THE ANNUAL TRAFFIC CENSUS 2025



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-2025-

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TRAFFIC SURVEY AND SUPPORT DIVISION OCTOBER 2026

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SUMMARY

During the year 2025, the annual average daily traffic (A.A.D.T.) in the territory showed the following changes as compared with that of 2024:

General

There were 812 967 vehicles licensed in Hong Kong at the end of 2025, representing an increase of 0.5% when compared with the corresponding figure in 2024. 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 3.1%. There were 584 914 private cars licensed at the end of 2025. The number of franchised buses licensed was 5 793, a decrease of 1.3% over 2024. The total number of goods vehicles licensed in 2025 was 109 463, showing a decrease of 2.1% over 2024.

During the year, road travel in the territory amounted to 39.54 million vehicle-kilometres per day. Of this total, 5.52 million vehicle-kilometres occurred on Hong Kong Island, while 9.19 million vehicle-kilometres and 24.82 million vehicle-kilometres occurred in Kowloon and the New Territories respectively. The average kilometrage per day per licensed vehicle was 48.77 km.

Hong Kong Island

Traffic flows across all cordon and screenline locations decreased. The External Cordon (urban area boundary) and Internal Cordon (enclosing the Central District) recorded decreases of 4.4% and 4.3%, respectively. On Hong Kong Island, screenline F–F (at the eastern end of the Central District), screenline G–G (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) recorded decreases of 4.6%, 5.5%, 4.9%, and 1.3%, respectively.

Kowloon

Traffic flows crossing the Kowloon Peninsula in the east–west direction generally increased. 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) rose by 0.6%, 1.6%, and 0.8%, respectively. In contrast, screenline A–A (along the Urban Railway Line) recorded a 2.8% decrease in traffic flow.

Between Hong Kong and Kowloon

Average daily vehicular traffic crossing the harbour increased by 1.8%. Of all the vehicles crossing the harbour, 35.4% used the Cross Harbour Tunnel, 25.6% used the Eastern Harbour Crossing and 39.0% used the Western Harbour Crossing, while the remaining 0.02% used vehicular ferry service by Hongkong & Yaumati Ferry.

The New Territories

Traffic flows across the Tsing Yi External Cordon (Tsing Yi area boundary) and Lantau External Cordon (separating Lantau from the New Territories) increased by 4.9% and 5.0%, respectively. In contrast, the Sha Tin External Cordon (separating Sha Tin from the New Territories), Tseung Kwan O External Cordon (separating Tseung Kwan O from the New Territories), and Ma On Shan External Cordon recorded decreases of 0.8%, 0.8%, and 2.8%, respectively. Traffic flows across screenlines R–R, S–S, T–T, and Y–Y also increased. Specifically, 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) recorded increases of 2.9%, 4.2%, 3.8%, and 0.7%, respectively.

Between Kowloon and the New Territories

Vehicular traffic flows between Kowloon and the New Territories increased by 0.5% overall. Weekday traffic flows, from Monday to Friday, in the central corridor, namely Tai Po Road, Lion Rock Tunnel, Tate's Cairn Tunnel and Eagle's Nest Tunnel, remained broadly similar. In the western corridor, traffic flows on Container Port Road South, Tsing Kwai Highway, Kwai Chung Road, Castle Peak Road, Lai King Hill Road and Nam Wan Tunnel decreased by 0.1%. In the eastern corridor, traffic flows on Clear Water Bay Road, Po Lam Road, Tseung Kwan O Tunnel and the Tseung Kwan O to Lam Tin Tunnel increased by 2.7%.

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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 2025.

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 2 276 km of trafficable roads, 1 953 km, or 85.8% 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 - 2025

District	Total in District (km)	Total Covered By Census (km)	Proportion Covered
Hong Kong Island	450.40	399.10	88.6%
Kowloon	490.31	435.26	88.8%
New Territories	1,335.14	1,118.18	83.8%
Total	**2,275.85**	**1,952.55**	**85.8%**

The proportions of trafficable roads covered on Hong Kong Island, in Kowloon and in the New Territories for the year 2025 were 88.6%, 88.8% and 83.8% respectively. Compared with 2024, coverage decreased by 0.1% on Hong Kong Island, decreased by 1.2% in Kowloon and decreased by 1.7% in the New Territories.

2.2 DISTRIBUTION OF COUNTING STATIONS

A total of 894 counting stations were surveyed in the census in 2025, of which 220 were on Hong Kong Island, 319 in Kowloon and the remaining 355 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 2025 in various districts are shown in the following tables.

Distribution of Counting Stations
Included in the Traffic Census – 2025

District	Type of Station	Road Network		Total
		Major	Minor	
Hong Kong Island	Core (A)	40	-	40
	Coverage (B)	24	-	24
	Coverage (C)	135	21	156
	Sub-total	**199**	**21**	**220**
Kowloon	Core (A)	33	-	33
	Coverage (B)	25	-	25
	Coverage (C)	244	17	261
	Sub-total	**302**	**17**	**319**
New Territories	Core (A)	49	2	51
	Coverage (B)	18	-	18
	Coverage (C)	252	34	286
	Sub-total	**319**	**36**	**355**
Total		**820**	**74**	**894**

Proportion of Counting Stations
Surveyed in the Traffic Census – 2025

District	Type of Station	Total Counting Stations		Surveyed %
		2025	All	
Hong Kong Island	Core (A)	40	40	100.0
	Coverage (B)	24	24	100.0
	Coverage (C)	156	330	47.3
	Sub-total	**220**	**394**	**55.8**
Kowloon	Core (A)	33	33	100.0
	Coverage (B)	25	25	100.0
	Coverage (C)	261	559	46.7
	Sub-total	**319**	**617**	**51.7**
New Territories	Core (A)	51	51	100.0
	Coverage (B)	18	18	100.0
	Coverage (C)	286	615	46.5
	Sub-total	**355**	**684**	**51.9**
Total		**894**	**1,695**	**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 2025.

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	2024	2025	Change as % of 2024
H.K. External Cordon	146 420	140 040	-4.4
H.K. Internal Cordon	475 510	455 190	-4.3
Kln. External Cordon	740 830	745 470	+0.6
Tsing Yi External Cordon	417 780	438 230	+4.9
Lantau External Cordon	127 120	133 480	+5.0
Shatin External Cordon	553 030	548 670	-0.8
Tseung Kwan O External Cordon	171 570	170 130	-0.8
Ma On Shan External Cordon	117 220	113 940	-2.8
Screenline A-A	505 040	491 080	-2.8
Screenline C-C	574 840	584 150	+1.6
Screenline F-F	260 950	248 990	-4.6
Screenline G-G	215 010	203 130	-5.5
Screenline H-H	25 210	23 980	-4.9
Screenline I-I	70 950	70 020	-1.3
Screenline K-K	379 130	382 130	+0.8
Screenline R-R	376 980	388 030	+2.9
Screenline S-S	340 380	354 580	+4.2
Screenline T-T	279 620	290 130	+3.8
Screenline Y-Y	155 570	156 680	+0.7

Peak Hour Traffic Flows across All Cordons and Screenlines

Cordon / Screenline	2024	2025	Change as % of 2024
H.K. External Cordon	9 840	9 660	-1.8
H.K. Internal Cordon	31 754	30 164	-5.0
Kln. External Cordon	49 467	49 038	-0.9
Tsing Yi External Cordon	27 329	28 051	+2.6
Lantau External Cordon	7 844	8 241	+5.1
Shatin External Cordon	38 414	37 769	-1.7
Tseung Kwan O External Cordon	11 101	11 184	+0.7
Ma On Shan External Cordon	8 013	7 623	-4.9
Screenline A-A	32 514	31 700	-2.5
Screenline C-C	36 148	36 791	+1.8
Screenline F-F	17 442	16 499	-5.4
Screenline G-G	13 747	13 290	-3.3
Screenline H-H	1 965	1 839	-6.4
Screenline I-I	4 677	4 602	-1.6
Screenline K-K	24 615	25 022	+1.7
Screenline R-R	26 301	26 184	-0.4
Screenline S-S	23 121	23 464	+1.5
Screenline T-T	19 689	20 436	+3.8
Screenline Y-Y	10 400	10 244	-1.5

3.3.1 Cordons and Screenlines - Hong Kong Island

(a) Hong Kong External Cordon

On an average 24-hour day, 140 040 vehicles crossed the Cordon separating the northern part and southern part of Hong Kong Island, representing a decrease of 4.4% compared with the A.A.D.T. of 146 420 in 2024. 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, 56.3% were via the Wong Nai Chung Gap Road - Aberdeen Tunnel corridor while 35.4% were via the Pok Fu Lam Road - Smithfield - Victoria Road corridor. The remaining 8.3% movements were via Tai Tam Road and Lin Shing Road.

(b) Hong Kong Internal Cordon

The A.A.D.T. across this cordon which encloses the Central Business District (CBD) of Hong Kong Island decreased by 4.3% from 475 510 in 2024 to 455 190 in 2025. The distribution of vehicular flows among the various routes crossing the cordon on weekdays (Monday to Friday) is illustrated in FIGURE 3-2. Of the total movements on weekdays, 50.7% were via the eastern corridor of Harcourt Road, Queensway and other minor roads while 21.4% were via the southern corridor comprising mainly Garden Road and Cotton Tree Drive. The western corridor via Connaught Road Central, Des Voeux Road Central, Queen's Road Central and other minor roads took 27.9% of the total traffic volume across the cordon.

(c) Screenline F-F

This screenline separates Central, its adjacent "mid-levels" and the Peak from Wan Chai and Happy Valley. The A.A.D.T. decreased by 4.6% from 260 950 in 2024 to 248 990 in 2025.

(d) Screenline G-G

This screenline separates Causeway Bay from North Point. The A.A.D.T. decreased by 5.5% from 215 010 in 2024 to 203 130 in 2025.

(e) Screenline H-H

This screenline separates the Peak from the rest of Hong Kong Island. The A.A.D.T. decreased by 4.9% from 25 210 in 2024 to 23 980 in 2025.

(f) Screenline I-I

This screenline separates Shau Kei Wan and Chai Wan. The A.A.D.T. decreased by 1.3% from 70 950 in 2024 to 70 020 in 2025.

3.3.2 Cordon and Screenlines - Kowloon

(a) Kowloon External Cordon

On an average 24-hour day, 745 470 vehicles crossed the Cordon separating Kowloon from the New Territories, representing an increase of 4 640 vehicles or 0.6% higher than the A.A.D.T. for 2024. 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, 47.3% were via the western corridor (Castle Peak Road, Lai King Hill Road, Kwai Chung Road – Kwai Chung, Tsing Kwai Highway, Container Port Road South and Nam Wan Tunnel) while 32.8% were via the central corridor (Lion Rock Tunnel, Tai Po Road, Tate's Cairn Tunnel and the Eagle's Nest Tunnel). The remaining 19.9% movements were via the eastern corridor (Clear Water Bay Road, Po Lam Road, Tseung Kwan O Tunnel and Tseung Kwan O - Lam Tin Tunnel).

(b) Screenline A-A

Screenline A-A, known as the Urban Railway Line, divides the Kowloon Peninsula into two parts, namely the eastern half and the western half, and intercepts all east-west movements. The A.A.D.T. across this screenline in 2025 was 491 080, a decrease of 13 960 vehicles or 2.8% compared with the 2024 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 2025 was 584 150, an increase of 9 310 vehicles or 1.6% compared with the 2024 figure.

(d) Screenline K-K

This screenline divides Kwun Tong and Kowloon Bay from the rest of Kowloon. The A.A.D.T. in 2025 was 382 130, an increase of 3 000 vehicles or 0.8% compared with the 2024 figure.

3.3.3 Cordons and Screenlines - New Territories

(a) Tsing Yi External Cordon

On an average 24-hour day, 438 230 vehicles crossed the Cordon separating Tsing Yi from the New Territories, representing an increase of 20 450 vehicles or 4.9% when compared with the A.A.D.T. in 2024. The distribution of traffic among the various roads crossing the Cordon on weekdays (Monday to Friday) is shown in FIGURE 3-4. Of the total movements on weekdays, 56.0% were via the eastern corridor (Tsing Tsuen Road, Cheung Tsing Tunnel, Kwai Tsing Road and Nam Wan Tunnel) while 22.9% 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, 133 480 vehicles crossed the Cordon separating Lantau from the New Territories, representing an increase of 6 360 vehicles or 5.0% when compared with the A.A.D.T. in year 2024. 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, 548 670 vehicles crossed the Cordon separating Shatin from the New Territories, representing a decrease of 4 360 vehicles or 0.8% when compared with the A.A.D.T. in year 2024. 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, 170 130 vehicles crossed the Cordon separating Tseung Kwan O from the New Territories, representing a decrease of 1 440 vehicles or 0.8% when compared with the A.A.D.T. in year 2024. 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, 113 940 vehicles crossed the Cordon separating Ma On Shan from the New Territories, representing a decrease of 3 280 vehicles or 2.8% when compared with the A.A.D.T. in year 2024. 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 2025 was 388 030, representing an increase of 2.9% over 2024.

