

Annual Traffic Census Report 2020

Amendment Revision No. 1

Typographical and printing errors as shown in the following pages are rectified.
Relevant amended pages are attached.

Pages iii, 7, 8, 10, 11, 14, 43,48.

Pages B-2, B-21.

Pages C-5, C-23.

Page L-3.

Page A1-22.

Pages A4-4, A4-14.

SUMMARY

During the year 2020, the annual average daily traffic (A.A.D.T.) in the territory showed the following changes as compared with that of 2019:

General

There were 802 698 vehicles licensed in Hong Kong at the end of 2020, representing an increase of 1.05% when compared with the corresponding figure in 2019. This total accounted for 87.9% of the number of registered vehicles. The highest percentage increase was found in Motor Cycle, with a growth of 11.2%. There were 573 003 private cars licensed at the end of 2020. The number of franchised buses licensed was 6 042, a decrease of 2.2% over 2019. The total number of goods vehicles licensed in 2020 was 118 150, showing an increase of 2.6% over 2019.

During the year, road travel in the territory amounted to 36.51 million vehicle-kilometres per day. Of this total, 5.67 million vehicle-kilometres occurred on Hong Kong Island while 8.74 million vehicle-kilometres and 22.05 million vehicle-kilometres occurred in Kowloon and the New Territories respectively. The average kilometrage per day per licensed vehicle was 45.79 km. 45.73 km

The daily life in the Hong Kong SAR was disrupted by the outbreak of Covid-19 over the year 2020, which, in turn, affected the traffic flow pattern. The schools were suspended, and tourism was severely affected during the period. A significant drop in traffic flow was observed in a number of traffic counting stations in year 2020.

Hong Kong Island

Traffic flows across the External Cordon (urban area boundary) showed a decrease of 7.0% and the Internal Cordon (enclosing Central District) showed a decrease of 9.9%. 10.5%
Traffic flows across screenlines F-F (at the eastern end of Central District) on Hong Kong Island, screenline G-G (located at the eastern end of Causeway Bay), screenline H-H (separate the peak from the rest of Hong Kong Island) and screenline I-I (between Shau Kei Wan and Chai Wan) showed decreases of 10.6%, 8.6%, 4.7% and 0.6% in traffic flows respectively. 11.9%

Kowloon

The survey indicated decrease in traffic traveling in Kowloon Peninsula. Traffic flows across screenline C-C bisecting the Kowloon Peninsula in the east-west direction showed decrease of 7.3% and those across screenline A-A along the Urban Railway Line showed decrease of 6.1%. while traffic flows across screenline K-K at the western end of Kwun Tong indicated decrease of 7.6%. Moreover, the External

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

Cordon / Screenline	2019	2020	Change as % of 2019	
H.K. Ext. Cordon	151 570	141 010	-7.0	
H.K. Int. Cordon	539 070	485 750	-9.9	-10.5
Kln. Ext. Cordon	730 790	664 150	-9.1	
T.Y. Ext. Cordon	448 130	349 030	-22.1	
Screenline A-A	511 300	479 960	-6.1	
Screenline C-C	572 620	530 840	-7.3	
Screenline F-F	296 650	265 200	-10.6	-11.9
Screenline G-G	226 110	206 740	-8.6	
Screenline H-H	27 960	26 650	-4.7	
Screenline I-I	80 680	80 220	-0.6	
Screenline K-K	372 030	343 660	-7.6	
Screenline R-R	367 630	346 810	-5.7	
Screenline S-S	322 030	297 190	-7.7	
Screenline T-T	240 390	233 950	-2.7	
Screenline Y-Y	142 450	137 810	-3.3	

Peak Hour Traffic Flows across All Cordons and Screenlines

Cordon / Screenline	2019	2020	Change as % of 2019	
H.K. Ext. Cordon	9 930	9 312	-6.2	
H.K. Int. Cordon	34 311	32 876	-4.2	-5.4
Kln. Ext. Cordon	47 914	44 804	-6.5	
T.Y. Ext. Cordon	28 185	23 572	-16.4	
Screenline A-A	32 388	31 210	-3.6	
Screenline C-C	35 378	33 621	-5.0	
Screenline F-F	19 537	18 908	-3.2	-5.4
Screenline G-G	14 071	13 445	-4.4	
Screenline H-H	2 076	2 062	-0.7	
Screenline I-I	5 241	5 128	-2.2	
Screenline K-K	24 027	22 165	-7.7	
Screenline R-R	25 307	25 279	-0.1	
Screenline S-S	22 151	20 517	-7.4	
Screenline T-T	16 749	15 752	-6.0	
Screenline Y-Y	9 480	9 525	+0.5	

3.3.1 Cordons and Screenlines - Hong Kong Island

(a) Hong Kong External Cordon

On an average 24-hour day, 141 010 vehicles crossed the cordon separating the northern part and southern part of Hong Kong Island, representing a decrease of 7.0% compared with the A.A.D.T. of 151 570 in 2019. 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, 58.6% were via the Wong Nai Chung Gap Road - Aberdeen Tunnel corridor while 33.3% were via the Pok Fu Lam Road - Smithfield - Victoria Road corridor. The remaining 8.1% 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 9.9% from 539 070 in 2019 to 458 130 in 2020. 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, 51.1% were via the eastern corridor of Harcourt Road, Queensway and other minor roads while 21.9% 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 28.3% 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 10.6% from 296 650 in 2019 to 265 200 in 2020.

(d) Screenline G-G

This screenline separates Causeway Bay from North Point. The A.A.D.T. decreased by 8.6% from 226 110 in 2019 to 206 740 in 2020.

(e) Screenline H-H

This screenline separates the Peak from the rest of Hong Kong Island. The A.A.D.T. decreased by 4.7% from 27 960 in 2019 to 26 650 in 2020.

(f) Screenline I-I

This screenline separates Shau Kei Wan and Chai Wan. The A.A.D.T. decreased by 0.6% from 80 680 in 2019 to 80 220 in 2020.

(b) *Screenline R-R*

This screenline (formerly called Rural Screenline) divides Tsuen Wan/Sha Tin and the North West New Territories. It recorded an A.A.D.T. of 346 810 in 2020, representing a decrease of 5.7% over 2019.

(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 2020 was 297 190, a decrease of 7.7% over 2019.

(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 2020 was 233 950, representing a decrease of 2.7% when compared with the corresponding figure in 2019.

(e) *Screenline Y-Y*

This screenline separates Yuen Long from Tuen Mun. The A.A.D.T. recorded in 2020 was 137 810, a decrease of 3.3% over 2019.

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:

2019 and 2020 Average Daily Vehicle-kilometre on Roads
Covered in the Annual Traffic Census

Region	Road Network	Average Daily Vehicle-Kilometre	
		2019	2020
Hong Kong Island	Major	4 808 018	4 691 050
	Minor	1 082 420	1 032 862
<i>Sub-total</i>		5 890 438	5 723 912
Kowloon	Major	8 010 289	7 744 913
	Minor	1 039 537	990 825
<i>Sub-total</i>		9 049 826	8 735 737
New Territories	Major	20 732 342	19 379 692
	Minor	2 714 257	2 670 039
<i>Sub-total</i>		23 446 599	2 2049 731
Total		38 435 299	36 509 380
		38 386 863	36 459 663

During the year, an average daily total of **36.51 million** vehicle-kilometres occurred in the territory as a whole, representing a **5.01%** decrease over 2019. The figures for major and minor road links are **31.82 million** and 4.69 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, in Kowloon and the New Territories decreased by **3.6%**, 3.5% and 6.0% respectively when compared with 2019.

As there were 797 262 vehicles licensed in Hong Kong in the middle of the year, the **36.51 million** vehicle-kilometres for the territory represents an average travel distance of **45.79 km** per day per licensed vehicle in 2020, a decrease of **5.84%** over 2019.

(ad) In 2017, the number of licensed vehicles was 2.8% higher than that of 2016. Screenline Y-Y measures traffic movements between Yuen Long / Tuen Mun showed the greatest increase of 4.1% as compared with 2016. Annual growth for the rest of the screenlines ranged from -2.9% to +1.9%.

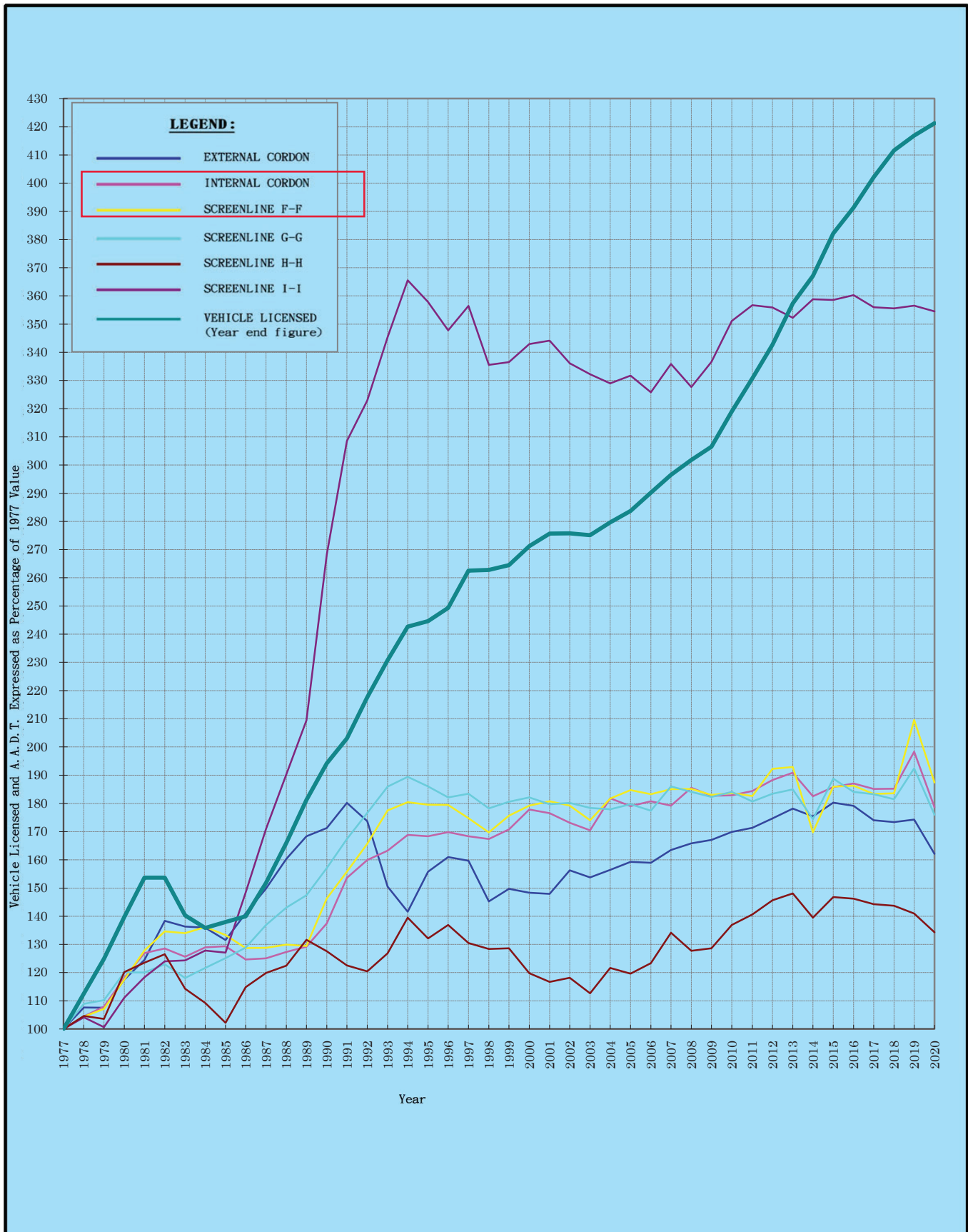
(ae) In 2018, the number of licensed vehicles was 2.4% higher than that of 2017. Screenline R-R measures traffic movements of North end of Tsuen Wan and Sha Tin showed the greatest increase of 10.0% as compared with 2017. Annual growth for the rest of the screenlines ranged from -1.4% to +4.1%.

