2 698) | 1 831 (1 757) | 51 780 (48 400) | 4 350 (4 332) | 964 (857) | 4 410 (4 410) | 260 928 (237 968) | +14.6 (+13.4) | +11.9 (+10.9) | 62.4 (62.6) | 19.8 (20.3) |
| 1980 | 25 543 (19 756) | 190 146 (171 642) | -- -- | 9 856 (9 834) | 3 130 (3 002) | 2 024 (1 924) | 58 801 (50 343) | 4 350 (4 346) | 955 (806) | 4 590 (4 590) | 299 395 (266 243) | +16.8 (+15.3) | +14.7 (+11.9) | 63.5 (64.5) | 19.6 (18.9) |
| 1981 | 27 443 (21 106) | 211 556 (190 307) | -- -- | 11 061 (11 045) | 3 477 (3 369) | 2 243 (2 143) | 64 214 (54 785) | 4 350 (4 348) | 924 (796) | 5 041 (5 041) | 330 309 (292 940) | +11.3 (+10.9) | +10.3 (+10.0) | 64.0 (65.0) | 19.4 (18.7) |
| 1982 | 27 437 (19 515) | 214 849 (184 585) | -- -- | 12 756 (12 718) | 3 496 (3 413) | 2 363 (2 231) | 67 606 (59 511) | 4 350 (4 340) | 1 330 (1 213) | 5 380 (5 380) | 339 567 (292 906) | +1.6 (-3.0) | +2.8 (-0.0) | 63.3 (63.0) | 19.9 (20.3) |
| 1983 | 25 685 (16 836) | 200 923 (159 488) | -- -- | 14 421 (14 310) | 3 538 (3 440) | 2 408 (2 221) | 69 057 (59 399) | 4 350 (4 327) | 1 724 (1 600) | 5 697 (5 697) | 327 803 (267 318) | -6.5 (-13.6) | -3.5 (-8.7) | 61.3 (59.7) | 21.1 (22.2) |
| 1984 | 22 417 (15 345) | 182 985 (147 616) | -- -- | 15 984 (15 789) | 3 577 (3 426) | 2 396 (2 232) | 72 469 (62 491) | 4 350 (4 332) | 1 886 (1 782) | 5 786 (5 786) | 311 850 (258 799) | -8.9 (-7.4) | -4.9 (-3.2) | 58.7 (57.0) | 23.2 (24.1) |
| 1985 | 19 338 (14 067) | 168 200 (144 723) | -- -- | 16 481 (16 223) | 3 650 (3 456) | 2 395 (2 257) | 77 918 (69 673) | 4 350 (4 344) | 2 107 (2 025) | 6 122 (6 122) | 300 561 (262 890) | -8.1 (-2.0) | -3.6 (+1.6) | 56.0 (55.1) | 25.9 (26.5) |
| 1986 | 17 770 (13 321) | 161 279 (139 053) | -- -- | 16 682 (16 538) | 3 811 (3 691) | 2 442 (2 337) | 86 347 (79 257) | 4 350 (4 348) | 2 265 (2 183) | 6 049 (6 049) | 300 995 (266 777) | -4.1 (-3.9) | +0.1 (+1.5) | 53.6 (52.1) | 28.7 (29.7) |
| 1987 | 17 057 (13 499) | 166 977 (145 809) | -- -- | 16 810 (16 538) | 3 908 (3 799) | 2 679 (2 578) | 101 970 (94 368) | 4 350 (4 340) | 2 413 (2 329) | 6 126 (6 126) | 322 290 (289 386) | +3.5 (+4.9) | +7.1 (+8.5) | 51.8 (50.4) | 31.6 (32.6) |

- Note:
1. Licensed vehicles in bracket ()
 2. P/C denotes private motor car
 3. G/V denotes goods vehicles
 4. Buses cannot be classified into franchised and non-franchised before 1972

TABLE 6-1 (Cont'd)
Motor Vehicles Registered & Licensed by Class, 1947–2014
(Year End Figures)

| Year | Motor Cycle | Private Motor Car | Public (Hire) Car | Taxi | Buses | | Goods Vehicles (incl. Special Purpose Vehicles) | Public Light Bus | Private Light Bus | Government Vehicle | Total | % Change Over Preceding Year | | Proportion of P/C to All Vehicles | Proportion of G/V to All Vehicles |
|------|--------------------|----------------------|-------------------|--------------------|------------------|----------------------------|---|------------------|-------------------|--------------------|----------------------|------------------------------|-----------------|-----------------------------------|-----------------------------------|
| | | | | | (Franchised) | (Non-Franchised & Private) | | | | | | P/C | All Vehicles | | |
| 1988 | 17 323 (13 953) | 178 234 (160 579) | -- -- | 17 080 (16 805) | 3 849 (3 649) | 3 170 (3 048) | 114 451 (105 072) | 4 350 (4 341) | 2 484 (2 408) | 6 461 (6 461) | 347 402 (316 316) | +6.7 (+10.1) | +7.8 (+9.3) | 51.3 (50.8) | 32.9 (33.2) |
| 1989 | 18 944 (15 561) | 195 818 (180 184) | -- -- | 17 351 (17 014) | 3 926 (3 767) | 3 506 (3 325) | 123 329 (112 363) | 4 350 (4 340) | 2 519 (2 421) | 6 410 (6 410) | 376 153 (345 385) | +9.9 (+12.2) | +8.3 (+9.2) | 52.1 (52.2) | 32.8 (32.5) |
| 1990 | 20 697 (16 628) | 215 709 (197 852) | -- -- | 17 380 (17 060) | 3 998 (3 904) | 3 812 (3 585) | 130 270 (117 745) | 4 350 (4 336) | 2 551 (2 410) | 6 640 (6 640) | 405 407 (370 160) | +10.2 (+9.8) | +7.8 (+7.2) | 53.2 (53.5) | 32.1 (31.8) |
| 1991 | 22 986 (17 777) | 236 747 (212 017) | -- -- | 17 529 (17 308) | 4 123 (4 035) | 3 981 (3 779) | 134 285 (118 061) | 4 350 (4 336) | 2 561 (2 384) | 7 207 (7 207) | 433 769 (386 904) | +9.8 (+7.2) | +7.0 (+4.5) | 54.6 (54.8) | 31.0 (30.5) |
| 1992 | 24 890 (18 678) | 265 755 (237 035) | -- -- | 17 720 (17 537) | 4 196 (4 160) | 4 251 (3 974) | 140 755 (119 790) | 4 349 (4 336) | 2 525 (2 348) | 6 780 (6 780) | 471 221 (414 638) | +12.3 (+11.8) | +8.6 (+7.2) | 56.4 (57.2) | 29.9 (28.9) |
| 1993 | 26 792 (19 219) | 291 913 (259 874) | -- -- | 17 758 (17 639) | 4 474 (4 359) | 4 410 (4 098) | 144 093 (120 661) | 4 350 (4 327) | 2 564 (2 387) | 7 155 (7 155) | 503 509 (439 719) | +9.8 (+9.6) | +6.9 (+6.0) | 58.0 (59.1) | 28.6 (27.4) |
| 1994 | 28 396 (20 399) | 311 929 (279 420) | -- -- | 18 111 (17 856) | 4 643 (4 552) | 4 649 (4 376) | 141 876 (121 581) | 4 350 (4 322) | 2 589 (2 426) | 7 478 (7 478) | 524 021 (462 410) | +6.9 (+7.5) | +4.1 (+5.2) | 59.5 (60.4) | 27.1 (26.3) |
| 1995 | 29 096 (21 031) | 318 233 (285 467) | -- -- | 18 190 (17 841) | 4 834 (4 711) | 5 098 (4 780) | 136 627 (118 205) | 4 350 (4 328) | 2 585 (2 422) | 7 283 (7 283) | 526 296 (466 068) | +2.0 (+2.2) | +0.4 (+0.8) | 60.5 (61.3) | 26.0 (25.4) |
| 1996 | 30 166 (22 650) | 325 131 (293 381) | -- -- | 18 126 (17 789) | 4 978 (4 883) | 5 670 (5 407) | 134 764 (117 107) | 4 348 (4 313) | 2 481 (2 303) | 7 282 (7 282) | 532 946 (475 115) | +2.2 (+2.8) | +1.3 (+1.9) | 61.0 (61.7) | 25.3 (24.6) |
| 1997 | 31 212 (23 511) | 348 450 (314 833) | -- -- | 18 136 (17 918) | 5 354 (5 310) | 6 053 (5 753) | 135 267 (118 649) | 4 350 (4 335) | 2 392 (2 230) | 7 689 (7 689) | 558 903 (500 228) | +7.2 (+7.3) | +4.9 (+5.3) | 62.3 (62.9) | 24.2 (23.7) |
| 1998 | 32 004 (23 343) | 359 694 (318 137) | -- -- | 18 138 (18 053) | 6 018 (5 870) | 6 305 (5 949) | 133 242 (115 457) | 4 350 (4 343) | 2 297 (2 158) | 7 363 (7 363) | 569 411 (500 673) | +3.2 (+1.0) | +1.9 (+0.1) | 63.2 (63.5) | 23.4 (23.1) |
| 1999 | 33 079 (24 258) | 365 533 (321 617) | -- -- | 18 138 (18 008) | 6 230 (5 998) | 6 390 (6 078) | 130 877 (114 203) | 4 350 (4 343) | 2 228 (2 101) | 7 368 (7 368) | 574 193 (503 974) | +1.6 (+1.1) | +0.8 (+0.7) | 63.7 (63.8) | 22.8 (22.7) |
| 2000 | 34 085 (25 500) | 374 013 (332 379) | -- -- | 18 138 (17 983) | 6 352 (6 171) | 6 597 (6 352) | 129 206 (114 764) | 4 350 (4 340) | 2 158 (2 051) | 7 242 (7 242) | 582 141 (516 782) | +2.3 (+3.3) | +1.4 (+2.5) | 64.2 (64.3) | 22.2 (22.2) |
| 2001 | 36 191 (27 116) | 381 757 (340 568) | -- -- | 18 138 (18 045) | 6 359 (6 320) | 6 938 (6 713) | 126 850 (113 135) | 4 350 (4 340) | 2 098 (2 012) | 7 127 (7 127) | 589 808 (525 376) | +2.1 (+2.5) | +1.3 (+1.7) | 64.7 (64.8) | 21.5 (21.5) |
| 2002 | 38 678 (28 350) | 384 864 (340 855) | -- -- | 18 138 (18 040) | 6 453 (6 378) | 7 308 (7 058) | 124 895 (111 721) | 4 350 (4 343) | 2 042 (1 983) | 6 823 (6 823) | 593 551 (525 551) | +0.8 (+0.1) | +0.6 (+0.03) | 64.8 (64.9) | 21.0 (21.3) |

- Note:
1. Licensed vehicles in bracket ()
 2. P/C denotes private motor car
 3. G/V denotes goods vehicles
 4. Buses cannot be classified into franchised and non-franchised before 1972

TABLE 6-1 (Cont'd)
Motor Vehicles Registered & Licensed by Class, 1947–2014
(Year End Figures)

| Year | Motor Cycle | Private Motor Car | Public (Hire) Car | Taxi | Buses | | Goods Vehicles (incl. Special Purpose Vehicles) | Public Light Bus | Private Light Bus | Government Vehicle | Total | % Change Over Preceding Year | | Proportion of P/C to All Vehicles | Proportion of G/V to All Vehicles |
|------|--------------------|----------------------|-------------------|--------------------|------------------|----------------------------|---|------------------|-------------------|--------------------|----------------------|------------------------------|----------------|-----------------------------------|-----------------------------------|
| | | | | | (Franchised) | (Non-Franchised & Private) | | | | | | P/C | All Vehicles | | |
| 2003 | 41 128 (30 266) | 382 880 (338 930) | -- -- | 18 138 (18 114) | 6 239 (6 179) | 7 696 (7 296) | 122 438 (110 551) | 4 350 (4 334) | 1 979 (1 925) | 6 654 (6 654) | 591 502 (524 249) | -0.5 (-0.6) | -0.3 (-0.2) | 64.7 (64.7) | 20.7 (21.1) |
| 2004 | 43 620 (32 735) | 385 028 (344 713) | -- -- | 18 138 (18 043) | 6 040 (5 977) | 7 704 (7 361) | 122 231 (111 328) | 4 350 (4 328) | 1 935 (1 889) | 6 498 (6 498) | 595 544 (532 872) | +0.6 (+1.7) | +0.7 (+1.6) | 64.7 (64.7) | 20.5 (20.9) |
| 2005 | 45 943 (34 025) | 388 311 (350 753) | -- -- | 18 138 (18 010) | 5 888 (5 857) | 7 659 (7 415) | 122 911 (111 983) | 4 350 (4 347) | 1 897 (1 857) | 6 394 (6 394) | 601 491 (540 641) | +0.9 (+1.8) | +1.0 (+1.5) | 64.6 (64.9) | 20.4 (20.7) |
| 2006 | 47 992 (35 920) | 393 756 (360 427) | -- -- | 18 138 (18 031) | 5 872 (5 852) | 7 572 (7 373) | 123 607 (112 749) | 4 350 (4 349) | 1 900 (1 871) | 6 408 (6 408) | 609 595 (552 980) | +1.4 (+2.8) | +1.3 (+2.3) | 64.6 (65.2) | 20.3 (20.4) |
| 2007 | 50 140 (37 074) | 406 995 (372 203) | -- -- | 18 138 (18 061) | 5 920 (5 889) | 7 563 (7 428) | 121 771 (111 845) | 4 350 (4 350) | 1 935 (1 901) | 6 320 (6 320) | 623 132 (565 071) | +3.4 (+3.3) | +2.2 (+2.2) | 65.3 (65.9) | 19.5 (19.8) |
| 2008 | 52 008 (37 608) | 421 062 (383 141) | -- -- | 18 138 (18 115) | 5 830 (5 794) | 7 578 (7 450) | 118 911 (110 417) | 4 350 (4 350) | 1 971 (1 936) | 6 295 (6 295) | 636 143 (575 106) | +3.5 (+2.9) | +2.1 (+1.8) | 66.2 (66.6) | 18.7 (19.2) |
| 2009 | 52 933 (37 604) | 429 754 (393 812) | -- -- | 18 138 (18 128) | 5 799 (5 786) | 7 570 (7 460) | 115 430 (108 665) | 4 350 (4 347) | 2 020 (1 992) | 6 276 (6 276) | 642 270 (584 070) | +2.1 (+2.8) | +1.0 (+1.6) | 66.9 (67.4) | 18.0 (18.6) |
| 2010 | 53 823 (38 008) | 449 400 (414 966) | -- -- | 18 138 (18 131) | 5 796 (5 729) | 7 570 (7 481) | 116 241 (110 741) | 4 350 (4 348) | 2 093 (2 077) | 6 315 (6 315) | 663 726 (607 796) | +4.6 (+5.4) | +3.3 (+4.1) | +67.7 (+68.3) | +17.5 (+18.2) |
| 2011 | 55 286 (38 617) | 471 685 (434 843) | -- -- | 18 138 (18 132) | 5 821 (5 798) | 7 570 (7 479) | 118 726 (112 570) | 4 350 (4 345) | 2 216 (2 200) | 6 297 (6 297) | 690 089 (630 281) | +5.0 (+4.8) | +4.0 (+3.7) | +68.4 (+69.0) | +17.2 (+17.9) |
| 2012 | 57 368 (39 741) | 494 646 (454 697) | -- -- | 18 138 (18 131) | 5 788 (5 743) | 7 613 (7 501) | 121 503 (114 171) | 4 350 (4 347) | 2 463 (2 439) | 6 240 (6 240) | 718 109 (653 010) | +4.9 (+4.6) | +4.1 (+3.6) | +68.9 (+69.6) | +16.9 (+17.5) |
| 2013 | 60 180 (41 766) | 517 997 (475 752) | -- -- | 18 138 (18 083) | 5 850 (5 791) | 7 635 (7 562) | 126 828 (118 552) | 4 350 (4 346) | 2 793 (2 757) | 6 305 (6 305) | 750 076 (680 914) | +4.7 (+4.6) | +4.5 (+4.3) | +69.1 (+69.9) | +16.9 (+17.4) |
| 2014 | 63 860 (44 437) | 541 751 (495 038) | -- -- | 18 138 (18 066) | 5 845 (5 810) | 7 645 (7 615) | 118 300 (114 945) | 4 350 (4 345) | 3 021 (2 995) | 6 289 (6 289) | 769 199 (699 540) | +4.6 (+4.1) | +2.5 (+2.7) | +70.4 (+70.8) | +15.4 (+16.4) |

- Note:
1. Licensed vehicles in bracket ()
 2. P/C denotes private motor car
 3. G/V denotes goods vehicles
 4. Buses cannot be classified into franchised and non-franchised before 1972

TABLE 6-2
ANNUAL VEHICULAR FLOWS THROUGH TUNNELS & BRIDGE, 1970-2014

| Year | Lion Rock Tunnel (opened on 14.11.1967) | Cross Harbour Tunnel (opened on 3.8.1972) | Aberdeen Tunnel (opened on 12.3.1982) | Kai Tak Tunnel (opened on 29.6.1982) | Eastern Harbour Crossing (opened on 21.9.1989) | Shing Mun Tunnel (opened on 20.4.1990) | Tseung Kwan O Tunnel (opened on 9.11.1990) | Tate's Cairn Tunnel (opened on 26.6.1991) | Western Harbour Tunnel (opened on 30.4.1997) | Lantau Link (opened on 22.5.1997) | Tai Lam Tunnel (opened on 25.5.1998) | Tsing Sha Control Area (opened on 21.3.2008) |
|------|--|--|--|---|---|---|---|--|---|--------------------------------------|---|---|
| 1970 | 2 763 914 | | | | | | | | | | | |
| 1971 | 3 396 257 | | | | | | | | | | | |
| 1972 | 4 140 434 | 4 017 066 | | | | | | | | | | |
| 1973 | 4 288 280 | 12 479 485 | | | | | | | | | | |
| 1974 | 4 723 315 | 14 203 887 | | | | | | | | | | |
| 1975 | 4 415 067 | 15 193 322 | | | | | | | | | | |
| 1976 | 5 183 135 | 18 218 000 | | | | | | | | | | |
| 1977 | 6 359 235 | 21 870 000 | | | | | | | | | | |
| 1978 | 7 696 662 | 27 306 000 | | | | | | | | | | |
| 1979 | 9 377 919 | 32 126 000 | | | | | | | | | | |
| 1980 | 12 557 399 | 35 265 000 | | | | | | | | | | |
| 1981 | 16 580 908 | 38 645 000 | | | | | | | | | | |
| 1982 | 20 541 300 | 39 780 344 | 6 370 801 | 4 306 446 | | | | | | | | |
| 1983 | 21 268 097 | 39 488 095 | 10 723 262 | 10 180 479 | | | | | | | | |
| 1984 | 23 212 603 | 36 778 461 | 12 262 144 | 11 981 572 | | | | | | | | |
| 1985 | 25 303 371 | 36 157 734 | 12 520 295 | 13 644 838 | | | | | | | | |
| 1986 | 29 237 910 | 38 004 593 | 13 587 289 | 15 049 255 | | | | | | | | |
| 1987 | 33 624 545 | 40 546 149 | 14 943 764 | 16 132 658 | | | | | | | | |
| 1988 | 36 560 124 | 42 716 683 | 16 705 632 | 17 339 446 | | | | | | | | |
| 1989 | 37 255 170 | 42 841 370 | 17 592 948 | 16 448 207 | 2 326 493 | | | | | | | |
| 1990 | 34 877 032 | 43 199 456 | 18 544 037 | 16 285 827 | 11 733 837 | 7 676 522 | 344 857 | | | | | |
| 1991 | 30 835 289 | 43 855 437 | 18 115 887 | 18 264 756 | 17 794 630 | 13 333 608 | 3 535 363 | 9 965 214 | | | | |
| 1992 | 28 262 048 | 44 323 277 | 18 789 222 | 19 415 874 | 24 983 737 | 15 170 457 | 5 158 862 | 23 309 684 | | | | |
| 1993 | 29 105 437 | 44 912 073 | 20 100 768 | 19 947 316 | 29 192 003 | 16 914 830 | 7 304 666 | 27 101 796 | | | | |

TABLE 6-2 (Cont'd)
ANNUAL VEHICULAR FLOWS THROUGH TUNNELS & BRIDGE, 1970-2014

| Year | Lion Rock Tunnel (opened on 14.11.1967) | Cross Harbour Tunnel (opened on 3.8.1972) | Aberdeen Tunnel (opened on 12.3.1982) | Kai Tak Tunnel (opened on 29.6.1982) | Eastern Harbour Crossing (opened on 21.9.1989) | Shing Mun Tunnel (opened on 20.4.1990) | Tseung Kwan O Tunnel (opened on 9.11.1990) | Tate's Cairn Tunnel (opened on 26.6.1991) | Western Harbour Tunnel (opened on 30.4.1997) | Lantau Link (opened on 22.5.1997) | Tai Lam Tunnel (opened on 25.5.1998) | Tsing Sha Control Area (opened on 21.3.2008) |
|------|--|--|--|---|---|---|---|--|---|--------------------------------------|---|---|
| 1994 | 29 100 902 | 45 178 895 | 20 743 425 | 19 914 011 | 31 778 701 | 18 511 463 | 10 487 092 | 29 875 504 | | | | |
| 1995 | 31 942 930 | 44 997 886 | 21 234 145 | 19 585 074 | 31 530 828 | 18 927 365 | 13 017 818 | 28 148 181 | | | | |
| 1996 | 33 991 646 | 45 374 462 | 21 885 178 | 19 703 602 | 32 256 922 | 19 079 269 | 15 069 880 | 27 108 266 | | | | |
| 1997 | 35 575 873 | 44 952 697 | 21 851 914 | 20 188 377 | 31 321 427 | 20 087 305 | 17 200 368 | 25 819 035 | 5 497 637 | 2 066 873 | | |
| 1998 | 34 577 922 | 43 803 759 | 21 107 337 | 20 226 578 | 25 914 641 | 19 594 242 | 20 032 157 | 23 720 676 | 12 081 454 | 9 405 440 | 6 634 655 | |
| 1999 | 32 832 042 | 42 997 517 | 20 680 325 | 20 499 610 | 25 116 703 | 19 467 884 | 23 206 791 | 23 432 602 | 14 313 392 | 13 600 030 | 14 456 672 | |
| 2000 | 33 710 922 | 44 048 034 | 21 161 583 | 21 984 418 | 26 435 435 | 19 836 864 | 25 032 817 | 23 157 404 | 15 663 569 | 13 852 104 | 16 526 049 | |
| 2001 | 33 169 146 | 43 962 068 | 21 373 447 | 21 893 405 | 27 227 360 | 19 634 670 | 26 352 620 | 23 367 196 | 14 491 343 | 13 877 867 | 15 988 265 | |
| 2002 | 32 772 892 | 43 803 347 | 21 279 371 | 21 697 322 | 26 789 599 | 19 913 756 | 25 253 418 | 22 898 780 | 14 613 689 | 15 030 028 | 16 226 406 | |
| 2003 | 32 130 948 | 43 712 002 | 20 623 344 | 21 317 692 | 26 018 772 | 19 341 001 | 23 888 690 | 22 237 109 | 13 600 352 | 14 799 159 | 16 156 867 | |
| 2004 | 32 104 070 | 44 531 873 | 21 072 895 | 21 643 056 | 26 893 049 | 19 517 131 | 24 777 134 | 22 350 357 | 14 342 787 | 17 553 296 | 16 610 728 | |
| 2005 | 31 974 144 | 44 841 874 | 21 112 455 | 21 740 603 | 23 310 701 | 19 396 660 | 24 734 097 | 20 916 151 | 15 033 790 | 18 793 501 | 16 845 419 | |
| 2006 | 32 545 498 | 45 211 232 | 21 806 117 | 20 680 158 | 22 268 743 | 19 280 131 | 25 273 420 | 20 124 880 | 16 195 988 | 19 783 091 | 17 343 191 | |
| 2007 | 32 850 825 | 44 868 083 | 22 417 910 | 21 336 906 | 23 361 921 | 19 744 142 | 26 454 165 | 20 593 747 | 17 817 704 | 20 784 378 | 17 906 280 | |
| 2008 | 31 010 056 | 44 375 838 | 22 462 073 | 20 860 536 | 23 137 619 | 17 937 596 | 26 340 965 | 19 873 582 | 17 473 527 | 20 651 031 | 17 431 613 | 5 201 073 |
| 2009 | 30 931 762 | 44 318 966 | 22 496 566 | 20 968 854 | 22 990 195 | 17 136 043 | 26 440 028 | 18 469 453 | 17 600 924 | 20 063 672 | 16 212 990 | 8 635 278 |
| 2010 | 31 609 055 | 44 131 405 | 22 956 524 | 20 915 598 | 24 648 289 | 17 304 760 | 28 187 640 | 19 217 571 | 19 556 854 | 22 672 072 | 18 007 897 | 11 585 525 |
| 2011 | 32 419 353 | 43 998 983 | 23 474 268 | 20 831 063 | 25 374 790 | 17 538 630 | 29 340 412 | 19 394 570 | 20 786 819 | 23 923 671 | 19 116 766 | 12 898 160 |
| 2012 | 32 187 920 | 43 265 924 | 23 778 592 | 20 065 998 | 25 883 548 | 17 892 552 | 30 495 753 | 20 410 892 | 22 125 482 | 25 139 219 | 20 792 731 | 14 482 136 |
| 2013 | 32 857 074 | 42 615 079 | 23 660 790 | 20 802 942 | 26 317 796 | 18 234 973 | 31 095 869 | 20 401 820 | 22 614 125 | 26 709 653 | 21 882 746 | 15 620 979 |
| 2014 | 33 072 092 | 42 044 261 | 23 432 795 | 19 628 159 | 26 657 699 | 18 643 836 | 31 738 321 | 20 820 945 | 23 006 349 | 28 386 792 | 22 717 024 | 16 977 071 |

APPENDIX A1

DATA FORMS

FOR CORE STATIONS FALLING ON CORDONS / SCREENLINES

| Core Station No. | Location | Page |
|-----------------------------|---|-------------|
| 1001 | Harcourt Rd (from Tamar St to Arsenal St) | A1-4 |
| 1002 | Victoria Park Rd (from Houston St to Island Eastern Corridor) | A1-6 |
| 1004 | Aberdeen Tunnel (from Toll Plaza to North Portal) | A1-8 |
| 1007 | Queensway (from Rodney St to Queen's Rd E) | A1-10 |
| 1009 | Chai Wan Rd (from Island Eastern Corridor Approach to Tai Tam Rd) | A1-12 |
| 1021 | Tai Tam Rd (from Chai Wan Rd to Shek O Rd) | A1-14 |
| 1022 | Cross Harbour Tunnel (from Toll Plaza to South Portal) | A1-16 |
| 1025 | Eastern Harbour Crossing (from Toll Plaza to South Portal) | A1-18 |
| 1026 | Western Harbour Crossing (from Toll Plaza to South Portal) | A1-20 |
| 1107 | Tung Lo Wan Rd (from Causeway Rd to Moreton Terrace) | A1-22 |

APPENDIX A1 (Cont'd)

| Core Station No. | Location | Page |
|---------------------|---|-------|
| 3001 | Princess Margaret Rd (from Wylie Rd to Pui Ching Rd) | A1-24 |
| 3002 | Lung Cheung Rd (from Nam Cheong St to Lion Rock Tunnel Rd) | A1-26 |
| 3004 | Kai Tak Tunnel (from Sung Wong Toi Rd to Kai Cheung Rd) | A1-28 |
| 3006 | Nathan Rd (from Shantung St to Dundas St) | A1-30 |
| 3014 | Ma Tau Wai Rd & To Kwa Wan Rd (from San Lau St & Bailey St to Chi Kiang St) | A1-32 |
| 3024 | West Kowloon Highway (from Slip Rds to & from Lin Cheung Rd to Hing Wah St W) | A1-34 |
| 3025 | Lin Cheung Rd (from Yau Ma Tei Int to Cherry St Underpass) | A1-36 |
| 3026 | Lin Cheung Rd (from Cherry St to Yau Ma Tei Int) | A1-38 |
| 3103 | Ko Shan Rd (from Pak Kung St to Chi Kiang St) | A1-40 |

APPENDIX A1 (Cont'd)

| Core Station No. | Location | Page |
|------------------------|---|-------|
| 5003 | Fanling Highway (from So Kwun Po Int to Wo Hop Shek Int) | A1-42 |
| 5012 | Tuen Mun Rd (from Sham Tseng to Tsing Long Highway <Ting Kau Bridge>) | A1-44 |
| 5013 | Tolo Highway (from North of Ma Liu Shui Int to Yuen Shin Rd Int) | A1-46 |
| 5014 | Route Twisk (from Chuen Lung to Cheung Pei Shan RA) | A1-48 |
| 5016 | San Tin Highway, Castle Peak Rd & San Tam Rd (from Kam Tin Rd to Fairview Park Boulevard) | A1-50 |
| 5017 | Clear Water Bay Rd (from Anderson Rd to Hiram's Highway) | A1-52 |
| 5018 | Tsing Tsuen Rd (from Tsuen Tsing Int to Tam Kon Shan Int) | A1-54 |
| 5021 | Tseung Kwan O Tunnel (from Toll Plaza to Tseung Kwan O Tunnel Rd RA) | A1-56 |
| 5022 | Tate's Cairn Tunnel (from Toll Plaza to South Portal) | A1-58 |
| 5023 | Po Lam Rd (from Anderson Rd to Tsui Lam Rd) | A1-60 |
| 5024 | Lion Rock Tunnel (from Toll Plaza to South Portal) | A1-62 |
| 5025 | Yuen Long Highway (from Hung Tin Rd Int to Lam Tei Int) | A1-64 |
| 5026 | Tsing Kwai Highway (from Ching Lai Court <Slip Roads to & from Ching Cheung Rd> to Cho Yiu Chuen <Slip Roads to & from Kwai Chung Rd & Tsuen Wan Rd>) | A1-66 |
| 5027 | Lantau Link (from Tsing Ma Bridge <Eastern End> At Tsing Yi to Ngong Shuen Au) | A1-68 |
| 5029 | Tsing Long Highway <Tai Lam Tunnel> (from Au Tau Int to Tuen Mun Rd) | A1-70 |
| 5030 | Kwai Chung Rd (from PMH Int Slip Road to Kwai Chung Rd N-B to Tsuen Wan Rd) | A1-72 |
| 5033 | Tsing Long Highway - Ting Kau Bridge (from Tsing Yi NW Int to Tuen Mun Rd) | A1-74 |
| 5034 | Cheung Tsing Tunnel & Rambler Bridge (from Rambler Bridge eastern end to western end of Cheung Tsing Tunnel Slip Rds to & from Tsing Yi Rd W) | A1-76 |
| 5037 | Eagle's Nest Tunnel (from Toll Plaza to South Portal) | A1-78 |
| 5038 | Nam Wan Tunnel (from East Tsing Yi Viaduct to Cheung Tsing Highway) | A1-80 |

APPENDIX A2

DATA FORMS

FOR CORE STATIONS NOT FALLING ON CORDONS / SCREENLINES

| Core Station No. | Location | Page |
|------------------|---|-------|
| 1003 | Island Eastern Corridor (from Healthy St Int Eastern End to Taikoo Shing Int Western End) | A2-4 |
| 1005 | Pok Fu Lam Rd (from Sassoon Rd to Chi Fu Rd) | A2-5 |
| 1006 | Connaught Rd W (from Water St to Eastern St) | A2-6 |
| 1008 | King's Rd (from North Point Rd to Tong Shui Rd) | A2-7 |
| 1010 | Wong Chuk Hang Rd (from Nam Long Shan Rd to Nam Fung Rd) | A2-8 |
| 1011 | Repulse Bay Rd & Stanley Gap Rd (from South Bay Rd to Tai Tam Rd) | A2-9 |
| 1012 | Belcher's St (from Sands St to Queen's Rd W) | A2-10 |
| 1013 | Caine Rd (from Seymour Rd to Aberdeen St) | A2-11 |
| 1014 | Peak Rd (from Mount Austin Rd to Magazine Gap Rd) | A2-12 |
| 1015 | Stubbs Rd (from Queen's Rd E to Stubbs Rd Fo <H119> Northern End) | A2-13 |
| 1016 | Sing Woo Rd (from Wong Nai Chung Rd to Blue Pool Rd) | A2-14 |
| 1017 | Ap Lei Chau Bridge & Ap Lei Chau Bridge Rd (from Wong Chuk Hang Rd to Ap Lei Chau Est) | A2-15 |
| 1018 | Shek O Rd (from Tai Tam Rd to Shek O Village) | A2-16 |
| 1019 | Hollywood Rd (from Queen's Rd W to Ladder St) | A2-17 |
| 1020 | Lockhart Rd (from Arsenal St to Percival St) | A2-18 |
| 1023 | Tai Tam Rd (from Red Hill Rd to Shek O Rd) | A2-19 |
| 1024 | Tai Hang Rd (from Ka Ning Path to Lai Tak Tsuen Rd) | A2-20 |
| 1027 | Shing Sai Rd (from Sai Cheung St N. to Kennedy Town New Praya) | A2-21 |
| 1028 | Gloucester Rd (from Arsenal St to Cross Harbour Tunnel S INT) | A2-22 |
| 1029 | Hennessy Rd (from Luard Rd to Fleming Rd) | A2-23 |
| 1030 | Connaught Rd C underpass (from Pedder St to Cotton Tree Drive) | A2-24 |
| 1101 | Mount Butler Rd (from Tai Hang Rd to End) | A2-25 |
| 1102 | Cheung Lee St (from Hong Man St to Kut Shing St) | A2-26 |
| 1103 | Stanley Village Rd (from Tai Tam Rd to Stanley New St) | A2-27 |
| 1104 | Wing Lok St (from Des Voeux Rd W to Bonham Strand) | A2-28 |
| 1105 | Conduit Rd (from Kotewall Rd to Glenealy) | A2-29 |
| 1108 | Justice Drive (from Queensway to Supreme Court Rd) | A2-30 |
| 1109 | Ocean Park Rd (from Wong Chuk Hang Rd to Ocean Park) | A2-31 |

APPENDIX A2 (Cont'd)

| Core Station No. | Location | Page |
|---------------------|--|-------|
| 3003 | Prince Edward Rd E & Fo<K10A> (from Choi Hung Rd to Eastern Rd Fo<K9>) | A2-32 |
| 3005 | Chatham Rd S (from Salisbury Rd to Mody Rd) | A2-33 |
| 3007 | Canton Rd (from Austin Rd to Kowloon Park Drive) | A2-34 |
| 3008 | Lai Chi Kok Rd (from Tonkin St to Hing Wah St) | A2-35 |
| 3009 | Tai Po Rd (from Nam Cheong St to Kweilin St) | A2-36 |
| 3010 | Prince Edward Rd W (from La Salle Rd to Waterloo Rd) | A2-37 |
| 3011 | Shun Lee Tsuen Rd (from New Clear Water Bay Rd to Shun King St) | A2-38 |
| 3012 | Kwun Tong Rd (from Ngau Tau Kok Rd to Kwun Tong Rd No. 330) | A2-39 |
| 3013 | Austin Rd (from Cox's Rd to Chatham Rd S) | A2-40 |
| 3015 | Shanghai St (from Lai Chi Kok Rd to Mong Kok Rd) | A2-41 |
| 3016 | Junction Rd (from Nga Tsin Wai Rd to Tung Tau Tsuen Rd) | A2-42 |
| 3017 | Tonkin St (from Cheung Sha Wan Rd to Un Chau St) | A2-43 |
| 3018 | Hiu Kwong St (from Sau Ming Rd to Hip Wo St) | A2-44 |
| 3019 | Clear Water Bay Rd (from New Clear Water Bay Rd Northern Junction to New Clear Water Bay Rd Southern Junction) | A2-45 |
| 3020 | Wai Yip St (from Lai Yip St to Hoi Yuen Rd) | A2-46 |
| 3021 | Mody Rd (from Nathan Rd to Chatham Rd S) | A2-47 |
| 3022 | Sheung Fung St (from Shung Wah St to Fung Tak Rd) | A2-48 |
| 3023 | Kwun Tong Bypass<K77> (from Wai Yip St to Cheung Yip St) | A2-49 |
| 3027 | Lung Cheung Rd (from Hammer Hill Rd to Wong Kuk Ave) | A2-50 |
| 3101 | Cheung Shun St (from Kom Tsun St to Tai Nam West St) | A2-51 |
| 3102 | Dundas St (from Ferry St to Shanghai St) | A2-52 |
| 3104 | Kung Lok Rd (from Hong Ning Rd to Hong Ning Rd) | A2-53 |
| 3105 | Tseuk Luk St (from Choi Hung Rd to King Fuk St) | A2-54 |
| 3106 | Tat Chee Ave (from Begonia Rd to Cornwall St) | A2-55 |

APPENDIX A2 (Cont'd)

| Core Station No. | Location | Page |
|---------------------|--|-------|
| 5001 | Tuen Mun Rd (from Pui To Rd to Chung Wong Toi Int) | A2-56 |
| 5002 | Sha Tin Rd (from Lion Rock Tunnel Rd to Sha Tin Wai Rd) | A2-57 |
| 5004 | Castle Peak Rd-Kwai Chung (from Tai Wo Int to Wo Yi Hop Rd) | A2-58 |
| 5005 | Ma On Shan Rd (from Hang Shun St to Hang Hong St RA) | A2-59 |
| 5006 | Ting Kok Rd (from Nam Wan Rd to Dai Kwai St) | A2-60 |
| 5007 | Kwai Foo Rd (from Kwai Chung Rd to Hing Fong Rd) | A2-61 |
| 5008 | Yuen Long Tai Yuk Rd & Kau Yuk Rd (from Castle Peak Rd-Yuen Long to Hong Lok Rd) | A2-62 |
| 5009 | Kwong Fuk Rd (from Nam Wan Rd to Wan Tau St) | A2-63 |
| 5010 | Kwai Luen Rd (from Kwai Shing Circuit Eastern Junction to Kwai Shing Circuit Western Junction) | A2-64 |
| 5011 | Wang Chau Rd (from Yuen Long On Ning Rd to Yuen Long On Lok Rd) | A2-65 |
| 5015 | South Lantau Rd (from Mui Wo Ferry Pier to Chi Ma Wan Rd) | A2-66 |
| 5019 | Castle Peak Rd-Yuen Long (from Yuen Long On Lok Rd to Kam Tin Rd) | A2-67 |
| 5020 | Shing Mun Tunnel (from Toll Plaza to Shing Mun Tunnel Rd) | A2-68 |
| 5031 | North Lantau Highway (From Tung Chung eastern interchange to western end at Chek Lap Kok) | A2-69 |
| 5032 | Chek Lap Kok S Rd (from eastern end at Tung Chung to western end at Chek Lap Kok) | A2-70 |
| 5035 | Tuen Mun Rd (from Castle Peak Rd-Tsuen Wan to Tsing Long Highway - Ting Kau Bridge) | A2-71 |
| 5036 | Shun Tung Rd (from Yu Tung Rd to Tat Tung Rd) | A2-72 |
| 5101 | Chui Tin St (from Che Kung Miu Rd to Hung Mui Kuk Rd) | A2-73 |
| 5102 | Tseng Choi St (from Castle Peak Rd Northern Junction to Castle Peak Rd Southern Junction) | A2-74 |
| 5103 | Shing Mun Rd (from Texaco Rd N to Cheung Shan Est Rd E) | A2-75 |
| 5104 | Chap Wai Kon St (from Bus Terminus to Siu Lek Yuen Rd) | A2-76 |
| 5105 | Lung Mun Rd (from Wu Chui Rd to Mong Hau Shek) | A2-77 |
| 5106 | Lung Fu Rd (from Wong Chu Rd to Ho Suen St) | A2-78 |

APPENDIX A3

DATA FORMS

FOR COVERAGE (B) STATIONS FALLING ON CORDONS / SCREENLINES

| Coverage (B) Station No. | Location | Page |
|-----------------------------|--|-------|
| 2201 | Pok Fu Lam Rd (from Pokfield Rd to Mount Davis Rd) | A3-4 |
| 2202 | Wong Nai Chung Gap Rd (from Stubbs Rd Fo <H119> Southern End to Repulse Bay Rd) | A3-6 |
| 2203 | Stubbs Rd (from Wan Chai Gap to Wong Nai Chung Gap Rd) | A3-8 |
| 2204 | Yee King Rd & Lai Tak Tsuen Rd (from Cloud View Rd to Tai Hang Rd) | A3-10 |
| 2205 | Magazine Gap Rd (from Garden Rd to Peak Rd) | A3-12 |
| 2206 | Belcher's St & Victoria Rd (from Smithfield Rd to Mount Davis Rd) | A3-14 |
| 2207 | Connaught Rd C (from Cleverly St to Gilman St) | A3-16 |
| 2208 | Queen's Rd C (from Queen Victoria St to Bonham Strand) | A3-18 |
| 2209 | Des Voeux Rd C (from Morrison St to Queen Victoria St) | A3-20 |
| 2210 | Wyndham St (from Queen's Rd C to Lower Albert Rd) | A3-22 |
| 2211 | Garden Rd (from Des Voeux Rd C to Upper Albert Rd) | A3-24 |
| 2212 | Cotton Tree Drive (from Queensway to Slip Road to Kennedy Rd) | A3-26 |
| 2213 | Kennedy Rd (from Macdonnell Rd to Queen's Rd E) | A3-28 |
| 2214 | Causeway Rd (from Shelter St to Hing Fat St) | A3-30 |
| 2215 | Island Eastern Corridor (from Mong Lung St to Wing Tai Rd Int) | A3-32 |
| 2216 | Connaught Rd Fo <H173> (from Ramp Near Gilman St to the nearest diverging & merging points West of Shun Tak Centre) | A3-34 |
| 2217 | Lung Wo Rd (from Man Yiu St to Lung Wui Rd) | A3-36 |
| 2401 | Lin Shing Rd (from Wan Tsui Rd to Cape Collision Rd) | A3-38 |
| 2402 | Wing Lok St (from Morrison St to Des Voeux Rd C) | A3-40 |
| 2403 | Ice House St (from Connaught Rd C to Lower Albert Rd) | A3-42 |
| 2404 | D'Aguilar St (from Queen's Rd C to Wyndham St) | A3-44 |
| 2405 | Cochrane St (from Queen's Rd C to Wellington St) | A3-46 |
| 2407 | Smithfield Rd (from Pok Fu Lam Rd to Lung Wah St) | A3-48 |
| 2408 | Lung Wui Rd (from Tim Mei Ave to Lung King St) | A3-50 |

APPENDIX A3 (Cont'd)

| Coverage (B) Station No. | Location | Page |
|-----------------------------|---|-------|
| 4201 | Tai Po Rd (from Caldecott Rd to Tai Po Rd Int) | A3-52 |
| 4202 | Boundary St (from Tai Hang Tung Rd to Embankment Rd) | A3-54 |
| 4203 | Prince Edward Rd W (from Embankment Rd to Yuen Ngai St) | A3-56 |
| 4204 | Argyle St & Fo<K13> (from Waterloo Rd to Yim Po Fong St) | A3-58 |
| 4205 | Waterloo Rd (from Yim Po Fong St to Pui Ching Rd) | A3-60 |
| 4206 | Cornwall St (from Waterloo Rd to Nam Cheong St) | A3-62 |
| 4207 | Cheong Wan Rd & Gillies Ave S (from Railway Terminus to Wuhu St) | A3-64 |
| 4208 | Chatham Rd N (from Wuhu St to Hong Chong Rd) | A3-66 |
| 4209 | Shanghai St (from Dundas St to Argyle St) | A3-68 |
| 4210 | Reclamation St (from Public Square St to Argyle St) | A3-70 |
| 4211 | Fat Kwong St (from Chung Hau St to Yan Fung St) | A3-72 |
| 4212 | Chatham Rd N & Ma Tau Wai Rd (from San Lau St to Chi Kiang St) | A3-74 |
| 4213 | East Kowloon Corridor Fo (from Ma Tau Kok Rd to Chatham Rd N) | A3-76 |
| 4214 | Ferry St & Ferry St Fo (from Waterloo Rd to Shantung St) | A3-78 |
| 4215 | Yim Po Fong St (from Shantung St to Waterloo Rd) | A3-80 |
| 4216 | Kwun Tong Rd (from Ping Shek Est Eastern End to Wai Yip St Fo<K42>) | A3-82 |
| 4217 | Clear Water Bay Rd (from Lung Cheung Rd to New Clear Water Bay Rd Western Junction) | A3-84 |
| 4218 | Shing Kai Rd (from Eastern Rd to Kai Shing St) | A3-86 |
| 4219 | Kwun Tong Bypass (from Kai Yan St to Lung Cheung Rd) | A3-88 |
| 4220 | Hoi Wang Rd (from Hoi Ting Rd to Cherry St RA) | A3-90 |
| 4221 | Hung Hom Bypass (from slip rd to Cheong Tung Rd S to slip rd from Cheong Tung Rd S) | A3-92 |
| 4401 | Ho Man Tin St (from Waterloo Rd to Ho Man Tin Hill Rd) | A3-94 |
| 4403 | Soy St (from Sai Yeung Choi St S to Yim Po Fong St) | A3-96 |
| 4404 | Portland St (from Waterloo Rd to Argyle St) | A3-98 |

APPENDIX A3 (Cont'd)

| Coverage (B) Station No. | Location | Page |
|-----------------------------|--|--------|
| 6203 | Castle Peak Rd-Kwai Chung (from Ching Cheung Rd to Tai Wo Int) | A3-100 |
| 6204 | Lai King Hill Rd (from PMH Int to King Cho Rd) | A3-102 |
| 6206 | Jockey Club Rd (from Lok Yip Rd to Wo Hop Shek Int) | A3-104 |
| 6207 | Kam Tin Rd (from Kam Sheung Rd Western Junction to Fan Kam Rd) | A3-106 |
| 6208 | Kam Sheung Rd (from Kam Tin Rd to Kam Tin Rd) | A3-108 |
| 6209 | Castle Peak Rd-Tsuen Wan, Ting Kau & Sham Tseng (from Tuen Mun Rd to Sham Tseng) | A3-110 |
| 6210 | Tai Po Rd-Ma Liu Shui (from Entrance to Chung Chi College, CUHK to Yuen Chau Tsai Int) | A3-112 |
| 6211 | Ting Kok Rd (from Dai Kwai St to Tai Mei Tuk) | A3-114 |
| 6212 | Fan Kam Rd (from Kam Tin Rd to Castle Peak Rd) | A3-116 |
| 6213 | Castle Peak Rd-Hung Shui Kiu (from Tin Ha Rd to Lam Tei Int) | A3-118 |
| 6214 | Container Port Rd S (from North of PMH Int to S/O PMH Int) | A3-120 |
| 6219 | Kwai Tsing Rd & Tsing Yi South Bridge (from Tsing Yi Rd to Kwai Tai Rd Int) | A3-122 |
| 6221 | Tsing Yi N Coastal Rd <FO> (from Tsing Tsuen Rd to Tsing Yi N Coastal Rd) | A3-124 |

APPENDIX A4

DATA FORMS FOR CORDONS/SCREENLINES

| Cordon | Description | Page |
|------------------------------------|--|-------------|
| Hong Kong External | Boundary between the Northern Part and Southern Part of Hong Kong Island | A4-2 |
| Hong Kong Internal | Central District | A4-4 |
| Kowloon External | Kowloon Urban Area Boundary | A4-6 |
| Tsing Yi External | Tsing Yi Area Boundary | A4-8 |

| Screenline | Description | Page |
|-----------------------|--|-------------|
| A - A | Urban Railway Line | A4-10 |
| C - C | Kowloon Peninsula South of Dundas Street | A4-12 |
| F - F | East end of Central District and the Peak | A4-14 |
| G - G | East end of Causeway Bay | A4-16 |
| H - H | Boundary between the Peak and the Rest of Hong Kong Island | A4-18 |
| I - I | Boundary between Shau Kei Wan & Chai Wan | A4-20 |
| K - K | West end of Kwun Tong | A4-22 |
| R - R | North end of Tsuen Wan and Sha Tin | A4-24 |
| S - S | East end of Tuen Mun & Yuen Long | A4-26 |
| T - T | North end of Tai Po & Yuen Long | A4-28 |
| Y - Y | Boundary between Tuen Mun & Yuen Long | A4-30 |

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|----------------------------------|----------------------------------|---------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 1001 | A | UT | Harcourt Rd | Tamar St | Arsenal St | 159,800 | 127,720 | -20.1 |
| 1002 | A | UT | Victoria Park Rd | Houston St | Island Eastern Corridor | 149,620 | 139,420 | -6.8 |
| 1003 | A | EX | Island Eastern Corridor | Healthy St INT eastern end | Taikoo Shing INT western end | 104,760 | 106,140 | +1.3 |
| 1004 | A | UT | Aberdeen Tunnel | Toll Plaza | North Portal | 65,540 | 65,040 | -0.8 |
| 1005 | A | PD | Pok Fu Lam Rd | Sassoon Rd | Chi Fu Rd | 25,910 | 26,800 | +3.5 |
| 1006 | A | PD | Connaught Rd W | Water St | Eastern St | 47,890 | 49,540 | +3.5 |
| 1007 | A | PD | Queensway | Rodney St | Queen's Rd E | 67,230 | 70,840 | +5.4 |
| 1008 | A | PD | King's Rd | North Point Rd | Tong Shui Rd | 27,470 | 26,950 | -1.9 |
| 1009 | A | PD | Chai Wan Rd | Island Eastern Corridor Approach | Tai Tam Rd | 25,120 | 25,110 | -0.1 |
| 1010 | A | PD | Wong Chuk Hang Rd | Nam Long Shan Rd | Nam Fung Rd | 66,120 | 67,790 | +2.5 |
| 1011 | A | PD | Repulse Bay Rd & Stanley Gap Rd | South Bay Rd | Tai Tam Rd | 16,660 | 15,430 | -7.4 |
| 1012 | A | DD | Belcher's St | Sands St | Queen's Rd W | 8,260 | 7,980 | -3.4 |
| 1013 | A | DD | Caine Rd | Seymour Rd | Aberdeen St | 11,430 | 11,180 | -2.2 |
| 1014 | A | DD | Peak Rd | Mt. Austin Rd | Magazine Gap Rd | 12,270 | 12,350 | +0.7 |
| 1015 | A | DD | Stubbs Rd | Queen's Rd E | Stubbs Rd FO <H119> northern end | 18,640 | 18,660 | +0.1 |
| 1016 | A | DD | Sing Woo Rd | Wong Nai Chung Rd | Blue Pool Rd | 20,600 | 19,410 | -5.7 |
| 1017 | A | DD | Ap Lei Chau Bridge & Ap Lei Chau Bridge Rd | Wong Chuk Hang Rd | Ap Lei Chau Est | 39,840 | 39,900 | +0.1 |
| 1018 | A | DD | Shek O Rd | Tai Tam Rd | Shek O Village | 3,730 | 3,850 | +3.2 |
| 1019 | A | LD | Hollywood Rd | Queen's Rd W | Ladder St | 9,870 | 9,140 | -7.4 |
| 1020 | A | LD | Lockhart Rd | Arsenal St | Percival St | 15,550 | 12,510 | -19.5 |
| 1021 | A | PD | Tai Tam Rd | Chai Wan Rd | Shek O Rd | 9,690 | 10,430 | +7.7 |
| 1022 | A | UT | Cross Harbour Tunnel | Toll Plaza | South Portal | 118,170 | 116,050 | -1.8 |
| 1023 | A | PD | Tai Tam Rd | Red Hill Rd | Shek O Rd | 8,300 | 8,860 | +6.7 |
| 1024 | A | DD | Tai Hang Rd | Ka Ning Path | Lai Tak Tsuen Rd | 24,660 | 26,900 | +9.1 |
| 1025 | A | UT | Eastern Harbour Crossing | Toll Plaza | South Portal | 72,430 | 73,300 | +1.2 |
| 1026 | A | UT | Western Harbour Crossing | Toll Plaza | South Portal | 61,820 | 63,130 | +2.1 |
| 1027 | A | PD | Shing Sai Rd | Sai Cheung St N | Kennedy Town New Praya | 23,000 | 22,730 | -1.2 |
| 1028 | A | UT | Gloucester Rd | Arsenal St | Cross Harbour Tunnel S. INT | 162,200 | 131,160 | -19.1 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---------------------------------------|----------------------------|----------------------------|---------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 1029 | A | PD | Hennessy Rd | Luard Rd | Fleming Rd | 27,470 | 29,720 | +8.2 |
| 1030 | A | UT | Connaught Rd C & underpass | Pedder St | Cotton Tree Drive | 136,030 | 112,760 | -17.1 |
| 1101 | A | LD | Mount Butler Rd | Tai Hang Rd | End | 4,530 | 4,710 | +4.0 |
| 1102 | A | LD | Cheung Lee St | Hong Man St | Kut Shing St | 4,370 | 4,130 | -5.5 |
| 1103 | A | LD | Stanley Village Rd | Tai Tam Rd | Stanley New St | 12,010 | 13,330 | +11.0 |
| 1104 | A | LD | Wing Lok St | Des Voeux Rd W | Bonham Strand | 3,820 | 3,660 | -4.4 |
| 1105 | A | LD | Conduit Rd | Kotewall Rd | Glenealy | 12,670 | 13,460 | +6.3 |
| 1107 | A | LD | Tung Lo Wan Rd | Causeway Rd | Moreton Terrace | 18,020 | 17,580 | -2.5 |
| 1108 | A | LD | Justice Drive | Queensway | Supreme Court Rd | 25,790 | 25,170 | -2.4 |
| 1109 | A | LD | Ocean Park Rd | Wong Chuk Hang Rd | Ocean Park | 23,750 | 24,280 | +2.2 |
| 1202 | C | EX | Island Eastern Corridor | Healthy St INT western end | Healthy St INT eastern end | 86,080 | 88,250 | +2.5 |
| 1203 | C | UT | Island Eastern Corridor up-ramp W-B | King's Rd | Healthy St INT western end | 11,410 | 11,340 | -0.6 |
| 1204 | C | PD | Shek Pai Wan Rd | Victoria Rd | Wah Fu Rd | 36,710 | 26,440 | -28.0 |
| 1205 | C | PD | Hill Rd FO <H114> | Pok Fu Lam Rd | Connaught Rd W. | 13,560 | 14,010 | +3.3 |
| 1206 | C | PD | Queen's Rd W | Eastern St | Western St | 8,710 | 8,110 | -6.8 |
| 1207 | C | PD | Connaught Rd C & W | Queen St | Cleverly St | 29,500 | 31,020 | +5.2 |
| 1208 | C | PD | Connaught Rd C | Gilman St | Queen Victoria St | 129,320 | 111,460 | -13.8 |
| 1209 | C | PD | Garden Rd | Cotton Tree Drive | Upper Albert Rd | 22,860 | 22,270 | -2.6 |
| 1210 | C | PD | Hennessy Rd | Johnston Rd | Fenwick St | 31,130 | 30,400 | -2.3 |
| 1211 | C | PD | Hennessy Rd | Stewart Rd | Tin Lok Lane | 24,640 | 22,070 | -10.4 |
| 1212 | C | PD | Irving St & Pennington St | Leighton Rd | Yee Wo St | 11,280 | 13,950 | +23.7 |
| 1213 | C | PD | Causeway Rd | Tung Lo Wan Rd | Shelter St | 32,940 | 33,930 | +3.0 |
| 1214 | C | PD | King's Rd | Fortress Hill Rd | North Point Rd | 25,730 | 24,840 | -3.4 |
| 1215 | C | PD | Causeway Bay FO <H225> S-B | Victoria Park Rd E-B | Gloucester Rd | 13,120 | 11,280 | -14.0 |
| 1216 | C | PD | Gordon Rd | Hing Fat St | Electric Rd | 26,910 | 24,380 | -9.4 |
| 1217 | C | PD | Tong Shui Rd & FO <H127> | Island Eastern Corridor | Chun Yeung St | 7,610 | 7,600 | -0.1 |
| 1218 | C | PD | Island Eastern Corridor down-ramp E-B | Healthy St INT western end | Java Rd | 9,750 | 9,300 | -4.6 |
| 1219 | C | PD | King's Rd | Java Rd | Greig Rd | 27,970 | 27,420 | -2.0 |
| 1220 | C | PD | Chai Wan Rd | Tai Tam Rd | Wan Tsui Rd | 17,300 | 18,670 | +7.9 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|------------------------------|-----------------------------------|----------------------------------|--------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 1221 | C | PD | Shek Pai Wan Rd | Wah Fu Rd | Aberdeen Praya Rd | 43,690 | 43,620 | -0.2 |
| 1222 | C | PD | Aberdeen Praya Rd | Shek Pai Wan Rd | Aberdeen Main Rd | 49,620 | 52,910 | +6.6 |
| 1223 | C | PD | Wong Chuk Hang Rd | Nam Fung Rd | Shouson Hill Rd eastern junction | 19,260 | 19,430 | +0.9 |
| 1225 | C | DD | Queen's Rd W | Des Voeux Rd W | Hill Rd | 8,350 | 8,000 | -4.2 |
| 1226 | C | DD | Queen's Rd W | Hill Rd | Water St | 9,360 | 9,070 | -3.1 |
| 1227 | C | DD | Queen's Rd W | Water St | Pok Fu Lam Rd | 7,120 | 7,750 | +8.9 |
| 1228 | C | DD | Bonham Rd | Park Rd | Seymour Rd | 7,830 | 7,810 | -0.2 |
| 1229 | C | DD | Caine Rd | Aberdeen St | Arbuthnot Rd | 10,320 | 9,680 | -6.2 |
| 1230 | C | DD | Queen Victoria St | Des Voeux Rd C | Queen's Rd C | 3,520 | 3,640 | +3.5 |
| 1231 | C | DD | Jubilee St | Des Voeux Rd C | Queen's Rd C | 6,150 | 6,520 | +6.1 |
| 1232 | C | DD | Johnston Rd | Fleming Rd | Hennessy Rd | 4,280 | 3,540 | -17.3 |
| 1233 | C | DD | Queen's Rd E | Queensway | Kennedy Rd | 19,640 | 18,780 | -4.3 |
| 1234 | C | DD | Wong Nai Chung Rd | Sing Woo Rd | Broadwood Rd | 19,160 | 17,660 | -7.8 |
| 1235 | C | DD | Percival St | Gloucester Rd | Hennessy Rd | 13,240 | 11,700 | -11.6 |
| 1236 | C | DD | Tin Hau Temple Rd | Causeway Rd | New Eastern Terrace | 8,850 | 9,920 | +12.1 |
| 1237 | C | DD | Cloud View Rd | Tin Hau Temple Rd | Yee King Rd | 9,390 | 9,860 | +5.1 |
| 1238 | C | DD | Tai Hang Rd | Wong Nai Chung Gap Rd | Blue Pool Rd | 20,930 | 19,990 | -4.5 |
| 1239 | C | DD | Electric Rd & Lau Sin St | Wing Hing St | Hing Fat St | 10,810 | 9,340 | -13.6 |
| 1240 | C | DD | Canal Rd E | Hennessy Rd | Sharp St E | 1,880 | 1,770 | -5.5 |
| 1241 | C | DD | Canal Rd W | Hennessy Rd | Sharp St W | 3,440 | 3,180 | -7.6 |
| 1242 | C | DD | Java Rd | Tin Chiu St | Healthy St W | 19,540 | 19,170 | -1.9 |
| 1243 | C | DD | Taikoo Wan Rd & Tai Wing Ave | I.E.C. access rd to Taikoo Wan Rd | Taikoo Shing Rd | 9,950 | 10,020 | +0.7 |
| 1244 | C | DD | Aberdeen Main Rd | Aberdeen Praya Rd | Aberdeen Reservoir Rd | 11,460 | 11,810 | +3.0 |
| 1245 | C | DD | Repulse Bay Rd | Wong Nai Chung Gap Rd | Island Rd | 9,520 | 7,740 | -18.7 |
| 1246 | C | DD | Wah Fu Rd | Shek Pai Wan Rd | Wah Cheung St | 9,610 | 10,490 | +9.1 |
| 1247 | C | LD | Smithfield Rd & Pokfield Rd | Belcher's St | Pok Fu Lam Rd | 13,840 | 14,420 | +4.2 |
| 1248 | C | LD | Queen St | Des Voeux Rd C | Queen's Rd W | 4,890 | 4,480 | -8.3 |
| 1249 | C | LD | Arbuthnot Rd | Hollywood Rd | Caine Rd | 10,200 | 10,260 | +0.6 |
| 1250 | C | LD | Tin Chiu St | Java Rd | King's Rd | 4,320 | 4,330 | +0.2 |
| 1251 | C | PD | Tonnochy Rd FO <H171> | Tonnochy Rd | Gloucester Rd | 18,500 | 19,480 | +5.3 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---------------------------------------|--|-----------------------------|-----------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 1252 | C | UT | Harcourt Rd <FO> | Tamar St | End | 118,150 | 122,650 | +3.8 |
| 1253 | C | DD | Sports Rd | Wong Nai Chung Rd | Morrison Hill Rd | 12,610 | 13,500 | +7.0 |
| 1254 | C | DD | Chai Wan Rd | Wing Tai Rd | Sun Yip St | 23,150 | 23,720 | +2.5 |
| 1255 | C | LD | Carmel Rd & Cape Rd | Stanley Village Rd | Chung Hom Kok Rd | 7,560 | 8,060 | +6.6 |
| 1256 | C | LD | Wing Tai Rd <FO> | Chai Wan Rd | Wing Tai Rd nr Tsui Wan Est | 36,620 | 34,870 | -4.8 |
| 1257 | C | LD | Tim Wa Avenue | Harcourt Rd | Lung Wo Rd | 8,660 | 10,000 | +15.5 |
| 1402 | C | UT | Island Eastern Corridor up-ramp E-B | Java Rd | Island Eastern Corridor | 15,530 * | 14,060 | -9.5 |
| 1403 | C | UT | Island Eastern Corridor FO <H148> | Island Eastern Corridor Link FO <H158> | Tai Hong St | 23,050 * | 22,490 | -2.4 |
| 1404 | C | EX | Island Eastern Corridor | Island Eastern Corridor Link FO <H158> | Sun Shing St | 68,130 * | 77,130 | +13.2 |
| 1405 | C | PD | Pok Fu Lam Rd | Chi Fu Rd | Victoria Rd | 24,980 * | 26,120 | +4.6 |
| 1406 | C | PD | Pok Fu Lam Rd | Hill Rd FO <H114> | Bonham Rd | 26,630 * | 25,390 | -4.6 |
| 1407 | C | PD | Connaught Rd W | Sutherland St | Eastern St | 48,040 * | 38,370 | -20.1 |
| 1408 | C | PD | Queen's Rd W | Possession St | Queen St | 9,780 * | 8,730 | -10.7 |
| 1409 | C | PD | Connaught Rd C & underpass | Queen Victoria St | Harbour View St | 124,620 * | 130,240 | +4.5 |
| 1410 | C | PD | Garden Rd | Magazine Gap Rd | Cotton Tree Drive | 55,760 * | 53,350 | -4.3 |
| 1411 | C | PD | Cotton Tree Drive | Queensway | Connaught Rd C | 45,510 * | 50,820 | +11.7 |
| 1412 | C | PD | Arsenal St FO <H70> & GL | Queensway | Gloucester Rd E-B | 25,130 * | 24,930 | -0.8 |
| 1413 | C | PD | Hennessy Rd | Tin Lok Lane | Canal Rd FO <H110> | 23,960 * | 19,960 | -16.7 |
| 1414 | C | PD | Leighton Rd | Tung Lo Wan Rd | Irving St | 23,960 * | 24,660 | +2.9 |
| 1415 | C | PD | Causeway Rd | Hing Fat St | Tin Hau Temple Rd | 26,090 * | 21,830 | -16.3 |
| 1416 | C | PD | Wing Hing St | Hing Fat St | Electric Rd | 15,160 * | 13,270 | -12.5 |
| 1417 | C | PD | Tong Shui Rd (GL) | West Embankment | Java Rd | 13,260 * | 13,150 | -0.8 |
| 1418 | C | PD | King's Rd | Tong Shui Rd | Tin Chiu St | 28,220 * | 23,030 | -18.4 |
| 1419 | C | PD | Island Eastern Corridor down-ramp W-B | Island Eastern Corridor | Java Rd | 16,200 * | 14,900 | -8.0 |
| 1420 | C | PD | Chai Wan Rd | Wan Tsui Rd | Wing Tai Rd | 19,200 * | 17,220 | -10.3 |
| 1421 | C | PD | Island Eastern Corridor slip rd W-B | Sun Sing St | Nam On Lane | 7,080 * | 7,330 | +3.6 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|-----------------------|---|----------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 1422 | C | PD | Island Eastern Corridor | Aldrich Bay Rd | Chai Wan Rd | 15,940 * | 15,120 | -5.1 |
| 1423 | C | PD | Island Rd | Deep Water Bay Rd | Shouson Hill Rd eastern junction | 17,190 * | 18,200 | +5.8 |
| 1424 | C | PD | Aberdeen Praya Rd | Shek Pai Wan Rd | Shek Pai Wan Rd | 31,050 * | 26,380 | -15.1 |
| 1425 | C | DD | Victoria Rd | Pok Fu Lam Rd | Baguio Villas access rd | 7,660 * | 8,570 | +11.9 |
| 1426 | C | DD | Des Voeux Rd W | Belcher's St | Hill Rd | 7,600 * | 7,460 | -1.8 |
| 1427 | C | DD | Third St & Water St | Pok Fu Lam Rd | Queen's Rd W | 7,680 * | 8,300 | +8.1 |
| 1428 | C | DD | Bonham Rd | Pok Fu Lam Rd | Park Rd | 16,090 * | 16,000 | -0.6 |
| 1429 | C | DD | Park Rd & Robinson Rd | Bonham Rd | Castle Rd | 12,780 * | 10,490 | -18.0 |
| 1430 | C | DD | Robinson Rd | Seymour Rd | Cotton Tree Drive | 22,390 * | 20,450 | -8.6 |
| 1431 | C | DD | Queen Victoria St | Des Voeux Rd C | Connaught Rd C | 5,270 * | 5,060 | -4.1 |
| 1432 | C | DD | Jubilee St | Des Voeux Rd C | Connaught Rd C | 6,810 * | 7,460 | +9.5 |
| 1433 | C | DD | Fleming Rd | Johnston Rd | Convention Ave | 16,490 * | 15,910 | -3.5 |
| 1434 | C | DD | Queen's Rd E | Kennedy Rd | Stubbs Rd | 40,420 * | 36,720 | -9.1 |
| 1435 | C | DD | Wong Nai Chung Rd | Leighton Rd | Sports Rd | 8,280 * | 6,820 | -17.6 |
| 1436 | C | DD | Percival St | Hennessy Rd | Leighton Rd | 14,060 * | 12,660 | -9.9 |
| 1437 | C | DD | Tin Hau Temple Rd | New Eastern Terrace | Fortress Hill Rd | 8,860 * | 8,520 | -3.9 |
| 1438 | C | DD | Tung Lo Wan Rd & Tai Hang Rd | Causeway Rd | Ka Ning Path | 11,820 * | 13,220 | +11.8 |
| 1439 | C | DD | Hing Fat St | Causeway Rd | Lau Sin St | 19,000 * | 18,160 | -4.4 |
| 1440 | C | DD | Electric Rd | Gordon Rd | Wing Hing St | 5,750 * | 5,760 | +0.1 |
| 1441 | C | DD | Java Rd | Healthy St W | Island Eastern Corridor down-ramp E-B | 11,870 * | 11,820 | -0.4 |
| 1442 | C | DD | Taikoo Shing Rd | Tai Yue Ave | Tai Wing Ave | 16,340 * | 16,060 | -1.7 |
| 1443 | C | DD | Aberdeen Main Rd | Aberdeen Reservoir Rd | Aberdeen Praya Rd | 23,790 * | 26,620 | +11.9 |
| 1444 | C | PD | Island Eastern Corridor Link FO <H158> | Hong On St | Ramps to & from Island Eastern Corridor | 14,580 * | 13,410 | -8.1 |
| 1445 | C | DD | Victoria Rd | Sassoon Rd | Baguio Villas access rd | 7,910 * | 6,610 | -16.4 |
| 1446 | C | DD | Island Eastern Corridor | Wan Tsui Rd RA | Wing Tai Rd INT | 17,420 * | 17,200 | -1.3 |
| 1447 | C | DD | Western St | Des Voeux Rd W | Connaught Rd W | 15,700 * | 15,080 | -4.0 |
| 1448 | C | DD | Victoria Rd | Mount Davis Rd | Sassoon Rd | 5,060 * | 4,170 | -17.6 |
| 1449 | C | DD | Harbour Rd | Fleming Rd | Tonnochy Rd | 17,940 * | 18,210 | +1.5 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|--|-------------------------------|-----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 1450 | C | DD | Tonnochy Rd | Hung Hing Rd | Gloucester Rd | 18,570 * | 18,360 | -1.1 |
| 1451 | C | DD | Hung Hing Rd | Tonnochy Rd | Hung Hing Rd FO <H159> | 22,600 * | 23,990 | +6.2 |
| 1452 | C | PD | Hung Hing Rd FO <H159> | Hung Hing Rd | Victoria Park Rd | 15,120 * | 17,480 | +15.6 |
| 1453 | C | DD | Blue Pool Rd | Sing Woo Rd | Tai Hang Rd | 14,240 * | 14,140 | -0.7 |
| 1454 | C | LD | Hollywood Rd | Wyndham St | Ladder St | 10,300 * | 9,980 | -3.1 |
| 1455 | C | LD | Wyndham St | Lower Albert Rd | Arbuthnot Rd | 13,780 * | 14,580 | +5.9 |
| 1456 | C | LD | Shing Tai Rd | Wing Tai Rd INT | Shun Tai Rd | 10,320 * | 11,120 | +7.8 |
| 1457 | C | LD | Lower Albert Rd | Glenealy | Garden Rd | 8,770 * | 8,150 | -7.1 |
| 1458 | C | LD | Tonnochy Rd | Gloucester Rd | Hennessy Rd | 4,500 * | 4,640 | +3.0 |
| 1459 | C | LD | Fenwick St | Hennessy Rd | Gloucester Rd | 13,090 * | 12,060 | -7.9 |
| 1460 | C | LD | Morrison St | Queen's Rd C | Des Voeux Rd C | 9,120 * | 8,940 | -2.0 |
| 1461 | C | UT | Island Eastern Corridor up-ramp | Hing Fat St | Island Eastern Corridor | 14,430 * | 13,620 | -5.5 |
| 1462 | C | PD | Island Eastern Corridor down-ramp | Island Eastern Corridor | Hing Fat St | 15,260 * | 12,680 | -16.9 |
| 1463 | C | DD | King's Rd FO <H162> | King's Rd | Hong On St | 5,690 * | 5,520 | -3.1 |
| 1464 | C | PD | Harcourt Rd <FO> ramp to Cotton Tree Drive | Harcourt Rd <FO> | Lambeth Walk | 25,690 * | 24,200 | -5.8 |
| 1601 | C | UT | Harcourt Rd | Cotton Tree Drive | Tamar St | 148,400 * | 146,460 * | -1.3 |
| 1602 | C | EX | Island Eastern Corridor | Aldrich Bay Rd approaching Shau Kei Wan Rd | Chai Wan Rd slip rd to I.E.C. | 67,460 * | 68,870 * | +2.1 |
| 1603 | C | PD | Pok Fu Lam Rd | Sassoon Rd | Bisney Rd | 36,610 * | 36,460 * | -0.4 |
| 1604 | C | PD | Pok Fu Lam Rd | Second St | Hill Rd | 12,740 * | 12,690 * | -0.4 |
| 1605 | C | PD | Queen's Rd W | Hollywood Rd | Eastern St | 9,540 * | 9,420 * | -1.3 |
| 1606 | C | PD | Queen's Rd C | Wyndham St | D'Aguilar St | 16,180 * | 15,970 * | -1.3 |
| 1607 | C | PD | Queen's Rd C | Ice House St | Wyndham St | 27,540 * | 27,170 * | -1.3 |
| 1608 | C | PD | Cotton Tree Drive | Garden Rd | Kennedy Rd slip rd | 50,360 * | 50,140 * | -0.4 |
| 1609 | C | PD | Hennessy Rd | Fenwick St | Luard Rd | 22,000 * | 21,710 * | -1.3 |
| 1610 | C | PD | Hennessy Rd | Canal Rd FO <H110> | Percival St | 19,340 * | 19,080 * | -1.3 |
| 1611 | C | PD | Wing Hing St | Electric Rd | King's Rd | 11,740 * | 11,690 * | -0.4 |
| 1612 | C | PD | Tai Hang Rd FO <H134> | St. John Ambulance Brigade Headquarters | Ramp to Tung Lo Wan Rd | 20,650 * | 20,570 * | -0.4 |
| 1613 | C | PD | Man Hong St | Java Rd | King's Rd | 24,410 * | 24,300 * | -0.4 |