(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 2025 was 354 580 representing an increase of 4.2% over 2024.

(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 2025 was 290 130, representing an increase of 3.8% over 2024.

(i) Screenline Y-Y

This screenline separates Yuen Long from Tuen Mun. The A.A.D.T. recorded in 2025 was 156 680 representing an increase of 0.7% over 2024.

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:

2024 and 2025 Average Daily Vehicle-kilometre on Roads
Covered in the Annual Traffic Census

Region	Road Network	Average Daily Vehicle-Kilometre	
		2024	**2025**
Hong Kong Island	Major	5 207 335	5 255 714
	Minor	249 334	267 309
	Sub-total	5 456 670	5 523 023
Kowloon	Major	8 839 524	9 030 470
	Minor	175 183	159 742
	Sub-total	9 014 707	9 190 212
New Territories	Major	24 164 109	23 755 854
	Minor	1 058 516	1 067 492
	Sub-total	25 222 625	24 823 345
Total		**39 694 002**	**39 536 580**

During the year, an average daily total of 39.54 million vehicle-kilometres occurred in the territory as a whole, representing a 0.4% decrease over 2024. The figures for major and minor road links are 38.04 million and 1.49 million respectively, which indicate the much higher volume of travel and thus the relative importance of the major road network.

Analyzed by district, the total daily vehicle-kilometrage on Hong Kong Island and Kowloon increased by 1.2% and 1.9% respectively, while the New Territories decreased by 1.6% when compared to 2024.

As there were 810 698 vehicles licensed in Hong Kong in the middle of the year, the 39.54 million vehicle-kilometres for the territory represents an average travel distance of 48.77 km per day per licensed vehicle in 2025, representing a decrease of 0.35% over 2024.



Study

THE ANNUAL TRAFFIC CENSUS - 2025

Scale

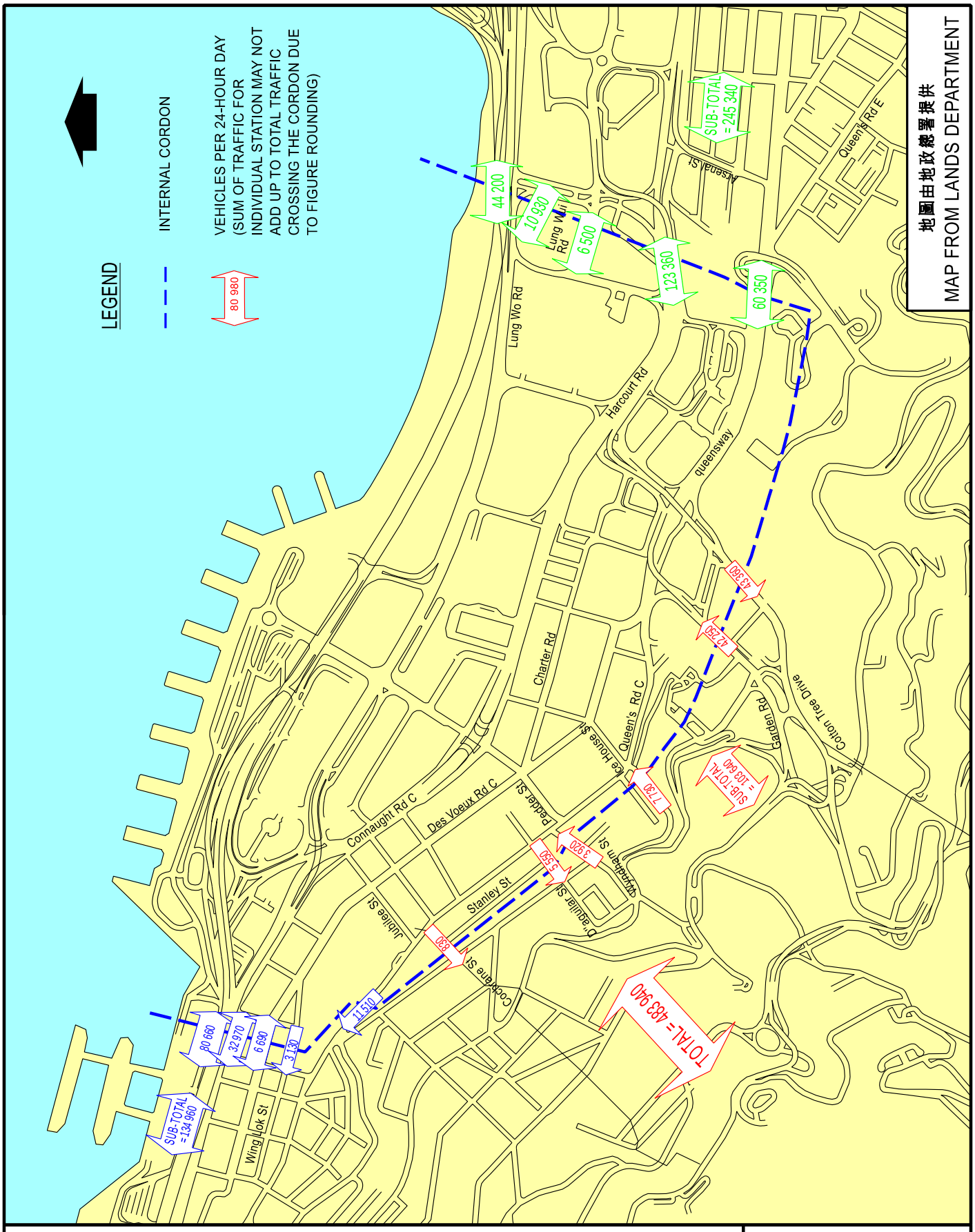
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE HONG KONG ISLAND EXTERNAL CORDON ON MON.- FRI. 2025

Figure No.

FIG. 3-1



Study

THE ANNUAL TRAFFIC CENSUS - 2025

Scale

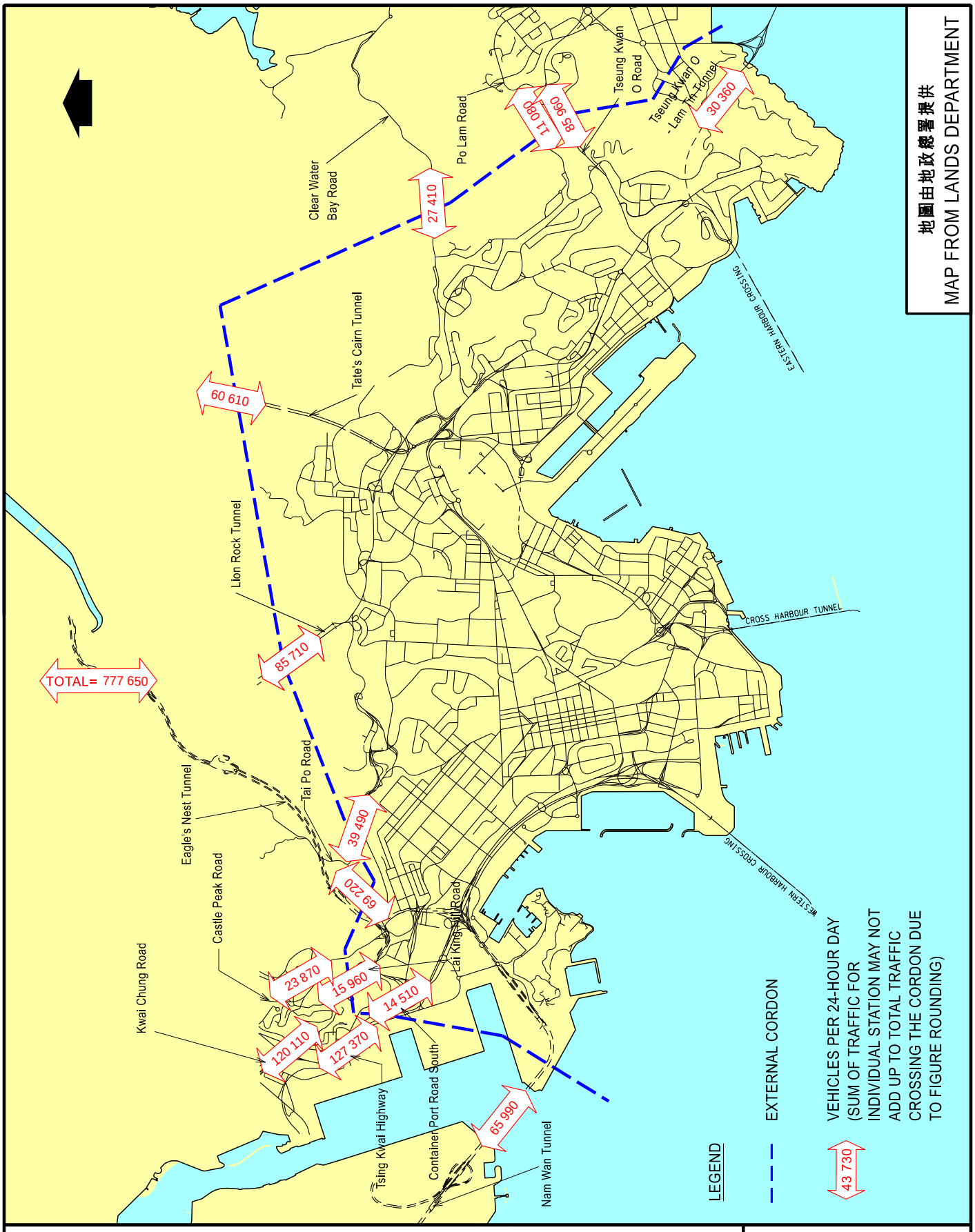
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE HONG KONG ISLAND INTERNAL CORDON ON MON.- FRI. 2025

Figure No.

FIG. 3-2



Study

THE ANNUAL TRAFFIC CENSUS - 2025

Scale

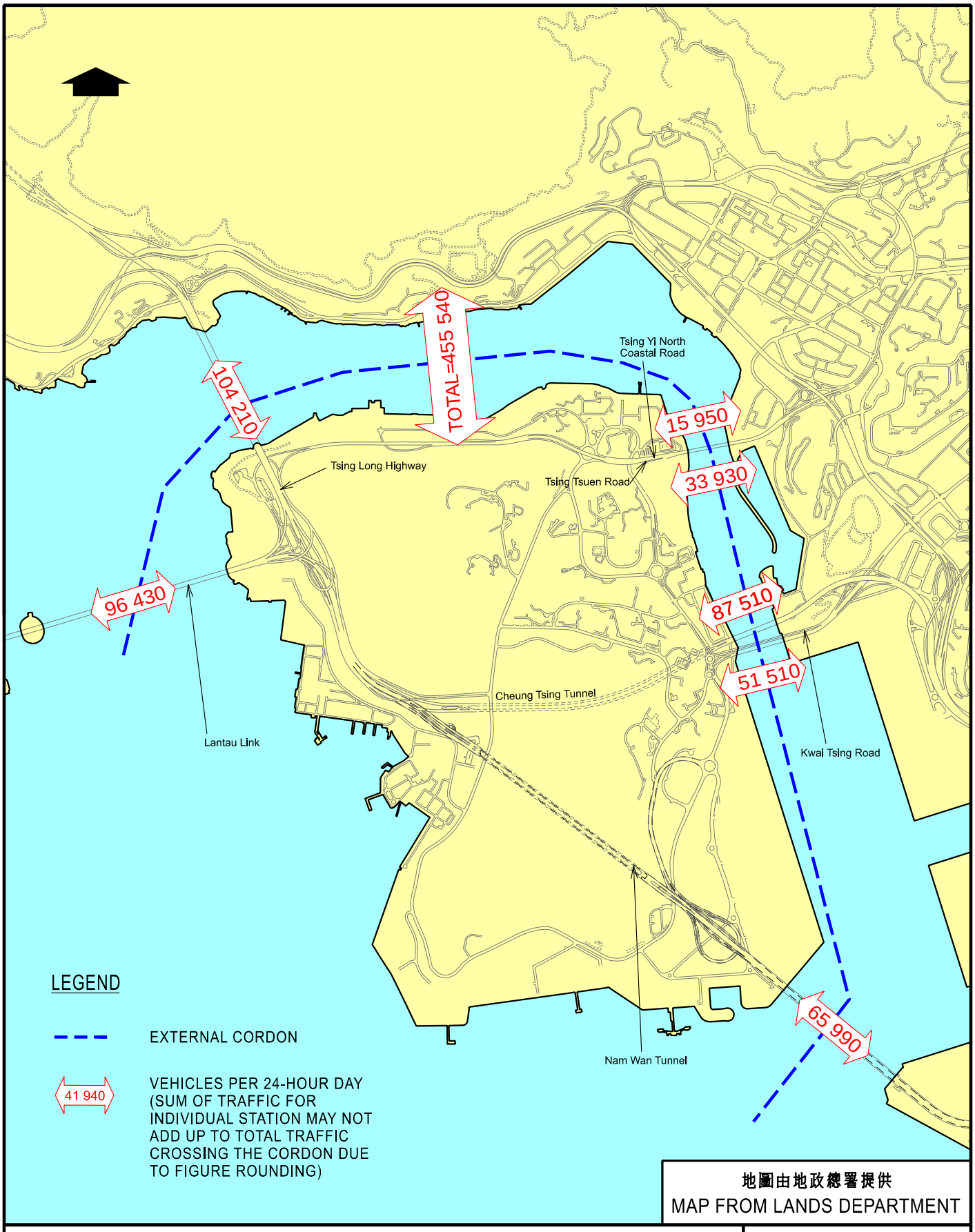
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE KOWLOON EXTERNAL CORDON ON MON. - FRI. 2025

Figure No.

