



運輸署

Transport Department

THE ANNUAL TRAFFIC CENSUS -2023-

TSSD Publication No. 24CAB1

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TRAFFIC SURVEY AND SUPPORT DIVISION NOVEMBER 2024

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SUMMARY

During the year 2023, the annual average daily traffic (A.A.D.T.) in the territory showed the following changes as compared with that of 2022:

General

There were 815 625 vehicles licensed in Hong Kong at the end of 2023, representing an increase of 0.6% when compared with the corresponding figure in 2022. This total accounted for 88.4% of the number of registered vehicles. The highest percentage increase was found in non-franchised buses, with a growth of 2.1%. There were 577 908 private cars licensed at the end of 2023. The number of franchised buses licensed was 5 899, an increase of 1.24% over 2022. The total number of goods vehicles licensed in 2023 was 117 768, showing a decrease of 0.5% over 2022.

During the year, road travel in the territory amounted to 40.17 million vehicle-kilometres per day. Of this total, 5.70 million vehicle-kilometres occurred on Hong Kong Island while 8.67 million vehicle-kilometres and 25.80 million vehicle-kilometres occurred in Kowloon and the New Territories respectively. The average kilometrage per day per licensed vehicle was 49.04 km.

Hong Kong Island

Traffic flows across the External Cordon (urban area boundary) showed an increase of 4.9% and the Internal Cordon (enclosing Central District) showed an increase of 8.4%. 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) showed increases of 9.1%, 4.8%, 4.9% in traffic flows respectively. However, the screenline I-I (between Shau Kei Wan and Chai Wan) showed a decrease of 1.1% in traffic flow.

Kowloon

The survey indicated an increase in traffic traveling in Kowloon Peninsula. Traffic flows across the External Cordon (between Kowloon and the New Territories), screenline C-C bisecting the Kowloon Peninsula in the east-west direction, screenline A-A along the Urban Railway Line and screenline K-K at the western end of Kwun Tong showed an increase of 9.2%, 7.6%, 7.0% and 8.2% in traffic flows respectively.

Between Hong Kong and Kowloon

Average daily vehicular traffic crossing the harbour increased by 9.4%. Of all the vehicles crossing the harbour, 42.3% used the Cross Harbour Tunnel, 29.9% used the Eastern Harbour Crossing and 27.7% used the Western Harbour Crossing while the remaining 0.03% was via Hongkong & Yaumati Ferry.

The New Territories

Traffic flows across the Tsing Yi External Cordon (Tsing Yi area boundary) showed a increase of 19.3%. Traffic flows across screenlines R-R, S-S, T-T and Y-Y in the territory indicated increases. For example, screenline R-R to the north of Tsuen Wan and Sha Tin, screenline S-S to the east of Tuen Mun and Yuen Long, screenline T-T to the North of Tai Po & Yuen Long, and screenline Y-Y between Tuen Mun and Yuen Long indicated increases of 6.2%, 7.0%, 9.3% and 4.6% in traffic flows respectively.

Between Kowloon and the New Territories

Vehicular traffic flows between Kowloon and the New Territories increased by 8.7% as a whole. The total traffic flows on weekdays (Monday to Friday) 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 3.6%. In the west, an increase of 11.2% 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, Tseung Kwan O Tunnel and Tseung Kwan O – Lam Tin Tunnel showed an increase of 11.8%.

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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 2023.
- 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 (https://www.td.gov.hk/en/publications_and_press_releases/publications/free_publications/atci2/index.html) to facilitate use by readers.
- 1.10 *The Annual Traffic Census interactive website* (<https://atc.td.gov.hk>) was launched in 2022. It allows visitors to select and view stations, screenlines and cordons, as well as respective traffic flows on map.

CHAPTER 2 COVERAGE OF THE CENSUS

2.1 DISTRIBUTION AND LENGTH OF TRAFFICABLE ROADS

The census covers the whole territory. Of the 2 239 km of trafficable roads, 1 951 km, or 87.1% 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 - 2023

| District | Total in District (km) | Total Covered By Census (km) | Proportion Covered |
|------------------|---------------------------|------------------------------------|-----------------------|
| Hong Kong Island | 449.34 | 399.51 | 88.9% |
| Kowloon | 480.57 | 433.58 | 90.2% |
| New Territories | 1,308.90 | 1,117.47 | 85.4% |
| Total | 2,238.81 | 1,950.56 | 87.1% |

The proportions of trafficable roads covered on Hong Kong Island, in Kowloon and in the New Territories for the year 2023 were 88.9%, 90.2% and 85.4% respectively. The above table showed that there was unchanged in the coverage on Hong Kong Island and increased of 0.6% in the coverage of Kowloon increased and decreased of 0.6% in the coverage of New Territories over last year.

2.2 DISTRIBUTION OF COUNTING STATIONS

A total of 880 counting stations were surveyed in the census in 2023, of which 222 were on Hong Kong Island, 308 in Kowloon and the remaining 350 in the

New Territories. This represents 52.0% of the total number of counting stations in the whole territory. The distribution and proportions of counting stations surveyed in 2023 in various districts are shown in the following tables.

Distribution of Counting Stations
Included in the Traffic Census – 2023

| District | Type of Station | Road Network | | Total |
|------------------|------------------|--------------|-----------|------------|
| | | Major | Minor | |
| Hong Kong Island | Core A | 40 | - | 40 |
| | Coverage (B) | 24 | - | 24 |
| | Coverage (C) | 137 | 21 | 158 |
| | <i>Sub-total</i> | 201 | 21 | 222 |
| Kowloon | Core A | 33 | - | 33 |
| | Coverage (B) | 25 | - | 25 |
| | Coverage (C) | 234 | 16 | 250 |
| | <i>Sub-total</i> | 292 | 16 | 308 |
| New Territories | Core A | 46 | 2 | 48 |
| | Coverage (B) | 18 | - | 18 |
| | Coverage (C) | 257 | 27 | 284 |
| | <i>Sub-total</i> | 321 | 29 | 350 |
| Total | | 814 | 66 | 880 |

Proportion of Counting Stations
Surveyed in the Traffic Census – 2023

| District | Type of Station | Total Counting Stations | | Surveyed % |
|------------------|------------------|-------------------------|--------------|-------------|
| | | 2023 | All | |
| Hong Kong Island | Core | 40 | 40 | 100.0 |
| | Coverage(B) | 24 | 24 | 100.0 |
| | Coverage(C) | 158 | 330 | 47.9 |
| | <i>Sub-total</i> | 222 | 394 | 56.3 |
| Kowloon | Core | 33 | 33 | 100.0 |
| | Coverage(B) | 25 | 25 | 100.0 |
| | Coverage(C) | 250 | 558 | 44.8 |
| | <i>Sub-total</i> | 308 | 616 | 50.0 |
| New Territories | Core | 48 | 48 | 100.0 |
| | Coverage(B) | 18 | 18 | 100.0 |
| | Coverage(C) | 284 | 615 | 46.2 |
| | <i>Sub-total</i> | 350 | 681 | 51.4 |
| Total | | 880 | 1 691 | 52.0 |

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

Eight cordons and eleven screenlines are maintained in 2023.

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 2023. Further information on traffic flows and characteristics can be found in the data forms attached to [APPENDIX A4](#).

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

| Cordon / Screenline | 2022 | 2023 | Change as % of 2022 |
|-------------------------------|---------|---------|---------------------|
| H.K. Ext. Cordon | 140 550 | 147 440 | +4.9 |
| H.K. Int. Cordon | 420 010 | 455 170 | +8.4 |
| Kln. Ext. Cordon | 667 930 | 729 520 | +9.2 |
| T.Y. Ext. Cordon | 332 040 | 396 250 | +19.3 |
| Lantau Ext. Cordon | 72 050 | 109 820 | +52.4 |
| Shatin External Cordon | - | 550 160 | - |
| Tseung Kwan O External Cordon | - | 167 630 | - |
| Ma On Shan External Cordon | - | 120 010 | - |
| Screenline A-A | 479 220 | 512 770 | +7.0 |
| Screenline C-C | 521 860 | 561 750 | +7.6 |
| Screenline F-F | 226 770 | 247 380 | +9.1 |
| Screenline G-G | 205 520 | 215 460 | +4.8 |
| Screenline H-H | 26 070 | 27 340 | +4.9 |
| Screenline I-I | 73 240 | 72 460 | -1.1 |
| Screenline K-K | 337 810 | 365 430 | +8.2 |
| Screenline R-R | 352 250 | 374 190 | +6.2 |
| Screenline S-S | 303 260 | 324 590 | +7.0 |
| Screenline T-T | 239 450 | 261 770 | +9.3 |
| Screenline Y-Y | 143 910 | 150 470 | +4.6 |

Peak Hour Traffic Flows across All Cordons and Screenlines

| Cordon / Screenline | 2022 | 2023 | Change as % of 2022 |
|-------------------------------|--------|--------|---------------------|
| H.K. Ext. Cordon | 9 319 | 9 776 | +4.9 |
| H.K. Int. Cordon | 28 316 | 30 511 | +7.8 |
| Kln. Ext. Cordon | 44 998 | 48 740 | +8.3 |
| T.Y. Ext. Cordon | 22 836 | 26 030 | +14.0 |
| Lantau Ext. Cordon | 5 102 | 6 977 | +36.8 |
| Shatin External Cordon | - | 38 141 | - |
| Tseung Kwan O External Cordon | - | 10 802 | - |
| Ma On Shan External Cordon | - | 8 135 | - |
| Screenline A-A | 30 234 | 32 757 | +8.3 |
| Screenline C-C | 32 666 | 35 082 | +7.4 |
| Screenline F-F | 15 704 | 16 963 | +8.0 |
| Screenline G-G | 13 317 | 13 866 | +4.1 |
| Screenline H-H | 1 964 | 2 056 | +4.7 |
| Screenline I-I | 4 663 | 4 818 | +3.3 |
| Screenline K-K | 22 010 | 23 775 | +8.0 |
| Screenline R-R | 25 281 | 26 303 | +4.0 |

| Cordon / Screenline | 2022 | 2023 | Change as % of 2022 |
|---------------------|--------|--------|---------------------|
| Screenline S-S | 20 857 | 22 068 | +5.8 |
| Screenline T-T | 16 329 | 18 419 | +12.8 |
| Screenline Y-Y | 9 904 | 10 394 | +4.9 |

3.3.1 Cordons and Screenlines - Hong Kong Island

(a) Hong Kong External Cordon

On an average 24-hour day, 147 440 vehicles crossed the cordon separating the northern part and southern part of Hong Kong Island, representing an increase of 4.9% compared with the A.A.D.T. of 140 550 in 2022. 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, 59.4% were via the Wong Nai Chung Gap Road - Aberdeen Tunnel corridor while 32.2% were via the Pok Fu Lam Road - Smithfield - Victoria Road corridor. The remaining 8.4% 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 increased by 8.4% from 420 010 in 2022 to 455 170 in 2023. 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, 50.3% were via the eastern corridor of Harcourt Road, Queensway and other minor roads while 22.2% 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 27.5% 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. increased by 9.1% from 226 770 in 2022 to 247 380 in 2023.

(d) Screenline G-G

This screenline separates Causeway Bay from North Point. The A.A.D.T. increased by 4.8% from 205 520 in 2022 to 215 460 in 2023.

(e) Screenline H-H

This screenline separates the Peak from the rest of Hong Kong Island. The A.A.D.T. increased by 4.9% from 26 070 in 2022 to 27 340 in 2023.

(f) Screenline I-I

This screenline separates Shau Kei Wan and Chai Wan. The A.A.D.T. decreased by 1.1% from 73 240 in 2022 to 72 460 in 2023.

3.3.2 Cordon and Screenlines - Kowloon

(a) Kowloon External Cordon

On an average 24-hour day, 729 520 vehicles crossed the Cordon separating Kowloon from the New Territories, representing an increase of 61 590 vehicles or 9.2% higher than the A.A.D.T. for 2022. 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, 47.1% 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 33.0% were via the central corridor (Lion Rock Tunnel, Tai Po Road, Tate's Cairn Tunnel and the Eagle's Nest Tunnel). The remaining 19.9% movements were via the eastern corridor (Clear Water Bay Road, Po Lam Road, Tseung Kwan O Tunnel and Tseung Kwan O – Lam Tin 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 2023 was 512 770, an increase of 33 550 or 7.0% compared with the 2022 figure.

(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 2023 was 561 750, an increase of 39 890 vehicles or 7.6% compared with the 2022 figure.

(d) Screenline K-K

This screenline divides Kwun Tong and Kowloon Bay from the rest of Kowloon. The A.A.D.T. in 2023 was 365 430, an increase of 27 620 vehicles or 8.2% compared with the 2022 figure.

3.3.3 Cordons and Screenlines - New Territories

(a) Tsing Yi External Cordon

On an average 24-hour day, 396 250 vehicles crossed the Cordon separating Tsing Yi from the New Territories, representing an increase of 64 210 vehicles or 19.3% when compared with the A.A.D.T. in 2022. 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, 56.1% were via the eastern corridor of Tsing Tsuen Road, Cheung Tsing

Tunnel, Kwai Tsing Road and Nam Wan Tunnel while 24.3% were via the central corridor of Tsing Long Highway. The remaining 19.6% movements were via the western corridor of Lantau Link.

(b) Lantau External Cordon

On an average 24-hour day, 109 820 vehicles crossed the Cordon separating Lantau from the New Territories, representing an increase of 37 770 vehicles or 52.4% when compared with the A.A.D.T. in year 2022. The distribution of vehicular flows among the various routes crossing the cordon on weekdays (Monday to Friday) is illustrated in [FIGURE 3-5](#).

(c) Shatin External Cordon

On an average 24-hour day, 550 160 vehicles crossed the Cordon separating Shatin from the New Territories in year 2023. The distribution of vehicular flows among the various routes crossing the cordon on weekdays (Monday to Friday) is illustrated in [FIGURE 3-6](#).

(e) Tseung Kwan O External Cordon

On an average 24-hour day, 167 630 vehicles crossed the Cordon separating Tseung Kwan O from the New Territories in year 2023. The distribution of vehicular flows among the various routes crossing the cordon on weekdays (Monday to Friday) is illustrated in [FIGURE 3-7](#).

(d) Ma On Shan External Cordon

On an average 24-hour day, 120 010 vehicles crossed the Cordon separating Ma On Shan from the New Territories in year 2023. The distribution of vehicular flows among the various routes crossing the cordon on weekdays (Monday to Friday) is illustrated in [FIGURE 3-8](#).

(f) Screenline R-R

This screenline (formerly called Rural Screenline) divides Tsuen Wan/Shau Tin and the North West New Territories. The A.A.D.T. recorded in 2023 was 374 190, representing an increase of 6.2% over 2022.

(g) 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 2023 was 324 590, an increase of 7.0% over 2022.

(h) 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 2023 was 261 770, representing an increase of 9.3% when compared with the corresponding figure in 2022.

(i) *Screenline Y-Y*

This screenline separates Yuen Long from Tuen Mun. The A.A.D.T. recorded in 2023 was 150 470, an increase of 4.6% over 2022.

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:

2022 and 2023 Average Daily Vehicle-kilometre on Roads
Covered in the Annual Traffic Census

| Region | Road Network | Average Daily Vehicle-Kilometre | |
|------------------|--------------|---------------------------------|-------------------|
| | | 2022 | 2023 |
| Hong Kong Island | Major | 4 694 332 | 5 457 603 |
| | Minor | 1 008 295 | 244 478 |
| <i>Sub-total</i> | | 5 702 627 | 5 702 081 |
| Kowloon | Major | 6 942 512 | 8 484 958 |
| | Minor | 1 041 185 | 178 085 |
| <i>Sub-total</i> | | 7 983 697 | 8 663 044 |
| New Territories | Major | 21 261 219 | 24 774 012 |
| | Minor | 3 457 253 | 1 029 548 |
| <i>Sub-total</i> | | 24 718 472 | 25 803 560 |
| Total | | 38 404 796 | 40 168 684 |

During the year, an average daily total of 40.17 million vehicle-kilometres occurred in the territory as a whole, representing a 4.59% increase over 2022. The figures for major and minor road links are 38.72 million and 1.45 million respectively, which indicate the much higher volume of travel and thus the relative importance of the major road network.

Analyzed by district, the total daily vehicle-kilometrage on Hong Kong Island remained unchanged, while Kowloon and the New Territories increased by 8.51% and 4.4% respectively when compared to 2022.

As there were 819 129 vehicles licensed in Hong Kong in the middle of the year, the 40.17 million vehicle-kilometres for the territory represents an average travel distance of 49.04 km per day per licensed vehicle in 2023, an increase of 3.48% over 2022.

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. [FIGURE4-1](#) illustrates the distribution of passenger journeys between the major publicland transport modes in the territory for the years 1983 to 2023.

4.2 HONG KONG ISLAND

The franchises of NWFB and Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour bus network) were merged on 1 July 2023. The ownership of licensed buses of NWFB had also been transferred entirely to Citybus Limited. The franchise named Citybus Limited (Franchise for the Urban and New Territories bus network) covering the two bus networks of the aforesaid two franchises commenced from 1 July 2023). On Hong Kong Island, the three major public transport organizations are 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 2023 (i.e. excluding cross harbour journeys which are dealt with in [Chapter 5](#)) was 156.6 million, a 23.3% increase as compared with 127.0 million in 2022. The corresponding number of passengers travelling by NWFB and Citybus (excluding the cross harbour journeys which are dealt with in [Chapter 5](#)) was 179.4 million, representing 16.2% increase as compared with 154.4 million passengers in 2022. The number of passengers travelling by tram increased by 14.9% from 42.6 million in 2022 to 48.9 million in 2023. The annual passenger volumes by these three modes and the combined volume for 2023 are compared with the trend over the past years in [FIGURE 4-2](#). Monthly variations in travel are illustrated in [FIGURE4-3](#).

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 837.8 million passengers within Kowloon and the New Territories (i.e. excluding cross harbour journeys which are dealt with in [Chapter 5](#)), 15.6% higher than the corresponding figure of 724.5 million in 2022. The MTR Lines include Kwun Tong, Tsuen Wan, Tung Chung, Disneyland Resort, Airport Express Line (Intra-Kowloon/New Territories), Tseung Kwan O, East

Rail (The second section (Phase 2) extended the East Rail line from Hung Hom in Kowloon to Admiralty on Hong Kong Island via a newly constructed station at Exhibition Centre. It opened on 15 May 2022), South Island Line, Tuen Ma Line (Tuen Ma Line Phase 1 opened on 14 February 2020 with three new stations put into service, including Hin Keng Station, Diamond Hill Station Extension and Kai Tak Station, extending the former Ma On Shan Line to Kowloon East. The full Tuen Ma Line (TML) fully opened on 27 June 2021 with the 2 new stations – Sung Wong Toi and To Kwa Wan, extending from Kai Tak to Hung Hom, to link the east and west of the New Territories and east Kowloon), Intercity (suspended since 30 January 2020) and High Speed Rail (Hong Kong Section), together with Light Rail, MTR Bus, carried a total of 1 320.9 million passengers, 24.5% Higher than the corresponding figure of 1 060.9 million in 2022. (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 2023 are compared with their past trends in [FIGURE 4-4](#). Monthly variations during 2023 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 *Sun Ferry Services Company Ltd.* (Sun Ferry), and *The “Star” Ferry Co. Ltd.* (“Star” Ferry). The average daily passenger journeys using the above four public transport facilities in 2022 and 2023 are summarized in the following tables :

Average Daily Cross Harbour Passenger Journeys

| Month | By Cross Harbour Tunnel Bus | | | By MTR | | |
|-------|-----------------------------|---------|------------------------|----------|-----------|------------------------|
| | 2022 | 2023 | Change as % of 2022 | 2022 | 2023 | Change as % of 2022 |
| JAN | 478 423 | 468 181 | -2.1 | 840 648 | 1 015 796 | +20.8 |
| FEB | 314 016 | 519 192 | +65.3 | 519 101 | 1 167 995 | +125.0 |
| MAR | 301 229 | 530 420 | +76.1 | 478 617 | 1 196 268 | +149.9 |
| APR | 432 457 | 481 536 | +11.3 | 702 877 | 1 089 315 | +55.0 |
| MAY | 483 722 | 492 481 | +1.8 | 936 618 | 1 123 086 | +19.9 |
| JUN | 481 653 | 497 294 | +3.2 | 1020 119 | 1 148 262 | +12.6 |
| JUL | 466 388 | 484 229 | +3.8 | 1006 579 | 1 155 093 | +14.8 |
| AUG | 477 391 | 506 125 | +6.0 | 1050 995 | 1 212 099 | +15.3 |
| SEP | 492 862 | 455 053 | -7.7 | 1061 646 | 1 095 676 | +3.2 |
| OCT | 499 053 | 481 547 | -3.5 | 1065 453 | 1 159 643 | +8.8 |
| NOV | 498 423 | 522 904 | +4.9 | 1081 753 | 1 230 969 | +13.8 |
| DEC | 492 339 | 503 667 | +2.3 | 1060 352 | 1 190 987 | +12.3 |

Average Daily Cross Harbour Passenger Journeys (Cont'd)

| Month | By Sun Ferry | | | By “Star” Ferry | | |
|-------|--------------|-------|------------------------|-----------------|--------|------------------------|
| | 2022 | 2023 | Change as % of 2022 | 2022 | 2023 | Change as % of 2022 |
| JAN | 4 590 | 3 977 | -13.3 | 20 705 | 28 176 | +36.1 |
| FEB | 2 866 | 4 353 | +51.9 | 13 625 | 30 639 | +124.9 |
| MAR | 121 | 4 357 | +3505.8 | 10 695 | 38 766 | +262.5 |
| APR | 2 982 | 3 827 | +28.3 | 21 819 | 43 873 | +101.1 |
| MAY | 4 255 | 3 904 | -8.3 | 21 063 | 38 965 | +85.0 |
| JUN | 4 190 | 3 714 | -11.3 | 19 351 | 38 257 | +97.7 |
| JUL | 3 815 | 3 564 | -6.6 | 22 369 | 48 921 | +118.7 |
| AUG | 3 732 | 3 724 | -0.2 | 19 944 | 53 417 | +167.8 |
| SEP | 3 930 | 3 406 | -13.3 | 20 406 | 31 680 | +55.2 |
| OCT | 4 201 | 3 682 | -12.3 | 23 147 | 42 953 | +85.6 |
| NOV | 4 215 | 4 067 | -3.5 | 22 542 | 42 225 | +87.3 |
| DEC | 3 957 | 3 613 | -8.7 | 30 732 | 52 932 | +72.2 |

FIGURE 5-1 shows the annual variations of passenger journeys by each of these four public transport facilities for the years 1961 to 2023 whilst FIGURE 5-2 illustrates the monthly variations over 2023. 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 27.0% from 330.1 million in 2022 to 419.3 million in 2023. Over the same period, passengers carried by tunnel buses increased by 9.4% to 180.7 million. The volume of cross harbour passengers carried by Sun Ferry was 1.40 million in 2023, which showed a increase of 7.6% over 2022 figure. The passenger volume of the “Star” Ferry also showed an increase by 99.2% from 7.51 million in 2022 to 14.97 million in 2023. The combined annual total passenger volume by these four public transport facilities was 616.4 million in 2023, representing an overall increase of 22.3% 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 2022 and 2023 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 | | |
|-----------|------------------------------|---------|---------------------|----------------------------------|--------|---------------------|----------------------------------|--------|---------------------|-----------------------------|------|---------------------|
| | 2022 | 2023 | Change as % of 2022 | 2022 | 2023 | Change as % of 2022 | 2022 | 2023 | Change as % of 2022 | 2022 | 2023 | Change as % of 2022 |
| JAN | 102 795 | 105 291 | +2.4 | 73 360 | 73 325 | -0.05 | 51 419 | 54 410 | +5.8 | 77 | 71 | -7.8 |
| FEB | 91 825 | 109 537 | +19.3 | 57 065 | 77 392 | +35.6 | 33 929 | 62 190 | +83.3 | 65 | 75 | +15.4 |
| MAR | 92 300 | 109 252 | +18.4 | 55 230 | 78 676 | +42.5 | 31 512 | 67 990 | +115.8 | 61 | 75 | +23.0 |
| APR | 101 811 | 106 519 | +4.6 | 68 398 | 71 218 | +4.1 | 42 602 | 60 597 | +42.2 | 72 | 72 | 0.0 |
| MAY | 106 175 | 107 122 | +0.9 | 75 081 | 75 230 | +0.2 | 51 764 | 64 185 | +24.0 | 79 | 74 | -6.3 |
| JUN | 107 776 | 106 989 | -0.7 | 77 030 | 76 966 | -0.1 | 55 214 | 66 709 | +20.8 | 81 | 78 | -3.7 |
| JUL | 105 873 | 104 834 | -1.0 | 73 757 | 72 108 | -2.2 | 51 584 | 60 469 | +17.2 | 79 | 75 | -5.1 |
| AUG | 105 559 | 103 564 | -1.9 | 75 117 | 73 364 | -2.3 | 54 899 | 73 356 | +33.6 | 80 | 77 | -3.8 |
| SEP | 108 060 | 96 161 | -11.0 | 76 804 | 69 680 | -9.3 | 55 863 | 69 927 | +25.2 | 82 | 71 | -13.4 |
| OCT | 107 124 | 99 357 | -7.3 | 74 437 | 70 926 | -4.7 | 53 362 | 72 097 | +35.1 | 79 | 71 | -10.1 |
| NOV | 107 398 | 104 994 | -2.2 | 74 842 | 75 791 | +1.3 | 56 507 | 80 193 | +41.9 | 78 | 74 | -5.1 |
| DEC | 108 444 | 98 034 | -9.6 | 75 502 | 70 657 | -6.4 | 57 210 | 85 798 | +50.0 | 77 | 68 | -11.7 |
| JAN - DEC | 103 832 | 104 268 | +0.4 | 71 471 | 73 752 | +3.2 | 49 753 | 68 196 | +37.1 | 76 | 73 | -3.3 |

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 2023, the average daily vehicular traffic crossing the harbour amounted to 246 290 as compared with 225 133 in 2022, representing a 9.4% increase. Of all vehicles crossing the harbour in the year, which amounted to 89.9 million, the Cross Harbour Tunnel accounted for 38.1 million vehicle trips or 42.3%, the Eastern Harbour Crossing accounted for 26.9 million vehicle trips or 29.9% while the Western Harbour Crossing accounted for 24.9 million vehicles trips or 27.7%. The remaining 0.03 million trips or 0.03% 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 | 5.2 | 50.6 | 13.7 | 2.1 | 0.5 | 15.1 | 4.1 | 3.6 | 0.0 | 5.0 |
| | Ocp | 1.1 | 1.4 | 2.1 | 7.3 | 13.9 | 1.4 | 1.3 | 13.5 | 0.0 | 50.9 |
| 0800-0900 | Pro | 4.4 | 56.5 | 12.6 | 0.3 | 0.4 | 14.8 | 2.6 | 2.6 | 0.0 | 5.7 |
| | Ocp | 1.1 | 1.3 | 1.9 | 8.1 | 16.9 | 1.5 | 1.3 | 23.3 | 0.0 | 56.9 |
| 0900-1000 | Pro | 2.8 | 51.2 | 15.7 | 0.1 | 0.2 | 21.1 | 3.6 | 1.7 | 0.0 | 3.7 |
| | Ocp | 1.1 | 1.3 | 1.8 | 2.2 | 7.5 | 1.6 | 1.4 | 12.5 | 0.0 | 40.3 |
| 1000-1100 | Pro | 2.8 | 48.3 | 15.8 | 0.4 | 0.1 | 24.4 | 4.0 | 1.1 | 0.1 | 3.1 |
| | Ocp | 1.1 | 1.4 | 2.2 | 3.7 | 13.9 | 1.5 | 1.4 | 14.1 | 3.5 | 33.5 |
| 1100-1200 | Pro | 2.3 | 45.2 | 17.7 | 0.5 | 0.1 | 25.5 | 4.1 | 1.4 | 0.1 | 3.3 |
| | Ocp | 1.1 | 1.4 | 2.2 | 3.4 | 13.7 | 1.4 | 1.4 | 10.0 | 1.0 | 34.3 |
| 1200-1300 | Pro | 2.4 | 50.8 | 17.3 | 0.7 | 0.2 | 19.9 | 4.2 | 1.6 | 0.1 | 2.9 |
| | Ocp | 1.0 | 1.4 | 2.2 | 6.3 | 9.6 | 1.5 | 1.2 | 15.9 | 1.6 | 33.6 |
| 1300-1400 | Pro | 2.0 | 46.6 | 18.4 | 0.6 | 0.1 | 23.8 | 3.5 | 1.8 | 0.0 | 3.3 |
| | Ocp | 1.1 | 1.4 | 2.2 | 1.7 | 14.7 | 1.5 | 1.3 | 14.8 | 0.0 | 35.8 |
| 1400-1500 | Pro | 2.7 | 48.6 | 16.7 | 0.6 | 0.1 | 22.6 | 3.9 | 1.9 | 0.1 | 2.9 |
| | Ocp | 1.1 | 1.5 | 2.2 | 3.4 | 10.1 | 1.4 | 1.4 | 15.5 | 3.0 | 33.4 |
| 1500-1600 | Pro | 3.2 | 49.2 | 16.8 | 1.2 | 0.1 | 21.9 | 2.8 | 1.8 | 0.1 | 3.0 |
| | Ocp | 1.1 | 1.5 | 2.2 | 8.4 | 10.6 | 1.5 | 1.3 | 14.9 | 3.0 | 34.7 |
| 1600-1700 | Pro | 3.7 | 55.7 | 13.5 | 0.8 | 0.1 | 18.1 | 2.6 | 1.9 | 0.1 | 3.6 |
| | Ocp | 1.0 | 1.5 | 2.2 | 5.8 | 16.1 | 1.5 | 1.3 | 9.4 | 1.0 | 37.8 |
| 1700-1800 | Pro | 5.4 | 58.7 | 13.1 | 0.3 | 0.3 | 14.6 | 1.5 | 1.7 | 0.1 | 4.4 |
| | Ocp | 1.1 | 1.4 | 2.3 | 1.9 | 16.9 | 1.5 | 1.3 | 7.8 | 1.0 | 48.6 |
| 1800-1900 | Pro | 5.5 | 64.0 | 13.9 | 0.1 | 0.5 | 8.3 | 0.9 | 2.0 | 0.1 | 4.8 |
| | Ocp | 1.1 | 1.4 | 2.3 | 3.0 | 17.0 | 1.4 | 1.2 | 23.9 | 1.0 | 66.7 |
| 1900-2000 | Pro | 3.4 | 69.9 | 13.7 | 0.1 | 0.4 | 5.8 | 0.7 | 2.0 | 0.0 | 4.1 |
| | Ocp | 1.1 | 1.3 | 2.1 | 1.0 | 13.2 | 1.4 | 1.2 | 8.9 | 0.0 | 45.5 |
| 2000-2100 | Pro | 3.0 | 62.3 | 22.8 | 0.1 | 0.3 | 5.3 | 0.8 | 1.0 | 0.0 | 4.5 |
| | Ocp | 1.1 | 1.4 | 2.2 | 1.0 | 11.1 | 1.4 | 1.3 | 4.7 | 0.0 | 36.6 |
| 2100-2200 | Pro | 4.8 | 57.1 | 26.0 | 0.1 | 0.2 | 6.0 | 0.9 | 0.5 | 0.0 | 4.4 |
| | Ocp | 1.2 | 1.4 | 2.2 | 1.0 | 14.0 | 1.4 | 1.3 | 9.9 | 0.0 | 36.7 |
| 2200-2300 | Pro | 4.6 | 52.9 | 30.9 | 0.1 | 0.5 | 5.2 | 1.2 | 0.4 | 0.1 | 4.2 |
| | Ocp | 1.2 | 1.5 | 2.2 | 1.4 | 10.0 | 1.4 | 1.3 | 4.8 | 5.0 | 37.4 |
| 16 hours | Pro | 3.6 | 54.2 | 16.8 | 0.5 | 0.3 | 16.3 | 2.7 | 1.8 | 0.1 | 3.9 |
| | Ocp | 1.1 | 1.4 | 2.2 | 5.6 | 13.8 | 1.5 | 1.3 | 14.3 | 2.1 | 43.9 |

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 2023 is illustrated in [FIGURE 6-1](#) while the same for vehicles licensed from 1977 to 2023 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 2022 and 2023 are shown in [FIGURE 6-3](#).

6.2 VEHICLE REGISTRATION AND LICENSING IN 2023

At the end of 2023, the total number of vehicles licensed amount to 815 625, representing a 0.6% increase as compared with the corresponding figure of 810 383 in 2022. 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 increase over the preceding year. In 2023 there was increase of 1.1% in number of private cars licensed from a total of 571 412 to 577 908. The percentage of the total number of vehicles licensed to the number of vehicles registered was 88.4% as compared with that of 87.6% in 2022. The year end figures of both vehicle registration and licensing are summarized on the next page:-

Vehicles Registered And Licensed in 2022 and 2023

| Vehicle Class | Vehicle Registered | | | | Vehicle Licensed | | | |
|---|--------------------|---------|------------------|-----------------|------------------|---------|------------------|-----------------|
| | At Year End | | Change Over 2022 | Percent Changed | At Year End | | Change Over 2022 | Percent Changed |
| | 2022 | 2023 | | | 2022 | 2023 | | |
| Motor Cycle | 106 205 | 108 674 | +2 469 | +2.3 | 75 229 | 74 417 | - 812 | -1.1 |
| Private Car | 649 540 | 645 351 | -4 189 | -0.6 | 571 412 | 577 908 | +6 496 | +1.1 |
| Taxi | 18 163 | 18 163 | 0.0 | 0.0 | 17 892 | 17 806 | -86 | -0.5 |
| Bus (Franchised) | 6 198 | 6 230 | +32 | +0.5 | 5 827 | 5 899 | +72 | +1.2 |
| Bus (Non-Franchised and Private) | 7 720 | 7 774 | +54 | +0.7 | 7 262 | 7 412 | +150 | +2.1 |
| Goods Vehicle (incl. Special Purpose Vehicle) | 122 708 | 122 008 | - 700 | -0.6 | 118 377 | 117 768 | -609 | -0.5 |
| Public Light Bus | 4 349 | 4 343 | - 6 | -0.1 | 4 143 | 4 109 | -34 | -0.8 |
| Private Light Bus | 3 473 | 3 422 | - 51 | -1.5 | 3 426 | 3 370 | -56 | -1.6 |
| Government Vehicle | 6 815 | 6 936 | +121 | +1.8 | 6 815 | 6 936 | +121 | +1.8 |
| Total | 925 171 | 922 901 | -2 270 | -0.2 | 810 383 | 815 625 | +5 242 | +0.6 |

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 - 2023, 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%.
- (ab) In 2015, the number of licensed vehicles was 4.1% higher than that of 2014. Screenline F-F separates Central, its adjacent "mid-levels" and the Peak from Wan Chai and Happy Valley showed the greatest increase of 9.5% as compared with 2014. Annual growth for the rest of the screenlines ranged from -0.4% to +8.2%.
- (ac) In 2016, the number of licensed vehicles was 2.4% higher than that of 2015. Screenline S-S measures traffic movements between Yuen Long / Tuen Mun showed the greatest increase of 8.9% as compared with 2015. Annual growth for the rest of the screenlines ranged from -2.5% to +8.4%.

- (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%.
- (ah) In 2021, the number of licensed vehicles was 1.9% higher than that of 2020. Screenline Y-Y showed the greatest increase of 7.8% as compared with 2020. Annual growth for the rest of the screenlines ranged from +7.5% to -1.7%.
- (ai) In 2022, the number of licensed vehicles was 0.9% lower than that of 2021. Lantau External Cordon showed the greatest increase of 9.5% as compared with 2021. Annual growth for the rest of the screenlines ranged from -9.4% to -3.1%.
- (aj) In 2023, the number of licensed vehicles was 0.6% Higher than that of 2022. Lantau External Cordon showed the greatest increase of 52.4% as compared with 2022. Annual growth for the rest of the screenlines ranged from -1.1% to +19.3%.

TABLE 6-1
Motor Vehicles Registered & Licensed by Class, 1947–2023
(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, 1947–2023
(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, 1947–2023
(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 ()
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TABLE 6-1 (Cont'd)
Motor Vehicles Registered & Licensed by Class, 1947–2023
(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) |
| 2015 | 68 368 (47 759) | 567 886 (521 852) | -- | 18 138 (18 118) | 5 927 (5 865) | 7 662 (7 626) | 115 971 (113 382) | 4 350 (4 344) | 3 081 (3 066) | 6 251 (6 251) | 797 634 (728 263) | +4.8 (+5.4) | +3.7 (+4.1) | 71.2 (71.7) | 14.5 (15.6) |
| 2016 | 72 332 (50 227) | 583 037 (536 025) | -- | 18 163 (18 152) | 5 986 (5 916) | 7 694 (7 655) | 116 597 (113 966) | 4 350 (4 347) | 3 122 (3 102) | 6 287 (6 287) | 817 568 (745 677) | +2.7 (+2.7) | +2.5 (+2.4) | 71.3 (71.9) | 14.3 (15.3) |
| 2017 | 76 438 (53 317) | 600 443 (552 710) | -- | 18 163 (18 148) | 6 014 (5 982) | 7 718 (7 661) | 117 351 (114 663) | 4 350 (4 338) | 3 094 (3 070) | 6 311 (6 311) | 839 882 (766 200) | +3.0 (+3.1) | +2.7 (+2.8) | 71.5 (72.1) | 14.0 (15.0) |

- 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, 1947–2023
(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 | | |
| 2018 | 79 920 | 617 683 | -- | 18 163 | 6 253 | 7 834 | 121 041 | 4 350 | 3 385 | 6 374 | 865 003 | +2.9 | +3.0 | 71.4 | 14.0 |
| | (55 545) | (565 213) | -- | (18 143) | (6 151) | (7 772) | (117 567) | (4 323) | (3 346) | (6 374) | (784 434) | (+2.3) | (+2.4) | (72.1) | (15.0) |
| 2019 | 84 426 | 628 230 | -- | 18 163 | 6 373 | 7 921 | 119 208 | 4 346 | 3 489 | 6 383 | 878 539 | +1.7 | +1.6 | 71.5 | 13.6 |
| | (58 937) | (573 932) | -- | (18 132) | (6 177) | (7 880) | (115 153) | (4 315) | (3 457) | (6 383) | (794 366) | (+1.5) | (+1.3) | (72.3) | (14.5) |
| 2020 | 93 578 | 651 358 | -- | 18 163 | 6 145 | 7 939 | 121 144 | 4 350 | 3 569 | 6 544 | 912 790 | +3.7 | +3.9 | 71.4 | 13.3 |
| | (65 547) | (573 003) | -- | (18 084) | (6 042) | (7 560) | (118 150) | (4 267) | (3 501) | (6 544) | (802 698) | (-0.2) | (+1.0) | (71.4) | (14.7) |
| 2021 | 100 557 | 656 973 | -- | 18 163 | 6 167 | 7 779 | 122 058 | 4 349 | 3 504 | 6 688 | 926 238 | +0.9 | +1.5 | 70.9 | 13.2 |
| | (71 897) | (581 012) | -- | (18 061) | (6 040) | (7 103) | (119 374) | (4 228) | (3 471) | (6 688) | (817 874) | (+1.4) | (+1.9) | (71.0) | (14.6) |
| 2022 | 106 205 | 649 540 | -- | 18 163 | 6 198 | 7 720 | 122 708 | 4 349 | 3 473 | 6 815 | 925 171 | -1.1 | -0.1 | 70.2 | 13.3 |
| | (75 229) | (571 412) | -- | (17 892) | (5 827) | (7 262) | (118 377) | (4 143) | (3 426) | (6 815) | (810 383) | (-1.7) | (-0.9) | (70.5) | (14.6) |
| 2023 | 108,674 | 645,351 | -- | 18,163 | 6,230 | 7,774 | 122,008 | 4,343 | 3,422 | 6,936 | 922,901 | -0.6 | -0.2 | 69.9 | 13.2 |
| | (74,417) | (577,908) | -- | (17,806) | (5,899) | (7,412) | (117,768) | (4,109) | (3,370) | (6,936) | (815,625) | (1.1) | (0.6) | (70.9) | (14.4) |

- 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, 1970-2023

| 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) | Lung Shan Tunnel (opened on 26.5.2019) | Cheung Shan Tunnel (opened on 26.5.2019) | Tuen Mun Chek-Lap Kok Tunnel (opened on 27.12.2020) | Tseung Kwan O - Lam Tin Tunnel (opened on 11.12.2022) |
|------|--|--|--|---|---|---|---|--|---|--------------------------------------|---|---|---|---|--|--|
| 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 | | | | | | | | |

TABLE 6-2 (Cont'd)
ANNUAL VEHICULAR FLOWS THROUGH TUNNELS & BRIDGE, 1970-2023

| 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) | Lung Shan Tunnel (opened on 26.5.2019) | Cheung Shan Tunnel (opened on 26.5.2019) | Tuen Mun Chek-Lap Kok Tunnel (opened on 27.12.2020) | Tseung Kwan O - Lam Tin Tunnel (opened on 11.12.2022) |
|------|--|--|--|---|---|---|---|--|---|--------------------------------------|---|---|---|---|--|--|
| 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 | | | | | | | | |
| 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 | | | | |
| 2015 | 33 565 184 | 42 238 498 | 23 592 674 | 19 403 554 | 27 546 065 | 19 215 631 | 32 687 103 | 21 710 349 | 23 843 658 | 30 651 688 | 22 513 279 | 18 301 467 | | | | |

TABLE 6-2 (Cont'd)
ANNUAL VEHICULAR FLOWS THROUGH TUNNELS & BRIDGE, 1970-2023

| 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) | Lung Shan Tunnel (opened on 26.5.2019) | Cheung Shan Tunnel (opened on 26.5.2019) | Tuen Mun Chek-Lap Kok Tunnel (opened on 27.12.2020) | Tseung Kwan O - Lam Tin Tunnel (opened on 11.12.2022) |
|------|--|--|--|---|---|---|---|--|---|--------------------------------------|---|---|---|---|--|--|
| 2016 | 33 900 734 | 41 972 669 | 23 294 366 | 19 546 856 | 27 730 541 | 19 624 974 | 33 345 029 | 21 670 436 | 24 677 967 | 32 121 743 | 22 311 564 | 19 879 967 | | | | |
| 2017 | 33 689 016 | 41 527 796 | 21 931 321 | 19 380 031 | 28 173 747 | 19 800 392 | 33 858 239 | 22 198 385 | 24 666 847 | 34 077 056 | 22 163 195 | 20 955 493 | | | | |
| 2018 | 33 214 792 | 41 040 724 | 21 973 697 | 19 583 684 | 28 485 605 | 19 728 408 | 34 126 356 | 22 496 112 | 25 214 599 | 35 327 648 | 22 455 773 | 21 954 631 | | | | |
| 2019 | 32 400 049 | 38 937 866 | 21 899 559 | 19 185 365 | 28 823 264 | 19 375 215 | 34 566 573 | 22 615 756 | 25 469 064 | 35 560 953 | 21 478 695 | 22 498 707 | 2 764 828 | 662 094 | | |
| 2020 | 30 602 871 | 38 354 452 | 20 641 936 | 19 049 646 | 26 376 844 | 18 173 413 | 32 917 372 | 20 498 485 | 18 095 744 | 19 849 136 | 16 915 523 | 19 973 616 | 4 731 924 | 1 116 669 | 124 046 | |
| 2021 | 32 697 956 | 39 219 135 | 22 191 681 | 19 341 190 | 28 988 802 | 19 107 270 | 35 102 958 | 22 473 372 | 20 889 295 | 17 686 845 | 16 568 078 | 22 172 489 | 6 105 718 | 1 711 176 | 6 404 873 | |
| 2022 | 30 741 353 | 37 898 847 | 20 971 529 | 18 622 248 | 26 087 021 | 17 892 169 | 32 996 118 | 20 505 786 | 18 159 850 | 18 825 001 | 14 735 549 | 20 190 600 | 5 850 412 | 1 523 283 | 7 082 800 | 434 944 |
| 2023 | 31 595 542 | 38 057 972 | 21 956 127 | 20 799 682 | 26 919 443 | 18 139 178 | 29 495 873 | 21 149 370 | 24 891 551 | 29 048 620 | 15 648 458 | 21 756 012 | 7 288 316 | 3 016 288 | 10 937 983 | 9 215 593 |

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 Gloucester Rd 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 Kai Tin Rd to Island Eastern Corridor) | A1-18 |
| 1026 | Western Harbour Crossing (from Toll Plaza to South Portal) | A1-20 |
| 1031 | Central-Wanchai Bypass - Central Section (from CWB Western End Portal to Wan Chai Exit) | A1-22 |
| 1032 | Central-Wanchai Bypass – Causeway Bay Section (from Wan Chai Exit to Merging Point to IEC) | A1-24 |
| 1107 | Tung Lo Wan Rd (from Causeway Rd to Moreton Terrace) | A1-26 |

APPENDIX A1 (Cont'd)

| Core Station No. | Location | Page |
|---------------------|---|-------|
| 3001 | Princess Margaret Rd (from Wylie Rd to Pui Ching Rd) | A1-28 |
| 3002 | Lung Cheung Rd (from Nam Cheong St to Lion Rock Tunnel Rd) | A1-30 |
| 3004 | Kai Tak Tunnel (from Sung Wong Toi Rd to Kai Cheung Rd) | A1-32 |
| 3006 | Nathan Rd (from Shantung St to Dundas St) | A1-34 |
| 3014 | Ma Tau Wai Rd & To Kwa Wan Rd (from San Lau St & Bailey St to Chi Kiang St) | A1-36 |
| 3024 | West Kowloon Highway (from Slip Rds to & from Lin Cheung Rd & Yau Ma Tei INT N/B ramp to Hing Wah St W) | A1-38 |
| 3025 | Lin Cheung Rd (from Yau Ma Tei Int to Cherry St Underpass) | A1-40 |
| 3026 | Lin Cheung Rd (from Cherry St to Yau Ma Tei Int) | A1-42 |
| 3103 | Ko Shan Rd (from Pak Kung St to Chi Kiang St) | A1-44 |

APPENDIX A1 (Cont'd)

| Core Station No. | Location | Page |
|------------------------|---|-------|
| 5003 | Fanling Highway (from So Kwun Po Int to Wo Hop Shek Int) | A1-46 |
| 5012 | Tuen Mun Rd (from Sham Tseng to Tsing Long Highway <Ting Kau Bridge>) | A1-48 |
| 5013 | Tolo Highway (from North of Ma Liu Shui Int to Yuen Shin Rd Int) | A1-50 |
| 5014 | Route Twisk (from Chuen Lung to Cheung Pei Shan RA) | A1-52 |
| 5016 | San Tin Highway, Castle Peak Rd & San Tam Rd (from Kam Tin Rd to Fairview Park Boulevard) | A1-54 |
| 5017 | Clear Water Bay Rd (from On Sau Rd to Hiram's Highway) | A1-56 |
| 5018 | Tsing Tsuen Rd (from Tsuen Tsing Int to Tam Kon Shan Int) | A1-58 |
| 5020 | Shing Mun Tunnel (from Wo Yi Hop Interchange to Shing Mun Tunnel Rd) | A1-60 |
| 5021 | Tseung Kwan O Tunnel (from Toll Plaza to Tseung Kwan O Tunnel Rd RA) | A1-62 |
| 5022 | Tate's Cairn Tunnel (from Toll Plaza to South Portal) | A1-64 |
| 5023 | Po Lam Rd (from Anderson Rd to Tsui Lam Rd) | A1-66 |
| 5024 | Lion Rock Tunnel (from Toll Plaza to South Portal) | A1-68 |
| 5025 | Yuen Long Highway (from Tin Shui Wai West Int to Lam Tei Int) | A1-70 |
| 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>) | A1-72 |
| 5027 | Lantau Link (from Tsing Ma Bridge <Eastern End> At Tsing Yi to Ngong Shuen Au) | A1-74 |
| 5029 | Tsing Long Highway <Tai Lam Tunnel> (from Au Tau Int to Tuen Mun Rd) | A1-76 |
| 5030 | Kwai Chung Rd (from Kwai Chung Int to Tsuen Wan Rd) | A1-78 |
| 5033 | Tsing Long Highway - Ting Kau Bridge (from NW Tsing Yi Int Southern Tip to Tuen Mun Rd) | A1-80 |
| 5034 | Cheung Tsing Tunnel & Cheung Tsing Bridge (from Cheung Tsing Bridge eastern end to western end of Cheung Tsing Tunnel Slip Rds to & from Tsing Yi Rd W) | A1-82 |
| 5037 | Eagle's Nest Tunnel (from Toll Plaza to South Portal) | A1-84 |
| 5038 | Nam Wan Tunnel (from East Tsing Yi Viaduct to Cheung Tsing Highway) | A1-86 |
| 5041 | Lung Shan Tunnel (from Fanling Highway to Sha Tau Kok Road) | A1-88 |
| 5042 | Tuen Mun Chek Lap Kok Tunnel (from Lung Fu Rd to Hong Kong Boundary Crossing Facilities (BCF)) | A1-90 |
| 5043 | Tseung Kwan O - Lam Tin Tunnel (from Eastern Portal to Western Portal & slip rd to EHC) | A1-92 |

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 New Praya, Kennedy Town) | 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 near King Tai Court) | 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 Tsing Chui Path) | 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 Ma On Shan Bypass 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 | Kau Yuk Rd (from Yuen Long Tai Yuk Rd to Yuen Long 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 |
| 5031 | North Lantau Highway (From Tung Chung eastern interchange to western end at Chek Lap Kok) | A2-68 |
| 5032 | Chek Lap Kok S Rd (from eastern end at Tung Chung to western end at Chek Lap Kok) | A2-69 |
| 5035 | Tuen Mun Rd (from Castle Peak Rd-Tsuen Wan to Tsing Long Highway - Ting Kau Bridge) | A2-70 |
| 5036 | Shun Tung Rd (from Yu Tung Rd to Tat Tung Rd) | A2-71 |
| 5039 | Stonecutters Bridge (from East Tsing Yi Viaduct to Container Port Rd S nr Container Terminal 8) | A2-72 |
| 5040 | Shenzhen Bay Bridge (from nr Deep Bay Road to Shenzhen Bay Bridge (China Section End)) | A2-73 |
| 5101 | Chui Tin St (from Che Kung Miu Rd to Hung Mui Kuk Rd) | A2-74 |
| 5102 | Tseng Choi St (from Castle Peak Rd Northern Junction to Castle Peak Rd Southern Junction) | A2-75 |
| 5103 | Shing Mun Rd (from Texaco Rd N to Cheung Shan Est Rd E) | A2-76 |
| 5104 | Chap Wai Kon St (from Bus Terminus to Siu Lek Yuen Rd) | A2-77 |
| 5106 | Lung Fu Rd (from Wong Chu Rd to Tuen Mun Chek Lap Kok Tunnel Rd & Lung Mun Rd) | A2-78 |
| 5107 | Lung Mun Rd (from Wu Chui Rd to Tuen Mun Chek Lap Kok Tunnel Rd & Lung Fu Rd) | A2-79 |

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 Rd 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 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 Hop St) | A3-36 |
| 2401 | Lin Shing Rd (from Wan Tsui Rd to Cape Collinson 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 (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 Hung Hom Station to Wuhu St) | A3-64 |
| 4208 | Chatham Rd N (from Wuhu St to Hong Chong Rd) | A3-66 |
| 4209 | Shanghai St (from Argyle St to Dundas 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 Concorde 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 rds to/from Princess Margaret Rd Link to slip rd from Cheong Tung Rd S) | A3-92 |
| 4222 | Shing Kai Rd (from Sung Wong Toi Rd to Kai Shing St) | A3-94 |
| 4401 | Ho Man Tin St (from Waterloo Rd to Ho Man Tin Hill Rd) | A3-96 |
| 4403 | Soy St (from Sai Yeung Choi St S to Yim Po Fong St) | A3-98 |
| 4404 | Portland St (from Waterloo Rd to Argyle St) | A3-100 |

APPENDIX A3 (Cont'd)

| Coverage (B) Station No. | Location | Page |
|-----------------------------|--|--------|
| 6203 | Castle Peak Rd-Kwai Chung (from Ching Cheung Rd to Tai Wo Int) | A3-102 |
| 6204 | Lai King Hill Rd (from Kwai Chung Int Slip Rds to King Cho Rd) | A3-104 |
| 6206 | Jockey Club Rd (from Lok Yip Rd to Wo Hop Shek Int) | A3-106 |
| 6207 | Kam Tin Rd (from Kam Sheung Rd Western Junction to Fan Kam Rd) | A3-108 |
| 6208 | Kam Sheung Rd (from Kam Tin Rd to Kam Tin Rd) | A3-110 |
| 6209 | Castle Peak Rd-Tsuen Wan, Ting Kau & Sham Tseng (from Tuen Mun Rd to Sham Tseng) | A3-112 |
| 6210 | Tai Po Rd-Ma Liu Shui (from Entrance to Chung Chi College, CUHK to Yuen Chau Tsai Int) | A3-114 |
| 6211 | Ting Kok Rd (from Dai Kwai St to Tai Mei Tuk) | A3-116 |
| 6212 | Fan Kam Rd (from Kam Tin Rd to Fanling Highway) | A3-118 |
| 6213 | Castle Peak Rd-Hung Shui Kiu (from Tin Ha Rd to Lam Tei Int) | A3-120 |
| 6214 | Container Port Rd S (from North of Kwai Chung Int to South of Kwai Chung Int) | A3-122 |
| 6219 | Kwai Tsing Rd & Tsing Yi South Bridge (from Tsing Yi Rd to Kwai Tai Rd Int) | A3-124 |
| 6221 | Tsing Yi N Coastal Rd <FO> (from Tsing Tsuen Rd to Tam Kon Shan Rd Int W END) | A3-126 |
| 6222 | Sai Sha Rd (from Nin Wah Rd to Nai Chung) | A3-128 |
| 6223 | Hang Hau Rd (from Po Ning Rd to Clear Water Bay Rd) | A3-130 |
| 6224 | Ying Yip Rd (from Po Ning Rd to Clear Water Bay Rd) | A3-132 |
| 6225 | Ma On Shan Rd (from Hang Shun St to Sai Sha Rd) | A3-134 |
| 6226 | A Kung Kok St (from Hang Shun St to A Kung Kok Shan Rd) | A3-136 |

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 |
| Lantau External | Lantau Area Boundary | A4-10 |
| Shatin External | Statin Area Boundary | A4-12 |
| Tseung Kwan O External | Tseung Kwan O Area Boundary | A4-14 |
| Ma On Shan External | Ma On Shan Area Boundary | A4-16 |

| Screenline | Description | Page |
|-----------------------|--|-------------|
| A - A | Urban Railway Line | A4-18 |
| C - C | Kowloon Peninsula South of Dundas Street | A4-20 |
| F - F | East end of Central District and the Peak | A4-22 |
| G - G | East end of Causeway Bay | A4-24 |
| H - H | Boundary between the Peak and the Rest of Hong Kong Island | A4-26 |
| I - I | Boundary between Shau Kei Wan & Chai Wan | A4-28 |
| K - K | West end of Kwun Tong | A4-30 |
| R - R | North end of Tsuen Wan and Sha Tin | A4-32 |
| S - S | East end of Tuen Mun & Yuen Long | A4-34 |
| T - T | North end of Tai Po & Yuen Long | A4-36 |
| Y - Y | Boundary between Tuen Mun & Yuen Long | A4-38 |