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Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---------------------------------|---------------------------------------|----------------------------------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 1614 | C | PD | Shau Kei Wan Rd | Taikoo Shing Rd | Tai Hong St | 23,580 * | 23,480 * | -0.4 |
| 1615 | C | PD | Chai Wan Rd | Church St | Island Eastern Corridor Approach | 11,780 * | 11,740 * | -0.4 |
| 1616 | C | PD | Nam On Lane | Shau Kei Wan Rd | Nam On St | 7,100 * | 7,070 * | -0.4 |
| 1617 | C | PD | Aberdeen Praya Rd | Aberdeen Main Rd | Aberdeen Main Rd | 43,760 * | 43,580 * | -0.4 |
| 1618 | C | PD | Island Rd | Deep Water Bay Rd | Repulse Bay Rd | 17,080 * | 17,240 * | +0.9 |
| 1619 | C | DD | Sassoon Rd | Victoria Rd | Pok Fu Lam Rd | 9,250 * | 9,180 * | -0.7 |
| 1620 | C | DD | Hill Rd | Queen's Rd W | Des Voeux Rd W | 3,770 * | 3,640 * | -3.5 |
| 1621 | C | DD | Water St | Des Voeux Rd W | Queen's Rd W | 8,720 * | 8,410 * | -3.5 |
| 1622 | C | DD | Western St | Des Voeux Rd W | Queen's Rd W | 15,830 * | 15,280 * | -3.5 |
| 1623 | C | DD | Des Voeux Rd W | Connaught Rd C | Queen St | 10,840 * | 10,470 * | -3.5 |
| 1624 | C | DD | Upper Albert Rd | Caine Rd | Albany Rd | 21,730 * | 21,580 * | -0.7 |
| 1625 | C | DD | Pedder St | Des Voeux Rd C | Queen's Rd C | 15,020 * | 14,500 * | -3.5 |
| 1626 | C | DD | Whitty St | Des Voeux Rd W | Queen's Rd W | 2,550 * | 2,460 * | -3.5 |
| 1627 | C | DD | Wan Chai Rd | Johnston Rd | Morrison Hill Rd | 13,770 * | 13,290 * | -3.5 |
| 1628 | C | DD | Queen's Rd E | Stubbs Rd | Wong Nai Chung Rd | 44,370 * | 44,050 * | -0.7 |
| 1629 | C | DD | Peak Rd | Magazine Gap Rd | Wan Chai Gap | 10,800 * | 10,600 * | -1.9 |
| 1630 | C | DD | Morrison Hill Rd | Leighton Rd | Queen's Rd E | 77,490 * | 76,940 * | -0.7 |
| 1631 | C | DD | Leighton Rd | Morrison Hill Rd | Canal Rd E | 36,240 * | 35,980 * | -0.7 |
| 1632 | C | DD | Tin Hau Temple Rd | Fortress Hill Rd | Pak Fuk Rd | 10,920 * | 10,840 * | -0.7 |
| 1633 | C | DD | Electric Rd | Gordon Rd | Power St | 17,000 * | 16,880 * | -0.7 |
| 1634 | C | DD | Java Rd | North Point Rd | Tong Shui Rd | 22,150 * | 21,990 * | -0.7 |
| 1635 | C | DD | Java Rd | Island Eastern Corridor down-ramp E-B | King's Rd | 23,410 * | 23,250 * | -0.7 |
| 1636 | C | DD | Taikoo Shing Rd | Tai Wing Ave | King's Rd | 11,310 * | 11,230 * | -0.7 |
| 1637 | C | DD | Nam Fung Rd | Wong Chuk Hang Rd | Deep Water Bay Rd | 9,400 * | 9,220 * | -1.9 |
| 1638 | C | LD | Seymour Rd | Bonham Rd | Castle Rd | 3,780 * | 3,750 * | -0.7 |
| 1639 | C | LD | Cloud View Rd | Yee King Rd | Braemar Hill Rd | 8,380 * | 8,320 * | -0.7 |
| 1640 | C | DD | Kornhill Rd | Hong On St | King's Rd | 14,630 * | 14,530 * | -0.7 |
| 1642 | C | PD | Island Eastern Corridor slip rd | Wing Tai Rd | Wing Tai Rd | 37,350 * | 37,190 * | -0.4 |
| 1643 | C | LD | Kotewall Rd | Po Shan Rd | Robinson Rd | 3,200 * | 3,110 * | -2.8 |
| 1644 | C | LD | Cyberport Rd | Victoria Rd | Sha Wan Drive | 11,650 * | 11,570 * | -0.7 |
| 1645 | C | PD | Island Eastern Corridor <H128A> | Healthy St W | Hoi Yu St | 34,640 * | 34,490 * | -0.4 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|-------------------------------|--|-----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 1646 | C | PD | Island Eastern Corridor <H220> & <HU5> | Island Eastern Corridor <HU5> | Island Eastern Corridor <H220> | 2,780 * | 2,770 * | -0.4 |
| 1647 | C | DD | Man Yiu St | Man Kwong St | Harbour View St | 23,650 * | 22,830 * | -3.5 |
| 1801 | C | UT | Victoria Park Rd (GL) | Island Eastern Corridor | Hing Fat St | 18,950 * | 19,350 * | +2.1 |
| 1802 | C | UT | Tsing Fung St FO <H74> | King's Rd | Victoria Park Rd | 10,680 * | 10,900 * | +2.1 |
| 1803 | C | EX | Island Eastern Corridor | Victoria Park Rd | Hing Fat St INT | 102,610 * | 104,770 * | +2.1 |
| 1804 | C | EX | Island Eastern Corridor | Hing Fat St INT | Tong Shui Rd INT | 127,670 * | 130,350 * | +2.1 |
| 1805 | C | EX | Island Eastern Corridor | Tong Shui Rd INT | Healthy St INT | 109,180 * | 111,480 * | +2.1 |
| 1806 | C | UT | Island Eastern Corridor up-ramp W-B | Tong Shui Rd | Island Eastern Corridor W-B | 8,050 * | 8,220 * | +2.1 |
| 1807 | C | EX | Island Eastern Corridor | Taikoo Shing INT western end | Taikoo Shing INT eastern end | 97,270 * | 99,310 * | +2.1 |
| 1808 | C | UT | Island Eastern Corridor slip rd W-B | Taikoo Wan Rd access rd | Taikoo Shing INT western end | 7,410 * | 7,560 * | +2.1 |
| 1809 | C | UT | Island Eastern Corridor up-ramp E-B | Taikoo Wan Rd access rd | Taikoo Shing INT eastern end | 4,530 * | 4,630 * | +2.1 |
| 1810 | C | EX | Island Eastern Corridor | Taikoo Shing INT eastern end | Island Eastern Corridor Link FO <H158> | 106,240 * | 108,480 * | +2.1 |
| 1811 | C | PD | Pok Fu Lam Rd | Mount Davis Rd | Bisney Rd | 36,080 * | 35,920 * | -0.4 |
| 1812 | C | PD | Pok Fu Lam Rd | Queen's Rd W | Second St | 10,620 * | 10,580 * | -0.4 |
| 1813 | C | PD | Queen's Rd W | Queen St | Hollywood Rd | 14,150 * | 13,960 * | -1.3 |
| 1814 | C | PD | Queen's Rd C | D'Aguilar St | Queen Victoria St | 9,420 * | 9,290 * | -1.3 |
| 1815 | C | PD | Queen's Rd C | Des Voeux Rd C | Ice House St | 22,220 * | 21,930 * | -1.3 |
| 1816 | C | PD | Queensway | Des Voeux Rd C | Cotton Tree Drive | 57,560 * | 56,810 * | -1.3 |
| 1817 | C | PD | Queensway | Queen's Rd E | Arsenal St | 50,990 * | 50,320 * | -1.3 |
| 1819 | C | PD | Hennessy Rd & Yee Wo St | Percival St | Pennington St | 22,430 * | 22,140 * | -1.3 |
| 1820 | C | PD | King's Rd | Tin Hau Temple Rd | Mercury St | 33,680 * | 33,540 * | -0.4 |
| 1821 | C | PD | Tai Hang Rd FO <H134> | Gloucester Rd | Ramp to Tung Lo Wan Rd | 26,560 * | 26,450 * | -0.4 |
| 1822 | C | PD | Gloucester Rd | Great George St | Causeway Rd | 4,470 * | 4,410 * | -1.3 |
| 1823 | C | PD | Gloucester Rd | Kingston St | Great George St | 19,470 * | 19,220 * | -1.3 |
| 1824 | C | PD | Island Eastern Corridor down-ramp E-B | Island Eastern Corridor E-B | Tong Shui Rd FO <H127> northern end | 10,840 * | 10,790 * | -0.4 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|----------------------------------|----------------------------------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 1825 | C | PD | Tong Shui Rd | Chun Yeung St | King's Rd | 7,160 * | 7,130 * | -0.4 |
| 1826 | C | PD | King's Rd | Tin Chiu St | Healthy St W | 20,210 * | 20,120 * | -0.4 |
| 1827 | C | PD | Island Eastern Corridor slip rd E-B | Taikoo Shing INT western end | Access rd to Taikoo Wan Rd | 6,820 * | 6,790 * | -0.4 |
| 1828 | C | PD | Island Eastern Corridor slip rd W-B | Taikoo Shing INT eastern end | Access rd to Taikoo Wan Rd | 5,440 * | 5,420 * | -0.4 |
| 1829 | C | PD | Island Eastern Corridor access rd to Taikoo Wan Rd | Taikoo Shing INT | Taikoo Wan Rd | 24,650 * | 24,550 * | -0.4 |
| 1830 | C | PD | King's Rd | Greig Rd | Taikoo Shing Rd | 19,760 * | 19,680 * | -0.4 |
| 1831 | C | PD | Shau Kei Wan Rd | Tai Hong St | Nam On Lane | 13,950 * | 13,890 * | -0.4 |
| 1832 | C | PD | Tai Hong St | Shau Kei Wan Rd | Island Eastern Corridor slip rd | 15,010 * | 14,950 * | -0.4 |
| 1833 | C | PD | Island Eastern Corridor slip rd E-B | Shau Kei Wan INT western end | Nam On Lane | 7,100 * | 7,070 * | -0.4 |
| 1834 | C | PD | Aberdeen Praya Rd | Aberdeen Main Rd | Ap Lei Chau Bridge | 47,570 * | 47,370 * | -0.4 |
| 1835 | C | PD | Repulse Bay Rd | Island Rd | South Bay Rd | 18,980 * | 19,160 * | +0.9 |
| 1836 | C | DD | Mount Davis Rd | Victoria Rd | Pok Fu Lam Rd | 1,770 * | 1,760 * | -0.7 |
| 1837 | C | DD | Connaught Rd W (GL) | Des Voeux Rd W | Water St | 15,800 * | 15,250 * | -3.5 |
| 1838 | C | DD | Water St | Connaught Rd W | Des Voeux Rd W | 8,150 * | 7,870 * | -3.5 |
| 1839 | C | DD | Des Voeux Rd W | Western St | Eastern St | 10,460 * | 10,100 * | -3.5 |
| 1840 | C | DD | Castle Rd | Seymour Rd | Caine Rd | 3,400 * | 3,380 * | -0.7 |
| 1841 | C | DD | Glenealy & Albany Rd | Wyndham St | Upper Albert Rd | 13,280 * | 13,180 * | -0.7 |
| 1842 | C | DD | Pedder St | Connaught Rd C | Des Voeux Rd C | 16,860 * | 16,280 * | -3.5 |
| 1843 | C | DD | Des Voeux Rd C | Pedder St | Garden Rd | 6,650 * | 6,420 * | -3.5 |
| 1844 | C | DD | Johnston Rd | Landale St | Luard Rd | 3,360 * | 3,250 * | -3.5 |
| 1845 | C | DD | Tin Lok Lane | Hennessy Rd | Wan Chai Rd | 15,050 * | 14,940 * | -0.7 |
| 1846 | C | DD | Kennedy Rd | Garden Rd | MacDonnell Rd | 16,370 * | 16,250 * | -0.7 |
| 1847 | C | DD | Leighton Rd | Canal Rd E | Wong Nai Chung Rd | 29,700 * | 29,490 * | -0.7 |
| 1848 | C | DD | Stubbs Rd | Stubbs Rd FO <H119> northern end | Stubbs Rd RA | 3,850 * | 3,830 * | -0.7 |
| 1849 | C | DD | Stubbs Rd FO <H119> | Stubbs Rd | Wong Nai Chung Gap Rd | 10,380 * | 10,180 * | -1.9 |
| 1850 | C | DD | Wong Nai Chung Gap Rd | Stubbs Rd RA | Stubbs Rd FO <H119> southern end | 21,890 * | 21,470 * | -1.9 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|----------------------------------|-----------------------------|---------------------------|----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 1851 | C | DD | Power St | Electric Rd | King's Rd | 3,290 * | 3,270 * | -0.7 |
| 1852 | C | DD | Tai Hang Rd | Lai Tak Tsuen Rd | Perkins Rd | 11,750 * | 11,670 * | -0.7 |
| 1853 | C | PD | Victoria Park Rd entry-ramp W-B | Hing Fat St | Victoria Park Rd W-B | 9,350 * | 9,310 * | -0.4 |
| 1854 | C | PD | Hing Fat St | Gordon Rd | Lau Sin St | 19,070 * | 18,990 * | -0.4 |
| 1855 | C | DD | Electric Rd & Java Rd | Power St | North Point Rd | 9,700 * | 9,630 * | -0.7 |
| 1856 | C | DD | Healthy St W & Pak Fuk Rd | King's Rd | Tin Hau Temple Rd | 9,860 * | 9,780 * | -0.7 |
| 1857 | C | DD | Wing Tai Rd | Chai Wan Rd | Shun Tai Rd | 24,030 * | 23,860 * | -0.7 |
| 1858 | C | DD | Deep Water Bay Rd | Nam Fung Rd | Wong Nai Chung Gap Rd | 10,620 * | 10,410 * | -1.9 |
| 1859 | C | DD | Marsh Rd & FO <H78> | Hung Hing Rd | Lockhart Rd | 14,990 * | 14,470 * | -3.5 |
| 1860 | C | LD | Eastern St | Connaught Rd W | Des Voeux Rd W | 5,320 * | 5,140 * | -3.5 |
| 1861 | C | LD | Castle Rd | Robinson Rd | Seymour Rd | 3,340 * | 3,310 * | -0.7 |
| 1862 | C | LD | Braemar Hill Rd | Tin Hau Temple Rd | Cloud View Rd | 11,090 * | 11,010 * | -0.7 |
| 1863 | C | DD | Tonnochy Rd FO <H171> | Gloucester Rd | Tonnochy Rd | 17,970 * | 17,350 * | -3.5 |
| 1864 | C | PD | Tai On St | Shau Kei Wan Rd | Hong Cheung St | 14,270 * | 14,210 * | -0.4 |
| 1865 | C | DD | Island Eastern Corridor slip rd | Wing Tai Rd | Shun Tai Rd | 8,180 * | 8,120 * | -0.7 |
| 2001 | C | UT | Gloucester Rd & Victoria Park Rd | Cross Harbour Tunnel S. INT | Houston St | 168,370 | 166,170 * | -1.3 |
| 2002 | C | UT | Canal Rd FO <H75 & H110> | Cross Harbour Tunnel S INT | Sharp St E | 105,310 | 103,930 * | -1.3 |
| 2003 | C | UT | Canal Rd FO <H110> | Sharp St E. | Sports Rd | 68,890 | 67,990 * | -1.3 |
| 2004 | C | UT | Canal Rd FO <H110> | Sports Rd | Aberdeen Tunnel N. Portal | 40,640 | 41,490 * | +2.1 |
| 2005 | C | UT | Aberdeen Tunnel | Wong Chuk Hang Rd | Aberdeen Tunnel Approach | 52,780 | 53,900 * | +2.1 |
| 2006 | C | PD | Canal Rd FO <H110> up-ramp N-B | Morrison Hill Rd | Canal Rd FO <H110> N-B | 17,720 | 17,640 * | -0.4 |
| 2007 | C | UT | Canal Rd FO <H110> up-ramp S-B | Wong Nai Chung Rd | Aberdeen Tunnel | 10,130 | 10,350 * | +2.1 |
| 2008 | C | PD | Canal Rd FO <H73> up-ramp N-B | Canal Rd W | Canal Rd FO <H110> N-B | 18,590 | 18,350 * | -1.3 |
| 2009 | C | PD | Pok Fu Lam Rd | Pokfield Rd | Hill Rd FO <H114> | 36,150 | 36,000 * | -0.4 |
| 2010 | C | PD | Queen's Rd W | Western St | Pok Fu Lam Rd | 15,460 | 15,260 * | -1.3 |
| 2011 | C | PD | Connaught Rd W | Sutherland St | Queen St | 48,720 | 48,080 * | -1.3 |

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Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---------------------------------|--|--------------------|--------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 2012 | C | PD | Garden Rd | Hong Kong Zoological & Botanical Gardens | 5 Garden Rd | 28,230 | 28,110 * | -0.4 |
| 2013 | C | PD | Queensway | Cotton Tree Drive | Rodney St | 86,030 | 84,900 * | -1.3 |
| 2014 | C | PD | Hennessy Rd | Arsenal St | Johnston Rd | 30,360 | 29,960 * | -1.3 |
| 2015 | C | PD | Hennessy Rd | Fleming Rd | Stewart Rd | 19,570 | 19,310 * | -1.3 |
| 2016 | C | PD | Yee Wo St | Pennington St | Tung Lo Wan Rd | 22,040 | 21,750 * | -1.3 |
| 2017 | C | PD | King's Rd | Mercury St | Fortress Hill Rd | 23,800 | 23,700 * | -0.4 |
| 2018 | C | PD | Gloucester Rd N-B | Kingston St | Houston St | 13,280 | 13,110 * | -1.3 |
| 2019 | C | PD | Hing Fat St | Gordon Rd | Whitfield Rd | 30,270 | 30,140 * | -0.4 |
| 2020 | C | PD | King's Rd | Healthy St W | Java Rd | 22,440 | 22,350 * | -0.4 |
| 2021 | C | PD | Shau Kei Wan Rd | Nam On Lane | Church St | 11,150 | 11,100 * | -0.4 |
| 2022 | C | PD | Wong Chuk Hang Rd | Nam Long Shan Rd | Ap Lei Chau Bridge | 67,070 | 66,780 * | -0.4 |
| 2023 | C | PD | Tai Tam Rd | Stanley Gap Rd | Red Hill Rd | 10,100 | 10,200 * | +0.9 |
| 2024 | C | PD | Canal Rd FO <H73> down-ramp S-B | Canal Rd FO <H110> S-B | Canal Rd E | 17,850 | 17,610 * | -1.3 |
| 2025 | C | DD | Belcher's St | Smithfield Rd | Sands St | 17,620 | 17,500 * | -0.7 |
| 2026 | C | DD | Des Voeux Rd W | Hill Rd | Water St | 13,120 | 12,660 * | -3.5 |
| 2027 | C | DD | Des Voeux Rd W | Water St | Western St | 10,440 | 10,080 * | -3.5 |
| 2028 | C | DD | Des Voeux Rd W | Eastern St | Queen St | 11,160 | 10,780 * | -3.5 |
| 2029 | C | DD | Robinson Rd | Castle Rd | Seymour Rd | 15,450 | 15,340 * | -0.7 |
| 2030 | C | DD | Des Voeux Rd C | Queen Victoria St | Pedder St | 16,140 | 15,590 * | -3.5 |
| 2031 | C | DD | Upper Albert Rd | Garden Rd | Albany Rd | 26,120 | 25,940 * | -0.7 |
| 2032 | C | DD | Johnston Rd | Luard Rd | Fleming Rd | 10,080 | 9,730 * | -3.5 |
| 2033 | C | DD | Morrison Hill Rd | Wan Chai Rd | Leighton Rd | 25,850 | 24,960 * | -3.5 |
| 2034 | C | DD | Wong Nai Chung Rd | Queen's Rd E | Sing Woo Rd | 33,180 | 32,940 * | -0.7 |
| 2035 | C | DD | Leighton Rd | Wong Nai Chung Rd | Percival St | 29,140 | 28,930 * | -0.7 |
| 2036 | C | DD | Leighton Rd | Irving St | Percival St | 15,040 | 14,930 * | -0.7 |
| 2037 | C | DD | Fortress Hill Rd | King's Rd | Tin Hau Temple Rd | 7,850 | 7,800 * | -0.7 |
| 2038 | C | DD | Tai Hang Rd | Perkins Rd | Blue Pool Rd | 12,430 | 12,340 * | -0.7 |
| 2039 | C | DD | North Point Rd | Electric Rd | King's Rd | 5,300 | 5,260 * | -0.7 |
| 2040 | C | DD | Java Rd | Tong Shui Rd | Tin Chiu St | 18,110 | 17,980 * | -0.7 |
| 2041 | C | DD | Tai Yue Ave & Taikoo Wan Rd | Taikoo Shing Rd | I.E.C. slip rd | 10,290 | 10,220 * | -0.7 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|----------------------------------|----------------------------------|-------------------------|--------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 2042 | C | DD | Taikoo Shing Rd & Westlands Rd | Tai Yue Ave | King's Rd | 9,380 | 9,320 * | -0.7 |
| 2043 | C | PD | Canal Rd FO <H110> down-ramp S-B | Canal Rd FO <H110> S-B | Morrison Hill Rd | 11,970 | 11,920 * | -0.4 |
| 2044 | C | DD | Canal Rd FO <H110> down-ramp N-B | Aberdeen Tunnel | Wong Nai Chung Rd | 11,960 | 11,870 * | -0.7 |
| 2045 | C | LD | Eastern St | Des Voeux Rd W | Queen's Rd W | 8,780 | 8,470 * | -3.5 |
| 2046 | C | LD | Seymour Rd | Castle Rd | Robinson Rd | 3,870 | 3,840 * | -0.7 |
| 2047 | C | LD | Tong Shui Rd | Java Rd | Chun Yeung St | 4,950 | 4,910 * | -0.7 |
| 2048 | C | PD | Fenwick Pier St FO <H170> | Fenwick Pier St | Harcourt Rd | 12,400 | 12,240 * | -1.3 |
| 2049 | C | PD | Island Eastern Corridor up-ramp | Shing Tai Rd | Island Eastern Corridor | 36,620 | 36,470 * | -0.4 |
| 2050 | C | DD | Wong Nai Chung Rd | Sports Rd | Broadwood Rd | 16,100 | 15,980 * | -0.7 |
| 2051 | C | LD | Yiu Hing Rd | Sun Sing St | Wai Hang St | 4,260 | 4,230 * | -0.7 |
| 2052 | C | LD | Sun Yip St | Chai Wan Rd | Ka Yip St | 10,200 | 10,120 * | -0.7 |
| 2053 | C | LD | Siu Sai Wan Rd | Chai Wan Rd | On Yip St | 21,060 | 20,910 * | -0.7 |
| 2054 | C | LD | Wah Chui St | Victoria Rd | Wah King St | 3,470 | 3,450 * | -0.7 |
| 2055 | C | LD | Wah Hong St | Victoria Rd | Wah King St | 2,870 | 2,850 * | -0.7 |
| 2201 | B | PD | Pok Fu Lam Rd | Pokfield Rd | Mount Davis Rd | 30,260 | 29,680 | -1.9 |
| 2202 | B | DD | Wong Nai Chung Gap Rd | Stubbs Rd FO <H119> southern end | Repulse Bay Rd | 29,730 | 27,960 | -5.9 |
| 2203 | B | DD | Stubbs Rd | Wan Chai Gap | Wong Nai Chung Gap Rd | 11,940 | 11,330 | -5.1 |
| 2204 | B | DD | Yee King Rd & Lai Tak Tsuen Rd | Cloud View Rd | Tai Hang Rd | 12,300 | 11,980 | -2.7 |
| 2205 | B | DD | Magazine Gap Rd | Garden Rd | Peak Rd | 17,440 | 16,350 | -6.2 |
| 2206 | B | DD | Belcher's St & Victoria Rd | Smithfield Rd | Mount Davis Rd | 8,770 | 9,110 | +3.9 |
| 2207 | B | PD | Connaught Rd C | Cleverly St | Gilman St | 39,440 | 43,670 | +10.7 |
| 2208 | B | PD | Queen's Rd C | Queen Victoria St | Bonham Strand | 14,010 | 12,870 | -8.1 |
| 2209 | B | DD | Des Voeux Rd C | Morrison St | Queen Victoria St | 6,230 | 6,550 | +5.3 |
| 2210 | B | DD | Wyndham St | Queen's Rd C | Lower Albert Rd | 5,060 | 5,040 | -0.4 |
| 2211 | B | PD | Garden Rd | Des Voeux Rd C | Upper Albert Rd | 46,950 | 49,380 | +5.2 |
| 2212 | B | PD | Cotton Tree Drive | Queensway | Slip rd to Kennedy Rd | 50,370 | 49,350 | -2.0 |
| 2213 | B | DD | Kennedy Rd | MacDonnell Rd | Queen's Rd E | 10,340 | 10,340 | 0.0 |
| 2214 | B | PD | Causeway Rd | Shelter St | Hing Fat St | 37,440 | 36,020 | -3.8 |

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| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|-------------------------|-------------------|--|--------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 2215 | B | EX | Island Eastern Corridor | Mong Lung St | Wing Tai Rd INT | 54,600 | 56,100 | +2.7 |
| 2216 | B | PD | Connaught Rd FO <H173> | Ramp nr Gilman St | The nearest diverging & merging points west of Shun Tak Centre | 84,650 | 88,890 | +5.0 |
| 2217 | B | PD | Lung Wo Rd | Man Yiu St | Lung Wui Rd | 12,570 | 13,350 | +6.3 |
| 2401 | B | LD | Lin Shing Rd | Wan Tsui Rd | Cape Collision Rd | 2,510 | 2,330 | -7.0 |
| 2402 | B | LD | Wing Lok St | Morrison St | Des Voeux Rd C | 3,200 | 3,310 | +3.5 |
| 2403 | B | LD | Ice House St | Connaught Rd C | Lower Albert Rd | 10,840 | 11,680 | +7.8 |
| 2404 | B | LD | D'Aguilar St | Queen's Rd C | Wyndham St | 6,650 | 6,310 | -5.0 |
| 2405 | B | LD | Cochrane St | Queen's Rd C | Wellington St | 720 | 630 | -12.7 |
| 2407 | B | DD | Smithfield Rd | Pok Fu Lam Rd | Lung Wah St | 8,510 | 8,000 | -6.0 |
| 2408 | B | DD | Lung Wui Rd | Tim Mei Ave | Lung King St | 11,200 | 6,680 | -40.4 |
| 2601 | C | LD | Aberdeen Reservoir Rd | Aberdeen Main Rd | Country Park | 3,230 | 2,650 | -18.0 |
| 2602 | C | LD | Barker Rd | Old Peak Rd | Peak Rd | 1,320 | 1,100 | -17.3 |
| 2603 | C | LD | Beach Rd | Repulse Bay Rd | South Bay Rd | 1,840 | 1,860 | +1.4 |
| 2604 | C | LD | Bisney Rd | Pok Fu Lam Rd | Consort Rise | 3,280 | 3,210 | -2.0 |
| 2605 | C | LD | Borrett Rd | Kennedy Rd | End | 5,290 | 5,430 | +2.7 |
| 2606 | C | LD | Brair Ave | Blue Pool Rd | Green Lane | 580 | 580 | +1.1 |
| 2607 | C | LD | Cape Collinson Rd | Shek O Rd | Restriction boundary | 650 | 740 | +15.3 |
| 2608 | C | LD | Caroline Hill Rd | Leighton Rd | Yun Ping Rd | 5,340 | 4,640 | -13.0 |
| 2609 | C | LD | Chi Fu Rd | Pok Fu Lam Rd | Pok Fu Lam Rd | 5,400 | 5,260 | -2.6 |
| 2610 | C | LD | Chung Hom Kok Rd | Stanley Gap Rd | End | 1,310 | 1,660 | +27.0 |
| 2612 | C | LD | Deep Water Bay Rd | Nam Fung Rd | Island Rd | 4,390 | 4,360 | -0.7 |
| 2613 | C | LD | Edinburgh Place | Connaught Rd C | Harcourt Rd | 3,050 | 3,410 | +11.6 |
| 2614 | C | LD | Fung Yip St | Sheung On St | Sun Yip St | 5,680 | 5,510 | -3.1 |
| 2615 | C | LD | Green Lane | Blue Pool Rd | End | 1,120 | 940 | -16.3 |
| 2616 | C | LD | Headland Rd | Repulse Bay Rd | End | 890 | 970 | +9.1 |
| 2617 | C | LD | Heung Yip Rd | Wong Chuk Hang Rd | Ocean Park Rd | 5,640 | 5,420 | -3.9 |
| 2618 | C | LD | Holy Cross Path | Hoi Ning St | Tai Shek St | 3,050 | 2,770 | -9.2 |
| 2620 | C | LD | Ka Yip St | Wing Tai Rd | End | 11,040 | 9,970 | -9.7 |
| 2621 | C | LD | Kingston St | Paterson St | Gloucester Rd | 4,500 | 4,330 | -3.8 |
| 2623 | C | LD | Lee Garden Rd | Hennessy Rd | Hysan Ave | 3,750 | 3,450 | -8.1 |

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Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--------------------------------|-------------------|----------------------|---------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 2624 | C | LD | Lung Wah St | Smithfield Rd | End | 1,350 | 1,420 | +4.7 |
| 2625 | C | LD | Marsh Rd | Gloucester Rd | Hennessy Rd | 9,320 | 9,430 | +1.2 |
| 2626 | C | LD | Mong Lung St | Factory St | Po Man St | 6,010 | 4,980 | -17.3 |
| 2627 | C | LD | Mount Kellett Rd | Peak Rd | Homestead Rd | 4,030 | 4,190 | +4.1 |
| 2628 | C | LD | Nam Long Shan Rd | Police School Rd | Restriction boundary | 4,380 | 4,550 | +3.9 |
| 2630 | C | LD | Ormsby St | Tung Lo Wan Rd | Sun Chun St | 860 | 810 | -5.7 |
| 2631 | C | LD | Plantation Rd | Plunkett's Rd | Barker Rd | 2,140 | 1,880 | -12.3 |
| 2632 | C | LD | Pollock's Path | Plantation Rd | End | 440 | 320 | -28.4 |
| 2633 | C | LD | Sai On St | Chengtu Rd | Aberdeen Main Rd | 2,270 | 2,810 | +24.0 |
| 2634 | C | LD | Second St | Water St | Eastern St | 630 | 800 | +25.9 |
| 2635 | C | LD | Shan Kwong Rd | Wong Nai Chung Rd | End | 3,680 | 3,130 | -14.8 |
| 2636 | C | LD | Shing On St | Shau Kei Wan Rd | End | 4,470 | 4,120 | -7.8 |
| 2637 | C | LD | Shouson Hill Rd W | Shouson Hill Rd | Restricted boundary | 790 | 720 | -8.5 |
| 2638 | C | LD | Shun Fu St | Hong Cheung St | End | 310 | 300 | -2.8 |
| 2639 | C | LD | Smithfield Rd | Pokfield Rd | Lung Wah St | 9,300 | 9,880 | +6.2 |
| 2641 | C | LD | Stone Nullah Lane | Johnston Rd | End | 2,490 | 2,610 | +4.8 |
| 2642 | C | LD | Tin Wan Close | Tin Wan St | End | 950 | 900 | -4.9 |
| 2643 | C | LD | Tsat Tsz Mui Rd | Tin Chiu St | Model Lane | 5,310 | 4,870 | -8.4 |
| 2645 | C | LD | Village Rd | Sing Woo Rd | Shan Kwong Rd | 6,440 | 6,270 | -2.7 |
| 2646 | C | LD | Wan Chai Rd | Johnston Rd | Queen's Rd E | 5,700 | 5,720 | +0.4 |
| 2648 | C | LD | Wong Ma Kok Rd | Tung Tau Wan Rd | Restricted boundary | 2,600 | 2,340 | -10.2 |
| 2649 | C | LD | Yiu Wa St | Canal Rd E | Matheson St | 4,570 | 4,500 | -1.6 |
| 2650 | C | LD | Sheung On St | Chai Wan Rd | Chong Fu Rd | 11,300 | 10,820 | -4.2 |
| 2651 | C | LD | Sheung Ping St | Wing Tai Rd | Sheung On St | 5,550 | 5,760 | +3.7 |
| 2652 | C | LD | Oi Lai St | Tung Hei Rd | Oi Yin St | 8,140 | 8,570 | +5.3 |
| 2653 | C | LD | Oi Shun Rd | Aldrich Bay Rd | Tai On St | 4,660 | 4,060 | -13.0 |
| 2654 | C | LD | Oi Kan Rd | Tai On St | Oi Yin St | 7,550 | 7,830 | +3.7 |
| 3001 | A | UT | Princess Margaret Rd | Wylie Rd | Pui Ching Rd | 77,060 | 76,520 | -0.7 |
| 3002 | A | UT | Lung Cheung Rd | Nam Cheong St | Lion Rock Tunnel Rd | 93,560 | 97,070 | +3.8 |
| 3003 | A | UT | Prince Edward Rd E & FO <K10A> | Choi Hung Rd | Eastern Rd FO <K9> | 121,230 | 124,180 | +2.4 |
| 3004 | A | UT | Kai Tak Tunnel | Sung Wong Toi Rd | Kai Cheung Rd | 57,510 | 54,570 | -5.1 |
| 3005 | A | PD | Chatham Rd S | Salisbury Rd | Mody Rd | 15,140 | 16,060 | +6.1 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---------------------------------|--|--|---------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3006 | A | PD | Nathan Rd | Shantung St | Dundas St | 32,420 | 25,950 | -20.0 |
| 3007 | A | PD | Canton Rd | Austin Rd | Kowloon Park Drive | 66,250 | 79,010 | +19.3 |
| 3008 | A | PD | Lai Chi Kok Rd | Tonkin St | Hing Wah St | 16,360 | 16,350 | -0.1 |
| 3009 | A | PD | Tai Po Rd | Nam Cheong St | Kweilin St | 19,440 | 20,110 | +3.5 |
| 3010 | A | PD | Prince Edward Rd W | La Salle Rd | Waterloo Rd | 39,480 | 39,310 | -0.4 |
| 3011 | A | PD | Shun Lee Tsuen Rd | New Clear Water Bay Rd | Shun King St | 20,560 | 20,700 | +0.7 |
| 3012 | A | PD | Kwun Tong Rd | Ngau Tau Kok Rd | Kwun Tong Rd #330 | 78,070 | 76,830 | -1.6 |
| 3013 | A | DD | Austin Rd | Cox's Rd | Chatham Rd S | 32,460 | 31,990 | -1.4 |
| 3014 | A | DD | Ma Tau Wai Rd & To Kwa Wan Rd | San Lau St & Bailey St | Chi Kiang St | 23,420 | 26,640 | +13.7 |
| 3015 | A | DD | Shanghai St | Lai Chi Kok Rd | Mong Kok Rd | 11,270 | 11,390 | +1.0 |
| 3016 | A | DD | Junction Rd | Nga Tsin Wai Rd | Tung Tau Tsuen Rd | 16,670 | 17,120 | +2.7 |
| 3017 | A | DD | Tonkin St | Cheung Sha Wan Rd | Un Chau St | 18,930 | 18,710 | -1.2 |
| 3018 | A | DD | Hiu Kwong St | Sau Ming Rd | Hip Wo St | 16,840 | 16,810 | -0.2 |
| 3019 | A | DD | Clear Water Bay Rd | New Clear Water Bay Rd northern junction | New Clear Water Bay Rd southern junction | 27,770 | 25,510 | -8.1 |
| 3020 | A | DD | Wai Yip St | Lai Yip St | Hoi Yuen Rd | 28,620 | 27,820 | -2.8 |
| 3021 | A | LD | Mody Rd | Nathan Rd | Chatham Rd S | 15,690 | 15,230 | -2.9 |
| 3022 | A | LD | Sheung Fung St | Shung Wah St | Fung Tak Rd | 11,730 | 11,900 | +1.4 |
| 3023 | A | EX | Kwun Tong Bypass <K77> | Wai Yip St | Cheung Yip St | 97,200 | 99,000 | +1.8 |
| 3024 | A | UT | West Kowloon Highway | Slip rds to & from Lin Cheung Rd | Hing Wah St W | 73,380 | 78,980 | +7.6 |
| 3025 | A | UT | Lin Cheung Rd | Yau Ma Tei INT | Cherry St Underpass | 14,660 | 15,880 | +8.3 |
| 3026 | A | UT | Lin Cheung Rd | Cherry St | Yau Ma Tei INT | 27,640 | 28,970 | +4.8 |
| 3027 | A | PD | Lung Cheung Rd | Hammer Hill Rd | Wong Kuk Ave | 110,000 | 106,610 | -3.1 |
| 3101 | A | LD | Cheung Shun St | Kom Tsun St | Tai Nam West St | 11,660 | 9,630 | -17.4 |
| 3102 | A | LD | Dundas St | Ferry St | Shanghai St | 6,820 | 6,760 | -0.9 |
| 3103 | A | LD | Ko Shan Rd | Pak Kung St | Chi Kiang St | 7,720 | 8,350 | +8.1 |
| 3104 | A | LD | Kung Lok Rd | Hong Ning Rd | Hong Ning Rd | 4,890 | 4,770 | -2.3 |
| 3105 | A | LD | Tseuk Luk St | Choi Hung Rd | King Fuk St | 12,980 | 11,910 | -8.3 |
| 3106 | A | LD | Tat Chee Ave | Begonia Rd | Cornwall St | 12,690 | 12,680 | -0.1 |
| 3201 | C | UT | Cross Harbour Tunnel N Approach | Toll Plaza | Hong Chong Rd | 114,400 | 117,070 | +2.3 |

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Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|-------------------------|--------------------|---------------------|---------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3202 | C | UT | Hong Chong Rd | Salisbury Rd | Chatham Rd N | 147,400 | 138,260 | -6.2 |
| 3203 | C | UT | Kowloon City Rd | Ma Tau Kok Rd | Sung Wong Toi Rd | 10,610 | 10,710 | +0.9 |
| 3204 | C | UT | Lung Cheung Rd | Waterloo Rd | Fung Mo St | 103,690 | 107,020 | +3.2 |
| 3205 | C | UT | Ching Cheung Rd | Castle Peak Rd | Tai Po Rd INT | 97,430 | 97,050 | -0.4 |
| 3206 | C | UT | Kai Fuk Rd | Kai Cheung Rd | Wai Yip St | 61,090 | 62,520 | +2.3 |
| 3207 | C | LD | Salisbury Rd | Star Ferry | Kowloon Park Drive | 26,430 | 27,790 | +5.1 |
| 3208 | C | PD | Salisbury Rd | Hong Chong Rd | Science Museum Rd | 2,740 | 2,510 | -8.2 |
| 3209 | C | PD | Hong Chong Rd | Science Museum Rd | Hong Tai Path | 18,000 | 17,190 | -4.5 |
| 3210 | C | PD | Hong Chong Rd | Hong Tai Path | Toll Plaza Exit | 25,740 | 25,720 | -0.1 |
| 3211 | C | PD | Shung Fung Rd | Hong Chong Rd | On Wan Rd | 3,230 | 3,540 | +9.4 |
| 3212 | C | PD | Chatham Rd N | Wuhu St | Chatham Rd N (GL) | 107,650 | 106,760 | -0.8 |
| 3213 | C | PD | Nathan Rd | Waterloo Rd | Public Square St | 50,840 | 46,860 | -7.8 |
| 3214 | C | PD | Canton Rd | Austin Rd | Jordan Rd | 56,700 | 55,870 | -1.5 |
| 3215 | C | PD | Jordan Rd | Cox's Rd | Gascoigne Rd | 30,550 | 30,550 | 0.0 |
| 3216 | C | PD | Hong Tat Path | Hong Chong Rd | Cheong Wan Rd | 1,990 | 1,990 | 0.0 |
| 3217 | C | PD | Hong Tai Path | Hong Chong Rd | Cheong Wan Rd | 15,870 | 15,560 | -1.9 |
| 3218 | C | PD | Gascoigne Rd | Wylie Rd | Chatham Rd FO <K20> | 28,320 | 24,620 | -13.1 |
| 3219 | C | PD | Ferry St | Tung Kun St | Waterloo Rd | 38,480 | 23,000 | -40.2 |
| 3220 | C | PD | Tong Mi Rd | Prince Edward Rd W | Lai Chi Kok Rd | 11,520 | 11,800 | +2.4 |
| 3221 | C | PD | Argyle St | Tin Kwong Rd | Lomond Rd | 51,680 | 55,140 | +6.7 |
| 3222 | C | PD | Nathan Rd | Lai Chi Kok Rd | Prince Edward Rd W | 38,220 | 35,540 | -7.0 |
| 3223 | C | PD | Waterloo Rd | Lancashire Rd | Flint Rd | 94,500 | 91,710 | -3.0 |
| 3224 | C | PD | Cheung Sha Wan Rd | Poplar St | Boundary St | 34,530 | 35,690 | +3.4 |
| 3225 | C | PD | Cheung Sha Wan Rd | Tonkin St | Hing Wah St | 23,350 | 24,880 | +6.6 |
| 3226 | C | PD | Lai Chi Kok Rd (GL) | Prince Edward Rd W | Cedar St | 13,220 | 13,670 | +3.4 |
| 3227 | C | PD | Lai Chi Kok Rd | Yen Chow St | Tonkin St | 20,340 | 21,030 | +3.4 |
| 3228 | C | PD | Tai Po Rd | Castle Peak Rd | Kweilin St | 25,160 | 24,410 | -3.0 |
| 3229 | C | PD | Butterfly Valley Rd | Cheung Sha Wan Rd | Castle Peak Rd | 15,700 | 16,700 | +6.4 |
| 3230 | C | PD | Prince Edward Rd W (GL) | Nathan Rd | Fa Yuen St | 31,680 | 29,930 | -5.5 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|-------------------------------------|-------------------------------------|------------------|--------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3231 | C | PD | Prince Edward Rd W & FO <K11A> | Lomond Rd | La Salle Rd | 41,700 | 42,960 | +3.0 |
| 3232 | C | PD | Boundary St | Nathan Rd | Sai Yee St | 26,090 | 24,430 | -6.4 |
| 3233 | C | PD | Boundary St & FO <K11A> | La Salle Rd | Junction Rd | 28,510 | 26,910 | -5.6 |
| 3234 | C | PD | Kowloon City RA | Ma Tau Chung Rd | Argyle St | 36,740 | 30,610 | -16.7 |
| 3235 | C | PD | New Clear Water Bay Rd | Clear Water Bay Rd western junction | Sun Lee St | 43,170 | 39,060 | -9.5 |
| 3236 | C | PD | Kwun Tong Rd | Kwun Tong Rd underpass western end | Kwun Tong Rd RA | 27,200 | 29,670 | +9.1 |
| 3237 | C | PD | Lei Yue Mun Rd | Ko Chiu Rd | Kai Tin Rd | 31,960 | 31,140 | -2.5 |
| 3238 | C | PD | Winslow St & underpass | Gillies Ave | Chatham Rd N | 10,350 | 11,650 | +12.6 |
| 3239 | C | DD | Shanghai St | Public Square St | Waterloo Rd | 15,210 | 14,180 | -6.8 |
| 3240 | C | DD | Yim Po Fong St | Shantung St | Argyle St | 20,410 | 20,160 | -1.2 |
| 3241 | C | DD | Kansu St | Nathan Rd | Canton Rd | 10,060 | 9,400 | -6.6 |
| 3242 | C | DD | Cheong Wan Rd | Yuk Choi Rd up-ramp | Chatham Rd S | 40,570 | 40,560 | 0.0 |
| 3243 | C | DD | Cheong Wan Rd | Yuk Choi Rd up-ramp | Railway Terminus | 23,410 | 23,290 | -0.5 |
| 3245 | C | DD | To Kwa Wan Rd | Kwei Chow St | Chi Kiang St | 21,040 | 21,550 | +2.5 |
| 3246 | C | DD | Pui Ching Rd & Sheung Hing St | Princess Margaret Rd | Sheung Shing St | 28,160 | 28,120 | -0.1 |
| 3247 | C | DD | Mong Kok Rd | Shanghai St | Tong Mi Rd | 12,800 | 12,940 | +1.1 |
| 3248 | C | DD | Shanghai St | Argyle St | Mong Kok Rd | 12,520 | 13,330 | +6.5 |
| 3249 | C | DD | Tin Kwong Rd | Ma Tau Wai Rd | Sheung Shing St | 15,260 | 15,020 | -1.6 |
| 3250 | C | DD | Ma Tau Kok Rd | Kowloon City Rd | To Kwa Wan Rd | 8,440 | 8,420 | -0.2 |
| 3251 | C | DD | Nam Cheong St | Cheung Sha Wan Rd | Lai Chi Kok Rd | 13,360 | 13,290 | -0.6 |
| 3252 | C | DD | Nam Cheong St | Cornwall St | Pak Tin St | 10,390 | 10,080 | -3.0 |
| 3253 | C | DD | Tai Hang Tung Rd | Tong Yam St | Tat Chee Ave | 11,910 | 11,470 | -3.7 |
| 3254 | C | DD | Tung Tau Tsuen Rd | Tung Tsing Rd | Junction Rd | 5,470 | 6,590 | +20.4 |
| 3255 | C | DD | Po Kong Village Rd & Hammer Hill Rd | Tsz Wan Shan Rd | Lung Cheung Rd | 43,720 | 36,850 | -15.7 |
| 3256 | C | DD | La Salle Rd | Boundary St | Lancashire Rd | 11,320 | 8,340 | -26.3 |
| 3257 | C | DD | Fung Mo St | Tung Tau Tsuen Rd | Fu Mei St | 12,620 | 13,040 | +3.3 |
| 3258 | C | DD | Choi Hung Rd & FO <K10A> | Prince Edward Rd E | End of down-ramp | 33,630 | 34,320 | +2.1 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|------------------------------|-------------------------------------|-----------------------------------|--------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3259 | C | DD | Choi Hung Rd | Hammer Hill Rd | Po Kong Village Rd | 14,690 | 15,340 | +4.4 |
| 3260 | C | DD | Un Chau St | Hing Wah St | Tonkin St | 10,130 | 10,620 | +4.9 |
| 3261 | C | DD | Castle Peak Rd | Tai Nan West St | Hing Wah St | 16,990 | 16,600 | -2.3 |
| 3262 | C | DD | Yen Chow St | Cheung Sha Wan Rd | Lai Chi Kok Rd | 16,900 | 17,220 | +1.9 |
| 3263 | C | DD | Hing Wah St | Lai Chi Kok Rd | Cheung Sha Wan Rd | 8,650 | 9,320 | +7.7 |
| 3264 | C | DD | Kai Tin Rd | Tseung Kwan O Rd | Tak Tin St | 9,450 | 9,930 | +5.1 |
| 3265 | C | DD | Lomond Rd | Argyle St | Prince Edward Rd W | 14,570 | 14,910 | +2.3 |
| 3266 | C | DD | Hang Wan Rd | Olympic Ave | Ma Tau Chung Rd | 6,870 | 6,910 | +0.6 |
| 3267 | C | DD | Eastern Rd FO <K9> | Prince Edward Rd E | Concorde Rd | 11,450 | 12,610 | +10.1 |
| 3268 | C | DD | Hong Ning Rd | Mut Wah St | Yue Man Square | 19,520 | 15,420 | -21.0 |
| 3269 | C | DD | Chun Wah Rd | Hong Ning Rd | Ngau Tau Kok Rd | 15,910 | 16,870 | +6.0 |
| 3270 | C | DD | Hip Wo St | Hong Ning Rd | Hiu Kwong St | 18,120 | 16,990 | -6.2 |
| 3272 | C | DD | Sau Mau Ping Rd | Sau Ming Rd | Sau Mau Path | 13,640 | 14,760 | +8.3 |
| 3273 | C | DD | Wang Chiu Rd | Kai Cheung Rd | Sheung Yuet Rd | 15,560 | 14,820 | -4.7 |
| 3274 | C | DD | Kai Cheung Rd | Wang Chiu Rd | Wai Yip St | 49,320 | 48,880 | -0.9 |
| 3275 | C | DD | Ngau Tau Kok Rd | Lower Ngau Tau Kok Est southern end | Up-ramp to Sheung Yee Rd FO <K57> | 14,080 | 13,950 | -1.0 |
| 3276 | C | DD | Tung Yan St | Yue Man Square | Kwun Tong Rd | 2,450 | 2,250 | -8.2 |
| 3277 | C | DD | Tak Tin St | Kai Tin Rd | Lin Tak Rd | 13,520 | 13,910 | +2.9 |
| 3278 | C | DD | Tsui Ping Rd | Hip Wo St | Kwun Tong Rd | 15,180 | 15,060 | -0.8 |
| 3279 | C | DD | Wai Yip St | Hoi Yuen Rd | Cha Kwo Ling Rd | 28,070 | 28,980 | +3.3 |
| 3280 | C | LD | Wui Cheung Rd | Canton Rd | Access rd at Jordan Bus Terminus | 33,550 | 35,900 | +7.0 |
| 3281 | C | LD | Canton Rd | Kansu St | Public Square St | 5,940 | 5,270 | -11.3 |
| 3282 | C | LD | Shatin Pass Rd | Choi Hung Rd | Tung Tau Tsuen Rd | 12,860 | 13,060 | +1.6 |
| 3283 | C | LD | Wai Wah St | Tsz Wan Shan Rd | Wan Wah St | 7,460 | 6,380 | -14.5 |
| 3284 | C | LD | Nga Tsin Wai Rd & Kai Tak Rd | Tak Ku Ling Rd | Lok Sin Rd | 8,040 | 8,030 | -0.2 |
| 3285 | C | LD | Fu Mei St | Fung Mo St | Chuk Yuen Rd | 7,430 | 7,500 | +1.0 |
| 3286 | C | LD | Kadoorie Ave | Argyle St | Prince Edward Rd W | 3,580 | 3,840 | +7.5 |
| 3287 | C | LD | Sycamore St | Tai Kok Tsui Rd | Prince Edward Rd W | 4,310 | 4,930 | +14.4 |
| 3288 | C | LD | Tak Tin St | On Tin St | Lin Tak Rd | 6,440 | 6,790 | +5.6 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---|--------------------------|--------------------|-----------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3289 | C | LD | San Ma Tau St | To Kwa Wan Rd | Long Yuet St | 8,610 | 7,580 | -11.9 |
| 3290 | C | DD | Hung Hom Rd | Man Yue St | Bailey St | 13,280 | 13,880 | +4.6 |
| 3291 | C | PD | Lung Yin Rd | Lung Cheung Rd | Chuk Yuen Rd | 3,620 | 3,700 | +1.9 |
| 3293 | C | DD | Ma Chai Hang Rd | Ma Chai Hang Rd RA | Chuk Yuen Rd | 11,990 | 12,220 | +2.0 |
| 3295 | C | PD | Prince Edward Rd INT <K78> slip rds A & B | Prince Edward Rd | Kwun Tong Bypass | 22,710 | 22,960 | +1.1 |
| 3296 | C | DD | Tonkin St W | Tung Chau St | Lin Cheung Rd | 13,610 | 14,480 | +6.5 |
| 3297 | C | UT | West Kowloon Corridor | Sycamore St & Tong Mi Rd | Dundas St | 21,850 | 19,620 | -10.2 |
| 3298 | C | UT | Lin Cheung Rd | Wui Cheung Rd | Austin Rd W | 13,230 | 13,000 | -1.7 |
| 3299 | C | PD | Jordan Rd | Nga Cheung Rd | Lin Cheung Rd | 15,620 | 15,680 | +0.4 |
| 3300 | C | PD | Wui Cheung Rd | Canton Rd | Lin Cheung Rd | 28,960 | 29,280 | +1.1 |
| 3301 | C | LD | Hung Ling St | Hung Hom South Rd | Cheong Tung Rd S | 5,690 | 5,680 | -0.1 |
| 3302 | C | DD | Cheong Tung Rd S | Hung Lai Rd | Hung Ling St | 4,110 | 4,380 | +6.3 |
| 3303 | C | DD | Hung Lok Rd | Hung Lai Rd | Hung Luen Rd | 6,580 | 6,750 | +2.6 |
| 3401 | C | UT | Gascoigne Rd FO <K37> | Ferry St | Gascoigne Rd | 70,020 * | 61,320 | -12.4 |
| 3402 | C | UT | Waterloo Rd & FO <K12 & K44> | Argyle St | Prince Edward Rd W | 106,470 * | 96,000 | -9.8 |
| 3403 | C | UT | Waterloo Rd FO <K44> | Boundary St | Prince Edward Rd W | 85,480 * | 76,640 | -10.3 |
| 3404 | C | UT | Waterloo Rd & FO <K44> | Flint Rd | Boundary St | 106,500 * | 100,000 | -6.1 |
| 3405 | C | UT | Lung Cheung Rd | Fung Mo St | Po Kong Village Rd | 101,650 * | 86,570 | -14.8 |
| 3406 | C | UT | Tai Po Rd | Tai Po Rd INT | Lung Cheung Rd | 43,680 * | 39,850 | -8.8 |
| 3407 | C | UT | Lung Cheung Rd | Tai Po Rd | Nam Cheong St | 63,740 * | 75,280 | +18.1 |
| 3408 | C | UT | Kai Fuk Rd FO <K58> | Wai Yip St | Elegance Rd | 9,650 * | 8,140 | -15.6 |
| 3409 | C | UT | Kai Fuk Rd FO <K58> | Elegance Rd | Kwun Tong Rd | 57,030 * | 56,430 | -1.1 |
| 3410 | C | PD | Salisbury Rd | Kowloon Park Drive | Nathan Rd | 42,890 * | 47,650 | +11.1 |
| 3411 | C | PD | Chatham Rd S | Mody Rd | Cameron Rd | 27,410 * | 24,570 | -10.4 |
| 3412 | C | PD | Chatham Rd N | San Lau St | Wo Chung St | 36,410 * | 31,600 | -13.2 |
| 3413 | C | PD | Nathan Rd | Salisbury Rd | Peking Rd | 31,240 * | 28,880 | -7.5 |
| 3414 | C | PD | Nathan Rd | Peking Rd | Mody Rd | 17,830 * | 16,050 | -10.0 |
| 3415 | C | PD | Nathan Rd | Waterloo Rd | Pitt St | 35,720 * | 33,160 | -7.2 |
| 3416 | C | PD | Nathan Rd | Pitt St | Dundas St | 36,780 * | 33,060 | -10.1 |

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| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--------------------------------|---|---|-----------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3417 | C | PD | Jordan Rd | Ferry St | Canton Rd | 42,290 * | 38,870 | -8.1 |
| 3418 | C | DD | Waterloo Rd | Shanghai St | Ferry St | 25,130 * | 26,250 | +4.5 |
| 3419 | C | PD | Gascoigne Rd | Wylie Rd | Ramps to & from Gascoigne Rd near Jordan Rd | 28,400 * | 26,240 | -7.6 |
| 3420 | C | PD | Gascoigne Rd | Ramps to & from Gascoigne Rd near Jordan Rd | Jordan Rd | 58,980 * | 54,800 | -7.1 |
| 3421 | C | PD | Gascoigne Rd | Pak Hoi St | Jordan Rd | 35,160 * | 37,710 | +7.3 |
| 3422 | C | PD | Argyle St | Nathan Rd | Sai Yee St | 33,620 * | 35,570 | +5.8 |
| 3423 | C | PD | Argyle St | Fu Ning St | Lomond Rd | 44,750 * | 48,040 | +7.3 |
| 3424 | C | PD | Nathan Rd | Boundary St | Prince Edward Rd W | 34,680 * | 31,230 | -10.0 |
| 3425 | C | PD | Waterloo Rd | Hereford Rd | Lancashire Rd | 82,840 * | 80,020 | -3.4 |
| 3426 | C | PD | Cheung Sha Wan Rd | Poplar St | Wong Chuk St | 15,660 * | 17,290 | +10.4 |
| 3427 | C | PD | Cheung Sha Wan Rd | Tai Nan W St | Hing Wah St | 32,630 * | 35,080 | +7.5 |
| 3428 | C | PD | Lai Chi Kok Rd (GL) | Cedar St | Tong Mi Rd | 27,070 * | 27,810 | +2.7 |
| 3429 | C | PD | Lai Chi Kok Rd | Hing Wah St | Cheung Mou St | 17,960 * | 16,770 | -6.6 |
| 3430 | C | PD | Lai Chi Kok Rd | Kom Tsun St | Cheung Mou St | 106,000 * | 100,940 | -4.8 |
| 3431 | C | PD | Tai Po Rd | Castle Peak Rd | Tai Woh Ping Rd | 32,360 * | 32,450 | +0.3 |
| 3432 | C | PD | Butterfly Valley Rd | Butterfly Valley INT | Castle Peak Rd | 15,760 * | 15,390 | -2.4 |
| 3433 | C | PD | Prince Edward Rd W (GL) | Sai Yee St | Fa Yuen St | 29,810 * | 26,520 | -11.1 |
| 3434 | C | PD | Prince Edward Rd W & FO <K11A> | Junction Rd | Lomond Rd | 45,090 * | 44,980 | -0.3 |
| 3435 | C | PD | Boundary St | Sai Yee St | Tai Hang Tung Rd | 35,120 * | 35,190 | +0.2 |
| 3436 | C | PD | Ma Tau Chung Rd | Ma Tau Kok Rd | Sung Wong Toi Rd | 41,550 * | 38,270 | -7.9 |
| 3437 | C | PD | Kowloon City RA | Prince Edward Rd W | Argyle St | 40,750 * | 46,620 | +14.4 |
| 3438 | C | PD | Tseung Kwan O Rd | Lei Yue Mun Rd | Sau Mau Ping Rd | 109,730 * | 103,770 | -5.4 |
| 3439 | C | PD | Kai Fuk Rd FO <K58> up-ramp | Kwun Tong Rd E-B | Kai Fuk Rd FO <K58> | 26,120 * | 27,490 | +5.2 |
| 3440 | C | PD | Kai Fuk Rd FO <K58> down-ramp | Kai Fuk Rd FO <K58> | Kwun Tong Rd W-B | 22,550 * | 22,540 | -0.1 |
| 3441 | C | PD | Kwun Tong Rd | Kwun Tong Rd #330 | Lai Yip St | 28,570 * | 30,120 | +5.4 |
| 3442 | C | PD | Kwun Tong Rd underpass | Tsun Yip Lane | King Yip Lane | 49,010 * | 47,840 | -2.4 |

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| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|----------------------------------|----------------------|-----------------------------|----------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3443 | C | PD | Lei Yue Mun Rd | Kai Tin Rd | Tseung Kwan O Rd | 85,000 * | 93,980 | +10.6 |
| 3444 | C | DD | Shanghai St | Waterloo Rd | Dundas St | 18,870 * | 18,150 | -3.8 |
| 3445 | C | DD | Austin Rd | Canton Rd | Nathan Rd | 36,590 * | 32,750 | -10.5 |
| 3446 | C | DD | Peking Rd | Nathan Rd | Kowloon Park Drive | 7,710 * | 12,890 | +67.2 |
| 3447 | C | DD | Public Square St | Ferry St | Canton Rd | 3,380 * | 3,640 | +7.6 |
| 3448 | C | DD | Wuhu St | Gillies Ave S | Chatham Rd N | 14,740 * | 14,160 | -3.9 |
| 3449 | C | DD | Shung Yung St & Pak Kung St | Fat Kwong St | Chatham Rd N | 12,710 * | 11,430 | -10.1 |
| 3450 | C | DD | To Kwa Wan Rd | San Ma Tau St | Kwei Chow St | 23,830 * | 23,120 | -3.0 |
| 3451 | C | DD | Pui Ching Rd & Sheung Hing St | Princess Margaret Rd | Waterloo Rd | 29,020 * | 30,360 | +4.6 |
| 3452 | C | DD | Mong Kok Rd | Nathan Rd | Shanghai St | 22,890 * | 21,670 | -5.3 |
| 3453 | C | DD | Sai Yee St | Argyle St | Mong Kok Rd | 31,100 * | 27,940 | -10.1 |
| 3454 | C | DD | Tin Kwong Rd | Argyle St | Sheung Shing St | 14,240 * | 13,630 | -4.3 |
| 3455 | C | DD | Mok Cheong St | To Kwa Wan Rd | Ma Tau Chung Rd | 9,380 * | 8,250 | -12.0 |
| 3456 | C | DD | Nam Cheong St | Cheung Sha Wan Rd | Un Chau St | 9,290 * | 8,830 | -4.9 |
| 3457 | C | DD | Nam Cheong St | Lung Cheung Rd | Cornwall St | 9,240 * | 8,480 | -8.2 |
| 3458 | C | DD | Junction Rd | Boundary St | Nga Tsin Wai Rd | 19,730 * | 17,370 | -12.0 |
| 3459 | C | DD | Tung Tau Tsuen Rd | Fung Mo St | Tung Tsing Rd | 9,530 * | 9,470 | -0.7 |
| 3460 | C | DD | Fung Tak Rd | Sheung Fung St | Po Kong Village Rd | 19,030 * | 19,650 | +3.2 |
| 3461 | C | DD | Lancashire Rd | Waterloo Rd | Oxford Rd | 14,490 * | 14,650 | +1.1 |
| 3462 | C | DD | Fung Mo St | Fu Mei St | Lung Cheung Rd | 22,000 * | 21,780 | -1.0 |
| 3463 | C | DD | Choi Hung Rd FO <K10B> | Choi Hung Rd | Prince Edward Rd E | 16,750 * | 17,380 | +3.7 |
| 3464 | C | DD | Hammer Hill Rd | Choi Hung Rd | Lung Cheung Rd | 26,880 * | 27,760 | +3.3 |
| 3465 | C | DD | Castle Peak Rd | Kweilin St | Slip rd adjoining Tai Po Rd | 3,260 * | 3,390 | +4.1 |
| 3466 | C | DD | Castle Peak Rd | Tung Chau West St | Tai Nan West St | 9,720 * | 9,910 | +2.0 |
| 3467 | C | DD | Yen Chow St | Cheung Sha Wan Rd | Un Chau St | 22,380 * | 22,170 | -0.9 |
| 3468 | C | DD | Hing Wah St | Cheung Sha Wan Rd | Un Chau St | 10,470 * | 9,620 | -8.2 |
| 3469 | C | DD | Shanghai St | Austin Rd | Jordan Rd | 6,760 * | 6,250 | -7.6 |
| 3470 | C | DD | Sung Wong Toi Rd & To Kwa Wan Rd | Kai Tak Tunnel | Mok Cheong St | 14,600 * | 13,630 | -6.7 |
| 3471 | C | DD | Olympic Ave | Hang Wan Rd | Sung Wong Toi Rd | 9,080 * | 7,890 | -13.1 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|-----------------------------|-------------------------------|--|----------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3472 | C | DD | Fu Ning St | Ma Tau Chung Rd | Argyle St | 5,540 * | 6,260 | +13.0 |
| 3473 | C | DD | Hong Ning Rd | Kung Lok Rd southern junction | Mut Wah St | 15,610 * | 13,110 | -16.0 |
| 3474 | C | DD | Hip Wo St | Tung Yan St | Kwun Tong Rd RA | 22,450 * | 20,530 | -8.6 |
| 3475 | C | DD | Hip Wo St | Sau Mau Ping Rd | Hong Ning Rd | 19,760 * | 19,560 | -1.0 |
| 3476 | C | DD | Mut Wah St | Hip Wo St | Hong Ning Rd | 13,610 * | 12,340 | -9.3 |
| 3477 | C | DD | Sau Mau Ping Rd | Hip Wo St | Sau Ming Rd | 16,320 * | 16,430 | +0.7 |
| 3478 | C | DD | Kai Cheung Rd slip rd | Kai Fuk Rd | Kai Fuk Rd | 16,060 * | 15,540 | -3.3 |
| 3479 | C | DD | Kai Cheung Rd FO <K56> | Wai Yip St | Ngau Tau Kok Rd | 10,430 * | 10,360 | -0.7 |
| 3480 | C | DD | Ngau Tau Kok Rd | Chun Wah Rd | near Kwai Yin House, Lower Ngau Tau Kok Estate | 12,760 * | 12,260 | -3.9 |
| 3481 | C | DD | Tung Yan St | Hip Wo St | Yue Man Square | 14,160 * | 14,620 | +3.3 |
| 3482 | C | DD | Kai Tin Rd | Tak Tin St | Lei Yue Mun Rd | 16,140 * | 13,740 | -14.9 |
| 3483 | C | PD | Wai Yip St | Lai Yip St | Kai Fuk Rd FO <K58> | 30,700 * | 26,490 | -13.7 |
| 3484 | C | DD | Cha Kwo Ling Rd | Lei Yue Mun Rd | Wai Yip St | 22,950 * | 23,980 | +4.5 |
| 3485 | C | LD | Austin Ave & Kimberley Rd | Observatory Rd | Austin Rd | 10,080 * | 9,780 | -2.9 |
| 3486 | C | LD | Cox's Rd | Austin Rd | Jordan Rd | 10,290 * | 10,950 | +6.4 |
| 3487 | C | LD | Sheung Fung St | Shung Wah St | Wan Wah St | 7,990 * | 8,610 | +7.8 |
| 3488 | C | LD | La Salle Rd | Renfrew Rd | Lancashire Rd | 8,220 * | 8,730 | +6.2 |
| 3489 | C | LD | Lok Sin Rd | Tung Tsing Rd | Tak Ku Ling Rd | 9,110 * | 9,300 | +2.1 |
| 3490 | C | LD | Tonkin St & Kwong Lee Rd | Castle Peak Rd | Cheung Fat St | 3,240 * | 2,920 | -10.0 |
| 3491 | C | LD | Heng Lam St | Junction Rd | Fung Mo St | 3,430 * | 4,550 | +32.9 |
| 3492 | C | LD | Knight St | Boundary St | Prince Edward Rd W | 6,180 * | 5,390 | -12.7 |
| 3494 | C | LD | Tak Ku Ling Rd | Nga Tsin Wai Rd | Carpenter Rd | 7,750 * | 8,040 | +3.7 |
| 3495 | C | DD | Tak Man St | Ma Tau Wai Rd | Hung Hom Rd | 18,330 * | 11,640 | -36.5 |
| 3496 | C | DD | Chuk Yuen Rd | Junction Rd | Ma Chai Hang Rd | 12,950 * | 14,740 | +13.8 |
| 3497 | C | DD | Pik Wan Rd & UR to Lam Tin | Ko Chiu Rd | Lin Tak Rd | 11,750 * | 11,920 | +1.4 |
| 3498 | C | DD | Kowloon Park Drive FO <K80> | Canton Rd #333 | HK Museum of History | 18,060 * | 18,540 | +2.6 |
| 3499 | C | DD | Lung Cheung Rd FO <K79> | Hammar Hill Rd RA | Choi Hung Rd | 19,260 * | 19,130 | -0.7 |
| 3501 | C | DD | Tonkin St | Lai Chi Kok Rd | Tung Chau St | 14,700 * | 14,910 | +1.4 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|-----------------------|---------------------------|----------------------------------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3502 | C | UT | West Kowloon Highway | Austin Rd W | Jordan Rd | 57,210 * | 57,210 | 0.0 |
| 3503 | C | UT | West Kowloon Highway | Tung Kun St Ext | Slip rds to & from Lin Cheung Rd | 28,180 * | 28,820 | +2.3 |
| 3504 | C | LD | Hung Lai Rd | Hung Hom South Rd | Hung Lok Rd | 5,430 * | 7,330 | +34.8 |
| 3505 | C | DD | Cheong Tung Rd S | Hung Luen Rd | Hung Lai Rd | 4,040 * | 5,840 | +44.5 |
| 3601 | C | UT | Princess Margaret Rd | Chatham Rd FO <K20> | Chatham Rd N | 49,170 * | 49,590 * | +0.8 |
| 3602 | C | UT | Waterloo Rd FO <K59> | Suffolk Rd | Ede Rd | 52,310 * | 52,750 * | +0.8 |
| 3603 | C | UT | Lung Cheung Rd | Po Kong Village Rd | Hammer Hill Rd | 81,070 * | 80,730 * | -0.4 |
| 3604 | C | UT | West Kowloon Corridor | Tai Kok Tsui Rd | Cherry St | 14,200 * | 14,140 * | -0.4 |
| 3605 | C | UT | Kwun Tong Rd | Ping Shek Est eastern end | Lung Cheung Rd | 78,710 * | 78,050 * | -0.8 |
| 3606 | C | PD | Salisbury Rd | Nathan Rd | Chatham Rd S | 51,220 * | 50,270 * | -1.9 |
| 3607 | C | PD | Chatham Rd S | Cameron Rd | Observatory Rd | 34,480 * | 33,840 * | -1.9 |
| 3608 | C | PD | Chatham Rd S | Observatory Rd | Austin Rd & Cheong Wan Rd | 50,300 * | 49,370 * | -1.9 |
| 3609 | C | PD | Nathan Rd | Kimberley Rd | Mody Rd | 27,540 * | 27,030 * | -1.9 |
| 3610 | C | PD | Nathan Rd | Hillwood Rd | Kimberley Rd | 32,150 * | 31,550 * | -1.9 |
| 3611 | C | PD | Nathan Rd | Shantung St | Argyle St | 36,690 * | 36,380 * | -0.8 |
| 3612 | C | PD | Jordan Rd | Canton Rd | Shanghai St | 42,160 * | 41,380 * | -1.9 |
| 3613 | C | PD | Waterloo Rd | Nathan Rd | Shanghai St | 20,620 * | 20,240 * | -1.9 |
| 3614 | C | PD | Gascoigne Rd | Nathan Rd | Pak Hoi St | 32,940 * | 32,330 * | -1.9 |
| 3615 | C | PD | Chatham Rd FO <K20> | Gascoigne Rd | Princess Margaret Rd | 20,660 * | 20,280 * | -1.9 |
| 3616 | C | PD | Tong Mi Rd | Mong Kok Rd | Cherry St | 41,020 * | 40,850 * | -0.4 |
| 3617 | C | PD | Argyle St | Yim Po Fong St | Sai Yee St | 47,660 * | 47,260 * | -0.8 |
| 3618 | C | PD | Argyle St & FO <K11B> | Kowloon City INT | Fu Ning St | 39,920 * | 39,180 * | -1.9 |
| 3619 | C | PD | Argyle St FO <K11B> | Prince Edward Rd W | Kowloon City INT | 31,330 * | 30,750 * | -1.9 |
| 3620 | C | PD | Ma Tau Wai Rd | Chi Kiang St | Tin Kwong Rd | 37,080 * | 36,770 * | -0.8 |
| 3621 | C | PD | Waterloo Rd | Hereford Rd | Suffolk Rd | 76,440 * | 75,030 * | -1.9 |
| 3622 | C | PD | Waterloo Rd (GL) | Junction Rd | Suffolk Rd | 32,780 * | 32,180 * | -1.9 |
| 3624 | C | PD | Lung Cheung Rd (GL) | Wong Kuk Ave | Clear Water Bay Rd | 37,380 * | 37,220 * | -0.4 |
| 3625 | C | PD | Clear Water Bay Rd | Lung Cheung Rd | Kwun Tong Rd | 34,360 * | 34,210 * | -0.4 |
| 3626 | C | PD | Cheung Sha Wan Rd | Nam Cheong St | Wong Chuk St | 23,720 * | 23,520 * | -0.8 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--------------------------------|--------------------|------------------------------------|-----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3627 | C | PD | Cheung Sha Wan Rd | Tai Nan W St | Tung Chau W St | 42,220 * | 42,050 * | -0.4 |
| 3628 | C | PD | Cheung Sha Wan Rd & up-ramp | Kom Tsun St | Tung Chau West St | 55,090 * | 54,860 * | -0.4 |
| 3629 | C | PD | Lai Chi Kok Rd | Tong Mi Rd | Wong Chuk St | 35,710 * | 35,560 * | -0.4 |
| 3630 | C | PD | Tai Po Rd | Poplar St | Wong Chuk St | 21,750 * | 21,570 * | -0.8 |
| 3631 | C | PD | Tai Po Rd | Petrol Station | Tai Woh Ping Rd | 28,860 * | 28,730 * | -0.4 |
| 3632 | C | PD | Castle Peak Rd | Lai Chi Kok INT | Butterfly Valley INT | 15,080 * | 15,020 * | -0.4 |
| 3634 | C | PD | Prince Edward Rd W (GL) | Sai Yee St | Yuen Ngai St | 29,700 * | 29,450 * | -0.8 |
| 3635 | C | PD | Prince Edward Rd W | Embankment Rd | Kadoorie Ave | 54,840 * | 54,380 * | -0.8 |
| 3636 | C | PD | Prince Edward Rd W & FO <K11A> | Nga Tsin Long Rd | Junction Rd | 76,910 * | 75,480 * | -1.9 |
| 3637 | C | PD | Boundary St | Embankment Rd | Knight St | 51,810 * | 51,370 * | -0.8 |
| 3638 | C | PD | Ma Tau Chung Rd | Sung Wong Toi Rd | Slip rd to Olympic Ave | 65,590 * | 65,040 * | -0.8 |
| 3639 | C | PD | Prince Edward Rd E & FO <K10A> | The nullah | Prince Edward Rd W. #456 | 160,050 * | 157,080 * | -1.9 |
| 3640 | C | PD | Lai Chi Kok Rd FO <K38> | Prince Edward Rd W | Lai Chi Kok Rd | 16,450 * | 16,320 * | -0.8 |
| 3641 | C | PD | Lung Cheung Rd FO <K41A> | Kwun Tong Rd | Lung Cheung Rd | 77,870 * | 77,540 * | -0.4 |
| 3642 | C | PD | Kwun Tong Rd | Lai Yip St | Kai Fuk Rd FO<K58> eastern end | 27,650 * | 27,530 * | -0.4 |
| 3643 | C | PD | Kwun Tong Rd | Kwun Tong Rd RA | Kwun Tong Rd underpass eastern end | 33,250 * | 33,110 * | -0.4 |
| 3644 | C | PD | Lei Yue Mun Rd | Tsui Ping Rd | Tseung Kwan O Rd | 82,120 * | 81,780 * | -0.4 |
| 3645 | C | DD | Wylie Rd | Gascoigne Rd | Princess Margaret Rd | 14,930 * | 14,660 * | -1.9 |
| 3646 | C | DD | Austin Rd | Nathan Rd | Cox's Rd | 24,340 * | 23,880 * | -1.9 |
| 3647 | C | DD | Public Square St | Shanghai St | Canton Rd | 2,980 * | 2,930 * | -1.9 |
| 3648 | C | DD | Wuhu St | Ma Tau Wai Rd | Gillies Ave S | 18,320 * | 18,540 * | +1.2 |
| 3649 | C | DD | Fat Kwong St | Sheung Shing St | Chung Hau St | 15,920 * | 15,620 * | -1.9 |
| 3650 | C | DD | To Kwa Wan Rd | San Ma Tau St | San Shan Rd | 22,050 * | 22,330 * | +1.2 |
| 3651 | C | DD | Cherry St | Tai Kok Tsui Rd | Lin Cheung Rd | 34,360 * | 33,310 * | -3.0 |
| 3652 | C | DD | Mong Kok Rd | Nathan Rd | Sai Yee St | 35,130 * | 35,560 * | +1.2 |
| 3653 | C | DD | Sai Yee St | Mong Kok Rd | Prince Edward Rd W | 20,160 * | 20,410 * | +1.2 |
| 3654 | C | DD | Chi Kiang St | To Kwa Wan Rd | Ma Tau Wai Rd | 8,850 * | 8,960 * | +1.2 |