FIG. 3-3



Study

THE ANNUAL TRAFFIC CENSUS - 2025

Scale

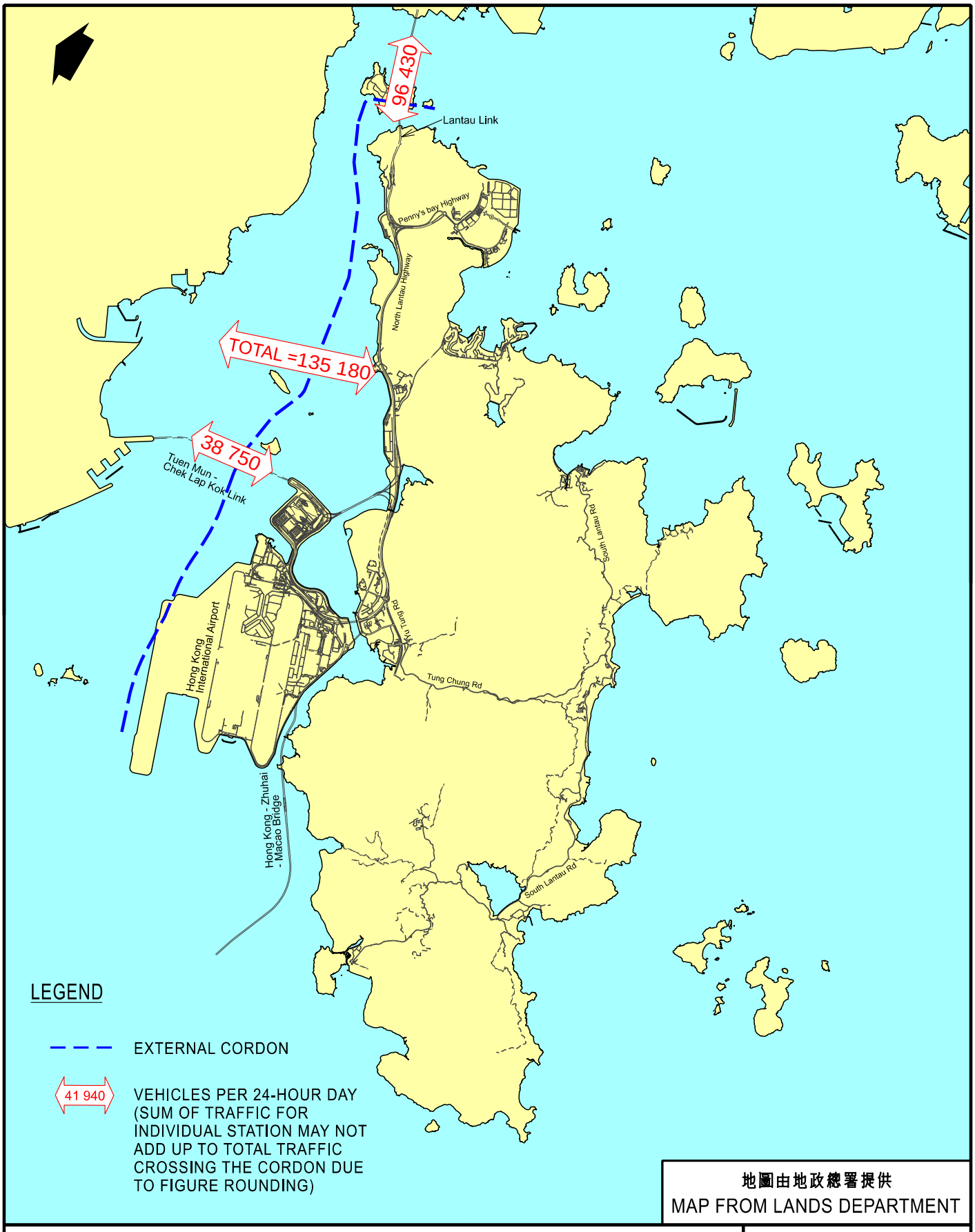
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE TSING YI EXTERNAL CORDON ON MON.- FRI. 2025

Figure No.

FIG. 3-4



地圖由地政總署提供
MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2025

Scale

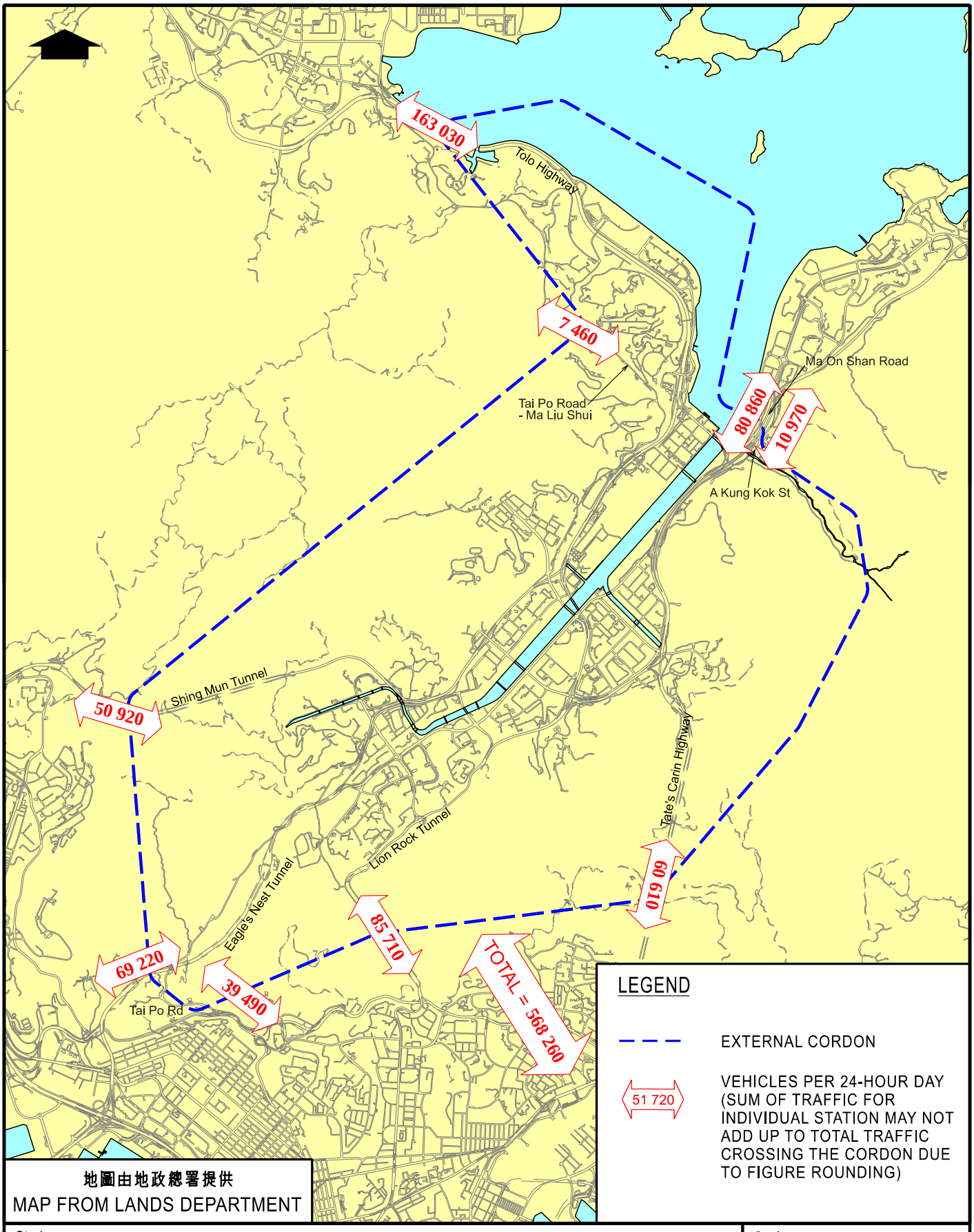
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE LANTAU EXTERNAL CORDON ON MON.- FRI. 2025

Figure No.

FIG. 3-5



Study

THE ANNUAL TRAFFIC CENSUS - 2025

Scale

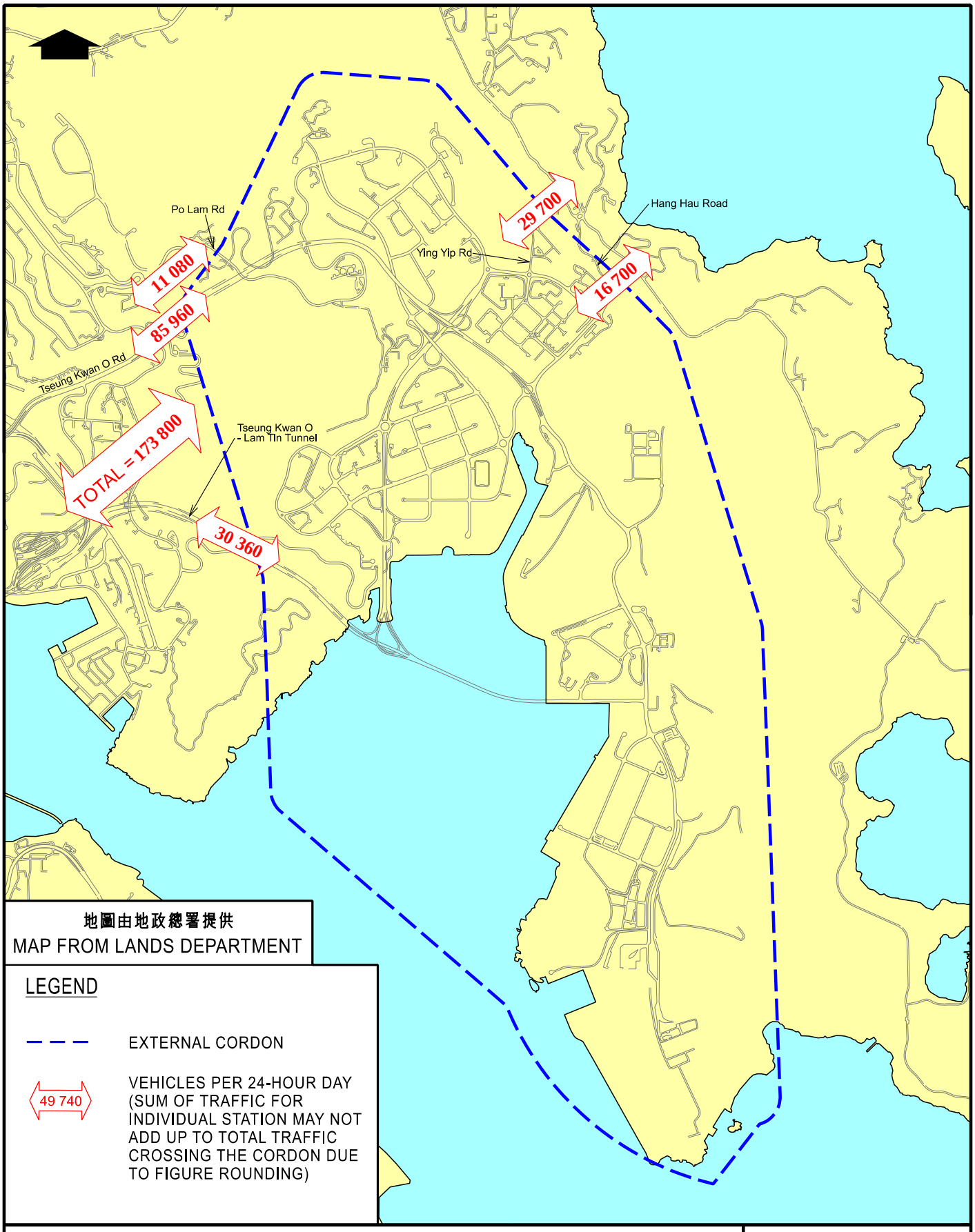
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE SHATIN EXTERNAL CORDON ON MON.- FRI. 2025

Figure No.

