THE ANNUAL TRAFFIC CENSUS 2024



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-2024-

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TRAFFIC SURVEY AND SUPPORT DIVISION AUGUST 2026

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SUMMARY

During the year 2024, the annual average daily traffic (A.A.D.T.) in the territory showed the following changes as compared with that of 2023:

General

There were 808 771 vehicles licensed in Hong Kong at the end of 2024, representing a decrease of 0.8% when compared with the corresponding figure in 2023. This total accounted for 89.4% of the number of registered vehicles. The highest percentage increase was found in government vehicle, with a growth of 1.0%. There were 578 001 private cars licensed at the end of 2024. The number of franchised buses licensed was 5 870, a decrease of 0.5% over 2023. The total number of goods vehicles licensed in 2024 was 111 777, showing a decrease of 5.1% over 2023.

During the year, road travel in the territory amounted to 39.69 million vehicle-kilometres per day. Of this total, 5.46 million vehicle-kilometres occurred on Hong Kong Island, while 9.01 million vehicle-kilometres and 25.22 million vehicle-kilometres occurred in Kowloon and the New Territories respectively. The average kilometrage per day per licensed vehicle was 48.94 km.

Hong Kong Island

Traffic flows across the External Cordon (urban area boundary) showed a decrease of 0.7% and the Internal Cordon (enclosing the Central District) showed an increase of 4.5%. Traffic flows across screenline F-F (at the eastern end of Central District) on Hong Kong Island showed an increase of 5.5%. However, screenline G-G (located at the eastern end of Causeway Bay), screenline H-H (separating the peak from the rest of Hong Kong Island) and screenline I-I (between Shau Kei Wan and Chai Wan) showed decreases of 0.2%, 7.8% and 2.1% in traffic flow respectively.

Kowloon

The survey indicated an increase in traffic bisecting the Kowloon Peninsula in the east-west direction. The traffic flows across the External Cordon (between Kowloon and the New Territories), screenline C-C and screenline K-K (at the western end of Kwun Tong) showed increases of 1.6%, 2.3% and 3.7% in traffic flow respectively. However, screenline A-A (along the Urban Railway Line) showed a decrease of 1.5% in traffic flows.

Between Hong Kong and Kowloon

Average daily vehicular traffic crossing the harbour increased by 4.0%. Of all the vehicles crossing the harbour, 36.3% used the Cross Harbour Tunnel, 26.3% used the Eastern Harbour Crossing and 37.3% used the Western Harbour Crossing, while the remaining 0.03% used vehicular ferry service by Hongkong & Yaumati Ferry.

The New Territories

Traffic flows across the Tsing Yi Extermal Cordon (Tsing Yi area boundary), Lantau External Cordon (separating Lantau from the New Territories), Shatin External Cordon (separating Shatin from the New Territories), and Tseung Kwan O External Cordon (separating Tseung Kwan O from the New Territories) showed increases of 5.4%, 15.8%, 0.5% and 2.4% respectively. However, Ma On Shan External Cordon showed a decrease of 2.3% in traffic flows. Traffic flows across screenlines R-R, S-S, T-T and Y-Y in the territory showed 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 and Yuen Long, and screenline Y-Y between Tuen Mun and Yuen Long showed increases of 0.7%, 4.9%, 6.8% and 3.4% in traffic flows respectively.

Between Kowloon and the New Territories

Vehicular traffic flows between Kowloon and the New Territories increased by 1.9% 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 1.7%. In the west, an increase of 3.0% 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 a decrease of 0.3%.

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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 2024.

1.4 The statistical methods employed in the new methodology enable the computation of error margins for the various estimates of traffic flows. A 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 the 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 the *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 the *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 A 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 a map.

CHAPTER 2 COVERAGE OF THE CENSUS

2.1 DISTRIBUTION AND LENGTH OF TRAFFICABLE ROADS

The census covers the whole territory. Of the 2 241 km of trafficable roads, 1 952 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 - 2024

District	Total in District (km)	Total Covered By Census (km)	Proportion Covered
Hong Kong Island	449.99	399.10	88.7%
Kowloon	482.45	434.27	90.0%
New Territories	1,308.89	1,118.69	85.5%
Total	**2,241.33**	**1,952.06**	**87.1%**

The proportions of trafficable roads covered on Hong Kong Island, in Kowloon and in the New Territories for the year 2024 were 88.7%, 90.0% and 85.5% respectively. The above table showed that a decrease of 0.2% in coverage on Hong Kong Island and Kowloon and an increase of 0.1% in coverage of the New Territories over last year.

2.2 DISTRIBUTION OF COUNTING STATIONS

A total of 892 counting stations were surveyed in the census in 2024, of which 230 were on Hong Kong Island, 314 in Kowloon and the remaining 348 in the New Territories. This represents 52.7% of the total number of counting

stations in the whole territory. The distribution and proportions of counting stations surveyed in 2024 in various districts are shown in the following tables.

Distribution of Counting Stations
Included in the Traffic Census – 2024

District	Type of Station	Road Network		Total
		Major	Minor	
Hong Kong Island	Core (A)	40	-	40
	Coverage (B)	24	-	24
	Coverage (C)	146	20	166
	Sub-total	**210**	**20**	**230**
Kowloon	Core (A)	33	-	33
	Coverage (B)	25	-	25
	Coverage (C)	241	15	256
	Sub-total	**299**	**15**	**314**
New Territories	Core (A)	49	2	51
	Coverage (B)	18	-	18
	Coverage (C)	249	30	279
	Sub-total	**316**	**32**	**348**
Total		**825**	**67**	**892**

Proportion of Counting Stations
Surveyed in the Traffic Census – 2024

District	Type of Station	Total Counting Stations		Surveyed %
		2024	All	
Hong Kong Island	Core (A)	40	40	100.0
	Coverage (B)	24	24	100.0
	Coverage (C)	166	330	50.3
	Sub-total	**230**	**394**	**58.4**
Kowloon	Core (A)	33	33	100.0
	Coverage (B)	25	25	100.0
	Coverage (C)	256	559	45.8
	Sub-total	**314**	**617**	**50.9**
New Territories	Core (A)	51	51	100.0
	Coverage (B)	18	18	100.0
	Coverage (C)	279	614	45.4
	Sub-total	**348**	**683**	**51.0**
Total		**892**	**1,694**	**52.7**

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 FROM 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 2024.

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 2024. 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	2023	2024	Change as % of 2023
H.K. Ext. Cordon	147 440	146 420	-0.7
H.K. Int. Cordon	455 170	475 510	+4.5
Kln. Ext. Cordon	729 520	740 830	+1.6
Tsing Yi Ext. Cordon	396 250	417 780	+5.4
Lantau Ext. Cordon	109 820	127 120	+15.8
Shatin External Cordon	550 160	553 030	+0.5
Tseung Kwan O External Cordon	167 630	171 570	+2.4
Ma On Shan External Cordon	120 010	117 220	-2.3
Screenline A-A	512 770	505 040	-1.5
Screenline C-C	561 750	574 840	+2.3
Screenline F-F	247 380	260 950	+5.5
Screenline G-G	215 460	215 010	-0.2
Screenline H-H	27 340	25 210	-7.8
Screenline I-I	72 460	70 950	-2.1
Screenline K-K	365 430	379 130	+3.7
Screenline R-R	374 190	376 980	+0.7
Screenline S-S	324 590	340 380	+4.9
Screenline T-T	261 770	279 620	+6.8
Screenline Y-Y	150 470	155 570	+3.4

Peak Hour Traffic Flows across All Cordons and Screenlines

Cordon / Screenline	2023	2024	Change as % of 2023
H.K. Ext. Cordon	9 776	9 840	+0.7
H.K. Int. Cordon	30 511	31 754	+4.1
Kln. Ext. Cordon	48 740	49 467	+1.5
Tsing Yi Ext. Cordon	26 030	27 329	+5.0
Lantau Ext. Cordon	6 977	7 844	+12.4
Shatin External Cordon	38 141	38 414	+0.7
Tseung Kwan O External Cordon	10 802	11 101	+2.8
Ma On Shan External Cordon	8 135	8 013	-1.5
Screenline A-A	32 757	32 514	-0.7
Screenline C-C	35 082	36 148	+3.0
Screenline F-F	16 963	17 442	+2.8
Screenline G-G	13 866	13 747	-0.9
Screenline H-H	2 056	1 965	-4.4
Screenline I-I	4 818	4 677	-2.9
Screenline K-K	23 775	24 615	+3.5
Screenline R-R	26 303	26 301	-0.0

Cordon / Screenline	2023	2024	Change as % of 2023
Screenline S-S	22 068	23 121	+4.8
Screenline T-T	18 419	19 689	+6.9
Screenline Y-Y	10 394	10 400	+0.1

3.3.1 Cordons and Screenlines - Hong Kong Island

(a) Hong Kong External Cordon

On an average 24-hour day, 146 420 vehicles crossed the Cordon separating the northern part and southern part of Hong Kong Island, representing a decrease of 0.7% compared with the A.A.D.T. of 147 440 in 2023. The distribution of traffic among the various roads crossing the cordon on weekdays (Monday to Friday) is shown in FIGURE 3-1. Of the total movements on weekdays, 58.6% were via the Wong Nai Chung Gap Road - Aberdeen Tunnel corridor while 33.6% were via the Pok Fu Lam Road - Smithfield - Victoria Road corridor. The remaining 7.9% 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 4.5% from 455 170 in 2023 to 475 510 in 2024. The distribution of vehicular flows among the various routes crossing the cordon on weekdays (Monday to Friday) is illustrated in FIGURE 3-2. Of the total movements on weekdays, 51.1% were via the eastern corridor of Harcourt Road, Queensway and other minor roads while 21.6% 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 27.3% of the total traffic volume across the cordon.

(c) Screenline F-F

This screenline separates Central, its adjacent "mid-levels" and the Peak from Wan Chai and Happy Valley. The A.A.D.T. increased by 5.5% from 247 380 in 2023 to 260 950 in 2024.

(d) Screenline G-G

This screenline separates Causeway Bay from North Point. The A.A.D.T. slightly decreased by 0.2% from 215 460 in 2023 to 215 010 in 2024.

(e) Screenline H-H

This screenline separates the Peak from the rest of Hong Kong Island. The A.A.D.T. decreased by 7.8% from 27 340 in 2023 to 25 210 in 2024.

(f) Screenline I-I

This screenline separates Shau Kei Wan and Chai Wan. The A.A.D.T. decreased by 2.1% from 72 460 in 2023 to 70 950 in 2024.

3.3.2 Cordon and Screenlines - Kowloon

(a) Kowloon External Cordon

On an average 24-hour day, 740 830 vehicles crossed the Cordon separating Kowloon from the New Territories, representing an increase of 11 310 vehicles or 1.6% higher than the A.A.D.T. for 2023. 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, 47.5% 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 19.5% 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 2024 was 504 950, a decrease of 7 820 vehicles or 1.5% compared with the 2023 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 2024 was 574 840, an increase of 13 090 vehicles or 2.3% compared with the 2023 figure.

(d) Screenline K-K

This screenline divides Kwun Tong and Kowloon Bay from the rest of Kowloon. The A.A.D.T. in 2024 was 379 130, an increase of 13 700 vehicles or 3.7% compared with the 2023 figure.

3.3.3 Cordons and Screenlines - New Territories

(a) Tsing Yi External Cordon

On an average 24-hour day, 417 780 vehicles crossed the Cordon separating Tsing Yi from the New Territories, representing an increase of 21 530 vehicles or 5.4% when compared with the A.A.D.T. in 2023. 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, 55.7% were via the eastern corridor (Tsing Tsuen Road, Cheung Tsing Tunnel,

Kwai Tsing Road and Nam Wan Tunnel) while 23.1% were via the central corridor of Tsing Long Highway. The remaining 21.2% movements were via the western corridor of Lantau Link.

(b) Lantau External Cordon

On an average 24-hour day, 127 120 vehicles crossed the Cordon separating Lantau from the New Territories, representing an increase of 17 300 vehicles or 15.8% when compared with the A.A.D.T. in year 2023. The distribution of vehicular flows among the various routes crossing the cordon on weekdays (Monday to Friday) is illustrated in FIGURE 3-5.

(c) Shatin External Cordon

On an average 24-hour day, 553 040 vehicles crossed the Cordon separating Shatin from the New Territories, representing an increase of 2 880 vehicles or 0.5% when compared with the A.A.D.T. 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.

(d) Tseung Kwan O External Cordon

On an average 24-hour day, 171 570 vehicles crossed the Cordon separating Tseung Kwan O from the New Territories, representing an increase of 3 940 vehicles or 2.4% when compared with the A.A.D.T. 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.

(e) Ma On Shan External Cordon

On an average 24-hour day, 117 220 vehicles crossed the Cordon separating Ma On Shan from the New Territories, representing a decrease of 2 790 vehicles or 2.3% when compared with the A.A.D.T. 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/Sha Tin and the North West New Territories. The A.A.D.T. recorded in 2024 was 376 990, representing an increase of 0.7% over 2023.

(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 2024 was 340 380 representing an increase of 4.9% over 2023.

(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 2024 was 279 620, representing an increase of 6.8% over 2023.

(i) Screenline Y-Y

This screenline separates Yuen Long from Tuen Mun. The A.A.D.T. recorded in 2024 was 155 570 representing an increase of 3.4% over 2023.

3.4 VEHICLE-KILOMETRAGE

Vehicle-kilometrage is calculated for each road type as the product of the weighted average of A.A.D.T. and the corresponding 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:

2023 and 2024 Average Daily Vehicle-kilometre on Roads
Covered in the Annual Traffic Census

Region	**Road Network**	**Average Daily Vehicle-Kilometre**	
		2023	2024
Hong Kong Island	Major	5 457 603	5 207 335
	Minor	244 478	249 334
Sub-total		5 702 081	5 456 670
Kowloon	Major	8 484 958	8 839 524
	Minor	178 085	175 183
Sub-total		8 663 044	9 014 707
New Territories	Major	24 774 012	24 164 109
	Minor	1 029 548	1 058 516
Sub-total		25 803 560	25 222 625
Total		**40 168 684**	**39 694 002**

During the year, an average daily total of 39.69 million vehicle-kilometres occurred in the territory as a whole, representing a 1.18% decrease over 2023. The figures for major and minor road links are 38.21 million and 1.48 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 Kowloon increased by 4.1%, while Hong Kong Island and the New Territories decreased by 4.3% and 2.3% respectively when compared to 2023.

As there were 811 084 vehicles licensed in Hong Kong in the middle of the year, the 39.69 million vehicle-kilometres for the territory represents an average travel distance of 48.94 km per day per licensed vehicle in 2024, representing a decrease of 0.20% over 2023.



Study

THE ANNUAL TRAFFIC CENSUS - 2024

Scale

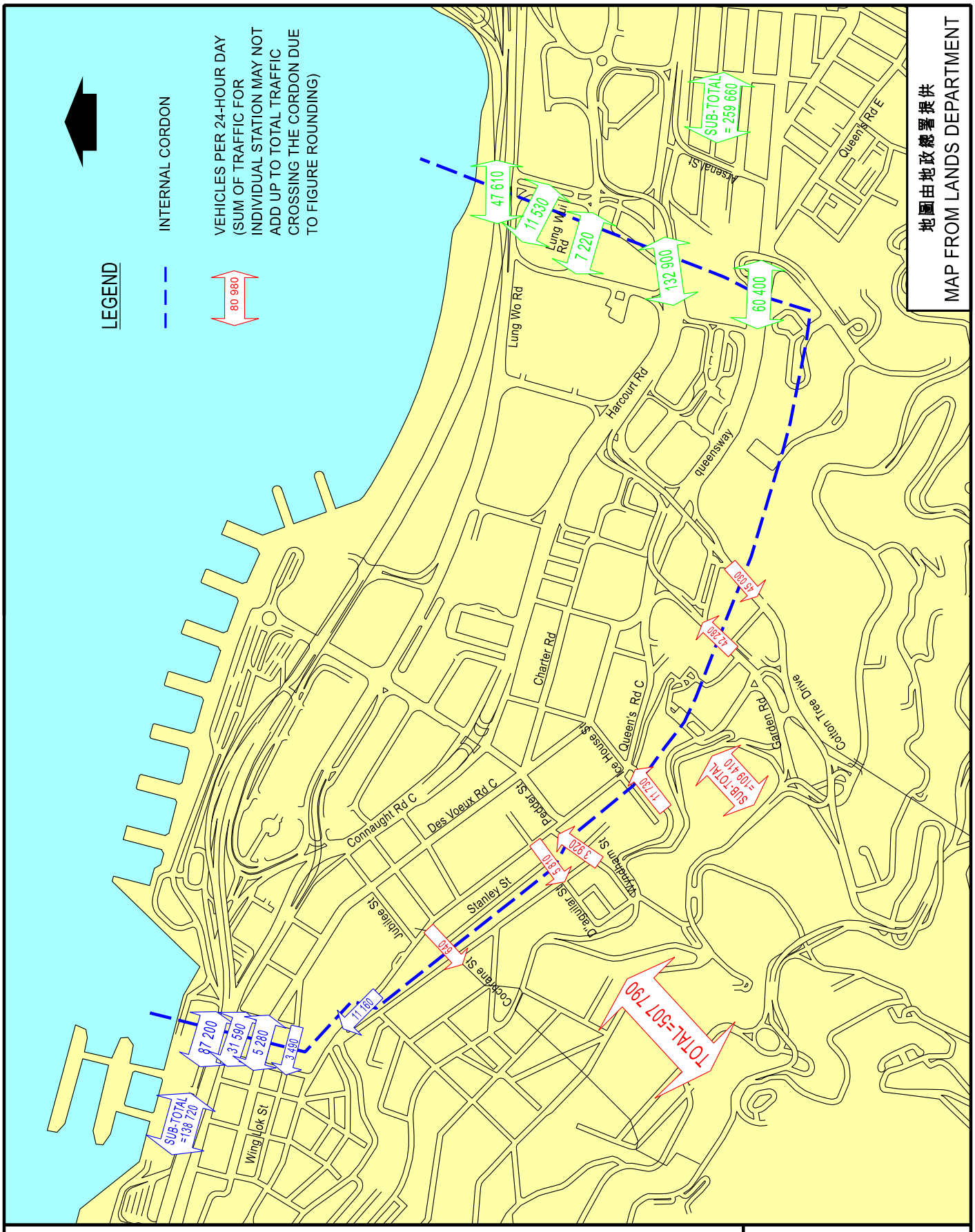
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE HONG KONG ISLAND EXTERNAL CORDON ON MON.- FRI. 2024

Figure No.

FIG. 3-1



Study

THE ANNUAL TRAFFIC CENSUS - 2024

Scale

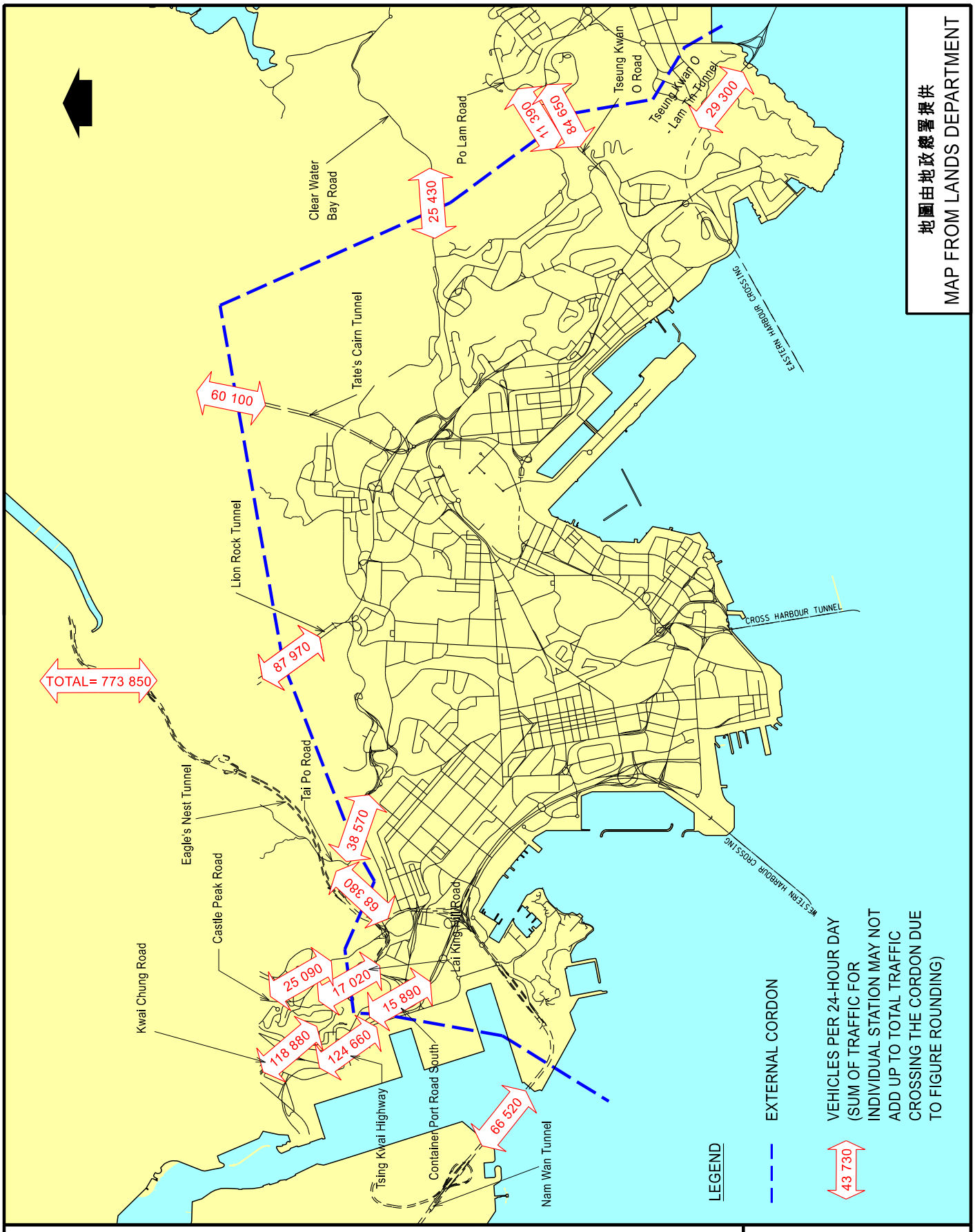
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE HONG KONG ISLAND INTERNAL CORDON ON MON.- FRI. 2024

Figure No.

FIG. 3-2



Study

THE ANNUAL TRAFFIC CENSUS - 2024

Scale

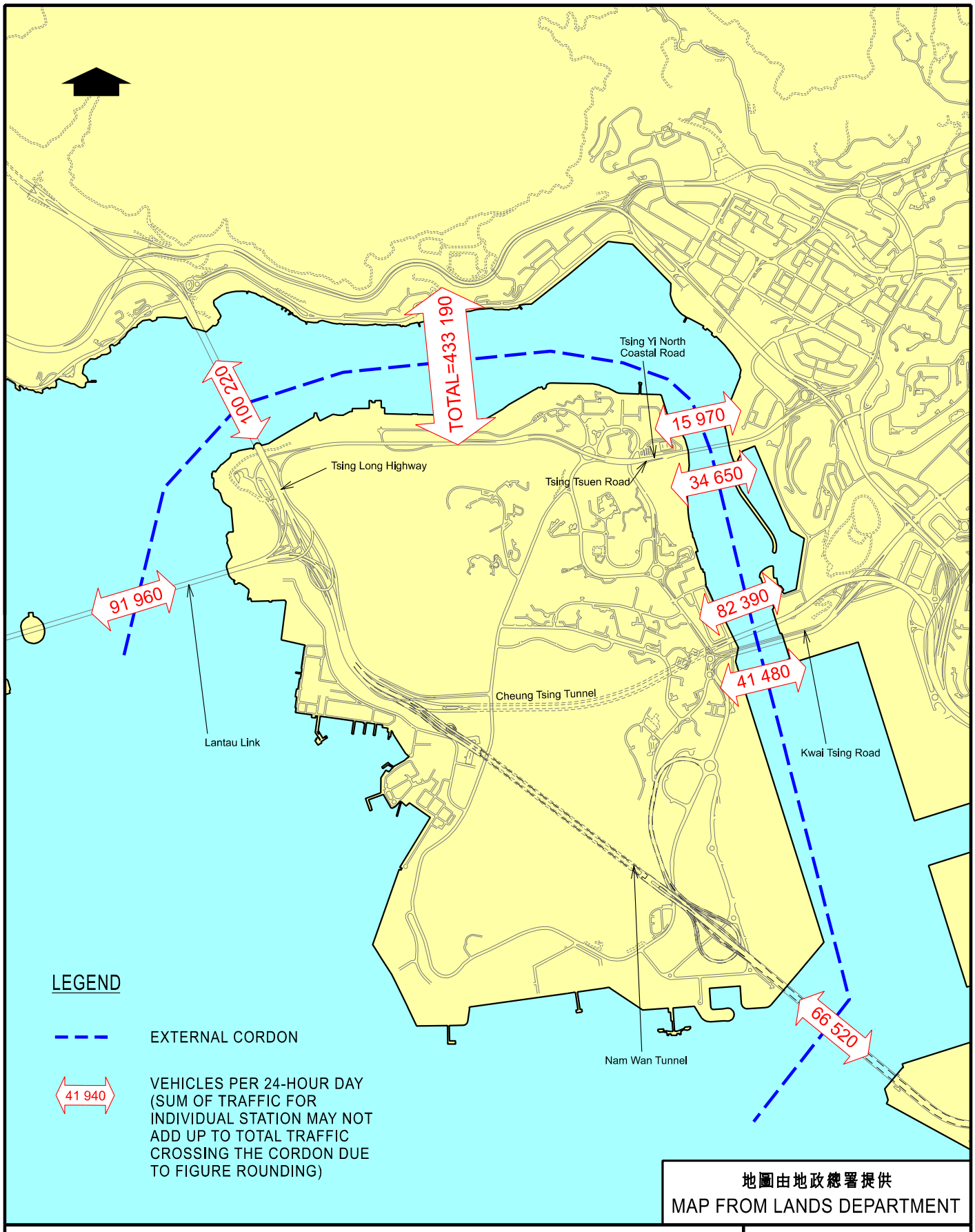
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE KOWLOON EXTERNAL CORDON ON MON.- FRI. 2024

Figure No.

FIG. 3-3



地圖由地政總署提供
MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Scale

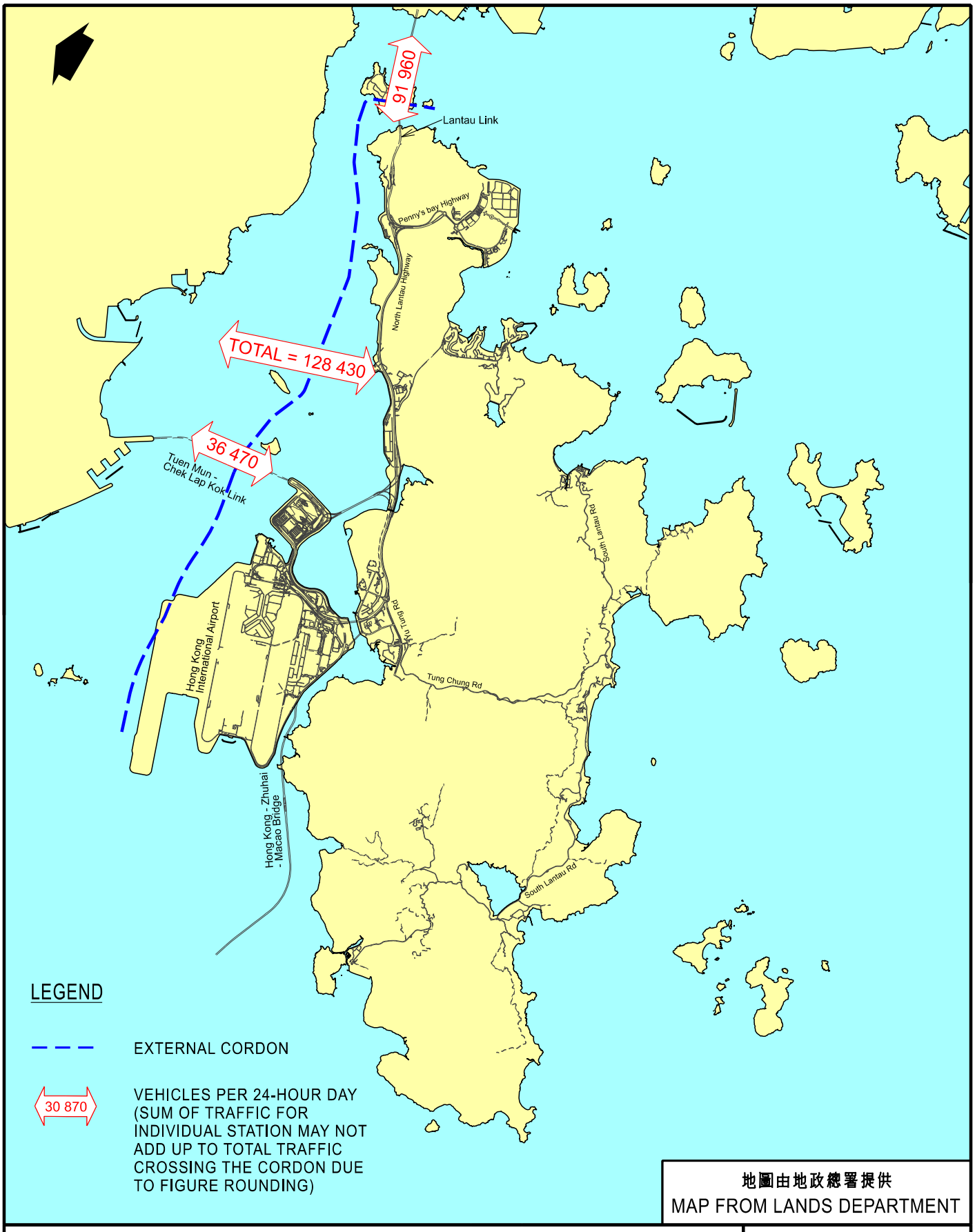
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE TSING YI EXTERNAL CORDON ON MON.- FRI. 2024

Figure No.

FIG. 3-4



地圖由地政總署提供
MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Scale

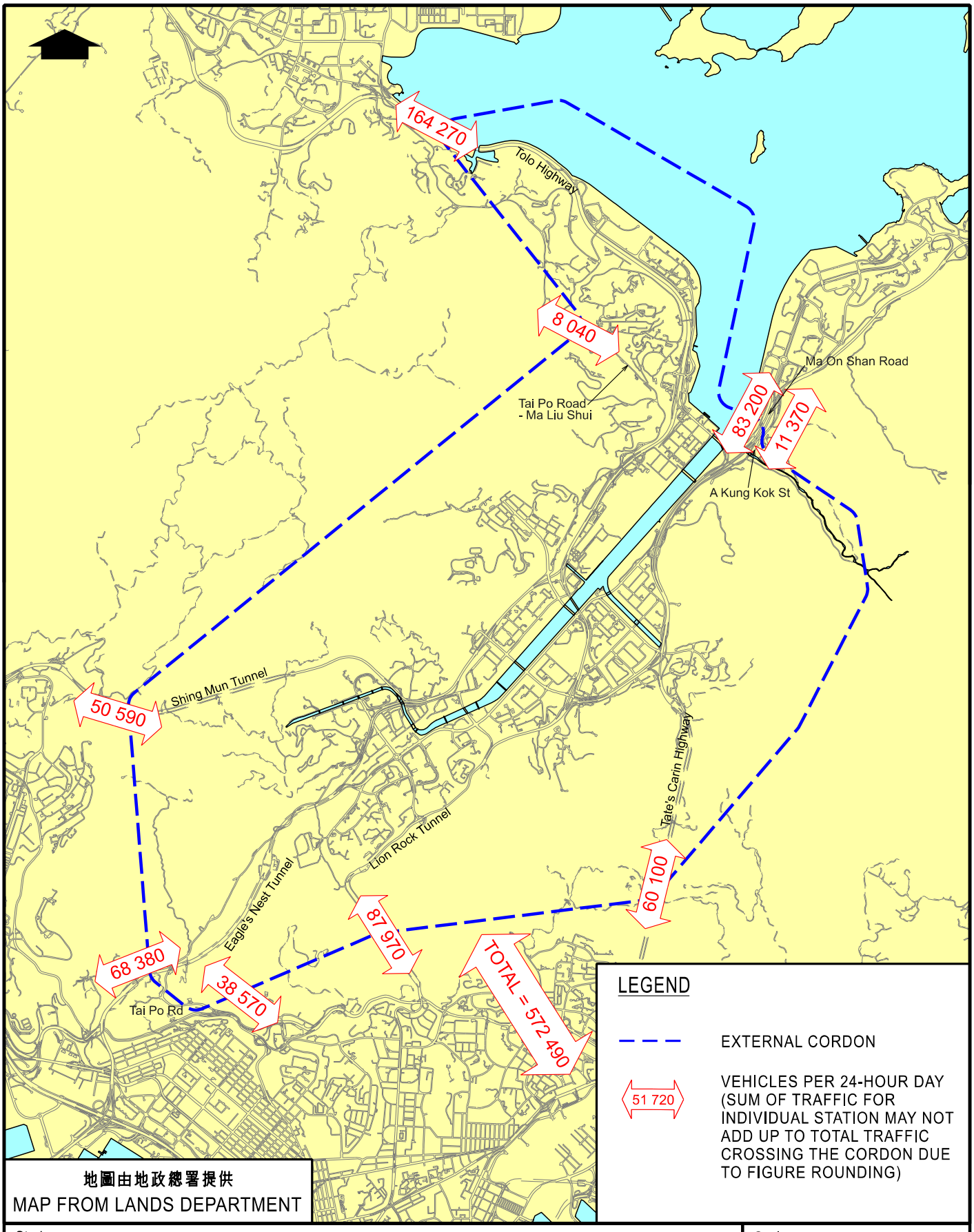
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE LANTAU EXTERNAL CORDON ON MON.- FRI. 2024

Figure No.

FIG. 3-5



Study

THE ANNUAL TRAFFIC CENSUS - 2024

Scale

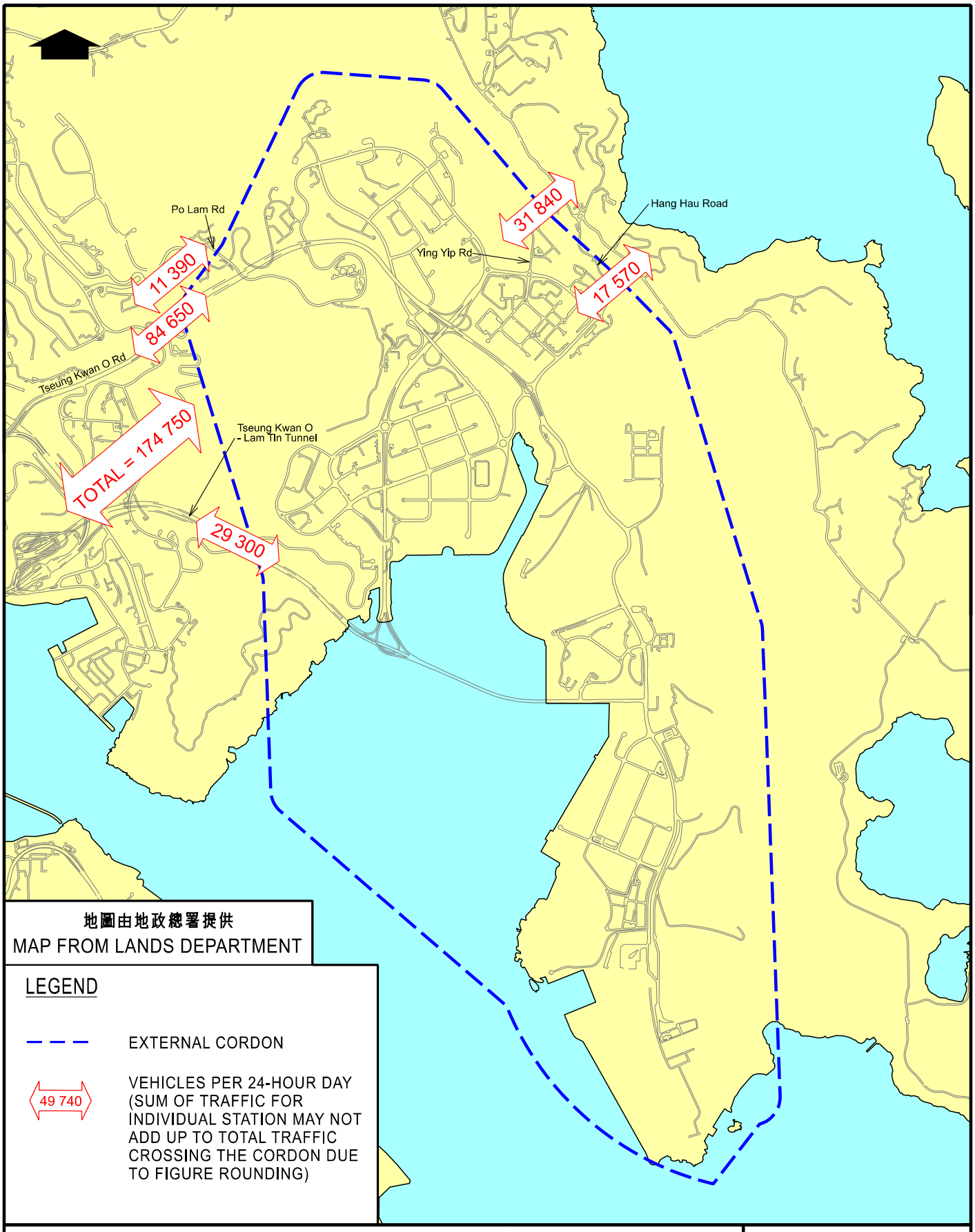
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE SHATIN EXTERNAL CORDON ON MON.- FRI. 2024

Figure No.

FIG. 3-6



Study

THE ANNUAL TRAFFIC CENSUS - 2024

Scale

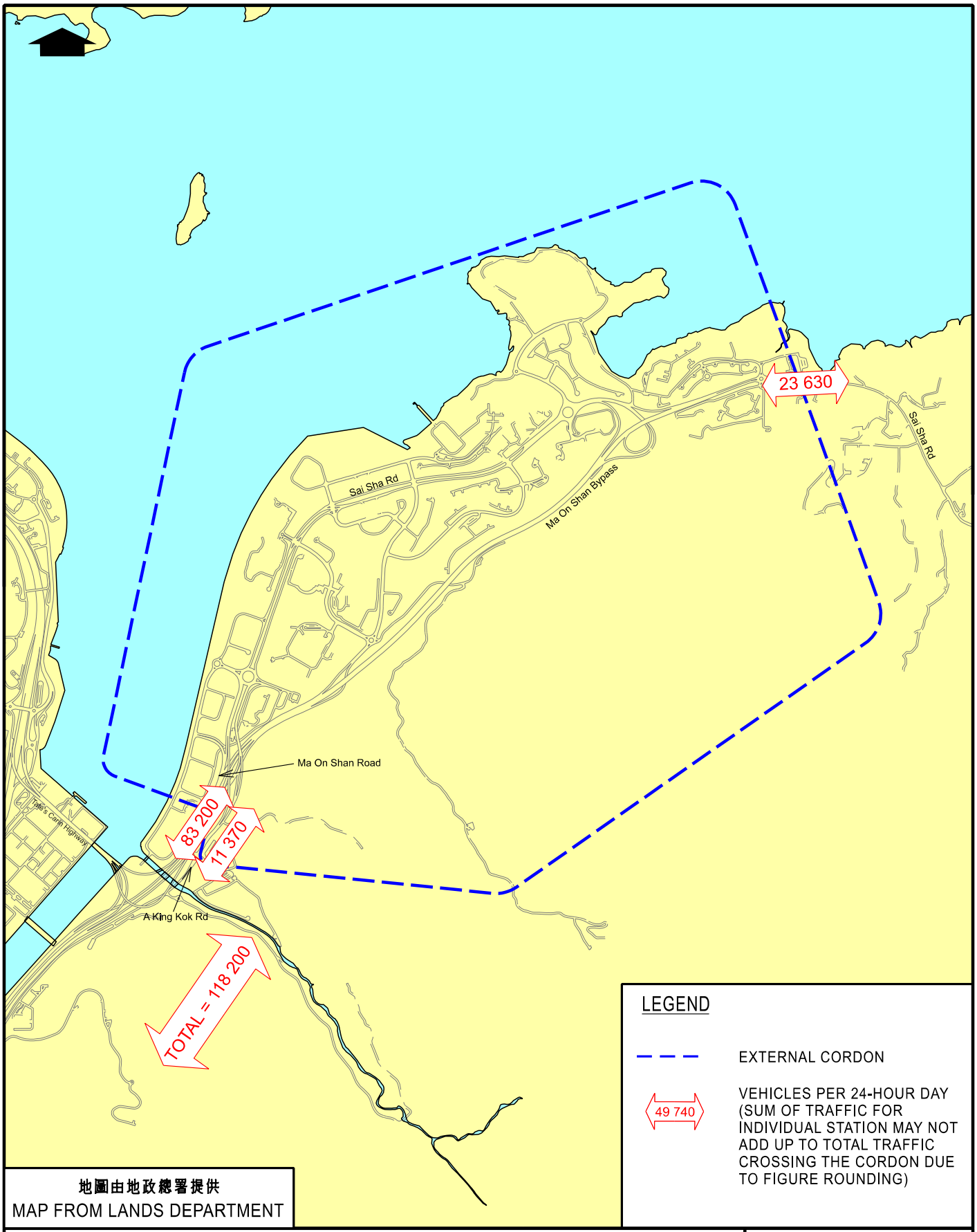
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE TSEUNG KWAN O EXTERNAL CORDON ON MON.- FRI. 2024

Figure No.

FIG. 3-7



Study

THE ANNUAL TRAFFIC CENSUS - 2024

Scale

SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE MA ON SHAN EXTERNAL CORDON ON MON.- FRI. 2024

Figure No.

FIG. 3-8

CHAPTER 4 PUBLIC TRANSPORT STATISTICS

4.1 GENERAL

This chapter summarizes the statistics on public transport during the year, together with a brief review of public transport trends in the past years. FIGURE 4-1 illustrates the distribution of passenger journeys among the major public land transport modes in the territory for the years 1983 to 2024.

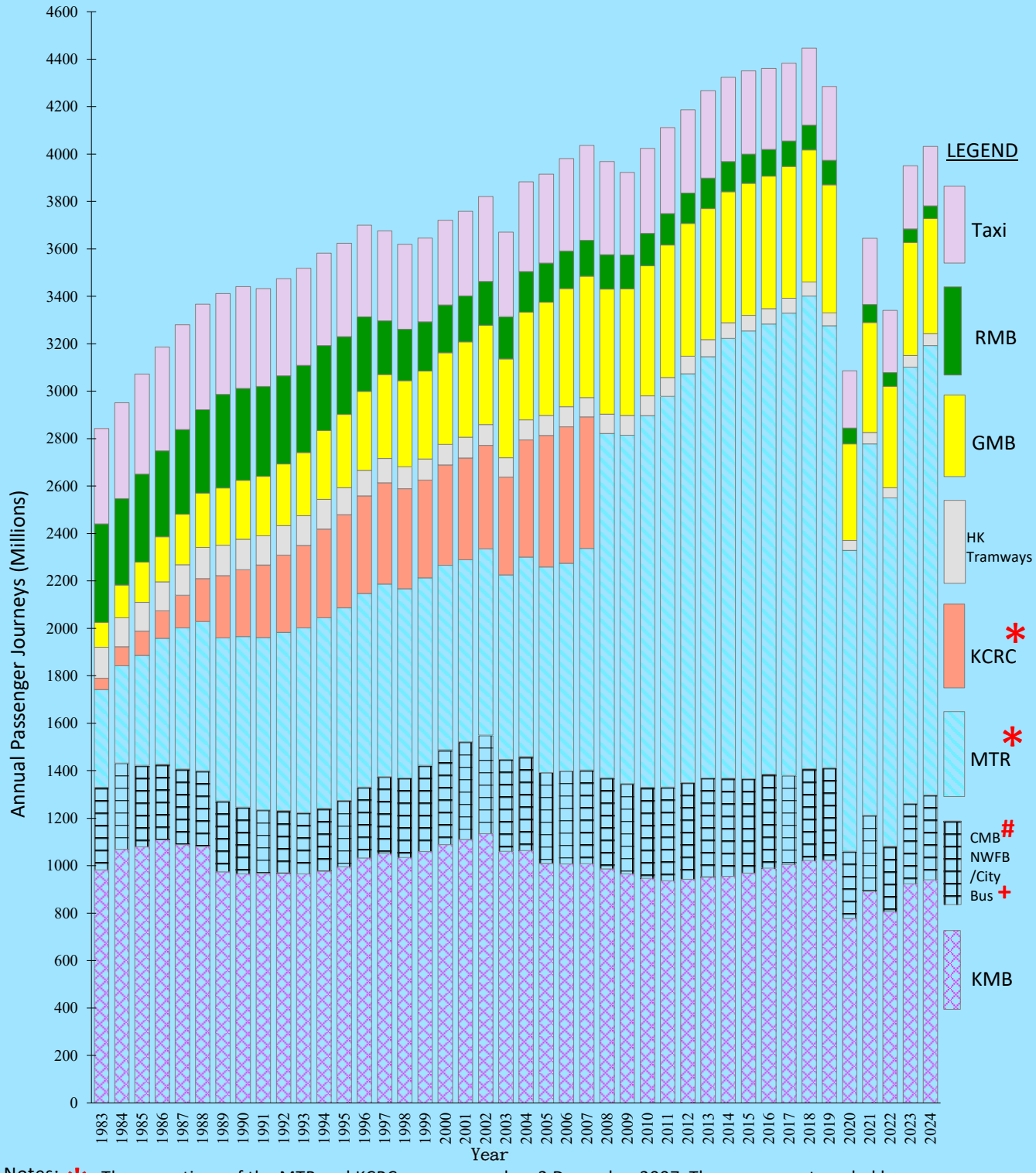
4.2 HONG KONG ISLAND

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 operators 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 2024 (i.e. excluding cross harbour journeys which are dealt with in Chapter 5) was 159.7 million, a 2.0% increase as compared with 156.6 million in 2023. The corresponding number of passengers travelling by NWFB and Citybus (excluding the cross harbour journeys which are dealt with in Chapter 5) was 181.6 million, representing 1.2% increase as compared with 179.4 million passengers in 2023. The number of passengers traveling by tram was 50.5 million in 2024, representing 3.2% increase as compared with 48.9 million passengers in 2023. The annual passenger volumes by these three modes and the combined volume for 2024 are compared with the trend over the past years in FIGURE 4-2. Monthly variations in travel are illustrated in FIGURE 4-3.

4.3 KOWLOON AND THE NEW TERRITORIES

The major public transport operators in Kowloon and the New Territories are the *Kowloon Motor Bus Co.* (KMB) and the *MTR Corporation Ltd.* (MTR). During the year, KMB carried 854.7 million passengers within Kowloon and the New Territories (i.e. excluding cross harbour journeys which are dealt with in Chapter 5), 2.0% higher than the corresponding figure of 837.8 million in 2023. The MTR Lines (Intra-Kowloon/New Territories) include Kwun Tong, Tsuen Wan, Tung Chung, Disneyland Resort, Airport Express Line, 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), 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 ceased formally on 31 July 2024) and High Speed Rail, together with Light Rail, MTR Bus, carried a total of 1 367.1 million passengers, 3.5% higher than the corresponding figure of 1 320.9 million in 2023. (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 2024 are compared with their past trends in FIGURE 4-4. Monthly variations during 2024 are shown in FIGURE 4-5.

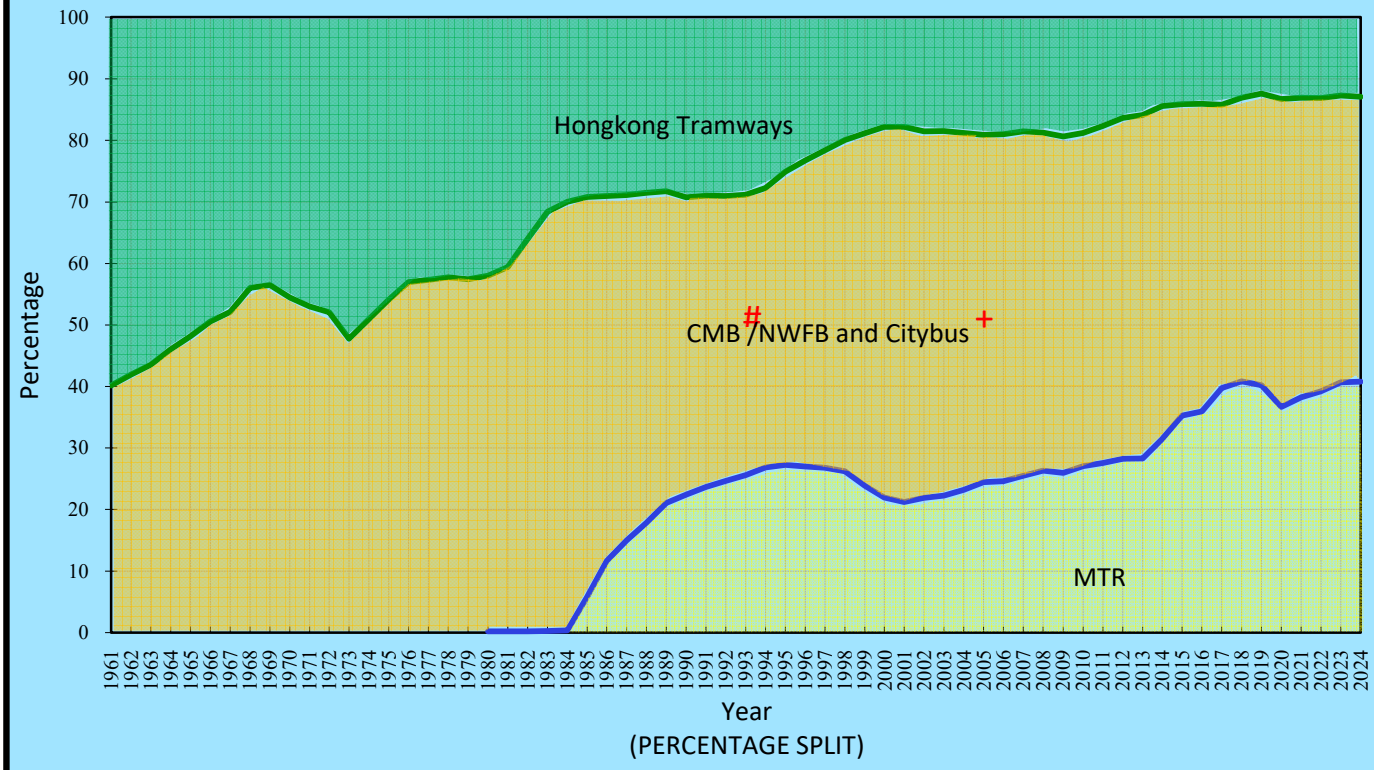


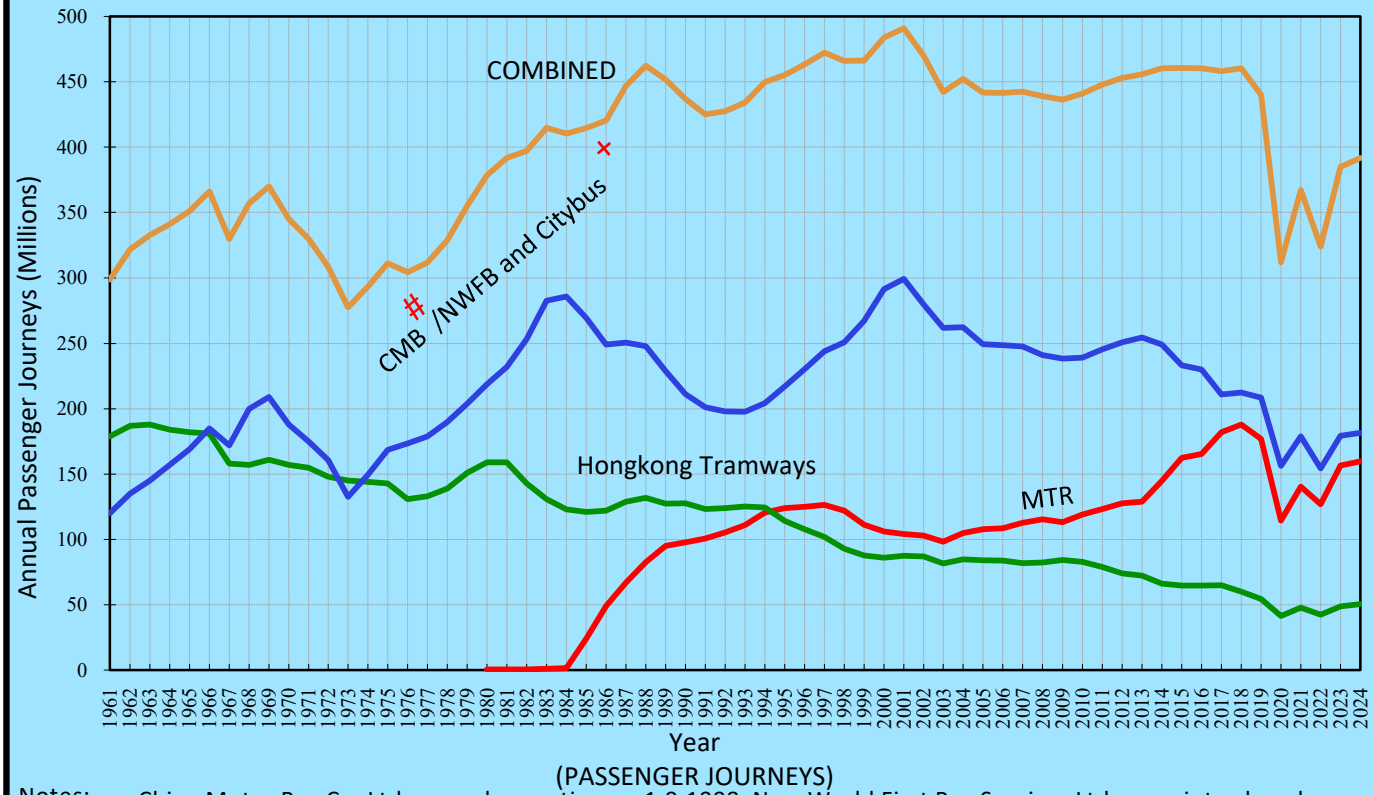
Notes: * - The operations of the MTR and KCRC were merged on 2 December 2007. The passenger traveled by the MTR and KCRC are counted once in MTR local line passenger journeys after the merge. Hence, the figures after the merger are not strictly comparable with those of earlier figures.

\# - China Motor Bus Co. Ltd. ceased operation on 1.9.1998. New World First Bus Services Ltd. was introduced on 1.9.1998.

\+ - The franchises of Citybus Ltd. (Franchise for Hong Kong Island and Cross-Harbour bus network) and New World First Bus were merged on 1.7.2023, forming the new franchise, Citybus Ltd (Franchise for the Urban and New Territories bus network).

Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
DISTRIBUTION OF ANNUAL PASSENGER JOURNEYS AMONG TAXI,RMB,GMB,HONGKONG TRAMWAYS, MTR, KCRC, CMB, NWFB/CITYBUS AND KMB (1983-2024)	FIG. 4–1

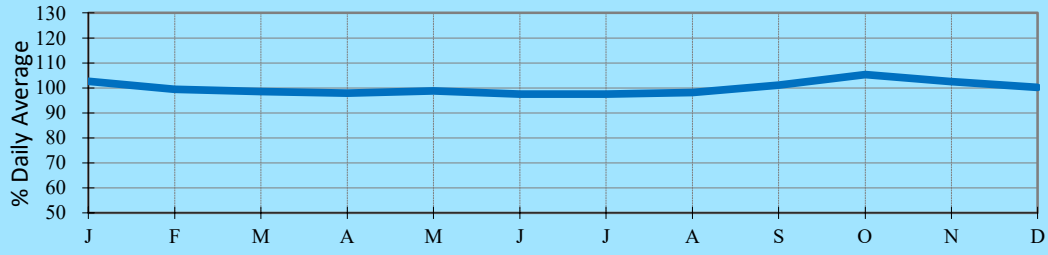




Notes: # - China Motor Bus Co. Ltd. ceased operation on 1.9.1998. New World First Bus Services Ltd. was introduced on 1.9.1998.

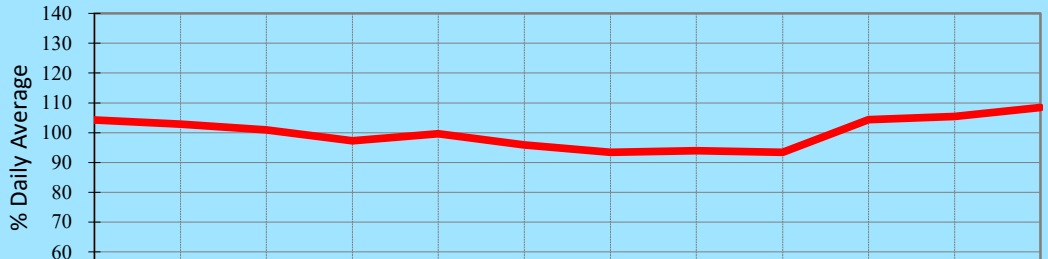
\+ - The franchises of Citybus Ltd. (Franchise for Hong Kong Island and Cross-Harbour bus network) and New World First Bus were merged on 1.7.2023, forming the new franchise, Citybus Ltd (Franchise for the Urban and New Territories bus network).

Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
ANNUAL VARIATION IN PASSENGER JOURNEYS BY CMB,NWFB/CITYBUS,HONGKONG TRAMWAYS AND MTR (1961-2024) - HONG KONG ISLAND	FIG. 4-2



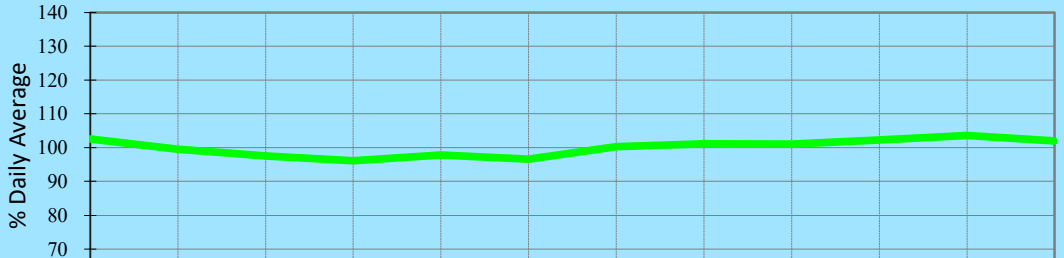
	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Volume (Millions)	0.509	0.493	0.489	0.486	0.490	0.484	0.484	0.487	0.502	0.522	0.509	0.497
Monthly Factor	1.03	0.99	0.99	0.98	0.99	0.98	0.98	0.98	1.01	1.05	1.03	1.00

Citybus



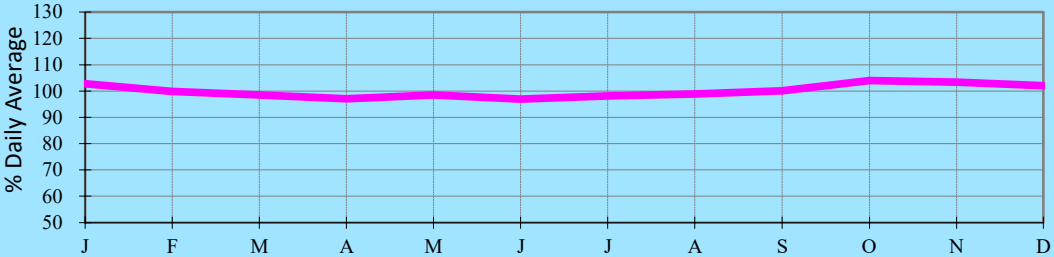
	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Volume (Millions)	0.144	0.142	0.139	0.134	0.137	0.132	0.129	0.130	0.129	0.144	0.145	0.149
Monthly Factor	1.04	1.03	1.01	0.97	1.00	0.96	0.93	0.94	0.93	1.04	1.05	1.08

Hongkong Tramways



	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Volume (Millions)	0.447	0.434	0.425	0.419	0.427	0.421	0.437	0.441	0.441	0.446	0.452	0.445
Monthly Factor	1.03	0.99	0.97	0.96	0.98	0.97	1.00	1.01	1.01	1.02	1.04	1.02

MTR



	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Volume (Millions)	1.100	1.069	1.054	1.039	1.054	1.038	1.050	1.058	1.072	1.113	1.106	1.092
Monthly Factor	1.03	1.00	0.98	0.97	0.98	0.97	0.98	0.99	1.00	1.04	1.03	1.02

COMBINED

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Scale

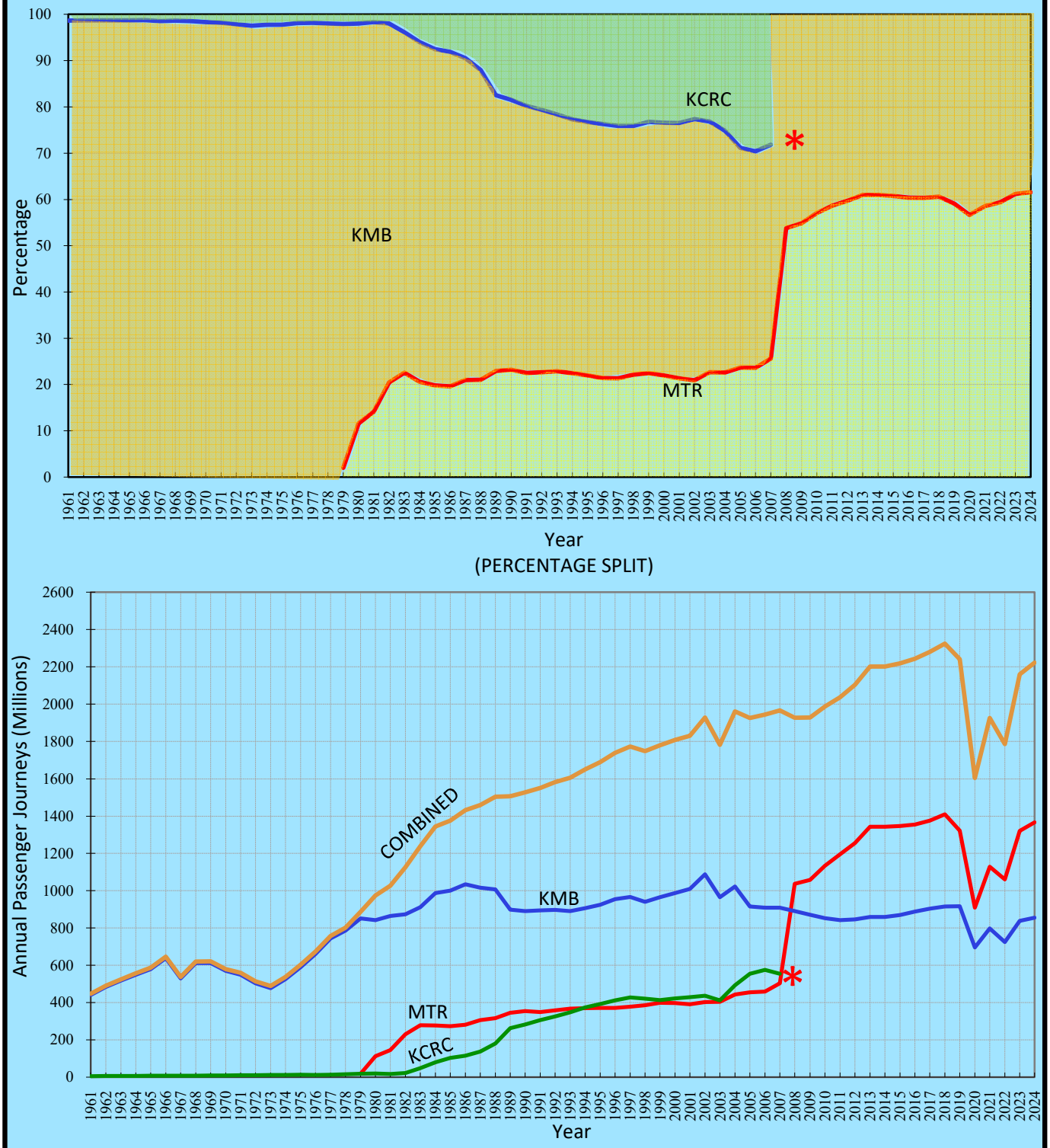
AS SHOWN

Title

MONTHLY VARIATION IN PASSENGER JOURNEYS BY CITYBUS,HONGKONG TRAMWAYS AND MTR - 2024
HONG KONG ISLAND

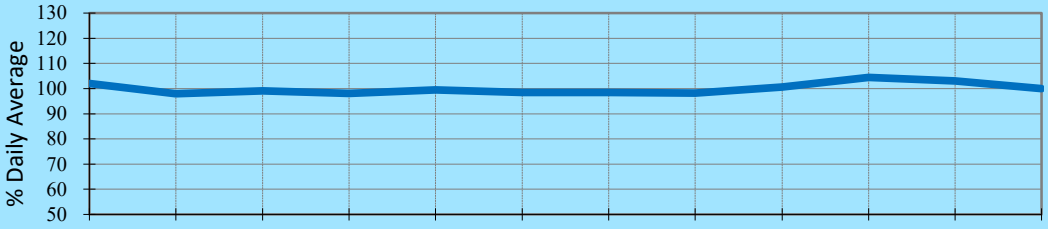
Figure No.

FIG. 4–3



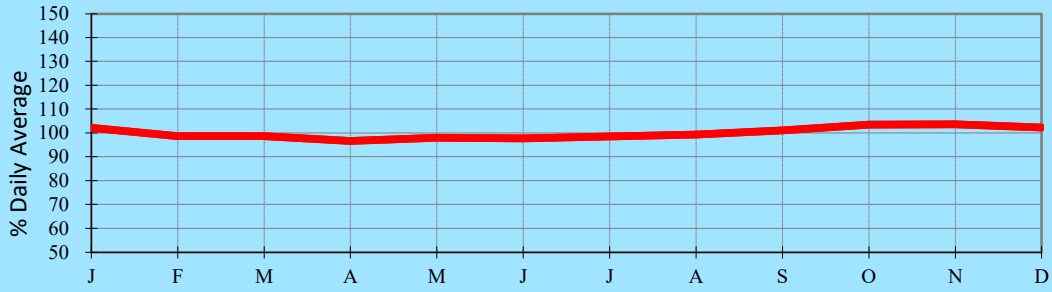
Notes: * - The operations of the MTR and KCRC were merged on 2 December 2007. The passenger traveled by the MTR and KCRC are counted once in MTR local line passenger journeys after the merge. Hence, the figures after the merger are not strictly comparable with those of earlier figures.

Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
ANNUAL VARIATION IN PASSENGER JOURNEYS BY KMB, MTR AND KCRC (1961-2024) KOWLOON & N.T.	FIG. 4-4



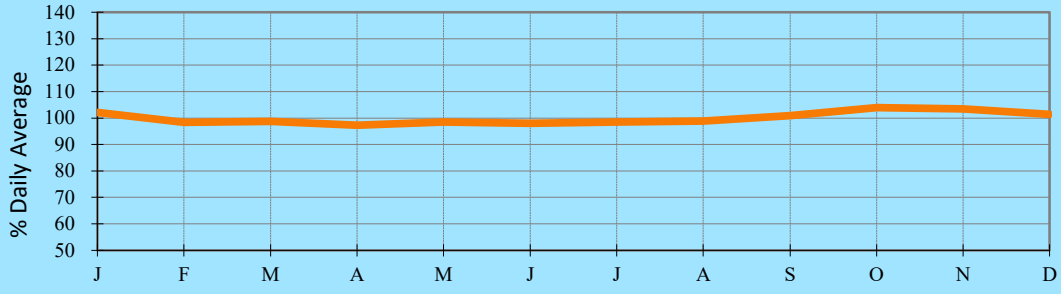
	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Volume (Millions)	2.381	2.288	2.313	2.292	2.323	2.299	2.300	2.294	2.351	2.438	2.406	2.335
Monthly Factor	1.02	0.98	0.99	0.98	0.99	0.98	0.99	0.98	1.01	1.04	1.03	1.00

KMB



	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Volume (Millions)	3.815	3.684	3.682	3.611	3.658	3.648	3.680	3.709	3.773	3.866	3.873	3.820
Monthly Factor	1.02	0.99	0.99	0.97	0.98	0.98	0.99	0.99	1.01	1.04	1.04	1.02

MTR



	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Volume (Millions)	6.196	5.972	5.995	5.903	5.980	5.947	5.981	6.003	6.123	6.304	6.280	6.155
Monthly Factor	1.02	0.98	0.99	0.97	0.99	0.98	0.99	0.99	1.01	1.04	1.03	1.01

COMBINED

Study **THE ANNUAL TRAFFIC CENSUS - 2024**	**Scale** AS SHOWN
Title MONTHLY VARIATION IN PASSENGER JOURNEYS BY KMB AND MTR - 2024 (KOWLOON & N.T.)	**Figure No.** FIG. 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 2023 and 2024 are summarized in the following tables :

Average Daily Cross Harbour Passenger Journeys

Month	By Cross Harbour Tunnel Bus			By MTR		
	2023	2024	Change as % of 2023	2023	2024	Change as % of 2023
JAN	468 181	514 666	+9.9	1 015 796	1 206 162	+18.7
FEB	519 192	491 676	-5.3	1 167 995	1 167 734	-0.02
MAR	530 420	498 081	-6.1	1 196 268	1 149 894	-3.9
APR	481 536	485 892	+0.9	1 089 315	1 120 506	+2.9
MAY	492 481	490 382	-0.4	1 123 086	1 132 875	+0.9
JUN	497 294	481 225	-3.2	1 148 262	1 110 596	-3.3
JUL	484 229	493 493	+1.9	1 155 093	1 166 182	+1.0
AUG	506 125	499 280	-1.4	1 212 099	1 186 776	-2.1
SEP	455 053	481 295	+5.8	1 095 676	1 139 035	+4.0
OCT	481 547	510 944	+6.1	1 159 643	1 197 448	+3.3
NOV	522 904	504 081	-3.6	1 230 969	1 205 118	-2.1
DEC	503 667	508 659	+1.0	1 190 987	1 203 262	+1.0

Average Daily Cross Harbour Passenger Journeys (Cont'd)

Month	By Sun Ferry			By "Star" Ferry		
	2023	2024	Change as % of 2023	2023	2024	Change as % of 2023
JAN	3 977	3 764	-5.4	28 176	47 367	+68.1
FEB	4 353	3 708	-14.8	30 639	56 917	+85.8
MAR	4 357	3 561	-18.3	38 766	42 061	+8.5
APR	3 827	3 356	-12.3	43 873	39 118	-10.8
MAY	3 904	3 414	-12.5	38 965	39 770	+2.1
JUN	3 714	3 201	-13.8	38 257	36 183	-5.4
JUL	3 564	3 218	-9.7	48 921	48 288	-1.3
AUG	3 724	3 175	-14.7	53 417	54 217	+1.5
SEP	3 406	3 177	-6.7	31 680	30 982	-2.2
OCT	3 682	3 634	-1.3	42 953	45 641	+6.3
NOV	4 067	3 504	-13.8	42 225	39 987	-5.3
DEC	3 613	3 579	-0.9	52 932	50 947	-3.8

FIGURE 5-1 shows the annual variations of passenger journeys by each of these four public transport facilities for the years 1961 to 2024 whilst FIGURE 5-2 illustrates the monthly variations over 2024. 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 1.8% from 419.3 million in 2023 to 426.6 million in 2024. Over the same period, passengers carried by tunnel buses increased by 0.6% to 181.8 million. The volume of cross harbour passengers carried by Sun Ferry was 1.26 million in 2024, which showed a decrease of 10.3% over 2023 figure. The passenger volume of the "Star" Ferry showed an increase of 8.3% from 14.97 million in 2023 to 16.22 million in 2024. The combined annual total passenger volume by these four public transport facilities was 625.9 million in 2024, representing an overall increase of 1.6% when compared with the preceding year.

5.3 CROSS HARBOUR VEHICULAR TRIPS

The average daily number of vehicles using the Cross Harbour Tunnel, the Eastern Harbour Crossing, the Western Harbour Crossing and the ferries in 2023 and 2024 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		
	2023	2024	Change as % of 2023	2023	2024	Change as % of 2023	2023	2024	Change as % of 2023	2023	2024	Change as % of 2023
JAN	105 291	93 058	-11.6	73 325	68 888	-6.1	54 410	93 240	+71.4	71	66	-7.0
FEB	109 537	90 337	-17.5	77 392	67 028	-13.4	62 190	90 110	+44.9	75	64	-14.7
MAR	109 252	94 393	-13.6	78 676	67 444	-14.3	67 990	94 937	+39.6	75	67	-10.7
APR	106 519	92 104	-13.5	71 218	66 811	-6.2	60 597	93 610	+54.5	72	66	-8.3
MAY	107 122	92 312	-13.8	75 230	67 660	-10.1	64 185	94 322	+47.0	74	70	-5.4
JUN	106 989	92 942	-13.1	76 966	67 171	-12.7	66 709	94 384	+41.5	78	72	-7.7
JUL	104 834	91 967	-12.3	72 108	65 028	-9.8	60 469	92 794	+53.5	75	70	-6.7
AUG	103 564	93 497	-9.7	73 364	66 684	-9.1	73 356	96 549	+31.6	77	71	-7.8
SEP	96 161	91 861	-4.5	69 680	67 283	-3.4	69 927	95 768	+37.0	71	71	0.0
OCT	99 357	94 954	-4.4	70 926	67 684	-4.6	72 097	97 900	+35.8	71	70	-1.4
NOV	104 994	95 056	-9.5	75 791	70 028	-7.6	80 193	103 136	+28.6	74	68	-8.1
DEC	98 034	94 361	-3.7	70 657	67 443	-4.5	85 798	100 802	+17.5	68	65	-4.4
JAN - DEC	104 268	93 086	-10.7	73 752	67 427	-8.6	68 196	95 648	+40.3	73	68	-6.8

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 2024, the average daily vehicular traffic crossing the harbour amounted to 256 229 as compared with 246 290 in 2023, representing a 4.0% increase. Of all vehicles crossing the harbour in the year, which amounted to 93.8 million, the Cross Harbour Tunnel accounted for 34.1 million vehicle trips or 36.3%, the Eastern Harbour Crossing accounted for 24.7 million vehicle trips or 26.3% while the Western Harbour Crossing accounted for 35.0 million vehicles trips or 37.3%. The remaining 0.03 million trips or 0.03% were carried by ferries.

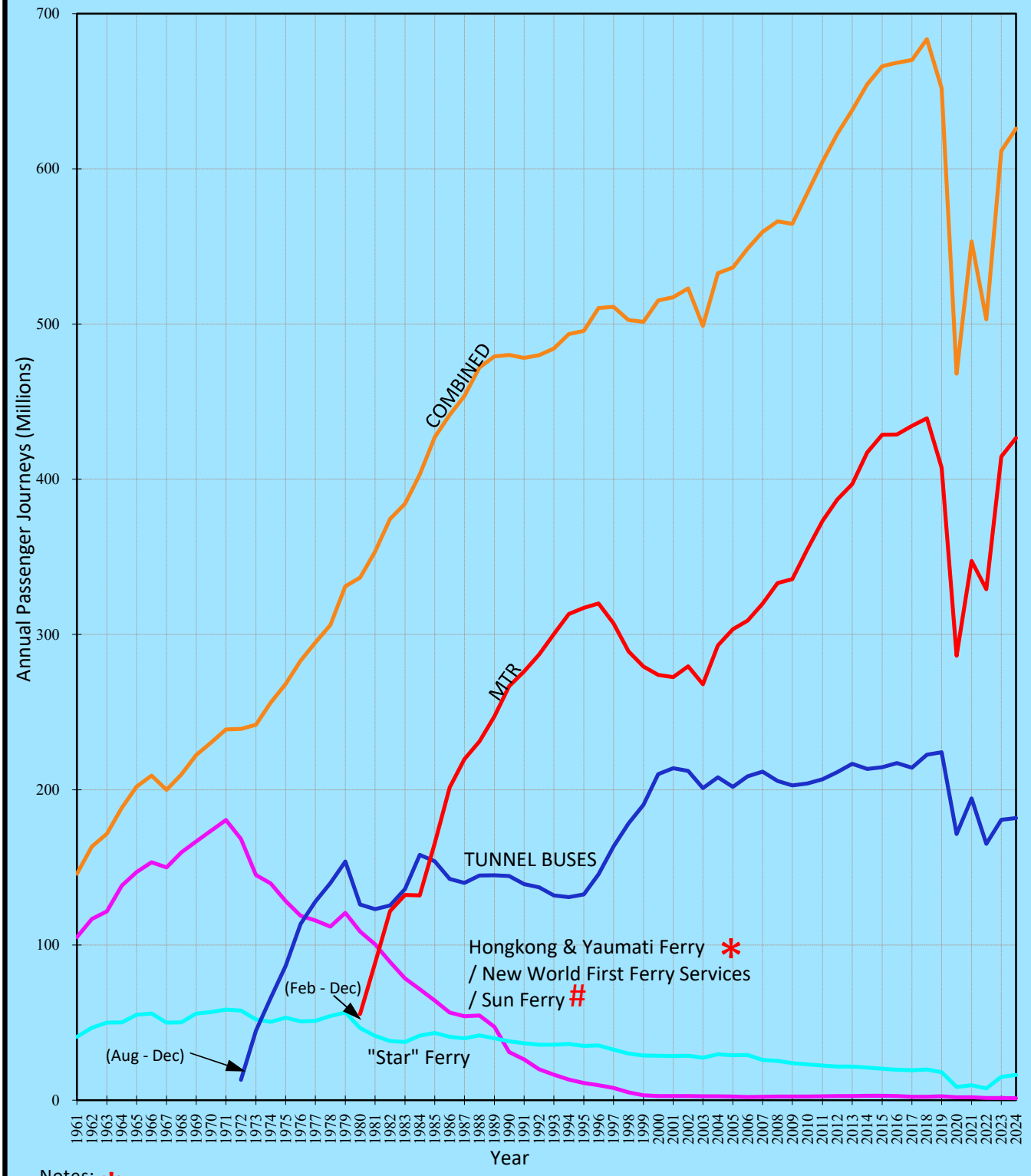
5.4 CROSS HARBOUR VEHICULAR TRIPS CHARATERISTICS

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**	6.0	53.9	15.6	2.2	0.2	12.5	3.0	2.6	0.1	4.0
	Ocp	1.1	1.5	2.2	10.2	17.5	1.4	1.3	19.7	4.0	52.1
0800-0900	**Pro**	3.7	55.2	15.3	0.4	0.4	13.3	3.9	2.4	0.1	5.4
	Ocp	1.1	1.3	2.0	5.6	16.7	1.6	1.4	25.1	1.0	53.7
0900-1000	**Pro**	2.7	49.8	16.4	0.3	0.2	20.0	5.0	1.6	0.1	4.0
	Ocp	1.1	1.3	2.1	3.5	10.0	1.5	1.4	11.0	3.0	35.6
1000-1100	**Pro**	2.7	46.2	18.1	0.3	0.1	23.9	4.4	1.1	0.1	3.2
	Ocp	1.0	1.4	2.1	2.1	13.1	1.5	1.4	10.9	4.0	34.9
1100-1200	**Pro**	2.6	50.2	18.3	0.5	0.2	21.1	2.9	1.0	0.1	3.2
	Ocp	1.1	1.5	2.2	3.1	8.5	1.5	1.3	7.9	1.5	31.5
1200-1300	**Pro**	1.8	54.4	15.3	0.9	0.1	18.9	3.6	1.9	0.1	3.0
	Ocp	1.0	1.5	2.1	4.8	10.7	1.5	1.3	11.6	1.0	31.7
1300-1400	**Pro**	2.1	46.8	18.6	0.8	0.1	22.7	3.8	2.2	0.0	3.0
	Ocp	1.1	1.5	1.9	2.7	13.7	1.6	1.3	8.5	0.0	38.0
1400-1500	**Pro**	2.3	50.7	18.0	0.8	0.1	18.9	4.1	2.5	0.0	2.5
	Ocp	1.1	1.6	2.3	3.6	7.8	1.5	1.3	9.9	0.0	35.4
1500-1600	**Pro**	2.6	51.0	17.0	1.3	0.1	19.6	3.1	2.1	0.1	3.0
	Ocp	1.1	1.5	2.0	8.2	11.1	1.5	1.2	17.9	2.5	34.4
1600-1700	**Pro**	3.6	50.4	16.4	1.0	0.1	18.7	2.9	3.1	0.1	3.7
	Ocp	1.1	1.6	2.2	2.9	13.7	1.6	1.3	10.8	1.0	38.9
1700-1800	**Pro**	5.6	56.0	15.3	0.5	0.3	14.3	1.3	2.2	0.1	4.4
	Ocp	1.1	1.5	2.1	1.9	17.1	1.5	1.3	17.6	42.0	48.3
1800-1900	**Pro**	4.7	64.4	15.2	0.2	0.4	7.6	0.9	2.1	0.0	4.6
Peak hour	**Ocp**	1.1	1.4	2.2	1.5	17.4	1.4	1.3	23.9	0.0	60.6
1900-2000	**Pro**	3.8	68.6	14.9	0.1	0.2	5.9	1.0	1.6	0.1	3.9
	Ocp	1.1	1.4	2.2	2.0	17.4	1.3	1.1	15.4	27.0	44.1
2000-2100	**Pro**	3.6	63.3	20.4	0.0	0.4	5.8	1.0	1.2	0.0	4.4
	Ocp	1.1	1.5	2.2	0.0	12.8	1.4	1.3	14.9	0.0	37.4
2100-2200	**Pro**	3.9	60.1	23.6	0.0	0.3	5.6	1.5	0.5	0.0	4.4
	Ocp	1.2	1.5	2.2	0.0	10.6	1.3	1.2	13.3	0.0	34.8
2200-2300	**Pro**	3.0	61.8	24.4	0.1	0.4	4.7	1.3	0.6	0.0	3.7
	Ocp	1.1	1.4	2.1	1.5	10.7	1.4	1.1	5.8	0.0	34.2
16 hours	**Pro**	3.5	54.9	17.3	0.6	0.2	15.1	2.8	1.9	0.1	3.8
	Ocp	1.1	1.5	2.1	5.6	13.9	1.5	1.3	15.2	7.6	42.3

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

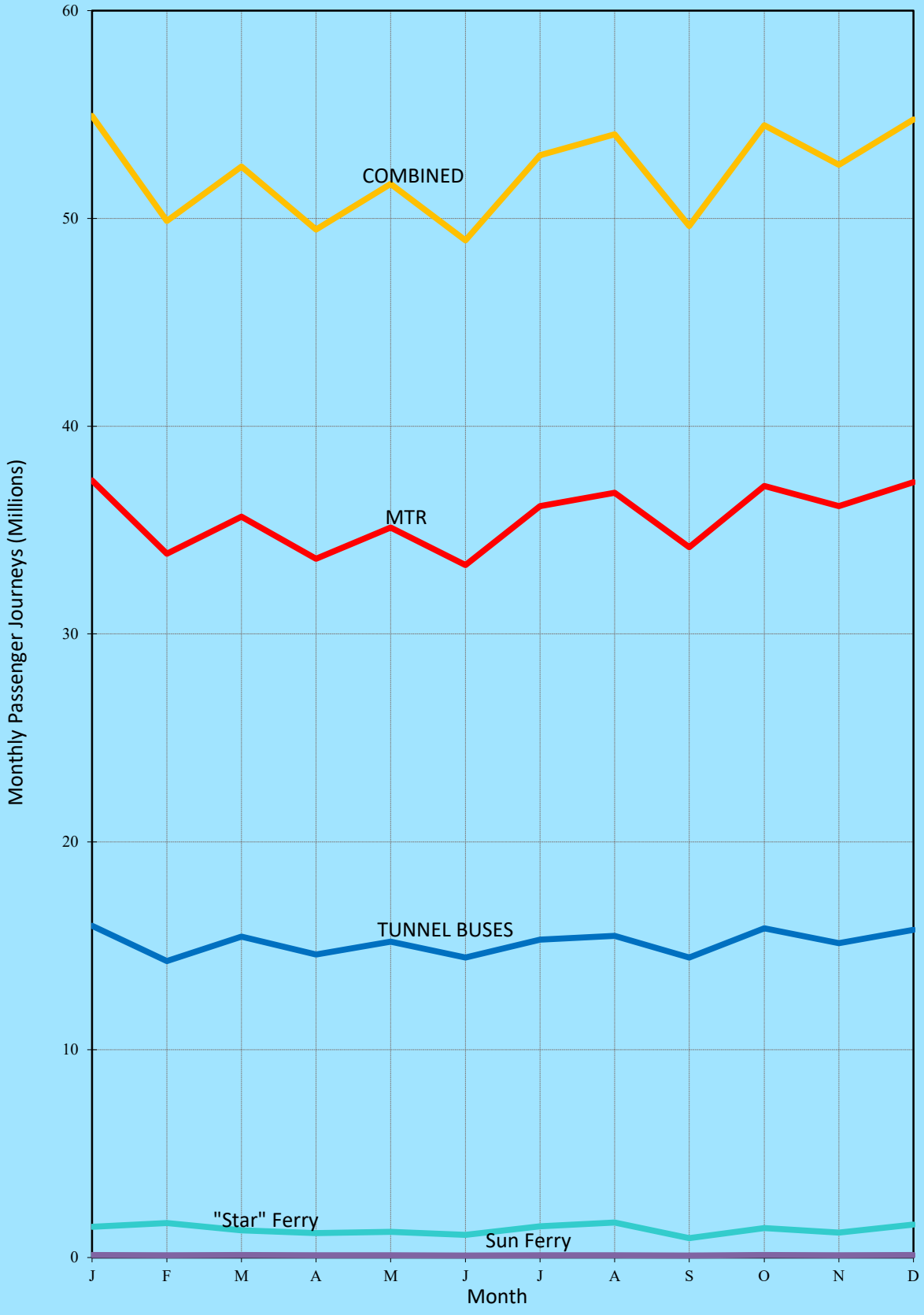
The above peak hour and 16-hour vehicle proportions are compared with the trends over the past years in FIGURE 5-6 and FIGURE 5-7 respectively.



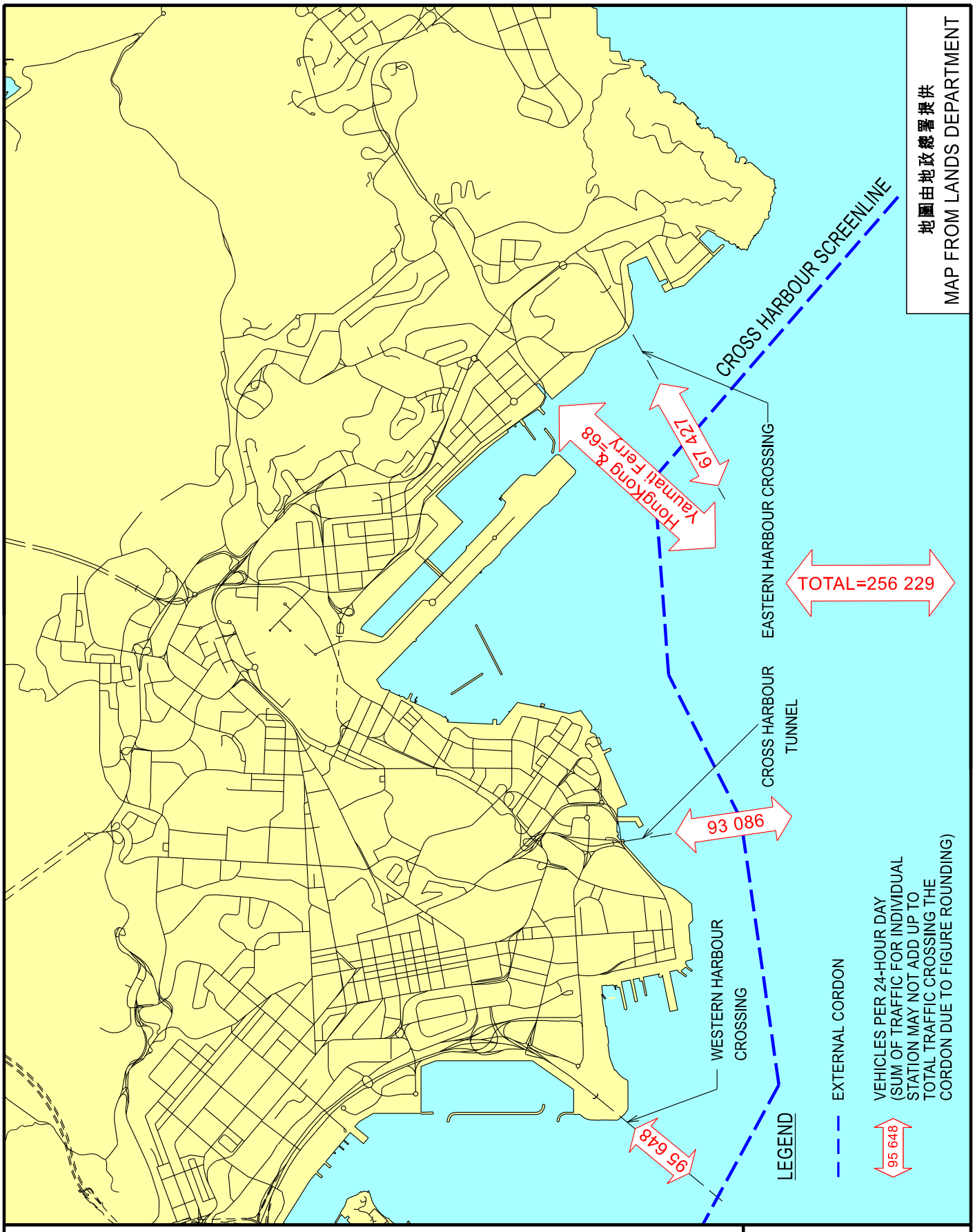
Notes: * – The ferry service licences of the Hongkong & Yaumati Ferry Co. Ltd. were transferred to the New World First Ferry Services Ltd. starting from 15.1.2000.

\# – Changed the name from "New World First Ferry" to "Sun Ferry" on 8.12.2020

Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
ANNUAL VARIATION IN CROSS HARBOUR PASSENGER JOURNEYS BY HONGKONG & YAUMATI FERRY/SUN FERRY, "STAR" FERRY, MTR AND TUNNEL BUSES (1961-2024)	FIG. 5–1



Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
MONTHLY VARIATION IN CROSS HARBOUR PASSENGER JOURNEYS BY SUN FERRY, "STAR" FERRY, MTR AND TUNNEL BUSES - 2024	FIG. 5-2



Study

THE ANNUAL TRAFFIC CENSUS - 2024

Scale

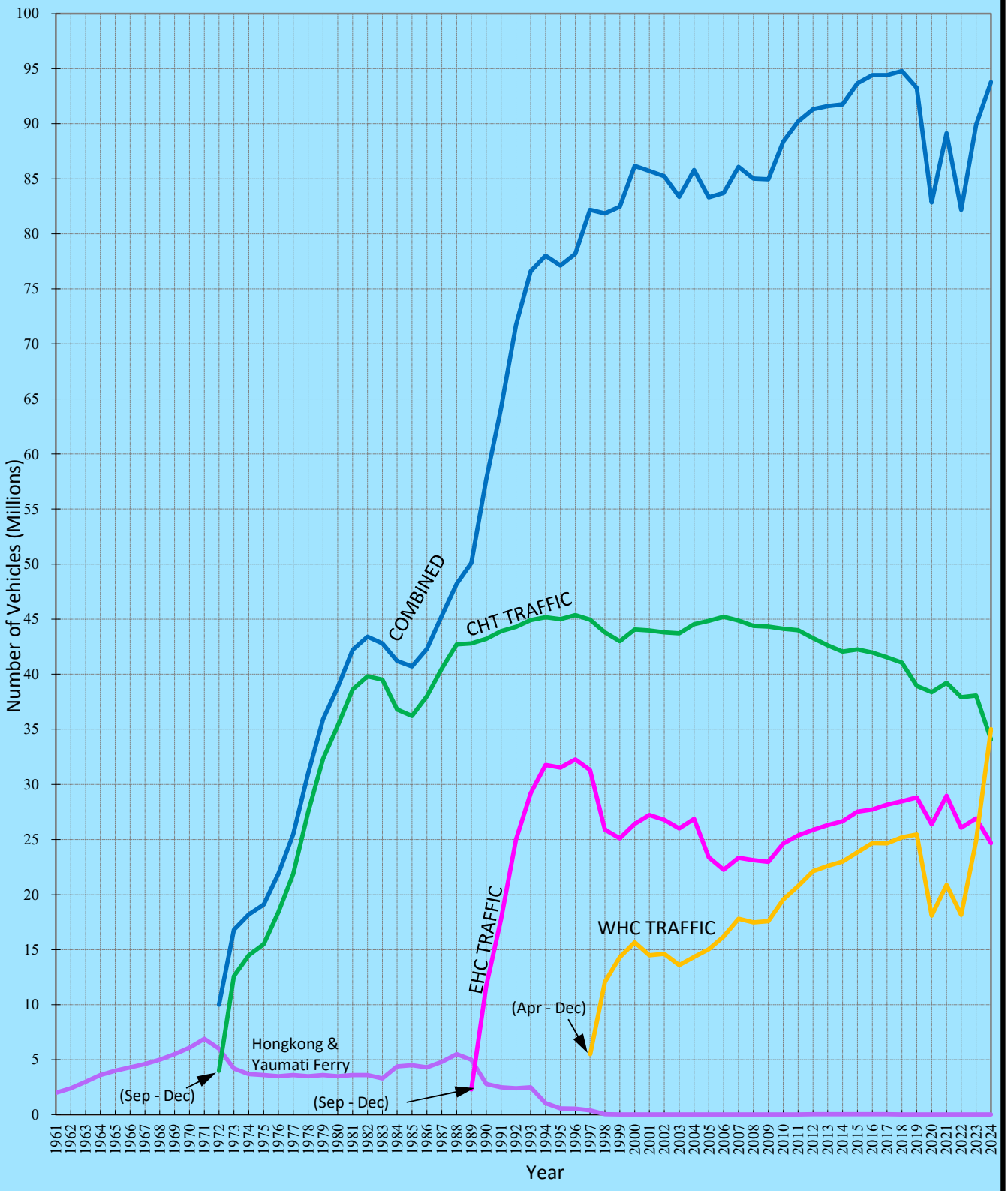
SCHEMATIC

Title

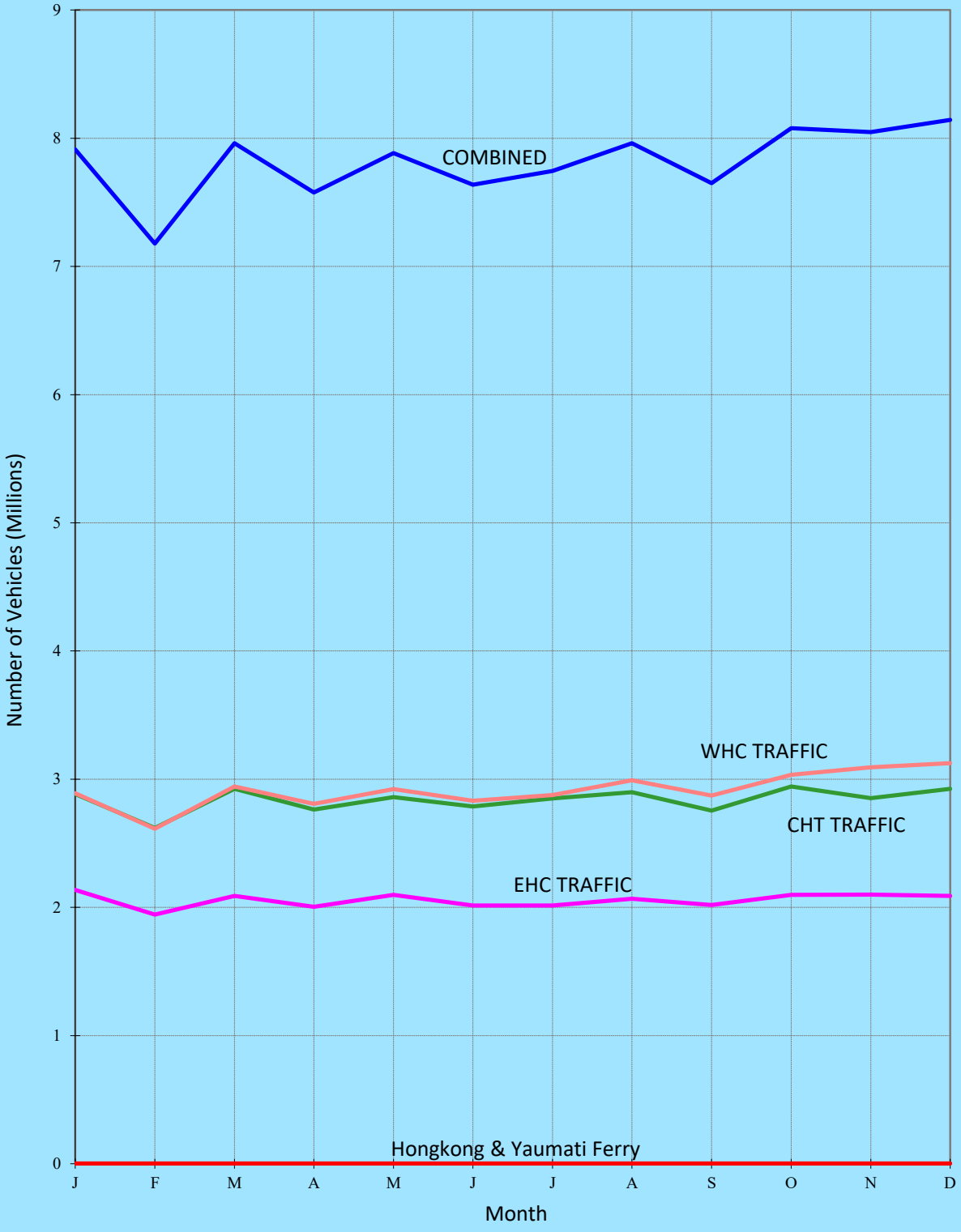
CROSS HARBOUR VEHICULAR TRIPS BY HONGKONG & YAUMATI FERRY AND 3 TUNNELS CROSSING VICTORIA HARBOUR - DAILY AVERAGE VEHICLES

Figure No.

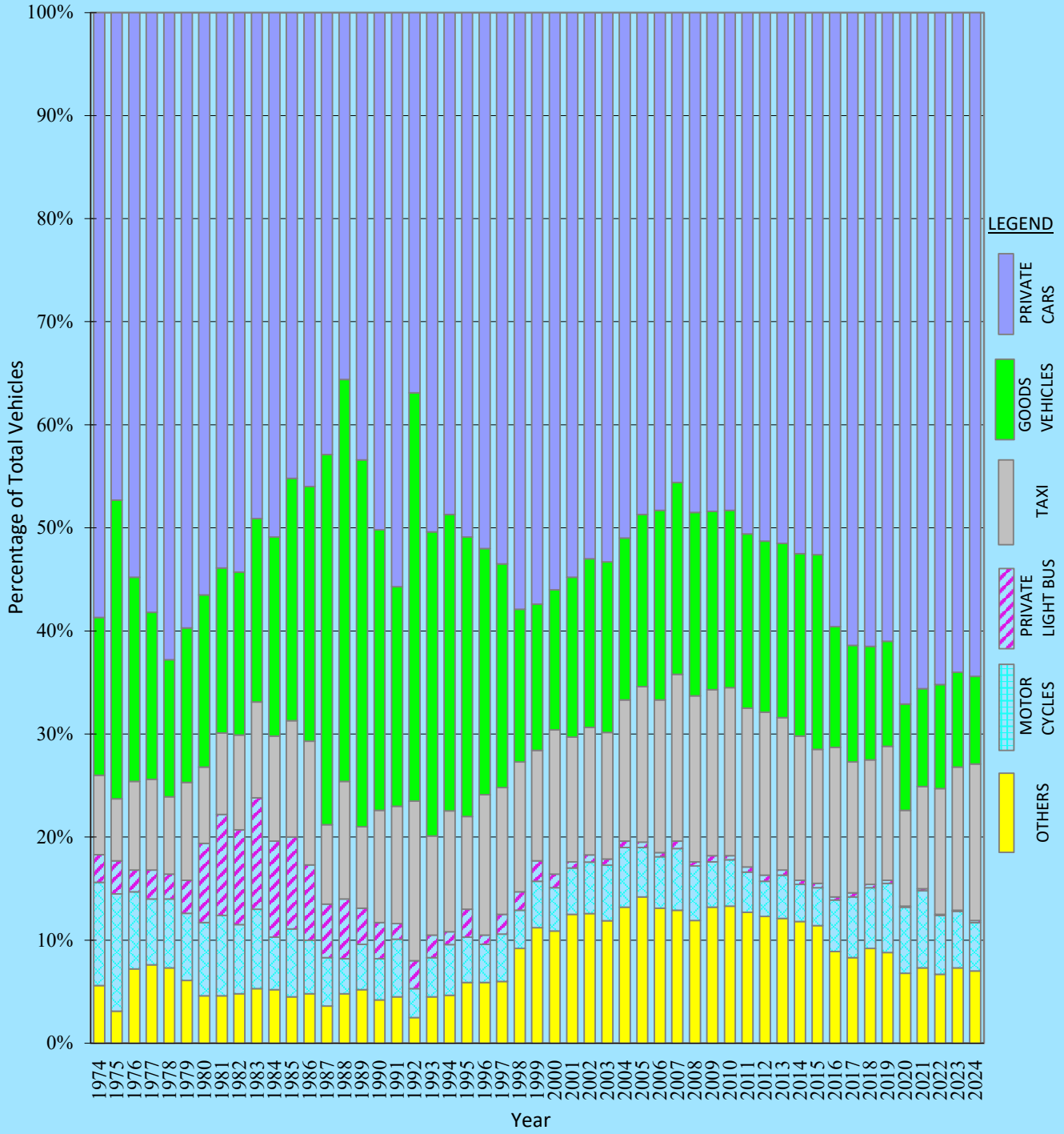
FIG. 5-3



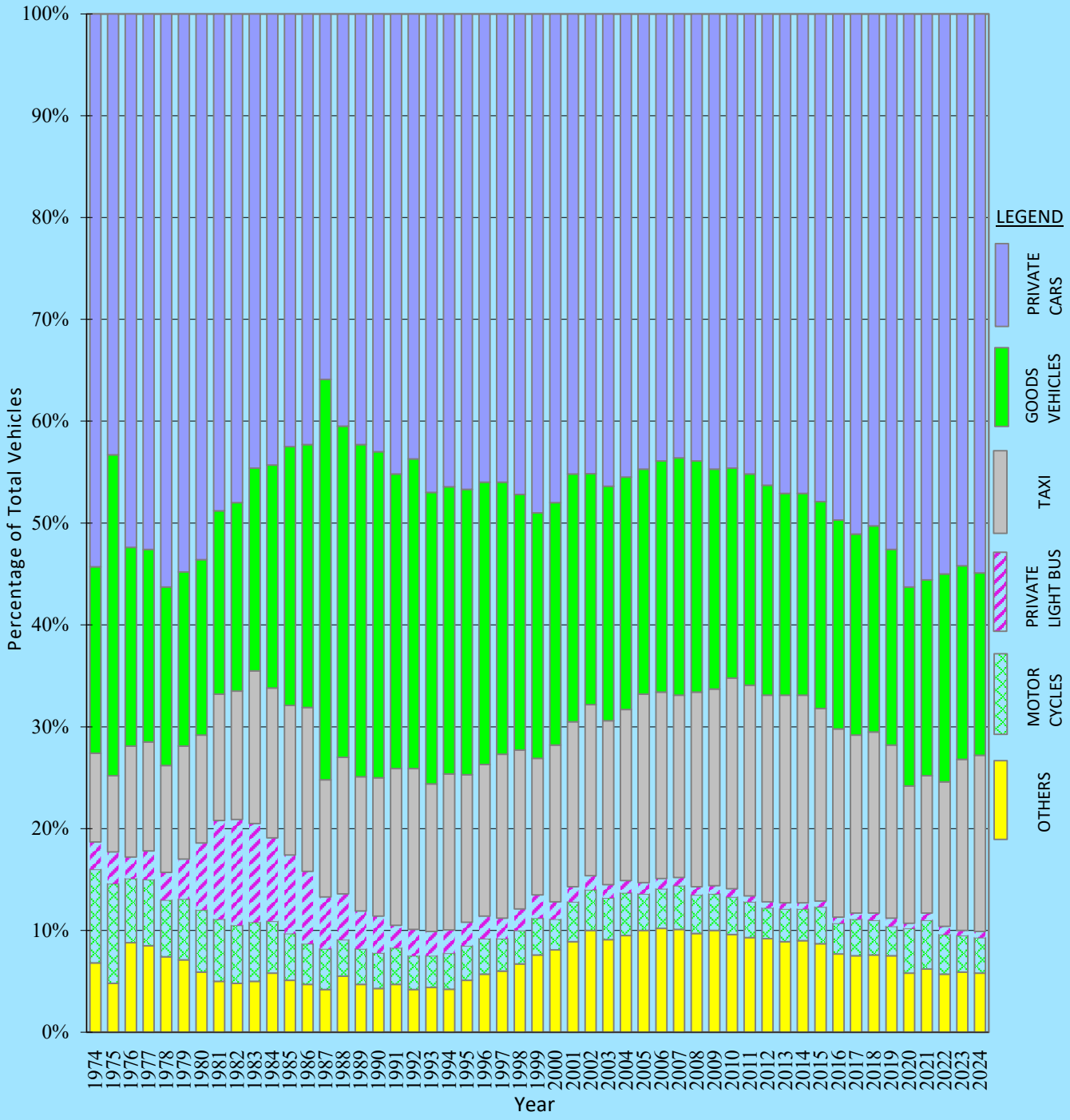
Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
ANNUAL VARIATION IN CROSS HARBOUR VEHICULAR TRIPS BY HONGKONG & YAUMATI FERRY AND 3 TUNNELS CROSSING VICTORIA HARBOUR (1961-2024)	FIG. 5-4



Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
MONTHLY VARIATION IN CROSS HARBOUR VEHICULAR TRIPS BY HONGKONG & YAUMATI FERRY AND 3 TUNNELS CROSSING VICTORIA HARBOUR - 2024	FIG. 5-5



Study **THE ANNUAL TRAFFIC CENSUS - 2024**	**Scale** AS SHOWN
Title ANNUAL VARIATION IN PEAK HOUR (MON-FRI) VEHICLE COMPOSITION OF THE CROSS HARBOUR SCREENLINE (1974-2024)	**Figure No.** FIG. 5-6



Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
ANNUAL VARIATION IN 16 HOUR (MON-FRI) VEHICLE COMPOSITION OF THE CROSS HARBOUR SCREENLINE (1974-2024)	FIG. 5-7

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 2024 is illustrated in FIGURE 6-1 while the same for vehicles licensed from 1977 to 2024 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 2023 and 2024 are shown in FIGURE 6-3.

6.2 VEHICLE REGISTRATION AND LICENSING IN 2024

At the end of 2024, the total number of vehicles licensed amount to 808 771, representing a 0.8% decrease as compared with the corresponding figure of 815 625 in 2023. 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 2024 there was increase of 0.02% in number of private cars licensed from a total of 577 908 to 578 001. The percentage of the total number of vehicles licensed to the number of vehicles registered was 89.4% as compared with that of 88.4% in 2023. The year end figures of both vehicle registration and licensing are summarized on the next page:-

Vehicles Registered And Licensed in 2023 and 2024

Vehicle Class	Vehicle Registered				Vehicle Licensed			
	At Year End		Change Over 2023	Percent Changed	At Year End		Change Over 2023	Percent Changed
	2023	2024			2023	2024		
Motor Cycle	108 674	108 883	+209	+0.2	74 417	73 494	-923	-1.2
Private Car	645 351	630 711	-14 640	-2.3	577 908	578 001	+93	+0.02
Taxi	18 163	18 163	0	0.0	17 806	17 773	-33	-0.2
Bus (Franchised)	6 230	6 160	- 70	-1.1	5 899	5 870	-29	-0.5
Bus (Non-Franchised and Private)	7 774	7 691	- 83	-1.1	7 412	7 419	+7	+0.1
Goods Vehicle (incl. Special Purpose Vehicle)	122 008	117 886	-4 122	-3.4	117 768	111 777	-5 991	-5.1
Public Light Bus	4 343	4 340	- 3	-0.1	4 109	4 077	-32	-0.8
Private Light Bus	3 422	3 420	- 2	-0.1	3 370	3 354	-16	-0.5
Government Vehicle	6 936	7 006	+70	+1.0	6 936	7 006	+70	+1.0
Total	922 901	904 260	-18 641	-2.0	815 625	808 771	- 6 854	-0.8

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 - 2024, 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 deceased 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%.

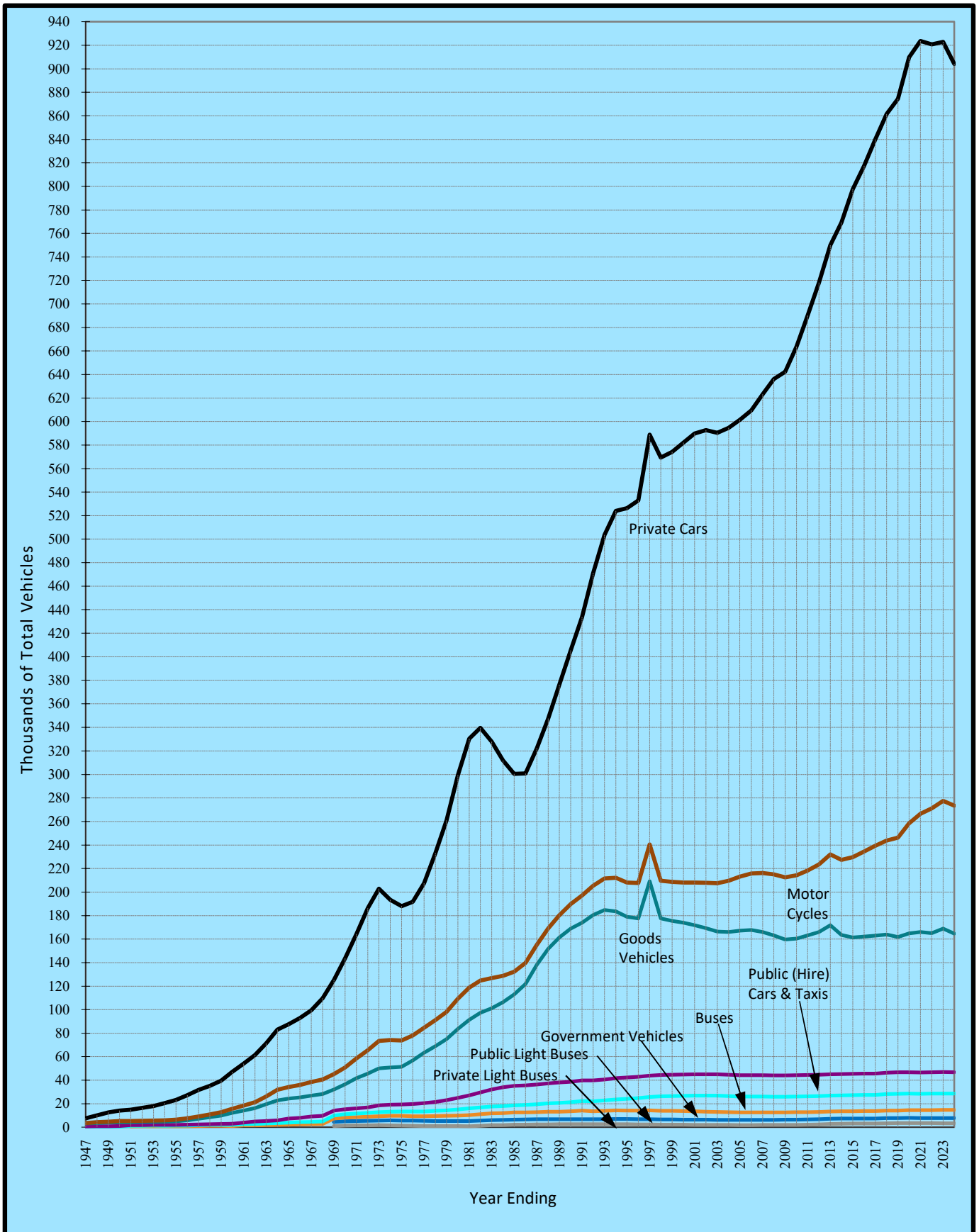
(ag) In 2020, the number of licensed vehicles was 1.05% higher than that of 2019. Tsing Yi External showed the greatest decrease of 22.1% as compared with 2019. Annual growth for the rest of the screenlines ranged from -11.9% to -0.6%.

(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%.

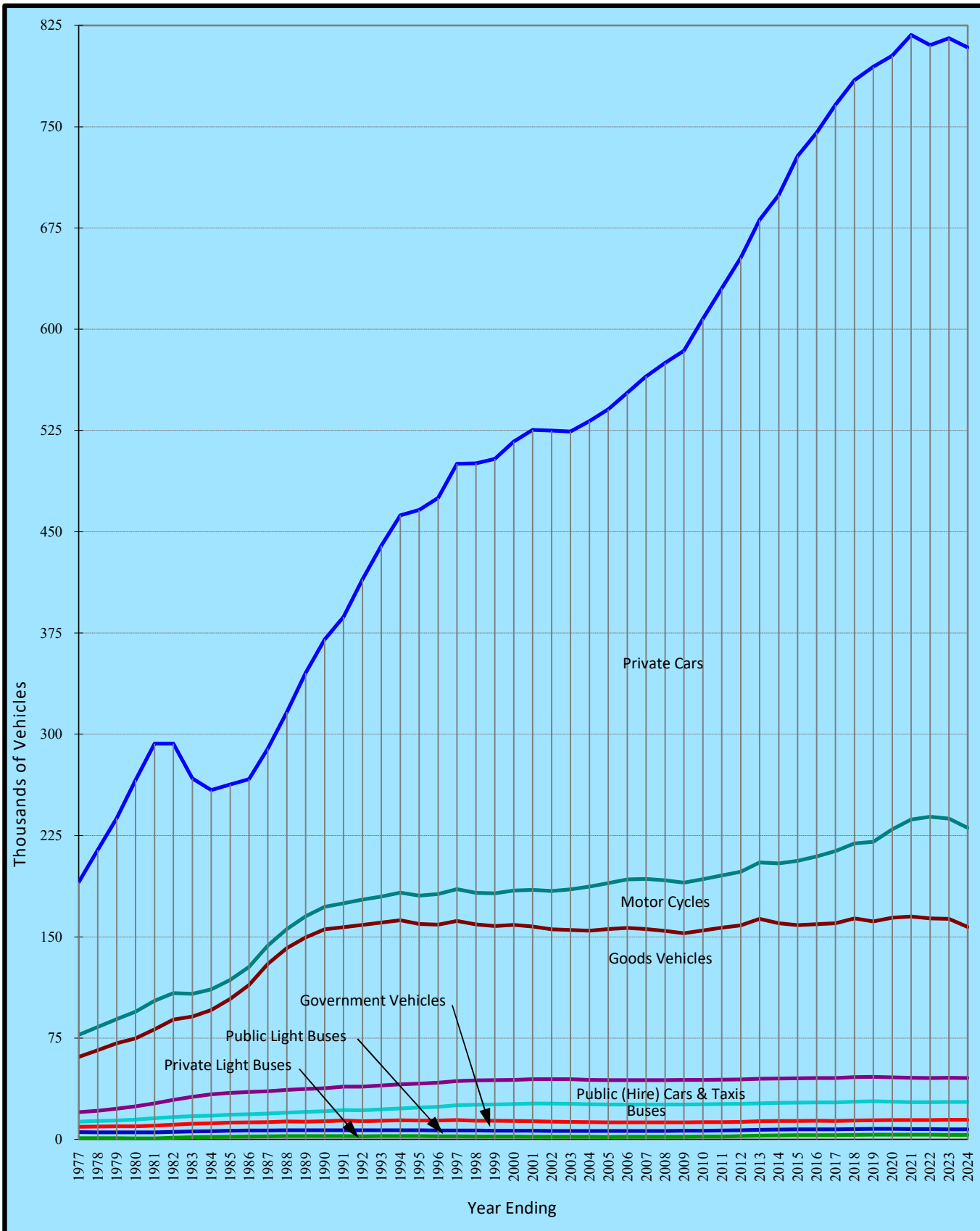
(ai) In 2022, the number of licensed vehicles was 0.9% lower than that of 2021. Lantau External Cordon showed the greatest increase of 9.5% as compared with 2021. Annual growth for the rest of the screenlines ranged from -9.4% to -3.1%.

(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%.

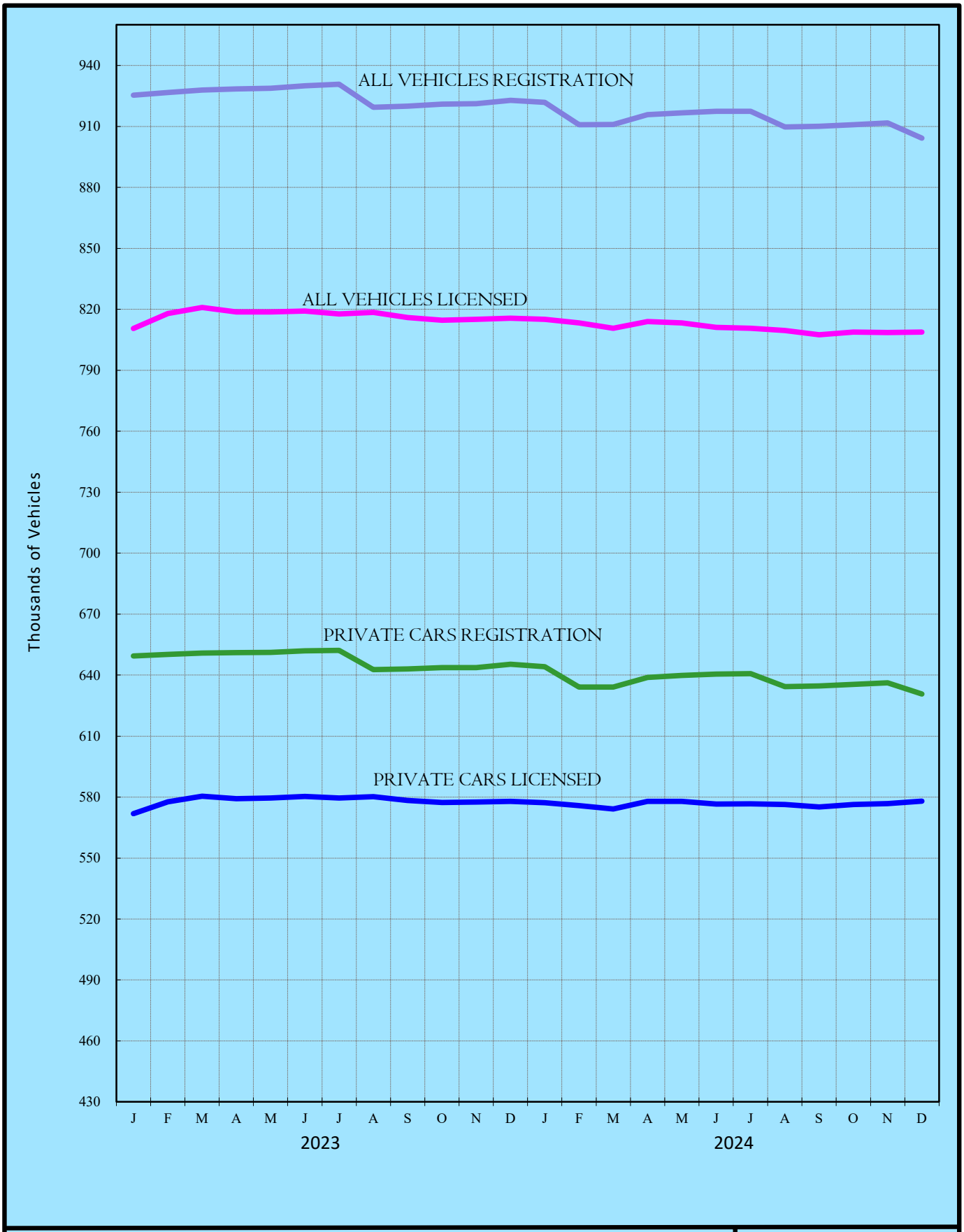
(ak) In 2024, the number of licensed vehicles was 0.8% lower than that of 2023. Lantau External Cordon showed the greatest increase of 15.8% as compared with 2023. Annual growth for the rest of the screenlines ranged from -7.8% to +6.8%.



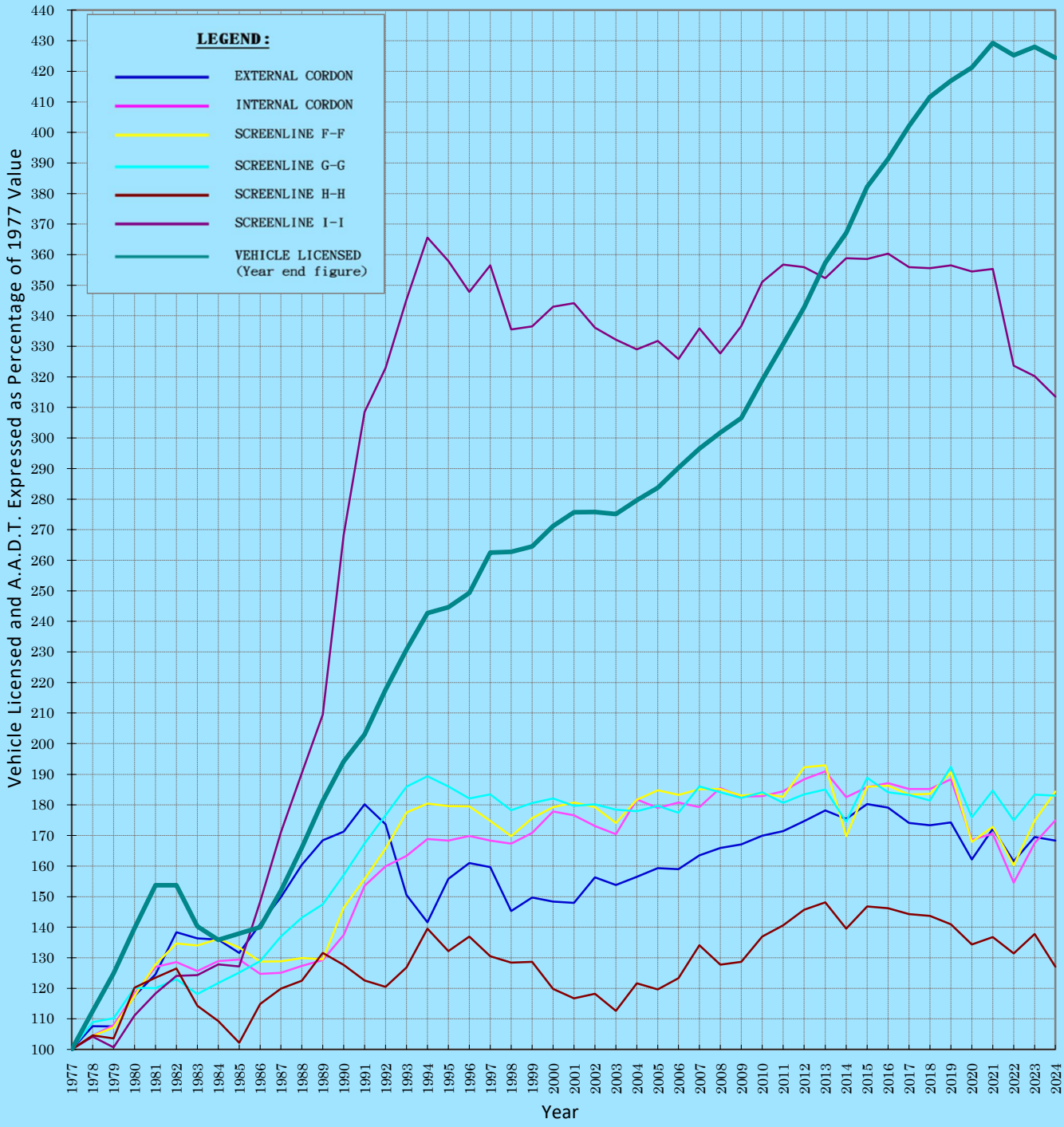
Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
COMBINED VEHICLE REGISTRATIONS BY YEAR AND CLASS OF VEHICLES (1947 - 2024)	FIG. 6–1



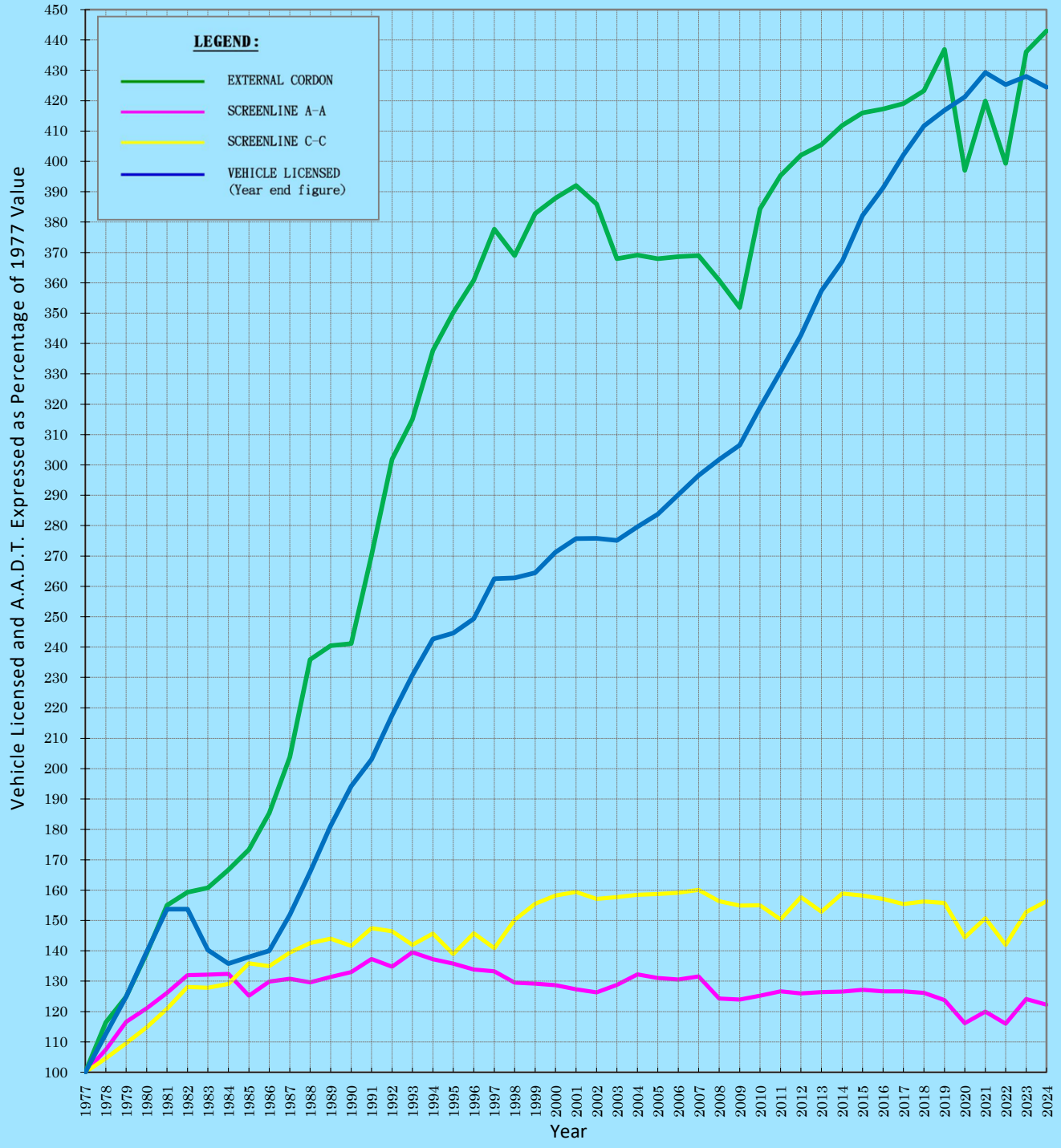
Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
COMBINED VEHICLE LICENSED BY YEAR AND CLASS OF VEHICLES (1977 - 2024)	FIG. 6–2



Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
MONTHLY VARIATION OF THE REGISTRATION AND LICENSING OF PRIVATE CARS AND ALL VEHICLES (JAN.2023 - DEC.2024)	FIG. 6-3



Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
COMPARISON OF GROWTH IN VEHICLE LICENSED AND SCREENLINE/CORDON VOLUMES - HONG KONG ISLAND	FIG. 6-4



Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2024	AS SHOWN
Title	**Figure No.**
COMPARISON OF GROWTH IN VEHICLE LICENSED AND SCREENLINE/CORDON VOLUMES - KOWLOON	FIG. 6-5

TABLE 6-1

Motor Vehicles Registered & Licensed by Class, 1947-2024

(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 Preceeding 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, 1947-2024

(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 Preceeding 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, 1947-2024

(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 Preceeding 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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4. Buses cannot be classified into franchised and non-franchised before 1972

TABLE 6-1 (Cont'd)

Motor Vehicles Registered & Licensed by Class, 1947-2024

(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 Preceeding 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	382 880	--	18 138	6 239	7 696	122 438	4 350	1 979	6 654	591 502	-0.5	-0.3	64.7	20.7
	(30 266)	(338 930)	--	(18 114)	(6 179)	(7 296)	(110 551)	(4 334)	(1 925)	(6 654)	(524 249)	(-0.6)	(-0.2)	(64.7)	(21.1)
2004	43 620	385 028	--	18 138	6 040	7 704	122 231	4 350	1 935	6 498	595 544	+0.6	+0.7	64.7	20.5
	(32 735)	(344 713)	--	(18 043)	(5 977)	(7 361)	(111 328)	(4 328)	(1 889)	(6 498)	(532 872)	(+1.7)	(+1.6)	(64.7)	(20.9)
2005	45 943	388 311	--	18 138	5 888	7 659	122 911	4 350	1 897	6 394	601 491	+0.9	+1.0	64.6	20.4
	(34 025)	(350 753)	--	(18 010)	(5 857)	(7 415)	(111 983)	(4 347)	(1 857)	(6 394)	(540 641)	(+1.8)	(+1.5)	(64.9)	(20.7)
2006	47 992	393 756	--	18 138	5 872	7 572	123 607	4 350	1 900	6 408	609 595	+1.4	+1.3	64.6	20.3
	(35 920)	(360 427)	--	(18 031)	(5 852)	(7 373)	(112 749)	(4 349)	(1 871)	(6 408)	(552 980)	(+2.8)	(+2.3)	(65.2)	(20.4)
2007	50 140	406 995	--	18 138	5 920	7 563	121 771	4 350	1 935	6 320	623 132	+3.4	+2.2	65.3	19.5
	(37 074)	(372 203)	--	(18 061)	(5 889)	(7 428)	(111 845)	(4 350)	(1 901)	(6 320)	(565 071)	(+3.3)	(+2.2)	(65.9)	(19.8)
2008	52 008	421 062	--	18 138	5 830	7 578	118 911	4 350	1 971	6 295	636 143	+3.5	+2.1	66.2	18.7
	(37 608)	(383 141)	--	(18 115)	(5 794)	(7 450)	(110 417)	(4 350)	(1 936)	(6 295)	(575 106)	(+2.9)	(+1.8)	(66.6)	(19.2)
2009	52 933	429 754	--	18 138	5 799	7 570	115 430	4 350	2 020	6 276	642 270	+2.1	+1.0	66.9	18.0
	(37 604)	(393 812)	--	(18 128)	(5 786)	(7 460)	(108 665)	(4 347)	(1 992)	(6 276)	(584 070)	(+2.8)	(+1.6)	(67.4)	(18.6)
2010	53 823	449 400	--	18 138	5 796	7 570	116 241	4 350	2 093	6 315	663 726	+4.6	+3.3	67.7	17.5
	(38 008)	(414 966)	--	(18 131)	(5 729)	(7 481)	(110 741)	(4 348)	(2 077)	(6 315)	(607 796)	(+5.4)	(+4.1)	(68.3)	(18.2)
2011	55 286	471 685	--	18 138	5 821	7 570	118 726	4 350	2 216	6 297	690 089	+5.0	+4.0	68.4	17.2
	(38 617)	(434 843)	--	(18 132)	(5 798)	(7 479)	(112 570)	(4 345)	(2 200)	(6 297)	(630 281)	(+4.8)	(+3.7)	(69.0)	(17.9)
2012	57 368	494 646	--	18 138	5 788	7 613	121 503	4 350	2 463	6 240	718 109	+4.9	+4.1	68.9	16.9
	(39 741)	(454 697)	--	(18 131)	(5 743)	(7 501)	(114 171)	(4 347)	(2 439)	(6 240)	(653 010)	(+4.6)	(+3.6)	(69.6)	(17.5)
2013	60 180	517 997	--	18 138	5 850	7 635	126 828	4 350	2 793	6 305	750 076	+4.7	+4.5	69.1	16.9
	(41 766)	(475 752)	--	(18 083)	(5 791)	(7 562)	(118 552)	(4 346)	(2 757)	(6 305)	(680 914)	(+4.6)	(+4.3)	(69.9)	(17.4)
2014	63 860	541 751	--	18 138	5 845	7 645	118 300	4 350	3 021	6 289	769 199	+4.6	+2.5	70.4	15.4
	(44 437)	(495 038)	--	(18 066)	(5 810)	(7 615)	(114 945)	(4 345)	(2 995)	(6 289)	(699 540)	(+4.1)	(+2.7)	(70.8)	(16.4)
2015	68 368	567 886	--	18 138	5 927	7 662	115 971	4 350	3 081	6 251	797 634	+4.8	+3.7	71.2	14.5
	(47 759)	(521 852)	--	(18 118)	(5 865)	(7 626)	(113 382)	(4 344)	(3 066)	(6 251)	(728 263)	(+5.4)	(+4.1)	(71.7)	(15.6)
2016	72 332	583 037	--	18 163	5 986	7 694	116 597	4 350	3 122	6 287	817 568	+2.7	+2.5	71.3	14.3
	(50 227)	(536 025)	--	(18 152)	(5 916)	(7 655)	(113 966)	(4 347)	(3 102)	(6 287)	(745 677)	(+2.7)	(+2.4)	(71.9)	(15.3)
2017	76 438	600 443	--	18 163	6 014	7 718	117 351	4 350	3 094	6 311	839 882	+3.0	+2.7	71.5	14.0
	(53 317)	(552 710)	--	(18 148)	(5 982)	(7 661)	(114 663)	(4 338)	(3 070)	(6 311)	(766 200)	(+3.1)	(+2.8)	(72.1)	(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, 1947-2024

(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 Preceeding 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)
2024	108,883	630,711	--	18,163	6,160	7,691	117,886	4,340	3,420	7,006	904,260	-2.3	-2.0	69.7	13.0
	(73,494)	(578,001)	--	(17,773)	(5,870)	(7,419)	(111,777)	(4,077)	(3,354)	(7,006)	(808,771)	(0.02)	(-0.8)	(71.5)	(13.8)

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, 1970-2024

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, 1970-2024

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, 1970-2024

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
2024	31 215 833	34 069 472	22 155 768	23 199 344	24 678 291	17 804 353	30 614 517	20 801 479	35 007 003	33 420 588	15 286 583	23 148 092	8 450 334	4 378 545	13 280 950	9 987 693

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)

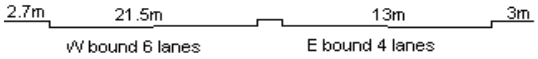
Core Station No.	Location	Page
3001	Princess Margaret Rd (from Wylie Rd to Pui Ching Rd)	A1-28
3002	Lung Cheung Rd (from Nam Cheong St to Lion Rock Tunnel Rd)	A1-30
3004	Kai Tak Tunnel (from Sung Wong Toi Rd to Kai Cheung Rd)	A1-32
3006	Nathan Rd (from Shantung St to Dundas St)	A1-34
3014	Ma Tau Wai 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)

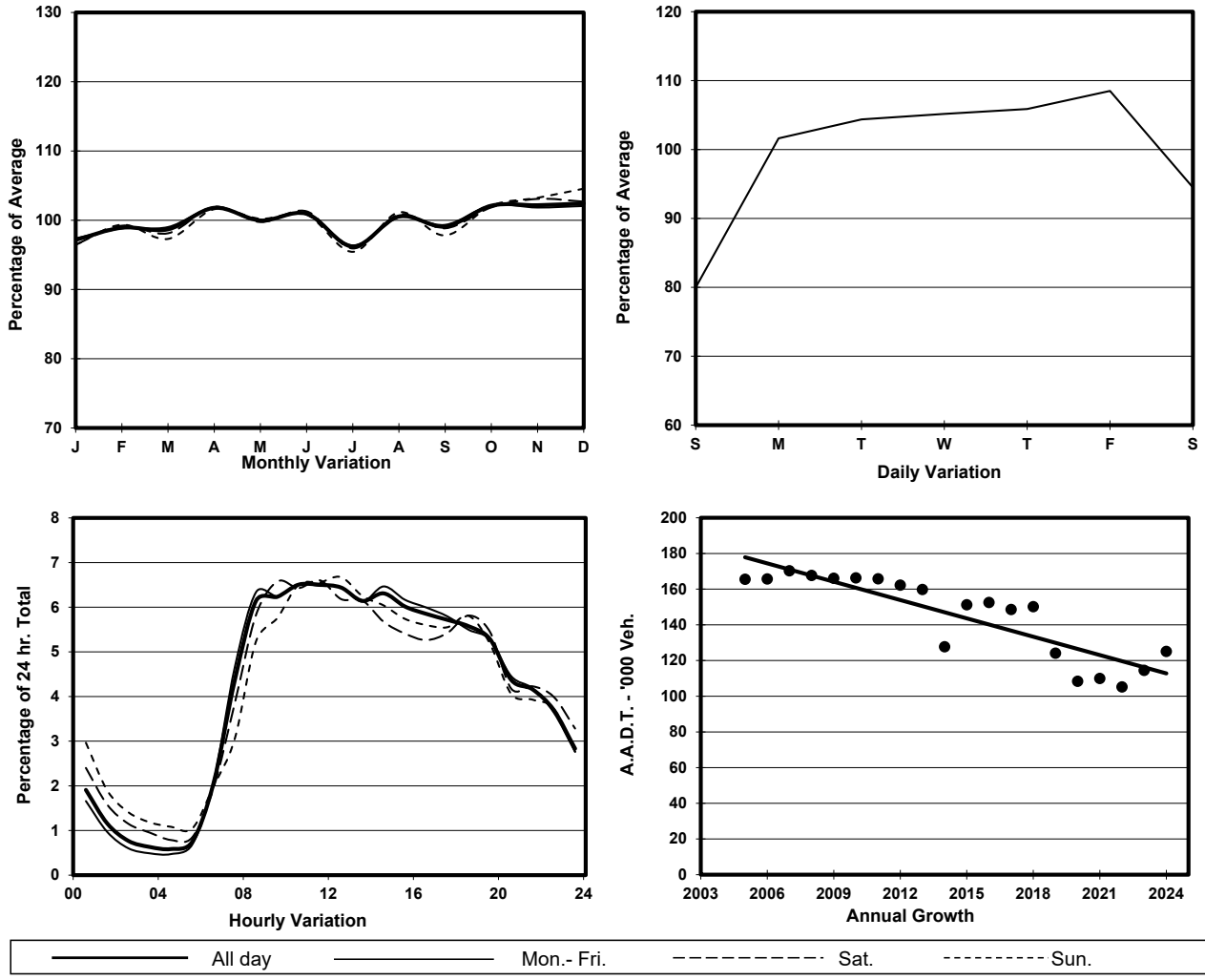
Core Station No.	Location	Page
5003	Fanling Highway (from So Kwun Po Int to Wo Hop Shek Int)	A1-46
5012	Tuen Mun Rd (from Sham Tseng to Tsing Long Highway <Ting Kau Bridge>)	A1-48
5013	Tolo Highway (from North of Ma Liu Shui Int to Yuen Shin Rd Int)	A1-50
5014	Route Twisk (from Chuen Lung to Cheung Pei Shan RA)	A1-52
5017	Clear Water Bay Rd (from On Sau Rd to Hiram's Highway)	A1-54
5018	Tsing Tsuen Rd (from Tsuen Tsing Int to Tam Kon Shan Int)	A1-56
5020	Shing Mun Tunnel (from Wo Yi Hop Interchange to Shing Mun Tunnel Rd)	A1-58
5021	Tseung Kwan O Tunnel (from Toll Plaza to Tseung Kwan O Tunnel Rd RA)	A1-60
5022	Tate's Cairn Tunnel (from Toll Plaza to South Portal)	A1-62
5023	Po Lam Rd (from Anderson Rd to Tsui Lam Rd)	A1-64
5024	Lion Rock Tunnel (from Toll Plaza to South Portal)	A1-66
5025	Yuen Long Highway (from Tin Shui Wai West Int to Lam Tei Int)	A1-68
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>)	A1-70
5027	Lantau Link (from Tsing Ma Bridge <Eastern End> At Tsing Yi to Ngong Shuen Au)	A1-72
5029	Tsing Long Highway <Tai Lam Tunnel> (from Au Tau Int to Tuen Mun Rd)	A1-74
5030	Kwai Chung Rd (from Kwai Chung Int to Tsuen Wan Rd)	A1-76
5033	Tsing Long Highway - Ting Kau Bridge (from NW Tsing Yi Int Southern Tip to Tuen Mun Rd)	A1-78
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)	A1-80
5037	Eagle's Nest Tunnel (from Toll Plaza to South Portal)	A1-82
5038	Nam Wan Tunnel (from East Tsing Yi Viaduct to Cheung Tsing Highway)	A1-84
5041	Lung Shan Tunnel (from Fanling Highway to Sha Tau Kok Road)	A1-86
5042	Tuen Mun Chek Lap Kok Tunnel (from Lung Fu Rd to Hong Kong Boundary Crossing Facilities (BCF))	A1-88
5043	Tseung Kwan O - Lam Tin Tunnel (from Eastern Portal to Western Portal & slip rd to EHC)	A1-90
5044	San Tin Highway (from Fung Kat Heung to Fairview Park Boulevard)	A1-92
5045	Castle Peak Rd - Tam Mi (from Kam Tin Rd to Fairview Park Boulevard)	A1-94
5046	San Tam Rd (from Kam Tin Rd to Fairview Park Boulevard)	A1-96

YEAR 2024 **LINK** HARCOURT RD (from TAMAR ST to ARSENAL ST)

CORE STATION 1001
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	44230	46470	43840	36810
R 12 / 24 - %	67.1	69.0	62.9	59.6
R 16 / 24 - %	86.2	88.4	81.5	78.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2470	2740	2300	1460
T - % (AM)	-	5.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2550	2680	2460	2190
T - % (PM)	-	4.8	-	-
Prop.of commercial vehicles - 16 hr.	-	4.3	-	-
WEST BOUND				
A.A.D.T.	80870	86430	75790	64360
R 12 / 24 - %	74.4	74.7	72.9	74.0
R 16 / 24 - %	91.0	91.3	90.3	89.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5430	5800	5560	4360
T - % (AM)	-	9.6	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	4820	5310	4490	3680
T - % (PM)	-	4.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.7	-	-

3. OTHER INFORMATION AND COMMENT

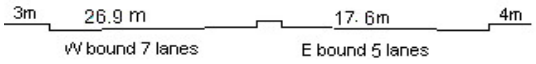
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.3	35.5	36.3	2.5	0.1	11.2	1.8	4.6	0.1	4.7
	Ocp	1.0	1.4	2.1	8.4	8.0	1.3	1.2	14.3	1.0	29.8
0800-0900	Pro	2.3	47.5	31.2	0.6	0.2	9.3	1.4	3.2	0.1	4.3
	Ocp	1.1	1.3	2.1	7.2	11.0	1.5	1.4	13.4	28.0	38.7
0900-1000	Pro	2.5	39.8	35.5	0.3	0.4	14.9	1.9	1.4	0.1	3.4
	Ocp	1.0	1.2	2.0	1.2	4.7	1.5	1.5	7.4	46.0	27.7
1000-1100	Pro	1.9	46.3	31.2	0.3	0.2	15.3	1.6	1.3	0.0	2.1
Peak hour	Ocp	1.0	1.4	1.9	2.2	1.0	1.3	1.3	4.6	0.0	24.2
1100-1200	Pro	3.2	44.7	32.6	0.2	0.0	15.1	1.7	1.0	0.0	1.6
	Ocp	1.1	1.4	2.1	2.3	0.0	1.4	1.3	2.7	0.0	20.7
1200-1300	Pro	2.0	50.2	30.5	0.5	0.1	12.9	1.5	0.8	0.0	1.5
	Ocp	1.1	1.5	2.2	5.0	7.0	1.4	1.3	4.1	0.0	19.0
1300-1400	Pro	2.0	46.4	33.4	0.7	0.0	12.7	1.7	1.5	0.1	1.6
	Ocp	1.0	1.5	2.0	4.6	0.0	1.4	1.6	6.4	3.0	22.1
1400-1500	Pro	1.8	51.8	31.2	0.7	0.1	10.5	1.1	1.4	0.1	1.4
	Ocp	1.1	1.4	2.1	1.7	3.5	1.4	1.3	8.4	2.5	17.9
1500-1600	Pro	3.0	53.3	26.7	1.1	0.1	10.1	1.5	2.6	0.0	1.6
	Ocp	1.0	1.4	2.2	6.6	8.5	1.4	1.4	15.8	0.0	15.6
1600-1700	Pro	2.1	58.0	26.1	0.5	0.0	8.9	0.9	1.6	0.0	2.0
	Ocp	1.0	1.3	2.2	4.5	0.0	1.4	1.1	8.7	0.0	17.4
1700-1800	Pro	2.5	55.4	29.2	0.6	0.2	6.7	0.8	2.3	0.0	2.4
	Ocp	1.0	1.5	2.1	5.0	13.3	1.4	1.4	9.0	0.0	21.9
1800-1900	Pro	2.9	59.3	27.6	0.1	0.2	4.0	0.4	2.6	0.1	2.9
	Ocp	1.1	1.3	2.1	2.0	15.0	1.3	1.3	19.5	3.0	30.9
1900-2000	Pro	2.5	52.0	38.7	0.1	0.3	2.4	0.4	1.7	0.1	2.0
	Ocp	1.1	1.4	2.0	1.0	8.4	1.3	1.5	7.3	2.0	21.7
2000-2100	Pro	2.0	49.1	43.4	0.2	0.2	1.5	0.7	0.7	0.0	2.3
	Ocp	1.2	1.4	1.9	2.5	5.5	1.4	1.3	8.8	0.0	13.5
2100-2200	Pro	2.1	51.2	42.6	0.1	0.1	1.3	0.3	0.4	0.1	1.8
	Ocp	1.0	1.4	2.0	2.0	6.0	1.3	1.0	9.8	1.0	13.1
2200-2300	Pro	3.1	45.9	45.1	0.0	0.3	2.0	0.9	0.7	0.0	2.0
	Ocp	1.0	1.3	1.8	0.0	5.7	1.3	1.2	11.3	0.0	10.7
16 hours	Pro	2.4	49.6	33.0	0.5	0.1	9.2	1.2	1.7	0.1	2.3
	Ocp	1.1	1.4	2.1	5.3	7.6	1.4	1.3	10.9	11.7	24.2

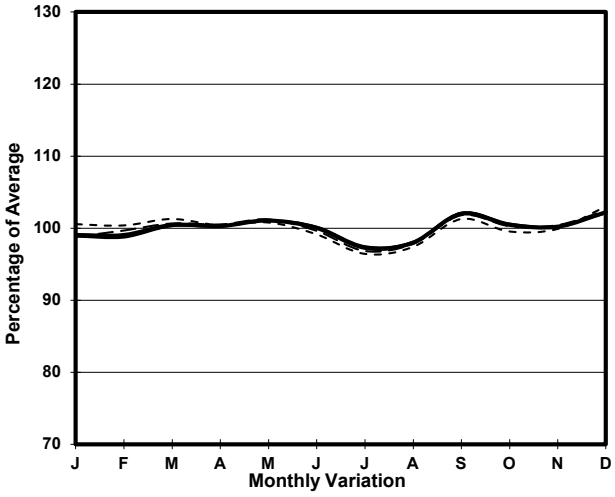
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

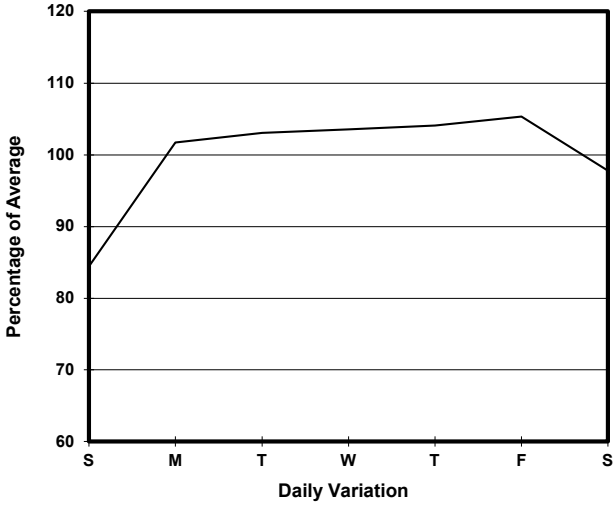
YEAR 2024 **LINK** VICTORIA PARK RD (from GLOUCESTER RD to ISLAND EASTERN CORRIDOR)

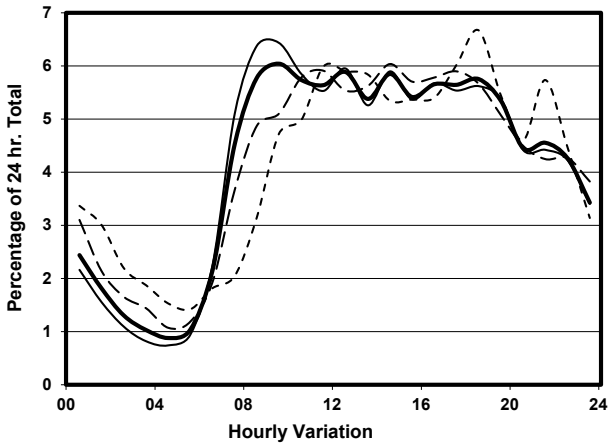
CORE STATION 1002
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

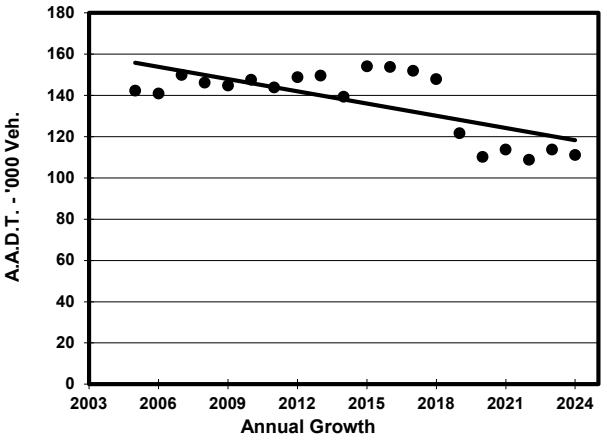


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	51690	53740	51340	44800
R 12 / 24 - %	66.3	67.8	63.3	60.3
R 16 / 24 - %	85.8	87.3	82.6	80.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2970	3310	2550	2000
T - % (AM)	-	8.4	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	2980	3090	2980	2590
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	5.7	-	-
WEST BOUND				
A.A.D.T.	59370	62210	58120	49930
R 12 / 24 - %	68.2	69.3	67.6	62.4
R 16 / 24 - %	86.0	86.8	84.5	82.8
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	3740	4180	3290	2480
T - % (AM)	-	8.4	-	-
PM Peak Hour	1800-1900	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	3450	3490	3520	3760
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.8	-	-

3. OTHER INFORMATION AND COMMENT

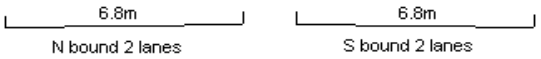
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.2	37.9	30.2	4.7	0.2	10.8	2.2	5.5	0.0	4.3
	Ocp	1.1	1.4	2.0	8.0	15.5	1.3	1.4	12.1	0.0	55.1
0800-0900	Pro	2.7	51.1	24.6	1.2	0.1	10.5	2.0	2.7	0.0	5.1
	Ocp	1.1	1.3	2.0	5.5	15.0	1.5	1.2	11.4	0.0	56.8
0900-1000	Pro	1.8	47.1	27.8	0.8	0.2	15.7	2.3	0.8	0.0	3.6
Peak hour	Ocp	1.0	1.3	1.9	3.1	6.3	1.6	1.4	9.7	0.0	34.8
1000-1100	Pro	2.2	41.8	30.3	1.2	0.3	17.0	3.3	1.4	0.0	2.5
	Ocp	1.0	1.8	1.8	2.0	1.0	1.5	1.5	6.6	0.0	34.7
1100-1200	Pro	1.5	45.8	26.6	2.0	0.3	17.8	2.8	1.1	0.1	2.2
	Ocp	1.0	1.5	1.8	2.2	3.0	1.4	1.3	3.3	1.0	31.5
1200-1300	Pro	2.2	46.5	27.6	1.2	0.1	15.9	3.0	1.3	0.1	2.2
	Ocp	1.1	1.4	2.0	4.1	2.0	1.4	1.6	6.1	4.0	32.5
1300-1400	Pro	2.1	41.6	29.6	1.0	0.1	19.0	3.0	1.4	0.0	2.1
	Ocp	1.1	1.5	2.0	1.9	1.0	1.6	1.4	1.9	0.0	38.0
1400-1500	Pro	1.8	46.7	27.7	1.5	0.2	15.5	2.6	1.8	0.1	2.2
	Ocp	1.0	1.5	2.1	2.2	3.7	1.4	1.4	5.0	1.0	35.4
1500-1600	Pro	2.7	46.1	26.9	1.9	0.2	14.4	1.8	3.7	0.0	2.2
	Ocp	1.0	1.5	1.9	5.5	9.7	1.5	1.5	15.7	0.0	34.8
1600-1700	Pro	3.3	51.3	25.6	2.1	0.3	10.6	1.5	2.8	0.0	2.5
	Ocp	1.1	1.4	1.9	5.1	3.5	1.3	1.3	8.7	0.0	38.8
1700-1800	Pro	3.1	50.1	28.2	0.7	0.1	10.6	1.6	2.4	0.0	3.2
	Ocp	1.0	1.5	2.0	3.7	14.0	1.4	1.5	13.8	0.0	46.6
1800-1900	Pro	3.6	61.5	23.9	0.2	0.4	4.9	0.6	1.8	0.0	3.1
	Ocp	1.1	1.4	2.2	1.7	10.0	1.3	1.4	15.7	0.0	63.2
1900-2000	Pro	2.6	60.2	29.3	0.3	0.1	3.1	0.6	1.1	0.0	2.6
	Ocp	1.1	1.4	2.0	1.0	8.5	1.3	1.4	4.2	0.0	44.7
2000-2100	Pro	2.4	52.1	37.2	0.1	0.1	3.0	0.8	1.3	0.0	3.1
	Ocp	1.0	1.4	1.8	1.0	7.0	1.6	1.6	6.1	0.0	27.0
2100-2200	Pro	2.7	52.0	39.4	0.1	0.3	1.7	0.6	0.1	0.0	3.0
	Ocp	1.2	1.4	1.9	1.0	5.0	1.2	1.3	1.0	0.0	23.3
2200-2300	Pro	2.3	50.7	38.3	0.1	0.0	4.1	1.1	0.5	0.0	2.9
	Ocp	1.0	1.4	1.9	1.0	0.0	1.3	1.3	3.6	0.0	22.8
16 hours	Pro	2.6	49.0	29.1	1.2	0.2	11.3	1.9	1.9	0.1	3.0
	Ocp	1.1	1.4	1.9	4.6	6.7	1.4	1.4	10.0	2.0	41.5

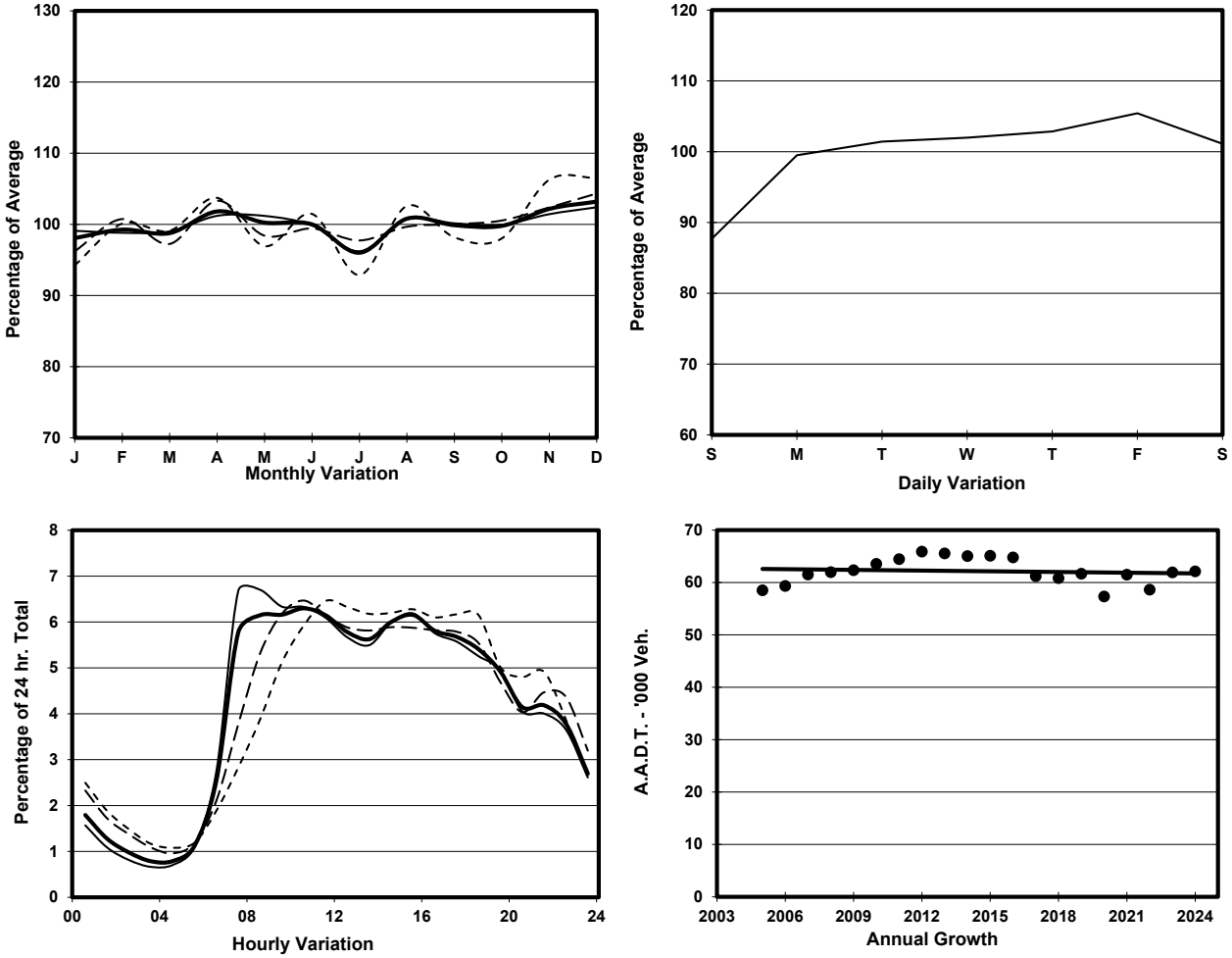
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** ABERDEEN TUNNEL (from TOLL PLAZA to NORTH PORTAL)

CORE STATION 1004
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	32580	33710	32920	28090
R 12 / 24 - %	69.4	70.5	67.1	65.8
R 16 / 24 - %	87.5	88.3	85.2	85.2
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2000	2290	1990	1370
T - % (AM)	-	15.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1850	1890	1880	1690
T - % (PM)	-	7.5	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-
NORTH BOUND				
A.A.D.T.	29530	30200	30310	26750
R 12 / 24 - %	72.7	73.8	70.0	69.5
R 16 / 24 - %	88.6	89.1	86.9	87.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1850	2070	1920	1440
T - % (AM)	-	9.7	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	1760	1790	1830	1780
T - % (PM)	-	12.6	-	-
Prop.of commercial vehicles - 16 hr.	-	9.6	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.4	41.5	20.4	3.6	1.7	11.9	2.9	6.9	0.0	4.7
	Ocp	1.1	1.4	2.1	10.3	16.7	1.3	1.3	22.6	0.0	50.9
0800-0900	Pro	1.9	58.2	13.1	1.8	2.2	13.0	2.7	2.9	0.0	4.2
Peak hour	Ocp	1.0	1.3	2.0	4.6	15.8	1.5	1.2	10.8	0.0	50.5
0900-1000	Pro	2.0	49.6	14.9	1.3	1.7	22.8	3.1	0.8	0.0	3.8
	Ocp	1.1	1.3	2.1	2.8	11.6	1.5	1.3	3.9	0.0	32.9
1000-1100	Pro	1.9	48.7	16.6	1.3	2.2	19.8	5.2	0.5	0.0	3.7
	Ocp	1.1	1.3	1.9	3.0	8.4	1.4	1.4	6.2	0.0	27.6
1100-1200	Pro	2.1	49.5	14.0	1.1	1.6	24.0	3.4	0.9	0.0	3.2
	Ocp	1.1	1.4	2.3	1.5	11.1	1.5	1.4	2.8	0.0	31.0
1200-1300	Pro	2.2	50.8	11.9	0.6	1.6	22.3	5.9	1.1	0.0	3.6
	Ocp	1.0	1.5	2.2	4.4	11.2	1.4	1.4	2.8	0.0	25.6
1300-1400	Pro	1.6	48.2	14.7	1.6	2.0	21.5	3.7	2.8	0.0	3.7
	Ocp	1.1	1.4	2.2	3.0	13.6	1.6	1.3	7.9	0.0	26.9
1400-1500	Pro	2.2	55.5	12.1	0.8	2.3	15.4	6.1	2.2	0.0	3.4
	Ocp	1.1	1.4	2.0	3.9	9.9	1.4	1.3	4.3	0.0	31.9
1500-1600	Pro	1.5	55.4	14.6	3.1	1.9	15.7	1.3	3.1	0.0	3.3
	Ocp	1.1	1.3	2.2	9.2	13.3	1.5	1.1	17.4	0.0	35.1
1600-1700	Pro	2.4	60.4	10.6	1.0	1.8	13.9	2.0	4.0	0.0	3.8
	Ocp	1.1	1.4	2.1	2.2	14.9	1.5	1.3	13.5	0.0	35.9
1700-1800	Pro	4.5	65.4	10.3	1.1	1.5	9.3	1.2	2.1	0.0	4.6
	Ocp	1.1	1.3	2.1	2.0	19.4	1.4	1.3	15.1	0.0	50.2
1800-1900	Pro	1.8	69.5	16.7	0.0	1.9	3.2	0.1	2.4	0.0	4.4
	Ocp	1.3	1.5	2.1	0.0	18.9	1.1	2.0	28.9	0.0	55.2
1900-2000	Pro	2.5	60.0	22.6	0.4	1.3	5.1	1.6	1.7	0.0	4.9
	Ocp	1.0	1.6	2.1	5.0	17.9	1.4	1.3	5.7	0.0	36.4
2000-2100	Pro	1.2	59.6	27.2	0.0	1.8	2.9	1.7	0.3	0.0	5.4
	Ocp	1.4	1.3	2.0	0.0	15.3	1.4	1.3	7.0	0.0	22.8
2100-2200	Pro	1.5	53.9	31.3	0.0	2.4	5.0	1.1	0.6	0.0	4.2
	Ocp	1.2	1.5	1.8	0.0	12.2	1.7	1.3	13.8	0.0	26.2
2200-2300	Pro	2.6	59.7	26.4	0.0	1.8	4.4	0.7	0.3	0.0	4.1
	Ocp	1.1	1.5	2.0	0.0	10.8	1.2	1.0	4.5	0.0	21.8
16 hours	Pro	2.4	55.1	16.8	1.2	1.9	13.8	2.8	2.1	0.0	4.0
	Ocp	1.1	1.4	2.1	5.6	13.6	1.4	1.3	13.9	0.0	36.0

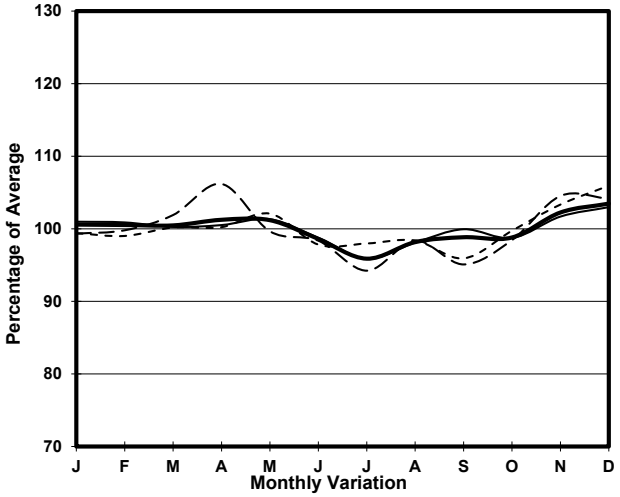
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

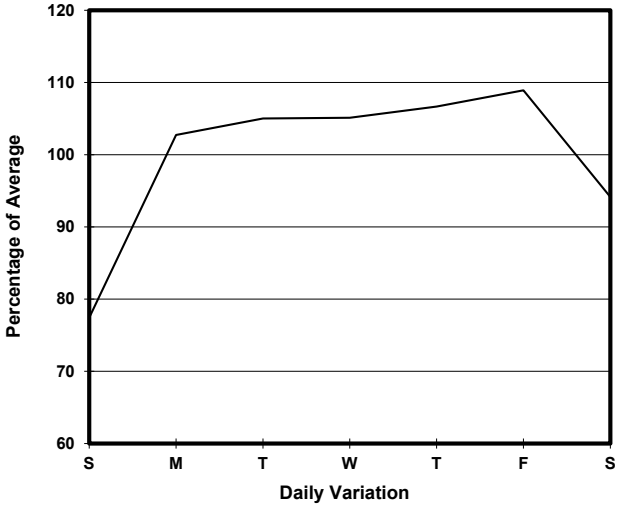
YEAR 2024 **LINK** QUEENSWAY (from RODNEY ST to QUEEN'S RD E)

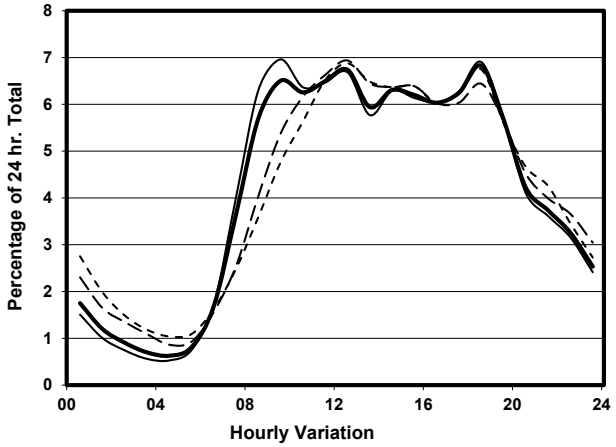
CORE STATION 1007
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

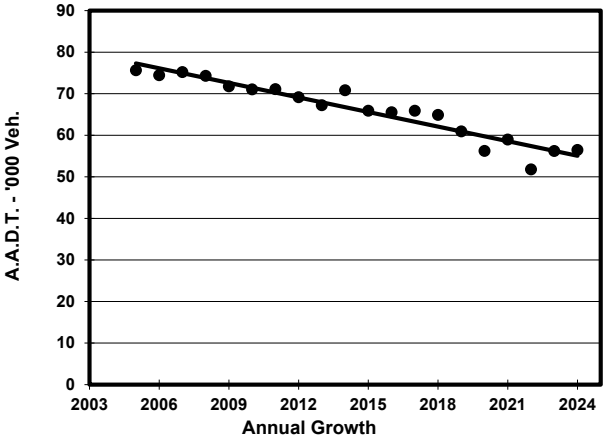


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	36610	39400	34410	28000
R 12 / 24 - %	74.1	75.5	70.4	69.3
R 16 / 24 - %	90.3	91.3	87.6	86.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2450	2800	1960	1420
T - % (AM)	-	13.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2450	2640	2230	1900
T - % (PM)	-	12.8	-	-
Prop.of commercial vehicles - 16 hr.	-	14.1	-	-
WEST BOUND				
A.A.D.T.	19850	21000	19410	16280
R 12 / 24 - %	70.6	71.9	67.7	66.2
R 16 / 24 - %	88.9	89.9	86.5	85.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1220	1410	940	690
T - % (AM)	-	12.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1410	1530	1260	1080
T - % (PM)	-	20.7	-	-
Prop.of commercial vehicles - 16 hr.	-	16.4	-	-

3. OTHER INFORMATION AND COMMENT

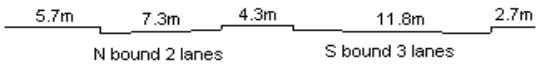
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	1.8	24.9	31.3	2.8	3.1	7.9	1.3	6.9	0.4	19.7
	Ocp	1.0	1.4	1.9	8.9	9.8	1.4	1.4	13.1	15.7	19.7
0800-0900	Pro	1.8	39.5	30.3	0.9	1.5	5.5	0.1	5.0	0.2	15.3
	Ocp	1.0	1.4	2.0	7.5	11.7	1.4	1.0	15.9	18.2	29.4
0900-1000	Pro	2.2	42.2	29.8	0.2	1.5	10.8	1.0	1.2	0.2	10.9
Peak hour	Ocp	1.1	1.4	1.9	3.5	12.5	1.4	1.9	6.4	14.5	21.7
1000-1100	Pro	1.0	38.5	30.0	0.0	0.9	15.1	1.2	1.8	0.2	11.3
	Ocp	1.0	1.4	1.8	0.0	9.7	1.6	1.6	6.8	13.7	19.7
1100-1200	Pro	5.2	41.6	26.1	0.2	1.1	13.8	1.2	1.2	0.2	9.3
	Ocp	1.0	1.4	2.1	1.5	12.0	1.5	1.7	16.1	16.6	20.2
1200-1300	Pro	4.9	46.8	27.5	0.1	1.0	9.3	0.9	1.0	0.2	8.3
	Ocp	1.0	1.5	1.6	3.0	15.7	1.5	1.6	14.0	15.0	19.2
1300-1400	Pro	4.9	47.3	25.1	0.3	1.3	8.0	0.6	1.3	0.2	11.0
	Ocp	1.0	1.6	2.0	1.0	11.1	1.5	1.5	5.3	15.4	21.9
1400-1500	Pro	2.8	42.5	24.8	0.0	1.4	14.6	0.8	1.4	0.2	11.4
	Ocp	1.0	1.5	2.1	0.0	12.2	1.4	2.4	4.8	18.7	23.1
1500-1600	Pro	2.0	48.9	25.3	0.4	1.1	11.1	0.2	2.5	0.2	8.4
	Ocp	1.0	1.3	1.8	5.5	12.3	1.5	1.0	15.4	15.0	24.1
1600-1700	Pro	1.9	55.7	19.6	0.8	1.0	7.3	0.0	2.3	0.3	11.1
	Ocp	1.1	1.3	2.0	3.2	7.5	1.4	0.0	8.9	17.1	28.4
1700-1800	Pro	2.8	48.0	25.7	0.5	1.3	5.3	0.1	2.3	0.3	13.7
	Ocp	1.0	1.4	2.1	2.0	12.8	1.5	1.0	4.2	23.4	31.1
1800-1900	Pro	3.2	48.8	27.9	0.3	0.9	3.4	0.4	1.3	0.3	13.4
	Ocp	1.0	1.4	2.1	2.0	15.6	1.3	1.7	15.3	27.2	36.0
1900-2000	Pro	3.4	52.0	31.3	0.0	0.7	1.6	0.2	1.0	0.2	9.5
	Ocp	1.0	1.3	2.0	0.0	16.7	1.3	1.5	4.7	14.6	29.5
2000-2100	Pro	3.7	47.7	27.7	0.0	1.7	1.3	0.4	0.9	0.3	16.3
	Ocp	1.0	1.2	1.9	0.0	11.5	1.2	1.0	1.0	11.0	22.4
2100-2200	Pro	3.6	37.4	33.6	0.3	1.7	1.4	0.3	1.9	0.4	19.5
	Ocp	1.0	1.5	1.9	2.0	14.2	1.2	1.0	3.0	6.7	24.8
2200-2300	Pro	2.2	35.8	35.5	0.0	1.9	2.2	0.0	0.9	0.4	21.1
	Ocp	1.0	1.5	1.9	0.0	14.7	1.7	0.0	5.3	7.6	22.2
16 hours	Pro	3.0	45.0	27.7	0.4	1.3	7.9	0.6	1.9	0.2	12.1
	Ocp	1.0	1.4	2.0	5.2	12.4	1.5	1.6	10.6	16.2	25.1

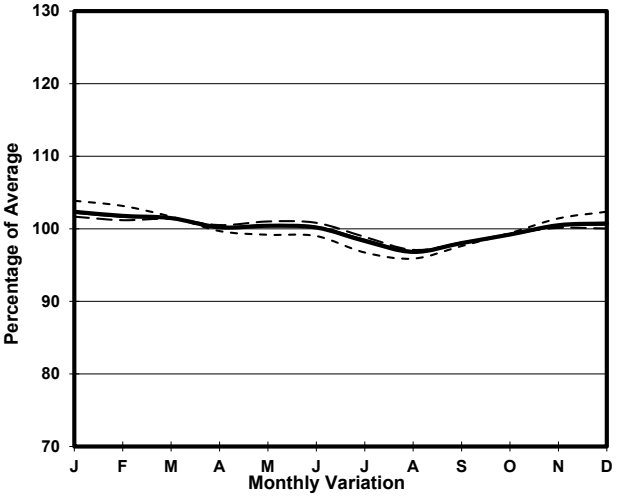
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

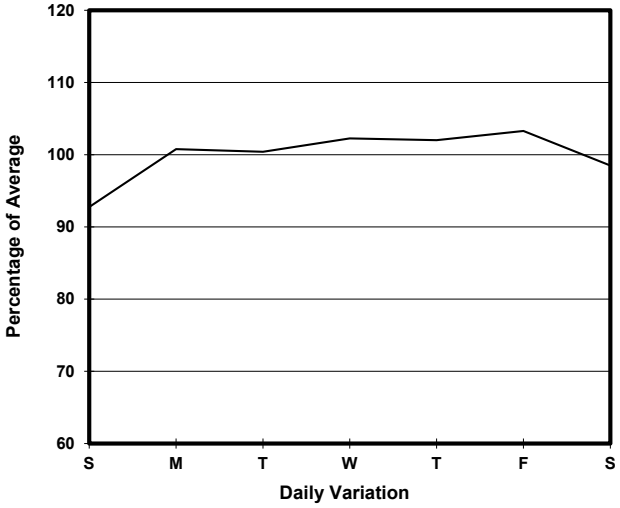
YEAR 2024 **LINK** CHAI WAN RD (from ISLAND EASTERN CORRIDOR APPROACH to TAI TAM RD)

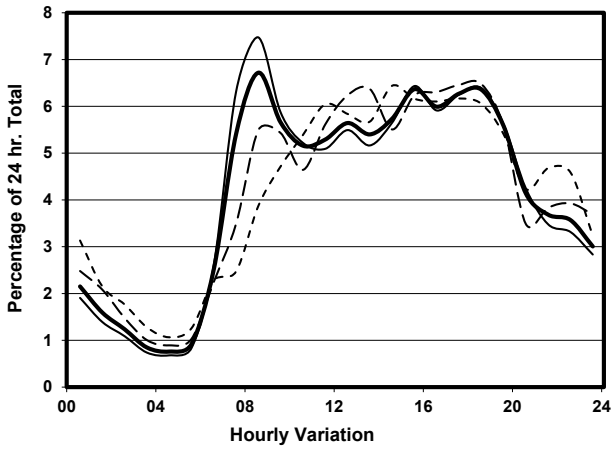
CORE STATION 1009
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

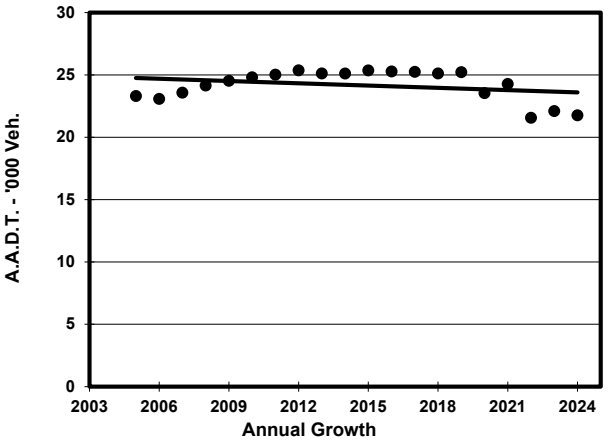


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10920	11120	10830	10320
R 12 / 24 - %	67.9	69.0	67.2	62.7
R 16 / 24 - %	85.8	86.8	84.3	82.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	730	820	630	450
T - % (AM)	-	7.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	650	680	700	590
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	9.7	-	-
NORTH BOUND				
A.A.D.T.	10840	11100	10680	9980
R 12 / 24 - %	72.1	73.6	69.3	67.3
R 16 / 24 - %	88.1	89.0	85.8	85.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	730	840	600	510
T - % (AM)	-	9.7	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1600-1700
One-way flow at PM peak hour	800	830	820	760
T - % (PM)	-	10.1	-	-
Prop.of commercial vehicles - 16 hr.	-	10.7	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.4	47.0	15.9	3.4	5.6	10.0	0.6	4.4	0.0	9.7
	Ocp	1.1	1.4	2.1	10.4	11.9	1.8	2.0	18.6	0.0	52.1
0800-0900	Pro	2.1	59.0	17.7	1.7	5.3	5.5	0.9	1.1	0.1	6.7
Peak hour	Ocp	1.1	1.4	2.2	4.6	13.6	1.6	1.0	3.2	32.0	48.5
0900-1000	Pro	3.5	41.6	21.8	1.2	7.1	14.2	1.5	1.2	0.0	7.9
	Ocp	1.1	1.6	2.1	3.0	9.8	1.7	1.8	10.3	0.0	28.9
1000-1100	Pro	1.9	35.9	25.8	3.2	5.7	16.9	1.0	1.6	0.2	8.0
	Ocp	1.2	1.6	2.1	2.4	12.2	1.4	1.0	10.2	15.5	29.6
1100-1200	Pro	4.6	38.7	24.2	2.3	4.9	15.6	1.4	1.2	0.0	7.1
	Ocp	1.1	1.5	2.2	1.9	12.4	1.7	1.6	7.0	0.0	33.7
1200-1300	Pro	6.1	35.3	27.4	2.1	7.9	10.3	1.2	2.7	0.2	6.8
	Ocp	1.0	1.6	2.2	3.1	13.3	1.4	1.3	5.2	13.5	36.2
1300-1400	Pro	4.8	40.7	25.0	2.4	6.0	12.7	0.6	0.3	0.1	7.4
	Ocp	1.2	1.5	2.2	2.8	11.7	1.5	1.5	2.0	31.0	30.6
1400-1500	Pro	4.1	41.4	24.7	3.5	5.4	12.0	0.3	0.6	0.3	7.7
	Ocp	1.2	1.5	2.1	3.4	10.2	2.0	3.0	1.0	2.8	31.1
1500-1600	Pro	2.4	39.7	25.5	3.5	5.6	12.1	1.3	3.2	0.1	6.6
	Ocp	1.1	1.5	2.0	4.1	12.5	1.8	1.6	7.8	18.0	39.9
1600-1700	Pro	3.3	44.1	19.2	3.3	5.0	10.9	0.6	4.7	0.1	8.9
	Ocp	1.2	1.5	2.0	5.5	13.6	2.1	2.0	12.0	42.0	43.5
1700-1800	Pro	4.5	44.2	29.1	0.4	4.1	8.8	0.2	2.5	0.1	6.1
	Ocp	1.1	1.5	1.7	5.0	15.6	1.4	1.0	8.3	48.0	45.2
1800-1900	Pro	9.7	53.3	18.3	0.7	5.1	5.1	0.2	0.7	0.1	6.8
	Ocp	1.1	1.4	2.4	2.3	13.8	1.4	2.0	2.0	29.5	43.2
1900-2000	Pro	5.6	58.3	18.0	2.1	5.3	2.9	0.0	0.5	0.0	7.3
	Ocp	1.0	1.4	2.0	2.1	10.6	1.5	0.0	13.0	0.0	32.7
2000-2100	Pro	5.0	47.4	24.5	0.0	4.6	7.9	0.4	0.4	0.2	9.6
	Ocp	1.0	1.5	1.9	0.0	8.6	1.4	2.0	4.0	25.0	30.6
2100-2200	Pro	10.9	37.4	31.6	0.5	4.7	3.1	0.0	0.0	0.1	11.7
	Ocp	1.0	1.3	1.7	3.0	6.1	1.5	0.0	0.0	3.0	25.6
2200-2300	Pro	8.3	45.5	22.7	1.0	5.2	6.2	0.5	0.5	0.0	10.1
	Ocp	1.1	1.4	1.8	3.0	5.3	1.7	2.0	1.0	0.0	19.2
16 hours	Pro	4.8	45.1	22.9	2.0	5.5	9.7	0.7	1.7	0.1	7.7
	Ocp	1.1	1.5	2.0	4.1	11.9	1.6	1.6	9.6	19.5	36.6

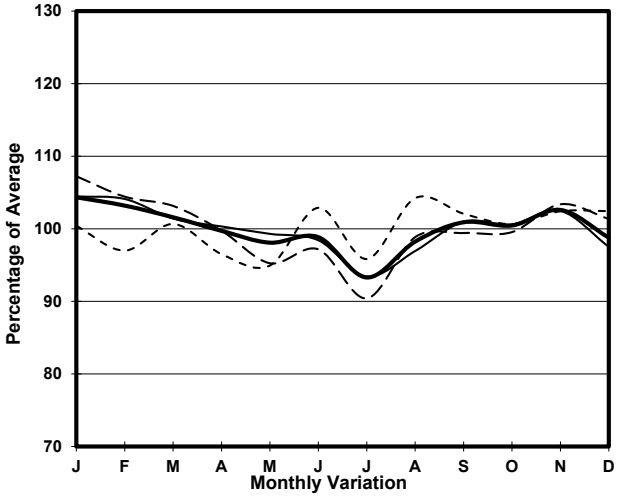
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

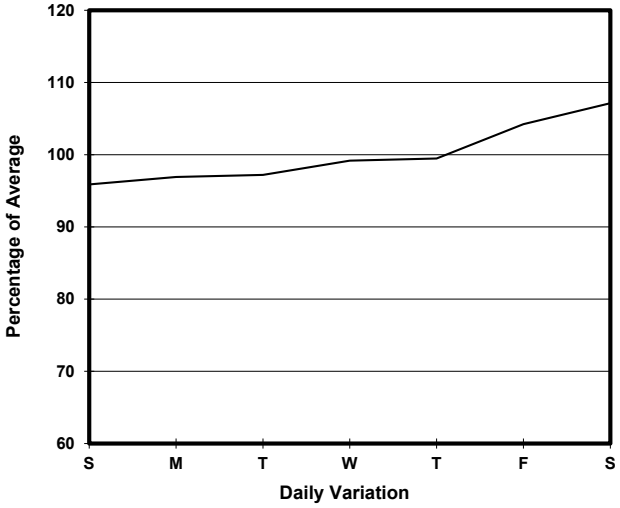
YEAR 2024 **LINK** TAI TAM RD (from CHAI WAN RD to SHEK O RD)

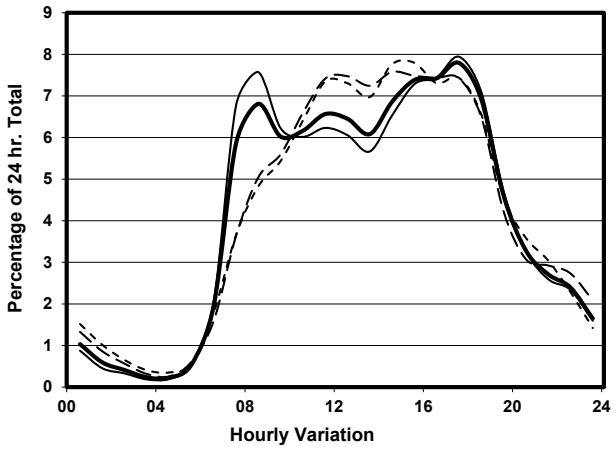
CORE STATION 1021
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

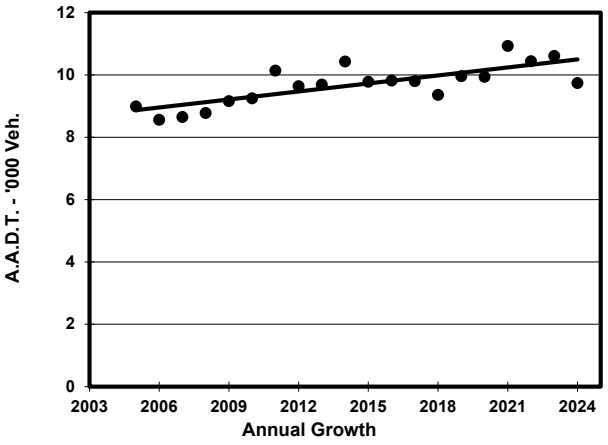


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	4110	4070	4460	4010
R 12 / 24 - %	77.1	77.0	77.7	77.2
R 16 / 24 - %	92.6	93.0	91.6	91.3
AM Peak Hour	0700-0800	0700-0800	0900-1000	0800-0900
One-way flow at AM peak hour	280	320	260	220
T - % (AM)	-	5.4	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	270	300	320	280
T - % (PM)	-	4.9	-	-
Prop.of commercial vehicles - 16 hr.	-	4.5	-	-
NORTH BOUND				
A.A.D.T.	5630	5640	5990	5340
R 12 / 24 - %	82.7	83.6	80.8	80.0
R 16 / 24 - %	93.9	94.3	93.0	93.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	420	480	330	310
T - % (AM)	-	5.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	500	520	490	450
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	5.4	-	-

3. OTHER INFORMATION AND COMMENT

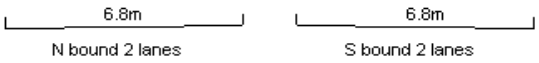
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.4	61.0	5.7	6.4	2.1	12.1	0.0	4.3	0.0	2.1
	Ocp	1.1	1.4	2.1	10.6	16.0	1.6	0.0	21.8	0.0	39.3
0800-0900	Pro	7.4	62.9	11.4	1.3	2.7	10.0	0.0	2.0	0.0	2.3
	Ocp	1.0	1.5	1.8	8.0	13.8	2.0	0.0	7.0	0.0	33.6
0900-1000	Pro	1.4	56.4	12.9	1.4	3.4	19.0	1.4	2.0	0.0	2.2
	Ocp	1.5	1.3	2.3	7.0	12.6	1.9	1.0	4.3	0.0	34.2
1000-1100	Pro	2.1	51.3	15.3	1.4	3.5	20.1	2.1	2.1	0.0	2.3
	Ocp	1.3	1.4	1.9	1.0	11.0	1.6	1.7	1.3	0.0	29.3
1100-1200	Pro	5.6	53.8	13.3	2.1	4.2	16.1	1.4	1.4	0.0	2.3
	Ocp	1.1	1.8	1.7	4.0	13.5	1.7	1.0	25.5	0.0	44.5
1200-1300	Pro	1.7	71.0	11.7	1.1	2.8	7.3	0.6	2.2	0.0	1.7
	Ocp	1.0	1.5	2.3	3.0	10.4	1.6	2.0	32.8	0.0	37.2
1300-1400	Pro	4.0	55.0	9.6	0.8	4.8	22.3	0.0	0.8	0.0	2.8
	Ocp	1.0	1.6	2.5	4.0	14.8	1.7	0.0	9.0	0.0	33.3
1400-1500	Pro	6.6	49.3	9.6	3.7	5.1	18.4	1.5	3.7	0.0	2.2
	Ocp	1.1	1.5	2.2	2.8	12.0	1.6	1.0	13.6	0.0	39.5
1500-1600	Pro	3.3	64.5	8.6	1.3	2.7	13.3	0.7	4.0	0.0	1.7
	Ocp	1.0	1.5	1.8	2.0	16.3	1.6	2.0	6.3	0.0	43.0
1600-1700	Pro	5.5	57.0	9.5	2.5	2.0	15.5	1.5	4.5	0.0	2.0
	Ocp	1.0	1.7	2.3	8.8	17.8	2.2	1.0	13.2	0.0	51.6
1700-1800	Pro	9.3	62.3	14.2	0.5	0.5	9.3	0.0	1.6	0.0	2.2
Peak hour	Ocp	1.1	1.7	2.3	1.0	1.0	1.7	0.0	20.0	0.0	43.7
1800-1900	Pro	6.3	66.1	11.8	0.9	2.7	9.5	0.5	0.9	0.0	1.4
	Ocp	1.1	1.6	2.1	8.5	14.2	1.4	1.0	11.5	0.0	52.8
1900-2000	Pro	6.6	65.6	17.5	0.0	2.9	3.6	0.7	0.7	0.0	2.4
	Ocp	1.0	1.5	1.9	0.0	16.5	1.2	1.0	1.0	0.0	35.5
2000-2100	Pro	7.8	68.3	15.7	0.0	2.2	2.2	0.0	0.0	0.0	3.6
	Ocp	1.0	1.4	1.7	0.0	4.5	1.0	0.0	0.0	0.0	11.5
2100-2200	Pro	3.8	55.2	21.0	0.0	5.7	9.5	0.0	0.0	0.0	4.8
	Ocp	1.0	1.3	1.7	0.0	6.0	1.0	0.0	0.0	0.0	14.0
2200-2300	Pro	3.1	57.8	26.6	0.0	6.3	3.1	0.0	0.0	0.0	3.1
	Ocp	1.0	1.2	1.7	0.0	5.3	1.0	0.0	0.0	0.0	10.6
16 hours	Pro	5.2	60.3	12.4	1.6	3.0	12.4	0.7	2.1	0.0	2.2
	Ocp	1.1	1.5	2.0	6.4	12.5	1.7	1.3	13.9	0.0	35.6

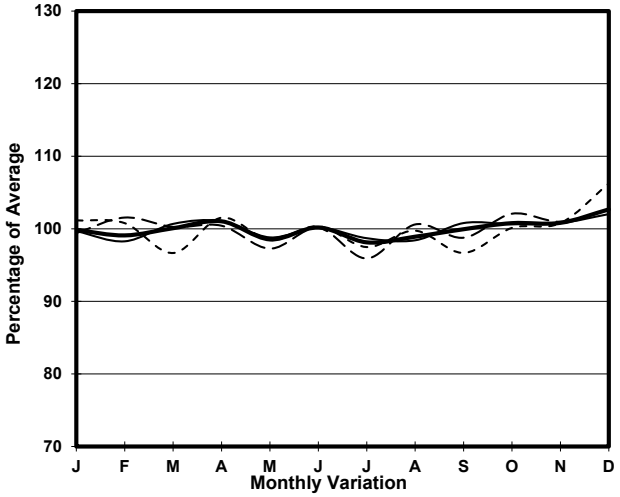
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

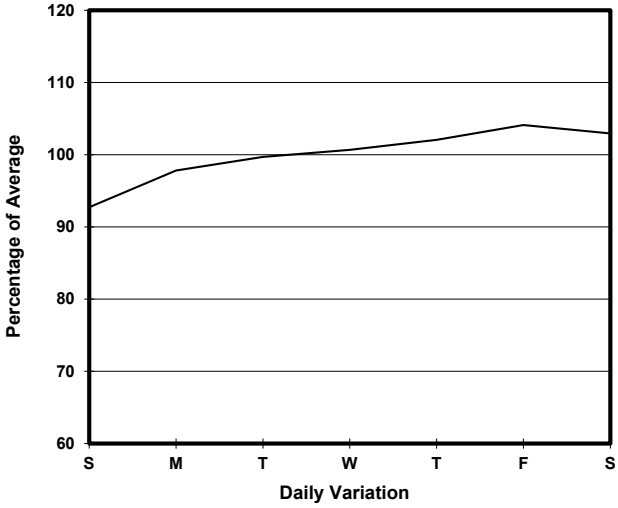
YEAR 2024 **LINK** CROSS HARBOUR TUNNEL (from TOLL PLAZA to SOUTH PORTAL)

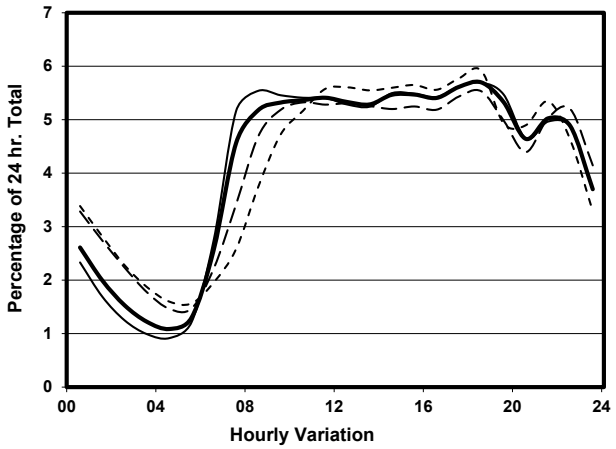
CORE STATION 1022
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

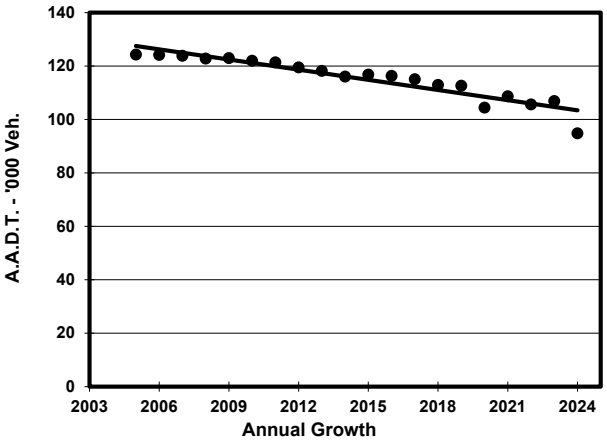


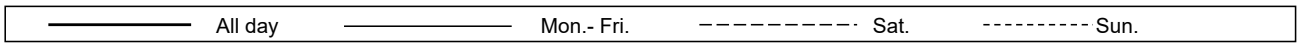
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	49180	49690	50910	46240
R 12 / 24 - %	63.9	64.9	60.7	62.0
R 16 / 24 - %	83.0	84.1	79.7	80.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2760	2830	2800	2410
T - % (AM)	-	8.0	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2700	2720	2740	2650
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-
NORTH BOUND				
A.A.D.T.	45640	46310	47090	42070
R 12 / 24 - %	64.3	65.6	61.4	60.8
R 16 / 24 - %	85.0	86.3	81.7	81.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2290	2500	2280	1760
T - % (AM)	-	9.9	-	-
PM Peak Hour	1800-1900	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	2700	2750	2700	2580
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8.2	-	-

3. OTHER INFORMATION AND COMMENT

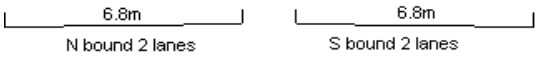
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.3	58.9	12.2	2.4	0.1	11.1	2.3	1.6	0.1	5.0
	Ocp	1.1	1.5	2.1	8.8	17.0	1.4	1.2	20.8	4.0	43.3
0800-0900	Pro	5.4	64.2	9.3	0.4	0.2	12.2	2.1	0.7	0.1	5.4
	Ocp	1.1	1.3	2.0	7.0	17.0	1.6	1.5	5.9	1.0	41.9
0900-1000	Pro	4.4	55.9	11.4	0.4	0.1	18.8	2.8	1.6	0.1	4.6
	Ocp	1.1	1.4	2.2	4.6	4.0	1.5	1.6	9.7	3.0	31.2
1000-1100	Pro	4.3	47.6	16.1	0.3	0.0	24.0	2.6	1.1	0.0	4.0
	Ocp	1.0	1.4	2.1	2.3	0.0	1.5	1.2	11.9	0.0	34.3
1100-1200	Pro	3.6	53.5	15.1	0.5	0.0	20.2	1.7	1.0	0.1	4.3
	Ocp	1.1	1.5	2.1	3.0	0.0	1.5	1.4	3.0	1.0	29.5
1200-1300	Pro	2.5	54.4	15.6	0.5	0.0	19.3	2.2	1.9	0.0	3.6
	Ocp	1.0	1.5	2.2	1.8	0.0	1.5	1.3	10.7	0.0	34.9
1300-1400	Pro	3.1	52.1	16.3	0.8	0.0	18.9	2.5	2.8	0.0	3.5
	Ocp	1.1	1.4	1.8	1.8	0.0	1.5	1.4	7.6	0.0	38.7
1400-1500	Pro	2.7	56.6	13.6	0.5	0.0	17.9	1.8	3.7	0.0	3.3
	Ocp	1.1	1.6	2.3	2.3	0.0	1.4	1.4	11.1	0.0	35.4
1500-1600	Pro	3.8	51.1	16.8	1.3	0.1	18.0	2.2	2.7	0.0	4.1
	Ocp	1.1	1.5	1.8	10.2	1.0	1.5	1.3	25.9	0.0	36.3
1600-1700	Pro	5.6	56.5	13.0	1.0	0.0	14.6	1.4	3.6	0.0	4.3
	Ocp	1.1	1.6	2.1	1.9	0.0	1.6	1.4	10.0	0.0	41.3
1700-1800	Pro	7.1	64.3	10.4	0.5	0.0	9.1	0.4	3.2	0.0	5.0
	Ocp	1.1	1.4	2.4	1.0	0.0	1.5	1.6	16.5	0.0	48.7
1800-1900	Pro	6.2	67.7	11.9	0.2	0.2	6.4	0.7	1.6	0.0	5.3
Peak hour	Ocp	1.0	1.3	2.2	2.0	10.5	1.5	1.6	24.9	0.0	59.0
1900-2000	Pro	5.0	70.2	13.1	0.0	0.0	5.6	0.7	1.3	0.0	4.0
	Ocp	1.1	1.4	2.2	0.0	0.0	1.5	1.0	12.6	0.0	44.2
2000-2100	Pro	4.3	61.1	20.5	0.0	0.4	6.9	1.0	1.7	0.0	3.9
	Ocp	1.2	1.4	2.2	0.0	5.4	1.4	1.3	18.0	0.0	38.0
2100-2200	Pro	4.8	59.1	22.7	0.0	0.4	5.8	1.9	0.7	0.0	4.7
	Ocp	1.1	1.4	2.1	0.0	5.8	1.3	1.1	2.1	0.0	33.7
2200-2300	Pro	2.9	59.5	25.8	0.1	0.5	5.0	1.5	0.9	0.0	3.8
	Ocp	1.1	1.4	2.2	1.0	6.0	1.5	1.1	2.9	0.0	32.9
16 hours	Pro	4.5	58.6	15.0	0.5	0.1	13.3	1.7	1.9	0.1	4.3
	Ocp	1.1	1.4	2.1	5.3	7.8	1.5	1.3	13.3	2.3	39.7

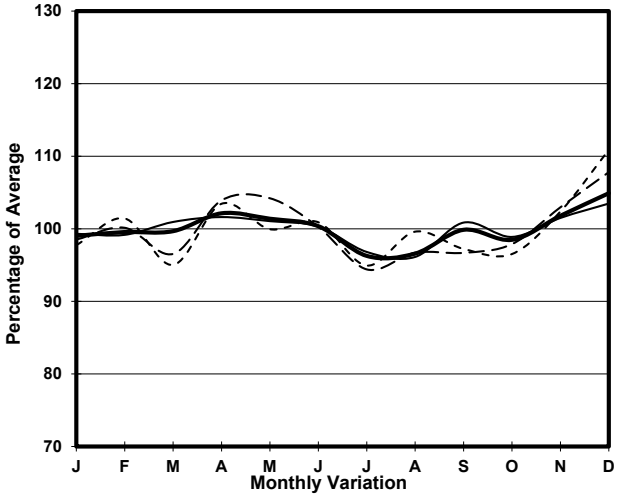
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

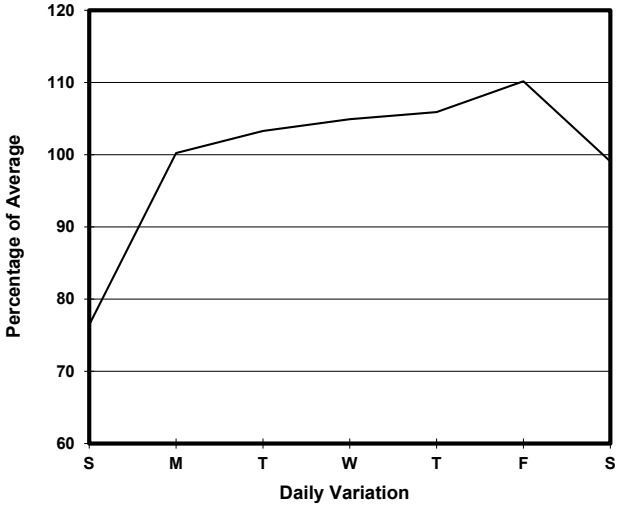
YEAR 2024 **LINK** EASTERN HARBOUR CROSSING (from KAI TIN RD to ISLAND EASTERN CORRIDOR)

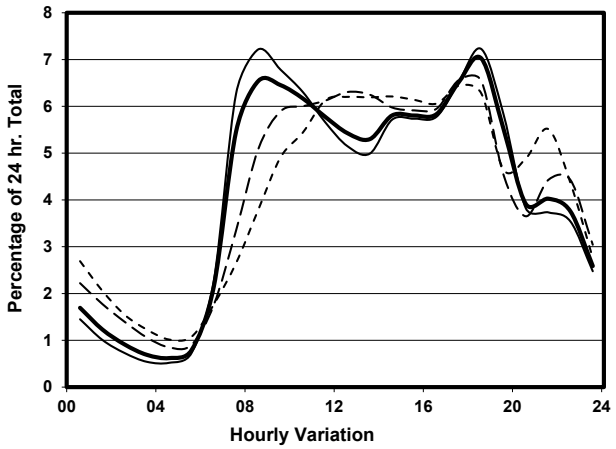
CORE STATION 1025
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

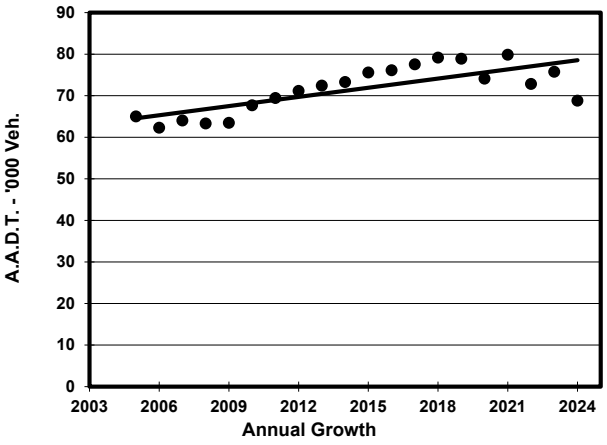


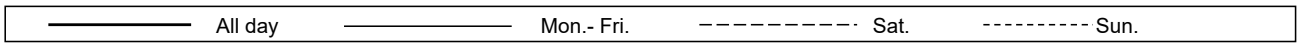
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	34600	36730	34840	26820
R 12 / 24 - %	74.2	75.5	72.1	68.3
R 16 / 24 - %	89.2	90.0	87.5	86.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2540	2820	2430	1470
T - % (AM)	-	10.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2380	2590	2260	1720
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.7	-	-
NORTH BOUND				
A.A.D.T.	34200	36350	34170	26510
R 12 / 24 - %	70.0	71.2	67.8	64.6
R 16 / 24 - %	89.4	90.6	86.5	85.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2060	2450	1640	1150
T - % (AM)	-	10.0	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2450	2690	2390	1720
T - % (PM)	-	4.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.8	-	-

3. OTHER INFORMATION AND COMMENT

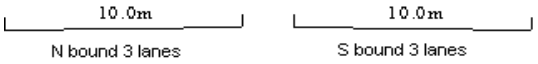
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.7	55.8	14.8	2.2	0.2	11.7	2.2	2.9	0.0	3.6
	Ocp	1.1	1.5	2.1	9.7	18.5	1.4	1.3	17.8	0.0	56.7
0800-0900	Pro	4.6	58.0	14.2	0.3	0.5	12.2	3.3	2.5	0.0	4.4
	Ocp	1.1	1.3	2.0	6.3	16.1	1.6	1.4	18.4	0.0	63.1
0900-1000	Pro	2.6	54.8	17.6	0.2	0.2	15.6	5.1	1.3	0.0	2.6
	Ocp	1.1	1.3	2.0	2.0	10.0	1.7	1.4	10.2	0.0	43.8
1000-1100	Pro	2.6	49.1	18.8	0.7	0.1	21.3	4.5	0.8	0.1	2.2
	Ocp	1.1	1.3	2.1	2.0	6.0	1.5	1.5	8.6	4.0	36.3
1100-1200	Pro	2.5	51.3	17.3	0.6	0.2	21.8	2.9	1.4	0.1	2.0
	Ocp	1.1	1.4	2.1	4.3	13.5	1.5	1.4	6.2	2.0	35.8
1200-1300	Pro	1.7	55.8	15.0	1.9	0.2	18.3	3.4	1.7	0.1	1.9
	Ocp	1.1	1.4	2.0	6.9	13.5	1.5	1.3	9.0	1.0	31.2
1300-1400	Pro	2.2	46.4	18.2	1.5	0.2	24.5	2.9	1.8	0.0	2.3
	Ocp	1.1	1.4	2.0	3.6	17.0	1.7	1.3	9.1	0.0	37.9
1400-1500	Pro	3.2	50.7	19.6	1.3	0.2	16.0	5.0	2.0	0.0	2.1
	Ocp	1.1	1.4	2.1	3.5	12.5	1.5	1.4	5.4	0.0	32.5
1500-1600	Pro	2.8	52.9	14.7	0.9	0.2	22.3	2.7	1.5	0.1	2.0
	Ocp	1.1	1.4	1.9	6.9	13.0	1.5	1.3	12.3	2.5	31.8
1600-1700	Pro	4.2	45.9	16.9	1.5	0.4	23.6	2.1	2.8	0.1	2.7
	Ocp	1.0	1.6	2.0	3.8	12.7	1.6	1.4	10.2	1.0	39.3
1700-1800	Pro	6.0	56.5	14.8	0.5	0.6	15.9	0.9	2.0	0.1	2.7
	Ocp	1.1	1.5	2.1	1.4	18.5	1.6	1.4	12.1	42.0	51.8
1800-1900	Pro	5.3	69.0	13.4	0.3	0.6	6.7	0.4	1.4	0.0	3.0
Peak hour	Ocp	1.1	1.4	2.3	1.5	19.3	1.6	1.2	22.7	0.0	67.2
1900-2000	Pro	3.9	69.4	15.1	0.0	0.3	6.1	1.2	1.0	0.1	2.9
	Ocp	1.0	1.3	2.2	0.0	19.0	1.2	1.1	24.0	27.0	48.5
2000-2100	Pro	3.9	69.9	17.4	0.0	0.4	4.3	0.3	0.4	0.0	3.5
	Ocp	1.2	1.3	2.0	0.0	19.0	1.3	1.0	8.0	0.0	39.5
2100-2200	Pro	4.3	64.7	23.5	0.0	0.4	3.6	0.4	0.0	0.0	3.1
	Ocp	1.3	1.5	2.1	0.0	16.0	1.3	2.0	0.0	0.0	34.3
2200-2300	Pro	2.7	64.9	25.0	0.0	0.3	3.8	0.6	0.1	0.0	2.6
	Ocp	1.2	1.5	2.1	0.0	17.5	1.3	1.3	1.0	0.0	40.9
16 hours	Pro	3.8	57.2	16.9	0.7	0.3	14.4	2.5	1.5	0.1	2.8
	Ocp	1.1	1.4	2.1	5.5	16.2	1.5	1.4	13.3	10.3	46.7

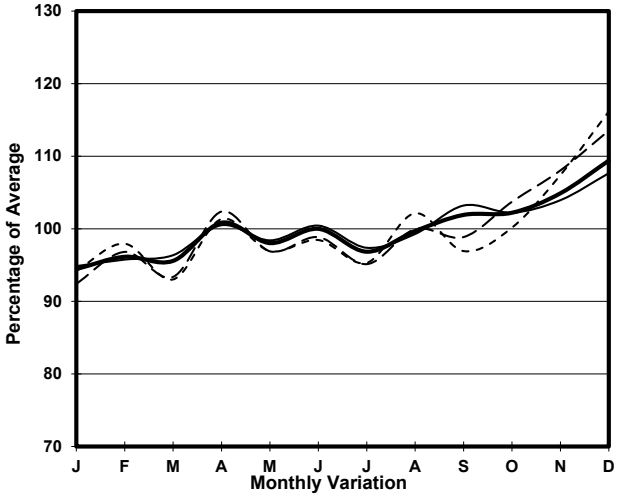
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

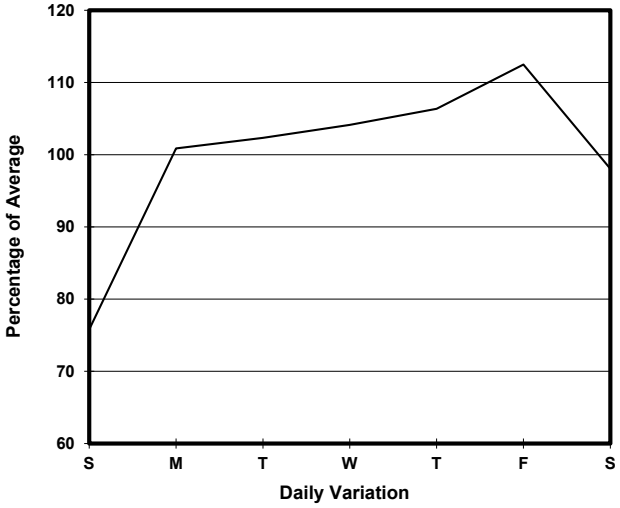
YEAR 2024 **LINK** WESTERN HARBOUR CROSSING (from TOLL PLAZA to SOUTH PORTAL)

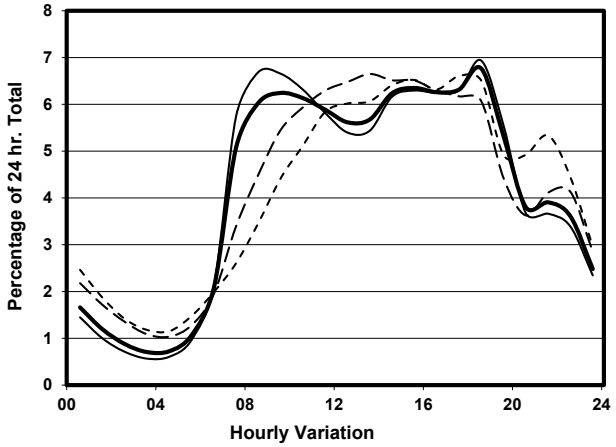
CORE STATION 1026
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

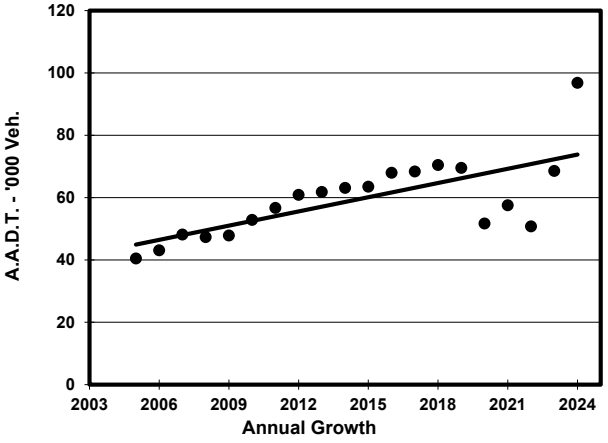


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	46460	49750	45660	35080
R 12 / 24 - %	75.6	77.3	72.6	67.5
R 16 / 24 - %	90.0	90.8	87.9	87.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3630	4190	3150	1650
T - % (AM)	-	12.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2890	3060	2760	2450
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	10.6	-	-
NORTH BOUND				
A.A.D.T.	50370	53470	50660	39220
R 12 / 24 - %	69.8	70.9	68.2	64.4
R 16 / 24 - %	88.5	89.7	85.3	84.0
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2420	2740	2100	1640
T - % (AM)	-	13.0	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	3660	4100	3490	2520
T - % (PM)	-	10.7	-	-
Prop.of commercial vehicles - 16 hr.	-	9.7	-	-

3. OTHER INFORMATION AND COMMENT

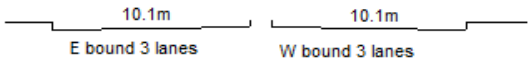
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.1	48.1	19.1	1.9	0.4	14.4	4.0	3.3	0.0	3.7
	Ocp	1.1	1.4	2.2	12.1	17.2	1.5	1.3	20.6	0.0	58.6
0800-0900	Pro	1.6	46.2	20.7	0.5	0.3	14.9	5.8	3.5	0.0	6.4
	Ocp	1.0	1.4	2.1	4.3	17.2	1.6	1.4	31.7	0.0	56.4
0900-1000	Pro	1.5	41.6	19.2	0.2	0.2	24.1	6.5	2.0	0.0	4.6
	Ocp	1.1	1.4	2.1	2.8	12.0	1.5	1.3	12.1	0.0	35.6
1000-1100	Pro	1.7	43.1	19.1	0.1	0.1	25.7	5.7	1.4	0.0	3.2
	Ocp	1.1	1.5	2.1	2.0	20.0	1.5	1.4	11.2	0.0	34.8
1100-1200	Pro	1.8	46.6	21.8	0.3	0.3	21.3	4.0	0.8	0.0	3.1
	Ocp	1.0	1.5	2.2	1.8	6.3	1.5	1.3	14.9	0.0	32.1
1200-1300	Pro	1.3	53.4	15.3	0.6	0.2	19.0	5.0	2.1	0.0	3.2
	Ocp	1.1	1.5	2.1	2.4	8.0	1.5	1.4	13.7	0.0	28.7
1300-1400	Pro	1.1	42.2	20.9	0.5	0.2	24.9	5.6	1.8	0.0	2.9
	Ocp	1.1	1.6	2.0	2.0	10.5	1.5	1.3	9.2	0.0	37.3
1400-1500	Pro	1.5	45.7	20.7	0.7	0.1	21.7	5.5	1.9	0.0	2.2
	Ocp	1.1	1.7	2.4	4.3	3.0	1.5	1.3	10.8	0.0	37.2
1500-1600	Pro	1.6	49.8	18.7	1.6	0.1	19.2	4.2	2.0	0.0	2.8
	Ocp	1.0	1.6	2.2	7.3	15.0	1.4	1.2	11.9	0.0	33.4
1600-1700	Pro	1.7	48.4	18.9	0.7	0.1	18.8	4.7	2.8	0.0	3.8
	Ocp	1.1	1.6	2.3	2.9	15.5	1.6	1.2	12.2	0.0	36.5
1700-1800	Pro	4.1	48.8	19.6	0.7	0.4	17.3	2.4	1.6	0.0	5.2
	Ocp	1.1	1.5	2.0	2.8	15.6	1.4	1.3	24.5	0.0	46.7
1800-1900	Pro	3.1	58.6	19.0	0.1	0.3	9.2	1.4	3.1	0.0	5.3
Peak hour	Ocp	1.1	1.5	2.2	1.0	17.4	1.4	1.2	23.9	0.0	59.0
1900-2000	Pro	2.7	66.6	16.4	0.1	0.4	6.1	1.0	2.2	0.0	4.5
	Ocp	1.2	1.4	2.2	2.0	16.7	1.3	1.2	13.9	0.0	41.8
2000-2100	Pro	2.6	61.0	22.4	0.0	0.4	5.5	1.5	1.1	0.0	5.6
	Ocp	1.0	1.7	2.2	0.0	17.5	1.4	1.3	10.8	0.0	36.0
2100-2200	Pro	2.6	58.1	24.8	0.0	0.2	6.7	1.9	0.7	0.0	5.0
	Ocp	1.2	1.5	2.3	0.0	13.5	1.4	1.3	26.5	0.0	36.3
2200-2300	Pro	3.3	62.5	22.2	0.1	0.3	5.0	1.7	0.5	0.0	4.5
	Ocp	1.1	1.4	2.1	2.0	15.7	1.4	1.2	14.3	0.0	32.7
16 hours	Pro	2.3	50.5	19.7	0.5	0.3	16.6	4.0	2.1	0.0	4.1
	Ocp	1.1	1.5	2.2	6.1	14.5	1.5	1.3	17.8	0.0	42.6

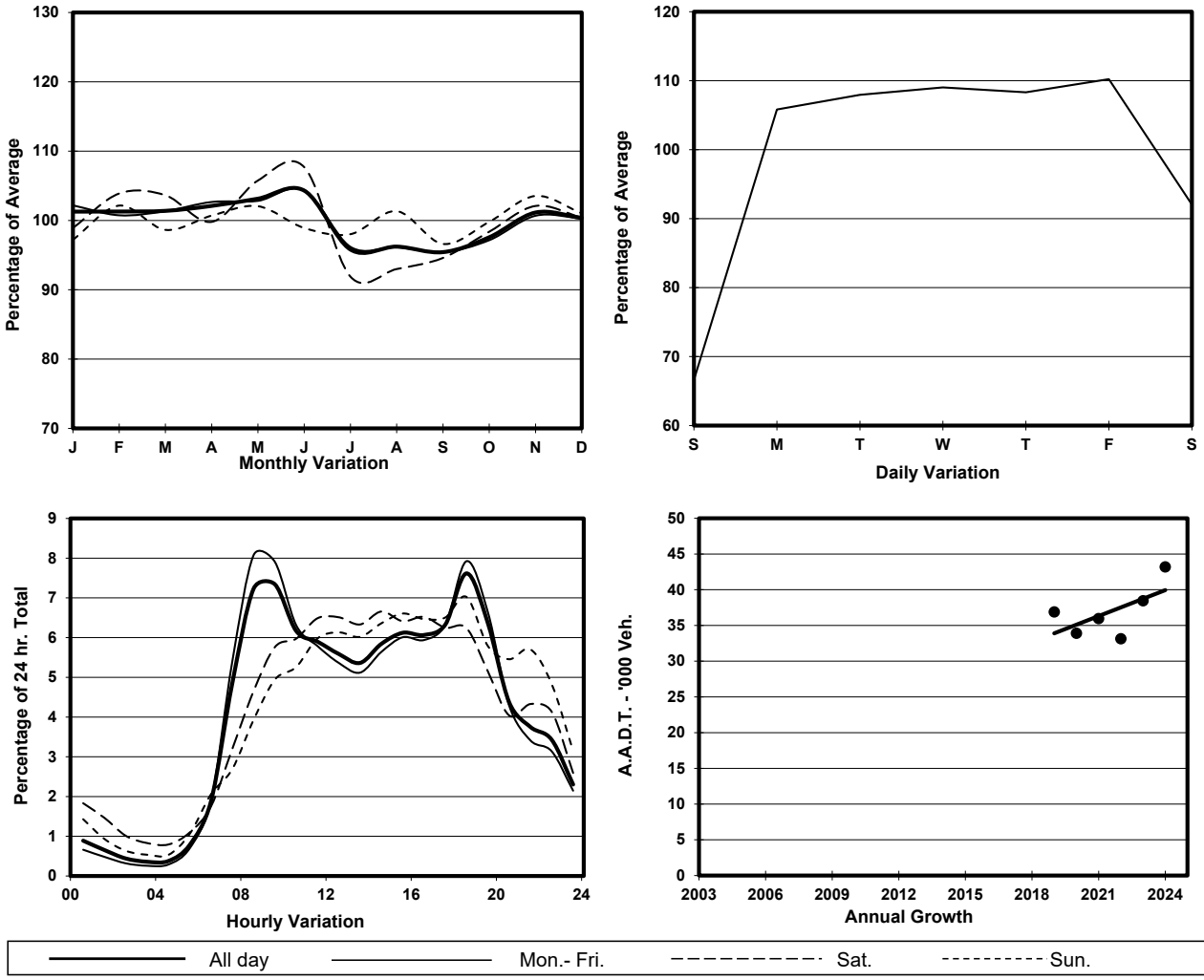
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** CENTRAL-WANCHAI BYPASS – CENTRAL SECTION (from CWB WESTERN END PORTAL to WAN CHAI EXIT)

CORE STATION 1031
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	23840	26360	22320	15830
R 12 / 24 - %	74.0	75.5	69.7	68.0
R 16 / 24 - %	92.4	93.1	88.1	91.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1810	2180	1240	750
T - % (AM)	-	9.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1800	2060	1480	1170
T - % (PM)	-	4.9	-	-
Prop.of commercial vehicles - 16 hr.	-	7.0	-	-
WEST BOUND				
A.A.D.T.	19350	21250	18170	13480
R 12 / 24 - %	74.9	76.2	72.5	67.8
R 16 / 24 - %	92.3	93.4	89.2	87.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1400	1700	1100	700
T - % (AM)	-	4.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1490	1710	1190	890
T - % (PM)	-	8.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-

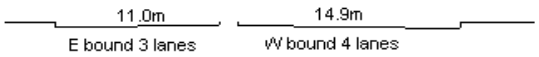
3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

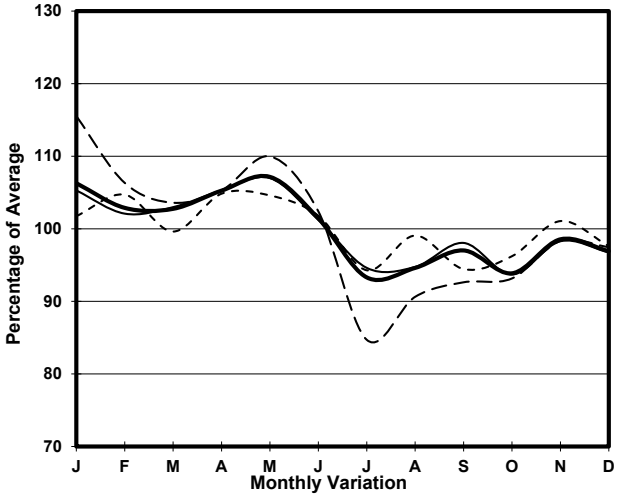
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.0	45.1	22.8	2.6	0.0	16.0	5.4	2.4	0.0	1.7
	Ocp	1.1	1.4	2.0	6.3	0.0	1.4	1.5	13.6	0.0	12.2
0800-0900	Pro	2.4	50.1	25.8	0.3	0.0	14.0	3.2	1.6	0.0	2.7
Peak hour	Ocp	1.0	1.3	2.0	1.3	0.0	1.4	1.3	8.7	0.0	36.4
0900-1000	Pro	1.7	44.3	22.5	1.2	0.0	21.5	5.3	1.7	0.0	2.0
	Ocp	1.1	1.4	1.9	1.3	0.0	1.4	1.2	2.6	0.0	10.0
1000-1100	Pro	1.6	40.8	22.3	0.4	0.0	26.5	7.3	0.1	0.0	0.9
	Ocp	1.0	1.4	1.8	1.0	0.0	1.4	1.2	1.0	0.0	7.0
1100-1200	Pro	2.7	45.0	20.0	0.9	0.0	25.8	4.5	0.6	0.0	0.7
	Ocp	1.1	1.4	2.1	1.2	0.0	1.4	1.1	5.5	0.0	9.3
1200-1300	Pro	1.8	53.6	19.8	1.1	0.0	16.7	5.8	0.8	0.0	0.5
	Ocp	1.1	1.4	2.0	1.9	0.0	1.3	1.3	2.4	0.0	9.6
1300-1400	Pro	3.1	41.1	21.4	0.8	0.0	26.8	5.6	0.8	0.0	0.5
	Ocp	1.1	1.4	2.1	1.2	0.0	1.4	1.2	7.8	0.0	11.3
1400-1500	Pro	2.3	50.3	18.9	1.4	0.0	20.1	5.1	1.4	0.0	0.5
	Ocp	1.1	1.4	2.2	2.5	0.0	1.3	1.1	2.3	0.0	9.1
1500-1600	Pro	3.6	45.3	18.2	3.0	0.0	20.6	5.8	2.5	0.0	1.1
	Ocp	1.1	1.4	2.0	6.7	0.0	1.4	1.2	14.3	0.0	6.8
1600-1700	Pro	4.0	49.0	18.4	2.0	0.0	18.1	4.0	2.8	0.0	1.7
	Ocp	1.1	1.4	2.0	1.5	0.0	1.4	1.2	7.8	0.0	5.0
1700-1800	Pro	6.2	49.6	22.0	0.7	0.0	15.1	2.2	1.4	0.0	2.7
	Ocp	1.1	1.4	1.8	1.3	0.0	1.4	1.4	1.2	0.0	8.9
1800-1900	Pro	3.0	61.9	19.9	0.1	0.0	8.9	1.4	2.4	0.0	2.3
	Ocp	1.0	1.4	2.2	1.0	0.0	1.4	1.0	14.3	0.0	31.2
1900-2000	Pro	3.2	71.8	16.5	0.1	0.0	4.8	0.8	1.2	0.1	1.6
	Ocp	1.1	1.4	2.0	1.0	0.0	1.2	1.0	16.6	1.5	20.2
2000-2100	Pro	3.5	62.0	22.8	0.0	0.0	7.4	1.2	1.0	0.0	2.1
	Ocp	1.2	1.4	2.1	0.0	0.0	1.3	1.0	1.0	0.0	6.2
2100-2200	Pro	4.2	61.1	25.1	0.8	0.0	5.3	1.1	0.6	0.0	1.8
	Ocp	1.0	1.3	2.0	1.0	0.0	1.2	1.0	1.0	0.0	5.8
2200-2300	Pro	4.3	62.0	23.8	0.3	0.0	5.7	0.9	0.6	0.0	2.6
	Ocp	1.1	1.4	1.9	1.0	0.0	1.2	1.7	1.0	0.0	3.6
16 hours	Pro	3.1	51.3	21.2	1.0	0.0	16.5	3.9	1.4	0.1	1.6
	Ocp	1.1	1.4	2.0	3.2	0.0	1.4	1.2	8.4	1.5	15.8

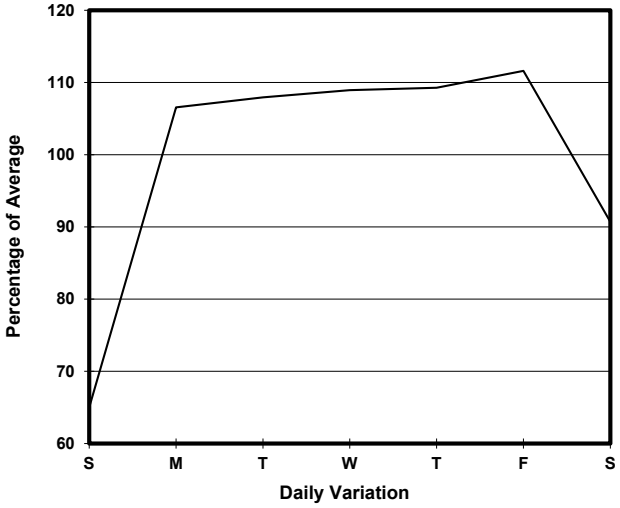
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

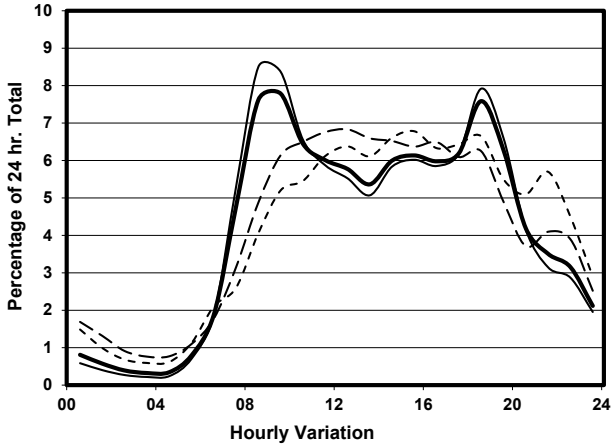
YEAR	2024	**LINK**	CENTRAL-WANCHAI BYPASS – CAUSEWAY BAY SECTION (from WAN CHAI EXIT to MERGING POINT TO IEC)
CORE STATION	1032		
ROAD NETWORK	MAJOR		
ROAD TYPE	URBAN TRUNK ROAD		

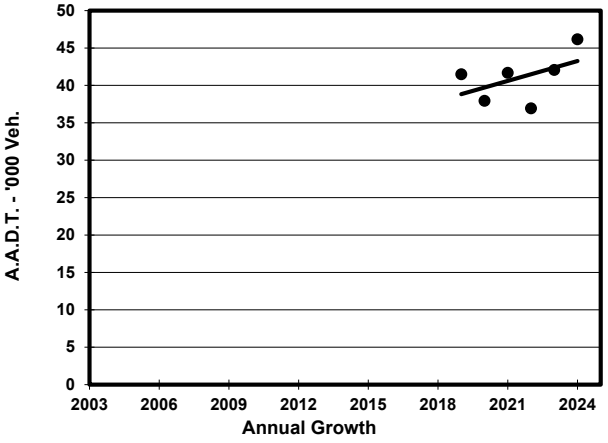


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	20130	22470	18300	12970
R 12 / 24 - %	75.6	76.9	71.6	69.9
R 16 / 24 - %	93.4	94.2	89.0	93.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1660	2010	1110	680
T - % (AM)	-	9.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1550	1810	1170	930
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-
WEST BOUND				
A.A.D.T.	26030	28750	24270	17660
R 12 / 24 - %	75.7	77.1	73.3	67.9
R 16 / 24 - %	92.3	93.5	89.3	86.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1950	2400	1500	910
T - % (AM)	-	3.7	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1950	2250	1600	1110
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-

3. OTHER INFORMATION AND COMMENT

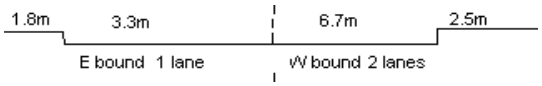
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.1	44.5	28.3	2.4	0.0	12.7	4.7	1.7	0.0	1.6
	Ocp	1.1	1.4	2.0	6.9	0.0	1.4	1.5	7.6	0.0	13.8
0800-0900	Pro	2.3	48.3	31.1	0.3	0.0	11.5	2.5	1.7	0.0	2.3
Peak hour	Ocp	1.0	1.3	2.0	1.3	0.0	1.4	1.1	9.1	0.0	37.0
0900-1000	Pro	1.8	46.7	26.9	1.1	0.0	16.2	4.2	1.4	0.0	1.8
	Ocp	1.1	1.4	1.9	3.1	0.0	1.4	1.3	2.7	0.0	11.9
1000-1100	Pro	2.0	40.9	27.9	0.6	0.0	21.4	6.3	0.2	0.0	0.8
	Ocp	1.0	1.4	1.9	1.4	0.0	1.5	1.2	1.5	0.0	11.2
1100-1200	Pro	2.2	44.7	25.0	1.1	0.0	21.6	3.8	1.1	0.0	0.6
	Ocp	1.1	1.4	2.0	1.3	0.0	1.4	1.1	3.3	0.0	13.2
1200-1300	Pro	2.0	52.2	23.8	0.8	0.0	14.2	5.3	1.1	0.0	0.6
	Ocp	1.1	1.4	2.1	1.8	0.0	1.3	1.3	1.9	0.0	11.8
1300-1400	Pro	3.1	40.1	23.4	1.2	0.0	24.7	5.3	1.6	0.0	0.6
	Ocp	1.1	1.4	2.1	2.5	0.0	1.4	1.2	6.5	0.0	15.3
1400-1500	Pro	2.2	50.8	19.5	1.3	0.0	20.0	4.3	1.4	0.0	0.5
	Ocp	1.1	1.5	2.0	2.2	0.0	1.4	1.1	2.3	0.0	11.7
1500-1600	Pro	3.5	45.0	20.6	3.0	0.0	18.0	5.2	3.9	0.1	0.9
	Ocp	1.1	1.4	2.0	7.2	0.0	1.5	1.2	13.3	1.0	12.4
1600-1700	Pro	3.9	51.2	19.3	1.4	0.0	16.6	3.9	2.7	0.0	1.0
	Ocp	1.1	1.4	2.0	1.6	0.0	1.5	1.2	5.8	0.0	10.3
1700-1800	Pro	5.9	50.5	22.7	0.9	0.0	14.3	2.3	1.4	0.0	1.9
	Ocp	1.1	1.6	1.8	3.1	0.0	1.5	1.4	3.3	0.0	12.9
1800-1900	Pro	3.7	62.4	19.9	0.1	0.0	7.8	1.5	2.9	0.0	1.8
	Ocp	1.0	1.5	2.3	1.0	0.0	1.4	1.0	11.4	0.0	37.7
1900-2000	Pro	3.0	71.6	17.2	0.2	0.0	4.6	0.7	1.3	0.1	1.3
	Ocp	1.0	1.5	2.1	1.0	0.0	1.2	1.0	12.3	1.0	22.6
2000-2100	Pro	3.3	62.0	24.9	0.0	0.0	6.7	1.0	0.8	0.1	1.4
	Ocp	1.2	1.4	2.1	0.0	0.0	1.3	1.0	1.0	1.0	8.6
2100-2200	Pro	3.6	63.1	23.6	0.8	0.0	5.9	1.0	0.8	0.0	1.3
	Ocp	1.0	1.5	2.0	1.0	0.0	1.2	1.0	1.0	0.0	7.3
2200-2300	Pro	5.6	61.6	23.7	0.3	0.0	5.6	0.8	0.6	0.0	1.9
	Ocp	1.1	1.5	1.9	1.0	0.0	1.2	1.7	1.0	0.0	4.4
16 hours	Pro	3.1	51.5	23.8	0.9	0.0	14.3	3.4	1.6	0.1	1.3
	Ocp	1.1	1.4	2.0	3.7	0.0	1.4	1.2	7.4	1.0	19.4

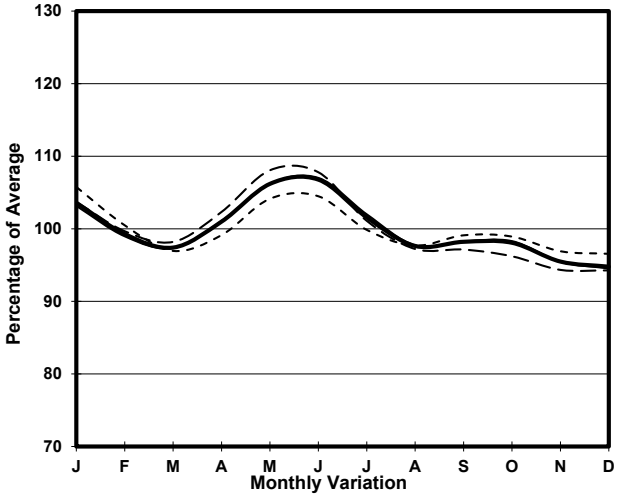
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

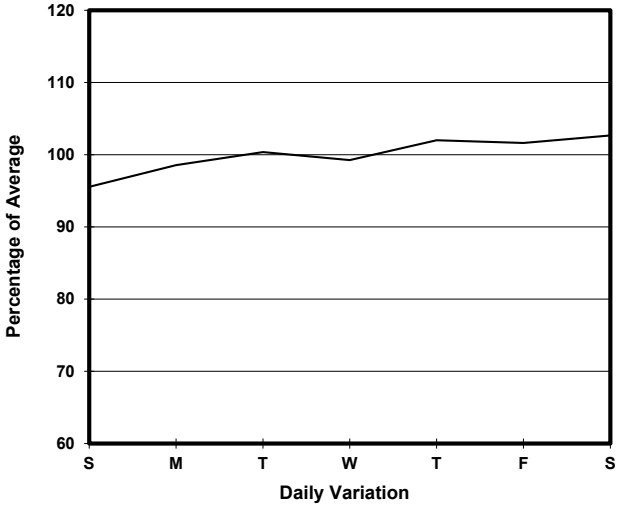
YEAR 2024 **LINK** TUNG LO WAN RD (from CAUSEWAY RD to MORETON TERRACE)

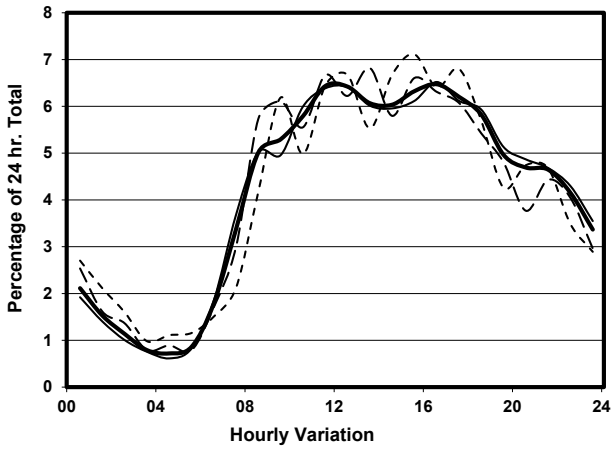
CORE STATION 1107
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

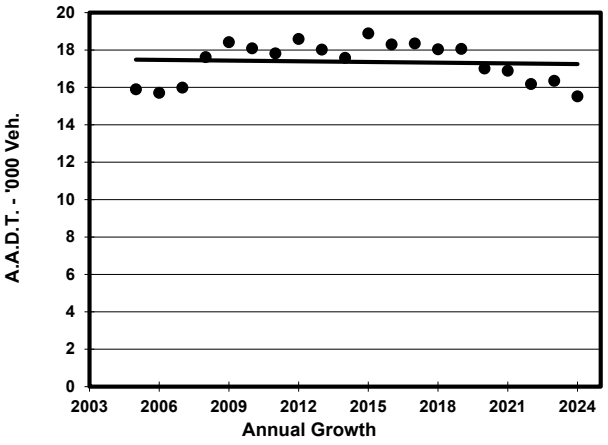


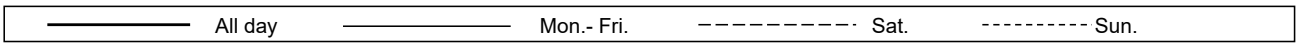
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	3060	3010	3380	2990
R 12 / 24 - %	74.2	74.2	74.6	73.7
R 16 / 24 - %	91.2	91.7	89.6	90.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	190	190	220	170
T - % (AM)	-	3.8	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	200	190	210	220
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	1.7	-	-
WEST BOUND				
A.A.D.T.	12460	12610	12590	11870
R 12 / 24 - %	68.0	67.9	69.2	67.6
R 16 / 24 - %	86.8	87.2	86.7	84.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	640	610	760	750
T - % (AM)	-	11.1	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	810	830	810	840
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-

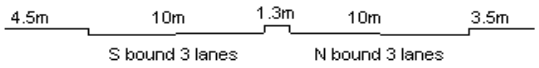
3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

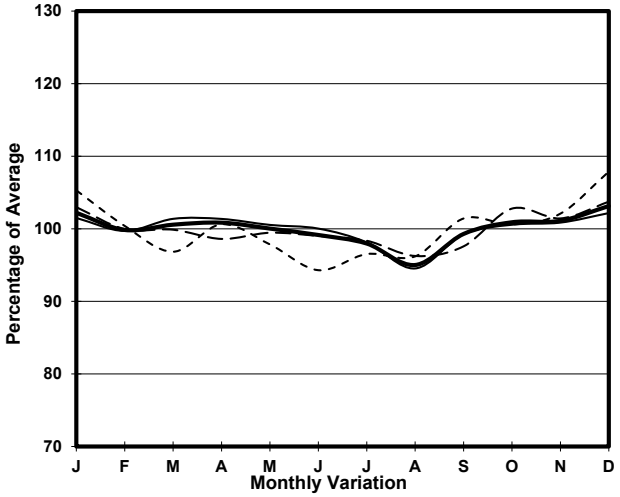
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	7.1	34.6	24.4	5.1	0.0	16.3	0.0	9.2	0.0	3.3
	Ocp	1.0	1.3	2.1	9.4	0.0	2.0	0.0	21.4	0.0	19.6
0800-0900	Pro	1.3	59.9	19.1	2.6	0.0	8.6	1.3	3.9	0.0	3.3
	Ocp	1.0	1.4	1.5	6.5	0.0	1.8	1.5	6.8	0.0	17.8
0900-1000	Pro	4.2	61.7	12.1	0.0	0.0	16.3	1.1	2.6	0.0	2.0
	Ocp	1.0	1.4	1.7	0.0	0.0	1.6	1.0	6.0	0.0	11.3
1000-1100	Pro	3.5	52.9	15.3	2.1	0.0	18.8	2.1	2.8	0.0	2.6
	Ocp	1.0	1.4	1.3	4.0	0.0	1.6	1.7	5.3	0.0	12.9
1100-1200	Pro	6.9	51.6	18.9	3.4	0.0	14.9	0.6	1.1	0.0	2.6
	Ocp	1.0	1.4	1.7	2.8	0.0	1.8	1.0	10.5	0.0	10.6
1200-1300	Pro	7.8	54.0	15.0	0.5	0.0	16.1	1.6	3.1	0.0	1.9
	Ocp	1.0	1.6	1.8	4.0	0.0	1.5	2.0	10.5	0.0	11.6
1300-1400	Pro	6.3	57.5	20.1	0.6	0.0	11.5	0.6	1.2	0.0	2.3
	Ocp	1.0	1.4	1.5	1.0	0.0	1.5	2.0	4.0	0.0	11.7
1400-1500	Pro	5.9	55.5	20.6	0.6	0.0	13.6	0.6	1.2	0.0	2.1
	Ocp	1.1	1.8	1.5	1.0	0.0	1.4	1.0	2.5	0.0	11.6
1500-1600	Pro	7.9	53.9	23.7	2.0	0.0	7.9	0.7	1.3	0.0	2.6
	Ocp	1.0	1.5	1.9	4.7	0.0	1.4	1.0	7.5	0.0	9.2
1600-1700	Pro	3.4	60.7	19.6	2.0	0.0	8.8	0.7	2.0	0.0	2.9
Peak hour	Ocp	1.2	1.5	1.4	2.3	0.0	1.3	1.0	3.7	0.0	10.1
1700-1800	Pro	7.2	57.8	22.7	2.4	0.0	6.6	0.0	0.6	0.0	2.8
	Ocp	1.0	1.4	1.5	2.3	0.0	1.4	0.0	5.0	0.0	11.8
1800-1900	Pro	7.3	68.2	14.0	0.0	0.0	6.1	0.0	1.2	0.0	3.2
	Ocp	1.0	1.5	2.2	0.0	0.0	1.3	0.0	3.5	0.0	12.6
1900-2000	Pro	15.2	53.2	26.0	0.0	0.0	1.9	0.0	1.3	0.0	2.5
	Ocp	1.0	1.5	1.7	0.0	0.0	1.3	0.0	9.5	0.0	10.0
2000-2100	Pro	9.1	41.1	35.6	1.8	0.0	8.2	0.0	0.9	0.0	3.2
	Ocp	1.0	1.5	1.5	1.5	0.0	1.9	0.0	1.0	0.0	9.6
2100-2200	Pro	8.1	42.2	45.9	0.0	0.0	1.5	0.0	0.0	0.0	2.2
	Ocp	1.0	1.3	1.7	0.0	0.0	1.0	0.0	0.0	0.0	5.8
2200-2300	Pro	0.9	43.1	50.3	0.0	0.0	0.9	1.8	0.0	0.0	2.9
	Ocp	1.0	1.4	1.8	0.0	0.0	1.0	1.5	0.0	0.0	7.0
16 hours	Pro	6.4	54.1	22.7	1.4	0.0	10.2	0.7	1.9	0.0	2.6
	Ocp	1.0	1.5	1.7	4.3	0.0	1.6	1.5	9.4	0.0	11.6

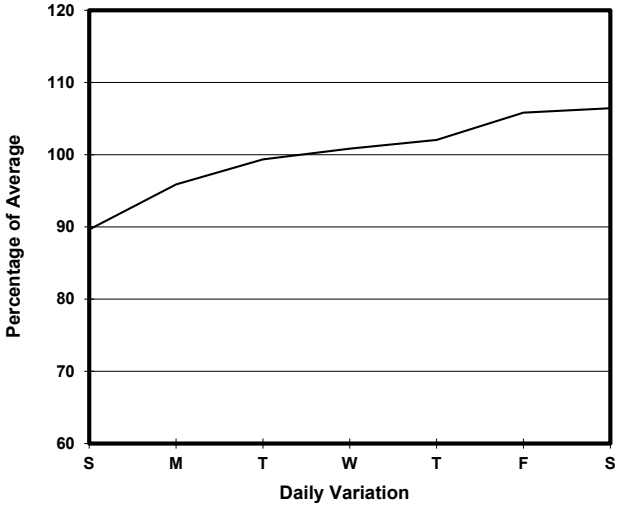
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

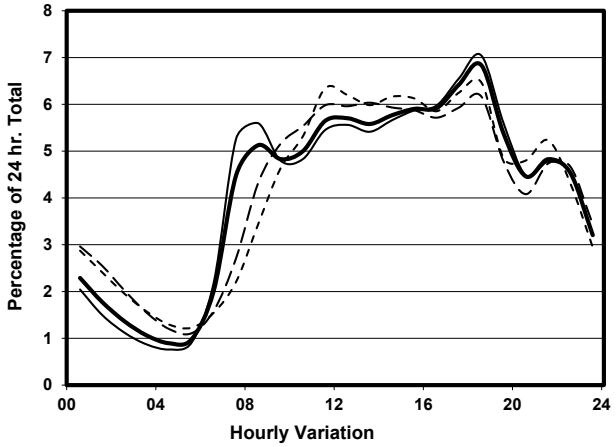
YEAR	2024	**LINK**	PRINCESS MARGARET RD (from WYLIE RD to PUI CHING RD)
CORE STATION	3001		
ROAD NETWORK	MAJOR		
ROAD TYPE	URBAN TRUNK ROAD		

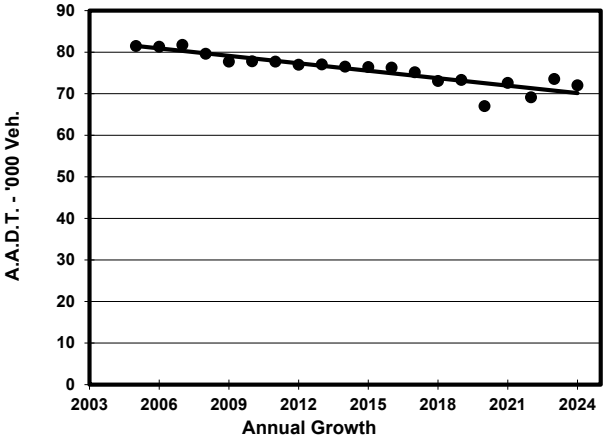


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	36640	37020	39430	33390
R 12 / 24 - %	70.4	71.1	68.5	68.8
R 16 / 24 - %	87.2	87.9	85.0	85.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2160	2370	2300	1770
T - % (AM)	-	3.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2590	2650	2630	2350
T - % (PM)	-	2.5	-	-
Prop.of commercial vehicles - 16 hr.	-	3.7	-	-
NORTH BOUND				
A.A.D.T.	35380	35960	37590	31580
R 12 / 24 - %	64.0	64.9	62.0	61.0
R 16 / 24 - %	85.7	86.9	82.2	82.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1580	1710	1680	1240
T - % (AM)	-	11.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	2340	2500	2280	1960
T - % (PM)	-	1.3	-	-
Prop.of commercial vehicles - 16 hr.	-	4.1	-	-

3. OTHER INFORMATION AND COMMENT

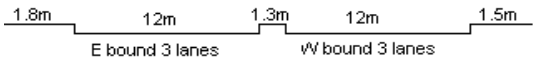
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.4	62.6	15.7	3.4	0.0	9.2	1.2	3.0	0.0	1.3
	Ocp	1.0	1.4	2.0	11.2	0.0	1.4	1.2	17.6	0.0	16.0
0800-0900	Pro	3.5	66.3	11.7	1.2	0.0	11.0	1.3	2.9	0.0	2.1
	Ocp	1.1	1.4	2.1	4.1	0.0	1.7	1.1	6.1	0.0	9.1
0900-1000	Pro	1.7	63.0	16.2	1.2	0.0	11.7	3.4	1.0	0.0	1.9
	Ocp	1.0	1.3	2.0	2.0	0.0	1.6	1.3	8.0	0.0	6.9
1000-1100	Pro	2.5	58.9	18.7	0.8	0.0	15.7	1.5	1.1	0.0	0.8
	Ocp	1.1	1.4	2.0	2.3	0.0	1.5	1.2	7.2	0.0	13.2
1100-1200	Pro	3.0	52.5	22.5	1.8	0.0	16.0	2.0	1.3	0.0	0.8
	Ocp	1.1	1.4	2.0	2.2	0.0	1.5	1.5	6.3	0.0	16.7
1200-1300	Pro	1.8	64.3	16.7	1.8	0.0	11.8	1.6	1.5	0.0	0.7
	Ocp	1.0	1.6	2.0	3.2	0.0	1.4	1.5	3.7	0.0	14.1
1300-1400	Pro	2.2	60.8	17.6	1.4	0.0	14.2	1.7	1.3	0.0	0.7
	Ocp	1.1	1.5	2.2	3.4	0.0	1.5	1.5	6.6	0.0	21.6
1400-1500	Pro	2.5	57.6	19.1	1.2	0.0	15.7	1.7	1.7	0.0	0.5
	Ocp	1.0	1.5	2.3	1.7	0.0	1.5	1.6	5.9	0.0	17.9
1500-1600	Pro	1.5	65.2	17.7	2.0	0.0	9.1	1.2	2.2	0.0	1.1
	Ocp	1.1	1.5	2.2	6.0	0.0	1.6	1.4	8.0	0.0	16.8
1600-1700	Pro	2.3	65.2	17.6	1.8	0.0	9.7	0.8	1.6	0.0	1.1
	Ocp	1.1	1.5	1.9	3.6	0.0	1.6	1.5	2.4	0.0	16.9
1700-1800	Pro	4.2	68.3	14.3	0.9	0.0	8.4	0.3	2.2	0.0	1.4
	Ocp	1.1	1.4	2.1	4.6	0.0	1.4	1.3	7.3	0.0	17.8
1800-1900	Pro	3.4	74.3	16.7	0.1	0.0	3.7	0.3	0.8	0.0	0.9
Peak hour	Ocp	1.1	1.4	2.1	1.0	0.0	1.3	1.0	15.3	0.0	31.5
1900-2000	Pro	3.7	72.3	17.3	0.0	0.0	3.7	0.9	1.0	0.0	1.3
	Ocp	1.1	1.4	2.0	0.0	0.0	1.4	1.3	5.2	0.0	22.0
2000-2100	Pro	3.3	65.0	24.2	0.1	0.0	3.9	0.3	1.8	0.0	1.5
	Ocp	1.1	1.3	1.9	1.0	0.0	1.2	1.5	11.7	0.0	18.7
2100-2200	Pro	4.0	62.2	27.3	0.0	0.0	4.0	0.8	0.5	0.0	1.3
	Ocp	1.0	1.4	2.0	0.0	0.0	1.5	1.5	6.5	0.0	17.1
2200-2300	Pro	2.1	68.9	24.8	0.0	0.0	2.2	0.5	0.6	0.1	0.9
	Ocp	1.1	1.4	2.0	0.0	0.0	1.4	1.0	4.4	1.0	18.7
16 hours	Pro	2.8	64.6	18.3	1.1	0.0	9.4	1.2	1.5	0.1	1.1
	Ocp	1.1	1.4	2.1	4.6	0.0	1.5	1.4	7.9	1.0	16.2

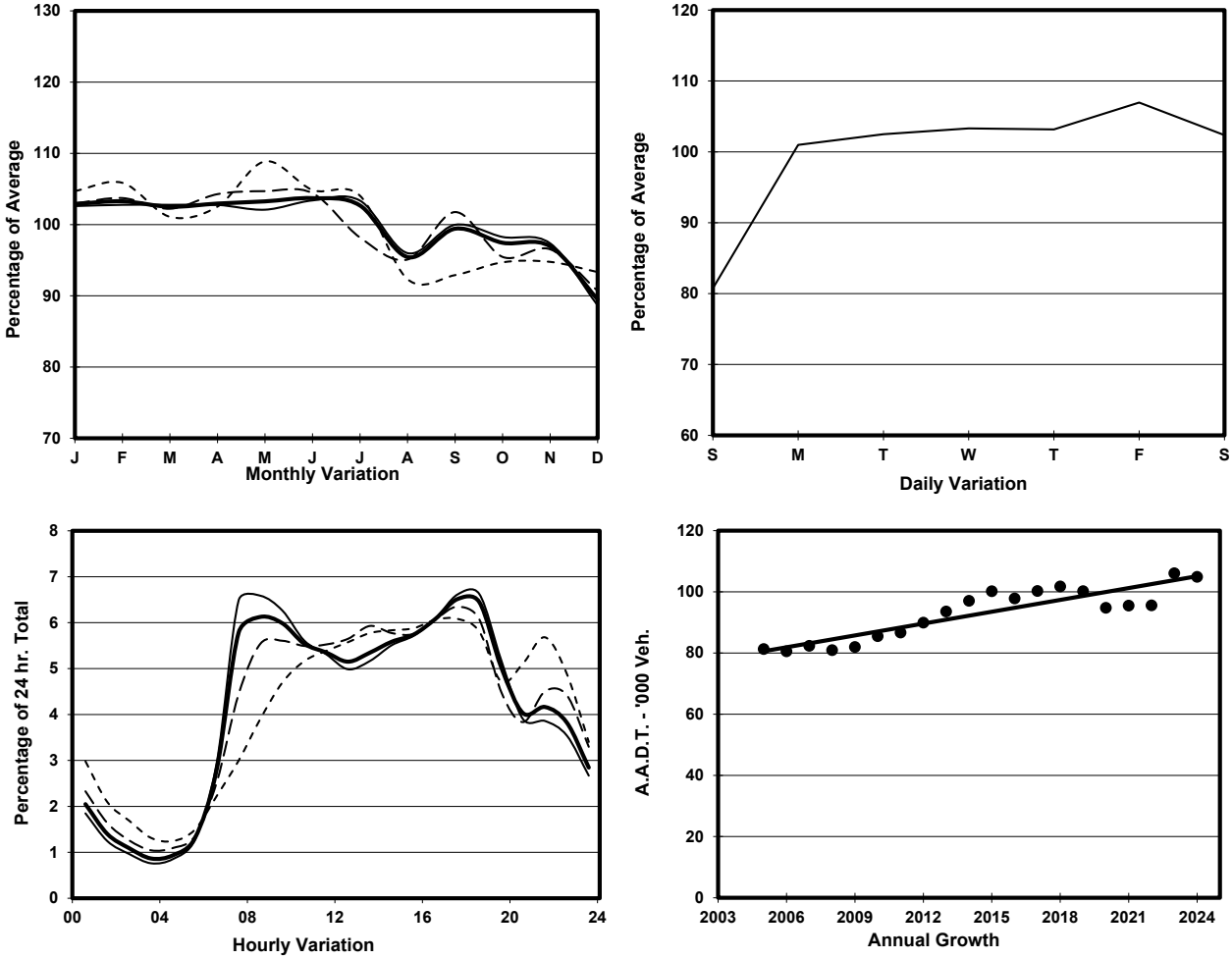
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** LUNG CHEUNG RD (from NAM CHEONG ST to LION ROCK TUNNEL RD)

CORE STATION 3002
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	50990	52990	52710	42950
R 12 / 24 - %	69.1	70.5	67.5	62.4
R 16 / 24 - %	86.0	86.8	84.8	82.8
AM Peak Hour	0900-1000	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	3080	3460	3030	2000
T - % (AM)	-	13.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3420	3670	3350	2600
T - % (PM)	-	6.2	-	-
Prop.of commercial vehicles - 16 hr.	-	9.6	-	-
WEST BOUND				
A.A.D.T.	53910	56550	55590	42840
R 12 / 24 - %	70.2	71.3	68.9	63.9
R 16 / 24 - %	87.3	88.0	86.1	84.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3390	3870	3060	2030
T - % (AM)	-	8.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3460	3670	3530	2620
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	9.8	-	-

3. OTHER INFORMATION AND COMMENT

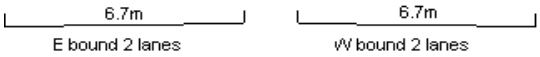
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	7.7	43.7	16.1	1.8	1.3	18.5	4.4	2.8	0.0	3.8
	Ocp	1.0	1.3	2.2	6.8	15.2	1.4	1.3	17.0	0.0	64.5
0800-0900	Pro	4.6	44.4	15.8	0.8	0.8	23.0	4.0	2.1	0.0	4.5
	Ocp	1.1	1.3	2.1	4.6	17.4	1.5	1.4	20.0	0.0	63.5
0900-1000	Pro	3.6	37.1	18.9	0.5	0.3	28.6	6.0	1.1	0.0	3.9
	Ocp	1.0	1.3	2.2	2.0	12.2	1.5	1.4	9.3	0.0	37.0
1000-1100	Pro	3.6	36.5	18.0	0.5	0.4	29.0	7.1	1.6	0.0	3.3
	Ocp	1.0	1.4	2.1	1.5	3.6	1.3	1.2	17.1	0.0	32.8
1100-1200	Pro	3.5	33.0	14.7	0.8	0.6	33.6	8.7	1.2	0.1	4.0
	Ocp	1.1	1.3	2.3	1.4	7.7	1.4	1.3	6.3	1.0	31.2
1200-1300	Pro	2.5	43.1	15.4	0.9	0.5	26.0	7.7	0.6	0.0	3.4
	Ocp	1.0	1.4	2.0	2.8	10.5	1.3	1.2	10.3	0.0	34.9
1300-1400	Pro	1.9	40.9	17.0	1.0	0.3	29.5	5.4	0.8	0.1	3.1
	Ocp	1.2	1.4	1.8	2.3	8.0	1.3	1.1	14.2	2.0	37.0
1400-1500	Pro	2.4	38.9	15.0	1.2	0.4	30.8	7.2	1.2	0.0	2.9
	Ocp	1.0	1.3	2.2	2.0	12.0	1.4	1.1	8.7	0.0	32.7
1500-1600	Pro	2.4	42.2	18.3	1.0	0.3	26.4	5.6	1.0	0.1	2.7
	Ocp	1.1	1.4	2.0	4.9	8.5	1.3	1.2	16.3	3.0	39.3
1600-1700	Pro	3.6	41.6	18.0	2.0	0.4	24.2	4.7	2.2	0.0	3.4
	Ocp	1.1	1.3	2.1	2.5	13.8	1.3	1.2	9.4	0.0	44.7
1700-1800	Pro	7.1	50.3	13.0	1.9	0.8	19.2	2.1	1.9	0.0	3.8
	Ocp	1.1	1.3	2.2	2.0	15.9	1.3	1.2	16.7	0.0	59.7
1800-1900	Pro	5.6	58.3	15.3	0.2	1.1	12.5	1.7	1.6	0.0	3.7
Peak hour	Ocp	1.0	1.4	2.2	1.0	16.2	1.3	1.2	18.3	0.0	78.8
1900-2000	Pro	3.9	62.8	16.0	0.0	0.7	10.0	1.2	1.5	0.0	3.8
	Ocp	1.0	1.3	2.1	0.0	15.6	1.3	1.1	17.5	0.0	55.9
2000-2100	Pro	4.1	55.1	20.9	0.1	0.6	11.1	1.8	1.3	0.0	5.0
	Ocp	1.1	1.3	2.0	1.0	16.0	1.4	1.1	13.3	0.0	39.0
2100-2200	Pro	4.1	54.4	23.5	0.3	0.6	9.5	1.4	1.3	0.1	4.9
	Ocp	1.2	1.3	2.3	1.0	13.8	1.2	1.2	8.9	1.0	39.5
2200-2300	Pro	3.6	60.6	20.9	0.0	0.7	8.2	1.1	0.7	0.1	4.3
	Ocp	1.1	1.3	2.1	0.0	13.4	1.2	1.3	13.6	1.0	25.2
16 hours	Pro	4.1	45.8	16.9	0.9	0.6	22.0	4.5	1.5	0.1	3.7
	Ocp	1.1	1.3	2.1	3.2	13.7	1.4	1.2	14.7	1.6	47.2

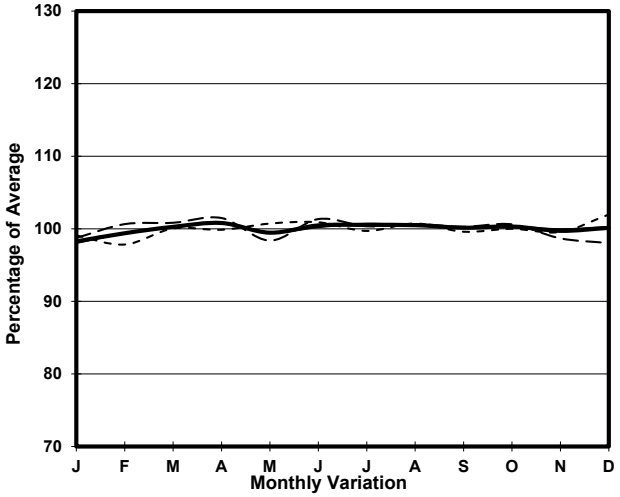
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

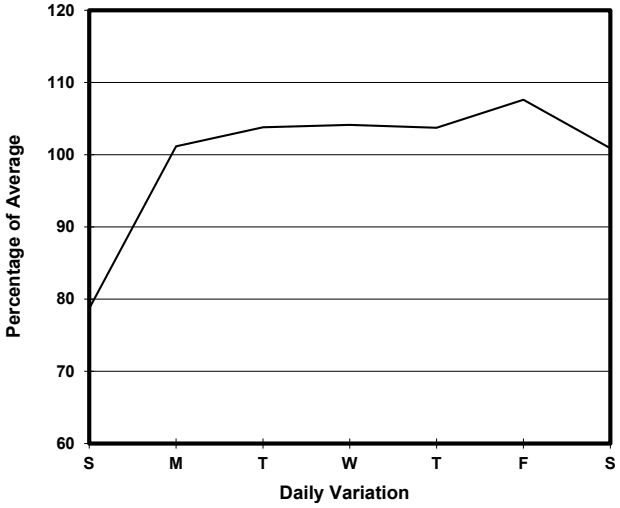
YEAR 2024 **LINK** KAI TAK TUNNEL (from SUNG WONG TOI RD to KAI CHEUNG RD)

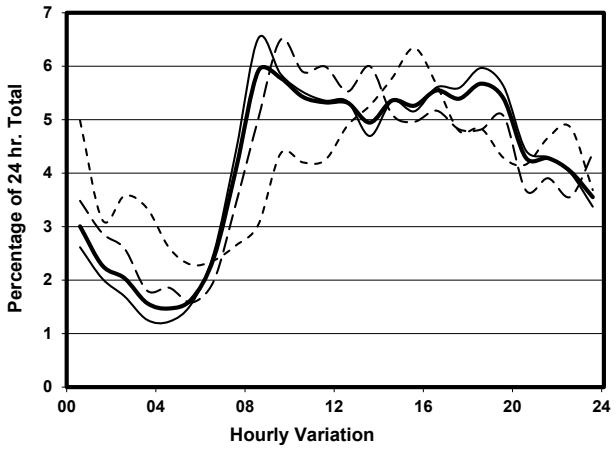
CORE STATION 3004
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

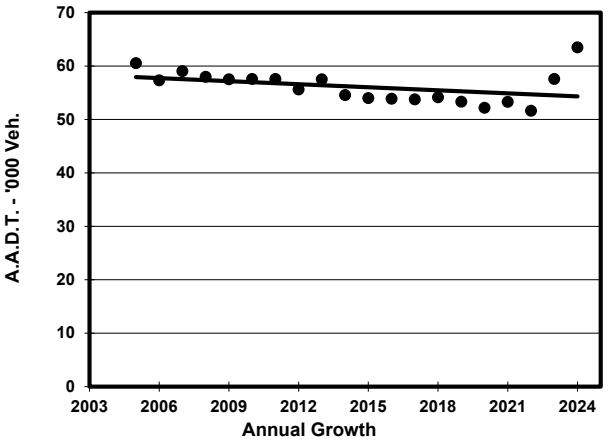


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	32340	33980	32810	26250
R 12 / 24 - %	64.4	66.4	60.8	55.9
R 16 / 24 - %	82.5	84.4	78.5	75.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1900	2160	1610	1060
T - % (AM)	-	12.0	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1920	2070	1770	1460
T - % (PM)	-	9.2	-	-
Prop.of commercial vehicles - 16 hr.	-	9.6	-	-
WEST BOUND				
A.A.D.T.	31160	32870	31990	24300
R 12 / 24 - %	63.7	64.4	65.8	56.2
R 16 / 24 - %	81.5	83.1	80.4	72.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1960	2270	2600	1150
T - % (AM)	-	10.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1820	2060	1580	1390
T - % (PM)	-	6.7	-	-
Prop.of commercial vehicles - 16 hr.	-	9.9	-	-