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Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|-------------------------------|----------------------------------|--------------------------------------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3655 | C | DD | Tai Kok Tsui Rd | Cherry St | Anchor St | 10,700 * | 10,380 * | -3.0 |
| 3656 | C | DD | Nam Cheong St | Tai Po Rd | Un Chau St | 12,140 * | 12,290 * | +1.2 |
| 3657 | C | DD | Woh Chai St | Nam Cheong St | Shek Kip Mei St | 7,630 * | 7,490 * | -1.9 |
| 3658 | C | DD | Junction Rd | Chuk Yuen Rd | Tung Tau Tsuen Rd | 11,870 * | 11,650 * | -1.9 |
| 3659 | C | DD | Tung Tau Tsuen Rd | Tai Shing St | Fung Mo St | 8,180 * | 7,930 * | -3.0 |
| 3660 | C | DD | Po Kong Village Rd | Lung Cheung Rd | Choi Hung Rd | 39,230 * | 38,500 * | -1.9 |
| 3661 | C | DD | Po Kong Village Rd | Lung Cheung Rd | Fung Tak Rd | 40,470 * | 39,720 * | -1.9 |
| 3662 | C | DD | Tsz Wan Shan Rd | Po Kong Village Rd | Wai Wah St | 10,650 * | 10,460 * | -1.9 |
| 3663 | C | DD | Lancashire Rd | La Salle Rd | Oxford Rd | 13,400 * | 13,150 * | -1.9 |
| 3664 | C | DD | Wong Tai Sin Rd & Fung Tak Rd | Ma Chai Hang Rd | Sheung Fung St | 16,700 * | 16,390 * | -1.9 |
| 3665 | C | DD | Choi Hung Rd nr Lok Sin Rd | Choi Hung Rd FO <K10A> down-ramp | Choi Hung Rd #34 | 36,300 * | 35,200 * | -3.0 |
| 3666 | C | DD | Un Chau St | Shek Kip Mei St | Nam Cheong St | 13,300 * | 13,460 * | +1.2 |
| 3667 | C | DD | Castle Peak Rd | Yen Chow St | Slip rd adjoining Tai Po Rd | 28,030 * | 28,380 * | +1.2 |
| 3668 | C | DD | Castle Peak Rd | Kom Tsun St | Tung Chau West St | 7,160 * | 6,950 * | -3.0 |
| 3669 | C | DD | Yen Chow St | Un Chau St | Castle Peak Rd | 18,970 * | 19,210 * | +1.2 |
| 3670 | C | DD | Hing Wah St | Castle Peak Rd | Un Chau St | 9,120 * | 8,850 * | -3.0 |
| 3671 | C | DD | Tung Chau West St | Castle Peak Rd | Cheung Sha Wan Rd | 8,540 * | 8,280 * | -3.0 |
| 3672 | C | DD | Sai Yeung Choi St S | Argyle St | Mong Kok Rd | 9,790 * | 9,910 * | +1.2 |
| 3673 | C | DD | Kai Tak Tunnel up-ramp | Kai Tak Tunnel | Sung Wong Toi Rd | 13,500 * | 13,670 * | +1.2 |
| 3674 | C | DD | Olympic Ave | Concorde Rd | Slip rd next to Sung Wong Toi Garden | 4,690 * | 4,600 * | -1.9 |
| 3675 | C | DD | Wong Chuk St | Cheung Sha Wan Rd | Lai Chi Kok Rd | 11,780 * | 11,930 * | +1.2 |
| 3676 | C | DD | Hong Ning Rd | Kung Lok Rd | Kung Lok Rd | 11,640 * | 11,290 * | -3.0 |
| 3677 | C | DD | Hip Wo St | Mut Wah St | Tung Yan St | 19,510 * | 19,150 * | -1.9 |
| 3678 | C | DD | Hiu Kwong St | Sau Mau Ping Rd | Sau Ming Rd | 12,660 * | 12,420 * | -1.9 |
| 3679 | C | DD | Sau Mau Ping Rd | Hiu Kwong St | Tseung Kwan O Rd | 24,830 * | 24,370 * | -1.9 |
| 3680 | C | DD | Po Lam Rd | Sau Mau Ping Rd | Anderson Rd | 16,310 * | 16,010 * | -1.9 |
| 3681 | C | DD | Kai Cheung Rd | Kai Shing St | Kai Fuk Rd | 32,360 * | 32,760 * | +1.2 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---|--------------------------------|-----------------------------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3682 | C | DD | Yue Man Square | Tung Yan St | Hong Ning Rd | 17,690 * | 17,160 * | -3.0 |
| 3683 | C | DD | Ngau Tau Kok Rd | Chun Wah Rd | near Fuk To St | 22,810 * | 23,100 * | +1.2 |
| 3684 | C | DD | Elegance Rd | Kwun Tong Rd | Ngau Tau Kok Rd | 17,140 * | 17,360 * | +1.2 |
| 3686 | C | DD | Wai Yip St | Kai Fuk Rd FO <K58> | Access rd to Telford Garden | 25,740 * | 26,060 * | +1.2 |
| 3687 | C | DD | Sheung Yee Rd FO <K57> | Ngau Tau Kok Rd | Tsui Hing St | 2,760 * | 2,800 * | +1.2 |
| 3688 | C | LD | Observatory Rd | Chatham Rd S | Kimberley Rd | 10,860 * | 10,660 * | -1.9 |
| 3689 | C | LD | Kwei Chow St | Long Yuet St | To Kwa Wan Rd | 5,410 * | 5,480 * | +1.2 |
| 3690 | C | LD | Shung Wah St & Wan Wah St | Sheung Fung St | Sheung Fung St | 6,960 * | 6,830 * | -1.9 |
| 3691 | C | LD | Hereford Rd | Waterloo Rd | Renfrew Rd | 7,100 * | 6,970 * | -1.9 |
| 3692 | C | LD | Tung Tsing Rd | Tung Tau Tsuen Rd | Lok Sin Rd | 6,580 * | 6,460 * | -1.9 |
| 3694 | C | LD | Leung Tin Lane | Ping Tin St | Tak Tin St | 3,920 * | 3,840 * | -1.9 |
| 3696 | C | LD | Ping Tin St | On Tin St | On Tin St | 1,200 * | 1,170 * | -1.9 |
| 3697 | C | DD | Hung Hom S Rd | Gillies Ave S. & Cheong Wan Rd | Hung Hom Rd | 10,650 * | 10,780 * | +1.2 |
| 3698 | C | DD | Man Yue St | Ma Tau Wai Rd | Hung Hom Rd | 4,600 * | 4,660 * | +1.2 |
| 3699 | C | UT | West Kowloon Corridor | Yen Chow St | Sycamore St & Tong Mi Rd | 18,570 * | 18,490 * | -0.4 |
| 3700 | C | DD | Chuk Yuen Rd | Ma Chai Hang Rd | Nga Chuk St | 9,430 * | 9,140 * | -3.0 |
| 3701 | C | EX | Kwun Tong Bypass <K76> | Cheung Yip St | Kai Yan St | 75,710 * | 75,390 * | -0.4 |
| 3702 | C | DD | Tseung Kwan O Rd | Lei Yue Mun Rd | Wai Yip St | 78,410 * | 76,020 * | -3.0 |
| 3703 | C | PD | Prince Edward Rd INT <K78> slip rd F | Choi Hung Rd | Prince Edward Rd E | 4,370 * | 4,350 * | -0.4 |
| 3704 | C | PD | Ching Cheung Rd slip rd | Ching Cheung Rd | Container Port Rd | 13,990 * | 13,930 * | -0.4 |
| 3705 | C | UT | West Kowloon Corridor - Cherry St up-ramp | Soy St | Pok Man St | 24,590 * | 24,490 * | -0.4 |
| 3706 | C | UT | Ferry St <FO> | Public Square St | Waterloo Rd | 38,510 * | 38,350 * | -0.4 |
| 3707 | C | UT | West Kowloon Highway | Slip rd to Yau Ma Tei INT | Tung Kun St Ext | 33,200 * | 33,070 * | -0.4 |
| 3708 | C | LD | Shung Wah St | Po Kong Village Rd | Wan Wah St | 8,170 * | 8,020 * | -1.9 |
| 3709 | C | UT | Lin Cheung Rd | Yen Chow St | Hoi Fat Rd | 12,610 * | 12,550 * | -0.4 |
| 3710 | C | PD | Austin Rd W | Lin Cheung Rd | Canton Rd | 15,230 * | 15,160 * | -0.4 |
| 3711 | C | LD | Yen Chow St W | Lin Cheung Rd | Sham Mong Rd | 11,440 * | 11,090 * | -3.0 |
| 3801 | C | UT | Princess Margaret Rd | Chatham Rd FO <K20> | Wylie Rd | 83,080 * | 83,780 * | +0.8 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|------------------------------------|--------------------------------|------------------------------------|-----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3802 | C | UT | Waterloo Rd | Ede Rd | Lung Cheung Rd | 70,110 * | 69,810 * | -0.4 |
| 3803 | C | UT | Lai Chi Kok Bay Bridge | Section over Mei Foo Sun Chuen | Section nr Ching Lai Court | 80,870 * | 80,530 * | -0.4 |
| 3804 | C | UT | Kwai Chung Rd | Lai Chi Kok Bay Bridge | Lai Chi Kok Rd & Cheung Sha Wan Rd | 61,840 * | 61,580 * | -0.4 |
| 3805 | C | UT | Prince Edward Rd E | Choi Hung Bus Terminus | Eastern Rd FO <K9> | 138,320 * | 139,490 * | +0.8 |
| 3806 | C | UT | Kwun Tong Rd | Wai Yip St FO <K42> | Ngau Tau Kok Rd | 88,630 * | 87,890 * | -0.8 |
| 3807 | C | UT | West Kowloon Corridor | Yen Chow St | Tai Kok Tsui Rd | 76,180 * | 75,860 * | -0.4 |
| 3808 | C | PD | Salisbury Rd | Chatham Rd S | Mody Lane | 38,140 * | 37,430 * | -1.9 |
| 3809 | C | PD | Chatham Rd S | Austin Rd & Cheong Wan Rd | Gascoigne Rd | 49,000 * | 48,090 * | -1.9 |
| 3810 | C | PD | Nathan Rd | Jordan Rd | Hillwood Rd | 22,140 * | 21,730 * | -1.9 |
| 3811 | C | PD | Kowloon Park Drive | Salisbury Rd | Peking Rd | 32,250 * | 31,660 * | -1.9 |
| 3812 | C | PD | Jordan Rd | Shanghai St | Nathan Rd | 44,160 * | 43,340 * | -1.9 |
| 3813 | C | PD | Waterloo Rd | Nathan Rd | Yim Po Fong St | 38,490 * | 37,780 * | -1.9 |
| 3814 | C | PD | Ferry St | Jordan Rd | Public Square St | 34,370 * | 33,740 * | -1.9 |
| 3815 | C | PD | Tong Mi Rd | Mong Kok Rd | Bute St | 43,900 * | 43,720 * | -0.4 |
| 3816 | C | PD | Argyle St & FO <K13> | Princess Margaret Rd | Waterloo Rd | 69,440 * | 68,150 * | -1.9 |
| 3817 | C | PD | Nathan Rd | Argyle St | Mong Kok Rd | 34,900 * | 34,600 * | -0.8 |
| 3818 | C | PD | Ma Tau Wai Rd | Tin Kwong Rd | Farm Rd | 38,520 * | 38,200 * | -0.8 |
| 3819 | C | PD | Waterloo Rd (GL) | Junction Rd | Cornwall St | 29,090 * | 28,550 * | -1.9 |
| 3820 | C | PD | Cheung Sha Wan Rd | Yen Chow St | Nam Cheong St | 24,540 * | 24,330 * | -0.8 |
| 3821 | C | PD | Lai Chi Kok Rd | Nathan Rd | Shanghai St | 20,630 * | 20,460 * | -0.8 |
| 3822 | C | PD | Lai Chi Kok Rd | Nam Cheong St | Wong Chuk St | 21,610 * | 21,420 * | -0.8 |
| 3823 | C | PD | Tai Po Rd | Wong Chuk St | Shek Kip Mei St | 33,630 * | 33,350 * | -0.8 |
| 3824 | C | PD | Tai Po Rd | Lung Cheung Rd | Tai Woh Ping Rd | 40,180 * | 40,010 * | -0.4 |
| 3825 | C | PD | Cheung Sha Wan Rd & Lai Chi Kok Rd | Butterfly Valley Rd | Lai Chi Kok Bay Bridge | 52,750 * | 52,530 * | -0.4 |
| 3826 | C | PD | Lung Cheung Rd slip rd | Tai Po Rd <Tai Wo Ping INT> | Lung Cheung Rd | 11,690 * | 11,640 * | -0.4 |
| 3827 | C | PD | Prince Edward Rd W | Lai Chi Kok Rd | Tong Mi Rd | 26,750 * | 26,520 * | -0.8 |
| 3828 | C | PD | Prince Edward Rd W | Knight St | Kadoorie Ave | 52,890 * | 52,450 * | -0.8 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|-----------------------------------|--|----------------------------------|-----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3829 | C | PD | Prince Edward Rd W & FO <K11A> | Prince Edward Rd W FO <K11A> eastern tip | Nga Tsin Long Rd | 80,310 * | 78,820 * | -1.9 |
| 3830 | C | PD | Boundary St | Knight St | Waterloo Rd | 36,770 * | 36,460 * | -0.8 |
| 3831 | C | PD | Ma Tau Chung Rd & FO <K11C> | Sung Wong Toi Rd Garden | Kowloon City INT | 76,730 * | 76,080 * | -0.8 |
| 3832 | C | PD | Prince Edward Rd E | The nullah | Choi Hung Rd | 128,170 * | 125,790 * | -1.9 |
| 3833 | C | PD | Kwun Tong Rd | Kai Fuk Rd FO <K58> eastern end | Hong Ning Rd | 80,550 * | 80,210 * | -0.4 |
| 3834 | C | PD | Kwun Tong Rd | Kwun Tong Rd underpass eastern end | Tsui Ping Rd | 85,780 * | 85,420 * | -0.4 |
| 3835 | C | DD | Shanghai St | Kansu St | Jordan Rd | 10,160 * | 9,970 * | -1.9 |
| 3836 | C | DD | Kowloon City Rd N-B | San Shan Rd | Sung Wong Toi Rd | 8,640 * | 8,750 * | +1.2 |
| 3837 | C | DD | Pine Tree Hill Rd & Hillwood Rd | Nathan Rd | Austin Rd | 6,590 * | 6,470 * | -1.9 |
| 3838 | C | DD | Public Square St | Nathan Rd | Shanghai St | 7,560 * | 7,420 * | -1.9 |
| 3839 | C | DD | Chatham Rd N underpass nr Wuhu St | Chatham Rd N | Gillies Ave S | 12,660 * | 12,810 * | +1.2 |
| 3840 | C | DD | Ma Tau Wai Rd | Fat Kwong St | Wuhu St | 21,400 * | 21,670 * | +1.2 |
| 3841 | C | DD | To Kwa Wan Rd | San Shan Rd | Ma Tau Kok Rd | 24,220 * | 24,520 * | +1.2 |
| 3842 | C | DD | Cherry St | Tong Mi Rd | Up-ramp to West Kowloon Corridor | 29,400 * | 28,500 * | -3.0 |
| 3843 | C | DD | Argyle St | Shanghai St | Tong Mi Rd & Ferry St | 29,190 * | 29,560 * | +1.2 |
| 3844 | C | DD | Sai Yee St | Prince Edward Rd W | Boundary St | 4,700 * | 4,760 * | +1.2 |
| 3845 | C | DD | San Shan Rd | Kowloon City Rd | To Kwa Wan Rd | 13,980 * | 14,160 * | +1.2 |
| 3846 | C | DD | Tai Kok Tsui Rd | Anchor St | Boundary St | 12,640 * | 12,250 * | -3.0 |
| 3847 | C | DD | Nam Cheong St | Woh Chai St | Tai Po Rd | 7,960 * | 7,810 * | -1.9 |
| 3848 | C | DD | Woh Chai St | Tong Yam St | Shek Kip Mei St | 11,130 * | 10,930 * | -1.9 |
| 3849 | C | DD | Junction Rd | Junction Rd & Broadcast Drive | Renfrew Rd | 31,260 * | 30,680 * | -1.9 |
| 3850 | C | DD | Tung Tau Tsuen Rd | Shatin Pass Rd | Tai Shing St | 9,590 * | 9,300 * | -3.0 |
| 3851 | C | DD | Tsz Wan Shan Rd | Wai Wah St | Wan Wah St | 10,360 * | 10,170 * | -1.9 |
| 3852 | C | DD | Nga Tsin Wai Rd | La Salle Rd | Junction Rd | 12,250 * | 12,030 * | -1.9 |
| 3853 | C | DD | Ma Chai Hang Rd | Wong Tai Sin Rd | Fung Mo St FO <K8> | 10,910 * | 10,580 * | -3.0 |
| 3854 | C | DD | Choi Hung Rd | Lok Sin Rd | Shatin Pass Rd | 33,340 * | 32,320 * | -3.0 |
| 3855 | C | DD | Un Chau St | Yen Chow St | Nam Cheong St | 10,910 * | 11,040 * | +1.2 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|------------------------------|---------------------|---|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3856 | C | DD | Castle Peak Rd | Tonkin St | Yen Chow St | 24,240 * | 23,500 * | -3.0 |
| 3858 | C | DD | Tonkin St | Lai Chi Kok Rd | Cheung Sha Wan Rd | 17,430 * | 16,900 * | -3.0 |
| 3859 | C | DD | Mei Lai Rd & Lai Wan Rd | Mei Fu Bus Terminus | Lai King Hill Rd | 15,970 * | 15,480 * | -3.0 |
| 3860 | C | DD | Boundary St | Lai Chi Kok Rd | Tai Kok Tsui Rd | 11,240 * | 10,900 * | -3.0 |
| 3861 | C | DD | Sung Wong Toi Rd | Tam Kung Rd | Kai Tak Tunnel up-ramp | 38,140 * | 38,610 * | +1.2 |
| 3863 | C | DD | Wong Chuk St | Cheung Sha Wan Rd | Tai Po Rd | 7,720 * | 7,820 * | +1.2 |
| 3864 | C | DD | Hong Ning Rd | Chun Wah Rd | Kung Lok Rd | 14,040 * | 13,780 * | -1.9 |
| 3865 | C | DD | Hip Wo St | Tsui Ping St | Mut Wah St | 20,460 * | 20,080 * | -1.9 |
| 3866 | C | DD | Sau Ming Rd | Sau Mau Path | Hiu Kwong St | 8,370 * | 8,220 * | -1.9 |
| 3867 | C | DD | Sau Mau Ping Rd | Hiu Kwong St | Po Lam Rd | 22,440 * | 22,030 * | -1.9 |
| 3868 | C | DD | Anderson Rd | Clear Water Bay Rd | Po Lam Rd | 3,290 * | 3,220 * | -1.9 |
| 3869 | C | DD | Kai Cheung Rd | Kai Shing St | Wang Kwong Rd | 26,080 * | 26,410 * | +1.2 |
| 3870 | C | DD | Ngau Tau Kok Rd | Hong Ning Rd | Elegance Rd | 17,200 * | 17,410 * | +1.2 |
| 3871 | C | DD | Ngau Tau Kok Rd & <FO> | near Fuk To St | Diverging pt of Kai Cheung Rd FO<K56> and down ramp to Kwun Tong Rd | 27,240 * | 27,580 * | +1.2 |
| 3873 | C | DD | Lai Yip St | Wai Yip St | Kwun Tong Rd | 15,010 * | 14,560 * | -3.0 |
| 3874 | C | DD | Wai Yip St | Kai Cheung Rd | Access rd to Telford Garden | 49,120 * | 49,730 * | +1.2 |
| 3875 | C | DD | Wai Yip St | Kai Cheung Rd | Kwun Tong Rd | 59,220 * | 59,960 * | +1.2 |
| 3876 | C | DD | Tai Nan W St | Cheung Sha Wan Rd | Castle Peak Rd | 7,700 * | 7,460 * | -3.0 |
| 3877 | C | LD | Canton Rd | Jordan Rd | Saigon St | 3,760 * | 3,690 * | -1.9 |
| 3878 | C | LD | Long Yuet St | San Ma Tau St | Kwei Chow St | 3,250 * | 3,300 * | +1.2 |
| 3879 | C | LD | Wan Wah St | Wai Wah St | Sheung Fung St | 9,280 * | 9,110 * | -1.9 |
| 3880 | C | LD | Renfrew Rd | Junction Rd | Hereford Rd | 9,680 * | 9,500 * | -1.9 |
| 3881 | C | LD | Tat Chee Ave | Tai Hang Tung Rd | Begonia Rd | 13,530 * | 13,280 * | -1.9 |
| 3882 | C | DD | Suffolk Rd & Kent Rd | Waterloo Rd | Cornwall St | 7,790 * | 7,640 * | -1.9 |
| 3883 | C | LD | Shung Shun St & Yan Wing St | Ko Chiu Rd | Sam Ka Tsuen Ferry Pier | 12,000 * | 11,780 * | -1.9 |
| 3884 | C | LD | Wang Chiu Rd & Wang Kwong Rd | Kai Cheung Rd | Kai Cheung Rd | 8,950 * | 9,060 * | +1.2 |
| 3885 | C | LD | On Tin St | Ping Tin St | Ping Tin St | 5,150 * | 5,060 * | -1.9 |
| 3886 | C | DD | Hung Hom Rd | Hung Hom S Rd | Tak Man St | 21,650 * | 21,920 * | +1.2 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--------------------------------------|---|--------------------------------|----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 3887 | C | DD | Bailey St | Ma Tau Wai Rd | Hung Hom Rd | 13,820 * | 14,000 * | +1.2 |
| 3888 | C | UT | West Kowloon Corridor | Cheung Lai St | Yen Chow St | 66,640 * | 66,360 * | -0.4 |
| 3889 | C | DD | Shatin Pass Rd | Wong Tai Sin Rd | Lung Fung St | 880 * | 870 * | -1.9 |
| 3890 | C | PD | Gascoigne Rd FO <K20> | Ramps to & from Gascoigne Rd near Jordan Rd | Chatham Rd S | 85,290 * | 83,710 * | -1.9 |
| 3891 | C | DD | Fung Tak Rd | Lung Poon St | Hammar Hill Rd RA | 12,720 * | 12,340 * | -3.0 |
| 3892 | C | PD | Prince Edward Rd INT <K78> slip rd E | Kwun Tong Rd N-B | Kwun Tong Bypass | 3,390 * | 3,360 * | -0.8 |
| 3893 | C | PD | Ferry St | Shantung St | Cherry St | 40,460 * | 40,120 * | -0.8 |
| 3894 | C | UT | Ferry St <FO> up-ramps | Waterloo Rd & Tung Kun St | Tung Kun St & Public Square St | 24,560 * | 24,460 * | -0.4 |
| 3895 | C | DD | Lung Ping Rd | Lung Cheung Rd | Nam Cheong St | 2,580 * | 2,500 * | -3.0 |
| 3896 | C | DD | Hung Luen Rd | Shung King St | Kin Wan St | 3,570 * | 3,610 * | +1.2 |
| 3897 | C | UT | Lin Cheung Rd S-B | Hing Wah St W | Nr Yen Chow St W | 26,400 * | 26,280 * | -0.4 |
| 4001 | C | UT | Princess Margaret Rd & FO <K12> | Pui Ching Rd FO <K14> | Argyle St | 84,270 | 84,980 * | +0.8 |
| 4002 | C | UT | Waterloo Rd | Lung Cheung Rd | Lion Rock Tunnel Rd | 73,990 | 73,680 * | -0.4 |
| 4003 | C | UT | Ching Cheung Rd | Kwai Chung Rd | Castle Peak Rd FO <K2> | 55,810 | 55,570 * | -0.4 |
| 4004 | C | UT | Kwun Tong Rd | Clear Water Bay Rd | Choi Hung Bus Terminus | 131,870 | 130,760 * | -0.8 |
| 4005 | C | PD | Salisbury Rd | Mody Lane | Science Museum Rd | 31,560 | 30,970 * | -1.9 |
| 4006 | C | PD | Chatham Rd S | Chatham Rd FO <K20> | Hong Chong Rd | 138,520 | 135,960 * | -1.9 |
| 4007 | C | PD | Nathan Rd | Market St | Jordan Rd | 33,650 | 33,020 * | -1.9 |
| 4008 | C | PD | Nathan Rd | Public Square St | Market St | 42,410 | 41,630 * | -1.9 |
| 4009 | C | PD | Kowloon Park Drive | Canton Rd | Peking Rd | 38,500 | 37,790 * | -1.9 |
| 4010 | C | PD | Jordan Rd | Nathan Rd | Cox's Rd | 29,750 | 29,200 * | -1.9 |
| 4011 | C | PD | Waterloo Rd | Pui Ching Rd | Argyle St | 29,100 | 28,560 * | -1.9 |
| 4012 | C | PD | Ferry St | Tung Kun St | Public Square St | 11,730 | 11,680 * | -0.4 |
| 4013 | C | PD | Tong Mi Rd | Prince Edward Rd W | Bute St | 31,180 | 31,050 * | -0.4 |
| 4014 | C | PD | Argyle St & FO <K13> | Princess Margaret Rd | Tin Kwong Rd | 54,500 | 53,490 * | -1.9 |
| 4015 | C | PD | Nathan Rd | Mong Kok Rd | Lai Chi Kok Rd | 45,710 | 45,320 * | -0.8 |
| 4016 | C | PD | Ma Tau Wai Rd & Ma Tau Chung Rd | Farm Rd | Ma Tau Kok Rd | 31,660 | 31,390 * | -0.8 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|-----------------------------|---|------------------------------------|--------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 4017 | C | PD | Waterloo Rd (GL) | Cornwall St | Ede Rd | 12,110 | 12,060 * | -0.4 |
| 4018 | C | PD | Cheung Sha Wan Rd | Tonkin St | Yen Chow St | 30,330 | 30,200 * | -0.4 |
| 4019 | C | PD | Lai Chi Kok Rd | Shanghai St | Prince Edward Rd W | 21,200 | 21,020 * | -0.8 |
| 4020 | C | PD | Lai Chi Kok Rd | Yen Chow St | Nam Cheong St | 22,500 | 22,310 * | -0.8 |
| 4021 | C | PD | Tai Po Rd | Shek Kip Mei St | Nam Cheong St | 19,940 | 19,770 * | -0.8 |
| 4022 | C | PD | Butterfly Valley Rd | Lai Chi Kok Rd | Cheung Sha Wan Rd | 32,520 | 32,390 * | -0.4 |
| 4023 | C | PD | Prince Edward Rd W (GL) | Lai Chi Kok Rd | Nathan Rd | 21,910 | 21,720 * | -0.8 |
| 4024 | C | PD | Prince Edward Rd W | Waterloo Rd | Knight St | 47,640 | 47,240 * | -0.8 |
| 4025 | C | PD | Boundary St | Nathan Rd | Lai Chi Kok Rd | 18,020 | 17,870 * | -0.8 |
| 4026 | C | PD | Boundary St | Waterloo Rd | La Salle Rd | 33,790 | 33,510 * | -0.8 |
| 4027 | C | PD | Ma Tau Chung Rd & FO <K11C> | Kowloon City RA | Tak Ku Ling Rd | 60,740 | 59,620 * | -1.9 |
| 4028 | C | PD | Clear Water Bay Rd | New Clear Water Bay Rd eastern junction | Anderson Rd | 29,930 | 29,370 * | -1.9 |
| 4029 | C | PD | New Clear Water Bay Rd | New Clear Water Bay Rd eastern junction | Sun Lee St | 24,130 | 23,690 * | -1.9 |
| 4030 | C | PD | Kwun Tong Rd | Hong Ning Rd | Kwun Tong Rd underpass western end | 72,770 | 72,460 * | -0.4 |
| 4031 | C | PD | Lei Yue Mun Rd | Ko Chiu Rd | Ko Chiu Rd | 19,300 | 18,940 * | -1.9 |
| 4032 | C | DD | Shanghai St | Kansu St | Public Square St | 18,130 | 17,800 * | -1.9 |
| 4033 | C | DD | Wylie Rd | Waterloo Rd | Princess Margaret Rd | 16,160 | 15,860 * | -1.9 |
| 4034 | C | DD | Kansu St | Canton Rd | Ferry St | 13,450 | 13,200 * | -1.9 |
| 4035 | C | DD | Dundas St | Shanghai St | Nathan Rd | 2,430 | 2,460 * | +1.2 |
| 4036 | C | DD | Ping Chi St | Chatham Rd N | Fat Kwong St | 1,530 | 1,550 * | +1.2 |
| 4037 | C | DD | Wo Chung St | Chatham Rd N | Fat Kwong St | 1,780 | 1,810 * | +1.2 |
| 4039 | C | DD | Fat Kwong St & FO <K66> | Yan Fung St | Ma Tau Wai Rd | 20,560 | 20,180 * | -1.9 |
| 4040 | C | DD | Ma Tau Wai Rd | San Lau St & Bailey St | Fat Kwong St | 16,740 | 16,950 * | +1.2 |
| 4041 | C | DD | To Kwa Wan Rd | Mok Cheong St | Ma Tau Kok Rd | 20,540 | 20,800 * | +1.2 |
| 4042 | C | DD | Anchor St | Tai Kok Tsui Rd | Tong Mi Rd | 9,780 | 9,480 * | -3.0 |
| 4043 | C | DD | Argyle St | Nathan Rd | Shanghai St | 27,420 | 27,760 * | +1.2 |
| 4044 | C | DD | Sheung Shing St | Fat Kwong St | Tin Kwong Rd | 9,340 | 9,160 * | -1.9 |
| 4045 | C | DD | Ma Tau Kok Rd | Kowloon City Rd | Ma Tau Chung Rd | 9,960 | 10,080 * | +1.2 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--------------------------|---------------------------|---|--------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 4046 | C | DD | Nam Cheong St | Hai Tan St | Lai Chi Kok Rd | 8,910 | 8,640 * | -3.0 |
| 4047 | C | DD | Nam Cheong St | Pak Tin St | Woh Chai St | 11,510 | 11,300 * | -1.9 |
| 4048 | C | DD | Tai Hang Tung Rd | Tat Chee Ave | Boundary St | 25,870 | 25,390 * | -1.9 |
| 4049 | C | DD | Junction Rd | Renfrew Rd | Waterloo Rd | 28,370 | 27,850 * | -1.9 |
| 4050 | C | DD | Po Kong Village Rd | Tsz Wan Shan Rd | Fung Tak Rd | 11,170 | 10,960 * | -1.9 |
| 4051 | C | DD | La Salle Rd | Boundary St | Prince Edward Rd W | 6,790 | 6,660 * | -1.9 |
| 4052 | C | DD | Lok Sin Rd | Tung Tsing Rd | Choi Hung Rd | 4,430 | 4,300 * | -3.0 |
| 4053 | C | DD | Shek Kip Mei St | Woh Chai St | Tai Po Rd | 13,260 | 13,010 * | -1.9 |
| 4054 | C | DD | Choi Hung Rd | Shatin Pass Rd | Po Kong Village Rd | 35,770 | 34,680 * | -3.0 |
| 4055 | C | DD | Un Chau St | Tonkin St | Yen Chow St | 17,840 | 17,300 * | -3.0 |
| 4056 | C | DD | Castle Peak Rd | Tonkin St | Hing Wah St | 12,510 | 12,130 * | -3.0 |
| 4057 | C | DD | Yen Chow St | Hai Tan St | Lai Chi Kok Rd | 12,750 | 12,360 * | -3.0 |
| 4058 | C | DD | Tonkin St | Un Chau St | Castle Peak Rd | 13,670 | 13,250 * | -3.0 |
| 4059 | C | DD | Choi Hung Rd | Hammer Hill Rd | Prince Edward Rd E | 5,230 | 5,070 * | -3.0 |
| 4060 | C | DD | Embankment Rd | Prince Edward Rd W | Boundary St | 11,670 | 11,820 * | +1.2 |
| 4061 | C | DD | Sung Wong Toi Rd | Tam Kung Rd | Ma Tau Chung Rd | 27,290 | 27,630 * | +1.2 |
| 4062 | C | DD | Access Rd to Concorde Rd | Prince Edward Rd E. (W-B) | Concorde Rd | 1,590 | 1,560 * | -1.9 |
| 4063 | C | DD | Hong Ning Rd | Yue Man Square | Kwun Tong Rd | 13,490 | 13,080 * | -3.0 |
| 4064 | C | DD | Hong Ning Rd | Hip Wo St | Chun Wah Rd | 17,190 | 16,870 * | -1.9 |
| 4065 | C | DD | Hip Wo St | Hiu Kwong St | Tsui Ping Rd | 19,260 | 18,900 * | -1.9 |
| 4066 | C | DD | Sau Ming Rd | Sau Mau Ping Rd | Sau Mau Path | 7,490 | 7,360 * | -1.9 |
| 4067 | C | DD | Sau Mau Ping Rd | Sau Mau Path | Po Lam Rd | 14,600 | 14,330 * | -1.9 |
| 4068 | C | DD | Shun Lee Tsuen Rd | Shun King St | Hip Wo St | 20,270 | 19,900 * | -1.9 |
| 4069 | C | DD | Kai Cheung Rd | Wang Kwong Rd | Wang Chiu Rd | 24,020 | 24,320 * | +1.2 |
| 4070 | C | DD | Ngau Tau Kok Rd | Elegance Rd | Up-ramp to Sheung Yee Rd FO <K57> | 16,330 | 16,530 * | +1.2 |
| 4071 | C | DD | Ngau Tau Kok Rd & <FO> | Kwun Tong Rd | Diverging pt of Kai Cheung Rd FO<K56> & down ramp to Kwun Tong Rd | 17,210 | 17,420 * | +1.2 |
| 4073 | C | DD | Hoi Yuen Rd | Wai Yip St | Kwun Tong Rd RA | 14,030 | 13,600 * | -3.0 |
| 4074 | C | DD | Cha Kwo Ling Rd | Wai Yip St | Ko Chiu Rd | 16,200 | 15,900 * | -1.9 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|---------------------------|---|--------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 4075 | C | DD | Sheung Yee Rd | Wai Yip St | Wang Chiu Rd | 18,900 | 19,140 * | +1.2 |
| 4076 | C | LD | Canton Rd | Kansu St | Saigon St | 7,450 | 7,310 * | -1.9 |
| 4077 | C | LD | San Lau St | Ma Tau Wai Rd | Chatham Rd N | 6,420 | 6,500 * | +1.2 |
| 4078 | C | LD | Wan Wah St | Tsz Wah Shan Rd | Wai Wah St | 13,000 | 12,750 * | -1.9 |
| 4079 | C | LD | Nga Tsin Wai Rd | Tak Ku Ling Rd | Junction Rd | 10,540 | 10,340 * | -1.9 |
| 4080 | C | LD | Peony Rd & Begonia Rd nr Tat Chee Ave | Tat Chee Ave | Tat Chee Ave | 2,440 | 2,400 * | -1.9 |
| 4081 | C | LD | Tai Hang Tung Rd | Woh Chai St | To Yuen St | 7,880 | 7,740 * | -1.9 |
| 4082 | C | LD | Yu Chau St | Wong Chuk St | Yen Chow St | 6,770 | 6,850 * | +1.2 |
| 4083 | C | LD | Wang Kwong Rd | Kai Fuk Rd | Kai Cheung Rd | 8,720 | 8,830 * | +1.2 |
| 4084 | C | LD | Ko Chiu Rd | Cha Kwo Ling Rd | Lei Yue Mun Rd | 10,540 | 10,340 * | -1.9 |
| 4085 | C | DD | Hung Hom Rd | Tak Man St | Man Yue St | 20,790 | 21,040 * | +1.2 |
| 4086 | C | DD | Lin Tak Rd | Tak Tin St | Tseung Kwan O Rd | 16,710 | 16,400 * | -1.9 |
| 4089 | C | PD | Prince Edward Rd INT <K78> S-B slip rd C | Kwun Tong Bypass | Kwun Tong Rd | 2,520 | 2,500 * | -0.8 |
| 4090 | C | DD | Cherry St Underpass | Cherry St | End | 12,630 | 12,250 * | -3.0 |
| 4091 | C | UT | Ferry St <FO> down-ramps | Waterloo Rd & Tung Kun St | Tung Kun St & Public Square St | 29,230 | 29,110 * | -0.4 |
| 4092 | C | UT | West Kowloon Highway | Section over Po Lun St | Mei Foo Sun Tsuen Phase 8 slip rds to & from Ngong Shuen Chau INT | 72,340 | 72,030 * | -0.4 |
| 4093 | C | UT | Lin Cheung Rd | Jordan Rd | Wui Cheung Rd | 29,460 | 29,340 * | -0.4 |
| 4094 | C | PD | Austin Rd W | Lin Cheung Rd | Nga Cheung Rd | 12,080 | 12,030 * | -0.4 |
| 4095 | C | PD | Nga Cheung Rd | Austin Rd W | Jordan Rd | 7,350 | 7,320 * | -0.4 |
| 4096 | C | PD | Jordan Rd | Lin Cheung Rd | Ferry St | 26,550 | 26,440 * | -0.4 |
| 4097 | C | UT | Princess Margaret Rd Link | Hung Hom Bypass | Chatham Rd S | 32,310 | 32,040 * | -0.8 |
| 4098 | C | DD | Cheong Tung Rd S slip rd down ramp S-B | Princess Margaret Rd Link | Hung Luen Rd Roundabout | 3,490 | 3,530 * | +1.2 |
| 4099 | C | DD | Cheong Tung Rd S slip rd up ramp N-B | Hung Luen Rd Roundabout | Princess Margaret Rd Link | 14,830 | 15,010 * | +1.2 |
| 4100 | C | LD | Hung Hom Bypass slip rd E-B | Salisbury Rd | Metropolis Drive | 8,930 | 9,040 * | +1.2 |
| 4101 | C | LD | Hung Hom Bypass slip rd W-B | Metropolis Drive | Salisbury Rd | 6,970 | 7,050 * | +1.2 |
| 4102 | C | LD | Fuk To St | Kwun Tong Rd | Ngau Tau Kok Rd | 2,310 | 2,340 * | +1.2 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|-------------------------------|-----------------------------|---|---------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 4201 | B | PD | Tai Po Rd | Caldecott Rd | Tai Po Rd INT | 35,790 | 36,030 | +0.7 |
| 4202 | B | PD | Boundary St | Tai Hang Tung Rd | Embankment Rd | 49,050 | 47,180 | -3.8 |
| 4203 | B | PD | Prince Edward Rd W | Embankment Rd | Yuen Ngai St | 48,880 | 49,250 | +0.8 |
| 4204 | B | PD | Argyle St & FO <K13> | Waterloo Rd | Yim Po Fong St | 47,080 | 49,160 | +4.4 |
| 4205 | B | PD | Waterloo Rd | Yim Po Fong St | Pui Ching Rd | 35,670 | 34,960 | -2.0 |
| 4206 | B | DD | Cornwall St | Waterloo Rd | Nam Cheong St | 20,090 | 20,660 | +2.8 |
| 4207 | B | DD | Cheong Wan Rd & Gillies Ave S | Railway Terminus | Wuhu St | 18,160 | 17,840 | -1.8 |
| 4208 | B | PD | Chatham Rd N | Wuhu St | Hong Chong Rd | 116,410 | 113,010 | -2.9 |
| 4209 | B | DD | Shanghai St | Dundas St | Argyle St | 15,830 | 17,590 | +11.1 |
| 4210 | B | LD | Reclamation St | Public Square St | Argyle St | 7,960 | 7,030 | -11.7 |
| 4211 | B | DD | Fat Kwong St | Chung Hau St | Yan Fung St | 20,610 | 20,640 | +0.2 |
| 4212 | B | PD | Chatham Rd N & Ma Tau Wai Rd | San Lau St | Chi Kiang St | 34,060 | 34,900 | +2.4 |
| 4213 | B | UT | East Kowloon Corridor <FO> | Ma Tau Kok Rd | Chatham Rd N | 76,930 | 77,910 | +1.3 |
| 4214 | B | PD | Ferry St & Ferry St <FO> | Waterloo Rd | Shantung St | 78,290 | 79,900 | +2.1 |
| 4215 | B | DD | Yim Po Fong St | Shantung St | Waterloo Rd | 20,790^ | 21,410 | +2.9 |
| 4216 | B | UT | Kwun Tong Rd | Ping Shek Est eastern end | Wai Yip St FO <K42> | 154,040 | 149,170 | -3.2 |
| 4217 | B | PD | Clear Water Bay Rd | Lung Cheung Rd | New Clear Water Bay Rd western junction | 80,470 | 77,150 | -4.1 |
| 4218 | B | LD | Shing Kai Rd | Eastern Rd | Kai Shing St | 7,540 | 7,760 | +2.9 |
| 4219 | B | EX | Kwun Tong Bypass | Kai Yan St | Lung Cheung Rd | 58,240 | 57,910 | -0.6 |
| 4220 | B | PD | Hoi Wang Rd | Hoi Ting Rd | Cherry St RA | 15,850 | 16,020 | +1.1 |
| 4221 | B | EX | Hung Hom Bypass | slip rd to Cheong Tung Rd S | slip rd from Cheong Tung Rd S | 14,720 | 14,210 | -3.5 |
| 4401 | B | LD | Ho Man Tin St | Waterloo Rd | Ho Man Tin Hill Rd | 3,050^ | 3,020 | -1.0 |
| 4403 | B | LD | Soy St | Sai Yeung Choi St S | Yim Po Fong St | 4,040 | 3,880 | -3.8 |
| 4404 | B | LD | Portland St | Waterloo Rd | Argyle St | 4,660 | 5,500 | +18.1 |
| 4601 | C | LD | Arran St | Tong Mi Rd | Shanghai St | 3,980 | 4,410 | +10.7 |
| 4602 | C | LD | Belfran Rd | Knight St | End | 390 | 430 | +11.8 |
| 4603 | C | LD | Bulkeley St | Whampoa St | Dock St | 3,600 | 3,750 | +4.2 |
| 4604 | C | LD | Canton Rd | Salisbury Rd | Kowloon Park Drive | 12,480 | 11,420 | -8.4 |
| 4605 | C | LD | Chatham Court | Kimberley Rd | Chatham Rd S | 3,190 | 2,670 | -16.4 |

* AADT estimated by Growth Factor

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^ 2013 AADT figure is adjusted

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--------------------|------------------------|------------------|--------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 4606 | C | LD | Cheung Yip St | Sheung Yee Rd | Sea shore | 8,350 | 7,430 | -11.1 |
| 4608 | C | LD | Cumberland Rd | Boundary St | Rutland Quadrant | 3,800 | 4,280 | +12.6 |
| 4609 | C | LD | Dyer Ave | Dock St | Wan Hoi St | 3,810 | 3,850 | +1.1 |
| 4610 | C | LD | Fa Yuen St | Prince Edward Rd W | Boundary St | 2,490 | 2,380 | -4.6 |
| 4612 | C | LD | Fuk Wing St | Nam Cheong St | Yen Chow St | 3,720 | 4,020 | +8.0 |
| 4613 | C | LD | Grampian Rd | Boundary St | Dumbarton Rd | 3,400 | 3,800 | +11.8 |
| 4614 | C | LD | Hankow Rd | Salisbury Rd | Haiphong Rd | 5,740 | 5,440 | -5.2 |
| 4615 | C | LD | Ho Man Tin Hill Rd | Ho Man Tin St | Wylie Rd | 5,960 | 5,890 | -1.2 |
| 4616 | C | LD | Hong Lee Rd | Kung Lok Rd | End | 3,140 | 3,250 | +3.3 |
| 4618 | C | LD | Jat's Incline | Clear Water Bay Rd | Shatin Pass Rd | 3,650 | 3,920 | +7.5 |
| 4619 | C | LD | Kai Lok St | Wang Chiu Rd | Wang Chiu Rd | 2,800 | 2,780 | -0.8 |
| 4620 | C | LD | Kimberley Rd | Nathan Rd | Observatory Rd | 14,130 | 12,140 | -14.1 |
| 4621 | C | LD | Ko Chiu Rd | Lei Yue Mun Rd | Lei Yue Mun Rd | 8,920 | 7,440 | -16.5 |
| 4623 | C | LD | Lai Wan Rd | Broadway | Mei Lai Rd | 9,500 | 9,850 | +3.6 |
| 4624 | C | LD | Lee On Rd | New Clear Water Bay Rd | Shun On Rd | 10,730 | 11,020 | +2.7 |
| 4625 | C | LD | Luk Hop St | Tai Yau St | Sze Mei St | 2,820 | 2,930 | +3.8 |
| 4626 | C | LD | Man Fuk Rd | Pui Ching Rd | Man Wan Rd | 7,420 | 7,720 | +4.1 |
| 4627 | C | LD | Mei King St | Lok Shan Rd | San Ma Tau St | 1,100 | 1,240 | +13.0 |
| 4628 | C | LD | Nassau St | Lai Wan Rd | Mei Lai Rd | 4,270 | 4,150 | -2.8 |
| 4629 | C | LD | Oak St | Cherry St | Ivy St | 480 | 500 | +4.0 |
| 4630 | C | LD | Pak Tai St | Ma Hang Chung Rd | Sung Wong Toi Rd | 5,280 | 5,360 | +1.6 |
| 4631 | C | LD | Pei Ho St | Lai Chi Kok Rd | Apliu St | 2,550 | 2,220 | -13.0 |
| 4632 | C | LD | Po On Rd | Tonkin St | Wing Hong St | 5,640 | 5,700 | +1.0 |
| 4633 | C | LD | Pui Man St | Tung Tau Tsuen Rd | End | 370 | 350 | -4.1 |
| 4634 | C | LD | Saigon St | Nathan Rd | Chi Wo St | 1,710 | 1,760 | +3.2 |
| 4635 | C | LD | Shatin Pass Rd | Jat's Incline | Tsz Wan Shan Rd | 290 | 320 | +11.5 |
| 4636 | C | LD | Shatin Pass Rd | Wong Tai Sin Rd | Tsz Wan Shan Rd | 4,660 | 4,830 | +3.8 |
| 4638 | C | LD | Shun On Rd | Shun Lee Tsuen Rd | Sau Mau Ping Rd | 7,360 | 8,150 | +10.7 |
| 4639 | C | LD | Station Lane | Ma Tau Wai Rd | Dock St | 1,150 | 1,200 | +4.5 |
| 4640 | C | LD | Tai Shing St | Tung Tau Tsuen Rd | Choi Hung Rd | 8,090 | 8,530 | +5.5 |
| 4642 | C | LD | Tong Yam St | Woh Chai St | Tai Hang Tung Rd | 2,920 | 2,630 | -9.9 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|-----------------------------------|-------------------------------------|--------------------------------------|---------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 4643 | C | LD | Tung Chau West St | Castle Peak Rd | King Lam St | 1,020 | 1,430 | +40.6 |
| 4644 | C | LD | Tung Yuen St | Shung Shun St | Ko Fai Rd | 3,900 | 3,740 | -4.2 |
| 4645 | C | LD | Wai Chi St | Woh Chai St | Pak Tin St | 2,730 | 2,660 | -2.8 |
| 4646 | C | LD | Wang Chiu Rd | Wang Kwong Rd | Kai Lok St | 3,820 | 3,920 | +2.6 |
| 4647 | C | LD | Wang Tau Hom E Rd | Junction Rd | Wang Tau Hom N Rd | 6,280 | 6,520 | +3.9 |
| 4648 | C | LD | Wing Ming St | Yu Chau W St | End | 1,010 | 1,240 | +22.5 |
| 4650 | C | LD | Yuet Lun St | Lai Chi Kok Rd | Po Lun St | 2,760 | 2,600 | -5.5 |
| 4651 | C | LD | Sze Shan St | Cha Kwo Ling Rd | Shung Shun St | 1,160 | 1,080 | -6.6 |
| 4652 | C | LD | Ching Tak St | Tung Tau Tsuen Rd | Shatin Pass Rd | 7,420 | 7,670 | +3.4 |
| 4653 | C | LD | Yau Tong Rd | Lei Yue Mun Rd | Cha Kwo Ling Rd | 5,820 | 5,970 | +2.6 |
| 4654 | C | LD | Middle Rd | Kowloon Park Drive | Nathan Rd | 13,240 | 12,300 | -7.1 |
| 4655 | C | LD | Middle Rd | Salisbury Rd | Nathan Rd | 5,010 | 4,780 | -4.6 |
| 4656 | C | LD | Metropolis Drive | Hung Hom Bypass | Cheong Tung Rd S | 16,820 | 17,130 | +1.8 |
| 4657 | C | LD | Wah Shun St | Hung Luen Rd | End | 2,880 | 3,270 | +13.7 |
| 5001 | A | UT | Tuen Mun Rd | Pui To Rd | Chung Wong Toi INT | 107,220 | 110,250 | +2.8 |
| 5002 | A | EX | Sha Tin Rd | Lion Rock Tunnel Rd | Sha Tin Wai Rd | 73,180 | 71,860 | -1.8 |
| 5003 | A | EX | Fanling Highway | So Kwun Po INT | Wo Hop Shek INT | 60,260 | 57,130 | -5.2 |
| 5004 | A | PD | Castle Peak Rd - Kwai Chung | Tai Wo INT | Wo Yi Hop Rd | 25,520 | 25,490 | -0.1 |
| 5005 | A | PD | Ma On Shan Rd | Hang Shun St | Hang Hong St RA | 25,820 | 25,740 | -0.3 |
| 5006 | A | PD | Ting Kok Rd | Nam Wan Rd | Dai Kwai St | 23,650 | 26,060 | +10.2 |
| 5007 | A | DD | Kwai Foo Rd | Kwai Chung Rd | Hing Fong Rd | 16,740 | 16,540 | -1.2 |
| 5008 | A | DD | Yuen Long Tai Yuk Rd & Kau Yuk Rd | Castle Peak Rd-Yuen Long | Hong Lok Rd | 13,190 | 13,080 | -0.9 |
| 5009 | A | DD | Kwong Fuk Rd | Nam Wan Rd | Wan Tau St | 20,510 | 20,400 | -0.5 |
| 5010 | A | LD | Kwai Luen Rd | Kwai Shing Circuit eastern junction | Kwai Shing Circuit western junction | 5,050 | 5,300 | +5.0 |
| 5011 | A | LD | Wang Chau Rd | Yuen Long On Ning Rd | Yuen Long On Lok Rd | 5,240 | 5,010 | -4.3 |
| 5012 | A | EX | Tuen Mun Rd | Sham Tseng | Tsing Long Highway - Ting Kau Bridge | 92,580 | 94,530 | +2.1 |
| 5013 | A | EX | Tolo Highway | North of Ma Liu Shui INT | Yuen Shin Rd INT | 125,810 | 123,680 | -1.7 |
| 5014 | A | RR | Route Twisk | Chuen Lung | Cheung Pei Shan RA | 5,010 | 5,280 | +5.5 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|--|---|---------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5015 | A | RR | South Lantau Rd | Mui Wo Ferry Pier | Chi Ma Wan Rd | 2,770 | 3,160 | +14.2 |
| 5016 | A | PD | San Tin Highway, Castle Peak Rd & San Tam Rd | Kam Tin Rd | Fairview Park Boulevard | 90,610 | 88,800 | -2.0 |
| 5017 | A | RR | Clear Water Bay Rd | Anderson Rd | Hiram's Highway | 30,070 | 30,520 | +1.5 |
| 5018 | A | DD | Tsing Tsuen Rd | Tsuen Tsing INT | Tam Kon Shan INT | 36,970 | 39,940 | +8.0 |
| 5019 | A | RT | Castle Peak Rd - Yuen Long | Yuen Long On Lok Rd | Kam Tin Rd | 34,530 | 36,490 | +5.7 |
| 5020 | A | UT | Shing Mun Tunnel | Toll Plaza | Shing Mun Tunnel Rd | 50,160 | 51,470 | +2.6 |
| 5021 | A | UT | Tseung Kwan O Tunnel | Toll Plaza | Tseung Kwan O Tunnel Rd RA | 86,170 | 88,030 | +2.2 |
| 5022 | A | UT | Tate's Cairn Tunnel | Toll Plaza | South Portal | 55,510 | 57,250 | +3.1 |
| 5023 | A | DD | Po Lam Rd | Anderson Rd | Tsui Lam Rd | 15,370 | 14,930 | -2.9 |
| 5024 | A | UT | Lion Rock Tunnel | Toll Plaza | South Portal | 90,980 | 91,700 | +0.8 |
| 5025 | A | EX | Yuen Long Highway | Hung Tin Rd INT | Lam Tei INT | 74,950 | 86,370 | +15.2 |
| 5026 | A | EX | Tsing Kwai Highway | Ching Lai Court slip rds to & from Ching Cheung Rd | Cho Yiu Chuen slip rds to & from Kwai Chung Rd & Tsuen Wan Rd | 93,980 | 89,110 | -5.2 |
| 5027 | A | EX | Lantau Link | Tsing Ma Bridge eastern end at Tsing Yi | Ngong Shuen Au | 75,880 | 77,850 | +2.6 |
| 5029 | A | EX | Tsing Long Highway - Tai Lam Tunnel | Au Tau INT | Tuen Mun Rd | 59,480 | 62,440 | +5.0 |
| 5030 | A | UT | Kwai Chung Rd | PMH INT slip rd to Kwai Chung Rd N-B | Tsuen Wan Rd | 122,110 | 121,700 | -0.3 |
| 5031 | A | EX | North Lantau Highway | Tung Chung Eastern INT | Western End at Chek Lap Kok | 46,730 | 49,200 | +5.3 |
| 5032 | A | DD | Chek Lap Kok S Rd | Eastern End at Tung Chung | Western End at Chek Lap Kok | 15,630 | 16,260 | +4.0 |
| 5033 | A | EX | Tsing Long Highway - Ting Kau Bridge | Tsing Yi NW INT | Tuen Mun Rd | 72,240 | 91,790 | +27.1 |
| 5034 | A | EX | Cheung Tsing Tunnel & Rambler Bridge | Rambler Bridge eastern end | Western end of Cheung Tsing Tunnel slip rds to & from Tsing Yi Rd W | 67,930 | 70,940 | +4.4 |
| 5035 | A | EX | Tuen Mun Rd | Castle Peak Rd - Tsuen Wan | Tsing Long Highway - Ting Kau Bridge | 61,560 | 65,180 | +5.9 |
| 5036 | A | DD | Shun Tung Rd | Yu Tung Rd | Tat Tung Rd | 16,520 | 18,000 | +9.0 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|-------------------------------------|-----------------------------------|---------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5037 | A | EX | Eagle's Nest Tunnel | Toll Plaza | South Portal | 42,900 | 46,900 | +9.3 |
| 5038 | A | EX | Nam Wan Tunnel | East Tsing Yi Viaduct | Cheung Tsing Highway | 41,980 | 46,820 | +11.5 |
| 5101 | A | LD | Chui Tin St | Che Kung Miu Rd | Hung Mui Kuk Rd | 11,230 | 11,260 | +0.2 |
| 5102 | A | LD | Tseng Choi St | Castle Peak Rd northern junction | Castle Peak Rd southern junction | 6,040 | 5,920 | -1.9 |
| 5103 | A | LD | Shing Mun Rd | Texaco Rd N | Cheung Shan Est Rd E | 1,690 | 1,580 | -6.1 |
| 5104 | A | LD | Chap Wai Kon St | Bus Terminus | Siu Lek Yuen Rd | 6,930 | 6,390 | -7.8 |
| 5105 | A | LD | Lung Mun Rd | Wu Chui Rd | Mong Hau Shek | 18,220 | 19,300 | +5.9 |
| 5106 | A | LD | Lung Fu Rd | Wong Chu Rd | Ho Suen St | 14,890 | 15,790 | +6.1 |
| 5201 | C | UT | Kwai Chung Rd | Ching Cheung Rd | N-O PMH INT | 119,610 | 129,350 | +8.1 |
| 5202 | C | UT | Castle Peak Rd - San Hui | Chung Wong Toi INT | Fu Tei Rd | 9,540 | 10,110 | +6.0 |
| 5203 | C | EX | Tolo Highway | Slip rd from Ma Liu Shui Ferry Pier | Ma Liu Shui INT northern end | 115,550 | 108,680 | -5.9 |
| 5204 | C | EX | Fanling Highway | Slip rds to & from Fan Kam Rd INT | Slip rds to & from So Kwun Po INT | 83,410 | 73,030 | -12.4 |
| 5205 | C | PD | Castle Peak Rd - Kwai Chung | Kwai Chung Rd RA | Wo Yi Hop Rd | 19,460 | 17,360 | -10.8 |
| 5206 | C | PD | Castle Peak Rd - Tsuen Wan | Chung On St | Tai Ho Rd | 28,560 | 25,150 | -11.9 |
| 5207 | C | PD | Texaco Rd | Tsuen Kam INT | Shek Wai Kok Rd | 29,550 | 33,150 | +12.2 |
| 5208 | C | PD | Long Yip St & Yuen Long On Lok Rd | Castle Peak Rd - Yuen Long | Tai Cheung St | 33,650 | 33,660 | 0.0 |
| 5209 | C | PD | Yuen Wo Rd | Wo Che St | Shatin Rural Committe Rd | 21,000 | 17,100 | -18.6 |
| 5210 | C | PD | Fo Tan Rd FO <N285> | Lok King St | Slip rd to Tai Po Rd | 46,700 | 44,230 | -5.3 |
| 5211 | C | PD | Tai Chung Kiu Rd | Sha Kok St | Sha Tin Wai Rd | 19,610 | 21,130 | +7.7 |
| 5212 | C | PD | Hung Mui Kuk Rd | Che Kung Miu Rd | Tin Sam St | 27,590 | 27,250 | -1.2 |
| 5213 | C | PD | Sha Tin Wai Rd | Sha Kok St | Sha Tin Rd | 24,960 | 27,300 | +9.4 |
| 5214 | C | PD | Tai Po Rd - Tai Wai | Shing Ho Rd | Lion Rock Tunnel Rd | 9,960 | 10,020 | +0.6 |
| 5215 | C | PD | Lion Rock Tunnel Rd | Che Kung Miu Rd | Sha Tin Rd | 10,370 | 10,720 | +3.4 |
| 5216 | C | PD | Nam Wan Rd | Kwong Fuk Rd | Tai Po Tai Wo Rd | 21,910 | 21,480 | -2.0 |
| 5217 | C | PD | Jockey Club Rd | Sha Tau Kok Rd | So Kwun Po Rd | 11,870 | 11,320 | -4.6 |
| 5218 | C | PD | Jockey Club Rd | Po Shek Wu Rd | Man Kam To Rd | 21,550 | 20,860 | -3.2 |
| 5219 | C | DD | Princess Margaret Hospital INT ramps A & B | Kwai Chung Rd | Lai King Hill Rd INT | 18,660 | 19,160 | +2.7 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|----------------------------|--------------------------------|--------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5220 | C | DD | Princess Margaret Hospital INT ramps E & F | Kwai Chung Rd | Lai King Hill Rd INT | 14,190 | 13,480 | -5.1 |
| 5221 | C | DD | Cheung Wing Rd | Wo Yi Hop Rd | Kwai Chung Rd RA | 41,210 | 39,780 | -3.5 |
| 5222 | C | DD | Tai Wo Hau Rd | Texaco Rd | Tai Ha St eastern junction | 15,770 | 13,780 | -12.6 |
| 5223 | C | DD | Kwai Yik Rd | Kwai Chung Rd | Hing Fong Rd | 19,910 | 21,390 | +7.4 |
| 5224 | C | DD | Kwai Fuk Rd | Shing Fuk St | Texaco Rd | 16,870 | 15,660 | -7.2 |
| 5225 | C | DD | Wo Yi Hop Rd | Tai Loong St | Lei Muk Rd | 14,500 | 14,690 | +1.3 |
| 5226 | C | DD | Lei Muk Rd | Wo Yi Hop Rd | Chun Pin St | 7,220 | 6,700 | -7.1 |
| 5227 | C | DD | Sha Tsui Rd | Pun Shan St | Tso Kung St | 15,260 | 16,030 | +5.1 |
| 5228 | C | DD | Chung On St | Sha Tsui Rd | Yeung Uk Rd | 8,760 | 9,240 | +5.5 |
| 5229 | C | DD | Tai Ho Rd (GL) | Castle Peak Rd - Tsuen Wan | Hoi Pa St | 24,760 | 25,150 | +1.6 |
| 5230 | C | DD | Ma Tau Pa Rd & Texaco Rd | Yeung Uk Rd | Texaco Rd RA | 14,330 | 14,790 | +3.2 |
| 5231 | C | DD | Texaco Rd | Texaco Rd N | Tsuen Fu Rd | 36,370 | 39,590 | +8.9 |
| 5232 | C | DD | Tsing Yi Rd | Tsing Yi Heung Sze Wui Rd | Ching Hong Rd | 18,980 | 20,560 | +8.3 |
| 5233 | C | DD | Fung Cheung Rd | Castle Peak Rd - Yuen Long | Hop Yick Rd | 24,660 | 25,450 | +3.2 |
| 5234 | C | DD | Ma Miu Rd | Yuen Long On Ning Rd | Ma Wang Rd | 16,140 | 15,090 | -6.5 |
| 5235 | C | DD | Kuk Ting St | Castle Peak Rd - Yuen Long | Sai Tai St | 9,510 | 9,200 | -3.3 |
| 5236 | C | DD | Castle Peak Rd - Ping Shan | Yuen Long Tai Yuk Rd | Ma Wang Rd | 16,870 | 18,930 | +12.2 |
| 5237 | C | DD | Ming Kum Rd | Pui To Rd | Shek Pai Tau Rd | 12,450 | 11,410 | -8.4 |
| 5238 | C | DD | Tuen Mun Heung Sze Wui Rd | Pui To Rd | Tuen Hing Rd | 33,000 | 28,920 | -12.4 |
| 5239 | C | PD | Castle Peak Rd - San Hui | Tuen Mun Heung Sze Wui Rd | Chung Wong Toi INT | 10,560 | 10,000 | -5.3 |
| 5240 | C | DD | Pui To Rd | Tsun Wen Rd | Ming Kum Rd | 11,410 | 15,820 | +38.6 |
| 5241 | C | DD | Ngan Shing St | Siu Lek Yuen Rd | Chap Wai Kon St | 17,750 | 17,050 | -3.9 |
| 5242 | C | DD | Sha Kok St | Tai Chung Kiu Rd | Sha Tin Wai Rd | 9,960 | 10,980 | +10.2 |
| 5243 | C | DD | Ting Kok Rd | Nam Wan Rd | Tai Po Tai Wo Rd | 16,520 | 16,630 | +0.7 |
| 5244 | C | DD | San Wan Rd | Sha Tau Kok Rd | So Kwun Po INT | 13,440 | 12,690 | -5.6 |
| 5245 | C | DD | Po Lam Rd N | Po Hong Rd | Tsui Lam Rd | 15,240 | 15,050 | -1.2 |
| 5246 | C | DD | On Kui St | Lok Yip Rd | Sha Tau Kok Rd - Lung Yuek Tau | 5,690 | 5,940 | +4.4 |
| 5247 | C | DD | Tsing Yi Rd W | Fung Shue Wo Rd | Tam Kon Shan INT | 25,920 | 29,000 | +11.9 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---|--------------------------|------------------------------------|--------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5248 | C | LD | Kwai Shing Circuit & Shing Fuk St | Kwai Luen Rd | Kwai Fuk Rd | 10,740 | 11,740 | +9.3 |
| 5249 | C | LD | Tai Ho Rd | Yeung Uk Rd | Tsuen Wan Ferry Pier | 15,080 | 11,380 | -24.5 |
| 5250 | C | LD | Fung Shue Wo Rd | Tsing Yu St | Tsing Yi Rd W | 17,470 | 15,930 | -8.8 |
| 5251 | C | DD | Choi Yuen Rd | Po Shek Wu Rd | Yuk Po Court | 17,460 | 16,610 | -4.9 |
| 5252 | C | RT | Castle Peak Rd - Ping Shan | Ping Ha Rd | Tin Ha Rd | 15,780 | 17,050 | +8.0 |
| 5253 | C | EX | Tolo Highway | Tai Wo Rd | Lam Kam Rd RA | 92,670 | 89,490 | -3.4 |
| 5254 | C | RR | Kam Tin Rd | Fan Kam Rd | Kam Sheung Rd eastern junction | 15,080 | 13,640 | -9.5 |
| 5255 | C | RR | Tai Po Rd - Shatin Heights | Keng Hau Rd | Caldecott Rd | 22,420 | 21,550 | -3.9 |
| 5256 | C | RR | Tung Chung Rd | South Lantau Rd | Tung Chung Ferry Pier | 3,690 | 4,740 | +28.5 |
| 5257 | C | RR | Castle Peak Rd - Tam Mi, Mai Po & San Tin | Fairview Park Boulevard | Lok Ma Chau Rd | 12,620 | 10,600 | -16.0 |
| 5258 | C | RR | Po Tung Rd & Tai Mong Tsai Rd | Hiram's Highway | Yan Yee Rd | 25,530 | 22,640 | -11.3 |
| 5259 | C | LD | Shing Mun Rd | Wo Yi Hop Rd | Wo Yi Hop Lane | 2,530 | 2,290 | -9.3 |
| 5260 | C | LD | Wing Shun St | Ma Tau Pa Rd | Yi Hong St | 18,190 | 11,200 | -38.5 |
| 5261 | C | DD | Po Fung Rd | Po Lam Rd N | Po Hong Rd | 9,140 | 8,500 | -7.0 |
| 5262 | C | PD | Po Hong Rd | Wan Lung Rd | Wan Hang Rd | 15,320 | 15,570 | +1.7 |
| 5263 | C | DD | Tsing Tin Rd INT | Tsun Wen Rd | Ming Kum Rd | 18,270 | 18,510 | +1.3 |
| 5264 | C | PD | Tuen Mun Rd ramps A & B | Wong Chu Rd | Tuen Mun Rd | 30,910 | 23,680 | -23.4 |
| 5265 | C | PD | Tai Po Rd - Yuen Chau Tsai E-B ramp H | Kwong Wang St | Ramp to Tai Po Rd - Yuen Chau Tsai | 17,560 | 17,940 | +2.2 |
| 5266 | C | DD | Ting Tai Rd | Tai Po Tai Wo Rd | Ting Kok Rd | 20,110 | 19,220 | -4.4 |
| 5267 | C | PD | Castle Peak Rd - Tsuen Wan ramps A & B | Tuen Mun Rd | Castle Peak Rd - Tsuen Wan | 23,310 | 26,710 | +14.6 |
| 5268 | C | PD | Tai Ho Rd FO<N484> | Hoi Pa St | Castle Peak Rd - Tsuen Wan | 11,340 | 13,080 | +15.3 |
| 5269 | C | EX | Fanling Highway FO <N498> over Fan Kam Rd INT | Choi Yuen Est | Tai Ling | 55,110 | 48,020 | -12.9 |
| 5270 | C | EX | Fanling Highway under Wo Hop Shek INT | Ramp from Jockey Club Rd | Ramp to Jockey Club Rd | 78,880 | 73,230 | -7.2 |
| 5271 | C | LD | Wing Shun St | Yi Hong St | Kwai Yue St | 4,570 | 4,950 | +8.3 |
| 5272 | C | LD | Kwai King Rd | Kwai Tak St | Kwai Tsing Rd | 21,360 | 24,600 | +15.2 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---------------------------------------|--|--------------------------------|--------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5273 | C | DD | Tat Wan Rd | Slip rd to Tolo Highway E-B | Slip rd from Tolo Highway W-B | 5,280 | 5,160 | -2.3 |
| 5274 | C | LD | Siu Lun St | Tuen Mun Heung Sze Wui Rd | Hoi Wing Rd | 3,750 | 3,890 | +3.8 |
| 5275 | C | DD | On Chiu St | On Chun St | Sai Sha Rd | 8,920 | 8,520 | -4.4 |
| 5276 | C | PD | Po Lam Rd N | Po Hong Rd | Po Fung Rd | 13,900 | 13,700 | -1.5 |
| 5277 | C | DD | Ping Ha Rd | Hung Tin Rd | Tin Yiu Rd | 19,740 | 14,870 | -24.7 |
| 5278 | C | PD | Tate's Cairn Highway slip rd P | Tate's Cairn Highway S-B | Sha Lek Highway FO <UR T5> S-B | 13,990 | 10,470 | -25.2 |
| 5279 | C | PD | Tate's Cairn Highway slip rd M | Tate's Cairn Highway | Tate's Cairn Highway | 45,730 | 46,920 | +2.6 |
| 5280 | C | PD | Pak Wo Rd W-B slip rd | Fanling Highway | Pak Wo Rd | 5,730 | 4,940 | -13.8 |
| 5281 | C | DD | Sai Sha Rd | On Chiu St | On Yuen St | 15,450 | 15,240 | -1.3 |
| 5282 | C | DD | Ming Kum Rd | Shek Pai Tau Rd | Tin King Rd | 10,540 | 8,980 | -14.8 |
| 5283 | C | LD | Chi Cheong Rd | San Wan Rd | Lung Sum Ave | 7,090 | 7,720 | +8.9 |
| 5284 | C | DD | Tin Ying Rd | Tin Wah Rd | Ping Ha Rd | 23,580 | 26,180 | +11.0 |
| 5285 | C | DD | Long Ping Rd | Fung Chi Rd | Long Ping Rd INT | 17,850 | 17,550 | -1.7 |
| 5286 | C | UT | Shing Mun Tunnel Rd | Slip rd C | Tai Po Rd - Shatin | 68,320 | 53,540 | -21.6 |
| 5287 | C | DD | Tin Tsz Rd | Tin Fuk Rd | Tin Cheung Rd | 23,180 | 24,880 | +7.4 |
| 5288 | C | DD | Tin Wah Rd | Tin Kwai Rd | Tin Tsz Rd | 8,000 | 6,760 | -15.5 |
| 5289 | C | PD | Tai Chung Kiu Rd | Siu Lek Yuen Rd | Tai Chung Kiu Rd RA | 32,000 | 34,550 | +8.0 |
| 5290 | C | UT | Sha Lek Highway FO <UR T5> | Slip rd from Sha Tin Wai Rd | Tate's Cairn Highway INT | 32,210 | 34,530 | +7.2 |
| 5291 | C | UT | Tate's Cairn Highway slip rd of UR T6 | Ma On Shan Rd Near Sha Tin Fishermen's New Village | Tate's Cairn Highway <UR T6> | 38,940 | 40,450 | +3.9 |
| 5292 | C | LD | Fan Leng Lau Rd | Ma Sik Rd | Wo Muk Rd | 5,480 | 5,450 | -0.5 |
| 5293 | C | DD | Ma Sik Rd | Wo Tai St | Sha Tau Kok Rd - Lung Yeuk Tau | 12,750 | 17,850 | +40.0 |
| 5294 | C | DD | Pak Wo Rd | Pak Wo Rd RA | Yu Tai Rd | 14,440 | 14,140 | -2.1 |
| 5295 | C | DD | Chiu Shun Rd | Po Ning Rd | Ngan O Rd | 11,600 | 12,110 | +4.4 |
| 5296 | C | DD | Castle Peak Rd - Lingnan | Fu Tei Rd | Lam Tei INT | 9,190 | 8,860 | -3.6 |
| 5297 | C | RR | San Tam Rd | Castle Peak Rd - Mai Po | Fairview Park Boulevard RA | 8,220 | 6,200 | -24.7 |
| 5298 | C | LD | Tin Yan Rd | Tin Shing Rd | Tin Wing Rd | 6,590 | 6,840 | +3.8 |
| 5299 | C | RR | Kau Lung Hang <FO> nr Kiu Tau Rd | Tai Wo Service Rd E | Tai Wo Service Rd W | 3,620 | 3,940 | +8.6 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--------------------------------------|--|--------------------------------|---------------------|---------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5300 | C | EX | North Lantau Highway | Ngong Shuen Au | Tung Chung Eastern INT | 64,930 [^] | 76,800 | +18.3 |
| 5301 | C | LD | A Kung Kok St | Hang Shun St | A Kung Kok Shan Rd | 12,230 | 12,490 | +2.2 |
| 5302 | C | LD | Wo Hing Rd | UR nr Jockey Club Rd & Pak Wo Rd | Ming Yin Rd | 5,890 | 5,500 | -6.6 |
| 5303 | C | LD | Tat Tung Rd | Shun Tung Rd | End | 10,600 | 10,560 | -0.4 |
| 5304 | C | LD | Wan Po Rd | Chiu Shun Rd | Chun Yat St | 31,750 | 32,970 | +3.8 |
| 5305 | C | LD | Sheung Ning Rd | Chung Wa Rd | Pui Shing Rd | 32,860 | 33,190 | +1.0 |
| 5306 | C | PD | Po Shun Rd | Tong Ming St | Tseung Kwan O Tunnel Rd RA | 24,200 | 22,520 | -6.9 |
| 5307 | C | LD | Tong Chun St | Tong Ming St | End | 6,730 | 6,780 | +0.7 |
| 5308 | C | LD | Tong Tak St | Tong Yin St | Tong Chun St | 4,670 | 4,970 | +6.6 |
| 5309 | C | DD | King Ling Rd | Po Shun Rd | Chui Ling Rd | 12,280 | 12,540 | +2.2 |
| 5310 | C | LD | Fung Loi Rd | Fung Loi Ave | Wan Po Rd | 2,540 | 2,440 | -3.9 |
| 5311 | C | LD | Yi Tung Rd | Tung Chung Eastern INT | Ying Hei Rd | 7,520 | 7,020 | -6.6 |
| 5312 | C | EX | Tsing Sha Highway near Tsing Yi Road | Tsing Sha Highway Nr Stonecutters Bridge | Roundabout Nr Tsing Yi Rd | 13,020 [^] | 15,140 | +16.3 |
| 5401 | C | UT | Tsuen Wan Rd N-B ramp | Kwai Chung Rd | Tsuen Wan Rd | 58,800 * | 63,780 | +8.5 |
| 5402 | C | UT | Tsuen Wan Rd S-B ramp | Tsuen Wan Rd | Kwai Chung Rd | 57,150 * | 68,580 | +20.0 |
| 5403 | C | EX | Tsuen Wan Rd | Tsuen Wan Rd FO <N522> southern tip | Section over Container Port Rd | 119,290 * | 132,350 | +11.0 |
| 5404 | C | UT | Tuen Mun Rd | Chung Wong Toi INT | Lam Tei INT | 101,120 * | 115,000 | +13.7 |
| 5405 | C | UT | Lion Rock Tunnel Rd | Hung Mui Kuk Rd | Sha Tin Rd | 75,930 * | 85,150 | +12.1 |
| 5406 | C | PD | Kwai Chung Rd | Tsuen Wan Rd | Lai King Hill Rd | 41,220 * | 44,300 | +7.5 |
| 5407 | C | PD | Kwai Chung Rd | Lai King Hill Rd | Kwai Foo Rd | 34,000 * | 32,600 | -4.1 |
| 5408 | C | PD | Castle Peak Rd - Kwai Chung | Kwai Chung Rd RA | Ting Kwok St | 51,160 * | 51,390 | +0.4 |
| 5409 | C | PD | Castle Peak Rd - Tsuen Wan | Tai Ho Rd | Tai Chung Rd | 32,090 * | 31,080 | -3.1 |
| 5410 | C | PD | Castle Peak Rd - Tsuen Wan | Tsuen King Circuit | Tai Chung Rd | 33,700 * | 31,970 | -5.1 |
| 5411 | C | PD | Cheung Pei Shan Rd | Tsuen Kam INT | Shek Wai Kok Rd | 33,830 * | 29,580 | -12.6 |
| 5413 | C | PD | Wang Tat Rd & Ma Wang Rd | Ma Miu Rd | Castle Peak Rd - Ping Shan | 20,120 * | 19,870 | -1.3 |
| 5414 | C | PD | Yuen Wo Rd | Fo Tan Rd | Wo Che St | 14,750 * | 16,300 | +10.5 |

* AADT estimated by Growth Factor

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[^] 2013 AADT figure is adjusted