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

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2023 as % of 2022 |
|----------|-----------|-----------|--|----------------------------------|----------------------------------|---------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 1001 | A | UT | Harcourt Rd | Tamar St | Arsenal St | 105,180 | 114,500 | +8.9 |
| 1002 | A | UT | Victoria Park Rd | Gloucester Rd | Island Eastern Corridor | 108,730 | 113,780 | +4.6 |
| 1003 | A | EX | Island Eastern Corridor | Healthy St INT eastern end | Taikoo Shing INT western end | 103,370 | 108,650 | +5.1 |
| 1004 | A | UT | Aberdeen Tunnel | Toll Plaza | North Portal | 58,620 | 61,920 | +5.6 |
| 1005 | A | PD | Pok Fu Lam Rd | Sassoon Rd | Chi Fu Rd | 21,170 | 22,030 | +4.1 |
| 1006 | A | PD | Connaught Rd W | Water St | Eastern St | 47,400 | 48,150 | +1.6 |
| 1007 | A | PD | Queensway | Rodney St | Queen's Rd E | 51,780 | 56,220 | +8.6 |
| 1008 | A | PD | King's Rd | North Point Rd | Tong Shui Rd | 26,740 | 27,520 | +2.9 |
| 1009 | A | PD | Chai Wan Rd | Island Eastern Corridor Approach | Tai Tam Rd | 21,560 | 22,100 | +2.5 |
| 1010 | A | PD | Wong Chuk Hang Rd | Nam Long Shan Rd | Nam Fung Rd | 61,290 | 62,160 | +1.4 |
| 1011 | A | PD | Repulse Bay Rd & Stanley Gap Rd | South Bay Rd | Tai Tam Rd | 14,930 | 15,230 | +2.0 |
| 1012 | A | DD | Belcher's St | Sands St | Queen's Rd W | 7,650 | 7,000 | -8.5 |
| 1013 | A | DD | Caine Rd | Seymour Rd | Aberdeen St | 8,580 | 8,800 | +2.5 |
| 1014 | A | DD | Peak Rd | Mt. Austin Rd | Magazine Gap Rd | 10,430 | 10,630 | +1.9 |
| 1015 | A | DD | Stubbs Rd | Queen's Rd E | Stubbs Rd FO <H119> northern end | 14,930 | 15,290 | +2.4 |
| 1016 | A | DD | Sing Woo Rd | Wong Nai Chung Rd | Blue Pool Rd | 16,940 | 16,810 | -0.8 |
| 1017 | A | DD | Ap Lei Chau Bridge & Ap Lei Chau Bridge Rd | Wong Chuk Hang Rd | Ap Lei Chau Est | 31,820 | 32,960 | +3.6 |
| 1018 | A | DD | Shek O Rd | Tai Tam Rd | Shek O Village | 4,010 | 3,840 | -4.1 |
| 1019 | A | LD | Hollywood Rd | Queen's Rd W | Ladder St | 7,490 | 7,360 | -1.7 |
| 1020 | A | LD | Lockhart Rd | Arsenal St | Percival St | 15,400 | 15,950 | +3.6 |
| 1021 | A | PD | Tai Tam Rd | Chai Wan Rd | Shek O Rd | 10,440 | 10,610 | +1.6 |
| 1022 | A | UT | Cross Harbour Tunnel | Toll Plaza | South Portal | 105,620 | 106,900 | +1.2 |
| 1023 | A | PD | Tai Tam Rd | Red Hill Rd | Shek O Rd | 8,230 | 8,530 | +3.6 |
| 1024 | A | DD | Tai Hang Rd | Ka Ning Path | Lai Tak Tsuen Rd | 24,170 | 24,880 | +2.9 |
| 1025 | A | UT | Eastern Harbour Crossing | Kai Tin Rd | Island Eastern Corridor | 72,840 | 75,760 | +4.0 |
| 1026 | A | UT | Western Harbour Crossing | Toll Plaza | South Portal | 50,770 | 68,560 | +35.0 |
| 1027 | A | PD | Shing Sai Rd | Sai Cheung St N | New Praya, Kennedy Town | 23,120 | 24,510 | +6.0 |
| 1028 | A | UT | Gloucester Rd | Arsenal St | Cross Harbour Tunnel S. INT | 112,860 | 122,320 | +8.4 |
| 1029 | A | PD | Hennessy Rd | Luard Rd | Fleming Rd | 27,560 | 28,080 | +1.9 |
| 1030 | A | UT | Connaught Rd C & underpass | Pedder St | Cotton Tree Drive | 94,390 | 102,110 | +8.2 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---|----------------------------|----------------------------|----------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 1031 | A | UT | Central-Wanchai Bypass – Central Section | CWB western end portal | Wan Chai Exit | 33,140 | 38,450 | +16.0 |
| 1032 | A | UT | Central-Wanchai Bypass – Causeway Bay Section | Wan Chai Exit | merging point to IEC | 36,930 | 42,070 | +13.9 |
| 1101 | A | LD | Mount Butler Rd | Tai Hang Rd | End | 3,350 | 3,370 | +0.6 |
| 1102 | A | LD | Cheung Lee St | Hong Man St | Kut Shing St | 4,230 | 4,330 | +2.4 |
| 1103 | A | LD | Stanley Village Rd | Tai Tam Rd | Stanley New St | 10,420 | 10,480 | +0.5 |
| 1104 | A | LD | Wing Lok St | Des Voeux Rd W | Bonham Strand | 3,450 | 3,340 | -3.1 |
| 1105 | A | LD | Conduit Rd | Kotewall Rd | Glenealy | 13,000 | 13,440 | +3.4 |
| 1107 | A | LD | Tung Lo Wan Rd | Causeway Rd | Moreton Terrace | 16,180 | 16,350 | +1.1 |
| 1108 | A | LD | Justice Drive | Queensway | Supreme Court Rd | 17,920 | 20,780 | +16.0 |
| 1109 | A | LD | Ocean Park Rd | Wong Chuk Hang Rd | Ocean Park | 16,300 | 16,840 | +3.4 |
| 1202 | C | EX | Island Eastern Corridor | Healthy St INT western end | Healthy St INT eastern end | 83,180 * | 83,610 | +0.5 |
| 1203 | C | UT | Island Eastern Corridor up-ramp W-B | King's Rd | Healthy St INT western end | 11,900 * | 12,580 | +5.7 |
| 1204 | C | PD | Shek Pai Wan Rd | Victoria Rd | Wah Fu Rd | 30,680 * | 33,290 | +8.5 |
| 1205 | C | PD | Hill Rd FO <H114> | Pok Fu Lam Rd | Connaught Rd W | 14,440 * | 16,330 | +13.1 |
| 1206 | C | PD | Queen's Rd W | Eastern St | Western St | 6,280 * | 6,620 | +5.4 |
| 1207 | C | PD | Connaught Rd Central and West (GL) | Queen St | Cleverly St | 29,320 * | 29,960 | +2.2 |
| 1208 | C | PD | Connaught Rd C | Gilman St | Queen Victoria St | 81,690 * | 85,120 | +4.2 |
| 1209 | C | PD | Garden Rd | Cotton Tree Drive | Upper Albert Rd | 21,950 * | 24,540 | +11.8 |
| 1210 | C | PD | Hennessy Rd | Johnston Rd | Fenwick St | 25,670 * | 26,740 | +4.2 |
| 1211 | C | PD | Hennessy Rd | Stewart Rd | Tin Lok Lane | 18,260 * | 20,430 | +11.9 |
| 1212 | C | PD | Irving St & Pennington St | Leighton Rd | Yee Wo St | 11,690 * | 10,590 | -9.4 |
| 1213 | C | PD | Causeway Rd | Tung Lo Wan Rd | Shelter St | 29,010 * | 29,000 | 0.0 |
| 1214 | C | PD | King's Rd | Fortress Hill Rd | North Point Rd | 24,050 * | 21,410 | -11.0 |
| 1215 | C | PD | Causeway Bay FO <H225> S-B | Victoria Park Rd E-B | Gloucester Rd | 10,740 * | 10,630 | -1.0 |
| 1216 | C | PD | Gordon Rd | Hing Fat St | Electric Rd | 23,420 * | 25,150 | +7.4 |
| 1217 | C | PD | Tong Shui Rd & FO <H127> | Island Eastern Corridor | Chun Yeung St | 8,210 * | 9,270 | +12.9 |
| 1218 | C | PD | Island Eastern Corridor down-ramp E-B | Healthy St INT western end | Java Rd | 8,840 * | 9,780 | +10.7 |
| 1219 | C | PD | King's Rd | Java Rd | Greig Rd | 27,020 * | 26,420 | -2.2 |
| 1220 | C | PD | Chai Wan Rd | Tai Tam Rd | Wan Tsui Rd | 17,590 * | 18,590 | +5.7 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|------------------------------|--------------------------------|----------------------------------|----------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 1221 | C | PD | Shek Pai Wan Rd | Wah Fu Rd | Aberdeen Praya Rd | 41,020 * | 41,180 | +0.4 |
| 1222 | C | PD | Aberdeen Praya Rd | Shek Pai Wan Rd | Aberdeen Main Rd | 46,470 * | 45,870 | -1.3 |
| 1223 | C | PD | Wong Chuk Hang Rd | Nam Fung Rd | Shouson Hill Rd eastern junction | 15,930 * | 20,140 | +26.4 |
| 1225 | C | DD | Queen's Rd W | Des Voeux Rd W | Hill Rd | 5,810 * | 6,540 | +12.6 |
| 1226 | C | DD | Queen's Rd W | Hill Rd | Water St | 6,920 * | 7,520 | +8.7 |
| 1227 | C | DD | Queen's Rd W | Water St | Pok Fu Lam Rd | 5,870 * | 5,030 | -14.2 |
| 1228 | C | DD | Bonham Rd | Park Rd | Seymour Rd | 7,490 * | 6,650 | -11.2 |
| 1229 | C | DD | Caine Rd | Aberdeen St | Arbuthnot Rd | 9,220 * | 10,500 | +13.9 |
| 1230 | C | DD | Queen Victoria St | Des Voeux Rd C | Queen's Rd C | 2,690 * | 2,790 | +3.8 |
| 1231 | C | DD | Jubilee St | Des Voeux Rd C | Queen's Rd C | 6,280 * | 5,590 | -11.0 |
| 1232 | C | DD | Johnston Rd | Fleming Rd | Hennessy Rd | 3,060 * | 3,220 | +5.1 |
| 1233 | C | DD | Queen's Rd E | Queensway | Kennedy Rd | 16,600 * | 15,310 | -7.8 |
| 1234 | C | DD | Wong Nai Chung Rd | Sing Woo Rd | Broadwood Rd | 11,510 * | 11,160 | -3.0 |
| 1235 | C | DD | Percival St | Gloucester Rd | Hennessy Rd | 10,870 * | 11,930 | +9.7 |
| 1236 | C | DD | Tin Hau Temple Rd | Causeway Rd | New Eastern Terrace | 7,810 * | 9,270 | +18.7 |
| 1237 | C | DD | Cloud View Rd | Tin Hau Temple Rd | Yee King Rd | 8,950 * | 9,910 | +10.6 |
| 1238 | C | DD | Tai Hang Rd | Wong Nai Chung Gap Rd | Blue Pool Rd | 15,300 * | 17,810 | +16.5 |
| 1239 | C | DD | Electric Rd & Lau Sin St | Wing Hing St | Hing Fat St | 8,370 * | 9,870 | +17.9 |
| 1240 | C | DD | Canal Rd E | Hennessy Rd | Sharp St E | 1,320 * | 1,450 | +9.8 |
| 1241 | C | DD | Canal Rd W | Hennessy Rd | Sharp St W | 3,080 * | 3,550 | +15.4 |
| 1242 | C | DD | Java Rd | Tin Chiu St | Healthy St W | 14,380 * | 16,410 | +14.1 |
| 1243 | C | DD | Taikoo Wan Rd & Tai Wing Ave | IEC access rd to Taikoo Wan Rd | Taikoo Shing Rd | 9,960 * | 10,470 | +5.1 |
| 1244 | C | DD | Aberdeen Main Rd | Aberdeen Praya Rd | Aberdeen Reservoir Rd | 9,760 * | 10,270 | +5.2 |
| 1245 | C | DD | Repulse Bay Rd | Wong Nai Chung Gap Rd | Island Rd | 8,080 * | 8,030 | -0.7 |
| 1246 | C | DD | Wah Fu Rd | Shek Pai Wan Rd | Wah Cheung St | 8,830 * | 9,820 | +11.2 |
| 1247 | C | LD | Smithfield & Pokfield Rd | Belcher's St | Pok Fu Lam Rd | 12,780 * | 14,920 | +16.7 |
| 1248 | C | LD | Queen St | Des Voeux Rd C | Queen's Rd W | 4,320 * | 4,670 | +8.0 |
| 1249 | C | LD | Arbuthnot Rd | Hollywood Rd | Caine Rd | 9,260 * | 8,320 | -10.2 |
| 1250 | C | LD | Tin Chiu St | Java Rd | King's Rd | 3,800 * | 3,970 | +4.5 |
| 1251 | C | PD | Tonnochy Rd FO <H171> | Tonnochy Rd | Gloucester Rd | 14,390 * | 16,320 | +13.4 |
| 1252 | C | UT | Harcourt Rd <FO> | Tamar St | End | 89,290 * | 93,340 | +4.5 |
| 1253 | C | DD | Sports Rd | Wong Nai Chung Rd | Morrison Hill Rd | 11,520 * | 13,640 | +18.4 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---------------------------------------|--|----------------------------------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 1254 | C | DD | Chai Wan Rd | Wing Tai Rd | Sun Yip St | 20,600 * | 22,870 | +11.0 |
| 1255 | C | LD | Carmel Rd & Cape Rd | Stanley Village Rd | Chung Hom Kok Rd | 6,610 * | 6,520 | -1.4 |
| 1256 | C | LD | Wing Tai Rd <FO> | Chai Wan Rd | Wing Tai Rd nr Tsui Wan Est | 27,200 * | 36,380 | +33.8 |
| 1257 | C | LD | Tim Wa Avenue | Harcourt Rd | Lung Wo Rd | 13,740 * | 15,400 | +12.1 |
| 1258 | C | PD | Island Eastern Corridor <H128A> | Healthy St W | Hoi Yu St | - | 35,030 | - |
| 1402 | C | UT | Island Eastern Corridor up-ramp E-B | Java Rd | Island Eastern Corridor | 14,160 * | 14,890 * | +5.1 |
| 1403 | C | UT | Island Eastern Corridor FO <H148> | Island Eastern Corridor Link FO <H158> | Tai Hong St | 25,210 * | 26,510 * | +5.1 |
| 1404 | C | EX | Island Eastern Corridor | Island Eastern Corridor Link FO <H158> | Sun Sing St | 78,400 * | 82,440 * | +5.1 |
| 1405 | C | PD | Pok Fu Lam Rd | Chi Fu Rd | Victoria Rd | 25,610 * | 26,360 * | +2.9 |
| 1406 | C | PD | Pok Fu Lam Rd | Hill Rd FO <H114> | Bonham Rd | 20,340 * | 20,930 * | +2.9 |
| 1407 | C | PD | Connaught Rd W | Sutherland St | Eastern St | 41,760 * | 44,050 * | +5.5 |
| 1408 | C | PD | Queen's Rd W | Possession St | Queen St | 8,190 * | 8,640 * | +5.5 |
| 1409 | C | PD | Connaught Rd C & underpass | Queen Victoria St | Pedder St | 91,770 * | 96,810 * | +5.5 |
| 1410 | C | PD | Garden Rd | Magazine Gap Rd | Cotton Tree Drive | 45,540 * | 46,870 * | +2.9 |
| 1411 | C | PD | Cotton Tree Drive | Queensway | Connaught Rd C | 37,640 * | 39,710 * | +5.5 |
| 1412 | C | PD | Arsenal St FO <H70> & GL | Queensway | Gloucester Rd E-B | 26,320 * | 27,760 * | +5.5 |
| 1413 | C | PD | Hennessy Rd | Tin Lok Lane | Canal Rd FO <H110> | 16,750 * | 17,670 * | +5.5 |
| 1414 | C | PD | Leighton Rd | Tung Lo Wan Rd | Irving St | 20,980 * | 21,590 * | +2.9 |
| 1415 | C | PD | Causeway Rd | Hing Fat St | Tin Hau Temple Rd | 22,350 * | 23,000 * | +2.9 |
| 1416 | C | PD | Wing Hing St | Hing Fat St | Electric Rd | 10,600 * | 10,900 * | +2.9 |
| 1417 | C | PD | Tong Shui Rd (GL) | West Embankment | Java Rd | 11,720 * | 12,060 * | +2.9 |
| 1418 | C | PD | King's Rd | Tong Shui Rd | Tin Chiu St | 23,510 * | 24,190 * | +2.9 |
| 1419 | C | PD | Island Eastern Corridor down-ramp W-B | Island Eastern Corridor | Java Rd | 16,750 * | 17,240 * | +2.9 |
| 1420 | C | PD | Chai Wan Rd | Wan Tsui Rd | Wing Tai Rd | 18,160 * | 18,690 * | +2.9 |
| 1421 | C | PD | Island Eastern Corridor slip rd W-B | Sun Sing St | Nam On Lane | 8,450 * | 8,690 * | +2.9 |
| 1422 | C | PD | Island Eastern Corridor | Aldrich Bay Rd | Chai Wan Rd | 16,030 * | 16,500 * | +2.9 |
| 1423 | C | PD | Island Rd | Deep Water Bay Rd | Shouson Hill Rd eastern junction | 23,090 * | 23,610 * | +2.3 |
| 1424 | C | PD | Aberdeen Praya Rd | Shek Pai Wan Rd | Shek Pai Wan Rd | 28,090 * | 28,910 * | +2.9 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--|-----------------------|---|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 1425 | C | DD | Victoria Rd | Pok Fu Lam Rd | Baguio Villas access rd | 9,450 * | 9,660 * | +2.2 |
| 1426 | C | DD | Des Voeux Rd W | Belcher's St | Hill Rd | 7,120 * | 7,470 * | +4.9 |
| 1427 | C | DD | Third St & Water St | Pok Fu Lam Rd | Queen's Rd W | 6,520 * | 6,670 * | +2.2 |
| 1428 | C | DD | Bonham Rd | Pok Fu Lam Rd | Park Rd | 12,780 * | 13,060 * | +2.2 |
| 1429 | C | DD | Park Rd & Robinson Rd | Bonham Rd | Castle Rd | 10,370 * | 10,600 * | +2.2 |
| 1430 | C | DD | Robinson Rd | Seymour Rd | Cotton Tree Drive | 19,160 * | 19,580 * | +2.2 |
| 1431 | C | DD | Queen Victoria St | Des Voeux Rd C | Connaught Rd C | 5,240 * | 5,490 * | +4.9 |
| 1432 | C | DD | Jubilee St | Des Voeux Rd C | Connaught Rd C | 7,300 * | 7,660 * | +4.9 |
| 1433 | C | DD | Fleming Rd | Johnston Rd | Convention Ave | 13,620 * | 14,290 * | +4.9 |
| 1434 | C | DD | Queen's Rd E | Kennedy Rd | Stubbs Rd | 28,780 * | 30,200 * | +4.9 |
| 1435 | C | DD | Wong Nai Chung Rd | Leighton Rd | Sports Rd | 5,340 * | 5,460 * | +2.2 |
| 1436 | C | DD | Percival St | Hennessy Rd | Leighton Rd | 11,760 * | 12,340 * | +4.9 |
| 1437 | C | DD | Tin Hau Temple Rd | New Eastern Terrace | Fortress Hill Rd | 7,040 * | 7,200 * | +2.2 |
| 1438 | C | DD | Tung Lo Wan Rd & Tai Hang Rd | Causeway Rd | Ka Ning Path | 9,740 * | 9,950 * | +2.2 |
| 1439 | C | DD | Hing Fat St | Causeway Rd | Lau Sin St | 21,020 * | 21,480 * | +2.2 |
| 1440 | C | DD | Electric Rd | Gordon Rd | Wing Hing St | 5,260 * | 5,380 * | +2.2 |
| 1441 | C | DD | Java Rd | Healthy St W | Island Eastern Corridor down-ramp E-B | 9,620 * | 9,840 * | +2.2 |
| 1442 | C | DD | Taikoo Shing Rd | Tai Yue Ave | Tai Wing Ave | 14,430 * | 14,740 * | +2.2 |
| 1443 | C | DD | Aberdeen Main Rd | Aberdeen Reservoir Rd | Aberdeen Praya Rd | 21,880 * | 22,360 * | +2.2 |
| 1444 | C | PD | Island Eastern Corridor Link FO <H158> | Hong On St | Ramps to & from Island Eastern Corridor | 12,170 * | 12,520 * | +2.9 |
| 1445 | C | DD | Victoria Rd | Sassoon Rd | Baguio Villas access rd | 8,370 * | 8,550 * | +2.2 |
| 1446 | C | DD | Island Eastern Corridor | Wan Tsui Rd RA | Wing Tai Rd INT | 17,970 * | 18,360 * | +2.2 |
| 1447 | C | DD | Western St | Des Voeux Rd W | Connaught Rd W | 15,090 * | 15,830 * | +4.9 |
| 1448 | C | DD | Victoria Rd | Mount Davis Rd | Sassoon Rd | 5,270 * | 5,380 * | +2.2 |
| 1449 | C | DD | Harbour Rd | Fleming Rd | Tonnochy Rd | 15,270 * | 16,020 * | +4.9 |
| 1450 | C | DD | Tonnochy Rd | Hung Hing Rd | Gloucester Rd | 16,670 * | 17,490 * | +4.9 |
| 1451 | C | DD | Hung Hing Rd | Tonnochy Rd | Hung Hing Rd FO <H159> | 18,350 * | 19,260 * | +4.9 |
| 1452 | C | PD | Hung Hing Rd FO <H159> | Hung Hing Rd | Victoria Park Rd | 13,400 * | 14,130 * | +5.5 |
| 1453 | C | DD | Blue Pool Rd | Sing Woo Rd | Tai Hang Rd | 12,520 * | 12,800 * | +2.2 |
| 1454 | C | LD | Hollywood Rd | Wyndham St | Ladder St | 9,730 * | 10,210 * | +4.9 |
| 1455 | C | LD | Wyndham St | Lower Albert Rd | Arbuthnot Rd | 14,060 * | 14,750 * | +4.9 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--|--|----------------------------------|----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 1456 | C | LD | Shing Tai Rd | Wing Tai Rd INT | Shun Tai Rd | 11,690 * | 11,950 * | +2.2 |
| 1457 | C | LD | Lower Albert Rd | Glenealy | Garden Rd | 6,060 * | 6,360 * | +4.9 |
| 1458 | C | LD | Tonnochy Rd | Gloucester Rd | Hennessy Rd | 3,980 * | 4,180 * | +4.9 |
| 1459 | C | LD | Fenwick St | Hennessy Rd | Gloucester Rd | 10,700 * | 11,230 * | +4.9 |
| 1460 | C | LD | Morrison St | Queen's Rd C | Des Voeux Rd C | 9,480 * | 9,940 * | +4.9 |
| 1461 | C | UT | Island Eastern Corridor up-ramp | Hing Fat St | Island Eastern Corridor | 13,240 * | 13,920 * | +5.1 |
| 1462 | C | PD | Island Eastern Corridor down-ramp | Island Eastern Corridor | Hing Fat St | 11,880 * | 12,230 * | +2.9 |
| 1463 | C | DD | King's Rd FO <H162> | King's Rd | Hong On St | 4,840 * | 4,950 * | +2.2 |
| 1464 | C | PD | Harcourt Rd <FO> ramp to Cotton Tree Drive | Harcourt Rd <FO> | Lambeth Walk | 20,420 * | 21,540 * | +5.5 |
| 1601 | C | UT | Harcourt Rd | Cotton Tree Drive | Tamar St | 94,800 * | 100,000 * | +5.5 |
| 1602 | C | EX | Island Eastern Corridor | Aldrich Bay Rd approaching Shau Kei Wan Rd | Chai Wan Rd slip rd to I.E.C. | 59,590 * | 62,650 * | +5.1 |
| 1603 | C | PD | Pok Fu Lam Rd | Sassoon Rd | Bisney Rd | 38,070 * | 39,180 * | +2.9 |
| 1604 | C | PD | Pok Fu Lam Rd | Second St | Hill Rd | 10,020 * | 10,320 * | +2.9 |
| 1605 | C | PD | Queen's Rd W | Hollywood Rd | Eastern St | 7,620 * | 8,040 * | +5.5 |
| 1606 | C | PD | Queen's Rd C | Wyndham St | D'Aguilar St | 14,800 * | 15,610 * | +5.5 |
| 1607 | C | PD | Queen's Rd C | Ice House St | Wyndham St | 19,870 * | 20,960 * | +5.5 |
| 1608 | C | PD | Cotton Tree Drive | Garden Rd | Kennedy Rd slip rd | 40,040 * | 41,210 * | +2.9 |
| 1609 | C | PD | Hennessy Rd | Fenwick St | Luard Rd | 17,060 * | 18,000 * | +5.5 |
| 1610 | C | PD | Hennessy Rd | Canal Rd FO <H110> | Percival St | 16,430 * | 17,340 * | +5.5 |
| 1611 | C | PD | Wing Hing St | Electric Rd | King's Rd | 12,330 * | 12,690 * | +2.9 |
| 1612 | C | PD | Tai Hang Rd FO <H134> | St. John Ambulance Brigade Headquarters | Ramp to Tung Lo Wan Rd | 16,930 * | 17,430 * | +2.9 |
| 1613 | C | PD | Man Hong St | Java Rd | King's Rd | 24,680 * | 25,390 * | +2.9 |
| 1614 | C | PD | Shau Kei Wan Rd | Taikoo Shing Rd | Tai Hong St | 22,500 * | 23,150 * | +2.9 |
| 1615 | C | PD | Chai Wan Rd | Church St | Island Eastern Corridor Approach | 9,900 * | 10,190 * | +2.9 |
| 1616 | C | PD | Nam On Lane | Shau Kei Wan Rd | Nam On St | 5,890 * | 6,060 * | +2.9 |
| 1617 | C | PD | Aberdeen Praya Rd | Aberdeen Main Rd | Aberdeen Main Rd | 45,710 * | 47,040 * | +2.9 |
| 1618 | C | PD | Island Rd | Deep Water Bay Rd | Repulse Bay Rd | 23,420 * | 23,940 * | +2.3 |
| 1619 | C | DD | Sassoon Rd | Victoria Rd | Pok Fu Lam Rd | 11,560 * | 11,810 * | +2.2 |
| 1620 | C | DD | Hill Rd | Queen's Rd W | Des Voeux Rd W | 2,890 * | 3,030 * | +4.9 |
| 1621 | C | DD | Water St | Des Voeux Rd W | Queen's Rd W | 6,690 * | 7,020 * | +4.9 |
| 1622 | C | DD | Western St | Des Voeux Rd W | Queen's Rd W | 13,920 * | 14,610 * | +4.9 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--|---------------------------------------|--------------------------------|----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 1623 | C | DD | Des Voeux Rd W | Connaught Rd C | Queen St | 10,980 * | 11,520 * | +4.9 |
| 1624 | C | DD | Upper Albert Rd | Caine Rd | Albany Rd | 16,540 * | 16,910 * | +2.2 |
| 1625 | C | DD | Pedder St | Des Voeux Rd C | Queen's Rd C | 13,590 * | 14,260 * | +4.9 |
| 1626 | C | DD | Whitty St | Des Voeux Rd W | Queen's Rd W | 2,410 * | 2,530 * | +4.9 |
| 1627 | C | DD | Wan Chai Rd | Johnston Rd | Morrison Hill Rd | 12,580 * | 13,200 * | +4.9 |
| 1628 | C | DD | Queen's Rd E | Stubbs Rd | Wong Nai Chung Rd | 37,740 * | 38,570 * | +2.2 |
| 1629 | C | DD | Peak Rd | Magazine Gap Rd | Wan Chai Gap Rd | 8,710 * | 8,810 * | +1.1 |
| 1630 | C | DD | Morrison Hill Rd | Leighton Rd | Queen's Rd E | 64,030 * | 65,440 * | +2.2 |
| 1631 | C | DD | Leighton Rd | Morrison Hill Rd | Canal Rd E | 41,030 * | 41,930 * | +2.2 |
| 1632 | C | DD | Tin Hau Temple Rd | Fortress Hill Rd | Pak Fuk Rd | 10,940 * | 11,180 * | +2.2 |
| 1633 | C | DD | Electric Rd | Gordon Rd | Power St | 13,050 * | 13,340 * | +2.2 |
| 1634 | C | DD | Java Rd | North Point Rd | Tong Shui Rd | 15,960 * | 16,310 * | +2.2 |
| 1635 | C | DD | Java Rd | Island Eastern Corridor down-ramp E-B | King's Rd | 19,410 * | 19,830 * | +2.2 |
| 1636 | C | DD | Taikoo Shing Rd | Tai Wing Ave | King's Rd | 8,160 * | 8,340 * | +2.2 |
| 1637 | C | DD | Nam Fung Rd | Wong Chuk Hang Rd | Deep Water Bay Rd | 12,320 * | 12,460 * | +1.1 |
| 1638 | C | LD | Seymour Rd | Bonham Rd | Castle Rd | 3,620 * | 3,700 * | +2.2 |
| 1639 | C | LD | Cloud View Rd | Yee King Rd | Braemar Hill Rd | 7,620 * | 7,790 * | +2.2 |
| 1640 | C | DD | Kornhill Rd | Hong On St | King's Rd | 13,760 * | 14,060 * | +2.2 |
| 1642 | C | PD | Island Eastern Corridor slip rd | Wing Tai Rd | Wing Tai Rd | 34,930 * | 35,950 * | +2.9 |
| 1643 | C | LD | Kotewall Rd | Po Shan Rd | Robinson Rd | 3,230 * | 3,300 * | +2.2 |
| 1644 | C | LD | Cyberport Rd | Victoria Rd | Sha Wan Drive | 14,140 * | 14,450 * | +2.2 |
| 1646 | C | PD | Island Eastern Corridor <H220> & <HU5> | Island Eastern Corridor <HU5> | Island Eastern Corridor <H220> | 2,800 * | 2,880 * | +2.9 |
| 1647 | C | DD | Man Yiu St | Man Kwong St | Harbour View St | 18,440 * | 19,350 * | +4.9 |
| 1801 | C | UT | Victoria Park Rd (GL) | Island Eastern Corridor | Hing Fat St | 16,510 | 17,360 * | +5.1 |
| 1802 | C | UT | Tsing Fung St FO <H74> | King's Rd | Victoria Park Rd | 9,860 | 10,370 * | +5.1 |
| 1803 | C | EX | Island Eastern Corridor | Victoria Park Rd | Hing Fat St INT | 78,490 | 82,530 * | +5.1 |
| 1804 | C | EX | Island Eastern Corridor | Hing Fat St INT | Tong Shui Rd INT | 138,470 | 145,600 * | +5.1 |
| 1805 | C | EX | Island Eastern Corridor | Tong Shui Rd INT | Healthy St INT | 120,000 | 126,180 * | +5.1 |
| 1806 | C | EX | Island Eastern Corridor up-ramp W-B | Tong Shui Rd | Island Eastern Corridor W-B | 8,620 | 9,060 * | +5.1 |
| 1807 | C | EX | Island Eastern Corridor | Taikoo Shing INT western end | Taikoo Shing INT eastern end | 93,340 | 98,140 * | +5.1 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--|------------------------------|--|---------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 1808 | C | UT | Island Eastern Corridor slip rd W-B | Taikoo Wan Rd access rd | Taikoo Shing INT western end | 6,910 | 7,270 * | +5.1 |
| 1809 | C | UT | Island Eastern Corridor up-ramp E-B | Taikoo Wan Rd access rd | Taikoo Shing INT eastern end | 4,200 | 4,420 * | +5.1 |
| 1810 | C | EX | Island Eastern Corridor | Taikoo Shing INT eastern end | Island Eastern Corridor Link FO <H158> | 105,900 | 111,350 * | +5.1 |
| 1811 | C | PD | Pok Fu Lam Rd | Mount Davis Rd | Bisney Rd | 39,710 | 40,860 * | +2.9 |
| 1812 | C | PD | Pok Fu Lam Rd | Queen's Rd W | Second St | 9,390 | 9,660 * | +2.9 |
| 1813 | C | PD | Queen's Rd W | Queen St | Hollywood Rd | 16,380 | 17,280 * | +5.5 |
| 1814 | C | PD | Queen's Rd C | D'Aguilar St | Queen Victoria St | 8,620 | 9,090 * | +5.5 |
| 1815 | C | PD | Queen's Rd C | Des Voeux Rd C | Ice House St | 19,940 | 21,040 * | +5.5 |
| 1816 | C | PD | Queensway | Des Voeux Rd C | Cotton Tree Drive | 35,320 | 37,260 * | +5.5 |
| 1817 | C | PD | Queensway | Queen's Rd E | Arsenal St | 37,380 | 39,430 * | +5.5 |
| 1819 | C | PD | Hennessy Rd & Yee Wo St | Percival St | Pennington St | 16,980 | 17,910 * | +5.5 |
| 1820 | C | PD | King's Rd | Tin Hau Temple Rd | Mercury St | 29,650 | 30,510 * | +2.9 |
| 1821 | C | PD | Tai Hang Rd FO <H134> | Gloucester Rd | Ramp to Tung Lo Wan Rd | 23,490 | 24,170 * | +2.9 |
| 1822 | C | PD | Gloucester Rd | Great George St | Causeway Rd | 3,190 | 3,360 * | +5.5 |
| 1823 | C | PD | Gloucester Rd | Kingston St | Great George St | 14,540 | 15,340 * | +5.5 |
| 1824 | C | PD | Island Eastern Corridor down-ramp E-B | Island Eastern Corridor E-B | Tong Shui Rd FO <H127> northern end | 10,230 | 10,530 * | +2.9 |
| 1825 | C | PD | Tong Shui Rd | Chun Yeung St | King's Rd | 8,960 | 9,220 * | +2.9 |
| 1826 | C | PD | King's Rd | Tin Chiu St | Healthy St W | 18,010 | 18,540 * | +2.9 |
| 1827 | C | PD | Island Eastern Corridor slip rd E-B | Taikoo Shing INT western end | Access rd to Taikoo Wan Rd | 5,870 | 6,040 * | +2.9 |
| 1828 | C | PD | Island Eastern Corridor slip rd W-B | Taikoo Shing INT eastern end | Access rd to Taikoo Wan Rd | 5,240 | 5,390 * | +2.9 |
| 1829 | C | PD | Island Eastern Corridor access rd to Taikoo Wan Rd | Taikoo Shing INT | Taikoo Wan Rd | 22,220 | 22,870 * | +2.9 |
| 1830 | C | PD | King's Rd | Greig Rd | Taikoo Shing Rd | 18,210 | 18,740 * | +2.9 |
| 1831 | C | PD | Shau Kei Wan Rd | Tai Hong St | Nam On Lane | 12,450 | 12,810 * | +2.9 |
| 1832 | C | PD | Tai Hong St | Shau Kei Wan Rd | Island Eastern Corridor slip rd | 15,670 | 16,130 * | +2.9 |
| 1833 | C | PD | Island Eastern Corridor slip rd E-B | Shau Kei Wan INT western end | Nam On Lane | 7,710 | 7,930 * | +2.9 |
| 1834 | C | PD | Aberdeen Praya Rd | Aberdeen Main Rd | Ap Lei Chau Bridge | 51,730 | 53,230 * | +2.9 |
| 1835 | C | PD | Repulse Bay Rd | Island Rd | South Bay Rd | 21,390 | 21,870 * | +2.3 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---------------------------------|----------------------------------|----------------------------------|--------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 1836 | C | DD | Mount Davis Rd | Victoria Rd | Pok Fu Lam Rd | 2,080 | 2,120 * | +2.2 |
| 1837 | C | DD | Connaught Rd W (GL) | Des Voeux Rd W | Water St | 15,440 | 16,200 * | +4.9 |
| 1838 | C | DD | Water St | Connaught Rd W | Des Voeux Rd W | 7,310 | 7,670 * | +4.9 |
| 1839 | C | DD | Des Voeux Rd W | Western St | Eastern St | 11,040 | 11,580 * | +4.9 |
| 1840 | C | DD | Castle Rd | Seymour Rd | Caine Rd | 3,510 | 3,580 * | +2.2 |
| 1841 | C | DD | Glenealy & Albany Rd | Wyndham St | Upper Albert Rd | 12,620 | 12,900 * | +2.2 |
| 1842 | C | DD | Pedder St | Connaught Rd C | Des Voeux Rd C | 13,130 | 13,780 * | +4.9 |
| 1843 | C | DD | Des Voeux Rd C | Pedder St | Garden Rd | 4,730 | 4,960 * | +4.9 |
| 1844 | C | DD | Johnston Rd | Landale St | Luard Rd | 2,650 | 2,780 * | +4.9 |
| 1845 | C | DD | Tin Lok Lane | Hennessy Rd | Wan Chai Rd | 13,370 | 13,670 * | +2.2 |
| 1846 | C | DD | Kennedy Rd | Garden Rd | MacDonnell Rd | 11,550 | 11,800 * | +2.2 |
| 1847 | C | DD | Leighton Rd | Canal Rd E | Wong Nai Chung Rd | 22,700 | 23,200 * | +2.2 |
| 1848 | C | DD | Stubbs Rd | Stubbs Rd FO <H119> northern end | Stubbs Rd RA | 3,450 | 3,530 * | +2.2 |
| 1849 | C | DD | Stubbs Rd FO <H119> | Stubbs Rd | Wong Nai Chung Gap Rd | 10,410 | 10,530 * | +1.1 |
| 1850 | C | DD | Wong Nai Chung Gap Rd | Stubbs Rd RA | Stubbs Rd FO <H119> southern end | 25,980 | 26,270 * | +1.1 |
| 1851 | C | DD | Power St | Electric Rd | King's Rd | 3,670 | 3,750 * | +2.2 |
| 1852 | C | DD | Tai Hang Rd | Lai Tak Tsuen Rd | Perkins Rd | 9,290 | 9,500 * | +2.2 |
| 1853 | C | PD | Victoria Park Rd entry-ramp W-B | Hing Fat St | Victoria Park Rd W-B | 10,790 | 11,100 * | +2.9 |
| 1854 | C | PD | Hing Fat St | Gordon Rd | Lau Sin St | 18,680 | 19,220 * | +2.9 |
| 1855 | C | DD | Electric Rd & Java Rd | Power St | North Point Rd | 8,380 | 8,560 * | +2.2 |
| 1856 | C | DD | Healthy St W & Pak Fuk Rd | King's Rd | Tin Hau Temple Rd | 9,240 | 9,440 * | +2.2 |
| 1857 | C | DD | Wing Tai Rd | Chai Wan Rd | Shun Tai Rd | 35,130 | 35,900 * | +2.2 |
| 1858 | C | DD | Deep Water Bay Rd | Nam Fung Rd | Wong Nai Chung Gap Rd | 12,610 | 12,750 * | +1.1 |
| 1859 | C | DD | Marsh Rd & FO <H78> | Hung Hing Rd | Lockhart Rd | 11,430 | 12,000 * | +4.9 |
| 1860 | C | LD | Eastern St | Connaught Rd W | Des Voeux Rd W | 8,170 | 8,580 * | +4.9 |
| 1861 | C | LD | Castle Rd | Robinson Rd | Seymour Rd | 4,120 | 4,210 * | +2.2 |
| 1862 | C | LD | Braemar Hill Rd | Tin Hau Temple Rd | Cloud View Rd | 10,330 | 10,560 * | +2.2 |
| 1863 | C | DD | Tonnochy Rd FO <H171> | Gloucester Rd | Tonnochy Rd | 14,910 | 15,650 * | +4.9 |
| 1864 | C | PD | Tai On St | Shau Kei Wan Rd | Hong Cheung St | 11,120 | 11,440 * | +2.9 |
| 1865 | C | DD | Island Eastern Corridor slip rd | Wing Tai Rd | Shun Tai Rd | 9,900 | 10,120 * | +2.2 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|----------------------------------|--|--------------------------|---------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 2001 | C | UT | Gloucester Rd & Victoria Park Rd | Cross Harbour Tunnel S. INT | Houston St | 132,490 | 134,970 | +1.9 |
| 2002 | C | UT | Canal Rd FO <H75 & H110> | Cross Harbour Tunnel S INT | Sharp St E | 98,440 | 102,640 | +4.3 |
| 2003 | C | UT | Canal Rd FO <H110> | Sharp St E | Sports Rd | 70,960 | 72,480 | +2.1 |
| 2004 | C | UT | Canal Rd FO <H110> | Sports Rd | Aberdeen Tunnel N Portal | 43,070 | 40,330 | -6.4 |
| 2005 | C | UT | Aberdeen Tunnel | Wong Chuk Hang Rd | Aberdeen Tunnel Approach | 47,440 | 47,340 | -0.2 |
| 2006 | C | PD | Canal Rd FO <H110> up-ramp N-B | Morrison Hill Rd | Canal Rd FO <H110> N-B | 19,600 | 22,470 | +14.7 |
| 2007 | C | UT | Canal Rd FO <H110> up-ramp S-B | Wong Nai Chung Rd | Aberdeen Tunnel | 8,490 | 9,370 | +10.4 |
| 2008 | C | PD | Canal Rd FO <H73> up-ramp N-B | Canal Rd W | Canal Rd FO <H110> N-B | 13,850 | 15,100 | +9.1 |
| 2009 | C | PD | Pok Fu Lam Rd | Pokfield Rd | Hill Rd FO <H114> | 31,060 | 29,680 | -4.5 |
| 2010 | C | PD | Queen's Rd W | Western St | Pok Fu Lam Rd | 12,270 | 12,570 | +2.4 |
| 2011 | C | PD | Connaught Rd W | Sutherland St | Queen St | 46,380 | 42,300 | -8.8 |
| 2012 | C | PD | Garden Rd | Hong Kong Zoological & Botanical Gardens | 5 Garden Rd | 35,570 | 37,920 | +6.6 |
| 2013 | C | PD | Queensway | Cotton Tree Drive | Rodney St | 63,500 | 63,560 | +0.1 |
| 2014 | C | PD | Hennessy Rd | Arsenal St | Johnston Rd | 22,820 | 26,280 | +15.2 |
| 2015 | C | PD | Hennessy Rd | Fleming Rd | Stewart Rd | 15,190 | 15,760 | +3.8 |
| 2016 | C | PD | Yee Wo St | Pennington St | Tung Lo Wan Rd | 14,820 | 15,870 | +7.1 |
| 2017 | C | PD | King's Rd | Mercury St | Fortress Hill Rd | 19,220 | 18,410 | -4.2 |
| 2018 | C | PD | Gloucester Rd N-B Flyover | Kingston St | Houston St | 10,000 | 12,200 | +22.0 |
| 2019 | C | PD | Hing Fat St | Gordon Rd | Whitfield Rd | 25,070 | 26,040 | +3.9 |
| 2020 | C | PD | King's Rd | Healthy St W | Java Rd | 19,120 | 18,640 | -2.5 |
| 2021 | C | PD | Shau Kei Wan Rd | Nam On Lane | Church St | 8,070 | 9,280 | +15.1 |
| 2022 | C | PD | Wong Chuk Hang Rd | Nam Long Shan Rd | Ap Lei Chau Bridge | 61,960 | 61,680 | -0.5 |
| 2023 | C | PD | Tai Tam Rd | Stanley Gap Rd | Red Hill Rd | 9,100 | 10,750 | +18.1 |
| 2024 | C | PD | Canal Rd FO <H73> down-ramp S-B | Canal Rd FO <H110> S-B | Canal Rd E | 13,620 | 15,060 | +10.5 |
| 2025 | C | DD | Belcher's St | Smithfield | Sands St | 16,860 | 16,250 | -3.6 |
| 2026 | C | DD | Des Voeux Rd W | Hill Rd | Water St | 11,240 | 11,950 | +6.4 |
| 2027 | C | DD | Des Voeux Rd W | Water St | Western St | 9,750 | 9,070 | -6.9 |
| 2028 | C | DD | Des Voeux Rd W | Eastern St | Queen St | 13,350 | 11,120 | -16.7 |
| 2029 | C | DD | Robinson Rd | Castle Rd | Seymour Rd | 14,610 | 14,480 | -0.9 |

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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 2023 as % of 2022 |
|----------|-----------|-----------|----------------------------------|----------------------------------|-------------------------|--------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 2030 | C | DD | Des Voeux Rd C | Queen Victoria St | Pedder St | 13,060 | 17,080 | +30.8 |
| 2031 | C | DD | Upper Albert Rd | Garden Rd | Albany Rd | 19,880 | 24,520 | +23.4 |
| 2032 | C | DD | Johnston Rd | Luard Rd | Fleming Rd | 7,370 | 8,460 | +14.8 |
| 2033 | C | DD | Morrison Hill Rd | Wan Chai Rd | Leighton Rd | 23,590 | 21,510 | -8.8 |
| 2034 | C | DD | Wong Nai Chung Rd | Queen's Rd E | Sing Woo Rd | 27,710 | 29,460 | +6.3 |
| 2035 | C | DD | Leighton Rd | Wong Nai Chung Rd | Percival St | 21,860 | 23,770 | +8.7 |
| 2036 | C | DD | Leighton Rd | Irving St | Percival St | 13,940 | 16,170 | +15.9 |
| 2037 | C | DD | Fortress Hill Rd | King's Rd | Tin Hau Temple Rd | 8,740 | 8,450 | -3.3 |
| 2038 | C | DD | Tai Hang Rd | Perkins Rd | Blue Pool Rd | 11,590 | 12,310 | +6.2 |
| 2039 | C | DD | North Point Rd | Electric Rd | King's Rd | 6,290 | 6,690 | +6.3 |
| 2040 | C | DD | Java Rd | Tong Shui Rd | Tin Chiu St | 15,920 | 15,520 | -2.5 |
| 2041 | C | DD | Tai Yue Ave & Taikoo Wan Rd | Taikoo Shing Rd | IEC slip rd | 10,130 | 10,870 | +7.2 |
| 2042 | C | DD | Taikoo Shing Rd & Westlands Rd | Tai Yue Ave | King's Rd | 8,770 | 9,280 | +5.8 |
| 2043 | C | PD | Canal Rd FO <H110> down-ramp S-B | Canal Rd FO <H110> S-B | Morrison Hill Rd | 11,770 | 13,030 | +10.7 |
| 2044 | C | DD | Canal Rd FO <H110> down-ramp N-B | Aberdeen Tunnel | Wong Nai Chung Rd | 10,750 | 11,620 | +8.1 |
| 2045 | C | LD | Eastern St | Des Voeux Rd W | Queen's Rd W | 9,150 | 9,400 | +2.7 |
| 2046 | C | LD | Seymour Rd | Castle Rd | Robinson Rd | 4,210 | 4,250 | +0.9 |
| 2047 | C | LD | Tong Shui Rd | Java Rd | Chun Yeung St | 9,600 | 9,970 | +3.9 |
| 2048 | C | PD | Fenwick Pier St FO <H170> | Fenwick Pier St | Harcourt Rd | 10,830 | 9,370 | -13.4 |
| 2049 | C | PD | Island Eastern Corridor up-ramp | Shing Tai Rd | Island Eastern Corridor | 36,400 | 36,380 | 0.0 |
| 2050 | C | DD | Wong Nai Chung Rd | Sports Rd | Broadwood Rd | 13,450 | 14,510 | +7.9 |
| 2051 | C | LD | Yiu Hing Rd | Sun Sing St | Wai Hang St | 3,460 | 4,010 | +16.0 |
| 2052 | C | LD | Sun Yip St | Chai Wan Rd | Ka Yip St | 10,900 | 11,240 | +3.1 |
| 2053 | C | LD | Siu Sai Wan Rd | Chai Wan Rd | On Yip St | 22,630 | 19,660 | -13.1 |
| 2054 | C | LD | Wah Chui St | Victoria Rd | Wah King St | 6,620 | 6,330 | -4.4 |
| 2055 | C | LD | Wah Hong St | Victoria Rd | Wah King St | 3,410 | 3,260 | -4.4 |
| 2201 | B | PD | Pok Fu Lam Rd | Pokfield Rd | Mount Davis Rd | 27,060 | 27,830 | +2.8 |
| 2202 | B | DD | Wong Nai Chung Gap Rd | Stubbs Rd FO <H119> southern end | Repulse Bay Rd | 25,190 | 26,420 | +4.9 |
| 2203 | B | DD | Stubbs Rd | Wan Chai Gap Rd | Wong Nai Chung Gap Rd | 10,280 | 10,750 | +4.6 |
| 2204 | B | DD | Yee King Rd & Lai Tak Tsuen Rd | Cloud View Rd | Tai Hang Rd | 9,490 | 9,320 | -1.8 |

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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 2023 as % of 2022 |
|----------|-----------|-----------|----------------------------|-------------------|--|--------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 2205 | B | DD | Magazine Gap Rd | Garden Rd | Peak Rd | 15,790 | 16,590 | +5.1 |
| 2206 | B | DD | Belcher's St & Victoria Rd | Smithfield | Mount Davis Rd | 8,010 | 8,230 | +2.7 |
| 2207 | B | PD | Connaught Rd C | Cleverly St | Gilman St | 28,290 | 29,720 | +5.1 |
| 2208 | B | PD | Queen's Rd C | Queen Victoria St | Bonham Strand | 11,290 | 10,650 | -5.7 |
| 2209 | B | DD | Des Voeux Rd C | Morrison St | Queen Victoria St | 5,050 | 5,230 | +3.5 |
| 2210 | B | DD | Wyndham St | Queen's Rd C | Lower Albert Rd | 3,690 | 3,800 | +3.1 |
| 2211 | B | PD | Garden Rd | Des Voeux Rd C | Upper Albert Rd | 34,780 | 39,020 | +12.2 |
| 2212 | B | PD | Cotton Tree Drive | Queensway | Slip rd to Kennedy Rd | 38,140 | 42,580 | +11.6 |
| 2213 | B | DD | Kennedy Rd | MacDonnell Rd | Queen's Rd E | 9,460 | 9,710 | +2.6 |
| 2214 | B | PD | Causeway Rd | Shelter St | Hing Fat St | 34,190 | 33,940 | -0.7 |
| 2215 | B | EX | Island Eastern Corridor | Mong Lung St | Wing Tai Rd INT | 51,680 | 50,360 | -2.5 |
| 2216 | B | PD | Connaught Rd FO <H173> | Ramp nr Gilman St | The nearest diverging & merging points west of Shun Tak Centre | 71,710 | 76,010 | +6.0 |
| 2217 | B | PD | Lung Wo Rd | Man Yiu St | Lung Hop St | 10,740 | 11,720 | +9.2 |
| 2401 | B | LD | Lin Shing Rd | Wan Tsui Rd | Cape Collinson Rd | 2,340 | 2,500 | +6.8 |
| 2402 | B | LD | Wing Lok St | Morrison St | Des Voeux Rd C | 3,150 | 3,490 | +11.0 |
| 2403 | B | LD | Ice House St | Connaught Rd C | Lower Albert Rd | 10,740 | 10,930 | +1.8 |
| 2404 | B | LD | D'Aguilar St | Queen's Rd C | Wyndham St | 5,600 | 6,320 | +12.8 |
| 2405 | B | LD | Cochrane St | Queen's Rd C | Wellington St | 550 | 520 | -4.6 |
| 2407 | B | DD | Smithfield | Pok Fu Lam Rd | Lung Wah St | 8,890 | 9,940 | +11.8 |
| 2408 | B | DD | Lung Wui Rd | Tim Mei Ave | Lung King St | 6,190 | 6,020 | -2.8 |
| 2601 | C | LD | Aberdeen Reservoir Rd | Aberdeen Main Rd | Country Park | 3,330 | 3,560 | +7.1 |
| 2602 | C | LD | Barker Rd | Old Peak Rd | Peak Rd | 1,350 | 1,310 | -3.6 |
| 2603 | C | LD | Beach Rd | Repulse Bay Rd | South Bay Rd | 3,000 | 3,020 | +0.5 |
| 2604 | C | LD | Bisney Rd | Pok Fu Lam Rd | Consort Rise | 2,760 | 2,950 | +6.8 |
| 2605 | C | LD | Borrett Rd | Kennedy Rd | End | 3,590 | 4,380 | +21.9 |
| 2606 | C | LD | Briar Ave | Blue Pool Rd | Green Lane | 560 | 600 | +6.5 |
| 2607 | C | LD | Cape Collinson Rd | Shek O Rd | Restriction boundary | 770 | 730 | -5.6 |
| 2608 | C | LD | Caroline Hill Rd | Leighton Rd | Yun Ping Rd | 4,890 | 5,330 | +9.1 |
| 2609 | C | LD | Chi Fu Rd | Pok Fu Lam Rd | Pok Fu Lam Rd | 4,920 | 5,000 | +1.6 |
| 2610 | C | LD | Chung Hom Kok Rd | Stanley Gap Rd | End | 1,290 | 1,380 | +7.0 |
| 2612 | C | LD | Deep Water Bay Rd | Nam Fung Rd | Island Rd | 4,940 | 4,700 | -4.9 |
| 2613 | C | LD | Edinburgh Place | Connaught Rd C | Connaught Rd C | 2,700 | 2,990 | +10.8 |

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| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2023 as % of 2022 |
|----------|-----------|-----------|-------------------|-------------------|----------------------|--------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 2614 | C | LD | Fung Yip St | Sheung On St | Sun Yip St | 4,950 | 5,680 | +14.7 |
| 2615 | C | LD | Green Lane | Blue Pool Rd | End | 940 | 890 | -5.4 |
| 2616 | C | LD | Headland Rd | Repulse Bay Rd | End | 1,200 | 1,070 | -10.6 |
| 2617 | C | LD | Heung Yip Rd | Wong Chuk Hang Rd | Ocean Park Rd | 5,350 | 5,200 | -2.6 |
| 2618 | C | LD | Holy Cross Path | Hoi Ning St | Tai Shek St | 2,840 | 2,680 | -5.5 |
| 2620 | C | LD | Ka Yip St | Wing Tai Rd | End | 11,210 | 11,130 | -0.7 |
| 2621 | C | LD | Kingston St | Paterson St | Gloucester Rd | 3,160 | 3,430 | +8.6 |
| 2623 | C | LD | Lee Garden Rd | Hennessy Rd | Hysan Ave | 2,540 | 2,730 | +7.3 |
| 2624 | C | LD | Lung Wah St | Smithfield | End | 1,640 | 1,340 | -18.1 |
| 2625 | C | LD | Marsh Rd | Gloucester Rd | Hennessy Rd | 9,180 | 9,770 | +6.4 |
| 2626 | C | LD | Mong Lung St | Factory St | Po Man St | 4,300 | 5,240 | +21.9 |
| 2627 | C | LD | Mount Kellett Rd | Peak Rd | Homestead Rd | 2,880 | 3,430 | +19.4 |
| 2628 | C | LD | Nam Long Shan Rd | Police School Rd | Restriction boundary | 2,650 | 2,810 | +6.1 |
| 2630 | C | LD | Ormsby St | Tung Lo Wan Rd | Sun Chun St | 480 | 530 | +11.6 |
| 2631 | C | LD | Plantation Rd | Plunkett's Rd | Barker Rd | 1,750 | 2,040 | +16.6 |
| 2632 | C | LD | Pollock's Path | Plantation Rd | End | 240 | 300 | +24.0 |
| 2633 | C | LD | Sai On St | Chengtu Rd | Aberdeen Main Rd | 1,920 | 2,060 | +7.9 |
| 2634 | C | LD | Second St | Water St | Eastern St | 1,240 | 960 | -22.8 |
| 2635 | C | LD | Shan Kwong Rd | Wong Nai Chung Rd | End | 3,790 | 4,230 | +11.6 |
| 2636 | C | LD | Shing On St | Shau Kei Wan Rd | End | 5,140 | 5,400 | +4.9 |
| 2637 | C | LD | Shouson Hill Rd W | Shouson Hill Rd | Restricted boundary | 1,030 | 980 | -4.7 |
| 2638 | C | LD | Shun Fu St | Hong Cheung St | End | 240 | 220 | -7.9 |
| 2639 | C | LD | Smithfield | Pokfield Rd | Lung Wah St | 15,410 | 12,780 | -17.0 |
| 2641 | C | LD | Stone Nullah Lane | Johnston Rd | End | 2,380 | 2,750 | +15.5 |
| 2642 | C | LD | Tin Wan Close | Tin Wan St | End | 700 | 750 | +7.9 |
| 2643 | C | LD | Tsat Tsz Mui Rd | Tin Chiu St | Model Lane | 5,040 | 5,740 | +13.9 |
| 2645 | C | LD | Village Rd | Sing Woo Rd | Shan Kwong Rd | 5,910 | 6,510 | +10.2 |
| 2646 | C | LD | Wan Chai Rd | Johnston Rd | Queen's Rd E | 4,450 | 5,080 | +14.2 |
| 2648 | C | LD | Wong Ma Kok Rd | Tung Tau Wan Rd | Restricted boundary | 3,510 | 3,500 | -0.3 |
| 2649 | C | LD | Yiu Wa St | Canal Rd E | Matheson St | 3,930 | 4,890 | +24.4 |
| 2650 | C | LD | Sheung On St | Chai Wan Rd | Chong Fu Rd | 9,940 | 9,370 | -5.8 |
| 2651 | C | LD | Sheung Ping St | Wing Tai Rd | Sheung On St | 3,420 | 3,380 | -1.1 |
| 2652 | C | LD | Oi Lai St | Tung Hei Rd | Oi Yin St | 8,670 | 9,460 | +9.1 |
| 2653 | C | LD | Oi Shun Rd | Aldrich Bay Rd | Tai On St | 4,570 | 5,000 | +9.5 |
| 2654 | C | LD | Oi Kan Rd | Tai On St | Oi Yin St | 8,760 | 9,580 | +9.4 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--------------------------------|--|--|---------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3001 | A | UT | Princess Margaret Rd | Wylie Rd | Pui Ching Rd | 69,130 | 73,540 | +6.4 |
| 3002 | A | UT | Lung Cheung Rd | Nam Cheong St | Lion Rock Tunnel Rd | 95,560 | 106,080 | +11.0 |
| 3003 | A | UT | Prince Edward Rd E & FO <K10A> | Choi Hung Rd | near King Tai Court | 105,370 | 112,290 | +6.6 |
| 3004 | A | UT | Kai Tak Tunnel | Sung Wong Toi Rd | Kai Cheung Rd | 51,630 | 57,580 | +11.5 |
| 3005 | A | PD | Chatham Rd S | Salisbury Rd | Mody Rd | 14,480 | 15,690 | +8.3 |
| 3006 | A | PD | Nathan Rd | Shantung St | Dundas St | 23,910 | 24,920 | +4.2 |
| 3007 | A | PD | Canton Rd | Austin Rd | Kowloon Park Drive | 52,040 | 62,260 | +19.6 |
| 3008 | A | PD | Lai Chi Kok Rd | Tonkin St | Hing Wah St | 13,930 | 13,520 | -2.9 |
| 3009 | A | PD | Tai Po Rd | Nam Cheong St | Kweilin St | 19,720 | 20,570 | +4.3 |
| 3010 | A | PD | Prince Edward Rd W | La Salle Rd | Waterloo Rd | 36,350 | 41,660 | +14.6 |
| 3011 | A | PD | Shun Lee Tsuen Rd | New Clear Water Bay Rd | Shun King St | 19,890 | 19,040 | -4.2 |
| 3012 | A | PD | Kwun Tong Rd | Ngau Tau Kok Rd | Kwun Tong Rd #330 | 66,620 | 72,610 | +9.0 |
| 3013 | A | DD | Austin Rd | Cox's Rd | Chatham Rd S | 25,350 | 27,690 | +9.2 |
| 3014 | A | DD | Ma Tau Wai Rd & To Kwa Wan Rd | San Lau St & Bailey St | Chi Kiang St | 21,890 | 23,700 | +8.3 |
| 3015 | A | DD | Shanghai St | Lai Chi Kok Rd | Mong Kok Rd | 10,600 | 11,020 | +4.0 |
| 3016 | A | DD | Junction Rd | Nga Tsin Wai Rd | Tung Tau Tsuen Rd | 14,160 | 15,140 | +6.9 |
| 3017 | A | DD | Tonkin St | Cheung Sha Wan Rd | Un Chau St | 17,950 | 19,630 | +9.4 |
| 3018 | A | DD | Hiu Kwong St | Sau Ming Rd | Hip Wo St | 13,890 | 12,870 | -7.4 |
| 3019 | A | DD | Clear Water Bay Rd | New Clear Water Bay Rd northern junction | New Clear Water Bay Rd southern junction | 22,280 | 24,660 | +10.7 |
| 3020 | A | DD | Wai Yip St | Lai Yip St | Hoi Yuen Rd | 26,530 | 28,290 | +6.6 |
| 3021 | A | LD | Mody Rd | Nathan Rd | Chatham Rd S | 12,090 | 12,930 | +6.9 |
| 3022 | A | LD | Sheung Fung St | Shung Wah St | Fung Tak Rd | 10,200 | 11,150 | +9.3 |
| 3023 | A | EX | Kwun Tong Bypass <K77> | Wai Yip St | Cheung Yip St | 95,920 | 112,420 | +17.2 |
| 3024 | A | EX | West Kowloon Highway | Slip rds to & from Lin Cheung Rd & Yau Ma Tei INT N/B ramp | Hing Wah St W | 70,420 | 88,660 | +25.9 |
| 3025 | A | UT | Lin Cheung Rd | Yau Ma Tei INT | Cherry St Underpass | 15,530 | 16,250 | +4.7 |
| 3026 | A | UT | Lin Cheung Rd | Cherry St | Yau Ma Tei INT | 27,630 | 28,800 | +4.2 |
| 3027 | A | PD | Lung Cheung Rd | Hammer Hill Rd | Wong Kuk Ave | 109,390 | 115,030 | +5.2 |
| 3101 | A | LD | Cheung Shun St | Kom Tsun St | Tai Nam West St | 10,440 | 11,320 | +8.5 |
| 3102 | A | LD | Dundas St | Ferry St | Shanghai St | 6,420 | 6,620 | +3.0 |
| 3103 | A | LD | Ko Shan Rd | Pak Kung St | Chi Kiang St | 5,760 | 3,770 | -34.5 |

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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 2023 as % of 2022 |
|----------|-----------|-----------|---------------------------------|--------------------|---------------------|-----------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3104 | A | LD | Kung Lok Rd | Hong Ning Rd | Hong Ning Rd | 4,340 | 4,650 | +7.0 |
| 3105 | A | LD | Tseuk Luk St | Choi Hung Rd | King Fuk St | 7,250 | 7,000 | -3.5 |
| 3106 | A | LD | Tat Chee Ave | Begonia Rd | Cornwall St | 10,810 | 11,920 | +10.3 |
| 3201 | C | UT | Cross Harbour Tunnel N Approach | Toll Plaza | Hong Chong Rd | 97,880 * | 112,580 | +15.0 |
| 3202 | C | UT | Hong Chong Rd | Salisbury Rd | Chatham Rd N | 124,940 * | 146,880 | +17.6 |
| 3203 | C | UT | Kowloon City Rd | Ma Tau Kok Rd | Sung Wong Toi Rd | 8,130 * | 9,960 | +22.5 |
| 3204 | C | UT | Lung Cheung Rd | Waterloo Rd | Fung Mo St | 124,500 * | 128,370 | +3.1 |
| 3205 | C | UT | Ching Cheung Rd | Castle Peak Rd | Tai Po Rd INT | 83,680 * | 110,370 | +31.9 |
| 3206 | C | UT | Kai Fuk Rd | Kai Cheung Rd | Wai Yip St | 64,710 * | 67,930 | +5.0 |
| 3207 | C | LD | Salisbury Rd | Star Ferry | Kowloon Park Drive | 25,520 * | 22,640 | -11.3 |
| 3208 | C | PD | Salisbury Rd | Hong Chong Rd | Science Museum Rd | 2,610 * | 2,210 | -15.3 |
| 3209 | C | PD | Hong Chong Rd | Science Museum Rd | Hong Tai Path | 13,240 * | 16,660 | +25.8 |
| 3210 | C | PD | Hong Chong Rd | Hong Tai Path | Toll Plaza Exit | 23,580 * | 28,640 | +21.4 |
| 3211 | C | PD | Shung Fung Rd | Hong Chong Rd | On Wan Rd | 3,000 * | 2,600 | -13.2 |
| 3212 | C | PD | Chatham Rd N | Wuhu St | Chatham Rd N (GL) | 96,300 * | 98,990 | +2.8 |
| 3213 | C | PD | Nathan Rd | Waterloo Rd | Public Square St | 39,930 * | 46,220 | +15.8 |
| 3214 | C | PD | Canton Rd | Austin Rd | Jordan Rd | 29,260 * | 31,870 | +8.9 |
| 3215 | C | PD | Jordan Rd | Cox's Rd | Gascoigne Rd | 31,590 * | 39,380 | +24.7 |
| 3216 | C | PD | Hong Tat Path | Hong Chong Rd | Cheong Wan Rd | 1,860 * | 2,550 | +36.9 |
| 3217 | C | PD | Hong Tai Path | Hong Chong Rd | Cheong Wan Rd | 13,280 * | 13,850 | +4.4 |
| 3218 | C | PD | Gascoigne Rd | Wylie Rd | Chatham Rd FO <K20> | 20,920 * | 27,070 | +29.4 |
| 3219 | C | PD | Ferry St | Tung Kun St | Waterloo Rd | 25,220 * | 22,910 | -9.2 |
| 3220 | C | PD | Tong Mi Rd | Prince Edward Rd W | Lai Chi Kok Rd | 9,460 * | 9,950 | +5.1 |
| 3221 | C | PD | Argyle St | Tin Kwong Rd | Lomond Rd | 56,600 * | 49,380 | -12.8 |
| 3222 | C | PD | Nathan Rd | Lai Chi Kok Rd | Prince Edward Rd W | 33,510 * | 38,760 | +15.7 |
| 3223 | C | PD | Waterloo Rd | Lancashire Rd | Flint Rd | 78,340 * | 76,920 | -1.8 |
| 3224 | C | PD | Cheung Sha Wan Rd | Poplar St | Boundary St | 28,400 * | 30,650 | +7.9 |
| 3225 | C | PD | Cheung Sha Wan Rd | Tonkin St | Hing Wah St | 22,800 * | 25,250 | +10.7 |
| 3226 | C | PD | Lai Chi Kok Rd (GL) | Prince Edward Rd W | Cedar St | 10,650 * | 13,030 | +22.4 |
| 3227 | C | PD | Lai Chi Kok Rd | Yen Chow St | Tonkin St | 15,360 * | 17,430 | +13.5 |
| 3228 | C | PD | Tai Po Rd | Castle Peak Rd | Kweilin St | 19,120 * | 21,670 | +13.3 |
| 3229 | C | PD | Butterfly Valley Rd | Cheung Sha Wan Rd | Castle Peak Rd | 17,020 * | 18,760 | +10.3 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|-------------------------------------|-------------------------------------|--------------------|----------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3230 | C | PD | Prince Edward Rd W (GL) | Nathan Rd | Fa Yuen St | 24,320 * | 25,240 | +3.8 |
| 3231 | C | PD | Prince Edward Rd W & FO <K11A> | Lomond Rd | La Salle Rd | 33,310 * | 40,410 | +21.3 |
| 3232 | C | PD | Boundary St | Nathan Rd | Sai Yee St | 20,460 * | 16,390 | -19.9 |
| 3233 | C | PD | Boundary St & FO <K11A> | La Salle Rd | Junction Rd | 26,650 * | 28,180 | +5.8 |
| 3234 | C | PD | Kowloon City RA | Ma Tau Chung Rd | Argyle St | 37,780 * | 37,430 | -0.9 |
| 3235 | C | PD | New Clear Water Bay Rd | Clear Water Bay Rd western junction | San Lee St | 35,740 * | 39,740 | +11.2 |
| 3236 | C | PD | Kwun Tong Rd | Kwun Tong Rd underpass western end | Kwun Tong Rd RA | 24,990 * | 26,890 | +7.6 |
| 3237 | C | PD | Lei Yue Mun Rd | Ko Chiu Rd | Kai Tin Rd | 34,380 * | 39,660 | +15.4 |
| 3238 | C | PD | Winslow St & underpass | Gillies Ave | Chatham Rd N | 9,220 * | 9,320 | +1.1 |
| 3239 | C | DD | Shanghai St | Public Square St | Waterloo Rd | 11,280 * | 13,790 | +22.2 |
| 3240 | C | DD | Yim Po Fong St | Shantung St | Argyle St | 20,730 * | 23,230 | +12.1 |
| 3241 | C | DD | Kansu St | Nathan Rd | Canton Rd | 9,720 * | 8,310 | -14.5 |
| 3242 | C | DD | Cheong Wan Rd | Yuk Choi Rd up-ramp | Chatham Rd S | 31,470 * | 33,840 | +7.5 |
| 3243 | C | DD | Cheong Wan Rd | Yuk Choi Rd up-ramp | Hung Hom Station | 19,430 * | 16,600 | -14.6 |
| 3244 | C | DD | Yan Fung St | Chatham Rd N | Fat Kwong St | 1,040 * | 1,310 | +26.5 |
| 3245 | C | DD | To Kwa Wan Rd | Kwei Chow St | Chi Kiang St | 16,620 * | 20,210 | +21.6 |
| 3246 | C | DD | Pui Ching Rd & Sheung Hing St | Princess Margaret Rd | Sheung Shing St | 28,520 * | 36,460 | +27.8 |
| 3247 | C | DD | Mong Kok Rd | Shanghai St | Tong Mi Rd | 12,010 * | 13,210 | +10.0 |
| 3248 | C | DD | Shanghai St | Argyle St | Mong Kok Rd | 11,550 * | 11,650 | +0.9 |
| 3249 | C | DD | Tin Kwong Rd | Ma Tau Wai Rd | Sheung Shing St | 13,430 * | 14,020 | +4.4 |
| 3250 | C | DD | Ma Tau Kok Rd | Kowloon City Rd | To Kwa Wan Rd | 7,030 * | 8,150 | +15.9 |
| 3251 | C | DD | Nam Cheong St | Cheung Sha Wan Rd | Lai Chi Kok Rd | 13,300 * | 14,520 | +9.2 |
| 3252 | C | DD | Nam Cheong St | Cornwall St | Pak Tin St | 9,840 * | 9,110 | -7.4 |
| 3253 | C | DD | Tai Hang Tung Rd | Tong Yam St | Tat Chee Ave | 10,380 * | 9,670 | -6.8 |
| 3254 | C | DD | Tung Tau Tsuen Rd | Tung Tsing Rd | Junction Rd | 6,120 * | 5,620 | -8.1 |
| 3255 | C | DD | Po Kong Village Rd & Hammer Hill Rd | Tsz Wan Shan Rd | Lung Cheung Rd | 36,330 * | 38,810 | +6.8 |
| 3256 | C | DD | La Salle Rd | Boundary St | Lancashire Rd | 7,450 * | 9,690 | +30.0 |
| 3257 | C | DD | Fung Mo St | Tung Tau Tsuen Rd | Fu Mei St | 13,040 * | 13,720 | +5.2 |
| 3258 | C | DD | Choi Hung Rd & FO <K10A> | Prince Edward Rd E | End of down-ramp | 28,080 * | 29,270 | +4.2 |
| 3259 | C | DD | Choi Hung Rd | Hammer Hill Rd | Po Kong Village Rd | 15,090 * | 16,590 | +10.0 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---|-------------------------------------|-----------------------------------|----------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3260 | C | DD | Un Chau St | Hing Wah St | Tonkin St | 9,370 * | 9,120 | -2.7 |
| 3261 | C | DD | Castle Peak Rd | Tai Nan West St | Hing Wah St | 12,040 * | 13,580 | +12.8 |
| 3262 | C | DD | Yen Chow St | Cheung Sha Wan Rd | Lai Chi Kok Rd | 19,070 * | 18,420 | -3.4 |
| 3263 | C | DD | Hing Wah St | Lai Chi Kok Rd | Cheung Sha Wan Rd | 10,400 * | 11,960 | +14.9 |
| 3264 | C | DD | Kai Tin Rd | Tseung Kwan O Rd | Tak Tin St | 11,050 * | 10,460 | -5.4 |
| 3265 | C | DD | Lomond Rd | Argyle St | Prince Edward Rd W | 11,860 * | 14,470 | +22.0 |
| 3266 | C | DD | Hang Wan Rd | Olympic Ave | Ma Tau Chung Rd | 8,360 * | 8,050 | -3.7 |
| 3268 | C | DD | Hong Ning Rd | Mut Wah St | Yue Man Square | 11,900 * | 22,360 | +87.9 |
| 3269 | C | DD | Chun Wah Rd | Hong Ning Rd | Ngau Tau Kok Rd | 14,640 * | 15,920 | +8.8 |
| 3270 | C | DD | Hip Wo St | Hong Ning Rd | Hiu Kwong St | 17,180 * | 17,190 | +0.1 |
| 3272 | C | DD | Sau Mau Ping Rd | Sau Ming Rd | Sau Fung St | 14,850 * | 15,620 | +5.2 |
| 3273 | C | DD | Wang Chiu Rd | Kai Cheung Rd | Sheung Yuet Rd | 11,620 * | 13,350 | +14.9 |
| 3274 | C | DD | Kai Cheung Rd | Wang Chiu Rd | Wai Yip St | 49,630 * | 50,870 | +2.5 |
| 3275 | C | DD | Ngau Tau Kok Rd | Lower Ngau Tau Kok Est southern end | Up-ramp to Sheung Yee Rd FO <K57> | 14,090 * | 10,380 | -26.4 |
| 3276 | C | DD | Tung Yan St | Yue Man Square | Kwun Tong Rd | 2,560 * | 970 | -62.1 |
| 3277 | C | DD | Tak Tin St | Kai Tin Rd | Lin Tak Rd | 13,780 * | 14,480 | +5.0 |
| 3278 | C | DD | Tsui Ping Rd | Hip Wo St | Kwun Tong Rd | 12,460 * | 14,240 | +14.2 |
| 3279 | C | DD | Wai Yip St | Hoi Yuen Rd | Cha Kwo Ling Rd | 27,070 * | 30,740 | +13.5 |
| 3280 | C | LD | Wui Cheung Rd | Canton Rd | Wui Man Rd | 12,330 * | 12,820 | +4.0 |
| 3281 | C | LD | Canton Rd | Kansu St | Public Square St | 5,220 * | 6,410 | +22.8 |
| 3282 | C | LD | Shatin Pass Rd | Choi Hung Rd | Tung Tau Tsuen Rd | 12,700 * | 12,700 | 0.0 |
| 3283 | C | LD | Wai Wah St | Tsz Wan Shan Rd | Wan Wah St | 7,080 * | 7,190 | +1.5 |
| 3284 | C | LD | Nga Tsin Wai Rd & Kai Tak Rd | Tak Ku Ling Rd | Lok Sin Rd | 7,830 * | 6,610 | -15.6 |
| 3285 | C | LD | Fu Mei St | Fung Mo St | Chuk Yuen Rd | 6,220 * | 6,880 | +10.6 |
| 3286 | C | LD | Kadoorie Ave | Argyle St | Prince Edward Rd W | 3,570 * | 3,810 | +6.6 |
| 3287 | C | LD | Sycamore St | Tai Kok Tsui Rd | Prince Edward Rd W | 4,220 * | 4,280 | +1.5 |
| 3288 | C | LD | Tak Tin St | On Tin St | Lin Tak Rd | 5,700 * | 6,340 | +11.2 |
| 3289 | C | LD | San Ma Tau St | To Kwa Wan Rd | Long Yuet St | 7,610 * | 7,830 | +2.8 |
| 3290 | C | DD | Hung Hom Rd | Man Yue St | Bailey St | 14,340 * | 14,700 | +2.5 |
| 3291 | C | PD | Lung Yin Rd | Lung Cheung Rd | Chuk Yuen Rd | 2,750 * | 3,040 | +10.3 |
| 3293 | C | DD | Ma Chai Hang Rd | Ma Chai Hang Rd RA | Chuk Yuen Rd | 11,320 * | 11,870 | +4.8 |
| 3295 | C | PD | Prince Edward Rd INT <K78> slip rds A & B | Prince Edward Rd | Kwun Tong Bypass | 17,880 * | 19,680 | +10.0 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|------------------------------|--------------------------------|---|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3296 | C | DD | Tonkin St W | Tung Chau St | Lin Cheung Rd | 14,840 * | 16,460 | +10.9 |
| 3297 | C | UT | West Kowloon Corridor | Sycamore St & Tong Mi Rd | Dundas St | 19,660 * | 20,830 | +5.9 |
| 3298 | C | UT | Lin Cheung Rd | Hong Kong West Kowloon Station | Austin Rd W | 13,300 * | 13,560 | +1.9 |
| 3299 | C | PD | Jordan Rd | Nga Cheung Rd | Lin Cheung Rd | 16,030 * | 30,140 | +88.1 |
| 3301 | C | LD | Hung Ling St | Hung Hom South Rd | Cheong Tung Rd S | 4,370 * | 4,870 | +11.3 |
| 3302 | C | DD | Cheong Tung Rd S | Hung Lai Rd | Hung Ling St | 4,530 * | 4,380 | -3.3 |
| 3303 | C | DD | Hung Lok Rd | Hung Lai Rd | Hung Luen Rd | 6,210 * | 7,580 | +22.1 |
| 3304 | C | UT | Lin Cheung Rd | Jordan Rd | Hong Kong West Kowloon Station | 24,030 * | 24,270 | +1.0 |
| 3305 | C | DD | Cha Kwo Ling Rd | Lam Tin INT | Ko Chiu Rd | - | 18,970 | - |
| 3306 | C | DD | Kai San Rd | Tsat Po St | Concorde Rd | - | 10,660 | - |
| 3307 | C | UT | Tate's Cairn Tunnel Slip Rd | Kwun Tong Bypass | Lung Cheung Rd | - | 26,170 | - |
| 3401 | C | UT | Gascoigne Rd FO <K37> | Ferry St | Gascoigne Rd | 54,360 * | 57,900 * | +6.5 |
| 3402 | C | UT | Waterloo Rd & FO <K12 & K44> | Argyle St | Prince Edward Rd W | 83,450 * | 89,630 * | +7.4 |
| 3403 | C | UT | Waterloo Rd FO <K44> | Boundary St | Prince Edward Rd W | 68,390 * | 73,460 * | +7.4 |
| 3404 | C | UT | Waterloo Rd & FO <K44> | Flint Rd | Boundary St | 71,030 * | 75,640 * | +6.5 |
| 3405 | C | UT | Lung Cheung Rd | Fung Mo St | Po Kong Village Rd | 103,570 * | 109,460 * | +5.7 |
| 3406 | C | UT | Tai Po Rd | Tai Po Rd INT | Lung Cheung Rd | 36,610 * | 38,700 * | +5.7 |
| 3407 | C | UT | Lung Cheung Rd | Tai Po Rd | Nam Cheong St | 80,420 * | 85,000 * | +5.7 |
| 3408 | C | UT | Kai Fuk Rd FO <K58> | Wai Yip St | Elegance Rd | 8,000 * | 8,450 * | +5.7 |
| 3409 | C | UT | Kai Fuk Rd FO <K58> | Elegance Rd | Kwun Tong Rd | 49,010 * | 51,800 * | +5.7 |
| 3410 | C | PD | Salisbury Rd | Kowloon Park Drive | Nathan Rd | 42,440 * | 44,780 * | +5.5 |
| 3411 | C | PD | Chatham Rd S | Mody Rd | Cameron Rd | 23,710 * | 25,010 * | +5.5 |
| 3412 | C | PD | Chatham Rd N | San Lau St | Wo Chung St | 24,980 * | 26,840 * | +7.4 |
| 3413 | C | PD | Nathan Rd | Salisbury Rd | Peking Rd | 23,610 * | 24,910 * | +5.5 |
| 3414 | C | PD | Nathan Rd | Peking Rd | Mody Rd | 15,540 * | 16,400 * | +5.5 |
| 3415 | C | PD | Nathan Rd | Waterloo Rd | Pitt St | 26,320 * | 28,280 * | +7.4 |
| 3416 | C | PD | Nathan Rd | Pitt St | Dundas St | 29,340 * | 31,520 * | +7.4 |
| 3417 | C | PD | Jordan Rd | Ferry St | Canton Rd | 38,470 * | 40,590 * | +5.5 |
| 3418 | C | DD | Waterloo Rd | Shanghai St | Ferry St | 24,000 * | 25,320 * | +5.5 |
| 3419 | C | PD | Gascoigne Rd | Wylie Rd | Ramps to & from Gascoigne Rd near Jordan Rd | 24,980 * | 26,360 * | +5.5 |