FIG. 3-6



Study

THE ANNUAL TRAFFIC CENSUS - 2025

Scale

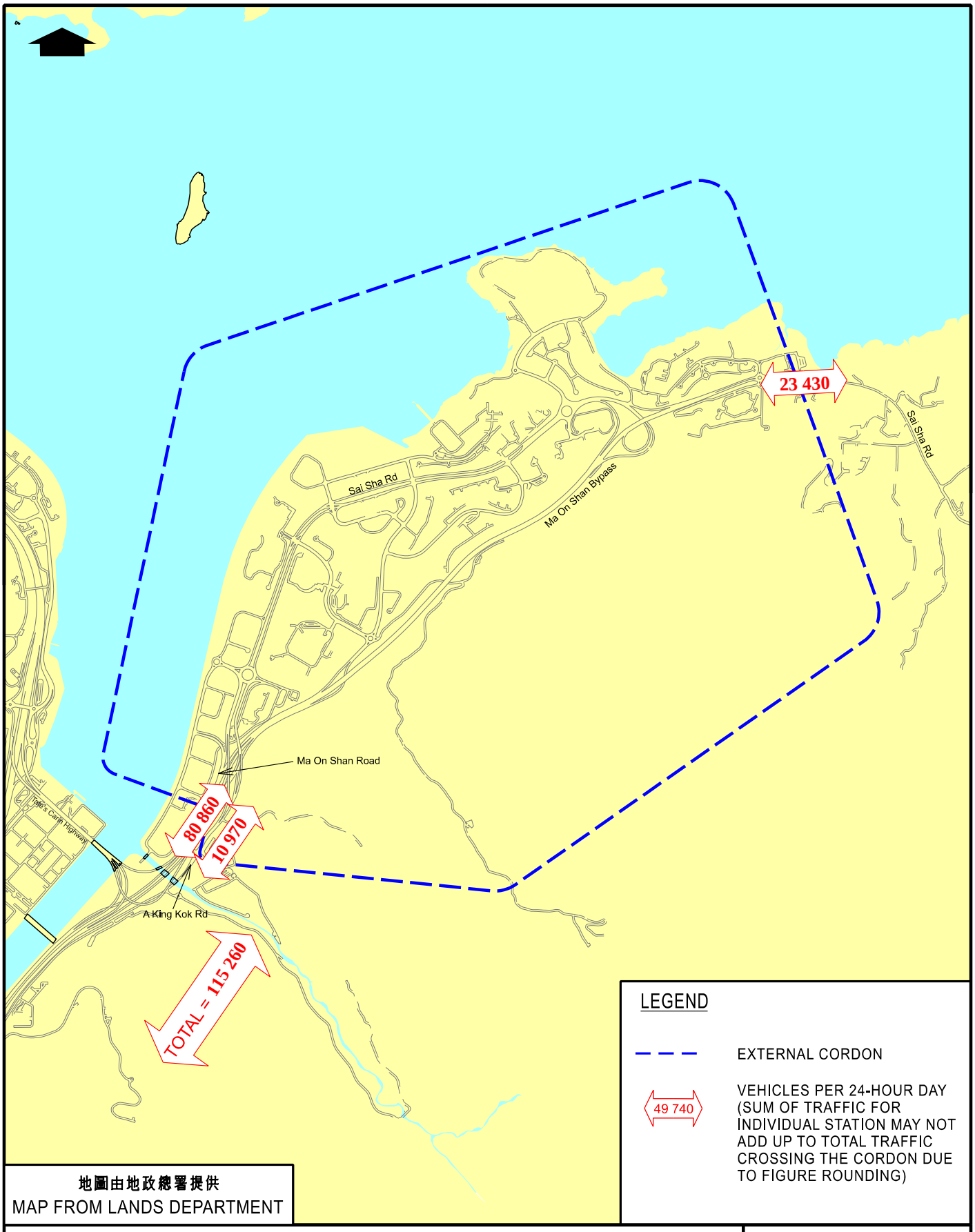
SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE TSEUNG KWAN O EXTERNAL CORDON ON MON.- FRI. 2025

Figure No.

FIG. 3-7



地圖由地政總署提供
MAP FROM LANDS DEPARTMENT

Study

THE ANNUAL TRAFFIC CENSUS - 2025

Scale

SCHEMATIC

Title

DISTRIBUTION BY CORRIDOR OF TRAFFIC CROSSING THE MA ON SHAN EXTERNAL CORDON ON MON.- FRI. 2025

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 2025.

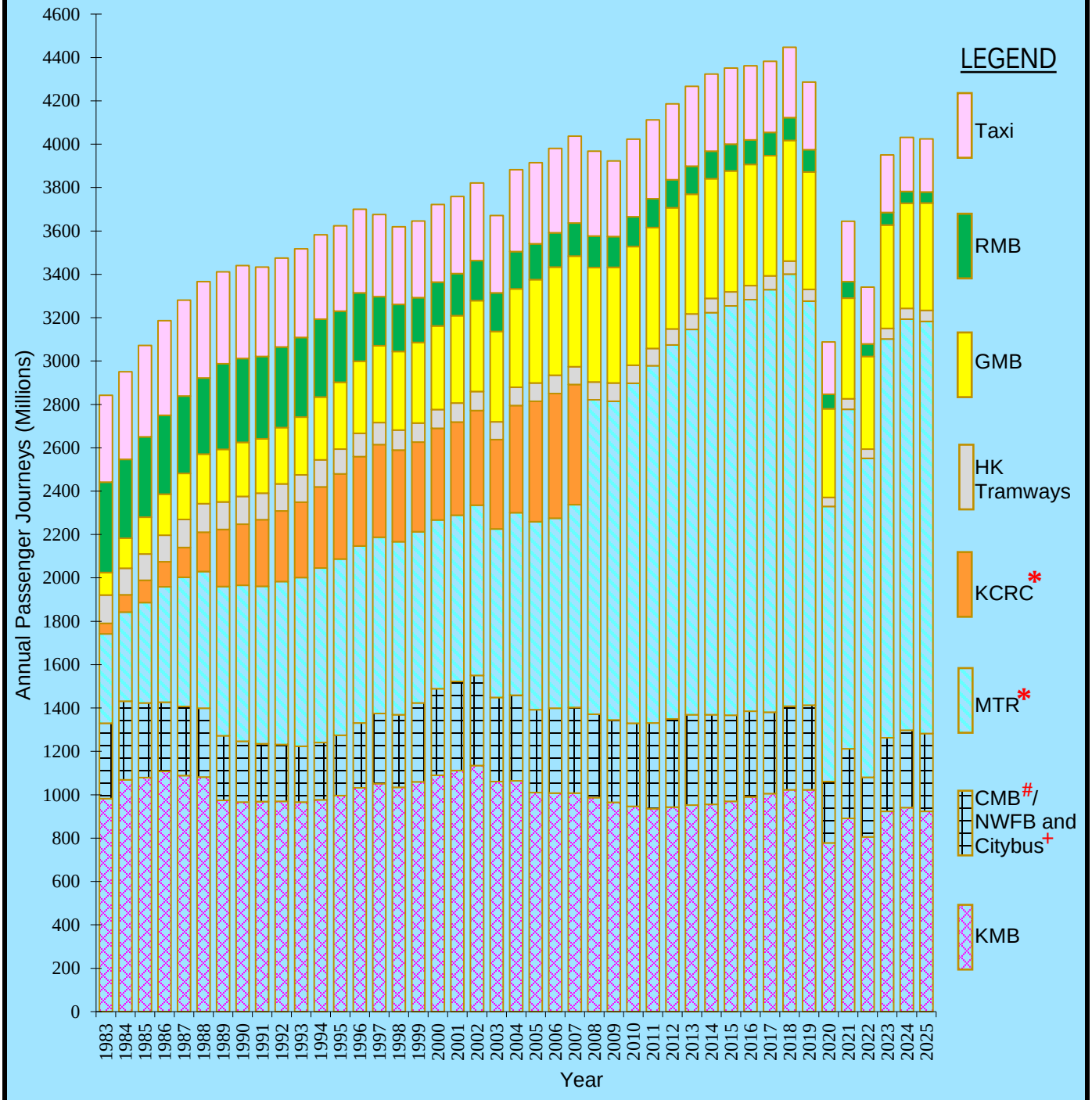
4.2 HONG KONG ISLAND

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 2025 (i.e. excluding cross harbour journeys which are dealt with in Chapter 5) was 159.3 million, a 0.3% decrease as compared with 159.7 million in 2024. The corresponding number of passengers travelling by Citybus (excluding the cross harbour journeys which are dealt with in Chapter 5) was 178.2 million, representing 1.9% decrease as compared with 181.6 million passengers in 2024. The number of passengers traveling by tram was 50.48 million in 2025, representing 0.02% increase as compared with 50.47 million passengers in 2024. The annual passenger journeys by these three modes and the combined passenger journeys for 2025 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 840.7 million passengers within Kowloon and the New Territories (i.e. excluding cross harbour journeys which are dealt with in Chapter 5), 1.6% lower than the corresponding figure of 854.7 million in 2024. 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 1 372.0 million passengers, 0.4% higher than the corresponding figure of 1 367.1 million in 2024. The annual passenger journeys by these modes of transport and the combined passenger journeys for 2025 are compared with their past trends in FIGURE 4-4. Monthly variations during 2025 are shown in FIGURE 4-5.