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|----------------------------|---------------------------------|--------------------------|----------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5415 | C | PD | Fo Tan Rd | Lok King St | Sui Wo Rd | 21,520 * | 22,970 | +6.8 |
| 5416 | C | PD | Tai Chung Kiu Rd | Sha Tin Wai Rd | Yuen Chau Kok Rd | 21,280 * | 23,200 | +9.0 |
| 5417 | C | PD | Mei Tin Rd | Che Kung Miu Rd | Tsuen Nam Rd | 36,080 * | 35,750 | -0.9 |
| 5418 | C | PD | Sha Tin Wai Rd | Sha Kok St | Tai Chung Kiu Rd | 24,360 * | 25,970 | +6.6 |
| 5419 | C | PD | Tai Po Rd - Shatin | Lion Rock Tunnel Rd | Shatin Rural Committe Rd | 75,500 * | 73,740 | -2.3 |
| 5420 | C | PD | Tai Po Rd - Yuen Chau Tsai | Kwong Wang St | Nam Wan Rd | 34,730 * | 31,910 | -8.1 |
| 5421 | C | PD | Nam Wan Rd | Tai Po Tai Wo Rd | Ting Kok Rd | 26,140 * | 23,820 | -8.9 |
| 5422 | C | PD | Jockey Club Rd | Sha Tau Kok Rd | Lok Yip Rd | 11,950 * | 11,480 | -3.9 |
| 5423 | C | PD | So Kwun Po Rd | Fanling Highway | So Kwun Po Rd INT | 50,160 * | 47,920 | -4.5 |
| 5424 | C | DD | Hing Fong Rd | Kwai Fuk Rd | Kwai Tsing Rd RA | 49,270 * | 44,940 | -8.8 |
| 5425 | C | DD | Tai Wo Hau Rd | Tai Ha St eastern junction | Wo Tong Tsui St | 4,530 * | 3,980 | -12.1 |
| 5426 | C | DD | Kwai On Rd | Tai Lin Pai Rd | Kwai Chung Rd | 16,220 * | 15,720 | -3.1 |
| 5427 | C | DD | Lai King Hill Rd | Joint St | Kwai Fuk Rd | 19,650 * | 18,500 | -5.8 |
| 5428 | C | DD | Lai King Hill Rd | Kwai Chung Rd | Kwai Fuk Rd | 3,440 * | 2,800 | -18.7 |
| 5429 | C | DD | Kwai Fuk Rd | Lai King Hill Rd | Kwai Fuk Rd RA | 16,510 * | 15,020 | -9.0 |
| 5430 | C | DD | Tai Lin Pai Rd | Kwai Chung Rd southern junction | Kwai On Rd | 14,210 * | 13,100 | -7.8 |
| 5431 | C | DD | Wo Yi Hop Rd | Lei Muk Rd | Cheung Wing Rd | 29,260 * | 27,720 | -5.3 |
| 5432 | C | DD | Sha Tsui Rd | Kwu Hang Rd | Texaco Rd | 18,070 * | 17,030 | -5.8 |
| 5433 | C | DD | Sha Tsui Rd | Castle Peak Rd - Tsuen Wan | Pun Shan St | 2,240 * | 2,130 | -4.6 |
| 5434 | C | DD | Chung On St | Tsuen Wan Market St | Sha Tsui Rd | 9,620 * | 9,090 | -5.5 |
| 5435 | C | DD | Texaco Rd slip rd C E-B | Texaco Rd #188 | Texaco Rd #150 | 6,200 * | 5,840 | -5.8 |
| 5436 | C | DD | Texaco Rd slip rd W-B | Texaco Rd southern end | Texaco Rd RA | 29,890 * | 29,890 | 0.0 |
| 5437 | C | DD | Texaco Rd | Texaco Rd <FO> | Texaco Rd southern end | 68,380 * | 65,620 | -4.0 |
| 5438 | C | DD | Shek Wai Kok Rd | Texaco Rd N. | Shek On St | 14,570 * | 13,870 | -4.8 |
| 5439 | C | DD | Tsing Yi Rd | Ching Hong Rd | Tsing Nam St | 6,890 * | 7,080 | +2.6 |
| 5440 | C | DD | Yuen Long Main Rd | Fung Cheung Rd | Yuen Long On Lok Rd | 47,010 * | 40,840 | -13.1 |
| 5441 | C | DD | Yuen Long On Ning Rd | Ma Miu Rd | Kik Yeung Rd | 16,170 * | 17,240 | +6.6 |
| 5442 | C | DD | Tai Cheung St | Yuen Long On Lok Rd | Sai Tai St | 5,000 * | 4,370 | -12.7 |
| 5443 | C | DD | Lai King Hill Rd | Lai Wan Rd | PMH INT | 8,400 * | 7,750 | -7.6 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---|---|--------------------------------------|----------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5444 | C | DD | Shek Pai Tau Rd | Tsun Wen Rd | Ming Kum Rd | 9,500 * | 9,000 | -5.3 |
| 5445 | C | DD | Tuen Mun Heung Sze Wui Rd | Pui To Rd | Castle Peak Rd | 10,480 * | 9,200 | -12.2 |
| 5446 | C | DD | Pui To Rd | Castle Peak Rd - Castle Peak Bay | Pui To Rd FO <N503> over Tuen Mun Rd | 15,290 * | 15,820 | +3.5 |
| 5447 | C | DD | Tuen Hing Rd | Tuen Hing Rd FO <N432> over Tuen Mun Rd | Castle Peak Rd - Castle Peak Bay | 13,280 * | 13,500 | +1.7 |
| 5448 | C | DD | Tsuen Nam Rd, Chik Fuk St & Shing Ho Rd | Tai Po Rd-Tai Wai | Tai Wai Rd | 9,790 * | 8,940 | -8.7 |
| 5449 | C | DD | Tai Po Rd - Tai Wai | Shing Ho Rd | Mei Tin Rd | 8,690 * | 9,770 | +12.4 |
| 5450 | C | DD | Tsun Wen Rd | Tai Fong St | Ching Chung Koon | 15,220 * | 13,760 | -9.6 |
| 5451 | C | DD | Tsun Wen Rd | Tsing Chung Koon | Tsing Chung Koon Rd | 12,750 * | 12,410 | -2.6 |
| 5452 | C | DD | Tsing Lun Rd | Tsun Wen Rd | Tsing Chung Koon Rd | 6,690 * | 6,530 | -2.5 |
| 5453 | C | DD | Sha Tau Kok Rd | Jockey Club Rd | San Wan Rd | 19,110 * | 18,690 | -2.2 |
| 5455 | C | DD | Lok Yip Rd | On Kui St | Sha Tau Kok Rd - Lung Yuek Tau | 14,380 * | 16,260 | +13.0 |
| 5456 | C | LD | Lai Cho Rd, Lai Yiu Rd & Wah Yiu Rd | Lai King Hill Rd | Lai Chi Ling Rd | 6,900 * | 6,120 | -11.4 |
| 5457 | C | DD | Tsuen King Circuit | Castle Peak Rd - Tsuen Wan | On Yin St | 11,640 * | 11,160 | -4.1 |
| 5458 | C | LD | Kik Yeung Rd | Castle Peak Rd - Yuen Long | Yuen Long On Ning Rd | 8,300 * | 8,490 | +2.3 |
| 5459 | C | LD | Yuen Long Hong Lok Rd | Castle Peak Rd-Yuen Long | Kau Yuk Rd | 3,170 * | 2,900 | -8.6 |
| 5461 | C | EX | Fanling Highway | Lam Kam Rd RA | Kau Lung Hang Lo Wai | 82,840 * | 87,120 | +5.2 |
| 5462 | C | RR | Route Twisk | Lam Kam Rd | Chuen Lung | 3,050 * | 4,370 | +43.2 |
| 5463 | C | RR | Lam Kam Rd | Kam Sheung Rd | Lam Kam Rd INT | 16,090 * | 15,900 | -1.2 |
| 5464 | C | RR | Chi Ma Wan Rd | South Lantau Rd | Chi Sun Correctional Institution | 130 * | 120 | -8.9 |
| 5465 | C | RR | Man Kam To Rd | Jockey Club Rd | Boundary | 15,960 * | 15,660 | -1.9 |
| 5466 | C | RR | Clear Water Bay Rd | Hang Hau Rd | Hiram's Highway | 17,770 * | 17,750 | -0.1 |
| 5467 | C | DD | Ma On Shan Rd | Hang Hong St | Sai Sha Rd | 15,580 * | 15,780 | +1.3 |
| 5469 | C | DD | Po Hong Rd | Po Lam Rd N. | Po Fung Rd | 7,870 * | 7,640 | -2.9 |
| 5470 | C | DD | Kwai Tsing Rd access rd to Kwai Tai Rd | Kwai Tsing Rd | Kwai Tai Rd | 9,750 * | 8,370 | -14.1 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---------------------------------|-----------------------------------|--|----------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5471 | C | DD | Wan Lung Rd | Po Hong Rd | Wan Hang Rd | 4,050 * | 3,510 | -13.4 |
| 5472 | C | PD | Tsing Tin Rd E-B ramps A & B | Tsing Tin Rd | Tuen Mun Rd | 18,250 * | 18,040 | -1.2 |
| 5473 | C | PD | Tolo Highway ramps A & B | Ramps to & from Tolo Highway | Ramps to & from Tai Po Rd - Yuen Chau Tsai | 10,160 * | 10,630 | +4.6 |
| 5474 | C | DD | Wan Tau St | Heung Sze Wui St | Nam Wan Rd | 11,720 * | 11,190 | -4.5 |
| 5475 | C | PD | Hoi Hing Rd RA (eastern arm) | On Yuk Rd | Hoi Hing Rd RA | 18,750 * | 20,400 | +8.8 |
| 5476 | C | PD | Lai King Hill Rd slip rds C & D | Lai King Hill RA | Kwai Chung Rd | 10,210 * | 12,070 | +18.2 |
| 5477 | C | EX | Fanling Highway slip rds C & D | Fan Kam Rd INT | Fan Kam Rd INT | 20,890 * | 21,250 | +1.7 |
| 5478 | C | PD | Wo Hop Shek INT ramps A & B | Jockey Club Rd | Jockey Club Rd | 18,580 * | 17,380 | -6.5 |
| 5479 | C | PD | Hoi Wong Rd | Wong Chu Rd INT | Hoi Chu Rd | 25,490 * | 25,620 | +0.5 |
| 5480 | C | PD | Wong Chu Rd ramps C & D | Wong Chu Rd | Tuen Mun Rd | 35,350 * | 28,450 | -19.5 |
| 5481 | C | RR | Lung Kwu Tan Rd | Lung Fai St | Slip rd to Tsang Kok | 4,440 * | 4,170 | -6.2 |
| 5482 | C | LD | Chuen On Rd | Chung Nga Rd southern junction | Tung Leung Rd | 5,630 * | 4,780 | -15.1 |
| 5483 | C | DD | Tat Wan Rd | Ma Wo Rd | Slip rd to Tolo Highway E-B | 6,160 * | 6,070 | -1.5 |
| 5484 | C | PD | Po Lam Rd N | Po Fung Rd | Po Ning Rd | 16,610 * | 14,380 | -13.4 |
| 5485 | C | DD | Tin Fuk Rd | Tin Yiu Rd | Tin Shing Rd | 11,550 * | 10,950 | -5.2 |
| 5486 | C | PD | Tate's Cairn Highway slip rd D | Tate's Cairn Highway N-B | Sha Tin Wai Rd | 4,240 * | 4,690 | +10.8 |
| 5487 | C | PD | Texaco Rd <FO> | Tak Tai Path | Tsuen Tsing INT | 31,600 * | 32,780 | +3.7 |
| 5488 | C | LD | Chuen On Rd | Chung Nga Rd northern junction | Tung Leung Rd | 5,200 * | 4,500 | -13.4 |
| 5489 | C | LD | Po Hong Rd | Po Lam Rd N | Wing Lai Rd | 3,130 * | 3,270 | +4.4 |
| 5490 | C | DD | Ming Kum Rd | Tin King Rd | Tsun Wen Rd | 7,860 * | 8,970 | +14.2 |
| 5491 | C | DD | Chi Ming St | Jockey Club Rd | Chi Cheong Rd | 4,700 * | 4,710 | +0.3 |
| 5492 | C | DD | Tin Shing Rd | Tin Lung Rd | Tin Cheung Rd | 11,200 * | 11,000 | -1.9 |
| 5493 | C | LD | Tin Kwai Rd | Tin Wah Rd | Tin Lun Rd | 6,110 * | 5,740 | -6.0 |
| 5494 | C | DD | Wan Hang Rd | Mau Yip Rd | Po Hong Rd | 6,800 * | 6,740 | -0.9 |
| 5495 | C | DD | Tin Shui Rd | Tin Wu Rd | Tin Wah Rd | 12,090 * | 13,630 | +12.7 |
| 5496 | C | RR | San Sham Rd | San Tin INT | End of San Sham Rd | 35,980 * | 30,750 | -14.6 |
| 5497 | C | RT | Tate's Cairn Highway | Slip rds to & from Tolo Highway | Slip rds to & from Ma On Shan Rd | 66,100 * | 64,620 | -2.2 |
| 5498 | C | RT | Sha Lek Highway FO <UR T5> | Slip rds to & from Sha Tin Wai Rd | Slip rd from Sha Tin Wai Rd | 22,230 * | 21,200 | -4.7 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|---|--|-----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5499 | C | RT | Tate's Cairn Highway slip rd | Ma On Shan Rd nr Hang Shun St | Tate's Cairn Highway | 26,640 * | 24,700 | -7.3 |
| 5500 | C | DD | Ma Sik Rd | Jockey Club Rd | Tin Ping Rd | 19,090 * | 21,170 | +10.9 |
| 5501 | C | DD | Pak Wo Rd | Yat Ming Rd | Wo Hop Shek INT | 15,480 * | 15,820 | +2.2 |
| 5502 | C | DD | Pak Wo Rd | Yu Tai Rd | Slip rd to So Kwun Po INT | 18,700 * | 17,160 | -8.2 |
| 5503 | C | DD | Chiu Shun Rd | Ngan O Rd | Wan Po Rd RA | 16,420 * | 18,540 | +12.9 |
| 5504 | C | DD | Tsun Wen Rd | Tsing Lun Rd | Leung Wan St | 11,840 * | 10,510 | -11.2 |
| 5505 | C | RR | San Tam Rd | Fairview Park Boulevard RA | End | 9,030 * | 11,990 | +32.8 |
| 5506 | C | LD | Lung Sum Ave | San Fung Ave | San Hong St | 16,640 * | 15,050 | -9.6 |
| 5507 | C | RR | Tai Wo Service Rd W | Lam Kam Rd INT | Kau Lung Hang <FO> nr Kiu Tau Rd | 5,370 * | 5,090 | -5.2 |
| 5508 | C | EX | San Tin Highway | Fairview Park Boulevard | Lok Ma Chau Rd | 68,040 * | 72,580 | +6.7 |
| 5509 | C | EX | Cheung Tsing Highway | Western end of Cheung Tsing Tunnel slip rds to & from Tsing Yi Rd W | Tsing Yi NW INT southern tip | 101,280 * | 91,090 | -10.1 |
| 5510 | C | DD | UR S2 slip rd to Ma On Shan Rd N/B | Hang Shun St | End | 3,120 * | 3,420 | +9.7 |
| 5511 | C | DD | Yu Tung Rd | Shun Tung Rd | Tung Chung E INT | 11,800 | 10,970 | -7.1 |
| 5512 | C | PD | Po Hong Rd | Wan Lung Rd | Tong Ming St | 7,030 * | 8,150 | +16.0 |
| 5513 | C | LD | Tong Yin St | Tong Ming St | Tong Tak St | 4,770 * | 5,020 | +5.2 |
| 5514 | C | LD | Fung Loi Ave | Fung Loi Rd | Wan Po Rd | 2,620 * | 2,700 | +3.0 |
| 5515 | C | LD | Tat Yeung Rd | Container Port Rd S | End | 4,940 * | 5,360 | +8.6 |
| 5516 | C | EX | Kong Sham Western Highway | Yuen Long Highway | Section of Kong Sham Western Highway nr Yick Yuen Rd | 15,900 * | 17,760 | +11.7 |
| 5601 | C | UT | Tsuen Wan Rd slip rds | Tsuen Wan Rd (section over Container Port Rd) | Kwai Tsing Rd RA | 29,310 * | 31,300 * | +6.8 |
| 5602 | C | EX | Tsuen Wan Rd FO <N522> over Kwai Tsing INT | Ramp from Tsuen Wan Rd | Ramp to Tsuen Wan Rd | 91,170 * | 97,370 * | +6.8 |
| 5603 | C | PD | Tsuen Wan Rd slip rds | Tsuen Wan Rd nr Kwai Lok St | Kwai Tsing Rd RA | 29,460 * | 31,460 * | +6.8 |
| 5604 | C | EX | Tsuen Wan Rd | Kwai Tsing Rd RA | Texaco Rd RA | 120,620 * | 128,820 * | +6.8 |
| 5605 | C | EX | Sha Tin Rd | Sha Tin Wai Rd | Ramps to & from Tai Chung Kiu Rd | 51,450 * | 51,710 * | +0.5 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|----------------------------------|--------------------------------------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5606 | C | EX | Sha Tin Rd | Ramps to & from Tai Chung Kiu Rd | Yuen Wo Rd | 35,020 * | 35,200 * | +0.5 |
| 5607 | C | UT | Lion Rock Tunnel Rd | Hung Mui Kuk Rd | Lion Rock Tunnel | 84,940 * | 85,370 * | +0.5 |
| 5608 | C | PD | Kwai Chung Rd | Kwai On Rd | Kwai Foo Rd | 28,500 * | 30,440 * | +6.8 |
| 5609 | C | PD | Castle Peak Rd - Tsuen Wan | Slip rd A to Texaco Rd | Ting Kwok St | 54,790 * | 58,520 * | +6.8 |
| 5610 | C | PD | Castle Peak Rd - Tsuen Wan | Tsuen King Circuit | Sha Tsui Rd | 29,560 * | 31,570 * | +6.8 |
| 5611 | C | PD | Wang Tat Rd, Ma Wang Rd, Long Yip Rd & Yuen Long On Lok Rd | Wang Lok St | Ma Miu Rd | 14,970 * | 14,880 * | -0.6 |
| 5612 | C | PD | Wong Chu Rd | Tuen Mun Rd | Wong Chu Rd INT | 52,590 * | 52,260 * | -0.6 |
| 5613 | C | PD | Wong Chu Rd | Lung Mun Rd | Wong Chu Rd INT | 43,610 * | 43,330 * | -0.6 |
| 5614 | C | PD | Yuen Wo Rd | Fo Tan Rd | Sha Tin Rd | 15,740 * | 15,820 * | +0.5 |
| 5615 | C | PD | Che Kung Miu Rd | Mei Tin Rd | Sha Tin Tau Rd | 19,080 * | 19,180 * | +0.5 |
| 5616 | C | PD | Tai Chung Kiu Rd | Yuen Chau Kok Rd | Fo Tan Rd | 22,270 * | 22,390 * | +0.5 |
| 5617 | C | PD | Mei Tin Rd | Tai Po Rd - Tai Wai | Tsuen Nam Rd | 30,680 * | 30,830 * | +0.5 |
| 5618 | C | PD | Sha Tin Rd ramps | Tai Chung Kiu Rd | Sha Tin Rd | 16,420 * | 16,500 * | +0.5 |
| 5619 | C | PD | Shatin Rural Committe Rd | Tai Chung Kiu Rd | Yuen Wo Rd | 31,700 * | 31,860 * | +0.5 |
| 5620 | C | PD | Tai Po Rd - Shatin | Shatin Rural Committe Rd | Fo Tan Rd | 91,910 * | 92,370 * | +0.5 |
| 5621 | C | PD | Tai Po Tai Wo Rd | Tolo Highway | Ting Tai Rd | 29,560 * | 29,370 * | -0.6 |
| 5622 | C | PD | Sha Tau Kok Rd - Lung Yeuk Tau | Lok Yip Rd | Luen Shing St | 18,730 * | 18,610 * | -0.6 |
| 5623 | C | PD | Sha Tau Kok Rd - Lung Yeuk Tau | Luen Shing St | On Kui St | 17,420 * | 17,300 * | -0.6 |
| 5625 | C | PD | So Kwun Po Rd | So Kwun Po Rd INT | Jockey Club Rd | 21,430 * | 21,300 * | -0.6 |
| 5626 | C | DD | Hing Fong Rd | Kwai Foo Rd | Kwai Fuk Rd | 31,900 * | 32,160 * | +0.8 |
| 5627 | C | DD | Tai Wo Hau Rd | Wo Tong Tsui St | Kwai Shing Circuit northern junction | 8,600 * | 8,680 * | +0.8 |
| 5628 | C | DD | Lai King Hill Rd | King Cho Rd southern junction | Joint St | 15,520 * | 15,650 * | +0.8 |
| 5629 | C | DD | Tai Lin Pai Rd | Kwai Cheong Rd | Kwai On Rd | 15,490 * | 15,620 * | +0.8 |
| 5630 | C | DD | Wo Yi Hop Rd | Cheung Wing Rd | Ngong Hom Rd | 21,160 * | 20,870 * | -1.3 |
| 5631 | C | DD | Sha Tsui Rd | Chung On St | Kwu Hang Rd | 17,600 * | 17,750 * | +0.8 |
| 5632 | C | DD | Yeung Uk Rd | Texaco Rd | Ma Tau Pa Rd | 18,670 * | 18,830 * | +0.8 |
| 5633 | C | DD | Chung On St | Castle Peak Rd - Tsuen Wan | Tsuen Wan Market St | 6,680 * | 6,740 * | +0.8 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---|--------------------------------|---------------------------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5634 | C | DD | Texaco Rd | 124 Texaco Rd | Yeung Uk Rd | 68,640 * | 69,210 * | +0.8 |
| 5635 | C | DD | Shek Wai Kok Rd | Shek On St | Cheung Pei Shan Rd | 9,930 * | 10,020 * | +0.8 |
| 5636 | C | DD | Tai Tong Rd | Hop Yick Rd | Kau Yuk Rd | 12,270 * | 12,140 * | -1.1 |
| 5637 | C | DD | Kau Yuk Rd | Tai Tong Rd | Yuen Long Hong Lok Rd | 14,410 * | 14,260 * | -1.1 |
| 5638 | C | DD | Yuen Long On Ning Rd | Kik Yeung Rd | Tai Kiu Rd | 11,930 * | 11,810 * | -1.1 |
| 5639 | C | DD | Yuen Long Main Rd | Ma Miu Rd | Kik Yeung Rd | 18,820 * | 18,620 * | -1.1 |
| 5640 | C | DD | Lung Mun Rd | Wu Shan Rd | Wu Chui Rd | 12,440 * | 12,310 * | -1.1 |
| 5641 | C | DD | Tsun Wen Rd | Shek Pai Tau Rd | Pui To Rd | 14,570 * | 14,410 * | -1.1 |
| 5642 | C | DD | Castle Peak Rd - Castle Peak Bay | Sam Shing St | Tuen Hing Rd | 14,950 * | 14,790 * | -1.1 |
| 5643 | C | DD | Pui To Rd FO <N503> over Tuen Mun Rd | Ramp from Tuen Mun Rd | Ramp to Tuen Mun Rd | 20,100 * | 19,890 * | -1.1 |
| 5644 | C | DD | Tuen Hing Rd FO <N432> over Tuen Mun Rd | Ramp from Tuen Mun Rd | Ramp to Tuen Mun Rd | 15,780 * | 15,620 * | -1.1 |
| 5645 | C | DD | Sui Wo Rd | Fo Tan Rd | Access rd to Sui Wo Court | 14,420 * | 14,230 * | -1.3 |
| 5646 | C | DD | Kwong Fuk Rd | Wan Tau St | Po Heung St | 15,300 * | 15,140 * | -1.1 |
| 5647 | C | DD | Tsing Lun Rd | Tsing Chung Koon Rd | Lam Tei INT | 10,070 * | 9,970 * | -1.1 |
| 5648 | C | DD | Lung Sum Ave | Jockey Club Rd | San Hong St | 12,360 * | 12,220 * | -1.1 |
| 5649 | C | DD | Tuen Mun Heung Sze Wui Rd | Wong Chu Rd | Tuen Hing Rd | 21,900 * | 21,670 * | -1.1 |
| 5650 | C | DD | Yuen Long Main Rd | Yuen Long On Lok Rd | Tai Tong Rd | 25,480 * | 25,210 * | -1.1 |
| 5651 | C | LD | Hing Fong Rd & Kwai Hing Rd | Wo Tong Tsui St | Tai Wo Hau Rd | 8,500 * | 8,580 * | +0.8 |
| 5652 | C | LD | Wah Yiu Rd | Lai Chi Ling Rd | Castle Peak Rd-Kwai Chung | 7,870 * | 7,930 * | +0.8 |
| 5653 | C | LD | Ching Hong Rd | Chung Mei Rd | Tsing Yi Rd | 11,290 * | 11,390 * | +0.8 |
| 5654 | C | LD | Wu Shan Rd | Lung Mun Rd | Wu King Rd | 6,420 * | 6,350 * | -1.1 |
| 5655 | C | LD | Ching Hong Rd | Tsing Yi Rd W | Chung Mei Rd | 10,110 * | 10,190 * | +0.8 |
| 5656 | C | EX | Fanling Highway | Fan Kam Rd | Lok Ma Chau Rd | 52,250 * | 51,920 * | -0.6 |
| 5657 | C | RR | Castle Peak Rd - Sham Tseng, Tsing Lung Tau & Tai Lam | Sham Tseng | Siu Lam | 11,120 * | 11,000 * | -1.1 |
| 5658 | C | RR | Tin Ha Rd | Castle Peak Rd - Hung Shui Kiu | Ping Ha Rd | 6,880 * | 6,800 * | -1.1 |
| 5659 | C | RR | Keung Shan Rd & Tai O Rd | Sham Wat Rd | Tai O Bus Terminus | 1,120 * | 1,110 * | -1.3 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|--|--|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5660 | C | RR | Sha Tau Kok Rd | On Kui St | Wu Shek Kok nr STK Sec School | 27,280 * | 26,990 * | -1.1 |
| 5661 | C | RR | Clear Water Bay Rd | Tai Hang Tun | Hang Hau Rd | 8,400 * | 8,280 * | -1.3 |
| 5662 | C | DD | Sai Sha Rd | Ma On Shan Rd | Nai Chung | 16,000 * | 15,780 * | -1.3 |
| 5663 | C | DD | Tsing King Rd | Tsing Luk St | Tam Kon Shan Rd | 13,140 * | 13,250 * | +0.8 |
| 5664 | C | LD | Yan King Rd & Kai King Rd | Po Lam Rd N | Po Fung Rd | 7,140 * | 7,040 * | -1.3 |
| 5665 | C | PD | Kwai Tai Rd RA Northern Arm | Kwai Chung Rd | Kwai Tai Rd | 11,690 * | 12,490 * | +6.8 |
| 5666 | C | DD | Tat Wan Rd | Nam Wan Rd | Ma Wo Rd | 11,190 * | 11,070 * | -1.1 |
| 5667 | C | PD | Tsing Tin Rd W-B ramps C & D | Tuen Mun Rd | Tsing Tin Rd | 18,000 * | 17,880 * | -0.6 |
| 5668 | C | PD | Wong Chu Rd W-B ramps A & B | Wong Chu Rd | Tsing Wun Rd and Lung Mun Rd | 12,300 * | 12,220 * | -0.6 |
| 5669 | C | PD | Tolo Highway INT ramps C & D | Tai Po Rd-Yuen Chau Tsai | Tai Po Rd-Yuen Chau Tsai | 15,100 * | 15,010 * | -0.6 |
| 5670 | C | PD | Tsing Tsuen Rd | Tsing Tsuen Bridge | Tsuen Tsing INT | 21,060 * | 22,500 * | +6.8 |
| 5671 | C | DD | Tsing King Rd | Fung Shue Wo Rd RA | Tsing Luk St | 15,960 * | 16,090 * | +0.8 |
| 5673 | C | EX | Fanling Highway under So Kwun Po INT | Ramps A & B to & from So Kwun Po INT (N-B) | Ramps C & D to & from So Kwun Po INT (S-B) | 50,120 * | 49,800 * | -0.6 |
| 5674 | C | PD | Wo Hop Shek INT ramps C & D | Jockey Club Rd | Pak Wo Rd and Tai Po Rd - Fanling | 18,920 * | 18,800 * | -0.6 |
| 5675 | C | DD | Hoi Wong Rd | Hoi Chu Rd | Wu Shan Rd | 15,330 * | 15,160 * | -1.1 |
| 5676 | C | DD | Hoi Wing Rd | Castle Peak Rd - Castle Peak Bay | Tuen Mun Heung Sze Wui Rd | 10,050 * | 9,940 * | -1.1 |
| 5678 | C | LD | Wing Shun St | Yi Hong St | Texaco Rd slip rd | 9,290 * | 9,370 * | +0.8 |
| 5679 | C | DD | Po Ning Rd | Ying Yip Rd | Po Lam Rd N | 39,880 * | 39,340 * | -1.3 |
| 5680 | C | DD | Tin Fuk Rd | Tin Shing Rd | Long Tin Rd | 18,850 * | 18,650 * | -1.1 |
| 5681 | C | PD | Sha Lek Highway FO <UR T5> N-B slip rd N | Sha Lek Highway FO <UR T5> N-B | Tate's Cairn Highway slip rd M | 9,840 * | 9,890 * | +0.5 |
| 5682 | C | DD | Wo Yi Hop Rd INT | Sam Tung Uk Rd | Wo Yi Hop Rd | 16,260 * | 16,040 * | -1.3 |
| 5683 | C | DD | Sai Sha Rd | On Yuen St | Hang Hong St | 24,290 * | 23,970 * | -1.3 |
| 5684 | C | LD | Ying Yip Rd | Po Ning Rd | Clear Water Bay Rd | 25,130 * | 24,790 * | -1.3 |
| 5685 | C | DD | San Wan Rd | Ramp A | So Kwun Po INT ramp B | 13,570 * | 13,420 * | -1.1 |
| 5686 | C | DD | Tin Wah Rd | Tin Ying Rd | Tin Shui Rd | 14,550 * | 14,400 * | -1.1 |
| 5687 | C | DD | Tin Shing Rd | Tin Cheung Rd | Tin Pak Rd | 7,660 * | 7,580 * | -1.1 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|-----------------------|--|---|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5688 | C | DD | Ming Kum Rd | Tin King Rd | Hing Kwai St | 8,440 * | 8,350 * | -1.1 |
| 5689 | C | RR | Ping Ha Rd | Hung Tin Rd | Tin Ha Rd | 12,390 * | 12,260 * | -1.1 |
| 5690 | C | LD | Tin Cheung Rd | Tin Tsz Rd | Tin Shing Rd | 9,400 * | 9,300 * | -1.1 |
| 5691 | C | PD | Po Shun Rd | Tseung Kwan O Tunnel Rd RA | Po Ning Rd | 37,480 * | 37,670 * | +0.5 |
| 5692 | C | RT | Ma On Shan Rd | Slip rds to & from Tate's Cairn Highway | Hang Shun St | 37,540 * | 37,730 * | +0.5 |
| 5693 | C | LD | Container Port Rd S | Ching Cheung Rd | End | 35,620 * | 35,920 * | +0.8 |
| 5694 | C | EX | Yuen Long Highway | Nr Tsing Long Highway | Nr Shap Pat Heung INT | 80,950 * | 80,440 * | -0.6 |
| 5695 | C | DD | Ma Sik Rd | Tin Ping Rd | Fan Leng Lau Rd | 16,770 * | 16,590 * | -1.1 |
| 5696 | C | DD | Pak Wo Rd | Yat Ming Rd | Wai Ming St | 10,530 * | 10,420 * | -1.1 |
| 5697 | C | DD | Pak Wo Rd | Po Kin Rd | Slip rd to So Kwun Po INT | 12,560 * | 12,420 * | -1.1 |
| 5698 | C | DD | Hoi Wing Rd | Hoi Wong Rd | Hang Fu St | 9,660 * | 9,560 * | -1.1 |
| 5699 | C | DD | Tsun Wen Rd | Leung Wan St | Leung Tak St | 7,970 * | 7,880 * | -1.1 |
| 5700 | C | LD | Tin Shing Rd | Tin Lung Rd | Tin Yan Rd | 6,230^ | 5,110 | -18.1 |
| 5701 | C | LD | Lung Wan St | Lung Sum Ave | San Wan Rd | 17,110 * | 16,930 * | -1.1 |
| 5702 | C | RR | Tai Wo Service Rd W | Kau Lung Hang <FO> nr Kiu Tau Rd | Wo Hing Rd | 4,480 * | 4,440 * | -1.1 |
| 5703 | C | UT | Tsing Kwai Highway | Section over Mei Foo RA | Mei Foo Sun Tsuen Phase 1 western slip rds to & from Mei Foo RA | 47,090 * | 50,290 * | +6.8 |
| 5704 | C | EX | Route 3 | Tsing Yi NW INT southern tip | Tsing Ma Bridge eastern end at Tsing Yi | 36,500 * | 38,980 * | +6.8 |
| 5705 | C | DD | Shun Tung Rd | Tat Tung Rd | Tung Chung Waterfront Rd | 15,900 | 13,240 | -16.8 |
| 5706 | C | DD | Yu Tung Rd | Shun Tung Rd | Chung Mun Rd | 15,840 | 13,680 | -13.6 |
| 5707 | C | DD | Tin Shui Rd | Tin Wah Rd | Wetland Park Rd | 9,260 * | 9,160 * | -1.1 |
| 5708 | C | EX | Ma On Shan Bypass | Ma On Shan Rd | Sai Sha Rd | 19,040 * | 19,140 * | +0.5 |
| 5709 | C | LD | Magic Rd | Penny's Bay Highway | End | 5,800 * | 5,850 * | +0.8 |
| 5710 | C | LD | Fantasy Rd | Magic Rd | End | 3,140 * | 3,160 * | +0.8 |
| 5711 | C | PD | Shap Pat Heung Rd | Shap Pat Heung INT | Tai Tong Rd | 17,540 * | 17,430 * | -0.6 |
| 5801 | C | UT | Tsuen Wan Rd slip rds | Tsuen Wan Rd (section under Wing Kei Rd) | Texaco Rd RA | 40,370 * | 43,110 * | +6.8 |

* AADT estimated by Growth Factor

B-50

^ 2013 AADT figure is adjusted

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---|---------------------------------------|--------------------------------------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5802 | C | EX | Tsuen Wan Rd FO <N522> over Tsuen Tsing INT | Ramp from Tsuen Wan Rd | Ramp to Tsuen Wan Rd | 66,930 * | 71,480 * | +6.8 |
| 5803 | C | UT | Tsuen Wan Rd slip rds | Tsuen Wan Rd (section over Texaco Rd) | Texaco Rd RA | 15,640 * | 16,700 * | +6.8 |
| 5804 | C | EX | Tsuen Wan Rd | Texaco Rd RA | Hoi Hing Rd INT | 78,690 * | 84,040 * | +6.8 |
| 5805 | C | EX | Tsuen Wan Rd | Tuen Mun Rd | Hoi Hing Rd INT | 45,170 * | 48,240 * | +6.8 |
| 5806 | C | EX | Sha Tin Rd | Yuen Wo Rd | Tai Po Rd-Shatin | 39,650 * | 39,850 * | +0.5 |
| 5807 | C | UT | Tai Po Rd - Shatin | Sha Tin Rd | Tolo Highway | 98,280 * | 98,770 * | +0.5 |
| 5808 | C | EX | Tolo Highway | Yuen Shin Rd slip rd S-B | Tai Po Rd-Yuen Chau Tsai | 68,280 * | 67,850 * | -0.6 |
| 5809 | C | PD | Kwai Chung Rd (GL) | Tai Lin Pai Rd | Kwai On Rd | 49,700 * | 53,080 * | +6.8 |
| 5810 | C | PD | Castle Peak Rd - Tsuen Wan | Slip rd A to Texaco Rd | Chung On St | 31,310 * | 33,440 * | +6.8 |
| 5811 | C | PD | Castle Peak Rd - Tsuen Wan | Sha Tsui Rd | Tuen Mun Rd | 42,960 * | 45,880 * | +6.8 |
| 5812 | C | PD | Long Yip St & Yuen Long On Lok Rd | Tai Kiu Rd | Wang Chau Rd | 20,700 * | 20,570 * | -0.6 |
| 5813 | C | PD | Siu Lek Yuen Rd | Ngan Shing St | Sha Tin Wai Rd | 12,650 * | 12,710 * | +0.5 |
| 5814 | C | PD | Fo Tan Rd | Tai Chung Kiu Rd | Yuen Wo Rd | 42,720 * | 42,930 * | +0.5 |
| 5815 | C | PD | Che Kung Miu Rd | Lion Rock Tunnel Rd | Sha Tin Tau Rd | 21,720 * | 21,830 * | +0.5 |
| 5816 | C | PD | Tai Chung Kiu Rd | Fo Tan Rd | Siu Lek Yuen Rd | 46,000 * | 46,230 * | +0.5 |
| 5817 | C | PD | Sha Tin Wai Rd | Siu Lek Yuen Rd | Ngan Shing St | 16,520 * | 16,610 * | +0.5 |
| 5818 | C | PD | Shatin Rural Committe Rd | Tai Po Rd - Shatin | Yuen Wo Rd | 37,160 * | 37,350 * | +0.5 |
| 5819 | C | PD | Tai Po Rd - Shatin | Fo Tan Rd | Sha Tin Rd | 58,630 * | 58,920 * | +0.5 |
| 5820 | C | PD | Tai Po Rd - Shatin | Tolo Highway | Entrance to Chung Chi College , CUHK | 8,180 * | 8,220 * | +0.5 |
| 5821 | C | PD | Tai Po Tai Wo Rd | Po Heung St | Ting Tai Rd | 25,180 * | 25,020 * | -0.6 |
| 5822 | C | PD | Jockey Club Rd | Lung Sum Ave | San Fung Ave | 14,580 * | 14,490 * | -0.6 |
| 5823 | C | PD | Po Shek Wu Rd | Fan Kam Rd RA | Choi Yuen Rd | 43,490 * | 43,210 * | -0.6 |
| 5824 | C | PD | Sha Tau Kok Rd | Jockey Club Rd | Lok Yip Rd | 28,120 * | 27,940 * | -0.6 |
| 5825 | C | DD | Hing Fong Rd | Kwai On Rd | Kwai Foo Rd | 20,790 * | 20,960 * | +0.8 |
| 5826 | C | DD | Tai Wo Hau Rd | Kwai Shing Circuit northern junction | Hing Fong Rd | 9,850 * | 9,930 * | +0.8 |
| 5827 | C | DD | Kwai Fuk Rd | Hing Fong Rd | Container Port Rd RA | 30,260 * | 30,510 * | +0.8 |
| 5828 | C | DD | Tai Lin Pai Rd | Kwai Chung Rd northern junction | Kwai Cheong Rd | 9,120 * | 9,190 * | +0.8 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|------------------------------------|----------------------------|------------------------------------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5829 | C | DD | Wo Yi Hop Rd | Wo Yi Hop INT | Ngong Hom Rd | 17,820 * | 17,580 * | -1.3 |
| 5830 | C | DD | Sha Tsui Rd | Tai Ho Rd | Chung On St | 19,070 * | 19,230 * | +0.8 |
| 5831 | C | DD | Yeung Uk Rd | Ma Tau Pa Rd | Chung On St | 20,800 * | 20,970 * | +0.8 |
| 5832 | C | DD | Tai Ho Rd | Sha Tsui Rd | Yeung Uk Rd | 22,790 * | 22,980 * | +0.8 |
| 5833 | C | DD | Texaco Rd | Sha Tsui Rd | Slip rds to & from Tsuen Tsing INT | 32,570 * | 32,840 * | +0.8 |
| 5834 | C | PD | Cheung Pei Shan Rd | Shek Wai Kok Rd | Lo Wai Rd | 32,550 * | 34,760 * | +6.8 |
| 5835 | C | DD | Tai Tong Rd | Castle Peak Rd - Yuen Long | Kau Yuk Rd | 13,440 * | 13,300 * | -1.1 |
| 5836 | C | DD | Tai Kiu Rd | Yuen Long On Ning Rd | Yuen Long On Lok Rd | 6,240 * | 6,170 * | -1.1 |
| 5837 | C | DD | Yuen Long On Ning Rd | Tai Kiu Rd | Wang Chau Rd | 17,220 * | 17,040 * | -1.1 |
| 5838 | C | DD | Yuen Long Main Rd | Kik Yeung Rd | Tai Tong Rd | 14,190 * | 14,040 * | -1.1 |
| 5839 | C | DD | Lung Mun Rd | Wong Chu Rd | Wu Shan Rd | 14,650 * | 14,500 * | -1.1 |
| 5840 | C | DD | Tsun Wen Rd | Tai Fong St | Shek Pai Tau Rd | 14,980 * | 14,820 * | -1.1 |
| 5841 | C | DD | Castle Peak Rd - Castle Peak Bay | Pui To Rd | Tuen Hing Rd | 19,580 * | 19,370 * | -1.1 |
| 5842 | C | DD | Pui To Rd | Tuen Mun Rd | Tuen Mun Heung Sze Wui Rd | 18,170 * | 17,980 * | -1.1 |
| 5843 | C | DD | Tuen Hing Rd | Tuen Mun Heung Sze Wui Rd | Tuen Mun Rd | 21,210 * | 20,990 * | -1.1 |
| 5844 | C | DD | Che Kung Miu Rd | Mei Tin Rd | Tin Sam St | 18,980 * | 18,720 * | -1.3 |
| 5845 | C | DD | Wan Tau St | Kwong Fuk Rd | Tai Po Heung Sze Wui Rd | 9,760 * | 9,650 * | -1.1 |
| 5846 | C | DD | Tsing Tin Rd | Tsun Wen Rd | Tuen Mun Rd | 38,020 * | 37,620 * | -1.1 |
| 5847 | C | DD | San Fung Ave | Po Wan Rd | San Wan Rd | 9,730 * | 9,620 * | -1.1 |
| 5848 | C | DD | Po Wan Rd | Po Shek Wu Rd | San Fung Ave | 12,750 * | 12,610 * | -1.1 |
| 5849 | C | DD | Tsing Yi Rd W | Tsing Nam St | Ching Hong Rd | 13,550 * | 13,660 * | +0.8 |
| 5850 | C | LD | Wo Tong Tsui St | Tai Wo Hau Rd | Kwai Hing Rd | 10,820 * | 10,910 * | +0.8 |
| 5851 | C | LD | Lo Wai Rd | Cheung Pei Shan Rd | Slip rd to Tung Po To | 4,700 * | 4,740 * | +0.8 |
| 5852 | C | LD | Tsing Yi Heung Sze Wui Rd | Fung Shue Wo Rd RA | Tsing Yi Rd | 31,770 * | 32,040 * | +0.8 |
| 5853 | C | LD | Lok King St | Fo Tan Rd | Jubilee Garden | 9,800 * | 9,670 * | -1.3 |
| 5854 | C | LD | Chung Mei Rd | Tsing Yi Heung Sze Wui Rd | Ching Hong Rd | 9,860 * | 9,940 * | +0.8 |
| 5855 | C | EX | Tuen Mun Rd | Sham Tseng | Siu Lam | 93,850 * | 93,250 * | -0.6 |
| 5856 | C | RR | Tai Tong Rd | Hop Yick Rd | Sham Chung | 9,720 * | 9,620 * | -1.1 |
| 5857 | C | RR | Tuen Mun Rd - Siu Lam INT slip rds | Tuen Mun Rd | Castle Peak Rd | 17,390 * | 17,200 * | -1.1 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---|---|---------------------------------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5858 | C | RR | Ping Ha Rd & Lau Fau Shan Rd | Tin Ha Rd | Deep Bay Rd | 11,860 * | 11,730 * | -1.1 |
| 5859 | C | RR | South Lantau Rd & Keung Shan Rd | Tung Chung Rd | Sham Wat Rd | 2,600 * | 2,560 * | -1.3 |
| 5860 | C | RR | Sha Tau Kok Rd | Wu Shek Kok nr STK Sec School | Lin Ma Hang Rd | 6,440 * | 6,370 * | -1.1 |
| 5861 | C | RR | Lok Ma Chau Rd | Castle Peak Rd | Ha Wan Tsuen Rd | 12,280 * | 12,150 * | -1.1 |
| 5862 | C | PD | Tai Po Tai Wo Rd | Nam Wan Rd | Yuen Shin Rd | 24,470 * | 24,320 * | -0.6 |
| 5863 | C | DD | Nam Wan Rd | Kwong Fuk Rd & Tai Po Rd - Yuen Chau Tsai | Nam Wan Rd | 12,030 * | 11,910 * | -1.1 |
| 5864 | C | DD | Po Ning Rd | Ying Yip Rd | Chiu Shun Rd | 13,580 * | 13,400 * | -1.3 |
| 5865 | C | DD | Po Wan Rd | Chuk Wan St | Jockey Club Rd | 2,460 * | 2,440 * | -1.1 |
| 5866 | C | PD | Tolo Highway ramp | Slip rds to & from Tat Wan Rd | Slip rds to & from Tolo Highway | 5,240 * | 5,200 * | -0.6 |
| 5867 | C | PD | Ramps A & B of Castle Peak Rd - San Hui | Pui To Rd | Pui To Rd | 22,810 * | 22,670 * | -0.6 |
| 5868 | C | PD | Ramps C & D of Lung Mun Rd/Tsing Wun Rd | Lung Mun Rd | Wong Chu Rd | 15,290 * | 15,190 * | -0.6 |
| 5869 | C | DD | Ting Kok Rd | Ting Tai Rd | Tai Po Tai Wo Rd | 15,110 * | 14,950 * | -1.1 |
| 5870 | C | PD | Tsing Tsuen Rd slip rds A & B | Tsuen Tsing INT | Tsuen Tsing INT | 30,440 * | 32,510 * | +6.8 |
| 5872 | C | PD | Castle Peak Rd - Kwai Chung | Wah Yiu Rd | Tai Wo INT | 19,930 * | 21,290 * | +6.8 |
| 5873 | C | EX | Fanling Highway ramps C & D | So Kwun Po INT | So Kwun Po INT | 13,930 * | 13,840 * | -0.6 |
| 5874 | C | PD | Ramps A & B to & from San Wan Rd | San Wan Rd | So Kwun Po Rd | 25,330 * | 25,170 * | -0.6 |
| 5875 | C | DD | Chung Nga Rd | Ting Kok Rd | Ting Lai Rd | 3,100 * | 3,070 * | -1.1 |
| 5876 | C | DD | Tuen Mun Heung Sze Wui Rd | Siu Lun St | Hoi Chu Rd | 8,550 * | 8,460 * | -1.1 |
| 5877 | C | DD | Hang Hong St | Ma On Shan Rd | Sai Sha Rd | 15,330 * | 15,120 * | -1.3 |
| 5878 | C | DD | Po Lam Rd & Po Lam Rd N | Tsui Lam Rd eastern junction | Tsui Lam Rd western junction | 10,000 * | 9,870 * | -1.3 |
| 5879 | C | LD | Hang Hau Rd | Po Ning Rd | Clear Water Bay Rd | 9,700 * | 9,570 * | -1.3 |
| 5880 | C | LD | Tin Yiu Rd | Ping Ha Rd | Tin Ho Rd | 15,910 * | 15,740 * | -1.1 |
| 5881 | C | PD | Tate's Cairn Highway slip rd B | Tate's Cairn Highway N-B | Sha Lek Highway FO <UR T5> S-B | 4,880 * | 4,900 * | +0.5 |
| 5882 | C | LD | Cheung Shan Est Rd W | Cheung Shan Est Rd E | Wo Yi Hop Rd | 1,630 * | 1,640 * | +0.8 |
| 5883 | C | DD | On Yuen St | Sai Sha Rd | On Chun St | 9,910 * | 9,780 * | -1.3 |
| 5884 | C | DD | Sheung Ning Rd | Po Ning Rd | Chung Wa Rd | 34,820 * | 34,350 * | -1.3 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|---|--|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5885 | C | DD | San Wan Rd | Ramp A of So Kwun Po INT | Lung Sum Ave | 16,790 * | 16,610 * | -1.1 |
| 5886 | C | DD | Tin Wah Rd | Tin Shui Rd | Tin Shing Rd | 10,090 * | 9,980 * | -1.1 |
| 5887 | C | DD | Tin Shing Rd | Tin Wu Rd | Tin Fuk Rd | 11,740 * | 11,610 * | -1.1 |
| 5889 | C | DD | Hung Tin Rd | Hung Tin Rd INT | Ping Ha Rd | 40,380 * | 39,950 * | -1.1 |
| 5890 | C | LD | Tin Wu Rd | Tin Yiu Rd | Tin Shing Rd | 9,160 * | 9,060 * | -1.1 |
| 5891 | C | RR | Sham Wat Rd & Ngong Ping Rd | Keung Shan Rd | End of Ngong Ping Rd | 650 * | 640 * | -1.3 |
| 5892 | C | UT | Tate's Cairn Highway | Tai Chung Kiu Rd RA | Slip rds to & from Tate's Cairn Highway | 59,570 * | 59,870 * | +0.5 |
| 5893 | C | DD | Container Port Rd S | S/O PMH INT | Ching Cheung Rd | 29,680 * | 29,930 * | +0.8 |
| 5894 | C | EX | Yuen Long Highway | Shap Pat Heung INT | Tong Yan San Tsuen INT | 75,140 * | 74,660 * | -0.6 |
| 5895 | C | DD | Ma Sik Rd | Fan Leng Lau Rd | Luen Chit St | 10,470 * | 10,360 * | -1.1 |
| 5896 | C | DD | Pak Wo Rd | Wah Ming Rd | Wai Ming St | 12,310 * | 12,180 * | -1.1 |
| 5897 | C | DD | Pak Wo Rd | Po Kin Rd | Choi Yuen Rd RA | 9,060 * | 8,960 * | -1.1 |
| 5898 | C | DD | Hoi Wing Rd | Hang Fu St | Hang Fu St | 5,720 * | 5,660 * | -1.1 |
| 5899 | C | DD | Tsun Wen Rd | Ming Kum Rd | Leung Tak St | 6,700 * | 6,630 * | -1.1 |
| 5900 | C | LD | Tin Shing Rd | Tin Wing Rd | Tin Yan Rd | 4,850 * | 4,800 * | -1.1 |
| 5902 | C | LD | Hung Tin Rd slip rds | Castle Peak Rd - Hung Shui Kiu | Access rd to Hung Uk Tsuen | 9,880 * | 9,770 * | -1.1 |
| 5903 | C | EX | Tsing Kwai Highway | Mei Foo Sun Tsuen Phase 1 western slip rds to & from Mei Foo RA | Ching Lai Court slip rds to & from Ching Cheung Rd | 81,720 * | 87,280 * | +6.8 |
| 5904 | C | DD | Kwai Tsing Rd | Kwai Tsing Rd slip rds to & from Tsing Kwai Highway | Kwai King Rd | 32,750 * | 33,030 * | +0.8 |
| 5905 | C | LD | Tung Chung Waterfront Rd & Ying Hei Rd | Shun Tung Rd RA | Man Tung Rd | 9,620 | 7,520 | -21.9 |
| 5906 | C | RR | New Hiram's Highway | Pak Sha Wan RA | Hiram's Highway | 24,470 * | 24,140 * | -1.3 |
| 5907 | C | EX | Kong Sham Western Highway | Section of Kong Sham Western Highway nr Yick Yuen Rd | Shenzhen Bay Bridge (Hong Kong Section) | 18,410 * | 18,290 * | -0.6 |
| 5908 | C | EX | Shenzhen Bay Bridge | Nr Deep Bay Rd | Shenzhen Bay Bridge (China Section - End) | 15,370 * | 15,270 * | -0.6 |
| 5909 | C | DD | Chong San Rd | Fo Yin Rd | Nr Science Park Rd | 14,770 * | 14,610 * | -1.1 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--------------------------------------|---------------------------------|-------------------------------------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 5910 | C | LD | Hoi On Rd | Hoi Hing Rd | Castle Peak Rd - Ting Kau | 22,520 * | 22,710 * | +0.8 |
| 6001 | C | UT | Tuen Mun Rd | Wong Chu Rd | Tuen Hing Rd | 98,380 | 97,750 * | -0.6 |
| 6002 | C | UT | Tuen Mun Rd | Tuen Hing Rd | Pui To Rd | 66,530 | 66,100 * | -0.6 |
| 6003 | C | EX | Tolo Highway | Tai Po Rd-Shatin | Slip rd from Ma Liu Shui Ferry Pier | 98,510 | 99,000 * | +0.5 |
| 6004 | C | EX | Tolo Highway | Tai Po Rd-Yuen Chau Tsai | Tai Wo Rd | 78,390 | 77,880 * | -0.6 |
| 6005 | C | PD | Kwai Chung Rd | Tai Lin Pai Rd | Castle Peak Rd - Kwai Chung INT | 54,130 | 57,810 * | +6.8 |
| 6006 | C | PD | Tai Ho Rd N | Tsuen Wan Market St | Tsuen Kam INT | 12,650 | 13,510 * | +6.8 |
| 6007 | C | PD | Texaco Rd | Castle Peak Rd - Tsuen Wan | Shek Wai Kok Rd | 37,470 | 40,010 * | +6.8 |
| 6008 | C | PD | Long Yip St & Yuen Long On Lok Rd | Wang Chau Rd | Tai Cheung St | 29,280 | 29,090 * | -0.6 |
| 6009 | C | PD | Siu Lek Yuen Rd | Ngan Shing St | Tai Chung Kiu Rd | 21,970 | 22,080 * | +0.5 |
| 6010 | C | PD | Fo Tan Rd | Tai Po Rd - Shatin | Yuen Wo Rd | 42,810 | 43,030 * | +0.5 |
| 6011 | C | PD | Tai Chung Kiu Rd | Lion Rock Tunnel Rd | Sha Kok St | 27,640 | 27,780 * | +0.5 |
| 6012 | C | PD | Hung Mui Kuk Rd | Lion Rock Tunnel Rd | Tin Sam St | 30,160 | 30,320 * | +0.5 |
| 6013 | C | PD | Sha Tin Wai Rd | Sha Tin Rd | Ngan Shing St | 22,230 | 22,340 * | +0.5 |
| 6014 | C | PD | Tai Po Rd - Shatin Heights & Tai Wai | Keng Hau Rd | Shing Ho Rd | 22,980 | 23,100 * | +0.5 |
| 6015 | C | PD | Lion Rock Tunnel Rd | Tai Po Rd - Shatin | Che Kung Miu Rd | 19,830 | 19,930 * | +0.5 |
| 6016 | C | PD | Tai Po Tai Wo Rd | On Cheung Rd | Nam Wan Rd | 26,600 | 26,430 * | -0.6 |
| 6017 | C | PD | Jockey Club Rd | Lung Sum Ave | So Kwun Po Rd | 13,310 | 13,230 * | -0.6 |
| 6018 | C | PD | Po Shek Wu Rd | Choi Yuen Rd | Jockey Club Rd | 32,860 | 32,650 * | -0.6 |
| 6019 | C | PD | Long Yip St & Yuen Long On Lok Rd | Wang Lok St | Tai Kiu Rd | 18,770 | 18,650 * | -0.6 |
| 6020 | C | DD | Hing Fong Rd | Tai Wo Hau Rd | Kwai Yik Rd | 16,650 | 16,790 * | +0.8 |
| 6021 | C | DD | Kwai Shing Circuit | Tai Wo Hau Rd northern junction | Kwai Luen Rd | 7,580 | 7,640 * | +0.8 |
| 6022 | C | DD | Kwai Fuk Rd | Shing Fuk St | Hing Fong Rd | 25,500 | 25,720 * | +0.8 |
| 6023 | C | DD | Wo Yi Hop Rd | Castle Peak Rd - Kwai Chung | Tai Loong St | 12,950 | 13,060 * | +0.8 |
| 6024 | C | DD | Lei Muk Rd | Castle Peak Rd - Kwai Chung | Chun Pin St | 3,780 | 3,820 * | +0.8 |
| 6025 | C | DD | Sha Tsui Rd | Tso Kung St | Tai Ho Rd | 23,980 | 24,180 * | +0.8 |
| 6026 | C | DD | Yeung Uk Rd | Tai Ho Rd | Chung On St | 17,520 | 17,660 * | +0.8 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|----------------------------|--------------------------------|--------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 6027 | C | DD | Tai Ho Rd | Sha Tsui Rd | Hoi Pa St | 30,860 | 31,120 * | +0.8 |
| 6028 | C | DD | Texaco Rd | Sha Tsui Rd | Tsuen Fu St | 29,270 | 29,520 * | +0.8 |
| 6030 | C | DD | Hop Yick Rd | Fung Cheung Rd | Tai Tong Rd | 11,160 | 11,040 * | -1.1 |
| 6031 | C | DD | Ma Miu Rd | Castle Peak Rd - Yuen Long | Yuen Long On Ning Rd | 16,510 | 16,330 * | -1.1 |
| 6032 | C | DD | Yuen Long On Ning Rd | Wang Chau Rd | Tai Cheung St | 14,280 | 14,130 * | -1.1 |
| 6033 | C | DD | Yuen Long Main Rd | Tai Tong Rd | Fung Cheung Rd | 23,770 | 23,520 * | -1.1 |
| 6034 | C | DD | Tsing Wun Rd | Pui To Rd | Wong Chu Rd | 20,490 | 20,280 * | -1.1 |
| 6035 | C | DD | Tsing Chung Koon Rd | Tsun Wen Rd | Tsing Lun Rd | 5,880 | 5,820 * | -1.1 |
| 6036 | C | DD | Castle Peak Rd - Castle Peak Bay | Pui To Rd | Tuen Mun Heung Sze Wui Rd | 13,410 | 13,270 * | -1.1 |
| 6037 | C | DD | Pui To Rd | Tuen Mun Heung Sze Wui Rd | Tsun Wen Rd | 21,790 | 21,560 * | -1.1 |
| 6038 | C | DD | Ngan Shing St | Sha Tin Wai Rd | Chap Wai Kon St | 6,800 | 6,700 * | -1.3 |
| 6039 | C | DD | Tin Sam St | Che Kung Miu Rd | Hung Mui Kuk Rd | 16,230 | 16,020 * | -1.3 |
| 6040 | C | DD | Po Heung St | Kwong Fuk Rd | Tai Po Tai Wo Rd | 32,170 | 31,830 * | -1.1 |
| 6041 | C | DD | San Wan Rd | Sha Tau Kok Rd | Jockey Club Rd | 14,160 | 14,010 * | -1.1 |
| 6042 | C | DD | San Fung Ave | Po Wan Rd | Jockey Club Rd | 5,100 | 5,050 * | -1.1 |
| 6043 | C | DD | Lok Yip Rd | Jockey Club Rd | On Kui St | 24,190 | 23,930 * | -1.1 |
| 6044 | C | DD | Tsing Yi Rd W | Ching Hong Rd | Fung Shue Wo Rd | 16,020 | 16,160 * | +0.8 |
| 6045 | C | LD | Wo Tong Tsui St | Kwai Chung Rd | Kwai Hing Rd | 9,990 | 10,080 * | +0.8 |
| 6046 | C | LD | Lei Muk Rd | Wo Yi Hop Rd | Tung Chi St | 11,430 | 11,530 * | +0.8 |
| 6047 | C | LD | Fung Shue Wo Rd | Tsing Yu St | Tsing King Rd RA | 11,360 | 11,450 * | +0.8 |
| 6048 | C | DD | Keng Hau Rd & Che Kung Mui Rd | Tai Po Rd - Shatin Heights | Tin Sam St | 980 | 970 * | -1.3 |
| 6049 | C | RT | Castle Peak Rd - Ping Shan | Ping Ha Rd | Ma Wang Rd | 25,040 | 24,880 * | -0.6 |
| 6050 | C | EX | Tuen Mun Rd | Siu Lam | Wong Chu Rd | 96,060 | 95,450 * | -0.6 |
| 6051 | C | RR | Kam Tin Rd | Castle Peak Rd - Yuen Long | Kam Sheung Rd western junction | 33,400 | 33,680 * | +0.8 |
| 6052 | C | RR | Castle Peak Rd - So Kwun Wat & Castle Peak Bay | Siu Lam | Sam Shing St | 19,070 | 18,870 * | -1.1 |
| 6053 | C | RR | Ping Ha Rd | Castle Peak Rd - Ping Shan | Tin Yiu Rd | 6,070 | 6,000 * | -1.1 |
| 6054 | C | RR | South Lantau Rd | Chi Ma Wan Rd | Tung Chung Rd | 2,660 | 2,620 * | -1.3 |
| 6055 | C | RR | Hiram's Highway | Clear Water Bay Rd | Po Tung Rd | 25,220 | 24,880 * | -1.3 |
| 6056 | C | RR | Sai Sha Rd | Nai Chung | Tai Mong Tsai Rd | 10,610 | 10,470 * | -1.3 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|-------------------------------------|---|--------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 6057 | C | PD | Yuen Shin Rd | Tolo Highway | Ting Kok Rd | 43,570 | 43,300 * | -0.6 |
| 6058 | C | DD | Heung Sze Wui St | Po Heung St | Wan Tau St | 11,610 | 11,490 * | -1.1 |
| 6059 | C | UT | Long Yip St FO <N192> | Footbridge | Castle Peak Rd - Yuen Long | 22,160 | 22,020 * | -0.6 |
| 6060 | C | DD | Fan Leng Lau Rd | Sha Tau Kok Rd | Wo Tai St | 13,610 | 13,460 * | -1.1 |
| 6061 | C | PD | Tolo Highway INT slip rd | Slip rds to & from Tolo Highway | Slip rds to & from Tai Po Rd - Yuen Chau Tsai | 19,370 | 19,250 * | -0.6 |
| 6062 | C | PD | Tuen Mun Rd ramps A & B | Tuen Hing Rd | Tuen Hing Rd | 18,170 | 18,050 * | -0.6 |
| 6063 | C | PD | Tolo Highway INT ramp G | Tolo Highway INT ramp A | Kwong Wang St | 20,010 | 19,880 * | -0.6 |
| 6064 | C | PD | Tai Po Tai Wo Rd | Ting Kok Rd | Ting Tai Rd | 23,580 | 23,430 * | -0.6 |
| 6065 | C | EX | Tsuen Wan Rd FO <N522> over Hoi Hing INT | Section over Tsuen Wan Bus Terminus | Section over Hoi Kok St | 36,320 | 38,790 * | +6.8 |
| 6066 | C | PD | Castle Peak Rd - Kwai Chung access rds A & B | Slip rd to Texaco Rd N. | Slip rd to Texaco Rd | 8,480 | 9,050 * | +6.8 |
| 6067 | C | EX | Fanling Highway slip rds A & B | Fan Kam Rd INT | Fanling Highway | 24,810 | 24,660 * | -0.6 |
| 6068 | C | EX | Fanling Highway ramps A & B | So Kwun Po INT | Fanling Highway | 28,860 | 28,680 * | -0.6 |
| 6069 | C | DD | Pik Fung Rd | Jockey Club Rd | San Wan Rd | 3,310 | 3,270 * | -1.1 |
| 6070 | C | LD | Ting Lai Rd | Ting Tai Rd | Chung Nga Rd | 7,020 | 6,950 * | -1.1 |
| 6071 | C | DD | Hoi Chu Rd | Tuen Mun Heung Sze Wui Rd | Fung On St | 8,970 | 8,870 * | -1.1 |
| 6072 | C | LD | On Chun St | On Chiu St | On Yuen St | 6,730 | 6,640 * | -1.3 |
| 6073 | C | LD | Tsui Lam Rd | Po Lam Rd eastern junction | Po Lam Rd western junction | 4,220 | 4,170 * | -1.3 |
| 6074 | C | DD | Po Hong Rd | Po Fung Rd | Wan Hang Rd | 12,690 | 12,520 * | -1.3 |
| 6075 | C | PD | Sha Lek Highway FO <UR T5> N-B slip rd C | Sha Lek Highway FO <UR T5> N-B | Tate's Cairn Highway slip rd A | 4,660 | 4,680 * | +0.5 |
| 6076 | C | PD | Tate's Cairn Highway slip rd A | Siu Lek Yuen Rd | Toll Plaza | 8,560 | 8,600 * | +0.5 |
| 6077 | C | DD | Wah Ming Rd | Lui Ming Rd mini-RA | Wai Ming St | 6,100 | 6,030 * | -1.1 |
| 6078 | C | DD | On Luk St | Sai Sha Rd | On Shing St | 11,820 | 11,660 * | -1.3 |
| 6079 | C | DD | Ngan O Rd | Pui Shing Rd | Chiu Shun Rd | 10,480 | 10,340 * | -1.3 |
| 6080 | C | DD | San Wan Rd | Lung Sum Ave | San Po St | 3,500 | 3,460 * | -1.1 |
| 6081 | C | DD | Tin Wah Rd | Tin Shing Rd | Tin Kwai Rd | 8,590 | 8,500 * | -1.1 |
| 6082 | C | LD | Tin Lung Rd | Tin Shing Rd | UR | 9,610 | 9,510 * | -1.1 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---------------------------|--|---|--------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 6083 | C | UT | Shing Mun Tunnel Rd | Slip rd A | Slip rd C | 57,780 | 58,070 * | +0.5 |
| 6084 | C | EX | Fanling Highway | Wo Hop Shek INT | Kau Lung Hang Lo Wai | 99,560 | 98,930 * | -0.6 |
| 6085 | C | PD | Long Tin Rd | Tong Yan San Tsuen INT | Tin Fuk Rd | 42,350 | 42,080 * | -0.6 |
| 6086 | C | DD | Tin Tsz Rd | Tin Wah Rd | Tin Cheung Rd | 15,830 | 15,660 * | -1.1 |
| 6087 | C | DD | Container Port Rd S | Kwai Tai Rd RA | Container Port Rd RA nr Container Terminal 2 | 18,180 | 18,340 * | +0.8 |
| 6088 | C | UT | Tate's Cairn Highway | Slip rds to & from Sha Tin Wai Rd | Tai Chung Kiu Rd RA | 68,550 | 68,900 * | +0.5 |
| 6089 | C | DD | Container Port Rd S | Container Port Rd RA nr Container Terminal 2 | North of Princess Margaret Hospital - Interchange | 34,190 | 34,480 * | +0.8 |
| 6090 | C | LD | Fan Leng Lau Rd | Wo Muk Rd | Wo Tai St | 7,550 | 7,470 * | -1.1 |
| 6091 | C | DD | Ma Sik Rd | Luen Chit St | Wo Tai St | 10,420 | 10,310 * | -1.1 |
| 6092 | C | DD | Pak Wo Rd | Wah Ming Rd | Pak Wo Rd RA | 15,280 | 15,120 * | -1.1 |
| 6093 | C | LD | Wah Ming Rd | Wai Ming St | Pak Wo Rd | 7,180 | 7,100 * | -1.1 |
| 6094 | C | DD | Hoi Wing Rd | Tuen Mun Heung Sze Wui Rd | UR 16N | 6,670 | 6,600 * | -1.1 |
| 6095 | C | EX | Yuen Long Highway | Tong Yan San Tsuen INT | Hung Tin Rd INT | 62,440 | 62,050 * | -0.6 |
| 6096 | C | LD | Tin Shing Rd | Tin Wah Rd | Tin Wing Rd | 3,950 | 3,910 * | -1.1 |
| 6097 | C | RR | Tai Wo Service Rd E | Slip rd from Fanling Highway S-B | Kau Lung Hang <FO> | 2,270 | 2,240 * | -1.1 |
| 6099 | C | EX | Tsing Kwai Highway | Cho Yiu Estate slip rds to & from Kwai Chung Rd & Tsuen Wan Rd | Rambler Bridge eastern end | 78,540 | 83,870 * | +6.8 |
| 6100 | C | DD | Kwai Tsing Rd | Kwai King Rd | Tsuen Wan Rd | 37,640 | 37,960 * | +0.8 |
| 6102 | C | LD | On Ming St | On Muk St | Siu Lek Yuen Rd | 7,530 | 7,430 * | -1.3 |
| 6103 | C | DD | Wan Po Rd | Po Shun Rd | Chiu Shun Rd | 30,460 | 30,050 * | -1.3 |
| 6104 | C | DD | Tuen Mun Heung Sze Wui Rd | Hoi Chu Rd | Hoi Wing Rd | 8,140 | 8,060 * | -1.1 |
| 6105 | C | DD | Ling Hong Rd | Po Hong Rd | Po Shun Rd | 2,670 | 2,630 * | -1.3 |
| 6106 | C | DD | Tong Ming St | Po Shun Rd | Po Hong Rd | 15,220 | 15,010 * | -1.3 |
| 6107 | C | DD | Mau Yip Rd | Po Fung Rd | Wan Hang Rd | 8,490 | 8,380 * | -1.3 |
| 6108 | C | PD | Tsing Yi N Coastal Rd | Tam Kon Shan INT W End | Slip Rds to & from Tam Kon Shan Rd | 16,360 | 17,470 * | +6.8 |
| 6109 | C | RR | Kam Ho Rd | Kam Tin Rd | Tung Wui Rd | 9,390 | 9,460 * | +0.8 |
| 6110 | C | RT | Kam Tin Bypass | Kam Tin Rd | Kam Tin Rd | 12,990 | 13,870 * | +6.8 |
| 6111 | C | LD | Ching Hiu Rd | Pak Wo Rd | Po Kin Rd | 5,610 | 5,550 * | -1.1 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|---|-------------------------------------|---------------------------|---------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 6112 | C | LD | Tsing Yi Hong Wan Rd | Tsing Yi Rd | Tsing Sheung Rd | 18,770 | 18,930 * | +0.8 |
| 6113 | C | DD | Tsing Yi Rd | Tsing Yi Rd nr. Dow Chemical | Tsing Yi Hong Wan Rd | 10,920 | 11,020 * | +0.8 |
| 6114 | C | LD | Sunny Bay Rd | Magic Rd | North Lantau Highway | 2,440 | 2,460 * | +0.8 |
| 6115 | C | EX | Penny's Bay Highway | Magic Rd | North Lantau Highway | 9,260 | 9,340 * | +0.8 |
| 6203 | B | PD | Castle Peak Rd - Kwai Chung | Ching Cheung Rd | Tai Wo INT | 27,380 | 27,490 | +0.4 |
| 6204 | B | DD | Lai King Hill Rd | PMH INT | King Cho Rd | 16,100 | 16,800 | +4.4 |
| 6206 | B | PD | Jockey Club Rd | Lok Yip Rd | Wo Hop Shek INT | 37,300 | 39,600 | +6.2 |
| 6207 | B | RR | Kam Tin Rd | Kam Sheung Rd western junction | Fan Kam Rd | 18,900 | 18,460 | -2.3 |
| 6208 | B | RR | Kam Sheung Rd | Kam Tin Rd | Kam Tin Rd | 7,300 | 7,170 | -1.8 |
| 6209 | B | RR | Castle Peak Rd - Tsuen Wan, Ting Kau & Sham Tseng | Tuen Mun Rd | Sham Tseng | 12,510^ | 12,270 | -1.9 |
| 6210 | B | RR | Tai Po Rd - Ma Liu Shui | Entrance to Chung Chi College, CUHK | Yuen Chau Tsai INT | 8,720 | 8,270 | -5.1 |
| 6211 | B | RR | Ting Kok Rd | Dai Kwai St | Tai Mei Tuk | 23,620 | 25,370 | +7.4 |
| 6212 | B | RR | Fan Kam Rd | Kam Tin Rd | Castle Peak Rd | 11,760 | 12,210 | +3.8 |
| 6213 | B | RT | Castle Peak Rd - Hung Shui Kiu | Tin Ha Rd | Lam Tei INT | 30,520 | 33,510 | +9.8 |
| 6214 | B | LD | Container Port Rd S | N/O PMH INT | S/O PMH INT | 19,940 | 21,540 | +8.0 |
| 6219 | B | DD | Kwai Tsing Rd & Tsing Yi S Bridge | Tsing Yi Rd | Kwai Tai Rd INT | 47,000 | 44,770 | -4.7 |
| 6221 | B | DD | Tsing Yi N Coastal Rd FO | Tsing Tsuen Rd | Tam Kon Shan INT W End | 14,840 | 15,240 | +2.7 |
| 6601 | C | LD | Bride's Pool Rd | Ting Kok Rd | Luk Keng Rd | 920 | 1,280 | +39.4 |
| 6602 | C | LD | Castle Peak Rd - Kwu Tung | Fan Kam Rd | Pak Shek Au Footbridge | 10,670 | 11,120 | +4.2 |
| 6603 | C | LD | Deep Bay Rd | Lau Fau Shan Rd | Nam Sha Po | 1,890 | 2,040 | +7.9 |
| 6604 | C | LD | Lam Tei Main St | Castle Peak Rd - Lam Tei | Fuk Hang Tsuen Rd | 1,060 | 890 | -16.2 |
| 6605 | C | LD | Luk Keng Rd | Sha Tau Kok Rd | Bride's Pool Rd | 1,070 | 860 | -19.3 |
| 6606 | C | LD | Kwu Tung Rd | Castle Peak Rd - Kwu Tung | Castle Peak Rd - Chau Tau | 2,980 | 3,290 | +10.3 |
| 6607 | C | LD | Po Fung Terrace | Castle Peak Rd | Yau Kom Tau Tsuen | 890 | 890 | +0.3 |
| 6608 | C | LD | Ting Kok Rd | Tai Mei Tuk | Bride's Pool Rd | 1,480 | 1,220 | -17.2 |
| 6611 | C | LD | Kwei Tei St | Wong Chuk Yeung St | Tsung Tau Ha Rd | 8,150 | 6,690 | -17.9 |

* AADT estimated by Growth Factor

^ 2013 AADT figure is adjusted

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|--|-------------------------------|-------------------------------|--------|--------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 6613 | C | LD | Mei Wo Circuit | Sui Wo Rd | Sui Wo Rd | 150 | 160 | +3.8 |
| 6614 | C | LD | Pik Tin St | Mei Tin Rd | End | 2,370 | 2,890 | +22.0 |
| 6615 | C | LD | Shing Wan Rd | Shing Chuen Rd | Shing Chuen Rd | 1,530 | 1,300 | -15.0 |
| 6616 | C | LD | Sun Tin Wai Est access rd | Sha Tin Tau Rd | Sha Tin Tau Rd | 3,690 | 5,000 | +35.4 |
| 6617 | C | LD | Tolo Highway Ma Liu Shui INT slip rd E | Shatin Sewage Treatment Works | Tolo Highway | 15,100 | 15,010 | -0.6 |
| 6618 | C | LD | Yi Shing Square | Kong Pui St | Kong Pui St | 4,770 | 4,700 | -1.5 |
| 6619 | C | LD | Dai Kwai St | Ting Kok Rd | Dai Chong St | 4,660 | 3,880 | -16.9 |
| 6620 | C | LD | On Cheung Rd | Tai Wo Rd - Tai Po | Tai Yuen Est access rd | 13,390 | 13,570 | +1.4 |
| 6621 | C | LD | Ting Kok Rd | Tai Wo Rd-Tai Po | Southern end | 13,620 | 13,440 | -1.3 |
| 6622 | C | LD | On Lok Mun St | Lok Yip Rd | Lok Ming St | 3,070 | 2,830 | -7.6 |
| 6624 | C | LD | Tin Ping Rd | Jockey Club Rd | Lung Sum Rd | 3,660 | 2,910 | -20.4 |
| 6625 | C | LD | Fuk Shun St | Fuk Hi St | Shing Uk Tsuen | 3,170 | 3,540 | +11.9 |
| 6626 | C | LD | Ma Fung Ling Rd | Castle Peak Rd - Ping Shan | Tong Yan San Tsuen Rd | 790 | 820 | +3.8 |
| 6627 | C | LD | Sau Fu St | Yuen Long On Ning Rd | Yuen Long Pau Cheung Square | 6,590 | 6,790 | +3.0 |
| 6628 | C | LD | Wang Lok St | Wang Tat Rd | Wang Lee St | 15,100 | 15,420 | +2.1 |
| 6629 | C | LD | Kin Fat St | Pui To Rd | Tai Hing St | 4,760 | 4,910 | +3.1 |
| 6631 | C | LD | Tai Fong St | Tsun Wen Rd | Tai Hing St | 5,410 | 5,680 | +5.1 |
| 6632 | C | LD | Tuen Fat Rd | Tuen Mun Rd | Tuen Mun Rd | 8,890 | 8,120 | -8.7 |
| 6633 | C | LD | Wu Chui Rd | Lung Mun Rd | Wu Shan Rd | 8,060 | 7,350 | -8.8 |
| 6634 | C | LD | Wu Shan Rd | Wu King Rd | Wu Chui Rd | 9,230 | 9,190 | -0.4 |
| 6635 | C | LD | Hoi Kok St | Hoi Shing Rd | Hoi Hing Rd | 5,000 | 5,740 | +14.7 |
| 6636 | C | LD | Miu Kong St | Shing Mun Rd | Wai Tsuen Rd | 10,710 | 11,740 | +9.6 |
| 6637 | C | LD | Shing Mun Rd | Sai Lau Kok Rd | Miu Kong St | 17,260 | 18,350 | +6.3 |
| 6638 | C | LD | Wai Tsuen Rd | Sai Lau Kok Rd | Tsuen Kam INT | 17,420 | 16,920 | -2.8 |
| 6639 | C | LD | Chun Pin St | Ta Chuen Ping St | Lei Muk Rd | 5,360 | 5,200 | -3.0 |
| 6640 | C | LD | Ko Fong St | Hing Shing Rd | Shing Fong St | 3,910 | 3,600 | -7.9 |
| 6641 | C | LD | Kwai Shing Circuit | Kwai Luen Rd western junction | Kwai Luen Rd eastern junction | 4,550 | 4,940 | +8.5 |
| 6642 | C | LD | Lai Cho Rd | Joint St | Lim Cho St | 3,070 | 2,960 | -3.8 |
| 6643 | C | LD | Sai Tso Wan Rd | Tsing Yi Rd | Dockyard Front Gate | 8,290 | 8,600 | +3.8 |
| 6644 | C | LD | Tai Loong St | Wo Yi Hop Rd | Wo Yi Hop Rd | 4,930 | 5,400 | +9.7 |
| 6645 | C | LD | Wing Kei Rd | Wing Kin Rd | Kwai Hei St | 3,600 | 3,830 | +6.6 |

* AADT estimated by Growth Factor

Appendix B - AADT of Counting Stations - ordered by Station Nos.