(af) In 2019, the number of licensed vehicles was 1.3% higher than that of 2018. Screenline F-F separates Central, its adjacent "mid-levels" and the Peak from Wan Chai and Happy Valley showed the greatest increase of 14.2% as compared with 2018. Annual growth for the rest of the screenlines ranged from -1.9% to +7.1%.

(ag) In 2020, the number of licensed vehicles was 1.05% higher than that of 2019. Tsing Yi External showed the greatest decrease of 22.1% as compared with 2019. Annual growth for the rest of the screenlines ranged from -10.6% to -0.6%.

-11.9%

Screenline G-G (located at the eastern end of Causeway Bay) showed the greatest increase of 6.1% as compared with 2018. Annual growth for the rest of the screenlines ranged from -1.9% to +3.8%.



Study THE ANNUAL TRAFFIC CENSUS - 2020	Scale AS SHOWN
Title COMPARISON OF GROWTH IN VEHICLE LICENSED AND SCREENLINE/CORDON VOLUMES - HONG KONG ISLAND	Figure No. FIG. 6-4

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT		Change of 2020 as % of 2019
						2019	2020	
1031	A	UT	Central-Wanchai Bypass – Central Section	CWB western end portal	Wan Chai Exit	63,800	61,520	-3.6
						36,890	33,900	-8.1
1032	A	UT	Central-Wanchai Bypass – Causeway Bay Section	Wan Chai Exit	merging point to IEC	41,490	37,940	-8.6
1101	A	LD	Mount Butler Rd	Tai Hang Rd	End	4,350	3,490	-19.9
1102	A	LD	Cheung Lee St	Hong Man St	Kut Shing St	4,320	4,240	-2.0
1103	A	LD	Stanley Village Rd	Tai Tam Rd	Stanley New St	11,950	11,150	-6.7
1104	A	LD	Wing Lok St	Des Voeux Rd W	Bonham Strand	3,720	3,740	+0.5
1105	A	LD	Conduit Rd	Kotewall Rd	Glenealy	13,260	13,140	-0.9
1107	A	LD	Tung Lo Wan Rd	Causeway Rd	Moreton Terrace	18,060	17,010	-5.8
1108	A	LD	Justice Drive	Queensway	Supreme Court Rd	23,160	17,830	-23.0
1109	A	LD	Ocean Park Rd	Wong Chuk Hang Rd	Ocean Park	20,170	16,180	-19.8
1202	C	EX	Island Eastern Corridor	Healthy St INT western end	Healthy St INT eastern end	89,180	82,580 *	-7.4
1203	C	UT	Island Eastern Corridor up-ramp W-B	King's Rd	Healthy St INT western end	12,760	11,810 *	-7.4
1204	C	PD	Shek Pai Wan Rd	Victoria Rd	Wah Fu Rd	32,240	30,760 *	-4.6
1205	C	PD	Hill Rd FO <H114>	Pok Fu Lam Rd	Connaught Rd W.	15,180	14,480 *	-4.6
1206	C	PD	Queen's Rd W	Eastern St	Western St	7,330	6,600 *	-9.9
1207	C	PD	Connaught Rd Central and West (GL)	Queen St	Cleverly St	34,210	30,820 *	-9.9
1208	C	PD	Connaught Rd C	Gilman St	Queen Victoria St	95,320	85,880 *	-9.9
1209	C	PD	Garden Rd	Cotton Tree Drive	Upper Albert Rd	23,070	22,010 *	-4.6
1210	C	PD	Hennessy Rd	Johnston Rd	Fenwick St	29,950	26,980 *	-9.9
1211	C	PD	Hennessy Rd	Stewart Rd	Tin Lok Lane	21,300	19,190 *	-9.9
1212	C	PD	Irving St & Pennington St	Leighton Rd	Yee Wo St	12,290	11,730 *	-4.6
1213	C	PD	Causeway Rd	Tung Lo Wan Rd	Shelter St	30,490	29,090 *	-4.6
1214	C	PD	King's Rd	Fortress Hill Rd	North Point Rd	25,280	24,120 *	-4.6
1215	C	PD	Causeway Bay FO <H225> S-B	Victoria Park Rd E-B	Gloucester Rd	12,540	11,290 *	-9.9
1216	C	PD	Gordon Rd	Hing Fat St	Electric Rd	24,610	23,480 *	-4.6
1217	C	PD	Tong Shui Rd & FO <H127>	Island Eastern Corridor	Chun Yeung St	8,630	8,230 *	-4.6
1218	C	PD	Island Eastern Corridor down-ramp E-B	Healthy St INT western end	Java Rd	9,290	8,860 *	-4.6
1219	C	PD	King's Rd	Java Rd	Greig Rd	28,400	27,100 *	-4.6
1220	C	PD	Chai Wan Rd	Tai Tam Rd	Wan Tsui Rd	18,490	17,640 *	-4.6

* AADT estimated by Growth Factor

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT		Change of 2020 as % of 2019	
						2019	2020		
3485	C	LD	Austin Ave & Kimberley Rd	Observatory Rd	Austin Rd	9,840	9,400	-4.5	
3486	C	LD	Cox's Rd	Austin Rd	Jordan Rd	9,330	9,800	+5.1	
3487	C	LD	Sheung Fung St	Shung Wah St	Wan Wah St	9,540	7,720	-19.1	
3488	C	LD	La Salle Rd	Renfrew Rd	Lancashire Rd	8,580	6,890	-19.7	
3489	C	LD	Lok Sin Rd	Tung Tsing Rd	Tak Ku Ling Rd	8,860	7,840	-11.5	
3490	C	LD	Tonkin St & Kwong Lee Rd	Castle Peak Rd	Cheung Fat St	3,240	3,400	+4.7	
3491	C	LD	Heng Lam St	Junction Rd	Fung Mo St	4,550	4,200	-7.7	
3492	C	LD	Knight St	Boundary St	Prince Edward Rd W	6,010	5,620	-6.4	
3494	C	LD	Tak Ku Ling Rd	Nga Tsin Wai Rd	Carpenter Rd	7,130	8,140	+14.2	
3495	C	DD	Tak Man St	Ma Tau Wai Rd	Hung Hom Rd	11,230	11,530	+2.6	
3496	C	DD	Chuk Yuen Rd	Junction Rd	Ma Chai Hang Rd	11,300	11,310	+0.1	
3497	C	DD	Pik Wan Rd & UR to Lam Tin	Ko Chiu Rd	Lin Tak Rd	12,720	13,050	+2.6	
3498	C	DD	Kowloon Park Drive FO <K80>	Canton Rd #333	Hong Kong Heritage Discovery Centre	18,770	17,280	-7.9	
3499	C	DD	Lung Cheung Rd FO <K79>	Hammer Hill Rd RA	Choi Hung Rd	16,040	15,040	-6.2	
3501	C	DD	Tonkin St	Lai Chi Kok Rd	Tung Chau St	17,380	17,680	+1.7	
3502	C	UT	West Kowloon Highway	Austin Rd W	Jordan Rd	66,290	67,540	+1.9	
3503	C	UT	West Kowloon Highway	Tung Kun St Ext	Slip rds to & from Lin Cheung Rd	29,740	31,490	+5.9	
3504	C	LD	Hung Lai Rd	Hung Hom South Rd	Hung Lok Rd	5,940	6,260	+5.3	
3505	C	DD	Cheong Tung Rd S	Hung Luen Rd	Hung Lai Rd	4,820	4,950	+2.7	
3601	C	UT	Princess Margaret Rd	Chatham Rd FO <K20>	Chatham Rd N	48,900 *	45,800	-6.3	
3602	C	UT	Waterloo Rd FO <K59>	Suffolk Rd	Ede Rd	47,260 *	44,160	-6.6	
3603	C	UT	Lung Cheung Rd	Po Kong Village Rd	Hammer Hill Rd	87,210 *	79,540	-8.8	
3604	C	UT	West Kowloon Corridor West	Pok Man St	Cherry St	13,470 *	13,520	+0.3	
3605	C	UT	Kwun Tong Rd	Ping Shek Est eastern end	Lung Cheung Rd	80,780 *	71,630	-67.7	-11.3
3606	C	PD	Salisbury Rd	Nathan Rd	Chatham Rd S	52,260 *	48,970	-6.3	
3607	C	PD	Chatham Rd S	Cameron Rd	Observatory Rd	30,040 *	26,570	-11.6	
3608	C	PD	Chatham Rd S	Observatory Rd	Austin Rd & Cheong Wan Rd	41,350 *	35,310	-14.6	
3609	C	PD	Nathan Rd	Kimberley Rd	Mody Rd	26,270 *	26,320	+0.2	
3610	C	PD	Nathan Rd	Hillwood Rd	Kimberley Rd	30,600 *	29,220	-4.5	
3611	C	PD	Nathan Rd	Shantung St	Argyle St	33,680 *	30,020	-10.9	
3612	C	PD	Jordan Rd	Canton Rd	Shanghai St	40,020 *	33,920	-15.2	