3. OTHER INFORMATION AND COMMENT

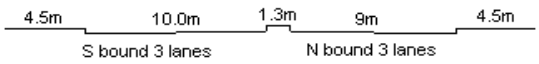
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.8	38.3	21.4	1.5	0.0	13.5	9.7	5.1	0.0	3.6
	Ocp	1.1	1.3	2.1	7.3	0.0	1.2	1.2	13.5	0.0	35.3
0800-0900	Pro	2.4	54.7	18.1	0.6	0.0	13.6	4.3	2.7	0.0	3.6
Peak hour	Ocp	1.1	1.3	2.0	2.9	0.0	1.4	1.1	11.2	0.0	39.8
0900-1000	Pro	2.9	44.6	25.1	1.0	0.1	14.9	4.7	2.9	0.0	3.8
	Ocp	1.1	1.2	1.9	1.0	1.0	1.4	1.2	7.4	0.0	19.6
1000-1100	Pro	3.1	39.8	24.2	1.2	0.0	21.6	6.6	0.4	0.0	3.2
	Ocp	1.1	1.3	1.9	1.7	0.0	1.4	1.1	2.5	0.0	20.3
1100-1200	Pro	2.5	39.9	24.6	0.5	0.0	20.7	7.3	1.4	0.0	3.2
	Ocp	1.1	1.4	2.0	2.3	0.0	1.3	1.2	9.7	0.0	22.8
1200-1300	Pro	1.7	44.5	26.5	0.7	0.0	15.7	5.5	2.6	0.0	2.8
	Ocp	1.2	1.3	2.0	2.7	0.0	1.5	1.2	11.0	0.0	22.5
1300-1400	Pro	0.7	36.1	22.6	1.2	0.0	28.1	6.9	2.0	0.0	2.3
	Ocp	1.0	1.5	1.9	2.3	0.0	1.3	1.2	9.0	0.0	25.5
1400-1500	Pro	3.2	44.3	23.1	0.4	0.0	18.6	6.6	1.4	0.0	2.3
	Ocp	1.0	1.4	2.0	1.3	0.0	1.4	1.3	5.6	0.0	23.7
1500-1600	Pro	3.2	46.1	23.5	1.3	0.0	15.7	5.8	1.2	0.0	3.1
	Ocp	1.1	1.3	1.9	2.7	0.0	1.3	1.3	9.0	0.0	20.2
1600-1700	Pro	4.1	47.4	18.3	1.5	0.0	17.3	5.8	2.3	0.1	3.3
	Ocp	1.1	1.4	1.6	2.6	0.0	1.6	1.1	5.7	1.0	20.6
1700-1800	Pro	7.0	52.0	19.8	0.6	0.0	11.4	4.1	1.3	0.0	3.9
	Ocp	1.1	1.3	1.9	1.2	0.0	1.2	1.1	2.2	0.0	34.1
1800-1900	Pro	6.4	61.8	16.7	0.2	0.1	8.4	1.7	1.7	0.0	3.0
	Ocp	1.1	1.4	2.1	1.0	20.0	1.3	1.1	9.8	0.0	52.2
1900-2000	Pro	3.4	63.2	19.8	0.0	0.3	6.8	1.4	1.8	0.0	3.3
	Ocp	1.2	1.4	2.0	0.0	15.7	1.3	1.2	2.1	0.0	27.2
2000-2100	Pro	4.1	54.1	27.5	0.1	0.1	7.3	1.8	0.8	0.0	4.0
	Ocp	1.0	1.4	1.9	2.0	1.0	1.2	1.1	1.0	0.0	21.2
2100-2200	Pro	2.8	57.2	29.8	0.0	0.0	5.1	1.2	0.9	0.0	2.9
	Ocp	1.2	1.5	1.9	0.0	0.0	1.2	1.2	1.0	0.0	23.8
2200-2300	Pro	3.6	50.6	35.3	0.0	0.4	5.8	1.0	0.3	0.0	3.1
	Ocp	1.1	1.4	1.9	0.0	1.7	1.3	1.1	1.0	0.0	17.8
16 hours	Pro	3.6	48.7	23.2	0.7	0.1	14.1	4.6	1.8	0.1	3.2
	Ocp	1.1	1.4	1.9	2.7	8.2	1.4	1.2	8.3	1.0	27.2

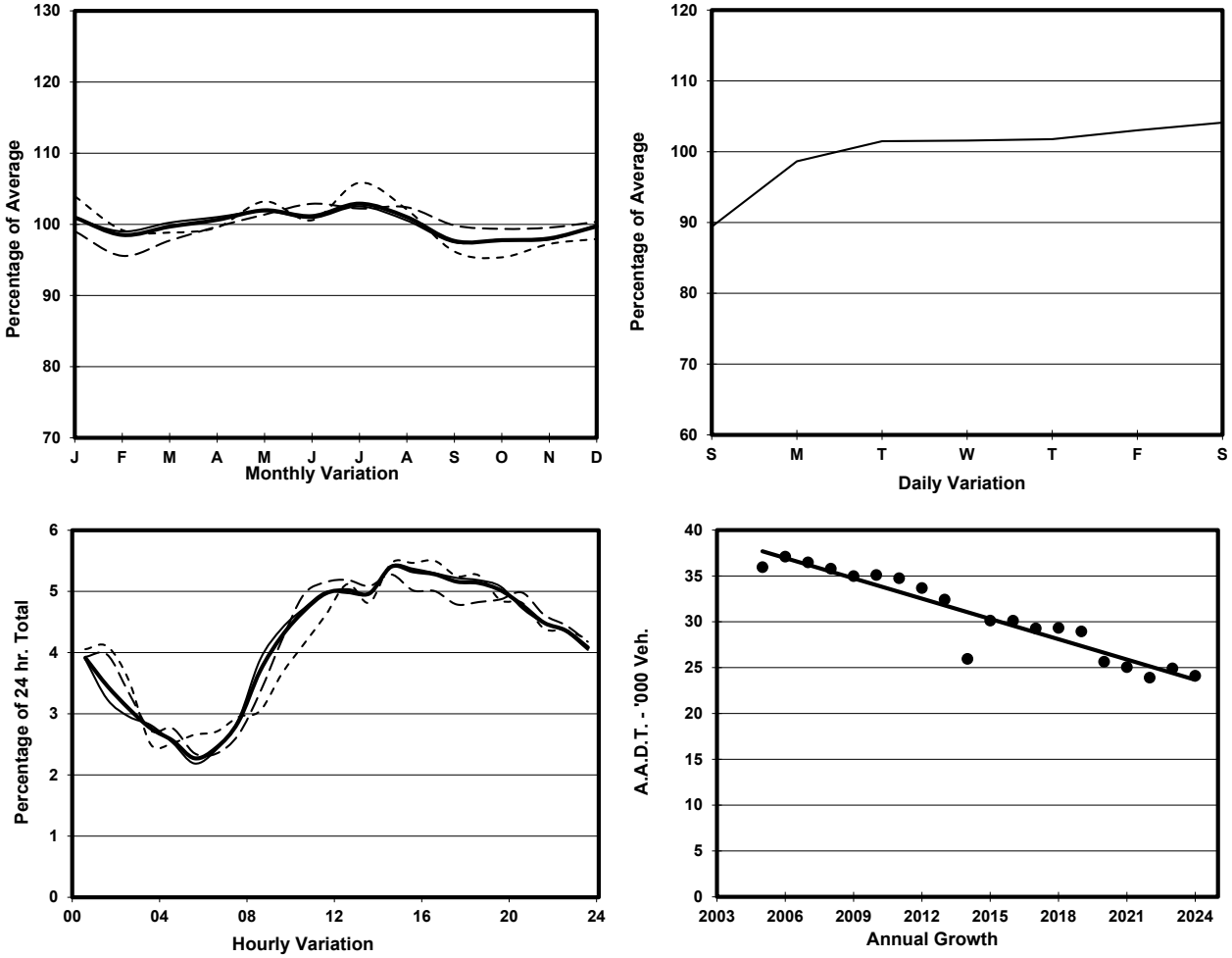
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** NATHAN RD (from SHANTUNG ST to DUNDAS ST)

CORE STATION 3006
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	12120	12400	12790	10530
R 12 / 24 - %	57.9	58.5	55.4	57.5
R 16 / 24 - %	76.3	77.1	73.5	75.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	560	600	540	400
T - % (AM)	-	34.0	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	630	650	650	610
T - % (PM)	-	30.5	-	-
Prop.of commercial vehicles - 16 hr.	-	30.0	-	-
NORTH BOUND				
A.A.D.T.	11990	12170	12500	11110
R 12 / 24 - %	55.6	56.1	55.6	53.2
R 16 / 24 - %	74.5	74.8	75.3	72.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	470	480	520	400
T - % (AM)	-	45.1	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	670	690	640	610
T - % (PM)	-	38.1	-	-
Prop.of commercial vehicles - 16 hr.	-	35.1	-	-

3. OTHER INFORMATION AND COMMENT

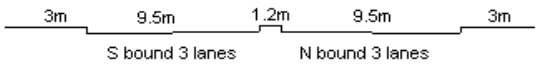
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.1	8.4	22.4	0.7	0.7	16.1	0.0	0.0	0.0	49.6
	Ocp	1.0	1.3	2.2	2.0	3.0	1.2	0.0	0.0	0.0	19.4
0800-0900	Pro	1.3	18.0	19.7	3.1	0.0	14.5	2.2	0.4	0.1	40.7
	Ocp	1.0	1.4	1.9	3.3	0.0	1.7	1.4	1.0	14.0	27.9
0900-1000	Pro	0.0	19.7	18.7	2.5	0.0	20.7	2.0	0.0	0.0	36.3
	Ocp	0.0	1.4	2.2	3.2	0.0	1.4	1.8	0.0	0.0	20.8
1000-1100	Pro	0.7	17.4	29.7	1.1	0.4	21.7	2.9	0.4	0.1	25.7
	Ocp	1.0	1.5	1.8	2.0	5.0	1.5	1.4	1.0	1.0	21.1
1100-1200	Pro	1.1	19.8	31.7	1.1	0.0	17.5	1.9	0.8	0.0	26.0
	Ocp	1.3	1.5	2.1	1.3	0.0	1.4	1.6	2.5	0.0	20.7
1200-1300	Pro	2.6	22.1	26.5	0.0	0.0	19.5	1.1	1.1	0.1	27.0
	Ocp	1.1	1.4	2.1	0.0	0.0	1.5	1.3	6.7	1.0	22.6
1300-1400	Pro	3.4	18.0	29.5	0.8	1.2	13.8	2.3	0.8	0.1	30.2
	Ocp	1.0	1.6	2.0	4.0	2.7	1.4	1.5	4.5	3.0	26.1
1400-1500	Pro	2.0	21.6	30.3	0.3	1.3	18.3	1.0	0.0	0.1	25.0
Peak hour	Ocp	1.0	1.5	1.8	3.0	2.8	1.6	1.7	0.0	1.0	24.3
1500-1600	Pro	3.9	27.0	24.1	1.1	0.4	15.6	0.7	0.4	0.2	26.8
	Ocp	1.3	1.4	1.9	5.3	1.0	1.6	1.0	18.0	1.0	26.9
1600-1700	Pro	0.9	22.5	23.5	1.8	1.8	12.6	0.0	0.5	0.1	36.3
	Ocp	1.0	1.4	2.0	2.0	3.0	1.5	0.0	9.0	1.0	28.7
1700-1800	Pro	3.7	33.3	20.6	1.1	1.5	8.2	0.0	0.4	0.1	31.1
	Ocp	1.0	1.4	2.1	2.0	7.5	1.6	0.0	1.0	3.0	37.6
1800-1900	Pro	1.5	31.3	25.7	0.4	0.7	7.1	0.0	0.4	0.0	32.9
	Ocp	1.3	1.6	1.9	1.0	3.5	1.3	0.0	11.0	0.0	40.9
1900-2000	Pro	3.4	28.5	33.8	0.0	0.8	3.4	0.0	0.4	0.1	29.6
	Ocp	1.1	1.5	2.0	0.0	5.5	1.3	0.0	27.0	1.0	28.8
2000-2100	Pro	2.1	24.4	39.2	0.0	0.4	4.1	0.0	2.1	0.0	27.8
	Ocp	1.0	1.5	1.7	0.0	11.0	1.2	0.0	31.4	0.0	25.2
2100-2200	Pro	2.5	25.9	35.7	0.0	0.9	4.2	0.4	0.4	0.0	29.9
	Ocp	1.3	1.5	1.9	0.0	5.0	1.5	1.0	1.0	0.0	24.2
2200-2300	Pro	4.3	26.3	34.5	0.0	0.5	2.4	0.5	0.5	0.0	31.0
	Ocp	1.1	1.7	1.9	0.0	6.0	1.4	1.0	1.0	0.0	21.6
16 hours	Pro	2.3	23.2	28.1	0.8	0.7	12.6	1.0	0.5	0.1	30.8
	Ocp	1.1	1.5	1.9	2.8	4.4	1.5	1.4	12.4	2.7	26.5

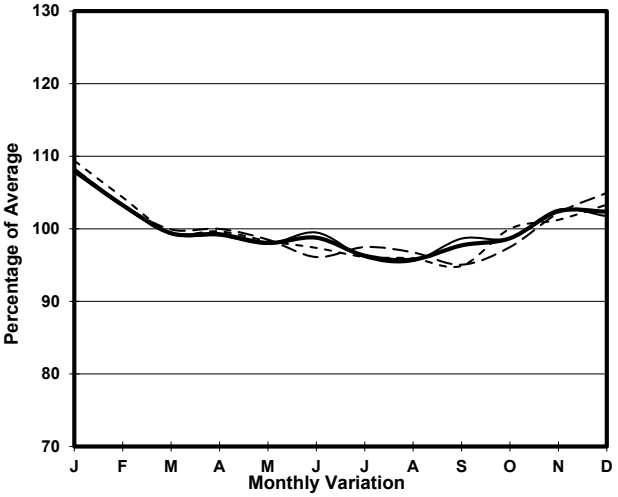
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

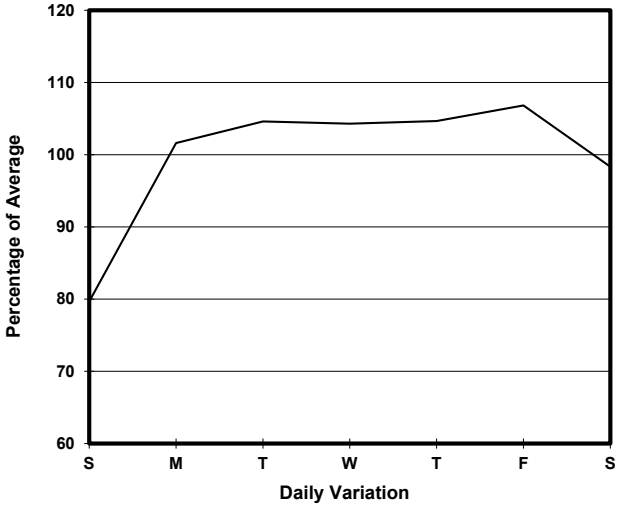
YEAR 2024 **LINK** MA TAU WAI RD & TO KWA WAN RD (from SAN LAU ST & BAILEY ST to CHI KIANG ST)

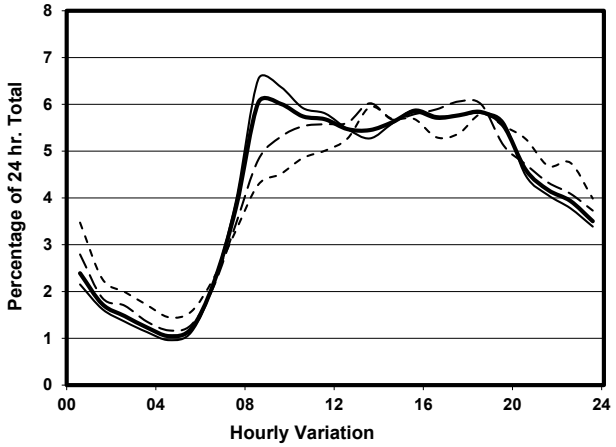
CORE STATION 3014
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

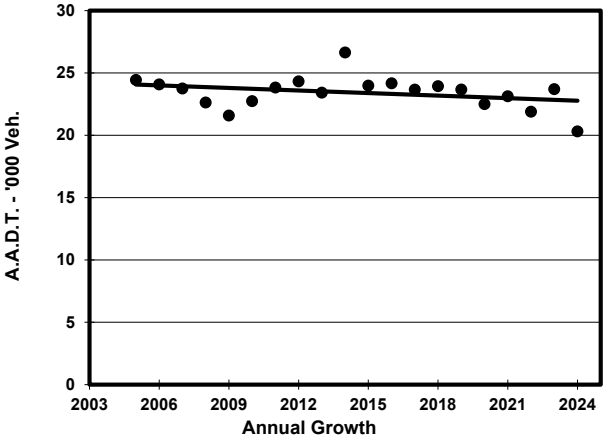


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	14620	15500	14470	11450
R 12 / 24 - %	67.4	68.7	65.8	60.5
R 16 / 24 - %	85.1	86.1	83.5	80.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	960	1120	810	530
T - % (AM)	-	19.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	840	890	910	670
T - % (PM)	-	18.2	-	-
Prop.of commercial vehicles - 16 hr.	-	17.9	-	-
NORTH BOUND				
A.A.D.T.	5690	5940	5690	4930
R 12 / 24 - %	65.9	66.6	65.5	62.3
R 16 / 24 - %	85.5	85.9	85.3	83.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0800-0900
One-way flow at AM peak hour	290	320	260	210
T - % (AM)	-	24.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	340	360	350	290
T - % (PM)	-	19.7	-	-
Prop.of commercial vehicles - 16 hr.	-	23.8	-	-

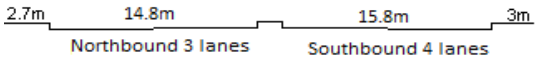
3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

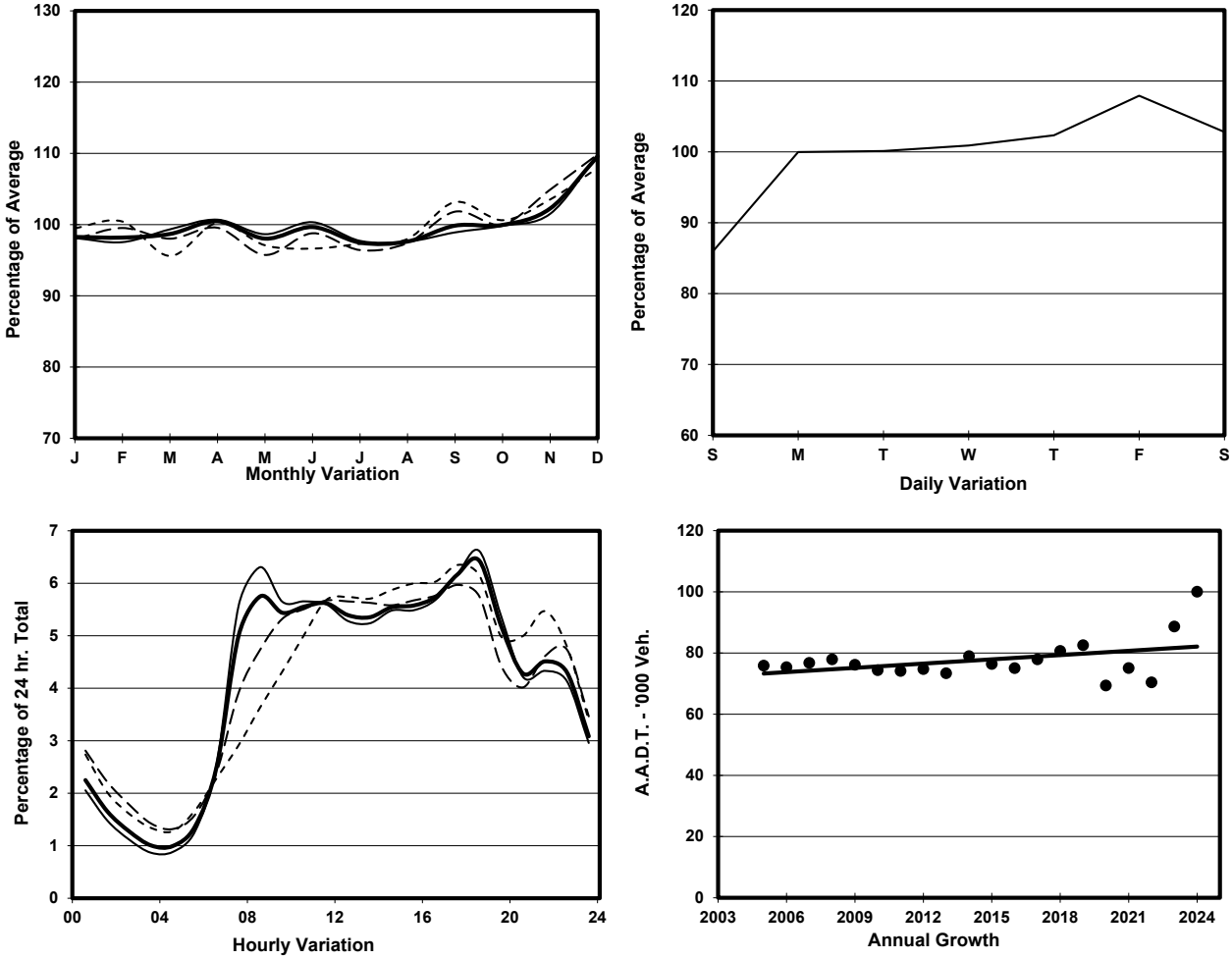
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.9	14.8	21.0	0.9	8.7	16.6	1.7	3.5	0.0	31.9
	Ocp	1.0	1.4	1.9	8.0	10.3	1.3	2.0	17.0	0.0	20.7
0800-0900	Pro	1.6	26.7	23.9	2.0	4.9	21.4	2.8	2.0	0.0	14.7
Peak hour	Ocp	1.0	1.3	1.9	4.0	11.3	1.5	1.3	21.2	0.0	27.0
0900-1000	Pro	4.4	19.9	27.4	2.2	3.1	24.8	0.9	4.0	0.0	13.4
	Ocp	1.0	1.3	1.6	1.8	7.6	1.4	1.0	18.0	0.0	18.4
1000-1100	Pro	1.4	26.6	26.1	0.0	4.1	24.3	1.8	1.8	0.0	13.8
	Ocp	1.0	1.3	1.6	0.0	4.3	1.5	2.5	38.3	0.0	14.3
1100-1200	Pro	5.4	22.1	18.8	0.5	5.4	24.2	5.9	2.7	0.1	14.8
	Ocp	1.0	1.7	1.8	5.0	6.1	1.4	1.5	19.0	4.0	15.7
1200-1300	Pro	5.3	18.4	23.8	2.4	5.8	24.7	2.4	3.4	0.1	13.6
	Ocp	1.0	1.4	1.6	6.8	4.9	1.3	1.4	9.4	4.0	15.7
1300-1400	Pro	7.0	22.0	21.0	2.5	4.5	24.0	2.0	2.0	0.0	15.0
	Ocp	1.1	1.5	1.8	6.6	7.8	1.4	1.8	23.3	0.0	16.0
1400-1500	Pro	5.3	29.9	17.4	1.9	4.8	22.2	3.4	0.5	0.1	14.6
	Ocp	1.1	1.7	2.0	1.3	4.7	1.7	2.0	1.0	4.0	11.9
1500-1600	Pro	2.0	26.9	20.3	1.5	5.6	21.9	4.1	2.0	0.0	15.6
	Ocp	1.0	1.5	2.0	4.0	4.5	1.5	2.3	13.8	0.0	13.9
1600-1700	Pro	4.0	28.6	26.3	2.3	8.6	11.4	0.0	1.7	0.0	17.0
	Ocp	1.0	1.6	1.6	8.0	6.3	1.5	0.0	10.3	0.0	17.2
1700-1800	Pro	8.1	35.8	16.1	0.0	4.0	14.6	3.5	1.5	0.0	16.3
	Ocp	1.0	1.4	1.8	0.0	7.6	1.3	1.3	4.0	0.0	22.3
1800-1900	Pro	7.1	43.4	18.7	0.5	4.0	7.6	1.0	1.0	0.0	16.7
	Ocp	1.0	1.4	1.8	6.0	9.0	1.2	1.0	22.0	0.0	26.9
1900-2000	Pro	5.8	39.7	25.2	0.0	5.3	8.2	0.0	1.5	0.0	14.3
	Ocp	1.2	1.3	1.7	0.0	6.9	1.7	0.0	2.0	0.0	19.6
2000-2100	Pro	5.5	29.5	29.5	1.2	8.0	9.2	0.0	0.0	0.0	17.1
	Ocp	1.1	1.5	1.6	1.0	4.6	1.5	0.0	0.0	0.0	11.9
2100-2200	Pro	7.2	23.1	41.2	0.7	5.8	3.6	0.0	0.0	0.0	18.3
	Ocp	1.0	1.6	1.4	4.0	5.8	1.6	0.0	0.0	0.0	11.4
2200-2300	Pro	6.4	31.4	34.0	0.6	7.1	3.2	1.3	0.0	0.0	16.0
	Ocp	1.1	1.5	1.5	4.0	4.9	2.0	1.5	0.0	0.0	7.8
16 hours	Pro	4.8	27.7	24.0	1.3	5.4	17.1	2.0	1.8	0.1	15.9
	Ocp	1.0	1.4	1.7	4.6	6.6	1.4	1.7	16.5	4.0	17.4

Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR	2024	**LINK**	WEST KOWLOON HIGHWAY (from SLIP RDS TO & FROM LIN CHEUNG RD & YAU MA TEI INT N/B RAMP to HING WAH ST W)
CORE STATION	3024		
ROAD NETWORK	MAJOR		
ROAD TYPE	EXPRESSWAY		



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	53160	54680	55040	46520
R 12 / 24 - %	71.3	72.6	68.6	66.4
R 16 / 24 - %	87.0	87.7	84.7	85.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3630	4100	3490	2150
T - % (AM)	-	14.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3270	3370	3210	3000
T - % (PM)	-	5.6	-	-
Prop.of commercial vehicles - 16 hr.	-	10.5	-	-
NORTH BOUND				
A.A.D.T.	46890	48370	48610	40170
R 12 / 24 - %	63.4	64.3	61.3	60.0
R 16 / 24 - %	84.6	85.7	81.1	82.0
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2220	2400	2030	1590
T - % (AM)	-	16.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	3170	3450	3100	2510
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	11.8	-	-

3. OTHER INFORMATION AND COMMENT

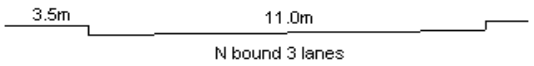
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.5	50.6	18.3	0.6	0.0	14.0	7.4	2.1	0.0	3.6
	Ocp	1.0	1.2	2.2	9.5	0.0	1.2	1.1	25.8	0.0	60.8
0800-0900	Pro	2.4	50.5	17.3	0.2	0.0	14.6	6.1	3.7	0.0	5.2
	Ocp	1.0	1.3	1.9	5.8	0.0	1.4	1.1	33.0	0.0	63.7
0900-1000	Pro	1.6	47.5	16.5	0.3	0.0	22.1	6.9	1.6	0.0	3.5
	Ocp	1.0	1.2	2.1	5.4	0.0	1.3	1.1	12.8	0.0	37.8
1000-1100	Pro	1.7	40.8	22.6	0.5	0.0	21.9	8.2	1.3	0.0	2.9
	Ocp	1.1	1.3	2.0	2.7	0.0	1.2	1.1	16.3	0.0	35.7
1100-1200	Pro	1.4	48.6	20.8	0.1	0.0	16.2	8.6	1.4	0.0	2.8
	Ocp	1.2	1.2	2.0	2.0	0.0	1.3	1.1	12.6	0.0	33.0
1200-1300	Pro	2.2	52.9	17.6	0.5	0.0	15.8	7.2	1.5	0.0	2.4
	Ocp	1.1	1.3	2.0	3.7	0.0	1.3	1.1	14.5	0.0	36.4
1300-1400	Pro	1.3	45.7	19.3	0.3	0.0	20.1	8.5	2.3	0.0	2.4
	Ocp	1.1	1.3	2.1	1.5	0.0	1.2	1.1	10.5	0.0	38.4
1400-1500	Pro	0.9	47.0	19.1	0.4	0.0	19.3	9.1	2.1	0.0	2.1
	Ocp	1.0	1.3	2.0	2.7	0.0	1.4	1.2	6.6	0.0	37.8
1500-1600	Pro	1.6	50.9	18.7	0.8	0.0	17.4	5.9	2.4	0.0	2.2
	Ocp	1.1	1.3	2.1	3.3	0.0	1.3	1.1	13.5	0.0	33.6
1600-1700	Pro	1.2	55.4	16.5	0.6	0.0	14.0	6.2	2.9	0.0	3.1
	Ocp	1.0	1.3	1.9	5.7	0.0	1.5	1.1	15.3	0.0	37.5
1700-1800	Pro	4.6	52.7	18.7	0.6	0.0	12.3	4.6	2.8	0.0	3.7
	Ocp	1.0	1.3	2.1	2.9	0.0	1.3	1.1	20.6	0.0	52.3
1800-1900	Pro	3.1	63.4	15.7	0.1	0.0	9.2	2.4	2.4	0.0	3.8
Peak hour	Ocp	1.0	1.3	1.9	6.0	0.0	1.2	1.1	28.2	0.0	74.7
1900-2000	Pro	2.1	65.7	17.1	0.1	0.0	6.5	1.8	2.8	0.0	3.9
	Ocp	1.1	1.4	1.9	1.0	0.0	1.2	1.2	21.0	0.0	59.1
2000-2100	Pro	2.2	61.0	21.3	0.0	0.0	8.8	1.3	1.6	0.0	3.8
	Ocp	1.0	1.5	1.9	0.0	0.0	1.6	1.2	12.6	0.0	40.4
2100-2200	Pro	2.3	59.0	25.2	0.1	0.0	6.9	1.7	1.1	0.0	3.7
	Ocp	1.1	1.3	1.9	2.0	0.0	1.2	1.2	12.3	0.0	44.2
2200-2300	Pro	1.4	57.7	27.4	0.0	0.0	6.8	1.9	1.3	0.1	3.6
	Ocp	1.0	1.3	1.9	0.0	0.0	1.2	1.1	19.3	6.0	42.9
16 hours	Pro	2.1	52.9	19.1	0.3	0.0	14.4	5.6	2.2	0.1	3.3
	Ocp	1.1	1.3	2.0	4.3	0.0	1.3	1.1	19.2	6.0	48.6

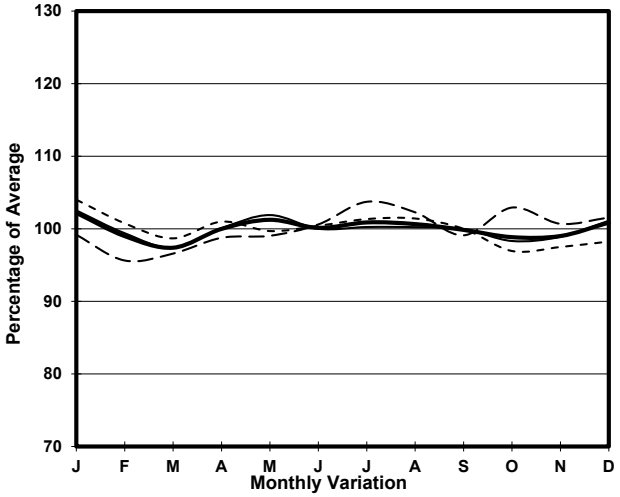
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

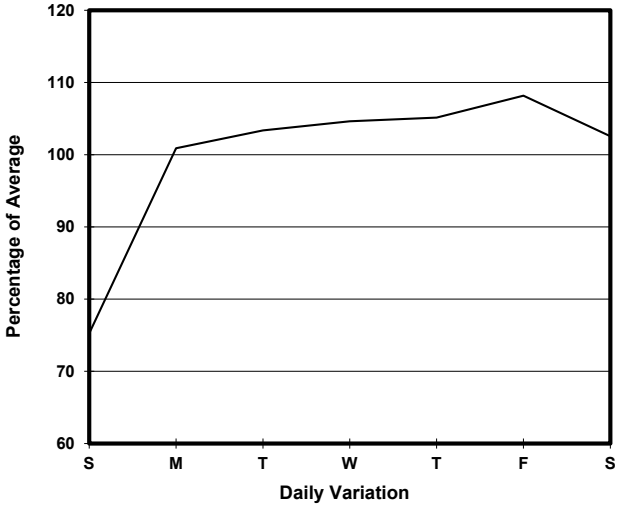
YEAR 2024 **LINK** LIN CHEUNG RD (from YAU MA TEI INT to CHERRY ST UNDERPASS)

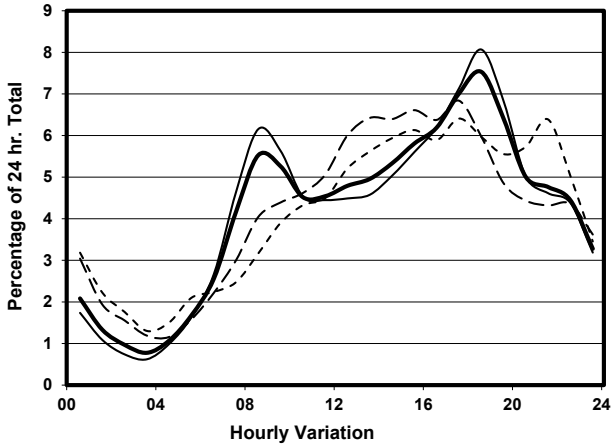
CORE STATION 3025
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

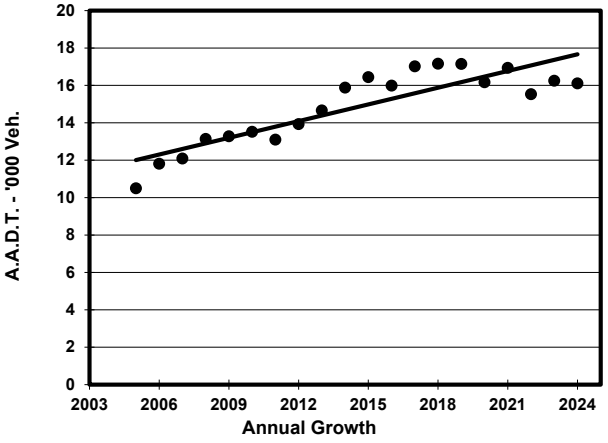


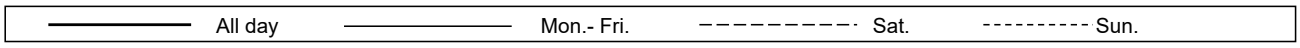
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	16110	17050	16760	12270
R 12 / 24 - %	65.6	66.5	65.7	59.5
R 16 / 24 - %	86.3	87.3	83.7	82.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	890	1050	740	480
T - % (AM)	-	13.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1210	1380	1150	790
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

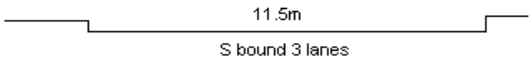
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.6	23.6	33.3	4.2	0.0	20.0	7.9	4.2	0.0	3.0
	Ocp	1.2	1.3	1.7	11.3	0.0	1.3	1.2	17.0	0.0	12.0
0800-0900	Pro	2.4	50.6	26.5	0.0	0.0	7.5	5.1	5.1	0.0	2.9
	Ocp	1.0	1.2	1.6	0.0	0.0	1.7	1.3	8.7	0.0	11.3
0900-1000	Pro	1.3	40.1	27.8	0.3	0.0	20.4	3.6	2.3	0.0	4.4
	Ocp	1.0	1.3	1.5	1.0	0.0	1.4	1.2	16.7	0.0	4.0
1000-1100	Pro	0.4	39.8	22.9	0.8	0.0	24.5	4.4	3.6	0.0	3.6
	Ocp	1.0	1.3	1.4	1.0	0.0	1.4	1.1	6.0	0.0	5.6
1100-1200	Pro	1.8	41.3	29.4	0.0	0.0	19.6	4.0	1.5	0.0	2.4
	Ocp	1.0	1.4	1.7	0.0	0.0	1.4	1.3	5.8	0.0	8.3
1200-1300	Pro	0.9	42.5	20.0	0.9	0.0	25.9	6.0	2.6	0.0	1.4
	Ocp	1.0	1.4	1.5	2.0	0.0	1.3	1.3	5.3	0.0	20.5
1300-1400	Pro	4.9	35.8	33.2	0.7	0.0	17.6	6.2	0.7	0.0	1.0
	Ocp	1.1	1.4	2.1	1.0	0.0	1.4	1.6	3.0	0.0	26.8
1400-1500	Pro	1.2	49.4	16.9	0.8	0.0	23.3	4.8	2.8	0.0	0.8
	Ocp	1.0	1.4	1.9	1.0	0.0	1.2	1.2	3.1	0.0	30.9
1500-1600	Pro	1.8	47.5	19.0	3.5	0.0	19.0	4.9	3.5	0.0	0.8
	Ocp	1.2	1.3	2.1	8.2	0.0	1.3	1.4	15.1	0.0	44.7
1600-1700	Pro	2.9	35.0	26.0	1.6	0.0	26.7	3.9	2.9	0.0	1.0
	Ocp	1.1	1.4	1.7	2.6	0.0	1.5	1.3	14.8	0.0	46.3
1700-1800	Pro	4.5	51.7	21.6	1.1	0.0	16.3	2.2	1.1	0.0	1.3
	Ocp	1.1	1.3	2.2	1.8	0.0	1.4	1.1	13.0	0.0	59.8
1800-1900	Pro	3.7	54.0	20.6	0.0	0.0	13.4	1.1	3.5	0.0	3.7
Peak hour	Ocp	1.1	1.3	2.2	0.0	0.0	1.4	1.5	13.4	0.0	74.0
1900-2000	Pro	2.4	73.8	14.4	0.0	0.0	4.2	0.9	2.2	0.0	2.0
	Ocp	1.5	1.4	1.9	0.0	0.0	1.3	1.0	6.2	0.0	50.3
2000-2100	Pro	1.7	67.3	22.7	0.0	0.0	3.7	0.8	1.7	0.0	2.2
	Ocp	1.0	1.4	2.3	0.0	0.0	1.3	1.0	8.0	0.0	24.8
2100-2200	Pro	4.6	52.7	36.0	0.0	0.0	3.5	1.2	0.4	0.0	1.6
	Ocp	1.1	1.3	2.2	0.0	0.0	1.3	1.3	1.0	0.0	25.8
2200-2300	Pro	1.5	62.7	26.9	0.4	0.0	4.5	1.9	0.4	0.0	1.9
	Ocp	1.3	1.5	2.2	1.0	0.0	1.5	1.2	1.0	0.0	13.6
16 hours	Pro	2.6	49.4	24.2	0.8	0.0	15.1	3.4	2.4	0.0	2.1
	Ocp	1.1	1.3	1.9	5.4	0.0	1.4	1.3	10.2	0.0	28.8

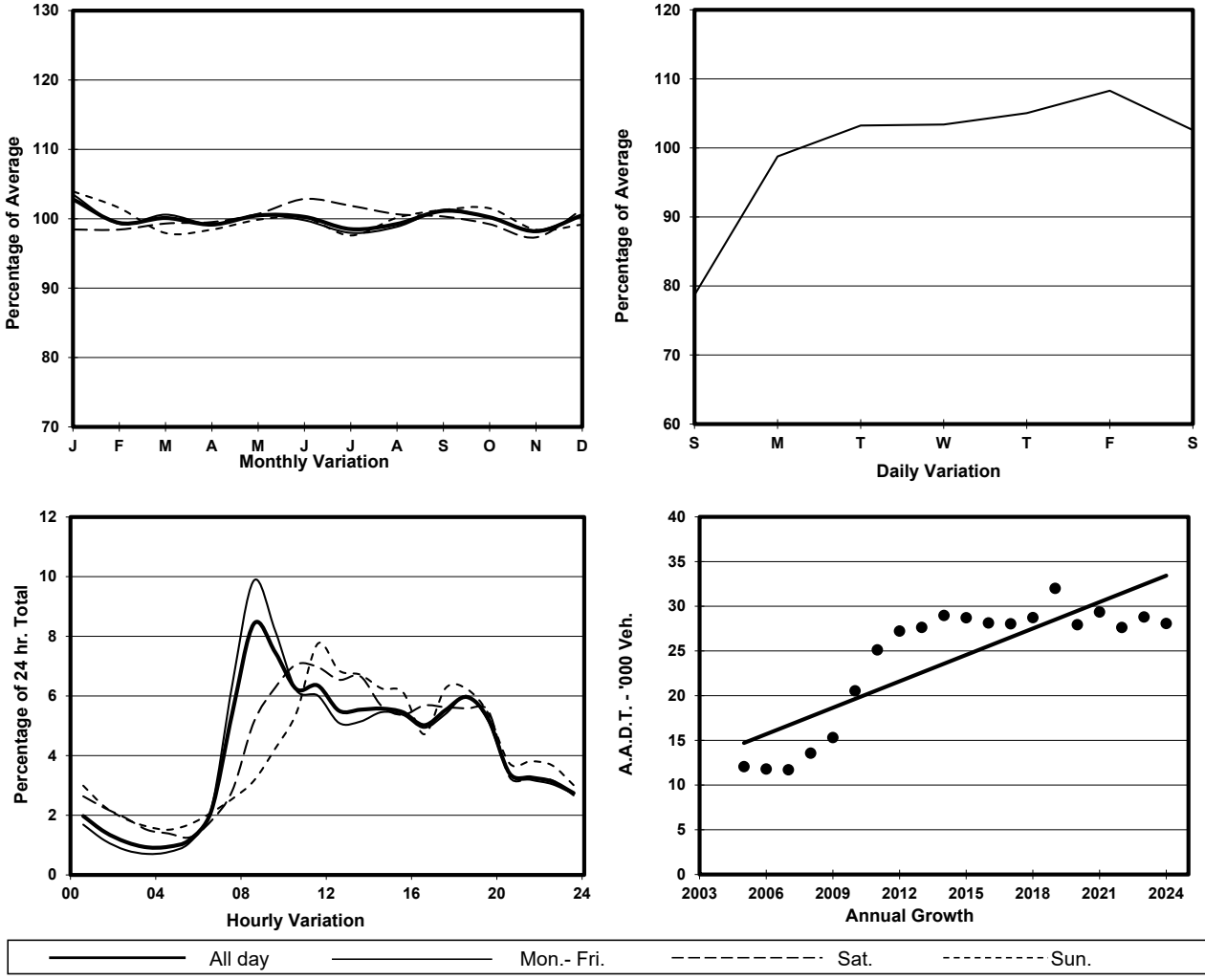
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** LIN CHEUNG RD (from CHERRY ST to YAU MA TEI INT)

CORE STATION 3026
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	28070	29450	29140	22340
R 12 / 24 - %	72.5	74.1	69.4	66.3
R 16 / 24 - %	87.5	88.8	84.6	82.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2360	2910	1830	950
T - % (AM)	-	10.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	1670	1770	1660	1400
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

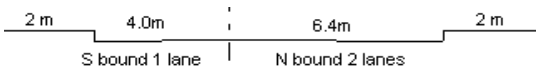
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.8	39.9	23.9	6.0	0.2	17.1	5.2	3.5	0.0	1.6
	Ocp	1.0	1.3	2.2	8.4	20.0	1.3	1.1	15.1	0.0	51.4
0800-0900	Pro	1.8	46.8	25.0	0.4	0.4	15.5	4.3	3.5	0.0	2.3
Peak hour	Ocp	1.0	1.3	2.1	3.3	17.3	1.6	1.3	13.5	0.0	54.4
0900-1000	Pro	1.2	42.5	27.8	0.4	0.2	22.5	3.9	0.6	0.0	0.8
	Ocp	1.1	1.4	2.0	3.5	2.0	1.6	1.1	4.8	0.0	31.2
1000-1100	Pro	1.3	49.7	22.8	0.6	0.4	18.5	4.7	1.3	0.0	0.8
	Ocp	1.0	1.3	2.1	2.6	5.3	1.4	1.3	7.3	0.0	19.1
1100-1200	Pro	2.5	42.5	27.6	1.1	0.2	19.3	4.9	0.9	0.0	0.9
	Ocp	1.1	1.4	2.1	1.8	1.0	1.4	1.1	10.0	0.0	30.3
1200-1300	Pro	1.7	44.5	26.9	1.5	0.2	18.5	4.9	0.9	0.0	1.0
	Ocp	1.0	1.5	2.0	3.4	8.0	1.4	1.2	4.2	0.0	23.5
1300-1400	Pro	3.3	39.3	24.9	0.7	0.2	24.5	5.7	0.4	0.0	1.0
	Ocp	1.0	1.4	2.1	1.8	16.0	1.5	1.4	14.0	0.0	19.9
1400-1500	Pro	0.0	47.2	24.7	0.6	0.0	21.4	3.7	1.4	0.0	1.1
	Ocp	0.0	1.4	2.2	1.3	0.0	1.5	1.3	4.0	0.0	25.8
1500-1600	Pro	1.0	42.0	31.2	3.7	0.2	15.8	2.7	1.5	0.0	1.8
	Ocp	1.2	1.5	2.0	4.6	1.0	1.4	1.5	6.7	0.0	10.7
1600-1700	Pro	1.8	47.4	23.1	2.0	0.2	18.5	2.4	2.0	0.0	2.6
	Ocp	1.0	1.6	1.9	3.1	1.0	1.5	1.3	5.2	0.0	7.0
1700-1800	Pro	4.8	51.6	26.0	0.8	0.4	9.4	1.7	1.3	0.0	3.9
	Ocp	1.1	1.3	1.8	2.3	10.5	1.4	1.1	5.7	0.0	4.6
1800-1900	Pro	3.8	63.2	21.8	0.2	0.2	4.9	1.8	1.3	0.0	2.8
	Ocp	1.1	1.2	1.9	1.0	17.0	1.2	1.1	21.7	0.0	10.1
1900-2000	Pro	2.7	66.1	23.5	0.0	0.4	3.3	1.2	0.6	0.0	2.2
	Ocp	1.1	1.2	1.6	0.0	1.5	1.1	1.0	4.7	0.0	5.6
2000-2100	Pro	1.5	55.4	27.6	0.0	0.9	8.0	3.1	0.0	0.0	3.5
	Ocp	1.0	1.2	1.7	0.0	7.3	1.6	1.3	0.0	0.0	4.5
2100-2200	Pro	2.9	41.4	41.0	0.0	1.3	6.5	3.9	0.0	0.0	2.9
	Ocp	1.3	1.5	1.6	0.0	5.3	1.4	1.1	0.0	0.0	4.3
2200-2300	Pro	0.6	50.0	37.3	0.0	1.3	5.7	3.2	0.0	0.0	1.8
	Ocp	1.0	1.5	1.4	0.0	4.0	2.0	1.2	0.0	0.0	7.4
16 hours	Pro	2.1	47.6	26.3	1.2	0.3	15.5	3.7	1.4	0.0	1.8
	Ocp	1.1	1.4	2.0	5.1	7.6	1.5	1.2	10.7	0.0	20.3

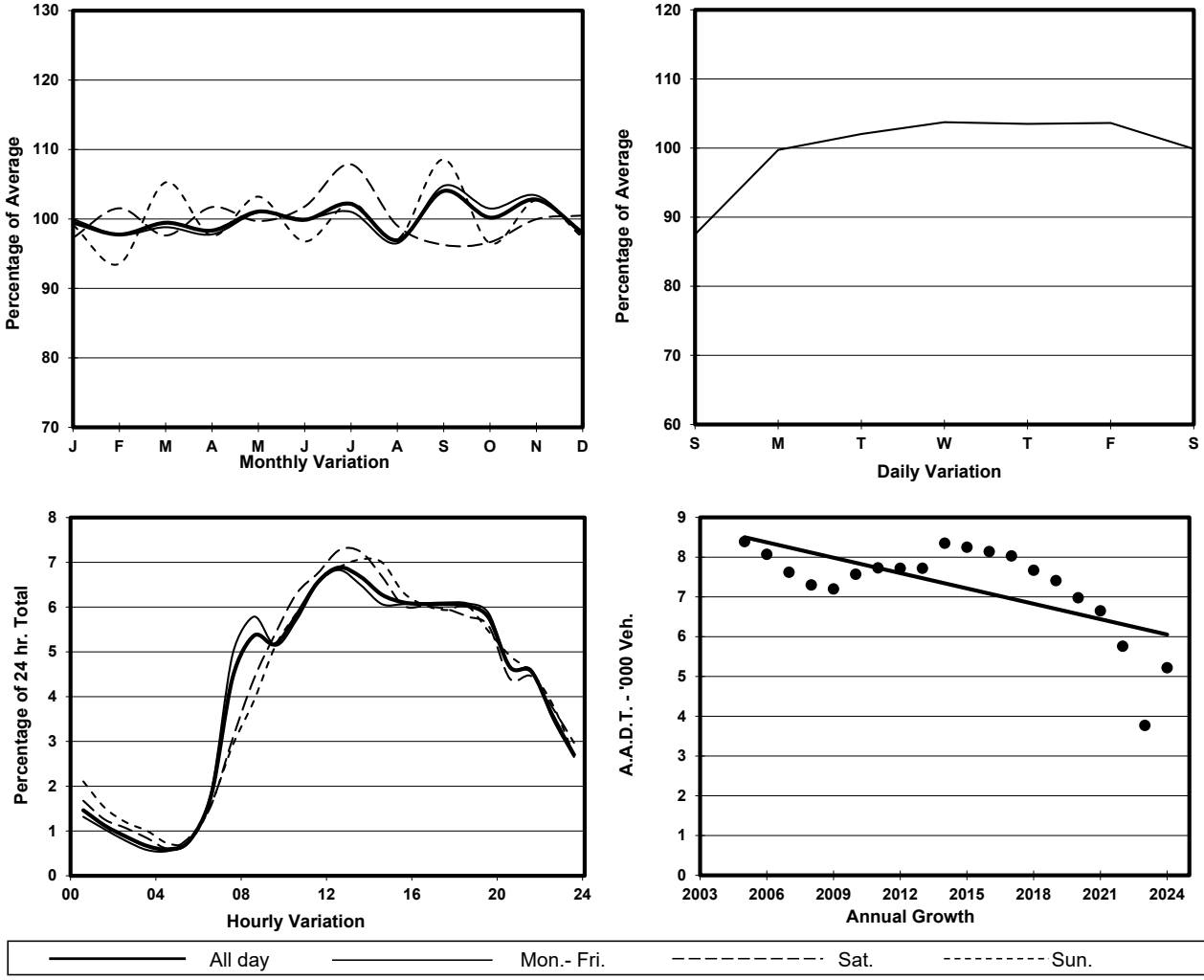
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** KO SHAN RD (from PAK KUNG ST to CHI KIANG ST)

CORE STATION 3103
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	2140	2230	2120	1860
R 12 / 24 - %	70.2	70.7	69.3	68.8
R 16 / 24 - %	89.6	90.1	88.5	88.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	130	150	100	90
T - % (AM)	-	4.8	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	130	140	130	120
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	2.2	-	-
NORTH BOUND				
A.A.D.T.	3080	3160	3130	2740
R 12 / 24 - %	72.3	72.6	72.1	70.4
R 16 / 24 - %	90.3	90.7	89.5	88.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	170	170	180	140
T - % (AM)	-	6.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	190	200	190	170
T - % (PM)	-	3.1	-	-
Prop.of commercial vehicles - 16 hr.	-	2.4	-	-

3. OTHER INFORMATION AND COMMENT

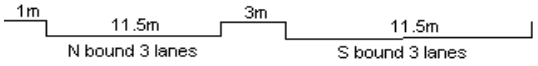
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.0	14.3	34.7	8.2	10.2	20.4	4.1	8.2	0.0	0.0
	Ocp	0.0	2.0	2.1	5.5	5.6	1.5	2.0	13.5	0.0	0.0
0800-0900	Pro	2.3	50.6	19.5	4.6	6.9	11.5	1.2	3.4	0.0	0.0
	Ocp	1.5	1.3	1.9	8.5	5.5	1.4	1.0	9.7	0.0	0.0
0900-1000	Pro	7.4	33.3	18.5	5.6	7.4	24.1	0.0	3.7	0.0	0.0
	Ocp	1.0	1.1	1.4	3.3	4.8	1.6	0.0	15.5	0.0	0.0
1000-1100	Pro	3.0	34.8	43.9	1.5	3.0	12.1	1.5	0.0	0.0	0.0
	Ocp	1.0	1.4	1.3	5.0	2.5	1.4	2.0	0.0	0.0	0.0
1100-1200	Pro	7.1	28.6	33.9	3.6	5.4	21.4	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.4	5.0	4.0	1.1	0.0	0.0	0.0	0.0
1200-1300	Pro	4.9	24.7	34.6	8.6	4.9	19.8	0.0	2.5	0.0	0.0
Peak hour	Ocp	1.0	1.2	1.2	4.0	3.8	1.4	0.0	25.5	0.0	0.0
1300-1400	Pro	10.3	28.7	37.9	0.0	6.9	16.1	0.0	0.0	0.0	0.0
	Ocp	1.2	1.1	1.6	0.0	2.7	1.2	0.0	0.0	0.0	0.0
1400-1500	Pro	6.5	40.3	32.3	1.6	6.5	11.3	1.6	0.0	0.0	0.0
	Ocp	1.0	1.5	1.4	2.0	5.3	1.7	2.0	0.0	0.0	0.0
1500-1600	Pro	9.9	33.8	22.5	5.6	4.2	21.1	0.0	2.8	0.0	0.0
	Ocp	1.1	1.5	1.8	8.5	6.3	1.5	0.0	1.5	0.0	0.0
1600-1700	Pro	5.1	45.8	25.4	5.1	3.4	13.6	0.0	1.7	0.0	0.0
	Ocp	1.0	1.4	1.9	3.7	7.5	1.4	0.0	2.0	0.0	0.0
1700-1800	Pro	6.0	50.7	16.4	3.0	11.9	10.4	0.0	1.5	0.0	0.0
	Ocp	1.0	1.3	1.9	1.5	10.8	1.3	0.0	9.0	0.0	0.0
1800-1900	Pro	3.8	65.8	19.0	0.0	6.3	3.8	1.3	0.0	0.0	0.0
	Ocp	1.3	1.5	1.8	0.0	11.8	2.0	1.0	0.0	0.0	0.0
1900-2000	Pro	22.5	44.9	21.3	0.0	5.6	5.6	0.0	0.0	0.0	0.0
	Ocp	1.1	1.3	1.5	0.0	8.8	1.2	0.0	0.0	0.0	0.0
2000-2100	Pro	11.3	35.5	30.6	0.0	4.8	14.5	3.2	0.0	0.0	0.0
	Ocp	1.0	1.5	1.4	0.0	4.3	1.7	1.0	0.0	0.0	0.0
2100-2200	Pro	22.5	46.5	16.9	1.4	1.4	9.9	1.4	0.0	0.0	0.0
	Ocp	1.2	1.6	1.8	2.0	5.0	2.3	1.0	0.0	0.0	0.0
2200-2300	Pro	10.5	18.4	44.7	0.0	10.5	13.2	2.6	0.0	0.0	0.0
	Ocp	1.3	1.7	1.4	0.0	3.5	2.0	1.0	0.0	0.0	0.0
16 hours	Pro	8.6	38.7	27.6	3.0	6.0	13.8	0.9	1.4	0.0	0.0
	Ocp	1.1	1.4	1.6	5.0	6.2	1.5	1.4	11.9	0.0	0.0

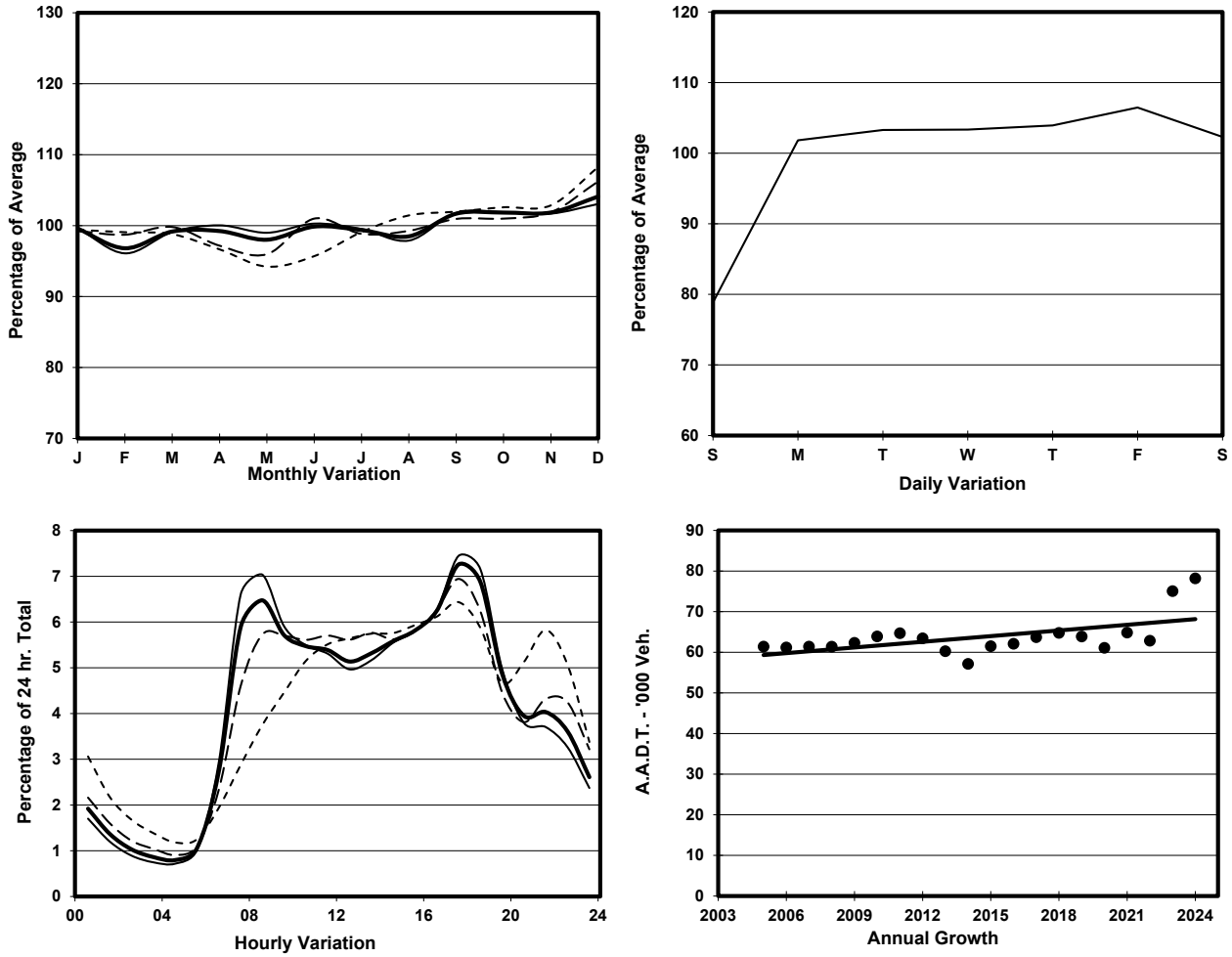
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** FANLING HIGHWAY (from SO KWUN PO INT to WO HOP SHEK INT)

CORE STATION 5003
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	38570	40250	39950	31910
R 12 / 24 - %	71.1	72.8	69.3	62.8
R 16 / 24 - %	87.0	87.7	85.9	83.8
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	2430	2830	2460	1450
T - % (AM)	-	15.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2760	2970	2640	2050
T - % (PM)	-	11.9	-	-
Prop.of commercial vehicles - 16 hr.	-	16.3	-	-
NORTH BOUND				
A.A.D.T.	39620	41800	41000	30450
R 12 / 24 - %	71.2	72.6	69.8	63.7
R 16 / 24 - %	88.3	89.1	86.9	84.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2640	3070	2180	1330
T - % (AM)	-	12.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2920	3140	2980	1960
T - % (PM)	-	12.4	-	-
Prop.of commercial vehicles - 16 hr.	-	16.3	-	-

3. OTHER INFORMATION AND COMMENT

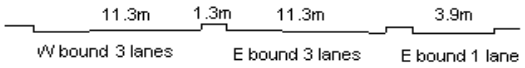
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.3	55.6	6.7	0.2	0.0	18.8	10.6	2.2	0.0	0.6
	Ocp	1.1	1.3	2.1	1.7	0.0	1.4	1.0	11.0	0.0	31.8
0800-0900	Pro	1.2	59.0	5.2	0.5	0.0	19.0	12.6	2.1	0.1	0.5
	Ocp	1.0	1.2	2.1	4.0	0.0	1.3	1.1	13.1	1.0	31.1
0900-1000	Pro	1.2	49.5	4.8	0.4	0.0	24.8	16.6	2.0	0.1	0.7
	Ocp	1.0	1.3	2.1	10.0	0.0	1.4	1.2	20.2	1.0	14.4
1000-1100	Pro	1.3	43.8	6.0	0.4	0.0	27.1	19.2	1.2	0.0	0.9
	Ocp	1.0	1.3	2.1	4.0	0.0	1.3	1.1	4.1	0.0	16.5
1100-1200	Pro	0.8	46.4	5.5	0.5	0.0	26.7	17.4	1.8	0.1	0.9
	Ocp	1.3	1.3	1.9	3.6	0.0	1.3	1.1	1.9	1.0	13.2
1200-1300	Pro	0.7	47.1	5.9	0.3	0.0	23.3	20.7	1.0	0.1	1.0
	Ocp	1.0	1.3	2.0	4.0	0.0	1.3	1.1	11.0	1.0	17.5
1300-1400	Pro	0.9	44.4	5.9	0.6	0.0	25.3	21.5	0.8	0.0	0.8
	Ocp	1.0	1.3	2.1	3.0	0.0	1.3	1.0	18.0	0.0	17.7
1400-1500	Pro	1.3	46.6	5.6	0.5	0.0	25.1	18.6	1.5	0.1	0.8
	Ocp	1.0	1.3	2.0	1.8	0.0	1.4	1.1	3.6	1.0	10.3
1500-1600	Pro	1.5	48.9	4.6	0.8	0.0	25.4	16.6	1.3	0.1	0.7
	Ocp	1.1	1.4	1.9	1.8	0.0	1.3	1.1	2.3	1.0	16.8
1600-1700	Pro	1.3	47.7	4.9	0.6	0.0	27.0	16.2	1.6	0.0	0.8
	Ocp	1.1	1.3	1.9	3.3	0.0	1.4	1.0	9.9	0.0	20.8
1700-1800	Pro	3.9	57.5	3.9	0.7	0.0	21.8	9.4	2.3	0.0	0.5
Peak hour	Ocp	1.0	1.3	2.0	1.4	0.0	1.3	1.1	7.5	0.0	33.3
1800-1900	Pro	2.3	70.8	5.2	0.1	0.0	12.0	7.5	1.6	0.1	0.5
	Ocp	1.0	1.2	1.9	1.0	0.0	1.2	1.0	11.5	1.0	37.7
1900-2000	Pro	1.9	67.4	6.9	0.0	0.0	13.0	8.4	1.6	0.0	0.9
	Ocp	1.0	1.2	1.8	0.0	0.0	1.1	1.0	14.1	0.0	27.5
2000-2100	Pro	2.0	64.5	9.4	0.1	0.0	12.9	8.3	1.6	0.0	1.0
	Ocp	1.1	1.2	1.9	1.0	0.0	1.1	1.1	3.0	0.0	17.6
2100-2200	Pro	1.3	62.8	11.2	0.0	0.0	11.6	9.9	2.1	0.1	1.0
	Ocp	1.0	1.2	2.0	0.0	0.0	1.1	1.0	8.3	1.0	13.9
2200-2300	Pro	2.3	70.8	11.8	0.2	0.0	8.3	4.3	1.1	0.0	1.3
	Ocp	1.1	1.2	1.7	1.0	0.0	1.1	1.0	1.7	0.0	11.7
16 hours	Pro	1.9	54.6	6.1	0.4	0.0	20.8	13.9	1.6	0.1	0.8
	Ocp	1.0	1.3	2.0	3.2	0.0	1.3	1.1	9.5	1.0	20.1

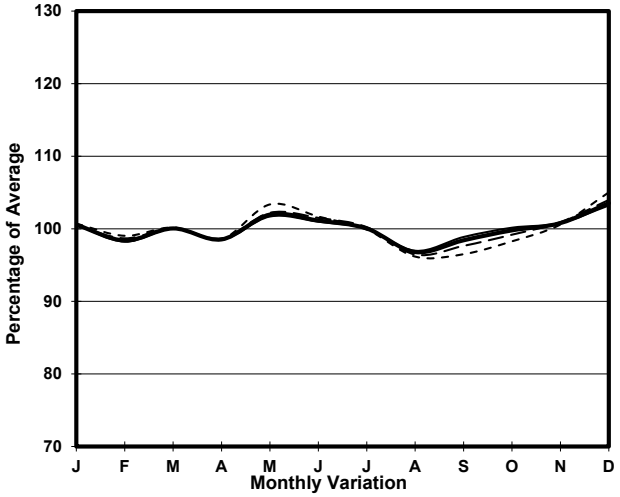
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

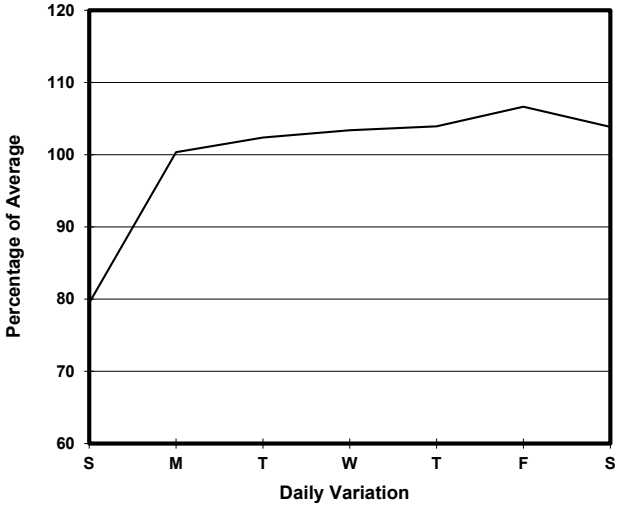
YEAR 2024 **LINK** TUEN MUN RD (from SHAM TSENG to TSING LONG HIGHWAY - TING KAU BRIDGE)

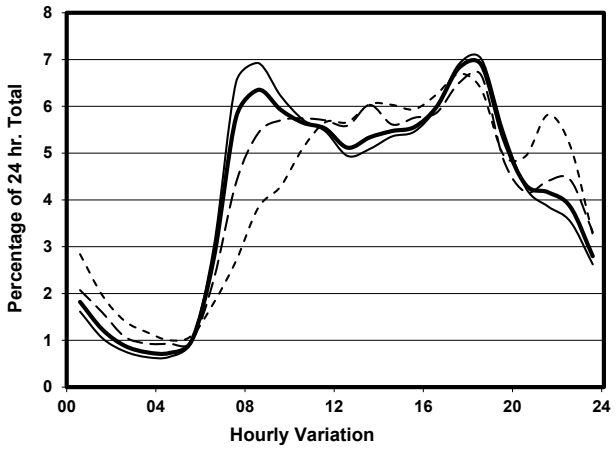
CORE STATION 5012
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

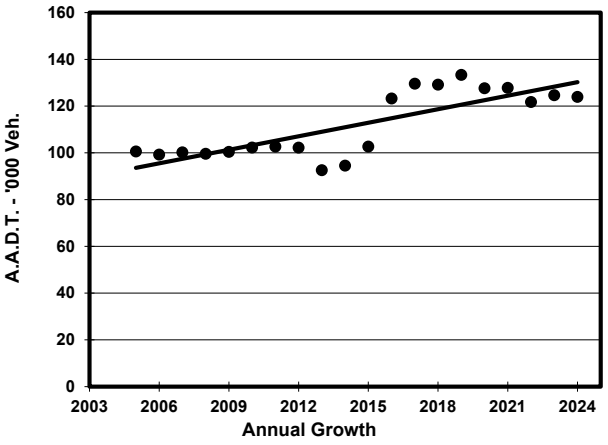


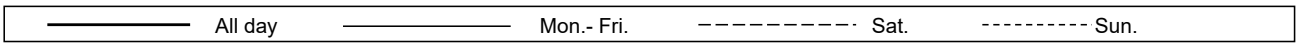
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	61390	63860	64490	50620
R 12 / 24 - %	74.3	75.5	72.6	69.4
R 16 / 24 - %	87.8	88.1	87.1	86.9
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	4720	5640	4400	2790
T - % (AM)	-	12.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3780	3940	3860	3240
T - % (PM)	-	16.5	-	-
Prop.of commercial vehicles - 16 hr.	-	17.3	-	-
WEST BOUND				
A.A.D.T.	62550	65610	65610	49090
R 12 / 24 - %	66.6	67.8	65.4	59.6
R 16 / 24 - %	88.3	89.3	86.5	83.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	3150	3600	3020	1560
T - % (AM)	-	25.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	5020	5410	5020	3440
T - % (PM)	-	13.6	-	-
Prop.of commercial vehicles - 16 hr.	-	21.5	-	-

3. OTHER INFORMATION AND COMMENT

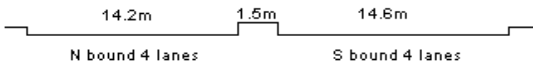
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.1	57.5	6.4	0.4	0.4	14.6	9.1	3.2	0.1	4.4
	Ocp	1.1	1.3	2.0	4.9	12.6	1.3	1.2	18.7	1.0	65.7
0800-0900	Pro	3.5	53.0	5.7	0.4	0.5	18.6	9.7	2.9	0.1	5.8
	Ocp	1.0	1.3	2.0	5.4	10.3	1.3	1.2	24.2	1.0	55.1
0900-1000	Pro	1.4	40.9	6.3	0.6	0.3	27.9	13.9	3.1	0.1	5.6
	Ocp	1.1	1.3	2.1	1.5	9.7	1.4	1.2	15.1	1.0	28.3
1000-1100	Pro	1.4	39.7	6.8	0.7	0.3	26.6	17.5	2.4	0.1	4.6
	Ocp	1.0	1.3	1.9	2.8	8.2	1.3	1.1	12.0	1.0	30.1
1100-1200	Pro	1.3	42.7	7.6	0.5	0.4	22.4	18.8	1.8	0.1	4.5
	Ocp	1.0	1.3	2.1	2.3	6.4	1.3	1.1	12.6	1.0	28.3
1200-1300	Pro	1.6	40.7	6.1	0.4	0.6	25.7	18.3	1.8	0.1	4.7
	Ocp	1.0	1.3	2.0	4.0	2.4	1.3	1.1	9.7	2.0	31.3
1300-1400	Pro	1.7	40.6	6.4	0.5	0.5	25.3	19.0	2.0	0.1	3.9
	Ocp	1.2	1.3	2.1	1.6	4.4	1.3	1.1	6.7	1.0	38.9
1400-1500	Pro	1.5	45.7	6.7	0.2	0.3	23.9	16.4	1.7	0.0	3.6
	Ocp	1.0	1.3	2.0	1.0	4.8	1.4	1.1	5.0	0.0	28.2
1500-1600	Pro	1.5	41.4	5.6	0.5	0.5	26.7	17.4	2.1	0.0	4.3
	Ocp	1.0	1.3	2.1	9.0	7.9	1.3	1.1	15.8	0.0	30.7
1600-1700	Pro	3.0	44.4	5.0	0.6	0.4	24.5	14.6	2.2	0.0	5.2
	Ocp	1.0	1.2	1.9	2.7	13.3	1.3	1.1	7.8	0.0	35.8
1700-1800	Pro	5.8	51.1	5.3	0.5	0.5	19.2	8.9	2.7	0.1	6.0
	Ocp	1.1	1.3	2.1	7.1	14.7	1.4	1.1	22.8	1.0	49.2
1800-1900	Pro	4.1	64.0	4.0	0.2	0.4	13.2	5.2	3.5	0.0	5.5
Peak hour	Ocp	1.1	1.2	1.9	4.0	16.3	1.2	1.1	16.7	0.0	62.0
1900-2000	Pro	2.2	65.5	6.5	0.1	0.5	11.6	4.5	3.2	0.1	5.8
	Ocp	1.1	1.4	1.9	2.5	11.3	1.3	1.1	20.5	1.0	45.3
2000-2100	Pro	2.5	62.8	8.9	0.0	0.6	11.2	5.5	2.0	0.0	6.6
	Ocp	1.0	1.3	1.8	0.0	7.6	1.4	1.1	6.7	0.0	35.3
2100-2200	Pro	4.1	62.4	9.6	0.0	0.5	12.0	4.4	1.3	0.0	5.7
	Ocp	1.1	1.5	1.9	0.0	12.2	1.4	1.1	6.7	0.0	33.6
2200-2300	Pro	2.3	68.9	7.8	0.2	0.5	9.6	4.0	1.4	0.0	5.3
	Ocp	1.2	1.4	1.8	1.5	8.3	1.3	1.1	4.2	0.0	36.7
16 hours	Pro	2.7	51.0	6.4	0.4	0.4	19.8	11.8	2.4	0.1	5.1
	Ocp	1.1	1.3	2.0	3.8	9.5	1.3	1.1	15.0	1.1	41.4

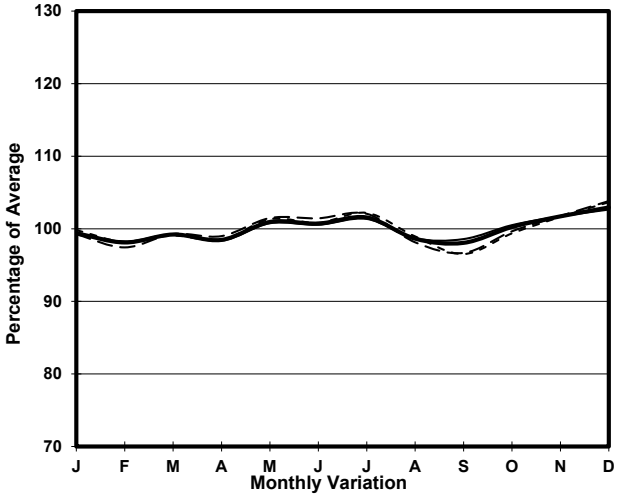
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

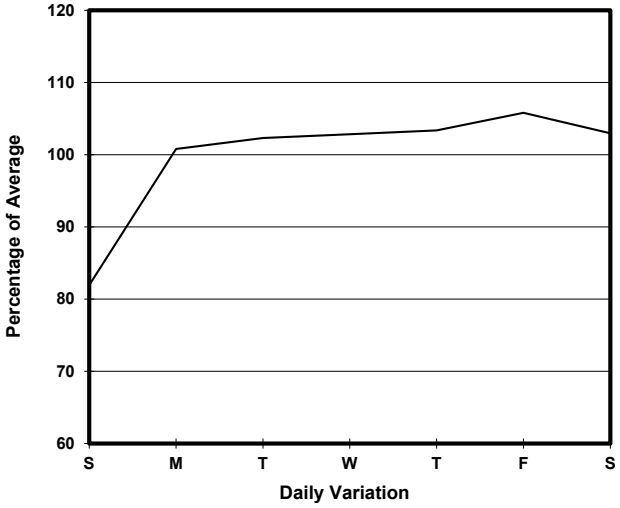
YEAR 2024 **LINK** TOLO HIGHWAY (from NORTH OF MA LIU SHUI INT to YUEN SHIN RD INT)

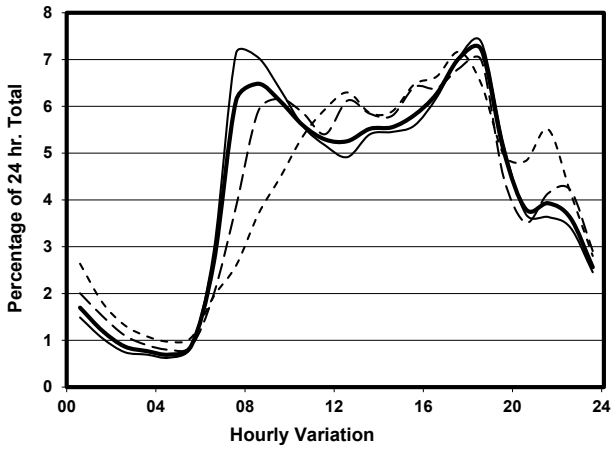
CORE STATION 5013
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

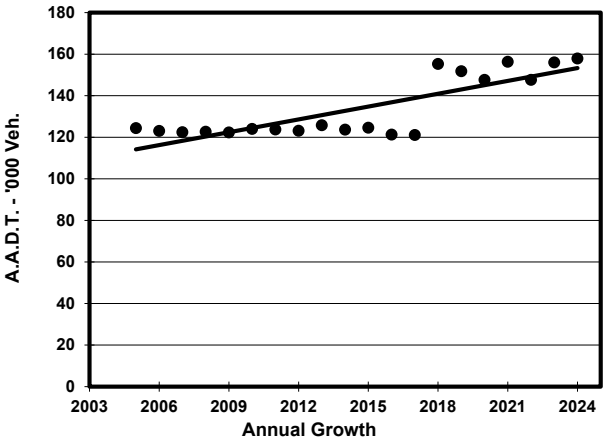


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	79070	82200	82320	65590
R 12 / 24 - %	76.1	77.0	75.9	70.9
R 16 / 24 - %	89.3	89.4	89.6	88.1
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	5880	7260	6080	3140
T - % (AM)	-	8.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	5650	5860	6150	5110
T - % (PM)	-	7.1	-	-
Prop.of commercial vehicles - 16 hr.	-	11.8	-	-
NORTH BOUND				
A.A.D.T.	78840	82070	81930	64980
R 12 / 24 - %	68.3	69.4	67.2	62.8
R 16 / 24 - %	88.0	88.9	86.2	84.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4520	5190	4040	2740
T - % (AM)	-	14.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	5730	6250	5760	4240
T - % (PM)	-	9.5	-	-
Prop.of commercial vehicles - 16 hr.	-	14.8	-	-

3. OTHER INFORMATION AND COMMENT

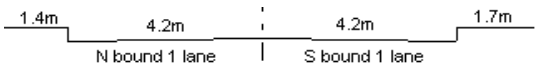
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.2	65.4	6.4	0.7	0.7	11.8	6.5	2.3	0.0	1.9
	Ocp	1.0	1.1	2.0	4.6	14.8	1.3	1.1	13.6	0.0	57.8
0800-0900	Pro	2.4	58.5	7.3	0.8	0.6	17.3	9.2	1.8	0.0	2.2
	Ocp	1.0	1.3	2.0	3.1	14.9	1.4	1.2	10.9	0.0	48.9
0900-1000	Pro	1.9	47.2	8.1	0.3	0.7	24.3	12.9	2.1	0.1	2.5
	Ocp	1.1	1.3	2.0	2.0	14.3	1.3	1.1	15.6	1.2	26.3
1000-1100	Pro	1.9	44.2	8.0	0.6	0.9	26.6	13.3	2.4	0.1	2.1
	Ocp	1.0	1.3	1.9	2.5	10.7	1.3	1.2	12.4	2.3	26.6
1100-1200	Pro	1.8	43.0	7.4	0.6	1.1	28.5	13.0	2.4	0.1	2.2
	Ocp	1.1	1.2	2.1	1.8	15.5	1.2	1.2	16.4	1.0	29.7
1200-1300	Pro	2.1	46.6	7.5	0.8	1.4	23.8	14.1	1.5	0.1	2.1
	Ocp	1.1	1.3	2.1	3.1	9.5	1.3	1.2	9.4	1.0	28.5
1300-1400	Pro	1.3	46.4	6.6	0.5	1.3	27.1	13.6	1.2	0.0	1.9
	Ocp	1.0	1.3	2.1	1.5	10.0	1.3	1.1	8.4	0.0	31.5
1400-1500	Pro	1.8	45.3	6.3	0.7	1.1	25.7	15.3	1.9	0.1	1.9
	Ocp	1.1	1.3	2.2	1.6	9.2	1.3	1.2	6.0	1.8	26.4
1500-1600	Pro	1.9	49.3	7.1	0.7	0.8	23.8	13.2	1.3	0.0	1.9
	Ocp	1.1	1.3	2.1	6.3	13.9	1.3	1.2	11.4	0.0	30.8
1600-1700	Pro	2.5	51.8	7.9	0.9	0.9	21.3	10.3	2.2	0.1	2.1
	Ocp	1.0	1.3	1.8	2.1	10.9	1.3	1.2	10.5	1.0	34.4
1700-1800	Pro	4.5	54.7	8.2	0.7	1.0	22.4	4.6	1.7	0.1	2.2
	Ocp	1.1	1.2	1.9	4.0	14.2	1.3	1.1	14.1	1.0	50.5
1800-1900	Pro	3.6	71.0	7.5	0.1	0.6	8.9	4.1	2.1	0.0	2.1
Peak hour	Ocp	1.1	1.2	1.9	1.0	13.3	1.3	1.2	23.3	0.0	70.3
1900-2000	Pro	2.4	70.6	9.1	0.1	0.7	8.6	3.8	1.8	0.0	2.8
	Ocp	1.0	1.2	1.8	2.0	13.8	1.2	1.1	13.9	0.0	47.5
2000-2100	Pro	2.6	68.0	10.6	0.0	1.5	7.9	4.6	1.8	0.1	2.9
	Ocp	1.1	1.2	1.8	0.0	6.9	1.3	1.0	6.4	1.0	33.7
2100-2200	Pro	3.0	63.1	14.5	0.1	1.4	10.7	3.4	1.2	0.0	2.7
	Ocp	1.1	1.2	1.8	1.0	11.8	1.2	1.1	5.7	0.0	37.0
2200-2300	Pro	2.3	67.1	14.8	0.0	1.1	7.5	2.7	1.4	0.0	3.1
	Ocp	1.0	1.4	1.8	0.0	8.9	1.2	1.1	4.9	0.0	27.6
16 hours	Pro	2.6	55.6	8.1	0.5	0.9	18.8	9.3	1.9	0.1	2.2
	Ocp	1.0	1.2	1.9	3.1	11.9	1.3	1.2	12.7	1.3	39.5

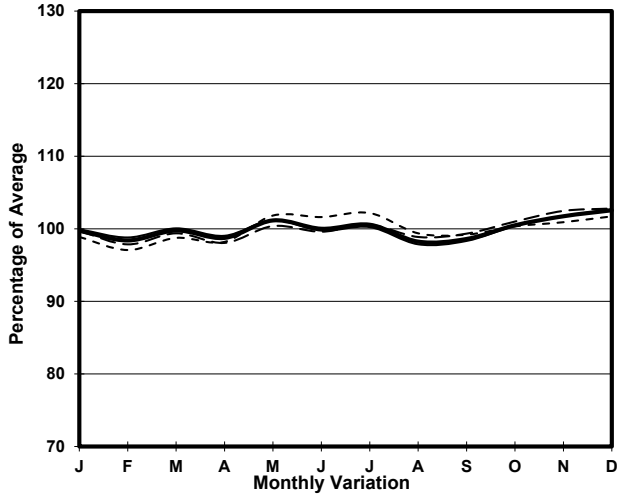
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

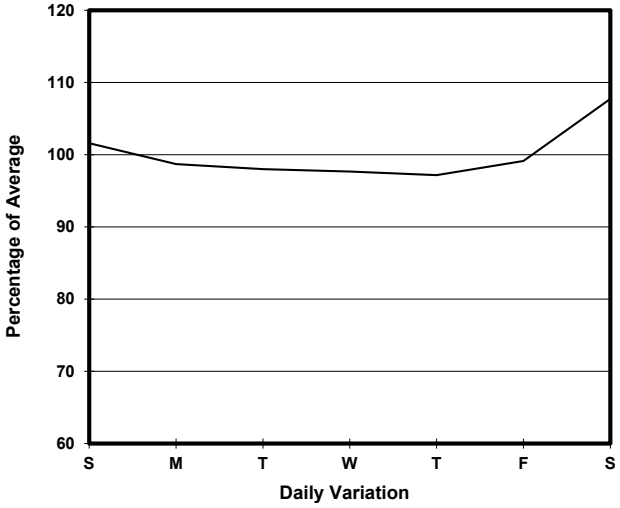
YEAR 2024 **LINK** ROUTE TWISK (from CHUEN LUNG to CHEUNG PEI SHAN RA)

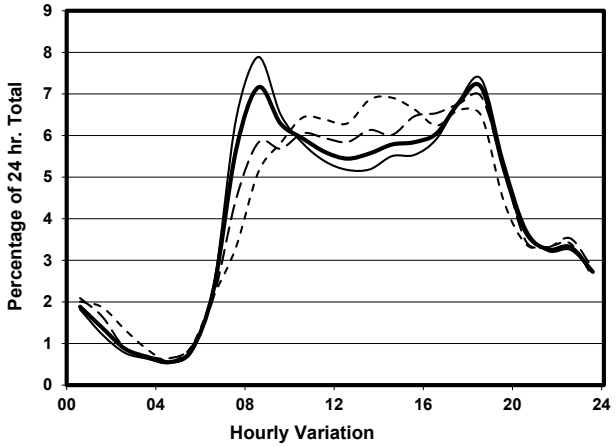
CORE STATION 5014
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

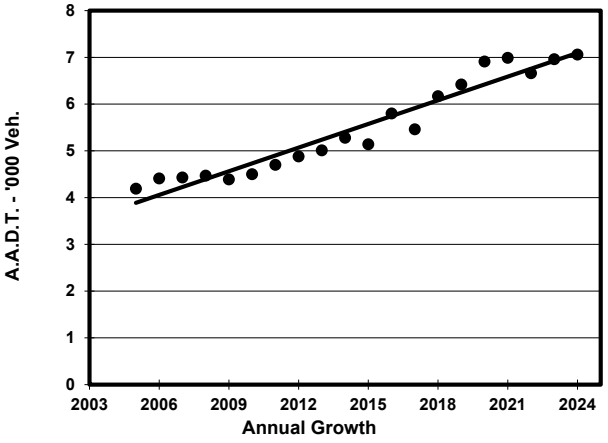


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	3570	3510	3830	3590
R 12 / 24 - %	78.2	78.7	76.7	77.3
R 16 / 24 - %	90.3	90.6	90.0	88.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	330	380	240	200
T - % (AM)	-	0.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	250	240	290	260
T - % (PM)	-	0.8	-	-
Prop.of commercial vehicles - 16 hr.	-	1.9	-	-
NORTH BOUND				
A.A.D.T.	3490	3410	3770	3570
R 12 / 24 - %	68.3	68.1	68.6	69.0
R 16 / 24 - %	87.3	87.6	86.3	86.6
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	200	200	210	210
T - % (AM)	-	2.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	260	270	250	220
T - % (PM)	-	1.4	-	-
Prop.of commercial vehicles - 16 hr.	-	2.4	-	-

3. OTHER INFORMATION AND COMMENT

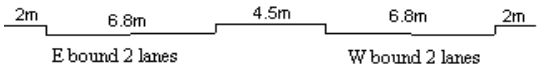
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	9.6	60.3	1.7	0.0	4.4	21.8	1.7	0.0	0.4	0.0
	Ocp	1.1	1.5	2.0	0.0	6.8	1.4	2.0	0.0	17.0	0.0
0800-0900	Pro	4.6	76.2	3.7	0.5	0.9	13.4	0.5	0.0	0.2	0.0
Peak hour	Ocp	1.1	1.3	2.0	1.0	11.0	1.4	1.0	0.0	21.0	0.0
0900-1000	Pro	1.8	70.1	2.4	0.0	3.0	19.3	3.0	0.0	0.3	0.0
	Ocp	1.0	1.4	2.3	0.0	6.8	1.4	1.0	0.0	33.5	0.0
1000-1100	Pro	2.6	60.8	4.4	0.9	1.8	26.4	2.6	0.0	0.4	0.0
	Ocp	1.7	1.3	1.2	12.0	3.5	1.4	1.0	0.0	33.0	0.0
1100-1200	Pro	5.3	56.7	3.2	0.0	7.5	24.6	2.1	0.0	0.5	0.0
	Ocp	1.2	1.3	1.7	0.0	7.4	1.2	1.5	0.0	28.0	0.0
1200-1300	Pro	8.8	59.5	2.2	1.1	3.3	23.1	1.1	0.0	0.8	0.0
	Ocp	1.0	1.4	1.5	1.0	5.0	1.6	1.0	0.0	16.3	0.0
1300-1400	Pro	4.4	62.1	1.1	0.0	3.3	25.1	3.3	0.0	0.8	0.0
	Ocp	1.0	1.4	1.0	0.0	11.7	1.6	1.7	0.0	19.3	0.0
1400-1500	Pro	5.6	60.0	4.4	0.0	2.2	24.4	2.2	0.0	1.1	0.0
	Ocp	1.0	1.5	2.0	0.0	11.0	1.5	1.5	0.0	15.3	0.0
1500-1600	Pro	11.7	58.5	4.7	0.0	1.2	19.9	2.3	1.2	0.6	0.0
	Ocp	1.0	1.4	1.3	0.0	20.0	1.4	1.0	1.0	23.0	0.0
1600-1700	Pro	8.3	64.2	1.8	0.9	2.8	19.3	0.9	0.9	0.9	0.0
	Ocp	1.1	1.3	1.5	2.0	6.7	1.6	2.0	1.0	12.8	0.0
1700-1800	Pro	12.4	58.5	2.7	0.0	6.2	18.6	0.9	0.0	0.7	0.0
	Ocp	1.1	1.5	1.7	0.0	4.0	1.5	1.0	0.0	11.0	0.0
1800-1900	Pro	7.9	73.8	1.3	0.7	3.3	11.9	0.7	0.0	0.5	0.0
	Ocp	1.0	1.5	3.5	1.0	5.8	1.2	2.0	0.0	19.3	0.0
1900-2000	Pro	6.0	76.6	1.0	0.0	3.0	12.9	0.0	0.0	0.5	0.0
	Ocp	1.0	1.2	3.0	0.0	4.7	1.5	0.0	0.0	27.0	0.0
2000-2100	Pro	6.4	60.8	14.4	0.0	6.4	9.6	1.6	0.0	0.8	0.0
	Ocp	1.0	1.2	1.4	0.0	4.3	1.2	2.0	0.0	10.0	0.0
2100-2200	Pro	5.2	81.3	0.0	0.0	2.6	10.3	0.0	0.0	0.6	0.0
	Ocp	1.0	1.5	0.0	0.0	2.0	1.3	0.0	0.0	11.5	0.0
2200-2300	Pro	10.5	72.2	3.0	0.0	4.5	9.0	0.0	0.0	0.8	0.0
	Ocp	1.1	1.6	1.5	0.0	3.3	1.2	0.0	0.0	4.5	0.0
16 hours	Pro	6.6	66.6	3.0	0.3	3.3	18.1	1.4	0.1	0.6	0.0
	Ocp	1.1	1.4	1.8	3.4	6.4	1.4	1.4	1.0	18.2	0.0

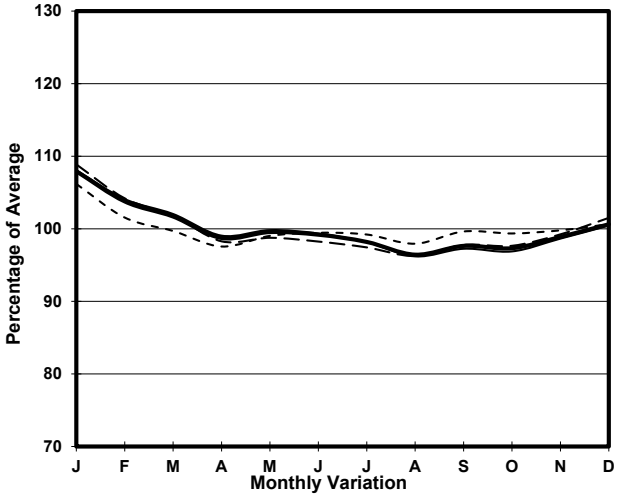
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

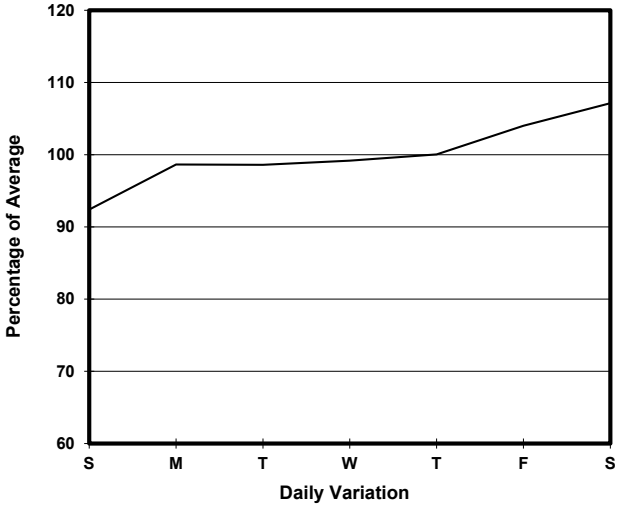
YEAR 2024 **LINK** CLEAR WATER BAY RD (from ON SAU RD to HIRAM'S HIGHWAY)

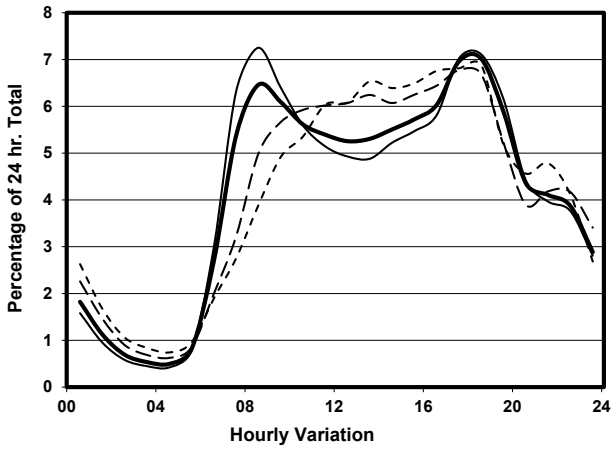
CORE STATION 5017
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

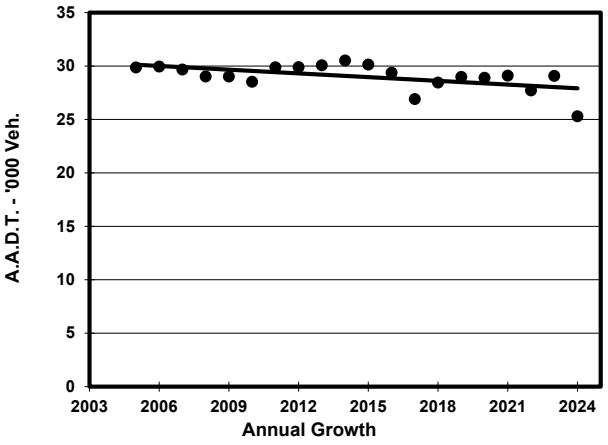


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	12600	12660	13480	11750
R 12 / 24 - %	66.4	66.0	67.4	67.4
R 16 / 24 - %	88.7	89.4	87.1	86.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	660	710	670	530
T - % (AM)	-	8.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	960	1020	880	790
T - % (PM)	-	1.8	-	-
Prop.of commercial vehicles - 16 hr.	-	4.4	-	-
WEST BOUND				
A.A.D.T.	12700	12770	13680	11730
R 12 / 24 - %	75.0	76.3	73.3	70.4
R 16 / 24 - %	89.2	89.6	88.5	88.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	970	1130	860	620
T - % (AM)	-	6.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	920	930	970	900
T - % (PM)	-	2.0	-	-
Prop.of commercial vehicles - 16 hr.	-	4.3	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.5	67.4	6.1	1.4	6.9	8.4	1.8	1.0	0.0	0.7
	Ocp	1.2	1.6	1.8	4.1	17.6	1.7	1.1	11.8	0.0	57.9
0800-0900	Pro	3.6	63.9	7.6	0.5	7.4	9.7	2.9	3.2	0.0	1.2
Peak hour	Ocp	1.2	1.3	2.2	6.7	16.9	1.4	1.4	18.1	0.0	50.7
0900-1000	Pro	4.7	56.1	7.9	1.1	6.8	18.5	2.7	0.9	0.0	1.3
	Ocp	1.1	1.4	2.1	1.8	15.5	1.4	1.3	1.5	0.0	40.1
1000-1100	Pro	3.2	58.9	7.8	1.3	8.3	16.6	1.6	0.8	0.0	1.4
	Ocp	1.3	1.4	2.1	2.2	12.1	1.5	1.7	1.0	0.0	40.7
1100-1200	Pro	3.1	55.9	9.9	0.9	7.1	18.9	1.9	0.9	0.0	1.2
	Ocp	1.1	1.4	1.9	1.3	12.5	1.5	1.3	1.0	0.0	36.9
1200-1300	Pro	3.3	56.2	9.4	0.7	7.4	16.1	3.3	2.0	0.0	1.6
	Ocp	1.1	1.4	1.8	2.5	9.7	1.5	1.6	2.0	0.0	29.8
1300-1400	Pro	3.8	56.6	10.4	2.0	6.4	15.0	3.8	0.6	0.0	1.4
	Ocp	1.1	1.4	2.0	1.1	11.3	1.4	1.0	5.5	0.0	39.8
1400-1500	Pro	2.1	51.6	8.8	2.1	7.9	19.7	3.0	3.3	0.1	1.4
	Ocp	1.1	1.3	2.0	1.3	14.1	1.6	1.2	8.8	1.0	34.2
1500-1600	Pro	4.7	53.6	10.7	1.8	6.5	16.6	3.0	1.5	0.1	1.6
	Ocp	1.0	1.5	1.9	5.3	14.8	1.4	1.7	6.6	1.0	31.9
1600-1700	Pro	3.5	56.8	16.4	0.6	5.4	13.7	1.0	1.2	0.0	1.3
	Ocp	1.1	1.3	1.6	1.3	17.8	1.8	1.2	6.7	0.0	47.7
1700-1800	Pro	5.9	61.2	10.6	2.3	6.5	10.3	0.9	0.9	0.0	1.5
	Ocp	1.1	1.5	1.7	3.9	17.8	1.8	1.0	2.8	0.0	57.8
1800-1900	Pro	8.0	65.6	9.1	0.9	5.4	7.8	0.7	1.3	0.0	1.2
	Ocp	1.1	1.6	2.1	1.3	18.4	1.7	1.0	17.5	0.0	56.3
1900-2000	Pro	3.1	71.1	10.2	0.2	8.6	5.2	0.0	0.5	0.0	1.1
	Ocp	1.1	1.4	1.7	1.0	12.0	1.4	0.0	15.5	0.0	34.1
2000-2100	Pro	2.9	62.9	17.1	0.4	10.5	4.0	0.4	0.4	0.0	1.5
	Ocp	1.0	1.5	2.0	2.0	10.5	1.4	1.0	8.0	0.0	21.8
2100-2200	Pro	3.6	65.1	14.7	0.0	9.7	4.7	0.0	0.7	0.0	1.6
	Ocp	1.3	1.5	2.0	0.0	8.6	1.6	0.0	3.5	0.0	21.9
2200-2300	Pro	2.5	66.5	14.4	0.0	8.9	4.7	0.4	0.8	0.0	1.7
	Ocp	1.2	1.4	2.0	0.0	13.5	1.5	2.0	2.5	0.0	18.6
16 hours	Pro	4.2	60.9	10.3	1.0	7.3	11.9	1.7	1.3	0.1	1.3
	Ocp	1.1	1.4	1.9	2.8	14.1	1.5	1.3	9.5	1.0	40.0

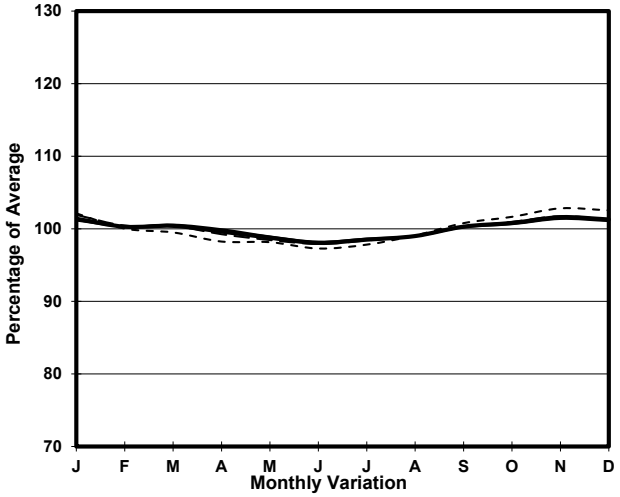
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

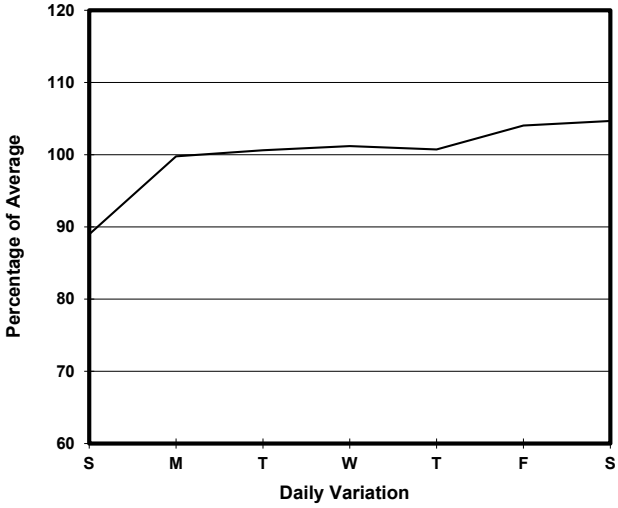
YEAR 2024 **LINK** TSING TSUEN RD (from TSUEN TSING INT to TAM KON SHAN INT)

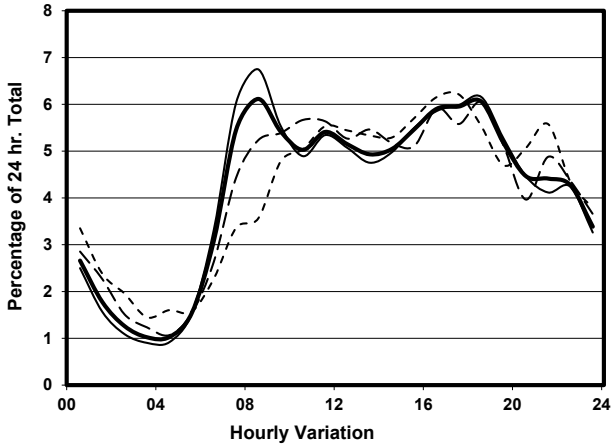
CORE STATION 5018
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

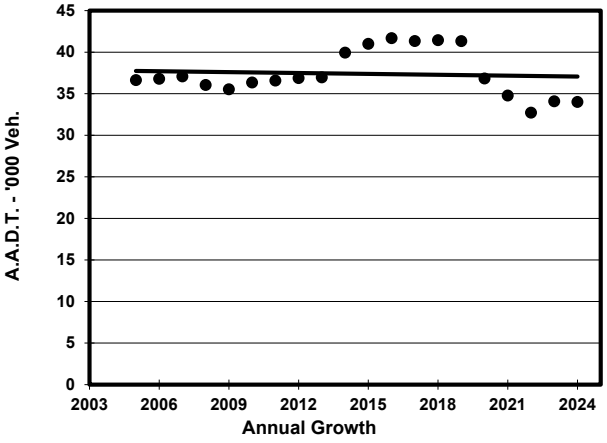


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	19900	20190	21200	18000
R 12 / 24 - %	69.3	70.3	67.9	65.0
R 16 / 24 - %	85.8	86.4	85.1	83.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1370	1530	1250	920
T - % (AM)	-	9.5	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	1200	1230	1250	1070
T - % (PM)	-	12.7	-	-
Prop.of commercial vehicles - 16 hr.	-	12.9	-	-
WEST BOUND				
A.A.D.T.	14110	14460	14600	12430
R 12 / 24 - %	61.3	62.0	60.6	57.6
R 16 / 24 - %	82.1	82.9	80.5	79.1
AM Peak Hour	0800-0900	0800-0900	0700-0800	0900-1000
One-way flow at AM peak hour	710	810	700	530
T - % (AM)	-	14.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	880	920	930	830
T - % (PM)	-	10.7	-	-
Prop.of commercial vehicles - 16 hr.	-	14.2	-	-

3. OTHER INFORMATION AND COMMENT

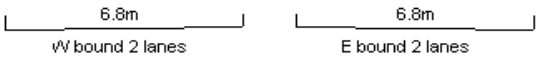
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.3	31.2	26.1	1.6	7.6	16.0	2.0	3.7	0.0	7.6
	Ocp	1.1	1.4	1.9	6.4	11.8	1.3	1.2	7.8	0.0	35.5
0800-0900	Pro	3.6	38.3	21.7	2.7	7.4	15.1	2.2	2.8	0.0	6.1
Peak hour	Ocp	1.1	1.3	1.8	4.6	11.7	1.3	1.1	6.3	0.0	40.6
0900-1000	Pro	2.0	31.9	20.2	1.6	7.7	19.8	5.6	2.5	0.0	8.7
	Ocp	1.3	1.4	2.0	3.6	8.7	1.4	1.3	1.5	0.0	26.2
1000-1100	Pro	0.9	30.6	18.0	0.6	9.4	25.4	5.4	0.9	0.0	8.9
	Ocp	1.0	1.3	1.6	1.5	7.3	1.4	1.3	2.7	0.0	21.9
1100-1200	Pro	1.6	30.0	16.9	1.9	8.6	26.5	5.4	1.1	0.0	8.0
	Ocp	1.0	1.3	1.9	4.0	8.4	1.4	1.4	2.0	0.0	23.6
1200-1300	Pro	4.6	29.2	16.8	2.4	9.5	23.5	4.6	1.4	0.0	8.0
	Ocp	1.1	1.6	2.1	3.9	7.1	1.4	1.4	6.8	0.0	21.4
1300-1400	Pro	3.0	29.9	18.4	1.4	10.2	20.3	6.3	1.9	0.0	8.6
	Ocp	1.0	1.5	1.9	2.0	10.2	1.2	1.3	2.9	0.0	25.3
1400-1500	Pro	2.5	27.1	17.1	1.9	9.0	29.0	3.7	1.2	0.0	8.5
	Ocp	1.1	1.5	1.8	2.2	9.9	1.5	1.4	5.3	0.0	24.5
1500-1600	Pro	2.0	32.4	19.2	3.1	8.5	20.0	3.9	2.0	0.0	9.0
	Ocp	1.3	1.3	1.8	3.5	8.8	1.2	1.3	4.0	0.0	23.6
1600-1700	Pro	3.7	30.9	17.2	3.7	6.9	20.6	3.2	5.0	0.0	9.0
	Ocp	1.0	1.5	1.7	4.6	12.8	1.4	1.3	5.8	0.0	29.0
1700-1800	Pro	4.4	38.8	18.0	2.9	7.3	15.7	2.5	3.1	0.0	7.1
	Ocp	1.1	1.3	1.7	3.0	12.9	1.4	1.4	3.3	0.0	36.0
1800-1900	Pro	3.6	48.2	18.0	0.0	6.4	11.6	2.4	2.0	0.0	7.8
	Ocp	1.0	1.4	2.0	0.0	14.6	1.2	1.2	5.1	0.0	45.2
1900-2000	Pro	4.6	48.8	21.7	0.0	7.3	6.8	1.4	0.7	0.0	8.8
	Ocp	1.1	1.2	1.8	0.0	9.8	1.1	1.0	4.0	0.0	26.0
2000-2100	Pro	5.2	45.0	23.3	0.0	8.4	6.6	1.2	2.0	0.1	8.2
	Ocp	1.1	1.3	1.9	0.0	7.8	1.2	1.0	4.7	1.0	19.5
2100-2200	Pro	4.0	45.0	23.0	0.0	7.0	10.0	1.7	0.0	0.0	9.3
	Ocp	1.2	1.3	1.9	0.0	9.8	1.2	1.2	0.0	0.0	19.5
2200-2300	Pro	5.8	46.0	24.0	0.0	5.8	6.4	1.6	0.6	0.0	9.8
	Ocp	1.1	1.5	1.8	0.0	6.9	1.5	1.2	6.5	0.0	15.7
16 hours	Pro	3.5	36.5	20.1	1.6	7.9	16.9	3.2	2.1	0.1	8.2
	Ocp	1.1	1.4	1.9	3.9	10.0	1.3	1.3	5.0	1.0	27.8

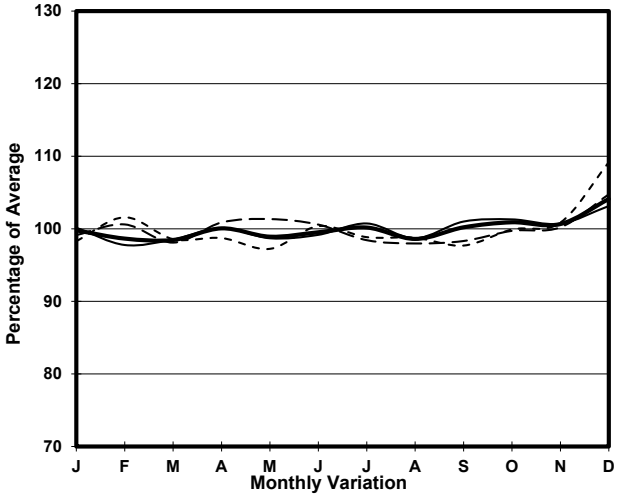
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

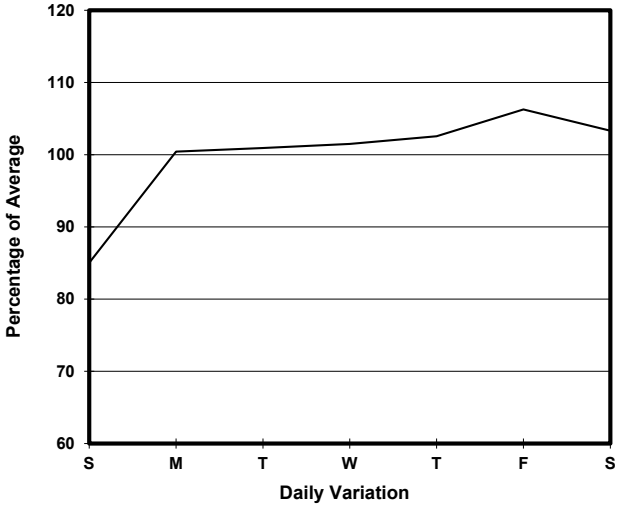
YEAR 2024 **LINK** SHING MUN TUNNEL (from WO YI HOP INTERCHANGE to SHING MUN TUNNEL RD)

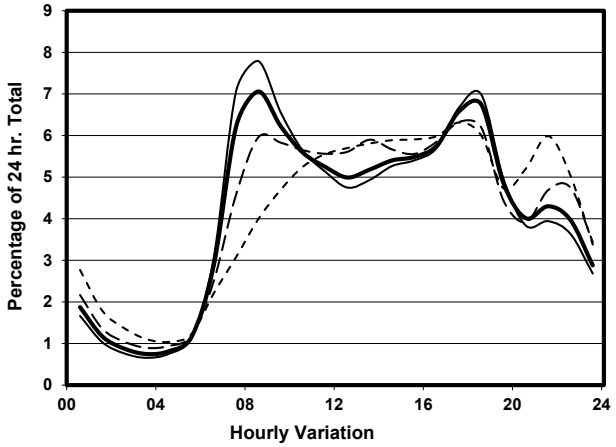
CORE STATION 5020
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

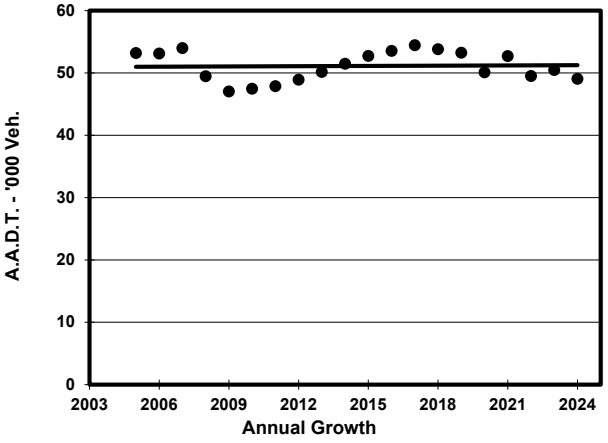


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	24140	24820	25220	21000
R 12 / 24 - %	70.0	71.4	68.1	63.9
R 16 / 24 - %	87.6	88.3	86.4	84.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1680	1910	1510	990
T - % (AM)	-	13.2	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1610	1700	1590	1330
T - % (PM)	-	8.8	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-
WEST BOUND				
A.A.D.T.	24910	25770	25810	21090
R 12 / 24 - %	70.9	72.3	69.3	64.5
R 16 / 24 - %	87.6	88.2	86.5	85.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1780	2040	1530	980
T - % (AM)	-	11.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1720	1840	1650	1330
T - % (PM)	-	9.0	-	-
Prop.of commercial vehicles - 16 hr.	-	12.6	-	-

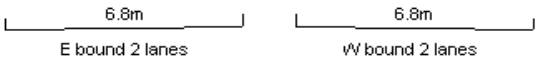
3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

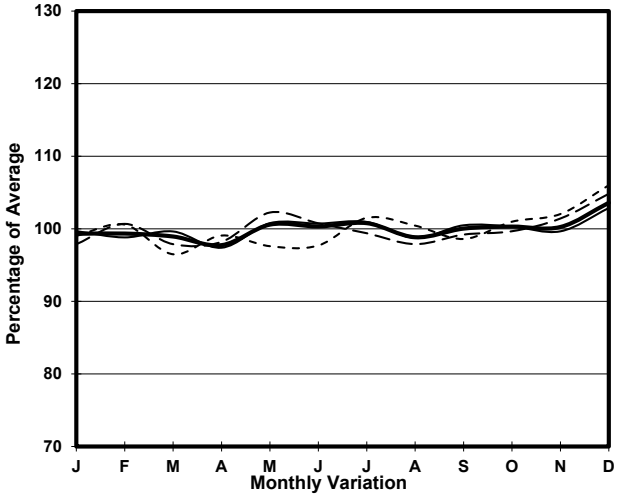
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.2	44.5	14.7	1.1	3.6	19.3	4.6	2.9	0.1	5.1
	Ocp	1.0	1.4	1.9	6.4	14.9	1.4	1.1	19.7	2.0	63.1
0800-0900	Pro	1.8	51.7	13.1	0.6	2.2	18.2	4.3	2.9	0.0	5.4
Peak hour	Ocp	1.0	1.3	2.0	1.6	18.4	1.4	1.3	13.7	0.0	61.6
0900-1000	Pro	1.6	43.6	14.5	0.3	1.8	26.0	5.7	0.8	0.0	5.8
	Ocp	1.1	1.3	1.9	2.5	14.6	1.4	1.3	4.8	0.0	38.3
1000-1100	Pro	1.4	46.8	9.8	0.1	2.3	27.2	7.2	1.0	0.1	4.1
	Ocp	1.0	1.3	1.9	3.0	8.6	1.4	1.3	2.1	3.0	38.5
1100-1200	Pro	2.2	37.6	9.4	1.1	2.6	32.1	8.5	0.9	0.0	5.5
	Ocp	1.0	1.3	1.9	2.2	10.1	1.4	1.2	5.0	0.0	33.5
1200-1300	Pro	1.7	41.9	7.3	0.2	2.8	31.2	7.5	1.3	0.0	6.1
	Ocp	1.0	1.4	1.8	2.0	9.4	1.5	1.3	6.8	0.0	29.8
1300-1400	Pro	2.4	34.4	14.2	0.9	3.1	29.0	9.4	1.0	0.1	5.5
	Ocp	1.2	1.2	2.0	1.8	10.0	1.3	1.4	9.8	1.0	34.6
1400-1500	Pro	2.5	38.7	10.3	2.2	2.0	28.5	9.2	2.0	0.0	4.6
	Ocp	1.1	1.3	2.0	4.7	12.9	1.4	1.2	21.6	0.0	33.9
1500-1600	Pro	2.3	44.7	8.7	0.2	2.6	29.5	6.3	0.8	0.1	4.9
	Ocp	1.1	1.4	1.9	2.0	12.7	1.3	1.2	11.4	1.0	37.8
1600-1700	Pro	3.3	42.8	11.4	0.6	2.4	25.9	5.6	2.6	0.0	5.3
	Ocp	1.1	1.4	1.7	3.5	12.8	1.5	1.4	5.6	0.0	42.6
1700-1800	Pro	5.2	48.8	13.7	0.6	3.0	17.1	2.8	1.7	0.1	7.0
	Ocp	1.1	1.3	1.9	3.0	16.0	1.4	1.2	8.4	1.0	53.4
1800-1900	Pro	2.2	63.7	10.4	0.1	2.4	12.3	1.9	1.1	0.0	5.9
	Ocp	1.1	1.4	1.9	1.0	17.8	1.3	1.1	15.4	0.0	68.8
1900-2000	Pro	3.3	60.5	13.3	0.2	3.8	9.3	2.2	1.0	0.0	6.5
	Ocp	1.3	1.2	1.9	2.0	14.9	1.3	1.1	9.3	0.0	43.6
2000-2100	Pro	4.1	53.7	17.1	0.0	2.9	11.7	2.3	2.3	0.0	5.7
	Ocp	1.0	1.4	2.2	0.0	15.1	1.3	1.2	6.3	0.0	38.9
2100-2200	Pro	4.4	54.8	19.8	0.0	2.9	9.3	1.8	1.3	0.0	5.7
	Ocp	1.2	1.2	2.0	0.0	13.5	1.4	1.1	12.7	0.0	41.4
2200-2300	Pro	3.3	62.1	16.3	0.2	3.0	6.5	2.3	0.7	0.0	5.6
	Ocp	1.1	1.2	1.7	1.0	14.0	1.1	1.1	2.7	0.0	34.0
16 hours	Pro	2.8	48.3	12.6	0.5	2.7	21.0	5.1	1.6	0.1	5.5
	Ocp	1.1	1.3	1.9	3.5	13.8	1.4	1.2	11.5	1.7	45.6

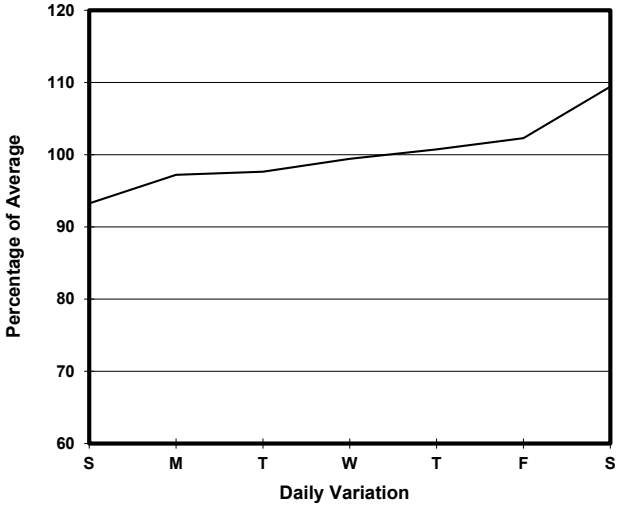
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

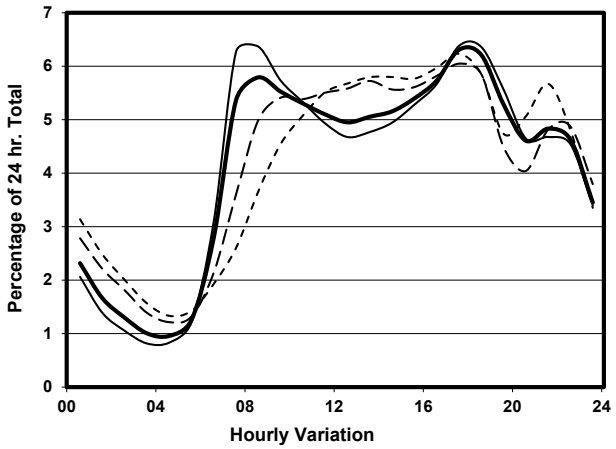
YEAR	2024	**LINK**	TSEUNG KWAN O TUNNEL (from TOLL PLAZA to TSEUNG KWAN O TUNNEL RD RA)
CORE STATION	5021		
ROAD NETWORK	MAJOR		
ROAD TYPE	URBAN TRUNK ROAD		

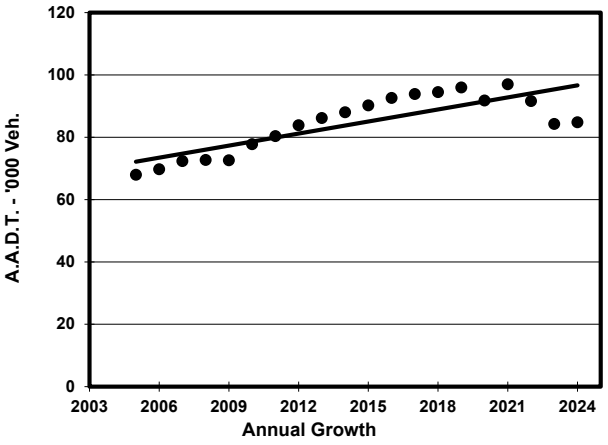


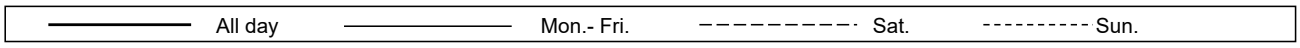
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	43680	43750	47530	40540
R 12 / 24 - %	64.0	65.0	63.0	60.0
R 16 / 24 - %	85.5	86.7	82.8	81.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2340	2600	2400	1580
T - % (AM)	-	7.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2990	3120	2930	2570
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8.8	-	-
WEST BOUND				
A.A.D.T.	41120	40900	45580	38790
R 12 / 24 - %	67.9	68.5	67.3	65.1
R 16 / 24 - %	85.0	85.6	83.9	83.7
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2570	2900	2640	2030
T - % (AM)	-	6.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2590	2630	2700	2370
T - % (PM)	-	10.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.5	-	-

3. OTHER INFORMATION AND COMMENT

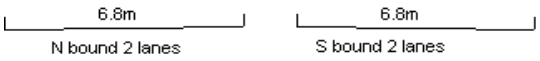
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.7	49.4	18.5	3.4	1.6	13.2	2.9	3.5	0.0	2.8
	Ocp	1.0	1.3	1.9	6.8	15.4	1.3	1.3	21.4	0.0	35.7
0800-0900	Pro	2.6	58.9	15.2	0.9	2.0	13.2	2.0	2.5	0.0	2.7
	Ocp	1.0	1.3	1.9	6.5	9.2	1.4	1.2	17.6	0.0	34.5
0900-1000	Pro	3.7	46.5	17.9	0.7	1.6	19.7	4.7	1.6	0.0	3.5
	Ocp	1.1	1.3	2.0	1.3	11.5	1.5	1.4	8.4	0.0	20.4
1000-1100	Pro	2.4	39.1	20.2	0.7	1.3	29.8	3.6	0.5	0.0	2.4
	Ocp	1.0	1.3	2.0	1.1	11.1	1.4	1.2	11.8	0.0	17.7
1100-1200	Pro	2.9	45.4	17.3	1.8	1.5	21.2	6.0	1.5	0.0	2.6
	Ocp	1.1	1.2	1.9	2.8	8.6	1.3	1.2	1.0	0.0	18.6
1200-1300	Pro	1.0	41.4	20.1	1.8	1.6	23.8	6.0	1.7	0.0	2.6
	Ocp	1.0	1.4	1.9	3.7	11.0	1.4	1.3	10.3	0.0	21.1
1300-1400	Pro	2.3	39.5	18.5	1.2	1.7	23.2	9.7	1.2	0.0	2.6
	Ocp	1.0	1.3	2.0	1.6	10.7	1.3	1.2	4.5	0.0	23.3
1400-1500	Pro	1.9	42.6	18.0	1.3	1.6	26.5	4.3	1.4	0.1	2.5
	Ocp	1.3	1.3	2.0	2.3	8.9	1.5	1.2	1.5	1.0	19.1
1500-1600	Pro	2.7	45.9	15.1	2.8	1.2	20.0	7.3	1.9	0.0	3.0
	Ocp	1.0	1.3	2.0	3.3	8.4	1.3	1.3	5.9	0.0	20.6
1600-1700	Pro	3.2	46.7	17.7	2.4	1.0	18.9	3.6	3.6	0.1	2.9
	Ocp	1.1	1.5	2.0	3.5	9.2	1.6	1.2	7.3	5.0	24.3
1700-1800	Pro	6.4	52.7	16.9	1.7	1.6	12.1	2.4	3.3	0.0	3.0
Peak hour	Ocp	1.1	1.3	2.0	2.2	12.8	1.3	1.1	10.2	0.0	37.0
1800-1900	Pro	3.8	63.1	14.7	0.2	1.4	11.5	0.9	1.9	0.0	2.6
	Ocp	1.1	1.3	2.0	1.7	13.4	1.4	1.1	15.5	0.0	44.9
1900-2000	Pro	2.3	67.4	17.6	0.0	1.3	5.8	1.3	1.5	0.0	2.8
	Ocp	1.0	1.2	1.8	0.0	10.1	1.2	1.3	16.0	0.0	33.5
2000-2100	Pro	3.2	61.8	21.8	0.0	1.5	6.8	0.9	1.1	0.0	2.9
	Ocp	1.0	1.3	1.7	0.0	10.6	1.2	1.5	14.1	0.0	20.8
2100-2200	Pro	3.4	48.0	35.1	0.1	1.6	6.5	0.7	1.0	0.0	3.5
	Ocp	1.2	1.3	1.7	1.0	9.8	1.2	1.2	1.0	0.0	21.0
2200-2300	Pro	3.5	57.8	28.8	0.1	0.9	5.2	0.5	0.3	0.0	2.9
	Ocp	1.1	1.3	1.8	1.0	9.8	1.3	1.0	1.0	0.0	18.7
16 hours	Pro	3.2	50.9	19.0	1.2	1.5	16.1	3.4	1.9	0.1	2.8
	Ocp	1.1	1.3	1.9	3.8	10.8	1.4	1.2	11.5	3.0	26.5

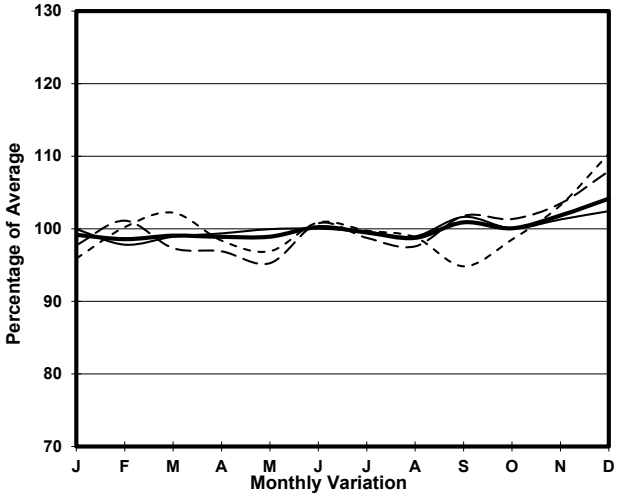
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

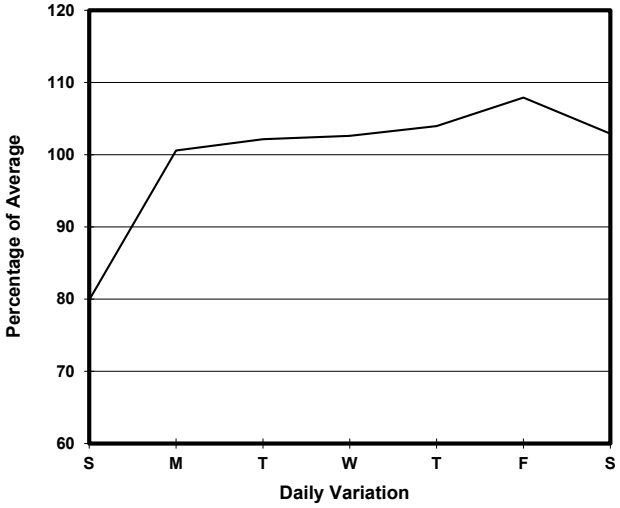
YEAR 2024 **LINK** TATE'S CAIRN TUNNEL (from TOLL PLAZA to SOUTH PORTAL)

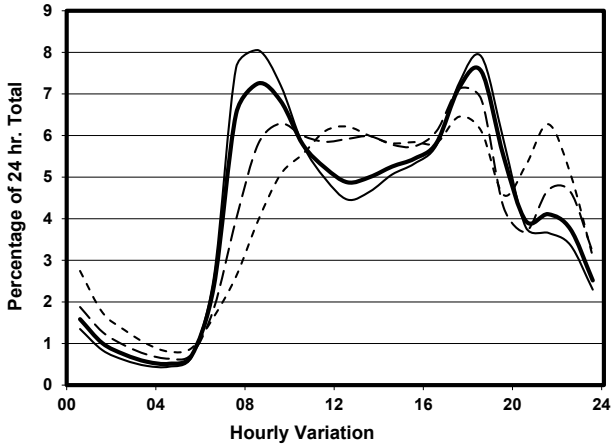
CORE STATION 5022
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

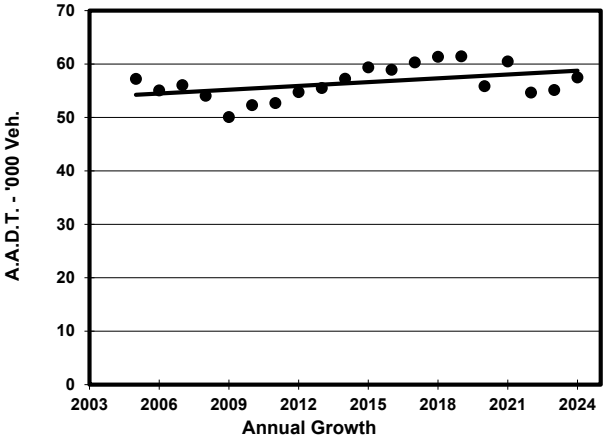


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	27430	28630	28430	22540
R 12 / 24 - %	76.5	78.3	74.3	67.3
R 16 / 24 - %	90.5	91.0	89.7	87.8
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2300	2850	2100	1240
T - % (AM)	-	10.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1910	2030	1890	1510
T - % (PM)	-	12.2	-	-
Prop.of commercial vehicles - 16 hr.	-	12.1	-	-
NORTH BOUND				
A.A.D.T.	30060	31470	31350	23950
R 12 / 24 - %	69.3	70.2	68.9	63.9
R 16 / 24 - %	89.6	90.5	87.8	85.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1950	2270	1660	1110
T - % (AM)	-	12.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2430	2720	2360	1490
T - % (PM)	-	8.6	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-

3. OTHER INFORMATION AND COMMENT

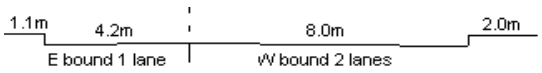
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.4	58.3	11.9	1.1	0.0	13.3	4.1	1.6	0.0	5.3
	Ocp	1.0	1.5	2.1	10.0	0.0	1.6	1.3	18.8	0.0	67.7
0800-0900	Pro	2.4	57.6	11.9	0.5	0.0	15.2	4.7	2.2	0.0	5.5
Peak hour	Ocp	1.0	1.4	2.0	5.2	0.0	1.6	1.3	26.5	0.0	61.1
0900-1000	Pro	1.6	51.1	14.9	0.3	0.0	19.5	6.9	1.2	0.0	4.6
	Ocp	1.0	1.3	2.1	1.3	0.0	1.5	1.4	1.9	0.0	37.0
1000-1100	Pro	1.2	48.9	13.4	0.6	0.0	23.0	6.2	1.6	0.0	5.1
	Ocp	1.1	1.4	2.1	1.6	0.0	1.4	1.4	13.1	0.0	34.5
1100-1200	Pro	0.9	52.1	10.2	0.3	0.0	22.7	7.7	1.0	0.0	5.2
	Ocp	1.0	1.3	2.2	1.5	0.0	1.4	1.3	7.7	0.0	25.0
1200-1300	Pro	1.7	53.0	10.6	0.8	0.0	18.4	8.6	1.3	0.0	5.6
	Ocp	1.0	1.4	2.2	1.4	0.0	1.6	1.3	11.4	0.0	24.3
1300-1400	Pro	0.5	48.7	10.0	1.1	0.0	25.0	8.0	1.1	0.0	5.6
	Ocp	1.0	1.4	2.2	2.3	0.0	1.5	1.3	6.4	0.0	28.7
1400-1500	Pro	1.0	49.1	9.9	0.7	0.0	24.4	9.0	0.9	0.0	5.0
	Ocp	1.0	1.4	2.2	1.2	0.0	1.4	1.3	8.2	0.0	27.7
1500-1600	Pro	0.8	48.2	10.8	1.4	0.0	26.2	6.4	1.0	0.0	5.2
	Ocp	1.0	1.4	2.1	5.6	0.0	1.5	1.1	15.9	0.0	28.3
1600-1700	Pro	1.5	50.6	11.7	1.0	0.0	20.4	6.8	2.3	0.0	5.5
	Ocp	1.1	1.4	2.1	1.8	0.0	1.5	1.2	14.0	0.0	34.4
1700-1800	Pro	4.2	57.5	11.1	0.4	0.0	15.8	3.7	1.5	0.0	5.9
	Ocp	1.1	1.4	2.2	2.3	0.0	1.5	1.3	12.5	0.0	51.3
1800-1900	Pro	2.4	71.4	7.5	0.3	0.0	8.3	1.8	2.7	0.0	5.6
	Ocp	1.1	1.4	2.2	1.3	0.0	1.4	1.3	26.9	0.0	68.4
1900-2000	Pro	1.3	71.8	11.8	0.2	0.0	6.3	1.1	1.3	0.0	6.1
	Ocp	1.0	1.3	2.1	1.0	0.0	1.4	1.1	14.1	0.0	52.6
2000-2100	Pro	2.3	66.3	15.3	0.0	0.0	7.0	1.4	1.1	0.0	6.6
	Ocp	1.1	1.3	2.0	0.0	0.0	1.4	1.1	22.0	0.0	35.2
2100-2200	Pro	2.8	64.8	16.3	0.0	0.0	6.8	1.4	0.8	0.0	7.0
	Ocp	1.1	1.3	2.2	0.0	0.0	1.5	1.6	19.0	0.0	38.6
2200-2300	Pro	2.9	62.2	22.2	0.2	0.0	3.9	1.0	0.6	0.0	6.9
	Ocp	1.1	1.5	2.2	2.0	0.0	1.4	1.6	20.0	0.0	37.8
16 hours	Pro	2.1	57.2	12.1	0.6	0.0	16.1	4.9	1.5	0.0	5.6
	Ocp	1.0	1.4	2.1	3.9	0.0	1.5	1.3	17.0	0.0	43.9

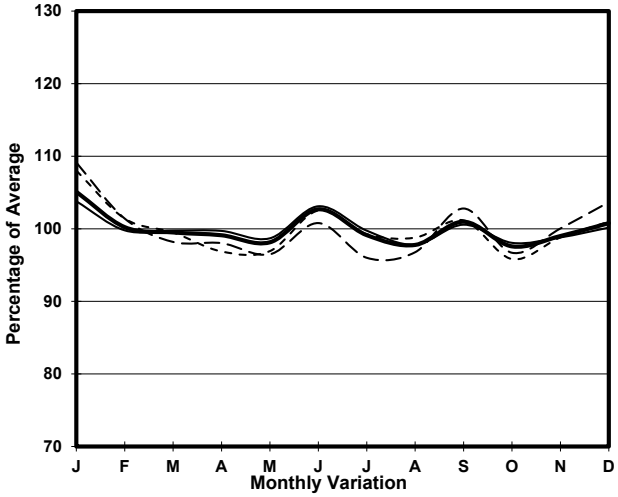
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

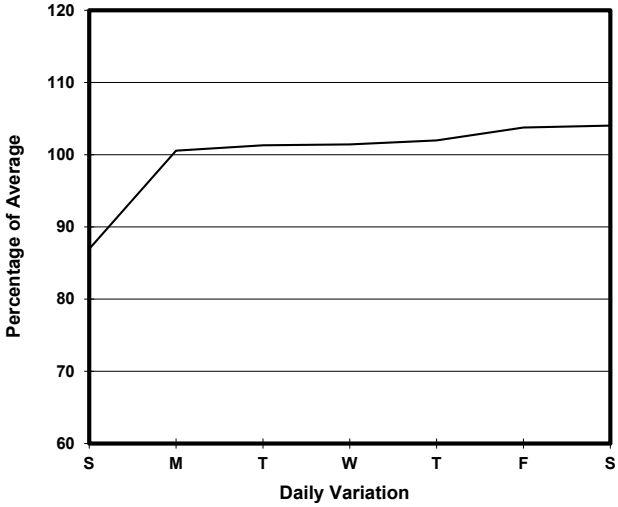
YEAR 2024 **LINK** PO LAM RD (from ANDERSON RD to TSUI LAM RD)

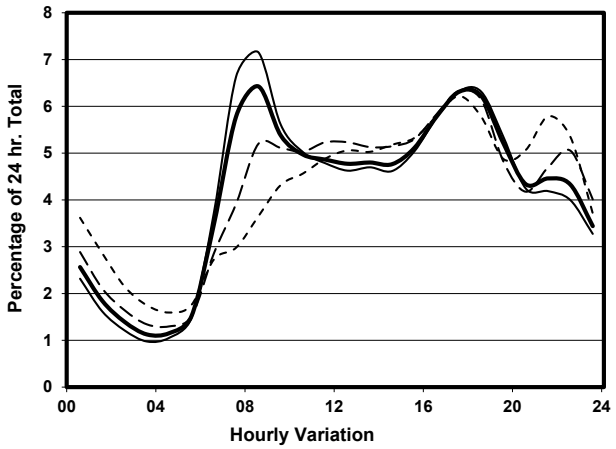
CORE STATION 5023
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

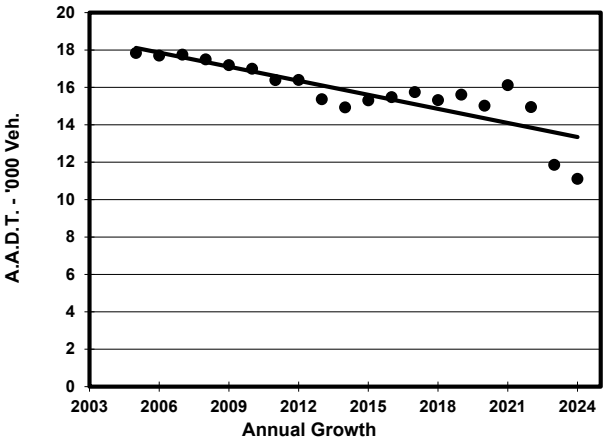


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	5040	5150	5250	4490
R 12 / 24 - %	63.7	65.0	61.9	57.8
R 16 / 24 - %	83.9	84.9	82.4	80.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	260	300	250	170
T - % (AM)	-	11.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	350	370	340	290
T - % (PM)	-	14.0	-	-
Prop.of commercial vehicles - 16 hr.	-	16.2	-	-
WEST BOUND				
A.A.D.T.	6070	6240	6380	5240
R 12 / 24 - %	66.5	67.9	65.1	59.6
R 16 / 24 - %	83.2	84.0	82.3	79.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	450	520	370	250
T - % (AM)	-	12.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	380	390	400	320
T - % (PM)	-	14.3	-	-
Prop.of commercial vehicles - 16 hr.	-	14.7	-	-

3. OTHER INFORMATION AND COMMENT

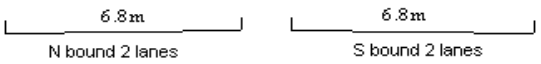
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.5	26.8	26.1	0.0	6.3	14.1	6.3	2.8	0.5	13.6
	Ocp	1.2	1.4	1.9	0.0	13.3	1.4	1.0	19.3	17.0	25.7
0800-0900	Pro	5.5	45.9	19.7	0.9	5.0	10.6	4.1	1.4	0.3	6.5
Peak hour	Ocp	1.3	1.5	2.0	3.0	12.2	1.6	1.7	19.3	30.7	39.8
0900-1000	Pro	2.4	35.8	17.6	3.6	6.1	19.4	3.0	2.4	0.3	9.4
	Ocp	1.0	1.4	1.9	5.8	6.1	1.8	1.2	5.5	17.0	27.2
1000-1100	Pro	2.4	28.3	23.4	2.4	9.7	20.2	1.6	0.8	0.6	10.5
	Ocp	1.0	1.6	1.5	1.7	5.3	1.4	1.0	2.0	9.7	17.4
1100-1200	Pro	0.9	22.3	23.2	6.2	9.8	21.4	3.6	0.9	0.7	11.1
	Ocp	1.0	1.6	1.8	2.0	7.4	1.5	1.5	1.0	15.0	24.3
1200-1300	Pro	1.7	27.1	25.4	4.2	8.5	18.6	2.5	0.8	0.4	10.6
	Ocp	1.0	1.6	2.0	5.4	6.0	1.5	1.7	5.0	12.5	23.7
1300-1400	Pro	4.0	27.7	17.8	3.0	9.9	16.8	5.9	2.0	0.7	12.3
	Ocp	1.0	1.3	2.1	1.7	6.6	1.4	1.3	1.0	17.7	29.8
1400-1500	Pro	4.2	26.8	21.8	3.4	3.4	26.0	3.4	0.0	0.6	10.5
	Ocp	1.0	1.3	2.1	1.5	7.3	1.5	2.3	0.0	15.7	21.6
1500-1600	Pro	5.9	23.6	19.4	6.7	6.7	24.4	1.7	0.0	0.4	11.2
	Ocp	1.0	1.5	1.8	2.9	5.9	1.3	2.5	0.0	16.5	23.7
1600-1700	Pro	3.2	28.6	23.5	1.9	7.6	12.7	7.0	5.7	0.3	9.5
	Ocp	1.0	1.4	1.8	1.7	11.9	1.6	1.3	6.4	10.5	34.9
1700-1800	Pro	4.7	42.1	17.4	6.8	3.7	11.1	1.1	4.7	0.3	8.2
	Ocp	1.1	1.7	1.7	1.8	13.3	1.6	1.0	3.4	22.0	34.8
1800-1900	Pro	5.1	45.4	20.5	0.6	5.8	10.9	0.6	0.6	0.2	10.2
	Ocp	1.1	1.6	1.8	2.0	10.3	1.2	2.0	1.0	46.0	36.1
1900-2000	Pro	5.3	47.9	21.9	0.6	5.3	4.7	0.0	2.4	0.1	11.7
	Ocp	1.1	1.5	1.7	1.0	8.1	1.3	0.0	1.5	6.0	23.6
2000-2100	Pro	3.7	41.1	26.2	0.0	3.7	10.3	0.9	0.0	0.5	13.6
	Ocp	1.0	1.6	1.4	0.0	12.8	1.5	1.0	0.0	13.0	20.6
2100-2200	Pro	4.1	34.6	34.6	0.0	4.1	9.1	0.0	2.5	0.2	10.7
	Ocp	1.0	1.6	1.8	0.0	6.2	1.3	0.0	1.0	14.0	18.3
2200-2300	Pro	3.0	38.6	30.5	0.0	4.1	9.1	0.0	1.0	0.0	13.7
	Ocp	1.3	1.4	1.7	0.0	4.8	1.2	0.0	1.0	0.0	15.5
16 hours	Pro	3.9	35.1	22.5	2.5	6.1	14.4	2.7	1.9	0.4	10.5
	Ocp	1.1	1.5	1.8	2.7	8.6	1.5	1.4	6.2	17.2	26.3

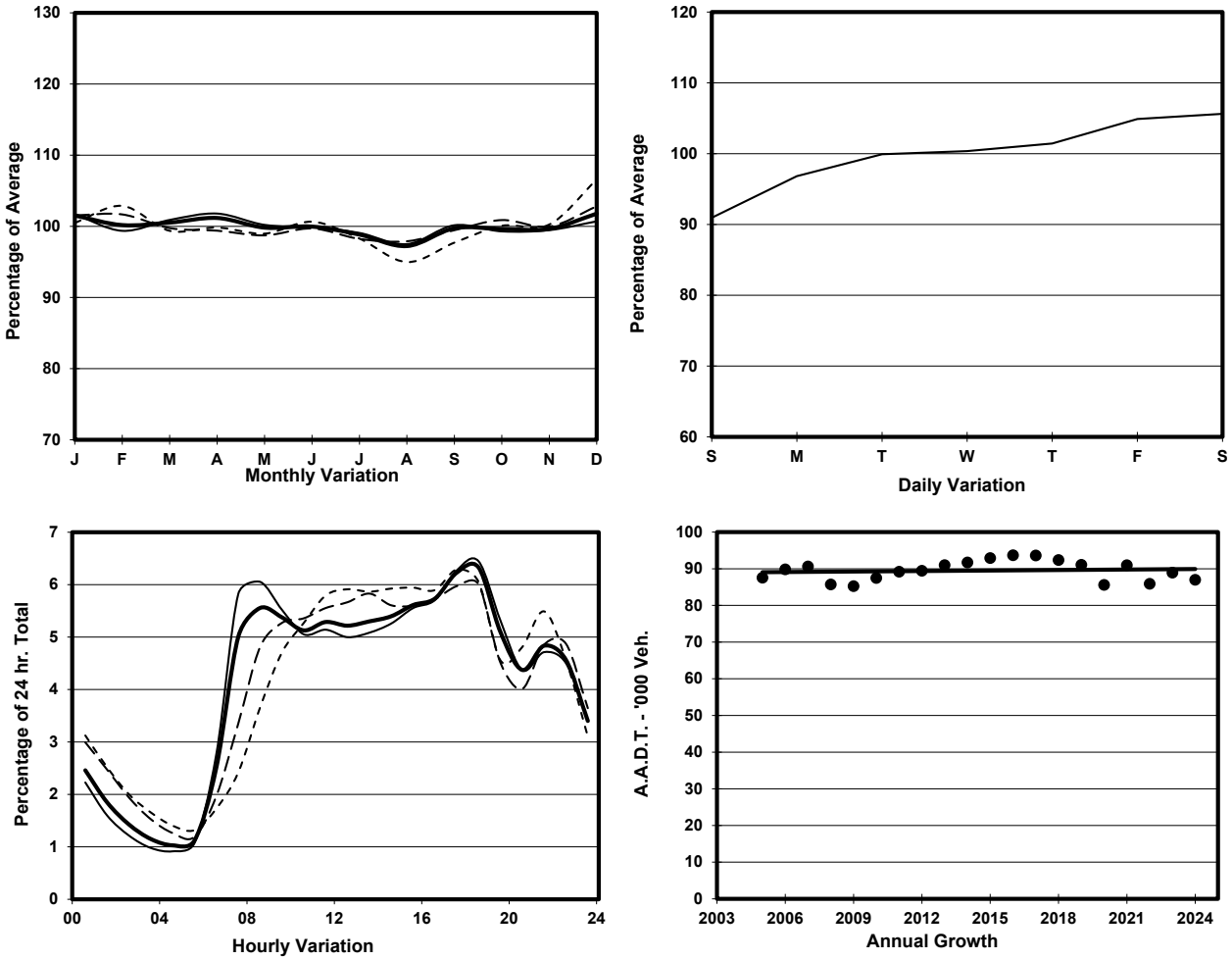
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** LION ROCK TUNNEL (from TOLL PLAZA to SOUTH PORTAL)

CORE STATION 5024
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	43460	43880	45990	40250
R 12 / 24 - %	70.4	71.1	69.0	68.1
R 16 / 24 - %	86.2	86.6	84.9	85.3
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2710	2950	2830	2270
T - % (AM)	-	8.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2770	2820	2810	2590
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-
NORTH BOUND				
A.A.D.T.	43520	44090	46200	39430
R 12 / 24 - %	61.9	62.7	60.5	59.3
R 16 / 24 - %	83.9	85.0	81.1	81.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2120	2410	2030	1480
T - % (AM)	-	12.5	-	-
PM Peak Hour	1700-1800	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	2750	2850	2770	2420
T - % (PM)	-	7.2	-	-
Prop.of commercial vehicles - 16 hr.	-	10.2	-	-

3. OTHER INFORMATION AND COMMENT

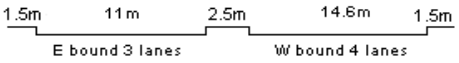
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.6	64.6	10.5	2.8	0.1	9.0	2.7	4.7	0.1	3.1
	Ocp	1.1	1.4	2.0	9.4	5.0	1.2	1.2	12.6	20.5	39.0
0800-0900	Pro	3.0	58.4	7.9	1.7	0.1	19.2	4.1	1.8	0.1	3.7
	Ocp	1.1	1.3	2.0	7.7	17.0	1.4	1.2	13.4	6.4	30.4
0900-1000	Pro	1.4	57.3	9.3	0.5	0.1	20.4	4.2	2.1	0.1	4.7
	Ocp	1.1	1.3	2.0	1.8	6.0	1.5	1.3	5.3	11.0	15.9
1000-1100	Pro	2.0	50.7	14.9	0.4	0.0	22.0	4.8	1.5	0.1	3.7
	Ocp	1.0	1.4	2.0	3.3	0.0	1.4	1.2	15.6	1.0	18.9
1100-1200	Pro	1.4	53.6	14.0	1.6	0.0	20.6	3.5	1.8	0.1	3.4
	Ocp	1.1	1.4	2.1	2.9	0.0	1.4	1.3	13.6	10.3	21.5
1200-1300	Pro	1.3	55.2	13.3	2.3	0.1	19.0	3.3	2.3	0.1	3.1
	Ocp	1.0	1.5	1.9	9.4	1.0	1.3	1.4	10.3	6.7	24.9
1300-1400	Pro	0.7	53.3	12.1	2.2	0.1	21.2	5.5	2.2	0.0	2.8
	Ocp	1.0	1.5	2.1	3.5	1.0	1.2	1.3	12.2	0.0	29.5
1400-1500	Pro	1.4	54.7	12.8	1.2	0.0	18.2	5.8	2.7	0.1	3.1
	Ocp	1.1	1.4	2.0	1.8	0.0	1.4	1.3	4.5	5.0	27.8
1500-1600	Pro	1.6	57.6	10.3	2.6	0.0	16.9	5.2	2.9	0.1	2.9
	Ocp	1.1	1.5	2.0	6.8	0.0	1.3	1.3	9.2	4.8	30.3
1600-1700	Pro	2.8	57.5	10.8	1.2	0.0	18.9	3.2	2.4	0.1	3.2
	Ocp	1.1	1.5	1.9	2.5	0.0	1.4	1.0	8.6	1.7	35.5
1700-1800	Pro	2.7	64.9	9.2	1.2	0.1	14.2	2.2	2.0	0.1	3.4
	Ocp	1.1	1.4	2.2	3.1	1.0	1.3	1.3	6.0	7.3	38.3
1800-1900	Pro	1.6	71.8	9.3	0.4	0.1	10.2	1.9	1.4	0.5	2.8
Peak hour	Ocp	1.1	1.4	2.0	1.6	17.0	1.2	1.1	16.4	1.1	49.8
1900-2000	Pro	2.5	69.9	13.3	0.2	0.2	7.2	1.7	1.2	0.1	3.8
	Ocp	1.1	1.3	1.9	1.0	7.5	1.2	1.2	6.5	17.0	36.3
2000-2100	Pro	1.8	66.8	17.9	0.1	0.1	6.9	0.9	1.8	0.0	3.7
	Ocp	1.1	1.4	2.0	3.0	17.0	1.2	1.0	3.8	0.0	28.1
2100-2200	Pro	2.4	63.2	19.6	0.0	0.2	8.7	1.1	0.7	0.1	4.1
	Ocp	1.1	1.3	2.1	0.0	14.0	1.3	1.0	1.7	6.0	26.8
2200-2300	Pro	2.2	65.8	19.5	0.0	0.3	5.9	1.7	0.7	0.1	3.9
	Ocp	1.1	1.4	2.1	0.0	5.3	1.2	1.2	1.5	5.0	32.5
16 hours	Pro	2.0	60.4	12.3	1.2	0.1	15.2	3.3	2.1	0.1	3.5
	Ocp	1.1	1.4	2.0	5.7	8.3	1.4	1.2	9.6	5.3	29.9

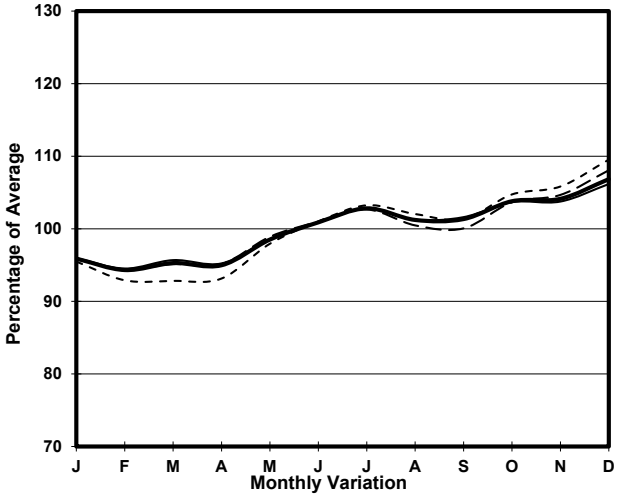
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

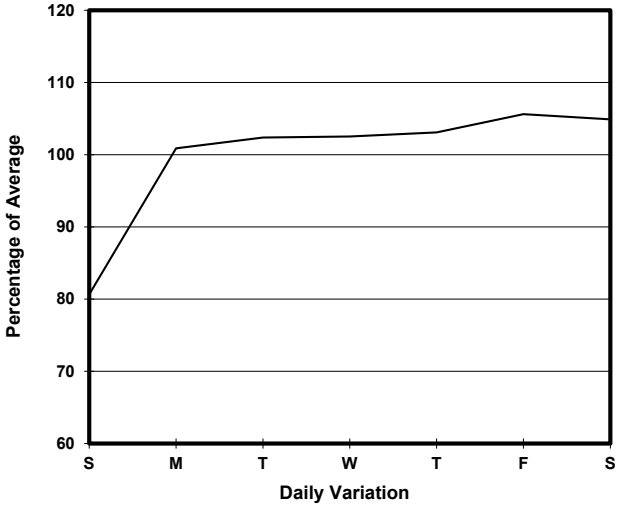
YEAR 2024 **LINK** YUEN LONG HIGHWAY (from TIN SHUI WAI WEST INT to LAM TEI INT)

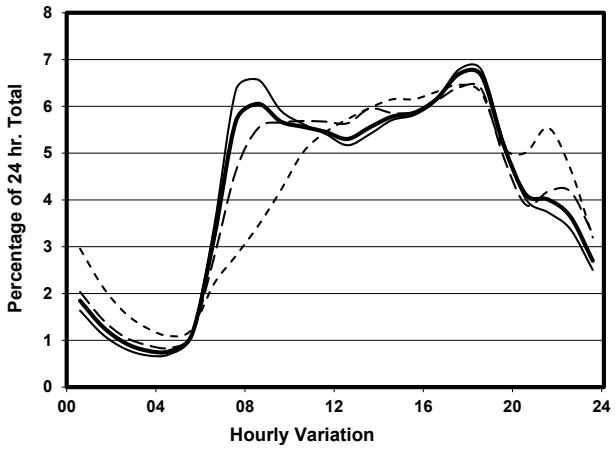
CORE STATION 5025
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

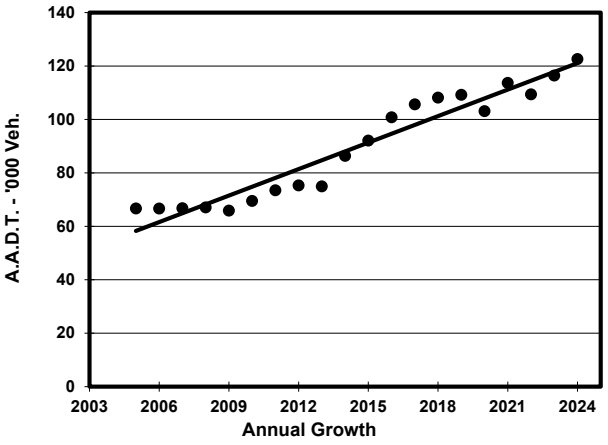


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	62060	64510	65580	50860
R 12 / 24 - %	68.8	70.2	67.9	61.3
R 16 / 24 - %	87.7	88.5	86.6	84.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3600	4090	3480	1960
T - % (AM)	-	21.0	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	4240	4470	4260	3360
T - % (PM)	-	15.5	-	-
Prop.of commercial vehicles - 16 hr.	-	20.4	-	-
WEST BOUND				
A.A.D.T.	60540	62990	64610	48740
R 12 / 24 - %	72.1	73.2	70.9	66.8
R 16 / 24 - %	87.1	87.6	86.6	84.6
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3820	4330	3880	2230
T - % (AM)	-	17.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3970	4190	4090	3080
T - % (PM)	-	14.9	-	-
Prop.of commercial vehicles - 16 hr.	-	20.7	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.0	47.4	9.7	0.6	1.0	18.5	15.8	2.3	0.1	1.7
	Ocp	1.0	1.3	2.2	8.7	14.2	1.4	1.1	8.5	66.0	33.8
0800-0900	Pro	1.5	47.8	7.5	0.6	0.7	20.4	17.7	2.2	0.1	1.5
	Ocp	1.0	1.3	2.1	3.5	17.9	1.3	1.1	8.0	7.0	28.0
0900-1000	Pro	0.8	39.7	9.1	0.6	1.2	23.5	20.7	2.3	0.1	2.1
	Ocp	1.0	1.3	2.1	1.8	16.7	1.3	1.1	13.7	2.0	20.1
1000-1100	Pro	1.1	36.3	9.3	0.6	1.1	24.7	23.3	1.9	0.1	1.7
	Ocp	1.1	1.5	2.2	2.3	13.2	1.3	1.1	19.4	1.0	25.0
1100-1200	Pro	0.8	37.0	9.9	1.0	1.0	24.0	22.9	1.8	0.1	1.6
	Ocp	1.0	1.5	2.2	2.3	14.1	1.3	1.1	22.4	1.0	26.9
1200-1300	Pro	1.2	36.8	8.8	1.1	1.0	23.8	23.5	1.9	0.0	1.8
	Ocp	1.1	1.4	2.2	3.8	9.8	1.3	1.1	15.5	0.0	21.1
1300-1400	Pro	0.9	38.7	9.1	0.7	0.9	23.3	23.5	1.5	0.0	1.4
	Ocp	1.1	1.4	2.0	1.8	12.9	1.4	1.1	9.5	0.0	25.6
1400-1500	Pro	0.7	36.1	10.4	0.3	1.0	26.2	22.0	1.9	0.1	1.4
	Ocp	1.1	1.3	2.1	1.4	13.1	1.3	1.1	14.1	3.0	24.2
1500-1600	Pro	0.9	38.7	10.1	1.1	1.0	23.2	21.6	1.8	0.0	1.5
	Ocp	1.2	1.4	2.2	3.4	12.8	1.4	1.1	19.0	0.0	24.8
1600-1700	Pro	1.7	43.0	7.3	0.8	1.0	23.8	18.6	2.2	0.1	1.7
	Ocp	1.1	1.4	1.9	4.1	17.6	1.3	1.1	13.1	20.5	29.9
1700-1800	Pro	3.0	50.4	8.7	1.1	1.2	20.4	11.7	1.9	0.0	1.6
Peak hour	Ocp	1.0	1.4	2.2	2.9	18.4	1.3	1.0	14.1	0.0	35.4
1800-1900	Pro	2.7	58.0	8.2	0.5	1.2	15.9	9.8	2.2	0.0	1.5
	Ocp	1.1	1.3	2.1	1.9	18.6	1.3	1.0	13.0	0.0	36.8
1900-2000	Pro	1.5	63.5	10.2	0.2	0.6	12.2	7.1	2.7	0.0	1.9
	Ocp	1.1	1.3	2.0	1.0	16.6	1.3	1.1	6.7	0.0	21.6
2000-2100	Pro	2.3	55.4	13.0	0.1	0.8	13.2	10.6	2.2	0.0	2.5
	Ocp	1.1	1.3	2.1	3.0	14.5	1.2	1.0	13.3	0.0	17.6
2100-2200	Pro	1.8	57.9	14.0	0.1	0.9	12.4	9.8	1.2	0.1	2.0
	Ocp	1.0	1.3	2.0	1.0	15.2	1.2	1.0	14.5	6.0	21.6
2200-2300	Pro	1.5	63.1	14.6	0.0	0.8	10.0	6.9	1.3	0.0	1.8
	Ocp	1.1	1.3	1.9	0.0	16.3	1.2	1.0	9.4	0.0	12.9
16 hours	Pro	1.6	46.4	9.7	0.6	1.0	20.1	16.9	2.0	0.1	1.7
	Ocp	1.1	1.4	2.1	3.1	15.3	1.3	1.1	13.1	10.8	25.4

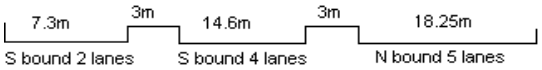
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

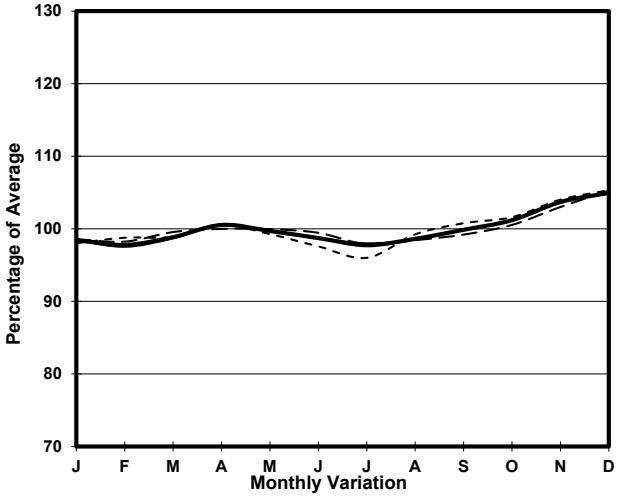
YEAR 2024

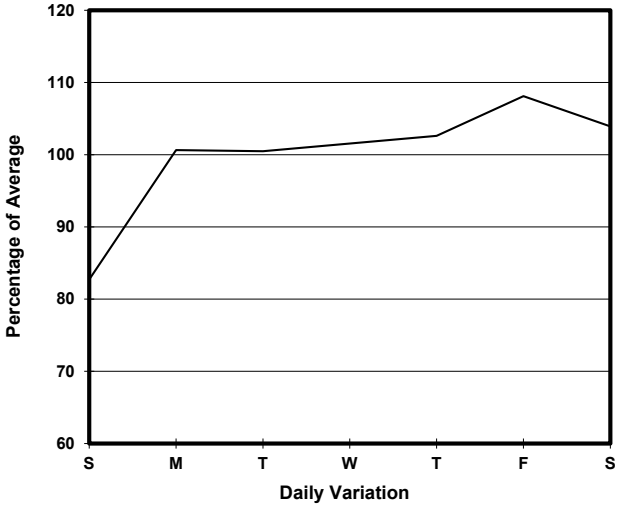
LINK TSING KWAI HIGHWAY (from CHING LAI COURT SLIP RDS TO & FROM CHING CHEUNG RD to CHO YIU CHUEN SLIP RDS TO & FROM KWAI CHUNG RD & TSUEN WAN RD)

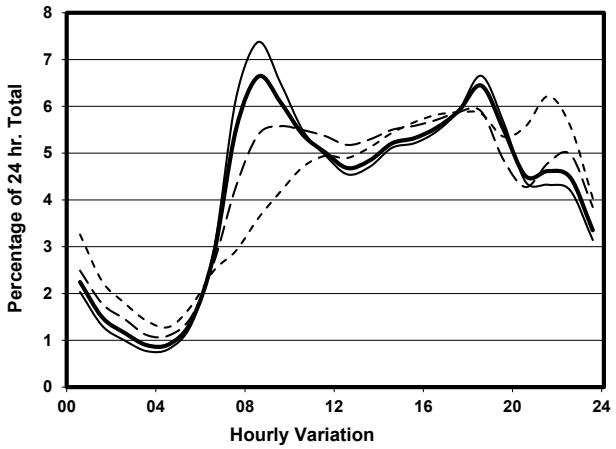
CORE STATION 5026
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

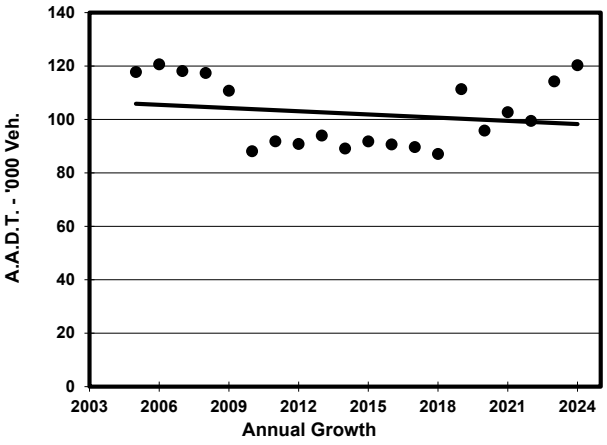
1. TRAFFIC FLOW VARIATION AND GROWTH











All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	61160	63560	63690	50650
R 12 / 24 - %	71.8	73.6	69.4	63.1
R 16 / 24 - %	86.8	87.6	85.3	83.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4980	5790	4190	2420
T - % (AM)	-	15.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3700	3910	3560	3020
T - % (PM)	-	10.9	-	-
Prop.of commercial vehicles - 16 hr.	-	16.2	-	-
NORTH BOUND				
A.A.D.T.	59150	61100	62530	49800
R 12 / 24 - %	61.2	62.4	60.8	54.8
R 16 / 24 - %	84.5	85.7	82.7	79.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3000	3400	2850	1780
T - % (AM)	-	15.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	4060	4390	3890	2940
T - % (PM)	-	10.8	-	-
Prop.of commercial vehicles - 16 hr.	-	15.3	-	-

3. OTHER INFORMATION AND COMMENT

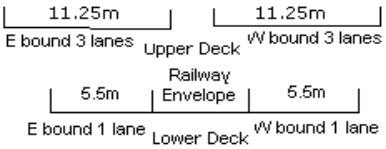
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.6	48.0	14.6	0.9	0.0	14.3	9.4	4.1	0.1	4.1
	Ocp	1.0	1.3	2.1	6.8	0.0	1.4	1.2	16.6	1.0	63.4
0800-0900	Pro	2.9	50.0	13.5	0.4	0.0	17.4	8.5	3.0	0.0	4.3
Peak hour	Ocp	1.0	1.4	2.1	3.2	0.0	1.4	1.2	17.1	0.0	66.0
0900-1000	Pro	1.4	41.2	14.4	0.3	0.0	24.0	12.8	2.2	0.1	3.6
	Ocp	1.1	1.3	2.2	3.4	0.0	1.4	1.2	9.6	1.0	35.1
1000-1100	Pro	1.8	35.2	13.7	0.6	0.0	28.7	14.3	2.4	0.1	3.2
	Ocp	1.1	1.4	2.1	1.2	0.0	1.3	1.1	12.2	1.0	30.9
1100-1200	Pro	1.6	39.3	13.8	0.4	0.0	25.4	13.8	2.1	0.1	3.7
	Ocp	1.1	1.3	2.0	1.3	0.0	1.4	1.1	8.2	1.0	26.1
1200-1300	Pro	1.8	40.1	12.8	0.7	0.0	24.9	14.3	2.2	0.0	3.2
	Ocp	1.0	1.4	2.1	1.8	0.0	1.4	1.1	5.9	0.0	26.9
1300-1400	Pro	1.5	42.8	13.1	0.4	0.0	25.3	12.6	1.6	0.0	2.8
	Ocp	1.0	1.4	2.1	1.4	0.0	1.5	1.2	8.6	0.0	34.3
1400-1500	Pro	2.0	44.3	12.1	0.3	0.0	22.7	13.9	1.9	0.1	2.8
	Ocp	1.0	1.4	2.1	1.4	0.0	1.4	1.1	8.7	1.0	30.3
1500-1600	Pro	1.6	40.1	13.0	0.7	0.0	26.5	13.0	2.2	0.1	3.0
	Ocp	1.1	1.3	1.8	1.8	0.0	1.4	1.1	12.8	2.0	30.2
1600-1700	Pro	2.8	43.8	13.6	0.4	0.0	23.8	8.9	2.8	0.1	3.9
	Ocp	1.0	1.4	1.9	1.6	0.0	1.5	1.1	13.6	1.0	34.5
1700-1800	Pro	4.5	49.9	12.0	0.7	0.0	19.3	7.4	2.0	0.0	4.3
	Ocp	1.1	1.5	2.0	2.3	0.0	1.4	1.1	12.4	0.0	48.8
1800-1900	Pro	3.9	60.5	12.0	0.1	0.0	12.7	4.0	2.6	0.0	4.3
	Ocp	1.1	1.3	2.2	3.0	0.0	1.4	1.1	17.3	0.0	67.1
1900-2000	Pro	2.5	65.4	13.6	0.2	0.0	7.6	3.6	2.0	0.1	5.1
	Ocp	1.0	1.3	2.0	4.0	0.0	1.4	1.1	18.4	1.0	50.4
2000-2100	Pro	4.3	53.2	17.9	0.2	0.0	11.1	3.9	2.6	0.0	6.8
	Ocp	1.1	1.4	1.8	1.5	0.0	1.4	1.1	6.4	0.0	37.7
2100-2200	Pro	3.2	55.6	20.1	0.3	0.0	10.2	3.8	0.8	0.1	5.9
	Ocp	1.2	1.5	2.0	13.7	0.0	1.2	1.1	5.4	1.3	34.0
2200-2300	Pro	2.4	58.4	22.9	0.0	0.0	7.6	2.6	0.8	0.1	5.2
	Ocp	1.1	1.3	1.8	0.0	0.0	1.2	1.1	7.5	1.0	34.2
16 hours	Pro	2.7	47.8	14.1	0.4	0.0	19.3	9.4	2.3	0.1	4.0
	Ocp	1.1	1.4	2.0	3.1	0.0	1.4	1.1	12.9	1.2	43.8

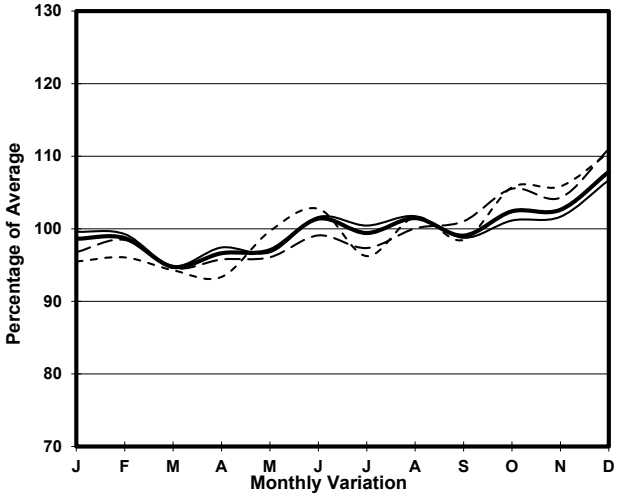
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

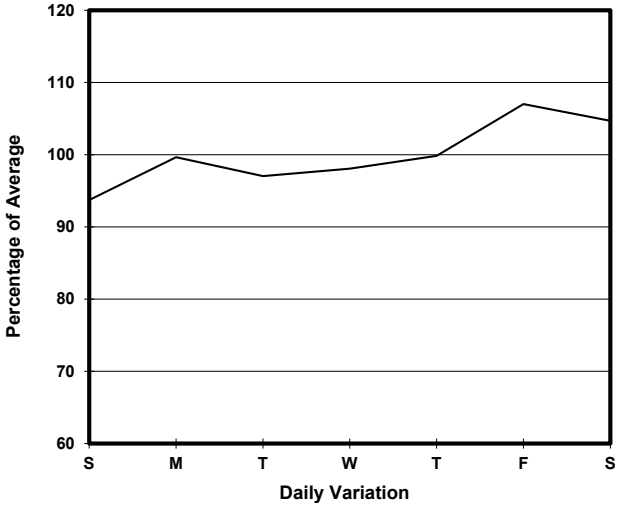
YEAR 2024 **LINK** LANTAU LINK (from TSING MA BRIDGE EASTERN END AT TSING YI to NGONG SHUEN AU)

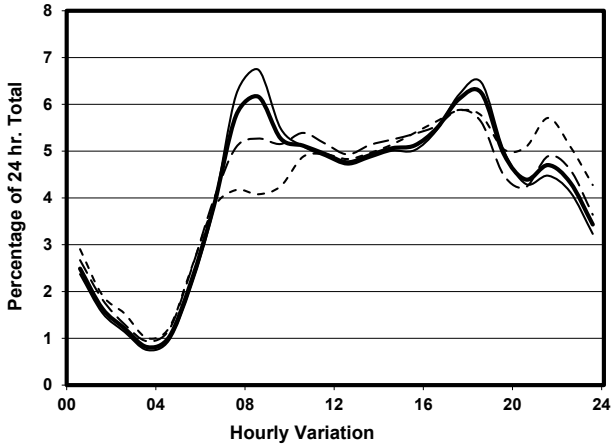
CORE STATION 5027
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

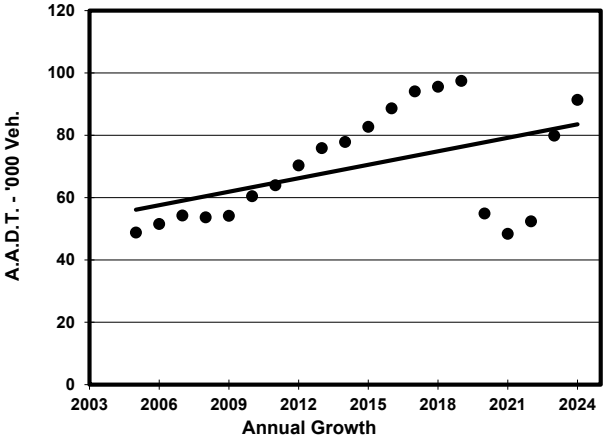


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	46330	46560	47890	44680
R 12 / 24 - %	63.2	64.8	61.3	57.1
R 16 / 24 - %	82.6	83.5	81.0	80.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	2390	2570	2260	1640
T - % (AM)	-	18.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3440	3660	3100	2930
T - % (PM)	-	12.3	-	-
Prop.of commercial vehicles - 16 hr.	-	17.1	-	-
WEST BOUND				
A.A.D.T.	45040	45400	48190	41160
R 12 / 24 - %	66.7	67.5	66.3	62.9
R 16 / 24 - %	84.0	84.7	83.0	81.6
AM Peak Hour	0800-0900	0800-0900	0700-0800	0900-1000
One-way flow at AM peak hour	3240	3630	2880	2090
T - % (AM)	-	15.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	2360	2360	2550	2220
T - % (PM)	-	19.3	-	-
Prop.of commercial vehicles - 16 hr.	-	18.8	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.3	48.4	25.2	0.1	0.0	7.8	8.8	3.2	0.0	3.3
	Ocp	1.0	1.3	2.0	4.0	0.0	1.5	1.1	34.7	0.0	52.9
0800-0900	Pro	2.1	55.4	17.5	0.3	0.0	7.7	10.0	4.1	0.0	2.9
Peak hour	Ocp	1.0	1.2	1.9	1.8	0.0	1.4	1.1	16.1	0.0	46.3
0900-1000	Pro	0.8	45.9	19.3	0.3	0.0	14.7	12.8	2.7	0.0	3.5
	Ocp	1.0	1.3	1.7	1.3	0.0	1.3	1.1	12.2	0.0	28.5
1000-1100	Pro	1.1	39.4	19.3	0.1	0.0	17.3	14.4	4.1	0.1	4.3
	Ocp	1.1	1.3	2.1	1.0	0.0	1.3	1.1	12.3	1.0	22.7
1100-1200	Pro	1.4	39.2	23.5	0.1	0.0	14.6	14.2	2.9	0.1	3.9
	Ocp	1.0	1.4	2.1	1.0	0.0	1.4	1.2	7.3	2.0	25.4
1200-1300	Pro	0.8	44.6	20.6	0.4	0.0	12.2	15.1	1.8	0.1	4.4
	Ocp	1.0	1.3	2.1	1.3	0.0	1.4	1.1	11.4	1.0	22.9
1300-1400	Pro	0.6	44.0	20.6	0.2	0.0	14.3	13.8	2.1	0.1	4.3
	Ocp	1.0	1.4	2.2	1.0	0.0	1.3	1.1	9.2	2.0	21.1
1400-1500	Pro	0.7	42.5	21.3	0.3	0.0	12.9	15.2	2.4	0.1	4.7
	Ocp	1.0	1.4	2.1	2.0	0.0	1.2	1.1	5.8	1.0	20.0
1500-1600	Pro	0.5	45.3	20.2	0.4	0.0	13.8	12.2	3.8	0.0	3.8
	Ocp	1.0	1.3	2.0	1.3	0.0	1.4	1.1	5.2	0.0	24.0
1600-1700	Pro	1.4	47.7	15.8	0.6	0.0	13.0	14.0	3.6	0.1	3.8
	Ocp	1.0	1.3	2.0	2.7	0.0	1.2	1.1	10.1	2.0	33.0
1700-1800	Pro	2.3	49.9	21.5	0.2	0.0	8.4	9.9	4.1	0.0	3.7
	Ocp	1.0	1.3	1.6	2.0	0.0	1.1	1.0	6.0	0.0	43.5
1800-1900	Pro	1.4	64.1	17.8	0.1	0.0	3.7	5.6	3.9	0.0	3.4
	Ocp	1.0	1.3	2.1	3.0	0.0	1.1	1.1	14.9	0.0	44.6
1900-2000	Pro	0.8	58.9	21.8	0.0	0.0	4.7	6.8	3.2	0.0	3.8
	Ocp	1.0	1.3	2.1	0.0	0.0	1.2	1.1	5.5	0.0	32.2
2000-2100	Pro	0.7	53.5	26.0	0.0	0.0	6.1	7.5	2.3	0.0	4.1
	Ocp	1.0	1.4	2.0	0.0	0.0	1.2	1.1	18.4	0.0	25.9
2100-2200	Pro	0.3	53.2	24.9	0.0	0.0	4.3	8.2	4.1	0.0	5.1
	Ocp	1.0	1.4	2.2	0.0	0.0	1.2	1.1	4.9	0.0	23.7
2200-2300	Pro	1.0	50.2	30.6	0.1	0.0	4.6	6.7	2.2	0.0	4.6
	Ocp	1.0	1.4	2.2	1.0	0.0	1.3	1.0	7.5	0.0	20.2
16 hours	Pro	1.3	49.5	21.2	0.2	0.0	9.9	10.8	3.2	0.1	3.9
	Ocp	1.0	1.3	2.0	1.8	0.0	1.3	1.1	12.1	1.5	30.9

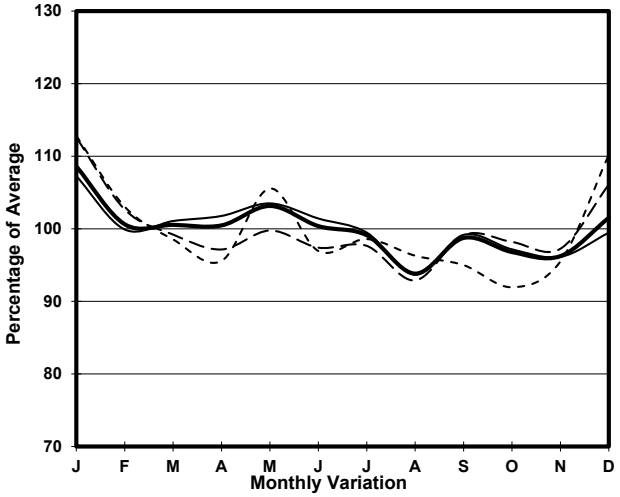
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

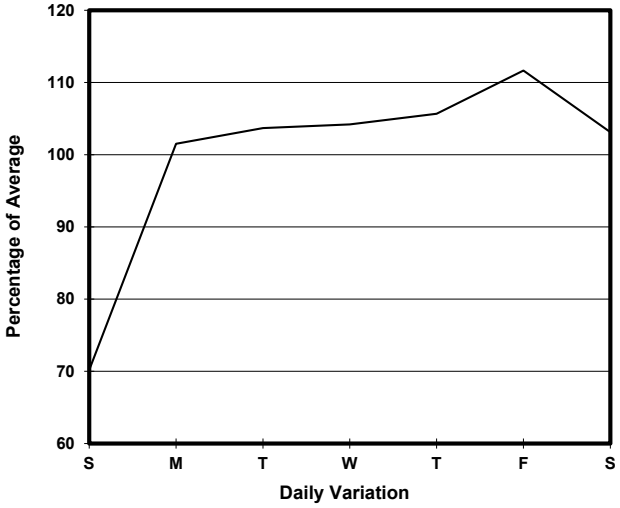
YEAR 2024 **LINK** TSING LONG HIGHWAY - TAI LAM TUNNEL (from AU TAU INT to TUEN MUN RD)

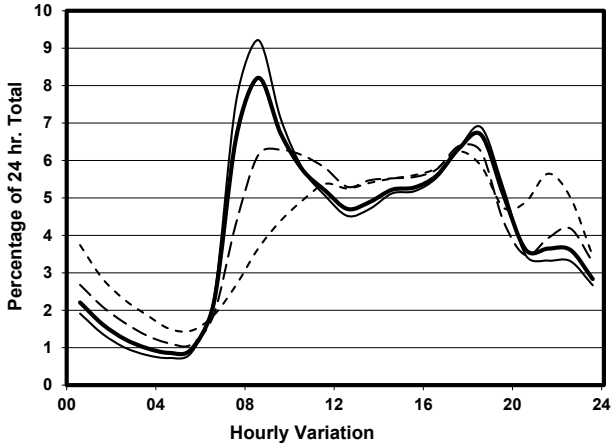
CORE STATION 5029
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

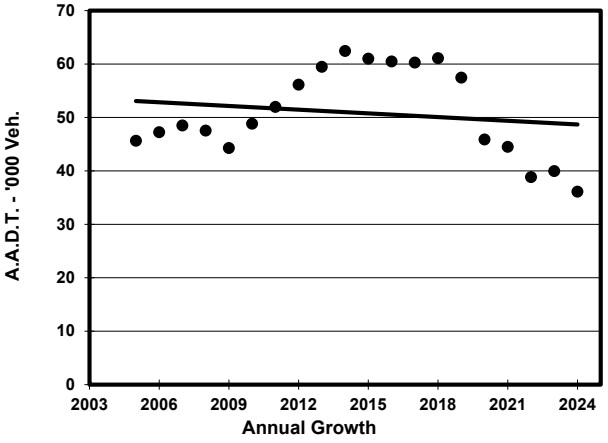


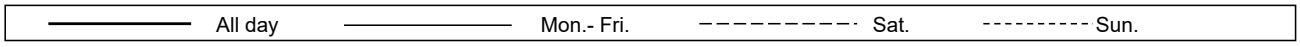
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	19060	20580	19500	13130
R 12 / 24 - %	78.3	80.4	75.0	67.2
R 16 / 24 - %	88.8	89.7	87.4	83.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2300	2810	1670	740
T - % (AM)	-	20.0	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	980	1010	1080	830
T - % (PM)	-	22.6	-	-
Prop.of commercial vehicles - 16 hr.	-	23.1	-	-
NORTH BOUND				
A.A.D.T.	17060	18090	18240	12700
R 12 / 24 - %	63.2	64.6	62.5	54.0
R 16 / 24 - %	85.2	86.8	82.2	78.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	760	850	780	390
T - % (AM)	-	31.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1480	1690	1340	790
T - % (PM)	-	18.6	-	-
Prop.of commercial vehicles - 16 hr.	-	26.6	-	-

3. OTHER INFORMATION AND COMMENT

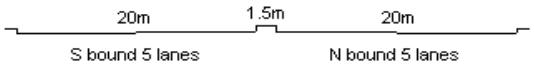
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.4	48.4	9.0	0.0	0.0	15.6	15.2	2.1	0.2	7.1
	Ocp	1.1	1.4	2.2	0.0	0.0	1.6	1.2	18.8	12.0	67.7
0800-0900	Pro	1.6	49.0	8.9	0.0	0.0	16.7	16.3	2.1	0.2	5.1
Peak hour	Ocp	1.2	1.3	2.1	0.0	0.0	1.6	1.2	18.0	13.4	67.6
0900-1000	Pro	1.5	48.9	6.3	0.0	0.0	18.2	19.1	1.4	0.1	4.5
	Ocp	1.2	1.4	2.1	0.0	0.0	1.5	1.2	18.7	24.0	49.3
1000-1100	Pro	1.7	45.7	5.3	0.2	0.0	17.3	23.0	1.3	0.1	5.4
	Ocp	1.2	1.5	2.3	1.0	0.0	1.5	1.1	4.6	16.0	45.0
1100-1200	Pro	2.3	41.4	6.9	0.2	0.0	18.8	22.6	2.0	0.2	5.7
	Ocp	1.1	1.4	2.1	2.0	0.0	1.5	1.2	6.4	7.8	45.2
1200-1300	Pro	1.6	44.4	5.8	0.4	0.0	17.5	21.3	2.8	0.2	6.1
	Ocp	1.1	1.4	1.9	1.5	0.0	1.6	1.3	15.7	10.5	40.6
1300-1400	Pro	0.9	38.9	8.4	0.2	0.0	17.4	26.2	1.7	0.2	6.0
	Ocp	1.0	1.5	2.2	4.0	0.0	1.4	1.3	9.0	12.5	47.5
1400-1500	Pro	0.4	43.7	6.1	0.2	0.0	20.7	21.6	1.3	0.2	5.9
	Ocp	1.5	1.6	2.2	3.0	0.0	1.5	1.2	9.0	9.5	45.5
1500-1600	Pro	0.9	44.1	7.5	0.0	0.0	17.3	22.4	1.8	0.2	5.7
	Ocp	1.0	1.4	1.9	0.0	0.0	1.6	1.2	8.3	10.8	47.9
1600-1700	Pro	1.0	46.4	6.8	0.2	0.0	19.4	18.0	1.8	0.2	6.3
	Ocp	1.0	1.5	2.0	1.0	0.0	1.5	1.2	17.1	14.8	57.1
1700-1800	Pro	3.1	51.7	7.6	0.8	0.0	14.9	13.2	1.5	0.2	6.9
	Ocp	1.1	1.5	2.1	6.8	0.0	1.6	1.1	15.9	11.6	79.7
1800-1900	Pro	1.8	62.1	7.7	0.0	0.0	10.4	5.5	2.7	0.4	9.4
	Ocp	1.0	1.3	2.2	0.0	0.0	1.3	1.2	16.1	8.9	81.2
1900-2000	Pro	3.4	64.1	8.8	0.0	0.0	6.2	5.0	2.0	0.3	10.2
	Ocp	1.2	1.4	2.0	0.0	0.0	1.8	1.0	11.0	12.5	63.4
2000-2100	Pro	2.5	57.2	14.4	0.0	0.0	9.5	3.8	1.9	0.3	10.4
	Ocp	1.2	1.5	1.8	0.0	0.0	1.3	1.1	12.9	10.8	48.7
2100-2200	Pro	1.5	62.7	11.3	0.0	0.0	9.8	3.6	0.9	0.3	10.0
	Ocp	1.0	1.3	1.9	0.0	0.0	1.4	1.0	16.0	11.8	46.8
2200-2300	Pro	2.4	59.5	18.0	0.0	0.0	5.6	4.0	1.3	0.3	8.8
	Ocp	1.2	1.3	1.8	0.0	0.0	1.1	1.1	6.4	9.4	49.3
16 hours	Pro	1.8	49.8	8.3	0.1	0.0	15.4	15.9	1.8	0.2	6.7
	Ocp	1.1	1.4	2.0	4.0	0.0	1.5	1.2	13.9	11.7	57.9

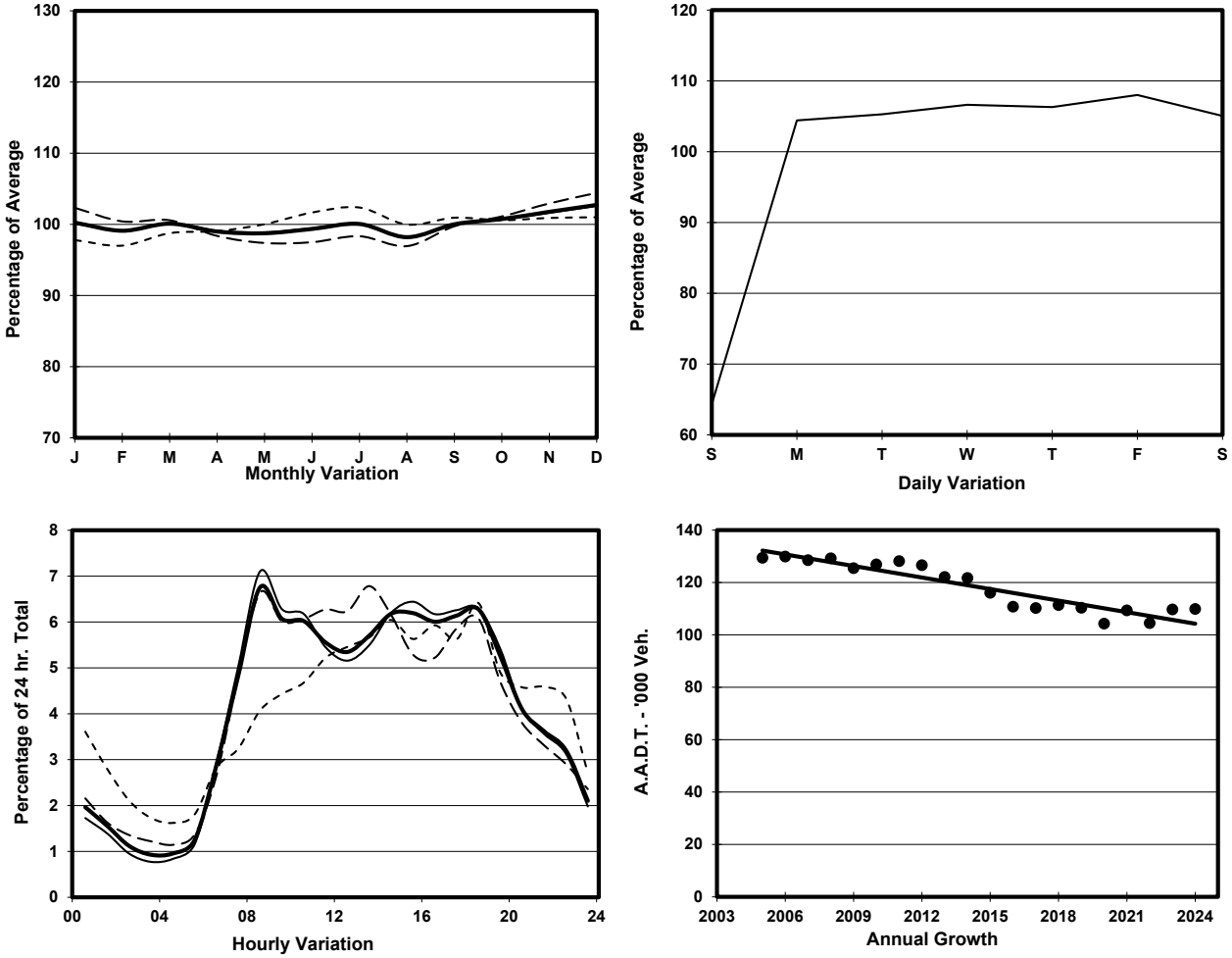
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** KWAI CHUNG RD (from KWAI CHUNG INT to TSUEN WAN RD)

CORE STATION 5030
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	54160	58580	57070	36490
R 12 / 24 - %	74.1	74.9	74.8	67.1
R 16 / 24 - %	87.9	88.7	86.9	83.0
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	4140	4760	4210	1850
T - % (AM)	-	15.3	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	3340	3670	3430	2600
T - % (PM)	-	12.8	-	-
Prop.of commercial vehicles - 16 hr.	-	14.5	-	-
NORTH BOUND				
A.A.D.T.	55710	60300	60520	35530
R 12 / 24 - %	68.1	69.4	68.2	57.6
R 16 / 24 - %	86.6	87.8	85.4	78.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	3280	3680	3610	1390
T - % (AM)	-	17.8	-	-
PM Peak Hour	1800-1900	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	3550	3930	3960	2020
T - % (PM)	-	13.2	-	-
Prop.of commercial vehicles - 16 hr.	-	15.7	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.5	35.9	16.2	1.6	1.5	23.1	8.9	3.7	0.1	3.6
	Ocp	1.1	1.3	2.1	5.8	12.8	1.3	1.2	14.9	1.5	55.6
0800-0900	Pro	3.5	44.8	13.2	0.8	1.2	19.7	10.6	2.3	0.0	3.7
Peak hour	Ocp	1.1	1.2	2.1	6.1	14.1	1.4	1.2	16.9	0.0	53.1
0900-1000	Pro	1.5	38.2	14.6	0.5	1.2	29.1	9.5	1.4	0.1	4.1
	Ocp	1.1	1.4	2.1	2.4	10.0	1.5	1.2	8.0	2.0	31.1
1000-1100	Pro	2.1	33.4	14.4	0.6	0.7	32.0	12.1	0.9	0.1	3.8
	Ocp	1.1	1.3	2.1	1.6	8.1	1.3	1.3	12.9	1.0	29.3
1100-1200	Pro	2.1	32.9	11.2	1.4	0.7	32.7	13.9	1.6	0.1	3.6
	Ocp	1.2	1.4	2.0	4.9	11.2	1.4	1.2	8.0	1.0	32.2
1200-1300	Pro	2.0	36.5	12.7	0.9	0.7	29.3	12.2	2.0	0.0	3.8
	Ocp	1.0	1.4	2.1	5.7	10.8	1.4	1.3	7.6	0.0	30.8
1300-1400	Pro	1.6	35.8	10.8	0.5	0.9	33.9	11.5	1.6	0.0	3.4
	Ocp	1.1	1.4	2.0	4.4	7.9	1.4	1.2	8.5	0.0	41.2
1400-1500	Pro	2.7	35.3	11.8	1.1	0.6	26.5	18.1	0.8	0.1	3.0
	Ocp	1.0	1.3	2.0	3.2	10.0	1.3	1.2	13.6	1.5	37.0
1500-1600	Pro	2.6	37.9	11.4	1.2	0.6	29.7	12.0	1.3	0.0	3.3
	Ocp	1.1	1.5	2.1	4.2	11.6	1.4	1.2	5.9	0.0	39.2
1600-1700	Pro	2.6	39.7	12.5	1.1	0.7	29.2	9.1	1.2	0.1	3.9
	Ocp	1.1	1.3	1.9	2.8	11.1	1.4	1.2	4.5	2.0	42.4
1700-1800	Pro	4.9	46.4	10.9	0.7	1.0	23.4	7.1	1.3	0.0	4.2
	Ocp	1.1	1.3	1.9	3.5	13.9	1.5	1.1	5.8	0.0	59.7
1800-1900	Pro	5.0	55.0	13.9	0.2	1.5	14.2	5.0	1.8	0.0	3.6
	Ocp	1.1	1.4	2.1	1.3	15.1	1.3	1.1	16.4	0.0	67.2
1900-2000	Pro	3.7	59.5	15.6	0.0	1.8	8.2	5.5	1.5	0.0	4.2
	Ocp	1.3	1.2	1.8	0.0	14.1	1.2	1.1	10.5	0.0	53.4
2000-2100	Pro	3.1	54.4	21.8	0.2	1.8	9.6	3.1	1.6	0.0	4.7
	Ocp	1.1	1.3	1.8	1.5	11.4	1.2	1.1	7.7	0.0	35.1
2100-2200	Pro	4.1	52.7	20.9	0.0	1.9	8.9	5.3	1.6	0.0	4.7
	Ocp	1.0	1.2	1.9	0.0	12.5	1.3	1.2	7.4	0.0	41.7
2200-2300	Pro	2.7	52.7	22.0	0.1	2.0	9.4	4.8	1.5	0.0	4.8
	Ocp	1.1	1.3	1.9	1.0	8.7	1.3	1.2	9.1	0.0	40.2
16 hours	Pro	3.1	42.7	14.2	0.7	1.1	23.1	9.6	1.6	0.1	3.8
	Ocp	1.1	1.3	2.0	4.2	11.9	1.4	1.2	10.9	1.7	43.6

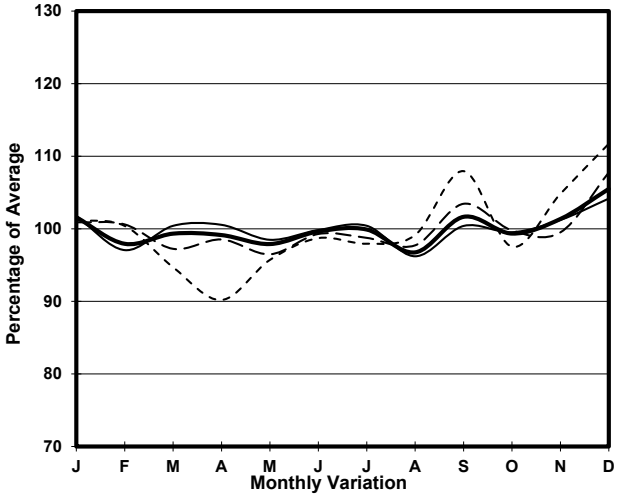
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

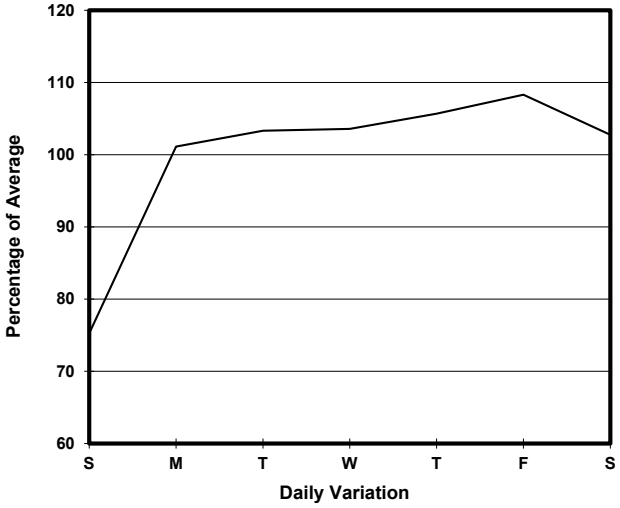
YEAR 2024 **LINK** TSING LONG HIGHWAY - TING KAU BRIDGE (from NW TSING YI INT SOUTHERN TIP to TUEN MUN RD)

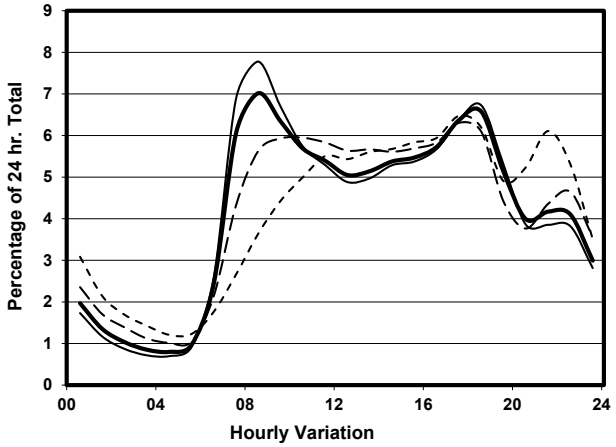
CORE STATION 5033
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

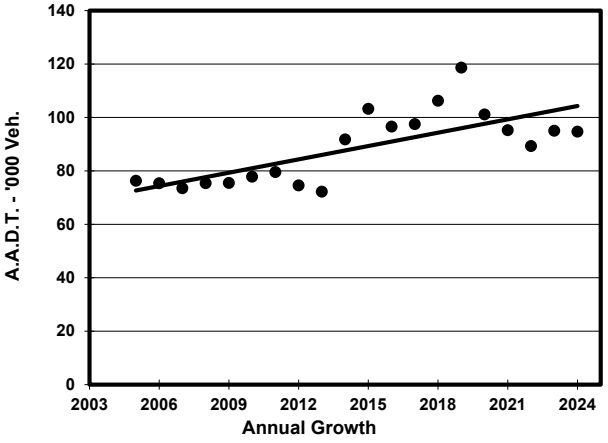


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	48490	51330	50390	36930
R 12 / 24 - %	76.3	78.0	73.7	68.3
R 16 / 24 - %	88.9	89.5	87.7	86.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4600	5440	3750	2050
T - % (AM)	-	19.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2720	2820	2860	2370
T - % (PM)	-	20.6	-	-
Prop.of commercial vehicles - 16 hr.	-	20.3	-	-
NORTH BOUND				
A.A.D.T.	46210	48890	48110	35270
R 12 / 24 - %	63.8	65.0	63.1	56.2
R 16 / 24 - %	86.3	87.5	83.6	81.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2140	2390	2090	1150
T - % (AM)	-	28.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3620	4040	3350	2300
T - % (PM)	-	13.0	-	-
Prop.of commercial vehicles - 16 hr.	-	21.5	-	-

3. OTHER INFORMATION AND COMMENT

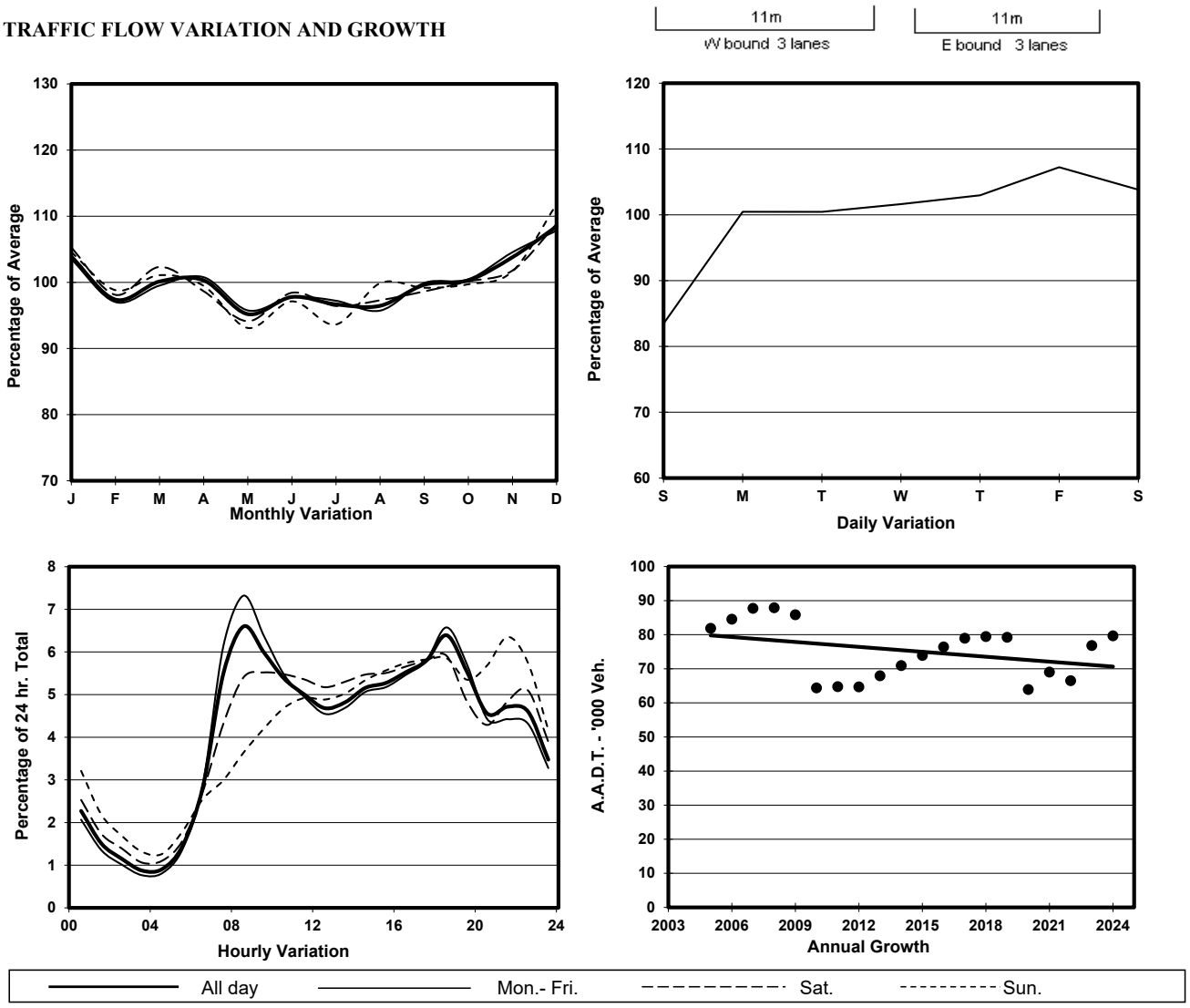
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.7	45.0	10.4	0.4	0.8	16.2	15.8	2.3	0.0	4.5
	Ocp	1.0	1.3	2.0	7.0	14.6	1.4	1.1	22.6	0.0	77.1
0800-0900	Pro	2.9	49.5	6.2	0.2	0.5	17.5	14.9	3.2	0.0	5.2
Peak hour	Ocp	1.0	1.3	1.9	3.0	15.4	1.4	1.1	13.8	0.0	63.6
0900-1000	Pro	0.9	47.6	6.9	0.5	0.5	21.9	15.4	2.1	0.0	4.5
	Ocp	1.1	1.3	2.0	2.1	8.7	1.5	1.1	13.0	0.0	35.9
1000-1100	Pro	1.6	37.8	6.1	0.2	0.5	25.6	22.2	2.0	0.1	3.9
	Ocp	1.1	1.3	1.9	3.3	6.2	1.4	1.1	10.7	0.5	33.1
1100-1200	Pro	0.8	42.5	6.4	0.3	0.5	24.5	19.8	1.5	0.1	3.7
	Ocp	1.2	1.4	2.1	1.3	6.8	1.4	1.1	13.9	2.0	32.1
1200-1300	Pro	1.0	39.0	6.7	0.7	0.8	21.9	24.5	2.1	0.1	3.4
	Ocp	1.1	1.3	1.9	2.0	6.0	1.4	1.1	7.9	1.0	30.8
1300-1400	Pro	1.3	47.0	6.3	0.3	0.4	20.0	20.3	1.5	0.0	2.9
	Ocp	1.1	1.4	2.2	2.0	6.2	1.3	1.1	8.3	0.0	36.8
1400-1500	Pro	0.9	39.1	6.1	0.6	0.4	25.0	22.2	2.8	0.1	2.9
	Ocp	1.0	1.3	2.1	5.9	10.0	1.4	1.1	18.2	2.0	35.5
1500-1600	Pro	1.7	44.7	5.3	0.5	0.6	23.8	18.5	1.6	0.1	3.3
	Ocp	1.1	1.4	2.1	2.7	11.0	1.4	1.1	7.4	2.0	34.2
1600-1700	Pro	2.1	45.3	6.7	0.3	0.6	23.2	15.5	2.1	0.1	4.2
	Ocp	1.1	1.3	2.2	4.0	11.1	1.5	1.1	10.0	1.0	38.8
1700-1800	Pro	3.9	53.9	6.4	0.6	0.4	17.7	10.8	2.1	0.0	4.2
	Ocp	1.0	1.4	2.1	2.4	16.3	1.4	1.1	13.8	0.0	55.0
1800-1900	Pro	2.5	66.2	5.6	0.2	0.4	12.0	5.9	2.8	0.0	4.4
	Ocp	1.1	1.3	2.2	1.3	14.5	1.3	1.1	20.4	0.0	72.4
1900-2000	Pro	2.3	70.0	5.7	0.1	0.5	9.4	4.8	2.2	0.0	5.1
	Ocp	1.1	1.3	1.8	1.0	11.8	1.4	1.1	16.3	0.0	60.9
2000-2100	Pro	2.5	61.7	10.2	0.0	0.7	11.2	6.0	2.1	0.0	5.5
	Ocp	1.1	1.4	1.9	0.0	8.8	1.4	1.1	10.5	0.0	43.6
2100-2200	Pro	2.7	65.4	11.6	0.0	1.0	7.9	5.6	1.1	0.0	4.9
	Ocp	1.1	1.3	1.9	0.0	7.0	1.3	1.1	20.8	0.0	39.8
2200-2300	Pro	2.1	61.1	15.0	0.0	0.8	8.9	5.6	1.8	0.0	4.6
	Ocp	1.2	1.3	1.9	0.0	7.5	1.3	1.0	16.0	0.0	28.7
16 hours	Pro	2.1	50.5	7.2	0.3	0.6	18.3	14.6	2.1	0.1	4.2
	Ocp	1.1	1.3	2.0	3.1	10.3	1.4	1.1	14.3	1.3	48.0

Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR	2024	**LINK**	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)
CORE STATION	5034		
ROAD NETWORK	MAJOR		
ROAD TYPE	URBAN TRUNK ROAD		

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	39860	41320	41420	33450
R 12 / 24 - %	70.6	72.5	68.1	61.7
R 16 / 24 - %	86.4	87.2	84.7	83.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3200	3710	2670	1560
T - % (AM)	-	18.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2400	2520	2320	2000
T - % (PM)	-	12.4	-	-
Prop.of commercial vehicles - 16 hr.	-	18.0	-	-
WEST BOUND				
A.A.D.T.	39800	41070	41970	33700
R 12 / 24 - %	61.6	62.6	61.7	55.6
R 16 / 24 - %	84.6	85.6	83.3	80.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2060	2320	1930	1260
T - % (AM)	-	17.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2690	2900	2630	2010
T - % (PM)	-	15.1	-	-
Prop.of commercial vehicles - 16 hr.	-	17.7	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

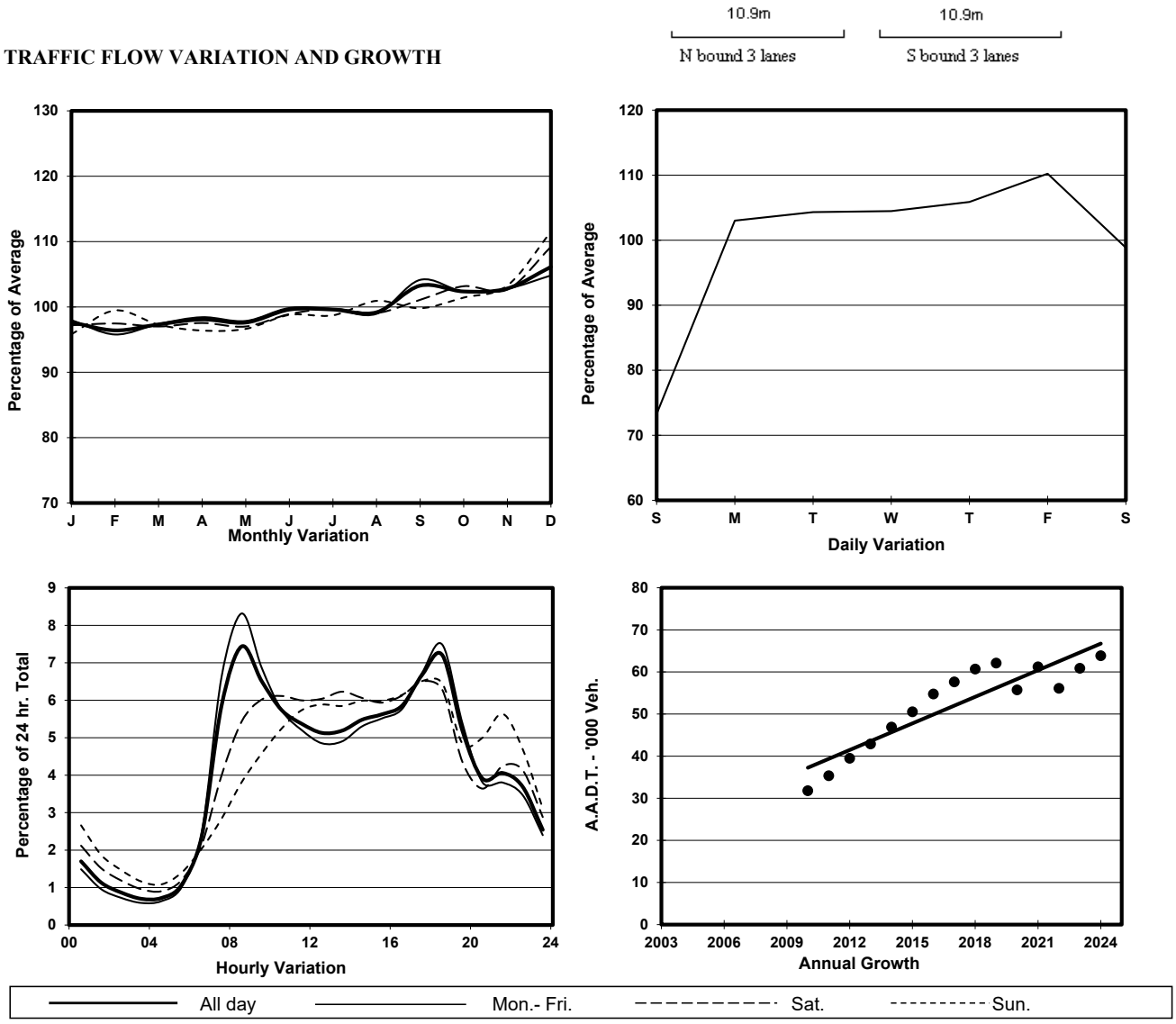
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.0	54.5	12.2	0.5	0.0	9.8	9.8	4.0	0.0	5.2
	Ocp	1.0	1.3	2.1	3.5	0.0	1.4	1.2	19.6	0.0	64.6
0800-0900	Pro	2.5	54.4	11.1	0.3	0.0	13.7	9.8	2.8	0.0	5.4
Peak hour	Ocp	1.0	1.4	2.1	3.4	0.0	1.5	1.2	18.5	0.0	66.2
0900-1000	Pro	1.1	46.1	11.1	0.4	0.0	20.9	13.1	2.4	0.0	5.0
	Ocp	1.1	1.3	2.2	3.8	0.0	1.4	1.1	9.6	0.0	32.9
1000-1100	Pro	1.8	41.2	11.8	0.5	0.0	23.1	13.8	3.2	0.0	4.7
	Ocp	1.1	1.4	2.1	1.0	0.0	1.2	1.1	16.1	0.0	30.4
1100-1200	Pro	0.5	43.4	14.0	0.2	0.0	19.5	14.5	2.8	0.0	5.1
	Ocp	1.0	1.3	2.1	1.5	0.0	1.4	1.1	6.7	0.0	25.2
1200-1300	Pro	1.9	45.6	11.3	0.6	0.0	18.7	15.4	2.3	0.0	4.1
	Ocp	1.0	1.5	2.2	1.7	0.0	1.4	1.1	8.3	0.0	27.7
1300-1400	Pro	1.0	46.1	11.7	0.4	0.0	20.3	14.3	2.1	0.0	4.0
	Ocp	1.0	1.4	2.3	1.3	0.0	1.6	1.2	9.5	0.0	33.0
1400-1500	Pro	1.9	48.0	10.2	0.4	0.0	18.1	15.8	1.8	0.0	3.7
	Ocp	1.1	1.4	2.1	1.3	0.0	1.5	1.1	12.2	0.0	31.6
1500-1600	Pro	1.2	45.5	12.7	0.5	0.0	19.6	14.4	2.4	0.1	3.8
	Ocp	1.1	1.3	1.9	1.8	0.0	1.3	1.1	18.0	3.0	30.5
1600-1700	Pro	1.8	47.9	11.6	0.2	0.0	20.8	9.4	3.3	0.1	5.0
	Ocp	1.0	1.5	1.9	1.0	0.0	1.5	1.2	17.6	1.0	37.1
1700-1800	Pro	3.8	53.5	10.6	0.3	0.0	16.0	8.5	1.9	0.0	5.6
	Ocp	1.1	1.6	2.1	3.3	0.0	1.5	1.1	18.7	0.0	51.0
1800-1900	Pro	3.3	63.6	8.6	0.1	0.0	10.8	5.2	2.9	0.0	5.6
	Ocp	1.0	1.4	2.4	3.0	0.0	1.4	1.0	19.0	0.0	72.0
1900-2000	Pro	2.1	65.7	13.0	0.1	0.0	6.9	4.1	2.1	0.0	6.0
	Ocp	1.0	1.3	2.0	6.0	0.0	1.4	1.1	23.0	0.0	61.1
2000-2100	Pro	3.6	53.9	16.5	0.2	0.0	11.0	4.2	1.7	0.0	8.9
	Ocp	1.1	1.4	1.8	1.0	0.0	1.5	1.2	4.0	0.0	44.5
2100-2200	Pro	1.9	59.5	17.3	0.4	0.0	9.6	3.6	0.6	0.0	7.1
	Ocp	1.2	1.5	2.1	13.7	0.0	1.2	1.1	8.3	0.0	38.9
2200-2300	Pro	2.0	59.4	20.8	0.0	0.0	8.1	3.3	1.1	0.0	5.3
	Ocp	1.2	1.3	1.9	0.0	0.0	1.2	1.0	9.0	0.0	45.9
16 hours	Pro	2.2	51.8	12.3	0.3	0.0	15.6	10.2	2.5	0.1	5.2
	Ocp	1.1	1.4	2.1	3.0	0.0	1.4	1.1	15.4	2.0	46.5

Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** EAGLE'S NEST TUNNEL (from TOLL PLAZA to SOUTH PORTAL)

CORE STATION 5037
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	31110	33270	31500	23060
R 12 / 24 - %	76.6	77.9	74.7	69.5
R 16 / 24 - %	89.5	90.2	88.2	86.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3000	3650	2280	1280
T - % (AM)	-	12.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1810	1900	1860	1480
T - % (PM)	-	9.9	-	-
Prop.of commercial vehicles - 16 hr.	-	15.5	-	-
NORTH BOUND				
A.A.D.T.	32740	35110	32540	24420
R 12 / 24 - %	67.8	68.9	66.9	60.8
R 16 / 24 - %	88.3	89.4	86.1	83.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1750	2040	1580	890
T - % (AM)	-	17.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2790	3210	2310	1660
T - % (PM)	-	10.0	-	-
Prop.of commercial vehicles - 16 hr.	-	16.2	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

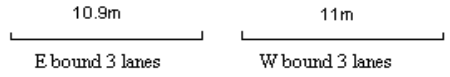
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.8	44.3	17.1	2.0	0.0	15.8	11.6	2.9	0.0	3.6
	Ocp	1.1	1.1	1.9	5.9	0.0	1.2	1.2	10.3	0.0	33.2
0800-0900	Pro	1.9	54.3	12.9	0.2	0.0	16.6	8.6	2.5	0.1	3.0
Peak hour	Ocp	1.0	1.3	1.9	4.3	0.0	1.4	1.2	16.1	1.0	56.1
0900-1000	Pro	0.6	44.8	15.6	0.3	0.0	22.7	11.2	2.2	0.0	2.5
	Ocp	1.0	1.2	2.0	2.0	0.0	1.4	1.1	6.6	0.0	21.2
1000-1100	Pro	0.3	37.6	14.3	0.5	0.0	26.4	17.1	1.6	0.0	2.2
	Ocp	1.0	1.2	1.8	2.4	0.0	1.4	1.2	7.3	0.0	21.8
1100-1200	Pro	0.7	41.7	12.1	1.1	0.0	25.1	15.6	1.2	0.0	2.5
	Ocp	1.0	1.3	2.0	4.2	0.0	1.3	1.2	8.9	0.0	23.4
1200-1300	Pro	0.5	39.8	12.3	0.3	0.0	23.5	18.3	2.7	0.0	2.5
	Ocp	1.3	1.2	1.8	2.0	0.0	1.2	1.2	6.0	0.0	23.1
1300-1400	Pro	1.1	43.1	11.8	0.6	0.0	22.7	15.7	2.4	0.1	2.5
	Ocp	1.0	1.4	2.1	2.3	0.0	1.3	1.2	7.3	1.0	28.4
1400-1500	Pro	0.8	42.9	9.6	0.5	0.0	25.5	15.4	2.8	0.1	2.4
	Ocp	1.2	1.3	1.9	1.3	0.0	1.4	1.1	4.5	1.0	22.6
1500-1600	Pro	0.5	42.4	13.0	1.1	0.0	25.6	13.2	1.8	0.0	2.5
	Ocp	1.3	1.4	2.0	6.6	0.0	1.5	1.2	9.9	0.0	26.2
1600-1700	Pro	1.3	48.2	12.0	0.7	0.0	20.8	11.5	2.5	0.0	2.9
	Ocp	1.3	1.3	1.8	1.3	0.0	1.4	1.1	4.2	0.0	26.8
1700-1800	Pro	2.8	51.0	11.5	0.5	0.0	20.3	8.0	2.7	0.1	3.1
	Ocp	1.1	1.3	2.1	1.6	0.0	1.4	1.0	5.0	1.0	35.8
1800-1900	Pro	3.8	63.2	13.2	0.0	0.0	9.9	4.5	1.9	0.0	3.6
	Ocp	1.1	1.3	2.1	0.0	0.0	1.2	1.0	14.9	0.0	58.4
1900-2000	Pro	2.2	71.2	9.8	0.1	0.0	8.7	3.7	1.2	0.0	3.1
	Ocp	1.0	1.3	2.0	2.0	0.0	1.1	1.0	5.7	0.0	40.2
2000-2100	Pro	2.0	62.8	15.9	0.0	0.0	7.7	5.7	1.6	0.0	4.4
	Ocp	1.2	1.3	1.9	0.0	0.0	1.2	1.0	2.1	0.0	34.7
2100-2200	Pro	2.2	60.9	14.7	0.2	0.0	9.8	7.2	1.2	0.0	3.8
	Ocp	1.0	1.2	2.0	2.0	0.0	1.2	1.0	4.3	0.0	29.3
2200-2300	Pro	2.8	60.1	20.3	0.0	0.0	6.7	5.8	0.7	0.0	3.4
	Ocp	1.2	1.4	2.0	0.0	0.0	1.3	1.1	8.0	0.0	24.0
16 hours	Pro	1.7	50.4	13.3	0.5	0.0	18.3	10.7	2.1	0.1	3.0
	Ocp	1.1	1.3	2.0	3.9	0.0	1.3	1.1	8.4	1.0	34.3

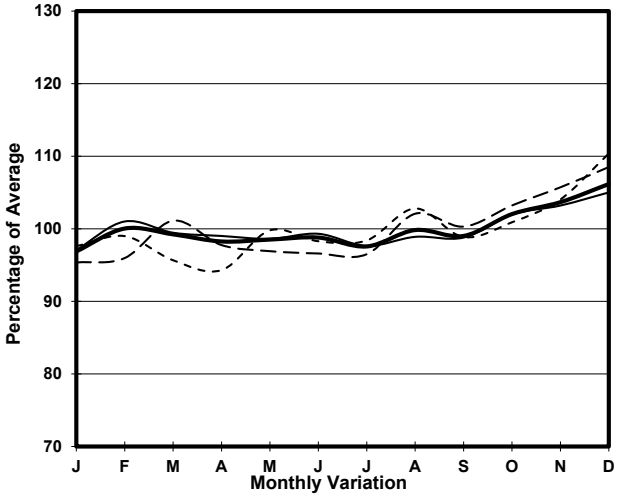
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

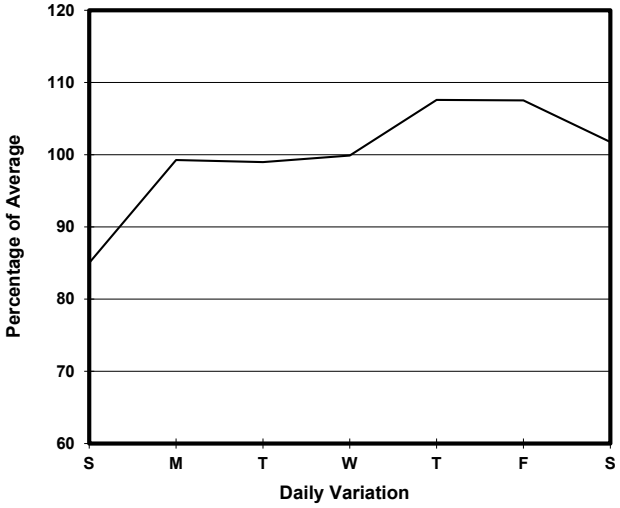
YEAR 2024 **LINK** NAM WAN TUNNEL (from EAST TSING YI VIADUCT to CHEUNG TSING HIGHWAY)

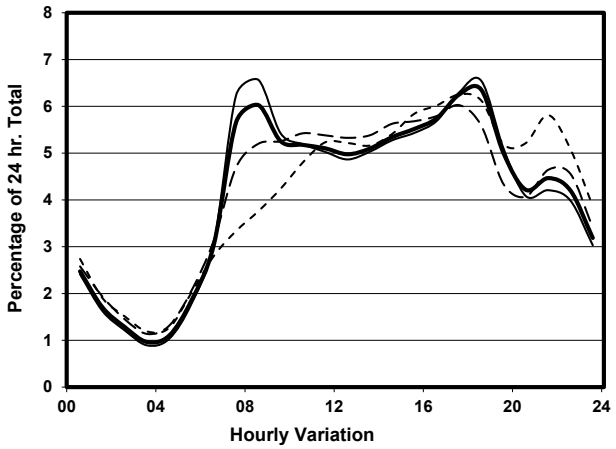
CORE STATION 5038
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

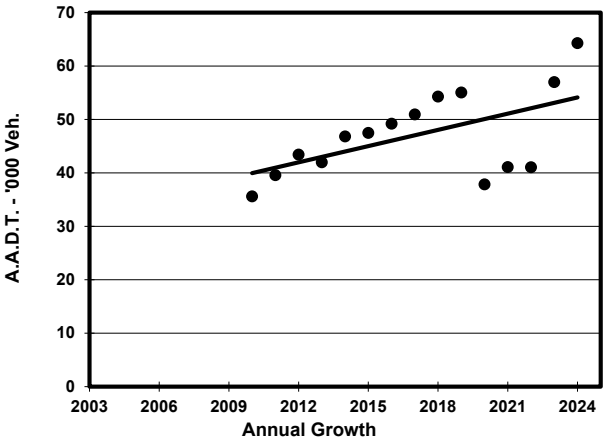
1. TRAFFIC FLOW VARIATION AND GROWTH

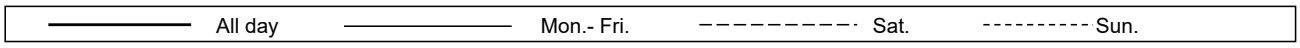












2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	31960	32820	32780	28610
R 12 / 24 - %	67.5	68.9	66.0	61.4
R 16 / 24 - %	84.7	85.1	83.9	83.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2060	2330	1800	1090
T - % (AM)	-	15.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2090	2180	2030	1950
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-
WEST BOUND				
A.A.D.T.	32330	33700	33270	26450
R 12 / 24 - %	65.5	66.3	64.7	61.3
R 16 / 24 - %	84.1	84.9	82.1	81.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1820	2040	1770	1240
T - % (AM)	-	19.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	1990	2170	1950	1560
T - % (PM)	-	10.7	-	-
Prop.of commercial vehicles - 16 hr.	-	17.4	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

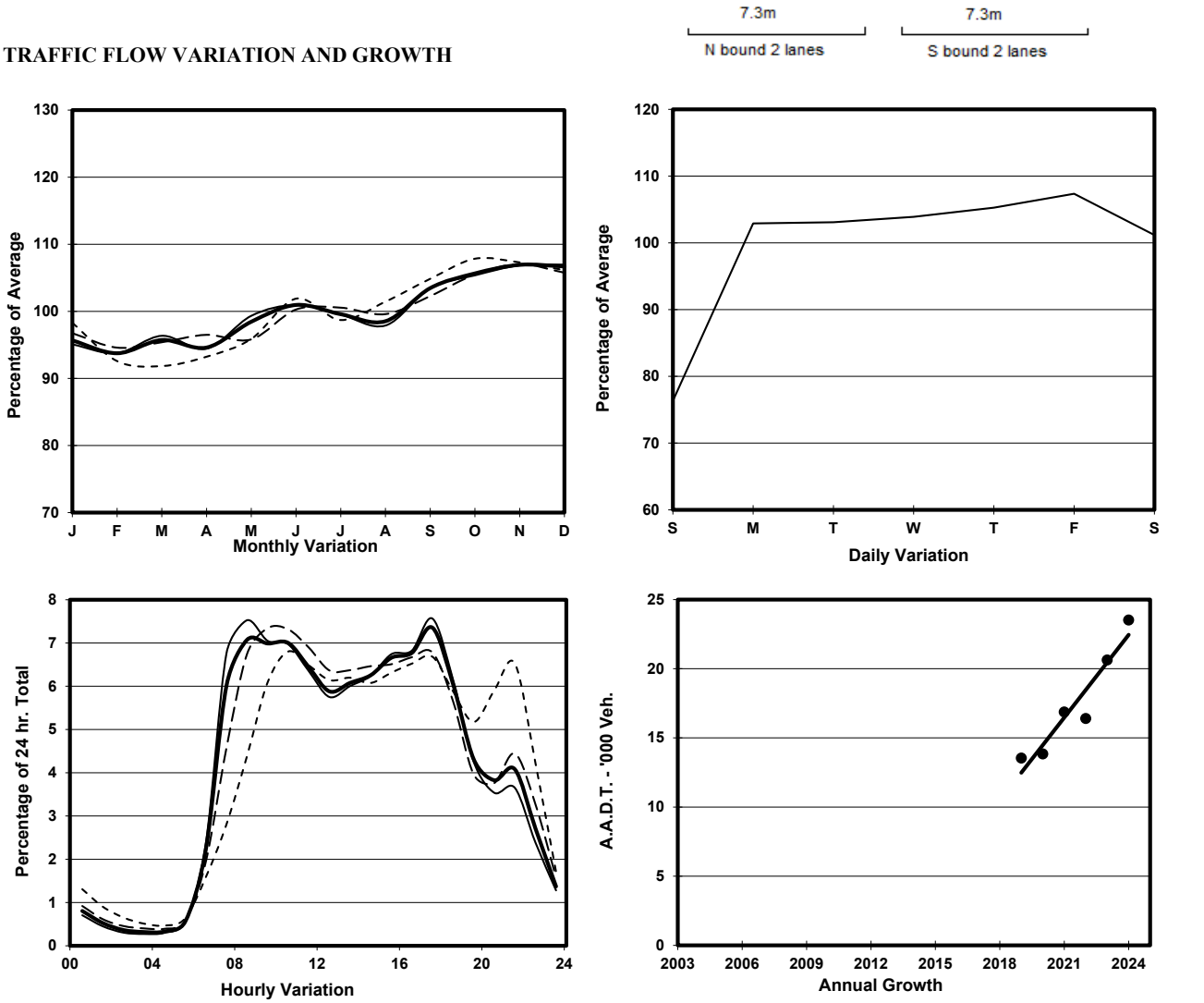
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.0	55.0	16.6	0.6	0.0	8.6	12.9	2.1	0.0	1.3
	Ocp	1.1	1.4	2.3	6.5	0.0	1.5	1.1	19.8	0.0	21.1
0800-0900	Pro	2.7	57.0	13.3	0.2	0.0	9.9	12.1	3.5	0.0	1.3
Peak hour	Ocp	1.0	1.4	2.4	1.0	0.0	1.4	1.1	13.0	0.0	20.3
0900-1000	Pro	1.4	53.0	13.7	0.1	0.0	13.4	13.4	3.0	0.0	2.1
	Ocp	1.0	1.5	2.6	1.0	0.0	1.7	1.2	14.4	0.0	12.4
1000-1100	Pro	0.7	48.0	15.3	0.4	0.0	14.4	16.4	2.9	0.0	2.0
	Ocp	1.4	1.6	2.3	1.0	0.0	1.4	1.1	5.5	0.0	9.0
1100-1200	Pro	1.3	46.4	17.8	0.1	0.0	14.5	16.1	1.7	0.0	2.1
	Ocp	1.0	1.4	2.4	2.0	0.0	1.4	1.1	4.7	0.0	14.4
1200-1300	Pro	1.2	57.0	15.4	0.4	0.0	8.8	13.8	2.2	0.0	1.3
	Ocp	1.0	1.6	2.5	3.3	0.0	1.4	1.1	8.9	0.0	14.7
1300-1400	Pro	0.3	48.2	19.6	0.1	0.0	15.2	12.7	2.1	0.0	1.8
	Ocp	1.0	1.7	2.4	8.0	0.0	1.4	1.1	11.9	0.0	15.5
1400-1500	Pro	0.8	55.2	12.2	0.4	0.0	10.9	17.2	2.0	0.0	1.4
	Ocp	1.3	1.6	2.2	1.3	0.0	1.3	1.1	7.9	0.0	13.7
1500-1600	Pro	1.0	51.2	17.0	0.4	0.0	12.3	13.9	2.7	0.0	1.4
	Ocp	1.4	1.7	2.2	2.3	0.0	1.4	1.1	17.6	0.0	20.0
1600-1700	Pro	1.1	57.4	13.2	0.7	0.0	10.1	12.2	3.9	0.1	1.4
	Ocp	1.0	1.6	2.2	3.2	0.0	1.5	1.1	14.2	1.0	16.3
1700-1800	Pro	1.9	55.2	15.9	0.7	0.0	12.0	10.8	2.3	0.0	1.3
	Ocp	1.1	1.6	2.3	3.2	0.0	1.4	1.0	5.2	0.0	26.2
1800-1900	Pro	2.3	67.7	13.3	0.0	0.0	7.7	5.5	2.5	0.0	1.1
	Ocp	1.1	1.5	2.5	0.0	0.0	1.1	1.0	13.1	0.0	34.6
1900-2000	Pro	1.0	69.4	15.9	0.1	0.0	4.6	4.6	2.9	0.0	1.4
	Ocp	1.0	1.3	2.3	1.0	0.0	1.1	1.0	11.2	0.0	28.1
2000-2100	Pro	0.6	64.3	22.9	0.0	0.0	4.2	4.5	1.7	0.0	1.7
	Ocp	1.3	1.3	2.3	0.0	0.0	1.2	1.0	11.3	0.0	21.2
2100-2200	Pro	0.8	59.4	24.2	0.2	0.0	4.9	7.3	1.3	0.0	1.9
	Ocp	1.0	1.3	2.3	4.0	0.0	1.2	1.2	4.0	0.0	22.7
2200-2300	Pro	1.1	60.5	23.0	0.0	0.0	3.8	6.8	2.3	0.0	2.4
	Ocp	1.0	1.5	2.4	0.0	0.0	1.3	1.1	6.3	0.0	19.5
16 hours	Pro	1.4	56.8	16.3	0.3	0.0	9.8	11.3	2.5	0.1	1.6
	Ocp	1.1	1.5	2.4	3.2	0.0	1.4	1.1	11.5	1.0	19.0

Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** LUNG SHAN TUNNEL (from FANLING HIGHWAY to SHA TAU KOK ROAD)

CORE STATION 5041
ROAD NETWORK MAJOR
ROAD TYPE RURAL TRUNK ROAD

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11730	12430	11850	9140
R 12 / 24 - %	77.6	79.4	76.1	67.4
R 16 / 24 - %	93.9	93.9	93.9	93.5
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	780	910	830	470
T - % (AM)	-	21.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	940	1030	860	690
T - % (PM)	-	22.3	-	-
Prop.of commercial vehicles - 16 hr.	-	27.8	-	-
NORTH BOUND				
A.A.D.T.	11790	12470	12310	8980
R 12 / 24 - %	79.5	80.4	79.2	73.5
R 16 / 24 - %	93.2	93.6	92.4	90.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	910	1000	950	630
T - % (AM)	-	29.0	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	790	850	820	550
T - % (PM)	-	13.6	-	-
Prop.of commercial vehicles - 16 hr.	-	30.1	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.9	40.2	3.4	0.0	0.0	25.6	23.2	2.9	0.0	2.0
	Ocp	1.2	1.3	2.2	0.0	0.0	1.4	1.0	26.3	0.0	66.7
0800-0900	Pro	3.8	50.6	3.0	1.0	0.0	15.0	22.8	2.8	0.0	1.1
	Ocp	1.1	1.3	2.4	1.4	0.0	1.5	1.1	11.9	0.0	52.0
0900-1000	Pro	0.8	40.3	2.7	0.2	0.0	16.7	28.1	9.1	0.0	2.1
	Ocp	1.3	1.3	1.8	2.0	0.0	1.3	1.1	8.3	0.0	44.8
1000-1100	Pro	0.5	36.6	2.3	0.5	0.0	20.5	30.1	5.8	0.0	3.8
	Ocp	1.5	1.6	2.2	1.5	0.0	1.3	1.1	10.3	0.0	47.1
1100-1200	Pro	1.4	37.0	2.8	0.3	0.0	17.5	27.2	10.0	0.0	3.8
	Ocp	1.0	1.6	2.2	2.0	0.0	1.4	1.0	16.5	0.0	45.0
1200-1300	Pro	1.2	34.6	2.5	0.3	0.0	16.5	37.8	2.8	0.0	4.2
	Ocp	1.3	1.4	1.8	1.0	0.0	1.4	1.1	11.3	0.0	36.6
1300-1400	Pro	0.9	40.2	2.2	0.0	0.0	17.3	32.8	2.5	0.0	4.0
	Ocp	1.0	1.4	2.1	0.0	0.0	1.4	1.1	9.0	0.0	44.3
1400-1500	Pro	0.8	41.1	2.3	0.8	0.0	17.5	32.1	2.5	0.0	2.8
	Ocp	1.3	1.4	3.0	17.3	0.0	1.3	1.1	18.4	0.0	40.1
1500-1600	Pro	0.7	43.0	1.7	0.7	0.0	21.0	28.2	1.5	0.0	3.2
	Ocp	1.0	1.4	2.4	8.0	0.0	1.4	1.1	7.5	0.0	44.3
1600-1700	Pro	2.3	43.0	2.0	0.8	0.0	21.9	24.2	2.8	0.0	3.1
	Ocp	1.1	1.5	1.8	6.0	0.0	1.5	1.0	15.6	0.0	51.8
1700-1800	Pro	3.3	59.5	4.5	0.2	0.0	13.7	13.7	2.6	0.0	2.4
Peak hour	Ocp	1.1	1.6	2.2	1.0	0.0	1.4	1.1	16.0	0.0	58.7
1800-1900	Pro	3.2	67.7	4.5	0.0	0.0	11.2	8.2	2.7	0.0	2.5
	Ocp	1.1	1.4	2.2	0.0	0.0	1.2	1.0	12.1	0.0	56.8
1900-2000	Pro	3.2	70.5	2.8	0.0	0.0	9.9	6.4	2.8	0.0	4.4
	Ocp	1.3	1.4	2.5	0.0	0.0	1.3	1.0	8.5	0.0	43.6
2000-2100	Pro	2.6	60.9	6.6	0.4	0.0	13.2	6.6	5.3	0.0	4.3
	Ocp	1.3	1.3	1.8	1.0	0.0	1.4	1.0	5.6	0.0	45.6
2100-2200	Pro	3.3	67.4	7.4	0.0	0.0	11.2	5.1	1.9	0.0	3.8
	Ocp	1.0	1.5	1.9	0.0	0.0	1.0	1.0	1.0	0.0	45.1
2200-2300	Pro	1.5	81.1	2.9	0.0	0.0	8.7	1.9	1.5	0.0	2.4
	Ocp	1.7	1.5	1.0	0.0	0.0	1.1	1.0	7.3	0.0	26.3
16 hours	Pro	2.0	48.9	3.2	0.4	0.0	16.7	22.0	3.9	0.0	3.0
	Ocp	1.2	1.4	2.1	5.3	0.0	1.4	1.1	12.2	0.0	46.7

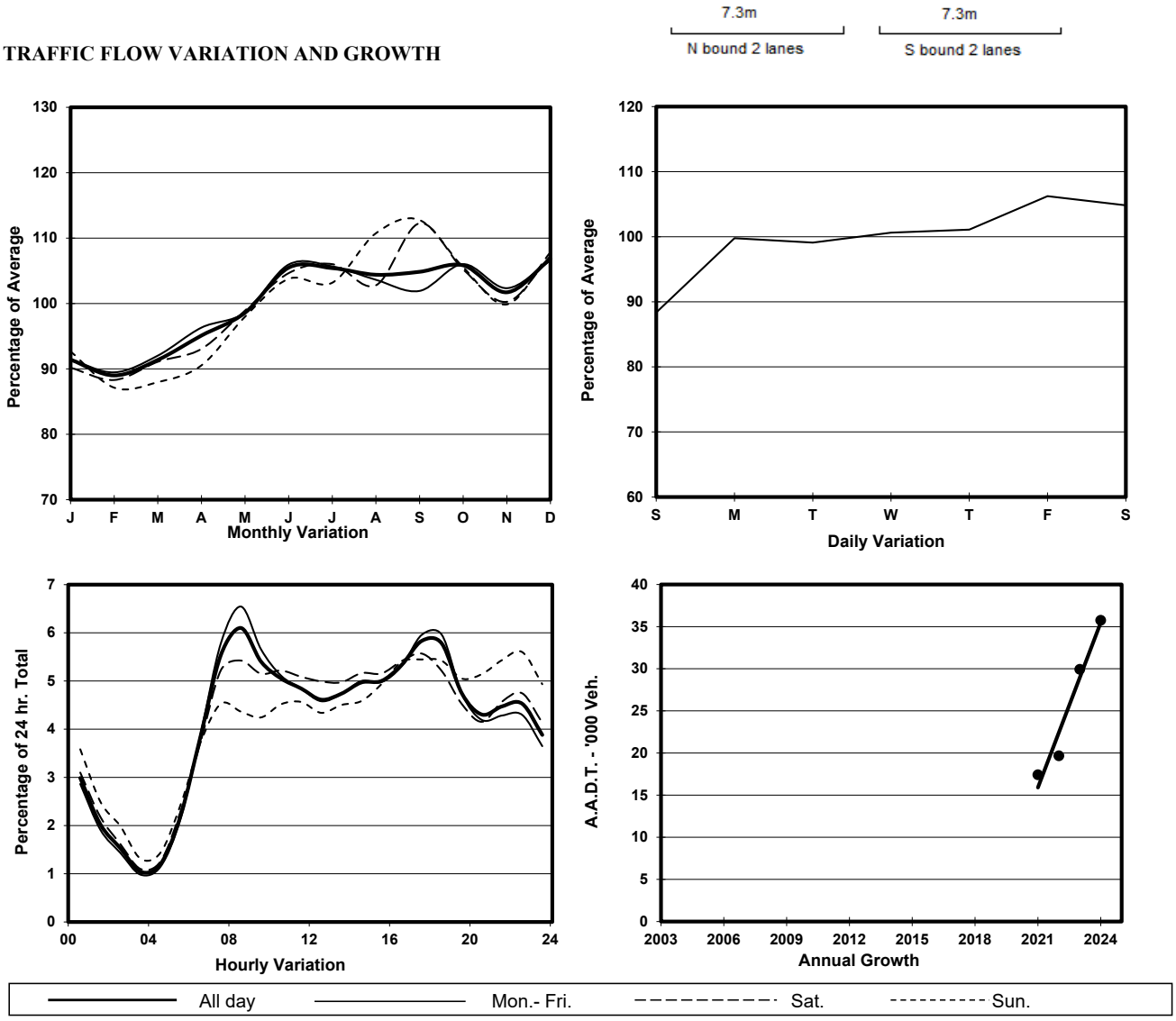
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024

LINK TUEN MUN CHEK LAP KOK TUNNEL (from LUNG FU RD to HONG KONG BOUNDARY CROSSING FACILITIES (BCF))

CORE STATION 5042
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	18050	18500	19240	15410
R 12 / 24 - %	63.8	64.8	63.8	58.4
R 16 / 24 - %	80.9	81.6	80.5	77.6
AM Peak Hour	0800-0900	0800-0900	0700-0800	0900-1000
One-way flow at AM peak hour	1280	1430	1170	750
T - % (AM)	-	30.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	950	980	1000	780
T - % (PM)	-	30.4	-	-
Prop.of commercial vehicles - 16 hr.	-	30.7	-	-
NORTH BOUND				
A.A.D.T.	17700	17970	18610	16210
R 12 / 24 - %	62.6	64.1	61.3	55.4
R 16 / 24 - %	81.6	82.3	80.7	78.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0700-0800
One-way flow at AM peak hour	900	950	920	690
T - % (AM)	-	26.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1170	1260	1110	950
T - % (PM)	-	22.6	-	-
Prop.of commercial vehicles - 16 hr.	-	26.9	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

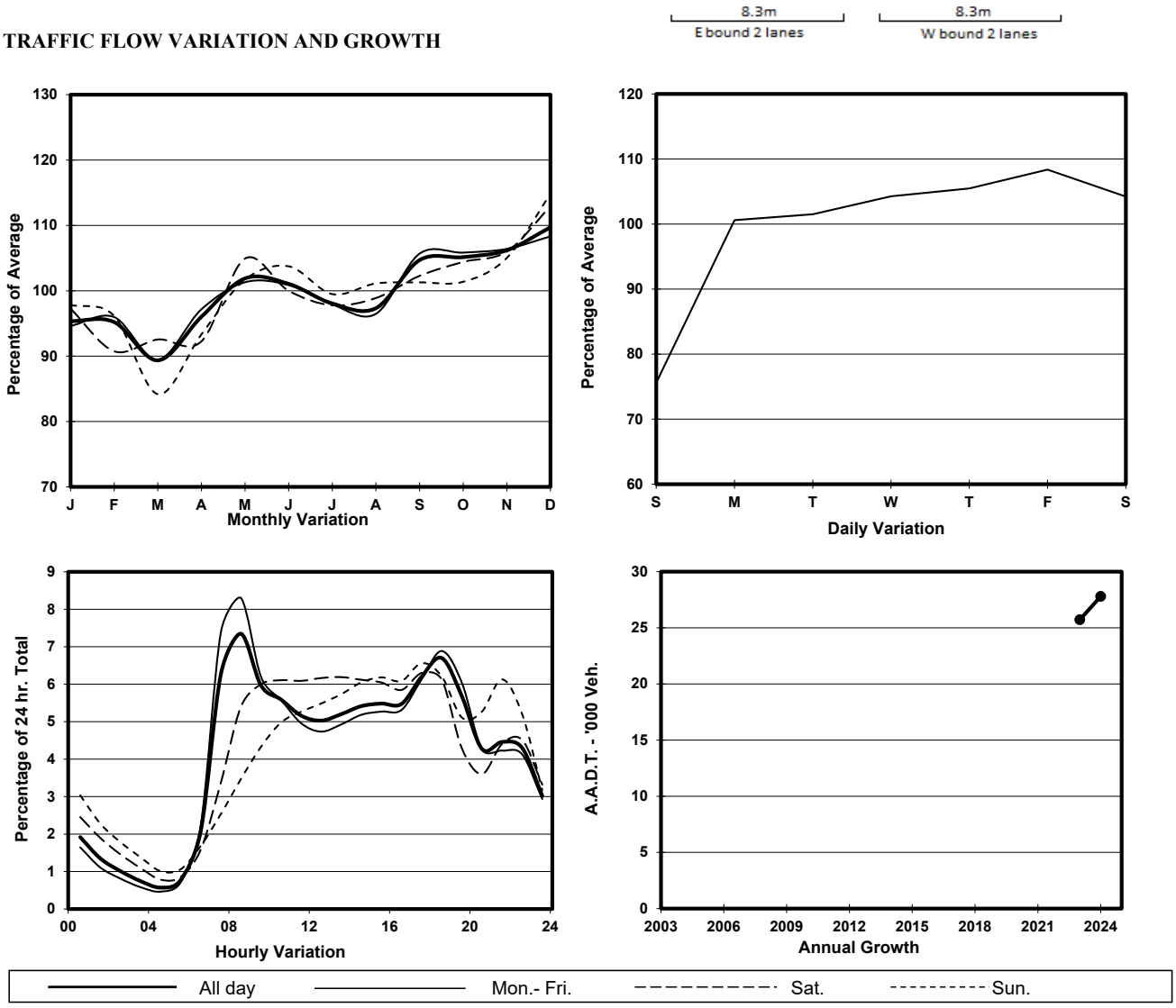
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.2	44.5	19.2	0.2	0.0	8.6	16.2	2.0	0.0	4.1
	Ocp	1.0	1.4	1.6	6.0	0.0	1.4	1.0	16.7	0.0	52.1
0800-0900	Pro	2.1	45.5	15.1	0.0	0.0	8.7	22.7	2.8	0.0	3.3
Peak hour	Ocp	1.1	1.5	1.7	0.0	0.0	1.2	1.1	3.3	0.0	54.8
0900-1000	Pro	1.3	37.8	13.7	0.0	0.0	13.7	27.0	2.7	0.0	3.8
	Ocp	1.0	1.4	1.6	0.0	0.0	1.3	1.1	3.1	0.0	31.6
1000-1100	Pro	1.1	27.3	15.9	0.3	0.0	15.4	32.8	3.4	0.0	3.8
	Ocp	1.3	1.3	1.9	2.0	0.0	1.2	1.1	3.5	0.0	28.4
1100-1200	Pro	0.5	34.0	10.3	0.5	0.0	15.9	33.2	1.9	0.0	3.6
	Ocp	1.0	1.4	1.7	1.5	0.0	1.5	1.1	2.6	0.0	23.0
1200-1300	Pro	0.9	35.2	11.6	0.3	0.0	17.3	30.2	0.3	0.0	4.2
	Ocp	1.0	1.3	1.9	1.0	0.0	1.4	1.0	10.0	0.0	27.2
1300-1400	Pro	1.5	36.5	10.3	0.0	0.0	12.1	35.3	1.2	0.1	3.2
	Ocp	1.0	1.3	1.9	0.0	0.0	1.4	1.1	1.3	1.0	37.2
1400-1500	Pro	0.5	33.4	16.3	0.0	0.0	15.0	28.9	1.8	0.1	4.0
	Ocp	1.0	1.4	1.8	0.0	0.0	1.3	1.1	1.0	1.0	23.8
1500-1600	Pro	0.7	36.8	11.1	0.0	0.0	17.4	30.3	0.7	0.0	3.1
	Ocp	1.0	1.5	1.4	0.0	0.0	1.3	1.1	1.0	0.0	29.8
1600-1700	Pro	1.0	39.5	10.1	0.0	0.0	13.2	27.9	3.9	0.0	4.5
	Ocp	1.0	1.4	1.3	0.0	0.0	1.4	1.1	1.0	0.0	35.3
1700-1800	Pro	4.4	45.3	13.5	0.2	0.0	13.3	16.2	3.3	0.0	3.6
	Ocp	1.1	1.4	1.7	10.0	0.0	1.3	1.0	18.1	0.0	42.3
1800-1900	Pro	2.8	56.1	10.2	0.0	0.0	7.6	15.8	3.8	0.0	3.6
	Ocp	1.0	1.2	1.5	0.0	0.0	1.2	1.1	30.5	0.0	57.9
1900-2000	Pro	0.9	60.1	17.6	0.0	0.0	5.5	10.1	2.4	0.0	3.4
	Ocp	1.0	1.3	1.7	0.0	0.0	1.2	1.2	6.5	0.0	31.4
2000-2100	Pro	2.5	55.2	17.2	0.0	0.0	6.8	10.9	3.0	0.0	4.3
	Ocp	1.2	1.2	1.9	0.0	0.0	1.2	1.0	2.6	0.0	31.5
2100-2200	Pro	1.2	42.2	23.3	0.0	0.0	6.3	20.9	1.2	0.0	4.9
	Ocp	1.0	1.5	1.8	0.0	0.0	1.1	1.0	6.0	0.0	14.6
2200-2300	Pro	2.8	47.8	26.0	0.0	0.0	6.2	13.1	0.3	0.0	3.8
	Ocp	1.1	1.6	1.9	0.0	0.0	1.2	1.0	2.0	0.0	19.2
16 hours	Pro	1.9	42.9	15.0	0.1	0.0	11.3	22.7	2.2	0.1	3.8
	Ocp	1.1	1.4	1.7	3.7	0.0	1.3	1.1	9.0	1.0	34.8

Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** TSEUNG KWAN O - LAM TIN TUNNEL (from EASTERN PORTAL to WESTERN PORTAL & SLIP RD TO EHC)

CORE STATION 5043
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	13040	13630	14060	10300
R 12 / 24 - %	64.6	65.2	65.6	58.7
R 16 / 24 - %	88.2	89.4	85.6	84.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	660	760	710	340
T - % (AM)	-	21.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	990	1110	890	700
T - % (PM)	-	8.9	-	-
Prop.of commercial vehicles - 16 hr.	-	18.6	-	-
WEST BOUND				
A.A.D.T.	14760	15670	15370	10950
R 12 / 24 - %	74.5	75.7	73.6	66.8
R 16 / 24 - %	88.8	89.6	87.4	84.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1380	1670	1050	580
T - % (AM)	-	14.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	900	950	960	700
T - % (PM)	-	18.7	-	-
Prop.of commercial vehicles - 16 hr.	-	16.9	-	-

3. OTHER INFORMATION AND COMMENT

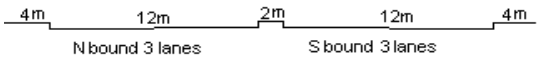
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.6	58.1	12.6	2.4	0.0	9.1	8.6	5.9	0.0	0.7
	Ocp	1.1	1.4	2.0	7.2	0.0	1.2	1.2	11.9	0.0	29.8
0800-0900	Pro	2.1	63.7	9.8	1.7	0.0	5.6	10.1	6.2	0.0	0.8
Peak hour	Ocp	1.0	1.4	2.0	4.9	0.0	1.3	1.0	8.8	0.0	35.3
0900-1000	Pro	1.6	54.0	13.5	0.3	0.0	8.7	17.9	3.6	0.0	0.5
	Ocp	1.1	1.3	2.0	6.0	0.0	1.4	1.1	8.0	0.0	13.5
1000-1100	Pro	1.3	38.5	11.3	1.4	0.0	21.4	23.2	2.3	0.0	0.5
	Ocp	1.0	1.3	1.9	7.4	0.0	1.5	1.1	4.8	0.0	4.0
1100-1200	Pro	2.1	37.3	11.9	0.4	0.0	22.9	21.8	2.7	0.0	0.8
	Ocp	1.1	1.4	2.0	5.5	0.0	1.4	1.1	6.4	0.0	2.5
1200-1300	Pro	5.2	42.7	11.0	2.5	0.0	17.7	17.0	3.5	0.0	0.5
	Ocp	1.0	1.6	1.9	3.9	0.0	1.3	1.1	7.9	0.0	3.5
1300-1400	Pro	3.2	41.6	12.5	0.9	0.0	15.0	23.3	3.0	0.0	0.4
	Ocp	1.1	1.5	1.8	2.0	0.0	1.5	1.1	5.7	0.0	7.0
1400-1500	Pro	2.4	40.4	9.8	0.0	0.0	21.4	23.0	2.6	0.0	0.4
	Ocp	1.1	1.4	2.0	0.0	0.0	1.5	1.1	10.1	0.0	5.6
1500-1600	Pro	2.0	41.6	10.9	3.6	0.0	14.7	21.7	5.0	0.0	0.5
	Ocp	1.0	1.4	1.9	7.7	0.0	1.4	1.1	5.4	0.0	9.9
1600-1700	Pro	4.4	39.9	10.0	2.4	0.0	22.3	15.3	5.3	0.0	0.5
	Ocp	1.0	1.6	2.1	3.3	0.0	1.4	1.0	4.3	0.0	9.0
1700-1800	Pro	6.0	50.5	9.5	2.3	0.0	11.9	13.5	5.6	0.0	0.7
	Ocp	1.0	1.5	2.1	4.1	0.0	1.3	1.1	7.4	0.0	19.4
1800-1900	Pro	6.9	65.6	9.2	0.6	0.0	4.9	4.9	7.1	0.0	0.7
	Ocp	1.1	1.4	2.1	1.8	0.0	1.4	1.1	16.9	0.0	33.6
1900-2000	Pro	5.6	66.4	14.7	0.2	0.0	5.6	1.7	5.3	0.0	0.8
	Ocp	1.1	1.4	1.9	3.0	0.0	1.3	1.0	13.6	0.0	33.9
2000-2100	Pro	2.8	69.5	17.9	0.0	0.0	3.4	2.3	3.4	0.0	0.6
	Ocp	1.0	1.5	1.9	0.0	0.0	1.2	2.4	3.8	0.0	16.8
2100-2200	Pro	5.3	63.5	23.6	0.0	0.0	4.3	1.0	1.4	0.0	1.0
	Ocp	1.1	1.5	1.8	0.0	0.0	1.4	1.0	8.2	0.0	8.4
2200-2300	Pro	2.4	65.4	24.5	0.0	0.0	5.0	0.7	1.4	0.0	0.7
	Ocp	1.2	1.5	1.9	0.0	0.0	1.1	1.0	6.2	0.0	23.3
16 hours	Pro	3.5	53.2	12.8	1.2	0.0	11.7	12.7	4.3	0.0	0.6
	Ocp	1.1	1.4	1.9	5.2	0.0	1.4	1.1	9.2	0.0	19.3

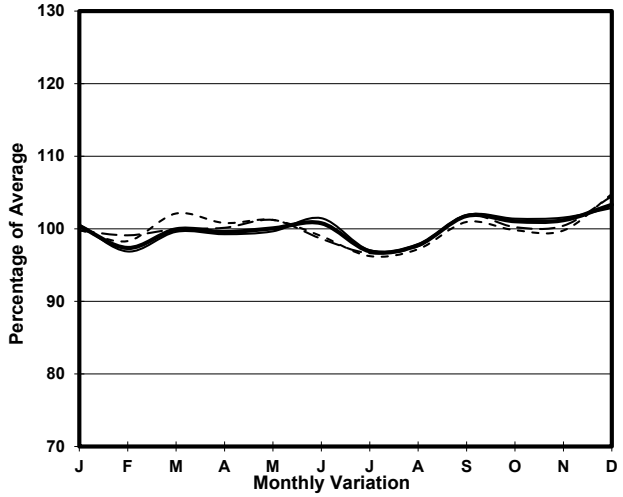
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

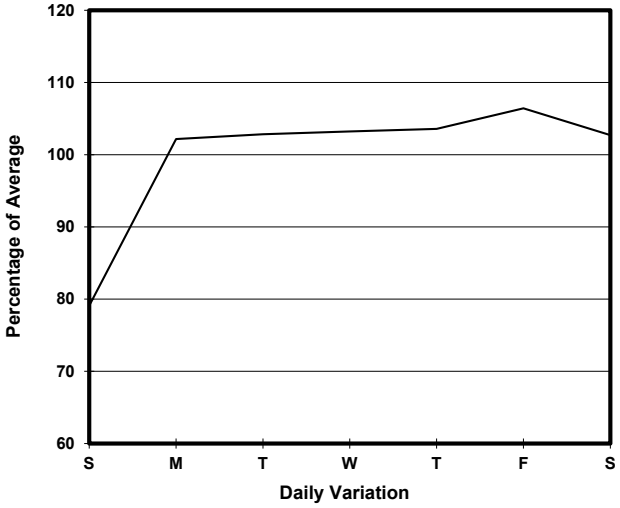
YEAR 2024 **LINK** SAN TIN HIGHWAY (from FUNG KAT HEUNG to FAIRVIEW PARK BOULEVARD)

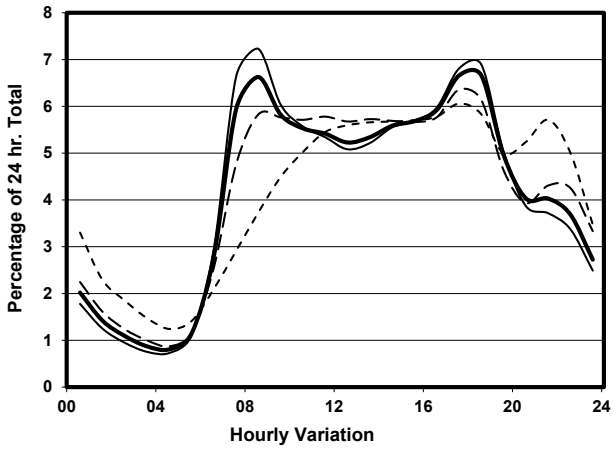
CORE STATION 5044
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

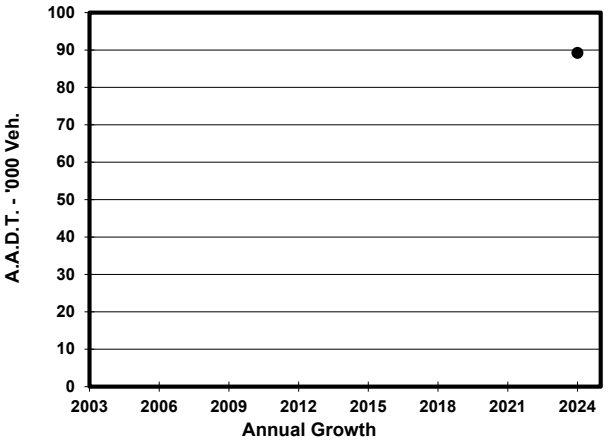


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	42770	44910	43880	34320
R 12 / 24 - %	70.8	72.6	69.0	61.6
R 16 / 24 - %	87.1	88.0	85.9	82.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2890	3310	2610	1560
T - % (AM)	-	20.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2910	3160	2870	2130
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	23.8	-	-
NORTH BOUND				
A.A.D.T.	46460	48590	48730	37180
R 12 / 24 - %	70.1	71.5	68.8	62.2
R 16 / 24 - %	87.1	88.0	86.1	83.0
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3030	3450	2790	1650
T - % (AM)	-	19.3	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3050	3290	3020	2200
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	21.7	-	-

3. OTHER INFORMATION AND COMMENT

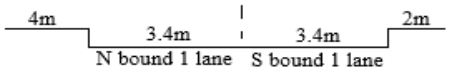
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.1	48.9	7.7	0.5	1.5	17.3	16.4	2.7	0.0	2.0
	Ocp	1.0	1.2	2.1	3.0	18.7	1.2	1.1	9.8	0.0	71.9
0800-0900	Pro	2.0	52.7	8.2	0.6	1.6	15.0	16.0	2.4	0.0	1.6
Peak hour	Ocp	1.0	1.2	2.2	2.8	18.0	1.3	1.2	15.5	0.0	54.9
0900-1000	Pro	1.0	44.4	6.3	0.1	1.2	18.5	24.8	1.9	0.0	1.9
	Ocp	1.0	1.2	2.2	1.0	15.1	1.2	1.1	14.9	0.0	51.9
1000-1100	Pro	1.3	35.4	5.7	0.6	1.6	21.7	29.4	1.8	0.0	2.4
	Ocp	1.1	1.2	2.0	1.7	12.8	1.3	1.1	5.4	0.0	40.2
1100-1200	Pro	1.0	38.5	4.8	0.6	1.1	22.4	27.9	1.3	0.0	2.3
	Ocp	1.0	1.3	2.0	2.0	15.1	1.2	1.1	15.5	0.0	37.5
1200-1300	Pro	1.4	41.9	6.0	0.6	1.5	18.7	26.6	1.1	0.0	2.3
	Ocp	1.1	1.3	2.2	1.7	12.6	1.3	1.1	16.3	0.0	37.0
1300-1400	Pro	0.9	38.6	5.7	0.3	1.3	24.1	25.6	1.4	0.0	2.3
	Ocp	1.1	1.2	2.1	1.3	18.2	1.3	1.1	5.3	0.0	36.7
1400-1500	Pro	1.0	43.6	5.7	0.4	1.4	19.8	24.4	1.4	0.0	2.3
	Ocp	1.2	1.2	2.0	1.2	16.1	1.2	1.1	6.4	0.0	37.4
1500-1600	Pro	1.3	37.9	5.1	0.7	1.5	20.6	29.4	1.6	0.0	2.0
	Ocp	1.0	1.4	2.0	7.8	16.3	1.2	1.1	10.4	0.0	39.3
1600-1700	Pro	1.9	46.9	4.5	0.8	1.4	21.9	19.2	1.3	0.0	2.0
	Ocp	1.1	1.2	2.0	2.3	16.5	1.4	1.1	10.5	0.0	56.6
1700-1800	Pro	2.6	50.7	7.4	0.4	1.8	18.7	15.2	1.2	0.0	1.9
	Ocp	1.0	1.3	2.0	1.6	17.8	1.3	1.1	15.1	0.0	75.9
1800-1900	Pro	2.6	69.9	5.7	0.3	1.8	7.6	8.0	2.1	0.0	2.0
	Ocp	1.1	1.2	2.0	1.0	19.8	1.1	1.1	12.5	0.0	79.2
1900-2000	Pro	1.8	70.2	7.3	0.0	1.5	7.6	8.0	1.6	0.0	2.1
	Ocp	1.1	1.3	2.0	0.0	16.6	1.2	1.1	17.2	0.0	62.2
2000-2100	Pro	1.4	72.0	5.8	0.0	2.4	6.9	6.5	2.2	0.0	2.8
	Ocp	1.2	1.1	1.8	0.0	19.3	1.1	1.0	10.5	0.0	42.6
2100-2200	Pro	1.9	63.2	13.1	0.0	1.5	7.1	9.4	1.0	0.0	2.7
	Ocp	1.1	1.2	2.0	0.0	14.9	1.2	1.0	11.4	0.0	44.7
2200-2300	Pro	2.7	62.8	14.1	0.0	1.4	7.8	7.8	0.8	0.1	2.5
	Ocp	1.1	1.3	2.0	0.0	11.2	1.3	1.1	2.2	7.0	28.5
16 hours	Pro	1.8	50.2	6.8	0.4	1.5	16.5	18.9	1.7	0.1	2.1
	Ocp	1.1	1.2	2.1	2.6	16.6	1.2	1.1	11.7	7.0	50.7

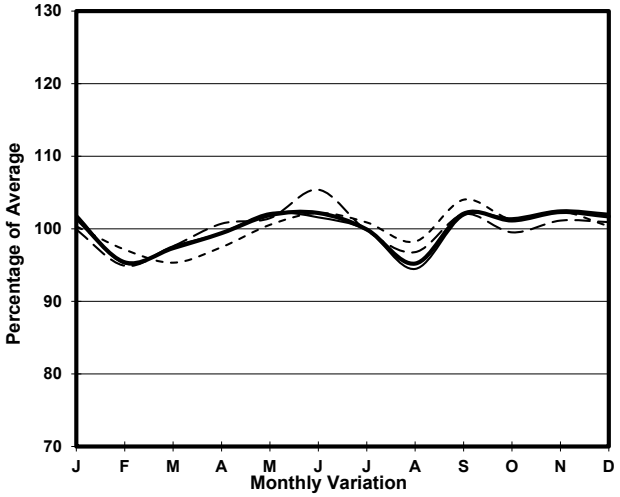
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

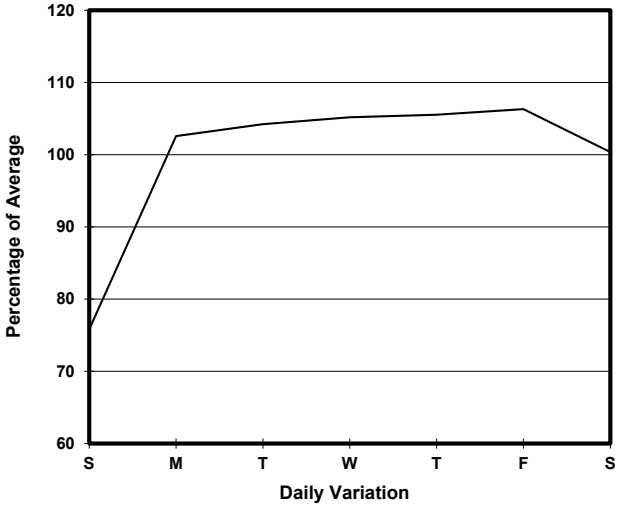
YEAR 2024 **LINK** CASTLE PEAK RD - TAM MI (from KAM TIN RD to FAIRVIEW PARK BOULEVARD)

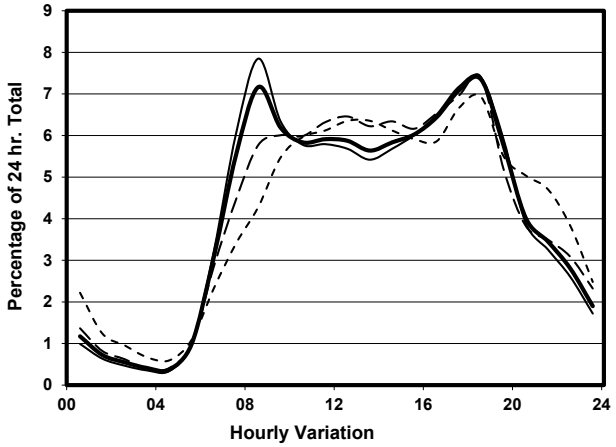
CORE STATION 5045
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