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

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2023 as % of 2022 |
|----------|-----------|-----------|--------------------------------|---|---------------------|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3420 | C | PD | Gascoigne Rd | Ramps to & from Gascoigne Rd near Jordan Rd | Jordan Rd | 48,800 * | 51,480 * | +5.5 |
| 3421 | C | PD | Gascoigne Rd | Pak Hoi St | Jordan Rd | 26,760 * | 28,230 * | +5.5 |
| 3422 | C | PD | Argyle St | Nathan Rd | Sai Yee St | 33,880 * | 36,390 * | +7.4 |
| 3423 | C | PD | Argyle St | Fu Ning St | Lomond Rd | 40,940 * | 43,200 * | +5.5 |
| 3424 | C | PD | Nathan Rd | Boundary St | Prince Edward Rd W | 27,230 * | 29,240 * | +7.4 |
| 3425 | C | PD | Waterloo Rd | Hereford Rd | Lancashire Rd | 63,770 * | 67,280 * | +5.5 |
| 3426 | C | PD | Cheung Sha Wan Rd | Poplar St | Wong Chuk St | 13,010 * | 13,970 * | +7.4 |
| 3427 | C | PD | Cheung Sha Wan Rd | Tai Nan W St | Hing Wah St | 36,080 * | 38,140 * | +5.7 |
| 3428 | C | PD | Lai Chi Kok Rd (GL) | Cedar St | Tong Mi Rd | 27,570 * | 29,610 * | +7.4 |
| 3429 | C | PD | Lai Chi Kok Rd | Hing Wah St | Cheung Mou St | 15,300 * | 16,170 * | +5.7 |
| 3430 | C | PD | Lai Chi Kok Rd | Kom Tsun St | Cheung Mou St | 102,920 * | 108,760 * | +5.7 |
| 3431 | C | PD | Tai Po Rd | Castle Peak Rd | Tai Woh Ping Rd | 27,020 * | 28,510 * | +5.5 |
| 3432 | C | PD | Butterfly Valley Rd | Butterfly Valley INT | Castle Peak Rd | 14,640 * | 15,470 * | +5.7 |
| 3433 | C | PD | Prince Edward Rd W (GL) | Sai Yee St | Fa Yuen St | 23,910 * | 25,680 * | +7.4 |
| 3434 | C | PD | Prince Edward Rd W & FO <K11A> | Junction Rd | Lomond Rd | 41,770 * | 44,080 * | +5.5 |
| 3435 | C | PD | Boundary St | Sai Yee St | Tai Hang Tung Rd | 33,460 * | 35,930 * | +7.4 |
| 3436 | C | PD | Ma Tau Chung Rd | Ma Tau Kok Rd | Sung Wong Toi Rd | 34,320 * | 36,860 * | +7.4 |
| 3437 | C | PD | Kowloon City RA | Prince Edward Rd W | Argyle St | 42,000 * | 44,320 * | +5.5 |
| 3438 | C | PD | Tseung Kwan O Rd | Lei Yue Mun Rd | Sau Mau Ping Rd | 128,320 * | 135,390 * | +5.5 |
| 3439 | C | PD | Kai Fuk Rd FO <K58> up-ramp | Kwun Tong Rd E-B | Kai Fuk Rd FO <K58> | 21,140 * | 22,340 * | +5.7 |
| 3440 | C | PD | Kai Fuk Rd FO <K58> down-ramp | Kai Fuk Rd FO <K58> | Kwun Tong Rd W-B | 19,870 * | 21,000 * | +5.7 |
| 3441 | C | PD | Kwun Tong Rd | Kwun Tong Rd #330 | Lai Yip St | 22,290 * | 23,520 * | +5.5 |
| 3442 | C | PD | Kwun Tong Rd underpass | Tsun Yip Lane | King Yip Lane | 39,640 * | 41,890 * | +5.7 |
| 3443 | C | PD | Lei Yue Mun Rd | Kai Tin Rd | Tseung Kwan O Rd | 102,660 * | 108,310 * | +5.5 |
| 3444 | C | DD | Shanghai St | Waterloo Rd | Dundas St | 14,920 * | 15,780 * | +5.8 |
| 3445 | C | DD | Austin Rd | Canton Rd | Nathan Rd | 31,290 * | 33,010 * | +5.5 |
| 3446 | C | DD | Peking Rd | Nathan Rd | Kowloon Park Drive | 10,500 * | 11,080 * | +5.5 |
| 3447 | C | DD | Public Square St | Ferry St | Canton Rd | 3,580 * | 3,780 * | +5.5 |
| 3448 | C | DD | Wuhu St | Gillies Ave S | Chatham Rd N | 11,030 * | 11,670 * | +5.8 |
| 3449 | C | DD | Shung Yung St & Pak Kung St | Fat Kwong St | Chatham Rd N | 11,510 * | 12,140 * | +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 2023 as % of 2022 |
|----------|-----------|-----------|----------------------------------|-------------------------------|-----------------------------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3450 | C | DD | To Kwa Wan Rd | San Ma Tau St | Kwei Chow St | 22,720 * | 24,040 * | +5.8 |
| 3451 | C | DD | Pui Ching Rd & Sheung Hing St | Princess Margaret Rd | Waterloo Rd | 23,510 * | 24,800 * | +5.5 |
| 3452 | C | DD | Mong Kok Rd | Nathan Rd | Shanghai St | 16,950 * | 17,940 * | +5.8 |
| 3453 | C | DD | Sai Yee St | Argyle St | Mong Kok Rd | 21,700 * | 22,960 * | +5.8 |
| 3454 | C | DD | Tin Kwong Rd | Argyle St | Sheung Shing St | 12,140 * | 12,800 * | +5.5 |
| 3455 | C | DD | Mok Cheong St | To Kwa Wan Rd | Ma Tau Chung Rd | 8,190 * | 8,670 * | +5.8 |
| 3456 | C | DD | Nam Cheong St | Cheung Sha Wan Rd | Un Chau St | 6,870 * | 7,270 * | +5.8 |
| 3457 | C | DD | Nam Cheong St | Lung Cheung Rd | Cornwall St | 9,330 * | 10,030 * | +7.5 |
| 3458 | C | DD | Junction Rd | Boundary St | Nga Tsin Wai Rd | 15,250 * | 16,090 * | +5.5 |
| 3459 | C | DD | Tung Tau Tsuen Rd | Fung Mo St | Tung Tsing Rd | 9,380 * | 10,080 * | +7.5 |
| 3460 | C | DD | Fung Tak Rd | Sheung Fung St | Po Kong Village Rd | 21,050 * | 22,210 * | +5.5 |
| 3461 | C | DD | Lancashire Rd | Waterloo Rd | Oxford Rd | 12,930 * | 13,640 * | +5.5 |
| 3462 | C | DD | Fung Mo St | Fu Mei St | Lung Cheung Rd | 16,830 * | 18,080 * | +7.5 |
| 3463 | C | DD | Choi Hung Rd FO <K10B> | Choi Hung Rd | Prince Edward Rd E | 12,200 * | 13,110 * | +7.5 |
| 3464 | C | DD | Hammer Hill Rd | Choi Hung Rd | Lung Cheung Rd | 18,380 * | 19,760 * | +7.5 |
| 3465 | C | DD | Castle Peak Rd | Kweilin St | Slip rd adjoining Tai Po Rd | 3,150 * | 3,340 * | +5.8 |
| 3466 | C | DD | Castle Peak Rd | Tung Chau West St | Tai Nan West St | 8,510 * | 9,140 * | +7.5 |
| 3467 | C | DD | Yen Chow St | Cheung Sha Wan Rd | Un Chau St | 23,100 * | 24,440 * | +5.8 |
| 3468 | C | DD | Hing Wah St | Cheung Sha Wan Rd | Un Chau St | 9,840 * | 10,580 * | +7.5 |
| 3469 | C | DD | Shanghai St | Austin Rd | Jordan Rd | 7,020 * | 7,400 * | +5.5 |
| 3470 | C | DD | Sung Wong Toi Rd & To Kwa Wan Rd | Kai Tak Tunnel | Mok Cheong St | 12,460 * | 13,180 * | +5.8 |
| 3471 | C | DD | Olympic Ave | Hang Wan Rd | Sung Wong Toi Rd | 8,300 * | 8,780 * | +5.8 |
| 3472 | C | DD | Fu Ning St | Ma Tau Chung Rd | Argyle St | 5,530 * | 5,850 * | +5.8 |
| 3473 | C | DD | Hong Ning Rd | Kung Lok Rd southern junction | Mut Wah St | 11,910 * | 12,800 * | +7.5 |
| 3474 | C | DD | Hip Wo St | Tung Yan St | Kwun Tong Rd RA | 19,960 * | 21,050 * | +5.5 |
| 3475 | C | DD | Hip Wo St | Sau Mau Ping Rd | Hong Ning Rd | 20,230 * | 21,350 * | +5.5 |
| 3476 | C | DD | Mut Wah St | Hip Wo St | Hong Ning Rd | 14,570 * | 15,650 * | +7.5 |
| 3477 | C | DD | Sau Mau Ping Rd | Hip Wo St | Sau Ming Rd | 20,110 * | 21,220 * | +5.5 |
| 3478 | C | DD | Kai Cheung Rd slip rd | Kai Fuk Rd | Kai Fuk Rd | 15,120 * | 15,990 * | +5.8 |
| 3479 | C | DD | Kai Cheung Rd FO <K56> | Wai Yip St | Ngau Tau Kok Rd | 11,730 * | 12,410 * | +5.8 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|-----------------------------|---------------------------|--|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3480 | C | DD | Ngau Tau Kok Rd | Chun Wah Rd | near Kwai Yin House, Lower Ngau Tau Kok Estate | 12,030 * | 12,730 * | +5.8 |
| 3481 | C | DD | Tung Yan St | Hip Wo St | Yue Man Square | 12,110 * | 13,010 * | +7.5 |
| 3482 | C | DD | Kai Tin Rd | Tak Tin St | Lei Yue Mun Rd | 14,950 * | 15,780 * | +5.5 |
| 3483 | C | PD | Wai Yip St | Lai Yip St | Kai Fuk Rd FO <K58> | 28,540 * | 30,160 * | +5.7 |
| 3484 | C | DD | Cha Kwo Ling Rd | Lei Yue Mun Rd | Wai Yip St | 26,670 * | 28,660 * | +7.5 |
| 3485 | C | LD | Austin Ave & Kimberley Rd | Observatory Rd | Austin Rd | 9,340 * | 9,850 * | +5.5 |
| 3486 | C | LD | Cox's Rd | Austin Rd | Jordan Rd | 9,740 * | 10,280 * | +5.5 |
| 3487 | C | LD | Sheung Fung St | Shung Wah St | Wan Wah St | 7,670 * | 8,090 * | +5.5 |
| 3488 | C | LD | La Salle Rd | Renfrew Rd | Lancashire Rd | 6,850 * | 7,220 * | +5.5 |
| 3489 | C | LD | Lok Sin Rd | Tung Tsing Rd | Tak Ku Ling Rd | 7,790 * | 8,220 * | +5.5 |
| 3490 | C | LD | Tonkin St & Kwong Lee Rd | Castle Peak Rd | Cheung Fat St | 3,370 * | 3,620 * | +7.5 |
| 3491 | C | LD | Heng Lam St | Junction Rd | Fung Mo St | 4,160 * | 4,470 * | +7.5 |
| 3492 | C | LD | Knight St | Boundary St | Prince Edward Rd W | 5,510 * | 5,830 * | +5.8 |
| 3494 | C | LD | Tak Ku Ling Rd | Nga Tsin Wai Rd | Carpenter Rd | 8,090 * | 8,540 * | +5.5 |
| 3495 | C | DD | Tak Man St | Ma Tau Wai Rd | Hung Hom Rd | 11,280 * | 11,940 * | +5.8 |
| 3496 | C | DD | Chuk Yuen Rd | Junction Rd | Ma Chai Hang Rd | 11,210 * | 12,050 * | +7.5 |
| 3497 | C | DD | Pik Wan Rd & UR to Lam Tin | Ko Chiu Rd | Lin Tak Rd | 12,960 * | 13,680 * | +5.5 |
| 3498 | C | DD | Kowloon Park Drive FO <K80> | Canton Rd #333 | Hong Kong Heritage Discovery Centre | 17,170 * | 18,120 * | +5.5 |
| 3499 | C | DD | Lung Cheung Rd FO <K79> | Hammer Hill Rd RA | Choi Hung Rd | 14,910 * | 16,030 * | +7.5 |
| 3501 | C | DD | Tonkin St | Lai Chi Kok Rd | Tung Chau St | 17,530 * | 18,840 * | +7.5 |
| 3502 | C | UT | West Kowloon Highway | Austin Rd W | Jordan Rd | 68,840 * | 72,750 * | +5.7 |
| 3503 | C | UT | West Kowloon Highway | Tung Kun St Ext | Slip rds to & from Lin Cheung Rd | 32,090 * | 33,920 * | +5.7 |
| 3504 | C | LD | Hung Lai Rd | Hung Hom South Rd | Hung Lok Rd | 6,130 * | 6,480 * | +5.8 |
| 3505 | C | DD | Cheong Tung Rd S | Hung Luen Rd | Hung Lai Rd | 4,850 * | 5,130 * | +5.8 |
| 3601 | C | UT | Princess Margaret Rd | Chatham Rd FO <K20> | Chatham Rd N | 42,780 * | 45,560 * | +6.5 |
| 3602 | C | UT | Waterloo Rd FO <K59> | Suffolk Rd | Ede Rd | 46,280 * | 49,280 * | +6.5 |
| 3603 | C | UT | Lung Cheung Rd | Po Kong Village Rd | Hammer Hill Rd | 81,410 * | 86,040 * | +5.7 |
| 3604 | C | UT | West Kowloon Corridor West | Pok Man St | Cherry St | 13,500 * | 14,270 * | +5.7 |
| 3605 | C | UT | Kwun Tong Rd | Ping Shek Est eastern end | Lung Cheung Rd | 64,420 * | 69,200 * | +7.4 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--------------------------------|--------------------|---------------------------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3606 | C | PD | Salisbury Rd | Nathan Rd | Chatham Rd S | 40,150 * | 42,360 * | +5.5 |
| 3607 | C | PD | Chatham Rd S | Cameron Rd | Observatory Rd | 29,380 * | 31,000 * | +5.5 |
| 3608 | C | PD | Chatham Rd S | Observatory Rd | Austin Rd & Cheong Wan Rd | 33,910 * | 35,770 * | +5.5 |
| 3609 | C | PD | Nathan Rd | Kimberley Rd | Mody Rd | 25,070 * | 26,450 * | +5.5 |
| 3610 | C | PD | Nathan Rd | Hillwood Rd | Kimberley Rd | 26,750 * | 28,220 * | +5.5 |
| 3611 | C | PD | Nathan Rd | Shantung St | Argyle St | 24,400 * | 26,210 * | +7.4 |
| 3612 | C | PD | Jordan Rd | Canton Rd | Shanghai St | 36,060 * | 38,040 * | +5.5 |
| 3613 | C | PD | Waterloo Rd | Nathan Rd | Shanghai St | 19,430 * | 20,500 * | +5.5 |
| 3614 | C | PD | Gascoigne Rd | Nathan Rd | Pak Hoi St | 23,100 * | 24,370 * | +5.5 |
| 3615 | C | PD | Chatham Rd FO <K20> | Gascoigne Rd | Princess Margaret Rd | 14,930 * | 15,750 * | +5.5 |
| 3616 | C | PD | Tong Mi Rd | Mong Kok Rd | Cherry St | 35,280 * | 37,290 * | +5.7 |
| 3617 | C | PD | Argyle St | Yim Po Fong St | Sai Yee St | 43,220 * | 46,420 * | +7.4 |
| 3618 | C | PD | Argyle St & FO <K11B> | Kowloon City INT | Fu Ning St | 41,450 * | 43,740 * | +5.5 |
| 3619 | C | PD | Argyle St FO <K11B> | Prince Edward Rd W | Kowloon City INT | 26,780 * | 28,250 * | +5.5 |
| 3620 | C | PD | Ma Tau Wai Rd | Chi Kiang St | Tin Kwong Rd | 27,370 * | 29,390 * | +7.4 |
| 3621 | C | PD | Waterloo Rd | Hereford Rd | Suffolk Rd | 66,220 * | 69,860 * | +5.5 |
| 3622 | C | PD | Waterloo Rd (GL) | Junction Rd | Suffolk Rd | 30,370 * | 32,050 * | +5.5 |
| 3624 | C | PD | Lung Cheung Rd (GL) | Wong Kuk Ave | Clear Water Bay Rd | 41,700 * | 44,060 * | +5.7 |
| 3625 | C | PD | Clear Water Bay Rd | Lung Cheung Rd | Kwun Tong Rd | 32,080 * | 33,900 * | +5.7 |
| 3626 | C | PD | Cheung Sha Wan Rd | Nam Cheong St | Wong Chuk St | 23,580 * | 25,330 * | +7.4 |
| 3627 | C | PD | Cheung Sha Wan Rd | Tai Nan W St | Tung Chau W St | 40,110 * | 42,390 * | +5.7 |
| 3628 | C | PD | Cheung Sha Wan Rd & up-ramp | Kom Tsun St | Tung Chau West St | 49,990 * | 52,840 * | +5.7 |
| 3629 | C | PD | Lai Chi Kok Rd | Tong Mi Rd | Wong Chuk St | 35,000 * | 36,990 * | +5.7 |
| 3630 | C | PD | Tai Po Rd | Poplar St | Wong Chuk St | 19,580 * | 21,030 * | +7.4 |
| 3631 | C | PD | Tai Po Rd | Petrol Station | Tai Woh Ping Rd | 28,070 * | 29,660 * | +5.7 |
| 3632 | C | PD | Castle Peak Rd | Lai Chi Kok INT | Butterfly Valley INT | 17,290 * | 18,280 * | +5.7 |
| 3634 | C | PD | Prince Edward Rd W (GL) | Sai Yee St | Yuen Ngai St | 23,130 * | 24,850 * | +7.4 |
| 3635 | C | PD | Prince Edward Rd W | Embankment Rd | Kadoorie Ave | 53,590 * | 57,560 * | +7.4 |
| 3636 | C | PD | Prince Edward Rd W & FO <K11A> | Nga Tsin Long Rd | Junction Rd | 60,260 * | 63,570 * | +5.5 |
| 3637 | C | PD | Boundary St | Embankment Rd | Knight St | 39,530 * | 42,460 * | +7.4 |
| 3638 | C | PD | Ma Tau Chung Rd | Sung Wong Toi Rd | Slip rd to Olympic Ave | 67,300 * | 72,280 * | +7.4 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--------------------------------|----------------------------------|------------------------------------|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3639 | C | PD | Prince Edward Rd E & FO <K10A> | Kai Tak River | Prince Edward Rd W. #456 | 134,570 * | 141,980 * | +5.5 |
| 3640 | C | PD | Lai Chi Kok Rd FO <K38> | Prince Edward Rd W | Lai Chi Kok Rd | 17,690 * | 19,000 * | +7.4 |
| 3641 | C | PD | Lung Cheung Rd FO <K41A> | Kwun Tong Rd | Lung Cheung Rd | 62,490 * | 66,040 * | +5.7 |
| 3642 | C | PD | Kwun Tong Rd | Lai Yip St | Kai Fuk Rd FO<K58> eastern end | 29,540 * | 31,220 * | +5.7 |
| 3643 | C | PD | Kwun Tong Rd | Kwun Tong Rd RA | Kwun Tong Rd underpass eastern end | 30,440 * | 32,170 * | +5.7 |
| 3644 | C | PD | Lei Yue Mun Rd | Tsui Ping Rd | Tseung Kwan O Rd | 81,870 * | 86,520 * | +5.7 |
| 3645 | C | DD | Wylie Rd | Gascoigne Rd | Princess Margaret Rd | 11,960 * | 12,620 * | +5.5 |
| 3646 | C | DD | Austin Rd | Nathan Rd | Cox's Rd | 21,620 * | 22,810 * | +5.5 |
| 3647 | C | DD | Public Square St | Shanghai St | Canton Rd | 3,310 * | 3,500 * | +5.5 |
| 3648 | C | DD | Wuhu St | Ma Tau Wai Rd | Gillies Ave S | 13,300 * | 14,070 * | +5.8 |
| 3649 | C | DD | Fat Kwong St | Sheung Shing St | Chung Hau St | 17,710 * | 18,680 * | +5.5 |
| 3650 | C | DD | To Kwa Wan Rd | San Ma Tau St | San Shan Rd | 25,690 * | 27,180 * | +5.8 |
| 3651 | C | DD | Cherry St | Tai Kok Tsui Rd | Lin Cheung Rd | 34,260 * | 36,820 * | +7.5 |
| 3652 | C | DD | Mong Kok Rd | Nathan Rd | Sai Yee St | 27,060 * | 28,630 * | +5.8 |
| 3653 | C | DD | Sai Yee St | Mong Kok Rd | Prince Edward Rd W | 16,500 * | 17,460 * | +5.8 |
| 3654 | C | DD | Chi Kiang St | To Kwa Wan Rd | Ma Tau Wai Rd | 8,060 * | 8,530 * | +5.8 |
| 3655 | C | DD | Tai Kok Tsui Rd | Cherry St | Anchor St | 9,200 * | 9,880 * | +7.5 |
| 3656 | C | DD | Nam Cheong St | Tai Po Rd | Un Chau St | 8,380 * | 8,870 * | +5.8 |
| 3657 | C | DD | Woh Chai St | Nam Cheong St | Shek Kip Mei St | 8,200 * | 8,650 * | +5.5 |
| 3658 | C | DD | Junction Rd | Chuk Yuen Rd | Tung Tau Tsuen Rd | 12,070 * | 12,740 * | +5.5 |
| 3659 | C | DD | Tung Tau Tsuen Rd | Tai Shing St | Fung Mo St | 8,640 * | 9,280 * | +7.5 |
| 3660 | C | DD | Po Kong Village Rd | Lung Cheung Rd | Choi Hung Rd | 42,610 * | 44,960 * | +5.5 |
| 3661 | C | DD | Po Kong Village Rd | Lung Cheung Rd | Fung Tak Rd | 42,700 * | 45,050 * | +5.5 |
| 3662 | C | DD | Tsz Wan Shan Rd | Po Kong Village Rd | Wai Wah St | 11,320 * | 11,950 * | +5.5 |
| 3663 | C | DD | Lancashire Rd | La Salle Rd | Oxford Rd | 12,220 * | 12,890 * | +5.5 |
| 3664 | C | DD | Wong Tai Sin Rd & Fung Tak Rd | Ma Chai Hang Rd | Sheung Fung St | 13,750 * | 14,510 * | +5.5 |
| 3665 | C | DD | Choi Hung Rd nr Lok Sin Rd | Choi Hung Rd FO <K10A> down-ramp | Choi Hung Rd #34 | 31,860 * | 34,240 * | +7.5 |
| 3666 | C | DD | Un Chau St | Shek Kip Mei St | Nam Cheong St | 12,090 * | 12,790 * | +5.8 |
| 3667 | C | DD | Castle Peak Rd | Yen Chow St | Slip rd adjoining Tai Po Rd | 26,680 * | 28,220 * | +5.8 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---------------------------|--------------------------------|--------------------------------------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3668 | C | DD | Castle Peak Rd | Kom Tsun St | Tung Chau West St | 6,500 * | 6,980 * | +7.5 |
| 3669 | C | DD | Yen Chow St | Un Chau St | Castle Peak Rd | 17,460 * | 18,470 * | +5.8 |
| 3670 | C | DD | Hing Wah St | Castle Peak Rd | Un Chau St | 7,800 * | 8,380 * | +7.5 |
| 3671 | C | DD | Tung Chau West St | Castle Peak Rd | Cheung Sha Wan Rd | 6,300 * | 6,770 * | +7.5 |
| 3672 | C | DD | Sai Yeung Choi St S | Argyle St | Mong Kok Rd | 7,480 * | 7,910 * | +5.8 |
| 3673 | C | DD | Kai Tak Tunnel up-ramp | Kai Tak Tunnel | Sung Wong Toi Rd | 12,670 * | 13,410 * | +5.8 |
| 3674 | C | DD | Olympic Ave | Concorde Rd | Slip rd next to Sung Wong Toi Garden | 2,890 * | 3,050 * | +5.5 |
| 3675 | C | DD | Wong Chuk St | Cheung Sha Wan Rd | Lai Chi Kok Rd | 8,890 * | 9,410 * | +5.8 |
| 3676 | C | DD | Hong Ning Rd | Kung Lok Rd | Kung Lok Rd | 10,100 * | 10,850 * | +7.5 |
| 3677 | C | DD | Hip Wo St | Mut Wah St | Tung Yan St | 20,550 * | 21,680 * | +5.5 |
| 3678 | C | DD | Hiu Kwong St | Sau Mau Ping Rd | Sau Ming Rd | 15,430 * | 16,280 * | +5.5 |
| 3679 | C | DD | Sau Mau Ping Rd | Hiu Kwong St | Tseung Kwan O Rd | 29,930 * | 31,570 * | +5.5 |
| 3680 | C | DD | Po Lam Rd | Sau Mau Ping Rd | Anderson Rd | 22,080 * | 23,290 * | +5.5 |
| 3681 | C | DD | Kai Cheung Rd | Kai Shing St | Kai Fuk Rd | 36,550 * | 38,680 * | +5.8 |
| 3682 | C | DD | Yue Man Square | Tung Yan St | Hong Ning Rd | 5,670 * | 6,090 * | +7.5 |
| 3683 | C | DD | Ngau Tau Kok Rd | Chun Wah Rd | near Fuk To St | 26,340 * | 27,870 * | +5.8 |
| 3684 | C | DD | Elegance Rd | Kwun Tong Rd | Ngau Tau Kok Rd | 20,560 * | 21,760 * | +5.8 |
| 3686 | C | DD | Wai Yip St | Kai Fuk Rd FO <K58> | Access rd to Telford Garden | 23,620 * | 25,000 * | +5.8 |
| 3687 | C | DD | Sheung Yee Rd FO <K57> | Ngau Tau Kok Rd | Tsui Hing St | 4,650 * | 4,920 * | +5.8 |
| 3688 | C | LD | Observatory Rd | Chatham Rd S | Kimberley Rd | 12,110 * | 12,780 * | +5.5 |
| 3689 | C | LD | Kwei Chow St | Long Yuet St | To Kwa Wan Rd | 5,480 * | 5,800 * | +5.8 |
| 3690 | C | LD | Shung Wah St & Wan Wah St | Sheung Fung St | Sheung Fung St | 7,320 * | 7,720 * | +5.5 |
| 3691 | C | LD | Hereford Rd | Waterloo Rd | Renfrew Rd | 6,600 * | 6,960 * | +5.5 |
| 3692 | C | LD | Tung Tsing Rd | Tung Tau Tsuen Rd | Lok Sin Rd | 6,590 * | 6,950 * | +5.5 |
| 3694 | C | LD | On Tin St | Ping Tin St | Tak Tin St | 3,130 * | 3,300 * | +5.5 |
| 3696 | C | LD | Ping Tin St | On Tin St | On Tin St | 1,340 * | 1,410 * | +5.5 |
| 3697 | C | DD | Hung Hom S Rd | Gillies Ave S. & Cheong Wan Rd | Hung Hom Rd | 9,100 * | 9,620 * | +5.8 |
| 3698 | C | DD | Man Yue St | Ma Tau Wai Rd | Hung Hom Rd | 5,350 * | 5,660 * | +5.8 |
| 3699 | C | UT | West Kowloon Corridor | Yen Chow St | Sycamore St & Tong Mi Rd | 17,210 * | 18,190 * | +5.7 |
| 3700 | C | DD | Chuk Yuen Rd | Ma Chai Hang Rd | Nga Chuk St | 7,740 * | 8,310 * | +7.5 |
| 3701 | C | EX | Kwun Tong Bypass <K76> | Cheung Yip St | Wang Chin St | 69,540 * | 73,490 * | +5.7 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---|--------------------------------|------------------------------------|----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3702 | C | EX | Tseung Kwan O Rd | Lei Yue Mun Rd | Wai Yip St | 59,600 * | 62,990 * | +5.7 |
| 3703 | C | PD | Prince Edward Rd INT <K78> slip rd F | Choi Hung Rd | Prince Edward Rd E | 5,080 * | 5,370 * | +5.7 |
| 3704 | C | PD | Ching Cheung Rd slip rd | Ching Cheung Rd | Container Port Rd | 11,210 * | 11,850 * | +5.7 |
| 3705 | C | UT | West Kowloon Corridor - Cherry St up-ramp | Soy St | Pok Man St | 20,140 * | 21,280 * | +5.7 |
| 3706 | C | UT | Ferry St <FO> | Public Square St | Waterloo Rd | 32,690 * | 34,550 * | +5.7 |
| 3707 | C | UT | West Kowloon Highway | Slip rd to Yau Ma Tei INT | Tung Kun St Ext | 43,090 * | 45,540 * | +5.7 |
| 3708 | C | LD | Shung Wah St | Po Kong Village Rd | Wan Wah St | 9,130 * | 9,640 * | +5.5 |
| 3710 | C | PD | Austin Rd W | Lin Cheung Rd | Canton Rd | 53,920 * | 56,980 * | +5.7 |
| 3711 | C | LD | Yen Chow St W | Lin Cheung Rd | Sham Mong Rd | 5,840 * | 6,280 * | +7.5 |
| 3712 | C | UT | Lin Cheung Rd | Yen Chow St | Cherry St | 66,350 * | 70,120 * | +5.7 |
| 3801 | C | UT | Princess Margaret Rd | Chatham Rd FO <K20> | Wylie Rd | 66,310 | 70,620 * | +6.5 |
| 3802 | C | UT | Waterloo Rd | Ede Rd | Lung Cheung Rd | 67,600 | 71,440 * | +5.7 |
| 3803 | C | UT | Lai Chi Kok Bay Bridge | Section over Mei Foo Sun Chuen | Section nr Ching Lai Court | 95,980 | 101,430 * | +5.7 |
| 3804 | C | UT | Kwai Chung Rd | Lai Chi Kok Bay Bridge | Lai Chi Kok Rd & Cheung Sha Wan Rd | 74,220 | 78,440 * | +5.7 |
| 3805 | C | UT | Prince Edward Rd E | Choi Hung Bus Terminus | near King Tai Court | 115,990 | 123,530 * | +6.5 |
| 3806 | C | UT | Kwun Tong Rd | Wai Yip St FO <K42> | Ngau Tau Kok Rd | 75,920 | 81,550 * | +7.4 |
| 3807 | C | UT | West Kowloon Corridor | Yen Chow St | Tai Kok Tsui Rd | 64,110 | 67,760 * | +5.7 |
| 3808 | C | PD | Salisbury Rd | Chatham Rd S | Mody Lane | 38,530 | 40,660 * | +5.5 |
| 3809 | C | PD | Chatham Rd S | Austin Rd & Cheong Wan Rd | Gascoigne Rd | 43,200 | 45,580 * | +5.5 |
| 3810 | C | PD | Nathan Rd | Jordan Rd | Hillwood Rd | 18,140 | 19,140 * | +5.5 |
| 3811 | C | PD | Kowloon Park Drive | Salisbury Rd | Peking Rd | 40,290 | 42,510 * | +5.5 |
| 3812 | C | PD | Jordan Rd | Shanghai St | Nathan Rd | 47,920 | 50,560 * | +5.5 |
| 3813 | C | PD | Waterloo Rd | Nathan Rd | Yim Po Fong St | 35,200 | 37,140 * | +5.5 |
| 3814 | C | PD | Ferry St | Jordan Rd | Public Square St | 23,200 | 24,480 * | +5.5 |
| 3815 | C | PD | Tong Mi Rd | Mong Kok Rd | Bute St | 26,680 | 28,190 * | +5.7 |
| 3816 | C | PD | Argyle St & FO <K13> | Princess Margaret Rd | Waterloo Rd | 54,400 | 57,400 * | +5.5 |
| 3817 | C | PD | Nathan Rd | Argyle St | Mong Kok Rd | 26,080 | 28,020 * | +7.4 |
| 3818 | C | PD | Ma Tau Wai Rd | Tin Kwong Rd | Farm Rd | 28,520 | 30,630 * | +7.4 |
| 3819 | C | PD | Waterloo Rd (GL) | Junction Rd | Cornwall St | 23,270 | 24,550 * | +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 2023 as % of 2022 |
|----------|-----------|-----------|------------------------------------|--|----------------------------------|---------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3820 | C | PD | Cheung Sha Wan Rd | Yen Chow St | Nam Cheong St | 25,620 | 27,520 * | +7.4 |
| 3821 | C | PD | Lai Chi Kok Rd | Nathan Rd | Shanghai St | 17,310 | 18,590 * | +7.4 |
| 3822 | C | PD | Lai Chi Kok Rd | Nam Cheong St | Wong Chuk St | 19,660 | 21,120 * | +7.4 |
| 3823 | C | PD | Tai Po Rd | Wong Chuk St | Shek Kip Mei St | 30,680 | 32,960 * | +7.4 |
| 3824 | C | PD | Tai Po Rd | Lung Cheung Rd | Tai Woh Ping Rd | 32,150 | 33,980 * | +5.7 |
| 3825 | C | PD | Cheung Sha Wan Rd & Lai Chi Kok Rd | Butterfly Valley Rd | Lai Chi Kok Bay Bridge | 41,580 | 43,950 * | +5.7 |
| 3826 | C | PD | Lung Cheung Rd slip rd | Tai Po Rd <Tai Wo Ping INT> | Lung Cheung Rd | 11,890 | 12,570 * | +5.7 |
| 3827 | C | PD | Prince Edward Rd W | Lai Chi Kok Rd | Tong Mi Rd | 27,830 | 29,900 * | +7.4 |
| 3828 | C | PD | Prince Edward Rd W | Knight St | Kadoorie Ave | 45,670 | 49,060 * | +7.4 |
| 3829 | C | PD | Prince Edward Rd W & FO <K11A> | Prince Edward Rd W FO <K11A> eastern tip | Nga Tsin Long Rd | 75,110 | 79,250 * | +5.5 |
| 3830 | C | PD | Boundary St | Knight St | Waterloo Rd | 31,820 | 34,180 * | +7.4 |
| 3831 | C | PD | Ma Tau Chung Rd & FO <K11C> | Sung Wong Toi Rd Garden | Kowloon City INT | 53,390 | 57,350 * | +7.4 |
| 3832 | C | PD | Prince Edward Rd E | Kai Tak River | Choi Hung Rd | 127,900 | 134,950 * | +5.5 |
| 3833 | C | PD | Kwun Tong Rd | Kai Fuk Rd FO <K58> eastern end | Hong Ning Rd | 75,900 | 80,210 * | +5.7 |
| 3834 | C | PD | Kwun Tong Rd | Kwun Tong Rd underpass eastern end | Tsui Ping Rd | 70,040 | 74,020 * | +5.7 |
| 3835 | C | DD | Shanghai St | Kansu St | Jordan Rd | 8,280 | 8,730 * | +5.5 |
| 3836 | C | DD | Kowloon City Rd N-B | San Shan Rd | Sung Wong Toi Rd | 7,620 | 8,060 * | +5.8 |
| 3837 | C | DD | Pine Tree Hill Rd & Hillwood Rd | Nathan Rd | Austin Rd | 4,740 | 5,000 * | +5.5 |
| 3838 | C | DD | Public Square St | Nathan Rd | Shanghai St | 5,710 | 6,030 * | +5.5 |
| 3839 | C | DD | Chatham Rd N underpass nr Wuhu St | Chatham Rd N | Gillies Ave S | 10,220 | 10,820 * | +5.8 |
| 3840 | C | DD | Ma Tau Wai Rd | Fat Kwong St | Wuhu St | 20,880 | 22,090 * | +5.8 |
| 3841 | C | DD | To Kwa Wan Rd | San Shan Rd | Ma Tau Kok Rd | 19,300 | 20,420 * | +5.8 |
| 3842 | C | DD | Cherry St | Tong Mi Rd | Up-ramp to West Kowloon Corridor | 39,540 | 42,490 * | +7.5 |
| 3843 | C | DD | Argyle St | Shanghai St | Tong Mi Rd & Ferry St | 32,740 | 34,650 * | +5.8 |
| 3844 | C | DD | Sai Yee St | Prince Edward Rd W | Boundary St | 4,050 | 4,280 * | +5.8 |
| 3845 | C | DD | San Shan Rd | Kowloon City Rd | To Kwa Wan Rd | 12,520 | 13,250 * | +5.8 |
| 3846 | C | DD | Tai Kok Tsui Rd | Anchor St | Boundary St | 12,660 | 13,600 * | +7.5 |
| 3847 | C | DD | Nam Cheong St | Woh Chai St | Tai Po Rd | 7,010 | 7,390 * | +5.5 |
| 3848 | C | DD | Woh Chai St | Tong Yam St | Shek Kip Mei St | 9,100 | 9,600 * | +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 2023 as % of 2022 |
|----------|-----------|-----------|-------------------------|-------------------------------|---|--------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3849 | C | DD | Junction Rd | Junction Rd & Broadcast Drive | Renfrew Rd | 32,940 | 34,750 * | +5.5 |
| 3850 | C | DD | Tung Tau Tsuen Rd | Shatin Pass Rd | Tai Shing St | 11,400 | 12,250 * | +7.5 |
| 3851 | C | DD | Tsz Wan Shan Rd | Wai Wah St | Wan Wah St | 9,260 | 9,780 * | +5.5 |
| 3852 | C | DD | Nga Tsin Wai Rd | La Salle Rd | Junction Rd | 12,390 | 13,070 * | +5.5 |
| 3853 | C | DD | Ma Chai Hang Rd | Wong Tai Sin Rd | Fung Mo St FO <K8> | 10,540 | 11,320 * | +7.5 |
| 3854 | C | DD | Choi Hung Rd | Lok Sin Rd | Shatin Pass Rd | 26,810 | 28,810 * | +7.5 |
| 3855 | C | DD | Un Chau St | Yen Chow St | Nam Cheong St | 8,640 | 9,140 * | +5.8 |
| 3856 | C | DD | Castle Peak Rd | Tonkin St | Yen Chow St | 16,840 | 18,090 * | +7.5 |
| 3858 | C | DD | Tonkin St | Lai Chi Kok Rd | Cheung Sha Wan Rd | 17,280 | 18,570 * | +7.5 |
| 3859 | C | DD | Mei Lai Rd & Lai Wan Rd | Mei Fu Bus Terminus | Lai King Hill Rd | 13,880 | 14,920 * | +7.5 |
| 3860 | C | DD | Boundary St | Lai Chi Kok Rd | Tai Kok Tsui Rd | 12,980 | 13,950 * | +7.5 |
| 3861 | C | DD | Sung Wong Toi Rd | Tam Kung Rd | Kai Tak Tunnel up-ramp | 34,560 | 36,570 * | +5.8 |
| 3862 | C | DD | Concorde Rd | Prince Edward Rd E RA | Olympic Ave | 16,960 | 17,900 * | +5.5 |
| 3863 | C | DD | Wong Chuk St | Cheung Sha Wan Rd | Tai Po Rd | 6,660 | 7,050 * | +5.8 |
| 3864 | C | DD | Hong Ning Rd | Chun Wah Rd | Kung Lok Rd | 11,330 | 11,950 * | +5.5 |
| 3865 | C | DD | Hip Wo St | Tsui Ping St | Mut Wah St | 19,230 | 20,290 * | +5.5 |
| 3866 | C | DD | Sau Ming Rd | Sau Mau Path | Hiu Kwong St | 10,470 | 11,040 * | +5.5 |
| 3867 | C | DD | Sau Mau Ping Rd | Hiu Kwong St | Po Lam Rd | 26,980 | 28,470 * | +5.5 |
| 3869 | C | DD | Kai Cheung Rd | Kai Shing St | Wang Kwong Rd | 27,630 | 29,230 * | +5.8 |
| 3870 | C | DD | Ngau Tau Kok Rd | Hong Ning Rd | Elegance Rd | 15,500 | 16,410 * | +5.8 |
| 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 | 26,460 | 28,000 * | +5.8 |
| 3873 | C | DD | Lai Yip St | Wai Yip St | Kwun Tong Rd | 15,740 | 16,920 * | +7.5 |
| 3874 | C | DD | Wai Yip St | Kai Cheung Rd | Access rd to Telford Garden | 42,480 | 44,940 * | +5.8 |
| 3875 | C | DD | Wai Yip St | Kai Cheung Rd | Kwun Tong Rd | 62,820 | 66,460 * | +5.8 |
| 3876 | C | DD | Tai Nan W St | Cheung Sha Wan Rd | Castle Peak Rd | 8,040 | 8,640 * | +7.5 |
| 3877 | C | LD | Canton Rd | Jordan Rd | Saigon St | 2,760 | 2,910 * | +5.5 |
| 3878 | C | LD | Long Yuet St | San Ma Tau St | Kwei Chow St | 3,580 | 3,790 * | +5.8 |
| 3879 | C | LD | Wan Wah St | Wai Wah St | Sheung Fung St | 9,160 | 9,660 * | +5.5 |
| 3880 | C | LD | Renfrew Rd | Junction Rd | Hereford Rd | 9,070 | 9,570 * | +5.5 |
| 3881 | C | LD | Tat Chee Ave | Tai Hang Tung Rd | Begonia Rd | 11,680 | 12,320 * | +5.5 |
| 3882 | C | DD | Suffolk Rd & Kent Rd | Waterloo Rd | Cornwall St | 6,170 | 6,510 * | +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 2023 as % of 2022 |
|----------|-----------|-----------|--------------------------------------|---|--|---------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 3883 | C | LD | Shung Shun St & Yan Wing St | Ko Chiu Rd | Sam Ka Tsuen Ferry Pier | 11,000 | 11,610 * | +5.5 |
| 3884 | C | LD | Wang Chiu Rd & Wang Kwong Rd | Kai Cheung Rd | Kai Cheung Rd | 11,060 | 11,700 * | +5.8 |
| 3885 | C | LD | On Tin St | Ping Tin St | Ping Tin St | 4,710 | 4,970 * | +5.5 |
| 3886 | C | DD | Hung Hom Rd | Hung Hom S Rd | Tak Man St | 20,430 | 21,620 * | +5.8 |
| 3887 | C | DD | Bailey St | Ma Tau Wai Rd | Hung Hom Rd | 12,400 | 13,120 * | +5.8 |
| 3888 | C | UT | West Kowloon Corridor | Cheung Lai St | Tonkin St | 55,720 | 58,890 * | +5.7 |
| 3889 | C | DD | Shatin Pass Rd | Wong Tai Sin Rd | Lung Fung St | 770 | 810 * | +5.5 |
| 3890 | C | PD | Gascoigne Rd FO <K20> | Ramps to & from Gascoigne Rd near Jordan Rd | Chatham Rd S | 92,010 | 97,080 * | +5.5 |
| 3891 | C | DD | Fung Tak Rd | Lung Poon St | Hammer Hill Rd RA | 11,320 | 12,170 * | +7.5 |
| 3892 | C | PD | Prince Edward Rd INT <K78> slip rd E | Kwun Tong Rd N-B | Kwun Tong Bypass | 3,790 | 4,070 * | +7.4 |
| 3893 | C | PD | Ferry St | Shantung St | Cherry St | 45,510 | 48,880 * | +7.4 |
| 3894 | C | UT | Ferry St <FO> up-ramps | Waterloo Rd & Tung Kun St | Tung Kun St & Public Square St | 25,970 | 27,450 * | +5.7 |
| 3895 | C | DD | Lung Ping Rd | Lung Cheung Rd | Nam Cheong St | 2,750 | 2,950 * | +7.5 |
| 3896 | C | DD | Hung Luen Rd | Shung King St | Kin Wan St | 4,070 | 4,310 * | +5.8 |
| 3897 | C | UT | Lin Cheung Rd S-B | Hing Wah St W | Nr Yen Chow St W | 30,910 | 32,670 * | +5.7 |
| 3898 | C | PD | Hoi Wang Rd | Hoi Ting Rd Northern junction | Hoi Ting Rd Southern junction | 7,960 | 8,410 * | +5.7 |
| 3899 | C | DD | Hing Wah St West | Tung Chau St | Lin Cheung Rd | 12,980 | 13,950 * | +7.5 |
| 3900 | C | PD | Sham Mong Rd | Cherry St | Yen Chow St West | 8,860 | 9,360 * | +5.7 |
| 3901 | C | PD | Sham Mong Rd | Yen Chow St West | Po Lun St | 8,190 | 8,660 * | +5.7 |
| 3902 | C | DD | On Sau Rd | Clear Water Bay Rd | Po Lam Rd | 13,460 | 14,200 * | +5.5 |
| 4001 | C | UT | Princess Margaret Rd & FO <K12> | Pui Ching Rd FO <K14> | Argyle St | 88,710 | 99,260 | +11.9 |
| 4002 | C | UT | Waterloo Rd | Lung Cheung Rd | Lion Rock Tunnel Rd | 69,080 | 73,120 | +5.8 |
| 4003 | C | UT | Ching Cheung Rd | Kwai Chung Rd | Castle Peak Rd FO <K2> | 53,180 | 56,820 | +6.8 |
| 4004 | C | UT | Kwun Tong Rd | Clear Water Bay Rd | Choi Hung Bus Terminus | 122,400 | 117,690 | -3.8 |
| 4005 | C | EX | Hung Hom Bypass | Modu Lane | Slip rds to/from Princess Margaret Rd Link | 23,610 | 31,430 | +33.1 |
| 4006 | C | PD | Chatham Rd S | Chatham Rd FO <K20> | Hong Chong Rd | 106,210 | 117,390 | +10.5 |
| 4007 | C | PD | Nathan Rd | Market St | Jordan Rd | 24,020 | 24,710 | +2.9 |
| 4008 | C | PD | Nathan Rd | Public Square St | Market St | 41,590 | 39,620 | -4.7 |
| 4009 | C | PD | Kowloon Park Drive | Canton Rd | Peking Rd | 36,350 | 40,380 | +11.1 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---------------------------------|---|------------------------------------|--------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 4010 | C | PD | Jordan Rd | Nathan Rd | Cox's Rd | 33,220 | 30,450 | -8.3 |
| 4011 | C | PD | Waterloo Rd | Pui Ching Rd | Argyle St | 26,240 | 31,120 | +18.6 |
| 4012 | C | PD | Ferry St | Tung Kun St | Public Square St | 11,420 | 12,430 | +8.9 |
| 4013 | C | PD | Tong Mi Rd | Prince Edward Rd W | Bute St | 25,610 | 29,790 | +16.3 |
| 4014 | C | PD | Argyle St & FO <K13> | Princess Margaret Rd | Tin Kwong Rd | 55,000 | 55,920 | +1.7 |
| 4015 | C | PD | Nathan Rd | Mong Kok Rd | Lai Chi Kok Rd | 40,460 | 41,510 | +2.6 |
| 4016 | C | PD | Ma Tau Wai Rd & Ma Tau Chung Rd | Farm Rd | Ma Tau Kok Rd | 25,840 | 30,870 | +19.5 |
| 4017 | C | PD | Waterloo Rd (GL) | Cornwall St | Ede Rd | 8,340 | 8,550 | +2.5 |
| 4018 | C | PD | Cheung Sha Wan Rd | Tonkin St | Yen Chow St | 25,100 | 23,840 | -5.0 |
| 4019 | C | PD | Lai Chi Kok Rd | Shanghai St | Prince Edward Rd W | 18,780 | 18,960 | +0.9 |
| 4020 | C | PD | Lai Chi Kok Rd | Yen Chow St | Nam Cheong St | 22,300 | 22,760 | +2.1 |
| 4021 | C | PD | Tai Po Rd | Shek Kip Mei St | Nam Cheong St | 21,910 | 18,320 | -16.4 |
| 4022 | C | PD | Butterfly Valley Rd | Lai Chi Kok Rd | Cheung Sha Wan Rd | 28,700 | 31,300 | +9.0 |
| 4023 | C | PD | Prince Edward Rd W (GL) | Lai Chi Kok Rd | Nathan Rd | 20,550 | 20,560 | +0.1 |
| 4024 | C | PD | Prince Edward Rd W | Waterloo Rd | Knight St | 41,090 | 39,950 | -2.8 |
| 4025 | C | PD | Boundary St | Nathan Rd | Lai Chi Kok Rd | 13,530 | 15,640 | +15.5 |
| 4026 | C | PD | Boundary St | Waterloo Rd | La Salle Rd | 29,170 | 32,800 | +12.4 |
| 4027 | C | PD | Ma Tau Chung Rd & FO <K11C> | Kowloon City RA | Tak Ku Ling Rd | 56,710 | 66,080 | +16.5 |
| 4028 | C | PD | Clear Water Bay Rd | New Clear Water Bay Rd eastern junction | On Sau Rd | 32,840 | 34,750 | +5.8 |
| 4029 | C | PD | New Clear Water Bay Rd | New Clear Water Bay Rd eastern junction | San Lee St | 22,430 | 22,040 | -1.8 |
| 4030 | C | PD | Kwun Tong Rd | Hong Ning Rd | Kwun Tong Rd underpass western end | 70,590 | 76,190 | +7.9 |
| 4031 | C | PD | Lei Yue Mun Rd | Ko Chiu Rd | Ko Chiu Rd | 20,290 | 20,260 | -0.1 |
| 4032 | C | DD | Shanghai St | Kansu St | Public Square St | 12,660 | 12,310 | -2.8 |
| 4033 | C | DD | Wylie Rd | Waterloo Rd | Princess Margaret Rd | 14,630 | 16,520 | +13.0 |
| 4034 | C | DD | Kansu St | Canton Rd | Ferry St | 11,970 | 12,160 | +1.5 |
| 4035 | C | DD | Dundas St | Shanghai St | Nathan Rd | 2,420 | 2,080 | -14.3 |
| 4036 | C | DD | Ping Chi St | Chatham Rd N | Fat Kwong St | 1,630 | 1,600 | -1.7 |
| 4037 | C | DD | Wo Chung St | Chatham Rd N | Fat Kwong St | 1,940 | 1,920 | -1.2 |
| 4039 | C | DD | Fat Kwong St & FO <K66> | Yan Fung St | Ma Tau Wai Rd | 18,050 | 18,480 | +2.4 |
| 4040 | C | DD | Ma Tau Wai Rd | San Lau St & Bailey St | Fat Kwong St | 17,570 | 16,570 | -5.7 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--------------------------|---------------------------|---|--------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 4041 | C | DD | To Kwa Wan Rd | Mok Cheong St | Ma Tau Kok Rd | 18,910 | 18,560 | -1.9 |
| 4042 | C | DD | Anchor St | Tai Kok Tsui Rd | Tong Mi Rd | 8,100 | 8,120 | +0.2 |
| 4043 | C | DD | Argyle St | Nathan Rd | Shanghai St | 21,780 | 25,050 | +15.0 |
| 4044 | C | DD | Sheung Shing St | Fat Kwong St | Tin Kwong Rd | 8,440 | 10,900 | +29.1 |
| 4045 | C | DD | Ma Tau Kok Rd | Kowloon City Rd | Ma Tau Chung Rd | 9,690 | 9,240 | -4.6 |
| 4046 | C | DD | Nam Cheong St | Hai Tan St | Lai Chi Kok Rd | 8,970 | 9,850 | +9.9 |
| 4047 | C | DD | Nam Cheong St | Pak Tin St | Woh Chai St | 9,370 | 9,980 | +6.5 |
| 4048 | C | DD | Tai Hang Tung Rd | Tat Chee Ave | Boundary St | 22,090 | 19,970 | -9.6 |
| 4049 | C | DD | Junction Rd | Renfrew Rd | Waterloo Rd | 26,120 | 27,640 | +5.8 |
| 4050 | C | DD | Po Kong Village Rd | Tsz Wan Shan Rd | Fung Tak Rd | 10,400 | 11,170 | +7.4 |
| 4051 | C | DD | La Salle Rd | Boundary St | Prince Edward Rd W | 7,480 | 9,380 | +25.3 |
| 4052 | C | DD | Lok Sin Rd | Tung Tsing Rd | Choi Hung Rd | 5,100 | 4,440 | -13.1 |
| 4053 | C | DD | Shek Kip Mei St | Woh Chai St | Tai Po Rd | 11,800 | 10,750 | -9.0 |
| 4054 | C | DD | Choi Hung Rd | Shatin Pass Rd | Po Kong Village Rd | 27,560 | 30,800 | +11.8 |
| 4055 | C | DD | Un Chau St | Tonkin St | Yen Chow St | 14,090 | 15,850 | +12.5 |
| 4056 | C | DD | Castle Peak Rd | Hing Wah St | Tonkin St | 10,610 | 10,890 | +2.7 |
| 4057 | C | DD | Yen Chow St | Hai Tan St | Lai Chi Kok Rd | 11,980 | 12,490 | +4.2 |
| 4058 | C | DD | Tonkin St | Un Chau St | Castle Peak Rd | 16,120 | 16,840 | +4.4 |
| 4059 | C | DD | Choi Hung Rd | Hammer Hill Rd | Prince Edward Rd E | 4,280 | 4,410 | +3.1 |
| 4060 | C | DD | Embankment Rd | Prince Edward Rd W | Boundary St | 10,970 | 11,440 | +4.3 |
| 4061 | C | DD | Sung Wong Toi Rd | Tam Kung Rd | Ma Tau Chung Rd | 24,080 | 28,500 | +18.4 |
| 4062 | C | DD | Access Rd to Concorde Rd | Prince Edward Rd E. (W-B) | Concorde Rd | 1,670 | 1,860 | +11.5 |
| 4063 | C | DD | Hong Ning Rd | Yue Man Square | Kwun Tong Rd | 14,560 | 15,250 | +4.7 |
| 4064 | C | DD | Hong Ning Rd | Hip Wo St | Chun Wah Rd | 16,230 | 16,240 | +0.1 |
| 4065 | C | DD | Hip Wo St | Hiu Kwong St | Tsui Ping Rd | 18,920 | 16,460 | -13.0 |
| 4066 | C | DD | Sau Ming Rd | Sau Mau Ping Rd | Sau Mau Path | 6,480 | 7,500 | +15.7 |
| 4067 | C | DD | Sau Mau Ping Rd | Sau Fung St | Po Lam Rd | 14,630 | 16,260 | +11.2 |
| 4068 | C | DD | Shun Lee Tsuen Rd | Shun King St | Hip Wo St | 18,050 | 17,400 | -3.6 |
| 4069 | C | DD | Kai Cheung Rd | Wang Kwong Rd | Wang Chiu Rd | 27,140 | 23,870 | -12.1 |
| 4070 | C | DD | Ngau Tau Kok Rd | Elegance Rd | Up-ramp to Sheung Yee Rd FO <K57> | 16,620 | 16,310 | -1.9 |
| 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 | 9,970 | 11,620 | +16.5 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--|---------------------------|---|--------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 4073 | C | DD | Hoi Yuen Rd | Wai Yip St | Kwun Tong Rd RA | 17,710 | 20,170 | +13.9 |
| 4074 | C | DD | Cha Kwo Ling Rd | Wai Yip St | Lam Tin Interchange | 28,080 | 26,840 | -4.4 |
| 4075 | C | DD | Sheung Yee Rd | Wai Yip St | Wang Chiu Rd | 21,940 | 23,360 | +6.5 |
| 4076 | C | LD | Canton Rd | Kansu St | Saigon St | 6,540 | 5,440 | -16.9 |
| 4077 | C | LD | San Lau St | Ma Tau Wai Rd | Chatham Rd N | 6,790 | 7,120 | +4.9 |
| 4078 | C | LD | Wan Wah St | Tsz Wah Shan Rd | Wai Wah St | 8,190 | 8,650 | +5.6 |
| 4079 | C | LD | Nga Tsin Wai Rd | Tak Ku Ling Rd | Junction Rd | 11,290 | 13,730 | +21.6 |
| 4080 | C | LD | Peony Rd & Begonia Rd nr Tat Chee Ave | Tat Chee Ave | Tat Chee Ave | 2,090 | 1,990 | -5.0 |
| 4081 | C | LD | Tai Hang Tung Rd | Woh Chai St | To Yuen St | 8,080 | 7,320 | -9.4 |
| 4082 | C | LD | Yu Chau St | Wong Chuk St | Yen Chow St | 7,840 | 8,210 | +4.6 |
| 4083 | C | LD | Wang Kwong Rd | Kai Fuk Rd | Kai Cheung Rd | 9,190 | 9,300 | +1.2 |
| 4084 | C | LD | Ko Chiu Rd | Cha Kwo Ling Rd | Lei Yue Mun Rd | 13,120 | 13,580 | +3.5 |
| 4085 | C | DD | Hung Hom Rd | Tak Man St | Man Yue St | 16,790 | 16,050 | -4.4 |
| 4086 | C | DD | Lin Tak Rd | Tak Tin St | Tseung Kwan O Rd | 14,590 | 14,570 | -0.1 |
| 4089 | C | PD | Prince Edward Rd INT <K78> S-B slip rd C | Kwun Tong Bypass | Kwun Tong Rd | 3,240 | 2,820 | -13.1 |
| 4090 | C | DD | Cherry St Underpass | Cherry St | End | 14,520 | 15,550 | +7.1 |
| 4091 | C | UT | Ferry St <FO> down-ramps | Waterloo Rd & Tung Kun St | Tung Kun St & Public Square St | 28,840 | 30,920 | +7.2 |
| 4092 | C | EX | West Kowloon Highway | Section over Po Lun St | Mei Foo Sun Tsuen Phase 8 slip rds to & from Ngong Shuen Chau INT | 69,360 | 72,960 | +5.2 |
| 4094 | C | PD | Austin Rd W | Lin Cheung Rd | Nga Cheung Rd | 56,670 | 59,000 | +4.1 |
| 4095 | C | PD | Nga Cheung Rd | Austin Rd W | Jordan Rd | 8,150 | 8,910 | +9.3 |
| 4096 | C | PD | Jordan Rd | Lin Cheung Rd | Ferry St | 28,280 | 27,660 | -2.2 |
| 4097 | C | UT | Princess Margaret Rd Link | Hung Luen Rd | Chatham Rd S | 29,220 | 33,060 | +13.1 |
| 4098 | C | DD | Cheong Tung Rd S slip rd down ramp S-B | Princess Margaret Rd Link | Hung Luen Rd Roundabout | 3,230 | 3,910 | +21.0 |
| 4099 | C | DD | Cheong Tung Rd S slip rd up ramp N-B | Hung Luen Rd Roundabout | Princess Margaret Rd Link | 10,970 | 14,330 | +30.6 |
| 4100 | C | LD | Hung Hom Bypass slip rd E-B | Salisbury Rd | Metropolis Drive | 7,220 | 8,210 | +13.8 |
| 4101 | C | LD | Hung Hom Bypass slip rd W-B | Metropolis Drive | Salisbury Rd | 6,050 | 6,860 | +13.4 |
| 4102 | C | LD | Fuk To St | Kwun Tong Rd | Ngau Tau Kok Rd | 3,090 | 3,280 | +6.2 |

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

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2023 as % of 2022 |
|----------|-----------|-----------|-------------------------------|--|--|---------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 4103 | C | DD | Hing Wah St West | Lin Cheung Rd | Roundabout near West Kowloon Refuse Transfer | 6,960 | 7,280 | +4.5 |
| 4201 | B | PD | Tai Po Rd | Caldecott Rd | Tai Po Rd INT | 35,740 | 37,090 | +3.8 |
| 4202 | B | PD | Boundary St | Tai Hang Tung Rd | Embankment Rd | 43,310 | 47,260 | +9.1 |
| 4203 | B | PD | Prince Edward Rd W | Embankment Rd | Yuen Ngai St | 42,480 | 45,700 | +7.6 |
| 4204 | B | PD | Argyle St & FO <K13> | Waterloo Rd | Yim Po Fong St | 44,530 | 46,110 | +3.6 |
| 4205 | B | PD | Waterloo Rd | Yim Po Fong St | Pui Ching Rd | 31,760 | 33,060 | +4.1 |
| 4206 | B | DD | Cornwall St | Waterloo Rd | Nam Cheong St | 17,640 | 19,180 | +8.7 |
| 4207 | B | DD | Cheong Wan Rd & Gillies Ave S | Hung Hom Station | Wuhu St | 11,350 | 12,320 | +8.6 |
| 4208 | B | PD | Chatham Rd N | Wuhu St | Hong Chong Rd | 107,220 | 111,540 | +4.0 |
| 4209 | B | DD | Shanghai St | Argyle St | Dundas St | 15,600 | 16,100 | +3.2 |
| 4210 | B | LD | Reclamation St | Public Square St | Argyle St | 5,020 | 5,580 | +11.2 |
| 4211 | B | DD | Fat Kwong St | Chung Hau St | Yan Fung St | 25,320 | 28,790 | +13.7 |
| 4212 | B | PD | Chatham Rd N & Ma Tau Wai Rd | San Lau St | Chi Kiang St | 25,140 | 27,520 | +9.5 |
| 4213 | B | UT | East Kowloon Corridor <FO> | Ma Tau Kok Rd | Chatham Rd N | 66,280 | 65,730 | -0.8 |
| 4214 | B | PD | Ferry St & Ferry St <FO> | Waterloo Rd | Shantung St | 73,210 | 72,530 | -0.9 |
| 4215 | B | DD | Yim Po Fong St | Shantung St | Waterloo Rd | 18,190 | 22,380 | +23.0 |
| 4216 | B | UT | Kwun Tong Rd | Ping Shek Est eastern end | Wai Yip St FO <K42> | 143,710 | 147,090 | +2.4 |
| 4217 | B | PD | Clear Water Bay Rd | Lung Cheung Rd | New Clear Water Bay Rd western junction | 74,230 | 76,960 | +3.7 |
| 4218 | B | DD | Shing Kai Rd | Concorde Rd | Kai Shing St | 7,810 | 7,960 | +1.9 |
| 4219 | B | EX | Kwun Tong Bypass | Wang Chin St | Tate's Cairn Tunnel Slip Rd | 60,440 | 60,420 | 0.0 |
| 4220 | B | PD | Hoi Wang Rd | Hoi Ting Rd | Cherry St RA | 16,870 | 19,400 | +14.9 |
| 4221 | B | EX | Hung Hom Bypass | slip rds to/from Princess Margaret Rd Link | slip rd from Cheong Tung Rd S | 13,460 | 14,970 | +11.2 |
| 4222 | B | DD | Shing Kai Rd | Sung Wong Toi Rd | Kai Shing St | - | 15,420 | - |
| 4401 | B | LD | Ho Man Tin St | Waterloo Rd | Ho Man Tin Hill Rd | 2,780 | 3,000 | +7.7 |
| 4403 | B | LD | Soy St | Sai Yeung Choi St S | Yim Po Fong St | 2,780 | 2,930 | +5.3 |
| 4404 | B | LD | Portland St | Waterloo Rd | Argyle St | 4,650 | 5,090 | +9.6 |
| 4601 | C | LD | Arran St | Tong Mi Rd | Shanghai St | 2,900 | 4,610 | +58.7 |
| 4602 | C | LD | Belfran Rd | Knight St | End | 410 | 400 | -3.6 |
| 4603 | C | LD | Bulkeley St | Whampoa St | Dock St | 3,730 | 3,770 | +1.2 |
| 4604 | C | LD | Canton Rd | Salisbury Rd | Kowloon Park Drive | 9,840 | 10,640 | +8.2 |

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| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2023 as % of 2022 |
|----------|-----------|-----------|--------------------|------------------------|------------------|--------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 4605 | C | LD | Chatham Court | Kimberley Rd | Chatham Rd S | 2,900 | 3,200 | +10.1 |
| 4606 | C | LD | Cheung Yip St | Sheung Yee Rd | Sea shore | 7,350 | 15,890 | +116.2 |
| 4608 | C | LD | Cumberland Rd | Boundary St | Rutland Quadrant | 3,000 | 2,440 | -18.6 |
| 4609 | C | LD | Dyer Ave | Dock St | Wan Hoi St | 3,370 | 4,160 | +23.3 |
| 4610 | C | LD | Fa Yuen St | Prince Edward Rd W | Boundary St | 2,270 | 2,100 | -7.5 |
| 4612 | C | LD | Fuk Wing St | Nam Cheong St | Yen Chow St | 3,490 | 3,530 | +1.1 |
| 4613 | C | LD | Grampian Rd | Boundary St | Dumbarton Rd | 3,450 | 3,380 | -1.8 |
| 4614 | C | LD | Hankow Rd | Salisbury Rd | Haiphong Rd | 4,880 | 7,080 | +45.3 |
| 4615 | C | LD | Ho Man Tin Hill Rd | Ho Man Tin St | Wylie Rd | 4,430 | 5,110 | +15.3 |
| 4616 | C | LD | Hong Lee Rd | Kung Lok Rd | End | 2,960 | 3,120 | +5.7 |
| 4618 | C | LD | Jat's Incline | Clear Water Bay Rd | Shatin Pass Rd | 4,030 | 4,420 | +9.8 |
| 4619 | C | LD | Kai Lok St | Wang Chiu Rd | Wang Chiu Rd | 3,280 | 3,330 | +1.6 |
| 4620 | C | LD | Kimberley Rd | Nathan Rd | Observatory Rd | 13,520 | 17,230 | +27.5 |
| 4621 | C | LD | Ko Chiu Rd | Lei Yue Mun Rd | Lei Yue Mun Rd | 8,590 | 9,180 | +6.8 |
| 4623 | C | LD | Lai Wan Rd | Broadway | Mei Lai Rd | 9,070 | 9,500 | +4.8 |
| 4624 | C | LD | Lee On Rd | New Clear Water Bay Rd | Shun On Rd | 11,960 | 11,600 | -3.0 |
| 4625 | C | LD | Luk Hop St | Tai Yau St | Sze Mei St | 19,910 | 21,380 | +7.3 |
| 4626 | C | LD | Man Fuk Rd | Pui Ching Rd | Man Wan Rd | 9,350 | 10,000 | +6.9 |
| 4627 | C | LD | Mei King St | Lok Shan Rd | San Ma Tau St | 1,520 | 1,360 | -10.2 |
| 4628 | C | LD | Nassau St | Lai Wan Rd | Mei Lai Rd | 3,720 | 3,940 | +5.9 |
| 4629 | C | LD | Oak St | Cherry St | Ivy St | 700 | 720 | +3.5 |
| 4630 | C | LD | Pak Tai St | Ma Hang Chung Rd | Sung Wong Toi Rd | 5,230 | 4,490 | -14.2 |
| 4631 | C | LD | Pei Ho St | Lai Chi Kok Rd | Apliu St | 2,180 | 2,050 | -6.0 |
| 4632 | C | LD | Po On Rd | Tonkin St | Wing Hong St | 6,550 | 6,610 | +0.8 |
| 4633 | C | LD | Pui Man St | Tung Tau Tsuen Rd | End | 610 | 550 | -10.0 |
| 4634 | C | LD | Saigon St | Nathan Rd | Chi Wo St | 1,480 | 1,840 | +24.7 |
| 4635 | C | LD | Shatin Pass Rd | Jat's Incline | Tsz Wan Shan Rd | 490 | 540 | +10.2 |
| 4636 | C | LD | Shatin Pass Rd | Wong Tai Sin Rd | Tsz Wan Shan Rd | 4,260 | 4,290 | +0.7 |
| 4638 | C | LD | Shun On Rd | Shun Lee Tsuen Rd | Sau Mau Ping Rd | 8,070 | 7,480 | -7.4 |
| 4639 | C | LD | Station Lane | Ma Tau Wai Rd | Dock St | 1,520 | 1,320 | -13.3 |
| 4640 | C | LD | Tai Shing St | Tung Tau Tsuen Rd | Choi Hung Rd | 10,290 | 8,370 | -18.6 |
| 4642 | C | LD | Tong Yam St | Woh Chai St | Tai Hang Tung Rd | 2,340 | 2,490 | +6.2 |
| 4643 | C | LD | Tung Chau West St | Castle Peak Rd | King Lam St | 1,230 | 1,290 | +4.8 |
| 4645 | C | LD | Wai Chi St | Woh Chai St | Pak Tin St | 2,390 | 2,960 | +23.8 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--|-------------------------------------|--------------------------------------|---------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 4646 | C | LD | Wang Chiu Rd | Wang Kwong Rd | Kai Lok St | 5,010 | 5,170 | +3.2 |
| 4647 | C | LD | Wang Tau Hom E Rd | Junction Rd | Wang Tau Hom N Rd | 6,380 | 6,600 | +3.3 |
| 4648 | C | LD | Wing Ming St | Yu Chau W St | End | 1,880 | 1,980 | +5.8 |
| 4650 | C | LD | Yuet Lun St | Lai Chi Kok Rd | Po Lun St | 2,440 | 2,350 | -3.5 |
| 4651 | C | LD | Sze Shan St | Cha Kwo Ling Rd | Shung Shun St | 1,500 | 1,630 | +8.5 |
| 4652 | C | LD | Ching Tak St | Tung Tau Tsuen Rd | Shatin Pass Rd | 7,660 | 6,430 | -16.1 |
| 4653 | C | LD | Yau Tong Rd | Lei Yue Mun Rd | Cha Kwo Ling Rd | 7,440 | 7,820 | +5.1 |
| 4654 | C | LD | Middle Rd | Kowloon Park Drive | Nathan Rd | 10,520 | 10,080 | -4.2 |
| 4655 | C | LD | Middle Rd | Salisbury Rd | Nathan Rd | 2,310 | 2,680 | +16.2 |
| 4656 | C | LD | Metropolis Drive | Hung Hom Bypass | Cheong Tung Rd S | 16,100 | 18,520 | +15.0 |
| 4657 | C | LD | Wah Shun St | Hung Luen Rd | End | 2,360 | 1,880 | -20.4 |
| 4658 | C | LD | Tung Yuen St | Yan Yue Wai | Ko Fai Rd | - | 3,930 | - |
| 5001 | A | UT | Tuen Mun Rd | Pui To Rd | Tsing Chui Path | 132,120 | 137,770 | +4.3 |
| 5002 | A | EX | Sha Tin Rd | Lion Rock Tunnel Rd | Sha Tin Wai Rd | 76,970 | 76,000 | -1.3 |
| 5003 | A | EX | Fanling Highway | So Kwun Po INT | Wo Hop Shek INT | 62,830 | 75,040 | +19.4 |
| 5004 | A | PD | Castle Peak Rd - Kwai Chung | Tai Wo INT | Wo Yi Hop Rd | 25,480 | 24,560 | -3.6 |
| 5005 | A | PD | Ma On Shan Rd | Ma On Shan Bypass | Hang Hong St RA | 22,970 | 23,330 | +1.6 |
| 5006 | A | PD | Ting Kok Rd | Nam Wan Rd | Dai Kwai St | 30,440 | 29,190 | -4.1 |
| 5007 | A | DD | Kwai Foo Rd | Kwai Chung Rd | Hing Fong Rd | 14,300 | 15,750 | +10.1 |
| 5008 | A | DD | Kau Yuk Rd | Yuen Long Tai Yuk Rd | Yuen Long Hong Lok Rd | 12,070 | 11,730 | -2.8 |
| 5009 | A | DD | Kwong Fuk Rd | Nam Wan Rd | Wan Tau St | 17,830 | 17,840 | +0.1 |
| 5010 | A | LD | Kwai Luen Rd | Kwai Shing Circuit eastern junction | Kwai Shing Circuit western junction | 6,120 | 5,860 | -4.4 |
| 5011 | A | LD | Wang Chau Rd | Yuen Long On Ning Rd | Yuen Long On Lok Rd | 5,080 | 4,990 | -1.8 |
| 5012 | A | EX | Tuen Mun Rd | Sham Tseng | Tsing Long Highway - Ting Kau Bridge | 121,740 | 124,650 | +2.4 |
| 5013 | A | EX | Tolo Highway | North of Ma Liu Shui INT | Yuen Shin Rd INT | 147,630 | 156,010 | +5.7 |
| 5014 | A | RR | Route Twisk | Chuen Lung | Cheung Pei Shan RA | 6,660 | 6,960 | +4.6 |
| 5015 | A | RR | South Lantau Rd | Mui Wo Ferry Pier | Chi Ma Wan Rd | 3,550 | 3,620 | +1.9 |
| 5016 | A | PD | San Tin Highway, Castle Peak Rd & San Tam Rd | Kam Tin Rd | Fairview Park Boulevard | 82,820 | 88,760 | +7.2 |
| 5017 | A | RR | Clear Water Bay Rd | On Sau Rd | Hiram's Highway | 27,720 | 29,080 | +4.9 |
| 5018 | A | DD | Tsing Tsuen Rd | Tsuen Tsing INT | Tam Kon Shan INT | 32,720 | 34,090 | +4.2 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---|--|---|---------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5019 | A | RT | Castle Peak Rd - Yuen Long | Yuen Long On Lok Rd | Kam Tin Rd | 28,180 | 55,700 | +97.7 |
| 5020 | A | UT | Shing Mun Tunnel | Wo Yi Hop Interchange | Shing Mun Tunnel Rd | 49,510 | 50,470 | +1.9 |
| 5021 | A | UT | Tseung Kwan O Tunnel | Toll Plaza | Tseung Kwan O Tunnel Rd RA | 91,610 | 84,280 | -8.0 |
| 5022 | A | UT | Tate's Cairn Tunnel | Toll Plaza | South Portal | 54,650 | 55,140 | +0.9 |
| 5023 | A | DD | Po Lam Rd | Anderson Rd | Tsui Lam Rd | 14,950 | 11,860 | -20.7 |
| 5024 | A | UT | Lion Rock Tunnel | Toll Plaza | South Portal | 85,880 | 88,930 | +3.5 |
| 5025 | A | EX | Yuen Long Highway | Tin Shui Wai West INT | Lam Tei INT | 109,410 | 116,440 | +6.4 |
| 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 | 99,460 | 114,260 | +14.9 |
| 5027 | A | EX | Lantau Link | Tsing Ma Bridge eastern end at Tsing Yi | Ngong Shuen Au | 52,380 | 79,890 | +52.5 |
| 5029 | A | EX | Tsing Long Highway - Tai Lam Tunnel | Au Tau INT | Tuen Mun Rd | 38,840 | 39,970 | +2.9 |
| 5030 | A | UT | Kwai Chung Rd | Kwai Chung INT | Tsuen Wan Rd | 104,480 | 109,690 | +5.0 |
| 5031 | A | EX | North Lantau Highway | Tung Chung Eastern INT | Western End at Chek Lap Kok | 20,330 | 41,340 | +103.4 |
| 5032 | A | DD | Chek Lap Kok S Rd | Eastern End at Tung Chung | Western End at Chek Lap Kok | 15,560 | 19,750 | +26.9 |
| 5033 | A | EX | Tsing Long Highway - Ting Kau Bridge | NW Tsing Yi INT southern tip | Tuen Mun Rd | 89,310 | 95,010 | +6.4 |
| 5034 | A | EX | Cheung Tsing Tunnel & Cheung Tsing Bridge | Cheung Tsing Bridge eastern end | Western end of Cheung Tsing Tunnel slip rds to & from Tsing Yi Rd W | 66,500 | 76,820 | +15.5 |
| 5035 | A | EX | Tuen Mun Rd | Castle Peak Rd - Tsuen Wan | Tsing Long Highway - Ting Kau Bridge | 75,060 | 76,980 | +2.6 |
| 5036 | A | DD | Shun Tung Rd | Yu Tung Rd | Tat Tung Rd | 19,480 | 21,920 | +12.5 |
| 5037 | A | EX | Eagle's Nest Tunnel | Toll Plaza | South Portal | 56,110 | 60,870 | +8.5 |
| 5038 | A | EX | Nam Wan Tunnel | East Tsing Yi Viaduct | Cheung Tsing Highway | 41,060 | 57,000 | +38.8 |
| 5039 | A | EX | Stonecutters Bridge | East Tsing Yi Viaduct | Container Port Rd S nr Container Terminal 8 | 40,130 | 58,060 | +44.7 |
| 5040 | A | EX | Shenzhen Bay Bridge | Nr Deep Bay Rd | Shenzhen Bay Bridge (China Section - End) | 6,640 | 15,460 | +132.9 |
| 5041 | A | RT | Lung Shan Tunnel | Fanling Highway | Sha Tau Kok Road | 16,400 | 20,630 | +25.8 |