* 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 2020 as % of 2019
						2019	2020	
Castle Peak Rd - Tsuen Wan	Tai Ho Rd	Tai Chung Rd	5409	PD	C	31,620	28,220	-10.8
Castle Peak Rd - Tsuen Wan	Tsuen King Circuit	Sha Tsui Rd	5610	PD	C	45,120 *	43,660	-3.2
Castle Peak Rd - Tsuen Wan	Tsuen King Circuit	Tai Chung Rd	5410	PD	C	31,810	32,810	+3.1
Castle Peak Rd - Tsuen Wan ramps A & B	Tuen Mun Rd	Castle Peak Rd - Tsuen Wan	5267	PD	C	30,080	25,700 *	-14.6
Castle Peak Rd - Tsuen Wan, Ting Kau & Sham Tseng	Tuen Mun Rd	Sham Tseng	6209	RR	B	11,000	10,770	-2.1
Castle Peak Rd - Yuen Long	Yuen Long On Lok Rd	Kam Tin Rd	5019	RT	A	30,160	27,640	-8.3
Castle Rd	Robinson Rd	Seymour Rd	1861	LD	C	3,660 *	3,490 *	-4.9
Castle Rd	Seymour Rd	Caine Rd	1840	DD	C	3,360 *	3,200 *	-4.9
Causeway Bay FO <H225> S-B	Victoria Park Rd E-B	Gloucester Rd	1215	PD	C	12,540	11,290 *	-9.9
Causeway Rd	Hing Fat St	Tin Hau Temple Rd	1415	PD	C	19,560	22,420	+14.6
Causeway Rd	Shelter St	Hing Fat St	2214	PD	B	33,760	31,440	-6.9
Causeway Rd	Tung Lo Wan Rd	Shelter St	1213	PD	C	30,490	29,090 *	-4.6
Central-Wanchai Bypass - Causeway Bay Section	Wan Chai Exit	merging point to IEC	1032	UT	A	41,490	37,940	-8.6
Central-Wanchai Bypass - Central Section	CWB western end portal	Wan Chai Exit	1031	UT	A	63,800	61,520	-3.6
						36,890	33,900	-8.1
Cha Kwo Ling Rd	Lei Yue Mun Rd	Wai Yip St	3484	DD	C	26,910	26,900	0.0
Cha Kwo Ling Rd	Wai Yip St	Ko Chiu Rd	4074	DD	C	15,690 *	14,680 *	-6.4
Chai Wan Rd	Church St	Island Eastern Corridor Approach	1615	PD	C	9,800 *	10,050	+2.5
Chai Wan Rd	Island Eastern Corridor Approach	Tai Tam Rd	1009	PD	A	25,220	23,540	-6.7
Chai Wan Rd	Tai Tam Rd	Wan Tsui Rd	1220	PD	C	18,490	17,640 *	-4.6
Chai Wan Rd	Wan Tsui Rd	Wing Tai Rd	1420	PD	C	18,890	18,220	-3.6
Chai Wan Rd	Wing Tai Rd	Sun Yip St	1254	DD	C	22,530	21,430 *	-4.9
Chap Wai Kon St	Bus Terminus	Siu Lek Yuen Rd	5104	LD	A	5,560	4,970	-10.5
Chatham Court	Kimberley Rd	Chatham Rd S	4605	LD	C	3,140	2,670	-14.9
Chatham Rd FO <K20>	Gascoigne Rd	Princess Margaret Rd	3615	PD	C	20,290 *	17,960	-11.5
Chatham Rd N	San Lau St	Wo Chung St	3412	PD	C	28,500	26,010	-8.7
Chatham Rd N	Wuhu St	Chatham Rd N (GL)	3212	PD	C	106,830	100,260 *	-6.1
Chatham Rd N	Wuhu St	Hong Chong Rd	4208	PD	B	116,630	105,040	-9.9
Chatham Rd N & Ma Tau Wai Rd	San Lau St	Chi Kiang St	4212	PD	B	30,920	29,520	-4.5

* 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 2020 as % of 2019
						2019	2020	
Kwun Tong Rd	Ngau Tau Kok Rd	Kwun Tong Rd #330	3012	PD	A	74,840	69,760	-6.8
Kwun Tong Rd	Ping Shek Est eastern end	Lung Cheung Rd	3605	UT	C	80,780 *	71,630	-67.7
Kwun Tong Rd	Ping Shek Est eastern end	Wai Yip St FO <K42>	4216	UT	B	161,170	147,930	-8.2
Kwun Tong Rd	Wai Yip St FO <K42>	Ngau Tau Kok Rd	3806	UT	C	88,960 *	83,490 *	-6.1
Kwun Tong Rd underpass	Tsun Yip Lane	King Yip Lane	3442	PD	C	38,140	38,890	+2.0
La Salle Rd	Boundary St	Lancashire Rd	3256	DD	C	8,020	7,500 *	-6.4
La Salle Rd	Boundary St	Prince Edward Rd W	4051	DD	C	8,350 *	7,820 *	-6.4
La Salle Rd	Renfrew Rd	Lancashire Rd	3488	LD	C	8,580	6,890	-19.7
Lai Chi Kok Bay Bridge	Section over Mei Foo Sun Chuen	Section nr Ching Lai Court	3803	UT	C	82,860 *	78,290 *	-5.5
Lai Chi Kok Rd	Hing Wah St	Cheung Mou St	3429	PD	C	14,760	15,010	+1.7
Lai Chi Kok Rd	Kom Tsun St	Cheung Mou St	3430	PD	C	98,960	100,970	+2.0
Lai Chi Kok Rd	Nam Cheong St	Wong Chuk St	3822	PD	C	23,030 *	21,610 *	-6.1
Lai Chi Kok Rd	Nathan Rd	Shanghai St	3821	PD	C	16,920 *	15,880 *	-6.1
Lai Chi Kok Rd	Shanghai St	Prince Edward Rd W	4019	PD	C	18,810 *	17,650 *	-6.1
Lai Chi Kok Rd	Tong Mi Rd	Wong Chuk St	3629	PD	C	36,000 *	40,320	+12.0
Lai Chi Kok Rd	Tonkin St	Hing Wah St	3008	PD	A	15,280	14,820	-3.0
Lai Chi Kok Rd	Yen Chow St	Nam Cheong St	4020	PD	C	25,820 *	24,240 *	-6.1
Lai Chi Kok Rd	Yen Chow St	Tonkin St	3227	PD	C	15,950	15,070 *	-5.5
Lai Chi Kok Rd (GL)	Cedar St	Tong Mi Rd	3428	PD	C	30,130	28,700	-4.7
Lai Chi Kok Rd (GL)	Prince Edward Rd W	Cedar St	3226	PD	C	11,820	11,090 *	-6.1
Lai Chi Kok Rd FO <K38>	Prince Edward Rd W	Lai Chi Kok Rd	3640	PD	C	17,870 *	15,480	-13.4
Lai Cho Rd	Joint St	Lim Cho St	6642	LD	C	2,400	3,000	+24.9
Lai Cho Rd, Lai Yiu Rd & Wah Yiu Rd	Lai King Hill Rd	Lai Chi Ling Rd	5456	LD	C	6,850	6,200	-9.5
Lai King Hill Rd	Joint St	Kwai Fuk Rd	5427	DD	C	19,320	17,720	-8.3
Lai King Hill Rd	King Cho Rd southern junction	Joint St	5628	DD	C	16,240 *	16,590	+2.1
Lai King Hill Rd	Kwai Chung INT slip rds	King Cho Rd	6204	DD	B	16,450	16,140	-1.9
Lai King Hill Rd	Kwai Chung Rd	Kwai Fuk Rd	5428	DD	C	3,730	3,050	-18.3
Lai King Hill Rd	Lai Wan Rd	Kwai Chung INT slip rds	5443	DD	C	7,590	7,590	0.0
Lai King Hill Rd slip rds C & D	Lai King Hill RA	Kwai Chung Rd	5476	PD	C	11,430	12,210	+6.9
Lai Wan Rd	Broadway	Mei Lai Rd	4623	LD	C	10,310	10,160	-1.4
Lai Yip St	Wai Yip St	Kwun Tong Rd	3873	DD	C	15,160 *	14,630 *	-3.5

* AADT estimated by Growth Factor

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	4 691 050	4 641 333
	Minor	1 032 862	
<i>Sub-total</i>		5 723 912	5 674 195
Kowloon	Major	7 744 913	
	Minor	990 825	
<i>Sub-total</i>		8 735 737	
New Territories	Major	19 379 692	
	Minor	2 670 039	
<i>Sub-total</i>		22 049 731	
Total		36 509 380	36 459 663

The 95% error margin for the whole territory is within an acceptable level, being 8.9% of the average daily vehicle-kilometrage. 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-kilometrage while that for the whole minor road network is about 22.5%. Since the estimates for the minor road network are subject to a large sampling error, they should be interpreted with caution.

9.8%

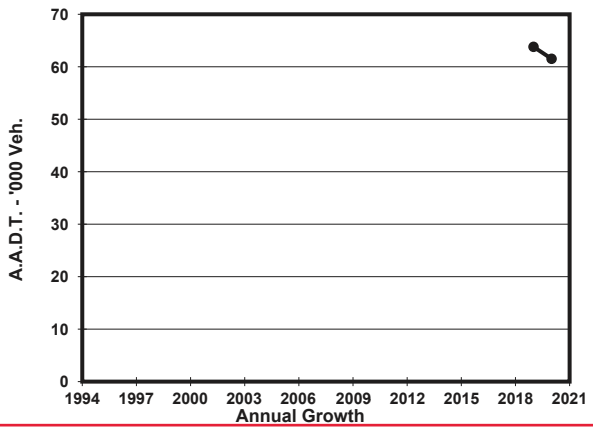
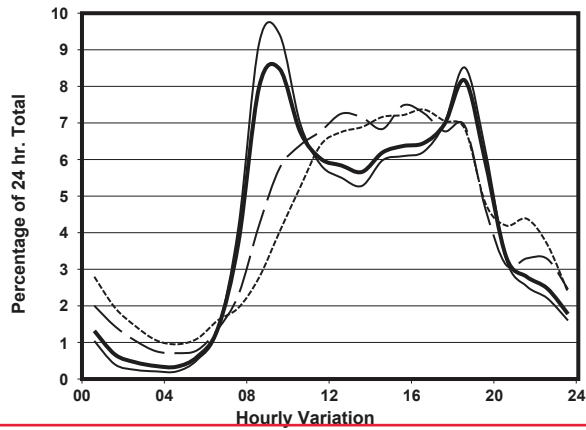
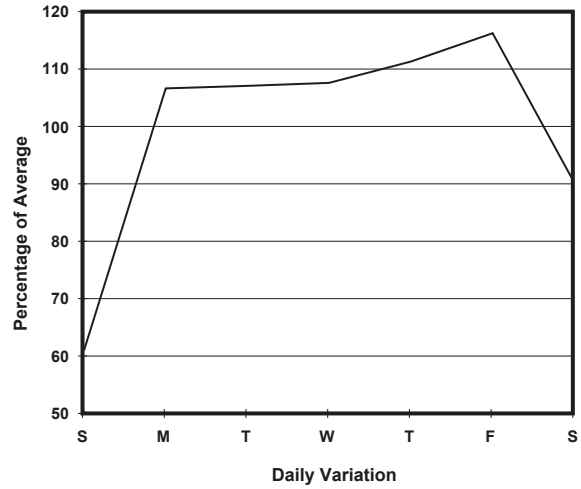
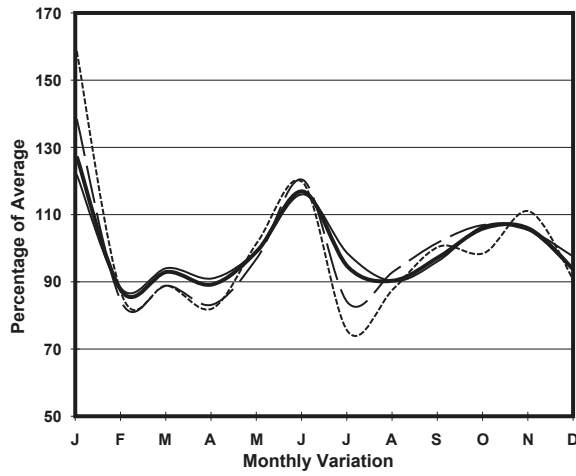
9.7%

YEAR 2020
 CORE STATION 1031
 ROAD NETWORK MAJOR
 ROAD TYPE URBAN TRUNK ROAD

LINK CENTRAL-WANCHAI BYPASS – CENTRAL SECTION
 (from CWB WESTERN END PORTAL to WAN CHAI EXIT)



1. TRAFFIC FLOW VARIATION AND GROWTH



— All day — Mon.- Fri. Sat. - - - - - Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter

EAST BOUND

A.A.D.T.
 R 12 / 24 - %
 R 16 / 24 - %
 AM Peak Hour
 One-way flow at AM peak hour
 T - % (AM)
 PM Peak Hour
 One-way flow at PM peak hour
 T - % (PM)
 Prop.of commercial vehicles - 16 hr.