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2014 as % of 2013 |
|----------|-----------|-----------|------------------|--------------------|---------------------|-------|-------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| 6646 | C | LD | Fei Ngo Shan Rd | Clear Water Bay Rd | Jat's Incline | 1,550 | 1,500 | -3.5 |
| 6647 | C | LD | Pak Kong Rd | Hiram's Highway | Pak Kong | 1,840 | 1,970 | +7.5 |
| 6649 | C | RR | Tai Mong Tsai Rd | Yan Yee Rd | Restricted boundary | 2,860 | 2,480 | -13.3 |
| 6651 | C | RR | Chui Ling Rd | King Ling Rd | Po Shun Rd | 5,740 | 5,920 | +3.1 |
| 6652 | C | LD | Yau King Lane | Lookout Link | End | 1,100 | 990 | -9.4 |

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--|---------------------------|--------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| A Kung Kok St | Hang Shun St | A Kung Kok Shan Rd | 5301 | LD | C | 12,230 | 12,490 | +2.2 |
| Aberdeen Main Rd | Aberdeen Praya Rd | Aberdeen Reservoir Rd | 1244 | DD | C | 11,460 | 11,810 | +3.0 |
| Aberdeen Main Rd | Aberdeen Reservoir Rd | Aberdeen Praya Rd | 1443 | DD | C | 23,790 * | 26,620 | +11.9 |
| Aberdeen Praya Rd | Aberdeen Main Rd | Aberdeen Main Rd | 1617 | PD | C | 43,760 * | 43,580 * | -0.4 |
| Aberdeen Praya Rd | Aberdeen Main Rd | Ap Lei Chau Bridge | 1834 | PD | C | 47,570 * | 47,370 * | -0.4 |
| Aberdeen Praya Rd | Shek Pai Wan Rd | Aberdeen Main Rd | 1222 | PD | C | 49,620 | 52,910 | +6.6 |
| Aberdeen Praya Rd | Shek Pai Wan Rd | Shek Pai Wan Rd | 1424 | PD | C | 31,050 * | 26,380 | -15.1 |
| Aberdeen Reservoir Rd | Aberdeen Main Rd | Country Park | 2601 | LD | C | 3,230 | 2,650 | -18.0 |
| Aberdeen Tunnel | Toll Plaza | North Portal | 1004 | UT | A | 65,540 | 65,040 | -0.8 |
| Aberdeen Tunnel | Wong Chuk Hang Rd | Aberdeen Tunnel Approach | 2005 | UT | C | 52,780 | 53,900 * | +2.1 |
| Access Rd to Concorde Rd | Prince Edward Rd E. (W-B) | Concorde Rd | 4062 | DD | C | 1,590 | 1,560 * | -1.9 |
| Anchor St | Tai Kok Tsui Rd | Tong Mi Rd | 4042 | DD | C | 9,780 | 9,480 * | -3.0 |
| Anderson Rd | Clear Water Bay Rd | Po Lam Rd | 3868 | DD | C | 3,290 * | 3,220 * | -1.9 |
| Ap Lei Chau Bridge & Ap Lei Chau Bridge Rd | Wong Chuk Hang Rd | Ap Lei Chau Est | 1017 | DD | A | 39,840 | 39,900 | +0.1 |
| Arbuthnot Rd | Hollywood Rd | Caine Rd | 1249 | LD | C | 10,200 | 10,260 | +0.6 |
| Argyle St | Fu Ning St | Lomond Rd | 3423 | PD | C | 44,750 * | 48,040 | +7.3 |
| Argyle St | Nathan Rd | Sai Yee St | 3422 | PD | C | 33,620 * | 35,570 | +5.8 |
| Argyle St | Nathan Rd | Shanghai St | 4043 | DD | C | 27,420 | 27,760 * | +1.2 |
| Argyle St | Shanghai St | Tong Mi Rd & Ferry St | 3843 | DD | C | 29,190 * | 29,560 * | +1.2 |
| Argyle St | Tin Kwong Rd | Lomond Rd | 3221 | PD | C | 51,680 | 55,140 | +6.7 |
| Argyle St | Yim Po Fong St | Sai Yee St | 3617 | PD | C | 47,660 * | 47,260 * | -0.8 |
| Argyle St & FO <K11B> | Kowloon City INT | Fu Ning St | 3618 | PD | C | 39,920 * | 39,180 * | -1.9 |
| Argyle St & FO <K13> | Princess Margaret Rd | Tin Kwong Rd | 4014 | PD | C | 54,500 | 53,490 * | -1.9 |
| Argyle St & FO <K13> | Princess Margaret Rd | Waterloo Rd | 3816 | PD | C | 69,440 * | 68,150 * | -1.9 |
| Argyle St & FO <K13> | Waterloo Rd | Yim Po Fong St | 4204 | PD | B | 47,080 | 49,160 | +4.4 |
| Argyle St FO <K11B> | Prince Edward Rd W | Kowloon City INT | 3619 | PD | C | 31,330 * | 30,750 * | -1.9 |
| Arran St | Tong Mi Rd | Shanghai St | 4601 | LD | C | 3,980 | 4,410 | +10.7 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|----------------------------|-------------------|-------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Arsenal St FO <H70> & GL | Queensway | Gloucester Rd E-B | 1412 | PD | C | 25,130 * | 24,930 | -0.8 |
| Austin Ave & Kimberley Rd | Observatory Rd | Austin Rd | 3485 | LD | C | 10,080 * | 9,780 | -2.9 |
| Austin Rd | Canton Rd | Nathan Rd | 3445 | DD | C | 36,590 * | 32,750 | -10.5 |
| Austin Rd | Cox's Rd | Chatham Rd S | 3013 | DD | A | 32,460 | 31,990 | -1.4 |
| Austin Rd | Nathan Rd | Cox's Rd | 3646 | DD | C | 24,340 * | 23,880 * | -1.9 |
| Austin Rd W | Lin Cheung Rd | Canton Rd | 3710 | PD | C | 15,230 * | 15,160 * | -0.4 |
| Austin Rd W | Lin Cheung Rd | Nga Cheung Rd | 4094 | PD | C | 12,080 | 12,030 * | -0.4 |
| Bailey St | Ma Tau Wai Rd | Hung Hom Rd | 3887 | DD | C | 13,820 * | 14,000 * | +1.2 |
| Barker Rd | Old Peak Rd | Peak Rd | 2602 | LD | C | 1,320 | 1,100 | -17.3 |
| Beach Rd | Repulse Bay Rd | South Bay Rd | 2603 | LD | C | 1,840 | 1,860 | +1.4 |
| Belcher's St | Sands St | Queen's Rd W | 1012 | DD | A | 8,260 | 7,980 | -3.4 |
| Belcher's St | Smithfield Rd | Sands St | 2025 | DD | C | 17,620 | 17,500 * | -0.7 |
| Belcher's St & Victoria Rd | Smithfield Rd | Mount Davis Rd | 2206 | DD | B | 8,770 | 9,110 | +3.9 |
| Belfran Rd | Knight St | End | 4602 | LD | C | 390 | 430 | +11.8 |
| Bisney Rd | Pok Fu Lam Rd | Consort Rise | 2604 | LD | C | 3,280 | 3,210 | -2.0 |
| Blue Pool Rd | Sing Woo Rd | Tai Hang Rd | 1453 | DD | C | 14,240 * | 14,140 | -0.7 |
| Bonham Rd | Park Rd | Seymour Rd | 1228 | DD | C | 7,830 | 7,810 | -0.2 |
| Bonham Rd | Pok Fu Lam Rd | Park Rd | 1428 | DD | C | 16,090 * | 16,000 | -0.6 |
| Borrett Rd | Kennedy Rd | End | 2605 | LD | C | 5,290 | 5,430 | +2.7 |
| Boundary St | Embankment Rd | Knight St | 3637 | PD | C | 51,810 * | 51,370 * | -0.8 |
| Boundary St | Knight St | Waterloo Rd | 3830 | PD | C | 36,770 * | 36,460 * | -0.8 |
| Boundary St | Lai Chi Kok Rd | Tai Kok Tsui Rd | 3860 | DD | C | 11,240 * | 10,900 * | -3.0 |
| Boundary St | Nathan Rd | Lai Chi Kok Rd | 4025 | PD | C | 18,020 | 17,870 * | -0.8 |
| Boundary St | Nathan Rd | Sai Yee St | 3232 | PD | C | 26,090 | 24,430 | -6.4 |
| Boundary St | Sai Yee St | Tai Hang Tung Rd | 3435 | PD | C | 35,120 * | 35,190 | +0.2 |
| Boundary St | Tai Hang Tung Rd | Embankment Rd | 4202 | PD | B | 49,050 | 47,180 | -3.8 |
| Boundary St | Waterloo Rd | La Salle Rd | 4026 | PD | C | 33,790 | 33,510 * | -0.8 |
| Boundary St & FO <K11A> | La Salle Rd | Junction Rd | 3233 | PD | C | 28,510 | 26,910 | -5.6 |
| Braemar Hill Rd | Tin Hau Temple Rd | Cloud View Rd | 1862 | LD | C | 11,090 * | 11,010 * | -0.7 |
| Brair Ave | Blue Pool Rd | Green Lane | 2606 | LD | C | 580 | 580 | +1.1 |
| Bride's Pool Rd | Ting Kok Rd | Luk Keng Rd | 6601 | LD | C | 920 | 1,280 | +39.4 |
| Bulkeley St | Whampoa St | Dock St | 4603 | LD | C | 3,600 | 3,750 | +4.2 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|----------------------------------|----------------------------|---------------------------|----------|-----------|-----------|----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Butterfly Valley Rd | Butterfly Valley INT | Castle Peak Rd | 3432 | PD | C | 15,760 * | 15,390 | -2.4 |
| Butterfly Valley Rd | Cheung Sha Wan Rd | Castle Peak Rd | 3229 | PD | C | 15,700 | 16,700 | +6.4 |
| Butterfly Valley Rd | Lai Chi Kok Rd | Cheung Sha Wan Rd | 4022 | PD | C | 32,520 | 32,390 * | -0.4 |
| Caine Rd | Aberdeen St | Arbuthnot Rd | 1229 | DD | C | 10,320 | 9,680 | -6.2 |
| Caine Rd | Seymour Rd | Aberdeen St | 1013 | DD | A | 11,430 | 11,180 | -2.2 |
| Canal Rd E | Hennessy Rd | Sharp St E | 1240 | DD | C | 1,880 | 1,770 | -5.5 |
| Canal Rd FO <H110> | Sharp St E. | Sports Rd | 2003 | UT | C | 68,890 | 67,990 * | -1.3 |
| Canal Rd FO <H110> | Sports Rd | Aberdeen Tunnel N. Portal | 2004 | UT | C | 40,640 | 41,490 * | +2.1 |
| Canal Rd FO <H110> down-ramp N-B | Aberdeen Tunnel | Wong Nai Chung Rd | 2044 | DD | C | 11,960 | 11,870 * | -0.7 |
| Canal Rd FO <H110> down-ramp S-B | Canal Rd FO <H110> S-B | Morrison Hill Rd | 2043 | PD | C | 11,970 | 11,920 * | -0.4 |
| Canal Rd FO <H110> up-ramp N-B | Morrison Hill Rd | Canal Rd FO <H110> N-B | 2006 | PD | C | 17,720 | 17,640 * | -0.4 |
| Canal Rd FO <H110> up-ramp S-B | Wong Nai Chung Rd | Aberdeen Tunnel | 2007 | UT | C | 10,130 | 10,350 * | +2.1 |
| Canal Rd FO <H73> down-ramp S-B | Canal Rd FO <H110> S-B | Canal Rd E | 2024 | PD | C | 17,850 | 17,610 * | -1.3 |
| Canal Rd FO <H73> up-ramp N-B | Canal Rd W | Canal Rd FO <H110> N-B | 2008 | PD | C | 18,590 | 18,350 * | -1.3 |
| Canal Rd FO <H75 & H110> | Cross Harbour Tunnel S INT | Sharp St E | 2002 | UT | C | 105,310 | 103,930 * | -1.3 |
| Canal Rd W | Hennessy Rd | Sharp St W | 1241 | DD | C | 3,440 | 3,180 | -7.6 |
| Canton Rd | Austin Rd | Jordan Rd | 3214 | PD | C | 56,700 | 55,870 | -1.5 |
| Canton Rd | Austin Rd | Kowloon Park Drive | 3007 | PD | A | 66,250 | 79,010 | +19.3 |
| Canton Rd | Jordan Rd | Saigon St | 3877 | LD | C | 3,760 * | 3,690 * | -1.9 |
| Canton Rd | Kansu St | Public Square St | 3281 | LD | C | 5,940 | 5,270 | -11.3 |
| Canton Rd | Kansu St | Saigon St | 4076 | LD | C | 7,450 | 7,310 * | -1.9 |
| Canton Rd | Salisbury Rd | Kowloon Park Drive | 4604 | LD | C | 12,480 | 11,420 | -8.4 |
| Cape Collinson Rd | Shek O Rd | Restriction boundary | 2607 | LD | C | 650 | 740 | +15.3 |
| Carmel Rd & Cape Rd | Stanley Village Rd | Chung Hom Kok Rd | 1255 | LD | C | 7,560 | 8,060 | +6.6 |
| Caroline Hill Rd | Leighton Rd | Yun Ping Rd | 2608 | LD | C | 5,340 | 4,640 | -13.0 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--|---------------------------|-----------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Castle Peak Rd | Kom Tsun St | Tung Chau West St | 3668 | DD | C | 7,160 * | 6,950 * | -3.0 |
| Castle Peak Rd | Kweilin St | Slip rd adjoining Tai Po Rd | 3465 | DD | C | 3,260 * | 3,390 | +4.1 |
| Castle Peak Rd | Lai Chi Kok INT | Butterfly Valley INT | 3632 | PD | C | 15,080 * | 15,020 * | -0.4 |
| Castle Peak Rd | Tai Nan West St | Hing Wah St | 3261 | DD | C | 16,990 | 16,600 | -2.3 |
| Castle Peak Rd | Tonkin St | Hing Wah St | 4056 | DD | C | 12,510 | 12,130 * | -3.0 |
| Castle Peak Rd | Tonkin St | Yen Chow St | 3856 | DD | C | 24,240 * | 23,500 * | -3.0 |
| Castle Peak Rd | Tung Chau West St | Tai Nan West St | 3466 | DD | C | 9,720 * | 9,910 | +2.0 |
| Castle Peak Rd | Yen Chow St | Slip rd adjoining Tai Po Rd | 3667 | DD | C | 28,030 * | 28,380 * | +1.2 |
| Castle Peak Rd - Castle Peak Bay | Pui To Rd | Tuen Hing Rd | 5841 | DD | C | 19,580 * | 19,370 * | -1.1 |
| Castle Peak Rd - Castle Peak Bay | Pui To Rd | Tuen Mun Heung Sze Wui Rd | 6036 | DD | C | 13,410 | 13,270 * | -1.1 |
| Castle Peak Rd - Castle Peak Bay | Sam Shing St | Tuen Hing Rd | 5642 | DD | C | 14,950 * | 14,790 * | -1.1 |
| Castle Peak Rd - Hung Shui Kiu | Tin Ha Rd | Lam Tei INT | 6213 | RT | B | 30,520 | 33,510 | +9.8 |
| Castle Peak Rd - Kwai Chung | Ching Cheung Rd | Tai Wo INT | 6203 | PD | B | 27,380 | 27,490 | +0.4 |
| Castle Peak Rd - Kwai Chung | Kwai Chung Rd RA | Ting Kwok St | 5408 | PD | C | 51,160 * | 51,390 | +0.4 |
| Castle Peak Rd - Kwai Chung | Kwai Chung Rd RA | Wo Yi Hop Rd | 5205 | PD | C | 19,460 | 17,360 | -10.8 |
| Castle Peak Rd - Kwai Chung | Tai Wo INT | Wo Yi Hop Rd | 5004 | PD | A | 25,520 | 25,490 | -0.1 |
| Castle Peak Rd - Kwai Chung | Wah Yiu Rd | Tai Wo INT | 5872 | PD | C | 19,930 * | 21,290 * | +6.8 |
| Castle Peak Rd - Kwai Chung access rds A & B | Slip rd to Texaco Rd N. | Slip rd to Texaco Rd | 6066 | PD | C | 8,480 | 9,050 * | +6.8 |
| Castle Peak Rd - Kwu Tung | Fan Kam Rd | Pak Shek Au Footbridge | 6602 | LD | C | 10,670 | 11,120 | +4.2 |
| Castle Peak Rd - Lingnan | Fu Tei Rd | Lam Tei INT | 5296 | DD | C | 9,190 | 8,860 | -3.6 |
| Castle Peak Rd - Ping Shan | Ping Ha Rd | Ma Wang Rd | 6049 | RT | C | 25,040 | 24,880 * | -0.6 |
| Castle Peak Rd - Ping Shan | Ping Ha Rd | Tin Ha Rd | 5252 | RT | C | 15,780 | 17,050 | +8.0 |
| Castle Peak Rd - Ping Shan | Yuen Long Tai Yuk Rd | Ma Wang Rd | 5236 | DD | C | 16,870 | 18,930 | +12.2 |
| Castle Peak Rd - San Hui | Chung Wong Toi INT | Fu Tei Rd | 5202 | UT | C | 9,540 | 10,110 | +6.0 |
| Castle Peak Rd - San Hui | Tuen Mun Heung Sze Wui Rd | Chung Wong Toi INT | 5239 | PD | C | 10,560 | 10,000 | -5.3 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---|----------------------------------|----------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Castle Peak Rd - Sham Tseng, Tsing Lung Tau & Tai Lam | Sham Tseng | Siu Lam | 5657 | RR | C | 11,120 * | 11,000 * | -1.1 |
| Castle Peak Rd - So Kwun Wat & Castle Peak Bay | Siu Lam | Sam Shing St | 6052 | RR | C | 19,070 | 18,870 * | -1.1 |
| Castle Peak Rd - Tam Mi, Mai Po & San Tin | Fairview Park Boulevard | Lok Ma Chau Rd | 5257 | RR | C | 12,620 | 10,600 | -16.0 |
| Castle Peak Rd - Tsuen Wan | Chung On St | Tai Ho Rd | 5206 | PD | C | 28,560 | 25,150 | -11.9 |
| Castle Peak Rd - Tsuen Wan | Sha Tsui Rd | Tuen Mun Rd | 5811 | PD | C | 42,960 * | 45,880 * | +6.8 |
| Castle Peak Rd - Tsuen Wan | Slip rd A to Texaco Rd | Chung On St | 5810 | PD | C | 31,310 * | 33,440 * | +6.8 |
| Castle Peak Rd - Tsuen Wan | Slip rd A to Texaco Rd | Ting Kwok St | 5609 | PD | C | 54,790 * | 58,520 * | +6.8 |
| Castle Peak Rd - Tsuen Wan | Tai Ho Rd | Tai Chung Rd | 5409 | PD | C | 32,090 * | 31,080 | -3.1 |
| Castle Peak Rd - Tsuen Wan | Tsuen King Circuit | Sha Tsui Rd | 5610 | PD | C | 29,560 * | 31,570 * | +6.8 |
| Castle Peak Rd - Tsuen Wan | Tsuen King Circuit | Tai Chung Rd | 5410 | PD | C | 33,700 * | 31,970 | -5.1 |
| Castle Peak Rd - Tsuen Wan ramps A & B | Tuen Mun Rd | Castle Peak Rd - Tsuen Wan | 5267 | PD | C | 23,310 | 26,710 | +14.6 |
| Castle Peak Rd - Tsuen Wan, Ting Kau & Sham Tseng | Tuen Mun Rd | Sham Tseng | 6209 | RR | B | 12,510^ | 12,270 | -1.9 |
| Castle Peak Rd - Yuen Long | Yuen Long On Lok Rd | Kam Tin Rd | 5019 | RT | A | 34,530 | 36,490 | +5.7 |
| Castle Rd | Robinson Rd | Seymour Rd | 1861 | LD | C | 3,340 * | 3,310 * | -0.7 |
| Castle Rd | Seymour Rd | Caine Rd | 1840 | DD | C | 3,400 * | 3,380 * | -0.7 |
| Causeway Bay FO <H225> S-B | Victoria Park Rd E-B | Gloucester Rd | 1215 | PD | C | 13,120 | 11,280 | -14.0 |
| Causeway Rd | Hing Fat St | Tin Hau Temple Rd | 1415 | PD | C | 26,090 * | 21,830 | -16.3 |
| Causeway Rd | Shelter St | Hing Fat St | 2214 | PD | B | 37,440 | 36,020 | -3.8 |
| Causeway Rd | Tung Lo Wan Rd | Shelter St | 1213 | PD | C | 32,940 | 33,930 | +3.0 |
| Cha Kwo Ling Rd | Lei Yue Mun Rd | Wai Yip St | 3484 | DD | C | 22,950 * | 23,980 | +4.5 |
| Cha Kwo Ling Rd | Wai Yip St | Ko Chiu Rd | 4074 | DD | C | 16,200 | 15,900 * | -1.9 |
| Chai Wan Rd | Church St | Island Eastern Corridor Approach | 1615 | PD | C | 11,780 * | 11,740 * | -0.4 |
| Chai Wan Rd | Island Eastern Corridor Approach | Tai Tam Rd | 1009 | PD | A | 25,120 | 25,110 | -0.1 |
| Chai Wan Rd | Tai Tam Rd | Wan Tsui Rd | 1220 | PD | C | 17,300 | 18,670 | +7.9 |

* AADT estimated by Growth Factor

C-5

^ 2013 AADT figure is adjusted

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--|---------------------------|-----------------------------|----------|-----------|-----------|----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Chai Wan Rd | Wan Tsui Rd | Wing Tai Rd | 1420 | PD | C | 19,200 * | 17,220 | -10.3 |
| Chai Wan Rd | Wing Tai Rd | Sun Yip St | 1254 | DD | C | 23,150 | 23,720 | +2.5 |
| Chap Wai Kon St | Bus Terminus | Siu Lek Yuen Rd | 5104 | LD | A | 6,930 | 6,390 | -7.8 |
| Chatham Court | Kimberley Rd | Chatham Rd S | 4605 | LD | C | 3,190 | 2,670 | -16.4 |
| Chatham Rd FO <K20> | Gascoigne Rd | Princess Margaret Rd | 3615 | PD | C | 20,660 * | 20,280 * | -1.9 |
| Chatham Rd N | San Lau St | Wo Chung St | 3412 | PD | C | 36,410 * | 31,600 | -13.2 |
| Chatham Rd N | Wuhu St | Chatham Rd N (GL) | 3212 | PD | C | 107,650 | 106,760 | -0.8 |
| Chatham Rd N | Wuhu St | Hong Chong Rd | 4208 | PD | B | 116,410 | 113,010 | -2.9 |
| Chatham Rd N & Ma Tau Wai Rd | San Lau St | Chi Kiang St | 4212 | PD | B | 34,060 | 34,900 | +2.4 |
| Chatham Rd N underpass nr Wuhu St | Chatham Rd N | Gillies Ave S | 3839 | DD | C | 12,660 * | 12,810 * | +1.2 |
| Chatham Rd S | Austin Rd & Cheong Wan Rd | Gascoigne Rd | 3809 | PD | C | 49,000 * | 48,090 * | -1.9 |
| Chatham Rd S | Cameron Rd | Observatory Rd | 3607 | PD | C | 34,480 * | 33,840 * | -1.9 |
| Chatham Rd S | Chatham Rd FO <K20> | Hong Chong Rd | 4006 | PD | C | 138,520 | 135,960 * | -1.9 |
| Chatham Rd S | Mody Rd | Cameron Rd | 3411 | PD | C | 27,410 * | 24,570 | -10.4 |
| Chatham Rd S | Observatory Rd | Austin Rd & Cheong Wan Rd | 3608 | PD | C | 50,300 * | 49,370 * | -1.9 |
| Chatham Rd S | Salisbury Rd | Mody Rd | 3005 | PD | A | 15,140 | 16,060 | +6.1 |
| Che Kung Miu Rd | Lion Rock Tunnel Rd | Sha Tin Tau Rd | 5815 | PD | C | 21,720 * | 21,830 * | +0.5 |
| Che Kung Miu Rd | Mei Tin Rd | Sha Tin Tau Rd | 5615 | PD | C | 19,080 * | 19,180 * | +0.5 |
| Che Kung Miu Rd | Mei Tin Rd | Tin Sam St | 5844 | DD | C | 18,980 * | 18,720 * | -1.3 |
| Chek Lap Kok S Rd | Eastern End at Tung Chung | Western End at Chek Lap Kok | 5032 | DD | A | 15,630 | 16,260 | +4.0 |
| Cheong Tung Rd S | Hung Lai Rd | Hung Ling St | 3302 | DD | C | 4,110 | 4,380 | +6.3 |
| Cheong Tung Rd S | Hung Luen Rd | Hung Lai Rd | 3505 | DD | C | 4,040 * | 5,840 | +44.5 |
| Cheong Tung Rd S slip rd down ramp S-B | Princess Margaret Rd Link | Hung Luen Rd Roundabout | 4098 | DD | C | 3,490 | 3,530 * | +1.2 |
| Cheong Tung Rd S slip rd up ramp N-B | Hung Luen Rd Roundabout | Princess Margaret Rd Link | 4099 | DD | C | 14,830 | 15,010 * | +1.2 |
| Cheong Wan Rd | Yuk Choi Rd up-ramp | Chatham Rd S | 3242 | DD | C | 40,570 | 40,560 | 0.0 |
| Cheong Wan Rd | Yuk Choi Rd up-ramp | Railway Terminus | 3243 | DD | C | 23,410 | 23,290 | -0.5 |
| Cheong Wan Rd & Gillies Ave S | Railway Terminus | Wuhu St | 4207 | DD | B | 18,160 | 17,840 | -1.8 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--------------------------------------|---|---|----------|-----------|-----------|-----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Cherry St | Tai Kok Tsui Rd | Lin Cheung Rd | 3651 | DD | C | 34,360 * | 33,310 * | -3.0 |
| Cherry St | Tong Mi Rd | Up-ramp to West Kowloon Corridor | 3842 | DD | C | 29,400 * | 28,500 * | -3.0 |
| Cherry St Underpass | Cherry St | End | 4090 | DD | C | 12,630 | 12,250 * | -3.0 |
| Cheung Lee St | Hong Man St | Kut Shing St | 1102 | LD | A | 4,370 | 4,130 | -5.5 |
| Cheung Pei Shan Rd | Shek Wai Kok Rd | Lo Wai Rd | 5834 | PD | C | 32,550 * | 34,760 * | +6.8 |
| Cheung Pei Shan Rd | Tsuen Kam INT | Shek Wai Kok Rd | 5411 | PD | C | 33,830 * | 29,580 | -12.6 |
| Cheung Sha Wan Rd | Nam Cheong St | Wong Chuk St | 3626 | PD | C | 23,720 * | 23,520 * | -0.8 |
| Cheung Sha Wan Rd | Poplar St | Boundary St | 3224 | PD | C | 34,530 | 35,690 | +3.4 |
| Cheung Sha Wan Rd | Poplar St | Wong Chuk St | 3426 | PD | C | 15,660 * | 17,290 | +10.4 |
| Cheung Sha Wan Rd | Tai Nan W St | Hing Wah St | 3427 | PD | C | 32,630 * | 35,080 | +7.5 |
| Cheung Sha Wan Rd | Tai Nan W St | Tung Chau W St | 3627 | PD | C | 42,220 * | 42,050 * | -0.4 |
| Cheung Sha Wan Rd | Tonkin St | Hing Wah St | 3225 | PD | C | 23,350 | 24,880 | +6.6 |
| Cheung Sha Wan Rd | Tonkin St | Yen Chow St | 4018 | PD | C | 30,330 | 30,200 * | -0.4 |
| Cheung Sha Wan Rd | Yen Chow St | Nam Cheong St | 3820 | PD | C | 24,540 * | 24,330 * | -0.8 |
| Cheung Sha Wan Rd & Lai Chi Kok Rd | Butterfly Valley Rd | Lai Chi Kok Bay Bridge | 3825 | PD | C | 52,750 * | 52,530 * | -0.4 |
| Cheung Sha Wan Rd & up-ramp | Kom Tsun St | Tung Chau West St | 3628 | PD | C | 55,090 * | 54,860 * | -0.4 |
| Cheung Shan Est Rd W | Cheung Shan Est Rd E | Wo Yi Hop Rd | 5882 | LD | C | 1,630 * | 1,640 * | +0.8 |
| Cheung Shun St | Kom Tsun St | Tai Nam West St | 3101 | LD | A | 11,660 | 9,630 | -17.4 |
| Cheung Tsing Highway | Western end of Cheung Tsing Tunnel slip rds to & from Tsing Yi Rd W | Tsing Yi NW INT southern tip | 5509 | EX | C | 101,280 * | 91,090 | -10.1 |
| Cheung Tsing Tunnel & Rambler Bridge | Rambler Bridge eastern end | Western end of Cheung Tsing Tunnel slip rds to & from Tsing Yi Rd W | 5034 | EX | A | 67,930 | 70,940 | +4.4 |
| Cheung Wing Rd | Wo Yi Hop Rd | Kwai Chung Rd RA | 5221 | DD | C | 41,210 | 39,780 | -3.5 |
| Cheung Yip St | Sheung Yee Rd | Sea shore | 4606 | LD | C | 8,350 | 7,430 | -11.1 |
| Chi Cheong Rd | San Wan Rd | Lung Sum Ave | 5283 | LD | C | 7,090 | 7,720 | +8.9 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|----------------------------|----------------------------------|----------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Chi Fu Rd | Pok Fu Lam Rd | Pok Fu Lam Rd | 2609 | LD | C | 5,400 | 5,260 | -2.6 |
| Chi Kiang St | To Kwa Wan Rd | Ma Tau Wai Rd | 3654 | DD | C | 8,850 * | 8,960 * | +1.2 |
| Chi Ma Wan Rd | South Lantau Rd | Chi Sun Correctional Institution | 5464 | RR | C | 130 * | 120 | -8.9 |
| Chi Ming St | Jockey Club Rd | Chi Cheong Rd | 5491 | DD | C | 4,700 * | 4,710 | +0.3 |
| Ching Cheung Rd | Castle Peak Rd | Tai Po Rd INT | 3205 | UT | C | 97,430 | 97,050 | -0.4 |
| Ching Cheung Rd | Kwai Chung Rd | Castle Peak Rd FO <K2> | 4003 | UT | C | 55,810 | 55,570 * | -0.4 |
| Ching Cheung Rd slip rd | Ching Cheung Rd | Container Port Rd | 3704 | PD | C | 13,990 * | 13,930 * | -0.4 |
| Ching Hiu Rd | Pak Wo Rd | Po Kin Rd | 6111 | LD | C | 5,610 | 5,550 * | -1.1 |
| Ching Hong Rd | Chung Mei Rd | Tsing Yi Rd | 5653 | LD | C | 11,290 * | 11,390 * | +0.8 |
| Ching Hong Rd | Tsing Yi Rd W | Chung Mei Rd | 5655 | LD | C | 10,110 * | 10,190 * | +0.8 |
| Ching Tak St | Tung Tau Tsuen Rd | Shatin Pass Rd | 4652 | LD | C | 7,420 | 7,670 | +3.4 |
| Chiu Shun Rd | Ngan O Rd | Wan Po Rd RA | 5503 | DD | C | 16,420 * | 18,540 | +12.9 |
| Chiu Shun Rd | Po Ning Rd | Ngan O Rd | 5295 | DD | C | 11,600 | 12,110 | +4.4 |
| Choi Hung Rd | Hammer Hill Rd | Po Kong Village Rd | 3259 | DD | C | 14,690 | 15,340 | +4.4 |
| Choi Hung Rd | Hammer Hill Rd | Prince Edward Rd E | 4059 | DD | C | 5,230 | 5,070 * | -3.0 |
| Choi Hung Rd | Lok Sin Rd | Shatin Pass Rd | 3854 | DD | C | 33,340 * | 32,320 * | -3.0 |
| Choi Hung Rd | Shatin Pass Rd | Po Kong Village Rd | 4054 | DD | C | 35,770 | 34,680 * | -3.0 |
| Choi Hung Rd & FO <K10A> | Prince Edward Rd E | End of down-ramp | 3258 | DD | C | 33,630 | 34,320 | +2.1 |
| Choi Hung Rd FO <K10B> | Choi Hung Rd | Prince Edward Rd E | 3463 | DD | C | 16,750 * | 17,380 | +3.7 |
| Choi Hung Rd nr Lok Sin Rd | Choi Hung Rd FO <K10A> down-ramp | Choi Hung Rd #34 | 3665 | DD | C | 36,300 * | 35,200 * | -3.0 |
| Choi Yuen Rd | Po Shek Wu Rd | Yuk Po Court | 5251 | DD | C | 17,460 | 16,610 | -4.9 |
| Chong San Rd | Fo Yin Rd | Nr Science Park Rd | 5909 | DD | C | 14,770 * | 14,610 * | -1.1 |
| Chuen On Rd | Chung Nga Rd northern junction | Tung Leung Rd | 5488 | LD | C | 5,200 * | 4,500 | -13.4 |
| Chuen On Rd | Chung Nga Rd southern junction | Tung Leung Rd | 5482 | LD | C | 5,630 * | 4,780 | -15.1 |
| Chui Ling Rd | King Ling Rd | Po Shun Rd | 6651 | RR | C | 5,740 | 5,920 | +3.1 |
| Chui Tin St | Che Kung Miu Rd | Hung Mui Kuk Rd | 5101 | LD | A | 11,230 | 11,260 | +0.2 |
| Chuk Yuen Rd | Junction Rd | Ma Chai Hang Rd | 3496 | DD | C | 12,950 * | 14,740 | +13.8 |
| Chuk Yuen Rd | Ma Chai Hang Rd | Nga Chuk St | 3700 | DD | C | 9,430 * | 9,140 * | -3.0 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|----------------------------|--|--|----------|-----------|-----------|-----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Chun Pin St | Ta Chuen Ping St | Lei Muk Rd | 6639 | LD | C | 5,360 | 5,200 | -3.0 |
| Chun Wah Rd | Hong Ning Rd | Ngau Tau Kok Rd | 3269 | DD | C | 15,910 | 16,870 | +6.0 |
| Chung Hom Kok Rd | Stanley Gap Rd | End | 2610 | LD | C | 1,310 | 1,660 | +27.0 |
| Chung Mei Rd | Tsing Yi Heung Sze Wui Rd | Ching Hong Rd | 5854 | LD | C | 9,860 * | 9,940 * | +0.8 |
| Chung Nga Rd | Ting Kok Rd | Ting Lai Rd | 5875 | DD | C | 3,100 * | 3,070 * | -1.1 |
| Chung On St | Castle Peak Rd - Tsuen Wan | Tsuen Wan Market St | 5633 | DD | C | 6,680 * | 6,740 * | +0.8 |
| Chung On St | Sha Tsui Rd | Yeung Uk Rd | 5228 | DD | C | 8,760 | 9,240 | +5.5 |
| Chung On St | Tsuen Wan Market St | Sha Tsui Rd | 5434 | DD | C | 9,620 * | 9,090 | -5.5 |
| Clear Water Bay Rd | Anderson Rd | Hiram's Highway | 5017 | RR | A | 30,070 | 30,520 | +1.5 |
| Clear Water Bay Rd | Hang Hau Rd | Hiram's Highway | 5466 | RR | C | 17,770 * | 17,750 | -0.1 |
| Clear Water Bay Rd | Lung Cheung Rd | Kwun Tong Rd | 3625 | PD | C | 34,360 * | 34,210 * | -0.4 |
| Clear Water Bay Rd | Lung Cheung Rd | New Clear Water Bay Rd western junction | 4217 | PD | B | 80,470 | 77,150 | -4.1 |
| Clear Water Bay Rd | New Clear Water Bay Rd eastern junction | Anderson Rd | 4028 | PD | C | 29,930 | 29,370 * | -1.9 |
| Clear Water Bay Rd | New Clear Water Bay Rd northern junction | New Clear Water Bay Rd southern junction | 3019 | DD | A | 27,770 | 25,510 | -8.1 |
| Clear Water Bay Rd | Tai Hang Tun | Hang Hau Rd | 5661 | RR | C | 8,400 * | 8,280 * | -1.3 |
| Cloud View Rd | Tin Hau Temple Rd | Yee King Rd | 1237 | DD | C | 9,390 | 9,860 | +5.1 |
| Cloud View Rd | Yee King Rd | Braemar Hill Rd | 1639 | LD | C | 8,380 * | 8,320 * | -0.7 |
| Cochrane St | Queen's Rd C | Wellington St | 2405 | LD | B | 720 | 630 | -12.7 |
| Conduit Rd | Kotewall Rd | Glenealy | 1105 | LD | A | 12,670 | 13,460 | +6.3 |
| Connaught Rd C | Cleverly St | Gilman St | 2207 | PD | B | 39,440 | 43,670 | +10.7 |
| Connaught Rd C | Gilman St | Queen Victoria St | 1208 | PD | C | 129,320 | 111,460 | -13.8 |
| Connaught Rd C & underpass | Pedder St | Cotton Tree Drive | 1030 | UT | A | 136,030 | 112,760 | -17.1 |
| Connaught Rd C & underpass | Queen Victoria St | Harbour View St | 1409 | PD | C | 124,620 * | 130,240 | +4.5 |
| Connaught Rd C & W | Queen St | Cleverly St | 1207 | PD | C | 29,500 | 31,020 | +5.2 |
| Connaught Rd FO <H173> | Ramp nr Gilman St | The nearest diverging & merging points west of Shun Tak Centre | 2216 | PD | B | 84,650 | 88,890 | +5.0 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---------------------------------|--|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Connaught Rd W | Sutherland St | Eastern St | 1407 | PD | C | 48,040 * | 38,370 | -20.1 |
| Connaught Rd W | Sutherland St | Queen St | 2011 | PD | C | 48,720 | 48,080 * | -1.3 |
| Connaught Rd W | Water St | Eastern St | 1006 | PD | A | 47,890 | 49,540 | +3.5 |
| Connaught Rd W (GL) | Des Voeux Rd W | Water St | 1837 | DD | C | 15,800 * | 15,250 * | -3.5 |
| Container Port Rd S | Ching Cheung Rd | End | 5693 | LD | C | 35,620 * | 35,920 * | +0.8 |
| Container Port Rd S | Container Port Rd RA nr Container Terminal 2 | North of Princess Margaret Hospital - Interchange | 6089 | DD | C | 34,190 | 34,480 * | +0.8 |
| Container Port Rd S | Kwai Tai Rd RA | Container Port Rd RA nr Container Terminal 2 | 6087 | DD | C | 18,180 | 18,340 * | +0.8 |
| Container Port Rd S | N/O PMH INT | S/O PMH INT | 6214 | LD | B | 19,940 | 21,540 | +8.0 |
| Container Port Rd S | S/O PMH INT | Ching Cheung Rd | 5893 | DD | C | 29,680 * | 29,930 * | +0.8 |
| Cornwall St | Waterloo Rd | Nam Cheong St | 4206 | DD | B | 20,090 | 20,660 | +2.8 |
| Cotton Tree Drive | Garden Rd | Kennedy Rd slip rd | 1608 | PD | C | 50,360 * | 50,140 * | -0.4 |
| Cotton Tree Drive | Queensway | Connaught Rd C | 1411 | PD | C | 45,510 * | 50,820 | +11.7 |
| Cotton Tree Drive | Queensway | Slip rd to Kennedy Rd | 2212 | PD | B | 50,370 | 49,350 | -2.0 |
| Cox's Rd | Austin Rd | Jordan Rd | 3486 | LD | C | 10,290 * | 10,950 | +6.4 |
| Cross Harbour Tunnel | Toll Plaza | South Portal | 1022 | UT | A | 118,170 | 116,050 | -1.8 |
| Cross Harbour Tunnel N Approach | Toll Plaza | Hong Chong Rd | 3201 | UT | C | 114,400 | 117,070 | +2.3 |
| Cumberland Rd | Boundary St | Rutland Quadrant | 4608 | LD | C | 3,800 | 4,280 | +12.6 |
| Cyberport Rd | Victoria Rd | Sha Wan Drive | 1644 | LD | C | 11,650 * | 11,570 * | -0.7 |
| D'Aguilar St | Queen's Rd C | Wyndham St | 2404 | LD | B | 6,650 | 6,310 | -5.0 |
| Dai Kwai St | Ting Kok Rd | Dai Chong St | 6619 | LD | C | 4,660 | 3,880 | -16.9 |
| Deep Bay Rd | Lau Fau Shan Rd | Nam Sha Po | 6603 | LD | C | 1,890 | 2,040 | +7.9 |
| Deep Water Bay Rd | Nam Fung Rd | Island Rd | 2612 | LD | C | 4,390 | 4,360 | -0.7 |
| Deep Water Bay Rd | Nam Fung Rd | Wong Nai Chung Gap Rd | 1858 | DD | C | 10,620 * | 10,410 * | -1.9 |
| Des Voeux Rd C | Morrison St | Queen Victoria St | 2209 | DD | B | 6,230 | 6,550 | +5.3 |
| Des Voeux Rd C | Pedder St | Garden Rd | 1843 | DD | C | 6,650 * | 6,420 * | -3.5 |
| Des Voeux Rd C | Queen Victoria St | Pedder St | 2030 | DD | C | 16,140 | 15,590 * | -3.5 |
| Des Voeux Rd W | Belcher's St | Hill Rd | 1426 | DD | C | 7,600 * | 7,460 | -1.8 |
| Des Voeux Rd W | Connaught Rd C | Queen St | 1623 | DD | C | 10,840 * | 10,470 * | -3.5 |

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Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|----------------------------|-----------------------------------|-----------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Des Voeux Rd W | Eastern St | Queen St | 2028 | DD | C | 11,160 | 10,780 * | -3.5 |
| Des Voeux Rd W | Hill Rd | Water St | 2026 | DD | C | 13,120 | 12,660 * | -3.5 |
| Des Voeux Rd W | Water St | Western St | 2027 | DD | C | 10,440 | 10,080 * | -3.5 |
| Des Voeux Rd W | Western St | Eastern St | 1839 | DD | C | 10,460 * | 10,100 * | -3.5 |
| Dundas St | Ferry St | Shanghai St | 3102 | LD | A | 6,820 | 6,760 | -0.9 |
| Dundas St | Shanghai St | Nathan Rd | 4035 | DD | C | 2,430 | 2,460 * | +1.2 |
| Dyer Ave | Dock St | Wan Hoi St | 4609 | LD | C | 3,810 | 3,850 | +1.1 |
| Eagle's Nest Tunnel | Toll Plaza | South Portal | 5037 | EX | A | 42,900 | 46,900 | +9.3 |
| East Kowloon Corridor <FO> | Ma Tau Kok Rd | Chatham Rd N | 4213 | UT | B | 76,930 | 77,910 | +1.3 |
| Eastern Harbour Crossing | Toll Plaza | South Portal | 1025 | UT | A | 72,430 | 73,300 | +1.2 |
| Eastern Rd FO <K9> | Prince Edward Rd E | Concorde Rd | 3267 | DD | C | 11,450 | 12,610 | +10.1 |
| Eastern St | Connaught Rd W | Des Voeux Rd W | 1860 | LD | C | 5,320 * | 5,140 * | -3.5 |
| Eastern St | Des Voeux Rd W | Queen's Rd W | 2045 | LD | C | 8,780 | 8,470 * | -3.5 |
| Edinburgh Place | Connaught Rd C | Harcourt Rd | 2613 | LD | C | 3,050 | 3,410 | +11.6 |
| Electric Rd | Gordon Rd | Power St | 1633 | DD | C | 17,000 * | 16,880 * | -0.7 |
| Electric Rd | Gordon Rd | Wing Hing St | 1440 | DD | C | 5,750 * | 5,760 | +0.1 |
| Electric Rd & Java Rd | Power St | North Point Rd | 1855 | DD | C | 9,700 * | 9,630 * | -0.7 |
| Electric Rd & Lau Sin St | Wing Hing St | Hing Fat St | 1239 | DD | C | 10,810 | 9,340 | -13.6 |
| Elegance Rd | Kwun Tong Rd | Ngau Tau Kok Rd | 3684 | DD | C | 17,140 * | 17,360 * | +1.2 |
| Embankment Rd | Prince Edward Rd W | Boundary St | 4060 | DD | C | 11,670 | 11,820 * | +1.2 |
| Fa Yuen St | Prince Edward Rd W | Boundary St | 4610 | LD | C | 2,490 | 2,380 | -4.6 |
| Fan Kam Rd | Kam Tin Rd | Castle Peak Rd | 6212 | RR | B | 11,760 | 12,210 | +3.8 |
| Fan Leng Lau Rd | Ma Sik Rd | Wo Muk Rd | 5292 | LD | C | 5,480 | 5,450 | -0.5 |
| Fan Leng Lau Rd | Sha Tau Kok Rd | Wo Tai St | 6060 | DD | C | 13,610 | 13,460 * | -1.1 |
| Fan Leng Lau Rd | Wo Muk Rd | Wo Tai St | 6090 | LD | C | 7,550 | 7,470 * | -1.1 |
| Fanling Highway | Fan Kam Rd | Lok Ma Chau Rd | 5656 | EX | C | 52,250 * | 51,920 * | -0.6 |
| Fanling Highway | Lam Kam Rd RA | Kau Lung Hang Lo Wai | 5461 | EX | C | 82,840 * | 87,120 | +5.2 |
| Fanling Highway | Slip rds to & from Fan Kam Rd INT | Slip rds to & from So Kwun Po INT | 5204 | EX | C | 83,410 | 73,030 | -12.4 |
| Fanling Highway | So Kwun Po INT | Wo Hop Shek INT | 5003 | EX | A | 60,260 | 57,130 | -5.2 |
| Fanling Highway | Wo Hop Shek INT | Kau Lung Hang Lo Wai | 6084 | EX | C | 99,560 | 98,930 * | -0.6 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---|--|--|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Fanling Highway FO <N498> over Fan Kam Rd INT | Choi Yuen Est | Tai Ling | 5269 | EX | C | 55,110 | 48,020 | -12.9 |
| Fanling Highway ramps A & B | So Kwun Po INT | Fanling Highway | 6068 | EX | C | 28,860 | 28,680 * | -0.6 |
| Fanling Highway ramps C & D | So Kwun Po INT | So Kwun Po INT | 5873 | EX | C | 13,930 * | 13,840 * | -0.6 |
| Fanling Highway slip rds A & B | Fan Kam Rd INT | Fanling Highway | 6067 | EX | C | 24,810 | 24,660 * | -0.6 |
| Fanling Highway slip rds C & D | Fan Kam Rd INT | Fan Kam Rd INT | 5477 | EX | C | 20,890 * | 21,250 | +1.7 |
| Fanling Highway under So Kwun Po INT | Ramps A & B to & from So Kwun Po INT (N-B) | Ramps C & D to & from So Kwun Po INT (S-B) | 5673 | EX | C | 50,120 * | 49,800 * | -0.6 |
| Fanling Highway under Wo Hop Shek INT | Ramp from Jockey Club Rd | Ramp to Jockey Club Rd | 5270 | EX | C | 78,880 | 73,230 | -7.2 |
| Fantasy Rd | Magic Rd | End | 5710 | LD | C | 3,140 * | 3,160 * | +0.8 |
| Fat Kwong St | Chung Hau St | Yan Fung St | 4211 | DD | B | 20,610 | 20,640 | +0.2 |
| Fat Kwong St | Sheung Shing St | Chung Hau St | 3649 | DD | C | 15,920 * | 15,620 * | -1.9 |
| Fat Kwong St & FO <K66> | Yan Fung St | Ma Tau Wai Rd | 4039 | DD | C | 20,560 | 20,180 * | -1.9 |
| Fei Ngo Shan Rd | Clear Water Bay Rd | Jat's Incline | 6646 | LD | C | 1,550 | 1,500 | -3.5 |
| Fenwick Pier St FO <H170> | Fenwick Pier St | Harcourt Rd | 2048 | PD | C | 12,400 | 12,240 * | -1.3 |
| Fenwick St | Hennessy Rd | Gloucester Rd | 1459 | LD | C | 13,090 * | 12,060 | -7.9 |
| Ferry St | Jordan Rd | Public Square St | 3814 | PD | C | 34,370 * | 33,740 * | -1.9 |
| Ferry St | Shantung St | Cherry St | 3893 | PD | C | 40,460 * | 40,120 * | -0.8 |
| Ferry St | Tung Kun St | Public Square St | 4012 | PD | C | 11,730 | 11,680 * | -0.4 |
| Ferry St | Tung Kun St | Waterloo Rd | 3219 | PD | C | 38,480 | 23,000 | -40.2 |
| Ferry St & Ferry St <FO> | Waterloo Rd | Shantung St | 4214 | PD | B | 78,290 | 79,900 | +2.1 |
| Ferry St <FO> | Public Square St | Waterloo Rd | 3706 | UT | C | 38,510 * | 38,350 * | -0.4 |
| Ferry St <FO> down-ramps | Waterloo Rd & Tung Kun St | Tung Kun St & Public Square St | 4091 | UT | C | 29,230 | 29,110 * | -0.4 |
| Ferry St <FO> up-ramps | Waterloo Rd & Tung Kun St | Tung Kun St & Public Square St | 3894 | UT | C | 24,560 * | 24,460 * | -0.4 |
| Fleming Rd | Johnston Rd | Convention Ave | 1433 | DD | C | 16,490 * | 15,910 | -3.5 |
| Fo Tan Rd | Lok King St | Sui Wo Rd | 5415 | PD | C | 21,520 * | 22,970 | +6.8 |
| Fo Tan Rd | Tai Chung Kiu Rd | Yuen Wo Rd | 5814 | PD | C | 42,720 * | 42,930 * | +0.5 |
| Fo Tan Rd | Tai Po Rd - Shatin | Yuen Wo Rd | 6010 | PD | C | 42,810 | 43,030 * | +0.5 |
| Fo Tan Rd FO <N285> | Lok King St | Slip rd to Tai Po Rd | 5210 | PD | C | 46,700 | 44,230 | -5.3 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-----------------------|---|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Fortress Hill Rd | King's Rd | Tin Hau Temple Rd | 2037 | DD | C | 7,850 | 7,800 * | -0.7 |
| Fu Mei St | Fung Mo St | Chuk Yuen Rd | 3285 | LD | C | 7,430 | 7,500 | +1.0 |
| Fu Ning St | Ma Tau Chung Rd | Argyle St | 3472 | DD | C | 5,540 * | 6,260 | +13.0 |
| Fuk Shun St | Fuk Hi St | Shing Uk Tsuen | 6625 | LD | C | 3,170 | 3,540 | +11.9 |
| Fuk To St | Kwun Tong Rd | Ngau Tau Kok Rd | 4102 | LD | C | 2,310 | 2,340 * | +1.2 |
| Fuk Wing St | Nam Cheong St | Yen Chow St | 4612 | LD | C | 3,720 | 4,020 | +8.0 |
| Fung Cheung Rd | Castle Peak Rd - Yuen Long | Hop Yick Rd | 5233 | DD | C | 24,660 | 25,450 | +3.2 |
| Fung Loi Ave | Fung Loi Rd | Wan Po Rd | 5514 | LD | C | 2,620 * | 2,700 | +3.0 |
| Fung Loi Rd | Fung Loi Ave | Wan Po Rd | 5310 | LD | C | 2,540 | 2,440 | -3.9 |
| Fung Mo St | Fu Mei St | Lung Cheung Rd | 3462 | DD | C | 22,000 * | 21,780 | -1.0 |
| Fung Mo St | Tung Tau Tsuen Rd | Fu Mei St | 3257 | DD | C | 12,620 | 13,040 | +3.3 |
| Fung Shue Wo Rd | Tsing Yu St | Tsing King Rd RA | 6047 | LD | C | 11,360 | 11,450 * | +0.8 |
| Fung Shue Wo Rd | Tsing Yu St | Tsing Yi Rd W | 5250 | LD | C | 17,470 | 15,930 | -8.8 |
| Fung Tak Rd | Lung Poon St | Hammar Hill Rd RA | 3891 | DD | C | 12,720 * | 12,340 * | -3.0 |
| Fung Tak Rd | Sheung Fung St | Po Kong Village Rd | 3460 | DD | C | 19,030 * | 19,650 | +3.2 |
| Fung Yip St | Sheung On St | Sun Yip St | 2614 | LD | C | 5,680 | 5,510 | -3.1 |
| Garden Rd | Cotton Tree Drive | Upper Albert Rd | 1209 | PD | C | 22,860 | 22,270 | -2.6 |
| Garden Rd | Des Voeux Rd C | Upper Albert Rd | 2211 | PD | B | 46,950 | 49,380 | +5.2 |
| Garden Rd | Hong Kong Zoological & Botanical Gardens | 5 Garden Rd | 2012 | PD | C | 28,230 | 28,110 * | -0.4 |
| Garden Rd | Magazine Gap Rd | Cotton Tree Drive | 1410 | PD | C | 55,760 * | 53,350 | -4.3 |
| Gascoigne Rd | Nathan Rd | Pak Hoi St | 3614 | PD | C | 32,940 * | 32,330 * | -1.9 |
| Gascoigne Rd | Pak Hoi St | Jordan Rd | 3421 | PD | C | 35,160 * | 37,710 | +7.3 |
| Gascoigne Rd | Ramps to & from Gascoigne Rd near Jordan Rd | Jordan Rd | 3420 | PD | C | 58,980 * | 54,800 | -7.1 |
| Gascoigne Rd | Wylie Rd | Chatham Rd FO <K20> | 3218 | PD | C | 28,320 | 24,620 | -13.1 |
| Gascoigne Rd | Wylie Rd | Ramps to & from Gascoigne Rd near Jordan Rd | 3419 | PD | C | 28,400 * | 26,240 | -7.6 |
| Gascoigne Rd FO <K20> | Ramps to & from Gascoigne Rd near Jordan Rd | Chatham Rd S | 3890 | PD | C | 85,290 * | 83,710 * | -1.9 |
| Gascoigne Rd FO <K37> | Ferry St | Gascoigne Rd | 3401 | UT | C | 70,020 * | 61,320 | -12.4 |

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Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--|-----------------------------|-----------------------------|----------|-----------|-----------|-----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Glenealy & Albany Rd | Wyndham St | Upper Albert Rd | 1841 | DD | C | 13,280 * | 13,180 * | -0.7 |
| Gloucester Rd | Arsenal St | Cross Harbour Tunnel S. INT | 1028 | UT | A | 162,200 | 131,160 | -19.1 |
| Gloucester Rd | Great George St | Causeway Rd | 1822 | PD | C | 4,470 * | 4,410 * | -1.3 |
| Gloucester Rd | Kingston St | Great George St | 1823 | PD | C | 19,470 * | 19,220 * | -1.3 |
| Gloucester Rd & Victoria Park Rd | Cross Harbour Tunnel S. INT | Houston St | 2001 | UT | C | 168,370 | 166,170 * | -1.3 |
| Gloucester Rd N-B | Kingston St | Houston St | 2018 | PD | C | 13,280 | 13,110 * | -1.3 |
| Gordon Rd | Hing Fat St | Electric Rd | 1216 | PD | C | 26,910 | 24,380 | -9.4 |
| Grampian Rd | Boundary St | Dumbarton Rd | 4613 | LD | C | 3,400 | 3,800 | +11.8 |
| Green Lane | Blue Pool Rd | End | 2615 | LD | C | 1,120 | 940 | -16.3 |
| Hammer Hill Rd | Choi Hung Rd | Lung Cheung Rd | 3464 | DD | C | 26,880 * | 27,760 | +3.3 |
| Hang Hau Rd | Po Ning Rd | Clear Water Bay Rd | 5879 | LD | C | 9,700 * | 9,570 * | -1.3 |
| Hang Hong St | Ma On Shan Rd | Sai Sha Rd | 5877 | DD | C | 15,330 * | 15,120 * | -1.3 |
| Hang Wan Rd | Olympic Ave | Ma Tau Chung Rd | 3266 | DD | C | 6,870 | 6,910 | +0.6 |
| Hankow Rd | Salisbury Rd | Haiphong Rd | 4614 | LD | C | 5,740 | 5,440 | -5.2 |
| Harbour Rd | Fleming Rd | Tonnochy Rd | 1449 | DD | C | 17,940 * | 18,210 | +1.5 |
| Harcourt Rd | Cotton Tree Drive | Tamar St | 1601 | UT | C | 148,400 * | 146,460 * | -1.3 |
| Harcourt Rd | Tamar St | Arsenal St | 1001 | UT | A | 159,800 | 127,720 | -20.1 |
| Harcourt Rd <FO> | Tamar St | End | 1252 | UT | C | 118,150 | 122,650 | +3.8 |
| Harcourt Rd <FO> ramp to Cotton Tree Drive | Harcourt Rd <FO> | Lambeth Walk | 1464 | PD | C | 25,690 * | 24,200 | -5.8 |
| Headland Rd | Repulse Bay Rd | End | 2616 | LD | C | 890 | 970 | +9.1 |
| Healthy St W & Pak Fuk Rd | King's Rd | Tin Hau Temple Rd | 1856 | DD | C | 9,860 * | 9,780 * | -0.7 |
| Heng Lam St | Junction Rd | Fung Mo St | 3491 | LD | C | 3,430 * | 4,550 | +32.9 |
| Hennessy Rd | Arsenal St | Johnston Rd | 2014 | PD | C | 30,360 | 29,960 * | -1.3 |
| Hennessy Rd | Canal Rd FO <H110> | Percival St | 1610 | PD | C | 19,340 * | 19,080 * | -1.3 |
| Hennessy Rd | Fenwick St | Luard Rd | 1609 | PD | C | 22,000 * | 21,710 * | -1.3 |
| Hennessy Rd | Fleming Rd | Stewart Rd | 2015 | PD | C | 19,570 | 19,310 * | -1.3 |
| Hennessy Rd | Johnston Rd | Fenwick St | 1210 | PD | C | 31,130 | 30,400 | -2.3 |
| Hennessy Rd | Luard Rd | Fleming Rd | 1029 | PD | A | 27,470 | 29,720 | +8.2 |
| Hennessy Rd | Stewart Rd | Tin Lok Lane | 1211 | PD | C | 24,640 | 22,070 | -10.4 |
| Hennessy Rd | Tin Lok Lane | Canal Rd FO <H110> | 1413 | PD | C | 23,960 * | 19,960 | -16.7 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|------------------------------|---------------------------|--------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Hennessy Rd & Yee Wo St | Percival St | Pennington St | 1819 | PD | C | 22,430 * | 22,140 * | -1.3 |
| Hereford Rd | Waterloo Rd | Renfrew Rd | 3691 | LD | C | 7,100 * | 6,970 * | -1.9 |
| Heung Sze Wui St | Po Heung St | Wan Tau St | 6058 | DD | C | 11,610 | 11,490 * | -1.1 |
| Heung Yip Rd | Wong Chuk Hang Rd | Ocean Park Rd | 2617 | LD | C | 5,640 | 5,420 | -3.9 |
| Hill Rd | Queen's Rd W | Des Voeux Rd W | 1620 | DD | C | 3,770 * | 3,640 * | -3.5 |
| Hill Rd FO <H114> | Pok Fu Lam Rd | Connaught Rd W. | 1205 | PD | C | 13,560 | 14,010 | +3.3 |
| Hing Fat St | Causeway Rd | Lau Sin St | 1439 | DD | C | 19,000 * | 18,160 | -4.4 |
| Hing Fat St | Gordon Rd | Lau Sin St | 1854 | PD | C | 19,070 * | 18,990 * | -0.4 |
| Hing Fat St | Gordon Rd | Whitfield Rd | 2019 | PD | C | 30,270 | 30,140 * | -0.4 |
| Hing Fong Rd | Kwai Foo Rd | Kwai Fuk Rd | 5626 | DD | C | 31,900 * | 32,160 * | +0.8 |
| Hing Fong Rd | Kwai Fuk Rd | Kwai Tsing Rd RA | 5424 | DD | C | 49,270 * | 44,940 | -8.8 |
| Hing Fong Rd | Kwai On Rd | Kwai Foo Rd | 5825 | DD | C | 20,790 * | 20,960 * | +0.8 |
| Hing Fong Rd | Tai Wo Hau Rd | Kwai Yik Rd | 6020 | DD | C | 16,650 | 16,790 * | +0.8 |
| Hing Fong Rd & Kwai Hing Rd | Wo Tong Tsui St | Tai Wo Hau Rd | 5651 | LD | C | 8,500 * | 8,580 * | +0.8 |
| Hing Wah St | Castle Peak Rd | Un Chau St | 3670 | DD | C | 9,120 * | 8,850 * | -3.0 |
| Hing Wah St | Cheung Sha Wan Rd | Un Chau St | 3468 | DD | C | 10,470 * | 9,620 | -8.2 |
| Hing Wah St | Lai Chi Kok Rd | Cheung Sha Wan Rd | 3263 | DD | C | 8,650 | 9,320 | +7.7 |
| Hip Wo St | Hiu Kwong St | Tsui Ping Rd | 4065 | DD | C | 19,260 | 18,900 * | -1.9 |
| Hip Wo St | Hong Ning Rd | Hiu Kwong St | 3270 | DD | C | 18,120 | 16,990 | -6.2 |
| Hip Wo St | Mut Wah St | Tung Yan St | 3677 | DD | C | 19,510 * | 19,150 * | -1.9 |
| Hip Wo St | Sau Mau Ping Rd | Hong Ning Rd | 3475 | DD | C | 19,760 * | 19,560 | -1.0 |
| Hip Wo St | Tsui Ping St | Mut Wah St | 3865 | DD | C | 20,460 * | 20,080 * | -1.9 |
| Hip Wo St | Tung Yan St | Kwun Tong Rd RA | 3474 | DD | C | 22,450 * | 20,530 | -8.6 |
| Hiram's Highway | Clear Water Bay Rd | Po Tung Rd | 6055 | RR | C | 25,220 | 24,880 * | -1.3 |
| Hiu Kwong St | Sau Mau Ping Rd | Sau Ming Rd | 3678 | DD | C | 12,660 * | 12,420 * | -1.9 |
| Hiu Kwong St | Sau Ming Rd | Hip Wo St | 3018 | DD | A | 16,840 | 16,810 | -0.2 |
| Ho Man Tin Hill Rd | Ho Man Tin St | Wylie Rd | 4615 | LD | C | 5,960 | 5,890 | -1.2 |
| Ho Man Tin St | Waterloo Rd | Ho Man Tin Hill Rd | 4401 | LD | B | 3,050^ | 3,020 | -1.0 |
| Hoi Chu Rd | Tuen Mun Heung Sze Wui Rd | Fung On St | 6071 | DD | C | 8,970 | 8,870 * | -1.1 |
| Hoi Hing Rd RA (eastern arm) | On Yuk Rd | Hoi Hing Rd RA | 5475 | PD | C | 18,750 * | 20,400 | +8.8 |

* AADT estimated by Growth Factor

^ 2013 AADT figure is adjusted

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-----------------------------|----------------------------------|-------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Hoi Kok St | Hoi Shing Rd | Hoi Hing Rd | 6635 | LD | C | 5,000 | 5,740 | +14.7 |
| Hoi On Rd | Hoi Hing Rd | Castle Peak Rd - Ting Kau | 5910 | LD | C | 22,520 * | 22,710 * | +0.8 |
| Hoi Wang Rd | Hoi Ting Rd | Cherry St RA | 4220 | PD | B | 15,850 | 16,020 | +1.1 |
| Hoi Wing Rd | Castle Peak Rd - Castle Peak Bay | Tuen Mun Heung Sze Wui Rd | 5676 | DD | C | 10,050 * | 9,940 * | -1.1 |
| Hoi Wing Rd | Hang Fu St | Hang Fu St | 5898 | DD | C | 5,720 * | 5,660 * | -1.1 |
| Hoi Wing Rd | Hoi Wong Rd | Hang Fu St | 5698 | DD | C | 9,660 * | 9,560 * | -1.1 |
| Hoi Wing Rd | Tuen Mun Heung Sze Wui Rd | UR 16N | 6094 | DD | C | 6,670 | 6,600 * | -1.1 |
| Hoi Wong Rd | Hoi Chu Rd | Wu Shan Rd | 5675 | DD | C | 15,330 * | 15,160 * | -1.1 |
| Hoi Wong Rd | Wong Chu Rd INT | Hoi Chu Rd | 5479 | PD | C | 25,490 * | 25,620 | +0.5 |
| Hoi Yuen Rd | Wai Yip St | Kwun Tong Rd RA | 4073 | DD | C | 14,030 | 13,600 * | -3.0 |
| Hollywood Rd | Queen's Rd W | Ladder St | 1019 | LD | A | 9,870 | 9,140 | -7.4 |
| Hollywood Rd | Wyndham St | Ladder St | 1454 | LD | C | 10,300 * | 9,980 | -3.1 |
| Holy Cross Path | Hoi Ning St | Tai Shek St | 2618 | LD | C | 3,050 | 2,770 | -9.2 |
| Hong Chong Rd | Hong Tai Path | Toll Plaza Exit | 3210 | PD | C | 25,740 | 25,720 | -0.1 |
| Hong Chong Rd | Salisbury Rd | Chatham Rd N | 3202 | UT | C | 147,400 | 138,260 | -6.2 |
| Hong Chong Rd | Science Museum Rd | Hong Tai Path | 3209 | PD | C | 18,000 | 17,190 | -4.5 |
| Hong Lee Rd | Kung Lok Rd | End | 4616 | LD | C | 3,140 | 3,250 | +3.3 |
| Hong Ning Rd | Chun Wah Rd | Kung Lok Rd | 3864 | DD | C | 14,040 * | 13,780 * | -1.9 |
| Hong Ning Rd | Hip Wo St | Chun Wah Rd | 4064 | DD | C | 17,190 | 16,870 * | -1.9 |
| Hong Ning Rd | Kung Lok Rd | Kung Lok Rd | 3676 | DD | C | 11,640 * | 11,290 * | -3.0 |
| Hong Ning Rd | Kung Lok Rd southern junction | Mut Wah St | 3473 | DD | C | 15,610 * | 13,110 | -16.0 |
| Hong Ning Rd | Mut Wah St | Yue Man Square | 3268 | DD | C | 19,520 | 15,420 | -21.0 |
| Hong Ning Rd | Yue Man Square | Kwun Tong Rd | 4063 | DD | C | 13,490 | 13,080 * | -3.0 |
| Hong Tai Path | Hong Chong Rd | Cheong Wan Rd | 3217 | PD | C | 15,870 | 15,560 | -1.9 |
| Hong Tat Path | Hong Chong Rd | Cheong Wan Rd | 3216 | PD | C | 1,990 | 1,990 | 0.0 |
| Hop Yick Rd | Fung Cheung Rd | Tai Tong Rd | 6030 | DD | C | 11,160 | 11,040 * | -1.1 |
| Hung Hing Rd | Tonnochy Rd | Hung Hing Rd FO <H159> | 1451 | DD | C | 22,600 * | 23,990 | +6.2 |
| Hung Hing Rd FO <H159> | Hung Hing Rd | Victoria Park Rd | 1452 | PD | C | 15,120 * | 17,480 | +15.6 |
| Hung Hom Bypass | slip rd to Cheong Tung Rd S | slip rd from Cheong Tung Rd S | 4221 | EX | B | 14,720 | 14,210 | -3.5 |
| Hung Hom Bypass slip rd E-B | Salisbury Rd | Metropolis Drive | 4100 | LD | C | 8,930 | 9,040 * | +1.2 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-----------------------------|--|--|----------|-----------|-----------|-----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Hung Hom Bypass slip rd W-B | Metropolis Drive | Salisbury Rd | 4101 | LD | C | 6,970 | 7,050 * | +1.2 |
| Hung Hom Rd | Hung Hom S Rd | Tak Man St | 3886 | DD | C | 21,650 * | 21,920 * | +1.2 |
| Hung Hom Rd | Man Yue St | Bailey St | 3290 | DD | C | 13,280 | 13,880 | +4.6 |
| Hung Hom Rd | Tak Man St | Man Yue St | 4085 | DD | C | 20,790 | 21,040 * | +1.2 |
| Hung Hom S Rd | Gillies Ave S. & Cheong Wan Rd | Hung Hom Rd | 3697 | DD | C | 10,650 * | 10,780 * | +1.2 |
| Hung Lai Rd | Hung Hom South Rd | Hung Lok Rd | 3504 | LD | C | 5,430 * | 7,330 | +34.8 |
| Hung Ling St | Hung Hom South Rd | Cheong Tung Rd S | 3301 | LD | C | 5,690 | 5,680 | -0.1 |
| Hung Lok Rd | Hung Lai Rd | Hung Luen Rd | 3303 | DD | C | 6,580 | 6,750 | +2.6 |
| Hung Luen Rd | Shung King St | Kin Wan St | 3896 | DD | C | 3,570 * | 3,610 * | +1.2 |
| Hung Mui Kuk Rd | Che Kung Miu Rd | Tin Sam St | 5212 | PD | C | 27,590 | 27,250 | -1.2 |
| Hung Mui Kuk Rd | Lion Rock Tunnel Rd | Tin Sam St | 6012 | PD | C | 30,160 | 30,320 * | +0.5 |
| Hung Tin Rd | Hung Tin Rd INT | Ping Ha Rd | 5889 | DD | C | 40,380 * | 39,950 * | -1.1 |
| Hung Tin Rd slip rds | Castle Peak Rd - Hung Shui Kiu | Access rd to Hung Uk Tsuen | 5902 | LD | C | 9,880 * | 9,770 * | -1.1 |
| Ice House St | Connaught Rd C | Lower Albert Rd | 2403 | LD | B | 10,840 | 11,680 | +7.8 |
| Irving St & Pennington St | Leighton Rd | Yee Wo St | 1212 | PD | C | 11,280 | 13,950 | +23.7 |
| Island Eastern Corridor | Aldrich Bay Rd | Chai Wan Rd | 1422 | PD | C | 15,940 * | 15,120 | -5.1 |
| Island Eastern Corridor | Aldrich Bay Rd approaching Shau Kei Wan Rd | Chai Wan Rd slip rd to I.E.C. | 1602 | EX | C | 67,460 * | 68,870 * | +2.1 |
| Island Eastern Corridor | Healthy St INT eastern end | Taikoo Shing INT western end | 1003 | EX | A | 104,760 | 106,140 | +1.3 |
| Island Eastern Corridor | Healthy St INT western end | Healthy St INT eastern end | 1202 | EX | C | 86,080 | 88,250 | +2.5 |
| Island Eastern Corridor | Hing Fat St INT | Tong Shui Rd INT | 1804 | EX | C | 127,670 * | 130,350 * | +2.1 |
| Island Eastern Corridor | Island Eastern Corridor Link FO <H158> | Sun Shing St | 1404 | EX | C | 68,130 * | 77,130 | +13.2 |
| Island Eastern Corridor | Mong Lung St | Wing Tai Rd INT | 2215 | EX | B | 54,600 | 56,100 | +2.7 |
| Island Eastern Corridor | Taikoo Shing INT eastern end | Island Eastern Corridor Link FO <H158> | 1810 | EX | C | 106,240 * | 108,480 * | +2.1 |
| Island Eastern Corridor | Taikoo Shing INT western end | Taikoo Shing INT eastern end | 1807 | EX | C | 97,270 * | 99,310 * | +2.1 |
| Island Eastern Corridor | Tong Shui Rd INT | Healthy St INT | 1805 | EX | C | 109,180 * | 111,480 * | +2.1 |
| Island Eastern Corridor | Victoria Park Rd | Hing Fat St INT | 1803 | EX | C | 102,610 * | 104,770 * | +2.1 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--|--|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Island Eastern Corridor | Wan Tsui Rd RA | Wing Tai Rd INT | 1446 | DD | C | 17,420 * | 17,200 | -1.3 |
| Island Eastern Corridor <H128A> | Healthy St W | Hoi Yu St | 1645 | PD | C | 34,640 * | 34,490 * | -0.4 |
| Island Eastern Corridor <H220> & <HU5> | Island Eastern Corridor <HU5> | Island Eastern Corridor <H220> | 1646 | PD | C | 2,780 * | 2,770 * | -0.4 |
| Island Eastern Corridor access rd to Taikoo Wan Rd | Taikoo Shing INT | Taikoo Wan Rd | 1829 | PD | C | 24,650 * | 24,550 * | -0.4 |
| Island Eastern Corridor down-ramp | Island Eastern Corridor | Hing Fat St | 1462 | PD | C | 15,260 * | 12,680 | -16.9 |
| Island Eastern Corridor down-ramp E-B | Healthy St INT western end | Java Rd | 1218 | PD | C | 9,750 | 9,300 | -4.6 |
| Island Eastern Corridor down-ramp E-B | Island Eastern Corridor E-B | Tong Shui Rd FO <H127> northern end | 1824 | PD | C | 10,840 * | 10,790 * | -0.4 |
| Island Eastern Corridor down-ramp W-B | Island Eastern Corridor | Java Rd | 1419 | PD | C | 16,200 * | 14,900 | -8.0 |
| Island Eastern Corridor FO <H148> | Island Eastern Corridor Link FO <H158> | Tai Hong St | 1403 | UT | C | 23,050 * | 22,490 | -2.4 |
| Island Eastern Corridor Link FO <H158> | Hong On St | Ramps to & from Island Eastern Corridor | 1444 | PD | C | 14,580 * | 13,410 | -8.1 |
| Island Eastern Corridor slip rd | Wing Tai Rd | Shun Tai Rd | 1865 | DD | C | 8,180 * | 8,120 * | -0.7 |
| Island Eastern Corridor slip rd | Wing Tai Rd | Wing Tai Rd | 1642 | PD | C | 37,350 * | 37,190 * | -0.4 |
| Island Eastern Corridor slip rd E-B | Shau Kei Wan INT western end | Nam On Lane | 1833 | PD | C | 7,100 * | 7,070 * | -0.4 |
| Island Eastern Corridor slip rd E-B | Taikoo Shing INT western end | Access rd to Taikoo Wan Rd | 1827 | PD | C | 6,820 * | 6,790 * | -0.4 |
| Island Eastern Corridor slip rd W-B | Sun Sing St | Nam On Lane | 1421 | PD | C | 7,080 * | 7,330 | +3.6 |
| Island Eastern Corridor slip rd W-B | Taikoo Shing INT eastern end | Access rd to Taikoo Wan Rd | 1828 | PD | C | 5,440 * | 5,420 * | -0.4 |
| Island Eastern Corridor slip rd W-B | Taikoo Wan Rd access rd | Taikoo Shing INT western end | 1808 | UT | C | 7,410 * | 7,560 * | +2.1 |
| Island Eastern Corridor up-ramp | Hing Fat St | Island Eastern Corridor | 1461 | UT | C | 14,430 * | 13,620 | -5.5 |
| Island Eastern Corridor up-ramp | Shing Tai Rd | Island Eastern Corridor | 2049 | PD | C | 36,620 | 36,470 * | -0.4 |

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Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-------------------------------------|---------------------------------------|---------------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Island Eastern Corridor up-ramp E-B | Java Rd | Island Eastern Corridor | 1402 | UT | C | 15,530 * | 14,060 | -9.5 |
| Island Eastern Corridor up-ramp E-B | Taikoo Wan Rd access rd | Taikoo Shing INT eastern end | 1809 | UT | C | 4,530 * | 4,630 * | +2.1 |
| Island Eastern Corridor up-ramp W-B | King's Rd | Healthy St INT western end | 1203 | UT | C | 11,410 | 11,340 | -0.6 |
| Island Eastern Corridor up-ramp W-B | Tong Shui Rd | Island Eastern Corridor W-B | 1806 | UT | C | 8,050 * | 8,220 * | +2.1 |
| Island Rd | Deep Water Bay Rd | Repulse Bay Rd | 1618 | PD | C | 17,080 * | 17,240 * | +0.9 |
| Island Rd | Deep Water Bay Rd | Shouson Hill Rd eastern junction | 1423 | PD | C | 17,190 * | 18,200 | +5.8 |
| Jat's Incline | Clear Water Bay Rd | Shatin Pass Rd | 4618 | LD | C | 3,650 | 3,920 | +7.5 |
| Java Rd | Healthy St W | Island Eastern Corridor down-ramp E-B | 1441 | DD | C | 11,870 * | 11,820 | -0.4 |
| Java Rd | Island Eastern Corridor down-ramp E-B | King's Rd | 1635 | DD | C | 23,410 * | 23,250 * | -0.7 |
| Java Rd | North Point Rd | Tong Shui Rd | 1634 | DD | C | 22,150 * | 21,990 * | -0.7 |
| Java Rd | Tin Chiu St | Healthy St W | 1242 | DD | C | 19,540 | 19,170 | -1.9 |
| Java Rd | Tong Shui Rd | Tin Chiu St | 2040 | DD | C | 18,110 | 17,980 * | -0.7 |
| Jockey Club Rd | Lok Yip Rd | Wo Hop Shek INT | 6206 | PD | B | 37,300 | 39,600 | +6.2 |
| Jockey Club Rd | Lung Sum Ave | San Fung Ave | 5822 | PD | C | 14,580 * | 14,490 * | -0.6 |
| Jockey Club Rd | Lung Sum Ave | So Kwun Po Rd | 6017 | PD | C | 13,310 | 13,230 * | -0.6 |
| Jockey Club Rd | Po Shek Wu Rd | Man Kam To Rd | 5218 | PD | C | 21,550 | 20,860 | -3.2 |
| Jockey Club Rd | Sha Tau Kok Rd | Lok Yip Rd | 5422 | PD | C | 11,950 * | 11,480 | -3.9 |
| Jockey Club Rd | Sha Tau Kok Rd | So Kwun Po Rd | 5217 | PD | C | 11,870 | 11,320 | -4.6 |
| Johnston Rd | Fleming Rd | Hennessy Rd | 1232 | DD | C | 4,280 | 3,540 | -17.3 |
| Johnston Rd | Landale St | Luard Rd | 1844 | DD | C | 3,360 * | 3,250 * | -3.5 |
| Johnston Rd | Luard Rd | Fleming Rd | 2032 | DD | C | 10,080 | 9,730 * | -3.5 |
| Jordan Rd | Canton Rd | Shanghai St | 3612 | PD | C | 42,160 * | 41,380 * | -1.9 |
| Jordan Rd | Cox's Rd | Gascoigne Rd | 3215 | PD | C | 30,550 | 30,550 | 0.0 |
| Jordan Rd | Ferry St | Canton Rd | 3417 | PD | C | 42,290 * | 38,870 | -8.1 |
| Jordan Rd | Lin Cheung Rd | Ferry St | 4096 | PD | C | 26,550 | 26,440 * | -0.4 |
| Jordan Rd | Nathan Rd | Cox's Rd | 4010 | PD | C | 29,750 | 29,200 * | -1.9 |
| Jordan Rd | Nga Cheung Rd | Lin Cheung Rd | 3299 | PD | C | 15,620 | 15,680 | +0.4 |