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

| Stn. No. | Stn. Type | Road Type | Road Name | From | To | AADT | | Change of 2023 as % of 2022 |
|----------|-----------|-----------|-----------------------------------|-------------------------------------|---|-----------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5042 | A | UT | Tuen Mun Chek Lap Kok Tunnel | Lung Fu Rd | Hong Kong Boundary Crossing Facilities (BCF) | 19,670 | 29,930 | +52.1 |
| 5043 | A | UT | Tseung Kwan O - Lam Tin Tunnel | Eastern Portal | Western Portal & slip rd to EHC | - | 25,720 | - |
| 5101 | A | LD | Chui Tin St | Che Kung Miu Rd | Hung Mui Kuk Rd | 11,300 | 11,820 | +4.7 |
| 5102 | A | LD | Tseng Choi St | Castle Peak Rd northern junction | Castle Peak Rd southern junction | 5,410 | 5,470 | +1.0 |
| 5103 | A | LD | Shing Mun Rd | Texaco Rd N | Cheung Shan Est Rd E | 1,860 | 1,940 | +4.4 |
| 5104 | A | LD | Chap Wai Kon St | Bus Terminus | Siu Lek Yuen Rd | 5,280 | 5,550 | +5.2 |
| 5106 | A | PD | Lung Fu Rd | Wong Chu Rd | Tuen Mun Chek Lap Kok Tunnel Rd & Lung Mun Rd | 25,820 | 32,670 | +26.5 |
| 5107 | A | LD | Lung Mun Rd | Wu Chui Rd | Tuen Mun Chek Lap Kok Tunnel Rd & Lung Fu Rd | 7,000 | 7,790 | +11.4 |
| 5201 | C | UT | Kwai Chung Rd | Ching Cheung Rd | Kwai Chung INT | 77,900 * | 74,140 | -4.8 |
| 5202 | C | UT | Castle Peak Rd - San Hui | Tseng Choi St | Fu Tei Rd | 11,580 * | 12,250 | +5.8 |
| 5203 | C | EX | Tolo Highway | Slip rd from Ma Liu Shui Ferry Pier | Ma Liu Shui INT northern end | 100,860 * | 132,890 | +31.8 |
| 5204 | C | EX | Fanling Highway | Slip rds to & from Fan Kam Rd INT | Slip rds to & from So Kwun Po INT | 73,500 * | 91,860 | +25.0 |
| 5205 | C | PD | Castle Peak Rd - Kwai Chung | Kwai Chung Rd RA | Wo Yi Hop Rd | 15,920 * | 23,710 | +48.9 |
| 5206 | C | PD | Castle Peak Rd - Tsuen Wan | Chung On St | Tai Ho Rd | 23,270 * | 28,760 | +23.6 |
| 5207 | C | PD | Texaco Rd | Tsuen Kam INT | Shek Wai Kok Rd | 23,170 * | 35,780 | +54.4 |
| 5208 | C | PD | Long Yip St & Yuen Long On Lok Rd | Castle Peak Rd - Yuen Long | Tai Cheung St | 35,350 * | 37,320 | +5.6 |
| 5209 | C | PD | Yuen Wo Rd | Wo Che St | Sha Tin Rural Committee Rd | 18,420 * | 22,670 | +23.1 |
| 5210 | C | PD | Fo Tan Rd FO <N285> | Lok King St | Slip rd to Tai Po Rd | 48,260 * | 51,750 | +7.2 |
| 5211 | C | PD | Tai Chung Kiu Rd | Sha Kok St | Sha Tin Wai Rd | 21,510 * | 22,580 | +5.0 |
| 5212 | C | PD | Hung Mui Kuk Rd | Che Kung Miu Rd | Tin Sam St | 29,250 * | 34,280 | +17.2 |
| 5213 | C | PD | Sha Tin Wai Rd | Sha Kok St | Sha Tin Rd | 25,060 * | 30,300 | +20.9 |
| 5214 | C | PD | Tai Po Rd - Tai Wai | Shing Ho Rd | Lion Rock Tunnel Rd | 8,860 * | 10,280 | +16.0 |
| 5215 | C | PD | Lion Rock Tunnel Rd | Che Kung Miu Rd | Sha Tin Rd | 10,680 * | 10,070 | -5.7 |
| 5216 | C | PD | Nam Wan Rd | Kwong Fuk Rd | Tai Po Tai Wo Rd | 21,240 * | 23,580 | +11.0 |
| 5217 | C | PD | Jockey Club Rd | Sha Tau Kok Rd | So Kwun Po Rd | 11,530 * | 11,740 | +1.8 |
| 5218 | C | PD | Jockey Club Rd | Po Shek Wu Rd | Man Kam To Rd | 25,230 * | 22,510 | -10.8 |
| 5219 | C | DD | Kwai Chung INT ramps A & B | Kwai Chung Rd | Lai King Hill Rd INT | 19,520 * | 19,940 | +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 2023 as % of 2022 |
|----------|-----------|-----------|-----------------------------------|----------------------------|--------------------------------|----------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5220 | C | DD | Kwai Chung INT ramps E & F | Kwai Chung Rd | Lai King Hill Rd INT | 14,090 * | 13,790 | -2.2 |
| 5221 | C | DD | Cheung Wing Rd | Wo Yi Hop Rd | Kwai Chung Rd RA | 44,470 * | 38,270 | -14.0 |
| 5222 | C | DD | Tai Wo Hau Rd | Texaco Rd | Tai Ha St eastern junction | 17,560 * | 17,080 | -2.7 |
| 5223 | C | DD | Kwai Yik Rd | Kwai Chung Rd | Hing Fong Rd | 21,120 * | 23,110 | +9.4 |
| 5224 | C | DD | Kwai Fuk Rd | Shing Fuk St | Texaco Rd | 15,640 * | 15,680 | +0.2 |
| 5225 | C | DD | Wo Yi Hop Rd | Tai Loong St | Lei Muk Rd | 14,300 * | 16,910 | +18.3 |
| 5226 | C | DD | Lei Muk Rd | Wo Yi Hop Rd | Chun Pin St | 7,420 * | 6,330 | -14.6 |
| 5227 | C | DD | Sha Tsui Rd | Pun Shan St | Tso Kung St | 19,610 * | 17,430 | -11.1 |
| 5228 | C | DD | Chung On St | Sha Tsui Rd | Yeung Uk Rd | 10,300 * | 9,820 | -4.6 |
| 5229 | C | DD | Tai Ho Rd (GL) | Castle Peak Rd - Tsuen Wan | Hoi Pa St | 25,670 * | 22,080 | -14.0 |
| 5230 | C | DD | Ma Tau Pa Rd & Texaco Rd | Yeung Uk Rd | Texaco Rd RA | 15,000 * | 16,360 | +9.0 |
| 5231 | C | DD | Texaco Rd | Texaco Rd N | Tsuen Fu St | 45,460 * | 52,430 | +15.3 |
| 5232 | C | DD | Tsing Yi Rd | Tsing Yi Heung Sze Wui Rd | Ching Hong Rd | 21,140 * | 21,060 | -0.3 |
| 5233 | C | DD | Fung Cheung Rd | Castle Peak Rd - Yuen Long | Hop Yick Rd | 23,470 * | 23,230 | -1.0 |
| 5234 | C | DD | Ma Miu Rd | Yuen Long On Ning Rd | Ma Wang Rd | 15,670 * | 16,800 | +7.2 |
| 5235 | C | DD | Kuk Ting St | Castle Peak Rd - Yuen Long | Sai Tai St | 10,550 * | 9,260 | -12.2 |
| 5236 | C | DD | Castle Peak Rd - Ping Shan | Yuen Long Tai Yuk Rd | Ma Wang Rd | 19,820 * | 20,590 | +3.9 |
| 5237 | C | DD | Ming Kum Rd | Pui To Rd | Shek Pai Tau Rd | 14,170 * | 17,930 | +26.5 |
| 5238 | C | DD | Tuen Mun Heung Sze Wui Rd | Pui To Rd | Tuen Hing Rd | 30,950 * | 38,830 | +25.5 |
| 5239 | C | PD | Castle Peak Rd - San Hui | Tuen Mun Heung Sze Wui Rd | Tseng Choi St | 11,090 * | 12,870 | +16.0 |
| 5240 | C | DD | Pui To Rd | Tsun Wen Rd | Ming Kum Rd | 15,450 * | 18,860 | +22.1 |
| 5241 | C | DD | Ngan Shing St | Siu Lek Yuen Rd | Chap Wai Kon St | 14,280 * | 16,810 | +17.7 |
| 5242 | C | DD | Sha Kok St | Tai Chung Kiu Rd | Sha Tin Wai Rd | 12,380 * | 11,840 | -4.4 |
| 5243 | C | DD | Ting Kok Rd | Nam Wan Rd | Tai Po Tai Wo Rd | 18,260 * | 21,420 | +17.3 |
| 5244 | C | DD | San Wan Rd | Sha Tau Kok Rd | So Kwun Po INT | 12,780 * | 13,900 | +8.8 |
| 5245 | C | DD | Po Lam Rd N | Po Hong Rd | Tsui Lam Rd | 15,800 * | 12,830 | -18.8 |
| 5246 | C | DD | On Kui St | Lok Yip Rd | Sha Tau Kok Rd - Lung Yuek Tau | 6,690 * | 7,760 | +15.9 |
| 5247 | C | DD | Tsing Yi Rd W | Fung Shue Wo Rd | Tam Kon Shan INT | 34,690 * | 27,700 | -20.2 |
| 5248 | C | LD | Kwai Shing Circuit & Shing Fuk St | Kwai Luen Rd | Kwai Fuk Rd | 13,460 * | 15,760 | +17.0 |
| 5249 | C | LD | Tai Ho Rd | Yeung Uk Rd | Tsuen Wan Ferry Pier | 13,600 * | 19,430 | +43.0 |
| 5250 | C | LD | Fung Shue Wo Rd | Tsing Yu St | Tsing Yi Rd W | 15,220 * | 15,530 | +2.0 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---|-----------------------------|------------------------------------|----------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5251 | C | DD | Choi Yuen Rd | Po Shek Wu Rd | Yuk Po Court | 18,880 * | 18,230 | -3.4 |
| 5252 | C | RT | Castle Peak Rd - Ping Shan | Ping Ha Rd | Tin Ha Rd | 18,400 * | 19,690 | +7.0 |
| 5253 | C | EX | Tolo Highway | Tai Po Tai Wo Rd | Lam Kam Rd RA | 86,330 * | 121,830 | +41.1 |
| 5254 | C | RR | Kam Tin Rd | Fan Kam Rd | Kam Sheung Rd eastern junction | 18,850 * | 15,740 | -16.5 |
| 5255 | C | RR | Tai Po Rd - Shatin Heights | Keng Hau Rd | Caldecott Rd | 18,740 * | 21,900 | +16.9 |
| 5256 | C | RR | Tung Chung Rd | South Lantau Rd | Tung Chung Rd nr Mun Hong House | 4,580 * | 6,130 | +33.8 |
| 5257 | C | RR | Castle Peak Rd - Tam Mi, Mai Po & San Tin | Fairview Park Boulevard | Lok Ma Chau Rd | 11,520 * | 10,740 | -6.7 |
| 5258 | C | RR | Po Tung Rd & Tai Mong Tsai Rd | Hiram's Highway | Yan Yee Rd | 30,800 * | 28,400 | -7.8 |
| 5259 | C | LD | Shing Mun Rd | Wo Yi Hop Rd | Wo Yi Hop Lane | 2,480 * | 3,090 | +24.8 |
| 5260 | C | LD | Wing Shun St | Ma Tau Pa Rd | Yi Hong St | 10,760 * | 10,260 | -4.6 |
| 5261 | C | DD | Po Fung Rd | Po Lam Rd N | Po Hong Rd | 8,720 * | 8,150 | -6.5 |
| 5262 | C | PD | Po Hong Rd | Wan Lung Rd | Wan Hang Rd | 16,330 * | 17,550 | +7.5 |
| 5263 | C | DD | Tsing Tin Rd INT | Tsun Wen Rd | Ming Kum Rd | 21,260 * | 22,030 | +3.6 |
| 5264 | C | PD | Tuen Mun Rd ramps A & B | Wong Chu Rd | Tuen Mun Rd | 27,700 * | 31,390 | +13.3 |
| 5265 | C | PD | Tai Po Rd - Yuen Chau Tsai E-B ramp H | Kwong Wang St | Ramp to Tai Po Rd - Yuen Chau Tsai | 19,270 * | 21,860 | +13.4 |
| 5266 | C | DD | Ting Tai Rd | Tai Po Tai Wo Rd | Ting Kok Rd | 21,280 * | 23,710 | +11.4 |
| 5267 | C | PD | Castle Peak Rd - Tsuen Wan ramps A & B | Tuen Mun Rd | Castle Peak Rd - Tsuen Wan | 24,090 * | 28,160 | +16.9 |
| 5268 | C | PD | Tai Ho Rd FO<N484> | Hoi Pa St | Castle Peak Rd - Tsuen Wan | 11,880 * | 13,780 | +16.0 |
| 5269 | C | EX | Fanling Highway FO <N498> over Fan Kam Rd INT | Choi Yuen Est | Tai Tau Leng | 48,910 * | 64,690 | +32.3 |
| 5270 | C | EX | Fanling Highway under Wo Hop Shek INT | Ramp from Jockey Club Rd | Ramp to Jockey Club Rd | 79,440 * | 89,810 | +13.1 |
| 5271 | C | LD | Wing Shun St | Yi Hong St | Kwai Yue St | 5,020 * | 5,100 | +1.6 |
| 5272 | C | LD | Kwai King Rd | Kwai Tak St | Kwai Tsing Rd | 22,440 * | 21,760 | -3.0 |
| 5273 | C | DD | Tat Wan Rd | Slip rd to Tolo Highway E-B | Slip rd from Tolo Highway W-B | 6,060 * | 5,590 | -7.8 |
| 5274 | C | LD | Siu Lun St | Tuen Mun Heung Sze Wui Rd | Hoi Wing Rd | 3,710 * | 4,710 | +27.0 |
| 5275 | C | DD | On Chiu St | On Chun St | Sai Sha Rd | 9,900 * | 9,030 | -8.8 |
| 5276 | C | PD | Po Lam Rd N | Po Hong Rd | Po Fung Rd | 10,920 * | 12,400 | +13.5 |
| 5277 | C | DD | Ping Ha Rd | Hung Tin Rd | Tin Yiu Rd | 18,620 * | 23,460 | +26.0 |
| 5278 | C | EX | Tate's Cairn Highway slip rd P | Tate's Cairn Highway S-B | Sha Lek Highway FO <UR T5> S-B | 14,250 * | 17,990 | +26.3 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---------------------------------------|--|--------------------------------|----------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5279 | C | PD | Tate's Cairn Highway slip rd M | Tate's Cairn Highway | Tate's Cairn Highway | 43,630 * | 49,290 | +13.0 |
| 5280 | C | PD | Pak Wo Rd W-B slip rd | Fanling Highway | Pak Wo Rd | 5,850 * | 6,660 | +13.8 |
| 5281 | C | DD | Sai Sha Rd | On Chiu St | On Yuen St | 12,100 * | 14,840 | +22.6 |
| 5282 | C | DD | Ming Kum Rd | Shek Pai Tau Rd | Tin King Rd | 11,610 * | 14,730 | +26.8 |
| 5283 | C | LD | Chi Cheong Rd | San Wan Rd | Lung Sum Ave | 6,410 * | 6,750 | +5.3 |
| 5284 | C | DD | Tin Ying Rd | Tin Wah Rd | Ping Ha Rd | 30,030 * | 35,880 | +19.5 |
| 5285 | C | DD | Long Ping Rd | Fung Chi Rd | Long Ping Rd INT | 18,980 * | 17,970 | -5.3 |
| 5286 | C | UT | Shing Mun Tunnel Rd | Slip rd C | Tai Po Rd - Shatin | 72,000 * | 75,420 | +4.8 |
| 5287 | C | DD | Tin Tsz Rd | Tin Fuk Rd | Tin Cheung Rd | 23,200 * | 30,200 | +30.2 |
| 5288 | C | DD | Tin Wah Rd | Tin Kwai Rd | Tin Tsz Rd | 8,650 * | 7,300 | -15.6 |
| 5289 | C | PD | Tai Chung Kiu Rd | Siu Lek Yuen Rd | Tai Chung Kiu Rd RA | 32,520 * | 30,330 | -6.7 |
| 5290 | C | EX | Sha Lek Highway FO <UR T5> | Slip rd from Sha Tin Wai Rd | Tate's Cairn Highway INT | 36,790 * | 41,720 | +13.4 |
| 5291 | C | EX | 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> | 43,670 * | 44,390 | +1.6 |
| 5292 | C | LD | Fan Leng Lau Rd | Ma Sik Rd | Wo Muk Rd | 6,060 * | 7,960 | +31.5 |
| 5293 | C | DD | Ma Sik Rd | Wo Tai St | Sha Tau Kok Rd - Lung Yeuk Tau | 14,520 * | 19,070 | +31.3 |
| 5294 | C | DD | Pak Wo Rd | Pak Wo Rd RA | Yu Tai Rd | 15,890 * | 15,830 | -0.4 |
| 5295 | C | DD | Chiu Shun Rd | Po Ning Rd | Ngan O Rd | 13,880 * | 14,150 | +1.9 |
| 5296 | C | DD | Castle Peak Rd - Lingnan | Fu Tei Rd | Lam Tei INT | 10,980 * | 11,370 | +3.6 |
| 5297 | C | RR | San Tam Rd | Castle Peak Rd - Mai Po | Fairview Park Boulevard RA | 7,280 * | 10,960 | +50.5 |
| 5298 | C | LD | Tin Yan Rd | Tin Shing Rd | Tin Wing Rd | 8,830 * | 8,550 | -3.2 |
| 5300 | C | EX | North Lantau Highway | Ngong Shuen Au | Tung Chung Eastern INT | 40,580 | 53,230 | +31.2 |
| 5302 | C | LD | Wo Hing Rd | UR nr Jockey Club Rd & Pak Wo Rd | Ming Yin Rd | 6,360 * | 6,580 | +3.4 |
| 5303 | C | LD | Tat Tung Rd | Shun Tung Rd | End | 14,500 | 17,580 | +21.3 |
| 5304 | C | LD | Wan Po Rd | Chiu Shun Rd | Chun Yat St | 43,160 * | 30,420 | -29.5 |
| 5305 | C | LD | Sheung Ning Rd | Chung Wa Rd | Pui Shing Rd | 32,720 * | 36,040 | +10.1 |
| 5306 | C | PD | Po Shun Rd | Tong Ming St | Tseung Kwan O Tunnel Rd RA | 26,870 * | 30,270 | +12.6 |
| 5307 | C | LD | Tong Chun St | Tong Ming St | Po Yap Rd | 6,490 * | 8,080 | +24.4 |
| 5308 | C | LD | Tong Tak St | Tong Yin St | Tong Chun St | 6,280 * | 6,720 | +7.1 |
| 5309 | C | DD | King Ling Rd | Po Shun Rd | Chui Ling Rd | 12,020 * | 15,440 | +28.5 |
| 5310 | C | LD | Pung Loi Rd | Pung Loi Ave | Wan Po Rd | 2,320 * | 2,430 | +4.7 |
| 5311 | C | LD | Yi Tung Rd | Tung Chung Eastern INT | Ying Hei Rd | 12,970 | 16,500 | +27.2 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--------------------------------------|--|--------------------------------|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5312 | C | EX | Tsing Sha Highway near Tsing Yi Road | Tsing Sha Highway Nr Stonecutters Bridge | Roundabout Nr Tsing Yi Rd | 11,790 * | 14,260 | +21.0 |
| 5402 | C | UT | Tsuen Wan Rd S-B ramp | Tsuen Wan Rd | Kwai Chung Rd | 66,470 * | 75,070 * | +12.9 |
| 5403 | C | EX | Tsuen Wan Rd | Tsuen Wan Rd FO <N522> southern tip | Section over Container Port Rd | 125,410 * | 141,650 * | +12.9 |
| 5404 | C | UT | Tuen Mun Rd | Tsing Chui Path | Lam Tei INT | 117,820 * | 125,200 * | +6.3 |
| 5405 | C | UT | Lion Rock Tunnel Rd | Hung Mui Kuk Rd | Sha Tin Rd | 85,000 * | 88,000 * | +3.5 |
| 5406 | C | PD | Kwai Chung Rd | Tsuen Wan Rd | Lai King Hill Rd | 37,310 * | 42,140 * | +12.9 |
| 5407 | C | PD | Kwai Chung Rd | Lai King Hill Rd | Kwai Foo Rd | 30,090 * | 33,990 * | +12.9 |
| 5408 | C | PD | Castle Peak Rd - Kwai Chung | Kwai Chung Rd RA | Ting Kwok St | 55,740 * | 62,950 * | +12.9 |
| 5409 | C | PD | Castle Peak Rd - Tsuen Wan | Tai Ho Rd | Tai Chung Rd | 26,450 * | 29,880 * | +12.9 |
| 5410 | C | PD | Castle Peak Rd - Tsuen Wan | Tsuen King Circuit | Tai Chung Rd | 30,750 * | 34,730 * | +12.9 |
| 5411 | C | PD | Cheung Pei Shan Rd | Tsuen Kam INT | Shek Wai Kok Rd | 35,310 * | 39,880 * | +12.9 |
| 5413 | C | PD | Wang Tat Rd & Ma Wang Rd | Ma Miu Rd | Castle Peak Rd - Ping Shan | 23,680 * | 25,160 * | +6.3 |
| 5414 | C | PD | Yuen Wo Rd | Fo Tan Rd | Wo Che St | 19,330 * | 20,010 * | +3.5 |
| 5415 | C | PD | Fo Tan Rd | Lok King St | Sui Wo Rd | 25,520 * | 26,420 * | +3.5 |
| 5416 | C | PD | Tai Chung Kiu Rd | Sha Tin Wai Rd | Yuen Chau Kok Rd | 19,130 * | 19,810 * | +3.5 |
| 5417 | C | PD | Mei Tin Rd | Che Kung Miu Rd | Tsuen Nam Rd | 38,880 * | 40,250 * | +3.5 |
| 5418 | C | PD | Sha Tin Wai Rd | Sha Kok St | Tai Chung Kiu Rd | 27,230 * | 28,190 * | +3.5 |
| 5419 | C | PD | Tai Po Rd - Shatin | Lion Rock Tunnel Rd | Sha Tin Rural Committee Rd | 89,420 * | 92,570 * | +3.5 |
| 5420 | C | PD | Tai Po Rd - Yuen Chau Tsai | Kwong Wang St | Nam Wan Rd | 29,960 * | 31,840 * | +6.3 |
| 5421 | C | PD | Nam Wan Rd | Tai Po Tai Wo Rd | Ting Kok Rd | 26,040 * | 27,670 * | +6.3 |
| 5422 | C | PD | Jockey Club Rd | Sha Tau Kok Rd | Lok Yip Rd | 10,170 * | 10,810 * | +6.3 |
| 5423 | C | PD | So Kwun Po Rd | Fanling Highway | Slip rds to & from San Wan Rd | 58,890 * | 62,580 * | +6.3 |
| 5424 | C | DD | Hing Fong Rd | Kwai Fuk Rd | Kwai Tsing Rd RA | 44,590 * | 46,090 * | +3.4 |
| 5426 | C | DD | Kwai On Rd | Tai Lin Pai Rd | Kwai Chung Rd | 20,780 * | 21,480 * | +3.4 |
| 5427 | C | DD | Lai King Hill Rd | Joint St | Kwai Fuk Rd | 18,220 * | 18,830 * | +3.4 |
| 5428 | C | DD | Lai King Hill Rd | Kwai Chung Rd | Kwai Fuk Rd | 3,130 * | 3,240 * | +3.4 |
| 5429 | C | DD | Kwai Fuk Rd | Lai King Hill Rd | Kwai Fuk Rd RA | 16,020 * | 16,560 * | +3.4 |
| 5430 | C | DD | Tai Lin Pai Rd | Kwai Chung Rd southern junction | Kwai On Rd | 13,250 * | 13,700 * | +3.4 |
| 5431 | C | DD | Wo Yi Hop Rd | Lei Muk Rd | Cheung Wing Rd | 27,980 * | 28,920 * | +3.4 |
| 5432 | C | DD | Sha Tsui Rd | Kwu Hang Rd | Texaco Rd | 19,820 * | 20,480 * | +3.4 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---|---|--------------------------------------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5433 | C | DD | Sha Tsui Rd | Castle Peak Rd - Tsuen Wan | Pun Shan St | 2,530 * | 2,610 * | +3.4 |
| 5434 | C | DD | Chung On St | Tsuen Wan Market St | Sha Tsui Rd | 9,580 * | 9,900 * | +3.4 |
| 5435 | C | DD | Texaco Rd slip rd C E-B | Texaco Rd #188 | Texaco Rd #150 | 6,440 * | 6,660 * | +3.4 |
| 5436 | C | DD | Texaco Rd slip rd W-B | Texaco Rd southern end | Texaco Rd RA | 31,720 * | 32,790 * | +3.4 |
| 5437 | C | DD | Texaco Rd | Texaco Rd <FO> | Texaco Rd southern end | 63,700 * | 65,850 * | +3.4 |
| 5438 | C | DD | Shek Wai Kok Rd | Texaco Rd N. | Shek On St | 12,910 * | 13,350 * | +3.4 |
| 5439 | C | DD | Tsing Yi Rd | Ching Hong Rd | Tsing Nam St | 8,300 * | 8,570 * | +3.4 |
| 5440 | C | DD | Yuen Long Main Rd | Fung Cheung Rd | Yuen Long On Lok Rd | 46,240 * | 47,330 * | +2.4 |
| 5441 | C | DD | Yuen Long On Ning Rd | Ma Miu Rd | Kik Yeung Rd | 18,660 * | 19,100 * | +2.4 |
| 5442 | C | DD | Tai Cheung St | Yuen Long On Lok Rd | Sai Tai St | 4,500 * | 4,600 * | +2.4 |
| 5443 | C | DD | Lai King Hill Rd | Lai Wan Rd | Kwai Chung INT slip rds | 7,800 * | 8,060 * | +3.4 |
| 5444 | C | DD | Shek Pai Tau Rd | Tsun Wen Rd | Ming Kum Rd | 10,410 * | 10,650 * | +2.4 |
| 5445 | C | DD | Tuen Mun Heung Sze Wui Rd | Pui To Rd | Castle Peak Rd | 11,860 * | 12,140 * | +2.4 |
| 5446 | C | DD | Pui To Rd | Castle Peak Rd - Castle Peak Bay | Pui To Rd FO <N503> over Tuen Mun Rd | 15,310 * | 15,670 * | +2.4 |
| 5447 | C | DD | Tuen Hing Rd | Tuen Hing Rd FO <N432> over Tuen Mun Rd | Castle Peak Rd - Castle Peak Bay | 14,900 * | 15,250 * | +2.4 |
| 5448 | C | DD | Tsuen Nam Rd, Chik Fuk St & Shing Ho Rd | Tai Po Rd-Tai Wai | Tai Wai Rd | 7,920 * | 7,930 * | +0.1 |
| 5449 | C | DD | Tai Po Rd - Tai Wai | Shing Ho Rd | Mei Tin Rd | 9,480 * | 9,490 * | +0.1 |
| 5450 | C | DD | Tsun Wen Rd | Tai Fong St | Ching Chung Koon | 16,210 * | 16,590 * | +2.4 |
| 5451 | C | DD | Tsun Wen Rd | Tsing Chung Koon | Tsing Chung Koon Rd | 14,210 * | 14,540 * | +2.4 |
| 5452 | C | DD | Tsing Lun Rd | Tsun Wen Rd | Tsing Chung Koon Rd | 6,590 * | 6,740 * | +2.4 |
| 5453 | C | DD | Sha Tau Kok Rd | Jockey Club Rd | San Wan Rd | 17,830 * | 18,250 * | +2.4 |
| 5455 | C | DD | Lok Yip Rd | On Kui St | Sha Tau Kok Rd - Lung Yuek Tau | 16,080 * | 16,460 * | +2.4 |
| 5456 | C | LD | Lai Cho Rd, Lai Yiu Rd & Wah Yiu Rd | Lai King Hill Rd | Lai Chi Ling Rd | 6,380 * | 6,590 * | +3.4 |
| 5457 | C | DD | Tsuen King Circuit | Castle Peak Rd - Tsuen Wan | On Yin St | 10,760 * | 11,120 * | +3.4 |
| 5458 | C | LD | Kik Yeung Rd | Castle Peak Rd - Yuen Long | Yuen Long On Ning Rd | 9,000 * | 9,210 * | +2.4 |
| 5459 | C | LD | Yuen Long Hong Lok Rd | Castle Peak Rd-Yuen Long | Kau Yuk Rd | 3,220 * | 3,300 * | +2.4 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--|--------------------------------|--|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5461 | C | EX | Fanling Highway | Lam Kam Rd INT | Kau Lung Hang Lo Wai | 92,840 * | 98,660 * | +6.3 |
| 5462 | C | RR | Route Twisk | Lam Kam Rd | Chuen Lung | 5,780 * | 5,970 * | +3.4 |
| 5463 | C | RR | Lam Kam Rd | Kam Sheung Rd | Kadoorie Farm and Botanic Garden | 20,220 * | 20,900 * | +3.4 |
| 5464 | C | RR | Chi Ma Wan Rd | South Lantau Rd | Chi Sun Correctional Institution | 150 * | 150 * | +0.1 |
| 5465 | C | RR | Man Kam To Rd | Jockey Club Rd | Boundary | 17,410 * | 17,820 * | +2.4 |
| 5466 | C | RR | Clear Water Bay Rd | Hang Hau Rd | Hiram's Highway | 19,140 * | 19,160 * | +0.1 |
| 5467 | C | DD | Ma On Shan Rd | Hang Hong St | Sai Sha Rd | 16,010 * | 16,030 * | +0.1 |
| 5469 | C | DD | Po Hong Rd | Po Lam Rd N. | Po Fung Rd | 8,150 * | 8,160 * | +0.1 |
| 5470 | C | DD | Kwai Tsing Rd access rd to Kwai Tai Rd | Kwai Tsing Rd | Kwai Tai Rd | 10,380 * | 10,730 * | +3.4 |
| 5471 | C | DD | Wan Lung Rd | Po Hong Rd | Wan Hang Rd | 3,260 * | 3,260 * | +0.1 |
| 5472 | C | PD | Tsing Tin Rd E-B ramps A & B | Tsing Tin Rd | Tuen Mun Rd | 19,170 * | 20,370 * | +6.3 |
| 5473 | C | PD | Tolo Highway ramps A & B | Ramps to & from Tolo Highway | Ramps to & from Tai Po Rd - Yuen Chau Tsai | 11,770 * | 12,510 * | +6.3 |
| 5474 | C | DD | Wan Tau St | Heung Sze Wui St | Nam Wan Rd | 12,360 * | 12,640 * | +2.4 |
| 5475 | C | PD | Hoi Hing Rd RA (eastern arm) | On Yuk Rd | Hoi Hing Rd RA | 18,060 * | 20,400 * | +12.9 |
| 5476 | C | PD | Lai King Hill Rd slip rds C & D | Lai King Hill RA | Kwai Chung Rd | 11,450 * | 12,930 * | +12.9 |
| 5477 | C | EX | Fanling Highway slip rds C & D | Fan Kam Rd INT | Fan Kam Rd INT | 21,030 * | 22,350 * | +6.3 |
| 5479 | C | PD | Hoi Wong Rd | Wong Chu Rd INT | Hoi Chu Rd | 27,950 * | 29,700 * | +6.3 |
| 5480 | C | PD | Wong Chu Rd ramps C & D | Wong Chu Rd | Tuen Mun Rd | 30,550 * | 32,460 * | +6.3 |
| 5481 | C | RR | Lung Kwu Tan Rd | Lung Fai St | Slip rd to Tsang Kok | 6,780 * | 6,940 * | +2.4 |
| 5482 | C | LD | Chuen On Rd | Chung Nga Rd southern junction | Tung Leung Rd | 5,880 * | 6,020 * | +2.4 |
| 5483 | C | DD | Tat Wan Rd | Ma Wo Rd | Slip rd to Tolo Highway E-B | 7,420 * | 7,590 * | +2.4 |
| 5484 | C | PD | Po Lam Rd N | Po Fung Rd | Po Ning Rd | 12,580 * | 13,020 * | +3.5 |
| 5485 | C | DD | Tin Fuk Rd | Tin Yiu Rd | Tin Shing Rd | 13,380 * | 13,700 * | +2.4 |
| 5486 | C | PD | Tate's Cairn Highway slip rd D | Tate's Cairn Highway N-B | Sha Tin Wai Rd | 5,110 * | 5,290 * | +3.5 |
| 5487 | C | PD | Texaco Rd <FO> | Tak Tai Path | Tsuen Tsing INT | 30,120 * | 34,020 * | +12.9 |
| 5488 | C | LD | Chuen On Rd | Chung Nga Rd northern junction | Tung Leung Rd | 5,370 * | 5,500 * | +2.4 |
| 5489 | C | LD | Po Hong Rd | Po Lam Rd N | Wing Lai Rd | 3,990 * | 3,990 * | +0.1 |
| 5490 | C | DD | Ming Kum Rd | Tin King Rd | Tsun Wen Rd | 9,750 * | 9,980 * | +2.4 |
| 5491 | C | DD | Chi Ming St | Jockey Club Rd | Chi Cheong Rd | 4,500 * | 4,610 * | +2.4 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|-------------------------------|---|--|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5492 | C | DD | Tin Shing Rd | Tin Lung Rd | Tin Cheung Rd | 12,530 * | 12,820 * | +2.4 |
| 5493 | C | LD | Tin Kwai Rd | Tin Wah Rd | Tin Lun Rd | 6,260 * | 6,410 * | +2.4 |
| 5494 | C | DD | Wan Hang Rd | Mau Yip Rd | Po Hong Rd | 6,620 * | 6,630 * | +0.1 |
| 5495 | C | DD | Tin Shui Rd | Tin Wu Rd | Tin Wah Rd | 18,460 * | 18,890 * | +2.4 |
| 5496 | C | RR | San Sham Rd | San Tin INT | End of San Sham Rd | 13,210 * | 13,520 * | +2.4 |
| 5497 | C | EX | Tate's Cairn Highway | Slip rds to & from Tolo Highway | Slip rds to & from Ma On Shan Rd | 74,280 * | 76,900 * | +3.5 |
| 5498 | C | EX | Sha Lek Highway FO <UR T5> | Slip rds to & from Sha Tin Rd | Slip rd to Sha Tin Wai Rd | 27,650 * | 28,620 * | +3.5 |
| 5499 | C | EX | Tate's Cairn Highway slip rd | Ma On Shan Rd nr Hang Shun St | Tate's Cairn Highway | 30,190 * | 31,260 * | +3.5 |
| 5500 | C | DD | Ma Sik Rd | Jockey Club Rd | Tin Ping Rd | 20,940 * | 21,430 * | +2.4 |
| 5501 | C | DD | Pak Wo Rd | Yat Ming Rd | Wo Hop Shek INT | 19,210 * | 19,670 * | +2.4 |
| 5502 | C | DD | Pak Wo Rd | Yu Tai Rd | Slip rd to So Kwun Po INT | 20,620 * | 21,110 * | +2.4 |
| 5503 | C | DD | Chiu Shun Rd | Ngan O Rd | Wan Po Rd RA | 21,100 * | 21,120 * | +0.1 |
| 5504 | C | DD | Tsun Wen Rd | Tsing Lun Rd | Leung Wan St | 11,390 * | 11,660 * | +2.4 |
| 5505 | C | RR | San Tam Rd | Fairview Park Boulevard RA | End | 13,540 * | 13,860 * | +2.4 |
| 5506 | C | LD | Lung Sum Ave | San Fung Ave | San Hong St | 15,710 * | 16,080 * | +2.4 |
| 5507 | C | RR | Tai Wo Service Rd W | Lam Kam Rd INT | Kau Lung Hang <FO> nr Kiu Tau Rd | 4,360 * | 4,470 * | +2.4 |
| 5508 | C | EX | San Tin Highway | Fairview Park Boulevard | Lok Ma Chau Rd | 82,190 * | 87,340 * | +6.3 |
| 5509 | C | EX | Cheung Tsing Highway | Western end of Cheung Tsing Tunnel slip rds to & from Tsing Yi Rd W | NW Tsing Yi INT southern tip | 107,960 * | 121,940 * | +12.9 |
| 5510 | C | DD | Hang Tai Rd | Hang Shun St | Hang Fai St | 3,610 * | 3,610 * | +0.1 |
| 5511 | C | DD | Yu Tung Rd | Shun Tung Rd | Tung Chung E INT | 21,540 | 23,560 | +9.3 |
| 5512 | C | PD | Po Hong Rd | Wan Lung Rd | Tong Ming St | 8,470 * | 8,770 * | +3.5 |
| 5513 | C | LD | Tong Yin St | Tong Ming St | Tong Tak St | 5,020 * | 5,030 * | +0.1 |
| 5514 | C | LD | Pung Loi Ave | Pung Loi Rd | Wan Po Rd | 2,600 * | 2,610 * | +0.1 |
| 5515 | C | LD | Tat Yeung Rd | Container Port Rd S | End | 7,070 * | 7,310 * | +3.4 |
| 5516 | C | EX | Kong Sham Western Highway | Yuen Long Highway | Section of Kong Sham Western Highway nr Yick Yuen Rd | 16,460 * | 17,500 * | +6.3 |
| 5517 | C | DD | Tai Wo Hau Rd & Sheung Kok St | Tai Ha St eastern junction | Wo Tong Tsui St | 15,360 * | 15,880 * | +3.4 |
| 5518 | C | EX | North Lantau Highway slip rds | North Lantau Highway | Tung Chung Waterfront Rd | 3,820 * | 4,310 * | +12.9 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--|---|--------------------------------------|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5601 | C | UT | Tsuen Wan Rd slip rds | Tsuen Wan Rd (section over Container Port Rd) | Kwai Tsing Rd RA | 29,340 * | 33,140 * | +12.9 |
| 5602 | C | EX | Tsuen Wan Rd FO <N522> over Kwai Tsing INT | Ramp from Tsuen Wan Rd | Ramp to Tsuen Wan Rd | 83,460 * | 94,260 * | +12.9 |
| 5603 | C | PD | Tsuen Wan Rd slip rds | Tsuen Wan Rd nr Kwai Lok St | Kwai Tsing Rd RA | 25,240 * | 28,510 * | +12.9 |
| 5604 | C | EX | Tsuen Wan Rd | Kwai Tsing Rd RA | Texaco Rd RA | 108,710 * | 122,780 * | +12.9 |
| 5605 | C | EX | Sha Tin Rd | Sha Tin Wai Rd | Ramps to & from Tai Chung Kiu Rd | 50,810 * | 52,600 * | +3.5 |
| 5606 | C | EX | Sha Tin Rd | Ramps to & from Tai Chung Kiu Rd | Yuen Wo Rd | 36,740 * | 38,030 * | +3.5 |
| 5607 | C | UT | Lion Rock Tunnel Rd | Hung Mui Kuk Rd | Lion Rock Tunnel | 83,760 * | 86,710 * | +3.5 |
| 5608 | C | PD | Kwai Chung Rd | Kwai On Rd | Kwai Foo Rd | 31,580 * | 35,670 * | +12.9 |
| 5609 | C | PD | Castle Peak Rd - Tsuen Wan | Slip rd A to Texaco Rd | Ting Kwok St | 52,020 * | 58,760 * | +12.9 |
| 5610 | C | PD | Castle Peak Rd - Tsuen Wan | Tsuen King Circuit | Sha Tsui Rd | 44,310 * | 50,040 * | +12.9 |
| 5611 | C | PD | Wang Tat Rd, Ma Wang Rd, Long Yip Rd & Yuen Long On Lok Rd | Wang Lok St | Ma Miu Rd | 19,840 * | 21,080 * | +6.3 |
| 5612 | C | PD | Wong Chu Rd | Tuen Mun Rd | Hoi Wong Rd | 64,520 * | 68,560 * | +6.3 |
| 5613 | C | PD | Wong Chu Rd | Lung Mun Rd | Hoi Wong Rd | 52,350 * | 55,620 * | +6.3 |
| 5614 | C | PD | Yuen Wo Rd | Fo Tan Rd | Sha Tin Rd | 15,870 * | 16,420 * | +3.5 |
| 5615 | C | PD | Che Kung Miu Rd | Mei Tin Rd | Sha Tin Tau Rd | 17,930 * | 18,560 * | +3.5 |
| 5616 | C | PD | Tai Chung Kiu Rd | Yuen Chau Kok Rd | Fo Tan Rd | 21,300 * | 22,060 * | +3.5 |
| 5617 | C | PD | Mei Tin Rd | Tai Po Rd - Tai Wai | Tsuen Nam Rd | 27,290 * | 28,250 * | +3.5 |
| 5618 | C | PD | Sha Tin Rd ramps | Tai Chung Kiu Rd | Sha Tin Rd | 14,070 * | 14,570 * | +3.5 |
| 5619 | C | PD | Sha Tin Rural Committee Rd | Tai Chung Kiu Rd | Yuen Wo Rd | 32,420 * | 33,560 * | +3.5 |
| 5620 | C | PD | Tai Po Rd - Shatin | Sha Tin Rural Committee Rd | Fo Tan Rd | 94,750 * | 98,090 * | +3.5 |
| 5621 | C | PD | Tai Po Tai Wo Rd | Tolo Highway | Ting Tai Rd | 34,030 * | 36,160 * | +6.3 |
| 5622 | C | PD | Sha Tau Kok Rd - Lung Yeuk Tau | Lok Yip Rd | Luen Shing St | 18,550 * | 19,720 * | +6.3 |
| 5623 | C | PD | Sha Tau Kok Rd - Lung Yeuk Tau | Luen Shing St | On Kui St | 17,710 * | 18,820 * | +6.3 |
| 5625 | C | PD | So Kwun Po Rd | So Kwun Po Rd INT | Jockey Club Rd | 27,800 * | 29,540 * | +6.3 |
| 5626 | C | DD | Hing Fong Rd | Kwai Foo Rd | Kwai Fuk Rd | 28,280 * | 29,230 * | +3.4 |
| 5627 | C | DD | Tai Wo Hau Rd | Wo Tong Tsui St | Kwai Shing Circuit northern junction | 10,330 * | 10,670 * | +3.4 |
| 5628 | C | DD | Lai King Hill Rd | King Cho Rd southern junction | Joint St | 18,380 * | 19,000 * | +3.4 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---|----------------------------|---------------------------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5629 | C | DD | Tai Lin Pai Rd | Kwai Cheong Rd | Kwai On Rd | 18,870 * | 19,500 * | +3.4 |
| 5630 | C | DD | Wo Yi Hop Rd | Cheung Wing Rd | Ngong Hom Rd | 22,820 * | 22,840 * | +0.1 |
| 5631 | C | DD | Sha Tsui Rd | Chung On St | Kwu Hang Rd | 14,490 * | 14,980 * | +3.4 |
| 5632 | C | DD | Yeung Uk Rd | Texaco Rd | Ma Tau Pa Rd | 21,200 * | 21,920 * | +3.4 |
| 5633 | C | DD | Chung On St | Castle Peak Rd - Tsuen Wan | Tsuen Wan Market St | 6,060 * | 6,260 * | +3.4 |
| 5634 | C | DD | Texaco Rd | 124 Texaco Rd | Yeung Uk Rd | 71,520 * | 73,930 * | +3.4 |
| 5635 | C | DD | Shek Wai Kok Rd | Shek On St | Cheung Pei Shan Rd | 10,770 * | 11,130 * | +3.4 |
| 5636 | C | DD | Tai Tong Rd | Hop Yick Rd | Kau Yuk Rd | 13,200 * | 13,510 * | +2.4 |
| 5637 | C | DD | Kau Yuk Rd | Tai Tong Rd | Yuen Long Hong Lok Rd | 13,540 * | 13,860 * | +2.4 |
| 5638 | C | DD | Yuen Long On Ning Rd | Kik Yeung Rd | Tai Kiu Rd | 13,470 * | 13,780 * | +2.4 |
| 5639 | C | DD | Yuen Long Main Rd | Ma Miu Rd | Kik Yeung Rd | 18,400 * | 18,830 * | +2.4 |
| 5640 | C | DD | Lung Mun Rd | Wu Shan Rd | Wu Chui Rd | 12,600 * | 12,890 * | +2.4 |
| 5641 | C | DD | Tsun Wen Rd | Shek Pai Tau Rd | Pui To Rd | 15,850 * | 16,230 * | +2.4 |
| 5642 | C | DD | Castle Peak Rd - Castle Peak Bay | Hoi Wing Rd | Tuen Hing Rd | 16,420 * | 16,810 * | +2.4 |
| 5643 | C | DD | Pui To Rd FO <N503> over Tuen Mun Rd | Ramp from Tuen Mun Rd | Ramp to Tuen Mun Rd | 22,870 * | 23,410 * | +2.4 |
| 5644 | C | DD | Tuen Hing Rd FO <N432> over Tuen Mun Rd | Ramp from Tuen Mun Rd | Ramp to Tuen Mun Rd | 18,200 * | 18,630 * | +2.4 |
| 5645 | C | DD | Sui Wo Rd | Fo Tan Rd | Access rd to Sui Wo Court | 14,870 * | 14,880 * | +0.1 |
| 5646 | C | DD | Kwong Fuk Rd | Wan Tau St | Po Heung St | 13,710 * | 14,040 * | +2.4 |
| 5647 | C | DD | Tsing Lun Rd | Tsing Chung Koon Rd | Lam Tei INT Rd | 13,450 * | 13,770 * | +2.4 |
| 5648 | C | DD | Lung Sum Ave | Tin Ping Rd | San Hong St | 14,560 * | 14,910 * | +2.4 |
| 5649 | C | DD | Tuen Mun Heung Sze Wui Rd | Wong Chu Rd | Tuen Hing Rd | 23,980 * | 24,550 * | +2.4 |
| 5650 | C | DD | Yuen Long Main Rd | Yuen Long On Lok Rd | Tai Tong Rd | 24,210 * | 24,780 * | +2.4 |
| 5651 | C | LD | Hing Fong Rd & Kwai Hing Rd | Wo Tong Tsui St | Tai Wo Hau Rd | 7,490 * | 7,740 * | +3.4 |
| 5652 | C | LD | Wah Yiu Rd | Lai Chi Ling Rd | Castle Peak Rd-Kwai Chung | 6,550 * | 6,770 * | +3.4 |
| 5653 | C | LD | Ching Hong Rd | Chung Mei Rd | Tsing Yi Rd | 12,700 * | 13,130 * | +3.4 |
| 5654 | C | LD | Wu Shan Rd | Lung Mun Rd | Wu King Rd | 7,380 * | 7,550 * | +2.4 |
| 5655 | C | LD | Ching Hong Rd | Tsing Yi Rd W | Chung Mei Rd | 13,230 * | 13,680 * | +3.4 |
| 5656 | C | EX | Fanling Highway | Fan Kam Rd | Lok Ma Chau Rd | 61,050 * | 64,880 * | +6.3 |
| 5657 | C | RR | Castle Peak Rd - Sham Tseng, Tsing Lung Tau & Tai Lam | Sham Tseng | Siu Lam | 13,140 * | 13,440 * | +2.4 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--|--|--|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5658 | C | RR | Tin Ha Rd | Castle Peak Rd - Hung Shui Kiu | Ping Ha Rd | 8,260 * | 8,460 * | +2.4 |
| 5659 | C | RR | Keung Shan Rd & Tai O Rd | Sham Wat Rd | Tai O Bus Terminus | 1,470 * | 1,470 * | +0.1 |
| 5660 | C | RR | Sha Tau Kok Rd | On Kui St | Ping Che Rd | 22,280 * | 22,810 * | +2.4 |
| 5661 | C | RR | Clear Water Bay Rd | Tai Hang Tun | Hang Hau Rd | 9,260 * | 9,270 * | +0.1 |
| 5663 | C | DD | Tsing King Rd | Tsing Luk St | Tam Kon Shan Rd | 11,670 * | 12,060 * | +3.4 |
| 5664 | C | LD | Yan King Rd & Kai King Rd | Po Lam Rd N | Po Fung Rd | 6,470 * | 6,480 * | +0.1 |
| 5665 | C | PD | Kwai Tai Rd RA Northern Arm | Kwai Chung Rd | Kwai Tai Rd | 10,060 * | 11,360 * | +12.9 |
| 5666 | C | DD | Tat Wan Rd | Nam Wan Rd | Ma Wo Rd | 10,870 * | 11,120 * | +2.4 |
| 5667 | C | PD | Tsing Tin Rd W-B ramps C & D | Tuen Mun Rd | Tsing Tin Rd | 18,350 * | 19,500 * | +6.3 |
| 5668 | C | PD | Wong Chu Rd W-B ramps A & B | Wong Chu Rd | Tsing Wun Rd and Lung Mun Rd | 12,080 * | 12,840 * | +6.3 |
| 5669 | C | PD | Tolo Highway INT ramps C & D | Tai Po Rd-Yuen Chau Tsai | Tai Po Rd-Yuen Chau Tsai | 14,930 * | 15,860 * | +6.3 |
| 5670 | C | PD | Tsing Tsuen Rd | Tsing Tsuen Bridge | Tsuen Tsing INT | 20,970 * | 23,690 * | +12.9 |
| 5671 | C | DD | Tsing King Rd | Fung Shue Wo Rd RA | Tsing Luk St | 16,920 * | 17,490 * | +3.4 |
| 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) | 41,340 * | 43,930 * | +6.3 |
| 5674 | C | PD | Wo Hop Shek INT ramps C & D | Jockey Club Rd | Pak Wo Rd and Tai Po Rd - Fanling | 17,920 * | 19,040 * | +6.3 |
| 5675 | C | DD | Hoi Wong Rd | Hoi Chu Rd | Wu Shan Rd | 16,980 * | 17,380 * | +2.4 |
| 5676 | C | DD | Hoi Wing Rd | Castle Peak Rd - Castle Peak Bay | Tuen Mun Heung Sze Wui Rd | 12,900 * | 13,200 * | +2.4 |
| 5678 | C | LD | Wing Shun St | Yi Hong St | Texaco Rd slip rd | 9,240 * | 9,550 * | +3.4 |
| 5679 | C | DD | Po Ning Rd | Ying Yip Rd | Po Lam Rd N | 34,640 * | 34,680 * | +0.1 |
| 5680 | C | DD | Tin Fuk Rd | Tin Shing Rd | Long Tin Rd | 21,960 * | 22,480 * | +2.4 |
| 5681 | C | EX | 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 | 8,740 * | 9,050 * | +3.5 |
| 5682 | C | DD | Wo Yi Hop Rd INT | Sam Tung Uk Rd | Wo Yi Hop Rd | 19,970 * | 19,990 * | +0.1 |
| 5683 | C | DD | Sai Sha Rd | On Yuen St | Sui Tai Rd | 26,640 * | 26,670 * | +0.1 |
| 5685 | C | DD | San Wan Rd | Ramp A | So Kwun Po INT ramp B | 15,160 * | 15,520 * | +2.4 |
| 5686 | C | DD | Tin Wah Rd | Tin Ying Rd | Tin Shui Rd | 21,260 * | 21,760 * | +2.4 |
| 5687 | C | DD | Tin Shing Rd | Tin Cheung Rd | Tin Pak Rd | 8,370 * | 8,570 * | +2.4 |
| 5688 | C | DD | Ming Kum Rd | Tin King Rd | Hing Kwai St | 8,810 * | 9,020 * | +2.4 |
| 5689 | C | RR | Ping Ha Rd | Hung Tin Rd | Tin Ha Rd | 19,710 * | 20,170 * | +2.4 |
| 5690 | C | LD | Tin Cheung Rd | Tin Tsz Rd | Tin Shing Rd | 12,240 * | 12,520 * | +2.4 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|-----------------------|--|---|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5691 | C | PD | Po Shun Rd | Tseung Kwan O Tunnel Rd RA | Po Ning Rd | 36,020 * | 37,290 * | +3.5 |
| 5692 | C | EX | Ma On Shan Rd | Slip rds to & from Tate's Cairn Highway | Hang Shun St | 41,820 * | 43,300 * | +3.5 |
| 5693 | C | LD | Container Port Rd S | Ching Cheung Rd | End | 26,420 * | 27,320 * | +3.4 |
| 5694 | C | EX | Yuen Long Highway | Nr Tsing Long Highway | Nr Shap Pat Heung INT | 63,230 * | 67,190 * | +6.3 |
| 5695 | C | DD | Ma Sik Rd | Tin Ping Rd | Fan Leng Lau Rd | 21,830 * | 22,340 * | +2.4 |
| 5696 | C | DD | Pak Wo Rd | Yat Ming Rd | Wai Ming St | 9,780 * | 10,010 * | +2.4 |
| 5697 | C | DD | Pak Wo Rd | Po Kin Rd | Slip rd to So Kwun Po INT | 13,030 * | 13,340 * | +2.4 |
| 5698 | C | DD | Hoi Wing Rd | Hoi Wong Rd | Hang Fu St | 13,320 * | 13,640 * | +2.4 |
| 5699 | C | DD | Tsun Wen Rd | Leung Wan St | Leung Tak St | 8,270 * | 8,460 * | +2.4 |
| 5700 | C | LD | Tin Shing Rd | Tin Lung Rd | Tin Yan Rd | 5,340 * | 5,460 * | +2.4 |
| 5701 | C | LD | Lung Wan St | Lung Sum Ave | San Wan Rd | 15,900 * | 16,280 * | +2.4 |
| 5702 | C | RR | Tai Wo Service Rd W | Kau Lung Hang <FO> nr Kiu Tau Rd | Wo Hing Rd | 3,520 * | 3,600 * | +2.4 |
| 5703 | C | EX | Tsing Kwai Highway | Section over Mei Foo RA | Mei Foo Sun Tsuen Phase 1 western slip rds to & from Mei Foo RA | 41,760 * | 47,170 * | +12.9 |
| 5704 | C | EX | Lantau Link | Cheung Tsing Highway | Tsing Ma Bridge eastern end at Tsing Yi | 28,870 * | 32,610 * | +12.9 |
| 5705 | C | DD | Shun Tung Rd | Tat Tung Rd | Tung Chung Waterfront Rd | 18,720 | 21,680 | +15.8 |
| 5706 | C | DD | Yu Tung Rd | Shun Tung Rd | Chung Mun Rd | 25,390 | 28,540 | +12.4 |
| 5707 | C | DD | Tin Shui Rd | Tin Wah Rd | Wetland Park Rd | 11,280 * | 11,540 * | +2.4 |
| 5708 | C | RT | Ma On Shan Bypass | Ma On Shan Rd | Sai Sha Rd | 24,160 * | 25,010 * | +3.5 |
| 5709 | C | LD | Magic Rd | Penny's Bay Highway | End | 3,520 * | 3,640 * | +3.4 |
| 5710 | C | LD | Fantasy Rd | Magic Rd | End | 1,420 * | 1,470 * | +3.4 |
| 5711 | C | PD | Shap Pat Heung Rd | Shap Pat Heung INT | Tai Tong Rd | 28,060 * | 29,810 * | +6.3 |
| 5712 | C | RR | Tsing Ying Rd | Castle Peak Rd - Castle Peak Bay | End | 3,980 * | 4,070 * | +2.4 |
| 5713 | C | DD | Po Yap Rd | Po Shun Rd | Wan Po Road | 5,810 * | 5,820 * | +0.1 |
| 5714 | C | DD | Science Park Rd | Chak Cheung St | Chong San Rd | 18,720 * | 19,160 * | +2.4 |
| 5715 | C | UT | Tsuen Wan Rd N-B ramp | Kwai Chung Rd | Tsuen Wan Rd | 9,320 * | 10,530 * | +12.9 |
| 5801 | C | UT | Tsuen Wan Rd slip rds | Tsuen Wan Rd (section under Wing Kei Rd) | Texaco Rd RA | 34,450 | 38,910 * | +12.9 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---|---------------------------------------|--------------------------------------|---------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5802 | C | EX | Tsuen Wan Rd FO <N522> over Tsuen Tsing INT | Ramp from Tsuen Wan Rd | Ramp to Tsuen Wan Rd | 75,850 | 85,660 * | +12.9 |
| 5803 | C | UT | Tsuen Wan Rd slip rds | Tsuen Wan Rd (section over Texaco Rd) | Texaco Rd RA | 15,120 | 17,070 * | +12.9 |
| 5804 | C | EX | Tsuen Wan Rd | Texaco Rd RA | Hoi Hing Rd INT | 79,410 | 89,690 * | +12.9 |
| 5805 | C | EX | Tsuen Wan Rd | Tuen Mun Rd | Hoi Hing Rd INT | 47,000 | 53,080 * | +12.9 |
| 5806 | C | EX | Sha Tin Rd | Yuen Wo Rd | Tai Po Rd-Shatin | 49,640 | 51,390 * | +3.5 |
| 5807 | C | EX | Tai Po Rd - Shatin | Sha Tin Rd | Tolo Highway | 115,150 | 119,210 * | +3.5 |
| 5808 | C | EX | Tolo Highway | Yuen Shin Rd slip rd S-B | Tai Po Rd-Yuen Chau Tsai | 80,580 | 85,630 * | +6.3 |
| 5809 | C | PD | Kwai Chung Rd (GL) | Tai Lin Pai Rd | Kwai On Rd | 48,810 | 55,130 * | +12.9 |
| 5810 | C | PD | Castle Peak Rd - Tsuen Wan | Slip rd A to Texaco Rd | Chung On St | 30,840 | 34,840 * | +12.9 |
| 5811 | C | PD | Castle Peak Rd - Tsuen Wan | Sha Tsui Rd | Tuen Mun Rd | 49,170 | 55,530 * | +12.9 |
| 5812 | C | PD | Long Yip St & Yuen Long On Lok Rd | Tai Kiu Rd | Wang Chau Rd | 25,340 | 26,920 * | +6.3 |
| 5813 | C | PD | Siu Lek Yuen Rd | Ngan Shing St | Sha Tin Wai Rd | 12,590 | 13,030 * | +3.5 |
| 5814 | C | PD | Fo Tan Rd | Tai Chung Kiu Rd | Yuen Wo Rd | 38,960 | 40,340 * | +3.5 |
| 5815 | C | PD | Che Kung Miu Rd | Lion Rock Tunnel Rd | Sha Tin Tau Rd | 21,840 | 22,610 * | +3.5 |
| 5816 | C | PD | Tai Chung Kiu Rd | Fo Tan Rd | Siu Lek Yuen Rd | 43,390 | 44,920 * | +3.5 |
| 5817 | C | PD | Sha Tin Wai Rd | Siu Lek Yuen Rd | Ngan Shing St | 16,580 | 17,160 * | +3.5 |
| 5818 | C | PD | Sha Tin Rural Committee Rd | Tai Po Rd - Shatin | Yuen Wo Rd | 34,400 | 35,610 * | +3.5 |
| 5819 | C | EX | Tai Po Rd - Shatin | Fo Tan Rd | Sha Tin Rd | 65,510 | 67,820 * | +3.5 |
| 5820 | C | PD | Tai Po Rd - Shatin | Tolo Highway | Entrance to Chung Chi College , CUHK | 15,230 | 15,760 * | +3.5 |
| 5821 | C | PD | Tai Po Tai Wo Rd | Po Heung St | Ting Kok Rd | 24,550 | 26,080 * | +6.3 |
| 5822 | C | PD | Jockey Club Rd | Lung Sum Ave | San Fung Ave | 14,870 | 15,800 * | +6.3 |
| 5823 | C | PD | Po Shek Wu Rd | Fan Kam Rd RA | Choi Yuen Rd | 39,610 | 42,090 * | +6.3 |
| 5824 | C | PD | Sha Tau Kok Rd | Jockey Club Rd | Lok Yip Rd | 32,230 | 34,250 * | +6.3 |
| 5825 | C | DD | Hing Fong Rd | Kwai Yik Rd | Kwai Foo Rd | 20,610 | 21,310 * | +3.4 |
| 5826 | C | DD | Tai Wo Hau Rd | Kwai Shing Circuit northern junction | Hing Fong Rd | 11,260 | 11,630 * | +3.4 |
| 5827 | C | DD | Kwai Fuk Rd | Hing Fong Rd | Container Port Rd RA | 31,590 | 32,650 * | +3.4 |
| 5828 | C | DD | Tai Lin Pai Rd | Kwai Chung Rd northern junction | Kwai Cheong Rd | 12,490 | 12,910 * | +3.4 |
| 5829 | C | DD | Wo Yi Hop Rd | Wo Yi Hop INT | Ngong Hom Rd | 17,810 | 17,830 * | +0.1 |
| 5830 | C | DD | Sha Tsui Rd | Tai Ho Rd | Chung On St | 20,400 | 21,080 * | +3.4 |
| 5831 | C | DD | Yeung Uk Rd | Ma Tau Pa Rd | Chung On St | 25,540 | 26,400 * | +3.4 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|------------------------------------|----------------------------|------------------------------------|---------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5832 | C | DD | Tai Ho Rd | Sha Tsui Rd | Yeung Uk Rd | 26,940 | 27,850 * | +3.4 |
| 5833 | C | DD | Texaco Rd | Sha Tsui Rd | Slip rds to & from Tsuen Tsing INT | 33,240 | 34,360 * | +3.4 |
| 5834 | C | PD | Cheung Pei Shan Rd | Shek Wai Kok Rd | Wo Yi Hop Interchange | 35,140 | 39,690 * | +12.9 |
| 5835 | C | DD | Tai Tong Rd | Castle Peak Rd - Yuen Long | Kau Yuk Rd | 13,320 | 13,640 * | +2.4 |
| 5836 | C | DD | Tai Kiu Rd | Yuen Long On Ning Rd | Yuen Long On Lok Rd | 7,180 | 7,350 * | +2.4 |
| 5837 | C | DD | Yuen Long On Ning Rd | Tai Kiu Rd | Wang Chau Rd | 9,290 | 9,510 * | +2.4 |
| 5838 | C | DD | Yuen Long Main Rd | Kik Yeung Rd | Tai Tong Rd | 12,070 | 12,360 * | +2.4 |
| 5839 | C | DD | Lung Mun Rd | Wong Chu Rd | Wu Shan Rd | 19,530 | 19,990 * | +2.4 |
| 5840 | C | DD | Tsun Wen Rd | Tai Fong St | Shek Pai Tau Rd | 15,460 | 15,830 * | +2.4 |
| 5841 | C | DD | Castle Peak Rd - Castle Peak Bay | Pui To Rd | Tuen Hing Rd | 22,970 | 23,510 * | +2.4 |
| 5842 | C | DD | Pui To Rd | Tuen Mun Rd | Tuen Mun Heung Sze Wui Rd | 20,130 | 20,610 * | +2.4 |
| 5843 | C | DD | Tuen Hing Rd | Tuen Mun Heung Sze Wui Rd | Tuen Mun Rd | 25,440 | 26,030 * | +2.4 |
| 5844 | C | DD | Che Kung Miu Rd | Mei Tin Rd | Tin Sam St | 17,950 | 17,970 * | +0.1 |
| 5845 | C | DD | Wan Tau St | Kwong Fuk Rd | Tai Po Heung Sze Wui Rd | 10,350 | 10,590 * | +2.4 |
| 5846 | C | DD | Tsing Tin Rd | Tsun Wen Rd | Tuen Mun Rd | 38,480 | 39,380 * | +2.4 |
| 5847 | C | DD | San Fung Ave | Po Wan Rd | San Wan Rd | 11,840 | 12,120 * | +2.4 |
| 5848 | C | DD | Po Wan Rd | Po Shek Wu Rd | San Fung Ave | 11,820 | 12,090 * | +2.4 |
| 5849 | C | DD | Tsing Yi Rd W | Tsing Nam St | Ching Hong Rd | 15,820 | 16,350 * | +3.4 |
| 5850 | C | LD | Wo Tong Tsui St | Tai Wo Hau Rd | Kwai Hing Rd | 11,270 | 11,650 * | +3.4 |
| 5851 | C | LD | Lo Wai Rd | Cheung Pei Shan Rd | Slip rd to Tung Po To | 3,790 | 3,920 * | +3.4 |
| 5852 | C | LD | Tsing Yi Heung Sze Wui Rd | Fung Shue Wo Rd RA | Tsing Yi Rd | 37,760 | 39,030 * | +3.4 |
| 5853 | C | LD | Lok King St | Fo Tan Rd | Jubilee Garden | 12,630 | 12,640 * | +0.1 |
| 5854 | C | LD | Chung Mei Rd | Tsing Yi Heung Sze Wui Rd | Ching Hong Rd | 9,650 | 9,970 * | +3.4 |
| 5855 | C | EX | Tuen Mun Rd | Sham Tseng | Siu Lam | 103,070 | 109,520 * | +6.3 |
| 5856 | C | RR | Tai Tong Rd | Hop Yick Rd | Sham Chung Rd | 11,090 | 11,350 * | +2.4 |
| 5857 | C | RR | Tuen Mun Rd - Siu Lam INT slip rds | Tuen Mun Rd | Castle Peak Rd | 12,270 | 12,560 * | +2.4 |
| 5858 | C | RR | Ping Ha Rd & Lau Fau Shan Rd | Tin Ha Rd | Deep Bay Rd | 8,390 | 8,590 * | +2.4 |
| 5859 | C | RR | South Lantau Rd & Keung Shan Rd | Tung Chung Rd | Sham Wat Rd | 2,710 | 2,710 * | +0.1 |
| 5860 | C | RR | Sha Tau Kok Rd | Ping Che Rd | Shun Lung St | 4,900 | 5,010 * | +2.4 |
| 5861 | C | RR | Lok Ma Chau Rd | Castle Peak Rd | Ha Wan Tsuen Rd | 5,580 | 5,710 * | +2.4 |
| 5862 | C | PD | Tai Po Tai Wo Rd | Nam Wan Rd | Yuen Shin Rd | 28,420 | 30,200 * | +6.3 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---|---|---|--------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5863 | C | DD | Nam Wan Rd | Kwong Fuk Rd & Tai Po Rd - Yuen Chau Tsai | Nam Wan Rd | 11,490 | 11,760 * | +2.4 |
| 5864 | C | DD | Po Ning Rd | Ying Yip Rd | Chiu Shun Rd | 13,260 | 13,270 * | +0.1 |
| 5865 | C | DD | Po Wan Rd | Chuk Wan St | Jockey Club Rd | 2,710 | 2,780 * | +2.4 |
| 5866 | C | EX | Tolo Highway ramp | Slip rds to & from Tat Wan Rd | Slip rds to & from Tolo Highway | 6,780 | 7,200 * | +6.3 |
| 5867 | C | PD | Ramps A & B of Castle Peak Rd - San Hui | Pui To Rd | Pui To Rd | 28,410 | 30,190 * | +6.3 |
| 5868 | C | PD | Ramps C & D of Lung Mun Rd/Tsing Wun Rd | Lung Mun Rd | Wong Chu Rd | 16,090 | 17,100 * | +6.3 |
| 5869 | C | DD | Ting Kok Rd | Ting Tai Rd | Tai Po Tai Wo Rd | 15,410 | 15,770 * | +2.4 |
| 5870 | C | PD | Tsing Tsuen Rd slip rds A & B | Tsuen Tsing INT | Tsuen Tsing INT | 30,700 | 34,680 * | +12.9 |
| 5872 | C | PD | Castle Peak Rd - Kwai Chung | Wah Yiu Rd | Tai Wo INT | 19,880 | 22,450 * | +12.9 |
| 5873 | C | EX | Fanling Highway ramps C & D | So Kwun Po INT | So Kwun Po INT | 16,120 | 17,130 * | +6.3 |
| 5874 | C | PD | Ramps A & B to & from San Wan Rd | San Wan Rd | So Kwun Po Rd | 23,150 | 24,600 * | +6.3 |
| 5875 | C | DD | Chung Nga Rd | Ting Kok Rd | Ting Lai Rd | 3,240 | 3,310 * | +2.4 |
| 5876 | C | DD | Tuen Mun Heung Sze Wui Rd | Siu Lun St | Hoi Chu Rd | 10,590 | 10,840 * | +2.4 |
| 5877 | C | DD | Hang Hong St | Ma On Shan Rd | Sai Sha Rd | 14,000 | 14,010 * | +0.1 |
| 5878 | C | DD | Po Lam Rd & Po Lam Rd N | Tsui Lam Rd eastern junction | Tsui Lam Rd western junction | 8,240 | 8,250 * | +0.1 |
| 5880 | C | LD | Tin Yiu Rd | Ping Ha Rd | Tin Ho Rd | 18,690 | 19,130 * | +2.4 |
| 5881 | C | PD | Tate's Cairn Highway slip rd B | Tate's Cairn Highway N-B | Sha Lek Highway FO <UR T5> S-B | 4,690 | 4,850 * | +3.5 |
| 5882 | C | LD | Cheung Shan Est Rd W | Cheung Shan Est Rd E | Wo Yi Hop Rd | 1,640 | 1,690 * | +3.4 |
| 5883 | C | DD | On Yuen St | Sai Sha Rd | On Chun St | 10,570 | 10,580 * | +0.1 |
| 5884 | C | DD | Sheung Ning Rd | Po Ning Rd | Chung Wa Rd | 26,290 | 26,320 * | +0.1 |
| 5885 | C | DD | San Wan Rd | Ramp A of So Kwun Po INT | Lung Sum Ave | 15,600 | 15,960 * | +2.4 |
| 5886 | C | DD | Tin Wah Rd | Tin Shui Rd | Tin Shing Rd | 10,980 | 11,230 * | +2.4 |
| 5887 | C | DD | Tin Shing Rd | Tin Wu Rd | Tin Fuk Rd | 10,540 | 10,790 * | +2.4 |
| 5889 | C | DD | Hung Tin Rd | Tin Shui Wai West INT | Ping Ha Rd | 56,080 | 57,400 * | +2.4 |
| 5890 | C | LD | Tin Wu Rd | Tin Yiu Rd | Tin Shing Rd | 9,060 | 9,270 * | +2.4 |
| 5891 | C | RR | Sham Wat Rd & Ngong Ping Rd | Keung Shan Rd | End of Ngong Ping Rd | 560 | 560 * | +0.1 |
| 5892 | C | EX | Tate's Cairn Highway | Tai Chung Kiu Rd RA | Slip rds to & from Tate's Cairn Highway | 82,110 | 85,000 * | +3.5 |
| 5893 | C | DD | Container Port Rd S | South of Kwai Chung INT | Ching Cheung Rd | 29,410 | 30,400 * | +3.4 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--|---|--|--------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 5894 | C | EX | Yuen Long Highway | Shap Pat Heung INT | Tong Yan San Tsuen INT | 90,880 | 96,570 * | +6.3 |
| 5895 | C | DD | Ma Sik Rd | Fan Leng Lau Rd | Luen Chit St | 12,880 | 13,180 * | +2.4 |
| 5896 | C | DD | Pak Wo Rd | Wah Ming Rd | Wai Ming St | 8,850 | 9,060 * | +2.4 |
| 5897 | C | DD | Pak Wo Rd | Po Kin Rd | Choi Yuen Rd RA | 9,170 | 9,390 * | +2.4 |
| 5898 | C | DD | Hoi Wing Rd | Hang Fu St | Hang Fu St | 9,180 | 9,400 * | +2.4 |
| 5899 | C | DD | Tsun Wen Rd | Ming Kum Rd | Leung Tak St | 6,290 | 6,440 * | +2.4 |
| 5900 | C | LD | Tin Shing Rd | Tin Wing Rd | Tin Yan Rd | 5,730 | 5,870 * | +2.4 |
| 5902 | C | LD | Hung Tin Rd slip rds | Tin Shui Wai West INT | Access rd to Hung Uk Tsuen | 13,480 | 13,800 * | +2.4 |
| 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 | 60,550 | 68,390 * | +12.9 |
| 5904 | C | DD | Kwai Tsing Rd | Kwai Tsing Rd slip rds to & from Tsing Kwai Highway | Kwai King Rd | 39,190 | 40,510 * | +3.4 |
| 5905 | C | LD | Tung Chung Waterfront Rd & Ying Hei Rd | Shun Tung Rd RA | Man Tung Rd | 10,560 | 13,220 | +25.3 |
| 5906 | C | RR | New Hiram's Highway | Pak Sha Wan RA | Hiram's Highway | 30,420 | 30,460 * | +0.1 |
| 5907 | C | EX | Kong Sham Western Highway | Section of Kong Sham Western Highway nr Yick Yuen Rd | Shenzhen Bay Bridge (Hong Kong Section) | 12,950 | 13,760 * | +6.3 |
| 5909 | C | DD | Chong San Rd | Roundabout to/from Tolo Highway | Science Park Rd | 9,170 | 9,380 * | +2.4 |
| 5910 | C | LD | Hoi On Rd | Hoi Hing Rd | Castle Peak Rd - Ting Kau | 22,790 | 23,560 * | +3.4 |
| 5911 | C | DD | Ning Tai Rd & Hang Tai Rd | Hang Shun St | Hang Fai St | 5,260 | 5,270 * | +0.1 |
| 5912 | C | LD | Sui Tai Rd | Sai Sha Rd slip road and Hang Tai Rd | Ning Tai Rd | 2,920 | 2,920 * | +0.1 |
| 5913 | C | RT | Ma On Shan Rd | Ma On Shan Bypass | Sai Sha Rd | 52,210 | 54,050 * | +3.5 |
| 5914 | C | DD | Po Heung St | Kwong Fuk Rd | Heung Sze Wui St | 16,890 | 17,290 * | +2.4 |
| 5915 | C | RT | Sai Sha Rd | Ma On Shan Bypass | Nin Wah Rd | 29,640 | 30,690 * | +3.5 |
| 5916 | C | LD | Fo Chun Rd | Chong San Rd | End | 6,080 | 6,230 * | +2.4 |
| 5917 | C | RR | Lam Kam Rd | Kadoorie Farm and Botanic Garden | Lam Kam Rd INT | 21,100 | 21,600 * | +2.4 |
| 5918 | C | DD | Pok Yin Rd | Fo Chun Rd | Yau King Lane | 3,470 | 3,550 * | +2.4 |
| 5919 | C | PD | Wo Hop Shek INT ramps A & B | Jockey Club Rd | Jockey Club Rd | 19,000 | 20,180 * | +6.3 |
| 6001 | C | UT | Tuen Mun Rd | Wong Chu Rd | Tuen Hing Rd | 90,870 | 102,640 | +12.9 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--------------------------------------|---------------------------------|-------------------------------------|---------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 6002 | C | UT | Tuen Mun Rd | Tuen Hing Rd | Pui To Rd | 81,010 | 92,160 | +13.8 |
| 6003 | C | EX | Tolo Highway | Tai Po Rd-Shatin | Slip rd from Ma Liu Shui Ferry Pier | 100,480 | 106,500 | +6.0 |
| 6004 | C | EX | Tolo Highway | Tai Po Rd-Yuen Chau Tsai | Tai Po Tai Wo Rd | 94,040 | 104,740 | +11.4 |
| 6005 | C | PD | Kwai Chung Rd | Tai Lin Pai Rd | Castle Peak Rd - Kwai Chung INT | 56,760 | 62,820 | +10.7 |
| 6006 | C | PD | Tai Ho Rd N | Tsuen Wan Market St | Tsuen Kam INT | 15,560 | 18,790 | +20.8 |
| 6007 | C | PD | Texaco Rd | Castle Peak Rd - Tsuen Wan | Shek Wai Kok Rd | 43,190 | 45,630 | +5.7 |
| 6008 | C | PD | Long Yip St & Yuen Long On Lok Rd | Wang Chau Rd | Tai Cheung St | 32,480 | 32,660 | +0.5 |
| 6009 | C | PD | Siu Lek Yuen Rd | Ngan Shing St | Tai Chung Kiu Rd | 23,120 | 22,790 | -1.4 |
| 6010 | C | PD | Fo Tan Rd | Tai Po Rd - Shatin | Yuen Wo Rd | 39,300 | 43,890 | +11.7 |
| 6011 | C | PD | Tai Chung Kiu Rd | Lion Rock Tunnel Rd | Sha Kok St | 30,500 | 30,730 | +0.8 |
| 6012 | C | PD | Hung Mui Kuk Rd | Lion Rock Tunnel Rd | Tin Sam St | 34,180 | 36,060 | +5.5 |
| 6013 | C | PD | Sha Tin Wai Rd | Sha Tin Rd | Ngan Shing St | 26,810 | 27,760 | +3.5 |
| 6014 | C | PD | Tai Po Rd - Shatin Heights & Tai Wai | Keng Hau Rd | Shing Ho Rd | 18,110 | 19,810 | +9.4 |
| 6015 | C | PD | Lion Rock Tunnel Rd | Tai Po Rd - Shatin | Che Kung Miu Rd | 20,350 | 20,610 | +1.3 |
| 6016 | C | PD | Tai Po Tai Wo Rd | On Cheung Rd | Nam Wan Rd | 23,670 | 21,860 | -7.6 |
| 6017 | C | PD | Jockey Club Rd | Lung Sum Ave | So Kwun Po Rd | 14,090 | 14,420 | +2.3 |
| 6018 | C | PD | Po Shek Wu Rd | Choi Yuen Rd | Jockey Club Rd | 33,260 | 34,190 | +2.8 |
| 6019 | C | PD | Long Yip St & Yuen Long On Lok Rd | Wang Lok St | Tai Kiu Rd | 24,180 | 26,130 | +8.0 |
| 6020 | C | DD | Hing Fong Rd | Tai Wo Hau Rd | Kwai Yik Rd | 16,540 | 16,350 | -1.1 |
| 6021 | C | DD | Kwai Shing Circuit | Tai Wo Hau Rd northern junction | Kwai Luen Rd | 7,900 | 8,680 | +9.9 |
| 6022 | C | DD | Kwai Fuk Rd | Shing Fuk St | Hing Fong Rd | 29,760 | 26,420 | -11.2 |
| 6023 | C | DD | Wo Yi Hop Rd | Castle Peak Rd - Kwai Chung | Tai Loong St | 15,410 | 13,300 | -13.7 |
| 6024 | C | DD | Lei Muk Rd | Castle Peak Rd - Kwai Chung | Chun Pin St | 5,200 | 3,880 | -25.4 |
| 6025 | C | DD | Sha Tsui Rd | Tso Kung St | Tai Ho Rd | 27,520 | 30,030 | +9.1 |
| 6026 | C | DD | Yeung Uk Rd | Tai Ho Rd | Chung On St | 24,460 | 24,570 | +0.5 |
| 6027 | C | DD | Tai Ho Rd | Sha Tsui Rd | Hoi Pa St | 35,160 | 39,720 | +13.0 |
| 6028 | C | DD | Texaco Rd | Sha Tsui Rd | Tsuen Fu St | 28,810 | 30,850 | +7.1 |
| 6030 | C | DD | Hop Yick Rd | Fung Cheung Rd | Tai Tong Rd | 8,230 | 8,920 | +8.4 |
| 6031 | C | DD | Ma Miu Rd | Castle Peak Rd - Yuen Long | Yuen Long On Ning Rd | 15,840 | 17,230 | +8.8 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--|---------------------------------|---|--------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 6032 | C | DD | Yuen Long On Ning Rd | Wang Chau Rd | Tai Cheung St | 13,430 | 13,640 | +1.6 |
| 6033 | C | DD | Yuen Long Main Rd | Tai Tong Rd | Fung Cheung Rd | 23,310 | 24,670 | +5.8 |
| 6034 | C | DD | Tsing Wun Rd | Pui To Rd | Wong Chu Rd | 27,880 | 28,650 | +2.8 |
| 6035 | C | DD | Tsing Chung Koon Rd | Tsun Wen Rd | Tsing Lun Rd | 6,470 | 6,520 | +0.8 |
| 6036 | C | DD | Castle Peak Rd - Castle Peak Bay | Pui To Rd | Tuen Mun Heung Sze Wui Rd | 13,410 | 14,300 | +6.6 |
| 6037 | C | DD | Pui To Rd | Tuen Mun Heung Sze Wui Rd | Tsun Wen Rd | 23,610 | 24,110 | +2.1 |
| 6038 | C | DD | Ngan Shing St | Sha Tin Wai Rd | Chap Wai Kon St | 10,610 | 11,140 | +5.0 |
| 6039 | C | DD | Tin Sam St | Che Kung Miu Rd | Hung Mui Kuk Rd | 17,750 | 19,880 | +12.0 |
| 6040 | C | DD | Po Heung St | Kwong Fuk Rd | Tai Po Tai Wo Rd | 31,920 | 34,590 | +8.4 |
| 6041 | C | DD | San Wan Rd | Sha Tau Kok Rd | Jockey Club Rd | 14,420 | 14,570 | +1.1 |
| 6042 | C | DD | San Fung Ave | Po Wan Rd | Jockey Club Rd | 5,370 | 5,620 | +4.7 |
| 6043 | C | DD | Lok Yip Rd | Jockey Club Rd | On Kui St | 23,210 | 23,660 | +2.0 |
| 6044 | C | DD | Tsing Yi Rd W | Ching Hong Rd | Fung Shue Wo Rd | 21,050 | 21,030 | -0.1 |
| 6045 | C | LD | Wo Tong Tsui St | Kwai Chung Rd | Kwai Hing Rd | 10,500 | 10,650 | +1.5 |
| 6046 | C | LD | Lei Muk Rd | Wo Yi Hop Rd | Tung Chi St | 11,830 | 13,090 | +10.6 |
| 6047 | C | LD | Fung Shue Wo Rd | Tsing Yu St | Tsing King Rd RA | 12,380 | 11,520 | -7.0 |
| 6048 | C | DD | Keng Hau Rd & Che Kung Mui Rd | Tai Po Rd - Shatin Heights | Tin Sam St | 1,040 | 1,190 | +14.2 |
| 6049 | C | RT | Castle Peak Rd - Ping Shan | Ping Ha Rd | Ma Wang Rd | 23,400 | 26,080 | +11.5 |
| 6050 | C | EX | Tuen Mun Rd | Siu Lam | Wong Chu Rd | 94,550 | 103,710 | +9.7 |
| 6051 | C | RR | Kam Tin Rd | Castle Peak Rd - Yuen Long | Kam Sheung Rd western junction | 44,200 | 46,620 | +5.5 |
| 6052 | C | RR | Castle Peak Rd - So Kwun Wat & Castle Peak Bay | Siu Lam | Hoi Wing Rd | 20,540 | 22,250 | +8.3 |
| 6053 | C | RR | Ping Ha Rd | Castle Peak Rd - Ping Shan | Tin Yiu Rd | 6,870 | 7,380 | +7.4 |
| 6054 | C | RR | South Lantau Rd | Chi Ma Wan Rd | Tung Chung Rd | 3,550 | 4,060 | +14.4 |
| 6055 | C | RR | Hiram's Highway | Clear Water Bay Rd | Po Tung Rd | 23,480 | 22,860 | -2.6 |
| 6056 | C | RR | Sai Sha Rd | Nai Chung | Tai Mong Tsai Rd | 11,520 | 10,630 | -7.7 |
| 6057 | C | PD | Yuen Shin Rd | Tolo Highway | Ting Kok Rd | 44,820 | 41,790 | -6.8 |
| 6058 | C | DD | Heung Sze Wui St | Po Heung St | Wan Tau St | 10,550 | 11,030 | +4.5 |
| 6059 | C | UT | Long Yip St FO <N192> | Footbridge | Castle Peak Rd - Yuen Long | 24,450 | 23,240 | -5.0 |
| 6060 | C | DD | Fan Leng Lau Rd | Sha Tau Kok Rd | Wo Tai St | 13,920 | 15,000 | +7.8 |
| 6061 | C | PD | Tolo Highway INT slip rd | Slip rds to & from Tolo Highway | Slip rds to & from Tai Po Rd - Yuen Chau Tsai | 23,700 | 21,260 | -10.3 |
| 6062 | C | PD | Tuen Mun Rd ramps A & B | Tuen Hing Rd | Tuen Hing Rd | 22,930 | 24,290 | +5.9 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|--|--|--|---------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 6063 | C | PD | Tolo Highway INT ramp G | Tolo Highway INT ramp A | Kwong Wang St | 25,260 | 23,180 | -8.2 |
| 6064 | C | PD | Tai Po Tai Wo Rd | Ting Kok Rd | Ting Tai Rd | 20,220 | 22,300 | +10.3 |
| 6065 | C | EX | Tsuen Wan Rd FO <N522> over Hoi Hing INT | Hoi Kwai Rd | Section over Hoi Kok St | 38,670 | 39,470 | +2.1 |
| 6066 | C | PD | Castle Peak Rd - Kwai Chung access rds A & B | Slip rd to Texaco Rd N. | Slip rd to Texaco Rd | 6,660 | 7,170 | +7.5 |
| 6067 | C | EX | Fanling Highway slip rds A & B | Fan Kam Rd INT | Fanling Highway | 27,740 | 27,160 | -2.1 |
| 6068 | C | EX | Fanling Highway ramps A & B | So Kwun Po INT | Fanling Highway | 33,310 | 33,090 | -0.7 |
| 6069 | C | DD | Pik Fung Rd | Jockey Club Rd | San Wan Rd | 3,030 | 2,940 | -2.7 |
| 6070 | C | LD | Ting Lai Rd | Ting Tai Rd | Chung Nga Rd | 7,250 | 6,990 | -3.5 |
| 6071 | C | DD | Hoi Chu Rd | Tuen Mun Heung Sze Wui Rd | Fung On St | 8,660 | 9,140 | +5.5 |
| 6072 | C | LD | On Chun St | On Yuen St | End | 6,160 | 6,000 | -2.6 |
| 6073 | C | LD | Tsui Lam Rd | Po Lam Rd eastern junction | Po Lam Rd western junction | 3,730 | 2,880 | -22.7 |
| 6074 | C | DD | Po Hong Rd | Po Fung Rd | Wan Hang Rd | 14,450 | 14,070 | -2.6 |
| 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 | 4,340 | 4,630 | +6.7 |
| 6076 | C | PD | Tate's Cairn Highway slip rd A | Siu Lek Yuen Rd | Toll Plaza | 9,360 | 9,140 | -2.3 |
| 6077 | C | DD | Wah Ming Rd | Lui Ming Rd mini-RA | Wai Ming St | 6,500 | 7,090 | +9.0 |
| 6078 | C | DD | On Luk St | Sai Sha Rd | On Shing St | 11,380 | 11,660 | +2.5 |
| 6079 | C | DD | Ngan O Rd | Pui Shing Rd | Chiu Shun Rd | 12,540 | 13,820 | +10.2 |
| 6080 | C | DD | San Wan Rd | Lung Sum Ave | San Po St | 3,000 | 3,120 | +4.3 |
| 6081 | C | DD | Tin Wah Rd | Tin Shing Rd | Tin Kwai Rd | 9,190 | 9,420 | +2.5 |
| 6082 | C | LD | Tin Lung Rd | Tin Shing Rd | End | 9,400 | 10,120 | +7.6 |
| 6083 | C | UT | Shing Mun Tunnel Rd | Slip rd A | Slip rd C | 40,600 | 41,260 | +1.6 |
| 6084 | C | EX | Fanling Highway | Wo Hop Shek INT | Kau Lung Hang Lo Wai | 100,940 | 114,310 | +13.2 |
| 6085 | C | PD | Long Tin Rd | Tong Yan San Tsuen INT | Tin Fuk Rd | 49,880 | 47,360 | -5.1 |
| 6086 | C | DD | Tin Tsz Rd | Tin Wah Rd | Tin Cheung Rd | 20,320 | 19,980 | -1.6 |
| 6087 | C | DD | Container Port Rd S | Kwai Tai Rd RA | Container Port Rd RA nr Container Terminal 2 | 16,290 | 15,720 | -3.5 |
| 6088 | C | EX | Tate's Cairn Highway | Slip rds to & from Sha Tin Wai Rd | Tai Chung Kiu Rd RA | 72,180 | 75,640 | +4.8 |
| 6089 | C | DD | Container Port Rd S | Container Port Rd RA nr Container Terminal 2 | North of Kwai Chung INT | 34,890 | 31,250 | -10.4 |
| 6090 | C | LD | Fan Leng Lau Rd | Wo Muk Rd | Wo Tai St | 8,080 | 8,680 | +7.5 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|-----------------------------|--|------------------------------------|--------|---------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 6091 | C | DD | Ma Sik Rd | Luen Chit St | Wo Tai St | 14,330 | 15,250 | +6.4 |
| 6092 | C | DD | Pak Wo Rd | Wah Ming Rd | Pak Wo Rd RA | 14,740 | 15,610 | +5.9 |
| 6093 | C | LD | Wah Ming Rd | Wai Ming St | Pak Wo Rd | 5,240 | 5,640 | +7.6 |
| 6094 | C | DD | Hoi Wing Rd | Tuen Mun Heung Sze Wui Rd | UR 16N | 8,610 | 9,540 | +10.9 |
| 6095 | C | EX | Yuen Long Highway | Tong Yan San Tsuen INT | Hung Tin Rd INT | 99,080 | 108,420 | +9.4 |
| 6096 | C | LD | Tin Shing Rd | Tin Wah Rd | Tin Wing Rd | 4,560 | 4,940 | +8.3 |
| 6099 | C | EX | Tsing Kwai Highway | Cho Yiu Estate slip rds to & from Kwai Chung Rd & Tsuen Wan Rd | Rambler Bridge eastern end | 83,080 | 94,300 | +13.5 |
| 6100 | C | DD | Kwai Tsing Rd | Kwai King Rd | Tsuen Wan Rd | 36,660 | 35,370 | -3.5 |
| 6102 | C | LD | On Ming St | On Muk St | Siu Lek Yuen Rd | 9,450 | 11,940 | +26.4 |
| 6103 | C | DD | Wan Po Rd | Po Shun Rd | Chiu Shun Rd | 38,940 | 32,880 | -15.6 |
| 6104 | C | DD | Tuen Mun Heung Sze Wui Rd | Hoi Chu Rd | Hoi Wing Rd | 11,970 | 13,400 | +11.9 |
| 6105 | C | DD | Ling Hong Rd | Po Hong Rd | Po Shun Rd | 3,220 | 3,550 | +10.2 |
| 6106 | C | DD | Tong Ming St | Po Shun Rd | Po Hong Rd | 17,960 | 19,720 | +9.8 |
| 6107 | C | DD | Mau Yip Rd | Po Fung Rd | Wan Hang Rd | 9,280 | 9,170 | -1.1 |
| 6108 | C | PD | Tsing Yi N Coastal Rd | Tam Kon Shan INT W End | Slip Rds to & from Tam Kon Shan Rd | 21,030 | 22,970 | +9.3 |
| 6109 | C | RR | Kam Ho Rd | Kam Tin Rd | Tung Wui Rd | 10,560 | 10,840 | +2.7 |
| 6110 | C | RT | Kam Tin Bypass | Kam Tin Rd | Kam Tin Rd | 12,980 | 14,490 | +11.6 |
| 6111 | C | LD | Ching Hiu Rd | Pak Wo Rd | Po Kin Rd | 8,790 | 7,480 | -14.9 |
| 6112 | C | LD | Tsing Yi Hong Wan Rd | Tsing Yi Rd | Tsing Sheung Rd | 22,690 | 21,770 | -4.0 |
| 6113 | C | DD | Tsing Yi Rd | Tsing Yi Rd nr. Dow Chemical | Tsing Yi Hong Wan Rd | 11,520 | 13,250 | +15.0 |
| 6114 | C | LD | Sunny Bay Rd | Magic Rd | North Lantau Highway | 4,900 | 4,400 | -10.2 |
| 6115 | C | EX | Penny's Bay Highway | Magic Rd | North Lantau Highway | 8,790 | 10,470 | +19.2 |
| 6116 | C | DD | Fo Shing Rd | Chong San Rd | Fo Chun Rd | 9,400 | 8,960 | -4.7 |
| 6117 | C | DD | Fo Yin Rd | Chong San Rd | End | 8,080 | 7,740 | -4.1 |
| 6118 | C | LD | Tong Chun St | Po Yap Rd | End | 7,670 | 7,360 | -4.1 |
| 6119 | C | LD | Chi Shin St | Po Hong Rd (Roundabout) | End | 10,350 | 9,740 | -5.9 |
| 6203 | B | PD | Castle Peak Rd - Kwai Chung | Ching Cheung Rd | Tai Wo INT | 25,970 | 26,210 | +0.9 |
| 6204 | B | DD | Lai King Hill Rd | Kwai Chung INT slip rds | King Cho Rd | 15,560 | 15,760 | +1.2 |
| 6206 | B | PD | Jockey Club Rd | Lok Yip Rd | Wo Hop Shek INT | 36,240 | 34,840 | -3.9 |
| 6207 | B | RR | Kam Tin Rd | Kam Sheung Rd western junction | Fan Kam Rd | 20,520 | 21,510 | +4.8 |
| 6208 | B | RR | Kam Sheung Rd | Kam Tin Rd | Kam Tin Rd | 9,600 | 10,460 | +8.9 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---|-------------------------------------|--------------------------|--------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 6209 | B | RR | Castle Peak Rd - Tsuen Wan, Ting Kau & Sham Tseng | Tuen Mun Rd | Sham Tseng | 10,070 | 9,330 | -7.4 |
| 6210 | B | RR | Tai Po Rd - Ma Liu Shui | Entrance to Chung Chi College, CUHK | Yuen Chau Tsai INT | 7,650 | 7,340 | -4.0 |
| 6211 | B | RR | Ting Kok Rd | Dai Kwai St | Tai Mei Tuk | 28,760 | 28,620 | -0.5 |
| 6212 | B | RR | Fan Kam Rd | Kam Tin Rd | Fanling Highway | 12,400 | 13,890 | +12.0 |
| 6213 | B | RT | Castle Peak Rd - Hung Shui Kiu | Tin Ha Rd | Lam Tei INT | 34,500 | 34,030 | -1.4 |
| 6214 | B | LD | Container Port Rd S | North of Kwai Chung INT | South of Kwai Chung INT | 14,740 | 13,640 | -7.5 |
| 6219 | B | DD | Kwai Tsing Rd & Tsing Yi S Bridge | Tsing Yi Rd | Kwai Tai Rd INT | 36,600 | 38,620 | +5.5 |
| 6221 | B | DD | Tsing Yi N Coastal Rd FO | Tsing Tsuen Rd | Tam Kon Shan INT W End | 13,480 | 14,820 | +9.9 |
| 6222 | B | RR | Sai Sha Rd | Nin Wah Rd | Nai Chung | - | 25,710 | - |
| 6223 | B | LD | Hang Hau Rd | Po Ning Rd | Clear Water Bay Rd | - | 16,230 | - |
| 6224 | B | LD | Ying Yip Rd | Po Ning Rd | Clear Water Bay Rd | - | 29,540 | - |
| 6225 | B | RT | Ma On Shan Rd | Hang Shun St | Sai Sha Rd | - | 83,410 | - |
| 6226 | B | LD | A Kung Kok St | Hang Shun St | A Kung Kok Shan Rd | - | 10,890 | - |
| 6601 | C | LD | Bride's Pool Rd | Ting Kok Rd | Luk Keng Rd | 1,100 | 930 | -15.4 |
| 6602 | C | LD | Castle Peak Rd - Kwu Tung | Kam Tsin Rd | Pak Shek Au Footbridge | 10,480 | 10,060 | -4.0 |
| 6603 | C | LD | Deep Bay Rd | Lau Fau Shan Rd | Nam Sha Po | 2,760 | 2,960 | +7.1 |
| 6604 | C | LD | Lam Tei Main St | Castle Peak Rd - Lam Tei | Fuk Hang Tsuen Rd | 1,070 | 1,150 | +7.4 |
| 6605 | C | LD | Luk Keng Rd | Sha Tau Kok Rd | Bride's Pool Rd | 920 | 830 | -10.0 |
| 6606 | C | LD | Kwu Tung Rd | Castle Peak Rd - Kwu Tung | Castle Peak Rd - San Tin | 4,280 | 4,480 | +4.7 |
| 6607 | C | LD | Po Fung Terrace | Castle Peak Rd - Tsuen Wan | Yau Kom Tau Tsuen | 1,130 | 1,190 | +5.6 |
| 6608 | C | LD | Ting Kok Rd | Tai Mei Tuk | Bride's Pool Rd | 1,290 | 1,240 | -4.1 |
| 6611 | C | LD | Kwei Tei St | Wong Chuk Yeung St | Tsung Tau Ha Rd | 9,560 | 12,360 | +29.3 |
| 6613 | C | LD | Mei Wo Circuit | Sui Wo Rd | Sui Wo Rd | 160 | 180 | +12.3 |
| 6614 | C | LD | Pik Tin St | Mei Tin Rd | End | 2,920 | 2,930 | +0.2 |
| 6615 | C | LD | Shing Wan Rd | Shing Chuen Rd | Shing Chuen Rd | 1,300 | 1,330 | +2.7 |
| 6616 | C | LD | Sun Tin Wai Est access rd | Sha Tin Tau Rd | Sha Tin Tau Rd | 4,160 | 4,680 | +12.6 |
| 6617 | C | LD | Tolo Highway Ma Liu Shui INT slip rd E | Shatin Sewage Treatment Works | Tolo Highway | 14,670 | 14,820 | +1.0 |
| 6618 | C | LD | Yi Shing Square | Kong Pui St | Kong Pui St | 3,730 | 4,310 | +15.8 |
| 6619 | C | LD | Dai Kwai St | Ting Kok Rd | Dai Chong St | 3,780 | 4,240 | +12.2 |