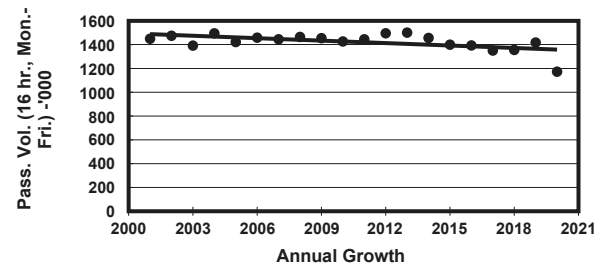
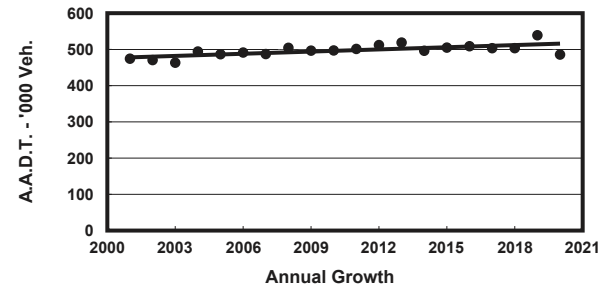
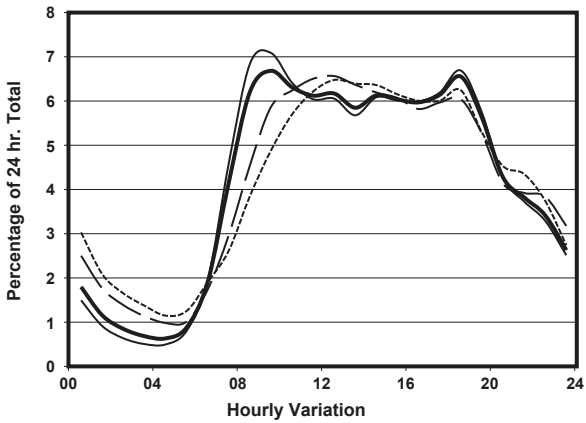
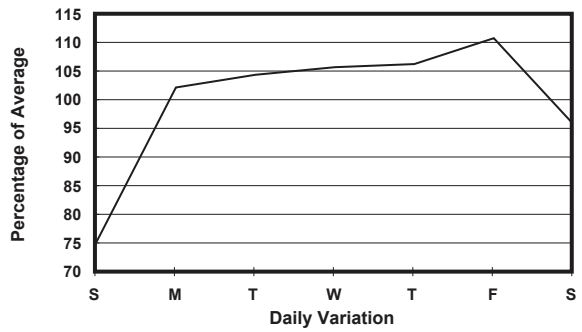
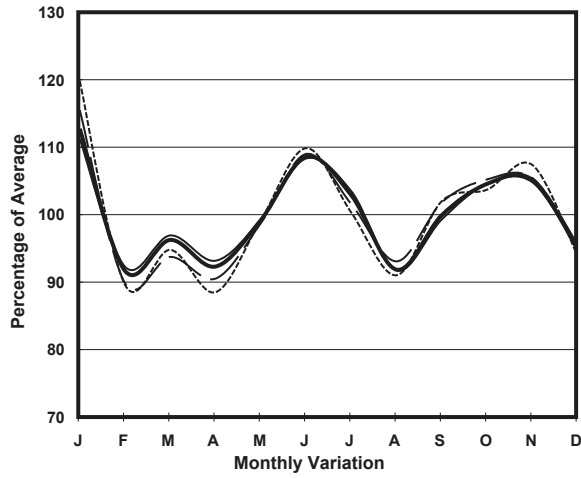
WEST BOUND

A.A.D.T.
 R 12 / 24 - %
 R 16 / 24 - %
 AM Peak Hour
 One-way flow at AM peak hour
 T - % (AM)
 PM Peak Hour
 One-way flow at PM peak hour
 T - % (PM)
 Prop.of commercial vehicles - 16 hr.

	All - Day	Mon. - Fri.	Sat.	Sun.
A.A.D.T.	33320	37430	30050	20650
R 12 / 24 - %	77.8	79.6	73.6	67.7
R 16 / 24 - %	92.6	94	88.8	85.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2950	3710	1710	790
T - % (AM)	-	7.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2600	3020	2180	1510
T - % (PM)	-	3.6	-	-
Prop.of commercial vehicles - 16 hr.	-	5.5	-	-
A.A.D.T.	28200	31390	26250	18180
R 12 / 24 - %	79.6	80.9	76.8	72
R 16 / 24 - %	93.7	94.9	90.2	87.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2270	2870	1530	780
T - % (AM)	-	1.8	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2420	2840	1910	1350
T - % (PM)	-	2.5	-	-
Prop.of commercial vehicles - 16 hr.	-	3	-	-

3. OTHER INFORMATION AND COMMENT

1. TRAFFIC FLOW VARIATION AND GROWTH



All day
 Mon.- Fri.
 Sat.
 Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter

OUT BOUND

A.A.D.T.
 R 12 / 24 - %
 R 16 / 24 - %
 AM Peak Hour
 One-way flow at AM peak hour
 T - % (AM)
 PM Peak Hour
 One-way flow at PM peak hour
 T - % (PM)
 Prop.of commercial vehicles - 16 hr.

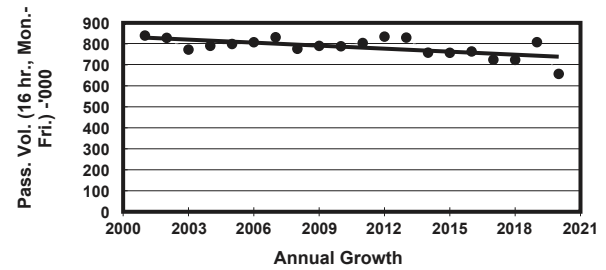
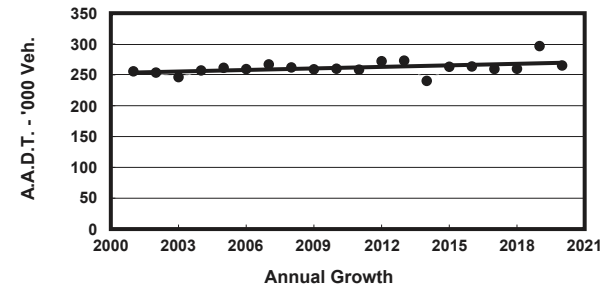
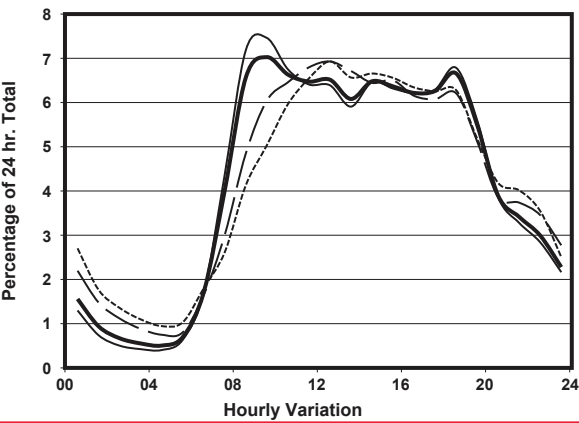
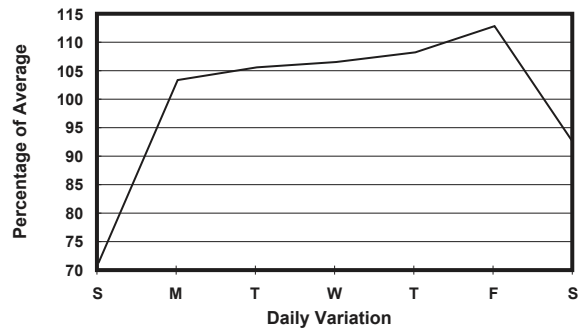
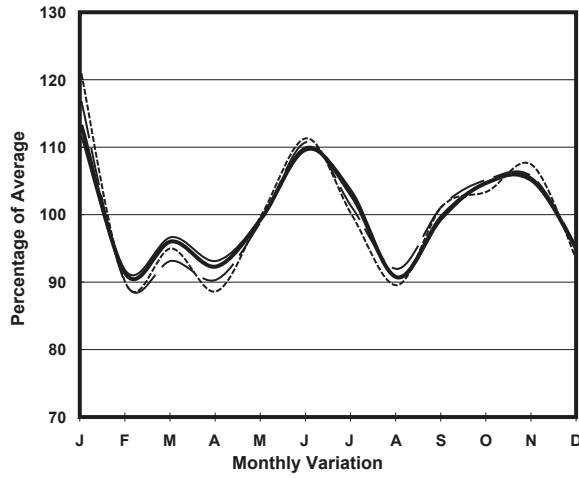
IN BOUND

A.A.D.T.
 R 12 / 24 - %
 R 16 / 24 - %
 AM Peak Hour
 One-way flow at AM peak hour
 T - % (AM)
 PM Peak Hour
 One-way flow at PM peak hour
 T - % (PM)
 Prop.of commercial vehicles - 16 hr.

	All - Day	Mon. - Fri.	Sat.	Sun.
A.A.D.T.	240930	258930	234690	178800
R 12 / 24 - %	71.9	73.6	68.2	65.2
R 16 / 24 - %	89.5	90.9	85.6	83.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	15810	18450	12310	7530
T - % (AM)	-	7.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	16680	18540	14350	11210
T - % (PM)	-	7.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.2	-	-
A.A.D.T.	244820	261580	235790	192140
R 12 / 24 - %	72.7	73.8	70.1	68.5
R 16 / 24 - %	89.5	90.5	87	85.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	16650	18800	15280	10580
T - % (AM)	-	8.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	15150	16280	14080	11960
T - % (PM)	-	6.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.8	-	-

3. OTHER INFORMATION AND COMMENT

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter

EAST BOUND

A.A.D.T.
 R 12 / 24 - %
 R 16 / 24 - %
 AM Peak Hour
 One-way flow at AM peak hour
 T - % (AM)
 PM Peak Hour
 One-way flow at PM peak hour
 T - % (PM)
 Prop.of commercial vehicles - 16 hr.

WEST BOUND

A.A.D.T.
 R 12 / 24 - %
 R 16 / 24 - %
 AM Peak Hour
 One-way flow at AM peak hour
 T - % (AM)
 PM Peak Hour
 One-way flow at PM peak hour
 T - % (PM)
 Prop.of commercial vehicles - 16 hr.