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Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-------------------------------|-------------------------------|---------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Jordan Rd | Shanghai St | Nathan Rd | 3812 | PD | C | 44,160 * | 43,340 * | -1.9 |
| Jubilee St | Des Voeux Rd C | Connaught Rd C | 1432 | DD | C | 6,810 * | 7,460 | +9.5 |
| Jubilee St | Des Voeux Rd C | Queen's Rd C | 1231 | DD | C | 6,150 | 6,520 | +6.1 |
| Junction Rd | Boundary St | Nga Tsin Wai Rd | 3458 | DD | C | 19,730 * | 17,370 | -12.0 |
| Junction Rd | Chuk Yuen Rd | Tung Tau Tsuen Rd | 3658 | DD | C | 11,870 * | 11,650 * | -1.9 |
| Junction Rd | Junction Rd & Broadcast Drive | Renfrew Rd | 3849 | DD | C | 31,260 * | 30,680 * | -1.9 |
| Junction Rd | Nga Tsin Wai Rd | Tung Tau Tsuen Rd | 3016 | DD | A | 16,670 | 17,120 | +2.7 |
| Junction Rd | Renfrew Rd | Waterloo Rd | 4049 | DD | C | 28,370 | 27,850 * | -1.9 |
| Justice Drive | Queensway | Supreme Court Rd | 1108 | LD | A | 25,790 | 25,170 | -2.4 |
| Ka Yip St | Wing Tai Rd | End | 2620 | LD | C | 11,040 | 9,970 | -9.7 |
| Kadoorie Ave | Argyle St | Prince Edward Rd W | 3286 | LD | C | 3,580 | 3,840 | +7.5 |
| Kai Cheung Rd | Kai Shing St | Kai Fuk Rd | 3681 | DD | C | 32,360 * | 32,760 * | +1.2 |
| Kai Cheung Rd | Kai Shing St | Wang Kwong Rd | 3869 | DD | C | 26,080 * | 26,410 * | +1.2 |
| Kai Cheung Rd | Wang Chiu Rd | Wai Yip St | 3274 | DD | C | 49,320 | 48,880 | -0.9 |
| Kai Cheung Rd | Wang Kwong Rd | Wang Chiu Rd | 4069 | DD | C | 24,020 | 24,320 * | +1.2 |
| Kai Cheung Rd FO <K56> | Wai Yip St | Ngau Tau Kok Rd | 3479 | DD | C | 10,430 * | 10,360 | -0.7 |
| Kai Cheung Rd slip rd | Kai Fuk Rd | Kai Fuk Rd | 3478 | DD | C | 16,060 * | 15,540 | -3.3 |
| Kai Fuk Rd | Kai Cheung Rd | Wai Yip St | 3206 | UT | C | 61,090 | 62,520 | +2.3 |
| Kai Fuk Rd FO <K58> | Elegance Rd | Kwun Tong Rd | 3409 | UT | C | 57,030 * | 56,430 | -1.1 |
| Kai Fuk Rd FO <K58> | Wai Yip St | Elegance Rd | 3408 | UT | C | 9,650 * | 8,140 | -15.6 |
| Kai Fuk Rd FO <K58> down-ramp | Kai Fuk Rd FO <K58> | Kwun Tong Rd W-B | 3440 | PD | C | 22,550 * | 22,540 | -0.1 |
| Kai Fuk Rd FO <K58> up-ramp | Kwun Tong Rd E-B | Kai Fuk Rd FO <K58> | 3439 | PD | C | 26,120 * | 27,490 | +5.2 |
| Kai Lok St | Wang Chiu Rd | Wang Chiu Rd | 4619 | LD | C | 2,800 | 2,780 | -0.8 |
| Kai Tak Tunnel | Sung Wong Toi Rd | Kai Cheung Rd | 3004 | UT | A | 57,510 | 54,570 | -5.1 |
| Kai Tak Tunnel up-ramp | Kai Tak Tunnel | Sung Wong Toi Rd | 3673 | DD | C | 13,500 * | 13,670 * | +1.2 |
| Kai Tin Rd | Tak Tin St | Lei Yue Mun Rd | 3482 | DD | C | 16,140 * | 13,740 | -14.9 |
| Kai Tin Rd | Tseung Kwan O Rd | Tak Tin St | 3264 | DD | C | 9,450 | 9,930 | +5.1 |
| Kam Ho Rd | Kam Tin Rd | Tung Wui Rd | 6109 | RR | C | 9,390 | 9,460 * | +0.8 |
| Kam Sheung Rd | Kam Tin Rd | Kam Tin Rd | 6208 | RR | B | 7,300 | 7,170 | -1.8 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|----------------------------------|--------------------------------|--------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Kam Tin Bypass | Kam Tin Rd | Kam Tin Rd | 6110 | RT | C | 12,990 | 13,870 * | +6.8 |
| Kam Tin Rd | Castle Peak Rd - Yuen Long | Kam Sheung Rd western junction | 6051 | RR | C | 33,400 | 33,680 * | +0.8 |
| Kam Tin Rd | Fan Kam Rd | Kam Sheung Rd eastern junction | 5254 | RR | C | 15,080 | 13,640 | -9.5 |
| Kam Tin Rd | Kam Sheung Rd western junction | Fan Kam Rd | 6207 | RR | B | 18,900 | 18,460 | -2.3 |
| Kansu St | Canton Rd | Ferry St | 4034 | DD | C | 13,450 | 13,200 * | -1.9 |
| Kansu St | Nathan Rd | Canton Rd | 3241 | DD | C | 10,060 | 9,400 | -6.6 |
| Kau Lung Hang <FO> nr Kiu Tau Rd | Tai Wo Service Rd E | Tai Wo Service Rd W | 5299 | RR | C | 3,620 | 3,940 | +8.6 |
| Kau Yuk Rd | Tai Tong Rd | Yuen Long Hong Lok Rd | 5637 | DD | C | 14,410 * | 14,260 * | -1.1 |
| Keng Hau Rd & Che Kung Mui Rd | Tai Po Rd - Shatin Heights | Tin Sam St | 6048 | DD | C | 980 | 970 * | -1.3 |
| Kennedy Rd | Garden Rd | MacDonnell Rd | 1846 | DD | C | 16,370 * | 16,250 * | -0.7 |
| Kennedy Rd | MacDonnell Rd | Queen's Rd E | 2213 | DD | B | 10,340 | 10,340 | 0.0 |
| Keung Shan Rd & Tai O Rd | Sham Wat Rd | Tai O Bus Terminus | 5659 | RR | C | 1,120 * | 1,110 * | -1.3 |
| Kik Yeung Rd | Castle Peak Rd - Yuen Long | Yuen Long On Ning Rd | 5458 | LD | C | 8,300 * | 8,490 | +2.3 |
| Kimberley Rd | Nathan Rd | Observatory Rd | 4620 | LD | C | 14,130 | 12,140 | -14.1 |
| Kin Fat St | Pui To Rd | Tai Hing St | 6629 | LD | C | 4,760 | 4,910 | +3.1 |
| King Ling Rd | Po Shun Rd | Chui Ling Rd | 5309 | DD | C | 12,280 | 12,540 | +2.2 |
| King's Rd | Fortress Hill Rd | North Point Rd | 1214 | PD | C | 25,730 | 24,840 | -3.4 |
| King's Rd | Greig Rd | Taikoo Shing Rd | 1830 | PD | C | 19,760 * | 19,680 * | -0.4 |
| King's Rd | Healthy St W | Java Rd | 2020 | PD | C | 22,440 | 22,350 * | -0.4 |
| King's Rd | Java Rd | Greig Rd | 1219 | PD | C | 27,970 | 27,420 | -2.0 |
| King's Rd | Mercury St | Fortress Hill Rd | 2017 | PD | C | 23,800 | 23,700 * | -0.4 |
| King's Rd | North Point Rd | Tong Shui Rd | 1008 | PD | A | 27,470 | 26,950 | -1.9 |
| King's Rd | Tin Chiu St | Healthy St W | 1826 | PD | C | 20,210 * | 20,120 * | -0.4 |
| King's Rd | Tin Hau Temple Rd | Mercury St | 1820 | PD | C | 33,680 * | 33,540 * | -0.4 |
| King's Rd | Tong Shui Rd | Tin Chiu St | 1418 | PD | C | 28,220 * | 23,030 | -18.4 |
| King's Rd FO <H162> | King's Rd | Hong On St | 1463 | DD | C | 5,690 * | 5,520 | -3.1 |
| Kingston St | Paterson St | Gloucester Rd | 2621 | LD | C | 4,500 | 4,330 | -3.8 |
| Knight St | Boundary St | Prince Edward Rd W | 3492 | LD | C | 6,180 * | 5,390 | -12.7 |
| Ko Chiu Rd | Cha Kwo Ling Rd | Lei Yue Mun Rd | 4084 | LD | C | 10,540 | 10,340 * | -1.9 |
| Ko Chiu Rd | Lei Yue Mun Rd | Lei Yue Mun Rd | 4621 | LD | C | 8,920 | 7,440 | -16.5 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-----------------------------|--|--|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Ko Fong St | Hing Shing Rd | Shing Fong St | 6640 | LD | C | 3,910 | 3,600 | -7.9 |
| Ko Shan Rd | Pak Kung St | Chi Kiang St | 3103 | LD | A | 7,720 | 8,350 | +8.1 |
| Kong Sham Western Highway | Section of Kong Sham Western Highway nr Yick Yuen Rd | Shenzhen Bay Bridge (Hong Kong Section) | 5907 | EX | C | 18,410 * | 18,290 * | -0.6 |
| Kong Sham Western Highway | Yuen Long Highway | Section of Kong Sham Western Highway nr Yick Yuen Rd | 5516 | EX | C | 15,900 * | 17,760 | +11.7 |
| Kornhill Rd | Hong On St | King's Rd | 1640 | DD | C | 14,630 * | 14,530 * | -0.7 |
| Kotewall Rd | Po Shan Rd | Robinson Rd | 1643 | LD | C | 3,200 * | 3,110 * | -2.8 |
| Kowloon City RA | Ma Tau Chung Rd | Argyle St | 3234 | PD | C | 36,740 | 30,610 | -16.7 |
| Kowloon City RA | Prince Edward Rd W | Argyle St | 3437 | PD | C | 40,750 * | 46,620 | +14.4 |
| Kowloon City Rd | Ma Tau Kok Rd | Sung Wong Toi Rd | 3203 | UT | C | 10,610 | 10,710 | +0.9 |
| Kowloon City Rd N-B | San Shan Rd | Sung Wong Toi Rd | 3836 | DD | C | 8,640 * | 8,750 * | +1.2 |
| Kowloon Park Drive | Canton Rd | Peking Rd | 4009 | PD | C | 38,500 | 37,790 * | -1.9 |
| Kowloon Park Drive | Salisbury Rd | Peking Rd | 3811 | PD | C | 32,250 * | 31,660 * | -1.9 |
| Kowloon Park Drive FO <K80> | Canton Rd #333 | HK Museum of History | 3498 | DD | C | 18,060 * | 18,540 | +2.6 |
| Kuk Ting St | Castle Peak Rd - Yuen Long | Sai Tai St | 5235 | DD | C | 9,510 | 9,200 | -3.3 |
| Kung Lok Rd | Hong Ning Rd | Hong Ning Rd | 3104 | LD | A | 4,890 | 4,770 | -2.3 |
| Kwai Chung Rd | Ching Cheung Rd | N-O PMH INT | 5201 | UT | C | 119,610 | 129,350 | +8.1 |
| Kwai Chung Rd | Kwai On Rd | Kwai Foo Rd | 5608 | PD | C | 28,500 * | 30,440 * | +6.8 |
| Kwai Chung Rd | Lai Chi Kok Bay Bridge | Lai Chi Kok Rd & Cheung Sha Wan Rd | 3804 | UT | C | 61,840 * | 61,580 * | -0.4 |
| Kwai Chung Rd | Lai King Hill Rd | Kwai Foo Rd | 5407 | PD | C | 34,000 * | 32,600 | -4.1 |
| Kwai Chung Rd | PMH INT slip rd to Kwai Chung Rd N-B | Tsuen Wan Rd | 5030 | UT | A | 122,110 | 121,700 | -0.3 |
| Kwai Chung Rd | Tai Lin Pai Rd | Castle Peak Rd - Kwai Chung INT | 6005 | PD | C | 54,130 | 57,810 * | +6.8 |
| Kwai Chung Rd | Tsuen Wan Rd | Lai King Hill Rd | 5406 | PD | C | 41,220 * | 44,300 | +7.5 |
| Kwai Chung Rd (GL) | Tai Lin Pai Rd | Kwai On Rd | 5809 | PD | C | 49,700 * | 53,080 * | +6.8 |
| Kwai Foo Rd | Kwai Chung Rd | Hing Fong Rd | 5007 | DD | A | 16,740 | 16,540 | -1.2 |
| Kwai Fuk Rd | Hing Fong Rd | Container Port Rd RA | 5827 | DD | C | 30,260 * | 30,510 * | +0.8 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--|---|-------------------------------------|----------|-----------|-----------|----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Kwai Fuk Rd | Lai King Hill Rd | Kwai Fuk Rd RA | 5429 | DD | C | 16,510 * | 15,020 | -9.0 |
| Kwai Fuk Rd | Shing Fuk St | Hing Fong Rd | 6022 | DD | C | 25,500 | 25,720 * | +0.8 |
| Kwai Fuk Rd | Shing Fuk St | Texaco Rd | 5224 | DD | C | 16,870 | 15,660 | -7.2 |
| Kwai King Rd | Kwai Tak St | Kwai Tsing Rd | 5272 | LD | C | 21,360 | 24,600 | +15.2 |
| Kwai Luen Rd | Kwai Shing Circuit eastern junction | Kwai Shing Circuit western junction | 5010 | LD | A | 5,050 | 5,300 | +5.0 |
| Kwai On Rd | Tai Lin Pai Rd | Kwai Chung Rd | 5426 | DD | C | 16,220 * | 15,720 | -3.1 |
| Kwai Shing Circuit | Kwai Luen Rd western junction | Kwai Luen Rd eastern junction | 6641 | LD | C | 4,550 | 4,940 | +8.5 |
| Kwai Shing Circuit | Tai Wo Hau Rd northern junction | Kwai Luen Rd | 6021 | DD | C | 7,580 | 7,640 * | +0.8 |
| Kwai Shing Circuit & Shing Fuk St | Kwai Luen Rd | Kwai Fuk Rd | 5248 | LD | C | 10,740 | 11,740 | +9.3 |
| Kwai Tai Rd RA Northern Arm | Kwai Chung Rd | Kwai Tai Rd | 5665 | PD | C | 11,690 * | 12,490 * | +6.8 |
| Kwai Tsing Rd | Kwai King Rd | Tsuen Wan Rd | 6100 | DD | C | 37,640 | 37,960 * | +0.8 |
| Kwai Tsing Rd | Kwai Tsing Rd slip rds to & from Tsing Kwai Highway | Kwai King Rd | 5904 | DD | C | 32,750 * | 33,030 * | +0.8 |
| Kwai Tsing Rd & Tsing Yi S Bridge | Tsing Yi Rd | Kwai Tai Rd INT | 6219 | DD | B | 47,000 | 44,770 | -4.7 |
| Kwai Tsing Rd access rd to Kwai Tai Rd | Kwai Tsing Rd | Kwai Tai Rd | 5470 | DD | C | 9,750 * | 8,370 | -14.1 |
| Kwai Yik Rd | Kwai Chung Rd | Hing Fong Rd | 5223 | DD | C | 19,910 | 21,390 | +7.4 |
| Kwei Chow St | Long Yuet St | To Kwa Wan Rd | 3689 | LD | C | 5,410 * | 5,480 * | +1.2 |
| Kwei Tei St | Wong Chuk Yeung St | Tsung Tau Ha Rd | 6611 | LD | C | 8,150 | 6,690 | -17.9 |
| Kwong Fuk Rd | Nam Wan Rd | Wan Tau St | 5009 | DD | A | 20,510 | 20,400 | -0.5 |
| Kwong Fuk Rd | Wan Tau St | Po Heung St | 5646 | DD | C | 15,300 * | 15,140 * | -1.1 |
| Kwu Tung Rd | Castle Peak Rd - Kwu Tung | Castle Peak Rd - Chau Tau | 6606 | LD | C | 2,980 | 3,290 | +10.3 |
| Kwun Tong Bypass | Kai Yan St | Lung Cheung Rd | 4219 | EX | B | 58,240 | 57,910 | -0.6 |
| Kwun Tong Bypass <K76> | Cheung Yip St | Kai Yan St | 3701 | EX | C | 75,710 * | 75,390 * | -0.4 |
| Kwun Tong Bypass <K77> | Wai Yip St | Cheung Yip St | 3023 | EX | A | 97,200 | 99,000 | +1.8 |
| Kwun Tong Rd | Clear Water Bay Rd | Choi Hung Bus Terminus | 4004 | UT | C | 131,870 | 130,760 * | -0.8 |
| Kwun Tong Rd | Hong Ning Rd | Kwun Tong Rd underpass western end | 4030 | PD | C | 72,770 | 72,460 * | -0.4 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|------------------------|------------------------------------|------------------------------------|----------|-----------|-----------|-----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Kwun Tong Rd | Kai Fuk Rd FO <K58> eastern end | Hong Ning Rd | 3833 | PD | C | 80,550 * | 80,210 * | -0.4 |
| Kwun Tong Rd | Kwun Tong Rd #330 | Lai Yip St | 3441 | PD | C | 28,570 * | 30,120 | +5.4 |
| Kwun Tong Rd | Kwun Tong Rd RA | Kwun Tong Rd underpass eastern end | 3643 | PD | C | 33,250 * | 33,110 * | -0.4 |
| Kwun Tong Rd | Kwun Tong Rd underpass eastern end | Tsui Ping Rd | 3834 | PD | C | 85,780 * | 85,420 * | -0.4 |
| Kwun Tong Rd | Kwun Tong Rd underpass western end | Kwun Tong Rd RA | 3236 | PD | C | 27,200 | 29,670 | +9.1 |
| Kwun Tong Rd | Lai Yip St | Kai Fuk Rd FO<K58> eastern end | 3642 | PD | C | 27,650 * | 27,530 * | -0.4 |
| Kwun Tong Rd | Ngau Tau Kok Rd | Kwun Tong Rd #330 | 3012 | PD | A | 78,070 | 76,830 | -1.6 |
| Kwun Tong Rd | Ping Shek Est eastern end | Lung Cheung Rd | 3605 | UT | C | 78,710 * | 78,050 * | -0.8 |
| Kwun Tong Rd | Ping Shek Est eastern end | Wai Yip St FO <K42> | 4216 | UT | B | 154,040 | 149,170 | -3.2 |
| Kwun Tong Rd | Wai Yip St FO <K42> | Ngau Tau Kok Rd | 3806 | UT | C | 88,630 * | 87,890 * | -0.8 |
| Kwun Tong Rd underpass | Tsun Yip Lane | King Yip Lane | 3442 | PD | C | 49,010 * | 47,840 | -2.4 |
| La Salle Rd | Boundary St | Lancashire Rd | 3256 | DD | C | 11,320 | 8,340 | -26.3 |
| La Salle Rd | Boundary St | Prince Edward Rd W | 4051 | DD | C | 6,790 | 6,660 * | -1.9 |
| La Salle Rd | Renfrew Rd | Lancashire Rd | 3488 | LD | C | 8,220 * | 8,730 | +6.2 |
| Lai Chi Kok Bay Bridge | Section over Mei Foo Sun Chuen | Section nr Ching Lai Court | 3803 | UT | C | 80,870 * | 80,530 * | -0.4 |
| Lai Chi Kok Rd | Hing Wah St | Cheung Mou St | 3429 | PD | C | 17,960 * | 16,770 | -6.6 |
| Lai Chi Kok Rd | Kom Tsun St | Cheung Mou St | 3430 | PD | C | 106,000 * | 100,940 | -4.8 |
| Lai Chi Kok Rd | Nam Cheong St | Wong Chuk St | 3822 | PD | C | 21,610 * | 21,420 * | -0.8 |
| Lai Chi Kok Rd | Nathan Rd | Shanghai St | 3821 | PD | C | 20,630 * | 20,460 * | -0.8 |
| Lai Chi Kok Rd | Shanghai St | Prince Edward Rd W | 4019 | PD | C | 21,200 | 21,020 * | -0.8 |
| Lai Chi Kok Rd | Tong Mi Rd | Wong Chuk St | 3629 | PD | C | 35,710 * | 35,560 * | -0.4 |
| Lai Chi Kok Rd | Tonkin St | Hing Wah St | 3008 | PD | A | 16,360 | 16,350 | -0.1 |
| Lai Chi Kok Rd | Yen Chow St | Nam Cheong St | 4020 | PD | C | 22,500 | 22,310 * | -0.8 |
| Lai Chi Kok Rd | Yen Chow St | Tonkin St | 3227 | PD | C | 20,340 | 21,030 | +3.4 |
| Lai Chi Kok Rd (GL) | Cedar St | Tong Mi Rd | 3428 | PD | C | 27,070 * | 27,810 | +2.7 |
| Lai Chi Kok Rd (GL) | Prince Edward Rd W | Cedar St | 3226 | PD | C | 13,220 | 13,670 | +3.4 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|------------------------------------|---|-------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Lai Chi Kok Rd FO <K38> | Prince Edward Rd W | Lai Chi Kok Rd | 3640 | PD | C | 16,450 * | 16,320 * | -0.8 |
| Lai Cho Rd | Joint St | Lim Cho St | 6642 | LD | C | 3,070 | 2,960 | -3.8 |
| Lai Cho Rd,Lai Yiu Rd & Wah Yiu Rd | Lai King Hill Rd | Lai Chi Ling Rd | 5456 | LD | C | 6,900 * | 6,120 | -11.4 |
| Lai King Hill Rd | Joint St | Kwai Fuk Rd | 5427 | DD | C | 19,650 * | 18,500 | -5.8 |
| Lai King Hill Rd | King Cho Rd southern junction | Joint St | 5628 | DD | C | 15,520 * | 15,650 * | +0.8 |
| Lai King Hill Rd | Kwai Chung Rd | Kwai Fuk Rd | 5428 | DD | C | 3,440 * | 2,800 | -18.7 |
| Lai King Hill Rd | Lai Wan Rd | PMH INT | 5443 | DD | C | 8,400 * | 7,750 | -7.6 |
| Lai King Hill Rd | PMH INT | King Cho Rd | 6204 | DD | B | 16,100 | 16,800 | +4.4 |
| Lai King Hill Rd slip rds C & D | Lai King Hill RA | Kwai Chung Rd | 5476 | PD | C | 10,210 * | 12,070 | +18.2 |
| Lai Wan Rd | Broadway | Mei Lai Rd | 4623 | LD | C | 9,500 | 9,850 | +3.6 |
| Lai Yip St | Wai Yip St | Kwun Tong Rd | 3873 | DD | C | 15,010 * | 14,560 * | -3.0 |
| Lam Kam Rd | Kam Sheung Rd | Lam Kam Rd INT | 5463 | RR | C | 16,090 * | 15,900 | -1.2 |
| Lam Tei Main St | Castle Peak Rd - Lam Tei | Fuk Hang Tsuen Rd | 6604 | LD | C | 1,060 | 890 | -16.2 |
| Lancashire Rd | La Salle Rd | Oxford Rd | 3663 | DD | C | 13,400 * | 13,150 * | -1.9 |
| Lancashire Rd | Waterloo Rd | Oxford Rd | 3461 | DD | C | 14,490 * | 14,650 | +1.1 |
| Lantau Link | Tsing Ma Bridge eastern end at Tsing Yi | Ngong Shuen Au | 5027 | EX | A | 75,880 | 77,850 | +2.6 |
| Lee Garden Rd | Hennessy Rd | Hysan Ave | 2623 | LD | C | 3,750 | 3,450 | -8.1 |
| Lee On Rd | New Clear Water Bay Rd | Shun On Rd | 4624 | LD | C | 10,730 | 11,020 | +2.7 |
| Lei Muk Rd | Castle Peak Rd - Kwai Chung | Chun Pin St | 6024 | DD | C | 3,780 | 3,820 * | +0.8 |
| Lei Muk Rd | Wo Yi Hop Rd | Chun Pin St | 5226 | DD | C | 7,220 | 6,700 | -7.1 |
| Lei Muk Rd | Wo Yi Hop Rd | Tung Chi St | 6046 | LD | C | 11,430 | 11,530 * | +0.8 |
| Lei Yue Mun Rd | Kai Tin Rd | Tseung Kwan O Rd | 3443 | PD | C | 85,000 * | 93,980 | +10.6 |
| Lei Yue Mun Rd | Ko Chiu Rd | Kai Tin Rd | 3237 | PD | C | 31,960 | 31,140 | -2.5 |
| Lei Yue Mun Rd | Ko Chiu Rd | Ko Chiu Rd | 4031 | PD | C | 19,300 | 18,940 * | -1.9 |
| Lei Yue Mun Rd | Tsui Ping Rd | Tseung Kwan O Rd | 3644 | PD | C | 82,120 * | 81,780 * | -0.4 |
| Leighton Rd | Canal Rd E | Wong Nai Chung Rd | 1847 | DD | C | 29,700 * | 29,490 * | -0.7 |
| Leighton Rd | Irving St | Percival St | 2036 | DD | C | 15,040 | 14,930 * | -0.7 |
| Leighton Rd | Morrison Hill Rd | Canal Rd E | 1631 | DD | C | 36,240 * | 35,980 * | -0.7 |
| Leighton Rd | Tung Lo Wan Rd | Irving St | 1414 | PD | C | 23,960 * | 24,660 | +2.9 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-----------------------------------|----------------------------|--------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Leighton Rd | Wong Nai Chung Rd | Percival St | 2035 | DD | C | 29,140 | 28,930 * | -0.7 |
| Leung Tin Lane | Ping Tin St | Tak Tin St | 3694 | LD | C | 3,920 * | 3,840 * | -1.9 |
| Lin Cheung Rd | Cherry St | Yau Ma Tei INT | 3026 | UT | A | 27,640 | 28,970 | +4.8 |
| Lin Cheung Rd | Jordan Rd | Wui Cheung Rd | 4093 | UT | C | 29,460 | 29,340 * | -0.4 |
| Lin Cheung Rd | Wui Cheung Rd | Austin Rd W | 3298 | UT | C | 13,230 | 13,000 | -1.7 |
| Lin Cheung Rd | Yau Ma Tei INT | Cherry St Underpass | 3025 | UT | A | 14,660 | 15,880 | +8.3 |
| Lin Cheung Rd | Yen Chow St | Hoi Fat Rd | 3709 | UT | C | 12,610 * | 12,550 * | -0.4 |
| Lin Cheung Rd S-B | Hing Wah St W | Nr Yen Chow St W | 3897 | UT | C | 26,400 * | 26,280 * | -0.4 |
| Lin Shing Rd | Wan Tsui Rd | Cape Collision Rd | 2401 | LD | B | 2,510 | 2,330 | -7.0 |
| Lin Tak Rd | Tak Tin St | Tseung Kwan O Rd | 4086 | DD | C | 16,710 | 16,400 * | -1.9 |
| Ling Hong Rd | Po Hong Rd | Po Shun Rd | 6105 | DD | C | 2,670 | 2,630 * | -1.3 |
| Lion Rock Tunnel | Toll Plaza | South Portal | 5024 | UT | A | 90,980 | 91,700 | +0.8 |
| Lion Rock Tunnel Rd | Che Kung Miu Rd | Sha Tin Rd | 5215 | PD | C | 10,370 | 10,720 | +3.4 |
| Lion Rock Tunnel Rd | Hung Mui Kuk Rd | Lion Rock Tunnel | 5607 | UT | C | 84,940 * | 85,370 * | +0.5 |
| Lion Rock Tunnel Rd | Hung Mui Kuk Rd | Sha Tin Rd | 5405 | UT | C | 75,930 * | 85,150 | +12.1 |
| Lion Rock Tunnel Rd | Tai Po Rd - Shatin | Che Kung Miu Rd | 6015 | PD | C | 19,830 | 19,930 * | +0.5 |
| Lo Wai Rd | Cheung Pei Shan Rd | Slip rd to Tung Po To | 5851 | LD | C | 4,700 * | 4,740 * | +0.8 |
| Lockhart Rd | Arsenal St | Percival St | 1020 | LD | A | 15,550 | 12,510 | -19.5 |
| Lok King St | Fo Tan Rd | Jubilee Garden | 5853 | LD | C | 9,800 * | 9,670 * | -1.3 |
| Lok Ma Chau Rd | Castle Peak Rd | Ha Wan Tsuen Rd | 5861 | RR | C | 12,280 * | 12,150 * | -1.1 |
| Lok Sin Rd | Tung Tsing Rd | Choi Hung Rd | 4052 | DD | C | 4,430 | 4,300 * | -3.0 |
| Lok Sin Rd | Tung Tsing Rd | Tak Ku Ling Rd | 3489 | LD | C | 9,110 * | 9,300 | +2.1 |
| Lok Yip Rd | Jockey Club Rd | On Kui St | 6043 | DD | C | 24,190 | 23,930 * | -1.1 |
| Lok Yip Rd | On Kui St | Sha Tau Kok Rd - Lung Yuek Tau | 5455 | DD | C | 14,380 * | 16,260 | +13.0 |
| Lomond Rd | Argyle St | Prince Edward Rd W | 3265 | DD | C | 14,570 | 14,910 | +2.3 |
| Long Ping Rd | Fung Chi Rd | Long Ping Rd INT | 5285 | DD | C | 17,850 | 17,550 | -1.7 |
| Long Tin Rd | Tong Yan San Tsuen INT | Tin Fuk Rd | 6085 | PD | C | 42,350 | 42,080 * | -0.6 |
| Long Yip St & Yuen Long On Lok Rd | Castle Peak Rd - Yuen Long | Tai Cheung St | 5208 | PD | C | 33,650 | 33,660 | 0.0 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-----------------------------------|-----------------------------|----------------------------|----------|-----------|-----------|-----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Long Yip St & Yuen Long On Lok Rd | Tai Kiu Rd | Wang Chau Rd | 5812 | PD | C | 20,700 * | 20,570 * | -0.6 |
| Long Yip St & Yuen Long On Lok Rd | Wang Chau Rd | Tai Cheung St | 6008 | PD | C | 29,280 | 29,090 * | -0.6 |
| Long Yip St & Yuen Long On Lok Rd | Wang Lok St | Tai Kiu Rd | 6019 | PD | C | 18,770 | 18,650 * | -0.6 |
| Long Yip St FO <N192> | Footbridge | Castle Peak Rd - Yuen Long | 6059 | UT | C | 22,160 | 22,020 * | -0.6 |
| Long Yuet St | San Ma Tau St | Kwei Chow St | 3878 | LD | C | 3,250 * | 3,300 * | +1.2 |
| Lower Albert Rd | Glenealy | Garden Rd | 1457 | LD | C | 8,770 * | 8,150 | -7.1 |
| Luk Hop St | Tai Yau St | Sze Mei St | 4625 | LD | C | 2,820 | 2,930 | +3.8 |
| Luk Keng Rd | Sha Tau Kok Rd | Bride's Pool Rd | 6605 | LD | C | 1,070 | 860 | -19.3 |
| Lung Cheung Rd | Fung Mo St | Po Kong Village Rd | 3405 | UT | C | 101,650 * | 86,570 | -14.8 |
| Lung Cheung Rd | Hammer Hill Rd | Wong Kuk Ave | 3027 | PD | A | 110,000 | 106,610 | -3.1 |
| Lung Cheung Rd | Nam Cheong St | Lion Rock Tunnel Rd | 3002 | UT | A | 93,560 | 97,070 | +3.8 |
| Lung Cheung Rd | Po Kong Village Rd | Hammer Hill Rd | 3603 | UT | C | 81,070 * | 80,730 * | -0.4 |
| Lung Cheung Rd | Tai Po Rd | Nam Cheong St | 3407 | UT | C | 63,740 * | 75,280 | +18.1 |
| Lung Cheung Rd | Waterloo Rd | Fung Mo St | 3204 | UT | C | 103,690 | 107,020 | +3.2 |
| Lung Cheung Rd (GL) | Wong Kuk Ave | Clear Water Bay Rd | 3624 | PD | C | 37,380 * | 37,220 * | -0.4 |
| Lung Cheung Rd FO <K41A> | Kwun Tong Rd | Lung Cheung Rd | 3641 | PD | C | 77,870 * | 77,540 * | -0.4 |
| Lung Cheung Rd FO <K79> | Hammar Hill Rd RA | Choi Hung Rd | 3499 | DD | C | 19,260 * | 19,130 | -0.7 |
| Lung Cheung Rd slip rd | Tai Po Rd <Tai Wo Ping INT> | Lung Cheung Rd | 3826 | PD | C | 11,690 * | 11,640 * | -0.4 |
| Lung Fu Rd | Wong Chu Rd | Ho Suen St | 5106 | LD | A | 14,890 | 15,790 | +6.1 |
| Lung Kwu Tan Rd | Lung Fai St | Slip rd to Tsang Kok | 5481 | RR | C | 4,440 * | 4,170 | -6.2 |
| Lung Mun Rd | Wong Chu Rd | Wu Shan Rd | 5839 | DD | C | 14,650 * | 14,500 * | -1.1 |
| Lung Mun Rd | Wu Chui Rd | Mong Hau Shek | 5105 | LD | A | 18,220 | 19,300 | +5.9 |
| Lung Mun Rd | Wu Shan Rd | Wu Chui Rd | 5640 | DD | C | 12,440 * | 12,310 * | -1.1 |
| Lung Ping Rd | Lung Cheung Rd | Nam Cheong St | 3895 | DD | C | 2,580 * | 2,500 * | -3.0 |
| Lung Sum Ave | Jockey Club Rd | San Hong St | 5648 | DD | C | 12,360 * | 12,220 * | -1.1 |
| Lung Sum Ave | San Fung Ave | San Hong St | 5506 | LD | C | 16,640 * | 15,050 | -9.6 |
| Lung Wah St | Smithfield Rd | End | 2624 | LD | C | 1,350 | 1,420 | +4.7 |
| Lung Wan St | Lung Sum Ave | San Wan Rd | 5701 | LD | C | 17,110 * | 16,930 * | -1.1 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-----------------------------|---|--------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Lung Wo Rd | Man Yiu St | Lung Wui Rd | 2217 | PD | B | 12,570 | 13,350 | +6.3 |
| Lung Wui Rd | Tim Mei Ave | Lung King St | 2408 | DD | B | 11,200 | 6,680 | -40.4 |
| Lung Yin Rd | Lung Cheung Rd | Chuk Yuen Rd | 3291 | PD | C | 3,620 | 3,700 | +1.9 |
| Ma Chai Hang Rd | Ma Chai Hang Rd RA | Chuk Yuen Rd | 3293 | DD | C | 11,990 | 12,220 | +2.0 |
| Ma Chai Hang Rd | Wong Tai Sin Rd | Fung Mo St FO <K8> | 3853 | DD | C | 10,910 * | 10,580 * | -3.0 |
| Ma Fung Ling Rd | Castle Peak Rd - Ping Shan | Tong Yan San Tsuen Rd | 6626 | LD | C | 790 | 820 | +3.8 |
| Ma Miu Rd | Castle Peak Rd - Yuen Long | Yuen Long On Ning Rd | 6031 | DD | C | 16,510 | 16,330 * | -1.1 |
| Ma Miu Rd | Yuen Long On Ning Rd | Ma Wang Rd | 5234 | DD | C | 16,140 | 15,090 | -6.5 |
| Ma On Shan Bypass | Ma On Shan Rd | Sai Sha Rd | 5708 | EX | C | 19,040 * | 19,140 * | +0.5 |
| Ma On Shan Rd | Hang Hong St | Sai Sha Rd | 5467 | DD | C | 15,580 * | 15,780 | +1.3 |
| Ma On Shan Rd | Hang Shun St | Hang Hong St RA | 5005 | PD | A | 25,820 | 25,740 | -0.3 |
| Ma On Shan Rd | Slip rds to & from Tate's Cairn Highway | Hang Shun St | 5692 | RT | C | 37,540 * | 37,730 * | +0.5 |
| Ma Sik Rd | Fan Leng Lau Rd | Luen Chit St | 5895 | DD | C | 10,470 * | 10,360 * | -1.1 |
| Ma Sik Rd | Jockey Club Rd | Tin Ping Rd | 5500 | DD | C | 19,090 * | 21,170 | +10.9 |
| Ma Sik Rd | Luen Chit St | Wo Tai St | 6091 | DD | C | 10,420 | 10,310 * | -1.1 |
| Ma Sik Rd | Tin Ping Rd | Fan Leng Lau Rd | 5695 | DD | C | 16,770 * | 16,590 * | -1.1 |
| Ma Sik Rd | Wo Tai St | Sha Tau Kok Rd - Lung Yeuk Tau | 5293 | DD | C | 12,750 | 17,850 | +40.0 |
| Ma Tau Chung Rd | Ma Tau Kok Rd | Sung Wong Toi Rd | 3436 | PD | C | 41,550 * | 38,270 | -7.9 |
| Ma Tau Chung Rd | Sung Wong Toi Rd | Slip rd to Olympic Ave | 3638 | PD | C | 65,590 * | 65,040 * | -0.8 |
| Ma Tau Chung Rd & FO <K11C> | Kowloon City RA | Tak Ku Ling Rd | 4027 | PD | C | 60,740 | 59,620 * | -1.9 |
| Ma Tau Chung Rd & FO <K11C> | Sung Wong Toi Rd Garden | Kowloon City INT | 3831 | PD | C | 76,730 * | 76,080 * | -0.8 |
| Ma Tau Kok Rd | Kowloon City Rd | Ma Tau Chung Rd | 4045 | DD | C | 9,960 | 10,080 * | +1.2 |
| Ma Tau Kok Rd | Kowloon City Rd | To Kwa Wan Rd | 3250 | DD | C | 8,440 | 8,420 | -0.2 |
| Ma Tau Pa Rd & Texaco Rd | Yeung Uk Rd | Texaco Rd RA | 5230 | DD | C | 14,330 | 14,790 | +3.2 |
| Ma Tau Wai Rd | Chi Kiang St | Tin Kwong Rd | 3620 | PD | C | 37,080 * | 36,770 * | -0.8 |
| Ma Tau Wai Rd | Fat Kwong St | Wuhu St | 3840 | DD | C | 21,400 * | 21,670 * | +1.2 |
| Ma Tau Wai Rd | San Lau St & Bailey St | Fat Kwong St | 4040 | DD | C | 16,740 | 16,950 * | +1.2 |
| Ma Tau Wai Rd | Tin Kwong Rd | Farm Rd | 3818 | PD | C | 38,520 * | 38,200 * | -0.8 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---------------------------------|------------------------|------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Ma Tau Wai Rd & Ma Tau Chung Rd | Farm Rd | Ma Tau Kok Rd | 4016 | PD | C | 31,660 | 31,390 * | -0.8 |
| Ma Tau Wai Rd & To Kwa Wan Rd | San Lau St & Bailey St | Chi Kiang St | 3014 | DD | A | 23,420 | 26,640 | +13.7 |
| Magazine Gap Rd | Garden Rd | Peak Rd | 2205 | DD | B | 17,440 | 16,350 | -6.2 |
| Magic Rd | Penny's Bay Highway | End | 5709 | LD | C | 5,800 * | 5,850 * | +0.8 |
| Man Fuk Rd | Pui Ching Rd | Man Wan Rd | 4626 | LD | C | 7,420 | 7,720 | +4.1 |
| Man Hong St | Java Rd | King's Rd | 1613 | PD | C | 24,410 * | 24,300 * | -0.4 |
| Man Kam To Rd | Jockey Club Rd | Boundary | 5465 | RR | C | 15,960 * | 15,660 | -1.9 |
| Man Yiu St | Man Kwong St | Harbour View St | 1647 | DD | C | 23,650 * | 22,830 * | -3.5 |
| Man Yue St | Ma Tau Wai Rd | Hung Hom Rd | 3698 | DD | C | 4,600 * | 4,660 * | +1.2 |
| Marsh Rd | Gloucester Rd | Hennessy Rd | 2625 | LD | C | 9,320 | 9,430 | +1.2 |
| Marsh Rd & FO <H78> | Hung Hing Rd | Lockhart Rd | 1859 | DD | C | 14,990 * | 14,470 * | -3.5 |
| Mau Yip Rd | Po Fung Rd | Wan Hang Rd | 6107 | DD | C | 8,490 | 8,380 * | -1.3 |
| Mei King St | Lok Shan Rd | San Ma Tau St | 4627 | LD | C | 1,100 | 1,240 | +13.0 |
| Mei Lai Rd & Lai Wan Rd | Mei Fu Bus Terminus | Lai King Hill Rd | 3859 | DD | C | 15,970 * | 15,480 * | -3.0 |
| Mei Tin Rd | Che Kung Miu Rd | Tsuen Nam Rd | 5417 | PD | C | 36,080 * | 35,750 | -0.9 |
| Mei Tin Rd | Tai Po Rd - Tai Wai | Tsuen Nam Rd | 5617 | PD | C | 30,680 * | 30,830 * | +0.5 |
| Mei Wo Circuit | Sui Wo Rd | Sui Wo Rd | 6613 | LD | C | 150 | 160 | +3.8 |
| Metropolis Drive | Hung Hom Bypass | Cheong Tung Rd S | 4656 | LD | C | 16,820 | 17,130 | +1.8 |
| Middle Rd | Kowloon Park Drive | Nathan Rd | 4654 | LD | C | 13,240 | 12,300 | -7.1 |
| Middle Rd | Salisbury Rd | Nathan Rd | 4655 | LD | C | 5,010 | 4,780 | -4.6 |
| Ming Kum Rd | Pui To Rd | Shek Pai Tau Rd | 5237 | DD | C | 12,450 | 11,410 | -8.4 |
| Ming Kum Rd | Shek Pai Tau Rd | Tin King Rd | 5282 | DD | C | 10,540 | 8,980 | -14.8 |
| Ming Kum Rd | Tin King Rd | Hing Kwai St | 5688 | DD | C | 8,440 * | 8,350 * | -1.1 |
| Ming Kum Rd | Tin King Rd | Tsun Wen Rd | 5490 | DD | C | 7,860 * | 8,970 | +14.2 |
| Miu Kong St | Shing Mun Rd | Wai Tsuen Rd | 6636 | LD | C | 10,710 | 11,740 | +9.6 |
| Mody Rd | Nathan Rd | Chatham Rd S | 3021 | LD | A | 15,690 | 15,230 | -2.9 |
| Mok Cheong St | To Kwa Wan Rd | Ma Tau Chung Rd | 3455 | DD | C | 9,380 * | 8,250 | -12.0 |
| Mong Kok Rd | Nathan Rd | Sai Yee St | 3652 | DD | C | 35,130 * | 35,560 * | +1.2 |
| Mong Kok Rd | Nathan Rd | Shanghai St | 3452 | DD | C | 22,890 * | 21,670 | -5.3 |
| Mong Kok Rd | Shanghai St | Tong Mi Rd | 3247 | DD | C | 12,800 | 12,940 | +1.1 |
| Mong Lung St | Factory St | Po Man St | 2626 | LD | C | 6,010 | 4,980 | -17.3 |
| Morrison Hill Rd | Leighton Rd | Queen's Rd E | 1630 | DD | C | 77,490 * | 76,940 * | -0.7 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|------------------|---|----------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Morrison Hill Rd | Wan Chai Rd | Leighton Rd | 2033 | DD | C | 25,850 | 24,960 * | -3.5 |
| Morrison St | Queen's Rd C | Des Voeux Rd C | 1460 | LD | C | 9,120 * | 8,940 | -2.0 |
| Mount Butler Rd | Tai Hang Rd | End | 1101 | LD | A | 4,530 | 4,710 | +4.0 |
| Mount Davis Rd | Victoria Rd | Pok Fu Lam Rd | 1836 | DD | C | 1,770 * | 1,760 * | -0.7 |
| Mount Kellett Rd | Peak Rd | Homestead Rd | 2627 | LD | C | 4,030 | 4,190 | +4.1 |
| Mut Wah St | Hip Wo St | Hong Ning Rd | 3476 | DD | C | 13,610 * | 12,340 | -9.3 |
| Nam Cheong St | Cheung Sha Wan Rd | Lai Chi Kok Rd | 3251 | DD | C | 13,360 | 13,290 | -0.6 |
| Nam Cheong St | Cheung Sha Wan Rd | Un Chau St | 3456 | DD | C | 9,290 * | 8,830 | -4.9 |
| Nam Cheong St | Cornwall St | Pak Tin St | 3252 | DD | C | 10,390 | 10,080 | -3.0 |
| Nam Cheong St | Hai Tan St | Lai Chi Kok Rd | 4046 | DD | C | 8,910 | 8,640 * | -3.0 |
| Nam Cheong St | Lung Cheung Rd | Cornwall St | 3457 | DD | C | 9,240 * | 8,480 | -8.2 |
| Nam Cheong St | Pak Tin St | Woh Chai St | 4047 | DD | C | 11,510 | 11,300 * | -1.9 |
| Nam Cheong St | Tai Po Rd | Un Chau St | 3656 | DD | C | 12,140 * | 12,290 * | +1.2 |
| Nam Cheong St | Woh Chai St | Tai Po Rd | 3847 | DD | C | 7,960 * | 7,810 * | -1.9 |
| Nam Fung Rd | Wong Chuk Hang Rd | Deep Water Bay Rd | 1637 | DD | C | 9,400 * | 9,220 * | -1.9 |
| Nam Long Shan Rd | Police School Rd | Restriction boundary | 2628 | LD | C | 4,380 | 4,550 | +3.9 |
| Nam On Lane | Shau Kei Wan Rd | Nam On St | 1616 | PD | C | 7,100 * | 7,070 * | -0.4 |
| Nam Wan Rd | Kwong Fuk Rd | Tai Po Tai Wo Rd | 5216 | PD | C | 21,910 | 21,480 | -2.0 |
| Nam Wan Rd | Kwong Fuk Rd & Tai Po Rd - Yuen Chau Tsai | Nam Wan Rd | 5863 | DD | C | 12,030 * | 11,910 * | -1.1 |
| Nam Wan Rd | Tai Po Tai Wo Rd | Ting Kok Rd | 5421 | PD | C | 26,140 * | 23,820 | -8.9 |
| Nam Wan Tunnel | East Tsing Yi Viaduct | Cheung Tsing Highway | 5038 | EX | A | 41,980 | 46,820 | +11.5 |
| Nassau St | Lai Wan Rd | Mei Lai Rd | 4628 | LD | C | 4,270 | 4,150 | -2.8 |
| Nathan Rd | Argyle St | Mong Kok Rd | 3817 | PD | C | 34,900 * | 34,600 * | -0.8 |
| Nathan Rd | Boundary St | Prince Edward Rd W | 3424 | PD | C | 34,680 * | 31,230 | -10.0 |
| Nathan Rd | Hillwood Rd | Kimberley Rd | 3610 | PD | C | 32,150 * | 31,550 * | -1.9 |
| Nathan Rd | Jordan Rd | Hillwood Rd | 3810 | PD | C | 22,140 * | 21,730 * | -1.9 |
| Nathan Rd | Kimberley Rd | Mody Rd | 3609 | PD | C | 27,540 * | 27,030 * | -1.9 |
| Nathan Rd | Lai Chi Kok Rd | Prince Edward Rd W | 3222 | PD | C | 38,220 | 35,540 | -7.0 |
| Nathan Rd | Market St | Jordan Rd | 4007 | PD | C | 33,650 | 33,020 * | -1.9 |
| Nathan Rd | Mong Kok Rd | Lai Chi Kok Rd | 4015 | PD | C | 45,710 | 45,320 * | -0.8 |
| Nathan Rd | Peking Rd | Mody Rd | 3414 | PD | C | 17,830 * | 16,050 | -10.0 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|------------------------------|---|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Nathan Rd | Pitt St | Dundas St | 3416 | PD | C | 36,780 * | 33,060 | -10.1 |
| Nathan Rd | Public Square St | Market St | 4008 | PD | C | 42,410 | 41,630 * | -1.9 |
| Nathan Rd | Salisbury Rd | Peking Rd | 3413 | PD | C | 31,240 * | 28,880 | -7.5 |
| Nathan Rd | Shantung St | Argyle St | 3611 | PD | C | 36,690 * | 36,380 * | -0.8 |
| Nathan Rd | Shantung St | Dundas St | 3006 | PD | A | 32,420 | 25,950 | -20.0 |
| Nathan Rd | Waterloo Rd | Pitt St | 3415 | PD | C | 35,720 * | 33,160 | -7.2 |
| Nathan Rd | Waterloo Rd | Public Square St | 3213 | PD | C | 50,840 | 46,860 | -7.8 |
| New Clear Water Bay Rd | Clear Water Bay Rd western junction | Sun Lee St | 3235 | PD | C | 43,170 | 39,060 | -9.5 |
| New Clear Water Bay Rd | New Clear Water Bay Rd eastern junction | Sun Lee St | 4029 | PD | C | 24,130 | 23,690 * | -1.9 |
| New Hiram's Highway | Pak Sha Wan RA | Hiram's Highway | 5906 | RR | C | 24,470 * | 24,140 * | -1.3 |
| Nga Cheung Rd | Austin Rd W | Jordan Rd | 4095 | PD | C | 7,350 | 7,320 * | -0.4 |
| Nga Tsin Wai Rd | La Salle Rd | Junction Rd | 3852 | DD | C | 12,250 * | 12,030 * | -1.9 |
| Nga Tsin Wai Rd | Tak Ku Ling Rd | Junction Rd | 4079 | LD | C | 10,540 | 10,340 * | -1.9 |
| Nga Tsin Wai Rd & Kai Tak Rd | Tak Ku Ling Rd | Lok Sin Rd | 3284 | LD | C | 8,040 | 8,030 | -0.2 |
| Ngan O Rd | Pui Shing Rd | Chiu Shun Rd | 6079 | DD | C | 10,480 | 10,340 * | -1.3 |
| Ngan Shing St | Sha Tin Wai Rd | Chap Wai Kon St | 6038 | DD | C | 6,800 | 6,700 * | -1.3 |
| Ngan Shing St | Siu Lek Yuen Rd | Chap Wai Kon St | 5241 | DD | C | 17,750 | 17,050 | -3.9 |
| Ngau Tau Kok Rd | Chun Wah Rd | near Fuk To St | 3683 | DD | C | 22,810 * | 23,100 * | +1.2 |
| Ngau Tau Kok Rd | Chun Wah Rd | near Kwai Yin House, Lower Ngau Tau Kok Estate | 3480 | DD | C | 12,760 * | 12,260 | -3.9 |
| Ngau Tau Kok Rd | Elegance Rd | Up-ramp to Sheung Yee Rd FO <K57> | 4070 | DD | C | 16,330 | 16,530 * | +1.2 |
| Ngau Tau Kok Rd | Hong Ning Rd | Elegance Rd | 3870 | DD | C | 17,200 * | 17,410 * | +1.2 |
| Ngau Tau Kok Rd | Lower Ngau Tau Kok Est southern end | Up-ramp to Sheung Yee Rd FO <K57> | 3275 | DD | C | 14,080 | 13,950 | -1.0 |
| Ngau Tau Kok Rd & <FO> | Kwun Tong Rd | Diverging pt of Kai Cheung Rd FO<K56> & down ramp to Kwun Tong Rd | 4071 | DD | C | 17,210 | 17,420 * | +1.2 |
| Ngau Tau Kok Rd & <FO> | near Fuk To St | Diverging pt of Kai Cheung Rd FO<K56> and down ramp to Kwun Tong Rd | 3871 | DD | C | 27,240 * | 27,580 * | +1.2 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|----------------------|------------------------|--------------------------------------|----------|-----------|-----------|---------------------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| North Lantau Highway | Ngong Shuen Au | Tung Chung Eastern INT | 5300 | EX | C | 64,930 [^] | 76,800 | +18.3 |
| North Lantau Highway | Tung Chung Eastern INT | Western End at Chek Lap Kok | 5031 | EX | A | 46,730 | 49,200 | +5.3 |
| North Point Rd | Electric Rd | King's Rd | 2039 | DD | C | 5,300 | 5,260 * | -0.7 |
| Oak St | Cherry St | Ivy St | 4629 | LD | C | 480 | 500 | +4.0 |
| Observatory Rd | Chatham Rd S | Kimberley Rd | 3688 | LD | C | 10,860 * | 10,660 * | -1.9 |
| Ocean Park Rd | Wong Chuk Hang Rd | Ocean Park | 1109 | LD | A | 23,750 | 24,280 | +2.2 |
| Oi Kan Rd | Tai On St | Oi Yin St | 2654 | LD | C | 7,550 | 7,830 | +3.7 |
| Oi Lai St | Tung Hei Rd | Oi Yin St | 2652 | LD | C | 8,140 | 8,570 | +5.3 |
| Oi Shun Rd | Aldrich Bay Rd | Tai On St | 2653 | LD | C | 4,660 | 4,060 | -13.0 |
| Olympic Ave | Concorde Rd | Slip rd next to Sung Wong Toi Garden | 3674 | DD | C | 4,690 * | 4,600 * | -1.9 |
| Olympic Ave | Hang Wan Rd | Sung Wong Toi Rd | 3471 | DD | C | 9,080 * | 7,890 | -13.1 |
| On Cheung Rd | Tai Wo Rd - Tai Po | Tai Yuen Est access rd | 6620 | LD | C | 13,390 | 13,570 | +1.4 |
| On Chiu St | On Chun St | Sai Sha Rd | 5275 | DD | C | 8,920 | 8,520 | -4.4 |
| On Chun St | On Chiu St | On Yuen St | 6072 | LD | C | 6,730 | 6,640 * | -1.3 |
| On Kui St | Lok Yip Rd | Sha Tau Kok Rd - Lung Yuek Tau | 5246 | DD | C | 5,690 | 5,940 | +4.4 |
| On Lok Mun St | Lok Yip Rd | Lok Ming St | 6622 | LD | C | 3,070 | 2,830 | -7.6 |
| On Luk St | Sai Sha Rd | On Shing St | 6078 | DD | C | 11,820 | 11,660 * | -1.3 |
| On Ming St | On Muk St | Siu Lek Yuen Rd | 6102 | LD | C | 7,530 | 7,430 * | -1.3 |
| On Tin St | Ping Tin St | Ping Tin St | 3885 | LD | C | 5,150 * | 5,060 * | -1.9 |
| On Yuen St | Sai Sha Rd | On Chun St | 5883 | DD | C | 9,910 * | 9,780 * | -1.3 |
| Ormsby St | Tung Lo Wan Rd | Sun Chun St | 2630 | LD | C | 860 | 810 | -5.7 |
| Pak Kong Rd | Hiram's Highway | Pak Kong | 6647 | LD | C | 1,840 | 1,970 | +7.5 |
| Pak Tai St | Ma Hang Chung Rd | Sung Wong Toi Rd | 4630 | LD | C | 5,280 | 5,360 | +1.6 |
| Pak Wo Rd | Pak Wo Rd RA | Yu Tai Rd | 5294 | DD | C | 14,440 | 14,140 | -2.1 |
| Pak Wo Rd | Po Kin Rd | Choi Yuen Rd RA | 5897 | DD | C | 9,060 * | 8,960 * | -1.1 |
| Pak Wo Rd | Po Kin Rd | Slip rd to So Kwun Po INT | 5697 | DD | C | 12,560 * | 12,420 * | -1.1 |
| Pak Wo Rd | Wah Ming Rd | Pak Wo Rd RA | 6092 | DD | C | 15,280 | 15,120 * | -1.1 |
| Pak Wo Rd | Wah Ming Rd | Wai Ming St | 5896 | DD | C | 12,310 * | 12,180 * | -1.1 |
| Pak Wo Rd | Yat Ming Rd | Wai Ming St | 5696 | DD | C | 10,530 * | 10,420 * | -1.1 |
| Pak Wo Rd | Yat Ming Rd | Wo Hop Shek INT | 5501 | DD | C | 15,480 * | 15,820 | +2.2 |

* AADT estimated by Growth Factor

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[^] 2013 AADT figure is adjusted