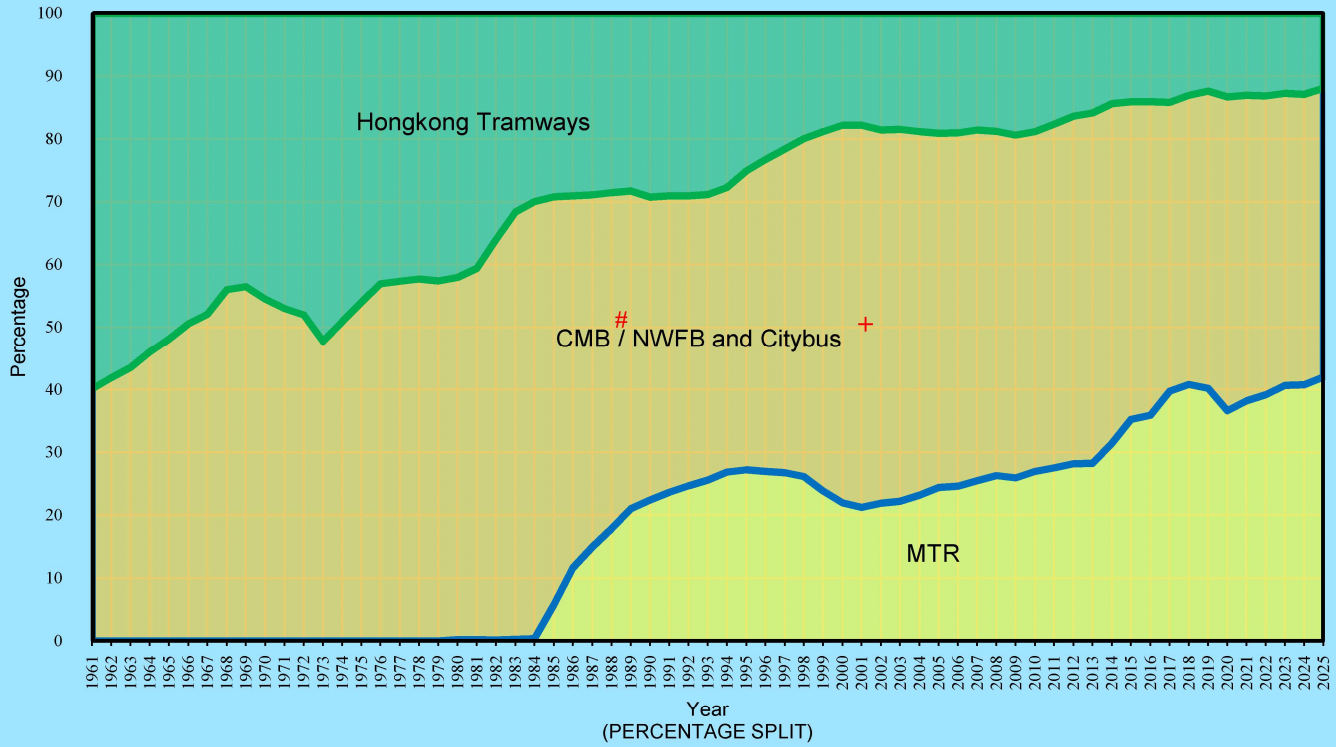


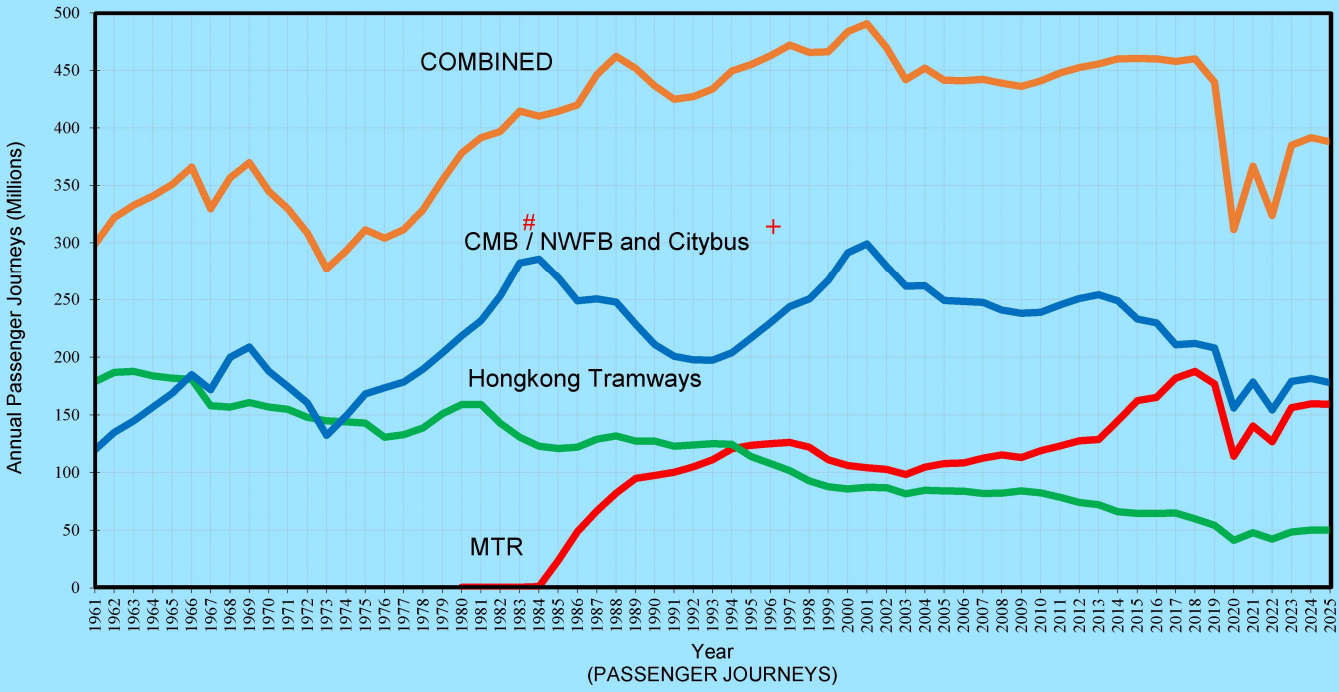
Notes: * The operations of the MTR and KCRC were merged on 2 December 2007. The passenger traveled by the MTR and KCRC are counted once in MTR local line passenger journeys after the merge. Hence, the figures after the merger are not strictly comparable with those of earlier figures.

\# 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 - 2025	AS SHOWN
Title	**Figure No.**
DISTRIBUTION OF ANNUAL PASSNEGER JOUNEYS AMONG TAXI, RMB, GMB, HONGKONG TRANSWAYS, MTR, KCRC, CMB, NWFB/CITYBUS AND KMB (1983-2025)	FIG. 4-1

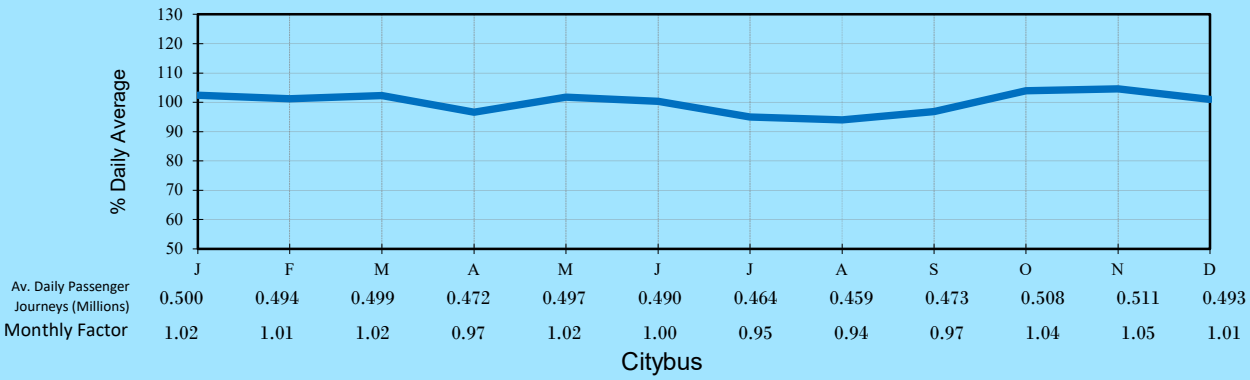




Notes: # - China Motor Bus Co. Ltd. ceased operation on 1.9.1998. New World First Bus Services Ltd. was introduced on 1.9.1998.

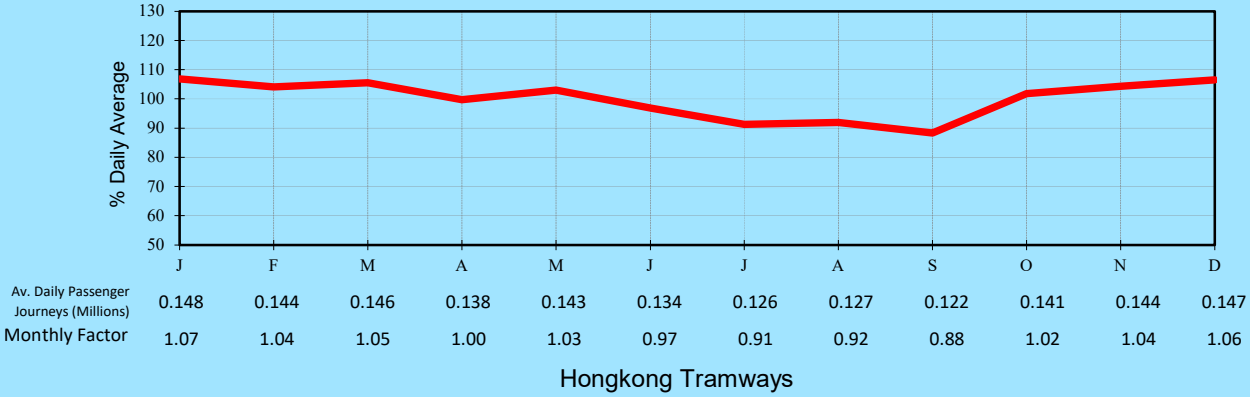
\+ - The franchises of Citybus Ltd. (Franchise for Hong Kong Island and Cross-Harbour bus network) and New World First Bus were merged on 1.7.2023, forming the new franchise, Citybus Ltd (Franchise for the Urban and New Territories bus network).

Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	AS SHOWN
Title	**Figure No.**
ANNUAL VARIATION IN PASSENGER JOURNEYS BY CMB, NWFB/CITYBUS, HONGKONG TRAMWAYS AND MTR (1961-2025) - HONG KONG ISLAND	FIG. 4-2



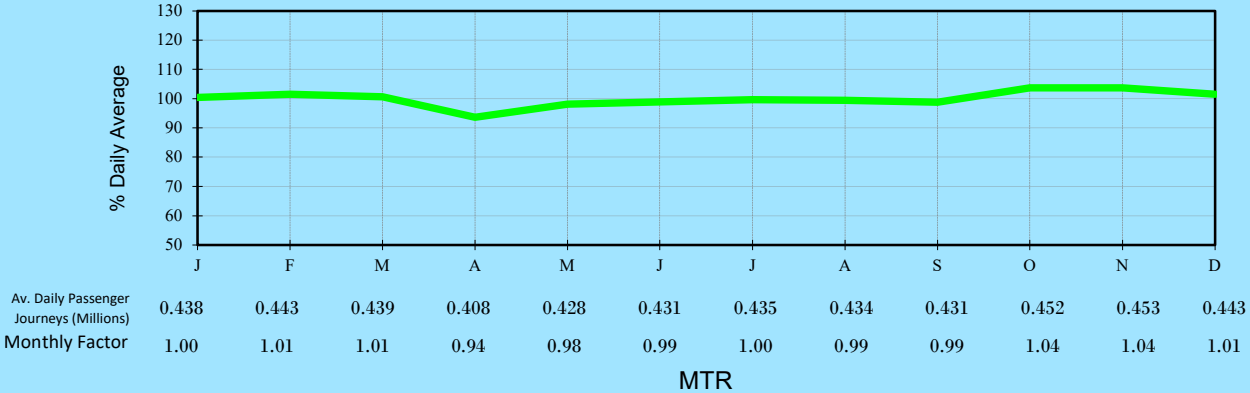
	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Passenger Journeys (Millions)	0.500	0.494	0.499	0.472	0.497	0.490	0.464	0.459	0.473	0.508	0.511	0.493
Monthly Factor	1.02	1.01	1.02	0.97	1.02	1.00	0.95	0.94	0.97	1.04	1.05	1.01

Citybus



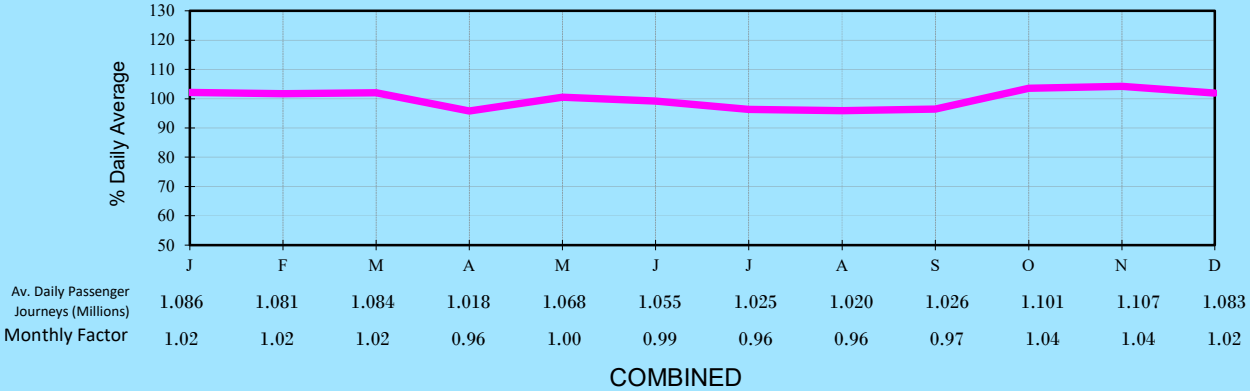
	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Passenger Journeys (Millions)	0.148	0.144	0.146	0.138	0.143	0.134	0.126	0.127	0.122	0.141	0.144	0.147
Monthly Factor	1.07	1.04	1.05	1.00	1.03	0.97	0.91	0.92	0.88	1.02	1.04	1.06

Hongkong Tramways



	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Passenger Journeys (Millions)	0.438	0.443	0.439	0.408	0.428	0.431	0.435	0.434	0.431	0.452	0.453	0.443
Monthly Factor	1.00	1.01	1.01	0.94	0.98	0.99	1.00	0.99	0.99	1.04	1.04	1.01