	All - Day	Mon. - Fri.	Sat.	Sun.
A.A.D.T.	130050	142320	120860	91300
R 12 / 24 - %	75.1	76.7	71.1	67.3
R 16 / 24 - %	90.7	92.1	86.8	84.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	9250	11060	6620	3770
T - % (AM)	-	8.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	8910	9990	7690	5940
T - % (PM)	-	7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.5	-	-
A.A.D.T.	135150	146380	127010	101140
R 12 / 24 - %	75.5	76.4	73.2	72.2
R 16 / 24 - %	91.5	92.2	89.8	88.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	9390	10480	8360	5920
T - % (AM)	-	6.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	8750	9600	7990	6270
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.1	-	-

3. OTHER INFORMATION AND COMMENT

Amended Pages

SUMMARY

During the year 2020, the annual average daily traffic (A.A.D.T.) in the territory showed the following changes as compared with that of 2019:

General

There were 802 698 vehicles licensed in Hong Kong at the end of 2020, representing an increase of 1.05% when compared with the corresponding figure in 2019. This total accounted for 87.9% of the number of registered vehicles. The highest percentage increase was found in Motor Cycle, with a growth of 11.2%. There were 573 003 private cars licensed at the end of 2020. The number of franchised buses licensed was 6 042, a decrease of 2.2% over 2019. The total number of goods vehicles licensed in 2020 was 118 150, showing an increase of 2.6% over 2019.

During the year, road travel in the territory amounted to 36.46 million vehicle-kilometres per day. Of this total, 5.67 million vehicle-kilometres occurred on Hong Kong Island while 8.74 million vehicle-kilometres and 22.05 million vehicle-kilometres occurred in Kowloon and the New Territories respectively. The average kilometrage per day per licensed vehicle was 45.73 km.

The daily life in the Hong Kong SAR was disrupted by the outbreak of Covid-19 over the year 2020, which, in turn, affected the traffic flow pattern. The schools were suspended, and tourism was severely affected during the period. A significant drop in traffic flow was observed in a number of traffic counting stations in year 2020.

Hong Kong Island

Traffic flows across the External Cordon (urban area boundary) showed a decrease of 7.0% and the Internal Cordon (enclosing Central District) showed a decrease of 10.5%. Traffic flows across screenlines F-F (at the eastern end of Central District) on Hong Kong Island, screenline G-G (located at the eastern end of Causeway Bay), screenline H-H (separate the peak from the rest of Hong Kong Island) and screenline I-I (between Shau Kei Wan and Chai Wan) showed decreases of 11.9%, 8.6%, 4.7% and 0.6% in traffic flows respectively.

Kowloon

The survey indicated decrease in traffic traveling in Kowloon Peninsula. Traffic flows across screenline C-C bisecting the Kowloon Peninsula in the east-west direction showed decrease of 7.3% and those across screenline A-A along the Urban Railway Line showed decrease of 6.1%. while traffic flows across screenline K-K at the western end of Kwun Tong indicated decrease of 7.6%. Moreover, the External

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

Cordon / Screenline	2019	2020	Change as % of 2019
H.K. Ext. Cordon	151 570	141 010	-7.0
H.K. Int. Cordon	512 160	458 130	-10.5
Kln. Ext. Cordon	730 790	664 150	-9.1
T.Y. Ext. Cordon	448 130	349 030	-22.1
Screenline A-A	511 300	479 960	-6.1
Screenline C-C	572 620	530 840	-7.3
Screenline F-F	269 740	237 570	-11.9
Screenline G-G	226 110	206 740	-8.6
Screenline H-H	27 960	26 650	-4.7
Screenline I-I	80 680	80 220	-0.6
Screenline K-K	372 030	343 660	-7.6
Screenline R-R	367 630	346 810	-5.7
Screenline S-S	322 030	297 190	-7.7
Screenline T-T	240 390	233 950	-2.7
Screenline Y-Y	142 450	137 810	-3.3

Peak Hour Traffic Flows across All Cordons and Screenlines

Cordon / Screenline	2019	2020	Change as % of 2019
H.K. Ext. Cordon	9 930	9 312	-6.2
H.K. Int. Cordon	32 235	30 489	-5.4
Kln. Ext. Cordon	47 914	44 804	-6.5
T.Y. Ext. Cordon	28 185	23 572	-16.4
Screenline A-A	32 388	31 210	-3.6
Screenline C-C	35 378	33 621	-5.0
Screenline F-F	17 461	16 521	-5.4
Screenline G-G	14 071	13 445	-4.4
Screenline H-H	2 076	2 062	-0.7
Screenline I-I	5 241	5 128	-2.2
Screenline K-K	24 027	22 165	-7.7
Screenline R-R	25 307	25 279	-0.1
Screenline S-S	22 151	20 517	-7.4
Screenline T-T	16 749	15 752	-6.0
Screenline Y-Y	9 480	9 525	+0.5

3.3.1 Cordons and Screenlines - Hong Kong Island

(a) *Hong Kong External Cordon*

On an average 24-hour day, 141 010 vehicles crossed the cordon separating the northern part and southern part of Hong Kong Island, representing a decrease of 7.0% compared with the A.A.D.T. of 151 570 in 2019. 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, 58.6% were via the Wong Nai Chung Gap Road - Aberdeen Tunnel corridor while 33.3% were via the Pok Fu Lam Road - Smithfield - Victoria Road corridor. The remaining 8.1% 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 10.5% from 512 160 in 2019 to 458 130 in 2020. 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, 48.0% were via the eastern corridor of Harcourt Road, Queensway and other minor roads while 21.9% 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 30.1% 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 11.9% from 269 740 in 2019 to 237 570 in 2020.

(d) *Screenline G-G*

This screenline separates Causeway Bay from North Point. The A.A.D.T. decreased by 8.6% from 226 110 in 2019 to 206 740 in 2020.

(e) *Screenline H-H*

This screenline separates the Peak from the rest of Hong Kong Island. The A.A.D.T. decreased by 4.7% from 27 960 in 2019 to 26 650 in 2020.

(f) *Screenline I-I*

This screenline separates Shau Kei Wan and Chai Wan. The A.A.D.T. decreased by 0.6% from 80 680 in 2019 to 80 220 in 2020.

(b) *Screenline R-R*

This screenline (formerly called Rural Screenline) divides Tsuen Wan/Sha Tin and the North West New Territories. It recorded an A.A.D.T. of 346 810 in 2020, representing a decrease of 5.7% over 2019.

(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 2020 was 297 190, a decrease of 7.7% over 2019.

(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 2020 was 233 950, representing a decrease of 2.7% when compared with the corresponding figure in 2019.

(e) *Screenline Y-Y*

This screenline separates Yuen Long from Tuen Mun. The A.A.D.T. recorded in 2020 was 137 810, a decrease of 3.3% over 2019.

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:

2019 and 2020 Average Daily Vehicle-kilometre on Roads
Covered in the Annual Traffic Census

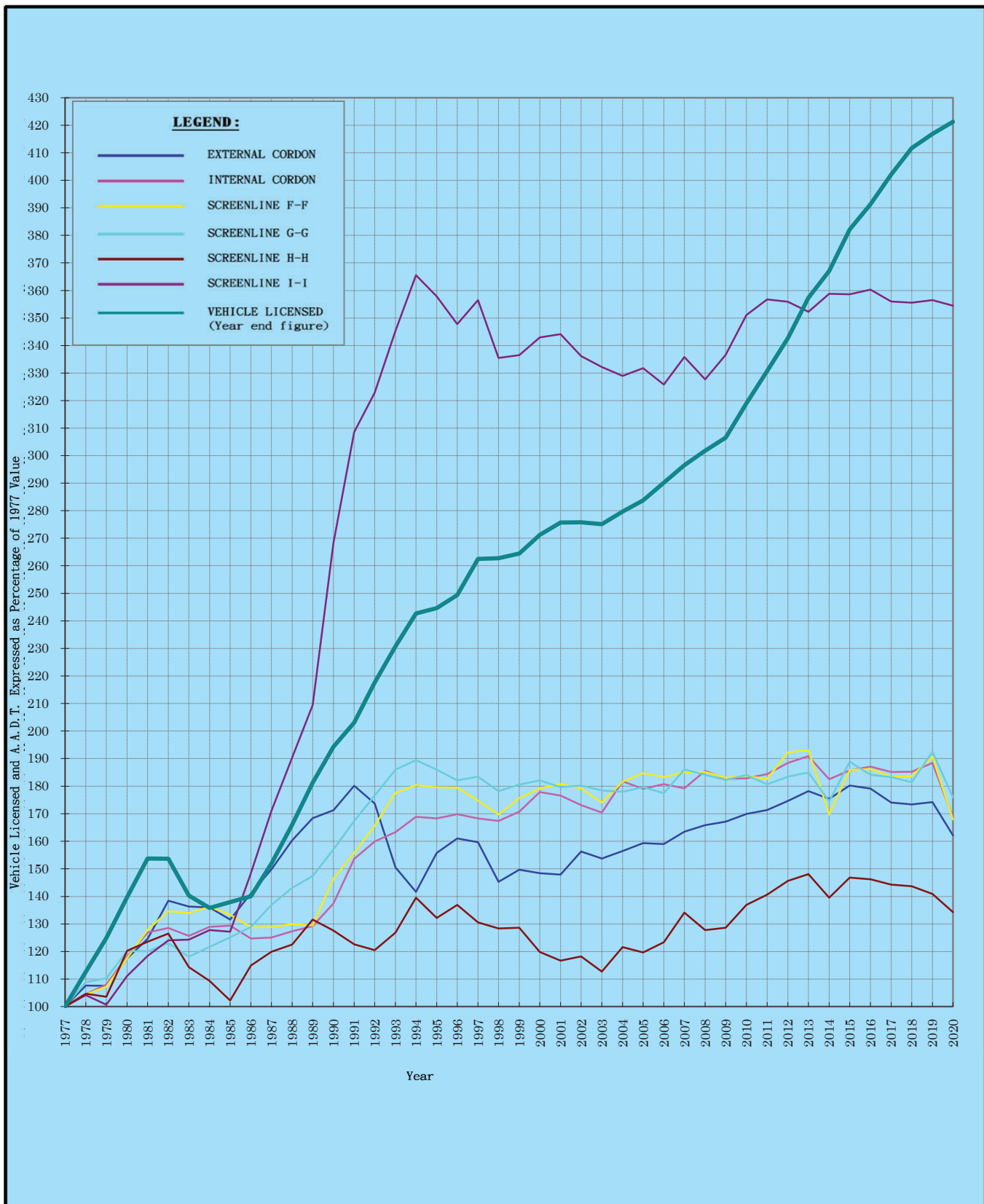
Region	Road Network	Average Daily Vehicle-Kilometre	
		2019	2020
Hong Kong Island	Major	4 808 018	4 641 333
	Minor	1 082 420	1 032 862
<i>Sub-total</i>		5 890 438	5 674 195
Kowloon	Major	8 010 289	7 744 913
	Minor	1 039 537	990 825
<i>Sub-total</i>		9 049 826	8 735 737
New Territories	Major	20 732 342	19 379 692
	Minor	2 714 257	2 670 039
<i>Sub-total</i>		23 446 599	22 049 731
Total		38 386 863	36 459 663

During the year, an average daily total of 36.46 million vehicle-kilometres occurred in the territory as a whole, representing a 5.02% decrease over 2019. The figures for major and minor road links are 31.77 million and 4.69 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, in Kowloon and the New Territories decreased by 3.7%, 3.5% and 6.0% respectively when compared with 2019.