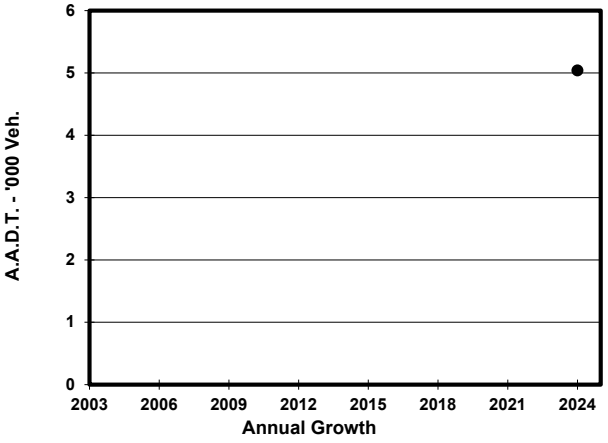


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	1760	1890	1790	1240
R 12 / 24 - %	74.7	75.8	74.2	66.2
R 16 / 24 - %	90.9	91.4	90.1	86.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	130	150	100	60
T - % (AM)	-	2.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	140	160	140	90
T - % (PM)	-	19.0	-	-
Prop.of commercial vehicles - 16 hr.	-	11.1	-	-
NORTH BOUND				
A.A.D.T.	3280	3460	3350	2630
R 12 / 24 - %	75.0	75.6	74.9	70.9
R 16 / 24 - %	90.9	91.3	90.4	89.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	240	270	210	160
T - % (AM)	-	14.0	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	230	250	240	180
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-

3. OTHER INFORMATION AND COMMENT

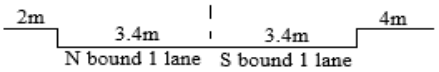
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.3	31.7	8.8	1.8	26.4	15.9	7.0	1.8	0.0	1.3
	Ocp	1.3	1.2	1.2	2.0	12.6	1.1	1.3	1.0	0.0	21.3
0800-0900	Pro	2.0	57.7	1.0	5.0	11.9	12.9	8.0	1.0	0.0	0.5
Peak hour	Ocp	1.0	1.2	1.0	6.0	10.8	1.1	1.0	1.0	0.0	30.0
0900-1000	Pro	0.0	61.3	4.4	0.0	11.7	16.1	4.4	1.5	0.0	0.7
	Ocp	0.0	1.2	2.0	0.0	12.0	1.1	1.7	40.0	0.0	12.5
1000-1100	Pro	0.0	36.4	6.6	0.0	13.2	23.1	19.8	0.0	0.0	0.8
	Ocp	0.0	1.1	1.8	0.0	8.4	1.2	1.1	0.0	0.0	5.0
1100-1200	Pro	1.5	41.3	8.9	3.0	13.3	22.1	7.4	1.5	0.4	0.7
	Ocp	1.0	1.5	1.7	2.5	9.2	1.1	1.0	1.0	1.0	9.0
1200-1300	Pro	5.3	47.8	5.3	1.8	15.9	19.5	1.8	1.8	0.0	0.9
	Ocp	1.0	1.1	1.7	5.0	10.2	1.2	1.0	8.0	0.0	10.5
1300-1400	Pro	3.2	44.8	12.8	0.0	17.6	9.6	9.6	1.6	0.0	0.8
	Ocp	1.0	1.3	2.0	0.0	10.5	1.2	1.0	12.0	0.0	22.5
1400-1500	Pro	3.0	38.5	1.5	3.0	16.3	23.7	11.9	1.5	0.0	0.7
	Ocp	1.0	1.3	2.0	1.0	8.9	1.1	1.0	9.0	0.0	16.0
1500-1600	Pro	0.0	50.2	0.0	0.0	17.4	9.7	17.4	3.9	0.0	1.5
	Ocp	0.0	1.2	0.0	0.0	15.3	1.0	1.0	21.5	0.0	6.3
1600-1700	Pro	1.6	33.6	8.0	1.6	19.2	16.0	11.2	8.0	0.0	0.8
	Ocp	1.0	1.2	2.0	2.0	14.3	1.1	1.1	14.2	0.0	34.0
1700-1800	Pro	0.0	53.1	5.7	0.0	19.0	9.5	7.6	3.8	0.0	1.4
	Ocp	0.0	1.3	1.3	0.0	15.8	1.2	1.3	30.5	0.0	44.7
1800-1900	Pro	5.2	48.7	5.2	0.0	19.1	7.0	0.0	13.9	0.0	0.9
	Ocp	1.0	1.3	3.7	0.0	16.3	1.8	0.0	31.5	0.0	58.5
1900-2000	Pro	1.6	52.2	4.9	0.0	16.3	4.9	0.0	18.0	0.0	2.0
	Ocp	1.0	1.4	1.3	0.0	15.4	1.7	0.0	31.6	0.0	23.2
2000-2100	Pro	6.5	55.3	0.0	0.0	35.8	0.0	0.0	0.0	0.0	2.4
	Ocp	1.0	1.2	0.0	0.0	11.4	0.0	0.0	0.0	0.0	17.7
2100-2200	Pro	3.5	31.6	10.5	0.0	38.6	10.5	3.5	0.0	0.0	1.8
	Ocp	1.0	1.1	1.0	0.0	11.4	1.0	1.0	0.0	0.0	27.0
2200-2300	Pro	3.2	50.4	6.3	0.0	18.9	12.6	0.0	6.3	0.0	2.4
	Ocp	1.0	1.6	1.0	0.0	11.8	1.3	0.0	12.5	0.0	10.3
16 hours	Pro	2.4	46.4	5.5	1.3	17.8	14.1	7.4	4.0	0.1	1.1
	Ocp	1.0	1.3	1.7	3.8	12.2	1.2	1.1	23.6	1.0	21.7

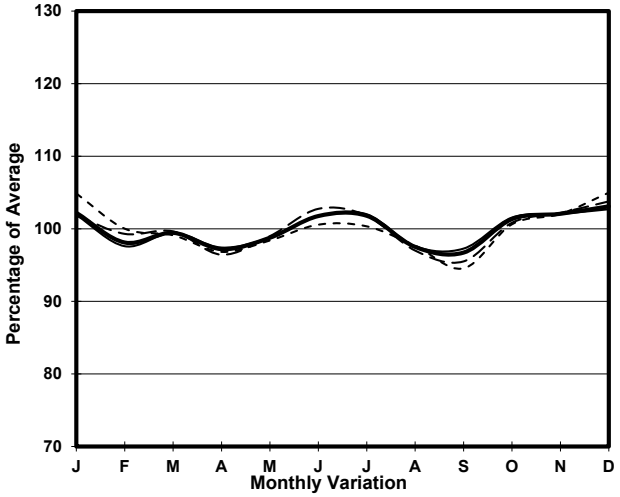
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

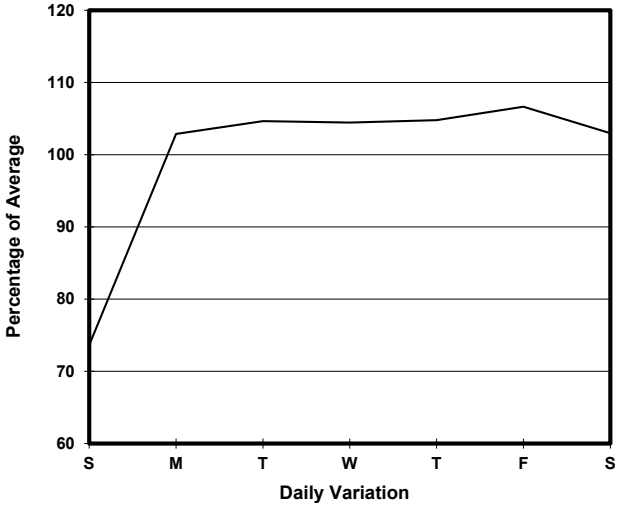
YEAR 2024 **LINK** SAN TAM RD (from KAM TIN RD to FAIRVIEW PARK BOULEVARD)

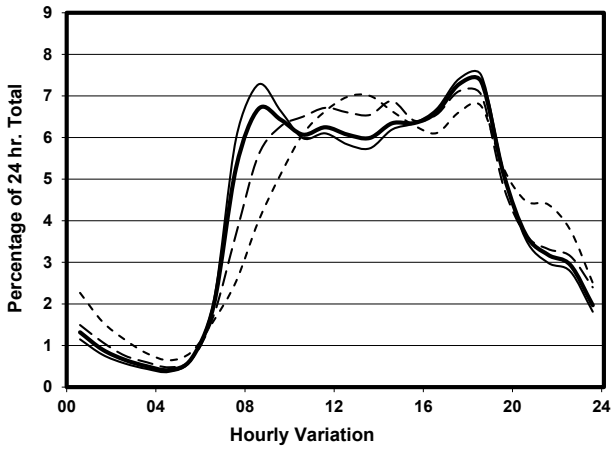
CORE STATION 5046
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

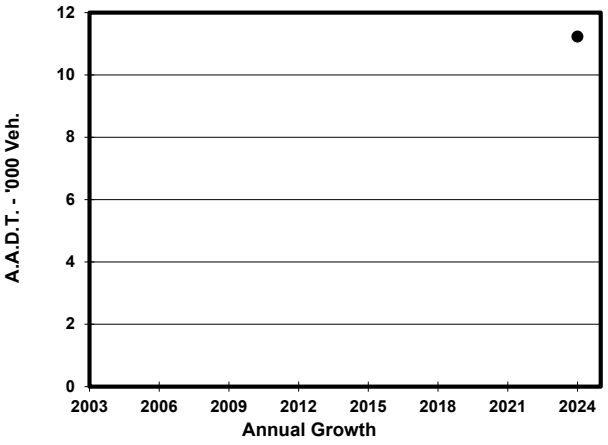


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8110	8580	8560	6110
R 12 / 24 - %	76.8	77.8	76.1	71.1
R 16 / 24 - %	91.9	92.4	91.3	89.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	530	620	520	310
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	610	660	610	420
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	3120	3340	3170	2270
R 12 / 24 - %	76.4	77.5	75.1	69.6
R 16 / 24 - %	90.7	91.3	89.5	86.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	220	250	210	120
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	220	240	220	150
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.9	37.2	10.2	1.5	10.2	23.4	8.8	5.1	0.0	0.7
	Ocp	1.0	1.5	1.7	15.0	15.3	1.3	1.1	47.1	0.0	39.0
0800-0900	Pro	0.0	56.0	6.7	4.6	6.2	9.2	10.8	6.2	0.0	0.4
	Ocp	0.0	1.5	1.6	8.0	15.0	1.7	1.2	18.2	0.0	22.7
0900-1000	Pro	1.5	53.0	8.7	0.5	7.7	15.9	10.3	2.1	0.0	0.3
	Ocp	1.0	1.5	1.2	2.0	13.3	1.2	1.3	18.0	0.0	27.0
1000-1100	Pro	0.7	39.4	5.5	0.0	6.2	22.1	22.1	3.5	0.2	0.2
	Ocp	1.0	1.7	1.4	0.0	13.1	1.4	1.1	14.4	1.0	22.0
1100-1200	Pro	0.7	40.7	10.7	0.0	8.0	22.7	14.7	2.0	0.0	0.5
	Ocp	1.0	1.6	1.6	0.0	11.8	1.4	1.2	29.3	0.0	20.3
1200-1300	Pro	3.7	45.4	9.5	2.2	6.6	14.7	12.5	5.1	0.0	0.4
	Ocp	1.0	1.5	1.6	10.3	12.4	1.3	1.0	24.7	0.0	13.5
1300-1400	Pro	4.6	43.9	8.5	1.1	6.3	16.0	16.0	3.4	0.0	0.3
	Ocp	1.0	1.5	1.7	1.5	11.5	1.4	1.2	16.5	0.0	26.5
1400-1500	Pro	0.6	39.0	16.0	0.6	4.5	9.6	26.8	2.6	0.0	0.3
	Ocp	1.0	1.5	1.5	1.0	11.7	1.6	1.1	25.0	0.0	26.5
1500-1600	Pro	0.6	47.3	8.5	2.3	3.4	24.2	10.7	2.8	0.0	0.3
	Ocp	1.0	1.4	1.4	8.8	15.0	1.3	1.3	34.8	0.0	21.0
1600-1700	Pro	1.1	37.4	11.9	5.7	6.2	19.8	13.6	4.0	0.0	0.3
	Ocp	1.0	1.5	1.3	6.1	12.5	1.2	1.0	18.3	0.0	30.0
1700-1800	Pro	2.0	42.8	15.2	1.5	7.9	20.1	5.4	4.9	0.0	0.2
	Ocp	1.3	1.4	2.0	1.0	17.4	1.4	1.0	41.4	0.0	50.5
1800-1900	Pro	1.4	59.6	9.5	0.0	5.7	12.3	5.2	6.1	0.0	0.2
Peak hour	Ocp	1.3	1.4	1.7	0.0	16.3	1.1	1.0	37.5	0.0	33.0
1900-2000	Pro	2.3	60.7	16.9	0.0	7.7	4.6	1.5	6.1	0.0	0.2
	Ocp	1.0	1.3	1.5	0.0	9.3	1.0	1.0	22.9	0.0	14.0
2000-2100	Pro	3.4	48.0	27.9	0.0	10.1	2.2	5.6	2.2	0.0	0.6
	Ocp	1.0	1.3	1.3	0.0	6.6	1.0	1.2	33.0	0.0	17.0
2100-2200	Pro	0.0	56.6	24.8	0.0	8.9	1.8	5.3	1.8	0.0	0.9
	Ocp	0.0	1.3	1.4	0.0	6.4	1.0	1.0	20.0	0.0	7.5
2200-2300	Pro	0.0	53.6	23.5	0.0	7.8	1.3	10.5	2.6	0.0	0.7
	Ocp	0.0	1.3	1.9	0.0	11.0	1.0	1.0	34.0	0.0	8.5
16 hours	Pro	1.6	47.2	11.9	1.5	6.8	15.1	11.5	4.0	0.1	0.4
	Ocp	1.1	1.4	1.6	6.8	13.0	1.3	1.1	28.0	1.0	24.8

Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

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

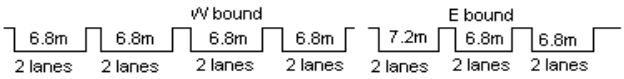
APPENDIX A2 (Cont'd)

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
5047	Cheung Shan Tunnel (from Sha Tau Kok Rd to Ping Yuen interchange)	A2-74
5101	Chui Tin St (from Che Kung Miu Rd to Hung Mui Kuk Rd)	A2-75
5102	Tseng Choi St (from Castle Peak Rd Northern Junction to Castle Peak Rd Southern Junction)	A2-76
5103	Shing Mun Rd (from Texaco Rd N to Cheung Shan Est Rd E)	A2-77
5104	Chap Wai Kon St (from Bus Terminus to Siu Lek Yuen Rd)	A2-78
5106	Lung Fu Rd (from Wong Chu Rd to Tuen Mun Chek Lap Kok Tunnel Rd & Lung Mun Rd)	A2-79
5107	Lung Mun Rd (from Wu Chui Rd to Tuen Mun Chek Lap Kok Tunnel Rd & Lung Fu Rd)	A2-80

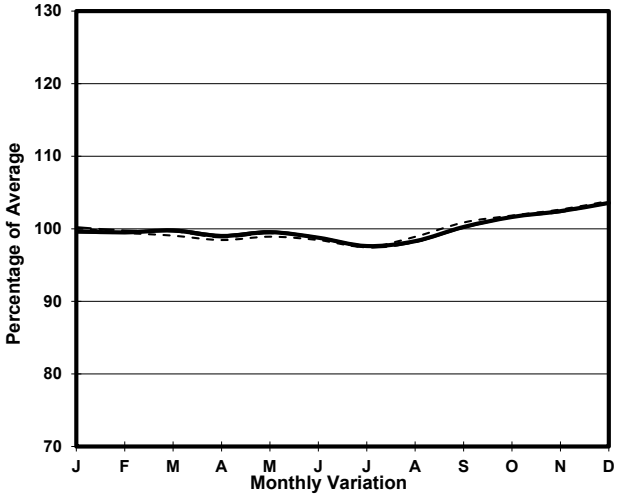
YEAR 2024

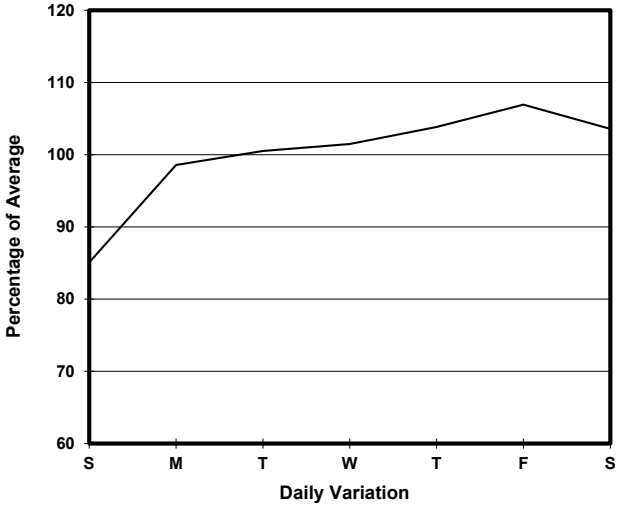
LINK ISLAND EASTERN CORRIDOR (from HEALTHY ST INT EASTERN END to TAIKOO SHING INT WESTERN END)

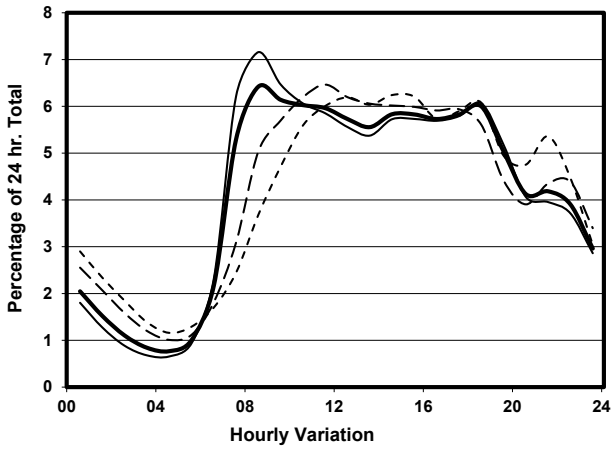
CORE STATION 1003
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

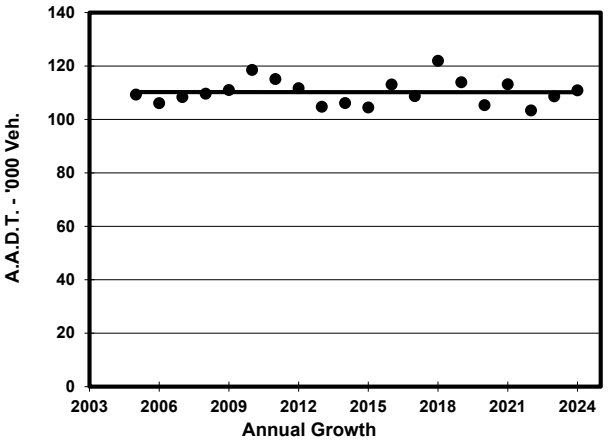


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

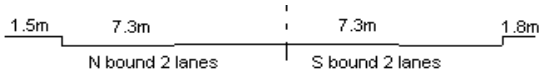
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	49840	51390	52450	42290
R 12 / 24 - %	68.9	70.4	66.6	62.6
R 16 / 24 - %	87.4	88.5	84.7	83.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3060	3370	2860	1870
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	3030	3190	3120	2590
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	61060	62930	63310	52850
R 12 / 24 - %	71.5	72.7	69.5	66.6
R 16 / 24 - %	87.8	88.7	85.7	85.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4210	4860	3730	2610
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3630	3740	3860	3270
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

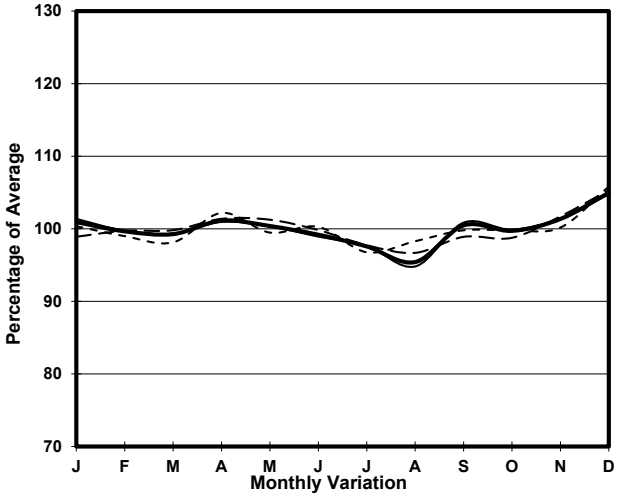
3. OTHER INFORMATION AND COMMENT

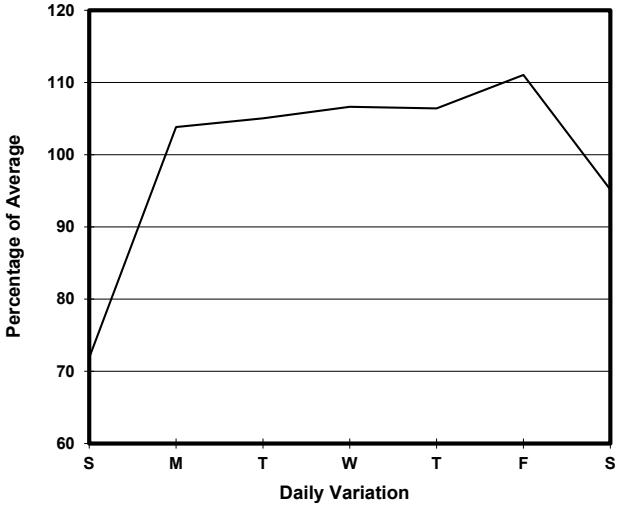
YEAR 2024 **LINK** POK FU LAM RD (from SASSOON RD to CHI FU RD)

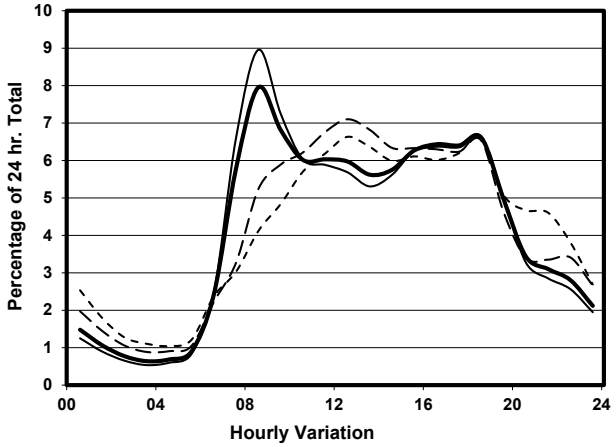
CORE STATION 1005
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

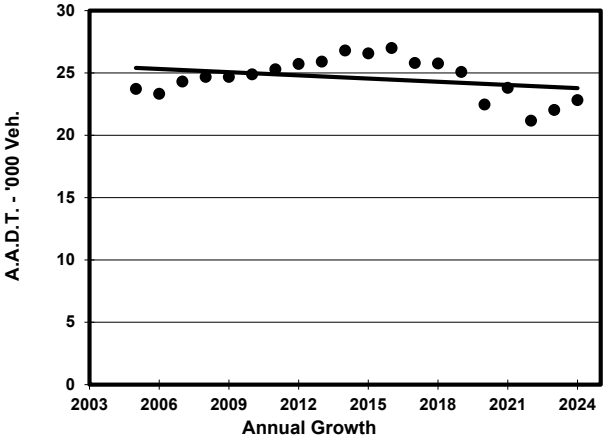


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11160	12000	10880	8460
R 12 / 24 - %	73.6	75.1	71.2	66.0
R 16 / 24 - %	89.2	90.1	87.0	85.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	770	910	660	410
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	690	750	700	520
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	11660	12690	11160	8220
R 12 / 24 - %	77.6	79.1	74.8	69.7
R 16 / 24 - %	90.7	91.6	88.6	86.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1050	1300	640	400
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	820	910	810	590
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

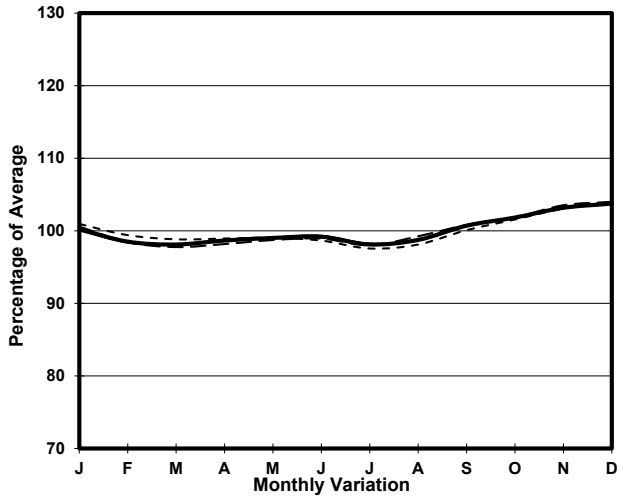
3. OTHER INFORMATION AND COMMENT

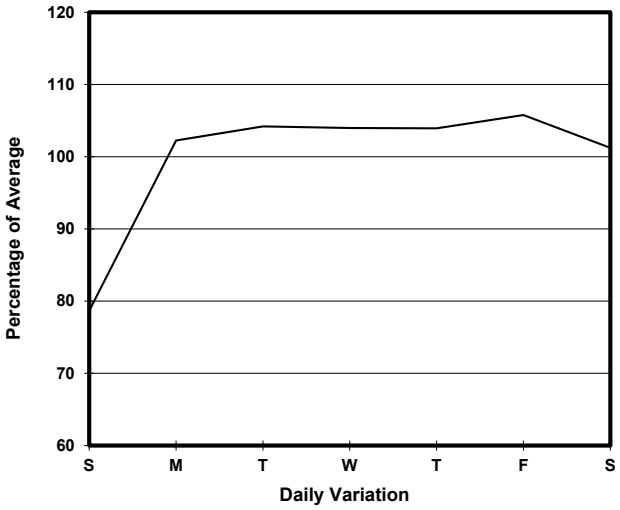
YEAR 2024 **LINK** CONNAUGHT RD W (from WATER ST to EASTERN ST)

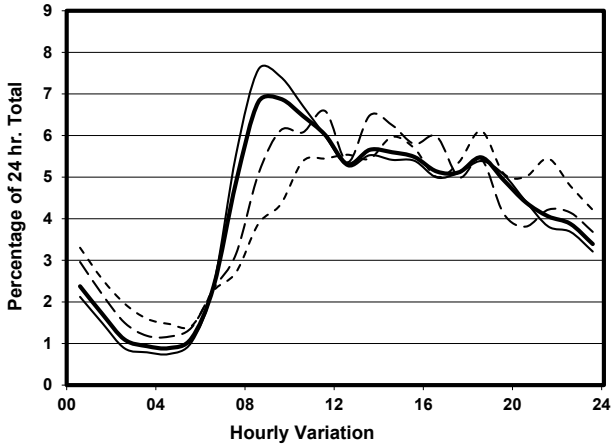
CORE STATION 1006
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

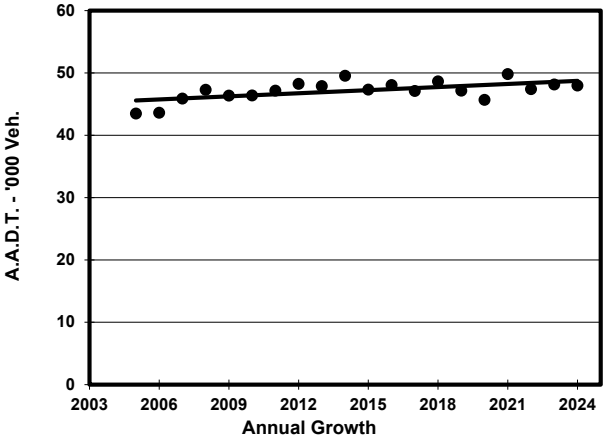


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

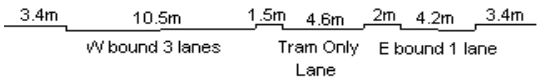
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	24070	25650	23650	18500
R 12 / 24 - %	70.6	72.3	68.2	62.1
R 16 / 24 - %	85.9	87.1	83.1	81.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1870	2230	1580	890
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1320	1390	1280	1180
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	23910	24830	25500	19680
R 12 / 24 - %	67.0	68.3	66.6	59.8
R 16 / 24 - %	86.3	87.5	84.1	81.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1460	1630	1440	770
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1310	1330	1660	1160
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

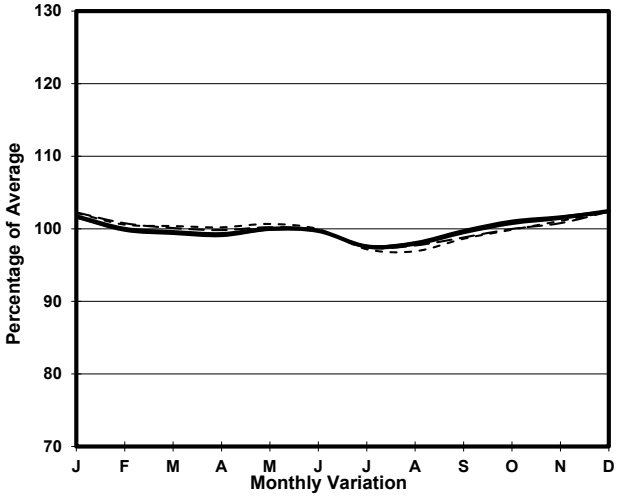
3. OTHER INFORMATION AND COMMENT

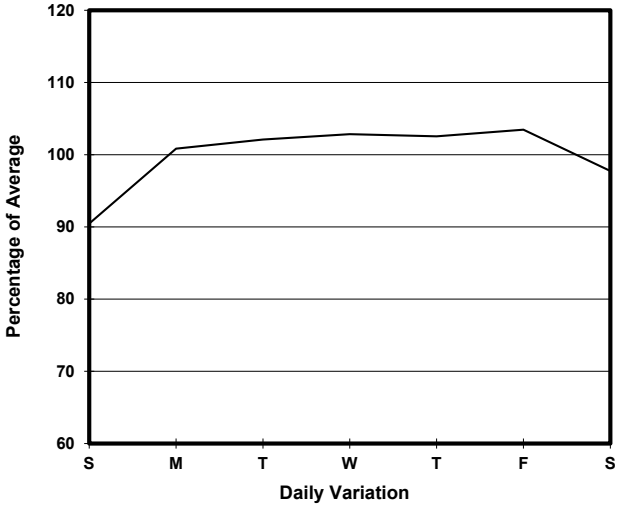
YEAR 2024 **LINK** KING'S RD (from NORTH POINT RD to TONG SHUI RD)

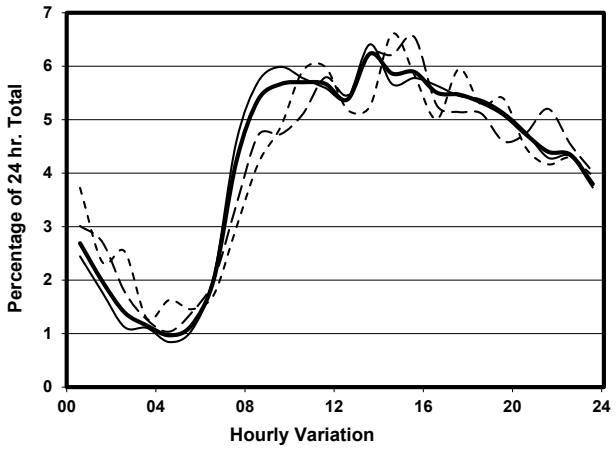
CORE STATION 1008
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

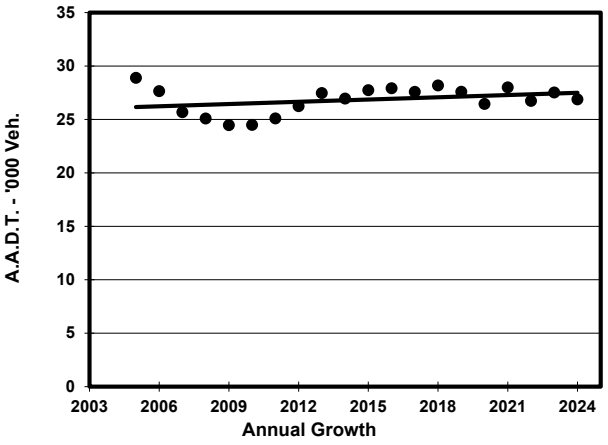


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

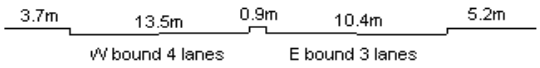
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	4150	4220	4040	4080
R 12 / 24 - %	63.3	64.1	60.2	62.1
R 16 / 24 - %	83.8	84.3	83.2	81.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0800-0900
One-way flow at AM peak hour	220	230	240	210
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	230	250	220	220
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	22730	23430	22360	20390
R 12 / 24 - %	66.8	67.9	64.3	63.2
R 16 / 24 - %	85.1	86.1	82.7	81.3
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	1300	1430	1080	990
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	1250	1310	1220	1250
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

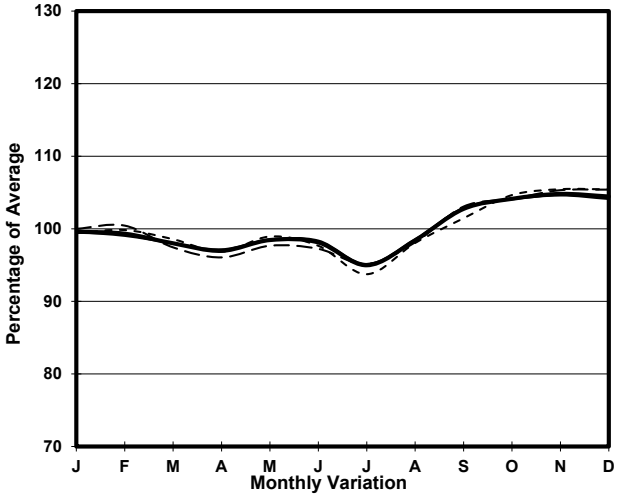
3. OTHER INFORMATION AND COMMENT

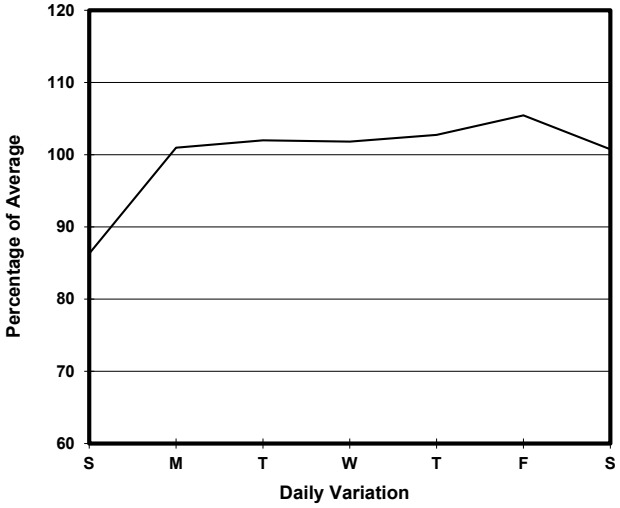
YEAR 2024 **LINK** WONG CHUK HANG RD (from NAM LONG SHAN RD to NAM FUNG RD)

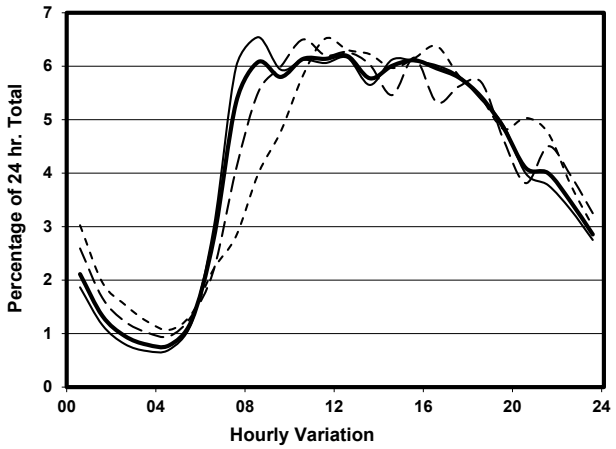
CORE STATION 1010
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

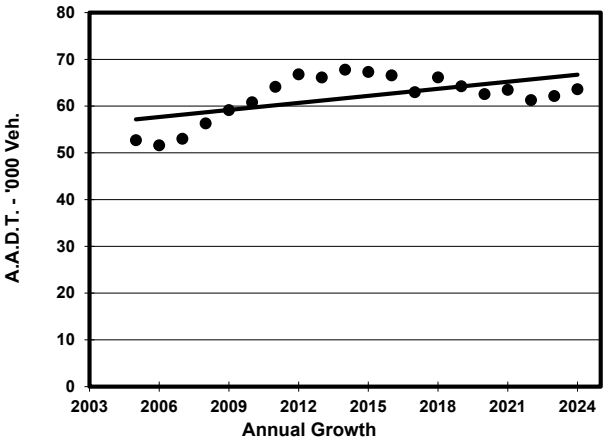


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

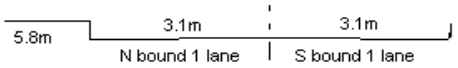
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	33780	35090	33740	29000
R 12 / 24 - %	74.1	75.2	71.5	70.1
R 16 / 24 - %	88.5	89.0	87.4	86.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2240	2530	2250	1600
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	2010	2120	1960	1770
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	29830	30640	30810	26320
R 12 / 24 - %	67.0	68.1	65.9	61.9
R 16 / 24 - %	85.6	86.6	84.0	82.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1630	1770	1620	1040
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1700-1800	1800-1900	1600-1700
One-way flow at PM peak hour	1780	1860	1810	1820
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

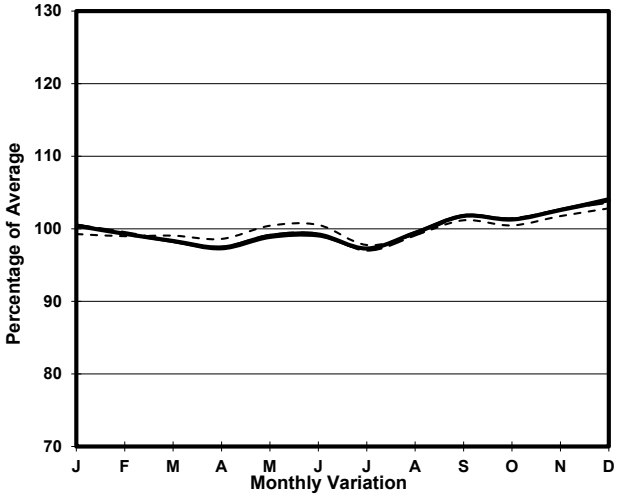
3. OTHER INFORMATION AND COMMENT

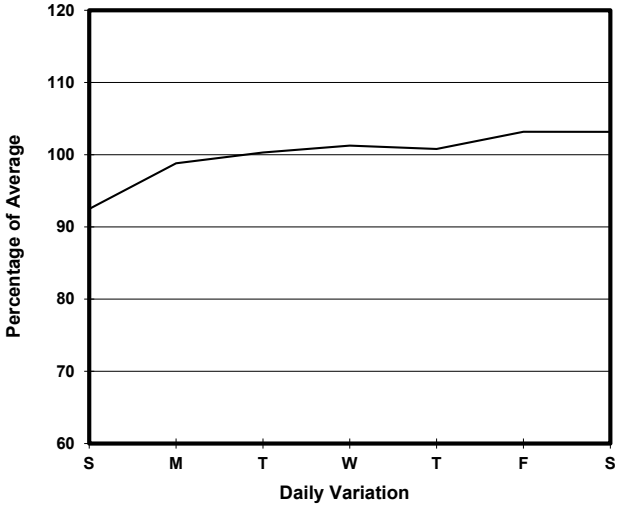
YEAR 2024 **LINK** REPULSE BAY RD & STANLEY GAP RD (from SOUTH BAY RD to TAI TAM RD)

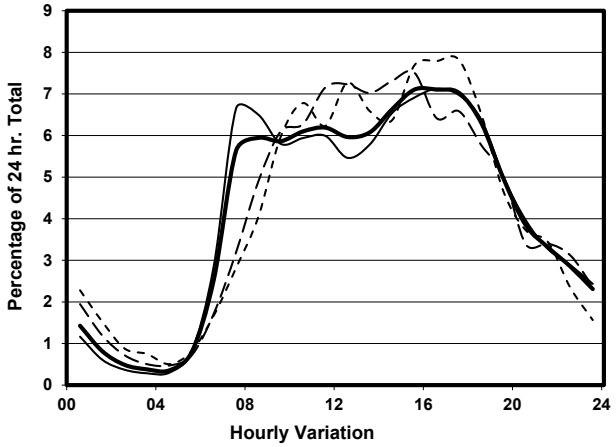
CORE STATION 1011
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

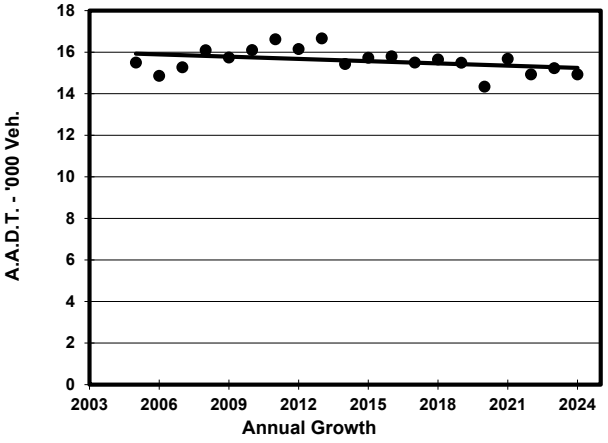


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

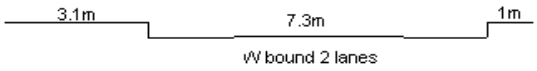
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7430	7480	7790	7010
R 12 / 24 - %	75.1	74.7	76.6	75.9
R 16 / 24 - %	90.4	90.5	90.2	89.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	430	460	430	450
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	540	540	530	570
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	7500	7640	7680	6860
R 12 / 24 - %	76.8	77.4	74.3	75.9
R 16 / 24 - %	91.4	91.8	90.6	90.1
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	460	570	530	380
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	560	560	540	620
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

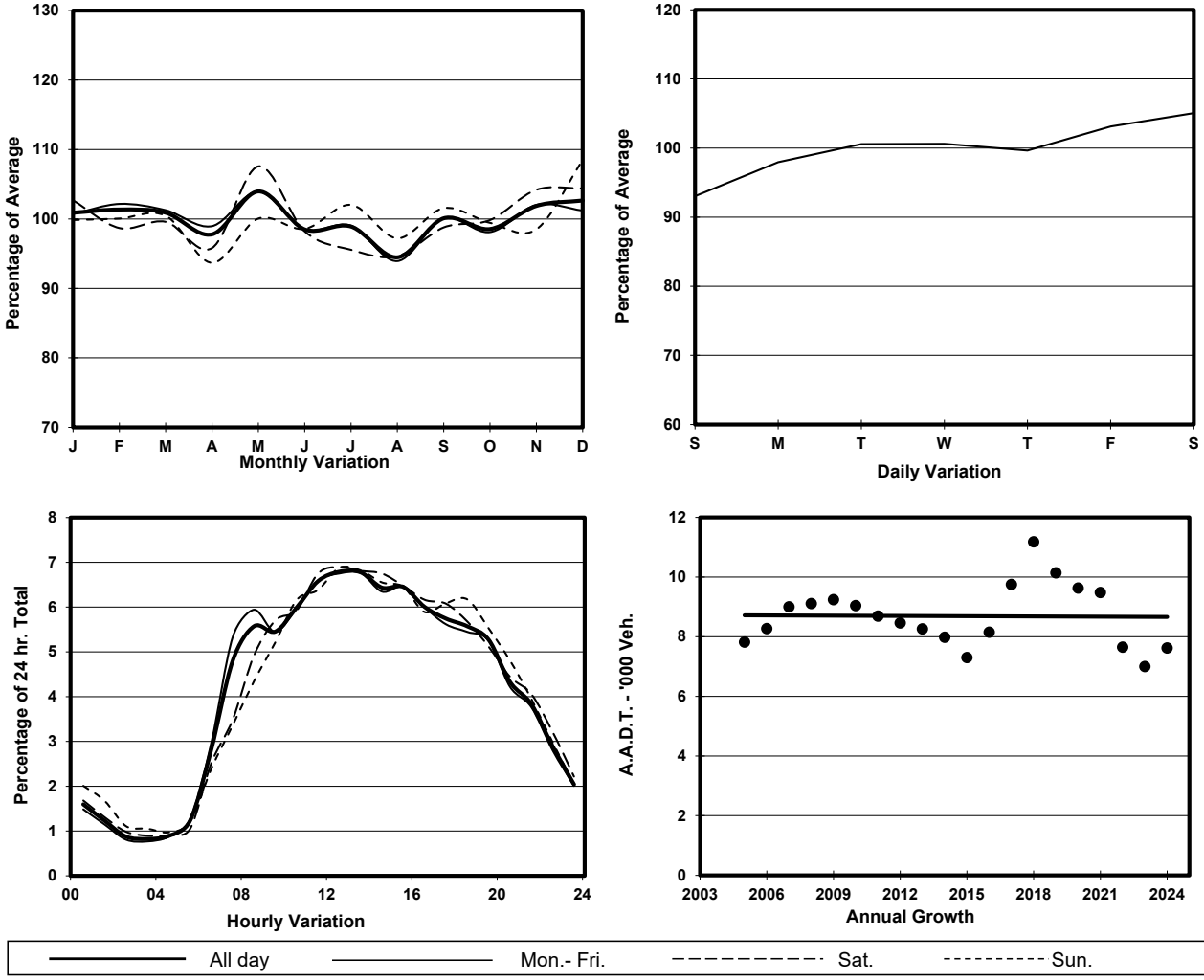
3. OTHER INFORMATION AND COMMENT

YEAR 2024 **LINK** BELCHER'S ST (from SANDS ST to QUEEN'S RD W)

CORE STATION 1012
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



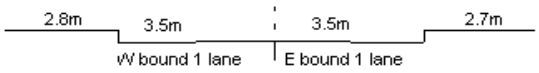
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
WEST BOUND				
A.A.D.T.	7620	7680	8030	7130
R 12 / 24 - %	72.2	72.7	71.6	70.3
R 16 / 24 - %	88.5	88.7	88.4	87.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	430	460	460	370
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	460	460	500	440
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

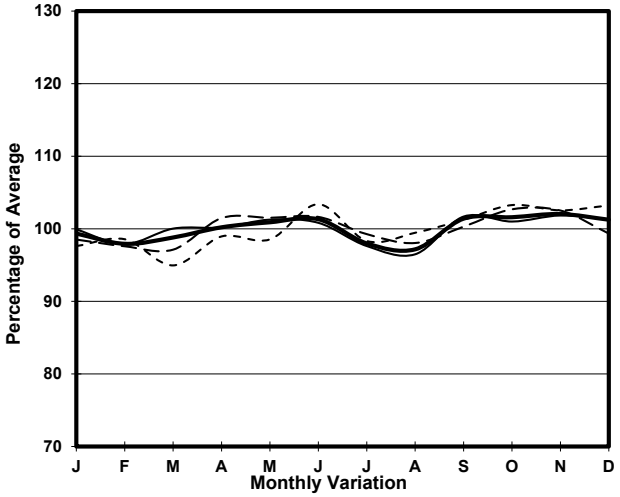
3. OTHER INFORMATION AND COMMENT

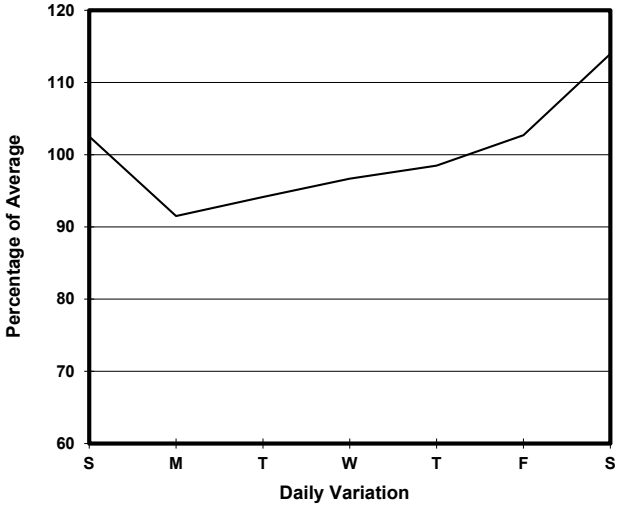
YEAR 2024 **LINK** CAINE RD (from SEYMOUR RD to ABERDEEN ST)

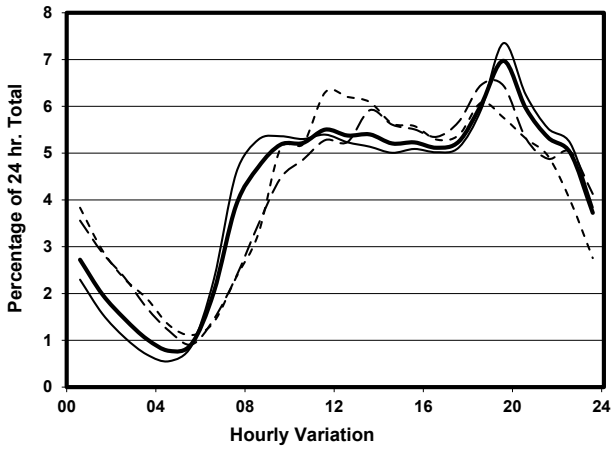
CORE STATION 1013
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

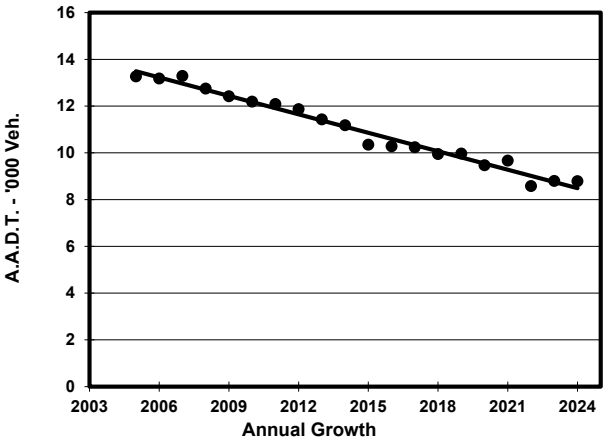


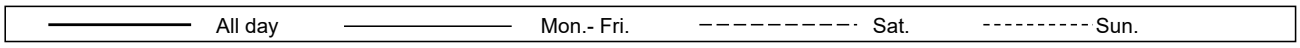
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	6900	6860	7620	6290
R 12 / 24 - %	65.3	66.9	61.5	61.3
R 16 / 24 - %	85.9	87.8	81.5	80.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	390	410	390	280
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	440	450	470	380
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	1890	1630	2390	2710
R 12 / 24 - %	50.6	43.9	55.9	65.2
R 16 / 24 - %	83.5	82.5	82.9	86.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	70	80	50	180
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	90	60	170	160
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

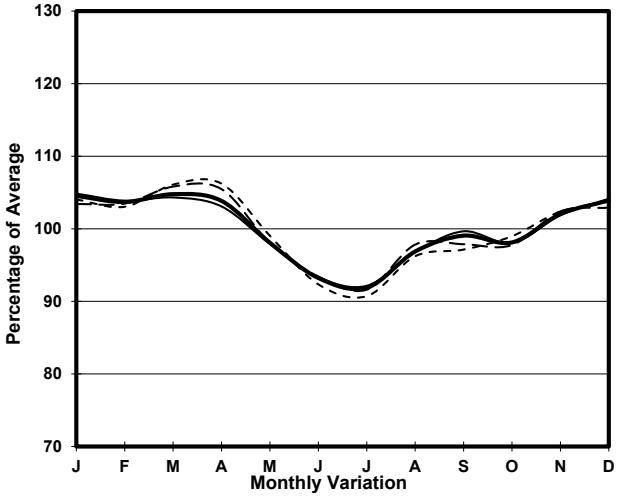
3. OTHER INFORMATION AND COMMENT

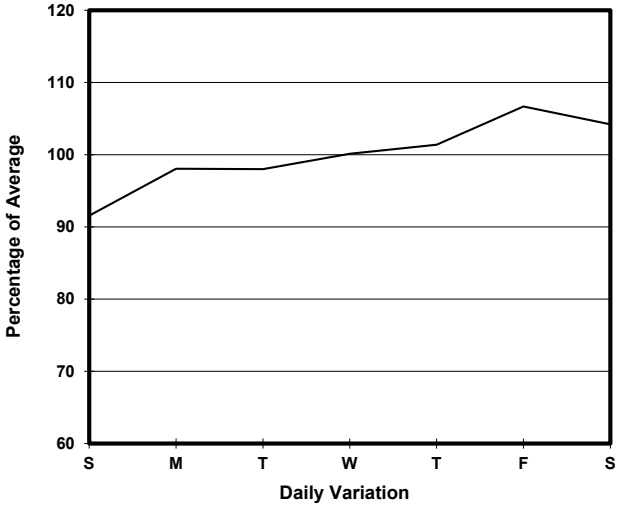
YEAR 2024 **LINK** PEAK RD (from MT. AUSTIN RD to MAGAZINE GAP RD)

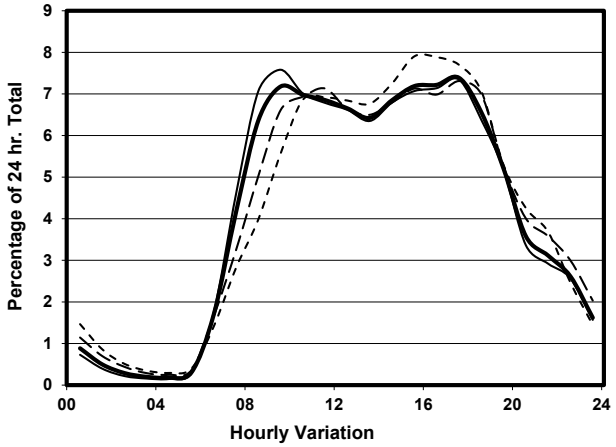
CORE STATION 1014
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

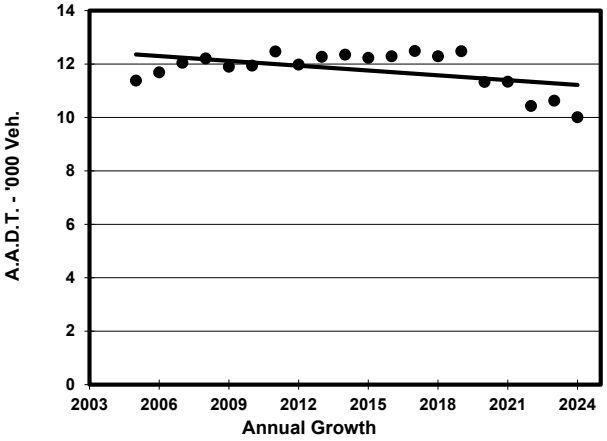


1. TRAFFIC FLOW VARIATION AND GROWTH









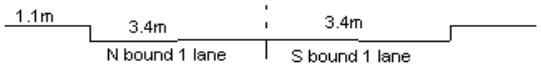
All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

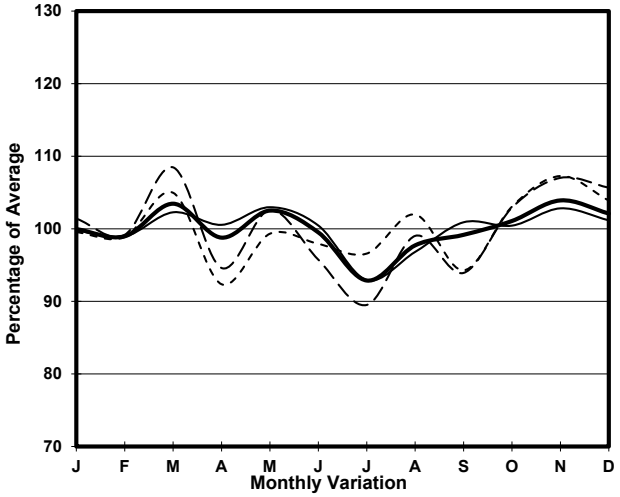
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	4870	4940	5030	4460
R 12 / 24 - %	80.2	81.1	77.9	77.6
R 16 / 24 - %	94.4	94.9	92.9	93.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	350	380	340	240
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	370	380	370	360
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	5140	5200	5430	4780
R 12 / 24 - %	79.5	80.3	76.8	77.6
R 16 / 24 - %	94.3	94.6	93.4	93.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	370	390	360	270
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	370	370	390	370
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

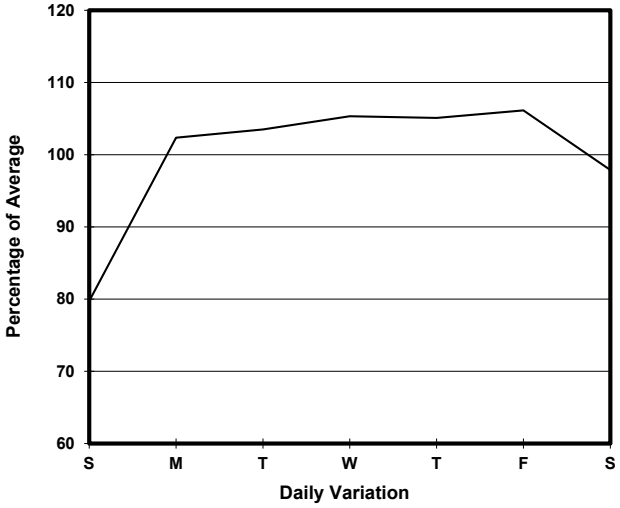
3. OTHER INFORMATION AND COMMENT

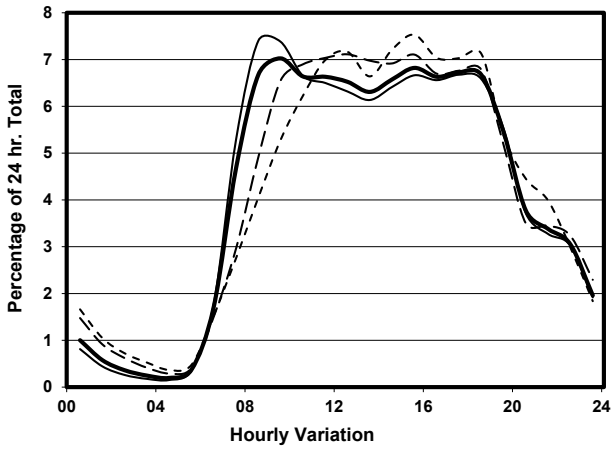
YEAR	2024	**LINK**	STUBBS RD (from QUEEN'S RD E to STUBBS RD FO <H119> NORTHERN END)
CORE STATION	1015		
ROAD NETWORK	MAJOR		
ROAD TYPE	DISTRICT DISTRIBUTOR		

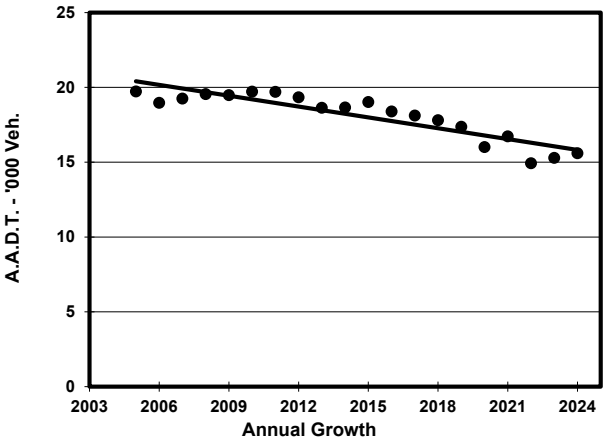


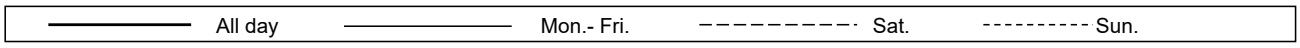
1. TRAFFIC FLOW VARIATION AND GROWTH











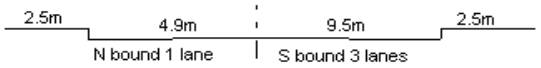
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7000	7420	6800	5620
R 12 / 24 - %	77.4	78.0	76.4	74.9
R 16 / 24 - %	93.7	94.2	92.4	92.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	510	560	470	300
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	450	480	450	410
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	8600	9050	8650	6940
R 12 / 24 - %	78.3	79.0	77.0	75.2
R 16 / 24 - %	93.4	94.0	91.9	91.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	590	710	540	370
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	600	630	630	530
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

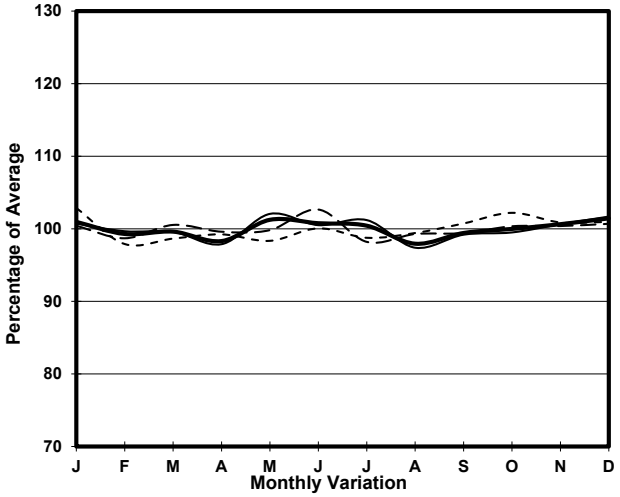
3. OTHER INFORMATION AND COMMENT

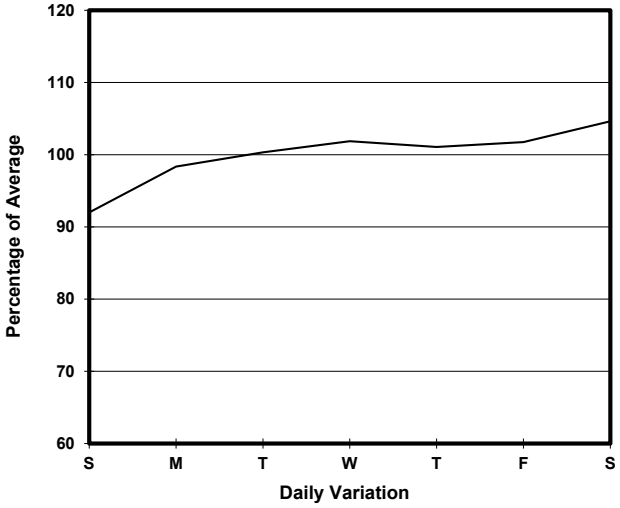
YEAR 2024 **LINK** SING WOO RD (from WONG NAI CHUNG RD to BLUE POOL RD)

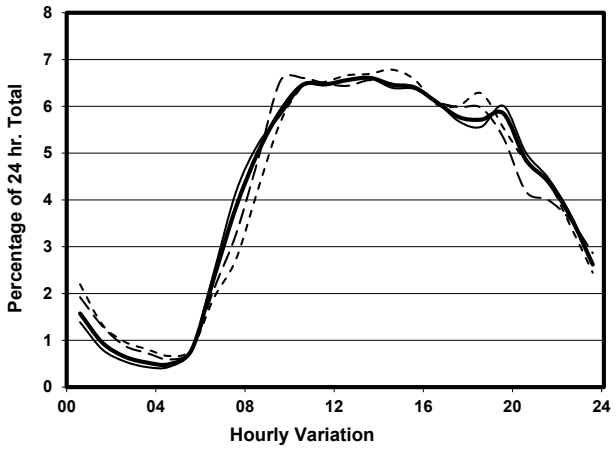
CORE STATION 1016
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

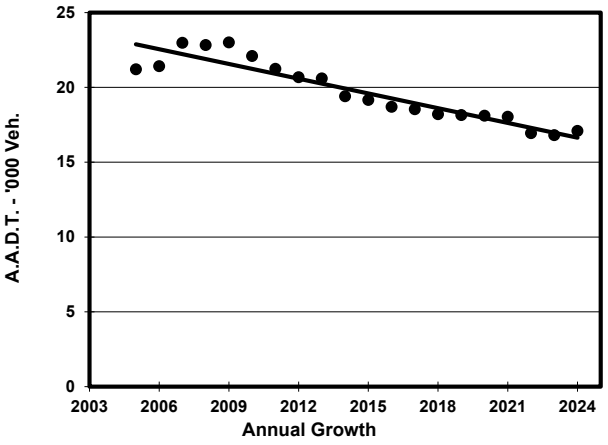


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

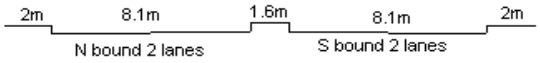
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	12600	12800	13240	11330
R 12 / 24 - %	72.3	72.3	72.8	71.5
R 16 / 24 - %	90.7	91.1	89.7	89.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	760	770	880	660
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	770	780	830	730
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	4490	4480	4730	4450
R 12 / 24 - %	68.8	68.8	68.7	68.6
R 16 / 24 - %	88.3	89.1	86.3	86.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	250	240	300	240
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	270	270	290	270
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

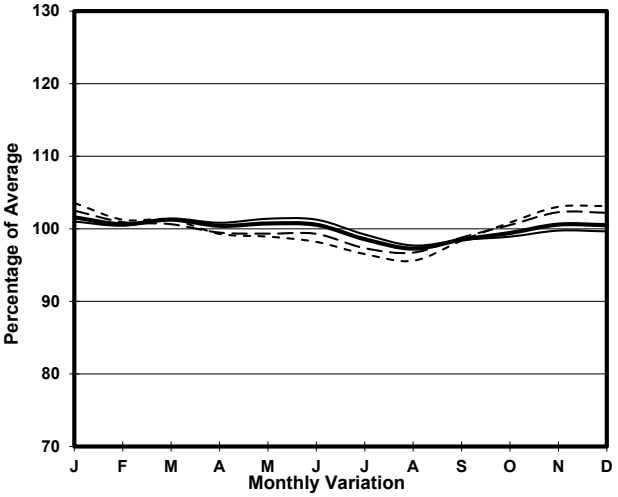
3. OTHER INFORMATION AND COMMENT

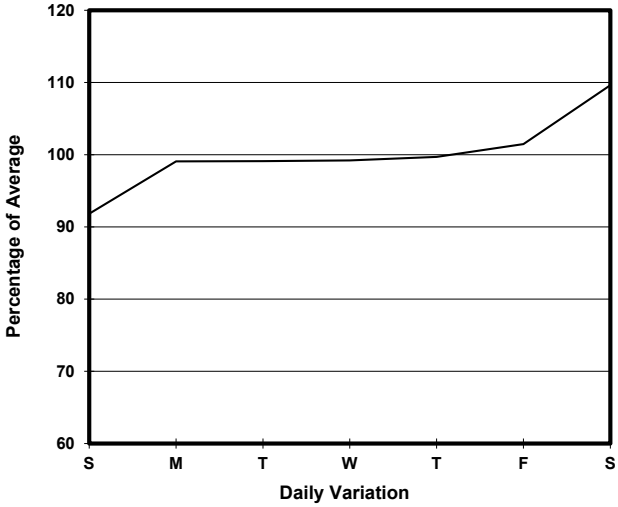
YEAR 2024 **LINK** AP LEI CHAU BRIDGE & AP LEI CHAU BRIDGE RD (from WONG CHUK HANG RD to AP LEI CHAU EST)

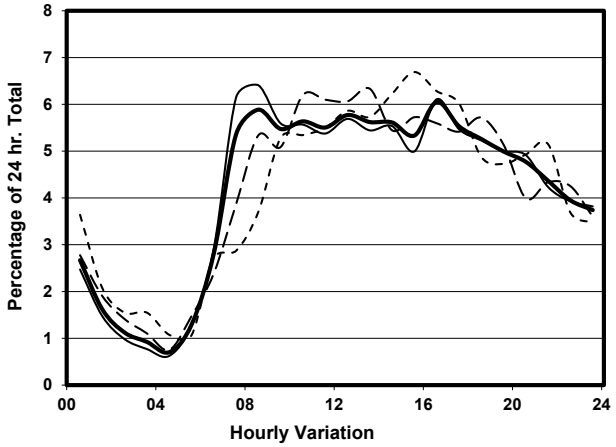
CORE STATION 1017
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

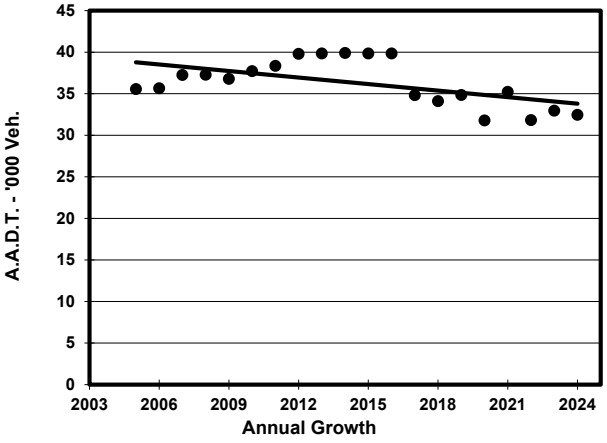


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

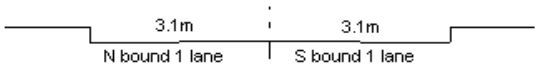
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	16180	16060	17390	16020
R 12 / 24 - %	64.4	65.1	62.3	62.9
R 16 / 24 - %	84.7	85.6	82.7	82.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	800	860	870	760
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1020	1020	1040	1060
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	16280	16430	18320	13940
R 12 / 24 - %	69.7	70.0	71.2	66.1
R 16 / 24 - %	85.5	85.7	86.4	82.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1110	1230	1200	830
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1700-1800
One-way flow at PM peak hour	940	970	1080	940
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

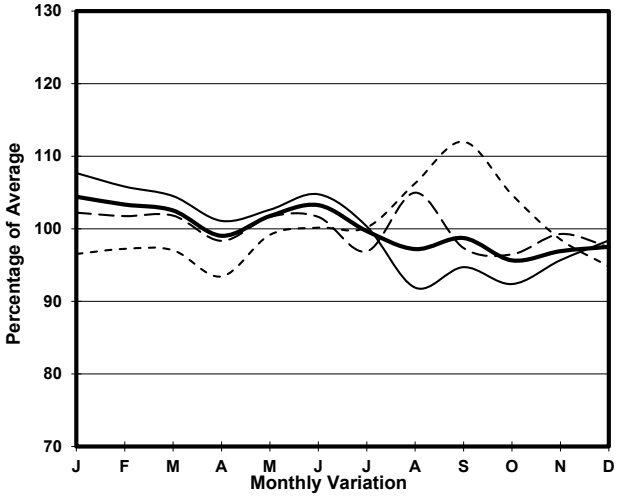
3. OTHER INFORMATION AND COMMENT

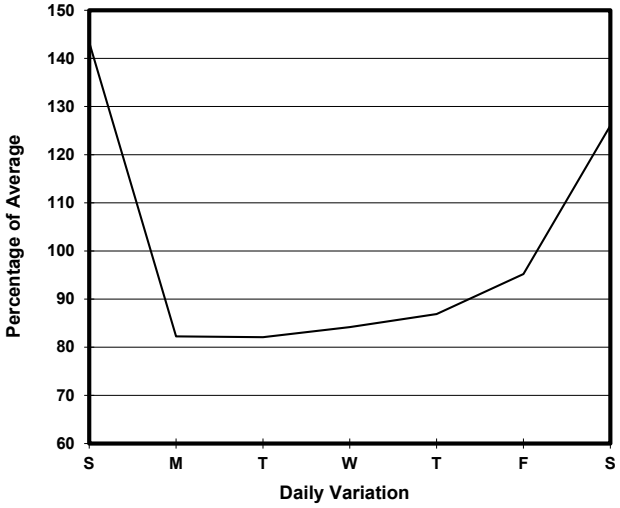
YEAR 2024 **LINK** SHEK O RD (from TAI TAM RD to SHEK O VILLAGE)

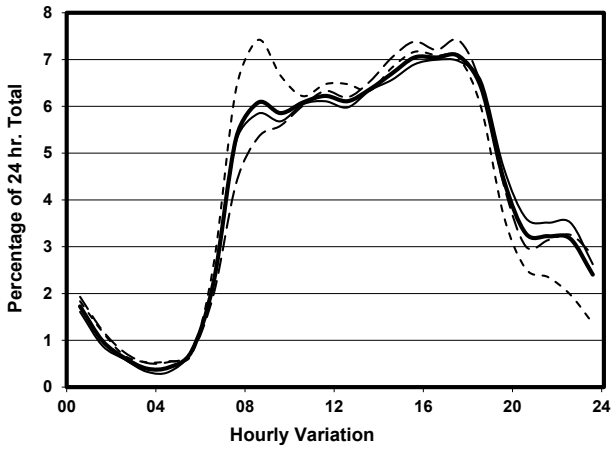
CORE STATION 1018
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

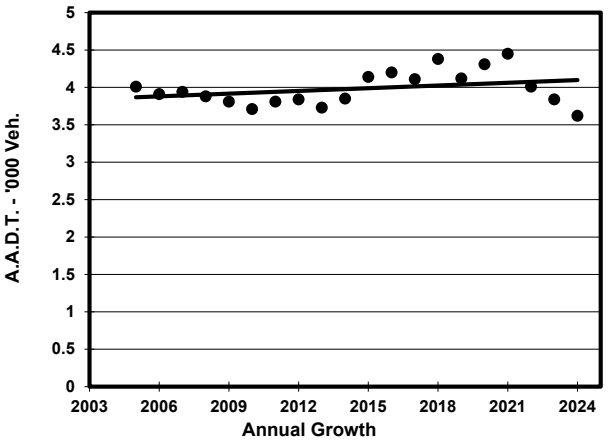


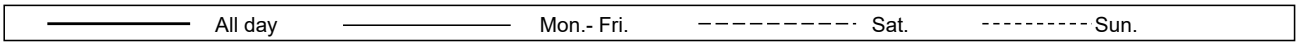
1. TRAFFIC FLOW VARIATION AND GROWTH











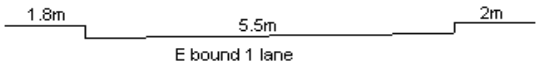
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	1820	1530	2250	2540
R 12 / 24 - %	75.0	73.0	75.6	80.0
R 16 / 24 - %	90.7	91.2	89.6	90.0
AM Peak Hour	0800-0900	0900-1000	0900-1000	0700-0800
One-way flow at AM peak hour	110	90	120	230
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	120	100	160	170
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	1800	1510	2210	2510
R 12 / 24 - %	77.8	77.5	76.0	80.0
R 16 / 24 - %	90.2	90.1	89.5	91.0
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	110	110	130	190
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	140	110	180	210
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

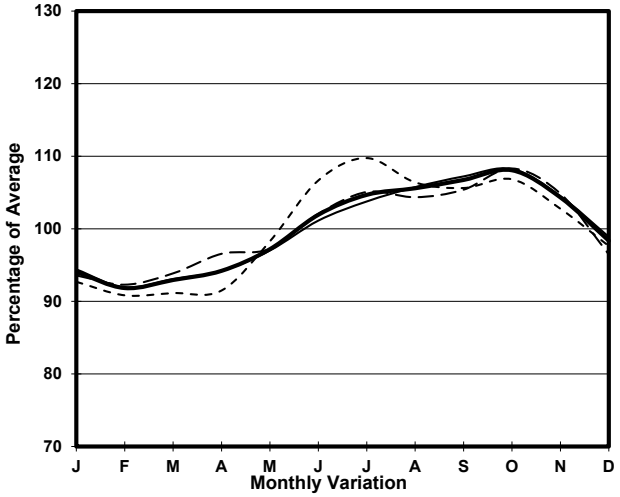
3. OTHER INFORMATION AND COMMENT

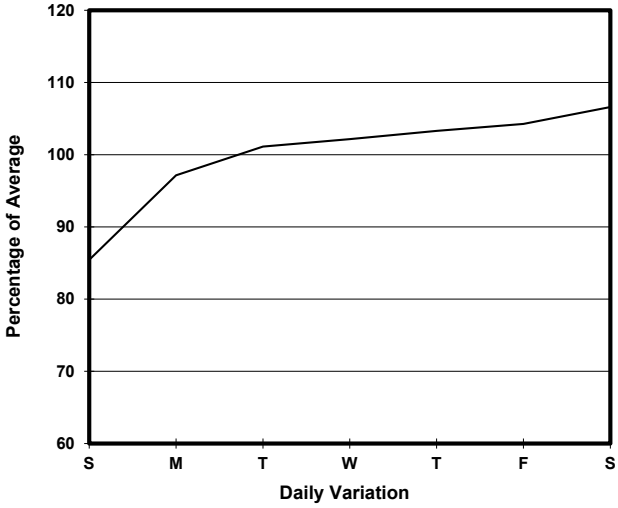
YEAR 2024 **LINK** HOLLYWOOD RD (from QUEEN'S RD W to LADDER ST)

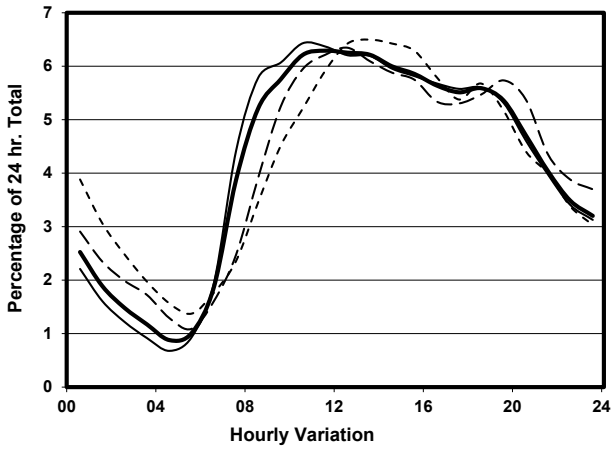
CORE STATION 1019
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

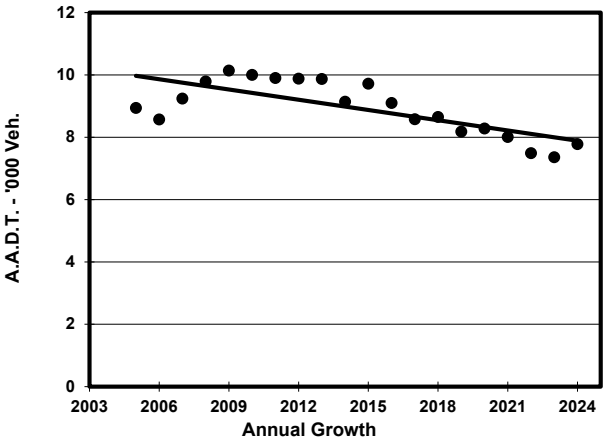


1. TRAFFIC FLOW VARIATION AND GROWTH









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

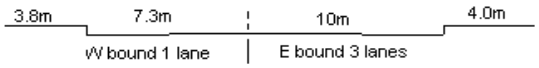
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	7780	7970	8380	6660
R 12 / 24 - %	68.4	70.1	64.0	63.9
R 16 / 24 - %	86.0	87.4	83.3	80.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	450	480	440	300
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1600-1700
One-way flow at PM peak hour	440	450	460	390
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

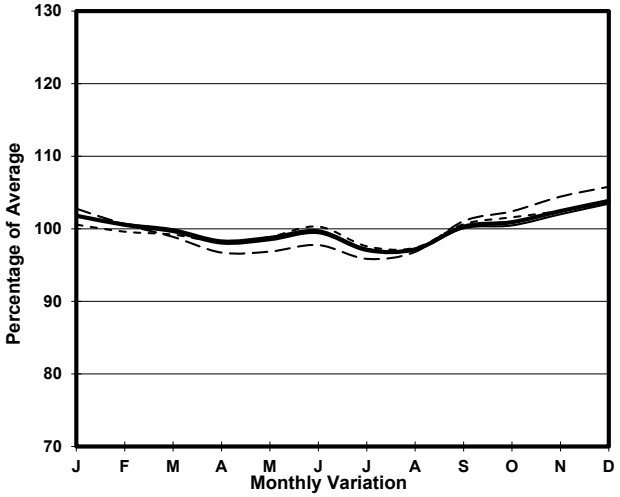
3. OTHER INFORMATION AND COMMENT

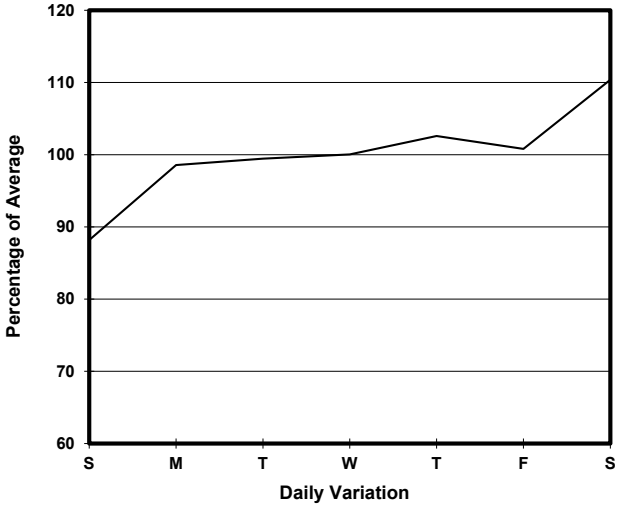
YEAR 2024 **LINK** LOCKHART RD (from ARSENAL ST to PERCIVAL ST)

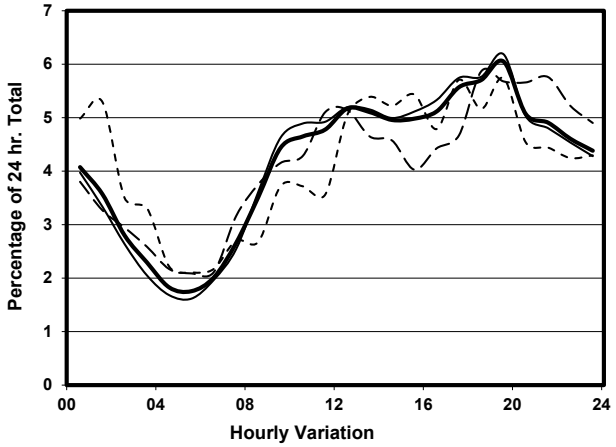
CORE STATION 1020
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

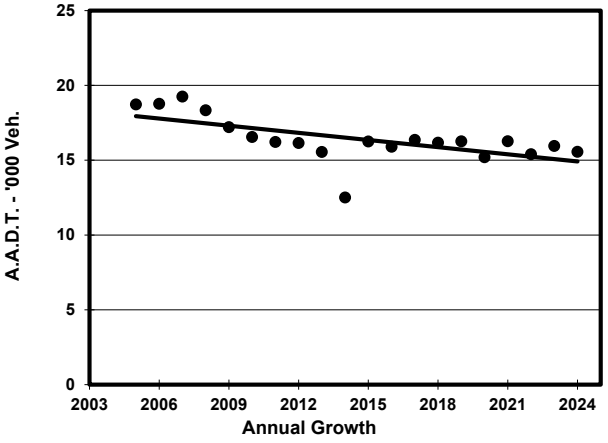


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

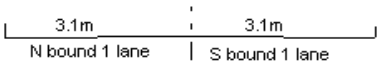
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	11680	11820	13070	10090
R 12 / 24 - %	57.6	58.8	54.7	54.0
R 16 / 24 - %	77.9	78.9	77.3	72.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	540	580	540	370
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	690	710	820	640
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	3880	3880	4200	3720
R 12 / 24 - %	53.9	55.2	51.0	50.7
R 16 / 24 - %	75.4	77.0	72.4	70.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	150	150	180	150
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	210	230	200	210
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

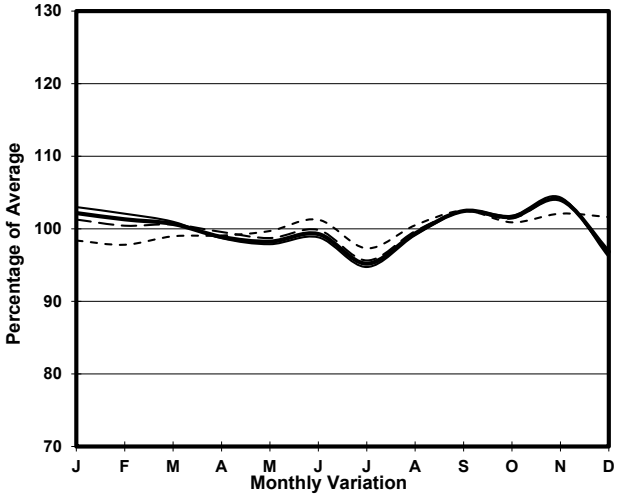
3. OTHER INFORMATION AND COMMENT

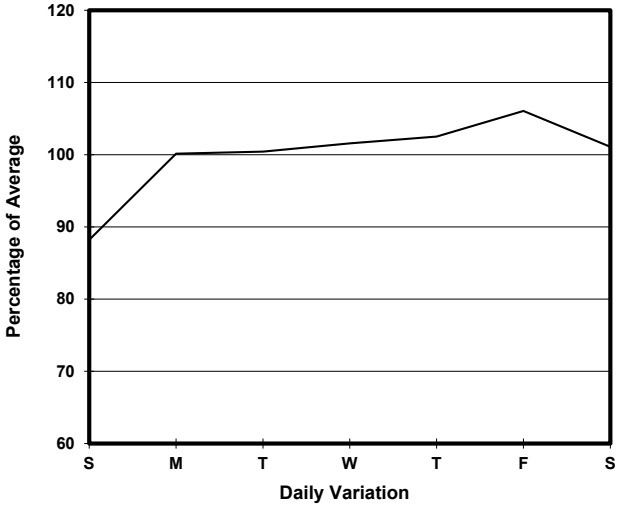
YEAR 2024 **LINK** TAI TAM RD (from RED HILL RD to SHEK O RD)

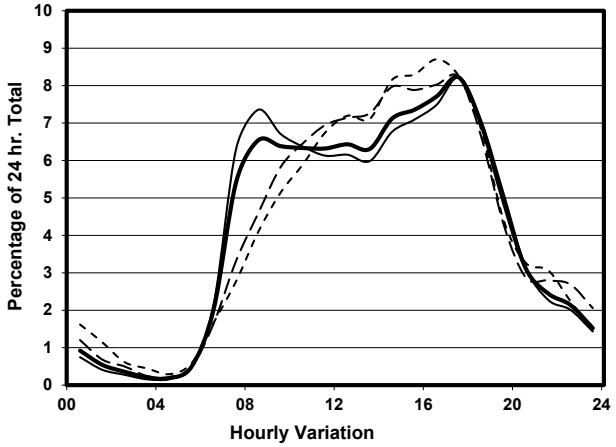
CORE STATION 1023
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

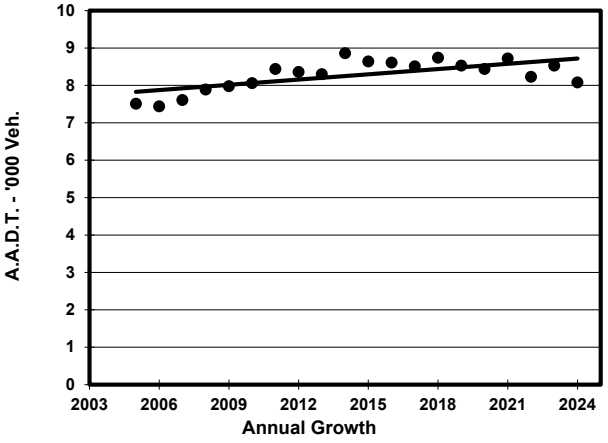


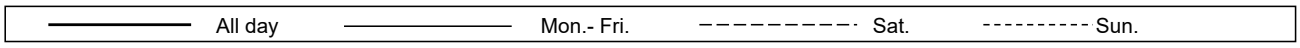
1. TRAFFIC FLOW VARIATION AND GROWTH











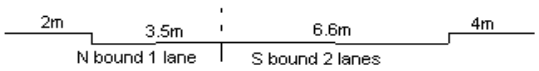
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	4010	4090	4140	3670
R 12 / 24 - %	78.5	78.3	79.1	78.7
R 16 / 24 - %	92.9	93.2	92.5	91.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	270	290	250	190
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	270	290	320	330
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	4070	4220	4080	3500
R 12 / 24 - %	83.7	84.8	81.6	79.7
R 16 / 24 - %	94.6	95.1	93.5	92.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	300	350	230	180
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	390	420	370	320
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

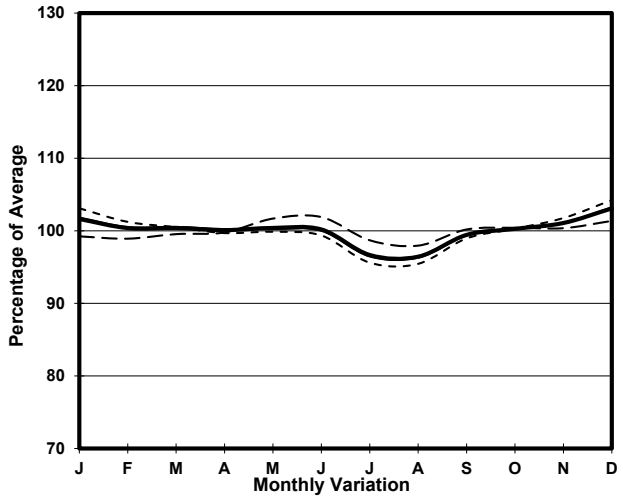
3. OTHER INFORMATION AND COMMENT

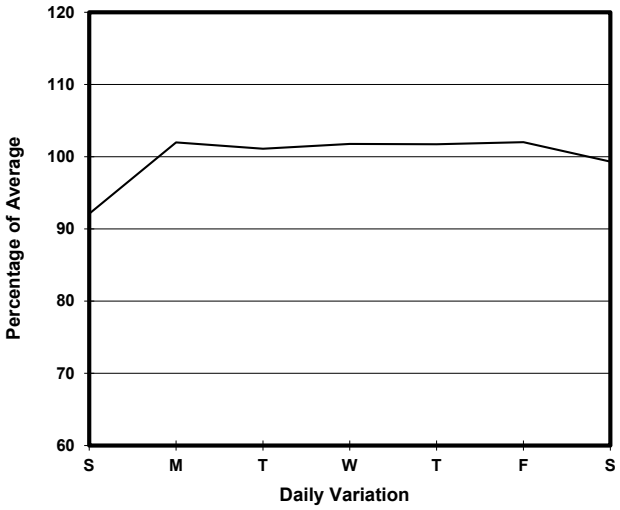
YEAR 2024 **LINK** TAI HANG RD (from KA NING PATH to LAI TAK TSUEN RD)

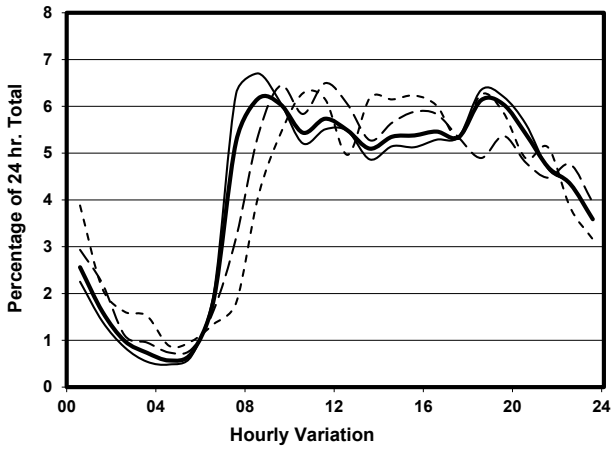
CORE STATION 1024
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

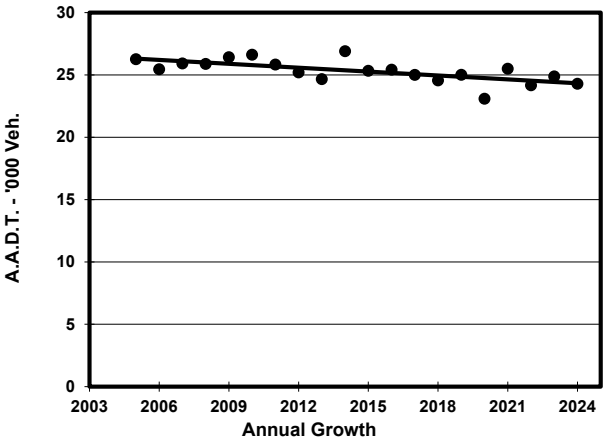


1. TRAFFIC FLOW VARIATION AND GROWTH









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

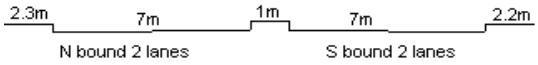
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	13180	13350	13030	12840
R 12 / 24 - %	64.8	64.8	66.1	63.4
R 16 / 24 - %	86.8	87.5	85.7	84.2
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	780	810	890	560
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	820	890	790	870
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	11110	11450	11200	9670
R 12 / 24 - %	69.3	70.3	66.5	66.7
R 16 / 24 - %	88.0	89.0	85.6	85.0
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	820	910	750	660
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	670	690	630	610
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

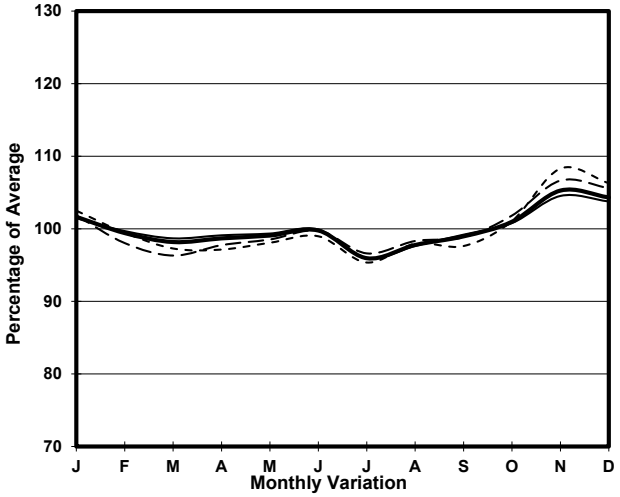
3. OTHER INFORMATION AND COMMENT

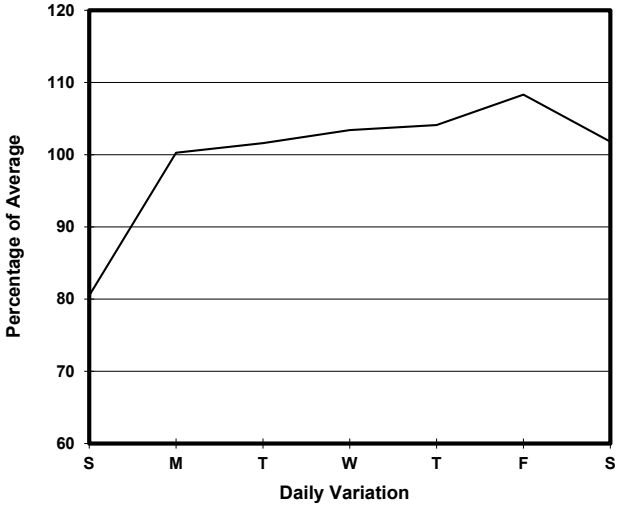
YEAR 2024 **LINK** SHING SAI RD (from SAI CHEUNG ST N to NEW PRAYA, KENNEDY TOWN)

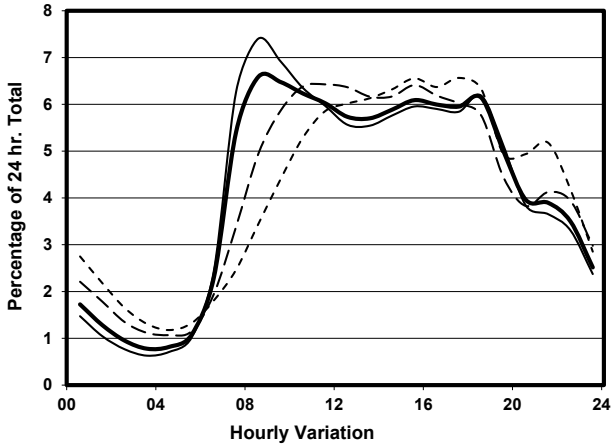
CORE STATION 1027
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

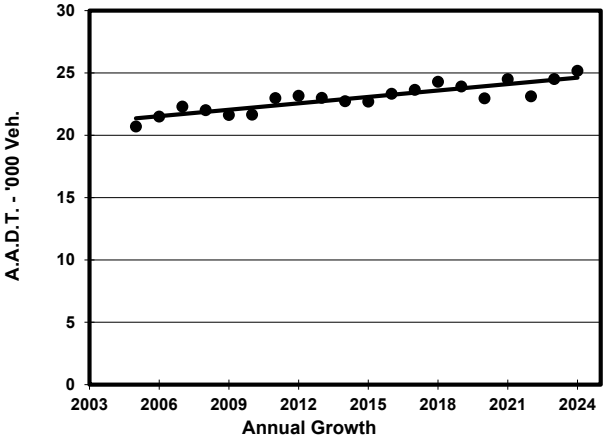


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

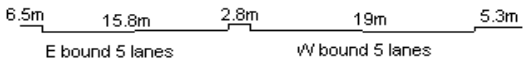
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	15550	16300	15920	12580
R 12 / 24 - %	70.9	72.4	68.8	64.2
R 16 / 24 - %	88.0	89.1	85.7	84.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1000	1170	920	520
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	960	1010	970	810
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	9620	10030	10010	7870
R 12 / 24 - %	74.3	75.7	72.1	68.2
R 16 / 24 - %	89.4	90.4	87.5	85.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	660	790	600	380
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	640	670	640	530
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

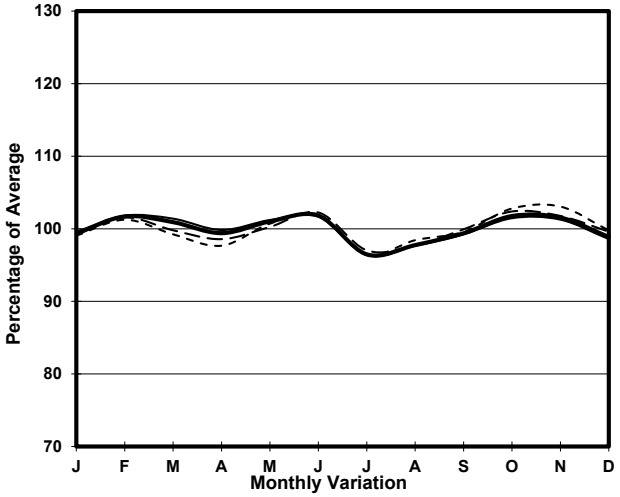
3. OTHER INFORMATION AND COMMENT

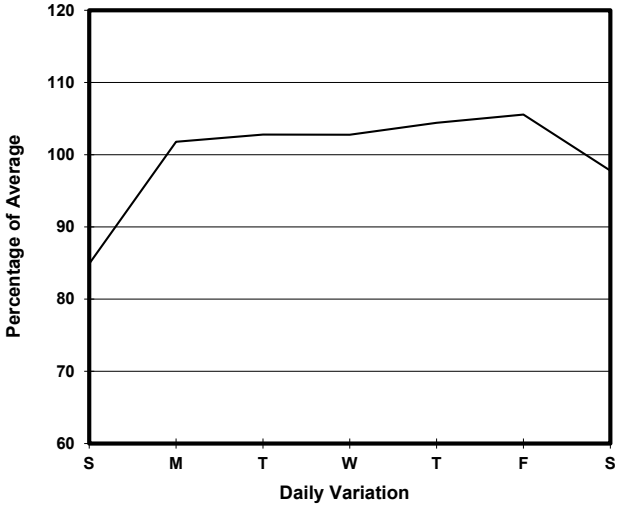
YEAR 2024 **LINK** GLOUCESTER RD (from ARSENAL ST to CROSS HARBOUR TUNNEL S. INT)

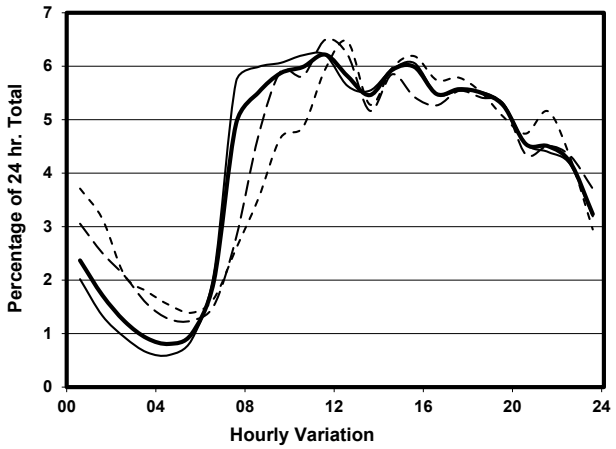
CORE STATION 1028
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

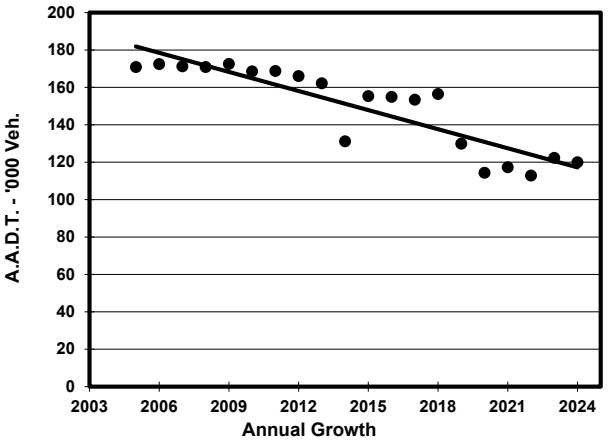


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

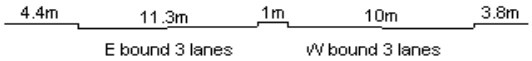
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	56290	59590	53700	45570
R 12 / 24 - %	69.0	70.7	64.9	62.3
R 16 / 24 - %	87.8	89.6	83.3	81.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3340	3760	2920	1860
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3310	3490	3100	2830
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	63680	65530	64600	57160
R 12 / 24 - %	67.6	69.1	64.3	62.7
R 16 / 24 - %	85.9	87.1	82.8	82.3
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3700	4450	4060	2930
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	3410	3490	3450	3240
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

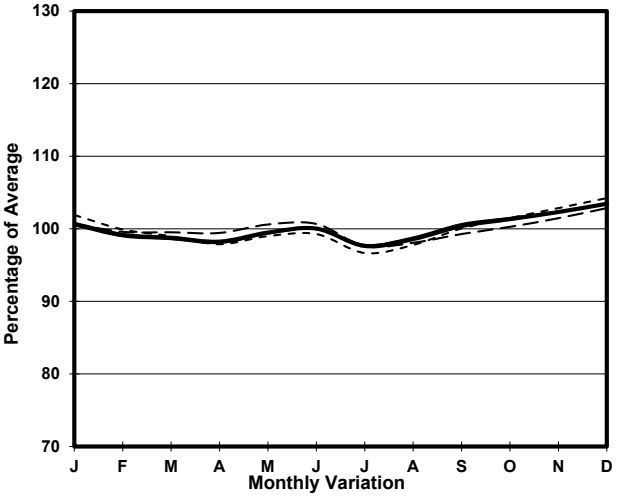
3. OTHER INFORMATION AND COMMENT

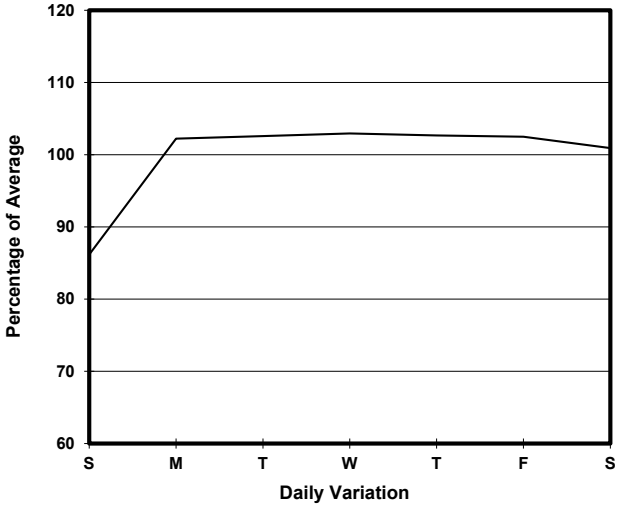
YEAR 2024 **LINK** HENNESSY RD (from LUARD RD to FLEMING RD)

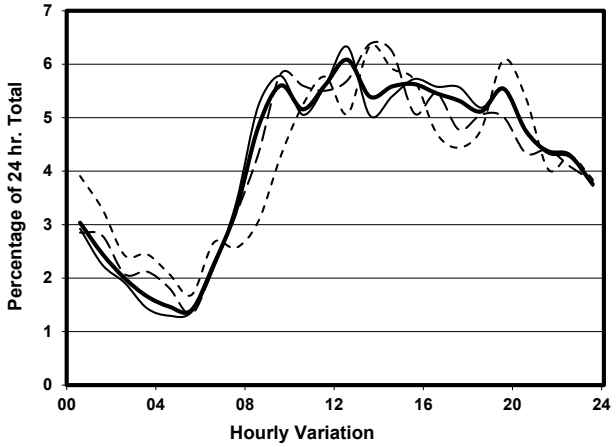
CORE STATION 1029
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

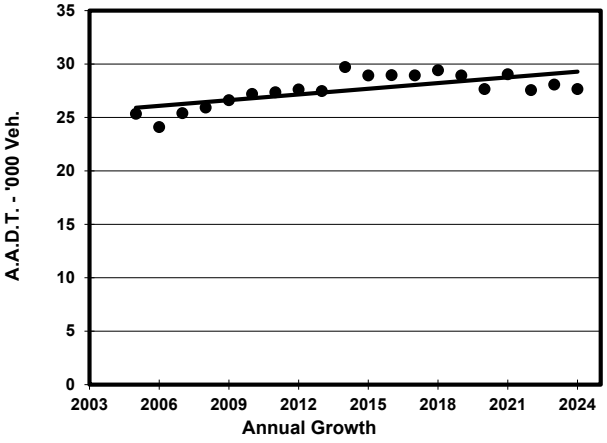


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

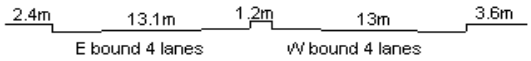
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	15500	15960	15730	13750
R 12 / 24 - %	61.6	62.4	62.0	56.9
R 16 / 24 - %	80.1	81.1	78.5	75.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	860	940	850	530
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	840	870	880	650
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	12160	12620	12390	10280
R 12 / 24 - %	64.8	65.8	64.5	59.2
R 16 / 24 - %	84.4	85.2	84.1	80.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	690	720	790	500
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	700	760	730	510
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

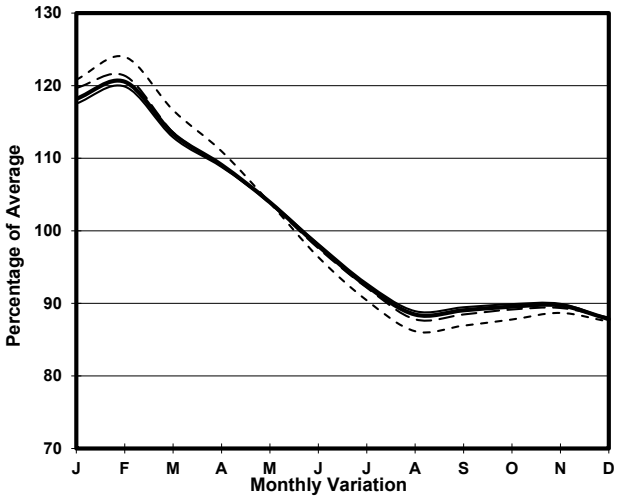
3. OTHER INFORMATION AND COMMENT

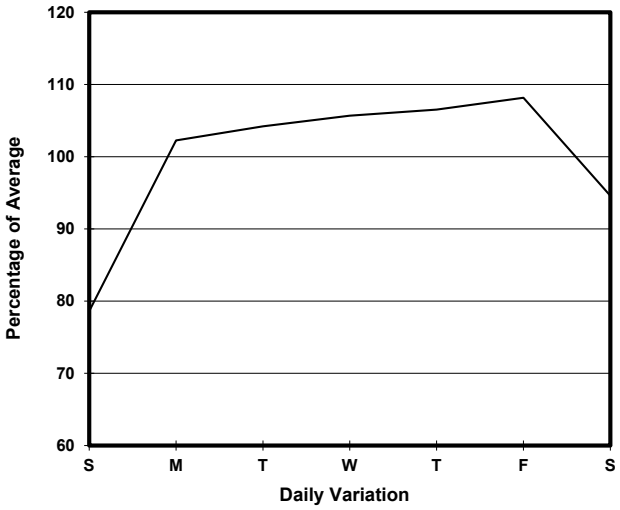
YEAR 2024 **LINK** CONNAUGHT RD C & UNDERPASS (from PEDDER ST to COTTON TREE DRIVE)

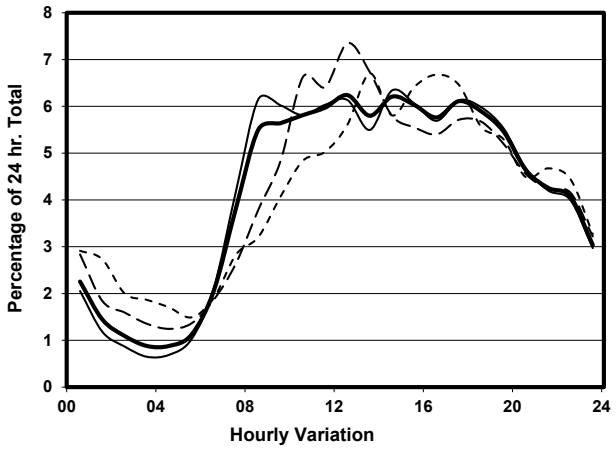
CORE STATION 1030
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

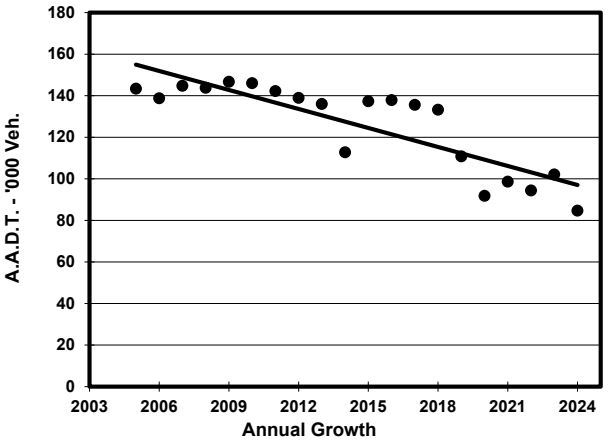


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

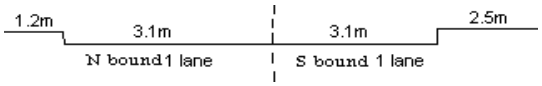
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	42490	44500	41180	37140
R 12 / 24 - %	66.8	68.0	65.0	61.3
R 16 / 24 - %	85.5	86.9	82.9	79.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2410	2890	1860	1340
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	2460	2530	2250	2730
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	42200	45720	39150	30920
R 12 / 24 - %	70.8	72.0	68.2	65.5
R 16 / 24 - %	89.0	89.9	86.6	85.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2490	2830	2020	1430
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2780	3060	2400	2000
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

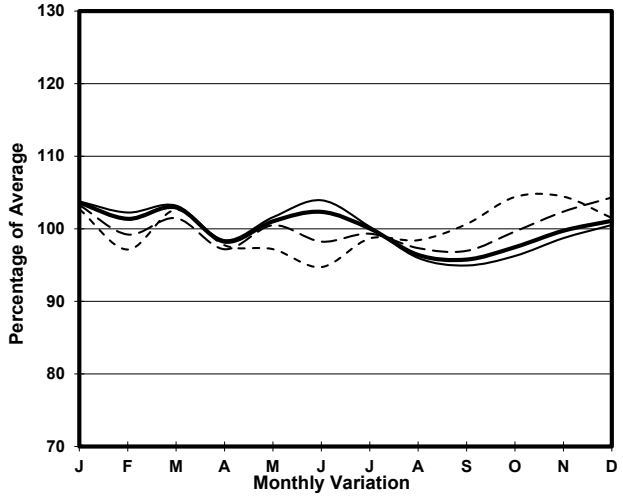
3. OTHER INFORMATION AND COMMENT

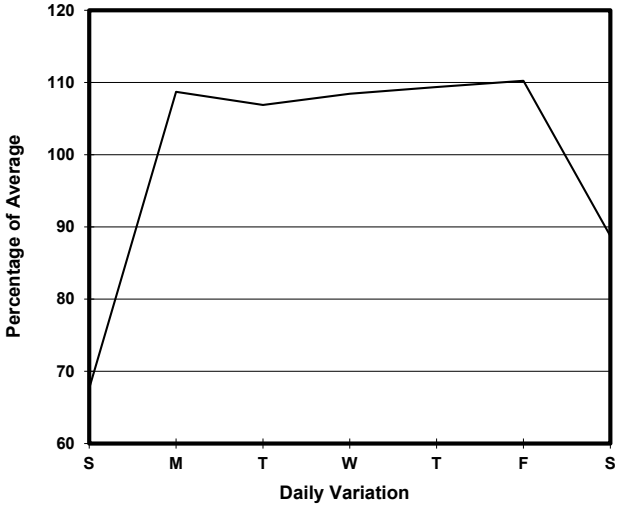
YEAR 2024 **LINK** MOUNT BUTLER RD (from TAI HANG RD to END)

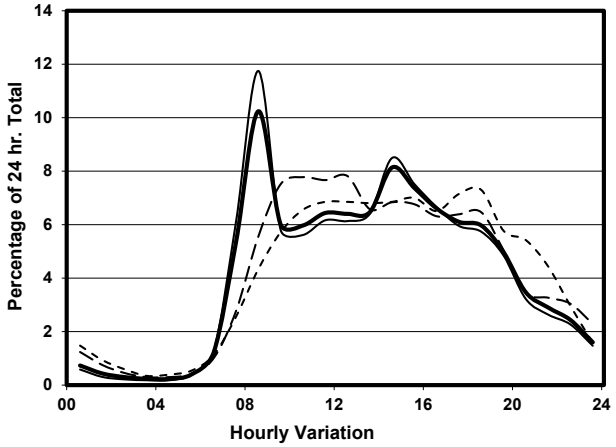
CORE STATION 1101
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

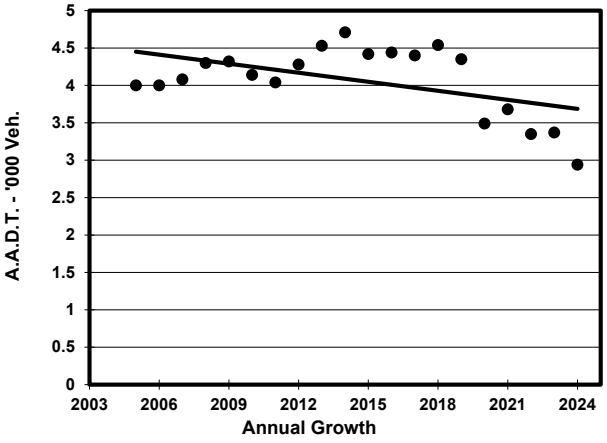


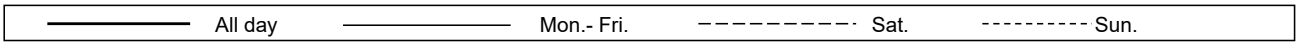
1. TRAFFIC FLOW VARIATION AND GROWTH











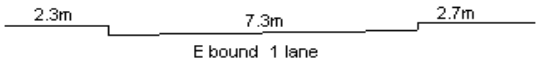
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	1470	1630	1300	980
R 12 / 24 - %	80.4	81.8	77.1	73.1
R 16 / 24 - %	94.9	95.5	93.3	92.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	160	210	100	50
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	100	110	90	70
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	1470	1630	1360	1050
R 12 / 24 - %	81.7	82.8	80.0	75.8
R 16 / 24 - %	94.7	95.3	93.4	93.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	140	180	110	70
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	100	110	90	80
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

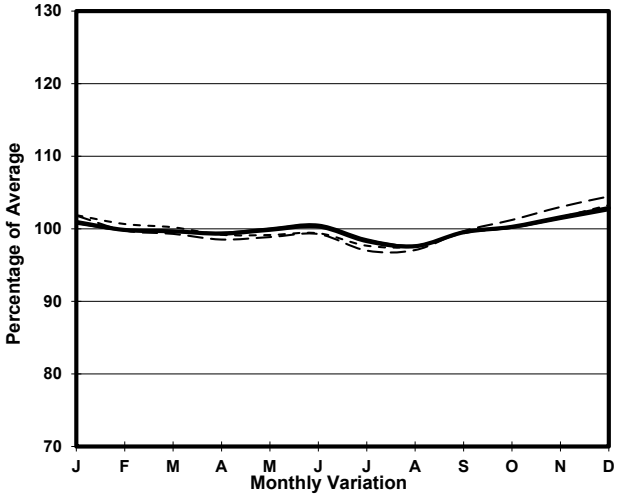
3. OTHER INFORMATION AND COMMENT

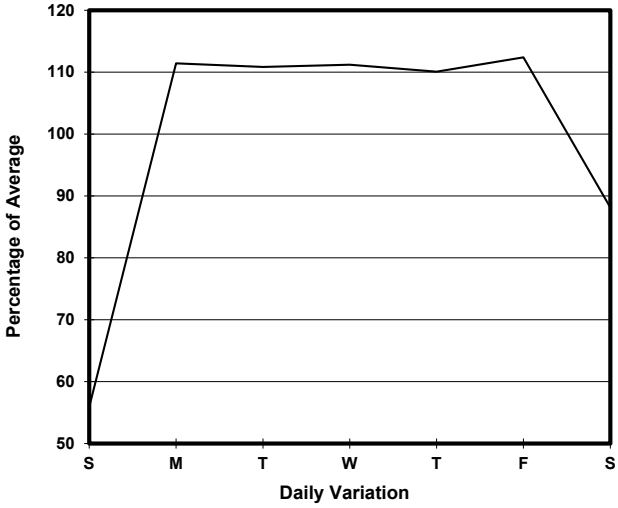
YEAR 2024 **LINK** CHEUNG LEE ST (from HONG MAN ST to KUT SHING ST)

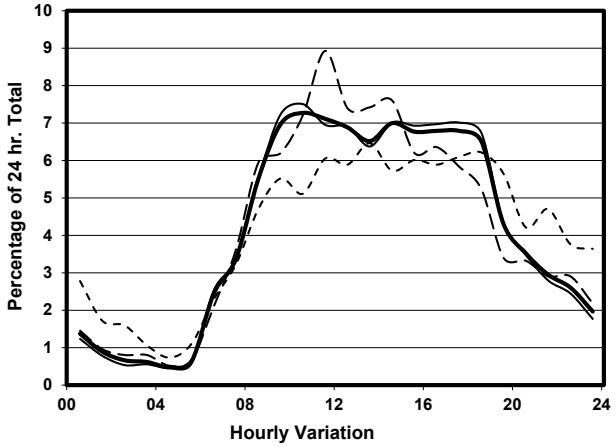
CORE STATION 1102
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

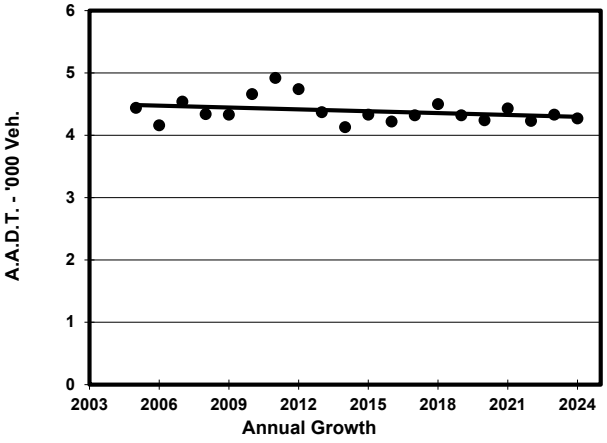


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

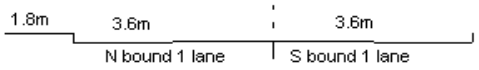
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	4270	4860	3850	2450
R 12 / 24 - %	77.5	78.5	78.0	66.9
R 16 / 24 - %	90.9	91.6	90.5	85.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	300	350	240	140
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	290	340	250	150
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

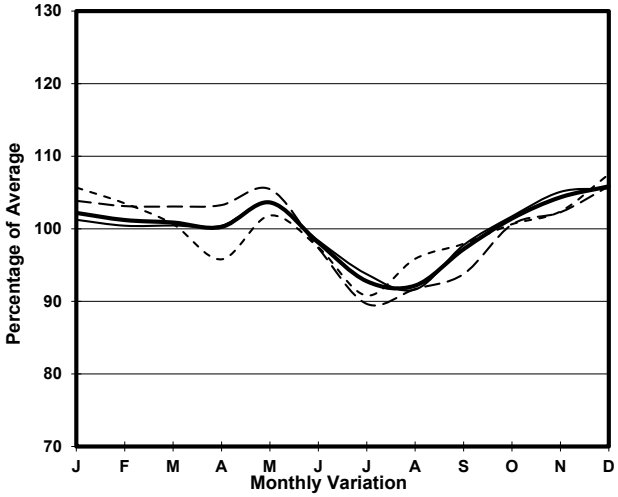
3. OTHER INFORMATION AND COMMENT

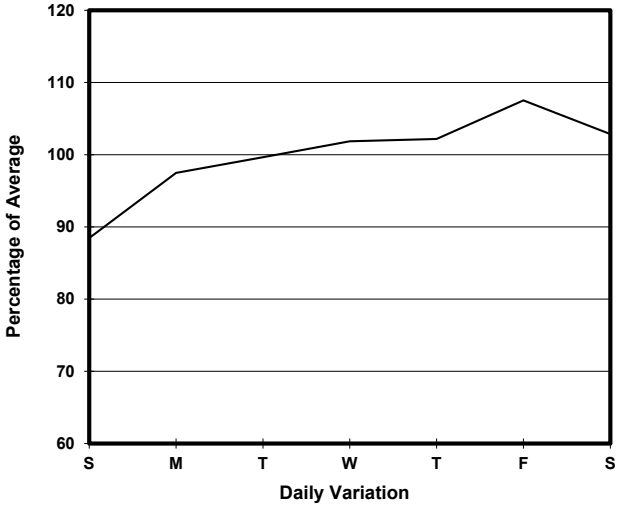
YEAR 2024 **LINK** STANLEY VILLAGE RD (from TAI TAM RD to STANLEY NEW ST)

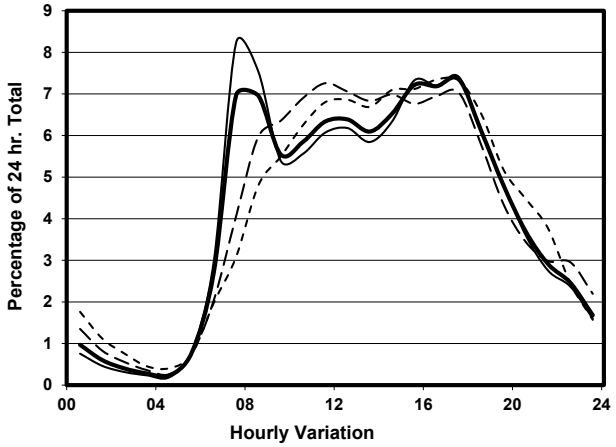
CORE STATION 1103
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

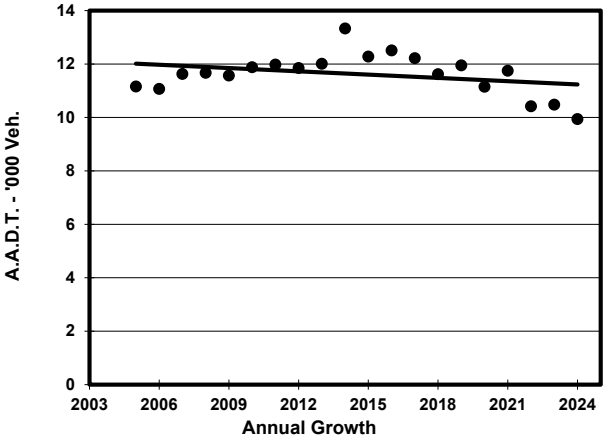


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

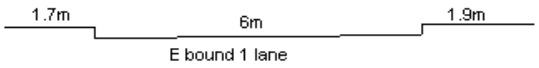
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5040	5160	5190	4510
R 12 / 24 - %	76.3	76.7	76.1	73.8
R 16 / 24 - %	91.8	92.2	90.8	90.5
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	390	480	340	250
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	330	330	340	320
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	4900	5020	5080	4370
R 12 / 24 - %	80.8	81.8	79.8	77.0
R 16 / 24 - %	93.0	93.3	92.6	92.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	360	410	310	240
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	420	440	400	360
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

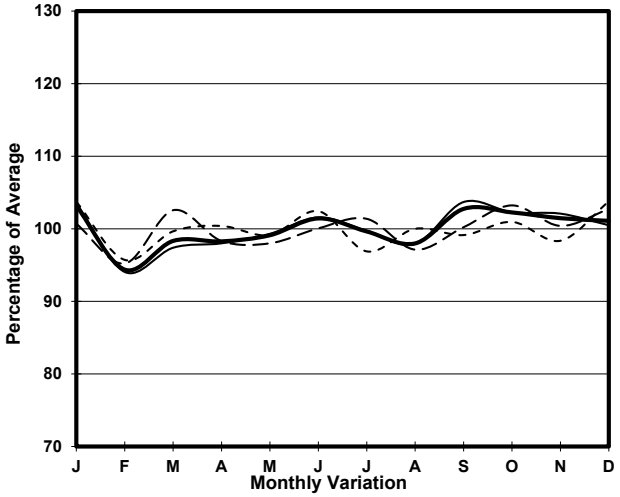
3. OTHER INFORMATION AND COMMENT

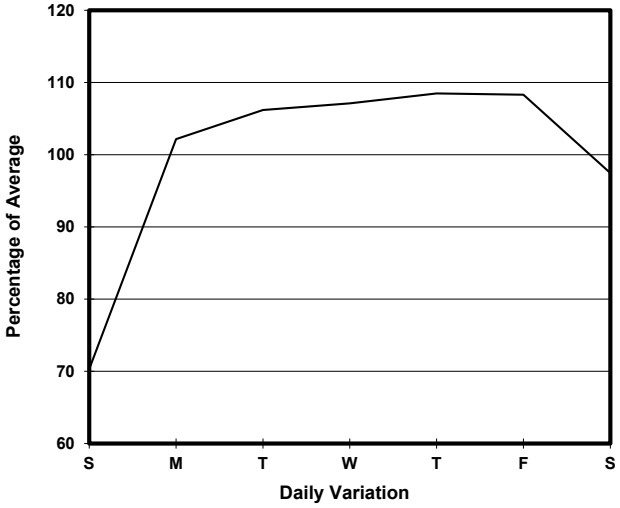
YEAR 2024 **LINK** WING LOK ST (from DES VOEUX RD W to BONHAM STRAND)

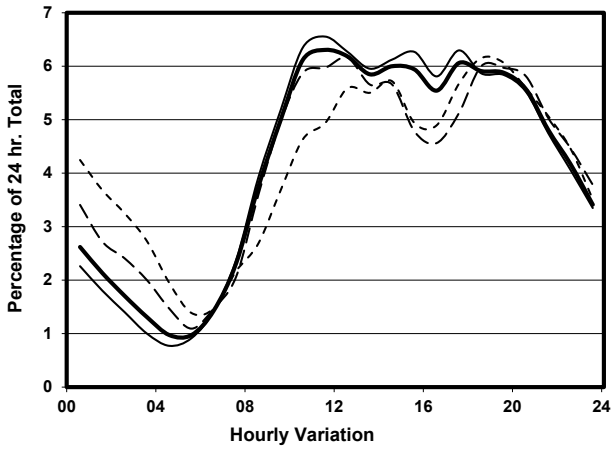
CORE STATION 1104
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

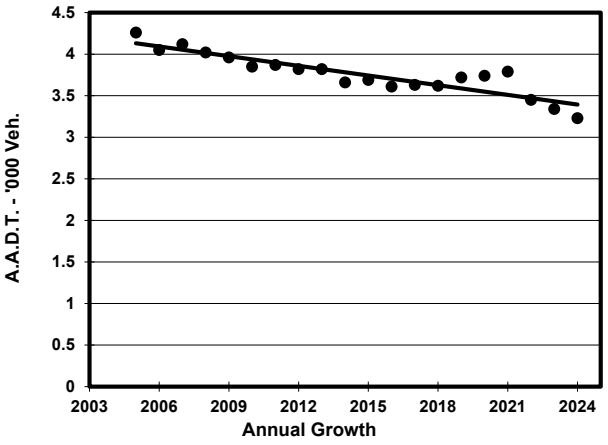


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

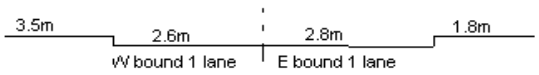
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	3230	3500	3200	2310
R 12 / 24 - %	65.0	67.0	60.4	56.6
R 16 / 24 - %	85.4	87.2	81.7	77.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	160	180	160	90
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	200	220	190	140
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

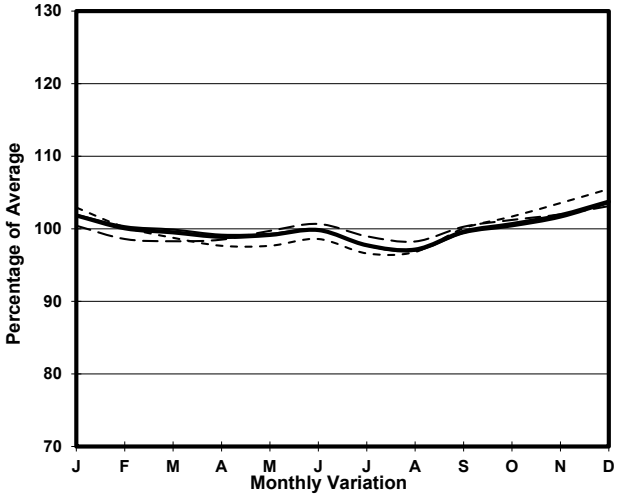
3. OTHER INFORMATION AND COMMENT

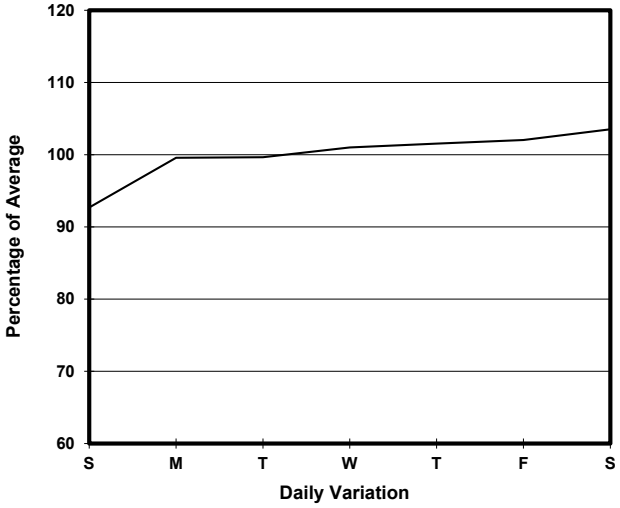
YEAR 2024 **LINK** CONDUIT RD (from KOTEWALL RD to GLENEALY)

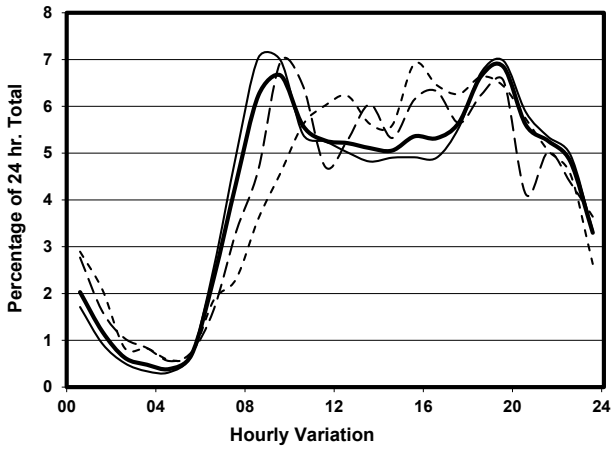
CORE STATION 1105
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

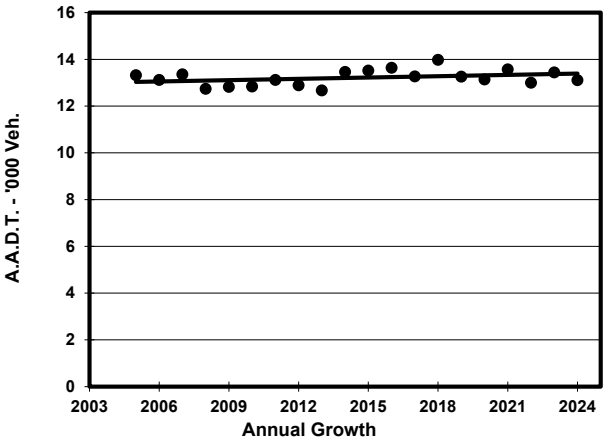


1. TRAFFIC FLOW VARIATION AND GROWTH









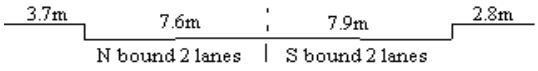
All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

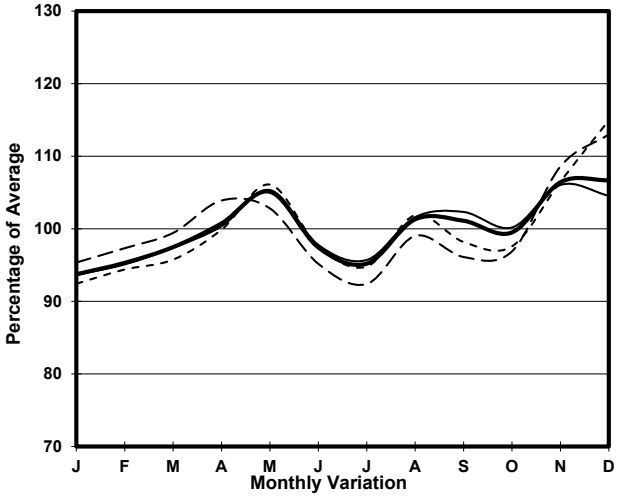
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	6450	6620	6370	5830
R 12 / 24 - %	69.3	69.3	70.0	68.3
R 16 / 24 - %	89.8	90.4	88.2	88.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	490	570	460	350
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	390	400	440	330
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	6660	6640	7260	6370
R 12 / 24 - %	63.8	63.7	64.5	63.6
R 16 / 24 - %	88.2	88.9	86.2	87.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	390	410	490	210
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	480	490	440	490
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

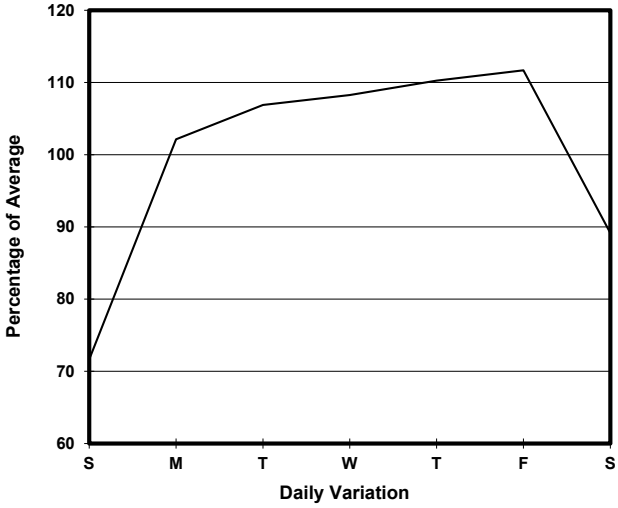
3. OTHER INFORMATION AND COMMENT

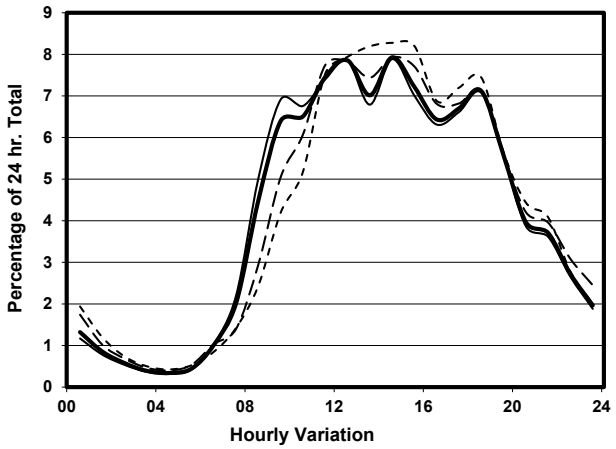
YEAR	2024	**LINK**	JUSTICE DRIVE (from QUEENSWAY to SUPREME COURT RD)
CORE STATION	1108		
ROAD NETWORK	MAJOR		
ROAD TYPE	LOCAL DISTRIBUTOR		

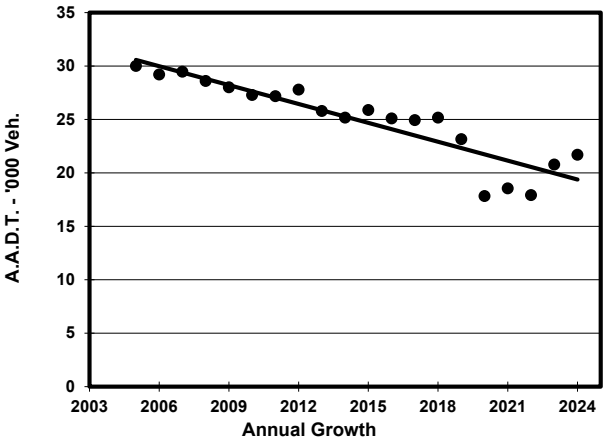


1. TRAFFIC FLOW VARIATION AND GROWTH









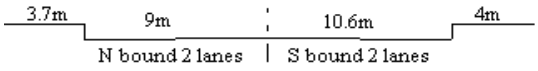
All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

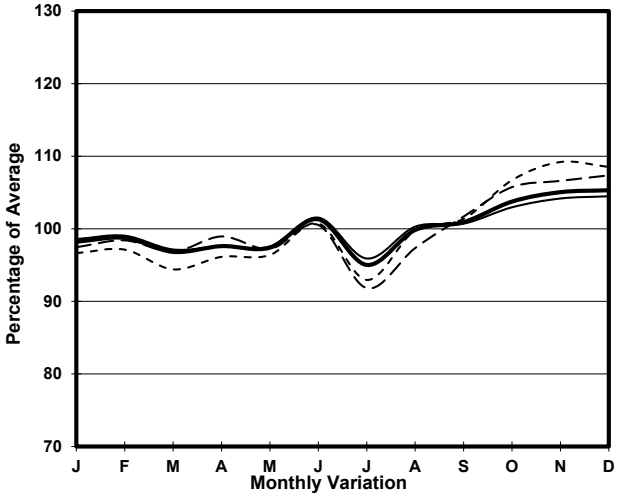
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10850	11890	9830	7870
R 12 / 24 - %	78.9	79.4	77.0	77.5
R 16 / 24 - %	93.3	93.6	92.0	92.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	760	900	560	380
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	750	800	720	610
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	10850	11870	9820	7910
R 12 / 24 - %	75.4	76.3	72.7	72.3
R 16 / 24 - %	92.9	93.4	91.3	91.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	620	740	440	280
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	790	880	700	580
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

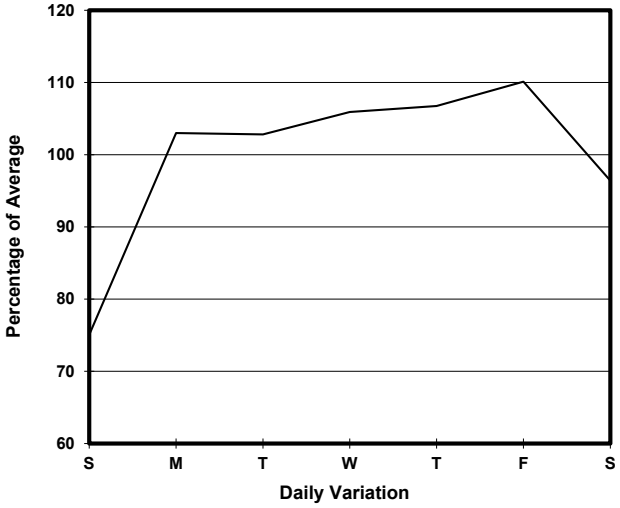
3. OTHER INFORMATION AND COMMENT

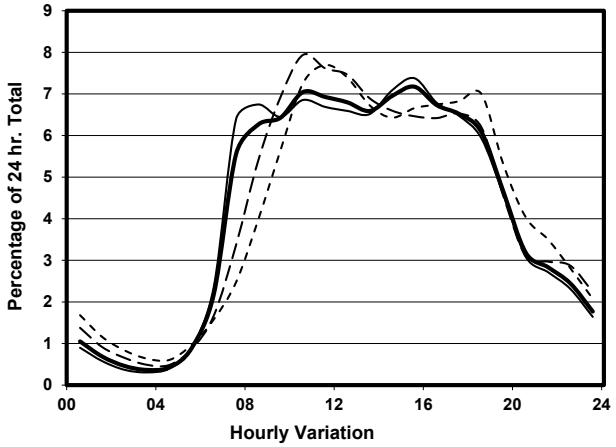
YEAR	2024	**LINK**	OCEAN PARK RD (from WONG CHUK HANG RD to OCEAN PARK)
CORE STATION	1109		
ROAD NETWORK	MAJOR		
ROAD TYPE	LOCAL DISTRIBUTOR		

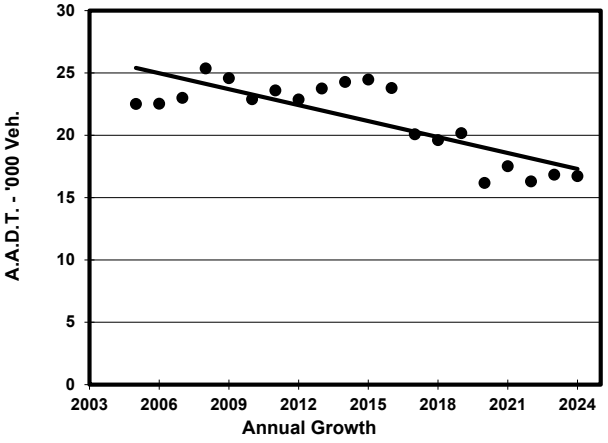


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

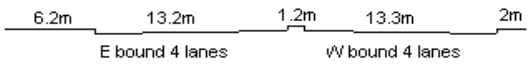
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	9240	9720	9310	7620
R 12 / 24 - %	79.4	80.2	77.7	76.2
R 16 / 24 - %	92.0	92.4	91.2	90.6
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	660	820	680	470
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1600-1700
One-way flow at PM peak hour	590	620	580	480
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	7480	8200	7050	5090
R 12 / 24 - %	78.7	79.5	78.1	72.8
R 16 / 24 - %	92.4	92.8	91.5	90.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	460	510	450	250
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	600	660	520	420
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

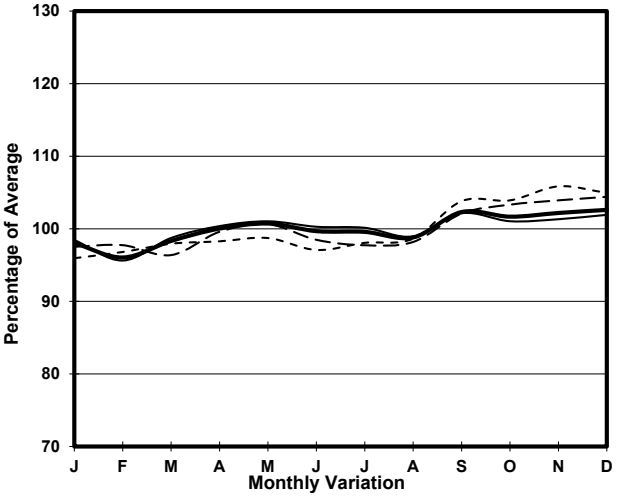
3. OTHER INFORMATION AND COMMENT

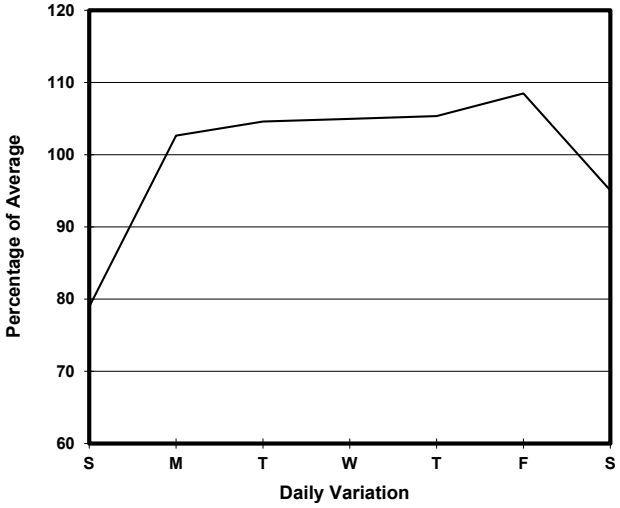
YEAR 2024 **LINK** PRINCE EDWARD RD E & FO <K10A> (from CHOI HUNG RD to NEAR KING TAI COURT)

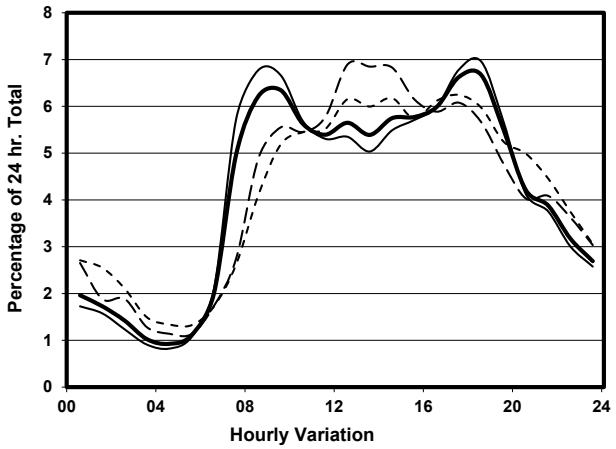
CORE STATION 3003
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

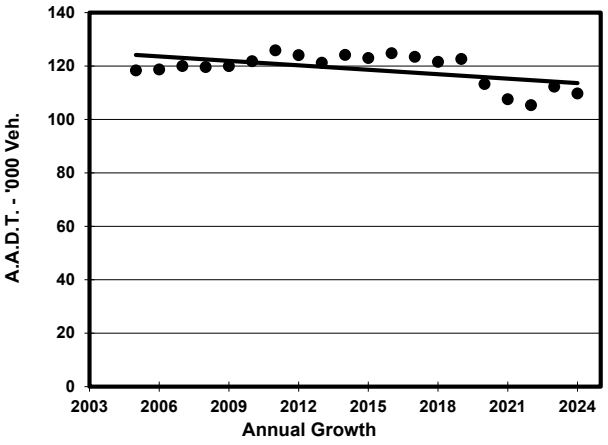


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

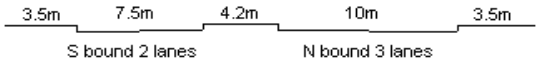
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	64540	69340	59370	50910
R 12 / 24 - %	69.6	70.6	67.7	65.1
R 16 / 24 - %	87.0	87.9	84.7	83.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	4180	4780	3030	2630
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	4290	4740	3590	3220
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	45200	47450	46160	36650
R 12 / 24 - %	71.5	72.8	70.1	65.5
R 16 / 24 - %	87.4	88.2	85.9	83.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3050	3520	2830	1910
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3150	3440	2950	2270
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

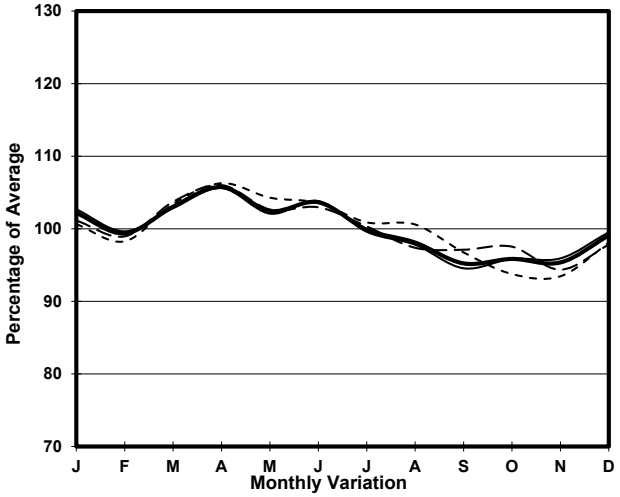
3. OTHER INFORMATION AND COMMENT

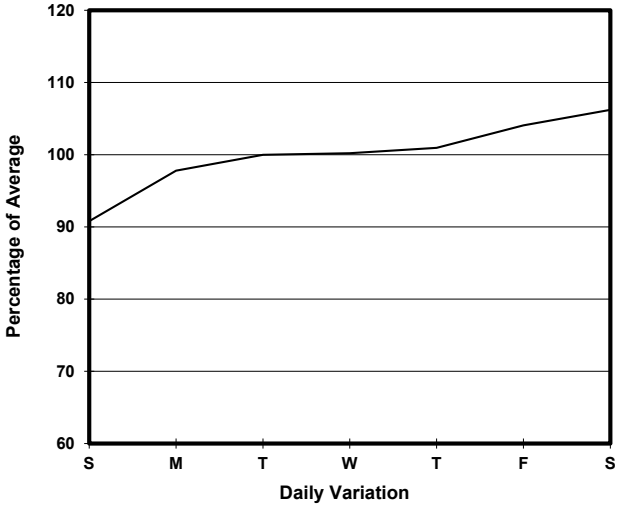
YEAR 2024 **LINK** CHATHAM RD S (from SALISBURY RD to MODY RD)

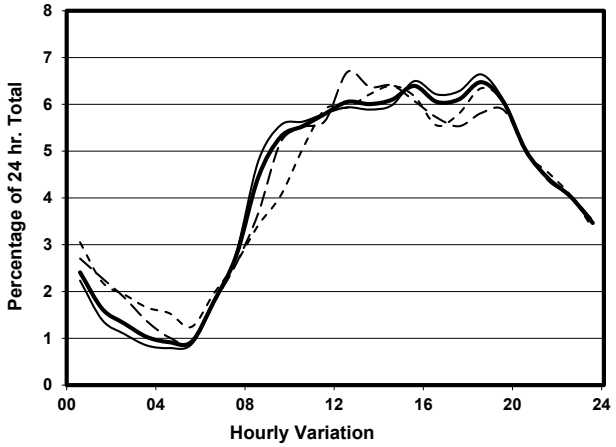
CORE STATION 3005
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

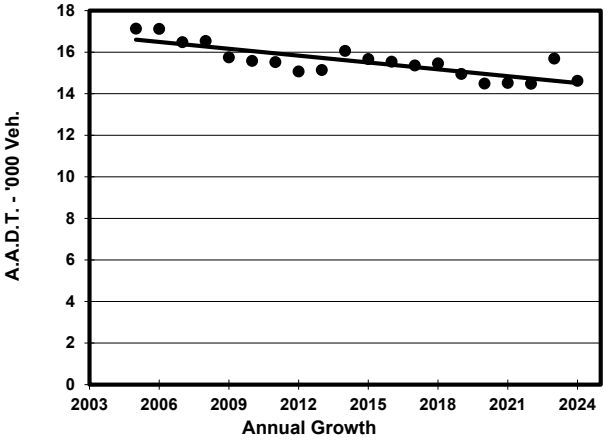


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

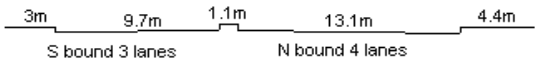
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7940	8010	8510	7310
R 12 / 24 - %	69.5	70.3	67.1	67.9
R 16 / 24 - %	89.0	89.7	87.4	87.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	450	480	440	300
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	530	540	530	470
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	6680	6760	7080	6050
R 12 / 24 - %	64.1	65.4	63.0	58.0
R 16 / 24 - %	83.5	85.0	81.2	78.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	330	340	370	240
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	420	440	380	380
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

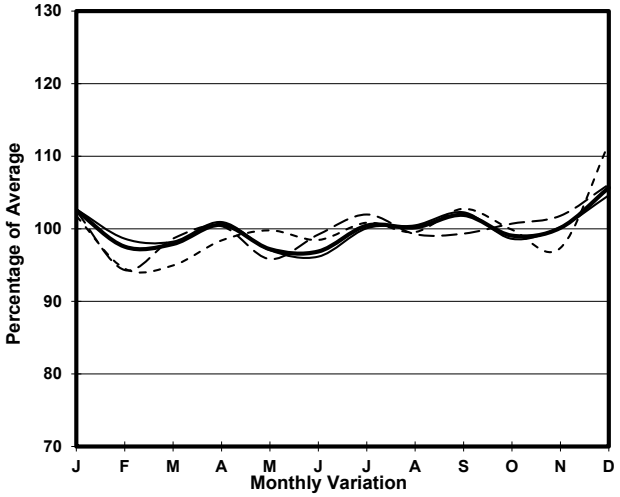
3. OTHER INFORMATION AND COMMENT

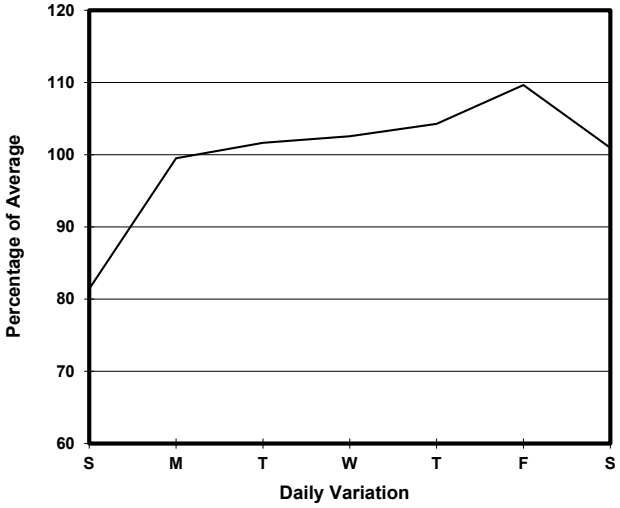
YEAR 2024 **LINK** CANTON RD (from AUSTIN RD to KOWLOON PARK DRIVE)

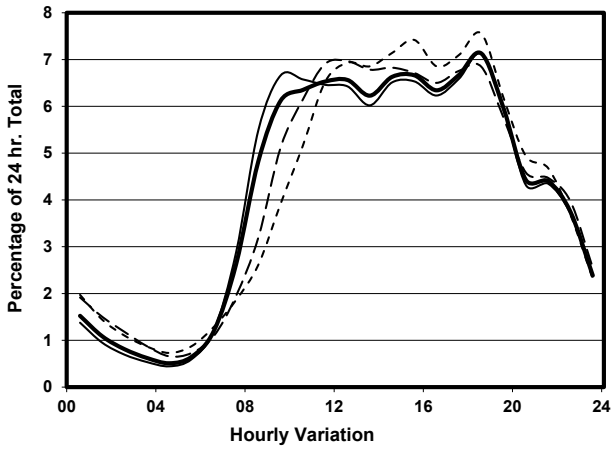
CORE STATION 3007
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

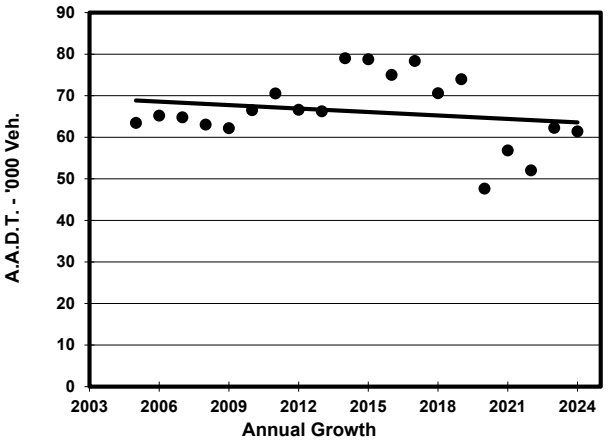


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

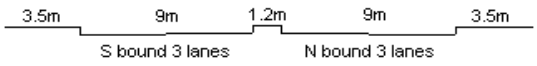
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	35160	36910	35760	28310
R 12 / 24 - %	74.3	75.0	72.5	72.2
R 16 / 24 - %	90.9	91.5	89.2	88.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2420	2780	2050	1180
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2410	2460	2500	2240
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	26250	27300	26890	22190
R 12 / 24 - %	70.5	71.5	68.3	67.1
R 16 / 24 - %	91.7	92.3	89.9	90.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1340	1500	1160	800
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	1970	2110	1930	1610
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

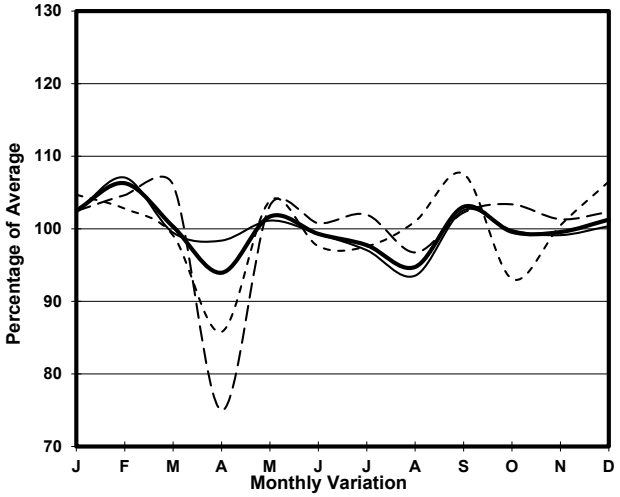
3. OTHER INFORMATION AND COMMENT

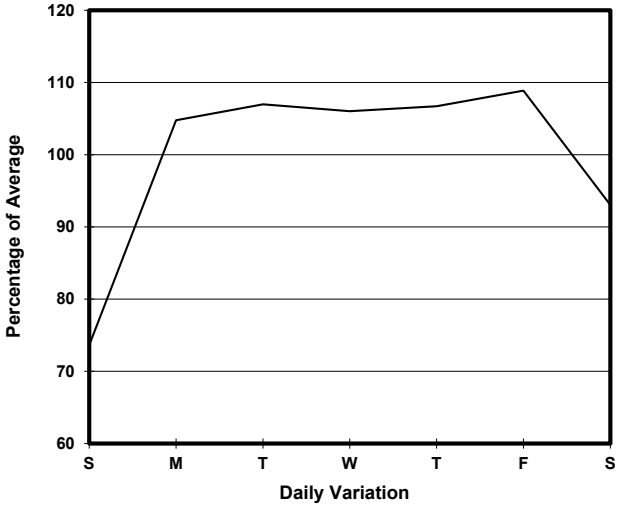
YEAR 2024 **LINK** LAI CHI KOK RD (from TONKIN ST to HING WAH ST)

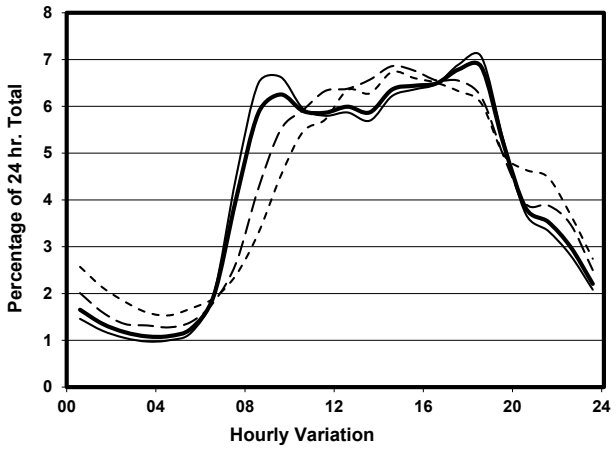
CORE STATION 3008
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

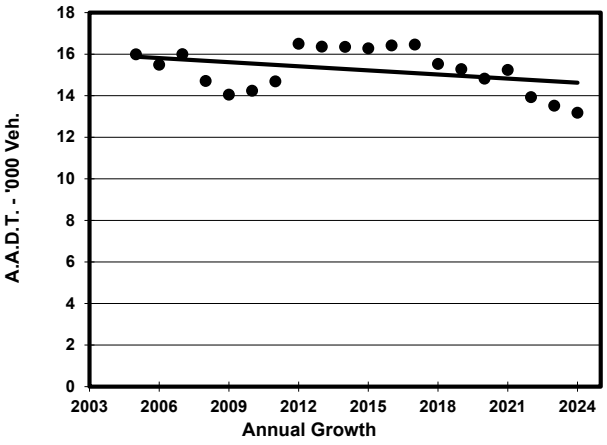


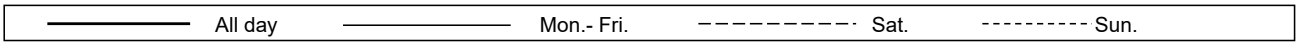
1. TRAFFIC FLOW VARIATION AND GROWTH











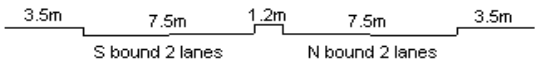
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	4780	5090	4640	3830
R 12 / 24 - %	70.0	71.2	68.3	63.9
R 16 / 24 - %	85.5	86.3	84.1	81.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	280	310	250	150
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	310	330	300	250
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	8400	9170	7780	6020
R 12 / 24 - %	74.2	75.5	71.9	67.7
R 16 / 24 - %	89.8	90.6	88.3	85.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	550	630	430	290
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	600	680	530	390
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

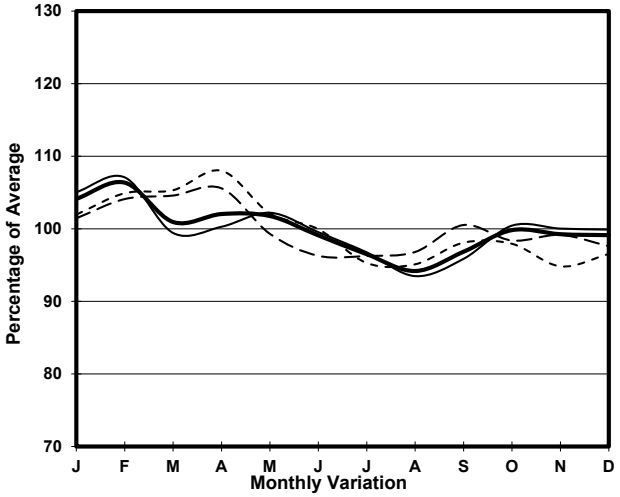
3. OTHER INFORMATION AND COMMENT

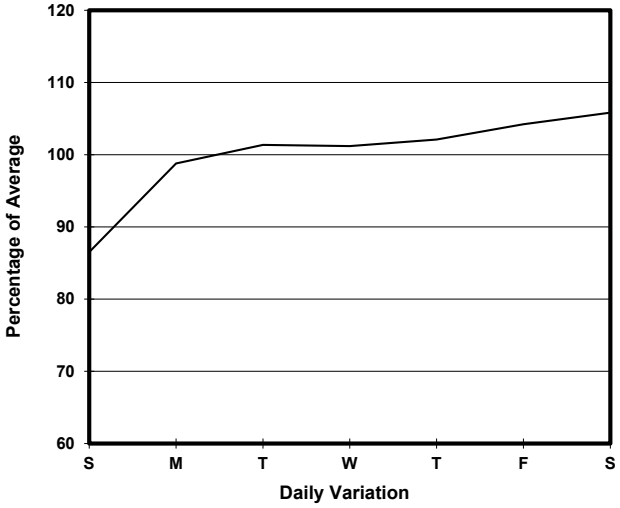
YEAR 2024 **LINK** TAI PO RD (from NAM CHEONG ST to KWEILIN ST)

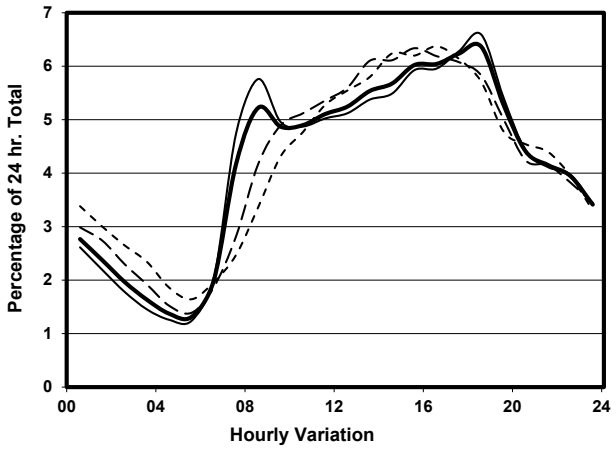
CORE STATION 3009
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

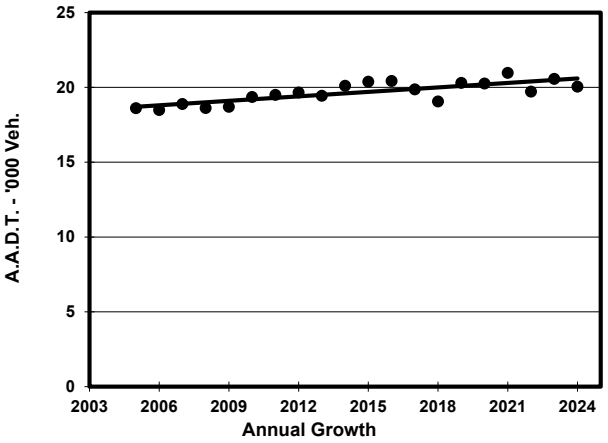


1. TRAFFIC FLOW VARIATION AND GROWTH









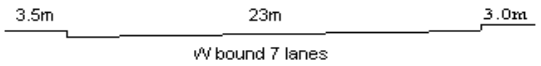
All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

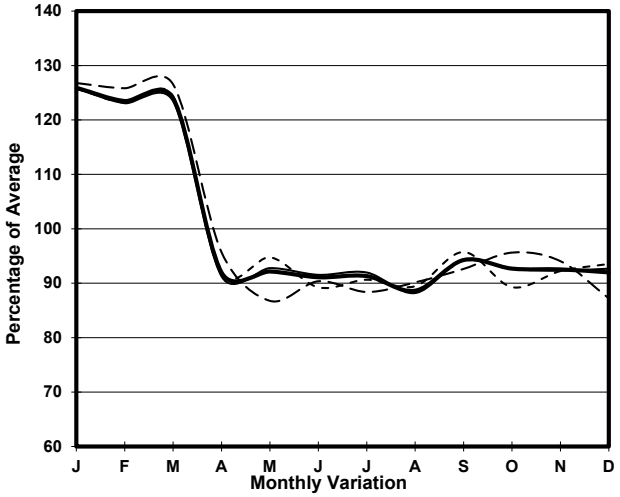
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10280	10430	10850	9430
R 12 / 24 - %	63.4	64.2	61.9	60.7
R 16 / 24 - %	80.2	81.2	78.1	77.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	610	690	570	450
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	600	630	600	560
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	9770	10060	10470	8110
R 12 / 24 - %	67.5	68.1	67.5	63.9
R 16 / 24 - %	86.3	86.9	85.8	83.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	440	500	470	310
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	680	720	730	560
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

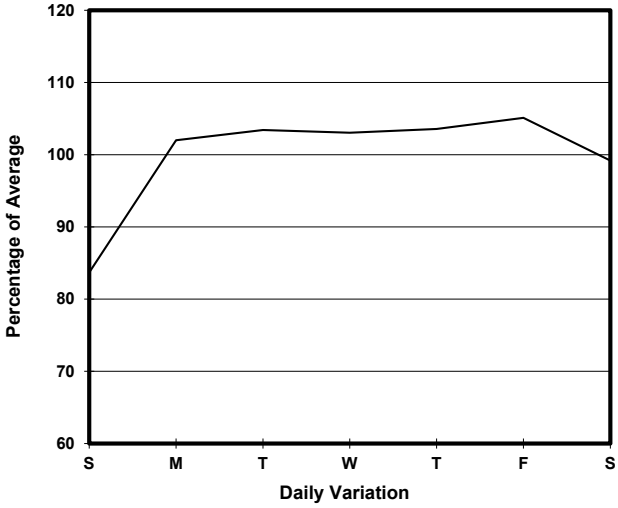
3. OTHER INFORMATION AND COMMENT

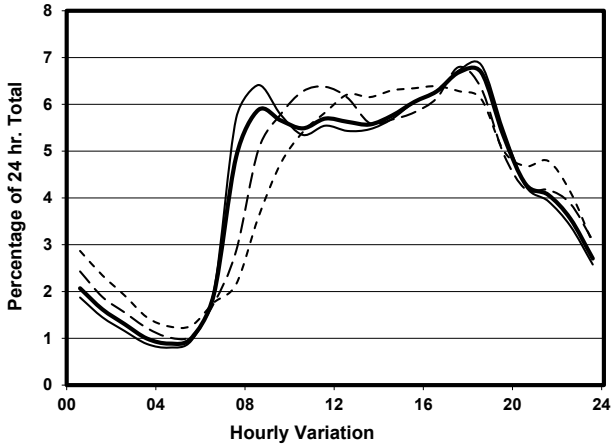
YEAR	2024	**LINK**	PRINCE EDWARD RD W (from LA SALLE RD to WATERLOO RD)
CORE STATION	3010		
ROAD NETWORK	MAJOR		
ROAD TYPE	PRIMARY DISTRIBUTOR		

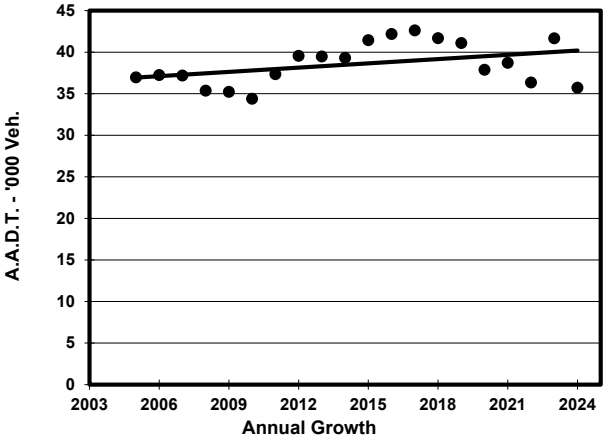


1. TRAFFIC FLOW VARIATION AND GROWTH









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

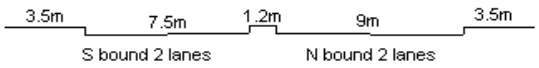
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
WEST BOUND				
A.A.D.T.	35720	37260	35390	30440
R 12 / 24 - %	70.3	71.3	68.8	65.5
R 16 / 24 - %	87.5	88.3	86.0	84.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2100	2390	2050	1440
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	2390	2550	2410	1940
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

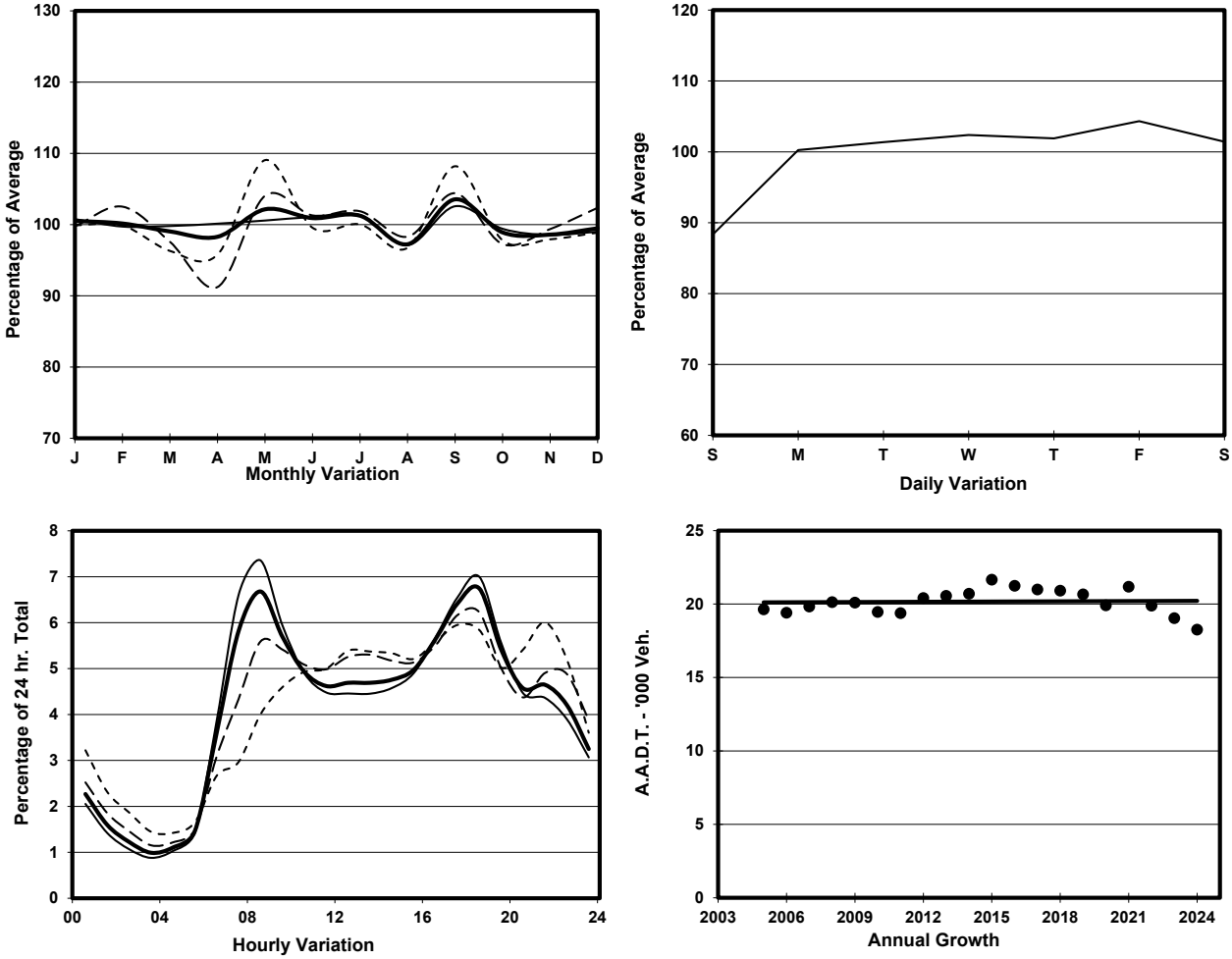
3. OTHER INFORMATION AND COMMENT

YEAR 2024 **LINK** SHUN LEE TSUEN RD (from NEW CLEAR WATER BAY RD to SHUN KING ST)

CORE STATION 3011
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



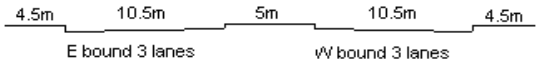
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10500	10820	10560	9270
R 12 / 24 - %	64.7	66.3	62.9	58.0
R 16 / 24 - %	83.6	84.6	82.1	80.0
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	690	790	560	390
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	700	740	670	570
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	7760	7920	8060	6980
R 12 / 24 - %	66.9	67.8	65.9	63.0
R 16 / 24 - %	85.7	86.1	85.0	84.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	530	590	480	360
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	530	570	490	410
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

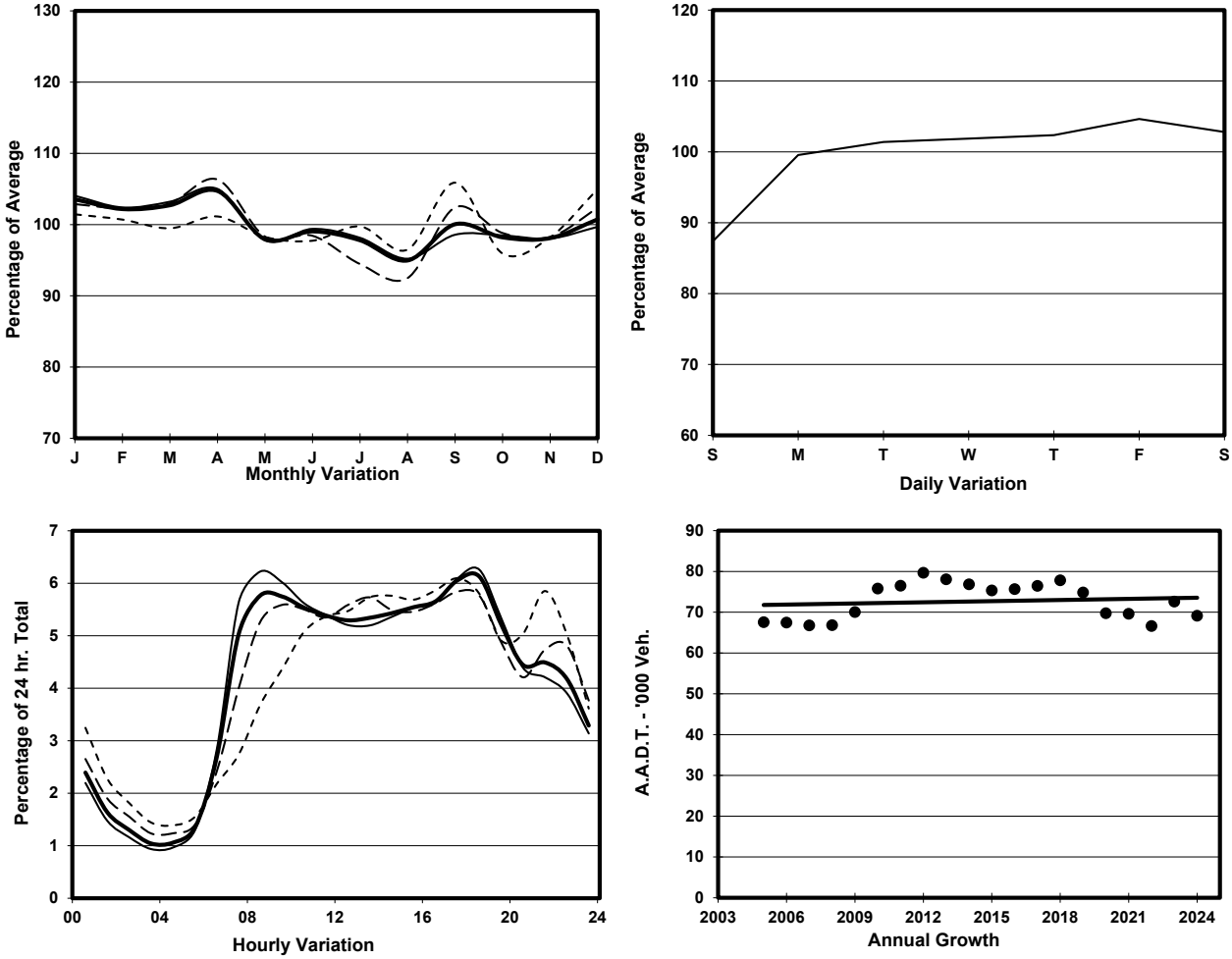
3. OTHER INFORMATION AND COMMENT

YEAR 2024 **LINK** KWUN TONG RD (from NGAU TAU KOK RD to KWUN TONG RD #330)

CORE STATION 3012
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



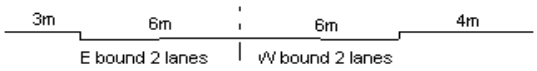
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	34770	35220	36640	32250
R 12 / 24 - %	65.7	67.2	63.5	60.4
R 16 / 24 - %	84.4	85.1	83.0	81.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2020	2170	2030	1380
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2060	2100	2180	1960
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	34360	35730	34730	28710
R 12 / 24 - %	68.1	69.1	67.1	63.1
R 16 / 24 - %	86.1	86.9	84.7	83.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2030	2250	1960	1290
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2180	2340	2100	1760
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

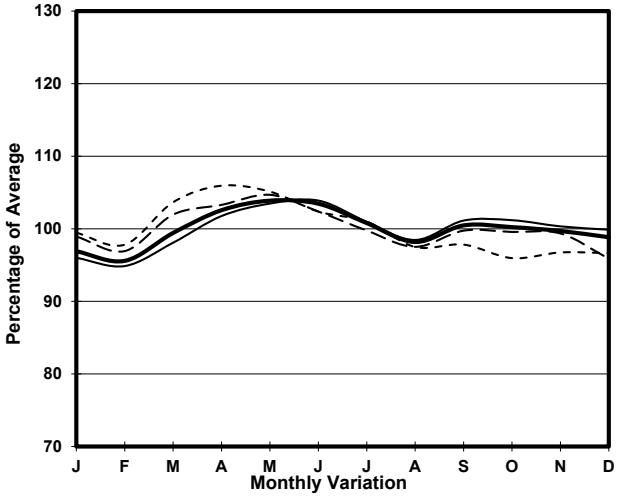
3. OTHER INFORMATION AND COMMENT

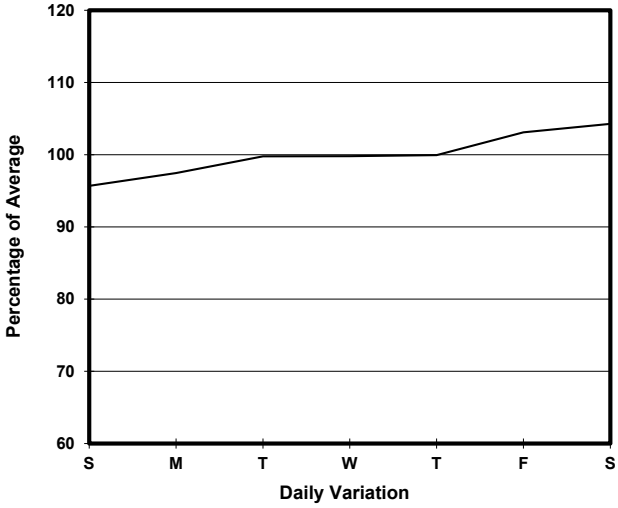
YEAR 2024 **LINK** AUSTIN RD (from COX'S RD to CHATHAM RD S)

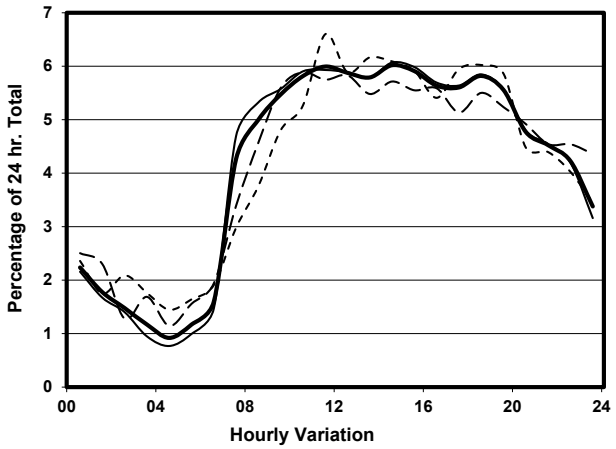
CORE STATION 3013
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

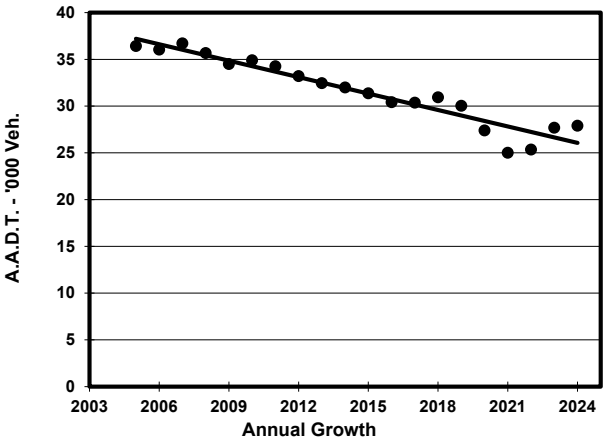


1. TRAFFIC FLOW VARIATION AND GROWTH









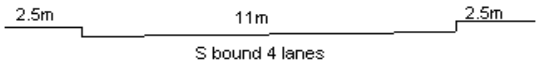
All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

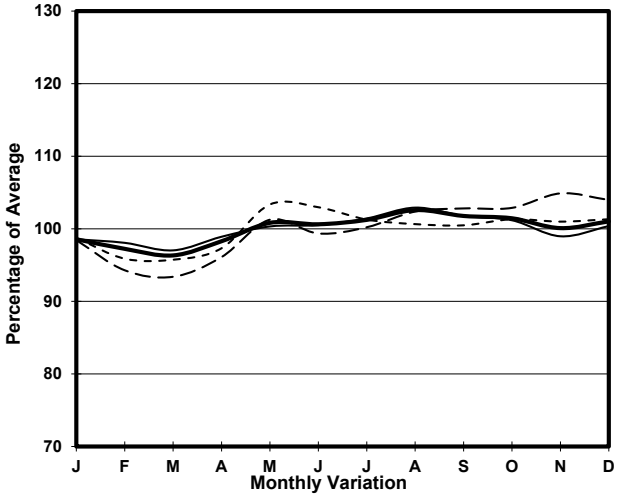
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	9850	10000	10290	8820
R 12 / 24 - %	67.8	69.6	64.1	62.3
R 16 / 24 - %	86.7	88.1	83.1	82.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	610	690	610	400
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	630	650	630	540
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	18050	17950	18860	17950
R 12 / 24 - %	66.9	67.6	63.9	66.1
R 16 / 24 - %	86.1	87.1	83.3	84.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	920	920	1020	890
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	1030	1050	1040	1070
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

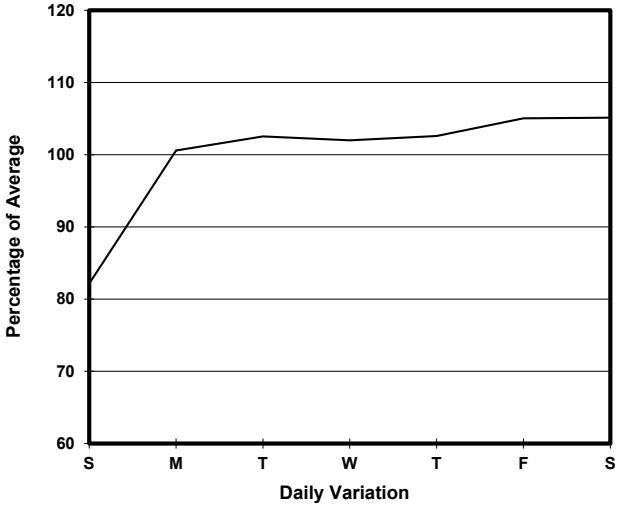
3. OTHER INFORMATION AND COMMENT

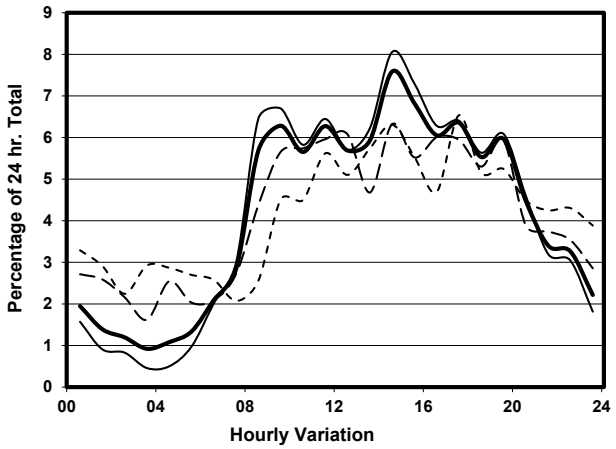
YEAR	2024	**LINK**	SHANGHAI ST (from LAI CHI KOK RD to MONG KOK RD)
CORE STATION	3015		
ROAD NETWORK	MAJOR		
ROAD TYPE	DISTRICT DISTRIBUTOR		

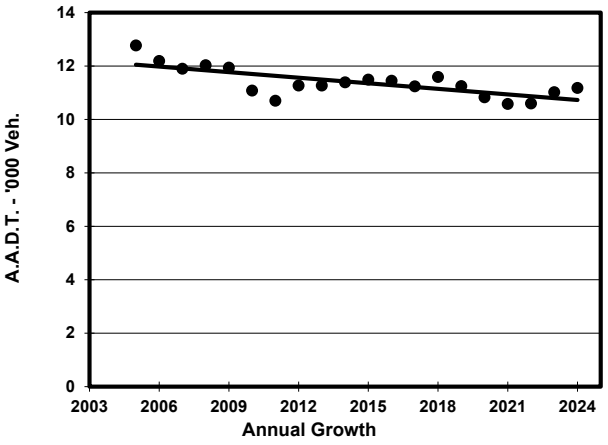


1. TRAFFIC FLOW VARIATION AND GROWTH









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

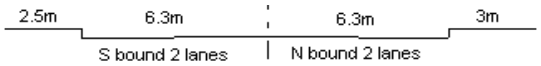
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11180	11580	11890	9260
R 12 / 24 - %	70.7	74.0	64.3	58.3
R 16 / 24 - %	87.8	90.9	81.4	76.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	700	780	670	420
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	710	740	710	610
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

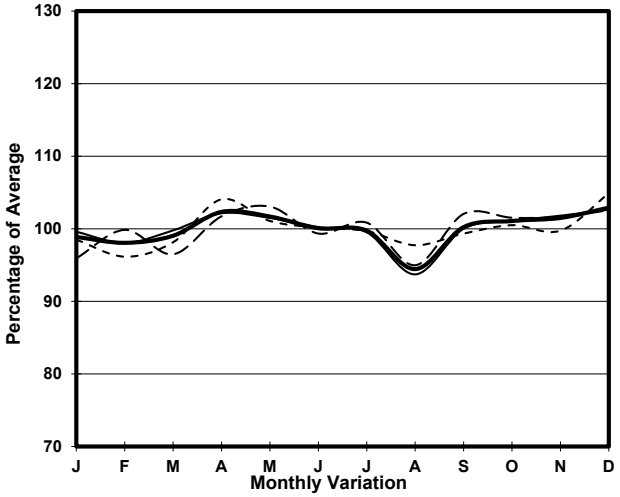
3. OTHER INFORMATION AND COMMENT

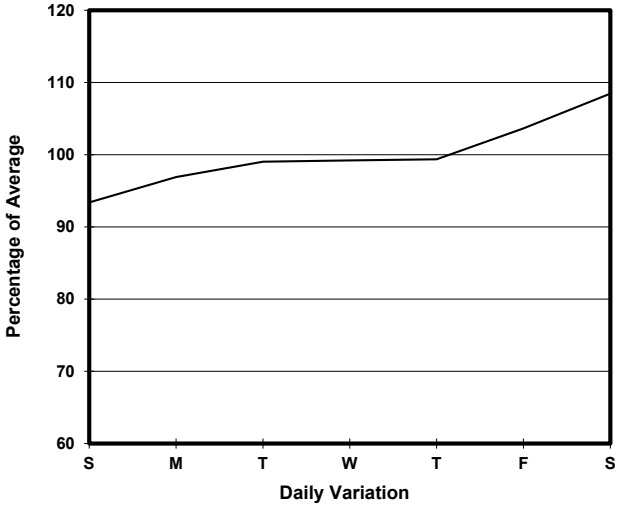
YEAR 2024 **LINK** JUNCTION RD (from NGA TSIN WAI RD to TUNG TAU TSUEN RD)

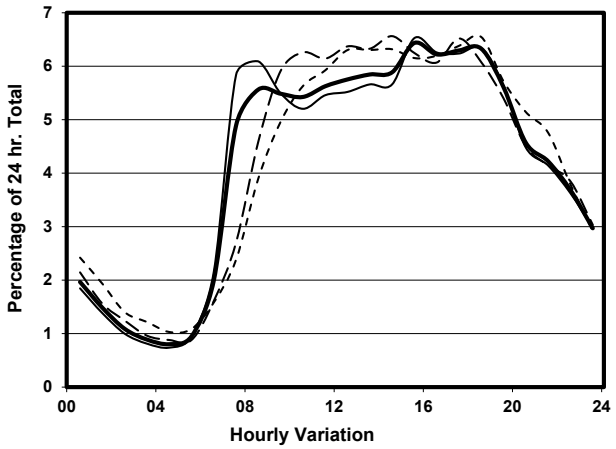
CORE STATION 3016
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

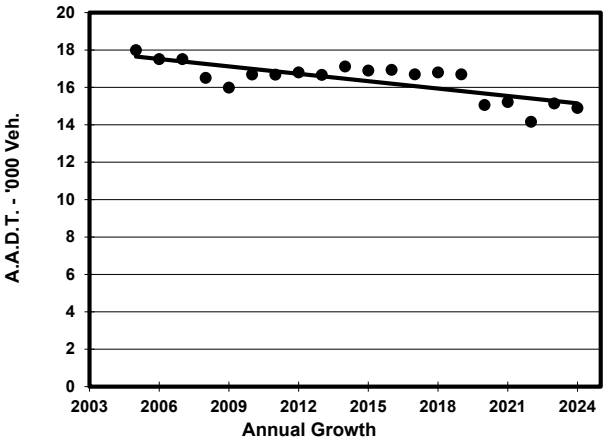


1. TRAFFIC FLOW VARIATION AND GROWTH









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

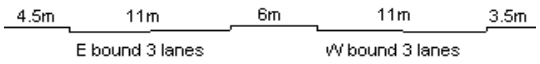
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8280	8150	9100	8300
R 12 / 24 - %	68.0	68.5	68.0	66.0
R 16 / 24 - %	86.6	86.8	86.7	85.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	470	510	550	420
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	490	470	580	560
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	6620	6740	7100	5680
R 12 / 24 - %	71.9	72.5	72.0	68.5
R 16 / 24 - %	89.4	89.9	88.9	87.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	360	400	410	270
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	470	490	480	380
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

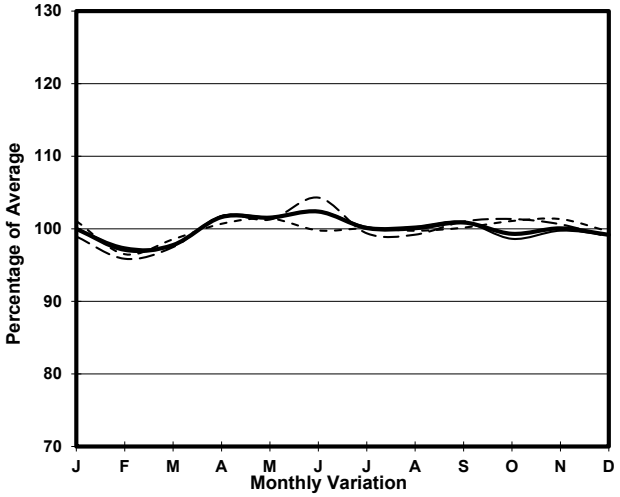
3. OTHER INFORMATION AND COMMENT

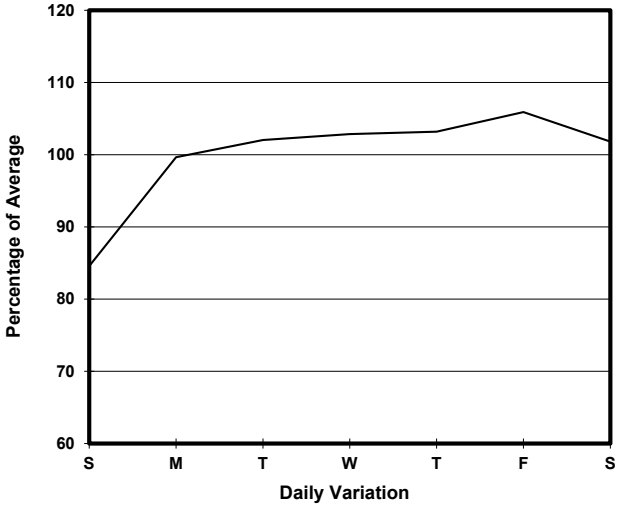
YEAR 2024 **LINK** TONKIN ST (from CHEUNG SHA WAN RD to UN CHAU ST)

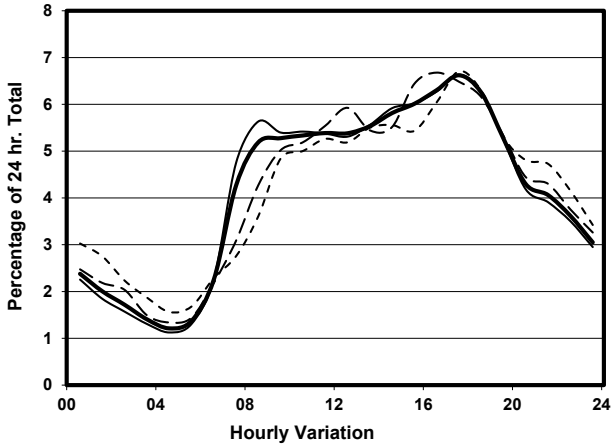
CORE STATION 3017
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

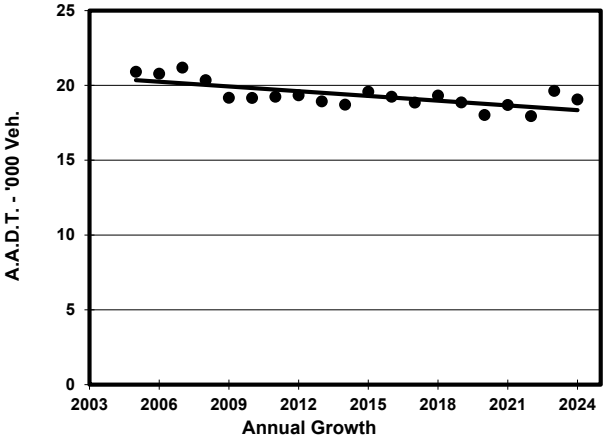


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

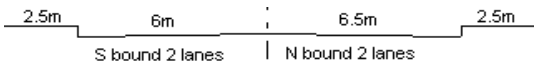
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	10150	10440	10540	8940
R 12 / 24 - %	66.5	67.5	65.2	61.9
R 16 / 24 - %	83.6	84.4	82.8	80.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	520	550	560	490
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	670	680	670	630
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	8910	9300	9050	7290
R 12 / 24 - %	68.4	69.7	66.4	62.6
R 16 / 24 - %	85.8	86.6	84.5	82.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	500	570	430	300
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	600	630	640	480
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

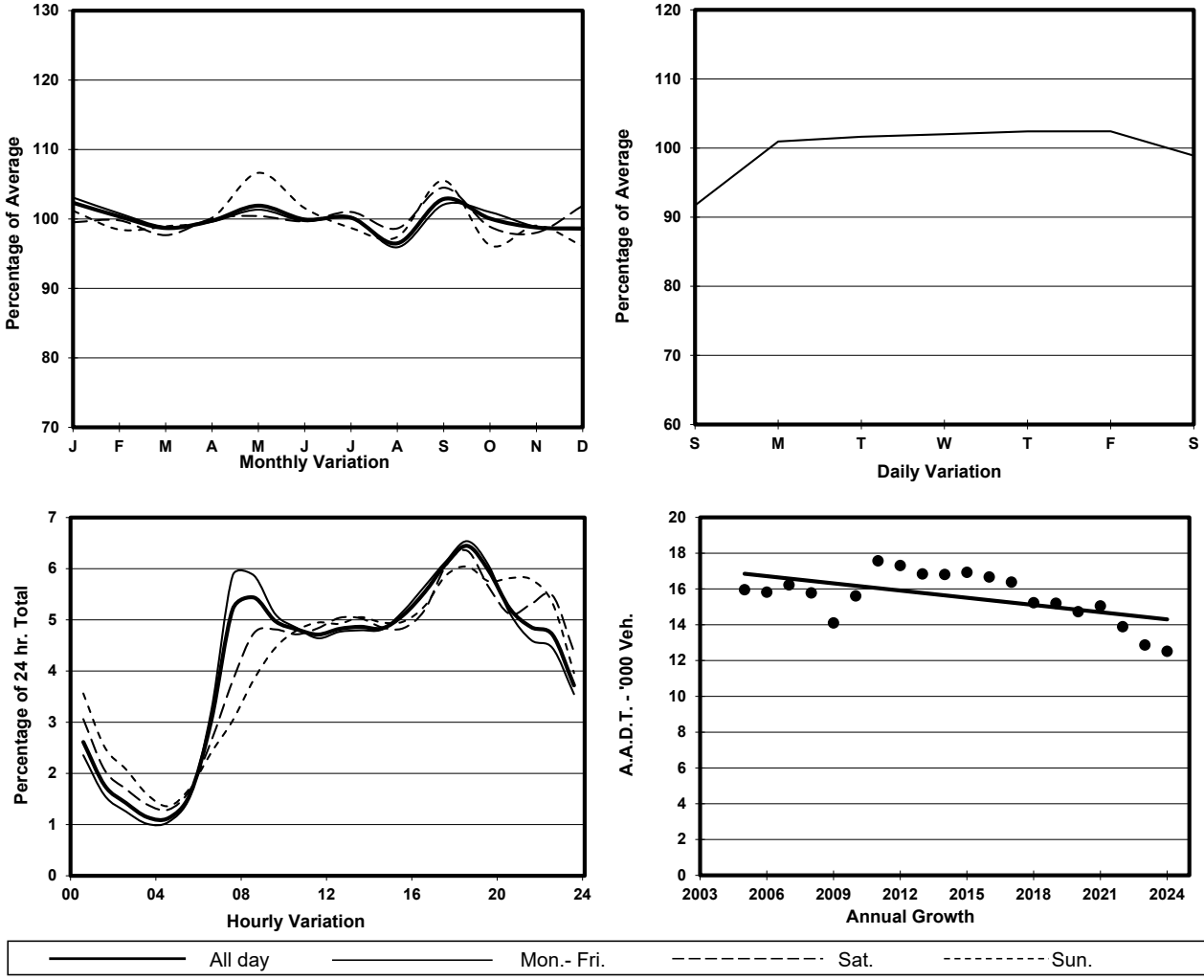
3. OTHER INFORMATION AND COMMENT

YEAR 2024 **LINK** HIU KWONG ST (from SAU MING RD to HIP WO ST)

CORE STATION 3018
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

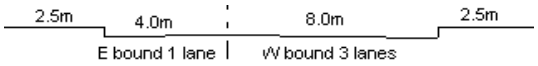
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	6170	6300	6160	5690
R 12 / 24 - %	62.0	63.1	60.1	58.0
R 16 / 24 - %	84.4	85.1	83.0	81.9
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	300	340	290	250
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	430	450	430	360
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	6350	6520	6280	5850
R 12 / 24 - %	63.6	65.3	60.4	58.2
R 16 / 24 - %	82.8	83.8	80.7	79.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	380	420	310	260
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	380	390	370	340
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

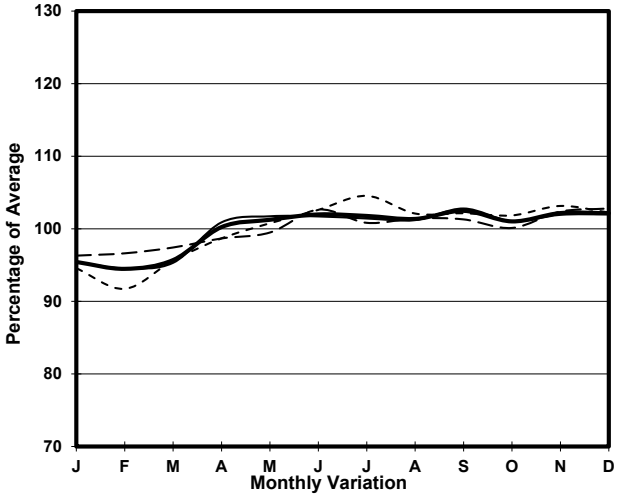
YEAR 2024

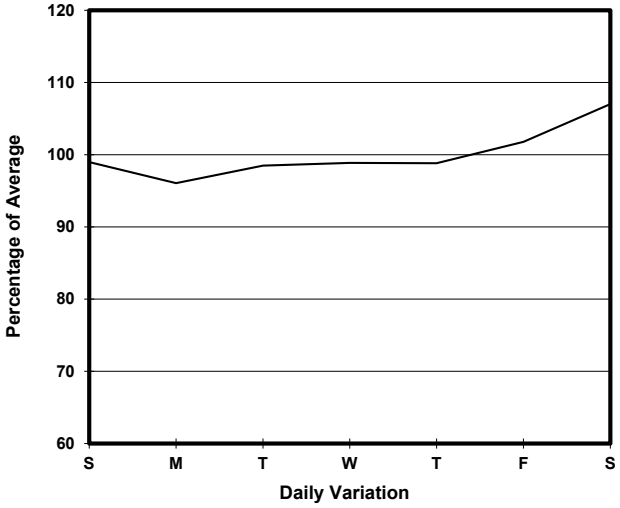
LINK CLEAR WATER BAY RD (from NEW CLEAR WATER BAY RD NORTHERN JUNCTION to NEW CLEAR WATER BAY RD SOUTHERN JUNCTION)

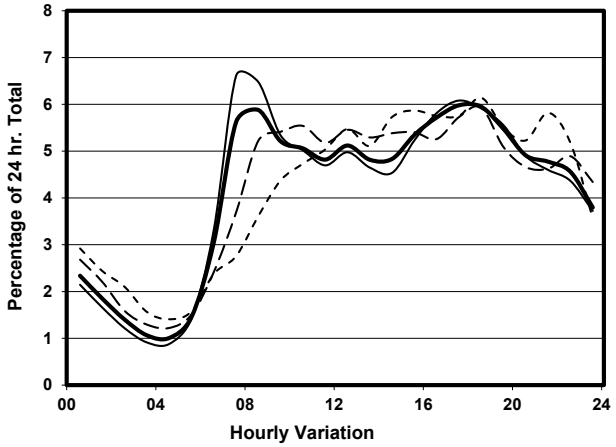
CORE STATION 3019
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

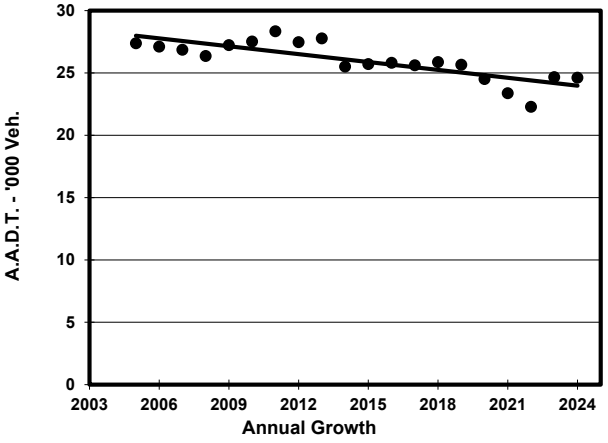


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

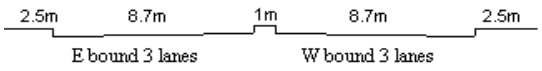
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	12030	11890	12760	12060
R 12 / 24 - %	60.7	61.6	60.0	57.0
R 16 / 24 - %	83.1	84.0	81.6	80.6
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	600	700	610	440
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	770	780	730	770
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	12590	12460	13650	12250
R 12 / 24 - %	67.8	68.9	66.8	63.6
R 16 / 24 - %	84.9	85.5	83.8	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	880	970	820	630
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	740	730	840	720
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

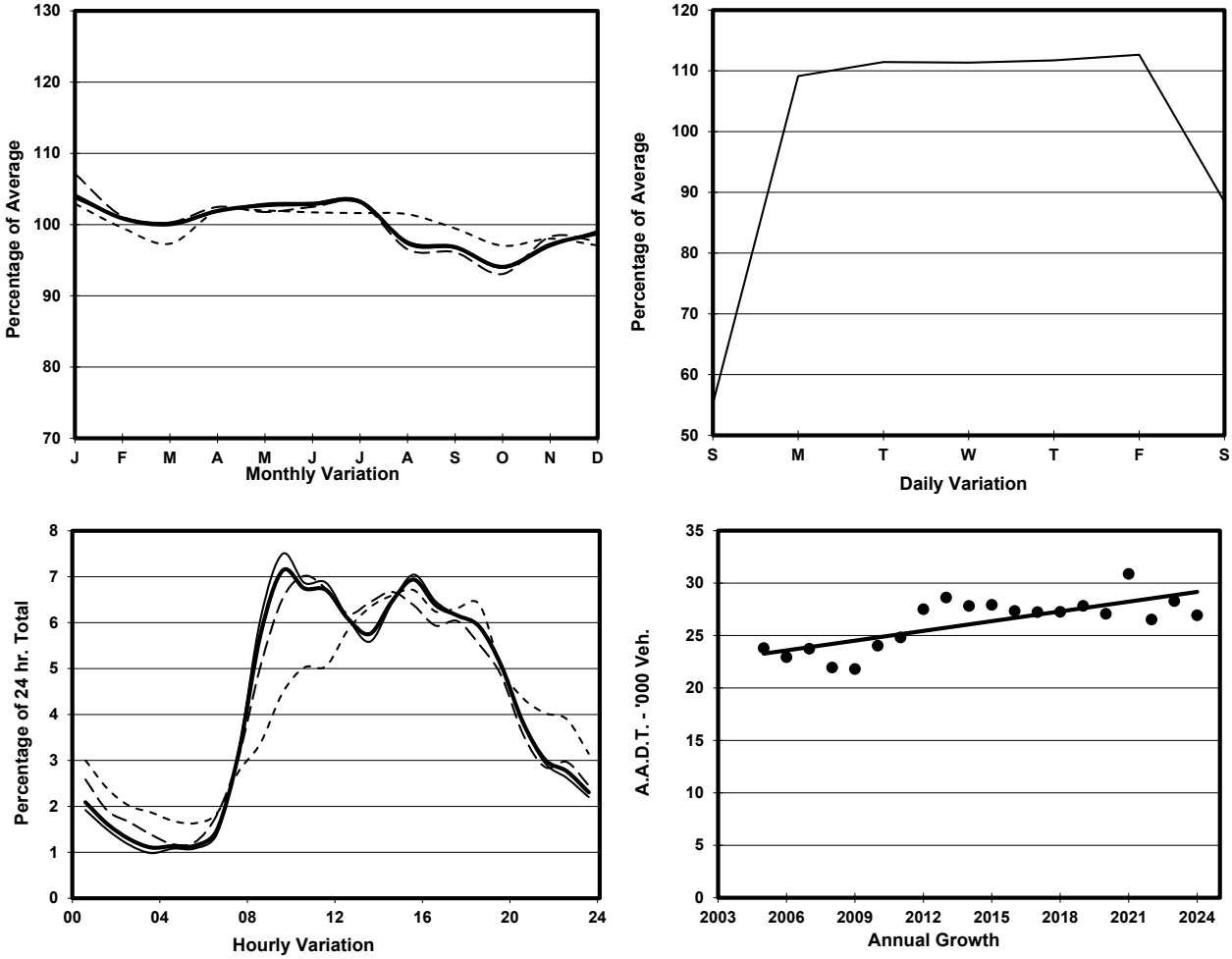
3. OTHER INFORMATION AND COMMENT

YEAR 2024 **LINK** WAI YIP ST (from LAI YIP ST to HOI YUEN RD)

CORE STATION 3020
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



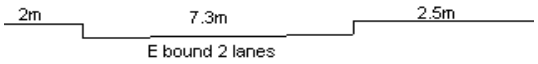
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	18180	20560	17000	10640
R 12 / 24 - %	74.2	75.0	73.3	67.3
R 16 / 24 - %	88.5	89.1	87.4	84.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1360	1610	1200	530
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	1130	1290	1020	690
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	8750	10160	7390	4590
R 12 / 24 - %	71.1	72.6	67.6	60.1
R 16 / 24 - %	86.4	87.9	82.2	77.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	560	700	390	150
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	600	710	450	320
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

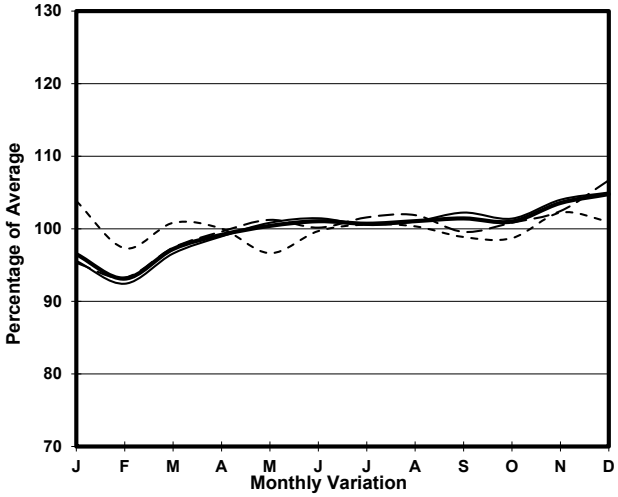
3. OTHER INFORMATION AND COMMENT

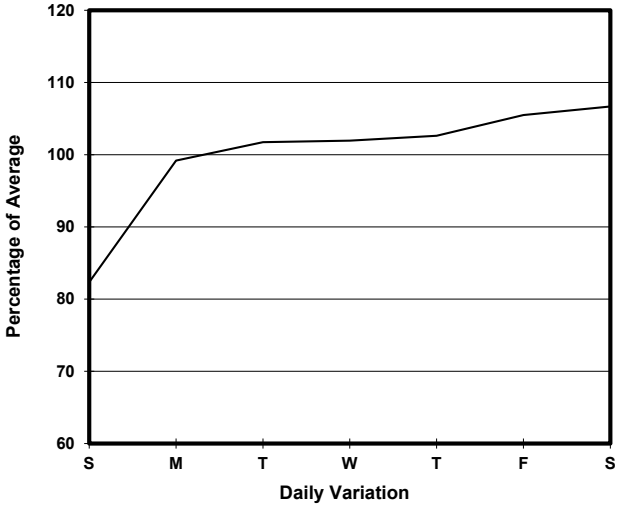
YEAR 2024 **LINK** MODY RD (from NATHAN RD to CHATHAM RD S)

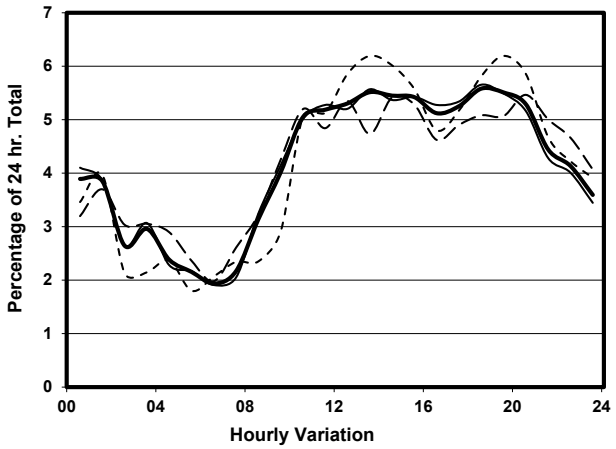
CORE STATION 3021
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

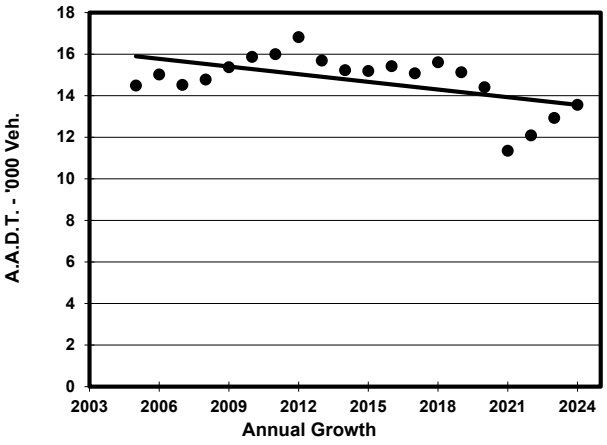


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

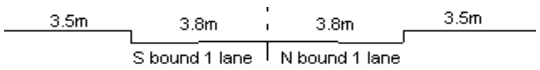
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	13560	13990	14640	11260
R 12 / 24 - %	57.2	57.6	55.5	57.2
R 16 / 24 - %	76.6	76.5	75.7	78.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	550	580	620	330
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	760	790	740	650
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

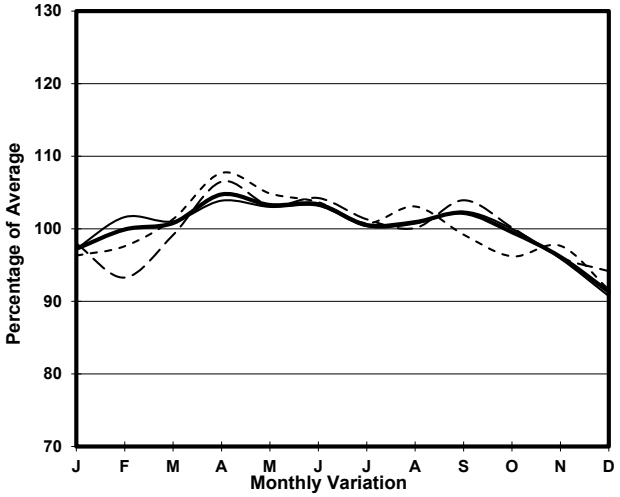
3. OTHER INFORMATION AND COMMENT

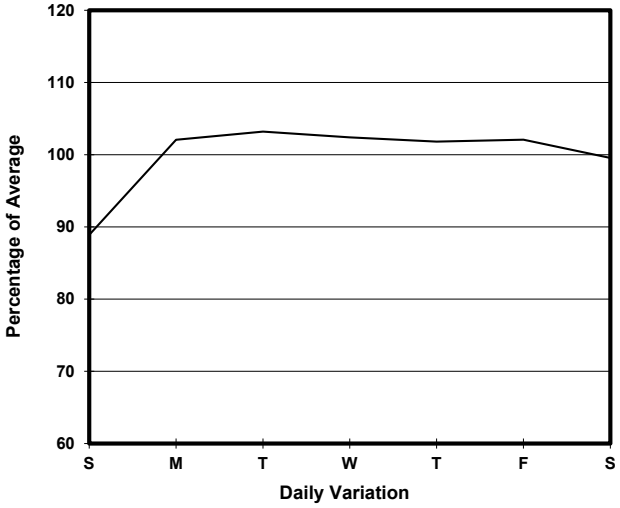
YEAR 2024 **LINK** SHEUNG FUNG ST (from SHUNG WAH ST to FUNG TAK RD)

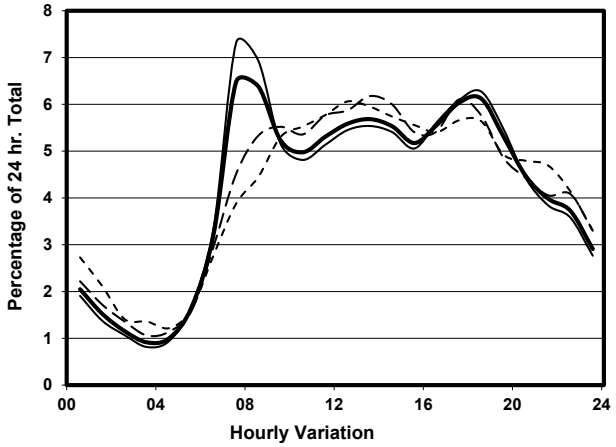
CORE STATION 3022
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

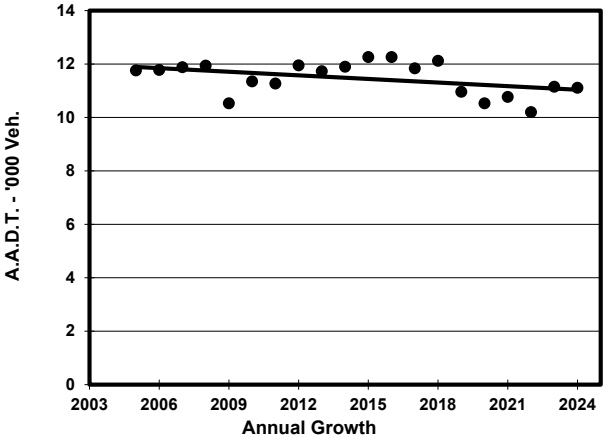


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

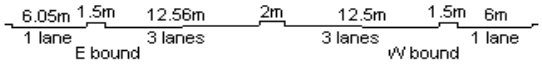
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8110	8340	8150	7240
R 12 / 24 - %	68.0	68.7	67.0	64.9
R 16 / 24 - %	85.5	86.1	84.6	83.5
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	510	590	450	380
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	490	520	500	410
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	3000	3090	2990	2680
R 12 / 24 - %	68.3	68.9	67.7	65.2
R 16 / 24 - %	85.5	86.1	84.7	83.4
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	210	240	170	150
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	190	200	180	150
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

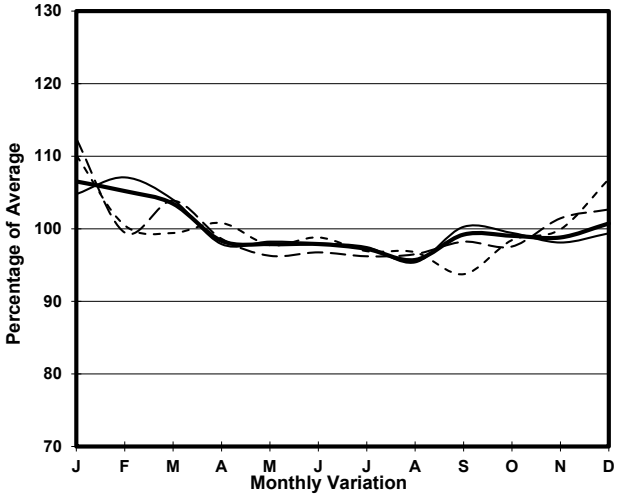
3. OTHER INFORMATION AND COMMENT

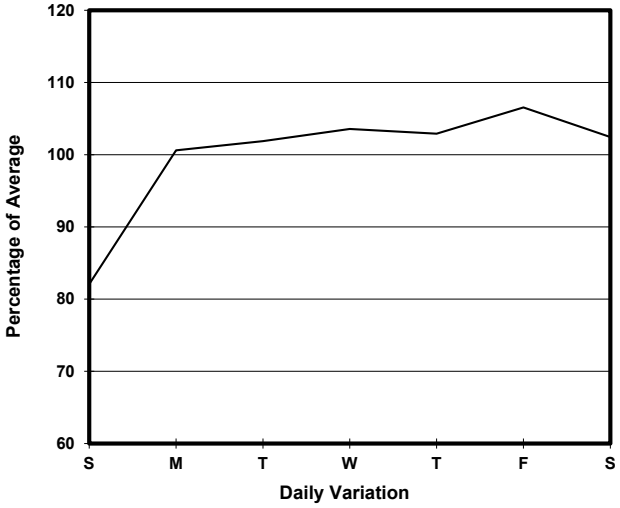
YEAR 2024 **LINK** KWUN TONG BYPASS <K77> (from WAI YIP ST to CHEUNG YIP ST)

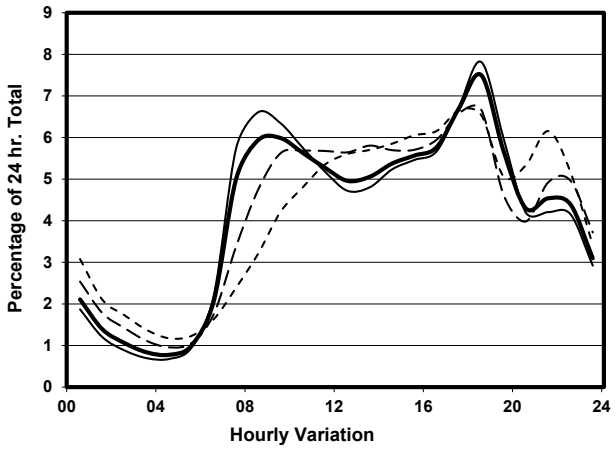
CORE STATION 3023
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

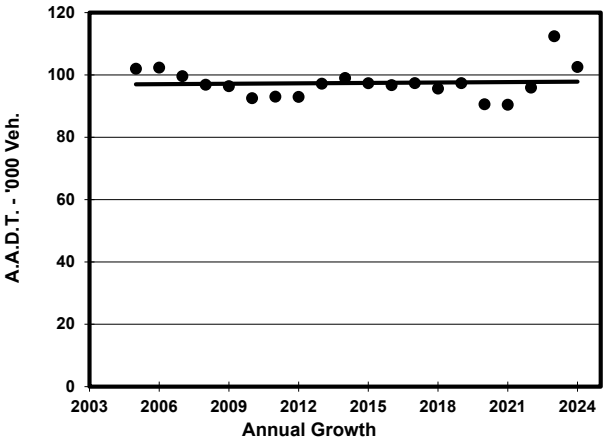


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

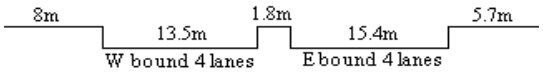
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	51480	53600	53100	42720
R 12 / 24 - %	67.6	69.0	66.0	61.2
R 16 / 24 - %	87.2	88.2	85.1	83.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3070	3510	2940	1740
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3910	4240	3560	2820
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	51070	53120	52920	42390
R 12 / 24 - %	69.9	71.2	68.4	64.0
R 16 / 24 - %	88.1	89.0	86.2	84.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3080	3550	3020	1850
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3780	4100	3520	2850
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

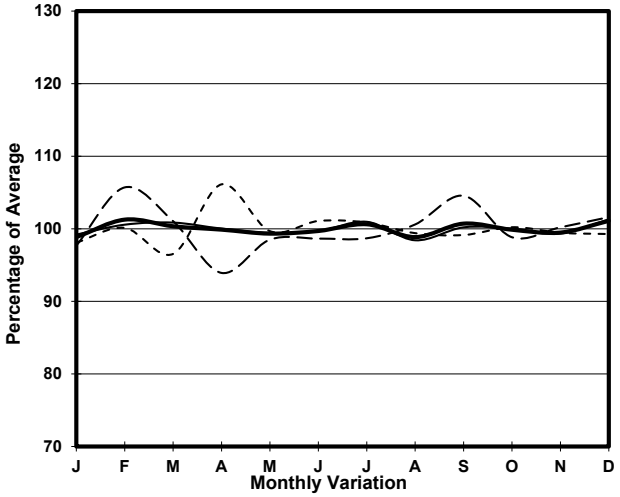
3. OTHER INFORMATION AND COMMENT

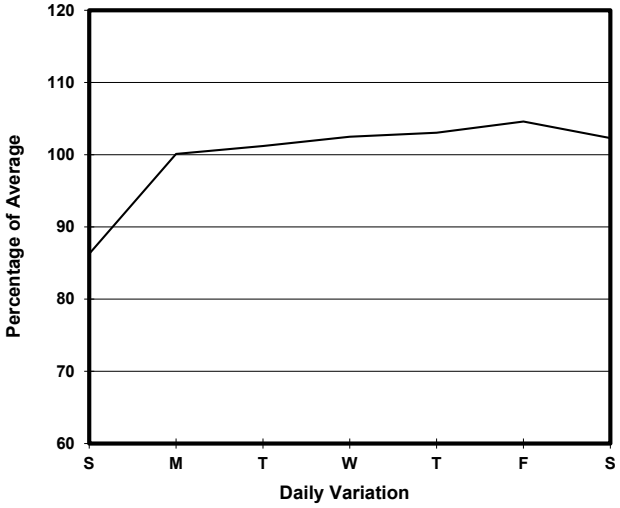
YEAR 2024 **LINK** LUNG CHEUNG RD (from HAMMER HILL RD to WONG KUK AVE)

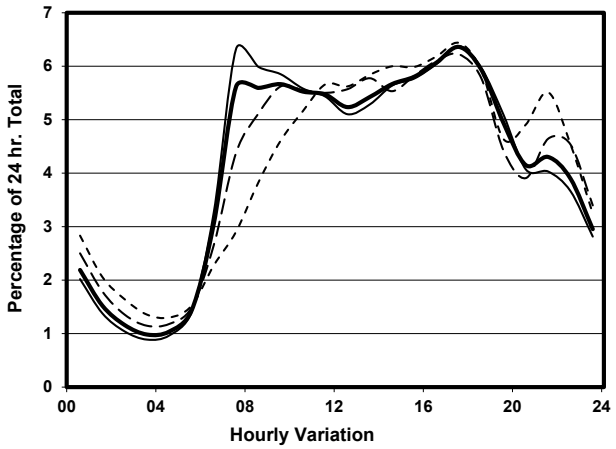
CORE STATION 3027
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

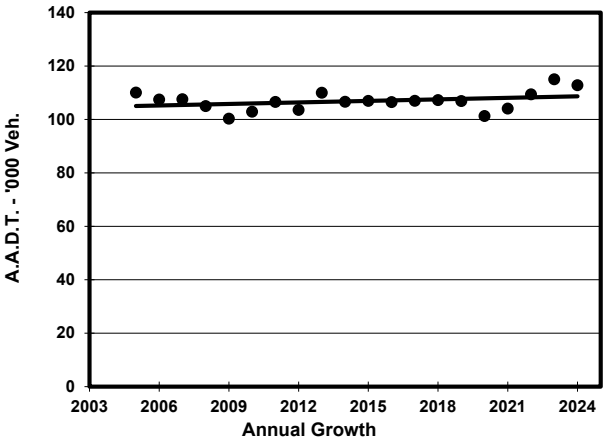


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

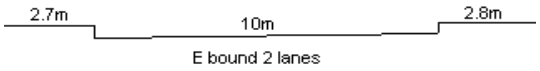
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	50310	51600	52390	44380
R 12 / 24 - %	68.2	69.3	66.7	63.2
R 16 / 24 - %	85.6	86.2	84.6	83.6
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2950	3410	2920	1910
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3150	3230	3220	2870
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	62520	64680	63760	53690
R 12 / 24 - %	68.5	69.4	67.2	64.9
R 16 / 24 - %	85.7	86.2	84.4	83.9
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3630	3950	3610	2610
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4020	4180	4010	3440
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

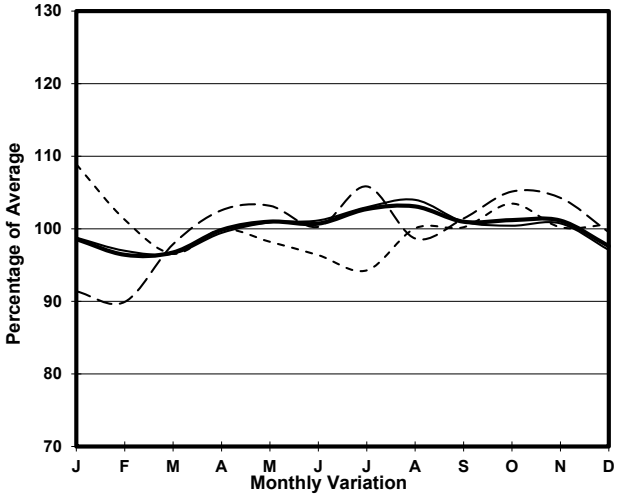
3. OTHER INFORMATION AND COMMENT

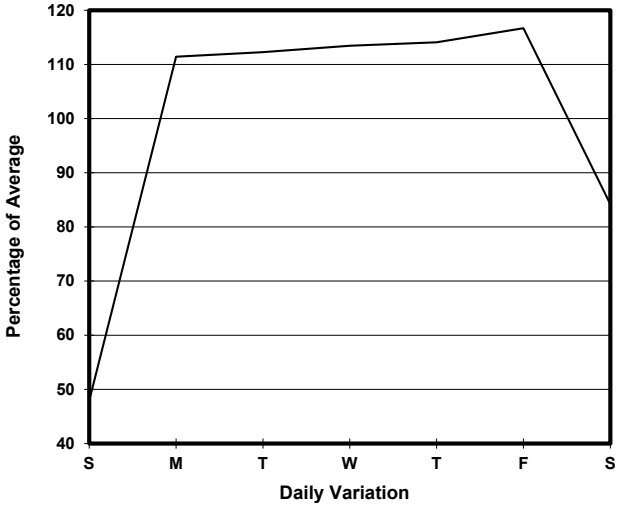
YEAR 2024 **LINK** CHEUNG SHUN ST (from KOM TSUN ST to TAI NAM WEST ST)

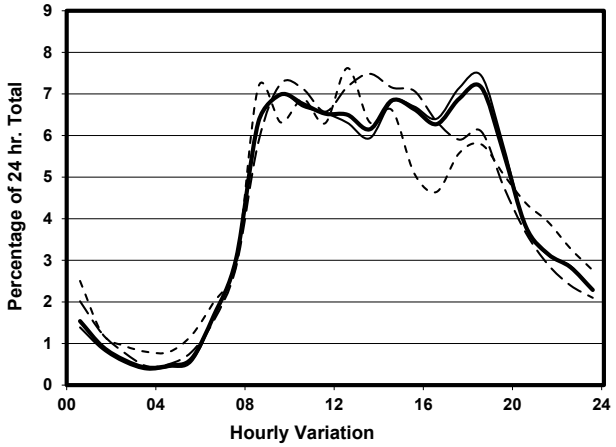
CORE STATION 3101
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

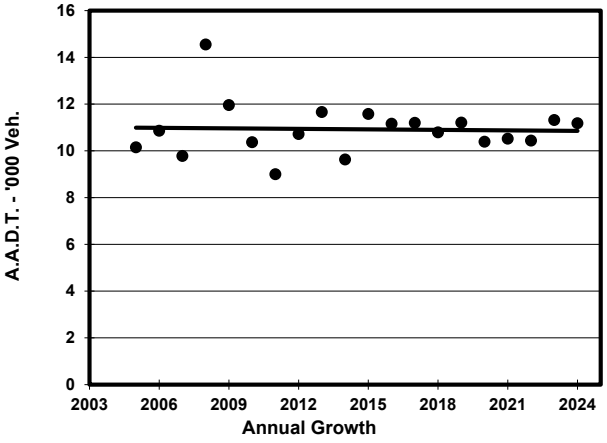


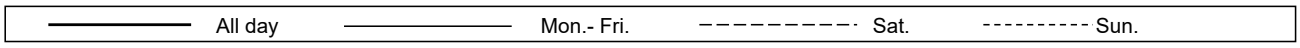
1. TRAFFIC FLOW VARIATION AND GROWTH











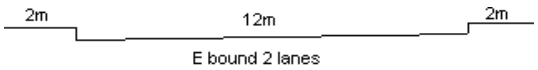
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	11180	13060	9700	5510
R 12 / 24 - %	76.1	76.4	76.8	71.2
R 16 / 24 - %	91.5	91.9	90.6	87.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0800-0900
One-way flow at AM peak hour	780	920	700	400
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	800	970	620	320
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

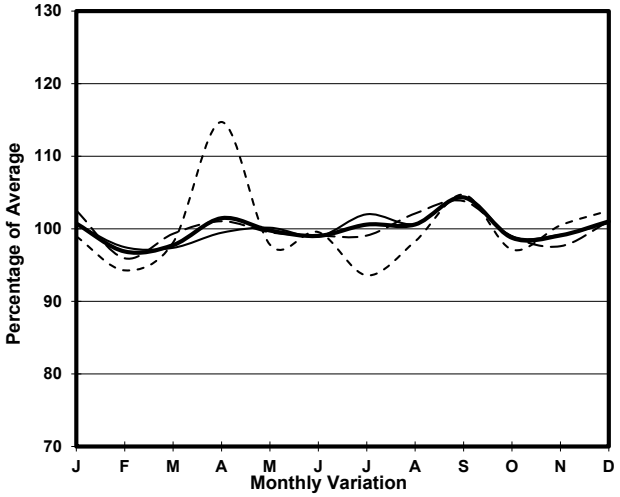
3. OTHER INFORMATION AND COMMENT

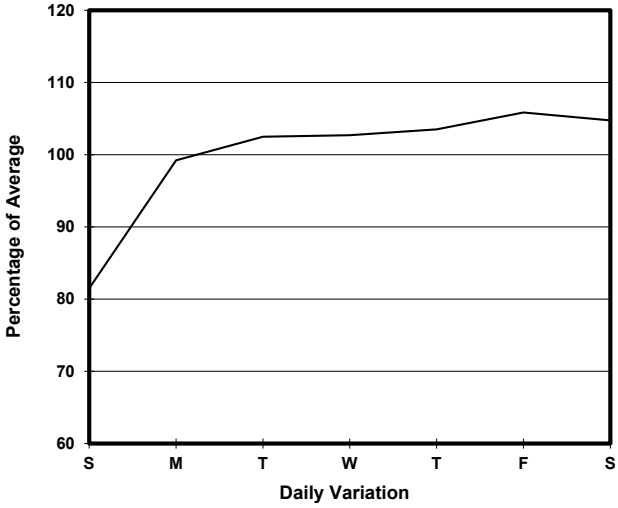
YEAR 2024 **LINK** DUNDAS ST (from FERRY ST to SHANGHAI ST)

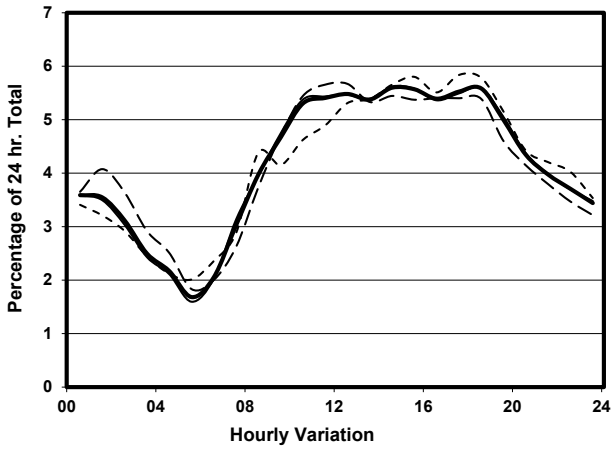
CORE STATION 3102
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

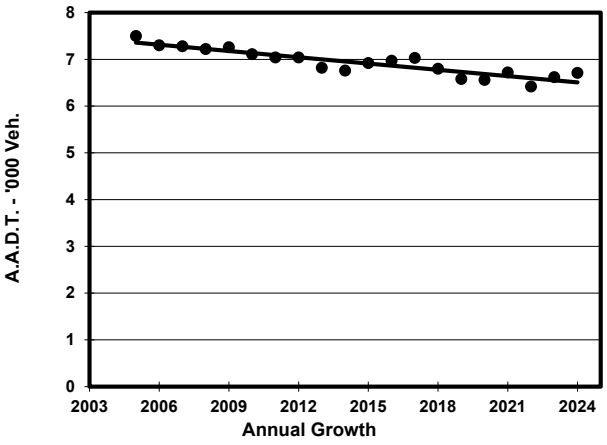


1. TRAFFIC FLOW VARIATION AND GROWTH









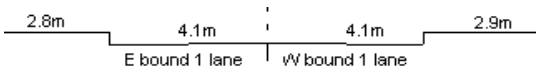
All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

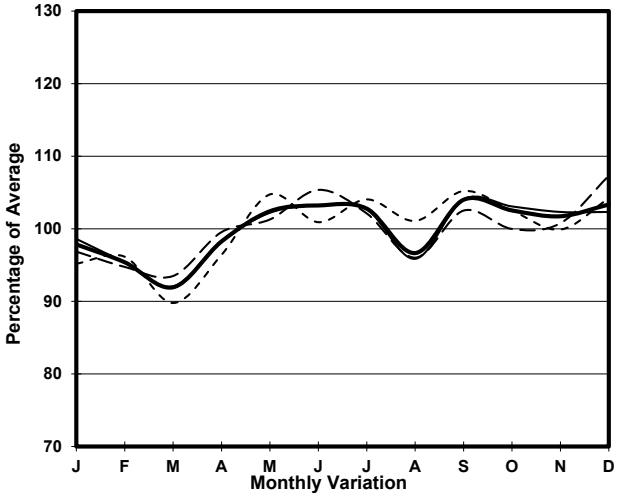
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	6710	6960	7100	5520
R 12 / 24 - %	60.9	61.2	60.2	60.2
R 16 / 24 - %	77.9	78.2	76.2	78.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0800-0900
One-way flow at AM peak hour	310	330	330	240
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	380	390	380	320
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

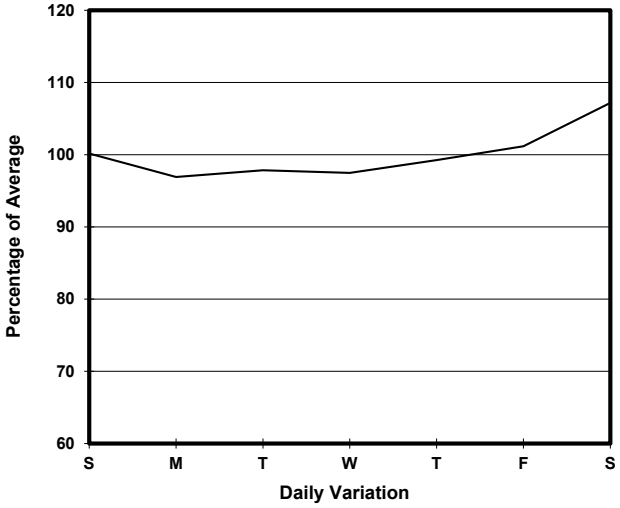
3. OTHER INFORMATION AND COMMENT

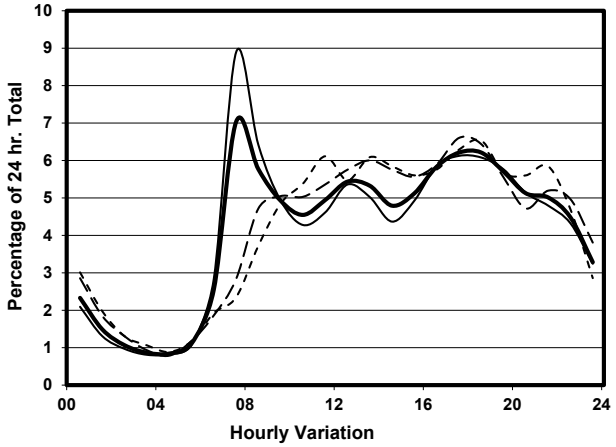
YEAR	2024	**LINK**	KUNG LOK RD (from HONG NING RD to HONG NING RD)
CORE STATION	3104		
ROAD NETWORK	MAJOR		
ROAD TYPE	LOCAL DISTRIBUTOR		

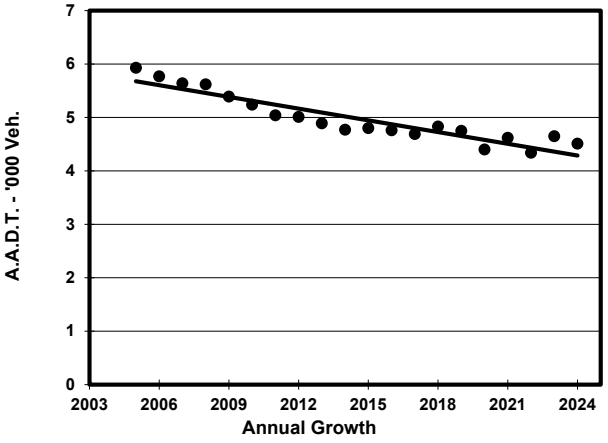


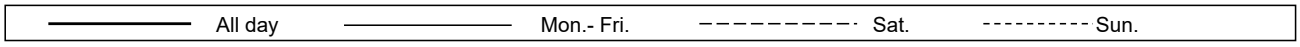
1. TRAFFIC FLOW VARIATION AND GROWTH











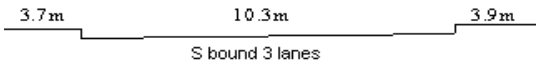
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	2230	2170	2460	2280
R 12 / 24 - %	68.2	68.5	67.8	67.2
R 16 / 24 - %	85.9	86.0	85.6	85.8
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	210	260	160	140
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	120	110	150	150
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	2280	2270	2380	2230
R 12 / 24 - %	64.2	65.3	62.3	60.8
R 16 / 24 - %	87.1	87.6	85.4	85.9
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	110	130	100	80
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	160	170	170	150
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

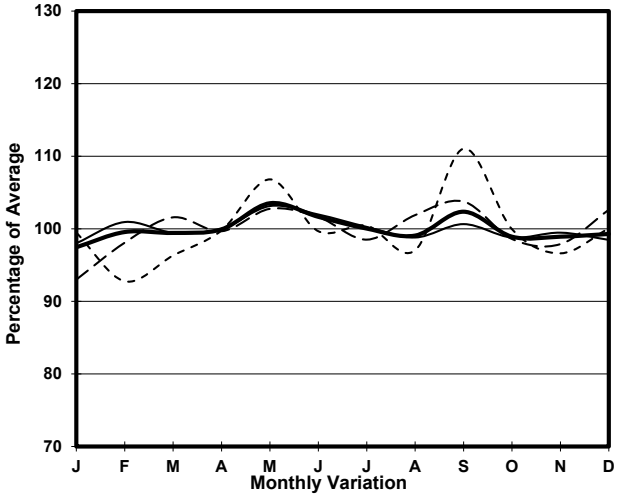
3. OTHER INFORMATION AND COMMENT

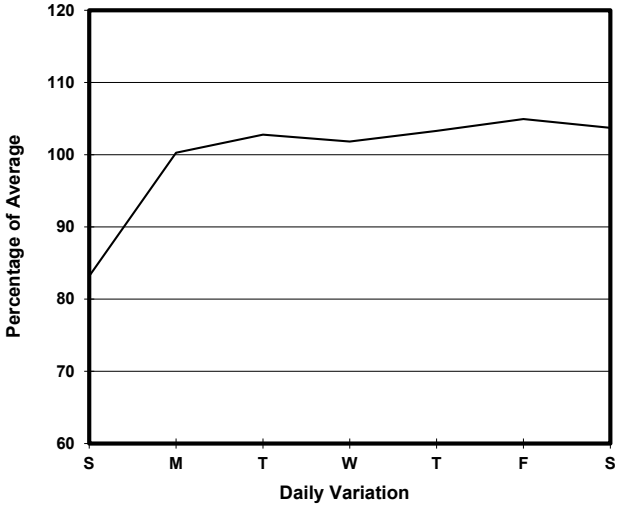
YEAR 2024 **LINK** TSEUK LUK ST (from CHOI HUNG RD to KING FUK ST)

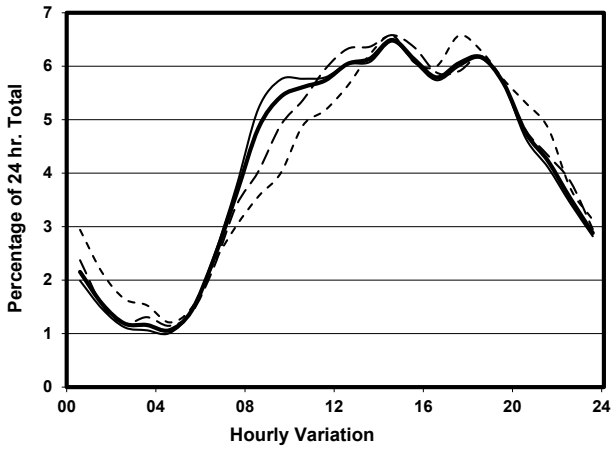
CORE STATION 3105
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

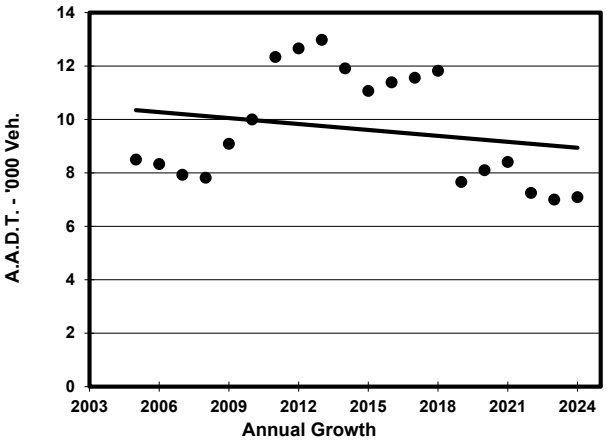


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

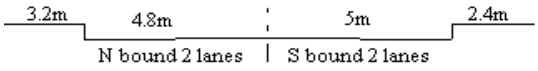
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7090	7340	7420	5950
R 12 / 24 - %	68.0	68.8	67.2	64.0
R 16 / 24 - %	86.2	86.6	85.9	83.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	390	420	360	240
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	440	450	460	390
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

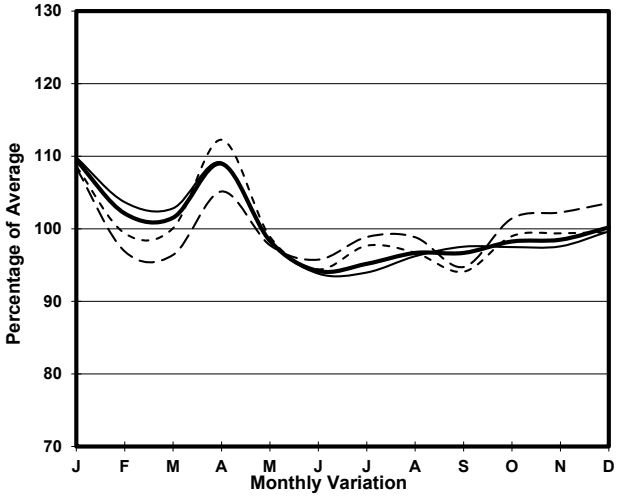
3. OTHER INFORMATION AND COMMENT

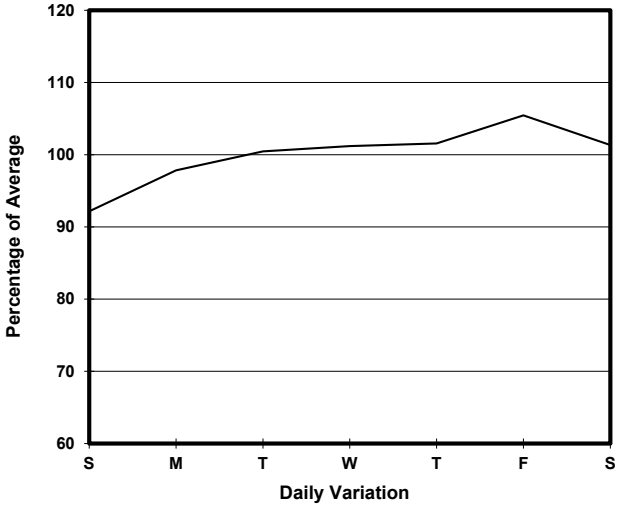
YEAR 2024 **LINK** TAT CHEE AVE (from BEGONIA RD to CORNWALL ST)

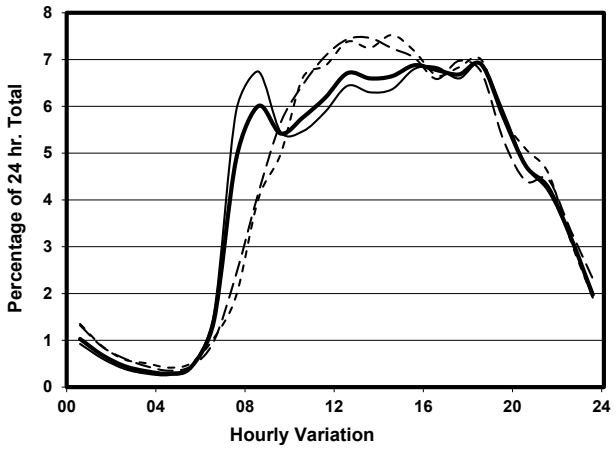
CORE STATION 3106
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

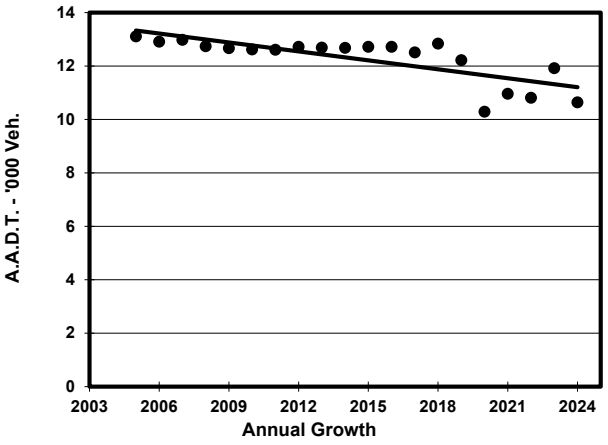


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

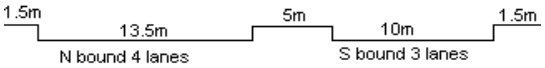
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5520	5570	5680	5290
R 12 / 24 - %	75.8	76.0	75.7	75.0
R 16 / 24 - %	93.3	93.5	92.8	93.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	330	360	330	270
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	380	380	390	380
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	5120	5260	5150	4560
R 12 / 24 - %	75.1	75.4	74.7	73.5
R 16 / 24 - %	93.5	93.9	92.6	92.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	310	370	280	220
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	360	370	370	310
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

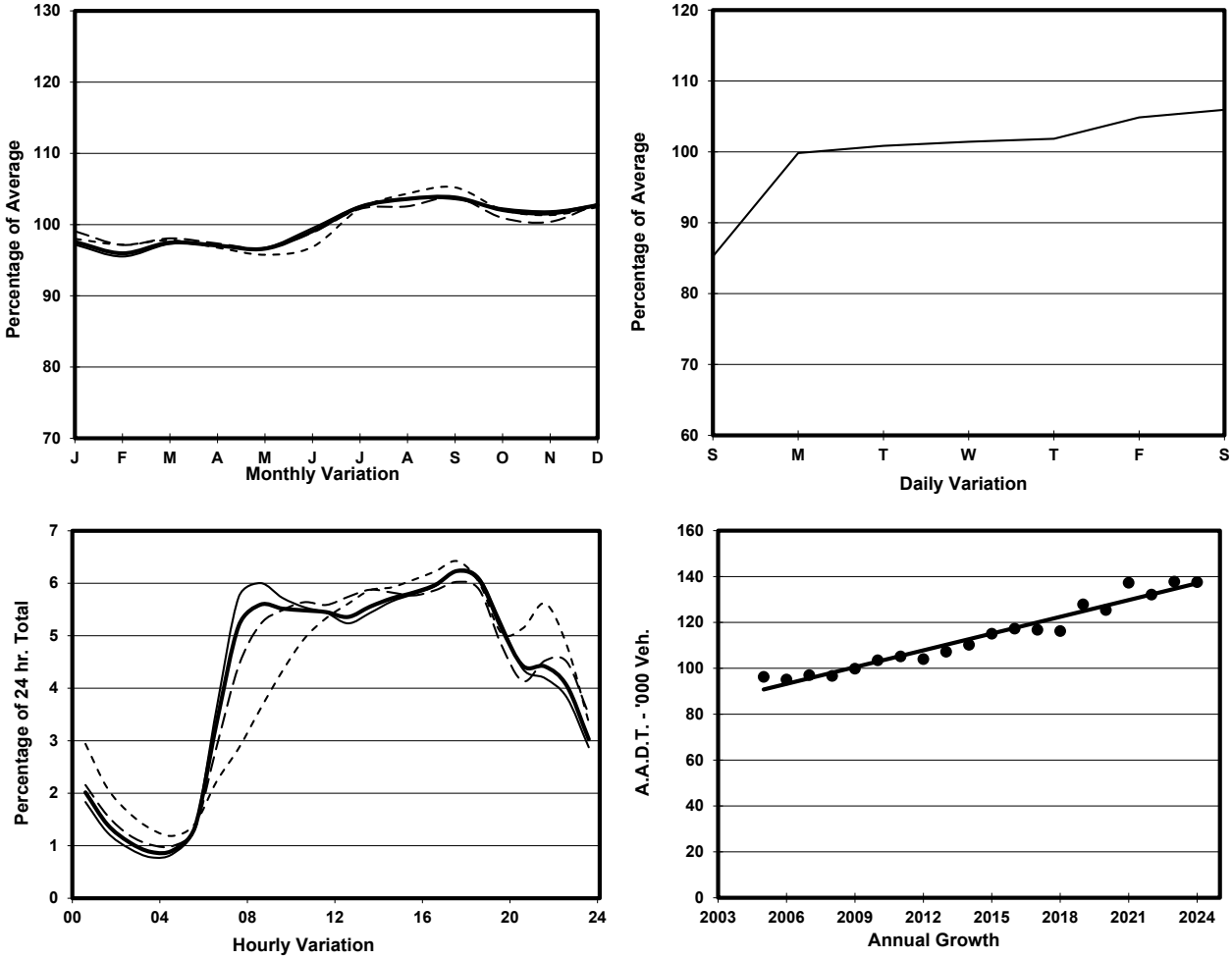
3. OTHER INFORMATION AND COMMENT

YEAR 2024 **LINK** TUEN MUN RD (from PUI TO RD to TSING CHUI PATH)

CORE STATION 5001
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD



1. TRAFFIC FLOW VARIATION AND GROWTH



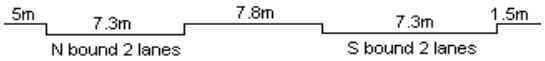
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	63640	65190	68860	54260
R 12 / 24 - %	70.9	71.5	70.4	67.5
R 16 / 24 - %	86.1	86.2	86.0	85.2
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3850	4260	4170	2680
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4060	4200	4190	3430
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	73920	75950	78110	63670
R 12 / 24 - %	65.4	66.6	64.6	59.5
R 16 / 24 - %	85.9	86.7	84.7	82.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3960	4450	3890	2430
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	4520	4620	4670	4140
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

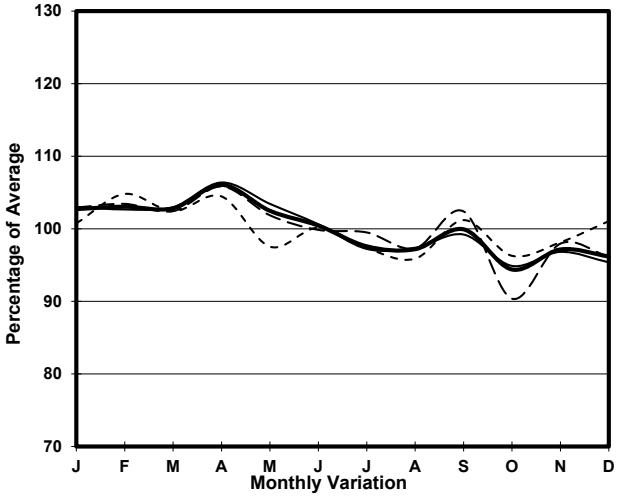
3. OTHER INFORMATION AND COMMENT

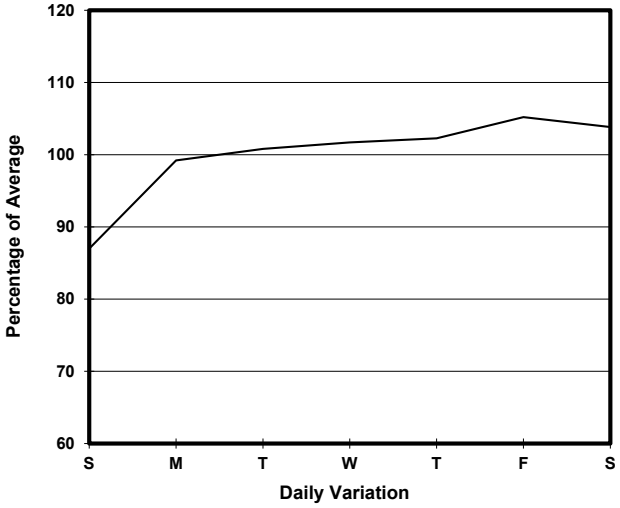
YEAR 2024 **LINK** SHA TIN RD (from LION ROCK TUNNEL RD to SHA TIN WAI RD)

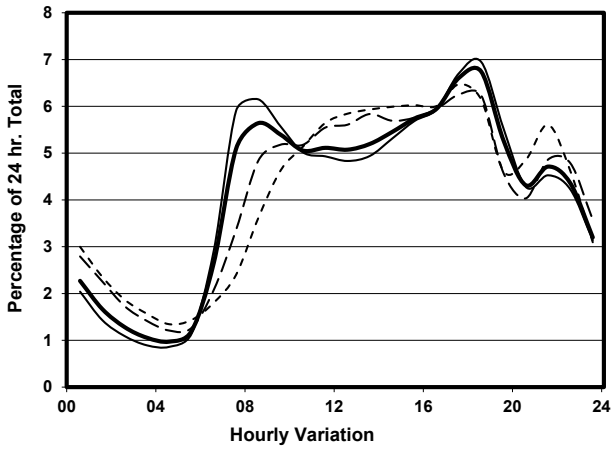
CORE STATION 5002
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

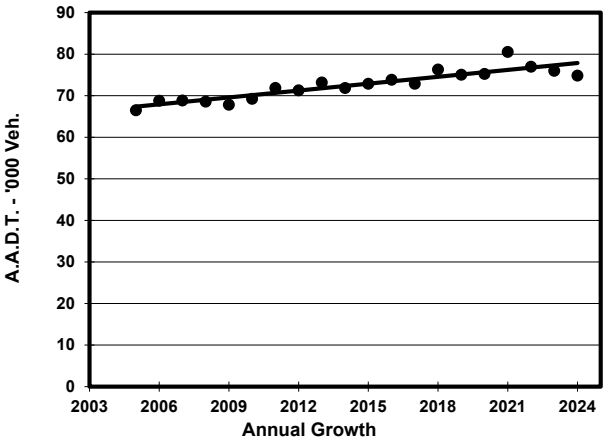


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

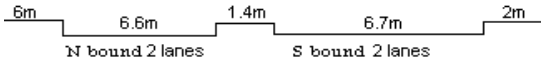
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	38470	39280	40530	34200
R 12 / 24 - %	70.7	71.5	69.3	67.8
R 16 / 24 - %	86.5	87.0	85.2	85.5
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2310	2660	2450	1870
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2600	2710	2550	2310
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	36370	37430	37610	31590
R 12 / 24 - %	63.2	64.2	61.2	59.5
R 16 / 24 - %	84.8	86.0	82.0	81.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1910	2230	1600	1180
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2440	2620	2350	1970
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

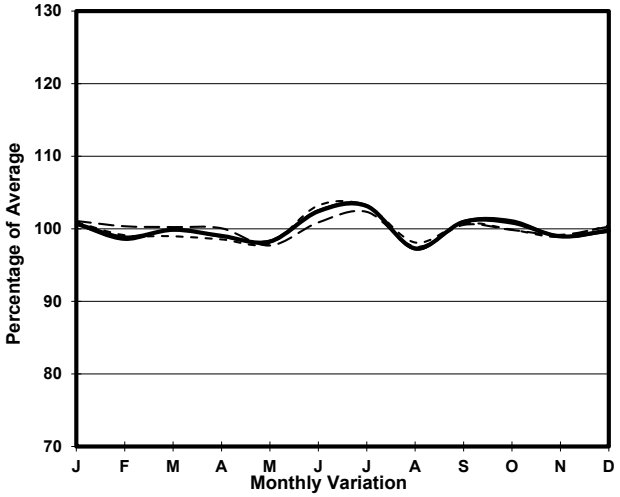
3. OTHER INFORMATION AND COMMENT

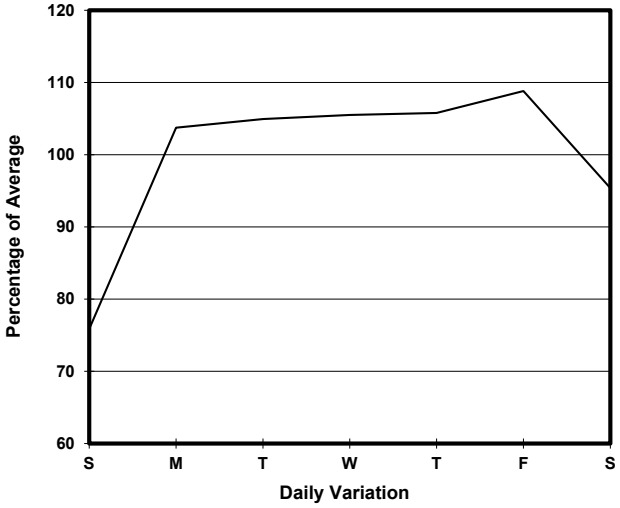
YEAR 2024 **LINK** CASTLE PEAK RD - KWAI CHUNG (from TAI WO INT to WO YI HOP RD)

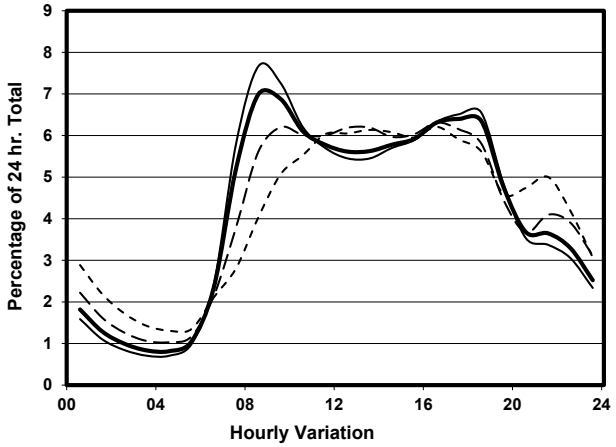
CORE STATION 5004
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

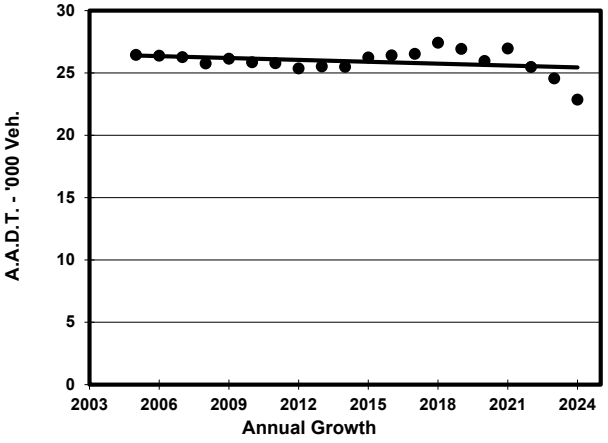


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

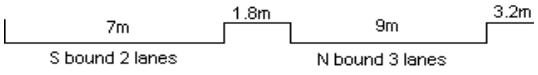
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10160	10790	9950	8170
R 12 / 24 - %	72.7	74.3	69.7	65.8
R 16 / 24 - %	87.9	88.8	86.1	84.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	760	890	610	410
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	640	700	600	500
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	12700	13710	12130	9400
R 12 / 24 - %	73.2	74.7	70.8	65.1
R 16 / 24 - %	88.7	89.7	86.6	83.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	880	1000	760	480
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	840	910	800	590
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