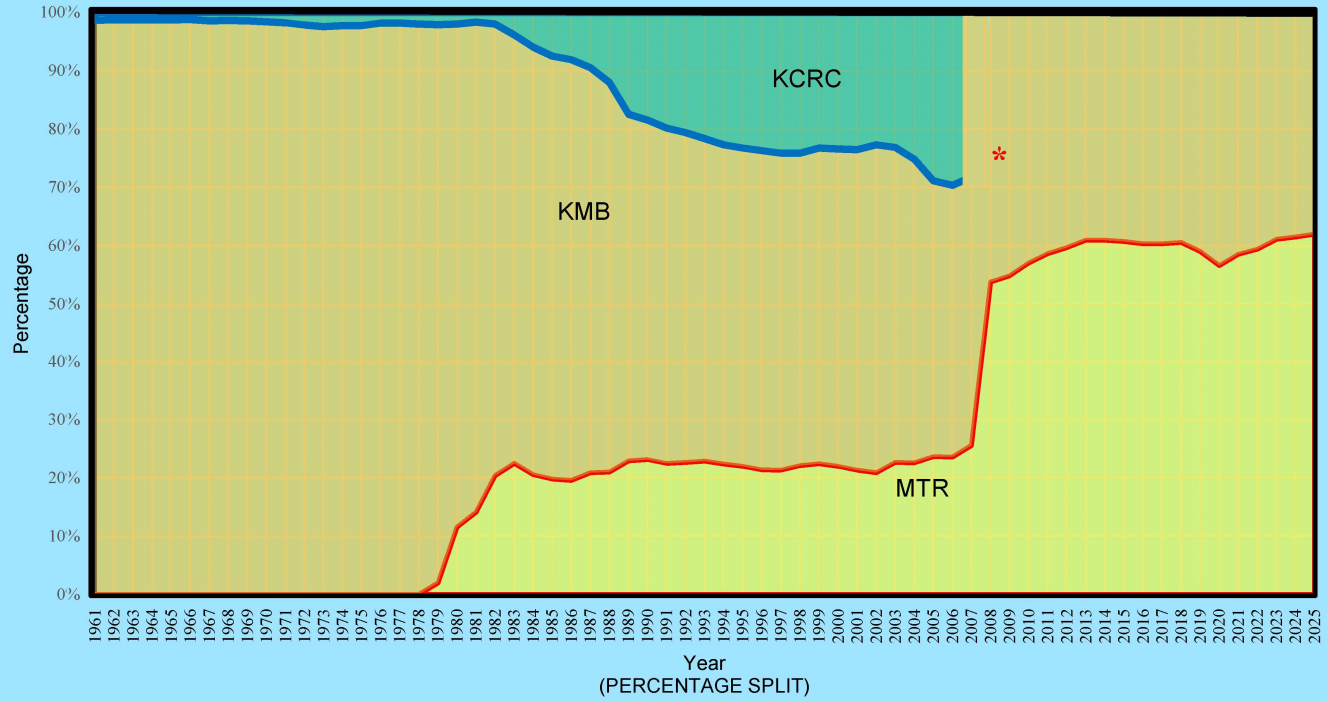
MTR

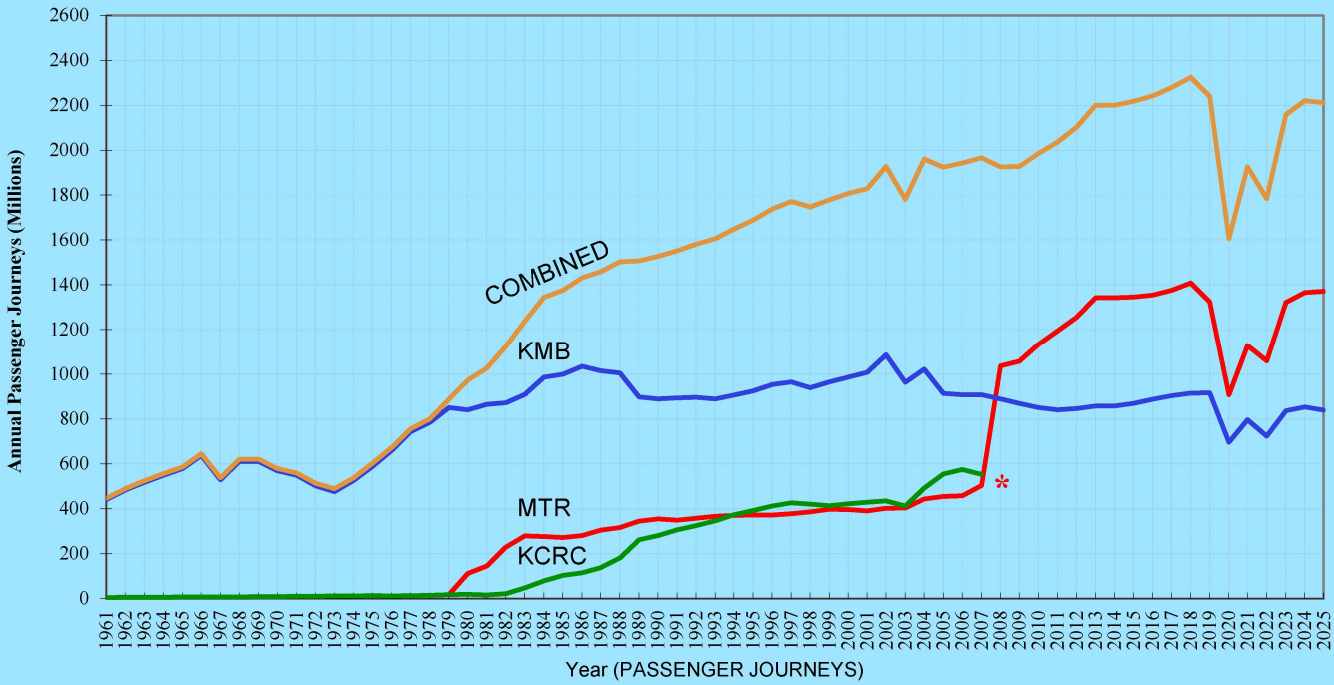


	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Passenger Journeys (Millions)	1.086	1.081	1.084	1.018	1.068	1.055	1.025	1.020	1.026	1.101	1.107	1.083
Monthly Factor	1.02	1.02	1.02	0.96	1.00	0.99	0.96	0.96	0.97	1.04	1.04	1.02

COMBINED

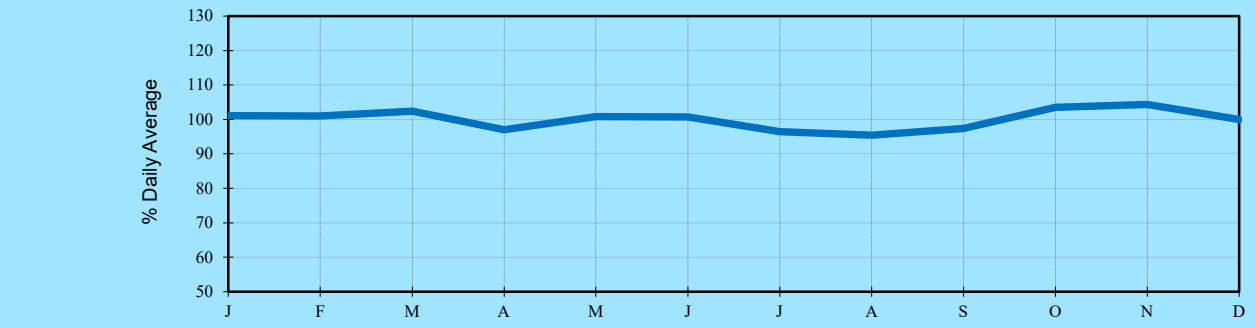
Study **THE ANNUAL TRAFFIC CENSUS - 2025**	**Scale** AS SHOWN
Title MONTHLY VARIATION IN PASSENGER JOURNEYS BY CITYBUS, HONGKONG TRAMWAYS AND MTR - 2025 (HONG KONG ISLAND)	**Figure No.** FIG. 4-3





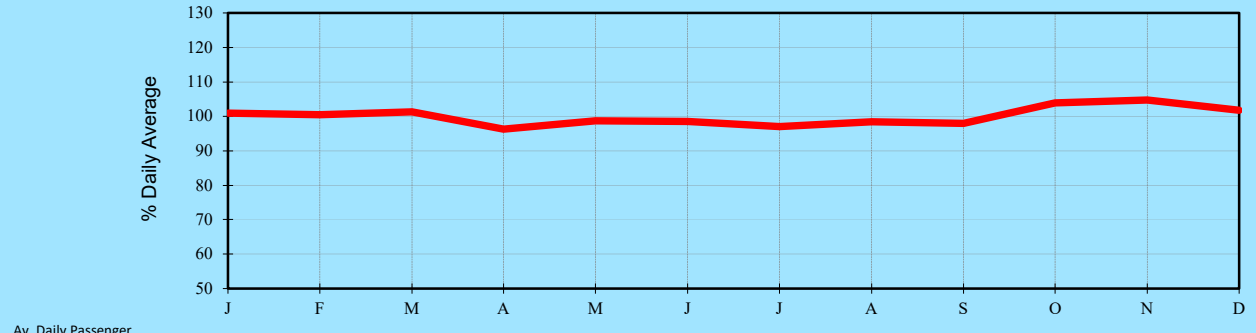
Notes: * The operations of the MTR and KCRC were merged on 2 December 2007. The passenger traveled by the MTR and KCRC are counted once in MTR local line passenger journeys after the merge. Hence, the figures after the merger are not strictly comparable with those of earlier figures.

Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	AS SHOWN
Title	**Figure No.**
ANNUAL VARIATION IN PASSENGER JOURNEYS BY KMB, MTR AND KCRC (1961-2025) KOWLOON & N.T.	FIG. 4-4



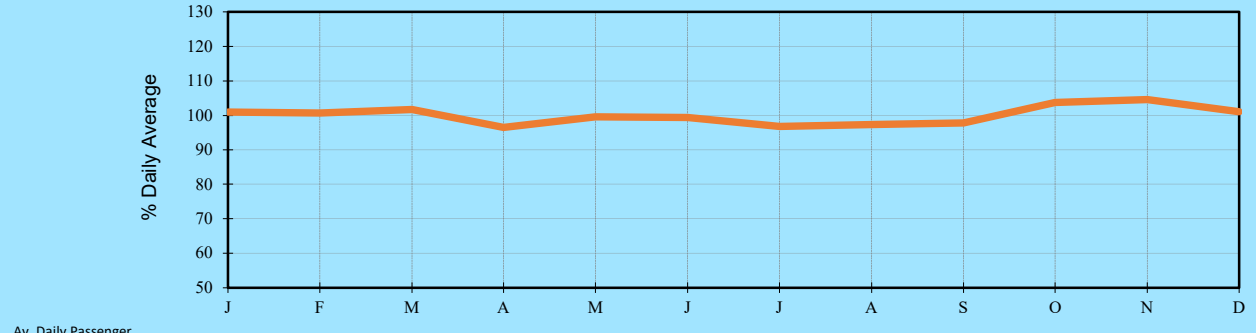
	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Passenger Journeys (Millions)	2.327	2.326	2.358	2.234	2.322	2.320	2.221	2.198	2.243	2.385	2.403	2.303
Monthly Factor	1.01	1.01	1.02	0.97	1.01	1.01	0.96	0.95	0.97	1.04	1.04	1.00

KMB



	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Passenger Journeys (Millions)	3.791	3.777	3.807	3.618	3.709	3.704	3.647	3.699	3.683	3.907	3.937	3.825
Monthly Factor	1.01	1.00	1.01	0.96	0.99	0.99	0.97	0.98	0.98	1.04	1.05	1.02

MTR



	J	F	M	A	M	J	J	A	S	O	N	D
Av. Daily Passenger Journeys (Millions)	6.119	6.103	6.165	5.852	6.031	6.024	5.868	5.897	5.927	6.291	6.340	6.128
Monthly Factor	1.01	1.01	1.02	0.97	0.99	0.99	0.97	0.97	0.98	1.04	1.05	1.01

COMBINED

Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	AS SHOWN
Title	**Figure No.**
MONTHLY VARIATION IN PASSENGER JOURNEYS BY KMB AND MTR - 2025 (KOWLOON & N.T.)	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 2024 and 2025 are summarized in the following tables:

Average Daily Cross Harbour Passenger Journeys

Month	By Cross Harbour Tunnel Bus			By MTR		
	2024	2025	Change as % of 2024	2024	2025	Change as % of 2024
JAN	514 666	493 642	-4.1	1 206 162	1 167 541	-3.2
FEB	491 676	495 093	+0.7	1 167 734	1 200 719	+2.8
MAR	498 081	498 735	+0.1	1 149 894	1 187 933	+3.3
APR	485 892	472 702	-2.7	1 120 506	1 116 118	-0.4
MAY	490 382	485 587	-1.0	1 132 875	1 135 085	+0.2
JUN	481 225	482 161	+0.2	1 110 596	1 146 822	+3.3
JUL	493 493	470 716	-4.6	1 166 182	1 169 284	+0.3
AUG	499 280	463 356	-7.2	1 186 776	1 165 248	-1.8
SEP	481 295	452 927	-5.9	1 139 035	1 121 870	-1.5
OCT	510 944	484 590	-5.2	1 197 448	1 203 427	+0.5
NOV	504 081	494 095	-2.0	1 205 118	1 222 661	+1.5
DEC	508 659	500 965	-1.5	1 203 262	1 211 041	+0.6

Average Daily Cross Harbour Passenger Journeys (Cont'd)

Month	By Sun Ferry			By "Star" Ferry		
	2024	2025	Change as % of 2024	2024	2025	Change as % of 2024
JAN	3 764	3 822	+1.5	47 367	54 145	+14.3
FEB	3 708	3 980	+7.3	56 917	48 012	-15.6
MAR	3 561	3 865	+8.5	42 061	41 680	-0.9
APR	3 356	3 657	+9.0	39 118	41 604	+6.4
MAY	3 414	3 676	+7.7	39 770	41 065	+3.3
JUN	3 201	3 429	+7.1	36 183	34 635	-4.3
JUL	3 218	3 174	-1.4	48 288	47 862	-0.9
AUG	3 175	2 950	-7.1	54 217	54 279	+0.1
SEP	3 177	3 914	+23.2	30 982	26 975	-12.9
OCT	3 634	3 540	-2.6	45 641	44 386	-2.7
NOV	3 504	3 840	+9.6	39 987	43 807	+9.6
DEC	3 579	3 623	+1.2	50 947	52 408	+2.9

FIGURE 5-1 shows the annual variations of passenger journeys by each of these four public transport facilities for the years 1961 to 2025 whilst FIGURE 5-2 illustrates the monthly variations over 2025. 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 0.1% from 426.6 million in 2024 to 427.3 million in 2025. Over the same period, passengers carried by tunnel buses decreased by 3.1% to 176.2 million. The cross harbour passenger journeys carried by Sun Ferry was 1.32 million in 2025, which showed an increase of 4.9% over 2024 figure. The passenger journeys of the "Star" Ferry showed a decrease of 0.3% from 16.22 million in 2024 to 16.17 million in 2025. The combined annual total passenger journeys by these four public transport facilities was 621.0 million in 2025, representing an overall decrease of 0.8% 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 2024 and 2025 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		
	2024	2025	Change as % of 2024	2024	2025	Change as % of 2024	2024	2025	Change as % of 2024	2024	2025	Change as % of 2024
JAN	93 058	92 552	-0.5	68 888	67 318	-2.3	93 240	98 537	+5.7	66	64	-3.0
FEB	90 337	93 456	+3.5	67 028	66 921	-0.2	90 110	97 549	+8.3	64	64	0.0
MAR	94 393	95 563	+1.2	67 444	69 297	+2.7	94 937	103 680	+9.2	67	65	-3.0
APR	92 104	90 925	-1.3	66 811	63 759	-4.6	93 610	97 802	+4.5	66	62	-6.1
MAY	92 312	92 624	+0.3	67 660	67 508	-0.2	94 322	99 965	+6.0	70	64	-8.6
JUN	92 942	92 716	-0.2	67 171	67 636	+0.7	94 384	102 466	+8.6	72	65	-9.7
JUL	91 967	89 624	-2.5	65 028	63 774	-1.9	92 794	98 533	+6.2	70	62	-11.4
AUG	93 497	90 562	-3.1	66 684	64 635	-3.1	96 549	101 602	+5.2	71	64	-9.9
SEP	91 861	87 824	-4.4	67 283	65 473	-2.7	95 768	99 537	+3.9	71	64	-9.9
OCT	94 954	93 192	-1.9	67 684	67 843	+0.2	97 900	104 852	+7.1	70	62	-11.4
NOV	95 056	95 351	+0.3	70 028	69 629	-0.6	103 136	109 609	+6.3	68	64	-5.9
DEC	94 361	92 791	-1.7	67 443	66 828	-0.9	100 802	107 317	+6.5	65	60	-7.7
JAN - DEC	93 086	92 261	-0.9	67 427	66 718	-1.1	95 648	101 816	+6.4	68	63	-7.4

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 2025, the average daily vehicular traffic crossing the harbour amounted to 260 859 as compared with 256 229 in 2024, representing a 1.8% increase. Of all vehicles crossing the harbour in the year, which amounted to 95.2 million, the Cross Harbour Tunnel accounted for 33.7 million vehicle trips or 35.4%, the Eastern Harbour Crossing accounted for 24.4 million vehicle trips or 25.6% while the Western Harbour Crossing accounted for 37.2 million vehicles trips or 39.0%. The remaining 0.02 million trips or 0.02% were carried by ferries.