As there were 797 262 vehicles licensed in Hong Kong in the middle of the year, the 36.46 million vehicle-kilometres for the territory represents an average travel distance of 45.73 km per day per licensed vehicle in 2020, a decrease of 5.85% over 2019.

- (ad) In 2017, the number of licensed vehicles was 2.8% higher than that of 2016. Screenline Y-Y measures traffic movements between Yuen Long / Tuen Mun showed the greatest increase of 4.1% as compared with 2016. Annual growth for the rest of the screenlines ranged from -2.9% to +1.9%.
- (ae) In 2018, the number of licensed vehicles was 2.4% higher than that of 2017. Screenline R-R measures traffic movements of North end of Tsuen Wan and Sha Tin showed the greatest increase of 10.0% as compared with 2017. Annual growth for the rest of the screenlines ranged from -1.4% to +4.1%.
- (af) In 2019, the number of licensed vehicles was 1.3% higher than that of 2018. Screenline G-G (located at the eastern end of Causeway Bay) showed the greatest increase of 6.1% as compared with 2018. Annual growth for the rest of the screenlines ranged from -1.9% to +3.8%.
- (ag) In 2020, the number of licensed vehicles was 1.05% higher than that of 2019. Tsing Yi External showed the greatest decrease of 22.1% as compared with 2019. Annual growth for the rest of the screenlines ranged from -11.9% to -0.6%.



Study THE ANNUAL TRAFFIC CENSUS - 2020	Scale AS SHOWN
Title COMPARISON OF GROWTH IN VEHICLE LICENSED AND SCREENLINE/CORDON VOLUMES - HONG KONG ISLAND	Figure No. FIG. 6-4

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT		Change of 2020 as % of 2019
						2019	2020	
1031	A	UT	Central-Wanchai Bypass – Central Section	CWB western end portal	Wan Chai Exit	36,890	33,900	-8.1
1032	A	UT	Central-Wanchai Bypass – Causeway Bay Section	Wan Chai Exit	merging point to IEC	41,490	37,940	-8.6
1101	A	LD	Mount Butler Rd	Tai Hang Rd	End	4,350	3,490	-19.9
1102	A	LD	Cheung Lee St	Hong Man St	Kut Shing St	4,320	4,240	-2.0
1103	A	LD	Stanley Village Rd	Tai Tam Rd	Stanley New St	11,950	11,150	-6.7
1104	A	LD	Wing Lok St	Des Voeux Rd W	Bonham Strand	3,720	3,740	+0.5
1105	A	LD	Conduit Rd	Kotewall Rd	Glenealy	13,260	13,140	-0.9
1107	A	LD	Tung Lo Wan Rd	Causeway Rd	Moreton Terrace	18,060	17,010	-5.8
1108	A	LD	Justice Drive	Queensway	Supreme Court Rd	23,160	17,830	-23.0
1109	A	LD	Ocean Park Rd	Wong Chuk Hang Rd	Ocean Park	20,170	16,180	-19.8
1202	C	EX	Island Eastern Corridor	Healthy St INT western end	Healthy St INT eastern end	89,180	82,580 *	-7.4
1203	C	UT	Island Eastern Corridor up-ramp W-B	King's Rd	Healthy St INT western end	12,760	11,810 *	-7.4
1204	C	PD	Shek Pai Wan Rd	Victoria Rd	Wah Fu Rd	32,240	30,760 *	-4.6
1205	C	PD	Hill Rd FO <H114>	Pok Fu Lam Rd	Connaught Rd W.	15,180	14,480 *	-4.6
1206	C	PD	Queen's Rd W	Eastern St	Western St	7,330	6,600 *	-9.9
1207	C	PD	Connaught Rd Central and West (GL)	Queen St	Cleverly St	34,210	30,820 *	-9.9
1208	C	PD	Connaught Rd C	Gilman St	Queen Victoria St	95,320	85,880 *	-9.9
1209	C	PD	Garden Rd	Cotton Tree Drive	Upper Albert Rd	23,070	22,010 *	-4.6
1210	C	PD	Hennessy Rd	Johnston Rd	Fenwick St	29,950	26,980 *	-9.9
1211	C	PD	Hennessy Rd	Stewart Rd	Tin Lok Lane	21,300	19,190 *	-9.9
1212	C	PD	Irving St & Pennington St	Leighton Rd	Yee Wo St	12,290	11,730 *	-4.6
1213	C	PD	Causeway Rd	Tung Lo Wan Rd	Shelter St	30,490	29,090 *	-4.6
1214	C	PD	King's Rd	Fortress Hill Rd	North Point Rd	25,280	24,120 *	-4.6
1215	C	PD	Causeway Bay FO <H225> S-B	Victoria Park Rd E-B	Gloucester Rd	12,540	11,290 *	-9.9
1216	C	PD	Gordon Rd	Hing Fat St	Electric Rd	24,610	23,480 *	-4.6
1217	C	PD	Tong Shui Rd & FO <H127>	Island Eastern Corridor	Chun Yeung St	8,630	8,230 *	-4.6
1218	C	PD	Island Eastern Corridor down-ramp E-B	Healthy St INT western end	Java Rd	9,290	8,860 *	-4.6
1219	C	PD	King's Rd	Java Rd	Greig Rd	28,400	27,100 *	-4.6
1220	C	PD	Chai Wan Rd	Tai Tam Rd	Wan Tsui Rd	18,490	17,640 *	-4.6

* 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 2020 as % of 2019
						2019	2020	
3485	C	LD	Austin Ave & Kimberley Rd	Observatory Rd	Austin Rd	9,840	9,400	-4.5
3486	C	LD	Cox's Rd	Austin Rd	Jordan Rd	9,330	9,800	+5.1
3487	C	LD	Sheung Fung St	Shung Wah St	Wan Wah St	9,540	7,720	-19.1
3488	C	LD	La Salle Rd	Renfrew Rd	Lancashire Rd	8,580	6,890	-19.7
3489	C	LD	Lok Sin Rd	Tung Tsing Rd	Tak Ku Ling Rd	8,860	7,840	-11.5
3490	C	LD	Tonkin St & Kwong Lee Rd	Castle Peak Rd	Cheung Fat St	3,240	3,400	+4.7
3491	C	LD	Heng Lam St	Junction Rd	Fung Mo St	4,550	4,200	-7.7
3492	C	LD	Knight St	Boundary St	Prince Edward Rd W	6,010	5,620	-6.4
3494	C	LD	Tak Ku Ling Rd	Nga Tsin Wai Rd	Carpenter Rd	7,130	8,140	+14.2
3495	C	DD	Tak Man St	Ma Tau Wai Rd	Hung Hom Rd	11,230	11,530	+2.6
3496	C	DD	Chuk Yuen Rd	Junction Rd	Ma Chai Hang Rd	11,300	11,310	+0.1
3497	C	DD	Pik Wan Rd & UR to Lam Tin	Ko Chiu Rd	Lin Tak Rd	12,720	13,050	+2.6
3498	C	DD	Kowloon Park Drive FO <K80>	Canton Rd #333	Hong Kong Heritage Discovery Centre	18,770	17,280	-7.9
3499	C	DD	Lung Cheung Rd FO <K79>	Hammer Hill Rd RA	Choi Hung Rd	16,040	15,040	-6.2
3501	C	DD	Tonkin St	Lai Chi Kok Rd	Tung Chau St	17,380	17,680	+1.7
3502	C	UT	West Kowloon Highway	Austin Rd W	Jordan Rd	66,290	67,540	+1.9
3503	C	UT	West Kowloon Highway	Tung Kun St Ext	Slip rds to & from Lin Cheung Rd	29,740	31,490	+5.9
3504	C	LD	Hung Lai Rd	Hung Hom South Rd	Hung Lok Rd	5,940	6,260	+5.3
3505	C	DD	Cheong Tung Rd S	Hung Luen Rd	Hung Lai Rd	4,820	4,950	+2.7
3601	C	UT	Princess Margaret Rd	Chatham Rd FO <K20>	Chatham Rd N	48,900 *	45,800	-6.3
3602	C	UT	Waterloo Rd FO <K59>	Suffolk Rd	Ede Rd	47,260 *	44,160	-6.6
3603	C	UT	Lung Cheung Rd	Po Kong Village Rd	Hammer Hill Rd	87,210 *	79,540	-8.8
3604	C	UT	West Kowloon Corridor West	Pok Man St	Cherry St	13,470 *	13,520	+0.3
3605	C	UT	Kwun Tong Rd	Ping Shek Est eastern end	Lung Cheung Rd	80,780 *	71,630	-11.3
3606	C	PD	Salisbury Rd	Nathan Rd	Chatham Rd S	52,260 *	48,970	-6.3
3607	C	PD	Chatham Rd S	Cameron Rd	Observatory Rd	30,040 *	26,570	-11.6
3608	C	PD	Chatham Rd S	Observatory Rd	Austin Rd & Cheong Wan Rd	41,350 *	35,310	-14.6
3609	C	PD	Nathan Rd	Kimberley Rd	Mody Rd	26,270 *	26,320	+0.2
3610	C	PD	Nathan Rd	Hillwood Rd	Kimberley Rd	30,600 *	29,220	-4.5
3611	C	PD	Nathan Rd	Shantung St	Argyle St	33,680 *	30,020	-10.9
3612	C	PD	Jordan Rd	Canton Rd	Shanghai St	40,020 *	33,920	-15.2