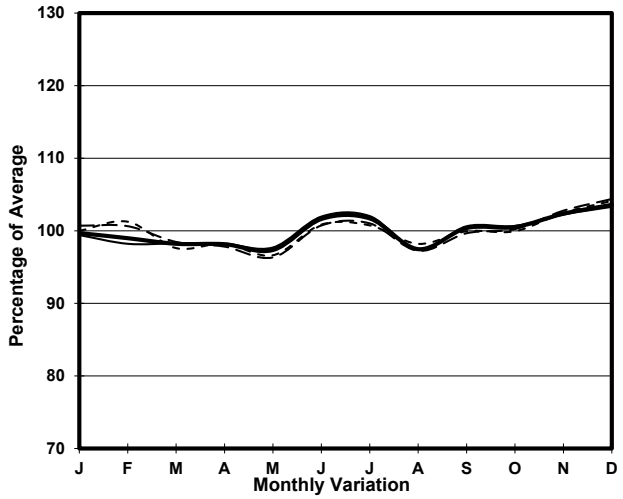
3. OTHER INFORMATION AND COMMENT

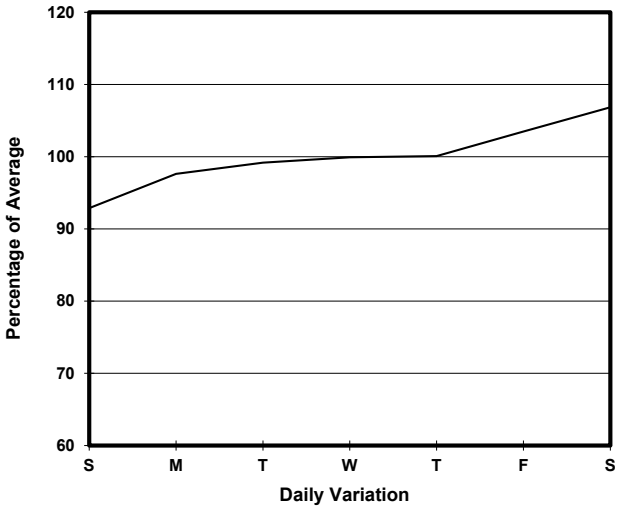
YEAR 2024 **LINK** MA ON SHAN RD (from MA ON SHAN BYPASS to HANG HONG ST RA)

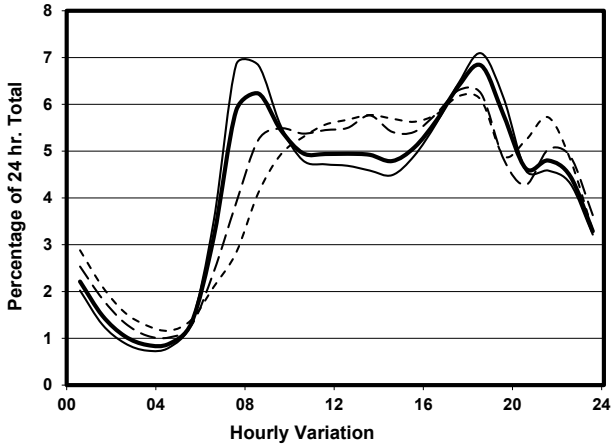
CORE STATION 5005
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

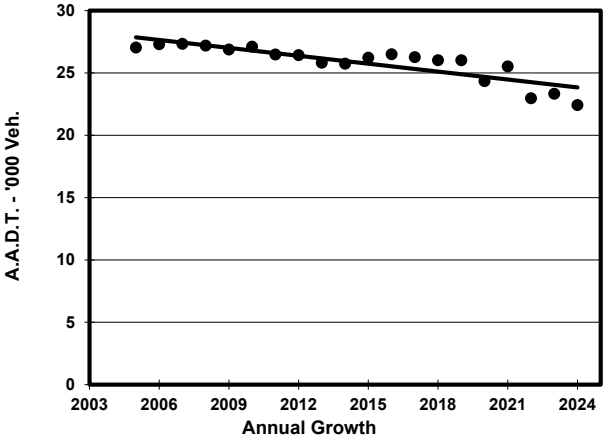


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

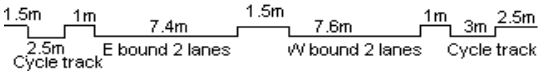
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	9980	10070	10640	9170
R 12 / 24 - %	68.7	69.5	67.8	65.2
R 16 / 24 - %	85.0	85.2	84.4	84.1
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	810	960	710	530
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	570	580	620	530
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	12440	12440	13400	11730
R 12 / 24 - %	64.0	64.2	64.3	62.3
R 16 / 24 - %	86.3	87.0	85.3	84.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	600	640	640	500
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1000	1070	930	780
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

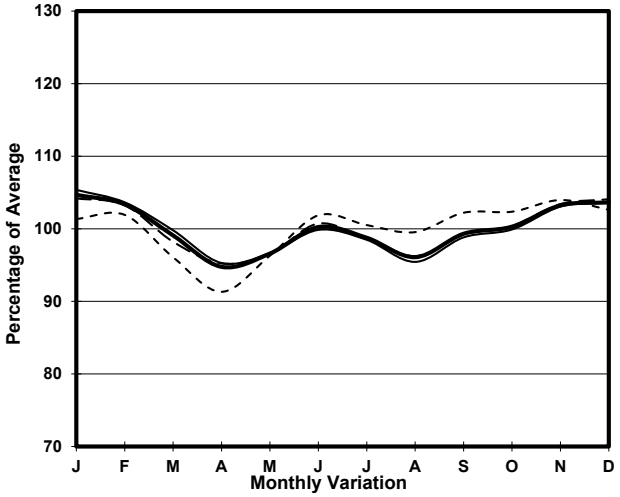
3. OTHER INFORMATION AND COMMENT

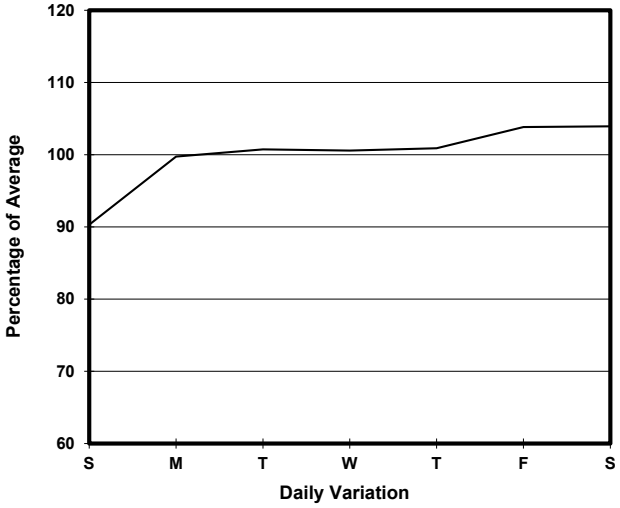
YEAR 2024 **LINK** TING KOK RD (from NAM WAN RD to DAI KWAI ST)

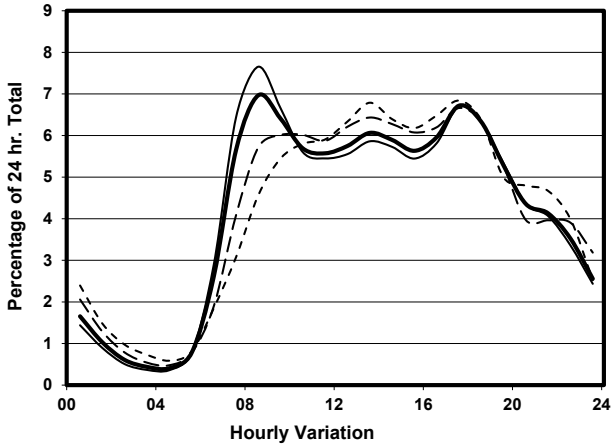
CORE STATION 5006
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

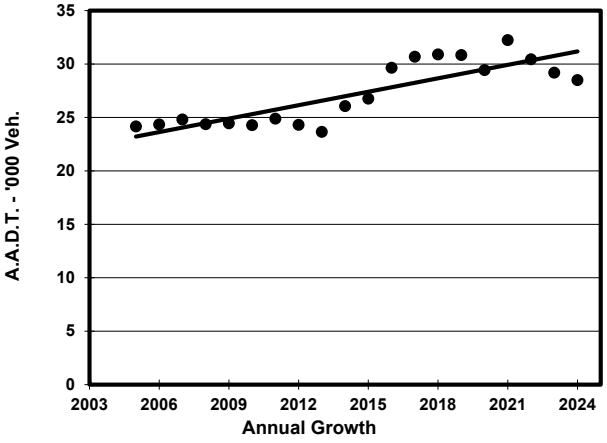


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

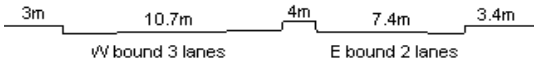
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	14680	14960	15280	13170
R 12 / 24 - %	68.5	68.8	68.6	66.5
R 16 / 24 - %	89.8	90.4	88.3	87.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	940	1070	770	550
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	990	1040	1020	880
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	13820	14030	14480	12680
R 12 / 24 - %	77.1	78.0	75.4	74.1
R 16 / 24 - %	90.1	90.2	89.7	89.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1090	1310	1020	860
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	950	950	1000	950
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

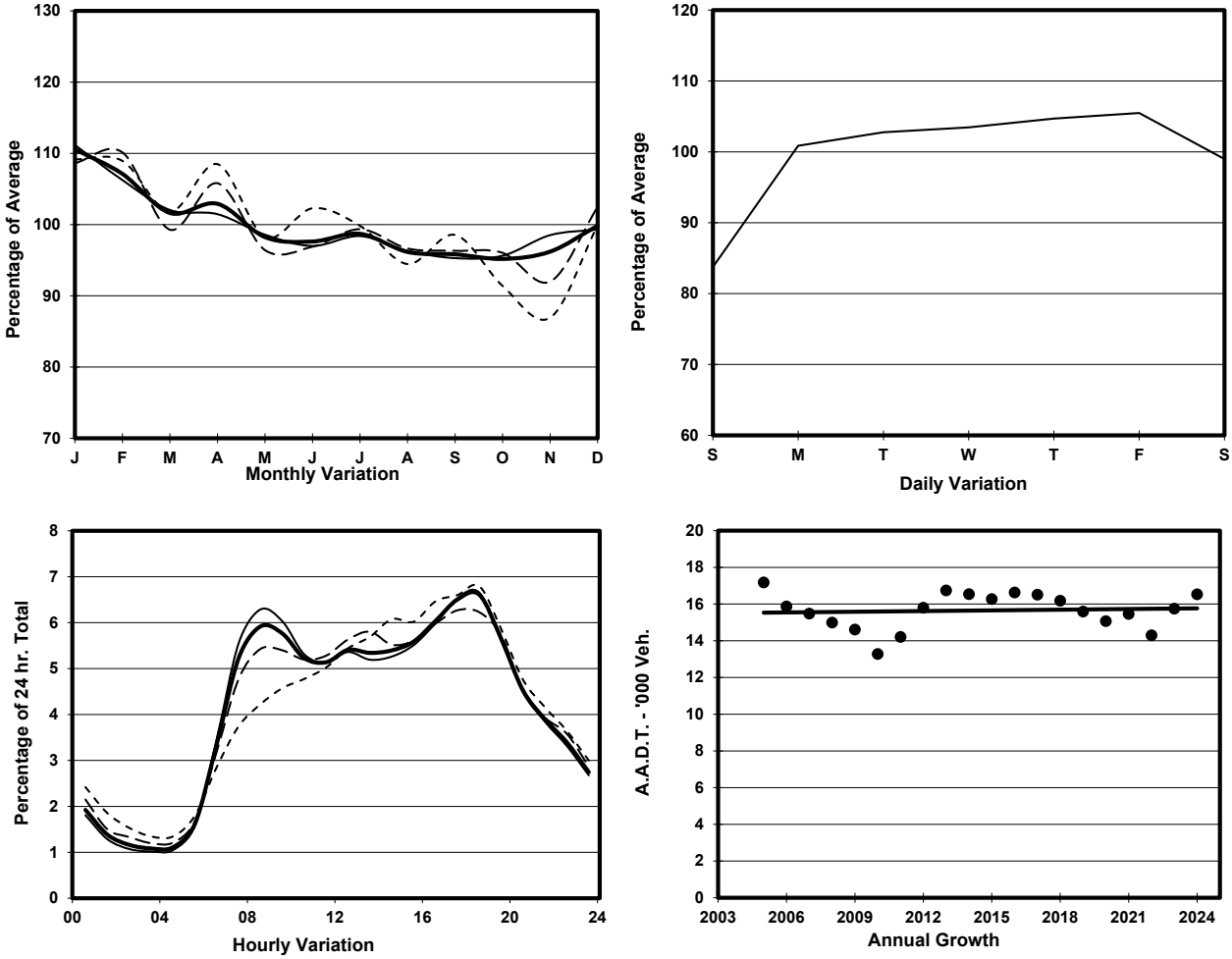
3. OTHER INFORMATION AND COMMENT

YEAR 2024 **LINK** KWAI FOO RD (from KWAI CHUNG RD to HING FONG RD)

CORE STATION 5007
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



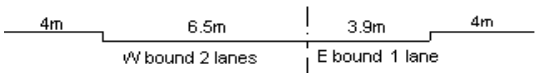
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	3390	3610	3240	2630
R 12 / 24 - %	71.5	72.3	70.2	67.5
R 16 / 24 - %	90.3	90.8	89.3	88.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	200	220	180	130
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	250	270	220	170
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	13140	13640	13190	11420
R 12 / 24 - %	67.3	67.9	66.4	65.0
R 16 / 24 - %	84.4	84.8	83.8	82.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	790	880	720	520
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	850	880	820	780
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

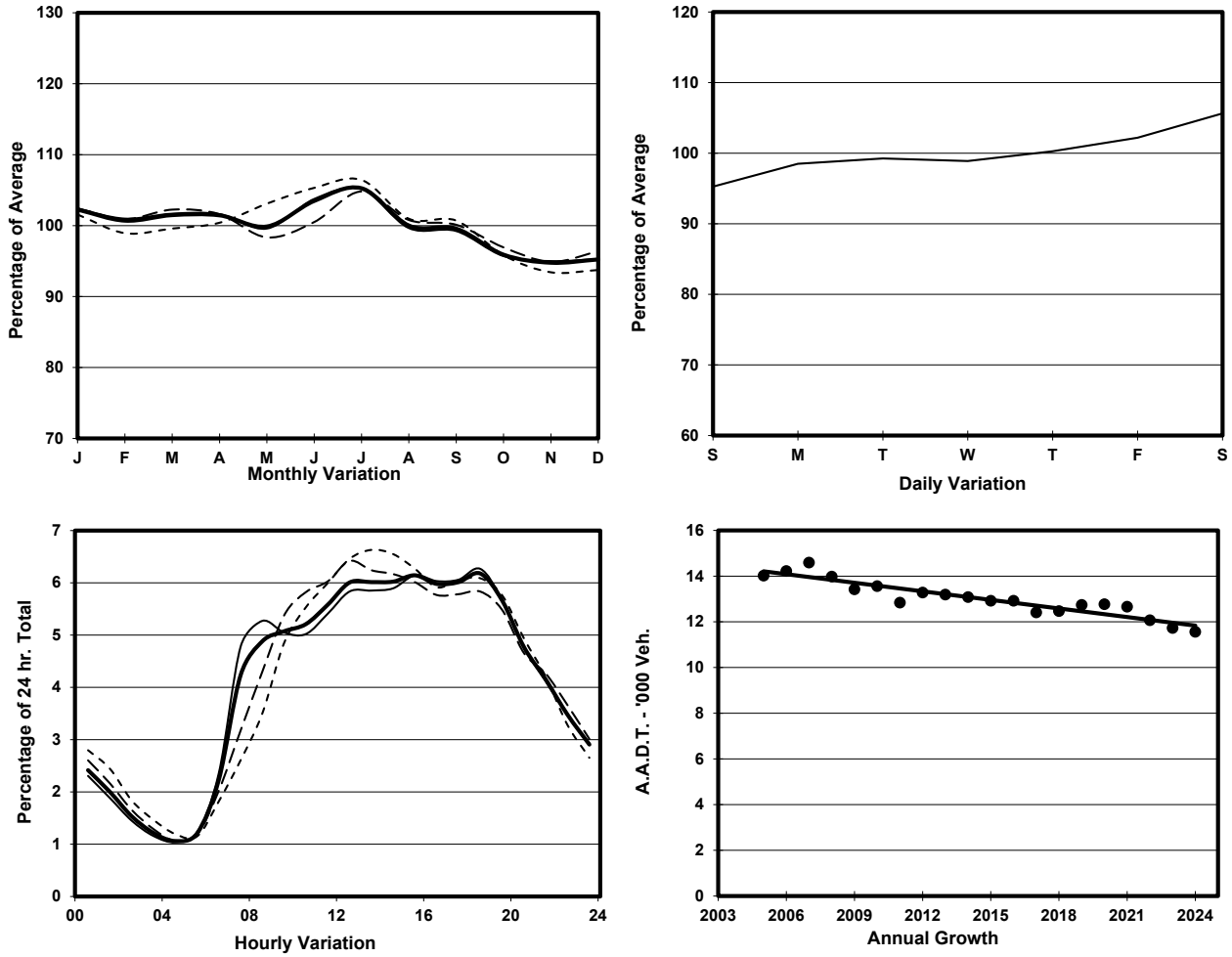
3. OTHER INFORMATION AND COMMENT

YEAR 2024 **LINK** KAU YUK RD (from YUEN LONG TAI YUK RD to YUEN LONG HONG LOK RD)

CORE STATION 5008
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



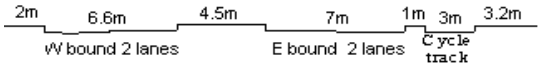
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	4880	4890	5170	4670
R 12 / 24 - %	70.3	70.6	70.0	69.6
R 16 / 24 - %	87.8	88.0	87.3	87.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	260	290	290	250
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	330	340	330	310
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	6680	6680	7060	6360
R 12 / 24 - %	65.2	65.5	64.7	64.2
R 16 / 24 - %	83.7	84.0	83.3	82.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	340	340	370	280
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	390	400	400	380
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

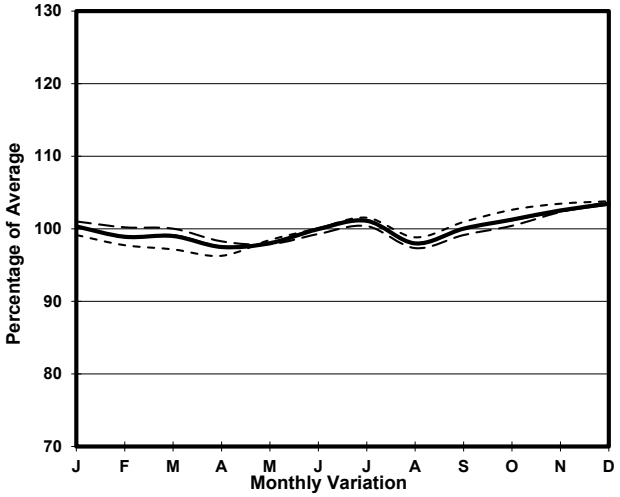
3. OTHER INFORMATION AND COMMENT

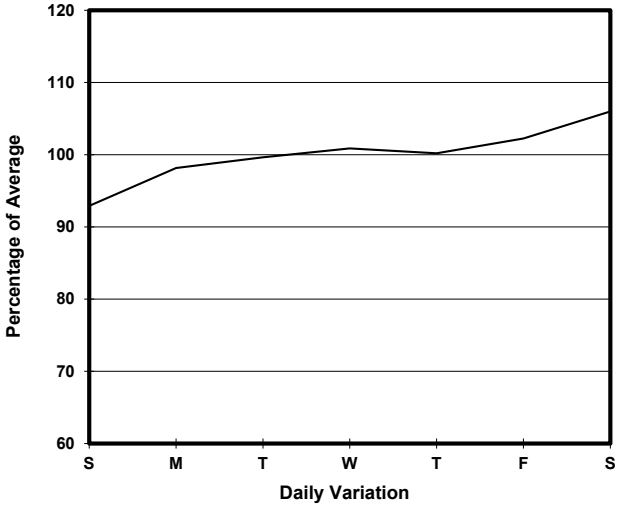
YEAR 2024 **LINK** KWONG FUK RD (from NAM WAN RD to WAN TAU ST)

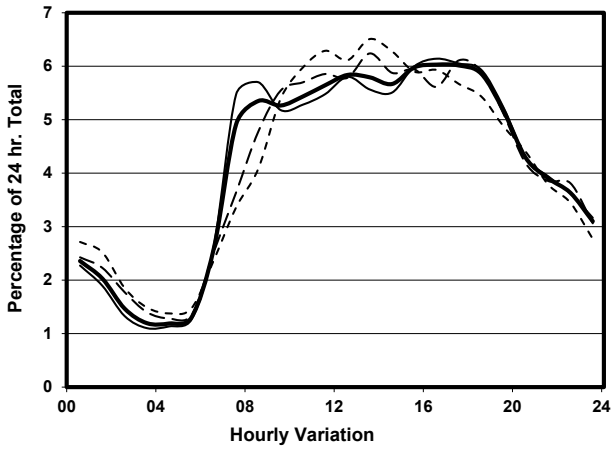
CORE STATION 5009
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

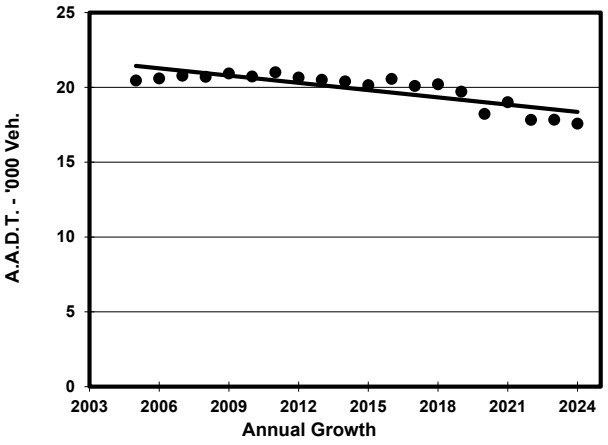


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

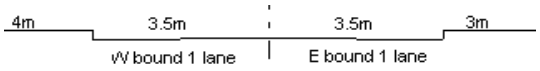
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	7570	7660	8110	6830
R 12 / 24 - %	67.4	67.8	66.0	66.8
R 16 / 24 - %	84.0	84.3	83.3	83.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	420	460	440	360
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	440	460	480	400
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	10010	10030	10590	9550
R 12 / 24 - %	68.1	68.3	67.8	67.0
R 16 / 24 - %	85.4	85.9	84.5	83.5
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	520	550	600	520
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	620	630	660	570
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

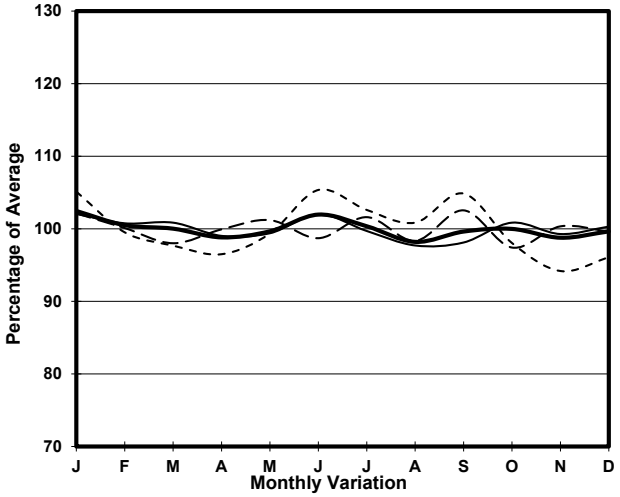
YEAR 2024

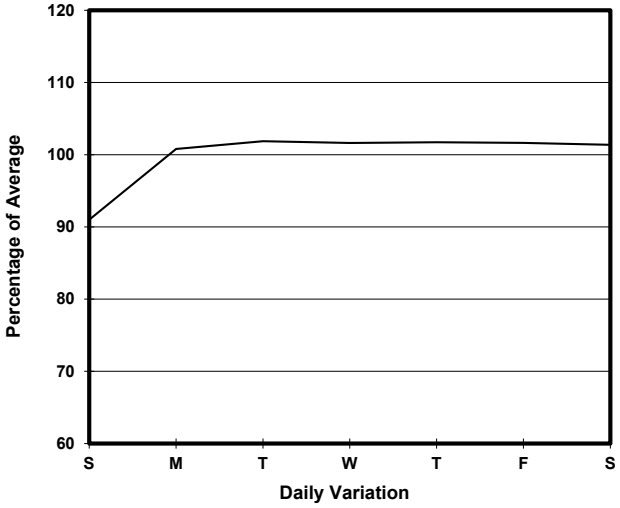
LINK KWAI LUEN RD (from KWAI SHING CIRCUIT EASTERN JUNCTION to KWAI SHING CIRCUIT WESTERN JUNCTION)

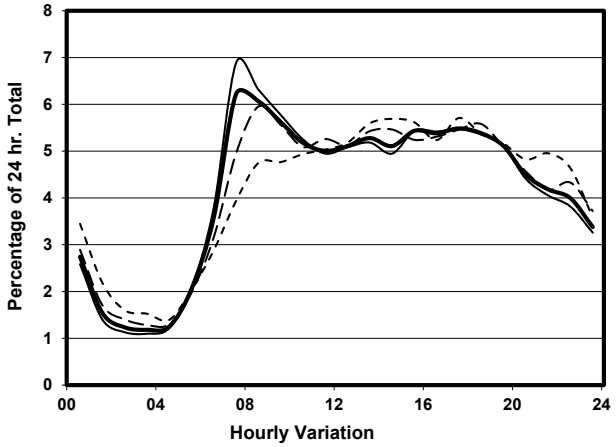
CORE STATION 5010
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

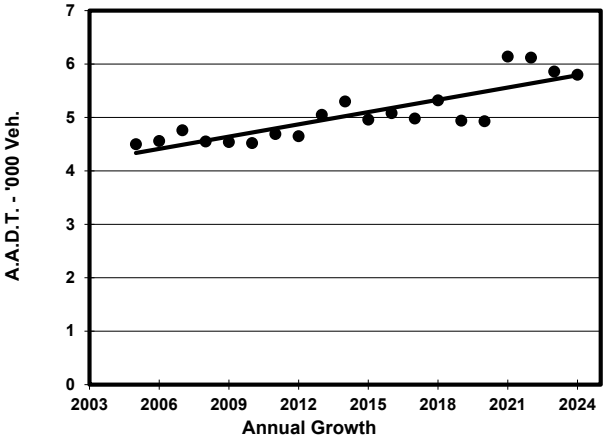


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

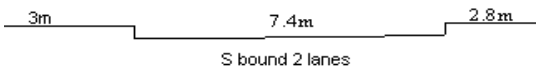
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	2850	2900	2900	2630
R 12 / 24 - %	65.3	66.0	64.6	61.8
R 16 / 24 - %	83.3	83.8	83.0	81.5
AM Peak Hour	0700-0800	0700-0800	0800-0900	0800-0900
One-way flow at AM peak hour	170	200	180	120
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	160	160	170	150
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	2950	3020	3010	2670
R 12 / 24 - %	65.3	66.0	64.2	61.7
R 16 / 24 - %	82.8	83.1	82.2	81.2
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	190	210	180	130
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	160	170	170	160
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

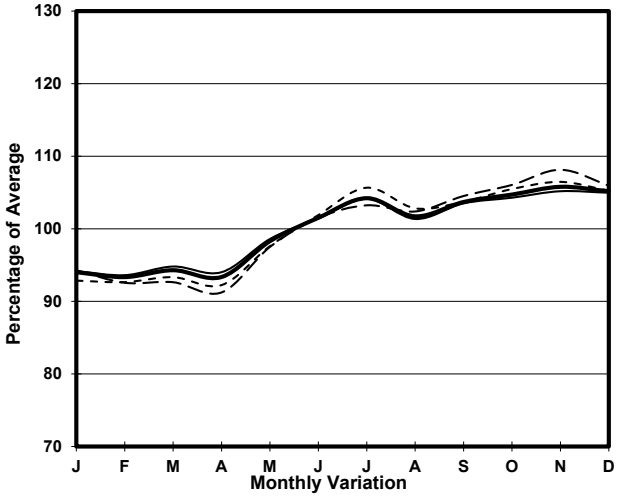
3. OTHER INFORMATION AND COMMENT

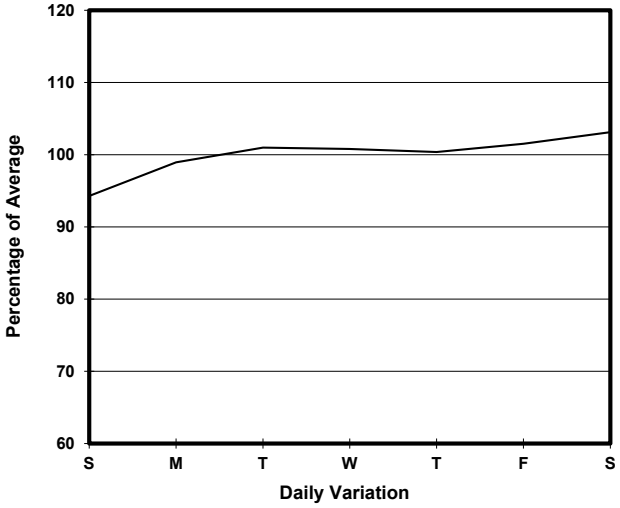
YEAR 2024 **LINK** WANG CHAU RD (from YUEN LONG ON NING RD to YUEN LONG ON LOK RD)

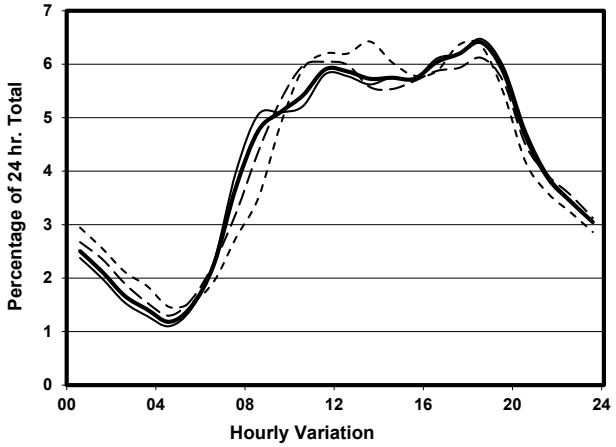
CORE STATION 5011
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

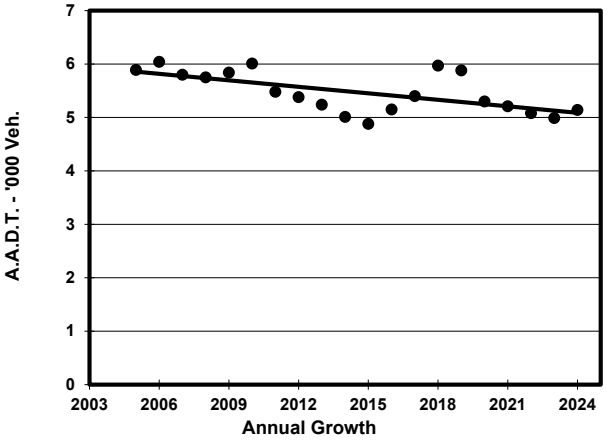


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

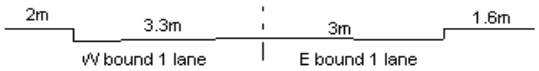
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5140	5180	5330	4840
R 12 / 24 - %	66.6	66.8	65.6	66.3
R 16 / 24 - %	84.4	84.9	83.3	82.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	260	260	280	240
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	330	340	330	310
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

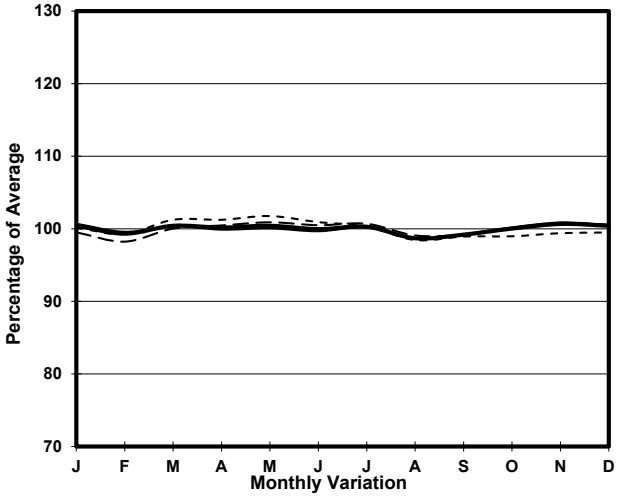
3. OTHER INFORMATION AND COMMENT

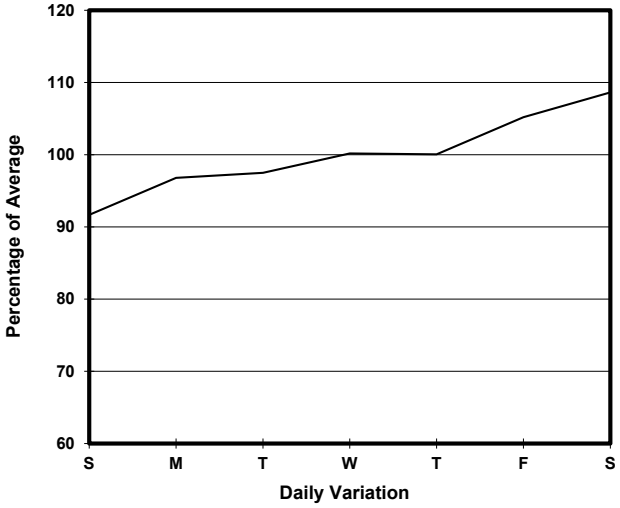
YEAR 2024 **LINK** SOUTH LANTAU RD (from MUI WO FERRY PIER to CHI MA WAN RD)

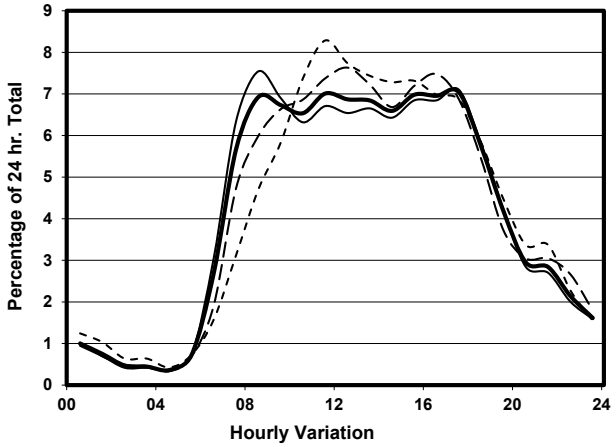
CORE STATION 5015
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

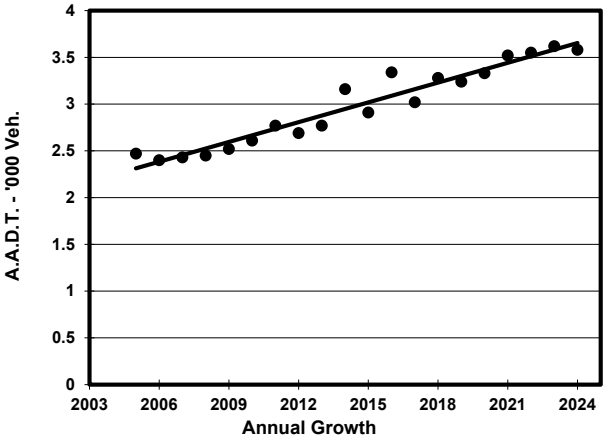


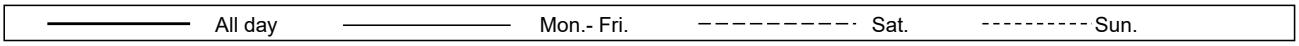
1. TRAFFIC FLOW VARIATION AND GROWTH











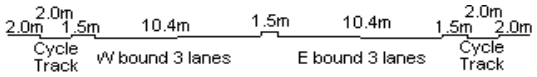
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	1820	1820	1980	1670
R 12 / 24 - %	79.1	78.9	79.3	78.8
R 16 / 24 - %	91.8	91.6	92.5	91.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	130	130	140	100
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	120	120	140	110
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	1760	1770	1930	1630
R 12 / 24 - %	80.8	81.2	81.0	78.8
R 16 / 24 - %	92.2	92.0	92.8	93.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	120	140	120	100
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	130	130	150	120
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

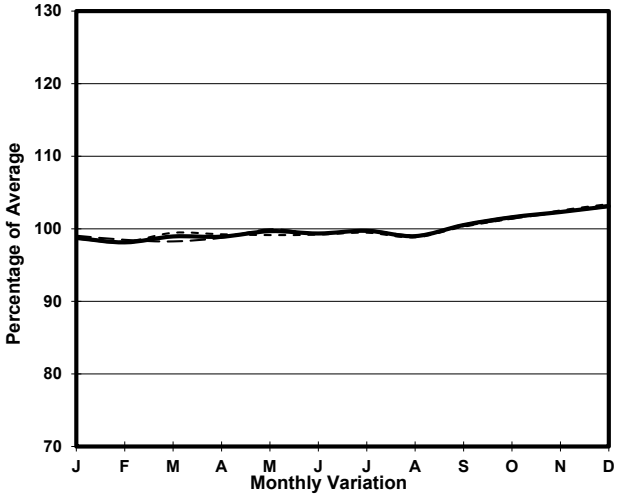
3. OTHER INFORMATION AND COMMENT

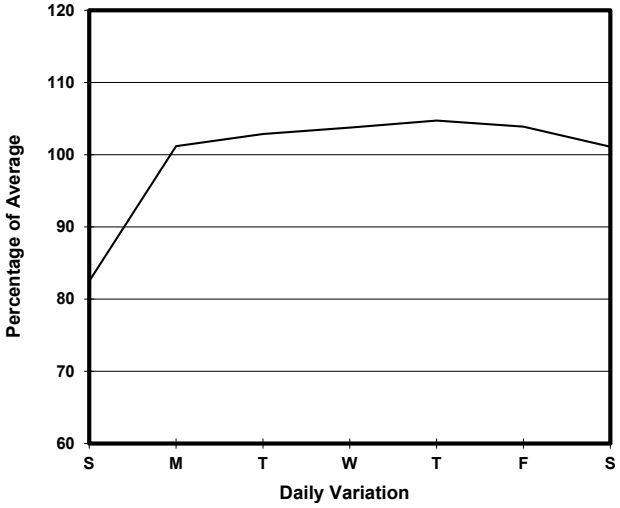
YEAR 2024 **LINK** CASTLE PEAK RD - YUEN LONG (from YUEN LONG ON LOK RD to KAM TIN RD)

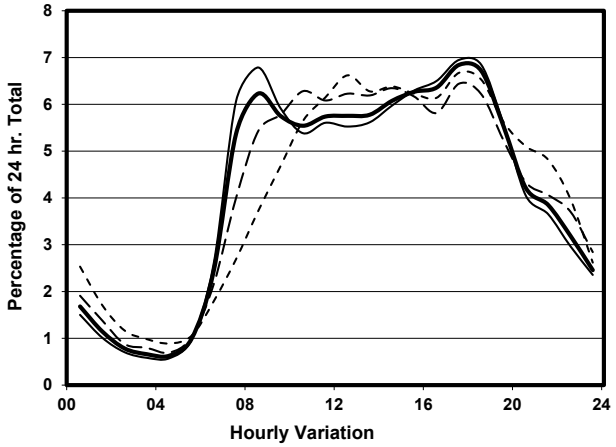
CORE STATION 5019
ROAD NETWORK MAJOR
ROAD TYPE RURAL TRUNK ROAD

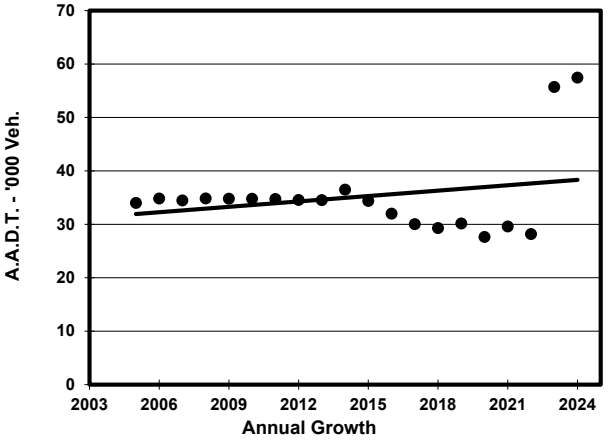


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

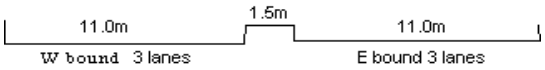
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	24050	24840	24540	21170
R 12 / 24 - %	70.0	71.2	68.2	65.2
R 16 / 24 - %	88.6	89.2	87.4	86.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1590	1820	1350	880
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	1540	1630	1420	1380
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	33410	35060	34120	26670
R 12 / 24 - %	74.2	75.1	73.0	69.7
R 16 / 24 - %	89.6	90.1	89.0	87.7
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2000	2270	2060	1370
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2440	2620	2360	1950
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

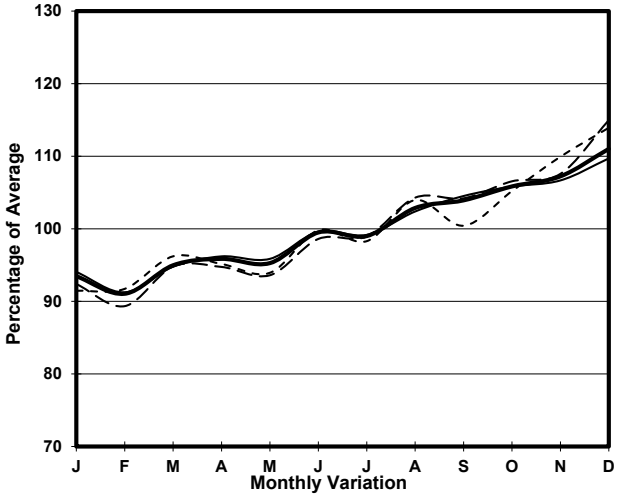
3. OTHER INFORMATION AND COMMENT

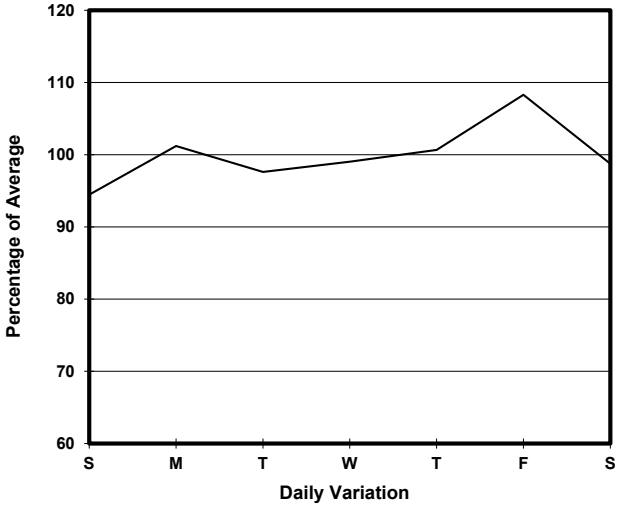
YEAR 2024 **LINK** NORTH LANTAU HIGHWAY (from TUNG CHUNG EASTERN INT to WESTERN END AT CHEK LAP KOK)

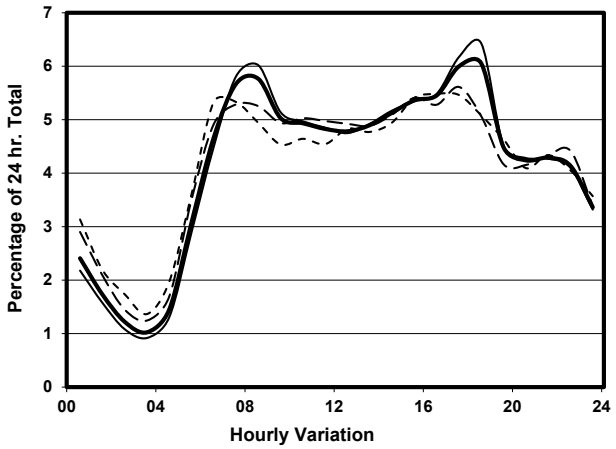
CORE STATION 5031
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

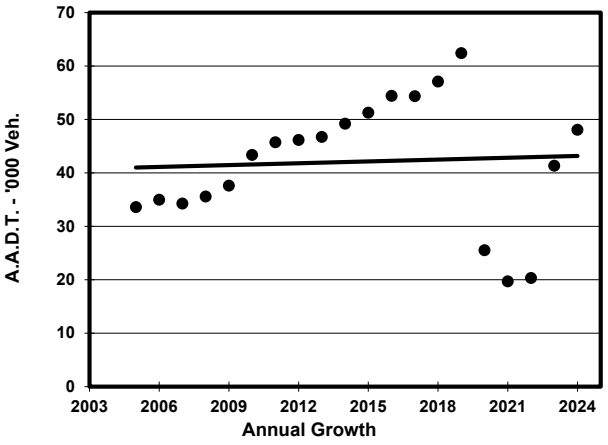


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

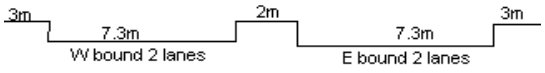
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	24000	24400	23850	22680
R 12 / 24 - %	63.3	64.9	60.2	57.9
R 16 / 24 - %	81.2	83.0	78.3	74.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	1080	1070	1110	1120
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1840	2070	1540	1320
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	24060	24460	23930	22730
R 12 / 24 - %	64.5	65.3	63.3	62.1
R 16 / 24 - %	80.9	81.5	79.4	79.6
AM Peak Hour	0700-0800	0800-0900	0700-0800	0700-0800
One-way flow at AM peak hour	1750	1870	1650	1380
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1190	1200	1200	1180
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

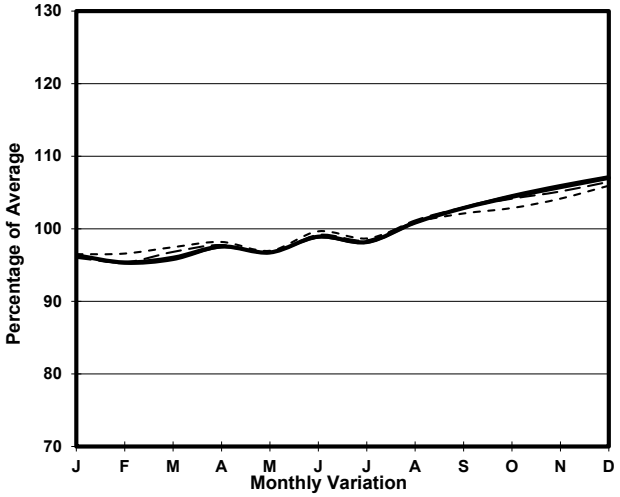
3. OTHER INFORMATION AND COMMENT

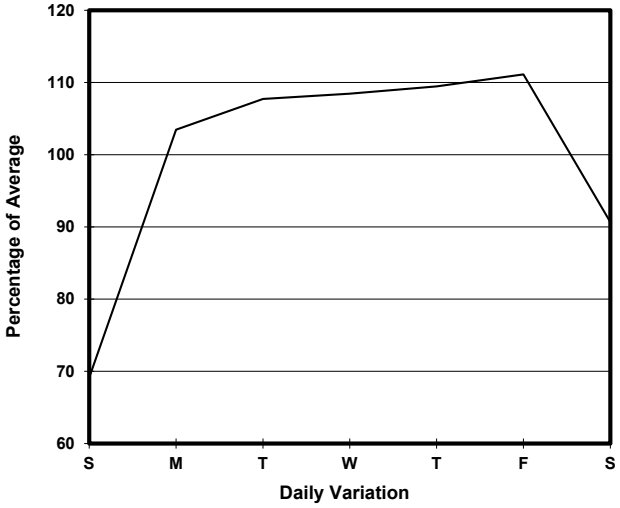
YEAR 2024 **LINK** CHEK LAP KOK S RD (from EASTERN END AT TUNG CHUNG to WESTERN END AT CHEK LAP KOK)

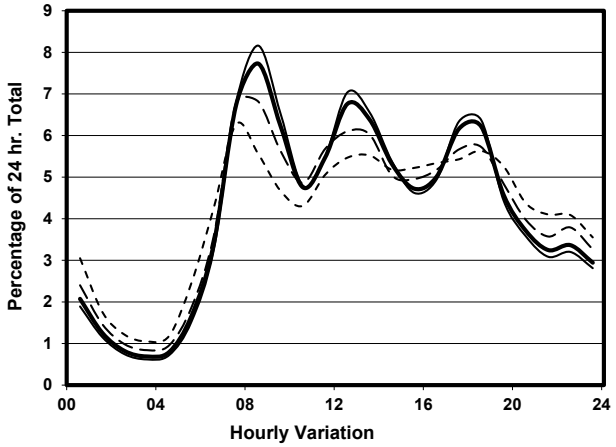
CORE STATION 5032
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

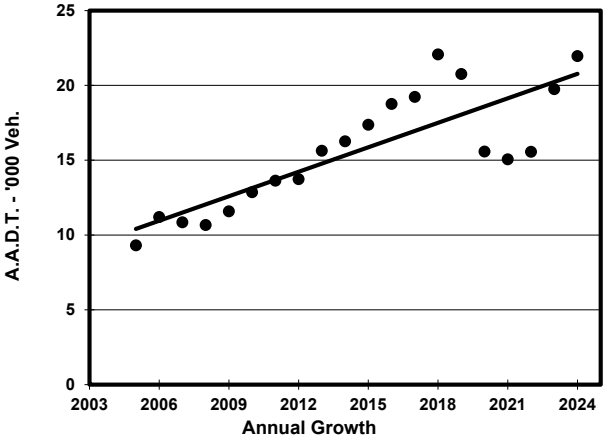


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	10940	11970	10140	7850
R 12 / 24 - %	71.9	73.3	69.0	64.3
R 16 / 24 - %	86.8	87.7	85.4	82.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0700-0800
One-way flow at AM peak hour	760	870	660	450
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	790	910	630	450
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	11020	12160	10140	7570
R 12 / 24 - %	71.1	72.6	67.9	63.0
R 16 / 24 - %	85.9	86.9	83.8	80.8
AM Peak Hour	0800-0900	0800-0900	0700-0800	0700-0800
One-way flow at AM peak hour	940	1100	790	520
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	610	690	540	420
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

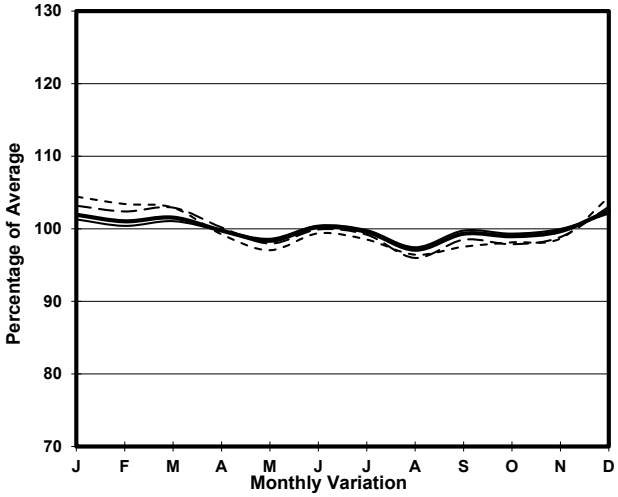
3. OTHER INFORMATION AND COMMENT

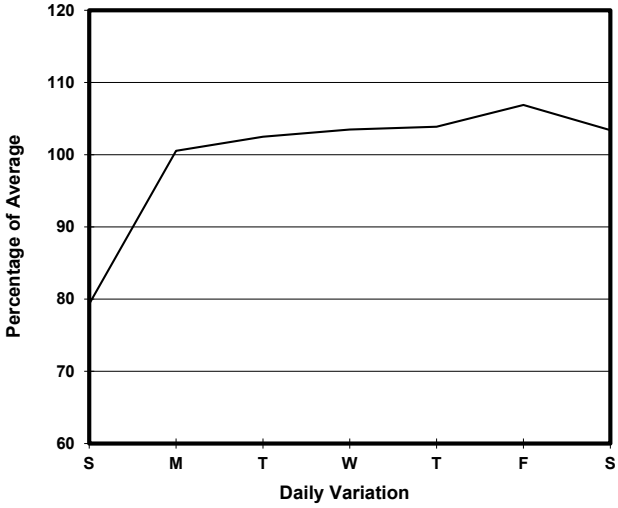
YEAR 2024 **LINK** TUEN MUN RD (from CASTLE PEAK RD - TSUEN WAN to TSING LONG HIGHWAY - TING KAU BRIDGE)

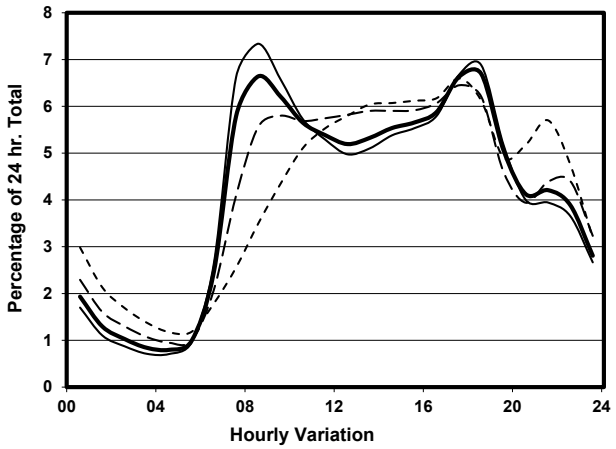
CORE STATION 5035
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

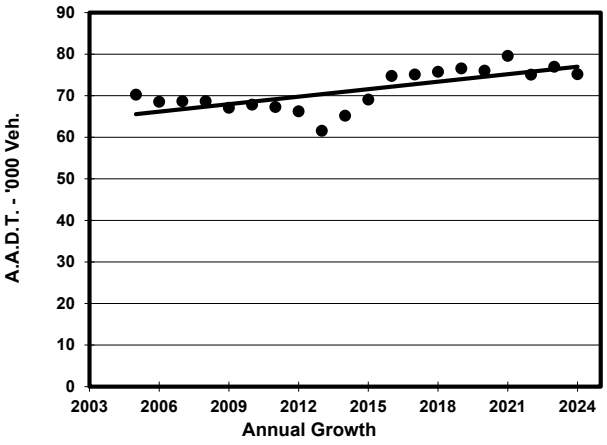


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

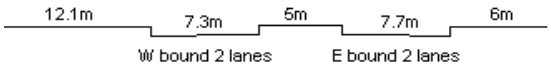
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	37330	39150	38700	29720
R 12 / 24 - %	75.1	76.4	73.1	68.7
R 16 / 24 - %	88.2	88.8	87.1	85.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3140	3660	2670	1590
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2300	2400	2360	1880
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	37860	39490	39770	30740
R 12 / 24 - %	66.2	67.4	65.3	59.4
R 16 / 24 - %	87.5	88.5	85.9	83.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1860	2110	1880	1040
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2830	3090	2700	2100
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

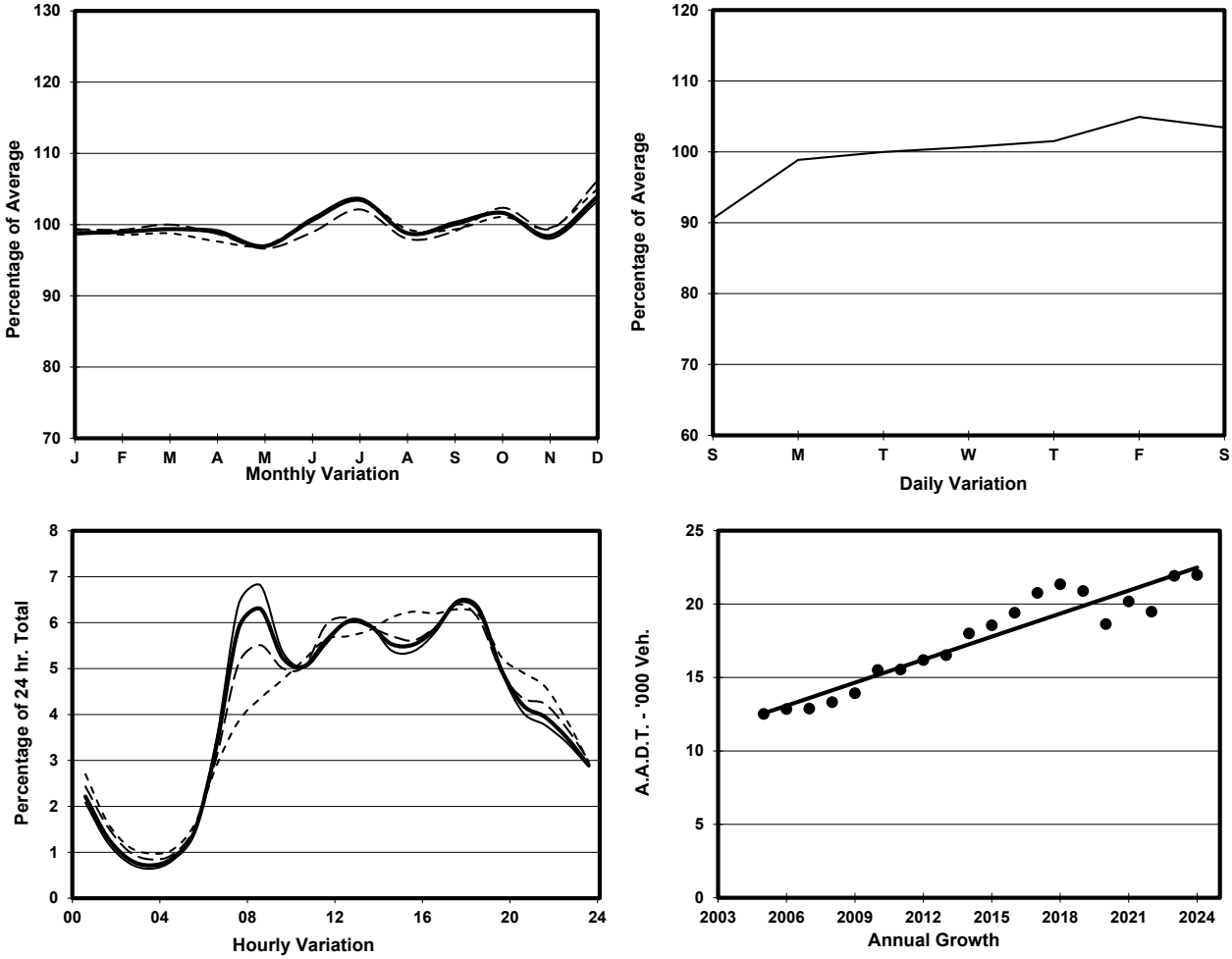
3. OTHER INFORMATION AND COMMENT

YEAR 2024 **LINK** SHUN TUNG RD (from YU TUNG RD to TAT TUNG RD)

CORE STATION 5036
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

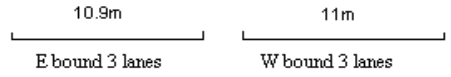
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	11900	12120	12360	10790
R 12 / 24 - %	70.5	71.4	69.1	67.1
R 16 / 24 - %	87.4	87.7	86.7	86.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	730	800	660	500
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	830	850	820	730
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	10080	10240	10480	9230
R 12 / 24 - %	68.7	69.5	67.5	65.5
R 16 / 24 - %	85.0	85.5	84.2	83.2
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	660	730	600	450
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	590	600	640	530
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

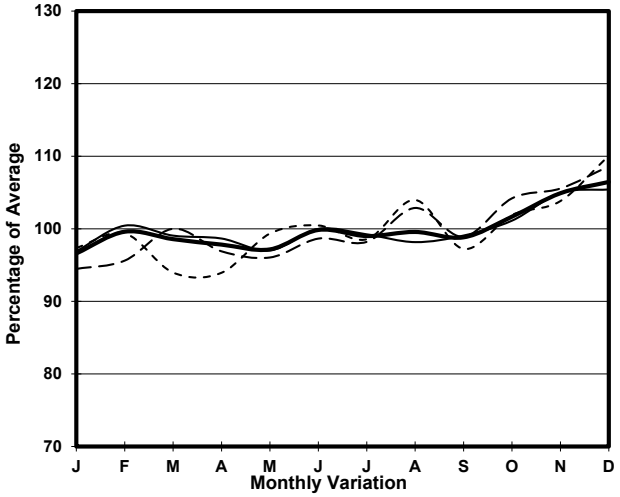
YEAR 2024

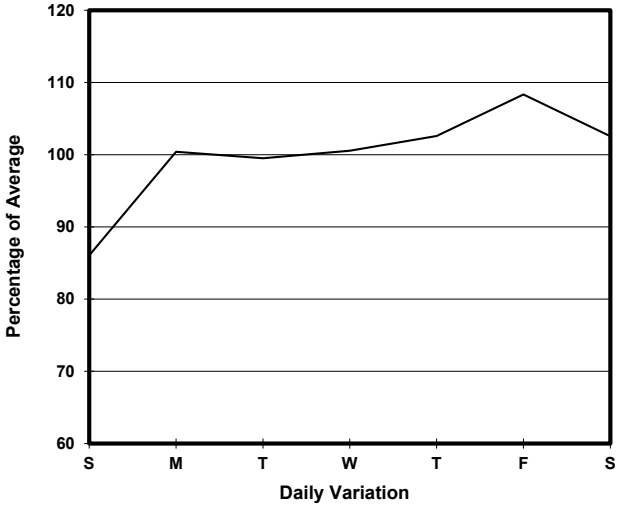
LINK STONECUTTERS BRIDGE (from EAST TSING YI VIADUCT to CONTAINER PORT RD S NR CONTAINER TERMINAL 8)

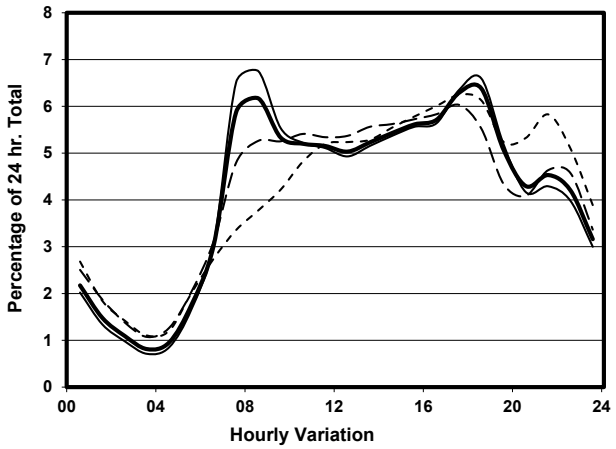
CORE STATION 5039
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

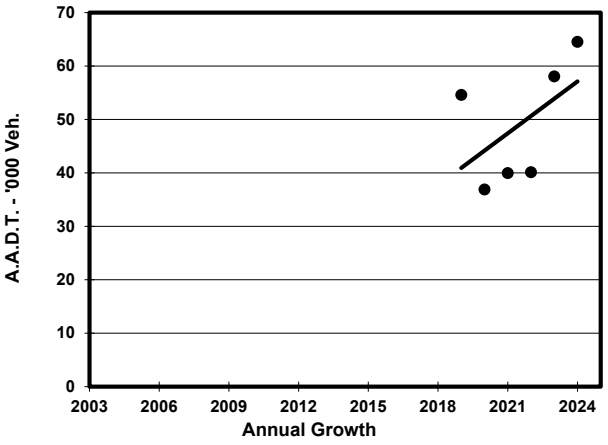


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

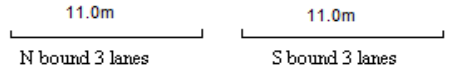
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

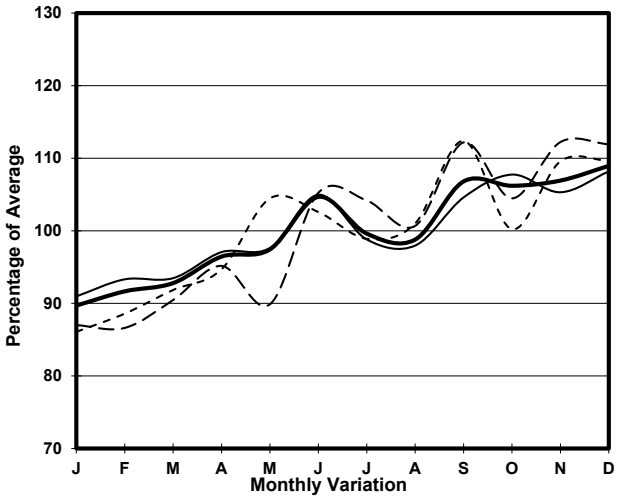
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	33670	34700	34650	29360
R 12 / 24 - %	69.0	70.7	66.9	61.4
R 16 / 24 - %	86.3	87.1	84.5	83.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2210	2510	1960	1150
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2240	2350	2130	2020
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	30850	31770	32180	26530
R 12 / 24 - %	65.7	66.6	64.5	61.8
R 16 / 24 - %	84.7	85.6	82.1	82.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1770	1980	1630	1210
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1880	2030	1910	1570
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

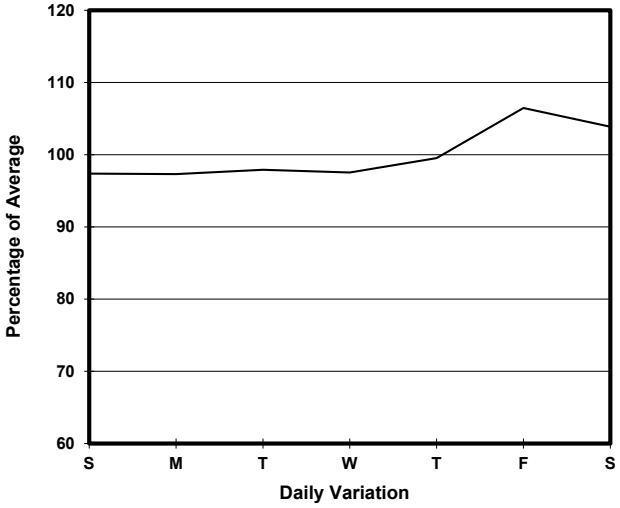
3. OTHER INFORMATION AND COMMENT

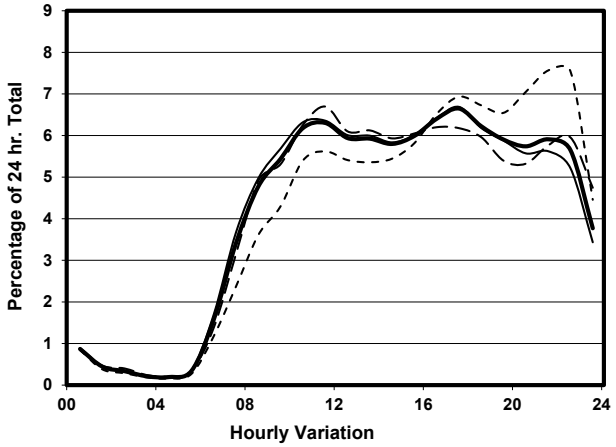
YEAR	2024	**LINK**	SHENZHEN BAY BRIDGE (from NR DEEP BAY RD to SHENZHEN BAY BRIDGE (CHINA SECTION - END))
CORE STATION	5040		
ROAD NETWORK	MAJOR		
ROAD TYPE	EXPRESSWAY		

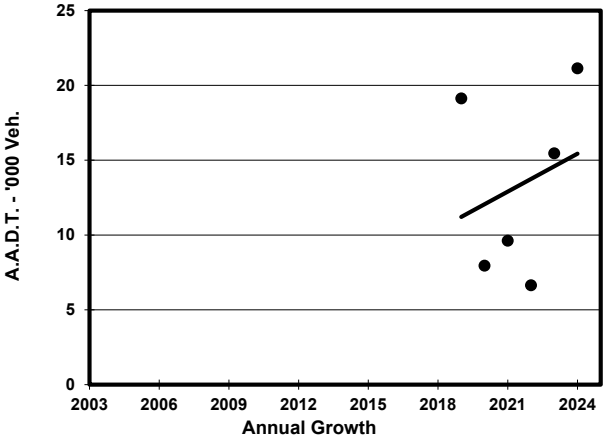
1. TRAFFIC FLOW VARIATION AND GROWTH

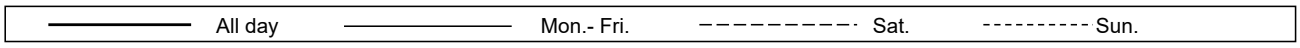












2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

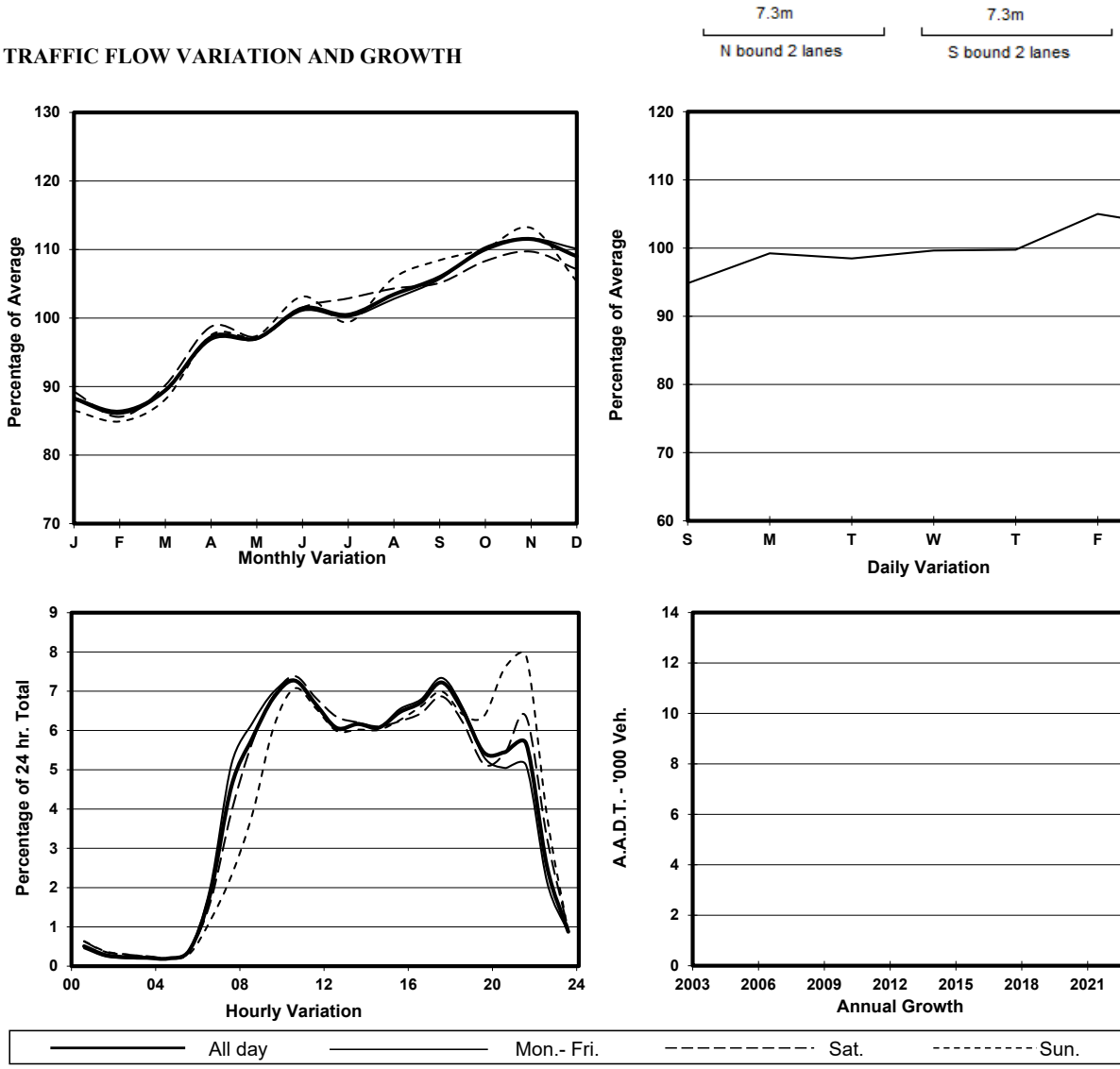
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10220	10160	10740	10100
R 12 / 24 - %	67.1	68.5	67.1	60.5
R 16 / 24 - %	92.0	92.2	91.1	92.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	500	510	560	390
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	710	720	680	720
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	10920	10950	11380	10460
R 12 / 24 - %	70.8	71.7	70.6	66.5
R 16 / 24 - %	92.5	92.7	91.6	92.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	660	690	620	500
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	700	700	700	710
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

YEAR 2024 **LINK** CHEUNG SHAN TUNNEL (from SHA TAU KOK RD to PING YUEN INTERCHANGE)

CORE STATION 5047
ROAD NETWORK MAJOR
ROAD TYPE RURAL TRUNK ROAD

1. TRAFFIC FLOW VARIATION AND GROWTH



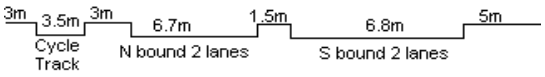
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	6120	6180	6220	5890
R 12 / 24 - %	71.2	73.4	68.8	61.8
R 16 / 24 - %	96.0	95.8	96.0	96.7
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	310	330	350	250
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	470	480	440	440
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	6050	6080	6430	5610
R 12 / 24 - %	81.7	82.2	81.3	79.1
R 16 / 24 - %	94.9	94.9	94.6	95.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	520	540	520	450
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	410	420	430	360
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

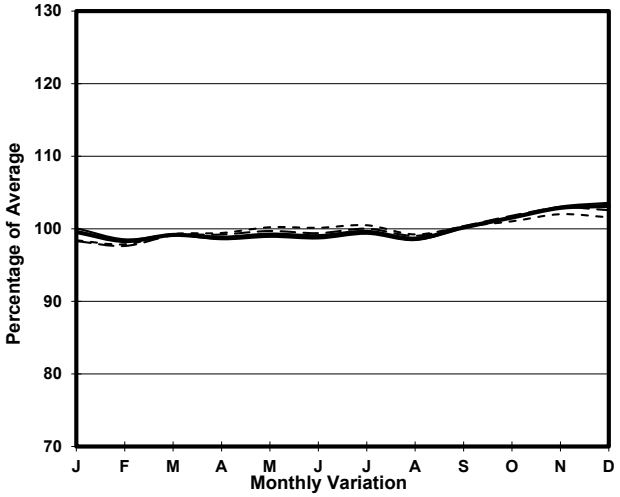
3. OTHER INFORMATION AND COMMENT

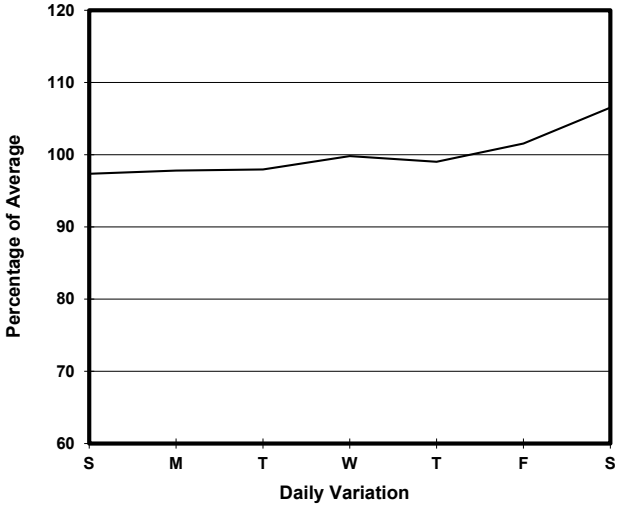
YEAR 2024 **LINK** CHUI TIN ST (from CHE KUNG MIU RD to HUNG MUI KUK RD)

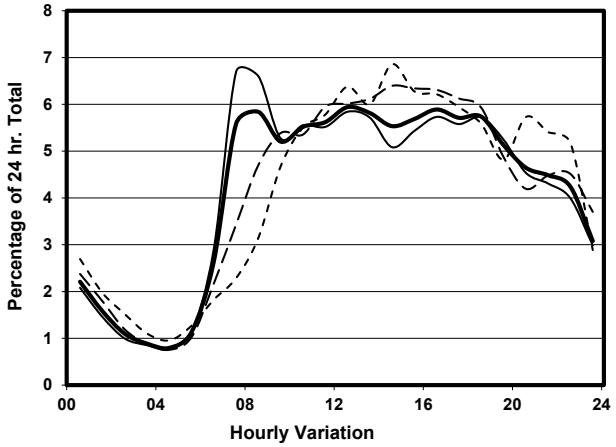
CORE STATION 5101
ROAD NETWORK MINOR
ROAD TYPE LOCAL DISTRIBUTOR

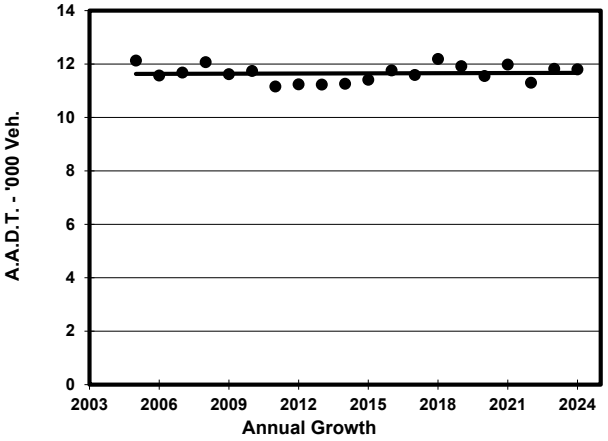


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

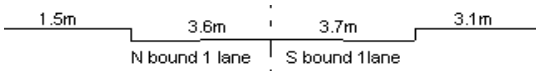
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5910	5870	6320	5750
R 12 / 24 - %	66.3	67.0	65.9	63.3
R 16 / 24 - %	86.6	87.2	86.3	84.3
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	270	280	280	230
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	390	390	420	370
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	5890	5860	6280	5750
R 12 / 24 - %	69.8	70.5	70.2	66.0
R 16 / 24 - %	86.5	86.5	86.0	87.2
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	440	510	390	310
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	320	310	390	340
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

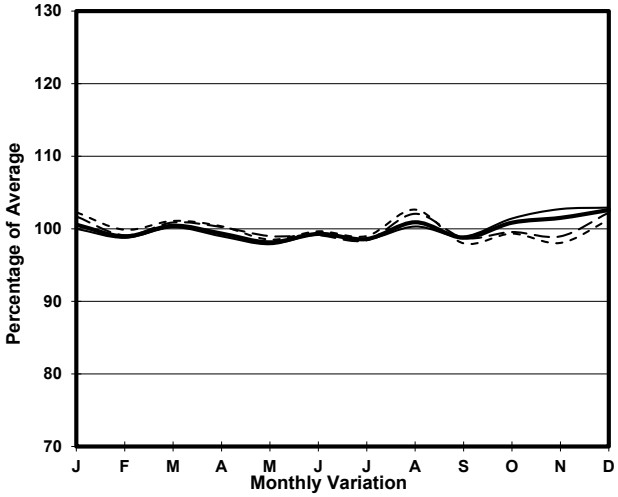
3. OTHER INFORMATION AND COMMENT

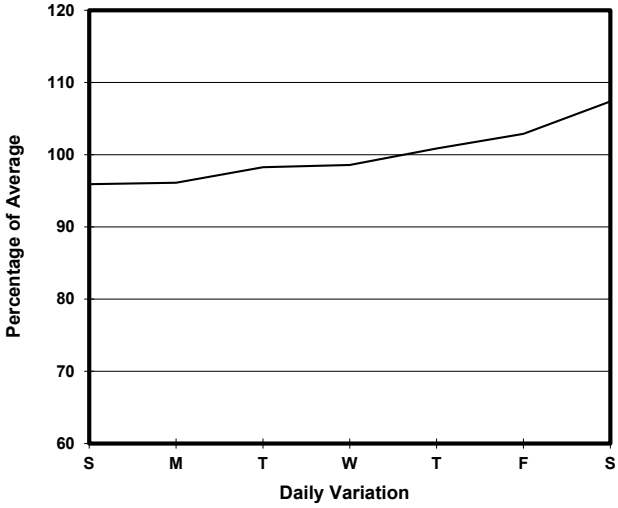
YEAR 2024 **LINK** TSENG CHOI ST (from CASTLE PEAK RD NORTHERN JUNCTION to CASTLE PEAK RD SOUTHERN JUNCTION)

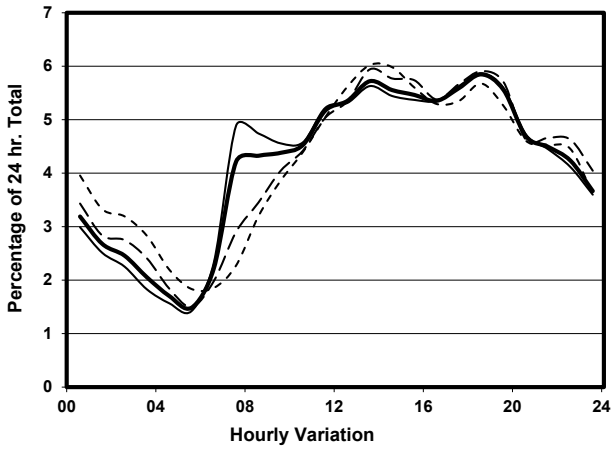
CORE STATION 5102
ROAD NETWORK MINOR
ROAD TYPE LOCAL DISTRIBUTOR

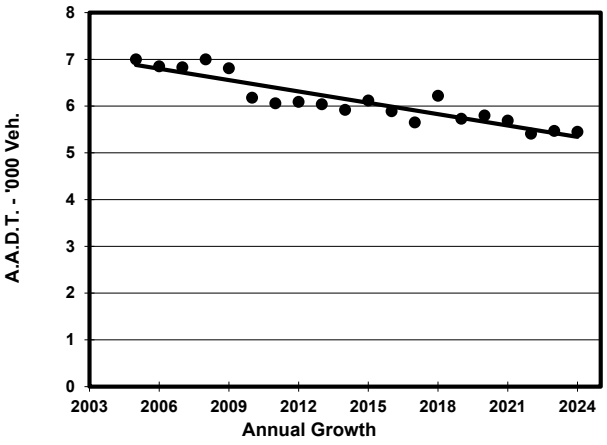


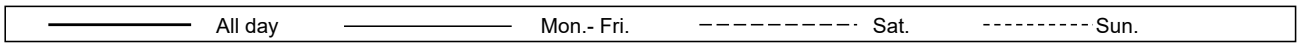
1. TRAFFIC FLOW VARIATION AND GROWTH











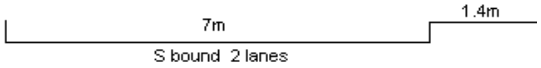
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	3530	3500	3790	3430
R 12 / 24 - %	61.8	63.0	59.2	58.6
R 16 / 24 - %	80.0	81.0	78.3	76.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	180	210	150	130
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	200	190	210	190
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	1920	1920	2070	1800
R 12 / 24 - %	61.2	61.9	60.2	58.2
R 16 / 24 - %	81.8	82.4	80.9	78.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	80	80	90	70
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	120	130	140	110
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

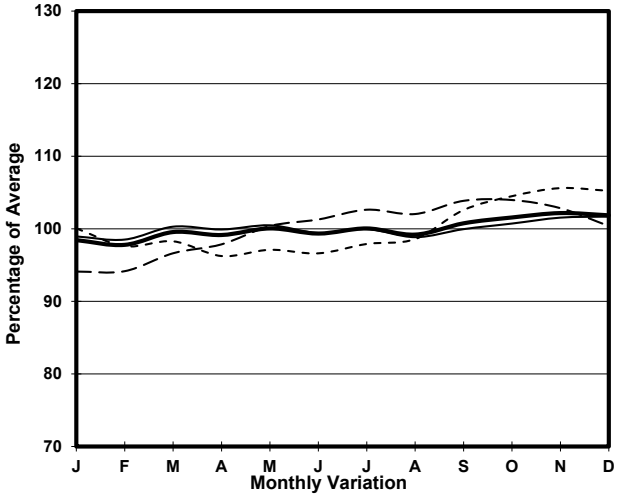
3. OTHER INFORMATION AND COMMENT

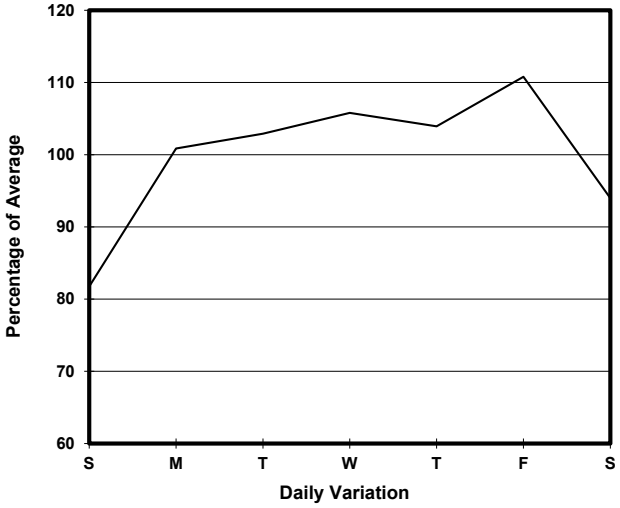
YEAR 2024 **LINK** SHING MUN RD (from TEXACO RD N to CHEUNG SHAN EST RD E)

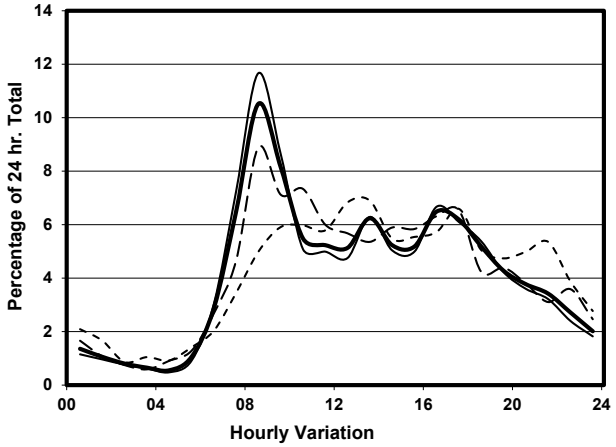
CORE STATION 5103
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

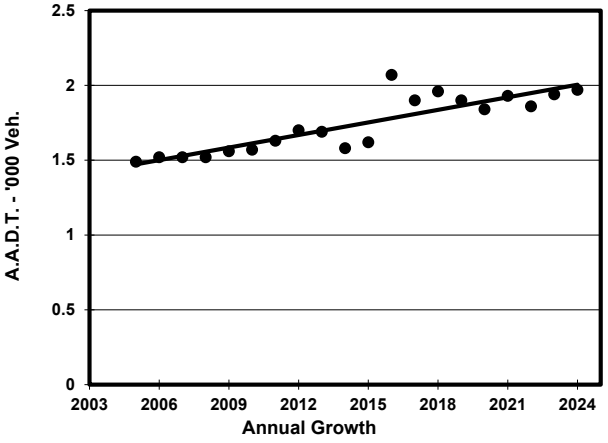


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

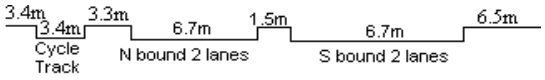
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	1970	2080	1870	1620
R 12 / 24 - %	75.5	76.9	73.9	68.2
R 16 / 24 - %	89.7	90.3	88.8	87.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	210	240	170	100
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	130	140	120	110
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

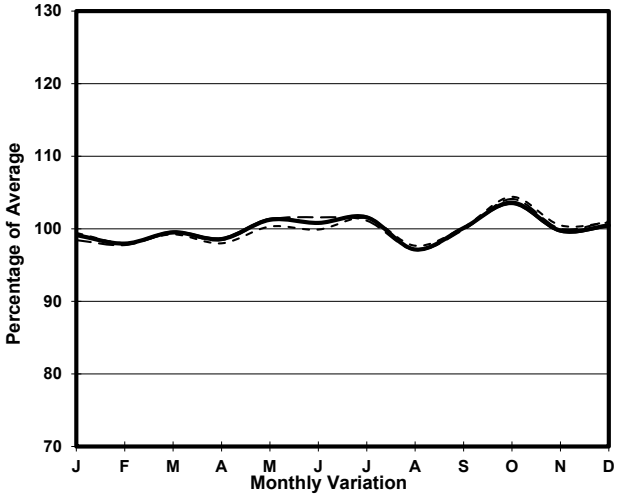
3. OTHER INFORMATION AND COMMENT

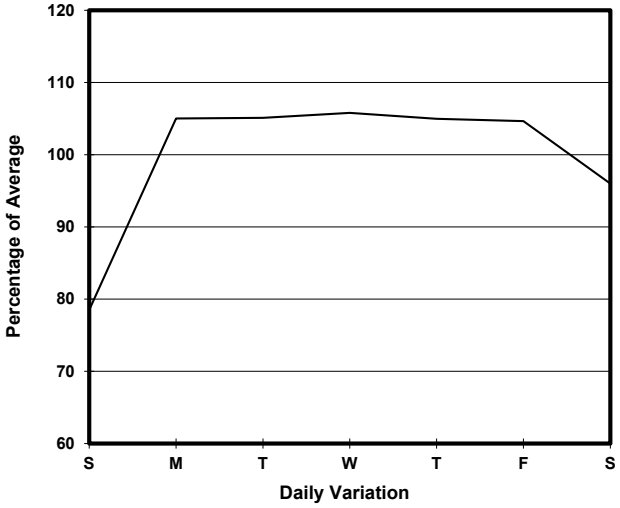
YEAR 2024 **LINK** CHAP WAI KON ST (from BUS TERMINUS to SIU LEK YUEN RD)

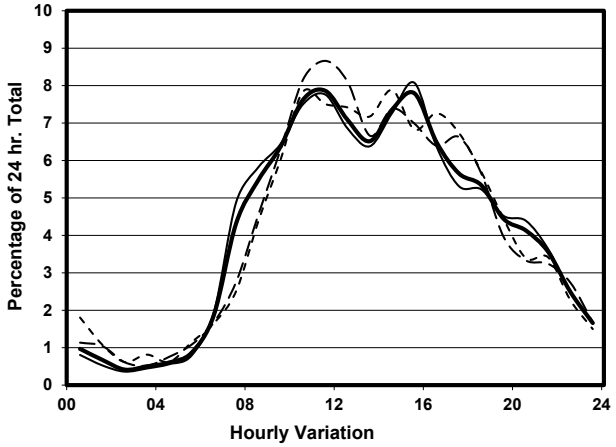
CORE STATION 5104
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

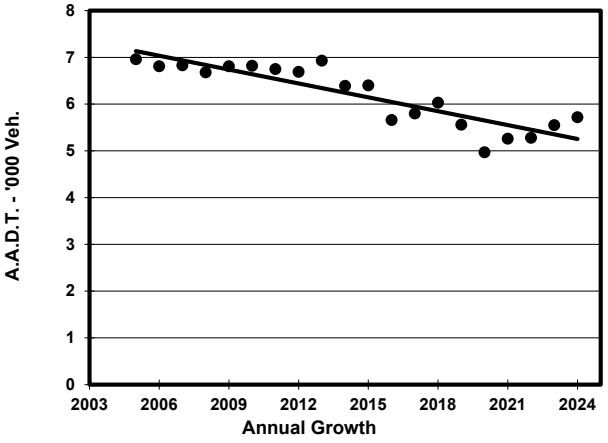


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

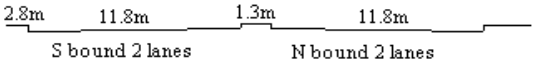
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	2680	2850	2560	2170
R 12 / 24 - %	78.0	77.6	79.0	79.3
R 16 / 24 - %	92.9	93.1	92.5	92.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	150	160	140	130
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	180	190	180	160
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	3040	3230	3000	2370
R 12 / 24 - %	77.7	78.1	77.6	75.5
R 16 / 24 - %	92.2	92.8	90.8	89.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	210	230	210	140
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	190	200	200	170
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

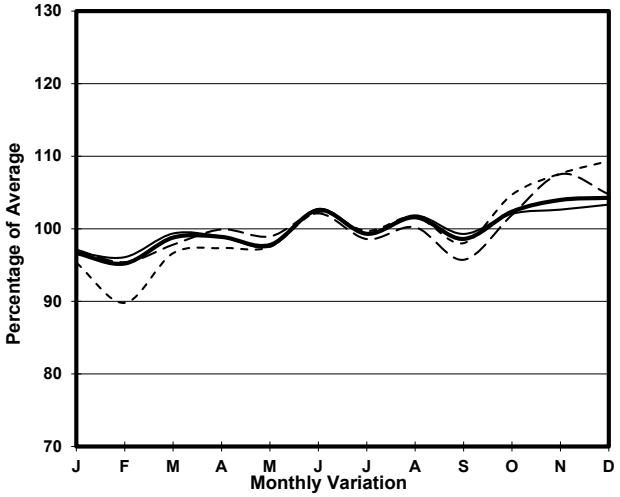
3. OTHER INFORMATION AND COMMENT

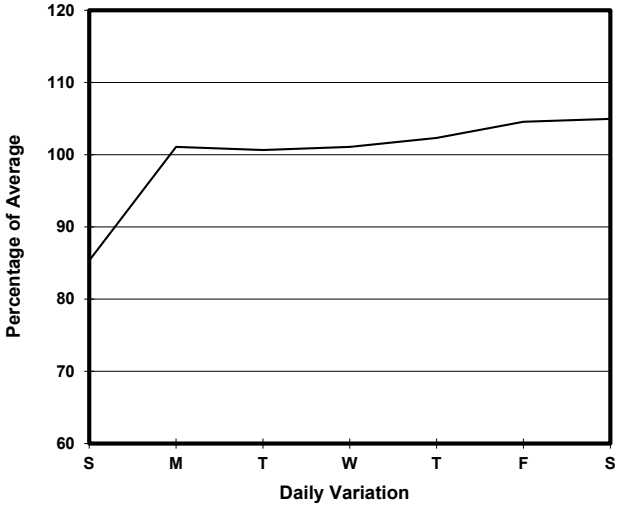
YEAR 2024 **LINK** LUNG FU RD (from WONG CHU RD to TUEN MUN CHEK LAP KOK TUNNEL RD & LUNG MUN RD)

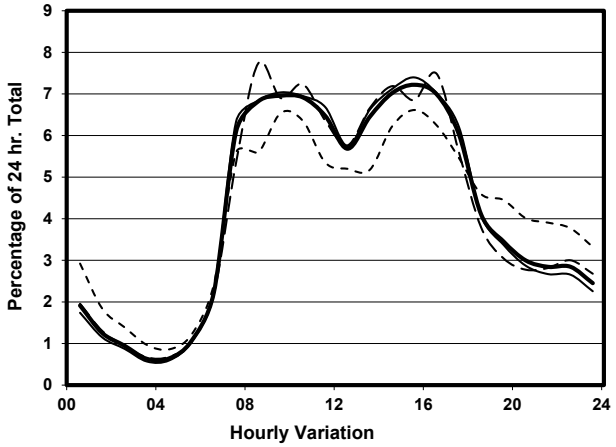
CORE STATION 5106
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

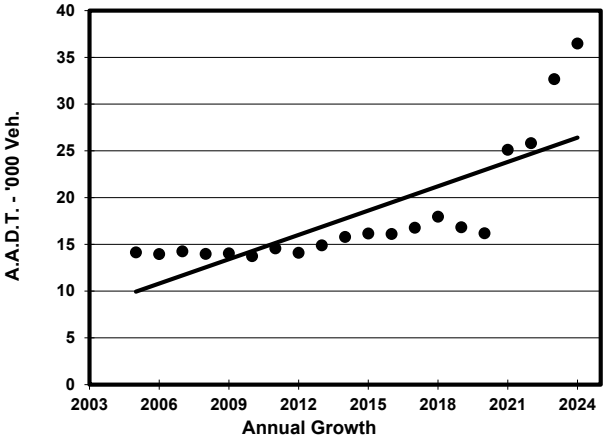


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

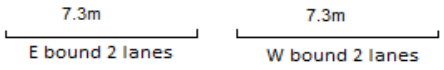
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	18210	18710	19320	15630
R 12 / 24 - %	66.6	68.5	65.5	56.7
R 16 / 24 - %	84.1	85.0	83.2	79.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0800-0900
One-way flow at AM peak hour	980	1060	1040	580
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	1150	1200	1150	980
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	18270	18770	19370	15660
R 12 / 24 - %	86.8	87.5	88.3	81.1
R 16 / 24 - %	93.7	94.2	93.9	90.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1580	1600	1990	1490
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1400	1420	1750	1010
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

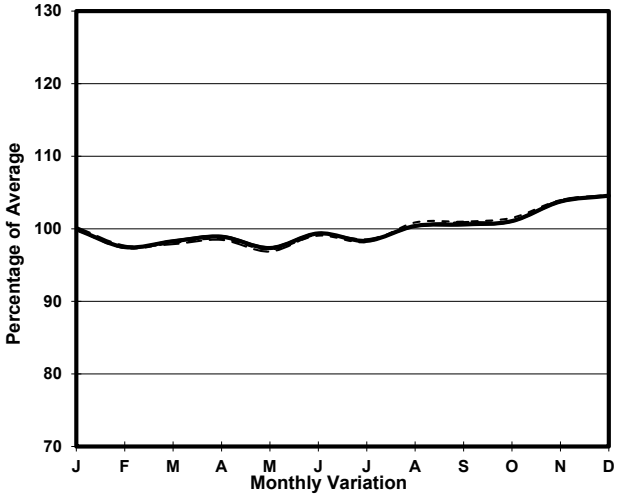
3. OTHER INFORMATION AND COMMENT

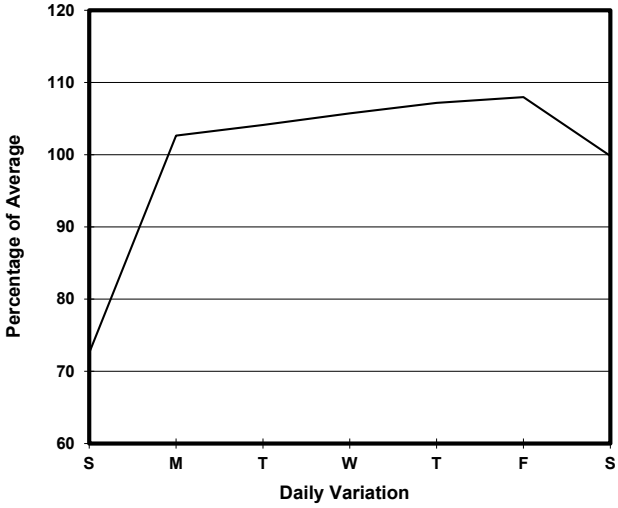
YEAR 2024 **LINK** LUNG MUN RD (from WU CHUI RD to TUEN MUN CHEK LAP KOK TUNNEL RD & LUNG FU RD)

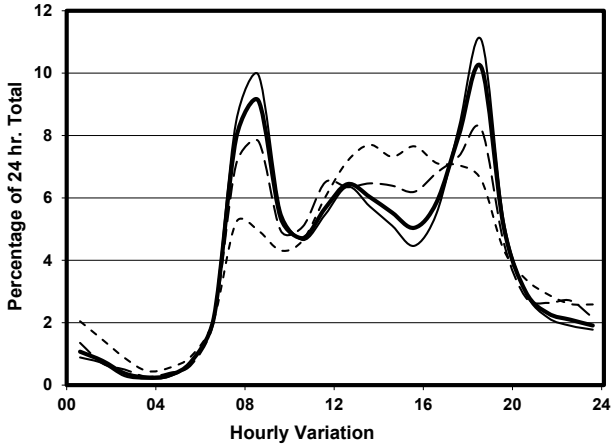
CORE STATION 5107
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

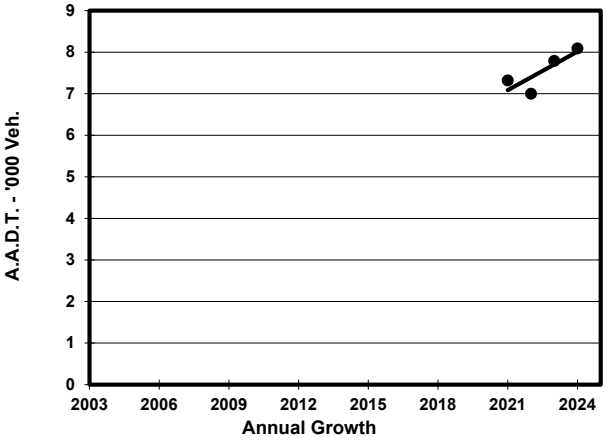
1. TRAFFIC FLOW VARIATION AND GROWTH

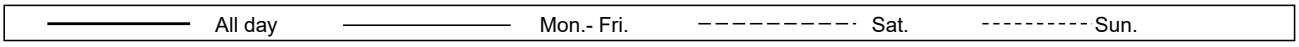












2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	3920	4240	3890	2750
R 12 / 24 - %	78.3	78.9	78.3	73.7
R 16 / 24 - %	93.0	93.8	92.1	88.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	280	320	260	130
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	630	760	470	260
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	4170	4430	4320	3200
R 12 / 24 - %	81.5	82.3	80.0	77.6
R 16 / 24 - %	91.8	92.1	91.8	89.9
AM Peak Hour	0700-0800	0700-0800	0700-0800	0700-0800
One-way flow at AM peak hour	480	560	440	210
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	240	240	270	220
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

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 Nam On Lane 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)

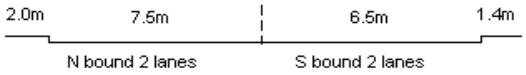
Coverage (B) Station No.	Location	Page
4201	Tai Po Rd (from Caldecott Rd to Tai Po Rd Int)	A3-52
4202	Boundary St (from Tai Hang Tung Rd to Embankment Rd)	A3-54
4203	Prince Edward Rd W (from Embankment Rd to Yuen Ngai St)	A3-56
4204	Argyle St & Fo<K13> (from Waterloo Rd to Yim Po Fong St)	A3-58
4205	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)

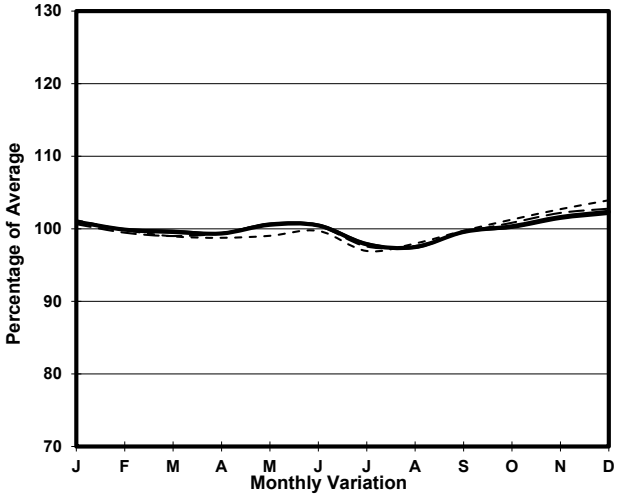
Coverage (B) Station No.	Location	Page
6203	Castle Peak Rd-Kwai Chung (from Ching Cheung Rd to Tai Wo Int)	A3-102
6204	Lai King Hill Rd (from Kwai Chung Int Slip Rds to King Cho Rd)	A3-104
6206	Jockey Club Rd (from Lok Yip Rd to Wo Hop Shek Int)	A3-106
6207	Kam Tin Rd (from Kam Sheung Rd Western Junction 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

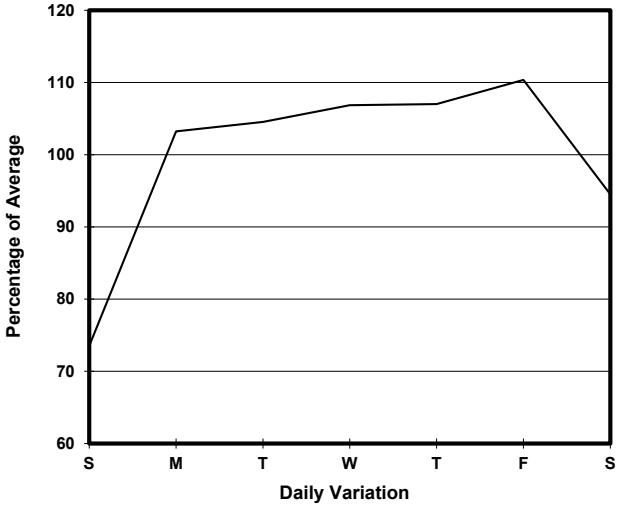
YEAR 2024 **LINK** POK FU LAM RD (from POKFIELD RD to MOUNT DAVIS RD)

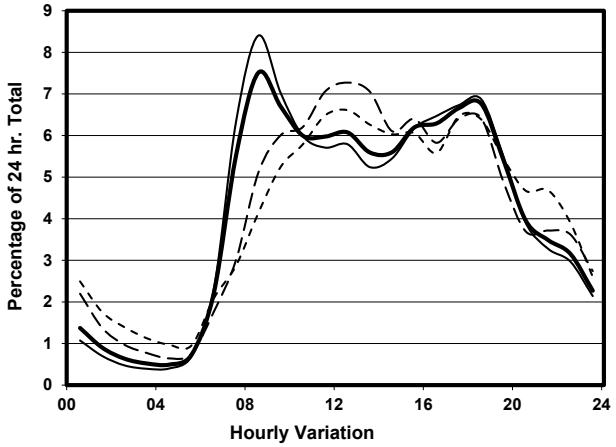
COVERAGE (B) STATION 2201
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

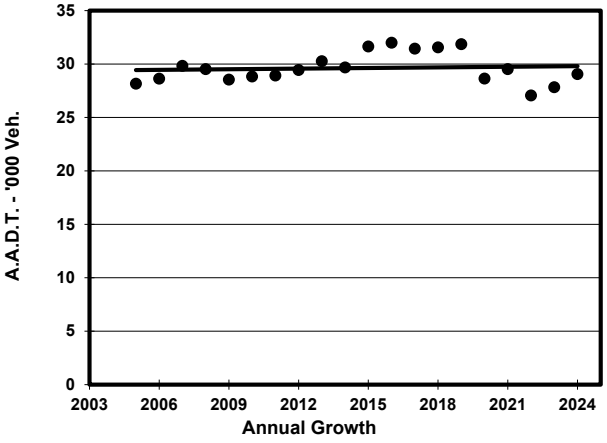


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10620	11380	10000	8490
R 12 / 24 - %	72.3	73.4	70.8	66.2
R 16 / 24 - %	90.6	91.5	88.5	86.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	690	800	620	420
T - % (AM)	-	9.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	680	750	550	530
T - % (PM)	-	6.4	-	-
Prop.of commercial vehicles - 16 hr.	-	9.7	-	-
NORTH BOUND				
A.A.D.T.	18440	19940	17880	13350
R 12 / 24 - %	76.4	77.8	74.0	69.0
R 16 / 24 - %	91.0	92.0	89.0	86.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1500	1830	1060	720
T - % (AM)	-	5.3	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	1300	1420	1270	890
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	7.3	-	-

3. OTHER INFORMATION AND COMMENT

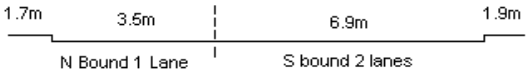
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.3	35.7	32.4	3.0	6.3	7.1	1.0	5.8	0.0	5.4
	Ocp	1.2	1.3	2.0	7.2	15.5	1.5	1.3	14.4	0.0	51.0
0800-0900	Pro	2.0	52.8	25.8	1.8	5.2	5.9	0.7	2.1	0.0	3.8
Peak hour	Ocp	1.0	1.4	2.1	6.5	16.1	1.5	1.3	7.2	0.0	63.0
0900-1000	Pro	1.9	55.8	23.9	1.9	4.7	6.8	0.9	0.4	0.0	3.7
	Ocp	1.0	1.4	2.1	2.1	14.1	1.5	1.8	1.0	0.0	39.5
1000-1100	Pro	2.3	39.0	26.9	1.6	5.7	15.0	3.4	1.6	0.0	4.5
	Ocp	1.0	1.5	1.9	2.4	12.3	1.4	1.5	7.4	0.0	24.7
1100-1200	Pro	1.9	38.9	30.3	3.1	3.8	13.8	1.9	2.1	0.0	4.3
	Ocp	1.1	1.6	2.1	4.9	13.8	1.5	1.4	4.7	0.0	26.4
1200-1300	Pro	5.3	39.8	26.7	2.4	5.1	12.4	1.7	2.2	0.0	4.4
	Ocp	1.0	1.4	2.2	4.5	10.3	1.5	1.6	24.1	0.0	22.7
1300-1400	Pro	3.2	34.6	32.2	1.6	5.0	12.9	3.2	2.1	0.0	5.3
	Ocp	1.0	1.5	1.9	4.5	11.1	1.6	1.7	8.3	0.0	24.1
1400-1500	Pro	2.0	45.3	27.0	0.8	5.0	9.8	4.5	1.3	0.0	4.4
	Ocp	1.0	1.5	2.0	2.0	14.1	1.3	1.8	11.0	0.0	23.1
1500-1600	Pro	3.2	42.3	24.6	1.6	3.9	12.5	2.3	5.2	0.0	4.4
	Ocp	1.1	1.5	2.0	3.0	11.9	1.5	1.3	22.1	0.0	28.7
1600-1700	Pro	3.2	42.9	22.1	1.7	4.0	17.0	2.1	2.3	0.0	4.6
	Ocp	1.1	1.5	2.1	3.0	11.3	1.5	1.3	9.8	0.0	34.5
1700-1800	Pro	4.7	48.6	24.3	1.9	5.2	8.8	0.4	1.3	0.0	4.8
	Ocp	1.1	1.5	2.1	2.8	13.0	1.6	1.0	9.2	0.0	59.7
1800-1900	Pro	3.7	54.9	29.4	0.0	2.3	3.5	0.4	1.7	0.0	4.2
	Ocp	1.0	1.4	2.1	0.0	15.3	1.8	1.5	21.7	0.0	50.5
1900-2000	Pro	2.8	52.4	32.0	0.0	4.3	3.3	0.5	0.3	0.0	4.4
	Ocp	1.0	1.4	2.0	0.0	12.4	1.1	1.0	12.0	0.0	35.4
2000-2100	Pro	4.8	48.8	33.8	0.4	3.7	2.6	0.0	0.7	0.0	5.3
	Ocp	1.0	1.4	1.6	3.0	14.1	1.7	0.0	1.0	0.0	22.8
2100-2200	Pro	3.8	35.1	46.0	0.4	5.9	2.5	0.4	0.4	0.0	5.5
	Ocp	1.0	1.4	1.7	3.0	8.6	1.0	1.0	1.0	0.0	20.2
2200-2300	Pro	3.1	38.7	42.8	1.0	5.2	2.1	0.5	0.0	0.0	6.6
	Ocp	1.0	1.4	1.6	1.5	10.0	2.8	1.0	0.0	0.0	15.7
16 hours	Pro	3.1	45.2	28.6	1.5	4.6	8.9	1.5	1.9	0.0	4.6
	Ocp	1.0	1.4	2.0	4.1	13.0	1.5	1.5	13.5	0.0	35.7

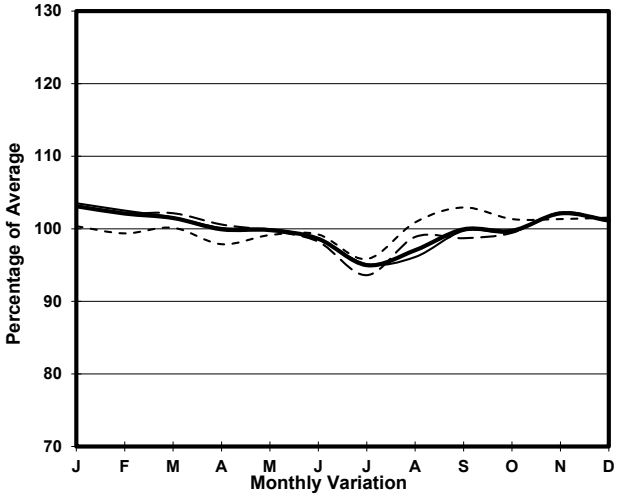
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

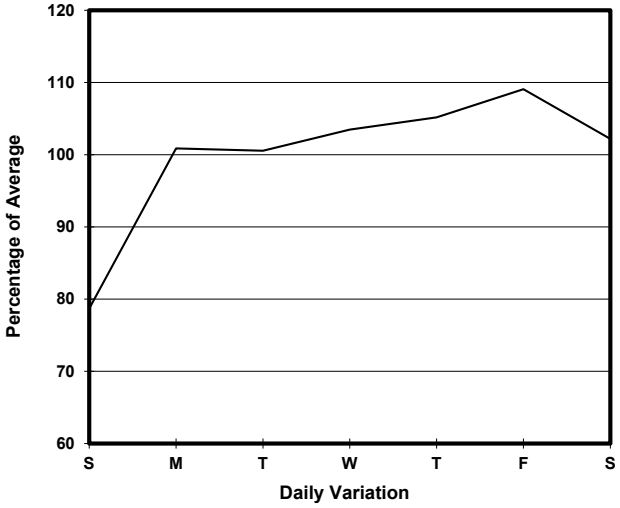
YEAR 2024 **LINK** WONG NAI CHUNG GAP RD (from STUBBS RD FO <H119> SOUTHERN END to REPULSE BAY RD)

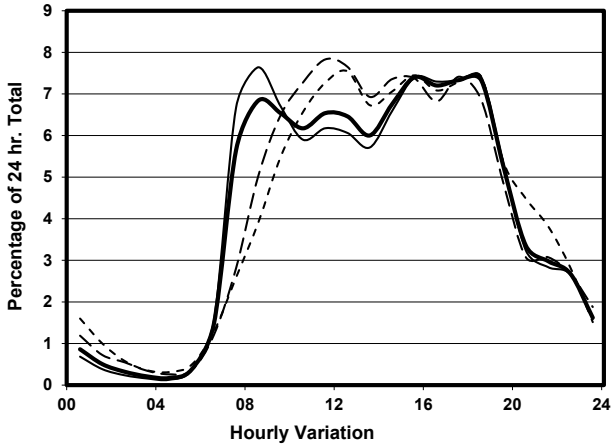
COVERAGE (B) STATION 2202
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

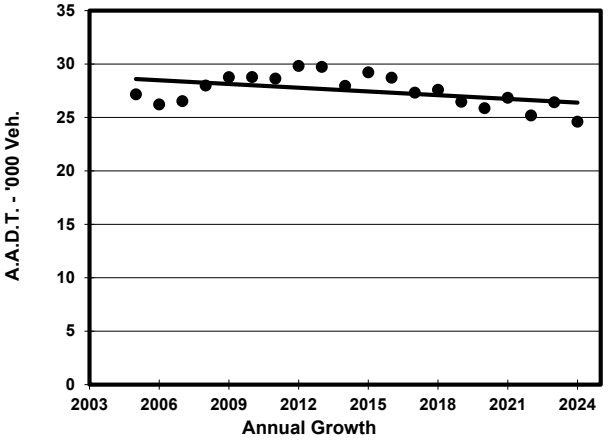


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11740	12280	12120	9620
R 12 / 24 - %	80.5	81.0	80.0	77.8
R 16 / 24 - %	94.8	95.1	94.1	93.8
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	750	940	820	560
T - % (AM)	-	11.2	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	830	880	860	690
T - % (PM)	-	3.9	-	-
Prop.of commercial vehicles - 16 hr.	-	5.0	-	-
NORTH BOUND				
A.A.D.T.	12860	13580	13290	9890
R 12 / 24 - %	80.0	80.8	79.7	75.0
R 16 / 24 - %	94.2	94.7	92.9	91.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	930	1130	830	510
T - % (AM)	-	5.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	980	1030	1020	760
T - % (PM)	-	3.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.8	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.0	55.9	26.4	4.1	0.5	0.5	0.0	6.1	0.1	4.3
	Ocp	1.3	1.3	1.8	4.8	17.0	2.0	0.0	17.2	17.0	19.2
0800-0900	Pro	3.0	73.7	11.6	1.1	0.2	3.5	0.2	5.0	0.1	1.6
Peak hour	Ocp	1.1	1.4	1.8	5.5	12.0	1.8	1.0	7.2	10.0	15.3
0900-1000	Pro	2.1	67.9	16.9	0.4	0.4	6.6	1.1	3.0	0.1	1.6
	Ocp	1.0	1.5	1.8	1.0	4.5	1.7	1.6	12.4	12.0	15.3
1000-1100	Pro	1.9	69.6	14.3	0.3	0.0	10.8	0.3	1.6	0.0	1.3
	Ocp	1.0	1.6	1.6	1.0	0.0	1.8	1.0	4.0	0.0	11.4
1100-1200	Pro	4.2	64.9	13.8	1.9	0.3	9.6	1.0	2.9	0.0	1.5
	Ocp	1.0	1.5	1.8	3.0	5.0	1.5	1.3	7.1	0.0	13.9
1200-1300	Pro	2.2	77.1	10.9	0.0	0.3	5.4	0.5	2.2	0.0	1.4
	Ocp	1.1	1.5	1.8	0.0	5.0	1.4	1.0	16.9	0.0	11.0
1300-1400	Pro	2.8	65.6	12.6	0.7	0.4	11.2	1.4	3.5	0.0	1.8
	Ocp	1.0	1.6	1.6	3.0	6.0	1.8	1.5	16.2	0.0	15.1
1400-1500	Pro	1.2	64.8	16.7	0.6	0.0	7.6	0.3	7.3	0.0	1.4
	Ocp	1.0	1.5	1.7	1.5	0.0	1.9	1.0	9.7	0.0	18.3
1500-1600	Pro	1.7	68.9	13.2	2.1	0.2	6.3	0.2	6.3	0.0	1.2
	Ocp	1.1	1.6	2.0	11.5	10.0	1.8	1.0	17.0	0.0	22.7
1600-1700	Pro	1.2	73.1	16.6	1.4	0.2	1.8	0.4	3.9	0.0	1.3
	Ocp	1.0	1.6	2.0	5.7	20.0	1.7	1.0	15.7	0.0	22.9
1700-1800	Pro	3.2	71.3	16.6	0.0	0.2	3.2	0.0	3.2	0.0	2.1
	Ocp	1.1	1.6	2.1	0.0	12.0	1.5	0.0	7.4	0.0	23.3
1800-1900	Pro	1.9	77.9	15.5	0.0	0.0	1.6	0.0	1.4	0.0	1.7
	Ocp	1.0	1.6	2.1	0.0	0.0	1.1	0.0	5.1	0.0	15.7
1900-2000	Pro	1.1	74.1	20.6	0.0	0.2	1.4	0.0	0.9	0.0	1.7
	Ocp	1.0	1.4	1.6	0.0	14.0	1.3	0.0	9.8	0.0	12.2
2000-2100	Pro	4.6	66.0	25.3	0.0	0.4	0.0	0.0	1.7	0.0	2.0
	Ocp	1.2	1.5	1.8	0.0	10.0	0.0	0.0	13.8	0.0	8.9
2100-2200	Pro	4.1	55.4	35.1	0.0	0.0	1.4	0.0	1.4	0.0	2.7
	Ocp	1.0	1.8	1.4	0.0	0.0	1.0	0.0	4.5	0.0	13.3
2200-2300	Pro	4.3	49.5	42.1	0.0	0.0	0.6	0.0	1.2	0.0	2.2
	Ocp	1.0	1.5	1.7	0.0	0.0	1.0	0.0	9.5	0.0	9.1
16 hours	Pro	2.4	69.4	17.1	0.8	0.2	4.7	0.4	3.3	0.1	1.7
	Ocp	1.1	1.5	1.8	5.8	10.0	1.7	1.3	11.8	13.0	16.1

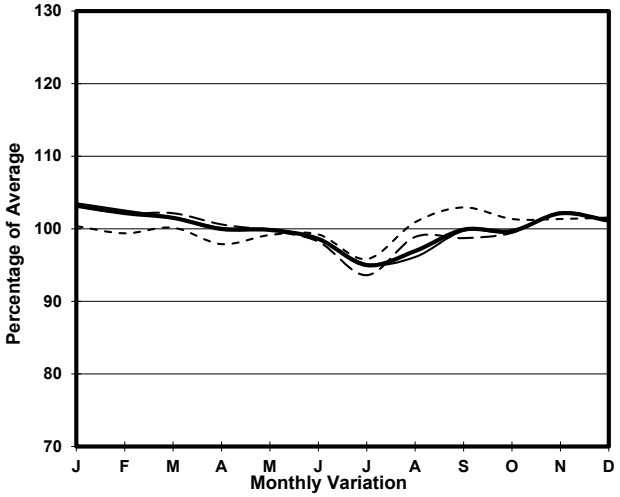
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

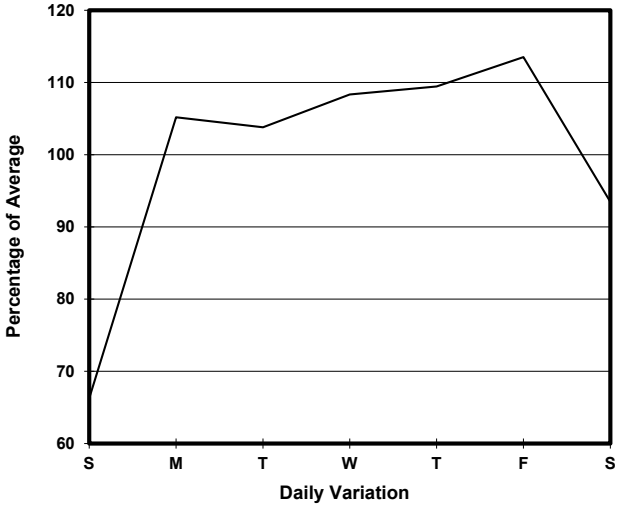
YEAR 2024 **LINK** STUBBS RD (from WAN CHAI GAP RD to WONG NAI CHUNG GAP RD)

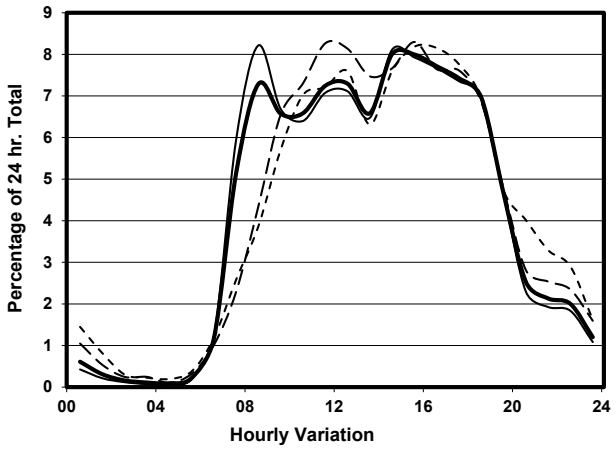
COVERAGE (B) STATION 2203
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

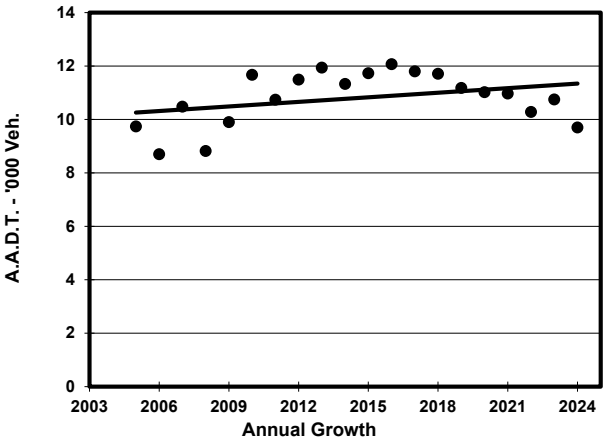


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5020	5500	4850	3470
R 12 / 24 - %	84.6	85.5	82.3	79.7
R 16 / 24 - %	96.1	96.7	94.8	93.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	360	440	300	200
T - % (AM)	-	5.0	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	390	420	370	290
T - % (PM)	-	13.3	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-
NORTH BOUND				
A.A.D.T.	4680	5180	4380	3050
R 12 / 24 - %	85.1	86.4	82.6	78.0
R 16 / 24 - %	96.1	96.6	95.0	94.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	350	430	300	170
T - % (AM)	-	2.2	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	360	400	340	250
T - % (PM)	-	12.7	-	-
Prop.of commercial vehicles - 16 hr.	-	10.8	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.0	57.9	25.9	2.0	0.0	3.0	1.0	5.0	0.0	2.2
	Ocp	1.0	1.6	2.0	7.0	0.0	1.0	1.0	13.8	0.0	30.0
0800-0900	Pro	1.6	73.4	12.0	0.5	0.5	8.3	0.5	2.1	0.0	1.0
Peak hour	Ocp	1.0	1.5	1.6	6.0	9.0	1.5	2.0	4.5	0.0	24.6
0900-1000	Pro	1.9	57.1	22.2	0.6	0.6	12.7	2.5	0.6	0.0	1.7
	Ocp	1.3	1.4	1.6	2.0	1.0	1.7	1.8	5.0	0.0	20.9
1000-1100	Pro	1.2	58.6	16.8	0.0	0.6	16.8	1.9	2.5	0.0	1.6
	Ocp	1.0	1.4	1.7	0.0	3.0	1.9	1.3	7.5	0.0	23.8
1100-1200	Pro	0.0	53.1	4.8	0.0	3.2	28.5	2.4	6.3	0.0	1.8
	Ocp	0.0	1.4	1.3	0.0	6.3	1.6	1.0	7.0	0.0	38.3
1200-1300	Pro	2.9	68.0	10.4	0.6	0.6	9.2	2.3	4.6	0.0	1.4
	Ocp	1.2	1.5	1.9	1.0	4.0	1.4	1.3	15.9	0.0	40.5
1300-1400	Pro	0.6	55.5	13.0	0.0	0.0	18.9	2.4	8.3	0.0	1.5
	Ocp	1.0	1.5	1.9	0.0	0.0	1.5	2.0	28.9	0.0	42.9
1400-1500	Pro	0.0	51.1	15.4	0.5	1.1	11.2	2.7	16.5	0.0	1.6
	Ocp	0.0	1.5	1.6	2.0	2.0	1.6	1.0	23.1	0.0	43.0
1500-1600	Pro	1.7	56.5	13.1	0.0	1.1	5.7	1.1	18.8	0.0	1.9
	Ocp	1.3	1.5	1.9	0.0	5.5	1.9	1.5	26.0	0.0	35.2
1600-1700	Pro	1.7	64.1	16.7	0.0	0.0	4.5	1.1	10.6	0.0	1.4
	Ocp	1.0	1.5	2.1	0.0	0.0	1.5	2.0	24.9	0.0	58.6
1700-1800	Pro	2.0	67.1	14.1	1.0	0.0	4.5	0.5	9.1	0.0	1.6
	Ocp	1.0	1.7	1.8	9.0	0.0	2.0	1.0	26.7	0.0	50.3
1800-1900	Pro	4.3	74.7	14.8	0.0	0.0	4.3	0.0	0.6	0.0	1.2
	Ocp	1.1	1.5	2.0	0.0	0.0	1.3	0.0	1.0	0.0	45.8
1900-2000	Pro	1.6	79.1	11.9	0.0	0.0	4.0	0.8	0.8	0.0	2.0
	Ocp	1.0	1.4	1.7	0.0	0.0	1.6	1.0	1.0	0.0	59.8
2000-2100	Pro	0.0	68.8	18.8	0.0	3.1	4.7	0.0	0.0	0.0	4.7
	Ocp	0.0	1.2	1.4	0.0	1.5	1.0	0.0	0.0	0.0	20.9
2100-2200	Pro	3.9	62.4	21.5	0.0	0.0	0.0	2.0	5.9	0.0	4.4
	Ocp	1.0	1.4	1.7	0.0	0.0	0.0	1.0	6.7	0.0	13.6
2200-2300	Pro	1.4	78.0	15.9	0.0	0.0	1.4	0.0	1.4	0.0	1.8
	Ocp	1.0	1.3	1.6	0.0	0.0	1.0	0.0	4.0	0.0	10.4
16 hours	Pro	1.7	63.5	14.8	0.3	0.6	9.3	1.4	6.6	0.0	1.7
	Ocp	1.1	1.5	1.8	5.4	4.3	1.6	1.4	21.6	0.0	36.0

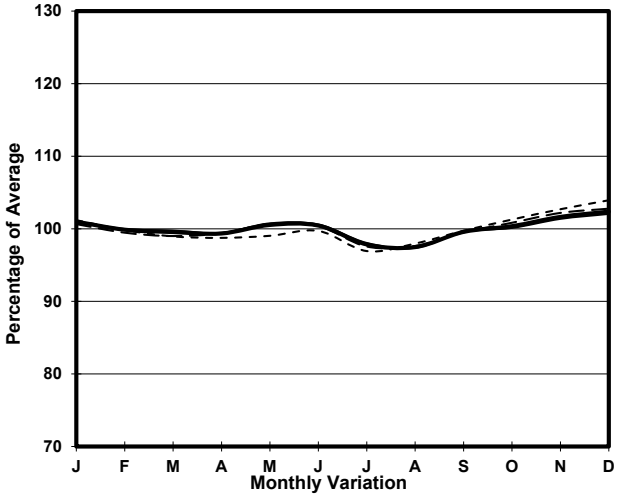
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

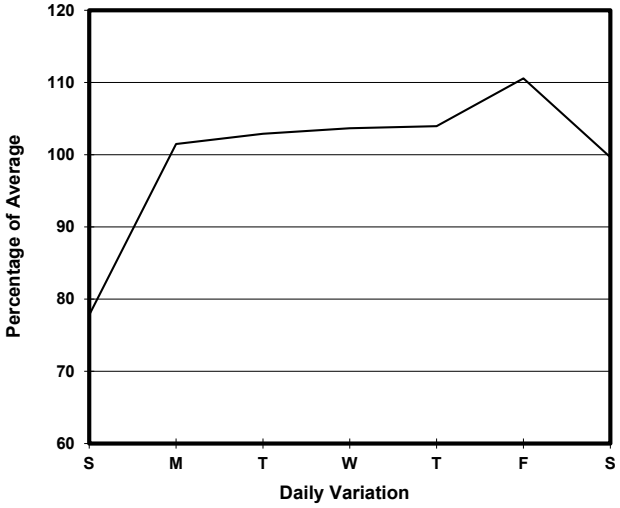
YEAR 2024 **LINK** YEE KING RD & LAI TAK TSUEN RD (from CLOUD VIEW RD to TAI HANG RD)

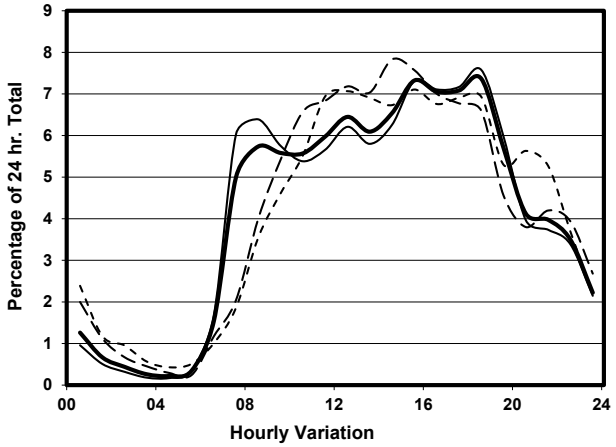
COVERAGE (B) STATION 2204
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

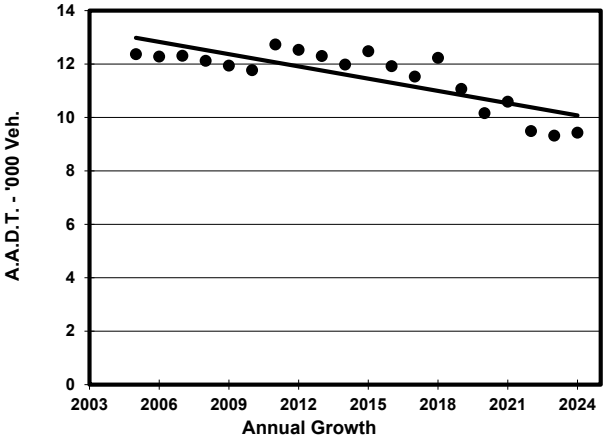


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	5930	6230	5950	4860
R 12 / 24 - %	74.9	75.9	73.6	69.8
R 16 / 24 - %	93.2	93.9	91.1	90.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	350	410	320	230
T - % (AM)	-	13.1	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	430	460	420	320
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.6	-	-
WEST BOUND				
A.A.D.T.	3500	3710	3540	2670
R 12 / 24 - %	77.3	78.0	77.1	72.8
R 16 / 24 - %	92.9	93.4	91.8	90.6
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	200	250	200	120
T - % (AM)	-	9.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	270	290	250	210
T - % (PM)	-	6.4	-	-
Prop.of commercial vehicles - 16 hr.	-	10.6	-	-

3. OTHER INFORMATION AND COMMENT

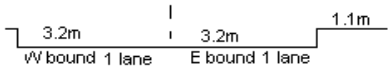
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.6	35.0	22.8	5.3	7.9	2.6	0.0	18.4	0.0	5.5
	Ocp	1.0	1.6	1.7	4.0	9.3	2.3	0.0	7.9	0.0	17.6
0800-0900	Pro	2.3	59.3	14.0	4.7	4.1	4.7	1.2	5.8	0.0	4.1
	Ocp	1.0	1.4	1.8	6.1	9.0	1.8	3.5	4.0	0.0	13.2
0900-1000	Pro	1.5	64.4	9.6	2.2	5.9	6.7	1.5	3.7	0.0	4.4
	Ocp	1.0	1.4	1.7	1.7	10.4	1.3	1.5	6.0	0.0	8.2
1000-1100	Pro	3.5	47.9	20.0	1.7	5.2	9.6	2.6	4.4	0.0	5.0
	Ocp	1.0	1.5	1.7	2.5	6.3	1.6	1.3	2.6	0.0	8.6
1100-1200	Pro	1.6	58.4	18.1	2.5	4.1	7.4	0.8	3.3	0.0	3.7
	Ocp	1.0	1.3	1.3	7.3	8.6	1.7	2.0	2.3	0.0	11.6
1200-1300	Pro	2.2	52.6	24.8	1.5	4.4	8.0	0.0	3.7	0.0	2.9
	Ocp	1.0	1.4	1.7	5.5	10.3	1.4	0.0	1.0	0.0	14.9
1300-1400	Pro	2.5	52.3	25.7	0.8	7.5	5.0	0.0	2.5	0.0	3.7
	Ocp	1.0	1.4	1.8	1.0	7.7	1.2	0.0	1.0	0.0	10.0
1400-1500	Pro	5.3	44.7	18.4	2.6	6.1	14.0	0.0	4.4	0.0	4.4
	Ocp	1.2	1.3	1.8	2.0	9.7	1.7	0.0	3.8	0.0	13.8
1500-1600	Pro	1.5	53.2	16.1	9.3	3.9	5.4	0.5	7.8	0.0	2.4
	Ocp	1.0	1.5	1.7	5.7	11.9	1.7	1.0	9.2	0.0	18.9
1600-1700	Pro	2.6	62.4	11.8	3.3	4.6	5.3	0.0	5.9	0.0	4.1
	Ocp	1.0	1.4	2.1	9.0	13.0	1.5	0.0	9.0	0.0	22.2
1700-1800	Pro	2.6	58.3	20.7	1.9	4.5	6.5	0.0	1.9	0.0	3.6
	Ocp	1.0	1.4	2.1	2.0	9.7	1.1	0.0	3.7	0.0	22.6
1800-1900	Pro	4.6	65.4	19.0	0.0	5.2	0.7	0.7	0.7	0.0	3.9
Peak hour	Ocp	1.0	1.4	2.1	0.0	14.4	1.0	3.0	14.0	0.0	19.7
1900-2000	Pro	2.2	63.9	20.1	0.0	5.9	3.7	0.0	0.7	0.0	3.3
	Ocp	1.0	1.4	1.9	0.0	10.8	1.0	0.0	10.0	0.0	13.3
2000-2100	Pro	2.8	49.2	35.9	0.0	4.7	2.8	0.0	0.9	0.0	3.5
	Ocp	1.0	1.3	1.9	0.0	8.2	1.3	0.0	1.0	0.0	6.8
2100-2200	Pro	3.4	51.6	29.8	0.0	9.2	1.1	0.0	0.0	0.0	4.9
	Ocp	1.0	1.4	2.1	0.0	6.5	1.0	0.0	0.0	0.0	6.2
2200-2300	Pro	1.2	50.1	37.3	0.0	5.8	0.0	0.0	1.2	0.0	4.4
	Ocp	1.0	1.4	1.8	0.0	6.2	0.0	0.0	1.0	0.0	5.3
16 hours	Pro	2.6	55.1	20.4	2.6	5.4	5.3	0.5	4.3	0.0	3.9
	Ocp	1.0	1.4	1.8	5.1	9.6	1.5	2.0	6.1	0.0	13.8

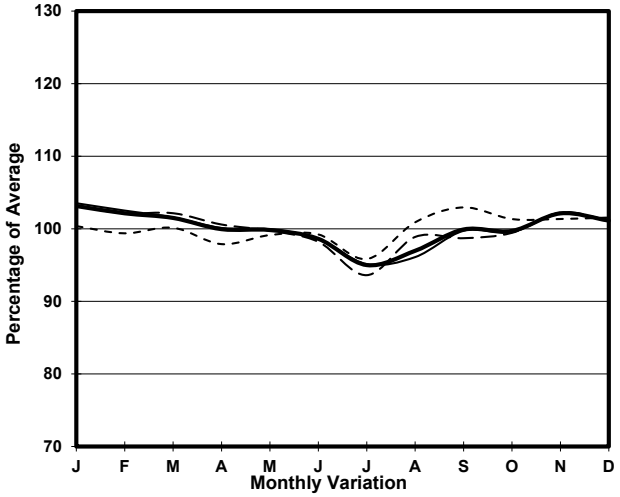
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

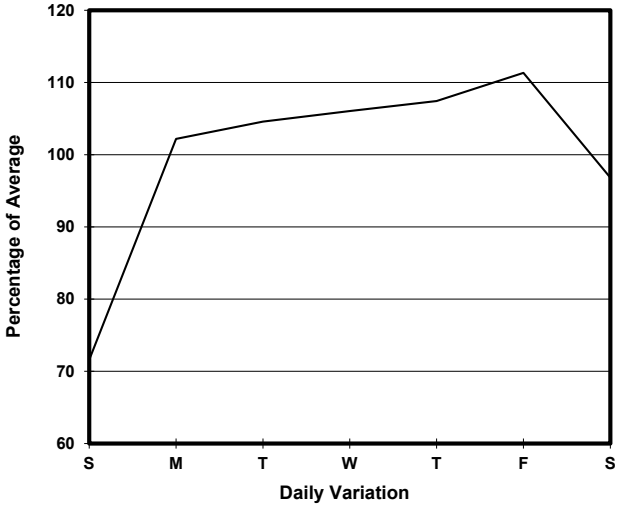
YEAR 2024 **LINK** MAGAZINE GAP RD (from GARDEN RD to PEAK RD)

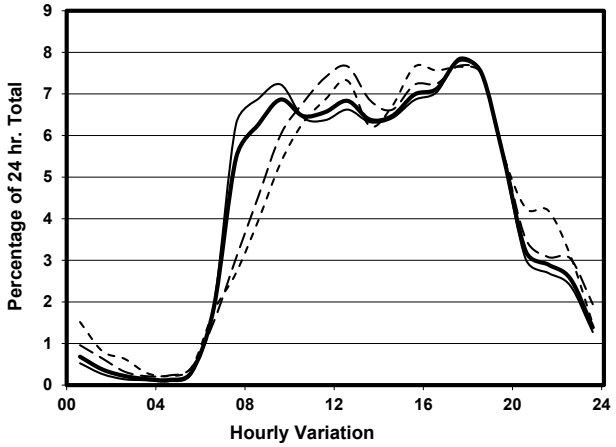
COVERAGE (B) STATION 2205
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

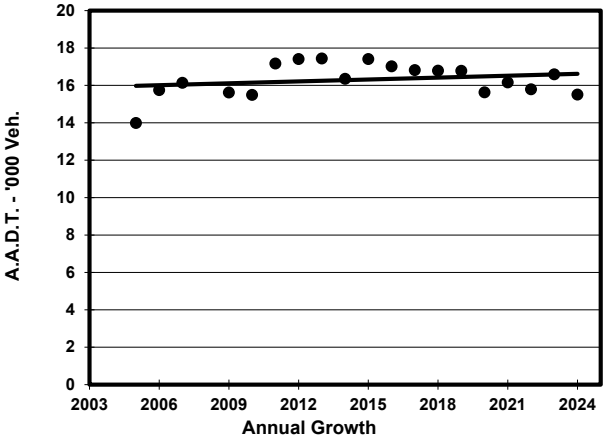


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	7820	8400	7850	5780
R 12 / 24 - %	79.9	80.8	78.5	76.1
R 16 / 24 - %	94.4	94.8	93.3	92.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	540	610	510	320
T - % (AM)	-	0.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	570	620	590	440
T - % (PM)	-	2.1	-	-
Prop.of commercial vehicles - 16 hr.	-	1.8	-	-
WEST BOUND				
A.A.D.T.	7690	8360	7390	5460
R 12 / 24 - %	81.6	82.9	78.7	75.4
R 16 / 24 - %	95.4	96.0	94.2	93.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	520	600	410	280
T - % (AM)	-	0.7	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	660	730	620	470
T - % (PM)	-	6.1	-	-
Prop.of commercial vehicles - 16 hr.	-	4.2	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.1	52.0	31.3	1.6	0.8	1.6	0.0	9.8	0.0	0.0
	Ocp	1.1	1.3	2.1	5.0	17.0	1.0	0.0	9.1	0.0	0.0
0800-0900	Pro	2.0	61.7	27.7	0.0	2.0	3.6	0.0	3.2	0.0	0.0
	Ocp	1.2	1.4	2.3	0.0	12.8	2.7	0.0	8.4	0.0	0.0
0900-1000	Pro	1.0	60.5	26.6	0.3	0.7	10.3	0.0	0.7	0.0	0.0
	Ocp	1.3	1.5	2.2	3.0	11.0	1.6	0.0	5.0	0.0	0.0
1000-1100	Pro	3.1	68.9	14.7	0.0	0.9	12.0	0.0	0.4	0.0	0.0
	Ocp	1.0	1.6	2.4	0.0	10.5	1.6	0.0	2.0	0.0	0.0
1100-1200	Pro	2.0	68.2	16.3	0.4	0.8	11.0	0.4	0.8	0.0	0.0
	Ocp	1.0	1.5	2.1	2.0	19.0	2.0	2.0	3.5	0.0	0.0
1200-1300	Pro	2.5	67.6	16.4	0.4	1.5	10.2	0.4	1.1	0.0	0.0
	Ocp	1.1	1.6	2.1	2.0	10.3	1.5	3.0	10.3	0.0	0.0
1300-1400	Pro	3.1	65.9	16.1	0.4	1.2	8.6	0.4	4.3	0.0	0.0
	Ocp	1.0	1.5	2.0	7.0	11.7	1.4	2.0	11.3	0.0	0.0
1400-1500	Pro	3.0	59.3	23.6	0.4	0.8	8.4	0.4	4.2	0.0	0.0
	Ocp	1.0	1.5	1.7	2.0	11.0	1.2	3.0	4.5	0.0	0.0
1500-1600	Pro	1.2	61.5	20.4	1.2	0.8	9.6	0.4	5.0	0.0	0.0
	Ocp	1.0	1.5	2.2	10.0	15.5	1.3	1.0	18.5	0.0	0.0
1600-1700	Pro	2.1	67.4	22.0	0.4	0.7	4.3	0.4	2.8	0.0	0.0
	Ocp	1.2	1.6	2.4	4.0	15.0	1.3	2.0	7.6	0.0	0.0
1700-1800	Pro	3.3	67.1	22.4	0.0	0.8	3.0	0.6	2.8	0.0	0.0
Peak hour	Ocp	1.2	1.5	2.5	0.0	15.0	1.4	3.0	9.2	0.0	0.0
1800-1900	Pro	2.6	70.1	22.7	0.0	0.7	2.0	0.3	1.6	0.0	0.0
	Ocp	1.1	1.6	2.5	0.0	18.5	1.0	1.0	8.8	0.0	0.0
1900-2000	Pro	3.3	72.5	21.4	0.0	1.1	0.0	0.0	1.8	0.0	0.0
	Ocp	1.0	1.5	2.5	0.0	11.3	0.0	0.0	8.2	0.0	0.0
2000-2100	Pro	2.9	66.2	23.7	0.0	1.4	4.3	0.0	1.4	0.0	0.0
	Ocp	1.0	1.5	2.0	0.0	4.5	1.7	0.0	9.5	0.0	0.0
2100-2200	Pro	3.2	72.4	19.7	0.0	2.4	1.6	0.0	0.8	0.0	0.0
	Ocp	1.5	1.8	2.2	0.0	5.7	1.5	0.0	14.0	0.0	0.0
2200-2300	Pro	1.7	75.7	20.0	0.0	1.7	0.0	0.0	0.9	0.0	0.0
	Ocp	1.0	1.7	2.0	0.0	4.5	0.0	0.0	8.0	0.0	0.0
16 hours	Pro	2.5	65.5	21.7	0.3	1.0	5.9	0.2	2.7	0.0	0.0
	Ocp	1.1	1.5	2.2	5.4	11.9	1.5	2.2	9.6	0.0	0.0

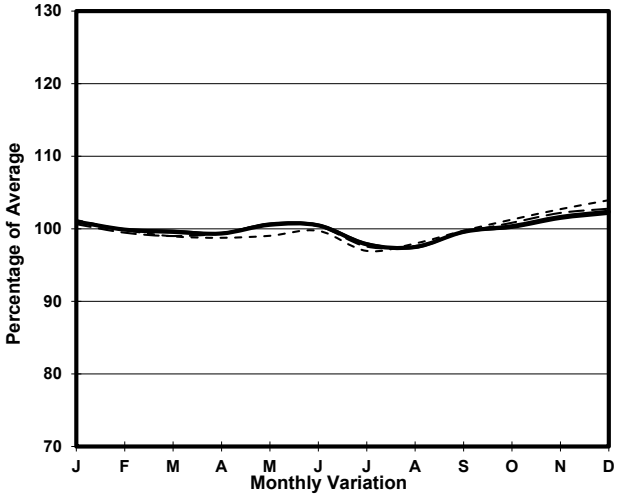
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

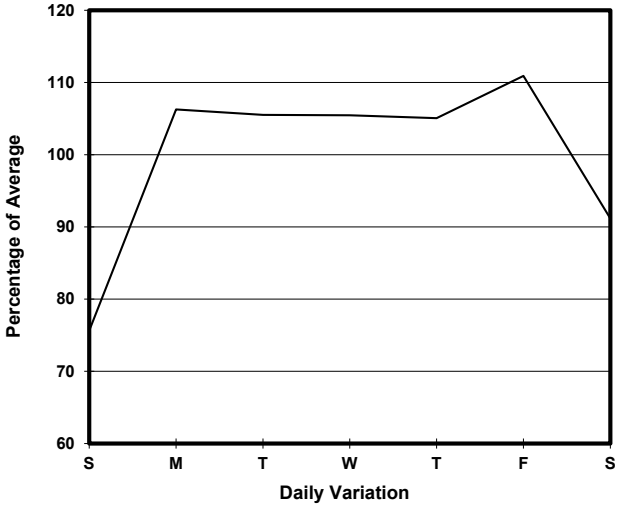
YEAR 2024 **LINK** BELCHER'S ST & VICTORIA RD (from SMITHFIELD to MOUNT DAVIS RD)

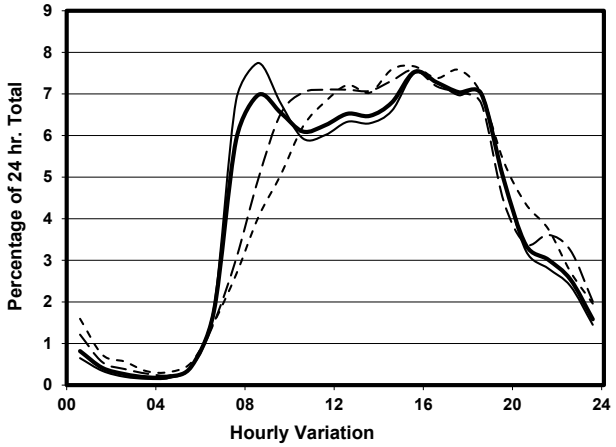
COVERAGE (B) STATION 2206
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

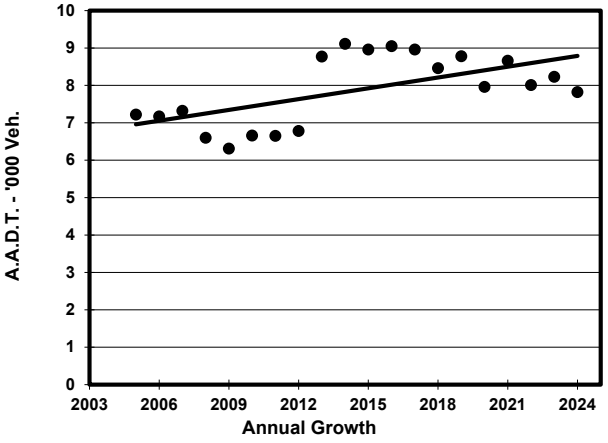


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	3460	3760	3070	2600
R 12 / 24 - %	81.6	82.8	79.1	76.5
R 16 / 24 - %	94.6	95.2	93.3	92.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	260	320	210	130
T - % (AM)	-	11.6	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	280	320	230	210
T - % (PM)	-	16.3	-	-
Prop.of commercial vehicles - 16 hr.	-	15.3	-	-
WEST BOUND				
A.A.D.T.	4360	4670	4160	3440
R 12 / 24 - %	79.5	80.1	78.5	76.0
R 16 / 24 - %	94.1	94.4	93.5	92.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	300	380	260	170
T - % (AM)	-	18.6	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	290	300	300	270
T - % (PM)	-	9.2	-	-
Prop.of commercial vehicles - 16 hr.	-	14.9	-	-

3. OTHER INFORMATION AND COMMENT

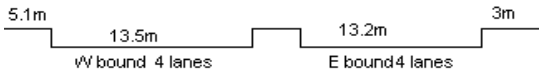
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.5	41.6	12.9	2.3	9.8	10.6	6.1	8.3	0.8	3.2
	Ocp	1.2	1.5	2.2	11.7	15.6	1.9	1.5	22.9	30.8	14.8
0800-0900	Pro	2.9	57.6	7.1	2.9	7.1	7.1	6.2	6.7	0.5	1.9
Peak hour	Ocp	1.0	1.3	2.1	4.3	11.5	2.3	1.5	9.6	15.8	15.2
0900-1000	Pro	4.3	39.5	14.0	0.0	7.3	17.6	9.1	4.3	0.6	3.3
	Ocp	1.0	1.4	1.8	0.0	13.3	1.4	1.3	14.3	11.3	11.1
1000-1100	Pro	2.5	40.7	10.8	1.7	9.1	15.0	13.3	1.7	0.6	4.6
	Ocp	1.0	1.6	1.8	3.5	15.9	1.6	1.2	1.0	15.7	8.5
1100-1200	Pro	5.3	41.7	10.6	2.3	5.3	18.9	9.8	0.8	0.9	4.4
	Ocp	1.0	1.4	1.5	2.0	14.6	1.4	1.3	1.0	13.6	11.3
1200-1300	Pro	8.6	39.7	10.1	2.3	4.7	17.9	9.3	1.6	0.8	5.1
	Ocp	1.0	1.6	1.7	1.7	16.0	1.7	1.4	3.0	13.0	9.2
1300-1400	Pro	4.8	40.0	24.8	0.8	4.8	12.8	5.6	1.6	0.6	4.2
	Ocp	1.0	1.7	1.6	4.0	16.2	1.8	1.1	8.5	12.3	7.3
1400-1500	Pro	4.2	34.5	19.3	0.0	3.4	19.3	11.8	1.7	1.1	4.8
	Ocp	1.0	1.5	1.9	0.0	16.5	1.6	1.3	1.0	19.2	8.4
1500-1600	Pro	1.9	53.3	12.4	3.1	3.7	14.9	1.2	5.6	0.5	3.4
	Ocp	1.0	1.4	2.0	2.4	16.5	1.5	1.5	13.0	28.7	13.4
1600-1700	Pro	2.8	41.8	11.1	4.6	10.2	12.1	8.4	1.9	1.2	6.0
	Ocp	1.0	1.7	2.2	2.6	16.5	1.8	1.3	1.0	35.0	10.0
1700-1800	Pro	9.3	44.8	14.4	1.7	7.6	9.3	3.4	4.2	0.8	4.4
	Ocp	1.1	1.7	1.8	3.5	15.9	1.5	1.0	1.0	34.8	14.7
1800-1900	Pro	4.1	56.0	8.9	0.0	6.8	6.8	4.1	8.9	0.7	3.8
	Ocp	1.0	1.7	1.7	0.0	15.3	1.7	1.0	37.7	30.0	13.1
1900-2000	Pro	9.2	59.0	18.4	0.0	2.3	2.3	3.8	0.0	0.8	4.2
	Ocp	1.0	1.3	1.7	0.0	9.0	1.3	1.2	0.0	15.8	8.4
2000-2100	Pro	14.7	50.8	13.4	0.0	6.7	2.7	4.0	0.0	1.0	6.7
	Ocp	1.0	1.2	1.8	0.0	10.4	1.5	1.0	0.0	16.7	7.1
2100-2200	Pro	1.3	57.5	21.4	1.3	6.7	1.3	4.0	0.0	1.0	5.4
	Ocp	2.0	1.4	1.8	3.0	8.6	3.0	1.0	0.0	12.7	7.8
2200-2300	Pro	1.9	39.6	28.3	0.0	13.2	1.9	5.7	1.9	1.4	6.1
	Ocp	1.0	1.6	1.8	0.0	10.4	2.0	1.0	2.0	14.3	6.1
16 hours	Pro	5.0	46.6	13.8	1.6	6.5	11.4	6.7	3.6	0.8	4.2
	Ocp	1.0	1.5	1.8	3.8	14.2	1.6	1.3	15.9	20.4	10.4

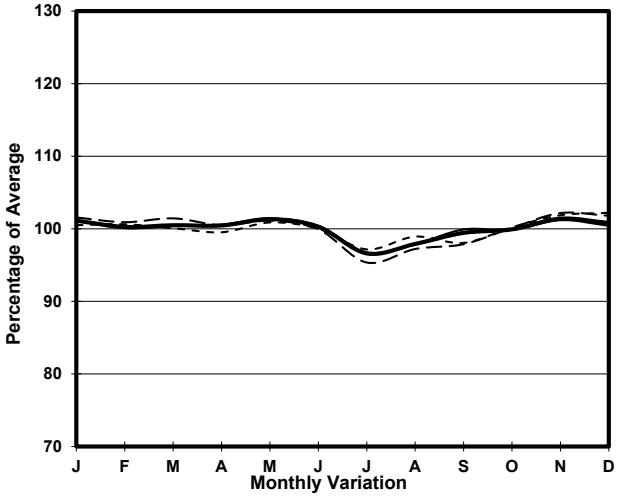
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

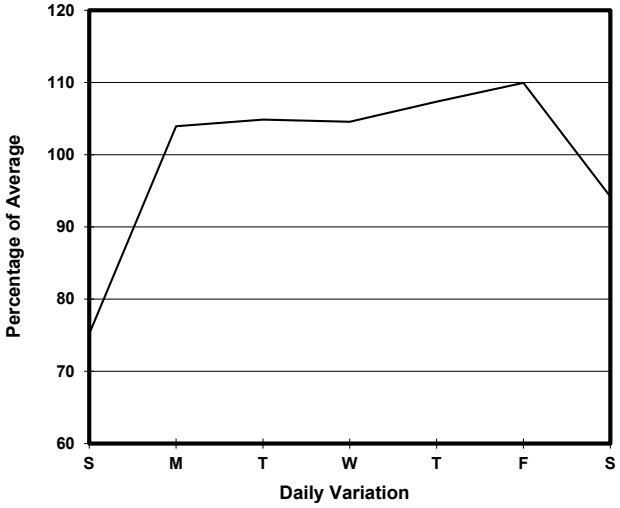
YEAR 2024 **LINK** CONNAUGHT RD C (from CLEVERLY ST to GILMAN ST)

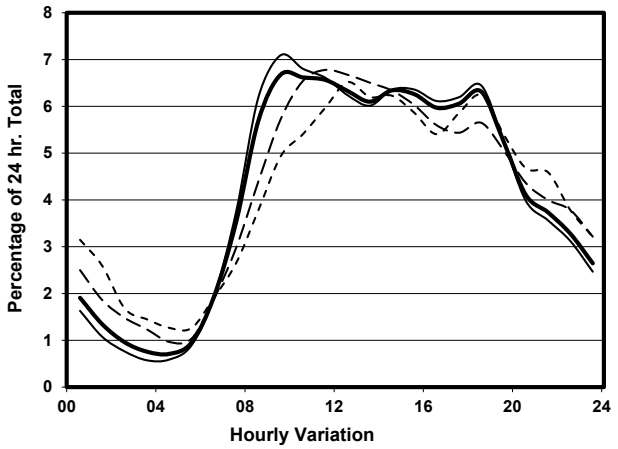
COVERAGE (B) STATION 2207
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

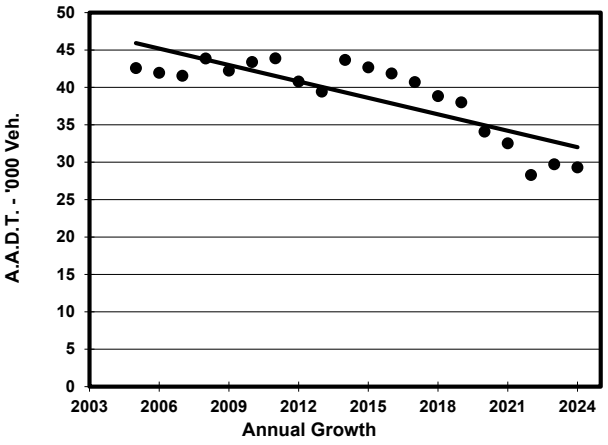


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	17390	18780	16470	12980
R 12 / 24 - %	71.7	73.5	67.3	63.9
R 16 / 24 - %	88.7	90.1	85.0	83.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1160	1330	940	620
T - % (AM)	-	19.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1080	1190	900	810
T - % (PM)	-	11.2	-	-
Prop.of commercial vehicles - 16 hr.	-	14.1	-	-
WEST BOUND				
A.A.D.T.	11910	12810	11290	9260
R 12 / 24 - %	73.6	75.1	70.6	66.7
R 16 / 24 - %	89.0	90.1	87.0	83.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	800	910	650	480
T - % (AM)	-	14.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	770	840	680	580
T - % (PM)	-	17.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.0	-	-

3. OTHER INFORMATION AND COMMENT

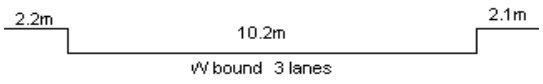
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	1.2	17.0	38.8	1.5	1.5	20.0	1.8	3.2	0.1	15.1
	Ocp	1.0	1.3	1.9	6.0	5.2	1.3	1.3	8.5	1.0	24.0
0800-0900	Pro	1.6	33.6	28.7	0.4	1.8	10.8	1.4	4.6	0.1	17.2
	Ocp	1.0	1.3	1.8	1.5	8.6	1.5	1.5	18.4	2.0	33.3
0900-1000	Pro	1.1	35.8	25.2	0.2	0.5	19.1	1.5	1.3	0.0	15.4
Peak hour	Ocp	1.2	1.3	1.8	1.0	7.3	1.5	1.8	13.0	0.0	22.0
1000-1100	Pro	1.4	36.2	27.5	0.5	0.2	21.2	1.6	0.8	0.0	10.6
	Ocp	1.0	1.3	1.9	3.0	7.0	1.5	1.6	2.0	0.0	17.9
1100-1200	Pro	5.7	42.0	25.3	0.3	0.2	15.7	0.6	1.0	0.0	9.2
	Ocp	1.0	1.3	1.8	1.5	7.0	1.4	1.5	14.7	0.0	18.7
1200-1300	Pro	4.9	42.8	27.1	0.2	0.2	14.8	1.2	1.2	0.1	7.5
	Ocp	1.0	1.4	1.8	5.0	15.0	1.3	1.4	7.4	1.0	17.0
1300-1400	Pro	4.5	50.5	21.0	0.7	0.9	11.7	1.3	1.4	0.0	7.9
	Ocp	1.0	1.3	1.9	3.3	8.8	1.6	1.3	8.5	0.0	20.2
1400-1500	Pro	2.2	42.3	31.5	0.2	0.4	12.0	1.2	1.0	0.1	9.1
	Ocp	1.1	1.4	1.8	4.0	8.0	1.3	1.3	16.2	1.0	16.6
1500-1600	Pro	3.1	46.6	27.3	0.7	0.2	12.3	0.9	0.6	0.0	8.3
	Ocp	1.1	1.4	2.1	7.5	10.0	1.4	1.4	7.7	0.0	17.0
1600-1700	Pro	2.0	50.0	24.4	1.1	0.4	9.3	0.4	2.6	0.0	9.9
	Ocp	1.0	1.4	2.1	2.7	6.0	1.3	1.5	7.0	0.0	18.8
1700-1800	Pro	3.9	50.8	23.7	0.7	0.2	8.2	0.0	0.8	0.0	11.7
	Ocp	1.0	1.2	2.1	2.8	11.0	1.3	0.0	9.0	0.0	21.1
1800-1900	Pro	5.9	54.5	21.5	0.9	0.4	3.7	0.4	1.2	0.0	11.6
	Ocp	1.0	1.4	2.3	2.4	8.5	1.5	1.5	28.7	0.0	29.5
1900-2000	Pro	4.9	45.9	35.6	0.0	0.6	1.7	0.4	0.8	0.0	10.2
	Ocp	1.0	1.4	1.9	0.0	9.3	1.2	1.5	23.0	0.0	18.8
2000-2100	Pro	7.1	37.4	37.4	0.2	0.2	4.4	0.2	0.2	0.0	12.8
	Ocp	1.1	1.5	1.7	3.0	8.0	1.3	2.0	21.0	0.0	13.0
2100-2200	Pro	3.8	33.6	44.3	0.0	0.9	4.1	0.3	0.6	0.1	12.3
	Ocp	1.0	1.4	2.1	0.0	3.0	1.4	1.0	11.5	1.0	14.0
2200-2300	Pro	3.5	37.6	40.3	0.7	0.5	4.5	0.7	0.7	0.3	11.1
	Ocp	1.2	1.7	1.9	3.0	3.0	1.5	2.0	6.7	1.0	12.6
16 hours	Pro	3.6	42.0	28.9	0.5	0.5	11.2	0.9	1.4	0.1	11.1
	Ocp	1.0	1.4	1.9	3.5	7.5	1.4	1.5	13.0	1.1	20.8

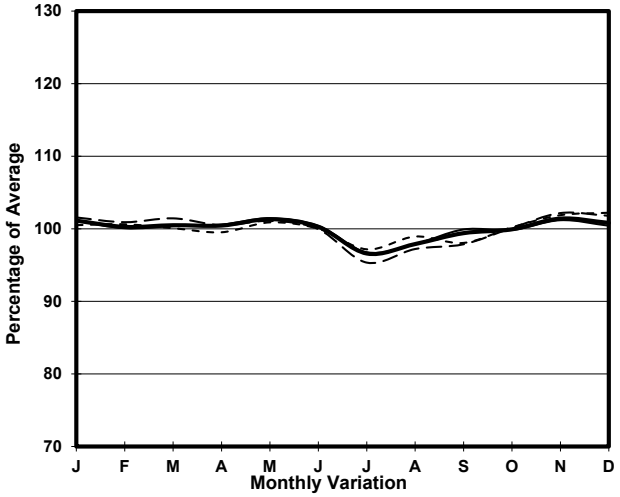
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

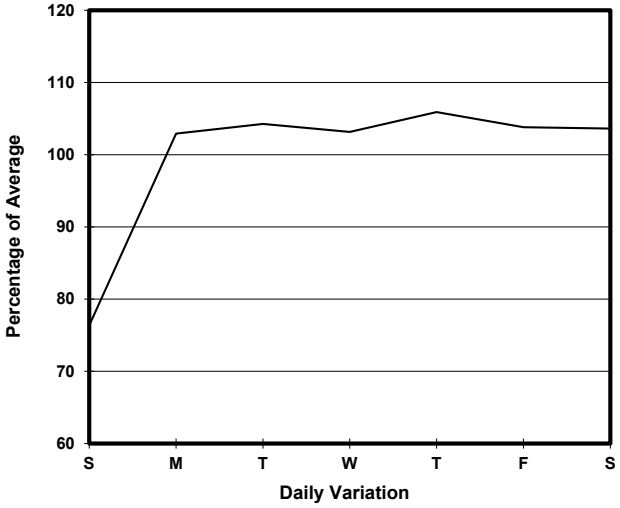
YEAR 2024 **LINK** QUEEN'S RD C (from QUEEN VICTORIA ST to BONHAM STRAND)

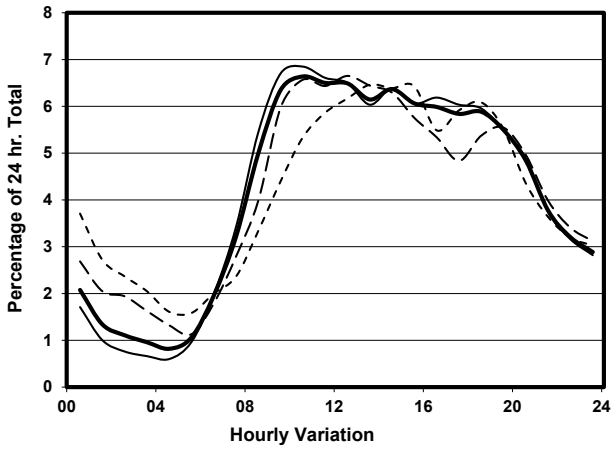
COVERAGE (B) STATION 2208
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

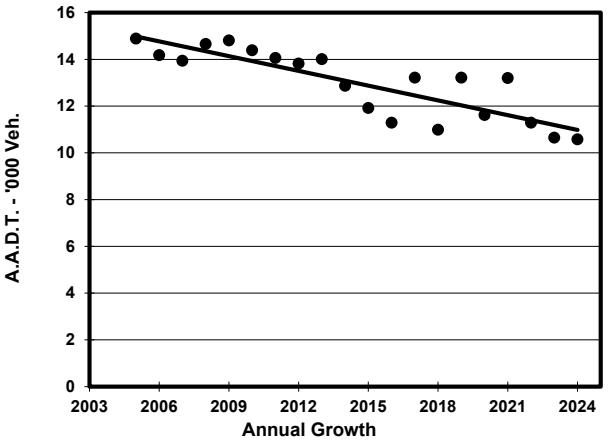


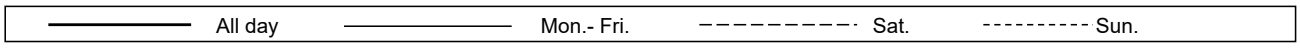
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
WEST BOUND				
A.A.D.T.	10580	11160	11020	8160
R 12 / 24 - %	70.5	72.2	66.4	64.2
R 16 / 24 - %	87.8	89.5	84.3	80.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	670	750	660	360
T - % (AM)	-	5.1	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	630	690	590	500
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

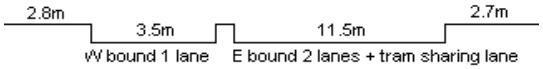
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.4	18.3	28.0	2.4	3.7	34.1	2.4	0.0	0.0	8.5
	Ocp	1.0	1.1	1.7	8.0	11.7	1.1	1.0	0.0	0.0	12.0
0800-0900	Pro	1.2	27.0	43.2	1.2	0.6	19.2	1.2	1.8	0.0	4.5
	Ocp	1.0	1.3	1.2	5.5	6.0	1.4	2.5	9.7	0.0	16.1
0900-1000	Pro	5.3	38.6	35.7	0.5	0.5	14.5	1.0	0.0	0.0	4.1
	Ocp	1.1	1.3	1.4	1.0	1.0	1.4	1.5	0.0	0.0	14.7
1000-1100	Pro	1.5	38.2	33.6	0.5	0.0	18.9	1.5	1.5	0.0	4.2
Peak hour	Ocp	1.0	1.3	1.5	1.0	0.0	1.6	2.0	4.0	0.0	10.9
1100-1200	Pro	7.5	46.6	25.3	0.0	0.0	16.4	0.0	0.4	0.0	3.8
	Ocp	1.0	1.4	1.5	0.0	0.0	1.6	0.0	20.0	0.0	12.2
1200-1300	Pro	5.6	43.5	29.4	0.4	0.0	14.1	2.0	0.8	0.0	4.0
	Ocp	1.0	1.5	1.5	4.0	0.0	1.4	1.2	24.0	0.0	12.0
1300-1400	Pro	5.7	45.9	27.4	0.5	0.5	14.2	0.9	0.9	0.0	4.0
	Ocp	1.0	1.4	1.6	4.0	13.0	1.6	1.5	8.5	0.0	13.9
1400-1500	Pro	6.7	42.5	28.0	0.5	0.0	15.0	0.5	2.6	0.0	4.1
	Ocp	1.1	1.4	1.7	1.0	0.0	1.6	1.0	4.6	0.0	15.6
1500-1600	Pro	6.3	54.1	23.9	0.0	0.6	8.8	0.6	0.0	0.0	5.7
	Ocp	1.0	1.5	1.8	0.0	6.0	1.8	2.0	0.0	0.0	14.9
1600-1700	Pro	2.6	44.8	26.0	0.0	0.0	19.3	1.0	1.6	0.0	4.7
	Ocp	1.0	1.8	2.0	0.0	0.0	1.2	2.0	5.7	0.0	19.9
1700-1800	Pro	3.5	45.4	35.5	0.5	0.0	9.5	1.0	0.0	0.0	4.6
	Ocp	1.0	1.6	1.6	1.0	0.0	1.6	2.0	0.0	0.0	14.6
1800-1900	Pro	5.5	52.4	31.5	0.0	0.0	6.0	0.0	0.5	0.0	4.1
	Ocp	1.0	1.8	2.1	0.0	0.0	1.3	0.0	8.0	0.0	22.1
1900-2000	Pro	10.1	48.1	34.7	0.0	0.0	2.9	0.0	0.5	0.0	3.7
	Ocp	1.0	1.7	2.0	0.0	0.0	1.3	0.0	1.0	0.0	17.6
2000-2100	Pro	8.6	38.6	43.7	0.0	0.6	4.0	0.0	0.6	0.0	3.9
	Ocp	1.0	1.9	1.8	0.0	6.0	1.4	0.0	2.0	0.0	12.9
2100-2200	Pro	4.8	29.8	53.8	0.0	1.0	2.9	1.9	0.0	0.0	5.8
	Ocp	1.0	1.6	2.0	0.0	2.0	1.0	1.5	0.0	0.0	14.1
2200-2300	Pro	2.0	44.0	43.0	1.0	2.0	1.0	2.0	0.0	0.0	5.1
	Ocp	1.0	1.8	2.0	3.0	4.5	1.0	1.5	0.0	0.0	15.7
16 hours	Pro	5.2	42.4	33.0	0.4	0.4	12.4	0.9	0.8	0.0	4.4
	Ocp	1.0	1.5	1.7	3.8	7.1	1.5	1.6	8.0	0.0	15.0

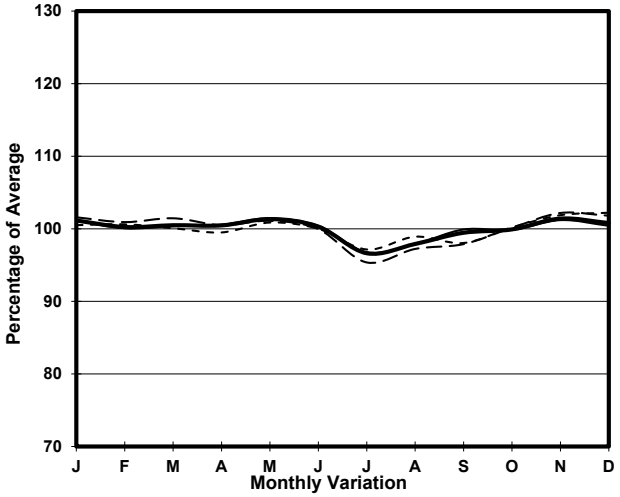
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

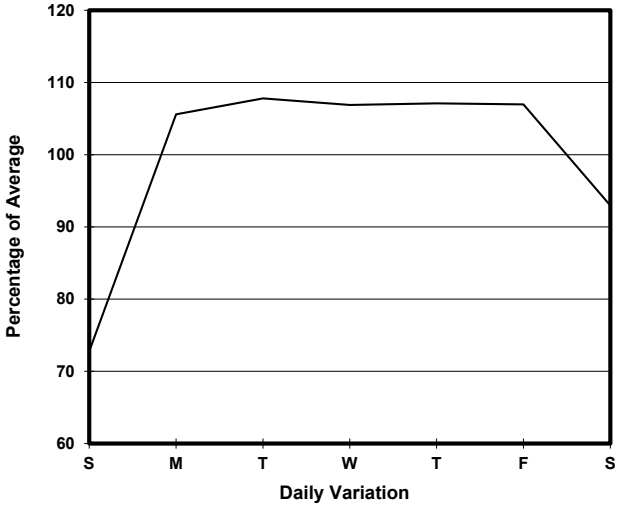
YEAR 2024 **LINK** DES VOEUX RD C (from MORRISON ST to QUEEN VICTORIA ST)

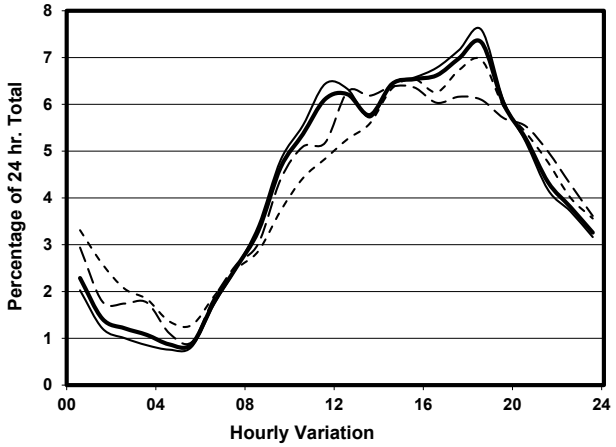
COVERAGE (B) STATION 2209
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

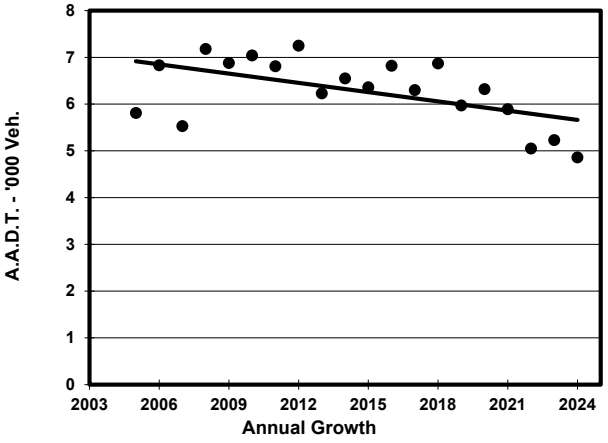


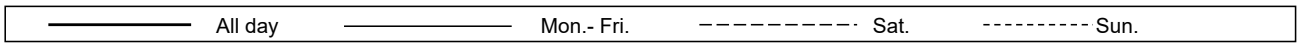
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	3170	3480	2950	2140
R 12 / 24 - %	69.0	70.9	63.2	61.0
R 16 / 24 - %	86.8	88.3	83.1	79.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	140	160	130	70
T - % (AM)	-	14.5	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	220	250	170	150
T - % (PM)	-	12.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.8	-	-
WEST BOUND				
A.A.D.T.	1690	1800	1600	1440
R 12 / 24 - %	65.6	66.2	64.8	63.6
R 16 / 24 - %	88.1	88.8	86.4	86.2
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	90	90	70	60
T - % (AM)	-	74.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	160	180	120	110
T - % (PM)	-	96.8	-	-
Prop.of commercial vehicles - 16 hr.	-	87.8	-	-

3. OTHER INFORMATION AND COMMENT

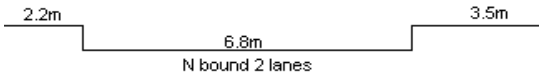
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.5	4.5	18.2	0.0	0.0	22.7	0.0	0.0	0.0	50.0
	Ocp	1.0	1.0	1.8	0.0	0.0	1.2	0.0	0.0	0.0	15.3
0800-0900	Pro	3.6	21.8	0.0	0.0	0.0	18.2	0.0	0.0	0.0	56.4
	Ocp	1.0	1.5	0.0	0.0	0.0	1.2	0.0	0.0	0.0	12.5
0900-1000	Pro	2.2	17.8	17.8	0.0	0.0	26.7	4.4	0.0	0.0	31.1
	Ocp	1.0	1.1	1.5	0.0	0.0	1.8	2.0	0.0	0.0	11.9
1000-1100	Pro	1.8	33.9	10.7	0.0	0.0	25.0	0.0	0.0	0.4	28.1
	Ocp	1.0	1.5	1.7	0.0	0.0	1.6	0.0	0.0	28.0	13.4
1100-1200	Pro	3.2	47.8	11.2	0.0	0.0	14.3	0.0	0.0	0.0	23.5
	Ocp	1.0	1.3	1.7	0.0	0.0	1.6	0.0	0.0	0.0	14.9
1200-1300	Pro	1.9	32.5	19.1	0.0	0.0	13.4	1.9	0.0	0.5	30.6
	Ocp	1.0	1.4	1.7	0.0	0.0	1.3	1.0	0.0	4.0	19.2
1300-1400	Pro	3.1	40.0	16.9	0.0	0.0	16.9	0.0	0.0	0.0	23.1
	Ocp	1.0	1.4	1.3	0.0	0.0	1.8	0.0	0.0	0.0	21.2
1400-1500	Pro	3.5	45.2	10.4	0.0	0.0	12.2	0.0	0.0	0.0	28.7
	Ocp	1.0	1.3	1.3	0.0	0.0	2.1	0.0	0.0	0.0	22.4
1500-1600	Pro	0.0	46.6	9.7	0.0	0.0	11.7	0.0	0.0	0.5	31.6
	Ocp	0.0	1.4	1.6	0.0	0.0	1.2	0.0	0.0	3.0	27.1
1600-1700	Pro	0.0	45.3	11.7	0.0	0.0	11.7	2.9	0.0	0.4	28.1
	Ocp	0.0	1.3	1.6	0.0	0.0	1.6	1.5	0.0	4.0	34.0
1700-1800	Pro	2.5	40.3	22.6	0.0	0.0	5.0	0.0	0.0	0.0	29.6
	Ocp	1.0	1.6	1.1	0.0	0.0	1.3	0.0	0.0	0.0	55.4
1800-1900	Pro	4.5	30.2	13.6	0.0	0.0	1.5	0.0	0.0	0.0	50.2
Peak hour	Ocp	1.0	1.2	1.0	0.0	0.0	1.0	0.0	0.0	0.0	58.7
1900-2000	Pro	14.1	31.3	25.0	0.0	0.0	0.0	0.0	0.0	0.0	29.7
	Ocp	1.0	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	45.9
2000-2100	Pro	5.4	19.6	42.9	0.0	0.0	1.8	0.0	0.0	0.0	30.4
	Ocp	1.0	1.3	1.1	0.0	0.0	4.0	0.0	0.0	0.0	39.2
2100-2200	Pro	2.9	20.1	17.3	0.0	0.0	8.6	0.0	0.0	0.0	51.1
	Ocp	1.0	1.7	1.5	0.0	0.0	1.0	0.0	0.0	0.0	39.4
2200-2300	Pro	0.0	24.7	32.1	0.0	0.0	2.5	0.0	0.0	0.0	40.7
	Ocp	0.0	1.7	1.2	0.0	0.0	3.0	0.0	0.0	0.0	27.3
16 hours	Pro	3.4	33.9	17.8	0.0	0.0	11.1	0.6	0.0	0.1	33.1
	Ocp	1.0	1.4	1.3	0.0	0.0	1.6	1.6	0.0	9.8	32.0

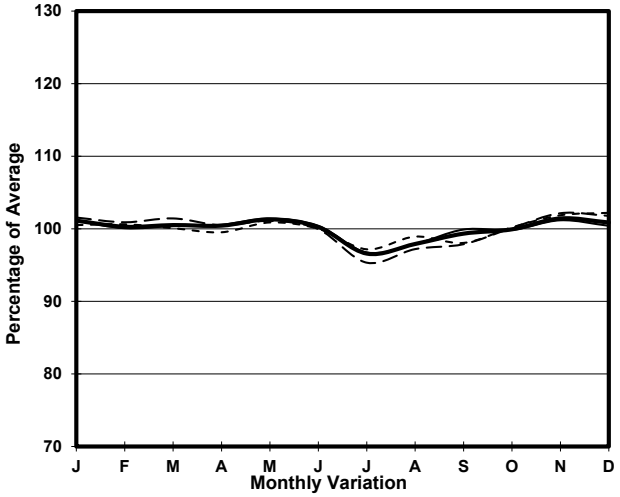
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

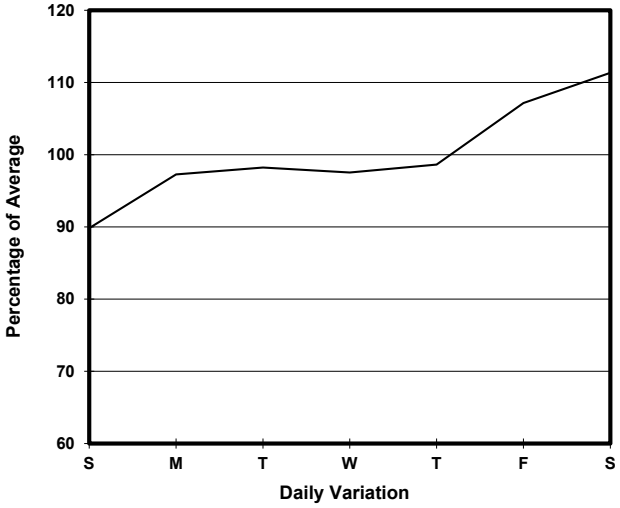
YEAR 2024 **LINK** WYNDHAM ST (from QUEEN'S RD C to LOWER ALBERT RD)

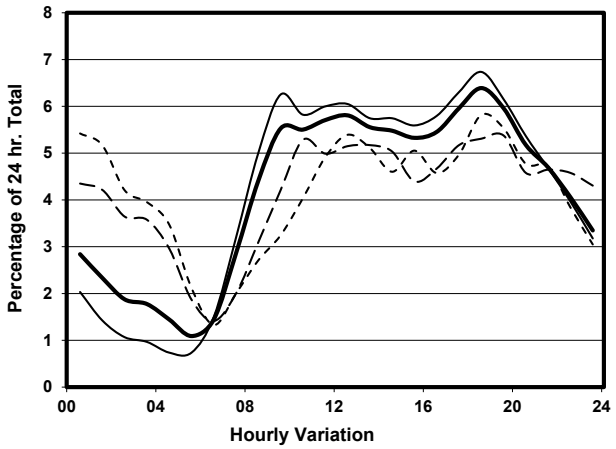
COVERAGE (B) STATION 2210
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

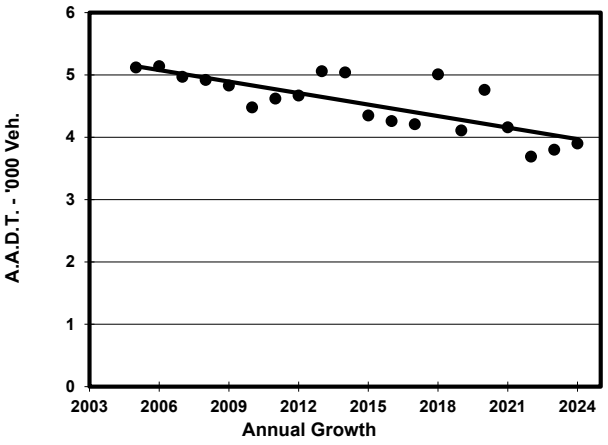


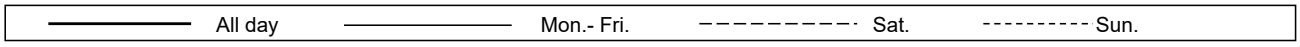
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	3900	3920	4330	3540
R 12 / 24 - %	64.0	68.3	54.5	52.4
R 16 / 24 - %	83.9	88.4	73.7	71.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	220	250	180	120
T - % (AM)	-	1.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	250	260	230	210
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	0.7	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

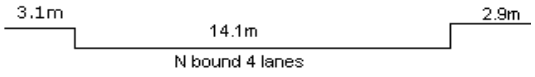
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.5	25.8	9.7	0.0	0.0	51.6	6.5	0.0	0.0	0.0
	Ocp	1.0	1.1	1.7	0.0	0.0	1.3	1.5	0.0	0.0	0.0
0800-0900	Pro	0.0	31.6	39.5	2.6	0.0	21.1	5.3	0.0	0.0	0.0
	Ocp	0.0	1.7	2.1	3.0	0.0	1.6	1.0	0.0	0.0	0.0
0900-1000	Pro	6.9	56.2	17.8	0.0	0.0	17.8	1.4	0.0	0.0	0.0
	Ocp	1.0	1.6	2.1	0.0	0.0	1.2	3.0	0.0	0.0	0.0
1000-1100	Pro	8.5	59.3	18.6	0.0	0.0	13.6	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.9	0.0	0.0	1.4	0.0	0.0	0.0	0.0
1100-1200	Pro	0.0	52.2	26.9	0.0	0.0	20.9	0.0	0.0	0.0	0.0
	Ocp	0.0	1.5	2.1	0.0	0.0	1.5	0.0	0.0	0.0	0.0
1200-1300	Pro	17.5	33.3	26.3	0.0	0.0	21.1	1.8	0.0	0.0	0.0
	Ocp	1.0	1.7	1.9	0.0	0.0	1.4	1.0	0.0	0.0	0.0
1300-1400	Pro	0.0	53.1	26.5	0.0	0.0	20.4	0.0	0.0	0.0	0.0
	Ocp	0.0	1.3	2.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0
1400-1500	Pro	6.4	55.3	19.1	2.1	0.0	17.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	2.3	1.0	0.0	1.3	0.0	0.0	0.0	0.0
1500-1600	Pro	5.6	57.4	16.7	0.0	0.0	20.4	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	2.4	0.0	0.0	1.4	0.0	0.0	0.0	0.0
1600-1700	Pro	7.5	62.3	18.9	0.0	0.0	11.3	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	2.2	0.0	0.0	1.3	0.0	0.0	0.0	0.0
1700-1800	Pro	8.6	63.8	22.4	0.0	0.0	5.2	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.8	0.0	0.0	1.3	0.0	0.0	0.0	0.0
1800-1900	Pro	11.3	53.2	33.9	0.0	0.0	1.6	0.0	0.0	0.0	0.0
Peak hour	Ocp	1.3	1.2	1.6	0.0	0.0	1.0	0.0	0.0	0.0	0.0
1900-2000	Pro	9.5	50.0	37.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.6	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2000-2100	Pro	5.9	45.1	45.1	0.0	0.0	3.9	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0
2100-2200	Pro	15.2	34.8	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.2	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2200-2300	Pro	10.0	47.5	40.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0
16 hours	Pro	7.6	50.2	27.9	0.2	0.0	13.4	0.7	0.0	0.0	0.0
	Ocp	1.0	1.4	1.8	2.0	0.0	1.4	1.5	0.0	0.0	0.0

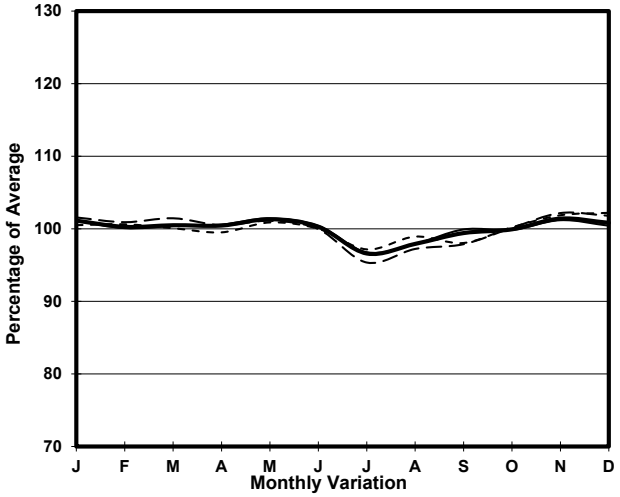
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

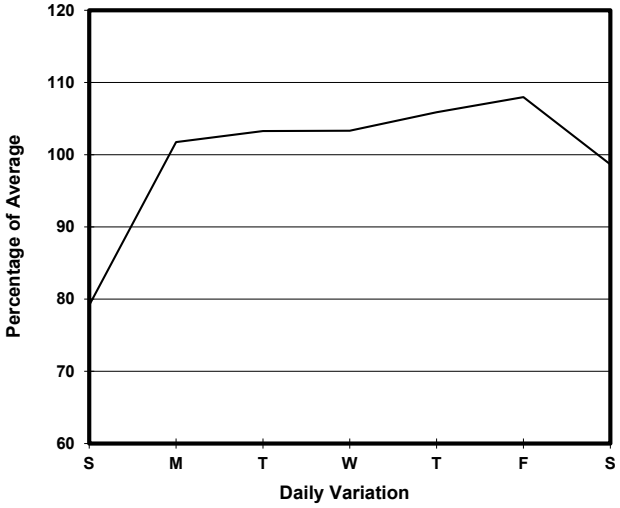
YEAR 2024 **LINK** GARDEN RD (from DES VOEUX RD C to UPPER ALBERT RD)

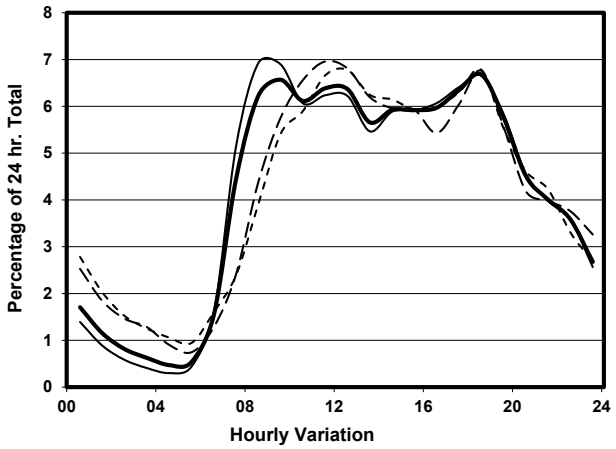
COVERAGE (B) STATION 2211
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

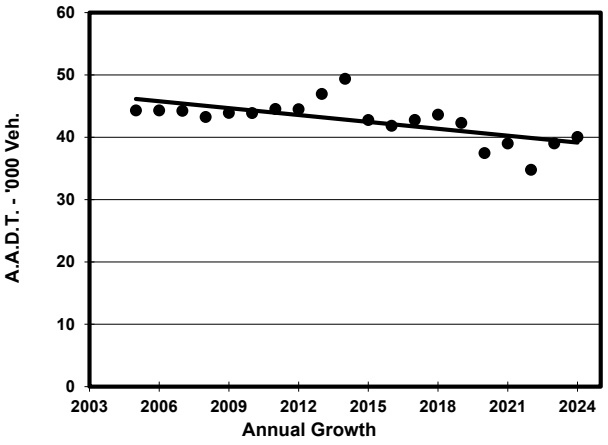


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	40050	42280	39760	32270
R 12 / 24 - %	72.6	73.9	69.2	68.5
R 16 / 24 - %	90.5	91.9	86.7	86.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2630	2930	2290	1750
T - % (AM)	-	4.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2680	2810	2690	2190
T - % (PM)	-	1.6	-	-
Prop.of commercial vehicles - 16 hr.	-	3.6	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

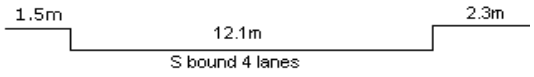
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.1	36.6	38.9	4.1	2.5	3.5	1.4	8.3	1.0	1.5
	Ocp	1.0	1.3	1.9	4.9	8.2	1.2	1.2	5.7	8.5	13.4
0800-0900	Pro	1.5	58.1	29.7	0.8	1.5	3.5	0.1	3.4	0.5	0.8
Peak hour	Ocp	1.0	1.4	1.9	3.8	10.3	1.3	2.0	7.3	15.1	30.0
0900-1000	Pro	1.3	59.0	29.1	0.3	1.3	6.0	0.5	1.8	0.3	0.5
	Ocp	1.0	1.3	1.8	2.5	7.4	1.3	1.8	5.4	17.1	32.3
1000-1100	Pro	0.7	55.0	29.3	0.2	1.5	10.6	0.8	1.0	0.3	0.7
	Ocp	1.0	1.3	1.7	1.0	9.9	1.4	1.2	5.5	9.6	27.1
1100-1200	Pro	3.1	54.0	26.1	0.5	0.6	11.6	1.6	1.7	0.3	0.6
	Ocp	1.0	1.4	1.9	2.3	7.3	1.5	1.5	4.1	15.8	27.1
1200-1300	Pro	3.9	54.3	29.3	0.4	1.1	7.7	0.3	2.1	0.3	0.5
	Ocp	1.0	1.3	1.8	1.0	11.0	1.5	1.0	3.3	16.0	29.1
1300-1400	Pro	4.8	48.9	30.7	0.5	1.2	10.1	0.9	1.8	0.4	0.7
	Ocp	1.0	1.4	1.8	6.0	10.4	1.5	1.2	4.9	11.3	25.6
1400-1500	Pro	2.1	52.8	29.9	0.3	1.1	10.4	0.6	1.8	0.3	0.6
	Ocp	1.0	1.5	1.8	2.0	12.0	1.4	1.0	3.4	13.4	23.2
1500-1600	Pro	2.6	50.2	29.9	1.1	1.6	8.0	1.0	4.8	0.2	0.6
	Ocp	1.1	1.4	1.9	6.0	9.9	1.5	2.8	14.8	17.7	34.2
1600-1700	Pro	2.9	57.6	24.4	0.9	1.2	8.1	0.1	3.9	0.3	0.7
	Ocp	1.1	1.4	1.9	2.3	9.3	1.7	3.0	6.4	30.7	38.2
1700-1800	Pro	2.4	58.1	30.7	0.7	0.8	4.6	0.4	1.7	0.2	0.5
	Ocp	1.1	1.3	1.7	2.6	17.8	1.3	1.3	6.2	25.0	51.7
1800-1900	Pro	3.3	58.0	33.0	0.1	0.7	3.3	0.3	0.7	0.2	0.4
	Ocp	1.0	1.3	1.8	3.0	18.0	1.5	1.5	15.0	34.3	38.2
1900-2000	Pro	4.2	47.1	43.7	0.1	0.7	1.7	0.3	1.3	0.3	0.5
	Ocp	1.0	1.3	1.5	1.0	17.8	1.1	1.0	8.3	18.0	30.3
2000-2100	Pro	5.5	47.2	43.8	0.0	0.6	0.6	0.2	1.0	0.3	0.7
	Ocp	1.0	1.3	1.6	0.0	10.0	1.3	1.0	14.0	7.7	12.3
2100-2200	Pro	4.0	39.6	52.5	0.2	0.9	0.9	0.0	0.5	0.5	0.8
	Ocp	1.0	1.4	1.6	2.0	9.8	1.0	0.0	28.0	18.8	14.0
2200-2300	Pro	1.1	41.8	53.9	0.0	0.7	1.3	0.2	0.0	0.3	0.7
	Ocp	1.2	1.3	1.7	0.0	2.0	1.0	1.0	0.0	6.0	6.6
16 hours	Pro	2.8	52.3	33.6	0.6	1.1	5.9	0.5	2.2	0.3	0.6
	Ocp	1.0	1.3	1.8	3.8	10.6	1.5	1.5	7.5	16.0	26.9

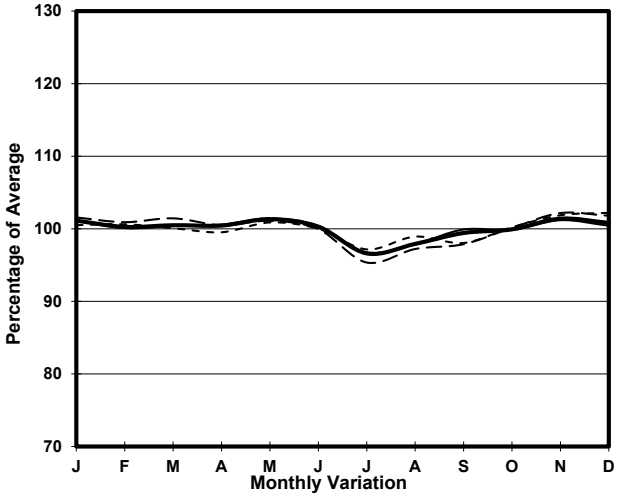
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

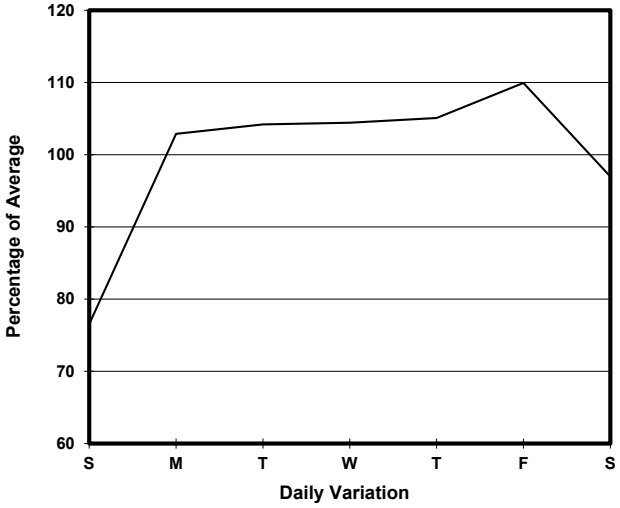
YEAR 2024 **LINK** COTTON TREE DRIVE (from QUEENSWAY to SLIP RD TO KENNEDY RD)

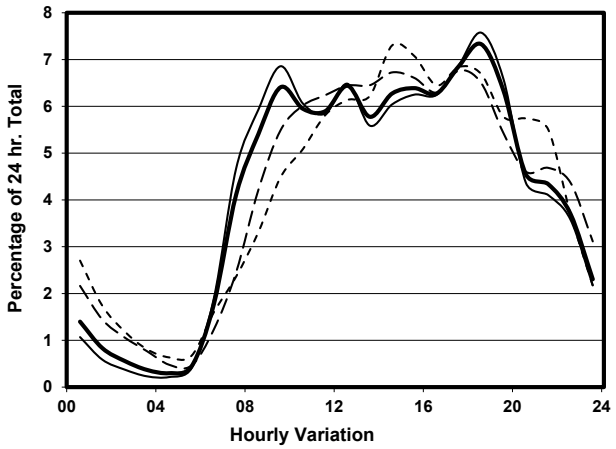
COVERAGE (B) STATION 2212
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

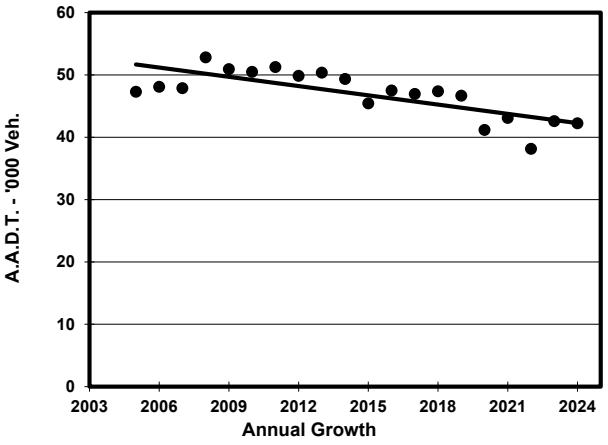


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	42240	45030	41270	32960
R 12 / 24 - %	73.1	74.4	70.2	67.8
R 16 / 24 - %	92.0	93.0	89.3	88.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2710	3090	2270	1480
T - % (AM)	-	3.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3100	3410	2790	2260
T - % (PM)	-	2.7	-	-
Prop.of commercial vehicles - 16 hr.	-	3.4	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

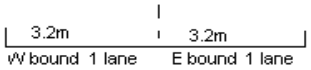
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.4	36.1	38.9	2.8	5.4	3.7	1.5	7.7	0.8	0.7
	Ocp	1.1	1.3	2.1	9.4	16.6	1.5	1.4	19.9	38.1	31.1
0800-0900	Pro	1.9	49.0	34.9	0.4	1.9	6.9	0.7	3.5	0.3	0.3
	Ocp	1.1	1.2	2.0	6.0	12.4	1.8	1.2	6.7	35.7	56.9
0900-1000	Pro	2.4	49.1	31.3	0.2	1.3	12.0	0.4	2.8	0.1	0.3
	Ocp	1.1	1.2	2.0	2.0	12.1	1.8	1.3	3.6	40.0	37.0
1000-1100	Pro	2.8	49.8	29.9	0.2	1.0	12.8	0.5	2.4	0.2	0.4
	Ocp	1.0	1.4	2.0	2.0	13.0	1.4	1.3	2.5	18.2	26.3
1100-1200	Pro	6.3	50.9	29.4	0.8	1.5	8.5	0.0	2.1	0.2	0.3
	Ocp	1.0	1.3	1.9	2.2	12.2	1.4	0.0	3.4	13.3	25.0
1200-1300	Pro	4.9	54.6	29.3	0.3	1.4	5.9	0.9	2.2	0.2	0.4
	Ocp	1.0	1.4	2.1	2.0	12.9	1.5	1.3	5.8	18.5	21.2
1300-1400	Pro	4.5	50.8	29.7	0.5	1.9	8.5	0.5	3.0	0.2	0.4
	Ocp	1.0	1.2	2.1	5.3	13.7	1.5	1.3	5.2	18.7	24.6
1400-1500	Pro	2.8	53.1	29.3	0.4	1.5	8.7	0.6	2.8	0.3	0.6
	Ocp	1.0	1.3	1.4	1.0	14.3	1.4	1.0	6.6	21.0	29.6
1500-1600	Pro	2.8	55.6	27.7	0.6	1.5	7.4	0.3	3.2	0.2	0.5
	Ocp	1.1	1.6	2.2	10.0	10.4	1.5	1.0	11.1	25.2	24.0
1600-1700	Pro	2.6	58.8	27.5	0.8	1.2	5.2	0.3	2.9	0.2	0.5
	Ocp	1.0	1.3	2.1	4.0	15.9	1.5	2.0	6.3	22.8	25.4
1700-1800	Pro	2.4	55.9	34.9	0.3	1.5	2.6	0.1	1.8	0.2	0.4
	Ocp	1.1	1.5	2.2	7.0	12.9	1.4	2.0	6.7	20.4	34.5
1800-1900	Pro	3.1	59.1	32.3	0.1	1.2	1.4	0.0	2.2	0.2	0.3
Peak hour	Ocp	1.1	1.2	2.2	1.0	15.9	1.1	0.0	8.5	34.5	58.4
1900-2000	Pro	2.4	57.3	35.9	0.0	0.9	1.3	0.1	1.7	0.2	0.3
	Ocp	1.0	1.5	2.2	0.0	14.8	1.3	2.0	13.1	16.3	38.1
2000-2100	Pro	4.5	52.8	38.0	0.0	1.5	0.9	0.0	1.5	0.2	0.5
	Ocp	1.0	1.5	2.3	0.0	13.1	1.2	0.0	11.6	10.4	29.6
2100-2200	Pro	2.5	49.6	44.5	0.2	1.4	0.4	0.0	0.6	0.2	0.6
	Ocp	1.1	1.2	2.1	2.0	15.3	1.0	0.0	12.3	8.3	25.6
2200-2300	Pro	1.5	49.9	45.5	0.0	1.3	0.8	0.0	0.2	0.2	0.5
	Ocp	1.0	1.2	2.0	0.0	16.2	1.0	0.0	1.0	13.3	25.3
16 hours	Pro	3.1	52.7	33.2	0.4	1.6	5.5	0.3	2.5	0.2	0.4
	Ocp	1.0	1.3	2.1	5.8	14.0	1.5	1.4	8.7	24.4	31.7

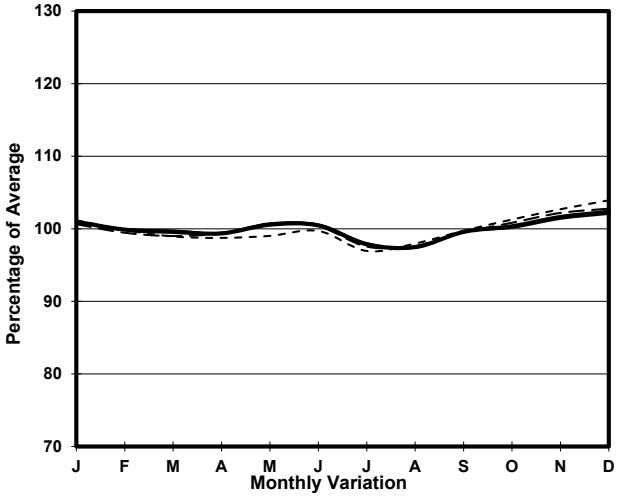
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

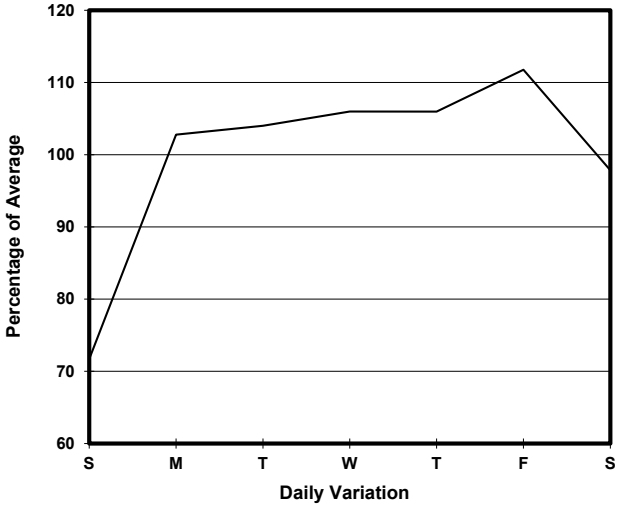
YEAR 2024 **LINK** KENNEDY RD (from MACDONNELL RD to QUEEN'S RD E)

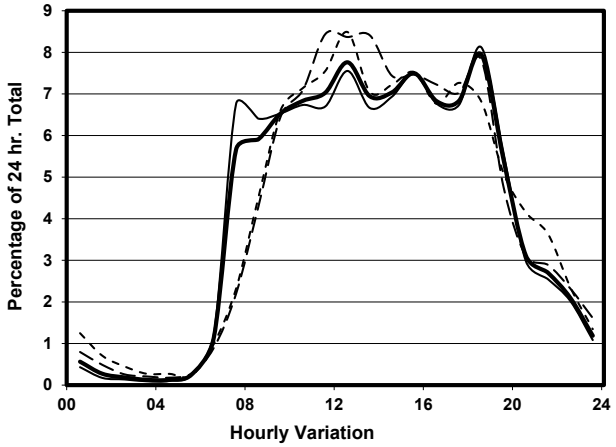
COVERAGE (B) STATION 2213
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

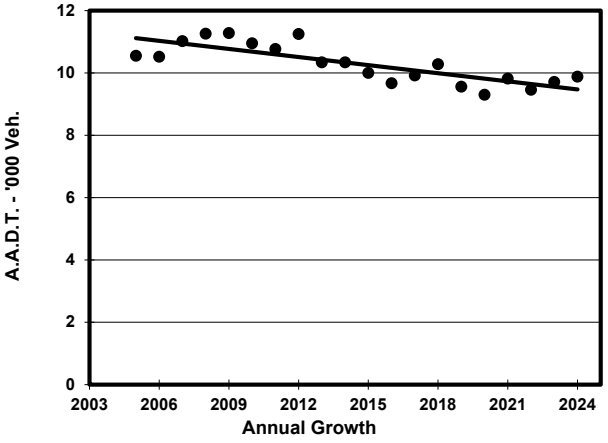


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	7180	7800	7040	5020
R 12 / 24 - %	83.8	84.3	83.5	80.9
R 16 / 24 - %	96.6	96.9	95.8	94.8
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	470	510	460	350
T - % (AM)	-	10.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	610	680	600	370
T - % (PM)	-	1.8	-	-
Prop.of commercial vehicles - 16 hr.	-	2.1	-	-
WEST BOUND				
A.A.D.T.	2700	2880	2740	2070
R 12 / 24 - %	80.1	81.0	78.9	75.3
R 16 / 24 - %	94.9	95.4	93.9	93.6
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	180	210	170	120
T - % (AM)	-	12.5	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	190	200	190	160
T - % (PM)	-	2.6	-	-
Prop.of commercial vehicles - 16 hr.	-	2.8	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.0	38.6	32.7	6.9	3.0	5.9	2.0	8.9	0.0	0.0
	Ocp	1.0	1.6	1.7	13.7	9.3	1.0	3.5	20.9	0.0	0.0
0800-0900	Pro	2.5	70.2	14.3	5.0	2.5	3.1	0.0	2.5	0.0	0.0
	Ocp	1.0	1.4	2.1	6.6	6.3	1.6	0.0	7.8	0.0	0.0
0900-1000	Pro	3.5	64.3	17.5	0.7	1.4	9.8	2.1	0.7	0.0	0.0
	Ocp	1.0	1.6	1.6	6.0	7.0	1.9	1.0	14.0	0.0	0.0
1000-1100	Pro	2.9	55.1	18.4	2.9	0.7	18.4	1.5	0.0	0.0	0.0
	Ocp	1.0	1.6	1.8	3.0	5.0	1.5	1.5	0.0	0.0	0.0
1100-1200	Pro	5.4	51.8	19.6	2.7	1.8	17.0	0.0	1.8	0.0	0.0
	Ocp	1.0	1.4	1.9	2.0	8.0	1.7	0.0	1.0	0.0	0.0
1200-1300	Pro	5.6	54.9	25.7	2.1	1.4	7.6	0.0	2.8	0.0	0.0
	Ocp	1.0	1.6	2.2	8.3	8.5	1.5	0.0	15.0	0.0	0.0
1300-1400	Pro	12.7	59.1	17.3	0.0	1.8	8.2	0.0	0.9	0.0	0.0
	Ocp	1.0	1.6	1.9	0.0	12.5	1.3	0.0	8.0	0.0	0.0
1400-1500	Pro	4.8	51.6	31.7	0.8	1.6	8.7	0.0	0.8	0.0	0.0
	Ocp	1.0	1.6	1.8	1.0	6.0	1.5	0.0	8.0	0.0	0.0
1500-1600	Pro	4.7	59.1	15.4	2.0	2.0	12.1	0.0	4.7	0.0	0.0
	Ocp	1.0	1.5	1.9	5.7	8.3	1.4	0.0	12.0	0.0	0.0
1600-1700	Pro	2.1	63.6	17.9	3.6	2.1	7.9	0.0	2.9	0.0	0.0
	Ocp	1.3	1.6	2.1	5.6	9.7	1.5	0.0	4.8	0.0	0.0
1700-1800	Pro	4.0	66.7	19.8	0.8	1.6	6.4	0.0	0.8	0.0	0.0
	Ocp	1.0	1.7	1.8	7.0	11.0	1.1	0.0	1.0	0.0	0.0
1800-1900	Pro	8.7	67.3	18.7	0.0	2.0	2.0	0.0	1.3	0.0	0.0
Peak hour	Ocp	1.0	1.7	2.0	0.0	10.7	1.7	0.0	1.0	0.0	0.0
1900-2000	Pro	8.8	70.3	15.5	0.0	2.7	2.0	0.0	0.7	0.0	0.0
	Ocp	1.0	1.6	2.2	0.0	10.8	1.3	0.0	1.0	0.0	0.0
2000-2100	Pro	7.8	58.4	27.3	1.3	3.9	1.3	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.9	12.0	6.3	1.0	0.0	0.0	0.0	0.0
2100-2200	Pro	14.8	47.5	31.1	1.6	3.3	0.0	1.6	0.0	0.0	0.0
	Ocp	1.0	1.5	1.7	1.0	6.0	0.0	2.0	0.0	0.0	0.0
2200-2300	Pro	8.7	52.2	34.8	0.0	4.3	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	2.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0
16 hours	Pro	5.6	59.6	20.9	2.0	2.1	7.5	0.4	1.9	0.0	0.0
	Ocp	1.0	1.6	1.9	6.9	8.4	1.5	1.9	11.3	0.0	0.0

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

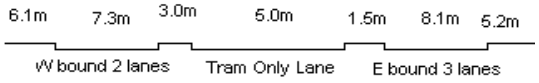
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

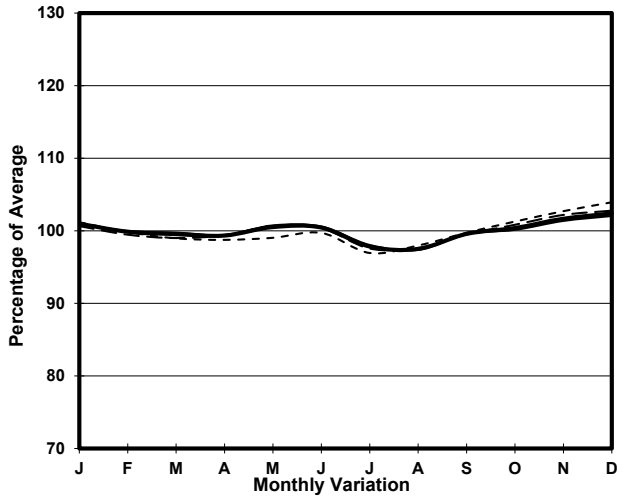
* All traffic data are collected from combined bounds

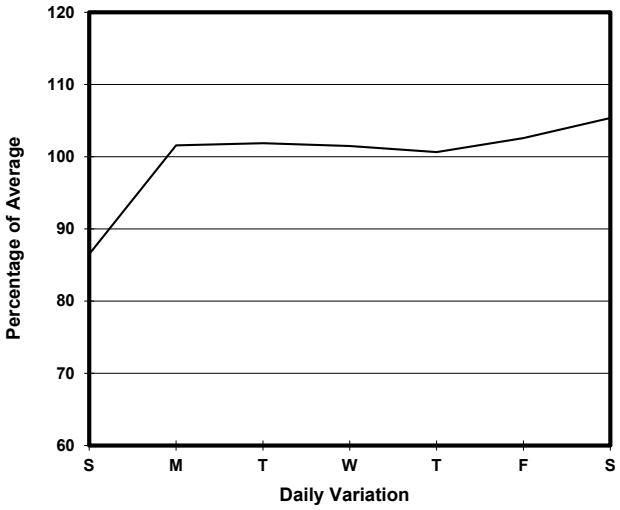
YEAR 2024 **LINK** CAUSEWAY RD (from SHELTER ST to HING FAT ST)

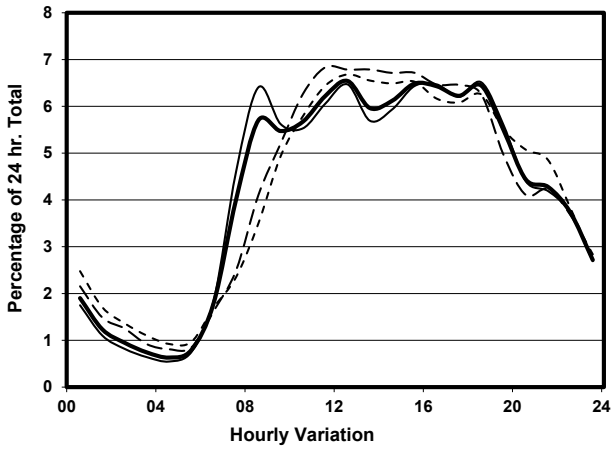
COVERAGE (B) STATION 2214
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

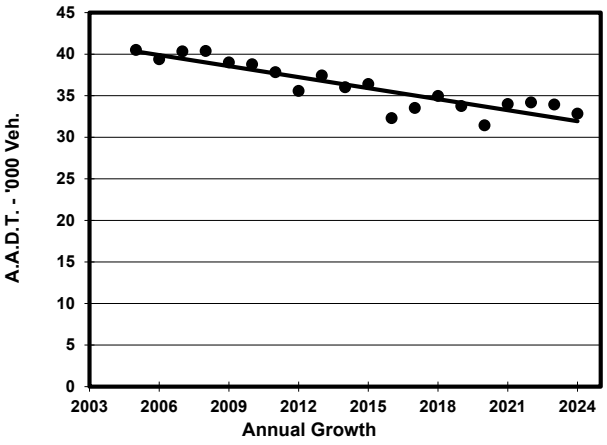


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	22710	22980	24240	20860
R 12 / 24 - %	69.0	69.7	68.1	65.7
R 16 / 24 - %	88.3	89.0	86.7	86.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1240	1410	1200	940
T - % (AM)	-	20.5	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1450	1480	1560	1290
T - % (PM)	-	18.6	-	-
Prop.of commercial vehicles - 16 hr.	-	17.5	-	-
WEST BOUND				
A.A.D.T.	10130	10530	10540	8180
R 12 / 24 - %	76.5	76.7	78.0	73.1
R 16 / 24 - %	91.3	91.7	91.3	89.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	640	740	610	490
T - % (AM)	-	19.4	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	720	770	690	560
T - % (PM)	-	20.7	-	-
Prop.of commercial vehicles - 16 hr.	-	21.5	-	-

3. OTHER INFORMATION AND COMMENT

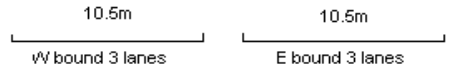
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	1.5	22.1	28.4	6.0	4.1	8.2	1.9	7.9	0.2	19.8
	Ocp	1.0	1.4	2.0	4.3	7.2	1.4	1.4	5.0	22.5	24.4
0800-0900	Pro	0.5	51.1	19.4	2.8	1.8	4.4	1.6	3.2	0.1	15.1
	Ocp	1.0	1.7	2.0	5.3	4.1	1.5	1.4	12.1	9.0	24.1
0900-1000	Pro	2.1	47.0	16.8	1.9	1.4	12.8	2.1	0.9	0.1	15.0
	Ocp	1.0	1.5	1.9	4.1	4.3	1.6	1.3	12.8	4.0	19.3
1000-1100	Pro	2.1	34.6	26.3	0.5	1.9	18.7	1.9	0.9	0.0	13.1
	Ocp	1.1	1.4	1.8	1.0	3.0	1.6	1.5	7.3	0.0	18.3
1100-1200	Pro	2.3	43.8	22.3	1.0	1.8	12.1	1.0	1.3	0.1	14.2
	Ocp	1.0	1.3	1.7	2.3	2.9	1.6	1.8	3.0	16.5	19.3
1200-1300	Pro	2.4	43.3	27.7	2.8	0.8	8.9	2.2	1.6	0.0	10.5
	Ocp	1.1	1.5	1.9	8.6	3.3	1.4	1.4	11.0	0.0	18.2
1300-1400	Pro	3.9	37.0	25.2	1.5	1.5	12.8	1.8	1.0	0.1	15.2
	Ocp	1.0	1.4	1.8	5.2	4.2	1.7	1.4	1.3	22.0	22.3
1400-1500	Pro	4.2	46.3	20.9	0.5	1.2	10.2	3.0	1.2	0.0	12.6
	Ocp	1.0	1.6	2.0	3.0	4.0	1.5	1.5	4.0	0.0	22.9
1500-1600	Pro	1.7	47.1	20.5	3.8	1.5	6.9	1.5	4.0	0.1	13.0
	Ocp	1.0	1.6	2.0	9.8	4.1	1.6	1.6	25.5	40.0	24.3
1600-1700	Pro	2.6	50.1	15.3	2.1	1.6	8.9	1.4	1.9	0.0	16.0
	Ocp	1.0	1.6	2.1	5.3	3.1	1.4	1.3	16.3	0.0	28.0
1700-1800	Pro	3.3	54.5	17.9	0.7	0.9	4.4	0.2	1.2	0.0	16.9
	Ocp	1.0	1.4	1.9	1.3	4.8	1.7	1.0	5.4	0.0	32.1
1800-1900	Pro	3.0	55.1	20.7	0.2	1.4	2.3	0.5	0.7	0.0	16.1
Peak hour	Ocp	1.1	1.5	2.1	3.0	11.3	1.7	2.5	8.3	0.0	45.1
1900-2000	Pro	5.7	48.9	23.7	0.0	1.0	1.3	1.0	0.8	0.0	17.7
	Ocp	1.2	1.5	2.0	0.0	4.0	1.4	1.3	1.7	0.0	31.8
2000-2100	Pro	3.9	44.8	25.1	0.4	2.2	1.4	0.7	0.4	0.0	21.1
	Ocp	1.1	1.7	2.1	1.0	3.2	1.0	1.5	1.0	0.0	24.6
2100-2200	Pro	4.9	44.1	23.6	0.0	2.3	1.9	0.4	1.5	0.0	21.2
	Ocp	1.2	1.6	2.0	0.0	4.0	2.0	1.0	2.3	0.0	23.2
2200-2300	Pro	2.9	35.3	33.6	0.0	1.7	2.9	0.0	0.4	0.0	23.2
	Ocp	1.1	2.4	2.1	0.0	3.5	2.0	0.0	1.0	0.0	24.8
16 hours	Pro	2.9	44.9	22.4	1.5	1.6	7.8	1.4	1.8	0.1	15.7
	Ocp	1.1	1.6	2.0	5.9	4.6	1.6	1.5	10.7	19.1	25.6

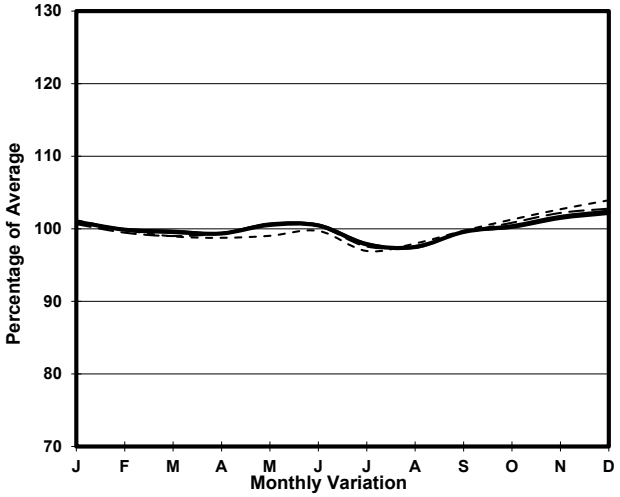
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

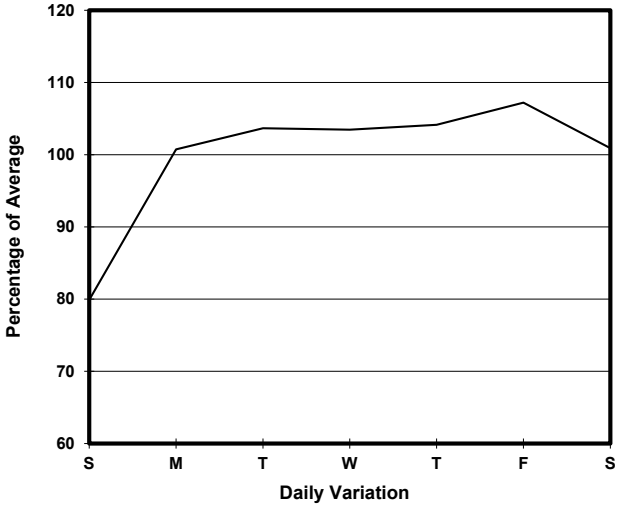
YEAR 2024 **LINK** ISLAND EASTERN CORRIDOR (from NAM ON LANE to WING TAI RD INT)

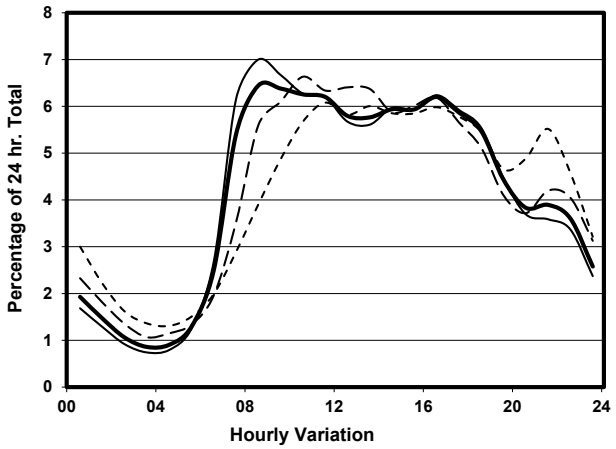
COVERAGE (B) STATION 2215
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

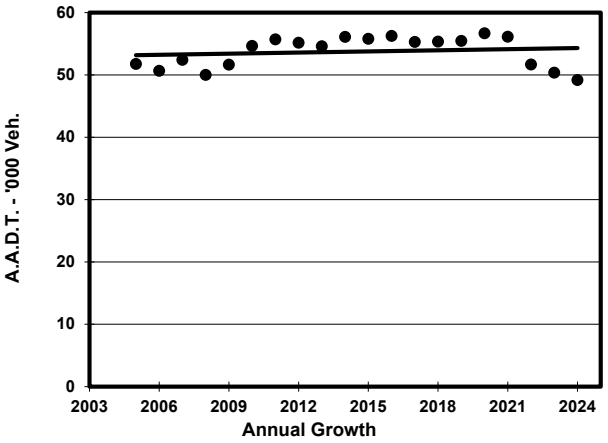


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	24630	26100	24750	19200
R 12 / 24 - %	69.6	71.3	67.2	61.0
R 16 / 24 - %	87.2	88.3	85.2	82.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1540	1740	1410	820
T - % (AM)	-	21.8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1540	1630	1550	1200
T - % (PM)	-	13.2	-	-
Prop.of commercial vehicles - 16 hr.	-	14.8	-	-
WEST BOUND				
A.A.D.T.	24550	25720	25250	19960
R 12 / 24 - %	73.8	75.0	72.4	67.2
R 16 / 24 - %	87.6	88.3	86.6	84.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1770	2010	1640	1090
T - % (AM)	-	17.2	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	1510	1600	1540	1170
T - % (PM)	-	12.5	-	-
Prop.of commercial vehicles - 16 hr.	-	15.8	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

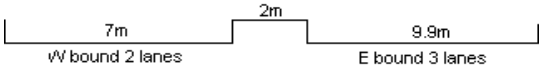
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.4	34.6	21.9	2.7	0.0	17.0	8.6	4.2	0.0	4.7
	Ocp	1.1	1.3	2.0	8.0	0.0	1.3	1.2	12.8	0.0	43.4
0800-0900	Pro	3.9	42.2	14.7	4.4	0.0	18.5	9.8	2.7	0.0	3.9
Peak hour	Ocp	1.1	1.5	1.9	2.8	0.0	1.4	1.2	8.2	0.0	40.0
0900-1000	Pro	2.9	37.4	15.7	2.3	0.0	21.1	13.7	2.5	0.1	4.3
	Ocp	1.0	1.4	1.9	2.7	0.0	1.3	1.2	9.1	1.0	24.8
1000-1100	Pro	2.8	32.6	14.3	1.6	0.0	31.1	13.3	1.6	0.0	2.7
	Ocp	1.0	1.4	1.8	3.2	0.0	1.4	1.2	5.9	0.0	24.1
1100-1200	Pro	3.4	30.3	15.1	3.4	0.0	28.6	14.5	2.4	0.0	2.4
	Ocp	1.0	1.4	1.8	2.2	0.0	1.5	1.3	3.0	0.0	29.0
1200-1300	Pro	3.9	37.8	14.0	2.2	0.0	27.2	9.9	2.6	0.1	2.2
	Ocp	1.0	1.4	1.8	2.0	0.0	1.4	1.3	5.1	1.0	31.5
1300-1400	Pro	2.8	32.0	15.6	2.0	0.0	25.1	18.1	2.4	0.0	2.1
	Ocp	1.0	1.4	1.9	1.6	0.0	1.3	1.3	5.5	0.0	32.4
1400-1500	Pro	4.4	34.7	14.5	3.0	0.0	24.1	14.6	1.9	0.0	2.8
	Ocp	1.0	1.5	1.8	2.4	0.0	1.4	1.3	3.4	0.0	23.0
1500-1600	Pro	3.2	39.6	17.4	2.8	0.0	22.4	9.3	2.0	0.0	3.1
	Ocp	1.1	1.5	1.8	4.2	0.0	1.5	1.2	6.3	0.0	23.8
1600-1700	Pro	4.0	36.4	19.5	2.6	0.0	23.7	7.0	3.4	0.0	3.4
	Ocp	1.1	1.4	1.6	2.3	0.0	1.4	1.2	8.0	0.0	27.5
1700-1800	Pro	6.0	49.2	11.3	1.7	0.0	19.2	5.8	2.8	0.1	3.9
	Ocp	1.0	1.4	1.8	1.9	0.0	1.2	1.4	4.1	1.0	37.7
1800-1900	Pro	5.9	58.7	12.9	0.9	0.0	11.3	3.3	3.0	0.0	4.1
	Ocp	1.0	1.4	2.1	3.7	0.0	1.4	1.4	10.3	0.0	52.2
1900-2000	Pro	8.2	57.6	16.5	0.5	0.0	7.7	2.7	1.8	0.1	4.9
	Ocp	1.1	1.3	2.1	3.0	0.0	1.3	1.2	3.3	1.0	35.4
2000-2100	Pro	5.5	58.4	20.7	0.2	0.0	5.8	2.1	1.3	0.1	6.0
	Ocp	1.1	1.3	1.7	1.0	0.0	1.4	1.3	2.5	1.0	20.3
2100-2200	Pro	6.1	51.5	23.9	0.7	0.0	8.9	2.6	0.7	0.0	5.6
	Ocp	1.0	1.5	1.8	1.0	0.0	1.3	1.7	1.7	0.0	18.9
2200-2300	Pro	6.6	55.0	22.1	0.0	0.0	7.3	2.2	1.1	0.1	5.7
	Ocp	1.0	1.5	1.7	0.0	0.0	1.3	1.2	10.6	1.0	18.1
16 hours	Pro	4.5	41.8	16.4	2.1	0.0	19.8	9.3	2.4	0.1	3.7
	Ocp	1.1	1.4	1.8	3.0	0.0	1.4	1.3	7.0	1.0	30.8

Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

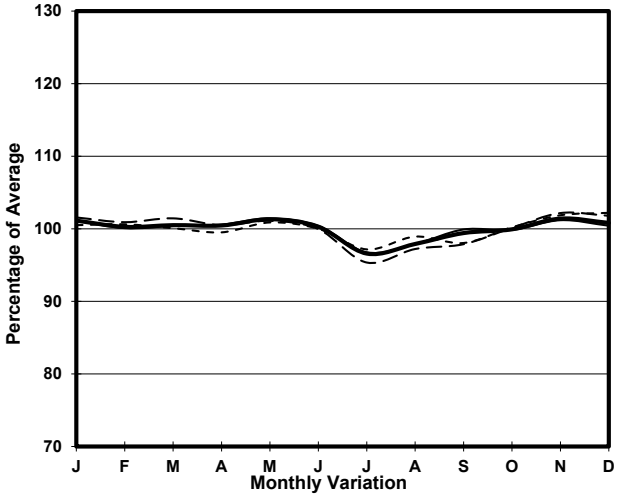
YEAR 2024

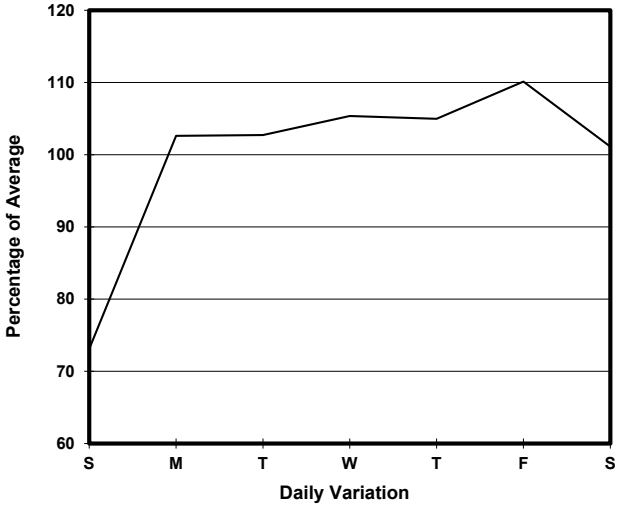
LINK CONNAUGHT RD FO <H173> (from RAMP NR GILMAN ST to THE NEAREST DIVERGING & MERGING POINTS WEST OF SHUN TAK CENTRE)

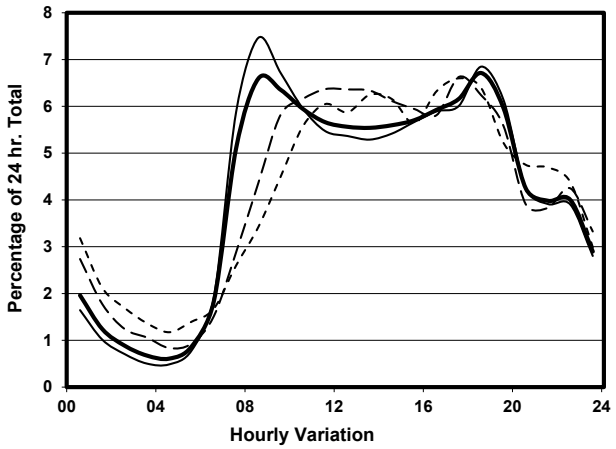
COVERAGE (B) STATION 2216
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

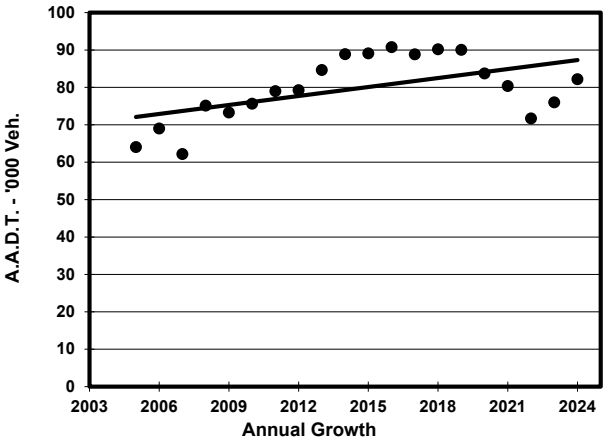


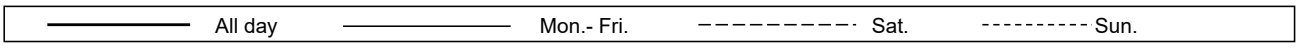
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	39340	42320	39160	28380
R 12 / 24 - %	75.8	77.0	73.6	69.0
R 16 / 24 - %	90.8	91.8	88.6	86.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3240	3960	2980	1400
T - % (AM)	-	7.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2540	2770	2450	1960
T - % (PM)	-	5.8	-	-
Prop.of commercial vehicles - 16 hr.	-	6.8	-	-
WEST BOUND				
A.A.D.T.	42850	44880	46410	33440
R 12 / 24 - %	66.4	67.2	65.2	62.3
R 16 / 24 - %	87.4	88.6	84.9	82.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2190	2550	2000	1390
T - % (AM)	-	8.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2970	3200	3230	2120
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-

3. OTHER INFORMATION AND COMMENT

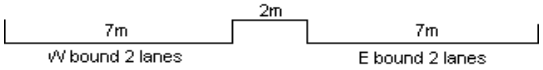
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.0	46.4	23.6	2.3	0.4	12.7	5.0	4.3	0.0	1.3
	Ocp	1.1	1.3	2.1	6.8	10.2	1.4	1.4	12.5	0.0	16.1
0800-0900	Pro	2.2	52.5	24.1	0.5	0.9	11.7	2.9	2.7	0.0	2.4
Peak hour	Ocp	1.1	1.3	2.0	3.8	11.3	1.4	1.3	8.6	0.0	33.7
0900-1000	Pro	1.1	47.7	22.9	0.7	0.7	18.6	4.7	1.7	0.0	1.8
	Ocp	1.1	1.3	2.0	1.9	8.1	1.4	1.3	6.3	0.0	11.4
1000-1100	Pro	1.5	44.7	21.9	0.1	0.6	23.0	6.6	0.6	0.0	1.0
	Ocp	1.0	1.4	1.8	1.0	3.6	1.4	1.2	4.7	0.0	6.1
1100-1200	Pro	1.9	48.6	23.4	0.8	0.8	18.8	3.6	1.2	0.0	1.0
	Ocp	1.0	1.3	2.2	1.3	3.6	1.4	1.2	5.9	0.0	6.8
1200-1300	Pro	1.6	53.5	22.7	0.5	0.7	14.5	4.3	1.5	0.0	0.7
	Ocp	1.1	1.3	1.9	1.9	6.1	1.4	1.2	5.4	0.0	11.3
1300-1400	Pro	2.5	44.3	22.8	0.9	0.4	20.8	5.8	1.9	0.0	0.5
	Ocp	1.1	1.3	2.0	1.5	12.0	1.4	1.2	11.3	0.0	10.8
1400-1500	Pro	1.4	52.2	22.3	1.0	0.6	15.6	4.4	2.1	0.0	0.4
	Ocp	1.1	1.4	2.2	2.1	8.4	1.3	1.2	5.4	0.0	14.0
1500-1600	Pro	2.1	51.7	19.7	2.0	0.4	16.6	4.4	2.5	0.0	0.7
	Ocp	1.1	1.4	1.9	4.7	7.5	1.4	1.5	11.2	0.0	8.2
1600-1700	Pro	3.1	54.3	19.3	1.7	0.4	15.1	2.8	2.4	0.0	1.0
	Ocp	1.1	1.3	1.9	2.5	7.8	1.5	1.2	8.5	0.0	6.5
1700-1800	Pro	4.3	53.8	22.8	1.1	0.6	11.6	2.1	1.9	0.0	1.8
	Ocp	1.1	1.3	2.0	1.9	8.0	1.4	1.3	7.1	0.0	11.3
1800-1900	Pro	2.3	61.8	22.5	0.1	0.5	6.7	1.0	3.4	0.0	1.8
	Ocp	1.1	1.3	2.2	1.0	13.4	1.3	1.2	18.5	0.0	35.0
1900-2000	Pro	2.4	65.7	22.7	0.3	0.6	4.0	1.2	2.0	0.0	1.1
	Ocp	1.1	1.4	1.9	1.8	8.2	1.1	1.1	9.3	0.0	26.2
2000-2100	Pro	2.0	61.4	28.8	0.0	0.4	3.9	1.1	1.3	0.0	1.2
	Ocp	1.1	1.4	2.2	0.0	15.0	1.3	1.2	3.7	0.0	7.7
2100-2200	Pro	1.8	60.9	30.0	0.1	0.6	3.6	1.2	0.7	0.0	1.1
	Ocp	1.1	1.3	2.1	1.0	5.8	1.2	1.1	2.7	0.0	4.8
2200-2300	Pro	1.7	62.5	28.1	0.1	0.7	4.2	0.9	0.5	0.0	1.3
	Ocp	1.1	1.4	2.0	3.0	4.5	1.2	1.4	2.2	0.0	4.3
16 hours	Pro	2.3	53.6	23.3	0.8	0.6	13.0	3.3	2.0	0.0	1.2
	Ocp	1.1	1.3	2.0	3.3	8.1	1.4	1.3	9.6	0.0	17.0

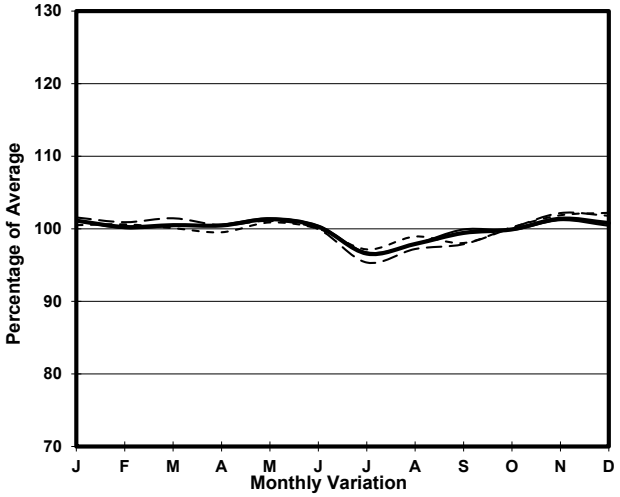
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

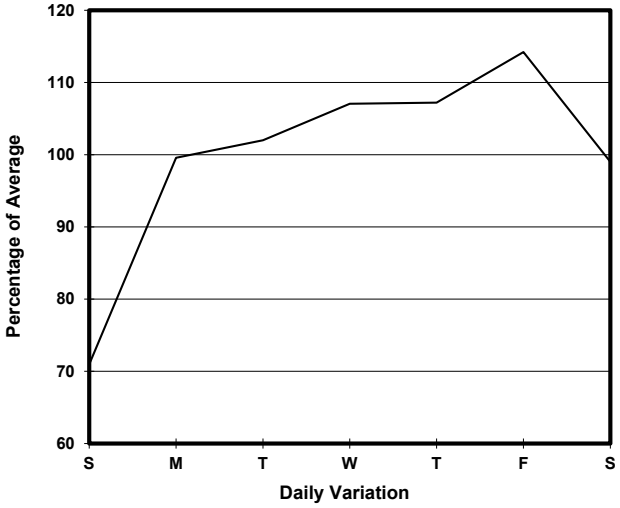
YEAR 2024 **LINK** LUNG WO RD (from MAN YIU ST to LUNG HOP ST)

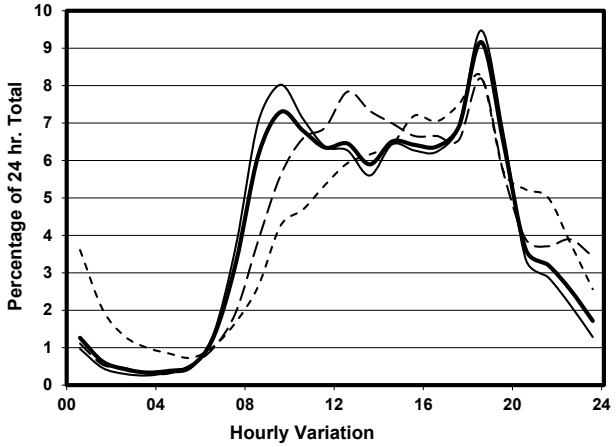
COVERAGE (B) STATION 2217
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

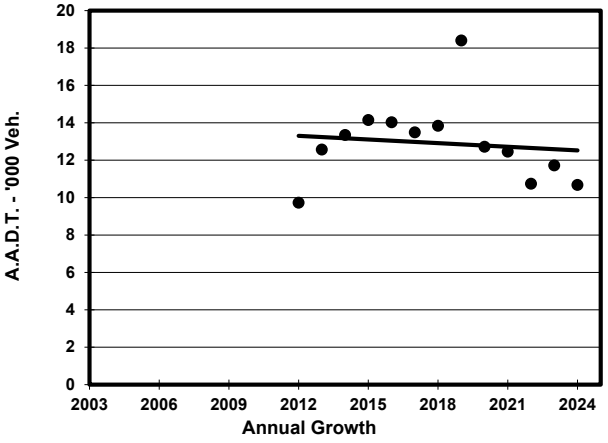


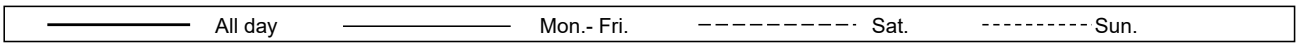
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	7670	8130	8050	5840
R 12 / 24 - %	76.3	78.1	74.7	65.9
R 16 / 24 - %	92.7	93.9	91.8	85.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	560	660	480	240
T - % (AM)	-	9.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	650	710	590	460
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	6.5	-	-
WEST BOUND				
A.A.D.T.	3010	3400	2610	1830
R 12 / 24 - %	80.8	82.6	76.3	71.1
R 16 / 24 - %	95.3	96.1	93.7	91.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	220	270	120	90
T - % (AM)	-	11.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	330	380	280	170
T - % (PM)	-	17.4	-	-
Prop.of commercial vehicles - 16 hr.	-	13.3	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.4	19.0	44.8	0.0	0.0	15.5	6.9	5.2	0.0	5.2
	Ocp	1.0	1.4	2.2	0.0	0.0	1.3	1.0	6.3	0.0	5.5
0800-0900	Pro	0.0	44.5	32.7	0.7	0.0	7.9	5.2	5.2	0.0	3.8
	Ocp	0.0	1.4	1.8	4.0	0.0	1.9	1.0	12.3	0.0	6.7
0900-1000	Pro	1.2	50.4	26.4	0.6	0.0	10.8	6.0	0.0	0.2	4.5
	Ocp	1.0	1.5	1.9	1.0	0.0	1.6	1.0	0.0	1.0	4.6
1000-1100	Pro	0.7	54.9	29.6	0.7	0.0	9.2	2.8	0.7	0.0	1.4
	Ocp	1.0	1.4	1.8	1.0	0.0	1.5	1.0	1.0	0.0	1.0
1100-1200	Pro	1.5	46.2	26.5	0.8	0.0	18.2	5.3	0.0	0.0	1.5
	Ocp	1.0	1.4	1.7	2.0	0.0	1.5	1.0	0.0	0.0	1.0
1200-1300	Pro	0.0	56.6	25.5	1.6	0.0	9.6	2.4	4.0	0.0	0.4
	Ocp	0.0	1.4	1.6	4.0	0.0	1.3	1.0	1.0	0.0	1.0
1300-1400	Pro	0.9	51.2	30.4	0.9	0.0	6.1	5.2	5.2	0.0	0.2
	Ocp	1.0	1.3	1.9	4.0	0.0	1.4	1.3	2.0	0.0	1.0
1400-1500	Pro	0.0	60.5	24.2	0.0	0.0	10.9	3.6	0.6	0.0	0.2
	Ocp	0.0	1.6	2.0	0.0	0.0	1.4	1.5	18.0	0.0	1.0
1500-1600	Pro	0.0	54.0	24.4	1.5	0.0	8.9	3.7	7.4	0.0	0.2
	Ocp	0.0	1.3	2.0	5.5	0.0	1.5	1.0	14.5	0.0	1.0
1600-1700	Pro	1.3	47.3	30.0	0.0	0.0	12.1	0.0	8.3	0.0	1.0
	Ocp	1.0	1.6	2.0	0.0	0.0	1.3	0.0	18.2	0.0	1.0
1700-1800	Pro	3.3	49.2	30.8	0.0	0.0	5.0	3.3	4.2	0.0	4.2
	Ocp	1.0	1.3	2.1	0.0	0.0	1.2	1.3	16.8	0.0	1.0
1800-1900	Pro	0.0	52.5	30.3	0.0	0.0	6.1	2.0	7.6	0.0	1.5
Peak hour	Ocp	0.0	1.5	1.9	0.0	0.0	1.4	1.3	17.3	0.0	1.0
1900-2000	Pro	1.1	74.5	16.4	0.0	0.0	0.6	0.0	6.8	0.0	0.7
	Ocp	1.0	1.3	2.1	0.0	0.0	2.0	0.0	20.1	0.0	1.0
2000-2100	Pro	4.3	55.9	25.8	0.0	0.0	1.4	0.0	10.0	0.0	2.5
	Ocp	1.3	1.4	2.1	0.0	0.0	1.0	0.0	44.6	0.0	1.0
2100-2200	Pro	4.0	51.5	30.4	0.0	0.0	7.9	2.6	2.6	0.0	1.0
	Ocp	1.3	1.3	1.8	0.0	0.0	1.2	1.0	20.0	0.0	1.0
2200-2300	Pro	0.0	72.8	20.2	0.0	0.0	4.5	0.0	2.2	0.0	0.3
	Ocp	0.0	1.4	2.0	0.0	0.0	1.0	0.0	1.5	0.0	1.0
16 hours	Pro	1.1	53.7	27.4	0.4	0.0	8.4	3.0	4.3	0.1	1.7
	Ocp	1.1	1.4	1.9	3.4	0.0	1.4	1.1	16.4	1.0	3.1

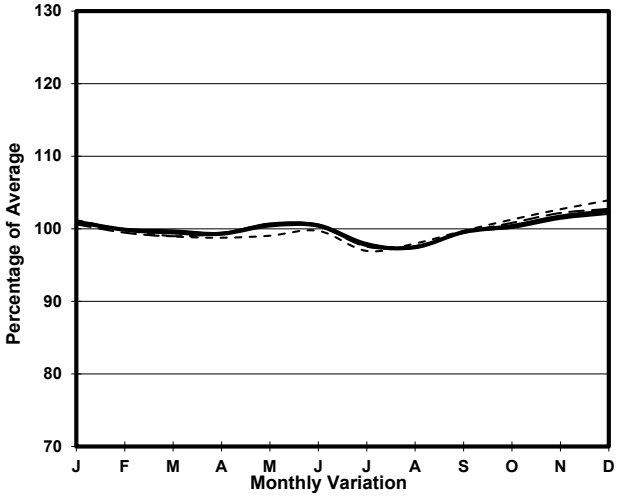
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

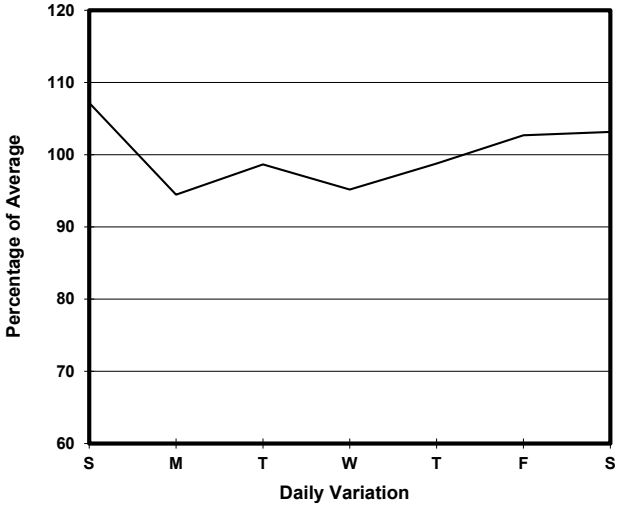
YEAR 2024 **LINK** LIN SHING RD (from WAN TSUI RD to CAPE COLLINSON RD)

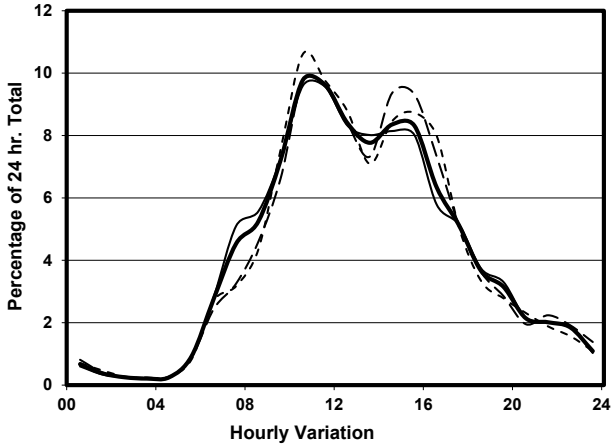
COVERAGE (B) STATION 2401
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

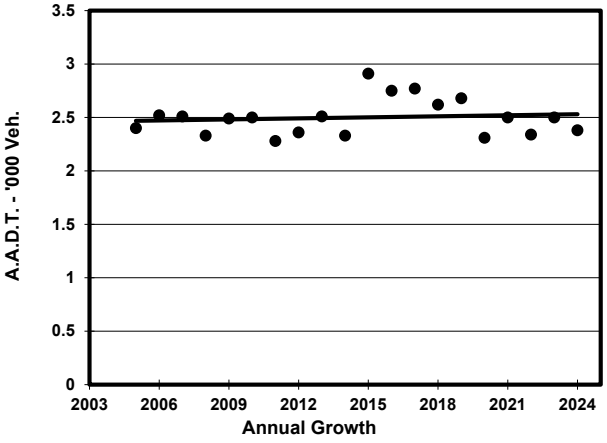


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	1990	1970	1970	2040
R 12 / 24 - %	83.2	83.3	82.7	83.6
R 16 / 24 - %	93.0	93.1	92.6	92.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	150	150	130	160
T - % (AM)	-	14.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	120	110	140	150
T - % (PM)	-	9.5	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-
NORTH BOUND				
A.A.D.T.	390	360	470	480
R 12 / 24 - %	89.9	89.3	91.5	90.5
R 16 / 24 - %	96.0	96.1	96.4	96.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	30	20	30	30
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	30	30	40	50
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	3.3	-	-

3. OTHER INFORMATION AND COMMENT

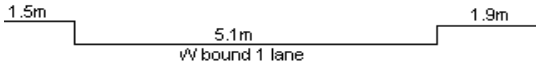
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.0	21.1	21.1	0.0	15.8	15.8	10.5	15.8	0.0	0.0
	Ocp	0.0	1.0	2.0	0.0	20.0	1.7	1.0	1.3	0.0	0.0
0800-0900	Pro	5.4	29.7	13.5	2.7	13.5	27.0	5.4	2.7	0.0	0.0
	Ocp	1.0	1.1	1.8	13.0	15.8	2.1	2.0	10.0	0.0	0.0
0900-1000	Pro	3.0	33.3	21.2	0.0	9.1	21.2	6.1	6.1	0.0	0.0
	Ocp	1.0	1.3	1.9	0.0	19.0	1.9	1.5	1.0	0.0	0.0
1000-1100	Pro	2.9	19.1	52.9	4.4	5.9	10.3	0.0	4.4	0.0	0.0
Peak hour	Ocp	1.0	1.5	2.5	5.7	12.0	1.3	0.0	10.3	0.0	0.0
1100-1200	Pro	1.8	21.8	47.3	3.6	3.6	16.4	0.0	5.5	0.0	0.0
	Ocp	1.0	1.2	2.7	3.5	20.0	1.8	0.0	6.7	0.0	0.0
1200-1300	Pro	4.5	31.8	36.4	2.3	4.5	11.4	4.5	4.5	0.0	0.0
	Ocp	1.0	1.4	2.7	2.0	20.0	2.0	2.0	2.5	0.0	0.0
1300-1400	Pro	4.4	24.4	40.0	0.0	4.4	17.8	6.7	2.2	0.0	0.0
	Ocp	1.0	2.2	2.8	0.0	10.5	1.6	1.3	3.0	0.0	0.0
1400-1500	Pro	4.8	31.0	35.7	2.4	2.4	16.7	4.8	2.4	0.0	0.0
	Ocp	1.0	1.8	1.9	8.0	12.0	1.4	1.0	6.0	0.0	0.0
1500-1600	Pro	2.0	43.1	27.5	0.0	3.9	15.7	3.9	3.9	0.0	0.0
	Ocp	1.0	2.2	2.4	0.0	8.0	2.1	1.0	3.5	0.0	0.0
1600-1700	Pro	3.4	17.0	37.3	3.4	6.8	23.7	3.4	3.4	0.0	1.7
	Ocp	2.0	1.4	1.1	2.0	10.5	1.1	1.0	1.0	0.0	1.0
1700-1800	Pro	5.9	50.0	0.0	8.8	11.8	14.7	5.9	2.9	0.0	0.0
	Ocp	1.0	1.5	0.0	2.3	12.5	1.2	1.0	8.0	0.0	0.0
1800-1900	Pro	20.8	50.0	8.3	0.0	4.2	12.5	0.0	4.2	0.0	0.0
	Ocp	1.0	1.2	1.5	0.0	20.0	1.0	0.0	6.0	0.0	0.0
1900-2000	Pro	5.5	60.3	5.5	0.0	11.0	5.5	11.0	0.0	0.0	1.4
	Ocp	2.0	1.4	2.0	0.0	8.0	2.0	1.0	0.0	0.0	1.0
2000-2100	Pro	0.0	40.0	20.0	0.0	13.3	26.7	0.0	0.0	0.0	0.0
	Ocp	0.0	1.5	1.7	0.0	7.5	1.5	0.0	0.0	0.0	0.0
2100-2200	Pro	0.0	47.1	29.4	5.9	11.8	5.9	0.0	0.0	0.0	0.0
	Ocp	0.0	1.4	2.4	3.0	7.0	1.0	0.0	0.0	0.0	0.0
2200-2300	Pro	0.0	44.4	33.3	0.0	11.1	11.1	0.0	0.0	0.0	0.0
	Ocp	0.0	1.8	2.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0
16 hours	Pro	4.1	32.2	30.7	2.4	7.0	15.9	3.7	3.9	0.0	0.1
	Ocp	1.1	1.5	2.3	4.5	13.6	1.6	1.3	4.9	0.0	1.0

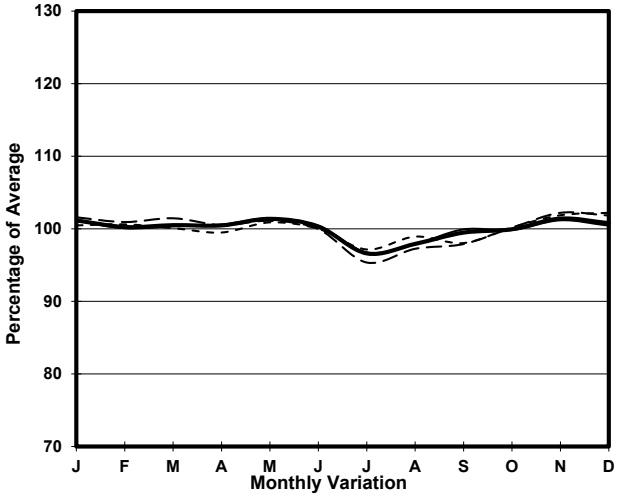
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

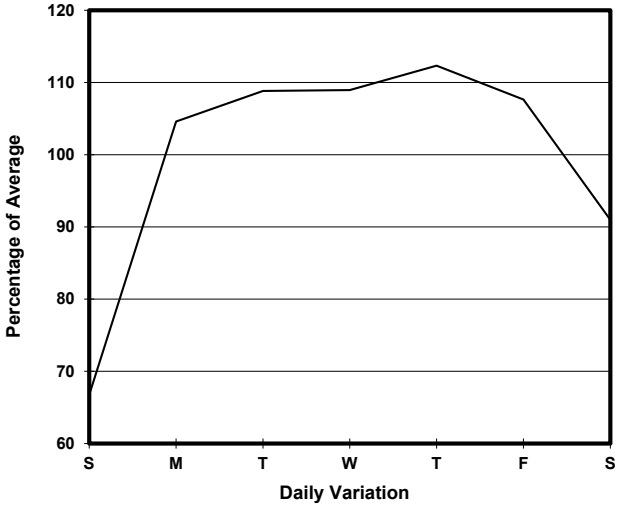
YEAR 2024 **LINK** WING LOK ST (from MORRISON ST to DES VOEUX RD C)

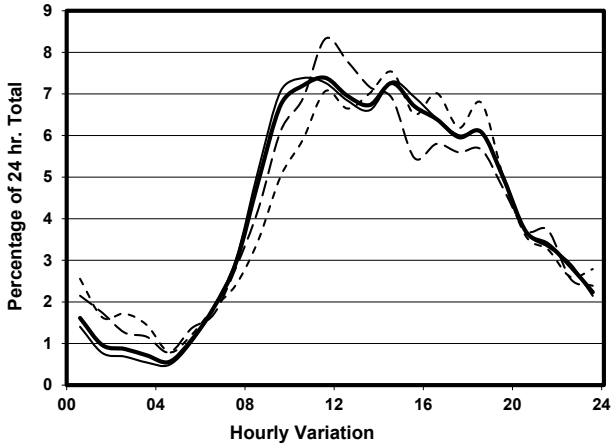
COVERAGE (B) STATION 2402
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

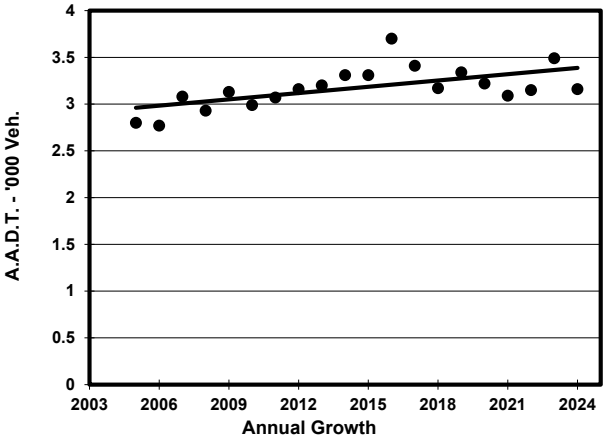


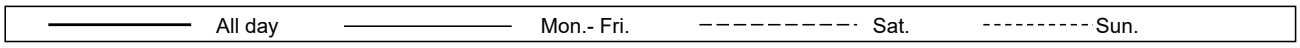
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
WEST BOUND				
A.A.D.T.	3160	3490	2900	2140
R 12 / 24 - %	75.3	76.1	72.7	71.6
R 16 / 24 - %	90.2	91.0	87.4	86.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	210	250	180	110
T - % (AM)	-	3.1	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	200	220	170	150
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	4.5	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

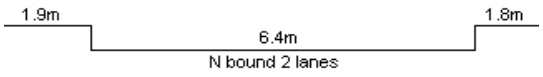
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.6	17.9	46.4	0.0	0.0	17.9	14.3	0.0	0.0	0.0
	Ocp	1.0	1.2	1.6	0.0	0.0	1.0	1.8	0.0	0.0	0.0
0800-0900	Pro	9.5	31.0	42.9	0.0	0.0	11.9	4.8	0.0	0.0	0.0
	Ocp	1.0	1.5	1.4	0.0	0.0	1.4	2.0	0.0	0.0	0.0
0900-1000	Pro	3.1	46.2	32.3	0.0	0.0	15.4	3.1	0.0	0.0	0.0
	Ocp	1.0	1.4	1.5	0.0	0.0	1.6	2.5	0.0	0.0	0.0
1000-1100	Pro	3.2	45.2	30.6	0.0	0.0	21.0	0.0	0.0	0.0	0.0
Peak hour	Ocp	1.0	1.5	1.3	0.0	0.0	1.4	0.0	0.0	0.0	0.0
1100-1200	Pro	15.1	42.5	21.9	0.0	0.0	13.7	6.9	0.0	0.0	0.0
	Ocp	1.0	1.6	1.6	0.0	0.0	1.8	2.2	0.0	0.0	0.0
1200-1300	Pro	8.0	50.0	18.0	2.0	0.0	16.0	6.0	0.0	0.0	0.0
	Ocp	1.0	1.6	1.6	2.0	0.0	1.5	1.3	0.0	0.0	0.0
1300-1400	Pro	10.1	37.7	21.7	1.5	0.0	23.2	5.8	0.0	0.0	0.0
	Ocp	1.0	1.7	1.8	1.0	0.0	1.3	1.3	0.0	0.0	0.0
1400-1500	Pro	5.7	47.2	24.5	0.0	0.0	11.3	11.3	0.0	0.0	0.0
	Ocp	1.0	1.5	1.5	0.0	0.0	1.5	2.0	0.0	0.0	0.0
1500-1600	Pro	4.5	43.2	29.5	2.3	0.0	20.5	0.0	0.0	0.0	0.0
	Ocp	1.0	1.7	1.6	1.0	0.0	1.2	0.0	0.0	0.0	0.0
1600-1700	Pro	6.4	57.4	23.4	0.0	0.0	12.8	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0
1700-1800	Pro	8.8	47.1	29.4	0.0	0.0	11.8	2.9	0.0	0.0	0.0
	Ocp	1.0	1.6	2.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0
1800-1900	Pro	7.7	69.2	17.9	0.0	0.0	5.1	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	2.6	0.0	0.0	1.5	0.0	0.0	0.0	0.0
1900-2000	Pro	10.3	74.4	7.7	2.6	0.0	2.6	2.6	0.0	0.0	0.0
	Ocp	1.0	1.5	2.0	4.0	0.0	1.0	3.0	0.0	0.0	0.0
2000-2100	Pro	13.8	48.3	24.1	3.4	0.0	10.3	0.0	0.0	0.0	0.0
	Ocp	1.0	1.7	1.9	1.0	0.0	1.3	0.0	0.0	0.0	0.0
2100-2200	Pro	20.0	45.7	25.7	0.0	0.0	2.9	5.7	0.0	0.0	0.0
	Ocp	1.0	1.8	2.7	0.0	0.0	1.0	1.5	0.0	0.0	0.0
2200-2300	Pro	14.3	46.4	25.0	0.0	0.0	3.6	10.7	0.0	0.0	0.0
	Ocp	1.0	1.7	1.9	0.0	0.0	1.0	1.3	0.0	0.0	0.0
16 hours	Pro	8.7	46.7	25.9	0.7	0.0	13.6	4.5	0.0	0.0	0.0
	Ocp	1.0	1.6	1.7	1.8	0.0	1.4	1.8	0.0	0.0	0.0

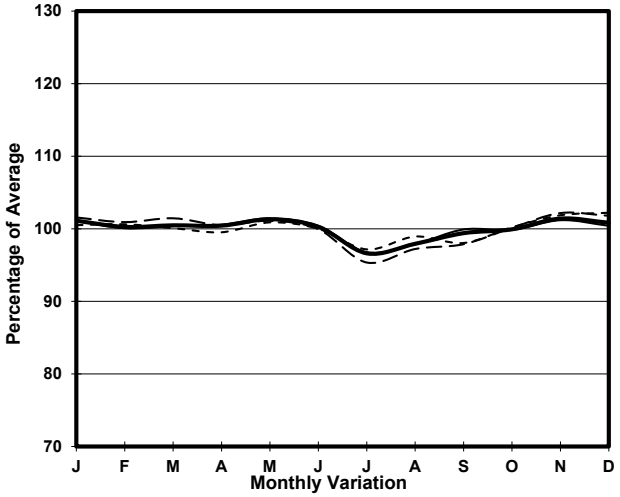
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

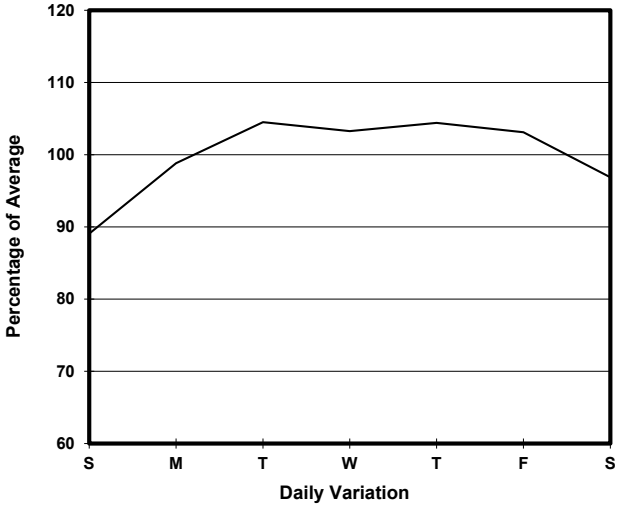
YEAR 2024 **LINK** ICE HOUSE ST (from CONNAUGHT RD C to LOWER ALBERT RD)

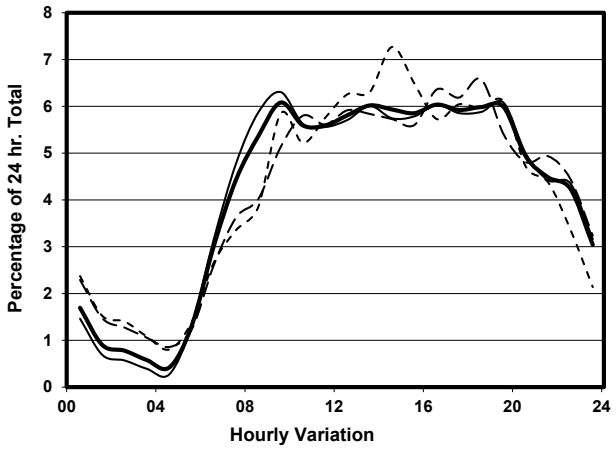
COVERAGE (B) STATION 2403
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