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---------------------------------------|----------------------------|---------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Pak Wo Rd | Yu Tai Rd | Slip rd to So Kwun Po INT | 5502 | DD | C | 18,700 * | 17,160 | -8.2 |
| Pak Wo Rd W-B slip rd | Fanling Highway | Pak Wo Rd | 5280 | PD | C | 5,730 | 4,940 | -13.8 |
| Park Rd & Robinson Rd | Bonham Rd | Castle Rd | 1429 | DD | C | 12,780 * | 10,490 | -18.0 |
| Peak Rd | Magazine Gap Rd | Wan Chai Gap | 1629 | DD | C | 10,800 * | 10,600 * | -1.9 |
| Peak Rd | Mt. Austin Rd | Magazine Gap Rd | 1014 | DD | A | 12,270 | 12,350 | +0.7 |
| Pedder St | Connaught Rd C | Des Voeux Rd C | 1842 | DD | C | 16,860 * | 16,280 * | -3.5 |
| Pedder St | Des Voeux Rd C | Queen's Rd C | 1625 | DD | C | 15,020 * | 14,500 * | -3.5 |
| Pei Ho St | Lai Chi Kok Rd | Apliu St | 4631 | LD | C | 2,550 | 2,220 | -13.0 |
| Peking Rd | Nathan Rd | Kowloon Park Drive | 3446 | DD | C | 7,710 * | 12,890 | +67.2 |
| Penny's Bay Highway | Magic Rd | North Lantau Highway | 6115 | EX | C | 9,260 | 9,340 * | +0.8 |
| Peony Rd & Begonia Rd nr Tat Chee Ave | Tat Chee Ave | Tat Chee Ave | 4080 | LD | C | 2,440 | 2,400 * | -1.9 |
| Percival St | Gloucester Rd | Hennessy Rd | 1235 | DD | C | 13,240 | 11,700 | -11.6 |
| Percival St | Hennessy Rd | Leighton Rd | 1436 | DD | C | 14,060 * | 12,660 | -9.9 |
| Pik Fung Rd | Jockey Club Rd | San Wan Rd | 6069 | DD | C | 3,310 | 3,270 * | -1.1 |
| Pik Tin St | Mei Tin Rd | End | 6614 | LD | C | 2,370 | 2,890 | +22.0 |
| Pik Wan Rd & UR to Lam Tin | Ko Chiu Rd | Lin Tak Rd | 3497 | DD | C | 11,750 * | 11,920 | +1.4 |
| Pine Tree Hill Rd & Hillwood Rd | Nathan Rd | Austin Rd | 3837 | DD | C | 6,590 * | 6,470 * | -1.9 |
| Ping Chi St | Chatham Rd N | Fat Kwong St | 4036 | DD | C | 1,530 | 1,550 * | +1.2 |
| Ping Ha Rd | Castle Peak Rd - Ping Shan | Tin Yiu Rd | 6053 | RR | C | 6,070 | 6,000 * | -1.1 |
| Ping Ha Rd | Hung Tin Rd | Tin Ha Rd | 5689 | RR | C | 12,390 * | 12,260 * | -1.1 |
| Ping Ha Rd | Hung Tin Rd | Tin Yiu Rd | 5277 | DD | C | 19,740 | 14,870 | -24.7 |
| Ping Ha Rd & Lau Fau Shan Rd | Tin Ha Rd | Deep Bay Rd | 5858 | RR | C | 11,860 * | 11,730 * | -1.1 |
| Ping Tin St | On Tin St | On Tin St | 3696 | LD | C | 1,200 * | 1,170 * | -1.9 |
| Plantation Rd | Plunkett's Rd | Barker Rd | 2631 | LD | C | 2,140 | 1,880 | -12.3 |
| Po Fung Rd | Po Lam Rd N | Po Hong Rd | 5261 | DD | C | 9,140 | 8,500 | -7.0 |
| Po Fung Terrace | Castle Peak Rd | Yau Kom Tau Tsuen | 6607 | LD | C | 890 | 890 | +0.3 |
| Po Heung St | Kwong Fuk Rd | Tai Po Tai Wo Rd | 6040 | DD | C | 32,170 | 31,830 * | -1.1 |
| Po Hong Rd | Po Fung Rd | Wan Hang Rd | 6074 | DD | C | 12,690 | 12,520 * | -1.3 |
| Po Hong Rd | Po Lam Rd N | Wing Lai Rd | 5489 | LD | C | 3,130 * | 3,270 | +4.4 |
| Po Hong Rd | Po Lam Rd N. | Po Fung Rd | 5469 | DD | C | 7,870 * | 7,640 | -2.9 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-------------------------------------|------------------------------|------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Po Hong Rd | Wan Lung Rd | Tong Ming St | 5512 | PD | C | 7,030 * | 8,150 | +16.0 |
| Po Hong Rd | Wan Lung Rd | Wan Hang Rd | 5262 | PD | C | 15,320 | 15,570 | +1.7 |
| Po Kong Village Rd | Lung Cheung Rd | Choi Hung Rd | 3660 | DD | C | 39,230 * | 38,500 * | -1.9 |
| Po Kong Village Rd | Lung Cheung Rd | Fung Tak Rd | 3661 | DD | C | 40,470 * | 39,720 * | -1.9 |
| Po Kong Village Rd | Tsz Wan Shan Rd | Fung Tak Rd | 4050 | DD | C | 11,170 | 10,960 * | -1.9 |
| Po Kong Village Rd & Hammer Hill Rd | Tsz Wan Shan Rd | Lung Cheung Rd | 3255 | DD | C | 43,720 | 36,850 | -15.7 |
| Po Lam Rd | Anderson Rd | Tsui Lam Rd | 5023 | DD | A | 15,370 | 14,930 | -2.9 |
| Po Lam Rd | Sau Mau Ping Rd | Anderson Rd | 3680 | DD | C | 16,310 * | 16,010 * | -1.9 |
| Po Lam Rd & Po Lam Rd N | Tsui Lam Rd eastern junction | Tsui Lam Rd western junction | 5878 | DD | C | 10,000 * | 9,870 * | -1.3 |
| Po Lam Rd N | Po Fung Rd | Po Ning Rd | 5484 | PD | C | 16,610 * | 14,380 | -13.4 |
| Po Lam Rd N | Po Hong Rd | Po Fung Rd | 5276 | PD | C | 13,900 | 13,700 | -1.5 |
| Po Lam Rd N | Po Hong Rd | Tsui Lam Rd | 5245 | DD | C | 15,240 | 15,050 | -1.2 |
| Po Ning Rd | Ying Yip Rd | Chiu Shun Rd | 5864 | DD | C | 13,580 * | 13,400 * | -1.3 |
| Po Ning Rd | Ying Yip Rd | Po Lam Rd N | 5679 | DD | C | 39,880 * | 39,340 * | -1.3 |
| Po On Rd | Tonkin St | Wing Hong St | 4632 | LD | C | 5,640 | 5,700 | +1.0 |
| Po Shek Wu Rd | Choi Yuen Rd | Jockey Club Rd | 6018 | PD | C | 32,860 | 32,650 * | -0.6 |
| Po Shek Wu Rd | Fan Kam Rd RA | Choi Yuen Rd | 5823 | PD | C | 43,490 * | 43,210 * | -0.6 |
| Po Shun Rd | Tong Ming St | Tseung Kwan O Tunnel Rd RA | 5306 | PD | C | 24,200 | 22,520 | -6.9 |
| Po Shun Rd | Tseung Kwan O Tunnel Rd RA | Po Ning Rd | 5691 | PD | C | 37,480 * | 37,670 * | +0.5 |
| Po Tung Rd & Tai Mong Tsai Rd | Hiram's Highway | Yan Yee Rd | 5258 | RR | C | 25,530 | 22,640 | -11.3 |
| Po Wan Rd | Chuk Wan St | Jockey Club Rd | 5865 | DD | C | 2,460 * | 2,440 * | -1.1 |
| Po Wan Rd | Po Shek Wu Rd | San Fung Ave | 5848 | DD | C | 12,750 * | 12,610 * | -1.1 |
| Pok Fu Lam Rd | Chi Fu Rd | Victoria Rd | 1405 | PD | C | 24,980 * | 26,120 | +4.6 |
| Pok Fu Lam Rd | Hill Rd FO <H114> | Bonham Rd | 1406 | PD | C | 26,630 * | 25,390 | -4.6 |
| Pok Fu Lam Rd | Mount Davis Rd | Bisney Rd | 1811 | PD | C | 36,080 * | 35,920 * | -0.4 |
| Pok Fu Lam Rd | Pokfield Rd | Hill Rd FO <H114> | 2009 | PD | C | 36,150 | 36,000 * | -0.4 |
| Pok Fu Lam Rd | Pokfield Rd | Mount Davis Rd | 2201 | PD | B | 30,260 | 29,680 | -1.9 |
| Pok Fu Lam Rd | Queen's Rd W | Second St | 1812 | PD | C | 10,620 * | 10,580 * | -0.4 |
| Pok Fu Lam Rd | Sassoon Rd | Bisney Rd | 1603 | PD | C | 36,610 * | 36,460 * | -0.4 |
| Pok Fu Lam Rd | Sassoon Rd | Chi Fu Rd | 1005 | PD | A | 25,910 | 26,800 | +3.5 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---|--|--------------------------|----------|-----------|-----------|-----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Pok Fu Lam Rd | Second St | Hill Rd | 1604 | PD | C | 12,740 * | 12,690 * | -0.4 |
| Pollock's Path | Plantation Rd | End | 2632 | LD | C | 440 | 320 | -28.4 |
| Portland St | Waterloo Rd | Argyle St | 4404 | LD | B | 4,660 | 5,500 | +18.1 |
| Power St | Electric Rd | King's Rd | 1851 | DD | C | 3,290 * | 3,270 * | -0.7 |
| Prince Edward Rd E | Choi Hung Bus Terminus | Eastern Rd FO <K9> | 3805 | UT | C | 138,320 * | 139,490 * | +0.8 |
| Prince Edward Rd E | The nullah | Choi Hung Rd | 3832 | PD | C | 128,170 * | 125,790 * | -1.9 |
| Prince Edward Rd E & FO <K10A> | Choi Hung Rd | Eastern Rd FO <K9> | 3003 | UT | A | 121,230 | 124,180 | +2.4 |
| Prince Edward Rd E & FO <K10A> | The nullah | Prince Edward Rd W. #456 | 3639 | PD | C | 160,050 * | 157,080 * | -1.9 |
| Prince Edward Rd INT <K78> S-B slip rd C | Kwun Tong Bypass | Kwun Tong Rd | 4089 | PD | C | 2,520 | 2,500 * | -0.8 |
| Prince Edward Rd INT <K78> slip rd E | Kwun Tong Rd N-B | Kwun Tong Bypass | 3892 | PD | C | 3,390 * | 3,360 * | -0.8 |
| Prince Edward Rd INT <K78> slip rd F | Choi Hung Rd | Prince Edward Rd E | 3703 | PD | C | 4,370 * | 4,350 * | -0.4 |
| Prince Edward Rd INT <K78> slip rds A & B | Prince Edward Rd | Kwun Tong Bypass | 3295 | PD | C | 22,710 | 22,960 | +1.1 |
| Prince Edward Rd W | Embankment Rd | Kadoorie Ave | 3635 | PD | C | 54,840 * | 54,380 * | -0.8 |
| Prince Edward Rd W | Embankment Rd | Yuen Ngai St | 4203 | PD | B | 48,880 | 49,250 | +0.8 |
| Prince Edward Rd W | Knight St | Kadoorie Ave | 3828 | PD | C | 52,890 * | 52,450 * | -0.8 |
| Prince Edward Rd W | La Salle Rd | Waterloo Rd | 3010 | PD | A | 39,480 | 39,310 | -0.4 |
| Prince Edward Rd W | Lai Chi Kok Rd | Tong Mi Rd | 3827 | PD | C | 26,750 * | 26,520 * | -0.8 |
| Prince Edward Rd W | Waterloo Rd | Knight St | 4024 | PD | C | 47,640 | 47,240 * | -0.8 |
| Prince Edward Rd W & FO <K11A> | Junction Rd | Lomond Rd | 3434 | PD | C | 45,090 * | 44,980 | -0.3 |
| Prince Edward Rd W & FO <K11A> | Lomond Rd | La Salle Rd | 3231 | PD | C | 41,700 | 42,960 | +3.0 |
| Prince Edward Rd W & FO <K11A> | Nga Tsin Long Rd | Junction Rd | 3636 | PD | C | 76,910 * | 75,480 * | -1.9 |
| Prince Edward Rd W & FO <K11A> | Prince Edward Rd W FO <K11A> eastern tip | Nga Tsin Long Rd | 3829 | PD | C | 80,310 * | 78,820 * | -1.9 |
| Prince Edward Rd W (GL) | Lai Chi Kok Rd | Nathan Rd | 4023 | PD | C | 21,910 | 21,720 * | -0.8 |
| Prince Edward Rd W (GL) | Nathan Rd | Fa Yuen St | 3230 | PD | C | 31,680 | 29,930 | -5.5 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--|----------------------------------|--------------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Prince Edward Rd W (GL) | Sai Yee St | Fa Yuen St | 3433 | PD | C | 29,810 * | 26,520 | -11.1 |
| Prince Edward Rd W (GL) | Sai Yee St | Yuen Ngai St | 3634 | PD | C | 29,700 * | 29,450 * | -0.8 |
| Princess Margaret Hospital INT ramps A & B | Kwai Chung Rd | Lai King Hill Rd INT | 5219 | DD | C | 18,660 | 19,160 | +2.7 |
| Princess Margaret Hospital INT ramps E & F | Kwai Chung Rd | Lai King Hill Rd INT | 5220 | DD | C | 14,190 | 13,480 | -5.1 |
| Princess Margaret Rd | Chatham Rd FO <K20> | Chatham Rd N | 3601 | UT | C | 49,170 * | 49,590 * | +0.8 |
| Princess Margaret Rd | Chatham Rd FO <K20> | Wylie Rd | 3801 | UT | C | 83,080 * | 83,780 * | +0.8 |
| Princess Margaret Rd | Wylie Rd | Pui Ching Rd | 3001 | UT | A | 77,060 | 76,520 | -0.7 |
| Princess Margaret Rd & FO <K12> | Pui Ching Rd FO <K14> | Argyle St | 4001 | UT | C | 84,270 | 84,980 * | +0.8 |
| Princess Margaret Rd Link | Hung Hom Bypass | Chatham Rd S | 4097 | UT | C | 32,310 | 32,040 * | -0.8 |
| Public Square St | Ferry St | Canton Rd | 3447 | DD | C | 3,380 * | 3,640 | +7.6 |
| Public Square St | Nathan Rd | Shanghai St | 3838 | DD | C | 7,560 * | 7,420 * | -1.9 |
| Public Square St | Shanghai St | Canton Rd | 3647 | DD | C | 2,980 * | 2,930 * | -1.9 |
| Pui Ching Rd & Sheung Hing St | Princess Margaret Rd | Sheung Shing St | 3246 | DD | C | 28,160 | 28,120 | -0.1 |
| Pui Ching Rd & Sheung Hing St | Princess Margaret Rd | Waterloo Rd | 3451 | DD | C | 29,020 * | 30,360 | +4.6 |
| Pui Man St | Tung Tau Tsuen Rd | End | 4633 | LD | C | 370 | 350 | -4.1 |
| Pui To Rd | Castle Peak Rd - Castle Peak Bay | Pui To Rd FO <N503> over Tuen Mun Rd | 5446 | DD | C | 15,290 * | 15,820 | +3.5 |
| Pui To Rd | Tsun Wen Rd | Ming Kum Rd | 5240 | DD | C | 11,410 | 15,820 | +38.6 |
| Pui To Rd | Tuen Mun Heung Sze Wui Rd | Tsun Wen Rd | 6037 | DD | C | 21,790 | 21,560 * | -1.1 |
| Pui To Rd | Tuen Mun Rd | Tuen Mun Heung Sze Wui Rd | 5842 | DD | C | 18,170 * | 17,980 * | -1.1 |
| Pui To Rd FO <N503> over Tuen Mun Rd | Ramp from Tuen Mun Rd | Ramp to Tuen Mun Rd | 5643 | DD | C | 20,100 * | 19,890 * | -1.1 |
| Queen St | Des Voeux Rd C | Queen's Rd W | 1248 | LD | C | 4,890 | 4,480 | -8.3 |
| Queen Victoria St | Des Voeux Rd C | Connaught Rd C | 1431 | DD | C | 5,270 * | 5,060 | -4.1 |
| Queen Victoria St | Des Voeux Rd C | Queen's Rd C | 1230 | DD | C | 3,520 | 3,640 | +3.5 |
| Queen's Rd C | D'Aguilar St | Queen Victoria St | 1814 | PD | C | 9,420 * | 9,290 * | -1.3 |
| Queen's Rd C | Des Voeux Rd C | Ice House St | 1815 | PD | C | 22,220 * | 21,930 * | -1.3 |
| Queen's Rd C | Ice House St | Wyndham St | 1607 | PD | C | 27,540 * | 27,170 * | -1.3 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---|------------------------------|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Queen's Rd C | Queen Victoria St | Bonham Strand | 2208 | PD | B | 14,010 | 12,870 | -8.1 |
| Queen's Rd C | Wyndham St | D'Aguilar St | 1606 | PD | C | 16,180 * | 15,970 * | -1.3 |
| Queen's Rd E | Kennedy Rd | Stubbs Rd | 1434 | DD | C | 40,420 * | 36,720 | -9.1 |
| Queen's Rd E | Queensway | Kennedy Rd | 1233 | DD | C | 19,640 | 18,780 | -4.3 |
| Queen's Rd E | Stubbs Rd | Wong Nai Chung Rd | 1628 | DD | C | 44,370 * | 44,050 * | -0.7 |
| Queen's Rd W | Des Voeux Rd W | Hill Rd | 1225 | DD | C | 8,350 | 8,000 | -4.2 |
| Queen's Rd W | Eastern St | Western St | 1206 | PD | C | 8,710 | 8,110 | -6.8 |
| Queen's Rd W | Hill Rd | Water St | 1226 | DD | C | 9,360 | 9,070 | -3.1 |
| Queen's Rd W | Hollywood Rd | Eastern St | 1605 | PD | C | 9,540 * | 9,420 * | -1.3 |
| Queen's Rd W | Possession St | Queen St | 1408 | PD | C | 9,780 * | 8,730 | -10.7 |
| Queen's Rd W | Queen St | Hollywood Rd | 1813 | PD | C | 14,150 * | 13,960 * | -1.3 |
| Queen's Rd W | Water St | Pok Fu Lam Rd | 1227 | DD | C | 7,120 | 7,750 | +8.9 |
| Queen's Rd W | Western St | Pok Fu Lam Rd | 2010 | PD | C | 15,460 | 15,260 * | -1.3 |
| Queensway | Cotton Tree Drive | Rodney St | 2013 | PD | C | 86,030 | 84,900 * | -1.3 |
| Queensway | Des Voeux Rd C | Cotton Tree Drive | 1816 | PD | C | 57,560 * | 56,810 * | -1.3 |
| Queensway | Queen's Rd E | Arsenal St | 1817 | PD | C | 50,990 * | 50,320 * | -1.3 |
| Queensway | Rodney St | Queen's Rd E | 1007 | PD | A | 67,230 | 70,840 | +5.4 |
| Ramps A & B of Castle Peak Rd - San Hui | Pui To Rd | Pui To Rd | 5867 | PD | C | 22,810 * | 22,670 * | -0.6 |
| Ramps A & B to & from San Wan Rd | San Wan Rd | So Kwun Po Rd | 5874 | PD | C | 25,330 * | 25,170 * | -0.6 |
| Ramps C & D of Lung Mun Rd/Tsing Wun Rd | Lung Mun Rd | Wong Chu Rd | 5868 | PD | C | 15,290 * | 15,190 * | -0.6 |
| Reclamation St | Public Square St | Argyle St | 4210 | LD | B | 7,960 | 7,030 | -11.7 |
| Renfrew Rd | Junction Rd | Hereford Rd | 3880 | LD | C | 9,680 * | 9,500 * | -1.9 |
| Repulse Bay Rd | Island Rd | South Bay Rd | 1835 | PD | C | 18,980 * | 19,160 * | +0.9 |
| Repulse Bay Rd | Wong Nai Chung Gap Rd | Island Rd | 1245 | DD | C | 9,520 | 7,740 | -18.7 |
| Repulse Bay Rd & Stanley Gap Rd | South Bay Rd | Tai Tam Rd | 1011 | PD | A | 16,660 | 15,430 | -7.4 |
| Robinson Rd | Castle Rd | Seymour Rd | 2029 | DD | C | 15,450 | 15,340 * | -0.7 |
| Robinson Rd | Seymour Rd | Cotton Tree Drive | 1430 | DD | C | 22,390 * | 20,450 | -8.6 |
| Route 3 | Tsing Yi NW INT southern tip | Tsing Ma Bridge eastern end at Tsing Yi | 5704 | EX | C | 36,500 * | 38,980 * | +6.8 |
| Route Twisk | Chuen Lung | Cheung Pei Shan RA | 5014 | RR | A | 5,010 | 5,280 | +5.5 |
| Route Twisk | Lam Kam Rd | Chuen Lung | 5462 | RR | C | 3,050 * | 4,370 | +43.2 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--|----------------------------|----------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Sai On St | Chengtu Rd | Aberdeen Main Rd | 2633 | LD | C | 2,270 | 2,810 | +24.0 |
| Sai Sha Rd | Ma On Shan Rd | Nai Chung | 5662 | DD | C | 16,000 * | 15,780 * | -1.3 |
| Sai Sha Rd | Nai Chung | Tai Mong Tsai Rd | 6056 | RR | C | 10,610 | 10,470 * | -1.3 |
| Sai Sha Rd | On Chiu St | On Yuen St | 5281 | DD | C | 15,450 | 15,240 | -1.3 |
| Sai Sha Rd | On Yuen St | Hang Hong St | 5683 | DD | C | 24,290 * | 23,970 * | -1.3 |
| Sai Tso Wan Rd | Tsing Yi Rd | Dockyard Front Gate | 6643 | LD | C | 8,290 | 8,600 | +3.8 |
| Sai Yee St | Argyle St | Mong Kok Rd | 3453 | DD | C | 31,100 * | 27,940 | -10.1 |
| Sai Yee St | Mong Kok Rd | Prince Edward Rd W | 3653 | DD | C | 20,160 * | 20,410 * | +1.2 |
| Sai Yee St | Prince Edward Rd W | Boundary St | 3844 | DD | C | 4,700 * | 4,760 * | +1.2 |
| Sai Yeung Choi St S | Argyle St | Mong Kok Rd | 3672 | DD | C | 9,790 * | 9,910 * | +1.2 |
| Saigon St | Nathan Rd | Chi Wo St | 4634 | LD | C | 1,710 | 1,760 | +3.2 |
| Salisbury Rd | Chatham Rd S | Mody Lane | 3808 | PD | C | 38,140 * | 37,430 * | -1.9 |
| Salisbury Rd | Hong Chong Rd | Science Museum Rd | 3208 | PD | C | 2,740 | 2,510 | -8.2 |
| Salisbury Rd | Kowloon Park Drive | Nathan Rd | 3410 | PD | C | 42,890 * | 47,650 | +11.1 |
| Salisbury Rd | Mody Lane | Science Museum Rd | 4005 | PD | C | 31,560 | 30,970 * | -1.9 |
| Salisbury Rd | Nathan Rd | Chatham Rd S | 3606 | PD | C | 51,220 * | 50,270 * | -1.9 |
| Salisbury Rd | Star Ferry | Kowloon Park Drive | 3207 | LD | C | 26,430 | 27,790 | +5.1 |
| San Fung Ave | Po Wan Rd | Jockey Club Rd | 6042 | DD | C | 5,100 | 5,050 * | -1.1 |
| San Fung Ave | Po Wan Rd | San Wan Rd | 5847 | DD | C | 9,730 * | 9,620 * | -1.1 |
| San Lau St | Ma Tau Wai Rd | Chatham Rd N | 4077 | LD | C | 6,420 | 6,500 * | +1.2 |
| San Ma Tau St | To Kwa Wan Rd | Long Yuet St | 3289 | LD | C | 8,610 | 7,580 | -11.9 |
| San Sham Rd | San Tin INT | End of San Sham Rd | 5496 | RR | C | 35,980 * | 30,750 | -14.6 |
| San Shan Rd | Kowloon City Rd | To Kwa Wan Rd | 3845 | DD | C | 13,980 * | 14,160 * | +1.2 |
| San Tam Rd | Castle Peak Rd - Mai Po | Fairview Park Boulevard RA | 5297 | RR | C | 8,220 | 6,200 | -24.7 |
| San Tam Rd | Fairview Park Boulevard RA | End | 5505 | RR | C | 9,030 * | 11,990 | +32.8 |
| San Tin Highway | Fairview Park Boulevard | Lok Ma Chau Rd | 5508 | EX | C | 68,040 * | 72,580 | +6.7 |
| San Tin Highway, Castle Peak Rd & San Tam Rd | Kam Tin Rd | Fairview Park Boulevard | 5016 | PD | A | 90,610 | 88,800 | -2.0 |
| San Wan Rd | Lung Sum Ave | San Po St | 6080 | DD | C | 3,500 | 3,460 * | -1.1 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--|-----------------------------------|--------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| San Wan Rd | Ramp A | So Kwun Po INT ramp B | 5685 | DD | C | 13,570 * | 13,420 * | -1.1 |
| San Wan Rd | Ramp A of So Kwun Po INT | Lung Sum Ave | 5885 | DD | C | 16,790 * | 16,610 * | -1.1 |
| San Wan Rd | Sha Tau Kok Rd | Jockey Club Rd | 6041 | DD | C | 14,160 | 14,010 * | -1.1 |
| San Wan Rd | Sha Tau Kok Rd | So Kwun Po INT | 5244 | DD | C | 13,440 | 12,690 | -5.6 |
| Sassoon Rd | Victoria Rd | Pok Fu Lam Rd | 1619 | DD | C | 9,250 * | 9,180 * | -0.7 |
| Sau Fu St | Yuen Long On Ning Rd | Yuen Long Pau Cheung Square | 6627 | LD | C | 6,590 | 6,790 | +3.0 |
| Sau Mau Ping Rd | Hip Wo St | Sau Ming Rd | 3477 | DD | C | 16,320 * | 16,430 | +0.7 |
| Sau Mau Ping Rd | Hiu Kwong St | Po Lam Rd | 3867 | DD | C | 22,440 * | 22,030 * | -1.9 |
| Sau Mau Ping Rd | Hiu Kwong St | Tseung Kwan O Rd | 3679 | DD | C | 24,830 * | 24,370 * | -1.9 |
| Sau Mau Ping Rd | Sau Mau Path | Po Lam Rd | 4067 | DD | C | 14,600 | 14,330 * | -1.9 |
| Sau Mau Ping Rd | Sau Ming Rd | Sau Mau Path | 3272 | DD | C | 13,640 | 14,760 | +8.3 |
| Sau Ming Rd | Sau Mau Path | Hiu Kwong St | 3866 | DD | C | 8,370 * | 8,220 * | -1.9 |
| Sau Ming Rd | Sau Mau Ping Rd | Sau Mau Path | 4066 | DD | C | 7,490 | 7,360 * | -1.9 |
| Second St | Water St | Eastern St | 2634 | LD | C | 630 | 800 | +25.9 |
| Seymour Rd | Bonham Rd | Castle Rd | 1638 | LD | C | 3,780 * | 3,750 * | -0.7 |
| Seymour Rd | Castle Rd | Robinson Rd | 2046 | LD | C | 3,870 | 3,840 * | -0.7 |
| Sha Kok St | Tai Chung Kiu Rd | Sha Tin Wai Rd | 5242 | DD | C | 9,960 | 10,980 | +10.2 |
| Sha Lek Highway FO <UR T5> | Slip rd from Sha Tin Wai Rd | Tate's Cairn Highway INT | 5290 | UT | C | 32,210 | 34,530 | +7.2 |
| Sha Lek Highway FO <UR T5> | Slip rds to & from Sha Tin Wai Rd | Slip rd from Sha Tin Wai Rd | 5498 | RT | C | 22,230 * | 21,200 | -4.7 |
| Sha Lek Highway FO <UR T5> N-B slip rd C | Sha Lek Highway FO <UR T5> N-B | Tate's Cairn Highway slip rd A | 6075 | PD | C | 4,660 | 4,680 * | +0.5 |
| Sha Lek Highway FO <UR T5> N-B slip rd N | Sha Lek Highway FO <UR T5> N-B | Tate's Cairn Highway slip rd M | 5681 | PD | C | 9,840 * | 9,890 * | +0.5 |
| Sha Tau Kok Rd | Jockey Club Rd | Lok Yip Rd | 5824 | PD | C | 28,120 * | 27,940 * | -0.6 |
| Sha Tau Kok Rd | Jockey Club Rd | San Wan Rd | 5453 | DD | C | 19,110 * | 18,690 | -2.2 |
| Sha Tau Kok Rd | On Kui St | Wu Shek Kok nr STK Sec School | 5660 | RR | C | 27,280 * | 26,990 * | -1.1 |
| Sha Tau Kok Rd | Wu Shek Kok nr STK Sec School | Lin Ma Hang Rd | 5860 | RR | C | 6,440 * | 6,370 * | -1.1 |
| Sha Tau Kok Rd - Lung Yeuk Tau | Lok Yip Rd | Luen Shing St | 5622 | PD | C | 18,730 * | 18,610 * | -0.6 |
| Sha Tau Kok Rd - Lung Yeuk Tau | Luen Shing St | On Kui St | 5623 | PD | C | 17,420 * | 17,300 * | -0.6 |
| Sha Tin Rd | Lion Rock Tunnel Rd | Sha Tin Wai Rd | 5002 | EX | A | 73,180 | 71,860 | -1.8 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-----------------------------|----------------------------------|----------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Sha Tin Rd | Ramps to & from Tai Chung Kiu Rd | Yuen Wo Rd | 5606 | EX | C | 35,020 * | 35,200 * | +0.5 |
| Sha Tin Rd | Sha Tin Wai Rd | Ramps to & from Tai Chung Kiu Rd | 5605 | EX | C | 51,450 * | 51,710 * | +0.5 |
| Sha Tin Rd | Yuen Wo Rd | Tai Po Rd-Shatin | 5806 | EX | C | 39,650 * | 39,850 * | +0.5 |
| Sha Tin Rd ramps | Tai Chung Kiu Rd | Sha Tin Rd | 5618 | PD | C | 16,420 * | 16,500 * | +0.5 |
| Sha Tin Wai Rd | Sha Kok St | Sha Tin Rd | 5213 | PD | C | 24,960 | 27,300 | +9.4 |
| Sha Tin Wai Rd | Sha Kok St | Tai Chung Kiu Rd | 5418 | PD | C | 24,360 * | 25,970 | +6.6 |
| Sha Tin Wai Rd | Sha Tin Rd | Ngan Shing St | 6013 | PD | C | 22,230 | 22,340 * | +0.5 |
| Sha Tin Wai Rd | Siu Lek Yuen Rd | Ngan Shing St | 5817 | PD | C | 16,520 * | 16,610 * | +0.5 |
| Sha Tsui Rd | Castle Peak Rd - Tsuen Wan | Pun Shan St | 5433 | DD | C | 2,240 * | 2,130 | -4.6 |
| Sha Tsui Rd | Chung On St | Kwu Hang Rd | 5631 | DD | C | 17,600 * | 17,750 * | +0.8 |
| Sha Tsui Rd | Kwu Hang Rd | Texaco Rd | 5432 | DD | C | 18,070 * | 17,030 | -5.8 |
| Sha Tsui Rd | Pun Shan St | Tso Kung St | 5227 | DD | C | 15,260 | 16,030 | +5.1 |
| Sha Tsui Rd | Tai Ho Rd | Chung On St | 5830 | DD | C | 19,070 * | 19,230 * | +0.8 |
| Sha Tsui Rd | Tso Kung St | Tai Ho Rd | 6025 | DD | C | 23,980 | 24,180 * | +0.8 |
| Sham Wat Rd & Ngong Ping Rd | Keung Shan Rd | End of Ngong Ping Rd | 5891 | RR | C | 650 * | 640 * | -1.3 |
| Shan Kwong Rd | Wong Nai Chung Rd | End | 2635 | LD | C | 3,680 | 3,130 | -14.8 |
| Shanghai St | Argyle St | Mong Kok Rd | 3248 | DD | C | 12,520 | 13,330 | +6.5 |
| Shanghai St | Austin Rd | Jordan Rd | 3469 | DD | C | 6,760 * | 6,250 | -7.6 |
| Shanghai St | Dundas St | Argyle St | 4209 | DD | B | 15,830 | 17,590 | +11.1 |
| Shanghai St | Kansu St | Jordan Rd | 3835 | DD | C | 10,160 * | 9,970 * | -1.9 |
| Shanghai St | Kansu St | Public Square St | 4032 | DD | C | 18,130 | 17,800 * | -1.9 |
| Shanghai St | Lai Chi Kok Rd | Mong Kok Rd | 3015 | DD | A | 11,270 | 11,390 | +1.0 |
| Shanghai St | Public Square St | Waterloo Rd | 3239 | DD | C | 15,210 | 14,180 | -6.8 |
| Shanghai St | Waterloo Rd | Dundas St | 3444 | DD | C | 18,870 * | 18,150 | -3.8 |
| Shap Pat Heung Rd | Shap Pat Heung INT | Tai Tong Rd | 5711 | PD | C | 17,540 * | 17,430 * | -0.6 |
| Shatin Pass Rd | Choi Hung Rd | Tung Tau Tsuen Rd | 3282 | LD | C | 12,860 | 13,060 | +1.6 |
| Shatin Pass Rd | Jat's Incline | Tsz Wan Shan Rd | 4635 | LD | C | 290 | 320 | +11.5 |
| Shatin Pass Rd | Wong Tai Sin Rd | Lung Fung St | 3889 | DD | C | 880 * | 870 * | -1.9 |
| Shatin Pass Rd | Wong Tai Sin Rd | Tsz Wan Shan Rd | 4636 | LD | C | 4,660 | 4,830 | +3.8 |
| Shatin Rural Committe Rd | Tai Chung Kiu Rd | Yuen Wo Rd | 5619 | PD | C | 31,700 * | 31,860 * | +0.5 |
| Shatin Rural Committe Rd | Tai Po Rd - Shatin | Yuen Wo Rd | 5818 | PD | C | 37,160 * | 37,350 * | +0.5 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|------------------------|-----------------|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Shau Kei Wan Rd | Nam On Lane | Church St | 2021 | PD | C | 11,150 | 11,100 * | -0.4 |
| Shau Kei Wan Rd | Tai Hong St | Nam On Lane | 1831 | PD | C | 13,950 * | 13,890 * | -0.4 |
| Shau Kei Wan Rd | Taikoo Shing Rd | Tai Hong St | 1614 | PD | C | 23,580 * | 23,480 * | -0.4 |
| Shek Kip Mei St | Woh Chai St | Tai Po Rd | 4053 | DD | C | 13,260 | 13,010 * | -1.9 |
| Shek O Rd | Tai Tam Rd | Shek O Village | 1018 | DD | A | 3,730 | 3,850 | +3.2 |
| Shek Pai Tau Rd | Tsun Wen Rd | Ming Kum Rd | 5444 | DD | C | 9,500 * | 9,000 | -5.3 |
| Shek Pai Wan Rd | Victoria Rd | Wah Fu Rd | 1204 | PD | C | 36,710 | 26,440 | -28.0 |
| Shek Pai Wan Rd | Wah Fu Rd | Aberdeen Praya Rd | 1221 | PD | C | 43,690 | 43,620 | -0.2 |
| Shek Wai Kok Rd | Shek On St | Cheung Pei Shan Rd | 5635 | DD | C | 9,930 * | 10,020 * | +0.8 |
| Shek Wai Kok Rd | Texaco Rd N. | Shek On St | 5438 | DD | C | 14,570 * | 13,870 | -4.8 |
| Shenzhen Bay Bridge | Nr Deep Bay Rd | Shenzhen Bay Bridge (China Section - End) | 5908 | EX | C | 15,370 * | 15,270 * | -0.6 |
| Sheung Fung St | Shung Wah St | Fung Tak Rd | 3022 | LD | A | 11,730 | 11,900 | +1.4 |
| Sheung Fung St | Shung Wah St | Wan Wah St | 3487 | LD | C | 7,990 * | 8,610 | +7.8 |
| Sheung Ning Rd | Chung Wa Rd | Pui Shing Rd | 5305 | LD | C | 32,860 | 33,190 | +1.0 |
| Sheung Ning Rd | Po Ning Rd | Chung Wa Rd | 5884 | DD | C | 34,820 * | 34,350 * | -1.3 |
| Sheung On St | Chai Wan Rd | Chong Fu Rd | 2650 | LD | C | 11,300 | 10,820 | -4.2 |
| Sheung Ping St | Wing Tai Rd | Sheung On St | 2651 | LD | C | 5,550 | 5,760 | +3.7 |
| Sheung Shing St | Fat Kwong St | Tin Kwong Rd | 4044 | DD | C | 9,340 | 9,160 * | -1.9 |
| Sheung Yee Rd | Wai Yip St | Wang Chiu Rd | 4075 | DD | C | 18,900 | 19,140 * | +1.2 |
| Sheung Yee Rd FO <K57> | Ngau Tau Kok Rd | Tsui Hing St | 3687 | DD | C | 2,760 * | 2,800 * | +1.2 |
| Shing Kai Rd | Eastern Rd | Kai Shing St | 4218 | LD | B | 7,540 | 7,760 | +2.9 |
| Shing Mun Rd | Sai Lau Kok Rd | Miu Kong St | 6637 | LD | C | 17,260 | 18,350 | +6.3 |
| Shing Mun Rd | Texaco Rd N | Cheung Shan Est Rd E | 5103 | LD | A | 1,690 | 1,580 | -6.1 |
| Shing Mun Rd | Wo Yi Hop Rd | Wo Yi Hop Lane | 5259 | LD | C | 2,530 | 2,290 | -9.3 |
| Shing Mun Tunnel | Toll Plaza | Shing Mun Tunnel Rd | 5020 | UT | A | 50,160 | 51,470 | +2.6 |
| Shing Mun Tunnel Rd | Slip rd A | Slip rd C | 6083 | UT | C | 57,780 | 58,070 * | +0.5 |
| Shing Mun Tunnel Rd | Slip rd C | Tai Po Rd - Shatin | 5286 | UT | C | 68,320 | 53,540 | -21.6 |
| Shing On St | Shau Kei Wan Rd | End | 2636 | LD | C | 4,470 | 4,120 | -7.8 |
| Shing Sai Rd | Sai Cheung St N | Kennedy Town New Praya | 1027 | PD | A | 23,000 | 22,730 | -1.2 |
| Shing Tai Rd | Wing Tai Rd INT | Shun Tai Rd | 1456 | LD | C | 10,320 * | 11,120 | +7.8 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---------------------------------|---------------------------|--------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Shing Wan Rd | Shing Chuen Rd | Shing Chuen Rd | 6615 | LD | C | 1,530 | 1,300 | -15.0 |
| Shouson Hill Rd W | Shouson Hill Rd | Restricted boundary | 2637 | LD | C | 790 | 720 | -8.5 |
| Shun Fu St | Hong Cheung St | End | 2638 | LD | C | 310 | 300 | -2.8 |
| Shun Lee Tsuen Rd | New Clear Water Bay Rd | Shun King St | 3011 | PD | A | 20,560 | 20,700 | +0.7 |
| Shun Lee Tsuen Rd | Shun King St | Hip Wo St | 4068 | DD | C | 20,270 | 19,900 * | -1.9 |
| Shun On Rd | Shun Lee Tsuen Rd | Sau Mau Ping Rd | 4638 | LD | C | 7,360 | 8,150 | +10.7 |
| Shun Tung Rd | Tat Tung Rd | Tung Chung Waterfront Rd | 5705 | DD | C | 15,900 | 13,240 | -16.8 |
| Shun Tung Rd | Yu Tung Rd | Tat Tung Rd | 5036 | DD | A | 16,520 | 18,000 | +9.0 |
| Shung Fung Rd | Hong Chong Rd | On Wan Rd | 3211 | PD | C | 3,230 | 3,540 | +9.4 |
| Shung Shun St & Yan Wing St | Ko Chiu Rd | Sam Ka Tsuen Ferry Pier | 3883 | LD | C | 12,000 * | 11,780 * | -1.9 |
| Shung Wah St | Po Kong Village Rd | Wan Wah St | 3708 | LD | C | 8,170 * | 8,020 * | -1.9 |
| Shung Wah St & Wan Wah St | Sheung Fung St | Sheung Fung St | 3690 | LD | C | 6,960 * | 6,830 * | -1.9 |
| Shung Yung St & Pak Kung St | Fat Kwong St | Chatham Rd N | 3449 | DD | C | 12,710 * | 11,430 | -10.1 |
| Sing Woo Rd | Wong Nai Chung Rd | Blue Pool Rd | 1016 | DD | A | 20,600 | 19,410 | -5.7 |
| Siu Lek Yuen Rd | Ngan Shing St | Sha Tin Wai Rd | 5813 | PD | C | 12,650 * | 12,710 * | +0.5 |
| Siu Lek Yuen Rd | Ngan Shing St | Tai Chung Kiu Rd | 6009 | PD | C | 21,970 | 22,080 * | +0.5 |
| Siu Lun St | Tuen Mun Heung Sze Wui Rd | Hoi Wing Rd | 5274 | LD | C | 3,750 | 3,890 | +3.8 |
| Siu Sai Wan Rd | Chai Wan Rd | On Yip St | 2053 | LD | C | 21,060 | 20,910 * | -0.7 |
| Smithfield Rd | Pok Fu Lam Rd | Lung Wah St | 2407 | DD | B | 8,510 | 8,000 | -6.0 |
| Smithfield Rd | Pokfield Rd | Lung Wah St | 2639 | LD | C | 9,300 | 9,880 | +6.2 |
| Smithfield Rd & Pokfield Rd | Belcher's St | Pok Fu Lam Rd | 1247 | LD | C | 13,840 | 14,420 | +4.2 |
| So Kwun Po Rd | Fanling Highway | So Kwun Po Rd INT | 5423 | PD | C | 50,160 * | 47,920 | -4.5 |
| So Kwun Po Rd | So Kwun Po Rd INT | Jockey Club Rd | 5625 | PD | C | 21,430 * | 21,300 * | -0.6 |
| South Lantau Rd | Chi Ma Wan Rd | Tung Chung Rd | 6054 | RR | C | 2,660 | 2,620 * | -1.3 |
| South Lantau Rd | Mui Wo Ferry Pier | Chi Ma Wan Rd | 5015 | RR | A | 2,770 | 3,160 | +14.2 |
| South Lantau Rd & Keung Shan Rd | Tung Chung Rd | Sham Wat Rd | 5859 | RR | C | 2,600 * | 2,560 * | -1.3 |
| Soy St | Sai Yeung Choi St S | Yim Po Fong St | 4403 | LD | B | 4,040 | 3,880 | -3.8 |
| Sports Rd | Wong Nai Chung Rd | Morrison Hill Rd | 1253 | DD | C | 12,610 | 13,500 | +7.0 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|----------------------------------|----------------------------------|----------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Stanley Village Rd | Tai Tam Rd | Stanley New St | 1103 | LD | A | 12,010 | 13,330 | +11.0 |
| Station Lane | Ma Tau Wai Rd | Dock St | 4639 | LD | C | 1,150 | 1,200 | +4.5 |
| Stone Nullah Lane | Johnston Rd | End | 2641 | LD | C | 2,490 | 2,610 | +4.8 |
| Stubbs Rd | Queen's Rd E | Stubbs Rd FO <H119> northern end | 1015 | DD | A | 18,640 | 18,660 | +0.1 |
| Stubbs Rd | Stubbs Rd FO <H119> northern end | Stubbs Rd RA | 1848 | DD | C | 3,850 * | 3,830 * | -0.7 |
| Stubbs Rd | Wan Chai Gap | Wong Nai Chung Gap Rd | 2203 | DD | B | 11,940 | 11,330 | -5.1 |
| Stubbs Rd FO <H119> | Stubbs Rd | Wong Nai Chung Gap Rd | 1849 | DD | C | 10,380 * | 10,180 * | -1.9 |
| Suffolk Rd & Kent Rd | Waterloo Rd | Cornwall St | 3882 | DD | C | 7,790 * | 7,640 * | -1.9 |
| Sui Wo Rd | Fo Tan Rd | Access rd to Sui Wo Court | 5645 | DD | C | 14,420 * | 14,230 * | -1.3 |
| Sun Tin Wai Est access rd | Sha Tin Tau Rd | Sha Tin Tau Rd | 6616 | LD | C | 3,690 | 5,000 | +35.4 |
| Sun Yip St | Chai Wan Rd | Ka Yip St | 2052 | LD | C | 10,200 | 10,120 * | -0.7 |
| Sung Wong Toi Rd | Tam Kung Rd | Kai Tak Tunnel up-ramp | 3861 | DD | C | 38,140 * | 38,610 * | +1.2 |
| Sung Wong Toi Rd | Tam Kung Rd | Ma Tau Chung Rd | 4061 | DD | C | 27,290 | 27,630 * | +1.2 |
| Sung Wong Toi Rd & To Kwa Wan Rd | Kai Tak Tunnel | Mok Cheong St | 3470 | DD | C | 14,600 * | 13,630 | -6.7 |
| Sunny Bay Rd | Magic Rd | North Lantau Highway | 6114 | LD | C | 2,440 | 2,460 * | +0.8 |
| Sycamore St | Tai Kok Tsui Rd | Prince Edward Rd W | 3287 | LD | C | 4,310 | 4,930 | +14.4 |
| Sze Shan St | Cha Kwo Ling Rd | Shung Shun St | 4651 | LD | C | 1,160 | 1,080 | -6.6 |
| Tai Cheung St | Yuen Long On Lok Rd | Sai Tai St | 5442 | DD | C | 5,000 * | 4,370 | -12.7 |
| Tai Chung Kiu Rd | Fo Tan Rd | Siu Lek Yuen Rd | 5816 | PD | C | 46,000 * | 46,230 * | +0.5 |
| Tai Chung Kiu Rd | Lion Rock Tunnel Rd | Sha Kok St | 6011 | PD | C | 27,640 | 27,780 * | +0.5 |
| Tai Chung Kiu Rd | Sha Kok St | Sha Tin Wai Rd | 5211 | PD | C | 19,610 | 21,130 | +7.7 |
| Tai Chung Kiu Rd | Sha Tin Wai Rd | Yuen Chau Kok Rd | 5416 | PD | C | 21,280 * | 23,200 | +9.0 |
| Tai Chung Kiu Rd | Siu Lek Yuen Rd | Tai Chung Kiu Rd RA | 5289 | PD | C | 32,000 | 34,550 | +8.0 |
| Tai Chung Kiu Rd | Yuen Chau Kok Rd | Fo Tan Rd | 5616 | PD | C | 22,270 * | 22,390 * | +0.5 |
| Tai Fong St | Tsun Wen Rd | Tai Hing St | 6631 | LD | C | 5,410 | 5,680 | +5.1 |
| Tai Hang Rd | Ka Ning Path | Lai Tak Tsuen Rd | 1024 | DD | A | 24,660 | 26,900 | +9.1 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-----------------------|---|---------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Tai Hang Rd | Lai Tak Tsuen Rd | Perkins Rd | 1852 | DD | C | 11,750 * | 11,670 * | -0.7 |
| Tai Hang Rd | Perkins Rd | Blue Pool Rd | 2038 | DD | C | 12,430 | 12,340 * | -0.7 |
| Tai Hang Rd | Wong Nai Chung Gap Rd | Blue Pool Rd | 1238 | DD | C | 20,930 | 19,990 | -4.5 |
| Tai Hang Rd FO <H134> | Gloucester Rd | Ramp to Tung Lo Wan Rd | 1821 | PD | C | 26,560 * | 26,450 * | -0.4 |
| Tai Hang Rd FO <H134> | St. John Ambulance Brigade Headquarters | Ramp to Tung Lo Wan Rd | 1612 | PD | C | 20,650 * | 20,570 * | -0.4 |
| Tai Hang Tung Rd | Tat Chee Ave | Boundary St | 4048 | DD | C | 25,870 | 25,390 * | -1.9 |
| Tai Hang Tung Rd | Tong Yam St | Tat Chee Ave | 3253 | DD | C | 11,910 | 11,470 | -3.7 |
| Tai Hang Tung Rd | Woh Chai St | To Yuen St | 4081 | LD | C | 7,880 | 7,740 * | -1.9 |
| Tai Ho Rd | Sha Tsui Rd | Hoi Pa St | 6027 | DD | C | 30,860 | 31,120 * | +0.8 |
| Tai Ho Rd | Sha Tsui Rd | Yeung Uk Rd | 5832 | DD | C | 22,790 * | 22,980 * | +0.8 |
| Tai Ho Rd | Yeung Uk Rd | Tsuen Wan Ferry Pier | 5249 | LD | C | 15,080 | 11,380 | -24.5 |
| Tai Ho Rd (GL) | Castle Peak Rd - Tsuen Wan | Hoi Pa St | 5229 | DD | C | 24,760 | 25,150 | +1.6 |
| Tai Ho Rd FO<N484> | Hoi Pa St | Castle Peak Rd - Tsuen Wan | 5268 | PD | C | 11,340 | 13,080 | +15.3 |
| Tai Ho Rd N | Tsuen Wan Market St | Tsuen Kam INT | 6006 | PD | C | 12,650 | 13,510 * | +6.8 |
| Tai Hong St | Shau Kei Wan Rd | Island Eastern Corridor slip rd | 1832 | PD | C | 15,010 * | 14,950 * | -0.4 |
| Tai Kiu Rd | Yuen Long On Ning Rd | Yuen Long On Lok Rd | 5836 | DD | C | 6,240 * | 6,170 * | -1.1 |
| Tai Kok Tsui Rd | Anchor St | Boundary St | 3846 | DD | C | 12,640 * | 12,250 * | -3.0 |
| Tai Kok Tsui Rd | Cherry St | Anchor St | 3655 | DD | C | 10,700 * | 10,380 * | -3.0 |
| Tai Lin Pai Rd | Kwai Cheong Rd | Kwai On Rd | 5629 | DD | C | 15,490 * | 15,620 * | +0.8 |
| Tai Lin Pai Rd | Kwai Chung Rd northern junction | Kwai Cheong Rd | 5828 | DD | C | 9,120 * | 9,190 * | +0.8 |
| Tai Lin Pai Rd | Kwai Chung Rd southern junction | Kwai On Rd | 5430 | DD | C | 14,210 * | 13,100 | -7.8 |
| Tai Loong St | Wo Yi Hop Rd | Wo Yi Hop Rd | 6644 | LD | C | 4,930 | 5,400 | +9.7 |
| Tai Mong Tsai Rd | Yan Yee Rd | Restricted boundary | 6649 | RR | C | 2,860 | 2,480 | -13.3 |
| Tai Nan W St | Cheung Sha Wan Rd | Castle Peak Rd | 3876 | DD | C | 7,700 * | 7,460 * | -3.0 |
| Tai On St | Shau Kei Wan Rd | Hong Cheung St | 1864 | PD | C | 14,270 * | 14,210 * | -0.4 |
| Tai Po Rd | Caldecott Rd | Tai Po Rd INT | 4201 | PD | B | 35,790 | 36,030 | +0.7 |
| Tai Po Rd | Castle Peak Rd | Kweilin St | 3228 | PD | C | 25,160 | 24,410 | -3.0 |
| Tai Po Rd | Castle Peak Rd | Tai Woh Ping Rd | 3431 | PD | C | 32,360 * | 32,450 | +0.3 |
| Tai Po Rd | Lung Cheung Rd | Tai Woh Ping Rd | 3824 | PD | C | 40,180 * | 40,010 * | -0.4 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---------------------------------------|-------------------------------------|--------------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Tai Po Rd | Nam Cheong St | Kweilin St | 3009 | PD | A | 19,440 | 20,110 | +3.5 |
| Tai Po Rd | Petrol Station | Tai Woh Ping Rd | 3631 | PD | C | 28,860 * | 28,730 * | -0.4 |
| Tai Po Rd | Poplar St | Wong Chuk St | 3630 | PD | C | 21,750 * | 21,570 * | -0.8 |
| Tai Po Rd | Shek Kip Mei St | Nam Cheong St | 4021 | PD | C | 19,940 | 19,770 * | -0.8 |
| Tai Po Rd | Tai Po Rd INT | Lung Cheung Rd | 3406 | UT | C | 43,680 * | 39,850 | -8.8 |
| Tai Po Rd | Wong Chuk St | Shek Kip Mei St | 3823 | PD | C | 33,630 * | 33,350 * | -0.8 |
| Tai Po Rd - Ma Liu Shui | Entrance to Chung Chi College, CUHK | Yuen Chau Tsai INT | 6210 | RR | B | 8,720 | 8,270 | -5.1 |
| Tai Po Rd - Shatin | Fo Tan Rd | Sha Tin Rd | 5819 | PD | C | 58,630 * | 58,920 * | +0.5 |
| Tai Po Rd - Shatin | Lion Rock Tunnel Rd | Shatin Rural Committe Rd | 5419 | PD | C | 75,500 * | 73,740 | -2.3 |
| Tai Po Rd - Shatin | Sha Tin Rd | Tolo Highway | 5807 | UT | C | 98,280 * | 98,770 * | +0.5 |
| Tai Po Rd - Shatin | Shatin Rural Committe Rd | Fo Tan Rd | 5620 | PD | C | 91,910 * | 92,370 * | +0.5 |
| Tai Po Rd - Shatin | Tolo Highway | Entrance to Chung Chi College , CUHK | 5820 | PD | C | 8,180 * | 8,220 * | +0.5 |
| Tai Po Rd - Shatin Heights | Keng Hau Rd | Caldecott Rd | 5255 | RR | C | 22,420 | 21,550 | -3.9 |
| Tai Po Rd - Shatin Heights & Tai Wai | Keng Hau Rd | Shing Ho Rd | 6014 | PD | C | 22,980 | 23,100 * | +0.5 |
| Tai Po Rd - Tai Wai | Shing Ho Rd | Lion Rock Tunnel Rd | 5214 | PD | C | 9,960 | 10,020 | +0.6 |
| Tai Po Rd - Tai Wai | Shing Ho Rd | Mei Tin Rd | 5449 | DD | C | 8,690 * | 9,770 | +12.4 |
| Tai Po Rd - Yuen Chau Tsai | Kwong Wang St | Nam Wan Rd | 5420 | PD | C | 34,730 * | 31,910 | -8.1 |
| Tai Po Rd - Yuen Chau Tsai E-B ramp H | Kwong Wang St | Ramp to Tai Po Rd - Yuen Chau Tsai | 5265 | PD | C | 17,560 | 17,940 | +2.2 |
| Tai Po Tai Wo Rd | Nam Wan Rd | Yuen Shin Rd | 5862 | PD | C | 24,470 * | 24,320 * | -0.6 |
| Tai Po Tai Wo Rd | On Cheung Rd | Nam Wan Rd | 6016 | PD | C | 26,600 | 26,430 * | -0.6 |
| Tai Po Tai Wo Rd | Po Heung St | Ting Tai Rd | 5821 | PD | C | 25,180 * | 25,020 * | -0.6 |
| Tai Po Tai Wo Rd | Ting Kok Rd | Ting Tai Rd | 6064 | PD | C | 23,580 | 23,430 * | -0.6 |
| Tai Po Tai Wo Rd | Tolo Highway | Ting Tai Rd | 5621 | PD | C | 29,560 * | 29,370 * | -0.6 |
| Tai Shing St | Tung Tau Tsuen Rd | Choi Hung Rd | 4640 | LD | C | 8,090 | 8,530 | +5.5 |
| Tai Tam Rd | Chai Wan Rd | Shek O Rd | 1021 | PD | A | 9,690 | 10,430 | +7.7 |
| Tai Tam Rd | Red Hill Rd | Shek O Rd | 1023 | PD | A | 8,300 | 8,860 | +6.7 |
| Tai Tam Rd | Stanley Gap Rd | Red Hill Rd | 2023 | PD | C | 10,100 | 10,200 * | +0.9 |
| Tai Tong Rd | Castle Peak Rd - Yuen Long | Kau Yuk Rd | 5835 | DD | C | 13,440 * | 13,300 * | -1.1 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--------------------------------|--------------------------------------|--------------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Tai Tong Rd | Hop Yick Rd | Kau Yuk Rd | 5636 | DD | C | 12,270 * | 12,140 * | -1.1 |
| Tai Tong Rd | Hop Yick Rd | Sham Chung | 5856 | RR | C | 9,720 * | 9,620 * | -1.1 |
| Tai Wo Hau Rd | Kwai Shing Circuit northern junction | Hing Fong Rd | 5826 | DD | C | 9,850 * | 9,930 * | +0.8 |
| Tai Wo Hau Rd | Tai Ha St eastern junction | Wo Tong Tsui St | 5425 | DD | C | 4,530 * | 3,980 | -12.1 |
| Tai Wo Hau Rd | Texaco Rd | Tai Ha St eastern junction | 5222 | DD | C | 15,770 | 13,780 | -12.6 |
| Tai Wo Hau Rd | Wo Tong Tsui St | Kwai Shing Circuit northern junction | 5627 | DD | C | 8,600 * | 8,680 * | +0.8 |
| Tai Wo Service Rd E | Slip rd from Fanling Highway S-B | Kau Lung Hang <FO> | 6097 | RR | C | 2,270 | 2,240 * | -1.1 |
| Tai Wo Service Rd W | Kau Lung Hang <FO> nr Kiu Tau Rd | Wo Hing Rd | 5702 | RR | C | 4,480 * | 4,440 * | -1.1 |
| Tai Wo Service Rd W | Lam Kam Rd INT | Kau Lung Hang <FO> nr Kiu Tau Rd | 5507 | RR | C | 5,370 * | 5,090 | -5.2 |
| Tai Yue Ave & Taikoo Wan Rd | Taikoo Shing Rd | I.E.C. slip rd | 2041 | DD | C | 10,290 | 10,220 * | -0.7 |
| Taikoo Shing Rd | Tai Wing Ave | King's Rd | 1636 | DD | C | 11,310 * | 11,230 * | -0.7 |
| Taikoo Shing Rd | Tai Yue Ave | Tai Wing Ave | 1442 | DD | C | 16,340 * | 16,060 | -1.7 |
| Taikoo Shing Rd & Westlands Rd | Tai Yue Ave | King's Rd | 2042 | DD | C | 9,380 | 9,320 * | -0.7 |
| Taikoo Wan Rd & Tai Wing Ave | I.E.C. access rd to Taikoo Wan Rd | Taikoo Shing Rd | 1243 | DD | C | 9,950 | 10,020 | +0.7 |
| Tak Ku Ling Rd | Nga Tsin Wai Rd | Carpenter Rd | 3494 | LD | C | 7,750 * | 8,040 | +3.7 |
| Tak Man St | Ma Tau Wai Rd | Hung Hom Rd | 3495 | DD | C | 18,330 * | 11,640 | -36.5 |
| Tak Tin St | Kai Tin Rd | Lin Tak Rd | 3277 | DD | C | 13,520 | 13,910 | +2.9 |
| Tak Tin St | On Tin St | Lin Tak Rd | 3288 | LD | C | 6,440 | 6,790 | +5.6 |
| Tat Chee Ave | Begonia Rd | Cornwall St | 3106 | LD | A | 12,690 | 12,680 | -0.1 |
| Tat Chee Ave | Tai Hang Tung Rd | Begonia Rd | 3881 | LD | C | 13,530 * | 13,280 * | -1.9 |
| Tat Tung Rd | Shun Tung Rd | End | 5303 | LD | C | 10,600 | 10,560 | -0.4 |
| Tat Wan Rd | Ma Wo Rd | Slip rd to Tolo Highway E-B | 5483 | DD | C | 6,160 * | 6,070 | -1.5 |
| Tat Wan Rd | Nam Wan Rd | Ma Wo Rd | 5666 | DD | C | 11,190 * | 11,070 * | -1.1 |
| Tat Wan Rd | Slip rd to Tolo Highway E-B | Slip rd from Tolo Highway W-B | 5273 | DD | C | 5,280 | 5,160 | -2.3 |
| Tat Yeung Rd | Container Port Rd S | End | 5515 | LD | C | 4,940 * | 5,360 | +8.6 |
| Tate's Cairn Highway | Slip rds to & from Sha Tin Wai Rd | Tai Chung Kiu Rd RA | 6088 | UT | C | 68,550 | 68,900 * | +0.5 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---------------------------------------|--|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Tate's Cairn Highway | Slip rds to & from Tolo Highway | Slip rds to & from Ma On Shan Rd | 5497 | RT | C | 66,100 * | 64,620 | -2.2 |
| Tate's Cairn Highway | Tai Chung Kiu Rd RA | Slip rds to & from Tate's Cairn Highway | 5892 | UT | C | 59,570 * | 59,870 * | +0.5 |
| Tate's Cairn Highway slip rd | Ma On Shan Rd nr Hang Shun St | Tate's Cairn Highway | 5499 | RT | C | 26,640 * | 24,700 | -7.3 |
| Tate's Cairn Highway slip rd A | Siu Lek Yuen Rd | Toll Plaza | 6076 | PD | C | 8,560 | 8,600 * | +0.5 |
| Tate's Cairn Highway slip rd B | Tate's Cairn Highway N-B | Sha Lek Highway FO <UR T5> S-B | 5881 | PD | C | 4,880 * | 4,900 * | +0.5 |
| Tate's Cairn Highway slip rd D | Tate's Cairn Highway N-B | Sha Tin Wai Rd | 5486 | PD | C | 4,240 * | 4,690 | +10.8 |
| Tate's Cairn Highway slip rd M | Tate's Cairn Highway | Tate's Cairn Highway | 5279 | PD | C | 45,730 | 46,920 | +2.6 |
| Tate's Cairn Highway slip rd of UR T6 | Ma On Shan Rd Near Sha Tin Fishermen's New Village | Tate's Cairn Highway <UR T6> | 5291 | UT | C | 38,940 | 40,450 | +3.9 |
| Tate's Cairn Highway slip rd P | Tate's Cairn Highway S-B | Sha Lek Highway FO <UR T5> S-B | 5278 | PD | C | 13,990 | 10,470 | -25.2 |
| Tate's Cairn Tunnel | Toll Plaza | South Portal | 5022 | UT | A | 55,510 | 57,250 | +3.1 |
| Texaco Rd | 124 Texaco Rd | Yeung Uk Rd | 5634 | DD | C | 68,640 * | 69,210 * | +0.8 |
| Texaco Rd | Castle Peak Rd - Tsuen Wan | Shek Wai Kok Rd | 6007 | PD | C | 37,470 | 40,010 * | +6.8 |
| Texaco Rd | Sha Tsui Rd | Slip rds to & from Tsuen Tsing INT | 5833 | DD | C | 32,570 * | 32,840 * | +0.8 |
| Texaco Rd | Sha Tsui Rd | Tsuen Fu St | 6028 | DD | C | 29,270 | 29,520 * | +0.8 |
| Texaco Rd | Texaco Rd <FO> | Texaco Rd southern end | 5437 | DD | C | 68,380 * | 65,620 | -4.0 |
| Texaco Rd | Texaco Rd N | Tsuen Fu Rd | 5231 | DD | C | 36,370 | 39,590 | +8.9 |
| Texaco Rd | Tsuen Kam INT | Shek Wai Kok Rd | 5207 | PD | C | 29,550 | 33,150 | +12.2 |
| Texaco Rd <FO> | Tak Tai Path | Tsuen Tsing INT | 5487 | PD | C | 31,600 * | 32,780 | +3.7 |
| Texaco Rd slip rd C E-B | Texaco Rd #188 | Texaco Rd #150 | 5435 | DD | C | 6,200 * | 5,840 | -5.8 |
| Texaco Rd slip rd W-B | Texaco Rd southern end | Texaco Rd RA | 5436 | DD | C | 29,890 * | 29,890 | 0.0 |
| Third St & Water St | Pok Fu Lam Rd | Queen's Rd W | 1427 | DD | C | 7,680 * | 8,300 | +8.1 |
| Tim Wa Avenue | Harcourt Rd | Lung Wo Rd | 1257 | LD | C | 8,660 | 10,000 | +15.5 |
| Tin Cheung Rd | Tin Tsz Rd | Tin Shing Rd | 5690 | LD | C | 9,400 * | 9,300 * | -1.1 |
| Tin Chiu St | Java Rd | King's Rd | 1250 | LD | C | 4,320 | 4,330 | +0.2 |
| Tin Fuk Rd | Tin Shing Rd | Long Tin Rd | 5680 | DD | C | 18,850 * | 18,650 * | -1.1 |
| Tin Fuk Rd | Tin Yiu Rd | Tin Shing Rd | 5485 | DD | C | 11,550 * | 10,950 | -5.2 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-------------------|--------------------------------|---------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Tin Ha Rd | Castle Peak Rd - Hung Shui Kiu | Ping Ha Rd | 5658 | RR | C | 6,880 * | 6,800 * | -1.1 |
| Tin Hau Temple Rd | Causeway Rd | New Eastern Terrace | 1236 | DD | C | 8,850 | 9,920 | +12.1 |
| Tin Hau Temple Rd | Fortress Hill Rd | Pak Fuk Rd | 1632 | DD | C | 10,920 * | 10,840 * | -0.7 |
| Tin Hau Temple Rd | New Eastern Terrace | Fortress Hill Rd | 1437 | DD | C | 8,860 * | 8,520 | -3.9 |
| Tin Kwai Rd | Tin Wah Rd | Tin Lun Rd | 5493 | LD | C | 6,110 * | 5,740 | -6.0 |
| Tin Kwong Rd | Argyle St | Sheung Shing St | 3454 | DD | C | 14,240 * | 13,630 | -4.3 |
| Tin Kwong Rd | Ma Tau Wai Rd | Sheung Shing St | 3249 | DD | C | 15,260 | 15,020 | -1.6 |
| Tin Lok Lane | Hennessy Rd | Wan Chai Rd | 1845 | DD | C | 15,050 * | 14,940 * | -0.7 |
| Tin Lung Rd | Tin Shing Rd | UR | 6082 | LD | C | 9,610 | 9,510 * | -1.1 |
| Tin Ping Rd | Jockey Club Rd | Lung Sum Rd | 6624 | LD | C | 3,660 | 2,910 | -20.4 |
| Tin Sam St | Che Kung Miu Rd | Hung Mui Kuk Rd | 6039 | DD | C | 16,230 | 16,020 * | -1.3 |
| Tin Shing Rd | Tin Cheung Rd | Tin Pak Rd | 5687 | DD | C | 7,660 * | 7,580 * | -1.1 |
| Tin Shing Rd | Tin Lung Rd | Tin Cheung Rd | 5492 | DD | C | 11,200 * | 11,000 | -1.9 |
| Tin Shing Rd | Tin Lung Rd | Tin Yan Rd | 5700 | LD | C | 6,230^ | 5,110 | -18.1 |
| Tin Shing Rd | Tin Wah Rd | Tin Wing Rd | 6096 | LD | C | 3,950 | 3,910 * | -1.1 |
| Tin Shing Rd | Tin Wing Rd | Tin Yan Rd | 5900 | LD | C | 4,850 * | 4,800 * | -1.1 |
| Tin Shing Rd | Tin Wu Rd | Tin Fuk Rd | 5887 | DD | C | 11,740 * | 11,610 * | -1.1 |
| Tin Shui Rd | Tin Wah Rd | Wetland Park Rd | 5707 | DD | C | 9,260 * | 9,160 * | -1.1 |
| Tin Shui Rd | Tin Wu Rd | Tin Wah Rd | 5495 | DD | C | 12,090 * | 13,630 | +12.7 |
| Tin Tsz Rd | Tin Fuk Rd | Tin Cheung Rd | 5287 | DD | C | 23,180 | 24,880 | +7.4 |
| Tin Tsz Rd | Tin Wah Rd | Tin Cheung Rd | 6086 | DD | C | 15,830 | 15,660 * | -1.1 |
| Tin Wah Rd | Tin Kwai Rd | Tin Tsz Rd | 5288 | DD | C | 8,000 | 6,760 | -15.5 |
| Tin Wah Rd | Tin Shing Rd | Tin Kwai Rd | 6081 | DD | C | 8,590 | 8,500 * | -1.1 |
| Tin Wah Rd | Tin Shui Rd | Tin Shing Rd | 5886 | DD | C | 10,090 * | 9,980 * | -1.1 |
| Tin Wah Rd | Tin Ying Rd | Tin Shui Rd | 5686 | DD | C | 14,550 * | 14,400 * | -1.1 |
| Tin Wan Close | Tin Wan St | End | 2642 | LD | C | 950 | 900 | -4.9 |
| Tin Wu Rd | Tin Yiu Rd | Tin Shing Rd | 5890 | LD | C | 9,160 * | 9,060 * | -1.1 |
| Tin Yan Rd | Tin Shing Rd | Tin Wing Rd | 5298 | LD | C | 6,590 | 6,840 | +3.8 |
| Tin Ying Rd | Tin Wah Rd | Ping Ha Rd | 5284 | DD | C | 23,580 | 26,180 | +11.0 |
| Tin Yiu Rd | Ping Ha Rd | Tin Ho Rd | 5880 | LD | C | 15,910 * | 15,740 * | -1.1 |
| Ting Kok Rd | Dai Kwai St | Tai Mei Tuk | 6211 | RR | B | 23,620 | 25,370 | +7.4 |
| Ting Kok Rd | Nam Wan Rd | Dai Kwai St | 5006 | PD | A | 23,650 | 26,060 | +10.2 |
| Ting Kok Rd | Nam Wan Rd | Tai Po Tai Wo Rd | 5243 | DD | C | 16,520 | 16,630 | +0.7 |

* AADT estimated by Growth Factor

^ 2013 AADT figure is adjusted

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--|-------------------------------------|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Ting Kok Rd | Tai Mei Tuk | Bride's Pool Rd | 6608 | LD | C | 1,480 | 1,220 | -17.2 |
| Ting Kok Rd | Tai Wo Rd-Tai Po | Southern end | 6621 | LD | C | 13,620 | 13,440 | -1.3 |
| Ting Kok Rd | Ting Tai Rd | Tai Po Tai Wo Rd | 5869 | DD | C | 15,110 * | 14,950 * | -1.1 |
| Ting Lai Rd | Ting Tai Rd | Chung Nga Rd | 6070 | LD | C | 7,020 | 6,950 * | -1.1 |
| Ting Tai Rd | Tai Po Tai Wo Rd | Ting Kok Rd | 5266 | DD | C | 20,110 | 19,220 | -4.4 |
| To Kwa Wan Rd | Kwei Chow St | Chi Kiang St | 3245 | DD | C | 21,040 | 21,550 | +2.5 |
| To Kwa Wan Rd | Mok Cheong St | Ma Tau Kok Rd | 4041 | DD | C | 20,540 | 20,800 * | +1.2 |
| To Kwa Wan Rd | San Ma Tau St | Kwei Chow St | 3450 | DD | C | 23,830 * | 23,120 | -3.0 |
| To Kwa Wan Rd | San Ma Tau St | San Shan Rd | 3650 | DD | C | 22,050 * | 22,330 * | +1.2 |
| To Kwa Wan Rd | San Shan Rd | Ma Tau Kok Rd | 3841 | DD | C | 24,220 * | 24,520 * | +1.2 |
| Tolo Highway | North of Ma Liu Shui INT | Yuen Shin Rd INT | 5013 | EX | A | 125,810 | 123,680 | -1.7 |
| Tolo Highway | Slip rd from Ma Liu Shui Ferry Pier | Ma Liu Shui INT northern end | 5203 | EX | C | 115,550 | 108,680 | -5.9 |
| Tolo Highway | Tai Po Rd-Shatin | Slip rd from Ma Liu Shui Ferry Pier | 6003 | EX | C | 98,510 | 99,000 * | +0.5 |
| Tolo Highway | Tai Po Rd-Yuen Chau Tsai | Tai Wo Rd | 6004 | EX | C | 78,390 | 77,880 * | -0.6 |
| Tolo Highway | Tai Wo Rd | Lam Kam Rd RA | 5253 | EX | C | 92,670 | 89,490 | -3.4 |
| Tolo Highway | Yuen Shin Rd slip rd S-B | Tai Po Rd-Yuen Chau Tsai | 5808 | EX | C | 68,280 * | 67,850 * | -0.6 |
| Tolo Highway INT ramp G | Tolo Highway INT ramp A | Kwong Wang St | 6063 | PD | C | 20,010 | 19,880 * | -0.6 |
| Tolo Highway INT ramps C & D | Tai Po Rd-Yuen Chau Tsai | Tai Po Rd-Yuen Chau Tsai | 5669 | PD | C | 15,100 * | 15,010 * | -0.6 |
| Tolo Highway INT slip rd | Slip rds to & from Tolo Highway | Slip rds to & from Tai Po Rd - Yuen Chau Tsai | 6061 | PD | C | 19,370 | 19,250 * | -0.6 |
| Tolo Highway Ma Liu Shui INT slip rd E | Shatin Sewage Treatment Works | Tolo Highway | 6617 | LD | C | 15,100 | 15,010 | -0.6 |
| Tolo Highway ramp | Slip rds to & from Tat Wan Rd | Slip rds to & from Tolo Highway | 5866 | PD | C | 5,240 * | 5,200 * | -0.6 |
| Tolo Highway ramps A & B | Ramps to & from Tolo Highway | Ramps to & from Tai Po Rd - Yuen Chau Tsai | 5473 | PD | C | 10,160 * | 10,630 | +4.6 |
| Tong Chun St | Tong Ming St | End | 5307 | LD | C | 6,730 | 6,780 | +0.7 |
| Tong Mi Rd | Mong Kok Rd | Bute St | 3815 | PD | C | 43,900 * | 43,720 * | -0.4 |
| Tong Mi Rd | Mong Kok Rd | Cherry St | 3616 | PD | C | 41,020 * | 40,850 * | -0.4 |
| Tong Mi Rd | Prince Edward Rd W | Bute St | 4013 | PD | C | 31,180 | 31,050 * | -0.4 |
| Tong Mi Rd | Prince Edward Rd W | Lai Chi Kok Rd | 3220 | PD | C | 11,520 | 11,800 | +2.4 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--------------------------|----------------------------------|----------------------------------|----------|-----------|-----------|-----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Tong Ming St | Po Shun Rd | Po Hong Rd | 6106 | DD | C | 15,220 | 15,010 * | -1.3 |
| Tong Shui Rd | Chun Yeung St | King's Rd | 1825 | PD | C | 7,160 * | 7,130 * | -0.4 |
| Tong Shui Rd | Java Rd | Chun Yeung St | 2047 | LD | C | 4,950 | 4,910 * | -0.7 |
| Tong Shui Rd & FO <H127> | Island Eastern Corridor | Chun Yeung St | 1217 | PD | C | 7,610 | 7,600 | -0.1 |
| Tong Shui Rd (GL) | West Embankment | Java Rd | 1417 | PD | C | 13,260 * | 13,150 | -0.8 |
| Tong Tak St | Tong Yin St | Tong Chun St | 5308 | LD | C | 4,670 | 4,970 | +6.6 |
| Tong Yam St | Woh Chai St | Tai Hang Tung Rd | 4642 | LD | C | 2,920 | 2,630 | -9.9 |
| Tong Yin St | Tong Ming St | Tong Tak St | 5513 | LD | C | 4,770 * | 5,020 | +5.2 |
| Tonkin St | Cheung Sha Wan Rd | Un Chau St | 3017 | DD | A | 18,930 | 18,710 | -1.2 |
| Tonkin St | Lai Chi Kok Rd | Cheung Sha Wan Rd | 3858 | DD | C | 17,430 * | 16,900 * | -3.0 |
| Tonkin St | Lai Chi Kok Rd | Tung Chau St | 3501 | DD | C | 14,700 * | 14,910 | +1.4 |
| Tonkin St | Un Chau St | Castle Peak Rd | 4058 | DD | C | 13,670 | 13,250 * | -3.0 |
| Tonkin St & Kwong Lee Rd | Castle Peak Rd | Cheung Fat St | 3490 | LD | C | 3,240 * | 2,920 | -10.0 |
| Tonkin St W | Tung Chau St | Lin Cheung Rd | 3296 | DD | C | 13,610 | 14,480 | +6.5 |
| Tonnochy Rd | Gloucester Rd | Hennessy Rd | 1458 | LD | C | 4,500 * | 4,640 | +3.0 |
| Tonnochy Rd | Hung Hing Rd | Gloucester Rd | 1450 | DD | C | 18,570 * | 18,360 | -1.1 |
| Tonnochy Rd FO <H171> | Gloucester Rd | Tonnochy Rd | 1863 | DD | C | 17,970 * | 17,350 * | -3.5 |
| Tonnochy Rd FO <H171> | Tonnochy Rd | Gloucester Rd | 1251 | PD | C | 18,500 | 19,480 | +5.3 |
| Tsat Tsz Mui Rd | Tin Chiu St | Model Lane | 2643 | LD | C | 5,310 | 4,870 | -8.4 |
| Tseng Choi St | Castle Peak Rd northern junction | Castle Peak Rd southern junction | 5102 | LD | A | 6,040 | 5,920 | -1.9 |
| Tseuk Luk St | Choi Hung Rd | King Fuk St | 3105 | LD | A | 12,980 | 11,910 | -8.3 |
| Tseung Kwan O Rd | Lei Yue Mun Rd | Sau Mau Ping Rd | 3438 | PD | C | 109,730 * | 103,770 | -5.4 |
| Tseung Kwan O Rd | Lei Yue Mun Rd | Wai Yip St | 3702 | DD | C | 78,410 * | 76,020 * | -3.0 |
| Tseung Kwan O Tunnel | Toll Plaza | Tseung Kwan O Tunnel Rd RA | 5021 | UT | A | 86,170 | 88,030 | +2.2 |
| Tsing Chung Koon Rd | Tsun Wen Rd | Tsing Lun Rd | 6035 | DD | C | 5,880 | 5,820 * | -1.1 |
| Tsing Fung St FO <H74> | King's Rd | Victoria Park Rd | 1802 | UT | C | 10,680 * | 10,900 * | +2.1 |
| Tsing King Rd | Fung Shue Wo Rd RA | Tsing Luk St | 5671 | DD | C | 15,960 * | 16,090 * | +0.8 |
| Tsing King Rd | Tsing Luk St | Tam Kon Shan Rd | 5663 | DD | C | 13,140 * | 13,250 * | +0.8 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--------------------------------------|---|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Tsing Kwai Highway | Ching Lai Court slip rds to & from Ching Cheung Rd | Cho Yiu Chuen slip rds to & from Kwai Chung Rd & Tsuen Wan Rd | 5026 | EX | A | 93,980 | 89,110 | -5.2 |
| Tsing Kwai Highway | Cho Yiu Estate slip rds to & from Kwai Chung Rd & Tsuen Wan Rd | Rambler Bridge eastern end | 6099 | EX | C | 78,540 | 83,870 * | +6.8 |
| Tsing Kwai Highway | Mei Foo Sun Tsuen Phase 1 western slip rds to & from Mei Foo RA | Ching Lai Court slip rds to & from Ching Cheung Rd | 5903 | EX | C | 81,720 * | 87,280 * | +6.8 |
| Tsing Kwai Highway | Section over Mei Foo RA | Mei Foo Sun Tsuen Phase 1 western slip rds to & from Mei Foo RA | 5703 | UT | C | 47,090 * | 50,290 * | +6.8 |
| Tsing Long Highway - Tai Lam Tunnel | Au Tau INT | Tuen Mun Rd | 5029 | EX | A | 59,480 | 62,440 | +5.0 |
| Tsing Long Highway - Ting Kau Bridge | Tsing Yi NW INT | Tuen Mun Rd | 5033 | EX | A | 72,240 | 91,790 | +27.1 |
| Tsing Lun Rd | Tsing Chung Koon Rd | Lam Tei INT | 5647 | DD | C | 10,070 * | 9,970 * | -1.1 |
| Tsing Lun Rd | Tsun Wen Rd | Tsing Chung Koon Rd | 5452 | DD | C | 6,690 * | 6,530 | -2.5 |
| Tsing Sha Highway near Tsing Yi Road | Tsing Sha Highway Nr Stonecutters Bridge | Roundabout Nr Tsing Yi Rd | 5312 | EX | C | 13,020^ | 15,140 | +16.3 |
| Tsing Tin Rd | Tsun Wen Rd | Tuen Mun Rd | 5846 | DD | C | 38,020 * | 37,620 * | -1.1 |
| Tsing Tin Rd E-B ramps A & B | Tsing Tin Rd | Tuen Mun Rd | 5472 | PD | C | 18,250 * | 18,040 | -1.2 |
| Tsing Tin Rd INT | Tsun Wen Rd | Ming Kum Rd | 5263 | DD | C | 18,270 | 18,510 | +1.3 |
| Tsing Tin Rd W-B ramps C & D | Tuen Mun Rd | Tsing Tin Rd | 5667 | PD | C | 18,000 * | 17,880 * | -0.6 |
| Tsing Tsuen Rd | Tsing Tsuen Bridge | Tsuen Tsing INT | 5670 | PD | C | 21,060 * | 22,500 * | +6.8 |
| Tsing Tsuen Rd | Tsuen Tsing INT | Tam Kon Shan INT | 5018 | DD | A | 36,970 | 39,940 | +8.0 |
| Tsing Tsuen Rd slip rds A & B | Tsuen Tsing INT | Tsuen Tsing INT | 5870 | PD | C | 30,440 * | 32,510 * | +6.8 |
| Tsing Wun Rd | Pui To Rd | Wong Chu Rd | 6034 | DD | C | 20,490 | 20,280 * | -1.1 |
| Tsing Yi Heung Sze Wui Rd | Fung Shue Wo Rd RA | Tsing Yi Rd | 5852 | LD | C | 31,770 * | 32,040 * | +0.8 |
| Tsing Yi Hong Wan Rd | Tsing Yi Rd | Tsing Sheung Rd | 6112 | LD | C | 18,770 | 18,930 * | +0.8 |

* AADT estimated by Growth Factor

^ 2013 AADT figure is adjusted

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---|---|------------------------------------|----------|-----------|-----------|-----------|-----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Tsing Yi N Coastal Rd | Tam Kon Shan INT W End | Slip Rds to & from Tam Kon Shan Rd | 6108 | PD | C | 16,360 | 17,470 * | +6.8 |
| Tsing Yi N Coastal Rd FO | Tsing Tsuen Rd | Tam Kon Shan INT W End | 6221 | DD | B | 14,840 | 15,240 | +2.7 |
| Tsing Yi Rd | Ching Hong Rd | Tsing Nam St | 5439 | DD | C | 6,890 * | 7,080 | +2.6 |
| Tsing Yi Rd | Tsing Yi Heung Sze Wui Rd | Ching Hong Rd | 5232 | DD | C | 18,980 | 20,560 | +8.3 |
| Tsing Yi Rd | Tsing Yi Rd nr. Dow Chemical | Tsing Yi Hong Wan Rd | 6113 | DD | C | 10,920 | 11,020 * | +0.8 |
| Tsing Yi Rd W | Ching Hong Rd | Fung Shue Wo Rd | 6044 | DD | C | 16,020 | 16,160 * | +0.8 |
| Tsing Yi Rd W | Fung Shue Wo Rd | Tam Kon Shan INT | 5247 | DD | C | 25,920 | 29,000 | +11.9 |
| Tsing Yi Rd W | Tsing Nam St | Ching Hong Rd | 5849 | DD | C | 13,550 * | 13,660 * | +0.8 |
| Tsuen King Circuit | Castle Peak Rd - Tsuen Wan | On Yin St | 5457 | DD | C | 11,640 * | 11,160 | -4.1 |
| Tsuen Nam Rd, Chik Fuk St & Shing Ho Rd | Tai Po Rd-Tai Wai | Tai Wai Rd | 5448 | DD | C | 9,790 * | 8,940 | -8.7 |
| Tsuen Wan Rd | Kwai Tsing Rd RA | Texaco Rd RA | 5604 | EX | C | 120,620 * | 128,820 * | +6.8 |
| Tsuen Wan Rd | Texaco Rd RA | Hoi Hing Rd INT | 5804 | EX | C | 78,690 * | 84,040 * | +6.8 |
| Tsuen Wan Rd | Tsuen Wan Rd FO <N522> southern tip | Section over Container Port Rd | 5403 | EX | C | 119,290 * | 132,350 | +11.0 |
| Tsuen Wan Rd | Tuen Mun Rd | Hoi Hing Rd INT | 5805 | EX | C | 45,170 * | 48,240 * | +6.8 |
| Tsuen Wan Rd FO <N522> over Hoi Hing INT | Section over Tsuen Wan Bus Terminus | Section over Hoi Kok St | 6065 | EX | C | 36,320 | 38,790 * | +6.8 |
| Tsuen Wan Rd FO <N522> over Kwai Tsing INT | Ramp from Tsuen Wan Rd | Ramp to Tsuen Wan Rd | 5602 | EX | C | 91,170 * | 97,370 * | +6.8 |
| Tsuen Wan Rd FO <N522> over Tsuen Tsing INT | Ramp from Tsuen Wan Rd | Ramp to Tsuen Wan Rd | 5802 | EX | C | 66,930 * | 71,480 * | +6.8 |
| Tsuen Wan Rd N-B ramp | Kwai Chung Rd | Tsuen Wan Rd | 5401 | UT | C | 58,800 * | 63,780 | +8.5 |
| Tsuen Wan Rd S-B ramp | Tsuen Wan Rd | Kwai Chung Rd | 5402 | UT | C | 57,150 * | 68,580 | +20.0 |
| Tsuen Wan Rd slip rds | Tsuen Wan Rd (section over Container Port Rd) | Kwai Tsing Rd RA | 5601 | UT | C | 29,310 * | 31,300 * | +6.8 |
| Tsuen Wan Rd slip rds | Tsuen Wan Rd (section over Texaco Rd) | Texaco Rd RA | 5803 | UT | C | 15,640 * | 16,700 * | +6.8 |
| Tsuen Wan Rd slip rds | Tsuen Wan Rd (section under Wing Kei Rd) | Texaco Rd RA | 5801 | UT | C | 40,370 * | 43,110 * | +6.8 |
| Tsuen Wan Rd slip rds | Tsuen Wan Rd nr Kwai Lok St | Kwai Tsing Rd RA | 5603 | PD | C | 29,460 * | 31,460 * | +6.8 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---|---|--------------------------------------|----------|-----------|-----------|-----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Tsui Lam Rd | Po Lam Rd eastern junction | Po Lam Rd western junction | 6073 | LD | C | 4,220 | 4,170 * | -1.3 |
| Tsui Ping Rd | Hip Wo St | Kwun Tong Rd | 3278 | DD | C | 15,180 | 15,060 | -0.8 |
| Tsun Wen Rd | Leung Wan St | Leung Tak St | 5699 | DD | C | 7,970 * | 7,880 * | -1.1 |
| Tsun Wen Rd | Ming Kum Rd | Leung Tak St | 5899 | DD | C | 6,700 * | 6,630 * | -1.1 |
| Tsun Wen Rd | Shek Pai Tau Rd | Pui To Rd | 5641 | DD | C | 14,570 * | 14,410 * | -1.1 |
| Tsun Wen Rd | Tai Fong St | Ching Chung Koon | 5450 | DD | C | 15,220 * | 13,760 | -9.6 |
| Tsun Wen Rd | Tai Fong St | Shek Pai Tau Rd | 5840 | DD | C | 14,980 * | 14,820 * | -1.1 |
| Tsun Wen Rd | Tsing Chung Koon | Tsing Chung Koon Rd | 5451 | DD | C | 12,750 * | 12,410 | -2.6 |
| Tsun Wen Rd | Tsing Lun Rd | Leung Wan St | 5504 | DD | C | 11,840 * | 10,510 | -11.2 |
| Tsz Wan Shan Rd | Po Kong Village Rd | Wai Wah St | 3662 | DD | C | 10,650 * | 10,460 * | -1.9 |
| Tsz Wan Shan Rd | Wai Wah St | Wan Wah St | 3851 | DD | C | 10,360 * | 10,170 * | -1.9 |
| Tuen Fat Rd | Tuen Mun Rd | Tuen Mun Rd | 6632 | LD | C | 8,890 | 8,120 | -8.7 |
| Tuen Hing Rd | Tuen Hing Rd FO <N432> over Tuen Mun Rd | Castle Peak Rd - Castle Peak Bay | 5447 | DD | C | 13,280 * | 13,500 | +1.7 |
| Tuen Hing Rd | Tuen Mun Heung Sze Wui Rd | Tuen Mun Rd | 5843 | DD | C | 21,210 * | 20,990 * | -1.1 |
| Tuen Hing Rd FO <N432> over Tuen Mun Rd | Ramp from Tuen Mun Rd | Ramp to Tuen Mun Rd | 5644 | DD | C | 15,780 * | 15,620 * | -1.1 |
| Tuen Mun Heung Sze Wui Rd | Hoi Chu Rd | Hoi Wing Rd | 6104 | DD | C | 8,140 | 8,060 * | -1.1 |
| Tuen Mun Heung Sze Wui Rd | Pui To Rd | Castle Peak Rd | 5445 | DD | C | 10,480 * | 9,200 | -12.2 |
| Tuen Mun Heung Sze Wui Rd | Pui To Rd | Tuen Hing Rd | 5238 | DD | C | 33,000 | 28,920 | -12.4 |
| Tuen Mun Heung Sze Wui Rd | Siu Lun St | Hoi Chu Rd | 5876 | DD | C | 8,550 * | 8,460 * | -1.1 |
| Tuen Mun Heung Sze Wui Rd | Wong Chu Rd | Tuen Hing Rd | 5649 | DD | C | 21,900 * | 21,670 * | -1.1 |
| Tuen Mun Rd | Castle Peak Rd - Tsuen Wan | Tsing Long Highway - Ting Kau Bridge | 5035 | EX | A | 61,560 | 65,180 | +5.9 |
| Tuen Mun Rd | Chung Wong Toi INT | Lam Tei INT | 5404 | UT | C | 101,120 * | 115,000 | +13.7 |
| Tuen Mun Rd | Pui To Rd | Chung Wong Toi INT | 5001 | UT | A | 107,220 | 110,250 | +2.8 |
| Tuen Mun Rd | Sham Tseng | Siu Lam | 5855 | EX | C | 93,850 * | 93,250 * | -0.6 |
| Tuen Mun Rd | Sham Tseng | Tsing Long Highway - Ting Kau Bridge | 5012 | EX | A | 92,580 | 94,530 | +2.1 |
| Tuen Mun Rd | Siu Lam | Wong Chu Rd | 6050 | EX | C | 96,060 | 95,450 * | -0.6 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--|-------------------|-------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Tuen Mun Rd | Tuen Hing Rd | Pui To Rd | 6002 | UT | C | 66,530 | 66,100 * | -0.6 |
| Tuen Mun Rd | Wong Chu Rd | Tuen Hing Rd | 6001 | UT | C | 98,380 | 97,750 * | -0.6 |
| Tuen Mun Rd - Siu Lam INT slip rds | Tuen Mun Rd | Castle Peak Rd | 5857 | RR | C | 17,390 * | 17,200 * | -1.1 |
| Tuen Mun Rd ramps A & B | Tuen Hing Rd | Tuen Hing Rd | 6062 | PD | C | 18,170 | 18,050 * | -0.6 |
| Tuen Mun Rd ramps A & B | Wong Chu Rd | Tuen Mun Rd | 5264 | PD | C | 30,910 | 23,680 | -23.4 |
| Tung Chau West St | Castle Peak Rd | Cheung Sha Wan Rd | 3671 | DD | C | 8,540 * | 8,280 * | -3.0 |
| Tung Chau West St | Castle Peak Rd | King Lam St | 4643 | LD | C | 1,020 | 1,430 | +40.6 |
| Tung Chung Rd | South Lantau Rd | Tung Chung Ferry Pier | 5256 | RR | C | 3,690 | 4,740 | +28.5 |
| Tung Chung Waterfront Rd & Ying Hei Rd | Shun Tung Rd RA | Man Tung Rd | 5905 | LD | C | 9,620 | 7,520 | -21.9 |
| Tung Lo Wan Rd | Causeway Rd | Moreton Terrace | 1107 | LD | A | 18,020 | 17,580 | -2.5 |
| Tung Lo Wan Rd & Tai Hang Rd | Causeway Rd | Ka Ning Path | 1438 | DD | C | 11,820 * | 13,220 | +11.8 |
| Tung Tau Tsuen Rd | Fung Mo St | Tung Tsing Rd | 3459 | DD | C | 9,530 * | 9,470 | -0.7 |
| Tung Tau Tsuen Rd | Shatin Pass Rd | Tai Shing St | 3850 | DD | C | 9,590 * | 9,300 * | -3.0 |
| Tung Tau Tsuen Rd | Tai Shing St | Fung Mo St | 3659 | DD | C | 8,180 * | 7,930 * | -3.0 |
| Tung Tau Tsuen Rd | Tung Tsing Rd | Junction Rd | 3254 | DD | C | 5,470 | 6,590 | +20.4 |
| Tung Tsing Rd | Tung Tau Tsuen Rd | Lok Sin Rd | 3692 | LD | C | 6,580 * | 6,460 * | -1.9 |
| Tung Yan St | Hip Wo St | Yue Man Square | 3481 | DD | C | 14,160 * | 14,620 | +3.3 |
| Tung Yan St | Yue Man Square | Kwun Tong Rd | 3276 | DD | C | 2,450 | 2,250 | -8.2 |
| Tung Yuen St | Shung Shun St | Ko Fai Rd | 4644 | LD | C | 3,900 | 3,740 | -4.2 |
| Un Chau St | Hing Wah St | Tonkin St | 3260 | DD | C | 10,130 | 10,620 | +4.9 |
| Un Chau St | Shek Kip Mei St | Nam Cheong St | 3666 | DD | C | 13,300 * | 13,460 * | +1.2 |
| Un Chau St | Tonkin St | Yen Chow St | 4055 | DD | C | 17,840 | 17,300 * | -3.0 |
| Un Chau St | Yen Chow St | Nam Cheong St | 3855 | DD | C | 10,910 * | 11,040 * | +1.2 |
| Upper Albert Rd | Caine Rd | Albany Rd | 1624 | DD | C | 21,730 * | 21,580 * | -0.7 |
| Upper Albert Rd | Garden Rd | Albany Rd | 2031 | DD | C | 26,120 | 25,940 * | -0.7 |
| UR S2 slip rd to Ma On Shan Rd N/B | Hang Shun St | End | 5510 | DD | C | 3,120 * | 3,420 | +9.7 |
| Victoria Park Rd | Houston St | Island Eastern Corridor | 1002 | UT | A | 149,620 | 139,420 | -6.8 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---------------------------------|-------------------------|-----------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Victoria Park Rd (GL) | Island Eastern Corridor | Hing Fat St | 1801 | UT | C | 18,950 * | 19,350 * | +2.1 |
| Victoria Park Rd entry-ramp W-B | Hing Fat St | Victoria Park Rd W-B | 1853 | PD | C | 9,350 * | 9,310 * | -0.4 |
| Victoria Rd | Mount Davis Rd | Sassoon Rd | 1448 | DD | C | 5,060 * | 4,170 | -17.6 |
| Victoria Rd | Pok Fu Lam Rd | Baguio Villas access rd | 1425 | DD | C | 7,660 * | 8,570 | +11.9 |
| Victoria Rd | Sassoon Rd | Baguio Villas access rd | 1445 | DD | C | 7,910 * | 6,610 | -16.4 |
| Village Rd | Sing Woo Rd | Shan Kwong Rd | 2645 | LD | C | 6,440 | 6,270 | -2.7 |
| Wah Chui St | Victoria Rd | Wah King St | 2054 | LD | C | 3,470 | 3,450 * | -0.7 |
| Wah Fu Rd | Shek Pai Wan Rd | Wah Cheung St | 1246 | DD | C | 9,610 | 10,490 | +9.1 |
| Wah Hong St | Victoria Rd | Wah King St | 2055 | LD | C | 2,870 | 2,850 * | -0.7 |
| Wah Ming Rd | Lui Ming Rd mini-RA | Wai Ming St | 6077 | DD | C | 6,100 | 6,030 * | -1.1 |
| Wah Ming Rd | Wai Ming St | Pak Wo Rd | 6093 | LD | C | 7,180 | 7,100 * | -1.1 |
| Wah Shun St | Hung Luen Rd | End | 4657 | LD | C | 2,880 | 3,270 | +13.7 |
| Wah Yiu Rd | Lai Chi Ling Rd | Castle Peak Rd-Kwai Chung | 5652 | LD | C | 7,870 * | 7,930 * | +0.8 |
| Wai Chi St | Woh Chai St | Pak Tin St | 4645 | LD | C | 2,730 | 2,660 | -2.8 |
| Wai Tsuen Rd | Sai Lau Kok Rd | Tsuen Kam INT | 6638 | LD | C | 17,420 | 16,920 | -2.8 |
| Wai Wah St | Tsz Wan Shan Rd | Wan Wah St | 3283 | LD | C | 7,460 | 6,380 | -14.5 |
| Wai Yip St | Hoi Yuen Rd | Cha Kwo Ling Rd | 3279 | DD | C | 28,070 | 28,980 | +3.3 |
| Wai Yip St | Kai Cheung Rd | Access rd to Telford Garden | 3874 | DD | C | 49,120 * | 49,730 * | +1.2 |
| Wai Yip St | Kai Cheung Rd | Kwun Tong Rd | 3875 | DD | C | 59,220 * | 59,960 * | +1.2 |
| Wai Yip St | Kai Fuk Rd FO <K58> | Access rd to Telford Garden | 3686 | DD | C | 25,740 * | 26,060 * | +1.2 |
| Wai Yip St | Lai Yip St | Hoi Yuen Rd | 3020 | DD | A | 28,620 | 27,820 | -2.8 |
| Wai Yip St | Lai Yip St | Kai Fuk Rd FO <K58> | 3483 | PD | C | 30,700 * | 26,490 | -13.7 |
| Wan Chai Rd | Johnston Rd | Morrison Hill Rd | 1627 | DD | C | 13,770 * | 13,290 * | -3.5 |
| Wan Chai Rd | Johnston Rd | Queen's Rd E | 2646 | LD | C | 5,700 | 5,720 | +0.4 |
| Wan Hang Rd | Mau Yip Rd | Po Hong Rd | 5494 | DD | C | 6,800 * | 6,740 | -0.9 |
| Wan Lung Rd | Po Hong Rd | Wan Hang Rd | 5471 | DD | C | 4,050 * | 3,510 | -13.4 |
| Wan Po Rd | Chiu Shun Rd | Chun Yat St | 5304 | LD | C | 31,750 | 32,970 | +3.8 |
| Wan Po Rd | Po Shun Rd | Chiu Shun Rd | 6103 | DD | C | 30,460 | 30,050 * | -1.3 |
| Wan Tau St | Heung Sze Wui St | Nam Wan Rd | 5474 | DD | C | 11,720 * | 11,190 | -4.5 |
| Wan Tau St | Kwong Fuk Rd | Tai Po Heung Sze Wui Rd | 5845 | DD | C | 9,760 * | 9,650 * | -1.1 |
| Wan Wah St | Tsz Wah Shan Rd | Wai Wah St | 4078 | LD | C | 13,000 | 12,750 * | -1.9 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--|----------------------|----------------------------|----------|-----------|-----------|-----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Wan Wah St | Wai Wah St | Sheung Fung St | 3879 | LD | C | 9,280 * | 9,110 * | -1.9 |
| Wang Chau Rd | Yuen Long On Ning Rd | Yuen Long On Lok Rd | 5011 | LD | A | 5,240 | 5,010 | -4.3 |
| Wang Chiu Rd | Kai Cheung Rd | Sheung Yuet Rd | 3273 | DD | C | 15,560 | 14,820 | -4.7 |
| Wang Chiu Rd | Wang Kwong Rd | Kai Lok St | 4646 | LD | C | 3,820 | 3,920 | +2.6 |
| Wang Chiu Rd & Wang Kwong Rd | Kai Cheung Rd | Kai Cheung Rd | 3884 | LD | C | 8,950 * | 9,060 * | +1.2 |
| Wang Kwong Rd | Kai Fuk Rd | Kai Cheung Rd | 4083 | LD | C | 8,720 | 8,830 * | +1.2 |
| Wang Lok St | Wang Tat Rd | Wang Lee St | 6628 | LD | C | 15,100 | 15,420 | +2.1 |
| Wang Tat Rd & Ma Wang Rd | Ma Miu Rd | Castle Peak Rd - Ping Shan | 5413 | PD | C | 20,120 * | 19,870 | -1.3 |
| Wang Tat Rd, Ma Wang Rd, Long Yip Rd & Yuen Long On Lok Rd | Wang Lok St | Ma Miu Rd | 5611 | PD | C | 14,970 * | 14,880 * | -0.6 |
| Wang Tau Hom E Rd | Junction Rd | Wang Tau Hom N Rd | 4647 | LD | C | 6,280 | 6,520 | +3.9 |
| Water St | Connaught Rd W | Des Voeux Rd W | 1838 | DD | C | 8,150 * | 7,870 * | -3.5 |
| Water St | Des Voeux Rd W | Queen's Rd W | 1621 | DD | C | 8,720 * | 8,410 * | -3.5 |
| Waterloo Rd | Ede Rd | Lung Cheung Rd | 3802 | UT | C | 70,110 * | 69,810 * | -0.4 |
| Waterloo Rd | Hereford Rd | Lancashire Rd | 3425 | PD | C | 82,840 * | 80,020 | -3.4 |
| Waterloo Rd | Hereford Rd | Suffolk Rd | 3621 | PD | C | 76,440 * | 75,030 * | -1.9 |
| Waterloo Rd | Lancashire Rd | Flint Rd | 3223 | PD | C | 94,500 | 91,710 | -3.0 |
| Waterloo Rd | Lung Cheung Rd | Lion Rock Tunnel Rd | 4002 | UT | C | 73,990 | 73,680 * | -0.4 |
| Waterloo Rd | Nathan Rd | Shanghai St | 3613 | PD | C | 20,620 * | 20,240 * | -1.9 |
| Waterloo Rd | Nathan Rd | Yim Po Fong St | 3813 | PD | C | 38,490 * | 37,780 * | -1.9 |
| Waterloo Rd | Pui Ching Rd | Argyle St | 4011 | PD | C | 29,100 | 28,560 * | -1.9 |
| Waterloo Rd | Shanghai St | Ferry St | 3418 | DD | C | 25,130 * | 26,250 | +4.5 |
| Waterloo Rd | Yim Po Fong St | Pui Ching Rd | 4205 | PD | B | 35,670 | 34,960 | -2.0 |
| Waterloo Rd & FO <K12 & K44> | Argyle St | Prince Edward Rd W | 3402 | UT | C | 106,470 * | 96,000 | -9.8 |
| Waterloo Rd & FO <K44> | Flint Rd | Boundary St | 3404 | UT | C | 106,500 * | 100,000 | -6.1 |
| Waterloo Rd (GL) | Cornwall St | Ede Rd | 4017 | PD | C | 12,110 | 12,060 * | -0.4 |
| Waterloo Rd (GL) | Junction Rd | Cornwall St | 3819 | PD | C | 29,090 * | 28,550 * | -1.9 |
| Waterloo Rd (GL) | Junction Rd | Suffolk Rd | 3622 | PD | C | 32,780 * | 32,180 * | -1.9 |
| Waterloo Rd FO <K44> | Boundary St | Prince Edward Rd W | 3403 | UT | C | 85,480 * | 76,640 | -10.3 |
| Waterloo Rd FO <K59> | Suffolk Rd | Ede Rd | 3602 | UT | C | 52,310 * | 52,750 * | +0.8 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|---|----------------------------------|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| West Kowloon Corridor | Cheung Lai St | Yen Chow St | 3888 | UT | C | 66,640 * | 66,360 * | -0.4 |
| West Kowloon Corridor | Sycamore St & Tong Mi Rd | Dundas St | 3297 | UT | C | 21,850 | 19,620 | -10.2 |
| West Kowloon Corridor | Tai Kok Tsui Rd | Cherry St | 3604 | UT | C | 14,200 * | 14,140 * | -0.4 |
| West Kowloon Corridor | Yen Chow St | Sycamore St & Tong Mi Rd | 3699 | UT | C | 18,570 * | 18,490 * | -0.4 |
| West Kowloon Corridor | Yen Chow St | Tai Kok Tsui Rd | 3807 | UT | C | 76,180 * | 75,860 * | -0.4 |
| West Kowloon Corridor - Cherry St up-ramp | Soy St | Pok Man St | 3705 | UT | C | 24,590 * | 24,490 * | -0.4 |
| West Kowloon Highway | Austin Rd W | Jordan Rd | 3502 | UT | C | 57,210 * | 57,210 | 0.0 |
| West Kowloon Highway | Section over Po Lun St | Mei Foo Sun Tsuen Phase 8 slip rds to & from Ngong Shuen Chau INT | 4092 | UT | C | 72,340 | 72,030 * | -0.4 |
| West Kowloon Highway | Slip rd to Yau Ma Tei INT | Tung Kun St Ext | 3707 | UT | C | 33,200 * | 33,070 * | -0.4 |
| West Kowloon Highway | Slip rds to & from Lin Cheung Rd | Hing Wah St W | 3024 | UT | A | 73,380 | 78,980 | +7.6 |
| West Kowloon Highway | Tung Kun St Ext | Slip rds to & from Lin Cheung Rd | 3503 | UT | C | 28,180 * | 28,820 | +2.3 |
| Western Harbour Crossing | Toll Plaza | South Portal | 1026 | UT | A | 61,820 | 63,130 | +2.1 |
| Western St | Des Voeux Rd W | Connaught Rd W | 1447 | DD | C | 15,700 * | 15,080 | -4.0 |
| Western St | Des Voeux Rd W | Queen's Rd W | 1622 | DD | C | 15,830 * | 15,280 * | -3.5 |
| Whitty St | Des Voeux Rd W | Queen's Rd W | 1626 | DD | C | 2,550 * | 2,460 * | -3.5 |
| Wing Hing St | Electric Rd | King's Rd | 1611 | PD | C | 11,740 * | 11,690 * | -0.4 |
| Wing Hing St | Hing Fat St | Electric Rd | 1416 | PD | C | 15,160 * | 13,270 | -12.5 |
| Wing Kei Rd | Wing Kin Rd | Kwai Hei St | 6645 | LD | C | 3,600 | 3,830 | +6.6 |
| Wing Lok St | Des Voeux Rd W | Bonham Strand | 1104 | LD | A | 3,820 | 3,660 | -4.4 |
| Wing Lok St | Morrison St | Des Voeux Rd C | 2402 | LD | B | 3,200 | 3,310 | +3.5 |
| Wing Ming St | Yu Chau W St | End | 4648 | LD | C | 1,010 | 1,240 | +22.5 |
| Wing Shun St | Ma Tau Pa Rd | Yi Hong St | 5260 | LD | C | 18,190 | 11,200 | -38.5 |
| Wing Shun St | Yi Hong St | Kwai Yue St | 5271 | LD | C | 4,570 | 4,950 | +8.3 |
| Wing Shun St | Yi Hong St | Texaco Rd slip rd | 5678 | LD | C | 9,290 * | 9,370 * | +0.8 |
| Wing Tai Rd | Chai Wan Rd | Shun Tai Rd | 1857 | DD | C | 24,030 * | 23,860 * | -0.7 |
| Wing Tai Rd <FO> | Chai Wan Rd | Wing Tai Rd nr Tsui Wan Est | 1256 | LD | C | 36,620 | 34,870 | -4.8 |
| Winslow St & underpass | Gillies Ave | Chatham Rd N | 3238 | PD | C | 10,350 | 11,650 | +12.6 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-----------------------------|----------------------------------|-----------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Wo Chung St | Chatham Rd N | Fat Kwong St | 4037 | DD | C | 1,780 | 1,810 * | +1.2 |
| Wo Hing Rd | UR nr Jockey Club Rd & Pak Wo Rd | Ming Yin Rd | 5302 | LD | C | 5,890 | 5,500 | -6.6 |
| Wo Hop Shek INT ramps A & B | Jockey Club Rd | Jockey Club Rd | 5478 | PD | C | 18,580 * | 17,380 | -6.5 |
| Wo Hop Shek INT ramps C & D | Jockey Club Rd | Pak Wo Rd and Tai Po Rd - Fanling | 5674 | PD | C | 18,920 * | 18,800 * | -0.6 |
| Wo Tong Tsui St | Kwai Chung Rd | Kwai Hing Rd | 6045 | LD | C | 9,990 | 10,080 * | +0.8 |
| Wo Tong Tsui St | Tai Wo Hau Rd | Kwai Hing Rd | 5850 | LD | C | 10,820 * | 10,910 * | +0.8 |
| Wo Yi Hop Rd | Castle Peak Rd - Kwai Chung | Tai Loong St | 6023 | DD | C | 12,950 | 13,060 * | +0.8 |
| Wo Yi Hop Rd | Cheung Wing Rd | Ngong Hom Rd | 5630 | DD | C | 21,160 * | 20,870 * | -1.3 |
| Wo Yi Hop Rd | Lei Muk Rd | Cheung Wing Rd | 5431 | DD | C | 29,260 * | 27,720 | -5.3 |
| Wo Yi Hop Rd | Tai Loong St | Lei Muk Rd | 5225 | DD | C | 14,500 | 14,690 | +1.3 |
| Wo Yi Hop Rd | Wo Yi Hop INT | Ngong Hom Rd | 5829 | DD | C | 17,820 * | 17,580 * | -1.3 |
| Wo Yi Hop Rd INT | Sam Tung Uk Rd | Wo Yi Hop Rd | 5682 | DD | C | 16,260 * | 16,040 * | -1.3 |
| Woh Chai St | Nam Cheong St | Shek Kip Mei St | 3657 | DD | C | 7,630 * | 7,490 * | -1.9 |
| Woh Chai St | Tong Yam St | Shek Kip Mei St | 3848 | DD | C | 11,130 * | 10,930 * | -1.9 |
| Wong Chu Rd | Lung Mun Rd | Wong Chu Rd INT | 5613 | PD | C | 43,610 * | 43,330 * | -0.6 |
| Wong Chu Rd | Tuen Mun Rd | Wong Chu Rd INT | 5612 | PD | C | 52,590 * | 52,260 * | -0.6 |
| Wong Chu Rd ramps C & D | Wong Chu Rd | Tuen Mun Rd | 5480 | PD | C | 35,350 * | 28,450 | -19.5 |
| Wong Chu Rd W-B ramps A & B | Wong Chu Rd | Tsing Wun Rd and Lung Mun Rd | 5668 | PD | C | 12,300 * | 12,220 * | -0.6 |
| Wong Chuk Hang Rd | Nam Fung Rd | Shouson Hill Rd eastern junction | 1223 | PD | C | 19,260 | 19,430 | +0.9 |
| Wong Chuk Hang Rd | Nam Long Shan Rd | Ap Lei Chau Bridge | 2022 | PD | C | 67,070 | 66,780 * | -0.4 |
| Wong Chuk Hang Rd | Nam Long Shan Rd | Nam Fung Rd | 1010 | PD | A | 66,120 | 67,790 | +2.5 |
| Wong Chuk St | Cheung Sha Wan Rd | Lai Chi Kok Rd | 3675 | DD | C | 11,780 * | 11,930 * | +1.2 |
| Wong Chuk St | Cheung Sha Wan Rd | Tai Po Rd | 3863 | DD | C | 7,720 * | 7,820 * | +1.2 |
| Wong Ma Kok Rd | Tung Tau Wan Rd | Restricted boundary | 2648 | LD | C | 2,600 | 2,340 | -10.2 |
| Wong Nai Chung Gap Rd | Stubbs Rd FO <H119> southern end | Repulse Bay Rd | 2202 | DD | B | 29,730 | 27,960 | -5.9 |
| Wong Nai Chung Gap Rd | Stubbs Rd RA | Stubbs Rd FO <H119> southern end | 1850 | DD | C | 21,890 * | 21,470 * | -1.9 |
| Wong Nai Chung Rd | Leighton Rd | Sports Rd | 1435 | DD | C | 8,280 * | 6,820 | -17.6 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|--------------------------------|-------------------|----------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Wong Nai Chung Rd | Queen's Rd E | Sing Woo Rd | 2034 | DD | C | 33,180 | 32,940 * | -0.7 |
| Wong Nai Chung Rd | Sing Woo Rd | Broadwood Rd | 1234 | DD | C | 19,160 | 17,660 | -7.8 |
| Wong Nai Chung Rd | Sports Rd | Broadwood Rd | 2050 | DD | C | 16,100 | 15,980 * | -0.7 |
| Wong Tai Sin Rd & Fung Tak Rd | Ma Chai Hang Rd | Sheung Fung St | 3664 | DD | C | 16,700 * | 16,390 * | -1.9 |
| Wu Chui Rd | Lung Mun Rd | Wu Shan Rd | 6633 | LD | C | 8,060 | 7,350 | -8.8 |
| Wu Shan Rd | Lung Mun Rd | Wu King Rd | 5654 | LD | C | 6,420 * | 6,350 * | -1.1 |
| Wu Shan Rd | Wu King Rd | Wu Chui Rd | 6634 | LD | C | 9,230 | 9,190 | -0.4 |
| Wuhu St | Gillies Ave S | Chatham Rd N | 3448 | DD | C | 14,740 * | 14,160 | -3.9 |
| Wuhu St | Ma Tau Wai Rd | Gillies Ave S | 3648 | DD | C | 18,320 * | 18,540 * | +1.2 |
| Wui Cheung Rd | Canton Rd | Access rd at Jordan Bus Terminus | 3280 | LD | C | 33,550 | 35,900 | +7.0 |
| Wui Cheung Rd | Canton Rd | Lin Cheung Rd | 3300 | PD | C | 28,960 | 29,280 | +1.1 |
| Wylie Rd | Gascoigne Rd | Princess Margaret Rd | 3645 | DD | C | 14,930 * | 14,660 * | -1.9 |
| Wylie Rd | Waterloo Rd | Princess Margaret Rd | 4033 | DD | C | 16,160 | 15,860 * | -1.9 |
| Wyndham St | Lower Albert Rd | Arbuthnot Rd | 1455 | LD | C | 13,780 * | 14,580 | +5.9 |
| Wyndham St | Queen's Rd C | Lower Albert Rd | 2210 | DD | B | 5,060 | 5,040 | -0.4 |
| Yan King Rd & Kai King Rd | Po Lam Rd N | Po Fung Rd | 5664 | LD | C | 7,140 * | 7,040 * | -1.3 |
| Yau King Lane | Lookout Link | End | 6652 | LD | C | 1,100 | 990 | -9.4 |
| Yau Tong Rd | Lei Yue Mun Rd | Cha Kwo Ling Rd | 4653 | LD | C | 5,820 | 5,970 | +2.6 |
| Yee King Rd & Lai Tak Tsuen Rd | Cloud View Rd | Tai Hang Rd | 2204 | DD | B | 12,300 | 11,980 | -2.7 |
| Yee Wo St | Pennington St | Tung Lo Wan Rd | 2016 | PD | C | 22,040 | 21,750 * | -1.3 |
| Yen Chow St | Cheung Sha Wan Rd | Lai Chi Kok Rd | 3262 | DD | C | 16,900 | 17,220 | +1.9 |
| Yen Chow St | Cheung Sha Wan Rd | Un Chau St | 3467 | DD | C | 22,380 * | 22,170 | -0.9 |
| Yen Chow St | Hai Tan St | Lai Chi Kok Rd | 4057 | DD | C | 12,750 | 12,360 * | -3.0 |
| Yen Chow St | Un Chau St | Castle Peak Rd | 3669 | DD | C | 18,970 * | 19,210 * | +1.2 |
| Yen Chow St W | Lin Cheung Rd | Sham Mong Rd | 3711 | LD | C | 11,440 * | 11,090 * | -3.0 |
| Yeung Uk Rd | Ma Tau Pa Rd | Chung On St | 5831 | DD | C | 20,800 * | 20,970 * | +0.8 |
| Yeung Uk Rd | Tai Ho Rd | Chung On St | 6026 | DD | C | 17,520 | 17,660 * | +0.8 |
| Yeung Uk Rd | Texaco Rd | Ma Tau Pa Rd | 5632 | DD | C | 18,670 * | 18,830 * | +0.8 |
| Yi Shing Square | Kong Pui St | Kong Pui St | 6618 | LD | C | 4,770 | 4,700 | -1.5 |