* 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 2020 as % of 2019
						2019	2020	
Castle Peak Rd - Tsuen Wan	Tai Ho Rd	Tai Chung Rd	5409	PD	C	31,620	28,220	-10.8
Castle Peak Rd - Tsuen Wan	Tsuen King Circuit	Sha Tsui Rd	5610	PD	C	45,120 *	43,660	-3.2
Castle Peak Rd - Tsuen Wan	Tsuen King Circuit	Tai Chung Rd	5410	PD	C	31,810	32,810	+3.1
Castle Peak Rd - Tsuen Wan ramps A & B	Tuen Mun Rd	Castle Peak Rd - Tsuen Wan	5267	PD	C	30,080	25,700 *	-14.6
Castle Peak Rd - Tsuen Wan, Ting Kau & Sham Tseng	Tuen Mun Rd	Sham Tseng	6209	RR	B	11,000	10,770	-2.1
Castle Peak Rd - Yuen Long	Yuen Long On Lok Rd	Kam Tin Rd	5019	RT	A	30,160	27,640	-8.3
Castle Rd	Robinson Rd	Seymour Rd	1861	LD	C	3,660 *	3,490 *	-4.9
Castle Rd	Seymour Rd	Caine Rd	1840	DD	C	3,360 *	3,200 *	-4.9
Causeway Bay FO <H225> S-B	Victoria Park Rd E-B	Gloucester Rd	1215	PD	C	12,540	11,290 *	-9.9
Causeway Rd	Hing Fat St	Tin Hau Temple Rd	1415	PD	C	19,560	22,420	+14.6
Causeway Rd	Shelter St	Hing Fat St	2214	PD	B	33,760	31,440	-6.9
Causeway Rd	Tung Lo Wan Rd	Shelter St	1213	PD	C	30,490	29,090 *	-4.6
Central-Wanchai Bypass – Causeway Bay Section	Wan Chai Exit	merging point to IEC	1032	UT	A	41,490	37,940	-8.6
Central-Wanchai Bypass – Central Section	CWB western end portal	Wan Chai Exit	1031	UT	A	36,890	33,900	-8.1
Cha Kwo Ling Rd	Lei Yue Mun Rd	Wai Yip St	3484	DD	C	26,910	26,900	0.0
Cha Kwo Ling Rd	Wai Yip St	Ko Chiu Rd	4074	DD	C	15,690 *	14,680 *	-6.4
Chai Wan Rd	Church St	Island Eastern Corridor Approach	1615	PD	C	9,800 *	10,050	+2.5
Chai Wan Rd	Island Eastern Corridor Approach	Tai Tam Rd	1009	PD	A	25,220	23,540	-6.7
Chai Wan Rd	Tai Tam Rd	Wan Tsui Rd	1220	PD	C	18,490	17,640 *	-4.6
Chai Wan Rd	Wan Tsui Rd	Wing Tai Rd	1420	PD	C	18,890	18,220	-3.6
Chai Wan Rd	Wing Tai Rd	Sun Yip St	1254	DD	C	22,530	21,430 *	-4.9
Chap Wai Kon St	Bus Terminus	Siu Lek Yuen Rd	5104	LD	A	5,560	4,970	-10.5
Chatham Court	Kimberley Rd	Chatham Rd S	4605	LD	C	3,140	2,670	-14.9
Chatham Rd FO <K20>	Gascoigne Rd	Princess Margaret Rd	3615	PD	C	20,290 *	17,960	-11.5
Chatham Rd N	San Lau St	Wo Chung St	3412	PD	C	28,500	26,010	-8.7
Chatham Rd N	Wuhu St	Chatham Rd N (GL)	3212	PD	C	106,830	100,260 *	-6.1
Chatham Rd N	Wuhu St	Hong Chong Rd	4208	PD	B	116,630	105,040	-9.9
Chatham Rd N & Ma Tau Wai Rd	San Lau St	Chi Kiang St	4212	PD	B	30,920	29,520	-4.5

* 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 2020 as % of 2019
						2019	2020	
Kwun Tong Rd	Ngau Tau Kok Rd	Kwun Tong Rd #330	3012	PD	A	74,840	69,760	-6.8
Kwun Tong Rd	Ping Shek Est eastern end	Lung Cheung Rd	3605	UT	C	80,780 *	71,630	-11.3
Kwun Tong Rd	Ping Shek Est eastern end	Wai Yip St FO <K42>	4216	UT	B	161,170	147,930	-8.2
Kwun Tong Rd	Wai Yip St FO <K42>	Ngau Tau Kok Rd	3806	UT	C	88,960 *	83,490 *	-6.1
Kwun Tong Rd underpass	Tsun Yip Lane	King Yip Lane	3442	PD	C	38,140	38,890	+2.0
La Salle Rd	Boundary St	Lancashire Rd	3256	DD	C	8,020	7,500 *	-6.4
La Salle Rd	Boundary St	Prince Edward Rd W	4051	DD	C	8,350 *	7,820 *	-6.4
La Salle Rd	Renfrew Rd	Lancashire Rd	3488	LD	C	8,580	6,890	-19.7
Lai Chi Kok Bay Bridge	Section over Mei Foo Sun Chuen	Section nr Ching Lai Court	3803	UT	C	82,860 *	78,290 *	-5.5
Lai Chi Kok Rd	Hing Wah St	Cheung Mou St	3429	PD	C	14,760	15,010	+1.7
Lai Chi Kok Rd	Kom Tsun St	Cheung Mou St	3430	PD	C	98,960	100,970	+2.0
Lai Chi Kok Rd	Nam Cheong St	Wong Chuk St	3822	PD	C	23,030 *	21,610 *	-6.1
Lai Chi Kok Rd	Nathan Rd	Shanghai St	3821	PD	C	16,920 *	15,880 *	-6.1
Lai Chi Kok Rd	Shanghai St	Prince Edward Rd W	4019	PD	C	18,810 *	17,650 *	-6.1
Lai Chi Kok Rd	Tong Mi Rd	Wong Chuk St	3629	PD	C	36,000 *	40,320	+12.0
Lai Chi Kok Rd	Tonkin St	Hing Wah St	3008	PD	A	15,280	14,820	-3.0
Lai Chi Kok Rd	Yen Chow St	Nam Cheong St	4020	PD	C	25,820 *	24,240 *	-6.1
Lai Chi Kok Rd	Yen Chow St	Tonkin St	3227	PD	C	15,950	15,070 *	-5.5
Lai Chi Kok Rd (GL)	Cedar St	Tong Mi Rd	3428	PD	C	30,130	28,700	-4.7
Lai Chi Kok Rd (GL)	Prince Edward Rd W	Cedar St	3226	PD	C	11,820	11,090 *	-6.1
Lai Chi Kok Rd FO <K38>	Prince Edward Rd W	Lai Chi Kok Rd	3640	PD	C	17,870 *	15,480	-13.4
Lai Cho Rd	Joint St	Lim Cho St	6642	LD	C	2,400	3,000	+24.9
Lai Cho Rd, Lai Yiu Rd & Wah Yiu Rd	Lai King Hill Rd	Lai Chi Ling Rd	5456	LD	C	6,850	6,200	-9.5
Lai King Hill Rd	Joint St	Kwai Fuk Rd	5427	DD	C	19,320	17,720	-8.3
Lai King Hill Rd	King Cho Rd southern junction	Joint St	5628	DD	C	16,240 *	16,590	+2.1
Lai King Hill Rd	Kwai Chung INT slip rds	King Cho Rd	6204	DD	B	16,450	16,140	-1.9
Lai King Hill Rd	Kwai Chung Rd	Kwai Fuk Rd	5428	DD	C	3,730	3,050	-18.3
Lai King Hill Rd	Lai Wan Rd	Kwai Chung INT slip rds	5443	DD	C	7,590	7,590	0.0
Lai King Hill Rd slip rds C & D	Lai King Hill RA	Kwai Chung Rd	5476	PD	C	11,430	12,210	+6.9
Lai Wan Rd	Broadway	Mei Lai Rd	4623	LD	C	10,310	10,160	-1.4
Lai Yip St	Wai Yip St	Kwun Tong Rd	3873	DD	C	15,160 *	14,630 *	-3.5

* AADT estimated by Growth Factor

Precision level for overall vehicle-kilometrage

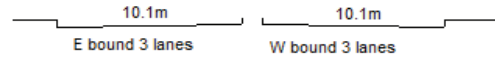
Based on the A.A.D.T.s of the core and coverage stations, the average daily vehicle-kilometrage for each region is estimated as follows :-

Region	Road Network	Average Daily Vehicle-Kilometre
Hong Kong Island	Major	4 641 333
	Minor	1 032 862
<i>Sub-total</i>		5 674 195
Kowloon	Major	7 744 913
	Minor	990 825
<i>Sub-total</i>		8 735 737
New Territories	Major	19 379 692
	Minor	2 670 039
<i>Sub-total</i>		22 049 731
Total		36 459 663

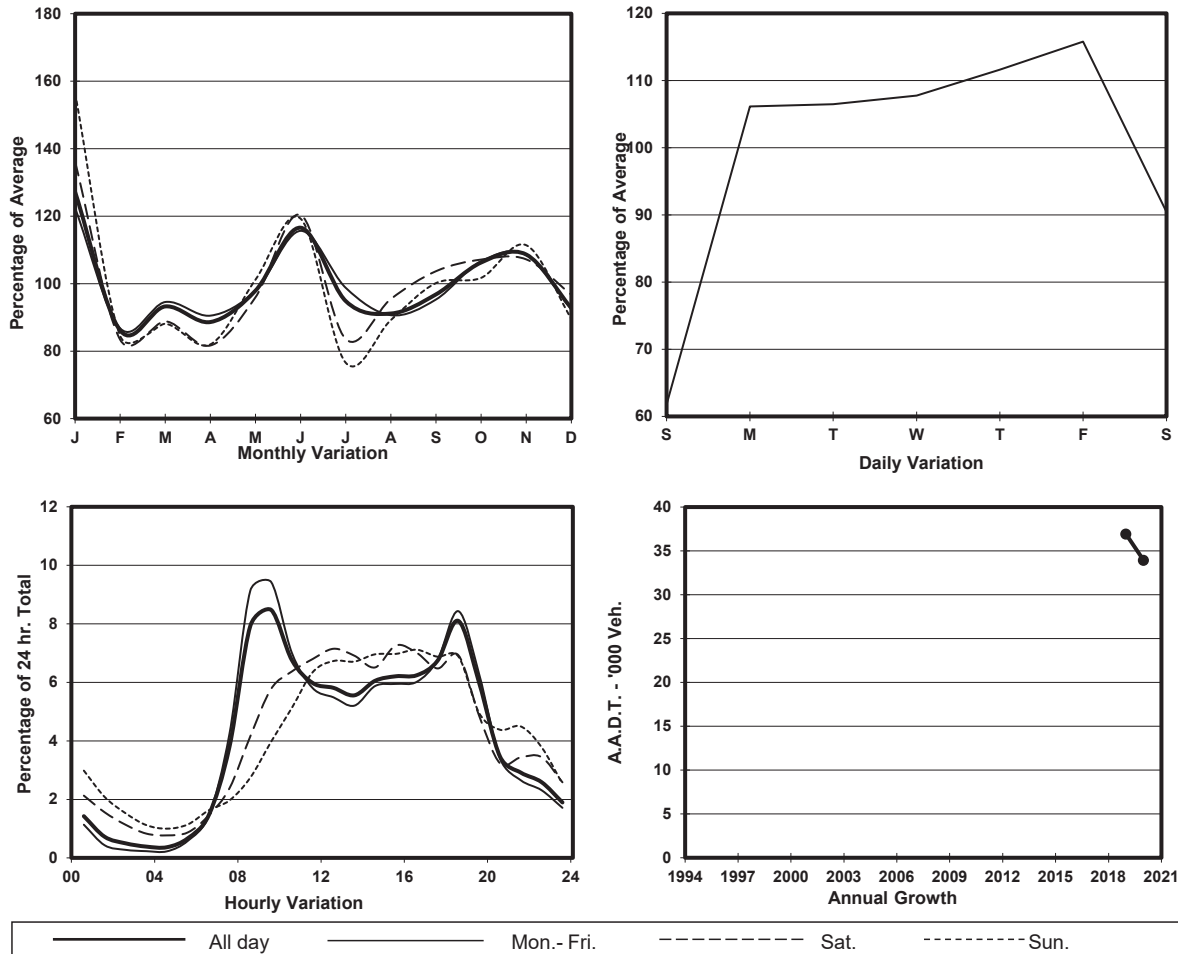
The 95% error margin for the whole territory is within an acceptable level, being 8.9% of the average daily vehicle-kilometre. In analysing the precision level of vehicle-kilometrage by road network, the 95% error margin for the whole major road network is about 9.8% of the average daily vehicle-kilometre while that for the whole minor road network is about 22.5%. Since the estimates for the minor road network are subject to a large sampling error, they should be interpreted with caution.