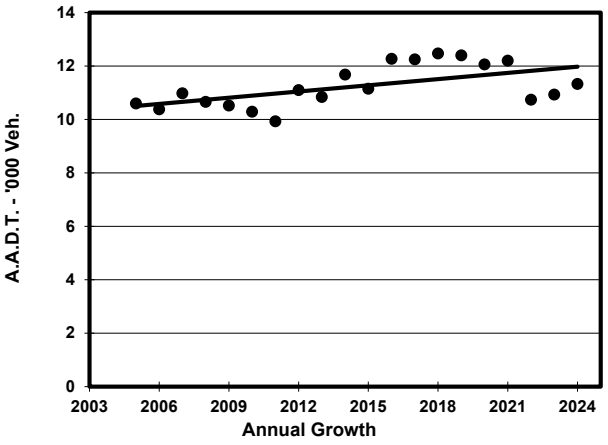


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	11330	11730	10930	10190
R 12 / 24 - %	68.6	69.2	66.4	68.1
R 16 / 24 - %	88.3	89.0	86.0	86.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	690	740	560	600
T - % (AM)	-	10.4	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1700-1800
One-way flow at PM peak hour	680	710	720	620
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.0	41.7	33.0	1.7	8.7	0.0	0.0	13.9	0.0	0.9
	Ocp	0.0	1.6	2.1	2.0	10.4	0.0	0.0	5.5	0.0	31.0
0800-0900	Pro	1.9	29.2	41.9	0.0	5.8	5.8	0.0	14.6	0.0	0.7
	Ocp	1.0	1.2	1.9	0.0	10.7	1.5	0.0	5.9	0.0	40.0
0900-1000	Pro	1.2	35.0	43.9	0.6	5.3	3.6	1.2	8.3	0.0	0.9
Peak hour	Ocp	1.0	1.8	1.9	7.0	11.0	1.8	2.0	9.5	0.0	23.7
1000-1100	Pro	1.6	32.5	38.2	0.8	3.3	13.0	3.3	6.5	0.0	0.8
	Ocp	1.0	1.8	1.8	8.0	9.5	1.5	1.5	5.8	0.0	19.0
1100-1200	Pro	6.1	43.3	27.8	1.4	3.4	12.9	0.0	4.7	0.0	0.5
	Ocp	1.0	1.8	1.6	5.0	10.6	1.2	0.0	4.6	0.0	18.7
1200-1300	Pro	4.2	36.4	46.9	0.7	3.5	2.1	0.0	5.6	0.0	0.5
	Ocp	1.0	1.2	1.4	4.0	10.2	1.7	0.0	10.5	0.0	29.0
1300-1400	Pro	10.0	52.2	21.1	1.1	3.3	6.7	0.0	4.4	0.0	1.1
	Ocp	1.0	1.3	1.8	10.0	7.0	1.5	0.0	4.5	0.0	20.3
1400-1500	Pro	2.0	49.1	30.1	1.0	5.0	3.0	0.0	9.0	0.0	0.8
	Ocp	1.0	1.6	1.7	5.0	11.2	2.0	0.0	9.0	0.0	22.3
1500-1600	Pro	3.0	51.6	22.8	1.0	6.9	6.9	0.0	6.9	0.0	0.7
	Ocp	1.0	1.3	1.6	7.0	12.7	1.4	0.0	6.6	0.0	21.0
1600-1700	Pro	4.4	52.3	27.5	0.9	3.5	2.7	0.9	7.1	0.0	0.7
	Ocp	1.0	1.1	1.5	10.0	8.3	1.3	1.0	6.0	0.0	19.3
1700-1800	Pro	2.4	44.4	31.7	0.8	5.6	3.2	0.8	10.3	0.0	0.8
	Ocp	1.3	1.3	1.7	7.0	13.3	1.0	1.0	6.8	0.0	23.0
1800-1900	Pro	2.0	45.0	37.5	0.7	4.1	2.0	0.7	7.5	0.0	0.5
	Ocp	1.0	1.3	1.4	3.0	14.2	1.0	1.0	11.1	0.0	35.7
1900-2000	Pro	5.8	39.7	44.9	0.0	1.9	0.0	0.6	6.4	0.0	0.6
	Ocp	1.0	1.2	1.2	0.0	6.3	0.0	1.0	4.2	0.0	17.5
2000-2100	Pro	9.4	29.0	52.5	0.0	1.9	1.9	0.9	3.7	0.0	0.7
	Ocp	1.0	1.3	1.2	0.0	2.5	3.5	2.0	2.3	0.0	4.7
2100-2200	Pro	6.3	29.2	56.4	1.0	2.1	2.1	0.0	2.1	0.0	0.8
	Ocp	1.2	1.5	1.3	4.0	9.5	1.5	0.0	3.5	0.0	9.0
2200-2300	Pro	3.2	37.8	53.5	0.0	1.6	1.6	0.0	1.6	0.0	0.8
	Ocp	1.0	1.6	1.2	0.0	6.0	1.0	0.0	6.0	0.0	5.5
16 hours	Pro	4.0	40.4	38.2	0.7	4.0	4.4	0.6	7.0	0.0	0.7
	Ocp	1.0	1.4	1.5	5.9	10.6	1.5	1.5	6.9	0.0	21.4

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

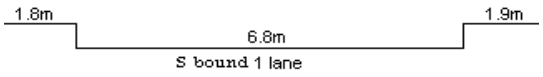
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

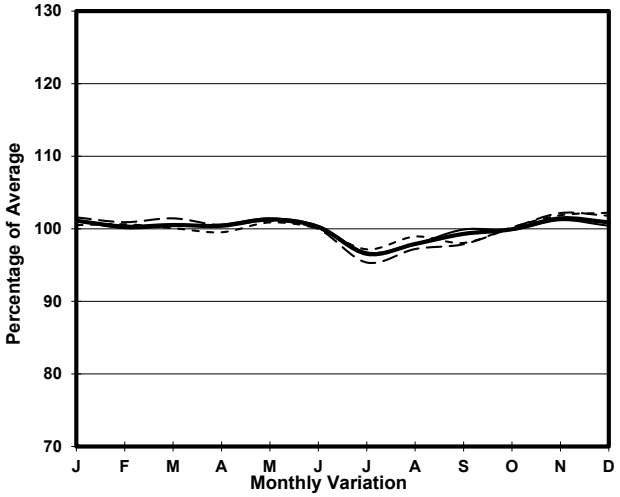
* All traffic data are collected from combined bounds

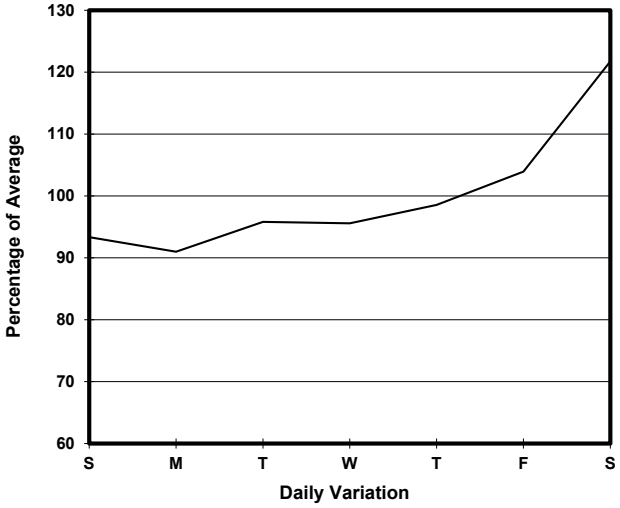
YEAR 2024 **LINK** D'AGUILAR ST (from QUEEN'S RD C to WYNDHAM ST)

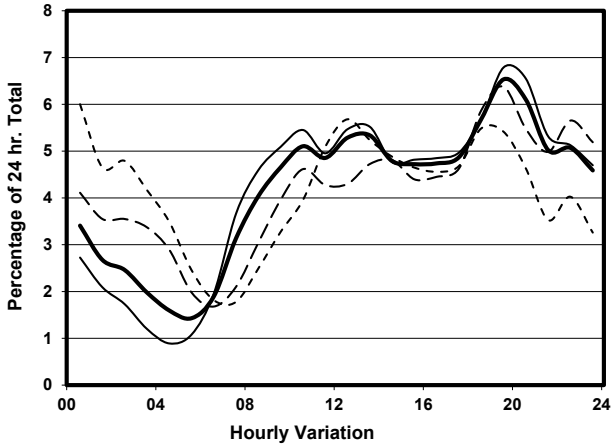
COVERAGE (B) STATION 2404
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

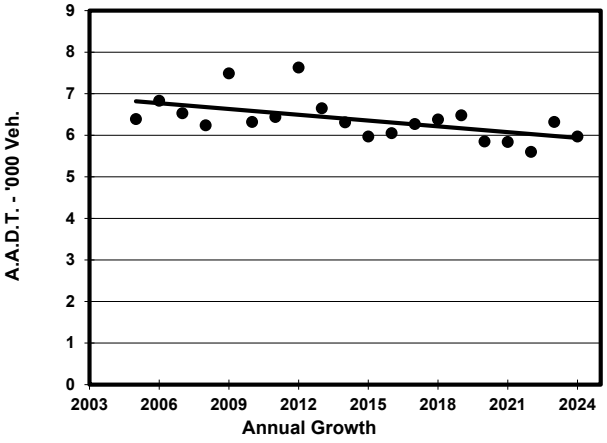


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5970	5810	7220	5610
R 12 / 24 - %	57.2	59.8	51.2	51.8
R 16 / 24 - %	80.0	83.6	73.7	69.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	280	300	290	180
T - % (AM)	-	5.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	340	330	420	310
T - % (PM)	-	2.5	-	-
Prop.of commercial vehicles - 16 hr.	-	3.8	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

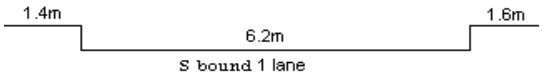
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.0	22.4	43.1	0.0	0.0	25.9	5.2	0.0	0.9	2.6
	Ocp	0.0	1.2	2.1	0.0	0.0	1.1	1.3	0.0	31.0	38.5
0800-0900	Pro	2.0	32.5	44.7	2.0	0.0	14.2	0.0	0.0	2.0	2.5
	Ocp	1.0	1.5	1.4	1.0	0.0	1.1	0.0	0.0	30.8	35.2
0900-1000	Pro	9.5	25.3	39.5	0.0	0.0	20.6	3.2	0.0	0.4	1.6
	Ocp	1.0	1.1	1.4	0.0	0.0	1.5	1.5	0.0	45.0	21.3
1000-1100	Pro	0.0	42.4	27.7	0.0	0.0	25.8	1.8	0.0	0.9	1.4
	Ocp	0.0	1.6	1.5	0.0	0.0	1.8	2.0	0.0	9.5	13.7
1100-1200	Pro	11.2	46.6	14.5	0.0	0.0	24.1	1.6	0.0	0.4	1.6
	Ocp	1.1	1.4	2.1	0.0	0.0	1.5	1.0	0.0	16.0	8.8
1200-1300	Pro	8.6	44.6	22.3	1.7	0.0	17.2	3.4	0.0	0.9	1.3
	Ocp	1.0	1.4	1.8	19.0	0.0	1.3	2.0	0.0	12.5	11.7
1300-1400	Pro	15.8	41.1	26.9	0.0	0.0	14.2	0.0	0.0	0.4	1.6
	Ocp	1.0	1.2	2.1	0.0	0.0	1.7	0.0	0.0	16.0	10.0
1400-1500	Pro	9.8	46.8	25.4	0.0	0.0	11.7	3.9	0.0	1.5	1.0
	Ocp	1.0	1.4	1.9	0.0	0.0	1.2	1.5	0.0	12.7	12.0
1500-1600	Pro	9.6	57.7	23.1	1.9	0.0	3.8	1.9	0.0	0.5	1.4
	Ocp	1.0	1.2	2.3	1.0	0.0	1.5	2.0	0.0	16.0	17.7
1600-1700	Pro	1.6	49.0	32.7	1.6	0.0	13.1	0.0	0.0	0.8	1.2
	Ocp	1.0	1.4	2.0	5.0	0.0	1.1	0.0	0.0	13.5	16.7
1700-1800	Pro	12.4	54.9	24.8	0.0	0.0	3.5	1.8	0.0	1.3	1.3
	Ocp	1.0	1.5	2.1	0.0	0.0	1.0	1.0	0.0	18.7	20.7
1800-1900	Pro	9.1	51.9	32.5	0.0	0.0	3.9	1.3	0.0	0.7	0.7
	Ocp	1.0	1.8	2.2	0.0	0.0	1.3	2.0	0.0	32.0	35.5
1900-2000	Pro	20.3	41.9	33.0	0.0	0.0	2.5	0.0	0.0	1.0	1.3
Peak hour	Ocp	1.0	1.6	1.8	0.0	0.0	1.5	0.0	0.0	17.3	28.8
2000-2100	Pro	9.5	41.9	44.6	0.0	0.0	1.4	1.4	0.0	0.7	0.7
	Ocp	1.0	1.4	2.2	0.0	0.0	1.0	1.0	0.0	18.0	14.0
2100-2200	Pro	3.2	36.9	54.6	1.6	0.0	1.6	0.0	0.0	0.8	1.2
	Ocp	1.0	1.5	2.3	4.0	0.0	1.0	0.0	0.0	15.5	13.0
2200-2300	Pro	5.4	48.9	43.4	0.0	0.0	0.0	0.0	0.0	1.4	0.9
	Ocp	1.0	1.7	2.1	0.0	0.0	0.0	0.0	0.0	12.0	22.0
16 hours	Pro	8.4	42.8	33.5	0.5	0.0	11.1	1.5	0.0	0.9	1.4
	Ocp	1.0	1.4	2.0	6.0	0.0	1.4	1.5	0.0	19.5	21.3

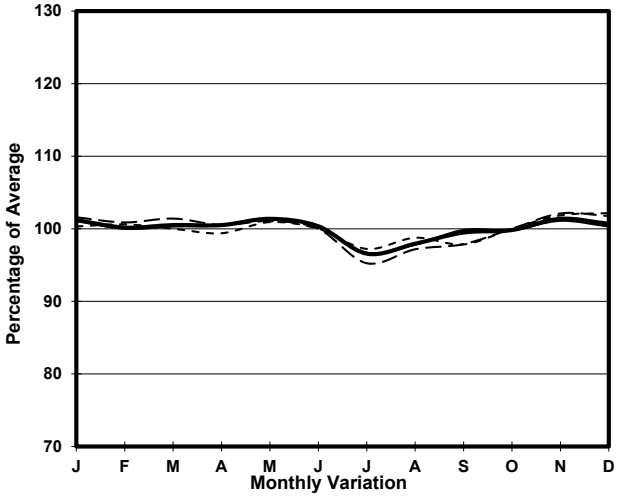
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

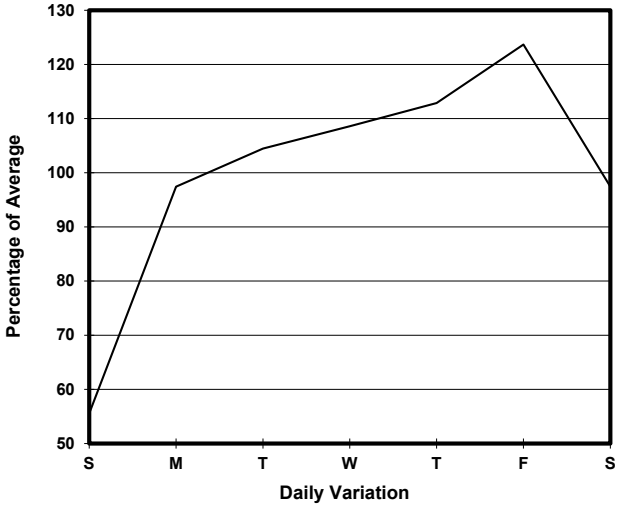
YEAR 2024 **LINK** COCHRANE ST (from QUEEN'S RD C to WELLINGTON ST)

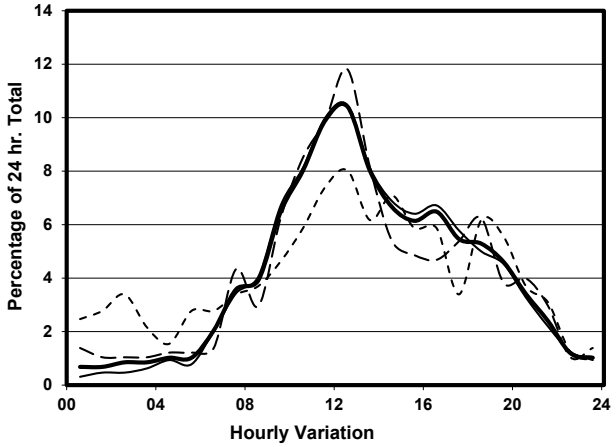
COVERAGE (B) STATION 2405
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

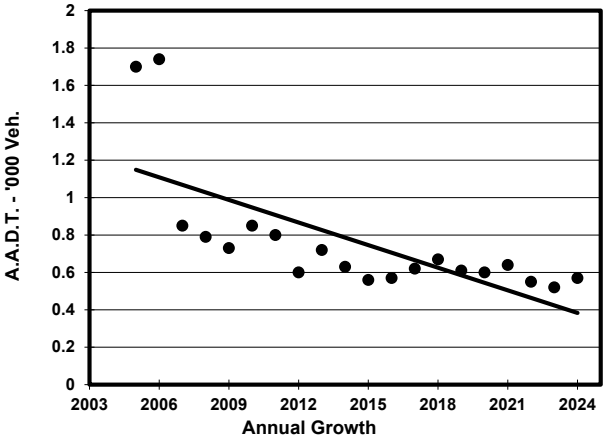


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	570	640	570	320
R 12 / 24 - %	80.4	81.7	78.5	67.6
R 16 / 24 - %	92.0	93.0	90.3	81.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	40	40	40	20
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	40	40	40	20
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	0.6	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

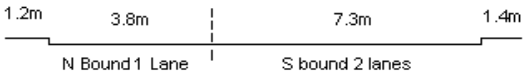
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	7.7	15.4	15.4	0.0	0.0	61.5	0.0	0.0	0.0	0.0
	Ocp	1.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
0800-0900	Pro	0.0	46.2	15.4	0.0	0.0	38.5	0.0	0.0	0.0	0.0
	Ocp	0.0	1.3	1.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
0900-1000	Pro	6.3	43.8	12.5	0.0	0.0	37.5	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
1000-1100	Pro	10.0	36.7	13.3	0.0	0.0	40.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.1	1.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0
1100-1200	Pro	9.3	37.2	20.9	0.0	0.0	32.6	0.0	0.0	0.0	0.0
	Ocp	1.0	1.2	1.2	0.0	0.0	1.2	0.0	0.0	0.0	0.0
1200-1300	Pro	6.3	28.1	21.9	0.0	0.0	43.8	0.0	0.0	0.0	0.0
Peak hour	Ocp	1.0	1.2	1.3	0.0	0.0	1.1	0.0	0.0	0.0	0.0
1300-1400	Pro	8.8	44.1	14.7	0.0	0.0	32.4	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.2	0.0	0.0	1.3	0.0	0.0	0.0	0.0
1400-1500	Pro	8.3	54.2	12.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.6	1.3	0.0	0.0	1.5	0.0	0.0	0.0	0.0
1500-1600	Pro	10.0	50.0	5.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	3.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
1600-1700	Pro	10.7	35.7	0.0	0.0	0.0	53.6	0.0	0.0	0.0	0.0
	Ocp	1.3	1.4	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
1700-1800	Pro	9.5	57.1	4.8	0.0	0.0	23.8	4.8	0.0	0.0	0.0
	Ocp	1.0	1.8	3.0	0.0	0.0	1.4	1.0	0.0	0.0	0.0
1800-1900	Pro	6.3	56.3	6.3	0.0	0.0	31.3	0.0	0.0	0.0	0.0
	Ocp	1.0	1.6	1.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0
1900-2000	Pro	55.6	27.8	11.1	0.0	0.0	5.6	0.0	0.0	0.0	0.0
	Ocp	1.0	1.6	1.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2000-2100	Pro	50.0	28.6	14.3	0.0	0.0	0.0	7.1	0.0	0.0	0.0
	Ocp	1.0	1.5	1.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
2100-2200	Pro	0.0	57.1	28.6	0.0	0.0	14.3	0.0	0.0	0.0	0.0
	Ocp	0.0	1.8	2.5	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2200-2300	Pro	50.0	33.3	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	2.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 hours	Pro	12.8	40.5	13.1	0.0	0.0	33.0	0.6	0.0	0.0	0.0
	Ocp	1.0	1.4	1.3	0.0	0.0	1.3	1.5	0.0	0.0	0.0

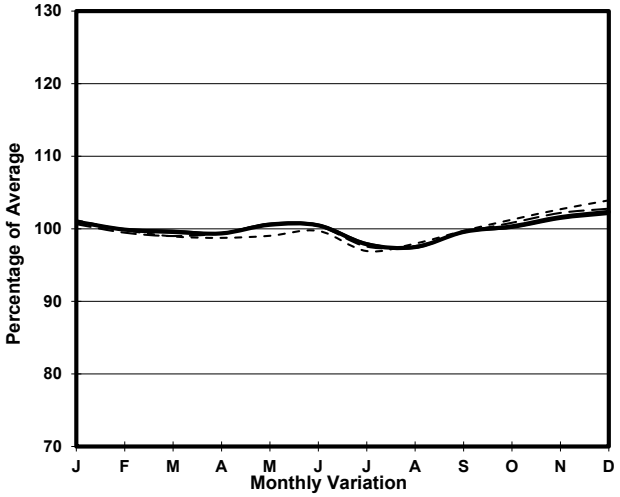
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

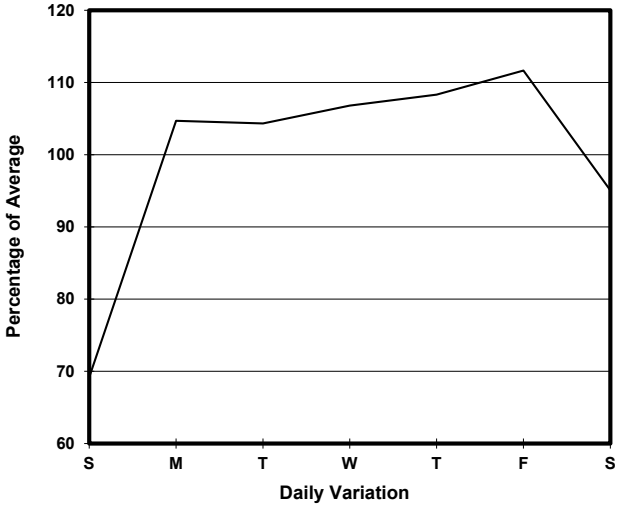
YEAR 2024 **LINK** SMITHFIELD (from POK FU LAM RD to LUNG WAH ST)

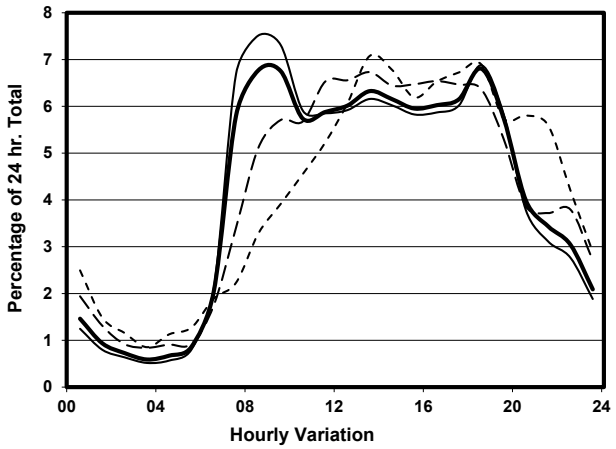
COVERAGE (B) STATION 2407
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

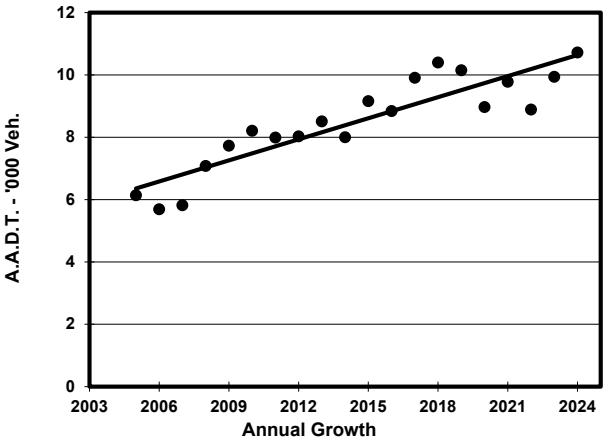


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8190	8970	7930	5490
R 12 / 24 - %	74.7	76.4	72.4	64.7
R 16 / 24 - %	90.5	91.3	88.6	86.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	580	700	470	200
T - % (AM)	-	5.4	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	540	600	540	380
T - % (PM)	-	1.9	-	-
Prop.of commercial vehicles - 16 hr.	-	4.0	-	-
NORTH BOUND				
A.A.D.T.	2530	2700	2470	2040
R 12 / 24 - %	73.2	74.6	70.9	67.5
R 16 / 24 - %	91.0	92.0	88.9	87.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	160	190	120	100
T - % (AM)	-	8.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	190	200	180	150
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	3.1	-	-

3. OTHER INFORMATION AND COMMENT

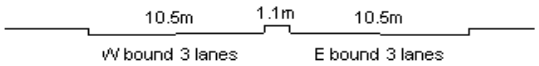
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	8.8	32.1	25.8	5.0	8.8	13.8	3.8	1.9	0.0	0.0
	Ocp	1.1	1.4	2.2	5.0	11.2	1.5	1.7	8.7	0.0	0.0
0800-0900	Pro	3.7	45.2	23.7	2.5	6.6	13.3	2.5	2.5	0.0	0.0
Peak hour	Ocp	1.0	1.4	2.1	3.7	13.5	1.2	1.3	6.8	0.0	0.0
0900-1000	Pro	4.9	39.9	20.2	1.5	10.3	18.2	4.4	0.5	0.0	0.0
	Ocp	1.0	1.3	2.3	1.7	12.7	1.5	1.6	15.0	0.0	0.0
1000-1100	Pro	4.5	41.8	24.3	0.0	2.8	21.5	4.5	0.6	0.0	0.0
	Ocp	1.0	1.5	2.2	0.0	17.4	1.3	2.0	14.0	0.0	0.0
1100-1200	Pro	4.4	44.3	24.1	1.3	5.7	16.5	2.5	1.3	0.0	0.0
	Ocp	1.0	1.3	2.0	5.0	17.7	1.5	1.5	13.5	0.0	0.0
1200-1300	Pro	13.0	28.6	33.3	1.6	4.2	13.0	4.2	2.1	0.0	0.0
	Ocp	1.0	1.8	2.2	3.0	15.4	1.6	1.5	9.5	0.0	0.0
1300-1400	Pro	12.8	31.4	30.2	1.2	7.0	10.5	2.3	4.7	0.0	0.0
	Ocp	1.0	1.5	2.2	1.5	14.7	1.2	1.3	2.4	0.0	0.0
1400-1500	Pro	2.7	36.1	24.5	1.4	4.8	25.9	3.4	1.4	0.0	0.0
	Ocp	1.0	1.6	2.0	1.0	12.6	1.3	2.0	4.0	0.0	0.0
1500-1600	Pro	4.2	33.9	25.4	4.2	7.4	20.6	2.1	2.1	0.0	0.0
	Ocp	1.0	1.6	2.0	3.1	11.0	1.4	1.3	9.5	0.0	0.0
1600-1700	Pro	1.5	44.4	21.5	6.7	7.4	16.3	0.7	1.5	0.0	0.0
	Ocp	1.0	1.5	1.9	3.4	13.7	1.4	1.0	8.5	0.0	0.0
1700-1800	Pro	9.1	39.8	28.4	0.0	9.7	10.2	1.1	1.7	0.0	0.0
	Ocp	1.1	1.6	2.2	0.0	15.1	1.5	1.0	3.7	0.0	0.0
1800-1900	Pro	10.9	50.0	22.2	0.5	6.1	9.0	0.0	1.4	0.0	0.0
	Ocp	1.0	1.5	2.1	2.0	15.1	1.4	0.0	5.3	0.0	0.0
1900-2000	Pro	14.0	50.3	24.0	0.0	7.0	2.9	0.6	1.2	0.0	0.0
	Ocp	1.0	1.5	2.3	0.0	12.4	1.2	2.0	11.5	0.0	0.0
2000-2100	Pro	9.6	56.8	19.2	0.0	8.0	6.4	0.0	0.0	0.0	0.0
	Ocp	1.0	1.7	2.0	0.0	10.4	1.5	0.0	0.0	0.0	0.0
2100-2200	Pro	9.8	48.9	34.8	0.0	2.2	3.3	0.0	1.1	0.0	0.0
	Ocp	1.0	1.5	2.4	0.0	6.5	2.0	0.0	35.0	0.0	0.0
2200-2300	Pro	9.8	58.8	26.5	0.0	2.9	1.0	1.0	0.0	0.0	0.0
	Ocp	1.1	1.5	2.1	0.0	9.7	2.0	2.0	0.0	0.0	0.0
16 hours	Pro	7.7	41.8	25.3	1.7	6.5	13.2	2.2	1.6	0.0	0.0
	Ocp	1.0	1.5	2.2	3.4	13.4	1.4	1.6	7.8	0.0	0.0

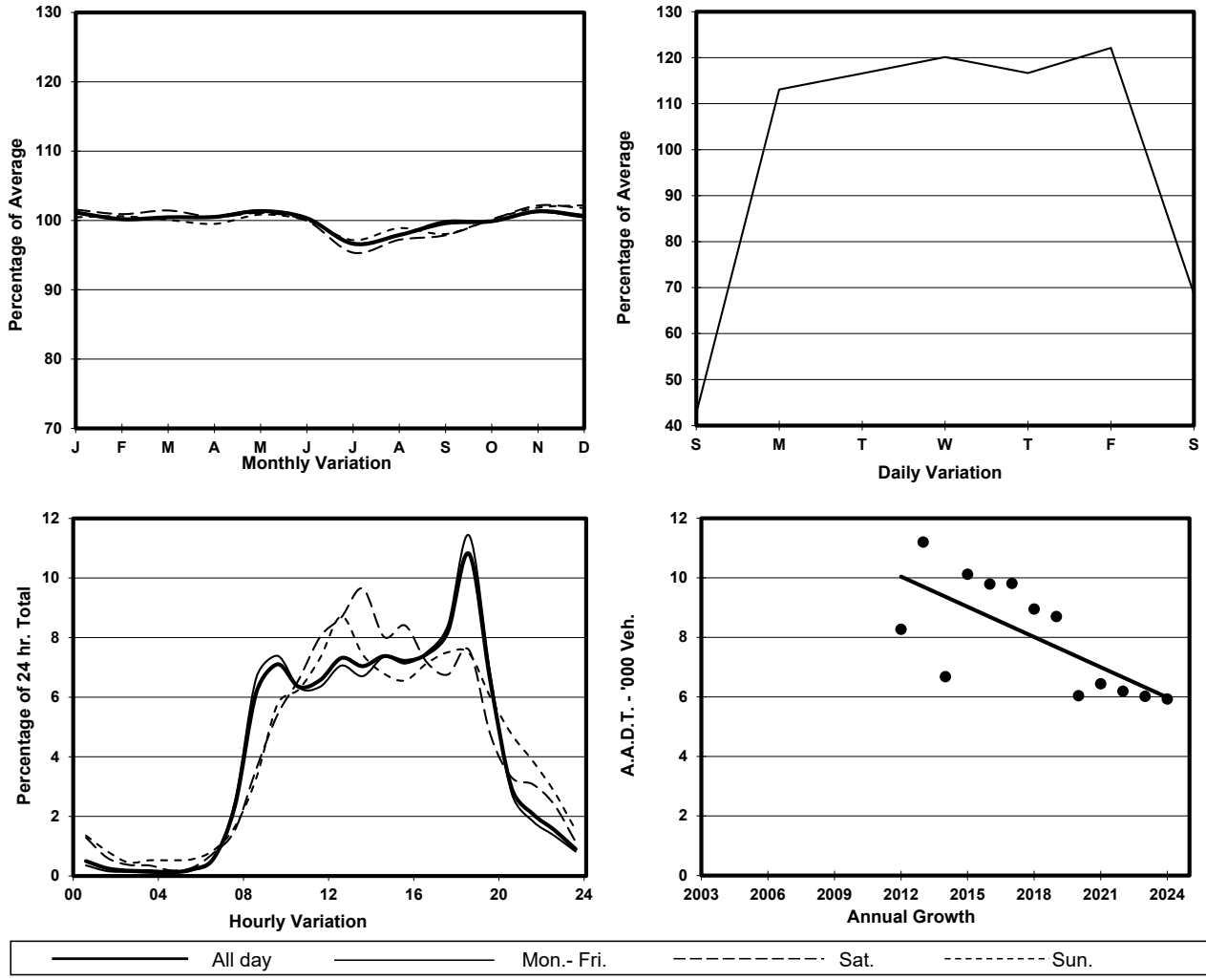
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** LUNG WUI RD (from TIM MEI AVE to LUNG KING ST)

COVERAGE (B) STATION 2408
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	4810	5830	3460	2150
R 12 / 24 - %	83.8	84.5	82.2	77.0
R 16 / 24 - %	97.3	97.8	95.2	93.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	340	420	180	120
T - % (AM)	-	8.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	570	730	280	170
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	9.5	-	-
WEST BOUND				
A.A.D.T.	1120	1390	710	450
R 12 / 24 - %	84.4	86.1	77.7	70.7
R 16 / 24 - %	95.8	96.6	93.8	90.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	90	110	50	30
T - % (AM)	-	3.7	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	90	110	40	30
T - % (PM)	-	4.0	-	-
Prop.of commercial vehicles - 16 hr.	-	5.5	-	-

3. OTHER INFORMATION AND COMMENT

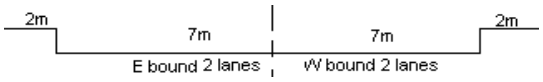
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.0	34.0	25.5	4.3	0.0	17.0	12.8	0.0	0.0	6.4
	Ocp	0.0	1.1	1.5	3.0	0.0	1.0	1.0	0.0	0.0	10.3
0800-0900	Pro	1.3	51.0	18.3	1.3	0.0	6.5	2.6	14.4	0.0	4.6
	Ocp	1.0	1.2	1.5	1.0	0.0	1.0	1.0	4.5	0.0	10.3
0900-1000	Pro	2.1	70.7	13.7	0.0	0.0	6.3	2.1	1.1	0.0	4.0
	Ocp	1.0	1.3	1.8	0.0	0.0	1.7	1.0	1.0	0.0	6.7
1000-1100	Pro	0.0	76.3	17.3	0.0	0.0	4.3	0.0	0.0	0.0	2.2
	Ocp	0.0	1.3	1.3	0.0	0.0	1.7	0.0	0.0	0.0	7.5
1100-1200	Pro	0.0	48.8	18.3	1.2	0.0	19.5	3.7	6.1	0.0	2.4
	Ocp	0.0	1.4	1.4	6.0	0.0	1.8	1.7	2.6	0.0	7.5
1200-1300	Pro	1.4	63.4	15.2	0.0	0.0	12.4	0.0	5.5	0.0	2.1
	Ocp	1.0	1.7	2.0	0.0	0.0	1.6	0.0	2.5	0.0	11.0
1300-1400	Pro	0.0	53.9	27.8	1.6	0.0	9.8	0.0	4.9	0.0	2.0
	Ocp	0.0	1.8	1.9	9.0	0.0	1.2	0.0	3.0	0.0	13.6
1400-1500	Pro	2.9	68.3	13.7	0.0	0.0	5.9	3.9	3.9	0.0	1.5
	Ocp	1.0	1.5	1.6	0.0	0.0	2.5	2.5	2.0	0.0	8.7
1500-1600	Pro	7.6	50.9	22.8	0.0	0.0	11.9	1.1	4.3	0.0	1.4
	Ocp	1.1	1.5	1.6	0.0	0.0	2.5	1.0	10.0	0.0	11.2
1600-1700	Pro	3.7	57.3	18.5	0.0	0.0	13.9	0.9	4.6	0.0	1.2
	Ocp	1.0	1.6	1.5	0.0	0.0	2.0	1.0	8.0	0.0	8.4
1700-1800	Pro	0.8	70.9	10.1	0.0	0.0	7.6	0.8	8.4	0.0	1.3
	Ocp	1.0	1.5	2.3	0.0	0.0	1.3	1.0	3.2	0.0	4.3
1800-1900	Pro	8.0	66.5	13.8	0.6	0.0	4.0	0.0	6.3	0.0	0.9
Peak hour	Ocp	1.0	1.6	2.0	2.0	0.0	1.4	0.0	1.9	0.0	6.7
1900-2000	Pro	3.2	82.5	7.4	0.0	0.0	2.1	1.1	2.1	0.0	1.6
	Ocp	1.0	1.4	1.9	0.0	0.0	2.0	2.0	3.0	0.0	4.7
2000-2100	Pro	0.0	71.3	15.3	0.0	0.0	7.6	2.5	0.0	0.0	3.2
	Ocp	0.0	1.4	1.8	0.0	0.0	1.7	2.0	0.0	0.0	1.2
2100-2200	Pro	0.0	54.5	27.3	4.5	0.0	9.1	0.0	0.0	0.0	4.5
	Ocp	0.0	1.8	2.0	2.0	0.0	2.0	0.0	0.0	0.0	1.0
2200-2300	Pro	0.0	69.7	18.2	0.0	0.0	3.0	0.0	6.1	0.0	3.0
	Ocp	0.0	2.0	1.8	0.0	0.0	1.0	0.0	3.5	0.0	1.8
16 hours	Pro	2.8	63.7	16.1	0.5	0.0	8.3	1.5	4.9	0.0	2.1
	Ocp	1.0	1.5	1.7	3.8	0.0	1.7	1.5	3.8	0.0	7.5

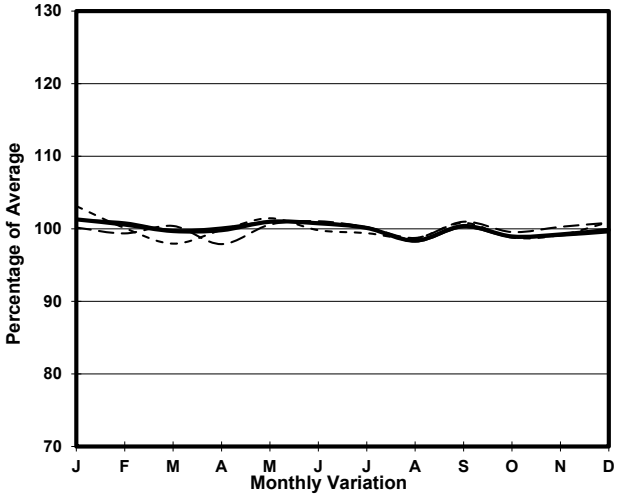
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

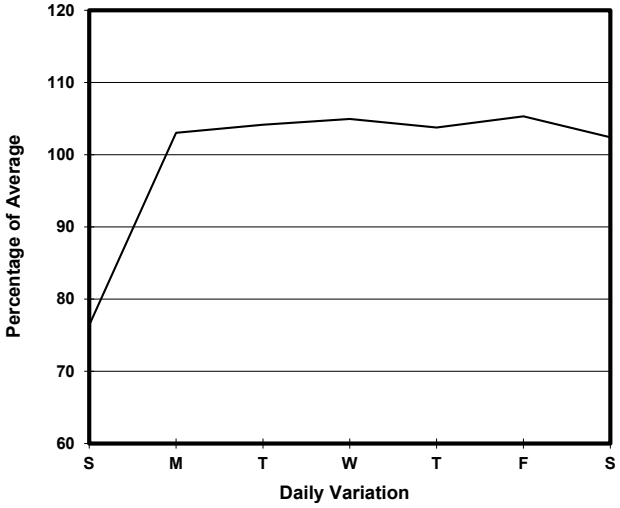
YEAR 2024 **LINK** TAI PO RD (from CALDECOTT RD to TAI PO RD INT)

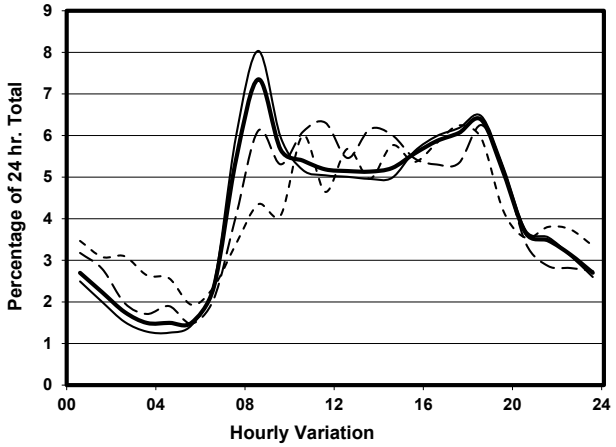
COVERAGE (B) STATION 4201
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

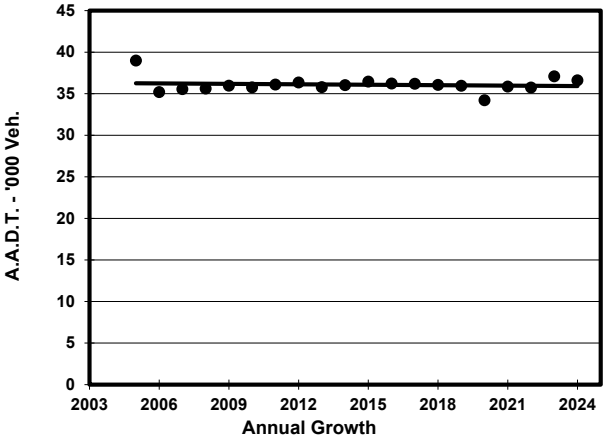


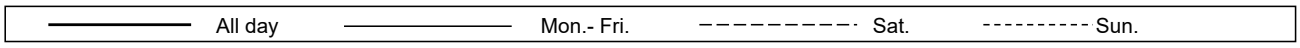
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	20780	22000	21030	16200
R 12 / 24 - %	69.2	70.5	67.3	62.6
R 16 / 24 - %	82.6	83.8	80.9	75.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	1890	2210	1590	710
T - % (AM)	-	4.4	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	1200	1250	1300	1070
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	4.3	-	-
WEST BOUND				
A.A.D.T.	15830	16570	16650	12610
R 12 / 24 - %	67.3	67.9	68.7	61.8
R 16 / 24 - %	85.3	86.5	83.8	79.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	820	880	990	540
T - % (AM)	-	4.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1140	1270	1050	830
T - % (PM)	-	2.0	-	-
Prop.of commercial vehicles - 16 hr.	-	3.8	-	-

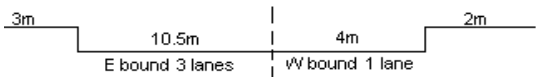
3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

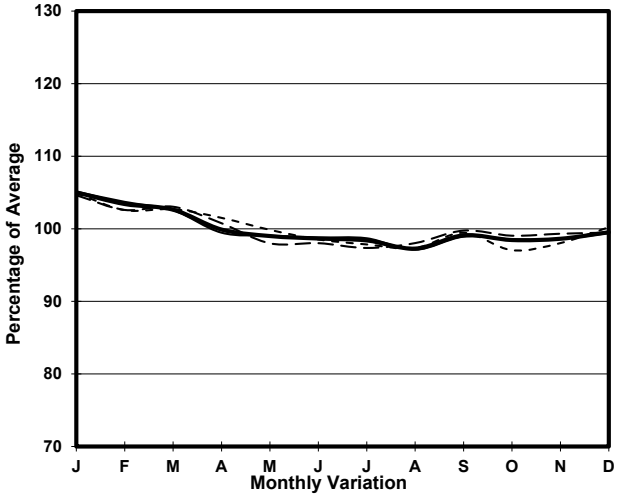
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	12.0	50.4	16.4	2.2	0.0	13.5	2.0	2.9	0.0	0.6
	Ocp	1.0	1.3	1.8	6.0	0.0	1.2	1.0	22.0	0.0	55.2
0800-0900	Pro	9.3	65.3	7.1	1.4	0.0	12.7	2.0	1.9	0.0	0.4
Peak hour	Ocp	1.0	1.3	1.8	9.4	0.0	1.3	1.5	2.0	0.0	54.2
0900-1000	Pro	6.8	56.4	12.2	0.7	0.0	20.7	2.2	0.2	0.0	0.9
	Ocp	1.0	1.3	1.6	2.3	0.0	1.4	1.2	1.0	0.0	38.6
1000-1100	Pro	1.8	46.4	17.8	1.2	0.0	27.1	4.2	0.6	0.0	0.8
	Ocp	1.0	1.4	1.3	1.5	0.0	1.3	1.3	1.0	0.0	47.5
1100-1200	Pro	7.9	48.5	12.2	0.3	0.0	24.7	4.3	1.2	0.0	0.8
	Ocp	1.0	1.4	1.5	2.0	0.0	1.3	1.2	5.0	0.0	47.5
1200-1300	Pro	5.1	42.8	18.5	0.7	0.0	27.0	4.8	0.0	0.0	1.1
	Ocp	1.1	1.3	1.4	2.5	0.0	1.3	1.3	0.0	0.0	53.2
1300-1400	Pro	5.3	53.7	13.7	0.3	0.3	19.3	4.7	1.6	0.0	1.1
	Ocp	1.1	1.4	1.4	2.0	4.0	1.4	1.1	5.6	0.0	46.7
1400-1500	Pro	6.4	50.4	13.8	2.8	0.0	21.6	4.2	0.0	0.0	0.9
	Ocp	1.0	1.4	1.5	1.3	0.0	1.4	1.5	0.0	0.0	49.7
1500-1600	Pro	7.5	48.3	17.1	0.8	0.0	23.6	1.6	0.3	0.0	0.8
	Ocp	1.0	1.4	1.4	1.3	0.0	1.3	1.0	1.0	0.0	46.3
1600-1700	Pro	7.7	50.4	19.5	0.5	0.0	15.8	1.6	3.7	0.0	0.8
	Ocp	1.1	1.4	1.5	16.5	0.0	1.4	1.6	22.2	0.0	57.6
1700-1800	Pro	12.4	55.0	13.0	0.8	0.2	16.6	1.0	0.2	0.0	0.8
	Ocp	1.0	1.6	1.6	2.8	17.0	1.2	1.0	1.0	0.0	67.1
1800-1900	Pro	10.0	67.0	9.0	0.0	0.0	12.0	1.0	0.4	0.0	0.7
	Ocp	1.1	1.4	1.6	0.0	0.0	1.3	1.2	1.0	0.0	77.2
1900-2000	Pro	6.1	69.5	15.0	0.0	0.0	7.0	1.2	0.5	0.0	0.8
	Ocp	1.1	1.3	1.4	0.0	0.0	1.1	1.2	1.0	0.0	41.2
2000-2100	Pro	7.4	57.4	23.9	0.0	0.0	8.8	0.7	0.7	0.0	1.0
	Ocp	1.1	1.4	1.2	0.0	0.0	1.3	1.0	1.0	0.0	41.5
2100-2200	Pro	9.2	52.9	28.1	0.0	0.0	6.4	2.0	0.3	0.0	1.0
	Ocp	1.1	1.5	1.2	0.0	0.0	1.3	1.0	1.0	0.0	27.2
2200-2300	Pro	6.3	56.7	32.8	0.0	0.0	2.5	0.9	0.0	0.0	0.8
	Ocp	1.1	1.3	1.2	0.0	0.0	1.3	1.0	0.0	0.0	16.4
16 hours	Pro	7.9	55.4	15.9	0.8	0.1	16.0	2.3	1.0	0.0	0.8
	Ocp	1.0	1.4	1.4	4.6	10.5	1.3	1.2	11.5	0.0	48.7

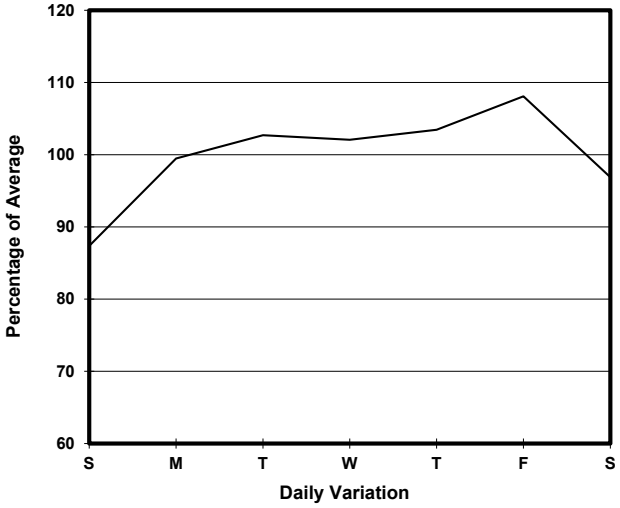
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

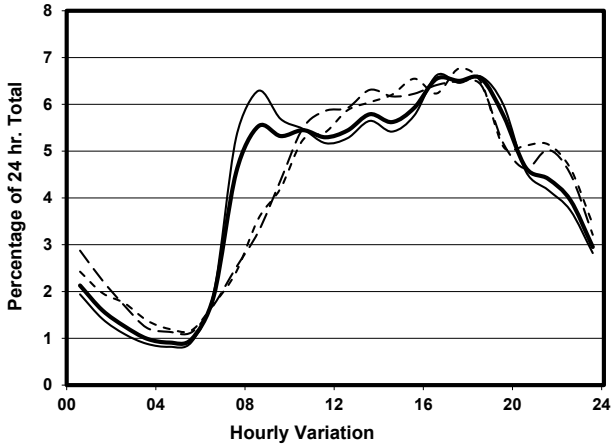
YEAR	2024	**LINK**	BOUNDARY ST (from TAI HANG TUNG RD to EMBANKMENT RD)
COVERAGE (B) STATION	4202		
ROAD NETWORK	MAJOR		
ROAD TYPE	PRIMARY DISTRIBUTOR		

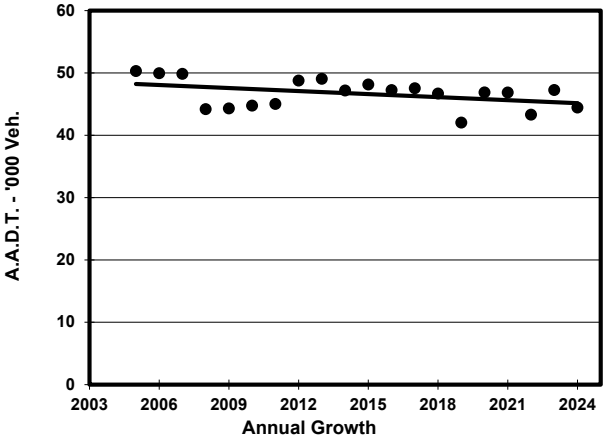


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	36620	37990	36020	32110
R 12 / 24 - %	68.2	69.5	64.7	64.4
R 16 / 24 - %	86.7	87.6	84.0	84.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2030	2400	1500	1330
T - % (AM)	-	5.0	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	2410	2540	2310	2160
T - % (PM)	-	4.1	-	-
Prop.of commercial vehicles - 16 hr.	-	4.6	-	-
WEST BOUND				
A.A.D.T.	7830	8110	7540	7100
R 12 / 24 - %	70.0	70.6	69.3	67.3
R 16 / 24 - %	89.9	90.5	88.4	88.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	430	500	410	320
T - % (AM)	-	3.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	550	580	550	500
T - % (PM)	-	3.3	-	-
Prop.of commercial vehicles - 16 hr.	-	4.1	-	-

3. OTHER INFORMATION AND COMMENT

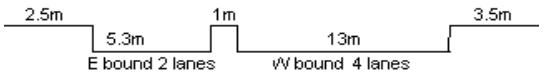
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.2	35.9	25.2	9.6	3.6	12.6	2.3	5.4	0.3	1.8
	Ocp	1.1	1.5	2.1	7.2	12.1	1.5	1.0	13.2	16.6	36.2
0800-0900	Pro	1.6	57.0	17.9	3.1	2.6	12.9	0.9	2.6	0.2	1.2
	Ocp	1.0	1.3	2.1	6.8	13.5	1.6	1.4	6.7	13.7	26.5
0900-1000	Pro	1.3	52.9	19.0	1.3	2.5	19.0	1.0	1.2	0.2	1.4
	Ocp	1.0	1.3	2.0	1.3	9.6	1.5	1.1	7.3	13.5	21.1
1000-1100	Pro	2.3	43.6	25.2	2.1	3.6	18.3	1.8	1.6	0.3	1.2
	Ocp	1.0	1.4	1.8	2.7	6.8	1.5	1.8	4.9	10.7	21.8
1100-1200	Pro	3.4	40.6	26.4	2.0	2.9	18.1	2.0	2.7	0.2	1.6
	Ocp	1.0	1.4	1.9	2.3	6.9	1.4	1.7	3.7	14.8	26.4
1200-1300	Pro	2.4	45.4	25.0	1.8	3.0	18.2	0.8	1.8	0.2	1.5
	Ocp	1.0	1.5	2.0	3.3	7.7	1.4	1.6	6.0	16.0	33.1
1300-1400	Pro	2.3	45.1	22.3	1.9	2.9	20.0	1.9	1.5	0.2	1.9
	Ocp	1.0	1.5	2.1	2.4	9.7	1.5	1.3	5.6	19.0	32.5
1400-1500	Pro	4.1	50.8	25.1	2.3	2.6	10.3	1.5	1.6	0.2	1.6
	Ocp	1.0	1.5	2.0	2.2	9.2	1.4	1.3	1.2	14.8	34.8
1500-1600	Pro	2.4	50.2	18.9	3.9	3.5	16.4	1.2	1.2	0.3	2.1
	Ocp	1.1	1.4	2.0	9.3	10.3	1.6	1.0	8.1	10.1	39.5
1600-1700	Pro	3.3	54.9	19.6	2.8	2.5	12.7	1.1	0.8	0.2	2.2
Peak hour	Ocp	1.1	1.5	1.8	2.4	10.7	1.4	1.1	1.6	17.4	35.4
1700-1800	Pro	5.1	54.3	20.5	1.6	3.0	11.7	1.0	1.0	0.2	1.7
	Ocp	1.1	1.4	2.1	1.8	12.7	1.5	1.0	1.3	22.8	53.0
1800-1900	Pro	4.2	59.5	22.5	0.3	2.2	7.8	0.9	0.7	0.2	1.7
	Ocp	1.1	1.5	2.2	4.0	12.1	1.4	1.3	5.8	26.6	52.8
1900-2000	Pro	3.8	65.8	22.3	0.0	3.3	2.2	0.0	0.5	0.2	1.8
	Ocp	1.2	1.5	2.0	0.0	13.1	1.4	0.0	1.0	12.0	43.3
2000-2100	Pro	5.3	50.9	29.5	0.2	3.1	7.8	0.4	0.5	0.2	2.1
	Ocp	1.0	1.5	2.0	4.0	8.4	1.5	1.0	10.7	6.2	37.6
2100-2200	Pro	5.3	51.4	31.6	0.0	3.4	4.8	0.6	0.2	0.3	2.4
	Ocp	1.0	1.7	2.4	0.0	10.9	1.5	1.7	1.0	5.0	39.3
2200-2300	Pro	3.0	55.4	31.4	0.0	1.7	4.9	0.4	0.2	0.2	2.7
	Ocp	1.2	1.5	2.2	0.0	8.9	1.6	1.0	1.0	4.0	36.1
16 hours	Pro	3.3	51.2	23.4	2.1	2.9	12.6	1.1	1.5	0.2	1.8
	Ocp	1.1	1.5	2.0	5.0	10.3	1.5	1.3	6.6	14.0	36.6

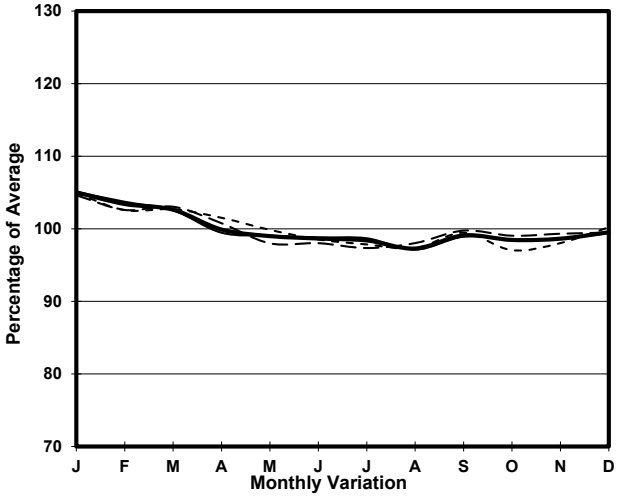
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

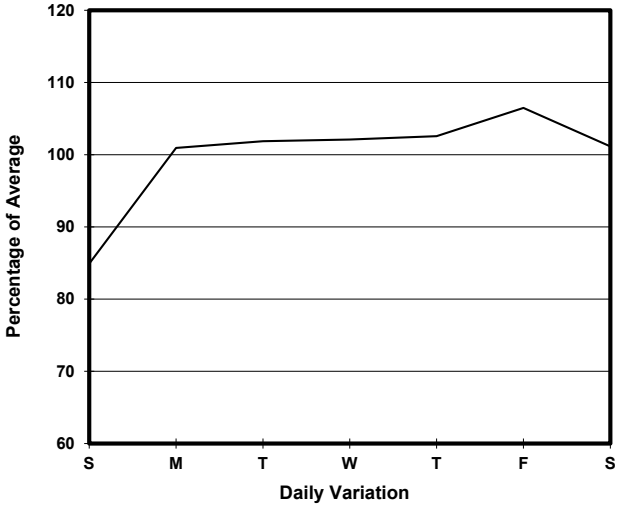
YEAR 2024 **LINK** PRINCE EDWARD RD W (from EMBANKMENT RD to YUEN NGAI ST)

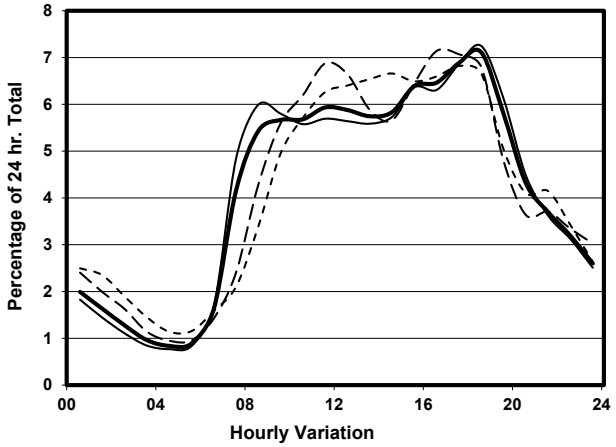
COVERAGE (B) STATION 4203
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

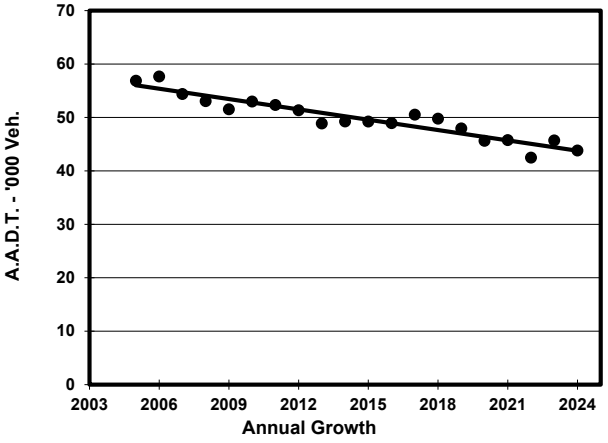


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	1710	1660	2000	1770
R 12 / 24 - %	82.2	81.4	83.8	84.9
R 16 / 24 - %	93.8	93.3	95.3	94.9
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	100	100	110	90
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	140	120	200	160
T - % (PM)	-	3.6	-	-
Prop.of commercial vehicles - 16 hr.	-	1.5	-	-
WEST BOUND				
A.A.D.T.	42110	43840	42330	35670
R 12 / 24 - %	70.7	71.3	70.4	67.8
R 16 / 24 - %	88.0	88.8	86.1	84.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2390	2640	2370	1770
T - % (AM)	-	6.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3010	3200	2970	2400
T - % (PM)	-	3.0	-	-
Prop.of commercial vehicles - 16 hr.	-	5.4	-	-

3. OTHER INFORMATION AND COMMENT

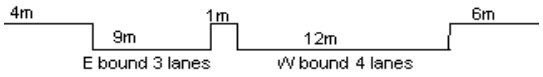
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.7	34.3	20.7	2.7	7.6	21.5	3.7	3.2	0.1	3.5
	Ocp	1.1	1.4	1.9	5.5	12.3	1.3	1.1	5.7	29.0	40.3
0800-0900	Pro	3.6	53.1	15.0	1.5	6.0	14.0	1.5	2.3	0.2	2.9
	Ocp	1.0	1.5	2.1	2.3	12.7	1.2	1.1	4.4	29.0	45.5
0900-1000	Pro	2.5	47.2	20.5	0.1	5.2	18.4	2.5	1.1	0.1	2.4
	Ocp	1.1	1.6	1.9	1.0	14.5	1.3	1.4	1.0	31.0	37.6
1000-1100	Pro	2.0	40.7	20.0	1.1	4.3	25.0	3.0	0.9	0.1	2.8
	Ocp	1.0	1.4	2.1	4.3	10.3	1.3	1.5	1.0	21.0	34.7
1100-1200	Pro	0.3	41.3	25.1	1.9	4.4	20.9	2.9	0.8	0.1	2.3
	Ocp	1.0	1.4	1.5	2.1	13.1	1.3	1.2	4.8	23.5	38.3
1200-1300	Pro	5.7	44.0	20.9	2.0	4.1	18.0	1.6	1.0	0.1	2.7
	Ocp	1.1	1.3	2.1	4.8	9.3	1.3	1.3	5.8	27.3	33.6
1300-1400	Pro	4.2	43.1	19.8	2.6	5.2	18.6	1.4	2.0	0.2	3.0
	Ocp	1.1	1.4	2.0	7.1	13.3	1.3	1.6	5.9	26.0	34.6
1400-1500	Pro	5.0	40.6	22.3	0.3	4.3	22.4	1.8	0.7	0.1	2.5
	Ocp	1.1	1.4	1.7	3.0	9.6	1.3	1.2	1.0	15.0	27.8
1500-1600	Pro	2.7	45.6	22.6	1.8	3.7	17.7	2.0	0.9	0.1	2.8
	Ocp	1.0	1.4	1.9	8.5	11.1	1.3	1.3	4.2	20.0	25.8
1600-1700	Pro	4.9	44.0	23.7	0.3	5.3	16.4	2.4	0.6	0.1	2.2
	Ocp	1.1	1.4	2.1	8.0	10.6	1.3	1.3	11.0	21.3	29.8
1700-1800	Pro	4.9	51.8	20.3	1.3	4.4	13.2	1.1	0.8	0.1	2.1
	Ocp	1.1	1.5	2.0	1.7	13.2	1.4	1.1	3.0	18.3	29.1
1800-1900	Pro	5.7	58.8	20.2	0.4	4.7	7.4	0.7	0.5	0.1	1.7
Peak hour	Ocp	1.1	1.3	2.0	1.3	16.0	1.2	1.0	4.5	35.0	49.8
1900-2000	Pro	5.6	50.1	32.1	0.0	4.8	4.8	0.4	0.5	0.1	1.7
	Ocp	1.1	1.4	1.9	0.0	9.8	1.3	1.0	1.8	14.5	20.0
2000-2100	Pro	3.4	51.0	30.0	0.0	6.0	6.0	0.2	0.2	0.1	3.0
	Ocp	1.1	1.3	1.5	0.0	7.1	1.2	1.0	8.0	10.5	14.5
2100-2200	Pro	4.1	40.0	38.9	0.3	5.7	6.5	0.8	0.5	0.1	3.1
	Ocp	1.0	1.3	1.5	1.0	3.8	1.3	1.0	1.0	8.0	7.0
2200-2300	Pro	2.8	44.9	35.8	0.3	6.9	5.5	0.6	0.6	0.0	2.8
	Ocp	1.3	1.6	1.5	1.0	4.9	1.4	1.0	1.5	0.0	7.4
16 hours	Pro	3.9	46.5	23.6	1.0	5.0	14.8	1.6	1.0	0.1	2.5
	Ocp	1.1	1.4	1.8	4.4	11.1	1.3	1.2	4.2	22.7	30.9

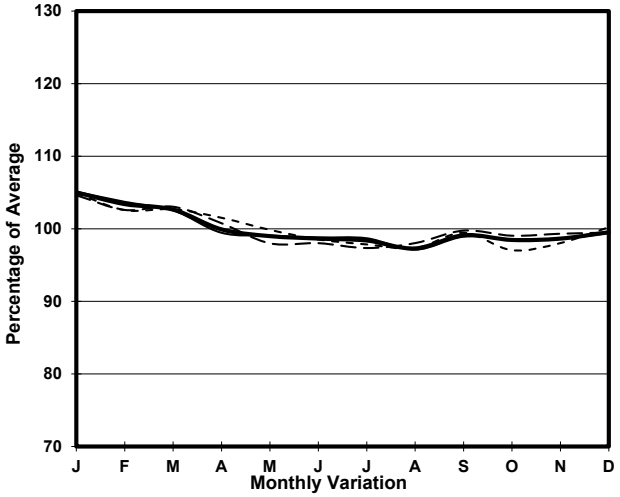
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

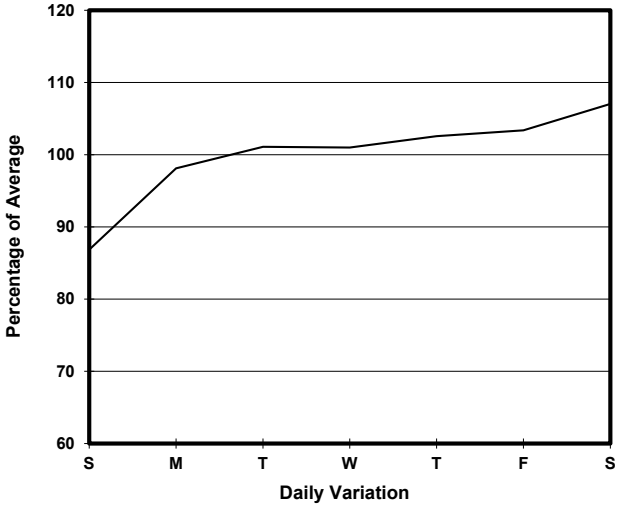
YEAR 2024 **LINK** ARGYLE ST & FO <K13> (from WATERLOO RD to YIM PO FONG ST)

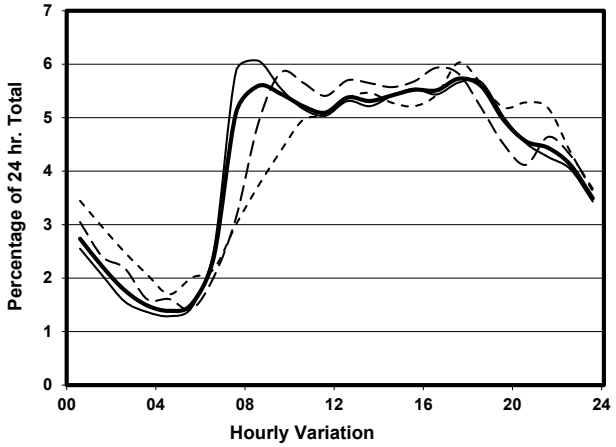
COVERAGE (B) STATION 4204
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

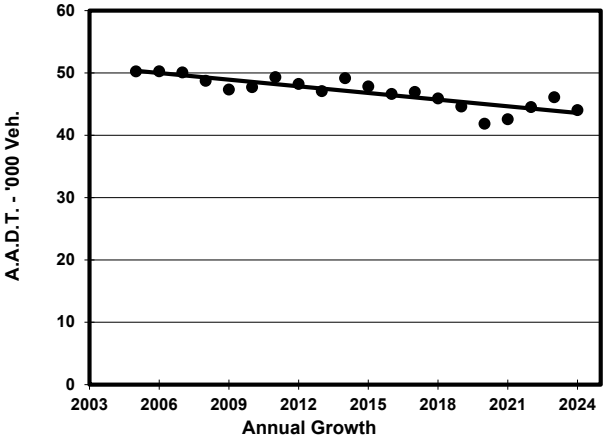


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	21930	22560	23260	18530
R 12 / 24 - %	63.2	64.6	61.6	56.7
R 16 / 24 - %	81.5	82.4	80.0	77.9
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1150	1320	1190	790
T - % (AM)	-	10.1	-	-
PM Peak Hour	1700-1800	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1280	1320	1320	1160
T - % (PM)	-	8.0	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-
WEST BOUND				
A.A.D.T.	22110	22320	24620	19730
R 12 / 24 - %	66.6	67.2	67.2	62.2
R 16 / 24 - %	84.4	85.1	84.0	81.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1320	1460	1610	880
T - % (AM)	-	5.0	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	1250	1230	1600	1150
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-

3. OTHER INFORMATION AND COMMENT

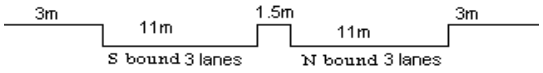
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.0	33.1	34.2	3.3	8.6	8.2	1.2	2.6	0.0	5.9
	Ocp	1.1	1.3	2.0	6.0	10.3	1.4	1.4	12.8	0.0	35.1
0800-0900	Pro	3.0	51.4	20.4	0.4	5.9	13.5	0.8	0.4	0.0	4.2
Peak hour	Ocp	1.0	1.4	2.1	2.7	10.3	1.5	1.3	1.0	0.0	34.9
0900-1000	Pro	3.5	36.5	28.9	0.9	8.5	14.7	1.6	0.4	0.0	5.0
	Ocp	1.2	1.3	1.9	3.8	6.5	1.4	1.6	1.0	0.0	23.8
1000-1100	Pro	2.8	34.7	29.9	0.7	8.9	13.4	3.0	0.9	0.0	5.7
	Ocp	1.0	1.4	1.8	2.3	7.2	1.4	1.4	9.0	0.0	21.6
1100-1200	Pro	4.2	34.7	31.7	0.2	7.8	12.2	3.2	0.2	0.0	5.9
	Ocp	1.0	1.4	1.9	1.0	5.5	1.5	1.4	2.0	0.0	24.6
1200-1300	Pro	4.9	32.4	30.4	0.2	5.8	18.5	1.8	0.4	0.0	5.5
	Ocp	1.1	1.3	2.0	2.0	9.3	1.5	1.6	20.5	0.0	26.7
1300-1400	Pro	2.3	32.5	30.0	2.1	6.0	19.5	0.8	1.4	0.1	5.3
	Ocp	1.1	1.5	2.2	1.5	7.9	1.3	1.8	4.4	1.0	29.6
1400-1500	Pro	2.8	39.3	25.7	1.0	7.1	16.4	1.6	0.6	0.0	5.4
	Ocp	1.1	1.4	1.9	2.6	10.6	1.6	1.5	1.3	0.0	30.0
1500-1600	Pro	4.4	40.8	21.0	1.3	5.5	20.2	1.1	0.2	0.1	5.6
	Ocp	1.0	1.4	2.0	5.5	12.3	1.5	2.0	6.0	3.0	34.6
1600-1700	Pro	4.8	41.6	21.7	0.4	8.1	17.0	0.6	0.4	0.0	5.5
	Ocp	1.0	1.4	2.0	2.0	10.4	1.5	1.3	10.5	0.0	39.9
1700-1800	Pro	5.3	43.9	22.1	0.4	7.9	13.2	0.9	0.2	0.1	6.1
	Ocp	1.0	1.4	2.1	1.0	12.1	1.4	1.8	1.0	3.0	48.7
1800-1900	Pro	6.6	44.3	22.4	0.0	10.1	9.5	1.0	0.4	0.0	5.8
	Ocp	1.1	1.5	2.1	0.0	13.5	1.3	1.8	1.0	0.0	49.3
1900-2000	Pro	5.4	45.8	30.0	0.0	9.6	3.3	0.5	0.2	0.0	5.2
	Ocp	1.2	1.3	2.0	0.0	13.5	1.3	1.3	1.0	0.0	33.4
2000-2100	Pro	4.9	44.6	31.8	0.0	8.8	3.1	1.3	0.0	0.0	5.5
	Ocp	1.2	1.5	2.0	0.0	15.0	1.2	1.5	0.0	0.0	30.8
2100-2200	Pro	5.7	42.5	31.3	0.0	10.2	3.6	1.2	0.0	0.0	5.5
	Ocp	1.3	1.5	1.9	0.0	12.0	1.3	1.6	0.0	0.0	31.8
2200-2300	Pro	4.7	39.8	36.2	0.0	9.4	4.3	0.6	0.0	0.0	5.0
	Ocp	1.1	1.4	2.0	0.0	14.0	1.4	1.7	0.0	0.0	26.2
16 hours	Pro	4.2	40.3	27.7	0.7	7.9	12.1	1.3	0.5	0.1	5.4
	Ocp	1.1	1.4	2.0	3.6	10.8	1.4	1.5	7.3	2.3	32.8

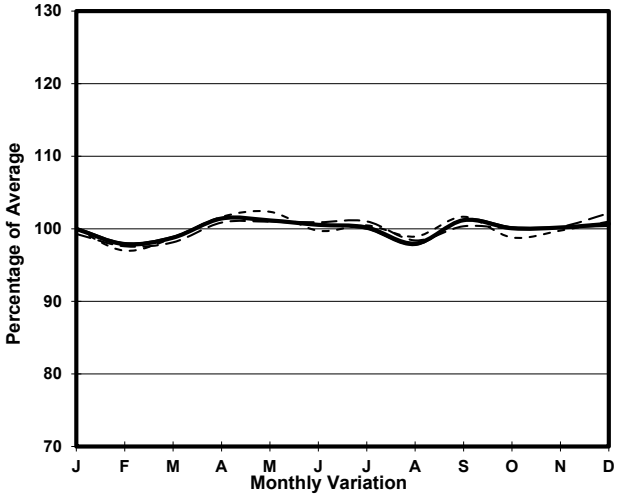
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

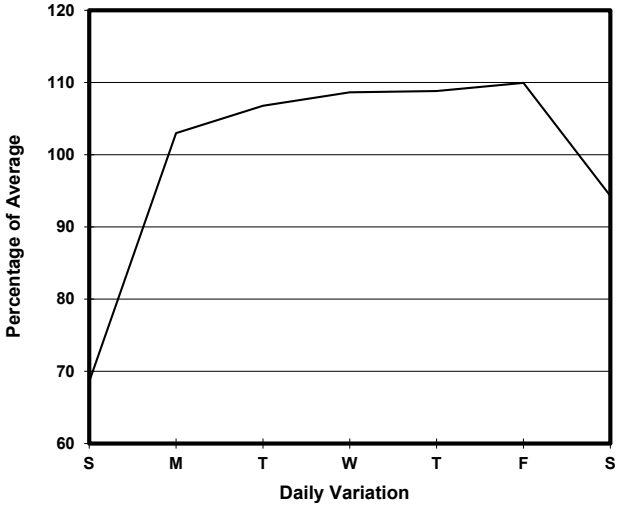
YEAR 2024 **LINK** WATERLOO RD (from YIM PO FONG ST to PUI CHING RD)

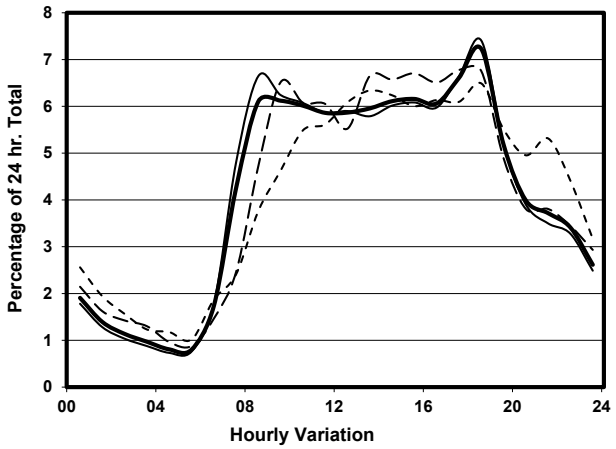
COVERAGE (B) STATION 4205
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

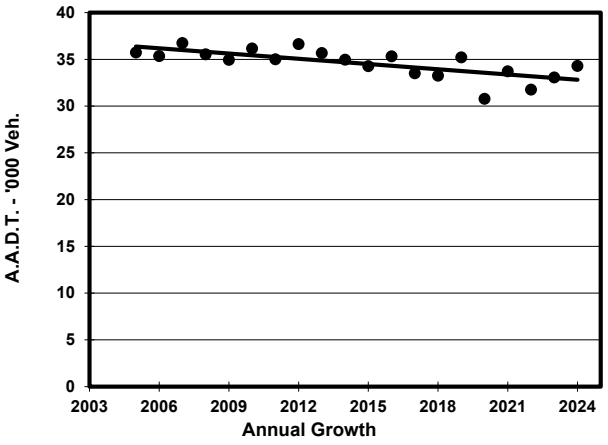


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	15630	17520	13740	9980
R 12 / 24 - %	77.9	79.2	75.8	69.4
R 16 / 24 - %	91.6	92.2	90.4	87.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1030	1240	980	470
T - % (AM)	-	5.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1280	1500	1010	690
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
NORTH BOUND				
A.A.D.T.	18670	19920	19390	13960
R 12 / 24 - %	67.7	68.4	68.1	62.3
R 16 / 24 - %	86.2	86.7	85.1	84.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1070	1250	1180	640
T - % (AM)	-	3.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1200	1280	1310	870
T - % (PM)	-	3.9	-	-
Prop.of commercial vehicles - 16 hr.	-	4.5	-	-

3. OTHER INFORMATION AND COMMENT

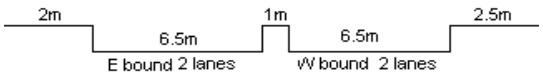
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.1	32.4	40.8	5.8	1.4	6.4	2.0	3.5	0.1	3.5
	Ocp	1.3	1.5	2.0	7.0	10.4	1.5	1.6	19.7	8.5	23.8
0800-0900	Pro	2.5	52.1	27.7	2.2	2.5	8.3	1.1	1.3	0.2	2.0
	Ocp	1.0	1.4	2.0	3.4	11.4	1.5	1.9	13.5	14.3	31.0
0900-1000	Pro	0.6	48.4	29.2	1.7	2.5	12.7	1.3	0.6	0.3	2.7
	Ocp	1.0	1.5	2.0	2.6	7.2	1.7	1.5	11.7	16.0	23.2
1000-1100	Pro	2.0	33.9	36.9	2.0	2.4	18.3	1.0	0.5	0.3	2.7
	Ocp	1.1	1.4	1.8	1.9	4.3	1.5	1.5	1.0	10.6	26.7
1100-1200	Pro	2.1	39.1	30.3	2.1	2.4	18.6	1.6	0.3	0.2	3.2
	Ocp	1.0	1.6	1.9	2.1	5.8	1.5	1.5	2.0	11.7	28.0
1200-1300	Pro	3.0	42.6	32.6	4.0	3.2	9.2	0.8	0.8	0.3	3.4
	Ocp	1.0	1.5	1.8	4.7	5.8	1.3	2.0	16.0	16.4	26.6
1300-1400	Pro	2.7	38.3	33.7	2.2	2.7	14.3	1.6	0.8	0.2	3.4
	Ocp	1.0	1.4	2.2	2.5	11.3	1.5	1.3	3.3	17.0	28.6
1400-1500	Pro	4.5	36.7	33.5	1.9	1.9	16.5	0.3	1.3	0.3	3.3
	Ocp	1.2	1.7	2.0	1.7	9.4	1.3	1.0	1.4	20.4	32.9
1500-1600	Pro	1.6	47.2	30.7	4.9	1.3	9.4	0.2	1.6	0.3	2.8
	Ocp	1.0	1.6	2.1	8.0	10.5	1.6	1.0	11.4	9.8	29.8
1600-1700	Pro	2.3	47.3	30.4	2.6	2.8	9.5	0.5	1.2	0.2	3.3
	Ocp	1.1	1.5	1.9	3.2	13.2	1.5	2.0	11.6	16.0	35.4
1700-1800	Pro	5.7	42.3	29.5	2.1	2.7	12.7	0.2	1.4	0.2	3.2
	Ocp	1.1	1.5	2.0	3.1	10.0	1.3	2.0	8.7	27.5	39.7
1800-1900	Pro	4.5	50.9	30.8	0.2	2.7	6.3	0.5	0.9	0.3	2.8
Peak hour	Ocp	1.0	1.5	1.9	1.0	13.6	1.5	1.0	20.0	20.5	53.7
1900-2000	Pro	2.4	54.5	32.0	0.5	3.3	2.9	0.2	0.5	0.2	3.4
	Ocp	1.2	1.4	2.1	6.0	14.7	1.3	2.0	1.5	10.8	32.4
2000-2100	Pro	3.5	42.4	40.1	0.0	4.8	4.1	0.3	0.3	0.3	4.1
	Ocp	1.1	1.8	1.8	0.0	12.7	1.4	2.0	1.0	15.5	28.8
2100-2200	Pro	2.5	44.3	37.6	0.0	3.9	6.3	0.4	0.7	0.4	4.1
	Ocp	1.0	1.5	1.9	0.0	13.2	1.4	2.0	26.5	20.3	38.7
2200-2300	Pro	4.2	44.8	38.7	0.0	4.6	1.9	0.4	0.4	0.1	4.9
	Ocp	1.0	1.7	2.1	0.0	12.9	1.0	1.0	1.0	17.0	27.0
16 hours	Pro	3.0	44.2	32.7	2.1	2.7	10.1	0.8	1.0	0.2	3.2
	Ocp	1.1	1.5	2.0	4.4	10.7	1.5	1.6	11.9	16.0	31.8

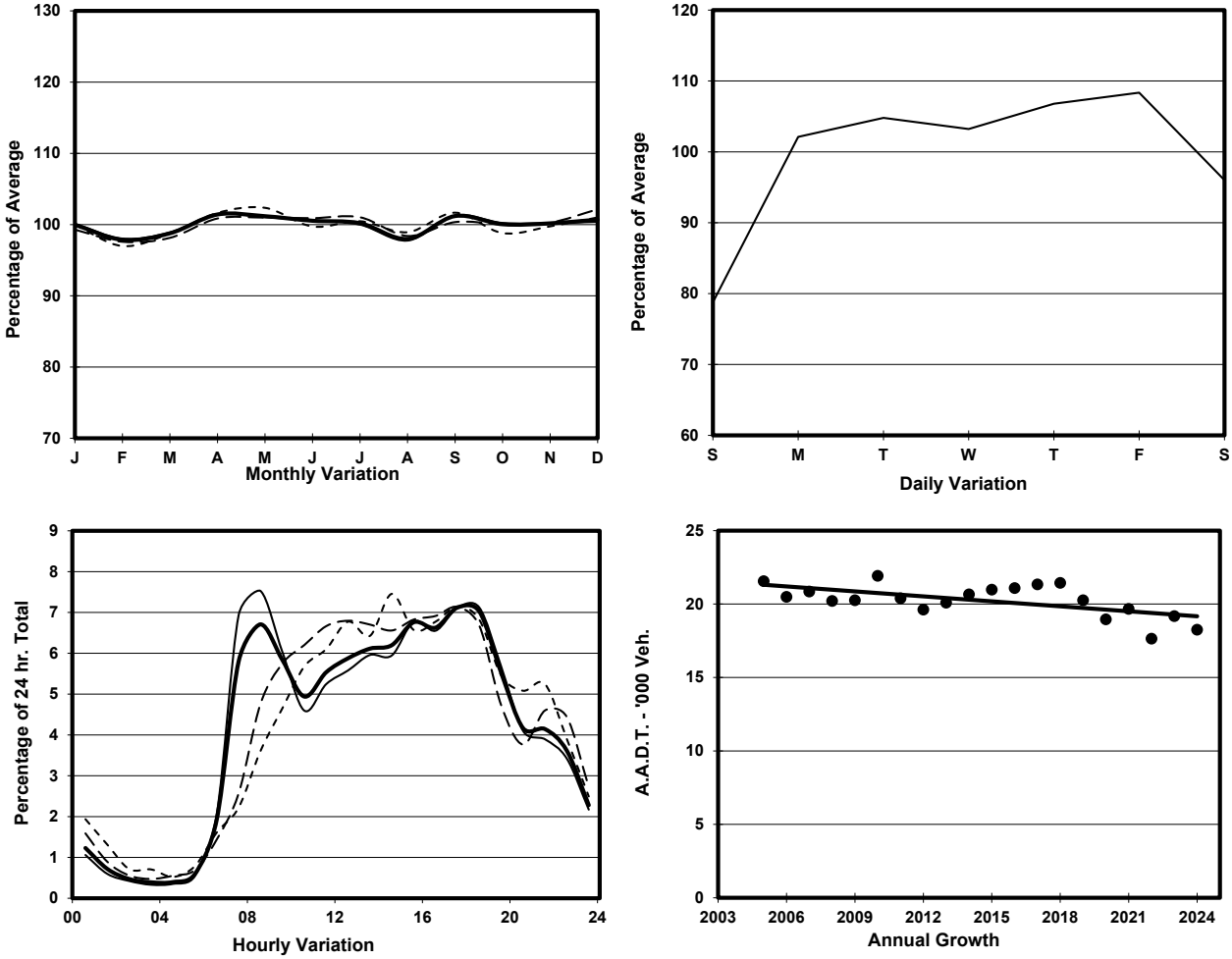
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** CORNWALL ST (from WATERLOO RD to NAM CHEONG ST)

COVERAGE (B) STATION 4206
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	9060	9620	8770	7280
R 12 / 24 - %	76.0	77.0	74.8	71.5
R 16 / 24 - %	91.4	91.9	90.4	89.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	670	780	580	380
T - % (AM)	-	8.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	620	660	580	520
T - % (PM)	-	7.5	-	-
Prop.of commercial vehicles - 16 hr.	-	6.7	-	-
WEST BOUND				
A.A.D.T.	9190	9760	9110	7190
R 12 / 24 - %	73.1	73.8	72.4	68.9
R 16 / 24 - %	92.6	93.0	91.8	90.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	550	680	450	300
T - % (AM)	-	7.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	710	760	730	530
T - % (PM)	-	5.7	-	-
Prop.of commercial vehicles - 16 hr.	-	8.1	-	-

3. OTHER INFORMATION AND COMMENT

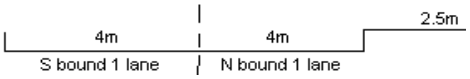
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.9	52.3	15.6	8.7	0.0	8.7	0.9	10.6	0.1	2.2
	Ocp	1.0	1.7	2.2	6.2	0.0	1.7	1.5	14.1	6.0	41.6
0800-0900	Pro	1.2	72.2	8.8	3.2	0.0	6.9	1.5	4.9	0.0	1.4
Peak hour	Ocp	1.2	1.4	2.0	11.3	0.0	1.5	1.5	14.7	0.0	37.9
0900-1000	Pro	2.2	67.6	13.3	2.5	0.0	9.3	1.4	1.1	0.0	2.6
	Ocp	1.0	1.4	1.9	1.1	0.0	1.4	1.8	4.0	0.0	23.0
1000-1100	Pro	3.4	56.5	9.8	0.0	0.0	21.6	3.9	2.5	0.0	2.2
	Ocp	1.0	1.3	2.0	0.0	0.0	1.5	1.4	2.6	0.0	22.0
1100-1200	Pro	4.0	51.6	15.1	2.2	0.0	17.8	4.0	3.1	0.0	2.2
	Ocp	1.1	1.4	1.9	2.2	0.0	1.4	1.3	7.4	0.0	23.6
1200-1300	Pro	2.6	56.6	15.1	0.8	0.0	14.7	4.2	3.8	0.0	2.3
	Ocp	1.0	1.4	1.7	2.0	0.0	1.5	1.8	7.6	0.0	28.5
1300-1400	Pro	0.4	58.9	15.2	5.1	0.0	12.9	3.1	2.3	0.0	2.1
	Ocp	2.0	1.4	2.1	7.6	0.0	1.4	1.6	11.7	0.0	26.5
1400-1500	Pro	1.8	58.2	11.3	4.2	0.0	16.9	2.8	2.8	0.0	2.0
	Ocp	1.0	1.4	1.8	1.8	0.0	1.3	1.6	11.4	0.0	32.0
1500-1600	Pro	4.7	56.5	13.7	4.0	0.0	12.2	2.2	4.7	0.0	2.2
	Ocp	1.1	1.3	1.5	1.5	0.0	1.4	1.7	17.0	0.0	24.9
1600-1700	Pro	2.5	59.9	17.3	4.6	0.0	10.5	1.2	2.2	0.0	1.8
	Ocp	1.1	1.4	2.0	4.9	0.0	1.3	1.5	6.3	0.0	35.7
1700-1800	Pro	4.8	62.7	14.1	2.6	0.0	9.9	2.2	1.9	0.0	1.8
	Ocp	1.1	1.4	1.9	4.0	0.0	1.6	1.3	7.0	0.0	46.6
1800-1900	Pro	3.5	72.1	9.8	0.3	0.0	6.9	1.7	4.1	0.0	1.6
	Ocp	1.0	1.4	1.8	2.0	0.0	1.3	1.2	14.1	0.0	47.3
1900-2000	Pro	2.4	77.0	11.1	0.0	0.0	3.9	1.8	2.1	0.0	1.7
	Ocp	1.0	1.4	2.1	0.0	0.0	1.2	1.0	9.9	0.0	32.7
2000-2100	Pro	3.9	66.8	17.2	0.5	0.0	6.9	1.0	1.0	0.0	2.7
	Ocp	1.4	1.4	1.7	1.0	0.0	1.5	1.5	2.0	0.0	20.1
2100-2200	Pro	3.1	72.0	14.4	0.0	0.0	4.1	1.5	1.5	0.0	3.3
	Ocp	1.2	1.6	1.8	0.0	0.0	1.5	1.7	1.3	0.0	24.6
2200-2300	Pro	4.2	64.4	20.8	0.0	0.0	5.7	0.5	1.6	0.0	2.9
	Ocp	1.1	1.3	2.0	0.0	0.0	1.8	5.0	3.3	0.0	19.0
16 hours	Pro	2.8	63.5	13.5	2.5	0.0	10.3	2.1	3.2	0.1	2.1
	Ocp	1.1	1.4	1.9	5.0	0.0	1.4	1.5	11.1	6.0	30.3

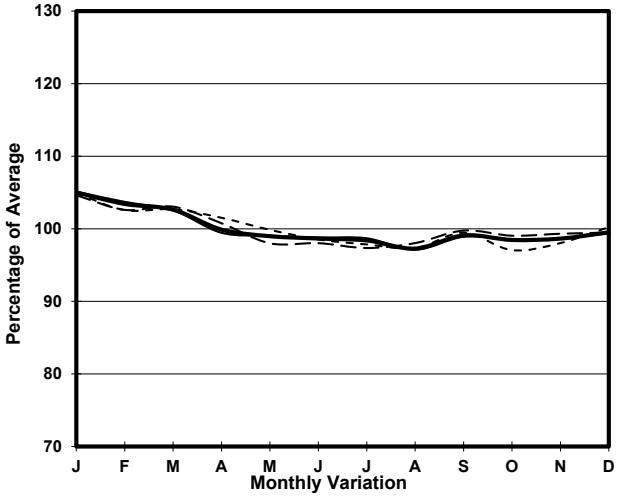
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

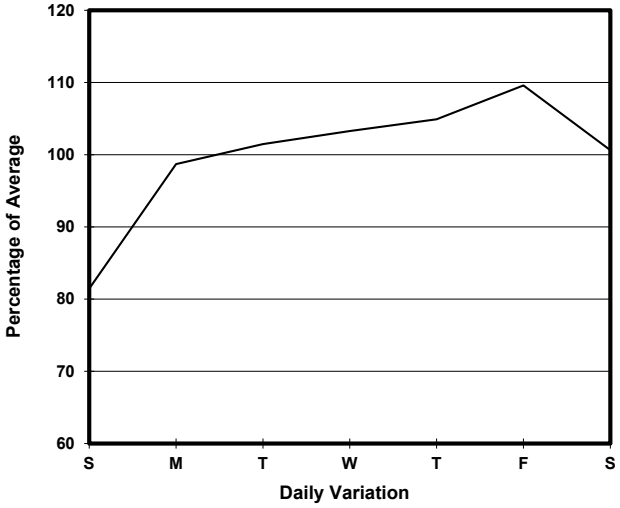
YEAR 2024 **LINK** CHEONG WAN RD & GILLIES AVE S (from HUNG HOM STATION to WUHU ST)

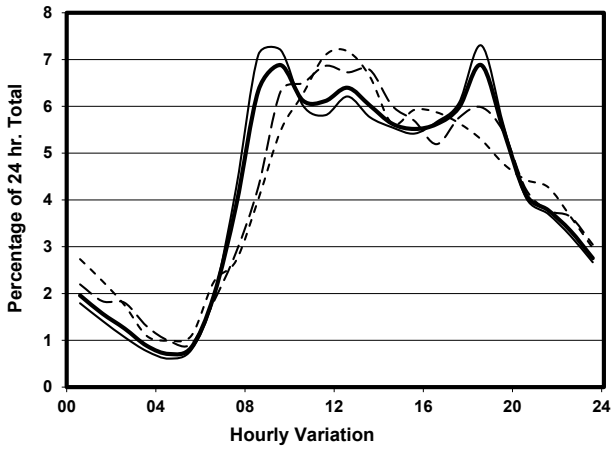
COVERAGE (B) STATION 4207
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

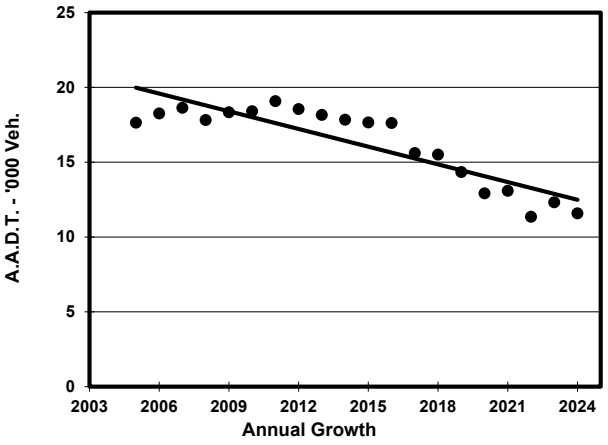


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5350	5650	5630	3970
R 12 / 24 - %	72.8	74.1	70.1	67.1
R 16 / 24 - %	89.5	90.6	86.7	85.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	370	410	330	190
T - % (AM)	-	9.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	420	470	360	270
T - % (PM)	-	10.2	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-
NORTH BOUND				
A.A.D.T.	6230	6470	6250	5500
R 12 / 24 - %	70.1	70.8	68.0	68.1
R 16 / 24 - %	86.9	87.5	85.5	84.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	430	460	430	330
T - % (AM)	-	13.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	380	420	360	310
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-

3. OTHER INFORMATION AND COMMENT

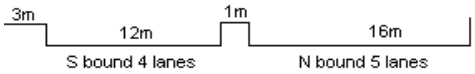
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	1.1	21.6	33.5	3.2	14.1	11.9	3.2	3.2	0.0	8.1
	Ocp	1.0	1.4	1.6	11.7	8.3	1.6	1.3	7.0	0.0	6.6
0800-0900	Pro	1.0	23.5	34.0	4.2	11.5	13.6	1.0	6.3	0.0	4.8
	Ocp	1.5	1.2	1.5	1.8	11.5	1.3	2.0	10.0	0.0	11.5
0900-1000	Pro	2.2	28.4	32.9	1.1	10.0	13.9	1.1	6.1	0.0	4.2
	Ocp	1.0	1.3	1.6	4.5	10.6	1.4	1.5	1.7	0.0	11.2
1000-1100	Pro	2.0	24.6	33.9	1.3	11.3	19.9	0.7	1.3	0.0	5.0
	Ocp	1.0	1.5	1.7	1.0	7.3	1.7	1.0	1.5	0.0	10.6
1100-1200	Pro	2.6	20.2	38.5	0.7	8.5	21.5	0.7	3.3	0.0	4.1
	Ocp	1.0	1.2	1.7	1.0	8.0	1.6	2.0	12.2	0.0	10.6
1200-1300	Pro	6.0	31.3	35.5	1.2	10.2	9.6	0.6	1.2	0.0	4.4
	Ocp	1.3	1.2	1.6	2.5	9.8	1.6	2.0	11.0	0.0	11.0
1300-1400	Pro	6.2	24.3	29.3	3.1	10.0	18.7	0.6	3.7	0.0	3.9
	Ocp	1.0	1.4	1.8	1.2	8.9	1.4	1.0	10.0	0.0	11.9
1400-1500	Pro	4.0	22.1	40.9	0.7	6.0	17.5	2.0	2.0	0.0	4.7
	Ocp	1.2	1.2	1.9	1.0	8.1	1.3	1.7	1.0	0.0	9.9
1500-1600	Pro	0.6	32.1	34.0	2.5	10.1	12.0	0.6	3.8	0.0	4.3
	Ocp	1.0	1.6	1.7	2.5	9.8	1.4	1.0	2.8	0.0	9.4
1600-1700	Pro	4.0	28.3	32.3	5.4	8.1	12.8	0.7	3.4	0.2	4.9
	Ocp	1.2	1.4	1.9	3.0	13.3	1.2	2.0	1.2	5.0	9.3
1700-1800	Pro	3.5	41.1	27.2	2.3	6.9	13.3	0.0	1.2	0.4	4.1
	Ocp	1.0	1.3	1.8	1.8	14.4	1.2	0.0	9.5	22.3	13.0
1800-1900	Pro	4.3	42.5	30.2	0.0	8.0	4.9	0.0	4.3	0.3	5.4
Peak hour	Ocp	1.0	1.3	1.8	0.0	16.8	1.1	0.0	2.1	12.0	13.2
1900-2000	Pro	7.5	47.1	28.7	0.0	6.9	3.4	0.6	1.2	0.3	4.3
	Ocp	1.0	1.6	1.9	0.0	16.8	1.3	1.0	1.0	10.5	10.9
2000-2100	Pro	7.2	34.2	41.4	0.0	7.2	2.4	0.8	0.8	0.0	6.2
	Ocp	1.1	1.7	1.8	0.0	12.6	1.0	1.0	1.0	0.0	6.5
2100-2200	Pro	5.6	31.5	41.6	0.0	9.0	4.5	0.0	0.0	0.0	7.9
	Ocp	1.0	1.5	1.8	0.0	8.9	1.5	0.0	0.0	0.0	7.0
2200-2300	Pro	5.8	29.7	42.2	0.0	7.7	6.7	0.0	1.9	0.0	6.0
	Ocp	1.2	1.5	1.6	0.0	9.3	1.6	0.0	3.0	0.0	6.2
16 hours	Pro	3.9	30.5	34.2	1.7	9.0	12.0	0.8	2.9	0.1	4.9
	Ocp	1.1	1.4	1.7	2.9	10.8	1.4	1.5	5.4	14.6	10.0

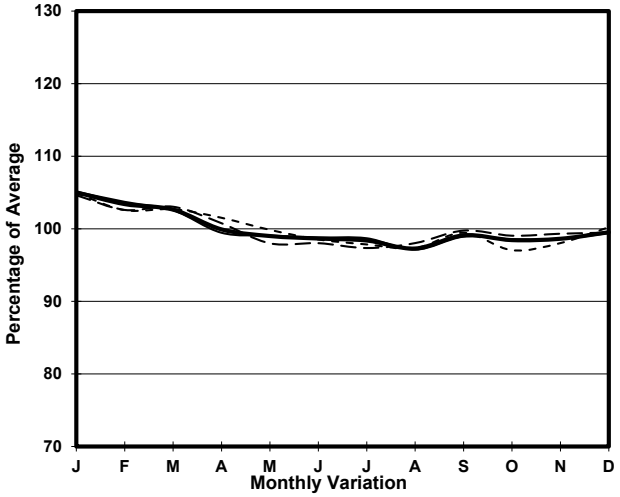
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

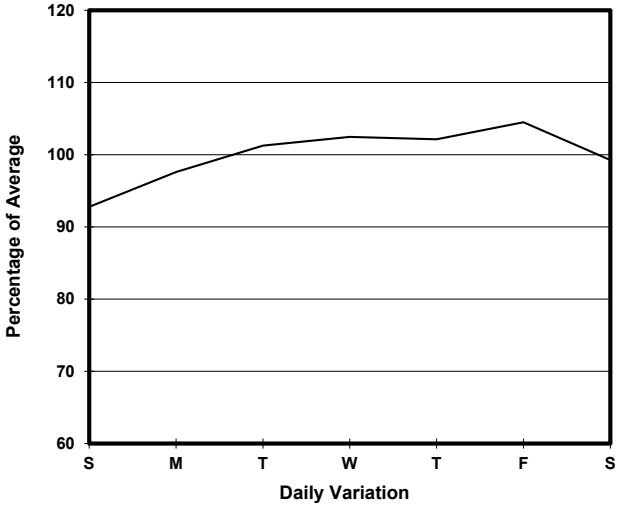
YEAR 2024 **LINK** CHATHAM RD N (from WUHU ST to HONG CHONG RD)

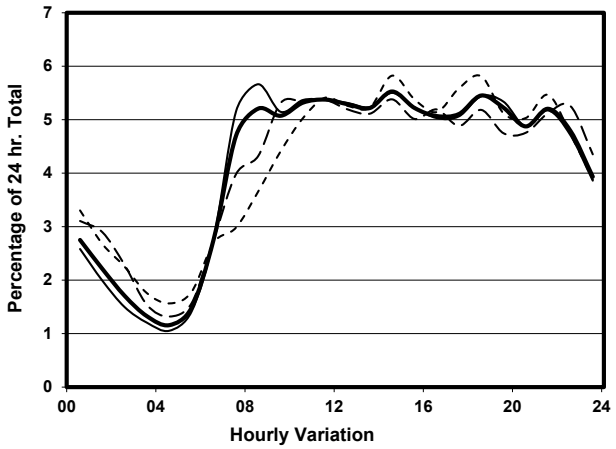
COVERAGE (B) STATION 4208
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

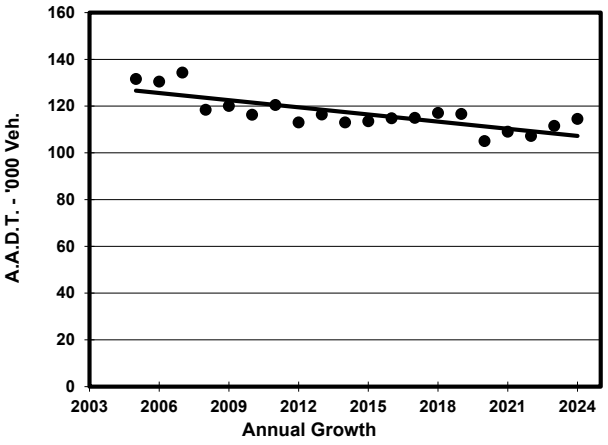


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	44680	44720	44400	45940
R 12 / 24 - %	58.3	58.6	56.2	58.7
R 16 / 24 - %	78.6	79.1	76.9	78.2
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2510	2690	2770	2200
T - % (AM)	-	13.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1980	1940	1860	2380
T - % (PM)	-	10.4	-	-
Prop.of commercial vehicles - 16 hr.	-	10.9	-	-
NORTH BOUND				
A.A.D.T.	69840	71890	70270	61020
R 12 / 24 - %	65.3	66.6	62.9	60.5
R 16 / 24 - %	85.2	86.4	82.2	81.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3680	4210	3320	2520
T - % (AM)	-	12.0	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	4270	4400	4120	3890
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	9.6	-	-

3. OTHER INFORMATION AND COMMENT

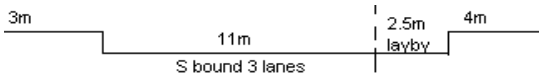
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.6	38.3	19.6	3.2	1.4	13.7	7.7	4.1	0.1	5.3
	Ocp	1.1	1.4	1.9	7.3	7.3	1.4	1.3	14.9	14.3	32.2
0800-0900	Pro	3.5	48.9	19.9	1.5	1.0	14.2	3.7	2.0	0.1	5.2
Peak hour	Ocp	1.1	1.3	1.6	3.1	8.2	1.4	1.2	12.4	9.0	37.8
0900-1000	Pro	2.2	42.1	24.9	0.7	0.6	16.6	5.9	2.5	0.1	4.4
	Ocp	1.0	1.4	1.8	1.9	8.4	1.6	1.2	7.2	14.7	25.1
1000-1100	Pro	3.5	36.0	25.7	0.9	0.6	21.0	6.3	1.8	0.1	4.2
	Ocp	1.0	1.3	2.0	2.4	8.7	1.4	1.3	5.6	9.0	21.5
1100-1200	Pro	2.6	35.7	25.4	2.0	0.5	22.1	6.2	1.3	0.1	4.2
	Ocp	1.0	1.3	2.0	2.7	4.1	1.5	1.3	10.1	12.0	24.8
1200-1300	Pro	2.3	41.8	23.4	1.5	0.8	19.9	4.6	2.0	0.1	3.7
	Ocp	1.1	1.4	1.7	2.4	5.8	1.5	1.2	7.3	9.0	26.0
1300-1400	Pro	3.2	36.4	25.6	1.5	0.5	20.6	6.4	2.2	0.1	3.5
	Ocp	1.1	1.4	2.0	3.3	10.1	1.5	1.3	18.6	8.0	28.0
1400-1500	Pro	3.8	40.3	23.8	1.4	0.7	20.6	5.4	0.6	0.1	3.3
	Ocp	1.0	1.5	2.1	2.8	7.6	1.5	1.3	12.5	4.2	26.1
1500-1600	Pro	4.0	42.5	23.3	1.8	0.5	17.1	5.1	1.4	0.1	4.2
	Ocp	1.1	1.5	2.1	4.5	8.6	1.6	1.3	12.1	6.0	25.2
1600-1700	Pro	4.2	43.0	24.2	1.2	0.4	16.5	4.4	1.8	0.1	4.3
	Ocp	1.1	1.5	1.9	3.9	10.1	1.5	1.2	7.6	9.8	29.7
1700-1800	Pro	8.0	49.0	20.1	0.9	0.9	13.4	1.7	0.9	0.1	4.9
	Ocp	1.1	1.4	2.2	1.6	10.9	1.6	1.3	4.6	21.3	40.8
1800-1900	Pro	6.5	56.1	20.9	0.1	0.8	7.7	2.2	1.1	0.1	4.5
	Ocp	1.1	1.4	2.1	1.0	13.4	1.4	1.2	13.7	30.3	51.7
1900-2000	Pro	5.7	53.5	24.1	0.0	1.0	7.9	1.9	1.3	0.1	4.6
	Ocp	1.2	1.4	2.0	0.0	12.3	1.4	1.2	3.1	7.0	38.0
2000-2100	Pro	5.3	52.2	26.6	0.2	1.4	7.4	1.7	0.5	0.1	4.6
	Ocp	1.2	1.7	2.1	1.5	8.7	1.6	1.4	8.7	9.0	28.4
2100-2200	Pro	5.5	46.1	33.3	0.0	0.7	8.3	0.8	0.5	0.1	4.7
	Ocp	1.2	1.4	2.0	0.0	9.0	1.5	1.4	11.3	5.5	28.9
2200-2300	Pro	4.2	48.4	33.3	0.2	0.9	7.2	1.2	0.5	0.1	4.2
	Ocp	1.1	1.6	2.1	3.3	9.2	1.7	1.6	1.0	10.5	25.7
16 hours	Pro	4.4	44.4	24.5	1.1	0.8	14.8	4.1	1.6	0.1	4.3
	Ocp	1.1	1.4	2.0	3.7	9.0	1.5	1.3	10.3	10.7	31.2

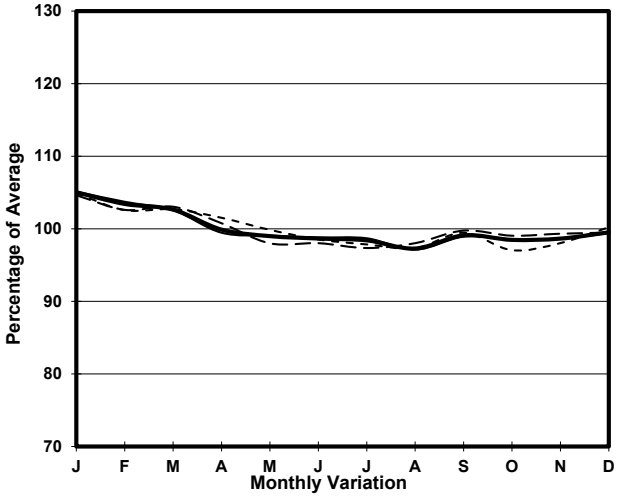
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

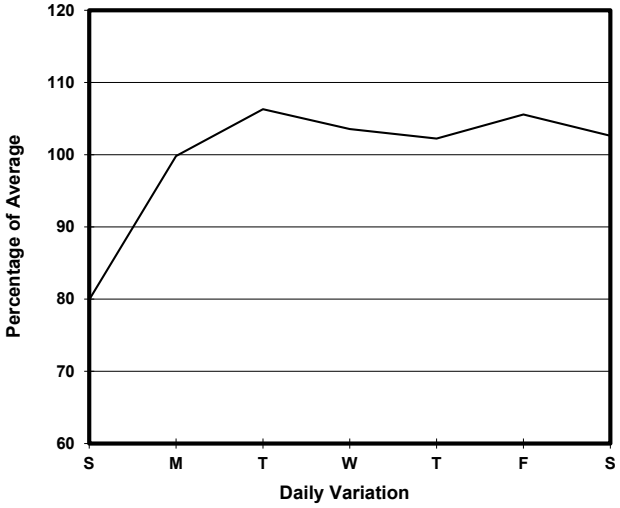
YEAR 2024 **LINK** SHANGHAI ST (from ARGYLE ST to DUNDAS ST)

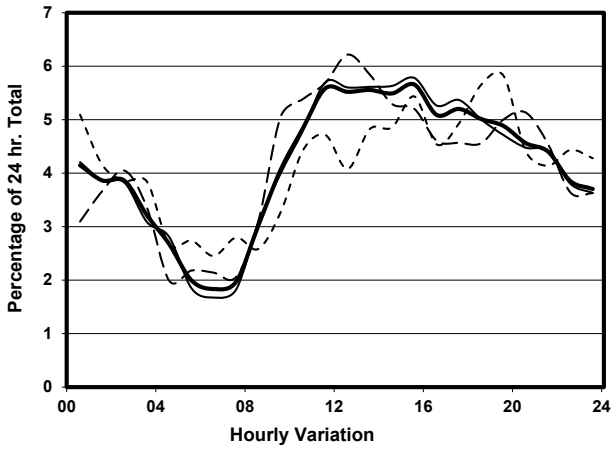
COVERAGE (B) STATION 4209
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

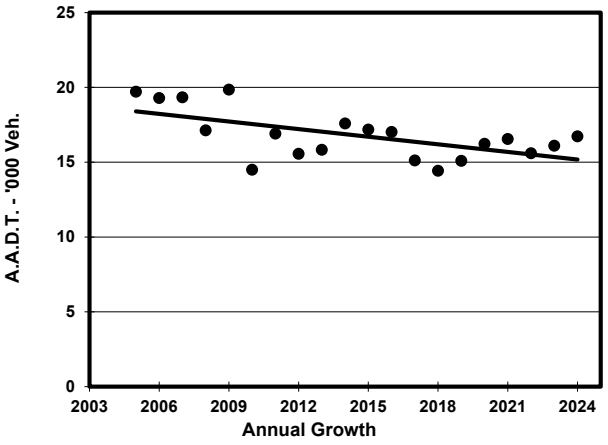


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	16730	17590	17190	13330
R 12 / 24 - %	57.0	57.7	57.6	52.1
R 16 / 24 - %	74.7	75.1	75.9	70.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	680	700	870	440
T - % (AM)	-	5.6	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	870	940	790	750
T - % (PM)	-	2.2	-	-
Prop.of commercial vehicles - 16 hr.	-	3.0	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

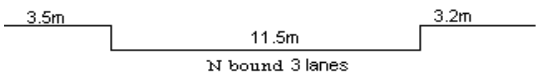
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.9	22.1	22.1	0.0	12.3	34.4	0.0	0.0	0.0	4.3
	Ocp	1.0	1.2	1.9	0.0	12.0	1.1	0.0	0.0	0.0	10.7
0800-0900	Pro	3.2	21.8	14.5	0.8	13.7	34.7	3.2	5.6	0.0	2.4
	Ocp	1.3	1.3	1.9	4.0	6.7	1.2	2.0	9.0	0.0	11.9
0900-1000	Pro	3.0	18.7	15.0	0.0	10.5	47.2	3.0	0.8	0.0	1.9
	Ocp	1.3	1.6	1.9	0.0	7.9	1.5	1.3	6.0	0.0	12.4
1000-1100	Pro	3.0	26.7	30.9	0.0	3.6	33.3	1.2	0.0	0.0	1.3
	Ocp	1.0	1.4	1.5	0.0	8.0	1.4	1.5	0.0	0.0	10.3
1100-1200	Pro	4.1	29.6	27.0	0.0	3.1	33.1	1.0	1.0	0.0	1.1
	Ocp	1.0	1.2	1.5	0.0	9.8	1.5	1.0	3.5	0.0	13.8
1200-1300	Pro	1.1	28.0	30.3	0.0	5.7	32.6	0.6	0.6	0.0	1.0
	Ocp	1.0	1.4	1.2	0.0	6.4	1.3	2.0	2.0	0.0	14.6
1300-1400	Pro	1.9	33.9	32.6	0.0	3.8	24.3	1.3	0.6	0.2	1.4
	Ocp	1.3	1.5	1.6	0.0	8.7	1.4	1.0	1.0	12.0	13.7
1400-1500	Pro	4.9	30.4	27.7	0.5	2.7	30.9	1.1	0.5	0.0	1.2
	Ocp	1.1	1.4	1.6	2.0	8.0	1.4	2.0	2.0	0.0	13.3
1500-1600	Pro	5.2	41.4	27.7	0.0	2.1	21.5	1.0	0.0	0.0	1.0
Peak hour	Ocp	1.1	1.4	1.6	0.0	10.8	1.4	1.5	0.0	0.0	16.1
1600-1700	Pro	2.5	46.4	26.7	1.9	5.1	14.6	0.6	0.6	0.2	1.3
	Ocp	1.0	1.5	1.9	6.0	8.9	1.4	1.0	4.0	35.0	15.6
1700-1800	Pro	6.3	38.6	41.4	0.0	0.6	10.9	0.6	0.6	0.0	1.0
	Ocp	1.2	1.4	1.4	0.0	14.0	1.7	2.0	6.0	0.0	13.7
1800-1900	Pro	7.8	36.6	37.9	0.0	4.6	11.1	0.0	0.7	0.2	1.1
	Ocp	1.0	1.4	1.9	0.0	9.1	1.4	0.0	5.0	15.0	23.0
1900-2000	Pro	5.5	39.1	38.5	0.0	1.2	14.1	0.0	0.0	0.0	1.5
	Ocp	1.2	1.5	1.7	0.0	12.0	1.5	0.0	0.0	0.0	9.1
2000-2100	Pro	3.3	34.8	54.3	0.0	0.5	5.4	0.0	0.5	0.1	1.0
	Ocp	1.0	1.5	1.4	0.0	11.0	1.2	0.0	1.0	11.0	11.1
2100-2200	Pro	6.2	32.5	49.5	0.8	2.3	5.4	0.8	1.5	0.0	1.0
	Ocp	1.1	1.6	1.5	3.0	4.3	1.9	2.0	2.5	0.0	6.2
2200-2300	Pro	4.8	38.9	44.4	2.4	3.2	4.0	0.8	0.0	0.0	1.6
	Ocp	1.0	1.5	1.8	2.7	4.3	1.6	2.0	0.0	0.0	6.6
16 hours	Pro	4.2	33.2	33.2	0.4	4.0	21.9	0.9	0.8	0.1	1.3
	Ocp	1.1	1.4	1.6	3.9	8.1	1.4	1.6	5.4	18.3	12.6

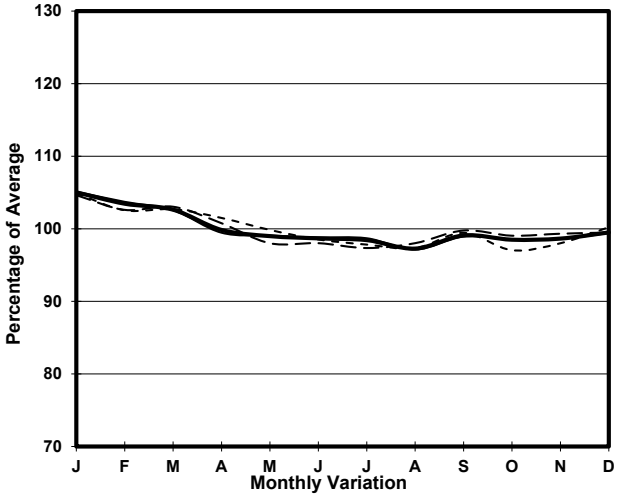
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

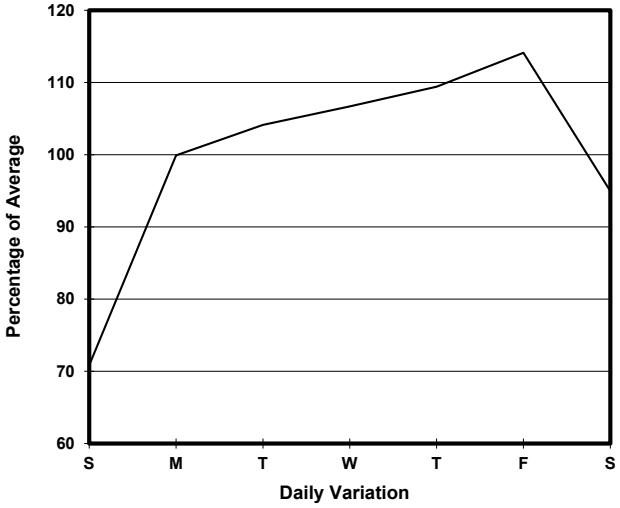
YEAR 2024 **LINK** RECLAMATION ST (from PUBLIC SQUARE ST to ARGYLE ST)

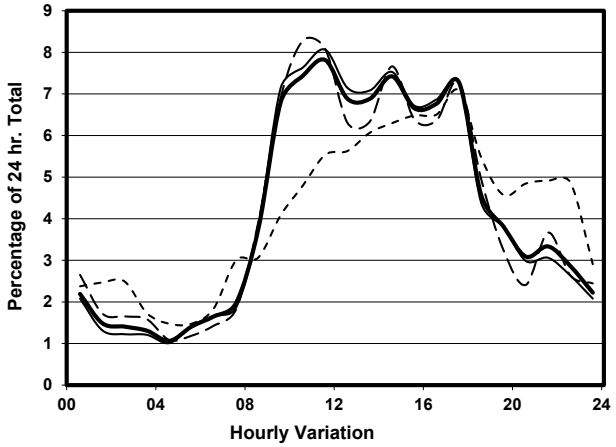
COVERAGE (B) STATION 4210
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

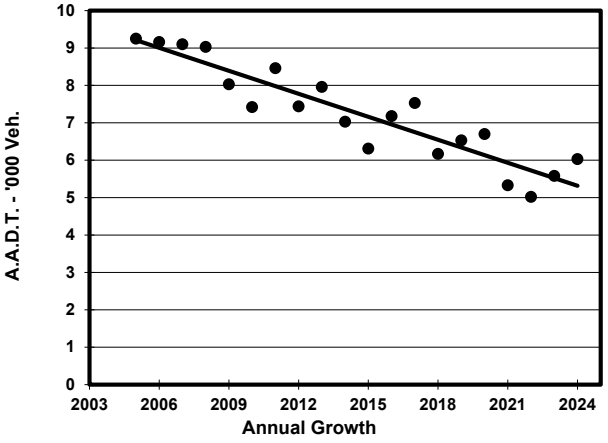


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	6030	6570	5760	4280
R 12 / 24 - %	74.2	75.5	74.3	64.0
R 16 / 24 - %	87.3	88.0	86.2	83.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	410	470	400	180
T - % (AM)	-	1.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	440	480	420	300
T - % (PM)	-	2.4	-	-
Prop.of commercial vehicles - 16 hr.	-	2.6	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

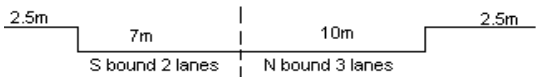
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	7.7	38.5	11.5	0.0	0.0	34.6	3.8	3.8	0.0	0.0
	Ocp	1.0	1.4	1.3	0.0	0.0	1.3	1.0	1.0	0.0	0.0
0800-0900	Pro	10.3	29.3	13.8	1.7	0.0	43.1	1.7	0.0	0.0	0.0
	Ocp	1.0	1.5	1.5	12.0	0.0	1.2	1.0	0.0	0.0	0.0
0900-1000	Pro	4.9	30.5	13.4	0.0	0.0	50.0	1.2	0.0	0.0	0.0
	Ocp	1.0	1.0	1.8	0.0	0.0	1.6	2.0	0.0	0.0	0.0
1000-1100	Pro	2.3	22.7	9.1	0.0	1.1	61.4	3.4	0.0	0.0	0.0
	Ocp	1.0	1.3	1.9	0.0	7.0	1.4	1.3	0.0	0.0	0.0
1100-1200	Pro	5.5	24.2	12.1	0.0	3.3	50.6	3.3	1.1	0.0	0.0
Peak hour	Ocp	1.0	1.5	1.6	0.0	4.7	1.3	1.3	3.0	0.0	0.0
1200-1300	Pro	2.6	27.6	11.8	0.0	1.3	52.6	3.9	0.0	0.0	0.0
	Ocp	1.0	1.4	1.9	0.0	3.0	1.2	1.0	0.0	0.0	0.0
1300-1400	Pro	2.2	31.2	8.6	0.0	2.2	52.7	2.2	1.1	0.0	0.0
	Ocp	1.0	1.4	1.5	0.0	5.0	1.2	1.0	2.0	0.0	0.0
1400-1500	Pro	8.9	24.1	11.4	1.3	2.5	48.1	2.5	1.3	0.0	0.0
	Ocp	1.0	1.3	2.0	6.0	6.0	1.2	1.5	1.0	0.0	0.0
1500-1600	Pro	5.3	32.0	10.7	0.0	5.3	46.7	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.8	0.0	5.8	1.3	0.0	0.0	0.0	0.0
1600-1700	Pro	5.8	36.0	4.7	2.3	2.3	46.5	2.3	0.0	0.0	0.0
	Ocp	1.0	1.4	2.3	9.0	8.0	1.4	1.5	0.0	0.0	0.0
1700-1800	Pro	16.5	38.8	15.3	1.2	3.5	22.4	1.2	1.2	0.0	0.0
	Ocp	1.1	1.2	1.7	2.0	10.3	1.7	2.0	1.0	0.0	0.0
1800-1900	Pro	8.6	42.9	17.1	2.9	4.3	22.9	1.4	0.0	0.0	0.0
	Ocp	1.2	1.6	1.4	1.5	11.0	1.1	1.0	0.0	0.0	0.0
1900-2000	Pro	9.5	44.4	17.5	0.0	6.4	19.0	1.6	1.6	0.0	0.0
	Ocp	1.0	1.2	1.8	0.0	8.8	1.2	1.0	1.0	0.0	0.0
2000-2100	Pro	10.2	44.1	22.0	0.0	6.8	15.3	1.7	0.0	0.0	0.0
	Ocp	1.0	1.3	1.8	0.0	5.3	1.6	1.0	0.0	0.0	0.0
2100-2200	Pro	11.6	27.9	32.6	2.3	2.3	20.9	2.3	0.0	0.0	0.0
	Ocp	1.0	1.2	1.6	1.0	13.0	1.0	1.0	0.0	0.0	0.0
2200-2300	Pro	8.1	35.1	35.1	0.0	8.1	13.5	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.6	0.0	4.0	1.0	0.0	0.0	0.0	0.0
16 hours	Pro	7.1	32.4	14.0	0.7	3.0	40.2	2.1	0.5	0.0	0.0
	Ocp	1.0	1.3	1.7	5.3	7.0	1.3	1.3	1.5	0.0	0.0

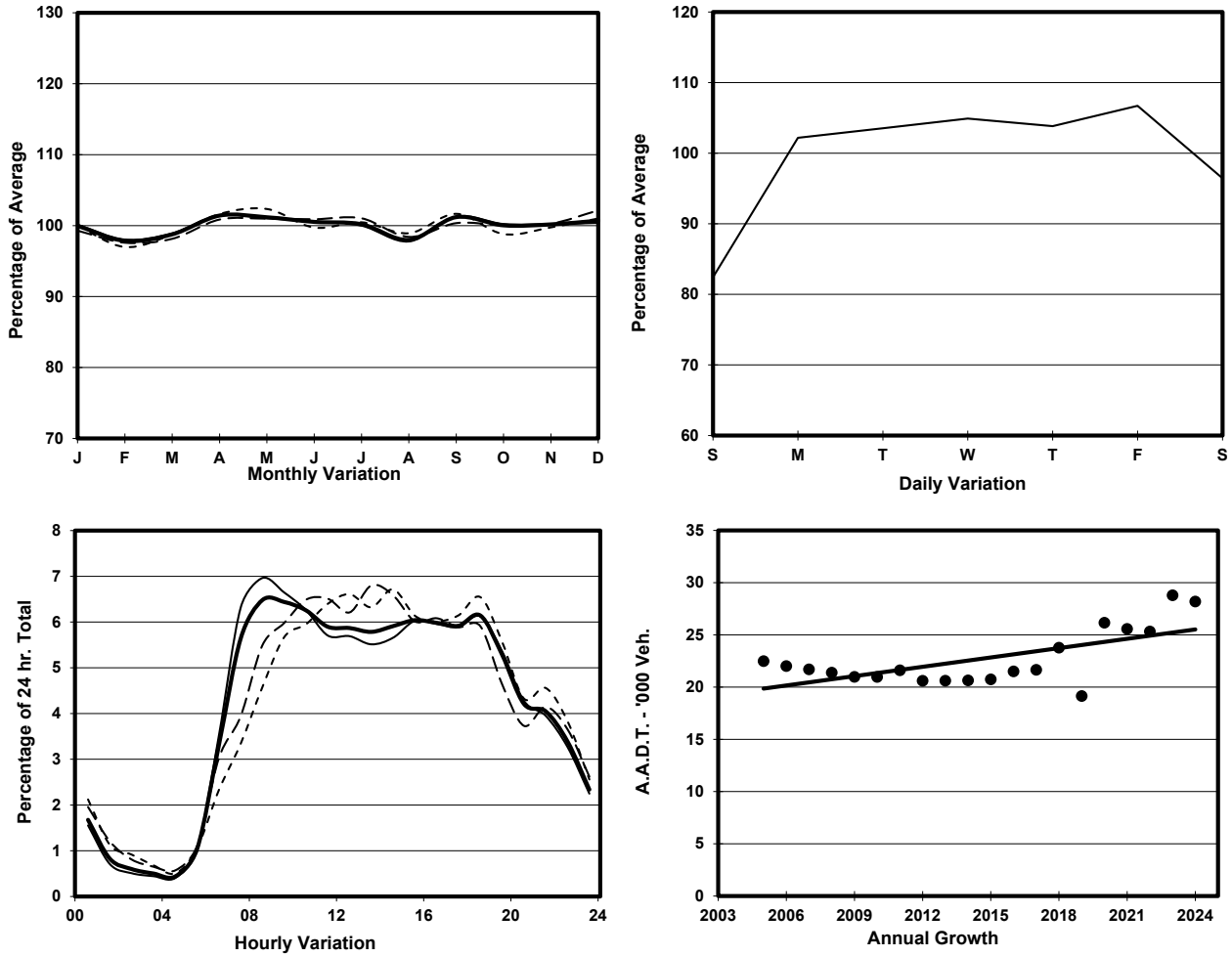
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** FAT KWONG ST (from CHUNG HAU ST to YAN FUNG ST)

COVERAGE (B) STATION 4211
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	15300	16060	15120	12680
R 12 / 24 - %	72.4	72.8	72.2	69.9
R 16 / 24 - %	89.3	89.6	88.1	88.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1000	1140	930	750
T - % (AM)	-	5.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	960	1020	930	820
T - % (PM)	-	3.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-
NORTH BOUND				
A.A.D.T.	12890	13570	12530	10780
R 12 / 24 - %	72.3	72.7	71.5	71.0
R 16 / 24 - %	89.3	89.6	88.0	88.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	830	930	730	580
T - % (AM)	-	5.6	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	770	810	750	720
T - % (PM)	-	9.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-

3. OTHER INFORMATION AND COMMENT

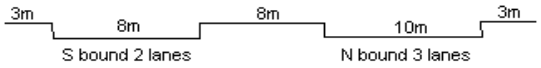
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.8	25.8	35.0	4.6	12.1	15.4	0.8	2.5	0.0	3.0
	Ocp	1.0	1.2	2.0	7.2	11.7	1.4	1.5	4.0	0.0	24.2
0800-0900	Pro	3.1	52.5	23.2	2.4	4.6	8.7	2.7	0.7	0.0	2.0
Peak hour	Ocp	1.0	1.3	1.9	4.6	11.9	1.5	1.3	12.7	0.0	23.1
0900-1000	Pro	3.4	46.0	24.3	2.6	4.9	13.4	3.1	0.6	0.0	1.7
	Ocp	1.0	1.4	1.8	3.3	12.2	1.5	1.5	6.0	0.0	12.1
1000-1100	Pro	3.1	39.3	21.2	1.7	5.5	23.6	2.7	1.0	0.0	1.9
	Ocp	1.0	1.5	1.8	2.6	10.7	1.6	1.6	10.0	0.0	14.9
1100-1200	Pro	8.4	37.9	18.2	2.2	5.5	22.6	2.2	1.1	0.0	2.0
	Ocp	1.0	1.4	1.8	2.2	9.9	1.5	1.3	8.0	0.0	10.2
1200-1300	Pro	6.9	32.7	27.6	5.2	6.2	14.5	3.8	1.4	0.0	1.8
	Ocp	1.0	1.4	1.8	5.2	10.3	1.5	1.3	11.8	0.0	11.1
1300-1400	Pro	5.3	40.4	25.7	2.0	6.3	13.3	3.3	1.7	0.0	1.9
	Ocp	1.0	1.4	1.8	3.3	10.0	1.4	1.4	5.6	0.0	15.9
1400-1500	Pro	7.2	38.2	26.2	2.4	3.1	15.8	4.5	0.7	0.0	1.9
	Ocp	1.0	1.4	1.9	2.0	9.0	1.3	1.2	1.0	0.0	12.0
1500-1600	Pro	4.5	37.8	22.3	3.0	4.2	16.1	3.6	6.8	0.0	1.9
	Ocp	1.0	1.6	1.8	5.4	11.9	1.4	1.2	13.1	0.0	14.4
1600-1700	Pro	5.5	40.6	20.9	5.5	4.5	13.9	3.0	4.2	0.0	1.8
	Ocp	1.1	1.6	1.8	3.0	11.2	1.2	1.3	6.5	0.0	23.5
1700-1800	Pro	5.3	52.4	16.0	4.3	4.3	11.7	2.0	1.3	0.0	2.5
	Ocp	1.0	1.5	1.8	3.5	15.5	1.4	1.5	5.3	0.0	26.4
1800-1900	Pro	7.9	58.9	19.9	0.6	4.1	5.6	0.6	0.6	0.0	1.8
	Ocp	1.0	1.4	2.1	2.0	14.6	1.5	1.5	9.5	0.0	29.3
1900-2000	Pro	10.8	51.9	24.4	0.0	4.9	4.5	0.7	0.7	0.0	2.2
	Ocp	1.0	1.4	2.0	0.0	12.9	1.3	1.0	1.0	0.0	17.4
2000-2100	Pro	9.3	45.9	26.5	0.9	3.7	9.7	0.9	0.5	0.0	2.6
	Ocp	1.0	1.5	1.7	1.5	8.4	1.4	1.0	1.0	0.0	17.7
2100-2200	Pro	8.3	46.2	29.0	1.2	5.3	5.9	0.0	0.6	0.0	3.4
	Ocp	1.1	1.8	2.0	2.0	11.9	1.0	0.0	1.0	0.0	9.8
2200-2300	Pro	1.8	52.7	28.1	1.2	4.8	6.0	1.2	0.6	0.2	3.4
	Ocp	1.0	1.5	1.9	3.5	9.3	1.2	1.5	2.0	1.0	9.6
16 hours	Pro	5.7	43.9	23.8	2.6	5.2	12.8	2.4	1.7	0.1	2.1
	Ocp	1.0	1.4	1.9	3.9	11.5	1.4	1.3	8.5	1.0	17.5

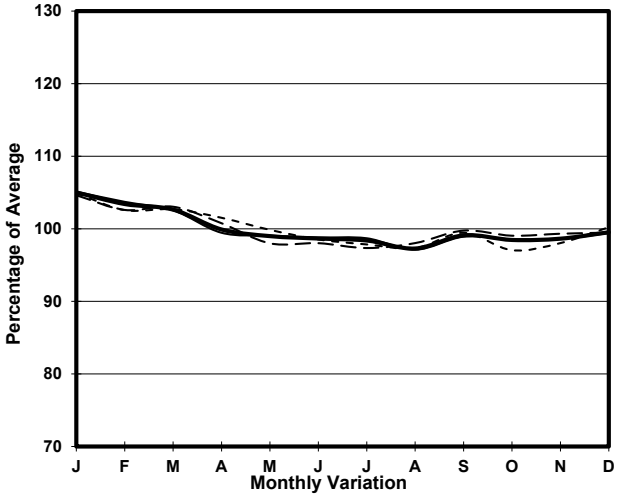
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

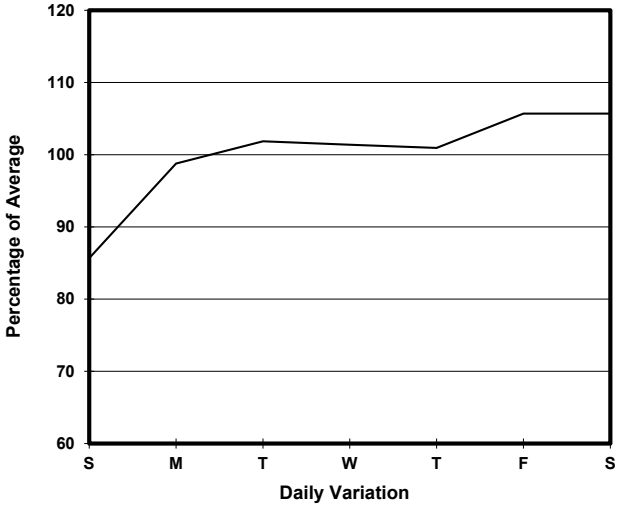
YEAR 2024 **LINK** CHATHAM RD N & MA TAU WAI RD (from SAN LAU ST to CHI KIANG ST)

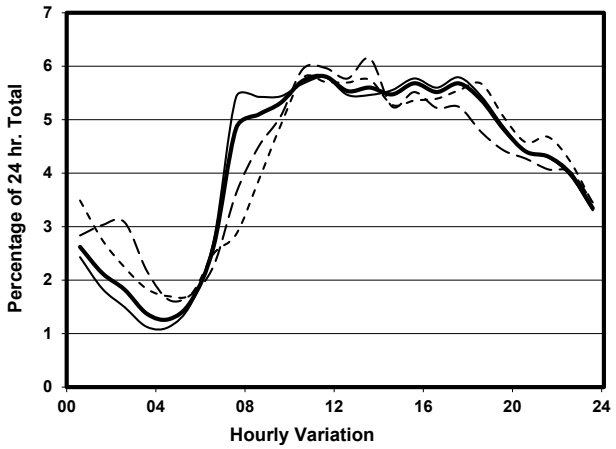
COVERAGE (B) STATION 4212
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

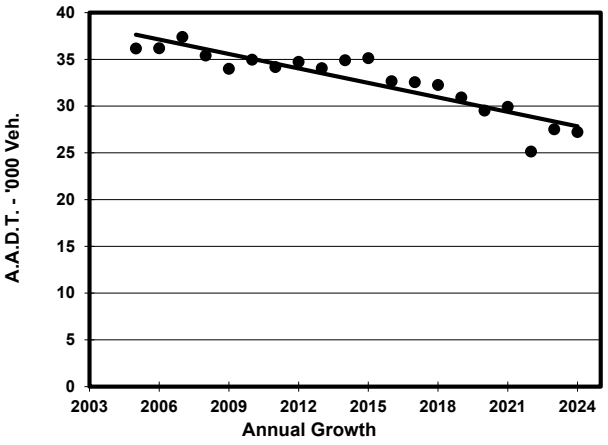


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11500	11630	12070	10930
R 12 / 24 - %	63.2	63.8	61.8	61.3
R 16 / 24 - %	81.1	82.0	78.9	79.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	640	690	680	550
T - % (AM)	-	12.8	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	570	560	630	600
T - % (PM)	-	12.8	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-
NORTH BOUND				
A.A.D.T.	15730	16420	16650	12260
R 12 / 24 - %	67.4	68.9	63.9	62.3
R 16 / 24 - %	84.7	86.0	80.4	81.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	820	880	780	590
T - % (AM)	-	17.7	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	980	1060	950	720
T - % (PM)	-	14.3	-	-
Prop.of commercial vehicles - 16 hr.	-	15.6	-	-

3. OTHER INFORMATION AND COMMENT

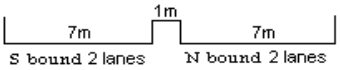
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.8	26.8	23.3	3.5	3.5	17.5	5.0	4.4	0.3	9.8
	Ocp	1.1	1.5	1.9	9.1	11.5	1.4	1.4	16.7	10.8	37.1
0800-0900	Pro	5.1	42.5	19.9	0.7	2.2	14.8	2.9	2.9	0.2	8.6
	Ocp	1.1	1.3	1.9	3.0	11.7	1.4	1.1	9.0	13.8	40.6
0900-1000	Pro	3.0	38.2	11.9	0.5	2.4	29.0	4.9	2.2	0.2	7.8
	Ocp	1.0	1.4	1.8	1.5	8.7	1.5	1.1	8.6	9.3	28.0
1000-1100	Pro	6.4	27.8	27.5	0.8	3.1	21.1	3.6	2.0	0.2	7.6
	Ocp	1.2	1.5	1.9	1.3	9.9	1.5	1.1	9.5	6.7	23.8
1100-1200	Pro	3.5	27.1	25.1	2.0	2.5	27.1	3.8	1.8	0.1	7.0
Peak hour	Ocp	1.1	1.3	1.7	2.4	9.1	1.5	1.3	9.9	12.0	22.2
1200-1300	Pro	4.3	31.2	24.1	1.5	3.1	22.5	3.1	1.5	0.2	8.3
	Ocp	1.1	1.3	1.9	2.4	8.4	1.2	1.3	14.4	7.7	21.5
1300-1400	Pro	4.1	27.6	25.0	2.0	2.0	22.4	4.9	3.2	0.3	8.5
	Ocp	1.0	1.3	1.9	1.7	10.4	1.4	1.6	12.5	9.5	28.3
1400-1500	Pro	6.3	34.9	22.9	0.8	1.6	20.6	3.1	2.1	0.2	7.6
	Ocp	1.0	1.4	2.1	1.3	9.2	1.5	1.3	26.5	6.7	24.9
1500-1600	Pro	7.3	38.3	20.2	2.9	3.1	15.3	3.1	1.6	0.2	8.1
	Ocp	1.0	1.5	2.1	6.7	9.7	1.6	1.2	5.2	10.0	27.6
1600-1700	Pro	5.3	38.5	20.2	1.1	2.8	16.3	2.2	3.4	0.2	9.8
	Ocp	1.0	1.5	1.9	3.8	10.1	1.4	1.0	3.3	12.7	34.7
1700-1800	Pro	6.7	42.2	16.2	2.0	3.1	16.2	1.1	1.4	0.2	11.0
	Ocp	1.0	1.4	2.0	2.3	9.3	1.6	1.5	1.8	18.0	41.7
1800-1900	Pro	7.4	46.5	22.3	0.0	4.3	6.6	0.6	1.1	0.2	11.1
	Ocp	1.0	1.4	2.1	0.0	13.0	1.7	1.0	6.0	23.0	50.0
1900-2000	Pro	6.1	47.4	23.6	0.6	2.5	8.0	0.6	0.6	0.2	10.5
	Ocp	1.0	1.5	1.9	2.0	13.0	1.4	1.0	21.5	7.3	39.7
2000-2100	Pro	6.4	38.3	34.8	0.0	3.2	4.8	0.6	1.0	0.2	10.5
	Ocp	1.1	1.5	1.9	0.0	10.6	1.7	1.5	2.0	13.0	29.7
2100-2200	Pro	6.2	43.6	26.5	2.2	2.2	5.8	1.8	0.4	0.2	11.3
	Ocp	1.1	1.6	1.8	1.3	9.0	1.3	1.4	1.0	5.5	30.9
2200-2300	Pro	6.5	35.7	35.4	0.0	5.4	5.4	0.0	0.8	0.2	10.7
	Ocp	1.2	1.3	1.8	0.0	5.1	1.4	0.0	3.5	4.5	20.9
16 hours	Pro	5.6	36.6	23.3	1.3	2.9	16.4	2.7	1.9	0.2	9.2
	Ocp	1.1	1.4	1.9	4.0	9.9	1.5	1.3	10.6	10.9	32.3

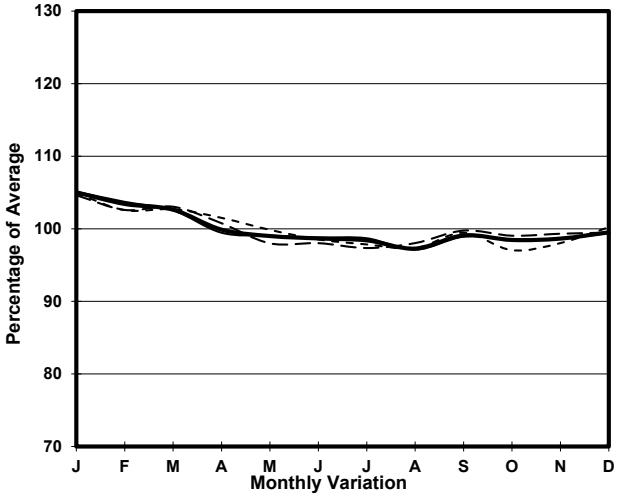
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

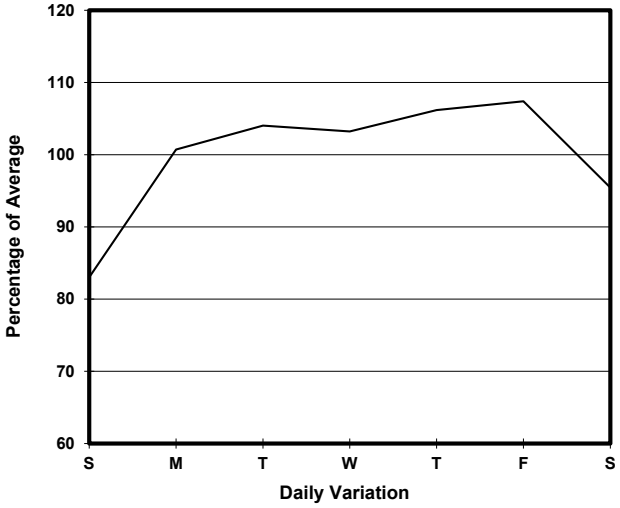
YEAR 2024 **LINK** EAST KOWLOON CORRIDOR <FO> (from MA TAU KOK RD to CHATHAM RD N)

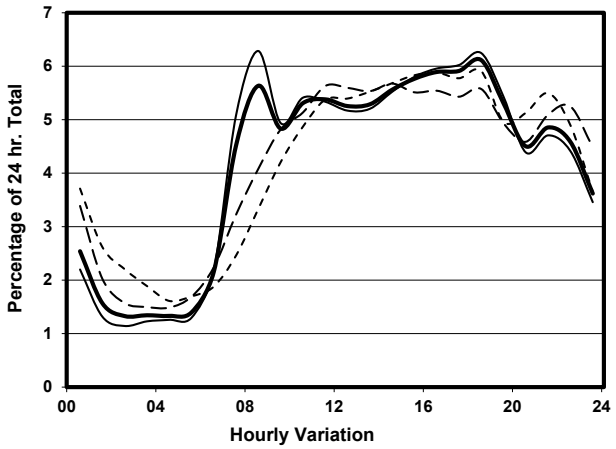
COVERAGE (B) STATION 4213
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

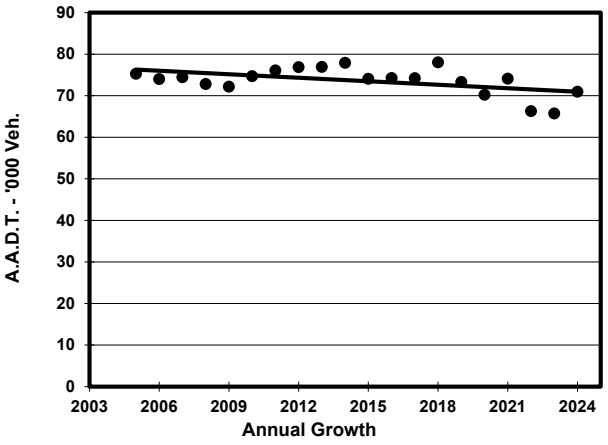


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	21790	22870	21710	17800
R 12 / 24 - %	68.5	69.6	67.1	63.7
R 16 / 24 - %	86.0	87.0	83.8	82.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1180	1330	1240	810
T - % (AM)	-	9.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1520	1650	1340	1140
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	10.2	-	-
NORTH BOUND				
A.A.D.T.	49170	51820	46030	42110
R 12 / 24 - %	64.1	65.8	59.2	58.8
R 16 / 24 - %	84.2	85.4	80.6	80.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2820	3360	2020	1710
T - % (AM)	-	10.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	2860	3020	2600	2480
T - % (PM)	-	10.2	-	-
Prop.of commercial vehicles - 16 hr.	-	9.9	-	-

3. OTHER INFORMATION AND COMMENT

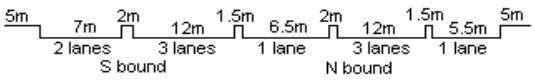
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	7.9	36.9	22.7	2.1	0.4	14.0	8.1	4.9	0.0	2.9
	Ocp	1.1	1.3	2.1	8.6	2.5	1.2	1.1	12.8	0.0	28.9
0800-0900	Pro	4.7	52.0	18.8	1.0	0.3	13.0	4.8	2.4	0.0	3.0
Peak hour	Ocp	1.1	1.2	2.1	5.4	6.5	1.4	1.1	11.3	0.0	38.9
0900-1000	Pro	3.8	43.5	25.1	0.3	0.1	14.8	6.2	2.4	0.0	3.7
	Ocp	1.1	1.4	2.0	7.0	1.0	1.4	1.2	5.9	0.0	19.8
1000-1100	Pro	3.1	35.4	24.6	1.0	0.1	23.1	8.9	1.4	0.0	2.6
	Ocp	1.1	1.4	2.1	1.6	1.0	1.3	1.2	5.2	0.0	18.2
1100-1200	Pro	2.4	35.9	26.7	1.1	0.4	23.0	7.5	0.8	0.0	2.2
	Ocp	1.0	1.3	2.0	3.0	1.0	1.3	1.2	12.3	0.0	22.2
1200-1300	Pro	2.4	45.2	22.5	0.7	0.0	15.8	9.7	1.7	0.0	2.1
	Ocp	1.0	1.3	2.1	2.3	0.0	1.3	1.3	18.1	0.0	21.4
1300-1400	Pro	3.4	41.8	25.7	0.7	0.0	14.6	9.4	2.6	0.0	1.8
	Ocp	1.1	1.3	2.2	1.5	0.0	1.4	1.4	18.3	0.0	25.4
1400-1500	Pro	2.9	42.8	23.2	0.5	0.1	19.0	7.8	1.9	0.1	1.8
	Ocp	1.1	1.3	2.2	2.0	1.0	1.3	1.2	10.4	1.0	26.7
1500-1600	Pro	3.2	46.7	22.5	1.6	0.0	15.4	7.1	1.5	0.0	2.1
	Ocp	1.1	1.4	2.2	6.7	0.0	1.4	1.2	16.0	0.0	24.6
1600-1700	Pro	4.3	40.1	24.2	1.3	0.0	18.7	6.7	2.1	0.0	2.5
	Ocp	1.1	1.4	1.8	4.3	0.0	1.3	1.2	11.2	0.0	29.9
1700-1800	Pro	7.5	50.3	21.1	0.8	0.0	11.6	3.7	2.3	0.0	2.8
	Ocp	1.1	1.3	2.2	4.0	0.0	1.3	1.2	9.6	0.0	41.3
1800-1900	Pro	9.5	56.9	19.7	0.1	0.3	8.0	1.6	1.7	0.0	2.1
	Ocp	1.1	1.2	2.3	1.0	19.3	1.3	1.2	18.2	0.0	60.6
1900-2000	Pro	5.2	58.9	23.6	0.2	0.4	5.9	1.9	1.5	0.0	2.5
	Ocp	1.1	1.3	2.1	1.0	13.0	1.1	1.3	8.2	0.0	32.5
2000-2100	Pro	5.3	56.0	23.5	0.0	0.4	8.8	1.9	1.1	0.0	2.9
	Ocp	1.1	1.4	2.0	0.0	5.0	1.3	1.3	9.1	0.0	26.9
2100-2200	Pro	4.5	55.4	30.0	0.0	0.0	4.3	2.4	0.6	0.0	2.8
	Ocp	1.1	1.3	1.9	0.0	0.0	1.4	1.1	4.4	0.0	28.8
2200-2300	Pro	5.0	53.2	31.8	0.1	0.4	5.1	1.3	0.7	0.0	2.5
	Ocp	1.1	1.3	1.9	1.0	8.3	1.3	1.1	2.3	0.0	25.9
16 hours	Pro	4.7	46.9	23.9	0.7	0.2	13.6	5.6	1.9	0.1	2.5
	Ocp	1.1	1.3	2.1	4.7	7.3	1.3	1.2	11.7	1.0	29.6

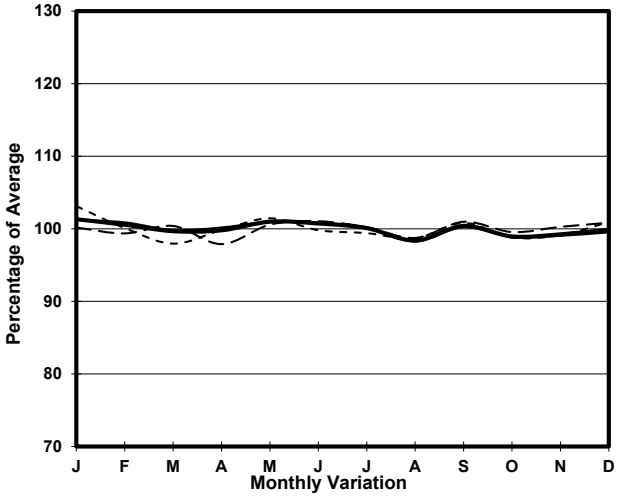
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

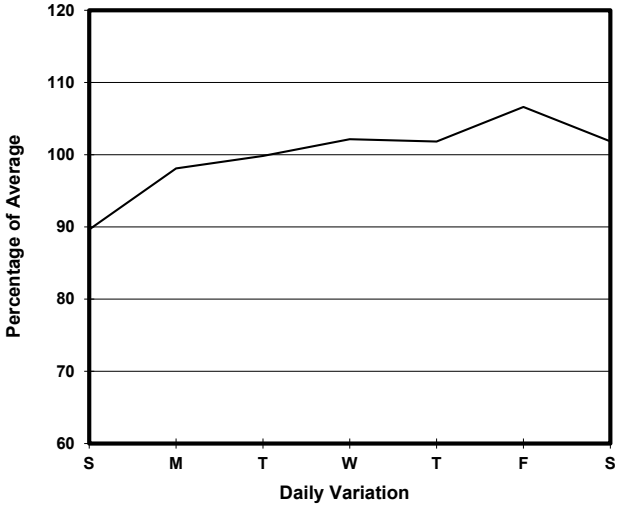
YEAR 2024 **LINK** FERRY ST & FERRY ST <FO> (from WATERLOO RD to SHANTUNG ST)

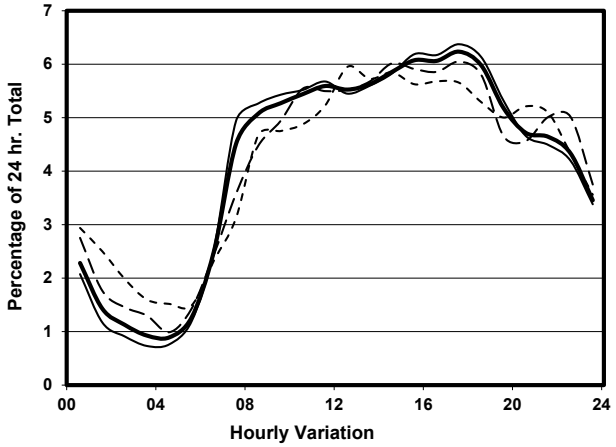
COVERAGE (B) STATION 4214
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

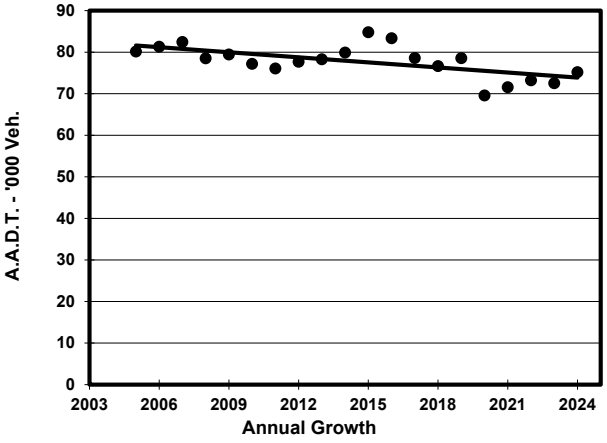


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	39940	40200	42290	37880
R 12 / 24 - %	65.2	66.4	61.9	62.2
R 16 / 24 - %	83.8	85.0	80.5	80.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2050	2110	2060	1870
T - % (AM)	-	6.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2400	2480	2420	2110
T - % (PM)	-	3.4	-	-
Prop.of commercial vehicles - 16 hr.	-	4.9	-	-
NORTH BOUND				
A.A.D.T.	35240	36390	36210	29870
R 12 / 24 - %	69.6	70.9	68.3	62.8
R 16 / 24 - %	88.8	89.7	88.4	83.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0800-0900
One-way flow at AM peak hour	1910	2060	1820	1390
T - % (AM)	-	13.1	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	2280	2410	2340	1940
T - % (PM)	-	5.1	-	-
Prop.of commercial vehicles - 16 hr.	-	8.6	-	-

3. OTHER INFORMATION AND COMMENT

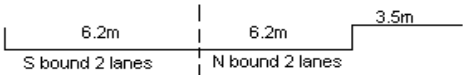
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	9.7	39.6	14.8	1.9	1.2	20.8	7.1	3.6	0.0	1.2
	Ocp	1.0	1.2	2.0	5.1	12.3	1.3	1.3	7.2	0.0	1.0
0800-0900	Pro	5.4	49.5	14.0	0.7	1.6	20.9	5.5	1.3	0.0	0.9
	Ocp	1.1	1.2	1.9	4.6	6.4	1.6	1.2	4.2	0.0	1.0
0900-1000	Pro	3.6	40.3	16.1	0.5	1.2	29.7	5.5	1.3	0.0	1.7
	Ocp	1.1	1.3	1.9	2.3	2.3	1.5	1.2	7.6	0.0	1.0
1000-1100	Pro	4.5	32.5	17.5	1.2	0.9	33.5	8.2	0.7	0.0	1.0
	Ocp	1.0	1.3	1.9	2.1	2.7	1.4	1.3	2.9	0.0	1.0
1100-1200	Pro	3.2	34.1	18.7	1.3	0.4	32.7	7.8	1.1	0.0	0.6
	Ocp	1.1	1.5	2.0	2.4	1.0	1.3	1.3	3.1	0.0	1.0
1200-1300	Pro	6.6	40.5	16.0	1.6	0.6	27.0	6.2	0.8	0.0	0.7
	Ocp	1.0	1.3	1.9	3.1	4.3	1.3	1.2	5.3	0.0	1.0
1300-1400	Pro	4.3	38.8	17.3	0.4	0.7	32.0	5.7	0.7	0.0	0.3
	Ocp	1.1	1.4	2.0	1.8	3.3	1.3	1.2	19.1	0.0	1.0
1400-1500	Pro	2.8	41.0	16.9	0.7	0.9	29.5	7.1	0.9	0.0	0.3
	Ocp	1.1	1.3	1.9	1.9	6.1	1.3	1.3	3.2	0.0	1.0
1500-1600	Pro	4.7	38.7	19.6	1.5	0.4	28.1	5.5	1.1	0.0	0.4
	Ocp	1.2	1.4	1.9	4.9	5.8	1.3	1.3	9.7	0.0	1.0
1600-1700	Pro	5.0	45.0	17.6	1.4	0.5	23.6	4.6	1.9	0.0	0.4
	Ocp	1.1	1.2	1.7	1.9	8.2	1.3	1.2	4.1	0.0	1.0
1700-1800	Pro	8.4	51.4	15.5	0.4	0.7	19.4	1.9	1.8	0.0	0.6
Peak hour	Ocp	1.1	1.4	2.0	1.5	10.4	1.5	1.2	9.1	0.0	1.0
1800-1900	Pro	8.7	58.1	18.3	0.1	1.0	10.0	2.0	1.5	0.0	0.4
	Ocp	1.0	1.3	1.9	1.0	10.6	1.4	1.3	14.5	0.0	1.0
1900-2000	Pro	6.3	56.0	21.8	0.1	1.0	10.1	2.0	1.9	0.0	0.7
	Ocp	1.1	1.3	2.0	1.0	9.2	1.4	1.2	6.5	0.0	1.0
2000-2100	Pro	7.1	51.8	24.2	0.3	1.7	9.8	2.5	1.4	0.0	1.3
	Ocp	1.2	1.2	1.8	1.7	6.1	1.2	1.1	6.0	0.0	1.0
2100-2200	Pro	6.4	49.2	30.0	0.0	1.6	8.2	1.7	2.0	0.0	1.0
	Ocp	1.1	1.3	1.8	0.0	4.2	1.1	1.2	2.3	0.0	1.0
2200-2300	Pro	5.8	54.3	28.6	0.3	0.9	6.9	1.8	0.9	0.0	0.5
	Ocp	1.2	1.3	1.8	1.0	5.4	1.2	1.1	3.4	0.0	1.0
16 hours	Pro	5.7	45.0	18.8	0.8	0.9	22.0	4.8	1.4	0.0	0.7
	Ocp	1.1	1.3	1.9	3.0	6.2	1.4	1.2	6.8	0.0	1.0

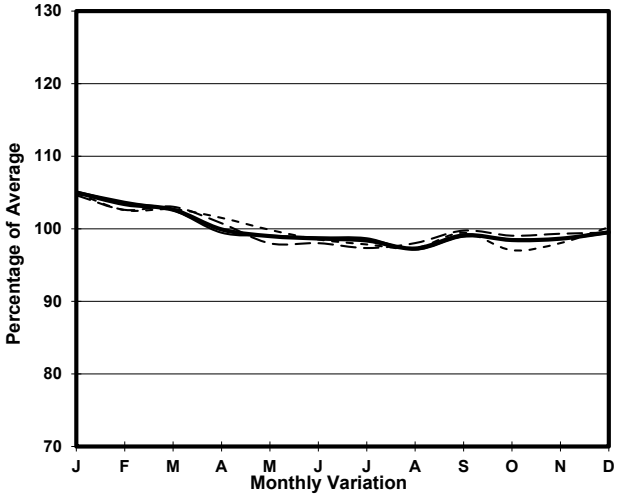
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

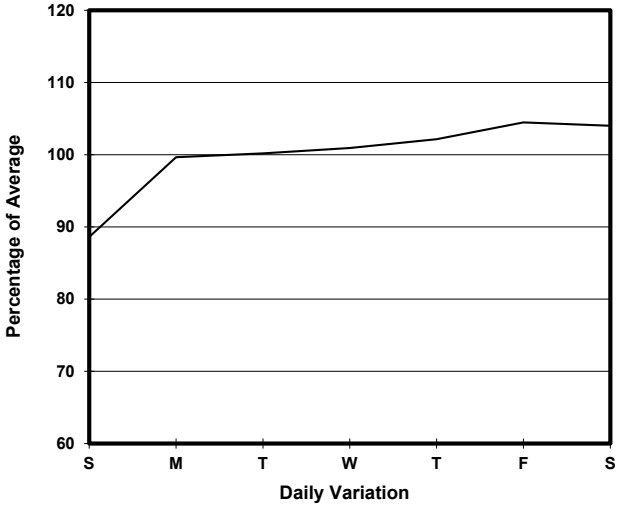
YEAR 2024 **LINK** YIM PO FONG ST (from SHANTUNG ST to WATERLOO RD)

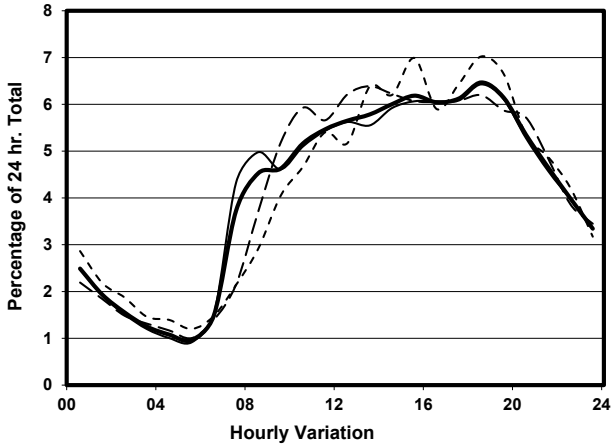
COVERAGE (B) STATION 4215
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

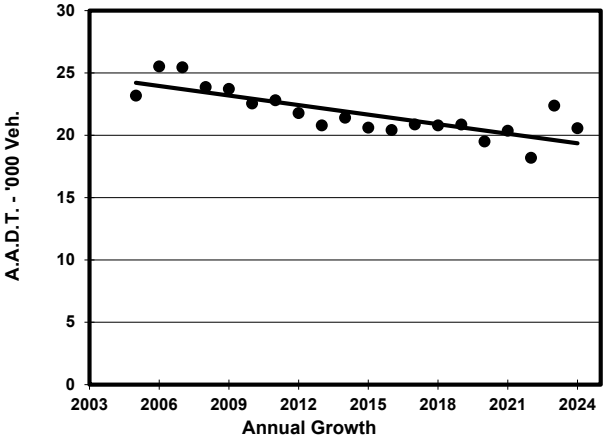


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10200	10420	10830	8980
R 12 / 24 - %	66.4	66.9	66.7	63.4
R 16 / 24 - %	86.6	86.7	87.1	84.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	500	550	590	400
T - % (AM)	-	1.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	680	690	710	610
T - % (PM)	-	0.4	-	-
Prop.of commercial vehicles - 16 hr.	-	2.2	-	-
NORTH BOUND				
A.A.D.T.	10370	10570	10880	9230
R 12 / 24 - %	65.1	65.5	65.0	63.1
R 16 / 24 - %	85.3	85.5	85.2	83.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	460	490	540	330
T - % (AM)	-	0.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	660	660	660	680
T - % (PM)	-	2.8	-	-
Prop.of commercial vehicles - 16 hr.	-	1.4	-	-

3. OTHER INFORMATION AND COMMENT

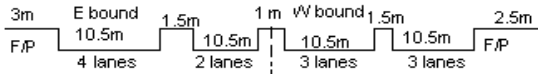
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.4	33.4	30.0	3.4	5.1	17.1	1.7	4.3	1.3	0.2
	Ocp	1.0	1.6	1.7	11.3	8.0	1.4	1.5	11.2	13.5	1.0
0800-0900	Pro	2.1	56.3	23.4	0.0	6.2	11.1	0.0	0.4	0.5	0.1
	Ocp	1.2	1.5	1.7	0.0	10.1	1.6	0.0	1.0	18.2	1.0
0900-1000	Pro	3.8	24.9	38.9	1.9	5.2	23.0	1.4	0.5	0.5	0.1
	Ocp	1.1	1.5	1.6	1.8	4.0	1.3	1.3	1.0	15.0	1.0
1000-1100	Pro	6.4	25.0	33.8	0.0	5.4	26.9	2.0	0.0	0.6	0.0
	Ocp	1.0	1.2	1.6	0.0	4.5	1.4	2.3	0.0	17.2	0.0
1100-1200	Pro	7.9	27.2	37.6	0.5	3.5	22.3	0.0	0.5	0.5	0.0
	Ocp	1.1	1.2	1.6	4.0	5.1	1.3	0.0	1.0	16.5	0.0
1200-1300	Pro	6.6	30.4	35.5	2.3	5.1	16.8	2.0	0.8	0.6	0.0
	Ocp	1.1	1.5	1.6	3.3	6.9	1.4	1.6	26.0	17.5	0.0
1300-1400	Pro	5.0	28.1	34.7	3.0	4.0	23.1	0.5	1.0	0.5	0.0
	Ocp	1.1	1.4	1.9	2.3	11.0	1.5	2.0	3.0	22.0	0.0
1400-1500	Pro	5.2	38.4	34.8	0.4	3.6	16.8	0.0	0.4	0.5	0.0
	Ocp	1.0	1.5	1.9	2.0	9.1	1.5	0.0	1.0	13.0	0.0
1500-1600	Pro	4.9	46.4	27.9	1.2	4.9	12.3	0.8	0.8	0.5	0.1
	Ocp	1.1	1.2	1.8	2.3	6.8	1.4	2.0	1.0	19.8	1.0
1600-1700	Pro	3.7	46.7	25.6	0.4	3.3	19.0	0.0	0.8	0.4	0.0
	Ocp	1.1	1.3	1.9	5.0	11.4	1.4	0.0	23.5	26.3	0.0
1700-1800	Pro	8.2	43.8	29.5	1.2	3.3	12.7	0.0	0.8	0.5	0.0
	Ocp	1.2	1.4	1.9	3.0	10.6	1.5	0.0	22.0	25.6	0.0
1800-1900	Pro	8.6	51.3	27.8	0.0	3.3	7.3	0.3	1.0	0.3	0.0
Peak hour	Ocp	1.0	1.5	1.9	0.0	12.5	1.5	3.0	16.0	27.8	0.0
1900-2000	Pro	9.9	41.7	33.5	0.3	4.4	8.9	0.3	0.7	0.2	0.0
	Ocp	1.1	1.4	1.8	4.0	13.5	1.4	1.0	11.5	14.0	0.0
2000-2100	Pro	6.5	47.0	33.9	0.0	3.9	8.3	0.0	0.0	0.3	0.1
	Ocp	1.2	1.4	1.8	0.0	12.9	1.3	0.0	0.0	10.0	1.0
2100-2200	Pro	9.6	39.6	39.6	0.0	4.2	6.0	0.6	0.0	0.3	0.0
	Ocp	1.0	1.6	1.8	0.0	8.3	1.4	1.0	0.0	9.0	0.0
2200-2300	Pro	6.4	52.5	30.0	0.5	4.3	5.4	0.0	0.5	0.3	0.0
	Ocp	1.3	1.5	2.0	4.0	15.1	1.5	0.0	1.0	12.0	0.0
16 hours	Pro	6.3	40.3	32.0	0.9	4.3	14.5	0.6	0.7	0.5	0.1
	Ocp	1.1	1.4	1.8	3.9	9.3	1.4	1.8	11.3	18.0	1.0

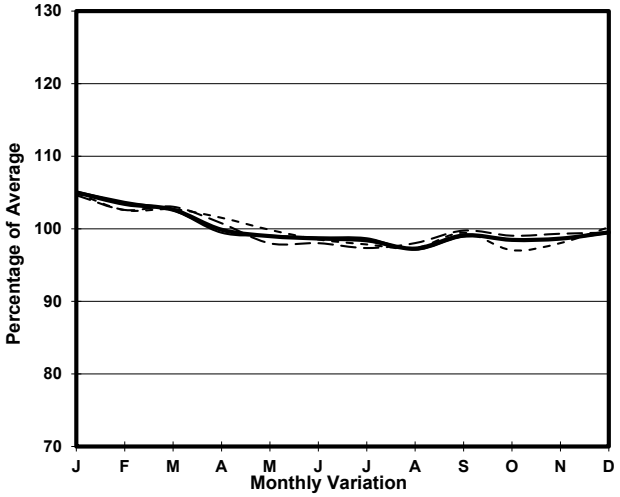
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

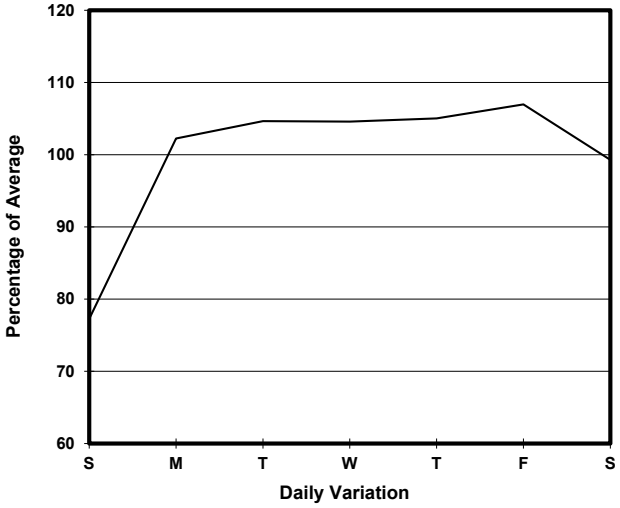
YEAR 2024 **LINK** KWUN TONG RD (from PING SHEK EST EASTERN END to WAI YIP ST FO <K42>)

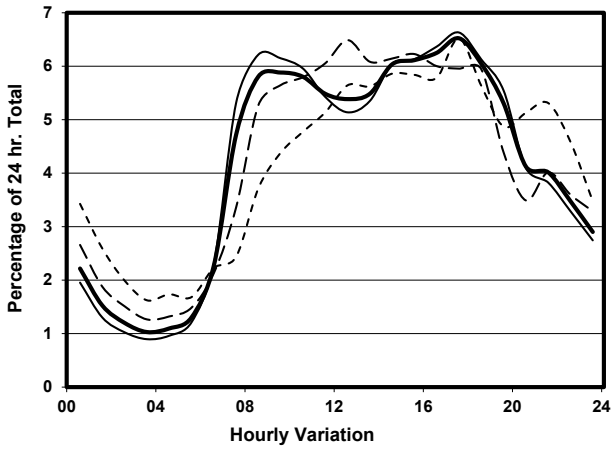
COVERAGE (B) STATION 4216
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

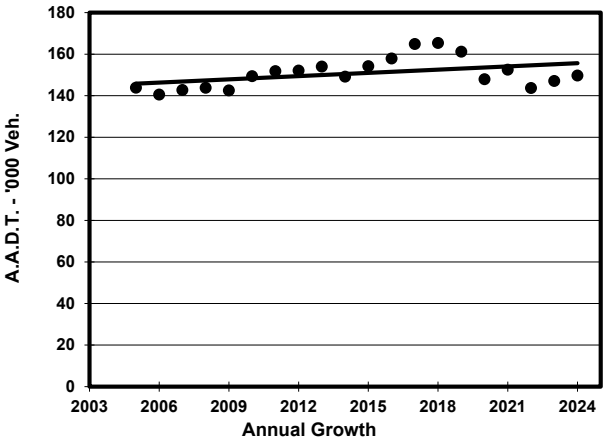


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	74330	78630	76710	57000
R 12 / 24 - %	70.9	72.3	70.6	61.7
R 16 / 24 - %	87.0	88.3	84.5	80.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4700	5310	4690	2550
T - % (AM)	-	10.9	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	4770	5160	4720	3980
T - % (PM)	-	11.7	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-
WEST BOUND				
A.A.D.T.	75380	79990	75100	59310
R 12 / 24 - %	68.2	69.5	67.3	61.0
R 16 / 24 - %	86.0	86.9	84.4	81.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	4220	4690	3880	2550
T - % (AM)	-	13.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4990	5360	4980	3600
T - % (PM)	-	8.1	-	-
Prop.of commercial vehicles - 16 hr.	-	11.4	-	-

3. OTHER INFORMATION AND COMMENT

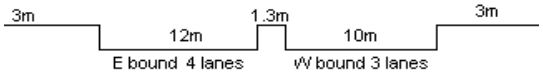
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.6	35.6	19.2	2.4	3.5	17.8	5.1	3.0	0.1	6.7
	Ocp	1.1	1.4	2.1	6.3	12.4	1.3	1.1	16.7	14.9	41.7
0800-0900	Pro	4.2	45.6	17.4	1.2	2.7	16.4	4.7	1.4	0.1	6.3
	Ocp	1.0	1.3	2.1	6.9	13.7	1.4	1.4	20.8	19.7	47.2
0900-1000	Pro	2.4	37.1	18.9	0.9	2.9	25.3	5.3	1.4	0.1	5.9
	Ocp	1.1	1.3	1.9	1.6	9.6	1.4	1.3	8.5	13.5	29.5
1000-1100	Pro	1.2	33.8	19.0	1.0	2.2	30.4	6.5	1.0	0.1	4.9
	Ocp	1.1	1.4	1.9	2.0	9.2	1.4	1.3	7.1	12.8	23.3
1100-1200	Pro	2.7	39.7	15.5	1.5	2.9	27.0	4.9	1.0	0.1	4.8
	Ocp	1.0	1.3	2.0	3.0	7.2	1.4	1.4	7.9	13.9	22.0
1200-1300	Pro	3.2	38.7	14.6	1.6	2.0	26.6	7.3	0.6	0.1	5.3
	Ocp	1.0	1.4	2.0	4.6	9.0	1.3	1.3	3.5	12.0	22.4
1300-1400	Pro	4.1	35.3	18.6	1.3	2.4	24.3	8.0	1.0	0.1	4.9
	Ocp	1.0	1.3	1.9	2.9	8.3	1.4	1.4	5.1	10.4	25.2
1400-1500	Pro	2.0	29.5	20.2	0.7	2.1	31.8	6.9	1.0	0.1	5.8
	Ocp	1.2	1.5	1.9	1.5	10.4	1.4	1.3	2.6	9.4	22.0
1500-1600	Pro	2.3	38.9	15.3	1.9	2.0	27.4	5.4	1.6	0.2	5.0
	Ocp	1.1	1.4	1.9	4.6	8.9	1.4	1.2	11.5	11.8	26.0
1600-1700	Pro	3.2	41.9	17.9	1.6	2.7	21.8	3.6	1.6	0.2	5.6
	Ocp	1.0	1.4	1.8	3.3	11.5	1.5	1.3	8.2	8.8	28.9
1700-1800	Pro	3.9	51.2	15.4	1.1	3.2	15.3	1.6	1.5	0.2	6.5
Peak hour	Ocp	1.0	1.3	2.0	1.7	13.3	1.3	1.2	7.6	19.7	45.6
1800-1900	Pro	3.5	57.5	14.3	0.2	3.2	12.1	1.4	1.3	0.1	6.4
	Ocp	1.1	1.4	2.0	6.4	16.4	1.3	1.3	17.1	24.7	53.2
1900-2000	Pro	3.2	55.4	21.1	0.2	2.7	8.4	1.6	1.1	0.1	6.2
	Ocp	1.0	1.4	1.9	2.0	12.0	1.3	1.2	10.1	21.7	39.0
2000-2100	Pro	2.7	57.6	21.1	0.0	3.7	6.0	0.9	0.9	0.2	6.7
	Ocp	1.0	1.3	1.9	0.0	10.2	1.3	1.2	13.7	5.8	28.8
2100-2200	Pro	3.5	48.5	26.6	0.0	3.5	8.4	1.1	0.5	0.2	7.8
	Ocp	1.0	1.3	2.0	0.0	9.2	1.3	1.2	2.5	9.8	24.1
2200-2300	Pro	2.5	54.0	23.3	0.0	3.6	7.0	1.0	0.4	0.2	8.1
	Ocp	1.1	1.4	1.9	0.0	11.1	1.2	1.2	22.4	8.6	19.0
16 hours	Pro	3.2	43.4	18.3	1.0	2.8	19.7	4.2	1.3	0.1	6.0
	Ocp	1.0	1.4	1.9	4.0	11.1	1.4	1.3	11.4	13.8	32.8

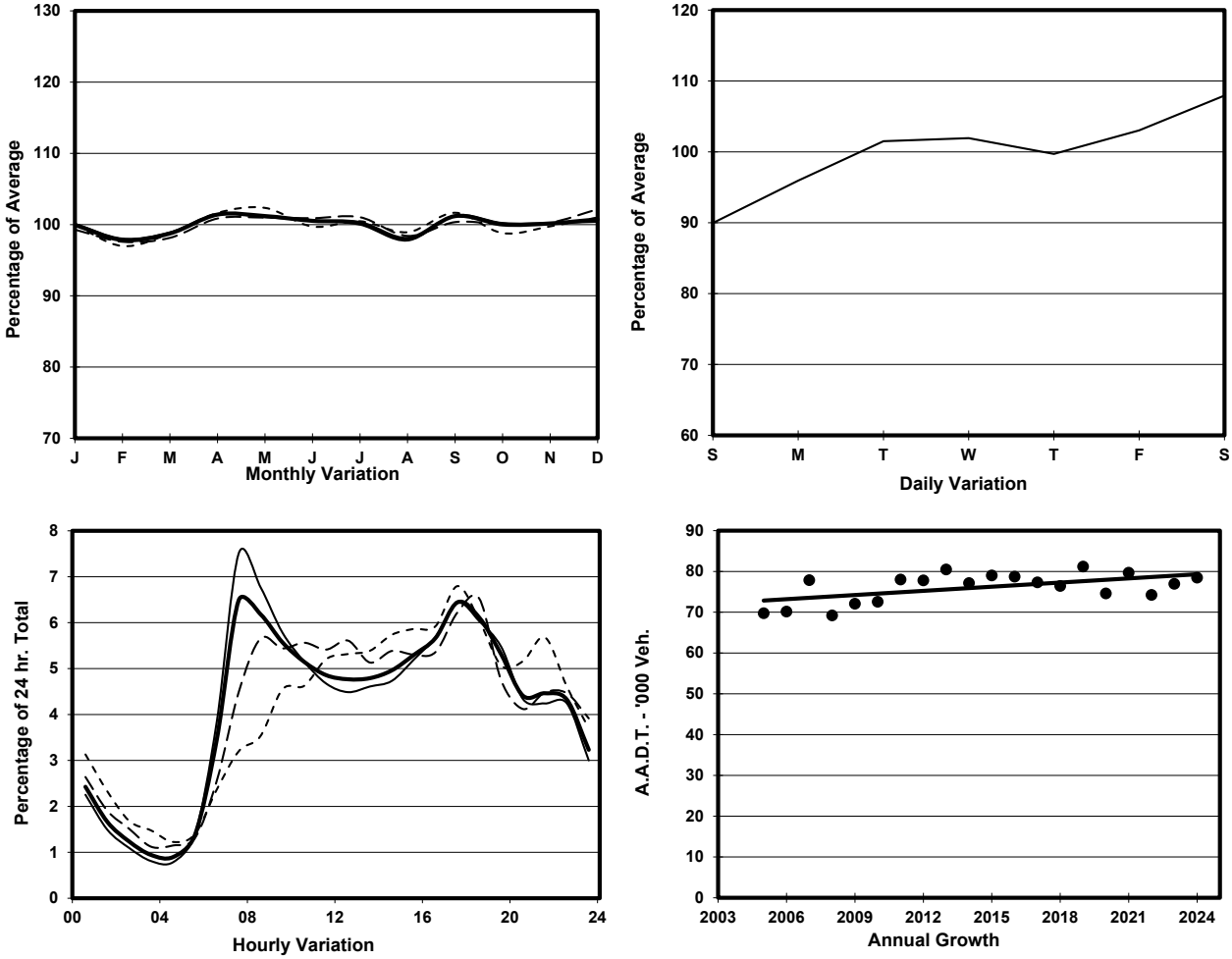
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** CLEAR WATER BAY RD (from LUNG CHEUNG RD to NEW CLEAR WATER BAY RD WESTERN JUNCTION)

COVERAGE (B) STATION 4217
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	42000	42080	45860	39100
R 12 / 24 - %	63.8	64.4	63.8	60.7
R 16 / 24 - %	84.4	85.1	83.2	81.8
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	2270	2550	2380	1640
T - % (AM)	-	14.5	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2700	2710	2900	2620
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	9.5	-	-
WEST BOUND				
A.A.D.T.	36470	36920	39220	32670
R 12 / 24 - %	69.1	70.1	68.7	63.9
R 16 / 24 - %	85.2	85.6	84.7	83.8
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2820	3380	2500	1630
T - % (AM)	-	9.8	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	2360	2390	2710	2260
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.6	-	-

3. OTHER INFORMATION AND COMMENT

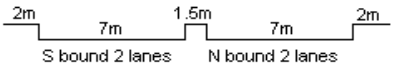
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.8	49.4	14.0	2.5	8.6	7.8	3.9	4.2	0.1	3.7
Peak hour	Ocp	1.1	1.5	2.0	5.4	14.1	1.3	1.1	23.6	15.5	64.4
0800-0900	Pro	4.9	47.5	14.5	1.9	8.7	13.0	3.6	2.5	0.1	3.4
	Ocp	1.1	1.4	2.1	2.9	14.0	1.4	1.2	8.2	15.5	60.5
0900-1000	Pro	3.5	47.2	16.5	1.6	8.6	13.5	4.4	0.8	0.1	3.8
	Ocp	1.1	1.3	2.0	2.6	13.1	1.3	1.2	7.0	4.5	34.1
1000-1100	Pro	3.4	38.7	23.2	1.3	8.3	15.9	4.4	0.7	0.1	4.1
	Ocp	1.1	1.4	1.7	2.7	10.5	1.4	1.1	6.2	14.5	30.9
1100-1200	Pro	6.1	36.9	20.2	1.5	9.4	16.2	5.1	0.4	0.1	4.3
	Ocp	1.0	1.3	1.7	2.3	12.2	1.3	1.4	1.3	10.0	26.3
1200-1300	Pro	4.4	36.3	18.7	2.4	10.1	18.0	4.3	1.1	0.1	4.7
	Ocp	1.0	1.4	2.0	3.3	9.3	1.4	1.3	3.1	14.7	27.5
1300-1400	Pro	6.1	36.6	19.5	2.1	9.1	14.7	6.2	1.6	0.1	4.1
	Ocp	1.0	1.4	1.9	3.2	11.7	1.3	1.3	1.0	13.0	29.1
1400-1500	Pro	3.8	36.8	20.0	1.7	6.9	18.4	6.1	1.7	0.2	4.3
	Ocp	1.0	1.3	2.2	1.7	11.6	1.5	1.1	2.3	9.0	27.2
1500-1600	Pro	3.5	41.8	16.7	4.4	8.3	13.6	5.6	1.9	0.0	4.2
	Ocp	1.1	1.6	1.8	6.4	12.3	1.3	1.2	10.9	0.0	32.4
1600-1700	Pro	5.0	41.4	18.1	3.8	8.4	13.0	3.7	3.1	0.1	3.4
	Ocp	1.1	1.5	2.1	2.9	13.6	1.5	1.2	9.4	17.7	46.6
1700-1800	Pro	6.6	48.5	15.1	2.3	7.8	12.1	2.0	1.8	0.1	3.7
	Ocp	1.1	1.5	1.8	3.8	14.4	1.6	1.1	9.8	8.0	58.3
1800-1900	Pro	6.3	56.2	14.0	0.5	9.4	7.6	1.4	1.1	0.1	3.4
	Ocp	1.1	1.4	2.3	2.6	12.5	1.4	1.5	15.7	28.2	64.1
1900-2000	Pro	7.1	55.4	15.8	0.0	10.4	5.5	0.8	1.1	0.1	3.8
	Ocp	1.1	1.5	1.8	0.0	12.0	1.2	1.1	4.0	6.5	42.1
2000-2100	Pro	6.6	42.1	24.9	0.1	11.6	8.2	0.4	0.9	0.1	5.0
	Ocp	1.2	1.4	1.9	4.0	9.7	1.4	1.3	4.0	17.0	28.9
2100-2200	Pro	5.3	49.7	23.6	0.1	9.5	6.4	0.7	0.1	0.1	4.4
	Ocp	1.1	1.4	1.7	1.0	9.5	1.3	1.4	1.0	6.0	29.1
2200-2300	Pro	5.1	49.1	27.5	0.0	7.8	5.3	0.2	0.2	0.1	4.9
	Ocp	1.0	1.4	1.7	0.0	11.0	1.2	2.0	1.0	6.7	24.4
16 hours	Pro	5.3	45.2	18.2	1.7	8.9	11.7	3.3	1.6	0.1	4.0
	Ocp	1.1	1.4	1.9	3.7	12.2	1.4	1.2	10.9	14.4	40.1

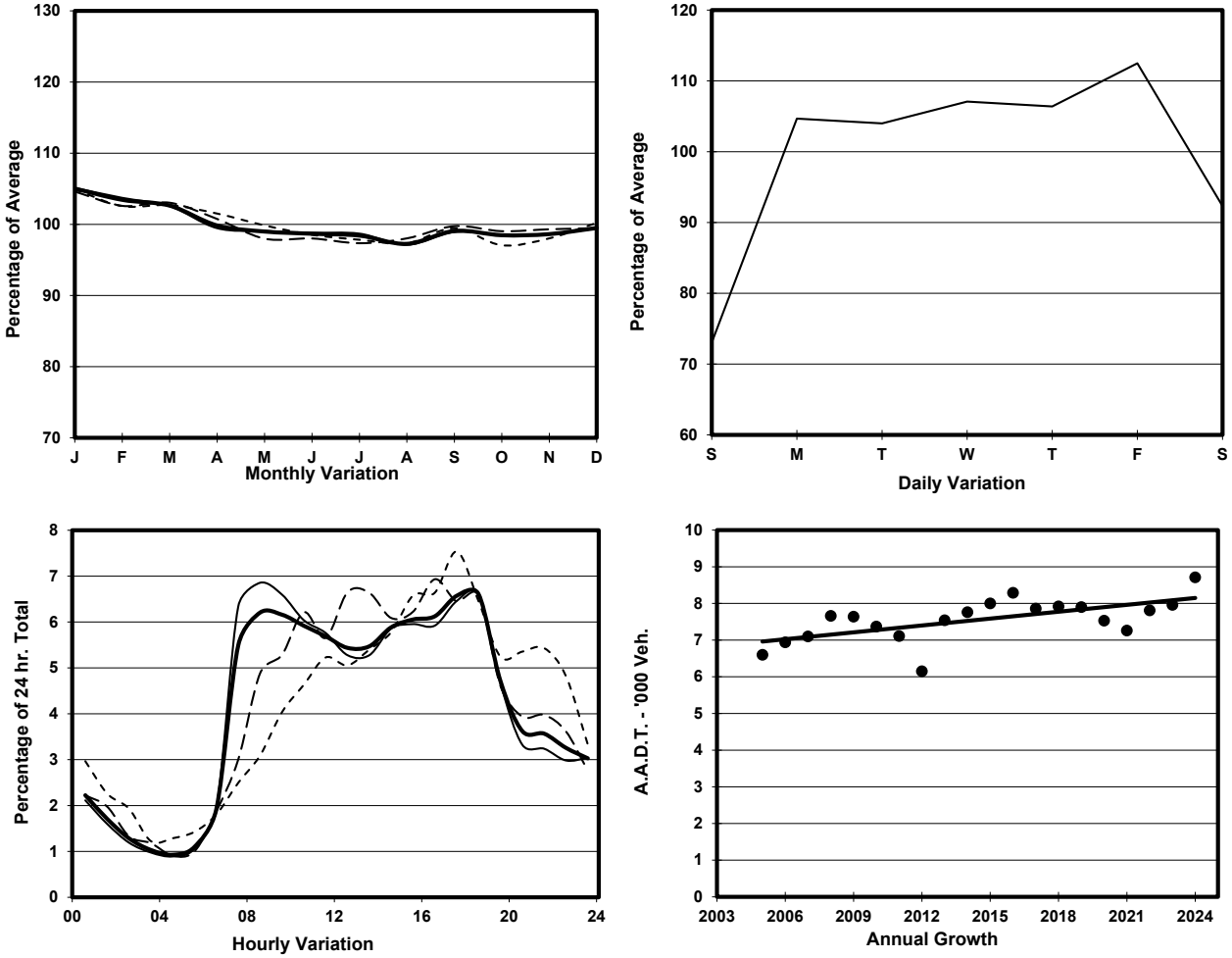
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** SHING KAI RD (from CONCORDE RD to KAI SHING ST)

COVERAGE (B) STATION 4218
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	4010	4360	3750	2920
R 12 / 24 - %	69.3	71.0	67.2	59.4
R 16 / 24 - %	85.7	86.2	85.3	82.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	250	300	190	100
T - % (AM)	-	15.7	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	250	270	270	220
T - % (PM)	-	14.8	-	-
Prop.of commercial vehicles - 16 hr.	-	11.4	-	-
NORTH BOUND				
A.A.D.T.	4700	5080	4450	3560
R 12 / 24 - %	73.5	74.6	73.5	65.8
R 16 / 24 - %	87.7	88.1	87.9	84.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	290	350	240	160
T - % (AM)	-	10.0	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	350	390	330	270
T - % (PM)	-	9.3	-	-
Prop.of commercial vehicles - 16 hr.	-	12.4	-	-

3. OTHER INFORMATION AND COMMENT

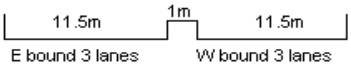
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.4	26.7	33.0	4.4	1.9	15.2	3.2	5.1	1.1	4.9
	Ocp	1.1	1.5	1.9	4.6	11.3	1.3	1.2	10.3	15.3	20.0
0800-0900	Pro	1.4	43.7	21.6	3.3	2.4	16.9	2.8	3.3	0.8	3.8
Peak hour	Ocp	1.0	1.4	1.9	6.1	13.8	1.6	1.7	14.0	15.0	17.0
0900-1000	Pro	0.6	38.3	19.7	4.8	2.4	20.3	7.2	0.6	0.9	5.2
	Ocp	1.0	1.3	2.0	1.9	4.8	1.6	1.6	24.0	11.8	9.0
1000-1100	Pro	1.9	38.6	24.3	0.6	1.2	21.8	3.7	1.9	0.8	5.1
	Ocp	1.0	1.4	1.7	2.0	11.0	1.6	1.3	1.7	5.6	11.0
1100-1200	Pro	0.8	29.7	22.4	2.4	2.4	24.0	6.4	3.2	0.6	8.0
	Ocp	1.0	1.4	1.6	1.3	6.3	1.5	1.5	22.5	8.3	9.3
1200-1300	Pro	2.3	45.3	23.4	3.9	0.0	13.3	1.6	1.6	1.2	7.4
	Ocp	1.0	1.3	1.8	2.8	0.0	1.4	1.0	16.5	8.7	10.0
1300-1400	Pro	4.0	37.3	24.6	6.0	2.0	17.3	1.3	0.7	1.2	5.7
	Ocp	1.0	1.5	1.6	4.0	2.3	1.5	1.0	1.0	7.0	8.7
1400-1500	Pro	2.4	41.4	14.4	3.6	1.2	23.4	5.4	1.8	1.1	5.3
	Ocp	1.0	1.6	1.8	2.2	3.5	1.4	1.8	1.0	9.9	9.4
1500-1600	Pro	5.6	38.5	17.9	2.2	1.1	22.3	3.9	1.7	1.0	5.9
	Ocp	1.0	1.4	1.9	5.3	6.0	1.8	1.1	8.7	11.3	10.1
1600-1700	Pro	3.8	43.2	20.4	0.6	0.6	20.4	2.5	0.6	1.1	6.7
	Ocp	1.0	1.2	1.6	3.0	3.0	1.4	1.0	1.0	7.1	11.8
1700-1800	Pro	4.2	41.7	19.7	3.6	1.8	16.1	3.6	2.4	1.0	6.0
	Ocp	1.1	1.4	1.9	2.8	6.7	1.4	1.7	3.8	11.7	20.0
1800-1900	Pro	4.3	53.0	20.5	1.1	1.6	10.3	0.5	2.7	0.9	5.0
	Ocp	1.1	1.4	1.8	3.0	13.7	1.2	1.0	11.2	10.6	20.5
1900-2000	Pro	7.4	50.0	22.1	0.7	2.9	6.6	0.7	0.7	1.3	7.5
	Ocp	1.0	1.4	1.7	4.0	9.0	1.2	1.0	25.0	7.7	14.3
2000-2100	Pro	11.2	42.9	25.5	0.0	0.0	9.2	0.0	2.0	1.5	7.7
	Ocp	1.0	1.4	1.7	0.0	0.0	1.3	0.0	1.5	6.0	10.2
2100-2200	Pro	7.2	45.6	26.8	0.9	0.0	10.7	0.0	0.0	1.1	7.6
	Ocp	1.3	1.5	1.8	2.0	0.0	1.3	0.0	0.0	3.0	8.5
2200-2300	Pro	7.8	42.7	28.5	1.3	0.0	9.1	0.0	0.0	1.6	9.1
	Ocp	1.3	1.3	1.7	2.0	0.0	1.1	0.0	0.0	6.8	11.5
16 hours	Pro	4.0	41.2	22.3	2.6	1.5	16.6	2.9	1.9	1.0	6.0
	Ocp	1.1	1.4	1.8	3.5	8.3	1.5	1.4	10.3	9.4	12.6

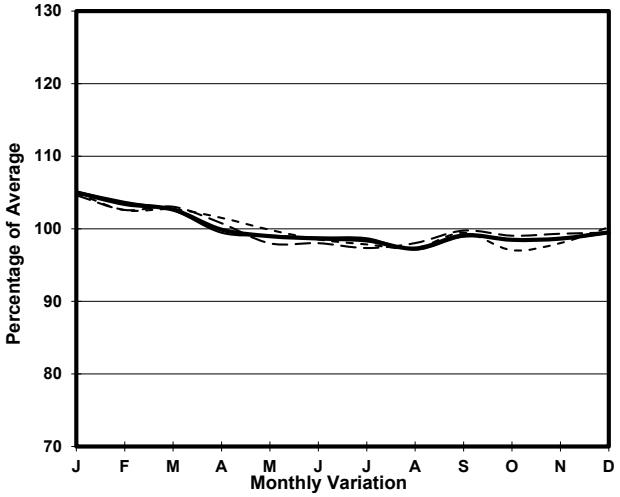
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

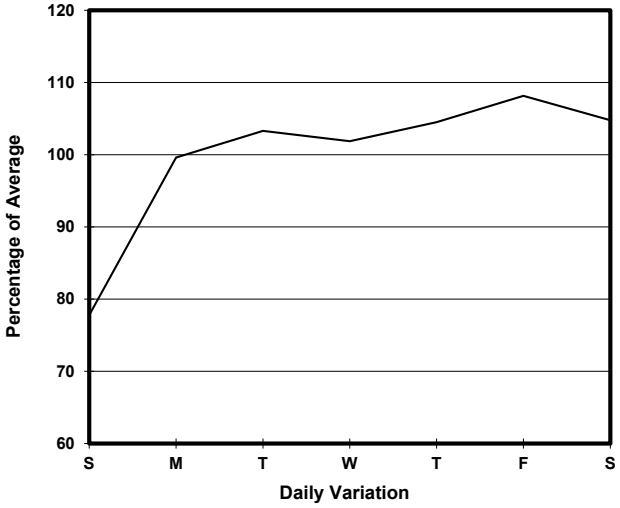
YEAR 2024 **LINK** KWUN TONG BYPASS (from WANG CHIN ST to TATE'S CAIRN TUNNEL SLIP RD)

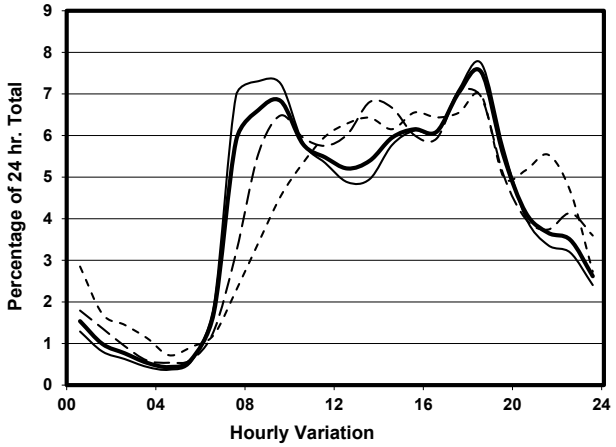
COVERAGE (B) STATION 4219
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

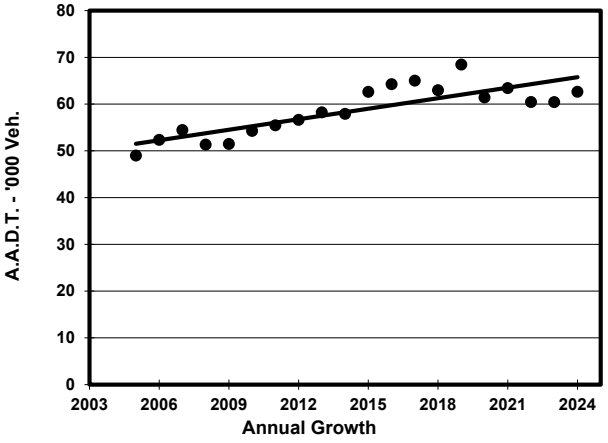


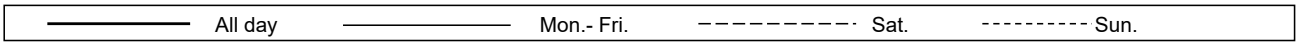
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	33300	34850	35490	26210
R 12 / 24 - %	73.5	75.2	71.5	65.1
R 16 / 24 - %	89.9	90.9	88.6	85.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2510	2850	2370	1120
T - % (AM)	-	11.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2390	2490	2560	1910
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	11.0	-	-
WEST BOUND				
A.A.D.T.	29330	30830	30840	22830
R 12 / 24 - %	74.5	75.5	73.4	69.1
R 16 / 24 - %	91.7	92.4	90.0	89.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1980	2300	1930	1110
T - % (AM)	-	10.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2330	2590	2220	1570
T - % (PM)	-	5.6	-	-
Prop.of commercial vehicles - 16 hr.	-	10.5	-	-

3. OTHER INFORMATION AND COMMENT

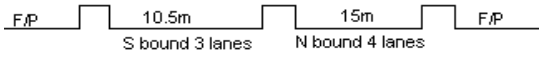
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.4	56.4	12.7	2.2	0.9	12.3	5.4	3.1	0.0	2.6
	Ocp	1.1	1.3	2.1	9.9	17.4	1.4	1.0	20.8	0.0	64.6
0800-0900	Pro	3.4	58.2	12.2	0.5	0.6	14.7	5.5	2.7	0.0	2.3
	Ocp	1.1	1.3	2.1	5.6	15.4	1.3	1.1	19.6	0.0	66.4
0900-1000	Pro	1.1	57.0	13.9	0.8	1.0	16.0	6.9	1.0	0.0	2.2
	Ocp	1.1	1.3	2.2	2.7	10.5	1.3	1.1	16.6	0.0	33.5
1000-1100	Pro	1.6	49.2	14.1	0.6	1.1	22.1	8.8	0.5	0.0	2.0
	Ocp	1.0	1.4	2.1	1.2	9.4	1.3	1.1	1.3	0.0	36.9
1100-1200	Pro	2.1	46.9	10.1	0.7	1.1	22.4	13.6	0.9	0.0	2.2
	Ocp	1.1	1.3	2.0	1.2	7.1	1.4	1.1	7.8	0.0	32.4
1200-1300	Pro	1.8	51.4	10.3	0.7	1.3	19.2	12.4	0.9	0.1	1.9
	Ocp	1.0	1.3	2.2	1.0	12.4	1.3	1.1	9.0	1.0	36.7
1300-1400	Pro	2.7	49.4	11.6	2.0	1.0	17.8	12.4	1.2	0.0	1.8
	Ocp	1.1	1.3	2.1	2.8	10.6	1.4	1.1	3.3	0.0	37.4
1400-1500	Pro	2.7	45.2	11.8	1.1	1.3	20.1	15.4	0.5	0.0	2.0
	Ocp	1.1	1.3	2.2	1.4	12.6	1.3	1.0	6.0	0.0	38.8
1500-1600	Pro	1.5	47.4	11.9	1.4	1.0	19.5	13.6	1.8	0.0	2.0
	Ocp	1.1	1.3	2.1	3.1	7.9	1.3	1.1	7.3	0.0	51.9
1600-1700	Pro	2.1	55.5	10.7	1.2	0.7	20.3	6.4	1.5	0.0	1.7
	Ocp	1.1	1.3	2.2	2.5	14.0	1.3	1.0	4.2	0.0	53.5
1700-1800	Pro	6.4	59.1	8.9	0.7	0.7	16.7	4.6	0.7	0.1	2.3
	Ocp	1.1	1.2	2.1	6.2	18.2	1.3	1.0	21.3	1.0	63.6
1800-1900	Pro	4.0	70.0	10.0	0.0	0.4	9.5	2.7	0.8	0.0	2.7
Peak hour	Ocp	1.1	1.3	2.2	0.0	19.0	1.1	1.0	30.7	0.0	73.5
1900-2000	Pro	3.7	69.4	12.0	0.1	1.1	7.6	1.4	1.9	0.0	2.7
	Ocp	1.0	1.2	2.2	1.0	9.0	1.3	1.2	19.3	0.0	52.0
2000-2100	Pro	3.7	69.8	13.8	0.0	1.3	6.3	0.8	1.3	0.0	2.8
	Ocp	1.1	1.3	2.0	0.0	4.6	1.2	1.0	16.3	0.0	41.6
2100-2200	Pro	4.7	61.4	20.9	0.2	1.2	6.4	1.2	0.2	0.1	3.7
	Ocp	1.2	1.4	2.0	1.0	10.0	1.3	1.0	16.0	0.0	37.2
2200-2300	Pro	3.2	64.0	20.6	0.0	1.7	5.5	1.5	0.0	0.0	3.5
	Ocp	1.2	1.3	2.0	0.0	14.1	1.1	1.2	0.0	0.0	34.6
16 hours	Pro	3.1	57.0	12.3	0.8	1.0	15.2	7.0	1.3	0.1	2.3
	Ocp	1.1	1.3	2.1	4.2	11.7	1.3	1.1	15.4	0.7	49.9

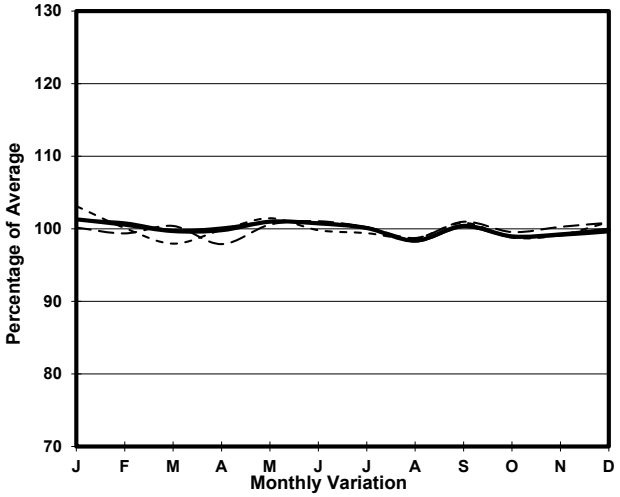
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

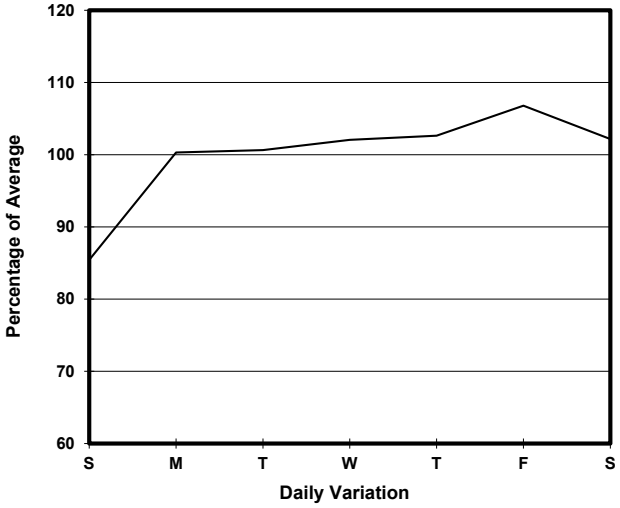
YEAR 2024 **LINK** HOI WANG RD (from HOI TING RD to CHERRY ST RA)

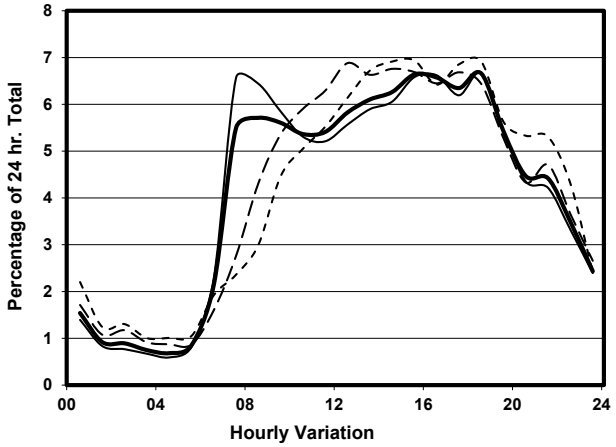
COVERAGE (B) STATION 4220
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

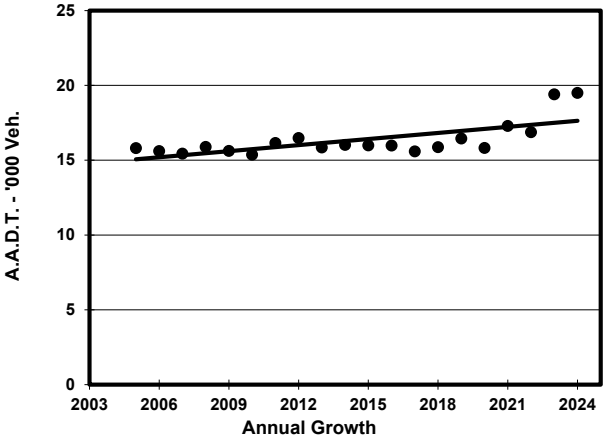


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	9040	9410	9250	7560
R 12 / 24 - %	71.0	72.0	70.6	65.7
R 16 / 24 - %	88.8	89.4	88.0	85.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	540	640	520	320
T - % (AM)	-	13.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	590	600	620	530
T - % (PM)	-	13.3	-	-
Prop.of commercial vehicles - 16 hr.	-	14.9	-	-
NORTH BOUND				
A.A.D.T.	10460	10760	11080	8950
R 12 / 24 - %	72.8	73.8	71.7	68.6
R 16 / 24 - %	90.7	91.0	90.1	89.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	570	710	570	420
T - % (AM)	-	12.8	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	730	750	770	620
T - % (PM)	-	12.9	-	-
Prop.of commercial vehicles - 16 hr.	-	13.0	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

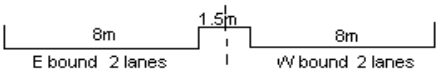
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	1.4	26.0	24.5	9.6	6.7	12.5	2.4	7.2	0.2	9.3
	Ocp	1.0	1.9	1.8	9.5	8.6	1.3	2.2	14.8	28.0	14.0
0800-0900	Pro	1.0	44.1	16.6	1.4	5.8	18.3	1.4	1.7	0.1	9.7
	Ocp	1.0	1.2	1.8	4.3	9.6	1.5	1.5	18.4	17.0	13.8
0900-1000	Pro	2.0	30.0	24.3	0.7	6.7	23.3	2.0	1.3	0.2	9.5
	Ocp	1.0	1.4	1.7	3.5	6.3	1.4	1.5	8.3	15.0	7.1
1000-1100	Pro	2.0	26.1	27.1	0.5	6.1	20.0	2.6	2.6	0.0	12.9
	Ocp	1.0	1.5	1.4	2.0	5.7	1.4	1.2	5.4	0.0	7.3
1100-1200	Pro	3.6	34.2	18.7	0.4	4.9	21.8	4.0	1.8	0.2	10.4
	Ocp	1.0	1.4	1.5	1.0	7.3	1.5	1.7	8.8	11.5	8.2
1200-1300	Pro	2.1	34.6	20.2	3.7	4.5	19.4	2.1	4.1	0.0	9.3
	Ocp	1.0	1.4	1.5	3.9	7.5	1.7	2.0	9.2	0.0	8.8
1300-1400	Pro	1.7	33.6	27.8	1.7	4.6	17.8	1.7	1.7	0.2	9.3
	Ocp	1.0	1.6	1.4	3.5	5.2	1.4	1.3	7.3	15.0	11.3
1400-1500	Pro	2.0	37.0	20.7	2.3	3.5	21.4	1.6	2.7	0.1	8.7
	Ocp	1.2	1.5	1.4	1.7	7.8	1.6	1.5	8.1	16.0	11.2
1500-1600	Pro	1.1	44.1	21.1	3.6	4.4	12.4	0.7	3.6	0.3	8.6
	Ocp	1.0	1.6	1.6	6.0	4.8	1.5	1.5	7.7	13.3	14.1
1600-1700	Pro	2.5	39.5	23.2	4.0	4.0	11.9	0.7	5.4	0.0	8.8
	Ocp	1.0	1.7	1.6	4.6	7.5	1.4	2.0	7.8	0.0	16.6
1700-1800	Pro	1.3	47.3	15.2	5.5	5.1	10.6	0.8	3.0	0.2	11.1
	Ocp	1.0	1.5	1.5	5.0	6.3	1.7	1.5	4.1	25.0	17.3
1800-1900	Pro	6.3	55.6	12.3	0.0	5.7	9.7	1.0	1.3	0.1	8.1
Peak hour	Ocp	1.1	1.3	1.8	0.0	11.6	1.3	1.7	13.0	18.0	19.4
1900-2000	Pro	7.6	57.5	16.6	0.0	4.0	4.3	0.7	0.7	0.2	8.3
	Ocp	1.0	1.4	1.8	0.0	7.1	1.8	1.0	14.0	13.0	16.5
2000-2100	Pro	5.3	48.2	20.7	0.0	6.3	6.7	0.5	1.0	0.1	11.2
	Ocp	1.2	1.6	1.8	0.0	5.4	1.9	3.0	4.5	14.0	9.7
2100-2200	Pro	4.3	42.0	22.8	0.0	8.6	7.4	0.6	1.2	0.6	12.3
	Ocp	1.3	1.6	1.6	0.0	5.1	1.5	1.0	7.5	6.0	12.0
2200-2300	Pro	3.7	57.3	16.6	0.6	3.7	5.5	0.0	0.6	0.0	11.9
	Ocp	1.0	1.4	1.6	4.0	8.2	1.3	0.0	8.0	0.0	13.2
16 hours	Pro	3.0	41.2	20.3	2.1	5.2	14.3	1.4	2.5	0.2	9.7
	Ocp	1.1	1.5	1.6	5.6	7.2	1.5	1.6	9.5	15.0	12.5

Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

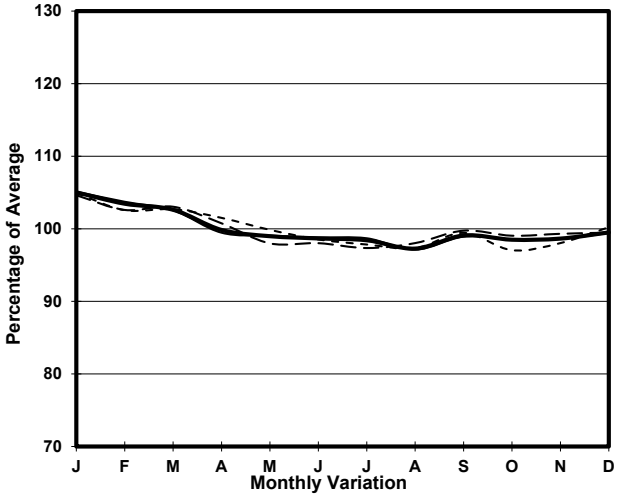
YEAR 2024

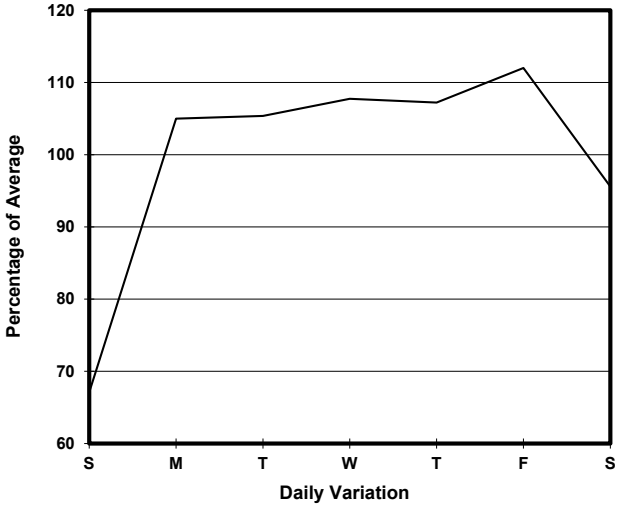
LINK HUNG HOM BYPASS (from SLIP RDS TO/FROM PRINCESS MARGARET RD LINK to SLIP RD FROM CHEONG TUNG RD S)

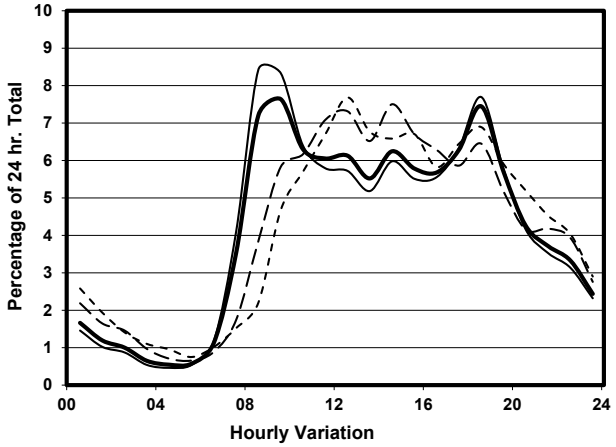
COVERAGE (B) STATION 4221
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

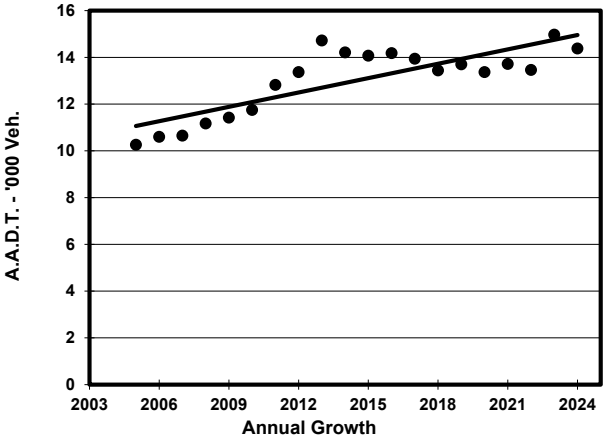


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	6960	7630	6740	4720
R 12 / 24 - %	72.2	73.8	68.1	64.4
R 16 / 24 - %	88.8	89.9	85.7	84.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	540	660	370	210
T - % (AM)	-	8.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	540	620	430	310
T - % (PM)	-	4.5	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-
WEST BOUND				
A.A.D.T.	7420	8090	7370	5030
R 12 / 24 - %	75.4	76.2	74.2	70.7
R 16 / 24 - %	92.7	93.2	91.5	90.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	570	720	450	250
T - % (AM)	-	5.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	530	590	490	360
T - % (PM)	-	12.1	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-

3. OTHER INFORMATION AND COMMENT

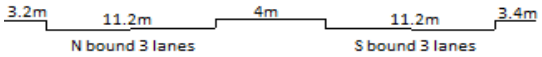
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	1.0	36.5	24.7	4.9	0.0	24.7	3.0	1.0	0.0	4.2
	Ocp	1.0	1.2	2.0	8.8	0.0	1.4	1.0	1.0	0.0	6.9
0800-0900	Pro	1.1	42.9	29.6	0.4	0.0	18.6	1.8	3.6	0.0	2.1
Peak hour	Ocp	1.0	1.2	1.9	6.0	0.0	1.5	1.6	16.4	0.0	10.3
0900-1000	Pro	1.2	43.7	26.8	0.8	0.0	19.2	2.7	3.8	0.0	1.8
	Ocp	1.0	1.3	2.0	3.0	0.0	1.5	1.1	10.4	0.0	11.1
1000-1100	Pro	0.0	41.5	27.7	1.1	0.0	24.5	2.1	1.6	0.0	1.6
	Ocp	0.0	1.1	1.8	1.5	0.0	1.4	1.5	9.0	0.0	6.0
1100-1200	Pro	0.6	40.8	36.3	0.6	0.0	15.9	1.9	1.9	0.0	1.9
	Ocp	1.0	1.2	2.1	2.0	0.0	1.4	1.7	10.0	0.0	11.9
1200-1300	Pro	2.5	38.7	31.2	0.6	0.0	19.3	0.6	5.0	0.2	1.9
	Ocp	1.0	1.2	1.9	2.0	0.0	1.4	1.0	24.1	1.0	11.6
1300-1400	Pro	4.4	32.4	36.8	0.0	0.0	17.6	1.5	5.1	0.0	2.2
	Ocp	1.0	1.5	2.0	0.0	0.0	1.3	1.5	25.1	0.0	8.0
1400-1500	Pro	1.6	40.3	36.0	1.1	0.0	15.8	1.1	2.2	0.0	1.9
	Ocp	1.3	1.6	2.1	2.0	0.0	1.4	1.0	9.5	0.0	8.4
1500-1600	Pro	0.7	46.2	28.5	2.0	0.0	12.9	2.0	5.4	0.0	2.2
	Ocp	1.0	1.3	2.0	6.7	0.0	1.1	1.3	13.1	0.0	10.7
1600-1700	Pro	2.0	39.4	33.5	1.3	0.0	17.7	0.7	2.6	0.0	2.8
	Ocp	1.0	1.2	2.0	9.0	0.0	1.6	1.0	9.8	0.0	9.5
1700-1800	Pro	1.6	50.6	30.0	0.5	0.0	11.9	0.5	2.6	0.0	2.3
	Ocp	1.0	1.4	2.1	2.0	0.0	1.3	1.0	10.0	0.0	11.0
1800-1900	Pro	2.3	51.4	32.9	0.0	0.0	5.1	0.9	5.1	0.0	2.2
	Ocp	1.0	1.2	2.0	0.0	0.0	1.4	1.0	14.3	0.0	12.3
1900-2000	Pro	2.1	60.1	29.0	0.0	0.0	3.2	0.0	3.8	0.0	1.9
	Ocp	1.0	1.3	1.7	0.0	0.0	1.3	0.0	12.1	0.0	23.6
2000-2100	Pro	2.6	52.4	36.7	0.0	0.0	2.6	0.9	1.7	0.0	3.1
	Ocp	1.0	1.4	1.7	0.0	0.0	1.0	2.0	4.5	0.0	11.1
2100-2200	Pro	1.8	51.2	43.3	0.0	0.0	0.9	0.0	0.0	0.0	2.9
	Ocp	1.5	1.4	1.3	0.0	0.0	2.0	0.0	0.0	0.0	8.7
2200-2300	Pro	0.9	32.8	59.4	0.0	1.8	1.8	0.9	0.0	0.0	2.4
	Ocp	2.0	1.5	1.7	0.0	1.0	1.0	1.0	0.0	0.0	10.5
16 hours	Pro	1.6	44.3	32.8	0.7	0.1	13.8	1.3	3.1	0.1	2.2
	Ocp	1.1	1.3	1.9	5.4	1.0	1.4	1.3	14.2	1.0	10.7

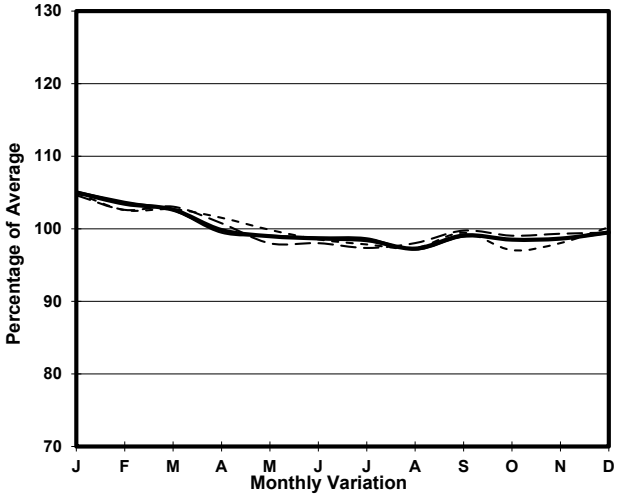
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

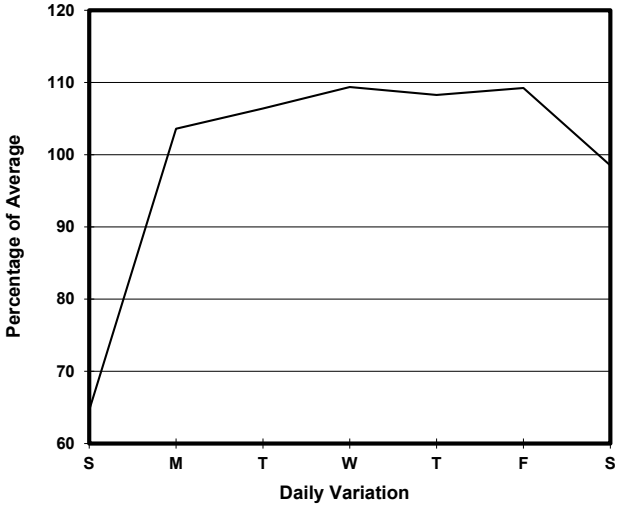
YEAR 2024 **LINK** SHING KAI RD (from SUNG WONG TOI RD to KAI SHING ST)

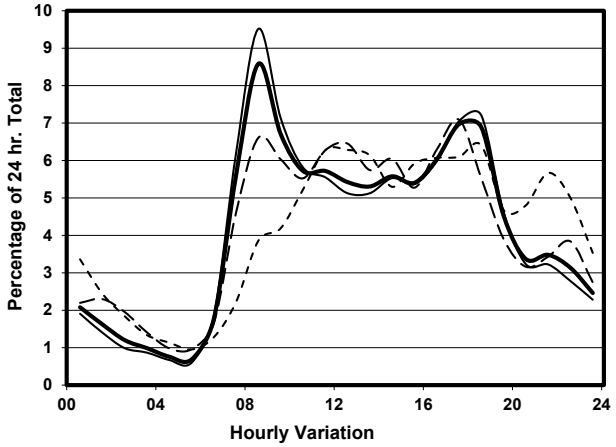
COVERAGE (B) STATION 4222
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

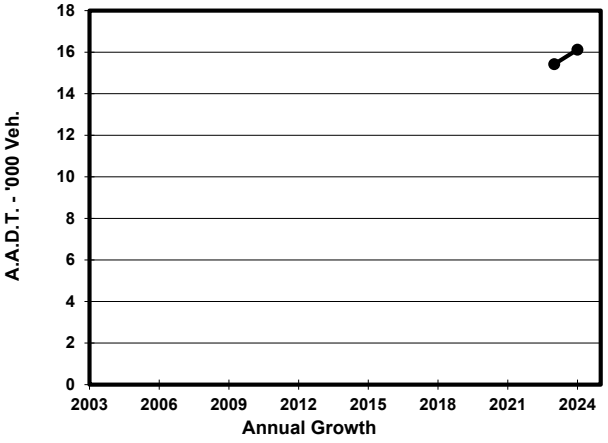


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	6970	7620	7290	4310
R 12 / 24 - %	76.6	78.3	73.8	65.8
R 16 / 24 - %	89.1	90.4	85.7	83.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	510	610	530	190
T - % (AM)	-	12.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	590	670	610	290
T - % (PM)	-	6.4	-	-
Prop.of commercial vehicles - 16 hr.	-	11.0	-	-
NORTH BOUND				
A.A.D.T.	9150	10000	8980	6340
R 12 / 24 - %	71.9	73.5	69.5	62.7
R 16 / 24 - %	88.0	88.7	85.9	84.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	880	1070	660	260
T - % (AM)	-	7.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	550	610	560	410
T - % (PM)	-	5.2	-	-
Prop.of commercial vehicles - 16 hr.	-	9.8	-	-

3. OTHER INFORMATION AND COMMENT

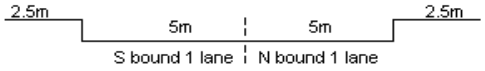
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.5	25.9	38.9	6.8	0.0	10.2	6.8	2.7	0.0	3.1
	Ocp	1.3	1.8	2.0	8.2	0.0	1.9	1.3	11.0	0.0	19.4
0800-0900	Pro	3.9	42.9	30.8	2.1	0.0	10.6	6.0	2.1	0.0	1.5
Peak hour	Ocp	1.0	1.4	2.1	4.2	0.0	1.5	1.2	13.7	0.0	23.9
0900-1000	Pro	1.3	47.8	26.8	0.9	0.0	14.7	5.4	1.3	0.0	1.7
	Ocp	1.0	1.4	1.9	3.0	0.0	1.6	1.1	10.0	0.0	9.8
1000-1100	Pro	3.2	34.6	23.4	1.6	0.0	25.0	10.6	0.0	0.0	1.6
	Ocp	1.0	1.3	1.5	2.3	0.0	1.4	1.2	0.0	0.0	8.9
1100-1200	Pro	4.5	39.4	17.2	1.3	0.0	21.0	12.1	1.9	0.0	2.7
	Ocp	1.0	1.5	1.7	2.5	0.0	1.3	1.2	1.0	0.0	7.5
1200-1300	Pro	2.8	43.1	19.8	3.4	0.0	14.2	8.5	6.2	0.0	2.0
	Ocp	1.0	1.6	2.0	3.5	0.0	1.6	1.1	17.8	0.0	5.6
1300-1400	Pro	1.9	31.6	29.7	1.9	0.0	18.1	12.3	1.9	0.0	2.6
	Ocp	1.3	1.5	1.7	3.7	0.0	1.3	1.2	4.0	0.0	6.8
1400-1500	Pro	4.9	45.5	20.3	0.7	0.0	16.1	9.1	0.7	0.0	2.6
	Ocp	1.1	1.6	1.9	1.0	0.0	1.3	1.2	22.0	0.0	5.9
1500-1600	Pro	4.6	33.1	18.5	3.3	0.0	25.8	11.3	0.7	0.0	2.7
	Ocp	1.0	1.5	1.8	8.2	0.0	1.5	1.4	1.0	0.0	8.4
1600-1700	Pro	6.8	44.2	13.0	3.1	0.0	20.8	9.4	1.0	0.0	1.8
	Ocp	1.0	1.7	2.2	3.3	0.0	1.6	1.3	1.0	0.0	12.2
1700-1800	Pro	10.1	47.6	21.3	2.2	0.0	10.6	4.5	1.7	0.0	2.1
	Ocp	1.1	1.7	2.2	5.3	0.0	1.3	1.3	1.3	0.0	12.1
1800-1900	Pro	4.2	60.8	20.6	0.5	0.0	8.9	0.9	2.3	0.0	1.8
	Ocp	1.1	1.3	2.1	1.0	0.0	1.5	1.0	9.0	0.0	12.7
1900-2000	Pro	9.8	56.8	24.1	0.0	0.0	4.6	2.0	0.7	0.0	2.1
	Ocp	1.0	1.6	2.1	0.0	0.0	1.1	1.3	18.0	0.0	10.2
2000-2100	Pro	10.1	54.7	22.7	0.0	0.0	8.4	0.0	0.8	0.0	3.2
	Ocp	1.0	1.5	1.9	0.0	0.0	1.0	0.0	1.0	0.0	6.5
2100-2200	Pro	8.8	51.1	26.4	0.0	0.0	9.7	0.9	0.0	0.0	3.1
	Ocp	1.0	1.5	1.7	0.0	0.0	1.0	1.0	0.0	0.0	6.4
2200-2300	Pro	7.6	41.3	40.2	1.1	0.0	5.4	1.1	0.0	0.0	3.3
	Ocp	1.0	1.5	1.9	4.0	0.0	1.0	1.0	0.0	0.0	5.2
16 hours	Pro	5.3	44.0	24.2	1.9	0.0	14.3	6.5	1.6	0.0	2.2
	Ocp	1.0	1.5	1.9	4.9	0.0	1.4	1.2	10.5	0.0	10.4

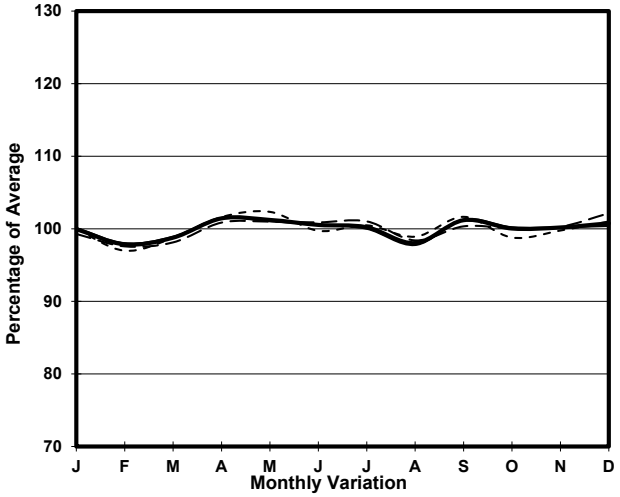
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

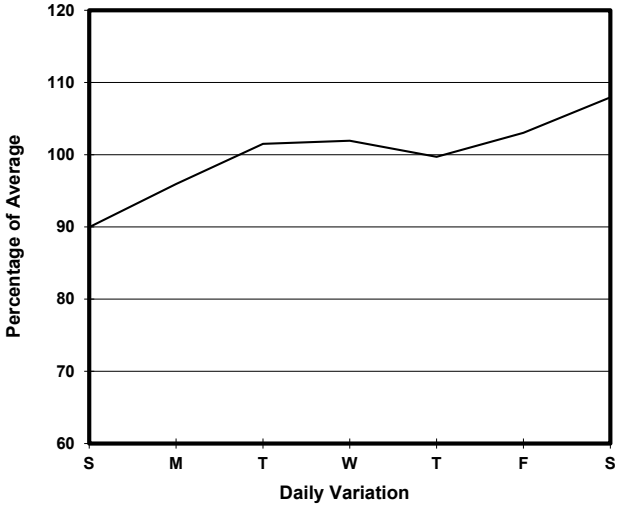
YEAR 2024 **LINK** HO MAN TIN ST (from WATERLOO RD to HO MAN TIN HILL RD)

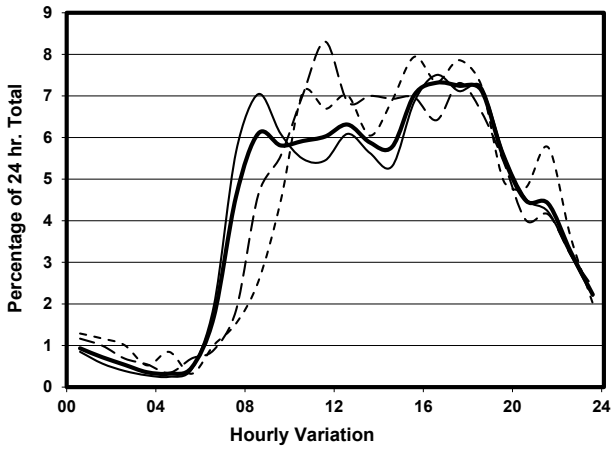
COVERAGE (B) STATION 4401
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

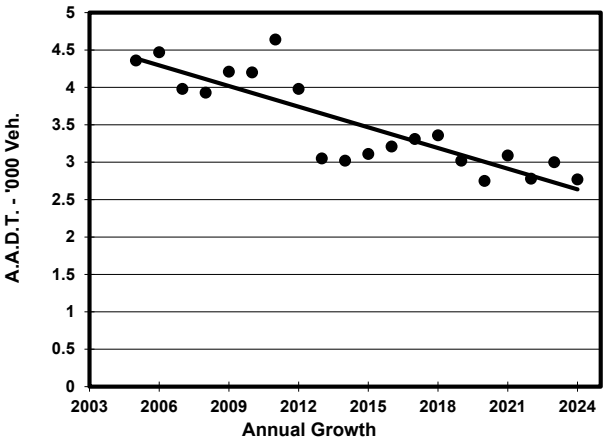


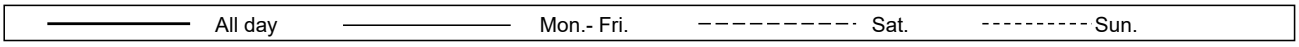
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	1110	1140	1050	1080
R 12 / 24 - %	73.0	74.1	70.2	69.9
R 16 / 24 - %	92.1	92.5	91.7	90.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	80	90	80	60
T - % (AM)	-	2.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	90	90	80	80
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	2.6	-	-
NORTH BOUND				
A.A.D.T.	1660	1680	1890	1400
R 12 / 24 - %	76.6	76.4	78.5	74.8
R 16 / 24 - %	93.3	93.4	92.6	93.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	100	110	110	60
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	120	130	130	130
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

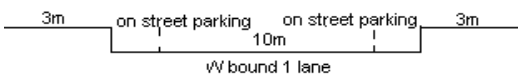
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	12.5	45.8	20.8	12.5	4.2	0.0	0.0	4.2	0.0	0.0
	Ocp	1.0	1.2	1.4	7.3	6.0	0.0	0.0	8.0	0.0	0.0
0800-0900	Pro	0.0	75.4	8.2	3.3	1.6	9.8	0.0	1.6	0.0	0.0
	Ocp	0.0	1.4	1.4	9.5	4.0	1.2	0.0	7.0	0.0	0.0
0900-1000	Pro	1.9	64.2	20.8	0.0	3.8	7.5	1.9	0.0	0.0	0.0
	Ocp	1.0	1.5	1.5	0.0	8.5	1.5	2.0	0.0	0.0	0.0
1000-1100	Pro	4.7	55.8	20.9	0.0	4.7	14.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.2	0.0	5.5	1.5	0.0	0.0	0.0	0.0
1100-1200	Pro	11.4	63.6	9.1	0.0	2.3	13.6	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.5	0.0	8.0	1.8	0.0	0.0	0.0	0.0
1200-1300	Pro	4.0	56.0	18.0	4.0	2.0	10.0	0.0	6.0	0.0	0.0
	Ocp	1.0	1.5	1.3	2.5	8.0	1.0	0.0	6.3	0.0	0.0
1300-1400	Pro	0.0	73.5	23.5	0.0	0.0	0.0	2.9	0.0	0.0	0.0
	Ocp	0.0	1.5	1.5	0.0	0.0	0.0	2.0	0.0	0.0	0.0
1400-1500	Pro	0.0	74.2	12.9	0.0	3.2	9.7	0.0	0.0	0.0	0.0
	Ocp	0.0	1.6	1.8	0.0	14.0	1.0	0.0	0.0	0.0	0.0
1500-1600	Pro	2.7	56.8	16.2	10.8	2.7	5.4	0.0	5.4	0.0	0.0
	Ocp	1.0	1.8	1.7	7.3	13.0	1.5	0.0	8.0	0.0	0.0
1600-1700	Pro	2.2	73.3	11.1	2.2	4.4	6.7	0.0	0.0	0.0	0.0
Peak hour	Ocp	1.0	1.6	1.4	4.0	16.5	2.0	0.0	0.0	0.0	0.0
1700-1800	Pro	0.0	76.4	10.9	3.6	1.8	3.6	1.8	1.8	0.0	0.0
	Ocp	0.0	1.6	1.5	2.0	17.0	1.0	1.0	6.0	0.0	0.0
1800-1900	Pro	6.0	74.0	12.0	0.0	2.0	6.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.8	0.0	8.0	1.7	0.0	0.0	0.0	0.0
1900-2000	Pro	8.1	51.4	35.1	0.0	2.7	2.7	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.8	0.0	17.0	1.0	0.0	0.0	0.0	0.0
2000-2100	Pro	3.8	65.4	23.1	0.0	3.8	3.8	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.3	0.0	9.0	2.0	0.0	0.0	0.0	0.0
2100-2200	Pro	0.0	53.6	39.3	0.0	0.0	7.1	0.0	0.0	0.0	0.0
	Ocp	0.0	1.3	1.7	0.0	0.0	2.0	0.0	0.0	0.0	0.0
2200-2300	Pro	0.0	57.1	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	0.0	1.9	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 hours	Pro	3.4	64.9	18.6	2.2	2.5	6.8	0.5	1.2	0.0	0.0
	Ocp	1.0	1.5	1.5	5.9	10.3	1.5	1.7	7.0	0.0	0.0

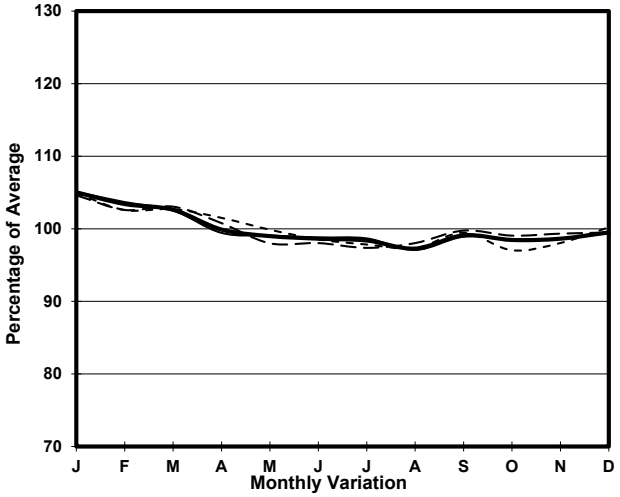
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

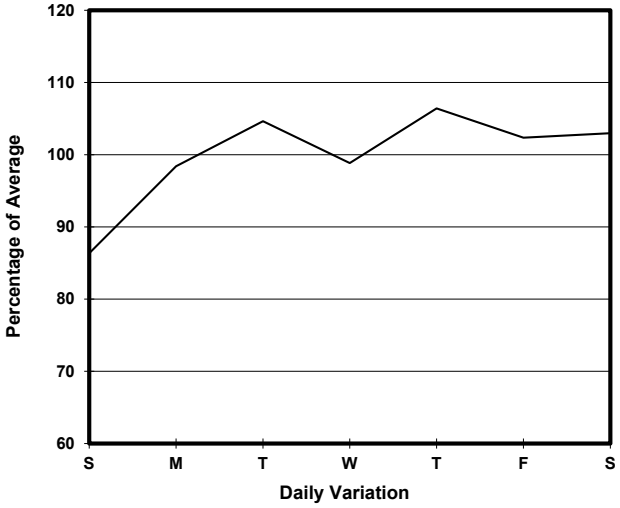
YEAR 2024 **LINK** SOY ST (from SAI YEUNG CHOI ST S to YIM PO FONG ST)

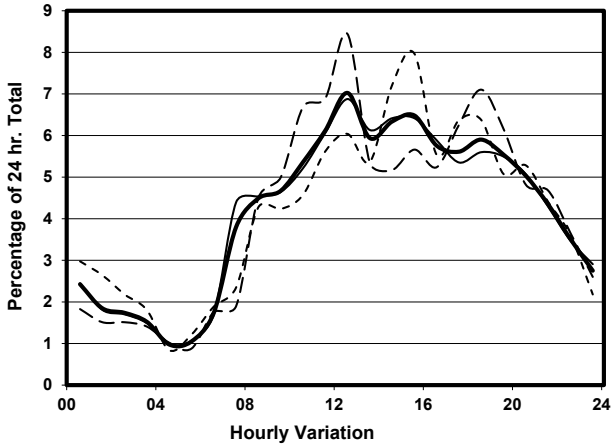
COVERAGE (B) STATION 4403
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

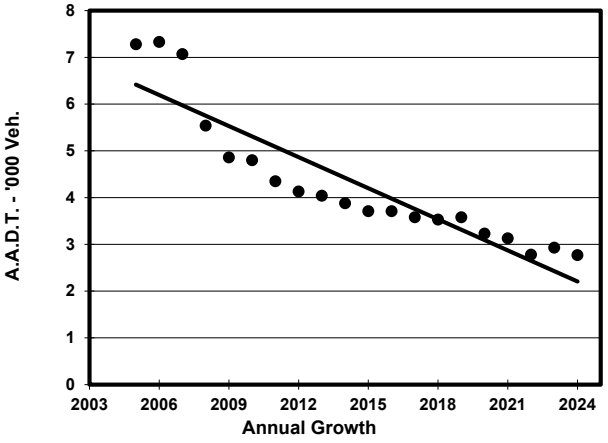


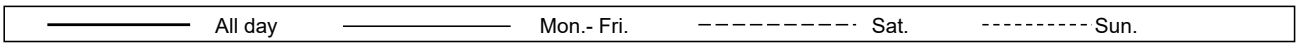
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
WEST BOUND				
A.A.D.T.	2770	2850	2850	2400
R 12 / 24 - %	67.5	67.5	68.2	65.9
R 16 / 24 - %	85.9	85.9	87.5	84.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0800-0900
One-way flow at AM peak hour	130	130	140	100
T - % (AM)	-	3.2	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1700-1800
One-way flow at PM peak hour	160	170	200	150
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	2.2	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.0	33.3	14.3	9.5	4.8	33.3	0.0	4.8	0.0	0.0
	Ocp	0.0	1.1	1.7	9.0	7.0	1.3	0.0	1.0	0.0	0.0
0800-0900	Pro	2.1	75.0	12.5	2.1	4.2	4.2	0.0	0.0	0.0	0.0
	Ocp	1.0	2.0	1.0	15.0	7.0	1.5	0.0	0.0	0.0	0.0
0900-1000	Pro	6.5	22.6	41.9	0.0	3.2	22.6	0.0	3.2	0.0	0.0
	Ocp	1.0	1.3	1.1	0.0	4.0	1.9	0.0	1.0	0.0	0.0
1000-1100	Pro	8.3	27.8	50.0	0.0	2.8	8.3	2.8	0.0	0.0	0.0
	Ocp	1.0	1.3	1.2	0.0	1.0	1.3	2.0	0.0	0.0	0.0
1100-1200	Pro	18.4	28.9	31.6	2.6	2.6	13.2	2.6	0.0	0.0	0.0
	Ocp	1.0	1.5	1.4	2.0	4.0	1.6	2.0	0.0	0.0	0.0
1200-1300	Pro	10.9	41.3	34.8	0.0	2.2	10.9	0.0	0.0	0.0	0.0
Peak hour	Ocp	1.0	1.4	1.1	0.0	12.0	2.6	0.0	0.0	0.0	0.0
1300-1400	Pro	18.2	24.2	21.2	0.0	3.0	30.3	0.0	3.0	0.0	0.0
	Ocp	1.0	1.3	1.0	0.0	6.0	1.2	0.0	1.0	0.0	0.0
1400-1500	Pro	7.5	47.5	15.0	0.0	2.5	22.5	5.0	0.0	0.0	0.0
	Ocp	1.0	1.3	2.2	0.0	8.0	1.2	2.0	0.0	0.0	0.0
1500-1600	Pro	8.2	55.1	28.6	0.0	0.0	6.1	0.0	2.0	0.0	0.0
	Ocp	1.0	1.5	1.6	0.0	0.0	1.3	0.0	1.0	0.0	0.0
1600-1700	Pro	8.3	66.7	8.3	0.0	0.0	8.3	0.0	8.3	0.0	0.0
	Ocp	1.0	1.5	1.3	0.0	0.0	1.3	0.0	8.0	0.0	0.0
1700-1800	Pro	2.9	68.6	14.3	0.0	2.9	11.4	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.6	0.0	5.0	1.3	0.0	0.0	0.0	0.0
1800-1900	Pro	31.3	46.9	12.5	0.0	3.1	6.3	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.3	0.0	12.0	1.5	0.0	0.0	0.0	0.0
1900-2000	Pro	25.6	41.9	16.3	0.0	2.3	11.6	0.0	2.3	0.0	0.0
	Ocp	1.0	1.6	1.9	0.0	8.0	1.0	0.0	1.0	0.0	0.0
2000-2100	Pro	16.3	34.9	34.9	0.0	2.3	9.3	0.0	2.3	0.0	0.0
	Ocp	1.0	1.3	1.2	0.0	2.0	1.5	0.0	1.0	0.0	0.0
2100-2200	Pro	19.4	50.0	25.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0
	Ocp	1.1	1.4	1.8	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2200-2300	Pro	6.7	73.3	13.3	0.0	6.7	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.6	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
16 hours	Pro	12.2	46.2	24.1	0.7	2.4	12.2	0.7	1.5	0.0	0.0
	Ocp	1.0	1.5	1.4	8.8	6.1	1.4	2.0	3.3	0.0	0.0

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

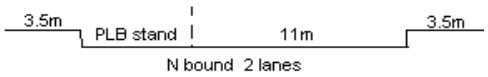
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

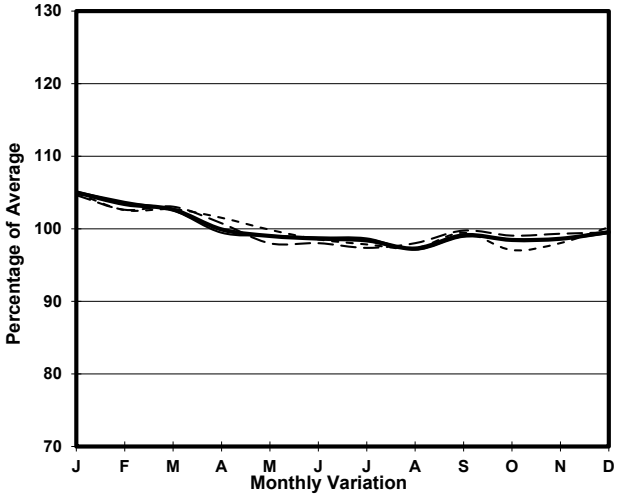
* All traffic data are collected from combined bounds

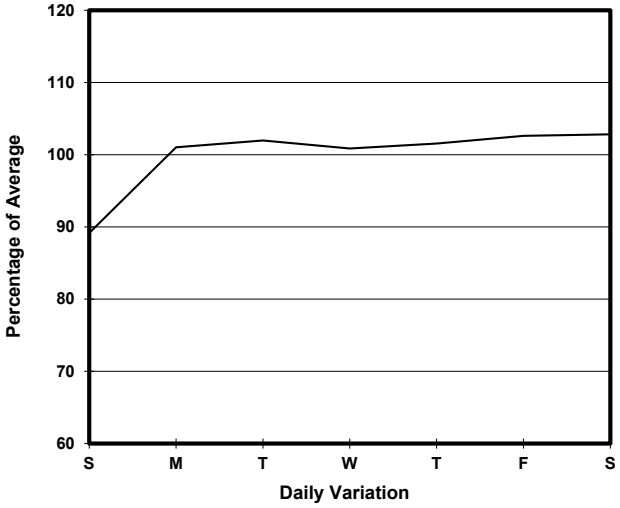
YEAR 2024 **LINK** PORTLAND ST (from WATERLOO RD to ARGYLE ST)

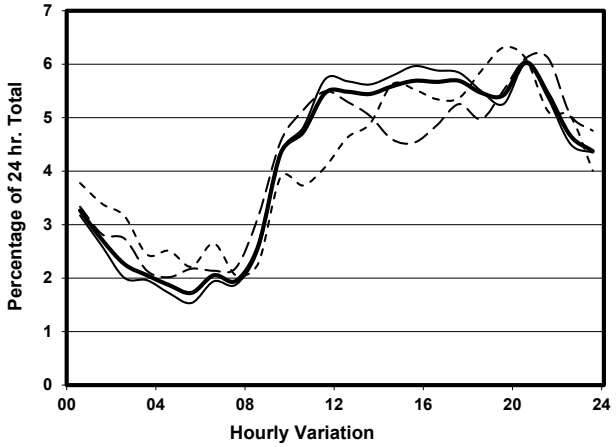
COVERAGE (B) STATION 4404
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

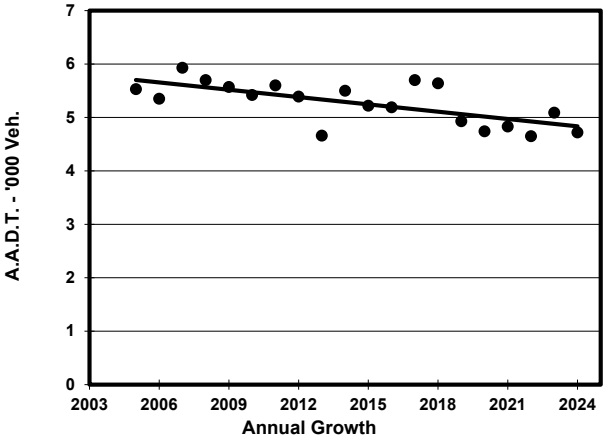


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	4720	4820	4850	4230
R 12 / 24 - %	58.1	59.6	55.1	53.3
R 16 / 24 - %	79.7	80.7	77.9	75.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	200	210	220	170
T - % (AM)	-	7.5	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	270	280	260	250
T - % (PM)	-	1.2	-	-
Prop.of commercial vehicles - 16 hr.	-	1.5	-	-
A.A.D.T.	-	-	-	-
R 12 / 24 - %	-	-	-	-
R 16 / 24 - %	-	-	-	-
AM Peak Hour	-	-	-	-
One-way flow at AM peak hour	-	-	-	-
T - % (AM)	-	-	-	-
PM Peak Hour	-	-	-	-
One-way flow at PM peak hour	-	-	-	-
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

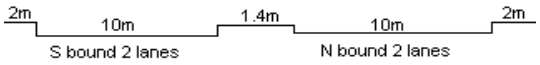
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.0	16.7	44.4	0.0	0.0	38.9	0.0	0.0	0.0	0.0
	Ocp	0.0	1.3	2.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0
0800-0900	Pro	0.0	37.0	33.3	0.0	0.0	25.9	3.7	0.0	0.0	0.0
	Ocp	0.0	1.3	1.1	0.0	0.0	1.0	1.0	0.0	0.0	0.0
0900-1000	Pro	0.0	22.5	35.0	0.0	0.0	35.0	7.5	0.0	0.0	0.0
	Ocp	0.0	1.2	1.6	0.0	0.0	1.2	2.3	0.0	0.0	0.0
1000-1100	Pro	0.0	19.1	48.9	0.0	0.0	29.8	2.1	0.0	0.0	0.0
	Ocp	0.0	1.1	1.2	0.0	0.0	1.5	2.0	0.0	0.0	0.0
1100-1200	Pro	1.3	20.8	45.5	0.0	0.0	27.3	5.2	0.0	0.0	0.0
	Ocp	1.0	1.4	1.6	0.0	0.0	1.2	1.3	0.0	0.0	0.0
1200-1300	Pro	4.4	25.0	47.1	0.0	0.0	20.6	2.9	0.0	0.0	0.0
	Ocp	1.0	1.6	1.6	0.0	0.0	1.4	1.0	0.0	0.0	0.0
1300-1400	Pro	3.3	34.4	45.9	0.0	0.0	16.4	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	2.4	0.0	0.0	1.5	0.0	0.0	0.0	0.0
1400-1500	Pro	1.5	38.8	38.8	0.0	0.0	19.4	1.5	0.0	0.0	0.0
	Ocp	1.0	1.4	2.2	0.0	0.0	1.7	3.0	0.0	0.0	0.0
1500-1600	Pro	4.7	43.8	32.8	0.0	0.0	18.8	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	2.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0
1600-1700	Pro	0.0	56.1	30.5	0.0	0.0	12.2	1.2	0.0	0.0	0.0
	Ocp	0.0	1.7	2.2	0.0	0.0	1.9	1.0	0.0	0.0	0.0
1700-1800	Pro	3.2	41.9	43.5	0.0	0.0	11.3	0.0	0.0	0.0	0.0
	Ocp	1.0	2.2	1.9	0.0	0.0	1.4	0.0	0.0	0.0	0.0
1800-1900	Pro	8.1	48.4	33.9	0.0	0.0	9.7	0.0	0.0	0.0	0.0
	Ocp	1.4	1.9	2.7	0.0	0.0	1.3	0.0	0.0	0.0	0.0
1900-2000	Pro	2.9	58.8	27.9	0.0	0.0	10.3	0.0	0.0	0.0	0.0
	Ocp	1.0	1.6	2.2	0.0	0.0	1.3	0.0	0.0	0.0	0.0
2000-2100	Pro	5.6	36.1	56.9	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Peak hour	Ocp	1.3	1.9	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
2100-2200	Pro	1.8	47.4	47.4	0.0	0.0	3.5	0.0	0.0	0.0	0.0
	Ocp	1.0	1.8	2.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2200-2300	Pro	2.2	46.7	40.0	0.0	0.0	8.9	2.2	0.0	0.0	0.0
	Ocp	1.0	1.8	2.4	0.0	0.0	1.3	1.0	0.0	0.0	0.0
16 hours	Pro	2.7	38.7	40.8	0.0	0.0	16.2	1.5	0.0	0.0	0.0
	Ocp	1.1	1.7	2.0	0.0	0.0	1.4	1.6	0.0	0.0	0.0

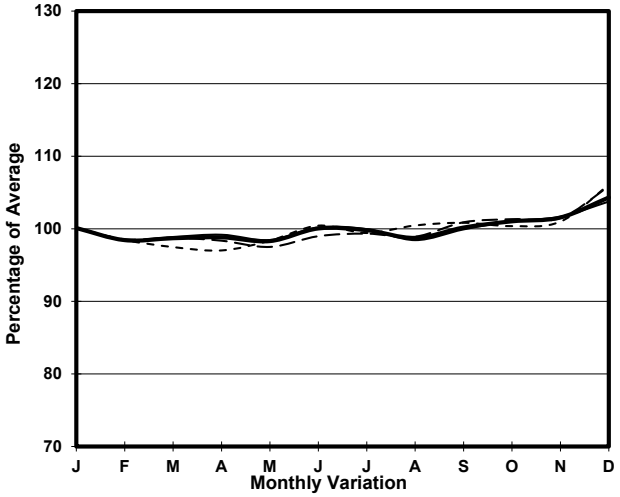
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

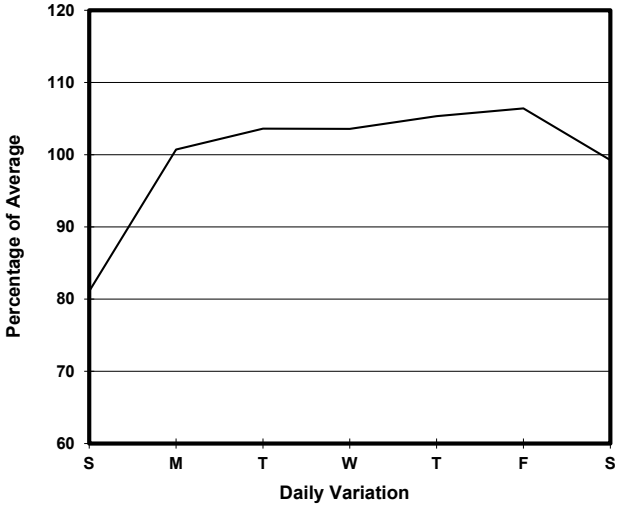
YEAR 2024 **LINK** CASTLE PEAK RD - KWAI CHUNG (from CHING CHEUNG RD to TAI WO INT)

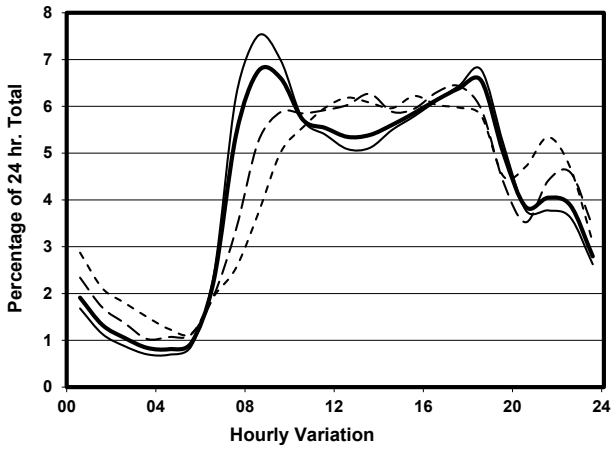
COVERAGE (B) STATION 6203
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

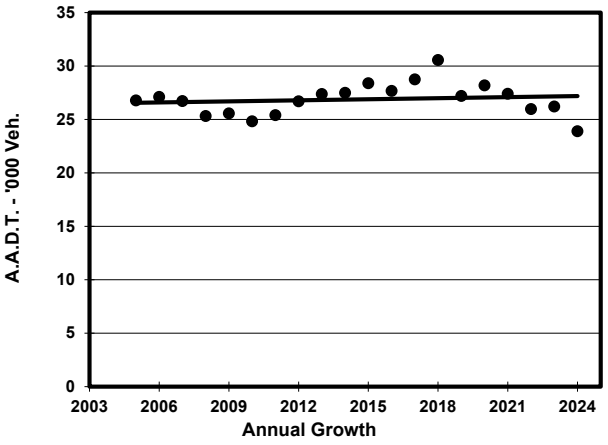


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11260	11730	11420	9520
R 12 / 24 - %	72.7	74.0	70.8	67.5
R 16 / 24 - %	88.1	88.9	86.5	85.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	850	990	770	550
T - % (AM)	-	9.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	710	760	720	570
T - % (PM)	-	6.0	-	-
Prop.of commercial vehicles - 16 hr.	-	7.6	-	-
NORTH BOUND				
A.A.D.T.	12640	13360	12550	10050
R 12 / 24 - %	70.0	71.5	67.5	62.7
R 16 / 24 - %	88.0	89.1	85.5	83.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	790	900	640	440
T - % (AM)	-	9.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	850	940	870	630
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.5	-	-

3. OTHER INFORMATION AND COMMENT

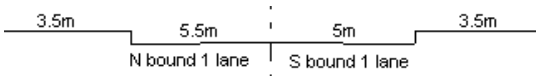
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	8.9	38.7	23.9	3.8	4.4	10.3	0.6	3.5	0.0	5.7
	Ocp	1.1	1.5	1.8	9.3	13.3	1.3	1.5	10.8	0.0	64.8
0800-0900	Pro	5.2	40.6	21.7	1.7	4.3	17.4	2.8	2.2	0.0	4.1
Peak hour	Ocp	1.1	1.3	2.0	8.3	13.0	1.5	1.3	6.9	0.0	77.5
0900-1000	Pro	3.2	43.6	23.4	1.7	5.1	15.3	1.9	1.7	0.0	4.1
	Ocp	1.1	1.4	2.0	3.4	6.5	1.6	1.4	13.9	0.0	53.3
1000-1100	Pro	4.8	37.8	23.8	0.8	2.0	23.8	2.5	0.6	0.0	3.9
	Ocp	1.1	1.3	1.8	3.0	11.7	1.5	1.7	15.5	0.0	33.5
1100-1200	Pro	1.4	38.6	17.0	3.8	4.5	26.4	2.8	0.7	0.2	4.6
	Ocp	1.0	1.3	1.9	1.2	8.7	1.3	1.6	3.5	3.0	35.8
1200-1300	Pro	4.6	39.5	19.3	2.3	3.9	20.9	3.6	1.3	0.0	4.7
	Ocp	1.0	1.5	1.7	2.3	10.1	1.5	1.4	6.3	0.0	28.4
1300-1400	Pro	2.9	38.4	21.8	2.3	2.0	25.4	2.0	0.7	0.0	4.6
	Ocp	1.0	1.3	2.0	4.0	13.3	1.4	1.2	1.5	0.0	37.3
1400-1500	Pro	2.5	47.7	20.7	2.2	1.9	19.7	0.6	0.6	0.1	3.8
	Ocp	1.1	1.4	1.8	1.4	14.7	1.4	2.0	1.5	6.0	30.6
1500-1600	Pro	4.2	43.6	22.5	2.9	2.6	17.6	1.3	1.3	0.0	3.9
	Ocp	1.1	1.5	1.8	2.4	10.3	1.6	1.3	11.8	0.0	37.5
1600-1700	Pro	4.1	44.0	23.6	1.4	2.2	17.7	0.8	1.9	0.1	4.3
	Ocp	1.1	1.3	1.5	3.2	15.5	1.5	1.0	8.4	4.0	43.5
1700-1800	Pro	7.4	46.5	15.6	1.1	5.2	15.3	2.5	1.6	0.0	4.8
	Ocp	1.1	1.3	2.0	1.5	13.6	1.7	1.3	21.0	0.0	66.0
1800-1900	Pro	6.5	51.2	20.4	0.0	4.2	10.5	1.6	0.8	0.0	4.8
	Ocp	1.0	1.3	2.1	0.0	14.0	1.2	1.0	6.3	0.0	77.5
1900-2000	Pro	7.3	56.7	17.1	0.0	3.9	8.1	1.1	0.8	0.0	5.0
	Ocp	1.0	1.3	2.1	0.0	10.9	1.3	1.3	1.0	0.0	48.3
2000-2100	Pro	7.6	50.2	22.3	0.4	5.2	8.0	0.8	0.0	0.0	5.7
	Ocp	1.1	1.3	1.8	2.0	12.2	1.5	2.0	0.0	0.0	38.0
2100-2200	Pro	6.8	45.7	29.6	0.0	7.3	3.9	1.0	0.0	0.0	5.7
	Ocp	1.1	1.5	1.8	0.0	8.1	1.3	1.5	0.0	0.0	34.6
2200-2300	Pro	8.0	47.6	26.1	3.4	5.5	4.2	0.8	0.0	0.0	4.4
	Ocp	1.1	1.5	2.0	1.4	8.5	1.2	1.5	0.0	0.0	39.2
16 hours	Pro	5.3	44.3	21.6	1.7	3.9	15.7	1.7	1.2	0.1	4.6
	Ocp	1.1	1.4	1.9	3.9	11.2	1.5	1.4	9.6	4.0	49.4

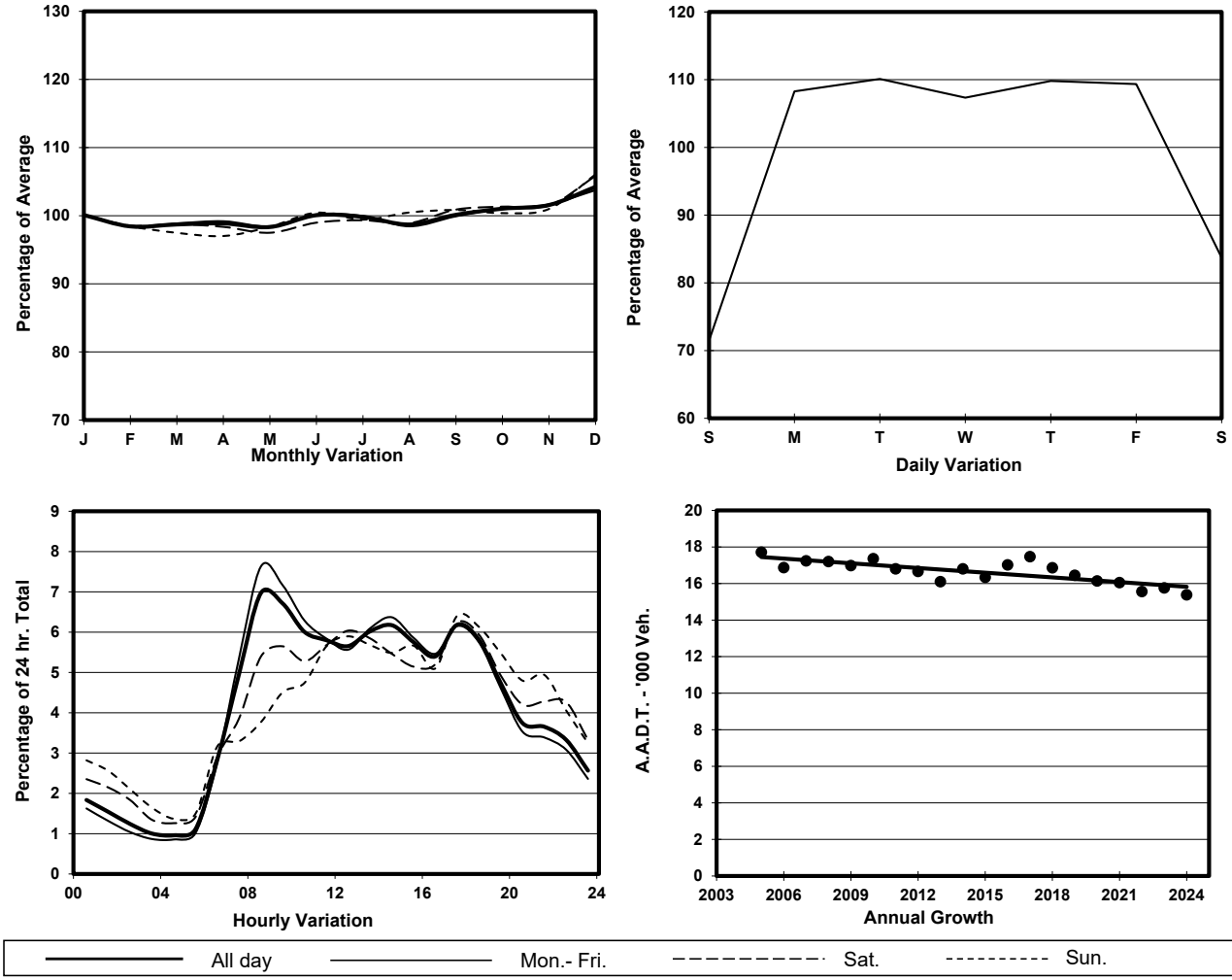
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** LAI KING HILL RD (from KWAI CHUNG INT SLIP RDS to KING CHO RD)

COVERAGE (B) STATION 6204
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7410	8170	6380	5450
R 12 / 24 - %	70.0	71.9	64.0	62.4
R 16 / 24 - %	85.2	86.4	81.2	80.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	540	650	370	300
T - % (AM)	-	4.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	440	480	380	350
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-
NORTH BOUND				
A.A.D.T.	7970	8850	6700	5710
R 12 / 24 - %	72.8	75.1	67.4	62.3
R 16 / 24 - %	88.5	89.8	85.5	82.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	540	650	370	210
T - % (AM)	-	7.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	520	570	440	380
T - % (PM)	-	5.5	-	-
Prop.of commercial vehicles - 16 hr.	-	6.5	-	-