* 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 2023 as % of 2022 |
|----------|-----------|-----------|---------------------------|--------------------------------|-------------------------------|--------|--------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 6620 | C | LD | On Cheung Rd | Tai Po Tai Wo Rd | On Chee Rd | 13,160 | 13,600 | +3.4 |
| 6621 | C | LD | Ting Kok Rd | Tai Po Tai Wo Rd | Kwong Fuk Road | 12,960 | 12,550 | -3.2 |
| 6622 | C | LD | On Lok Mun St | Lok Yip Rd | Lok Ming St | 2,740 | 3,250 | +18.8 |
| 6624 | C | LD | Tin Ping Rd | Jockey Club Rd | Lung Sum Rd | 3,960 | 3,750 | -5.4 |
| 6625 | C | LD | Fuk Shun St | Fuk Hi St | Shing Uk Tsuen | 3,690 | 3,950 | +6.9 |
| 6626 | C | LD | Ma Fung Ling Rd | Castle Peak Rd - Ping Shan | Tong Yan San Tsuen Rd | 1,210 | 1,040 | -13.6 |
| 6627 | C | LD | Sau Fu St | Yuen Long On Ning Rd | Yuen Long Pau Cheung Square | 6,840 | 6,980 | +2.0 |
| 6628 | C | LD | Wang Lok St | Wang Tat Rd | Wang Lee St | 16,460 | 16,680 | +1.4 |
| 6629 | C | LD | Kin Fat St | Pui To Rd | Tai Hing St | 4,400 | 4,220 | -4.0 |
| 6631 | C | LD | Tai Fong St | Tsun Wen Rd | Tai Hing St | 7,060 | 6,720 | -4.9 |
| 6632 | C | LD | Tuen Fat Rd | Tuen Mun Rd | Tuen Mun Rd | 7,720 | 8,410 | +8.9 |
| 6633 | C | LD | Wu Chui Rd | Lung Mun Rd | Wu Shan Rd | 8,190 | 9,280 | +13.3 |
| 6634 | C | LD | Wu Shan Rd | Wu King Rd | Wu Chui Rd | 11,090 | 11,580 | +4.4 |
| 6635 | C | LD | Hoi Kok St | Hoi Shing Rd | Hoi Hing Rd | 6,090 | 5,460 | -10.3 |
| 6636 | C | LD | Miu Kong St | Shing Mun Rd | Wai Tsuen Rd | 10,920 | 10,120 | -7.4 |
| 6637 | C | LD | Shing Mun Rd | Sai Lau Kok Rd | Miu Kong St | 18,160 | 16,830 | -7.3 |
| 6638 | C | LD | Wai Tsuen Rd | Sai Lau Kok Rd | Tsuen Kam INT | 18,010 | 18,720 | +3.9 |
| 6639 | C | LD | Chun Pin St | Ta Chuen Ping St | Lei Muk Rd | 8,240 | 7,770 | -5.7 |
| 6640 | C | LD | Ko Fong St | Hing Shing Rd | Shing Fong St | 4,210 | 3,810 | -9.6 |
| 6641 | C | LD | Kwai Shing Circuit | Kwai Luen Rd western junction | Kwai Luen Rd eastern junction | 5,820 | 6,400 | +10.0 |
| 6642 | C | LD | Lai Cho Rd | Joint St | Lim Cho St | 3,250 | 3,450 | +6.4 |
| 6643 | C | LD | Sai Tso Wan Rd | Tsing Yi Rd | Tsing Tim St | 11,200 | 10,200 | -9.0 |
| 6644 | C | LD | Tai Loong St | Wo Yi Hop Rd | Wo Yi Hop Rd | 6,130 | 5,420 | -11.7 |
| 6645 | C | LD | Wing Kei Rd | Wing Kin Rd | Kwai Hei St | 3,560 | 3,600 | +1.2 |
| 6646 | C | LD | Fei Ngo Shan Rd | Clear Water Bay Rd | Jat's Incline | 1,730 | 1,550 | -10.4 |
| 6647 | C | LD | Pak Kong Rd | Hiram's Highway | Pak Kong | 1,830 | 1,920 | +4.7 |
| 6649 | C | RR | Tai Mong Tsai Rd | Yan Yee Rd | Restricted boundary | 3,120 | 3,330 | +6.6 |
| 6651 | C | LD | Chui Ling Rd | King Ling Rd | Po Shun Rd | 8,610 | 7,900 | -8.2 |
| 6652 | C | LD | Yau King Lane | Lookout Link | End | 1,430 | 1,580 | +11.0 |
| 6653 | C | DD | Ping Che Rd | Sha Tau Kok Rd | Lin Ma Hang Rd | 11,510 | 12,150 | +5.5 |
| 6654 | C | DD | Plover Cove Rd | Po Heung St | Nam Wan Rd | 4,370 | 4,920 | +12.6 |
| 6655 | C | LD | Lung Ma Rd | Sha Tau Kok Rd - Lung Yeuk Tau | End | 14,430 | 13,640 | -5.5 |
| 6656 | C | LD | Lung Mun Rd | Lung Fu Rd | Lung Fai St | 32,810 | 36,860 | +12.3 |
| 6657 | C | LD | Castle Peak Rd - Kwu Tung | Kam Tsin Rd | Fan Kam Rd | 16,600 | 16,760 | +0.9 |

* 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 2023 as % of 2022 |
|-------------|--------------|--------------|--------------|--------------|-----------------------------------|--------|--------|-----------------------------------|
| | | | | | | 2022 | 2023 | |
| 6658 | C | LD | Luen On St | Wo Tai St | Sha Tau Kok Rd - Lung Yeuk Tau | 17,980 | 19,180 | +6.7 |
| 6659 | C | LD | Yan Po Rd | Tsz Tin Rd | Hing Kwai St | 10,720 | 12,160 | +13.5 |
| 6660 | C | LD | On Fu Rd | Kwong Fuk Rd | End | 6,260 | 6,730 | +7.6 |
| 6661 | C | LD | Ma Wo Rd | Tat Wan Rd | Ma Chung Rd | 6,450 | 5,810 | -9.9 |
| 6662 | C | LD | Shan Tong Rd | Nam Wan Rd | End | 7,520 | 7,080 | -5.8 |

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

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2023 as % of 2022 |
|--|---------------------------|--------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| A Kung Kok St | Hang Shun St | A Kung Kok Shan Rd | 6226 | LD | B | - | 10,890 | - |
| Aberdeen Main Rd | Aberdeen Praya Rd | Aberdeen Reservoir Rd | 1244 | DD | C | 9,760 * | 10,270 | +5.2 |
| Aberdeen Main Rd | Aberdeen Reservoir Rd | Aberdeen Praya Rd | 1443 | DD | C | 21,880 * | 22,360 * | +2.2 |
| Aberdeen Praya Rd | Aberdeen Main Rd | Aberdeen Main Rd | 1617 | PD | C | 45,710 * | 47,040 * | +2.9 |
| Aberdeen Praya Rd | Aberdeen Main Rd | Ap Lei Chau Bridge | 1834 | PD | C | 51,730 | 53,230 * | +2.9 |
| Aberdeen Praya Rd | Shek Pai Wan Rd | Aberdeen Main Rd | 1222 | PD | C | 46,470 * | 45,870 | -1.3 |
| Aberdeen Praya Rd | Shek Pai Wan Rd | Shek Pai Wan Rd | 1424 | PD | C | 28,090 * | 28,910 * | +2.9 |
| Aberdeen Reservoir Rd | Aberdeen Main Rd | Country Park | 2601 | LD | C | 3,330 | 3,560 | +7.1 |
| Aberdeen Tunnel | Toll Plaza | North Portal | 1004 | UT | A | 58,620 | 61,920 | +5.6 |
| Aberdeen Tunnel | Wong Chuk Hang Rd | Aberdeen Tunnel Approach | 2005 | UT | C | 47,440 | 47,340 | -0.2 |
| Access Rd to Concorde Rd | Prince Edward Rd E. (W-B) | Concorde Rd | 4062 | DD | C | 1,670 | 1,860 | +11.5 |
| Anchor St | Tai Kok Tsui Rd | Tong Mi Rd | 4042 | DD | C | 8,100 | 8,120 | +0.2 |
| Ap Lei Chau Bridge & Ap Lei Chau Bridge Rd | Wong Chuk Hang Rd | Ap Lei Chau Est | 1017 | DD | A | 31,820 | 32,960 | +3.6 |
| Arbuthnot Rd | Hollywood Rd | Caine Rd | 1249 | LD | C | 9,260 * | 8,320 | -10.2 |
| Argyle St | Fu Ning St | Lomond Rd | 3423 | PD | C | 40,940 * | 43,200 * | +5.5 |
| Argyle St | Nathan Rd | Sai Yee St | 3422 | PD | C | 33,880 * | 36,390 * | +7.4 |
| Argyle St | Nathan Rd | Shanghai St | 4043 | DD | C | 21,780 | 25,050 | +15.0 |
| Argyle St | Shanghai St | Tong Mi Rd & Ferry St | 3843 | DD | C | 32,740 | 34,650 * | +5.8 |
| Argyle St | Tin Kwong Rd | Lomond Rd | 3221 | PD | C | 56,600 * | 49,380 | -12.8 |
| Argyle St | Yim Po Fong St | Sai Yee St | 3617 | PD | C | 43,220 * | 46,420 * | +7.4 |
| Argyle St & FO <K11B> | Kowloon City INT | Fu Ning St | 3618 | PD | C | 41,450 * | 43,740 * | +5.5 |
| Argyle St & FO <K13> | Princess Margaret Rd | Tin Kwong Rd | 4014 | PD | C | 55,000 | 55,920 | +1.7 |
| Argyle St & FO <K13> | Princess Margaret Rd | Waterloo Rd | 3816 | PD | C | 54,400 | 57,400 * | +5.5 |
| Argyle St & FO <K13> | Waterloo Rd | Yim Po Fong St | 4204 | PD | B | 44,530 | 46,110 | +3.6 |
| Argyle St FO <K11B> | Prince Edward Rd W | Kowloon City INT | 3619 | PD | C | 26,780 * | 28,250 * | +5.5 |
| Arran St | Tong Mi Rd | Shanghai St | 4601 | LD | C | 2,900 | 4,610 | +58.7 |
| Arsenal St FO <H70> & GL | Queensway | Gloucester Rd E-B | 1412 | PD | C | 26,320 * | 27,760 * | +5.5 |
| Austin Ave & Kimberley Rd | Observatory Rd | Austin Rd | 3485 | LD | C | 9,340 * | 9,850 * | +5.5 |
| Austin Rd | Canton Rd | Nathan Rd | 3445 | DD | C | 31,290 * | 33,010 * | +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 2023 as % of 2022 |
|----------------------------|----------------------|-------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Austin Rd | Cox's Rd | Chatham Rd S | 3013 | DD | A | 25,350 | 27,690 | +9.2 |
| Austin Rd | Nathan Rd | Cox's Rd | 3646 | DD | C | 21,620 * | 22,810 * | +5.5 |
| Austin Rd W | Lin Cheung Rd | Canton Rd | 3710 | PD | C | 53,920 * | 56,980 * | +5.7 |
| Austin Rd W | Lin Cheung Rd | Nga Cheung Rd | 4094 | PD | C | 56,670 | 59,000 | +4.1 |
| Bailey St | Ma Tau Wai Rd | Hung Hom Rd | 3887 | DD | C | 12,400 | 13,120 * | +5.8 |
| Barker Rd | Old Peak Rd | Peak Rd | 2602 | LD | C | 1,350 | 1,310 | -3.6 |
| Beach Rd | Repulse Bay Rd | South Bay Rd | 2603 | LD | C | 3,000 | 3,020 | +0.5 |
| Belcher's St | Sands St | Queen's Rd W | 1012 | DD | A | 7,650 | 7,000 | -8.5 |
| Belcher's St | Smithfield | Sands St | 2025 | DD | C | 16,860 | 16,250 | -3.6 |
| Belcher's St & Victoria Rd | Smithfield | Mount Davis Rd | 2206 | DD | B | 8,010 | 8,230 | +2.7 |
| Belfran Rd | Knight St | End | 4602 | LD | C | 410 | 400 | -3.6 |
| Bisney Rd | Pok Fu Lam Rd | Consort Rise | 2604 | LD | C | 2,760 | 2,950 | +6.8 |
| Blue Pool Rd | Sing Woo Rd | Tai Hang Rd | 1453 | DD | C | 12,520 * | 12,800 * | +2.2 |
| Bonham Rd | Park Rd | Seymour Rd | 1228 | DD | C | 7,490 * | 6,650 | -11.2 |
| Bonham Rd | Pok Fu Lam Rd | Park Rd | 1428 | DD | C | 12,780 * | 13,060 * | +2.2 |
| Borrett Rd | Kennedy Rd | End | 2605 | LD | C | 3,590 | 4,380 | +21.9 |
| Boundary St | Embankment Rd | Knight St | 3637 | PD | C | 39,530 * | 42,460 * | +7.4 |
| Boundary St | Knight St | Waterloo Rd | 3830 | PD | C | 31,820 | 34,180 * | +7.4 |
| Boundary St | Lai Chi Kok Rd | Tai Kok Tsui Rd | 3860 | DD | C | 12,980 | 13,950 * | +7.5 |
| Boundary St | Nathan Rd | Lai Chi Kok Rd | 4025 | PD | C | 13,530 | 15,640 | +15.5 |
| Boundary St | Nathan Rd | Sai Yee St | 3232 | PD | C | 20,460 * | 16,390 | -19.9 |
| Boundary St | Sai Yee St | Tai Hang Tung Rd | 3435 | PD | C | 33,460 * | 35,930 * | +7.4 |
| Boundary St | Tai Hang Tung Rd | Embankment Rd | 4202 | PD | B | 43,310 | 47,260 | +9.1 |
| Boundary St | Waterloo Rd | La Salle Rd | 4026 | PD | C | 29,170 | 32,800 | +12.4 |
| Boundary St & FO <K11A> | La Salle Rd | Junction Rd | 3233 | PD | C | 26,650 * | 28,180 | +5.8 |
| Braemar Hill Rd | Tin Hau Temple Rd | Cloud View Rd | 1862 | LD | C | 10,330 | 10,560 * | +2.2 |
| Briar Ave | Blue Pool Rd | Green Lane | 2606 | LD | C | 560 | 600 | +6.5 |
| Bride's Pool Rd | Ting Kok Rd | Luk Keng Rd | 6601 | LD | C | 1,100 | 930 | -15.4 |
| Bulkeley St | Whampoa St | Dock St | 4603 | LD | C | 3,730 | 3,770 | +1.2 |
| Butterfly Valley Rd | Butterfly Valley INT | Castle Peak Rd | 3432 | PD | C | 14,640 * | 15,470 * | +5.7 |
| Butterfly Valley Rd | Cheung Sha Wan Rd | Castle Peak Rd | 3229 | PD | C | 17,020 * | 18,760 | +10.3 |
| Butterfly Valley Rd | Lai Chi Kok Rd | Cheung Sha Wan Rd | 4022 | PD | C | 28,700 | 31,300 | +9.0 |
| Caine Rd | Aberdeen St | Arbuthnot Rd | 1229 | DD | C | 9,220 * | 10,500 | +13.9 |
| Caine Rd | Seymour Rd | Aberdeen St | 1013 | DD | A | 8,580 | 8,800 | +2.5 |
| Canal Rd E | Hennessy Rd | Sharp St E | 1240 | DD | C | 1,320 * | 1,450 | +9.8 |

* 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 2023 as % of 2022 |
|----------------------------------|----------------------------|-----------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Canal Rd FO <H110> | Sharp St E | Sports Rd | 2003 | UT | C | 70,960 | 72,480 | +2.1 |
| Canal Rd FO <H110> | Sports Rd | Aberdeen Tunnel N Portal | 2004 | UT | C | 43,070 | 40,330 | -6.4 |
| Canal Rd FO <H110> down-ramp N-B | Aberdeen Tunnel | Wong Nai Chung Rd | 2044 | DD | C | 10,750 | 11,620 | +8.1 |
| Canal Rd FO <H110> down-ramp S-B | Canal Rd FO <H110> S-B | Morrison Hill Rd | 2043 | PD | C | 11,770 | 13,030 | +10.7 |
| Canal Rd FO <H110> up-ramp N-B | Morrison Hill Rd | Canal Rd FO <H110> N-B | 2006 | PD | C | 19,600 | 22,470 | +14.7 |
| Canal Rd FO <H110> up-ramp S-B | Wong Nai Chung Rd | Aberdeen Tunnel | 2007 | UT | C | 8,490 | 9,370 | +10.4 |
| Canal Rd FO <H73> down-ramp S-B | Canal Rd FO <H110> S-B | Canal Rd E | 2024 | PD | C | 13,620 | 15,060 | +10.5 |
| Canal Rd FO <H73> up-ramp N-B | Canal Rd W | Canal Rd FO <H110> N-B | 2008 | PD | C | 13,850 | 15,100 | +9.1 |
| Canal Rd FO <H75 & H110> | Cross Harbour Tunnel S INT | Sharp St E | 2002 | UT | C | 98,440 | 102,640 | +4.3 |
| Canal Rd W | Hennessy Rd | Sharp St W | 1241 | DD | C | 3,080 * | 3,550 | +15.4 |
| Canton Rd | Austin Rd | Jordan Rd | 3214 | PD | C | 29,260 * | 31,870 | +8.9 |
| Canton Rd | Austin Rd | Kowloon Park Drive | 3007 | PD | A | 52,040 | 62,260 | +19.6 |
| Canton Rd | Jordan Rd | Saigon St | 3877 | LD | C | 2,760 | 2,910 * | +5.5 |
| Canton Rd | Kansu St | Public Square St | 3281 | LD | C | 5,220 * | 6,410 | +22.8 |
| Canton Rd | Kansu St | Saigon St | 4076 | LD | C | 6,540 | 5,440 | -16.9 |
| Canton Rd | Salisbury Rd | Kowloon Park Drive | 4604 | LD | C | 9,840 | 10,640 | +8.2 |
| Cape Collinson Rd | Shek O Rd | Restriction boundary | 2607 | LD | C | 770 | 730 | -5.6 |
| Carmel Rd & Cape Rd | Stanley Village Rd | Chung Hom Kok Rd | 1255 | LD | C | 6,610 * | 6,520 | -1.4 |
| Caroline Hill Rd | Leighton Rd | Yun Ping Rd | 2608 | LD | C | 4,890 | 5,330 | +9.1 |
| Castle Peak Rd | Hing Wah St | Tonkin St | 4056 | DD | C | 10,610 | 10,890 | +2.7 |
| Castle Peak Rd | Kom Tsun St | Tung Chau West St | 3668 | DD | C | 6,500 * | 6,980 * | +7.5 |
| Castle Peak Rd | Kweilin St | Slip rd adjoining Tai Po Rd | 3465 | DD | C | 3,150 * | 3,340 * | +5.8 |
| Castle Peak Rd | Lai Chi Kok INT | Butterfly Valley INT | 3632 | PD | C | 17,290 * | 18,280 * | +5.7 |
| Castle Peak Rd | Tai Nan West St | Hing Wah St | 3261 | DD | C | 12,040 * | 13,580 | +12.8 |
| Castle Peak Rd | Tonkin St | Yen Chow St | 3856 | DD | C | 16,840 | 18,090 * | +7.5 |
| Castle Peak Rd | Tung Chau West St | Tai Nan West St | 3466 | DD | C | 8,510 * | 9,140 * | +7.5 |
| Castle Peak Rd | Yen Chow St | Slip rd adjoining Tai Po Rd | 3667 | DD | C | 26,680 * | 28,220 * | +5.8 |

* 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 2023 as % of 2022 |
|---|---------------------------|---------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Castle Peak Rd - Castle Peak Bay | Hoi Wing Rd | Tuen Hing Rd | 5642 | DD | C | 16,420 * | 16,810 * | +2.4 |
| Castle Peak Rd - Castle Peak Bay | Pui To Rd | Tuen Hing Rd | 5841 | DD | C | 22,970 | 23,510 * | +2.4 |
| Castle Peak Rd - Castle Peak Bay | Pui To Rd | Tuen Mun Heung Sze Wui Rd | 6036 | DD | C | 13,410 | 14,300 | +6.6 |
| Castle Peak Rd - Hung Shui Kiu | Tin Ha Rd | Lam Tei INT | 6213 | RT | B | 34,500 | 34,030 | -1.4 |
| Castle Peak Rd - Kwai Chung | Ching Cheung Rd | Tai Wo INT | 6203 | PD | B | 25,970 | 26,210 | +0.9 |
| Castle Peak Rd - Kwai Chung | Kwai Chung Rd RA | Ting Kwok St | 5408 | PD | C | 55,740 * | 62,950 * | +12.9 |
| Castle Peak Rd - Kwai Chung | Kwai Chung Rd RA | Wo Yi Hop Rd | 5205 | PD | C | 15,920 * | 23,710 | +48.9 |
| Castle Peak Rd - Kwai Chung | Tai Wo INT | Wo Yi Hop Rd | 5004 | PD | A | 25,480 | 24,560 | -3.6 |
| Castle Peak Rd - Kwai Chung | Wah Yiu Rd | Tai Wo INT | 5872 | PD | C | 19,880 | 22,450 * | +12.9 |
| Castle Peak Rd - Kwai Chung access rds A & B | Slip rd to Texaco Rd N. | Slip rd to Texaco Rd | 6066 | PD | C | 6,660 | 7,170 | +7.5 |
| Castle Peak Rd - Kwu Tung | Kam Tsin Rd | Fan Kam Rd | 6657 | LD | C | 16,600 | 16,760 | +0.9 |
| Castle Peak Rd - Kwu Tung | Kam Tsin Rd | Pak Shek Au Footbridge | 6602 | LD | C | 10,480 | 10,060 | -4.0 |
| Castle Peak Rd - Lingnan | Fu Tei Rd | Lam Tei INT | 5296 | DD | C | 10,980 * | 11,370 | +3.6 |
| Castle Peak Rd - Ping Shan | Ping Ha Rd | Ma Wang Rd | 6049 | RT | C | 23,400 | 26,080 | +11.5 |
| Castle Peak Rd - Ping Shan | Ping Ha Rd | Tin Ha Rd | 5252 | RT | C | 18,400 * | 19,690 | +7.0 |
| Castle Peak Rd - Ping Shan | Yuen Long Tai Yuk Rd | Ma Wang Rd | 5236 | DD | C | 19,820 * | 20,590 | +3.9 |
| Castle Peak Rd - San Hui | Tseng Choi St | Fu Tei Rd | 5202 | UT | C | 11,580 * | 12,250 | +5.8 |
| Castle Peak Rd - San Hui | Tuen Mun Heung Sze Wui Rd | Tseng Choi St | 5239 | PD | C | 11,090 * | 12,870 | +16.0 |
| Castle Peak Rd - Sham Tseng, Tsing Lung Tau & Tai Lam | Sham Tseng | Siu Lam | 5657 | RR | C | 13,140 * | 13,440 * | +2.4 |
| Castle Peak Rd - So Kwun Wat & Castle Peak Bay | Siu Lam | Hoi Wing Rd | 6052 | RR | C | 20,540 | 22,250 | +8.3 |
| Castle Peak Rd - Tam Mi, Mai Po & San Tin | Fairview Park Boulevard | Lok Ma Chau Rd | 5257 | RR | C | 11,520 * | 10,740 | -6.7 |
| Castle Peak Rd - Tsuen Wan | Chung On St | Tai Ho Rd | 5206 | PD | C | 23,270 * | 28,760 | +23.6 |
| Castle Peak Rd - Tsuen Wan | Sha Tsui Rd | Tuen Mun Rd | 5811 | PD | C | 49,170 | 55,530 * | +12.9 |
| Castle Peak Rd - Tsuen Wan | Slip rd A to Texaco Rd | Chung On St | 5810 | PD | C | 30,840 | 34,840 * | +12.9 |
| Castle Peak Rd - Tsuen Wan | Slip rd A to Texaco Rd | Ting Kwok St | 5609 | PD | C | 52,020 * | 58,760 * | +12.9 |

* 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 2023 as % of 2022 |
|---|----------------------------------|----------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Castle Peak Rd - Tsuen Wan | Tai Ho Rd | Tai Chung Rd | 5409 | PD | C | 26,450 * | 29,880 * | +12.9 |
| Castle Peak Rd - Tsuen Wan | Tsuen King Circuit | Sha Tsui Rd | 5610 | PD | C | 44,310 * | 50,040 * | +12.9 |
| Castle Peak Rd - Tsuen Wan | Tsuen King Circuit | Tai Chung Rd | 5410 | PD | C | 30,750 * | 34,730 * | +12.9 |
| Castle Peak Rd - Tsuen Wan ramps A & B | Tuen Mun Rd | Castle Peak Rd - Tsuen Wan | 5267 | PD | C | 24,090 * | 28,160 | +16.9 |
| Castle Peak Rd - Tsuen Wan, Ting Kau & Sham Tseng | Tuen Mun Rd | Sham Tseng | 6209 | RR | B | 10,070 | 9,330 | -7.4 |
| Castle Peak Rd - Yuen Long | Yuen Long On Lok Rd | Kam Tin Rd | 5019 | RT | A | 28,180 | 55,700 | +97.7 |
| Castle Rd | Robinson Rd | Seymour Rd | 1861 | LD | C | 4,120 | 4,210 * | +2.2 |
| Castle Rd | Seymour Rd | Caine Rd | 1840 | DD | C | 3,510 | 3,580 * | +2.2 |
| Causeway Bay FO <H225> S-B | Victoria Park Rd E-B | Gloucester Rd | 1215 | PD | C | 10,740 * | 10,630 | -1.0 |
| Causeway Rd | Hing Fat St | Tin Hau Temple Rd | 1415 | PD | C | 22,350 * | 23,000 * | +2.9 |
| Causeway Rd | Shelter St | Hing Fat St | 2214 | PD | B | 34,190 | 33,940 | -0.7 |
| Causeway Rd | Tung Lo Wan Rd | Shelter St | 1213 | PD | C | 29,010 * | 29,000 | 0.0 |
| Central-Wanchai Bypass – Causeway Bay Section | Wan Chai Exit | merging point to IEC | 1032 | UT | A | 36,930 | 42,070 | +13.9 |
| Central-Wanchai Bypass – Central Section | CWB western end portal | Wan Chai Exit | 1031 | UT | A | 33,140 | 38,450 | +16.0 |
| Cha Kwo Ling Rd | Lam Tin INT | Ko Chiu Rd | 3305 | DD | C | - | 18,970 | - |
| Cha Kwo Ling Rd | Lei Yue Mun Rd | Wai Yip St | 3484 | DD | C | 26,670 * | 28,660 * | +7.5 |
| Cha Kwo Ling Rd | Wai Yip St | Lam Tin Interchange | 4074 | DD | C | 28,080 | 26,840 | -4.4 |
| Chai Wan Rd | Church St | Island Eastern Corridor Approach | 1615 | PD | C | 9,900 * | 10,190 * | +2.9 |
| Chai Wan Rd | Island Eastern Corridor Approach | Tai Tam Rd | 1009 | PD | A | 21,560 | 22,100 | +2.5 |
| Chai Wan Rd | Tai Tam Rd | Wan Tsui Rd | 1220 | PD | C | 17,590 * | 18,590 | +5.7 |
| Chai Wan Rd | Wan Tsui Rd | Wing Tai Rd | 1420 | PD | C | 18,160 * | 18,690 * | +2.9 |
| Chai Wan Rd | Wing Tai Rd | Sun Yip St | 1254 | DD | C | 20,600 * | 22,870 | +11.0 |
| Chap Wai Kon St | Bus Terminus | Siu Lek Yuen Rd | 5104 | LD | A | 5,280 | 5,550 | +5.2 |
| Chatham Court | Kimberley Rd | Chatham Rd S | 4605 | LD | C | 2,900 | 3,200 | +10.1 |
| Chatham Rd FO <K20> | Gascoigne Rd | Princess Margaret Rd | 3615 | PD | C | 14,930 * | 15,750 * | +5.5 |
| Chatham Rd N | San Lau St | Wo Chung St | 3412 | PD | C | 24,980 * | 26,840 * | +7.4 |
| Chatham Rd N | Wuhu St | Chatham Rd N (GL) | 3212 | PD | C | 96,300 * | 98,990 | +2.8 |
| Chatham Rd N | Wuhu St | Hong Chong Rd | 4208 | PD | B | 107,220 | 111,540 | +4.0 |

* 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 2023 as % of 2022 |
|--|---------------------------|----------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Chatham Rd N & Ma Tau Wai Rd | San Lau St | Chi Kiang St | 4212 | PD | B | 25,140 | 27,520 | +9.5 |
| Chatham Rd N underpass nr Wuhu St | Chatham Rd N | Gillies Ave S | 3839 | DD | C | 10,220 | 10,820 * | +5.8 |
| Chatham Rd S | Austin Rd & Cheong Wan Rd | Gascoigne Rd | 3809 | PD | C | 43,200 | 45,580 * | +5.5 |
| Chatham Rd S | Cameron Rd | Observatory Rd | 3607 | PD | C | 29,380 * | 31,000 * | +5.5 |
| Chatham Rd S | Chatham Rd FO <K20> | Hong Chong Rd | 4006 | PD | C | 106,210 | 117,390 | +10.5 |
| Chatham Rd S | Mody Rd | Cameron Rd | 3411 | PD | C | 23,710 * | 25,010 * | +5.5 |
| Chatham Rd S | Observatory Rd | Austin Rd & Cheong Wan Rd | 3608 | PD | C | 33,910 * | 35,770 * | +5.5 |
| Chatham Rd S | Salisbury Rd | Mody Rd | 3005 | PD | A | 14,480 | 15,690 | +8.3 |
| Che Kung Miu Rd | Lion Rock Tunnel Rd | Sha Tin Tau Rd | 5815 | PD | C | 21,840 | 22,610 * | +3.5 |
| Che Kung Miu Rd | Mei Tin Rd | Sha Tin Tau Rd | 5615 | PD | C | 17,930 * | 18,560 * | +3.5 |
| Che Kung Miu Rd | Mei Tin Rd | Tin Sam St | 5844 | DD | C | 17,950 | 17,970 * | +0.1 |
| Chek Lap Kok S Rd | Eastern End at Tung Chung | Western End at Chek Lap Kok | 5032 | DD | A | 15,560 | 19,750 | +26.9 |
| Cheong Tung Rd S | Hung Lai Rd | Hung Ling St | 3302 | DD | C | 4,530 * | 4,380 | -3.3 |
| Cheong Tung Rd S | Hung Luen Rd | Hung Lai Rd | 3505 | DD | C | 4,850 * | 5,130 * | +5.8 |
| Cheong Tung Rd S slip rd down ramp S-B | Princess Margaret Rd Link | Hung Luen Rd Roundabout | 4098 | DD | C | 3,230 | 3,910 | +21.0 |
| Cheong Tung Rd S slip rd up ramp N-B | Hung Luen Rd Roundabout | Princess Margaret Rd Link | 4099 | DD | C | 10,970 | 14,330 | +30.6 |
| Cheong Wan Rd | Yuk Choi Rd up-ramp | Chatham Rd S | 3242 | DD | C | 31,470 * | 33,840 | +7.5 |
| Cheong Wan Rd | Yuk Choi Rd up-ramp | Hung Hom Station | 3243 | DD | C | 19,430 * | 16,600 | -14.6 |
| Cheong Wan Rd & Gillies Ave S | Hung Hom Station | Wuhu St | 4207 | DD | B | 11,350 | 12,320 | +8.6 |
| Cherry St | Tai Kok Tsui Rd | Lin Cheung Rd | 3651 | DD | C | 34,260 * | 36,820 * | +7.5 |
| Cherry St | Tong Mi Rd | Up-ramp to West Kowloon Corridor | 3842 | DD | C | 39,540 | 42,490 * | +7.5 |
| Cherry St Underpass | Cherry St | End | 4090 | DD | C | 14,520 | 15,550 | +7.1 |
| Cheung Lee St | Hong Man St | Kut Shing St | 1102 | LD | A | 4,230 | 4,330 | +2.4 |
| Cheung Pei Shan Rd | Shek Wai Kok Rd | Wo Yi Hop Interchange | 5834 | PD | C | 35,140 | 39,690 * | +12.9 |
| Cheung Pei Shan Rd | Tsuen Kam INT | Shek Wai Kok Rd | 5411 | PD | C | 35,310 * | 39,880 * | +12.9 |
| Cheung Sha Wan Rd | Nam Cheong St | Wong Chuk St | 3626 | PD | C | 23,580 * | 25,330 * | +7.4 |
| Cheung Sha Wan Rd | Poplar St | Boundary St | 3224 | PD | C | 28,400 * | 30,650 | +7.9 |
| Cheung Sha Wan Rd | Poplar St | Wong Chuk St | 3426 | PD | C | 13,010 * | 13,970 * | +7.4 |

* 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 2023 as % of 2022 |
|---|---|---|----------|-----------|-----------|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Cheung Sha Wan Rd | Tai Nan W St | Hing Wah St | 3427 | PD | C | 36,080 * | 38,140 * | +5.7 |
| Cheung Sha Wan Rd | Tai Nan W St | Tung Chau W St | 3627 | PD | C | 40,110 * | 42,390 * | +5.7 |
| Cheung Sha Wan Rd | Tonkin St | Hing Wah St | 3225 | PD | C | 22,800 * | 25,250 | +10.7 |
| Cheung Sha Wan Rd | Tonkin St | Yen Chow St | 4018 | PD | C | 25,100 | 23,840 | -5.0 |
| Cheung Sha Wan Rd | Yen Chow St | Nam Cheong St | 3820 | PD | C | 25,620 | 27,520 * | +7.4 |
| Cheung Sha Wan Rd & Lai Chi Kok Rd | Butterfly Valley Rd | Lai Chi Kok Bay Bridge | 3825 | PD | C | 41,580 | 43,950 * | +5.7 |
| Cheung Sha Wan Rd & up-ramp | Kom Tsun St | Tung Chau West St | 3628 | PD | C | 49,990 * | 52,840 * | +5.7 |
| Cheung Shan Est Rd W | Cheung Shan Est Rd E | Wo Yi Hop Rd | 5882 | LD | C | 1,640 | 1,690 * | +3.4 |
| Cheung Shun St | Kom Tsun St | Tai Nam West St | 3101 | LD | A | 10,440 | 11,320 | +8.5 |
| Cheung Tsing Highway | Western end of Cheung Tsing Tunnel slip rds to & from Tsing Yi Rd W | NW Tsing Yi INT southern tip | 5509 | EX | C | 107,960 * | 121,940 * | +12.9 |
| Cheung Tsing Tunnel & Cheung Tsing Bridge | Cheung Tsing Bridge eastern end | Western end of Cheung Tsing Tunnel slip rds to & from Tsing Yi Rd W | 5034 | EX | A | 66,500 | 76,820 | +15.5 |
| Cheung Wing Rd | Wo Yi Hop Rd | Kwai Chung Rd RA | 5221 | DD | C | 44,470 * | 38,270 | -14.0 |
| Cheung Yip St | Sheung Yee Rd | Sea shore | 4606 | LD | C | 7,350 | 15,890 | +116.2 |
| Chi Cheong Rd | San Wan Rd | Lung Sum Ave | 5283 | LD | C | 6,410 * | 6,750 | +5.3 |
| Chi Fu Rd | Pok Fu Lam Rd | Pok Fu Lam Rd | 2609 | LD | C | 4,920 | 5,000 | +1.6 |
| Chi Kiang St | To Kwa Wan Rd | Ma Tau Wai Rd | 3654 | DD | C | 8,060 * | 8,530 * | +5.8 |
| Chi Ma Wan Rd | South Lantau Rd | Chi Sun Correctional Institution | 5464 | RR | C | 150 * | 150 * | +0.1 |
| Chi Ming St | Jockey Club Rd | Chi Cheong Rd | 5491 | DD | C | 4,500 * | 4,610 * | +2.4 |
| Chi Shin St | Po Hong Rd (Roundabout) | End | 6119 | LD | C | 10,350 | 9,740 | -5.9 |
| Ching Cheung Rd | Castle Peak Rd | Tai Po Rd INT | 3205 | UT | C | 83,680 * | 110,370 | +31.9 |
| Ching Cheung Rd | Kwai Chung Rd | Castle Peak Rd FO <K2> | 4003 | UT | C | 53,180 | 56,820 | +6.8 |
| Ching Cheung Rd slip rd | Ching Cheung Rd | Container Port Rd | 3704 | PD | C | 11,210 * | 11,850 * | +5.7 |
| Ching Hiu Rd | Pak Wo Rd | Po Kin Rd | 6111 | LD | C | 8,790 | 7,480 | -14.9 |
| Ching Hong Rd | Chung Mei Rd | Tsing Yi Rd | 5653 | LD | C | 12,700 * | 13,130 * | +3.4 |
| Ching Hong Rd | Tsing Yi Rd W | Chung Mei Rd | 5655 | LD | C | 13,230 * | 13,680 * | +3.4 |
| Ching Tak St | Tung Tau Tsuen Rd | Shatin Pass Rd | 4652 | LD | C | 7,660 | 6,430 | -16.1 |

* 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 2023 as % of 2022 |
|----------------------------|----------------------------------|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Chiu Shun Rd | Ngan O Rd | Wan Po Rd RA | 5503 | DD | C | 21,100 * | 21,120 * | +0.1 |
| Chiu Shun Rd | Po Ning Rd | Ngan O Rd | 5295 | DD | C | 13,880 * | 14,150 | +1.9 |
| Choi Hung Rd | Hammer Hill Rd | Po Kong Village Rd | 3259 | DD | C | 15,090 * | 16,590 | +10.0 |
| Choi Hung Rd | Hammer Hill Rd | Prince Edward Rd E | 4059 | DD | C | 4,280 | 4,410 | +3.1 |
| Choi Hung Rd | Lok Sin Rd | Shatin Pass Rd | 3854 | DD | C | 26,810 | 28,810 * | +7.5 |
| Choi Hung Rd | Shatin Pass Rd | Po Kong Village Rd | 4054 | DD | C | 27,560 | 30,800 | +11.8 |
| Choi Hung Rd & FO <K10A> | Prince Edward Rd E | End of down-ramp | 3258 | DD | C | 28,080 * | 29,270 | +4.2 |
| Choi Hung Rd FO <K10B> | Choi Hung Rd | Prince Edward Rd E | 3463 | DD | C | 12,200 * | 13,110 * | +7.5 |
| Choi Hung Rd nr Lok Sin Rd | Choi Hung Rd FO <K10A> down-ramp | Choi Hung Rd #34 | 3665 | DD | C | 31,860 * | 34,240 * | +7.5 |
| Choi Yuen Rd | Po Shek Wu Rd | Yuk Po Court | 5251 | DD | C | 18,880 * | 18,230 | -3.4 |
| Chong San Rd | Roundabout to/from Tolo Highway | Science Park Rd | 5909 | DD | C | 9,170 | 9,380 * | +2.4 |
| Chuen On Rd | Chung Nga Rd northern junction | Tung Leung Rd | 5488 | LD | C | 5,370 * | 5,500 * | +2.4 |
| Chuen On Rd | Chung Nga Rd southern junction | Tung Leung Rd | 5482 | LD | C | 5,880 * | 6,020 * | +2.4 |
| Chui Ling Rd | King Ling Rd | Po Shun Rd | 6651 | LD | C | 8,610 | 7,900 | -8.2 |
| Chui Tin St | Che Kung Miu Rd | Hung Mui Kuk Rd | 5101 | LD | A | 11,300 | 11,820 | +4.7 |
| Chuk Yuen Rd | Junction Rd | Ma Chai Hang Rd | 3496 | DD | C | 11,210 * | 12,050 * | +7.5 |
| Chuk Yuen Rd | Ma Chai Hang Rd | Nga Chuk St | 3700 | DD | C | 7,740 * | 8,310 * | +7.5 |
| Chun Pin St | Ta Chuen Ping St | Lei Muk Rd | 6639 | LD | C | 8,240 | 7,770 | -5.7 |
| Chun Wah Rd | Hong Ning Rd | Ngau Tau Kok Rd | 3269 | DD | C | 14,640 * | 15,920 | +8.8 |
| Chung Hom Kok Rd | Stanley Gap Rd | End | 2610 | LD | C | 1,290 | 1,380 | +7.0 |
| Chung Mei Rd | Tsing Yi Heung Sze Wui Rd | Ching Hong Rd | 5854 | LD | C | 9,650 | 9,970 * | +3.4 |
| Chung Nga Rd | Ting Kok Rd | Ting Lai Rd | 5875 | DD | C | 3,240 | 3,310 * | +2.4 |
| Chung On St | Castle Peak Rd - Tsuen Wan | Tsuen Wan Market St | 5633 | DD | C | 6,060 * | 6,260 * | +3.4 |
| Chung On St | Sha Tsui Rd | Yeung Uk Rd | 5228 | DD | C | 10,300 * | 9,820 | -4.6 |
| Chung On St | Tsuen Wan Market St | Sha Tsui Rd | 5434 | DD | C | 9,580 * | 9,900 * | +3.4 |
| Clear Water Bay Rd | Hang Hau Rd | Hiram's Highway | 5466 | RR | C | 19,140 * | 19,160 * | +0.1 |
| Clear Water Bay Rd | Lung Cheung Rd | Kwun Tong Rd | 3625 | PD | C | 32,080 * | 33,900 * | +5.7 |
| Clear Water Bay Rd | Lung Cheung Rd | New Clear Water Bay Rd western junction | 4217 | PD | B | 74,230 | 76,960 | +3.7 |

* 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 2023 as % of 2022 |
|------------------------------------|--|--|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Clear Water Bay Rd | New Clear Water Bay Rd eastern junction | On Sau Rd | 4028 | PD | C | 32,840 | 34,750 | +5.8 |
| Clear Water Bay Rd | New Clear Water Bay Rd northern junction | New Clear Water Bay Rd southern junction | 3019 | DD | A | 22,280 | 24,660 | +10.7 |
| Clear Water Bay Rd | On Sau Rd | Hiram's Highway | 5017 | RR | A | 27,720 | 29,080 | +4.9 |
| Clear Water Bay Rd | Tai Hang Tun | Hang Hau Rd | 5661 | RR | C | 9,260 * | 9,270 * | +0.1 |
| Cloud View Rd | Tin Hau Temple Rd | Yee King Rd | 1237 | DD | C | 8,950 * | 9,910 | +10.6 |
| Cloud View Rd | Yee King Rd | Braemar Hill Rd | 1639 | LD | C | 7,620 * | 7,790 * | +2.2 |
| Cochrane St | Queen's Rd C | Wellington St | 2405 | LD | B | 550 | 520 | -4.6 |
| Concorde Rd | Prince Edward Rd E RA | Olympic Ave | 3862 | DD | C | 16,960 | 17,900 * | +5.5 |
| Conduit Rd | Kotewall Rd | Glenealy | 1105 | LD | A | 13,000 | 13,440 | +3.4 |
| Connaught Rd C | Cleverly St | Gilman St | 2207 | PD | B | 28,290 | 29,720 | +5.1 |
| Connaught Rd C | Gilman St | Queen Victoria St | 1208 | PD | C | 81,690 * | 85,120 | +4.2 |
| Connaught Rd C & underpass | Pedder St | Cotton Tree Drive | 1030 | UT | A | 94,390 | 102,110 | +8.2 |
| Connaught Rd C & underpass | Queen Victoria St | Pedder St | 1409 | PD | C | 91,770 * | 96,810 * | +5.5 |
| Connaught Rd Central and West (GL) | Queen St | Cleverly St | 1207 | PD | C | 29,320 * | 29,960 | +2.2 |
| Connaught Rd FO <H173> | Ramp nr Gilman St | The nearest diverging & merging points west of Shun Tak Centre | 2216 | PD | B | 71,710 | 76,010 | +6.0 |
| Connaught Rd W | Sutherland St | Eastern St | 1407 | PD | C | 41,760 * | 44,050 * | +5.5 |
| Connaught Rd W | Sutherland St | Queen St | 2011 | PD | C | 46,380 | 42,300 | -8.8 |
| Connaught Rd W | Water St | Eastern St | 1006 | PD | A | 47,400 | 48,150 | +1.6 |
| Connaught Rd W (GL) | Des Voeux Rd W | Water St | 1837 | DD | C | 15,440 | 16,200 * | +4.9 |
| Container Port Rd S | Ching Cheung Rd | End | 5693 | LD | C | 26,420 * | 27,320 * | +3.4 |
| Container Port Rd S | Container Port Rd RA nr Container Terminal 2 | North of Kwai Chung INT | 6089 | DD | C | 34,890 | 31,250 | -10.4 |
| Container Port Rd S | Kwai Tai Rd RA | Container Port Rd RA nr Container Terminal 2 | 6087 | DD | C | 16,290 | 15,720 | -3.5 |
| Container Port Rd S | North of Kwai Chung INT | South of Kwai Chung INT | 6214 | LD | B | 14,740 | 13,640 | -7.5 |
| Container Port Rd S | South of Kwai Chung INT | Ching Cheung Rd | 5893 | DD | C | 29,410 | 30,400 * | +3.4 |
| Cornwall St | Waterloo Rd | Nam Cheong St | 4206 | DD | B | 17,640 | 19,180 | +8.7 |
| Cotton Tree Drive | Garden Rd | Kennedy Rd slip rd | 1608 | PD | C | 40,040 * | 41,210 * | +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 2023 as % of 2022 |
|---------------------------------|-------------------|-------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Cotton Tree Drive | Queensway | Connaught Rd C | 1411 | PD | C | 37,640 * | 39,710 * | +5.5 |
| Cotton Tree Drive | Queensway | Slip rd to Kennedy Rd | 2212 | PD | B | 38,140 | 42,580 | +11.6 |
| Cox's Rd | Austin Rd | Jordan Rd | 3486 | LD | C | 9,740 * | 10,280 * | +5.5 |
| Cross Harbour Tunnel | Toll Plaza | South Portal | 1022 | UT | A | 105,620 | 106,900 | +1.2 |
| Cross Harbour Tunnel N Approach | Toll Plaza | Hong Chong Rd | 3201 | UT | C | 97,880 * | 112,580 | +15.0 |
| Cumberland Rd | Boundary St | Rutland Quadrant | 4608 | LD | C | 3,000 | 2,440 | -18.6 |
| Cyberport Rd | Victoria Rd | Sha Wan Drive | 1644 | LD | C | 14,140 * | 14,450 * | +2.2 |
| D'Aguilar St | Queen's Rd C | Wyndham St | 2404 | LD | B | 5,600 | 6,320 | +12.8 |
| Dai Kwai St | Ting Kok Rd | Dai Chong St | 6619 | LD | C | 3,780 | 4,240 | +12.2 |
| Deep Bay Rd | Lau Fau Shan Rd | Nam Sha Po | 6603 | LD | C | 2,760 | 2,960 | +7.1 |
| Deep Water Bay Rd | Nam Fung Rd | Island Rd | 2612 | LD | C | 4,940 | 4,700 | -4.9 |
| Deep Water Bay Rd | Nam Fung Rd | Wong Nai Chung Gap Rd | 1858 | DD | C | 12,610 | 12,750 * | +1.1 |
| Des Voeux Rd C | Morrison St | Queen Victoria St | 2209 | DD | B | 5,050 | 5,230 | +3.5 |
| Des Voeux Rd C | Pedder St | Garden Rd | 1843 | DD | C | 4,730 | 4,960 * | +4.9 |
| Des Voeux Rd C | Queen Victoria St | Pedder St | 2030 | DD | C | 13,060 | 17,080 | +30.8 |
| Des Voeux Rd W | Belcher's St | Hill Rd | 1426 | DD | C | 7,120 * | 7,470 * | +4.9 |
| Des Voeux Rd W | Connaught Rd C | Queen St | 1623 | DD | C | 10,980 * | 11,520 * | +4.9 |
| Des Voeux Rd W | Eastern St | Queen St | 2028 | DD | C | 13,350 | 11,120 | -16.7 |
| Des Voeux Rd W | Hill Rd | Water St | 2026 | DD | C | 11,240 | 11,950 | +6.4 |
| Des Voeux Rd W | Water St | Western St | 2027 | DD | C | 9,750 | 9,070 | -6.9 |
| Des Voeux Rd W | Western St | Eastern St | 1839 | DD | C | 11,040 | 11,580 * | +4.9 |
| Dundas St | Ferry St | Shanghai St | 3102 | LD | A | 6,420 | 6,620 | +3.0 |
| Dundas St | Shanghai St | Nathan Rd | 4035 | DD | C | 2,420 | 2,080 | -14.3 |
| Dyer Ave | Dock St | Wan Hoi St | 4609 | LD | C | 3,370 | 4,160 | +23.3 |
| Eagle's Nest Tunnel | Toll Plaza | South Portal | 5037 | EX | A | 56,110 | 60,870 | +8.5 |
| East Kowloon Corridor <FO> | Ma Tau Kok Rd | Chatham Rd N | 4213 | UT | B | 66,280 | 65,730 | -0.8 |
| Eastern Harbour Crossing | Kai Tin Rd | Island Eastern Corridor | 1025 | UT | A | 72,840 | 75,760 | +4.0 |
| Eastern St | Connaught Rd W | Des Voeux Rd W | 1860 | LD | C | 8,170 | 8,580 * | +4.9 |
| Eastern St | Des Voeux Rd W | Queen's Rd W | 2045 | LD | C | 9,150 | 9,400 | +2.7 |
| Edinburgh Place | Connaught Rd C | Connaught Rd C | 2613 | LD | C | 2,700 | 2,990 | +10.8 |
| Electric Rd | Gordon Rd | Power St | 1633 | DD | C | 13,050 * | 13,340 * | +2.2 |
| Electric Rd | Gordon Rd | Wing Hing St | 1440 | DD | C | 5,260 * | 5,380 * | +2.2 |
| Electric Rd & Java Rd | Power St | North Point Rd | 1855 | DD | C | 8,380 | 8,560 * | +2.2 |

* 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 2023 as % of 2022 |
|---|--|--|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Electric Rd & Lau Sin St | Wing Hing St | Hing Fat St | 1239 | DD | C | 8,370 * | 9,870 | +17.9 |
| Elegance Rd | Kwun Tong Rd | Ngau Tau Kok Rd | 3684 | DD | C | 20,560 * | 21,760 * | +5.8 |
| Embankment Rd | Prince Edward Rd W | Boundary St | 4060 | DD | C | 10,970 | 11,440 | +4.3 |
| Fa Yuen St | Prince Edward Rd W | Boundary St | 4610 | LD | C | 2,270 | 2,100 | -7.5 |
| Fan Kam Rd | Kam Tin Rd | Fanling Highway | 6212 | RR | B | 12,400 | 13,890 | +12.0 |
| Fan Leng Lau Rd | Ma Sik Rd | Wo Muk Rd | 5292 | LD | C | 6,060 * | 7,960 | +31.5 |
| Fan Leng Lau Rd | Sha Tau Kok Rd | Wo Tai St | 6060 | DD | C | 13,920 | 15,000 | +7.8 |
| Fan Leng Lau Rd | Wo Muk Rd | Wo Tai St | 6090 | LD | C | 8,080 | 8,680 | +7.5 |
| Fanling Highway | Fan Kam Rd | Lok Ma Chau Rd | 5656 | EX | C | 61,050 * | 64,880 * | +6.3 |
| Fanling Highway | Lam Kam Rd INT | Kau Lung Hang Lo Wai | 5461 | EX | C | 92,840 * | 98,660 * | +6.3 |
| Fanling Highway | Slip rds to & from Fan Kam Rd INT | Slip rds to & from So Kwun Po INT | 5204 | EX | C | 73,500 * | 91,860 | +25.0 |
| Fanling Highway | So Kwun Po INT | Wo Hop Shek INT | 5003 | EX | A | 62,830 | 75,040 | +19.4 |
| Fanling Highway | Wo Hop Shek INT | Kau Lung Hang Lo Wai | 6084 | EX | C | 100,940 | 114,310 | +13.2 |
| Fanling Highway FO <N498> over Fan Kam Rd INT | Choi Yuen Est | Tai Tau Leng | 5269 | EX | C | 48,910 * | 64,690 | +32.3 |
| Fanling Highway ramps A & B | So Kwun Po INT | Fanling Highway | 6068 | EX | C | 33,310 | 33,090 | -0.7 |
| Fanling Highway ramps C & D | So Kwun Po INT | So Kwun Po INT | 5873 | EX | C | 16,120 | 17,130 * | +6.3 |
| Fanling Highway slip rds A & B | Fan Kam Rd INT | Fanling Highway | 6067 | EX | C | 27,740 | 27,160 | -2.1 |
| Fanling Highway slip rds C & D | Fan Kam Rd INT | Fan Kam Rd INT | 5477 | EX | C | 21,030 * | 22,350 * | +6.3 |
| 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 | 41,340 * | 43,930 * | +6.3 |
| Fanling Highway under Wo Hop Shek INT | Ramp from Jockey Club Rd | Ramp to Jockey Club Rd | 5270 | EX | C | 79,440 * | 89,810 | +13.1 |
| Fantasy Rd | Magic Rd | End | 5710 | LD | C | 1,420 * | 1,470 * | +3.4 |
| Fat Kwong St | Chung Hau St | Yan Fung St | 4211 | DD | B | 25,320 | 28,790 | +13.7 |
| Fat Kwong St | Sheung Shing St | Chung Hau St | 3649 | DD | C | 17,710 * | 18,680 * | +5.5 |
| Fat Kwong St & FO <K66> | Yan Fung St | Ma Tau Wai Rd | 4039 | DD | C | 18,050 | 18,480 | +2.4 |
| Fei Ngo Shan Rd | Clear Water Bay Rd | Jat's Incline | 6646 | LD | C | 1,730 | 1,550 | -10.4 |
| Fenwick Pier St FO <H170> | Fenwick Pier St | Harcourt Rd | 2048 | PD | C | 10,830 | 9,370 | -13.4 |
| Fenwick St | Hennessy Rd | Gloucester Rd | 1459 | LD | C | 10,700 * | 11,230 * | +4.9 |
| Ferry St | Jordan Rd | Public Square St | 3814 | PD | C | 23,200 | 24,480 * | +5.5 |
| Ferry St | Shantung St | Cherry St | 3893 | PD | C | 45,510 | 48,880 * | +7.4 |

* 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 2023 as % of 2022 |
|--------------------------|--|--------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Ferry St | Tung Kun St | Public Square St | 4012 | PD | C | 11,420 | 12,430 | +8.9 |
| Ferry St | Tung Kun St | Waterloo Rd | 3219 | PD | C | 25,220 * | 22,910 | -9.2 |
| Ferry St & Ferry St <FO> | Waterloo Rd | Shantung St | 4214 | PD | B | 73,210 | 72,530 | -0.9 |
| Ferry St <FO> | Public Square St | Waterloo Rd | 3706 | UT | C | 32,690 * | 34,550 * | +5.7 |
| Ferry St <FO> down-ramps | Waterloo Rd & Tung Kun St | Tung Kun St & Public Square St | 4091 | UT | C | 28,840 | 30,920 | +7.2 |
| Ferry St <FO> up-ramps | Waterloo Rd & Tung Kun St | Tung Kun St & Public Square St | 3894 | UT | C | 25,970 | 27,450 * | +5.7 |
| Fleming Rd | Johnston Rd | Convention Ave | 1433 | DD | C | 13,620 * | 14,290 * | +4.9 |
| Fo Chun Rd | Chong San Rd | End | 5916 | LD | C | 6,080 | 6,230 * | +2.4 |
| Fo Shing Rd | Chong San Rd | Fo Chun Rd | 6116 | DD | C | 9,400 | 8,960 | -4.7 |
| Fo Tan Rd | Lok King St | Sui Wo Rd | 5415 | PD | C | 25,520 * | 26,420 * | +3.5 |
| Fo Tan Rd | Tai Chung Kiu Rd | Yuen Wo Rd | 5814 | PD | C | 38,960 | 40,340 * | +3.5 |
| Fo Tan Rd | Tai Po Rd - Shatin | Yuen Wo Rd | 6010 | PD | C | 39,300 | 43,890 | +11.7 |
| Fo Tan Rd FO <N285> | Lok King St | Slip rd to Tai Po Rd | 5210 | PD | C | 48,260 * | 51,750 | +7.2 |
| Fo Yin Rd | Chong San Rd | End | 6117 | DD | C | 8,080 | 7,740 | -4.1 |
| Fortress Hill Rd | King's Rd | Tin Hau Temple Rd | 2037 | DD | C | 8,740 | 8,450 | -3.3 |
| Fu Mei St | Fung Mo St | Chuk Yuen Rd | 3285 | LD | C | 6,220 * | 6,880 | +10.6 |
| Fu Ning St | Ma Tau Chung Rd | Argyle St | 3472 | DD | C | 5,530 * | 5,850 * | +5.8 |
| Fuk Shun St | Fuk Hi St | Shing Uk Tsuen | 6625 | LD | C | 3,690 | 3,950 | +6.9 |
| Fuk To St | Kwun Tong Rd | Ngau Tau Kok Rd | 4102 | LD | C | 3,090 | 3,280 | +6.2 |
| Fuk Wing St | Nam Cheong St | Yen Chow St | 4612 | LD | C | 3,490 | 3,530 | +1.1 |
| Fung Cheung Rd | Castle Peak Rd - Yuen Long | Hop Yick Rd | 5233 | DD | C | 23,470 * | 23,230 | -1.0 |
| Fung Mo St | Fu Mei St | Lung Cheung Rd | 3462 | DD | C | 16,830 * | 18,080 * | +7.5 |
| Fung Mo St | Tung Tau Tsuen Rd | Fu Mei St | 3257 | DD | C | 13,040 * | 13,720 | +5.2 |
| Fung Shue Wo Rd | Tsing Yu St | Tsing King Rd RA | 6047 | LD | C | 12,380 | 11,520 | -7.0 |
| Fung Shue Wo Rd | Tsing Yu St | Tsing Yi Rd W | 5250 | LD | C | 15,220 * | 15,530 | +2.0 |
| Fung Tak Rd | Lung Poon St | Hammer Hill Rd RA | 3891 | DD | C | 11,320 | 12,170 * | +7.5 |
| Fung Tak Rd | Sheung Fung St | Po Kong Village Rd | 3460 | DD | C | 21,050 * | 22,210 * | +5.5 |
| Fung Yip St | Sheung On St | Sun Yip St | 2614 | LD | C | 4,950 | 5,680 | +14.7 |
| Garden Rd | Cotton Tree Drive | Upper Albert Rd | 1209 | PD | C | 21,950 * | 24,540 | +11.8 |
| Garden Rd | Des Voeux Rd C | Upper Albert Rd | 2211 | PD | B | 34,780 | 39,020 | +12.2 |
| Garden Rd | Hong Kong Zoological & Botanical Gardens | 5 Garden Rd | 2012 | PD | C | 35,570 | 37,920 | +6.6 |
| Garden Rd | Magazine Gap Rd | Cotton Tree Drive | 1410 | PD | C | 45,540 * | 46,870 * | +2.9 |
| Gascoigne Rd | Nathan Rd | Pak Hoi St | 3614 | PD | C | 23,100 * | 24,370 * | +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 2023 as % of 2022 |
|--|---|---|----------|-----------|-----------|----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Gascoigne Rd | Pak Hoi St | Jordan Rd | 3421 | PD | C | 26,760 * | 28,230 * | +5.5 |
| Gascoigne Rd | Ramps to & from Gascoigne Rd near Jordan Rd | Jordan Rd | 3420 | PD | C | 48,800 * | 51,480 * | +5.5 |
| Gascoigne Rd | Wylie Rd | Chatham Rd FO <K20> | 3218 | PD | C | 20,920 * | 27,070 | +29.4 |
| Gascoigne Rd | Wylie Rd | Ramps to & from Gascoigne Rd near Jordan Rd | 3419 | PD | C | 24,980 * | 26,360 * | +5.5 |
| Gascoigne Rd FO <K20> | Ramps to & from Gascoigne Rd near Jordan Rd | Chatham Rd S | 3890 | PD | C | 92,010 | 97,080 * | +5.5 |
| Gascoigne Rd FO <K37> | Ferry St | Gascoigne Rd | 3401 | UT | C | 54,360 * | 57,900 * | +6.5 |
| Glenealy & Albany Rd | Wyndham St | Upper Albert Rd | 1841 | DD | C | 12,620 | 12,900 * | +2.2 |
| Gloucester Rd | Arsenal St | Cross Harbour Tunnel S. INT | 1028 | UT | A | 112,860 | 122,320 | +8.4 |
| Gloucester Rd | Great George St | Causeway Rd | 1822 | PD | C | 3,190 | 3,360 * | +5.5 |
| Gloucester Rd | Kingston St | Great George St | 1823 | PD | C | 14,540 | 15,340 * | +5.5 |
| Gloucester Rd & Victoria Park Rd | Cross Harbour Tunnel S. INT | Houston St | 2001 | UT | C | 132,490 | 134,970 | +1.9 |
| Gloucester Rd N-B Flyover | Kingston St | Houston St | 2018 | PD | C | 10,000 | 12,200 | +22.0 |
| Gordon Rd | Hing Fat St | Electric Rd | 1216 | PD | C | 23,420 * | 25,150 | +7.4 |
| Grampian Rd | Boundary St | Dumbarton Rd | 4613 | LD | C | 3,450 | 3,380 | -1.8 |
| Green Lane | Blue Pool Rd | End | 2615 | LD | C | 940 | 890 | -5.4 |
| Hammer Hill Rd | Choi Hung Rd | Lung Cheung Rd | 3464 | DD | C | 18,380 * | 19,760 * | +7.5 |
| Hang Hau Rd | Po Ning Rd | Clear Water Bay Rd | 6223 | LD | B | - | 16,230 | - |
| Hang Hong St | Ma On Shan Rd | Sai Sha Rd | 5877 | DD | C | 14,000 | 14,010 * | +0.1 |
| Hang Tai Rd | Hang Shun St | Hang Fai St | 5510 | DD | C | 3,610 * | 3,610 * | +0.1 |
| Hang Wan Rd | Olympic Ave | Ma Tau Chung Rd | 3266 | DD | C | 8,360 * | 8,050 | -3.7 |
| Hankow Rd | Salisbury Rd | Haiphong Rd | 4614 | LD | C | 4,880 | 7,080 | +45.3 |
| Harbour Rd | Fleming Rd | Tonnochy Rd | 1449 | DD | C | 15,270 * | 16,020 * | +4.9 |
| Harcourt Rd | Cotton Tree Drive | Tamar St | 1601 | UT | C | 94,800 * | 100,000 * | +5.5 |
| Harcourt Rd | Tamar St | Arsenal St | 1001 | UT | A | 105,180 | 114,500 | +8.9 |
| Harcourt Rd <FO> | Tamar St | End | 1252 | UT | C | 89,290 * | 93,340 | +4.5 |
| Harcourt Rd <FO> ramp to Cotton Tree Drive | Harcourt Rd <FO> | Lambeth Walk | 1464 | PD | C | 20,420 * | 21,540 * | +5.5 |
| Headland Rd | Repulse Bay Rd | End | 2616 | LD | C | 1,200 | 1,070 | -10.6 |
| Healthy St W & Pak Fuk Rd | King's Rd | Tin Hau Temple Rd | 1856 | DD | C | 9,240 | 9,440 * | +2.2 |
| Heng Lam St | Junction Rd | Fung Mo St | 3491 | LD | C | 4,160 * | 4,470 * | +7.5 |
| Hennessy Rd | Arsenal St | Johnston Rd | 2014 | PD | C | 22,820 | 26,280 | +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 2023 as % of 2022 |
|-----------------------------|--------------------|--|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Hennessy Rd | Canal Rd FO <H110> | Percival St | 1610 | PD | C | 16,430 * | 17,340 * | +5.5 |
| Hennessy Rd | Fenwick St | Luard Rd | 1609 | PD | C | 17,060 * | 18,000 * | +5.5 |
| Hennessy Rd | Fleming Rd | Stewart Rd | 2015 | PD | C | 15,190 | 15,760 | +3.8 |
| Hennessy Rd | Johnston Rd | Fenwick St | 1210 | PD | C | 25,670 * | 26,740 | +4.2 |
| Hennessy Rd | Luard Rd | Fleming Rd | 1029 | PD | A | 27,560 | 28,080 | +1.9 |
| Hennessy Rd | Stewart Rd | Tin Lok Lane | 1211 | PD | C | 18,260 * | 20,430 | +11.9 |
| Hennessy Rd | Tin Lok Lane | Canal Rd FO <H110> | 1413 | PD | C | 16,750 * | 17,670 * | +5.5 |
| Hennessy Rd & Yee Wo St | Percival St | Pennington St | 1819 | PD | C | 16,980 | 17,910 * | +5.5 |
| Hereford Rd | Waterloo Rd | Renfrew Rd | 3691 | LD | C | 6,600 * | 6,960 * | +5.5 |
| Heung Sze Wui St | Po Heung St | Wan Tau St | 6058 | DD | C | 10,550 | 11,030 | +4.5 |
| Heung Yip Rd | Wong Chuk Hang Rd | Ocean Park Rd | 2617 | LD | C | 5,350 | 5,200 | -2.6 |
| Hill Rd | Queen's Rd W | Des Voeux Rd W | 1620 | DD | C | 2,890 * | 3,030 * | +4.9 |
| Hill Rd FO <H114> | Pok Fu Lam Rd | Connaught Rd W | 1205 | PD | C | 14,440 * | 16,330 | +13.1 |
| Hing Fat St | Causeway Rd | Lau Sin St | 1439 | DD | C | 21,020 * | 21,480 * | +2.2 |
| Hing Fat St | Gordon Rd | Lau Sin St | 1854 | PD | C | 18,680 | 19,220 * | +2.9 |
| Hing Fat St | Gordon Rd | Whitfield Rd | 2019 | PD | C | 25,070 | 26,040 | +3.9 |
| Hing Fong Rd | Kwai Foo Rd | Kwai Fuk Rd | 5626 | DD | C | 28,280 * | 29,230 * | +3.4 |
| Hing Fong Rd | Kwai Fuk Rd | Kwai Tsing Rd RA | 5424 | DD | C | 44,590 * | 46,090 * | +3.4 |
| Hing Fong Rd | Kwai Yik Rd | Kwai Foo Rd | 5825 | DD | C | 20,610 | 21,310 * | +3.4 |
| Hing Fong Rd | Tai Wo Hau Rd | Kwai Yik Rd | 6020 | DD | C | 16,540 | 16,350 | -1.1 |
| Hing Fong Rd & Kwai Hing Rd | Wo Tong Tsui St | Tai Wo Hau Rd | 5651 | LD | C | 7,490 * | 7,740 * | +3.4 |
| Hing Wah St | Castle Peak Rd | Un Chau St | 3670 | DD | C | 7,800 * | 8,380 * | +7.5 |
| Hing Wah St | Cheung Sha Wan Rd | Un Chau St | 3468 | DD | C | 9,840 * | 10,580 * | +7.5 |
| Hing Wah St | Lai Chi Kok Rd | Cheung Sha Wan Rd | 3263 | DD | C | 10,400 * | 11,960 | +14.9 |
| Hing Wah St West | Lin Cheung Rd | Roundabout near West Kowloon Refuse Transfer | 4103 | DD | C | 6,960 | 7,280 | +4.5 |
| Hing Wah St West | Tung Chau St | Lin Cheung Rd | 3899 | DD | C | 12,980 | 13,950 * | +7.5 |
| Hip Wo St | Hiu Kwong St | Tsui Ping Rd | 4065 | DD | C | 18,920 | 16,460 | -13.0 |
| Hip Wo St | Hong Ning Rd | Hiu Kwong St | 3270 | DD | C | 17,180 * | 17,190 | +0.1 |
| Hip Wo St | Mut Wah St | Tung Yan St | 3677 | DD | C | 20,550 * | 21,680 * | +5.5 |
| Hip Wo St | Sau Mau Ping Rd | Hong Ning Rd | 3475 | DD | C | 20,230 * | 21,350 * | +5.5 |
| Hip Wo St | Tsui Ping St | Mut Wah St | 3865 | DD | C | 19,230 | 20,290 * | +5.5 |
| Hip Wo St | Tung Yan St | Kwun Tong Rd RA | 3474 | DD | C | 19,960 * | 21,050 * | +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 2023 as % of 2022 |
|------------------------------|----------------------------------|-------------------------------|----------|-----------|-----------|-----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Hiram's Highway | Clear Water Bay Rd | Po Tung Rd | 6055 | RR | C | 23,480 | 22,860 | -2.6 |
| Hiu Kwong St | Sau Mau Ping Rd | Sau Ming Rd | 3678 | DD | C | 15,430 * | 16,280 * | +5.5 |
| Hiu Kwong St | Sau Ming Rd | Hip Wo St | 3018 | DD | A | 13,890 | 12,870 | -7.4 |
| Ho Man Tin Hill Rd | Ho Man Tin St | Wylie Rd | 4615 | LD | C | 4,430 | 5,110 | +15.3 |
| Ho Man Tin St | Waterloo Rd | Ho Man Tin Hill Rd | 4401 | LD | B | 2,780 | 3,000 | +7.7 |
| Hoi Chu Rd | Tuen Mun Heung Sze Wui Rd | Fung On St | 6071 | DD | C | 8,660 | 9,140 | +5.5 |
| Hoi Hing Rd RA (eastern arm) | On Yuk Rd | Hoi Hing Rd RA | 5475 | PD | C | 18,060 * | 20,400 * | +12.9 |
| Hoi Kok St | Hoi Shing Rd | Hoi Hing Rd | 6635 | LD | C | 6,090 | 5,460 | -10.3 |
| Hoi On Rd | Hoi Hing Rd | Castle Peak Rd - Ting Kau | 5910 | LD | C | 22,790 | 23,560 * | +3.4 |
| Hoi Wang Rd | Hoi Ting Rd | Cherry St RA | 4220 | PD | B | 16,870 | 19,400 | +14.9 |
| Hoi Wang Rd | Hoi Ting Rd Northern junction | Hoi Ting Rd Southern junction | 3898 | PD | C | 7,960 | 8,410 * | +5.7 |
| Hoi Wing Rd | Castle Peak Rd - Castle Peak Bay | Tuen Mun Heung Sze Wui Rd | 5676 | DD | C | 12,900 * | 13,200 * | +2.4 |
| Hoi Wing Rd | Hang Fu St | Hang Fu St | 5898 | DD | C | 9,180 | 9,400 * | +2.4 |
| Hoi Wing Rd | Hoi Wong Rd | Hang Fu St | 5698 | DD | C | 13,320 * | 13,640 * | +2.4 |
| Hoi Wing Rd | Tuen Mun Heung Sze Wui Rd | UR 16N | 6094 | DD | C | 8,610 | 9,540 | +10.9 |
| Hoi Wong Rd | Hoi Chu Rd | Wu Shan Rd | 5675 | DD | C | 16,980 * | 17,380 * | +2.4 |
| Hoi Wong Rd | Wong Chu Rd INT | Hoi Chu Rd | 5479 | PD | C | 27,950 * | 29,700 * | +6.3 |
| Hoi Yuen Rd | Wai Yip St | Kwun Tong Rd RA | 4073 | DD | C | 17,710 | 20,170 | +13.9 |
| Hollywood Rd | Queen's Rd W | Ladder St | 1019 | LD | A | 7,490 | 7,360 | -1.7 |
| Hollywood Rd | Wyndham St | Ladder St | 1454 | LD | C | 9,730 * | 10,210 * | +4.9 |
| Holy Cross Path | Hoi Ning St | Tai Shek St | 2618 | LD | C | 2,840 | 2,680 | -5.5 |
| Hong Chong Rd | Hong Tai Path | Toll Plaza Exit | 3210 | PD | C | 23,580 * | 28,640 | +21.4 |
| Hong Chong Rd | Salisbury Rd | Chatham Rd N | 3202 | UT | C | 124,940 * | 146,880 | +17.6 |
| Hong Chong Rd | Science Museum Rd | Hong Tai Path | 3209 | PD | C | 13,240 * | 16,660 | +25.8 |
| Hong Lee Rd | Kung Lok Rd | End | 4616 | LD | C | 2,960 | 3,120 | +5.7 |
| Hong Ning Rd | Chun Wah Rd | Kung Lok Rd | 3864 | DD | C | 11,330 | 11,950 * | +5.5 |
| Hong Ning Rd | Hip Wo St | Chun Wah Rd | 4064 | DD | C | 16,230 | 16,240 | +0.1 |
| Hong Ning Rd | Kung Lok Rd | Kung Lok Rd | 3676 | DD | C | 10,100 * | 10,850 * | +7.5 |
| Hong Ning Rd | Kung Lok Rd southern junction | Mut Wah St | 3473 | DD | C | 11,910 * | 12,800 * | +7.5 |
| Hong Ning Rd | Mut Wah St | Yue Man Square | 3268 | DD | C | 11,900 * | 22,360 | +87.9 |
| Hong Ning Rd | Yue Man Square | Kwun Tong Rd | 4063 | DD | C | 14,560 | 15,250 | +4.7 |
| Hong Tai Path | Hong Chong Rd | Cheong Wan Rd | 3217 | PD | C | 13,280 * | 13,850 | +4.4 |
| Hong Tat Path | Hong Chong Rd | Cheong Wan Rd | 3216 | PD | C | 1,860 * | 2,550 | +36.9 |