* AADT estimated by Growth Factor

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-----------------------------------|--------------------------|------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2013 | 2014 | |
| Yi Tung Rd | Tung Chung Eastern INT | Ying Hei Rd | 5311 | LD | C | 7,520 | 7,020 | -6.6 |
| Yim Po Fong St | Shantung St | Argyle St | 3240 | DD | C | 20,410 | 20,160 | -1.2 |
| Yim Po Fong St | Shantung St | Waterloo Rd | 4215 | DD | B | 20,790^ | 21,410 | +2.9 |
| Ying Yip Rd | Po Ning Rd | Clear Water Bay Rd | 5684 | LD | C | 25,130 * | 24,790 * | -1.3 |
| Yiu Hing Rd | Sun Sing St | Wai Hang St | 2051 | LD | C | 4,260 | 4,230 * | -0.7 |
| Yiu Wa St | Canal Rd E | Matheson St | 2649 | LD | C | 4,570 | 4,500 | -1.6 |
| Yu Chau St | Wong Chuk St | Yen Chow St | 4082 | LD | C | 6,770 | 6,850 * | +1.2 |
| Yu Tung Rd | Shun Tung Rd | Chung Mun Rd | 5706 | DD | C | 15,840 | 13,680 | -13.6 |
| Yu Tung Rd | Shun Tung Rd | Tung Chung E INT | 5511 | DD | C | 11,800 | 10,970 | -7.1 |
| Yue Man Square | Tung Yan St | Hong Ning Rd | 3682 | DD | C | 17,690 * | 17,160 * | -3.0 |
| Yuen Long Highway | Hung Tin Rd INT | Lam Tei INT | 5025 | EX | A | 74,950 | 86,370 | +15.2 |
| Yuen Long Highway | Nr Tsing Long Highway | Nr Shap Pat Heung INT | 5694 | EX | C | 80,950 * | 80,440 * | -0.6 |
| Yuen Long Highway | Shap Pat Heung INT | Tong Yan San Tsuen INT | 5894 | EX | C | 75,140 * | 74,660 * | -0.6 |
| Yuen Long Highway | Tong Yan San Tsuen INT | Hung Tin Rd INT | 6095 | EX | C | 62,440 | 62,050 * | -0.6 |
| Yuen Long Hong Lok Rd | Castle Peak Rd-Yuen Long | Kau Yuk Rd | 5459 | LD | C | 3,170 * | 2,900 | -8.6 |
| Yuen Long Main Rd | Fung Cheung Rd | Yuen Long On Lok Rd | 5440 | DD | C | 47,010 * | 40,840 | -13.1 |
| Yuen Long Main Rd | Kik Yeung Rd | Tai Tong Rd | 5838 | DD | C | 14,190 * | 14,040 * | -1.1 |
| Yuen Long Main Rd | Ma Miu Rd | Kik Yeung Rd | 5639 | DD | C | 18,820 * | 18,620 * | -1.1 |
| Yuen Long Main Rd | Tai Tong Rd | Fung Cheung Rd | 6033 | DD | C | 23,770 | 23,520 * | -1.1 |
| Yuen Long Main Rd | Yuen Long On Lok Rd | Tai Tong Rd | 5650 | DD | C | 25,480 * | 25,210 * | -1.1 |
| Yuen Long On Ning Rd | Kik Yeung Rd | Tai Kiu Rd | 5638 | DD | C | 11,930 * | 11,810 * | -1.1 |
| Yuen Long On Ning Rd | Ma Miu Rd | Kik Yeung Rd | 5441 | DD | C | 16,170 * | 17,240 | +6.6 |
| Yuen Long On Ning Rd | Tai Kiu Rd | Wang Chau Rd | 5837 | DD | C | 17,220 * | 17,040 * | -1.1 |
| Yuen Long On Ning Rd | Wang Chau Rd | Tai Cheung St | 6032 | DD | C | 14,280 | 14,130 * | -1.1 |
| Yuen Long Tai Yuk Rd & Kau Yuk Rd | Castle Peak Rd-Yuen Long | Hong Lok Rd | 5008 | DD | A | 13,190 | 13,080 | -0.9 |
| Yuen Shin Rd | Tolo Highway | Ting Kok Rd | 6057 | PD | C | 43,570 | 43,300 * | -0.6 |
| Yuen Wo Rd | Fo Tan Rd | Sha Tin Rd | 5614 | PD | C | 15,740 * | 15,820 * | +0.5 |

* AADT estimated by Growth Factor

^ 2013 AADT figure is adjusted

Appendix C - AADT of Counting Stations - ordered by Road Names

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2014 as % of 2013 |
|-------------|----------------|------------------------------|-------------|--------------|--------------|----------|--------|-----------------------------------|
| | | | | | | 2013 | 2014 | |
| Yuen Wo Rd | Fo Tan Rd | Wo Che St | 5414 | PD | C | 14,750 * | 16,300 | +10.5 |
| Yuen Wo Rd | Wo Che St | Shatin Rural Committee Rd | 5209 | PD | C | 21,000 | 17,100 | -18.6 |
| Yuet Lun St | Lai Chi Kok Rd | Po Lun St | 4650 | LD | C | 2,760 | 2,600 | -5.5 |

* AADT estimated by Growth Factor

APPENDIX D

GROUPING SYSTEM OF COUNTING STATIONS AND SCALING FACTORS

1. Grouping of Counting Stations

| Group | Station No. | Total |
|--|--|-------|
| Hong Kong Island Urban 1 | <p>Core Stations :</p> <p>1002, 1006, 1007, 1015, 1019, 1029, 1104, 1108</p> <p>Coverage (C) Stations :</p> <p>1206, 1207, 1208, 1210, 1211, 1215, 1225, 1226, 1227, 1230, 1231, 1232, 1235, 1248, 1251, 1252, 1257, 1407, 1408, 1409, 1411, 1412, 1413, 1426, 1431, 1432, 1433, 1434, 1436, 1447, 1449, 1450, 1451, 1452, 1454, 1455, 1457, 1458, 1459, 1460, 1464</p> <p>Coverage (B) Stations :</p> <p>2207, 2208, 2209, 2210, 2211, 2212, 2216, 2217, 2402, 2403, 2404, 2405, 2408</p> <p>Minor Coverage Stations :</p> <p>2613, 2621, 2623, 2625, 2641, 2646, 2649</p> | 69 |
| Hong Kong Island Urban 2 (Major Road Network) | <p>Core Stations :</p> <p>1003, 1004, 1005, 1008, 1009, 1010, 1012, 1013, 1016, 1017, 1024, 1027</p> <p>Coverage (C) Stations :</p> <p>1202, 1203, 1204, 1205, 1209, 1212, 1213, 1214, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1228, 1229, 1233, 1234, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1246, 1247, 1249, 1250, 1253, 1254, 1256, 1402, 1403, 1404, 1405, 1406, 1410, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1424, 1425, 1427, 1428, 1429, 1430, 1435, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1448, 1453, 1456, 1461, 1462, 1463,</p> <p>Coverage (B) Stations :</p> <p>2201, 2204, 2206, 2213, 2214, 2215</p> <p>Minor Coverage Stations :</p> <p>2650, 2651, 2652, 2653, 2654</p> | 96 |

APPENDIX D (Cont'd)

| Group | Station No. | Total |
|--|---|-------|
| Hong Kong Island Urban 2 (Minor Road Network) | Core Stations : 1101, 1102, 1105, 1107, 1109 Coverage (B) Station : 2401, 2407 Minor Coverage Stations : 2601, 2604, 2605, 2606, 2608, 2609, 2614, 2615, 2617, 2618, 2620, 2624, 2626, 2628, 2630, 2633, 2634, 2635, 2636, 2638, 2639, 2642, 2643, 2645 | 31 |
| Hong Kong Island Remote and Recreational | Core Stations : 1011, 1014, 1018, 1021, 1023, 1103 Coverage (C) Stations : 1223, 1245, 1255, 1423 Coverage (B) Stations : 2202, 2203, 2205 Minor Coverage Stations : 2602, 2603, 2607, 2610, 2612, 2616, 2627, 2631, 2632, 2637, 2648 | 24 |
| Kowloon Urban 1 | Core Stations : 3004, 3009, 3010, 3012, 3014, 3015, 3102 Coverage (C) Stations : 3203, 3206, 3212, 3222, 3224, 3226, 3228, 3230, 3232, 3238, 3240, 3245, 3247, 3248, 3250, 3251, 3262, 3266, 3273, 3274, 3275, 3286, 3289, 3290, 3295, 3301, 3302, 3303, 3402, 3403, 3412, 3415, 3416, 3422, 3424, 3426, 2428, 3433, 3435, 3436, 3444, 3448, 3450, 3452, 3453, 3455, 3456, 3465, 3467, 3470, 3471, 3472, 3478, 3479, 3480, 3492, 3495, 3504, 3505 Coverage (B) Stations : 4202, 4203, 4204, 4207, 4208, 4209, 4210, 4212, 4213, 4215, 4216, 4218, 4219, 4221, 4403, 4404 Minor Coverage Stations : 4601, 4602, 4603, 4609, 4610, 4612, 4619, 4627, 4630, 4631, 4639, 4646, 4656, 4657 | 96 |

APPENDIX D (Cont'd)

| Group | Station No. | Total |
|-----------------|--|-------|
| Kowloon Urban 2 | <p>Core Stations :</p> <p>3001, 3003, 3005, 3007, 3011, 3013, 3016, 3018, 3019, 3021, 3022, 3103, 3104, 3106</p> <p>Coverage (C) Stations :</p> <p>3201, 3202, 3207, 3208, 3209, 3210, 3211, 3213, 3214, 3215, 3216, 3217, 3218, 3221, 3223, 3231, 3233, 3234, 3235, 3237, 3239, 3241, 3242, 3243, 3246, 3249, 3252, 3253, 3254, 3256, 3264, 3265, 3267, 3269, 3270, 3272, 3277, 3278, 3280, 3281, 3283, 3284, 3288,</p> <p>3401, 3404, 3410, 3411, 3413, 3414, 3417, 3418, 3419, 3420, 3421, 3423, 3425, 3431, 3434, 3437, 3438, 3441, 3443, 3445, 3446, 3447, 3449, 3451, 3454, 3458, 3460, 3461, 3469, 3474, 3475, 3477, 3482, 3485, 3486, 3487, 3488, 3489, 3494, 3497, 3498</p> <p>Coverage (B) Stations :</p> <p>4205, 4206, 4211, 4217, 4401</p> <p>Minor Coverage Stations :</p> <p>4604, 4605, 4608, 4613, 4614, 4615, 4616, 4618, 4620, 4621, 4624, 4626, 4634, 4635, 4636, 4638, 4642, 4644, 4645, 4651, 4653, 4654, 4655</p> | 126 |
| Kowloon Urban 3 | <p>Core Stations :</p> <p>3002, 3008, 3017, 3020, 3023, 3024, 3025, 3026, 3027, 3101, 3105</p> <p>Coverage (C) Stations :</p> <p>3204, 3205, 3219, 3220, 3225, 3227, 3229, 3236, 3255, 3257, 3258, 3259, 3260, 3261, 3263, 3268, 3276, 3279, 3282, 3285, 3287, 3291, 3293, 3296, 3297, 3298, 3299, 3300,</p> <p>3405, 3406, 3407, 3408, 3409, 3427, 3429, 3430, 3432, 3439, 3440, 3442, 3457, 3459, 3462, 3463, 3464, 3466, 3468, 3473, 3476, 3481, 3483, 3484, 3490, 3491, 3496, 3499, 3501, 3502, 3503</p> <p>Coverage (B) Stations :</p> <p>4201, 4214, 4220</p> <p>Minor Coverage Stations :</p> <p>4606, 4623, 4625, 4628, 4629, 4632, 4633, 4640, 4643, 4647, 4648, 4650, 4652</p> | 86 |

APPENDIX D (Cont'd)

| Group | Station No. | Total |
|---|---|-------|
| New Territories 1 (Tuen Mun, Yuen Long, Tin Shui Wai, Sheung Shui, Fanling & Tai Po) | <p>Core Stations :</p> <p>5001, 5003, 5006, 5008, 5009, 5011, 5012, 5013, 5016, 5019, 5025, 5102, 5105, 5106</p> <p>Coverage (C) Stations :</p> <p>5202, 5203, 5204, 5208, 5216, 5217, 5218, 5233, 5234, 5235, 5236, 5237, 5238, 5239, 5240, 5243, 5244, 5246, 5251, 5252, 5253, 5257, 5263, 5264, 5265, 5266, 5269, 5270, 5273, 5274, 5277, 5280, 5282, 5283, 5284, 5285, 5287, 5288, 5292, 5293, 5294, 5296, 5297, 5298, 5299, 5302, 5404, 5413, 5420, 5421, 5422, 5423, 5440, 5441, 5442, 5444, 5445, 5446, 5447, 5450, 5451, 5452, 5453, 5455, 5458, 5459, 5461, 5465, 5472, 5473, 5474, 5477, 5478, 5479, 5480, 5481, 5482, 5483, 5485, 5488, 5490, 5491, 5492, 5493, 5495, 5496, 5500, 5501, 5502, 5504, 5505, 5506, 5507, 5508, 5516, 5700</p> <p>Coverage (B) Stations :</p> <p>6206, 6210, 6211, 6213</p> <p>Minor Coverage Stations :</p> <p>6601, 6602, 6603, 6604, 6605, 6606, 6608, 6617, 6619, 6620, 6621, 6622, 6624, 6625, 6626, 6627, 6628, 6629, 6631, 6632, 6633, 6634, 6652</p> | 137 |
| New Territories 2 (Kwai Chung, Tsuen Wan, Tsing Yi & Chek Lap Kok) | <p>Core Stations :</p> <p>5004, 5007, 5010, 5014, 5018, 5026, 5027, 5029, 5030, 5031, 5032, 5033, 5034, 5035, 5036, 5038</p> <p>Coverage (C) Stations :</p> <p>5201, 5205, 5206, 5207, 5219, 5220, 5221, 5222, 5223, 5224, 5225, 5226, 5227, 5228, 5229, 5230, 5231, 5232, 5247, 5248, 5249, 5250, 5254, 5260, 5267, 5268, 5271, 5272, 5300, 5303, 5311, 5312, 5401, 5402, 5403, 5406, 5407, 5408, 5409, 5410, 5411, 5424, 5425, 5426, 5427, 5428, 5429, 5430, 5431, 5432, 5433, 5434, 5435, 5436, 5437, 5438, 5439, 5443, 5456, 5457, 5462, 5463, 5470, 5475, 5476, 5487, 5509, 5511, 5515, 5705, 5706, 5905</p> <p>Coverage (B) Stations :</p> <p>6203, 6204, 6207, 6208, 6209, 6212, 6214, 6219, 6221</p> <p>Minor Coverage Stations :</p> <p>6607, 6635, 6636, 6637, 6638, 6639, 6640, 6641, 6642, 6643, 6644, 6645</p> | 109 |

APPENDIX D (Cont'd)

| Group | Station No. | Total |
|---|--|-------|
| New Territories 3 (Tseung Kwan O, Sai Kung, Lantau Island, Tai Wai, Shatin, Fo Tan & Ma On Shan) | Core Stations : 5002, 5005, 5015, 5017, 5020, 5021, 5022, 5023, 5024, 5037, 5101, 5103, 5104 Coverage (C) Stations : 5209, 5210, 5211, 5212, 5213, 5214, 5215, 5241, 5242, 5245, 5255, 5256, 5258, 5259, 5261, 5262, 5275, 5276, 5278, 5279, 5281, 5286, 5289, 5290, 5291, 5295, 5301, 5304, 5305, 5306, 5307, 5308, 5309, 5310, 5405, 5414, 5415, 5416, 5417, 5418, 5419, 5448, 5449, 5464, 5466, 5467, 5469, 5471, 5484, 5486, 5489, 5494, 5497, 5498, 5499, 5503, 5510, 5512, 5513, 5514 Minor Coverage Stations : 6611, 6613, 6614, 6615, 6616, 6618, 6646, 6647, 6649, 6651 | 83 |
| Stations excluded from groups of counting stations | Core Stations : 1001, 1020, 1022, 1025, 1026, 1028, 1030, 3006 | 8 |

APPENDIX D (Cont'd)

2. Group Scaling Factors - Hong Kong Island Urban 1

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.199 | 0.972 | 0.962 | 0.952 | 0.942 | 0.929 | 0.981 |
| February | 1.249 | 0.987 | 0.967 | 0.964 | 0.949 | 0.931 | 1.012 |
| March | 1.227 | 0.976 | 0.958 | 0.945 | 0.933 | 0.916 | 1.004 |
| April | 1.215 | 0.964 | 0.944 | 0.941 | 0.928 | 0.905 | 0.999 |
| May | 1.221 | 0.972 | 0.967 | 0.950 | 0.940 | 0.925 | 1.006 |
| June | 1.229 | 0.969 | 0.958 | 0.954 | 0.938 | 0.924 | 0.996 |
| July | 1.238 | 0.990 | 0.967 | 0.962 | 0.962 | 0.938 | 1.006 |
| August | 1.219 | 0.989 | 0.976 | 0.980 | 0.952 | 0.927 | 1.004 |
| September | 1.230 | 0.983 | 0.966 | 0.956 | 0.951 | 0.932 | 1.010 |
| October | 1.144 | 0.985 | 0.970 | 0.962 | 0.948 | 0.932 | 0.968 |
| November | 1.127 | 0.974 | 0.945 | 0.947 | 0.938 | 0.915 | 0.952 |
| December | 1.240 | 0.993 | 0.984 | 0.983 | 0.971 | 0.965 | 1.011 |

3. Group Scaling Factors - Hong Kong Island Urban 2 (Major Road Network)

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.074 | 0.981 | 0.975 | 0.963 | 0.963 | 0.944 | 0.941 |
| February | 1.113 | 1.011 | 0.992 | 0.981 | 0.976 | 0.949 | 0.966 |
| March | 1.109 | 0.993 | 0.974 | 0.966 | 0.964 | 0.938 | 0.965 |
| April | 1.092 | 0.985 | 0.975 | 0.957 | 0.950 | 0.930 | 0.957 |
| May | 1.109 | 0.993 | 0.985 | 0.984 | 0.968 | 0.951 | 0.974 |
| June | 1.108 | 1.001 | 0.979 | 0.983 | 0.969 | 0.953 | 0.961 |
| July | 1.109 | 1.019 | 0.998 | 1.002 | 0.998 | 0.978 | 0.978 |
| August | 1.105 | 1.031 | 1.021 | 1.023 | 1.003 | 0.979 | 0.977 |
| September | 1.100 | 1.010 | 0.995 | 0.994 | 0.984 | 0.970 | 0.970 |
| October | 1.080 | 0.991 | 0.983 | 0.976 | 0.968 | 0.946 | 0.954 |
| November | 1.095 | 1.000 | 0.993 | 0.984 | 0.981 | 0.958 | 0.973 |
| December | 1.124 | 1.013 | 1.000 | 0.992 | 0.987 | 0.985 | 0.996 |

APPENDIX D (Cont'd)

4. Group Scaling Factors - Hong Kong Island Urban 2 (Minor Road Network)

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.270 | 0.940 | 0.931 | 0.929 | 0.918 | 0.917 | 0.990 |
| February | 1.297 | 0.938 | 0.940 | 0.925 | 0.929 | 0.920 | 0.972 |
| March | 1.261 | 0.916 | 0.907 | 0.916 | 0.915 | 0.908 | 0.986 |
| April | 1.247 | 0.917 | 0.918 | 0.916 | 0.902 | 0.900 | 0.980 |
| May | 1.234 | 0.915 | 0.889 | 0.895 | 0.895 | 0.905 | 0.971 |
| June | 1.244 | 0.907 | 0.903 | 0.899 | 0.889 | 0.890 | 0.979 |
| July | 1.224 | 0.910 | 0.899 | 0.908 | 0.896 | 0.898 | 0.988 |
| August | 1.220 | 0.931 | 0.918 | 0.918 | 0.903 | 0.901 | 0.993 |
| September | 1.216 | 0.931 | 0.918 | 0.917 | 0.903 | 0.901 | 0.991 |
| October | 1.412 | 1.066 | 1.062 | 1.048 | 1.039 | 1.050 | 1.123 |
| November | 1.383 | 1.243 | 1.239 | 1.219 | 1.224 | 1.230 | 1.111 |
| December | 1.236 | 0.939 | 0.925 | 0.918 | 0.909 | 0.913 | 0.984 |

5. Group Scaling Factors - Hong Kong Island Remote and Recreational

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 0.967 | 1.074 | 1.065 | 1.068 | 1.042 | 1.003 | 0.909 |
| February | 0.967 | 1.080 | 1.066 | 1.075 | 1.050 | 0.995 | 0.912 |
| March | 0.944 | 1.049 | 1.033 | 1.044 | 1.021 | 0.969 | 0.914 |
| April | 0.966 | 1.035 | 1.030 | 1.035 | 1.009 | 0.947 | 0.915 |
| May | 0.962 | 1.059 | 1.050 | 1.050 | 1.026 | 0.973 | 0.909 |
| June | 0.936 | 1.076 | 1.065 | 1.053 | 1.028 | 0.976 | 0.900 |
| July | 0.935 | 1.054 | 1.042 | 1.013 | 1.021 | 0.975 | 0.914 |
| August | 0.951 | 1.046 | 1.044 | 1.035 | 1.051 | 0.973 | 0.900 |
| September | 0.957 | 1.073 | 1.051 | 1.050 | 1.061 | 1.009 | 0.916 |
| October | 0.941 | 1.053 | 1.037 | 1.018 | 1.028 | 0.981 | 0.878 |
| November | 0.956 | 1.049 | 1.046 | 1.046 | 1.036 | 0.984 | 0.897 |
| December | 0.965 | 1.107 | 1.079 | 1.073 | 1.075 | 1.046 | 0.900 |

APPENDIX D (Cont'd)

6. Group Scaling Factors - Kowloon Urban 1

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.204 | 1.002 | 0.984 | 0.977 | 0.976 | 0.947 | 0.980 |
| February | 1.221 | 1.008 | 0.978 | 0.986 | 0.975 | 0.950 | 0.980 |
| March | 1.240 | 1.009 | 0.995 | 1.002 | 0.997 | 0.969 | 0.987 |
| April | 1.229 | 0.991 | 0.977 | 0.974 | 0.973 | 0.955 | 0.957 |
| May | 1.213 | 0.987 | 0.983 | 0.973 | 0.974 | 0.957 | 0.964 |
| June | 1.222 | 0.983 | 0.971 | 0.967 | 0.966 | 0.953 | 0.966 |
| July | 1.216 | 0.988 | 0.969 | 0.973 | 0.972 | 0.953 | 0.962 |
| August | 1.211 | 0.993 | 0.977 | 0.982 | 0.975 | 0.957 | 0.951 |
| September | 1.191 | 0.970 | 0.954 | 0.951 | 0.958 | 0.943 | 0.955 |
| October | 1.163 | 0.954 | 0.928 | 0.924 | 0.933 | 0.906 | 0.924 |
| November | 1.151 | 0.936 | 0.919 | 0.923 | 0.922 | 0.915 | 0.925 |
| December | 1.185 | 0.968 | 0.940 | 0.942 | 0.941 | 0.926 | 0.934 |

7. Group Scaling Factors - Kowloon Urban 2

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.051 | 1.015 | 1.007 | 1.007 | 0.999 | 0.971 | 0.949 |
| February | 1.109 | 1.035 | 1.014 | 1.022 | 1.007 | 0.979 | 0.970 |
| March | 1.082 | 1.000 | 0.987 | 0.987 | 0.980 | 0.956 | 0.937 |
| April | 1.072 | 0.994 | 0.997 | 0.986 | 0.986 | 0.955 | 0.936 |
| May | 1.069 | 1.010 | 1.007 | 1.001 | 0.991 | 0.980 | 0.952 |
| June | 1.096 | 1.003 | 0.989 | 0.992 | 0.991 | 0.961 | 0.947 |
| July | 1.094 | 1.028 | 1.005 | 1.004 | 1.004 | 0.984 | 0.959 |
| August | 1.075 | 1.033 | 1.024 | 1.035 | 1.024 | 0.993 | 0.957 |
| September | 1.073 | 0.997 | 0.983 | 0.994 | 0.985 | 0.964 | 0.958 |
| October | 1.070 | 0.999 | 0.986 | 0.981 | 0.974 | 0.951 | 0.931 |
| November | 1.072 | 0.989 | 0.975 | 0.976 | 0.970 | 0.948 | 0.932 |
| December | 1.083 | 0.984 | 0.982 | 0.983 | 0.975 | 0.955 | 0.926 |

APPENDIX D (Cont'd)

8. Group Scaling Factors - Kowloon Urban 3

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.323 | 0.939 | 0.929 | 0.937 | 0.924 | 0.889 | 0.984 |
| February | 1.325 | 0.965 | 0.949 | 0.956 | 0.945 | 0.914 | 1.019 |
| March | 1.329 | 0.950 | 0.940 | 0.943 | 0.929 | 0.901 | 0.995 |
| April | 1.334 | 0.960 | 0.944 | 0.945 | 0.934 | 0.901 | 0.991 |
| May | 1.321 | 0.964 | 0.943 | 0.945 | 0.936 | 0.916 | 1.001 |
| June | 1.337 | 0.948 | 0.934 | 0.936 | 0.923 | 0.897 | 0.995 |
| July | 1.357 | 0.980 | 0.966 | 0.963 | 0.956 | 0.924 | 1.018 |
| August | 1.352 | 0.987 | 0.970 | 0.974 | 0.963 | 0.934 | 1.029 |
| September | 1.337 | 0.964 | 0.948 | 0.942 | 0.938 | 0.910 | 1.000 |
| October | 1.307 | 0.941 | 0.925 | 0.921 | 0.916 | 0.889 | 0.980 |
| November | 1.308 | 0.941 | 0.925 | 0.928 | 0.927 | 0.893 | 0.984 |
| December | 1.312 | 0.941 | 0.924 | 0.930 | 0.918 | 0.893 | 0.982 |

9. Group Scaling Factors – New Territories 1 (Tuen Mun, Yuen Long, Tin Shui Wai, Sheung Shui, Fanling & Tai Po)

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.232 | 0.995 | 0.964 | 0.957 | 0.952 | 0.947 | 0.949 |
| February | 1.246 | 1.013 | 0.981 | 0.985 | 0.969 | 0.965 | 0.960 |
| March | 1.269 | 1.021 | 0.996 | 0.993 | 0.982 | 0.981 | 0.975 |
| April | 1.250 | 1.010 | 0.986 | 0.980 | 0.966 | 0.971 | 0.965 |
| May | 1.235 | 1.000 | 0.979 | 0.971 | 0.954 | 0.955 | 0.950 |
| June | 1.247 | 0.990 | 0.970 | 0.962 | 0.968 | 0.952 | 0.953 |
| July | 1.219 | 0.979 | 0.963 | 0.948 | 0.953 | 0.938 | 0.942 |
| August | 1.217 | 0.986 | 0.972 | 0.958 | 0.957 | 0.946 | 0.941 |
| September | 1.186 | 0.968 | 0.956 | 0.942 | 0.941 | 0.926 | 0.923 |
| October | 1.210 | 0.984 | 0.969 | 0.953 | 0.950 | 0.944 | 0.937 |
| November | 1.190 | 0.962 | 0.947 | 0.939 | 0.937 | 0.925 | 0.922 |
| December | 1.175 | 0.959 | 0.929 | 0.921 | 0.933 | 0.920 | 0.900 |

APPENDIX D (Cont'd)

10. Group Scaling Factors – New Territories 2 (Kwai Chung, Tsuen Wan, Tsing Yi & Chek Lap Kok)

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.167 | 0.996 | 0.966 | 0.969 | 0.965 | 0.932 | 0.955 |
| February | 1.195 | 1.031 | 1.012 | 1.021 | 1.001 | 0.965 | 0.987 |
| March | 1.217 | 1.043 | 1.033 | 1.022 | 1.005 | 0.969 | 0.993 |
| April | 1.185 | 1.024 | 1.011 | 0.995 | 0.990 | 0.955 | 0.961 |
| May | 1.164 | 1.006 | 0.996 | 0.983 | 0.974 | 0.937 | 0.958 |
| June | 1.171 | 0.997 | 0.995 | 0.977 | 0.975 | 0.932 | 0.951 |
| July | 1.153 | 0.998 | 0.981 | 0.970 | 0.972 | 0.935 | 0.948 |
| August | 1.151 | 0.995 | 0.981 | 0.972 | 0.963 | 0.932 | 0.940 |
| September | 1.126 | 0.959 | 0.957 | 0.939 | 0.934 | 0.902 | 0.913 |
| October | 1.129 | 0.965 | 0.952 | 0.949 | 0.944 | 0.905 | 0.930 |
| November | 1.134 | 0.991 | 0.978 | 0.982 | 0.972 | 0.936 | 0.935 |
| December | 1.130 | 0.988 | 0.974 | 0.968 | 0.946 | 0.922 | 0.935 |

11. Group Scaling Factors – New Territories 3 (Tseung Kwan O, Sai Kung, Lantau Island, Tai Wai, Shatin, Fo Tan & Ma On Shan)

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.133 | 0.984 | 0.973 | 0.981 | 0.950 | 0.946 | 0.953 |
| February | 1.128 | 1.021 | 1.011 | 1.014 | 0.982 | 0.970 | 0.951 |
| March | 1.162 | 1.021 | 1.010 | 1.019 | 0.995 | 0.978 | 0.947 |
| April | 1.142 | 1.014 | 0.994 | 1.010 | 1.004 | 0.971 | 0.964 |
| May | 1.154 | 1.011 | 1.008 | 1.011 | 0.983 | 0.984 | 0.964 |
| June | 1.157 | 1.002 | 0.971 | 0.989 | 0.974 | 0.959 | 0.951 |
| July | 1.155 | 1.013 | 0.989 | 1.003 | 0.995 | 0.969 | 0.969 |
| August | 1.117 | 1.022 | 1.016 | 1.027 | 1.006 | 0.963 | 0.947 |
| September | 1.115 | 0.983 | 0.971 | 0.960 | 0.970 | 0.942 | 0.912 |
| October | 1.111 | 0.981 | 1.003 | 0.968 | 0.957 | 0.942 | 0.929 |
| November | 1.133 | 0.966 | 0.957 | 0.929 | 0.943 | 0.927 | 0.916 |
| December | 1.095 | 0.972 | 0.944 | 0.949 | 0.943 | 0.918 | 0.893 |

APPENDIX E

DEFINITIONS & ABBREVIATIONS

| | | |
|----------------------|---|---|
| A.A.D.T. | - | Annual Average Daily Traffic |
| Core Station | - | A randomly selected counting station located on a road link of any class providing hourly, daily and monthly factors to generalize the traffic characteristics for its own group of links. |
| Coverage Station | - | A counting station located on a road link of any class providing daily flow that will be factored by the corresponding scaling factor of the group to which it belongs, to give the A.A.D.T. |
| CTS | - | Comprehensive Transport Study |
| D.D. | - | Double-decked (bus) |
| DD | - | District Distributor |
| E-B | - | East Bound |
| EX | - | Expressway |
| FO | - | Flyover |
| Fr. | - | Franchised (Bus) |
| GMB | - | Green Mini Bus |
| Group Scaling Factor | - | The reciprocal of the mean of the ratios of a 24-hour count recorded on any particular day of the week and month of the year to the A.A.D.T. at the same station for all the core stations in the same group. |
| LD | - | Local Distributor |
| Mon-Fri | - | A weekday excluding Saturday |

| | | |
|---------------------------|---|---|
| N-B | - | North Bound |
| Non Fr. | - | Non-franchised (Bus) |
| Occupancy | - | Number of people in a vehicle, including the driver |
| PD | - | Primary Distributor |
| Peak Hour | - | The maximum hourly traffic flow in a day |
| ▶ AM Peak Hour | - | The maximum hourly traffic flow between 7am-10am |
| ▶ PM Peak Hour | - | The maximum hourly traffic flow between 4pm-7pm |
| P.L.B. | - | Public Light Bus |
| Private LB | - | Private Light Bus |
| RR | - | Rural Road |
| RMB | - | Red Mini Bus |
| RT | - | Rural Trunk Road |
| R12/24-%, R ₁₂ | - | Ratio of 12 hour flow (0700 - 1900) to 24 hour flow |
| R16/24-%, R ₁₆ | - | Ratio of 16 hour flow (0700 - 2300) to 24 hour flow |
| S-B | - | South Bound |
| S.D. | - | Single-decked (Bus) |
| T | - | Proportion of commercial vehicles in the peak hour flow |
| | = | $\frac{\text{Peak hour flow of commercial vehicles}}{\text{Peak hour flow of all vehicles}} \times 100\%$ |
| UR | - | Un-named Road |
| UT | - | Urban Trunk Road |

Vehicle-kilometrage

- Vehicle-kilometrage is the sum of vehicle-kilometres derived for different road types and counting stations by multiplying the weighted average A.A.D.T. to the length of roads falling in that stratum.

The weighted average A.A.D.T. is calculated as

$$\frac{\text{Sum of (AADT of each station x length of respective link)}}{\text{Sum of length of respective link of each station}}$$

W-B

- West Bound

APPENDIX F

VEHICLE CLASSIFICATION SYSTEM

| | |
|---|--|
| Motor Cycle | - Any motor-propelled 2- or 3-wheeled vehicle with or without a sidecar. |
| Private Car | - A motor vehicle constructed or adapted for use solely for the carriage of a driver and not more than 7 passengers and their personal effects but does not include an invalid carriage, motor cycle, motor tricycle or taxi. |
| Taxi | - A passenger carrying vehicle registered as 'Taxi' under the classes of vehicle specified in the Road Traffic Ordinance (Cap. 374). Such vehicle can be readily distinguished from private car by the presence of an illuminated sign and markings as specified in the Road Traffic (Construction and Maintenance of Vehicles) Regulations. |
| Private Light Bus (Formerly called Passenger Van) | - A passenger carrying vehicle registered as 'Private Light Bus' under the classes of vehicle specified in Cap. 374. It has a carrying capacity (including driver) not exceeding 17 seats. |
| Public Light Bus | - A passenger carrying vehicle registered as 'Public Light bus' under the classes of vehicle specified in Cap. 374. It has a carrying capacity (including driver) of 17 seats. It includes RMB and GMB. |
| Light Goods Vehicle | - A lorry or a goods van registered as 'goods vehicle' under the classes of vehicle specified in Cap. 374 having a permitted gross vehicle weight not exceeding 5.5 tonnes. |
| Medium / Heavy Goods Vehicle | - A lorry having a permitted gross vehicle weight exceeding 5.5 tonnes. It also includes specialized vehicles such as fire engines, refuse and military trucks, containers, petrol tankers and other similar vehicles. |
| Non-franchised Bus | - A passenger carrying vehicle with a capacity (including driver) exceeding 17 seats, not including franchised buses operated by New World First Bus Services Ltd., Citybus Ltd., Kowloon Motor Bus Co., (1933), Long Win Bus Co., Ltd. or New Lantao Bus Co. (1973) Ltd. |

| | |
|--------------------------|--|
| Franchised Bus (S.D.) | - A single-decked bus operated by New World First Bus Services Ltd., Citybus Ltd., Kowloon Motor Bus Co., (1933), Long Win Bus Co., Ltd. or New Lantao Bus Co. (1973) Ltd. |
| Franchised Bus (D.D.) | - A double-decked bus operated by New World First Bus Services Ltd., Citybus Ltd., Kowloon Motor Bus Co., (1933), Long Win Bus Co., Ltd. or New Lantao Bus Co. (1973) Ltd. |
| Tram | - Trams operated by the Hongkong Tramways Ltd. |
| Commercial Vehicle | - This category includes all medium/heavy goods vehicles, non-franchised buses and franchised buses as defined above. |

APPENDIX G

ROAD CLASSIFICATION SYSTEM

| Classification | Function | Standard | Traffic Management |
|---|---|--|--|
| Expressway and Urban / Rural Trunk Road | Connects the main centres of population | High capacity roads with no frontage access or development, pedestrians segregated, widely spaced grade-separated junctions. | 24 hour stopping restrictions. |
| Primary Distributor | Forms the major network of the urban area | Roads having high capacity junction, normally grade separated, segregated pedestrian facilities and limited frontage access. | Usually 24 hour stopping restrictions. |
| District Distributor | Links districts to the Primary Distributor | Roads having high capacity at-grade junction. | Usually peak hour stopping restrictions and parking restrictions throughout the day. |
| Local Distributor | Roads within districts linking developments to the District Distributor | | |
| Rural Road | Connects the smaller centres of population or popular recreation areas with major road networks | Roads having high capacity junction and limited frontage access. | |

APPENDIX H

ROAD NETWORK

Major Road Network :

The major road network includes all the roads contained in the CTS simplified road network with modifications to exclude those road links generated by imaginary nodes connected to CTS zone centroids or produced for depicting turning movements at most road junctions.

Minor Road Network :

The minor road network includes all trafficable roads that are outside the major road network, with the exception of roads assigned for special use, all types of restricted roads and local access roads leading to a few premises.

SUMMARY OF ROAD NETWORK

Hong Kong Island :

| Road Network | Road Type | Road Link | Trafficable Length (km) |
|-------------------------|---------------------------|-----------|-------------------------|
| Major | Expressway (EX) | 10 | 7.78 |
| | Urban Trunk Road (UT) | 25 | 18.43 |
| | Primary Distributor (PD) | 131 | 56.34 |
| | District Distributor (DD) | 133 | 77.83 |
| | Local Distributor (LD) | 31 | 18.24 |
| | Sub-total | | 178.62 |
| Minor | District Distributor (DD) | 3 | 1.80 |
| | Local Distributor (LD) | 705 | 209.22 |
| | Sub-total | | 211.02 |
| Total Covered by Census | | | 389.64 |

APPENDIX H (Cont'd)

Kowloon and New Kowloon :

| Road Network | Road Type | Road Link | Trafficable Length (km) |
|-------------------------|---------------------------|-----------|-------------------------|
| Major | Expressway (EX) | 5 | 10.66 |
| | Urban Trunk Road (UT) | 56 | 38.31 |
| | Primary Distributor (PD) | 189 | 61.83 |
| | District Distributor (DD) | 246 | 90.09 |
| | Local Distributor (LD) | 57 | 19.73 |
| | Sub-total | | 220.62 |
| Minor | District Distributor (DD) | 2 | 0.10 |
| | Local Distributor (LD) | 754 | 191.32 |
| | | Sub-total | 191.42 |
| Total Covered by Census | | | 412.04 |

New Territories :

| Road Network | Road Type | Road Link | Trafficable Length (km) |
|-------------------------|---------------------------|-----------|-------------------------|
| Major | Expressway (EX) | 59 | 138.45 |
| | Urban Trunk Road (UT) | 27 | 29.13 |
| | Primary Distributor (PD) | 142 | 85.45 |
| | District Distributor (DD) | 248 | 120.93 |
| | Local Distributor (LD) | 78 | 50.80 |
| | Rural Trunk Road (RT) | 9 | 14.46 |
| | Rural Road (RR) | 55 | 180.91 |
| | Sub-total | | 620.13 |
| Minor | Local Distributor (LD) | 885 | 378.73 |
| | Rural Road (RR) | 33 | 26.42 |
| | Sub-total | | 405.15 |
| Total Covered by Census | | | 1025.28 |

APPENDIX I

NUMBERING SYSTEM AND ROTATION PROGRAMME OF COUNTING STATIONS

Hong Kong Island :

| <u>Station No.</u> | <u>Station Type</u> | <u>Year of Survey (2014 to 2018)</u> | <u>Road Network</u> |
|--------------------|------------------------|--|-------------------------|
| 1001 – 1030 | Core (A) | Every year | Major |
| 1101 – 1105 | Core (A) | Every year | Minor |
| 1107 – 1109 | | | |
| 1202 – 1223 | Coverage (C) | 2014 & 2018 | Major |
| 1225 – 1257 | | | |
| 1402 – 1464 | Coverage (C) | 2014 & 2015 | Major |
| 1601 – 1640 | Coverage (C) | 2015 & 2016 | Major |
| 1642 – 1647 | | | |
| 1801 – 1817 | Coverage (C) | 2016 & 2017 | Major |
| 1819 – 1865 | | | |
| 2001 – 2055 | Coverage (C) | 2017 & 2018 | Major |
| 2201 – 2217 | Coverage (B) | Every year | Major |
| | (at Cordon/Screenline) | | |
| 2401 – 2405 | Coverage (B) | Every year | Minor |
| 2407 – 2408 | (at Cordon/Screenline) | | |
| 2601 – 2610 | Coverage (C) | Every year | Minor |
| 2612 – 2618 | | | |
| 2620 – 2621 | | | |
| 2623 – 2628 | | | |
| 2630 – 2639 | | | |
| 2641 – 2643 | | | |
| 2645 – 2646 | | | |
| 2648 – 2654 | | | |

APPENDIX I (Cont'd)

Kowloon :

| <u>Station No.</u> | <u>Station Type</u> | <u>Year of Survey (2014 to 2018)</u> | <u>Road Network</u> |
|--------------------|--|--|-------------------------|
| 3001 – 3027 | Core (A) | Every year | Major |
| 3101 – 3106 | Core (A) | Every year | Minor |
| 3201 – 3243 | Coverage (C) | 2014 & 2018 | Major |
| 3245 – 3270 | | | |
| 3272 – 3291 | | | |
| 3293 | | | |
| 3295 – 3303 | | | |
| 3401 – 3492 | Coverage (C) | 2014 & 2015 | Major |
| 3494 – 3499 | | | |
| 3501 – 3505 | | | |
| 3601 – 3622 | Coverage (C) | 2015 & 2016 | Major |
| 3624 – 3632 | | | |
| 3634 – 3684 | | | |
| 3686 – 3692 | | | |
| 3694 | | | |
| 3696 – 3711 | | | |
| 3801 – 3856 | Coverage (C) | 2016 & 2017 | Major |
| 3858 – 3871 | | | |
| 3873 – 3897 | | | |
| 4001 – 4037 | Coverage (C) | 2017 & 2018 | Major |
| 4039 – 4071 | | | |
| 4073 – 4086 | | | |
| 4089 – 4102 | | | |
| 4201 – 4221 | Coverage (B) (at Cordon/Screenline) | Every year | Major |
| 4401 | Coverage (B) | Every year | Minor |
| 4403 – 4404 | (at Cordon/Screenline) | | |
| 4601 – 4606 | Coverage (C) | Every year | Minor |
| 4608 – 4610 | | | |
| 4612 – 4616 | | | |
| 4618 – 4621 | | | |
| 4623 – 4636 | | | |
| 4638 – 4640 | | | |
| 4642 – 4648 | | | |
| 4650 – 4657 | | | |

APPENDIX I (Cont'd)

New Territories :

| <u>Station No.</u> | <u>Station Type</u> | <u>Year of Survey (2014 to 2018)</u> | <u>Road Network</u> |
|--------------------|---------------------|--|-------------------------|
| 5001 – 5027 | Core (A) | Every year | Major |
| 5029 – 5038 | | | |
| 5101 – 5106 | Core (A) | Every year | Minor |
| 5201 – 5299 | Coverage (C) | 2014 & 2018 | Major |
| 5300 | Coverage (C) | Every year | Major |
| 5301 – 5302 | Coverage (C) | 2014 & 2018 | Major |
| 5303 | Coverage (C) | Every year | Major |
| 5304 – 5310 | Coverage (C) | 2014 & 2018 | Major |
| 5311 | Coverage (C) | Every year | Major |
| 5312 | Coverage (C) | 2014 & 2018 | Major |
| 5401 – 5411 | Coverage (C) | 2014 & 2015 | Major |
| 5413 – 5453 | | | |
| 5455 – 5459 | | | |
| 5461 – 5467 | | | |
| 5469 – 5510 | | | |
| 5511 | Coverage (C) | Every year | Major |
| 5512 – 5516 | Coverage (C) | 2014 & 2015 | Major |
| 5601 – 5623 | Coverage (C) | 2015 & 2016 | Major |
| 5625 – 5671 | | | |
| 5673 – 5676 | | | |
| 5678 – 5699 | | | |
| 5700 | Coverage (C) | 2015 & 2016 | Major |
| 5701 – 5704 | Coverage (C) | 2015 & 2016 | Major |
| 5705 – 5706 | Coverage (C) | Every year | Major |
| 5707 – 5711 | Coverage (C) | 2015 & 2016 | Major |
| 5801 – 5870 | Coverage (C) | 2016 & 2017 | Major |
| 5872 – 5887 | | | |
| 5889 – 5900 | | | |
| 5902 – 5904 | | | |
| 5905 | Coverage (C) | Every year | Major |
| 5906 – 5910 | Coverage (C) | 2016 & 2017 | Major |
| 6001 – 6028 | Coverage (C) | 2017 & 2018 | Major |
| 6030 – 6097 | | | |
| 6099 – 6100 | | | |
| 6102 – 6115 | | | |

APPENDIX I (Cont'd)

New Territories :

| <u>Station No.</u> | <u>Station Type</u> | <u>Year of Survey (2014 to 2018)</u> | <u>Road Network</u> |
|---|--|--|-------------------------|
| 6203 – 6204 6206 – 6214 6219 6221 | Coverage (B) (at Cordon/Screenline) | Every year | Major |
| 6601 – 6608 6611 6613 – 6622 | Coverage (C) | Every year | Minor |
| 6624 – 6629 6631 – 6647 6649 6651 – 6652 | Coverage (C) | Every year | Minor |

APPENDIX J

METHODOLOGY OF THE CENSUS

Road Network and Road Classification System :

In this report, the roads have been classified in accordance with the hierarchy adopted in the *Transport Planning & Design Manual* Volume 2 Chapter 3. A detailed description of the classification system is given in [APPENDIX G](#). More detailed information is collected in respect of major roads in view of their more important role compared with the minor roads. Road links covered in this census are therefore grouped under two different networks, namely major road network and minor road network. The road network developed in the *Second Comprehensive Transport Study* (CTS II) provides a convenient frame for the major links of the new Annual Traffic Census system while those not covered in the CTS network constitute the minor road network. More information about the two networks is provided in [APPENDIX H](#).

Counting Station Classification System :

Counting stations have been classified into “core” and “coverage” with a different extent of data being collected for each type. Data collected at the core stations, besides being used for constructing scaling factors, provide the hourly, daily and monthly variations, whereas the coverage stations would normally furnish only short-period traffic counts. However, for those coverage stations falling on cordons or screenlines, in view of their importance, more traffic flow data giving patterns of hourly and daily variations are collected. The programme of counter installations, designed to yield the required data, is shown in the table below. The week or day selected for traffic counting is a "normal" one excluding Public Holidays and avoiding adverse weather conditions as far as possible.

Counter Installation System

| Type of Station | Type of Counter Used | Duration of Measurement | Data Obtained |
|--|--|--|--|
| Core (A) | Recording | 1 week in each of any 3 months 1 week in each of the remaining 9 months | Daily & hourly directional flows Daily & hourly non-directional flows |
| Coverage (B) at Cordon/ Screenline Coverage (C) not at Cordon/ Screenline | Recording Recording or non-recording | 1 week 1 weekday (Monday-to-Friday) | Daily & hourly directional flows Daily non-directional flows |

Census Design of Major Road Network :

In the major road network, the census is designed with a stratified systematic approach and the sample includes a small number of core stations on some links supplemented by a much greater number of coverage stations on all other links in the network.

Before the selection of core stations, the road links are stratified according to road types (expressway, trunk road, primary distributor, district distributor and local distributor). Then, within each stratum the samples are selected in a random manner except for tunnels. The number of core stations depends primarily on resource availability, and the distribution of counting stations amongst the identified strata is then determined in accordance with total link length and approximate average flows pertaining to each stratum. Each core station thus selected is surveyed every year.

All other links not selected to accommodate a core station will accommodate a coverage station. Coverage stations not lying on a cordon/screenline are then divided into five groups. Each year, two of the five groups are surveyed with one of the groups being repeated from the previous year.

In each five-year cycle, all links in the major road network will be surveyed at least twice. Thus, the data obtained can provide an indication of the growth rate in addition to giving link-specific estimates. Details on the rotation programme are shown in the numbering system in [APPENDIX F](#).

Census Design of Minor Road Network :

A different design to a smaller scale is applied to the minor road network in view of the relatively lesser importance of minor links in the road system and the fact that traffic flow trends and variations obtained from the major link network may also be applicable to the minor links. Furthermore, it is not intended to have traffic flows recorded on every link in view of the large number of links and short link length of local roads. Instead, a small number of core stations and a larger number of coverage stations are randomly selected and surveyed every year to obtain traffic patterns which are representative of the road network. In addition to giving estimates on specific links, the main objective of conducting a census of the minor links is to derive the vehicle-kilometrage.

Grouping of Road Links :

The *Annual Average Daily Traffic* (A.A.D.T.) can be calculated directly for each of the core stations from the data collected. For the coverage stations, however, the A.A.D.T.s have to be estimated by making use of the available information from the core stations. For this purpose, the core stations are clustered into groups based on the daily traffic pattern exhibited at each counting station.

We excluded a total of 8 core stations, all of them are considered to possess traffic characteristics different from the rest, in the grouping of road links for 2014. These stations include 3 stations situated at Cross Harbour Tunnel ([Station No. 1022](#)), Eastern Harbour Crossing ([Station No. 1025](#)), Western Harbour Crossing ([Station No. 1026](#)) and 5 stations situated at Harcourt Road (Station No. 1001), Lockhart Road (Station No. 1020), Gloucester Road (Station No. 1028), Connaught Rd C & underpass (Station No. 1030) and Nathan Road (Station No. 3006) . Cluster analysis was carried out for the remaining 106 core stations, resulting in the formation of 10 groups. With such groupings for the whole territory, the precision of estimates could be maximized while still maintaining reasonable convenience for application.

After examining the characteristics of the 10 groups, it was found that the clusters could more or less be identified by the geographical location and type of road links within each group. The geographical boundaries of the 10 groups and the distribution of counting stations are presented on [PLANS H, I and J](#). Group scaling factors for each of the group are tabulated in [APPENDIX D](#). A brief description of the characteristics of the 10 groups is also presented below :-

Hong Kong Island :

(a) Urban 1

Geographically, this group corresponds more or less to the business districts covering the area between the western district (Sai Ying Pun) and Causeway Bay on Hong Kong Island. This group is characterized by its uniform daily flows throughout weekdays to Saturdays, which are very close to or slightly higher than the A.A.D.T. This is probably due to the heavy use of the road links within the group by business and work trips. The daily flows on Sundays are less than those on weekdays and Saturdays and are about 83% of the A.A.D.T. This is understandable as there are less business and work trips to this area on Sundays, but there will still be a substantial amount of through traffic.

(b) Urban 2 (Major Road Network)

This group includes all the major road links in the other built-up areas on Hong Kong Island. For weekdays and Saturdays, the daily flows are very close to but slightly higher than the A.A.D.T. while on Sundays, the daily flows are recorded as 88% of the A.A.D.T. It is obvious that the road links within this group are mainly used for work trips on weekdays and Saturdays, while they are also heavily used on Sundays by other trips such as those for recreational and social purposes.

(c) Urban 2 (Minor Road Network)

This group covers the same geographical location as the above group, but covers only the minor road links. The road links within this group are mainly used by business and work trips on weekdays and Saturday but to a lesser extent on Sunday. As such, the difference in the daily flows among weekdays, Saturdays and Sundays is similar to that of the previous two clusters. The average daily flows on weekdays and Saturdays have been recorded as 103% and 101% of the A.A.D.T. respectively, while the daily flows on Sundays are only about 84% of the A.A.D.T. showing the lesser importance of the minor road links relative to the major ones in carrying trips for recreational and social purposes.

(d) Remote & Recreational

This group roughly covers the Peak, the beach areas in the southern district and the south-eastern part of Hong Kong Island. In contrast to the above 3 groups, road links within this group are mainly used for recreational purposes on Saturdays and Sundays. On weekdays, the road links are mainly used for work trips but to a lesser extent compared with the recreational trips on Saturdays and Sundays. As such, the average daily flows on Saturdays and Sundays are about 109% and 101% of the A.A.D.T. respectively, while those on weekdays are only about 98% of the A.A.D.T.

Kowloon :

(a) Urban 1

This group comprises the Sham Shui Po, Prince Edward, Mongkok and Yau Ma Tei districts. The daily flows throughout weekdays and Saturdays are very uniform, being largely 103% of the A.A.D.T. The daily flows on Sundays are comparatively lower, being about 82% of the A.A.D.T.

(b) Urban 2

This group covers the districts of Shek Kip Mei, Kowloon City, Ma Tau Wai, Ho Man Tin, Ma Tau Kok, To Kwa Wan, Jordan, Tsim Sha Tsui, Hung Hom, Kowloon Bay, Sau Mau Ping, Lam Tin, Yau Tong, Choi Hung, Diamond Hill, Ngau Chi Wan, Ngau Tau Kok and Tsz Wan Shan. Geographically, this group corresponds to the mixed commercial / residential areas. The daily flows throughout weekdays and Saturdays are very uniform. The average daily flows on weekdays and Saturdays are 101% and 105% of the A.A.D.T. respectively while they are only about 89% on Sundays.

(c) Urban 3

This group covers Lai Chi Kok, Cheung Sha Wan, Tai Kok Tsui, West Kowloon Reclamation Area, Stonecutters Island, Shek Kip Mei, Lok Fu, Wong Tai Sin, San Po Kong and Kwun Tong districts. The average daily flows on weekdays and Saturdays are 105% and 101% of the A.A.D.T. respectively. The daily flows on Sundays are substantially lower than those on weekdays and Saturdays and are recorded as 76% of the A.A.D.T.

New Territories :

(a) New Territories 1 (Tuen Mun, Yuen Long, Tin Shui Wai, Sheung Shui, Fanling & Tai Po)

This group covers Tai Po, Fanling, Sheung Shui, Tuen Mun, Tin Shui Wai and Yuen Long. Similar to the Hong Kong Island Urban 2 (Major Road Network) group and the two Kowloon Urban 2 group, the weekday and Saturday daily flows are 103% and 105% of the A.A.D.T. respectively while the Sunday daily flows are 81% of the A.A.D.T.

(b) New Territories 2 (Kwai Chung, Tsuen Wan, Tsing Yi & Chek Lap Kok)

This group includes Tsuen Wan, Tsing Yi, Kwai Chung, Kam Tin as well as Hong Kong International Airport at Chek Lap Kok. It covers a mixed commercial, industrial and residential area. Similar to the Kowloon Urban 1 group, the daily flows throughout weekdays and Saturdays are quite uniform and are, on average, higher than the A.A.D.T. by 3.0% and 4.8% respectively, and those on Sundays are 82% of the A.A.D.T.

(c) New Territories 3 (Tseung Kwan O, Sai Kung & Lantau Island)

This group covers the south-eastern part of the New Territories which is mainly composed of Tseung Kwan O, the Sai Kung Country Park area, Lantau Island, Tai Wai, Shatin, Fo Tan, Ma On Shan area and another main recreational area in Hong Kong. The daily flows on Saturdays and Sundays are 107% and 90% of the A.A.D.T. respectively and those on weekdays are slightly lower than the A.A.D.T. by 0.5%.

Generalization of Results :

Sites at different locations can be identified as displaying similar traffic patterns regardless of the total traffic flow. This enables generalization of results obtained from core stations to all other road links. With the establishment of this concept, links can be categorized into groups based on some identified measures of similarity, using multivariate techniques. The average characteristics of links within the same group can be taken as typical of the group and links which can be categorized as members of the group would assume these typical characteristics.

In this report, a typical characteristic, the group scaling factors, is derived within each group. The definition of group scaling factors is given in [APPENDIX E](#). These factors can be used to estimate the A.A.D.T. of a link from a 24-hour count recorded at that particular link.

Another typical group characteristic is the group growth factors. For links which accommodate coverage stations not covered in the census of the current year, the A.A.D.T. for the year can be estimated by applying the growth factor appropriate to the group and road type of the link to the A.A.D.T. of the previous year. The procedures for estimating the group growth factors are explained in the *Transport Planning and Design Manual* Volume 8 Chapter 2.

Vehicle Classification and Occupancy Counts :

The information on vehicle classification and occupancy are obtained by manual counts carried out for 16 hours between 0700 hour and 2300 hour on a typical weekday at those core stations and coverage stations falling on a cordon or screenline.

Presentation of Results :

Grouping of road links and the derived scaling factors of each group are presented in [APPENDIX D](#). The traffic flows and characteristics, together with the hourly information on vehicle classification and occupancy for those core stations falling on a cordon or screenline and the three cross harbour tunnels, are shown on standard data forms in [APPENDIX A1](#). The traffic flows and characteristics for those core stations not falling on a cordon or screenline are shown on standard data forms in [APPENDIX A2](#). The traffic flows and characteristics for those coverage (B) stations falling on a cordon or screenline are shown on standard data forms in [APPENDIX A3](#). Similar information for all cordons and screenlines is contained in the standard data forms in [APPENDIX A4](#). A summary of the A.A.D.T. of all counting stations covered in 2014, tabulated by station numbers, is given in [APPENDIX B](#) while the same information is tabulated by road names in [APPENDIX C](#).

APPENDIX K

METHODOLOGY OF VEHICLE-KILOMETRAGE

Calculation of Daily Average Vehicle-Kilometrage :

Vehicle-kilometrage is calculated for each road type as the product of the weighted average of A.A.D.T.s and the road length. The summation for all road types provides an estimate of the gross amount of travel. The calculation of vehicle-kilometrage for major and minor road networks is presented as follows:-

Major Road Network :

The vehicle-kilometrage (VK) for each region (r) for each type of major road (t) is calculated by the following formulas:

$$VK_{r,t} = VK_{r,t}(\text{core}) + VK_{r,t}(\text{coverage})$$

$$VK_{r,t} = \sum_{i=1}^{n_{\text{core}}} l_{i,\text{core},r,t} \times AADT_{i,\text{core},r,t} + L_{\text{coverage},r,t} \times \overline{AADT}_{\text{coverage},r,t}$$

where

- $l_{i,\text{core},r,t}$ = Length of major road link under core station i for road type t in region r
- $AADT_{i,\text{core},r,t}$ = AADT for core station i for road type t in region r
- $L_{\text{coverage},r,t}$ = Length of major road links under all coverage stations for road type t in region r
- $\overline{AADT}_{\text{coverage},r,t}$ = Weighted mean AADT for sampled coverage stations for road type t in region r

Minor Road Network :

The vehicle-kilometrage (VK) for each region (r) for each type of minor road (t) is calculated by the formula:

$$VK_{r,t} = L_{r,t} \times \overline{AADT}_{r,t}$$

where

- $L_{r,t}$ = Length of minor road links for road type t in region r
- $\overline{AADT}_{r,t}$ = Weighted mean AADT for sampled minor road stations for road type t in region r

APPENDIX L

LEVEL OF PRECISION OF THE NEW METHODOLOGY

General :

One of the objectives in designing the new methodology for the Annual Traffic Census is to allow the computation of precision levels for the estimates derived from the Census. The estimates are subject to both sampling and non-sampling errors. Whilst the latter is difficult to estimate, the former can be stated in terms of the 95% confidence interval as an indication of the level of precision attained. As such, the smaller the interval is, the more precise the estimate will be. The 95% confidence intervals constructed by taking repeated samples have a 95% probability of containing the true value.

Precision level for A.A.D.T. of Coverage Stations :

As discussed earlier in this report, the A.A.D.T. of a coverage station is obtained by multiplying the observed short-period count of that station by a group scaling factor pertaining to the appropriate day of the week and month of the year. Following the completion of the *Review of the Annual Traffic Census* in 2000, a new cluster analysis was applied to all core stations and the whole territories were divided into 10 groups: 4 on Hong Kong Island, 3 in Kowloon and 3 in the New Territories. There are a total of 10 sets of such scaling factors which are derived from the core stations within each of the groups identified. As such, the scaling factors and thus the estimated A.A.D.T.s of the coverage stations are subject to sampling errors in addition to any systematic bias in the linking process. While the extent of the latter is difficult to quantify and in fact should be small under the design of the new methodology, the former can be quantified in terms of the 95% confidence interval as follows:-

| Group | 95% confidence interval | | |
|--|-------------------------|----------------------|-----------------------|
| | Weekday | Saturday | Sunday |
| 1. Hong Kong Island Urban 1 | $\pm 3\% - \pm 16\%$ | $\pm 5\% - \pm 16\%$ | $\pm 6\% - \pm 17\%$ |
| 2. Hong Kong Island Urban 2 (Major Road Network) | $\pm 2\% - \pm 6\%$ | $\pm 2\% - \pm 4\%$ | $\pm 5\% - \pm 7\%$ |
| 3. Hong Kong Island Urban 2 (Minor Road Network) | $\pm 5\% - \pm 63\%$ | $\pm 9\% - \pm 44\%$ | $\pm 24\% - \pm 37\%$ |
| 4. Hong Kong Island Remote and Recreational | $\pm 6\% - \pm 15\%$ | $\pm 5\% - \pm 12\%$ | $\pm 13\% - \pm 18\%$ |
| 5. Kowloon Urban 1 | $\pm 1\% - \pm 6\%$ | $\pm 2\% - \pm 8\%$ | $\pm 3\% - \pm 7\%$ |
| 6. Kowloon Urban 2 | $\pm 2\% - \pm 4\%$ | $\pm 1\% - \pm 6\%$ | $\pm 4\% - \pm 8\%$ |
| 7. Kowloon Urban 3 | $\pm 2\% - \pm 5\%$ | $\pm 4\% - \pm 7\%$ | $\pm 9\% - \pm 12\%$ |
| 8. New Territories 1 (Tuen Mun, Yuen Long, Tin Shui Wai, Sheung Shui, Fanling & Tai Po) | $\pm 4\% - \pm 6\%$ | $\pm 2\% - \pm 4\%$ | $\pm 21\% - \pm 27\%$ |
| 9. New Territories 2 (Kwai Chung, Tsuen Wan, Tsing Yi & Chek Lap Kok) | $\pm 2\% - \pm 6\%$ | $\pm 2\% - \pm 7\%$ | $\pm 7\% - \pm 8\%$ |
| 10. New Territories 3 (Tseung Kwan O, Sai Kung, Lantau Island, Tai Wai, Shatin, Fo Tan & Ma On Shan) | $\pm 2\% - \pm 5\%$ | $\pm 2\% - \pm 9\%$ | $\pm 7\% - \pm 13\%$ |

Precision level for overall vehicle-kilometrage

Based on the A.A.D.T.s of the core and coverage stations, the average daily vehicle-kilometrage for each region is estimated as follows :-

| Region | Road Network | Average Daily Vehicle-Kilometre |
|------------------|------------------|---------------------------------|
| Hong Kong Island | Major | 4 539 676 |
| | Minor | 1 099 152 |
| | <i>Sub-total</i> | 5 638 828 |
| Kowloon | Major | 7 639 370 |
| | Minor | 1 008 604 |
| | <i>Sub-total</i> | 8 647 974 |
| New Territories | Major | 18 567 724 |
| | Minor | 2 335 107 |
| | <i>Sub-total</i> | 20 902 830 |
| Total | | 35 189 632 |

The 95% error margin for the whole territory is within an acceptable level, being 8.9% of the average daily vehicle-kilometre. In analysing the precision level of vehicle-kilometrage by road network, the 95% error margin for the whole major road network is about 9.7% of the average daily vehicle-kilometre while that for the whole minor road network is about 22.9%. Since the estimates for the minor road network are subject to a large sampling error, they should be interpreted with caution.

APPENDIX M

REPORTS ON THE TRAFFIC CENSUS

| Report No | Period Covered | Report No | Period Covered |
|---|----------------|-----------|----------------|
| 14 | Jan - Jun 1965 | 02CAB1 | Jan - Dec 2001 |
| 21 | Jul - Dec 1965 | 03CAB1 | Jan - Dec 2002 |
| 25 | Jan - Jun 1966 | 04CAB1 | Jan - Dec 2003 |
| 43 | Jan - Dec 1965 | 05CAB1 | Jan - Dec 2004 |
| 46 | Jul - Dec 1966 | 06CAB1 | Jan - Dec 2005 |
| 49 | Jan - Jun 1967 | 07CAB1 | Jan - Dec 2006 |
| 53 | Jan - Dec 1966 | 08CAB1 | Jan - Dec 2007 |
| 55 | Jul - Dec 1967 | 09CAB1 | Jan - Dec 2008 |
| 56 | Jan - Dec 1967 | 10CAB1 | Jan - Dec 2009 |
| 61 | Jan - Jun 1968 | 11CAB1 | Jan - Dec 2010 |
| 62 | Jul - Dec 1968 | 12CAB1 | Jan - Dec 2011 |
| 65 | Jan - Dec 1968 | 13CAB1 | Jan - Dec 2012 |
| 66 | Jan - Jun 1969 | 14CAB1 | Jan - Dec 2013 |
| 67 | Jul - Dec 1969 | 15CAB1 | Jan - Dec 2014 |
| 69 | Jan - Dec 1969 | | |
| 70 | Jan - Jun 1970 | | |
| 71 | Jul - Dec 1970 | | |
| 72 | Jan - Dec 1970 | | |
| 91 | Jan - Dec 1971 | | |
| 114 | Jan - Dec 1972 | | |
| 144 | Jan - Dec 1973 | | |
| 187 | Jan - Dec 1974 | | |
| 236 | Jan - Dec 1975 | | |
| 262 | Jan - Dec 1976 | | |
| 288 | Jan - Dec 1977 | | |
| 301 | Jan - Dec 1978 | | |
| 311 | Jan - Dec 1979 | | |
| 314 | Jan - Dec 1980 | | |
| 318 | Jan - Dec 1981 | | |
| 320 | Jan - Dec 1982 | | |
| 322 | Jan - Dec 1983 | | |
| 324 | Jan - Dec 1984 | | |
| 327 | Jan - Dec 1985 | | |
| 328 | Jan - Dec 1986 | | |
| 329 | Jan - Dec 1986 | | |
| (Pilot scheme on new methodology, Hong Kong Island) | | | |
| 330 | Jan - Dec 1987 | | |
| 332 | Jan - Dec 1987 | | |
| (New methodology, Hong Kong Island Only) | | | |
| 333 | Jan - Dec 1988 | | |
| 334 | Jan - Dec 1988 | | |
| (New methodology, Hong Kong Island Only) | | | |
| 335 | Jan - Dec 1989 | | |
| 336 | Jan - Dec 1990 | | |
| 92CAB5 | Jan - Dec 1991 | | |
| 93CAB3 | Jan - Dec 1992 | | |
| 94CAB2 | Jan - Dec 1993 | | |
| 95CAB3 | Jan - Dec 1994 | | |
| 96CAB3 | Jan - Dec 1995 | | |
| 97CAB5 | Jan - Dec 1996 | | |
| 98CAB3 | Jan - Dec 1997 | | |
| 99CAB3 | Jan - Dec 1998 | | |
| 00CAB3 | Jan - Dec 1999 | | |
| 01CAB2 | Jan - Dec 2000 | | |

APPENDIX N

PUBLICATIONS REFERENCE

References :

- 1 Technical Report No.334 - The Annual Traffic Census (New Methodology) in Hong Kong Island, September 1988 - Traffic and Transport Survey Division, Transport Department
- 2 Data Record No.368 - Survey on Usage of the Annual Traffic Census Report, April 1984 - Traffic and Transport Survey Division, Transport Department
- 3 Transport Planning and Design Manual - Volume 8 Chapter 2 - Transport Department
- 4 Review of the Annual Traffic Census, Final Report, September 2000 - Transport Department
- 5 Monthly Traffic and Transport Digest - Traffic and Transport Survey Division, Transport Department

PLAN

| | |
|-------------------------|--|
| Plan A | Location of Counting Stations on Major Roads, Hong Kong Island |
| Plan B | Location of Counting Stations on Major Roads, Kowloon |
| Plan C1 | Location of Counting Stations on Major Roads, New Territories |
| Plan C2 | Location of Counting Stations on Major Roads, New Territories |
| Plan D | Location of Counting Stations on Minor Roads, Hong Kong Island |
| Plan E | Location of Counting Stations on Minor Roads, Kowloon |
| Plan F | Location of Counting Stations on Minor Roads, New Territories |
| Plan G | Location of Counting Stations, Lantau Island |
| Plan H | Grouping of Road Links, Hong Kong Island |
| Plan I | Grouping of Road Links, Kowloon |
| Plan J | Grouping of Road Links, New Territories |
| Plan K | Location of Cordons and Screenlines, Hong Kong Island |
| Plan L | Location of Cordons and Screenlines, Kowloon |
| Plan M | Location of Cordons and Screenlines, New Territories |