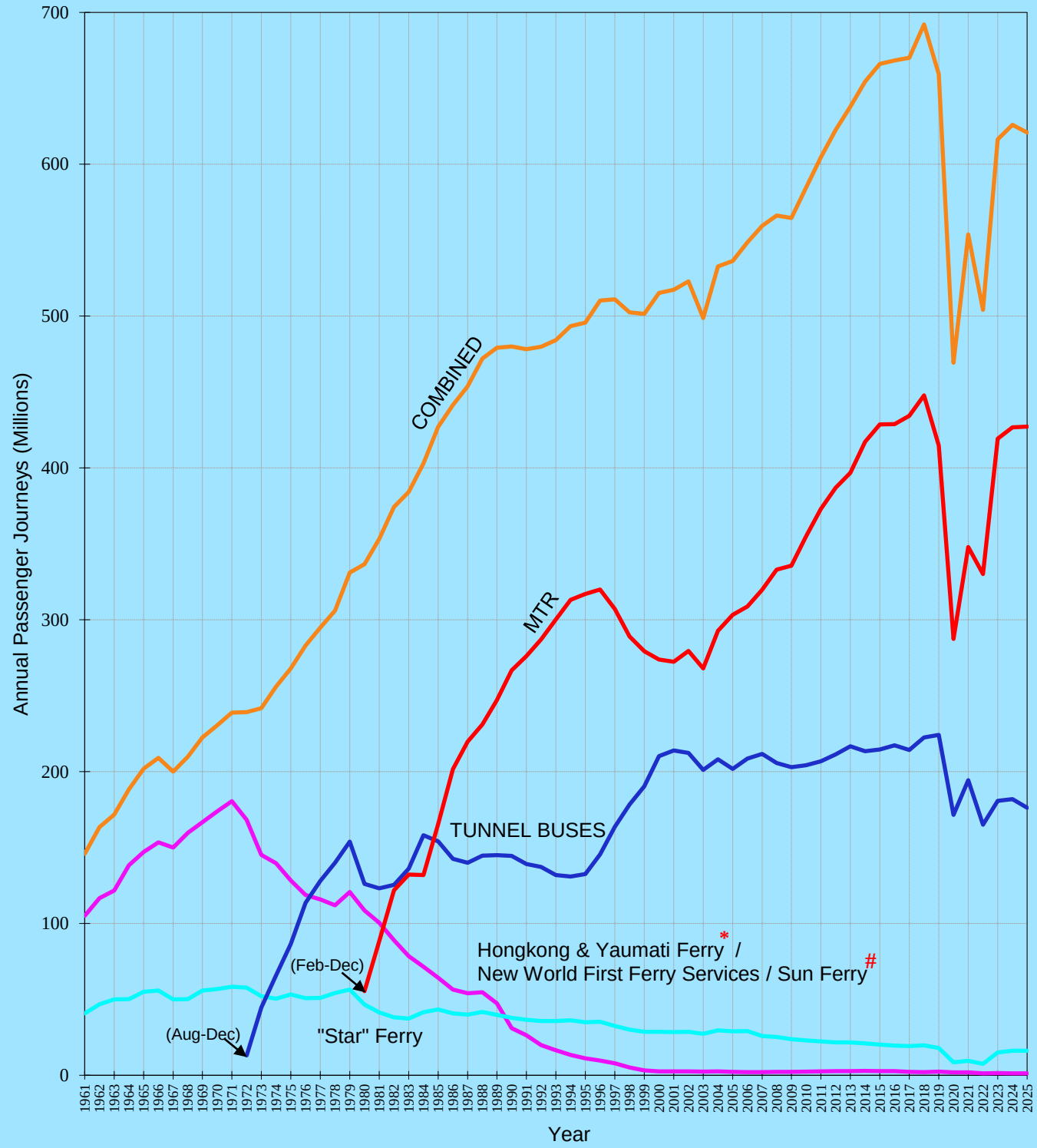
5.4 CROSS HARBOUR VEHICULAR TRIPS CHARATERISTICS

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	4.6	56.8	15.4	2.3	0.2	10.2	4.1	2.4	0.0	4.1
	Ocp	1.0	1.4	2.0	10.3	14.7	1.3	1.4	17.5	0.0	55.0
0800-0900	Pro	3.5	56.1	15.9	0.6	0.2	10.9	4.6	2.9	0.0	5.3
	Ocp	1.1	1.3	2.1	7.6	17.7	1.5	1.4	17.8	0.0	56.2
0900-1000	Pro	1.9	56.3	16.8	0.3	0.1	14.7	3.7	2.1	0.0	4.2
	Ocp	1.1	1.2	2.1	3.1	11.0	1.5	1.4	15.4	0.0	36.0
1000-1100	Pro	1.9	51.6	16.7	0.4	0.1	18.8	5.7	1.2	0.0	3.6
	Ocp	1.1	1.3	2.1	6.5	3.0	1.4	1.5	14.6	0.0	33.9
1100-1200	Pro	1.7	55.3	18.0	0.8	0.1	16.1	3.7	1.2	0.0	3.0
	Ocp	1.1	1.4	2.1	6.7	9.4	1.4	1.4	13.2	0.0	35.9
1200-1300	Pro	2.1	60.3	15.3	1.3	0.1	13.5	3.3	1.3	0.0	2.8
	Ocp	1.0	1.4	2.0	7.3	14.0	1.4	1.3	11.7	0.0	38.1
1300-1400	Pro	2.2	51.8	20.2	1.0	0.1	13.0	6.0	2.5	0.0	3.3
	Ocp	1.0	1.4	2.2	3.7	14.3	1.4	1.3	14.6	0.0	43.1
1400-1500	Pro	1.5	55.9	16.2	0.6	0.1	16.3	4.5	2.0	0.0	2.9
	Ocp	1.1	1.5	2.1	3.1	12.0	1.4	1.4	12.1	0.0	39.3
1500-1600	Pro	1.8	55.8	16.9	1.5	0.1	14.9	3.8	2.2	0.0	3.0
	Ocp	1.1	1.4	2.0	8.7	5.6	1.4	1.5	14.0	0.0	35.1
1600-1700	Pro	2.8	59.5	15.5	1.0	0.1	12.8	2.6	2.2	0.0	3.4
	Ocp	1.1	1.4	2.1	2.9	17.0	1.4	1.3	11.4	0.0	36.2
1700-1800	Pro	4.1	61.4	14.6	0.5	0.2	10.9	1.6	2.2	0.1	4.3
	Ocp	1.1	1.4	2.2	3.2	15.8	1.2	1.2	15.2	1.0	48.1
1800-1900	Pro	3.1	68.1	15.2	0.3	0.2	5.3	1.2	2.1	0.0	4.4
Peak hour	Ocp	1.1	1.3	2.3	2.3	15.6	1.4	1.2	14.3	0.0	65.5
1900-2000	Pro	3.0	68.3	17.0	0.1	0.2	4.5	0.9	1.5	0.0	4.5
	Ocp	1.0	1.3	2.2	1.0	8.9	1.1	1.3	14.9	0.0	49.8
2000-2100	Pro	3.1	70.3	17.6	0.2	0.1	2.9	0.8	0.8	0.0	4.2
	Ocp	1.2	1.4	2.1	1.2	15.8	1.1	1.2	13.5	0.0	33.5
2100-2200	Pro	3.2	63.2	23.4	0.1	0.2	3.8	1.0	0.5	0.0	4.7
	Ocp	1.1	1.3	2.3	1.0	9.4	1.1	1.0	10.8	0.0	38.9
2200-2300	Pro	2.0	69.2	22.3	0.1	0.1	1.8	0.3	0.4	0.0	3.8
	Ocp	1.1	1.3	2.0	1.0	8.3	1.1	1.0	12.1	0.0	38.2
16 hours	Pro	2.7	59.6	17.1	0.7	0.1	11.0	3.1	1.8	0.1	3.8
	Ocp	1.1	1.3	2.1	6.5	12.9	1.4	1.4	14.5	1.0	44.4

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.



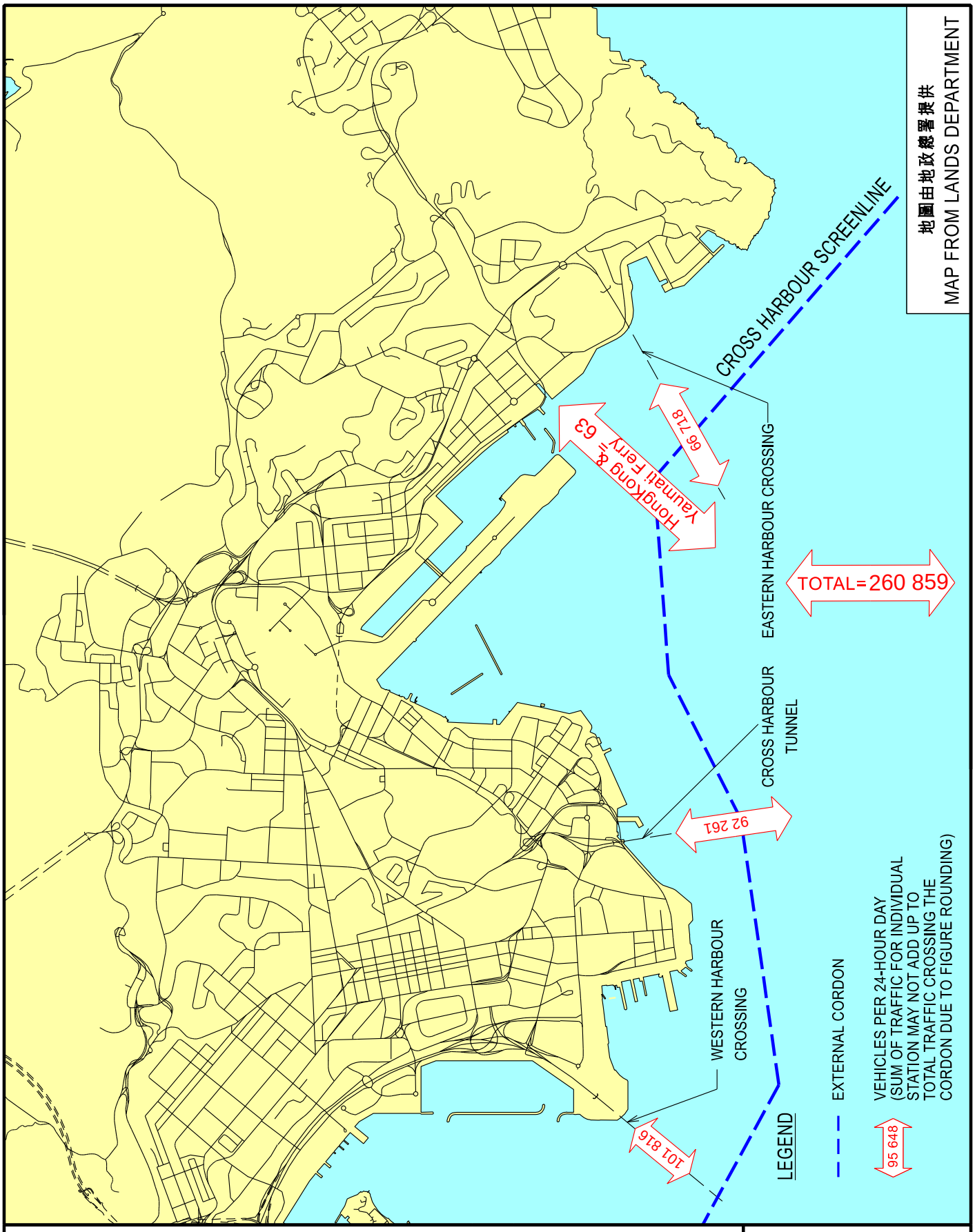
Notes:* - The ferry service licences of the Hongkong & Yaumati Ferry Co. Ltd. were transferred to the New World First Ferry Services Ltd. starting from 15.1.2000.