* 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 2023 as % of 2022 |
|-----------------------------|--|--|----------|-----------|-----------|----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Hop Yick Rd | Fung Cheung Rd | Tai Tong Rd | 6030 | DD | C | 8,230 | 8,920 | +8.4 |
| Hung Hing Rd | Tonnochy Rd | Hung Hing Rd FO <H159> | 1451 | DD | C | 18,350 * | 19,260 * | +4.9 |
| Hung Hing Rd FO <H159> | Hung Hing Rd | Victoria Park Rd | 1452 | PD | C | 13,400 * | 14,130 * | +5.5 |
| Hung Hom Bypass | Mody Lane | Slip rds to/from Princess Margaret Rd Link | 4005 | EX | C | 23,610 | 31,430 | +33.1 |
| Hung Hom Bypass | slip rds to/from Princess Margaret Rd Link | slip rd from Cheong Tung Rd S | 4221 | EX | B | 13,460 | 14,970 | +11.2 |
| Hung Hom Bypass slip rd E-B | Salisbury Rd | Metropolis Drive | 4100 | LD | C | 7,220 | 8,210 | +13.8 |
| Hung Hom Bypass slip rd W-B | Metropolis Drive | Salisbury Rd | 4101 | LD | C | 6,050 | 6,860 | +13.4 |
| Hung Hom Rd | Hung Hom S Rd | Tak Man St | 3886 | DD | C | 20,430 | 21,620 * | +5.8 |
| Hung Hom Rd | Man Yue St | Bailey St | 3290 | DD | C | 14,340 * | 14,700 | +2.5 |
| Hung Hom Rd | Tak Man St | Man Yue St | 4085 | DD | C | 16,790 | 16,050 | -4.4 |
| Hung Hom S Rd | Gillies Ave S. & Cheong Wan Rd | Hung Hom Rd | 3697 | DD | C | 9,100 * | 9,620 * | +5.8 |
| Hung Lai Rd | Hung Hom South Rd | Hung Lok Rd | 3504 | LD | C | 6,130 * | 6,480 * | +5.8 |
| Hung Ling St | Hung Hom South Rd | Cheong Tung Rd S | 3301 | LD | C | 4,370 * | 4,870 | +11.3 |
| Hung Lok Rd | Hung Lai Rd | Hung Luen Rd | 3303 | DD | C | 6,210 * | 7,580 | +22.1 |
| Hung Luen Rd | Shung King St | Kin Wan St | 3896 | DD | C | 4,070 | 4,310 * | +5.8 |
| Hung Mui Kuk Rd | Che Kung Miu Rd | Tin Sam St | 5212 | PD | C | 29,250 * | 34,280 | +17.2 |
| Hung Mui Kuk Rd | Lion Rock Tunnel Rd | Tin Sam St | 6012 | PD | C | 34,180 | 36,060 | +5.5 |
| Hung Tin Rd | Tin Shui Wai West INT | Ping Ha Rd | 5889 | DD | C | 56,080 | 57,400 * | +2.4 |
| Hung Tin Rd slip rds | Tin Shui Wai West INT | Access rd to Hung Uk Tsuen | 5902 | LD | C | 13,480 | 13,800 * | +2.4 |
| Ice House St | Connaught Rd C | Lower Albert Rd | 2403 | LD | B | 10,740 | 10,930 | +1.8 |
| Irving St & Pennington St | Leighton Rd | Yee Wo St | 1212 | PD | C | 11,690 * | 10,590 | -9.4 |
| Island Eastern Corridor | Aldrich Bay Rd | Chai Wan Rd | 1422 | PD | C | 16,030 * | 16,500 * | +2.9 |
| Island Eastern Corridor | Aldrich Bay Rd approaching Shau Kei Wan Rd | Chai Wan Rd slip rd to I.E.C. | 1602 | EX | C | 59,590 * | 62,650 * | +5.1 |
| Island Eastern Corridor | Healthy St INT western end | Taikoo Shing INT western end | 1003 | EX | A | 103,370 | 108,650 | +5.1 |
| Island Eastern Corridor | Healthy St INT western end | Healthy St INT eastern end | 1202 | EX | C | 83,180 * | 83,610 | +0.5 |
| Island Eastern Corridor | Hing Fat St INT | Tong Shui Rd INT | 1804 | EX | C | 138,470 | 145,600 * | +5.1 |
| Island Eastern Corridor | Island Eastern Corridor Link FO <H158> | Sun Sing St | 1404 | EX | C | 78,400 * | 82,440 * | +5.1 |

* 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 2023 as % of 2022 |
|--|--|---|----------|-----------|-----------|----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Island Eastern Corridor | Mong Lung St | Wing Tai Rd INT | 2215 | EX | B | 51,680 | 50,360 | -2.5 |
| Island Eastern Corridor | Taikoo Shing INT eastern end | Island Eastern Corridor Link FO <H158> | 1810 | EX | C | 105,900 | 111,350 * | +5.1 |
| Island Eastern Corridor | Taikoo Shing INT western end | Taikoo Shing INT eastern end | 1807 | EX | C | 93,340 | 98,140 * | +5.1 |
| Island Eastern Corridor | Tong Shui Rd INT | Healthy St INT | 1805 | EX | C | 120,000 | 126,180 * | +5.1 |
| Island Eastern Corridor | Victoria Park Rd | Hing Fat St INT | 1803 | EX | C | 78,490 | 82,530 * | +5.1 |
| Island Eastern Corridor | Wan Tsui Rd RA | Wing Tai Rd INT | 1446 | DD | C | 17,970 * | 18,360 * | +2.2 |
| Island Eastern Corridor <H128A> | Healthy St W | Hoi Yu St | 1258 | PD | C | - | 35,030 | - |
| Island Eastern Corridor <H220> & <HU5> | Island Eastern Corridor <HU5> | Island Eastern Corridor <H220> | 1646 | PD | C | 2,800 * | 2,880 * | +2.9 |
| Island Eastern Corridor access rd to Taikoo Wan Rd | Taikoo Shing INT | Taikoo Wan Rd | 1829 | PD | C | 22,220 | 22,870 * | +2.9 |
| Island Eastern Corridor down-ramp | Island Eastern Corridor | Hing Fat St | 1462 | PD | C | 11,880 * | 12,230 * | +2.9 |
| Island Eastern Corridor down-ramp E-B | Healthy St INT western end | Java Rd | 1218 | PD | C | 8,840 * | 9,780 | +10.7 |
| Island Eastern Corridor down-ramp E-B | Island Eastern Corridor E-B | Tong Shui Rd FO <H127> northern end | 1824 | PD | C | 10,230 | 10,530 * | +2.9 |
| Island Eastern Corridor down-ramp W-B | Island Eastern Corridor | Java Rd | 1419 | PD | C | 16,750 * | 17,240 * | +2.9 |
| Island Eastern Corridor FO <H148> | Island Eastern Corridor Link FO <H158> | Tai Hong St | 1403 | UT | C | 25,210 * | 26,510 * | +5.1 |
| Island Eastern Corridor Link FO <H158> | Hong On St | Ramps to & from Island Eastern Corridor | 1444 | PD | C | 12,170 * | 12,520 * | +2.9 |
| Island Eastern Corridor slip rd | Wing Tai Rd | Shun Tai Rd | 1865 | DD | C | 9,900 | 10,120 * | +2.2 |
| Island Eastern Corridor slip rd | Wing Tai Rd | Wing Tai Rd | 1642 | PD | C | 34,930 * | 35,950 * | +2.9 |
| Island Eastern Corridor slip rd E-B | Shau Kei Wan INT western end | Nam On Lane | 1833 | PD | C | 7,710 | 7,930 * | +2.9 |
| Island Eastern Corridor slip rd E-B | Taikoo Shing INT western end | Access rd to Taikoo Wan Rd | 1827 | PD | C | 5,870 | 6,040 * | +2.9 |
| Island Eastern Corridor slip rd W-B | Sun Sing St | Nam On Lane | 1421 | PD | C | 8,450 * | 8,690 * | +2.9 |
| Island Eastern Corridor slip rd W-B | Taikoo Shing INT eastern end | Access rd to Taikoo Wan Rd | 1828 | PD | C | 5,240 | 5,390 * | +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 2023 as % of 2022 |
|-------------------------------------|---------------------------------------|---------------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Island Eastern Corridor slip rd W-B | Taikoo Wan Rd access rd | Taikoo Shing INT western end | 1808 | UT | C | 6,910 | 7,270 * | +5.1 |
| Island Eastern Corridor up-ramp | Hing Fat St | Island Eastern Corridor | 1461 | UT | C | 13,240 * | 13,920 * | +5.1 |
| Island Eastern Corridor up-ramp | Shing Tai Rd | Island Eastern Corridor | 2049 | PD | C | 36,400 | 36,380 | 0.0 |
| Island Eastern Corridor up-ramp E-B | Java Rd | Island Eastern Corridor | 1402 | UT | C | 14,160 * | 14,890 * | +5.1 |
| Island Eastern Corridor up-ramp E-B | Taikoo Wan Rd access rd | Taikoo Shing INT eastern end | 1809 | UT | C | 4,200 | 4,420 * | +5.1 |
| Island Eastern Corridor up-ramp W-B | King's Rd | Healthy St INT western end | 1203 | UT | C | 11,900 * | 12,580 | +5.7 |
| Island Eastern Corridor up-ramp W-B | Tong Shui Rd | Island Eastern Corridor W-B | 1806 | EX | C | 8,620 | 9,060 * | +5.1 |
| Island Rd | Deep Water Bay Rd | Repulse Bay Rd | 1618 | PD | C | 23,420 * | 23,940 * | +2.3 |
| Island Rd | Deep Water Bay Rd | Shouson Hill Rd eastern junction | 1423 | PD | C | 23,090 * | 23,610 * | +2.3 |
| Jat's Incline | Clear Water Bay Rd | Shatin Pass Rd | 4618 | LD | C | 4,030 | 4,420 | +9.8 |
| Java Rd | Healthy St W | Island Eastern Corridor down-ramp E-B | 1441 | DD | C | 9,620 * | 9,840 * | +2.2 |
| Java Rd | Island Eastern Corridor down-ramp E-B | King's Rd | 1635 | DD | C | 19,410 * | 19,830 * | +2.2 |
| Java Rd | North Point Rd | Tong Shui Rd | 1634 | DD | C | 15,960 * | 16,310 * | +2.2 |
| Java Rd | Tin Chiu St | Healthy St W | 1242 | DD | C | 14,380 * | 16,410 | +14.1 |
| Java Rd | Tong Shui Rd | Tin Chiu St | 2040 | DD | C | 15,920 | 15,520 | -2.5 |
| Jockey Club Rd | Lok Yip Rd | Wo Hop Shek INT | 6206 | PD | B | 36,240 | 34,840 | -3.9 |
| Jockey Club Rd | Lung Sum Ave | San Fung Ave | 5822 | PD | C | 14,870 | 15,800 * | +6.3 |
| Jockey Club Rd | Lung Sum Ave | So Kwun Po Rd | 6017 | PD | C | 14,090 | 14,420 | +2.3 |
| Jockey Club Rd | Po Shek Wu Rd | Man Kam To Rd | 5218 | PD | C | 25,230 * | 22,510 | -10.8 |
| Jockey Club Rd | Sha Tau Kok Rd | Lok Yip Rd | 5422 | PD | C | 10,170 * | 10,810 * | +6.3 |
| Jockey Club Rd | Sha Tau Kok Rd | So Kwun Po Rd | 5217 | PD | C | 11,530 * | 11,740 | +1.8 |
| Johnston Rd | Fleming Rd | Hennessy Rd | 1232 | DD | C | 3,060 * | 3,220 | +5.1 |
| Johnston Rd | Landale St | Luard Rd | 1844 | DD | C | 2,650 | 2,780 * | +4.9 |
| Johnston Rd | Luard Rd | Fleming Rd | 2032 | DD | C | 7,370 | 8,460 | +14.8 |
| Jordan Rd | Canton Rd | Shanghai St | 3612 | PD | C | 36,060 * | 38,040 * | +5.5 |
| Jordan Rd | Cox's Rd | Gascoigne Rd | 3215 | PD | C | 31,590 * | 39,380 | +24.7 |
| Jordan Rd | Ferry St | Canton Rd | 3417 | PD | C | 38,470 * | 40,590 * | +5.5 |
| Jordan Rd | Lin Cheung Rd | Ferry St | 4096 | PD | C | 28,280 | 27,660 | -2.2 |

* 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 2023 as % of 2022 |
|-------------------------------|-------------------------------|---------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Jordan Rd | Nathan Rd | Cox's Rd | 4010 | PD | C | 33,220 | 30,450 | -8.3 |
| Jordan Rd | Nga Cheung Rd | Lin Cheung Rd | 3299 | PD | C | 16,030 * | 30,140 | +88.1 |
| Jordan Rd | Shanghai St | Nathan Rd | 3812 | PD | C | 47,920 | 50,560 * | +5.5 |
| Jubilee St | Des Voeux Rd C | Connaught Rd C | 1432 | DD | C | 7,300 * | 7,660 * | +4.9 |
| Jubilee St | Des Voeux Rd C | Queen's Rd C | 1231 | DD | C | 6,280 * | 5,590 | -11.0 |
| Junction Rd | Boundary St | Nga Tsin Wai Rd | 3458 | DD | C | 15,250 * | 16,090 * | +5.5 |
| Junction Rd | Chuk Yuen Rd | Tung Tau Tsuen Rd | 3658 | DD | C | 12,070 * | 12,740 * | +5.5 |
| Junction Rd | Junction Rd & Broadcast Drive | Renfrew Rd | 3849 | DD | C | 32,940 | 34,750 * | +5.5 |
| Junction Rd | Nga Tsin Wai Rd | Tung Tau Tsuen Rd | 3016 | DD | A | 14,160 | 15,140 | +6.9 |
| Junction Rd | Renfrew Rd | Waterloo Rd | 4049 | DD | C | 26,120 | 27,640 | +5.8 |
| Justice Drive | Queensway | Supreme Court Rd | 1108 | LD | A | 17,920 | 20,780 | +16.0 |
| Ka Yip St | Wing Tai Rd | End | 2620 | LD | C | 11,210 | 11,130 | -0.7 |
| Kadoorie Ave | Argyle St | Prince Edward Rd W | 3286 | LD | C | 3,570 * | 3,810 | +6.6 |
| Kai Cheung Rd | Kai Shing St | Kai Fuk Rd | 3681 | DD | C | 36,550 * | 38,680 * | +5.8 |
| Kai Cheung Rd | Kai Shing St | Wang Kwong Rd | 3869 | DD | C | 27,630 | 29,230 * | +5.8 |
| Kai Cheung Rd | Wang Chiu Rd | Wai Yip St | 3274 | DD | C | 49,630 * | 50,870 | +2.5 |
| Kai Cheung Rd | Wang Kwong Rd | Wang Chiu Rd | 4069 | DD | C | 27,140 | 23,870 | -12.1 |
| Kai Cheung Rd FO <K56> | Wai Yip St | Ngau Tau Kok Rd | 3479 | DD | C | 11,730 * | 12,410 * | +5.8 |
| Kai Cheung Rd slip rd | Kai Fuk Rd | Kai Fuk Rd | 3478 | DD | C | 15,120 * | 15,990 * | +5.8 |
| Kai Fuk Rd | Kai Cheung Rd | Wai Yip St | 3206 | UT | C | 64,710 * | 67,930 | +5.0 |
| Kai Fuk Rd FO <K58> | Elegance Rd | Kwun Tong Rd | 3409 | UT | C | 49,010 * | 51,800 * | +5.7 |
| Kai Fuk Rd FO <K58> | Wai Yip St | Elegance Rd | 3408 | UT | C | 8,000 * | 8,450 * | +5.7 |
| Kai Fuk Rd FO <K58> down-ramp | Kai Fuk Rd FO <K58> | Kwun Tong Rd W-B | 3440 | PD | C | 19,870 * | 21,000 * | +5.7 |
| Kai Fuk Rd FO <K58> up-ramp | Kwun Tong Rd E-B | Kai Fuk Rd FO <K58> | 3439 | PD | C | 21,140 * | 22,340 * | +5.7 |
| Kai Lok St | Wang Chiu Rd | Wang Chiu Rd | 4619 | LD | C | 3,280 | 3,330 | +1.6 |
| Kai San Rd | Tsat Po St | Concorde Rd | 3306 | DD | C | - | 10,660 | - |
| Kai Tak Tunnel | Sung Wong Toi Rd | Kai Cheung Rd | 3004 | UT | A | 51,630 | 57,580 | +11.5 |
| Kai Tak Tunnel up-ramp | Kai Tak Tunnel | Sung Wong Toi Rd | 3673 | DD | C | 12,670 * | 13,410 * | +5.8 |
| Kai Tin Rd | Tak Tin St | Lei Yue Mun Rd | 3482 | DD | C | 14,950 * | 15,780 * | +5.5 |
| Kai Tin Rd | Tseung Kwan O Rd | Tak Tin St | 3264 | DD | C | 11,050 * | 10,460 | -5.4 |
| Kam Ho Rd | Kam Tin Rd | Tung Wui Rd | 6109 | RR | C | 10,560 | 10,840 | +2.7 |
| Kam Sheung Rd | Kam Tin Rd | Kam Tin Rd | 6208 | RR | B | 9,600 | 10,460 | +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 2023 as % of 2022 |
|-------------------------------|--------------------------------|--------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Kam Tin Bypass | Kam Tin Rd | Kam Tin Rd | 6110 | RT | C | 12,980 | 14,490 | +11.6 |
| Kam Tin Rd | Castle Peak Rd - Yuen Long | Kam Sheung Rd western junction | 6051 | RR | C | 44,200 | 46,620 | +5.5 |
| Kam Tin Rd | Fan Kam Rd | Kam Sheung Rd eastern junction | 5254 | RR | C | 18,850 * | 15,740 | -16.5 |
| Kam Tin Rd | Kam Sheung Rd western junction | Fan Kam Rd | 6207 | RR | B | 20,520 | 21,510 | +4.8 |
| Kansu St | Canton Rd | Ferry St | 4034 | DD | C | 11,970 | 12,160 | +1.5 |
| Kansu St | Nathan Rd | Canton Rd | 3241 | DD | C | 9,720 * | 8,310 | -14.5 |
| Kau Yuk Rd | Tai Tong Rd | Yuen Long Hong Lok Rd | 5637 | DD | C | 13,540 * | 13,860 * | +2.4 |
| Kau Yuk Rd | Yuen Long Tai Yuk Rd | Yuen Long Hong Lok Rd | 5008 | DD | A | 12,070 | 11,730 | -2.8 |
| Keng Hau Rd & Che Kung Mui Rd | Tai Po Rd - Shatin Heights | Tin Sam St | 6048 | DD | C | 1,040 | 1,190 | +14.2 |
| Kennedy Rd | Garden Rd | MacDonnell Rd | 1846 | DD | C | 11,550 | 11,800 * | +2.2 |
| Kennedy Rd | MacDonnell Rd | Queen's Rd E | 2213 | DD | B | 9,460 | 9,710 | +2.6 |
| Keung Shan Rd & Tai O Rd | Sham Wat Rd | Tai O Bus Terminus | 5659 | RR | C | 1,470 * | 1,470 * | +0.1 |
| Kik Yeung Rd | Castle Peak Rd - Yuen Long | Yuen Long On Ning Rd | 5458 | LD | C | 9,000 * | 9,210 * | +2.4 |
| Kimberley Rd | Nathan Rd | Observatory Rd | 4620 | LD | C | 13,520 | 17,230 | +27.5 |
| Kin Fat St | Pui To Rd | Tai Hing St | 6629 | LD | C | 4,400 | 4,220 | -4.0 |
| King Ling Rd | Po Shun Rd | Chui Ling Rd | 5309 | DD | C | 12,020 * | 15,440 | +28.5 |
| King's Rd | Fortress Hill Rd | North Point Rd | 1214 | PD | C | 24,050 * | 21,410 | -11.0 |
| King's Rd | Greig Rd | Taikoo Shing Rd | 1830 | PD | C | 18,210 | 18,740 * | +2.9 |
| King's Rd | Healthy St W | Java Rd | 2020 | PD | C | 19,120 | 18,640 | -2.5 |
| King's Rd | Java Rd | Greig Rd | 1219 | PD | C | 27,020 * | 26,420 | -2.2 |
| King's Rd | Mercury St | Fortress Hill Rd | 2017 | PD | C | 19,220 | 18,410 | -4.2 |
| King's Rd | North Point Rd | Tong Shui Rd | 1008 | PD | A | 26,740 | 27,520 | +2.9 |
| King's Rd | Tin Chiu St | Healthy St W | 1826 | PD | C | 18,010 | 18,540 * | +2.9 |
| King's Rd | Tin Hau Temple Rd | Mercury St | 1820 | PD | C | 29,650 | 30,510 * | +2.9 |
| King's Rd | Tong Shui Rd | Tin Chiu St | 1418 | PD | C | 23,510 * | 24,190 * | +2.9 |
| King's Rd FO <H162> | King's Rd | Hong On St | 1463 | DD | C | 4,840 * | 4,950 * | +2.2 |
| Kingston St | Paterson St | Gloucester Rd | 2621 | LD | C | 3,160 | 3,430 | +8.6 |
| Knight St | Boundary St | Prince Edward Rd W | 3492 | LD | C | 5,510 * | 5,830 * | +5.8 |
| Ko Chiu Rd | Cha Kwo Ling Rd | Lei Yue Mun Rd | 4084 | LD | C | 13,120 | 13,580 | +3.5 |
| Ko Chiu Rd | Lei Yue Mun Rd | Lei Yue Mun Rd | 4621 | LD | C | 8,590 | 9,180 | +6.8 |
| Ko Fong St | Hing Shing Rd | Shing Fong St | 6640 | LD | C | 4,210 | 3,810 | -9.6 |
| Ko Shan Rd | Pak Kung St | Chi Kiang St | 3103 | LD | A | 5,760 | 3,770 | -34.5 |

* 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 2023 as % of 2022 |
|-----------------------------|--|--|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Kong Sham Western Highway | Section of Kong Sham Western Highway nr Yick Yuen Rd | Shenzhen Bay Bridge (Hong Kong Section) | 5907 | EX | C | 12,950 | 13,760 * | +6.3 |
| Kong Sham Western Highway | Yuen Long Highway | Section of Kong Sham Western Highway nr Yick Yuen Rd | 5516 | EX | C | 16,460 * | 17,500 * | +6.3 |
| Kornhill Rd | Hong On St | King's Rd | 1640 | DD | C | 13,760 * | 14,060 * | +2.2 |
| Kotewall Rd | Po Shan Rd | Robinson Rd | 1643 | LD | C | 3,230 * | 3,300 * | +2.2 |
| Kowloon City RA | Ma Tau Chung Rd | Argyle St | 3234 | PD | C | 37,780 * | 37,430 | -0.9 |
| Kowloon City RA | Prince Edward Rd W | Argyle St | 3437 | PD | C | 42,000 * | 44,320 * | +5.5 |
| Kowloon City Rd | Ma Tau Kok Rd | Sung Wong Toi Rd | 3203 | UT | C | 8,130 * | 9,960 | +22.5 |
| Kowloon City Rd N-B | San Shan Rd | Sung Wong Toi Rd | 3836 | DD | C | 7,620 | 8,060 * | +5.8 |
| Kowloon Park Drive | Canton Rd | Peking Rd | 4009 | PD | C | 36,350 | 40,380 | +11.1 |
| Kowloon Park Drive | Salisbury Rd | Peking Rd | 3811 | PD | C | 40,290 | 42,510 * | +5.5 |
| Kowloon Park Drive FO <K80> | Canton Rd #333 | Hong Kong Heritage Discovery Centre | 3498 | DD | C | 17,170 * | 18,120 * | +5.5 |
| Kuk Ting St | Castle Peak Rd - Yuen Long | Sai Tai St | 5235 | DD | C | 10,550 * | 9,260 | -12.2 |
| Kung Lok Rd | Hong Ning Rd | Hong Ning Rd | 3104 | LD | A | 4,340 | 4,650 | +7.0 |
| Kwai Chung INT ramps A & B | Kwai Chung Rd | Lai King Hill Rd INT | 5219 | DD | C | 19,520 * | 19,940 | +2.1 |
| Kwai Chung INT ramps E & F | Kwai Chung Rd | Lai King Hill Rd INT | 5220 | DD | C | 14,090 * | 13,790 | -2.2 |
| Kwai Chung Rd | Ching Cheung Rd | Kwai Chung INT | 5201 | UT | C | 77,900 * | 74,140 | -4.8 |
| Kwai Chung Rd | Kwai Chung INT | Tsuen Wan Rd | 5030 | UT | A | 104,480 | 109,690 | +5.0 |
| Kwai Chung Rd | Kwai On Rd | Kwai Foo Rd | 5608 | PD | C | 31,580 * | 35,670 * | +12.9 |
| Kwai Chung Rd | Lai Chi Kok Bay Bridge | Lai Chi Kok Rd & Cheung Sha Wan Rd | 3804 | UT | C | 74,220 | 78,440 * | +5.7 |
| Kwai Chung Rd | Lai King Hill Rd | Kwai Foo Rd | 5407 | PD | C | 30,090 * | 33,990 * | +12.9 |
| Kwai Chung Rd | Tai Lin Pai Rd | Castle Peak Rd - Kwai Chung INT | 6005 | PD | C | 56,760 | 62,820 | +10.7 |
| Kwai Chung Rd | Tsuen Wan Rd | Lai King Hill Rd | 5406 | PD | C | 37,310 * | 42,140 * | +12.9 |
| Kwai Chung Rd (GL) | Tai Lin Pai Rd | Kwai On Rd | 5809 | PD | C | 48,810 | 55,130 * | +12.9 |
| Kwai Foo Rd | Kwai Chung Rd | Hing Fong Rd | 5007 | DD | A | 14,300 | 15,750 | +10.1 |
| Kwai Fuk Rd | Hing Fong Rd | Container Port Rd RA | 5827 | DD | C | 31,590 | 32,650 * | +3.4 |
| Kwai Fuk Rd | Lai King Hill Rd | Kwai Fuk Rd RA | 5429 | DD | C | 16,020 * | 16,560 * | +3.4 |
| Kwai Fuk Rd | Shing Fuk St | Hing Fong Rd | 6022 | DD | C | 29,760 | 26,420 | -11.2 |
| Kwai Fuk Rd | Shing Fuk St | Texaco Rd | 5224 | DD | C | 15,640 * | 15,680 | +0.2 |

* 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 2023 as % of 2022 |
|--|---|-------------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Kwai King Rd | Kwai Tak St | Kwai Tsing Rd | 5272 | LD | C | 22,440 * | 21,760 | -3.0 |
| Kwai Luen Rd | Kwai Shing Circuit eastern junction | Kwai Shing Circuit western junction | 5010 | LD | A | 6,120 | 5,860 | -4.4 |
| Kwai On Rd | Tai Lin Pai Rd | Kwai Chung Rd | 5426 | DD | C | 20,780 * | 21,480 * | +3.4 |
| Kwai Shing Circuit | Kwai Luen Rd western junction | Kwai Luen Rd eastern junction | 6641 | LD | C | 5,820 | 6,400 | +10.0 |
| Kwai Shing Circuit | Tai Wo Hau Rd northern junction | Kwai Luen Rd | 6021 | DD | C | 7,900 | 8,680 | +9.9 |
| Kwai Shing Circuit & Shing Fuk St | Kwai Luen Rd | Kwai Fuk Rd | 5248 | LD | C | 13,460 * | 15,760 | +17.0 |
| Kwai Tai Rd RA Northern Arm | Kwai Chung Rd | Kwai Tai Rd | 5665 | PD | C | 10,060 * | 11,360 * | +12.9 |
| Kwai Tsing Rd | Kwai King Rd | Tsuen Wan Rd | 6100 | DD | C | 36,660 | 35,370 | -3.5 |
| Kwai Tsing Rd | Kwai Tsing Rd slip rds to & from Tsing Kwai Highway | Kwai King Rd | 5904 | DD | C | 39,190 | 40,510 * | +3.4 |
| Kwai Tsing Rd & Tsing Yi S Bridge | Tsing Yi Rd | Kwai Tai Rd INT | 6219 | DD | B | 36,600 | 38,620 | +5.5 |
| Kwai Tsing Rd access rd to Kwai Tai Rd | Kwai Tsing Rd | Kwai Tai Rd | 5470 | DD | C | 10,380 * | 10,730 * | +3.4 |
| Kwai Yik Rd | Kwai Chung Rd | Hing Fong Rd | 5223 | DD | C | 21,120 * | 23,110 | +9.4 |
| Kwei Chow St | Long Yuet St | To Kwa Wan Rd | 3689 | LD | C | 5,480 * | 5,800 * | +5.8 |
| Kwei Tei St | Wong Chuk Yeung St | Tsung Tau Ha Rd | 6611 | LD | C | 9,560 | 12,360 | +29.3 |
| Kwong Fuk Rd | Nam Wan Rd | Wan Tau St | 5009 | DD | A | 17,830 | 17,840 | +0.1 |
| Kwong Fuk Rd | Wan Tau St | Po Heung St | 5646 | DD | C | 13,710 * | 14,040 * | +2.4 |
| Kwu Tung Rd | Castle Peak Rd - Kwu Tung | Castle Peak Rd - San Tin | 6606 | LD | C | 4,280 | 4,480 | +4.7 |
| Kwun Tong Bypass | Wang Chin St | Tate's Cairn Tunnel Slip Rd | 4219 | EX | B | 60,440 | 60,420 | 0.0 |
| Kwun Tong Bypass <K76> | Cheung Yip St | Wang Chin St | 3701 | EX | C | 69,540 * | 73,490 * | +5.7 |
| Kwun Tong Bypass <K77> | Wai Yip St | Cheung Yip St | 3023 | EX | A | 95,920 | 112,420 | +17.2 |
| Kwun Tong Rd | Clear Water Bay Rd | Choi Hung Bus Terminus | 4004 | UT | C | 122,400 | 117,690 | -3.8 |
| Kwun Tong Rd | Hong Ning Rd | Kwun Tong Rd underpass western end | 4030 | PD | C | 70,590 | 76,190 | +7.9 |
| Kwun Tong Rd | Kai Fuk Rd FO <K58> eastern end | Hong Ning Rd | 3833 | PD | C | 75,900 | 80,210 * | +5.7 |
| Kwun Tong Rd | Kwun Tong Rd #330 | Lai Yip St | 3441 | PD | C | 22,290 * | 23,520 * | +5.5 |
| Kwun Tong Rd | Kwun Tong Rd RA | Kwun Tong Rd underpass eastern end | 3643 | PD | C | 30,440 * | 32,170 * | +5.7 |

* 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 2023 as % of 2022 |
|------------------------------------|------------------------------------|--------------------------------|----------|-----------|-----------|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Kwun Tong Rd | Kwun Tong Rd underpass eastern end | Tsui Ping Rd | 3834 | PD | C | 70,040 | 74,020 * | +5.7 |
| Kwun Tong Rd | Kwun Tong Rd underpass western end | Kwun Tong Rd RA | 3236 | PD | C | 24,990 * | 26,890 | +7.6 |
| Kwun Tong Rd | Lai Yip St | Kai Fuk Rd FO<K58> eastern end | 3642 | PD | C | 29,540 * | 31,220 * | +5.7 |
| Kwun Tong Rd | Ngau Tau Kok Rd | Kwun Tong Rd #330 | 3012 | PD | A | 66,620 | 72,610 | +9.0 |
| Kwun Tong Rd | Ping Shek Est eastern end | Lung Cheung Rd | 3605 | UT | C | 64,420 * | 69,200 * | +7.4 |
| Kwun Tong Rd | Ping Shek Est eastern end | Wai Yip St FO <K42> | 4216 | UT | B | 143,710 | 147,090 | +2.4 |
| Kwun Tong Rd | Wai Yip St FO <K42> | Ngau Tau Kok Rd | 3806 | UT | C | 75,920 | 81,550 * | +7.4 |
| Kwun Tong Rd underpass | Tsun Yip Lane | King Yip Lane | 3442 | PD | C | 39,640 * | 41,890 * | +5.7 |
| La Salle Rd | Boundary St | Lancashire Rd | 3256 | DD | C | 7,450 * | 9,690 | +30.0 |
| La Salle Rd | Boundary St | Prince Edward Rd W | 4051 | DD | C | 7,480 | 9,380 | +25.3 |
| La Salle Rd | Renfrew Rd | Lancashire Rd | 3488 | LD | C | 6,850 * | 7,220 * | +5.5 |
| Lai Chi Kok Bay Bridge | Section over Mei Foo Sun Chuen | Section nr Ching Lai Court | 3803 | UT | C | 95,980 | 101,430 * | +5.7 |
| Lai Chi Kok Rd | Hing Wah St | Cheung Mou St | 3429 | PD | C | 15,300 * | 16,170 * | +5.7 |
| Lai Chi Kok Rd | Kom Tsun St | Cheung Mou St | 3430 | PD | C | 102,920 * | 108,760 * | +5.7 |
| Lai Chi Kok Rd | Nam Cheong St | Wong Chuk St | 3822 | PD | C | 19,660 | 21,120 * | +7.4 |
| Lai Chi Kok Rd | Nathan Rd | Shanghai St | 3821 | PD | C | 17,310 | 18,590 * | +7.4 |
| Lai Chi Kok Rd | Shanghai St | Prince Edward Rd W | 4019 | PD | C | 18,780 | 18,960 | +0.9 |
| Lai Chi Kok Rd | Tong Mi Rd | Wong Chuk St | 3629 | PD | C | 35,000 * | 36,990 * | +5.7 |
| Lai Chi Kok Rd | Tonkin St | Hing Wah St | 3008 | PD | A | 13,930 | 13,520 | -2.9 |
| Lai Chi Kok Rd | Yen Chow St | Nam Cheong St | 4020 | PD | C | 22,300 | 22,760 | +2.1 |
| Lai Chi Kok Rd | Yen Chow St | Tonkin St | 3227 | PD | C | 15,360 * | 17,430 | +13.5 |
| Lai Chi Kok Rd (GL) | Cedar St | Tong Mi Rd | 3428 | PD | C | 27,570 * | 29,610 * | +7.4 |
| Lai Chi Kok Rd (GL) | Prince Edward Rd W | Cedar St | 3226 | PD | C | 10,650 * | 13,030 | +22.4 |
| Lai Chi Kok Rd FO <K38> | Prince Edward Rd W | Lai Chi Kok Rd | 3640 | PD | C | 17,690 * | 19,000 * | +7.4 |
| Lai Cho Rd | Joint St | Lim Cho St | 6642 | LD | C | 3,250 | 3,450 | +6.4 |
| Lai Cho Rd,Lai Yiu Rd & Wah Yiu Rd | Lai King Hill Rd | Lai Chi Ling Rd | 5456 | LD | C | 6,380 * | 6,590 * | +3.4 |
| Lai King Hill Rd | Joint St | Kwai Fuk Rd | 5427 | DD | C | 18,220 * | 18,830 * | +3.4 |
| Lai King Hill Rd | King Cho Rd southern junction | Joint St | 5628 | DD | C | 18,380 * | 19,000 * | +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 2023 as % of 2022 |
|---------------------------------|---|---|----------|-----------|-----------|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Lai King Hill Rd | Kwai Chung INT slip rds | King Cho Rd | 6204 | DD | B | 15,560 | 15,760 | +1.2 |
| Lai King Hill Rd | Kwai Chung Rd | Kwai Fuk Rd | 5428 | DD | C | 3,130 * | 3,240 * | +3.4 |
| Lai King Hill Rd | Lai Wan Rd | Kwai Chung INT slip rds | 5443 | DD | C | 7,800 * | 8,060 * | +3.4 |
| Lai King Hill Rd slip rds C & D | Lai King Hill RA | Kwai Chung Rd | 5476 | PD | C | 11,450 * | 12,930 * | +12.9 |
| Lai Wan Rd | Broadway | Mei Lai Rd | 4623 | LD | C | 9,070 | 9,500 | +4.8 |
| Lai Yip St | Wai Yip St | Kwun Tong Rd | 3873 | DD | C | 15,740 | 16,920 * | +7.5 |
| Lam Kam Rd | Kadoorie Farm and Botanic Garden | Lam Kam Rd INT | 5917 | RR | C | 21,100 | 21,600 * | +2.4 |
| Lam Kam Rd | Kam Sheung Rd | Kadoorie Farm and Botanic Garden | 5463 | RR | C | 20,220 * | 20,900 * | +3.4 |
| Lam Tei Main St | Castle Peak Rd - Lam Tei | Fuk Hang Tsuen Rd | 6604 | LD | C | 1,070 | 1,150 | +7.4 |
| Lancashire Rd | La Salle Rd | Oxford Rd | 3663 | DD | C | 12,220 * | 12,890 * | +5.5 |
| Lancashire Rd | Waterloo Rd | Oxford Rd | 3461 | DD | C | 12,930 * | 13,640 * | +5.5 |
| Lantau Link | Cheung Tsing Highway | Tsing Ma Bridge eastern end at Tsing Yi | 5704 | EX | C | 28,870 * | 32,610 * | +12.9 |
| Lantau Link | Tsing Ma Bridge eastern end at Tsing Yi | Ngong Shuen Au | 5027 | EX | A | 52,380 | 79,890 | +52.5 |
| Lee Garden Rd | Hennessy Rd | Hysan Ave | 2623 | LD | C | 2,540 | 2,730 | +7.3 |
| Lee On Rd | New Clear Water Bay Rd | Shun On Rd | 4624 | LD | C | 11,960 | 11,600 | -3.0 |
| Lei Muk Rd | Castle Peak Rd - Kwai Chung | Chun Pin St | 6024 | DD | C | 5,200 | 3,880 | -25.4 |
| Lei Muk Rd | Wo Yi Hop Rd | Chun Pin St | 5226 | DD | C | 7,420 * | 6,330 | -14.6 |
| Lei Muk Rd | Wo Yi Hop Rd | Tung Chi St | 6046 | LD | C | 11,830 | 13,090 | +10.6 |
| Lei Yue Mun Rd | Kai Tin Rd | Tseung Kwan O Rd | 3443 | PD | C | 102,660 * | 108,310 * | +5.5 |
| Lei Yue Mun Rd | Ko Chiu Rd | Kai Tin Rd | 3237 | PD | C | 34,380 * | 39,660 | +15.4 |
| Lei Yue Mun Rd | Ko Chiu Rd | Ko Chiu Rd | 4031 | PD | C | 20,290 | 20,260 | -0.1 |
| Lei Yue Mun Rd | Tsui Ping Rd | Tseung Kwan O Rd | 3644 | PD | C | 81,870 * | 86,520 * | +5.7 |
| Leighton Rd | Canal Rd E | Wong Nai Chung Rd | 1847 | DD | C | 22,700 | 23,200 * | +2.2 |
| Leighton Rd | Irving St | Percival St | 2036 | DD | C | 13,940 | 16,170 | +15.9 |
| Leighton Rd | Morrison Hill Rd | Canal Rd E | 1631 | DD | C | 41,030 * | 41,930 * | +2.2 |
| Leighton Rd | Tung Lo Wan Rd | Irving St | 1414 | PD | C | 20,980 * | 21,590 * | +2.9 |
| Leighton Rd | Wong Nai Chung Rd | Percival St | 2035 | DD | C | 21,860 | 23,770 | +8.7 |
| Lin Cheung Rd | Cherry St | Yau Ma Tei INT | 3026 | UT | A | 27,630 | 28,800 | +4.2 |
| Lin Cheung Rd | Hong Kong West Kowloon Station | Austin Rd W | 3298 | UT | C | 13,300 * | 13,560 | +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 2023 as % of 2022 |
|-----------------------------------|----------------------------|--------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Lin Cheung Rd | Jordan Rd | Hong Kong West Kowloon Station | 3304 | UT | C | 24,030 * | 24,270 | +1.0 |
| Lin Cheung Rd | Yau Ma Tei INT | Cherry St Underpass | 3025 | UT | A | 15,530 | 16,250 | +4.7 |
| Lin Cheung Rd | Yen Chow St | Cherry St | 3712 | UT | C | 66,350 * | 70,120 * | +5.7 |
| Lin Cheung Rd S-B | Hing Wah St W | Nr Yen Chow St W | 3897 | UT | C | 30,910 | 32,670 * | +5.7 |
| Lin Shing Rd | Wan Tsui Rd | Cape Collinson Rd | 2401 | LD | B | 2,340 | 2,500 | +6.8 |
| Lin Tak Rd | Tak Tin St | Tseung Kwan O Rd | 4086 | DD | C | 14,590 | 14,570 | -0.1 |
| Ling Hong Rd | Po Hong Rd | Po Shun Rd | 6105 | DD | C | 3,220 | 3,550 | +10.2 |
| Lion Rock Tunnel | Toll Plaza | South Portal | 5024 | UT | A | 85,880 | 88,930 | +3.5 |
| Lion Rock Tunnel Rd | Che Kung Miu Rd | Sha Tin Rd | 5215 | PD | C | 10,680 * | 10,070 | -5.7 |
| Lion Rock Tunnel Rd | Hung Mui Kuk Rd | Lion Rock Tunnel | 5607 | UT | C | 83,760 * | 86,710 * | +3.5 |
| Lion Rock Tunnel Rd | Hung Mui Kuk Rd | Sha Tin Rd | 5405 | UT | C | 85,000 * | 88,000 * | +3.5 |
| Lion Rock Tunnel Rd | Tai Po Rd - Shatin | Che Kung Miu Rd | 6015 | PD | C | 20,350 | 20,610 | +1.3 |
| Lo Wai Rd | Cheung Pei Shan Rd | Slip rd to Tung Po To | 5851 | LD | C | 3,790 | 3,920 * | +3.4 |
| Lockhart Rd | Arsenal St | Percival St | 1020 | LD | A | 15,400 | 15,950 | +3.6 |
| Lok King St | Fo Tan Rd | Jubilee Garden | 5853 | LD | C | 12,630 | 12,640 * | +0.1 |
| Lok Ma Chau Rd | Castle Peak Rd | Ha Wan Tsuen Rd | 5861 | RR | C | 5,580 | 5,710 * | +2.4 |
| Lok Sin Rd | Tung Tsing Rd | Choi Hung Rd | 4052 | DD | C | 5,100 | 4,440 | -13.1 |
| Lok Sin Rd | Tung Tsing Rd | Tak Ku Ling Rd | 3489 | LD | C | 7,790 * | 8,220 * | +5.5 |
| Lok Yip Rd | Jockey Club Rd | On Kui St | 6043 | DD | C | 23,210 | 23,660 | +2.0 |
| Lok Yip Rd | On Kui St | Sha Tau Kok Rd - Lung Yuek Tau | 5455 | DD | C | 16,080 * | 16,460 * | +2.4 |
| Lomond Rd | Argyle St | Prince Edward Rd W | 3265 | DD | C | 11,860 * | 14,470 | +22.0 |
| Long Ping Rd | Fung Chi Rd | Long Ping Rd INT | 5285 | DD | C | 18,980 * | 17,970 | -5.3 |
| Long Tin Rd | Tong Yan San Tsuen INT | Tin Fuk Rd | 6085 | PD | C | 49,880 | 47,360 | -5.1 |
| Long Yip St & Yuen Long On Lok Rd | Castle Peak Rd - Yuen Long | Tai Cheung St | 5208 | PD | C | 35,350 * | 37,320 | +5.6 |
| Long Yip St & Yuen Long On Lok Rd | Tai Kiu Rd | Wang Chau Rd | 5812 | PD | C | 25,340 | 26,920 * | +6.3 |
| Long Yip St & Yuen Long On Lok Rd | Wang Chau Rd | Tai Cheung St | 6008 | PD | C | 32,480 | 32,660 | +0.5 |
| Long Yip St & Yuen Long On Lok Rd | Wang Lok St | Tai Kiu Rd | 6019 | PD | C | 24,180 | 26,130 | +8.0 |
| Long Yip St FO <N192> | Footbridge | Castle Peak Rd - Yuen Long | 6059 | UT | C | 24,450 | 23,240 | -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 2023 as % of 2022 |
|--------------------------|--------------------------------|---|----------|-----------|-----------|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Long Yuet St | San Ma Tau St | Kwei Chow St | 3878 | LD | C | 3,580 | 3,790 * | +5.8 |
| Lower Albert Rd | Glenealy | Garden Rd | 1457 | LD | C | 6,060 * | 6,360 * | +4.9 |
| Luen On St | Wo Tai St | Sha Tau Kok Rd - Lung Yeuk Tau | 6658 | LD | C | 17,980 | 19,180 | +6.7 |
| Luk Hop St | Tai Yau St | Sze Mei St | 4625 | LD | C | 19,910 | 21,380 | +7.3 |
| Luk Keng Rd | Sha Tau Kok Rd | Bride's Pool Rd | 6605 | LD | C | 920 | 830 | -10.0 |
| Lung Cheung Rd | Fung Mo St | Po Kong Village Rd | 3405 | UT | C | 103,570 * | 109,460 * | +5.7 |
| Lung Cheung Rd | Hammer Hill Rd | Wong Kuk Ave | 3027 | PD | A | 109,390 | 115,030 | +5.2 |
| Lung Cheung Rd | Nam Cheong St | Lion Rock Tunnel Rd | 3002 | UT | A | 95,560 | 106,080 | +11.0 |
| Lung Cheung Rd | Po Kong Village Rd | Hammer Hill Rd | 3603 | UT | C | 81,410 * | 86,040 * | +5.7 |
| Lung Cheung Rd | Tai Po Rd | Nam Cheong St | 3407 | UT | C | 80,420 * | 85,000 * | +5.7 |
| Lung Cheung Rd | Waterloo Rd | Fung Mo St | 3204 | UT | C | 124,500 * | 128,370 | +3.1 |
| Lung Cheung Rd (GL) | Wong Kuk Ave | Clear Water Bay Rd | 3624 | PD | C | 41,700 * | 44,060 * | +5.7 |
| Lung Cheung Rd FO <K41A> | Kwun Tong Rd | Lung Cheung Rd | 3641 | PD | C | 62,490 * | 66,040 * | +5.7 |
| Lung Cheung Rd FO <K79> | Hammer Hill Rd RA | Choi Hung Rd | 3499 | DD | C | 14,910 * | 16,030 * | +7.5 |
| Lung Cheung Rd slip rd | Tai Po Rd <Tai Wo Ping INT> | Lung Cheung Rd | 3826 | PD | C | 11,890 | 12,570 * | +5.7 |
| Lung Fu Rd | Wong Chu Rd | Tuen Mun Chek Lap Kok Tunnel Rd & Lung Mun Rd | 5106 | PD | A | 25,820 | 32,670 | +26.5 |
| Lung Kwu Tan Rd | Lung Fai St | Slip rd to Tsang Kok | 5481 | RR | C | 6,780 * | 6,940 * | +2.4 |
| Lung Ma Rd | Sha Tau Kok Rd - Lung Yeuk Tau | End | 6655 | LD | C | 14,430 | 13,640 | -5.5 |
| Lung Mun Rd | Lung Fu Rd | Lung Fai St | 6656 | LD | C | 32,810 | 36,860 | +12.3 |
| Lung Mun Rd | Wong Chu Rd | Wu Shan Rd | 5839 | DD | C | 19,530 | 19,990 * | +2.4 |
| Lung Mun Rd | Wu Chui Rd | Tuen Mun Chek Lap Kok Tunnel Rd & Lung Fu Rd | 5107 | LD | A | 7,000 | 7,790 | +11.4 |
| Lung Mun Rd | Wu Shan Rd | Wu Chui Rd | 5640 | DD | C | 12,600 * | 12,890 * | +2.4 |
| Lung Ping Rd | Lung Cheung Rd | Nam Cheong St | 3895 | DD | C | 2,750 | 2,950 * | +7.5 |
| Lung Shan Tunnel | Fanling Highway | Sha Tau Kok Road | 5041 | RT | A | 16,400 | 20,630 | +25.8 |
| Lung Sum Ave | San Fung Ave | San Hong St | 5506 | LD | C | 15,710 * | 16,080 * | +2.4 |
| Lung Sum Ave | Tin Ping Rd | San Hong St | 5648 | DD | C | 14,560 * | 14,910 * | +2.4 |
| Lung Wah St | Smithfield | End | 2624 | LD | C | 1,640 | 1,340 | -18.1 |
| Lung Wan St | Lung Sum Ave | San Wan Rd | 5701 | LD | C | 15,900 * | 16,280 * | +2.4 |
| Lung Wo Rd | Man Yiu St | Lung Hop St | 2217 | PD | B | 10,740 | 11,720 | +9.2 |
| Lung Wui Rd | Tim Mei Ave | Lung King St | 2408 | DD | B | 6,190 | 6,020 | -2.8 |
| Lung Yin Rd | Lung Cheung Rd | Chuk Yuen Rd | 3291 | PD | C | 2,750 * | 3,040 | +10.3 |

* 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 2023 as % of 2022 |
|---------------------------------|---|--------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Ma Chai Hang Rd | Ma Chai Hang Rd RA | Chuk Yuen Rd | 3293 | DD | C | 11,320 * | 11,870 | +4.8 |
| Ma Chai Hang Rd | Wong Tai Sin Rd | Fung Mo St FO <K8> | 3853 | DD | C | 10,540 | 11,320 * | +7.5 |
| Ma Fung Ling Rd | Castle Peak Rd - Ping Shan | Tong Yan San Tsuen Rd | 6626 | LD | C | 1,210 | 1,040 | -13.6 |
| Ma Miu Rd | Castle Peak Rd - Yuen Long | Yuen Long On Ning Rd | 6031 | DD | C | 15,840 | 17,230 | +8.8 |
| Ma Miu Rd | Yuen Long On Ning Rd | Ma Wang Rd | 5234 | DD | C | 15,670 * | 16,800 | +7.2 |
| Ma On Shan Bypass | Ma On Shan Rd | Sai Sha Rd | 5708 | RT | C | 24,160 * | 25,010 * | +3.5 |
| Ma On Shan Rd | Hang Hong St | Sai Sha Rd | 5467 | DD | C | 16,010 * | 16,030 * | +0.1 |
| Ma On Shan Rd | Hang Shun St | Sai Sha Rd | 6225 | RT | B | - | 83,410 | - |
| Ma On Shan Rd | Ma On Shan Bypass | Hang Hong St RA | 5005 | PD | A | 22,970 | 23,330 | +1.6 |
| Ma On Shan Rd | Ma On Shan Bypass | Sai Sha Rd | 5913 | RT | C | 52,210 | 54,050 * | +3.5 |
| Ma On Shan Rd | Slip rds to & from Tate's Cairn Highway | Hang Shun St | 5692 | EX | C | 41,820 * | 43,300 * | +3.5 |
| Ma Sik Rd | Fan Leng Lau Rd | Luen Chit St | 5895 | DD | C | 12,880 | 13,180 * | +2.4 |
| Ma Sik Rd | Jockey Club Rd | Tin Ping Rd | 5500 | DD | C | 20,940 * | 21,430 * | +2.4 |
| Ma Sik Rd | Luen Chit St | Wo Tai St | 6091 | DD | C | 14,330 | 15,250 | +6.4 |
| Ma Sik Rd | Tin Ping Rd | Fan Leng Lau Rd | 5695 | DD | C | 21,830 * | 22,340 * | +2.4 |
| Ma Sik Rd | Wo Tai St | Sha Tau Kok Rd - Lung Yeuk Tau | 5293 | DD | C | 14,520 * | 19,070 | +31.3 |
| Ma Tau Chung Rd | Ma Tau Kok Rd | Sung Wong Toi Rd | 3436 | PD | C | 34,320 * | 36,860 * | +7.4 |
| Ma Tau Chung Rd | Sung Wong Toi Rd | Slip rd to Olympic Ave | 3638 | PD | C | 67,300 * | 72,280 * | +7.4 |
| Ma Tau Chung Rd & FO <K11C> | Kowloon City RA | Tak Ku Ling Rd | 4027 | PD | C | 56,710 | 66,080 | +16.5 |
| Ma Tau Chung Rd & FO <K11C> | Sung Wong Toi Rd Garden | Kowloon City INT | 3831 | PD | C | 53,390 | 57,350 * | +7.4 |
| Ma Tau Kok Rd | Kowloon City Rd | Ma Tau Chung Rd | 4045 | DD | C | 9,690 | 9,240 | -4.6 |
| Ma Tau Kok Rd | Kowloon City Rd | To Kwa Wan Rd | 3250 | DD | C | 7,030 * | 8,150 | +15.9 |
| Ma Tau Pa Rd & Texaco Rd | Yeung Uk Rd | Texaco Rd RA | 5230 | DD | C | 15,000 * | 16,360 | +9.0 |
| Ma Tau Wai Rd | Chi Kiang St | Tin Kwong Rd | 3620 | PD | C | 27,370 * | 29,390 * | +7.4 |
| Ma Tau Wai Rd | Fat Kwong St | Wuhu St | 3840 | DD | C | 20,880 | 22,090 * | +5.8 |
| Ma Tau Wai Rd | San Lau St & Bailey St | Fat Kwong St | 4040 | DD | C | 17,570 | 16,570 | -5.7 |
| Ma Tau Wai Rd | Tin Kwong Rd | Farm Rd | 3818 | PD | C | 28,520 | 30,630 * | +7.4 |
| Ma Tau Wai Rd & Ma Tau Chung Rd | Farm Rd | Ma Tau Kok Rd | 4016 | PD | C | 25,840 | 30,870 | +19.5 |
| Ma Tau Wai Rd & To Kwa Wan Rd | San Lau St & Bailey St | Chi Kiang St | 3014 | DD | A | 21,890 | 23,700 | +8.3 |
| Ma Wo Rd | Tat Wan Rd | Ma Chung Rd | 6661 | LD | C | 6,450 | 5,810 | -9.9 |

* 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 2023 as % of 2022 |
|-------------------------|---------------------|------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Magazine Gap Rd | Garden Rd | Peak Rd | 2205 | DD | B | 15,790 | 16,590 | +5.1 |
| Magic Rd | Penny's Bay Highway | End | 5709 | LD | C | 3,520 * | 3,640 * | +3.4 |
| Man Fuk Rd | Pui Ching Rd | Man Wan Rd | 4626 | LD | C | 9,350 | 10,000 | +6.9 |
| Man Hong St | Java Rd | King's Rd | 1613 | PD | C | 24,680 * | 25,390 * | +2.9 |
| Man Kam To Rd | Jockey Club Rd | Boundary | 5465 | RR | C | 17,410 * | 17,820 * | +2.4 |
| Man Yiu St | Man Kwong St | Harbour View St | 1647 | DD | C | 18,440 * | 19,350 * | +4.9 |
| Man Yue St | Ma Tau Wai Rd | Hung Hom Rd | 3698 | DD | C | 5,350 * | 5,660 * | +5.8 |
| Marsh Rd | Gloucester Rd | Hennessy Rd | 2625 | LD | C | 9,180 | 9,770 | +6.4 |
| Marsh Rd & FO <H78> | Hung Hing Rd | Lockhart Rd | 1859 | DD | C | 11,430 | 12,000 * | +4.9 |
| Mau Yip Rd | Po Fung Rd | Wan Hang Rd | 6107 | DD | C | 9,280 | 9,170 | -1.1 |
| Mei King St | Lok Shan Rd | San Ma Tau St | 4627 | LD | C | 1,520 | 1,360 | -10.2 |
| Mei Lai Rd & Lai Wan Rd | Mei Fu Bus Terminus | Lai King Hill Rd | 3859 | DD | C | 13,880 | 14,920 * | +7.5 |
| Mei Tin Rd | Che Kung Miu Rd | Tsuen Nam Rd | 5417 | PD | C | 38,880 * | 40,250 * | +3.5 |
| Mei Tin Rd | Tai Po Rd - Tai Wai | Tsuen Nam Rd | 5617 | PD | C | 27,290 * | 28,250 * | +3.5 |
| Mei Wo Circuit | Sui Wo Rd | Sui Wo Rd | 6613 | LD | C | 160 | 180 | +12.3 |
| Metropolis Drive | Hung Hom Bypass | Cheong Tung Rd S | 4656 | LD | C | 16,100 | 18,520 | +15.0 |
| Middle Rd | Kowloon Park Drive | Nathan Rd | 4654 | LD | C | 10,520 | 10,080 | -4.2 |
| Middle Rd | Salisbury Rd | Nathan Rd | 4655 | LD | C | 2,310 | 2,680 | +16.2 |
| Ming Kum Rd | Pui To Rd | Shek Pai Tau Rd | 5237 | DD | C | 14,170 * | 17,930 | +26.5 |
| Ming Kum Rd | Shek Pai Tau Rd | Tin King Rd | 5282 | DD | C | 11,610 * | 14,730 | +26.8 |
| Ming Kum Rd | Tin King Rd | Hing Kwai St | 5688 | DD | C | 8,810 * | 9,020 * | +2.4 |
| Ming Kum Rd | Tin King Rd | Tsun Wen Rd | 5490 | DD | C | 9,750 * | 9,980 * | +2.4 |
| Miu Kong St | Shing Mun Rd | Wai Tsuen Rd | 6636 | LD | C | 10,920 | 10,120 | -7.4 |
| Mody Rd | Nathan Rd | Chatham Rd S | 3021 | LD | A | 12,090 | 12,930 | +6.9 |
| Mok Cheong St | To Kwa Wan Rd | Ma Tau Chung Rd | 3455 | DD | C | 8,190 * | 8,670 * | +5.8 |
| Mong Kok Rd | Nathan Rd | Sai Yee St | 3652 | DD | C | 27,060 * | 28,630 * | +5.8 |
| Mong Kok Rd | Nathan Rd | Shanghai St | 3452 | DD | C | 16,950 * | 17,940 * | +5.8 |
| Mong Kok Rd | Shanghai St | Tong Mi Rd | 3247 | DD | C | 12,010 * | 13,210 | +10.0 |
| Mong Lung St | Factory St | Po Man St | 2626 | LD | C | 4,300 | 5,240 | +21.9 |
| Morrison Hill Rd | Leighton Rd | Queen's Rd E | 1630 | DD | C | 64,030 * | 65,440 * | +2.2 |
| Morrison Hill Rd | Wan Chai Rd | Leighton Rd | 2033 | DD | C | 23,590 | 21,510 | -8.8 |
| Morrison St | Queen's Rd C | Des Voeux Rd C | 1460 | LD | C | 9,480 * | 9,940 * | +4.9 |
| Mount Butler Rd | Tai Hang Rd | End | 1101 | LD | A | 3,350 | 3,370 | +0.6 |
| Mount Davis Rd | Victoria Rd | Pok Fu Lam Rd | 1836 | DD | C | 2,080 | 2,120 * | +2.2 |
| Mount Kellett Rd | Peak Rd | Homestead Rd | 2627 | LD | C | 2,880 | 3,430 | +19.4 |

* 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 2023 as % of 2022 |
|------------------|---|----------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Mut Wah St | Hip Wo St | Hong Ning Rd | 3476 | DD | C | 14,570 * | 15,650 * | +7.5 |
| Nam Cheong St | Cheung Sha Wan Rd | Lai Chi Kok Rd | 3251 | DD | C | 13,300 * | 14,520 | +9.2 |
| Nam Cheong St | Cheung Sha Wan Rd | Un Chau St | 3456 | DD | C | 6,870 * | 7,270 * | +5.8 |
| Nam Cheong St | Cornwall St | Pak Tin St | 3252 | DD | C | 9,840 * | 9,110 | -7.4 |
| Nam Cheong St | Hai Tan St | Lai Chi Kok Rd | 4046 | DD | C | 8,970 | 9,850 | +9.9 |
| Nam Cheong St | Lung Cheung Rd | Cornwall St | 3457 | DD | C | 9,330 * | 10,030 * | +7.5 |
| Nam Cheong St | Pak Tin St | Woh Chai St | 4047 | DD | C | 9,370 | 9,980 | +6.5 |
| Nam Cheong St | Tai Po Rd | Un Chau St | 3656 | DD | C | 8,380 * | 8,870 * | +5.8 |
| Nam Cheong St | Woh Chai St | Tai Po Rd | 3847 | DD | C | 7,010 | 7,390 * | +5.5 |
| Nam Fung Rd | Wong Chuk Hang Rd | Deep Water Bay Rd | 1637 | DD | C | 12,320 * | 12,460 * | +1.1 |
| Nam Long Shan Rd | Police School Rd | Restriction boundary | 2628 | LD | C | 2,650 | 2,810 | +6.1 |
| Nam On Lane | Shau Kei Wan Rd | Nam On St | 1616 | PD | C | 5,890 * | 6,060 * | +2.9 |
| Nam Wan Rd | Kwong Fuk Rd | Tai Po Tai Wo Rd | 5216 | PD | C | 21,240 * | 23,580 | +11.0 |
| Nam Wan Rd | Kwong Fuk Rd & Tai Po Rd - Yuen Chau Tsai | Nam Wan Rd | 5863 | DD | C | 11,490 | 11,760 * | +2.4 |
| Nam Wan Rd | Tai Po Tai Wo Rd | Ting Kok Rd | 5421 | PD | C | 26,040 * | 27,670 * | +6.3 |
| Nam Wan Tunnel | East Tsing Yi Viaduct | Cheung Tsing Highway | 5038 | EX | A | 41,060 | 57,000 | +38.8 |
| Nassau St | Lai Wan Rd | Mei Lai Rd | 4628 | LD | C | 3,720 | 3,940 | +5.9 |
| Nathan Rd | Argyle St | Mong Kok Rd | 3817 | PD | C | 26,080 | 28,020 * | +7.4 |
| Nathan Rd | Boundary St | Prince Edward Rd W | 3424 | PD | C | 27,230 * | 29,240 * | +7.4 |
| Nathan Rd | Hillwood Rd | Kimberley Rd | 3610 | PD | C | 26,750 * | 28,220 * | +5.5 |
| Nathan Rd | Jordan Rd | Hillwood Rd | 3810 | PD | C | 18,140 | 19,140 * | +5.5 |
| Nathan Rd | Kimberley Rd | Mody Rd | 3609 | PD | C | 25,070 * | 26,450 * | +5.5 |
| Nathan Rd | Lai Chi Kok Rd | Prince Edward Rd W | 3222 | PD | C | 33,510 * | 38,760 | +15.7 |
| Nathan Rd | Market St | Jordan Rd | 4007 | PD | C | 24,020 | 24,710 | +2.9 |
| Nathan Rd | Mong Kok Rd | Lai Chi Kok Rd | 4015 | PD | C | 40,460 | 41,510 | +2.6 |
| Nathan Rd | Peking Rd | Mody Rd | 3414 | PD | C | 15,540 * | 16,400 * | +5.5 |
| Nathan Rd | Pitt St | Dundas St | 3416 | PD | C | 29,340 * | 31,520 * | +7.4 |
| Nathan Rd | Public Square St | Market St | 4008 | PD | C | 41,590 | 39,620 | -4.7 |
| Nathan Rd | Salisbury Rd | Peking Rd | 3413 | PD | C | 23,610 * | 24,910 * | +5.5 |
| Nathan Rd | Shantung St | Argyle St | 3611 | PD | C | 24,400 * | 26,210 * | +7.4 |
| Nathan Rd | Shantung St | Dundas St | 3006 | PD | A | 23,910 | 24,920 | +4.2 |
| Nathan Rd | Waterloo Rd | Pitt St | 3415 | PD | C | 26,320 * | 28,280 * | +7.4 |
| Nathan Rd | Waterloo Rd | Public Square St | 3213 | PD | C | 39,930 * | 46,220 | +15.8 |

* 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 2023 as % of 2022 |
|-------------------------------|---|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| New Clear Water Bay Rd | Clear Water Bay Rd western junction | San Lee St | 3235 | PD | C | 35,740 * | 39,740 | +11.2 |
| New Clear Water Bay Rd | New Clear Water Bay Rd eastern junction | San Lee St | 4029 | PD | C | 22,430 | 22,040 | -1.8 |
| New Hiram's Highway | Pak Sha Wan RA | Hiram's Highway | 5906 | RR | C | 30,420 | 30,460 * | +0.1 |
| Nga Cheung Rd | Austin Rd W | Jordan Rd | 4095 | PD | C | 8,150 | 8,910 | +9.3 |
| Nga Tsin Wai Rd | La Salle Rd | Junction Rd | 3852 | DD | C | 12,390 | 13,070 * | +5.5 |
| Nga Tsin Wai Rd | Tak Ku Ling Rd | Junction Rd | 4079 | LD | C | 11,290 | 13,730 | +21.6 |
| Nga Tsin Wai Rd & Kai Tak Rd | Tak Ku Ling Rd | Lok Sin Rd | 3284 | LD | C | 7,830 * | 6,610 | -15.6 |
| Ngan O Rd | Pui Shing Rd | Chiu Shun Rd | 6079 | DD | C | 12,540 | 13,820 | +10.2 |
| Ngan Shing St | Sha Tin Wai Rd | Chap Wai Kon St | 6038 | DD | C | 10,610 | 11,140 | +5.0 |
| Ngan Shing St | Siu Lek Yuen Rd | Chap Wai Kon St | 5241 | DD | C | 14,280 * | 16,810 | +17.7 |
| Ngau Tau Kok Rd | Chun Wah Rd | near Fuk To St | 3683 | DD | C | 26,340 * | 27,870 * | +5.8 |
| Ngau Tau Kok Rd | Chun Wah Rd | near Kwai Yin House, Lower Ngau Tau Kok Estate | 3480 | DD | C | 12,030 * | 12,730 * | +5.8 |
| Ngau Tau Kok Rd | Elegance Rd | Up-ramp to Sheung Yee Rd FO <K57> | 4070 | DD | C | 16,620 | 16,310 | -1.9 |
| Ngau Tau Kok Rd | Hong Ning Rd | Elegance Rd | 3870 | DD | C | 15,500 | 16,410 * | +5.8 |
| Ngau Tau Kok Rd | Lower Ngau Tau Kok Est southern end | Up-ramp to Sheung Yee Rd FO <K57> | 3275 | DD | C | 14,090 * | 10,380 | -26.4 |
| 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 | 9,970 | 11,620 | +16.5 |
| 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 | 26,460 | 28,000 * | +5.8 |
| Ning Tai Rd & Hang Tai Rd | Hang Shun St | Hang Fai St | 5911 | DD | C | 5,260 | 5,270 * | +0.1 |
| North Lantau Highway | Ngong Shuen Au | Tung Chung Eastern INT | 5300 | EX | C | 40,580 | 53,230 | +31.2 |
| North Lantau Highway | Tung Chung Eastern INT | Western End at Chek Lap Kok | 5031 | EX | A | 20,330 | 41,340 | +103.4 |
| North Lantau Highway slip rds | North Lantau Highway | Tung Chung Waterfront Rd | 5518 | EX | C | 3,820 * | 4,310 * | +12.9 |
| North Point Rd | Electric Rd | King's Rd | 2039 | DD | C | 6,290 | 6,690 | +6.3 |
| Oak St | Cherry St | Ivy St | 4629 | LD | C | 700 | 720 | +3.5 |
| Observatory Rd | Chatham Rd S | Kimberley Rd | 3688 | LD | C | 12,110 * | 12,780 * | +5.5 |
| Ocean Park Rd | Wong Chuk Hang Rd | Ocean Park | 1109 | LD | A | 16,300 | 16,840 | +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 2023 as % of 2022 |
|-----------------------|--------------------|--------------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Oi Kan Rd | Tai On St | Oi Yin St | 2654 | LD | C | 8,760 | 9,580 | +9.4 |
| Oi Lai St | Tung Hei Rd | Oi Yin St | 2652 | LD | C | 8,670 | 9,460 | +9.1 |
| Oi Shun Rd | Aldrich Bay Rd | Tai On St | 2653 | LD | C | 4,570 | 5,000 | +9.5 |
| Olympic Ave | Concorde Rd | Slip rd next to Sung Wong Toi Garden | 3674 | DD | C | 2,890 * | 3,050 * | +5.5 |
| Olympic Ave | Hang Wan Rd | Sung Wong Toi Rd | 3471 | DD | C | 8,300 * | 8,780 * | +5.8 |
| On Cheung Rd | Tai Po Tai Wo Rd | On Chee Rd | 6620 | LD | C | 13,160 | 13,600 | +3.4 |
| On Chiu St | On Chun St | Sai Sha Rd | 5275 | DD | C | 9,900 * | 9,030 | -8.8 |
| On Chun St | On Yuen St | End | 6072 | LD | C | 6,160 | 6,000 | -2.6 |
| On Fu Rd | Kwong Fuk Rd | End | 6660 | LD | C | 6,260 | 6,730 | +7.6 |
| On Kui St | Lok Yip Rd | Sha Tau Kok Rd - Lung Yuek Tau | 5246 | DD | C | 6,690 * | 7,760 | +15.9 |
| On Lok Mun St | Lok Yip Rd | Lok Ming St | 6622 | LD | C | 2,740 | 3,250 | +18.8 |
| On Luk St | Sai Sha Rd | On Shing St | 6078 | DD | C | 11,380 | 11,660 | +2.5 |
| On Ming St | On Muk St | Siu Lek Yuen Rd | 6102 | LD | C | 9,450 | 11,940 | +26.4 |
| On Sau Rd | Clear Water Bay Rd | Po Lam Rd | 3902 | DD | C | 13,460 | 14,200 * | +5.5 |
| On Tin St | Ping Tin St | Ping Tin St | 3885 | LD | C | 4,710 | 4,970 * | +5.5 |
| On Tin St | Ping Tin St | Tak Tin St | 3694 | LD | C | 3,130 * | 3,300 * | +5.5 |
| On Yuen St | Sai Sha Rd | On Chun St | 5883 | DD | C | 10,570 | 10,580 * | +0.1 |
| Ormsby St | Tung Lo Wan Rd | Sun Chun St | 2630 | LD | C | 480 | 530 | +11.6 |
| Pak Kong Rd | Hiram's Highway | Pak Kong | 6647 | LD | C | 1,830 | 1,920 | +4.7 |
| Pak Tai St | Ma Hang Chung Rd | Sung Wong Toi Rd | 4630 | LD | C | 5,230 | 4,490 | -14.2 |
| Pak Wo Rd | Pak Wo Rd RA | Yu Tai Rd | 5294 | DD | C | 15,890 * | 15,830 | -0.4 |
| Pak Wo Rd | Po Kin Rd | Choi Yuen Rd RA | 5897 | DD | C | 9,170 | 9,390 * | +2.4 |
| Pak Wo Rd | Po Kin Rd | Slip rd to So Kwun Po INT | 5697 | DD | C | 13,030 * | 13,340 * | +2.4 |
| Pak Wo Rd | Wah Ming Rd | Pak Wo Rd RA | 6092 | DD | C | 14,740 | 15,610 | +5.9 |
| Pak Wo Rd | Wah Ming Rd | Wai Ming St | 5896 | DD | C | 8,850 | 9,060 * | +2.4 |
| Pak Wo Rd | Yat Ming Rd | Wai Ming St | 5696 | DD | C | 9,780 * | 10,010 * | +2.4 |
| Pak Wo Rd | Yat Ming Rd | Wo Hop Shek INT | 5501 | DD | C | 19,210 * | 19,670 * | +2.4 |
| Pak Wo Rd | Yu Tai Rd | Slip rd to So Kwun Po INT | 5502 | DD | C | 20,620 * | 21,110 * | +2.4 |
| Pak Wo Rd W-B slip rd | Fanling Highway | Pak Wo Rd | 5280 | PD | C | 5,850 * | 6,660 | +13.8 |
| Park Rd & Robinson Rd | Bonham Rd | Castle Rd | 1429 | DD | C | 10,370 * | 10,600 * | +2.2 |
| Peak Rd | Magazine Gap Rd | Wan Chai Gap Rd | 1629 | DD | C | 8,710 * | 8,810 * | +1.1 |
| Peak Rd | Mt. Austin Rd | Magazine Gap Rd | 1014 | DD | A | 10,430 | 10,630 | +1.9 |
| Pedder St | Connaught Rd C | Des Voeux Rd C | 1842 | DD | C | 13,130 | 13,780 * | +4.9 |

* 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 2023 as % of 2022 |
|---------------------------------------|----------------------------|----------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Pedder St | Des Voeux Rd C | Queen's Rd C | 1625 | DD | C | 13,590 * | 14,260 * | +4.9 |
| Pei Ho St | Lai Chi Kok Rd | Apliu St | 4631 | LD | C | 2,180 | 2,050 | -6.0 |
| Peking Rd | Nathan Rd | Kowloon Park Drive | 3446 | DD | C | 10,500 * | 11,080 * | +5.5 |
| Penny's Bay Highway | Magic Rd | North Lantau Highway | 6115 | EX | C | 8,790 | 10,470 | +19.2 |
| Peony Rd & Begonia Rd nr Tat Chee Ave | Tat Chee Ave | Tat Chee Ave | 4080 | LD | C | 2,090 | 1,990 | -5.0 |
| Percival St | Gloucester Rd | Hennessy Rd | 1235 | DD | C | 10,870 * | 11,930 | +9.7 |
| Percival St | Hennessy Rd | Leighton Rd | 1436 | DD | C | 11,760 * | 12,340 * | +4.9 |
| Pik Fung Rd | Jockey Club Rd | San Wan Rd | 6069 | DD | C | 3,030 | 2,940 | -2.7 |
| Pik Tin St | Mei Tin Rd | End | 6614 | LD | C | 2,920 | 2,930 | +0.2 |
| Pik Wan Rd & UR to Lam Tin | Ko Chiu Rd | Lin Tak Rd | 3497 | DD | C | 12,960 * | 13,680 * | +5.5 |
| Pine Tree Hill Rd & Hillwood Rd | Nathan Rd | Austin Rd | 3837 | DD | C | 4,740 | 5,000 * | +5.5 |
| Ping Che Rd | Sha Tau Kok Rd | Lin Ma Hang Rd | 6653 | DD | C | 11,510 | 12,150 | +5.5 |
| Ping Chi St | Chatham Rd N | Fat Kwong St | 4036 | DD | C | 1,630 | 1,600 | -1.7 |
| Ping Ha Rd | Castle Peak Rd - Ping Shan | Tin Yiu Rd | 6053 | RR | C | 6,870 | 7,380 | +7.4 |
| Ping Ha Rd | Hung Tin Rd | Tin Ha Rd | 5689 | RR | C | 19,710 * | 20,170 * | +2.4 |
| Ping Ha Rd | Hung Tin Rd | Tin Yiu Rd | 5277 | DD | C | 18,620 * | 23,460 | +26.0 |
| Ping Ha Rd & Lau Fau Shan Rd | Tin Ha Rd | Deep Bay Rd | 5858 | RR | C | 8,390 | 8,590 * | +2.4 |
| Ping Tin St | On Tin St | On Tin St | 3696 | LD | C | 1,340 * | 1,410 * | +5.5 |
| Plantation Rd | Plunkett's Rd | Barker Rd | 2631 | LD | C | 1,750 | 2,040 | +16.6 |
| Plover Cove Rd | Po Heung St | Nam Wan Rd | 6654 | DD | C | 4,370 | 4,920 | +12.6 |
| Po Fung Rd | Po Lam Rd N | Po Hong Rd | 5261 | DD | C | 8,720 * | 8,150 | -6.5 |
| Po Fung Terrace | Castle Peak Rd - Tsuen Wan | Yau Kom Tau Tsuen | 6607 | LD | C | 1,130 | 1,190 | +5.6 |
| Po Heung St | Kwong Fuk Rd | Heung Sze Wui St | 5914 | DD | C | 16,890 | 17,290 * | +2.4 |
| Po Heung St | Kwong Fuk Rd | Tai Po Tai Wo Rd | 6040 | DD | C | 31,920 | 34,590 | +8.4 |
| Po Hong Rd | Po Fung Rd | Wan Hang Rd | 6074 | DD | C | 14,450 | 14,070 | -2.6 |
| Po Hong Rd | Po Lam Rd N | Wing Lai Rd | 5489 | LD | C | 3,990 * | 3,990 * | +0.1 |
| Po Hong Rd | Po Lam Rd N. | Po Fung Rd | 5469 | DD | C | 8,150 * | 8,160 * | +0.1 |
| Po Hong Rd | Wan Lung Rd | Tong Ming St | 5512 | PD | C | 8,470 * | 8,770 * | +3.5 |
| Po Hong Rd | Wan Lung Rd | Wan Hang Rd | 5262 | PD | C | 16,330 * | 17,550 | +7.5 |
| Po Kong Village Rd | Lung Cheung Rd | Choi Hung Rd | 3660 | DD | C | 42,610 * | 44,960 * | +5.5 |
| Po Kong Village Rd | Lung Cheung Rd | Fung Tak Rd | 3661 | DD | C | 42,700 * | 45,050 * | +5.5 |
| Po Kong Village Rd | Tsz Wan Shan Rd | Fung Tak Rd | 4050 | DD | C | 10,400 | 11,170 | +7.4 |