3. OTHER INFORMATION AND COMMENT

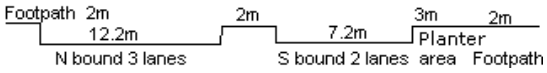
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.2	16.4	42.8	2.5	12.6	12.2	0.8	5.0	0.3	3.1
	Ocp	1.0	1.5	1.7	3.0	7.9	1.3	1.0	9.8	12.3	16.4
0800-0900	Pro	4.6	25.2	43.1	1.5	13.7	6.1	1.2	2.1	0.2	2.4
Peak hour	Ocp	1.1	1.4	1.9	4.2	9.1	1.7	1.3	5.4	9.5	19.2
0900-1000	Pro	0.9	19.8	42.0	3.7	11.7	11.4	6.2	1.5	0.2	2.6
	Ocp	1.0	1.4	1.7	2.7	7.4	1.5	1.2	2.8	13.0	9.6
1000-1100	Pro	2.4	14.6	50.0	4.7	13.0	11.8	0.8	0.0	0.5	2.4
	Ocp	1.0	1.5	2.0	3.0	11.2	1.5	1.0	0.0	7.0	13.1
1100-1200	Pro	4.1	16.1	43.8	5.4	10.8	14.5	1.7	0.4	0.2	3.0
	Ocp	1.0	1.5	2.1	2.6	12.8	1.2	1.3	2.0	3.5	11.6
1200-1300	Pro	5.4	20.0	43.9	5.8	8.9	8.9	1.5	2.7	0.6	2.4
	Ocp	1.0	1.5	1.8	5.4	13.2	1.7	1.5	5.3	11.0	12.8
1300-1400	Pro	2.7	20.6	41.2	4.7	10.1	14.4	2.3	0.8	0.4	2.7
	Ocp	1.0	1.5	1.9	3.7	14.3	1.6	1.2	8.0	7.5	16.9
1400-1500	Pro	3.0	16.7	48.3	3.0	8.4	14.1	3.8	0.0	0.2	2.5
	Ocp	1.0	1.4	2.0	1.9	11.4	1.4	1.2	0.0	5.0	14.7
1500-1600	Pro	2.3	18.7	45.3	6.1	9.5	12.2	2.3	0.4	0.7	2.6
	Ocp	1.0	1.5	1.8	4.3	13.3	1.5	1.3	1.0	8.9	15.1
1600-1700	Pro	2.8	23.9	37.4	9.2	7.2	13.1	0.8	2.4	0.2	3.1
	Ocp	1.0	1.6	1.7	4.5	11.5	1.6	1.0	2.0	8.0	17.5
1700-1800	Pro	6.5	25.7	41.2	1.6	9.4	10.6	0.0	1.2	0.6	3.1
	Ocp	1.3	1.3	1.9	2.5	15.0	1.3	0.0	1.3	6.5	18.8
1800-1900	Pro	7.0	33.0	33.9	1.3	11.4	7.9	0.0	1.3	0.4	3.6
	Ocp	1.0	1.5	1.8	3.0	12.4	1.2	0.0	11.3	6.8	14.2
1900-2000	Pro	6.0	31.3	39.0	0.5	12.6	4.9	0.5	0.0	0.7	4.4
	Ocp	1.0	1.4	1.6	2.0	9.0	1.6	1.0	0.0	3.6	10.0
2000-2100	Pro	5.8	32.9	41.9	0.0	11.0	3.2	0.0	0.0	1.3	4.0
	Ocp	1.1	1.4	1.4	0.0	8.6	1.4	0.0	0.0	4.5	9.9
2100-2200	Pro	7.2	24.0	46.5	0.0	10.4	4.8	0.8	0.8	0.4	5.0
	Ocp	1.0	1.3	1.4	0.0	7.2	1.3	1.0	1.0	4.0	8.8
2200-2300	Pro	3.6	31.5	43.2	0.0	9.0	4.5	0.0	2.7	0.7	4.7
	Ocp	1.0	1.3	1.3	0.0	6.4	1.6	0.0	2.0	5.0	7.0
16 hours	Pro	4.1	22.3	42.7	3.5	10.7	10.3	1.7	1.4	0.4	3.0
	Ocp	1.0	1.4	1.8	3.6	10.7	1.5	1.2	5.6	7.2	13.7

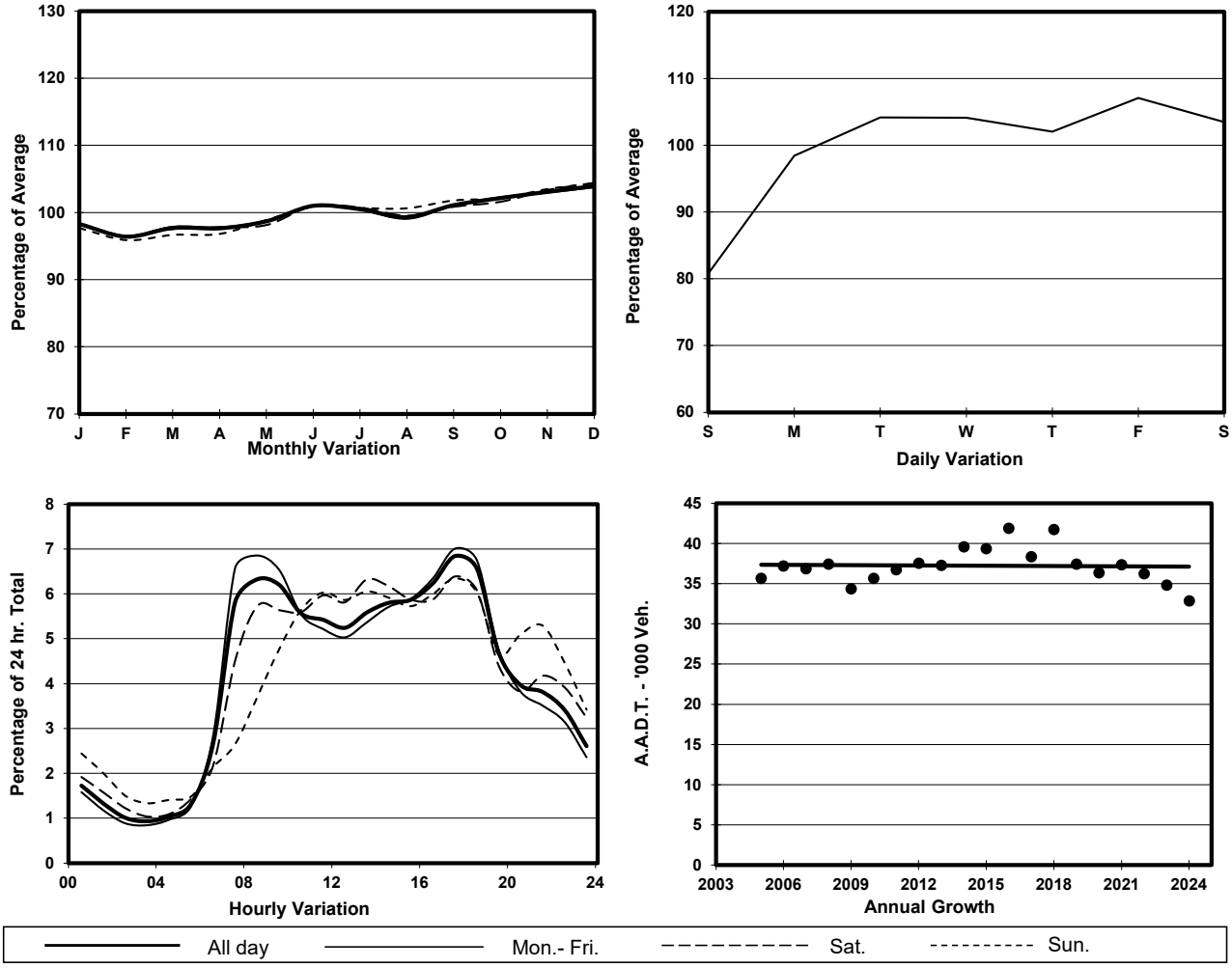
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** JOCKEY CLUB RD (from LOK YIP RD to WO HOP SHEK INT)

COVERAGE (B) STATION 6206
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	16480	17180	17160	13480
R 12 / 24 - %	72.8	74.1	71.4	66.6
R 16 / 24 - %	87.0	87.4	86.6	84.5
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1180	1320	1090	710
T - % (AM)	-	13.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1130	1210	1070	860
T - % (PM)	-	7.1	-	-
Prop.of commercial vehicles - 16 hr.	-	10.6	-	-
NORTH BOUND				
A.A.D.T.	16380	17130	17080	13200
R 12 / 24 - %	70.1	71.6	68.6	62.8
R 16 / 24 - %	87.8	88.7	86.0	84.0
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1030	1190	890	560
T - % (AM)	-	9.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1140	1210	1120	870
T - % (PM)	-	5.8	-	-
Prop.of commercial vehicles - 16 hr.	-	10.5	-	-

3. OTHER INFORMATION AND COMMENT

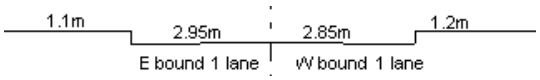
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.0	41.8	9.9	3.4	2.5	23.1	6.5	5.3	0.1	3.3
	Ocp	1.1	1.3	1.7	9.2	13.4	1.4	1.1	14.5	2.0	35.9
0800-0900	Pro	2.4	53.3	12.4	2.1	2.1	18.0	5.3	2.5	0.1	2.1
	Ocp	1.1	1.3	1.8	5.6	13.6	1.5	1.4	14.4	52.0	31.8
0900-1000	Pro	3.6	44.3	14.9	0.2	2.2	21.6	8.2	2.2	0.1	2.8
	Ocp	1.0	1.3	1.5	6.0	7.6	1.5	1.3	7.1	8.0	25.8
1000-1100	Pro	2.6	43.5	15.7	0.2	3.1	20.5	9.6	1.3	0.0	3.4
	Ocp	1.0	1.3	1.7	1.0	7.8	1.6	1.3	3.5	0.0	27.3
1100-1200	Pro	3.3	41.0	10.3	2.6	4.0	26.0	7.7	1.4	0.1	3.6
	Ocp	1.1	1.3	1.9	4.7	7.1	1.4	1.2	7.2	7.0	25.6
1200-1300	Pro	2.2	44.3	9.7	0.5	4.7	26.8	7.9	0.5	0.1	3.4
	Ocp	1.0	1.6	1.9	1.5	5.5	1.4	1.2	12.5	1.0	22.8
1300-1400	Pro	3.0	40.2	12.5	1.2	3.6	25.9	8.8	1.4	0.1	3.4
	Ocp	1.1	1.3	1.9	2.2	5.3	1.4	1.3	1.1	1.0	16.7
1400-1500	Pro	2.2	40.1	8.8	0.9	3.1	34.6	6.4	0.7	0.1	3.2
	Ocp	1.0	1.6	1.9	4.3	7.4	1.4	1.2	1.3	1.0	19.7
1500-1600	Pro	2.2	43.8	11.8	2.8	2.4	26.1	5.4	2.4	0.1	3.0
	Ocp	1.0	1.6	1.9	6.1	12.3	1.3	1.3	23.0	18.5	27.0
1600-1700	Pro	2.8	41.2	14.4	1.2	1.6	28.5	5.5	1.6	0.1	3.2
	Ocp	1.1	1.4	1.6	4.1	14.3	1.5	1.3	2.7	18.5	28.8
1700-1800	Pro	3.6	57.8	8.3	1.0	2.1	18.0	4.2	2.3	0.1	2.6
Peak hour	Ocp	1.0	1.6	1.8	3.2	13.5	1.4	1.3	23.7	26.0	42.7
1800-1900	Pro	3.9	67.4	8.3	0.2	1.3	14.0	2.1	0.3	0.0	2.5
	Ocp	1.1	1.4	1.8	1.0	15.2	1.4	1.1	26.0	0.0	43.1
1900-2000	Pro	5.2	62.7	10.8	0.2	2.7	12.5	1.8	0.0	0.2	4.0
	Ocp	1.1	1.6	1.7	3.0	3.5	1.2	1.0	0.0	11.7	30.1
2000-2100	Pro	4.1	57.9	12.0	0.0	4.7	13.5	1.6	0.9	0.2	5.2
	Ocp	1.1	1.3	1.7	0.0	6.0	1.4	1.0	1.0	15.5	19.4
2100-2200	Pro	4.1	55.2	15.7	0.0	5.6	8.6	4.9	1.1	0.1	4.8
	Ocp	1.1	1.5	1.6	0.0	5.6	1.4	1.2	2.0	10.0	27.0
2200-2300	Pro	4.3	59.3	16.3	0.0	4.7	7.3	4.7	0.0	0.0	3.4
	Ocp	1.1	1.5	1.6	0.0	4.2	1.7	1.1	0.0	0.0	17.0
16 hours	Pro	3.3	49.5	11.7	1.1	2.9	20.9	5.7	1.6	0.1	3.2
	Ocp	1.1	1.4	1.7	5.5	8.4	1.4	1.3	12.2	14.3	27.8

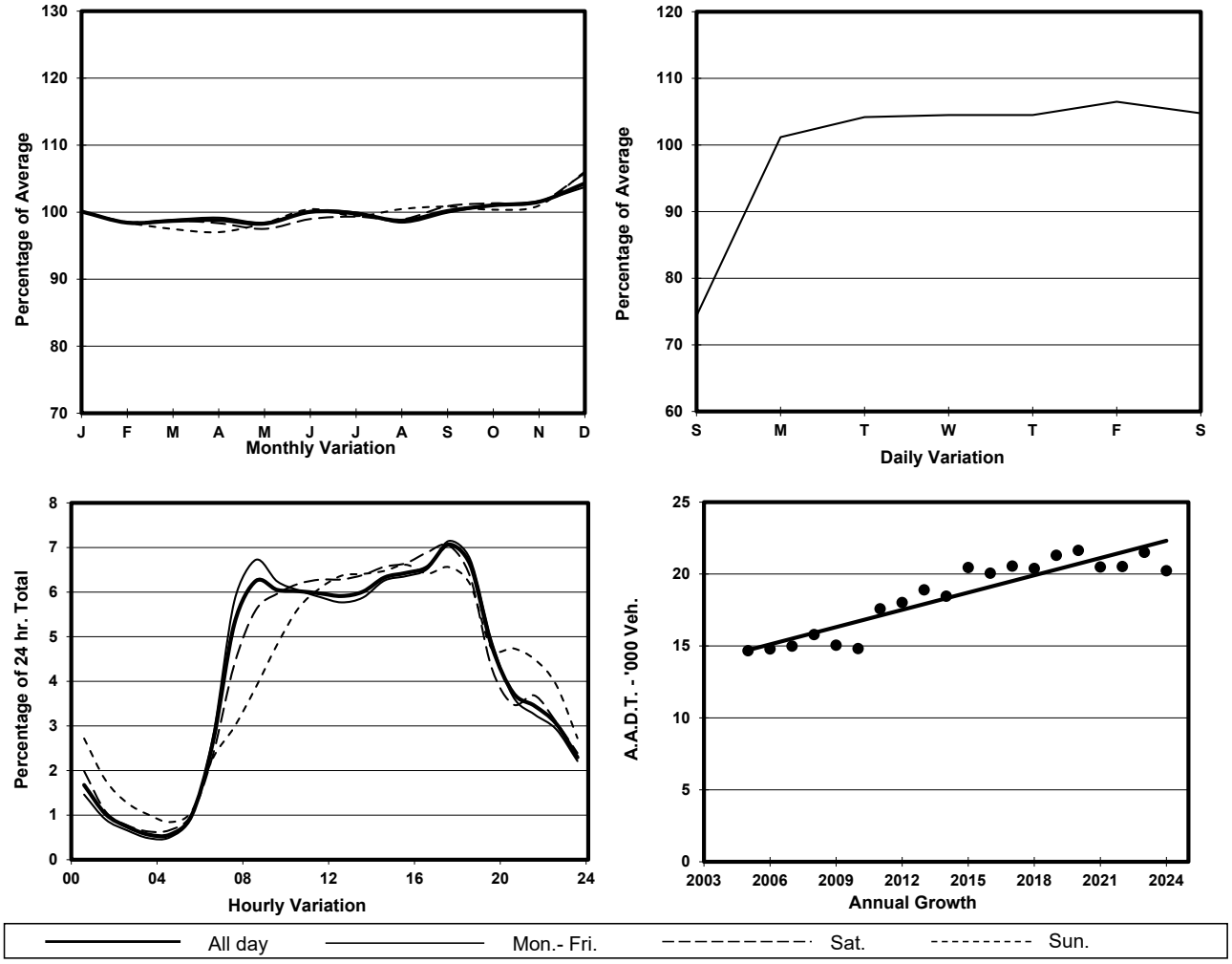
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** KAM TIN RD (from KAM SHEUNG RD WESTERN JUNCTION to FAN KAM RD)

COVERAGE (B) STATION 6207
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	9700	10190	10380	7480
R 12 / 24 - %	72.9	74.0	72.3	66.3
R 16 / 24 - %	89.7	90.3	88.9	86.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	610	710	600	320
T - % (AM)	-	7.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	660	690	700	490
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	9.0	-	-
WEST BOUND				
A.A.D.T.	10530	11130	11080	7950
R 12 / 24 - %	76.0	76.6	76.6	70.3
R 16 / 24 - %	89.4	89.9	89.3	86.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	650	720	680	420
T - % (AM)	-	8.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	780	830	820	540
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	10.1	-	-

3. OTHER INFORMATION AND COMMENT

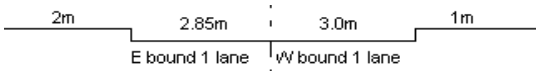
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.8	47.0	8.3	1.5	7.2	21.2	8.3	0.4	0.1	2.2
	Ocp	1.1	1.3	2.0	10.3	10.1	1.3	1.2	1.0	29.0	33.3
0800-0900	Pro	2.7	65.3	6.9	1.6	4.8	10.7	6.9	0.0	0.1	1.0
	Ocp	1.1	1.4	2.0	7.0	14.2	1.4	1.3	0.0	24.5	34.6
0900-1000	Pro	2.0	50.6	6.1	0.0	2.7	28.5	8.5	0.0	0.0	1.6
	Ocp	1.2	1.3	1.9	0.0	10.0	1.4	1.2	0.0	0.0	23.7
1000-1100	Pro	1.0	54.9	6.1	0.0	2.9	20.7	12.6	0.6	0.2	1.1
	Ocp	1.0	1.4	1.8	0.0	14.9	1.3	1.1	1.0	11.0	16.8
1100-1200	Pro	2.6	52.9	9.7	0.4	3.4	15.6	13.4	0.7	0.0	1.3
	Ocp	1.0	1.3	2.1	2.0	11.8	1.3	1.2	5.5	0.0	26.5
1200-1300	Pro	0.9	51.5	4.1	1.8	4.1	23.7	12.3	0.0	0.2	1.3
	Ocp	1.0	1.4	2.0	3.3	9.6	1.4	1.1	0.0	13.5	26.2
1300-1400	Pro	3.1	39.5	7.0	1.8	2.2	31.6	13.2	0.0	0.0	1.6
	Ocp	1.3	1.3	1.9	2.5	11.0	1.3	1.2	0.0	0.0	22.0
1400-1500	Pro	2.3	51.3	6.5	0.4	3.4	26.2	8.0	0.4	0.2	1.3
	Ocp	1.0	1.3	1.6	2.0	12.8	1.3	1.1	10.0	19.5	17.1
1500-1600	Pro	3.2	55.4	4.4	0.3	2.4	23.6	9.4	0.3	0.1	1.0
	Ocp	1.0	1.4	2.0	1.0	14.5	1.3	1.1	1.0	22.0	25.9
1600-1700	Pro	1.4	53.9	5.5	2.1	2.8	24.5	8.6	0.0	0.1	1.1
	Ocp	1.0	1.3	1.9	6.3	13.3	1.2	1.1	0.0	4.0	30.5
1700-1800	Pro	2.7	56.0	5.4	1.0	3.7	24.1	5.8	0.0	0.2	1.0
Peak hour	Ocp	1.3	1.3	2.0	1.7	14.0	1.5	1.0	0.0	23.0	52.5
1800-1900	Pro	3.9	68.2	6.7	0.0	3.9	13.3	2.7	0.0	0.0	1.1
	Ocp	1.0	1.4	1.5	0.0	15.4	1.2	1.1	0.0	0.0	42.1
1900-2000	Pro	3.6	60.0	11.7	0.0	6.8	13.5	2.3	0.5	0.3	1.4
	Ocp	1.0	1.4	2.0	0.0	14.1	1.1	1.0	1.0	21.0	47.4
2000-2100	Pro	6.9	66.0	8.7	0.5	5.5	8.2	2.3	0.0	0.0	1.9
	Ocp	1.1	1.4	1.6	2.0	11.8	1.1	1.0	0.0	0.0	28.2
2100-2200	Pro	1.6	63.1	12.3	0.0	8.2	8.2	4.1	0.0	0.0	2.5
	Ocp	1.0	1.3	1.5	0.0	13.2	1.0	1.0	0.0	0.0	10.9
2200-2300	Pro	1.2	60.5	15.1	0.0	8.1	9.3	2.3	0.0	0.0	3.5
	Ocp	1.0	1.2	1.4	0.0	8.3	1.0	1.0	0.0	0.0	4.5
16 hours	Pro	2.7	56.0	7.2	0.8	4.1	19.7	7.9	0.2	0.1	1.4
	Ocp	1.1	1.4	1.8	5.0	12.6	1.3	1.1	3.3	18.8	27.9

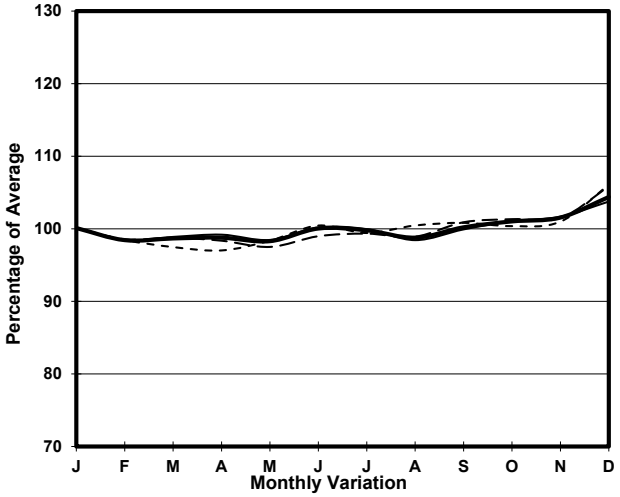
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

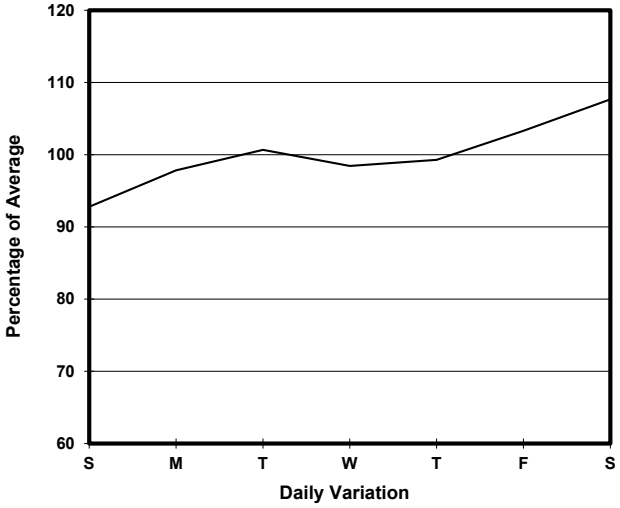
YEAR 2024 **LINK** KAM SHEUNG RD (from KAM TIN RD to KAM TIN RD)

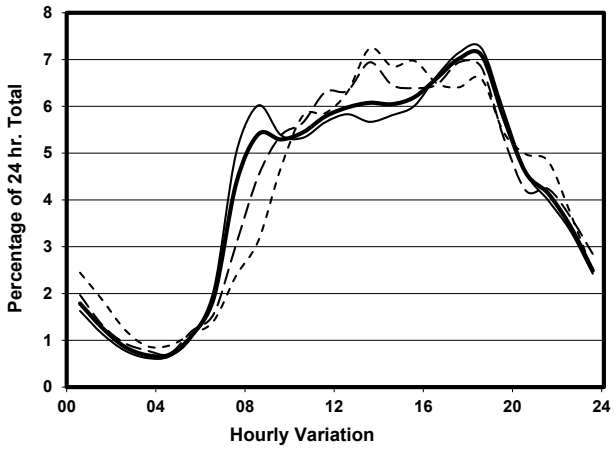
COVERAGE (B) STATION 6208
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

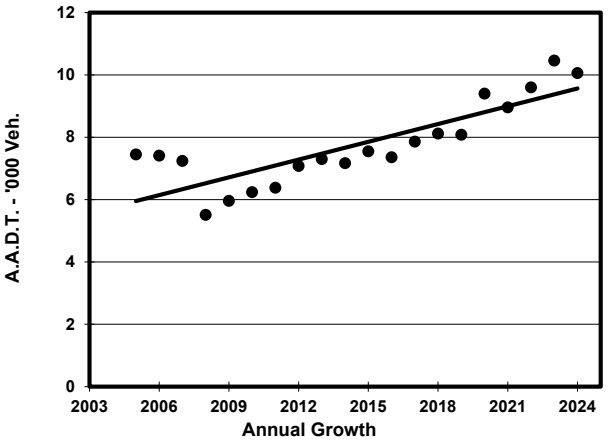


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	5190	5180	5600	4940
R 12 / 24 - %	69.5	70.2	69.4	65.4
R 16 / 24 - %	88.8	89.3	88.2	86.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	270	300	280	200
T - % (AM)	-	2.0	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	360	370	380	310
T - % (PM)	-	1.4	-	-
Prop.of commercial vehicles - 16 hr.	-	4.4	-	-
WEST BOUND				
A.A.D.T.	4870	4880	5260	4540
R 12 / 24 - %	73.2	73.4	73.2	72.3
R 16 / 24 - %	89.6	89.9	89.1	88.6
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	280	310	310	240
T - % (AM)	-	13.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	360	360	380	320
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-

3. OTHER INFORMATION AND COMMENT

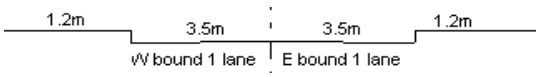
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.1	39.2	9.3	2.1	9.3	23.7	5.2	5.2	0.0	2.1
	Ocp	1.0	1.1	2.2	6.5	8.8	1.9	1.0	16.6	0.0	22.4
0800-0900	Pro	2.5	57.1	8.0	4.9	6.8	15.4	1.8	1.8	0.0	1.7
	Ocp	1.0	1.4	1.8	6.3	7.4	1.6	1.0	19.3	0.0	23.4
0900-1000	Pro	0.0	48.3	14.8	0.0	7.0	21.8	5.5	0.0	0.0	2.5
	Ocp	0.0	1.4	1.6	0.0	8.3	1.5	1.1	0.0	0.0	13.3
1000-1100	Pro	0.7	57.3	4.6	0.7	7.2	19.8	7.9	0.0	0.0	1.8
	Ocp	2.0	1.4	1.9	2.0	9.5	1.5	1.1	0.0	0.0	18.0
1100-1200	Pro	1.2	49.4	7.2	0.6	5.4	25.9	7.2	1.2	0.0	1.8
	Ocp	1.0	1.4	2.6	1.0	9.7	1.4	1.3	3.0	0.0	24.7
1200-1300	Pro	3.2	55.7	7.7	2.6	5.8	18.6	4.5	0.6	0.0	1.4
	Ocp	1.0	1.4	1.7	5.0	11.4	1.3	1.3	2.0	0.0	19.3
1300-1400	Pro	2.8	55.7	4.2	1.4	7.7	20.2	4.9	0.7	0.0	2.6
	Ocp	1.0	1.5	2.0	2.0	8.0	1.3	1.3	1.0	0.0	19.7
1400-1500	Pro	2.7	65.2	6.7	2.0	4.0	12.6	5.3	0.0	0.0	1.5
	Ocp	1.0	1.5	1.5	4.0	6.3	1.5	1.1	0.0	0.0	27.2
1500-1600	Pro	1.3	59.3	9.0	0.6	5.2	14.2	8.4	0.0	0.0	2.1
	Ocp	1.0	1.3	1.6	12.0	7.3	1.6	1.3	0.0	0.0	22.2
1600-1700	Pro	2.8	61.9	7.4	3.4	4.0	17.0	1.7	0.0	0.0	1.7
	Ocp	1.0	1.4	1.7	2.3	10.6	1.4	1.0	0.0	0.0	25.7
1700-1800	Pro	3.6	56.4	10.7	1.8	5.3	17.2	3.0	0.6	0.0	1.5
	Ocp	1.0	1.4	1.9	1.0	8.6	1.4	1.4	2.0	0.0	37.5
1800-1900	Pro	2.4	63.5	13.1	0.0	5.9	12.5	1.2	0.0	0.0	1.5
Peak hour	Ocp	1.3	1.4	2.0	0.0	12.8	1.2	1.5	0.0	0.0	47.0
1900-2000	Pro	3.6	75.8	9.6	0.0	1.8	5.4	1.2	0.6	0.0	2.0
	Ocp	1.0	1.3	1.4	0.0	13.0	1.0	1.0	16.0	0.0	23.5
2000-2100	Pro	5.5	68.9	10.3	0.0	5.5	6.3	1.6	0.0	0.0	1.8
	Ocp	1.3	1.5	1.9	0.0	6.7	1.3	1.0	0.0	0.0	16.1
2100-2200	Pro	3.6	74.3	10.8	0.0	2.4	6.0	0.0	0.0	0.0	3.0
	Ocp	1.0	1.5	1.9	0.0	2.5	1.8	0.0	0.0	0.0	13.9
2200-2300	Pro	4.4	71.6	14.8	0.0	0.0	7.0	0.0	0.0	0.0	2.2
	Ocp	1.0	1.5	1.8	0.0	0.0	1.1	0.0	0.0	0.0	13.1
16 hours	Pro	2.7	59.9	9.1	1.3	5.2	15.5	3.8	0.6	0.0	1.9
	Ocp	1.1	1.4	1.8	4.2	9.0	1.4	1.2	12.0	0.0	22.7

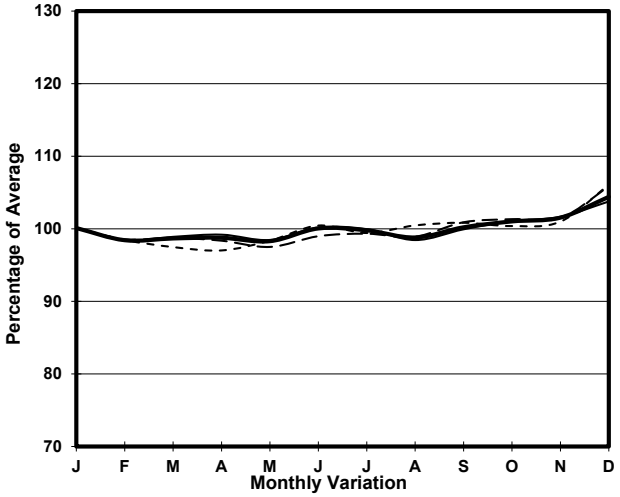
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

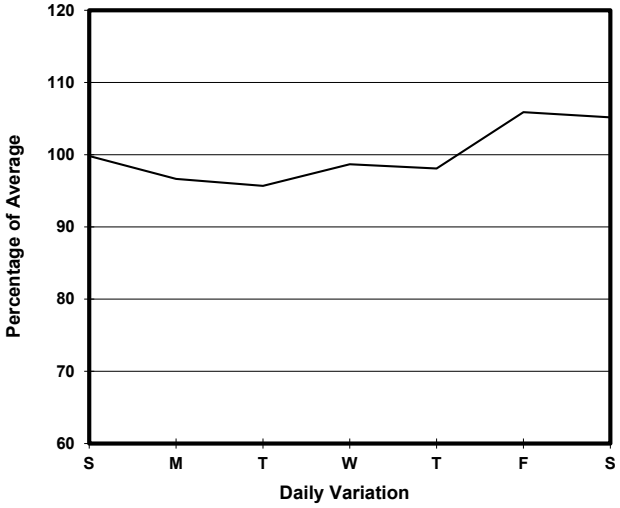
YEAR 2024 **LINK** CASTLE PEAK RD - TSUEN WAN, TING KAU & SHAM TSENG (from TUEN MUN RD to SHAM TSENG)

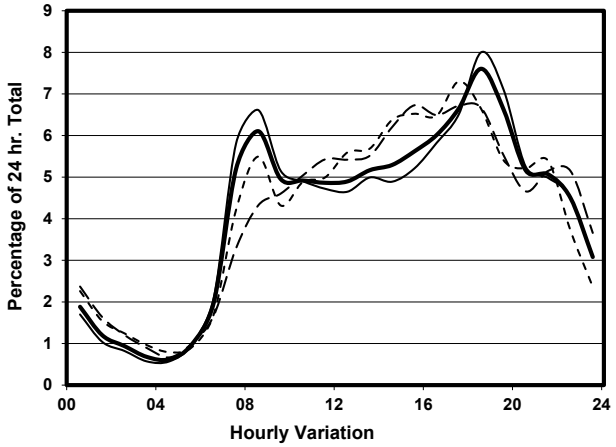
COVERAGE (B) STATION 6209
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

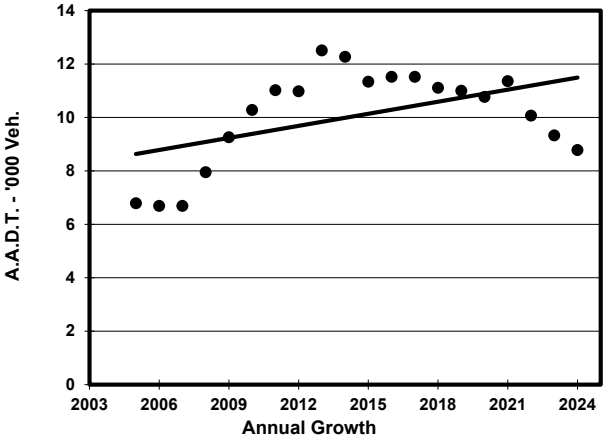


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	4140	4110	4310	4140
R 12 / 24 - %	69.0	69.6	66.5	69.4
R 16 / 24 - %	86.2	86.8	83.9	86.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	320	350	240	250
T - % (AM)	-	6.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	250	230	270	290
T - % (PM)	-	4.8	-	-
Prop.of commercial vehicles - 16 hr.	-	8.4	-	-
WEST BOUND				
A.A.D.T.	4640	4570	4890	4670
R 12 / 24 - %	65.8	65.2	66.3	67.7
R 16 / 24 - %	90.9	91.2	89.5	90.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	220	230	190	230
T - % (AM)	-	8.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	420	460	360	350
T - % (PM)	-	4.0	-	-
Prop.of commercial vehicles - 16 hr.	-	7.4	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

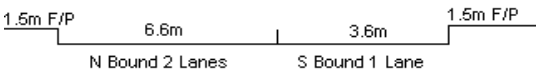
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.2	35.8	10.5	1.1	15.8	10.5	4.2	11.6	0.8	6.6
	Ocp	1.0	1.4	2.0	8.0	9.9	1.6	1.0	13.9	13.3	26.3
0800-0900	Pro	2.6	57.0	7.8	3.9	9.7	11.7	0.0	5.2	0.5	1.8
	Ocp	1.5	1.5	1.5	4.8	12.3	1.7	0.0	13.6	18.3	19.4
0900-1000	Pro	1.2	42.6	19.5	0.0	14.6	15.8	0.0	2.4	1.2	2.7
	Ocp	1.0	1.4	1.4	0.0	7.3	1.5	0.0	11.0	11.5	18.4
1000-1100	Pro	2.0	47.9	9.8	2.9	12.7	16.6	3.9	2.0	0.5	1.7
	Ocp	1.5	1.6	1.4	3.3	9.3	1.4	1.5	18.0	19.0	17.0
1100-1200	Pro	8.6	41.2	12.5	4.8	10.6	16.3	1.9	1.0	0.7	2.4
	Ocp	1.0	1.5	1.5	3.4	8.7	1.5	2.0	16.0	9.7	19.7
1200-1300	Pro	3.3	49.0	13.1	7.6	9.8	9.8	1.1	3.3	1.1	1.9
	Ocp	1.3	1.7	1.2	6.0	10.3	1.3	1.0	9.0	13.8	18.0
1300-1400	Pro	8.0	52.0	16.0	1.0	9.0	8.0	0.0	3.0	0.8	2.3
	Ocp	1.1	1.4	1.3	8.0	11.0	1.3	0.0	2.3	14.3	20.1
1400-1500	Pro	2.8	38.4	21.4	0.0	12.8	12.8	4.3	2.8	1.4	3.2
	Ocp	1.0	1.2	1.5	0.0	8.1	1.9	1.3	14.0	15.0	23.3
1500-1600	Pro	2.7	54.0	10.6	3.5	13.3	9.7	0.9	2.7	0.9	1.8
	Ocp	1.3	1.3	1.3	2.8	10.1	1.7	1.0	13.7	14.5	27.1
1600-1700	Pro	0.0	60.4	5.9	2.5	13.4	11.7	0.0	4.2	0.6	1.3
	Ocp	0.0	1.4	1.1	4.7	10.1	1.9	0.0	7.8	12.7	31.0
1700-1800	Pro	2.6	61.5	10.6	0.9	11.4	4.4	0.9	4.4	0.7	2.6
	Ocp	1.0	1.5	2.0	1.0	15.2	1.4	1.0	12.4	13.7	32.1
1800-1900	Pro	5.3	70.9	7.7	0.0	7.7	4.1	0.0	2.4	0.4	1.5
Peak hour	Ocp	1.0	1.4	1.1	0.0	17.7	1.3	0.0	16.5	26.0	36.9
1900-2000	Pro	3.8	57.0	10.6	0.0	12.9	6.8	0.0	5.3	0.8	2.7
	Ocp	1.0	1.2	1.1	0.0	7.9	1.4	0.0	13.0	21.5	30.9
2000-2100	Pro	4.4	56.5	17.7	0.0	8.8	3.5	0.0	6.2	0.9	2.0
	Ocp	1.2	1.4	1.4	0.0	8.5	1.8	0.0	4.7	15.8	15.2
2100-2200	Pro	2.8	59.1	15.1	0.0	13.7	4.1	0.0	1.4	1.0	2.8
	Ocp	1.0	1.3	1.0	0.0	10.1	1.0	0.0	22.0	12.0	23.5
2200-2300	Pro	3.0	58.1	23.6	0.0	6.9	3.9	0.0	2.0	1.0	1.5
	Ocp	1.0	1.3	1.1	0.0	8.0	1.0	0.0	11.0	11.5	23.3
16 hours	Pro	3.6	54.0	12.5	1.8	11.2	9.1	0.9	3.8	0.8	2.3
	Ocp	1.1	1.4	1.4	4.5	10.4	1.5	1.3	11.7	15.0	24.5

Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

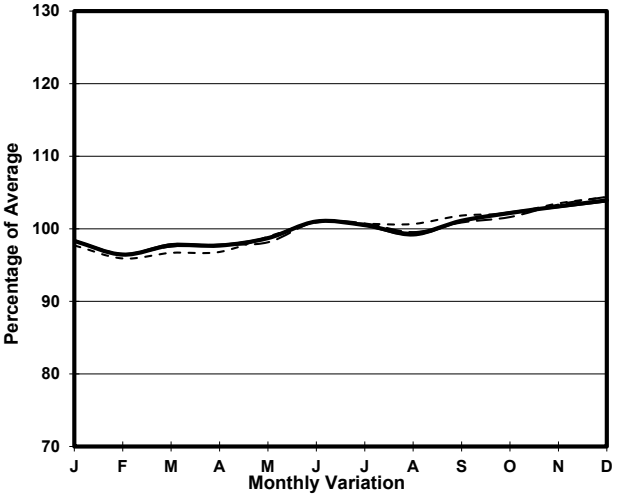
YEAR 2024

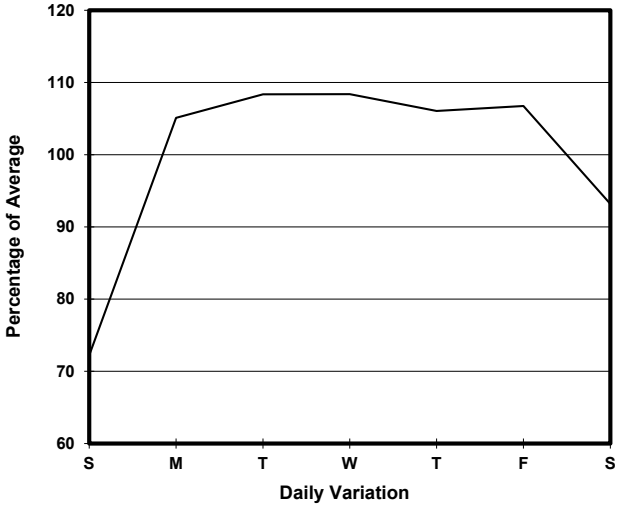
LINK TAI PO RD - MA LIU SHUI (from ENTRANCE TO CHUNG CHI COLLEGE, CUHK to YUEN CHAU TSAI INT)

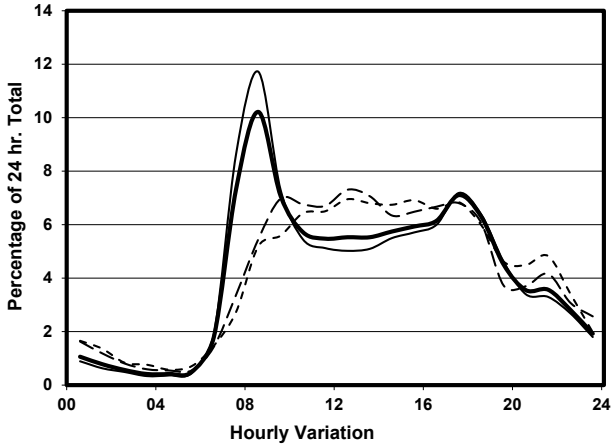
COVERAGE (B) STATION 6210
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

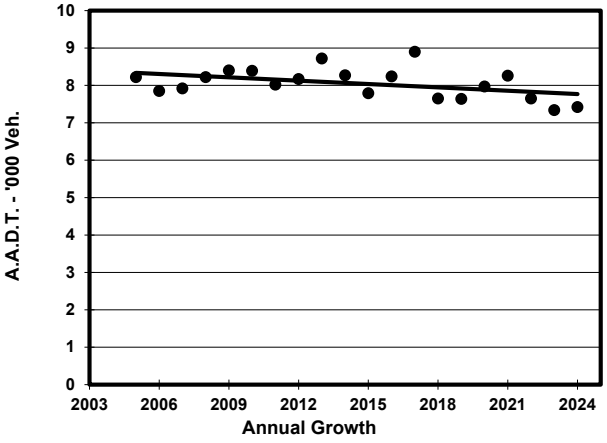


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	3700	4090	3300	2510
R 12 / 24 - %	82.2	83.4	79.1	76.5
R 16 / 24 - %	92.7	93.2	90.9	91.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	550	700	260	160
T - % (AM)	-	5.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	210	220	210	180
T - % (PM)	-	4.1	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-
NORTH BOUND				
A.A.D.T.	3720	3950	3760	2910
R 12 / 24 - %	74.1	74.7	73.3	70.5
R 16 / 24 - %	92.4	93.1	90.5	90.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	210	240	230	140
T - % (AM)	-	2.4	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	320	360	270	210
T - % (PM)	-	10.2	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-

3. OTHER INFORMATION AND COMMENT

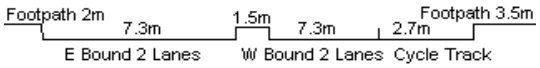
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.2	50.6	8.8	6.4	4.0	20.1	2.4	1.6	0.6	2.2
	Ocp	1.3	1.3	1.6	4.4	11.0	1.5	1.0	2.5	14.7	34.1
0800-0900	Pro	1.9	73.8	6.3	1.1	2.2	10.0	2.2	0.7	0.3	1.4
Peak hour	Ocp	1.2	1.3	1.9	4.7	16.3	1.5	1.2	1.0	22.0	32.1
0900-1000	Pro	0.6	72.2	8.1	1.2	2.3	11.0	1.2	1.2	0.3	2.2
	Ocp	1.0	1.4	1.8	2.5	9.5	1.2	1.0	1.0	13.0	25.5
1000-1100	Pro	4.1	54.7	9.8	0.8	5.7	18.0	4.1	0.0	0.4	2.4
	Ocp	1.0	1.2	1.6	2.0	10.9	1.3	1.8	0.0	7.5	19.8
1100-1200	Pro	0.0	69.1	9.1	0.0	2.6	9.1	5.2	0.0	0.3	4.6
	Ocp	0.0	1.4	1.6	0.0	17.0	1.4	1.3	0.0	18.0	13.6
1200-1300	Pro	1.8	66.2	7.4	0.0	3.7	10.1	5.5	1.8	0.7	2.8
	Ocp	1.0	1.3	1.6	0.0	8.3	1.6	1.8	5.5	9.3	20.7
1300-1400	Pro	1.3	48.8	7.5	1.3	8.8	25.0	2.5	0.0	0.9	4.1
	Ocp	1.0	1.2	1.3	2.0	7.4	1.1	1.0	0.0	10.7	21.2
1400-1500	Pro	6.9	56.2	7.9	1.0	3.9	16.7	3.0	0.0	0.7	3.7
	Ocp	1.1	1.2	1.4	1.0	7.3	1.6	1.0	0.0	10.3	14.7
1500-1600	Pro	3.3	51.9	16.7	2.5	2.5	12.6	1.7	5.9	0.4	2.5
	Ocp	1.5	1.3	1.7	11.0	12.0	1.6	1.0	16.0	10.0	19.3
1600-1700	Pro	2.4	61.9	14.3	2.4	4.8	3.6	0.0	6.0	0.9	3.9
	Ocp	1.0	1.3	1.0	3.0	12.8	1.7	0.0	3.0	13.3	20.4
1700-1800	Pro	4.4	67.1	6.2	0.9	4.4	9.7	1.8	1.8	0.7	3.1
	Ocp	1.0	1.4	1.1	2.0	16.2	1.9	1.0	1.5	12.3	35.2
1800-1900	Pro	6.2	69.3	5.3	0.0	5.3	9.8	0.0	0.0	0.4	3.6
	Ocp	1.0	1.5	1.5	0.0	12.7	1.5	0.0	0.0	19.0	33.9
1900-2000	Pro	7.7	65.9	5.5	1.1	8.8	6.6	0.0	0.0	0.6	3.8
	Ocp	1.0	1.3	2.0	1.0	9.3	1.3	0.0	0.0	4.5	19.2
2000-2100	Pro	5.4	69.2	10.8	0.0	6.8	0.0	0.0	2.7	0.0	5.1
	Ocp	1.0	1.3	1.5	0.0	6.8	0.0	0.0	1.0	0.0	12.7
2100-2200	Pro	5.0	63.1	13.3	0.0	8.3	5.0	0.0	0.0	0.4	5.0
	Ocp	1.0	1.5	1.9	0.0	5.6	1.0	0.0	0.0	13.0	10.0
2200-2300	Pro	12.0	52.0	12.0	0.0	12.0	6.0	0.0	0.0	0.5	5.5
	Ocp	1.2	1.6	1.5	0.0	5.7	1.3	0.0	0.0	4.0	15.0
16 hours	Pro	3.6	63.5	8.8	1.3	4.6	11.4	2.0	1.4	0.5	3.0
	Ocp	1.1	1.3	1.6	4.4	10.2	1.4	1.3	6.3	12.4	21.9

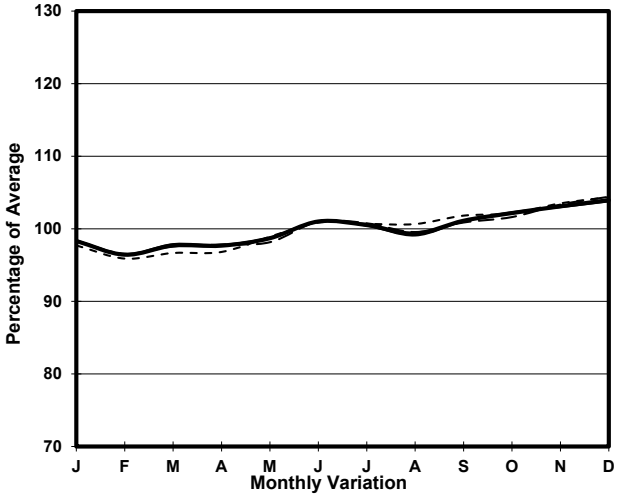
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

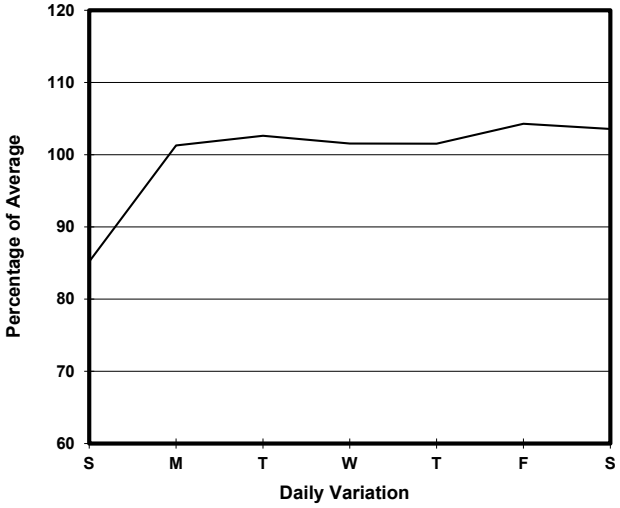
YEAR 2024 **LINK** TING KOK RD (from DAI KWAI ST to TAI MEI TUK)

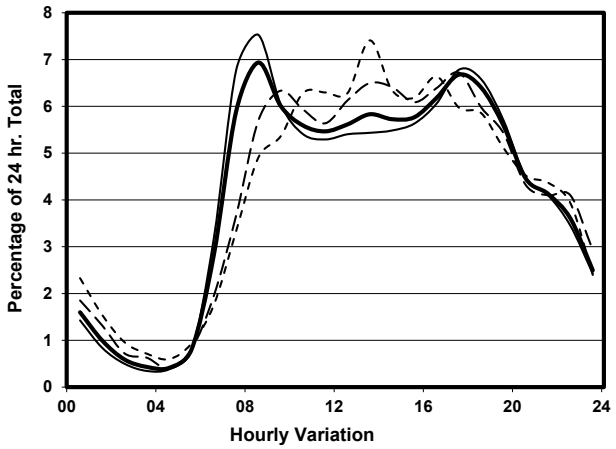
COVERAGE (B) STATION 6211
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

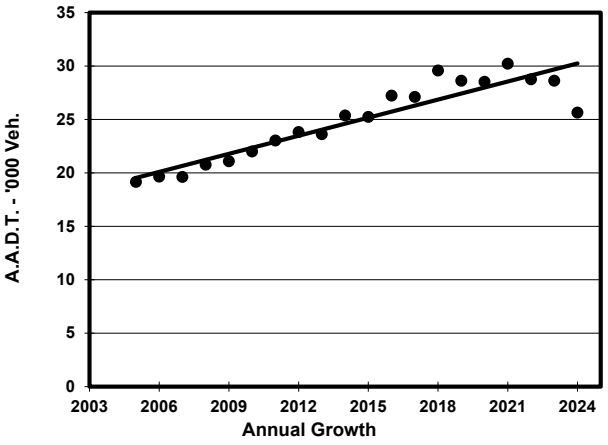


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	12730	13120	13440	10770
R 12 / 24 - %	67.6	67.7	67.4	67.3
R 16 / 24 - %	89.9	90.5	88.9	87.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	800	910	720	480
T - % (AM)	-	6.0	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	910	990	880	750
T - % (PM)	-	5.8	-	-
Prop.of commercial vehicles - 16 hr.	-	8.6	-	-
WEST BOUND				
A.A.D.T.	12910	13280	13510	11170
R 12 / 24 - %	76.5	77.0	75.6	74.3
R 16 / 24 - %	89.8	89.8	89.9	89.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1060	1300	990	710
T - % (AM)	-	2.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	870	890	940	720
T - % (PM)	-	6.0	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-

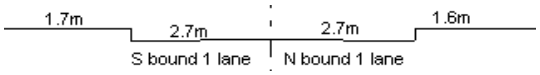
3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

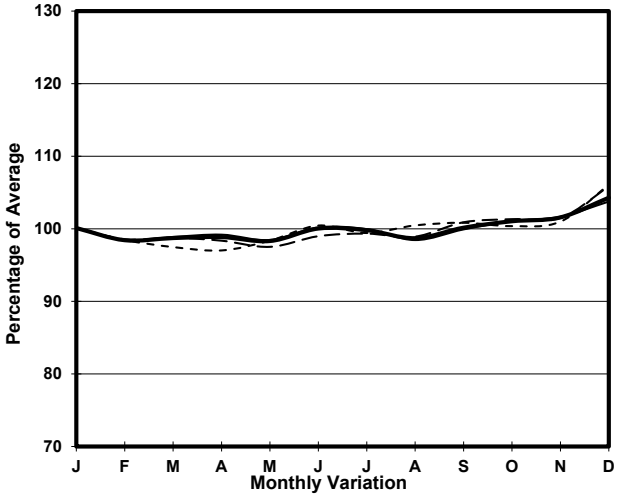
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.4	67.5	8.5	0.8	4.4	11.1	1.6	2.6	0.0	1.2
	Ocp	1.2	1.5	2.0	4.8	10.8	1.5	1.0	12.1	0.0	47.6
0800-0900	Pro	2.8	62.9	14.0	0.9	4.3	7.8	2.9	3.3	0.0	1.1
Peak hour	Ocp	1.0	1.4	2.0	2.2	9.6	1.6	1.2	13.0	0.0	37.5
0900-1000	Pro	1.8	56.4	16.0	0.8	3.9	13.4	4.1	2.8	0.0	0.7
	Ocp	1.2	1.4	2.1	4.8	12.1	1.5	1.0	7.2	0.0	21.1
1000-1100	Pro	1.2	52.9	13.9	0.3	4.6	16.1	5.6	4.3	0.0	0.9
	Ocp	1.0	1.6	1.6	1.0	9.9	1.7	1.1	5.1	0.0	24.7
1100-1200	Pro	3.1	50.9	8.1	1.9	6.2	18.0	7.8	3.4	0.0	0.7
	Ocp	1.2	1.4	1.7	4.3	8.6	1.6	1.1	3.9	0.0	33.1
1200-1300	Pro	2.7	57.9	12.5	2.4	3.9	11.9	4.2	3.6	0.0	0.9
	Ocp	1.0	1.5	2.2	4.0	9.4	1.6	1.1	9.8	0.0	31.7
1300-1400	Pro	2.7	51.7	13.5	0.5	6.6	13.8	8.2	2.1	0.1	0.8
	Ocp	1.0	1.7	2.0	1.0	11.4	1.6	1.2	4.4	2.0	25.9
1400-1500	Pro	3.8	52.7	8.9	1.4	4.3	16.8	8.4	2.7	0.1	0.9
	Ocp	1.0	1.6	1.8	1.8	13.4	1.4	1.0	6.5	2.5	22.4
1500-1600	Pro	1.4	52.7	12.4	1.2	5.2	12.7	8.1	5.2	0.3	0.9
	Ocp	1.0	1.5	1.7	2.0	10.9	1.3	1.2	2.8	2.5	34.5
1600-1700	Pro	1.8	57.0	8.4	2.0	4.6	15.3	5.1	4.6	0.0	1.0
	Ocp	1.0	1.6	2.0	2.6	13.7	1.7	1.0	5.1	0.0	25.3
1700-1800	Pro	3.8	62.1	9.5	1.4	4.3	11.6	1.9	4.0	0.0	1.4
	Ocp	1.3	1.5	1.9	3.3	16.6	1.5	1.0	9.9	0.0	41.8
1800-1900	Pro	2.9	68.6	9.4	0.5	5.0	8.2	2.4	2.2	0.0	1.0
	Ocp	1.3	1.5	2.2	1.0	12.6	1.3	1.0	5.1	0.0	36.1
1900-2000	Pro	5.0	66.5	11.6	0.0	4.7	7.6	0.5	2.8	0.1	1.1
	Ocp	1.0	1.4	1.8	0.0	12.3	1.4	1.0	5.0	1.0	23.5
2000-2100	Pro	2.4	69.4	8.9	0.3	7.2	6.5	1.0	3.1	0.0	1.0
	Ocp	1.1	1.4	1.9	3.0	11.1	1.6	1.0	4.6	0.0	19.6
2100-2200	Pro	4.1	60.2	13.6	0.8	7.4	8.2	0.8	3.7	0.0	1.0
	Ocp	1.1	1.4	1.7	2.0	10.7	1.4	1.5	2.8	0.0	19.1
2200-2300	Pro	3.8	65.6	15.8	0.4	5.1	4.7	0.4	3.0	0.0	1.2
	Ocp	1.2	1.4	1.6	2.0	8.8	1.6	1.0	3.0	0.0	14.7
16 hours	Pro	2.8	59.9	11.5	1.0	5.0	11.5	3.9	3.3	0.1	1.0
	Ocp	1.1	1.5	1.9	3.0	11.4	1.5	1.1	6.7	2.1	30.6

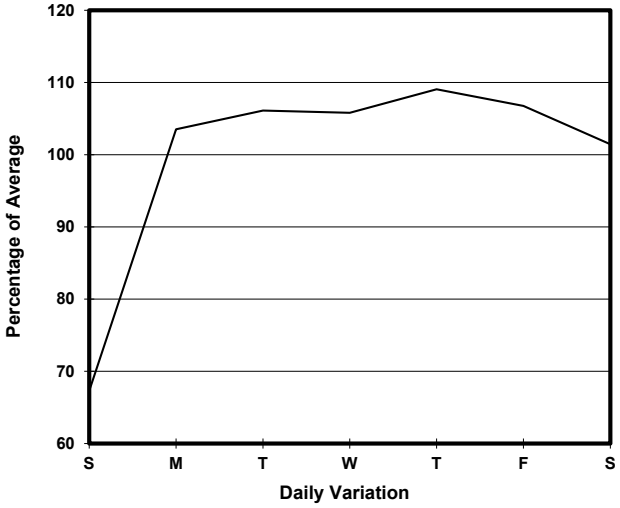
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

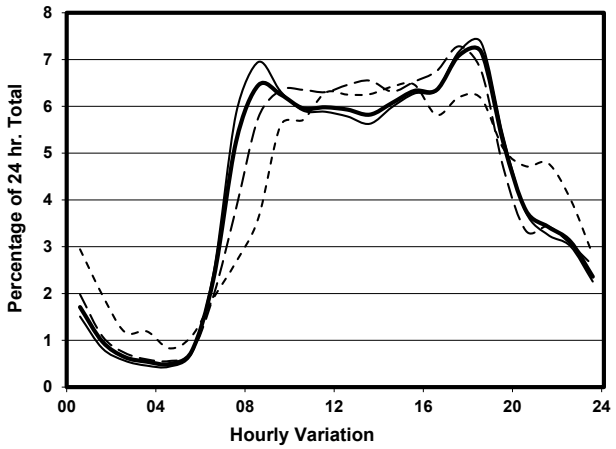
YEAR	2024	**LINK**	FAN KAM RD (from KAM TIN RD to FANLING HIGHWAY)
COVERAGE (B) STATION	6212		
ROAD NETWORK	MAJOR		
ROAD TYPE	RURAL ROAD		

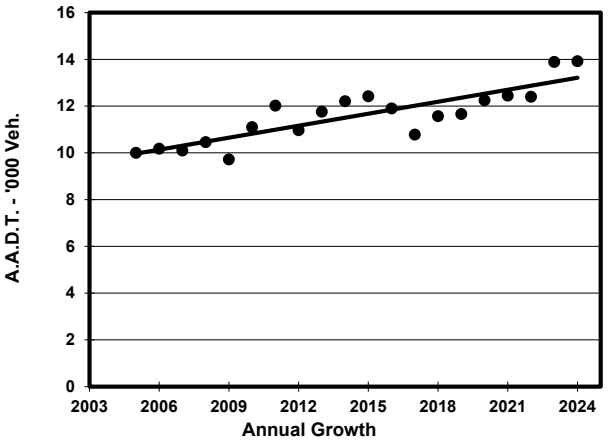


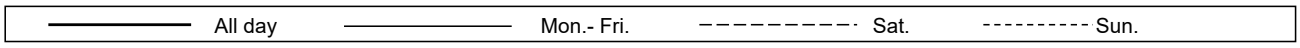
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7280	7890	7450	4910
R 12 / 24 - %	76.7	77.5	76.5	70.4
R 16 / 24 - %	90.4	90.9	89.7	87.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	520	610	530	300
T - % (AM)	-	4.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	540	600	540	310
T - % (PM)	-	2.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.5	-	-
NORTH BOUND				
A.A.D.T.	6640	7140	6910	4740
R 12 / 24 - %	72.4	73.2	73.8	64.5
R 16 / 24 - %	89.9	90.6	89.8	84.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	380	430	380	240
T - % (AM)	-	10.6	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	460	510	510	290
T - % (PM)	-	2.0	-	-
Prop.of commercial vehicles - 16 hr.	-	7.2	-	-

3. OTHER INFORMATION AND COMMENT

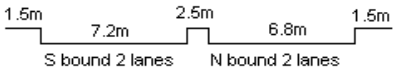
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.4	57.5	16.7	1.5	1.5	15.3	1.5	0.0	0.0	1.8
	Ocp	1.2	1.5	1.7	10.5	13.5	1.3	1.0	0.0	0.0	62.9
0800-0900	Pro	2.2	56.8	10.9	1.6	2.7	19.1	5.5	0.5	0.0	0.7
	Ocp	1.0	1.5	2.0	4.7	12.4	1.4	1.4	9.0	0.0	65.0
0900-1000	Pro	1.1	52.5	15.3	0.5	1.1	22.4	5.5	0.5	0.0	1.0
	Ocp	1.0	1.3	1.8	3.0	7.0	1.4	1.0	48.0	0.0	33.6
1000-1100	Pro	1.2	48.6	10.2	0.6	1.2	27.6	9.0	0.6	0.0	1.1
	Ocp	1.0	1.6	1.5	2.0	12.0	1.4	1.1	1.0	0.0	23.0
1100-1200	Pro	3.1	40.2	13.6	0.6	3.1	29.1	8.7	0.6	0.0	0.9
	Ocp	1.0	1.3	1.9	2.0	7.8	1.3	1.3	1.0	0.0	22.8
1200-1300	Pro	1.3	54.7	5.9	1.3	2.6	24.1	8.5	0.7	0.0	1.0
	Ocp	1.0	1.4	1.2	4.0	8.3	1.5	1.4	6.0	0.0	24.3
1300-1400	Pro	1.9	55.5	10.0	1.2	0.6	22.4	7.5	0.0	0.0	0.9
	Ocp	1.3	1.5	1.6	4.0	8.0	1.1	1.3	0.0	0.0	24.2
1400-1500	Pro	0.6	48.7	8.3	0.6	1.2	30.3	9.5	0.0	0.0	0.9
	Ocp	1.0	1.3	1.4	1.0	12.0	1.3	1.1	0.0	0.0	21.3
1500-1600	Pro	3.3	53.5	8.2	1.1	0.5	21.8	9.8	1.1	0.0	0.7
	Ocp	1.0	1.4	1.4	3.0	15.0	1.5	1.3	6.5	0.0	25.2
1600-1700	Pro	1.6	52.8	12.9	1.1	1.6	16.7	10.2	2.2	0.0	0.8
	Ocp	1.0	1.4	1.5	10.0	14.7	1.1	1.1	11.8	0.0	35.8
1700-1800	Pro	3.2	55.2	6.4	0.5	1.1	25.2	7.5	0.0	0.0	0.8
	Ocp	1.0	1.4	2.1	3.0	11.5	1.4	1.1	0.0	0.0	74.2
1800-1900	Pro	1.6	73.3	8.2	0.0	1.2	13.5	1.2	0.4	0.0	0.5
Peak hour	Ocp	1.0	1.4	1.6	0.0	15.3	1.2	1.3	1.0	0.0	66.4
1900-2000	Pro	4.7	66.0	14.0	0.0	1.8	11.1	1.2	0.6	0.0	0.7
	Ocp	1.0	1.4	1.7	0.0	15.7	1.2	1.0	11.0	0.0	57.8
2000-2100	Pro	4.6	65.3	12.9	0.0	1.8	11.0	2.8	0.0	0.0	1.6
	Ocp	1.2	1.3	1.4	0.0	11.5	1.3	1.0	0.0	0.0	37.4
2100-2200	Pro	0.9	67.7	14.8	0.0	2.6	11.3	1.7	0.0	0.0	1.1
	Ocp	1.0	1.2	1.8	0.0	4.0	1.2	1.0	0.0	0.0	26.4
2200-2300	Pro	6.2	72.1	12.4	0.0	1.2	6.2	0.0	0.0	0.0	1.9
	Ocp	1.0	1.4	1.5	0.0	3.0	1.0	0.0	0.0	0.0	28.7
16 hours	Pro	2.4	57.1	11.0	0.7	1.6	19.9	5.9	0.5	0.0	0.9
	Ocp	1.0	1.4	1.7	4.9	10.8	1.3	1.2	10.5	0.0	39.6

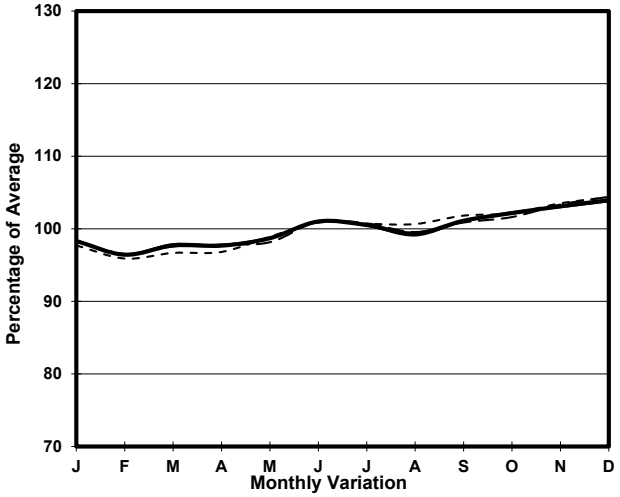
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

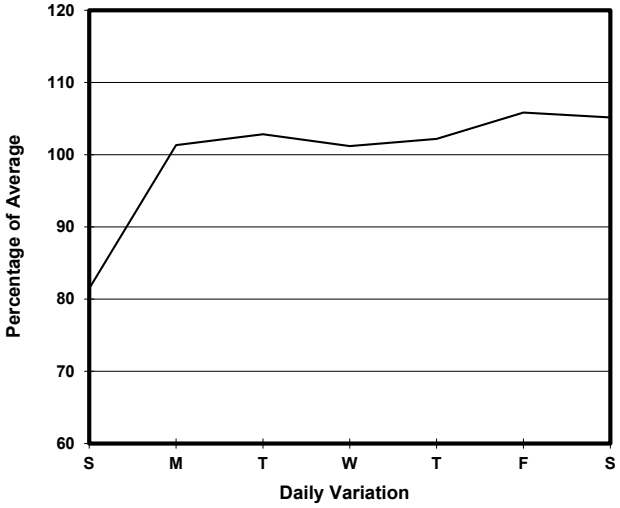
YEAR 2024 **LINK** CASTLE PEAK RD - HUNG SHUI KIU (from TIN HA RD to LAM TEI INT)

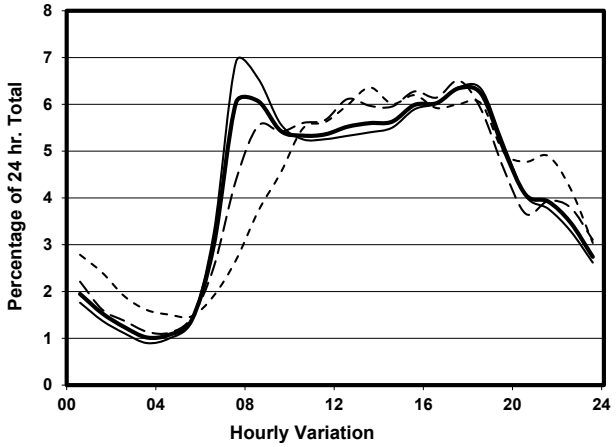
COVERAGE (B) STATION 6213
ROAD NETWORK MAJOR
ROAD TYPE RURAL TRUNK ROAD

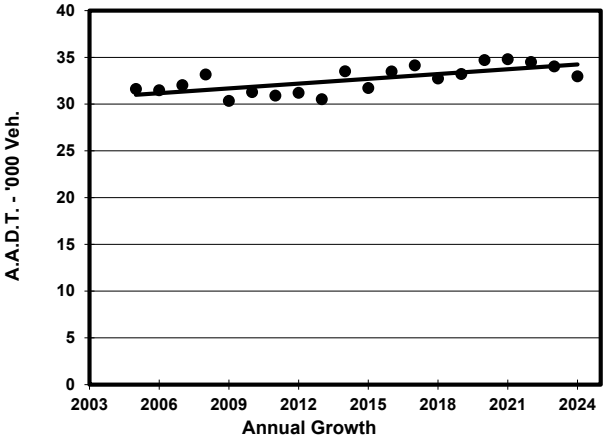


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	17460	18100	18520	14370
R 12 / 24 - %	71.8	72.6	71.5	67.0
R 16 / 24 - %	86.0	86.4	85.9	84.1
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1270	1530	1140	740
T - % (AM)	-	21.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	1080	1120	1180	850
T - % (PM)	-	9.3	-	-
Prop.of commercial vehicles - 16 hr.	-	18.8	-	-
NORTH BOUND				
A.A.D.T.	15510	16010	16570	12990
R 12 / 24 - %	67.0	67.8	67.2	61.8
R 16 / 24 - %	86.1	86.9	85.0	82.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	810	910	800	500
T - % (AM)	-	19.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	1030	1090	1100	800
T - % (PM)	-	13.2	-	-
Prop.of commercial vehicles - 16 hr.	-	22.6	-	-

3. OTHER INFORMATION AND COMMENT

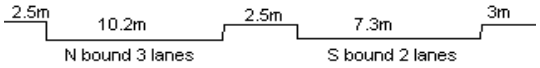
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	1.7	42.6	9.1	1.7	0.9	20.7	17.5	3.3	0.2	2.3
Peak hour	Ocp	1.0	1.4	1.8	6.2	11.4	1.3	1.1	12.2	17.8	31.1
0800-0900	Pro	2.6	47.3	10.3	1.1	0.9	18.8	16.1	1.4	0.2	1.6
	Ocp	1.0	1.3	1.7	7.6	7.3	1.3	1.1	9.9	17.0	27.0
0900-1000	Pro	1.6	35.9	10.0	1.3	1.1	21.6	23.9	2.2	0.2	2.2
	Ocp	1.0	1.4	1.8	1.3	8.6	1.5	1.1	4.9	9.0	19.6
1000-1100	Pro	1.0	33.0	13.6	1.0	0.8	23.8	23.8	1.3	0.2	1.5
	Ocp	1.0	1.3	1.6	1.6	6.5	1.2	1.0	2.0	16.7	20.3
1100-1200	Pro	2.3	30.3	15.5	0.5	1.8	22.1	25.1	1.0	0.2	1.3
	Ocp	1.0	1.4	1.6	1.5	10.1	1.3	1.1	1.8	16.3	23.6
1200-1300	Pro	3.4	32.1	12.6	1.6	0.9	19.5	26.7	1.8	0.2	1.2
	Ocp	1.0	1.4	1.7	5.4	9.8	1.5	1.0	4.9	9.3	18.5
1300-1400	Pro	0.5	36.2	12.1	0.7	1.2	21.5	24.6	1.7	0.2	1.4
	Ocp	1.0	1.5	1.7	1.7	11.4	1.4	1.1	4.4	21.7	20.3
1400-1500	Pro	1.3	35.6	11.4	0.7	0.9	21.5	25.3	2.0	0.2	1.2
	Ocp	1.3	1.4	1.7	1.3	16.3	1.5	1.1	2.8	21.0	22.9
1500-1600	Pro	2.8	35.7	18.8	0.7	0.9	17.1	20.8	2.0	0.1	1.1
	Ocp	1.1	1.5	1.4	12.7	15.3	1.3	1.0	7.7	19.0	22.2
1600-1700	Pro	2.8	34.9	19.3	1.5	1.3	18.2	19.7	1.1	0.2	1.1
	Ocp	1.1	1.4	1.5	1.4	13.5	1.2	1.1	7.0	20.5	28.1
1700-1800	Pro	3.1	44.4	15.5	1.3	1.1	20.6	10.9	1.3	0.2	1.5
	Ocp	1.1	1.3	1.5	2.7	15.0	1.3	1.0	11.0	19.0	27.6
1800-1900	Pro	5.2	56.3	14.5	0.2	1.5	12.5	6.2	1.9	0.1	1.6
	Ocp	1.0	1.3	1.6	1.0	12.7	1.3	1.0	14.6	22.0	29.7
1900-2000	Pro	6.3	53.2	18.9	0.0	1.6	9.0	5.6	3.4	0.2	1.9
	Ocp	1.1	1.3	1.6	0.0	10.3	1.3	1.1	2.5	11.3	23.3
2000-2100	Pro	3.6	56.5	19.1	0.3	0.9	9.3	5.4	2.7	0.2	2.0
	Ocp	1.1	1.5	1.4	2.0	11.0	1.4	1.0	10.0	8.3	18.3
2100-2200	Pro	5.4	44.3	32.5	0.5	1.4	10.4	1.8	0.5	0.5	2.8
	Ocp	1.0	1.6	1.6	1.0	6.0	1.4	1.0	2.0	15.0	24.4
2200-2300	Pro	3.3	57.8	21.3	0.0	0.8	10.7	3.7	0.4	0.2	1.7
	Ocp	1.1	1.4	1.7	0.0	10.5	1.4	1.0	1.0	7.5	23.4
16 hours	Pro	2.8	41.8	14.9	0.9	1.1	17.9	17.0	1.8	0.2	1.6
	Ocp	1.1	1.4	1.6	4.0	11.1	1.3	1.1	7.2	15.9	24.2

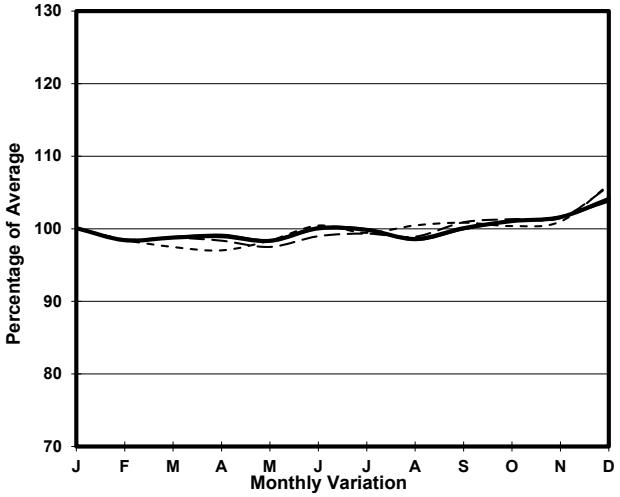
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

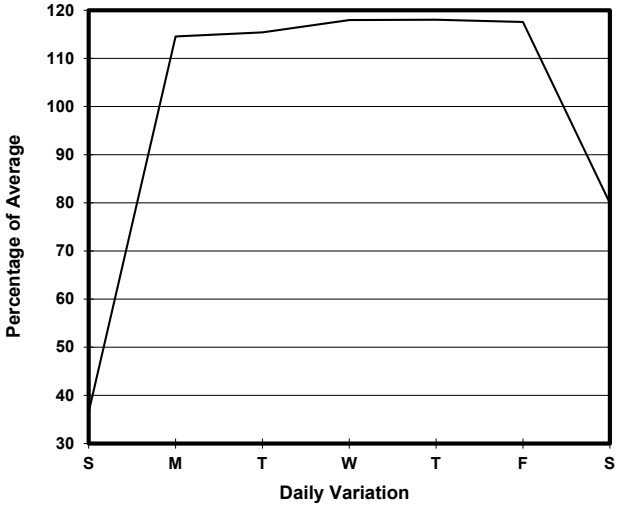
YEAR 2024 **LINK** CONTAINER PORT RD S (from NORTH OF KWAI CHUNG INT to SOUTH OF KWAI CHUNG INT)

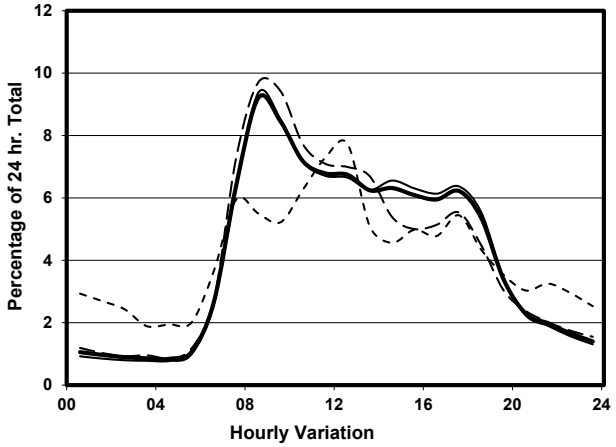
COVERAGE (B) STATION 6214
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

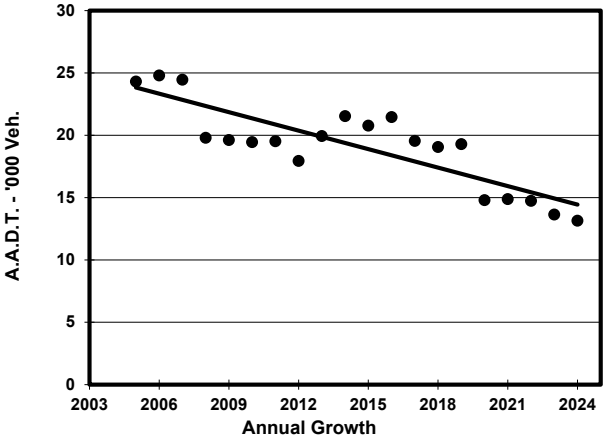


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	6530	7800	5350	2950
R 12 / 24 - %	80.2	81.5	78.0	66.4
R 16 / 24 - %	90.0	91.2	87.3	79.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0700-0800
One-way flow at AM peak hour	560	690	470	180
T - % (AM)	-	38.7	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	430	540	300	140
T - % (PM)	-	36.0	-	-
Prop.of commercial vehicles - 16 hr.	-	40.9	-	-
NORTH BOUND				
A.A.D.T.	6620	8090	5540	2020
R 12 / 24 - %	81.7	82.2	82.7	68.3
R 16 / 24 - %	90.5	90.8	91.9	81.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0700-0800
One-way flow at AM peak hour	650	800	590	110
T - % (AM)	-	43.4	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	410	520	310	130
T - % (PM)	-	69.1	-	-
Prop.of commercial vehicles - 16 hr.	-	49.6	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.3	8.8	14.4	0.7	1.3	27.1	39.5	4.9	0.0	0.0
	Ocp	1.0	1.2	1.9	2.0	14.8	1.3	1.1	11.2	0.0	0.0
0800-0900	Pro	2.6	15.2	13.7	0.0	0.5	26.6	38.5	2.8	0.0	0.0
Peak hour	Ocp	1.1	1.4	2.3	0.0	14.0	1.3	1.1	7.2	0.0	0.0
0900-1000	Pro	0.5	14.7	16.1	0.5	0.3	27.5	39.5	0.8	0.0	0.0
	Ocp	1.0	1.3	1.9	1.0	1.0	1.3	1.1	1.0	0.0	0.0
1000-1100	Pro	2.0	7.6	3.3	0.0	0.3	33.7	51.8	1.3	0.0	0.0
	Ocp	1.0	1.3	1.9	0.0	1.0	1.2	1.1	1.3	0.0	0.0
1100-1200	Pro	1.9	10.2	6.1	1.9	0.4	30.3	49.2	0.0	0.0	0.0
	Ocp	1.0	1.3	1.9	1.4	5.0	1.3	1.2	0.0	0.0	0.0
1200-1300	Pro	2.9	14.4	6.4	0.0	1.0	26.2	49.2	0.0	0.0	0.0
	Ocp	1.0	1.3	1.7	0.0	2.7	1.3	1.1	0.0	0.0	0.0
1300-1400	Pro	1.2	6.6	6.2	0.4	0.0	26.1	58.5	0.8	0.0	0.0
	Ocp	1.0	1.3	2.2	1.0	0.0	1.3	1.1	2.0	0.0	0.0
1400-1500	Pro	0.6	5.2	4.0	1.2	1.2	36.2	51.2	0.3	0.0	0.0
	Ocp	1.0	1.2	2.1	1.5	3.3	1.2	1.1	1.0	0.0	0.0
1500-1600	Pro	1.1	11.0	4.9	0.8	1.5	30.8	49.4	0.4	0.0	0.0
	Ocp	1.0	1.1	1.8	2.0	4.0	1.1	1.1	1.0	0.0	0.0
1600-1700	Pro	3.3	10.4	5.7	0.5	1.4	22.7	51.2	4.7	0.0	0.0
	Ocp	1.0	1.4	1.8	1.0	6.0	1.2	1.0	1.8	0.0	0.0
1700-1800	Pro	3.3	13.7	8.5	1.1	0.7	29.6	37.0	5.9	0.0	0.0
	Ocp	1.1	1.1	2.0	1.0	8.5	1.3	1.1	12.4	0.0	0.0
1800-1900	Pro	5.4	34.9	10.0	0.0	0.8	20.3	23.4	5.4	0.0	0.0
	Ocp	1.0	1.2	1.8	0.0	7.0	1.3	1.1	23.3	0.0	0.0
1900-2000	Pro	3.2	32.5	9.7	0.7	1.3	22.7	26.0	3.9	0.0	0.0
	Ocp	1.0	1.2	1.9	4.0	4.0	1.2	1.1	15.8	0.0	0.0
2000-2100	Pro	2.0	27.5	18.6	0.0	2.0	12.7	36.3	1.0	0.0	0.0
	Ocp	1.0	1.3	1.6	0.0	10.0	1.1	1.0	41.0	0.0	0.0
2100-2200	Pro	2.5	26.3	17.5	0.0	2.5	20.0	30.0	1.3	0.0	0.0
	Ocp	1.0	1.2	1.4	0.0	5.5	1.1	1.2	1.0	0.0	0.0
2200-2300	Pro	3.3	19.7	29.5	0.0	4.9	14.8	24.6	3.3	0.0	0.0
	Ocp	1.0	1.4	1.6	0.0	3.0	1.1	1.1	4.0	0.0	0.0
16 hours	Pro	2.3	14.3	9.5	0.5	0.9	27.3	43.0	2.2	0.0	0.0
	Ocp	1.0	1.3	1.9	1.5	6.3	1.2	1.1	10.9	0.0	0.0

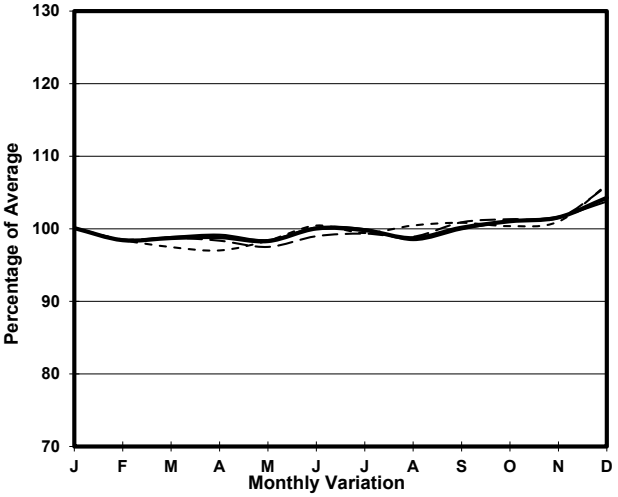
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

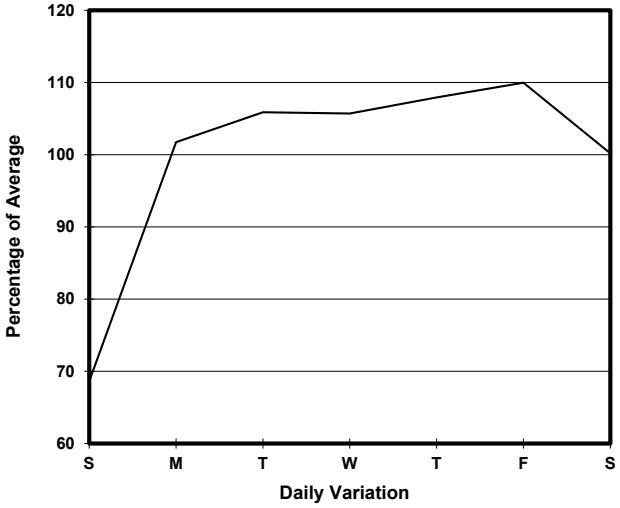
YEAR 2024 **LINK** KWAI TSING RD & TSING YI S BRIDGE (from TSING YI RD to KWAI TAI RD INT)

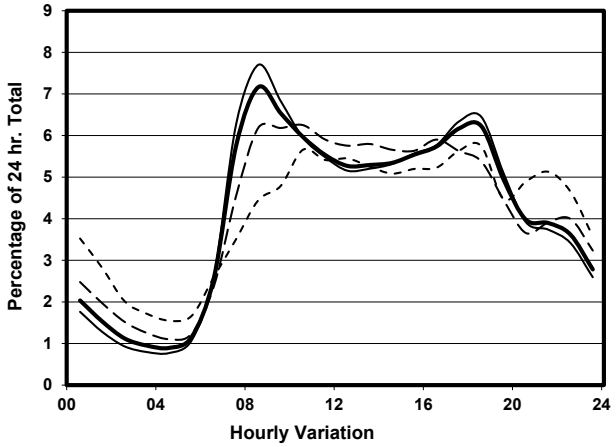
COVERAGE (B) STATION 6219
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

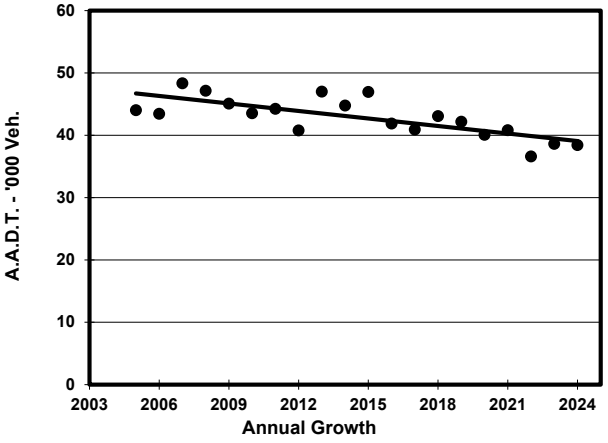


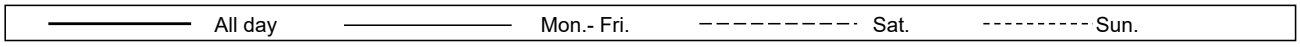
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	22820	24660	23170	15950
R 12 / 24 - %	72.9	74.2	71.4	64.7
R 16 / 24 - %	87.7	88.7	86.0	82.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1690	1940	1580	870
T - % (AM)	-	16.2	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	1430	1600	1350	900
T - % (PM)	-	20.0	-	-
Prop.of commercial vehicles - 16 hr.	-	19.3	-	-
WEST BOUND				
A.A.D.T.	15610	16820	16010	11020
R 12 / 24 - %	67.1	68.9	65.1	56.7
R 16 / 24 - %	85.9	87.4	83.2	78.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1070	1260	890	430
T - % (AM)	-	18.0	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1070	1210	970	650
T - % (PM)	-	19.4	-	-
Prop.of commercial vehicles - 16 hr.	-	23.2	-	-

3. OTHER INFORMATION AND COMMENT

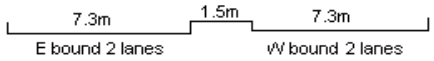
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.3	23.2	22.9	1.5	5.1	22.2	10.6	6.7	0.2	3.5
	Ocp	1.0	1.3	2.1	7.3	13.4	1.4	1.1	17.4	31.6	60.7
0800-0900	Pro	2.3	33.2	21.3	1.1	3.2	22.0	12.0	2.1	0.1	2.7
Peak hour	Ocp	1.0	1.4	2.1	4.0	16.0	1.4	1.2	9.5	25.4	56.8
0900-1000	Pro	0.8	29.1	19.8	1.2	3.1	25.0	16.9	1.6	0.1	2.3
	Ocp	1.3	1.3	1.9	1.9	15.0	1.3	1.3	5.4	11.0	33.4
1000-1100	Pro	1.1	21.3	15.8	0.8	3.8	33.6	19.7	1.5	0.1	2.2
	Ocp	1.0	1.4	2.0	2.8	10.4	1.4	1.2	2.5	7.8	26.9
1100-1200	Pro	2.3	16.8	15.9	0.9	3.5	35.1	22.1	1.0	0.2	2.2
	Ocp	1.2	1.4	2.1	1.7	11.3	1.4	1.2	1.1	8.6	30.2
1200-1300	Pro	2.1	24.8	12.5	1.6	5.0	30.7	17.7	2.9	0.1	2.6
	Ocp	1.1	1.4	1.8	2.7	10.4	1.3	1.2	3.9	11.0	28.0
1300-1400	Pro	2.4	23.8	13.8	0.5	4.8	32.6	17.9	1.6	0.1	2.5
	Ocp	1.0	1.3	2.0	2.0	11.9	1.3	1.2	3.0	11.0	29.8
1400-1500	Pro	3.4	27.7	11.3	0.8	3.1	26.2	23.2	1.7	0.1	2.5
	Ocp	1.1	1.4	2.0	3.2	14.6	1.6	1.2	1.1	7.3	26.4
1500-1600	Pro	2.3	22.7	9.9	1.4	2.9	30.7	25.2	2.4	0.2	2.4
	Ocp	1.0	1.5	1.7	5.4	12.5	1.3	1.2	5.5	4.0	30.1
1600-1700	Pro	1.8	25.5	16.3	2.1	3.2	27.8	16.1	4.0	0.1	3.2
	Ocp	1.0	1.5	1.9	3.2	11.6	1.4	1.1	2.0	16.5	43.3
1700-1800	Pro	4.8	31.0	13.0	1.7	4.7	25.2	13.0	3.4	0.2	3.0
	Ocp	1.0	1.3	1.9	2.9	13.4	1.3	1.2	8.5	16.6	51.6
1800-1900	Pro	4.2	39.6	16.1	0.4	4.7	17.5	10.3	4.2	0.1	2.9
	Ocp	1.0	1.4	1.9	3.7	14.7	1.3	1.1	18.4	16.8	64.4
1900-2000	Pro	4.2	39.5	21.6	0.5	6.6	10.0	8.3	5.2	0.2	3.9
	Ocp	1.0	1.3	1.8	5.7	11.4	1.2	1.1	10.4	19.0	40.6
2000-2100	Pro	2.3	41.4	20.8	0.2	7.6	11.6	8.3	3.5	0.2	4.2
	Ocp	1.0	1.5	2.0	1.0	12.3	1.4	1.2	4.1	6.7	30.5
2100-2200	Pro	2.0	38.3	29.8	0.6	5.8	11.7	6.1	1.2	0.0	4.4
	Ocp	1.0	1.4	1.8	1.0	11.3	1.3	1.2	1.0	0.0	29.8
2200-2300	Pro	3.4	36.8	31.8	0.0	5.4	8.8	6.8	2.0	0.3	4.7
	Ocp	1.1	1.5	1.7	0.0	10.6	1.2	1.1	1.7	6.3	29.6
16 hours	Pro	2.7	29.0	17.6	1.0	4.3	24.3	15.3	2.8	0.1	2.9
	Ocp	1.0	1.4	1.9	3.6	12.7	1.4	1.2	8.8	14.2	40.6

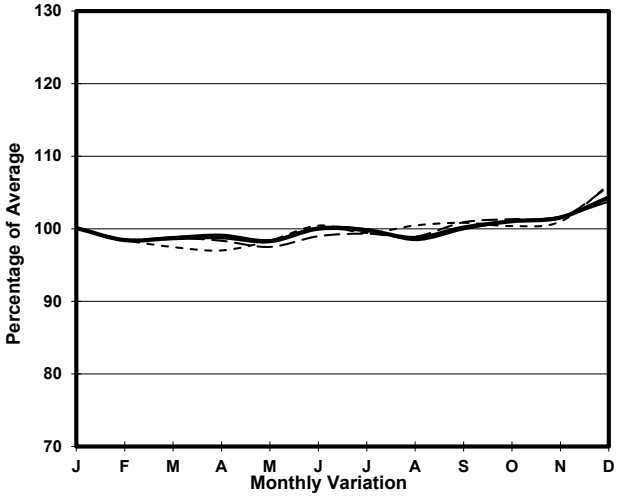
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

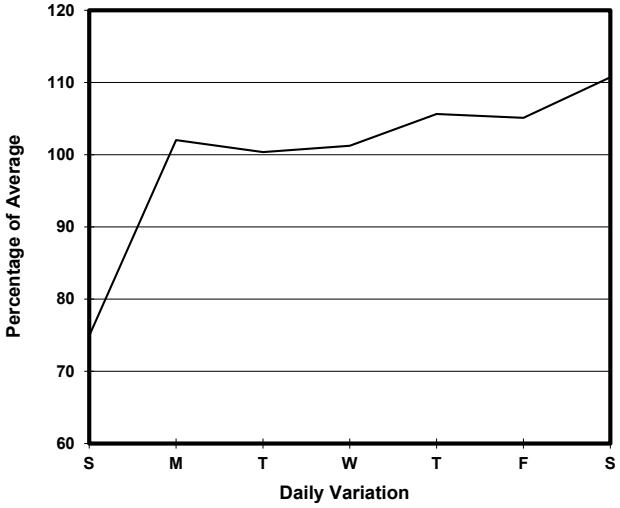
YEAR 2024 **LINK** TSING YI N COASTAL RD FO (from TSING TSUEN RD to TAM KON SHAN INT W END)

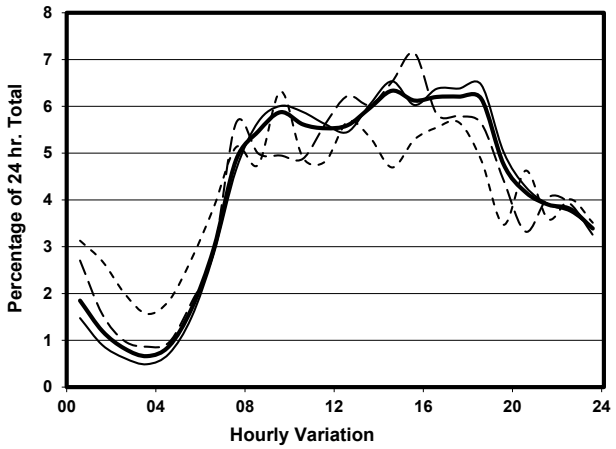
COVERAGE (B) STATION 6221
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

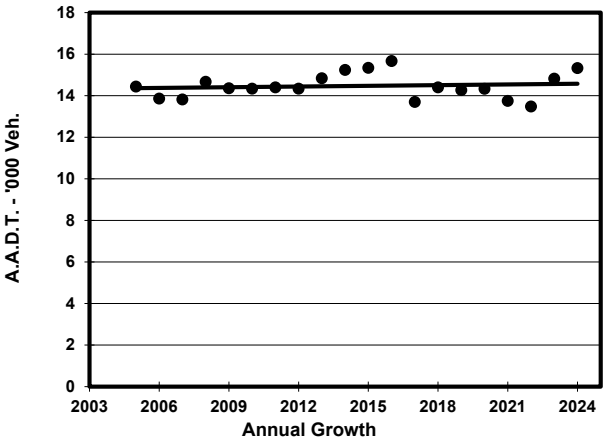


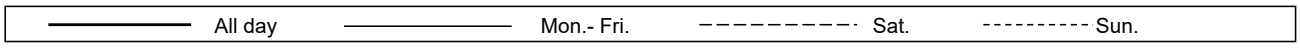
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	6220	6430	6830	5140
R 12 / 24 - %	69.8	71.1	68.3	63.8
R 16 / 24 - %	86.3	87.7	84.4	80.4
AM Peak Hour	0900-1000	0900-1000	0700-0800	0900-1000
One-way flow at AM peak hour	320	350	290	240
T - % (AM)	-	29.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	470	490	500	360
T - % (PM)	-	25.2	-	-
Prop.of commercial vehicles - 16 hr.	-	29.6	-	-
WEST BOUND				
A.A.D.T.	9110	9540	10320	6570
R 12 / 24 - %	70.0	71.1	69.9	62.3
R 16 / 24 - %	86.7	88.3	85.3	77.3
AM Peak Hour	0900-1000	0900-1000	0700-0800	0900-1000
One-way flow at AM peak hour	580	610	670	500
T - % (AM)	-	27.5	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	540	590	560	310
T - % (PM)	-	26.5	-	-
Prop.of commercial vehicles - 16 hr.	-	22.8	-	-

3. OTHER INFORMATION AND COMMENT

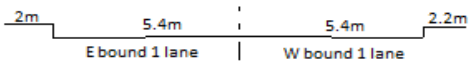
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.1	53.2	13.6	0.3	0.0	10.6	8.5	6.5	0.0	2.1
	Ocp	1.0	1.4	2.0	16.0	0.0	1.4	1.0	33.2	0.0	53.8
0800-0900	Pro	2.4	49.1	9.3	0.3	0.0	16.5	16.5	3.9	0.0	2.2
	Ocp	1.0	1.3	2.1	2.0	0.0	1.7	1.2	26.5	0.0	46.7
0900-1000	Pro	0.0	38.5	9.1	0.0	0.0	24.0	21.9	3.7	0.0	2.8
	Ocp	0.0	1.4	2.0	0.0	0.0	1.4	1.2	23.7	0.0	35.0
1000-1100	Pro	1.6	44.6	8.8	1.2	0.0	19.1	19.1	3.6	0.0	2.1
	Ocp	1.0	1.6	1.9	1.0	0.0	1.4	1.1	15.1	0.0	31.4
1100-1200	Pro	1.9	27.2	13.6	0.5	0.0	24.4	25.8	3.8	0.0	2.9
	Ocp	1.0	1.4	2.0	1.0	0.0	1.4	1.1	19.1	0.0	23.2
1200-1300	Pro	2.5	30.9	15.7	0.4	0.0	19.4	23.1	5.8	0.0	2.4
	Ocp	1.2	1.8	1.7	1.0	0.0	1.5	1.1	9.4	0.0	24.8
1300-1400	Pro	2.8	27.5	14.5	0.0	0.0	17.3	29.9	5.1	0.0	2.9
	Ocp	1.0	1.4	1.9	0.0	0.0	1.3	1.2	14.3	0.0	24.4
1400-1500	Pro	2.5	27.3	16.6	0.8	0.0	17.8	27.7	4.6	0.0	2.7
Peak hour	Ocp	1.2	1.5	1.8	2.0	0.0	1.3	1.1	7.9	0.0	24.3
1500-1600	Pro	1.9	32.8	14.3	0.9	0.0	20.8	19.9	6.0	0.0	3.4
	Ocp	1.0	1.5	1.8	3.5	0.0	1.4	1.0	8.5	0.0	30.3
1600-1700	Pro	2.8	36.8	21.2	0.3	0.0	13.5	17.3	5.9	0.0	2.2
	Ocp	1.0	1.4	1.7	4.0	0.0	1.6	1.1	11.1	0.0	40.4
1700-1800	Pro	4.9	41.2	19.1	0.0	0.0	11.2	15.0	6.4	0.0	2.3
	Ocp	1.0	1.7	1.9	0.0	0.0	1.6	1.1	23.4	0.0	66.6
1800-1900	Pro	2.7	57.1	13.4	0.3	0.0	7.4	11.4	5.4	0.0	2.3
	Ocp	1.0	1.5	1.9	3.0	0.0	1.2	1.1	29.4	0.0	72.2
1900-2000	Pro	2.1	50.9	15.3	0.0	0.0	6.4	16.5	5.9	0.0	2.9
	Ocp	1.0	1.5	1.9	0.0	0.0	1.5	1.1	14.5	0.0	43.2
2000-2100	Pro	0.0	52.0	22.3	0.0	0.0	6.4	12.2	4.2	0.0	2.9
	Ocp	0.0	1.6	1.6	0.0	0.0	1.1	1.1	16.6	0.0	35.7
2100-2200	Pro	1.6	37.3	26.8	0.5	0.0	8.9	16.8	5.3	0.0	2.9
	Ocp	1.3	1.7	1.9	3.0	0.0	1.5	1.2	14.5	0.0	42.3
2200-2300	Pro	2.1	43.0	21.5	0.0	0.0	9.4	16.8	4.2	0.0	3.0
	Ocp	1.3	1.7	2.0	0.0	0.0	1.4	1.1	21.9	0.0	30.0
16 hours	Pro	2.4	41.2	15.5	0.4	0.0	14.6	18.3	5.0	0.0	2.6
	Ocp	1.0	1.5	1.9	3.1	0.0	1.4	1.1	18.7	0.0	39.3

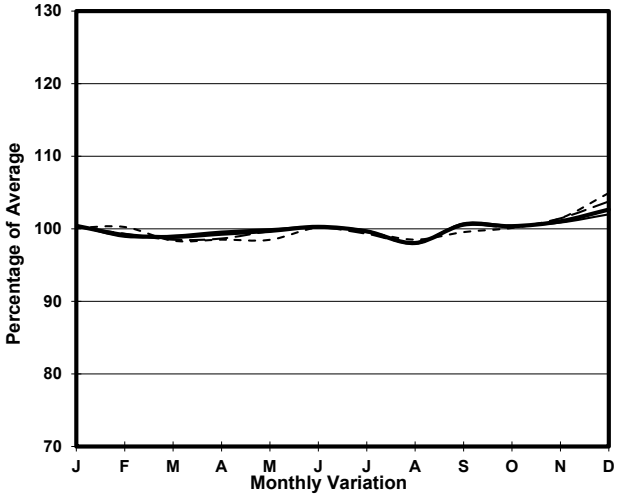
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

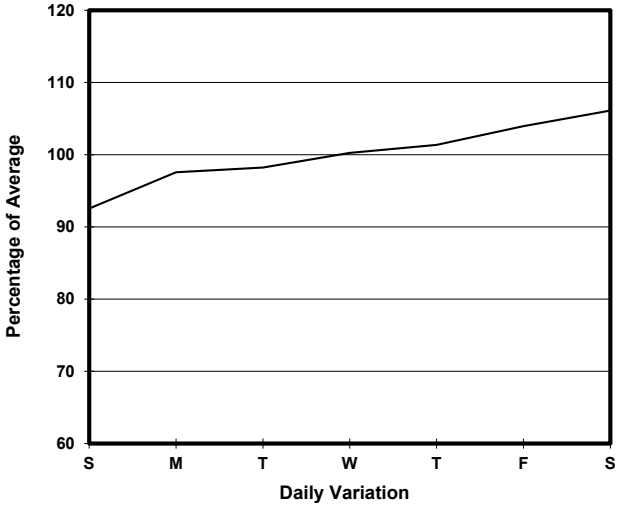
YEAR 2024 **LINK** SAI SHA RD (from NIN WAH RD to NAI CHUNG)

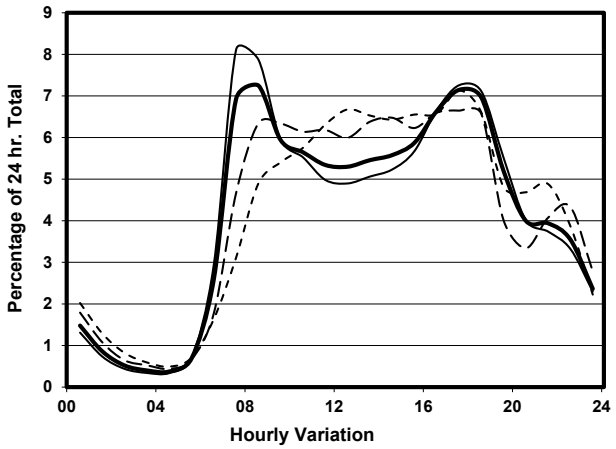
COVERAGE (B) STATION 6222
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

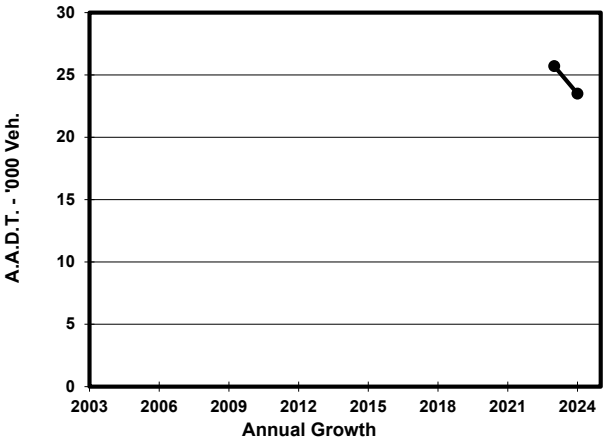


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	11790	11890	12350	11020
R 12 / 24 - %	70.5	70.5	71.9	68.7
R 16 / 24 - %	90.3	90.8	89.0	88.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	880	950	810	580
T - % (AM)	-	8.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	820	870	780	710
T - % (PM)	-	3.5	-	-
Prop.of commercial vehicles - 16 hr.	-	7.3	-	-
WEST BOUND				
A.A.D.T.	11710	11740	12700	10870
R 12 / 24 - %	77.7	78.2	77.1	75.3
R 16 / 24 - %	91.2	91.1	91.6	91.6
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	920	1130	850	630
T - % (AM)	-	4.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	900	900	960	880
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8.1	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.3	67.3	9.7	1.3	2.9	11.3	1.0	2.9	0.0	1.5
Peak hour	Ocp	1.1	1.7	2.1	12.5	14.6	1.8	1.0	10.0	0.0	41.6
0800-0900	Pro	2.6	65.8	7.9	0.3	2.8	12.2	5.7	1.1	0.0	1.6
	Ocp	1.1	1.4	1.7	12.0	13.2	1.9	1.2	3.8	0.0	30.2
0900-1000	Pro	0.0	60.4	5.1	0.0	2.3	21.5	8.0	0.0	0.0	2.7
	Ocp	0.0	1.4	1.7	0.0	16.2	1.5	1.3	0.0	0.0	15.3
1000-1100	Pro	1.6	62.7	8.6	1.1	2.1	14.5	6.4	0.0	0.0	3.1
	Ocp	1.3	1.5	1.9	8.0	6.0	1.4	1.1	0.0	0.0	10.7
1100-1200	Pro	3.6	51.1	10.8	0.9	1.3	20.6	7.2	1.8	0.0	2.7
	Ocp	1.0	1.5	1.8	2.0	11.3	1.4	1.1	1.0	0.0	14.1
1200-1300	Pro	1.4	53.5	10.3	0.9	1.9	20.2	7.0	1.9	0.0	2.8
	Ocp	1.0	1.5	1.7	1.5	6.5	1.6	1.1	3.8	0.0	14.1
1300-1400	Pro	1.8	56.6	6.8	0.9	1.8	17.7	8.6	3.2	0.0	2.6
	Ocp	1.0	1.4	1.6	1.5	6.3	1.6	1.1	1.1	0.0	17.5
1400-1500	Pro	2.1	53.1	9.9	0.5	1.6	18.2	6.3	5.2	0.0	3.1
	Ocp	1.0	1.4	1.6	1.0	9.7	1.8	1.4	38.2	0.0	18.5
1500-1600	Pro	0.8	54.3	12.9	2.5	1.7	19.6	4.6	0.8	0.0	2.7
	Ocp	1.0	1.5	1.7	4.8	7.0	1.8	1.5	43.0	0.0	17.8
1600-1700	Pro	2.8	65.5	7.2	0.0	3.2	12.8	5.2	0.8	0.0	2.6
	Ocp	1.1	1.4	1.4	0.0	14.6	1.5	1.2	1.0	0.0	25.2
1700-1800	Pro	8.0	58.2	9.7	0.0	5.2	13.5	1.4	2.1	0.0	2.0
	Ocp	1.1	1.5	2.0	0.0	10.7	1.6	1.0	19.2	0.0	44.0
1800-1900	Pro	4.1	75.3	7.6	0.0	2.1	7.6	0.7	0.7	0.0	2.1
	Ocp	1.1	1.3	1.9	0.0	18.0	1.2	1.0	5.5	0.0	30.9
1900-2000	Pro	2.0	73.5	12.9	0.0	2.7	6.3	0.4	0.0	0.0	2.2
	Ocp	1.2	1.3	1.7	0.0	7.9	1.6	1.0	0.0	0.0	17.6
2000-2100	Pro	1.8	76.9	9.2	0.0	1.8	5.5	1.2	0.0	0.0	3.4
	Ocp	1.0	1.4	1.9	0.0	5.3	1.4	1.5	0.0	0.0	11.7
2100-2200	Pro	3.8	64.4	14.0	0.0	1.9	12.1	0.6	0.6	0.0	2.4
	Ocp	1.2	1.4	1.6	0.0	12.3	1.4	2.0	1.0	0.0	9.5
2200-2300	Pro	5.1	74.1	9.6	0.0	2.8	4.5	0.0	2.3	0.0	1.6
	Ocp	1.0	1.4	1.8	0.0	10.2	1.3	0.0	1.0	0.0	13.2
16 hours	Pro	2.8	63.4	9.4	0.5	2.5	13.6	4.0	1.5	0.0	2.4
	Ocp	1.1	1.4	1.8	5.9	11.3	1.6	1.2	13.3	0.0	21.0

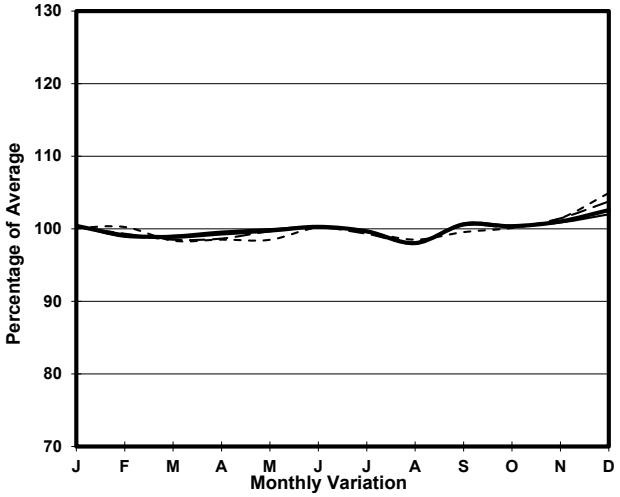
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

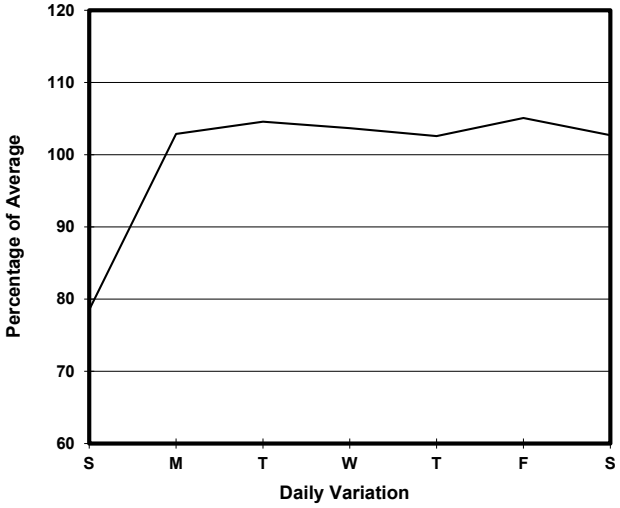
YEAR 2024 **LINK** HANG HAU RD (from PO NING RD to CLEAR WATER BAY RD)

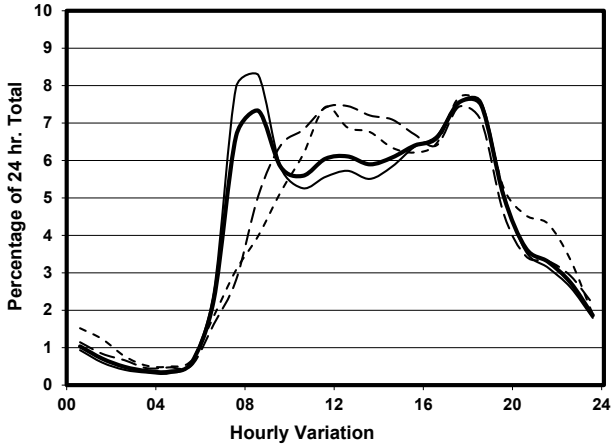
COVERAGE (B) STATION 6223
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

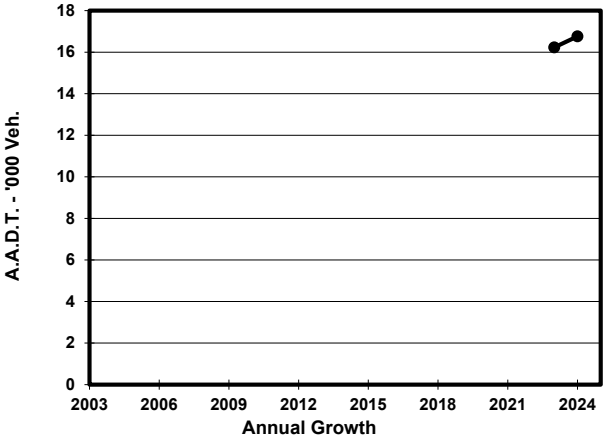


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10040	10540	10430	7960
R 12 / 24 - %	79.8	80.3	80.0	76.3
R 16 / 24 - %	92.9	92.9	92.9	92.3
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	830	1060	720	420
T - % (AM)	-	6.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	740	760	830	640
T - % (PM)	-	3.4	-	-
Prop.of commercial vehicles - 16 hr.	-	6.3	-	-
NORTH BOUND				
A.A.D.T.	6720	7030	7000	5390
R 12 / 24 - %	74.2	74.8	74.6	69.6
R 16 / 24 - %	91.5	91.9	90.9	89.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	420	490	400	270
T - % (AM)	-	6.5	-	-
PM Peak Hour	1700-1800	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	520	580	470	410
T - % (PM)	-	4.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.5	-	-

3. OTHER INFORMATION AND COMMENT

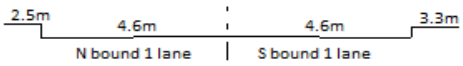
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.9	62.6	12.1	1.9	11.1	5.1	1.4	3.7	0.0	1.2
	Ocp	1.0	1.7	2.0	8.3	15.3	1.3	1.0	16.3	0.0	55.6
0800-0900	Pro	2.7	66.4	7.6	1.2	10.0	4.0	4.6	2.1	0.0	1.4
Peak hour	Ocp	1.1	1.5	1.9	4.3	14.5	1.5	1.3	12.7	0.0	60.9
0900-1000	Pro	1.9	62.5	7.3	0.0	12.1	9.7	3.4	1.5	0.0	1.6
	Ocp	1.0	1.5	1.7	0.0	11.7	1.6	1.7	2.0	0.0	28.3
1000-1100	Pro	3.4	50.1	12.4	1.4	16.5	8.9	3.4	1.4	0.0	2.6
	Ocp	1.4	1.3	2.0	1.5	12.3	1.8	1.2	28.0	0.0	24.9
1100-1200	Pro	3.9	43.9	10.3	0.6	16.8	16.8	4.5	1.3	0.0	1.9
	Ocp	1.2	1.5	1.8	4.0	10.0	1.5	1.1	5.0	0.0	23.3
1200-1300	Pro	4.2	58.7	9.0	1.6	14.3	4.8	4.2	1.6	0.0	1.7
	Ocp	1.0	1.6	1.7	3.7	11.8	1.4	1.1	10.0	0.0	23.2
1300-1400	Pro	1.8	48.3	18.7	0.0	11.5	14.5	3.0	0.6	0.0	1.5
	Ocp	1.0	1.4	1.8	0.0	15.1	2.1	1.2	2.0	0.0	44.0
1400-1500	Pro	2.9	58.5	8.1	0.6	11.6	10.4	5.8	0.6	0.0	1.6
	Ocp	1.0	1.5	1.6	3.0	13.0	1.4	1.1	5.0	0.0	37.4
1500-1600	Pro	4.0	59.5	8.7	1.2	12.7	4.6	4.6	2.9	0.0	1.9
	Ocp	1.0	1.5	1.8	2.0	13.2	1.4	1.3	7.2	0.0	37.2
1600-1700	Pro	1.5	60.0	7.1	2.0	11.1	7.6	6.1	2.5	0.0	2.1
	Ocp	1.0	1.7	2.1	4.3	16.7	1.6	1.4	5.6	0.0	57.6
1700-1800	Pro	3.9	61.9	9.9	1.3	12.5	6.9	1.3	0.4	0.0	2.0
	Ocp	1.1	1.6	1.8	1.7	16.6	1.9	1.0	2.0	0.0	45.6
1800-1900	Pro	4.9	68.0	7.7	0.0	10.2	5.3	0.4	2.5	0.0	1.1
	Ocp	1.1	1.5	1.9	0.0	14.9	1.4	1.0	12.7	0.0	87.3
1900-2000	Pro	3.1	69.1	7.5	0.0	14.3	3.1	0.0	1.2	0.0	1.7
	Ocp	1.0	1.4	1.6	0.0	15.4	1.4	0.0	2.5	0.0	59.7
2000-2100	Pro	9.4	63.5	6.9	0.0	15.5	1.7	0.0	0.9	0.0	2.1
	Ocp	1.1	1.4	1.3	0.0	9.4	1.0	0.0	1.0	0.0	45.8
2100-2200	Pro	8.8	60.8	7.7	0.0	16.6	2.2	0.0	1.1	0.0	2.8
	Ocp	1.0	1.5	1.9	0.0	11.7	1.0	0.0	1.0	0.0	33.9
2200-2300	Pro	12.0	47.9	9.0	0.0	22.5	3.0	0.0	1.5	0.0	4.1
	Ocp	1.3	1.3	1.8	0.0	14.8	1.5	0.0	1.0	0.0	57.6
16 hours	Pro	3.7	60.2	9.3	0.8	12.8	6.9	2.9	1.7	0.0	1.8
	Ocp	1.1	1.5	1.8	4.0	13.6	1.6	1.3	9.8	0.0	45.5

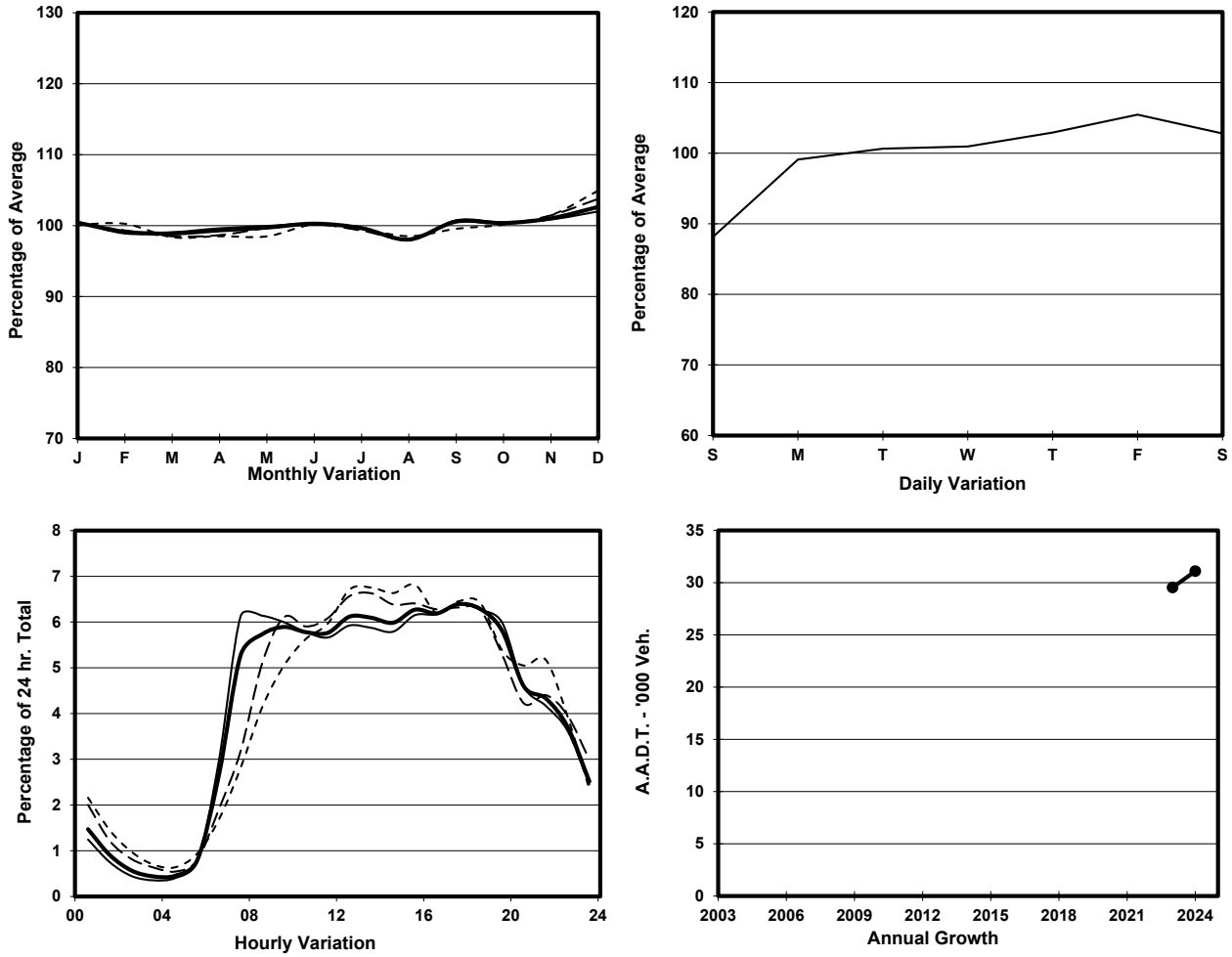
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** YING YIP RD (from PO NING RD to CLEAR WATER BAY RD)

COVERAGE (B) STATION 6224
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	15660	16010	16530	13700
R 12 / 24 - %	77.6	78.4	76.4	74.5
R 16 / 24 - %	91.3	91.4	91.4	91.1
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1040	1140	1180	720
T - % (AM)	-	1.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	1060	1050	1120	1100
T - % (PM)	-	1.3	-	-
Prop.of commercial vehicles - 16 hr.	-	1.8	-	-
NORTH BOUND				
A.A.D.T.	15440	15830	15670	13960
R 12 / 24 - %	65.9	66.1	65.8	64.8
R 16 / 24 - %	89.1	89.9	86.7	87.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	810	860	790	680
T - % (AM)	-	5.1	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	970	1000	980	900
T - % (PM)	-	0.8	-	-
Prop.of commercial vehicles - 16 hr.	-	2.7	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.8	74.9	8.6	0.6	1.9	7.3	0.6	1.3	0.0	0.0
	Ocp	1.1	1.7	1.9	9.5	13.3	1.3	1.0	15.3	0.0	0.0
0800-0900	Pro	5.2	66.2	14.9	0.3	2.0	7.7	1.7	2.0	0.0	0.0
	Ocp	1.0	1.4	2.0	3.0	16.6	1.3	1.2	9.3	0.0	0.0
0900-1000	Pro	2.4	64.5	16.3	0.5	2.4	11.0	1.9	0.8	0.0	0.1
	Ocp	1.2	1.4	2.1	1.0	16.2	1.9	1.9	5.0	0.0	1.0
1000-1100	Pro	2.7	62.0	13.5	1.2	3.3	14.1	2.4	0.9	0.0	0.0
	Ocp	1.1	1.3	1.7	2.3	15.6	1.4	1.1	2.0	0.0	0.0
1100-1200	Pro	5.0	68.7	10.7	1.1	3.2	10.3	1.1	0.0	0.0	0.0
	Ocp	1.0	1.4	1.8	1.3	15.8	1.2	1.0	0.0	0.0	0.0
1200-1300	Pro	5.3	65.4	13.3	0.3	2.4	11.5	1.2	0.6	0.0	0.0
	Ocp	1.1	1.4	2.0	1.0	12.1	1.6	1.8	11.0	0.0	0.0
1300-1400	Pro	3.3	66.3	11.7	0.6	2.8	11.4	2.8	1.1	0.0	0.0
	Ocp	1.2	1.5	2.1	1.5	13.2	1.5	1.1	8.8	0.0	0.0
1400-1500	Pro	4.4	62.8	13.3	0.6	1.8	14.2	1.8	1.2	0.0	0.0
	Ocp	1.0	1.6	1.9	2.0	14.3	1.4	1.0	9.8	0.0	0.0
1500-1600	Pro	4.4	66.1	12.3	1.5	1.2	10.5	1.8	2.3	0.0	0.0
	Ocp	1.1	1.3	1.8	5.4	15.8	1.3	1.2	1.5	0.0	0.0
1600-1700	Pro	4.2	66.8	10.1	1.6	2.1	11.4	1.9	1.9	0.0	0.0
	Ocp	1.0	1.6	1.8	2.2	13.8	1.4	1.3	9.3	0.0	0.0
1700-1800	Pro	5.9	69.7	12.6	0.8	2.2	6.7	1.4	0.6	0.0	0.0
Peak hour	Ocp	1.1	1.5	1.6	1.3	14.6	1.1	1.0	1.5	0.0	0.0
1800-1900	Pro	4.1	77.8	11.7	0.3	1.3	4.1	0.3	0.5	0.0	0.0
	Ocp	1.0	1.2	2.3	4.0	17.8	1.2	1.0	15.5	0.0	0.0
1900-2000	Pro	6.0	68.2	17.8	0.3	1.8	5.0	0.8	0.3	0.0	0.0
	Ocp	1.0	1.3	1.8	1.0	12.9	1.7	2.0	1.0	0.0	0.0
2000-2100	Pro	8.5	70.0	17.3	0.4	1.1	1.4	0.0	1.4	0.0	0.0
	Ocp	1.0	1.5	2.0	1.0	14.7	1.5	0.0	1.0	0.0	0.0
2100-2200	Pro	4.3	74.4	17.4	0.4	1.3	2.1	0.0	0.0	0.0	0.1
	Ocp	1.0	1.5	1.9	3.0	17.3	1.0	0.0	0.0	0.0	1.0
2200-2300	Pro	4.6	69.7	19.3	0.0	0.9	4.1	0.5	0.9	0.0	0.0
	Ocp	1.2	1.5	1.7	0.0	9.0	1.2	2.0	4.5	0.0	0.0
16 hours	Pro	4.6	68.2	13.6	0.7	2.0	8.5	1.3	1.0	0.0	0.1
	Ocp	1.1	1.4	1.9	2.8	14.7	1.4	1.3	6.9	0.0	1.0

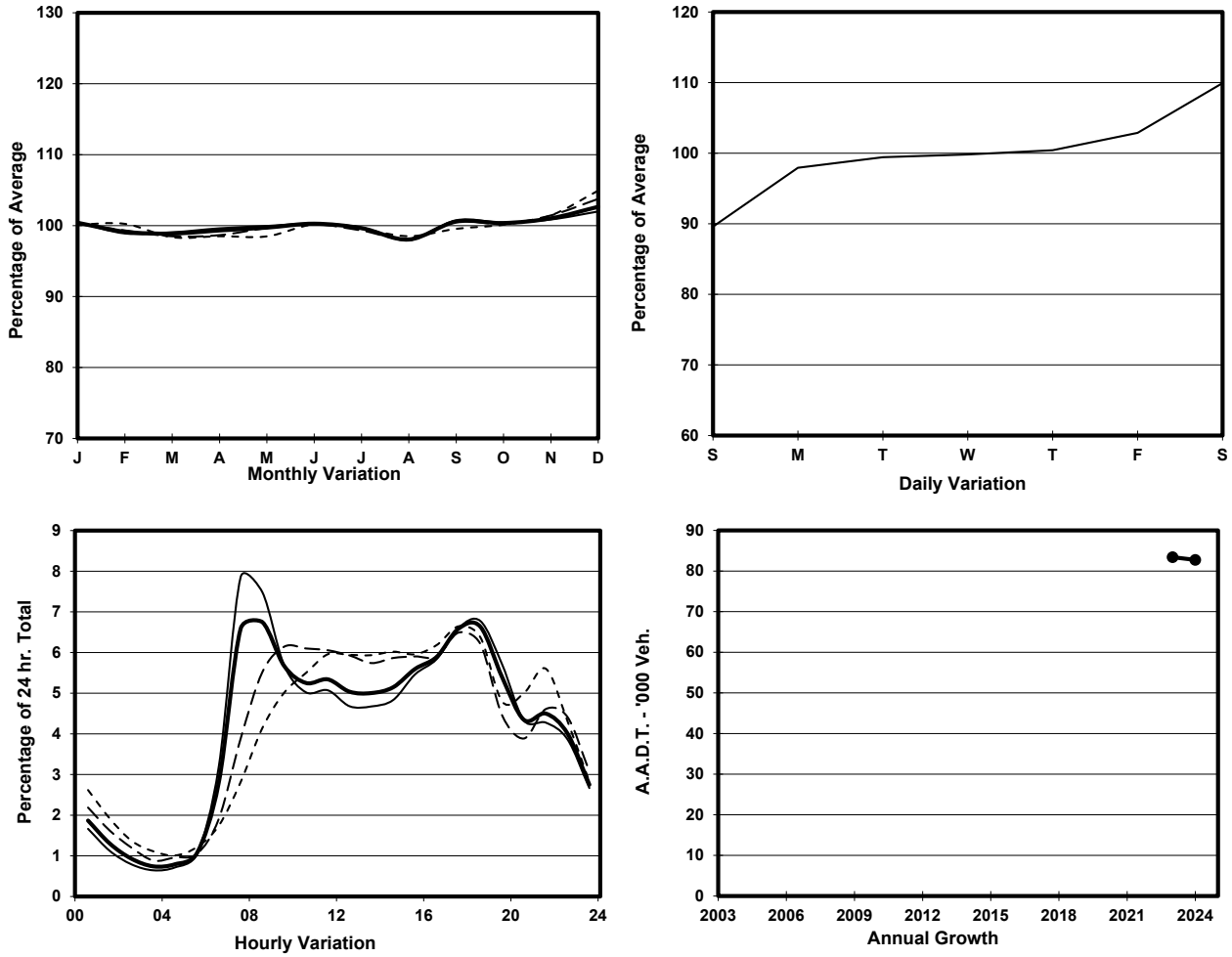
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** MA ON SHAN RD (from HANG SHUN ST to SAI SHA RD)

COVERAGE (B) STATION 6225
ROAD NETWORK MAJOR
ROAD TYPE RURAL TRUNK ROAD

16.5m N bound 3 lanes | 15m S bound 3 lanes

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	41420	41730	46000	36800
R 12 / 24 - %	73.2	73.9	73.2	69.7
R 16 / 24 - %	88.2	88.4	88.2	87.3
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3420	4200	3240	2080
T - % (AM)	-	6.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2620	2580	3000	2550
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8.1	-	-
NORTH BOUND				
A.A.D.T.	41320	41470	45540	37940
R 12 / 24 - %	65.8	66.1	66.3	63.4
R 16 / 24 - %	87.3	87.9	86.0	85.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2290	2500	2390	1660
T - % (AM)	-	7.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3130	3320	2960	2460
T - % (PM)	-	3.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.4	-	-

3. OTHER INFORMATION AND COMMENT

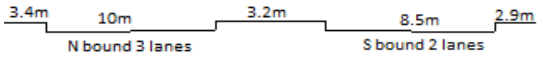
4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.9	60.4	12.4	1.9	2.3	8.1	4.4	3.7	0.0	2.8
Peak hour	Ocp	1.1	1.2	2.0	3.2	16.5	1.3	1.1	10.7	0.0	30.6
0800-0900	Pro	3.0	64.6	12.1	2.1	1.6	9.5	3.1	2.2	0.0	1.9
	Ocp	1.0	1.3	1.9	5.6	14.4	1.5	1.1	10.5	0.0	39.9
0900-1000	Pro	2.2	47.9	17.7	1.8	3.3	17.0	5.7	2.1	0.0	2.3
	Ocp	1.0	1.3	2.0	2.5	9.5	1.3	1.2	6.7	0.0	15.2
1000-1100	Pro	2.1	49.6	14.4	0.7	3.2	20.0	6.8	1.7	0.0	1.5
	Ocp	1.0	1.3	1.7	1.7	7.0	1.3	1.2	6.4	0.0	17.8
1100-1200	Pro	1.7	41.7	15.5	2.5	4.6	23.5	6.8	1.8	0.0	2.0
	Ocp	1.1	1.3	1.9	3.3	6.4	1.3	1.2	7.1	0.0	12.8
1200-1300	Pro	2.4	49.9	12.2	1.5	5.4	16.9	7.8	2.5	0.0	1.4
	Ocp	1.1	1.4	1.8	2.2	5.6	1.4	1.3	6.2	0.0	14.1
1300-1400	Pro	2.0	51.9	13.7	1.2	3.2	17.5	7.5	2.0	0.0	1.0
	Ocp	1.1	1.3	2.0	1.7	7.8	1.4	1.4	13.2	0.0	21.4
1400-1500	Pro	2.3	48.2	14.0	2.4	3.2	18.0	7.9	2.5	0.0	1.5
	Ocp	1.1	1.4	1.8	1.6	8.7	1.6	1.4	5.9	0.0	12.7
1500-1600	Pro	2.2	48.6	15.3	3.4	2.6	17.6	5.5	3.5	0.1	1.4
	Ocp	1.0	1.4	1.6	5.9	13.5	1.4	1.2	8.8	2.0	12.7
1600-1700	Pro	2.4	51.7	14.3	4.5	2.6	15.1	3.8	4.0	0.0	1.6
	Ocp	1.1	1.4	1.7	4.0	13.4	1.3	1.2	5.1	0.0	18.0
1700-1800	Pro	4.6	55.9	13.9	2.1	2.8	13.4	2.5	2.8	0.0	1.9
	Ocp	1.0	1.3	1.8	2.8	14.1	1.4	1.3	7.9	0.0	22.5
1800-1900	Pro	3.5	70.9	9.7	0.2	2.5	7.6	1.8	2.0	0.0	1.7
	Ocp	1.1	1.3	1.7	1.3	12.9	1.2	1.3	14.7	0.0	39.2
1900-2000	Pro	3.0	72.9	12.2	0.4	2.7	4.2	0.6	1.4	0.0	2.6
	Ocp	1.1	1.3	1.9	3.4	10.3	1.2	1.3	12.1	0.0	17.6
2000-2100	Pro	3.0	64.4	17.0	0.0	4.1	6.4	1.6	1.8	0.0	1.7
	Ocp	1.2	1.3	1.7	0.0	6.9	1.3	1.2	3.7	0.0	19.3
2100-2200	Pro	2.4	64.2	19.5	0.1	4.2	6.0	1.3	0.8	0.0	1.6
	Ocp	1.1	1.3	1.7	2.0	6.5	1.2	1.4	1.8	0.0	23.7
2200-2300	Pro	1.5	64.9	22.3	0.0	3.2	3.8	0.7	1.0	0.0	2.5
	Ocp	1.1	1.3	1.8	0.0	9.1	1.5	1.0	4.9	0.0	17.2
16 hours	Pro	2.8	57.8	14.2	1.6	3.0	12.3	4.1	2.3	0.1	1.9
	Ocp	1.1	1.3	1.8	3.6	9.9	1.4	1.2	8.6	2.0	22.9

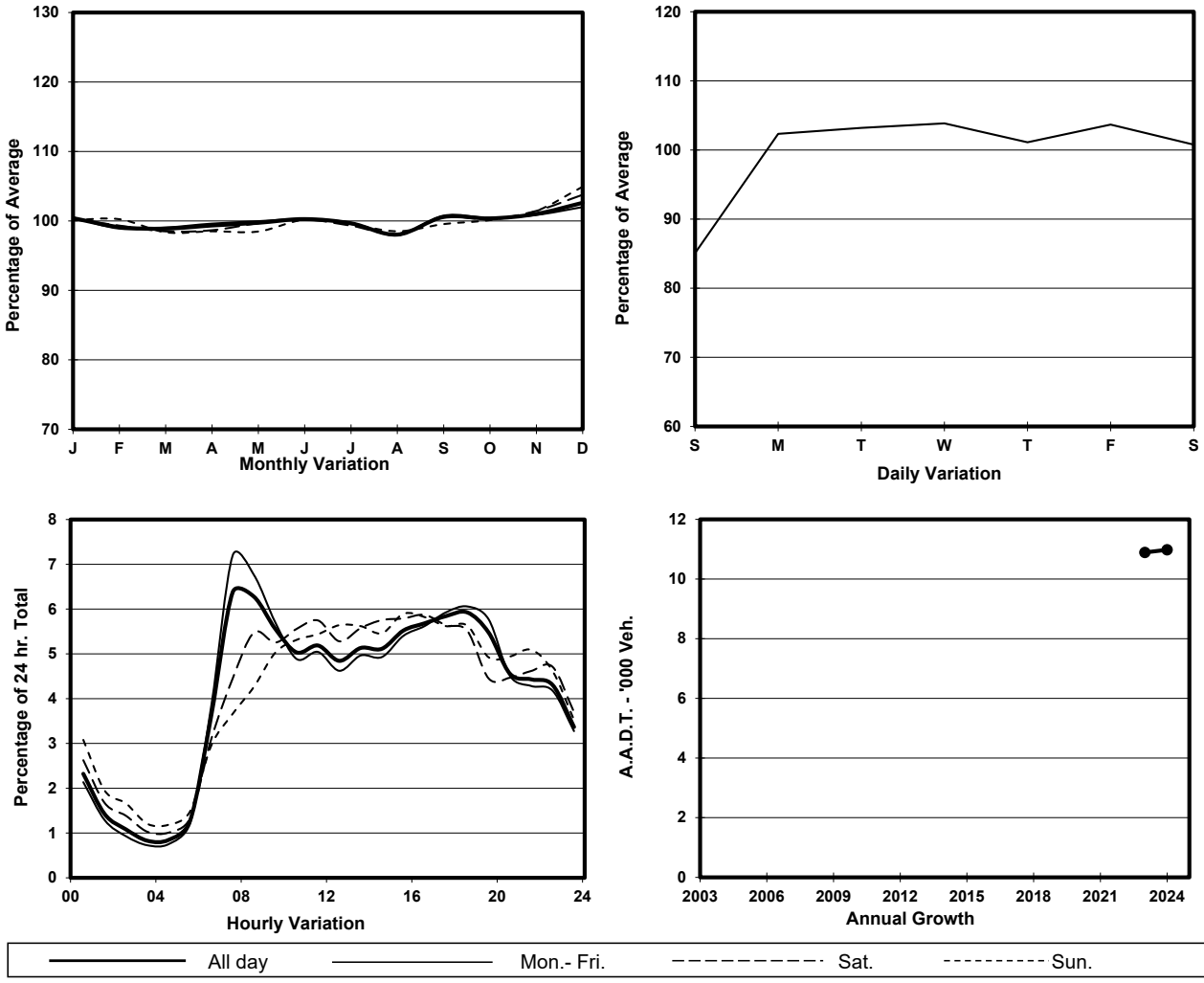
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2024 **LINK** A KUNG KOK ST (from HANG SHUN ST to A KUNG KOK SHAN RD)

COVERAGE (B) STATION 6226
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR



1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5680	5860	5860	4940
R 12 / 24 - %	69.1	70.0	67.9	65.5
R 16 / 24 - %	84.9	85.4	83.8	83.0
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	460	550	390	280
T - % (AM)	-	27.6	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	320	330	340	280
T - % (PM)	-	32.5	-	-
Prop.of commercial vehicles - 16 hr.	-	26.7	-	-
NORTH BOUND				
A.A.D.T.	5300	5510	5310	4500
R 12 / 24 - %	63.6	64.0	63.7	61.1
R 16 / 24 - %	85.6	86.3	84.5	82.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	270	290	240	200
T - % (AM)	-	34.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	370	400	330	270
T - % (PM)	-	24.6	-	-
Prop.of commercial vehicles - 16 hr.	-	33.2	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.4	27.0	14.4	0.6	15.6	11.4	1.8	6.0	0.0	20.7
Peak hour	Ocp	1.3	1.5	1.7	1.0	14.5	1.5	1.0	14.9	0.0	48.0
0800-0900	Pro	1.0	36.5	9.4	5.9	7.9	18.2	3.0	2.5	0.0	15.8
	Ocp	1.0	1.3	1.7	3.3	13.7	1.5	1.7	4.6	0.0	43.4
0900-1000	Pro	2.6	36.7	9.4	1.7	10.2	11.9	2.6	1.7	0.0	23.2
	Ocp	1.0	1.6	2.0	2.0	10.3	1.7	1.0	1.0	0.0	24.2
1000-1100	Pro	4.9	20.5	13.1	0.0	16.4	13.9	7.4	0.0	0.4	23.5
	Ocp	1.0	1.4	1.8	0.0	9.3	1.4	1.2	0.0	1.0	19.8
1100-1200	Pro	1.9	16.9	13.1	1.9	18.7	16.9	5.6	0.0	0.0	25.1
	Ocp	1.0	1.6	1.4	1.5	9.4	1.4	1.0	0.0	0.0	17.3
1200-1300	Pro	0.0	19.8	10.3	6.9	13.8	18.1	6.9	2.6	0.0	21.7
	Ocp	0.0	1.3	1.3	3.0	9.7	1.5	1.3	4.0	0.0	19.1
1300-1400	Pro	3.4	23.8	9.3	3.4	13.6	13.6	6.8	1.7	0.2	24.2
	Ocp	1.0	1.6	1.4	1.5	10.3	1.6	1.1	1.0	1.0	22.4
1400-1500	Pro	1.0	24.2	14.1	2.0	15.1	12.1	2.0	1.0	0.5	28.0
	Ocp	1.0	2.0	1.6	1.5	10.5	1.6	1.0	1.0	1.0	21.9
1500-1600	Pro	2.5	20.0	9.2	6.7	12.5	15.0	4.2	4.2	0.2	25.5
	Ocp	1.0	1.7	1.2	5.5	12.7	1.6	1.2	13.0	1.0	26.0
1600-1700	Pro	3.6	25.9	11.6	1.8	10.7	16.1	0.9	0.0	0.0	29.5
	Ocp	1.0	1.6	1.8	5.0	14.9	1.5	1.0	0.0	0.0	30.8
1700-1800	Pro	4.2	27.2	10.2	4.2	10.2	7.6	3.4	2.5	0.0	30.4
	Ocp	1.0	1.4	1.0	5.4	17.3	1.3	1.5	2.0	0.0	37.9
1800-1900	Pro	1.5	37.7	9.6	0.7	14.8	10.4	0.0	0.7	0.0	24.6
	Ocp	1.0	1.4	1.7	1.0	18.3	1.5	0.0	1.0	0.0	43.2
1900-2000	Pro	0.9	30.6	18.7	0.0	11.0	5.9	1.7	0.0	0.0	31.2
	Ocp	1.0	1.5	1.6	0.0	13.7	1.0	1.5	0.0	0.0	33.5
2000-2100	Pro	0.0	38.1	11.2	1.1	12.3	4.5	1.1	0.0	0.0	31.7
	Ocp	0.0	1.4	2.0	1.0	14.3	1.3	1.0	0.0	0.0	25.3
2100-2200	Pro	1.2	29.4	22.4	0.0	11.8	5.9	1.2	0.0	0.0	28.2
	Ocp	1.0	1.6	1.4	0.0	12.1	1.2	1.0	0.0	0.0	20.2
2200-2300	Pro	3.1	27.1	21.9	0.0	12.5	6.3	1.0	0.0	0.0	28.1
	Ocp	1.0	1.6	1.3	0.0	8.5	1.5	2.0	0.0	0.0	16.4
16 hours	Pro	2.1	27.9	12.6	2.5	12.8	12.2	3.1	1.7	0.1	24.9
	Ocp	1.0	1.5	1.6	3.4	12.5	1.5	1.2	8.2	1.0	29.1

Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

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	Shatin 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

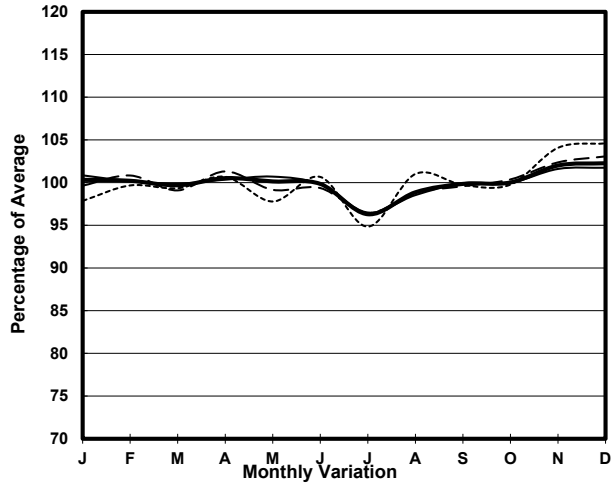
Screenline	Description	Page
A - A	Urban Railway Line	A4-18
C - C	Kowloon Peninsula South of Dundas Street	A4-20
F - F	East end of Central District and the Peak	A4-22
G - G	East end of Causeway Bay	A4-24
H - H	Boundary between the Peak and the Rest of Hong Kong Island	A4-26
I - I	Boundary between Shau 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

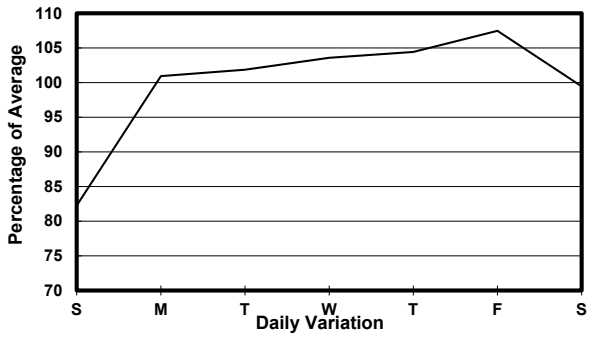
YEAR 2024

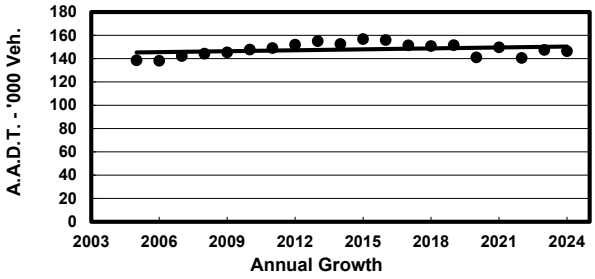
Location Hong Kong External Cordon(Boundary between the Northern Part and Southern Part of Hong Kong Island)

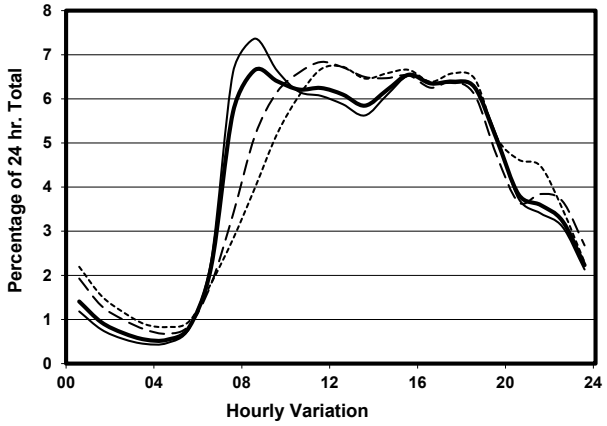
Stations on Cordon/Screenline 1004, 1021, 2201, 2202, 2206, 2401 and 2407

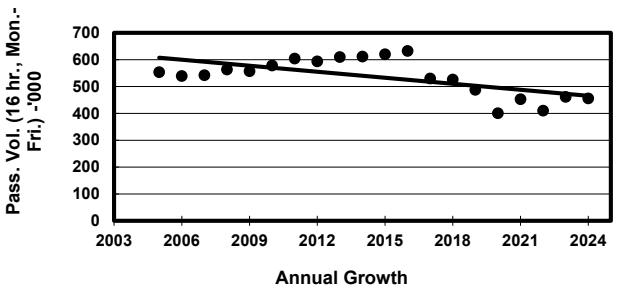
1. TRAFFIC FLOW VARIATION AND GROWTH

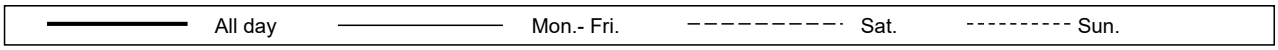












2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	73580	77040	73570	61180
R 12 / 24 - %	73.6	74.5	72.0	69.6
R 16 / 24 - %	90.3	91.0	88.5	88.0
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	4700	5400	4550	3080
T - % (AM)	-	13.1	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	4500	4770	4530	3950
T - % (PM)	-	4.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-
NORTH BOUND				
A.A.D.T.	72840	76180	73470	60460
R 12 / 24 - %	76.2	77.4	74.1	71.6
R 16 / 24 - %	91.0	91.7	89.4	88.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5140	6040	4490	3240
T - % (AM)	-	7.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	5010	5230	5010	4230
T - % (PM)	-	7.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.1	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.0	43.1	22.8	3.7	3.6	9.2	2.2	6.2	0.1	4.1
	Ocp	1.1	1.4	2.0	8.3	15.2	1.4	1.4	19.2	26.2	43.3
0800-0900	Pro	2.7	58.6	16.2	1.8	3.4	9.3	1.8	3.2	0.1	3.0
Peak Hour	Ocp	1.0	1.4	2.0	5.3	14.9	1.6	1.3	8.7	14.4	48.8
0900-1000	Pro	2.4	52.8	17.5	1.2	3.4	15.7	2.7	1.4	0.1	2.9
	Ocp	1.0	1.4	2.1	2.6	13.1	1.6	1.4	8.7	11.4	31.7
1000-1100	Pro	2.2	48.7	19.3	1.2	3.1	17.1	4.1	1.2	0.1	3.1
	Ocp	1.0	1.5	1.9	2.9	11.9	1.5	1.4	5.8	15.7	24.3
1100-1200	Pro	3.0	48.9	18.4	1.8	2.5	18.1	2.8	1.6	0.1	2.8
	Ocp	1.0	1.5	2.1	3.4	13.8	1.5	1.4	6.7	13.6	27.1
1200-1300	Pro	4.0	51.7	16.8	1.1	2.6	15.2	3.8	1.8	0.1	3.0
	Ocp	1.0	1.5	2.1	3.8	12.0	1.5	1.4	14.3	13.0	22.3
1300-1400	Pro	3.5	46.6	19.8	1.3	3.1	16.6	3.1	2.7	0.1	3.3
	Ocp	1.0	1.5	2.0	3.3	13.2	1.6	1.4	9.0	12.3	23.7
1400-1500	Pro	2.5	51.7	17.3	1.0	2.8	14.2	4.6	3.0	0.1	2.9
	Ocp	1.0	1.4	1.9	3.0	12.4	1.4	1.4	7.9	19.2	26.3
1500-1600	Pro	2.2	54.3	16.7	2.5	2.5	13.4	1.3	4.3	0.1	2.7
	Ocp	1.1	1.5	2.1	7.3	12.7	1.5	1.2	16.8	28.7	30.7
1600-1700	Pro	2.5	56.1	15.2	2.0	3.0	12.5	2.0	3.3	0.1	3.2
	Ocp	1.1	1.5	2.0	3.8	14.1	1.5	1.3	12.7	35.0	31.9
1700-1800	Pro	5.3	59.4	16.3	1.1	3.0	8.1	0.9	2.2	0.1	3.6
	Ocp	1.1	1.5	2.1	2.4	14.8	1.5	1.2	10.1	34.8	46.9
1800-1900	Pro	3.6	65.0	18.8	0.1	2.4	4.2	0.4	2.3	0.1	3.1
	Ocp	1.1	1.5	2.1	6.0	16.3	1.4	1.2	24.7	30.0	46.3
1900-2000	Pro	4.0	60.2	23.7	0.1	2.5	3.6	1.1	1.0	0.1	3.6
	Ocp	1.0	1.5	2.0	5.0	13.5	1.3	1.2	7.0	15.8	32.2
2000-2100	Pro	4.1	57.9	26.3	0.1	2.8	2.8	0.9	0.5	0.1	4.4
	Ocp	1.1	1.4	1.9	3.0	12.5	1.5	1.2	8.3	16.7	20.2
2100-2200	Pro	3.0	50.2	34.0	0.2	3.1	3.9	0.8	0.6	0.1	4.0
	Ocp	1.1	1.5	1.8	3.0	9.5	1.5	1.2	11.8	12.7	21.5
2200-2300	Pro	3.4	53.0	32.0	0.2	3.0	3.1	0.8	0.4	0.1	4.0
	Ocp	1.1	1.5	1.8	1.5	9.7	1.4	1.1	6.2	14.3	17.4
16 hours	Pro	3.3	53.7	19.7	1.3	2.9	11.1	2.2	2.4	0.1	3.3
	Ocp	1.1	1.5	2.0	5.0	13.4	1.5	1.4	13.1	21.0	32.3

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

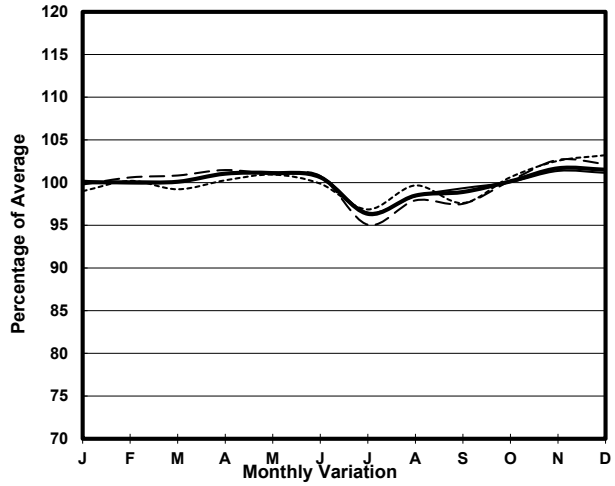
* All traffic data are collected from combined bounds

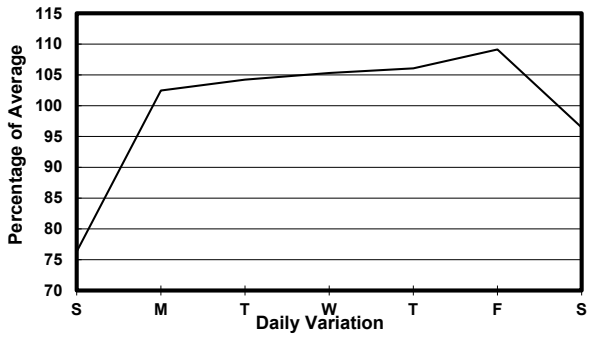
YEAR 2024

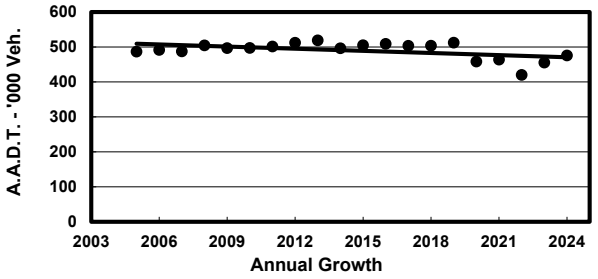
Location Hong Kong Internal Cordon(Central District)

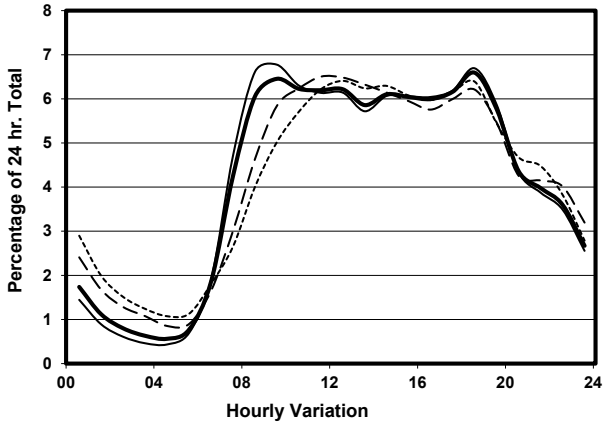
Stations on Cordon/Screenline 1001, 1007, 1031, 2207, 2208, 2209, 2210, 2211, 2212, 2216, 2217, 2402, 2403, 2404, 2405 and 2408

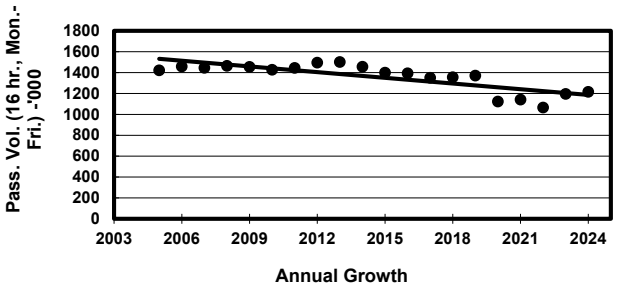
1. TRAFFIC FLOW VARIATION AND GROWTH











All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
OUT BOUND				
A.A.D.T.	236280	251790	234380	181950
R 12 / 24 - %	70.8	72.4	67.4	64.7
R 16 / 24 - %	89.3	90.7	85.9	84.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	14620	16650	12300	8070
T - % (AM)	-	8.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	16200	17700	14600	11790
T - % (PM)	-	7.5	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-
IN BOUND				
A.A.D.T.	239230	255990	230260	185900
R 12 / 24 - %	73.5	74.5	70.8	69.5
R 16 / 24 - %	90.4	91.3	88.0	87.0
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	16080	18060	14850	10410
T - % (AM)	-	9.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	15150	16290	14250	11710
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.5	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.0	36.1	31.9	2.5	1.5	11.5	3.0	5.1	0.2	5.2
	Ocp	1.1	1.3	2.0	7.2	11.7	1.3	1.3	12.4	18.6	21.5
0800-0900	Pro	2.0	46.9	29.4	0.6	0.9	9.5	1.7	3.6	0.1	5.3
	Ocp	1.0	1.3	2.0	5.0	11.0	1.5	1.3	11.0	22.8	31.3
0900-1000	Pro	2.0	44.7	29.0	0.4	0.8	14.7	2.5	1.6	0.1	4.3
Peak Hour	Ocp	1.0	1.3	1.9	1.8	9.6	1.5	1.4	6.2	21.6	20.4
1000-1100	Pro	1.6	45.0	27.8	0.2	0.5	17.4	2.7	1.2	0.1	3.4
	Ocp	1.0	1.4	1.8	2.2	8.4	1.4	1.3	4.6	13.8	18.2
1100-1200	Pro	3.8	46.2	26.8	0.5	0.5	15.9	2.0	1.2	0.1	2.9
	Ocp	1.0	1.4	2.0	2.0	9.3	1.4	1.3	6.1	15.3	18.1
1200-1300	Pro	3.2	50.3	27.2	0.5	0.6	11.9	2.0	1.4	0.1	2.7
	Ocp	1.0	1.4	1.9	3.7	11.5	1.4	1.3	6.0	14.7	18.1
1300-1400	Pro	3.6	46.8	27.4	0.7	0.6	13.9	2.3	1.8	0.1	2.9
	Ocp	1.0	1.4	2.0	3.8	11.1	1.4	1.3	6.5	14.3	20.8
1400-1500	Pro	2.3	50.3	26.7	0.6	0.6	12.5	2.0	1.8	0.1	3.1
	Ocp	1.0	1.4	2.0	2.1	11.4	1.4	1.4	6.5	15.4	20.4
1500-1600	Pro	2.9	51.1	24.4	1.2	0.7	12.0	2.0	2.8	0.1	2.8
	Ocp	1.1	1.4	2.0	6.0	10.7	1.5	1.4	13.5	17.8	20.1
1600-1700	Pro	2.6	54.9	23.1	0.9	0.5	10.6	1.2	2.6	0.1	3.4
	Ocp	1.1	1.3	2.0	3.0	9.8	1.5	1.2	8.4	21.3	22.8
1700-1800	Pro	3.5	53.2	27.0	0.6	0.7	7.6	1.0	2.1	0.1	4.2
	Ocp	1.1	1.4	2.0	3.0	12.7	1.4	1.3	7.0	22.4	26.2
1800-1900	Pro	3.3	57.5	26.3	0.2	0.5	4.7	0.6	2.5	0.1	4.4
	Ocp	1.1	1.3	2.1	2.1	15.0	1.4	1.2	15.8	29.8	36.3
1900-2000	Pro	3.7	56.8	31.1	0.1	0.5	2.5	0.5	1.7	0.1	3.0
	Ocp	1.0	1.4	1.9	1.8	11.9	1.2	1.3	10.2	14.8	26.6
2000-2100	Pro	3.9	50.7	36.1	0.1	0.6	2.7	0.6	1.1	0.1	4.2
	Ocp	1.1	1.4	1.9	2.2	10.6	1.4	1.2	12.3	10.8	18.8
2100-2200	Pro	3.1	48.3	39.3	0.3	0.7	2.4	0.5	0.7	0.1	4.6
	Ocp	1.0	1.4	1.9	2.1	10.5	1.2	1.1	7.5	10.7	21.4
2200-2300	Pro	2.6	49.0	38.9	0.1	0.7	2.7	0.6	0.6	0.1	4.6
	Ocp	1.1	1.4	1.9	2.5	9.4	1.3	1.4	6.0	8.1	17.7
16 hours	Pro	2.9	49.4	28.8	0.6	0.7	10.0	1.6	2.0	0.1	3.8
	Ocp	1.0	1.4	2.0	4.3	11.0	1.4	1.3	9.7	17.5	23.3

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

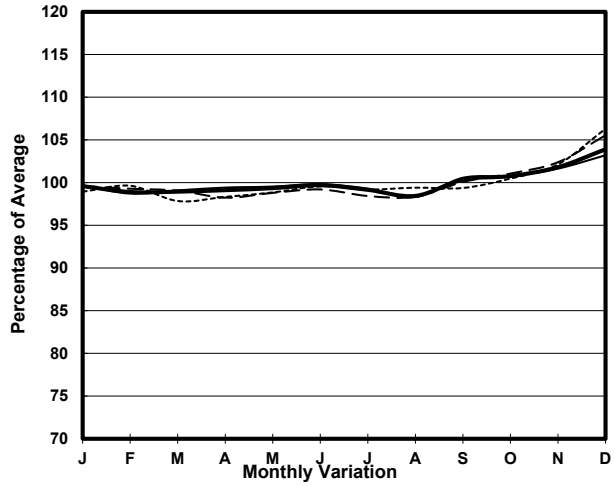
* All traffic data are collected from combined bounds

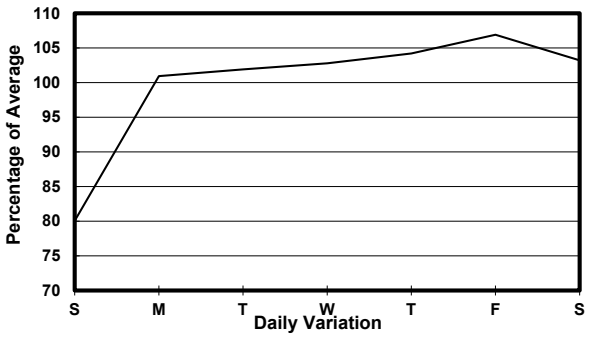
YEAR 2024

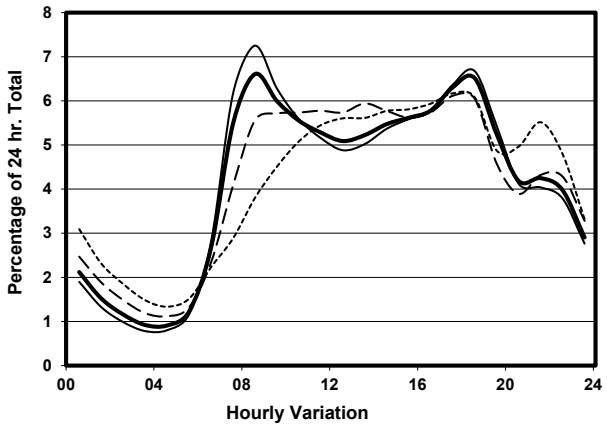
Location Kowloon External Cordon(Kolwoon Urban Area Boundary)

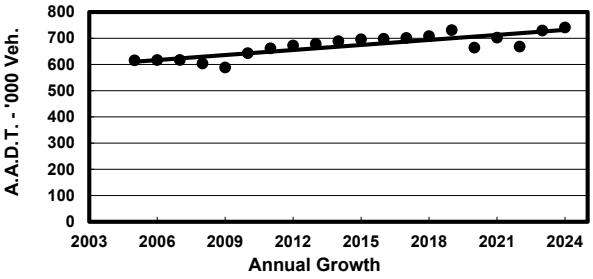
Stations on Cordon/Screenline 4201, 5017, 5021, 5022, 5023, 5024, 5026, 5030, 5037, 5038, 5043, 6203, 6204 and 6214

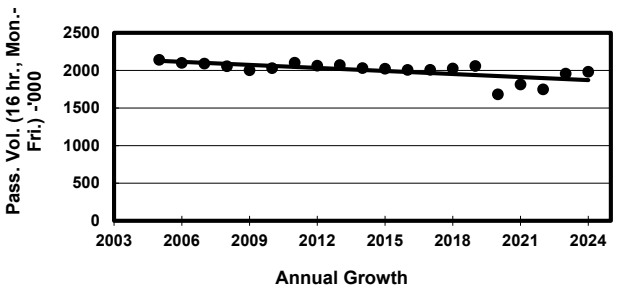
1. TRAFFIC FLOW VARIATION AND GROWTH

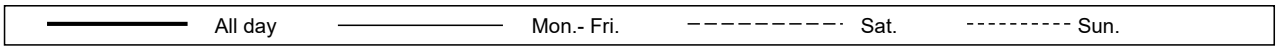












2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	369920	386040	384630	302420
R 12 / 24 - %	72.0	73.3	70.6	65.6
R 16 / 24 - %	86.9	87.7	85.7	84.0
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	28340	32660	24510	15340
T - % (AM)	-	12.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	22650	23650	22870	19190
T - % (PM)	-	9.2	-	-
Prop.of commercial vehicles - 16 hr.	-	12.6	-	-
NORTH BOUND				
A.A.D.T.	370910	387800	388180	297050
R 12 / 24 - %	65.8	66.9	65.1	59.7
R 16 / 24 - %	86.2	87.3	84.2	81.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	20610	23450	19920	11690
T - % (AM)	-	14.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	25610	28010	24670	18160
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	13.6	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.6	48.8	15.7	1.8	1.1	13.9	7.4	3.4	0.1	3.3
	Ocp	1.1	1.4	2.0	7.1	13.2	1.3	1.1	15.4	12.9	49.5
0800-0900	Pro	3.3	52.5	13.2	0.8	1.2	15.5	7.6	2.7	0.1	3.1
Peak Hour	Ocp	1.1	1.3	2.0	6.3	12.3	1.4	1.2	14.9	11.8	52.1
0900-1000	Pro	2.0	45.4	15.1	0.6	1.1	21.2	9.4	1.8	0.1	3.3
	Ocp	1.1	1.3	2.0	2.6	9.7	1.5	1.2	8.1	8.2	28.2
1000-1100	Pro	1.8	39.4	15.8	0.8	1.0	25.6	11.2	1.4	0.1	3.0
	Ocp	1.1	1.4	2.0	2.3	10.3	1.4	1.2	10.0	5.8	25.9
1100-1200	Pro	2.1	41.6	14.2	1.2	1.1	24.0	11.3	1.5	0.1	3.1
	Ocp	1.1	1.3	2.0	2.9	10.6	1.4	1.2	7.3	7.9	25.3
1200-1300	Pro	2.1	43.1	14.7	1.2	1.0	21.8	11.1	1.9	0.1	2.9
	Ocp	1.0	1.4	2.0	5.0	10.1	1.4	1.2	7.7	9.3	25.9
1300-1400	Pro	1.7	42.5	14.2	1.0	1.0	23.6	11.4	1.7	0.1	2.9
	Ocp	1.0	1.4	2.0	2.9	10.8	1.4	1.2	8.2	9.9	31.5
1400-1500	Pro	2.0	43.4	13.4	1.0	0.9	22.5	12.5	1.6	0.1	2.7
	Ocp	1.1	1.4	2.0	1.9	11.3	1.4	1.2	6.9	5.3	28.0
1500-1600	Pro	2.3	43.6	13.8	1.7	0.9	22.6	10.4	1.8	0.1	2.8
	Ocp	1.1	1.4	1.9	4.6	11.3	1.4	1.2	9.9	7.5	29.8
1600-1700	Pro	2.8	46.3	14.3	1.2	0.8	20.5	8.1	2.7	0.1	3.2
	Ocp	1.1	1.4	1.9	3.2	12.8	1.4	1.1	9.8	4.0	34.3
1700-1800	Pro	4.8	51.8	12.9	1.1	1.0	16.8	6.1	2.2	0.1	3.4
	Ocp	1.1	1.4	2.0	2.7	14.6	1.4	1.1	8.4	7.3	46.9
1800-1900	Pro	4.2	62.3	12.5	0.2	1.0	10.8	3.4	2.2	0.1	3.2
	Ocp	1.1	1.4	2.1	1.7	14.3	1.3	1.1	17.2	3.4	59.6
1900-2000	Pro	3.0	65.4	14.7	0.1	1.2	7.1	3.1	1.7	0.1	3.7
	Ocp	1.1	1.3	1.9	2.1	11.1	1.3	1.1	12.5	7.8	44.1
2000-2100	Pro	3.1	59.0	20.0	0.1	1.3	7.8	2.9	1.6	0.1	4.2
	Ocp	1.1	1.4	1.8	1.8	10.7	1.3	1.1	7.7	6.4	32.1
2100-2200	Pro	3.5	55.7	23.0	0.1	1.3	7.8	3.4	1.0	0.1	4.2
	Ocp	1.1	1.3	1.9	7.8	9.2	1.3	1.1	5.2	4.4	31.0
2200-2300	Pro	2.9	58.2	23.7	0.1	1.1	6.1	2.8	1.0	0.1	4.0
	Ocp	1.1	1.4	1.9	1.4	9.1	1.3	1.1	6.6	3.1	30.4
16 hours	Pro	2.9	49.8	15.2	0.9	1.1	17.1	7.8	2.0	0.1	3.3
	Ocp	1.1	1.4	2.0	4.0	11.5	1.4	1.2	10.9	6.9	37.2

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

Ocp. Average occupancy of vehicles including both driver and passengers*

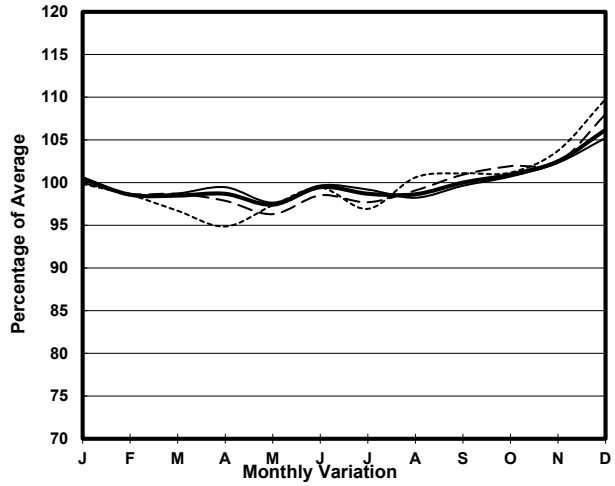
M&H Medium and Heavy

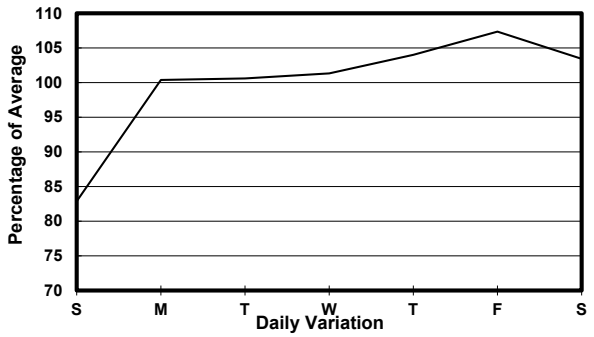
* All traffic data are collected from combined bounds

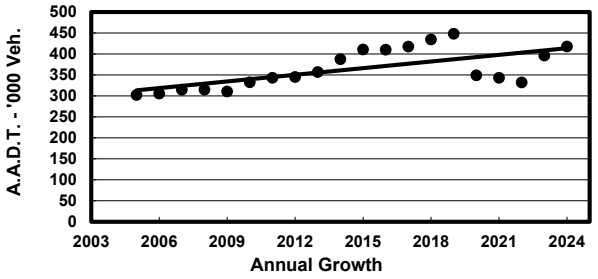
YEAR 2024
Location Tsing Yi External Cordon(Tsing Yi Area Boundary)

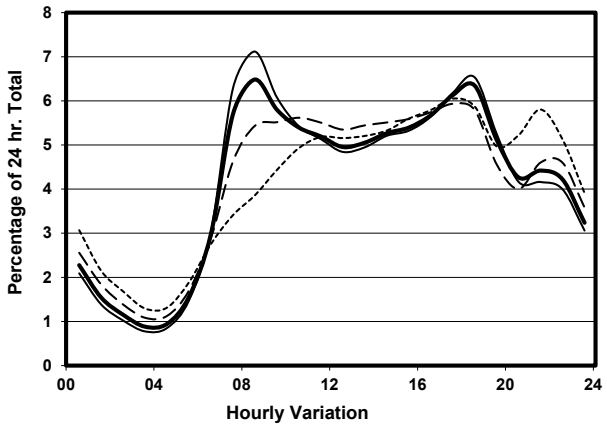
Stations on Cordon/Screenline 5018, 5027, 5033, 5034, 5038, 6219 and 6221

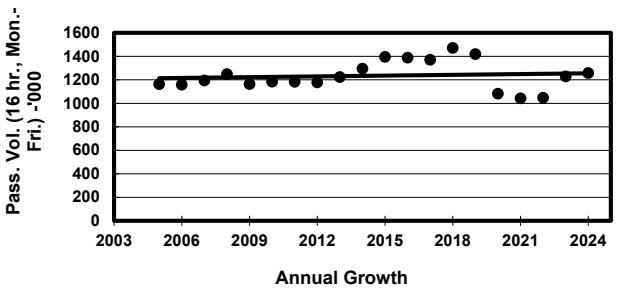
1. TRAFFIC FLOW VARIATION AND GROWTH











All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
IN BOUND				
A.A.D.T.	205760	213470	214440	171780
R 12 / 24 - %	66.8	68.2	65.5	60.1
R 16 / 24 - %	85.1	86.0	83.5	81.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	13190	15020	11610	7580
T - % (AM)	-	18.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	13170	14110	12650	10530
T - % (PM)	-	13.5	-	-
Prop.of commercial vehicles - 16 hr.	-	18.7	-	-
OUT BOUND				
A.A.D.T.	212020	219710	221690	177590
R 12 / 24 - %	67.9	69.2	66.6	61.5
R 16 / 24 - %	85.7	86.5	84.1	82.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	13900	15810	12450	7920
T - % (AM)	-	18.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	13340	14190	13230	10600
T - % (PM)	-	12.9	-	-
Prop.of commercial vehicles - 16 hr.	-	18.4	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.0	46.1	17.3	0.6	1.3	12.5	11.0	3.4	0.1	3.9
	Ocp	1.0	1.3	2.1	6.4	12.8	1.4	1.1	22.4	31.6	59.1
0800-0900	Pro	2.6	50.2	13.3	0.5	1.0	14.0	11.3	3.2	0.1	3.9
Peak Hour	Ocp	1.0	1.3	2.0	3.7	13.5	1.4	1.1	14.7	25.4	56.2
0900-1000	Pro	1.0	44.2	13.5	0.5	1.0	19.4	13.8	2.4	0.1	4.1
	Ocp	1.1	1.3	2.0	2.5	10.8	1.4	1.1	11.6	11.0	30.6
1000-1100	Pro	1.3	38.3	13.2	0.4	1.2	22.4	16.6	2.7	0.1	4.0
	Ocp	1.1	1.4	2.0	1.8	8.2	1.4	1.1	11.2	4.1	26.2
1100-1200	Pro	1.2	38.3	15.1	0.4	1.2	21.3	16.4	2.1	0.1	3.9
	Ocp	1.1	1.4	2.1	2.5	9.1	1.4	1.1	8.3	6.3	25.9
1200-1300	Pro	1.6	41.5	13.5	0.8	1.5	18.2	16.9	2.3	0.1	3.7
	Ocp	1.0	1.5	2.1	2.6	8.1	1.4	1.1	8.3	5.6	25.2
1300-1400	Pro	1.3	41.9	14.4	0.4	1.4	19.3	15.8	2.0	0.1	3.6
	Ocp	1.0	1.5	2.2	2.1	10.5	1.4	1.1	9.1	8.2	27.4
1400-1500	Pro	1.5	41.4	12.7	0.6	1.1	19.2	17.7	2.3	0.1	3.6
	Ocp	1.1	1.4	2.0	2.9	11.2	1.4	1.1	10.4	4.0	26.2
1500-1600	Pro	1.3	42.3	13.5	0.8	1.1	19.5	15.3	2.7	0.1	3.6
	Ocp	1.1	1.4	2.0	3.2	10.0	1.4	1.1	9.9	3.4	27.8
1600-1700	Pro	1.9	44.6	12.9	0.9	1.0	18.5	12.6	3.5	0.1	4.0
	Ocp	1.0	1.4	2.0	3.6	12.2	1.4	1.1	10.8	4.9	34.7
1700-1800	Pro	3.4	49.3	13.9	0.7	1.1	14.8	9.9	2.9	0.1	3.9
	Ocp	1.1	1.4	1.9	2.9	13.4	1.4	1.1	10.2	16.6	47.5
1800-1900	Pro	2.6	61.3	12.2	0.1	1.0	9.7	6.0	3.2	0.1	3.9
	Ocp	1.0	1.4	2.1	2.6	14.6	1.3	1.1	17.4	16.8	61.0
1900-2000	Pro	2.1	61.5	15.1	0.1	1.3	7.0	5.5	2.8	0.1	4.6
	Ocp	1.1	1.3	2.0	4.1	10.7	1.3	1.1	12.6	19.0	47.2
2000-2100	Pro	2.1	55.1	19.4	0.1	1.6	8.4	5.8	2.2	0.1	5.3
	Ocp	1.1	1.4	2.0	1.0	9.9	1.4	1.1	10.4	4.2	35.6
2100-2200	Pro	1.7	55.6	20.8	0.2	1.3	7.5	6.2	1.8	0.0	5.2
	Ocp	1.1	1.4	2.1	7.7	9.9	1.2	1.1	7.8	0.0	31.3
2200-2300	Pro	2.1	54.4	23.2	0.1	1.1	6.8	5.7	1.8	0.1	4.8
	Ocp	1.1	1.4	2.0	1.0	8.5	1.3	1.0	9.9	6.2	28.0
16 hours	Pro	2.0	47.8	14.9	0.5	1.2	15.1	11.8	2.6	0.1	4.1
	Ocp	1.1	1.4	2.0	3.3	11.0	1.4	1.1	12.5	10.1	38.3

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

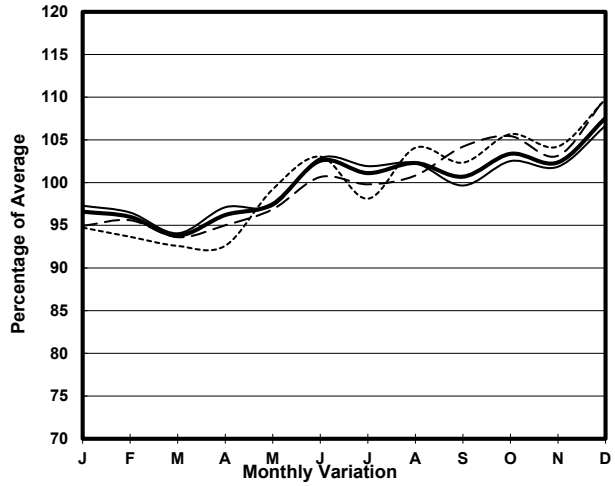
* All traffic data are collected from combined bounds

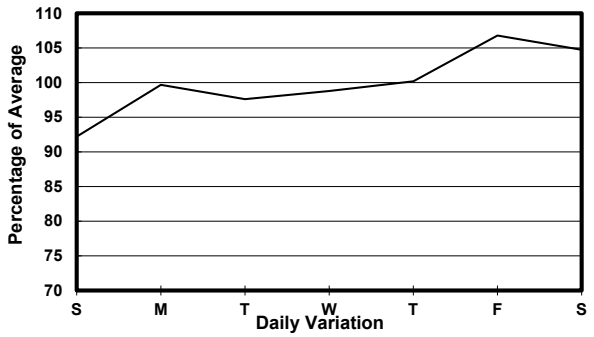
YEAR 2024

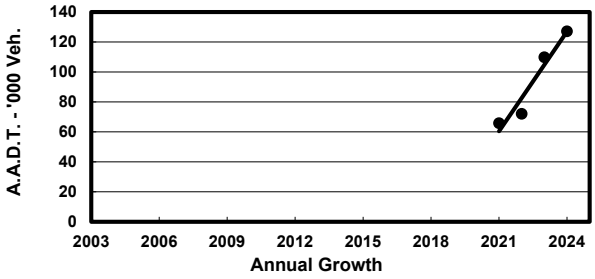
Location Lantau External Cordon(Lantau Area Boundary)

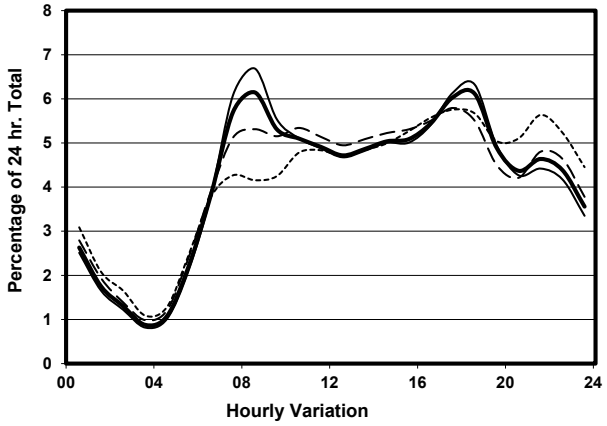
Stations on Cordon/Screenline 5027 and 5042

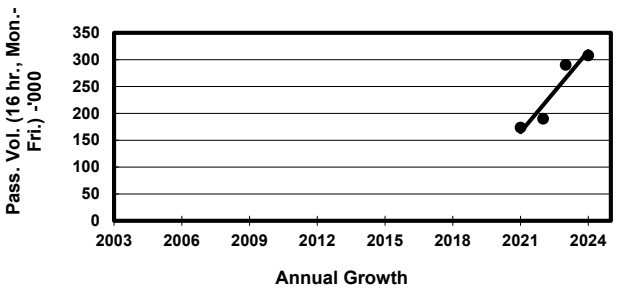
1. TRAFFIC FLOW VARIATION AND GROWTH











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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
IN BOUND				
A.A.D.T.	63100	63900	67420	56580
R 12 / 24 - %	65.9	66.7	65.6	61.7
R 16 / 24 - %	83.1	83.8	82.3	80.5
AM Peak Hour	0800-0900	0800-0900	0700-0800	0900-1000
One-way flow at AM peak hour	4520	5060	4050	2840
T - % (AM)	-	20.0	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	3310	3350	3550	2990
T - % (PM)	-	22.5	-	-
Prop.of commercial vehicles - 16 hr.	-	22.6	-	-
OUT BOUND				
A.A.D.T.	64020	64530	66510	60890
R 12 / 24 - %	63.1	64.6	61.3	56.6
R 16 / 24 - %	82.4	83.2	80.9	79.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0700-0800
One-way flow at AM peak hour	3290	3530	3180	2320
T - % (AM)	-	20.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	4610	4920	4210	3890
T - % (PM)	-	15.0	-	-
Prop.of commercial vehicles - 16 hr.	-	20.3	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.8	47.3	23.6	0.1	0.0	8.0	10.8	2.8	0.0	3.5
	Ocp	1.0	1.3	1.9	5.0	0.0	1.5	1.1	31.3	0.0	52.6
0800-0900	Pro	2.1	52.7	16.8	0.2	0.0	8.0	13.5	3.7	0.0	3.0
Peak Hour	Ocp	1.0	1.3	1.8	1.8	0.0	1.4	1.1	13.4	0.0	48.9
0900-1000	Pro	1.0	43.5	17.7	0.2	0.0	14.4	16.9	2.7	0.0	3.6
	Ocp	1.0	1.3	1.7	1.2	0.0	1.3	1.1	9.6	0.0	29.5
1000-1100	Pro	1.1	35.9	18.3	0.2	0.0	16.8	19.6	3.9	0.1	4.2
	Ocp	1.1	1.3	2.0	1.5	0.0	1.3	1.1	10.1	1.0	24.2
1100-1200	Pro	1.2	37.7	19.8	0.2	0.0	15.0	19.6	2.6	0.1	3.8
	Ocp	1.0	1.4	2.1	1.3	0.0	1.4	1.1	6.3	2.0	24.7
1200-1300	Pro	0.9	42.0	18.1	0.4	0.0	13.6	19.3	1.4	0.1	4.3
	Ocp	1.0	1.3	2.0	1.2	0.0	1.4	1.1	11.3	1.0	24.1
1300-1400	Pro	0.9	41.9	17.7	0.2	0.0	13.6	19.8	1.9	0.1	4.0
	Ocp	1.0	1.4	2.1	1.0	0.0	1.3	1.1	7.8	1.5	24.6
1400-1500	Pro	0.6	39.9	19.9	0.2	0.0	13.5	19.1	2.2	0.1	4.5
	Ocp	1.0	1.4	2.0	2.0	0.0	1.3	1.1	4.7	1.0	21.0
1500-1600	Pro	0.5	42.9	17.6	0.3	0.0	14.8	17.3	2.9	0.0	3.6
	Ocp	1.0	1.3	1.9	1.2	0.0	1.3	1.1	4.9	0.0	25.4
1600-1700	Pro	1.3	45.4	14.2	0.4	0.0	13.1	17.8	3.7	0.1	4.0
	Ocp	1.0	1.3	1.9	2.7	0.0	1.2	1.1	7.4	2.0	33.7
1700-1800	Pro	2.9	48.7	19.3	0.2	0.0	9.8	11.6	3.9	0.0	3.7
	Ocp	1.0	1.3	1.6	4.6	0.0	1.2	1.0	8.9	0.0	43.2
1800-1900	Pro	1.8	62.0	15.8	0.1	0.0	4.7	8.3	3.9	0.0	3.5
	Ocp	1.0	1.3	2.0	3.0	0.0	1.1	1.1	19.0	0.0	48.3
1900-2000	Pro	0.8	59.2	20.7	0.0	0.0	4.9	7.7	3.0	0.0	3.7
	Ocp	1.0	1.3	2.0	0.0	0.0	1.2	1.1	5.7	0.0	32.0
2000-2100	Pro	1.2	54.0	23.5	0.0	0.0	6.3	8.5	2.5	0.0	4.1
	Ocp	1.1	1.3	1.9	0.0	0.0	1.2	1.1	13.0	0.0	27.5
2100-2200	Pro	0.5	50.2	24.4	0.0	0.0	4.8	11.7	3.3	0.0	5.1
	Ocp	1.0	1.4	2.1	0.0	0.0	1.1	1.1	5.0	0.0	21.2
2200-2300	Pro	1.5	49.5	29.3	0.1	0.0	5.1	8.6	1.6	0.0	4.3
	Ocp	1.1	1.5	2.1	1.0	0.0	1.2	1.0	7.2	0.0	19.9
16 hours	Pro	1.5	47.3	19.5	0.2	0.0	10.4	14.3	3.0	0.1	3.9
	Ocp	1.0	1.3	2.0	2.1	0.0	1.3	1.1	11.1	1.4	31.6

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

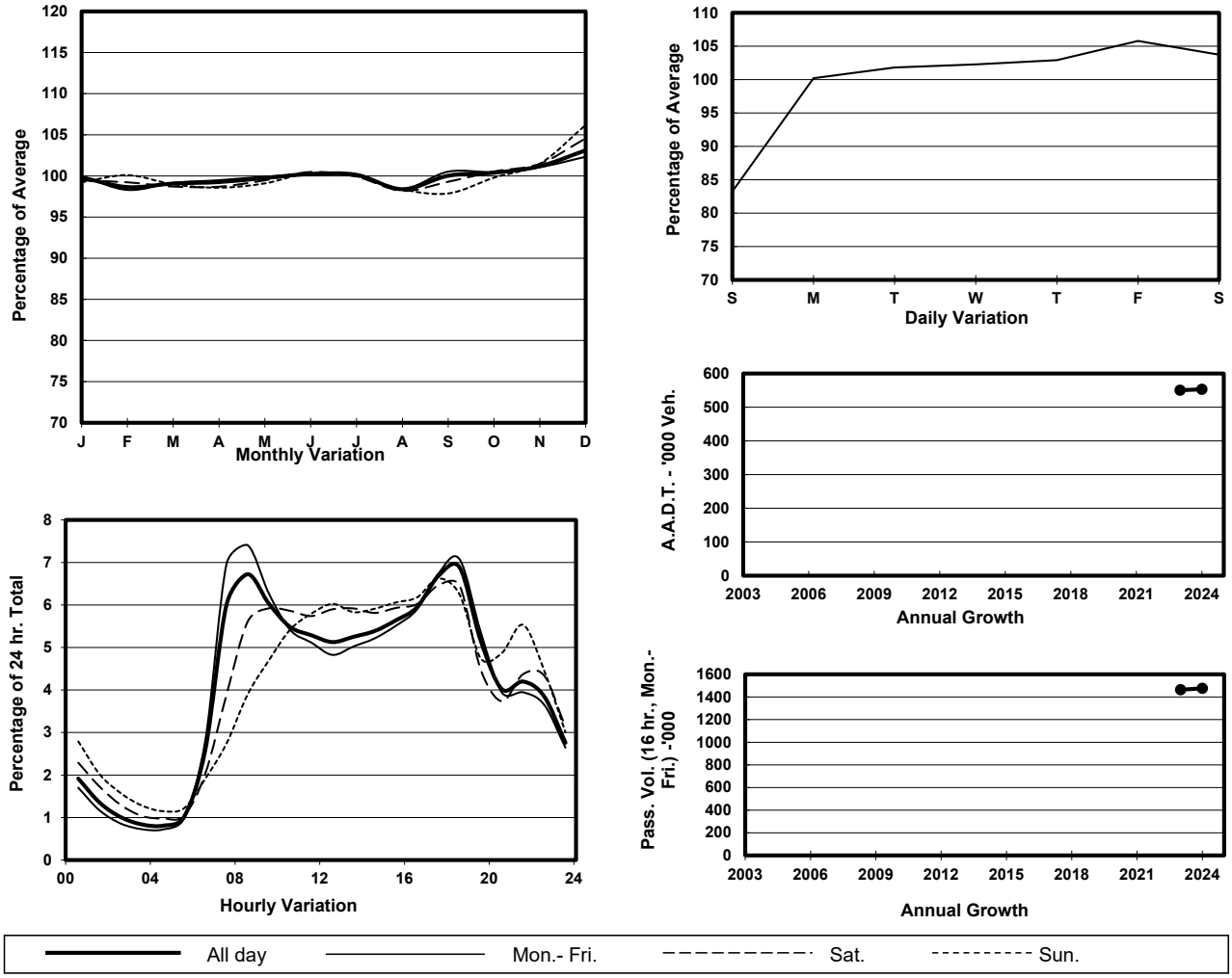
* All traffic data are collected from combined bounds

YEAR 2024

Location Shatin External Cordon(Shatin Area Boundary)

Stations on Cordon/Screenline 4201, 5013, 5020, 5022, 5024, 5037, 6210, 6225 and 6226

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
OUT BOUND				
A.A.D.T.	277110	286690	289680	234080
R 12 / 24 - %	72.5	73.6	71.5	67.4
R 16 / 24 - %	88.0	88.5	87.2	85.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	20070	22760	18670	11610
T - % (AM)	-	10.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	18840	19720	19210	15810
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	11.2	-	-
IN BOUND				
A.A.D.T.	275920	285800	289070	230640
R 12 / 24 - %	68.4	69.4	67.5	63.5
R 16 / 24 - %	87.4	88.3	85.8	84.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	17110	19630	15600	10230
T - % (AM)	-	12.0	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	19240	20800	19170	14970
T - % (PM)	-	8.6	-	-
Prop.of commercial vehicles - 16 hr.	-	12.2	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.2	57.5	11.3	1.6	1.3	12.4	5.4	3.0	0.1	3.4
	Ocp	1.0	1.3	2.0	6.2	14.9	1.3	1.1	13.7	12.7	49.9
0800-0900	Pro	2.9	58.5	9.9	1.1	0.8	15.7	5.8	2.1	0.1	3.2
Peak Hour	Ocp	1.0	1.3	2.0	5.4	15.5	1.4	1.2	13.4	9.8	50.1
0900-1000	Pro	2.0	49.3	12.2	0.6	1.0	21.5	8.1	1.7	0.1	3.6
	Ocp	1.0	1.3	2.0	2.2	11.3	1.4	1.2	8.9	6.3	26.4
1000-1100	Pro	1.7	45.7	12.1	0.6	1.3	24.4	9.5	1.7	0.1	3.1
	Ocp	1.0	1.3	1.8	2.2	8.8	1.4	1.2	10.6	2.7	26.5
1100-1200	Pro	1.9	44.9	11.1	1.1	1.6	25.1	9.2	1.6	0.1	3.4
	Ocp	1.0	1.3	2.0	2.8	9.6	1.3	1.2	12.1	7.7	24.4
1200-1300	Pro	1.9	47.3	10.8	1.1	1.8	22.1	10.0	1.8	0.1	3.2
	Ocp	1.1	1.4	1.9	4.8	7.7	1.3	1.2	8.1	5.4	25.3
1300-1400	Pro	1.6	47.1	10.6	1.0	1.5	23.5	10.0	1.6	0.1	3.1
	Ocp	1.1	1.4	2.0	2.4	9.1	1.3	1.2	9.5	5.4	29.2
1400-1500	Pro	2.0	46.7	10.1	1.3	1.3	22.9	10.5	1.9	0.1	3.1
	Ocp	1.1	1.4	2.0	2.0	9.8	1.4	1.2	6.9	4.2	26.0
1500-1600	Pro	2.1	48.5	10.9	1.6	1.1	22.4	8.4	1.9	0.1	3.0
	Ocp	1.1	1.4	1.8	6.1	13.2	1.4	1.2	10.4	4.6	29.0
1600-1700	Pro	2.7	50.9	11.4	1.4	1.1	19.6	6.8	2.7	0.1	3.4
	Ocp	1.1	1.4	1.8	3.4	12.9	1.4	1.2	9.2	6.1	33.3
1700-1800	Pro	4.6	55.4	10.7	1.0	1.2	17.7	3.8	1.9	0.1	3.7
	Ocp	1.1	1.3	1.9	3.2	15.0	1.4	1.2	9.0	5.8	44.2
1800-1900	Pro	3.5	68.7	9.1	0.2	1.1	9.5	2.8	1.8	0.1	3.4
	Ocp	1.1	1.3	1.9	1.3	15.2	1.3	1.2	19.8	2.5	59.8
1900-2000	Pro	2.7	69.2	11.5	0.2	1.3	7.3	2.3	1.3	0.1	4.1
	Ocp	1.1	1.3	1.9	2.1	12.4	1.2	1.1	11.1	12.2	40.1
2000-2100	Pro	2.8	63.9	15.4	0.1	1.7	7.6	2.7	1.7	0.1	4.2
	Ocp	1.1	1.3	1.8	1.8	9.4	1.3	1.1	5.7	1.0	31.3
2100-2200	Pro	3.2	61.1	17.9	0.1	1.7	8.6	2.6	0.9	0.1	4.1
	Ocp	1.1	1.3	1.9	1.6	9.7	1.2	1.1	6.3	9.3	31.2
2200-2300	Pro	2.7	63.2	19.5	0.1	1.5	5.8	2.2	0.9	0.1	4.2
	Ocp	1.1	1.4	1.8	1.5	9.4	1.3	1.1	5.6	4.5	27.6
16 hours	Pro	2.7	54.9	11.7	0.9	1.3	16.9	6.3	1.9	0.1	3.5
	Ocp	1.1	1.3	1.9	4.0	11.5	1.3	1.2	10.9	5.6	36.2

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

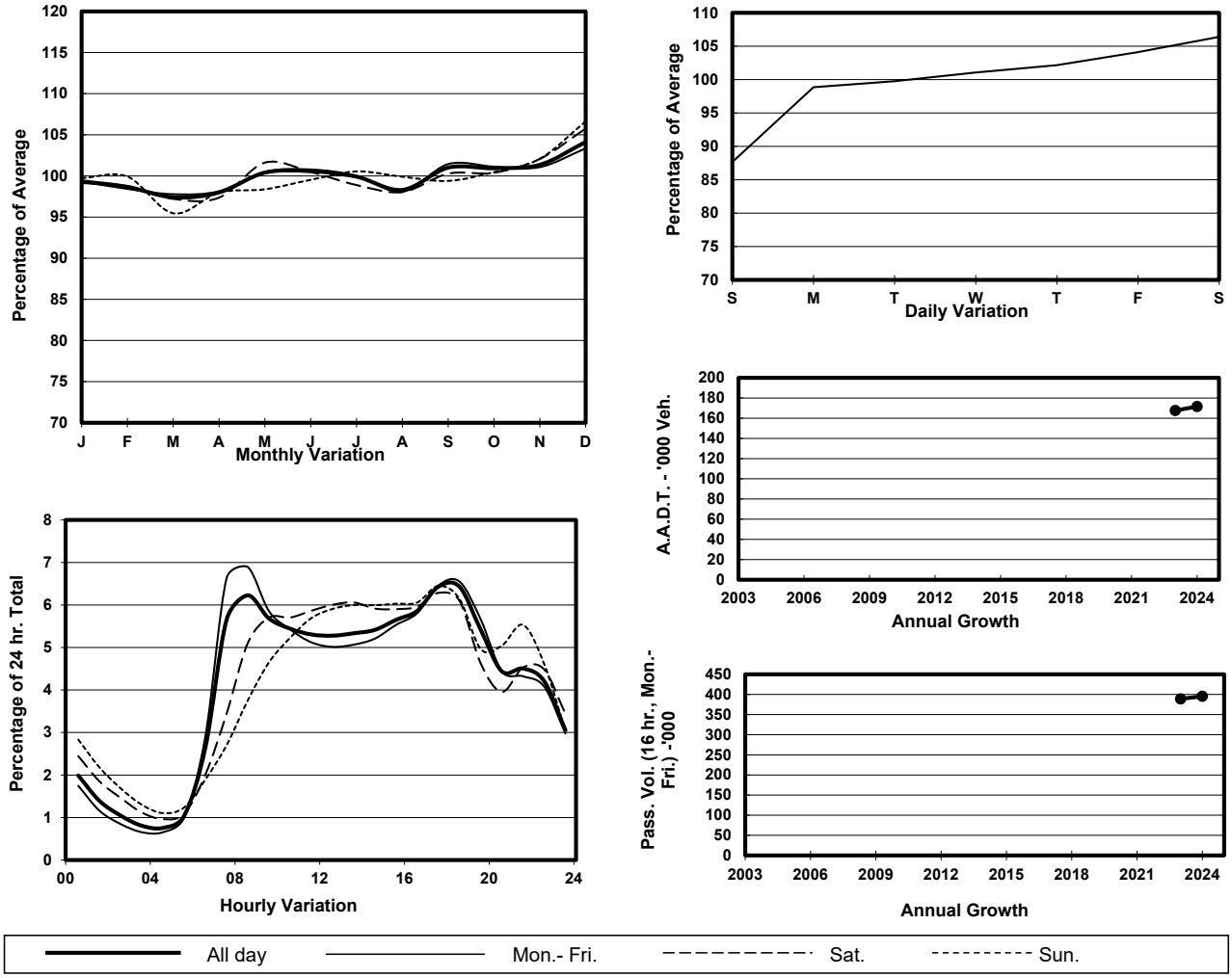
* All traffic data are collected from combined bounds

YEAR 2024

Location Tseung Kwan O External Cordon(Tseung Kwan O Area Boundary)

Stations on Cordon/Screenline 5021, 5023, 5043, 6223 and 6224

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
OUT BOUND				
A.A.D.T.	84110	85670	89990	74320
R 12 / 24 - %	69.1	69.9	68.5	65.2
R 16 / 24 - %	86.8	87.5	85.4	84.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5640	6330	5230	3810
T - % (AM)	-	9.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	5320	5510	5450	4520
T - % (PM)	-	10.0	-	-
Prop.of commercial vehicles - 16 hr.	-	8.9	-	-
IN BOUND				
A.A.D.T.	87460	89090	93800	76990
R 12 / 24 - %	68.3	69.3	67.6	64.0
R 16 / 24 - %	87.7	88.6	85.8	84.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5050	5720	5250	3230
T - % (AM)	-	8.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	6080	6350	6110	5240
T - % (PM)	-	5.0	-	-
Prop.of commercial vehicles - 16 hr.	-	9.2	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.8	55.5	15.5	2.3	2.8	10.5	3.6	3.5	0.1	2.5
	Ocp	1.1	1.5	1.9	7.1	14.8	1.3	1.2	17.3	17.0	32.9
0800-0900	Pro	3.1	61.1	13.4	1.0	2.8	9.5	4.1	3.1	0.1	2.0
Peak Hour	Ocp	1.1	1.3	2.0	5.2	12.8	1.4	1.2	12.8	30.7	37.9
0900-1000	Pro	2.8	52.1	15.8	0.7	2.8	15.1	6.3	1.8	0.1	2.5
	Ocp	1.1	1.3	2.0	3.1	11.6	1.6	1.3	7.3	17.0	22.0
1000-1100	Pro	2.3	43.9	16.8	1.1	3.5	22.7	6.6	1.0	0.1	2.1
	Ocp	1.1	1.3	1.9	2.9	11.5	1.4	1.1	9.0	9.7	17.9
1100-1200	Pro	3.2	47.2	14.7	1.6	3.8	18.8	7.2	1.3	0.1	2.2
	Ocp	1.1	1.3	1.9	2.6	10.3	1.3	1.2	3.2	15.0	19.8
1200-1300	Pro	3.0	47.9	16.2	1.7	3.4	17.7	6.3	1.7	0.1	2.1
	Ocp	1.0	1.5	1.9	3.9	10.8	1.4	1.2	9.4	12.5	21.4
1300-1400	Pro	2.7	45.8	16.1	1.0	3.2	18.0	9.5	1.5	0.1	2.2
	Ocp	1.1	1.4	2.0	1.7	12.1	1.4	1.2	5.2	17.7	26.7
1400-1500	Pro	2.7	47.2	14.8	1.0	2.6	21.3	7.0	1.4	0.1	2.0
	Ocp	1.1	1.4	2.0	2.1	11.6	1.5	1.1	5.8	12.0	21.0
1500-1600	Pro	3.3	49.5	13.4	2.7	2.7	15.7	7.9	2.5	0.1	2.3
	Ocp	1.0	1.4	1.9	4.4	11.3	1.3	1.2	5.1	16.5	22.6
1600-1700	Pro	3.4	49.9	14.2	2.2	2.7	16.3	5.6	3.5	0.1	2.3
	Ocp	1.0	1.5	1.9	3.3	14.0	1.5	1.2	6.6	8.5	30.2
1700-1800	Pro	5.8	55.8	14.1	1.9	2.9	10.4	3.8	2.9	0.1	2.3
	Ocp	1.1	1.4	1.9	2.4	15.1	1.4	1.1	8.2	22.0	36.5
1800-1900	Pro	4.6	65.6	12.8	0.3	2.4	8.3	1.4	2.6	0.1	2.1
	Ocp	1.1	1.3	2.0	2.1	14.1	1.3	1.1	15.6	46.0	44.2
1900-2000	Pro	3.9	66.3	16.5	0.1	2.6	5.3	1.1	2.0	0.1	2.3
	Ocp	1.0	1.3	1.8	1.5	12.9	1.3	1.3	12.6	6.0	32.2
2000-2100	Pro	4.7	63.4	19.4	0.1	2.5	5.1	0.9	1.4	0.1	2.6
	Ocp	1.0	1.4	1.8	1.0	10.5	1.3	1.8	7.1	13.0	22.3
2100-2200	Pro	4.3	55.2	28.1	0.2	2.5	5.2	0.5	1.0	0.1	2.9
	Ocp	1.1	1.4	1.8	2.0	11.0	1.2	1.1	2.7	14.0	20.5
2200-2300	Pro	4.0	59.2	25.3	0.1	2.3	5.1	0.4	0.7	0.0	2.8
	Ocp	1.2	1.4	1.8	1.0	12.3	1.2	1.2	3.4	0.0	21.5
16 hours	Pro	3.6	54.3	16.2	1.2	2.8	12.9	4.6	2.1	0.1	2.3
	Ocp	1.1	1.4	1.9	3.8	12.4	1.4	1.2	9.8	16.2	27.5

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

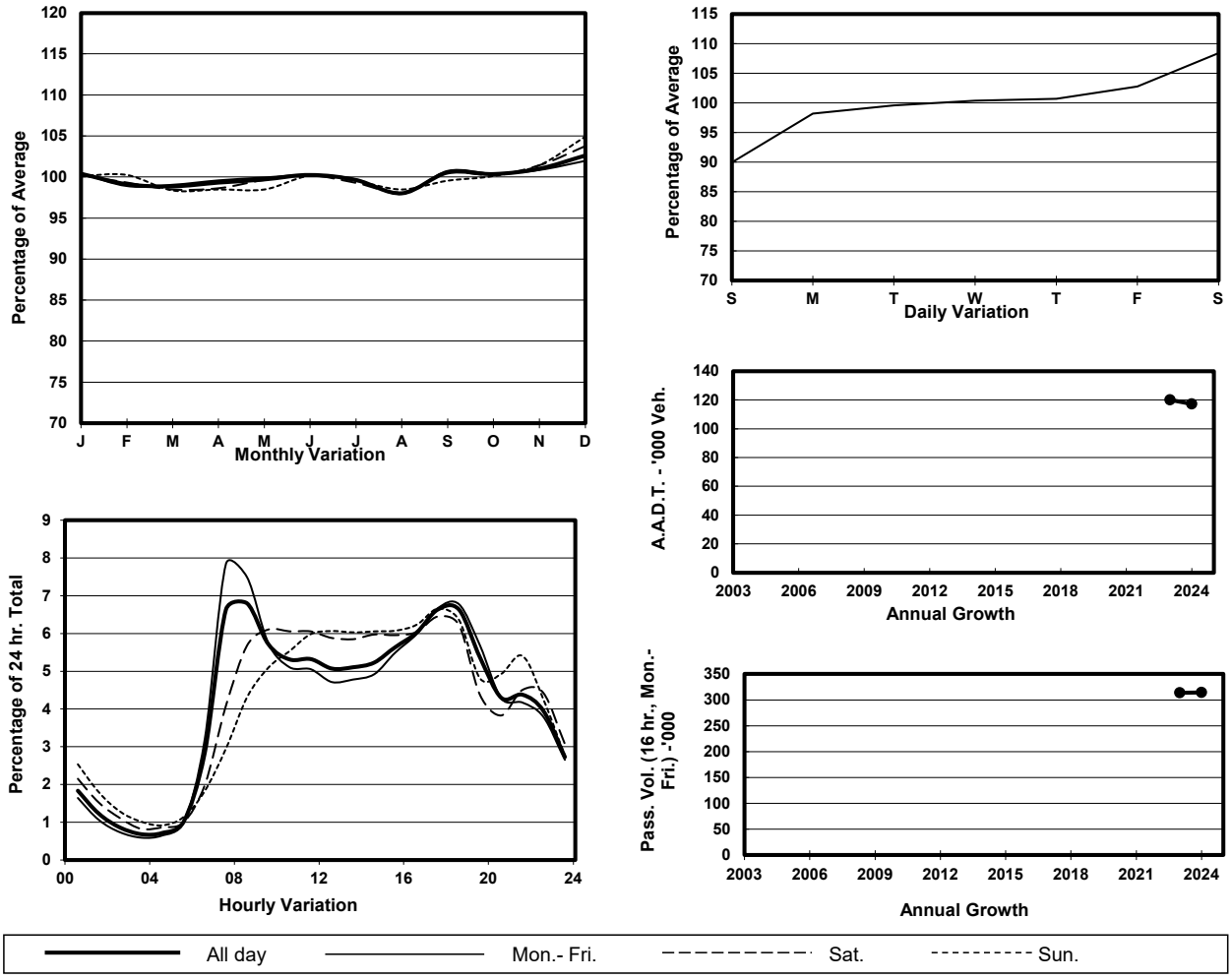
* All traffic data are collected from combined bounds

YEAR 2024

Location Ma On Shan External Cordon(Ma On Shan Area Boundary)

Stations on Cordon/Screenline 6222, 6225 and 6226

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
OUT BOUND				
A.A.D.T.	58890	59480	64200	52750
R 12 / 24 - %	72.3	72.8	72.5	69.1
R 16 / 24 - %	88.3	88.6	88.0	87.2
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	4620	5540	4330	2920
T - % (AM)	-	8.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3720	3720	4040	3510
T - % (PM)	-	10.0	-	-
Prop.of commercial vehicles - 16 hr.	-	9.9	-	-
IN BOUND				
A.A.D.T.	58330	58720	63560	53320
R 12 / 24 - %	67.9	68.3	68.2	65.6
R 16 / 24 - %	87.9	88.4	87.0	86.2
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3360	3740	3470	2490
T - % (AM)	-	17.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	4310	4530	4190	3550
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	11.2	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.5	58.9	12.0	1.7	3.6	9.0	3.5	3.8	0.0	4.1
Peak Hour	Ocp	1.1	1.3	2.0	4.6	15.4	1.4	1.1	11.2	0.0	39.2
0800-0900	Pro	2.7	62.4	11.0	2.0	2.4	10.9	3.6	2.0	0.0	3.0
	Ocp	1.1	1.3	1.8	5.2	13.9	1.6	1.2	9.1	0.0	40.4
0900-1000	Pro	1.8	49.4	14.3	1.4	3.7	17.5	5.9	1.7	0.0	4.4
	Ocp	1.0	1.4	2.0	2.4	10.6	1.4	1.2	6.1	0.0	19.8
1000-1100	Pro	2.3	49.7	13.0	0.7	4.2	18.3	6.8	1.2	0.1	3.9
	Ocp	1.1	1.4	1.7	3.7	7.7	1.3	1.2	6.4	1.0	17.7
1100-1200	Pro	2.1	41.1	14.3	2.1	5.3	22.3	6.8	1.6	0.0	4.3
	Ocp	1.0	1.4	1.8	3.0	7.6	1.4	1.1	5.8	0.0	15.5
1200-1300	Pro	2.0	47.8	11.6	1.9	5.5	17.7	7.6	2.4	0.0	3.6
	Ocp	1.1	1.4	1.7	2.4	6.6	1.4	1.3	5.6	0.0	16.9
1300-1400	Pro	2.1	50.1	11.8	1.4	3.9	17.1	7.7	2.2	0.1	3.7
	Ocp	1.1	1.4	1.9	1.6	8.5	1.5	1.3	8.6	1.0	21.5
1400-1500	Pro	2.1	46.9	13.1	2.0	4.0	17.5	7.0	2.9	0.1	4.4
	Ocp	1.0	1.4	1.8	1.6	9.4	1.7	1.4	17.8	1.0	19.2
1500-1600	Pro	1.9	47.1	14.2	3.5	3.3	17.8	5.2	3.0	0.1	3.9
	Ocp	1.0	1.4	1.6	5.7	12.5	1.5	1.3	11.3	1.5	21.5
1600-1700	Pro	2.6	52.4	12.5	3.2	3.5	14.7	3.9	2.9	0.0	4.4
	Ocp	1.1	1.4	1.7	4.0	14.1	1.4	1.2	4.9	0.0	26.8
1700-1800	Pro	5.3	53.9	12.7	1.9	4.0	12.9	2.3	2.6	0.0	4.4
	Ocp	1.1	1.4	1.8	3.3	13.8	1.4	1.3	9.4	0.0	33.7
1800-1900	Pro	3.5	68.9	9.3	0.2	3.5	7.8	1.4	1.6	0.0	3.7
	Ocp	1.1	1.3	1.8	1.2	15.5	1.2	1.3	13.4	0.0	40.5
1900-2000	Pro	2.6	68.9	13.0	0.3	3.5	4.8	0.7	1.0	0.0	5.3
	Ocp	1.1	1.3	1.8	3.4	11.0	1.3	1.3	12.1	0.0	26.7
2000-2100	Pro	2.5	64.1	15.0	0.1	4.5	6.0	1.5	1.3	0.0	5.0
	Ocp	1.2	1.3	1.8	1.0	8.8	1.3	1.3	3.7	0.0	22.2
2100-2200	Pro	2.5	60.8	18.8	0.1	4.5	7.1	1.1	0.7	0.0	4.4
	Ocp	1.1	1.4	1.7	2.0	8.4	1.2	1.4	1.7	0.0	20.1
2200-2300	Pro	2.3	62.5	20.1	0.0	4.1	4.2	0.6	1.1	0.0	5.0
	Ocp	1.0	1.3	1.7	0.0	9.1	1.4	1.2	3.5	0.0	16.5
16 hours	Pro	2.7	55.7	13.2	1.5	3.9	12.8	4.0	2.1	0.1	4.2
	Ocp	1.1	1.4	1.8	3.7	10.9	1.4	1.2	9.3	1.1	26.0

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

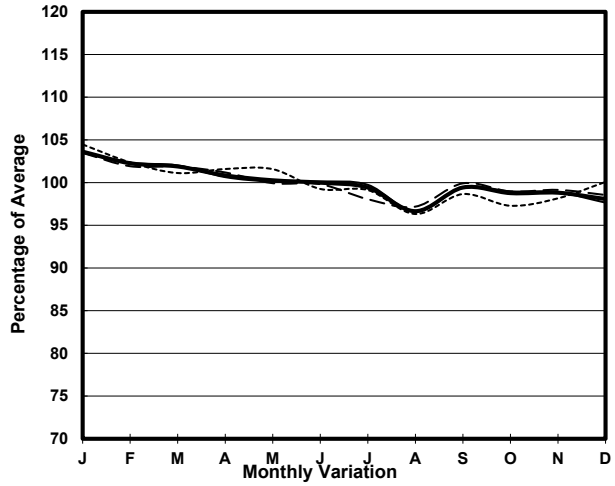
* All traffic data are collected from combined bounds

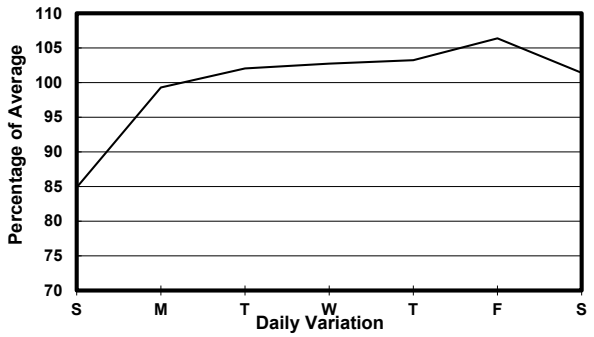
YEAR 2024

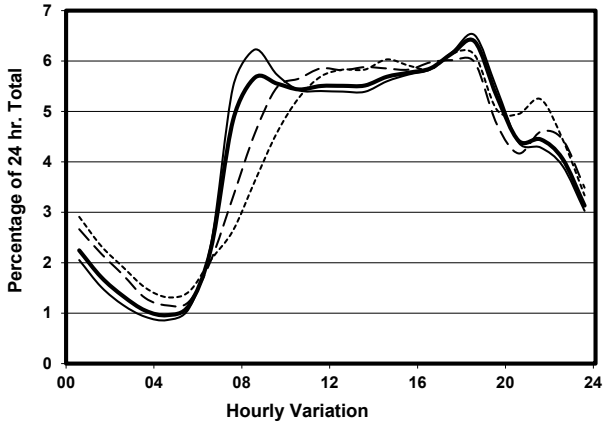
Location Screenline A-A(Urban Railway Line)

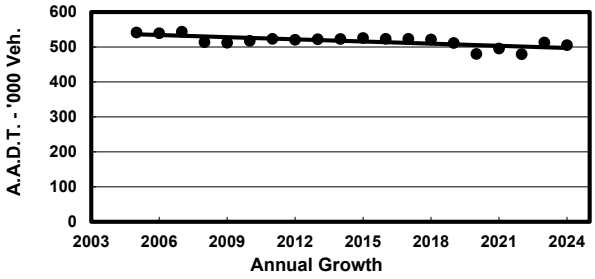
Stations on Cordon/Screenline 3001, 3002, 4202, 4203, 4204, 4205, 4206, 4207, 4208, 4221 and 4401

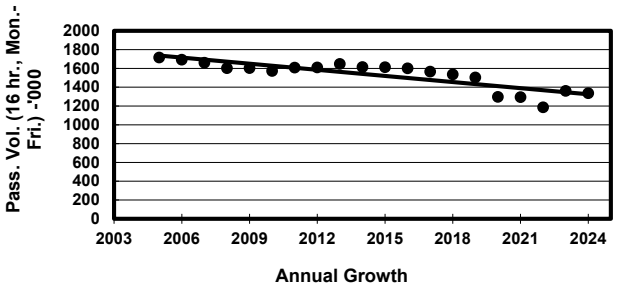
1. TRAFFIC FLOW VARIATION AND GROWTH











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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	258990	268380	264860	220830
R 12 / 24 - %	67.1	68.4	65.1	62.2
R 16 / 24 - %	85.9	86.8	83.6	82.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	14200	16220	13480	9580
T - % (AM)	-	9.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	16620	17550	16000	13650
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.3	-	-
WEST BOUND				
A.A.D.T.	246050	254700	250820	211910
R 12 / 24 - %	68.6	69.5	67.4	64.9
R 16 / 24 - %	86.4	87.1	84.8	83.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	14450	16370	14770	10230
T - % (AM)	-	6.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	15640	16520	15040	12980
T - % (PM)	-	6.0	-	-
Prop.of commercial vehicles - 16 hr.	-	7.4	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.9	41.9	21.6	3.9	2.7	13.7	3.7	3.7	0.1	3.8
	Ocp	1.1	1.4	2.0	7.4	11.0	1.4	1.3	14.5	15.8	38.9
0800-0900	Pro	3.2	51.9	18.2	1.5	2.1	14.9	2.3	2.3	0.1	3.4
	Ocp	1.1	1.3	1.9	4.8	11.8	1.5	1.3	11.9	16.6	41.0
0900-1000	Pro	2.3	45.6	22.1	0.9	2.1	18.4	3.7	1.5	0.1	3.3
	Ocp	1.0	1.3	1.9	2.2	9.6	1.5	1.3	6.9	16.6	26.6
1000-1100	Pro	2.8	40.4	23.6	1.0	2.2	21.4	4.1	1.4	0.1	3.0
	Ocp	1.0	1.4	1.9	2.4	7.4	1.4	1.3	8.3	12.2	24.7
1100-1200	Pro	2.8	39.1	23.9	1.5	1.9	21.7	4.5	1.3	0.1	3.2
	Ocp	1.0	1.4	1.9	2.2	7.7	1.4	1.3	7.1	13.5	26.6
1200-1300	Pro	3.0	45.4	22.3	1.5	1.9	18.1	3.3	1.5	0.1	2.9
	Ocp	1.1	1.4	1.9	3.4	8.5	1.4	1.3	9.4	16.2	27.9
1300-1400	Pro	2.7	42.7	22.9	1.8	1.9	20.1	3.4	1.6	0.1	2.9
	Ocp	1.1	1.4	2.0	3.8	10.2	1.4	1.3	12.6	15.1	29.9
1400-1500	Pro	3.3	43.5	22.4	1.4	1.7	20.2	3.5	1.2	0.1	2.7
	Ocp	1.1	1.4	2.1	2.2	9.7	1.4	1.3	6.4	13.9	28.3
1500-1600	Pro	2.8	47.5	21.3	2.2	1.6	17.0	3.0	1.6	0.1	3.0
	Ocp	1.1	1.4	2.0	6.3	10.8	1.4	1.3	11.2	10.3	29.4
1600-1700	Pro	3.5	47.8	21.7	1.8	2.0	16.0	2.5	1.5	0.1	3.1
	Ocp	1.1	1.4	1.9	3.4	11.3	1.4	1.3	7.3	15.4	33.9
1700-1800	Pro	5.8	52.6	18.7	1.4	2.0	13.5	1.2	1.4	0.1	3.3
	Ocp	1.1	1.4	2.1	2.4	12.6	1.4	1.3	9.3	21.7	43.9
1800-1900	Pro	5.1	58.8	20.2	0.2	2.2	7.9	1.2	1.3	0.1	3.0
Peak Hour	Ocp	1.1	1.4	2.1	1.6	14.4	1.3	1.2	13.5	23.5	54.7
1900-2000	Pro	4.4	59.3	23.0	0.1	2.3	5.7	0.9	1.1	0.1	3.1
	Ocp	1.1	1.4	2.0	6.0	13.1	1.4	1.2	8.6	10.7	38.5
2000-2100	Pro	4.4	53.3	27.3	0.1	2.5	6.7	1.1	0.8	0.1	3.8
	Ocp	1.1	1.5	1.9	1.6	11.3	1.4	1.3	10.2	10.3	28.9
2100-2200	Pro	4.5	50.5	30.7	0.1	2.3	6.5	0.9	0.6	0.1	3.9
	Ocp	1.1	1.4	2.0	1.0	10.1	1.4	1.4	8.9	9.7	29.7
2200-2300	Pro	3.5	53.2	30.6	0.1	2.3	5.5	0.8	0.5	0.1	3.5
	Ocp	1.1	1.5	2.0	2.8	10.5	1.4	1.4	5.1	5.7	24.1
16 hours	Pro	3.7	48.3	22.7	1.3	2.1	14.5	2.6	1.5	0.1	3.2
	Ocp	1.1	1.4	2.0	4.3	10.8	1.4	1.3	10.3	14.7	33.6

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

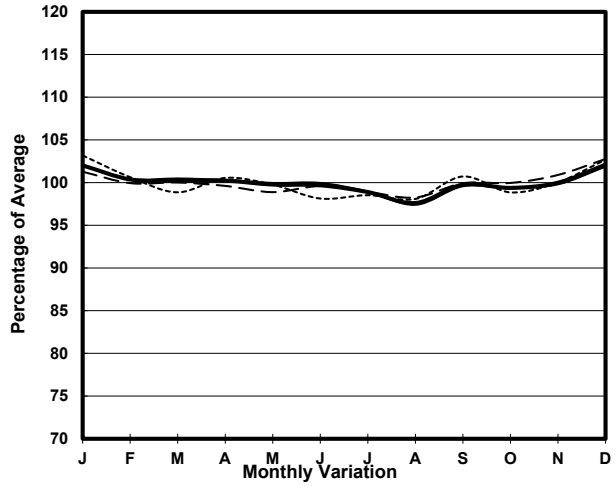
* All traffic data are collected from combined bounds

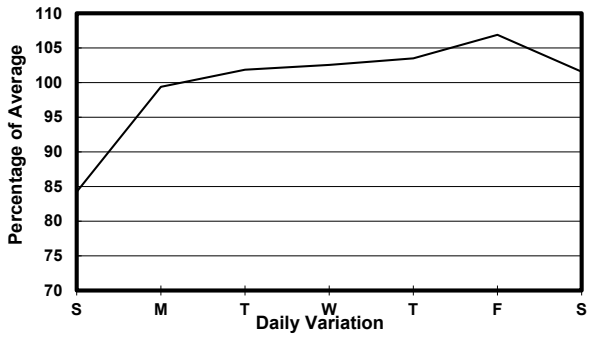
YEAR 2024

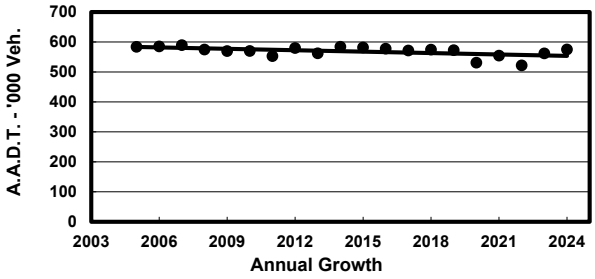
Location Screenline C-C(Kowloon Peninsula South of Dundas Street)

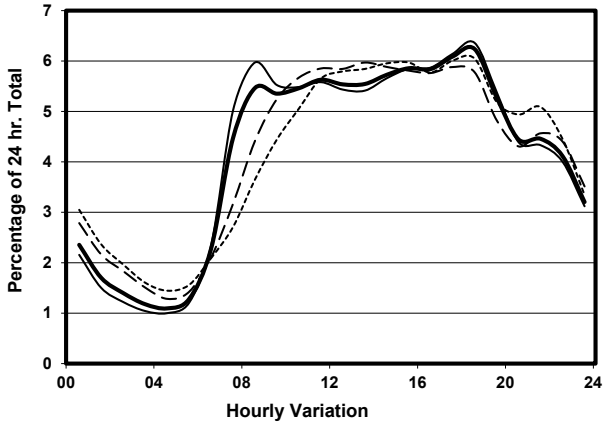
Stations on Cordon/Screenline 3001, 3006, 3014, 3024, 3025, 3026, 3103, 4205, 4209, 4210, 4211, 4212, 4213, 4214, 4215, 4220, 4401, 4403 and 4404

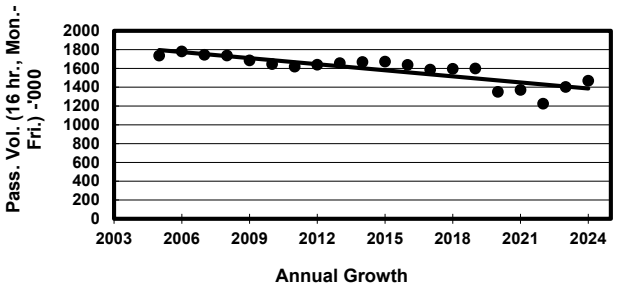
1. TRAFFIC FLOW VARIATION AND GROWTH











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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	288000	298100	296240	246320
R 12 / 24 - %	68.6	69.7	66.5	64.4
R 16 / 24 - %	85.5	86.4	83.4	82.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	17230	19550	16980	11550
T - % (AM)	-	10.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	17970	18820	17460	15300
T - % (PM)	-	6.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.6	-	-
NORTH BOUND				
A.A.D.T.	286840	298050	292360	242250
R 12 / 24 - %	65.9	66.9	64.0	61.4
R 16 / 24 - %	85.5	86.5	83.3	82.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	14470	16050	13920	10180
T - % (AM)	-	11.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	17880	19090	17720	14670
T - % (PM)	-	7.5	-	-
Prop.of commercial vehicles - 16 hr.	-	9.6	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.6	39.3	22.5	3.1	2.2	15.0	4.7	3.5	0.1	5.0
	Ocp	1.1	1.3	2.0	8.6	10.3	1.3	1.2	14.8	14.5	27.5
0800-0900	Pro	3.2	49.7	19.0	1.0	1.7	14.5	3.7	2.5	0.1	4.6
	Ocp	1.1	1.3	1.9	4.6	9.7	1.5	1.2	16.6	15.7	35.0
0900-1000	Pro	2.5	42.2	21.4	0.9	1.6	21.3	4.2	1.4	0.1	4.4
	Ocp	1.1	1.3	1.9	2.9	7.2	1.5	1.2	10.2	14.3	20.2
1000-1100	Pro	2.8	37.1	24.4	0.8	1.5	23.5	5.0	1.1	0.1	3.8
	Ocp	1.1	1.4	1.8	2.1	6.5	1.4	1.3	10.3	11.8	19.4
1100-1200	Pro	3.3	38.3	23.9	1.1	1.4	22.3	5.0	1.1	0.1	3.6
	Ocp	1.1	1.4	1.9	2.4	6.9	1.4	1.2	9.1	12.6	20.2
1200-1300	Pro	3.4	42.8	22.3	1.7	1.6	18.6	4.5	1.5	0.1	3.5
	Ocp	1.0	1.4	1.8	4.0	7.1	1.3	1.3	11.2	13.5	20.9
1300-1400	Pro	3.3	40.2	23.8	1.0	1.5	20.2	4.8	1.5	0.1	3.6
	Ocp	1.1	1.4	2.0	2.9	8.3	1.4	1.3	11.7	15.3	24.1
1400-1500	Pro	3.1	42.3	22.4	0.9	1.2	20.8	4.7	1.4	0.1	3.3
	Ocp	1.0	1.4	2.0	1.9	7.3	1.4	1.3	7.3	13.1	22.5
1500-1600	Pro	3.1	45.6	21.9	2.0	1.3	17.0	3.6	2.0	0.1	3.5
	Ocp	1.1	1.4	2.0	6.0	7.7	1.4	1.3	11.2	12.4	22.8
1600-1700	Pro	3.2	46.8	21.0	1.8	1.5	16.0	3.2	2.2	0.1	4.2
	Ocp	1.1	1.4	1.8	3.8	9.1	1.4	1.2	9.1	19.2	26.9
1700-1800	Pro	5.9	50.8	19.8	1.2	1.3	12.7	2.0	1.9	0.1	4.3
	Ocp	1.1	1.4	2.0	3.4	10.2	1.4	1.2	11.1	23.2	33.9
1800-1900	Pro	5.9	58.0	20.1	0.1	1.4	7.8	1.2	1.4	0.1	4.1
Peak Hour	Ocp	1.0	1.4	2.0	2.2	12.1	1.3	1.2	19.4	22.0	45.1
1900-2000	Pro	5.1	57.7	22.6	0.1	1.4	6.3	1.1	1.4	0.1	4.2
	Ocp	1.1	1.4	1.9	2.9	10.9	1.3	1.2	11.9	10.0	31.8
2000-2100	Pro	4.7	51.4	27.7	0.2	1.7	7.3	1.1	1.1	0.1	4.7
	Ocp	1.1	1.4	1.8	1.3	8.1	1.4	1.2	10.8	13.0	22.9
2100-2200	Pro	4.9	49.5	31.0	0.3	1.6	5.9	1.3	0.8	0.1	4.7
	Ocp	1.1	1.4	1.9	1.9	7.7	1.3	1.2	6.6	10.9	24.0
2200-2300	Pro	3.7	52.6	30.2	0.2	1.7	5.1	1.2	0.7	0.1	4.5
	Ocp	1.1	1.4	1.9	2.7	7.7	1.3	1.1	8.6	7.2	21.7
16 hours	Pro	3.9	46.5	23.0	1.1	1.5	15.0	3.3	1.6	0.1	4.1
	Ocp	1.1	1.4	1.9	4.5	8.6	1.4	1.2	12.0	14.7	26.8

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

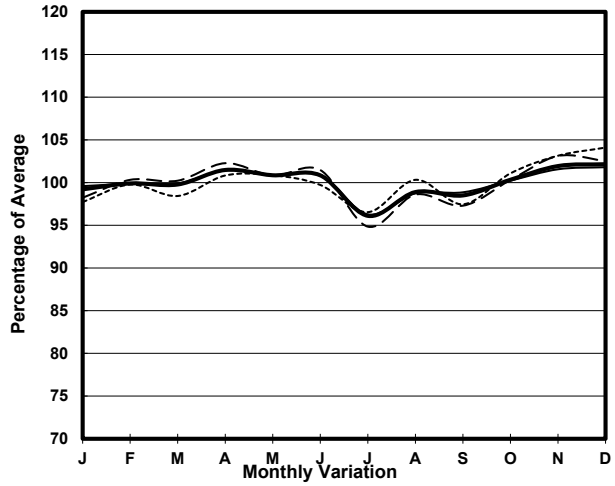
* All traffic data are collected from combined bounds

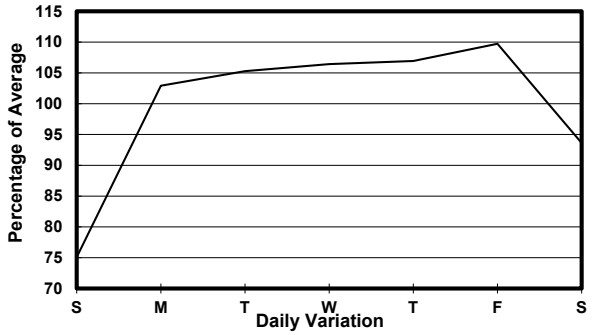
YEAR 2024

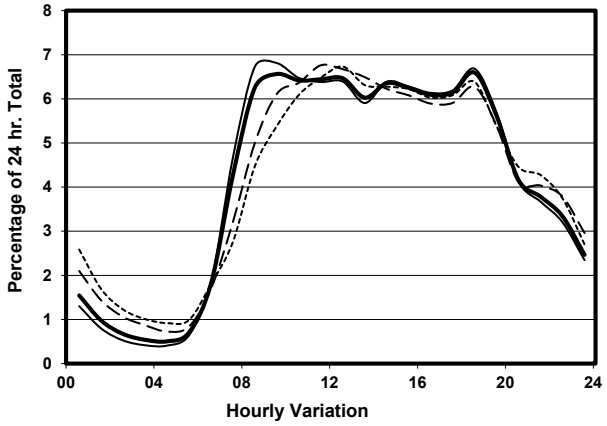
Location Screenline F-F(East end of Central District and the Peak)

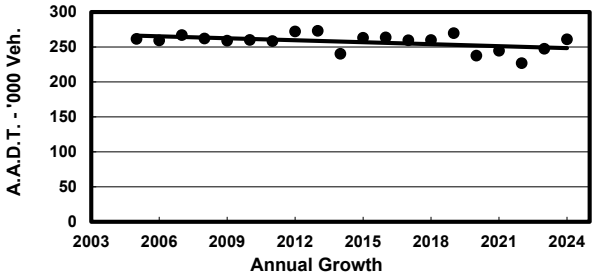
Stations on Cordon/Screenline 1001, 1007, 1031, 2203, 2213, 2217 and 2408

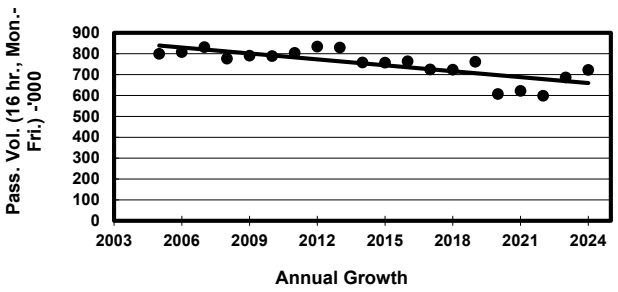
1. TRAFFIC FLOW VARIATION AND GROWTH











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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	129440	139480	123980	97110
R 12 / 24 - %	73.1	74.7	69.5	66.3
R 16 / 24 - %	90.3	91.6	86.8	85.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8400	9630	6920	4540
T - % (AM)	-	9.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	8990	9890	7830	6500
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.2	-	-
WEST BOUND				
A.A.D.T.	131510	141540	123800	101530
R 12 / 24 - %	74.6	75.4	72.6	72.0
R 16 / 24 - %	91.3	91.9	89.9	89.0
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	8730	9590	8230	6160
T - % (AM)	-	9.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	8220	8880	7700	6180
T - % (PM)	-	9.5	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.0	36.1	32.2	2.8	0.8	11.1	2.7	4.8	0.1	6.5
	Ocp	1.0	1.4	2.0	8.7	9.6	1.3	1.4	14.3	10.7	22.4
0800-0900	Pro	2.1	48.4	28.1	0.8	0.5	9.1	1.6	3.5	0.1	5.9
	Ocp	1.0	1.3	2.0	6.2	10.5	1.5	1.3	12.3	21.7	32.1
0900-1000	Pro	2.2	44.1	29.5	0.5	0.6	14.6	2.6	1.3	0.1	4.7
Peak Hour	Ocp	1.0	1.3	1.9	1.7	9.4	1.5	1.3	5.9	16.2	21.4
1000-1100	Pro	1.6	45.7	28.0	0.3	0.3	16.7	2.5	1.2	0.1	3.7
	Ocp	1.0	1.4	1.9	2.1	6.6	1.4	1.3	5.4	13.7	19.9
1100-1200	Pro	3.3	44.9	27.0	0.4	0.4	17.3	2.2	1.3	0.1	3.1
	Ocp	1.0	1.4	2.1	2.0	9.6	1.4	1.3	6.4	16.6	19.8
1200-1300	Pro	2.7	51.5	26.6	0.6	0.3	12.1	1.9	1.4	0.1	2.8
	Ocp	1.0	1.5	2.0	4.4	12.9	1.4	1.3	7.7	15.0	19.1
1300-1400	Pro	3.1	47.1	28.1	0.6	0.3	13.5	2.1	1.9	0.1	3.3
	Ocp	1.0	1.5	2.0	3.9	11.4	1.4	1.4	9.8	13.9	21.9
1400-1500	Pro	2.1	50.4	26.4	0.6	0.5	12.7	1.8	2.2	0.1	3.3
	Ocp	1.0	1.4	2.1	2.0	9.2	1.4	1.4	12.5	15.3	22.0
1500-1600	Pro	2.9	51.4	23.7	1.2	0.4	11.9	1.9	3.7	0.1	2.8
	Ocp	1.1	1.4	2.0	6.4	10.1	1.5	1.3	17.6	15.0	20.8
1600-1700	Pro	2.3	56.1	22.6	0.9	0.3	10.1	1.2	2.8	0.1	3.7
	Ocp	1.1	1.4	2.1	3.3	8.1	1.4	1.2	12.5	17.1	23.9
1700-1800	Pro	3.2	54.0	25.5	0.6	0.4	7.7	1.0	2.7	0.1	4.8
	Ocp	1.1	1.5	2.0	4.0	12.6	1.4	1.3	9.9	23.4	25.8
1800-1900	Pro	3.4	58.4	24.8	0.1	0.4	4.9	0.7	2.6	0.1	4.8
	Ocp	1.1	1.4	2.1	1.8	14.2	1.4	1.2	15.2	25.2	33.5
1900-2000	Pro	3.0	59.5	29.0	0.1	0.4	2.6	0.4	1.6	0.1	3.4
	Ocp	1.1	1.4	2.0	1.0	12.4	1.3	1.3	10.5	10.7	26.5
2000-2100	Pro	2.8	52.4	34.4	0.1	0.6	2.7	0.7	1.0	0.1	5.2
	Ocp	1.1	1.3	1.9	5.3	8.7	1.3	1.2	17.5	11.0	18.7
2100-2200	Pro	3.1	50.0	36.6	0.3	0.5	2.2	0.5	0.9	0.1	5.6
	Ocp	1.0	1.4	2.0	1.5	11.9	1.3	1.1	6.5	5.5	21.2
2200-2300	Pro	3.1	48.3	37.7	0.1	0.7	2.7	0.6	0.8	0.1	6.0
	Ocp	1.0	1.4	1.9	1.0	11.0	1.3	1.3	7.0	7.6	18.6
16 hours	Pro	2.7	50.1	28.0	0.6	0.5	10.1	1.6	2.2	0.1	4.2
	Ocp	1.0	1.4	2.0	5.0	10.4	1.4	1.3	11.9	15.2	23.8

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

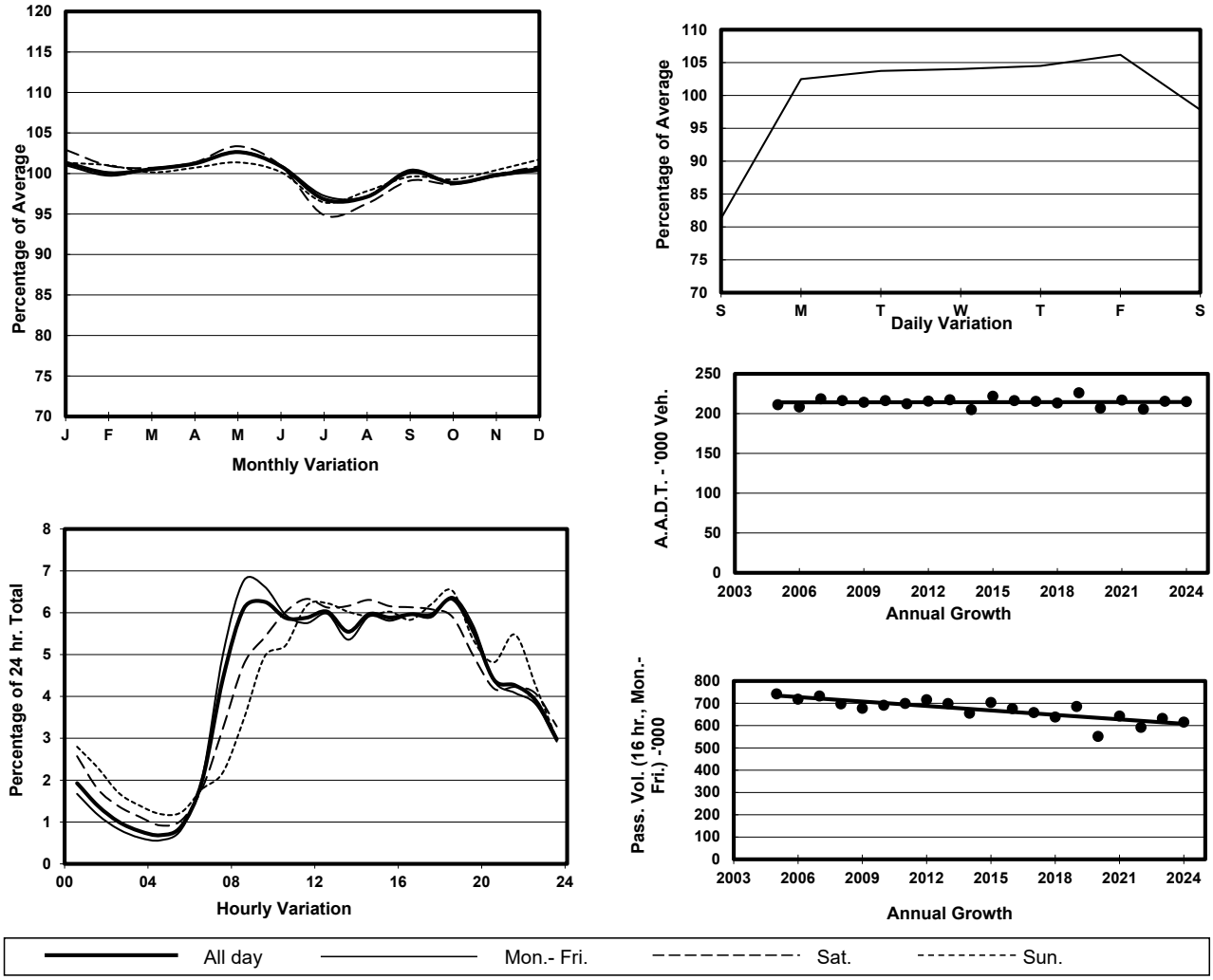
* All traffic data are collected from combined bounds

YEAR 2024

Location Screenline G-G(East end of Causeway Bay)

Stations on Cordon/Screenline 1002, 1032, 1107, 2204 and 2214

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	103500	108430	103200	86480
R 12 / 24 - %	69.4	70.7	66.9	64.1
R 16 / 24 - %	88.4	89.6	85.4	84.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	6320	7260	5400	4020
T - % (AM)	-	11.4	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	6500	6940	6320	5270
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	8.5	-	-
WEST BOUND				
A.A.D.T.	111510	117810	109070	90320
R 12 / 24 - %	71.0	72.0	70.3	65.4
R 16 / 24 - %	88.3	89.1	86.7	84.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	7140	8060	6100	4750
T - % (AM)	-	9.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	7100	7500	6750	6270
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.9	37.0	28.8	4.4	1.1	10.7	2.5	5.8	0.1	5.8
	Ocp	1.1	1.4	2.0	7.0	8.7	1.4	1.5	10.5	22.5	35.1
0800-0900	Pro	2.2	51.1	25.0	1.4	0.5	9.6	2.0	2.7	0.1	5.6
Peak Hour	Ocp	1.0	1.4	2.0	5.4	7.1	1.5	1.3	10.1	9.0	39.6
0900-1000	Pro	1.9	48.4	24.7	1.0	0.5	15.2	2.7	1.2	0.1	4.4
	Ocp	1.0	1.4	1.9	3.2	7.5	1.5	1.3	6.8	4.0	24.0
1000-1100	Pro	2.3	41.6	27.7	1.0	0.6	18.2	3.7	1.3	0.0	3.7
	Ocp	1.0	1.6	1.8	2.2	3.7	1.5	1.3	5.7	0.0	22.9
1100-1200	Pro	2.2	46.2	24.6	1.7	0.6	17.1	2.5	1.2	0.1	3.8
	Ocp	1.0	1.4	1.8	2.5	4.6	1.4	1.3	3.6	11.8	21.8
1200-1300	Pro	2.6	48.0	25.8	1.3	0.4	14.0	3.1	1.6	0.1	3.2
	Ocp	1.1	1.4	2.0	5.4	7.0	1.4	1.5	6.3	4.0	22.5
1300-1400	Pro	2.9	42.3	26.7	1.1	0.6	18.0	3.0	1.4	0.1	3.9
	Ocp	1.1	1.5	2.0	2.7	5.9	1.5	1.3	3.0	22.0	25.3
1400-1500	Pro	2.7	48.1	23.9	1.3	0.6	15.5	2.8	1.7	0.1	3.4
	Ocp	1.1	1.5	2.0	2.2	6.8	1.4	1.3	4.1	1.0	25.7
1500-1600	Pro	3.0	47.0	23.5	2.9	0.6	13.0	2.4	3.8	0.1	3.7
	Ocp	1.0	1.5	1.9	6.8	8.1	1.5	1.3	15.9	20.7	25.6
1600-1700	Pro	3.3	52.4	21.3	2.0	0.6	11.3	1.9	2.7	0.0	4.5
	Ocp	1.1	1.5	1.9	4.7	6.9	1.4	1.3	8.7	0.0	29.0
1700-1800	Pro	4.1	51.9	24.5	0.9	0.4	10.0	1.4	1.8	0.0	5.0
	Ocp	1.0	1.5	1.9	2.8	8.4	1.5	1.4	10.2	0.0	33.6
1800-1900	Pro	3.8	61.4	21.4	0.2	0.7	5.2	0.8	1.8	0.0	4.8
	Ocp	1.0	1.5	2.2	1.8	12.2	1.4	1.4	12.8	0.0	47.2
1900-2000	Pro	3.9	61.3	24.7	0.2	0.5	3.2	0.6	1.1	0.1	4.5
	Ocp	1.1	1.4	2.0	1.0	8.4	1.2	1.2	7.0	1.0	33.3
2000-2100	Pro	3.3	52.2	32.6	0.2	0.6	3.9	0.7	1.0	0.1	5.5
	Ocp	1.1	1.5	1.9	1.3	5.2	1.5	1.4	4.4	1.0	23.3
2100-2200	Pro	3.7	52.0	34.4	0.2	0.9	2.4	0.6	0.4	0.0	5.5
	Ocp	1.1	1.4	1.9	1.0	5.2	1.3	1.2	1.7	0.0	21.4
2200-2300	Pro	2.8	49.7	36.0	0.1	0.5	3.8	0.9	0.5	0.0	5.7
	Ocp	1.0	1.5	1.9	1.0	4.8	1.3	1.4	2.5	0.0	21.8
16 hours	Pro	3.0	49.5	26.0	1.3	0.6	11.1	2.0	1.9	0.1	4.5
	Ocp	1.1	1.5	1.9	4.7	7.1	1.5	1.3	9.1	12.2	29.3

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

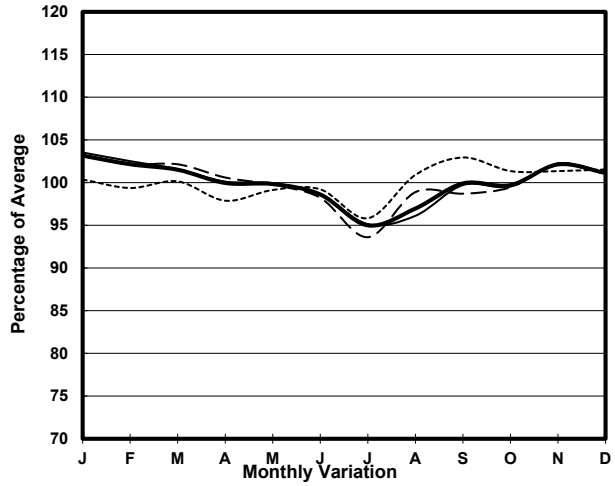
* All traffic data are collected from combined bounds

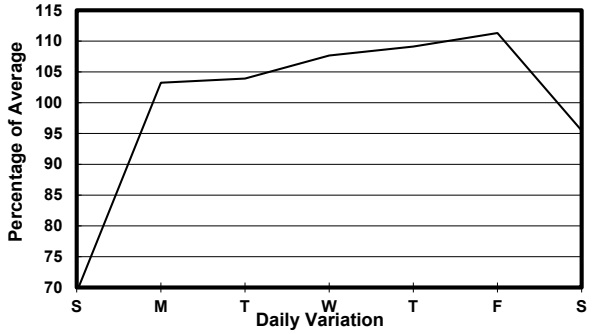
YEAR 2024

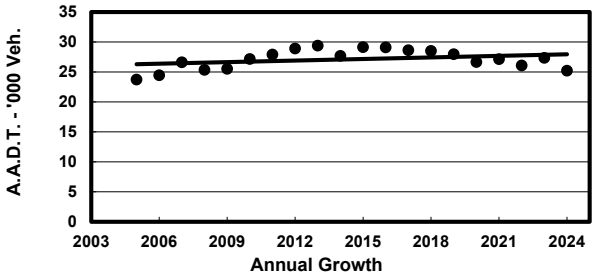
Location Screenline H-H(Boundary Between the Peak and the rest of Hong Kong Island)

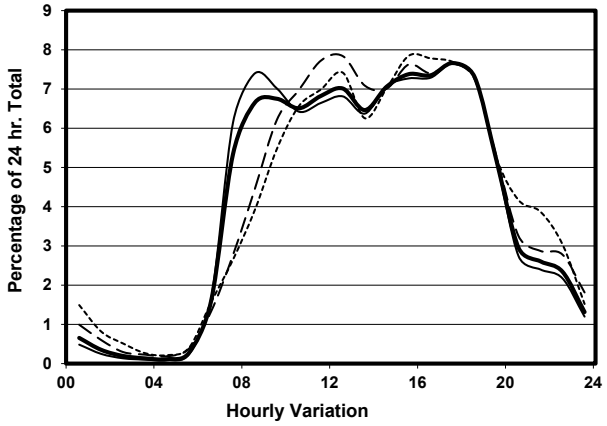
Stations on Cordon/Screenline 2203 and 2205

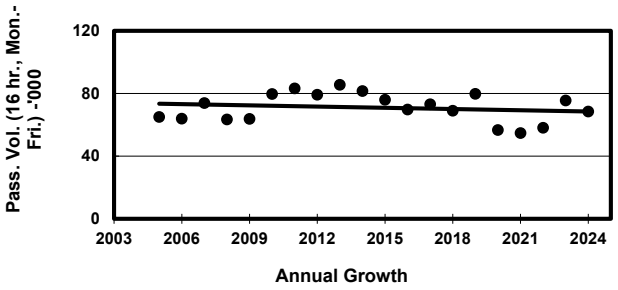
1. TRAFFIC FLOW VARIATION AND GROWTH











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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
UP BOUND				
A.A.D.T.	12500	13580	12230	8840
R 12 / 24 - %	81.9	82.9	79.9	76.7
R 16 / 24 - %	95.0	95.5	93.9	93.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	890	1040	810	490
T - % (AM)	-	2.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	910	990	930	690
T - % (PM)	-	3.4	-	-
Prop.of commercial vehicles - 16 hr.	-	5.4	-	-
DOWN BOUND				
A.A.D.T.	12710	13870	12240	8920
R 12 / 24 - %	82.8	83.9	80.1	77.1
R 16 / 24 - %	95.7	96.2	94.4	93.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	820	990	720	480
T - % (AM)	-	4.4	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	1020	1120	950	760
T - % (PM)	-	8.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.0	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.1	54.2	29.2	1.7	0.5	2.1	0.4	8.0	0.0	0.8
	Ocp	1.1	1.4	2.0	5.9	17.0	1.0	1.0	10.2	0.0	30.0
0800-0900	Pro	1.8	66.7	20.9	0.2	1.3	5.6	0.2	2.7	0.0	0.5
	Ocp	1.1	1.5	2.1	6.0	12.2	1.9	2.0	7.1	0.0	24.6
0900-1000	Pro	1.3	59.2	24.9	0.4	0.7	11.2	0.9	0.7	0.0	0.6
	Ocp	1.3	1.5	2.0	2.5	7.4	1.7	1.8	5.0	0.0	20.9
1000-1100	Pro	2.4	64.9	15.5	0.0	0.8	13.9	0.7	1.2	0.0	0.6
	Ocp	1.0	1.5	2.1	0.0	8.2	1.7	1.3	6.3	0.0	23.8
1100-1200	Pro	1.2	61.9	11.5	0.2	1.8	18.3	1.2	3.1	0.0	0.7
	Ocp	1.0	1.5	2.0	2.0	9.7	1.7	1.2	6.5	0.0	38.3
1200-1300	Pro	2.7	67.8	13.9	0.5	1.1	9.8	1.2	2.5	0.0	0.6
	Ocp	1.2	1.5	2.0	1.5	8.9	1.5	1.6	14.5	0.0	40.5
1300-1400	Pro	2.1	61.8	14.9	0.2	0.7	12.7	1.2	5.9	0.0	0.6
	Ocp	1.0	1.5	2.0	7.0	11.7	1.5	2.0	21.0	0.0	42.9
1400-1500	Pro	1.7	55.6	19.9	0.4	0.9	9.6	1.4	9.7	0.0	0.7
	Ocp	1.0	1.5	1.7	2.0	6.2	1.4	1.3	18.7	0.0	43.0
1500-1600	Pro	1.4	59.4	17.3	0.7	0.9	8.0	0.7	10.9	0.0	0.8
	Ocp	1.2	1.5	2.1	10.0	10.3	1.5	1.3	24.0	0.0	35.2
1600-1700	Pro	1.9	66.0	19.8	0.2	0.4	4.3	0.7	6.0	0.0	0.6
	Ocp	1.1	1.6	2.3	4.0	15.0	1.4	2.0	20.1	0.0	58.6
1700-1800	Pro	2.8	67.1	19.3	0.4	0.5	3.6	0.5	5.1	0.0	0.6
Peak Hour	Ocp	1.1	1.6	2.3	9.0	15.0	1.7	2.3	20.8	0.0	50.3
1800-1900	Pro	3.3	71.8	19.8	0.0	0.4	2.8	0.2	1.3	0.0	0.5
	Ocp	1.1	1.6	2.3	0.0	18.5	1.2	1.0	7.4	0.0	45.8
1900-2000	Pro	2.7	74.8	18.0	0.0	0.7	1.4	0.3	1.5	0.0	0.7
	Ocp	1.0	1.5	2.3	0.0	11.3	1.6	1.0	6.8	0.0	59.8
2000-2100	Pro	1.9	67.0	22.1	0.0	2.0	4.4	0.0	1.0	0.0	1.5
	Ocp	1.0	1.4	1.9	0.0	3.0	1.4	0.0	9.5	0.0	20.9
2100-2200	Pro	3.4	69.3	20.2	0.0	1.6	1.1	0.6	2.4	0.0	1.4
	Ocp	1.3	1.7	2.0	0.0	5.7	1.5	1.0	8.3	0.0	13.6
2200-2300	Pro	1.6	76.4	18.6	0.0	1.2	0.5	0.0	1.1	0.0	0.6
	Ocp	1.0	1.6	1.9	0.0	4.5	1.0	0.0	6.2	0.0	10.4
16 hours	Pro	2.2	64.4	19.0	0.4	0.9	7.5	0.7	4.3	0.0	0.7
	Ocp	1.1	1.5	2.1	5.4	9.9	1.6	1.5	16.8	0.0	36.1

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

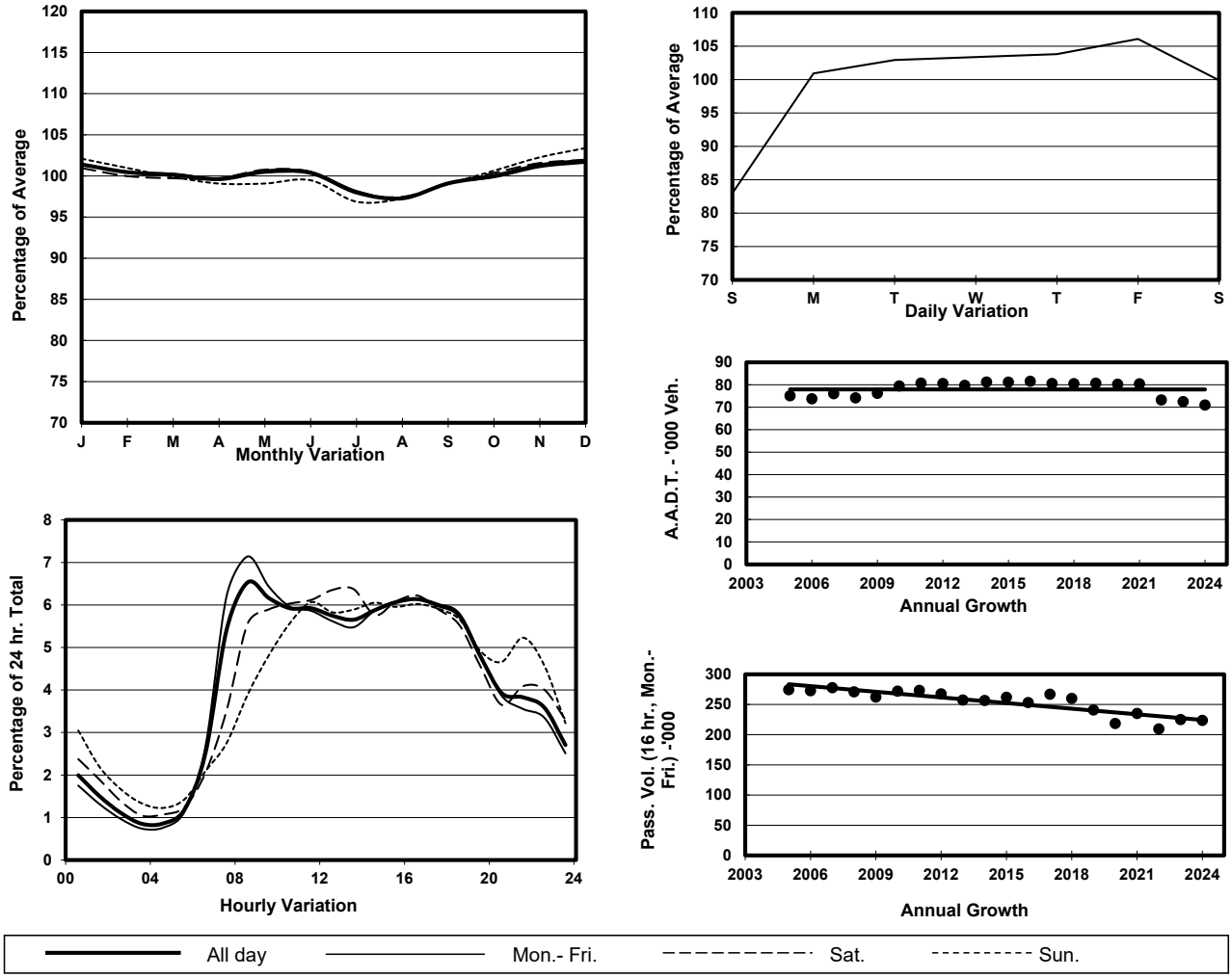
* All traffic data are collected from combined bounds

YEAR 2024

Location Screenline I-I(Boundary between Shau Kei Wan & Chai Wan)

Stations on Cordon/Screenline 1009 and 2215

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	35560	37220	35590	29520
R 12 / 24 - %	69.1	70.6	67.2	61.6
R 16 / 24 - %	86.8	87.8	84.9	82.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2170	2440	1980	1270
T - % (AM)	-	12.8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	2130	2230	2250	1680
T - % (PM)	-	15.2	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-
NORTH BOUND				
A.A.D.T.	35390	36820	35920	29940
R 12 / 24 - %	73.3	74.6	71.5	67.2
R 16 / 24 - %	87.8	88.5	86.4	85.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2500	2850	2240	1590
T - % (AM)	-	15.1	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	2290	2440	2200	1900
T - % (PM)	-	11.7	-	-
Prop.of commercial vehicles - 16 hr.	-	14.5	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.5	38.4	20.0	2.9	1.7	14.8	6.2	4.2	0.0	6.2
	Ocp	1.1	1.3	2.0	8.9	11.9	1.4	1.2	14.7	0.0	47.6
0800-0900	Pro	3.3	47.4	15.6	3.5	1.7	14.4	7.0	2.2	0.1	4.7
Peak Hour	Ocp	1.1	1.5	2.0	3.1	13.6	1.4	1.2	7.5	32.0	43.7
0900-1000	Pro	3.1	38.6	17.4	2.0	1.9	19.2	10.3	2.2	0.1	5.3
	Ocp	1.1	1.4	2.0	2.7	9.8	1.4	1.2	9.3	1.0	26.5
1000-1100	Pro	2.6	33.4	17.3	2.0	1.5	27.3	10.1	1.6	0.1	4.1
	Ocp	1.1	1.4	1.9	2.8	12.2	1.4	1.2	7.0	15.5	26.9
1100-1200	Pro	3.7	32.4	17.5	3.1	1.3	25.2	11.1	2.1	0.0	3.6
	Ocp	1.0	1.4	2.0	2.2	12.4	1.5	1.3	3.6	0.0	31.4
1200-1300	Pro	4.6	37.1	17.9	2.2	2.3	22.3	7.4	2.6	0.1	3.6
	Ocp	1.0	1.5	2.0	2.3	13.3	1.4	1.3	5.1	9.1	34.1
1300-1400	Pro	3.4	34.5	18.3	2.1	1.7	21.6	13.2	1.8	0.1	3.6
	Ocp	1.1	1.5	2.0	2.0	11.6	1.3	1.3	5.4	31.0	31.3
1400-1500	Pro	4.3	36.6	17.4	3.2	1.6	20.6	10.5	1.6	0.1	4.2
	Ocp	1.1	1.5	1.9	2.7	10.2	1.5	1.3	3.1	2.8	27.3
1500-1600	Pro	3.0	39.6	20.0	3.0	1.8	19.1	6.8	2.4	0.1	4.2
	Ocp	1.1	1.5	1.9	4.1	12.5	1.5	1.3	6.9	18.0	31.7
1600-1700	Pro	3.8	38.6	19.4	2.8	1.5	20.0	5.1	3.8	0.1	5.0
	Ocp	1.1	1.4	1.7	3.4	13.6	1.5	1.2	9.4	42.0	35.8
1700-1800	Pro	5.6	47.7	16.8	1.3	1.3	15.9	4.0	2.7	0.1	4.6
	Ocp	1.1	1.4	1.8	2.2	15.6	1.3	1.4	5.3	13.3	40.8
1800-1900	Pro	7.2	56.9	14.7	0.8	1.7	9.2	2.3	2.2	0.1	5.0
	Ocp	1.1	1.4	2.2	3.3	13.8	1.4	1.4	9.4	29.5	48.2
1900-2000	Pro	7.3	57.9	17.1	1.1	1.9	6.0	1.7	1.4	0.1	5.7
	Ocp	1.1	1.3	2.0	2.4	10.6	1.4	1.2	4.6	1.0	34.2
2000-2100	Pro	5.4	54.7	21.9	0.1	1.5	6.5	1.6	1.0	0.1	7.2
	Ocp	1.1	1.4	1.7	1.0	8.6	1.4	1.4	2.7	16.8	24.9
2100-2200	Pro	7.5	47.4	26.2	0.6	1.4	7.2	1.8	0.5	0.1	7.4
	Ocp	1.0	1.4	1.8	1.5	6.1	1.3	1.7	1.7	3.0	22.0
2200-2300	Pro	7.1	52.1	22.3	0.3	1.5	7.0	1.7	0.9	0.1	7.0
	Ocp	1.1	1.4	1.7	3.0	5.3	1.4	1.3	9.0	1.0	18.6
16 hours	Pro	4.6	42.6	18.4	2.1	1.6	16.8	6.7	2.2	0.1	4.9
	Ocp	1.1	1.4	1.9	3.4	11.7	1.4	1.3	7.7	13.2	33.6

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

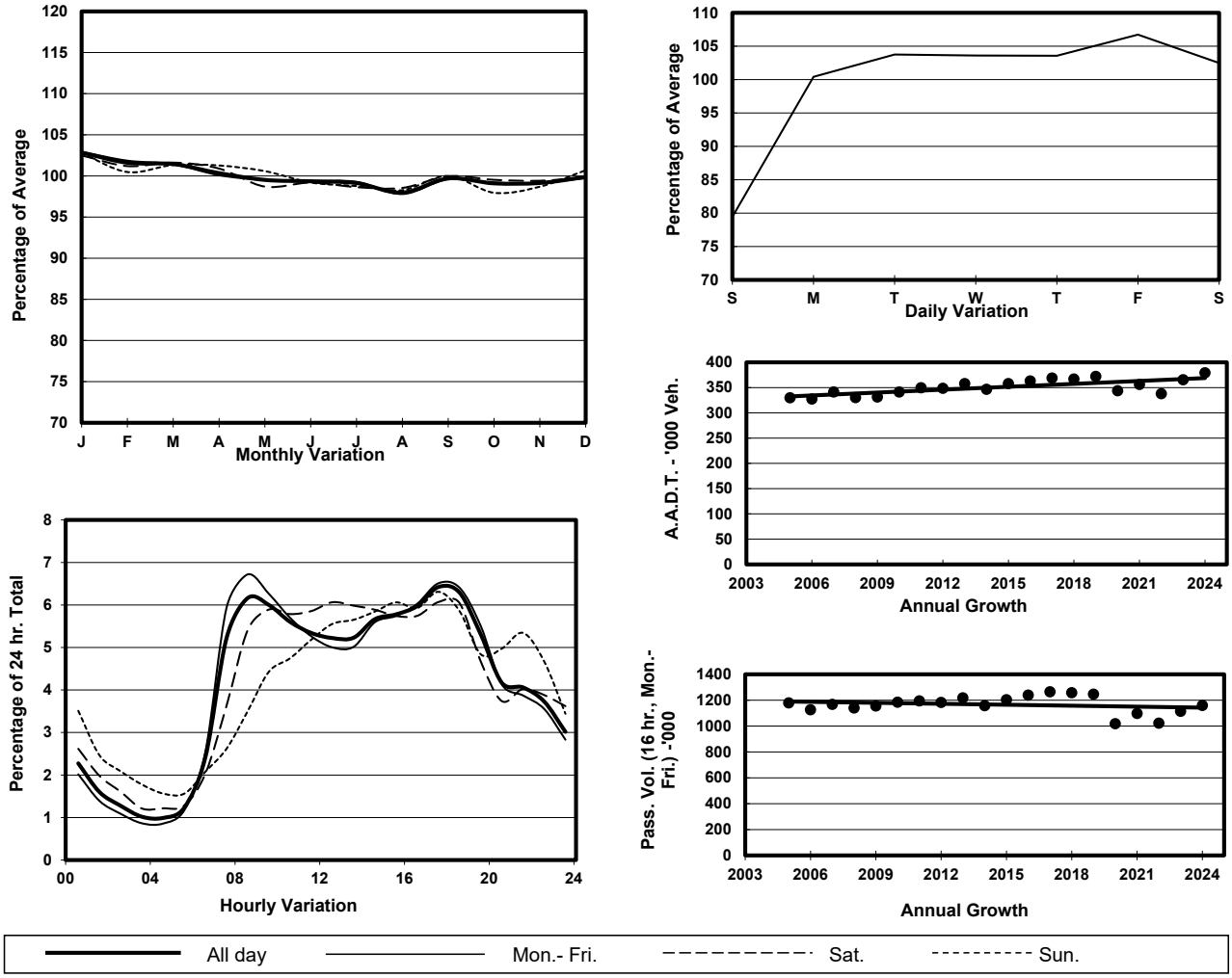
* All traffic data are collected from combined bounds