YEAR 2020
 CORE STATION 1031
 ROAD NETWORK MAJOR
 ROAD TYPE URBAN TRUNK ROAD

LINK CENTRAL-WANCHAI BYPASS – CENTRAL SECTION
 (from CWB WESTERN END PORTAL to WAN CHAI EXIT)



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	19630	21980	17850	12300
R 12 / 24 - %	77.7	79.6	73.4	67.5
R 16 / 24 - %	92.4	93.7	88.5	85.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1760	2200	1060	480
T - % (AM)	-	7.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1470	1700	1240	860
T - % (PM)	-	3.6	-	-
Prop.of commercial vehicles - 16 hr.	-	5.5	-	-
WEST BOUND				
A.A.D.T.	14270	15850	13270	9360
R 12 / 24 - %	77.6	79.1	74.1	69.6
R 16 / 24 - %	92.9	94.3	88.9	86.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1110	1420	740	380
T - % (AM)	-	1.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	1270	1490	970	680
T - % (PM)	-	2.5	-	-
Prop.of commercial vehicles - 16 hr.	-	3	-	-

3. OTHER INFORMATION AND COMMENT

YEAR 2020

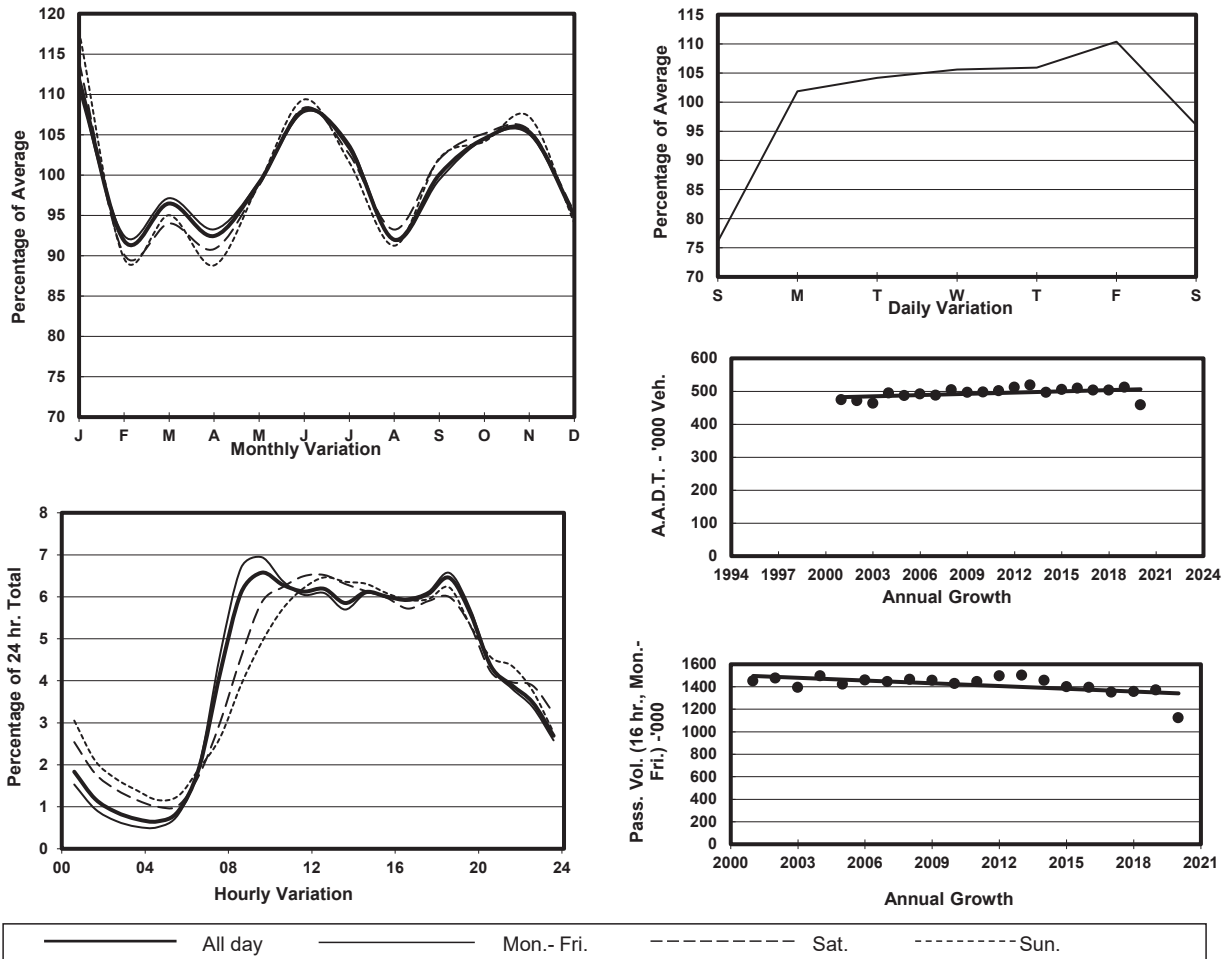
Location

Hong Kong Internal Cordon(Central District)

Stations on Cordon/Screenline

1001, 1007, 1031, 2207, 2208, 2209, 2210, 2211, 2212, 2216, 2217, 2402, 2403, 2404, 2405 and 2408

1. TRAFFIC FLOW VARIATION AND GROWTH

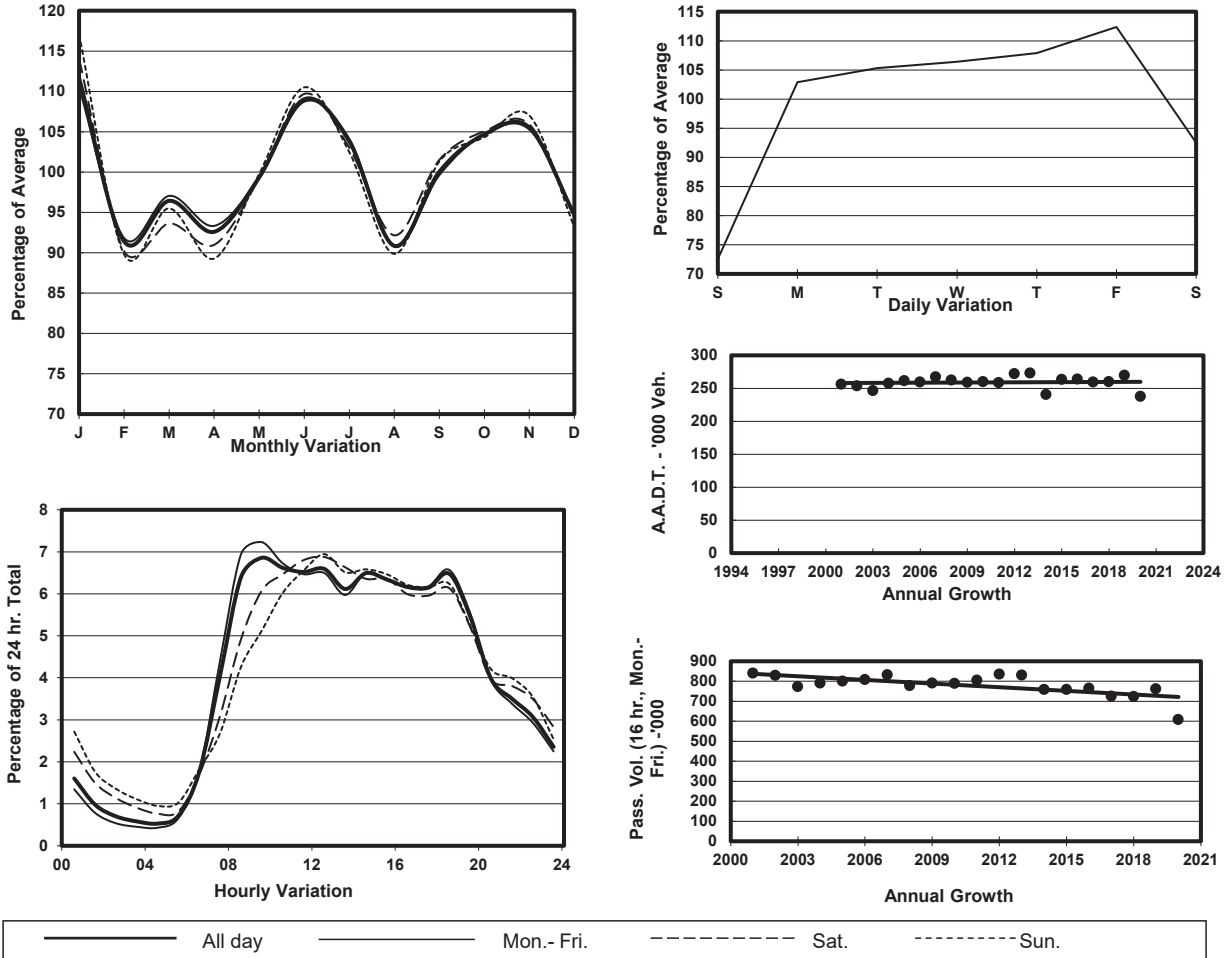


2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
OUT BOUND				
A.A.D.T.	227230	243480	222490	170450
R 12 / 24 - %	71.6	73.2	67.9	65
R 16 / 24 - %	89.3	90.7	85.4	83.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	14620	16950	11660	7220
T - % (AM)	-	7.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	15550	17220	13490	10630
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.3	-	-
IN BOUND				
A.A.D.T.	230900	246040	222810	183310
R 12 / 24 - %	72.2	73.2	69.5	68.2
R 16 / 24 - %	89.2	90.1	86.7	85.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	15500	17350	14490	10180
T - % (AM)	-	9.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	14000	14930	13210	11380
T - % (PM)	-	7	-	-
Prop.of commercial vehicles - 16 hr.	-	7	-	-

3. OTHER INFORMATION AND COMMENT

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	116360	126880	108660	82950
R 12 / 24 - %	74.7	76.4	70.8	67.3
R 16 / 24 - %	90.4	91.8	86.5	84.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8060	9560	5970	3470
T - % (AM)	-	8.4	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	7780	8670	6750	5360
T - % (PM)	-	7.5	-	-
Prop.of commercial vehicles - 16 hr.	-	7.8	-	-
WEST BOUND				
A.A.D.T.	121210	130830	114030	92310
R 12 / 24 - %	74.8	75.6	72.5	72
R 16 / 24 - %	91.1	91.8	89.6	88.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8230	9070	7570	5510
T - % (AM)	-	7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	7600	8260	7120	5590
T - % (PM)	-	8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.6	-	-

3. OTHER INFORMATION AND COMMENT