* 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 2023 as % of 2022 |
|-------------------------------------|------------------------------|------------------------------|----------|-----------|-----------|----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Po Kong Village Rd & Hammer Hill Rd | Tsz Wan Shan Rd | Lung Cheung Rd | 3255 | DD | C | 36,330 * | 38,810 | +6.8 |
| Po Lam Rd | Anderson Rd | Tsui Lam Rd | 5023 | DD | A | 14,950 | 11,860 | -20.7 |
| Po Lam Rd | Sau Mau Ping Rd | Anderson Rd | 3680 | DD | C | 22,080 * | 23,290 * | +5.5 |
| Po Lam Rd & Po Lam Rd N | Tsui Lam Rd eastern junction | Tsui Lam Rd western junction | 5878 | DD | C | 8,240 | 8,250 * | +0.1 |
| Po Lam Rd N | Po Fung Rd | Po Ning Rd | 5484 | PD | C | 12,580 * | 13,020 * | +3.5 |
| Po Lam Rd N | Po Hong Rd | Po Fung Rd | 5276 | PD | C | 10,920 * | 12,400 | +13.5 |
| Po Lam Rd N | Po Hong Rd | Tsui Lam Rd | 5245 | DD | C | 15,800 * | 12,830 | -18.8 |
| Po Ning Rd | Ying Yip Rd | Chiu Shun Rd | 5864 | DD | C | 13,260 | 13,270 * | +0.1 |
| Po Ning Rd | Ying Yip Rd | Po Lam Rd N | 5679 | DD | C | 34,640 * | 34,680 * | +0.1 |
| Po On Rd | Tonkin St | Wing Hong St | 4632 | LD | C | 6,550 | 6,610 | +0.8 |
| Po Shek Wu Rd | Choi Yuen Rd | Jockey Club Rd | 6018 | PD | C | 33,260 | 34,190 | +2.8 |
| Po Shek Wu Rd | Fan Kam Rd RA | Choi Yuen Rd | 5823 | PD | C | 39,610 | 42,090 * | +6.3 |
| Po Shun Rd | Tong Ming St | Tseung Kwan O Tunnel Rd RA | 5306 | PD | C | 26,870 * | 30,270 | +12.6 |
| Po Shun Rd | Tseung Kwan O Tunnel Rd RA | Po Ning Rd | 5691 | PD | C | 36,020 * | 37,290 * | +3.5 |
| Po Tung Rd & Tai Mong Tsai Rd | Hiram's Highway | Yan Yee Rd | 5258 | RR | C | 30,800 * | 28,400 | -7.8 |
| Po Wan Rd | Chuk Wan St | Jockey Club Rd | 5865 | DD | C | 2,710 | 2,780 * | +2.4 |
| Po Wan Rd | Po Shek Wu Rd | San Fung Ave | 5848 | DD | C | 11,820 | 12,090 * | +2.4 |
| Po Yap Rd | Po Shun Rd | Wan Po Road | 5713 | DD | C | 5,810 * | 5,820 * | +0.1 |
| Pok Fu Lam Rd | Chi Fu Rd | Victoria Rd | 1405 | PD | C | 25,610 * | 26,360 * | +2.9 |
| Pok Fu Lam Rd | Hill Rd FO <H114> | Bonham Rd | 1406 | PD | C | 20,340 * | 20,930 * | +2.9 |
| Pok Fu Lam Rd | Mount Davis Rd | Bisney Rd | 1811 | PD | C | 39,710 | 40,860 * | +2.9 |
| Pok Fu Lam Rd | Pokfield Rd | Hill Rd FO <H114> | 2009 | PD | C | 31,060 | 29,680 | -4.5 |
| Pok Fu Lam Rd | Pokfield Rd | Mount Davis Rd | 2201 | PD | B | 27,060 | 27,830 | +2.8 |
| Pok Fu Lam Rd | Queen's Rd W | Second St | 1812 | PD | C | 9,390 | 9,660 * | +2.9 |
| Pok Fu Lam Rd | Sassoon Rd | Bisney Rd | 1603 | PD | C | 38,070 * | 39,180 * | +2.9 |
| Pok Fu Lam Rd | Sassoon Rd | Chi Fu Rd | 1005 | PD | A | 21,170 | 22,030 | +4.1 |
| Pok Fu Lam Rd | Second St | Hill Rd | 1604 | PD | C | 10,020 * | 10,320 * | +2.9 |
| Pok Yin Rd | Fo Chun Rd | Yau King Lane | 5918 | DD | C | 3,470 | 3,550 * | +2.4 |
| Pollock's Path | Plantation Rd | End | 2632 | LD | C | 240 | 300 | +24.0 |
| Portland St | Waterloo Rd | Argyle St | 4404 | LD | B | 4,650 | 5,090 | +9.6 |
| Power St | Electric Rd | King's Rd | 1851 | DD | C | 3,670 | 3,750 * | +2.2 |
| Prince Edward Rd E | Choi Hung Bus Terminus | near King Tai Court | 3805 | UT | C | 115,990 | 123,530 * | +6.5 |
| Prince Edward Rd E | Kai Tak River | Choi Hung Rd | 3832 | PD | C | 127,900 | 134,950 * | +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 2023 as % of 2022 |
|---|--|--------------------------|----------|-----------|-----------|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Prince Edward Rd E & FO <K10A> | Choi Hung Rd | near King Tai Court | 3003 | UT | A | 105,370 | 112,290 | +6.6 |
| Prince Edward Rd E & FO <K10A> | Kai Tak River | Prince Edward Rd W. #456 | 3639 | PD | C | 134,570 * | 141,980 * | +5.5 |
| Prince Edward Rd INT <K78> S-B slip rd C | Kwun Tong Bypass | Kwun Tong Rd | 4089 | PD | C | 3,240 | 2,820 | -13.1 |
| Prince Edward Rd INT <K78> slip rd E | Kwun Tong Rd N-B | Kwun Tong Bypass | 3892 | PD | C | 3,790 | 4,070 * | +7.4 |
| Prince Edward Rd INT <K78> slip rd F | Choi Hung Rd | Prince Edward Rd E | 3703 | PD | C | 5,080 * | 5,370 * | +5.7 |
| Prince Edward Rd INT <K78> slip rds A & B | Prince Edward Rd | Kwun Tong Bypass | 3295 | PD | C | 17,880 * | 19,680 | +10.0 |
| Prince Edward Rd W | Embankment Rd | Kadoorie Ave | 3635 | PD | C | 53,590 * | 57,560 * | +7.4 |
| Prince Edward Rd W | Embankment Rd | Yuen Ngai St | 4203 | PD | B | 42,480 | 45,700 | +7.6 |
| Prince Edward Rd W | Knight St | Kadoorie Ave | 3828 | PD | C | 45,670 | 49,060 * | +7.4 |
| Prince Edward Rd W | La Salle Rd | Waterloo Rd | 3010 | PD | A | 36,350 | 41,660 | +14.6 |
| Prince Edward Rd W | Lai Chi Kok Rd | Tong Mi Rd | 3827 | PD | C | 27,830 | 29,900 * | +7.4 |
| Prince Edward Rd W | Waterloo Rd | Knight St | 4024 | PD | C | 41,090 | 39,950 | -2.8 |
| Prince Edward Rd W & FO <K11A> | Junction Rd | Lomond Rd | 3434 | PD | C | 41,770 * | 44,080 * | +5.5 |
| Prince Edward Rd W & FO <K11A> | Lomond Rd | La Salle Rd | 3231 | PD | C | 33,310 * | 40,410 | +21.3 |
| Prince Edward Rd W & FO <K11A> | Nga Tsin Long Rd | Junction Rd | 3636 | PD | C | 60,260 * | 63,570 * | +5.5 |
| Prince Edward Rd W & FO <K11A> | Prince Edward Rd W FO <K11A> eastern tip | Nga Tsin Long Rd | 3829 | PD | C | 75,110 | 79,250 * | +5.5 |
| Prince Edward Rd W (GL) | Lai Chi Kok Rd | Nathan Rd | 4023 | PD | C | 20,550 | 20,560 | +0.1 |
| Prince Edward Rd W (GL) | Nathan Rd | Fa Yuen St | 3230 | PD | C | 24,320 * | 25,240 | +3.8 |
| Prince Edward Rd W (GL) | Sai Yee St | Fa Yuen St | 3433 | PD | C | 23,910 * | 25,680 * | +7.4 |
| Prince Edward Rd W (GL) | Sai Yee St | Yuen Ngai St | 3634 | PD | C | 23,130 * | 24,850 * | +7.4 |
| Princess Margaret Rd | Chatham Rd FO <K20> | Chatham Rd N | 3601 | UT | C | 42,780 * | 45,560 * | +6.5 |
| Princess Margaret Rd | Chatham Rd FO <K20> | Wylie Rd | 3801 | UT | C | 66,310 | 70,620 * | +6.5 |
| Princess Margaret Rd | Wylie Rd | Pui Ching Rd | 3001 | UT | A | 69,130 | 73,540 | +6.4 |
| Princess Margaret Rd & FO <K12> | Pui Ching Rd FO <K14> | Argyle St | 4001 | UT | C | 88,710 | 99,260 | +11.9 |
| Princess Margaret Rd Link | Hung Luen Rd | Chatham Rd S | 4097 | UT | C | 29,220 | 33,060 | +13.1 |

* 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 2023 as % of 2022 |
|--------------------------------------|----------------------------------|--------------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Public Square St | Ferry St | Canton Rd | 3447 | DD | C | 3,580 * | 3,780 * | +5.5 |
| Public Square St | Nathan Rd | Shanghai St | 3838 | DD | C | 5,710 | 6,030 * | +5.5 |
| Public Square St | Shanghai St | Canton Rd | 3647 | DD | C | 3,310 * | 3,500 * | +5.5 |
| Pui Ching Rd & Sheung Hing St | Princess Margaret Rd | Sheung Shing St | 3246 | DD | C | 28,520 * | 36,460 | +27.8 |
| Pui Ching Rd & Sheung Hing St | Princess Margaret Rd | Waterloo Rd | 3451 | DD | C | 23,510 * | 24,800 * | +5.5 |
| Pui Man St | Tung Tau Tsuen Rd | End | 4633 | LD | C | 610 | 550 | -10.0 |
| Pui To Rd | Castle Peak Rd - Castle Peak Bay | Pui To Rd FO <N503> over Tuen Mun Rd | 5446 | DD | C | 15,310 * | 15,670 * | +2.4 |
| Pui To Rd | Tsun Wen Rd | Ming Kum Rd | 5240 | DD | C | 15,450 * | 18,860 | +22.1 |
| Pui To Rd | Tuen Mun Heung Sze Wui Rd | Tsun Wen Rd | 6037 | DD | C | 23,610 | 24,110 | +2.1 |
| Pui To Rd | Tuen Mun Rd | Tuen Mun Heung Sze Wui Rd | 5842 | DD | C | 20,130 | 20,610 * | +2.4 |
| Pui To Rd FO <N503> over Tuen Mun Rd | Ramp from Tuen Mun Rd | Ramp to Tuen Mun Rd | 5643 | DD | C | 22,870 * | 23,410 * | +2.4 |
| Pung Loi Ave | Pung Loi Rd | Wan Po Rd | 5514 | LD | C | 2,600 * | 2,610 * | +0.1 |
| Pung Loi Rd | Pung Loi Ave | Wan Po Rd | 5310 | LD | C | 2,320 * | 2,430 | +4.7 |
| Queen St | Des Voeux Rd C | Queen's Rd W | 1248 | LD | C | 4,320 * | 4,670 | +8.0 |
| Queen Victoria St | Des Voeux Rd C | Connaught Rd C | 1431 | DD | C | 5,240 * | 5,490 * | +4.9 |
| Queen Victoria St | Des Voeux Rd C | Queen's Rd C | 1230 | DD | C | 2,690 * | 2,790 | +3.8 |
| Queen's Rd C | D'Aguilar St | Queen Victoria St | 1814 | PD | C | 8,620 | 9,090 * | +5.5 |
| Queen's Rd C | Des Voeux Rd C | Ice House St | 1815 | PD | C | 19,940 | 21,040 * | +5.5 |
| Queen's Rd C | Ice House St | Wyndham St | 1607 | PD | C | 19,870 * | 20,960 * | +5.5 |
| Queen's Rd C | Queen Victoria St | Bonham Strand | 2208 | PD | B | 11,290 | 10,650 | -5.7 |
| Queen's Rd C | Wyndham St | D'Aguilar St | 1606 | PD | C | 14,800 * | 15,610 * | +5.5 |
| Queen's Rd E | Kennedy Rd | Stubbs Rd | 1434 | DD | C | 28,780 * | 30,200 * | +4.9 |
| Queen's Rd E | Queensway | Kennedy Rd | 1233 | DD | C | 16,600 * | 15,310 | -7.8 |
| Queen's Rd E | Stubbs Rd | Wong Nai Chung Rd | 1628 | DD | C | 37,740 * | 38,570 * | +2.2 |
| Queen's Rd W | Des Voeux Rd W | Hill Rd | 1225 | DD | C | 5,810 * | 6,540 | +12.6 |
| Queen's Rd W | Eastern St | Western St | 1206 | PD | C | 6,280 * | 6,620 | +5.4 |
| Queen's Rd W | Hill Rd | Water St | 1226 | DD | C | 6,920 * | 7,520 | +8.7 |
| Queen's Rd W | Hollywood Rd | Eastern St | 1605 | PD | C | 7,620 * | 8,040 * | +5.5 |
| Queen's Rd W | Possession St | Queen St | 1408 | PD | C | 8,190 * | 8,640 * | +5.5 |
| Queen's Rd W | Queen St | Hollywood Rd | 1813 | PD | C | 16,380 | 17,280 * | +5.5 |
| Queen's Rd W | Water St | Pok Fu Lam Rd | 1227 | DD | C | 5,870 * | 5,030 | -14.2 |
| Queen's Rd W | Western St | Pok Fu Lam Rd | 2010 | PD | C | 12,270 | 12,570 | +2.4 |
| Queensway | Cotton Tree Drive | Rodney St | 2013 | PD | C | 63,500 | 63,560 | +0.1 |

* 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 2023 as % of 2022 |
|---|-----------------------|--------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Queensway | Des Voeux Rd C | Cotton Tree Drive | 1816 | PD | C | 35,320 | 37,260 * | +5.5 |
| Queensway | Queen's Rd E | Arsenal St | 1817 | PD | C | 37,380 | 39,430 * | +5.5 |
| Queensway | Rodney St | Queen's Rd E | 1007 | PD | A | 51,780 | 56,220 | +8.6 |
| Ramps A & B of Castle Peak Rd - San Hui | Pui To Rd | Pui To Rd | 5867 | PD | C | 28,410 | 30,190 * | +6.3 |
| Ramps A & B to & from San Wan Rd | San Wan Rd | So Kwun Po Rd | 5874 | PD | C | 23,150 | 24,600 * | +6.3 |
| Ramps C & D of Lung Mun Rd/Tsing Wun Rd | Lung Mun Rd | Wong Chu Rd | 5868 | PD | C | 16,090 | 17,100 * | +6.3 |
| Reclamation St | Public Square St | Argyle St | 4210 | LD | B | 5,020 | 5,580 | +11.2 |
| Renfrew Rd | Junction Rd | Hereford Rd | 3880 | LD | C | 9,070 | 9,570 * | +5.5 |
| Repulse Bay Rd | Island Rd | South Bay Rd | 1835 | PD | C | 21,390 | 21,870 * | +2.3 |
| Repulse Bay Rd | Wong Nai Chung Gap Rd | Island Rd | 1245 | DD | C | 8,080 * | 8,030 | -0.7 |
| Repulse Bay Rd & Stanley Gap Rd | South Bay Rd | Tai Tam Rd | 1011 | PD | A | 14,930 | 15,230 | +2.0 |
| Robinson Rd | Castle Rd | Seymour Rd | 2029 | DD | C | 14,610 | 14,480 | -0.9 |
| Robinson Rd | Seymour Rd | Cotton Tree Drive | 1430 | DD | C | 19,160 * | 19,580 * | +2.2 |
| Route Twisk | Chuen Lung | Cheung Pei Shan RA | 5014 | RR | A | 6,660 | 6,960 | +4.6 |
| Route Twisk | Lam Kam Rd | Chuen Lung | 5462 | RR | C | 5,780 * | 5,970 * | +3.4 |
| Sai On St | Chengtu Rd | Aberdeen Main Rd | 2633 | LD | C | 1,920 | 2,060 | +7.9 |
| Sai Sha Rd | Ma On Shan Bypass | Nin Wah Rd | 5915 | RT | C | 29,640 | 30,690 * | +3.5 |
| Sai Sha Rd | Nai Chung | Tai Mong Tsai Rd | 6056 | RR | C | 11,520 | 10,630 | -7.7 |
| Sai Sha Rd | Nin Wah Rd | Nai Chung | 6222 | RR | B | - | 25,710 | - |
| Sai Sha Rd | On Chiu St | On Yuen St | 5281 | DD | C | 12,100 * | 14,840 | +22.6 |
| Sai Sha Rd | On Yuen St | Sui Tai Rd | 5683 | DD | C | 26,640 * | 26,670 * | +0.1 |
| Sai Tso Wan Rd | Tsing Yi Rd | Tsing Tim St | 6643 | LD | C | 11,200 | 10,200 | -9.0 |
| Sai Yee St | Argyle St | Mong Kok Rd | 3453 | DD | C | 21,700 * | 22,960 * | +5.8 |
| Sai Yee St | Mong Kok Rd | Prince Edward Rd W | 3653 | DD | C | 16,500 * | 17,460 * | +5.8 |
| Sai Yee St | Prince Edward Rd W | Boundary St | 3844 | DD | C | 4,050 | 4,280 * | +5.8 |
| Sai Yeung Choi St S | Argyle St | Mong Kok Rd | 3672 | DD | C | 7,480 * | 7,910 * | +5.8 |
| Saigon St | Nathan Rd | Chi Wo St | 4634 | LD | C | 1,480 | 1,840 | +24.7 |
| Salisbury Rd | Chatham Rd S | Mody Lane | 3808 | PD | C | 38,530 | 40,660 * | +5.5 |
| Salisbury Rd | Hong Chong Rd | Science Museum Rd | 3208 | PD | C | 2,610 * | 2,210 | -15.3 |
| Salisbury Rd | Kowloon Park Drive | Nathan Rd | 3410 | PD | C | 42,440 * | 44,780 * | +5.5 |
| Salisbury Rd | Nathan Rd | Chatham Rd S | 3606 | PD | C | 40,150 * | 42,360 * | +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 2023 as % of 2022 |
|--|-------------------------------|-----------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Salisbury Rd | Star Ferry | Kowloon Park Drive | 3207 | LD | C | 25,520 * | 22,640 | -11.3 |
| San Fung Ave | Po Wan Rd | Jockey Club Rd | 6042 | DD | C | 5,370 | 5,620 | +4.7 |
| San Fung Ave | Po Wan Rd | San Wan Rd | 5847 | DD | C | 11,840 | 12,120 * | +2.4 |
| San Lau St | Ma Tau Wai Rd | Chatham Rd N | 4077 | LD | C | 6,790 | 7,120 | +4.9 |
| San Ma Tau St | To Kwa Wan Rd | Long Yuet St | 3289 | LD | C | 7,610 * | 7,830 | +2.8 |
| San Sham Rd | San Tin INT | End of San Sham Rd | 5496 | RR | C | 13,210 * | 13,520 * | +2.4 |
| San Shan Rd | Kowloon City Rd | To Kwa Wan Rd | 3845 | DD | C | 12,520 | 13,250 * | +5.8 |
| San Tam Rd | Castle Peak Rd - Mai Po | Fairview Park Boulevard RA | 5297 | RR | C | 7,280 * | 10,960 | +50.5 |
| San Tam Rd | Fairview Park Boulevard RA | End | 5505 | RR | C | 13,540 * | 13,860 * | +2.4 |
| San Tin Highway | Fairview Park Boulevard | Lok Ma Chau Rd | 5508 | EX | C | 82,190 * | 87,340 * | +6.3 |
| San Tin Highway, Castle Peak Rd & San Tam Rd | Kam Tin Rd | Fairview Park Boulevard | 5016 | PD | A | 82,820 | 88,760 | +7.2 |
| San Wan Rd | Lung Sum Ave | San Po St | 6080 | DD | C | 3,000 | 3,120 | +4.3 |
| San Wan Rd | Ramp A | So Kwun Po INT ramp B | 5685 | DD | C | 15,160 * | 15,520 * | +2.4 |
| San Wan Rd | Ramp A of So Kwun Po INT | Lung Sum Ave | 5885 | DD | C | 15,600 | 15,960 * | +2.4 |
| San Wan Rd | Sha Tau Kok Rd | Jockey Club Rd | 6041 | DD | C | 14,420 | 14,570 | +1.1 |
| San Wan Rd | Sha Tau Kok Rd | So Kwun Po INT | 5244 | DD | C | 12,780 * | 13,900 | +8.8 |
| Sassoon Rd | Victoria Rd | Pok Fu Lam Rd | 1619 | DD | C | 11,560 * | 11,810 * | +2.2 |
| Sau Fu St | Yuen Long On Ning Rd | Yuen Long Pau Cheung Square | 6627 | LD | C | 6,840 | 6,980 | +2.0 |
| Sau Mau Ping Rd | Hip Wo St | Sau Ming Rd | 3477 | DD | C | 20,110 * | 21,220 * | +5.5 |
| Sau Mau Ping Rd | Hiu Kwong St | Po Lam Rd | 3867 | DD | C | 26,980 | 28,470 * | +5.5 |
| Sau Mau Ping Rd | Hiu Kwong St | Tseung Kwan O Rd | 3679 | DD | C | 29,930 * | 31,570 * | +5.5 |
| Sau Mau Ping Rd | Sau Fung St | Po Lam Rd | 4067 | DD | C | 14,630 | 16,260 | +11.2 |
| Sau Mau Ping Rd | Sau Ming Rd | Sau Fung St | 3272 | DD | C | 14,850 * | 15,620 | +5.2 |
| Sau Ming Rd | Sau Mau Path | Hiu Kwong St | 3866 | DD | C | 10,470 | 11,040 * | +5.5 |
| Sau Ming Rd | Sau Mau Ping Rd | Sau Mau Path | 4066 | DD | C | 6,480 | 7,500 | +15.7 |
| Science Park Rd | Chak Cheung St | Chong San Rd | 5714 | DD | C | 18,720 * | 19,160 * | +2.4 |
| Second St | Water St | Eastern St | 2634 | LD | C | 1,240 | 960 | -22.8 |
| Seymour Rd | Bonham Rd | Castle Rd | 1638 | LD | C | 3,620 * | 3,700 * | +2.2 |
| Seymour Rd | Castle Rd | Robinson Rd | 2046 | LD | C | 4,210 | 4,250 | +0.9 |
| Sha Kok St | Tai Chung Kiu Rd | Sha Tin Wai Rd | 5242 | DD | C | 12,380 * | 11,840 | -4.4 |
| Sha Lek Highway FO <UR T5> | Slip rd from Sha Tin Wai Rd | Tate's Cairn Highway INT | 5290 | EX | C | 36,790 * | 41,720 | +13.4 |
| Sha Lek Highway FO <UR T5> | Slip rds to & from Sha Tin Rd | Slip rd to Sha Tin Wai Rd | 5498 | EX | C | 27,650 * | 28,620 * | +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 2023 as % of 2022 |
|--|----------------------------------|----------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| 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 | 4,340 | 4,630 | +6.7 |
| 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 | EX | C | 8,740 * | 9,050 * | +3.5 |
| Sha Tau Kok Rd | Jockey Club Rd | Lok Yip Rd | 5824 | PD | C | 32,230 | 34,250 * | +6.3 |
| Sha Tau Kok Rd | Jockey Club Rd | San Wan Rd | 5453 | DD | C | 17,830 * | 18,250 * | +2.4 |
| Sha Tau Kok Rd | On Kui St | Ping Che Rd | 5660 | RR | C | 22,280 * | 22,810 * | +2.4 |
| Sha Tau Kok Rd | Ping Che Rd | Shun Lung St | 5860 | RR | C | 4,900 | 5,010 * | +2.4 |
| Sha Tau Kok Rd - Lung Yeuk Tau | Lok Yip Rd | Luen Shing St | 5622 | PD | C | 18,550 * | 19,720 * | +6.3 |
| Sha Tau Kok Rd - Lung Yeuk Tau | Luen Shing St | On Kui St | 5623 | PD | C | 17,710 * | 18,820 * | +6.3 |
| Sha Tin Rd | Lion Rock Tunnel Rd | Sha Tin Wai Rd | 5002 | EX | A | 76,970 | 76,000 | -1.3 |
| Sha Tin Rd | Ramps to & from Tai Chung Kiu Rd | Yuen Wo Rd | 5606 | EX | C | 36,740 * | 38,030 * | +3.5 |
| Sha Tin Rd | Sha Tin Wai Rd | Ramps to & from Tai Chung Kiu Rd | 5605 | EX | C | 50,810 * | 52,600 * | +3.5 |
| Sha Tin Rd | Yuen Wo Rd | Tai Po Rd-Shatin | 5806 | EX | C | 49,640 | 51,390 * | +3.5 |
| Sha Tin Rd ramps | Tai Chung Kiu Rd | Sha Tin Rd | 5618 | PD | C | 14,070 * | 14,570 * | +3.5 |
| Sha Tin Rural Committee Rd | Tai Chung Kiu Rd | Yuen Wo Rd | 5619 | PD | C | 32,420 * | 33,560 * | +3.5 |
| Sha Tin Rural Committee Rd | Tai Po Rd - Shatin | Yuen Wo Rd | 5818 | PD | C | 34,400 | 35,610 * | +3.5 |
| Sha Tin Wai Rd | Sha Kok St | Sha Tin Rd | 5213 | PD | C | 25,060 * | 30,300 | +20.9 |
| Sha Tin Wai Rd | Sha Kok St | Tai Chung Kiu Rd | 5418 | PD | C | 27,230 * | 28,190 * | +3.5 |
| Sha Tin Wai Rd | Sha Tin Rd | Ngan Shing St | 6013 | PD | C | 26,810 | 27,760 | +3.5 |
| Sha Tin Wai Rd | Siu Lek Yuen Rd | Ngan Shing St | 5817 | PD | C | 16,580 | 17,160 * | +3.5 |
| Sha Tsui Rd | Castle Peak Rd - Tsuen Wan | Pun Shan St | 5433 | DD | C | 2,530 * | 2,610 * | +3.4 |
| Sha Tsui Rd | Chung On St | Kwu Hang Rd | 5631 | DD | C | 14,490 * | 14,980 * | +3.4 |
| Sha Tsui Rd | Kwu Hang Rd | Texaco Rd | 5432 | DD | C | 19,820 * | 20,480 * | +3.4 |
| Sha Tsui Rd | Pun Shan St | Tso Kung St | 5227 | DD | C | 19,610 * | 17,430 | -11.1 |
| Sha Tsui Rd | Tai Ho Rd | Chung On St | 5830 | DD | C | 20,400 | 21,080 * | +3.4 |
| Sha Tsui Rd | Tso Kung St | Tai Ho Rd | 6025 | DD | C | 27,520 | 30,030 | +9.1 |
| Sham Mong Rd | Cherry St | Yen Chow St West | 3900 | PD | C | 8,860 | 9,360 * | +5.7 |
| Sham Mong Rd | Yen Chow St West | Po Lun St | 3901 | PD | C | 8,190 | 8,660 * | +5.7 |
| Sham Wat Rd & Ngong Ping Rd | Keung Shan Rd | End of Ngong Ping Rd | 5891 | RR | C | 560 | 560 * | +0.1 |
| Shan Kwong Rd | Wong Nai Chung Rd | End | 2635 | LD | C | 3,790 | 4,230 | +11.6 |
| Shan Tong Rd | Nam Wan Rd | End | 6662 | LD | C | 7,520 | 7,080 | -5.8 |
| Shanghai St | Argyle St | Dundas St | 4209 | DD | B | 15,600 | 16,100 | +3.2 |

* 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 2023 as % of 2022 |
|------------------------|--------------------|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Shanghai St | Argyle St | Mong Kok Rd | 3248 | DD | C | 11,550 * | 11,650 | +0.9 |
| Shanghai St | Austin Rd | Jordan Rd | 3469 | DD | C | 7,020 * | 7,400 * | +5.5 |
| Shanghai St | Kansu St | Jordan Rd | 3835 | DD | C | 8,280 | 8,730 * | +5.5 |
| Shanghai St | Kansu St | Public Square St | 4032 | DD | C | 12,660 | 12,310 | -2.8 |
| Shanghai St | Lai Chi Kok Rd | Mong Kok Rd | 3015 | DD | A | 10,600 | 11,020 | +4.0 |
| Shanghai St | Public Square St | Waterloo Rd | 3239 | DD | C | 11,280 * | 13,790 | +22.2 |
| Shanghai St | Waterloo Rd | Dundas St | 3444 | DD | C | 14,920 * | 15,780 * | +5.8 |
| Shap Pat Heung Rd | Shap Pat Heung INT | Tai Tong Rd | 5711 | PD | C | 28,060 * | 29,810 * | +6.3 |
| Shatin Pass Rd | Choi Hung Rd | Tung Tau Tsuen Rd | 3282 | LD | C | 12,700 * | 12,700 | 0.0 |
| Shatin Pass Rd | Jat's Incline | Tsz Wan Shan Rd | 4635 | LD | C | 490 | 540 | +10.2 |
| Shatin Pass Rd | Wong Tai Sin Rd | Lung Fung St | 3889 | DD | C | 770 | 810 * | +5.5 |
| Shatin Pass Rd | Wong Tai Sin Rd | Tsz Wan Shan Rd | 4636 | LD | C | 4,260 | 4,290 | +0.7 |
| Shau Kei Wan Rd | Nam On Lane | Church St | 2021 | PD | C | 8,070 | 9,280 | +15.1 |
| Shau Kei Wan Rd | Tai Hong St | Nam On Lane | 1831 | PD | C | 12,450 | 12,810 * | +2.9 |
| Shau Kei Wan Rd | Taikoo Shing Rd | Tai Hong St | 1614 | PD | C | 22,500 * | 23,150 * | +2.9 |
| Shek Kip Mei St | Woh Chai St | Tai Po Rd | 4053 | DD | C | 11,800 | 10,750 | -9.0 |
| Shek O Rd | Tai Tam Rd | Shek O Village | 1018 | DD | A | 4,010 | 3,840 | -4.1 |
| Shek Pai Tau Rd | Tsun Wen Rd | Ming Kum Rd | 5444 | DD | C | 10,410 * | 10,650 * | +2.4 |
| Shek Pai Wan Rd | Victoria Rd | Wah Fu Rd | 1204 | PD | C | 30,680 * | 33,290 | +8.5 |
| Shek Pai Wan Rd | Wah Fu Rd | Aberdeen Praya Rd | 1221 | PD | C | 41,020 * | 41,180 | +0.4 |
| Shek Wai Kok Rd | Shek On St | Cheung Pei Shan Rd | 5635 | DD | C | 10,770 * | 11,130 * | +3.4 |
| Shek Wai Kok Rd | Texaco Rd N. | Shek On St | 5438 | DD | C | 12,910 * | 13,350 * | +3.4 |
| Shenzhen Bay Bridge | Nr Deep Bay Rd | Shenzhen Bay Bridge (China Section - End) | 5040 | EX | A | 6,640 | 15,460 | +132.9 |
| Sheung Fung St | Shung Wah St | Fung Tak Rd | 3022 | LD | A | 10,200 | 11,150 | +9.3 |
| Sheung Fung St | Shung Wah St | Wan Wah St | 3487 | LD | C | 7,670 * | 8,090 * | +5.5 |
| Sheung Ning Rd | Chung Wa Rd | Pui Shing Rd | 5305 | LD | C | 32,720 * | 36,040 | +10.1 |
| Sheung Ning Rd | Po Ning Rd | Chung Wa Rd | 5884 | DD | C | 26,290 | 26,320 * | +0.1 |
| Sheung On St | Chai Wan Rd | Chong Fu Rd | 2650 | LD | C | 9,940 | 9,370 | -5.8 |
| Sheung Ping St | Wing Tai Rd | Sheung On St | 2651 | LD | C | 3,420 | 3,380 | -1.1 |
| Sheung Shing St | Fat Kwong St | Tin Kwong Rd | 4044 | DD | C | 8,440 | 10,900 | +29.1 |
| Sheung Yee Rd | Wai Yip St | Wang Chiu Rd | 4075 | DD | C | 21,940 | 23,360 | +6.5 |
| Sheung Yee Rd FO <K57> | Ngau Tau Kok Rd | Tsui Hing St | 3687 | DD | C | 4,650 * | 4,920 * | +5.8 |
| Shing Kai Rd | Concorde Rd | Kai Shing St | 4218 | DD | B | 7,810 | 7,960 | +1.9 |
| Shing Kai Rd | Sung Wong Toi Rd | Kai Shing St | 4222 | DD | B | - | 15,420 | - |

* 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 2023 as % of 2022 |
|-----------------------------|---------------------------|--------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Shing Mun Rd | Sai Lau Kok Rd | Miu Kong St | 6637 | LD | C | 18,160 | 16,830 | -7.3 |
| Shing Mun Rd | Texaco Rd N | Cheung Shan Est Rd E | 5103 | LD | A | 1,860 | 1,940 | +4.4 |
| Shing Mun Rd | Wo Yi Hop Rd | Wo Yi Hop Lane | 5259 | LD | C | 2,480 * | 3,090 | +24.8 |
| Shing Mun Tunnel | Wo Yi Hop Interchange | Shing Mun Tunnel Rd | 5020 | UT | A | 49,510 | 50,470 | +1.9 |
| Shing Mun Tunnel Rd | Slip rd A | Slip rd C | 6083 | UT | C | 40,600 | 41,260 | +1.6 |
| Shing Mun Tunnel Rd | Slip rd C | Tai Po Rd - Shatin | 5286 | UT | C | 72,000 * | 75,420 | +4.8 |
| Shing On St | Shau Kei Wan Rd | End | 2636 | LD | C | 5,140 | 5,400 | +4.9 |
| Shing Sai Rd | Sai Cheung St N | New Praya, Kennedy Town | 1027 | PD | A | 23,120 | 24,510 | +6.0 |
| Shing Tai Rd | Wing Tai Rd INT | Shun Tai Rd | 1456 | LD | C | 11,690 * | 11,950 * | +2.2 |
| Shing Wan Rd | Shing Chuen Rd | Shing Chuen Rd | 6615 | LD | C | 1,300 | 1,330 | +2.7 |
| Shouson Hill Rd W | Shouson Hill Rd | Restricted boundary | 2637 | LD | C | 1,030 | 980 | -4.7 |
| Shun Fu St | Hong Cheung St | End | 2638 | LD | C | 240 | 220 | -7.9 |
| Shun Lee Tsuen Rd | New Clear Water Bay Rd | Shun King St | 3011 | PD | A | 19,890 | 19,040 | -4.2 |
| Shun Lee Tsuen Rd | Shun King St | Hip Wo St | 4068 | DD | C | 18,050 | 17,400 | -3.6 |
| Shun On Rd | Shun Lee Tsuen Rd | Sau Mau Ping Rd | 4638 | LD | C | 8,070 | 7,480 | -7.4 |
| Shun Tung Rd | Tat Tung Rd | Tung Chung Waterfront Rd | 5705 | DD | C | 18,720 | 21,680 | +15.8 |
| Shun Tung Rd | Yu Tung Rd | Tat Tung Rd | 5036 | DD | A | 19,480 | 21,920 | +12.5 |
| Shung Fung Rd | Hong Chong Rd | On Wan Rd | 3211 | PD | C | 3,000 * | 2,600 | -13.2 |
| Shung Shun St & Yan Wing St | Ko Chiu Rd | Sam Ka Tsuen Ferry Pier | 3883 | LD | C | 11,000 | 11,610 * | +5.5 |
| Shung Wah St | Po Kong Village Rd | Wan Wah St | 3708 | LD | C | 9,130 * | 9,640 * | +5.5 |
| Shung Wah St & Wan Wah St | Sheung Fung St | Sheung Fung St | 3690 | LD | C | 7,320 * | 7,720 * | +5.5 |
| Shung Yung St & Pak Kung St | Fat Kwong St | Chatham Rd N | 3449 | DD | C | 11,510 * | 12,140 * | +5.5 |
| Sing Woo Rd | Wong Nai Chung Rd | Blue Pool Rd | 1016 | DD | A | 16,940 | 16,810 | -0.8 |
| Siu Lek Yuen Rd | Ngan Shing St | Sha Tin Wai Rd | 5813 | PD | C | 12,590 | 13,030 * | +3.5 |
| Siu Lek Yuen Rd | Ngan Shing St | Tai Chung Kiu Rd | 6009 | PD | C | 23,120 | 22,790 | -1.4 |
| Siu Lun St | Tuen Mun Heung Sze Wui Rd | Hoi Wing Rd | 5274 | LD | C | 3,710 * | 4,710 | +27.0 |
| Siu Sai Wan Rd | Chai Wan Rd | On Yip St | 2053 | LD | C | 22,630 | 19,660 | -13.1 |
| Smithfield | Pok Fu Lam Rd | Lung Wah St | 2407 | DD | B | 8,890 | 9,940 | +11.8 |
| Smithfield | Pokfield Rd | Lung Wah St | 2639 | LD | C | 15,410 | 12,780 | -17.0 |
| Smithfield & Pokfield Rd | Belcher's St | Pok Fu Lam Rd | 1247 | LD | C | 12,780 * | 14,920 | +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 2023 as % of 2022 |
|----------------------------------|--------------------------------------|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| So Kwun Po Rd | Fanling Highway | Slip rds to & from San Wan Rd | 5423 | PD | C | 58,890 * | 62,580 * | +6.3 |
| So Kwun Po Rd | So Kwun Po Rd INT | Jockey Club Rd | 5625 | PD | C | 27,800 * | 29,540 * | +6.3 |
| South Lantau Rd | Chi Ma Wan Rd | Tung Chung Rd | 6054 | RR | C | 3,550 | 4,060 | +14.4 |
| South Lantau Rd | Mui Wo Ferry Pier | Chi Ma Wan Rd | 5015 | RR | A | 3,550 | 3,620 | +1.9 |
| South Lantau Rd & Keung Shan Rd | Tung Chung Rd | Sham Wat Rd | 5859 | RR | C | 2,710 | 2,710 * | +0.1 |
| Soy St | Sai Yeung Choi St S | Yim Po Fong St | 4403 | LD | B | 2,780 | 2,930 | +5.3 |
| Sports Rd | Wong Nai Chung Rd | Morrison Hill Rd | 1253 | DD | C | 11,520 * | 13,640 | +18.4 |
| Stanley Village Rd | Tai Tam Rd | Stanley New St | 1103 | LD | A | 10,420 | 10,480 | +0.5 |
| Station Lane | Ma Tau Wai Rd | Dock St | 4639 | LD | C | 1,520 | 1,320 | -13.3 |
| Stone Nullah Lane | Johnston Rd | End | 2641 | LD | C | 2,380 | 2,750 | +15.5 |
| Stonecutters Bridge | East Tsing Yi Viaduct | Container Port Rd S nr Container Terminal 8 | 5039 | EX | A | 40,130 | 58,060 | +44.7 |
| Stubbs Rd | Queen's Rd E | Stubbs Rd FO <H119> northern end | 1015 | DD | A | 14,930 | 15,290 | +2.4 |
| Stubbs Rd | Stubbs Rd FO <H119> northern end | Stubbs Rd RA | 1848 | DD | C | 3,450 | 3,530 * | +2.2 |
| Stubbs Rd | Wan Chai Gap Rd | Wong Nai Chung Gap Rd | 2203 | DD | B | 10,280 | 10,750 | +4.6 |
| Stubbs Rd FO <H119> | Stubbs Rd | Wong Nai Chung Gap Rd | 1849 | DD | C | 10,410 | 10,530 * | +1.1 |
| Suffolk Rd & Kent Rd | Waterloo Rd | Cornwall St | 3882 | DD | C | 6,170 | 6,510 * | +5.5 |
| Sui Tai Rd | Sai Sha Rd slip road and Hang Tai Rd | Ning Tai Rd | 5912 | LD | C | 2,920 | 2,920 * | +0.1 |
| Sui Wo Rd | Fo Tan Rd | Access rd to Sui Wo Court | 5645 | DD | C | 14,870 * | 14,880 * | +0.1 |
| Sun Tin Wai Est access rd | Sha Tin Tau Rd | Sha Tin Tau Rd | 6616 | LD | C | 4,160 | 4,680 | +12.6 |
| Sun Yip St | Chai Wan Rd | Ka Yip St | 2052 | LD | C | 10,900 | 11,240 | +3.1 |
| Sung Wong Toi Rd | Tam Kung Rd | Kai Tak Tunnel up-ramp | 3861 | DD | C | 34,560 | 36,570 * | +5.8 |
| Sung Wong Toi Rd | Tam Kung Rd | Ma Tau Chung Rd | 4061 | DD | C | 24,080 | 28,500 | +18.4 |
| Sung Wong Toi Rd & To Kwa Wan Rd | Kai Tak Tunnel | Mok Cheong St | 3470 | DD | C | 12,460 * | 13,180 * | +5.8 |
| Sunny Bay Rd | Magic Rd | North Lantau Highway | 6114 | LD | C | 4,900 | 4,400 | -10.2 |
| Sycamore St | Tai Kok Tsui Rd | Prince Edward Rd W | 3287 | LD | C | 4,220 * | 4,280 | +1.5 |
| Sze Shan St | Cha Kwo Ling Rd | Shung Shun St | 4651 | LD | C | 1,500 | 1,630 | +8.5 |
| Tai Cheung St | Yuen Long On Lok Rd | Sai Tai St | 5442 | DD | C | 4,500 * | 4,600 * | +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 2023 as % of 2022 |
|-----------------------|---|---------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Tai Chung Kiu Rd | Fo Tan Rd | Siu Lek Yuen Rd | 5816 | PD | C | 43,390 | 44,920 * | +3.5 |
| Tai Chung Kiu Rd | Lion Rock Tunnel Rd | Sha Kok St | 6011 | PD | C | 30,500 | 30,730 | +0.8 |
| Tai Chung Kiu Rd | Sha Kok St | Sha Tin Wai Rd | 5211 | PD | C | 21,510 * | 22,580 | +5.0 |
| Tai Chung Kiu Rd | Sha Tin Wai Rd | Yuen Chau Kok Rd | 5416 | PD | C | 19,130 * | 19,810 * | +3.5 |
| Tai Chung Kiu Rd | Siu Lek Yuen Rd | Tai Chung Kiu Rd RA | 5289 | PD | C | 32,520 * | 30,330 | -6.7 |
| Tai Chung Kiu Rd | Yuen Chau Kok Rd | Fo Tan Rd | 5616 | PD | C | 21,300 * | 22,060 * | +3.5 |
| Tai Fong St | Tsun Wen Rd | Tai Hing St | 6631 | LD | C | 7,060 | 6,720 | -4.9 |
| Tai Hang Rd | Ka Ning Path | Lai Tak Tsuen Rd | 1024 | DD | A | 24,170 | 24,880 | +2.9 |
| Tai Hang Rd | Lai Tak Tsuen Rd | Perkins Rd | 1852 | DD | C | 9,290 | 9,500 * | +2.2 |
| Tai Hang Rd | Perkins Rd | Blue Pool Rd | 2038 | DD | C | 11,590 | 12,310 | +6.2 |
| Tai Hang Rd | Wong Nai Chung Gap Rd | Blue Pool Rd | 1238 | DD | C | 15,300 * | 17,810 | +16.5 |
| Tai Hang Rd FO <H134> | Gloucester Rd | Ramp to Tung Lo Wan Rd | 1821 | PD | C | 23,490 | 24,170 * | +2.9 |
| Tai Hang Rd FO <H134> | St. John Ambulance Brigade Headquarters | Ramp to Tung Lo Wan Rd | 1612 | PD | C | 16,930 * | 17,430 * | +2.9 |
| Tai Hang Tung Rd | Tat Chee Ave | Boundary St | 4048 | DD | C | 22,090 | 19,970 | -9.6 |
| Tai Hang Tung Rd | Tong Yam St | Tat Chee Ave | 3253 | DD | C | 10,380 * | 9,670 | -6.8 |
| Tai Hang Tung Rd | Woh Chai St | To Yuen St | 4081 | LD | C | 8,080 | 7,320 | -9.4 |
| Tai Ho Rd | Sha Tsui Rd | Hoi Pa St | 6027 | DD | C | 35,160 | 39,720 | +13.0 |
| Tai Ho Rd | Sha Tsui Rd | Yeung Uk Rd | 5832 | DD | C | 26,940 | 27,850 * | +3.4 |
| Tai Ho Rd | Yeung Uk Rd | Tsuen Wan Ferry Pier | 5249 | LD | C | 13,600 * | 19,430 | +43.0 |
| Tai Ho Rd (GL) | Castle Peak Rd - Tsuen Wan | Hoi Pa St | 5229 | DD | C | 25,670 * | 22,080 | -14.0 |
| Tai Ho Rd FO<N484> | Hoi Pa St | Castle Peak Rd - Tsuen Wan | 5268 | PD | C | 11,880 * | 13,780 | +16.0 |
| Tai Ho Rd N | Tsuen Wan Market St | Tsuen Kam INT | 6006 | PD | C | 15,560 | 18,790 | +20.8 |
| Tai Hong St | Shau Kei Wan Rd | Island Eastern Corridor slip rd | 1832 | PD | C | 15,670 | 16,130 * | +2.9 |
| Tai Kiu Rd | Yuen Long On Ning Rd | Yuen Long On Lok Rd | 5836 | DD | C | 7,180 | 7,350 * | +2.4 |
| Tai Kok Tsui Rd | Anchor St | Boundary St | 3846 | DD | C | 12,660 | 13,600 * | +7.5 |
| Tai Kok Tsui Rd | Cherry St | Anchor St | 3655 | DD | C | 9,200 * | 9,880 * | +7.5 |
| Tai Lin Pai Rd | Kwai Cheong Rd | Kwai On Rd | 5629 | DD | C | 18,870 * | 19,500 * | +3.4 |
| Tai Lin Pai Rd | Kwai Chung Rd northern junction | Kwai Cheong Rd | 5828 | DD | C | 12,490 | 12,910 * | +3.4 |
| Tai Lin Pai Rd | Kwai Chung Rd southern junction | Kwai On Rd | 5430 | DD | C | 13,250 * | 13,700 * | +3.4 |
| Tai Loong St | Wo Yi Hop Rd | Wo Yi Hop Rd | 6644 | LD | C | 6,130 | 5,420 | -11.7 |
| Tai Mong Tsai Rd | Yan Yee Rd | Restricted boundary | 6649 | RR | C | 3,120 | 3,330 | +6.6 |

* 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 2023 as % of 2022 |
|---------------------------------------|-------------------------------------|--------------------------------------|----------|-----------|-----------|----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Tai Nan W St | Cheung Sha Wan Rd | Castle Peak Rd | 3876 | DD | C | 8,040 | 8,640 * | +7.5 |
| Tai On St | Shau Kei Wan Rd | Hong Cheung St | 1864 | PD | C | 11,120 | 11,440 * | +2.9 |
| Tai Po Rd | Caldecott Rd | Tai Po Rd INT | 4201 | PD | B | 35,740 | 37,090 | +3.8 |
| Tai Po Rd | Castle Peak Rd | Kweilin St | 3228 | PD | C | 19,120 * | 21,670 | +13.3 |
| Tai Po Rd | Castle Peak Rd | Tai Woh Ping Rd | 3431 | PD | C | 27,020 * | 28,510 * | +5.5 |
| Tai Po Rd | Lung Cheung Rd | Tai Woh Ping Rd | 3824 | PD | C | 32,150 | 33,980 * | +5.7 |
| Tai Po Rd | Nam Cheong St | Kweilin St | 3009 | PD | A | 19,720 | 20,570 | +4.3 |
| Tai Po Rd | Petrol Station | Tai Woh Ping Rd | 3631 | PD | C | 28,070 * | 29,660 * | +5.7 |
| Tai Po Rd | Poplar St | Wong Chuk St | 3630 | PD | C | 19,580 * | 21,030 * | +7.4 |
| Tai Po Rd | Shek Kip Mei St | Nam Cheong St | 4021 | PD | C | 21,910 | 18,320 | -16.4 |
| Tai Po Rd | Tai Po Rd INT | Lung Cheung Rd | 3406 | UT | C | 36,610 * | 38,700 * | +5.7 |
| Tai Po Rd | Wong Chuk St | Shek Kip Mei St | 3823 | PD | C | 30,680 | 32,960 * | +7.4 |
| Tai Po Rd - Ma Liu Shui | Entrance to Chung Chi College, CUHK | Yuen Chau Tsai INT | 6210 | RR | B | 7,650 | 7,340 | -4.0 |
| Tai Po Rd - Shatin | Fo Tan Rd | Sha Tin Rd | 5819 | EX | C | 65,510 | 67,820 * | +3.5 |
| Tai Po Rd - Shatin | Lion Rock Tunnel Rd | Sha Tin Rural Committee Rd | 5419 | PD | C | 89,420 * | 92,570 * | +3.5 |
| Tai Po Rd - Shatin | Sha Tin Rd | Tolo Highway | 5807 | EX | C | 115,150 | 119,210 * | +3.5 |
| Tai Po Rd - Shatin | Sha Tin Rural Committee Rd | Fo Tan Rd | 5620 | PD | C | 94,750 * | 98,090 * | +3.5 |
| Tai Po Rd - Shatin | Tolo Highway | Entrance to Chung Chi College , CUHK | 5820 | PD | C | 15,230 | 15,760 * | +3.5 |
| Tai Po Rd - Shatin Heights | Keng Hau Rd | Caldecott Rd | 5255 | RR | C | 18,740 * | 21,900 | +16.9 |
| Tai Po Rd - Shatin Heights & Tai Wai | Keng Hau Rd | Shing Ho Rd | 6014 | PD | C | 18,110 | 19,810 | +9.4 |
| Tai Po Rd - Tai Wai | Shing Ho Rd | Lion Rock Tunnel Rd | 5214 | PD | C | 8,860 * | 10,280 | +16.0 |
| Tai Po Rd - Tai Wai | Shing Ho Rd | Mei Tin Rd | 5449 | DD | C | 9,480 * | 9,490 * | +0.1 |
| Tai Po Rd - Yuen Chau Tsai | Kwong Wang St | Nam Wan Rd | 5420 | PD | C | 29,960 * | 31,840 * | +6.3 |
| Tai Po Rd - Yuen Chau Tsai E-B ramp H | Kwong Wang St | Ramp to Tai Po Rd - Yuen Chau Tsai | 5265 | PD | C | 19,270 * | 21,860 | +13.4 |
| Tai Po Tai Wo Rd | Nam Wan Rd | Yuen Shin Rd | 5862 | PD | C | 28,420 | 30,200 * | +6.3 |
| Tai Po Tai Wo Rd | On Cheung Rd | Nam Wan Rd | 6016 | PD | C | 23,670 | 21,860 | -7.6 |
| Tai Po Tai Wo Rd | Po Heung St | Ting Kok Rd | 5821 | PD | C | 24,550 | 26,080 * | +6.3 |
| Tai Po Tai Wo Rd | Ting Kok Rd | Ting Tai Rd | 6064 | PD | C | 20,220 | 22,300 | +10.3 |
| Tai Po Tai Wo Rd | Tolo Highway | Ting Tai Rd | 5621 | PD | C | 34,030 * | 36,160 * | +6.3 |
| Tai Shing St | Tung Tau Tsuen Rd | Choi Hung Rd | 4640 | LD | C | 10,290 | 8,370 | -18.6 |
| Tai Tam Rd | Chai Wan Rd | Shek O Rd | 1021 | PD | A | 10,440 | 10,610 | +1.6 |

* 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 2023 as % of 2022 |
|--------------------------------|--------------------------------------|--------------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Tai Tam Rd | Red Hill Rd | Shek O Rd | 1023 | PD | A | 8,230 | 8,530 | +3.6 |
| Tai Tam Rd | Stanley Gap Rd | Red Hill Rd | 2023 | PD | C | 9,100 | 10,750 | +18.1 |
| Tai Tong Rd | Castle Peak Rd - Yuen Long | Kau Yuk Rd | 5835 | DD | C | 13,320 | 13,640 * | +2.4 |
| Tai Tong Rd | Hop Yick Rd | Kau Yuk Rd | 5636 | DD | C | 13,200 * | 13,510 * | +2.4 |
| Tai Tong Rd | Hop Yick Rd | Sham Chung Rd | 5856 | RR | C | 11,090 | 11,350 * | +2.4 |
| Tai Wo Hau Rd | Kwai Shing Circuit northern junction | Hing Fong Rd | 5826 | DD | C | 11,260 | 11,630 * | +3.4 |
| Tai Wo Hau Rd | Texaco Rd | Tai Ha St eastern junction | 5222 | DD | C | 17,560 * | 17,080 | -2.7 |
| Tai Wo Hau Rd | Wo Tong Tsui St | Kwai Shing Circuit northern junction | 5627 | DD | C | 10,330 * | 10,670 * | +3.4 |
| Tai Wo Hau Rd & Sheung Kok St | Tai Ha St eastern junction | Wo Tong Tsui St | 5517 | DD | C | 15,360 * | 15,880 * | +3.4 |
| Tai Wo Service Rd W | Kau Lung Hang <FO> nr Kiu Tau Rd | Wo Hing Rd | 5702 | RR | C | 3,520 * | 3,600 * | +2.4 |
| Tai Wo Service Rd W | Lam Kam Rd INT | Kau Lung Hang <FO> nr Kiu Tau Rd | 5507 | RR | C | 4,360 * | 4,470 * | +2.4 |
| Tai Yue Ave & Taikoo Wan Rd | Taikoo Shing Rd | IEC slip rd | 2041 | DD | C | 10,130 | 10,870 | +7.2 |
| Taikoo Shing Rd | Tai Wing Ave | King's Rd | 1636 | DD | C | 8,160 * | 8,340 * | +2.2 |
| Taikoo Shing Rd | Tai Yue Ave | Tai Wing Ave | 1442 | DD | C | 14,430 * | 14,740 * | +2.2 |
| Taikoo Shing Rd & Westlands Rd | Tai Yue Ave | King's Rd | 2042 | DD | C | 8,770 | 9,280 | +5.8 |
| Taikoo Wan Rd & Tai Wing Ave | IEC access rd to Taikoo Wan Rd | Taikoo Shing Rd | 1243 | DD | C | 9,960 * | 10,470 | +5.1 |
| Tak Ku Ling Rd | Nga Tsin Wai Rd | Carpenter Rd | 3494 | LD | C | 8,090 * | 8,540 * | +5.5 |
| Tak Man St | Ma Tau Wai Rd | Hung Hom Rd | 3495 | DD | C | 11,280 * | 11,940 * | +5.8 |
| Tak Tin St | Kai Tin Rd | Lin Tak Rd | 3277 | DD | C | 13,780 * | 14,480 | +5.0 |
| Tak Tin St | On Tin St | Lin Tak Rd | 3288 | LD | C | 5,700 * | 6,340 | +11.2 |
| Tat Chee Ave | Begonia Rd | Cornwall St | 3106 | LD | A | 10,810 | 11,920 | +10.3 |
| Tat Chee Ave | Tai Hang Tung Rd | Begonia Rd | 3881 | LD | C | 11,680 | 12,320 * | +5.5 |
| Tat Tung Rd | Shun Tung Rd | End | 5303 | LD | C | 14,500 | 17,580 | +21.3 |
| Tat Wan Rd | Ma Wo Rd | Slip rd to Tolo Highway E-B | 5483 | DD | C | 7,420 * | 7,590 * | +2.4 |
| Tat Wan Rd | Nam Wan Rd | Ma Wo Rd | 5666 | DD | C | 10,870 * | 11,120 * | +2.4 |
| Tat Wan Rd | Slip rd to Tolo Highway E-B | Slip rd from Tolo Highway W-B | 5273 | DD | C | 6,060 * | 5,590 | -7.8 |
| Tat Yeung Rd | Container Port Rd S | End | 5515 | LD | C | 7,070 * | 7,310 * | +3.4 |
| Tate's Cairn Highway | Slip rds to & from Sha Tin Wai Rd | Tai Chung Kiu Rd RA | 6088 | EX | C | 72,180 | 75,640 | +4.8 |
| Tate's Cairn Highway | Slip rds to & from Tolo Highway | Slip rds to & from Ma On Shan Rd | 5497 | EX | C | 74,280 * | 76,900 * | +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 2023 as % of 2022 |
|---------------------------------------|--|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Tate's Cairn Highway | Tai Chung Kiu Rd RA | Slip rds to & from Tate's Cairn Highway | 5892 | EX | C | 82,110 | 85,000 * | +3.5 |
| Tate's Cairn Highway slip rd | Ma On Shan Rd nr Hang Shun St | Tate's Cairn Highway | 5499 | EX | C | 30,190 * | 31,260 * | +3.5 |
| Tate's Cairn Highway slip rd A | Siu Lek Yuen Rd | Toll Plaza | 6076 | PD | C | 9,360 | 9,140 | -2.3 |
| Tate's Cairn Highway slip rd B | Tate's Cairn Highway N-B | Sha Lek Highway FO <UR T5> S-B | 5881 | PD | C | 4,690 | 4,850 * | +3.5 |
| Tate's Cairn Highway slip rd D | Tate's Cairn Highway N-B | Sha Tin Wai Rd | 5486 | PD | C | 5,110 * | 5,290 * | +3.5 |
| Tate's Cairn Highway slip rd M | Tate's Cairn Highway | Tate's Cairn Highway | 5279 | PD | C | 43,630 * | 49,290 | +13.0 |
| 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 | EX | C | 43,670 * | 44,390 | +1.6 |
| Tate's Cairn Highway slip rd P | Tate's Cairn Highway S-B | Sha Lek Highway FO <UR T5> S-B | 5278 | EX | C | 14,250 * | 17,990 | +26.3 |
| Tate's Cairn Tunnel | Toll Plaza | South Portal | 5022 | UT | A | 54,650 | 55,140 | +0.9 |
| Tate's Cairn Tunnel Slip Rd | Kwun Tong Bypass | Lung Cheung Rd | 3307 | UT | C | - | 26,170 | - |
| Texaco Rd | 124 Texaco Rd | Yeung Uk Rd | 5634 | DD | C | 71,520 * | 73,930 * | +3.4 |
| Texaco Rd | Castle Peak Rd - Tsuen Wan | Shek Wai Kok Rd | 6007 | PD | C | 43,190 | 45,630 | +5.7 |
| Texaco Rd | Sha Tsui Rd | Slip rds to & from Tsuen Tsing INT | 5833 | DD | C | 33,240 | 34,360 * | +3.4 |
| Texaco Rd | Sha Tsui Rd | Tsuen Fu St | 6028 | DD | C | 28,810 | 30,850 | +7.1 |
| Texaco Rd | Texaco Rd <FO> | Texaco Rd southern end | 5437 | DD | C | 63,700 * | 65,850 * | +3.4 |
| Texaco Rd | Texaco Rd N | Tsuen Fu St | 5231 | DD | C | 45,460 * | 52,430 | +15.3 |
| Texaco Rd | Tsuen Kam INT | Shek Wai Kok Rd | 5207 | PD | C | 23,170 * | 35,780 | +54.4 |
| Texaco Rd <FO> | Tak Tai Path | Tsuen Tsing INT | 5487 | PD | C | 30,120 * | 34,020 * | +12.9 |
| Texaco Rd slip rd C E-B | Texaco Rd #188 | Texaco Rd #150 | 5435 | DD | C | 6,440 * | 6,660 * | +3.4 |
| Texaco Rd slip rd W-B | Texaco Rd southern end | Texaco Rd RA | 5436 | DD | C | 31,720 * | 32,790 * | +3.4 |
| Third St & Water St | Pok Fu Lam Rd | Queen's Rd W | 1427 | DD | C | 6,520 * | 6,670 * | +2.2 |
| Tim Wa Avenue | Harcourt Rd | Lung Wo Rd | 1257 | LD | C | 13,740 * | 15,400 | +12.1 |
| Tin Cheung Rd | Tin Tsz Rd | Tin Shing Rd | 5690 | LD | C | 12,240 * | 12,520 * | +2.4 |
| Tin Chiu St | Java Rd | King's Rd | 1250 | LD | C | 3,800 * | 3,970 | +4.5 |
| Tin Fuk Rd | Tin Shing Rd | Long Tin Rd | 5680 | DD | C | 21,960 * | 22,480 * | +2.4 |
| Tin Fuk Rd | Tin Yiu Rd | Tin Shing Rd | 5485 | DD | C | 13,380 * | 13,700 * | +2.4 |
| Tin Ha Rd | Castle Peak Rd - Hung Shui Kiu | Ping Ha Rd | 5658 | RR | C | 8,260 * | 8,460 * | +2.4 |
| Tin Hau Temple Rd | Causeway Rd | New Eastern Terrace | 1236 | DD | C | 7,810 * | 9,270 | +18.7 |

* 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 2023 as % of 2022 |
|-------------------|---------------------|------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Tin Hau Temple Rd | Fortress Hill Rd | Pak Fuk Rd | 1632 | DD | C | 10,940 * | 11,180 * | +2.2 |
| Tin Hau Temple Rd | New Eastern Terrace | Fortress Hill Rd | 1437 | DD | C | 7,040 * | 7,200 * | +2.2 |
| Tin Kwai Rd | Tin Wah Rd | Tin Lun Rd | 5493 | LD | C | 6,260 * | 6,410 * | +2.4 |
| Tin Kwong Rd | Argyle St | Sheung Shing St | 3454 | DD | C | 12,140 * | 12,800 * | +5.5 |
| Tin Kwong Rd | Ma Tau Wai Rd | Sheung Shing St | 3249 | DD | C | 13,430 * | 14,020 | +4.4 |
| Tin Lok Lane | Hennessy Rd | Wan Chai Rd | 1845 | DD | C | 13,370 | 13,670 * | +2.2 |
| Tin Lung Rd | Tin Shing Rd | End | 6082 | LD | C | 9,400 | 10,120 | +7.6 |
| Tin Ping Rd | Jockey Club Rd | Lung Sum Rd | 6624 | LD | C | 3,960 | 3,750 | -5.4 |
| Tin Sam St | Che Kung Miu Rd | Hung Mui Kuk Rd | 6039 | DD | C | 17,750 | 19,880 | +12.0 |
| Tin Shing Rd | Tin Cheung Rd | Tin Pak Rd | 5687 | DD | C | 8,370 * | 8,570 * | +2.4 |
| Tin Shing Rd | Tin Lung Rd | Tin Cheung Rd | 5492 | DD | C | 12,530 * | 12,820 * | +2.4 |
| Tin Shing Rd | Tin Lung Rd | Tin Yan Rd | 5700 | LD | C | 5,340 * | 5,460 * | +2.4 |
| Tin Shing Rd | Tin Wah Rd | Tin Wing Rd | 6096 | LD | C | 4,560 | 4,940 | +8.3 |
| Tin Shing Rd | Tin Wing Rd | Tin Yan Rd | 5900 | LD | C | 5,730 | 5,870 * | +2.4 |
| Tin Shing Rd | Tin Wu Rd | Tin Fuk Rd | 5887 | DD | C | 10,540 | 10,790 * | +2.4 |
| Tin Shui Rd | Tin Wah Rd | Wetland Park Rd | 5707 | DD | C | 11,280 * | 11,540 * | +2.4 |
| Tin Shui Rd | Tin Wu Rd | Tin Wah Rd | 5495 | DD | C | 18,460 * | 18,890 * | +2.4 |
| Tin Tsz Rd | Tin Fuk Rd | Tin Cheung Rd | 5287 | DD | C | 23,200 * | 30,200 | +30.2 |
| Tin Tsz Rd | Tin Wah Rd | Tin Cheung Rd | 6086 | DD | C | 20,320 | 19,980 | -1.6 |
| Tin Wah Rd | Tin Kwai Rd | Tin Tsz Rd | 5288 | DD | C | 8,650 * | 7,300 | -15.6 |
| Tin Wah Rd | Tin Shing Rd | Tin Kwai Rd | 6081 | DD | C | 9,190 | 9,420 | +2.5 |
| Tin Wah Rd | Tin Shui Rd | Tin Shing Rd | 5886 | DD | C | 10,980 | 11,230 * | +2.4 |
| Tin Wah Rd | Tin Ying Rd | Tin Shui Rd | 5686 | DD | C | 21,260 * | 21,760 * | +2.4 |
| Tin Wan Close | Tin Wan St | End | 2642 | LD | C | 700 | 750 | +7.9 |
| Tin Wu Rd | Tin Yiu Rd | Tin Shing Rd | 5890 | LD | C | 9,060 | 9,270 * | +2.4 |
| Tin Yan Rd | Tin Shing Rd | Tin Wing Rd | 5298 | LD | C | 8,830 * | 8,550 | -3.2 |
| Tin Ying Rd | Tin Wah Rd | Ping Ha Rd | 5284 | DD | C | 30,030 * | 35,880 | +19.5 |
| Tin Yiu Rd | Ping Ha Rd | Tin Ho Rd | 5880 | LD | C | 18,690 | 19,130 * | +2.4 |
| Ting Kok Rd | Dai Kwai St | Tai Mei Tuk | 6211 | RR | B | 28,760 | 28,620 | -0.5 |
| Ting Kok Rd | Nam Wan Rd | Dai Kwai St | 5006 | PD | A | 30,440 | 29,190 | -4.1 |
| Ting Kok Rd | Nam Wan Rd | Tai Po Tai Wo Rd | 5243 | DD | C | 18,260 * | 21,420 | +17.3 |
| Ting Kok Rd | Tai Mei Tuk | Bride's Pool Rd | 6608 | LD | C | 1,290 | 1,240 | -4.1 |
| Ting Kok Rd | Tai Po Tai Wo Rd | Kwong Fuk Road | 6621 | LD | C | 12,960 | 12,550 | -3.2 |
| Ting Kok Rd | Ting Tai Rd | Tai Po Tai Wo Rd | 5869 | DD | C | 15,410 | 15,770 * | +2.4 |
| Ting Lai Rd | Ting Tai Rd | Chung Nga Rd | 6070 | LD | C | 7,250 | 6,990 | -3.5 |
| Ting Tai Rd | Tai Po Tai Wo Rd | Ting Kok Rd | 5266 | DD | C | 21,280 * | 23,710 | +11.4 |
| To Kwa Wan Rd | Kwei Chow St | Chi Kiang St | 3245 | DD | C | 16,620 * | 20,210 | +21.6 |

* 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 2023 as % of 2022 |
|--|-------------------------------------|---|----------|-----------|-----------|-----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| To Kwa Wan Rd | Mok Cheong St | Ma Tau Kok Rd | 4041 | DD | C | 18,910 | 18,560 | -1.9 |
| To Kwa Wan Rd | San Ma Tau St | Kwei Chow St | 3450 | DD | C | 22,720 * | 24,040 * | +5.8 |
| To Kwa Wan Rd | San Ma Tau St | San Shan Rd | 3650 | DD | C | 25,690 * | 27,180 * | +5.8 |
| To Kwa Wan Rd | San Shan Rd | Ma Tau Kok Rd | 3841 | DD | C | 19,300 | 20,420 * | +5.8 |
| Tolo Highway | North of Ma Liu Shui INT | Yuen Shin Rd INT | 5013 | EX | A | 147,630 | 156,010 | +5.7 |
| Tolo Highway | Slip rd from Ma Liu Shui Ferry Pier | Ma Liu Shui INT northern end | 5203 | EX | C | 100,860 * | 132,890 | +31.8 |
| Tolo Highway | Tai Po Rd-Shatin | Slip rd from Ma Liu Shui Ferry Pier | 6003 | EX | C | 100,480 | 106,500 | +6.0 |
| Tolo Highway | Tai Po Rd-Yuen Chau Tsai | Tai Po Tai Wo Rd | 6004 | EX | C | 94,040 | 104,740 | +11.4 |
| Tolo Highway | Tai Po Tai Wo Rd | Lam Kam Rd RA | 5253 | EX | C | 86,330 * | 121,830 | +41.1 |
| Tolo Highway | Yuen Shin Rd slip rd S-B | Tai Po Rd-Yuen Chau Tsai | 5808 | EX | C | 80,580 | 85,630 * | +6.3 |
| Tolo Highway INT ramp G | Tolo Highway INT ramp A | Kwong Wang St | 6063 | PD | C | 25,260 | 23,180 | -8.2 |
| Tolo Highway INT ramps C & D | Tai Po Rd-Yuen Chau Tsai | Tai Po Rd-Yuen Chau Tsai | 5669 | PD | C | 14,930 * | 15,860 * | +6.3 |
| Tolo Highway INT slip rd | Slip rds to & from Tolo Highway | Slip rds to & from Tai Po Rd - Yuen Chau Tsai | 6061 | PD | C | 23,700 | 21,260 | -10.3 |
| Tolo Highway Ma Liu Shui INT slip rd E | Shatin Sewage Treatment Works | Tolo Highway | 6617 | LD | C | 14,670 | 14,820 | +1.0 |
| Tolo Highway ramp | Slip rds to & from Tat Wan Rd | Slip rds to & from Tolo Highway | 5866 | EX | C | 6,780 | 7,200 * | +6.3 |
| Tolo Highway ramps A & B | Ramps to & from Tolo Highway | Ramps to & from Tai Po Rd - Yuen Chau Tsai | 5473 | PD | C | 11,770 * | 12,510 * | +6.3 |
| Tong Chun St | Po Yap Rd | End | 6118 | LD | C | 7,670 | 7,360 | -4.1 |
| Tong Chun St | Tong Ming St | Po Yap Rd | 5307 | LD | C | 6,490 * | 8,080 | +24.4 |
| Tong Mi Rd | Mong Kok Rd | Bute St | 3815 | PD | C | 26,680 | 28,190 * | +5.7 |
| Tong Mi Rd | Mong Kok Rd | Cherry St | 3616 | PD | C | 35,280 * | 37,290 * | +5.7 |
| Tong Mi Rd | Prince Edward Rd W | Bute St | 4013 | PD | C | 25,610 | 29,790 | +16.3 |
| Tong Mi Rd | Prince Edward Rd W | Lai Chi Kok Rd | 3220 | PD | C | 9,460 * | 9,950 | +5.1 |
| Tong Ming St | Po Shun Rd | Po Hong Rd | 6106 | DD | C | 17,960 | 19,720 | +9.8 |
| Tong Shui Rd | Chun Yeung St | King's Rd | 1825 | PD | C | 8,960 | 9,220 * | +2.9 |
| Tong Shui Rd | Java Rd | Chun Yeung St | 2047 | LD | C | 9,600 | 9,970 | +3.9 |
| Tong Shui Rd & FO <H127> | Island Eastern Corridor | Chun Yeung St | 1217 | PD | C | 8,210 * | 9,270 | +12.9 |
| Tong Shui Rd (GL) | West Embankment | Java Rd | 1417 | PD | C | 11,720 * | 12,060 * | +2.9 |
| Tong Tak St | Tong Yin St | Tong Chun St | 5308 | LD | C | 6,280 * | 6,720 | +7.1 |
| Tong Yam St | Woh Chai St | Tai Hang Tung Rd | 4642 | LD | C | 2,340 | 2,490 | +6.2 |

* 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 2023 as % of 2022 |
|--------------------------------|---|---|----------|-----------|-----------|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Tong Yin St | Tong Ming St | Tong Tak St | 5513 | LD | C | 5,020 * | 5,030 * | +0.1 |
| Tonkin St | Cheung Sha Wan Rd | Un Chau St | 3017 | DD | A | 17,950 | 19,630 | +9.4 |
| Tonkin St | Lai Chi Kok Rd | Cheung Sha Wan Rd | 3858 | DD | C | 17,280 | 18,570 * | +7.5 |
| Tonkin St | Lai Chi Kok Rd | Tung Chau St | 3501 | DD | C | 17,530 * | 18,840 * | +7.5 |
| Tonkin St | Un Chau St | Castle Peak Rd | 4058 | DD | C | 16,120 | 16,840 | +4.4 |
| Tonkin St & Kwong Lee Rd | Castle Peak Rd | Cheung Fat St | 3490 | LD | C | 3,370 * | 3,620 * | +7.5 |
| Tonkin St W | Tung Chau St | Lin Cheung Rd | 3296 | DD | C | 14,840 * | 16,460 | +10.9 |
| Tonnochy Rd | Gloucester Rd | Hennessy Rd | 1458 | LD | C | 3,980 * | 4,180 * | +4.9 |
| Tonnochy Rd | Hung Hing Rd | Gloucester Rd | 1450 | DD | C | 16,670 * | 17,490 * | +4.9 |
| Tonnochy Rd FO <H171> | Gloucester Rd | Tonnochy Rd | 1863 | DD | C | 14,910 | 15,650 * | +4.9 |
| Tonnochy Rd FO <H171> | Tonnochy Rd | Gloucester Rd | 1251 | PD | C | 14,390 * | 16,320 | +13.4 |
| Tsat Tsz Mui Rd | Tin Chiu St | Model Lane | 2643 | LD | C | 5,040 | 5,740 | +13.9 |
| Tseng Choi St | Castle Peak Rd northern junction | Castle Peak Rd southern junction | 5102 | LD | A | 5,410 | 5,470 | +1.0 |
| Tseuk Luk St | Choi Hung Rd | King Fuk St | 3105 | LD | A | 7,250 | 7,000 | -3.5 |
| Tseung Kwan O - Lam Tin Tunnel | Eastern Portal | Western Portal & slip rd to EHC | 5043 | UT | A | - | 25,720 | - |
| Tseung Kwan O Rd | Lei Yue Mun Rd | Sau Mau Ping Rd | 3438 | PD | C | 128,320 * | 135,390 * | +5.5 |
| Tseung Kwan O Rd | Lei Yue Mun Rd | Wai Yip St | 3702 | EX | C | 59,600 * | 62,990 * | +5.7 |
| Tseung Kwan O Tunnel | Toll Plaza | Tseung Kwan O Tunnel Rd RA | 5021 | UT | A | 91,610 | 84,280 | -8.0 |
| Tsing Chung Koon Rd | Tsun Wen Rd | Tsing Lun Rd | 6035 | DD | C | 6,470 | 6,520 | +0.8 |
| Tsing Fung St FO <H74> | King's Rd | Victoria Park Rd | 1802 | UT | C | 9,860 | 10,370 * | +5.1 |
| Tsing King Rd | Fung Shue Wo Rd RA | Tsing Luk St | 5671 | DD | C | 16,920 * | 17,490 * | +3.4 |
| Tsing King Rd | Tsing Luk St | Tam Kon Shan Rd | 5663 | DD | C | 11,670 * | 12,060 * | +3.4 |
| 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 | 99,460 | 114,260 | +14.9 |
| Tsing Kwai Highway | Cho Yiu Estate slip rds to & from Kwai Chung Rd & Tsuen Wan Rd | Rambler Bridge eastern end | 6099 | EX | C | 83,080 | 94,300 | +13.5 |
| 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 | 60,550 | 68,390 * | +12.9 |