YEAR 2024

Location Screenline K-K(West end of Kwun Tong)

Stations on Cordon/Screenline 3004, 4216, 4217, 4218, 4219 and 4222

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	192920	201530	201900	155800
R 12 / 24 - %	68.9	70.3	67.7	61.1
R 16 / 24 - %	86.2	87.5	84.0	81.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	11970	13310	11530	6650
T - % (AM)	-	11.5	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	12220	12920	12450	10000
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	10.9	-	-
WEST BOUND				
A.A.D.T.	186210	195660	190570	148990
R 12 / 24 - %	68.9	70.0	68.6	62.3
R 16 / 24 - %	86.1	87.0	84.8	82.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11720	13470	11600	6860
T - % (AM)	-	11.1	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	12120	13030	11870	9230
T - % (PM)	-	7.4	-	-
Prop.of commercial vehicles - 16 hr.	-	10.4	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.9	42.8	18.2	2.5	3.6	13.3	5.5	3.6	0.1	4.6
	Ocp	1.1	1.4	2.0	6.9	13.6	1.3	1.1	18.4	15.1	47.0
0800-0900	Pro	3.8	49.5	16.9	1.2	2.9	14.6	4.6	2.2	0.1	4.2
Peak Hour	Ocp	1.1	1.3	2.1	4.9	14.0	1.4	1.3	15.0	17.8	49.0
0900-1000	Pro	2.3	44.5	18.9	1.1	3.0	19.0	5.4	1.4	0.1	4.3
	Ocp	1.1	1.3	2.0	2.0	11.3	1.4	1.2	9.4	11.4	28.2
1000-1100	Pro	2.1	38.4	20.1	1.0	2.6	24.5	6.6	0.7	0.1	3.8
	Ocp	1.1	1.4	1.9	2.0	10.0	1.4	1.2	5.5	10.5	24.9
1100-1200	Pro	3.2	40.1	17.2	1.2	3.1	22.9	7.2	1.0	0.1	4.0
	Ocp	1.0	1.3	1.9	2.5	9.9	1.4	1.2	8.5	12.0	22.7
1200-1300	Pro	2.9	41.7	17.2	1.6	2.8	21.0	7.2	1.4	0.1	4.1
	Ocp	1.0	1.3	2.0	3.6	9.4	1.3	1.2	9.8	10.9	23.6
1300-1400	Pro	3.6	37.9	18.9	1.7	2.9	21.6	8.2	1.3	0.1	3.8
	Ocp	1.0	1.4	1.9	3.0	10.2	1.3	1.3	4.7	9.3	25.8
1400-1500	Pro	2.7	36.8	19.0	0.9	2.3	24.5	8.2	1.1	0.1	4.2
	Ocp	1.1	1.4	2.0	1.6	11.1	1.4	1.2	3.9	9.4	23.5
1500-1600	Pro	2.7	41.8	16.4	2.2	2.6	21.6	7.1	1.6	0.1	4.0
	Ocp	1.1	1.4	1.9	5.1	10.8	1.3	1.2	10.0	11.6	27.8
1600-1700	Pro	3.7	45.1	16.6	2.0	2.8	19.1	4.7	1.9	0.1	4.0
	Ocp	1.1	1.4	1.9	3.0	12.7	1.4	1.2	7.3	9.7	31.3
1700-1800	Pro	5.6	51.8	15.2	1.3	3.0	14.1	2.8	1.4	0.1	4.6
	Ocp	1.1	1.3	2.0	3.2	14.0	1.3	1.1	8.1	16.2	46.3
1800-1900	Pro	4.6	60.5	14.2	0.3	3.1	9.9	1.7	1.3	0.1	4.3
	Ocp	1.1	1.4	2.1	3.6	14.3	1.3	1.2	16.0	22.1	55.5
1900-2000	Pro	4.4	59.1	18.4	0.1	3.4	7.3	1.4	1.3	0.1	4.5
	Ocp	1.1	1.4	1.9	2.1	11.9	1.3	1.2	9.9	14.5	38.0
2000-2100	Pro	4.4	55.3	22.0	0.1	4.1	6.9	0.9	1.0	0.1	5.2
	Ocp	1.1	1.4	1.9	3.1	9.6	1.3	1.1	9.7	8.4	27.9
2100-2200	Pro	4.2	52.3	25.7	0.1	3.6	7.2	1.0	0.4	0.1	5.4
	Ocp	1.1	1.4	1.9	1.2	9.4	1.2	1.2	2.9	7.2	25.4
2200-2300	Pro	3.7	53.0	26.9	0.1	3.5	6.1	0.8	0.2	0.1	5.6
	Ocp	1.1	1.4	1.9	3.2	11.1	1.2	1.2	14.8	7.7	20.9
16 hours	Pro	3.8	46.8	18.4	1.1	3.1	16.3	4.7	1.5	0.1	4.3
	Ocp	1.1	1.4	2.0	3.8	11.7	1.4	1.2	11.1	12.3	33.6

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

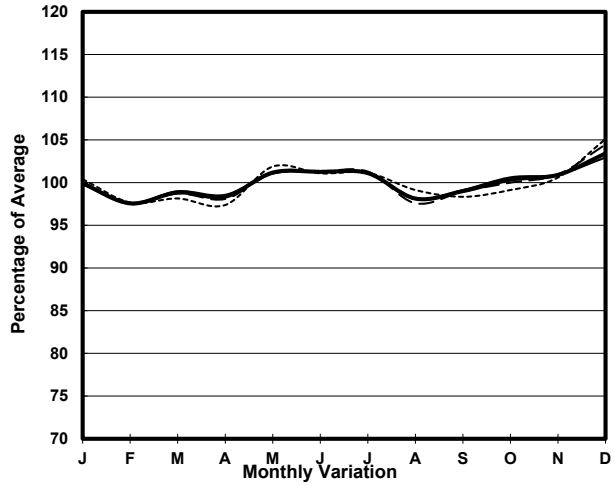
* All traffic data are collected from combined bounds

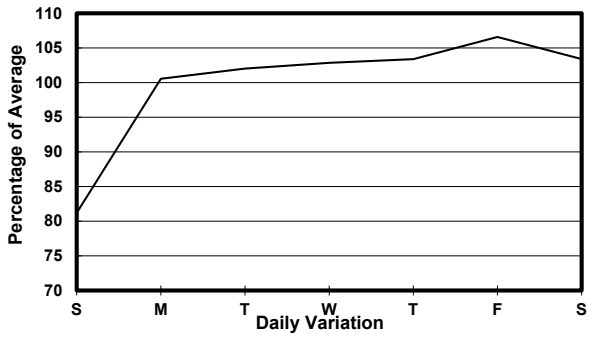
YEAR 2024

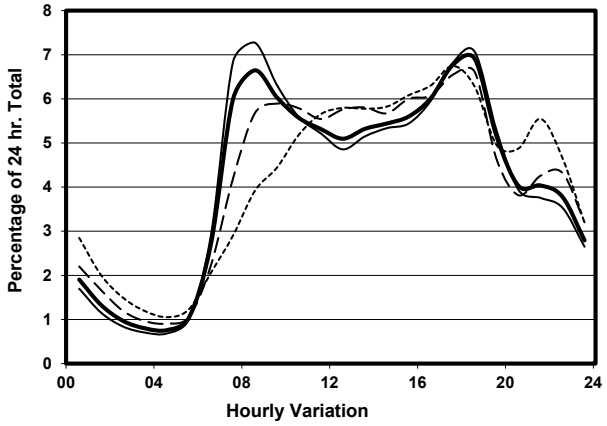
Location Screenline R-R(North end of Tsuen Wan and Sha Tin)

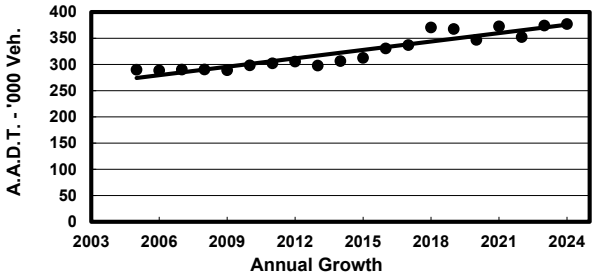
Stations on Cordon/Screenline 5012, 5013, 5014, 5029, 5042, 6209 and 6210

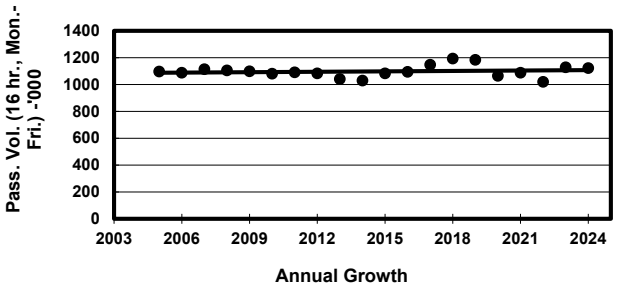
1. TRAFFIC FLOW VARIATION AND GROWTH











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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	188980	196850	197000	154970
R 12 / 24 - %	74.6	75.7	73.4	69.1
R 16 / 24 - %	88.0	88.3	87.6	86.3
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	15210	17710	13900	8000
T - % (AM)	-	12.9	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	11800	12130	12540	10680
T - % (PM)	-	13.4	-	-
Prop.of commercial vehicles - 16 hr.	-	16.2	-	-
NORTH BOUND				
A.A.D.T.	188000	195680	196800	154150
R 12 / 24 - %	66.8	67.9	65.7	60.7
R 16 / 24 - %	87.4	88.3	85.6	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	9850	11130	9310	5730
T - % (AM)	-	20.0	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	14370	15650	13670	10170
T - % (PM)	-	12.5	-	-
Prop.of commercial vehicles - 16 hr.	-	18.5	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.1	58.4	7.8	0.6	0.9	13.2	8.8	2.7	0.1	3.5
	Ocp	1.0	1.2	1.9	4.7	11.8	1.3	1.1	16.0	12.3	61.1
0800-0900	Pro	2.6	55.3	7.5	0.6	0.7	16.5	10.8	2.2	0.1	3.7
Peak Hour	Ocp	1.0	1.3	2.0	3.9	13.2	1.4	1.2	16.3	13.2	55.1
0900-1000	Pro	1.6	45.5	7.9	0.3	0.8	23.3	14.4	2.3	0.1	3.8
	Ocp	1.1	1.3	1.9	1.7	10.4	1.4	1.1	14.1	10.1	30.6
1000-1100	Pro	1.7	42.0	8.0	0.6	0.9	24.3	16.8	2.2	0.1	3.4
	Ocp	1.1	1.3	1.9	2.9	9.8	1.3	1.1	10.7	12.0	31.2
1100-1200	Pro	1.7	42.7	7.7	0.6	1.0	23.7	17.1	2.0	0.1	3.4
	Ocp	1.1	1.3	2.0	2.1	11.7	1.3	1.1	13.1	9.8	30.3
1200-1300	Pro	1.9	44.1	7.2	0.7	1.1	22.7	16.9	1.6	0.1	3.5
	Ocp	1.1	1.3	2.0	3.7	8.1	1.3	1.1	10.4	9.3	31.4
1300-1400	Pro	1.6	43.4	7.2	0.5	1.2	23.9	17.7	1.5	0.1	3.1
	Ocp	1.1	1.3	2.0	2.0	9.0	1.3	1.2	7.0	12.0	37.4
1400-1500	Pro	1.7	44.6	7.6	0.4	1.0	23.2	16.8	1.7	0.1	3.0
	Ocp	1.0	1.3	2.0	1.6	8.3	1.4	1.2	5.7	10.2	30.0
1500-1600	Pro	1.8	45.5	7.2	0.6	0.9	23.0	16.2	1.7	0.1	3.2
	Ocp	1.1	1.3	1.9	7.1	11.5	1.3	1.1	12.9	14.2	33.3
1600-1700	Pro	2.4	48.5	7.0	0.8	1.0	20.9	13.3	2.4	0.1	3.7
	Ocp	1.0	1.3	1.8	2.5	10.9	1.3	1.2	8.3	11.1	38.4
1700-1800	Pro	4.9	52.9	7.5	0.6	1.1	19.2	7.6	2.2	0.1	4.0
	Ocp	1.1	1.3	1.9	5.3	13.6	1.3	1.1	18.0	9.4	53.4
1800-1900	Pro	3.7	66.7	6.4	0.1	0.7	10.3	5.3	2.7	0.1	4.0
	Ocp	1.1	1.2	1.9	2.4	14.2	1.2	1.1	20.4	14.7	67.2
1900-2000	Pro	2.5	67.0	8.7	0.1	1.1	9.1	4.4	2.4	0.1	4.6
	Ocp	1.1	1.3	1.8	2.0	10.2	1.3	1.1	16.0	15.1	48.3
2000-2100	Pro	2.7	63.5	11.3	0.0	1.3	8.9	5.2	2.1	0.1	5.0
	Ocp	1.1	1.2	1.8	0.0	7.1	1.3	1.1	6.2	10.6	36.4
2100-2200	Pro	3.1	60.8	13.3	0.1	1.3	10.3	5.4	1.2	0.1	4.6
	Ocp	1.1	1.3	1.8	1.0	10.3	1.3	1.1	7.3	11.9	34.1
2200-2300	Pro	2.7	64.4	14.1	0.1	1.1	7.8	4.3	1.2	0.1	4.4
	Ocp	1.1	1.4	1.8	1.5	7.7	1.2	1.1	5.0	8.8	34.2
16 hours	Pro	2.6	52.6	8.2	0.4	1.0	17.8	11.4	2.1	0.1	3.8
	Ocp	1.1	1.3	1.9	3.5	10.6	1.3	1.1	13.2	11.5	42.8

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

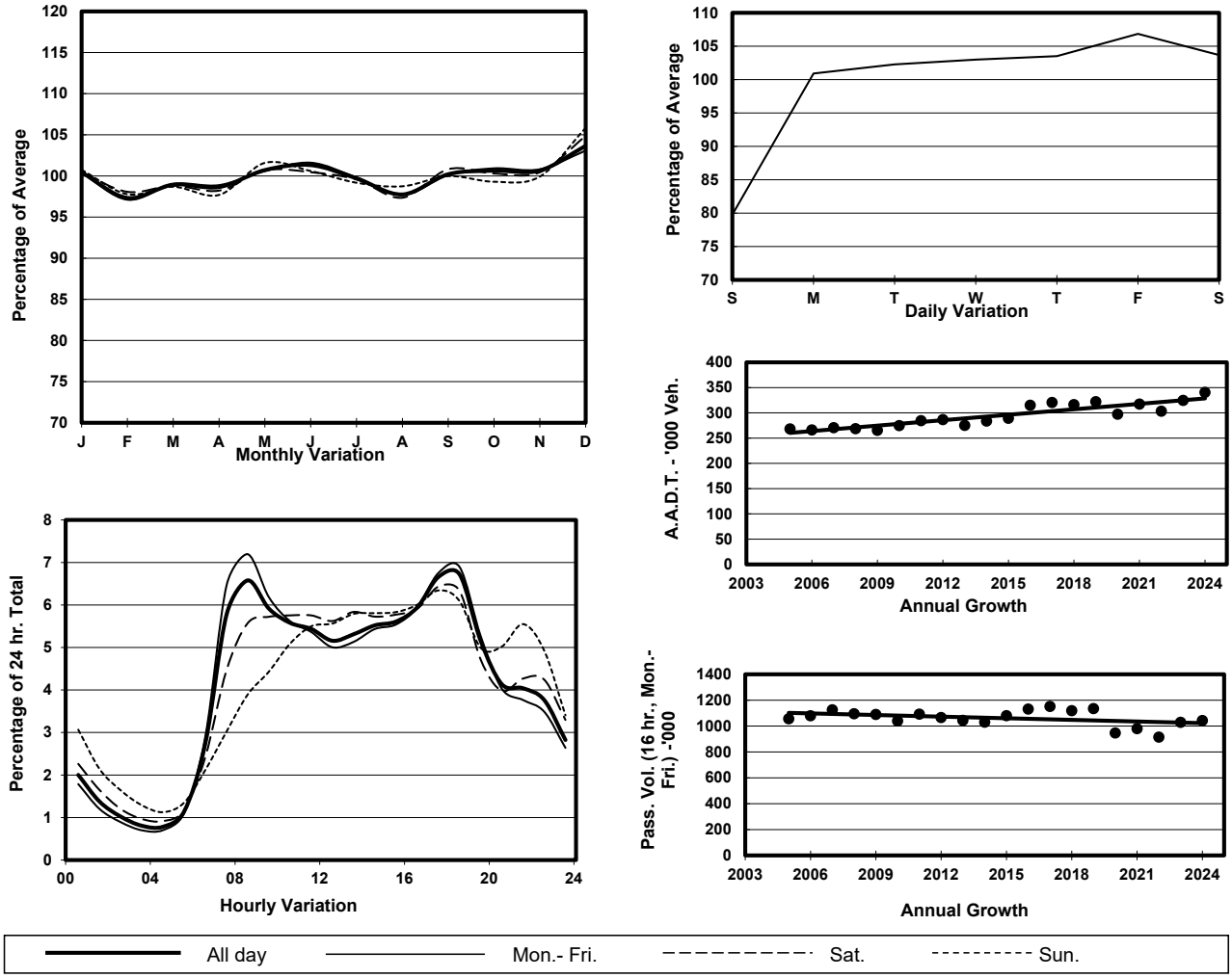
* All traffic data are collected from combined bounds

YEAR 2024

Location Screenline S-S(East end of Tuen Mun & Yuen Long)

Stations on Cordon/Screenline 5012, 5029, 5042, 5044, 5045, 5046, 6207, 6208 and 6209

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	170170	177800	177760	137380
R 12 / 24 - %	72.5	73.9	70.9	65.7
R 16 / 24 - %	87.3	88.0	86.4	84.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	13040	15050	11400	6940
T - % (AM)	-	16.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	10580	11100	10870	8530
T - % (PM)	-	16.9	-	-
Prop.of commercial vehicles - 16 hr.	-	18.9	-	-
WEST BOUND				
A.A.D.T.	170210	177650	178910	137260
R 12 / 24 - %	67.9	69.1	66.9	61.0
R 16 / 24 - %	87.2	88.2	85.8	83.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	9350	10530	9010	5240
T - % (AM)	-	21.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	12630	13700	12190	8890
T - % (PM)	-	13.3	-	-
Prop.of commercial vehicles - 16 hr.	-	20.6	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.6	49.2	8.4	0.5	1.9	14.9	11.9	2.8	0.1	3.8
	Ocp	1.1	1.3	2.0	5.5	12.5	1.3	1.1	15.4	12.3	62.5
0800-0900	Pro	2.5	50.8	7.6	0.7	1.4	15.1	12.6	2.4	0.1	3.6
Peak Hour	Ocp	1.1	1.3	2.0	5.1	13.3	1.4	1.2	18.0	12.4	56.4
0900-1000	Pro	1.2	42.1	7.2	0.3	1.2	21.4	17.1	2.1	0.1	3.7
	Ocp	1.1	1.3	1.9	1.4	10.6	1.4	1.1	14.1	11.4	34.3
1000-1100	Pro	1.3	38.3	6.9	0.5	1.4	21.5	21.2	1.9	0.1	3.5
	Ocp	1.1	1.3	1.9	2.5	10.9	1.3	1.1	8.2	13.4	33.7
1100-1200	Pro	1.5	39.9	7.0	0.6	1.3	20.1	20.9	1.5	0.1	3.4
	Ocp	1.0	1.3	2.0	2.3	10.6	1.3	1.1	10.7	6.7	32.0
1200-1300	Pro	1.5	40.8	6.4	0.8	1.6	20.4	19.7	1.4	0.1	3.5
	Ocp	1.1	1.3	2.0	3.8	9.9	1.3	1.1	12.1	11.6	32.9
1300-1400	Pro	1.6	38.7	6.8	0.5	1.4	21.6	20.8	1.5	0.1	3.2
	Ocp	1.1	1.3	2.0	2.3	11.3	1.3	1.1	6.0	10.1	38.5
1400-1500	Pro	1.2	42.7	7.3	0.3	1.4	20.3	18.4	1.4	0.1	3.1
	Ocp	1.1	1.3	1.9	1.8	10.8	1.3	1.1	5.8	13.1	32.4
1500-1600	Pro	1.4	40.7	6.0	0.5	1.5	20.9	20.5	1.6	0.1	3.1
	Ocp	1.0	1.4	1.9	7.3	12.6	1.3	1.1	12.8	13.8	34.7
1600-1700	Pro	2.0	44.5	5.5	0.8	1.4	20.7	15.6	1.9	0.1	3.7
	Ocp	1.1	1.3	1.8	3.3	13.4	1.3	1.1	8.4	12.3	42.2
1700-1800	Pro	3.9	49.4	6.9	0.5	1.7	17.1	10.8	2.0	0.1	4.0
	Ocp	1.1	1.3	2.0	4.7	15.2	1.4	1.1	19.8	12.2	57.2
1800-1900	Pro	3.2	62.5	5.8	0.1	1.5	10.1	6.2	2.8	0.1	4.1
	Ocp	1.1	1.2	1.9	2.2	17.0	1.2	1.1	18.7	13.0	68.0
1900-2000	Pro	2.2	63.4	8.3	0.1	1.7	8.7	5.3	2.6	0.1	4.4
	Ocp	1.1	1.4	1.8	2.5	13.0	1.3	1.1	18.6	16.4	50.1
2000-2100	Pro	2.6	62.0	9.5	0.1	2.1	8.4	5.5	2.0	0.1	4.9
	Ocp	1.1	1.3	1.8	2.0	12.6	1.3	1.1	7.4	13.4	37.9
2100-2200	Pro	2.6	58.5	12.4	0.0	2.0	8.9	7.1	1.0	0.1	4.7
	Ocp	1.1	1.4	1.8	0.0	11.9	1.3	1.0	9.3	11.9	34.4
2200-2300	Pro	2.5	61.0	13.6	0.1	1.4	7.8	5.6	1.0	0.1	4.3
	Ocp	1.1	1.4	1.8	1.5	9.5	1.2	1.1	5.0	10.0	34.3
16 hours	Pro	2.2	48.6	7.5	0.4	1.5	16.5	13.9	1.9	0.1	3.8
	Ocp	1.1	1.3	1.9	3.8	12.5	1.3	1.1	13.5	12.3	44.6

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

Ocp. Average occupancy of vehicles including both driver and passengers*

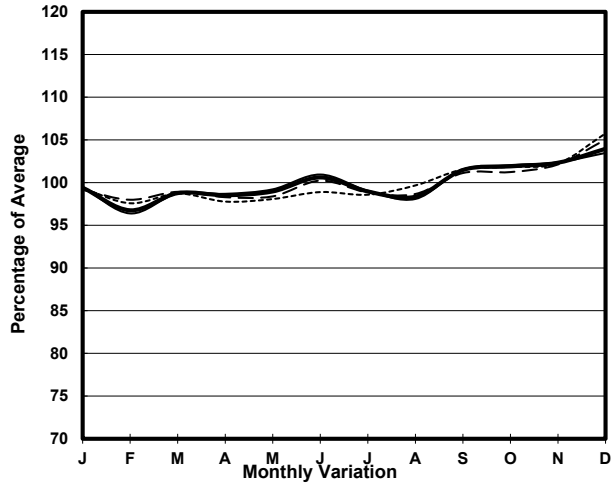
M&H Medium and Heavy

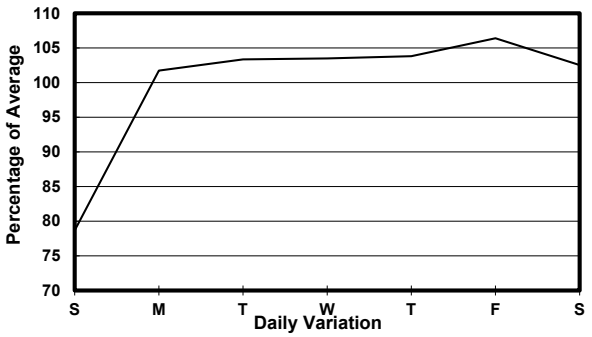
* All traffic data are collected from combined bounds

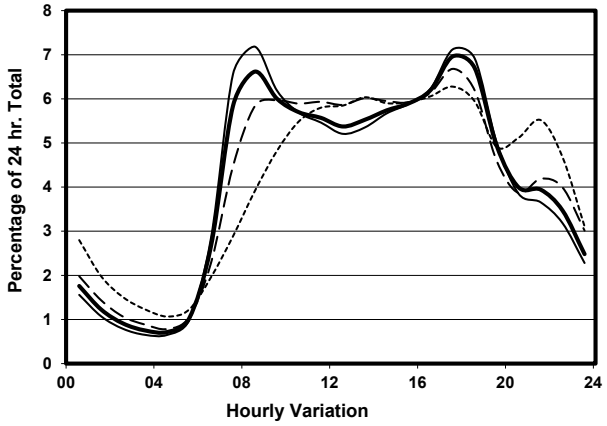
YEAR 2024
Location Screenline T-T(North end of Tai Po & Yuen Long)

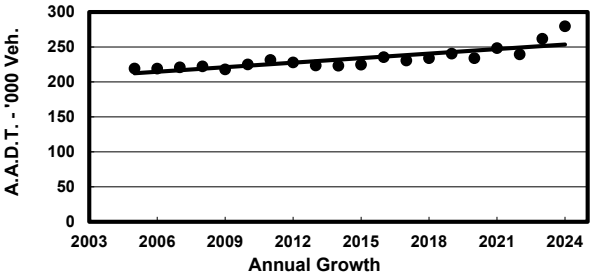
Stations on Cordon/Screenline 5003, 5041, 5044, 5045, 5046, 6206, 6211 and 6212

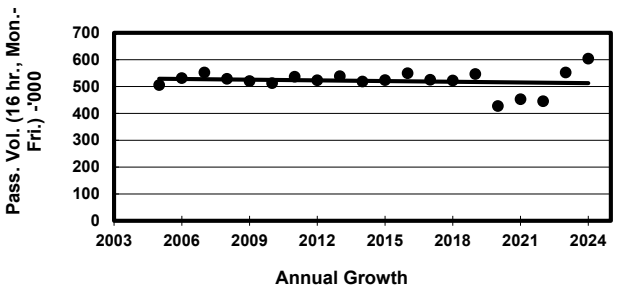
1. TRAFFIC FLOW VARIATION AND GROWTH











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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	139600	146400	144160	112280
R 12 / 24 - %	72.9	74.4	71.4	65.2
R 16 / 24 - %	88.4	89.0	87.6	85.4
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	9300	10660	9070	5570
T - % (AM)	-	15.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	9840	10560	9650	7250
T - % (PM)	-	13.9	-	-
Prop.of commercial vehicles - 16 hr.	-	17.4	-	-
NORTH BOUND				
A.A.D.T.	140020	147060	145970	110220
R 12 / 24 - %	71.3	72.6	70.3	64.6
R 16 / 24 - %	88.6	89.4	87.4	84.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	9210	10570	8250	5160
T - % (AM)	-	16.0	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	9630	10340	9740	6740
T - % (PM)	-	13.5	-	-
Prop.of commercial vehicles - 16 hr.	-	17.8	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.8	50.6	7.9	0.8	2.1	18.7	11.7	2.8	0.1	1.6
	Ocp	1.1	1.3	2.0	7.3	14.3	1.3	1.1	15.2	2.0	55.2
0800-0900	Pro	2.0	55.7	7.9	1.1	1.8	15.6	12.3	2.5	0.1	1.1
Peak Hour	Ocp	1.0	1.3	2.0	4.7	13.7	1.4	1.2	14.2	25.1	45.2
0900-1000	Pro	1.4	47.5	8.0	0.3	1.6	20.0	17.0	2.7	0.1	1.4
	Ocp	1.0	1.3	1.9	5.4	12.1	1.3	1.2	13.0	4.6	37.4
1000-1100	Pro	1.3	41.1	7.5	0.4	1.8	22.8	20.8	2.2	0.1	1.9
	Ocp	1.1	1.4	1.8	2.3	10.6	1.4	1.1	6.9	1.0	34.5
1100-1200	Pro	1.5	42.1	6.5	0.9	2.1	23.5	18.9	2.5	0.1	1.9
	Ocp	1.1	1.4	1.9	3.6	9.9	1.3	1.1	11.5	2.9	32.3
1200-1300	Pro	1.6	45.4	6.8	0.8	2.1	20.1	19.7	1.6	0.1	1.9
	Ocp	1.1	1.4	2.0	4.1	9.6	1.4	1.1	13.9	1.0	30.5
1300-1400	Pro	1.6	42.9	7.4	0.5	2.1	22.3	19.9	1.4	0.1	1.9
	Ocp	1.1	1.4	2.0	2.3	11.3	1.3	1.1	8.5	1.5	30.9
1400-1500	Pro	1.4	44.5	6.5	0.7	1.7	22.7	19.1	1.5	0.1	1.7
	Ocp	1.1	1.4	1.9	3.7	11.8	1.3	1.1	8.7	1.6	29.2
1500-1600	Pro	1.5	44.9	6.3	1.1	1.7	21.9	19.0	2.0	0.1	1.6
	Ocp	1.0	1.4	1.8	5.4	13.9	1.3	1.1	10.6	5.0	33.6
1600-1700	Pro	1.8	46.6	6.7	1.1	1.7	23.1	15.1	2.2	0.1	1.7
	Ocp	1.1	1.3	1.8	4.2	14.4	1.4	1.1	10.3	18.5	42.2
1700-1800	Pro	3.2	55.2	6.7	0.7	1.9	18.7	10.0	2.2	0.1	1.4
	Ocp	1.1	1.4	1.9	2.1	16.4	1.3	1.1	16.0	26.0	58.7
1800-1900	Pro	2.7	68.9	6.4	0.2	1.8	10.4	6.0	2.1	0.1	1.4
	Ocp	1.1	1.3	1.9	1.0	16.4	1.2	1.0	17.3	1.0	61.0
1900-2000	Pro	2.8	67.2	8.4	0.1	2.0	9.8	5.7	2.1	0.1	1.9
	Ocp	1.1	1.3	1.8	3.0	12.2	1.2	1.0	17.2	7.5	43.6
2000-2100	Pro	2.4	65.6	9.0	0.1	3.2	9.7	5.5	2.1	0.1	2.4
	Ocp	1.1	1.2	1.7	1.7	11.8	1.2	1.1	7.4	15.5	32.2
2100-2200	Pro	2.2	61.7	12.8	0.1	2.9	9.1	7.2	1.6	0.1	2.2
	Ocp	1.1	1.3	1.8	2.0	9.7	1.2	1.0	6.8	5.6	34.3
2200-2300	Pro	2.9	66.1	13.3	0.1	2.1	7.4	4.9	1.1	0.1	2.0
	Ocp	1.1	1.3	1.8	1.5	8.7	1.3	1.1	6.1	7.0	21.6
16 hours	Pro	2.1	52.2	7.7	0.6	2.0	17.8	13.7	2.1	0.1	1.7
	Ocp	1.1	1.3	1.9	4.2	12.5	1.3	1.1	12.4	7.4	39.4

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

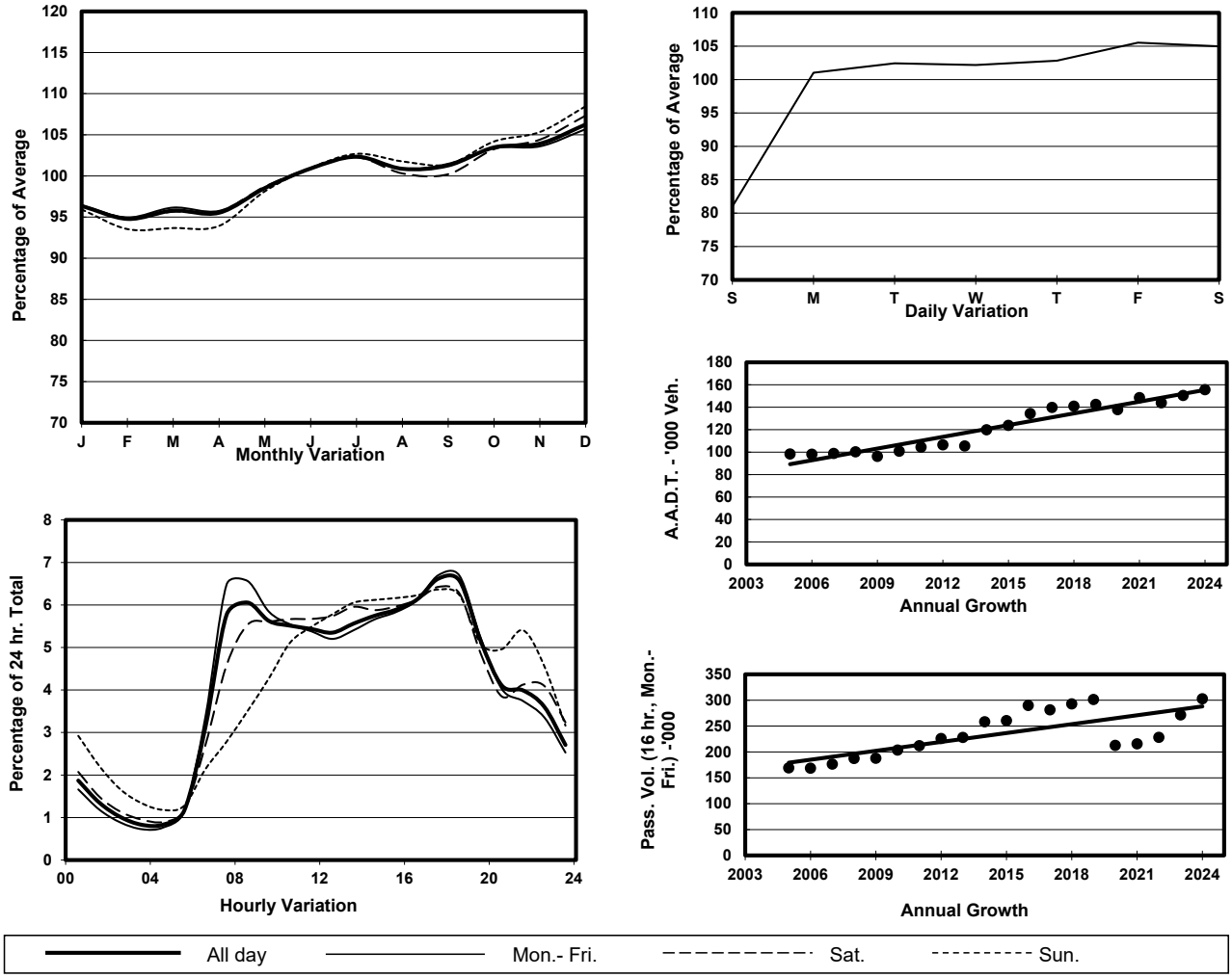
* All traffic data are collected from combined bounds

YEAR 2024

Location Screenline Y-Y(Boundary between Tuen Mun & Yuen Long)

Stations on Cordon/Screenline 5025 and 6213

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	77560	80520	82160	63850
R 12 / 24 - %	68.5	69.7	67.8	61.4
R 16 / 24 - %	87.4	88.2	86.2	83.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4410	4990	4280	2460
T - % (AM)	-	20.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	5260	5560	5350	4150
T - % (PM)	-	13.8	-	-
Prop.of commercial vehicles - 16 hr.	-	20.8	-	-
WEST BOUND				
A.A.D.T.	78010	81080	83120	63090
R 12 / 24 - %	72.1	73.1	71.0	66.8
R 16 / 24 - %	86.9	87.4	86.5	84.5
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	5020	5860	4980	2970
T - % (AM)	-	18.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	5050	5310	5270	3930
T - % (PM)	-	13.8	-	-
Prop.of commercial vehicles - 16 hr.	-	20.5	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.7	46.4	9.6	0.8	1.0	18.9	16.2	2.5	0.1	1.8
	Ocp	1.0	1.3	2.1	7.6	13.6	1.4	1.1	9.6	26.5	33.0
0800-0900	Pro	1.8	47.7	8.1	0.7	0.7	20.1	17.4	2.0	0.1	1.5
	Ocp	1.0	1.3	2.0	4.8	15.1	1.3	1.1	8.3	13.1	27.8
0900-1000	Pro	1.0	38.9	9.3	0.8	1.2	23.1	21.3	2.3	0.1	2.1
	Ocp	1.0	1.3	2.1	1.6	15.2	1.4	1.1	12.0	5.1	20.0
1000-1100	Pro	1.1	35.7	10.1	0.7	1.1	24.5	23.4	1.8	0.1	1.7
	Ocp	1.0	1.4	2.0	2.1	12.1	1.3	1.1	16.9	12.5	24.1
1100-1200	Pro	1.1	35.7	11.0	0.9	1.1	23.6	23.4	1.6	0.1	1.6
	Ocp	1.0	1.4	2.0	2.2	12.9	1.3	1.1	19.8	12.7	26.3
1200-1300	Pro	1.6	35.8	9.6	1.2	1.0	22.9	24.2	1.9	0.1	1.7
	Ocp	1.0	1.4	2.1	4.2	9.8	1.4	1.1	13.3	9.3	20.7
1300-1400	Pro	0.8	38.2	9.7	0.7	1.0	22.9	23.7	1.5	0.1	1.4
	Ocp	1.1	1.4	1.9	1.8	12.5	1.4	1.1	8.3	21.7	24.5
1400-1500	Pro	0.8	36.0	10.6	0.4	1.0	25.3	22.6	1.9	0.1	1.4
	Ocp	1.2	1.4	2.0	1.4	13.7	1.4	1.1	11.7	16.0	24.0
1500-1600	Pro	1.3	38.1	12.0	1.0	1.0	21.9	21.5	1.8	0.1	1.4
	Ocp	1.1	1.4	1.9	4.7	13.3	1.4	1.1	16.4	19.0	24.3
1600-1700	Pro	1.9	41.4	9.8	0.9	1.0	22.6	18.8	1.9	0.1	1.6
	Ocp	1.1	1.4	1.7	3.2	16.6	1.3	1.1	12.4	20.5	29.7
1700-1800	Pro	3.0	49.2	10.1	1.1	1.2	20.4	11.5	1.8	0.1	1.6
Peak Hour	Ocp	1.0	1.4	2.0	2.8	17.8	1.3	1.0	13.6	19.0	33.9
1800-1900	Pro	3.2	57.7	9.4	0.5	1.2	15.2	9.1	2.1	0.1	1.5
	Ocp	1.0	1.3	1.9	1.8	17.2	1.3	1.0	13.3	22.0	35.3
1900-2000	Pro	2.5	61.4	12.0	0.2	0.8	11.5	6.8	2.8	0.1	1.9
	Ocp	1.1	1.3	1.9	1.0	14.1	1.3	1.1	5.7	11.3	21.9
2000-2100	Pro	2.6	55.6	14.3	0.1	0.8	12.4	9.5	2.3	0.1	2.4
	Ocp	1.1	1.3	1.9	2.5	13.7	1.3	1.0	12.5	8.3	17.7
2100-2200	Pro	2.6	55.0	17.9	0.2	1.0	12.0	8.1	1.0	0.1	2.1
	Ocp	1.0	1.4	1.8	1.0	12.5	1.2	1.0	13.3	13.6	22.3
2200-2300	Pro	1.9	62.0	16.0	0.0	0.8	10.1	6.2	1.1	0.1	1.8
	Ocp	1.1	1.3	1.9	0.0	15.1	1.2	1.0	8.7	7.5	15.0
16 hours	Pro	1.9	45.3	10.8	0.7	1.0	19.7	16.9	1.9	0.1	1.7
	Ocp	1.1	1.4	1.9	3.4	14.3	1.3	1.1	12.0	15.1	25.5

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

Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

* All traffic data are collected from combined bounds

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
1001	A	UT	Harcourt Rd	Tamar St	Arsenal St	114,500	125,100	+9.3
1002	A	UT	Victoria Park Rd	Gloucester Rd	Island Eastern Corridor	113,780	111,060	-2.4
1003	A	EX	Island Eastern Corridor	Healthy St INT eastern end	Taikoo Shing INT western end	108,650	110,900	+2.1
1004	A	UT	Aberdeen Tunnel	Toll Plaza	North Portal	61,920	62,110	+0.3
1005	A	PD	Pok Fu Lam Rd	Sassoon Rd	Chi Fu Rd	22,030	22,820	+3.6
1006	A	PD	Connaught Rd W	Water St	Eastern St	48,150	47,980	-0.4
1007	A	PD	Queensway	Rodney St	Queen's Rd E	56,220	56,460	+0.4
1008	A	PD	King's Rd	North Point Rd	Tong Shui Rd	27,520	26,880	-2.3
1009	A	PD	Chai Wan Rd	Island Eastern Corridor Approach	Tai Tam Rd	22,100	21,760	-1.5
1010	A	PD	Wong Chuk Hang Rd	Nam Long Shan Rd	Nam Fung Rd	62,160	63,610	+2.3
1011	A	PD	Repulse Bay Rd & Stanley Gap Rd	South Bay Rd	Tai Tam Rd	15,230	14,930	-2.0
1012	A	DD	Belcher's St	Sands St	Queen's Rd W	7,000	7,620	+8.9
1013	A	DD	Caine Rd	Seymour Rd	Aberdeen St	8,800	8,790	-0.1
1014	A	DD	Peak Rd	Mt. Austin Rd	Magazine Gap Rd	10,630	10,010	-5.8
1015	A	DD	Stubbs Rd	Queen's Rd E	Stubbs Rd FO <H119> northern end	15,290	15,600	+2.0
1016	A	DD	Sing Woo Rd	Wong Nai Chung Rd	Blue Pool Rd	16,810	17,090	+1.7
1017	A	DD	Ap Lei Chau Bridge & Ap Lei Chau Bridge Rd	Wong Chuk Hang Rd	Ap Lei Chau Est	32,960	32,460	-1.5
1018	A	DD	Shek O Rd	Tai Tam Rd	Shek O Village	3,840	3,620	-5.9
1019	A	LD	Hollywood Rd	Queen's Rd W	Ladder St	7,360	7,780	+5.7
1020	A	LD	Lockhart Rd	Arsenal St	Percival St	15,950	15,560	-2.4
1021	A	PD	Tai Tam Rd	Chai Wan Rd	Shek O Rd	10,610	9,740	-8.2
1022	A	UT	Cross Harbour Tunnel	Toll Plaza	South Portal	106,900	94,820	-11.3
1023	A	PD	Tai Tam Rd	Red Hill Rd	Shek O Rd	8,530	8,080	-5.2
1024	A	DD	Tai Hang Rd	Ka Ning Path	Lai Tak Tsuen Rd	24,880	24,290	-2.4
1025	A	UT	Eastern Harbour Crossing	Kai Tin Rd	Island Eastern Corridor	75,760	68,800	-9.2
1026	A	UT	Western Harbour Crossing	Toll Plaza	South Portal	68,560	96,830	+41.2
1027	A	PD	Shing Sai Rd	Sai Cheung St N	New Praya, Kennedy Town	24,510	25,170	+2.7
1028	A	UT	Gloucester Rd	Arsenal St	Cross Harbour Tunnel S. INT	122,320	119,970	-1.9
1029	A	PD	Hennessy Rd	Luard Rd	Fleming Rd	28,080	27,660	-1.5
1030	A	UT	Connaught Rd C & underpass	Pedder St	Cotton Tree Drive	102,110	84,690	-17.1

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
1031	A	UT	Central-Wanchai Bypass – Central Section	CWB western end portal	Wan Chai Exit	38,450	43,190	+12.3
1032	A	UT	Central-Wanchai Bypass – Causeway Bay Section	Wan Chai Exit	merging point to IEC	42,070	46,160	+9.7
1101	A	LD	Mount Butler Rd	Tai Hang Rd	End	3,370	2,940	-12.6
1102	A	LD	Cheung Lee St	Hong Man St	Kut Shing St	4,330	4,270	-1.4
1103	A	LD	Stanley Village Rd	Tai Tam Rd	Stanley New St	10,480	9,940	-5.1
1104	A	LD	Wing Lok St	Des Voeux Rd W	Bonham Strand	3,340	3,230	-3.3
1105	A	LD	Conduit Rd	Kotewall Rd	Glenealy	13,440	13,110	-2.5
1107	A	LD	Tung Lo Wan Rd	Causeway Rd	Moreton Terrace	16,350	15,520	-5.0
1108	A	LD	Justice Drive	Queensway	Supreme Court Rd	20,780	21,700	+4.4
1109	A	LD	Ocean Park Rd	Wong Chuk Hang Rd	Ocean Park	16,840	16,720	-0.7
1202	C	EX	Island Eastern Corridor	Healthy St INT western end	Healthy St INT eastern end	83,610	101,050	+20.9
1203	C	EX	Island Eastern Corridor up-ramp W-B	King's Rd	Healthy St INT western end	12,580	12,460	-1.0
1204	C	PD	Shek Pai Wan Rd	Victoria Rd	Wah Fu Rd	33,290	33,340	+0.1
1205	C	PD	Hill Rd FO <H114>	Pok Fu Lam Rd	Connaught Rd W	16,330	17,650	+8.1
1206	C	PD	Queen's Rd W	Eastern St	Western St	6,620	7,010	+5.9
1207	C	PD	Connaught Rd Central and West (GL)	Queen St	Cleverly St	29,960	29,160	-2.7
1208	C	PD	Connaught Rd C	Gilman St	Queen Victoria St	85,120	74,540	-12.4
1209	C	PD	Garden Rd	Cotton Tree Drive	Upper Albert Rd	24,540	25,190	+2.7
1210	C	PD	Hennessy Rd	Johnston Rd	Fenwick St	26,740	25,160	-5.9
1211	C	PD	Hennessy Rd	Stewart Rd	Tin Lok Lane	20,430	22,140	+8.4
1212	C	PD	Irving St & Pennington St	Leighton Rd	Yee Wo St	10,590	11,620	+9.8
1213	C	PD	Causeway Rd	Tung Lo Wan Rd	Shelter St	29,000	28,140	-3.0
1214	C	PD	King's Rd	Fortress Hill Rd	North Point Rd	21,410	21,370	-0.2
1215	C	PD	Causeway Bay FO <H225> S-B	Victoria Park Rd E-B	Gloucester Rd	10,630	10,980	+3.3
1216	C	PD	Gordon Rd	Hing Fat St	Electric Rd	25,150	26,640	+5.9
1217	C	PD	Tong Shui Rd & FO <H127>	Island Eastern Corridor	Chun Yeung St	9,270	9,360	+0.9
1218	C	EX	Island Eastern Corridor down-ramp E-B	Healthy St INT western end	Java Rd	9,780	10,640	+8.8
1219	C	PD	King's Rd	Java Rd	Greig Rd	26,420	25,700	-2.7
1220	C	PD	Chai Wan Rd	Tai Tam Rd	Wan Tsui Rd	18,590	17,270	-7.1

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
1221	C	PD	Shek Pai Wan Rd	Wah Fu Rd	Aberdeen Praya Rd	41,180	40,300	-2.1
1222	C	PD	Aberdeen Praya Rd	Shek Pai Wan Rd	Aberdeen Main Rd	45,870	44,770	-2.4
1223	C	PD	Wong Chuk Hang Rd	Nam Fung Rd	Shouson Hill Rd eastern junction	20,140	20,320	+0.9
1225	C	DD	Queen's Rd W	Des Voeux Rd W	Hill Rd	6,540	6,940	+6.0
1226	C	DD	Queen's Rd W	Hill Rd	Water St	7,520	7,690	+2.3
1227	C	DD	Queen's Rd W	Water St	Pok Fu Lam Rd	5,030	5,750	+14.3
1228	C	DD	Bonham Rd	Park Rd	Seymour Rd	6,650	6,170	-7.2
1229	C	DD	Caine Rd	Aberdeen St	Arbuthnot Rd	10,500	9,260	-11.8
1230	C	DD	Queen Victoria St	Des Voeux Rd C	Queen's Rd C	2,790	3,000	+7.5
1231	C	DD	Jubilee St	Des Voeux Rd C	Queen's Rd C	5,590	5,380	-3.7
1232	C	DD	Johnston Rd	Fleming Rd	Hennessy Rd	3,220	3,370	+4.7
1233	C	DD	Queen's Rd E	Queensway	Kennedy Rd	15,310	16,410	+7.2
1234	C	DD	Wong Nai Chung Rd	Sing Woo Rd	Broadwood Rd	11,160	10,180	-8.8
1235	C	DD	Percival St	Gloucester Rd	Hennessy Rd	11,930	12,800	+7.3
1236	C	DD	Tin Hau Temple Rd	Causeway Rd	New Eastern Terrace	9,270	9,210	-0.6
1237	C	DD	Cloud View Rd	Tin Hau Temple Rd	Yee King Rd	9,910	9,000	-9.2
1238	C	DD	Tai Hang Rd	Wong Nai Chung Gap Rd	Blue Pool Rd	17,810	16,880	-5.2
1239	C	DD	Electric Rd & Lau Sin St	Wing Hing St	Hing Fat St	9,870	10,260	+4.0
1240	C	DD	Canal Rd E	Hennessy Rd	Sharp St E	1,450	1,510	+3.8
1241	C	DD	Canal Rd W	Hennessy Rd	Sharp St W	3,550	3,280	-7.5
1242	C	DD	Java Rd	Tin Chiu St	Healthy St W	16,410	16,030	-2.3
1243	C	DD	Taikoo Wan Rd & Tai Wing Ave	IEC access rd to Taikoo Wan Rd	Taikoo Shing Rd	10,470	9,670	-7.7
1244	C	DD	Aberdeen Main Rd	Aberdeen Praya Rd	Aberdeen Reservoir Rd	10,270	9,580	-6.7
1245	C	DD	Repulse Bay Rd	Wong Nai Chung Gap Rd	Island Rd	8,030	8,500	+5.8
1246	C	DD	Wah Fu Rd	Shek Pai Wan Rd	Wah Cheung St	9,820	9,280	-5.5
1247	C	LD	Smithfield & Pokfield Rd	Belcher's St	Pok Fu Lam Rd	14,920	16,150	+8.3
1248	C	LD	Queen St	Des Voeux Rd C	Queen's Rd W	4,670	5,030	+7.9
1249	C	LD	Arbuthnot Rd	Hollywood Rd	Caine Rd	8,320	9,480	+14.0
1250	C	LD	Tin Chiu St	Java Rd	King's Rd	3,970	3,710	-6.4
1251	C	PD	Tonnochy Rd FO <H171>	Tonnochy Rd	Gloucester Rd	16,320	15,430	-5.4
1252	C	UT	Harcourt Rd <FO>	Tamar St	End	93,340	95,010	+1.8
1253	C	DD	Sports Rd	Wong Nai Chung Rd	Morrison Hill Rd	13,640	13,670	+0.2

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
1254	C	DD	Chai Wan Rd	Wing Tai Rd	Sun Yip St	22,870	23,000	+0.6
1255	C	LD	Carmel Rd & Cape Rd	Stanley Village Rd	Chung Hom Kok Rd	6,520	5,980	-8.3
1256	C	DD	Wing Tai Rd	Wing Tai Rd near Wing Tai Rd Garden	Wing Tai Rd nr Tsui Wan Est	36,380	34,260	-5.8
1257	C	LD	Tim Wa Avenue	Harcourt Rd	Lung Wo Rd	15,400	15,740	+2.2
1258	C	EX	Island Eastern Corridor <H128A>	Tin Chiu St	Hoi Yu St	35,030	35,280	+0.7
1402	C	EX	Island Eastern Corridor up-ramp E-B	Java Rd	Island Eastern Corridor	14,890 *	12,400	-16.7
1403	C	EX	Island Eastern Corridor FO <H148>	Island Eastern Corridor Link FO <H158>	Tai Cheong Street	26,510 *	22,120	-16.6
1404	C	EX	Island Eastern Corridor	Island Eastern Corridor Link FO <H158>	Sun Sing St	82,440 *	70,110	-15.0
1405	C	PD	Pok Fu Lam Rd	Chi Fu Rd	Victoria Rd	26,360 *	26,220	-0.5
1406	C	PD	Pok Fu Lam Rd	Hill Rd FO <H114>	Bonham Rd	20,930 *	20,350	-2.8
1407	C	PD	Connaught Rd W	Sutherland St	Eastern St	44,050 *	52,990	+20.3
1408	C	PD	Queen's Rd W	Possession St	Queen St	8,640 *	8,350	-3.4
1409	C	PD	Connaught Rd C & underpass	Queen Victoria St	Pedder St	96,810 *	95,630	-1.2
1410	C	PD	Garden Rd	Magazine Gap Rd	Cotton Tree Drive	46,870 *	49,750	+6.1
1411	C	PD	Cotton Tree Drive	Queensway	Connaught Rd C	39,710 *	48,220	+21.4
1412	C	PD	Arsenal St FO <H70> & GL	Queensway	Gloucester Rd E-B	27,760 *	29,280	+5.5
1413	C	PD	Hennessy Rd	Tin Lok Lane	Canal Rd FO <H110>	17,670 *	21,910	+24.0
1414	C	PD	Leighton Rd	Tung Lo Wan Rd	Irving St	21,590 *	23,040	+6.7
1415	C	PD	Causeway Rd	Hing Fat St	Tin Hau Temple Rd	23,000 *	20,620	-10.4
1416	C	PD	Wing Hing St	Hing Fat St	Electric Rd	10,900 *	12,660	+16.1
1417	C	PD	Tong Shui Rd (GL)	West Embankment	Java Rd	12,060 *	13,950	+15.7
1418	C	PD	King's Rd	Tong Shui Rd	Tin Chiu St	24,190 *	21,600	-10.7
1419	C	EX	Island Eastern Corridor down-ramp W-B	Island Eastern Corridor	Java Rd	17,240 *	16,950	-1.7
1420	C	PD	Chai Wan Rd	Wan Tsui Rd	Wing Tai Rd	18,690 *	16,840	-9.9
1421	C	EX	Island Eastern Corridor slip rd W-B	Sun Sing St	Nam Hong St	8,690 *	7,300	-16.0
1422	C	EX	Island Eastern Corridor slip rd	Tung Hei Rd	Chai Wan Rd	16,500 *	15,470	-6.2
1423	C	PD	Island Rd	Deep Water Bay Rd	Shouson Hill Rd eastern junction	23,610 *	20,420	-13.5

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
1424	C	PD	Aberdeen Praya Rd	Shek Pai Wan Rd	Shek Pai Wan Rd	28,910 *	30,940	+7.0
1425	C	DD	Victoria Rd	Pok Fu Lam Rd	Baguio Villas access rd	9,660 *	11,010	+14.0
1426	C	DD	Des Voeux Rd W	Belcher's St	Hill Rd	7,470 *	7,890	+5.6
1427	C	DD	Third St & Water St	Pok Fu Lam Rd	Queen's Rd W	6,670 *	8,500	+27.5
1428	C	DD	Bonham Rd	Pok Fu Lam Rd	Park Rd	13,060 *	12,620	-3.4
1429	C	DD	Park Rd & Robinson Rd	Bonham Rd	Castle Rd	10,600 *	11,820	+11.5
1430	C	DD	Robinson Rd	Seymour Rd	Cotton Tree Drive	19,580 *	20,380	+4.0
1431	C	DD	Queen Victoria St	Des Voeux Rd C	Connaught Rd C	5,490 *	5,660	+3.1
1432	C	DD	Jubilee St	Des Voeux Rd C	Connaught Rd C	7,660 *	7,280	-5.0
1433	C	DD	Fleming Rd	Johnston Rd	Convention Ave	14,290 *	14,120	-1.2
1434	C	DD	Queen's Rd E	Kennedy Rd	Stubbs Rd	30,200 *	30,410	+0.7
1435	C	DD	Wong Nai Chung Rd	Leighton Rd	Sports Rd	5,460 *	5,390	-1.2
1436	C	DD	Percival St	Hennessy Rd	Leighton Rd	12,340 *	12,990	+5.3
1437	C	DD	Tin Hau Temple Rd	New Eastern Terrace	Fortress Hill Rd	7,200 *	6,660	-7.5
1438	C	DD	Tung Lo Wan Rd & Tai Hang Rd	Causeway Rd	Ka Ning Path	9,950 *	11,060	+11.1
1439	C	DD	Hing Fat St	Causeway Rd	Lau Sin St	21,480 *	21,020	-2.2
1440	C	DD	Electric Rd	Gordon Rd	Wing Hing St	5,380 *	6,290	+17.0
1441	C	DD	Java Rd	Healthy St W	Island Eastern Corridor down-ramp E-B	9,840 *	9,720	-1.1
1442	C	DD	Taikoo Shing Rd	Tai Yue Ave	Tai Wing Ave	14,740 *	15,870	+7.6
1443	C	DD	Aberdeen Main Rd	Aberdeen Reservoir Rd	Aberdeen Praya Rd	22,360 *	22,700	+1.5
1444	C	EX	Island Eastern Corridor Link FO <H158>	Hong On St	Ramps to & from Island Eastern Corridor	12,520 *	11,820	-5.6
1445	C	DD	Victoria Rd	Sassoon Rd	Baguio Villas access rd	8,550 *	10,050	+17.5
1446	C	PD	Island Eastern Corridor	Wan Tsui Rd RA	Wing Tai Rd INT	18,360 *	18,060	-1.6
1447	C	DD	Western St	Des Voeux Rd W	Connaught Rd W	15,830 *	16,080	+1.6
1448	C	DD	Victoria Rd	Mount Davis Rd	Sassoon Rd	5,380 *	6,460	+19.9
1449	C	DD	Harbour Rd	Fleming Rd	Tonnochy Rd	16,020 *	14,830	-7.4
1450	C	DD	Tonnochy Rd	Hung Hing Rd	Gloucester Rd	17,490 *	13,710	-21.6
1451	C	DD	Hung Hing Rd	Tonnochy Rd	Hung Hing Rd FO <H159>	19,260 *	18,250	-5.2
1452	C	PD	Hung Hing Rd FO <H159>	Hung Hing Rd	Victoria Park Rd	14,130 *	11,110	-21.4
1453	C	DD	Blue Pool Rd	Sing Woo Rd	Tai Hang Rd	12,800 *	12,020	-6.1
1454	C	LD	Hollywood Rd	Wyndham St	Ladder St	10,210 *	8,820	-13.6

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
1455	C	LD	Wyndham St	Lower Albert Rd	Arbuthnot Rd	14,750 *	15,120	+2.5
1456	C	LD	Shing Tai Rd	Wing Tai Rd INT	Shun Tai Rd	11,950 *	9,880	-17.3
1457	C	LD	Lower Albert Rd	Glenealy	Garden Rd	6,360 *	6,480	+1.9
1458	C	LD	Tonnochy Rd	Gloucester Rd	Hennessy Rd	4,180 *	4,580	+9.6
1459	C	LD	Fenwick St	Hennessy Rd	Gloucester Rd	11,230 *	10,420	-7.2
1460	C	LD	Morrison St	Queen's Rd C	Des Voeux Rd C	9,940 *	11,660	+17.2
1461	C	PD	Island Eastern Corridor up-ramp	Hing Fat St	Island Eastern Corridor	13,920 *	12,120	-13.0
1462	C	EX	Island Eastern Corridor down-ramp	Island Eastern Corridor	Hing Fat St	12,230 *	10,200	-16.6
1463	C	DD	King's Rd FO <H162>	King's Rd	Hong On St	4,950 *	4,990	+0.9
1464	C	PD	Harcourt Rd <FO> ramp to Cotton Tree Drive	Harcourt Rd <FO>	Lambeth Walk	21,540 *	21,560	+0.1
1601	C	UT	Harcourt Rd	Cotton Tree Drive	Tamar St	100,000 *	99,080 *	-0.9
1602	C	EX	Island Eastern Corridor	Aldrich Bay Rd approaching Shau Kei Wan Rd	Chai Wan Rd slip rd to I.E.C.	62,650 *	63,730 *	+1.7
1603	C	PD	Pok Fu Lam Rd	Sassoon Rd	Bisney Rd	39,180 *	39,260 *	+0.2
1604	C	PD	Pok Fu Lam Rd	Second St	Hill Rd	10,320 *	10,340 *	+0.2
1605	C	PD	Queen's Rd W	Hollywood Rd	Eastern St	8,040 *	7,960 *	-0.9
1606	C	PD	Queen's Rd C	Wyndham St	D'Aguilar St	15,610 *	15,460 *	-0.9
1607	C	PD	Queen's Rd C	Ice House St	Wyndham St	20,960 *	20,760 *	-0.9
1608	C	PD	Cotton Tree Drive	Garden Rd	Kennedy Rd slip rd	41,210 *	41,300 *	+0.2
1609	C	PD	Hennessy Rd	Fenwick St	Luard Rd	18,000 *	17,830 *	-0.9
1610	C	PD	Hennessy Rd	Canal Rd FO <H110>	Percival St	17,340 *	17,170 *	-0.9
1611	C	PD	Wing Hing St	Electric Rd	King's Rd	12,690 *	12,710 *	+0.2
1612	C	PD	Tai Hang Rd FO <H134>	St. John Ambulance Brigate Headquarters	Ramp to Tung Lo Wan Rd	17,430 *	17,460 *	+0.2
1613	C	PD	Man Hong St	Java Rd	King's Rd	25,390 *	25,450 *	+0.2
1614	C	PD	Shau Kei Wan Rd	Taikoo Shing Rd	Tai Hong St	23,150 *	23,200 *	+0.2
1615	C	PD	Chai Wan Rd	Church St	Island Eastern Corridor Approach	10,190 *	10,210 *	+0.2
1616	C	PD	Nam On Lane	Shau Kei Wan Rd	Nam On St	6,060 *	6,070 *	+0.2
1617	C	PD	Aberdeen Praya Rd	Aberdeen Main Rd	Aberdeen Main Rd	47,040 *	47,140 *	+0.2
1618	C	PD	Island Rd	Deep Water Bay Rd	Repulse Bay Rd	23,940 *	22,740 *	-5.0
1619	C	DD	Sassoon Rd	Victoria Rd	Pok Fu Lam Rd	11,810 *	11,700 *	-0.9
1620	C	DD	Hill Rd	Queen's Rd W	Des Voeux Rd W	3,030 *	3,100 *	+2.4
1621	C	DD	Water St	Des Voeux Rd W	Queen's Rd W	7,020 *	7,190 *	+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 2023	AADT 2024	Change of 2024 as % of 2023
1622	C	DD	Western St	Des Voeux Rd W	Queen's Rd W	14,610 *	14,960 *	+2.4
1623	C	DD	Des Voeux Rd W	Connaught Rd C	Queen St	11,520 *	11,800 *	+2.4
1624	C	DD	Upper Albert Rd	Caine Rd	Albany Rd	16,910 *	16,750 *	-0.9
1625	C	DD	Pedder St	Des Voeux Rd C	Queen's Rd C	14,260 *	14,610 *	+2.4
1626	C	DD	Whitty St	Des Voeux Rd W	Queen's Rd W	2,530 *	2,590 *	+2.4
1627	C	DD	Wan Chai Rd	Johnston Rd	Morrison Hill Rd	13,200 *	13,520 *	+2.4
1628	C	DD	Queen's Rd E	Stubbs Rd	Wong Nai Chung Rd	38,570 *	38,220 *	-0.9
1629	C	DD	Peak Rd	Magazine Gap Rd	Wan Chai Gap Rd	8,810 *	8,340 *	-5.3
1630	C	DD	Morrison Hill Rd	Leighton Rd	Queen's Rd E	65,440 *	64,830 *	-0.9
1631	C	DD	Leighton Rd	Morrison Hill Rd	Canal Rd E	41,930 *	41,540 *	-0.9
1632	C	DD	Tin Hau Temple Rd	Fortress Hill Rd	Pak Fuk Rd	11,180 *	11,080 *	-0.9
1633	C	DD	Electric Rd	Gordon Rd	Power St	13,340 *	13,210 *	-0.9
1634	C	DD	Java Rd	North Point Rd	Tong Shui Rd	16,310 *	16,160 *	-0.9
1635	C	DD	Java Rd	Island Eastern Corridor down-ramp E-B	King's Rd	19,830 *	19,650 *	-0.9
1636	C	DD	Taikoo Shing Rd	Tai Wing Ave	King's Rd	8,340 *	8,260 *	-0.9
1637	C	DD	Nam Fung Rd	Wong Chuk Hang Rd	Deep Water Bay Rd	12,460 *	11,800 *	-5.3
1638	C	LD	Seymour Rd	Bonham Rd	Castle Rd	3,700 *	3,660 *	-0.9
1639	C	LD	Cloud View Rd	Yee King Rd	Braemar Hill Rd	7,790 *	7,720 *	-0.9
1640	C	DD	Kornhill Rd	Hong On St	King's Rd	14,060 *	13,930 *	-0.9
1642	C	EX	Island Eastern Corridor slip rd	Island Eastern Corridor	Wing Tai Rd	35,950 *	36,020 *	+0.2
1643	C	LD	Kotewall Rd	Po Shan Rd	Robinson Rd	3,300 *	3,270 *	-0.9
1644	C	LD	Cyberport Rd	Victoria Rd	Sha Wan Drive	14,450 *	14,320 *	-0.9
1646	C	EX	Island Eastern Corridor <H220> & <HU5>	Island Eastern Corridor <HU5>	Island Eastern Corridor <H220>	2,880 *	2,890 *	+0.2
1647	C	DD	Man Yiu St	Man Kwong St	Harbour View St	19,350 *	19,820 *	+2.4
1801	C	UT	Victoria Park Rd (GL)	Island Eastern Corridor	Hing Fat St	17,360 *	17,660 *	+1.7
1802	C	UT	Tsing Fung St FO <H74>	King's Rd	Victoria Park Rd	10,370 *	10,550 *	+1.7
1803	C	EX	Island Eastern Corridor	Victoria Park Rd	Hing Fat St INT	82,530 *	83,950 *	+1.7
1804	C	EX	Island Eastern Corridor	Hing Fat St INT	Tong Shui Rd INT	145,600 *	148,100 *	+1.7
1805	C	EX	Island Eastern Corridor	Tong Shui Rd INT	Healthy St INT	126,180 *	128,350 *	+1.7
1806	C	EX	Island Eastern Corridor up-ramp W-B	Tong Shui Rd	Island Eastern Corridor W-B	9,060 *	9,220 *	+1.7

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
1807	C	EX	Island Eastern Corridor	Taikoo Shing INT western end	Taikoo Shing INT eastern end	98,140 *	99,830 *	+1.7
1808	C	EX	Island Eastern Corridor slip rd E-B	Taikoo Wan Rd access rd	Taikoo Shing INT eastern end	7,270 *	7,390 *	+1.7
1809	C	EX	Island Eastern Corridor slip rd W-B	Taikoo Wan Rd access rd	Taikoo Shing INT western end	4,420 *	4,490 *	+1.7
1810	C	EX	Island Eastern Corridor	Taikoo Shing INT eastern end	Island Eastern Corridor Link FO <H158>	111,350 *	113,270 *	+1.7
1811	C	PD	Pok Fu Lam Rd	Mount Davis Rd	Bisney Rd	40,860 *	40,950 *	+0.2
1812	C	PD	Pok Fu Lam Rd	Queen's Rd W	Second St	9,660 *	9,680 *	+0.2
1813	C	PD	Queen's Rd W	Queen St	Hollywood Rd	17,280 *	17,120 *	-0.9
1814	C	PD	Queen's Rd C	D'Aguilar St	Queen Victoria St	9,090 *	9,010 *	-0.9
1815	C	PD	Queen's Rd C	Des Voeux Rd C	Ice House St	21,040 *	20,840 *	-0.9
1816	C	PD	Queensway	Des Voeux Rd C	Cotton Tree Drive	37,260 *	36,910 *	-0.9
1817	C	PD	Queensway	Queen's Rd E	Arsenal St	39,430 *	39,060 *	-0.9
1819	C	PD	Hennessy Rd & Yee Wo St	Percival St	Pennington St	17,910 *	17,740 *	-0.9
1820	C	PD	King's Rd	Tin Hau Temple Rd	Mercury St	30,510 *	30,580 *	+0.2
1821	C	PD	Tai Hang Rd FO <H134>	Gloucester Rd	Ramp to Tung Lo Wan Rd	24,170 *	24,220 *	+0.2
1822	C	PD	Gloucester Rd	Great George St	Causeway Rd	3,360 *	3,330 *	-0.9
1823	C	PD	Gloucester Rd	Kingston St	Great George St	15,340 *	15,200 *	-0.9
1824	C	EX	Island Eastern Corridor down-ramp E-B	Island Eastern Corridor E-B	Tong Shui Rd FO <H127> northern end	10,530 *	10,550 *	+0.2
1825	C	PD	Tong Shui Rd	Chun Yeung St	King's Rd	9,220 *	9,240 *	+0.2
1826	C	PD	King's Rd	Tin Chiu St	Healthy St W	18,540 *	18,580 *	+0.2
1827	C	EX	Island Eastern Corridor slip rd E-B	Taikoo Shing INT western end	Access rd to Taikoo Wan Rd	6,040 *	6,050 *	+0.2
1828	C	EX	Island Eastern Corridor slip rd W-B	Taikoo Shing INT eastern end	Access rd to Taikoo Wan Rd	5,390 *	5,400 *	+0.2
1829	C	PD	Island Eastern Corridor access rd to Taikoo Wan Rd	Taikoo Shing INT	Taikoo Wan Rd	22,870 *	22,910 *	+0.2
1830	C	PD	King's Rd	Greig Rd	Taikoo Shing Rd	18,740 *	18,780 *	+0.2
1831	C	PD	Shau Kei Wan Rd	Tai Hong St	Nam On Lane	12,810 *	12,840 *	+0.2
1832	C	PD	Tai Hong St	Shau Kei Wan Rd	Island Eastern Corridor slip rd	16,130 *	16,160 *	+0.2
1833	C	EX	Island Eastern Corridor slip rd E-B	Shau Kei Wan INT western end	Nam On Lane	7,930 *	7,950 *	+0.2
1834	C	PD	Aberdeen Praya Rd	Aberdeen Main Rd	Ap Lei Chau Bridge	53,230 *	53,340 *	+0.2

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
1835	C	PD	Repulse Bay Rd	Island Rd	South Bay Rd	21,870 *	20,770 *	-5.0
1836	C	DD	Mount Davis Rd	Victoria Rd	Pok Fu Lam Rd	2,120 *	2,100 *	-0.9
1837	C	DD	Connaught Rd W (GL)	Shing Sai Road	Water St	16,200 *	16,590 *	+2.4
1838	C	DD	Water St	Connaught Rd W	Des Voeux Rd W	7,670 *	7,860 *	+2.4
1839	C	DD	Des Voeux Rd W	Western St	Eastern St	11,580 *	11,860 *	+2.4
1840	C	DD	Castle Rd	Seymour Rd	Caine Rd	3,580 *	3,550 *	-0.9
1841	C	DD	Glenealy & Albany Rd	Wyndham St	Upper Albert Rd	12,900 *	12,780 *	-0.9
1842	C	DD	Pedder St	Connaught Rd C	Des Voeux Rd C	13,780 *	14,110 *	+2.4
1843	C	DD	Des Voeux Rd C	Pedder St	Garden Rd	4,960 *	5,090 *	+2.4
1844	C	DD	Johnston Rd	Landale St	Luard Rd	2,780 *	2,840 *	+2.4
1845	C	DD	Tin Lok Lane	Hennessy Rd	Wan Chai Rd	13,670 *	13,540 *	-0.9
1846	C	DD	Kennedy Rd	Garden Rd	MacDonnell Rd	11,800 *	11,700 *	-0.9
1847	C	DD	Leighton Rd	Canal Rd E	Wong Nai Chung Rd	23,200 *	22,980 *	-0.9
1848	C	DD	Stubbs Rd	Stubbs Rd FO <H119> northern end	Stubbs Rd RA	3,530 *	3,500 *	-0.9
1849	C	DD	Stubbs Rd FO <H119>	Stubbs Rd	Wong Nai Chung Gap Rd	10,530 *	9,970 *	-5.3
1850	C	DD	Wong Nai Chung Gap Rd	Stubbs Rd RA	Stubbs Rd FO <H119> southern end	26,270 *	24,880 *	-5.3
1851	C	DD	Power St	Electric Rd	King's Rd	3,750 *	3,720 *	-0.9
1852	C	DD	Tai Hang Rd	Lai Tak Tsuen Rd	Perkins Rd	9,500 *	9,410 *	-0.9
1853	C	PD	Victoria Park Rd entry-ramp W-B	Hing Fat St	Victoria Park Rd W-B	11,100 *	11,130 *	+0.2
1854	C	PD	Hing Fat St	Gordon Rd	Lau Sin St	19,220 *	19,260 *	+0.2
1855	C	DD	Electric Rd & Java Rd	Power St	North Point Rd	8,560 *	8,490 *	-0.9
1856	C	DD	Healthy St W & Pak Fuk Rd	King's Rd	Tin Hau Temple Rd	9,440 *	9,360 *	-0.9
1857	C	DD	Wing Tai Rd	Chai Wan Rd	Shun Tai Rd	35,900 *	35,570 *	-0.9
1858	C	DD	Deep Water Bay Rd	Nam Fung Rd	Wong Nai Chung Gap Rd	12,750 *	12,080 *	-5.3
1859	C	DD	Marsh Rd & FO <H78>	Hung Hing Rd	Lockhart Rd	12,000 *	12,290 *	+2.4
1860	C	LD	Eastern St	Connaught Rd W	Des Voeux Rd W	8,580 *	8,780 *	+2.4
1861	C	LD	Castle Rd	Robinson Rd	Seymour Rd	4,210 *	4,170 *	-0.9
1862	C	LD	Braemar Hill Rd	Tin Hau Temple Rd	Cloud View Rd	10,560 *	10,460 *	-0.9
1863	C	DD	Tonnochy Rd FO <H171>	Gloucester Rd	Tonnochy Rd	15,650 *	16,030 *	+2.4
1864	C	PD	Tai On St	Shau Kei Wan Rd	Hong Cheung St	11,440 *	11,470 *	+0.2
1865	C	DD	Island Eastern Corridor slip rd	Wing Tai Rd	Shun Tai Rd	10,120 *	10,030 *	-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 2023	AADT 2024	Change of 2024 as % of 2023
2001	C	UT	Gloucester Rd & Victoria Park Rd	Cross Harbour Tunnel S. INT	Houston St	134,970	133,720 *	-0.9
2002	C	UT	Canal Rd FO <H75 & H110>	Cross Harbour Tunnel S INT	Sharp St E	102,640	101,690 *	-0.9
2003	C	UT	Canal Rd FO <H110>	Sharp St E	Sports Rd	72,480	71,810 *	-0.9
2004	C	UT	Canal Rd FO <H110>	Sports Rd	Aberdeen Tunnel N Portal	40,330	41,020 *	+1.7
2005	C	UT	Aberdeen Tunnel	Wong Chuk Hang Rd	Aberdeen Tunnel Approach	47,340	48,150 *	+1.7
2006	C	PD	Canal Rd FO <H110> up-ramp N-B	Morrison Hill Rd	Canal Rd FO <H110> N-B	22,470	22,520 *	+0.2
2007	C	UT	Canal Rd FO <H110> up-ramp S-B	Wong Nai Chung Rd	Aberdeen Tunnel	9,370	9,530 *	+1.7
2008	C	PD	Canal Rd FO <H73> up-ramp N-B	Canal Rd W	Canal Rd FO <H110> N-B	15,100	14,960 *	-0.9
2009	C	PD	Pok Fu Lam Rd	Pokfield Rd	Hill Rd FO <H114>	29,680	29,740 *	+0.2
2010	C	PD	Queen's Rd W	Western St	Pok Fu Lam Rd	12,570	12,450 *	-0.9
2011	C	PD	Connaught Rd W	Sutherland St	Queen St	42,300	41,900 *	-0.9
2012	C	PD	Garden Rd	Hong Kong Zoological & Botanical Gardens	5 Garden Rd	37,920	38,000 *	+0.2
2013	C	PD	Queensway	Cotton Tree Drive	Rodney St	63,560	62,970 *	-0.9
2014	C	PD	Hennessy Rd	Arsenal St	Johnston Rd	26,280	26,040 *	-0.9
2015	C	PD	Hennessy Rd	Fleming Rd	Stewart Rd	15,760	15,610 *	-0.9
2016	C	PD	Yee Wo St	Pennington St	Tung Lo Wan Rd	15,870	15,720 *	-0.9
2017	C	PD	King's Rd	Mercury St	Fortress Hill Rd	18,410	18,440 *	+0.2
2018	C	PD	Gloucester Rd N-B Flyover	Kingston St	Houston St	12,200	12,080 *	-0.9
2019	C	PD	Hing Fat St	Gordon Rd	Whitfield Rd	26,040	26,100 *	+0.2
2020	C	PD	King's Rd	Healthy St W	Java Rd	18,640	18,680 *	+0.2
2021	C	PD	Shau Kei Wan Rd	Nam On Lane	Church St	9,280	9,300 *	+0.2
2022	C	PD	Wong Chuk Hang Rd	Nam Long Shan Rd	Ap Lei Chau Bridge	61,680	61,810 *	+0.2
2023	C	PD	Tai Tam Rd	Stanley Gap Rd	Red Hill Rd	10,750	10,210 *	-5.0
2024	C	PD	Canal Rd FO <H73> down-ramp S-B	Canal Rd FO <H110> S-B	Canal Rd E	15,060	14,920 *	-0.9
2025	C	DD	Belcher's St	Smithfield	Sands St	16,250	16,100 *	-0.9
2026	C	DD	Des Voeux Rd W	Hill Rd	Water St	11,950	12,240 *	+2.4
2027	C	DD	Des Voeux Rd W	Water St	Western St	9,070	9,300 *	+2.4
2028	C	DD	Des Voeux Rd W	Eastern St	Queen St	11,120	11,390 *	+2.4
2029	C	DD	Robinson Rd	Castle Rd	Seymour Rd	14,480	14,350 *	-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 2023	AADT 2024	Change of 2024 as % of 2023
2030	C	DD	Des Voeux Rd C	Queen Victoria St	Pedder St	17,080	17,500 *	+2.4
2031	C	DD	Upper Albert Rd	Garden Rd	Albany Rd	24,520	24,300 *	-0.9
2032	C	DD	Johnston Rd	Luard Rd	Fleming Rd	8,460	8,670 *	+2.4
2033	C	DD	Morrison Hill Rd	Wan Chai Rd	Leighton Rd	21,510	22,040 *	+2.4
2034	C	DD	Wong Nai Chung Rd	Queen's Rd E	Sing Woo Rd	29,460	29,180 *	-0.9
2035	C	DD	Leighton Rd	Wong Nai Chung Rd	Percival St	23,770	23,550 *	-0.9
2036	C	DD	Leighton Rd	Irving St	Percival St	16,170	16,020 *	-0.9
2037	C	DD	Fortress Hill Rd	King's Rd	Tin Hau Temple Rd	8,450	8,370 *	-0.9
2038	C	DD	Tai Hang Rd	Perkins Rd	Blue Pool Rd	12,310	12,200 *	-0.9
2039	C	DD	North Point Rd	Electric Rd	King's Rd	6,690	6,620 *	-0.9
2040	C	DD	Java Rd	Tong Shui Rd	Tin Chiu St	15,520	15,380 *	-0.9
2041	C	DD	Tai Yue Ave & Taikoo Wan Rd	Taikoo Shing Rd	IEC slip rd	10,870	10,770 *	-0.9
2042	C	DD	Taikoo Shing Rd & Westlands Rd	Tai Yue Ave	King's Rd	9,280	9,190 *	-0.9
2043	C	PD	Canal Rd FO <H110> down-ramp S-B	Canal Rd FO <H110> S-B	Morrison Hill Rd	13,030	13,060 *	+0.2
2044	C	DD	Canal Rd FO <H110> down-ramp N-B	Aberdeen Tunnel	Wong Nai Chung Rd	11,620	11,510 *	-0.9
2045	C	LD	Eastern St	Des Voeux Rd W	Queen's Rd W	9,400	9,620 *	+2.4
2046	C	LD	Seymour Rd	Castle Rd	Robinson Rd	4,250	4,210 *	-0.9
2047	C	LD	Tong Shui Rd	Java Rd	Chun Yeung St	9,970	9,880 *	-0.9
2048	C	PD	Fenwick Pier St FO <H170>	Fenwick Pier St	Harcourt Rd	9,370	9,290 *	-0.9
2049	C	EX	Island Eastern Corridor up-ramp	Shing Tai Rd	Island Eastern Corridor	36,380	36,460 *	+0.2
2050	C	DD	Wong Nai Chung Rd	Sports Rd	Broadwood Rd	14,510	14,380 *	-0.9
2051	C	LD	Yiu Hing Rd	Sun Sing St	Wai Hang St	4,010	3,980 *	-0.9
2052	C	LD	Sun Yip St	Chai Wan Rd	Ka Yip St	11,240	11,130 *	-0.9
2053	C	LD	Siu Sai Wan Rd	Chai Wan Rd	On Yip St	19,660	19,480 *	-0.9
2054	C	LD	Wah Chui St	Victoria Rd	Wah King St	6,330	6,270 *	-0.9
2055	C	LD	Wah Hong St	Victoria Rd	Wah King St	3,260	3,220 *	-0.9
2201	B	PD	Pok Fu Lam Rd	Pokfield Rd	Mount Davis Rd	27,830	29,060	+4.4
2202	B	DD	Wong Nai Chung Gap Rd	Stubbs Rd FO <H119> southern end	Repulse Bay Rd	26,420	24,600	-6.9
2203	B	DD	Stubbs Rd	Wan Chai Gap Rd	Wong Nai Chung Gap Rd	10,750	9,700	-9.7
2204	B	DD	Yee King Rd & Lai Tak Tsuen Rd	Cloud View Rd	Tai Hang Rd	9,320	9,430	+1.2

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
2205	B	DD	Magazine Gap Rd	Garden Rd	Peak Rd	16,590	15,510	-6.5
2206	B	DD	Belcher's St & Victoria Rd	Smithfield	Mount Davis Rd	8,230	7,820	-5.0
2207	B	PD	Connaught Rd C	Cleverly St	Gilman St	29,720	29,300	-1.4
2208	B	PD	Queen's Rd C	Queen Victoria St	Bonham Strand	10,650	10,580	-0.7
2209	B	DD	Des Voeux Rd C	Morrison St	Queen Victoria St	5,230	4,860	-7.2
2210	B	DD	Wyndham St	Queen's Rd C	Lower Albert Rd	3,800	3,900	+2.8
2211	B	PD	Garden Rd	Des Voeux Rd C	Upper Albert Rd	39,020	40,050	+2.7
2212	B	PD	Cotton Tree Drive	Queensway	Slip rd to Kennedy Rd	42,580	42,240	-0.8
2213	B	DD	Kennedy Rd	MacDonnell Rd	Queen's Rd E	9,710	9,880	+1.7
2214	B	PD	Causeway Rd	Shelter St	Hing Fat St	33,940	32,840	-3.3
2215	B	EX	Island Eastern Corridor	Nam On Lane	Wing Tai Rd INT	50,360	49,180	-2.3
2216	B	PD	Connaught Rd FO <H173>	Ramp nr Gilman St	The nearest diverging & merging points west of Shun Tak Centre	76,010	82,190	+8.1
2217	B	PD	Lung Wo Rd	Man Yiu St	Lung Hop St	11,720	10,680	-8.8
2401	B	LD	Lin Shing Rd	Wan Tsui Rd	Cape Collinson Rd	2,500	2,380	-4.9
2402	B	LD	Wing Lok St	Morrison St	Des Voeux Rd C	3,490	3,160	-9.6
2403	B	LD	Ice House St	Connaught Rd C	Lower Albert Rd	10,930	11,330	+3.7
2404	B	LD	D'Aguilar St	Queen's Rd C	Wyndham St	6,320	5,970	-5.5
2405	B	LD	Cochrane St	Queen's Rd C	Wellington St	520	570	+8.6
2407	B	DD	Smithfield	Pok Fu Lam Rd	Lung Wah St	9,940	10,720	+7.9
2408	B	DD	Lung Wui Rd	Tim Mei Ave	Lung King St	6,020	5,930	-1.5
2601	C	LD	Aberdeen Reservoir Rd	Aberdeen Main Rd	Country Park	3,560	3,620	+1.7
2602	C	LD	Barker Rd	Old Peak Rd	Peak Rd	1,310	1,260	-3.7
2603	C	LD	Beach Rd	Repulse Bay Rd	South Bay Rd	3,020	2,700	-10.4
2604	C	LD	Bisney Rd	Pok Fu Lam Rd	Consort Rise	2,950	3,260	+10.5
2605	C	LD	Borrett Rd	Kennedy Rd	End	4,380	4,740	+8.2
2606	C	LD	Briar Ave	Blue Pool Rd	Green Lane	600	580	-3.2
2607	C	LD	Cape Collinson Rd	Shek O Rd	Restriction boundary	730	710	-2.6
2608	C	LD	Caroline Hill Rd	Leighton Rd	Yun Ping Rd	5,330	5,780	+8.4
2609	C	LD	Chi Fu Rd	Pok Fu Lam Rd	Pok Fu Lam Rd	5,000	5,460	+9.2
2610	C	LD	Chung Hom Kok Rd	Stanley Gap Rd	End	1,380	1,340	-2.7
2612	C	LD	Deep Water Bay Rd	Nam Fung Rd	Island Rd	4,700	5,000	+6.3
2613	C	LD	Edinburgh Place	Connaught Rd C	Connaught Rd C	2,990	3,090	+3.4

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
2614	C	LD	Fung Yip St	Sheung On St	Sun Yip St	5,680	6,330	+11.4
2615	C	LD	Green Lane	Blue Pool Rd	End	890	990	+11.5
2616	C	LD	Headland Rd	Repulse Bay Rd	End	1,070	1,180	+9.8
2617	C	LD	Heung Yip Rd	Wong Chuk Hang Rd	Ocean Park Rd	5,200	5,860	+12.5
2618	C	LD	Holy Cross Path	Hoi Ning St	Sai Wan Ho St	2,680	2,860	+6.5
2620	C	LD	Ka Yip St	Wing Tai Rd	End	11,130	11,650	+4.7
2621	C	LD	Kingston St	Paterson St	Gloucester Rd	3,430	3,890	+13.5
2623	C	LD	Lee Garden Rd	Hennessy Rd	Hysan Ave	2,730	2,680	-1.8
2624	C	LD	Lung Wah St	Smithfield	End	1,340	1,460	+8.9
2625	C	LD	Marsh Rd	Gloucester Rd	Hennessy Rd	9,770	9,310	-4.7
2626	C	LD	Mong Lung St	Factory St	Po Man St	5,240	5,300	+1.0
2627	C	LD	Mount Kellett Rd	Peak Rd	Homestead Rd	3,430	3,510	+2.2
2628	C	LD	Nam Long Shan Rd	Police School Rd	Restriction boundary	2,810	3,200	+13.6
2630	C	LD	Ormsby St	Tung Lo Wan Rd	Sun Chun St	530	430	-19.6
2631	C	LD	Plantation Rd	Plunkett's Rd	Barker Rd	2,040	1,770	-13.2
2632	C	LD	Pollock's Path	Plantation Rd	End	300	320	+5.3
2633	C	LD	Sai On St	Chengtu Rd	Aberdeen Main Rd	2,060	1,880	-8.7
2634	C	LD	Second St	Water St	Eastern St	960	1,030	+7.0
2635	C	LD	Shan Kwong Rd	Wong Nai Chung Rd	End	4,230	4,720	+11.5
2636	C	LD	Shing On St	Shau Kei Wan Rd	End	5,400	5,200	-3.6
2637	C	LD	Shouson Hill Rd W	Shouson Hill Rd	Restricted boundary	980	850	-13.6
2638	C	LD	Shun Fu St	Hong Cheung St	End	220	270	+25.7
2639	C	LD	Smithfield	Pokfield Rd	Lung Wah St	12,780	12,870	+0.7
2641	C	LD	Stone Nullah Lane	Johnston Rd	End	2,750	2,770	+0.9
2642	C	LD	Tin Wan Close	Tin Wan St	End	750	810	+7.8
2643	C	LD	Tsat Tsz Mui Rd	Tin Chiu St	Model Lane	5,740	6,560	+14.3
2645	C	LD	Village Rd	Sing Woo Rd	Shan Kwong Rd	6,510	5,830	-10.5
2646	C	LD	Wan Chai Rd	Johnston Rd	Queen's Rd E	5,080	5,320	+4.7
2648	C	LD	Wong Ma Kok Rd	Tung Tau Wan Rd	Restricted boundary	3,500	3,530	+1.0
2649	C	LD	Yiu Wa St	Canal Rd E	Matheson St	4,890	5,200	+6.3
2650	C	LD	Sheung On St	Chai Wan Rd	Chong Fu Rd	9,370	8,830	-5.7
2651	C	LD	Sheung Ping St	Wing Tai Rd	Sheung On St	3,380	2,990	-11.5
2652	C	LD	Oi Lai St	Tung Hei Rd	Oi Yin St	9,460	8,500	-10.2
2653	C	LD	Oi Shun Rd	Aldrich Bay Rd	Tai On St	5,000	4,890	-2.2
2654	C	LD	Oi Kan Rd	Tai On St	Oi Yin St	9,580	8,570	-10.5

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
3001	A	UT	Princess Margaret Rd	Wylie Rd	Pui Ching Rd	73,540	72,020	-2.1
3002	A	UT	Lung Cheung Rd	Nam Cheong St	Lion Rock Tunnel Rd	106,080	104,900	-1.1
3003	A	UT	Prince Edward Rd E & FO <K10A>	Choi Hung Rd	near King Tai Court	112,290	109,740	-2.3
3004	A	UT	Kai Tak Tunnel	Sung Wong Toi Rd	Kai Cheung Rd	57,580	63,500	+10.3
3005	A	PD	Chatham Rd S	Salisbury Rd	Mody Rd	15,690	14,620	-6.8
3006	A	PD	Nathan Rd	Shantung St	Dundas St	24,920	24,110	-3.2
3007	A	PD	Canton Rd	Austin Rd	Kowloon Park Drive	62,260	61,410	-1.4
3008	A	PD	Lai Chi Kok Rd	Tonkin St	Hing Wah St	13,520	13,180	-2.5
3009	A	PD	Tai Po Rd	Nam Cheong St	Kweilin St	20,570	20,050	-2.5
3010	A	PD	Prince Edward Rd W	La Salle Rd	Waterloo Rd	41,660	35,720	-14.3
3011	A	PD	Shun Lee Tsuen Rd	New Clear Water Bay Rd	Shun King St	19,040	18,260	-4.1
3012	A	PD	Kwun Tong Rd	Ngau Tau Kok Rd	Kwun Tong Rd #330	72,610	69,130	-4.8
3013	A	DD	Austin Rd	Cox's Rd	Chatham Rd S	27,690	27,900	+0.8
3014	A	DD	Ma Tau Wai Rd & To Kwa Wan Rd	San Lau St & Bailey St	Chi Kiang St	23,700	20,310	-14.3
3015	A	DD	Shanghai St	Lai Chi Kok Rd	Mong Kok Rd	11,020	11,180	+1.4
3016	A	DD	Junction Rd	Nga Tsin Wai Rd	Tung Tau Tsuen Rd	15,140	14,900	-1.6
3017	A	DD	Tonkin St	Cheung Sha Wan Rd	Un Chau St	19,630	19,060	-2.9
3018	A	DD	Hiu Kwong St	Sau Ming Rd	Hip Wo St	12,870	12,520	-2.7
3019	A	DD	Clear Water Bay Rd	New Clear Water Bay Rd northern junction	New Clear Water Bay Rd southern junction	24,660	24,620	-0.1
3020	A	DD	Wai Yip St	Lai Yip St	Hoi Yuen Rd	28,290	26,930	-4.8
3021	A	LD	Mody Rd	Nathan Rd	Chatham Rd S	12,930	13,560	+4.9
3022	A	LD	Sheung Fung St	Shung Wah St	Fung Tak Rd	11,150	11,110	-0.4
3023	A	EX	Kwun Tong Bypass <K77>	Wai Yip St	Cheung Yip St	112,420	102,550	-8.8
3024	A	EX	West Kowloon Highway	Slip rds to & from Lin Cheung Rd & Yau Ma Tei INT N/B ramp	Hing Wah St W	88,660	100,050	+12.8
3025	A	UT	Lin Cheung Rd	Yau Ma Tei INT	Cherry St Underpass	16,250	16,110	-0.9
3026	A	UT	Lin Cheung Rd	Cherry St	Yau Ma Tei INT	28,800	28,070	-2.6
3027	A	PD	Lung Cheung Rd	Hammer Hill Rd	Wong Kuk Ave	115,030	112,830	-1.9
3101	A	LD	Cheung Shun St	Kom Tsun St	Tai Nam West St	11,320	11,180	-1.2
3102	A	LD	Dundas St	Ferry St	Shanghai St	6,620	6,710	+1.4
3103	A	LD	Ko Shan Rd	Pak Kung St	Chi Kiang St	3,770	5,220	+38.5

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
3104	A	LD	Kung Lok Rd	Hong Ning Rd	Hong Ning Rd	4,650	4,510	-2.9
3105	A	LD	Tseuk Luk St	Choi Hung Rd	King Fuk St	7,000	7,090	+1.3
3106	A	LD	Tat Chee Ave	Begonia Rd	Cornwall St	11,920	10,640	-10.7
3201	C	UT	Cross Harbour Tunnel N Approach	Toll Plaza	Hong Chong Rd	112,580	93,760	-16.7
3202	C	UT	Hong Chong Rd	Salisbury Rd	Chatham Rd N	146,880	119,980	-18.3
3203	C	UT	Kowloon City Rd	Ma Tau Kok Rd	Sung Wong Toi Rd	9,960	8,480	-14.9
3204	C	UT	Lung Cheung Rd	Waterloo Rd	Fung Mo St	128,370	113,670	-11.5
3205	C	UT	Ching Cheung Rd	Castle Peak Rd	Tai Po Rd INT	110,370	108,590	-1.6
3206	C	UT	Kai Fuk Rd	Kai Cheung Rd	Wai Yip St	67,930	69,740	+2.7
3207	C	LD	Salisbury Rd	Star Ferry	Kowloon Park Drive	22,640	21,090	-6.8
3208	C	PD	Salisbury Rd	Hong Chong Rd	Science Museum Rd	2,210	2,250	+1.7
3209	C	PD	Hong Chong Rd	Science Museum Rd	Hong Tai Path	16,660	15,590	-6.4
3210	C	PD	Hong Chong Rd	Hong Tai Path	Toll Plaza Exit	28,640	21,270	-25.7
3211	C	PD	Railway Approach	Hong Chong Rd	On Wan Rd	2,600	2,520	-3.2
3212	C	PD	Chatham Rd N	Wuhu St	Chatham Rd N (GL)	98,990	101,070	+2.1
3213	C	PD	Nathan Rd	Waterloo Rd	Public Square St	46,220	43,330	-6.3
3214	C	PD	Canton Rd	Austin Rd	Jordan Rd	31,870	27,050	-15.1
3215	C	PD	Jordan Rd	Cox's Rd	Gascoigne Rd	39,380	35,740	-9.2
3216	C	PD	Hong Tat Path	Hong Chong Rd	Cheong Wan Rd	2,550	1,600	-37.2
3217	C	PD	Hong Tai Path	Hong Chong Rd	Cheong Wan Rd	13,850	11,620	-16.1
3218	C	PD	Gascoigne Rd	Wylie Rd	Chatham Rd FO <K20>	27,070	18,850	-30.4
3219	C	PD	Ferry St	Tung Kun St	Waterloo Rd	22,910	21,990	-4.0
3220	C	PD	Tong Mi Rd	Prince Edward Rd W	Lai Chi Kok Rd	9,950	7,660	-23.0
3221	C	PD	Argyle St	Tin Kwong Rd	Lomond Rd	49,380	50,230	+1.7
3222	C	PD	Nathan Rd	Lai Chi Kok Rd	Prince Edward Rd W	38,760	35,520	-8.4
3223	C	PD	Waterloo Rd	Lancashire Rd	Flint Rd	76,920	78,360	+1.9
3224	C	PD	Cheung Sha Wan Rd	Poplar St	Boundary St	30,650	32,740	+6.9
3225	C	PD	Cheung Sha Wan Rd	Tonkin St	Hing Wah St	25,250	23,170	-8.2
3226	C	PD	Lai Chi Kok Rd (GL)	Prince Edward Rd W	Cedar St	13,030	12,910	-0.9
3227	C	PD	Lai Chi Kok Rd	Yen Chow St	Tonkin St	17,430	17,610	+1.0
3228	C	PD	Tai Po Rd	Castle Peak Rd	Kweilin St	21,670	23,870	+10.1
3229	C	PD	Butterfly Valley Rd	Cheung Sha Wan Rd	Castle Peak Rd	18,760	16,610	-11.5

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
3230	C	PD	Prince Edward Rd W (GL)	Nathan Rd	Fa Yuen St	25,240	27,290	+8.1
3231	C	PD	Prince Edward Rd W & FO <K11A>	Lomond Rd	La Salle Rd	40,410	38,320	-5.2
3232	C	PD	Boundary St	Nathan Rd	Sai Yee St	16,390	22,700	+38.5
3233	C	PD	Boundary St & FO <K11A>	La Salle Rd	Junction Rd	28,180	26,290	-6.7
3234	C	PD	Kowloon City RA	Ma Tau Chung Rd	Argyle St	37,430	38,790	+3.6
3235	C	PD	New Clear Water Bay Rd	Clear Water Bay Rd western junction	San Lee St	39,740	37,570	-5.5
3236	C	PD	Kwun Tong Rd	Kwun Tong Rd underpass western end	Kwun Tong Rd RA	26,890	28,130	+4.6
3237	C	PD	Lei Yue Mun Rd	Ko Chiu Rd	Kai Tin Rd	39,660	32,880	-17.1
3238	C	PD	Winslow St & underpass	Gillies Ave	Chatham Rd N	9,320	9,100	-2.4
3239	C	DD	Shanghai St	Public Square St	Waterloo Rd	13,790	9,640	-30.1
3240	C	DD	Yim Po Fong St	Shantung St	Argyle St	23,230	20,840	-10.3
3241	C	DD	Kansu St	Nathan Rd	Canton Rd	8,310	8,740	+5.1
3242	C	DD	Cheong Wan Rd	Yuk Choi Rd up-ramp	Chatham Rd S	33,840	27,620	-18.4
3243	C	DD	Cheong Wan Rd	Yuk Choi Rd up-ramp	Hung Hom Station	16,600	14,440	-13.0
3244	C	DD	Yan Fung St	Chatham Rd N	Fat Kwong St	1,310	1,250	-5.1
3245	C	DD	To Kwa Wan Rd	Kwei Chow St	Chi Kiang St	20,210	19,400	-4.0
3246	C	DD	Pui Ching Rd & Sheung Hing St	Princess Margaret Rd	Sheung Shing St	36,460	32,340	-11.3
3247	C	DD	Mong Kok Rd	Shanghai St	Tong Mi Rd	13,210	11,940	-9.6
3248	C	DD	Shanghai St	Argyle St	Mong Kok Rd	11,650	12,180	+4.5
3249	C	DD	Tin Kwong Rd	Ma Tau Wai Rd	Sheung Shing St	14,020	13,120	-6.4
3250	C	DD	Ma Tau Kok Rd	Kowloon City Rd	To Kwa Wan Rd	8,150	6,060	-25.6
3251	C	DD	Nam Cheong St	Cheung Sha Wan Rd	Lai Chi Kok Rd	14,520	14,520	0.0
3252	C	DD	Nam Cheong St	Cornwall St	Pak Tin St	9,110	9,620	+5.6
3253	C	DD	Tai Hang Tung Rd	Tong Yam St	Tat Chee Ave	9,670	9,580	-0.9
3254	C	DD	Tung Tau Tsuen Rd	Tung Tsing Rd	Junction Rd	5,620	5,280	-6.0
3255	C	DD	Po Kong Village Rd & Hammer Hill Rd	Tsz Wan Shan Rd	Lung Cheung Rd	38,810	29,160	-24.9
3256	C	DD	La Salle Rd	Boundary St	Lancashire Rd	9,690	9,420	-2.8
3257	C	DD	Fung Mo St	Tung Tau Tsuen Rd	Fu Mei St	13,720	12,970	-5.4
3258	C	DD	Choi Hung Rd & FO <K10A>	Prince Edward Rd E	End of down-ramp	29,270	28,210	-3.6
3259	C	DD	Choi Hung Rd	Hammer Hill Rd	Po Kong Village Rd	16,590	17,350	+4.6

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
3260	C	DD	Un Chau St	Hing Wah St	Tonkin St	9,120	9,330	+2.3
3261	C	DD	Castle Peak Rd	Tai Nan West St	Hing Wah St	13,580	14,080	+3.6
3262	C	DD	Yen Chow St	Cheung Sha Wan Rd	Lai Chi Kok Rd	18,420	17,700	-3.9
3263	C	DD	Hing Wah St	Lai Chi Kok Rd	Cheung Sha Wan Rd	11,960	12,800	+7.1
3264	C	DD	Kai Tin Rd	Tseung Kwan O Rd	Tak Tin St	10,460	10,380	-0.8
3265	C	DD	Lomond Rd	Argyle St	Prince Edward Rd W	14,470	13,950	-3.6
3266	C	DD	Hang Wan Rd	Olympic Ave	Ma Tau Chung Rd	8,050	7,700	-4.4
3268	C	DD	Hong Ning Rd	Mut Wah St	Yue Man Square	22,360	24,020	+7.4
3269	C	DD	Chun Wah Rd	Hong Ning Rd	Ngau Tau Kok Rd	15,920	17,720	+11.3
3270	C	DD	Hip Wo St	Hong Ning Rd	Hiu Kwong St	17,190	17,430	+1.4
3272	C	DD	Sau Mau Ping Rd	Sau Ming Rd	Sau Fung St	15,620	15,260	-2.3
3273	C	DD	Wang Chiu Rd	Kai Cheung Rd	Sheung Yuet Rd	13,350	14,550	+9.0
3274	C	DD	Kai Cheung Rd	Wang Chiu Rd	Wai Yip St	50,870	45,520	-10.5
3275	C	DD	Ngau Tau Kok Rd	Lower Ngau Tau Kok Est southern end	Up-ramp to Sheung Yee Rd FO <K57>	10,380	10,900	+5.0
3276	C	DD	Tung Yan St	Yue Man Square	Kwun Tong Rd	970	840	-13.2
3277	C	DD	Tak Tin St	Kai Tin Rd	Lin Tak Rd	14,480	13,160	-9.1
3278	C	DD	Tsui Ping Rd	Hip Wo St	Kwun Tong Rd	14,240	14,640	+2.8
3279	C	DD	Wai Yip St	Hoi Yuen Rd	Cha Kwo Ling Rd	30,740	32,450	+5.6
3280	C	LD	Wui Cheung Rd	Canton Rd	Wui Man Rd	12,820	11,250	-12.3
3281	C	LD	Canton Rd	Kansu St	Public Square St	6,410	6,280	-1.9
3282	C	LD	Shatin Pass Rd	Choi Hung Rd	Tung Tau Tsuen Rd	12,700	11,490	-9.5
3283	C	LD	Wai Wah St	Tsz Wan Shan Rd	Wan Wah St	7,190	6,140	-14.6
3284	C	LD	Nga Tsin Wai Rd & Kai Tak Rd	Tak Ku Ling Rd	Lok Sin Rd	6,610	6,670	+0.9
3285	C	LD	Fu Mei St	Fung Mo St	Chuk Yuen Rd	6,880	7,040	+2.3
3286	C	LD	Kadoorie Ave	Argyle St	Prince Edward Rd W	3,810	3,880	+1.8
3287	C	LD	Sycamore St	Tai Kok Tsui Rd	Prince Edward Rd W	4,280	3,580	-16.3
3288	C	LD	Tak Tin St	On Tin St	Lin Tak Rd	6,340	7,080	+11.6
3289	C	LD	San Ma Tau St	To Kwa Wan Rd	Long Yuet St	7,830	6,440	-17.7
3290	C	DD	Hung Hom Rd	Man Yue St	Bailey St	14,700	12,270	-16.5
3291	C	PD	Lung Yin Rd	Lung Cheung Rd	Chuk Yuen Rd	3,040	3,180	+4.6
3293	C	DD	Ma Chai Hang Rd	Ma Chai Hang Rd RA	Chuk Yuen Rd	11,870	10,020	-15.5
3295	C	PD	Prince Edward Rd INT <K78> slip rds A & B	Prince Edward Rd	Kwun Tong Bypass	19,680	20,380	+3.6

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
3296	C	DD	Tonkin St W	Tung Chau St	Lin Cheung Rd	16,460	17,730	+7.7
3297	C	UT	West Kowloon Corridor	Sycamore St & Tong Mi Rd	Dundas St	20,830	21,990	+5.6
3298	C	UT	Lin Cheung Rd	Hong Kong West Kowloon Station	Austin Rd W	13,560	13,930	+2.8
3299	C	PD	Jordan Rd	Nga Cheung Rd	Lin Cheung Rd	30,140	27,400	-9.1
3301	C	LD	Hung Ling St	Hung Hom South Rd	Cheong Tung Rd S	4,870	4,160	-14.6
3302	C	DD	Cheong Tung Rd S	Hung Lai Rd	Hung Ling St	4,380	4,220	-3.6
3303	C	DD	Hung Lok Rd	Hung Lai Rd	Hung Luen Rd	7,580	5,930	-21.8
3304	C	UT	Lin Cheung Rd	Jordan Rd	Hong Kong West Kowloon Station	24,270	22,670	-6.6
3305	C	DD	Cha Kwo Ling Rd	Lam Tin INT	Ko Chiu Rd	18,970	18,670	-1.6
3306	C	DD	Kai San Rd	Tsat Po St	Concorde Rd	10,660	10,780	+1.1
3307	C	UT	Tate's Cairn Tunnel Slip Rd	Kwun Tong Bypass	Lung Cheung Rd	26,170	26,740	+2.2
3401	C	UT	Gascoigne Rd FO <K37>	Ferry St	Gascoigne Rd	57,900 *	49,140	-15.1
3402	C	UT	Waterloo Rd & FO <K12 & K44>	Argyle St	Prince Edward Rd W	89,630 *	91,130	+1.7
3403	C	UT	Waterloo Rd FO <K44>	Boundary St	Prince Edward Rd W	73,460 *	61,790	-15.9
3404	C	UT	Waterloo Rd & FO <K44>	Flint Rd	Boundary St	75,640 *	71,550	-5.4
3405	C	UT	Lung Cheung Rd	Fung Mo St	Po Kong Village Rd	109,460 *	110,290	+0.8
3406	C	UT	Tai Po Rd	Tai Po Rd INT	Lung Cheung Rd	38,700 *	37,820	-2.3
3407	C	UT	Lung Cheung Rd	Tai Po Rd	Nam Cheong St	85,000 *	81,480	-4.1
3408	C	UT	Kai Fuk Rd FO <K58>	Wai Yip St	Elegance Rd	8,450 *	9,480	+12.2
3409	C	UT	Kai Fuk Rd FO <K58>	Elegance Rd	Kwun Tong Rd	51,800 *	52,250	+0.9
3410	C	PD	Salisbury Rd	Kowloon Park Drive	Nathan Rd	44,780 *	46,000	+2.7
3411	C	PD	Chatham Rd S	Mody Rd	Cameron Rd	25,010 *	22,630	-9.5
3412	C	PD	Chatham Rd N	San Lau St	Wo Chung St	26,840 *	26,720	-0.4
3413	C	PD	Nathan Rd	Salisbury Rd	Peking Rd	24,910 *	26,200	+5.2
3414	C	PD	Nathan Rd	Peking Rd	Mody Rd	16,400 *	15,080	-8.1
3415	C	PD	Nathan Rd	Waterloo Rd	Pitt St	28,280 *	31,710	+12.2
3416	C	PD	Nathan Rd	Pitt St	Dundas St	31,520 *	36,750	+16.6
3417	C	PD	Jordan Rd	Ferry St	Canton Rd	40,590 *	40,510	-0.2
3418	C	PD	Waterloo Rd	Shanghai St	Ferry St	25,320 *	26,120	+3.1
3419	C	PD	Gascoigne Rd	Wylie Rd	Ramps to & from Gascoigne Rd near Jordan Rd	26,360 *	22,660	-14.0

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
3420	C	PD	Gascoigne Rd	Ramps to & from Gascoigne Rd near Jordan Rd	Jordan Rd	51,480 *	55,980	+8.7
3421	C	PD	Gascoigne Rd	Pak Hoi St	Jordan Rd	28,230 *	29,190	+3.4
3422	C	PD	Argyle St	Nathan Rd	Sai Yee St	36,390 *	39,200	+7.7
3423	C	PD	Argyle St	Fu Ning St	Lomond Rd	43,200 *	45,320	+4.9
3424	C	PD	Nathan Rd	Boundary St	Prince Edward Rd W	29,240 *	29,620	+1.3
3425	C	PD	Waterloo Rd	Hereford Rd	Lancashire Rd	67,280 *	70,760	+5.2
3426	C	PD	Cheung Sha Wan Rd	Poplar St	Wong Chuk St	13,970 *	13,540	-3.1
3427	C	PD	Cheung Sha Wan Rd	Tai Nan W St	Hing Wah St	38,140 *	32,810	-14.0
3428	C	PD	Lai Chi Kok Rd (GL)	Cedar St	Tong Mi Rd	29,610 *	29,050	-1.9
3429	C	PD	Lai Chi Kok Rd	Hing Wah St	Cheung Mou St	16,170 *	14,050	-13.1
3430	C	PD	Lai Chi Kok Rd	Kom Tsun St	Cheung Mou St	108,760 *	94,700	-12.9
3431	C	PD	Tai Po Rd	Castle Peak Rd	Tai Woh Ping Rd	28,510 *	30,460	+6.9
3432	C	PD	Butterfly Valley Rd	Butterfly Valley INT	Castle Peak Rd	15,470 *	13,130	-15.1
3433	C	PD	Prince Edward Rd W (GL)	Sai Yee St	Fa Yuen St	25,680 *	26,260	+2.3
3434	C	PD	Prince Edward Rd W & FO <K11A>	Junction Rd	Lomond Rd	44,080 *	40,730	-7.6
3435	C	PD	Boundary St	Sai Yee St	Tai Hang Tung Rd	35,930 *	30,530	-15.0
3436	C	PD	Ma Tau Chung Rd	Ma Tau Kok Rd	Sung Wong Toi Rd	36,860 *	31,700	-14.0
3437	C	PD	Kowloon City RA	Prince Edward Rd W	Argyle St	44,320 *	34,540	-22.1
3438	C	PD	Tseung Kwan O Rd	Lei Yue Mun Rd	Sau Mau Ping Rd	135,390 *	109,680	-19.0
3439	C	PD	Kai Fuk Rd FO <K58> up-ramp	Kwun Tong Rd E-B	Kai Fuk Rd FO <K58>	22,340 *	25,340	+13.4
3440	C	PD	Kai Fuk Rd FO <K58> down-ramp	Kai Fuk Rd FO <K58>	Kwun Tong Rd W-B	21,000 *	20,730	-1.3
3441	C	PD	Kwun Tong Rd	Kwun Tong Rd #330	Lai Yip St	23,520 *	28,200	+19.9
3442	C	PD	Kwun Tong Rd underpass	Tsun Yip Lane	King Yip Lane	41,890 *	41,940	+0.1
3443	C	PD	Lei Yue Mun Rd	Kai Tin Rd	Tseung Kwan O Rd	108,310 *	89,960	-16.9
3444	C	DD	Shanghai St	Waterloo Rd	Dundas St	15,780 *	23,340	+47.9
3445	C	DD	Austin Rd	Canton Rd	Nathan Rd	33,010 *	36,830	+11.6
3446	C	DD	Peking Rd	Nathan Rd	Kowloon Park Drive	11,080 *	9,960	-10.1
3447	C	DD	Public Square St	Ferry St	Canton Rd	3,780 *	4,370	+15.8
3448	C	DD	Wuhu St	Gillies Ave S	Chatham Rd N	11,670 *	11,820	+1.3
3449	C	DD	Shung Yung St & Pak Kung St	Fat Kwong St	Chatham Rd N	12,140 *	10,440	-14.0

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
3450	C	DD	To Kwa Wan Rd	San Ma Tau St	Kwei Chow St	24,040 *	20,500	-14.7
3451	C	DD	Pui Ching Rd & Sheung Hing St	Princess Margaret Rd	Waterloo Rd	24,800 *	26,440	+6.6
3452	C	DD	Mong Kok Rd	Nathan Rd	Shanghai St	17,940 *	18,270	+1.9
3453	C	DD	Sai Yee St	Argyle St	Mong Kok Rd	22,960 *	25,100	+9.3
3454	C	DD	Tin Kwong Rd	Argyle St	Sheung Shing St	12,800 *	12,320	-3.8
3455	C	DD	Mok Cheong St	To Kwa Wan Rd	Ma Tau Chung Rd	8,670 *	8,320	-4.0
3456	C	DD	Nam Cheong St	Cheung Sha Wan Rd	Un Chau St	7,270 *	8,190	+12.7
3457	C	DD	Nam Cheong St	Lung Cheung Rd	Cornwall St	10,030 *	8,560	-14.6
3458	C	DD	Junction Rd	Boundary St	Nga Tsin Wai Rd	16,090 *	13,940	-13.3
3459	C	DD	Tung Tau Tsuen Rd	Fung Mo St	Tung Tsing Rd	10,080 *	9,040	-10.4
3460	C	DD	Fung Tak Rd	Sheung Fung St	Po Kong Village Rd	22,210 *	23,230	+4.6
3461	C	DD	Lancashire Rd	Waterloo Rd	Oxford Rd	13,640 *	13,990	+2.6
3462	C	DD	Fung Mo St	Fu Mei St	Lung Cheung Rd	18,080 *	21,150	+17.0
3463	C	DD	Choi Hung Rd FO <K10B>	Choi Hung Rd	Prince Edward Rd E	13,110 *	12,740	-2.9
3464	C	DD	Hammer Hill Rd	Choi Hung Rd	Lung Cheung Rd	19,760 *	23,440	+18.7
3465	C	DD	Castle Peak Rd	Kweilin St	Slip rd adjoining Tai Po Rd	3,340 *	3,300	-1.2
3466	C	DD	Castle Peak Rd	Tung Chau West St	Tai Nan West St	9,140 *	9,860	+7.8
3467	C	DD	Yen Chow St	Cheung Sha Wan Rd	Un Chau St	24,440 *	22,330	-8.6
3468	C	DD	Hing Wah St	Cheung Sha Wan Rd	Un Chau St	10,580 *	11,850	+12.0
3469	C	DD	Shanghai St	Austin Rd	Jordan Rd	7,400 *	7,030	-5.1
3470	C	DD	Sung Wong Toi Rd & To Kwa Wan Rd	Kai Tak Tunnel	Mok Cheong St	13,180 *	9,460	-28.2
3471	C	DD	Olympic Ave	Hang Wan Rd	Sung Wong Toi Rd	8,780 *	7,740	-11.8
3472	C	DD	Fu Ning St	Ma Tau Chung Rd	Argyle St	5,850 *	6,450	+10.2
3473	C	DD	Hong Ning Rd	Kung Lok Rd southern junction	Mut Wah St	12,800 *	13,810	+7.9
3474	C	DD	Hip Wo St	Tung Yan St	Kwun Tong Rd RA	21,050 *	20,020	-4.9
3475	C	DD	Hip Wo St	Sau Mau Ping Rd	Hong Ning Rd	21,350 *	23,730	+11.2
3476	C	DD	Mut Wah St	Hip Wo St	Hong Ning Rd	15,650 *	15,520	-0.8
3477	C	DD	Sau Mau Ping Rd	Hip Wo St	Sau Ming Rd	21,220 *	19,170	-9.6
3478	C	DD	Kai Cheung Rd slip rd	Kai Fuk Rd	Kai Fuk Rd	15,990 *	15,610	-2.4
3479	C	DD	Kai Cheung Rd FO <K56>	Wai Yip St	Ngau Tau Kok Rd	12,410 *	11,370	-8.4

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
3480	C	DD	Ngau Tau Kok Rd	Chun Wah Rd	near Kwai Yin House, Lower Ngau Tau Kok Estate	12,730 *	15,180	+19.3
3481	C	DD	Tung Yan St	Hip Wo St	Yue Man Square	13,010 *	10,020	-23.0
3482	C	DD	Kai Tin Rd	Tak Tin St	Lei Yue Mun Rd	15,780 *	13,310	-15.6
3483	C	DD	Wai Yip St	Lai Yip St	Shun Yip St	30,160 *	30,700	+1.8
3484	C	DD	Cha Kwo Ling Rd	Lei Yue Mun Rd	Wai Yip St	28,660 *	31,620	+10.4
3485	C	LD	Austin Ave & Kimberley Rd	Observatory Rd	Austin Rd	9,850 *	10,300	+4.6
3486	C	LD	Cox's Rd	Austin Rd	Jordan Rd	10,280 *	11,270	+9.7
3487	C	LD	Sheung Fung St	Shung Wah St	Wan Wah St	8,090 *	9,120	+12.8
3488	C	LD	La Salle Rd	Renfrew Rd	Lancashire Rd	7,220 *	7,120	-1.4
3489	C	LD	Lok Sin Rd	Tung Tsing Rd	Tak Ku Ling Rd	8,220 *	8,460	+3.0
3490	C	LD	Tonkin St & Kwong Lee Rd	Castle Peak Rd	Cheung Fat St	3,620 *	3,660	+1.1
3491	C	LD	Heng Lam St	Junction Rd	Fung Mo St	4,470 *	4,070	-9.1
3492	C	LD	Knight St	Boundary St	Prince Edward Rd W	5,830 *	5,200	-10.8
3494	C	LD	Tak Ku Ling Rd	Nga Tsin Wai Rd	Carpenter Rd	8,540 *	7,020	-17.7
3495	C	DD	Tak Man St	Ma Tau Wai Rd	Hung Hom Rd	11,940 *	11,960	+0.2
3496	C	DD	Chuk Yuen Rd	Junction Rd	Ma Chai Hang Rd	12,050 *	14,130	+17.3
3497	C	DD	Pik Wan Rd & UR to Lam Tin	Ko Chiu Rd	Lin Tak Rd	13,680 *	12,400	-9.4
3498	C	DD	Kowloon Park Drive FO <K80>	Canton Rd #333	Hong Kong Heritage Discovery Centre	18,120 *	20,560	+13.5
3499	C	DD	Lung Cheung Rd FO <K79>	Hammer Hill Rd RA	Choi Hung Rd	16,030 *	18,410	+14.9
3501	C	DD	Tonkin St	Lai Chi Kok Rd	Tung Chau St	18,840 *	16,820	-10.7
3502	C	UT	West Kowloon Highway	Austin Rd W	Jordan Rd	72,750 *	88,350	+21.4
3503	C	UT	West Kowloon Highway	Tung Kun St Ext	Slip rds to & from Lin Cheung Rd	33,920 *	40,520	+19.4
3504	C	LD	Hung Lai Rd	Hung Hom South Rd	Hung Lok Rd	6,480 *	5,830	-10.0
3505	C	DD	Cheong Tung Rd S	Hung Luen Rd	Hung Lai Rd	5,130 *	4,900	-4.5
3506	C	PD	Wai Yip St	Shun Yip St	Kai Fuk Rd FO <K58>	-	32,710	-
3601	C	UT	Princess Margaret Rd	Chatham Rd FO <K20>	Chatham Rd N	45,560 *	44,450 *	-2.4
3602	C	UT	Waterloo Rd FO <K59>	Suffolk Rd	Ede Rd	49,280 *	48,080 *	-2.4
3603	C	UT	Lung Cheung Rd	Po Kong Village Rd	Hammer Hill Rd	86,040 *	84,720 *	-1.5
3604	C	UT	West Kowloon Corridor West	Pok Man St	Cherry St	14,270 *	14,050 *	-1.5

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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 2023	AADT 2024	Change of 2024 as % of 2023
3605	C	UT	Kwun Tong Rd	Ping Shek Est eastern end	Lung Cheung Rd	69,200 *	70,040 *	+1.2
3606	C	PD	Salisbury Rd	Nathan Rd	Chatham Rd S	42,360 *	41,050 *	-3.1
3607	C	PD	Chatham Rd S	Cameron Rd	Observatory Rd	31,000 *	30,040 *	-3.1
3608	C	PD	Chatham Rd S	Observatory Rd	Austin Rd & Cheong Wan Rd	35,770 *	34,670 *	-3.1
3609	C	PD	Nathan Rd	Kimberley Rd	Mody Rd	26,450 *	25,630 *	-3.1
3610	C	PD	Nathan Rd	Hillwood Rd	Kimberley Rd	28,220 *	27,350 *	-3.1
3611	C	PD	Nathan Rd	Shantung St	Argyle St	26,210 *	26,530 *	+1.2
3612	C	PD	Jordan Rd	Canton Rd	Shanghai St	38,040 *	36,860 *	-3.1
3613	C	PD	Waterloo Rd	Nathan Rd	Shanghai St	20,500 *	19,860 *	-3.1
3614	C	PD	Gascoigne Rd	Nathan Rd	Pak Hoi St	24,370 *	23,620 *	-3.1
3615	C	PD	Chatham Rd FO <K20>	Gascoigne Rd	Princess Margaret Rd	15,750 *	15,260 *	-3.1
3616	C	PD	Tong Mi Rd	Mong Kok Rd	Cherry St	37,290 *	36,710 *	-1.5
3617	C	PD	Argyle St	Yim Po Fong St	Sai Yee St	46,420 *	46,990 *	+1.2
3618	C	PD	Argyle St & FO <K11B>	Kowloon City INT	Fu Ning St	43,740 *	42,380 *	-3.1
3619	C	PD	Argyle St FO <K11B>	Prince Edward Rd W	Kowloon City INT	28,250 *	27,380 *	-3.1
3620	C	PD	Ma Tau Wai Rd	Chi Kiang St	Tin Kwong Rd	29,390 *	29,750 *	+1.2
3621	C	PD	Waterloo Rd	Hereford Rd	Suffolk Rd	69,860 *	67,700 *	-3.1
3622	C	PD	Waterloo Rd (GL)	Junction Rd	Suffolk Rd	32,050 *	31,060 *	-3.1
3624	C	PD	Lung Cheung Rd (GL)	Wong Kuk Ave	Clear Water Bay Rd	44,060 *	43,390 *	-1.5
3625	C	PD	Clear Water Bay Rd	Lung Cheung Rd	Kwun Tong Rd	33,900 *	33,380 *	-1.5
3626	C	PD	Cheung Sha Wan Rd	Nam Cheong St	Wong Chuk St	25,330 *	25,640 *	+1.2
3627	C	PD	Cheung Sha Wan Rd	Tai Nan W St	Tung Chau W St	42,390 *	41,740 *	-1.5
3628	C	PD	Cheung Sha Wan Rd & up-ramp	Kom Tsun St	Tung Chau West St	52,840 *	52,020 *	-1.5
3629	C	PD	Lai Chi Kok Rd	Tong Mi Rd	Wong Chuk St	36,990 *	36,420 *	-1.5
3630	C	PD	Tai Po Rd	Poplar St	Wong Chuk St	21,030 *	21,290 *	+1.2
3631	C	PD	Tai Po Rd	Petrol Station	Tai Woh Ping Rd	29,660 *	29,200 *	-1.5
3632	C	PD	Castle Peak Rd	Lai Chi Kok INT	Butterfly Valley INT	18,280 *	17,990 *	-1.5
3634	C	PD	Prince Edward Rd W (GL)	Sai Yee St	Yuen Ngai St	24,850 *	25,150 *	+1.2
3635	C	PD	Prince Edward Rd W	Embankment Rd	Kadoorie Ave	57,560 *	58,260 *	+1.2
3636	C	PD	Prince Edward Rd W & FO <K11A>	Nga Tsin Long Rd	Junction Rd	63,570 *	61,610 *	-3.1
3637	C	PD	Boundary St	Embankment Rd	Knight St	42,460 *	42,980 *	+1.2

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
3638	C	PD	Ma Tau Chung Rd	Sung Wong Toi Rd	Slip rd to Olympic Ave	72,280 *	73,160 *	+1.2
3639	C	PD	Prince Edward Rd E & FO <K10A>	Kai Tak River	Prince Edward Rd W. #456	141,980 *	137,580 *	-3.1
3640	C	PD	Lai Chi Kok Rd FO <K38>	Prince Edward Rd W	Lai Chi Kok Rd	19,000 *	19,240 *	+1.2
3641	C	PD	Lung Cheung Rd FO <K41A>	Kwun Tong Rd	Lung Cheung Rd	66,040 *	65,020 *	-1.5
3642	C	PD	Kwun Tong Rd	Lai Yip St	Kai Fuk Rd FO<K58> eastern end	31,220 *	30,740 *	-1.5
3643	C	PD	Kwun Tong Rd	Kwun Tong Rd RA	Kwun Tong Rd underpass eastern end	32,170 *	31,670 *	-1.5
3644	C	PD	Lei Yue Mun Rd	Tsui Ping Rd	Tseung Kwan O Rd	86,520 *	85,190 *	-1.5
3645	C	DD	Wylie Rd	Gascoigne Rd	Princess Margaret Rd	12,620 *	12,230 *	-3.1
3646	C	DD	Austin Rd	Nathan Rd	Cox's Rd	22,810 *	22,100 *	-3.1
3647	C	DD	Public Square St	Shanghai St	Canton Rd	3,500 *	3,390 *	-3.1
3648	C	DD	Wuhu St	Ma Tau Wai Rd	Gillies Ave S	14,070 *	13,210 *	-6.1
3649	C	DD	Fat Kwong St	Sheung Shing St	Chung Hau St	18,680 *	18,110 *	-3.1
3650	C	DD	To Kwa Wan Rd	San Ma Tau St	San Shan Rd	27,180 *	25,510 *	-6.1
3651	C	PD	Cherry St	Tai Kok Tsui Rd	Lin Cheung Rd	36,820 *	35,860 *	-2.6
3652	C	DD	Mong Kok Rd	Nathan Rd	Sai Yee St	28,630 *	26,870 *	-6.1
3653	C	DD	Sai Yee St	Mong Kok Rd	Prince Edward Rd W	17,460 *	16,390 *	-6.1
3654	C	DD	Chi Kiang St	To Kwa Wan Rd	Ma Tau Wai Rd	8,530 *	8,000 *	-6.1
3655	C	DD	Tai Kok Tsui Rd	Cherry St	Anchor St	9,880 *	9,630 *	-2.6
3656	C	DD	Nam Cheong St	Tai Po Rd	Un Chau St	8,870 *	8,320 *	-6.1
3657	C	DD	Woh Chai St	Nam Cheong St	Shek Kip Mei St	8,650 *	8,390 *	-3.1
3658	C	DD	Junction Rd	Chuk Yuen Rd	Tung Tau Tsuen Rd	12,740 *	12,340 *	-3.1
3659	C	DD	Tung Tau Tsuen Rd	Tai Shing St	Fung Mo St	9,280 *	9,040 *	-2.6
3660	C	DD	Po Kong Village Rd	Lung Cheung Rd	Choi Hung Rd	44,960 *	43,570 *	-3.1
3661	C	DD	Po Kong Village Rd	Lung Cheung Rd	Fung Tak Rd	45,050 *	43,660 *	-3.1
3662	C	DD	Tsz Wan Shan Rd	Po Kong Village Rd	Wai Wah St	11,950 *	11,580 *	-3.1
3663	C	DD	Lancashire Rd	La Salle Rd	Oxford Rd	12,890 *	12,490 *	-3.1
3664	C	DD	Wong Tai Sin Rd & Fung Tak Rd	Ma Chai Hang Rd	Sheung Fung St	14,510 *	14,060 *	-3.1
3665	C	DD	Choi Hung Rd nr Lok Sin Rd	Choi Hung Rd FO <K10A> down-ramp	Choi Hung Rd #34	34,240 *	33,350 *	-2.6
3666	C	DD	Un Chau St	Shek Kip Mei St	Nam Cheong St	12,790 *	12,010 *	-6.1

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
3667	C	DD	Castle Peak Rd	Yen Chow St	Slip rd adjoining Tai Po Rd	28,220 *	26,490 *	-6.1
3668	C	DD	Castle Peak Rd	Kom Tsun St	Tung Chau West St	6,980 *	6,800 *	-2.6
3669	C	DD	Yen Chow St	Un Chau St	Castle Peak Rd	18,470 *	17,340 *	-6.1
3670	C	DD	Hing Wah St	Castle Peak Rd	Un Chau St	8,380 *	8,160 *	-2.6
3671	C	DD	Tung Chau West St	Castle Peak Rd	Cheung Sha Wan Rd	6,770 *	6,590 *	-2.6
3672	C	DD	Sai Yeung Choi St S	Argyle St	Mong Kok Rd	7,910 *	7,430 *	-6.1
3673	C	DD	Kai Tak Tunnel up-ramp	Kai Tak Tunnel	Sung Wong Toi Rd	13,410 *	12,590 *	-6.1
3674	C	DD	Olympic Ave	Concorde Rd	Slip rd next to Sung Wong Toi Garden	3,050 *	2,950 *	-3.1
3675	C	DD	Wong Chuk St	Cheung Sha Wan Rd	Lai Chi Kok Rd	9,410 *	8,830 *	-6.1
3676	C	DD	Hong Ning Rd	Kung Lok Rd	Kung Lok Rd	10,850 *	10,570 *	-2.6
3677	C	DD	Hip Wo St	Mut Wah St	Tung Yan St	21,680 *	21,010 *	-3.1
3678	C	DD	Hiu Kwong St	Sau Mau Ping Rd	Sau Ming Rd	16,280 *	15,780 *	-3.1
3679	C	DD	Sau Mau Ping Rd	Hiu Kwong St	Tseung Kwan O Rd	31,570 *	30,600 *	-3.1
3680	C	DD	Po Lam Rd	Sau Mau Ping Rd	Anderson Rd	23,290 *	22,570 *	-3.1
3681	C	DD	Kai Cheung Rd	Kai Shing St	Kai Fuk Rd	38,680 *	36,300 *	-6.1
3682	C	DD	Yue Man Square	Tung Yan St	Hong Ning Rd	6,090 *	5,930 *	-2.6
3683	C	DD	Ngau Tau Kok Rd	Chun Wah Rd	near Fuk To St	27,870 *	26,160 *	-6.1
3684	C	DD	Elegance Rd	Kwun Tong Rd	Ngau Tau Kok Rd	21,760 *	20,420 *	-6.1
3686	C	DD	Wai Yip St	Kai Fuk Rd FO <K58>	Access rd to Telford Garden	25,000 *	23,460 *	-6.1
3687	C	DD	Sheung Yee Rd FO <K57>	Ngau Tau Kok Rd	Tsui Hing St	4,920 *	4,620 *	-6.1
3688	C	LD	Observatory Rd	Chatham Rd S	Kimberley Rd	12,780 *	12,380 *	-3.1
3689	C	LD	Kwei Chow St	Long Yuet St	To Kwa Wan Rd	5,800 *	5,440 *	-6.1
3690	C	LD	Shung Wah St & Wan Wah St	Sheung Fung St	Sheung Fung St	7,720 *	7,480 *	-3.1
3691	C	LD	Hereford Rd	Waterloo Rd	Renfrew Rd	6,960 *	6,750 *	-3.1
3692	C	LD	Tung Tsing Rd	Tung Tau Tsuen Rd	Lok Sin Rd	6,950 *	6,740 *	-3.1
3694	C	LD	On Tin St	Ping Tin St	Tak Tin St	3,300 *	3,200 *	-3.1
3696	C	LD	Ping Tin St	On Tin St	On Tin St	1,410 *	1,370 *	-3.1
3697	C	DD	Hung Hom S Rd	Gillies Ave S. & Cheong Wan Rd	Hung Hom Rd	9,620 *	9,030 *	-6.1
3698	C	DD	Man Yue St	Ma Tau Wai Rd	Hung Hom Rd	5,660 *	5,310 *	-6.1
3699	C	UT	West Kowloon Corridor	Yen Chow St	Sycamore St & Tong Mi Rd	18,190 *	17,910 *	-1.5
3700	C	DD	Chuk Yuen Rd	Ma Chai Hang Rd	Nga Chuk St	8,310 *	8,100 *	-2.6

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
3701	C	EX	Kwun Tong Bypass <K76>	Cheung Yip St	Wang Chin St	73,490 *	72,360 *	-1.5
3702	C	EX	Tseung Kwan O Rd	Lei Yue Mun Rd	Wai Yip St	62,990 *	62,020 *	-1.5
3703	C	PD	Prince Edward Rd INT <K78> slip rd F	Choi Hung Rd	Prince Edward Rd E	5,370 *	5,290 *	-1.5
3704	C	PD	Ching Cheung Rd slip rd	Ching Cheung Rd	Container Port Rd	11,850 *	11,660 *	-1.5
3705	C	UT	West Kowloon Corridor - Cherry St up-ramp	Soy St	Pok Man St	21,280 *	20,950 *	-1.5
3706	C	UT	Ferry St <FO>	Public Square St	Waterloo Rd	34,550 *	34,020 *	-1.5
3707	C	UT	West Kowloon Highway	Slip rd to Yau Ma Tei INT	Tung Kun St Ext	45,540 *	44,840 *	-1.5
3708	C	LD	Shung Wah St	Po Kong Village Rd	Wan Wah St	9,640 *	9,340 *	-3.1
3710	C	PD	Austin Rd W	Lin Cheung Rd	Canton Rd	56,980 *	56,100 *	-1.5
3711	C	LD	Yen Chow St W	Lin Cheung Rd	Sham Mong Rd	6,280 *	6,120 *	-2.6
3712	C	UT	Lin Cheung Rd	Yen Chow St	Cherry St	70,120 *	69,040 *	-1.5
3801	C	UT	Princess Margaret Rd	Chatham Rd FO <K20>	Wylie Rd	70,620 *	68,900 *	-2.4
3802	C	UT	Waterloo Rd	Ede Rd	Lung Cheung Rd	71,440 *	70,340 *	-1.5
3803	C	UT	Lai Chi Kok Bay Bridge	Section over Mei Foo Sun Chuen	Section nr Ching Lai Court	101,430 *	99,870 *	-1.5
3804	C	UT	Kwai Chung Rd	Lai Chi Kok Bay Bridge	Lai Chi Kok Rd & Cheung Sha Wan Rd	78,440 *	77,240 *	-1.5
3805	C	UT	Prince Edward Rd E	Choi Hung Bus Terminus	near King Tai Court	123,530 *	120,520 *	-2.4
3806	C	UT	Kwun Tong Rd	Wai Yip St FO <K42>	Ngau Tau Kok Rd	81,550 *	82,540 *	+1.2
3807	C	UT	West Kowloon Corridor	Yen Chow St	Tai Kok Tsui Rd	67,760 *	66,710 *	-1.5
3808	C	PD	Salisbury Rd	Chatham Rd S	Mody Lane	40,660 *	39,400 *	-3.1
3809	C	PD	Chatham Rd S	Austin Rd & Cheong Wan Rd	Gascoigne Rd	45,580 *	44,170 *	-3.1
3810	C	PD	Nathan Rd	Jordan Rd	Hillwood Rd	19,140 *	18,550 *	-3.1
3811	C	PD	Kowloon Park Drive	Salisbury Rd	Peking Rd	42,510 *	41,190 *	-3.1
3812	C	PD	Jordan Rd	Shanghai St	Nathan Rd	50,560 *	49,000 *	-3.1
3813	C	PD	Waterloo Rd	Nathan Rd	Yim Po Fong St	37,140 *	35,990 *	-3.1
3814	C	PD	Ferry St	Jordan Rd	Public Square St	24,480 *	23,730 *	-3.1
3815	C	PD	Tong Mi Rd	Mong Kok Rd	Bute St	28,190 *	27,760 *	-1.5
3816	C	PD	Argyle St & FO <K13>	Princess Margaret Rd	Waterloo Rd	57,400 *	55,620 *	-3.1
3817	C	PD	Nathan Rd	Argyle St	Mong Kok Rd	28,020 *	28,360 *	+1.2
3818	C	PD	Ma Tau Wai Rd	Tin Kwong Rd	Farm Rd	30,630 *	31,000 *	+1.2

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
3819	C	PD	Waterloo Rd (GL)	Junction Rd	Cornwall St	24,550 *	23,790 *	-3.1
3820	C	PD	Cheung Sha Wan Rd	Yen Chow St	Nam Cheong St	27,520 *	27,850 *	+1.2
3821	C	PD	Lai Chi Kok Rd	Nathan Rd	Shanghai St	18,590 *	18,820 *	+1.2
3822	C	PD	Lai Chi Kok Rd	Nam Cheong St	Wong Chuk St	21,120 *	21,380 *	+1.2
3823	C	PD	Tai Po Rd	Wong Chuk St	Shek Kip Mei St	32,960 *	33,360 *	+1.2
3824	C	PD	Tai Po Rd	Lung Cheung Rd	Tai Woh Ping Rd	33,980 *	33,460 *	-1.5
3825	C	PD	Cheung Sha Wan Rd & Lai Chi Kok Rd	Butterfly Valley Rd	Lai Chi Kok Bay Bridge	43,950 *	43,270 *	-1.5
3826	C	PD	Lung Cheung Rd slip rd	Tai Po Rd <Tai Wo Ping INT>	Lung Cheung Rd	12,570 *	12,370 *	-1.5
3827	C	PD	Prince Edward Rd W	Lai Chi Kok Rd	Tong Mi Rd	29,900 *	30,260 *	+1.2
3828	C	PD	Prince Edward Rd W	Knight St	Kadoorie Ave	49,060 *	49,650 *	+1.2
3829	C	PD	Prince Edward Rd W & FO <K11A>	Prince Edward Rd W FO <K11A> eastern tip	Nga Tsin Long Rd	79,250 *	76,800 *	-3.1
3830	C	PD	Boundary St	Knight St	Waterloo Rd	34,180 *	34,600 *	+1.2
3831	C	PD	Ma Tau Chung Rd & FO <K11C>	Sung Wong Toi Rd Garden	Kowloon City INT	57,350 *	58,050 *	+1.2
3832	C	PD	Prince Edward Rd E	Kai Tak River	Choi Hung Rd	134,950 *	130,770 *	-3.1
3833	C	PD	Kwun Tong Rd	Kai Fuk Rd FO <K58> eastern end	Hong Ning Rd	80,210 *	78,980 *	-1.5
3834	C	PD	Kwun Tong Rd	Kwun Tong Rd underpass eastern end	Tsui Ping Rd	74,020 *	72,880 *	-1.5
3835	C	DD	Shanghai St	Kansu St	Jordan Rd	8,730 *	8,460 *	-3.1
3836	C	DD	Kowloon City Rd N-B	San Shan Rd	Sung Wong Toi Rd	8,060 *	7,570 *	-6.1
3837	C	DD	Pine Tree Hill Rd & Hillwood Rd	Nathan Rd	Austin Rd	5,000 *	4,840 *	-3.1
3838	C	DD	Public Square St	Nathan Rd	Shanghai St	6,030 *	5,840 *	-3.1
3839	C	DD	Chatham Rd N underpass nr Wuhu St	Chatham Rd N	Gillies Ave S	10,820 *	10,150 *	-6.1
3840	C	DD	Ma Tau Wai Rd	Fat Kwong St	Wuhu St	22,090 *	20,730 *	-6.1
3841	C	DD	To Kwa Wan Rd	San Shan Rd	Ma Tau Kok Rd	20,420 *	19,160 *	-6.1
3842	C	PD	Cherry St	Tong Mi Rd	Up-ramp to West Kowloon Corridor	42,490 *	41,380 *	-2.6
3843	C	PD	Argyle St	Shanghai St	Tong Mi Rd & Ferry St	34,650 *	32,520 *	-6.1
3844	C	DD	Sai Yee St	Prince Edward Rd W	Boundary St	4,280 *	4,020 *	-6.1
3845	C	DD	San Shan Rd	Kowloon City Rd	To Kwa Wan Rd	13,250 *	12,440 *	-6.1
3846	C	DD	Tai Kok Tsui Rd	Anchor St	Boundary St	13,600 *	13,250 *	-2.6
3847	C	DD	Nam Cheong St	Woh Chai St	Tai Po Rd	7,390 *	7,160 *	-3.1

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
3848	C	DD	Woh Chai St	Tong Yam St	Shek Kip Mei St	9,600 *	9,300 *	-3.1
3849	C	DD	Junction Rd	Junction Rd & Broadcast Drive	Renfrew Rd	34,750 *	33,680 *	-3.1
3850	C	DD	Tung Tau Tsuen Rd	Shatin Pass Rd	Tai Shing St	12,250 *	11,930 *	-2.6
3851	C	DD	Tsz Wan Shan Rd	Wai Wah St	Wan Wah St	9,780 *	9,470 *	-3.1
3852	C	DD	Nga Tsin Wai Rd	La Salle Rd	Junction Rd	13,070 *	12,660 *	-3.1
3853	C	DD	Ma Chai Hang Rd	Wong Tai Sin Rd	Fung Mo St FO <K8>	11,320 *	11,030 *	-2.6
3854	C	DD	Choi Hung Rd	Lok Sin Rd	Shatin Pass Rd	28,810 *	28,060 *	-2.6
3855	C	DD	Un Chau St	Yen Chow St	Nam Cheong St	9,140 *	8,580 *	-6.1
3856	C	DD	Castle Peak Rd	Tonkin St	Yen Chow St	18,090 *	17,620 *	-2.6
3858	C	DD	Tonkin St	Lai Chi Kok Rd	Cheung Sha Wan Rd	18,570 *	18,080 *	-2.6
3859	C	DD	Mei Lai Rd & Lai Wan Rd	Mei Fu Bus Terminus	Lai King Hill Rd	14,920 *	14,530 *	-2.6
3860	C	DD	Boundary St	Lai Chi Kok Rd	Tai Kok Tsui Rd	13,950 *	13,580 *	-2.6
3861	C	DD	Sung Wong Toi Rd	Tam Kung Rd	Kai Tak Tunnel up-ramp	36,570 *	34,330 *	-6.1
3862	C	DD	Concorde Rd	Prince Edward Rd E RA	Olympic Ave	17,900 *	17,340 *	-3.1
3863	C	DD	Wong Chuk St	Cheung Sha Wan Rd	Tai Po Rd	7,050 *	6,620 *	-6.1
3864	C	DD	Hong Ning Rd	Chun Wah Rd	Kung Lok Rd	11,950 *	11,580 *	-3.1
3865	C	DD	Hip Wo St	Tsui Ping St	Mut Wah St	20,290 *	19,660 *	-3.1
3866	C	DD	Sau Ming Rd	Sau Mau Path	Hiu Kwong St	11,040 *	10,700 *	-3.1
3867	C	DD	Sau Mau Ping Rd	Hiu Kwong St	Po Lam Rd	28,470 *	27,580 *	-3.1
3869	C	DD	Kai Cheung Rd	Kai Shing St	Wang Kwong Rd	29,230 *	27,440 *	-6.1
3870	C	DD	Ngau Tau Kok Rd	Hong Ning Rd	Elegance Rd	16,410 *	15,400 *	-6.1
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	28,000 *	26,280 *	-6.1
3873	C	DD	Lai Yip St	Wai Yip St	Kwun Tong Rd	16,920 *	16,480 *	-2.6
3874	C	DD	Wai Yip St	Kai Cheung Rd	Access rd to Telford Garden	44,940 *	42,190 *	-6.1
3875	C	DD	Wai Yip St	Kai Cheung Rd	Kwun Tong Rd	66,460 *	62,390 *	-6.1
3876	C	DD	Tai Nan W St	Cheung Sha Wan Rd	Castle Peak Rd	8,640 *	8,410 *	-2.6
3877	C	LD	Canton Rd	Jordan Rd	Saigon St	2,910 *	2,820 *	-3.1
3878	C	LD	Long Yuet St	San Ma Tau St	Kwei Chow St	3,790 *	3,560 *	-6.1
3879	C	LD	Wan Wah St	Wai Wah St	Sheung Fung St	9,660 *	9,360 *	-3.1
3880	C	LD	Renfrew Rd	Junction Rd	Hereford Rd	9,570 *	9,280 *	-3.1
3881	C	LD	Tat Chee Ave	Tai Hang Tung Rd	Begonia Rd	12,320 *	11,940 *	-3.1

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
3882	C	DD	Suffolk Rd & Kent Rd	Waterloo Rd	Cornwall St	6,510 *	6,310 *	-3.1
3883	C	LD	Shung Shun St & Yan Wing St	Ko Chiu Rd	Sam Ka Tsuen Ferry Pier	11,610 *	11,250 *	-3.1
3884	C	LD	Wang Chiu Rd & Wang Kwong Rd	Kai Cheung Rd	Kai Cheung Rd	11,700 *	10,980 *	-6.1
3885	C	LD	On Tin St	Ping Tin St	Ping Tin St	4,970 *	4,820 *	-3.1
3886	C	DD	Hung Hom Rd	Hung Hom S Rd	Tak Man St	21,620 *	20,290 *	-6.1
3887	C	DD	Bailey St	Ma Tau Wai Rd	Hung Hom Rd	13,120 *	12,320 *	-6.1
3888	C	UT	West Kowloon Corridor	Cheung Lai St	Tonkin St	58,890 *	57,980 *	-1.5
3889	C	DD	Shatin Pass Rd	Wong Tai Sin Rd	Lung Fung St	810 *	790 *	-3.1
3890	C	PD	Gascoigne Rd FO <K20>	Ramps to & from Gascoigne Rd near Jordan Rd	Chatham Rd S	97,080 *	94,070 *	-3.1
3891	C	DD	Fung Tak Rd	Lung Poon St	Hammer Hill Rd RA	12,170 *	11,850 *	-2.6
3892	C	PD	Prince Edward Rd INT <K78> slip rd E	Kwun Tong Rd N-B	Kwun Tong Bypass	4,070 *	4,120 *	+1.2
3893	C	PD	Ferry St	Shantung St	Cherry St	48,880 *	49,480 *	+1.2
3894	C	UT	Ferry St <FO> up-ramps	Waterloo Rd & Tung Kun St	Tung Kun St & Public Square St	27,450 *	27,030 *	-1.5
3895	C	DD	Lung Ping Rd	Lung Cheung Rd	Nam Cheong St	2,950 *	2,880 *	-2.6
3896	C	DD	Hung Luen Rd	Shung King St	Kin Wan St	4,310 *	4,040 *	-6.1
3897	C	UT	Lin Cheung Rd S-B	Hing Wah St W	Nr Yen Chow St W	32,670 *	32,170 *	-1.5
3898	C	PD	Hoi Wang Rd	Hoi Ting Rd Northern junction	Hoi Ting Rd Southern junction	8,410 *	8,280 *	-1.5
3899	C	DD	Hing Wah St West	Tung Chau St	Lin Cheung Rd	13,950 *	13,590 *	-2.6
3900	C	PD	Sham Mong Rd	Cherry St	Yen Chow St West	9,360 *	9,220 *	-1.5
3901	C	PD	Sham Mong Rd	Yen Chow St West	Po Lun St	8,660 *	8,520 *	-1.5
3902	C	DD	On Sau Rd	Clear Water Bay Rd	Po Lam Rd	14,200 *	13,770 *	-3.1
4001	C	UT	Princess Margaret Rd & FO <K12>	Pui Ching Rd FO <K14>	Argyle St	99,260	96,840 *	-2.4
4002	C	UT	Waterloo Rd	Lung Cheung Rd	Lion Rock Tunnel Rd	73,120	72,000 *	-1.5
4003	C	UT	Ching Cheung Rd	Kwai Chung Rd	Castle Peak Rd FO <K2>	56,820	55,950 *	-1.5
4004	C	UT	Kwun Tong Rd	Clear Water Bay Rd	Choi Hung Bus Terminus	117,690	119,130 *	+1.2
4005	C	UT	Hung Hom Bypass	Mody Lane	Slip rds to/from Princess Margaret Rd Link	31,430	30,670 *	-2.4
4006	C	PD	Chatham Rd S	Chatham Rd FO <K20>	Hong Chong Rd	117,390	113,760 *	-3.1
4007	C	PD	Nathan Rd	Market St	Jordan Rd	24,710	23,950 *	-3.1
4008	C	PD	Nathan Rd	Public Square St	Market St	39,620	38,390 *	-3.1

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
4009	C	PD	Kowloon Park Drive	Canton Rd	Peking Rd	40,380	39,130 *	-3.1
4010	C	PD	Jordan Rd	Nathan Rd	Cox's Rd	30,450	29,500 *	-3.1
4011	C	PD	Waterloo Rd	Pui Ching Rd	Argyle St	31,120	30,150 *	-3.1
4012	C	PD	Ferry St	Tung Kun St	Public Square St	12,430	12,240 *	-1.5
4013	C	PD	Tong Mi Rd	Prince Edward Rd W	Bute St	29,790	29,330 *	-1.5
4014	C	PD	Argyle St & FO <K13>	Princess Margaret Rd	Tin Kwong Rd	55,920	54,190 *	-3.1
4015	C	PD	Nathan Rd	Mong Kok Rd	Lai Chi Kok Rd	41,510	42,020 *	+1.2
4016	C	PD	Ma Tau Wai Rd & Ma Tau Chung Rd	Farm Rd	Ma Tau Kok Rd	30,870	31,250 *	+1.2
4017	C	PD	Waterloo Rd (GL)	Cornwall St	Ede Rd	8,550	8,420 *	-1.5
4018	C	PD	Cheung Sha Wan Rd	Tonkin St	Yen Chow St	23,840	23,470 *	-1.5
4019	C	PD	Lai Chi Kok Rd	Shanghai St	Prince Edward Rd W	18,960	19,190 *	+1.2
4020	C	PD	Lai Chi Kok Rd	Yen Chow St	Nam Cheong St	22,760	23,030 *	+1.2
4021	C	PD	Tai Po Rd	Shek Kip Mei St	Nam Cheong St	18,320	18,540 *	+1.2
4022	C	PD	Butterfly Valley Rd	Lai Chi Kok Rd	Cheung Sha Wan Rd	31,300	30,820 *	-1.5
4023	C	PD	Prince Edward Rd W (GL)	Lai Chi Kok Rd	Nathan Rd	20,560	20,810 *	+1.2
4024	C	PD	Prince Edward Rd W	Waterloo Rd	Knight St	39,950	40,440 *	+1.2
4025	C	PD	Boundary St	Nathan Rd	Lai Chi Kok Rd	15,640	15,830 *	+1.2
4026	C	PD	Boundary St	Waterloo Rd	La Salle Rd	32,800	33,200 *	+1.2
4027	C	PD	Ma Tau Chung Rd & FO <K11C>	Kowloon City RA	Tak Ku Ling Rd	66,080	64,030 *	-3.1
4028	C	PD	Clear Water Bay Rd	New Clear Water Bay Rd eastern junction	On Sau Rd	34,750	33,680 *	-3.1
4029	C	PD	New Clear Water Bay Rd	New Clear Water Bay Rd eastern junction	San Lee St	22,040	21,360 *	-3.1
4030	C	PD	Kwun Tong Rd	Hong Ning Rd	Kwun Tong Rd underpass western end	76,190	75,020 *	-1.5
4031	C	PD	Lei Yue Mun Rd	Ko Chiu Rd	Ko Chiu Rd	20,260	19,630 *	-3.1
4032	C	DD	Shanghai St	Kansu St	Public Square St	12,310	11,930 *	-3.1
4033	C	DD	Wylie Rd	Waterloo Rd	Princess Margaret Rd	16,520	16,010 *	-3.1
4034	C	DD	Kansu St	Canton Rd	Ferry St	12,160	11,780 *	-3.1
4035	C	DD	Dundas St	Shanghai St	Nathan Rd	2,080	1,950 *	-6.1
4036	C	DD	Ping Chi St	Chatham Rd N	Fat Kwong St	1,600	1,510 *	-6.1
4037	C	DD	Wo Chung St	Chatham Rd N	Fat Kwong St	1,920	1,800 *	-6.1
4039	C	DD	Fat Kwong St & FO <K66>	Yan Fung St	Ma Tau Wai Rd	18,480	17,910 *	-3.1

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
4040	C	DD	Ma Tau Wai Rd	San Lau St & Bailey St	Fat Kwong St	16,570	15,550 *	-6.1
4041	C	DD	To Kwa Wan Rd	Mok Cheong St	Ma Tau Kok Rd	18,560	17,420 *	-6.1
4042	C	DD	Anchor St	Tai Kok Tsui Rd	Tong Mi Rd	8,120	7,910 *	-2.6
4043	C	PD	Argyle St	Nathan Rd	Shanghai St	25,050	23,510 *	-6.1
4044	C	DD	Sheung Shing St	Fat Kwong St	Tin Kwong Rd	10,900	10,560 *	-3.1
4045	C	DD	Ma Tau Kok Rd	Kowloon City Rd	Ma Tau Chung Rd	9,240	8,670 *	-6.1
4046	C	DD	Nam Cheong St	Hai Tan St	Lai Chi Kok Rd	9,850	9,590 *	-2.6
4047	C	DD	Nam Cheong St	Pak Tin St	Woh Chai St	9,980	9,670 *	-3.1
4048	C	DD	Tai Hang Tung Rd	Tat Chee Ave	Boundary St	19,970	19,350 *	-3.1
4049	C	DD	Junction Rd	Renfrew Rd	Waterloo Rd	27,640	26,780 *	-3.1
4050	C	DD	Po Kong Village Rd	Tsz Wan Shan Rd	Fung Tak Rd	11,170	10,830 *	-3.1
4051	C	DD	La Salle Rd	Boundary St	Prince Edward Rd W	9,380	9,080 *	-3.1
4052	C	LD	Lok Sin Rd	Tung Tsing Rd	Choi Hung Rd	4,440	4,320 *	-2.6
4053	C	DD	Shek Kip Mei St	Woh Chai St	Tai Po Rd	10,750	10,410 *	-3.1
4054	C	DD	Choi Hung Rd	Shatin Pass Rd	Po Kong Village Rd	30,800	30,000 *	-2.6
4055	C	DD	Un Chau St	Tonkin St	Yen Chow St	15,850	15,440 *	-2.6
4056	C	DD	Castle Peak Rd	Hing Wah St	Tonkin St	10,890	10,610 *	-2.6
4057	C	DD	Yen Chow St	Hai Tan St	Lai Chi Kok Rd	12,490	12,160 *	-2.6
4058	C	DD	Tonkin St	Un Chau St	Castle Peak Rd	16,840	16,400 *	-2.6
4059	C	DD	Choi Hung Rd	Hammer Hill Rd	Prince Edward Rd E	4,410	4,290 *	-2.6
4060	C	DD	Embankment Rd	Prince Edward Rd W	Boundary St	11,440	10,740 *	-6.1
4061	C	DD	Sung Wong Toi Rd	Tam Kung Rd	Ma Tau Chung Rd	28,500	26,760 *	-6.1
4062	C	DD	Access Rd to Concorde Rd	Prince Edward Rd E. (W-B)	Concorde Rd	1,860	1,800 *	-3.1
4063	C	DD	Hong Ning Rd	Yue Man Square	Kwun Tong Rd	15,250	14,860 *	-2.6
4064	C	DD	Hong Ning Rd	Hip Wo St	Chun Wah Rd	16,240	15,740 *	-3.1
4065	C	DD	Hip Wo St	Hiu Kwong St	Tsui Ping Rd	16,460	15,940 *	-3.1
4066	C	DD	Sau Ming Rd	Sau Mau Ping Rd	Sau Mau Path	7,500	7,260 *	-3.1
4067	C	DD	Sau Mau Ping Rd	Sau Fung St	Po Lam Rd	16,260	15,760 *	-3.1
4068	C	DD	Shun Lee Tsuen Rd	Shun King St	Hip Wo St	17,400	16,860 *	-3.1
4069	C	DD	Kai Cheung Rd	Wang Kwong Rd	Wang Chiu Rd	23,870	22,410 *	-6.1
4070	C	DD	Ngau Tau Kok Rd	Elegance Rd	Up-ramp to Sheung Yee Rd FO <K57>	16,310	15,310 *	-6.1

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
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	11,620	10,900 *	-6.1
4073	C	DD	Hoi Yuen Rd	Wai Yip St	Kwun Tong Rd RA	20,170	19,640 *	-2.6
4074	C	DD	Cha Kwo Ling Rd	Wai Yip St	Lam Tin Interchange	26,840	26,010 *	-3.1
4075	C	DD	Sheung Yee Rd	Wai Yip St	Wang Chiu Rd	23,360	21,930 *	-6.1
4076	C	LD	Canton Rd	Kansu St	Saigon St	5,440	5,270 *	-3.1
4077	C	LD	San Lau St	Ma Tau Wai Rd	Chatham Rd N	7,120	6,680 *	-6.1
4078	C	LD	Wan Wah St	Tsz Wah Shan Rd	Wai Wah St	8,650	8,380 *	-3.1
4079	C	LD	Nga Tsin Wai Rd	Tak Ku Ling Rd	Junction Rd	13,730	13,310 *	-3.1
4080	C	LD	Peony Rd & Begonia Rd nr Tat Chee Ave	Tat Chee Ave	Tat Chee Ave	1,990	1,930 *	-3.1
4081	C	LD	Tai Hang Tung Rd	Woh Chai St	To Yuen St	7,320	7,100 *	-3.1
4082	C	LD	Yu Chau St	Wong Chuk St	Yen Chow St	8,210	7,700 *	-6.1
4083	C	LD	Wang Kwong Rd	Kai Fuk Rd	Kai Cheung Rd	9,300	8,730 *	-6.1
4084	C	LD	Ko Chiu Rd	Cha Kwo Ling Rd	Lei Yue Mun Rd	13,580	13,160 *	-3.1
4085	C	DD	Hung Hom Rd	Tak Man St	Man Yue St	16,050	15,060 *	-6.1
4086	C	DD	Lin Tak Rd	Tak Tin St	Tseung Kwan O Rd	14,570	14,120 *	-3.1
4089	C	PD	Prince Edward Rd INT <K78> S-B slip rd C	Kwun Tong Bypass	Kwun Tong Rd	2,820	2,850 *	+1.2
4090	C	DD	Cherry St Underpass	Cherry St	End	15,550	15,140 *	-2.6
4091	C	UT	Ferry St <FO> down-ramps	Waterloo Rd & Tung Kun St	Tung Kun St & Public Square St	30,920	30,450 *	-1.5
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	72,960	71,840 *	-1.5
4094	C	PD	Austin Rd W	Lin Cheung Rd	Nga Cheung Rd	59,000	58,100 *	-1.5
4095	C	PD	Nga Cheung Rd	Austin Rd W	Jordan Rd	8,910	8,770 *	-1.5
4096	C	PD	Jordan Rd	Lin Cheung Rd	Ferry St	27,660	27,240 *	-1.5
4097	C	UT	Princess Margaret Rd Link	Hung Luen Rd	Chatham Rd S	33,060	33,470 *	+1.2
4098	C	DD	Cheong Tung Rd S slip rd down ramp S-B	Princess Margaret Rd Link	Hung Luen Rd Roundabout	3,910	3,670 *	-6.1
4099	C	DD	Cheong Tung Rd S slip rd up ramp N-B	Hung Luen Rd Roundabout	Princess Margaret Rd Link	14,330	13,450 *	-6.1
4100	C	LD	Hung Hom Bypass slip rd E-B	Salisbury Rd	Metropolis Drive	8,210	7,710 *	-6.1

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
4101	C	LD	Hung Hom Bypass slip rd W-B	Metropolis Drive	Salisbury Rd	6,860	6,440 *	-6.1
4102	C	LD	Fuk To St	Kwun Tong Rd	Ngau Tau Kok Rd	3,280	3,080 *	-6.1
4103	C	DD	Hing Wah St West	Lin Cheung Rd	Roundabout near West Kowloon Refuse Transfer	7,280	7,090 *	-2.6
4201	B	PD	Tai Po Rd	Caldecott Rd	Tai Po Rd INT	37,090	36,610	-1.3
4202	B	PD	Boundary St	Tai Hang Tung Rd	Embankment Rd	47,260	44,450	-5.9
4203	B	PD	Prince Edward Rd W	Embankment Rd	Yuen Ngai St	45,700	43,820	-4.1
4204	B	PD	Argyle St & FO <K13>	Waterloo Rd	Yim Po Fong St	46,110	44,040	-4.5
4205	B	PD	Waterloo Rd	Yim Po Fong St	Pui Ching Rd	33,060	34,300	+3.8
4206	B	DD	Cornwall St	Waterloo Rd	Nam Cheong St	19,180	18,250	-4.9
4207	B	DD	Cheong Wan Rd & Gillies Ave S	Hung Hom Station	Wuhu St	12,320	11,580	-6.0
4208	B	PD	Chatham Rd N	Wuhu St	Hong Chong Rd	111,540	114,520	+2.7
4209	B	DD	Shanghai St	Argyle St	Dundas St	16,100	16,730	+3.9
4210	B	LD	Reclamation St	Public Square St	Argyle St	5,580	6,030	+8.0
4211	B	DD	Fat Kwong St	Chung Hau St	Yan Fung St	28,790	28,190	-2.1
4212	B	PD	Chatham Rd N & Ma Tau Wai Rd	San Lau St	Chi Kiang St	27,520	27,230	-1.1
4213	B	UT	East Kowloon Corridor <FO>	Ma Tau Kok Rd	Chatham Rd N	65,730	70,960	+7.9
4214	B	PD	Ferry St & Ferry St <FO>	Waterloo Rd	Shantung St	72,530	75,180	+3.7
4215	B	DD	Yim Po Fong St	Shantung St	Waterloo Rd	22,380	20,570	-8.1
4216	B	UT	Kwun Tong Rd	Ping Shek Est eastern end	Wai Yip St FO <K42>	147,090	149,710	+1.8
4217	B	PD	Clear Water Bay Rd	Lung Cheung Rd	New Clear Water Bay Rd western junction	76,960	78,470	+2.0
4218	B	DD	Shing Kai Rd	Concorde Rd	Kai Shing St	7,960	8,710	+9.4
4219	B	EX	Kwun Tong Bypass	Wang Chin St	Tate's Cairn Tunnel Slip Rd	60,420	62,630	+3.7
4220	B	PD	Hoi Wang Rd	Hoi Ting Rd	Cherry St RA	19,400	19,500	+0.6
4221	B	UT	Hung Hom Bypass	slip rds to/from Princess Margaret Rd Link	slip rd from Cheong Tung Rd S	14,970	14,380	-4.0
4222	B	DD	Shing Kai Rd	Sung Wong Toi Rd	Kai Shing St	15,420	16,120	+4.5
4401	B	LD	Ho Man Tin St	Waterloo Rd	Ho Man Tin Hill Rd	3,000	2,770	-7.4
4403	B	LD	Soy St	Sai Yeung Choi St S	Yim Po Fong St	2,930	2,770	-5.5
4404	B	LD	Portland St	Waterloo Rd	Argyle St	5,090	4,720	-7.4
4601	C	LD	Arran St	Tong Mi Rd	Shanghai St	4,610	4,180	-9.2
4602	C	LD	Belfran Rd	Knight St	End	400	450	+14.3

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
4603	C	LD	Bulkeley St	Whampoa St	Dock St	3,770	3,380	-10.5
4604	C	LD	Canton Rd	Salisbury Rd	Kowloon Park Drive	10,640	8,870	-16.6
4605	C	LD	Chatham Court	Kimberley Rd	Chatham Rd S	3,200	3,220	+0.7
4606	C	LD	Cheung Yip St	Sheung Yee Rd	Sea shore	15,890	15,240	-4.1
4608	C	LD	Cumberland Rd	Boundary St	Rutland Quadrant	2,440	2,940	+20.1
4609	C	LD	Dyer Ave	Dock St	Wan Hoi St	4,160	3,340	-19.6
4610	C	LD	Fa Yuen St	Prince Edward Rd W	Boundary St	2,100	2,030	-3.4
4612	C	LD	Fuk Wing St	Nam Cheong St	Yen Chow St	3,530	3,370	-4.7
4613	C	LD	Grampian Rd	Boundary St	Dumbarton Rd	3,380	3,300	-2.5
4614	C	LD	Hankow Rd	Salisbury Rd	Haiphong Rd	7,080	6,710	-5.3
4615	C	LD	Ho Man Tin Hill Rd	Ho Man Tin St	Wylie Rd	5,110	5,400	+5.7
4616	C	LD	Hong Lee Rd	Kung Lok Rd	End	3,120	3,640	+16.5
4618	C	LD	Jat's Incline	Clear Water Bay Rd	Shatin Pass Rd	4,420	4,390	-0.8
4619	C	LD	Kai Lok St	Wang Chiu Rd	Wang Chiu Rd	3,330	3,260	-2.3
4620	C	LD	Kimberley Rd	Nathan Rd	Observatory Rd	17,230	11,460	-33.5
4621	C	LD	Ko Chiu Rd	Lei Yue Mun Rd	Lei Yue Mun Rd	9,180	7,760	-15.4
4623	C	LD	Lai Wan Rd	Broadway	Mei Lai Rd	9,500	10,110	+6.3
4624	C	LD	Lee On Rd	New Clear Water Bay Rd	Shun On Rd	11,600	12,380	+6.7
4625	C	LD	Luk Hop St	Tai Yau St	Sze Mei St	21,380	22,720	+6.3
4626	C	LD	Man Fuk Rd	Pui Ching Rd	Man Wan Rd	10,000	7,990	-20.1
4627	C	LD	Mei King St	Lok Shan Rd	San Ma Tau St	1,360	1,530	+12.1
4628	C	LD	Nassau St	Lai Wan Rd	Mei Lai Rd	3,940	3,900	-0.9
4629	C	LD	Oak St	Cherry St	Ivy St	720	630	-13.2
4630	C	LD	Pak Tai St	Ma Hang Chung Rd	Sung Wong Toi Rd	4,490	4,990	+11.0
4631	C	LD	Pei Ho St	Lai Chi Kok Rd	Apliu St	2,050	2,240	+9.4
4632	C	LD	Po On Rd	Tonkin St	Wing Hong St	6,610	6,530	-1.1
4633	C	LD	Pui Man St	Tung Tau Tsuen Rd	End	550	570	+3.6
4634	C	LD	Saigon St	Nathan Rd	Chi Wo St	1,840	1,360	-26.0
4635	C	LD	Shatin Pass Rd	Jat's Incline	Tsz Wan Shan Rd	540	450	-16.1
4636	C	LD	Shatin Pass Rd	Wong Tai Sin Rd	Tsz Wan Shan Rd	4,290	4,200	-2.1
4638	C	LD	Shun On Rd	Shun Lee Tsuen Rd	Sau Mau Ping Rd	7,480	7,640	+2.1
4639	C	LD	Station Lane	Ma Tau Wai Rd	Dock St	1,320	1,510	+14.1
4640	C	LD	Tai Shing St	Tung Tau Tsuen Rd	Choi Hung Rd	8,370	9,450	+12.8
4642	C	LD	Tong Yam St	Woh Chai St	Tai Hang Tung Rd	2,490	2,440	-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 2023	AADT 2024	Change of 2024 as % of 2023
4643	C	LD	Tung Chau West St	Castle Peak Rd	King Lam St	1,290	1,570	+21.5
4645	C	LD	Wai Chi St	Woh Chai St	Pak Tin St	2,960	2,640	-10.9
4646	C	LD	Wang Chiu Rd	Wang Kwong Rd	Kai Lok St	5,170	4,820	-6.8
4647	C	LD	Wang Tau Hom E Rd	Junction Rd	Wang Tau Hom N Rd	6,600	6,290	-4.7
4648	C	LD	Wing Ming St	Yu Chau W St	End	1,980	2,110	+6.4
4650	C	LD	Yuet Lun St	Lai Chi Kok Rd	Po Lun St	2,350	2,730	+16.3
4651	C	LD	Sze Shan St	Cha Kwo Ling Rd	Shung Shun St	1,630	1,720	+5.5
4652	C	LD	Ching Tak St	Tung Tau Tsuen Rd	Shatin Pass Rd	6,430	6,120	-4.8
4653	C	LD	Yau Tong Rd	Lei Yue Mun Rd	Cha Kwo Ling Rd	7,820	7,630	-2.4
4654	C	LD	Middle Rd	Kowloon Park Drive	Nathan Rd	10,080	10,060	-0.2
4655	C	LD	Middle Rd	Salisbury Rd	Nathan Rd	2,680	2,850	+6.4
4656	C	LD	Metropolis Drive	Hung Hom Bypass	Cheong Tung Rd S	18,520	13,920	-24.8
4657	C	LD	Wa Shun St	Hung Luen Rd	End	1,880	2,020	+7.5
4658	C	LD	Tung Yuen St	Yan Yue Wai	Ko Fai Rd	3,930	3,860	-1.6
5001	A	UT	Tuen Mun Rd	Pui To Rd	Tsing Chui Path	137,770	137,560	-0.2
5002	A	EX	Sha Tin Rd	Lion Rock Tunnel Rd	Sha Tin Wai Rd	76,000	74,840	-1.5
5003	A	EX	Fanling Highway	So Kwun Po INT	Wo Hop Shek INT	75,040	78,190	+4.2
5004	A	PD	Castle Peak Rd - Kwai Chung	Tai Wo INT	Wo Yi Hop Rd	24,560	22,860	-6.9
5005	A	PD	Ma On Shan Rd	Ma On Shan Bypass	Hang Hong St RA	23,330	22,420	-3.9
5006	A	PD	Ting Kok Rd	Nam Wan Rd	Dai Kwai St	29,190	28,500	-2.3
5007	A	DD	Kwai Foo Rd	Kwai Chung Rd	Hing Fong Rd	15,750	16,530	+5.0
5008	A	DD	Kau Yuk Rd	Yuen Long Tai Yuk Rd	Yuen Long Hong Lok Rd	11,730	11,560	-1.4
5009	A	DD	Kwong Fuk Rd	Nam Wan Rd	Wan Tau St	17,840	17,580	-1.5
5010	A	LD	Kwai Luen Rd	Kwai Shing Circuit eastern junction	Kwai Shing Circuit western junction	5,860	5,800	-0.9
5011	A	LD	Wang Chau Rd	Yuen Long On Ning Rd	Yuen Long On Lok Rd	4,990	5,140	+3.0
5012	A	EX	Tuen Mun Rd	Sham Tseng	Tsing Long Highway - Ting Kau Bridge	124,650	123,940	-0.6
5013	A	EX	Tolo Highway	North of Ma Liu Shui INT	Yuen Shin Rd INT	156,010	157,910	+1.2
5014	A	RR	Route Twisk	Chuen Lung	Cheung Pei Shan RA	6,960	7,060	+1.4
5015	A	RR	South Lantau Rd	Mui Wo Ferry Pier	Chi Ma Wan Rd	3,620	3,580	-1.1
5017	A	RR	Clear Water Bay Rd	On Sau Rd	Hiram's Highway	29,080	25,300	-13.0

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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 2023	AADT 2024	Change of 2024 as % of 2023
5018	A	PD	Tsing Tsuen Rd	Tsuen Tsing INT	Tam Kon Shan INT	34,090	34,010	-0.2
5019	A	RT	Castle Peak Rd - Yuen Long	Yuen Long On Lok Rd	Kam Tin Rd	55,700	57,460	+3.2
5020	A	UT	Shing Mun Tunnel	Wo Yi Hop Interchange	Shing Mun Tunnel Rd	50,470	49,050	-2.8
5021	A	UT	Tseung Kwan O Tunnel	Toll Plaza	Tseung Kwan O Tunnel Rd RA	84,280	84,800	+0.6
5022	A	UT	Tate's Cairn Tunnel	Toll Plaza	South Portal	55,140	57,490	+4.3
5023	A	DD	Po Lam Rd	Anderson Rd	Tsui Lam Rd	11,860	11,110	-6.4
5024	A	UT	Lion Rock Tunnel	Toll Plaza	South Portal	88,930	86,980	-2.2
5025	A	EX	Yuen Long Highway	Tin Shui Wai West INT	Lam Tei INT	116,440	122,600	+5.3
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	114,260	120,310	+5.3
5027	A	EX	Lantau Link	Tsing Ma Bridge eastern end at Tsing Yi	Ngong Shuen Au	79,890	91,370	+14.4
5029	A	EX	Tsing Long Highway - Tai Lam Tunnel	Au Tau INT	Tuen Mun Rd	39,970	36,120	-9.6
5030	A	UT	Kwai Chung Rd	Kwai Chung INT	Tsuen Wan Rd	109,690	109,870	+0.2
5031	A	EX	North Lantau Highway	Tung Chung Eastern INT	Western End at Chek Lap Kok	41,340	48,060	+16.3
5032	A	DD	Chek Lap Kok S Rd	Eastern End at Tung Chung	Western End at Chek Lap Kok	19,750	21,960	+11.2
5033	A	EX	Tsing Long Highway - Ting Kau Bridge	NW Tsing Yi INT southern tip	Tuen Mun Rd	95,010	94,700	-0.3
5034	A	UT	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	76,820	79,660	+3.7
5035	A	EX	Tuen Mun Rd	Castle Peak Rd - Tsuen Wan	Tsing Long Highway - Ting Kau Bridge	76,980	75,190	-2.3
5036	A	DD	Shun Tung Rd	Yu Tung Rd	Tat Tung Rd	21,920	21,980	+0.3
5037	A	UT	Eagle's Nest Tunnel	Toll Plaza	South Portal	60,870	63,850	+4.9
5038	A	UT	Nam Wan Tunnel	East Tsing Yi Viaduct	Cheung Tsing Highway	57,000	64,290	+12.8
5039	A	EX	Stonecutters Bridge	East Tsing Yi Viaduct	Container Port Rd S nr Container Terminal 8	58,060	64,520	+11.1
5040	A	EX	Shenzhen Bay Bridge	Nr Deep Bay Rd	Shenzhen Bay Bridge (China Section - End)	15,460	21,140	+36.8
5041	A	RT	Lung Shan Tunnel	Fanling Highway	Sha Tau Kok Road	20,630	23,520	+14.0

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
5042	A	UT	Tuen Mun Chek Lap Kok Tunnel	Lung Fu Rd	Hong Kong Boundary Crossing Facilities (BCF)	29,930	35,750	+19.4
5043	A	UT	Tseung Kwan O - Lam Tin Tunnel	Eastern Portal	Western Portal & slip rd to EHC	25,720	27,800	+8.1
5044	A	EX	San Tin Highway	Fung Kat Heung	Fairview Park Boulevard	-	89,230	-
5045	A	RR	Castle Peak Rd - Tam Mi	Kam Tin Rd	Fairview Park Boulevard	-	5,040	-
5046	A	RR	San Tam Rd	Kam Tin Rd	Fairview Park Boulevard	-	11,230	-
5047	A	RT	Cheung Shan Tunnel	Sha Tau Kok Rd	Ping Yuen interchange	-	12,170	-
5101	A	LD	Chui Tin St	Che Kung Miu Rd	Hung Mui Kuk Rd	11,820	11,800	-0.2
5102	A	LD	Tseng Choi St	Castle Peak Rd northern junction	Castle Peak Rd southern junction	5,470	5,450	-0.4
5103	A	LD	Shing Mun Rd	Texaco Rd N	Cheung Shan Est Rd E	1,940	1,970	+1.6
5104	A	LD	Chap Wai Kon St	Bus Terminus	Siu Lek Yuen Rd	5,550	5,720	+3.1
5106	A	PD	Lung Fu Rd	Wong Chu Rd	Tuen Mun Chek Lap Kok Tunnel Rd & Lung Mun Rd	32,670	36,480	+11.6
5107	A	LD	Lung Mun Rd	Wu Chui Rd	Tuen Mun Chek Lap Kok Tunnel Rd & Lung Fu Rd	7,790	8,090	+3.8
5201	C	UT	Kwai Chung Rd	Ching Cheung Rd	Kwai Chung INT	74,140	71,620	-3.4
5202	C	DD	Castle Peak Rd - San Hui	Tseng Choi St	Fu Tei Rd	12,250	12,270	+0.1
5203	C	EX	Tolo Highway	Slip rd from Ma Liu Shui Ferry Pier	Ma Liu Shui INT northern end	132,890	129,400	-2.6
5204	C	EX	Fanling Highway	Slip rds to & from Fan Kam Rd INT	Slip rds to & from So Kwun Po INT	91,860	93,610	+1.9
5205	C	PD	Castle Peak Rd - Kwai Chung	Kwai Chung Rd RA	Wo Yi Hop Rd	23,710	24,120	+1.7
5206	C	PD	Castle Peak Rd - Tsuen Wan	Chung On St	Tai Ho Rd	28,760	28,290	-1.6
5207	C	PD	Texaco Rd	Tsuen Kam INT	Shek Wai Kok Rd	35,780	35,940	+0.4
5208	C	PD	Long Yip St & Yuen Long On Lok Rd	Castle Peak Rd - Yuen Long	Tai Cheung St	37,320	39,600	+6.1
5209	C	PD	Yuen Wo Rd	Wo Che St	Sha Tin Rural Committee Rd	22,670	22,800	+0.5
5210	C	PD	Fo Tan Rd FO <N285>	Lok King St	Slip rd to Tai Po Rd	51,750	49,180	-5.0
5211	C	PD	Tai Chung Kiu Rd	Sha Kok St	Sha Tin Wai Rd	22,580	19,940	-11.7
5212	C	PD	Hung Mui Kuk Rd	Che Kung Miu Rd	Tin Sam St	34,280	33,340	-2.8
5213	C	PD	Sha Tin Wai Rd	Sha Kok St	Sha Tin Rd	30,300	28,490	-6.0
5214	C	PD	Tai Po Rd - Tai Wai	Shing Ho Rd	Lion Rock Tunnel Rd	10,280	9,760	-5.1

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
5215	C	PD	Lion Rock Tunnel Rd	Che Kung Miu Rd	Sha Tin Rd	10,070	9,390	-6.8
5216	C	PD	Nam Wan Rd	Kwong Fuk Rd	Tai Po Tai Wo Rd	23,580	22,710	-3.7
5217	C	PD	Jockey Club Rd	Sha Tau Kok Rd	So Kwun Po Rd	11,740	11,910	+1.4
5218	C	PD	Jockey Club Rd	Po Shek Wu Rd	Man Kam To Rd	22,510	23,960	+6.5
5219	C	DD	Kwai Chung INT ramps A & B	Kwai Chung Rd	Lai King Hill Rd INT	19,940	19,650	-1.4
5220	C	DD	Kwai Chung INT ramps E & F	Kwai Chung Rd	Lai King Hill Rd INT	13,790	15,120	+9.7
5221	C	DD	Cheung Wing Rd	Wo Yi Hop Rd	Kwai Chung Rd RA	38,270	40,250	+5.2
5222	C	DD	Tai Wo Hau Rd	Texaco Rd	Tai Ha St eastern junction	17,080	19,960	+16.8
5223	C	DD	Kwai Yik Rd	Kwai Chung Rd	Hing Fong Rd	23,110	23,240	+0.6
5224	C	DD	Kwai Fuk Rd	Shing Fuk St	Texaco Rd	15,680	15,290	-2.5
5225	C	DD	Wo Yi Hop Rd	Tai Loong St	Lei Muk Rd	16,910	17,700	+4.6
5226	C	DD	Lei Muk Rd	Wo Yi Hop Rd	Chun Pin St	6,330	6,120	-3.2
5227	C	DD	Sha Tsui Rd	Pun Shan St	Tso Kung St	17,430	18,680	+7.2
5228	C	DD	Chung On St	Sha Tsui Rd	Yeung Uk Rd	9,820	11,310	+15.1
5229	C	DD	Tai Ho Rd (GL)	Castle Peak Rd - Tsuen Wan	Hoi Pa St	22,080	24,910	+12.9
5230	C	DD	Ma Tau Pa Rd & Texaco Rd	Yeung Uk Rd	Texaco Rd RA	16,360	14,860	-9.2
5231	C	DD	Texaco Rd	Texaco Rd N	Tsuen Fu St	52,430	47,810	-8.8
5232	C	DD	Tsing Yi Rd	Tsing Yi Heung Sze Wui Rd	Ching Hong Rd	21,060	21,710	+3.1
5233	C	DD	Fung Cheung Rd	Castle Peak Rd - Yuen Long	Hop Yick Rd	23,230	23,910	+2.9
5234	C	DD	Ma Miu Rd	Yuen Long On Ning Rd	Ma Wang Rd	16,800	13,770	-18.1
5235	C	DD	Kuk Ting St	Castle Peak Rd - Yuen Long	Sai Tai St	9,260	9,890	+6.8
5236	C	DD	Castle Peak Rd - Ping Shan	Yuen Long Tai Yuk Rd	Ma Wang Rd	20,590	21,390	+3.9
5237	C	DD	Ming Kum Rd	Pui To Rd	Shek Pai Tau Rd	17,930	17,440	-2.7
5238	C	DD	Tuen Mun Heung Sze Wui Rd	Pui To Rd	Tuen Hing Rd	38,830	37,710	-2.9
5239	C	DD	Castle Peak Rd - San Hui	Tuen Mun Heung Sze Wui Rd	Tseng Choi St	12,870	12,720	-1.1
5240	C	DD	Pui To Rd	Tsun Wen Rd	Ming Kum Rd	18,860	19,840	+5.2
5241	C	DD	Ngan Shing St	Siu Lek Yuen Rd	Chap Wai Kon St	16,810	16,900	+0.5
5242	C	DD	Sha Kok St	Tai Chung Kiu Rd	Sha Tin Wai Rd	11,840	11,070	-6.5
5243	C	DD	Ting Kok Rd	Nam Wan Rd	Tai Po Tai Wo Rd	21,420	22,490	+5.0
5244	C	DD	San Wan Rd	Sha Tau Kok Rd	So Kwun Po INT	13,900	12,130	-12.8
5245	C	DD	Po Lam Rd N	Po Hong Rd	Tsui Lam Rd	12,830	14,140	+10.2

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
5246	C	DD	On Kui St	Lok Yip Rd	Sha Tau Kok Rd - Lung Yuek Tau	7,760	8,510	+9.7
5247	C	DD	Tsing Yi Rd W	Fung Shue Wo Rd	Tam Kon Shan INT	27,700	28,040	+1.3
5248	C	LD	Kwai Shing Circuit & Shing Fuk St	Kwai Luen Rd	Kwai Fuk Rd	15,760	14,640	-7.1
5249	C	LD	Tai Ho Rd	Yeung Uk Rd	Tsuen Wan Ferry Pier	19,430	21,790	+12.1
5250	C	LD	Fung Shue Wo Rd	Tsing Yu St	Tsing Yi Rd W	15,530	16,260	+4.7
5251	C	DD	Choi Yuen Rd	Po Shek Wu Rd	Yuk Po Court	18,230	19,580	+7.4
5252	C	RT	Castle Peak Rd - Ping Shan	Ping Ha Rd	Tin Ha Rd	19,690	17,940	-8.9
5253	C	EX	Tolo Highway	Tai Po Tai Wo Rd	Lam Kam Rd RA	121,830	123,890	+1.7
5254	C	RR	Kam Tin Rd	Fan Kam Rd	Kam Sheung Rd eastern junction	15,740	16,320	+3.7
5255	C	RR	Tai Po Rd - Shatin Heights	Keng Hau Rd	Caldecott Rd	21,900	21,560	-1.6
5256	C	RR	Tung Chung Rd	South Lantau Rd	Tung Chung Rd nr Mun Hong House	6,130	5,380	-12.2
5257	C	RR	Castle Peak Rd - Tam Mi,Mai Po & San Tin	Fairview Park Boulevard	Lok Ma Chau Rd	10,740	11,170	+4.0
5258	C	RR	Po Tung Rd & Tai Mong Tsai Rd	Hiram's Highway	Yan Yee Rd	28,400	30,310	+6.7
5259	C	LD	Shing Mun Rd	Wo Yi Hop Rd	Wo Yi Hop Lane	3,090	3,380	+9.5
5260	C	LD	Wing Shun St	Ma Tau Pa Rd	Yi Hong St	10,260	10,290	+0.3
5261	C	DD	Po Fung Rd	Po Lam Rd N	Po Hong Rd	8,150	7,670	-5.9
5262	C	PD	Po Hong Rd	Wan Lung Rd	Wan Hang Rd	17,550	17,490	-0.3
5263	C	DD	Tsing Tin Rd INT	Tsun Wen Rd	Ming Kum Rd	22,030	21,090	-4.3
5264	C	PD	Tuen Mun Rd ramps A & B	Wong Chu Rd	Tuen Mun Rd	31,390	32,960	+5.0
5265	C	PD	Tai Po Rd - Yuen Chau Tsai E-B ramp H	Kwong Wang St	Ramp to Tai Po Rd - Yuen Chau Tsai	21,860	21,920	+0.3
5266	C	DD	Ting Tai Rd	Tai Po Tai Wo Rd	Ting Kok Rd	23,710	23,670	-0.2
5267	C	EX	Castle Peak Rd - Tsuen Wan ramps A & B	Tuen Mun Rd	Castle Peak Rd - Tsuen Wan	28,160	24,580	-12.7
5268	C	PD	Tai Ho Rd FO<N484>	Hoi Pa St	Castle Peak Rd - Tsuen Wan	13,780	13,860	+0.6
5269	C	EX	Fanling Highway FO <N498> over Fan Kam Rd INT	Choi Yuen Est	Tai Tau Leng	64,690	61,430	-5.0
5270	C	EX	Fanling Highway under Wo Hop Shek INT	Ramp from Jockey Club Rd	Ramp to Jockey Club Rd	89,810	91,860	+2.3
5271	C	LD	Wing Shun St	Yi Hong St	Kwai Yue St	5,100	5,010	-1.7
5272	C	LD	Kwai King Rd	Kwai Tak St	Kwai Tsing Rd	21,760	18,590	-14.6
5273	C	DD	Tat Wan Rd	Slip rd to Tolo Highway E-B	Slip rd from Tolo Highway W-B	5,590	6,280	+12.5

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
5274	C	LD	Siu Lun St	Tuen Mun Heung Sze Wui Rd	Hoi Wing Rd	4,710	4,680	-0.5
5275	C	LD	On Chiu St	On Chun St	Sai Sha Rd	9,030	9,570	+6.0
5276	C	PD	Po Lam Rd N	Po Hong Rd	Po Fung Rd	12,400	12,760	+2.9
5277	C	DD	Ping Ha Rd	Hung Tin Rd	Tin Yiu Rd	23,460	24,460	+4.3
5278	C	EX	Tate's Cairn Highway slip rd P	Tate's Cairn Highway S-B	Sha Lek Highway FO <UR T5> S-B	17,990	16,310	-9.4
5279	C	UT	Tate's Cairn Highway slip rd M	Tate's Cairn Highway	Tate's Cairn Highway	49,290	52,230	+6.0
5280	C	EX	Pak Wo Rd W-B slip rd	Fanling Highway	Pak Wo Rd	6,660	6,460	-3.0
5281	C	DD	Sai Sha Rd	On Chiu St	On Yuen St	14,840	14,100	-4.9
5282	C	DD	Ming Kum Rd	Shek Pai Tau Rd	Tin King Rd	14,730	15,580	+5.8
5283	C	LD	Chi Cheong Rd	San Wan Rd	Lung Sum Ave	6,750	6,310	-6.5
5284	C	DD	Tin Ying Rd	Tin Wah Rd	Ping Ha Rd	35,880	37,780	+5.3
5285	C	DD	Long Ping Rd	Fung Chi Rd	Long Ping Rd INT	17,970	18,100	+0.7
5286	C	UT	Shing Mun Tunnel Rd	Slip rd C	Tai Po Rd - Shatin	75,420	72,220	-4.3
5287	C	DD	Tin Tsz Rd	Tin Fuk Rd	Tin Cheung Rd	30,200	31,540	+4.4
5288	C	DD	Tin Wah Rd	Tin Kwai Rd	Tin Tsz Rd	7,300	7,970	+9.3
5289	C	PD	Tai Chung Kiu Rd	Siu Lek Yuen Rd	Tai Chung Kiu Rd RA	30,330	28,400	-6.4
5290	C	EX	Sha Lek Highway FO <UR T5>	Slip rd from Sha Tin Wai Rd	Tate's Cairn Highway INT	41,720	37,930	-9.1
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>	44,390	47,190	+6.3
5292	C	LD	Fan Leng Lau Rd	Ma Sik Rd	Wo Muk Rd	7,960	7,980	+0.2
5293	C	DD	Ma Sik Rd	Wo Tai St	Sha Tau Kok Rd - Lung Yeuk Tau	19,070	20,040	+5.1
5294	C	DD	Pak Wo Rd	Pak Wo Rd RA	Yu Tai Rd	15,830	14,470	-8.6
5295	C	DD	Chiu Shun Rd	Po Ning Rd	Ngan O Rd	14,150	15,010	+6.1
5296	C	DD	Castle Peak Rd - Lingnan	Fu Tei Rd	Lam Tei INT	11,370	11,080	-2.6
5297	C	RR	San Tam Rd	Castle Peak Rd - Mai Po	Fairview Park Boulevard RA	10,960	12,210	+11.4
5298	C	LD	Tin Yan Rd	Tin Shing Rd	Tin Wing Rd	8,550	8,140	-4.7
5300	C	EX	North Lantau Highway	Ngong Shuen Au	Tung Chung Eastern INT	53,230	82,160	+54.3
5302	C	LD	Wo Hing Rd	UR nr Jockey Club Rd & Pak Wo Rd	Ming Yin Rd	6,580	7,010	+6.5
5303	C	LD	Tat Tung Rd	Shun Tung Rd	End	17,580	18,260	+3.8
5304	C	LD	Wan Po Rd	Chiu Shun Rd	Chun Yat St	30,420	30,680	+0.9
5305	C	LD	Sheung Ning Rd	Chung Wa Rd	Pui Shing Rd	36,040	32,350	-10.2
5306	C	PD	Po Shun Rd	Tong Ming St	Tseung Kwan O Tunnel Rd RA	30,270	30,300	+0.1

*** 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 2023		AADT 2024	Change of 2024 as % of 2023
5307	C	LD	Tong Chun St	Tong Ming St	Po Yap Rd	8,080		7,950	-1.5
5308	C	LD	Tong Tak St	Tong Yin St	Tong Chun St	6,720		7,230	+7.6
5309	C	DD	King Ling Rd	Po Shun Rd	Chui Ling Rd	15,440		16,730	+8.4
5310	C	LD	Pung Loi Rd	Pung Loi Ave	Wan Po Rd	2,430		2,630	+8.2
5311	C	LD	Yi Tung Rd	Tung Chung Eastern INT	Ying Hei Rd	16,500		16,730	+1.4
5312	C	EX	Tsing Sha Highway near Tsing Yi Road	Tsing Sha Highway Nr Stonecutters Bridge	Roundabout Nr Tsing Yi Rd	14,260		14,820	+3.9
5402	C	EX	Tsuen Wan Rd S-B ramp	Tsuen Wan Rd	Kwai Chung Rd	75,070	*	71,710	-4.5
5403	C	EX	Tsuen Wan Rd	Tsuen Wan Rd FO <N522> southern tip	Section over Container Port Rd	141,650	*	135,730	-4.2
5404	C	UT	Tuen Mun Rd	Tsing Chui Path	Lam Tei INT	125,200	*	134,470	+7.4
5405	C	UT	Lion Rock Tunnel Rd	Hung Mui Kuk Rd	Sha Tin Rd	88,000	*	81,420	-7.5
5406	C	PD	Kwai Chung Rd	Tsuen Wan Rd	Lai King Hill Rd	42,140	*	34,600	-17.9
5407	C	PD	Kwai Chung Rd	Lai King Hill Rd	Kwai Foo Rd	33,990	*	30,070	-11.5
5408	C	PD	Castle Peak Rd - Kwai Chung	Kwai Chung Rd RA	Ting Kwok St	62,950	*	48,710	-22.6
5409	C	PD	Castle Peak Rd - Tsuen Wan	Tai Ho Rd	Tai Chung Rd	29,880	*	27,420	-8.2
5410	C	PD	Castle Peak Rd - Tsuen Wan	Tsuen King Circuit	Tai Chung Rd	34,730	*	33,640	-3.2
5411	C	PD	Cheung Pei Shan Rd	Tsuen Kam INT	Shek Wai Kok Rd	39,880	*	34,440	-13.6
5413	C	PD	Wang Tat Rd & Ma Wang Rd	Ma Miu Rd	Castle Peak Rd - Ping Shan	25,160	*	25,780	+2.4
5414	C	PD	Yuen Wo Rd	Fo Tan Rd	Wo Che St	20,010	*	16,510	-17.5
5415	C	PD	Fo Tan Rd	Lok King St	Sui Wo Rd	26,420	*	30,800	+16.5
5416	C	PD	Tai Chung Kiu Rd	Sha Tin Wai Rd	Yuen Chau Kok Rd	19,810	*	16,350	-17.4
5417	C	PD	Mei Tin Rd	Che Kung Miu Rd	Tsuen Nam Rd	40,250	*	40,330	+0.2
5418	C	PD	Sha Tin Wai Rd	Sha Kok St	Tai Chung Kiu Rd	28,190	*	26,950	-4.4
5419	C	UT	Tai Po Rd - Shatin	Tsing Sha Highway	Sha Tin Rural Committee Rd	92,570	*	97,090	+4.9
5420	C	PD	Tai Po Rd - Yuen Chau Tsai	Kwong Wang St	Nam Wan Rd	31,840	*	36,250	+13.8
5421	C	PD	Nam Wan Rd	Tai Po Tai Wo Rd	Ting Kok Rd	27,670	*	27,350	-1.2
5422	C	PD	Jockey Club Rd	Sha Tau Kok Rd	Lok Yip Rd	10,810	*	10,830	+0.1
5423	C	PD	So Kwun Po Rd	Fanling Highway	Slip rds to & from San Wan Rd	62,580	*	52,400	-16.3
5424	C	DD	Hing Fong Rd	Kwai Fuk Rd	Kwai Tsing Rd RA	46,090	*	48,430	+5.1
5426	C	DD	Kwai On Rd	Tai Lin Pai Rd	Kwai Chung Rd	21,480	*	25,240	+17.5
5427	C	DD	Lai King Hill Rd	Joint St	Kwai Fuk Rd	18,830	*	20,730	+10.1

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
5428	C	DD	Lai King Hill Rd	Kwai Chung Rd	Kwai Fuk Rd	3,240 *	3,260	+0.7
5429	C	DD	Kwai Fuk Rd	Lai King Hill Rd	Kwai Fuk Rd RA	16,560 *	19,150	+15.6
5430	C	DD	Tai Lin Pai Rd	Kwai Chung Rd southern junction	Kwai On Rd	13,700 *	16,450	+20.1
5431	C	DD	Wo Yi Hop Rd	Lei Muk Rd	Cheung Wing Rd	28,920 *	31,130	+7.6
5432	C	DD	Sha Tsui Rd	Kwu Hang Rd	Texaco Rd	20,480 *	18,080	-11.7
5433	C	DD	Sha Tsui Rd	Castle Peak Rd - Tsuen Wan	Pun Shan St	2,610 *	7,640	+192.1
5434	C	DD	Chung On St	Tsuen Wan Market St	Sha Tsui Rd	9,900 *	9,860	-0.4
5435	C	DD	Texaco Rd slip rd C E-B	Texaco Rd #188	Texaco Rd #150	6,660 *	5,450	-18.1
5436	C	PD	Texaco Rd slip rd W-B	Texaco Rd southern end	Texaco Rd RA	32,790 *	29,510	-10.0
5437	C	PD	Texaco Rd	Texaco Rd <FO>	Texaco Rd southern end	65,850 *	68,840	+4.5
5438	C	DD	Shek Wai Kok Rd	Texaco Rd N.	Shek On St	13,350 *	14,980	+12.2
5439	C	DD	Tsing Yi Rd	Ching Hong Rd	Tsing Nam St	8,570 *	9,460	+10.4
5440	C	DD	Castle Peak Road - Yuen Long	Fung Cheung Rd	Yuen Long On Lok Rd	47,330 *	45,680	-3.5
5441	C	DD	Yuen Long On Ning Rd	Ma Miu Rd	Kik Yeung Rd	19,100 *	18,940	-0.8
5442	C	DD	Tai Cheung St	Yuen Long On Lok Rd	Sai Tai St	4,600 *	4,950	+7.5
5443	C	DD	Lai King Hill Rd	Lai Wan Rd	Kwai Chung INT slip rds	8,060 *	7,600	-5.8
5444	C	DD	Shek Pai Tau Rd	Tsun Wen Rd	Ming Kum Rd	10,650 *	9,350	-12.2
5445	C	DD	Tuen Mun Heung Sze Wui Rd	Pui To Rd	Castle Peak Rd	12,140 *	10,680	-12.0
5446	C	DD	Pui To Rd	Castle Peak Rd - Castle Peak Bay	Pui To Rd FO <N503> over Tuen Mun Rd	15,670 *	17,760	+13.4
5447	C	DD	Tuen Hing Rd	Tuen Hing Rd FO <N432> over Tuen Mun Rd	Castle Peak Rd - Castle Peak Bay	15,250 *	16,070	+5.4
5448	C	DD	Tsuen Nam Rd,Chik Fuk St & Shing Ho Rd	Tai Po Rd-Tai Wai	Tai Wai Rd	7,930 *	8,980	+13.2
5449	C	DD	Tai Po Rd - Tai Wai	Shing Ho Rd	Mei Tin Rd	9,490 *	8,420	-11.3
5450	C	DD	Tsun Wen Rd	Tai Fong St	Ching Chung Koon	16,590 *	16,950	+2.2
5451	C	DD	Tsun Wen Rd	Tsing Chung Koon	Tsing Chung Koon Rd	14,540 *	14,820	+1.9
5452	C	DD	Tsing Lun Rd	Tsun Wen Rd	Tsing Chung Koon Rd	6,740 *	6,660	-1.2
5453	C	DD	Sha Tau Kok Rd	Jockey Club Rd	San Wan Rd	18,250 *	20,580	+12.8
5455	C	DD	Lok Yip Rd	On Kui St	Sha Tau Kok Rd - Lung Yuek Tau	16,460 *	20,060	+21.9

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
5456	C	LD	Lai Cho Rd,Lai Yiu Rd & Wah Yiu Rd	Lai King Hill Rd	Lai Chi Ling Rd	6,590 *	6,740	+2.3
5457	C	DD	Tsuen King Circuit	Castle Peak Rd - Tsuen Wan	On Yin St	11,120 *	10,410	-6.4
5458	C	LD	Kik Yeung Rd	Castle Peak Rd - Yuen Long	Yuen Long On Ning Rd	9,210 *	8,500	-7.7
5459	C	LD	Yuen Long Hong Lok Rd	Castle Peak Rd-Yuen Long	Kau Yuk Rd	3,300 *	3,080	-6.7
5461	C	EX	Fanling Highway	Lam Kam Rd INT	Kau Lung Hang Lo Wai	98,660 *	102,820	+4.2
5462	C	RR	Route Twisk	Lam Kam Rd	Chuen Lung	5,970 *	5,690	-4.7
5463	C	RR	Lam Kam Rd	Kam Sheung Rd	Kadoorie Farm and Botanic Garden	20,900 *	25,020	+19.7
5464	C	RR	Chi Ma Wan Rd	South Lantau Rd	Chi Sun Correctional Institution	150 *	160	+6.5
5465	C	RR	Man Kam To Rd	Jockey Club Rd	Boundary	17,820 *	17,980	+0.9
5466	C	RR	Clear Water Bay Rd	Hang Hau Rd	Hiram's Highway	19,160 *	19,640	+2.5
5467	C	DD	Ma On Shan Rd	Hang Hong St	Sai Sha Rd	16,030 *	15,020	-6.3
5469	C	DD	Po Hong Rd	Po Lam Rd N.	Po Fung Rd	8,160 *	7,360	-9.8
5470	C	DD	Kwai Tsing Rd access rd to Kwai Tai Rd	Kwai Tsing Rd	Kwai Tai Rd	10,730 *	8,520	-20.6
5471	C	DD	Wan Lung Rd	Po Hong Rd	Wan Hang Rd	3,260 *	3,560	+8.9
5472	C	PD	Tsing Tin Rd E-B ramps A & B	Tsing Tin Rd	Tuen Mun Rd	20,370 *	18,330	-10.0
5473	C	EX	Tolo Highway ramps A & B	Ramps to & from Tolo Highway	Ramps to & from Tai Po Rd - Yuen Chau Tsai	12,510 *	16,120	+28.9
5474	C	DD	Wan Tau St	Heung Sze Wui St	Nam Wan Rd	12,640 *	10,260	-18.9
5475	C	PD	Hoi Hing Rd RA (eastern arm)	On Yuk Rd	Hoi Hing Rd RA	20,400 *	21,590	+5.8
5476	C	PD	Lai King Hill Rd slip rds C & D	Lai King Hill RA	Kwai Chung Rd	12,930 *	14,260	+10.3
5477	C	EX	Fanling Highway slip rds C & D	Fan Kam Rd INT	Fan Kam Rd INT	22,350 *	21,160	-5.3
5479	C	PD	Hoi Wong Rd	Wong Chu Rd INT	Hoi Chu Rd	29,700 *	27,340	-8.0
5480	C	PD	Wong Chu Rd ramps C & D	Wong Chu Rd	Tuen Mun Rd	32,460 *	38,180	+17.6
5481	C	RR	Lung Kwu Tan Rd	Lung Fai St	Slip rd to Tsang Kok	6,940 *	8,860	+27.8
5482	C	LD	Chuen On Rd	Chung Nga Rd southern junction	Tung Leung Rd	6,020 *	8,980	+49.2
5483	C	DD	Tat Wan Rd	Ma Wo Rd	Slip rd to Tolo Highway E-B	7,590 *	9,060	+19.3
5484	C	PD	Po Lam Rd N	Po Fung Rd	Po Ning Rd	13,020 *	13,220	+1.5
5485	C	DD	Tin Fuk Rd	Tin Yiu Rd	Tin Shing Rd	13,700 *	14,210	+3.8

*** 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 2023		AADT 2024	Change of 2024 as % of 2023
5486	C	PD	Tate's Cairn Highway slip rd D	Tate's Cairn Highway N-B	Sha Tin Wai Rd	5,290	*	4,350	-17.8
5487	C	PD	Texaco Rd <FO>	Tak Tai Path	Tsuen Tsing INT	34,020	*	38,530	+13.3
5488	C	LD	Chuen On Rd	Chung Nga Rd northern junction	Tung Leung Rd	5,500	*	8,420	+53.1
5489	C	LD	Po Hong Rd	Po Lam Rd N	Wing Lai Rd	3,990	*	4,100	+2.7
5490	C	DD	Ming Kum Rd	Tin King Rd	Tsun Wen Rd	9,980	*	9,700	-2.7
5491	C	DD	Chi Ming St	Jockey Club Rd	Chi Cheong Rd	4,610	*	4,830	+4.7
5492	C	DD	Tin Shing Rd	Tin Lung Rd	Tin Cheung Rd	12,820	*	11,390	-11.2
5493	C	LD	Tin Kwai Rd	Tin Wah Rd	Tin Lun Rd	6,410	*	6,250	-2.5
5494	C	DD	Wan Hang Rd	Mau Yip Rd	Po Hong Rd	6,630	*	8,210	+23.9
5495	C	DD	Tin Shui Rd	Tin Wu Rd	Tin Wah Rd	18,890	*	19,900	+5.3
5496	C	RR	San Sham Rd	San Tin INT	End of San Sham Rd	13,520	*	19,440	+43.7
5497	C	EX	Tate's Cairn Highway	Slip rds to & from Tolo Highway	Slip rds to & from Ma On Shan Rd	76,900	*	75,560	-1.7
5498	C	EX	Sha Lek Highway FO <UR T5>	Slip rds to & from Sha Tin Rd	Slip rd to Sha Tin Wai Rd	28,620	*	28,930	+1.1
5499	C	EX	Tate's Cairn Highway slip rd	Ma On Shan Rd nr Hang Shun St	Tate's Cairn Highway	31,260	*	29,160	-6.7
5500	C	DD	Ma Sik Rd	Jockey Club Rd	Tin Ping Rd	21,430	*	23,200	+8.3
5501	C	DD	Pak Wo Rd	Yat Ming Rd	Wo Hop Shek INT	19,670	*	19,440	-1.2
5502	C	DD	Pak Wo Rd	Yu Tai Rd	Slip rd to So Kwun Po INT	21,110	*	21,100	-0.1
5503	C	DD	Chiu Shun Rd	Ngan O Rd	Wan Po Rd RA	21,120	*	20,440	-3.3
5504	C	DD	Tsun Wen Rd	Tsing Lun Rd	Leung Wan St	11,660	*	10,530	-9.7
5506	C	LD	Lung Sum Ave	San Fung Ave	San Hong St	16,080	*	16,060	-0.1
5507	C	RR	Tai Wo Service Rd W	Lam Kam Rd INT	Kau Lung Hang <FO> nr Kiu Tau Rd	4,470	*	3,640	-18.5
5508	C	EX	San Tin Highway	Fairview Park Boulevard	Lok Ma Chau Rd	87,340	*	79,140	-9.4
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	121,940	*	154,800	+26.9
5510	C	DD	Hang Tai Rd	Hang Shun St	Hang Fai St	3,610	*	3,250	-9.9
5511	C	DD	Yu Tung Rd	Shun Tung Rd	Tung Chung E INT	23,560		25,160	+6.8
5512	C	PD	Po Hong Rd	Wan Lung Rd	Tong Ming St	8,770	*	7,520	-14.3
5513	C	LD	Tong Yin St	Tong Ming St	Tong Tak St	5,030	*	5,760	+14.4
5514	C	LD	Pung Loi Ave	Pung Loi Rd	Wan Po Rd	2,610	*	2,880	+10.5
5515	C	LD	Tat Yeung Rd	Container Port Rd S	End	7,310	*	5,960	-18.5

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
5516	C	EX	Kong Sham Western Highway	Yuen Long Highway	Section of Kong Sham Western Highway nr Yick Yuen Rd	17,500 *	22,880	+30.8
5517	C	DD	Tai Wo Hau Rd & Sheung Kok St	Tai Ha St eastern junction	Wo Tong Tsui St	15,880 *	16,080	+1.3
5518	C	EX	North Lantau Highway slip rds	North Lantau Highway	Tung Chung Waterfront Rd	4,310 *	6,010	+39.4
5519	C	UT	Tseung Lam Highway (Cross Bay Link)	Wan O Rd	Tseung Lam Highway	-	23,960	-
5601	C	EX	Tsuen Wan Rd slip rds	Tsuen Wan Rd (section over Container Port Rd)	Kwai Tsing Rd RA	33,140 *	34,540 *	+4.2
5602	C	EX	Tsuen Wan Rd FO <N522> over Kwai Tsing INT	Ramp from Tsuen Wan Rd	Ramp to Tsuen Wan Rd	94,260 *	98,260 *	+4.2
5603	C	PD	Tsuen Wan Rd slip rds	Tsuen Wan Rd nr Kwai Lok St	Kwai Tsing Rd RA	28,510 *	29,720 *	+4.2
5604	C	EX	Tsuen Wan Rd	Kwai Tsing Rd RA	Texaco Rd RA	122,780 *	127,980 *	+4.2
5605	C	EX	Sha Tin Rd	Sha Tin Wai Rd	Ramps to & from Tai Chung Kiu Rd	52,600 *	51,840 *	-1.5
5606	C	EX	Sha Tin Rd	Ramps to & from Tai Chung Kiu Rd	Yuen Wo Rd	38,030 *	37,480 *	-1.5
5607	C	UT	Lion Rock Tunnel Rd	Hung Mui Kuk Rd	Lion Rock Tunnel	86,710 *	85,450 *	-1.5
5608	C	PD	Kwai Chung Rd	Kwai On Rd	Kwai Foo Rd	35,670 *	37,180 *	+4.2
5609	C	PD	Castle Peak Rd - Tsuen Wan	Slip rd A to Texaco Rd	Ting Kwok St	58,760 *	61,250 *	+4.2
5610	C	PD	Castle Peak Rd - Tsuen Wan	Tsuen King Circuit	Sha Tsui Rd	50,040 *	52,170 *	+4.2
5611	C	PD	Wang Tat Rd, Ma Wang Rd, Long Yip Rd & Yuen Long On Lok Rd	Wang Lok St	Ma Miu Rd	21,080 *	21,200 *	+0.6
5612	C	PD	Wong Chu Rd	Tuen Mun Rd	Hoi Wong Rd	68,560 *	68,950 *	+0.6
5613	C	PD	Wong Chu Rd	Lung Mun Rd	Hoi Wong Rd	55,620 *	55,940 *	+0.6
5614	C	PD	Yuen Wo Rd	Fo Tan Rd	Sha Tin Rd	16,420 *	16,190 *	-1.5
5615	C	PD	Che Kung Miu Rd	Mei Tin Rd	Sha Tin Tau Rd	18,560 *	18,290 *	-1.5
5616	C	PD	Tai Chung Kiu Rd	Yuen Chau Kok Rd	Fo Tan Rd	22,060 *	21,740 *	-1.5
5617	C	PD	Mei Tin Rd	Tai Po Rd - Tai Wai	Tsuen Nam Rd	28,250 *	27,840 *	-1.5
5618	C	PD	Sha Tin Rd ramps	Tai Chung Kiu Rd	Sha Tin Rd	14,570 *	14,360 *	-1.5
5619	C	PD	Sha Tin Rural Committee Rd	Tai Chung Kiu Rd	Yuen Wo Rd	33,560 *	33,070 *	-1.5
5620	C	UT	Tai Po Rd - Shatin	Sha Tin Rural Committee Rd	Fo Tan Rd	98,090 *	96,660 *	-1.5
5621	C	PD	Tai Po Tai Wo Rd	Tolo Highway	Ting Tai Rd	36,160 *	36,370 *	+0.6
5622	C	PD	Sha Tau Kok Rd - Lung Yeuk Tau	Lok Yip Rd	Luen Shing St	19,720 *	19,830 *	+0.6

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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 2023	AADT 2024	Change of 2024 as % of 2023
5623	C	PD	Sha Tau Kok Rd - Lung Yeuk Tau	Luen Shing St	On Kui St	18,820 *	18,930 *	+0.6
5625	C	PD	So Kwun Po Rd	So Kwun Po Rd INT	Jockey Club Rd	29,540 *	29,710 *	+0.6
5626	C	DD	Hing Fong Rd	Kwai Foo Rd	Kwai Fuk Rd	29,230 *	29,670 *	+1.5
5627	C	DD	Tai Wo Hau Rd	Wo Tong Tsui St	Kwai Shing Circuit northern junction	10,670 *	10,830 *	+1.5
5628	C	DD	Lai King Hill Rd	King Cho Rd southern junction	Joint St	19,000 *	19,280 *	+1.5
5629	C	DD	Tai Lin Pai Rd	Kwai Cheong Rd	Kwai On Rd	19,500 *	19,790 *	+1.5
5630	C	DD	Wo Yi Hop Rd	Cheung Wing Rd	Ngong Hom Rd	22,840 *	22,440 *	-1.7
5631	C	DD	Sha Tsui Rd	Chung On St	Kwu Hang Rd	14,980 *	15,200 *	+1.5
5632	C	DD	Yeung Uk Rd	Texaco Rd	Ma Tau Pa Rd	21,920 *	22,240 *	+1.5
5633	C	DD	Chung On St	Castle Peak Rd - Tsuen Wan	Tsuen Wan Market St	6,260 *	6,350 *	+1.5
5634	C	PD	Texaco Rd	124 Texaco Rd	Yeung Uk Rd	73,930 *	75,030 *	+1.5
5635	C	DD	Shek Wai Kok Rd	Shek On St	Cheung Pei Shan Rd	11,130 *	11,300 *	+1.5
5636	C	DD	Tai Tong Rd	Hop Yick Rd	Kau Yuk Rd	13,510 *	13,550 *	+0.3
5637	C	DD	Kau Yuk Rd	Tai Tong Rd	Yuen Long Hong Lok Rd	13,860 *	13,900 *	+0.3
5638	C	DD	Yuen Long On Ning Rd	Kik Yeung Rd	Tai Kiu Rd	13,780 *	13,820 *	+0.3
5639	C	DD	Castle Peak Road - Yuen Long	Ma Miu Rd	Kik Yeung Rd	18,830 *	18,880 *	+0.3
5640	C	DD	Lung Mun Rd	Wu Shan Rd	Wu Chui Rd	12,890 *	12,930 *	+0.3
5641	C	DD	Tsun Wen Rd	Shek Pai Tau Rd	Pui To Rd	16,230 *	16,270 *	+0.3
5642	C	DD	Castle Peak Rd - Castle Peak Bay	Hoi Wing Rd	Tuen Hing Rd	16,810 *	16,860 *	+0.3
5643	C	DD	Pui To Rd FO <N503> over Tuen Mun Rd	Ramp from Tuen Mun Rd	Ramp to Tuen Mun Rd	23,410 *	23,470 *	+0.3
5644	C	DD	Tuen Hing Rd FO <N432> over Tuen Mun Rd	Ramp from Tuen Mun Rd	Ramp to Tuen Mun Rd	18,630 *	18,680 *	+0.3
5645	C	DD	Sui Wo Rd	Fo Tan Rd	Access rd to Sui Wo Court	14,880 *	14,630 *	-1.7
5646	C	DD	Kwong Fuk Rd	Wan Tau St	Po Heung St	14,040 *	14,070 *	+0.3
5647	C	DD	Tsing Lun Rd	Tsing Chung Koon Rd	Lam Tei INT	13,770 *	13,800 *	+0.3
5648	C	DD	Lung Sum Ave	Tin Ping Rd	San Hong St	14,910 *	14,950 *	+0.3
5649	C	DD	Tuen Mun Heung Sze Wui Rd	Wong Chu Rd	Tuen Hing Rd	24,550 *	24,610 *	+0.3
5651	C	LD	Hing Fong Rd & Kwai Hing Rd	Wo Tong Tsui St	Tai Wo Hau Rd	7,740 *	7,860 *	+1.5
5652	C	LD	Wah Yiu Rd	Lai Chi Ling Rd	Castle Peak Rd-Kwai Chung	6,770 *	6,870 *	+1.5
5653	C	LD	Ching Hong Rd	Chung Mei Rd	Tsing Yi Rd	13,130 *	13,330 *	+1.5

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
5654	C	LD	Wu Shan Rd	Lung Mun Rd	Wu King Rd	7,550 *	7,570 *	+0.3
5655	C	LD	Ching Hong Rd	Tsing Yi Rd W	Chung Mei Rd	13,680 *	13,880 *	+1.5
5656	C	EX	Fanling Highway	Fan Kam Rd	Lok Ma Chau Rd	64,880 *	65,250 *	+0.6
5657	C	RR	Castle Peak Rd - Sham Tseng, Tsing Lung Tau & Tai Lam	Sham Tseng	Siu Lam	13,440 *	13,480 *	+0.3
5658	C	RR	Tin Ha Rd	Castle Peak Rd - Hung Shui Kiu	Ping Ha Rd	8,460 *	8,480 *	+0.3
5659	C	RR	Keung Shan Rd & Tai O Rd	Sham Wat Rd	Tai O Bus Terminus	1,470 *	1,440 *	-1.7
5660	C	RR	Sha Tau Kok Rd	On Kui St	Ping Che Rd	22,810 *	22,870 *	+0.3
5661	C	RR	Clear Water Bay Rd	Tai Hang Tun	Hang Hau Rd	9,270 *	9,110 *	-1.7
5663	C	DD	Tsing King Rd	Tsing Luk St	Tam Kon Shan Rd	12,060 *	12,250 *	+1.5
5664	C	LD	Yan King Rd & Kai King Rd	Po Lam Rd N	Po Fung Rd	6,480 *	6,370 *	-1.7
5665	C	PD	Kwai Tai Rd RA Northern Arm	Kwai Chung Rd	Kwai Tai Rd	11,360 *	11,840 *	+4.2
5666	C	DD	Tat Wan Rd	Nam Wan Rd	Ma Wo Rd	11,120 *	11,150 *	+0.3
5667	C	PD	Tsing Tin Rd W-B ramps C & D	Tuen Mun Rd	Tsing Tin Rd	19,500 *	19,610 *	+0.6
5668	C	PD	Wong Chu Rd W-B ramps A & B	Wong Chu Rd	Tsing Wun Rd and Lung Mun Rd	12,840 *	12,920 *	+0.6
5669	C	PD	Tolo Highway INT ramps C & D	Tai Po Rd-Yuen Chau Tsai	Tai Po Rd-Yuen Chau Tsai	15,860 *	15,960 *	+0.6
5670	C	PD	Tsing Tsuen Rd	Tsing Tsuen Bridge	Tsuen Tsing INT	23,690 *	24,690 *	+4.2
5671	C	DD	Tsing King Rd	Fung Shue Wo Rd RA	Tsing Luk St	17,490 *	17,750 *	+1.5
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)	43,930 *	44,180 *	+0.6
5674	C	DD	Wo Hop Shek INT ramps C & D	Jockey Club Rd	Pak Wo Rd and Tai Po Rd - Fanling	19,040 *	19,150 *	+0.6
5675	C	DD	Hoi Wong Rd	Hoi Chu Rd	Wu Shan Rd	17,380 *	17,430 *	+0.3
5676	C	DD	Hoi Wing Rd	Castle Peak Rd - Castle Peak Bay	Tuen Mun Heung Sze Wui Rd	13,200 *	13,240 *	+0.3
5678	C	LD	Wing Shun St	Yi Hong St	Texaco Rd slip rd	9,550 *	9,690 *	+1.5
5679	C	DD	Po Ning Rd	Ying Yip Rd	Po Lam Rd N	34,680 *	34,080 *	-1.7
5680	C	DD	Tin Fuk Rd	Tin Shing Rd	Long Tin Rd	22,480 *	22,540 *	+0.3
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	9,050 *	8,920 *	-1.5
5682	C	DD	Wo Yi Hop Rd INT	Sam Tung Uk Rd	Wo Yi Hop Rd	19,990 *	19,650 *	-1.7
5683	C	DD	Sai Sha Rd	On Yuen St	Sui Tai Rd	26,670 *	26,210 *	-1.7
5685	C	DD	San Wan Rd	Ramp A	So Kwun Po INT ramp B	15,520 *	15,560 *	+0.3

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
5686	C	DD	Tin Wah Rd	Tin Ying Rd	Tin Shui Rd	21,760 *	21,820 *	+0.3
5687	C	DD	Tin Shing Rd	Tin Cheung Rd	Tin Pak Rd	8,570 *	8,590 *	+0.3
5688	C	DD	Ming Kum Rd	Tin King Rd	Hing Kwai St	9,020 *	9,040 *	+0.3
5689	C	RR	Ping Ha Rd	Hung Tin Rd	Tin Ha Rd	20,170 *	20,220 *	+0.3
5690	C	LD	Tin Cheung Rd	Tin Tsz Rd	Tin Shing Rd	12,520 *	12,560 *	+0.3
5691	C	PD	Po Shun Rd	Tseung Kwan O Tunnel Rd RA	Po Ning Rd	37,290 *	36,750 *	-1.5
5692	C	EX	Ma On Shan Rd	Slip rds to & from Tate's Cairn Highway	Hang Shun St	43,300 *	42,670 *	-1.5
5693	C	LD	Container Port Rd S	Ching Cheung Rd	End	27,320 *	27,720 *	+1.5
5694	C	EX	Yuen Long Highway	Nr Tsing Long Highway	Nr Shap Pat Heung INT	67,190 *	67,570 *	+0.6
5695	C	DD	Ma Sik Rd	Tin Ping Rd	Fan Leng Lau Rd	22,340 *	22,400 *	+0.3
5696	C	DD	Pak Wo Rd	Yat Ming Rd	Wai Ming St	10,010 *	10,030 *	+0.3
5697	C	DD	Pak Wo Rd	Po Kin Rd	Slip rd to So Kwun Po INT	13,340 *	13,380 *	+0.3
5698	C	DD	Hoi Wing Rd	Hoi Wong Rd	Hang Fu St	13,640 *	13,680 *	+0.3
5699	C	DD	Tsun Wen Rd	Leung Wan St	Leung Tak St	8,460 *	8,490 *	+0.3
5700	C	LD	Tin Shing Rd	Tin Lung Rd	Tin Yan Rd	5,460 *	5,480 *	+0.3
5701	C	LD	Lung Wan St	Lung Sum Ave	San Wan Rd	16,280 *	16,320 *	+0.3
5702	C	RR	Tai Wo Service Rd W	Kau Lung Hang <FO> nr Kiu Tau Rd	Wo Hing Rd	3,600 *	3,610 *	+0.3
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	47,170 *	49,170 *	+4.2
5704	C	EX	Lantau Link	Cheung Tsing Highway	Tsing Ma Bridge eastern end at Tsing Yi	32,610 *	33,990 *	+4.2
5705	C	DD	Shun Tung Rd	Tat Tung Rd	Tung Chung Waterfront Rd	21,680	19,370	-10.7
5706	C	DD	Yu Tung Rd	Shun Tung Rd	Chung Mun Rd	28,540	28,250	-1.0
5707	C	DD	Tin Shui Rd	Tin Wah Rd	Wetland Park Rd	11,540 *	11,580 *	+0.3
5708	C	RT	Ma On Shan Bypass	Ma On Shan Rd	Sai Sha Rd	25,010 *	24,650 *	-1.5
5709	C	LD	Magic Rd	Penny's Bay Highway	End	3,640 *	3,690 *	+1.5
5710	C	LD	Fantasy Rd	Magic Rd	End	1,470 *	1,500 *	+1.5
5711	C	PD	Shap Pat Heung Rd	Shap Pat Heung INT	Tai Tong Rd	29,810 *	29,980 *	+0.6
5712	C	RR	Tsing Ying Rd	Castle Peak Rd - Castle Peak Bay	End	4,070 *	4,080 *	+0.3
5713	C	DD	Po Yap Rd	Po Shun Rd	Wan Po Road	5,820 *	5,720 *	-1.7
5714	C	DD	Science Park Rd	Chak Cheung St	Chong San Rd	19,160 *	19,220 *	+0.3

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
5715	C	EX	Tsuen Wan Rd N-B ramp	Kwai Chung Rd	Tsuen Wan Rd	10,530 *	10,970 *	+4.2
5801	C	EX	Tsuen Wan Rd slip rds	Tsuen Wan Rd (section under Wing Kei Rd)	Texaco Rd RA	38,910 *	40,560 *	+4.2
5802	C	EX	Tsuen Wan Rd FO <N522> over Tsuen Tsing INT	Ramp from Tsuen Wan Rd	Ramp to Tsuen Wan Rd	85,660 *	89,300 *	+4.2
5803	C	EX	Tsuen Wan Rd slip rds	Tsuen Wan Rd (section over Texaco Rd)	Texaco Rd RA	17,070 *	17,800 *	+4.2
5804	C	EX	Tsuen Wan Rd	Texaco Rd RA	Hoi Hing Rd INT	89,690 *	93,490 *	+4.2
5805	C	EX	Tsuen Wan Rd	Tuen Mun Rd	Hoi Hing Rd INT	53,080 *	55,330 *	+4.2
5806	C	EX	Sha Tin Rd	Yuen Wo Rd	Tai Po Rd-Shatin	51,390 *	50,640 *	-1.5
5807	C	EX	Tai Po Rd - Shatin	Sha Tin Rd	Tolo Highway	119,210 *	117,480 *	-1.5
5808	C	EX	Tolo Highway	Yuen Shin Rd slip rd S-B	Tai Po Rd-Yuen Chau Tsai	85,630 *	86,120 *	+0.6
5809	C	PD	Kwai Chung Rd (GL)	Tai Lin Pai Rd	Kwai On Rd	55,130 *	57,470 *	+4.2
5810	C	PD	Castle Peak Rd - Tsuen Wan	Slip rd A to Texaco Rd	Chung On St	34,840 *	36,310 *	+4.2
5811	C	PD	Castle Peak Rd - Tsuen Wan	Sha Tsui Rd	Tuen Mun Rd	55,530 *	57,890 *	+4.2
5812	C	PD	Long Yip St & Yuen Long On Lok Rd	Tai Kiu Rd	Wang Chau Rd	26,920 *	27,080 *	+0.6
5813	C	PD	Siu Lek Yuen Rd	Ngan Shing St	Sha Tin Wai Rd	13,030 *	12,840 *	-1.5
5814	C	PD	Fo Tan Rd	Tai Chung Kiu Rd	Yuen Wo Rd	40,340 *	39,750 *	-1.5
5815	C	PD	Che Kung Miu Rd	Lion Rock Tunnel Rd	Sha Tin Tau Rd	22,610 *	22,280 *	-1.5
5816	C	PD	Tai Chung Kiu Rd	Fo Tan Rd	Siu Lek Yuen Rd	44,920 *	44,270 *	-1.5
5817	C	PD	Sha Tin Wai Rd	Siu Lek Yuen Rd	Ngan Shing St	17,160 *	16,910 *	-1.5
5818	C	PD	Sha Tin Rural Committee Rd	Tai Po Rd - Shatin	Yuen Wo Rd	35,610 *	35,100 *	-1.5
5819	C	EX	Tai Po Rd - Shatin	Fo Tan Rd	Sha Tin Rd	67,820 *	66,830 *	-1.5
5820	C	PD	Tai Po Rd - Shatin	Tolo Highway	Entrance to Chung Chi College , CUHK	15,760 *	15,530 *	-1.5
5821	C	PD	Tai Po Tai Wo Rd	Po Heung St	Ting Kok Rd	26,080 *	26,230 *	+0.6
5822	C	PD	Jockey Club Rd	Lung Sum Ave	San Fung Ave	15,800 *	15,900 *	+0.6
5823	C	PD	Po Shek Wu Rd	Fan Kam Rd RA	Choi Yuen Rd	42,090 *	42,330 *	+0.6
5824	C	PD	Sha Tau Kok Rd	Jockey Club Rd	Lok Yip Rd	34,250 *	34,440 *	+0.6
5825	C	DD	Hing Fong Rd	Kwai Yik Rd	Kwai Foo Rd	21,310 *	21,620 *	+1.5
5826	C	DD	Tai Wo Hau Rd	Kwai Shing Circuit northern junction	Hing Fong Rd	11,630 *	11,810 *	+1.5
5827	C	DD	Kwai Fuk Rd	Hing Fong Rd	Container Port Rd RA	32,650 *	33,140 *	+1.5

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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 2023	AADT 2024	Change of 2024 as % of 2023
5828	C	DD	Tai Lin Pai Rd	Kwai Chung Rd northern junction	Kwai Cheong Rd	12,910 *	13,110 *	+1.5
5829	C	DD	Wo Yi Hop Rd	Wo Yi Hop INT	Ngong Hom Rd	17,830 *	17,520 *	-1.7
5830	C	DD	Sha Tsui Rd	Tai Ho Rd	Chung On St	21,080 *	21,400 *	+1.5
5831	C	DD	Yeung Uk Rd	Ma Tau Pa Rd	Chung On St	26,400 *	26,800 *	+1.5
5832	C	DD	Tai Ho Rd	Sha Tsui Rd	Yeung Uk Rd	27,850 *	28,260 *	+1.5
5833	C	DD	Texaco Rd	Sha Tsui Rd	Slip rds to & from Tsuen Tsing INT	34,360 *	34,880 *	+1.5
5834	C	PD	Cheung Pei Shan Rd	Shek Wai Kok Rd	Wo Yi Hop Interchange	39,690 *	41,370 *	+4.2
5835	C	DD	Tai Tong Rd	Castle Peak Rd - Yuen Long	Kau Yuk Rd	13,640 *	13,680 *	+0.3
5836	C	DD	Tai Kiu Rd	Yuen Long On Ning Rd	Yuen Long On Lok Rd	7,350 *	7,370 *	+0.3
5837	C	DD	Yuen Long On Ning Rd	Tai Kiu Rd	Wang Chau Rd	9,510 *	9,530 *	+0.3
5838	C	DD	Castle Peak Road - Yuen Long	Kik Yeung Rd	Tai Tong Rd	12,360 *	12,390 *	+0.3
5839	C	DD	Lung Mun Rd	Wong Chu Rd	Wu Shan Rd	19,990 *	20,040 *	+0.3
5840	C	DD	Tsun Wen Rd	Tai Fong St	Shek Pai Tau Rd	15,830 *	15,870 *	+0.3
5841	C	DD	Castle Peak Rd - Castle Peak Bay	Pui To Rd	Tuen Hing Rd	23,510 *	23,570 *	+0.3
5842	C	DD	Pui To Rd	Tuen Mun Rd	Tuen Mun Heung Sze Wui Rd	20,610 *	20,660 *	+0.3
5843	C	DD	Tuen Hing Rd	Tuen Mun Heung Sze Wui Rd	Tuen Mun Rd	26,030 *	26,100 *	+0.3
5844	C	DD	Che Kung Miu Rd	Mei Tin Rd	Tin Sam St	17,970 *	17,660 *	-1.7
5845	C	DD	Wan Tau St	Kwong Fuk Rd	Tai Po Heung Sze Wui Rd	10,590 *	10,620 *	+0.3
5846	C	DD	Tsing Tin Rd	Tsun Wen Rd	Tuen Mun Rd	39,380 *	39,490 *	+0.3
5847	C	DD	San Fung Ave	Po Wan Rd	San Wan Rd	12,120 *	12,150 *	+0.3
5848	C	DD	Po Wan Rd	Po Shek Wu Rd	San Fung Ave	12,090 *	12,120 *	+0.3
5849	C	DD	Tsing Yi Rd W	Tsing Nam St	Ching Hong Rd	16,350 *	16,590 *	+1.5
5850	C	LD	Wo Tong Tsui St	Tai Wo Hau Rd	Kwai Hing Rd	11,650 *	11,830 *	+1.5
5851	C	LD	Lo Wai Rd	Cheung Pei Shan Rd	Slip rd to Tung Po To	3,920 *	3,980 *	+1.5
5852	C	LD	Tsing Yi Heung Sze Wui Rd	Fung Shue Wo Rd RA	Tsing Yi Rd	39,030 *	39,610 *	+1.5
5853	C	LD	Lok King St	Fo Tan Rd	Jubilee Garden	12,640 *	12,420 *	-1.7
5854	C	LD	Chung Mei Rd	Tsing Yi Heung Sze Wui Rd	Ching Hong Rd	9,970 *	10,120 *	+1.5
5855	C	EX	Tuen Mun Rd	Sham Tseng	Siu Lam	109,520 *	110,150 *	+0.6
5856	C	RR	Tai Tong Rd	Hop Yick Rd	Sham Chung Rd	11,350 *	11,380 *	+0.3
5857	C	RR	Tuen Mun Rd - Siu Lam INT slip rds	Tuen Mun Rd	Castle Peak Rd	12,560 *	12,590 *	+0.3
5858	C	RR	Ping Ha Rd & Lau Fau Shan Rd	Tin Ha Rd	Deep Bay Rd	8,590 *	8,610 *	+0.3

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
5859	C	RR	South Lantau Rd & Keung Shan Rd	Tung Chung Rd	Sham Wat Rd	2,710 *	2,660 *	-1.7
5860	C	RR	Sha Tau Kok Rd	Ping Che Rd	Shun Lung St	5,010 *	5,020 *	+0.3
5861	C	RR	Lok Ma Chau Rd	Castle Peak Rd	Ha Wan Tsuen Rd	5,710 *	5,720 *	+0.3
5862	C	PD	Tai Po Tai Wo Rd	Nam Wan Rd	Yuen Shin Rd	30,200 *	30,380 *	+0.6
5863	C	DD	Nam Wan Rd	Kwong Fuk Rd & Tai Po Rd - Yuen Chau Tsai	Nam Wan Rd	11,760 *	11,790 *	+0.3
5864	C	DD	Po Ning Rd	Ying Yip Rd	Chiu Shun Rd	13,270 *	13,040 *	-1.7
5865	C	DD	Po Wan Rd	Chuk Wan St	Jockey Club Rd	2,780 *	2,780 *	+0.3
5866	C	EX	Tolo Highway ramp	Slip rds to & from Tat Wan Rd	Slip rds to & from Tolo Highway	7,200 *	7,240 *	+0.6
5867	C	PD	Ramps A & B of Castle Peak Rd - San Hui	Pui To Rd	Pui To Rd	30,190 *	30,360 *	+0.6
5868	C	PD	Ramps C & D of Lung Mun Rd/Tsing Wun Rd	Lung Mun Rd	Wong Chu Rd	17,100 *	17,200 *	+0.6
5869	C	DD	Ting Kok Rd	Ting Tai Rd	Tai Po Tai Wo Rd	15,770 *	15,820 *	+0.3
5870	C	PD	Tsing Tsuen Rd slip rds A & B	Tsuen Tsing INT	Tsuen Tsing INT	34,680 *	36,150 *	+4.2
5872	C	PD	Castle Peak Rd - Kwai Chung	Wah Yiu Rd	Tai Wo INT	22,450 *	23,400 *	+4.2
5873	C	EX	Fanling Highway ramps C & D	So Kwun Po INT	So Kwun Po INT	17,130 *	17,220 *	+0.6
5874	C	PD	Ramps A & B to & from San Wan Rd	San Wan Rd	So Kwun Po Rd	24,600 *	24,740 *	+0.6
5875	C	LD	Chung Nga Rd	Ting Kok Rd	Ting Lai Rd	3,310 *	3,320 *	+0.3
5876	C	DD	Tuen Mun Heung Sze Wui Rd	Siu Lun St	Hoi Chu Rd	10,840 *	10,870 *	+0.3
5877	C	DD	Hang Hong St	Ma On Shan Rd	Sai Sha Rd	14,010 *	13,770 *	-1.7
5878	C	DD	Po Lam Rd & Po Lam Rd N	Tsui Lam Rd eastern junction	Tsui Lam Rd western junction	8,250 *	8,100 *	-1.7
5880	C	LD	Tin Yiu Rd	Ping Ha Rd	Tin Ho Rd	19,130 *	19,180 *	+0.3
5881	C	PD	Tate's Cairn Highway slip rd B	Tate's Cairn Highway N-B	Sha Lek Highway FO <UR T5> S-B	4,850 *	4,780 *	-1.5
5882	C	LD	Cheung Shan Est Rd W	Cheung Shan Est Rd E	Wo Yi Hop Rd	1,690 *	1,720 *	+1.5
5883	C	LD	On Yuen St	Sai Sha Rd	On Chun St	10,580 *	10,400 *	-1.7
5884	C	DD	Sheung Ning Rd	Po Ning Rd	Chung Wa Rd	26,320 *	25,860 *	-1.7
5885	C	DD	San Wan Rd	Ramp A of So Kwun Po INT	Lung Sum Ave	15,960 *	16,010 *	+0.3
5886	C	DD	Tin Wah Rd	Tin Shui Rd	Tin Shing Rd	11,230 *	11,260 *	+0.3
5887	C	DD	Tin Shing Rd	Tin Wu Rd	Tin Fuk Rd	10,790 *	10,820 *	+0.3
5889	C	DD	Hung Tin Rd	Tin Shui Wai West INT	Ping Ha Rd	57,400 *	57,560 *	+0.3
5890	C	LD	Tin Wu Rd	Tin Yiu Rd	Tin Shing Rd	9,270 *	9,300 *	+0.3

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
5891	C	RR	Sham Wat Rd & Ngong Ping Rd	Keung Shan Rd	End of Ngong Ping Rd	560 *	550 *	-1.7
5892	C	EX	Tate's Cairn Highway	Tai Chung Kiu Rd RA	Slip rds to & from Tate's Cairn Highway	85,000 *	83,770 *	-1.5
5893	C	DD	Container Port Rd S	South of Kwai Chung INT	Ching Cheung Rd	30,400 *	30,850 *	+1.5
5894	C	EX	Yuen Long Highway	Shap Pat Heung INT	Tong Yan San Tsuen INT	96,570 *	97,120 *	+0.6
5895	C	DD	Ma Sik Rd	Fan Leng Lau Rd	Luen Chit St	13,180 *	13,220 *	+0.3
5896	C	DD	Pak Wo Rd	Wah Ming Rd	Wai Ming St	9,060 *	9,090 *	+0.3
5897	C	DD	Pak Wo Rd	Po Kin Rd	Choi Yuen Rd RA	9,390 *	9,420 *	+0.3
5898	C	DD	Hoi Wing Rd	Hang Fu St	Hang Fu St	9,400 *	9,420 *	+0.3
5899	C	DD	Tsun Wen Rd	Ming Kum Rd	Leung Tak St	6,440 *	6,460 *	+0.3
5900	C	LD	Tin Shing Rd	Tin Wing Rd	Tin Yan Rd	5,870 *	5,880 *	+0.3
5902	C	LD	Hung Tin Rd slip rds	Tin Shui Wai West INT	Access rd to Hung Uk Tsuen	13,800 *	13,840 *	+0.3
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	68,390 *	71,290 *	+4.2
5904	C	DD	Kwai Tsing Rd	Kwai Tsing Rd slip rds to & from Tsing Kwai Highway	Kwai King Rd	40,510 *	41,110 *	+1.5
5905	C	LD	Tung Chung Waterfront Rd & Ying Hei Rd	Shun Tung Rd RA	Man Tung Rd	13,220	13,860	+4.9
5906	C	RR	New Hiram's Highway	Pak Sha Wan RA	Hiram's Highway	30,460 *	29,930 *	-1.7
5907	C	EX	Kong Sham Western Highway	Section of Kong Sham Western Highway nr Yick Yuen Rd	Shenzhen Bay Bridge (Hong Kong Section)	13,760 *	13,840 *	+0.6
5909	C	DD	Chong San Rd	Roundabout to/from Tolo Highway	Science Park Rd	9,380 *	9,410 *	+0.3
5910	C	LD	Hoi On Rd	Hoi Hing Rd	Castle Peak Rd - Ting Kau	23,560 *	23,910 *	+1.5
5911	C	DD	Ning Tai Rd & Hang Tai Rd	Hang Shun St	Hang Fai St	5,270 *	5,180 *	-1.7
5912	C	LD	Sui Tai Rd	Sai Sha Rd slip road and Hang Tai Rd	Ning Tai Rd	2,920 *	2,870 *	-1.7
5913	C	RT	Ma On Shan Rd	Ma On Shan Bypass	Sai Sha Rd	54,050 *	53,260 *	-1.5
5914	C	DD	Po Heung St	Kwong Fuk Rd	Heung Sze Wui St	17,290 *	17,340 *	+0.3
5915	C	RT	Sai Sha Rd	Ma On Shan Bypass	Nin Wah Rd	30,690 *	30,240 *	-1.5
5916	C	LD	Fo Chun Rd	Chong San Rd	End	6,230 *	6,240 *	+0.3

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
5917	C	RR	Lam Kam Rd	Kadoorie Farm and Botanic Garden	Lam Kam Rd INT	21,600 *	21,650 *	+0.3
5918	C	DD	Pok Yin Rd	Fo Chun Rd	Yau King Lane	3,550 *	3,560 *	+0.3
5919	C	EX	Wo Hop Shek INT ramps A & B	Jockey Club Rd	Jockey Club Rd	20,180 *	20,300 *	+0.6
6001	C	UT	Tuen Mun Rd	Wong Chu Rd	Tuen Hing Rd	102,640	103,230 *	+0.6
6002	C	UT	Tuen Mun Rd	Tuen Hing Rd	Pui To Rd	92,160	92,680 *	+0.6
6003	C	EX	Tolo Highway	Tai Po Rd-Shatin	Slip rd from Ma Liu Shui Ferry Pier	106,500	104,960 *	-1.5
6004	C	EX	Tolo Highway	Tai Po Rd-Yuen Chau Tsai	Tai Po Tai Wo Rd	104,740	105,340 *	+0.6
6005	C	PD	Kwai Chung Rd	Tai Lin Pai Rd	Castle Peak Rd - Kwai Chung INT	62,820	65,480 *	+4.2
6006	C	PD	Tai Ho Rd N	Tsuen Wan Market St	Tsuen Kam INT	18,790	19,580 *	+4.2
6007	C	PD	Texaco Rd	Castle Peak Rd - Tsuen Wan	Shek Wai Kok Rd	45,630	47,560 *	+4.2
6008	C	PD	Long Yip St & Yuen Long On Lok Rd	Wang Chau Rd	Tai Cheung St	32,660	32,840 *	+0.6
6009	C	PD	Siu Lek Yuen Rd	Ngan Shing St	Tai Chung Kiu Rd	22,790	22,460 *	-1.5
6010	C	PD	Fo Tan Rd	Tai Po Rd - Shatin	Yuen Wo Rd	43,890	43,250 *	-1.5
6011	C	PD	Tai Chung Kiu Rd	Lion Rock Tunnel Rd	Sha Kok St	30,730	30,280 *	-1.5
6012	C	PD	Hung Mui Kuk Rd	Lion Rock Tunnel Rd	Tin Sam St	36,060	35,530 *	-1.5
6013	C	PD	Sha Tin Wai Rd	Sha Tin Rd	Ngan Shing St	27,760	27,360 *	-1.5
6014	C	PD	Tai Po Rd - Shatin Heights & Tai Wai	Keng Hau Rd	Shing Ho Rd	19,810	19,520 *	-1.5
6015	C	PD	Lion Rock Tunnel Rd	Tai Po Rd - Shatin	Che Kung Miu Rd	20,610	20,310 *	-1.5
6016	C	PD	Tai Po Tai Wo Rd	On Cheung Rd	Nam Wan Rd	21,860	21,990 *	+0.6
6017	C	PD	Jockey Club Rd	Lung Sum Ave	So Kwun Po Rd	14,420	14,500 *	+0.6
6018	C	PD	Po Shek Wu Rd	Choi Yuen Rd	Jockey Club Rd	34,190	34,380 *	+0.6
6019	C	PD	Long Yip St & Yuen Long On Lok Rd	Wang Lok St	Tai Kiu Rd	26,130	26,280 *	+0.6
6020	C	DD	Hing Fong Rd	Tai Wo Hau Rd	Kwai Yik Rd	16,350	16,600 *	+1.5
6021	C	DD	Kwai Shing Circuit	Tai Wo Hau Rd northern junction	Kwai Luen Rd	8,680	8,810 *	+1.5
6022	C	DD	Kwai Fuk Rd	Shing Fuk St	Hing Fong Rd	26,420	26,820 *	+1.5
6023	C	DD	Wo Yi Hop Rd	Castle Peak Rd - Kwai Chung	Tai Loong St	13,300	13,500 *	+1.5
6024	C	DD	Lei Muk Rd	Castle Peak Rd - Kwai Chung	Chun Pin St	3,880	3,940 *	+1.5
6025	C	DD	Sha Tsui Rd	Tso Kung St	Tai Ho Rd	30,030	30,470 *	+1.5
6026	C	DD	Yeung Uk Rd	Tai Ho Rd	Chung On St	24,570	24,940 *	+1.5

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
6027	C	DD	Tai Ho Rd	Sha Tsui Rd	Hoi Pa St	39,720	40,320 *	+1.5
6028	C	DD	Texaco Rd	Sha Tsui Rd	Tsuen Fu St	30,850	31,310 *	+1.5
6030	C	DD	Hop Yick Rd	Fung Cheung Rd	Tai Tong Rd	8,920	8,950 *	+0.3
6031	C	DD	Ma Miu Rd	Castle Peak Rd - Yuen Long	Yuen Long On Ning Rd	17,230	17,280 *	+0.3
6032	C	DD	Yuen Long On Ning Rd	Wang Chau Rd	Tai Cheung St	13,640	13,680 *	+0.3
6033	C	DD	Yuen Long Main Rd	Tai Tong Rd	Fung Cheung Rd	24,670	24,730 *	+0.3
6034	C	DD	Tsing Wun Rd	Pui To Rd	Wong Chu Rd	28,650	28,730 *	+0.3
6035	C	DD	Tsing Chung Koon Rd	Tsun Wen Rd	Tsing Lun Rd	6,520	6,540 *	+0.3
6036	C	DD	Castle Peak Rd - Castle Peak Bay	Pui To Rd	Tuen Mun Heung Sze Wui Rd	14,300	14,340 *	+0.3
6037	C	DD	Pui To Rd	Tuen Mun Heung Sze Wui Rd	Tsun Wen Rd	24,110	24,170 *	+0.3
6038	C	DD	Ngan Shing St	Sha Tin Wai Rd	Chap Wai Kon St	11,140	10,950 *	-1.7
6039	C	DD	Tin Sam St	Che Kung Miu Rd	Hung Mui Kuk Rd	19,880	19,540 *	-1.7
6040	C	DD	Po Heung St	Kwong Fuk Rd	Tai Po Tai Wo Rd	34,590	34,680 *	+0.3
6041	C	DD	San Wan Rd	Sha Tau Kok Rd	Jockey Club Rd	14,570	14,610 *	+0.3
6042	C	DD	San Fung Ave	Po Wan Rd	Jockey Club Rd	5,620	5,640 *	+0.3
6043	C	DD	Lok Yip Rd	Jockey Club Rd	On Kui St	23,660	23,730 *	+0.3
6044	C	DD	Tsing Yi Rd W	Ching Hong Rd	Fung Shue Wo Rd	21,030	21,350 *	+1.5
6045	C	LD	Wo Tong Tsui St	Kwai Chung Rd	Kwai Hing Rd	10,650	10,810 *	+1.5
6046	C	LD	Lei Muk Rd	Wo Yi Hop Rd	Tung Chi St	13,090	13,280 *	+1.5
6047	C	LD	Fung Shue Wo Rd	Tsing Yu St	Tsing King Rd RA	11,520	11,690 *	+1.5
6048	C	DD	Keng Hau Rd & Che Kung Mui Rd	Tai Po Rd - Shatin Heights	Tin Sam St	1,190	1,170 *	-1.7
6049	C	RT	Castle Peak Rd - Ping Shan	Ping Ha Rd	Ma Wang Rd	26,080	26,230 *	+0.6
6050	C	EX	Tuen Mun Rd	Siu Lam	Wong Chu Rd	103,710	104,300 *	+0.6
6051	C	RR	Kam Tin Rd	Castle Peak Rd - Yuen Long	Kam Sheung Rd western junction	46,620	47,320 *	+1.5
6052	C	RR	Castle Peak Rd - So Kwun Wat & Castle Peak Bay	Siu Lam	Hoi Wing Rd	22,250	22,310 *	+0.3
6053	C	RR	Ping Ha Rd	Castle Peak Rd - Ping Shan	Tin Yiu Rd	7,380	7,400 *	+0.3
6054	C	RR	South Lantau Rd	Chi Ma Wan Rd	Tung Chung Rd	4,060	3,990 *	-1.7
6055	C	RR	Hiram's Highway	Clear Water Bay Rd	Po Tung Rd	22,860	22,470 *	-1.7
6056	C	RR	Sai Sha Rd	Nai Chung	Tai Mong Tsai Rd	10,630	10,440 *	-1.7
6057	C	EX	Yuen Shin Rd	Tolo Highway	Ting Kok Rd	41,790	42,030 *	+0.6
6058	C	DD	Heung Sze Wui St	Po Heung St	Wan Tau St	11,030	11,060 *	+0.3
6059	C	UT	Long Yip St FO <N192>	Footbridge	Castle Peak Rd - Yuen Long	23,240	23,370 *	+0.6

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
6060	C	DD	Fan Leng Lau Rd	Sha Tau Kok Rd	Wo Tai St	15,000	15,040 *	+0.3
6061	C	EX	Tolo Highway INT slip rd	Slip rds to & from Tolo Highway	Slip rds to & from Tai Po Rd - Yuen Chau Tsai	21,260	21,380 *	+0.6
6062	C	PD	Tuen Mun Rd ramps A & B	Tuen Hing Rd	Tuen Hing Rd	24,290	24,430 *	+0.6
6063	C	PD	Tolo Highway INT ramp G	Tolo Highway INT ramp A	Kwong Wang St	23,180	23,310 *	+0.6
6064	C	PD	Tai Po Tai Wo Rd	Ting Kok Rd	Ting Tai Rd	22,300	22,430 *	+0.6
6065	C	EX	Tsuen Wan Rd FO <N522> over Hoi Hing INT	Hoi Kwai Rd	Section over Hoi Kok St	39,470	41,140 *	+4.2
6066	C	PD	Castle Peak Rd - Kwai Chung access rds A & B	Slip rd to Texaco Rd N.	Slip rd to Texaco Rd	7,170	7,470 *	+4.2
6067	C	EX	Fanling Highway slip rds A & B	Fan Kam Rd INT	Fanling Highway	27,160	27,320 *	+0.6
6068	C	EX	Fanling Highway ramps A & B	So Kwun Po INT	Fanling Highway	33,090	33,280 *	+0.6
6069	C	DD	Pik Fung Rd	Jockey Club Rd	San Wan Rd	2,940	2,950 *	+0.3
6070	C	LD	Ting Lai Rd	Ting Tai Rd	Chung Nga Rd	6,990	7,010 *	+0.3
6071	C	DD	Hoi Chu Rd	Tuen Mun Heung Sze Wui Rd	Fung On St	9,140	9,170 *	+0.3
6072	C	LD	On Chun St	On Yuen St	End	6,000	5,900 *	-1.7
6073	C	LD	Tsui Lam Rd	Po Lam Rd eastern junction	Po Lam Rd western junction	2,880	2,830 *	-1.7
6074	C	DD	Po Hong Rd	Po Fung Rd	Wan Hang Rd	14,070	13,830 *	-1.7
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	4,630	4,570 *	-1.5
6076	C	PD	Tate's Cairn Highway slip rd A	Siu Lek Yuen Rd	Toll Plaza	9,140	9,010 *	-1.5
6077	C	DD	Wah Ming Rd	Lui Ming Rd mini-RA	Wai Ming St	7,090	7,100 *	+0.3
6078	C	LD	On Luk St	Sai Sha Rd	On Shing St	11,660	11,450 *	-1.7
6079	C	DD	Ngan O Rd	Pui Shing Rd	Chiu Shun Rd	13,820	13,580 *	-1.7
6080	C	DD	San Wan Rd	Lung Sum Ave	San Po St	3,120	3,130 *	+0.3
6081	C	DD	Tin Wah Rd	Tin Shing Rd	Tin Kwai Rd	9,420	9,440 *	+0.3
6082	C	LD	Tin Lung Rd	Tin Shing Rd	End	10,120	10,140 *	+0.3
6083	C	UT	Shing Mun Tunnel Rd	Slip rd A	Slip rd C	41,260	40,660 *	-1.5
6084	C	EX	Fanling Highway	Wo Hop Shek INT	Kau Lung Hang Lo Wai	114,310	114,960 *	+0.6
6085	C	PD	Long Tin Rd	Tong Yan San Tsuen INT	Tin Fuk Rd	47,360	47,630 *	+0.6
6086	C	DD	Tin Tsz Rd	Tin Wah Rd	Tin Cheung Rd	19,980	20,040 *	+0.3
6087	C	DD	Container Port Rd S	Kwai Tai Rd RA	Container Port Rd RA nr Container Terminal 2	15,720	15,950 *	+1.5

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
6088	C	EX	Tate's Cairn Highway	Slip rds to & from Sha Tin Wai Rd	Tai Chung Kiu Rd RA	75,640	74,540 *	-1.5
6089	C	DD	Container Port Rd S	Container Port Rd RA nr Container Terminal 2	North of Kwai Chung INT	31,250	31,710 *	+1.5
6090	C	LD	Fan Leng Lau Rd	Wo Muk Rd	Wo Tai St	8,680	8,700 *	+0.3
6091	C	DD	Ma Sik Rd	Luen Chit St	Wo Tai St	15,250	15,300 *	+0.3
6092	C	DD	Pak Wo Rd	Wah Ming Rd	Pak Wo Rd RA	15,610	15,650 *	+0.3
6093	C	LD	Wah Ming Rd	Wai Ming St	Pak Wo Rd	5,640	5,660 *	+0.3
6094	C	DD	Hoi Wing Rd	Tuen Mun Heung Sze Wui Rd	UR 16N	9,540	9,570 *	+0.3
6095	C	EX	Yuen Long Highway	Tong Yan San Tsuen INT	Hung Tin Rd INT	108,420	109,040 *	+0.6
6096	C	LD	Tin Shing Rd	Tin Wah Rd	Tin Wing Rd	4,940	4,960 *	+0.3
6099	C	EX	Tsing Kwai Highway	Cho Yiu Estate slip rds to & from Kwai Chung Rd & Tsuen Wan Rd	Rambler Bridge eastern end	94,300	98,300 *	+4.2
6100	C	DD	Kwai Tsing Rd	Kwai King Rd	Tsuen Wan Rd	35,370	35,900 *	+1.5
6102	C	LD	On Ming St	On Muk St	Siu Lek Yuen Rd	11,940	11,730 *	-1.7
6103	C	DD	Wan Po Rd	Po Shun Rd	Chiu Shun Rd	32,880	32,310 *	-1.7
6104	C	DD	Tuen Mun Heung Sze Wui Rd	Hoi Chu Rd	Hoi Wing Rd	13,400	13,440 *	+0.3
6105	C	DD	Ling Hong Rd	Po Hong Rd	Po Shun Rd	3,550	3,480 *	-1.7
6106	C	DD	Tong Ming St	Po Shun Rd	Po Hong Rd	19,720	19,380 *	-1.7
6107	C	DD	Mau Yip Rd	Po Fung Rd	Wan Hang Rd	9,170	9,010 *	-1.7
6108	C	PD	Tsing Yi N Coastal Rd	Tam Kon Shan INT W End	Slip Rds to & from Tam Kon Shan Rd	22,970	23,950 *	+4.2
6109	C	RR	Kam Ho Rd	Kam Tin Rd	Tung Wui Rd	10,840	11,000 *	+1.5
6110	C	RT	Kam Tin Bypass	Kam Tin Rd	Kam Tin Rd	14,490	15,110 *	+4.2
6111	C	LD	Ching Hiu Rd	Pak Wo Rd	Po Kin Rd	7,480	7,500 *	+0.3
6112	C	LD	Tsing Yi Hong Wan Rd	Tsing Yi Rd	Tsing Sheung Rd	21,770	22,100 *	+1.5
6113	C	DD	Tsing Yi Rd	Tsing Yi Rd nr. Dow Chemical	Tsing Yi Hong Wan Rd	13,250	13,440 *	+1.5
6114	C	LD	Sunny Bay Rd	Magic Rd	North Lantau Highway	4,400	4,460 *	+1.5
6115	C	EX	Penny's Bay Highway	Magic Rd	North Lantau Highway	10,470	10,920 *	+4.2
6116	C	DD	Fo Shing Rd	Chong San Rd	Fo Chun Rd	8,960	8,990 *	+0.3
6117	C	DD	Fo Yin Rd	Chong San Rd	End	7,740	7,760 *	+0.3
6118	C	LD	Tong Chun St	Po Yap Rd	End	7,360	7,230 *	-1.7
6119	C	LD	Chi Shin St	Po Hong Rd (Roundabout)	End	9,740	9,570 *	-1.7
6203	B	PD	Castle Peak Rd - Kwai Chung	Ching Cheung Rd	Tai Wo INT	26,210	23,900	-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 2023	AADT 2024	Change of 2024 as % of 2023
6204	B	DD	Lai King Hill Rd	Kwai Chung INT slip rds	King Cho Rd	15,760	15,380	-2.4
6206	B	PD	Jockey Club Rd	Lok Yip Rd	Wo Hop Shek INT	34,840	32,860	-5.7
6207	B	RR	Kam Tin Rd	Kam Sheung Rd western junction	Fan Kam Rd	21,510	20,230	-5.9
6208	B	RR	Kam Sheung Rd	Kam Tin Rd	Kam Tin Rd	10,460	10,060	-3.8
6209	B	RR	Castle Peak Rd - Tsuen Wan, Ting Kau & Sham Tseng	Tuen Mun Rd	Sham Tseng	9,330	8,780	-5.9
6210	B	RR	Tai Po Rd - Ma Liu Shui	Entrance to Chung Chi College, CUHK	Yuen Chau Tsai INT	7,340	7,420	+1.0
6211	B	RR	Ting Kok Rd	Dai Kwai St	Tai Mei Tuk	28,620	25,640	-10.4
6212	B	RR	Fan Kam Rd	Kam Tin Rd	Fanling Highway	13,890	13,920	+0.2
6213	B	RT	Castle Peak Rd - Hung Shui Kiu	Tin Ha Rd	Lam Tei INT	34,030	32,970	-3.1
6214	B	LD	Container Port Rd S	North of Kwai Chung INT	South of Kwai Chung INT	13,640	13,150	-3.6
6219	B	DD	Kwai Tsing Rd & Tsing Yi S Bridge	Tsing Yi Rd	Kwai Tai Rd INT	38,620	38,430	-0.5
6221	B	PD	Tsing Yi N Coastal Rd FO	Tsing Tsuen Rd	Tam Kon Shan INT W End	14,820	15,330	+3.4
6222	B	RR	Sai Sha Rd	Nin Wah Rd	Nai Chung	25,710	23,500	-8.6
6223	B	LD	Hang Hau Rd	Po Ning Rd	Clear Water Bay Rd	16,230	16,760	+3.2
6224	B	LD	Ying Yip Rd	Po Ning Rd	Clear Water Bay Rd	29,540	31,100	+5.3
6225	B	RT	Ma On Shan Rd	Hang Shun St	Sai Sha Rd	83,410	82,740	-0.8
6226	B	LD	A Kung Kok St	Hang Shun St	A Kung Kok Shan Rd	10,890	10,980	+0.8
6601	C	RR	Bride's Pool Rd	Ting Kok Rd	Luk Keng Rd	930	910	-2.2
6602	C	LD	Castle Peak Rd - Kwu Tung	Kam Tsin Rd	Pak Shek Au Footbridge	10,060	9,900	-1.6
6603	C	LD	Deep Bay Rd	Lau Fau Shan Rd	Nam Sha Po	2,960	3,180	+7.5
6604	C	LD	Lam Tei Main St	Castle Peak Rd - Lam Tei	Fuk Hang Tsuen Rd	1,150	1,220	+6.4
6605	C	LD	Luk Keng Rd	Sha Tau Kok Rd	Bride's Pool Rd	830	780	-6.7
6606	C	LD	Kwu Tung Rd	Castle Peak Rd - Kwu Tung	Castle Peak Rd - San Tin	4,480	4,060	-9.4
6607	C	LD	Po Fung Terrace	Castle Peak Rd - Tsuen Wan	Yau Kom Tau Tsuen	1,190	1,150	-3.7
6608	C	RR	Ting Kok Rd	Tai Mei Tuk	Bride's Pool Rd	1,240	1,090	-12.4
6611	C	LD	Kwei Tei St	Wong Chuk Yeung St	Tsung Tau Ha Rd	12,360	11,920	-3.6
6613	C	LD	Mei Wo Circuit	Sui Wo Rd	Sui Wo Rd	180	140	-21.0
6614	C	LD	Pik Tin St	Mei Tin Rd	End	2,930	2,780	-5.0
6615	C	LD	Shing Wan Rd	Shing Chuen Rd	Shing Chuen Rd	1,330	1,430	+7.7

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
6616	C	LD	Sun Tin Wai Est access rd	Sha Tin Tau Rd	Sha Tin Tau Rd	4,680	4,580	-2.2
6617	C	LD	Tolo Highway Ma Liu Shui INT slip rd E	Shatin Sewage Treatment Works	Tolo Highway	14,820	14,000	-5.5
6618	C	LD	Yi Shing Square	Kong Pui St	Kong Pui St	4,310	3,830	-11.2
6619	C	LD	Dai Kwai St	Ting Kok Rd	Dai Chong St	4,240	3,880	-8.4
6620	C	LD	On Cheung Rd	Tai Po Tai Wo Rd	On Chee Rd	13,600	13,010	-4.3
6621	C	LD	Ting Kok Rd	Tai Po Tai Wo Rd	Kwong Fuk Road	12,550	13,570	+8.1
6622	C	LD	On Lok Mun St	Lok Yip Rd	Lok Ming St	3,250	2,590	-20.3
6624	C	LD	Tin Ping Rd	Jockey Club Rd	Lung Sum Rd	3,750	3,840	+2.4
6625	C	LD	Fuk Shun St	Fuk Hi St	Shing Uk Tsuen	3,950	4,060	+2.8
6626	C	LD	Ma Fung Ling Rd	Castle Peak Rd - Ping Shan	Tong Yan San Tsuen Rd	1,040	1,030	-1.2
6627	C	LD	Sau Fu St	Yuen Long On Ning Rd	Yuen Long Pau Cheung Square	6,980	6,650	-4.7
6628	C	LD	Wang Lok St	Wang Tat Rd	Wang Lee St	16,680	17,490	+4.8
6629	C	LD	Kin Fat St	Pui To Rd	Tai Hing St	4,220	4,580	+8.5
6631	C	LD	Tai Fong St	Tsun Wen Rd	Tai Hing St	6,720	6,800	+1.2
6632	C	LD	Tuen Fat Rd	Tuen Mun Rd	Tuen Mun Rd	8,410	9,220	+9.7
6633	C	LD	Wu Chui Rd	Lung Mun Rd	Wu Shan Rd	9,280	9,490	+2.2
6634	C	LD	Wu Shan Rd	Wu King Rd	Wu Chui Rd	11,580	11,760	+1.5
6635	C	LD	Hoi Kok St	Hoi Shing Rd	Hoi Hing Rd	5,460	5,300	-2.9
6636	C	LD	Miu Kong St	Shing Mun Rd	Wai Tsuen Rd	10,120	9,700	-4.1
6637	C	LD	Shing Mun Rd	Sai Lau Kok Rd	Miu Kong St	16,830	18,140	+7.8
6638	C	LD	Wai Tsuen Rd	Sai Lau Kok Rd	Tsuen Kam INT	18,720	17,640	-5.8
6639	C	LD	Chun Pin St	Ta Chuen Ping St	Lei Muk Rd	7,770	7,360	-5.3
6640	C	LD	Ko Fong St	Hing Shing Rd	Shing Fong St	3,810	3,570	-6.2
6641	C	LD	Kwai Shing Circuit	Kwai Luen Rd western junction	Kwai Luen Rd eastern junction	6,400	6,180	-3.4
6642	C	LD	Lai Cho Rd	Joint St	Lim Cho St	3,450	3,190	-7.7
6643	C	LD	Sai Tso Wan Rd	Tsing Yi Rd	Tsing Tim St	10,200	11,330	+11.1
6644	C	LD	Tai Loong St	Wo Yi Hop Rd	Wo Yi Hop Rd	5,420	6,020	+11.0
6645	C	LD	Wing Kei Rd	Wing Kin Rd	Kwai Hei St	3,600	3,900	+8.4
6646	C	LD	Fei Ngo Shan Rd	Clear Water Bay Rd	Jat's Incline	1,550	1,520	-2.0
6647	C	LD	Pak Kong Rd	Hiram's Highway	Pak Kong	1,920	1,980	+3.5
6649	C	RR	Tai Mong Tsai Rd	Yan Yee Rd	Restricted boundary	3,330	3,570	+7.3
6651	C	LD	Chui Ling Rd	King Ling Rd	Po Shun Rd	7,900	9,050	+14.5
6652	C	LD	Yau King Lane	Lookout Link	End	1,580	1,740	+10.1
6653	C	DD	Ping Che Rd	Sha Tau Kok Rd	Lin Ma Hang Rd	12,150	10,440	-14.1

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2023	AADT 2024	Change of 2024 as % of 2023
6654	C	DD	Plover Cove Rd	Po Heung St	Nam Wan Rd	4,920	4,570	-7.0
6655	C	LD	Lung Ma Rd	Sha Tau Kok Rd - Lung Yeuk Tau	End	13,640	15,510	+13.7
6656	C	LD	Lung Mun Rd	Lung Fu Rd	Lung Fai St	36,860	35,760	-3.0
6657	C	LD	Castle Peak Rd - Kwu Tung	Kam Tsin Rd	Fan Kam Rd	16,760	16,710	-0.3
6658	C	LD	Luen On St	Wo Tai St	Sha Tau Kok Rd - Lung Yeuk Tau	19,180	18,570	-3.2
6659	C	LD	Yan Po Rd	Tsz Tin Rd	Hing Kwai St	12,160	12,580	+3.4
6660	C	LD	On Fu Rd	Kwong Fuk Rd	End	6,730	5,910	-12.2
6661	C	LD	Ma Wo Rd	Tat Wan Rd	Ma Chung Rd	5,810	5,810	+0.1
6662	C	LD	Shan Tong Rd	Nam Wan Rd	End	7,080	7,110	+0.4

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
A Kung Kok St	Hang Shun St	A Kung Kok Shan Rd	6226	LD	B	10,890	10,980	+0.8
Aberdeen Main Rd	Aberdeen Praya Rd	Aberdeen Reservoir Rd	1244	DD	C	10,270	9,580	-6.7
Aberdeen Main Rd	Aberdeen Reservoir Rd	Aberdeen Praya Rd	1443	DD	C	22,360 *	22,700	+1.5
Aberdeen Praya Rd	Aberdeen Main Rd	Aberdeen Main Rd	1617	PD	C	47,040 *	47,140 *	+0.2
Aberdeen Praya Rd	Aberdeen Main Rd	Ap Lei Chau Bridge	1834	PD	C	53,230 *	53,340 *	+0.2
Aberdeen Praya Rd	Shek Pai Wan Rd	Aberdeen Main Rd	1222	PD	C	45,870	44,770	-2.4
Aberdeen Praya Rd	Shek Pai Wan Rd	Shek Pai Wan Rd	1424	PD	C	28,910 *	30,940	+7.0
Aberdeen Reservoir Rd	Aberdeen Main Rd	Country Park	2601	LD	C	3,560	3,620	+1.7
Aberdeen Tunnel	Toll Plaza	North Portal	1004	UT	A	61,920	62,110	+0.3
Aberdeen Tunnel	Wong Chuk Hang Rd	Aberdeen Tunnel Approach	2005	UT	C	47,340	48,150 *	+1.7
Access Rd to Concorde Rd	Prince Edward Rd E. (W-B)	Concorde Rd	4062	DD	C	1,860	1,800 *	-3.1
Anchor St	Tai Kok Tsui Rd	Tong Mi Rd	4042	DD	C	8,120	7,910 *	-2.6
Ap Lei Chau Bridge & Ap Lei Chau Bridge Rd	Wong Chuk Hang Rd	Ap Lei Chau Est	1017	DD	A	32,960	32,460	-1.5
Arbuthnot Rd	Hollywood Rd	Caine Rd	1249	LD	C	8,320	9,480	+14.0
Argyle St	Fu Ning St	Lomond Rd	3423	PD	C	43,200 *	45,320	+4.9
Argyle St	Nathan Rd	Sai Yee St	3422	PD	C	36,390 *	39,200	+7.7
Argyle St	Nathan Rd	Shanghai St	4043	PD	C	25,050	23,510 *	-6.1
Argyle St	Shanghai St	Tong Mi Rd & Ferry St	3843	PD	C	34,650 *	32,520 *	-6.1
Argyle St	Tin Kwong Rd	Lomond Rd	3221	PD	C	49,380	50,230	+1.7
Argyle St	Yim Po Fong St	Sai Yee St	3617	PD	C	46,420 *	46,990 *	+1.2
Argyle St & FO <K11B>	Kowloon City INT	Fu Ning St	3618	PD	C	43,740 *	42,380 *	-3.1
Argyle St & FO <K13>	Princess Margaret Rd	Tin Kwong Rd	4014	PD	C	55,920	54,190 *	-3.1
Argyle St & FO <K13>	Princess Margaret Rd	Waterloo Rd	3816	PD	C	57,400 *	55,620 *	-3.1
Argyle St & FO <K13>	Waterloo Rd	Yim Po Fong St	4204	PD	B	46,110	44,040	-4.5
Argyle St FO <K11B>	Prince Edward Rd W	Kowloon City INT	3619	PD	C	28,250 *	27,380 *	-3.1
Arran St	Tong Mi Rd	Shanghai St	4601	LD	C	4,610	4,180	-9.2
Arsenal St FO <H70> & GL	Queensway	Gloucester Rd E-B	1412	PD	C	27,760 *	29,280	+5.5
Austin Ave & Kimberley Rd	Observatory Rd	Austin Rd	3485	LD	C	9,850 *	10,300	+4.6
Austin Rd	Canton Rd	Nathan Rd	3445	DD	C	33,010 *	36,830	+11.6