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

| Road Name | From | To | Stn. No. | Road Type | Stn. Type | AADT | | Change of 2023 as % of 2022 |
|--------------------------------------|--|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Tsing Kwai Highway | Section over Mei Foo RA | Mei Foo Sun Tsuen Phase 1 western slip rds to & from Mei Foo RA | 5703 | EX | C | 41,760 * | 47,170 * | +12.9 |
| Tsing Long Highway - Tai Lam Tunnel | Au Tau INT | Tuen Mun Rd | 5029 | EX | A | 38,840 | 39,970 | +2.9 |
| Tsing Long Highway - Ting Kau Bridge | NW Tsing Yi INT southern tip | Tuen Mun Rd | 5033 | EX | A | 89,310 | 95,010 | +6.4 |
| Tsing Lun Rd | Tsing Chung Koon Rd | Lam Tei INT | 5647 | DD | C | 13,450 * | 13,770 * | +2.4 |
| Tsing Lun Rd | Tsun Wen Rd | Tsing Chung Koon Rd | 5452 | DD | C | 6,590 * | 6,740 * | +2.4 |
| Tsing Sha Highway near Tsing Yi Road | Tsing Sha Highway Nr Stonecutters Bridge | Roundabout Nr Tsing Yi Rd | 5312 | EX | C | 11,790 * | 14,260 | +21.0 |
| Tsing Tin Rd | Tsun Wen Rd | Tuen Mun Rd | 5846 | DD | C | 38,480 | 39,380 * | +2.4 |
| Tsing Tin Rd E-B ramps A & B | Tsing Tin Rd | Tuen Mun Rd | 5472 | PD | C | 19,170 * | 20,370 * | +6.3 |
| Tsing Tin Rd INT | Tsun Wen Rd | Ming Kum Rd | 5263 | DD | C | 21,260 * | 22,030 | +3.6 |
| Tsing Tin Rd W-B ramps C & D | Tuen Mun Rd | Tsing Tin Rd | 5667 | PD | C | 18,350 * | 19,500 * | +6.3 |
| Tsing Tsuen Rd | Tsing Tsuen Bridge | Tsuen Tsing INT | 5670 | PD | C | 20,970 * | 23,690 * | +12.9 |
| Tsing Tsuen Rd | Tsuen Tsing INT | Tam Kon Shan INT | 5018 | DD | A | 32,720 | 34,090 | +4.2 |
| Tsing Tsuen Rd slip rds A & B | Tsuen Tsing INT | Tsuen Tsing INT | 5870 | PD | C | 30,700 | 34,680 * | +12.9 |
| Tsing Wun Rd | Pui To Rd | Wong Chu Rd | 6034 | DD | C | 27,880 | 28,650 | +2.8 |
| Tsing Yi Heung Sze Wui Rd | Fung Shue Wo Rd RA | Tsing Yi Rd | 5852 | LD | C | 37,760 | 39,030 * | +3.4 |
| Tsing Yi Hong Wan Rd | Tsing Yi Rd | Tsing Sheung Rd | 6112 | LD | C | 22,690 | 21,770 | -4.0 |
| Tsing Yi N Coastal Rd | Tam Kon Shan INT W End | Slip Rds to & from Tam Kon Shan Rd | 6108 | PD | C | 21,030 | 22,970 | +9.3 |
| Tsing Yi N Coastal Rd FO | Tsing Tsuen Rd | Tam Kon Shan INT W End | 6221 | DD | B | 13,480 | 14,820 | +9.9 |
| Tsing Yi Rd | Ching Hong Rd | Tsing Nam St | 5439 | DD | C | 8,300 * | 8,570 * | +3.4 |
| Tsing Yi Rd | Tsing Yi Heung Sze Wui Rd | Ching Hong Rd | 5232 | DD | C | 21,140 * | 21,060 | -0.3 |
| Tsing Yi Rd | Tsing Yi Rd nr. Dow Chemical | Tsing Yi Hong Wan Rd | 6113 | DD | C | 11,520 | 13,250 | +15.0 |
| Tsing Yi Rd W | Ching Hong Rd | Fung Shue Wo Rd | 6044 | DD | C | 21,050 | 21,030 | -0.1 |
| Tsing Yi Rd W | Fung Shue Wo Rd | Tam Kon Shan INT | 5247 | DD | C | 34,690 * | 27,700 | -20.2 |
| Tsing Yi Rd W | Tsing Nam St | Ching Hong Rd | 5849 | DD | C | 15,820 | 16,350 * | +3.4 |
| Tsing Ying Rd | Castle Peak Rd - Castle Peak Bay | End | 5712 | RR | C | 3,980 * | 4,070 * | +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 2023 as % of 2022 |
|---|---|--------------------------------|----------|-----------|-----------|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Tsuen King Circuit | Castle Peak Rd - Tsuen Wan | On Yin St | 5457 | DD | C | 10,760 * | 11,120 * | +3.4 |
| Tsuen Nam Rd, Chik Fuk St & Shing Ho Rd | Tai Po Rd-Tai Wai | Tai Wai Rd | 5448 | DD | C | 7,920 * | 7,930 * | +0.1 |
| Tsuen Wan Rd | Kwai Tsing Rd RA | Texaco Rd RA | 5604 | EX | C | 108,710 * | 122,780 * | +12.9 |
| Tsuen Wan Rd | Texaco Rd RA | Hoi Hing Rd INT | 5804 | EX | C | 79,410 | 89,690 * | +12.9 |
| Tsuen Wan Rd | Tsuen Wan Rd FO <N522> southern tip | Section over Container Port Rd | 5403 | EX | C | 125,410 * | 141,650 * | +12.9 |
| Tsuen Wan Rd | Tuen Mun Rd | Hoi Hing Rd INT | 5805 | EX | C | 47,000 | 53,080 * | +12.9 |
| Tsuen Wan Rd FO <N522> over Hoi Hing INT | Hoi Kwai Rd | Section over Hoi Kok St | 6065 | EX | C | 38,670 | 39,470 | +2.1 |
| Tsuen Wan Rd FO <N522> over Kwai Tsing INT | Ramp from Tsuen Wan Rd | Ramp to Tsuen Wan Rd | 5602 | EX | C | 83,460 * | 94,260 * | +12.9 |
| Tsuen Wan Rd FO <N522> over Tsuen Tsing INT | Ramp from Tsuen Wan Rd | Ramp to Tsuen Wan Rd | 5802 | EX | C | 75,850 | 85,660 * | +12.9 |
| Tsuen Wan Rd N-B ramp | Kwai Chung Rd | Tsuen Wan Rd | 5715 | UT | C | 9,320 * | 10,530 * | +12.9 |
| Tsuen Wan Rd S-B ramp | Tsuen Wan Rd | Kwai Chung Rd | 5402 | UT | C | 66,470 * | 75,070 * | +12.9 |
| Tsuen Wan Rd slip rds | Tsuen Wan Rd (section over Container Port Rd) | Kwai Tsing Rd RA | 5601 | UT | C | 29,340 * | 33,140 * | +12.9 |
| Tsuen Wan Rd slip rds | Tsuen Wan Rd (section over Texaco Rd) | Texaco Rd RA | 5803 | UT | C | 15,120 | 17,070 * | +12.9 |
| Tsuen Wan Rd slip rds | Tsuen Wan Rd (section under Wing Kei Rd) | Texaco Rd RA | 5801 | UT | C | 34,450 | 38,910 * | +12.9 |
| Tsuen Wan Rd slip rds | Tsuen Wan Rd nr Kwai Lok St | Kwai Tsing Rd RA | 5603 | PD | C | 25,240 * | 28,510 * | +12.9 |
| Tsui Lam Rd | Po Lam Rd eastern junction | Po Lam Rd western junction | 6073 | LD | C | 3,730 | 2,880 | -22.7 |
| Tsui Ping Rd | Hip Wo St | Kwun Tong Rd | 3278 | DD | C | 12,460 * | 14,240 | +14.2 |
| Tsun Wen Rd | Leung Wan St | Leung Tak St | 5699 | DD | C | 8,270 * | 8,460 * | +2.4 |
| Tsun Wen Rd | Ming Kum Rd | Leung Tak St | 5899 | DD | C | 6,290 | 6,440 * | +2.4 |
| Tsun Wen Rd | Shek Pai Tau Rd | Pui To Rd | 5641 | DD | C | 15,850 * | 16,230 * | +2.4 |
| Tsun Wen Rd | Tai Fong St | Ching Chung Koon | 5450 | DD | C | 16,210 * | 16,590 * | +2.4 |
| Tsun Wen Rd | Tai Fong St | Shek Pai Tau Rd | 5840 | DD | C | 15,460 | 15,830 * | +2.4 |
| Tsun Wen Rd | Tsing Chung Koon | Tsing Chung Koon Rd | 5451 | DD | C | 14,210 * | 14,540 * | +2.4 |
| Tsun Wen Rd | Tsing Lun Rd | Leung Wan St | 5504 | DD | C | 11,390 * | 11,660 * | +2.4 |
| Tsz Wan Shan Rd | Po Kong Village Rd | Wai Wah St | 3662 | DD | C | 11,320 * | 11,950 * | +5.5 |
| Tsz Wan Shan Rd | Wai Wah St | Wan Wah St | 3851 | DD | C | 9,260 | 9,780 * | +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 2023 as % of 2022 |
|---|---|--|----------|-----------|-----------|-----------|-----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Tuen Fat Rd | Tuen Mun Rd | Tuen Mun Rd | 6632 | LD | C | 7,720 | 8,410 | +8.9 |
| Tuen Hing Rd | Tuen Hing Rd FO <N432> over Tuen Mun Rd | Castle Peak Rd - Castle Peak Bay | 5447 | DD | C | 14,900 * | 15,250 * | +2.4 |
| Tuen Hing Rd | Tuen Mun Heung Sze Wui Rd | Tuen Mun Rd | 5843 | DD | C | 25,440 | 26,030 * | +2.4 |
| Tuen Hing Rd FO <N432> over Tuen Mun Rd | Ramp from Tuen Mun Rd | Ramp to Tuen Mun Rd | 5644 | DD | C | 18,200 * | 18,630 * | +2.4 |
| Tuen Mun Chek Lap Kok Tunnel | Lung Fu Rd | Hong Kong Boundary Crossing Facilities (BCF) | 5042 | UT | A | 19,670 | 29,930 | +52.1 |
| Tuen Mun Heung Sze Wui Rd | Hoi Chu Rd | Hoi Wing Rd | 6104 | DD | C | 11,970 | 13,400 | +11.9 |
| Tuen Mun Heung Sze Wui Rd | Pui To Rd | Castle Peak Rd | 5445 | DD | C | 11,860 * | 12,140 * | +2.4 |
| Tuen Mun Heung Sze Wui Rd | Pui To Rd | Tuen Hing Rd | 5238 | DD | C | 30,950 * | 38,830 | +25.5 |
| Tuen Mun Heung Sze Wui Rd | Siu Lun St | Hoi Chu Rd | 5876 | DD | C | 10,590 | 10,840 * | +2.4 |
| Tuen Mun Heung Sze Wui Rd | Wong Chu Rd | Tuen Hing Rd | 5649 | DD | C | 23,980 * | 24,550 * | +2.4 |
| Tuen Mun Rd | Castle Peak Rd - Tsuen Wan | Tsing Long Highway - Ting Kau Bridge | 5035 | EX | A | 75,060 | 76,980 | +2.6 |
| Tuen Mun Rd | Pui To Rd | Tsing Chui Path | 5001 | UT | A | 132,120 | 137,770 | +4.3 |
| Tuen Mun Rd | Sham Tseng | Siu Lam | 5855 | EX | C | 103,070 | 109,520 * | +6.3 |
| Tuen Mun Rd | Sham Tseng | Tsing Long Highway - Ting Kau Bridge | 5012 | EX | A | 121,740 | 124,650 | +2.4 |
| Tuen Mun Rd | Siu Lam | Wong Chu Rd | 6050 | EX | C | 94,550 | 103,710 | +9.7 |
| Tuen Mun Rd | Tsing Chui Path | Lam Tei INT | 5404 | UT | C | 117,820 * | 125,200 * | +6.3 |
| Tuen Mun Rd | Tuen Hing Rd | Pui To Rd | 6002 | UT | C | 81,010 | 92,160 | +13.8 |
| Tuen Mun Rd | Wong Chu Rd | Tuen Hing Rd | 6001 | UT | C | 90,870 | 102,640 | +12.9 |
| Tuen Mun Rd - Siu Lam INT slip rds | Tuen Mun Rd | Castle Peak Rd | 5857 | RR | C | 12,270 | 12,560 * | +2.4 |
| Tuen Mun Rd ramps A & B | Tuen Hing Rd | Tuen Hing Rd | 6062 | PD | C | 22,930 | 24,290 | +5.9 |
| Tuen Mun Rd ramps A & B | Wong Chu Rd | Tuen Mun Rd | 5264 | PD | C | 27,700 * | 31,390 | +13.3 |
| Tung Chau West St | Castle Peak Rd | Cheung Sha Wan Rd | 3671 | DD | C | 6,300 * | 6,770 * | +7.5 |
| Tung Chau West St | Castle Peak Rd | King Lam St | 4643 | LD | C | 1,230 | 1,290 | +4.8 |
| Tung Chung Rd | South Lantau Rd | Tung Chung Rd nr Mun Hong House | 5256 | RR | C | 4,580 * | 6,130 | +33.8 |
| Tung Chung Waterfront Rd & Ying Hei Rd | Shun Tung Rd RA | Man Tung Rd | 5905 | LD | C | 10,560 | 13,220 | +25.3 |
| Tung Lo Wan Rd | Causeway Rd | Moreton Terrace | 1107 | LD | A | 16,180 | 16,350 | +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 2023 as % of 2022 |
|---------------------------------|-------------------------|---------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Tung Lo Wan Rd & Tai Hang Rd | Causeway Rd | Ka Ning Path | 1438 | DD | C | 9,740 * | 9,950 * | +2.2 |
| Tung Tau Tsuen Rd | Fung Mo St | Tung Tsing Rd | 3459 | DD | C | 9,380 * | 10,080 * | +7.5 |
| Tung Tau Tsuen Rd | Shatin Pass Rd | Tai Shing St | 3850 | DD | C | 11,400 | 12,250 * | +7.5 |
| Tung Tau Tsuen Rd | Tai Shing St | Fung Mo St | 3659 | DD | C | 8,640 * | 9,280 * | +7.5 |
| Tung Tau Tsuen Rd | Tung Tsing Rd | Junction Rd | 3254 | DD | C | 6,120 * | 5,620 | -8.1 |
| Tung Tsing Rd | Tung Tau Tsuen Rd | Lok Sin Rd | 3692 | LD | C | 6,590 * | 6,950 * | +5.5 |
| Tung Yan St | Hip Wo St | Yue Man Square | 3481 | DD | C | 12,110 * | 13,010 * | +7.5 |
| Tung Yan St | Yue Man Square | Kwun Tong Rd | 3276 | DD | C | 2,560 * | 970 | -62.1 |
| Tung Yuen St | Yan Yue Wai | Ko Fai Rd | 4658 | LD | C | - | 3,930 | - |
| Un Chau St | Hing Wah St | Tonkin St | 3260 | DD | C | 9,370 * | 9,120 | -2.7 |
| Un Chau St | Shek Kip Mei St | Nam Cheong St | 3666 | DD | C | 12,090 * | 12,790 * | +5.8 |
| Un Chau St | Tonkin St | Yen Chow St | 4055 | DD | C | 14,090 | 15,850 | +12.5 |
| Un Chau St | Yen Chow St | Nam Cheong St | 3855 | DD | C | 8,640 | 9,140 * | +5.8 |
| Upper Albert Rd | Caine Rd | Albany Rd | 1624 | DD | C | 16,540 * | 16,910 * | +2.2 |
| Upper Albert Rd | Garden Rd | Albany Rd | 2031 | DD | C | 19,880 | 24,520 | +23.4 |
| Victoria Park Rd | Gloucester Rd | Island Eastern Corridor | 1002 | UT | A | 108,730 | 113,780 | +4.6 |
| Victoria Park Rd (GL) | Island Eastern Corridor | Hing Fat St | 1801 | UT | C | 16,510 | 17,360 * | +5.1 |
| Victoria Park Rd entry-ramp W-B | Hing Fat St | Victoria Park Rd W-B | 1853 | PD | C | 10,790 | 11,100 * | +2.9 |
| Victoria Rd | Mount Davis Rd | Sassoon Rd | 1448 | DD | C | 5,270 * | 5,380 * | +2.2 |
| Victoria Rd | Pok Fu Lam Rd | Baguio Villas access rd | 1425 | DD | C | 9,450 * | 9,660 * | +2.2 |
| Victoria Rd | Sassoon Rd | Baguio Villas access rd | 1445 | DD | C | 8,370 * | 8,550 * | +2.2 |
| Village Rd | Sing Woo Rd | Shan Kwong Rd | 2645 | LD | C | 5,910 | 6,510 | +10.2 |
| Wah Chui St | Victoria Rd | Wah King St | 2054 | LD | C | 6,620 | 6,330 | -4.4 |
| Wah Fu Rd | Shek Pai Wan Rd | Wah Cheung St | 1246 | DD | C | 8,830 * | 9,820 | +11.2 |
| Wah Hong St | Victoria Rd | Wah King St | 2055 | LD | C | 3,410 | 3,260 | -4.4 |
| Wah Ming Rd | Lui Ming Rd mini-RA | Wai Ming St | 6077 | DD | C | 6,500 | 7,090 | +9.0 |
| Wah Ming Rd | Wai Ming St | Pak Wo Rd | 6093 | LD | C | 5,240 | 5,640 | +7.6 |
| Wah Shun St | Hung Luen Rd | End | 4657 | LD | C | 2,360 | 1,880 | -20.4 |
| Wah Yiu Rd | Lai Chi Ling Rd | Castle Peak Rd-Kwai Chung | 5652 | LD | C | 6,550 * | 6,770 * | +3.4 |
| Wai Chi St | Woh Chai St | Pak Tin St | 4645 | LD | C | 2,390 | 2,960 | +23.8 |
| Wai Tsuen Rd | Sai Lau Kok Rd | Tsuen Kam INT | 6638 | LD | C | 18,010 | 18,720 | +3.9 |
| Wai Wah St | Tsz Wan Shan Rd | Wan Wah St | 3283 | LD | C | 7,080 * | 7,190 | +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 2023 as % of 2022 |
|--|----------------------|-----------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Wai Yip St | Hoi Yuen Rd | Cha Kwo Ling Rd | 3279 | DD | C | 27,070 * | 30,740 | +13.5 |
| Wai Yip St | Kai Cheung Rd | Access rd to Telford Garden | 3874 | DD | C | 42,480 | 44,940 * | +5.8 |
| Wai Yip St | Kai Cheung Rd | Kwun Tong Rd | 3875 | DD | C | 62,820 | 66,460 * | +5.8 |
| Wai Yip St | Kai Fuk Rd FO <K58> | Access rd to Telford Garden | 3686 | DD | C | 23,620 * | 25,000 * | +5.8 |
| Wai Yip St | Lai Yip St | Hoi Yuen Rd | 3020 | DD | A | 26,530 | 28,290 | +6.6 |
| Wai Yip St | Lai Yip St | Kai Fuk Rd FO <K58> | 3483 | PD | C | 28,540 * | 30,160 * | +5.7 |
| Wan Chai Rd | Johnston Rd | Morrison Hill Rd | 1627 | DD | C | 12,580 * | 13,200 * | +4.9 |
| Wan Chai Rd | Johnston Rd | Queen's Rd E | 2646 | LD | C | 4,450 | 5,080 | +14.2 |
| Wan Hang Rd | Mau Yip Rd | Po Hong Rd | 5494 | DD | C | 6,620 * | 6,630 * | +0.1 |
| Wan Lung Rd | Po Hong Rd | Wan Hang Rd | 5471 | DD | C | 3,260 * | 3,260 * | +0.1 |
| Wan Po Rd | Chiu Shun Rd | Chun Yat St | 5304 | LD | C | 43,160 * | 30,420 | -29.5 |
| Wan Po Rd | Po Shun Rd | Chiu Shun Rd | 6103 | DD | C | 38,940 | 32,880 | -15.6 |
| Wan Tau St | Heung Sze Wui St | Nam Wan Rd | 5474 | DD | C | 12,360 * | 12,640 * | +2.4 |
| Wan Tau St | Kwong Fuk Rd | Tai Po Heung Sze Wui Rd | 5845 | DD | C | 10,350 | 10,590 * | +2.4 |
| Wan Wah St | Tsz Wah Shan Rd | Wai Wah St | 4078 | LD | C | 8,190 | 8,650 | +5.6 |
| Wan Wah St | Wai Wah St | Sheung Fung St | 3879 | LD | C | 9,160 | 9,660 * | +5.5 |
| Wang Chau Rd | Yuen Long On Ning Rd | Yuen Long On Lok Rd | 5011 | LD | A | 5,080 | 4,990 | -1.8 |
| Wang Chiu Rd | Kai Cheung Rd | Sheung Yuet Rd | 3273 | DD | C | 11,620 * | 13,350 | +14.9 |
| Wang Chiu Rd | Wang Kwong Rd | Kai Lok St | 4646 | LD | C | 5,010 | 5,170 | +3.2 |
| Wang Chiu Rd & Wang Kwong Rd | Kai Cheung Rd | Kai Cheung Rd | 3884 | LD | C | 11,060 | 11,700 * | +5.8 |
| Wang Kwong Rd | Kai Fuk Rd | Kai Cheung Rd | 4083 | LD | C | 9,190 | 9,300 | +1.2 |
| Wang Lok St | Wang Tat Rd | Wang Lee St | 6628 | LD | C | 16,460 | 16,680 | +1.4 |
| Wang Tat Rd & Ma Wang Rd | Ma Miu Rd | Castle Peak Rd - Ping Shan | 5413 | PD | C | 23,680 * | 25,160 * | +6.3 |
| Wang Tat Rd, Ma Wang Rd, Long Yip Rd & Yuen Long On Lok Rd | Wang Lok St | Ma Miu Rd | 5611 | PD | C | 19,840 * | 21,080 * | +6.3 |
| Wang Tau Hom E Rd | Junction Rd | Wang Tau Hom N Rd | 4647 | LD | C | 6,380 | 6,600 | +3.3 |
| Water St | Connaught Rd W | Des Voeux Rd W | 1838 | DD | C | 7,310 | 7,670 * | +4.9 |
| Water St | Des Voeux Rd W | Queen's Rd W | 1621 | DD | C | 6,690 * | 7,020 * | +4.9 |
| Waterloo Rd | Ede Rd | Lung Cheung Rd | 3802 | UT | C | 67,600 | 71,440 * | +5.7 |
| Waterloo Rd | Hereford Rd | Lancashire Rd | 3425 | PD | C | 63,770 * | 67,280 * | +5.5 |
| Waterloo Rd | Hereford Rd | Suffolk Rd | 3621 | PD | C | 66,220 * | 69,860 * | +5.5 |
| Waterloo Rd | Lancashire Rd | Flint Rd | 3223 | PD | C | 78,340 * | 76,920 | -1.8 |
| Waterloo Rd | Lung Cheung Rd | Lion Rock Tunnel Rd | 4002 | UT | C | 69,080 | 73,120 | +5.8 |

* 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 2023 as % of 2022 |
|---|--|---|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Waterloo Rd | Nathan Rd | Shanghai St | 3613 | PD | C | 19,430 * | 20,500 * | +5.5 |
| Waterloo Rd | Nathan Rd | Yim Po Fong St | 3813 | PD | C | 35,200 | 37,140 * | +5.5 |
| Waterloo Rd | Pui Ching Rd | Argyle St | 4011 | PD | C | 26,240 | 31,120 | +18.6 |
| Waterloo Rd | Shanghai St | Ferry St | 3418 | DD | C | 24,000 * | 25,320 * | +5.5 |
| Waterloo Rd | Yim Po Fong St | Pui Ching Rd | 4205 | PD | B | 31,760 | 33,060 | +4.1 |
| Waterloo Rd & FO <K12 & K44> | Argyle St | Prince Edward Rd W | 3402 | UT | C | 83,450 * | 89,630 * | +7.4 |
| Waterloo Rd & FO <K44> | Flint Rd | Boundary St | 3404 | UT | C | 71,030 * | 75,640 * | +6.5 |
| Waterloo Rd (GL) | Cornwall St | Ede Rd | 4017 | PD | C | 8,340 | 8,550 | +2.5 |
| Waterloo Rd (GL) | Junction Rd | Cornwall St | 3819 | PD | C | 23,270 | 24,550 * | +5.5 |
| Waterloo Rd (GL) | Junction Rd | Suffolk Rd | 3622 | PD | C | 30,370 * | 32,050 * | +5.5 |
| Waterloo Rd FO <K44> | Boundary St | Prince Edward Rd W | 3403 | UT | C | 68,390 * | 73,460 * | +7.4 |
| Waterloo Rd FO <K59> | Suffolk Rd | Ede Rd | 3602 | UT | C | 46,280 * | 49,280 * | +6.5 |
| West Kowloon Corridor | Cheung Lai St | Tonkin St | 3888 | UT | C | 55,720 | 58,890 * | +5.7 |
| West Kowloon Corridor | Sycamore St & Tong Mi Rd | Dundas St | 3297 | UT | C | 19,660 * | 20,830 | +5.9 |
| West Kowloon Corridor | Yen Chow St | Sycamore St & Tong Mi Rd | 3699 | UT | C | 17,210 * | 18,190 * | +5.7 |
| West Kowloon Corridor | Yen Chow St | Tai Kok Tsui Rd | 3807 | UT | C | 64,110 | 67,760 * | +5.7 |
| West Kowloon Corridor - Cherry St up-ramp | Soy St | Pok Man St | 3705 | UT | C | 20,140 * | 21,280 * | +5.7 |
| West Kowloon Corridor West | Pok Man St | Cherry St | 3604 | UT | C | 13,500 * | 14,270 * | +5.7 |
| West Kowloon Highway | Austin Rd W | Jordan Rd | 3502 | UT | C | 68,840 * | 72,750 * | +5.7 |
| West Kowloon Highway | Section over Po Lun St | Mei Foo Sun Tsuen Phase 8 slip rds to & from Ngong Shuen Chau INT | 4092 | EX | C | 69,360 | 72,960 | +5.2 |
| West Kowloon Highway | Slip rd to Yau Ma Tei INT | Tung Kun St Ext | 3707 | UT | C | 43,090 * | 45,540 * | +5.7 |
| West Kowloon Highway | Slip rds to & from Lin Cheung Rd & Yau Ma Tei INT N/B ramp | Hing Wah St W | 3024 | EX | A | 70,420 | 88,660 | +25.9 |
| West Kowloon Highway | Tung Kun St Ext | Slip rds to & from Lin Cheung Rd | 3503 | UT | C | 32,090 * | 33,920 * | +5.7 |
| Western Harbour Crossing | Toll Plaza | South Portal | 1026 | UT | A | 50,770 | 68,560 | +35.0 |
| Western St | Des Voeux Rd W | Connaught Rd W | 1447 | DD | C | 15,090 * | 15,830 * | +4.9 |
| Western St | Des Voeux Rd W | Queen's Rd W | 1622 | DD | C | 13,920 * | 14,610 * | +4.9 |
| Whitty St | Des Voeux Rd W | Queen's Rd W | 1626 | DD | C | 2,410 * | 2,530 * | +4.9 |
| Wing Hing St | Electric Rd | King's Rd | 1611 | PD | C | 12,330 * | 12,690 * | +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 2023 as % of 2022 |
|-----------------------------|----------------------------------|-----------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Wing Hing St | Hing Fat St | Electric Rd | 1416 | PD | C | 10,600 * | 10,900 * | +2.9 |
| Wing Kei Rd | Wing Kin Rd | Kwai Hei St | 6645 | LD | C | 3,560 | 3,600 | +1.2 |
| Wing Lok St | Des Voeux Rd W | Bonham Strand | 1104 | LD | A | 3,450 | 3,340 | -3.1 |
| Wing Lok St | Morrison St | Des Voeux Rd C | 2402 | LD | B | 3,150 | 3,490 | +11.0 |
| Wing Ming St | Yu Chau W St | End | 4648 | LD | C | 1,880 | 1,980 | +5.8 |
| Wing Shun St | Ma Tau Pa Rd | Yi Hong St | 5260 | LD | C | 10,760 * | 10,260 | -4.6 |
| Wing Shun St | Yi Hong St | Kwai Yue St | 5271 | LD | C | 5,020 * | 5,100 | +1.6 |
| Wing Shun St | Yi Hong St | Texaco Rd slip rd | 5678 | LD | C | 9,240 * | 9,550 * | +3.4 |
| Wing Tai Rd | Chai Wan Rd | Shun Tai Rd | 1857 | DD | C | 35,130 | 35,900 * | +2.2 |
| Wing Tai Rd <FO> | Chai Wan Rd | Wing Tai Rd nr Tsui Wan Est | 1256 | LD | C | 27,200 * | 36,380 | +33.8 |
| Winslow St & underpass | Gillies Ave | Chatham Rd N | 3238 | PD | C | 9,220 * | 9,320 | +1.1 |
| Wo Chung St | Chatham Rd N | Fat Kwong St | 4037 | DD | C | 1,940 | 1,920 | -1.2 |
| Wo Hing Rd | UR nr Jockey Club Rd & Pak Wo Rd | Ming Yin Rd | 5302 | LD | C | 6,360 * | 6,580 | +3.4 |
| Wo Hop Shek INT ramps A & B | Jockey Club Rd | Jockey Club Rd | 5919 | PD | C | 19,000 | 20,180 * | +6.3 |
| Wo Hop Shek INT ramps C & D | Jockey Club Rd | Pak Wo Rd and Tai Po Rd - Fanling | 5674 | PD | C | 17,920 * | 19,040 * | +6.3 |
| Wo Tong Tsui St | Kwai Chung Rd | Kwai Hing Rd | 6045 | LD | C | 10,500 | 10,650 | +1.5 |
| Wo Tong Tsui St | Tai Wo Hau Rd | Kwai Hing Rd | 5850 | LD | C | 11,270 | 11,650 * | +3.4 |
| Wo Yi Hop Rd | Castle Peak Rd - Kwai Chung | Tai Loong St | 6023 | DD | C | 15,410 | 13,300 | -13.7 |
| Wo Yi Hop Rd | Cheung Wing Rd | Ngong Hom Rd | 5630 | DD | C | 22,820 * | 22,840 * | +0.1 |
| Wo Yi Hop Rd | Lei Muk Rd | Cheung Wing Rd | 5431 | DD | C | 27,980 * | 28,920 * | +3.4 |
| Wo Yi Hop Rd | Tai Loong St | Lei Muk Rd | 5225 | DD | C | 14,300 * | 16,910 | +18.3 |
| Wo Yi Hop Rd | Wo Yi Hop INT | Ngong Hom Rd | 5829 | DD | C | 17,810 | 17,830 * | +0.1 |
| Wo Yi Hop Rd INT | Sam Tung Uk Rd | Wo Yi Hop Rd | 5682 | DD | C | 19,970 * | 19,990 * | +0.1 |
| Woh Chai St | Nam Cheong St | Shek Kip Mei St | 3657 | DD | C | 8,200 * | 8,650 * | +5.5 |
| Woh Chai St | Tong Yam St | Shek Kip Mei St | 3848 | DD | C | 9,100 | 9,600 * | +5.5 |
| Wong Chu Rd | Lung Mun Rd | Hoi Wong Rd | 5613 | PD | C | 52,350 * | 55,620 * | +6.3 |
| Wong Chu Rd | Tuen Mun Rd | Hoi Wong Rd | 5612 | PD | C | 64,520 * | 68,560 * | +6.3 |
| Wong Chu Rd ramps C & D | Wong Chu Rd | Tuen Mun Rd | 5480 | PD | C | 30,550 * | 32,460 * | +6.3 |
| Wong Chu Rd W-B ramps A & B | Wong Chu Rd | Tsing Wun Rd and Lung Mun Rd | 5668 | PD | C | 12,080 * | 12,840 * | +6.3 |
| Wong Chuk Hang Rd | Nam Fung Rd | Shouson Hill Rd eastern junction | 1223 | PD | C | 15,930 * | 20,140 | +26.4 |
| Wong Chuk Hang Rd | Nam Long Shan Rd | Ap Lei Chau Bridge | 2022 | PD | C | 61,960 | 61,680 | -0.5 |
| Wong Chuk Hang Rd | Nam Long Shan Rd | Nam Fung Rd | 1010 | PD | A | 61,290 | 62,160 | +1.4 |

* 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 2023 as % of 2022 |
|--------------------------------|----------------------------------|----------------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Wong Chuk St | Cheung Sha Wan Rd | Lai Chi Kok Rd | 3675 | DD | C | 8,890 * | 9,410 * | +5.8 |
| Wong Chuk St | Cheung Sha Wan Rd | Tai Po Rd | 3863 | DD | C | 6,660 | 7,050 * | +5.8 |
| Wong Ma Kok Rd | Tung Tau Wan Rd | Restricted boundary | 2648 | LD | C | 3,510 | 3,500 | -0.3 |
| Wong Nai Chung Gap Rd | Stubbs Rd FO <H119> southern end | Repulse Bay Rd | 2202 | DD | B | 25,190 | 26,420 | +4.9 |
| Wong Nai Chung Gap Rd | Stubbs Rd RA | Stubbs Rd FO <H119> southern end | 1850 | DD | C | 25,980 | 26,270 * | +1.1 |
| Wong Nai Chung Rd | Leighton Rd | Sports Rd | 1435 | DD | C | 5,340 * | 5,460 * | +2.2 |
| Wong Nai Chung Rd | Queen's Rd E | Sing Woo Rd | 2034 | DD | C | 27,710 | 29,460 | +6.3 |
| Wong Nai Chung Rd | Sing Woo Rd | Broadwood Rd | 1234 | DD | C | 11,510 * | 11,160 | -3.0 |
| Wong Nai Chung Rd | Sports Rd | Broadwood Rd | 2050 | DD | C | 13,450 | 14,510 | +7.9 |
| Wong Tai Sin Rd & Fung Tak Rd | Ma Chai Hang Rd | Sheung Fung St | 3664 | DD | C | 13,750 * | 14,510 * | +5.5 |
| Wu Chui Rd | Lung Mun Rd | Wu Shan Rd | 6633 | LD | C | 8,190 | 9,280 | +13.3 |
| Wu Shan Rd | Lung Mun Rd | Wu King Rd | 5654 | LD | C | 7,380 * | 7,550 * | +2.4 |
| Wu Shan Rd | Wu King Rd | Wu Chui Rd | 6634 | LD | C | 11,090 | 11,580 | +4.4 |
| Wuhu St | Gillies Ave S | Chatham Rd N | 3448 | DD | C | 11,030 * | 11,670 * | +5.8 |
| Wuhu St | Ma Tau Wai Rd | Gillies Ave S | 3648 | DD | C | 13,300 * | 14,070 * | +5.8 |
| Wui Cheung Rd | Canton Rd | Wui Man Rd | 3280 | LD | C | 12,330 * | 12,820 | +4.0 |
| Wylie Rd | Gascoigne Rd | Princess Margaret Rd | 3645 | DD | C | 11,960 * | 12,620 * | +5.5 |
| Wylie Rd | Waterloo Rd | Princess Margaret Rd | 4033 | DD | C | 14,630 | 16,520 | +13.0 |
| Wyndham St | Lower Albert Rd | Arbuthnot Rd | 1455 | LD | C | 14,060 * | 14,750 * | +4.9 |
| Wyndham St | Queen's Rd C | Lower Albert Rd | 2210 | DD | B | 3,690 | 3,800 | +3.1 |
| Yan Fung St | Chatham Rd N | Fat Kwong St | 3244 | DD | C | 1,040 * | 1,310 | +26.5 |
| Yan King Rd & Kai King Rd | Po Lam Rd N | Po Fung Rd | 5664 | LD | C | 6,470 * | 6,480 * | +0.1 |
| Yan Po Rd | Tsz Tin Rd | Hing Kwai St | 6659 | LD | C | 10,720 | 12,160 | +13.5 |
| Yau King Lane | Lookout Link | End | 6652 | LD | C | 1,430 | 1,580 | +11.0 |
| Yau Tong Rd | Lei Yue Mun Rd | Cha Kwo Ling Rd | 4653 | LD | C | 7,440 | 7,820 | +5.1 |
| Yee King Rd & Lai Tak Tsuen Rd | Cloud View Rd | Tai Hang Rd | 2204 | DD | B | 9,490 | 9,320 | -1.8 |
| Yee Wo St | Pennington St | Tung Lo Wan Rd | 2016 | PD | C | 14,820 | 15,870 | +7.1 |
| Yen Chow St | Cheung Sha Wan Rd | Lai Chi Kok Rd | 3262 | DD | C | 19,070 * | 18,420 | -3.4 |
| Yen Chow St | Cheung Sha Wan Rd | Un Chau St | 3467 | DD | C | 23,100 * | 24,440 * | +5.8 |
| Yen Chow St | Hai Tan St | Lai Chi Kok Rd | 4057 | DD | C | 11,980 | 12,490 | +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 2023 as % of 2022 |
|-----------------------|--------------------------|------------------------|----------|-----------|-----------|----------|----------|-----------------------------|
| | | | | | | 2022 | 2023 | |
| Yen Chow St | Un Chau St | Castle Peak Rd | 3669 | DD | C | 17,460 * | 18,470 * | +5.8 |
| Yen Chow St W | Lin Cheung Rd | Sham Mong Rd | 3711 | LD | C | 5,840 * | 6,280 * | +7.5 |
| Yeung Uk Rd | Ma Tau Pa Rd | Chung On St | 5831 | DD | C | 25,540 | 26,400 * | +3.4 |
| Yeung Uk Rd | Tai Ho Rd | Chung On St | 6026 | DD | C | 24,460 | 24,570 | +0.5 |
| Yeung Uk Rd | Texaco Rd | Ma Tau Pa Rd | 5632 | DD | C | 21,200 * | 21,920 * | +3.4 |
| Yi Shing Square | Kong Pui St | Kong Pui St | 6618 | LD | C | 3,730 | 4,310 | +15.8 |
| Yi Tung Rd | Tung Chung Eastern INT | Ying Hei Rd | 5311 | LD | C | 12,970 | 16,500 | +27.2 |
| Yim Po Fong St | Shantung St | Argyle St | 3240 | DD | C | 20,730 * | 23,230 | +12.1 |
| Yim Po Fong St | Shantung St | Waterloo Rd | 4215 | DD | B | 18,190 | 22,380 | +23.0 |
| Ying Yip Rd | Po Ning Rd | Clear Water Bay Rd | 6224 | LD | B | - | 29,540 | - |
| Yiu Hing Rd | Sun Sing St | Wai Hang St | 2051 | LD | C | 3,460 | 4,010 | +16.0 |
| Yiu Wa St | Canal Rd E | Matheson St | 2649 | LD | C | 3,930 | 4,890 | +24.4 |
| Yu Chau St | Wong Chuk St | Yen Chow St | 4082 | LD | C | 7,840 | 8,210 | +4.6 |
| Yu Tung Rd | Shun Tung Rd | Chung Mun Rd | 5706 | DD | C | 25,390 | 28,540 | +12.4 |
| Yu Tung Rd | Shun Tung Rd | Tung Chung E INT | 5511 | DD | C | 21,540 | 23,560 | +9.3 |
| Yue Man Square | Tung Yan St | Hong Ning Rd | 3682 | DD | C | 5,670 * | 6,090 * | +7.5 |
| Yuen Long Highway | Nr Tsing Long Highway | Nr Shap Pat Heung INT | 5694 | EX | C | 63,230 * | 67,190 * | +6.3 |
| Yuen Long Highway | Shap Pat Heung INT | Tong Yan San Tsuen INT | 5894 | EX | C | 90,880 | 96,570 * | +6.3 |
| Yuen Long Highway | Tin Shui Wai West INT | Lam Tei INT | 5025 | EX | A | 109,410 | 116,440 | +6.4 |
| Yuen Long Highway | Tong Yan San Tsuen INT | Hung Tin Rd INT | 6095 | EX | C | 99,080 | 108,420 | +9.4 |
| Yuen Long Hong Lok Rd | Castle Peak Rd-Yuen Long | Kau Yuk Rd | 5459 | LD | C | 3,220 * | 3,300 * | +2.4 |
| Yuen Long Main Rd | Fung Cheung Rd | Yuen Long On Lok Rd | 5440 | DD | C | 46,240 * | 47,330 * | +2.4 |
| Yuen Long Main Rd | Kik Yeung Rd | Tai Tong Rd | 5838 | DD | C | 12,070 | 12,360 * | +2.4 |
| Yuen Long Main Rd | Ma Miu Rd | Kik Yeung Rd | 5639 | DD | C | 18,400 * | 18,830 * | +2.4 |
| Yuen Long Main Rd | Tai Tong Rd | Fung Cheung Rd | 6033 | DD | C | 23,310 | 24,670 | +5.8 |
| Yuen Long Main Rd | Yuen Long On Lok Rd | Tai Tong Rd | 5650 | DD | C | 24,210 * | 24,780 * | +2.4 |
| Yuen Long On Ning Rd | Kik Yeung Rd | Tai Kiu Rd | 5638 | DD | C | 13,470 * | 13,780 * | +2.4 |
| Yuen Long On Ning Rd | Ma Miu Rd | Kik Yeung Rd | 5441 | DD | C | 18,660 * | 19,100 * | +2.4 |
| Yuen Long On Ning Rd | Tai Kiu Rd | Wang Chau Rd | 5837 | DD | C | 9,290 | 9,510 * | +2.4 |
| Yuen Long On Ning Rd | Wang Chau Rd | Tai Cheung St | 6032 | DD | C | 13,430 | 13,640 | +1.6 |
| Yuen Shin Rd | Tolo Highway | Ting Kok Rd | 6057 | PD | C | 44,820 | 41,790 | -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 2023 as % of 2022 |
|-------------|----------------|-------------------------------|-------------|--------------|--------------|----------|----------|-----------------------------------|
| | | | | | | 2022 | 2023 | |
| Yuen Wo Rd | Fo Tan Rd | Sha Tin Rd | 5614 | PD | C | 15,870 * | 16,420 * | +3.5 |
| Yuen Wo Rd | Fo Tan Rd | Wo Che St | 5414 | PD | C | 19,330 * | 20,010 * | +3.5 |
| Yuen Wo Rd | Wo Che St | Sha Tin Rural Committee Rd | 5209 | PD | C | 18,420 * | 22,670 | +23.1 |
| Yuet Lun St | Lai Chi Kok Rd | Po Lun St | 4650 | LD | C | 2,440 | 2,350 | -3.5 |

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>1001, 1002, 1006, 1007, 1015, 1019, 1020, 1028, 1029, 1030, 1031, 1032 , 1104, 1108</p> <p>Coverage (B) Stations :</p> <p>2207, 2208, 2209, 2210, 2211, 2212, 2216, 2217, 2402, 2403, 2404, 2405, 2408</p> <p>Coverage (C) Stations :</p> <p>1206, 1207, 1208, 1210, 1211, 1215, 1225, 1226, 1227, 1230, 1231, 1232, 1235, 1248, 1251, 1252, 1257, 2001, 2002, 2003, 2008, 2010, 2011, 2013, 2014, 2015, 2016, 2018, 2024, 2026, 2027, 2028, 2030, 2032, 2033, 2045, 2048 2613, 2621, 2623, 2625, 2641, 2646, 2649</p> | 71 |
| Hong Kong Island Urban 2 (1) | <p>Core Stations :</p> <p>1003, 1004, 1005, 1008, 1009, 1010, 1012, 1013, 1016, 1017, 1024, 1027</p> <p>Coverage (B) Stations :</p> <p>2201, 2204, 2206, 2213, 2214, 2215</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, 1258, 2004, 2005, 2006, 2007, 2009, 2012, 2017, 2019, 2020, 2021, 2022, 2025, 2029, 2031, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2046, 2047, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2650, 2651, 2652, 2653, 2654</p> | 93 |

APPENDIX D (Cont'd)

| Group | Station No. | Total |
|--|--|-------|
| Hong Kong Island Urban 2 (2) | Core Stations : 1101, 1102, 1105, 1107, 1109 Coverage (B) Station : 2401, 2407 Coverage (C) 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 (B) Stations : 2202, 2203, 2205 Coverage (C) Stations : 1223, 1245, 1255, 2023, 2602, 2603, 2607, 2610, 2612, 2616, 2627, 2631, 2632, 2637, 2648 | 24 |
| Kowloon Urban I | Core Stations : 3004, 3006, 3009, 3010, 3012, 3014, 3015, 3102 Coverage (B) Stations : 4202, 4203, 4204, 4207, 4208, 4209, 4210, 4212, 4213, 4215, 4216, 4218, 4219, 4221, 4222, 4403, 4404 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, 3307, 4004, 4015, 4016, 4019, 4020, 4021, 4023, 4024, 4025, 4026, 4035, 4036, 4037, 4040, 4041, 4043, 4045, 4060, 4061, 4069, 4070, 4071, 4075, 4077, 4082, 4083, 4085, 4089, 4097, 4098, 4099, 4100, 4101, 4102, 4601, 4602, 4603, 4609, 4610, 4612, 4619, 4627, 4630, 4631, 4639, 4646, 4656, 4657 | 102 |

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,</p> <p>3103, 3104, 3106</p> <p>Coverage (B) Stations :</p> <p>4205, 4206, 4211, 4217,</p> <p>4401</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, 3244, 3246, 3249, 3252, 3253, 3254, 3256, 3264, 3265, 3269, 3270, 3272, 3277, 3278, 3280, 3281, 3283, 3284, 3288, 3305,</p> <p>4001, 4005, 4006, 4007, 4008, 4009, 4010, 4011, 4014, 4027, 4028, 4029, 4031, 4032, 4033, 4034, 4039, 4044, 4047, 4048, 4049, 4050, 4051, 4053, 4062, 4064, 4065, 4066, 4067, 4068, 4074, 4076, 4078, 4079, 4080, 4081, 4084, 4086,</p> <p>4604, 4605, 4608, 4613, 4614, 4615, 4616, 4618, 4620, 4621, 4624, 4626, 4634, 4635, 4636, 4638, 4642, 4645, 4651, 4653, 4654, 4655, 4658</p> | 124 |
| Kowloon Urban 3 | <p>Core Stations :</p> <p>3002, 3008, 3017, 3020, 3023, 3024, 3025, 3026, 3027,</p> <p>3101, 3105</p> <p>Coverage (B) Stations :</p> <p>4201, 4214, 4220</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, 3304, 3306,</p> <p>4002, 4003, 4012, 4013, 4017, 4018, 4022, 4030, 4042, 4046, 4052, 4054, 4055, 4056, 4057, 4058, 4059, 4063, 4073, 4090, 4091, 4092, 4094, 4095, 4096, 4103,</p> <p>4606, 4623, 4625, 4628, 4629, 4632, 4633, 4640, 4643, 4647, 4648, 4650, 4652</p> | 82 |

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, 5040, 5041, 5102, 5106, 5107</p> <p>Coverage (B) Stations :</p> <p>6206, 6210, 6211, 6213</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, 5302,</p> <p>6001, 6002, 6004, 6008, 6016, 6017, 6018, 6019, 6030, 6031, 6032, 6033, 6034, 6035, 6036, 6037, 6040, 6041, 6042, 6043, 6049, 6050, 6052, 6053, 6057, 6058, 6059, 6060, 6061, 6062, 6063, 6064, 6067, 6068, 6069, 6070, 6071, 6077, 6080, 6081, 6082, 6084, 6085, 6086, 6090, 6091, 6092, 6093, 6094, 6095, 6096, 6104, 6111, 6116, 6117,</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, 6653, 6654, 6655, 6657, 6658, 6659, 6660, 6661, 6662</p> | 152 |
| 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, 5039, 5042</p> <p>Coverage (B) Stations :</p> <p>6203, 6204, 6207, 6208, 6209, 6212, 6214, 6219, 6221</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,</p> <p>5511, 5705, 5706, 5709,</p> <p>6005, 6006, 6007, 6020, 6021, 6022, 6023, 6024, 6025, 6026, 6027, 6028, 6044, 6045, 6046, 6047, 6051, 6065, 6066, 6087, 6089, 6099, 6100, 6108, 6109, 6110, 6112, 6113, 6114, 6115, 6607, 6635, 6636, 6637, 6638, 6639, 6640, 6641, 6642, 6643, 6644, 6645, 6656</p> | 106 |

APPENDIX D (Cont'd)

| Group | Station No. | Total |
|---|--|-------|
| New Territories 3 (Tseung Kwan O, Sai Kung, Lantau Tai Wai, Shatin, Fo Tan & Ma On Shan) | Core Stations : 5002, 5005, 5015, 5017, 5020, 5021, 5022, 5023, 5024, 5037, 5043, 5101, 5103, 5104 Coverage (B) Stations : 6222, 6223, 6224, 6225, 6226 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, 5304, 5305, 5306, 5307, 5308, 5309, 5310, 6003, 6009, 6010, 6011, 6012, 6013, 6014, 6015, 6038, 6039, 6048, 6054, 6055, 6056, 6072, 6073, 6074, 6075, 6076, 6078, 6079, 6083, 6088, 6102, 6103, 6105, 6106, 6107, 6118, 6119, 6611, 6613, 6614, 6615, 6616, 6618, 6646, 6647, 6649, 6651 | 92 |
| Stations excluded from groups of counting stations | Core Stations : 1022, 1025, 1026 | 3 |

APPENDIX D (Cont'd)

2. Group Scaling Factors - Hong Kong Island Urban 1

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.274 | 0.970 | 0.953 | 0.952 | 0.955 | 0.928 | 1.023 |
| February | 1.281 | 0.966 | 0.943 | 0.943 | 0.933 | 0.922 | 1.016 |
| March | 1.276 | 0.967 | 0.946 | 0.932 | 0.931 | 0.907 | 1.016 |
| April | 1.302 | 0.965 | 0.942 | 0.939 | 0.926 | 0.905 | 1.029 |
| May | 1.286 | 0.965 | 0.945 | 0.924 | 0.927 | 0.915 | 1.015 |
| June | 1.276 | 0.960 | 0.943 | 0.938 | 0.925 | 0.902 | 1.019 |
| July | 1.310 | 0.989 | 0.974 | 0.961 | 0.955 | 0.937 | 1.045 |
| August | 1.298 | 0.989 | 0.971 | 0.961 | 0.947 | 0.929 | 1.039 |
| September | 1.269 | 0.957 | 0.940 | 0.934 | 0.921 | 0.911 | 1.001 |
| October | 1.271 | 0.960 | 0.943 | 0.936 | 0.931 | 0.915 | 1.021 |
| November | 1.252 | 0.960 | 0.941 | 0.936 | 0.926 | 0.901 | 0.993 |
| December | 1.226 | 0.950 | 0.926 | 0.926 | 0.916 | 0.901 | 0.975 |

3. Group Scaling Factors - Hong Kong Island Urban 2 (1)

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.096 | 0.996 | 0.997 | 0.983 | 0.968 | 0.950 | 0.962 |
| February | 1.123 | 1.000 | 0.988 | 0.979 | 0.972 | 0.950 | 0.965 |
| March | 1.111 | 0.999 | 0.985 | 0.974 | 0.968 | 0.946 | 0.967 |
| April | 1.130 | 1.005 | 0.986 | 0.974 | 0.974 | 0.947 | 0.967 |
| May | 1.126 | 1.005 | 0.994 | 0.986 | 0.975 | 0.945 | 0.971 |
| June | 1.114 | 0.993 | 0.983 | 0.976 | 0.972 | 0.943 | 0.967 |
| July | 1.140 | 1.022 | 1.014 | 1.007 | 1.000 | 0.976 | 0.987 |
| August | 1.142 | 1.030 | 1.022 | 1.011 | 1.005 | 0.981 | 0.995 |
| September | 1.111 | 0.994 | 0.978 | 0.973 | 0.970 | 0.941 | 0.959 |
| October | 1.108 | 0.998 | 0.989 | 0.985 | 0.975 | 0.947 | 0.959 |
| November | 1.098 | 0.989 | 0.975 | 0.965 | 0.966 | 0.938 | 0.958 |
| December | 1.088 | 0.979 | 0.966 | 0.953 | 0.948 | 0.921 | 0.945 |

APPENDIX D (Cont'd)

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

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.247 | 0.947 | 0.949 | 0.946 | 0.933 | 0.919 | 1.017 |
| February | 1.248 | 0.941 | 0.942 | 0.938 | 0.927 | 0.910 | 1.012 |
| March | 1.245 | 0.942 | 0.939 | 0.936 | 0.924 | 0.907 | 1.007 |
| April | 1.271 | 0.954 | 0.950 | 0.944 | 0.935 | 0.922 | 1.021 |
| May | 1.286 | 0.956 | 0.949 | 0.943 | 0.934 | 0.918 | 1.020 |
| June | 1.279 | 0.944 | 0.941 | 0.933 | 0.921 | 0.906 | 1.023 |
| July | 1.290 | 0.956 | 0.955 | 0.948 | 0.937 | 0.923 | 1.043 |
| August | 1.286 | 0.966 | 0.963 | 0.958 | 0.951 | 0.939 | 1.057 |
| September | 1.250 | 0.946 | 0.946 | 0.941 | 0.938 | 0.924 | 1.029 |
| October | 1.229 | 0.953 | 0.958 | 0.957 | 0.949 | 0.931 | 1.022 |
| November | 1.248 | 0.951 | 0.959 | 0.946 | 0.944 | 0.925 | 1.024 |
| December | 1.266 | 0.946 | 0.953 | 0.949 | 0.937 | 0.922 | 1.025 |

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

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.034 | 1.039 | 1.036 | 1.015 | 1.005 | 0.963 | 0.930 |
| February | 1.004 | 1.029 | 1.024 | 0.997 | 0.992 | 0.948 | 0.925 |
| March | 0.979 | 1.029 | 1.022 | 1.001 | 0.997 | 0.953 | 0.903 |
| April | 0.974 | 1.025 | 1.013 | 0.996 | 0.992 | 0.950 | 0.901 |
| May | 0.975 | 1.043 | 1.030 | 1.029 | 1.015 | 0.960 | 0.902 |
| June | 0.999 | 1.043 | 1.031 | 1.032 | 1.016 | 0.960 | 0.925 |
| July | 1.007 | 1.060 | 1.044 | 1.040 | 1.034 | 0.980 | 0.959 |
| August | 1.020 | 1.066 | 1.054 | 1.048 | 1.041 | 0.998 | 0.987 |
| September | 1.034 | 1.035 | 1.027 | 1.012 | 1.009 | 0.964 | 0.958 |
| October | 1.037 | 1.039 | 1.033 | 1.021 | 1.019 | 0.964 | 0.948 |
| November | 1.033 | 1.044 | 1.032 | 1.018 | 1.018 | 0.959 | 0.945 |
| December | 1.023 | 1.032 | 1.021 | 1.011 | 1.000 | 0.948 | 0.930 |

APPENDIX D (Cont'd)

6. Group Scaling Factors - Kowloon Urban 1

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.240 | 1.023 | 1.001 | 1.006 | 0.988 | 0.986 | 1.032 |
| February | 1.231 | 1.022 | 1.011 | 1.019 | 1.015 | 0.988 | 1.017 |
| March | 1.242 | 1.021 | 1.014 | 1.020 | 1.010 | 0.983 | 1.023 |
| April | 1.195 | 1.010 | 0.989 | 0.997 | 0.996 | 0.972 | 0.988 |
| May | 1.182 | 1.009 | 0.979 | 0.978 | 0.979 | 0.951 | 0.987 |
| June | 1.150 | 0.960 | 0.951 | 0.948 | 0.946 | 0.920 | 0.950 |
| July | 1.138 | 0.981 | 0.950 | 0.948 | 0.942 | 0.918 | 0.952 |
| August | 1.138 | 0.975 | 0.954 | 0.941 | 0.967 | 0.919 | 0.947 |
| September | 1.144 | 0.971 | 0.941 | 0.943 | 0.938 | 0.915 | 0.947 |
| October | 1.165 | 0.961 | 0.943 | 0.948 | 0.943 | 0.911 | 0.944 |
| November | 1.151 | 0.961 | 0.936 | 0.944 | 0.935 | 0.907 | 0.933 |
| December | 1.160 | 0.960 | 0.947 | 0.945 | 0.942 | 0.912 | 0.934 |

7. Group Scaling Factors - Kowloon Urban 2

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.132 | 1.046 | 1.028 | 1.028 | 1.011 | 0.984 | 0.987 |
| February | 1.160 | 1.047 | 1.026 | 1.025 | 1.015 | 0.988 | 1.001 |
| March | 1.150 | 1.055 | 1.028 | 1.024 | 1.011 | 0.988 | 1.008 |
| April | 1.127 | 1.027 | 1.004 | 1.007 | 0.998 | 0.971 | 0.967 |
| May | 1.101 | 1.020 | 0.994 | 0.998 | 0.987 | 0.958 | 0.966 |
| June | 1.115 | 1.013 | 0.991 | 0.991 | 0.985 | 0.952 | 0.968 |
| July | 1.109 | 1.021 | 0.995 | 0.993 | 0.989 | 0.962 | 0.955 |
| August | 1.118 | 1.026 | 1.001 | 1.001 | 0.997 | 0.977 | 0.978 |
| September | 1.050 | 0.960 | 0.942 | 0.942 | 0.933 | 0.909 | 0.909 |
| October | 1.084 | 0.974 | 0.951 | 0.957 | 0.952 | 0.918 | 0.927 |
| November | 1.068 | 0.965 | 0.952 | 0.945 | 0.950 | 0.915 | 0.936 |
| December | 1.062 | 0.965 | 0.946 | 0.950 | 0.943 | 0.918 | 0.914 |

APPENDIX D (Cont'd)

8. Group Scaling Factors - Kowloon Urban 3

| Day Month | Sun. | Mon. | Tue. | Wed. | Thu. | Fri. | Sat. |
|--------------|-------|-------|-------|-------|-------|-------|-------|
| January | 1.275 | 0.961 | 0.952 | 0.938 | 0.940 | 0.919 | 0.978 |
| February | 1.279 | 0.965 | 0.951 | 0.946 | 0.947 | 0.920 | 1.009 |
| March | 1.309 | 0.983 | 0.962 | 0.960 | 0.950 | 0.929 | 1.017 |
| April | 1.274 | 0.959 | 0.949 | 0.940 | 0.935 | 0.910 | 0.993 |
| May | 1.309 | 0.964 | 0.940 | 0.942 | 0.930 | 0.902 | 1.016 |
| June | 1.291 | 0.953 | 0.941 | 0.932 | 0.930 | 0.914 | 1.013 |
| July | 1.315 | 0.963 | 0.947 | 0.940 | 0.936 | 0.907 | 1.000 |
| August | 1.306 | 0.968 | 0.947 | 0.939 | 0.943 | 0.918 | 1.014 |
| September | 1.278 | 0.955 | 0.937 | 0.934 | 0.927 | 0.898 | 0.998 |
| October | 1.314 | 0.966 | 0.957 | 0.948 | 0.944 | 0.902 | 1.006 |
| November | 1.287 | 0.965 | 0.942 | 0.943 | 0.935 | 0.904 | 0.994 |
| December | 1.278 | 0.953 | 0.941 | 0.938 | 0.934 | 0.896 | 0.994 |

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 | 1.204 | 1.019 | 1.007 | 1.003 | 0.993 | 0.976 | 0.992 |
| February | 1.207 | 1.017 | 1.006 | 1.002 | 0.994 | 0.969 | 0.991 |
| March | 1.198 | 1.004 | 0.988 | 0.986 | 0.978 | 0.956 | 0.974 |
| April | 1.196 | 0.997 | 0.979 | 0.976 | 0.973 | 0.946 | 0.970 |
| May | 1.195 | 0.995 | 0.978 | 0.982 | 0.971 | 0.951 | 0.960 |
| June | 1.190 | 0.993 | 0.979 | 0.982 | 0.976 | 0.955 | 0.966 |
| July | 1.160 | 0.979 | 0.973 | 0.965 | 0.964 | 0.941 | 0.950 |
| August | 1.180 | 0.999 | 0.981 | 0.980 | 0.980 | 0.962 | 0.963 |
| September | 1.142 | 0.971 | 0.954 | 0.956 | 0.944 | 0.927 | 0.933 |
| October | 1.146 | 0.967 | 0.954 | 0.956 | 0.950 | 0.929 | 0.930 |
| November | 1.137 | 0.963 | 0.951 | 0.946 | 0.939 | 0.922 | 0.925 |
| December | 1.129 | 0.959 | 0.945 | 0.941 | 0.935 | 0.913 | 0.917 |

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 | 1.241 | 1.035 | 1.034 | 1.019 | 1.010 | 0.968 | 1.002 |
| February | 1.260 | 1.033 | 1.024 | 1.007 | 1.006 | 0.969 | 1.012 |
| March | 1.229 | 1.009 | 1.005 | 0.998 | 0.990 | 0.953 | 0.990 |
| April | 1.233 | 0.999 | 0.998 | 0.984 | 0.987 | 0.943 | 1.003 |
| May | 1.226 | 1.006 | 1.000 | 0.991 | 0.985 | 0.947 | 0.992 |
| June | 1.200 | 0.978 | 0.976 | 0.968 | 0.968 | 0.928 | 0.973 |
| July | 1.166 | 0.966 | 0.956 | 0.945 | 0.945 | 0.913 | 0.950 |
| August | 1.185 | 0.975 | 0.966 | 0.961 | 0.961 | 0.939 | 0.973 |
| September | 1.168 | 0.956 | 0.944 | 0.943 | 0.937 | 0.902 | 0.946 |
| October | 1.165 | 0.958 | 0.953 | 0.947 | 0.946 | 0.905 | 0.939 |
| November | 1.143 | 0.950 | 0.946 | 0.939 | 0.931 | 0.894 | 0.932 |
| December | 1.123 | 0.927 | 0.925 | 0.919 | 0.911 | 0.876 | 0.911 |

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 | 1.073 | 0.976 | 0.971 | 0.957 | 0.952 | 0.924 | 0.909 |
| February | 1.132 | 0.998 | 0.990 | 0.982 | 0.976 | 0.945 | 0.954 |
| March | 1.147 | 1.002 | 0.988 | 0.983 | 0.977 | 0.946 | 0.958 |
| April | 1.155 | 1.006 | 0.995 | 0.989 | 0.977 | 0.953 | 0.964 |
| May | 1.171 | 1.007 | 1.003 | 0.996 | 0.985 | 0.955 | 0.959 |
| June | 1.170 | 1.003 | 0.996 | 0.992 | 0.987 | 0.952 | 0.972 |
| July | 1.142 | 1.003 | 0.994 | 0.982 | 0.980 | 0.947 | 0.951 |
| August | 1.162 | 1.028 | 1.014 | 1.004 | 1.003 | 0.971 | 0.977 |
| September | 1.114 | 0.988 | 0.973 | 0.968 | 0.964 | 0.932 | 0.929 |
| October | 1.129 | 1.001 | 0.990 | 0.982 | 0.977 | 0.943 | 0.945 |
| November | 1.130 | 1.000 | 0.988 | 0.978 | 0.973 | 0.938 | 0.946 |
| December | 1.121 | 0.987 | 0.976 | 0.963 | 0.960 | 0.924 | 0.931 |

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 17/20 ¹ 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 17/20 ¹ 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 17/20 ¹ seats, not including franchised buses operated by New World First Bus Services Ltd ² ., Citybus Ltd., Kowloon Motor Bus Co., (1933), Long Win Bus Co., Ltd. or New Lantao Bus Co. (1973) Ltd. |

¹ The maximum seating capacity of light buses (including both public light buses and private light buses) were increased from 16 to 19 on 7 July 2017 after the enactment of Road Traffic (Amendment) Ordinance 2017.

² The Citybus Limited and New World First Bus were merged on 1 July 2023, forming the new franchise, Citybus Limited.

| | |
|-----------------------|---|
| Franchised Bus (S.D.) | - A single-decked bus operated by New World First Bus Services Ltd ² , 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 ² , 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. |

² The Citybus Limited and New World First Bus were merged on 1 July 2023, forming the new franchise, Citybus Limited.

APPENDIX G

ROAD CLASSIFICATION SYSTEM

| Classification | Function | Standard | Traffic Management |
|--------------------------|--|--|--|
| Expressway | <p>Connects the main centres of population and activities and are designated under the road traffic (expressway) regulations</p> <p>Similar in function to trunk roads and some primary distributors</p> | Roads with access only at widely spaced grade-separated junctions, a nearside hard shoulder on all sections | 24 hour stopping restrictions. |
| 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. |

| Classification | Function | Standard | Traffic Management |
|-----------------------|---|--|---------------------------|
| 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) | 11 | 8.02 |
| | Urban Trunk Road (UT) | 27 | 24.15 |
| | Primary Distributor (PD) | 132 | 56.86 |
| | District Distributor (DD) | 142 | 81.70 |
| | Local Distributor (LD) | 371 | 133.31 |
| | Sub-total | | 304.04 |
| Minor | District Distributor (DD) | 1 | 0.18 |
| | Local Distributor (LD) | 368 | 95.29 |
| | Sub-total | | 95.47 |
| Total Covered by Census | | | 399.51 |

APPENDIX H (Cont'd)

Kowloon:

| Road Network | Road Type | Road Link | Trafficable Length (km) |
|-------------------------|---------------------------|-----------|-------------------------|
| Major | Expressway (EX) | 10 | 13.72 |
| | Urban Trunk Road (UT) | 57 | 36.74 |
| | Primary Distributor (PD) | 194 | 66.48 |
| | District Distributor (DD) | 259 | 97.40 |
| | Local Distributor (LD) | 505 | 149.43 |
| | Sub-total | | 363.76 |
| Minor | District Distributor (DD) | 1 | 0.02 |
| | Local Distributor (LD) | 319 | 69.79 |
| | | Sub-total | 69.81 |
| Total Covered by Census | | | 433.58 |

New Territories :

| Road Network | Road Type | Road Link | Trafficable Length (km) |
|-------------------------|---------------------------|-----------|-------------------------|
| Major | Expressway (EX) | 74 | 147.74 |
| | Urban Trunk Road (UT) | 26 | 48.00 |
| | Primary Distributor (PD) | 145 | 89.66 |
| | District Distributor (DD) | 262 | 136.28 |
| | Local Distributor (LD) | 342 | 217.62 |
| | Rural Trunk Road (RT) | 12 | 27.40 |
| | Rural Road (RR) | 58 | 187.69 |
| | Sub-total | | 854.38 |
| Minor | District Distributor (DD) | 4 | 1.34 |
| | Local Distributor (LD) | 659 | 234.22 |
| | Rural Road (RR) | 44 | 27.53 |
| | Sub-total | | 263.08 |
| Total Covered by Census | | | 1117.47 |

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 (2023 to 2027)</u> | <u>Road Network</u> |
|---|--|--|-------------------------|
| 1001 – 1032 *1101 – 1105 *1107 – 1109 | Core (A) | Every year | Major |
| 1202 – 1223 1225 – 1258 | Coverage (C) | 2023 & 2024 | Major |
| 1402 – 1464 | Coverage (C) | 2024 & 2025 | Major |
| 1601 – 1640 1642 – 1644 1646 – 1647 | Coverage (C) | 2025 & 2026 | Major |
| 1801 – 1817 1819 – 1865 | Coverage (C) | 2026 & 2027 | Major |
| 2001 – 2054 | Coverage (C) | 2023 & 2027 | Major |
| *2055 | Coverage (C) | 2023 & 2027 | Minor |
| 2201 – 2217 *2401 – 2405 *2407 – 2408 | Coverage (B) (at Cordon/Screenline) | Every year | Major |
| *2601 *2604 *2607 – 2610 *2612 – 2614 *2617 *2620 – 2621 *2623 *2625 – 2626 *2633 – 2634 *2636 *2639 *2643 *2645 – 2646 *2650 – 2654 | Coverage (C) | Every year | Major |

* Road network type updated.

APPENDIX I (Cont'd)

Hong Kong Island :

| <u>Station No.</u> | <u>Station Type</u> | <u>Year of Survey</u> <u>(2023 to 2027)</u> | <u>Road</u> <u>Network</u> |
|--------------------|---------------------|--|-------------------------------|
| 2602 – 2603 | Coverage (C) | Every year | Minor |
| 2605 – 2606 | | | |
| 2615 – 2616 | | | |
| 2618 | | | |
| 2624 | | | |
| 2627 – 2628 | | | |
| 2630 – 2632 | | | |
| 2635 | | | |
| 2637 – 2638 | | | |
| 2641 – 2642 | | | |
| 2648 – 2649 | | | |

APPENDIX I (Cont'd)

Kowloon :

| <u>Station No.</u> | <u>Station Type</u> | <u>Year of Survey (2023 to 2027)</u> | <u>Road Network</u> |
|--|--|--|-------------------------|
| 3001 – 3027 *3101 – 3106 | Core (A) | Every year | Major |
| 3201 – 3266 3268 – 3270 3272 – 3291 3293 3295 – 3299 3301 – 3307 | Coverage (C) | 2023 & 2024 | Major |
| 3401 – 3492 3494 – 3499 3501 – 3505 | Coverage (C) | 2024 & 2025 | Major |
| 3601 – 3622 3624 – 3632 3634 – 3684 3686 – 3692 3694 3697 – 3708 3710 – 3712 | Coverage (C) | 2025 & 2026 | Major |
| *3696 | Coverage (C) | 2025 & 2026 | Minor |
| 3801 – 3856 3858 – 3867 3869 – 3871 3873 – 3902 | Coverage (C) | 2026 & 2027 | Major |
| 4001 – 4037 4039 – 4071 4073 – 4079 4081 – 4086 4089 – 4092 4094 – 4103 | Coverage (C) | 2023 & 2027 | Major |
| *4080 | Coverage (C) | 2023 & 2027 | Minor |
| 4201 – 4222 *4401 *4403 – 4404 | Coverage (B) (at Cordon/Screenline) | Every year | Major |

* Road network type updated.

APPENDIX I (Cont'd)

Kowloon :

| <u>Station No.</u> | <u>Station Type</u> | <u>Year of Survey (2023 to 2027)</u> | <u>Road Network</u> |
|--|---------------------|--|-------------------------|
| *4603 – 4604 *4606 *4608 *4610 *4612 – 4615 *4620 – 4621 *4623 – 4626 *4628 – 4632 *4636 *4638 *4640 *4643 *4645 – 4647 *4650 – 4656 *4658 | Coverage (C) | Every year | Major |
| 4601 – 4602 4605 4609 4616 4618 – 4619 4627 4633 – 4635 4639 4642 4648 4657 | Coverage (C) | Every year | Minor |

* Road network type updated.

APPENDIX I (Cont'd)

New Territories :

| <u>Station No.</u> | <u>Station Type</u> | <u>Year of Survey (2023 to 2027)</u> | <u>Road Network</u> |
|--|---------------------|--|-------------------------|
| 5001 – 5027 5029 – 5043 | Core (A) | Every year | Major |
| 5101 – 5102 | Core (A) | Every year | Minor |
| *5103 – 5104 *5106 – 5107 | Core (A) | Every year | Major |
| 5201 – 5273 5275 – 5298 | Coverage (C) | 2023 & 2024 | Major |
| 5300 | Coverage (C) | Every year | Major |
| 5302 | Coverage (C) | 2023 & 2024 | Major |
| 5303 | Coverage (C) | Every year | Major |
| 5304 – 5309 | Coverage (C) | 2023 & 2024 | Major |
| 5311 | Coverage (C) | Every year | Major |
| 5312 | Coverage (C) | 2023 & 2024 | Major |
| *5274 *5310 | Coverage (C) | 2023 & 2024 | Minor |
| 5402 – 5411 5413 – 5424 5426 – 5453 5455 – 5459 5461 – 5467 5469 – 5477 5479 – 5481 5483 – 5487 5489 – 5490 5492 – 5510 | Coverage (C) | 2024 & 2025 | Major |
| 5511 | Coverage (C) | Every year | Major |
| 5512 – 5514 5516 – 5518 | Coverage (C) | 2024 & 2025 | Major |
| *5482 *5488 *5491 *5515 | Coverage (C) | 2024 & 2025 | Minor |
| 5601 – 5623 5625 – 5661 5663 – 5671 | Coverage (C) | 2025 & 2026 | Major |

* Road network type updated.

APPENDIX I (Cont'd)

New Territories :

| <u>Station No.</u> | <u>Station Type</u> | <u>Year of Survey (2023 to 2027)</u> | <u>Road Network</u> |
|--|--|--|-------------------------|
| 5673 – 5676 5678 – 5683 5685 – 5704 | Coverage (C) | 2025 & 2026 | Major |
| 5705 – 5706 5707 – 5711 5713 – 5715 | Coverage (C) | Every year 2025 & 2026 | Major |
| *5712 5801 – 5850 5852 – 5870 5872 – 5878 5880 – 5881 5883 – 5887 5889 – 5900 5902 – 5904 | Coverage (C) | 2025 & 2026 2026 & 2027 | Minor Major |
| 5905 5906 – 5907 5909 – 5919 | Coverage (C) | Every year 2026 & 2027 | Major |
| *5851 *5882 | Coverage (C) | 2026 & 2027 | Minor |
| 6001 – 6028 6030 – 6069 6071 – 6096 6099 – 6100 6102 – 6119 | Coverage (C) | 2023 & 2027 | Major |
| *6070 6203 – 6204 6206 – 6214 6219 6221 – 6226 | Coverage (C) Coverage (B) (at Cordon/Screenline) | 2023 & 2027 Every year | Minor Major |

* Road network type updated.

APPENDIX I (Cont'd)

New Territories :

| <u>Station No.</u> | <u>Station Type</u> | <u>Year of Survey (2023 to 2027)</u> | <u>Road Network</u> |
|--------------------|---------------------|--|-------------------------|
| *6601 – 6603 | Coverage (C) | Every year | Major |
| *6605 – 6606 | | | |
| *6608 | | | |
| *6617 | | | |
| *6619 – 6621 | | | |
| *6624 | | | |
| *6627 – 6629 | | | |
| *6631 – 6638 | | | |
| *6641 – 6642 | | | |
| *6644 | | | |
| *6651 | | | |
| *6653 | | | |
| *6656 – 6659 | | | |
| 6604 | Coverage (C) | Every year | Minor |
| 6607 | | | |
| 6611 | | | |
| 6613 – 6616 | | | |
| 6618 | | | |
| 6622 | | | |
| 6625 – 6626 | | | |
| 6639 – 6640 | | | |
| 6643 | | | |
| 6645 – 6647 | | | |
| 6649 | | | |
| 6652 | | | |
| 6654 – 6655 | | | |
| 6660 – 6662 | | | |

* Road network type updated.

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 *Comprehensive Transport Study* (CTS) 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 month | Daily & hourly directional flows |
| Coverage (B) at Cordon/ Screenline | Recording | 1 week | Daily & hourly directional flows |
| Coverage (C) not at Cordon/ Screenline | Recording or non-recording | 1 weekday (Monday-to-Friday) | 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 I](#).

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 3 core stations, all of them are considered to possess traffic characteristics different from the rest, in the grouping of road links for 2023. These stations are situated at Cross Harbour Tunnel ([Station No. 1022](#)), Eastern Harbour Crossing ([Station No. 1025](#)), Western Harbour Crossing ([Station No. 1026](#)). Cluster analysis was carried out for the remaining 118 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 with 105% and 96% respectively, 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 79% 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 (1)

This group includes 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 with both area 102% 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 (2)

This group covers the same geographical location as the above group. 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 99% 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 these road links relative to the above group 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. On weekdays, the road links are mainly used for work trips but to a lesser extent compared with the recreational trips on Saturdays. As such, the average daily flows on Saturdays are about 105% of the A.A.D.T., while those on weekdays and Sunday are only about 100% and 95% of the A.A.D.T. respectively.

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% and 101% of the A.A.D.T. respectively. The daily flows on Sundays are comparatively lower, being about 84% 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 102% and 103% of the A.A.D.T. respectively while they are only about 86% 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 103% 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 81% 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 Kowloon Urban 2 group, the weekday and Saturday daily flows are 103% and 104% of the A.A.D.T. respectively while the Sunday daily flows are 82% 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 3.1% and 3.3% respectively, and those on Sundays are 81% of the A.A.D.T.

(c) New Territories 3 (Tseung Kwan O, Sai Kung, Lantau Island, Tai Wai, Shatin, Fo Tan & Ma On Shan)

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 are 106% of the A.A.D.T. and those on weekdays are slightly higher than the A.A.D.T. by 1.34%. and on Sundays are 88% of the A.A.D.T.

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. The surveys are conducted in accordance with *Transport Planning and Design Manual* Volume 8 Chapter 2, Clause 2.6.6.

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 2023, 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 | $\pm 2\%$ - $\pm 3\%$ | $\pm 2\%$ - $\pm 5\%$ | $\pm 5\%$ - $\pm 10\%$ |
| 2. Hong Kong Island Urban 2 (1) | $\pm 2\%$ - $\pm 3\%$ | $\pm 3\%$ - $\pm 4\%$ | $\pm 5\%$ - $\pm 7\%$ |
| 3. Hong Kong Island Urban 2 (2) | $\pm 5\%$ - $\pm 9\%$ | $\pm 6\%$ - $\pm 11\%$ | $\pm 24\%$ - $\pm 31\%$ |
| 4. Hong Kong Island Remote and Recreational | $\pm 5\%$ - $\pm 10\%$ | $\pm 4\%$ - $\pm 8\%$ | $\pm 13\%$ - $\pm 17\%$ |
| 5. Kowloon Urban 1 | $\pm 2\%$ - $\pm 4\%$ | $\pm 2\%$ - $\pm 9\%$ | $\pm 3\%$ - $\pm 9\%$ |
| 6. Kowloon Urban 2 | $\pm 3\%$ - $\pm 5\%$ | $\pm 4\%$ - $\pm 5\%$ | $\pm 5\%$ - $\pm 7\%$ |
| 7. Kowloon Urban 3 | $\pm 2\%$ - $\pm 4\%$ | $\pm 4\%$ - $\pm 6\%$ | $\pm 11\%$ - $\pm 16\%$ |
| 8. New Territories 1 (Tuen Mun, Yuen Long, Tin Shui Wai, Sheung Shui, Fanling & Tai Po) | $\pm 1\%$ - $\pm 6\%$ | $\pm 1\%$ - $\pm 7\%$ | $\pm 5\%$ - $\pm 10\%$ |
| 9. New Territories 2 (Kwai Chung, Tsuen Wan, Tsing Yi & Chek Lap Kok) | $\pm 2\%$ - $\pm 5\%$ | $\pm 2\%$ - $\pm 6\%$ | $\pm 5\%$ - $\pm 7\%$ |
| 10. New Territories 3 (Tseung Kwan O, Sai Kung, Lantau Island, Tai Wai, Shatin, Fo Tan & Ma On Shan) | $\pm 2\%$ - $\pm 3\%$ | $\pm 2\%$ - $\pm 5\%$ | $\pm 4\%$ - $\pm 6\%$ |

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 | 5 457 603 |
| | Minor | 244 478 |
| <i>Sub-total</i> | | 5 702 081 |
| Kowloon | Major | 8 484 958 |
| | Minor | 178 085 |
| <i>Sub-total</i> | | 8 663 044 |
| New Territories | Major | 24 774 012 |
| | Minor | 1 029 548 |
| <i>Sub-total</i> | | 25 803 560 |
| Total | | 40 168 684 |

The 95% error margin for the whole territory is within an acceptable level, being 8.4% 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 8.6% of the average daily vehicle-kilometre while that for the whole minor road network is about 40.8%. 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 | 16CAB1 | Jan - Dec 2015 |
| 70 | Jan - Jun 1970 | 17CAB1 | Jan - Dec 2016 |
| 71 | Jul - Dec 1970 | 18CAB1 | Jan - Dec 2017 |
| 72 | Jan - Dec 1970 | 19CAB1 | Jan - Dec 2018 |
| 91 | Jan - Dec 1971 | 20CAB1 | Jan - Dec 2019 |
| 114 | Jan - Dec 1972 | 21CAB1 | Jan - Dec 2020 |
| 144 | Jan - Dec 1973 | 22CAB1 | Jan - Dec 2021 |
| 187 | Jan - Dec 1974 | 23CAB1 | Jan - Dec 2022 |
| 236 | Jan - Dec 1975 | 24CAB1 | Jan - Dec 2023 |
| 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 – Statistics Section, 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 |