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Austin Rd	Cox's Rd	Chatham Rd S	3013	DD	A	27,690	27,900	+0.8
Austin Rd	Nathan Rd	Cox's Rd	3646	DD	C	22,810 *	22,100 *	-3.1
Austin Rd W	Lin Cheung Rd	Canton Rd	3710	PD	C	56,980 *	56,100 *	-1.5
Austin Rd W	Lin Cheung Rd	Nga Cheung Rd	4094	PD	C	59,000	58,100 *	-1.5
Bailey St	Ma Tau Wai Rd	Hung Hom Rd	3887	DD	C	13,120 *	12,320 *	-6.1
Barker Rd	Old Peak Rd	Peak Rd	2602	LD	C	1,310	1,260	-3.7
Beach Rd	Repulse Bay Rd	South Bay Rd	2603	LD	C	3,020	2,700	-10.4
Belcher's St	Sands St	Queen's Rd W	1012	DD	A	7,000	7,620	+8.9
Belcher's St	Smithfield	Sands St	2025	DD	C	16,250	16,100 *	-0.9
Belcher's St & Victoria Rd	Smithfield	Mount Davis Rd	2206	DD	B	8,230	7,820	-5.0
Belfran Rd	Knight St	End	4602	LD	C	400	450	+14.3
Bisney Rd	Pok Fu Lam Rd	Consort Rise	2604	LD	C	2,950	3,260	+10.5
Blue Pool Rd	Sing Woo Rd	Tai Hang Rd	1453	DD	C	12,800 *	12,020	-6.1
Bonham Rd	Park Rd	Seymour Rd	1228	DD	C	6,650	6,170	-7.2
Bonham Rd	Pok Fu Lam Rd	Park Rd	1428	DD	C	13,060 *	12,620	-3.4
Borrett Rd	Kennedy Rd	End	2605	LD	C	4,380	4,740	+8.2
Boundary St	Embankment Rd	Knight St	3637	PD	C	42,460 *	42,980 *	+1.2
Boundary St	Knight St	Waterloo Rd	3830	PD	C	34,180 *	34,600 *	+1.2
Boundary St	Lai Chi Kok Rd	Tai Kok Tsui Rd	3860	DD	C	13,950 *	13,580 *	-2.6
Boundary St	Nathan Rd	Lai Chi Kok Rd	4025	PD	C	15,640	15,830 *	+1.2
Boundary St	Nathan Rd	Sai Yee St	3232	PD	C	16,390	22,700	+38.5
Boundary St	Sai Yee St	Tai Hang Tung Rd	3435	PD	C	35,930 *	30,530	-15.0
Boundary St	Tai Hang Tung Rd	Embankment Rd	4202	PD	B	47,260	44,450	-5.9
Boundary St	Waterloo Rd	La Salle Rd	4026	PD	C	32,800	33,200 *	+1.2
Boundary St & FO <K11A>	La Salle Rd	Junction Rd	3233	PD	C	28,180	26,290	-6.7
Braemar Hill Rd	Tin Hau Temple Rd	Cloud View Rd	1862	LD	C	10,560 *	10,460 *	-0.9
Briar Ave	Blue Pool Rd	Green Lane	2606	LD	C	600	580	-3.2
Bride's Pool Rd	Ting Kok Rd	Luk Keng Rd	6601	RR	C	930	910	-2.2
Bulkeley St	Whampoa St	Dock St	4603	LD	C	3,770	3,380	-10.5
Butterfly Valley Rd	Butterfly Valley INT	Castle Peak Rd	3432	PD	C	15,470 *	13,130	-15.1
Butterfly Valley Rd	Cheung Sha Wan Rd	Castle Peak Rd	3229	PD	C	18,760	16,610	-11.5
Butterfly Valley Rd	Lai Chi Kok Rd	Cheung Sha Wan Rd	4022	PD	C	31,300	30,820 *	-1.5
Caine Rd	Aberdeen St	Arbuthnot Rd	1229	DD	C	10,500	9,260	-11.8
Caine Rd	Seymour Rd	Aberdeen St	1013	DD	A	8,800	8,790	-0.1
Canal Rd E	Hennessy Rd	Sharp St E	1240	DD	C	1,450	1,510	+3.8

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Canal Rd FO <H110>	Sharp St E	Sports Rd	2003	UT	C	72,480	71,810 *	-0.9
Canal Rd FO <H110>	Sports Rd	Aberdeen Tunnel N Portal	2004	UT	C	40,330	41,020 *	+1.7
Canal Rd FO <H110> down-ramp N-B	Aberdeen Tunnel	Wong Nai Chung Rd	2044	DD	C	11,620	11,510 *	-0.9
Canal Rd FO <H110> down-ramp S-B	Canal Rd FO <H110> S-B	Morrison Hill Rd	2043	PD	C	13,030	13,060 *	+0.2
Canal Rd FO <H110> up-ramp N-B	Morrison Hill Rd	Canal Rd FO <H110> N-B	2006	PD	C	22,470	22,520 *	+0.2
Canal Rd FO <H110> up-ramp S-B	Wong Nai Chung Rd	Aberdeen Tunnel	2007	UT	C	9,370	9,530 *	+1.7
Canal Rd FO <H73> down-ramp S-B	Canal Rd FO <H110> S-B	Canal Rd E	2024	PD	C	15,060	14,920 *	-0.9
Canal Rd FO <H73> up-ramp N-B	Canal Rd W	Canal Rd FO <H110> N-B	2008	PD	C	15,100	14,960 *	-0.9
Canal Rd FO <H75 & H110>	Cross Harbour Tunnel S INT	Sharp St E	2002	UT	C	102,640	101,690 *	-0.9
Canal Rd W	Hennessy Rd	Sharp St W	1241	DD	C	3,550	3,280	-7.5
Canton Rd	Austin Rd	Jordan Rd	3214	PD	C	31,870	27,050	-15.1
Canton Rd	Austin Rd	Kowloon Park Drive	3007	PD	A	62,260	61,410	-1.4
Canton Rd	Jordan Rd	Saigon St	3877	LD	C	2,910 *	2,820 *	-3.1
Canton Rd	Kansu St	Public Square St	3281	LD	C	6,410	6,280	-1.9
Canton Rd	Kansu St	Saigon St	4076	LD	C	5,440	5,270 *	-3.1
Canton Rd	Salisbury Rd	Kowloon Park Drive	4604	LD	C	10,640	8,870	-16.6
Cape Collinson Rd	Shek O Rd	Restriction boundary	2607	LD	C	730	710	-2.6
Carmel Rd & Cape Rd	Stanley Village Rd	Chung Hom Kok Rd	1255	LD	C	6,520	5,980	-8.3
Caroline Hill Rd	Leighton Rd	Yun Ping Rd	2608	LD	C	5,330	5,780	+8.4
Castle Peak Rd	Hing Wah St	Tonkin St	4056	DD	C	10,890	10,610 *	-2.6
Castle Peak Rd	Kom Tsun St	Tung Chau West St	3668	DD	C	6,980 *	6,800 *	-2.6
Castle Peak Rd	Kweilin St	Slip rd adjoining Tai Po Rd	3465	DD	C	3,340 *	3,300	-1.2
Castle Peak Rd	Lai Chi Kok INT	Butterfly Valley INT	3632	PD	C	18,280 *	17,990 *	-1.5
Castle Peak Rd	Tai Nan West St	Hing Wah St	3261	DD	C	13,580	14,080	+3.6
Castle Peak Rd	Tonkin St	Yen Chow St	3856	DD	C	18,090 *	17,620 *	-2.6
Castle Peak Rd	Tung Chau West St	Tai Nan West St	3466	DD	C	9,140 *	9,860	+7.8
Castle Peak Rd	Yen Chow St	Slip rd adjoining Tai Po Rd	3667	DD	C	28,220 *	26,490 *	-6.1

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Castle Peak Rd - Castle Peak Bay	Hoi Wing Rd	Tuen Hing Rd	5642	DD	C	16,810 *	16,860 *	+0.3
Castle Peak Rd - Castle Peak Bay	Pui To Rd	Tuen Hing Rd	5841	DD	C	23,510 *	23,570 *	+0.3
Castle Peak Rd - Castle Peak Bay	Pui To Rd	Tuen Mun Heung Sze Wui Rd	6036	DD	C	14,300	14,340 *	+0.3
Castle Peak Rd - Hung Shui Kiu	Tin Ha Rd	Lam Tei INT	6213	RT	B	34,030	32,970	-3.1
Castle Peak Rd - Kwai Chung	Ching Cheung Rd	Tai Wo INT	6203	PD	B	26,210	23,900	-8.8
Castle Peak Rd - Kwai Chung	Kwai Chung Rd RA	Ting Kwok St	5408	PD	C	62,950 *	48,710	-22.6
Castle Peak Rd - Kwai Chung	Kwai Chung Rd RA	Wo Yi Hop Rd	5205	PD	C	23,710	24,120	+1.7
Castle Peak Rd - Kwai Chung	Tai Wo INT	Wo Yi Hop Rd	5004	PD	A	24,560	22,860	-6.9
Castle Peak Rd - Kwai Chung	Wah Yiu Rd	Tai Wo INT	5872	PD	C	22,450 *	23,400 *	+4.2
Castle Peak Rd - Kwai Chung access rds A & B	Slip rd to Texaco Rd N.	Slip rd to Texaco Rd	6066	PD	C	7,170	7,470 *	+4.2
Castle Peak Rd - Kwu Tung	Kam Tsin Rd	Fan Kam Rd	6657	LD	C	16,760	16,710	-0.3
Castle Peak Rd - Kwu Tung	Kam Tsin Rd	Pak Shek Au Footbridge	6602	LD	C	10,060	9,900	-1.6
Castle Peak Rd - Lingnan	Fu Tei Rd	Lam Tei INT	5296	DD	C	11,370	11,080	-2.6
Castle Peak Rd - Ping Shan	Ping Ha Rd	Ma Wang Rd	6049	RT	C	26,080	26,230 *	+0.6
Castle Peak Rd - Ping Shan	Ping Ha Rd	Tin Ha Rd	5252	RT	C	19,690	17,940	-8.9
Castle Peak Rd - Ping Shan	Yuen Long Tai Yuk Rd	Ma Wang Rd	5236	DD	C	20,590	21,390	+3.9
Castle Peak Rd - San Hui	Tseng Choi St	Fu Tei Rd	5202	DD	C	12,250	12,270	+0.1
Castle Peak Rd - San Hui	Tuen Mun Heung Sze Wui Rd	Tseng Choi St	5239	DD	C	12,870	12,720	-1.1
Castle Peak Rd - Sham Tseng, Tsing Lung Tau & Tai Lam	Sham Tseng	Siu Lam	5657	RR	C	13,440 *	13,480 *	+0.3
Castle Peak Rd - So Kwun Wat & Castle Peak Bay	Siu Lam	Hoi Wing Rd	6052	RR	C	22,250	22,310 *	+0.3
Castle Peak Rd - Tam Mi	Kam Tin Rd	Fairview Park Boulevard	5045	RR	A	-	5,040	-
Castle Peak Rd - Tam Mi,Mai Po & San Tin	Fairview Park Boulevard	Lok Ma Chau Rd	5257	RR	C	10,740	11,170	+4.0
Castle Peak Rd - Tsuen Wan	Chung On St	Tai Ho Rd	5206	PD	C	28,760	28,290	-1.6
Castle Peak Rd - Tsuen Wan	Sha Tsui Rd	Tuen Mun Rd	5811	PD	C	55,530 *	57,890 *	+4.2
Castle Peak Rd - Tsuen Wan	Slip rd A to Texaco Rd	Chung On St	5810	PD	C	34,840 *	36,310 *	+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 2023	AADT 2024	Change of 2024 as % of 2023
Castle Peak Rd - Tsuen Wan	Slip rd A to Texaco Rd	Ting Kwok St	5609	PD	C	58,760 *	61,250 *	+4.2
Castle Peak Rd - Tsuen Wan	Tai Ho Rd	Tai Chung Rd	5409	PD	C	29,880 *	27,420	-8.2
Castle Peak Rd - Tsuen Wan	Tsuen King Circuit	Sha Tsui Rd	5610	PD	C	50,040 *	52,170 *	+4.2
Castle Peak Rd - Tsuen Wan	Tsuen King Circuit	Tai Chung Rd	5410	PD	C	34,730 *	33,640	-3.2
Castle Peak Rd - Tsuen Wan ramps A & B	Tuen Mun Rd	Castle Peak Rd - Tsuen Wan	5267	EX	C	28,160	24,580	-12.7
Castle Peak Rd - Tsuen Wan, Ting Kau & Sham Tseng	Tuen Mun Rd	Sham Tseng	6209	RR	B	9,330	8,780	-5.9
Castle Peak Rd - Yuen Long	Yuen Long On Lok Rd	Kam Tin Rd	5019	RT	A	55,700	57,460	+3.2
Castle Peak Road - Yuen Long	Fung Cheung Rd	Yuen Long On Lok Rd	5440	DD	C	47,330 *	45,680	-3.5
Castle Peak Road - Yuen Long	Kik Yeung Rd	Tai Tong Rd	5838	DD	C	12,360 *	12,390 *	+0.3
Castle Peak Road - Yuen Long	Ma Miu Rd	Kik Yeung Rd	5639	DD	C	18,830 *	18,880 *	+0.3
Castle Rd	Robinson Rd	Seymour Rd	1861	LD	C	4,210 *	4,170 *	-0.9
Castle Rd	Seymour Rd	Caine Rd	1840	DD	C	3,580 *	3,550 *	-0.9
Causeway Bay FO <H225> S-B	Victoria Park Rd E-B	Gloucester Rd	1215	PD	C	10,630	10,980	+3.3
Causeway Rd	Hing Fat St	Tin Hau Temple Rd	1415	PD	C	23,000 *	20,620	-10.4
Causeway Rd	Shelter St	Hing Fat St	2214	PD	B	33,940	32,840	-3.3
Causeway Rd	Tung Lo Wan Rd	Shelter St	1213	PD	C	29,000	28,140	-3.0
Central-Wanchai Bypass – Causeway Bay Section	Wan Chai Exit	merging point to IEC	1032	UT	A	42,070	46,160	+9.7
Central-Wanchai Bypass – Central Section	CWB western end portal	Wan Chai Exit	1031	UT	A	38,450	43,190	+12.3
Cha Kwo Ling Rd	Lam Tin INT	Ko Chiu Rd	3305	DD	C	18,970	18,670	-1.6
Cha Kwo Ling Rd	Lei Yue Mun Rd	Wai Yip St	3484	DD	C	28,660 *	31,620	+10.4
Cha Kwo Ling Rd	Wai Yip St	Lam Tin Interchange	4074	DD	C	26,840	26,010 *	-3.1
Chai Wan Rd	Church St	Island Eastern Corridor Approach	1615	PD	C	10,190 *	10,210 *	+0.2
Chai Wan Rd	Island Eastern Corridor Approach	Tai Tam Rd	1009	PD	A	22,100	21,760	-1.5
Chai Wan Rd	Tai Tam Rd	Wan Tsui Rd	1220	PD	C	18,590	17,270	-7.1
Chai Wan Rd	Wan Tsui Rd	Wing Tai Rd	1420	PD	C	18,690 *	16,840	-9.9
Chai Wan Rd	Wing Tai Rd	Sun Yip St	1254	DD	C	22,870	23,000	+0.6
Chap Wai Kon St	Bus Terminus	Siu Lek Yuen Rd	5104	LD	A	5,550	5,720	+3.1

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Chatham Court	Kimberley Rd	Chatham Rd S	4605	LD	C	3,200	3,220	+0.7
Chatham Rd FO <K20>	Gascoigne Rd	Princess Margaret Rd	3615	PD	C	15,750 *	15,260 *	-3.1
Chatham Rd N	San Lau St	Wo Chung St	3412	PD	C	26,840 *	26,720	-0.4
Chatham Rd N	Wuhu St	Chatham Rd N (GL)	3212	PD	C	98,990	101,070	+2.1
Chatham Rd N	Wuhu St	Hong Chong Rd	4208	PD	B	111,540	114,520	+2.7
Chatham Rd N & Ma Tau Wai Rd	San Lau St	Chi Kiang St	4212	PD	B	27,520	27,230	-1.1
Chatham Rd N underpass nr Wuhu St	Chatham Rd N	Gillies Ave S	3839	DD	C	10,820 *	10,150 *	-6.1
Chatham Rd S	Austin Rd & Cheong Wan Rd	Gascoigne Rd	3809	PD	C	45,580 *	44,170 *	-3.1
Chatham Rd S	Cameron Rd	Observatory Rd	3607	PD	C	31,000 *	30,040 *	-3.1
Chatham Rd S	Chatham Rd FO <K20>	Hong Chong Rd	4006	PD	C	117,390	113,760 *	-3.1
Chatham Rd S	Mody Rd	Cameron Rd	3411	PD	C	25,010 *	22,630	-9.5
Chatham Rd S	Observatory Rd	Austin Rd & Cheong Wan Rd	3608	PD	C	35,770 *	34,670 *	-3.1
Chatham Rd S	Salisbury Rd	Mody Rd	3005	PD	A	15,690	14,620	-6.8
Che Kung Miu Rd	Lion Rock Tunnel Rd	Sha Tin Tau Rd	5815	PD	C	22,610 *	22,280 *	-1.5
Che Kung Miu Rd	Mei Tin Rd	Sha Tin Tau Rd	5615	PD	C	18,560 *	18,290 *	-1.5
Che Kung Miu Rd	Mei Tin Rd	Tin Sam St	5844	DD	C	17,970 *	17,660 *	-1.7
Chek Lap Kok S Rd	Eastern End at Tung Chung	Western End at Chek Lap Kok	5032	DD	A	19,750	21,960	+11.2
Cheong Tung Rd S	Hung Lai Rd	Hung Ling St	3302	DD	C	4,380	4,220	-3.6
Cheong Tung Rd S	Hung Luen Rd	Hung Lai Rd	3505	DD	C	5,130 *	4,900	-4.5
Cheong Tung Rd S slip rd down ramp S-B	Princess Margaret Rd Link	Hung Luen Rd Roundabout	4098	DD	C	3,910	3,670 *	-6.1
Cheong Tung Rd S slip rd up ramp N-B	Hung Luen Rd Roundabout	Princess Margaret Rd Link	4099	DD	C	14,330	13,450 *	-6.1
Cheong Wan Rd	Yuk Choi Rd up-ramp	Chatham Rd S	3242	DD	C	33,840	27,620	-18.4
Cheong Wan Rd	Yuk Choi Rd up-ramp	Hung Hom Station	3243	DD	C	16,600	14,440	-13.0
Cheong Wan Rd & Gillies Ave S	Hung Hom Station	Wuhu St	4207	DD	B	12,320	11,580	-6.0
Cherry St	Tai Kok Tsui Rd	Lin Cheung Rd	3651	PD	C	36,820 *	35,860 *	-2.6
Cherry St	Tong Mi Rd	Up-ramp to West Kowloon Corridor	3842	PD	C	42,490 *	41,380 *	-2.6
Cherry St Underpass	Cherry St	End	4090	DD	C	15,550	15,140 *	-2.6
Cheung Lee St	Hong Man St	Kut Shing St	1102	LD	A	4,330	4,270	-1.4
Cheung Pei Shan Rd	Shek Wai Kok Rd	Wo Yi Hop Interchange	5834	PD	C	39,690 *	41,370 *	+4.2

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Cheung Pei Shan Rd	Tsuen Kam INT	Shek Wai Kok Rd	5411	PD	C	39,880 *	34,440	-13.6
Cheung Sha Wan Rd	Nam Cheong St	Wong Chuk St	3626	PD	C	25,330 *	25,640 *	+1.2
Cheung Sha Wan Rd	Poplar St	Boundary St	3224	PD	C	30,650	32,740	+6.9
Cheung Sha Wan Rd	Poplar St	Wong Chuk St	3426	PD	C	13,970 *	13,540	-3.1
Cheung Sha Wan Rd	Tai Nan W St	Hing Wah St	3427	PD	C	38,140 *	32,810	-14.0
Cheung Sha Wan Rd	Tai Nan W St	Tung Chau W St	3627	PD	C	42,390 *	41,740 *	-1.5
Cheung Sha Wan Rd	Tonkin St	Hing Wah St	3225	PD	C	25,250	23,170	-8.2
Cheung Sha Wan Rd	Tonkin St	Yen Chow St	4018	PD	C	23,840	23,470 *	-1.5
Cheung Sha Wan Rd	Yen Chow St	Nam Cheong St	3820	PD	C	27,520 *	27,850 *	+1.2
Cheung Sha Wan Rd & Lai Chi Kok Rd	Butterfly Valley Rd	Lai Chi Kok Bay Bridge	3825	PD	C	43,950 *	43,270 *	-1.5
Cheung Sha Wan Rd & up-ramp	Kom Tsun St	Tung Chau West St	3628	PD	C	52,840 *	52,020 *	-1.5
Cheung Shan Est Rd W	Cheung Shan Est Rd E	Wo Yi Hop Rd	5882	LD	C	1,690 *	1,720 *	+1.5
Cheung Shan Tunnel	Sha Tau Kok Rd	Ping Yuen interchange	5047	RT	A	-	12,170	-
Cheung Shun St	Kom Tsun St	Tai Nam West St	3101	LD	A	11,320	11,180	-1.2
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	121,940 *	154,800	+26.9
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	UT	A	76,820	79,660	+3.7
Cheung Wing Rd	Wo Yi Hop Rd	Kwai Chung Rd RA	5221	DD	C	38,270	40,250	+5.2
Cheung Yip St	Sheung Yee Rd	Sea shore	4606	LD	C	15,890	15,240	-4.1
Chi Cheong Rd	San Wan Rd	Lung Sum Ave	5283	LD	C	6,750	6,310	-6.5
Chi Fu Rd	Pok Fu Lam Rd	Pok Fu Lam Rd	2609	LD	C	5,000	5,460	+9.2
Chi Kiang St	To Kwa Wan Rd	Ma Tau Wai Rd	3654	DD	C	8,530 *	8,000 *	-6.1
Chi Ma Wan Rd	South Lantau Rd	Chi Sun Correctional Institution	5464	RR	C	150 *	160	+6.5
Chi Ming St	Jockey Club Rd	Chi Cheong Rd	5491	DD	C	4,610 *	4,830	+4.7
Chi Shin St	Po Hong Rd (Roundabout)	End	6119	LD	C	9,740	9,570 *	-1.7
Ching Cheung Rd	Castle Peak Rd	Tai Po Rd INT	3205	UT	C	110,370	108,590	-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 2023	AADT 2024	Change of 2024 as % of 2023
Ching Cheung Rd	Kwai Chung Rd	Castle Peak Rd FO <K2>	4003	UT	C	56,820	55,950 *	-1.5
Ching Cheung Rd slip rd	Ching Cheung Rd	Container Port Rd	3704	PD	C	11,850 *	11,660 *	-1.5
Ching Hiu Rd	Pak Wo Rd	Po Kin Rd	6111	LD	C	7,480	7,500 *	+0.3
Ching Hong Rd	Chung Mei Rd	Tsing Yi Rd	5653	LD	C	13,130 *	13,330 *	+1.5
Ching Hong Rd	Tsing Yi Rd W	Chung Mei Rd	5655	LD	C	13,680 *	13,880 *	+1.5
Ching Tak St	Tung Tau Tsuen Rd	Shatin Pass Rd	4652	LD	C	6,430	6,120	-4.8
Chiu Shun Rd	Ngan O Rd	Wan Po Rd RA	5503	DD	C	21,120 *	20,440	-3.3
Chiu Shun Rd	Po Ning Rd	Ngan O Rd	5295	DD	C	14,150	15,010	+6.1
Choi Hung Rd	Hammer Hill Rd	Po Kong Village Rd	3259	DD	C	16,590	17,350	+4.6
Choi Hung Rd	Hammer Hill Rd	Prince Edward Rd E	4059	DD	C	4,410	4,290 *	-2.6
Choi Hung Rd	Lok Sin Rd	Shatin Pass Rd	3854	DD	C	28,810 *	28,060 *	-2.6
Choi Hung Rd	Shatin Pass Rd	Po Kong Village Rd	4054	DD	C	30,800	30,000 *	-2.6
Choi Hung Rd & FO <K10A>	Prince Edward Rd E	End of down-ramp	3258	DD	C	29,270	28,210	-3.6
Choi Hung Rd FO <K10B>	Choi Hung Rd	Prince Edward Rd E	3463	DD	C	13,110 *	12,740	-2.9
Choi Hung Rd nr Lok Sin Rd	Choi Hung Rd FO <K10A> down-ramp	Choi Hung Rd #34	3665	DD	C	34,240 *	33,350 *	-2.6
Choi Yuen Rd	Po Shek Wu Rd	Yuk Po Court	5251	DD	C	18,230	19,580	+7.4
Chong San Rd	Roundabout to/from Tolo Highway	Science Park Rd	5909	DD	C	9,380 *	9,410 *	+0.3
Chuen On Rd	Chung Nga Rd northern junction	Tung Leung Rd	5488	LD	C	5,500 *	8,420	+53.1
Chuen On Rd	Chung Nga Rd southern junction	Tung Leung Rd	5482	LD	C	6,020 *	8,980	+49.2
Chui Ling Rd	King Ling Rd	Po Shun Rd	6651	LD	C	7,900	9,050	+14.5
Chui Tin St	Che Kung Miu Rd	Hung Mui Kuk Rd	5101	LD	A	11,820	11,800	-0.2
Chuk Yuen Rd	Junction Rd	Ma Chai Hang Rd	3496	DD	C	12,050 *	14,130	+17.3
Chuk Yuen Rd	Ma Chai Hang Rd	Nga Chuk St	3700	DD	C	8,310 *	8,100 *	-2.6
Chun Pin St	Ta Chuen Ping St	Lei Muk Rd	6639	LD	C	7,770	7,360	-5.3
Chun Wah Rd	Hong Ning Rd	Ngau Tau Kok Rd	3269	DD	C	15,920	17,720	+11.3
Chung Hom Kok Rd	Stanley Gap Rd	End	2610	LD	C	1,380	1,340	-2.7
Chung Mei Rd	Tsing Yi Heung Sze Wui Rd	Ching Hong Rd	5854	LD	C	9,970 *	10,120 *	+1.5
Chung Nga Rd	Ting Kok Rd	Ting Lai Rd	5875	LD	C	3,310 *	3,320 *	+0.3
Chung On St	Castle Peak Rd - Tsuen Wan	Tsuen Wan Market St	5633	DD	C	6,260 *	6,350 *	+1.5
Chung On St	Sha Tsui Rd	Yeung Uk Rd	5228	DD	C	9,820	11,310	+15.1

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Chung On St	Tsuen Wan Market St	Sha Tsui Rd	5434	DD	C	9,900 *	9,860	-0.4
Clear Water Bay Rd	Hang Hau Rd	Hiram's Highway	5466	RR	C	19,160 *	19,640	+2.5
Clear Water Bay Rd	Lung Cheung Rd	Kwun Tong Rd	3625	PD	C	33,900 *	33,380 *	-1.5
Clear Water Bay Rd	Lung Cheung Rd	New Clear Water Bay Rd western junction	4217	PD	B	76,960	78,470	+2.0
Clear Water Bay Rd	New Clear Water Bay Rd eastern junction	On Sau Rd	4028	PD	C	34,750	33,680 *	-3.1
Clear Water Bay Rd	New Clear Water Bay Rd northern junction	New Clear Water Bay Rd southern junction	3019	DD	A	24,660	24,620	-0.1
Clear Water Bay Rd	On Sau Rd	Hiram's Highway	5017	RR	A	29,080	25,300	-13.0
Clear Water Bay Rd	Tai Hang Tun	Hang Hau Rd	5661	RR	C	9,270 *	9,110 *	-1.7
Cloud View Rd	Tin Hau Temple Rd	Yee King Rd	1237	DD	C	9,910	9,000	-9.2
Cloud View Rd	Yee King Rd	Braemar Hill Rd	1639	LD	C	7,790 *	7,720 *	-0.9
Cochrane St	Queen's Rd C	Wellington St	2405	LD	B	520	570	+8.6
Concorde Rd	Prince Edward Rd E RA	Olympic Ave	3862	DD	C	17,900 *	17,340 *	-3.1
Conduit Rd	Kotewall Rd	Glenealy	1105	LD	A	13,440	13,110	-2.5
Connaught Rd C	Cleverly St	Gilman St	2207	PD	B	29,720	29,300	-1.4
Connaught Rd C	Gilman St	Queen Victoria St	1208	PD	C	85,120	74,540	-12.4
Connaught Rd C & underpass	Pedder St	Cotton Tree Drive	1030	UT	A	102,110	84,690	-17.1
Connaught Rd C & underpass	Queen Victoria St	Pedder St	1409	PD	C	96,810 *	95,630	-1.2
Connaught Rd Central and West (GL)	Queen St	Cleverly St	1207	PD	C	29,960	29,160	-2.7
Connaught Rd FO <H173>	Ramp nr Gilman St	The nearest diverging & merging points west of Shun Tak Centre	2216	PD	B	76,010	82,190	+8.1
Connaught Rd W	Sutherland St	Eastern St	1407	PD	C	44,050 *	52,990	+20.3
Connaught Rd W	Sutherland St	Queen St	2011	PD	C	42,300	41,900 *	-0.9
Connaught Rd W	Water St	Eastern St	1006	PD	A	48,150	47,980	-0.4
Connaught Rd W (GL)	Shing Sai Road	Water St	1837	DD	C	16,200 *	16,590 *	+2.4
Container Port Rd S	Ching Cheung Rd	End	5693	LD	C	27,320 *	27,720 *	+1.5
Container Port Rd S	Container Port Rd RA nr Container Terminal 2	North of Kwai Chung INT	6089	DD	C	31,250	31,710 *	+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 2023	AADT 2024	Change of 2024 as % of 2023
Container Port Rd S	Kwai Tai Rd RA	Container Port Rd RA nr Container Terminal 2	6087	DD	C	15,720	15,950 *	+1.5
Container Port Rd S	North of Kwai Chung INT	South of Kwai Chung INT	6214	LD	B	13,640	13,150	-3.6
Container Port Rd S	South of Kwai Chung INT	Ching Cheung Rd	5893	DD	C	30,400 *	30,850 *	+1.5
Cornwall St	Waterloo Rd	Nam Cheong St	4206	DD	B	19,180	18,250	-4.9
Cotton Tree Drive	Garden Rd	Kennedy Rd slip rd	1608	PD	C	41,210 *	41,300 *	+0.2
Cotton Tree Drive	Queensway	Connaught Rd C	1411	PD	C	39,710 *	48,220	+21.4
Cotton Tree Drive	Queensway	Slip rd to Kennedy Rd	2212	PD	B	42,580	42,240	-0.8
Cox's Rd	Austin Rd	Jordan Rd	3486	LD	C	10,280 *	11,270	+9.7
Cross Harbour Tunnel	Toll Plaza	South Portal	1022	UT	A	106,900	94,820	-11.3
Cross Harbour Tunnel N Approach	Toll Plaza	Hong Chong Rd	3201	UT	C	112,580	93,760	-16.7
Cumberland Rd	Boundary St	Rutland Quadrant	4608	LD	C	2,440	2,940	+20.1
Cyberport Rd	Victoria Rd	Sha Wan Drive	1644	LD	C	14,450 *	14,320 *	-0.9
D'Aguilar St	Queen's Rd C	Wyndham St	2404	LD	B	6,320	5,970	-5.5
Dai Kwai St	Ting Kok Rd	Dai Chong St	6619	LD	C	4,240	3,880	-8.4
Deep Bay Rd	Lau Fau Shan Rd	Nam Sha Po	6603	LD	C	2,960	3,180	+7.5
Deep Water Bay Rd	Nam Fung Rd	Island Rd	2612	LD	C	4,700	5,000	+6.3
Deep Water Bay Rd	Nam Fung Rd	Wong Nai Chung Gap Rd	1858	DD	C	12,750 *	12,080 *	-5.3
Des Voeux Rd C	Morrison St	Queen Victoria St	2209	DD	B	5,230	4,860	-7.2
Des Voeux Rd C	Pedder St	Garden Rd	1843	DD	C	4,960 *	5,090 *	+2.4
Des Voeux Rd C	Queen Victoria St	Pedder St	2030	DD	C	17,080	17,500 *	+2.4
Des Voeux Rd W	Belcher's St	Hill Rd	1426	DD	C	7,470 *	7,890	+5.6
Des Voeux Rd W	Connaught Rd C	Queen St	1623	DD	C	11,520 *	11,800 *	+2.4
Des Voeux Rd W	Eastern St	Queen St	2028	DD	C	11,120	11,390 *	+2.4
Des Voeux Rd W	Hill Rd	Water St	2026	DD	C	11,950	12,240 *	+2.4
Des Voeux Rd W	Water St	Western St	2027	DD	C	9,070	9,300 *	+2.4
Des Voeux Rd W	Western St	Eastern St	1839	DD	C	11,580 *	11,860 *	+2.4
Dundas St	Ferry St	Shanghai St	3102	LD	A	6,620	6,710	+1.4
Dundas St	Shanghai St	Nathan Rd	4035	DD	C	2,080	1,950 *	-6.1
Dyer Ave	Dock St	Wan Hoi St	4609	LD	C	4,160	3,340	-19.6
Eagle's Nest Tunnel	Toll Plaza	South Portal	5037	UT	A	60,870	63,850	+4.9
East Kowloon Corridor <FO>	Ma Tau Kok Rd	Chatham Rd N	4213	UT	B	65,730	70,960	+7.9

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Eastern Harbour Crossing	Kai Tin Rd	Island Eastern Corridor	1025	UT	A	75,760	68,800	-9.2
Eastern St	Connaught Rd W	Des Voeux Rd W	1860	LD	C	8,580 *	8,780 *	+2.4
Eastern St	Des Voeux Rd W	Queen's Rd W	2045	LD	C	9,400	9,620 *	+2.4
Edinburgh Place	Connaught Rd C	Connaught Rd C	2613	LD	C	2,990	3,090	+3.4
Electric Rd	Gordon Rd	Power St	1633	DD	C	13,340 *	13,210 *	-0.9
Electric Rd	Gordon Rd	Wing Hing St	1440	DD	C	5,380 *	6,290	+17.0
Electric Rd & Java Rd	Power St	North Point Rd	1855	DD	C	8,560 *	8,490 *	-0.9
Electric Rd & Lau Sin St	Wing Hing St	Hing Fat St	1239	DD	C	9,870	10,260	+4.0
Elegance Rd	Kwun Tong Rd	Ngau Tau Kok Rd	3684	DD	C	21,760 *	20,420 *	-6.1
Embankment Rd	Prince Edward Rd W	Boundary St	4060	DD	C	11,440	10,740 *	-6.1
Fa Yuen St	Prince Edward Rd W	Boundary St	4610	LD	C	2,100	2,030	-3.4
Fan Kam Rd	Kam Tin Rd	Fanling Highway	6212	RR	B	13,890	13,920	+0.2
Fan Leng Lau Rd	Ma Sik Rd	Wo Muk Rd	5292	LD	C	7,960	7,980	+0.2
Fan Leng Lau Rd	Sha Tau Kok Rd	Wo Tai St	6060	DD	C	15,000	15,040 *	+0.3
Fan Leng Lau Rd	Wo Muk Rd	Wo Tai St	6090	LD	C	8,680	8,700 *	+0.3
Fanling Highway	Fan Kam Rd	Lok Ma Chau Rd	5656	EX	C	64,880 *	65,250 *	+0.6
Fanling Highway	Lam Kam Rd INT	Kau Lung Hang Lo Wai	5461	EX	C	98,660 *	102,820	+4.2
Fanling Highway	Slip rds to & from Fan Kam Rd INT	Slip rds to & from So Kwun Po INT	5204	EX	C	91,860	93,610	+1.9
Fanling Highway	So Kwun Po INT	Wo Hop Shek INT	5003	EX	A	75,040	78,190	+4.2
Fanling Highway	Wo Hop Shek INT	Kau Lung Hang Lo Wai	6084	EX	C	114,310	114,960 *	+0.6
Fanling Highway FO <N498> over Fan Kam Rd INT	Choi Yuen Est	Tai Tau Leng	5269	EX	C	64,690	61,430	-5.0
Fanling Highway ramps A & B	So Kwun Po INT	Fanling Highway	6068	EX	C	33,090	33,280 *	+0.6
Fanling Highway ramps C & D	So Kwun Po INT	So Kwun Po INT	5873	EX	C	17,130 *	17,220 *	+0.6
Fanling Highway slip rds A & B	Fan Kam Rd INT	Fanling Highway	6067	EX	C	27,160	27,320 *	+0.6
Fanling Highway slip rds C & D	Fan Kam Rd INT	Fan Kam Rd INT	5477	EX	C	22,350 *	21,160	-5.3
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	43,930 *	44,180 *	+0.6
Fanling Highway under Wo Hop Shek INT	Ramp from Jockey Club Rd	Ramp to Jockey Club Rd	5270	EX	C	89,810	91,860	+2.3
Fantasy Rd	Magic Rd	End	5710	LD	C	1,470 *	1,500 *	+1.5
Fat Kwong St	Chung Hau St	Yan Fung St	4211	DD	B	28,790	28,190	-2.1
Fat Kwong St	Sheung Shing St	Chung Hau St	3649	DD	C	18,680 *	18,110 *	-3.1

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Fat Kwong St & FO <K66>	Yan Fung St	Ma Tau Wai Rd	4039	DD	C	18,480	17,910 *	-3.1
Fei Ngo Shan Rd	Clear Water Bay Rd	Jat's Incline	6646	LD	C	1,550	1,520	-2.0
Fenwick Pier St FO <H170>	Fenwick Pier St	Harcourt Rd	2048	PD	C	9,370	9,290 *	-0.9
Fenwick St	Hennessy Rd	Gloucester Rd	1459	LD	C	11,230 *	10,420	-7.2
Ferry St	Jordan Rd	Public Square St	3814	PD	C	24,480 *	23,730 *	-3.1
Ferry St	Shantung St	Cherry St	3893	PD	C	48,880 *	49,480 *	+1.2
Ferry St	Tung Kun St	Public Square St	4012	PD	C	12,430	12,240 *	-1.5
Ferry St	Tung Kun St	Waterloo Rd	3219	PD	C	22,910	21,990	-4.0
Ferry St & Ferry St <FO>	Waterloo Rd	Shantung St	4214	PD	B	72,530	75,180	+3.7
Ferry St <FO>	Public Square St	Waterloo Rd	3706	UT	C	34,550 *	34,020 *	-1.5
Ferry St <FO> down-ramps	Waterloo Rd & Tung Kun St	Tung Kun St & Public Square St	4091	UT	C	30,920	30,450 *	-1.5
Ferry St <FO> up-ramps	Waterloo Rd & Tung Kun St	Tung Kun St & Public Square St	3894	UT	C	27,450 *	27,030 *	-1.5
Fleming Rd	Johnston Rd	Convention Ave	1433	DD	C	14,290 *	14,120	-1.2
Fo Chun Rd	Chong San Rd	End	5916	LD	C	6,230 *	6,240 *	+0.3
Fo Shing Rd	Chong San Rd	Fo Chun Rd	6116	DD	C	8,960	8,990 *	+0.3
Fo Tan Rd	Lok King St	Sui Wo Rd	5415	PD	C	26,420 *	30,800	+16.5
Fo Tan Rd	Tai Chung Kiu Rd	Yuen Wo Rd	5814	PD	C	40,340 *	39,750 *	-1.5
Fo Tan Rd	Tai Po Rd - Shatin	Yuen Wo Rd	6010	PD	C	43,890	43,250 *	-1.5
Fo Tan Rd FO <N285>	Lok King St	Slip rd to Tai Po Rd	5210	PD	C	51,750	49,180	-5.0
Fo Yin Rd	Chong San Rd	End	6117	DD	C	7,740	7,760 *	+0.3
Fortress Hill Rd	King's Rd	Tin Hau Temple Rd	2037	DD	C	8,450	8,370 *	-0.9
Fu Mei St	Fung Mo St	Chuk Yuen Rd	3285	LD	C	6,880	7,040	+2.3
Fu Ning St	Ma Tau Chung Rd	Argyle St	3472	DD	C	5,850 *	6,450	+10.2
Fuk Shun St	Fuk Hi St	Shing Uk Tsuen	6625	LD	C	3,950	4,060	+2.8
Fuk To St	Kwun Tong Rd	Ngau Tau Kok Rd	4102	LD	C	3,280	3,080 *	-6.1
Fuk Wing St	Nam Cheong St	Yen Chow St	4612	LD	C	3,530	3,370	-4.7
Fung Cheung Rd	Castle Peak Rd - Yuen Long	Hop Yick Rd	5233	DD	C	23,230	23,910	+2.9
Fung Mo St	Fu Mei St	Lung Cheung Rd	3462	DD	C	18,080 *	21,150	+17.0
Fung Mo St	Tung Tau Tsuen Rd	Fu Mei St	3257	DD	C	13,720	12,970	-5.4
Fung Shue Wo Rd	Tsing Yu St	Tsing King Rd RA	6047	LD	C	11,520	11,690 *	+1.5
Fung Shue Wo Rd	Tsing Yu St	Tsing Yi Rd W	5250	LD	C	15,530	16,260	+4.7
Fung Tak Rd	Lung Poon St	Hammer Hill Rd RA	3891	DD	C	12,170 *	11,850 *	-2.6
Fung Tak Rd	Sheung Fung St	Po Kong Village Rd	3460	DD	C	22,210 *	23,230	+4.6

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Fung Yip St	Sheung On St	Sun Yip St	2614	LD	C	5,680	6,330	+11.4
Garden Rd	Cotton Tree Drive	Upper Albert Rd	1209	PD	C	24,540	25,190	+2.7
Garden Rd	Des Voeux Rd C	Upper Albert Rd	2211	PD	B	39,020	40,050	+2.7
Garden Rd	Hong Kong Zoological & Botanical Gardens	5 Garden Rd	2012	PD	C	37,920	38,000 *	+0.2
Garden Rd	Magazine Gap Rd	Cotton Tree Drive	1410	PD	C	46,870 *	49,750	+6.1
Gascoigne Rd	Nathan Rd	Pak Hoi St	3614	PD	C	24,370 *	23,620 *	-3.1
Gascoigne Rd	Pak Hoi St	Jordan Rd	3421	PD	C	28,230 *	29,190	+3.4
Gascoigne Rd	Ramps to & from Gascoigne Rd near Jordan Rd	Jordan Rd	3420	PD	C	51,480 *	55,980	+8.7
Gascoigne Rd	Wylie Rd	Chatham Rd FO <K20>	3218	PD	C	27,070	18,850	-30.4
Gascoigne Rd	Wylie Rd	Ramps to & from Gascoigne Rd near Jordan Rd	3419	PD	C	26,360 *	22,660	-14.0
Gascoigne Rd FO <K20>	Ramps to & from Gascoigne Rd near Jordan Rd	Chatham Rd S	3890	PD	C	97,080 *	94,070 *	-3.1
Gascoigne Rd FO <K37>	Ferry St	Gascoigne Rd	3401	UT	C	57,900 *	49,140	-15.1
Glenealy & Albany Rd	Wyndham St	Upper Albert Rd	1841	DD	C	12,900 *	12,780 *	-0.9
Gloucester Rd	Arsenal St	Cross Harbour Tunnel S. INT	1028	UT	A	122,320	119,970	-1.9
Gloucester Rd	Great George St	Causeway Rd	1822	PD	C	3,360 *	3,330 *	-0.9
Gloucester Rd	Kingston St	Great George St	1823	PD	C	15,340 *	15,200 *	-0.9
Gloucester Rd & Victoria Park Rd	Cross Harbour Tunnel S. INT	Houston St	2001	UT	C	134,970	133,720 *	-0.9
Gloucester Rd N-B Flyover	Kingston St	Houston St	2018	PD	C	12,200	12,080 *	-0.9
Gordon Rd	Hing Fat St	Electric Rd	1216	PD	C	25,150	26,640	+5.9
Grampian Rd	Boundary St	Dumbarton Rd	4613	LD	C	3,380	3,300	-2.5
Green Lane	Blue Pool Rd	End	2615	LD	C	890	990	+11.5
Hammer Hill Rd	Choi Hung Rd	Lung Cheung Rd	3464	DD	C	19,760 *	23,440	+18.7
Hang Hau Rd	Po Ning Rd	Clear Water Bay Rd	6223	LD	B	16,230	16,760	+3.2
Hang Hong St	Ma On Shan Rd	Sai Sha Rd	5877	DD	C	14,010 *	13,770 *	-1.7
Hang Tai Rd	Hang Shun St	Hang Fai St	5510	DD	C	3,610 *	3,250	-9.9
Hang Wan Rd	Olympic Ave	Ma Tau Chung Rd	3266	DD	C	8,050	7,700	-4.4
Hankow Rd	Salisbury Rd	Haiphong Rd	4614	LD	C	7,080	6,710	-5.3
Harbour Rd	Fleming Rd	Tonnochy Rd	1449	DD	C	16,020 *	14,830	-7.4
Harcourt Rd	Cotton Tree Drive	Tamar St	1601	UT	C	100,000 *	99,080 *	-0.9
Harcourt Rd	Tamar St	Arsenal St	1001	UT	A	114,500	125,100	+9.3
Harcourt Rd <FO>	Tamar St	End	1252	UT	C	93,340	95,010	+1.8

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Harcourt Rd <FO> ramp to Cotton Tree Drive	Harcourt Rd <FO>	Lambeth Walk	1464	PD	C	21,540 *	21,560	+0.1
Headland Rd	Repulse Bay Rd	End	2616	LD	C	1,070	1,180	+9.8
Healthy St W & Pak Fuk Rd	King's Rd	Tin Hau Temple Rd	1856	DD	C	9,440 *	9,360 *	-0.9
Heng Lam St	Junction Rd	Fung Mo St	3491	LD	C	4,470 *	4,070	-9.1
Hennessy Rd	Arsenal St	Johnston Rd	2014	PD	C	26,280	26,040 *	-0.9
Hennessy Rd	Canal Rd FO <H110>	Percival St	1610	PD	C	17,340 *	17,170 *	-0.9
Hennessy Rd	Fenwick St	Luard Rd	1609	PD	C	18,000 *	17,830 *	-0.9
Hennessy Rd	Fleming Rd	Stewart Rd	2015	PD	C	15,760	15,610 *	-0.9
Hennessy Rd	Johnston Rd	Fenwick St	1210	PD	C	26,740	25,160	-5.9
Hennessy Rd	Luard Rd	Fleming Rd	1029	PD	A	28,080	27,660	-1.5
Hennessy Rd	Stewart Rd	Tin Lok Lane	1211	PD	C	20,430	22,140	+8.4
Hennessy Rd	Tin Lok Lane	Canal Rd FO <H110>	1413	PD	C	17,670 *	21,910	+24.0
Hennessy Rd & Yee Wo St	Percival St	Pennington St	1819	PD	C	17,910 *	17,740 *	-0.9
Hereford Rd	Waterloo Rd	Renfrew Rd	3691	LD	C	6,960 *	6,750 *	-3.1
Heung Sze Wui St	Po Heung St	Wan Tau St	6058	DD	C	11,030	11,060 *	+0.3
Heung Yip Rd	Wong Chuk Hang Rd	Ocean Park Rd	2617	LD	C	5,200	5,860	+12.5
Hill Rd	Queen's Rd W	Des Voeux Rd W	1620	DD	C	3,030 *	3,100 *	+2.4
Hill Rd FO <H114>	Pok Fu Lam Rd	Connaught Rd W	1205	PD	C	16,330	17,650	+8.1
Hing Fat St	Causeway Rd	Lau Sin St	1439	DD	C	21,480 *	21,020	-2.2
Hing Fat St	Gordon Rd	Lau Sin St	1854	PD	C	19,220 *	19,260 *	+0.2
Hing Fat St	Gordon Rd	Whitfield Rd	2019	PD	C	26,040	26,100 *	+0.2
Hing Fong Rd	Kwai Foo Rd	Kwai Fuk Rd	5626	DD	C	29,230 *	29,670 *	+1.5
Hing Fong Rd	Kwai Fuk Rd	Kwai Tsing Rd RA	5424	DD	C	46,090 *	48,430	+5.1
Hing Fong Rd	Kwai Yik Rd	Kwai Foo Rd	5825	DD	C	21,310 *	21,620 *	+1.5
Hing Fong Rd	Tai Wo Hau Rd	Kwai Yik Rd	6020	DD	C	16,350	16,600 *	+1.5
Hing Fong Rd & Kwai Hing Rd	Wo Tong Tsui St	Tai Wo Hau Rd	5651	LD	C	7,740 *	7,860 *	+1.5
Hing Wah St	Castle Peak Rd	Un Chau St	3670	DD	C	8,380 *	8,160 *	-2.6
Hing Wah St	Cheung Sha Wan Rd	Un Chau St	3468	DD	C	10,580 *	11,850	+12.0
Hing Wah St	Lai Chi Kok Rd	Cheung Sha Wan Rd	3263	DD	C	11,960	12,800	+7.1
Hing Wah St West	Lin Cheung Rd	Roundabout near West Kowloon Refuse Transfer	4103	DD	C	7,280	7,090 *	-2.6
Hing Wah St West	Tung Chau St	Lin Cheung Rd	3899	DD	C	13,950 *	13,590 *	-2.6
Hip Wo St	Hiu Kwong St	Tsui Ping Rd	4065	DD	C	16,460	15,940 *	-3.1

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Hip Wo St	Hong Ning Rd	Hiu Kwong St	3270	DD	C	17,190	17,430	+1.4
Hip Wo St	Mut Wah St	Tung Yan St	3677	DD	C	21,680 *	21,010 *	-3.1
Hip Wo St	Sau Mau Ping Rd	Hong Ning Rd	3475	DD	C	21,350 *	23,730	+11.2
Hip Wo St	Tsui Ping St	Mut Wah St	3865	DD	C	20,290 *	19,660 *	-3.1
Hip Wo St	Tung Yan St	Kwun Tong Rd RA	3474	DD	C	21,050 *	20,020	-4.9
Hiram's Highway	Clear Water Bay Rd	Po Tung Rd	6055	RR	C	22,860	22,470 *	-1.7
Hiu Kwong St	Sau Mau Ping Rd	Sau Ming Rd	3678	DD	C	16,280 *	15,780 *	-3.1
Hiu Kwong St	Sau Ming Rd	Hip Wo St	3018	DD	A	12,870	12,520	-2.7
Ho Man Tin Hill Rd	Ho Man Tin St	Wylie Rd	4615	LD	C	5,110	5,400	+5.7
Ho Man Tin St	Waterloo Rd	Ho Man Tin Hill Rd	4401	LD	B	3,000	2,770	-7.4
Hoi Chu Rd	Tuen Mun Heung Sze Wui Rd	Fung On St	6071	DD	C	9,140	9,170 *	+0.3
Hoi Hing Rd RA (eastern arm)	On Yuk Rd	Hoi Hing Rd RA	5475	PD	C	20,400 *	21,590	+5.8
Hoi Kok St	Hoi Shing Rd	Hoi Hing Rd	6635	LD	C	5,460	5,300	-2.9
Hoi On Rd	Hoi Hing Rd	Castle Peak Rd - Ting Kau	5910	LD	C	23,560 *	23,910 *	+1.5
Hoi Wang Rd	Hoi Ting Rd	Cherry St RA	4220	PD	B	19,400	19,500	+0.6
Hoi Wang Rd	Hoi Ting Rd Northern junction	Hoi Ting Rd Southern junction	3898	PD	C	8,410 *	8,280 *	-1.5
Hoi Wing Rd	Castle Peak Rd - Castle Peak Bay	Tuen Mun Heung Sze Wui Rd	5676	DD	C	13,200 *	13,240 *	+0.3
Hoi Wing Rd	Hang Fu St	Hang Fu St	5898	DD	C	9,400 *	9,420 *	+0.3
Hoi Wing Rd	Hoi Wong Rd	Hang Fu St	5698	DD	C	13,640 *	13,680 *	+0.3
Hoi Wing Rd	Tuen Mun Heung Sze Wui Rd	UR 16N	6094	DD	C	9,540	9,570 *	+0.3
Hoi Wong Rd	Hoi Chu Rd	Wu Shan Rd	5675	DD	C	17,380 *	17,430 *	+0.3
Hoi Wong Rd	Wong Chu Rd INT	Hoi Chu Rd	5479	PD	C	29,700 *	27,340	-8.0
Hoi Yuen Rd	Wai Yip St	Kwun Tong Rd RA	4073	DD	C	20,170	19,640 *	-2.6
Hollywood Rd	Queen's Rd W	Ladder St	1019	LD	A	7,360	7,780	+5.7
Hollywood Rd	Wyndham St	Ladder St	1454	LD	C	10,210 *	8,820	-13.6
Holy Cross Path	Hoi Ning St	Sai Wan Ho St	2618	LD	C	2,680	2,860	+6.5
Hong Chong Rd	Hong Tai Path	Toll Plaza Exit	3210	PD	C	28,640	21,270	-25.7
Hong Chong Rd	Salisbury Rd	Chatham Rd N	3202	UT	C	146,880	119,980	-18.3
Hong Chong Rd	Science Museum Rd	Hong Tai Path	3209	PD	C	16,660	15,590	-6.4
Hong Lee Rd	Kung Lok Rd	End	4616	LD	C	3,120	3,640	+16.5
Hong Ning Rd	Chun Wah Rd	Kung Lok Rd	3864	DD	C	11,950 *	11,580 *	-3.1
Hong Ning Rd	Hip Wo St	Chun Wah Rd	4064	DD	C	16,240	15,740 *	-3.1
Hong Ning Rd	Kung Lok Rd	Kung Lok Rd	3676	DD	C	10,850 *	10,570 *	-2.6

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Hong Ning Rd	Kung Lok Rd southern junction	Mut Wah St	3473	DD	C	12,800 *	13,810	+7.9
Hong Ning Rd	Mut Wah St	Yue Man Square	3268	DD	C	22,360	24,020	+7.4
Hong Ning Rd	Yue Man Square	Kwun Tong Rd	4063	DD	C	15,250	14,860 *	-2.6
Hong Tai Path	Hong Chong Rd	Cheong Wan Rd	3217	PD	C	13,850	11,620	-16.1
Hong Tat Path	Hong Chong Rd	Cheong Wan Rd	3216	PD	C	2,550	1,600	-37.2
Hop Yick Rd	Fung Cheung Rd	Tai Tong Rd	6030	DD	C	8,920	8,950 *	+0.3
Hung Hing Rd	Tonnochy Rd	Hung Hing Rd FO <H159>	1451	DD	C	19,260 *	18,250	-5.2
Hung Hing Rd FO <H159>	Hung Hing Rd	Victoria Park Rd	1452	PD	C	14,130 *	11,110	-21.4
Hung Hom Bypass	Mody Lane	Slip rds to/from Princess Margaret Rd Link	4005	UT	C	31,430	30,670 *	-2.4
Hung Hom Bypass	slip rds to/from Princess Margaret Rd Link	slip rd from Cheong Tung Rd S	4221	UT	B	14,970	14,380	-4.0
Hung Hom Bypass slip rd E-B	Salisbury Rd	Metropolis Drive	4100	LD	C	8,210	7,710 *	-6.1
Hung Hom Bypass slip rd W-B	Metropolis Drive	Salisbury Rd	4101	LD	C	6,860	6,440 *	-6.1
Hung Hom Rd	Hung Hom S Rd	Tak Man St	3886	DD	C	21,620 *	20,290 *	-6.1
Hung Hom Rd	Man Yue St	Bailey St	3290	DD	C	14,700	12,270	-16.5
Hung Hom Rd	Tak Man St	Man Yue St	4085	DD	C	16,050	15,060 *	-6.1
Hung Hom S Rd	Gillies Ave S. & Cheong Wan Rd	Hung Hom Rd	3697	DD	C	9,620 *	9,030 *	-6.1
Hung Lai Rd	Hung Hom South Rd	Hung Lok Rd	3504	LD	C	6,480 *	5,830	-10.0
Hung Ling St	Hung Hom South Rd	Cheong Tung Rd S	3301	LD	C	4,870	4,160	-14.6
Hung Lok Rd	Hung Lai Rd	Hung Luen Rd	3303	DD	C	7,580	5,930	-21.8
Hung Luen Rd	Shung King St	Kin Wan St	3896	DD	C	4,310 *	4,040 *	-6.1
Hung Mui Kuk Rd	Che Kung Miu Rd	Tin Sam St	5212	PD	C	34,280	33,340	-2.8
Hung Mui Kuk Rd	Lion Rock Tunnel Rd	Tin Sam St	6012	PD	C	36,060	35,530 *	-1.5
Hung Tin Rd	Tin Shui Wai West INT	Ping Ha Rd	5889	DD	C	57,400 *	57,560 *	+0.3
Hung Tin Rd slip rds	Tin Shui Wai West INT	Access rd to Hung Uk Tsuen	5902	LD	C	13,800 *	13,840 *	+0.3
Ice House St	Connaught Rd C	Lower Albert Rd	2403	LD	B	10,930	11,330	+3.7
Irving St & Pennington St	Leighton Rd	Yee Wo St	1212	PD	C	10,590	11,620	+9.8
Island Eastern Corridor	Aldrich Bay Rd approaching Shau Kei Wan Rd	Chai Wan Rd slip rd to I.E.C.	1602	EX	C	62,650 *	63,730 *	+1.7
Island Eastern Corridor	Healthy St INT eastern end	Taikoo Shing INT western end	1003	EX	A	108,650	110,900	+2.1
Island Eastern Corridor	Healthy St INT western end	Healthy St INT eastern end	1202	EX	C	83,610	101,050	+20.9

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Island Eastern Corridor	Hing Fat St INT	Tong Shui Rd INT	1804	EX	C	145,600 *	148,100 *	+1.7
Island Eastern Corridor	Island Eastern Corridor Link FO <H158>	Sun Sing St	1404	EX	C	82,440 *	70,110	-15.0
Island Eastern Corridor	Nam On Lane	Wing Tai Rd INT	2215	EX	B	50,360	49,180	-2.3
Island Eastern Corridor	Taikoo Shing INT eastern end	Island Eastern Corridor Link FO <H158>	1810	EX	C	111,350 *	113,270 *	+1.7
Island Eastern Corridor	Taikoo Shing INT western end	Taikoo Shing INT eastern end	1807	EX	C	98,140 *	99,830 *	+1.7
Island Eastern Corridor	Tong Shui Rd INT	Healthy St INT	1805	EX	C	126,180 *	128,350 *	+1.7
Island Eastern Corridor	Victoria Park Rd	Hing Fat St INT	1803	EX	C	82,530 *	83,950 *	+1.7
Island Eastern Corridor	Wan Tsui Rd RA	Wing Tai Rd INT	1446	PD	C	18,360 *	18,060	-1.6
Island Eastern Corridor <H128A>	Tin Chiu St	Hoi Yu St	1258	EX	C	35,030	35,280	+0.7
Island Eastern Corridor <H220> & <HU5>	Island Eastern Corridor <HU5>	Island Eastern Corridor <H220>	1646	EX	C	2,880 *	2,890 *	+0.2
Island Eastern Corridor access rd to Taikoo Wan Rd	Taikoo Shing INT	Taikoo Wan Rd	1829	PD	C	22,870 *	22,910 *	+0.2
Island Eastern Corridor down-ramp	Island Eastern Corridor	Hing Fat St	1462	EX	C	12,230 *	10,200	-16.6
Island Eastern Corridor down-ramp E-B	Healthy St INT western end	Java Rd	1218	EX	C	9,780	10,640	+8.8
Island Eastern Corridor down-ramp E-B	Island Eastern Corridor E-B	Tong Shui Rd FO <H127> northern end	1824	EX	C	10,530 *	10,550 *	+0.2
Island Eastern Corridor down-ramp W-B	Island Eastern Corridor	Java Rd	1419	EX	C	17,240 *	16,950	-1.7
Island Eastern Corridor FO <H148>	Island Eastern Corridor Link FO <H158>	Tai Cheong Street	1403	EX	C	26,510 *	22,120	-16.6
Island Eastern Corridor Link FO <H158>	Hong On St	Ramps to & from Island Eastern Corridor	1444	EX	C	12,520 *	11,820	-5.6
Island Eastern Corridor slip rd	Island Eastern Corridor	Wing Tai Rd	1642	EX	C	35,950 *	36,020 *	+0.2
Island Eastern Corridor slip rd	Tung Hei Rd	Chai Wan Rd	1422	EX	C	16,500 *	15,470	-6.2
Island Eastern Corridor slip rd	Wing Tai Rd	Shun Tai Rd	1865	DD	C	10,120 *	10,030 *	-0.9
Island Eastern Corridor slip rd E-B	Shau Kei Wan INT western end	Nam On Lane	1833	EX	C	7,930 *	7,950 *	+0.2

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Island Eastern Corridor slip rd E-B	Taikoo Shing INT western end	Access rd to Taikoo Wan Rd	1827	EX	C	6,040 *	6,050 *	+0.2
Island Eastern Corridor slip rd E-B	Taikoo Wan Rd access rd	Taikoo Shing INT eastern end	1808	EX	C	7,270 *	7,390 *	+1.7
Island Eastern Corridor slip rd W-B	Sun Sing St	Nam Hong St	1421	EX	C	8,690 *	7,300	-16.0
Island Eastern Corridor slip rd W-B	Taikoo Shing INT eastern end	Access rd to Taikoo Wan Rd	1828	EX	C	5,390 *	5,400 *	+0.2
Island Eastern Corridor slip rd W-B	Taikoo Wan Rd access rd	Taikoo Shing INT western end	1809	EX	C	4,420 *	4,490 *	+1.7
Island Eastern Corridor up-ramp	Hing Fat St	Island Eastern Corridor	1461	PD	C	13,920 *	12,120	-13.0
Island Eastern Corridor up-ramp	Shing Tai Rd	Island Eastern Corridor	2049	EX	C	36,380	36,460 *	+0.2
Island Eastern Corridor up-ramp E-B	Java Rd	Island Eastern Corridor	1402	EX	C	14,890 *	12,400	-16.7
Island Eastern Corridor up-ramp W-B	King's Rd	Healthy St INT western end	1203	EX	C	12,580	12,460	-1.0
Island Eastern Corridor up-ramp W-B	Tong Shui Rd	Island Eastern Corridor W-B	1806	EX	C	9,060 *	9,220 *	+1.7
Island Rd	Deep Water Bay Rd	Repulse Bay Rd	1618	PD	C	23,940 *	22,740 *	-5.0
Island Rd	Deep Water Bay Rd	Shouson Hill Rd eastern junction	1423	PD	C	23,610 *	20,420	-13.5
Jat's Incline	Clear Water Bay Rd	Shatin Pass Rd	4618	LD	C	4,420	4,390	-0.8
Java Rd	Healthy St W	Island Eastern Corridor down-ramp E-B	1441	DD	C	9,840 *	9,720	-1.1
Java Rd	Island Eastern Corridor down-ramp E-B	King's Rd	1635	DD	C	19,830 *	19,650 *	-0.9
Java Rd	North Point Rd	Tong Shui Rd	1634	DD	C	16,310 *	16,160 *	-0.9
Java Rd	Tin Chiu St	Healthy St W	1242	DD	C	16,410	16,030	-2.3
Java Rd	Tong Shui Rd	Tin Chiu St	2040	DD	C	15,520	15,380 *	-0.9
Jockey Club Rd	Lok Yip Rd	Wo Hop Shek INT	6206	PD	B	34,840	32,860	-5.7
Jockey Club Rd	Lung Sum Ave	San Fung Ave	5822	PD	C	15,800 *	15,900 *	+0.6
Jockey Club Rd	Lung Sum Ave	So Kwun Po Rd	6017	PD	C	14,420	14,500 *	+0.6
Jockey Club Rd	Po Shek Wu Rd	Man Kam To Rd	5218	PD	C	22,510	23,960	+6.5
Jockey Club Rd	Sha Tau Kok Rd	Lok Yip Rd	5422	PD	C	10,810 *	10,830	+0.1
Jockey Club Rd	Sha Tau Kok Rd	So Kwun Po Rd	5217	PD	C	11,740	11,910	+1.4
Johnston Rd	Fleming Rd	Hennessy Rd	1232	DD	C	3,220	3,370	+4.7
Johnston Rd	Landale St	Luard Rd	1844	DD	C	2,780 *	2,840 *	+2.4

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Johnston Rd	Luard Rd	Fleming Rd	2032	DD	C	8,460	8,670 *	+2.4
Jordan Rd	Canton Rd	Shanghai St	3612	PD	C	38,040 *	36,860 *	-3.1
Jordan Rd	Cox's Rd	Gascoigne Rd	3215	PD	C	39,380	35,740	-9.2
Jordan Rd	Ferry St	Canton Rd	3417	PD	C	40,590 *	40,510	-0.2
Jordan Rd	Lin Cheung Rd	Ferry St	4096	PD	C	27,660	27,240 *	-1.5
Jordan Rd	Nathan Rd	Cox's Rd	4010	PD	C	30,450	29,500 *	-3.1
Jordan Rd	Nga Cheung Rd	Lin Cheung Rd	3299	PD	C	30,140	27,400	-9.1
Jordan Rd	Shanghai St	Nathan Rd	3812	PD	C	50,560 *	49,000 *	-3.1
Jubilee St	Des Voeux Rd C	Connaught Rd C	1432	DD	C	7,660 *	7,280	-5.0
Jubilee St	Des Voeux Rd C	Queen's Rd C	1231	DD	C	5,590	5,380	-3.7
Junction Rd	Boundary St	Nga Tsin Wai Rd	3458	DD	C	16,090 *	13,940	-13.3
Junction Rd	Chuk Yuen Rd	Tung Tau Tsuen Rd	3658	DD	C	12,740 *	12,340 *	-3.1
Junction Rd	Junction Rd & Broadcast Drive	Renfrew Rd	3849	DD	C	34,750 *	33,680 *	-3.1
Junction Rd	Nga Tsin Wai Rd	Tung Tau Tsuen Rd	3016	DD	A	15,140	14,900	-1.6
Junction Rd	Renfrew Rd	Waterloo Rd	4049	DD	C	27,640	26,780 *	-3.1
Justice Drive	Queensway	Supreme Court Rd	1108	LD	A	20,780	21,700	+4.4
Ka Yip St	Wing Tai Rd	End	2620	LD	C	11,130	11,650	+4.7
Kadoorie Ave	Argyle St	Prince Edward Rd W	3286	LD	C	3,810	3,880	+1.8
Kai Cheung Rd	Kai Shing St	Kai Fuk Rd	3681	DD	C	38,680 *	36,300 *	-6.1
Kai Cheung Rd	Kai Shing St	Wang Kwong Rd	3869	DD	C	29,230 *	27,440 *	-6.1
Kai Cheung Rd	Wang Chiu Rd	Wai Yip St	3274	DD	C	50,870	45,520	-10.5
Kai Cheung Rd	Wang Kwong Rd	Wang Chiu Rd	4069	DD	C	23,870	22,410 *	-6.1
Kai Cheung Rd FO <K56>	Wai Yip St	Ngau Tau Kok Rd	3479	DD	C	12,410 *	11,370	-8.4
Kai Cheung Rd slip rd	Kai Fuk Rd	Kai Fuk Rd	3478	DD	C	15,990 *	15,610	-2.4
Kai Fuk Rd	Kai Cheung Rd	Wai Yip St	3206	UT	C	67,930	69,740	+2.7
Kai Fuk Rd FO <K58>	Elegance Rd	Kwun Tong Rd	3409	UT	C	51,800 *	52,250	+0.9
Kai Fuk Rd FO <K58>	Wai Yip St	Elegance Rd	3408	UT	C	8,450 *	9,480	+12.2
Kai Fuk Rd FO <K58> down-ramp	Kai Fuk Rd FO <K58>	Kwun Tong Rd W-B	3440	PD	C	21,000 *	20,730	-1.3
Kai Fuk Rd FO <K58> up-ramp	Kwun Tong Rd E-B	Kai Fuk Rd FO <K58>	3439	PD	C	22,340 *	25,340	+13.4
Kai Lok St	Wang Chiu Rd	Wang Chiu Rd	4619	LD	C	3,330	3,260	-2.3
Kai San Rd	Tsat Po St	Concorde Rd	3306	DD	C	10,660	10,780	+1.1
Kai Tak Tunnel	Sung Wong Toi Rd	Kai Cheung Rd	3004	UT	A	57,580	63,500	+10.3
Kai Tak Tunnel up-ramp	Kai Tak Tunnel	Sung Wong Toi Rd	3673	DD	C	13,410 *	12,590 *	-6.1

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Kai Tin Rd	Tak Tin St	Lei Yue Mun Rd	3482	DD	C	15,780 *	13,310	-15.6
Kai Tin Rd	Tseung Kwan O Rd	Tak Tin St	3264	DD	C	10,460	10,380	-0.8
Kam Ho Rd	Kam Tin Rd	Tung Wui Rd	6109	RR	C	10,840	11,000 *	+1.5
Kam Sheung Rd	Kam Tin Rd	Kam Tin Rd	6208	RR	B	10,460	10,060	-3.8
Kam Tin Bypass	Kam Tin Rd	Kam Tin Rd	6110	RT	C	14,490	15,110 *	+4.2
Kam Tin Rd	Castle Peak Rd - Yuen Long	Kam Sheung Rd western junction	6051	RR	C	46,620	47,320 *	+1.5
Kam Tin Rd	Fan Kam Rd	Kam Sheung Rd eastern junction	5254	RR	C	15,740	16,320	+3.7
Kam Tin Rd	Kam Sheung Rd western junction	Fan Kam Rd	6207	RR	B	21,510	20,230	-5.9
Kansu St	Canton Rd	Ferry St	4034	DD	C	12,160	11,780 *	-3.1
Kansu St	Nathan Rd	Canton Rd	3241	DD	C	8,310	8,740	+5.1
Kau Yuk Rd	Tai Tong Rd	Yuen Long Hong Lok Rd	5637	DD	C	13,860 *	13,900 *	+0.3
Kau Yuk Rd	Yuen Long Tai Yuk Rd	Yuen Long Hong Lok Rd	5008	DD	A	11,730	11,560	-1.4
Keng Hau Rd & Che Kung Mui Rd	Tai Po Rd - Shatin Heights	Tin Sam St	6048	DD	C	1,190	1,170 *	-1.7
Kennedy Rd	Garden Rd	MacDonnell Rd	1846	DD	C	11,800 *	11,700 *	-0.9
Kennedy Rd	MacDonnell Rd	Queen's Rd E	2213	DD	B	9,710	9,880	+1.7
Keung Shan Rd & Tai O Rd	Sham Wat Rd	Tai O Bus Terminus	5659	RR	C	1,470 *	1,440 *	-1.7
Kik Yeung Rd	Castle Peak Rd - Yuen Long	Yuen Long On Ning Rd	5458	LD	C	9,210 *	8,500	-7.7
Kimberley Rd	Nathan Rd	Observatory Rd	4620	LD	C	17,230	11,460	-33.5
Kin Fat St	Pui To Rd	Tai Hing St	6629	LD	C	4,220	4,580	+8.5
King Ling Rd	Po Shun Rd	Chui Ling Rd	5309	DD	C	15,440	16,730	+8.4
King's Rd	Fortress Hill Rd	North Point Rd	1214	PD	C	21,410	21,370	-0.2
King's Rd	Greig Rd	Taikoo Shing Rd	1830	PD	C	18,740 *	18,780 *	+0.2
King's Rd	Healthy St W	Java Rd	2020	PD	C	18,640	18,680 *	+0.2
King's Rd	Java Rd	Greig Rd	1219	PD	C	26,420	25,700	-2.7
King's Rd	Mercury St	Fortress Hill Rd	2017	PD	C	18,410	18,440 *	+0.2
King's Rd	North Point Rd	Tong Shui Rd	1008	PD	A	27,520	26,880	-2.3
King's Rd	Tin Chiu St	Healthy St W	1826	PD	C	18,540 *	18,580 *	+0.2
King's Rd	Tin Hau Temple Rd	Mercury St	1820	PD	C	30,510 *	30,580 *	+0.2
King's Rd	Tong Shui Rd	Tin Chiu St	1418	PD	C	24,190 *	21,600	-10.7
King's Rd FO <H162>	King's Rd	Hong On St	1463	DD	C	4,950 *	4,990	+0.9
Kingston St	Paterson St	Gloucester Rd	2621	LD	C	3,430	3,890	+13.5
Knight St	Boundary St	Prince Edward Rd W	3492	LD	C	5,830 *	5,200	-10.8
Ko Chiu Rd	Cha Kwo Ling Rd	Lei Yue Mun Rd	4084	LD	C	13,580	13,160 *	-3.1

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Ko Chiu Rd	Lei Yue Mun Rd	Lei Yue Mun Rd	4621	LD	C	9,180	7,760	-15.4
Ko Fong St	Hing Shing Rd	Shing Fong St	6640	LD	C	3,810	3,570	-6.2
Ko Shan Rd	Pak Kung St	Chi Kiang St	3103	LD	A	3,770	5,220	+38.5
Kong Sham Western Highway	Section of Kong Sham Western Highway nr Yick Yuen Rd	Shenzhen Bay Bridge (Hong Kong Section)	5907	EX	C	13,760 *	13,840 *	+0.6
Kong Sham Western Highway	Yuen Long Highway	Section of Kong Sham Western Highway nr Yick Yuen Rd	5516	EX	C	17,500 *	22,880	+30.8
Kornhill Rd	Hong On St	King's Rd	1640	DD	C	14,060 *	13,930 *	-0.9
Kotewall Rd	Po Shan Rd	Robinson Rd	1643	LD	C	3,300 *	3,270 *	-0.9
Kowloon City RA	Ma Tau Chung Rd	Argyle St	3234	PD	C	37,430	38,790	+3.6
Kowloon City RA	Prince Edward Rd W	Argyle St	3437	PD	C	44,320 *	34,540	-22.1
Kowloon City Rd	Ma Tau Kok Rd	Sung Wong Toi Rd	3203	UT	C	9,960	8,480	-14.9
Kowloon City Rd N-B	San Shan Rd	Sung Wong Toi Rd	3836	DD	C	8,060 *	7,570 *	-6.1
Kowloon Park Drive	Canton Rd	Peking Rd	4009	PD	C	40,380	39,130 *	-3.1
Kowloon Park Drive	Salisbury Rd	Peking Rd	3811	PD	C	42,510 *	41,190 *	-3.1
Kowloon Park Drive FO <K80>	Canton Rd #333	Hong Kong Heritage Discovery Centre	3498	DD	C	18,120 *	20,560	+13.5
Kuk Ting St	Castle Peak Rd - Yuen Long	Sai Tai St	5235	DD	C	9,260	9,890	+6.8
Kung Lok Rd	Hong Ning Rd	Hong Ning Rd	3104	LD	A	4,650	4,510	-2.9
Kwai Chung INT ramps A & B	Kwai Chung Rd	Lai King Hill Rd INT	5219	DD	C	19,940	19,650	-1.4
Kwai Chung INT ramps E & F	Kwai Chung Rd	Lai King Hill Rd INT	5220	DD	C	13,790	15,120	+9.7
Kwai Chung Rd	Ching Cheung Rd	Kwai Chung INT	5201	UT	C	74,140	71,620	-3.4
Kwai Chung Rd	Kwai Chung INT	Tsuen Wan Rd	5030	UT	A	109,690	109,870	+0.2
Kwai Chung Rd	Kwai On Rd	Kwai Foo Rd	5608	PD	C	35,670 *	37,180 *	+4.2
Kwai Chung Rd	Lai Chi Kok Bay Bridge	Lai Chi Kok Rd & Cheung Sha Wan Rd	3804	UT	C	78,440 *	77,240 *	-1.5
Kwai Chung Rd	Lai King Hill Rd	Kwai Foo Rd	5407	PD	C	33,990 *	30,070	-11.5
Kwai Chung Rd	Tai Lin Pai Rd	Castle Peak Rd - Kwai Chung INT	6005	PD	C	62,820	65,480 *	+4.2
Kwai Chung Rd	Tsuen Wan Rd	Lai King Hill Rd	5406	PD	C	42,140 *	34,600	-17.9
Kwai Chung Rd (GL)	Tai Lin Pai Rd	Kwai On Rd	5809	PD	C	55,130 *	57,470 *	+4.2
Kwai Foo Rd	Kwai Chung Rd	Hing Fong Rd	5007	DD	A	15,750	16,530	+5.0
Kwai Fuk Rd	Hing Fong Rd	Container Port Rd RA	5827	DD	C	32,650 *	33,140 *	+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 2023	AADT 2024	Change of 2024 as % of 2023
Kwai Fuk Rd	Lai King Hill Rd	Kwai Fuk Rd RA	5429	DD	C	16,560 *	19,150	+15.6
Kwai Fuk Rd	Shing Fuk St	Hing Fong Rd	6022	DD	C	26,420	26,820 *	+1.5
Kwai Fuk Rd	Shing Fuk St	Texaco Rd	5224	DD	C	15,680	15,290	-2.5
Kwai King Rd	Kwai Tak St	Kwai Tsing Rd	5272	LD	C	21,760	18,590	-14.6
Kwai Luen Rd	Kwai Shing Circuit eastern junction	Kwai Shing Circuit western junction	5010	LD	A	5,860	5,800	-0.9
Kwai On Rd	Tai Lin Pai Rd	Kwai Chung Rd	5426	DD	C	21,480 *	25,240	+17.5
Kwai Shing Circuit	Kwai Luen Rd western junction	Kwai Luen Rd eastern junction	6641	LD	C	6,400	6,180	-3.4
Kwai Shing Circuit	Tai Wo Hau Rd northern junction	Kwai Luen Rd	6021	DD	C	8,680	8,810 *	+1.5
Kwai Shing Circuit & Shing Fuk St	Kwai Luen Rd	Kwai Fuk Rd	5248	LD	C	15,760	14,640	-7.1
Kwai Tai Rd RA Northern Arm	Kwai Chung Rd	Kwai Tai Rd	5665	PD	C	11,360 *	11,840 *	+4.2
Kwai Tsing Rd	Kwai King Rd	Tsuen Wan Rd	6100	DD	C	35,370	35,900 *	+1.5
Kwai Tsing Rd	Kwai Tsing Rd slip rds to & from Tsing Kwai Highway	Kwai King Rd	5904	DD	C	40,510 *	41,110 *	+1.5
Kwai Tsing Rd & Tsing Yi S Bridge	Tsing Yi Rd	Kwai Tai Rd INT	6219	DD	B	38,620	38,430	-0.5
Kwai Tsing Rd access rd to Kwai Tai Rd	Kwai Tsing Rd	Kwai Tai Rd	5470	DD	C	10,730 *	8,520	-20.6
Kwai Yik Rd	Kwai Chung Rd	Hing Fong Rd	5223	DD	C	23,110	23,240	+0.6
Kwei Chow St	Long Yuet St	To Kwa Wan Rd	3689	LD	C	5,800 *	5,440 *	-6.1
Kwei Tei St	Wong Chuk Yeung St	Tsung Tau Ha Rd	6611	LD	C	12,360	11,920	-3.6
Kwong Fuk Rd	Nam Wan Rd	Wan Tau St	5009	DD	A	17,840	17,580	-1.5
Kwong Fuk Rd	Wan Tau St	Po Heung St	5646	DD	C	14,040 *	14,070 *	+0.3
Kwu Tung Rd	Castle Peak Rd - Kwu Tung	Castle Peak Rd - San Tin	6606	LD	C	4,480	4,060	-9.4
Kwun Tong Bypass	Wang Chin St	Tate's Cairn Tunnel Slip Rd	4219	EX	B	60,420	62,630	+3.7
Kwun Tong Bypass <K76>	Cheung Yip St	Wang Chin St	3701	EX	C	73,490 *	72,360 *	-1.5
Kwun Tong Bypass <K77>	Wai Yip St	Cheung Yip St	3023	EX	A	112,420	102,550	-8.8
Kwun Tong Rd	Clear Water Bay Rd	Choi Hung Bus Terminus	4004	UT	C	117,690	119,130 *	+1.2
Kwun Tong Rd	Hong Ning Rd	Kwun Tong Rd underpass western end	4030	PD	C	76,190	75,020 *	-1.5
Kwun Tong Rd	Kai Fuk Rd FO <K58> eastern end	Hong Ning Rd	3833	PD	C	80,210 *	78,980 *	-1.5
Kwun Tong Rd	Kwun Tong Rd #330	Lai Yip St	3441	PD	C	23,520 *	28,200	+19.9

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Kwun Tong Rd	Kwun Tong Rd RA	Kwun Tong Rd underpass eastern end	3643	PD	C	32,170 *	31,670 *	-1.5
Kwun Tong Rd	Kwun Tong Rd underpass eastern end	Tsui Ping Rd	3834	PD	C	74,020 *	72,880 *	-1.5
Kwun Tong Rd	Kwun Tong Rd underpass western end	Kwun Tong Rd RA	3236	PD	C	26,890	28,130	+4.6
Kwun Tong Rd	Lai Yip St	Kai Fuk Rd FO<K58> eastern end	3642	PD	C	31,220 *	30,740 *	-1.5
Kwun Tong Rd	Ngau Tau Kok Rd	Kwun Tong Rd #330	3012	PD	A	72,610	69,130	-4.8
Kwun Tong Rd	Ping Shek Est eastern end	Lung Cheung Rd	3605	UT	C	69,200 *	70,040 *	+1.2
Kwun Tong Rd	Ping Shek Est eastern end	Wai Yip St FO <K42>	4216	UT	B	147,090	149,710	+1.8
Kwun Tong Rd	Wai Yip St FO <K42>	Ngau Tau Kok Rd	3806	UT	C	81,550 *	82,540 *	+1.2
Kwun Tong Rd underpass	Tsun Yip Lane	King Yip Lane	3442	PD	C	41,890 *	41,940	+0.1
La Salle Rd	Boundary St	Lancashire Rd	3256	DD	C	9,690	9,420	-2.8
La Salle Rd	Boundary St	Prince Edward Rd W	4051	DD	C	9,380	9,080 *	-3.1
La Salle Rd	Renfrew Rd	Lancashire Rd	3488	LD	C	7,220 *	7,120	-1.4
Lai Chi Kok Bay Bridge	Section over Mei Foo Sun Chuen	Section nr Ching Lai Court	3803	UT	C	101,430 *	99,870 *	-1.5
Lai Chi Kok Rd	Hing Wah St	Cheung Mou St	3429	PD	C	16,170 *	14,050	-13.1
Lai Chi Kok Rd	Kom Tsun St	Cheung Mou St	3430	PD	C	108,760 *	94,700	-12.9
Lai Chi Kok Rd	Nam Cheong St	Wong Chuk St	3822	PD	C	21,120 *	21,380 *	+1.2
Lai Chi Kok Rd	Nathan Rd	Shanghai St	3821	PD	C	18,590 *	18,820 *	+1.2
Lai Chi Kok Rd	Shanghai St	Prince Edward Rd W	4019	PD	C	18,960	19,190 *	+1.2
Lai Chi Kok Rd	Tong Mi Rd	Wong Chuk St	3629	PD	C	36,990 *	36,420 *	-1.5
Lai Chi Kok Rd	Tonkin St	Hing Wah St	3008	PD	A	13,520	13,180	-2.5
Lai Chi Kok Rd	Yen Chow St	Nam Cheong St	4020	PD	C	22,760	23,030 *	+1.2
Lai Chi Kok Rd	Yen Chow St	Tonkin St	3227	PD	C	17,430	17,610	+1.0
Lai Chi Kok Rd (GL)	Cedar St	Tong Mi Rd	3428	PD	C	29,610 *	29,050	-1.9
Lai Chi Kok Rd (GL)	Prince Edward Rd W	Cedar St	3226	PD	C	13,030	12,910	-0.9
Lai Chi Kok Rd FO <K38>	Prince Edward Rd W	Lai Chi Kok Rd	3640	PD	C	19,000 *	19,240 *	+1.2
Lai Cho Rd	Joint St	Lim Cho St	6642	LD	C	3,450	3,190	-7.7
Lai Cho Rd,Lai Yiu Rd & Wah Yiu Rd	Lai King Hill Rd	Lai Chi Ling Rd	5456	LD	C	6,590 *	6,740	+2.3
Lai King Hill Rd	Joint St	Kwai Fuk Rd	5427	DD	C	18,830 *	20,730	+10.1

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Lai King Hill Rd	King Cho Rd southern junction	Joint St	5628	DD	C	19,000 *	19,280 *	+1.5
Lai King Hill Rd	Kwai Chung INT slip rds	King Cho Rd	6204	DD	B	15,760	15,380	-2.4
Lai King Hill Rd	Kwai Chung Rd	Kwai Fuk Rd	5428	DD	C	3,240 *	3,260	+0.7
Lai King Hill Rd	Lai Wan Rd	Kwai Chung INT slip rds	5443	DD	C	8,060 *	7,600	-5.8
Lai King Hill Rd slip rds C & D	Lai King Hill RA	Kwai Chung Rd	5476	PD	C	12,930 *	14,260	+10.3
Lai Wan Rd	Broadway	Mei Lai Rd	4623	LD	C	9,500	10,110	+6.3
Lai Yip St	Wai Yip St	Kwun Tong Rd	3873	DD	C	16,920 *	16,480 *	-2.6
Lam Kam Rd	Kadoorie Farm and Botanic Garden	Lam Kam Rd INT	5917	RR	C	21,600 *	21,650 *	+0.3
Lam Kam Rd	Kam Sheung Rd	Kadoorie Farm and Botanic Garden	5463	RR	C	20,900 *	25,020	+19.7
Lam Tei Main St	Castle Peak Rd - Lam Tei	Fuk Hang Tsuen Rd	6604	LD	C	1,150	1,220	+6.4
Lancashire Rd	La Salle Rd	Oxford Rd	3663	DD	C	12,890 *	12,490 *	-3.1
Lancashire Rd	Waterloo Rd	Oxford Rd	3461	DD	C	13,640 *	13,990	+2.6
Lantau Link	Cheung Tsing Highway	Tsing Ma Bridge eastern end at Tsing Yi	5704	EX	C	32,610 *	33,990 *	+4.2
Lantau Link	Tsing Ma Bridge eastern end at Tsing Yi	Ngong Shuen Au	5027	EX	A	79,890	91,370	+14.4
Lee Garden Rd	Hennessy Rd	Hysan Ave	2623	LD	C	2,730	2,680	-1.8
Lee On Rd	New Clear Water Bay Rd	Shun On Rd	4624	LD	C	11,600	12,380	+6.7
Lei Muk Rd	Castle Peak Rd - Kwai Chung	Chun Pin St	6024	DD	C	3,880	3,940 *	+1.5
Lei Muk Rd	Wo Yi Hop Rd	Chun Pin St	5226	DD	C	6,330	6,120	-3.2
Lei Muk Rd	Wo Yi Hop Rd	Tung Chi St	6046	LD	C	13,090	13,280 *	+1.5
Lei Yue Mun Rd	Kai Tin Rd	Tseung Kwan O Rd	3443	PD	C	108,310 *	89,960	-16.9
Lei Yue Mun Rd	Ko Chiu Rd	Kai Tin Rd	3237	PD	C	39,660	32,880	-17.1
Lei Yue Mun Rd	Ko Chiu Rd	Ko Chiu Rd	4031	PD	C	20,260	19,630 *	-3.1
Lei Yue Mun Rd	Tsui Ping Rd	Tseung Kwan O Rd	3644	PD	C	86,520 *	85,190 *	-1.5
Leighton Rd	Canal Rd E	Wong Nai Chung Rd	1847	DD	C	23,200 *	22,980 *	-0.9
Leighton Rd	Irving St	Percival St	2036	DD	C	16,170	16,020 *	-0.9
Leighton Rd	Morrison Hill Rd	Canal Rd E	1631	DD	C	41,930 *	41,540 *	-0.9
Leighton Rd	Tung Lo Wan Rd	Irving St	1414	PD	C	21,590 *	23,040	+6.7
Leighton Rd	Wong Nai Chung Rd	Percival St	2035	DD	C	23,770	23,550 *	-0.9
Lin Cheung Rd	Cherry St	Yau Ma Tei INT	3026	UT	A	28,800	28,070	-2.6

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Lin Cheung Rd	Hong Kong West Kowloon Station	Austin Rd W	3298	UT	C	13,560	13,930	+2.8
Lin Cheung Rd	Jordan Rd	Hong Kong West Kowloon Station	3304	UT	C	24,270	22,670	-6.6
Lin Cheung Rd	Yau Ma Tei INT	Cherry St Underpass	3025	UT	A	16,250	16,110	-0.9
Lin Cheung Rd	Yen Chow St	Cherry St	3712	UT	C	70,120 *	69,040 *	-1.5
Lin Cheung Rd S-B	Hing Wah St W	Nr Yen Chow St W	3897	UT	C	32,670 *	32,170 *	-1.5
Lin Shing Rd	Wan Tsui Rd	Cape Collinson Rd	2401	LD	B	2,500	2,380	-4.9
Lin Tak Rd	Tak Tin St	Tseung Kwan O Rd	4086	DD	C	14,570	14,120 *	-3.1
Ling Hong Rd	Po Hong Rd	Po Shun Rd	6105	DD	C	3,550	3,480 *	-1.7
Lion Rock Tunnel	Toll Plaza	South Portal	5024	UT	A	88,930	86,980	-2.2
Lion Rock Tunnel Rd	Che Kung Miu Rd	Sha Tin Rd	5215	PD	C	10,070	9,390	-6.8
Lion Rock Tunnel Rd	Hung Mui Kuk Rd	Lion Rock Tunnel	5607	UT	C	86,710 *	85,450 *	-1.5
Lion Rock Tunnel Rd	Hung Mui Kuk Rd	Sha Tin Rd	5405	UT	C	88,000 *	81,420	-7.5
Lion Rock Tunnel Rd	Tai Po Rd - Shatin	Che Kung Miu Rd	6015	PD	C	20,610	20,310 *	-1.5
Lo Wai Rd	Cheung Pei Shan Rd	Slip rd to Tung Po To	5851	LD	C	3,920 *	3,980 *	+1.5
Lockhart Rd	Arsenal St	Percival St	1020	LD	A	15,950	15,560	-2.4
Lok King St	Fo Tan Rd	Jubilee Garden	5853	LD	C	12,640 *	12,420 *	-1.7
Lok Ma Chau Rd	Castle Peak Rd	Ha Wan Tsuen Rd	5861	RR	C	5,710 *	5,720 *	+0.3
Lok Sin Rd	Tung Tsing Rd	Choi Hung Rd	4052	LD	C	4,440	4,320 *	-2.6
Lok Sin Rd	Tung Tsing Rd	Tak Ku Ling Rd	3489	LD	C	8,220 *	8,460	+3.0
Lok Yip Rd	Jockey Club Rd	On Kui St	6043	DD	C	23,660	23,730 *	+0.3
Lok Yip Rd	On Kui St	Sha Tau Kok Rd - Lung Yuek Tau	5455	DD	C	16,460 *	20,060	+21.9
Lomond Rd	Argyle St	Prince Edward Rd W	3265	DD	C	14,470	13,950	-3.6
Long Ping Rd	Fung Chi Rd	Long Ping Rd INT	5285	DD	C	17,970	18,100	+0.7
Long Tin Rd	Tong Yan San Tsuen INT	Tin Fuk Rd	6085	PD	C	47,360	47,630 *	+0.6
Long Yip St & Yuen Long On Lok Rd	Castle Peak Rd - Yuen Long	Tai Cheung St	5208	PD	C	37,320	39,600	+6.1
Long Yip St & Yuen Long On Lok Rd	Tai Kiu Rd	Wang Chau Rd	5812	PD	C	26,920 *	27,080 *	+0.6
Long Yip St & Yuen Long On Lok Rd	Wang Chau Rd	Tai Cheung St	6008	PD	C	32,660	32,840 *	+0.6
Long Yip St & Yuen Long On Lok Rd	Wang Lok St	Tai Kiu Rd	6019	PD	C	26,130	26,280 *	+0.6

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Long Yip St FO <N192>	Footbridge	Castle Peak Rd - Yuen Long	6059	UT	C	23,240	23,370 *	+0.6
Long Yuet St	San Ma Tau St	Kwei Chow St	3878	LD	C	3,790 *	3,560 *	-6.1
Lower Albert Rd	Glenealy	Garden Rd	1457	LD	C	6,360 *	6,480	+1.9
Luen On St	Wo Tai St	Sha Tau Kok Rd - Lung Yeuk Tau	6658	LD	C	19,180	18,570	-3.2
Luk Hop St	Tai Yau St	Sze Mei St	4625	LD	C	21,380	22,720	+6.3
Luk Keng Rd	Sha Tau Kok Rd	Bride's Pool Rd	6605	LD	C	830	780	-6.7
Lung Cheung Rd	Fung Mo St	Po Kong Village Rd	3405	UT	C	109,460 *	110,290	+0.8
Lung Cheung Rd	Hammer Hill Rd	Wong Kuk Ave	3027	PD	A	115,030	112,830	-1.9
Lung Cheung Rd	Nam Cheong St	Lion Rock Tunnel Rd	3002	UT	A	106,080	104,900	-1.1
Lung Cheung Rd	Po Kong Village Rd	Hammer Hill Rd	3603	UT	C	86,040 *	84,720 *	-1.5
Lung Cheung Rd	Tai Po Rd	Nam Cheong St	3407	UT	C	85,000 *	81,480	-4.1
Lung Cheung Rd	Waterloo Rd	Fung Mo St	3204	UT	C	128,370	113,670	-11.5
Lung Cheung Rd (GL)	Wong Kuk Ave	Clear Water Bay Rd	3624	PD	C	44,060 *	43,390 *	-1.5
Lung Cheung Rd FO <K41A>	Kwun Tong Rd	Lung Cheung Rd	3641	PD	C	66,040 *	65,020 *	-1.5
Lung Cheung Rd FO <K79>	Hammer Hill Rd RA	Choi Hung Rd	3499	DD	C	16,030 *	18,410	+14.9
Lung Cheung Rd slip rd	Tai Po Rd <Tai Wo Ping INT>	Lung Cheung Rd	3826	PD	C	12,570 *	12,370 *	-1.5
Lung Fu Rd	Wong Chu Rd	Tuen Mun Chek Lap Kok Tunnel Rd & Lung Mun Rd	5106	PD	A	32,670	36,480	+11.6
Lung Kwu Tan Rd	Lung Fai St	Slip rd to Tsang Kok	5481	RR	C	6,940 *	8,860	+27.8
Lung Ma Rd	Sha Tau Kok Rd - Lung Yeuk Tau	End	6655	LD	C	13,640	15,510	+13.7
Lung Mun Rd	Lung Fu Rd	Lung Fai St	6656	LD	C	36,860	35,760	-3.0
Lung Mun Rd	Wong Chu Rd	Wu Shan Rd	5839	DD	C	19,990 *	20,040 *	+0.3
Lung Mun Rd	Wu Chui Rd	Tuen Mun Chek Lap Kok Tunnel Rd & Lung Fu Rd	5107	LD	A	7,790	8,090	+3.8
Lung Mun Rd	Wu Shan Rd	Wu Chui Rd	5640	DD	C	12,890 *	12,930 *	+0.3
Lung Ping Rd	Lung Cheung Rd	Nam Cheong St	3895	DD	C	2,950 *	2,880 *	-2.6
Lung Shan Tunnel	Fanling Highway	Sha Tau Kok Road	5041	RT	A	20,630	23,520	+14.0
Lung Sum Ave	San Fung Ave	San Hong St	5506	LD	C	16,080 *	16,060	-0.1
Lung Sum Ave	Tin Ping Rd	San Hong St	5648	DD	C	14,910 *	14,950 *	+0.3
Lung Wah St	Smithfield	End	2624	LD	C	1,340	1,460	+8.9
Lung Wan St	Lung Sum Ave	San Wan Rd	5701	LD	C	16,280 *	16,320 *	+0.3
Lung Wo Rd	Man Yiu St	Lung Hop St	2217	PD	B	11,720	10,680	-8.8
Lung Wui Rd	Tim Mei Ave	Lung King St	2408	DD	B	6,020	5,930	-1.5

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Lung Yin Rd	Lung Cheung Rd	Chuk Yuen Rd	3291	PD	C	3,040	3,180	+4.6
Ma Chai Hang Rd	Ma Chai Hang Rd RA	Chuk Yuen Rd	3293	DD	C	11,870	10,020	-15.5
Ma Chai Hang Rd	Wong Tai Sin Rd	Fung Mo St FO <K8>	3853	DD	C	11,320 *	11,030 *	-2.6
Ma Fung Ling Rd	Castle Peak Rd - Ping Shan	Tong Yan San Tsuen Rd	6626	LD	C	1,040	1,030	-1.2
Ma Miu Rd	Castle Peak Rd - Yuen Long	Yuen Long On Ning Rd	6031	DD	C	17,230	17,280 *	+0.3
Ma Miu Rd	Yuen Long On Ning Rd	Ma Wang Rd	5234	DD	C	16,800	13,770	-18.1
Ma On Shan Bypass	Ma On Shan Rd	Sai Sha Rd	5708	RT	C	25,010 *	24,650 *	-1.5
Ma On Shan Rd	Hang Hong St	Sai Sha Rd	5467	DD	C	16,030 *	15,020	-6.3
Ma On Shan Rd	Hang Shun St	Sai Sha Rd	6225	RT	B	83,410	82,740	-0.8
Ma On Shan Rd	Ma On Shan Bypass	Hang Hong St RA	5005	PD	A	23,330	22,420	-3.9
Ma On Shan Rd	Ma On Shan Bypass	Sai Sha Rd	5913	RT	C	54,050 *	53,260 *	-1.5
Ma On Shan Rd	Slip rds to & from Tate's Cairn Highway	Hang Shun St	5692	EX	C	43,300 *	42,670 *	-1.5
Ma Sik Rd	Fan Leng Lau Rd	Luen Chit St	5895	DD	C	13,180 *	13,220 *	+0.3
Ma Sik Rd	Jockey Club Rd	Tin Ping Rd	5500	DD	C	21,430 *	23,200	+8.3
Ma Sik Rd	Luen Chit St	Wo Tai St	6091	DD	C	15,250	15,300 *	+0.3
Ma Sik Rd	Tin Ping Rd	Fan Leng Lau Rd	5695	DD	C	22,340 *	22,400 *	+0.3
Ma Sik Rd	Wo Tai St	Sha Tau Kok Rd - Lung Yeuk Tau	5293	DD	C	19,070	20,040	+5.1
Ma Tau Chung Rd	Ma Tau Kok Rd	Sung Wong Toi Rd	3436	PD	C	36,860 *	31,700	-14.0
Ma Tau Chung Rd	Sung Wong Toi Rd	Slip rd to Olympic Ave	3638	PD	C	72,280 *	73,160 *	+1.2
Ma Tau Chung Rd & FO <K11C>	Kowloon City RA	Tak Ku Ling Rd	4027	PD	C	66,080	64,030 *	-3.1
Ma Tau Chung Rd & FO <K11C>	Sung Wong Toi Rd Garden	Kowloon City INT	3831	PD	C	57,350 *	58,050 *	+1.2
Ma Tau Kok Rd	Kowloon City Rd	Ma Tau Chung Rd	4045	DD	C	9,240	8,670 *	-6.1
Ma Tau Kok Rd	Kowloon City Rd	To Kwa Wan Rd	3250	DD	C	8,150	6,060	-25.6
Ma Tau Pa Rd & Texaco Rd	Yeung Uk Rd	Texaco Rd RA	5230	DD	C	16,360	14,860	-9.2
Ma Tau Wai Rd	Chi Kiang St	Tin Kwong Rd	3620	PD	C	29,390 *	29,750 *	+1.2
Ma Tau Wai Rd	Fat Kwong St	Wuhu St	3840	DD	C	22,090 *	20,730 *	-6.1
Ma Tau Wai Rd	San Lau St & Bailey St	Fat Kwong St	4040	DD	C	16,570	15,550 *	-6.1
Ma Tau Wai Rd	Tin Kwong Rd	Farm Rd	3818	PD	C	30,630 *	31,000 *	+1.2
Ma Tau Wai Rd & Ma Tau Chung Rd	Farm Rd	Ma Tau Kok Rd	4016	PD	C	30,870	31,250 *	+1.2
Ma Tau Wai Rd & To Kwa Wan Rd	San Lau St & Bailey St	Chi Kiang St	3014	DD	A	23,700	20,310	-14.3

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Ma Wo Rd	Tat Wan Rd	Ma Chung Rd	6661	LD	C	5,810	5,810	+0.1
Magazine Gap Rd	Garden Rd	Peak Rd	2205	DD	B	16,590	15,510	-6.5
Magic Rd	Penny's Bay Highway	End	5709	LD	C	3,640 *	3,690 *	+1.5
Man Fuk Rd	Pui Ching Rd	Man Wan Rd	4626	LD	C	10,000	7,990	-20.1
Man Hong St	Java Rd	King's Rd	1613	PD	C	25,390 *	25,450 *	+0.2
Man Kam To Rd	Jockey Club Rd	Boundary	5465	RR	C	17,820 *	17,980	+0.9
Man Yiu St	Man Kwong St	Harbour View St	1647	DD	C	19,350 *	19,820 *	+2.4
Man Yue St	Ma Tau Wai Rd	Hung Hom Rd	3698	DD	C	5,660 *	5,310 *	-6.1
Marsh Rd	Gloucester Rd	Hennessy Rd	2625	LD	C	9,770	9,310	-4.7
Marsh Rd & FO <H78>	Hung Hing Rd	Lockhart Rd	1859	DD	C	12,000 *	12,290 *	+2.4
Mau Yip Rd	Po Fung Rd	Wan Hang Rd	6107	DD	C	9,170	9,010 *	-1.7
Mei King St	Lok Shan Rd	San Ma Tau St	4627	LD	C	1,360	1,530	+12.1
Mei Lai Rd & Lai Wan Rd	Mei Fu Bus Terminus	Lai King Hill Rd	3859	DD	C	14,920 *	14,530 *	-2.6
Mei Tin Rd	Che Kung Miu Rd	Tsuen Nam Rd	5417	PD	C	40,250 *	40,330	+0.2
Mei Tin Rd	Tai Po Rd - Tai Wai	Tsuen Nam Rd	5617	PD	C	28,250 *	27,840 *	-1.5
Mei Wo Circuit	Sui Wo Rd	Sui Wo Rd	6613	LD	C	180	140	-21.0
Metropolis Drive	Hung Hom Bypass	Cheong Tung Rd S	4656	LD	C	18,520	13,920	-24.8
Middle Rd	Kowloon Park Drive	Nathan Rd	4654	LD	C	10,080	10,060	-0.2
Middle Rd	Salisbury Rd	Nathan Rd	4655	LD	C	2,680	2,850	+6.4
Ming Kum Rd	Pui To Rd	Shek Pai Tau Rd	5237	DD	C	17,930	17,440	-2.7
Ming Kum Rd	Shek Pai Tau Rd	Tin King Rd	5282	DD	C	14,730	15,580	+5.8
Ming Kum Rd	Tin King Rd	Hing Kwai St	5688	DD	C	9,020 *	9,040 *	+0.3
Ming Kum Rd	Tin King Rd	Tsun Wen Rd	5490	DD	C	9,980 *	9,700	-2.7
Miu Kong St	Shing Mun Rd	Wai Tsuen Rd	6636	LD	C	10,120	9,700	-4.1
Mody Rd	Nathan Rd	Chatham Rd S	3021	LD	A	12,930	13,560	+4.9
Mok Cheong St	To Kwa Wan Rd	Ma Tau Chung Rd	3455	DD	C	8,670 *	8,320	-4.0
Mong Kok Rd	Nathan Rd	Sai Yee St	3652	DD	C	28,630 *	26,870 *	-6.1
Mong Kok Rd	Nathan Rd	Shanghai St	3452	DD	C	17,940 *	18,270	+1.9
Mong Kok Rd	Shanghai St	Tong Mi Rd	3247	DD	C	13,210	11,940	-9.6
Mong Lung St	Factory St	Po Man St	2626	LD	C	5,240	5,300	+1.0
Morrison Hill Rd	Leighton Rd	Queen's Rd E	1630	DD	C	65,440 *	64,830 *	-0.9
Morrison Hill Rd	Wan Chai Rd	Leighton Rd	2033	DD	C	21,510	22,040 *	+2.4
Morrison St	Queen's Rd C	Des Voeux Rd C	1460	LD	C	9,940 *	11,660	+17.2
Mount Butler Rd	Tai Hang Rd	End	1101	LD	A	3,370	2,940	-12.6
Mount Davis Rd	Victoria Rd	Pok Fu Lam Rd	1836	DD	C	2,120 *	2,100 *	-0.9

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Mount Kellett Rd	Peak Rd	Homestead Rd	2627	LD	C	3,430	3,510	+2.2
Mut Wah St	Hip Wo St	Hong Ning Rd	3476	DD	C	15,650 *	15,520	-0.8
Nam Cheong St	Cheung Sha Wan Rd	Lai Chi Kok Rd	3251	DD	C	14,520	14,520	0.0
Nam Cheong St	Cheung Sha Wan Rd	Un Chau St	3456	DD	C	7,270 *	8,190	+12.7
Nam Cheong St	Cornwall St	Pak Tin St	3252	DD	C	9,110	9,620	+5.6
Nam Cheong St	Hai Tan St	Lai Chi Kok Rd	4046	DD	C	9,850	9,590 *	-2.6
Nam Cheong St	Lung Cheung Rd	Cornwall St	3457	DD	C	10,030 *	8,560	-14.6
Nam Cheong St	Pak Tin St	Woh Chai St	4047	DD	C	9,980	9,670 *	-3.1
Nam Cheong St	Tai Po Rd	Un Chau St	3656	DD	C	8,870 *	8,320 *	-6.1
Nam Cheong St	Woh Chai St	Tai Po Rd	3847	DD	C	7,390 *	7,160 *	-3.1
Nam Fung Rd	Wong Chuk Hang Rd	Deep Water Bay Rd	1637	DD	C	12,460 *	11,800 *	-5.3
Nam Long Shan Rd	Police School Rd	Restriction boundary	2628	LD	C	2,810	3,200	+13.6
Nam On Lane	Shau Kei Wan Rd	Nam On St	1616	PD	C	6,060 *	6,070 *	+0.2
Nam Wan Rd	Kwong Fuk Rd	Tai Po Tai Wo Rd	5216	PD	C	23,580	22,710	-3.7
Nam Wan Rd	Kwong Fuk Rd & Tai Po Rd - Yuen Chau Tsai	Nam Wan Rd	5863	DD	C	11,760 *	11,790 *	+0.3
Nam Wan Rd	Tai Po Tai Wo Rd	Ting Kok Rd	5421	PD	C	27,670 *	27,350	-1.2
Nam Wan Tunnel	East Tsing Yi Viaduct	Cheung Tsing Highway	5038	UT	A	57,000	64,290	+12.8
Nassau St	Lai Wan Rd	Mei Lai Rd	4628	LD	C	3,940	3,900	-0.9
Nathan Rd	Argyle St	Mong Kok Rd	3817	PD	C	28,020 *	28,360 *	+1.2
Nathan Rd	Boundary St	Prince Edward Rd W	3424	PD	C	29,240 *	29,620	+1.3
Nathan Rd	Hillwood Rd	Kimberley Rd	3610	PD	C	28,220 *	27,350 *	-3.1
Nathan Rd	Jordan Rd	Hillwood Rd	3810	PD	C	19,140 *	18,550 *	-3.1
Nathan Rd	Kimberley Rd	Mody Rd	3609	PD	C	26,450 *	25,630 *	-3.1
Nathan Rd	Lai Chi Kok Rd	Prince Edward Rd W	3222	PD	C	38,760	35,520	-8.4
Nathan Rd	Market St	Jordan Rd	4007	PD	C	24,710	23,950 *	-3.1
Nathan Rd	Mong Kok Rd	Lai Chi Kok Rd	4015	PD	C	41,510	42,020 *	+1.2
Nathan Rd	Peking Rd	Mody Rd	3414	PD	C	16,400 *	15,080	-8.1
Nathan Rd	Pitt St	Dundas St	3416	PD	C	31,520 *	36,750	+16.6
Nathan Rd	Public Square St	Market St	4008	PD	C	39,620	38,390 *	-3.1
Nathan Rd	Salisbury Rd	Peking Rd	3413	PD	C	24,910 *	26,200	+5.2
Nathan Rd	Shantung St	Argyle St	3611	PD	C	26,210 *	26,530 *	+1.2
Nathan Rd	Shantung St	Dundas St	3006	PD	A	24,920	24,110	-3.2
Nathan Rd	Waterloo Rd	Pitt St	3415	PD	C	28,280 *	31,710	+12.2
Nathan Rd	Waterloo Rd	Public Square St	3213	PD	C	46,220	43,330	-6.3

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
New Clear Water Bay Rd	Clear Water Bay Rd western junction	San Lee St	3235	PD	C	39,740	37,570	-5.5
New Clear Water Bay Rd	New Clear Water Bay Rd eastern junction	San Lee St	4029	PD	C	22,040	21,360 *	-3.1
New Hiram's Highway	Pak Sha Wan RA	Hiram's Highway	5906	RR	C	30,460 *	29,930 *	-1.7
Nga Cheung Rd	Austin Rd W	Jordan Rd	4095	PD	C	8,910	8,770 *	-1.5
Nga Tsin Wai Rd	La Salle Rd	Junction Rd	3852	DD	C	13,070 *	12,660 *	-3.1
Nga Tsin Wai Rd	Tak Ku Ling Rd	Junction Rd	4079	LD	C	13,730	13,310 *	-3.1
Nga Tsin Wai Rd & Kai Tak Rd	Tak Ku Ling Rd	Lok Sin Rd	3284	LD	C	6,610	6,670	+0.9
Ngan O Rd	Pui Shing Rd	Chiu Shun Rd	6079	DD	C	13,820	13,580 *	-1.7
Ngan Shing St	Sha Tin Wai Rd	Chap Wai Kon St	6038	DD	C	11,140	10,950 *	-1.7
Ngan Shing St	Siu Lek Yuen Rd	Chap Wai Kon St	5241	DD	C	16,810	16,900	+0.5
Ngau Tau Kok Rd	Chun Wah Rd	near Fuk To St	3683	DD	C	27,870 *	26,160 *	-6.1
Ngau Tau Kok Rd	Chun Wah Rd	near Kwai Yin House, Lower Ngau Tau Kok Estate	3480	DD	C	12,730 *	15,180	+19.3
Ngau Tau Kok Rd	Elegance Rd	Up-ramp to Sheung Yee Rd FO <K57>	4070	DD	C	16,310	15,310 *	-6.1
Ngau Tau Kok Rd	Hong Ning Rd	Elegance Rd	3870	DD	C	16,410 *	15,400 *	-6.1
Ngau Tau Kok Rd	Lower Ngau Tau Kok Est southern end	Up-ramp to Sheung Yee Rd FO <K57>	3275	DD	C	10,380	10,900	+5.0
Ngau Tau Kok Rd & <FO>	Kwun Tong Rd	Diverging pt of Kai Cheung Rd FO<K56> & down ramp to Kwun Tong Rd	4071	DD	C	11,620	10,900 *	-6.1
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	28,000 *	26,280 *	-6.1
Ning Tai Rd & Hang Tai Rd	Hang Shun St	Hang Fai St	5911	DD	C	5,270 *	5,180 *	-1.7
North Lantau Highway	Ngong Shuen Au	Tung Chung Eastern INT	5300	EX	C	53,230	82,160	+54.3
North Lantau Highway	Tung Chung Eastern INT	Western End at Chek Lap Kok	5031	EX	A	41,340	48,060	+16.3
North Lantau Highway slip rds	North Lantau Highway	Tung Chung Waterfront Rd	5518	EX	C	4,310 *	6,010	+39.4
North Point Rd	Electric Rd	King's Rd	2039	DD	C	6,690	6,620 *	-0.9
Oak St	Cherry St	Ivy St	4629	LD	C	720	630	-13.2
Observatory Rd	Chatham Rd S	Kimberley Rd	3688	LD	C	12,780 *	12,380 *	-3.1
Ocean Park Rd	Wong Chuk Hang Rd	Ocean Park	1109	LD	A	16,840	16,720	-0.7

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Oi Kan Rd	Tai On St	Oi Yin St	2654	LD	C	9,580	8,570	-10.5
Oi Lai St	Tung Hei Rd	Oi Yin St	2652	LD	C	9,460	8,500	-10.2
Oi Shun Rd	Aldrich Bay Rd	Tai On St	2653	LD	C	5,000	4,890	-2.2
Olympic Ave	Concorde Rd	Slip rd next to Sung Wong Toi Garden	3674	DD	C	3,050 *	2,950 *	-3.1
Olympic Ave	Hang Wan Rd	Sung Wong Toi Rd	3471	DD	C	8,780 *	7,740	-11.8
On Cheung Rd	Tai Po Tai Wo Rd	On Chee Rd	6620	LD	C	13,600	13,010	-4.3
On Chiu St	On Chun St	Sai Sha Rd	5275	LD	C	9,030	9,570	+6.0
On Chun St	On Yuen St	End	6072	LD	C	6,000	5,900 *	-1.7
On Fu Rd	Kwong Fuk Rd	End	6660	LD	C	6,730	5,910	-12.2
On Kui St	Lok Yip Rd	Sha Tau Kok Rd - Lung Yuek Tau	5246	DD	C	7,760	8,510	+9.7
On Lok Mun St	Lok Yip Rd	Lok Ming St	6622	LD	C	3,250	2,590	-20.3
On Luk St	Sai Sha Rd	On Shing St	6078	LD	C	11,660	11,450 *	-1.7
On Ming St	On Muk St	Siu Lek Yuen Rd	6102	LD	C	11,940	11,730 *	-1.7
On Sau Rd	Clear Water Bay Rd	Po Lam Rd	3902	DD	C	14,200 *	13,770 *	-3.1
On Tin St	Ping Tin St	Ping Tin St	3885	LD	C	4,970 *	4,820 *	-3.1
On Tin St	Ping Tin St	Tak Tin St	3694	LD	C	3,300 *	3,200 *	-3.1
On Yuen St	Sai Sha Rd	On Chun St	5883	LD	C	10,580 *	10,400 *	-1.7
Ormsby St	Tung Lo Wan Rd	Sun Chun St	2630	LD	C	530	430	-19.6
Pak Kong Rd	Hiram's Highway	Pak Kong	6647	LD	C	1,920	1,980	+3.5
Pak Tai St	Ma Hang Chung Rd	Sung Wong Toi Rd	4630	LD	C	4,490	4,990	+11.0
Pak Wo Rd	Pak Wo Rd RA	Yu Tai Rd	5294	DD	C	15,830	14,470	-8.6
Pak Wo Rd	Po Kin Rd	Choi Yuen Rd RA	5897	DD	C	9,390 *	9,420 *	+0.3
Pak Wo Rd	Po Kin Rd	Slip rd to So Kwun Po INT	5697	DD	C	13,340 *	13,380 *	+0.3
Pak Wo Rd	Wah Ming Rd	Pak Wo Rd RA	6092	DD	C	15,610	15,650 *	+0.3
Pak Wo Rd	Wah Ming Rd	Wai Ming St	5896	DD	C	9,060 *	9,090 *	+0.3
Pak Wo Rd	Yat Ming Rd	Wai Ming St	5696	DD	C	10,010 *	10,030 *	+0.3
Pak Wo Rd	Yat Ming Rd	Wo Hop Shek INT	5501	DD	C	19,670 *	19,440	-1.2
Pak Wo Rd	Yu Tai Rd	Slip rd to So Kwun Po INT	5502	DD	C	21,110 *	21,100	-0.1
Pak Wo Rd W-B slip rd	Fanling Highway	Pak Wo Rd	5280	EX	C	6,660	6,460	-3.0
Park Rd & Robinson Rd	Bonham Rd	Castle Rd	1429	DD	C	10,600 *	11,820	+11.5
Peak Rd	Magazine Gap Rd	Wan Chai Gap Rd	1629	DD	C	8,810 *	8,340 *	-5.3
Peak Rd	Mt. Austin Rd	Magazine Gap Rd	1014	DD	A	10,630	10,010	-5.8
Pedder St	Connaught Rd C	Des Voeux Rd C	1842	DD	C	13,780 *	14,110 *	+2.4

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Pedder St	Des Voeux Rd C	Queen's Rd C	1625	DD	C	14,260 *	14,610 *	+2.4
Pei Ho St	Lai Chi Kok Rd	Apliu St	4631	LD	C	2,050	2,240	+9.4
Peking Rd	Nathan Rd	Kowloon Park Drive	3446	DD	C	11,080 *	9,960	-10.1
Penny's Bay Highway	Magic Rd	North Lantau Highway	6115	EX	C	10,470	10,920 *	+4.2
Peony Rd & Begonia Rd nr Tat Chee Ave	Tat Chee Ave	Tat Chee Ave	4080	LD	C	1,990	1,930 *	-3.1
Percival St	Gloucester Rd	Hennessy Rd	1235	DD	C	11,930	12,800	+7.3
Percival St	Hennessy Rd	Leighton Rd	1436	DD	C	12,340 *	12,990	+5.3
Pik Fung Rd	Jockey Club Rd	San Wan Rd	6069	DD	C	2,940	2,950 *	+0.3
Pik Tin St	Mei Tin Rd	End	6614	LD	C	2,930	2,780	-5.0
Pik Wan Rd & UR to Lam Tin	Ko Chiu Rd	Lin Tak Rd	3497	DD	C	13,680 *	12,400	-9.4
Pine Tree Hill Rd & Hillwood Rd	Nathan Rd	Austin Rd	3837	DD	C	5,000 *	4,840 *	-3.1
Ping Che Rd	Sha Tau Kok Rd	Lin Ma Hang Rd	6653	DD	C	12,150	10,440	-14.1
Ping Chi St	Chatham Rd N	Fat Kwong St	4036	DD	C	1,600	1,510 *	-6.1
Ping Ha Rd	Castle Peak Rd - Ping Shan	Tin Yiu Rd	6053	RR	C	7,380	7,400 *	+0.3
Ping Ha Rd	Hung Tin Rd	Tin Ha Rd	5689	RR	C	20,170 *	20,220 *	+0.3
Ping Ha Rd	Hung Tin Rd	Tin Yiu Rd	5277	DD	C	23,460	24,460	+4.3
Ping Ha Rd & Lau Fau Shan Rd	Tin Ha Rd	Deep Bay Rd	5858	RR	C	8,590 *	8,610 *	+0.3
Ping Tin St	On Tin St	On Tin St	3696	LD	C	1,410 *	1,370 *	-3.1
Plantation Rd	Plunkett's Rd	Barker Rd	2631	LD	C	2,040	1,770	-13.2
Plover Cove Rd	Po Heung St	Nam Wan Rd	6654	DD	C	4,920	4,570	-7.0
Po Fung Rd	Po Lam Rd N	Po Hong Rd	5261	DD	C	8,150	7,670	-5.9
Po Fung Terrace	Castle Peak Rd - Tsuen Wan	Yau Kom Tau Tsuen	6607	LD	C	1,190	1,150	-3.7
Po Heung St	Kwong Fuk Rd	Heung Sze Wui St	5914	DD	C	17,290 *	17,340 *	+0.3
Po Heung St	Kwong Fuk Rd	Tai Po Tai Wo Rd	6040	DD	C	34,590	34,680 *	+0.3
Po Hong Rd	Po Fung Rd	Wan Hang Rd	6074	DD	C	14,070	13,830 *	-1.7
Po Hong Rd	Po Lam Rd N	Wing Lai Rd	5489	LD	C	3,990 *	4,100	+2.7
Po Hong Rd	Po Lam Rd N.	Po Fung Rd	5469	DD	C	8,160 *	7,360	-9.8
Po Hong Rd	Wan Lung Rd	Tong Ming St	5512	PD	C	8,770 *	7,520	-14.3
Po Hong Rd	Wan Lung Rd	Wan Hang Rd	5262	PD	C	17,550	17,490	-0.3
Po Kong Village Rd	Lung Cheung Rd	Choi Hung Rd	3660	DD	C	44,960 *	43,570 *	-3.1
Po Kong Village Rd	Lung Cheung Rd	Fung Tak Rd	3661	DD	C	45,050 *	43,660 *	-3.1
Po Kong Village Rd	Tsz Wan Shan Rd	Fung Tak Rd	4050	DD	C	11,170	10,830 *	-3.1

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Po Kong Village Rd & Hammer Hill Rd	Tsz Wan Shan Rd	Lung Cheung Rd	3255	DD	C	38,810	29,160	-24.9
Po Lam Rd	Anderson Rd	Tsui Lam Rd	5023	DD	A	11,860	11,110	-6.4
Po Lam Rd	Sau Mau Ping Rd	Anderson Rd	3680	DD	C	23,290 *	22,570 *	-3.1
Po Lam Rd & Po Lam Rd N	Tsui Lam Rd eastern junction	Tsui Lam Rd western junction	5878	DD	C	8,250 *	8,100 *	-1.7
Po Lam Rd N	Po Fung Rd	Po Ning Rd	5484	PD	C	13,020 *	13,220	+1.5
Po Lam Rd N	Po Hong Rd	Po Fung Rd	5276	PD	C	12,400	12,760	+2.9
Po Lam Rd N	Po Hong Rd	Tsui Lam Rd	5245	DD	C	12,830	14,140	+10.2
Po Ning Rd	Ying Yip Rd	Chiu Shun Rd	5864	DD	C	13,270 *	13,040 *	-1.7
Po Ning Rd	Ying Yip Rd	Po Lam Rd N	5679	DD	C	34,680 *	34,080 *	-1.7
Po On Rd	Tonkin St	Wing Hong St	4632	LD	C	6,610	6,530	-1.1
Po Shek Wu Rd	Choi Yuen Rd	Jockey Club Rd	6018	PD	C	34,190	34,380 *	+0.6
Po Shek Wu Rd	Fan Kam Rd RA	Choi Yuen Rd	5823	PD	C	42,090 *	42,330 *	+0.6
Po Shun Rd	Tong Ming St	Tseung Kwan O Tunnel Rd RA	5306	PD	C	30,270	30,300	+0.1
Po Shun Rd	Tseung Kwan O Tunnel Rd RA	Po Ning Rd	5691	PD	C	37,290 *	36,750 *	-1.5
Po Tung Rd & Tai Mong Tsai Rd	Hiram's Highway	Yan Yee Rd	5258	RR	C	28,400	30,310	+6.7
Po Wan Rd	Chuk Wan St	Jockey Club Rd	5865	DD	C	2,780 *	2,780 *	+0.3
Po Wan Rd	Po Shek Wu Rd	San Fung Ave	5848	DD	C	12,090 *	12,120 *	+0.3
Po Yap Rd	Po Shun Rd	Wan Po Road	5713	DD	C	5,820 *	5,720 *	-1.7
Pok Fu Lam Rd	Chi Fu Rd	Victoria Rd	1405	PD	C	26,360 *	26,220	-0.5
Pok Fu Lam Rd	Hill Rd FO <H114>	Bonham Rd	1406	PD	C	20,930 *	20,350	-2.8
Pok Fu Lam Rd	Mount Davis Rd	Bisney Rd	1811	PD	C	40,860 *	40,950 *	+0.2
Pok Fu Lam Rd	Pokfield Rd	Hill Rd FO <H114>	2009	PD	C	29,680	29,740 *	+0.2
Pok Fu Lam Rd	Pokfield Rd	Mount Davis Rd	2201	PD	B	27,830	29,060	+4.4
Pok Fu Lam Rd	Queen's Rd W	Second St	1812	PD	C	9,660 *	9,680 *	+0.2
Pok Fu Lam Rd	Sassoon Rd	Bisney Rd	1603	PD	C	39,180 *	39,260 *	+0.2
Pok Fu Lam Rd	Sassoon Rd	Chi Fu Rd	1005	PD	A	22,030	22,820	+3.6
Pok Fu Lam Rd	Second St	Hill Rd	1604	PD	C	10,320 *	10,340 *	+0.2
Pok Yin Rd	Fo Chun Rd	Yau King Lane	5918	DD	C	3,550 *	3,560 *	+0.3
Pollock's Path	Plantation Rd	End	2632	LD	C	300	320	+5.3
Portland St	Waterloo Rd	Argyle St	4404	LD	B	5,090	4,720	-7.4
Power St	Electric Rd	King's Rd	1851	DD	C	3,750 *	3,720 *	-0.9
Prince Edward Rd E	Choi Hung Bus Terminus	near King Tai Court	3805	UT	C	123,530 *	120,520 *	-2.4
Prince Edward Rd E	Kai Tak River	Choi Hung Rd	3832	PD	C	134,950 *	130,770 *	-3.1

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Prince Edward Rd E & FO <K10A>	Choi Hung Rd	near King Tai Court	3003	UT	A	112,290	109,740	-2.3
Prince Edward Rd E & FO <K10A>	Kai Tak River	Prince Edward Rd W. #456	3639	PD	C	141,980 *	137,580 *	-3.1
Prince Edward Rd INT <K78> S-B slip rd C	Kwun Tong Bypass	Kwun Tong Rd	4089	PD	C	2,820	2,850 *	+1.2
Prince Edward Rd INT <K78> slip rd E	Kwun Tong Rd N-B	Kwun Tong Bypass	3892	PD	C	4,070 *	4,120 *	+1.2
Prince Edward Rd INT <K78> slip rd F	Choi Hung Rd	Prince Edward Rd E	3703	PD	C	5,370 *	5,290 *	-1.5
Prince Edward Rd INT <K78> slip rds A & B	Prince Edward Rd	Kwun Tong Bypass	3295	PD	C	19,680	20,380	+3.6
Prince Edward Rd W	Embankment Rd	Kadoorie Ave	3635	PD	C	57,560 *	58,260 *	+1.2
Prince Edward Rd W	Embankment Rd	Yuen Ngai St	4203	PD	B	45,700	43,820	-4.1
Prince Edward Rd W	Knight St	Kadoorie Ave	3828	PD	C	49,060 *	49,650 *	+1.2
Prince Edward Rd W	La Salle Rd	Waterloo Rd	3010	PD	A	41,660	35,720	-14.3
Prince Edward Rd W	Lai Chi Kok Rd	Tong Mi Rd	3827	PD	C	29,900 *	30,260 *	+1.2
Prince Edward Rd W	Waterloo Rd	Knight St	4024	PD	C	39,950	40,440 *	+1.2
Prince Edward Rd W & FO <K11A>	Junction Rd	Lomond Rd	3434	PD	C	44,080 *	40,730	-7.6
Prince Edward Rd W & FO <K11A>	Lomond Rd	La Salle Rd	3231	PD	C	40,410	38,320	-5.2
Prince Edward Rd W & FO <K11A>	Nga Tsin Long Rd	Junction Rd	3636	PD	C	63,570 *	61,610 *	-3.1
Prince Edward Rd W & FO <K11A>	Prince Edward Rd W FO <K11A> eastern tip	Nga Tsin Long Rd	3829	PD	C	79,250 *	76,800 *	-3.1
Prince Edward Rd W (GL)	Lai Chi Kok Rd	Nathan Rd	4023	PD	C	20,560	20,810 *	+1.2
Prince Edward Rd W (GL)	Nathan Rd	Fa Yuen St	3230	PD	C	25,240	27,290	+8.1
Prince Edward Rd W (GL)	Sai Yee St	Fa Yuen St	3433	PD	C	25,680 *	26,260	+2.3
Prince Edward Rd W (GL)	Sai Yee St	Yuen Ngai St	3634	PD	C	24,850 *	25,150 *	+1.2
Princess Margaret Rd	Chatham Rd FO <K20>	Chatham Rd N	3601	UT	C	45,560 *	44,450 *	-2.4
Princess Margaret Rd	Chatham Rd FO <K20>	Wylie Rd	3801	UT	C	70,620 *	68,900 *	-2.4
Princess Margaret Rd	Wylie Rd	Pui Ching Rd	3001	UT	A	73,540	72,020	-2.1
Princess Margaret Rd & FO <K12>	Pui Ching Rd FO <K14>	Argyle St	4001	UT	C	99,260	96,840 *	-2.4
Princess Margaret Rd Link	Hung Luen Rd	Chatham Rd S	4097	UT	C	33,060	33,470 *	+1.2

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Public Square St	Ferry St	Canton Rd	3447	DD	C	3,780 *	4,370	+15.8
Public Square St	Nathan Rd	Shanghai St	3838	DD	C	6,030 *	5,840 *	-3.1
Public Square St	Shanghai St	Canton Rd	3647	DD	C	3,500 *	3,390 *	-3.1
Pui Ching Rd & Sheung Hing St	Princess Margaret Rd	Sheung Shing St	3246	DD	C	36,460	32,340	-11.3
Pui Ching Rd & Sheung Hing St	Princess Margaret Rd	Waterloo Rd	3451	DD	C	24,800 *	26,440	+6.6
Pui Man St	Tung Tau Tsuen Rd	End	4633	LD	C	550	570	+3.6
Pui To Rd	Castle Peak Rd - Castle Peak Bay	Pui To Rd FO <N503> over Tuen Mun Rd	5446	DD	C	15,670 *	17,760	+13.4
Pui To Rd	Tsun Wen Rd	Ming Kum Rd	5240	DD	C	18,860	19,840	+5.2
Pui To Rd	Tuen Mun Heung Sze Wui Rd	Tsun Wen Rd	6037	DD	C	24,110	24,170 *	+0.3
Pui To Rd	Tuen Mun Rd	Tuen Mun Heung Sze Wui Rd	5842	DD	C	20,610 *	20,660 *	+0.3
Pui To Rd FO <N503> over Tuen Mun Rd	Ramp from Tuen Mun Rd	Ramp to Tuen Mun Rd	5643	DD	C	23,410 *	23,470 *	+0.3
Pung Loi Ave	Pung Loi Rd	Wan Po Rd	5514	LD	C	2,610 *	2,880	+10.5
Pung Loi Rd	Pung Loi Ave	Wan Po Rd	5310	LD	C	2,430	2,630	+8.2
Queen St	Des Voeux Rd C	Queen's Rd W	1248	LD	C	4,670	5,030	+7.9
Queen Victoria St	Des Voeux Rd C	Connaught Rd C	1431	DD	C	5,490 *	5,660	+3.1
Queen Victoria St	Des Voeux Rd C	Queen's Rd C	1230	DD	C	2,790	3,000	+7.5
Queen's Rd C	D'Aguilar St	Queen Victoria St	1814	PD	C	9,090 *	9,010 *	-0.9
Queen's Rd C	Des Voeux Rd C	Ice House St	1815	PD	C	21,040 *	20,840 *	-0.9
Queen's Rd C	Ice House St	Wyndham St	1607	PD	C	20,960 *	20,760 *	-0.9
Queen's Rd C	Queen Victoria St	Bonham Strand	2208	PD	B	10,650	10,580	-0.7
Queen's Rd C	Wyndham St	D'Aguilar St	1606	PD	C	15,610 *	15,460 *	-0.9
Queen's Rd E	Kennedy Rd	Stubbs Rd	1434	DD	C	30,200 *	30,410	+0.7
Queen's Rd E	Queensway	Kennedy Rd	1233	DD	C	15,310	16,410	+7.2
Queen's Rd E	Stubbs Rd	Wong Nai Chung Rd	1628	DD	C	38,570 *	38,220 *	-0.9
Queen's Rd W	Des Voeux Rd W	Hill Rd	1225	DD	C	6,540	6,940	+6.0
Queen's Rd W	Eastern St	Western St	1206	PD	C	6,620	7,010	+5.9
Queen's Rd W	Hill Rd	Water St	1226	DD	C	7,520	7,690	+2.3
Queen's Rd W	Hollywood Rd	Eastern St	1605	PD	C	8,040 *	7,960 *	-0.9
Queen's Rd W	Possession St	Queen St	1408	PD	C	8,640 *	8,350	-3.4
Queen's Rd W	Queen St	Hollywood Rd	1813	PD	C	17,280 *	17,120 *	-0.9
Queen's Rd W	Water St	Pok Fu Lam Rd	1227	DD	C	5,030	5,750	+14.3
Queen's Rd W	Western St	Pok Fu Lam Rd	2010	PD	C	12,570	12,450 *	-0.9
Queensway	Cotton Tree Drive	Rodney St	2013	PD	C	63,560	62,970 *	-0.9

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Queensway	Des Voeux Rd C	Cotton Tree Drive	1816	PD	C	37,260 *	36,910 *	-0.9
Queensway	Queen's Rd E	Arsenal St	1817	PD	C	39,430 *	39,060 *	-0.9
Queensway	Rodney St	Queen's Rd E	1007	PD	A	56,220	56,460	+0.4
Railway Approach	Hong Chong Rd	On Wan Rd	3211	PD	C	2,600	2,520	-3.2
Ramps A & B of Castle Peak Rd - San Hui	Pui To Rd	Pui To Rd	5867	PD	C	30,190 *	30,360 *	+0.6
Ramps A & B to & from San Wan Rd	San Wan Rd	So Kwun Po Rd	5874	PD	C	24,600 *	24,740 *	+0.6
Ramps C & D of Lung Mun Rd/Tsing Wun Rd	Lung Mun Rd	Wong Chu Rd	5868	PD	C	17,100 *	17,200 *	+0.6
Reclamation St	Public Square St	Argyle St	4210	LD	B	5,580	6,030	+8.0
Renfrew Rd	Junction Rd	Hereford Rd	3880	LD	C	9,570 *	9,280 *	-3.1
Repulse Bay Rd	Island Rd	South Bay Rd	1835	PD	C	21,870 *	20,770 *	-5.0
Repulse Bay Rd	Wong Nai Chung Gap Rd	Island Rd	1245	DD	C	8,030	8,500	+5.8
Repulse Bay Rd & Stanley Gap Rd	South Bay Rd	Tai Tam Rd	1011	PD	A	15,230	14,930	-2.0
Robinson Rd	Castle Rd	Seymour Rd	2029	DD	C	14,480	14,350 *	-0.9
Robinson Rd	Seymour Rd	Cotton Tree Drive	1430	DD	C	19,580 *	20,380	+4.0
Route Twisk	Chuen Lung	Cheung Pei Shan RA	5014	RR	A	6,960	7,060	+1.4
Route Twisk	Lam Kam Rd	Chuen Lung	5462	RR	C	5,970 *	5,690	-4.7
Sai On St	Chengtu Rd	Aberdeen Main Rd	2633	LD	C	2,060	1,880	-8.7
Sai Sha Rd	Ma On Shan Bypass	Nin Wah Rd	5915	RT	C	30,690 *	30,240 *	-1.5
Sai Sha Rd	Nai Chung	Tai Mong Tsai Rd	6056	RR	C	10,630	10,440 *	-1.7
Sai Sha Rd	Nin Wah Rd	Nai Chung	6222	RR	B	25,710	23,500	-8.6
Sai Sha Rd	On Chiu St	On Yuen St	5281	DD	C	14,840	14,100	-4.9
Sai Sha Rd	On Yuen St	Sui Tai Rd	5683	DD	C	26,670 *	26,210 *	-1.7
Sai Tso Wan Rd	Tsing Yi Rd	Tsing Tim St	6643	LD	C	10,200	11,330	+11.1
Sai Yee St	Argyle St	Mong Kok Rd	3453	DD	C	22,960 *	25,100	+9.3
Sai Yee St	Mong Kok Rd	Prince Edward Rd W	3653	DD	C	17,460 *	16,390 *	-6.1
Sai Yee St	Prince Edward Rd W	Boundary St	3844	DD	C	4,280 *	4,020 *	-6.1
Sai Yeung Choi St S	Argyle St	Mong Kok Rd	3672	DD	C	7,910 *	7,430 *	-6.1
Saigon St	Nathan Rd	Chi Wo St	4634	LD	C	1,840	1,360	-26.0
Salisbury Rd	Chatham Rd S	Mody Lane	3808	PD	C	40,660 *	39,400 *	-3.1
Salisbury Rd	Hong Chong Rd	Science Museum Rd	3208	PD	C	2,210	2,250	+1.7
Salisbury Rd	Kowloon Park Drive	Nathan Rd	3410	PD	C	44,780 *	46,000	+2.7

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Salisbury Rd	Nathan Rd	Chatham Rd S	3606	PD	C	42,360 *	41,050 *	-3.1
Salisbury Rd	Star Ferry	Kowloon Park Drive	3207	LD	C	22,640	21,090	-6.8
San Fung Ave	Po Wan Rd	Jockey Club Rd	6042	DD	C	5,620	5,640 *	+0.3
San Fung Ave	Po Wan Rd	San Wan Rd	5847	DD	C	12,120 *	12,150 *	+0.3
San Lau St	Ma Tau Wai Rd	Chatham Rd N	4077	LD	C	7,120	6,680 *	-6.1
San Ma Tau St	To Kwa Wan Rd	Long Yuet St	3289	LD	C	7,830	6,440	-17.7
San Sham Rd	San Tin INT	End of San Sham Rd	5496	RR	C	13,520 *	19,440	+43.7
San Shan Rd	Kowloon City Rd	To Kwa Wan Rd	3845	DD	C	13,250 *	12,440 *	-6.1
San Tam Rd	Castle Peak Rd - Mai Po	Fairview Park Boulevard RA	5297	RR	C	10,960	12,210	+11.4
San Tam Rd	Kam Tin Rd	Fairview Park Boulevard	5046	RR	A	-	11,230	-
San Tin Highway	Fairview Park Boulevard	Lok Ma Chau Rd	5508	EX	C	87,340 *	79,140	-9.4
San Tin Highway	Fung Kat Heung	Fairview Park Boulevard	5044	EX	A	-	89,230	-
San Wan Rd	Lung Sum Ave	San Po St	6080	DD	C	3,120	3,130 *	+0.3
San Wan Rd	Ramp A	So Kwun Po INT ramp B	5685	DD	C	15,520 *	15,560 *	+0.3
San Wan Rd	Ramp A of So Kwun Po INT	Lung Sum Ave	5885	DD	C	15,960 *	16,010 *	+0.3
San Wan Rd	Sha Tau Kok Rd	Jockey Club Rd	6041	DD	C	14,570	14,610 *	+0.3
San Wan Rd	Sha Tau Kok Rd	So Kwun Po INT	5244	DD	C	13,900	12,130	-12.8
Sassoon Rd	Victoria Rd	Pok Fu Lam Rd	1619	DD	C	11,810 *	11,700 *	-0.9
Sau Fu St	Yuen Long On Ning Rd	Yuen Long Pau Cheung Square	6627	LD	C	6,980	6,650	-4.7
Sau Mau Ping Rd	Hip Wo St	Sau Ming Rd	3477	DD	C	21,220 *	19,170	-9.6
Sau Mau Ping Rd	Hiu Kwong St	Po Lam Rd	3867	DD	C	28,470 *	27,580 *	-3.1
Sau Mau Ping Rd	Hiu Kwong St	Tseung Kwan O Rd	3679	DD	C	31,570 *	30,600 *	-3.1
Sau Mau Ping Rd	Sau Fung St	Po Lam Rd	4067	DD	C	16,260	15,760 *	-3.1
Sau Mau Ping Rd	Sau Ming Rd	Sau Fung St	3272	DD	C	15,620	15,260	-2.3
Sau Ming Rd	Sau Mau Path	Hiu Kwong St	3866	DD	C	11,040 *	10,700 *	-3.1
Sau Ming Rd	Sau Mau Ping Rd	Sau Mau Path	4066	DD	C	7,500	7,260 *	-3.1
Science Park Rd	Chak Cheung St	Chong San Rd	5714	DD	C	19,160 *	19,220 *	+0.3
Second St	Water St	Eastern St	2634	LD	C	960	1,030	+7.0
Seymour Rd	Bonham Rd	Castle Rd	1638	LD	C	3,700 *	3,660 *	-0.9
Seymour Rd	Castle Rd	Robinson Rd	2046	LD	C	4,250	4,210 *	-0.9
Sha Kok St	Tai Chung Kiu Rd	Sha Tin Wai Rd	5242	DD	C	11,840	11,070	-6.5
Sha Lek Highway FO <UR T5>	Slip rd from Sha Tin Wai Rd	Tate's Cairn Highway INT	5290	EX	C	41,720	37,930	-9.1
Sha Lek Highway FO <UR T5>	Slip rds to & from Sha Tin Rd	Slip rd to Sha Tin Wai Rd	5498	EX	C	28,620 *	28,930	+1.1

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 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	4,630	4,570 *	-1.5
Sha Lek Highway FO <UR T5> N-B slip rd N	Sha Lek Highway FO <UR T5> N-B	Tate's Cairn Highway slip rd M	5681	EX	C	9,050 *	8,920 *	-1.5
Sha Tau Kok Rd	Jockey Club Rd	Lok Yip Rd	5824	PD	C	34,250 *	34,440 *	+0.6
Sha Tau Kok Rd	Jockey Club Rd	San Wan Rd	5453	DD	C	18,250 *	20,580	+12.8
Sha Tau Kok Rd	On Kui St	Ping Che Rd	5660	RR	C	22,810 *	22,870 *	+0.3
Sha Tau Kok Rd	Ping Che Rd	Shun Lung St	5860	RR	C	5,010 *	5,020 *	+0.3
Sha Tau Kok Rd - Lung Yeuk Tau	Lok Yip Rd	Luen Shing St	5622	PD	C	19,720 *	19,830 *	+0.6
Sha Tau Kok Rd - Lung Yeuk Tau	Luen Shing St	On Kui St	5623	PD	C	18,820 *	18,930 *	+0.6
Sha Tin Rd	Lion Rock Tunnel Rd	Sha Tin Wai Rd	5002	EX	A	76,000	74,840	-1.5
Sha Tin Rd	Ramps to & from Tai Chung Kiu Rd	Yuen Wo Rd	5606	EX	C	38,030 *	37,480 *	-1.5
Sha Tin Rd	Sha Tin Wai Rd	Ramps to & from Tai Chung Kiu Rd	5605	EX	C	52,600 *	51,840 *	-1.5
Sha Tin Rd	Yuen Wo Rd	Tai Po Rd-Shatin	5806	EX	C	51,390 *	50,640 *	-1.5
Sha Tin Rd ramps	Tai Chung Kiu Rd	Sha Tin Rd	5618	PD	C	14,570 *	14,360 *	-1.5
Sha Tin Rural Committee Rd	Tai Chung Kiu Rd	Yuen Wo Rd	5619	PD	C	33,560 *	33,070 *	-1.5
Sha Tin Rural Committee Rd	Tai Po Rd - Shatin	Yuen Wo Rd	5818	PD	C	35,610 *	35,100 *	-1.5
Sha Tin Wai Rd	Sha Kok St	Sha Tin Rd	5213	PD	C	30,300	28,490	-6.0
Sha Tin Wai Rd	Sha Kok St	Tai Chung Kiu Rd	5418	PD	C	28,190 *	26,950	-4.4
Sha Tin Wai Rd	Sha Tin Rd	Ngan Shing St	6013	PD	C	27,760	27,360 *	-1.5
Sha Tin Wai Rd	Siu Lek Yuen Rd	Ngan Shing St	5817	PD	C	17,160 *	16,910 *	-1.5
Sha Tsui Rd	Castle Peak Rd - Tsuen Wan	Pun Shan St	5433	DD	C	2,610 *	7,640	+192.1
Sha Tsui Rd	Chung On St	Kwu Hang Rd	5631	DD	C	14,980 *	15,200 *	+1.5
Sha Tsui Rd	Kwu Hang Rd	Texaco Rd	5432	DD	C	20,480 *	18,080	-11.7
Sha Tsui Rd	Pun Shan St	Tso Kung St	5227	DD	C	17,430	18,680	+7.2
Sha Tsui Rd	Tai Ho Rd	Chung On St	5830	DD	C	21,080 *	21,400 *	+1.5
Sha Tsui Rd	Tso Kung St	Tai Ho Rd	6025	DD	C	30,030	30,470 *	+1.5
Sham Mong Rd	Cherry St	Yen Chow St West	3900	PD	C	9,360 *	9,220 *	-1.5
Sham Mong Rd	Yen Chow St West	Po Lun St	3901	PD	C	8,660 *	8,520 *	-1.5
Sham Wat Rd & Ngong Ping Rd	Keung Shan Rd	End of Ngong Ping Rd	5891	RR	C	560 *	550 *	-1.7
Shan Kwong Rd	Wong Nai Chung Rd	End	2635	LD	C	4,230	4,720	+11.5
Shan Tong Rd	Nam Wan Rd	End	6662	LD	C	7,080	7,110	+0.4
Shanghai St	Argyle St	Dundas St	4209	DD	B	16,100	16,730	+3.9

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Shanghai St	Argyle St	Mong Kok Rd	3248	DD	C	11,650	12,180	+4.5
Shanghai St	Austin Rd	Jordan Rd	3469	DD	C	7,400 *	7,030	-5.1
Shanghai St	Kansu St	Jordan Rd	3835	DD	C	8,730 *	8,460 *	-3.1
Shanghai St	Kansu St	Public Square St	4032	DD	C	12,310	11,930 *	-3.1
Shanghai St	Lai Chi Kok Rd	Mong Kok Rd	3015	DD	A	11,020	11,180	+1.4
Shanghai St	Public Square St	Waterloo Rd	3239	DD	C	13,790	9,640	-30.1
Shanghai St	Waterloo Rd	Dundas St	3444	DD	C	15,780 *	23,340	+47.9
Shap Pat Heung Rd	Shap Pat Heung INT	Tai Tong Rd	5711	PD	C	29,810 *	29,980 *	+0.6
Shatin Pass Rd	Choi Hung Rd	Tung Tau Tsuen Rd	3282	LD	C	12,700	11,490	-9.5
Shatin Pass Rd	Jat's Incline	Tsz Wan Shan Rd	4635	LD	C	540	450	-16.1
Shatin Pass Rd	Wong Tai Sin Rd	Lung Fung St	3889	DD	C	810 *	790 *	-3.1
Shatin Pass Rd	Wong Tai Sin Rd	Tsz Wan Shan Rd	4636	LD	C	4,290	4,200	-2.1
Shau Kei Wan Rd	Nam On Lane	Church St	2021	PD	C	9,280	9,300 *	+0.2
Shau Kei Wan Rd	Tai Hong St	Nam On Lane	1831	PD	C	12,810 *	12,840 *	+0.2
Shau Kei Wan Rd	Taikoo Shing Rd	Tai Hong St	1614	PD	C	23,150 *	23,200 *	+0.2
Shek Kip Mei St	Woh Chai St	Tai Po Rd	4053	DD	C	10,750	10,410 *	-3.1
Shek O Rd	Tai Tam Rd	Shek O Village	1018	DD	A	3,840	3,620	-5.9
Shek Pai Tau Rd	Tsun Wen Rd	Ming Kum Rd	5444	DD	C	10,650 *	9,350	-12.2
Shek Pai Wan Rd	Victoria Rd	Wah Fu Rd	1204	PD	C	33,290	33,340	+0.1
Shek Pai Wan Rd	Wah Fu Rd	Aberdeen Praya Rd	1221	PD	C	41,180	40,300	-2.1
Shek Wai Kok Rd	Shek On St	Cheung Pei Shan Rd	5635	DD	C	11,130 *	11,300 *	+1.5
Shek Wai Kok Rd	Texaco Rd N.	Shek On St	5438	DD	C	13,350 *	14,980	+12.2
Shenzhen Bay Bridge	Nr Deep Bay Rd	Shenzhen Bay Bridge (China Section - End)	5040	EX	A	15,460	21,140	+36.8
Sheung Fung St	Shung Wah St	Fung Tak Rd	3022	LD	A	11,150	11,110	-0.4
Sheung Fung St	Shung Wah St	Wan Wah St	3487	LD	C	8,090 *	9,120	+12.8
Sheung Ning Rd	Chung Wa Rd	Pui Shing Rd	5305	LD	C	36,040	32,350	-10.2
Sheung Ning Rd	Po Ning Rd	Chung Wa Rd	5884	DD	C	26,320 *	25,860 *	-1.7
Sheung On St	Chai Wan Rd	Chong Fu Rd	2650	LD	C	9,370	8,830	-5.7
Sheung Ping St	Wing Tai Rd	Sheung On St	2651	LD	C	3,380	2,990	-11.5
Sheung Shing St	Fat Kwong St	Tin Kwong Rd	4044	DD	C	10,900	10,560 *	-3.1
Sheung Yee Rd	Wai Yip St	Wang Chiu Rd	4075	DD	C	23,360	21,930 *	-6.1
Sheung Yee Rd FO <K57>	Ngau Tau Kok Rd	Tsui Hing St	3687	DD	C	4,920 *	4,620 *	-6.1
Shing Kai Rd	Concorde Rd	Kai Shing St	4218	DD	B	7,960	8,710	+9.4
Shing Kai Rd	Sung Wong Toi Rd	Kai Shing St	4222	DD	B	15,420	16,120	+4.5

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Shing Mun Rd	Sai Lau Kok Rd	Miu Kong St	6637	LD	C	16,830	18,140	+7.8
Shing Mun Rd	Texaco Rd N	Cheung Shan Est Rd E	5103	LD	A	1,940	1,970	+1.6
Shing Mun Rd	Wo Yi Hop Rd	Wo Yi Hop Lane	5259	LD	C	3,090	3,380	+9.5
Shing Mun Tunnel	Wo Yi Hop Interchange	Shing Mun Tunnel Rd	5020	UT	A	50,470	49,050	-2.8
Shing Mun Tunnel Rd	Slip rd A	Slip rd C	6083	UT	C	41,260	40,660 *	-1.5
Shing Mun Tunnel Rd	Slip rd C	Tai Po Rd - Shatin	5286	UT	C	75,420	72,220	-4.3
Shing On St	Shau Kei Wan Rd	End	2636	LD	C	5,400	5,200	-3.6
Shing Sai Rd	Sai Cheung St N	New Praya, Kennedy Town	1027	PD	A	24,510	25,170	+2.7
Shing Tai Rd	Wing Tai Rd INT	Shun Tai Rd	1456	LD	C	11,950 *	9,880	-17.3
Shing Wan Rd	Shing Chuen Rd	Shing Chuen Rd	6615	LD	C	1,330	1,430	+7.7
Shouson Hill Rd W	Shouson Hill Rd	Restricted boundary	2637	LD	C	980	850	-13.6
Shun Fu St	Hong Cheung St	End	2638	LD	C	220	270	+25.7
Shun Lee Tsuen Rd	New Clear Water Bay Rd	Shun King St	3011	PD	A	19,040	18,260	-4.1
Shun Lee Tsuen Rd	Shun King St	Hip Wo St	4068	DD	C	17,400	16,860 *	-3.1
Shun On Rd	Shun Lee Tsuen Rd	Sau Mau Ping Rd	4638	LD	C	7,480	7,640	+2.1
Shun Tung Rd	Tat Tung Rd	Tung Chung Waterfront Rd	5705	DD	C	21,680	19,370	-10.7
Shun Tung Rd	Yu Tung Rd	Tat Tung Rd	5036	DD	A	21,920	21,980	+0.3
Shung Shun St & Yan Wing St	Ko Chiu Rd	Sam Ka Tsuen Ferry Pier	3883	LD	C	11,610 *	11,250 *	-3.1
Shung Wah St	Po Kong Village Rd	Wan Wah St	3708	LD	C	9,640 *	9,340 *	-3.1
Shung Wah St & Wan Wah St	Sheung Fung St	Sheung Fung St	3690	LD	C	7,720 *	7,480 *	-3.1
Shung Yung St & Pak Kung St	Fat Kwong St	Chatham Rd N	3449	DD	C	12,140 *	10,440	-14.0
Sing Woo Rd	Wong Nai Chung Rd	Blue Pool Rd	1016	DD	A	16,810	17,090	+1.7
Siu Lek Yuen Rd	Ngan Shing St	Sha Tin Wai Rd	5813	PD	C	13,030 *	12,840 *	-1.5
Siu Lek Yuen Rd	Ngan Shing St	Tai Chung Kiu Rd	6009	PD	C	22,790	22,460 *	-1.5
Siu Lun St	Tuen Mun Heung Sze Wui Rd	Hoi Wing Rd	5274	LD	C	4,710	4,680	-0.5
Siu Sai Wan Rd	Chai Wan Rd	On Yip St	2053	LD	C	19,660	19,480 *	-0.9
Smithfield	Pok Fu Lam Rd	Lung Wah St	2407	DD	B	9,940	10,720	+7.9
Smithfield	Pokfield Rd	Lung Wah St	2639	LD	C	12,780	12,870	+0.7
Smithfield & Pokfield Rd	Belcher's St	Pok Fu Lam Rd	1247	LD	C	14,920	16,150	+8.3
So Kwun Po Rd	Fanling Highway	Slip rds to & from San Wan Rd	5423	PD	C	62,580 *	52,400	-16.3

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
So Kwun Po Rd	So Kwun Po Rd INT	Jockey Club Rd	5625	PD	C	29,540 *	29,710 *	+0.6
South Lantau Rd	Chi Ma Wan Rd	Tung Chung Rd	6054	RR	C	4,060	3,990 *	-1.7
South Lantau Rd	Mui Wo Ferry Pier	Chi Ma Wan Rd	5015	RR	A	3,620	3,580	-1.1
South Lantau Rd & Keung Shan Rd	Tung Chung Rd	Sham Wat Rd	5859	RR	C	2,710 *	2,660 *	-1.7
Soy St	Sai Yeung Choi St S	Yim Po Fong St	4403	LD	B	2,930	2,770	-5.5
Sports Rd	Wong Nai Chung Rd	Morrison Hill Rd	1253	DD	C	13,640	13,670	+0.2
Stanley Village Rd	Tai Tam Rd	Stanley New St	1103	LD	A	10,480	9,940	-5.1
Station Lane	Ma Tau Wai Rd	Dock St	4639	LD	C	1,320	1,510	+14.1
Stone Nullah Lane	Johnston Rd	End	2641	LD	C	2,750	2,770	+0.9
Stonecutters Bridge	East Tsing Yi Viaduct	Container Port Rd S nr Container Terminal 8	5039	EX	A	58,060	64,520	+11.1
Stubbs Rd	Queen's Rd E	Stubbs Rd FO <H119> northern end	1015	DD	A	15,290	15,600	+2.0
Stubbs Rd	Stubbs Rd FO <H119> northern end	Stubbs Rd RA	1848	DD	C	3,530 *	3,500 *	-0.9
Stubbs Rd	Wan Chai Gap Rd	Wong Nai Chung Gap Rd	2203	DD	B	10,750	9,700	-9.7
Stubbs Rd FO <H119>	Stubbs Rd	Wong Nai Chung Gap Rd	1849	DD	C	10,530 *	9,970 *	-5.3
Suffolk Rd & Kent Rd	Waterloo Rd	Cornwall St	3882	DD	C	6,510 *	6,310 *	-3.1
Sui Tai Rd	Sai Sha Rd slip road and Hang Tai Rd	Ning Tai Rd	5912	LD	C	2,920 *	2,870 *	-1.7
Sui Wo Rd	Fo Tan Rd	Access rd to Sui Wo Court	5645	DD	C	14,880 *	14,630 *	-1.7
Sun Tin Wai Est access rd	Sha Tin Tau Rd	Sha Tin Tau Rd	6616	LD	C	4,680	4,580	-2.2
Sun Yip St	Chai Wan Rd	Ka Yip St	2052	LD	C	11,240	11,130 *	-0.9
Sung Wong Toi Rd	Tam Kung Rd	Kai Tak Tunnel up-ramp	3861	DD	C	36,570 *	34,330 *	-6.1
Sung Wong Toi Rd	Tam Kung Rd	Ma Tau Chung Rd	4061	DD	C	28,500	26,760 *	-6.1
Sung Wong Toi Rd & To Kwa Wan Rd	Kai Tak Tunnel	Mok Cheong St	3470	DD	C	13,180 *	9,460	-28.2
Sunny Bay Rd	Magic Rd	North Lantau Highway	6114	LD	C	4,400	4,460 *	+1.5
Sycamore St	Tai Kok Tsui Rd	Prince Edward Rd W	3287	LD	C	4,280	3,580	-16.3
Sze Shan St	Cha Kwo Ling Rd	Shung Shun St	4651	LD	C	1,630	1,720	+5.5
Tai Cheung St	Yuen Long On Lok Rd	Sai Tai St	5442	DD	C	4,600 *	4,950	+7.5
Tai Chung Kiu Rd	Fo Tan Rd	Siu Lek Yuen Rd	5816	PD	C	44,920 *	44,270 *	-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 2023	AADT 2024	Change of 2024 as % of 2023
Tai Chung Kiu Rd	Lion Rock Tunnel Rd	Sha Kok St	6011	PD	C	30,730	30,280 *	-1.5
Tai Chung Kiu Rd	Sha Kok St	Sha Tin Wai Rd	5211	PD	C	22,580	19,940	-11.7
Tai Chung Kiu Rd	Sha Tin Wai Rd	Yuen Chau Kok Rd	5416	PD	C	19,810 *	16,350	-17.4
Tai Chung Kiu Rd	Siu Lek Yuen Rd	Tai Chung Kiu Rd RA	5289	PD	C	30,330	28,400	-6.4
Tai Chung Kiu Rd	Yuen Chau Kok Rd	Fo Tan Rd	5616	PD	C	22,060 *	21,740 *	-1.5
Tai Fong St	Tsun Wen Rd	Tai Hing St	6631	LD	C	6,720	6,800	+1.2
Tai Hang Rd	Ka Ning Path	Lai Tak Tsuen Rd	1024	DD	A	24,880	24,290	-2.4
Tai Hang Rd	Lai Tak Tsuen Rd	Perkins Rd	1852	DD	C	9,500 *	9,410 *	-0.9
Tai Hang Rd	Perkins Rd	Blue Pool Rd	2038	DD	C	12,310	12,200 *	-0.9
Tai Hang Rd	Wong Nai Chung Gap Rd	Blue Pool Rd	1238	DD	C	17,810	16,880	-5.2
Tai Hang Rd FO <H134>	Gloucester Rd	Ramp to Tung Lo Wan Rd	1821	PD	C	24,170 *	24,220 *	+0.2
Tai Hang Rd FO <H134>	St. John Ambulance Brigate Headquarters	Ramp to Tung Lo Wan Rd	1612	PD	C	17,430 *	17,460 *	+0.2
Tai Hang Tung Rd	Tat Chee Ave	Boundary St	4048	DD	C	19,970	19,350 *	-3.1
Tai Hang Tung Rd	Tong Yam St	Tat Chee Ave	3253	DD	C	9,670	9,580	-0.9
Tai Hang Tung Rd	Woh Chai St	To Yuen St	4081	LD	C	7,320	7,100 *	-3.1
Tai Ho Rd	Sha Tsui Rd	Hoi Pa St	6027	DD	C	39,720	40,320 *	+1.5
Tai Ho Rd	Sha Tsui Rd	Yeung Uk Rd	5832	DD	C	27,850 *	28,260 *	+1.5
Tai Ho Rd	Yeung Uk Rd	Tsuen Wan Ferry Pier	5249	LD	C	19,430	21,790	+12.1
Tai Ho Rd (GL)	Castle Peak Rd - Tsuen Wan	Hoi Pa St	5229	DD	C	22,080	24,910	+12.9
Tai Ho Rd FO<N484>	Hoi Pa St	Castle Peak Rd - Tsuen Wan	5268	PD	C	13,780	13,860	+0.6
Tai Ho Rd N	Tsuen Wan Market St	Tsuen Kam INT	6006	PD	C	18,790	19,580 *	+4.2
Tai Hong St	Shau Kei Wan Rd	Island Eastern Corridor slip rd	1832	PD	C	16,130 *	16,160 *	+0.2
Tai Kiu Rd	Yuen Long On Ning Rd	Yuen Long On Lok Rd	5836	DD	C	7,350 *	7,370 *	+0.3
Tai Kok Tsui Rd	Anchor St	Boundary St	3846	DD	C	13,600 *	13,250 *	-2.6
Tai Kok Tsui Rd	Cherry St	Anchor St	3655	DD	C	9,880 *	9,630 *	-2.6
Tai Lin Pai Rd	Kwai Cheong Rd	Kwai On Rd	5629	DD	C	19,500 *	19,790 *	+1.5
Tai Lin Pai Rd	Kwai Chung Rd northern junction	Kwai Cheong Rd	5828	DD	C	12,910 *	13,110 *	+1.5
Tai Lin Pai Rd	Kwai Chung Rd southern junction	Kwai On Rd	5430	DD	C	13,700 *	16,450	+20.1
Tai Loong St	Wo Yi Hop Rd	Wo Yi Hop Rd	6644	LD	C	5,420	6,020	+11.0
Tai Mong Tsai Rd	Yan Yee Rd	Restricted boundary	6649	RR	C	3,330	3,570	+7.3

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Tai Nan W St	Cheung Sha Wan Rd	Castle Peak Rd	3876	DD	C	8,640 *	8,410 *	-2.6
Tai On St	Shau Kei Wan Rd	Hong Cheung St	1864	PD	C	11,440 *	11,470 *	+0.2
Tai Po Rd	Caldecott Rd	Tai Po Rd INT	4201	PD	B	37,090	36,610	-1.3
Tai Po Rd	Castle Peak Rd	Kweilin St	3228	PD	C	21,670	23,870	+10.1
Tai Po Rd	Castle Peak Rd	Tai Woh Ping Rd	3431	PD	C	28,510 *	30,460	+6.9
Tai Po Rd	Lung Cheung Rd	Tai Woh Ping Rd	3824	PD	C	33,980 *	33,460 *	-1.5
Tai Po Rd	Nam Cheong St	Kweilin St	3009	PD	A	20,570	20,050	-2.5
Tai Po Rd	Petrol Station	Tai Woh Ping Rd	3631	PD	C	29,660 *	29,200 *	-1.5
Tai Po Rd	Poplar St	Wong Chuk St	3630	PD	C	21,030 *	21,290 *	+1.2
Tai Po Rd	Shek Kip Mei St	Nam Cheong St	4021	PD	C	18,320	18,540 *	+1.2
Tai Po Rd	Tai Po Rd INT	Lung Cheung Rd	3406	UT	C	38,700 *	37,820	-2.3
Tai Po Rd	Wong Chuk St	Shek Kip Mei St	3823	PD	C	32,960 *	33,360 *	+1.2
Tai Po Rd - Ma Liu Shui	Entrance to Chung Chi College, CUHK	Yuen Chau Tsai INT	6210	RR	B	7,340	7,420	+1.0
Tai Po Rd - Shatin	Fo Tan Rd	Sha Tin Rd	5819	EX	C	67,820 *	66,830 *	-1.5
Tai Po Rd - Shatin	Sha Tin Rd	Tolo Highway	5807	EX	C	119,210 *	117,480 *	-1.5
Tai Po Rd - Shatin	Sha Tin Rural Committee Rd	Fo Tan Rd	5620	UT	C	98,090 *	96,660 *	-1.5
Tai Po Rd - Shatin	Tolo Highway	Entrance to Chung Chi College , CUHK	5820	PD	C	15,760 *	15,530 *	-1.5
Tai Po Rd - Shatin	Tsing Sha Highway	Sha Tin Rural Committee Rd	5419	UT	C	92,570 *	97,090	+4.9
Tai Po Rd - Shatin Heights	Keng Hau Rd	Caldecott Rd	5255	RR	C	21,900	21,560	-1.6
Tai Po Rd - Shatin Heights & Tai Wai	Keng Hau Rd	Shing Ho Rd	6014	PD	C	19,810	19,520 *	-1.5
Tai Po Rd - Tai Wai	Shing Ho Rd	Lion Rock Tunnel Rd	5214	PD	C	10,280	9,760	-5.1
Tai Po Rd - Tai Wai	Shing Ho Rd	Mei Tin Rd	5449	DD	C	9,490 *	8,420	-11.3
Tai Po Rd - Yuen Chau Tsai	Kwong Wang St	Nam Wan Rd	5420	PD	C	31,840 *	36,250	+13.8
Tai Po Rd - Yuen Chau Tsai E-B ramp H	Kwong Wang St	Ramp to Tai Po Rd - Yuen Chau Tsai	5265	PD	C	21,860	21,920	+0.3
Tai Po Tai Wo Rd	Nam Wan Rd	Yuen Shin Rd	5862	PD	C	30,200 *	30,380 *	+0.6
Tai Po Tai Wo Rd	On Cheung Rd	Nam Wan Rd	6016	PD	C	21,860	21,990 *	+0.6
Tai Po Tai Wo Rd	Po Heung St	Ting Kok Rd	5821	PD	C	26,080 *	26,230 *	+0.6
Tai Po Tai Wo Rd	Ting Kok Rd	Ting Tai Rd	6064	PD	C	22,300	22,430 *	+0.6
Tai Po Tai Wo Rd	Tolo Highway	Ting Tai Rd	5621	PD	C	36,160 *	36,370 *	+0.6
Tai Shing St	Tung Tau Tsuen Rd	Choi Hung Rd	4640	LD	C	8,370	9,450	+12.8
Tai Tam Rd	Chai Wan Rd	Shek O Rd	1021	PD	A	10,610	9,740	-8.2

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Tai Tam Rd	Red Hill Rd	Shek O Rd	1023	PD	A	8,530	8,080	-5.2
Tai Tam Rd	Stanley Gap Rd	Red Hill Rd	2023	PD	C	10,750	10,210 *	-5.0
Tai Tong Rd	Castle Peak Rd - Yuen Long	Kau Yuk Rd	5835	DD	C	13,640 *	13,680 *	+0.3
Tai Tong Rd	Hop Yick Rd	Kau Yuk Rd	5636	DD	C	13,510 *	13,550 *	+0.3
Tai Tong Rd	Hop Yick Rd	Sham Chung Rd	5856	RR	C	11,350 *	11,380 *	+0.3
Tai Wo Hau Rd	Kwai Shing Circuit northern junction	Hing Fong Rd	5826	DD	C	11,630 *	11,810 *	+1.5
Tai Wo Hau Rd	Texaco Rd	Tai Ha St eastern junction	5222	DD	C	17,080	19,960	+16.8
Tai Wo Hau Rd	Wo Tong Tsui St	Kwai Shing Circuit northern junction	5627	DD	C	10,670 *	10,830 *	+1.5
Tai Wo Hau Rd & Sheung Kok St	Tai Ha St eastern junction	Wo Tong Tsui St	5517	DD	C	15,880 *	16,080	+1.3
Tai Wo Service Rd W	Kau Lung Hang <FO> nr Kiu Tau Rd	Wo Hing Rd	5702	RR	C	3,600 *	3,610 *	+0.3
Tai Wo Service Rd W	Lam Kam Rd INT	Kau Lung Hang <FO> nr Kiu Tau Rd	5507	RR	C	4,470 *	3,640	-18.5
Tai Yue Ave & Taikoo Wan Rd	Taikoo Shing Rd	IEC slip rd	2041	DD	C	10,870	10,770 *	-0.9
Taikoo Shing Rd	Tai Wing Ave	King's Rd	1636	DD	C	8,340 *	8,260 *	-0.9
Taikoo Shing Rd	Tai Yue Ave	Tai Wing Ave	1442	DD	C	14,740 *	15,870	+7.6
Taikoo Shing Rd & Westlands Rd	Tai Yue Ave	King's Rd	2042	DD	C	9,280	9,190 *	-0.9
Taikoo Wan Rd & Tai Wing Ave	IEC access rd to Taikoo Wan Rd	Taikoo Shing Rd	1243	DD	C	10,470	9,670	-7.7
Tak Ku Ling Rd	Nga Tsin Wai Rd	Carpenter Rd	3494	LD	C	8,540 *	7,020	-17.7
Tak Man St	Ma Tau Wai Rd	Hung Hom Rd	3495	DD	C	11,940 *	11,960	+0.2
Tak Tin St	Kai Tin Rd	Lin Tak Rd	3277	DD	C	14,480	13,160	-9.1
Tak Tin St	On Tin St	Lin Tak Rd	3288	LD	C	6,340	7,080	+11.6
Tat Chee Ave	Begonia Rd	Cornwall St	3106	LD	A	11,920	10,640	-10.7
Tat Chee Ave	Tai Hang Tung Rd	Begonia Rd	3881	LD	C	12,320 *	11,940 *	-3.1
Tat Tung Rd	Shun Tung Rd	End	5303	LD	C	17,580	18,260	+3.8
Tat Wan Rd	Ma Wo Rd	Slip rd to Tolo Highway E-B	5483	DD	C	7,590 *	9,060	+19.3
Tat Wan Rd	Nam Wan Rd	Ma Wo Rd	5666	DD	C	11,120 *	11,150 *	+0.3
Tat Wan Rd	Slip rd to Tolo Highway E-B	Slip rd from Tolo Highway W-B	5273	DD	C	5,590	6,280	+12.5
Tat Yeung Rd	Container Port Rd S	End	5515	LD	C	7,310 *	5,960	-18.5
Tate's Cairn Highway	Slip rds to & from Sha Tin Wai Rd	Tai Chung Kiu Rd RA	6088	EX	C	75,640	74,540 *	-1.5
Tate's Cairn Highway	Slip rds to & from Tolo Highway	Slip rds to & from Ma On Shan Rd	5497	EX	C	76,900 *	75,560	-1.7

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Tate's Cairn Highway	Tai Chung Kiu Rd RA	Slip rds to & from Tate's Cairn Highway	5892	EX	C	85,000 *	83,770 *	-1.5
Tate's Cairn Highway slip rd	Ma On Shan Rd nr Hang Shun St	Tate's Cairn Highway	5499	EX	C	31,260 *	29,160	-6.7
Tate's Cairn Highway slip rd A	Siu Lek Yuen Rd	Toll Plaza	6076	PD	C	9,140	9,010 *	-1.5
Tate's Cairn Highway slip rd B	Tate's Cairn Highway N-B	Sha Lek Highway FO <UR T5> S-B	5881	PD	C	4,850 *	4,780 *	-1.5
Tate's Cairn Highway slip rd D	Tate's Cairn Highway N-B	Sha Tin Wai Rd	5486	PD	C	5,290 *	4,350	-17.8
Tate's Cairn Highway slip rd M	Tate's Cairn Highway	Tate's Cairn Highway	5279	UT	C	49,290	52,230	+6.0
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	44,390	47,190	+6.3
Tate's Cairn Highway slip rd P	Tate's Cairn Highway S-B	Sha Lek Highway FO <UR T5> S-B	5278	EX	C	17,990	16,310	-9.4
Tate's Cairn Tunnel	Toll Plaza	South Portal	5022	UT	A	55,140	57,490	+4.3
Tate's Cairn Tunnel Slip Rd	Kwun Tong Bypass	Lung Cheung Rd	3307	UT	C	26,170	26,740	+2.2
Texaco Rd	124 Texaco Rd	Yeung Uk Rd	5634	PD	C	73,930 *	75,030 *	+1.5
Texaco Rd	Castle Peak Rd - Tsuen Wan	Shek Wai Kok Rd	6007	PD	C	45,630	47,560 *	+4.2
Texaco Rd	Sha Tsui Rd	Slip rds to & from Tsuen Tsing INT	5833	DD	C	34,360 *	34,880 *	+1.5
Texaco Rd	Sha Tsui Rd	Tsuen Fu St	6028	DD	C	30,850	31,310 *	+1.5
Texaco Rd	Texaco Rd <FO>	Texaco Rd southern end	5437	PD	C	65,850 *	68,840	+4.5
Texaco Rd	Texaco Rd N	Tsuen Fu St	5231	DD	C	52,430	47,810	-8.8
Texaco Rd	Tsuen Kam INT	Shek Wai Kok Rd	5207	PD	C	35,780	35,940	+0.4
Texaco Rd <FO>	Tak Tai Path	Tsuen Tsing INT	5487	PD	C	34,020 *	38,530	+13.3
Texaco Rd slip rd C E-B	Texaco Rd #188	Texaco Rd #150	5435	DD	C	6,660 *	5,450	-18.1
Texaco Rd slip rd W-B	Texaco Rd southern end	Texaco Rd RA	5436	PD	C	32,790 *	29,510	-10.0
Third St & Water St	Pok Fu Lam Rd	Queen's Rd W	1427	DD	C	6,670 *	8,500	+27.5
Tim Wa Avenue	Harcourt Rd	Lung Wo Rd	1257	LD	C	15,400	15,740	+2.2
Tin Cheung Rd	Tin Tsz Rd	Tin Shing Rd	5690	LD	C	12,520 *	12,560 *	+0.3
Tin Chiu St	Java Rd	King's Rd	1250	LD	C	3,970	3,710	-6.4
Tin Fuk Rd	Tin Shing Rd	Long Tin Rd	5680	DD	C	22,480 *	22,540 *	+0.3
Tin Fuk Rd	Tin Yiu Rd	Tin Shing Rd	5485	DD	C	13,700 *	14,210	+3.8
Tin Ha Rd	Castle Peak Rd - Hung Shui Kiu	Ping Ha Rd	5658	RR	C	8,460 *	8,480 *	+0.3
Tin Hau Temple Rd	Causeway Rd	New Eastern Terrace	1236	DD	C	9,270	9,210	-0.6

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Tin Hau Temple Rd	Fortress Hill Rd	Pak Fuk Rd	1632	DD	C	11,180 *	11,080 *	-0.9
Tin Hau Temple Rd	New Eastern Terrace	Fortress Hill Rd	1437	DD	C	7,200 *	6,660	-7.5
Tin Kwai Rd	Tin Wah Rd	Tin Lun Rd	5493	LD	C	6,410 *	6,250	-2.5
Tin Kwong Rd	Argyle St	Sheung Shing St	3454	DD	C	12,800 *	12,320	-3.8
Tin Kwong Rd	Ma Tau Wai Rd	Sheung Shing St	3249	DD	C	14,020	13,120	-6.4
Tin Lok Lane	Hennessy Rd	Wan Chai Rd	1845	DD	C	13,670 *	13,540 *	-0.9
Tin Lung Rd	Tin Shing Rd	End	6082	LD	C	10,120	10,140 *	+0.3
Tin Ping Rd	Jockey Club Rd	Lung Sum Rd	6624	LD	C	3,750	3,840	+2.4
Tin Sam St	Che Kung Miu Rd	Hung Mui Kuk Rd	6039	DD	C	19,880	19,540 *	-1.7
Tin Shing Rd	Tin Cheung Rd	Tin Pak Rd	5687	DD	C	8,570 *	8,590 *	+0.3
Tin Shing Rd	Tin Lung Rd	Tin Cheung Rd	5492	DD	C	12,820 *	11,390	-11.2
Tin Shing Rd	Tin Lung Rd	Tin Yan Rd	5700	LD	C	5,460 *	5,480 *	+0.3
Tin Shing Rd	Tin Wah Rd	Tin Wing Rd	6096	LD	C	4,940	4,960 *	+0.3
Tin Shing Rd	Tin Wing Rd	Tin Yan Rd	5900	LD	C	5,870 *	5,880 *	+0.3
Tin Shing Rd	Tin Wu Rd	Tin Fuk Rd	5887	DD	C	10,790 *	10,820 *	+0.3
Tin Shui Rd	Tin Wah Rd	Wetland Park Rd	5707	DD	C	11,540 *	11,580 *	+0.3
Tin Shui Rd	Tin Wu Rd	Tin Wah Rd	5495	DD	C	18,890 *	19,900	+5.3
Tin Tsz Rd	Tin Fuk Rd	Tin Cheung Rd	5287	DD	C	30,200	31,540	+4.4
Tin Tsz Rd	Tin Wah Rd	Tin Cheung Rd	6086	DD	C	19,980	20,040 *	+0.3
Tin Wah Rd	Tin Kwai Rd	Tin Tsz Rd	5288	DD	C	7,300	7,970	+9.3
Tin Wah Rd	Tin Shing Rd	Tin Kwai Rd	6081	DD	C	9,420	9,440 *	+0.3
Tin Wah Rd	Tin Shui Rd	Tin Shing Rd	5886	DD	C	11,230 *	11,260 *	+0.3
Tin Wah Rd	Tin Ying Rd	Tin Shui Rd	5686	DD	C	21,760 *	21,820 *	+0.3
Tin Wan Close	Tin Wan St	End	2642	LD	C	750	810	+7.8
Tin Wu Rd	Tin Yiu Rd	Tin Shing Rd	5890	LD	C	9,270 *	9,300 *	+0.3
Tin Yan Rd	Tin Shing Rd	Tin Wing Rd	5298	LD	C	8,550	8,140	-4.7
Tin Ying Rd	Tin Wah Rd	Ping Ha Rd	5284	DD	C	35,880	37,780	+5.3
Tin Yiu Rd	Ping Ha Rd	Tin Ho Rd	5880	LD	C	19,130 *	19,180 *	+0.3
Ting Kok Rd	Dai Kwai St	Tai Mei Tuk	6211	RR	B	28,620	25,640	-10.4
Ting Kok Rd	Nam Wan Rd	Dai Kwai St	5006	PD	A	29,190	28,500	-2.3
Ting Kok Rd	Nam Wan Rd	Tai Po Tai Wo Rd	5243	DD	C	21,420	22,490	+5.0
Ting Kok Rd	Tai Mei Tuk	Bride's Pool Rd	6608	RR	C	1,240	1,090	-12.4
Ting Kok Rd	Tai Po Tai Wo Rd	Kwong Fuk Road	6621	LD	C	12,550	13,570	+8.1
Ting Kok Rd	Ting Tai Rd	Tai Po Tai Wo Rd	5869	DD	C	15,770 *	15,820 *	+0.3
Ting Lai Rd	Ting Tai Rd	Chung Nga Rd	6070	LD	C	6,990	7,010 *	+0.3
Ting Tai Rd	Tai Po Tai Wo Rd	Ting Kok Rd	5266	DD	C	23,710	23,670	-0.2
To Kwa Wan Rd	Kwei Chow St	Chi Kiang St	3245	DD	C	20,210	19,400	-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 2023	AADT 2024	Change of 2024 as % of 2023
To Kwa Wan Rd	Mok Cheong St	Ma Tau Kok Rd	4041	DD	C	18,560	17,420 *	-6.1
To Kwa Wan Rd	San Ma Tau St	Kwei Chow St	3450	DD	C	24,040 *	20,500	-14.7
To Kwa Wan Rd	San Ma Tau St	San Shan Rd	3650	DD	C	27,180 *	25,510 *	-6.1
To Kwa Wan Rd	San Shan Rd	Ma Tau Kok Rd	3841	DD	C	20,420 *	19,160 *	-6.1
Tolo Highway	North of Ma Liu Shui INT	Yuen Shin Rd INT	5013	EX	A	156,010	157,910	+1.2
Tolo Highway	Slip rd from Ma Liu Shui Ferry Pier	Ma Liu Shui INT northern end	5203	EX	C	132,890	129,400	-2.6
Tolo Highway	Tai Po Rd-Shatin	Slip rd from Ma Liu Shui Ferry Pier	6003	EX	C	106,500	104,960 *	-1.5
Tolo Highway	Tai Po Rd-Yuen Chau Tsai	Tai Po Tai Wo Rd	6004	EX	C	104,740	105,340 *	+0.6
Tolo Highway	Tai Po Tai Wo Rd	Lam Kam Rd RA	5253	EX	C	121,830	123,890	+1.7
Tolo Highway	Yuen Shin Rd slip rd S-B	Tai Po Rd-Yuen Chau Tsai	5808	EX	C	85,630 *	86,120 *	+0.6
Tolo Highway INT ramp G	Tolo Highway INT ramp A	Kwong Wang St	6063	PD	C	23,180	23,310 *	+0.6
Tolo Highway INT ramps C & D	Tai Po Rd-Yuen Chau Tsai	Tai Po Rd-Yuen Chau Tsai	5669	PD	C	15,860 *	15,960 *	+0.6
Tolo Highway INT slip rd	Slip rds to & from Tolo Highway	Slip rds to & from Tai Po Rd - Yuen Chau Tsai	6061	EX	C	21,260	21,380 *	+0.6
Tolo Highway Ma Liu Shui INT slip rd E	Shatin Sewage Treatment Works	Tolo Highway	6617	LD	C	14,820	14,000	-5.5
Tolo Highway ramp	Slip rds to & from Tat Wan Rd	Slip rds to & from Tolo Highway	5866	EX	C	7,200 *	7,240 *	+0.6
Tolo Highway ramps A & B	Ramps to & from Tolo Highway	Ramps to & from Tai Po Rd - Yuen Chau Tsai	5473	EX	C	12,510 *	16,120	+28.9
Tong Chun St	Po Yap Rd	End	6118	LD	C	7,360	7,230 *	-1.7
Tong Chun St	Tong Ming St	Po Yap Rd	5307	LD	C	8,080	7,950	-1.5
Tong Mi Rd	Mong Kok Rd	Bute St	3815	PD	C	28,190 *	27,760 *	-1.5
Tong Mi Rd	Mong Kok Rd	Cherry St	3616	PD	C	37,290 *	36,710 *	-1.5
Tong Mi Rd	Prince Edward Rd W	Bute St	4013	PD	C	29,790	29,330 *	-1.5
Tong Mi Rd	Prince Edward Rd W	Lai Chi Kok Rd	3220	PD	C	9,950	7,660	-23.0
Tong Ming St	Po Shun Rd	Po Hong Rd	6106	DD	C	19,720	19,380 *	-1.7
Tong Shui Rd	Chun Yeung St	King's Rd	1825	PD	C	9,220 *	9,240 *	+0.2
Tong Shui Rd	Java Rd	Chun Yeung St	2047	LD	C	9,970	9,880 *	-0.9
Tong Shui Rd & FO <H127>	Island Eastern Corridor	Chun Yeung St	1217	PD	C	9,270	9,360	+0.9
Tong Shui Rd (GL)	West Embankment	Java Rd	1417	PD	C	12,060 *	13,950	+15.7
Tong Tak St	Tong Yin St	Tong Chun St	5308	LD	C	6,720	7,230	+7.6
Tong Yam St	Woh Chai St	Tai Hang Tung Rd	4642	LD	C	2,490	2,440	-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 2023	AADT 2024	Change of 2024 as % of 2023
Tong Yin St	Tong Ming St	Tong Tak St	5513	LD	C	5,030 *	5,760	+14.4
Tonkin St	Cheung Sha Wan Rd	Un Chau St	3017	DD	A	19,630	19,060	-2.9
Tonkin St	Lai Chi Kok Rd	Cheung Sha Wan Rd	3858	DD	C	18,570 *	18,080 *	-2.6
Tonkin St	Lai Chi Kok Rd	Tung Chau St	3501	DD	C	18,840 *	16,820	-10.7
Tonkin St	Un Chau St	Castle Peak Rd	4058	DD	C	16,840	16,400 *	-2.6
Tonkin St & Kwong Lee Rd	Castle Peak Rd	Cheung Fat St	3490	LD	C	3,620 *	3,660	+1.1
Tonkin St W	Tung Chau St	Lin Cheung Rd	3296	DD	C	16,460	17,730	+7.7
Tonnochy Rd	Gloucester Rd	Hennessy Rd	1458	LD	C	4,180 *	4,580	+9.6
Tonnochy Rd	Hung Hing Rd	Gloucester Rd	1450	DD	C	17,490 *	13,710	-21.6
Tonnochy Rd FO <H171>	Gloucester Rd	Tonnochy Rd	1863	DD	C	15,650 *	16,030 *	+2.4
Tonnochy Rd FO <H171>	Tonnochy Rd	Gloucester Rd	1251	PD	C	16,320	15,430	-5.4
Tsat Tsz Mui Rd	Tin Chiu St	Model Lane	2643	LD	C	5,740	6,560	+14.3
Tseng Choi St	Castle Peak Rd northern junction	Castle Peak Rd southern junction	5102	LD	A	5,470	5,450	-0.4
Tseuk Luk St	Choi Hung Rd	King Fuk St	3105	LD	A	7,000	7,090	+1.3
Tseung Kwan O - Lam Tin Tunnel	Eastern Portal	Western Portal & slip rd to EHC	5043	UT	A	25,720	27,800	+8.1
Tseung Kwan O Rd	Lei Yue Mun Rd	Sau Mau Ping Rd	3438	PD	C	135,390 *	109,680	-19.0
Tseung Kwan O Rd	Lei Yue Mun Rd	Wai Yip St	3702	EX	C	62,990 *	62,020 *	-1.5
Tseung Kwan O Tunnel	Toll Plaza	Tseung Kwan O Tunnel Rd RA	5021	UT	A	84,280	84,800	+0.6
Tseung Lam Highway (Cross Bay Link)	Wan O Rd	Tseung Lam Highway	5519	UT	C	-	23,960	-
Tsing Chung Koon Rd	Tsun Wen Rd	Tsing Lun Rd	6035	DD	C	6,520	6,540 *	+0.3
Tsing Fung St FO <H74>	King's Rd	Victoria Park Rd	1802	UT	C	10,370 *	10,550 *	+1.7
Tsing King Rd	Fung Shue Wo Rd RA	Tsing Luk St	5671	DD	C	17,490 *	17,750 *	+1.5
Tsing King Rd	Tsing Luk St	Tam Kon Shan Rd	5663	DD	C	12,060 *	12,250 *	+1.5
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	114,260	120,310	+5.3
Tsing Kwai Highway	Cho Yiu Estate slip rds to & from Kwai Chung Rd & Tsuen Wan Rd	Rambler Bridge eastern end	6099	EX	C	94,300	98,300 *	+4.2
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	68,390 *	71,290 *	+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 2023	AADT 2024	Change of 2024 as % of 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	47,170 *	49,170 *	+4.2
Tsing Long Highway - Tai Lam Tunnel	Au Tau INT	Tuen Mun Rd	5029	EX	A	39,970	36,120	-9.6
Tsing Long Highway - Ting Kau Bridge	NW Tsing Yi INT southern tip	Tuen Mun Rd	5033	EX	A	95,010	94,700	-0.3
Tsing Lun Rd	Tsing Chung Koon Rd	Lam Tei INT	5647	DD	C	13,770 *	13,800 *	+0.3
Tsing Lun Rd	Tsun Wen Rd	Tsing Chung Koon Rd	5452	DD	C	6,740 *	6,660	-1.2
Tsing Sha Highway near Tsing Yi Road	Tsing Sha Highway Nr Stonecutters Bridge	Roundabout Nr Tsing Yi Rd	5312	EX	C	14,260	14,820	+3.9
Tsing Tin Rd	Tsun Wen Rd	Tuen Mun Rd	5846	DD	C	39,380 *	39,490 *	+0.3
Tsing Tin Rd E-B ramps A & B	Tsing Tin Rd	Tuen Mun Rd	5472	PD	C	20,370 *	18,330	-10.0
Tsing Tin Rd INT	Tsun Wen Rd	Ming Kum Rd	5263	DD	C	22,030	21,090	-4.3
Tsing Tin Rd W-B ramps C & D	Tuen Mun Rd	Tsing Tin Rd	5667	PD	C	19,500 *	19,610 *	+0.6
Tsing Tsuen Rd	Tsing Tsuen Bridge	Tsuen Tsing INT	5670	PD	C	23,690 *	24,690 *	+4.2
Tsing Tsuen Rd	Tsuen Tsing INT	Tam Kon Shan INT	5018	PD	A	34,090	34,010	-0.2
Tsing Tsuen Rd slip rds A & B	Tsuen Tsing INT	Tsuen Tsing INT	5870	PD	C	34,680 *	36,150 *	+4.2
Tsing Wun Rd	Pui To Rd	Wong Chu Rd	6034	DD	C	28,650	28,730 *	+0.3
Tsing Yi Heung Sze Wui Rd	Fung Shue Wo Rd RA	Tsing Yi Rd	5852	LD	C	39,030 *	39,610 *	+1.5
Tsing Yi Hong Wan Rd	Tsing Yi Rd	Tsing Sheung Rd	6112	LD	C	21,770	22,100 *	+1.5
Tsing Yi N Coastal Rd	Tam Kon Shan INT W End	Slip Rds to & from Tam Kon Shan Rd	6108	PD	C	22,970	23,950 *	+4.2
Tsing Yi N Coastal Rd FO	Tsing Tsuen Rd	Tam Kon Shan INT W End	6221	PD	B	14,820	15,330	+3.4
Tsing Yi Rd	Ching Hong Rd	Tsing Nam St	5439	DD	C	8,570 *	9,460	+10.4
Tsing Yi Rd	Tsing Yi Heung Sze Wui Rd	Ching Hong Rd	5232	DD	C	21,060	21,710	+3.1
Tsing Yi Rd	Tsing Yi Rd nr. Dow Chemical	Tsing Yi Hong Wan Rd	6113	DD	C	13,250	13,440 *	+1.5
Tsing Yi Rd W	Ching Hong Rd	Fung Shue Wo Rd	6044	DD	C	21,030	21,350 *	+1.5
Tsing Yi Rd W	Fung Shue Wo Rd	Tam Kon Shan INT	5247	DD	C	27,700	28,040	+1.3
Tsing Yi Rd W	Tsing Nam St	Ching Hong Rd	5849	DD	C	16,350 *	16,590 *	+1.5
Tsing Ying Rd	Castle Peak Rd - Castle Peak Bay	End	5712	RR	C	4,070 *	4,080 *	+0.3

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Tsuen King Circuit	Castle Peak Rd - Tsuen Wan	On Yin St	5457	DD	C	11,120 *	10,410	-6.4
Tsuen Nam Rd,Chik Fuk St & Shing Ho Rd	Tai Po Rd-Tai Wai	Tai Wai Rd	5448	DD	C	7,930 *	8,980	+13.2
Tsuen Wan Rd	Kwai Tsing Rd RA	Texaco Rd RA	5604	EX	C	122,780 *	127,980 *	+4.2
Tsuen Wan Rd	Texaco Rd RA	Hoi Hing Rd INT	5804	EX	C	89,690 *	93,490 *	+4.2
Tsuen Wan Rd	Tsuen Wan Rd FO <N522> southern tip	Section over Container Port Rd	5403	EX	C	141,650 *	135,730	-4.2
Tsuen Wan Rd	Tuen Mun Rd	Hoi Hing Rd INT	5805	EX	C	53,080 *	55,330 *	+4.2
Tsuen Wan Rd FO <N522> over Hoi Hing INT	Hoi Kwai Rd	Section over Hoi Kok St	6065	EX	C	39,470	41,140 *	+4.2
Tsuen Wan Rd FO <N522> over Kwai Tsing INT	Ramp from Tsuen Wan Rd	Ramp to Tsuen Wan Rd	5602	EX	C	94,260 *	98,260 *	+4.2
Tsuen Wan Rd FO <N522> over Tsuen Tsing INT	Ramp from Tsuen Wan Rd	Ramp to Tsuen Wan Rd	5802	EX	C	85,660 *	89,300 *	+4.2
Tsuen Wan Rd N-B ramp	Kwai Chung Rd	Tsuen Wan Rd	5715	EX	C	10,530 *	10,970 *	+4.2
Tsuen Wan Rd S-B ramp	Tsuen Wan Rd	Kwai Chung Rd	5402	EX	C	75,070 *	71,710	-4.5
Tsuen Wan Rd slip rds	Tsuen Wan Rd (section over Container Port Rd)	Kwai Tsing Rd RA	5601	EX	C	33,140 *	34,540 *	+4.2
Tsuen Wan Rd slip rds	Tsuen Wan Rd (section over Texaco Rd)	Texaco Rd RA	5803	EX	C	17,070 *	17,800 *	+4.2
Tsuen Wan Rd slip rds	Tsuen Wan Rd (section under Wing Kei Rd)	Texaco Rd RA	5801	EX	C	38,910 *	40,560 *	+4.2
Tsuen Wan Rd slip rds	Tsuen Wan Rd nr Kwai Lok St	Kwai Tsing Rd RA	5603	PD	C	28,510 *	29,720 *	+4.2
Tsui Lam Rd	Po Lam Rd eastern junction	Po Lam Rd western junction	6073	LD	C	2,880	2,830 *	-1.7
Tsui Ping Rd	Hip Wo St	Kwun Tong Rd	3278	DD	C	14,240	14,640	+2.8
Tsun Wen Rd	Leung Wan St	Leung Tak St	5699	DD	C	8,460 *	8,490 *	+0.3
Tsun Wen Rd	Ming Kum Rd	Leung Tak St	5899	DD	C	6,440 *	6,460 *	+0.3
Tsun Wen Rd	Shek Pai Tau Rd	Pui To Rd	5641	DD	C	16,230 *	16,270 *	+0.3
Tsun Wen Rd	Tai Fong St	Ching Chung Koon	5450	DD	C	16,590 *	16,950	+2.2
Tsun Wen Rd	Tai Fong St	Shek Pai Tau Rd	5840	DD	C	15,830 *	15,870 *	+0.3
Tsun Wen Rd	Tsing Chung Koon	Tsing Chung Koon Rd	5451	DD	C	14,540 *	14,820	+1.9
Tsun Wen Rd	Tsing Lun Rd	Leung Wan St	5504	DD	C	11,660 *	10,530	-9.7
Tsz Wan Shan Rd	Po Kong Village Rd	Wai Wah St	3662	DD	C	11,950 *	11,580 *	-3.1
Tsz Wan Shan Rd	Wai Wah St	Wan Wah St	3851	DD	C	9,780 *	9,470 *	-3.1

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Tuen Fat Rd	Tuen Mun Rd	Tuen Mun Rd	6632	LD	C	8,410	9,220	+9.7
Tuen Hing Rd	Tuen Hing Rd FO <N432> over Tuen Mun Rd	Castle Peak Rd - Castle Peak Bay	5447	DD	C	15,250 *	16,070	+5.4
Tuen Hing Rd	Tuen Mun Heung Sze Wui Rd	Tuen Mun Rd	5843	DD	C	26,030 *	26,100 *	+0.3
Tuen Hing Rd FO <N432> over Tuen Mun Rd	Ramp from Tuen Mun Rd	Ramp to Tuen Mun Rd	5644	DD	C	18,630 *	18,680 *	+0.3
Tuen Mun Chek Lap Kok Tunnel	Lung Fu Rd	Hong Kong Boundary Crossing Facilities (BCF)	5042	UT	A	29,930	35,750	+19.4
Tuen Mun Heung Sze Wui Rd	Hoi Chu Rd	Hoi Wing Rd	6104	DD	C	13,400	13,440 *	+0.3
Tuen Mun Heung Sze Wui Rd	Pui To Rd	Castle Peak Rd	5445	DD	C	12,140 *	10,680	-12.0
Tuen Mun Heung Sze Wui Rd	Pui To Rd	Tuen Hing Rd	5238	DD	C	38,830	37,710	-2.9
Tuen Mun Heung Sze Wui Rd	Siu Lun St	Hoi Chu Rd	5876	DD	C	10,840 *	10,870 *	+0.3
Tuen Mun Heung Sze Wui Rd	Wong Chu Rd	Tuen Hing Rd	5649	DD	C	24,550 *	24,610 *	+0.3
Tuen Mun Rd	Castle Peak Rd - Tsuen Wan	Tsing Long Highway - Ting Kau Bridge	5035	EX	A	76,980	75,190	-2.3
Tuen Mun Rd	Pui To Rd	Tsing Chui Path	5001	UT	A	137,770	137,560	-0.2
Tuen Mun Rd	Sham Tseng	Siu Lam	5855	EX	C	109,520 *	110,150 *	+0.6
Tuen Mun Rd	Sham Tseng	Tsing Long Highway - Ting Kau Bridge	5012	EX	A	124,650	123,940	-0.6
Tuen Mun Rd	Siu Lam	Wong Chu Rd	6050	EX	C	103,710	104,300 *	+0.6
Tuen Mun Rd	Tsing Chui Path	Lam Tei INT	5404	UT	C	125,200 *	134,470	+7.4
Tuen Mun Rd	Tuen Hing Rd	Pui To Rd	6002	UT	C	92,160	92,680 *	+0.6
Tuen Mun Rd	Wong Chu Rd	Tuen Hing Rd	6001	UT	C	102,640	103,230 *	+0.6
Tuen Mun Rd - Siu Lam INT slip rds	Tuen Mun Rd	Castle Peak Rd	5857	RR	C	12,560 *	12,590 *	+0.3
Tuen Mun Rd ramps A & B	Tuen Hing Rd	Tuen Hing Rd	6062	PD	C	24,290	24,430 *	+0.6
Tuen Mun Rd ramps A & B	Wong Chu Rd	Tuen Mun Rd	5264	PD	C	31,390	32,960	+5.0
Tung Chau West St	Castle Peak Rd	Cheung Sha Wan Rd	3671	DD	C	6,770 *	6,590 *	-2.6
Tung Chau West St	Castle Peak Rd	King Lam St	4643	LD	C	1,290	1,570	+21.5
Tung Chung Rd	South Lantau Rd	Tung Chung Rd nr Mun Hong House	5256	RR	C	6,130	5,380	-12.2
Tung Chung Waterfront Rd & Ying Hei Rd	Shun Tung Rd RA	Man Tung Rd	5905	LD	C	13,220	13,860	+4.9
Tung Lo Wan Rd	Causeway Rd	Moreton Terrace	1107	LD	A	16,350	15,520	-5.0

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Tung Lo Wan Rd & Tai Hang Rd	Causeway Rd	Ka Ning Path	1438	DD	C	9,950 *	11,060	+11.1
Tung Tau Tsuen Rd	Fung Mo St	Tung Tsing Rd	3459	DD	C	10,080 *	9,040	-10.4
Tung Tau Tsuen Rd	Shatin Pass Rd	Tai Shing St	3850	DD	C	12,250 *	11,930 *	-2.6
Tung Tau Tsuen Rd	Tai Shing St	Fung Mo St	3659	DD	C	9,280 *	9,040 *	-2.6
Tung Tau Tsuen Rd	Tung Tsing Rd	Junction Rd	3254	DD	C	5,620	5,280	-6.0
Tung Tsing Rd	Tung Tau Tsuen Rd	Lok Sin Rd	3692	LD	C	6,950 *	6,740 *	-3.1
Tung Yan St	Hip Wo St	Yue Man Square	3481	DD	C	13,010 *	10,020	-23.0
Tung Yan St	Yue Man Square	Kwun Tong Rd	3276	DD	C	970	840	-13.2
Tung Yuen St	Yan Yue Wai	Ko Fai Rd	4658	LD	C	3,930	3,860	-1.6
Un Chau St	Hing Wah St	Tonkin St	3260	DD	C	9,120	9,330	+2.3
Un Chau St	Shek Kip Mei St	Nam Cheong St	3666	DD	C	12,790 *	12,010 *	-6.1
Un Chau St	Tonkin St	Yen Chow St	4055	DD	C	15,850	15,440 *	-2.6
Un Chau St	Yen Chow St	Nam Cheong St	3855	DD	C	9,140 *	8,580 *	-6.1
Upper Albert Rd	Caine Rd	Albany Rd	1624	DD	C	16,910 *	16,750 *	-0.9
Upper Albert Rd	Garden Rd	Albany Rd	2031	DD	C	24,520	24,300 *	-0.9
Victoria Park Rd	Gloucester Rd	Island Eastern Corridor	1002	UT	A	113,780	111,060	-2.4
Victoria Park Rd (GL)	Island Eastern Corridor	Hing Fat St	1801	UT	C	17,360 *	17,660 *	+1.7
Victoria Park Rd entry-ramp W-B	Hing Fat St	Victoria Park Rd W-B	1853	PD	C	11,100 *	11,130 *	+0.2
Victoria Rd	Mount Davis Rd	Sassoon Rd	1448	DD	C	5,380 *	6,460	+19.9
Victoria Rd	Pok Fu Lam Rd	Baguio Villas access rd	1425	DD	C	9,660 *	11,010	+14.0
Victoria Rd	Sassoon Rd	Baguio Villas access rd	1445	DD	C	8,550 *	10,050	+17.5
Village Rd	Sing Woo Rd	Shan Kwong Rd	2645	LD	C	6,510	5,830	-10.5
Wa Shun St	Hung Luen Rd	End	4657	LD	C	1,880	2,020	+7.5
Wah Chui St	Victoria Rd	Wah King St	2054	LD	C	6,330	6,270 *	-0.9
Wah Fu Rd	Shek Pai Wan Rd	Wah Cheung St	1246	DD	C	9,820	9,280	-5.5
Wah Hong St	Victoria Rd	Wah King St	2055	LD	C	3,260	3,220 *	-0.9
Wah Ming Rd	Lui Ming Rd mini-RA	Wai Ming St	6077	DD	C	7,090	7,100 *	+0.3
Wah Ming Rd	Wai Ming St	Pak Wo Rd	6093	LD	C	5,640	5,660 *	+0.3
Wah Yiu Rd	Lai Chi Ling Rd	Castle Peak Rd-Kwai Chung	5652	LD	C	6,770 *	6,870 *	+1.5
Wai Chi St	Woh Chai St	Pak Tin St	4645	LD	C	2,960	2,640	-10.9
Wai Tsuen Rd	Sai Lau Kok Rd	Tsuen Kam INT	6638	LD	C	18,720	17,640	-5.8
Wai Wah St	Tsz Wan Shan Rd	Wan Wah St	3283	LD	C	7,190	6,140	-14.6

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Wai Yip St	Hoi Yuen Rd	Cha Kwo Ling Rd	3279	DD	C	30,740	32,450	+5.6
Wai Yip St	Kai Cheung Rd	Access rd to Telford Garden	3874	DD	C	44,940 *	42,190 *	-6.1
Wai Yip St	Kai Cheung Rd	Kwun Tong Rd	3875	DD	C	66,460 *	62,390 *	-6.1
Wai Yip St	Kai Fuk Rd FO <K58>	Access rd to Telford Garden	3686	DD	C	25,000 *	23,460 *	-6.1
Wai Yip St	Lai Yip St	Hoi Yuen Rd	3020	DD	A	28,290	26,930	-4.8
Wai Yip St	Lai Yip St	Shun Yip St	3483	DD	C	30,160 *	30,700	+1.8
Wai Yip St	Shun Yip St	Kai Fuk Rd FO <K58>	3506	PD	C	-	32,710	-
Wan Chai Rd	Johnston Rd	Morrison Hill Rd	1627	DD	C	13,200 *	13,520 *	+2.4
Wan Chai Rd	Johnston Rd	Queen's Rd E	2646	LD	C	5,080	5,320	+4.7
Wan Hang Rd	Mau Yip Rd	Po Hong Rd	5494	DD	C	6,630 *	8,210	+23.9
Wan Lung Rd	Po Hong Rd	Wan Hang Rd	5471	DD	C	3,260 *	3,560	+8.9
Wan Po Rd	Chiu Shun Rd	Chun Yat St	5304	LD	C	30,420	30,680	+0.9
Wan Po Rd	Po Shun Rd	Chiu Shun Rd	6103	DD	C	32,880	32,310 *	-1.7
Wan Tau St	Heung Sze Wui St	Nam Wan Rd	5474	DD	C	12,640 *	10,260	-18.9
Wan Tau St	Kwong Fuk Rd	Tai Po Heung Sze Wui Rd	5845	DD	C	10,590 *	10,620 *	+0.3
Wan Wah St	Tsz Wah Shan Rd	Wai Wah St	4078	LD	C	8,650	8,380 *	-3.1
Wan Wah St	Wai Wah St	Sheung Fung St	3879	LD	C	9,660 *	9,360 *	-3.1
Wang Chau Rd	Yuen Long On Ning Rd	Yuen Long On Lok Rd	5011	LD	A	4,990	5,140	+3.0
Wang Chiu Rd	Kai Cheung Rd	Sheung Yuet Rd	3273	DD	C	13,350	14,550	+9.0
Wang Chiu Rd	Wang Kwong Rd	Kai Lok St	4646	LD	C	5,170	4,820	-6.8
Wang Chiu Rd & Wang Kwong Rd	Kai Cheung Rd	Kai Cheung Rd	3884	LD	C	11,700 *	10,980 *	-6.1
Wang Kwong Rd	Kai Fuk Rd	Kai Cheung Rd	4083	LD	C	9,300	8,730 *	-6.1
Wang Lok St	Wang Tat Rd	Wang Lee St	6628	LD	C	16,680	17,490	+4.8
Wang Tat Rd & Ma Wang Rd	Ma Miu Rd	Castle Peak Rd - Ping Shan	5413	PD	C	25,160 *	25,780	+2.4
Wang Tat Rd, Ma Wang Rd, Long Yip Rd & Yuen Long On Lok Rd	Wang Lok St	Ma Miu Rd	5611	PD	C	21,080 *	21,200 *	+0.6
Wang Tau Hom E Rd	Junction Rd	Wang Tau Hom N Rd	4647	LD	C	6,600	6,290	-4.7
Water St	Connaught Rd W	Des Voeux Rd W	1838	DD	C	7,670 *	7,860 *	+2.4
Water St	Des Voeux Rd W	Queen's Rd W	1621	DD	C	7,020 *	7,190 *	+2.4
Waterloo Rd	Ede Rd	Lung Cheung Rd	3802	UT	C	71,440 *	70,340 *	-1.5
Waterloo Rd	Hereford Rd	Lancashire Rd	3425	PD	C	67,280 *	70,760	+5.2
Waterloo Rd	Hereford Rd	Suffolk Rd	3621	PD	C	69,860 *	67,700 *	-3.1
Waterloo Rd	Lancashire Rd	Flint Rd	3223	PD	C	76,920	78,360	+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 2023	AADT 2024	Change of 2024 as % of 2023
Waterloo Rd	Lung Cheung Rd	Lion Rock Tunnel Rd	4002	UT	C	73,120	72,000 *	-1.5
Waterloo Rd	Nathan Rd	Shanghai St	3613	PD	C	20,500 *	19,860 *	-3.1
Waterloo Rd	Nathan Rd	Yim Po Fong St	3813	PD	C	37,140 *	35,990 *	-3.1
Waterloo Rd	Pui Ching Rd	Argyle St	4011	PD	C	31,120	30,150 *	-3.1
Waterloo Rd	Shanghai St	Ferry St	3418	PD	C	25,320 *	26,120	+3.1
Waterloo Rd	Yim Po Fong St	Pui Ching Rd	4205	PD	B	33,060	34,300	+3.8
Waterloo Rd & FO <K12 & K44>	Argyle St	Prince Edward Rd W	3402	UT	C	89,630 *	91,130	+1.7
Waterloo Rd & FO <K44>	Flint Rd	Boundary St	3404	UT	C	75,640 *	71,550	-5.4
Waterloo Rd (GL)	Cornwall St	Ede Rd	4017	PD	C	8,550	8,420 *	-1.5
Waterloo Rd (GL)	Junction Rd	Cornwall St	3819	PD	C	24,550 *	23,790 *	-3.1
Waterloo Rd (GL)	Junction Rd	Suffolk Rd	3622	PD	C	32,050 *	31,060 *	-3.1
Waterloo Rd FO <K44>	Boundary St	Prince Edward Rd W	3403	UT	C	73,460 *	61,790	-15.9
Waterloo Rd FO <K59>	Suffolk Rd	Ede Rd	3602	UT	C	49,280 *	48,080 *	-2.4
West Kowloon Corridor	Cheung Lai St	Tonkin St	3888	UT	C	58,890 *	57,980 *	-1.5
West Kowloon Corridor	Sycamore St & Tong Mi Rd	Dundas St	3297	UT	C	20,830	21,990	+5.6
West Kowloon Corridor	Yen Chow St	Sycamore St & Tong Mi Rd	3699	UT	C	18,190 *	17,910 *	-1.5
West Kowloon Corridor	Yen Chow St	Tai Kok Tsui Rd	3807	UT	C	67,760 *	66,710 *	-1.5
West Kowloon Corridor - Cherry St up-ramp	Soy St	Pok Man St	3705	UT	C	21,280 *	20,950 *	-1.5
West Kowloon Corridor West	Pok Man St	Cherry St	3604	UT	C	14,270 *	14,050 *	-1.5
West Kowloon Highway	Austin Rd W	Jordan Rd	3502	UT	C	72,750 *	88,350	+21.4
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	72,960	71,840 *	-1.5
West Kowloon Highway	Slip rd to Yau Ma Tei INT	Tung Kun St Ext	3707	UT	C	45,540 *	44,840 *	-1.5
West Kowloon Highway	Slip rds to & from Lin Cheung Rd & Yau Ma Tei INT N/B ramp	Hing Wah St W	3024	EX	A	88,660	100,050	+12.8
West Kowloon Highway	Tung Kun St Ext	Slip rds to & from Lin Cheung Rd	3503	UT	C	33,920 *	40,520	+19.4
Western Harbour Crossing	Toll Plaza	South Portal	1026	UT	A	68,560	96,830	+41.2
Western St	Des Voeux Rd W	Connaught Rd W	1447	DD	C	15,830 *	16,080	+1.6
Western St	Des Voeux Rd W	Queen's Rd W	1622	DD	C	14,610 *	14,960 *	+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 2023	AADT 2024	Change of 2024 as % of 2023
Whitty St	Des Voeux Rd W	Queen's Rd W	1626	DD	C	2,530 *	2,590 *	+2.4
Wing Hing St	Electric Rd	King's Rd	1611	PD	C	12,690 *	12,710 *	+0.2
Wing Hing St	Hing Fat St	Electric Rd	1416	PD	C	10,900 *	12,660	+16.1
Wing Kei Rd	Wing Kin Rd	Kwai Hei St	6645	LD	C	3,600	3,900	+8.4
Wing Lok St	Des Voeux Rd W	Bonham Strand	1104	LD	A	3,340	3,230	-3.3
Wing Lok St	Morrison St	Des Voeux Rd C	2402	LD	B	3,490	3,160	-9.6
Wing Ming St	Yu Chau W St	End	4648	LD	C	1,980	2,110	+6.4
Wing Shun St	Ma Tau Pa Rd	Yi Hong St	5260	LD	C	10,260	10,290	+0.3
Wing Shun St	Yi Hong St	Kwai Yue St	5271	LD	C	5,100	5,010	-1.7
Wing Shun St	Yi Hong St	Texaco Rd slip rd	5678	LD	C	9,550 *	9,690 *	+1.5
Wing Tai Rd	Chai Wan Rd	Shun Tai Rd	1857	DD	C	35,900 *	35,570 *	-0.9
Wing Tai Rd	Wing Tai Rd near Wing Tai Rd Garden	Wing Tai Rd nr Tsui Wan Est	1256	DD	C	36,380	34,260	-5.8
Winslow St & underpass	Gillies Ave	Chatham Rd N	3238	PD	C	9,320	9,100	-2.4
Wo Chung St	Chatham Rd N	Fat Kwong St	4037	DD	C	1,920	1,800 *	-6.1
Wo Hing Rd	UR nr Jockey Club Rd & Pak Wo Rd	Ming Yin Rd	5302	LD	C	6,580	7,010	+6.5
Wo Hop Shek INT ramps A & B	Jockey Club Rd	Jockey Club Rd	5919	EX	C	20,180 *	20,300 *	+0.6
Wo Hop Shek INT ramps C & D	Jockey Club Rd	Pak Wo Rd and Tai Po Rd - Fanling	5674	DD	C	19,040 *	19,150 *	+0.6
Wo Tong Tsui St	Kwai Chung Rd	Kwai Hing Rd	6045	LD	C	10,650	10,810 *	+1.5
Wo Tong Tsui St	Tai Wo Hau Rd	Kwai Hing Rd	5850	LD	C	11,650 *	11,830 *	+1.5
Wo Yi Hop Rd	Castle Peak Rd - Kwai Chung	Tai Loong St	6023	DD	C	13,300	13,500 *	+1.5
Wo Yi Hop Rd	Cheung Wing Rd	Ngong Hom Rd	5630	DD	C	22,840 *	22,440 *	-1.7
Wo Yi Hop Rd	Lei Muk Rd	Cheung Wing Rd	5431	DD	C	28,920 *	31,130	+7.6
Wo Yi Hop Rd	Tai Loong St	Lei Muk Rd	5225	DD	C	16,910	17,700	+4.6
Wo Yi Hop Rd	Wo Yi Hop INT	Ngong Hom Rd	5829	DD	C	17,830 *	17,520 *	-1.7
Wo Yi Hop Rd INT	Sam Tung Uk Rd	Wo Yi Hop Rd	5682	DD	C	19,990 *	19,650 *	-1.7
Woh Chai St	Nam Cheong St	Shek Kip Mei St	3657	DD	C	8,650 *	8,390 *	-3.1
Woh Chai St	Tong Yam St	Shek Kip Mei St	3848	DD	C	9,600 *	9,300 *	-3.1
Wong Chu Rd	Lung Mun Rd	Hoi Wong Rd	5613	PD	C	55,620 *	55,940 *	+0.6
Wong Chu Rd	Tuen Mun Rd	Hoi Wong Rd	5612	PD	C	68,560 *	68,950 *	+0.6
Wong Chu Rd ramps C & D	Wong Chu Rd	Tuen Mun Rd	5480	PD	C	32,460 *	38,180	+17.6
Wong Chu Rd W-B ramps A & B	Wong Chu Rd	Tsing Wun Rd and Lung Mun Rd	5668	PD	C	12,840 *	12,920 *	+0.6
Wong Chuk Hang Rd	Nam Fung Rd	Shouson Hill Rd eastern junction	1223	PD	C	20,140	20,320	+0.9

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Wong Chuk Hang Rd	Nam Long Shan Rd	Ap Lei Chau Bridge	2022	PD	C	61,680	61,810 *	+0.2
Wong Chuk Hang Rd	Nam Long Shan Rd	Nam Fung Rd	1010	PD	A	62,160	63,610	+2.3
Wong Chuk St	Cheung Sha Wan Rd	Lai Chi Kok Rd	3675	DD	C	9,410 *	8,830 *	-6.1
Wong Chuk St	Cheung Sha Wan Rd	Tai Po Rd	3863	DD	C	7,050 *	6,620 *	-6.1
Wong Ma Kok Rd	Tung Tau Wan Rd	Restricted boundary	2648	LD	C	3,500	3,530	+1.0
Wong Nai Chung Gap Rd	Stubbs Rd FO <H119> southern end	Repulse Bay Rd	2202	DD	B	26,420	24,600	-6.9
Wong Nai Chung Gap Rd	Stubbs Rd RA	Stubbs Rd FO <H119> southern end	1850	DD	C	26,270 *	24,880 *	-5.3
Wong Nai Chung Rd	Leighton Rd	Sports Rd	1435	DD	C	5,460 *	5,390	-1.2
Wong Nai Chung Rd	Queen's Rd E	Sing Woo Rd	2034	DD	C	29,460	29,180 *	-0.9
Wong Nai Chung Rd	Sing Woo Rd	Broadwood Rd	1234	DD	C	11,160	10,180	-8.8
Wong Nai Chung Rd	Sports Rd	Broadwood Rd	2050	DD	C	14,510	14,380 *	-0.9
Wong Tai Sin Rd & Fung Tak Rd	Ma Chai Hang Rd	Sheung Fung St	3664	DD	C	14,510 *	14,060 *	-3.1
Wu Chui Rd	Lung Mun Rd	Wu Shan Rd	6633	LD	C	9,280	9,490	+2.2
Wu Shan Rd	Lung Mun Rd	Wu King Rd	5654	LD	C	7,550 *	7,570 *	+0.3
Wu Shan Rd	Wu King Rd	Wu Chui Rd	6634	LD	C	11,580	11,760	+1.5
Wuhu St	Gillies Ave S	Chatham Rd N	3448	DD	C	11,670 *	11,820	+1.3
Wuhu St	Ma Tau Wai Rd	Gillies Ave S	3648	DD	C	14,070 *	13,210 *	-6.1
Wui Cheung Rd	Canton Rd	Wui Man Rd	3280	LD	C	12,820	11,250	-12.3
Wylie Rd	Gascoigne Rd	Princess Margaret Rd	3645	DD	C	12,620 *	12,230 *	-3.1
Wylie Rd	Waterloo Rd	Princess Margaret Rd	4033	DD	C	16,520	16,010 *	-3.1
Wyndham St	Lower Albert Rd	Arbuthnot Rd	1455	LD	C	14,750 *	15,120	+2.5
Wyndham St	Queen's Rd C	Lower Albert Rd	2210	DD	B	3,800	3,900	+2.8
Yan Fung St	Chatham Rd N	Fat Kwong St	3244	DD	C	1,310	1,250	-5.1
Yan King Rd & Kai King Rd	Po Lam Rd N	Po Fung Rd	5664	LD	C	6,480 *	6,370 *	-1.7
Yan Po Rd	Tsz Tin Rd	Hing Kwai St	6659	LD	C	12,160	12,580	+3.4
Yau King Lane	Lookout Link	End	6652	LD	C	1,580	1,740	+10.1
Yau Tong Rd	Lei Yue Mun Rd	Cha Kwo Ling Rd	4653	LD	C	7,820	7,630	-2.4
Yee King Rd & Lai Tak Tsuen Rd	Cloud View Rd	Tai Hang Rd	2204	DD	B	9,320	9,430	+1.2
Yee Wo St	Pennington St	Tung Lo Wan Rd	2016	PD	C	15,870	15,720 *	-0.9
Yen Chow St	Cheung Sha Wan Rd	Lai Chi Kok Rd	3262	DD	C	18,420	17,700	-3.9

*** 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 2023	AADT 2024	Change of 2024 as % of 2023
Yen Chow St	Cheung Sha Wan Rd	Un Chau St	3467	DD	C	24,440 *	22,330	-8.6
Yen Chow St	Hai Tan St	Lai Chi Kok Rd	4057	DD	C	12,490	12,160 *	-2.6
Yen Chow St	Un Chau St	Castle Peak Rd	3669	DD	C	18,470 *	17,340 *	-6.1
Yen Chow St W	Lin Cheung Rd	Sham Mong Rd	3711	LD	C	6,280 *	6,120 *	-2.6
Yeung Uk Rd	Ma Tau Pa Rd	Chung On St	5831	DD	C	26,400 *	26,800 *	+1.5
Yeung Uk Rd	Tai Ho Rd	Chung On St	6026	DD	C	24,570	24,940 *	+1.5
Yeung Uk Rd	Texaco Rd	Ma Tau Pa Rd	5632	DD	C	21,920 *	22,240 *	+1.5
Yi Shing Square	Kong Pui St	Kong Pui St	6618	LD	C	4,310	3,830	-11.2
Yi Tung Rd	Tung Chung Eastern INT	Ying Hei Rd	5311	LD	C	16,500	16,730	+1.4
Yim Po Fong St	Shantung St	Argyle St	3240	DD	C	23,230	20,840	-10.3
Yim Po Fong St	Shantung St	Waterloo Rd	4215	DD	B	22,380	20,570	-8.1
Ying Yip Rd	Po Ning Rd	Clear Water Bay Rd	6224	LD	B	29,540	31,100	+5.3
Yiu Hing Rd	Sun Sing St	Wai Hang St	2051	LD	C	4,010	3,980 *	-0.9
Yiu Wa St	Canal Rd E	Matheson St	2649	LD	C	4,890	5,200	+6.3
Yu Chau St	Wong Chuk St	Yen Chow St	4082	LD	C	8,210	7,700 *	-6.1
Yu Tung Rd	Shun Tung Rd	Chung Mun Rd	5706	DD	C	28,540	28,250	-1.0
Yu Tung Rd	Shun Tung Rd	Tung Chung E INT	5511	DD	C	23,560	25,160	+6.8
Yue Man Square	Tung Yan St	Hong Ning Rd	3682	DD	C	6,090 *	5,930 *	-2.6
Yuen Long Highway	Nr Tsing Long Highway	Nr Shap Pat Heung INT	5694	EX	C	67,190 *	67,570 *	+0.6
Yuen Long Highway	Shap Pat Heung INT	Tong Yan San Tsuen INT	5894	EX	C	96,570 *	97,120 *	+0.6
Yuen Long Highway	Tin Shui Wai West INT	Lam Tei INT	5025	EX	A	116,440	122,600	+5.3
Yuen Long Highway	Tong Yan San Tsuen INT	Hung Tin Rd INT	6095	EX	C	108,420	109,040 *	+0.6
Yuen Long Hong Lok Rd	Castle Peak Rd-Yuen Long	Kau Yuk Rd	5459	LD	C	3,300 *	3,080	-6.7
Yuen Long Main Rd	Tai Tong Rd	Fung Cheung Rd	6033	DD	C	24,670	24,730 *	+0.3
Yuen Long On Ning Rd	Kik Yeung Rd	Tai Kiu Rd	5638	DD	C	13,780 *	13,820 *	+0.3
Yuen Long On Ning Rd	Ma Miu Rd	Kik Yeung Rd	5441	DD	C	19,100 *	18,940	-0.8
Yuen Long On Ning Rd	Tai Kiu Rd	Wang Chau Rd	5837	DD	C	9,510 *	9,530 *	+0.3
Yuen Long On Ning Rd	Wang Chau Rd	Tai Cheung St	6032	DD	C	13,640	13,680 *	+0.3
Yuen Shin Rd	Tolo Highway	Ting Kok Rd	6057	EX	C	41,790	42,030 *	+0.6
Yuen Wo Rd	Fo Tan Rd	Sha Tin Rd	5614	PD	C	16,420 *	16,190 *	-1.5
Yuen Wo Rd	Fo Tan Rd	Wo Che St	5414	PD	C	20,010 *	16,510	-17.5
Yuen Wo Rd	Wo Che St	Sha Tin Rural Committee Rd	5209	PD	C	22,670	22,800	+0.5

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2023	AADT 2024	Change of 2024 as % of 2023
Yuet Lun St	Lai Chi Kok Rd	Po Lun St	4650	LD	C	2,350	2,730	+16.3

*** AADT estimated by Growth Factor**

APPENDIX D

GROUPING SYSTEM OF COUNTING STATIONS AND SCALING FACTORS

1. Grouping of Counting Stations

Group	Station No.	Total
Hong Kong Island Urban 1	Core Stations : 1001, 1002, 1006, 1007, 1015, 1019, 1020, 1028, 1029, 1030, 1031, 1032, 1104, 1108 Coverage (B) Stations : 2207, 2208, 2209, 2210, 2211, 2212, 2216, 2217, 2402, 2403, 2404, 2405, 2408 Coverage (C) Stations : 1206, 1207, 1208, 1210, 1211, 1215, 1225, 1226, 1227, 1230, 1231, 1232, 1235, 1248, 1251, 1252, 1257, 1407, 1408, 1409, 1411, 1412, 1413, 1426, 1431, 1432, 1433, 1434, 1436, 1447, 1449, 1450, 1451, 1452, 1454, 1455, 1457, 1458, 1459, 1460, 1464, 2613, 2621, 2623, 2625, 2641, 2646, 2649	75
Hong Kong Island Urban 2	Core Stations : 1003, 1004, 1005, 1008, 1009, 1010, 1012, 1013, 1016, 1017, 1024, 1027, 1101, 1102, 1105, 1107, 1109 Coverage (B) Stations : 2201, 2204, 2206, 2213, 2214, 2215, 2401, 2407 Coverage (C) Stations : 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, 1402, 1403, 1404, 1405, 1406, 1410, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1424, 1425, 1427, 1428, 1429, 1430, 1435, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1448, 1453, 1456, 1461, 1462, 1463, 2601, 2604, 2605, 2606, 2608, 2609, 2614, 2615, 2617, 2618, 2620, 2624, 2626, 2628, 2630, 2633, 2634, 2635, 2636, 2638, 2639, 2642, 2643, 2645, 2650, 2651, 2652, 2653, 2654	128

APPENDIX D (Cont'd)

Group	Station No.	Total
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, 1423, 2602, 2603, 2607, 2610, 2612, 2616, 2627, 2631, 2632, 2637, 2648	24
Kowloon Urban 1	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, 3402, 3403, 3412, 3415, 3416, 3422, 3424, 3426, 3428, 3433, 3435, 3436, 3444, 3448, 3450, 3452, 3453, 3455, 3456, 3465, 3467, 3470, 3471, 3472, 3478, 3479, 3480, 3492, 3495, 3504, 3505 4601, 4602, 4603, 4609, 4610, 4612, 4619, 4627, 4630, 4631, 4639, 4646, 4656, 4657	99

APPENDIX D (Cont'd)

Group	Station No.	Total
Kowloon Urban 2	Core Stations : 3001, 3003, 3005, 3007, 3011, 3013, 3016, 3018, 3019, 3021, 3022, 3103, 3104, 3106 Coverage (B) Stations : 4205, 4206, 4211, 4217, 4401 Coverage (C) Stations : 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, 3401, 3404, 3410, 3411, 3413, 3414, 3417, 3418, 3419, 3420, 3421, 3423, 3425, 3431, 3434, 3437, 3438, 3441, 3443, 3445, 3446, 3447, 3449, 3451, 3454, 3458, 3460, 3461, 3469, 3474, 3475, 3477, 3482, 3485, 3486, 3487, 3488, 3489, 3494, 3497, 3498 4604, 4605, 4608, 4613, 4614, 4615, 4616, 4618, 4620, 4621, 4624, 4626, 4634, 4635, 4636, 4638, 4642, 4645, 4651, 4653, 4654, 4655, 4658	127
Kowloon Urban 3	Core Stations : 3002, 3008, 3017, 3020, 3023, 3024, 3025, 3026, 3027, 3101, 3105 Coverage (B) Stations : 4201, 4214, 4220 Coverage (C) Stations : 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, 3405, 3406, 3407, 3408, 3409, 3427, 3429, 3430, 3432, 3439, 3440, 3442, 3457, 3459, 3462, 3463, 3464, 3466, 3468, 3473, 3476, 3481, 3483, 3484, 3490, 3491, 3496, 3499, 3501, 3502, 3503, 3506 4606, 4623, 4625, 4628, 4629, 4632, 4633, 4640, 4643, 4647, 4648, 4650, 4652	88

APPENDIX D (Cont'd)

Group	Station No.	Total
New Territories 1 (Tuen Mun, Yuen Long, Tin Shui Wai, Sheung Shui, Fanling & Tai Po)	Core Stations : 5001, 5003, 5006, 5008, 5009, 5011, 5012, 5013, 5019, 5025, 5040, 5041, 5044, 5045, 5046, 5047 5102, 5106, 5107 Coverage (B) Stations : 6206, 6210, 6211, 6213 Coverage (C) Stations : 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, 5404, 5413, 5420, 5421, 5422, 5423, 5440, 5441, 5442, 5444, 5445, 5446, 5447, 5450, 5451, 5452, 5453, 5455, 5458, 5459, 5461, 5465, 5472, 5473, 5474, 5477, 5479, 5480, 5481, 5482, 5483, 5485, 5488, 5490, 5491, 5492, 5493, 5495, 5496, 5500, 5501, 5502, 5504, 5506, 5507, 5508, 5516, 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	147
New Territories 2 (Kwai Chung, Tsuen Wan, Tsing Yi & Chek Lap Kok)	Core Stations : 5004, 5007, 5010, 5014, 5018, 5026, 5027, 5029, 5030, 5031, 5032, 5033, 5034, 5035, 5036, 5038, 5039, 5042 Coverage (B) Stations : 6203, 6204, 6207, 6208, 6209, 6212, 6214, 6219, 6221 Coverage (C) Stations : 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, 5402, 5403, 5406, 5407, 5408, 5409, 5410, 5411, 5424, 5426, 5427, 5428, 5429, 5430, 5431, 5432, 5433, 5434, 5435, 5436, 5437, 5438, 5439, 5443, 5456, 5457, 5462, 5463, 5470, 5475, 5476, 5487, 5509, 5511, 5515, 5517, 5518, 5705, 5706, 5905, 6607, 6635, 6636, 6637, 6638, 6639, 6640, 6641, 6642, 6643, 6644, 6645, 6656	112

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, 5405, 5414, 5415, 5416, 5417, 5418, 5419, 5448, 5449, 5464, 5466, 5467, 5469, 5471, 5484, 5486, 5489, 5494, 5497, 5498, 5499, 5503, 5510, 5512 ,5513, 5514, 5519 6611, 6613, 6614, 6615, 6616, 6618, 6646, 6647, 6649, 6651	89
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	1.255	0.955	0.930	0.936	0.927	0.914	0.998
February	1.254	0.965	0.951	0.943	0.933	0.920	1.005
March	1.261	0.963	0.948	0.940	0.933	0.914	0.999
April	1.268	0.964	0.946	0.937	0.925	0.916	1.009
May	1.251	0.952	0.931	0.927	0.923	0.915	1.003
June	1.262	0.970	0.946	0.932	0.926	0.921	1.014
July	1.298	0.999	0.975	0.967	0.971	0.960	1.063
August	1.275	0.995	0.972	0.957	0.954	0.940	1.043
September	1.287	0.973	0.946	0.940	0.933	0.927	1.036
October	1.259	0.970	0.951	0.946	0.933	0.923	1.013
November	1.239	0.954	0.940	0.931	0.921	0.914	0.992
December	1.234	0.958	0.944	0.941	0.930	0.922	0.996

3. Group Scaling Factors - Hong Kong Island Urban 2

Day / Month	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
January	1.148	0.973	0.969	0.957	0.949	0.930	0.980
February	1.164	0.984	0.978	0.965	0.962	0.939	0.992
March	1.174	0.988	0.979	0.964	0.963	0.945	0.996
April	1.176	0.989	0.982	0.969	0.965	0.949	0.992
May	1.173	0.977	0.971	0.957	0.953	0.934	0.980
June	1.165	0.978	0.967	0.961	0.956	0.936	0.983
July	1.198	1.003	0.993	0.984	0.978	0.965	1.011
August	1.186	1.007	1.002	0.994	0.986	0.967	1.010
September	1.165	0.990	0.978	0.971	0.966	0.944	0.991
October	1.147	0.983	0.971	0.966	0.961	0.940	0.978
November	1.131	0.966	0.961	0.954	0.952	0.928	0.965
December	1.118	0.963	0.956	0.947	0.943	0.921	0.960

APPENDIX D (Cont'd)

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

Day / Month	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
January	0.998	1.009	1.004	0.984	0.976	0.929	0.904
February	1.008	1.019	1.016	0.989	0.984	0.943	0.912
March	1.001	1.030	1.023	1.000	0.994	0.951	0.912
April	1.024	1.043	1.039	1.010	1.007	0.972	0.926
May	1.011	1.043	1.031	1.018	1.009	0.977	0.934
June	1.010	1.052	1.045	1.035	1.027	0.987	0.949
July	1.046	1.090	1.077	1.063	1.072	1.031	0.995
August	0.993	1.098	1.084	1.069	1.043	0.991	0.942
September	0.973	1.058	1.050	1.026	1.005	0.954	0.944
October	0.989	1.051	1.049	1.026	1.015	0.960	0.937
November	0.989	1.024	1.019	1.005	0.996	0.925	0.911
December	0.987	1.033	1.023	1.015	1.008	0.945	0.921

5. Group Scaling Factors - Kowloon Urban 1

Day / Month	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
January	1.130	0.942	0.914	0.922	0.920	0.893	0.923
February	1.156	0.951	0.934	0.931	0.930	0.908	0.942
March	1.154	0.973	0.940	0.939	0.938	0.916	0.938
April	1.168	0.995	0.966	0.979	0.968	0.944	0.959
May	1.187	1.002	0.978	0.973	0.968	0.952	0.986
June	1.203	0.998	0.981	0.979	0.974	0.952	0.986
July	1.212	1.004	0.976	0.977	0.979	0.953	0.992
August	1.218	1.019	1.000	0.991	0.989	0.970	0.986
September	1.192	1.003	0.972	0.978	0.970	0.955	0.969
October	1.222	1.003	0.984	0.979	0.974	0.956	0.975
November	1.209	0.999	0.981	0.983	0.976	0.954	0.973
December	1.183	0.990	0.973	0.972	0.967	0.952	0.971

APPENDIX D (Cont'd)

6. Group Scaling Factors - Kowloon Urban 2

Day / Month	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
January	1.106	1.001	0.987	0.980	0.980	0.955	0.972
February	1.140	1.024	1.012	1.001	0.998	0.972	0.989
March	1.120	1.025	0.995	0.989	0.990	0.963	0.983
April	1.088	0.990	0.977	0.971	0.960	0.937	0.957
May	1.080	0.995	0.972	0.971	0.972	0.946	0.956
June	1.109	0.998	0.986	0.977	0.971	0.947	0.956
July	1.100	1.002	0.986	0.982	0.980	0.957	0.955
August	1.118	1.034	1.010	1.004	0.994	0.978	0.981
September	1.087	0.998	0.969	0.972	0.966	0.941	0.962
October	1.119	1.006	0.982	0.981	0.977	0.950	0.964
November	1.108	1.004	0.987	0.983	0.977	0.947	0.962
December	1.095	1.007	0.981	0.979	0.974	0.948	0.945

7. Group Scaling Factors - Kowloon Urban 3

Day / Month	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
January	1.264	0.944	0.932	0.930	0.927	0.905	0.998
February	1.302	0.953	0.933	0.934	0.929	0.905	1.006
March	1.331	0.973	0.949	0.942	0.937	0.904	0.996
April	1.306	0.959	0.948	0.934	0.935	0.912	1.022
May	1.285	0.959	0.933	0.931	0.927	0.900	0.994
June	1.306	0.957	0.933	0.934	0.928	0.905	0.990
July	1.312	0.959	0.940	0.942	0.935	0.911	0.998
August	1.321	0.982	0.963	0.953	0.952	0.929	1.013
September	1.293	0.961	0.949	0.942	0.932	0.903	0.990
October	1.320	0.976	0.963	0.951	0.942	0.918	1.004
November	1.315	0.969	0.955	0.950	0.946	0.921	0.997
December	1.292	0.970	0.952	0.948	0.933	0.917	0.992

APPENDIX D (Cont'd)

8. 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	1.197	1.002	0.989	0.990	0.984	0.961	0.975
February	1.220	1.025	1.012	1.005	1.000	0.983	0.993
March	1.210	1.014	0.998	0.993	0.986	0.961	0.983
April	1.208	1.009	1.004	0.991	0.987	0.967	0.980
May	1.182	0.998	0.983	0.986	0.980	0.960	0.977
June	1.160	0.976	0.970	0.964	0.958	0.930	0.949
July	1.162	0.983	0.969	0.966	0.963	0.945	0.952
August	1.162	0.998	0.986	0.985	0.972	0.952	0.963
September	1.149	0.982	0.969	0.962	0.954	0.931	0.951
October	1.145	0.965	0.956	0.951	0.944	0.923	0.944
November	1.130	0.960	0.952	0.946	0.938	0.913	0.928
December	1.121	0.954	0.943	0.937	0.929	0.909	0.918

9. 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	1.186	0.981	0.980	0.970	0.959	0.925	0.971
February	1.206	0.998	0.989	0.985	0.976	0.949	0.986
March	1.218	1.000	0.992	0.982	0.970	0.931	0.984
April	1.224	0.987	0.994	0.975	0.967	0.936	0.988
May	1.207	0.994	0.993	0.990	0.971	0.946	0.996
June	1.182	0.985	0.973	0.964	0.960	0.928	0.981
July	1.194	0.983	0.977	0.970	0.960	0.931	0.978
August	1.182	0.998	0.993	0.988	0.971	0.945	0.982
September	1.177	0.983	0.979	0.973	0.962	0.926	0.963
October	1.183	0.969	0.965	0.961	0.953	0.920	0.959
November	1.176	0.971	0.960	0.954	0.945	0.911	0.957
December	1.119	0.948	0.947	0.940	0.921	0.890	0.918

APPENDIX D (Cont'd)

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

Month \ Day	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
January	1.151	0.996	0.987	0.964	0.963	0.934	0.955
February	1.150	1.007	0.997	0.988	0.980	0.949	0.964
March	1.172	1.011	0.996	0.984	0.981	0.942	0.973
April	1.170	0.992	0.992	0.977	0.974	0.950	0.971
May	1.170	0.997	0.983	0.973	0.968	0.947	0.961
June	1.150	0.996	0.979	0.971	0.966	0.941	0.956
July	1.158	0.996	0.986	0.977	0.974	0.947	0.965
August	1.170	1.021	1.006	0.994	0.991	0.958	0.976
September	1.158	0.984	0.981	0.968	0.965	0.933	0.953
October	1.151	0.992	0.983	0.972	0.967	0.933	0.956
November	1.136	0.987	0.974	0.971	0.963	0.930	0.944
December	1.098	0.979	0.968	0.954	0.953	0.918	0.923

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 Citybus Ltd.[2], 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 Citybus Ltd.[2], 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 Citybus Ltd.[2], 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	Connects the main centres of population and activities and are designated under the road traffic (expressway) regulations Similar in function to trunk roads and some primary distributors	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)	30	14.26
	Urban Trunk Road (UT)	21	22.35
	Primary Distributor (PD)	120	52.79
	District Distributor (DD)	142	81.11
	Local Distributor (LD)	370	133.07
		Sub-total	**303.59**
Minor	District Distributor (DD)	1	0.18
	Local Distributor (LD)	365	95.33
		Sub-total	**95.51**
Total Covered by Census			**399.10**

APPENDIX H (Cont'd)

Kowloon:

Road Network	Road Type	Road Link	Trafficable Length (km)
Major	Expressway (EX)	8	12.78
	Urban Trunk Road (UT)	59	37.68
	Primary Distributor (PD)	199	67.60
	District Distributor (DD)	255	97.24
	Local Distributor (LD)	505	149.65
		Sub-total	**364.94**
Minor	District Distributor (DD)	1	0.02
	Local Distributor (LD)	318	69.31
		Sub-total	**69.33**
Total Covered by Census			**434.27**

New Territories :

Road Network	Road Type	Road Link	Trafficable Length (km)
Major	Expressway (EX)	83	142.47
	Urban Trunk Road (UT)	26	59.85
	Primary Distributor (PD)	138	82.80
	District Distributor (DD)	255	133.61
	Local Distributor (LD)	344	209.89
	Rural Trunk Road (RT)	12	27.40
	Rural Road (RR)	61	200.22
		Sub-total	**856.24**
Minor	District Distributor (DD)	4	1.34
	Local Distributor (LD)	656	233.16
	Rural Road (RR)	46	27.95
		Sub-total	**262.45**
Total Covered by Census			**1118.69**

APPENDIX I

NUMBERING SYSTEM AND ROTATION PROGRAMME
OF COUNTING STATIONS

Hong Kong Island :

Station No.	Station Type	Year of Survey (2024 to 2028)	Road Network
1001 – 1032 1101 – 1105 1107 – 1109	Core (A)	Every year	Major
1202 – 1223 1225 – 1258	Coverage (C)	2024 & 2028	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)	2027 & 2028	Major
2055	Coverage (C)	2027 & 2028	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

APPENDIX I (Cont'd)

Hong Kong Island :

Station No.	Station Type	Year of Survey (2024 to 2028)	Road Network
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 :

Station No.	Station Type	Year of Survey (2024 & 2028)	Road Network
3001 – 3027 3101 – 3106	Core (A)	Every year	Major
3201 – 3266 3268 – 3270 3272 – 3291 3293 3295 – 3299 3301 – 3307	Coverage (C)	2024 & 2028	Major
3401 – 3492 3494 – 3499 3501 – 3506	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)	2027 & 2028	Major
4080	Coverage (C)	2027 & 2028	Minor
4201 – 4222 4401 4403 – 4404	Coverage (B) (at Cordon/Screenline)	Every year	Major

APPENDIX I (Cont'd)

Kowloon :

Station No.	Station Type	Year of Survey (2024 to 2028)	Road Network
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

APPENDIX I (Cont'd)

New Territories :

Station No.	Station Type	Year of Survey (2024 to 2028)	Road Network
5001 – 5015 5017 – 5027 5029 – 5047	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)	2024 & 2028	Major
5300	Coverage (C)	Every year	Major
5302	Coverage (C)	2024 & 2028	Major
5303	Coverage (C)	Every year	Major
5304 – 5309	Coverage (C)	2024 & 2028	Major
5311	Coverage (C)	Every year	Major
5312	Coverage (C)	2024 & 2028	Major
5274 5310	Coverage (C)	2024 & 2028	Minor
5402 – 5411 5413 – 5424 5426 – 5453 5455 – 5459 5461 – 5467 5469 – 5477 5479 – 5481 5483 – 5487 5489 – 5490 5492 – 5504 5506 – 5510	Coverage (C)	2024 & 2025	Major
5511	Coverage (C)	Every year	Major
5512 – 5514 5516 – 5519	Coverage (C)	2024 & 2025	Major
5482 5488 5491 5515	Coverage (C)	2024 & 2025	Minor
5601 – 5623	Coverage (C)	2025 & 2026	Major

APPENDIX I (Cont'd)

New Territories :

Station No.	Station Type	Year of Survey (2024 & 2028)	Road Network
5625 – 5649 5651 – 5661 5663 – 5671 5673 – 5676 5678 – 5683 5685 – 5704	Coverage (C)	2025 & 2026	Major
5705 – 5706	Coverage (C)	Every year	Major
5707 – 5711 5713 – 5715	Coverage (C)	2025 & 2026	Major
5712	Coverage (C)	2025 & 2026	Minor
5801 – 5850 5852 – 5870 5872 – 5878 5880 – 5881 5883 – 5887 5889 – 5900 5902 – 5904	Coverage (C)	2026 & 2027	Major
5905	Coverage (C)	Every year	Major
5906 – 5907 5909 – 5919	Coverage (C)	2026 & 2027	Major
5851 5882	Coverage (C)	2026 & 2027	Minor
6001 – 6028 6030 – 6069 6071 – 6096 6099 – 6100 6102 – 6119	Coverage (C)	2027 & 2028	Major
6070	Coverage (C)	2027 & 2028	Minor
6203 – 6204 6206 – 6214 6219 6221 – 6226	Coverage (B) (at Cordon/Screenline)	Every year	Major

APPENDIX I (Cont'd)

New Territories :

Station No.	Station Type	Year of Survey (2024 to 2028)	Road Network
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			

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 2024. 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 9 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 9 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 9 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 9 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

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 87% 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) 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 102% 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 both 102% of the A.A.D.T. respectively while they are only about 87% 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 104% 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 2.9% respectively, and those on Sundays are 82% 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 105% of the A.A.D.T. and those on weekdays are slightly higher than the A.A.D.T. by 1.88%. and on Sundays are 86% 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 2024, 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. and the corresponding 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:

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

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

where

$l_{i,core,r,t}$ = Length of major road link under core station *i* for road type *t in* region *r*

$AADT_{i,core,r,t}$ = A.A.D.T. for core station *i* for road type *t* in region *r*

$L_{coverage,r,t}$ = Length of major road links under all coverage stations for road type *t* in region *r*

$\overline{AADT}_{\text{cov}\,erage,r,t}$ = Weighted mean A.A.D.T. 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 A.A.D.T. 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 9 groups: 3 on Hong Kong Island, 3 in Kowloon and 3 in the New Territories. There are a total of 9 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	± 2% - ± 4%	± 2% - ± 6%	± 5% - ± 7%
2. Hong Kong Island Urban 2	± 2% - ± 3%	± 3% - ± 4%	± 8% - ± 9%
3. Hong Kong Island Remote and Recreational	± 6% - ± 13%	± 6% - ± 10%	± 13% - ± 20%
4. Kowloon Urban 1	± 2% - ± 7%	± 4% - ± 6%	± 3% - ± 8%
5. Kowloon Urban 2	± 1% - ± 3%	± 2% - ± 3%	± 4% - ± 5%
6. Kowloon Urban 3	± 3% - ± 4%	± 3% - ± 9%	± 13% - ± 15%
7. New Territories 1 (Tuen Mun, Yuen Long, Tin Shui Wai, Sheung Shui, Fanling & Tai Po)	± 1% - ± 3%	± 1% - ± 3%	± 4% - ± 5%
8. New Territories 2 (Kwai Chung, Tsuen Wan, Tsing Yi & Chek Lap Kok)	± 2% - ± 3%	± 2% - ± 4%	± 6% - ± 7%
9. New Territories 3 (Tseung Kwan O, Sai Kung, Lantau Island, Tai Wai, Shatin, Fo Tan & Ma On Shan)	± 1% - ± 3%	± 2% - ± 4%	± 4% - ± 7%

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 Minor	5 207 335 249 334
Sub-total		5 456 670
Kowloon	Major Minor	8 839 524 175 183
Sub-total		9 014 707
New Territories	Major Minor	24 164 109 1 058 516
Sub-total		25 222 625
Total		39 694 002

The 95% error margin for the whole territory is within an acceptable level, being 9.1% of the average daily vehicle-kilometre. In analysing the precision level of vehicle-kilometrage by road network, the 95% error margin for the whole major road network is about 9.4% of the average daily vehicle-kilometre while that for the whole minor road network is about 40.7%. 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	25CAB1	Jan - Dec 2024
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

LEGEND

CORE STATION

COVERAGE STATION

0 0.5 1 1.5 2 2.5 km

SCALE

地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

LOCATION OF COUNTING STATIONS
ON MAJOR ROADS
HONG KONG ISLAND

Scale

AS SHOWN

Plan No.

PLAN A

地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

WESTERN HARBOUR CROSSING

CROSS HARBOUR TUNNEL

EASTERN HARBOUR CROSSING

LEGEND

- ● CORE STATION
- ○ COVERAGE STATION

0 0.5 1 1.5 2 2.5 km

SCALE

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

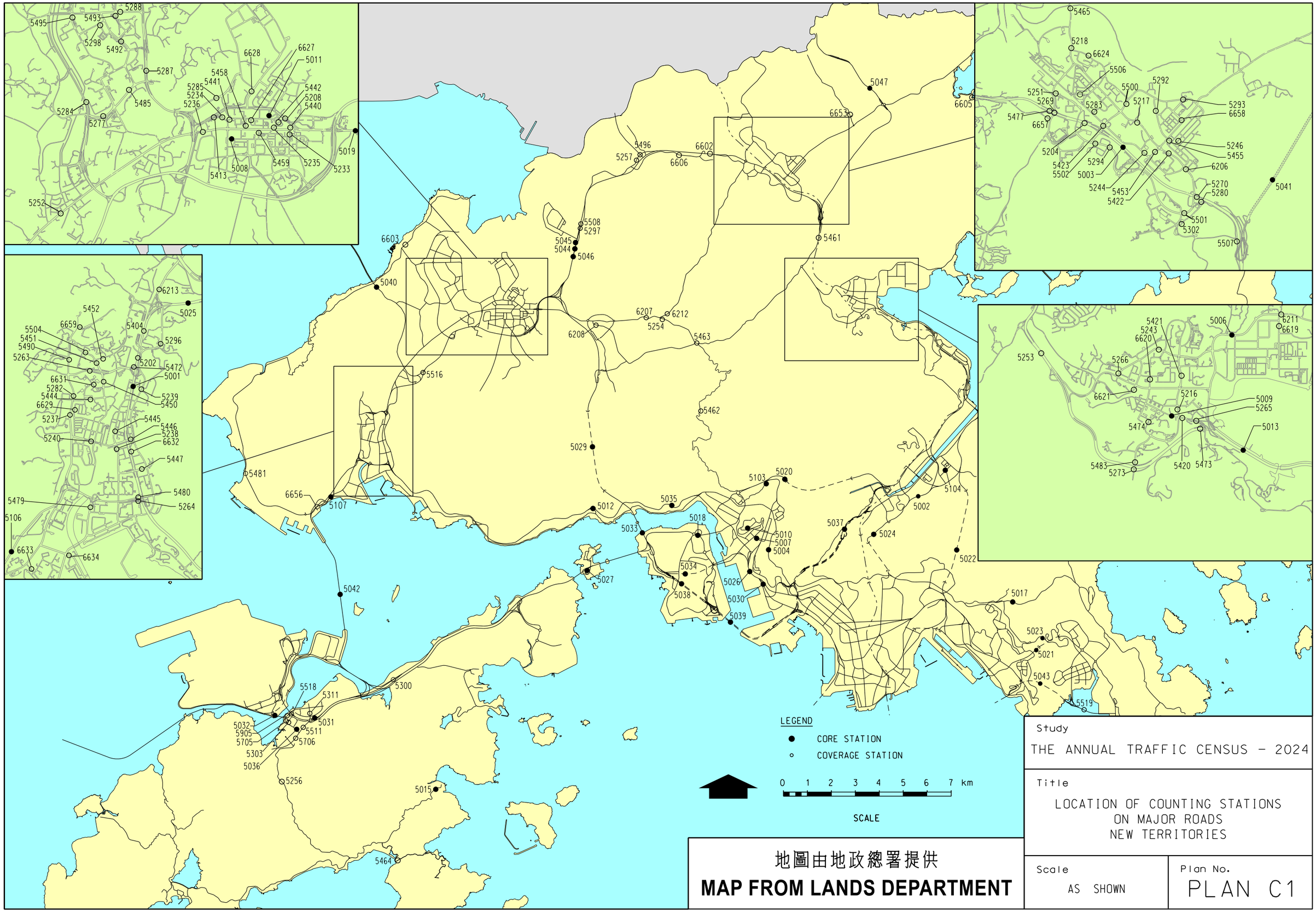
LOCATION OF COUNTING STATIONS
ON MAJOR ROADS
KOWLOON

Scale

AS SHOWN

Plan No.

PLAN B



地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

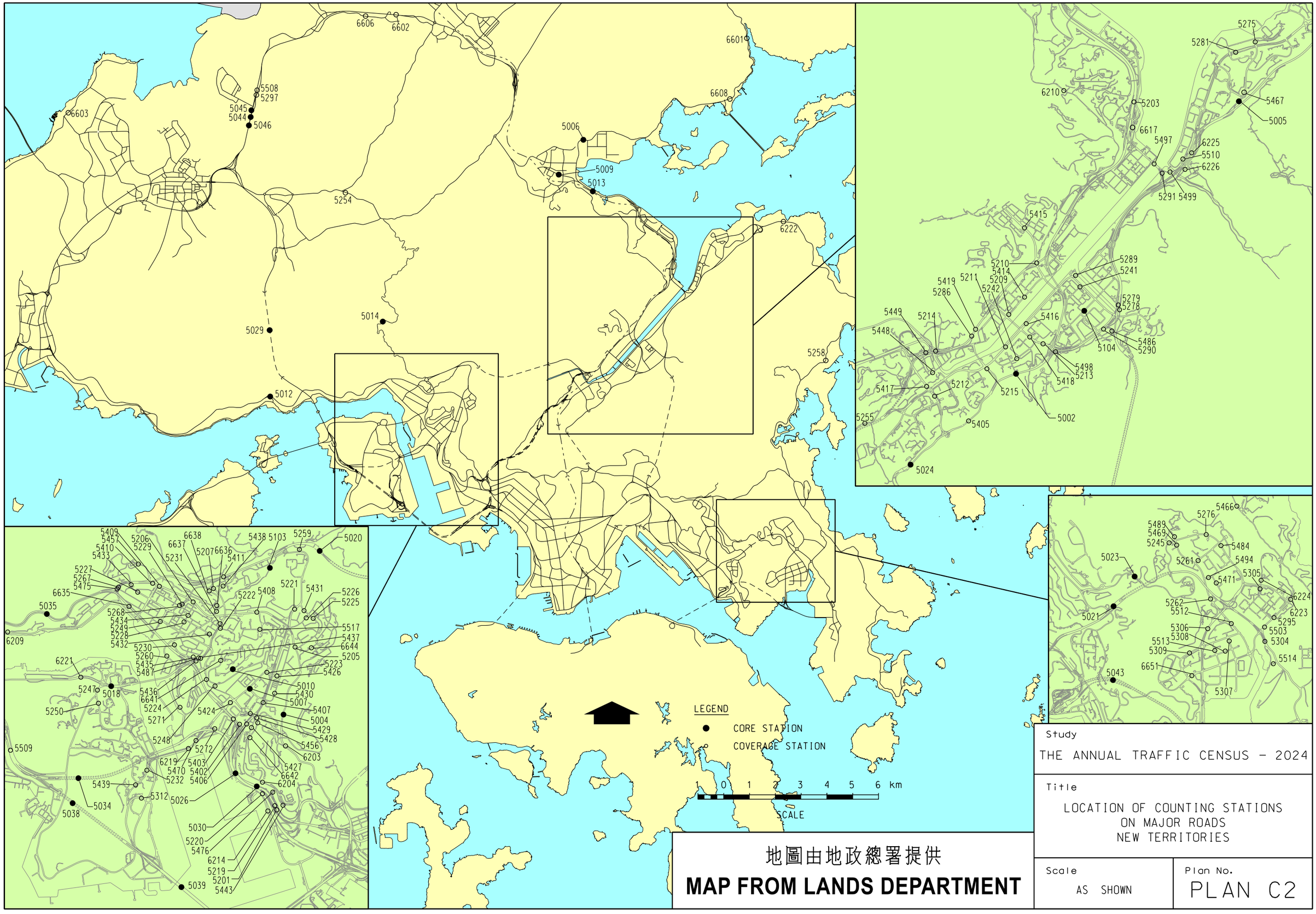
LOCATION OF COUNTING STATIONS
ON MAJOR ROADS
NEW TERRITORIES

Scale

AS SHOWN

Plan No.

PLAN C1



地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

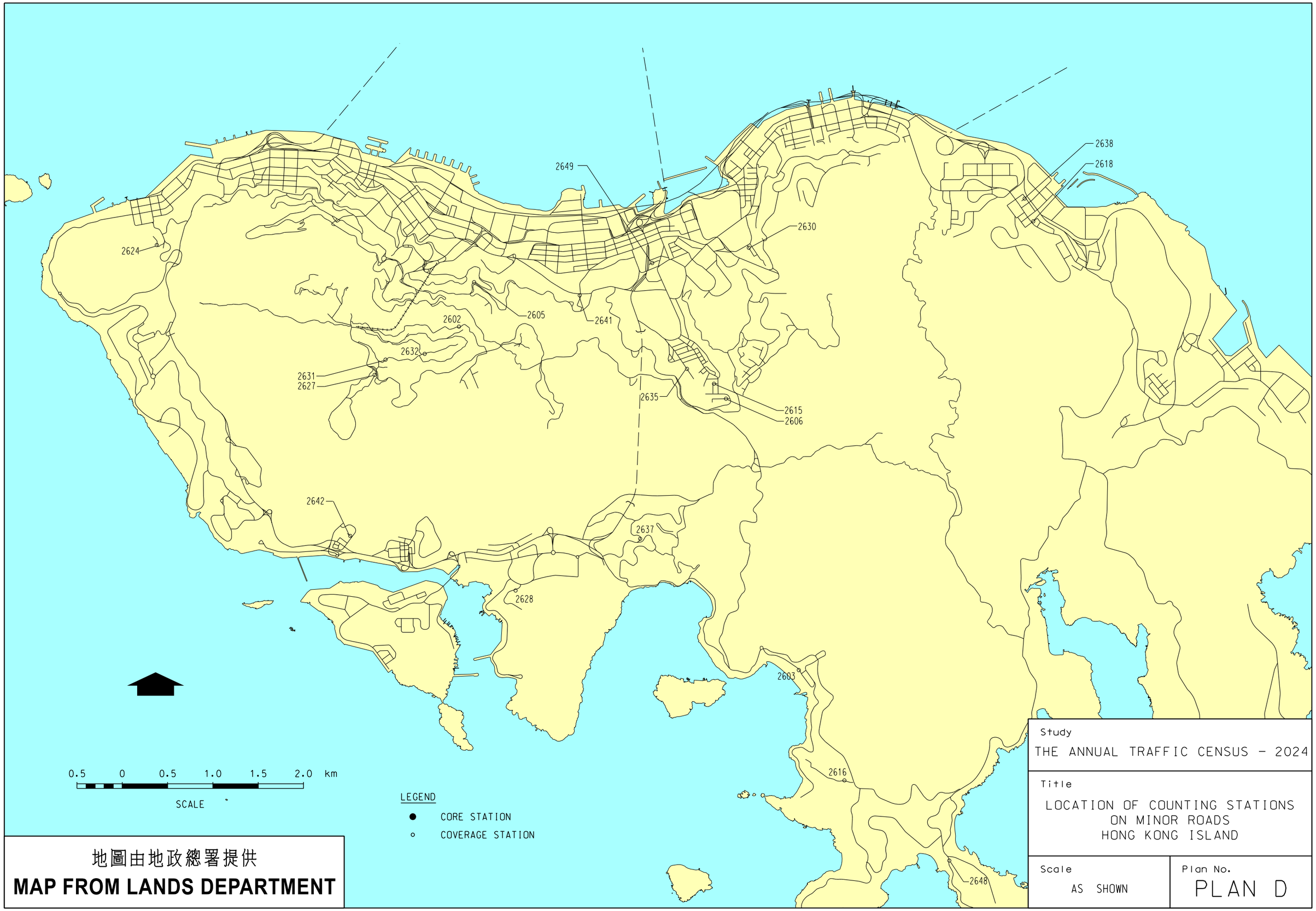
LOCATION OF COUNTING STATIONS
ON MAJOR ROADS
NEW TERRITORIES

Scale

AS SHOWN

Plan No.

PLAN C2



地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

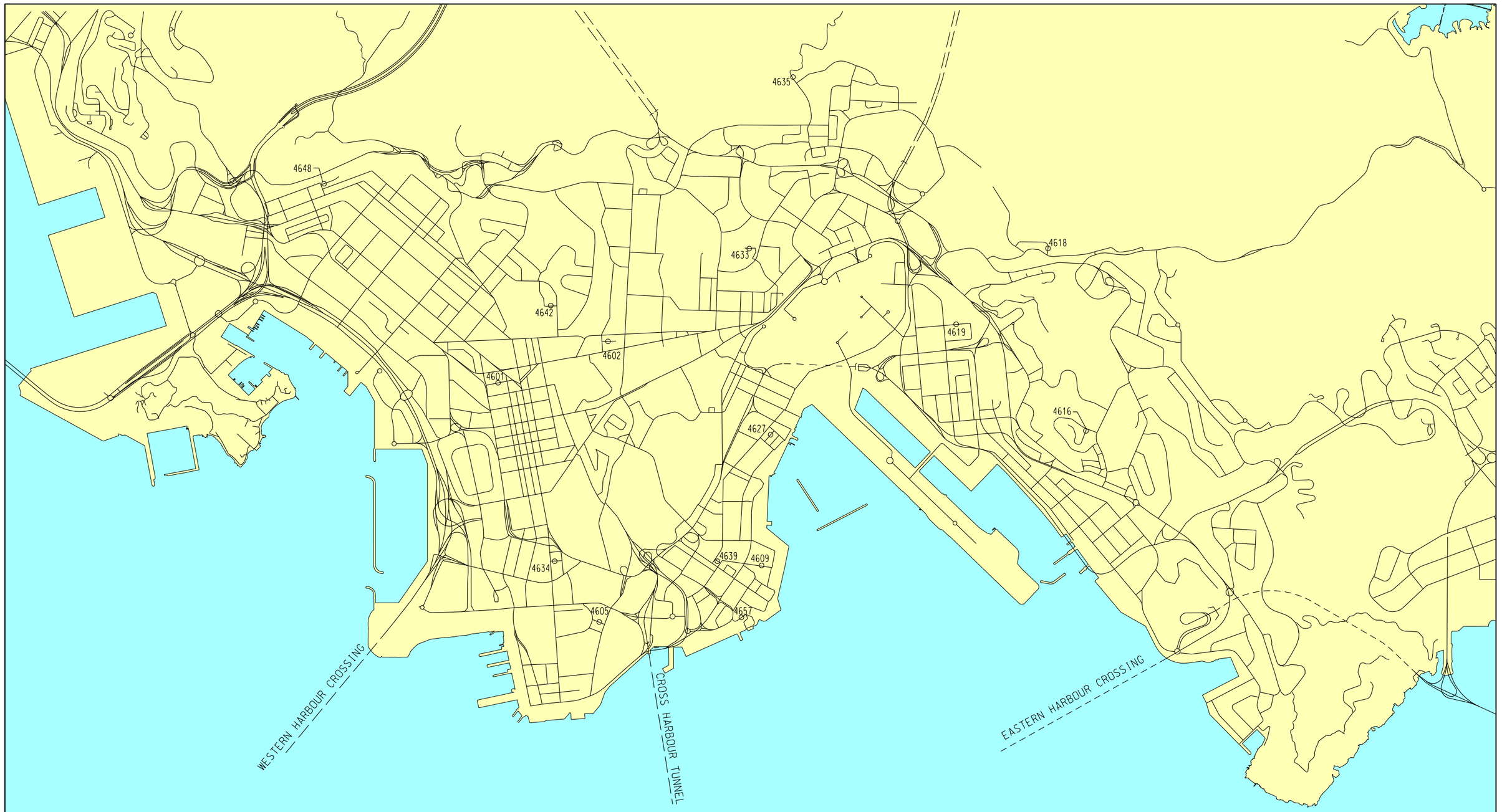
Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

LOCATION OF COUNTING STATIONS
ON MINOR ROADS
HONG KONG ISLAND

Scale	Plan No.
AS SHOWN	PLAN D



地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

LOCATION OF COUNTING STATIONS
ON MINOR ROADS
KOWLOON

Scale

AS SHOWN

Plan No.

PLAN E

LEGEND

● CORE STATION

○ COVERAGE STATION

5491
6655
6622
6625
6626
6604
5102
5274
5488
5482
6660
6654
6661
6662
6652
6611
6613
6649
6639
6607
6645
6640
6643
5515
6614
6615
5101
6618
6616
6647
6646
5310

0 1 2 3 4 5 6 km

SCALE

地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

LOCATION OF COUNTING STATIONS
ON MINOR ROADS
NEW TERRITORIES

Scale

AS SHOWN

Plan No.

PLAN F

LEGEND

● CORE STATION

○ COVERAGE STATION

CHEK LAP KOK

LANTAU ISLAND

TSING YI

5042

5027

5300

5905

5518

5311

5032

5031

5705

5303

5511

5036

5706

5256

5015

5464

1 0 1 2 3 4 5 6 km

SCALE

地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

LOCATION OF COUNTING STATIONS
LANTAU ISLAND

Scale

AS SHOWN

Plan No.

PLAN G

URBAN 1

URBAN 2

URBAN 2

URBAN 2

REMOTE AND
RECREATIONAL

0.5 0 0.5 1.0 1.5 2.0 km

SCALE

地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

GROUPING OF ROAD LINKS
HONG KONG ISLAND

Scale

AS SHOWN

Plan No.

PLAN H

URBAN 3

URBAN 2

URBAN 2

URBAN 1

URBAN 3

URBAN 2

URBAN 1

URBAN 1

URBAN 2

URBAN 3

0.5 0 0.5 1.0 1.5 2.0 km

SCALE

地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

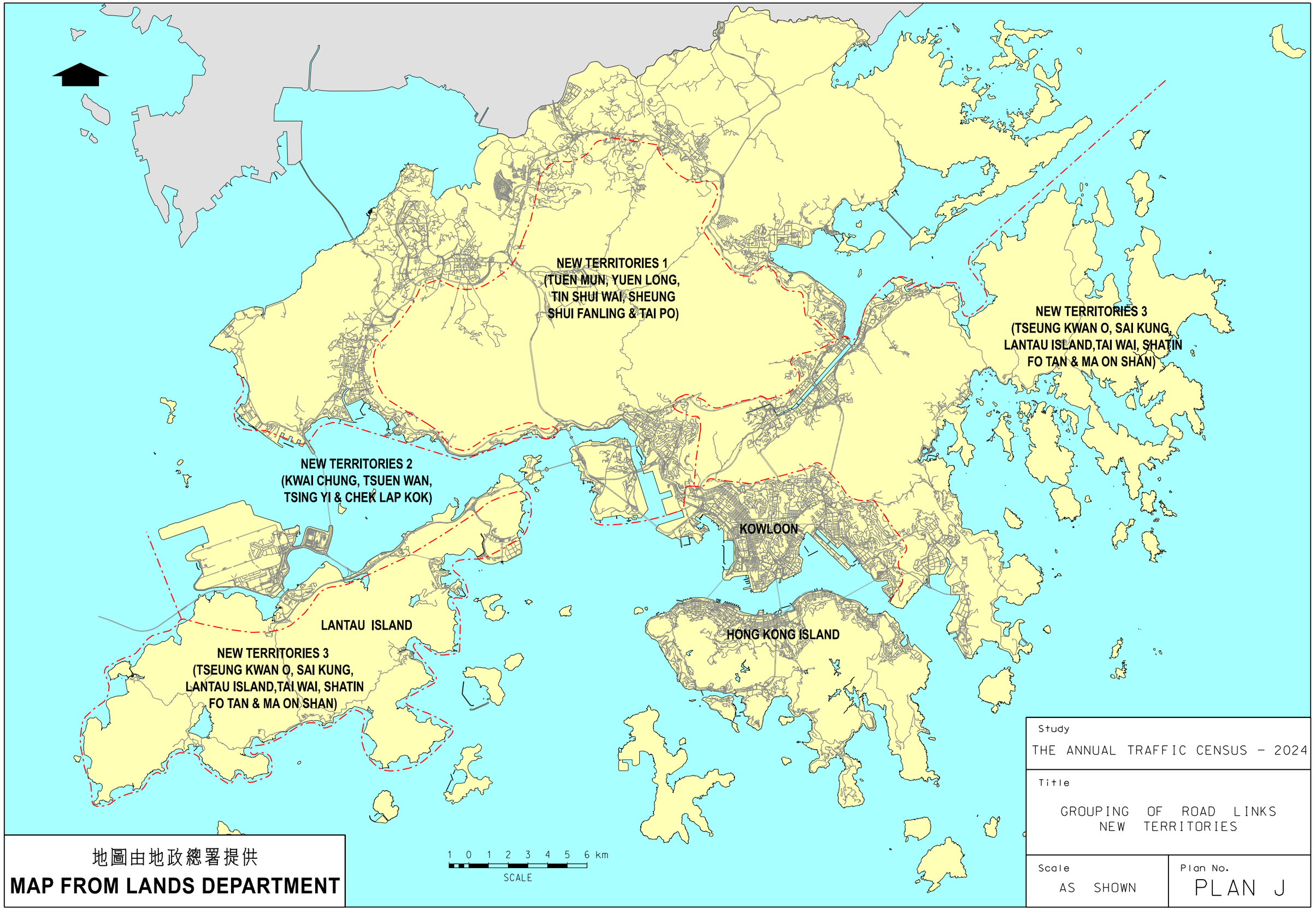
GROUPING OF ROAD LINKS
KOWLOON

Scale

AS SHOWN

Plan No.

PLAN I



地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

GROUPING OF ROAD LINKS
NEW TERRITORIES

Scale

AS SHOWN

Plan No.

PLAN J

HONG KONG
INTERNAL CORDON

HONG KONG EXTERNAL CORDON

F
G
H
I

2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2401 2402 2403 2404 2405 2407 2408

1001 1002 1004 1007 1009 1021 1031 1032 1107

LEGEND

- CORE STATION
- COVERAGE STATION
- CORDON / SCREENLINE

Note: The location of the stations are indicative only,
please refer to Plan A to Plan G for precise location.

0.5 0 0.5 1.0 1.5 2.0 km

SCALE

地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

Study
THE ANNUAL TRAFFIC CENSUS - 2024

Title
LOCATION OF CORDONS AND SCREENLINES
HONG KONG ISLAND

Scale
AS SHOWN

Plan No.
PLAN K



LEGEND

- CORE STATION
- COVERAGE STATION
- CORDON / SCREENLINE

Note: The location of the stations are indicative only, please refer to Plan A to Plan G for precise location.

0.5 0 0.5 1.0 1.5 2.0 km

SCALE

地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

LOCATION OF CORDONS AND SCREENLINES
KOWLOON

Scale

AS SHOWN

Plan No.

PLAN L

LEGEND

- CORE STATION
- COVERAGE STATION
- CORDON / SCREENLINE

Note: The location of the stations are indicative only, please refer to Plan A to Plan G for precise location.

5003 6206 5041

T S 5045 5044 5046

6211 T R 5013

6207 6208 6212

Y 6213 5025 Y

6222

6210

6225 6226

MA ON SHAN EXTERNAL CORDON

5014

5029 5012 5033 6209 5018 5020

SHATIN EXTERNAL CORDON

5022

5034 6219 5037 4201 5024

LANTAU EXTERNAL CORDON 5042

S R

5027 5038

TSING YI EXTERNAL CORDON

6224 6223

5023 5021

5043

TSEUNG KWAN O EXTERNAL CORDON

1 0 1 2 3 4 5 6 km

SCALE

地圖由地政總署提供

MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2024

Title

LOCATION OF CORDONS AND SCREENLINES NEW TERRITORIES

Scale

AS SHOWN

Plan No.

PLAN M