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

Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	AS SHOWN
Title	**Figure No.**
ANNUAL VARIATION IN CROSS HARBOUR PASSENGER JOURNEYS BY HONGKONG & YAUMATI FERRY/ SUNFERRY, "STAR" FERRY, MTR AND TUNNEL BUSES (1961-2025)	FIG. 5-1



Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	AS SHOWN
Title	**Figure No.**
MONTHLY VARIATION IN CROSS HARBOUR PASSENGER JOURNEYS BY SUN FERRY, "STAR" FERRY, MTR AND TUNNEL BUSES - 2025	FIG. 5-2



Study

THE ANNUAL TRAFFIC CENSUS - 2025

Scale

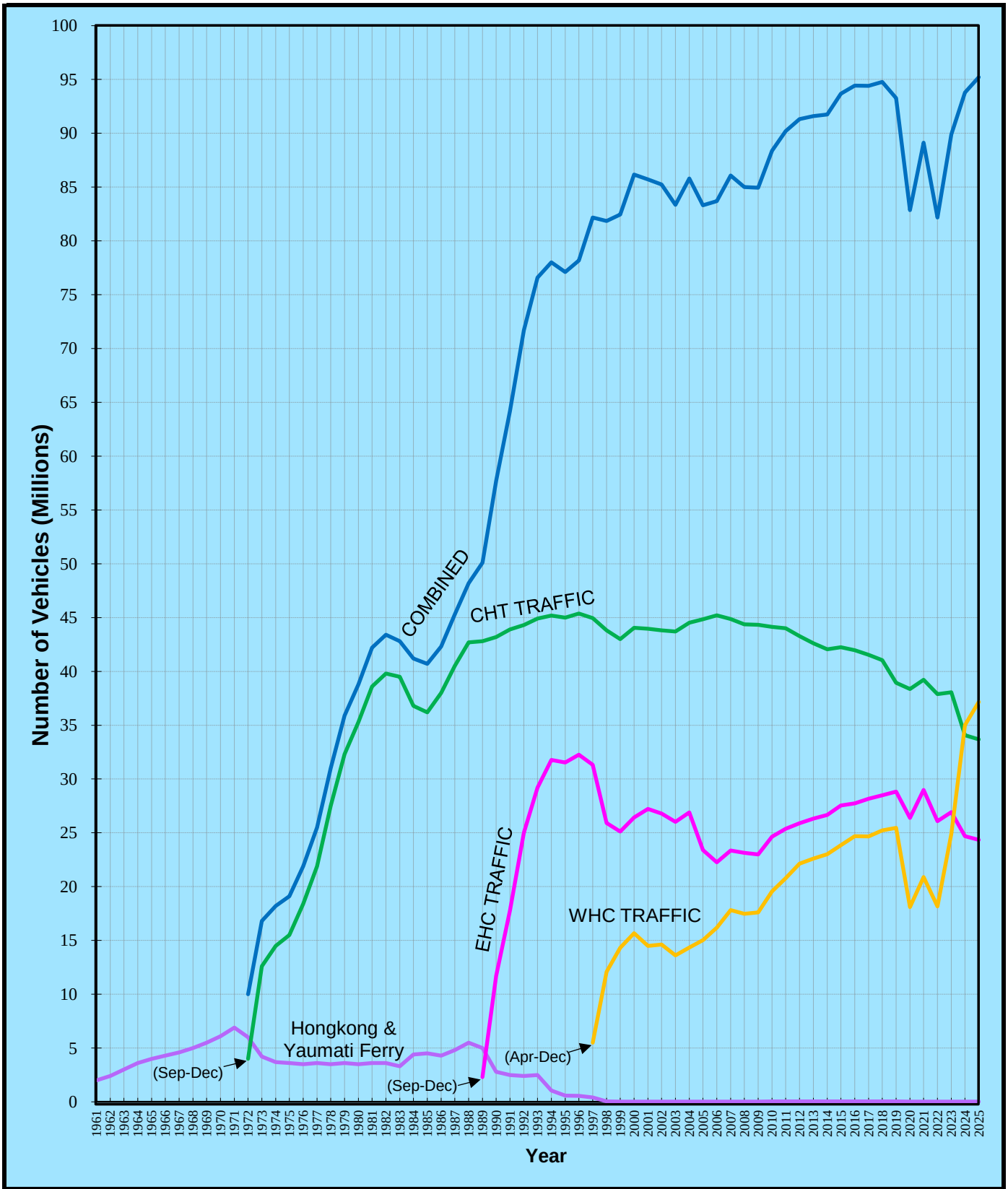
SCHEMATIC

Title

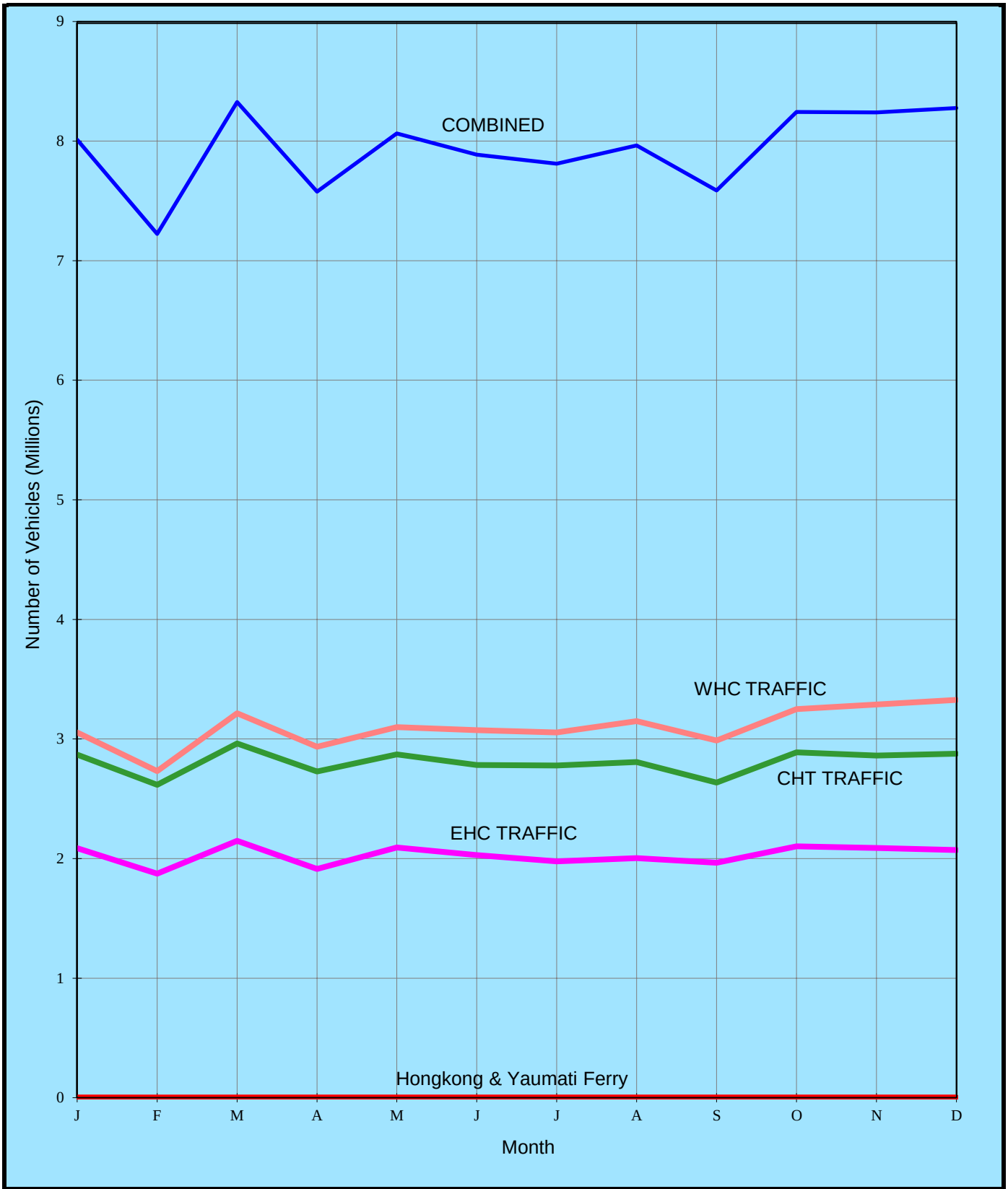
CROSS HARBOUR VEHICULAR TRIPS BY HONGKONG & YAUMATI FERRY AND 3 TUNNELS CROSSING VICTORIA HARBOUR - DAILY AVERAGE VEHICLES

Figure No.

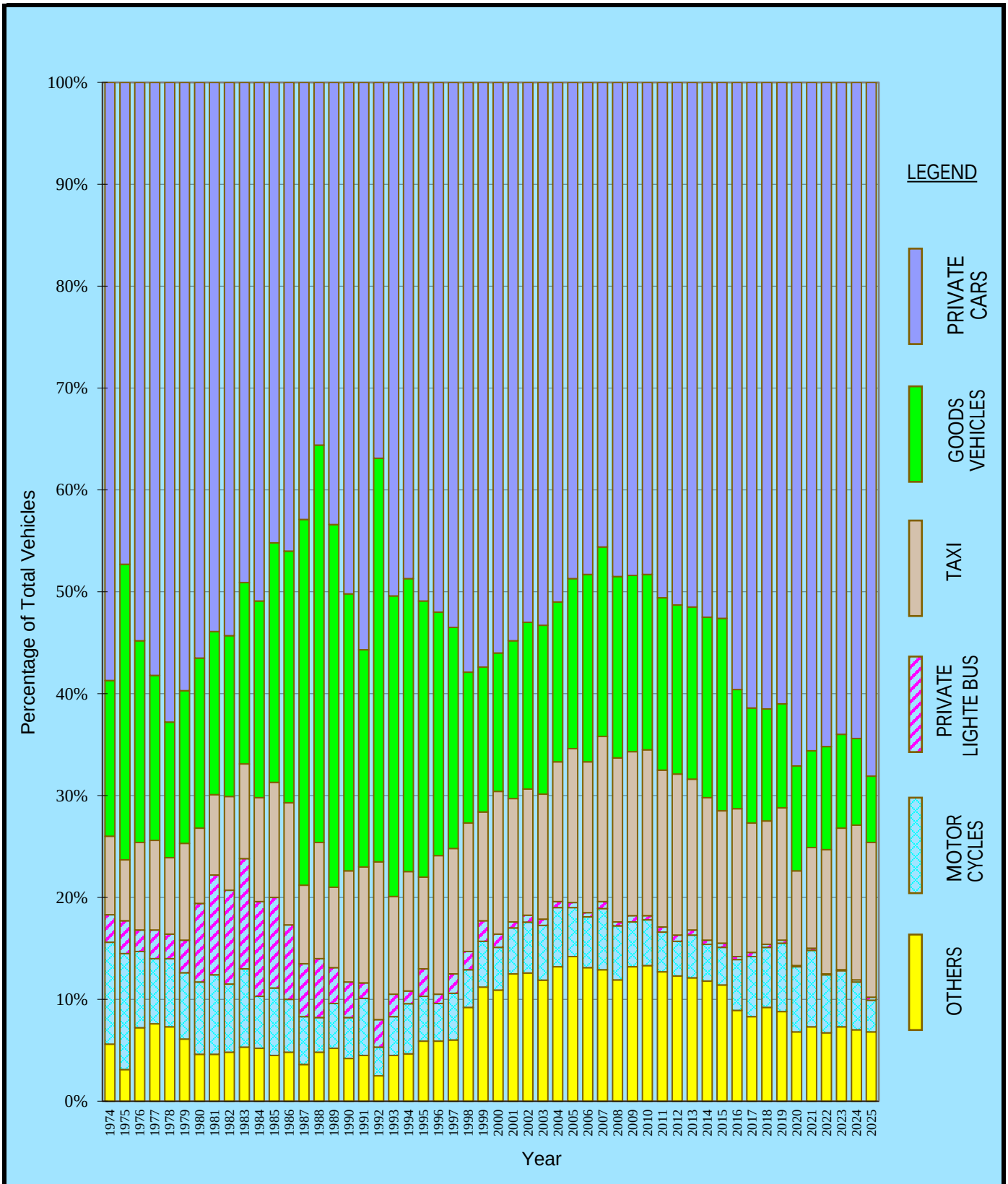
FIG. 5-3



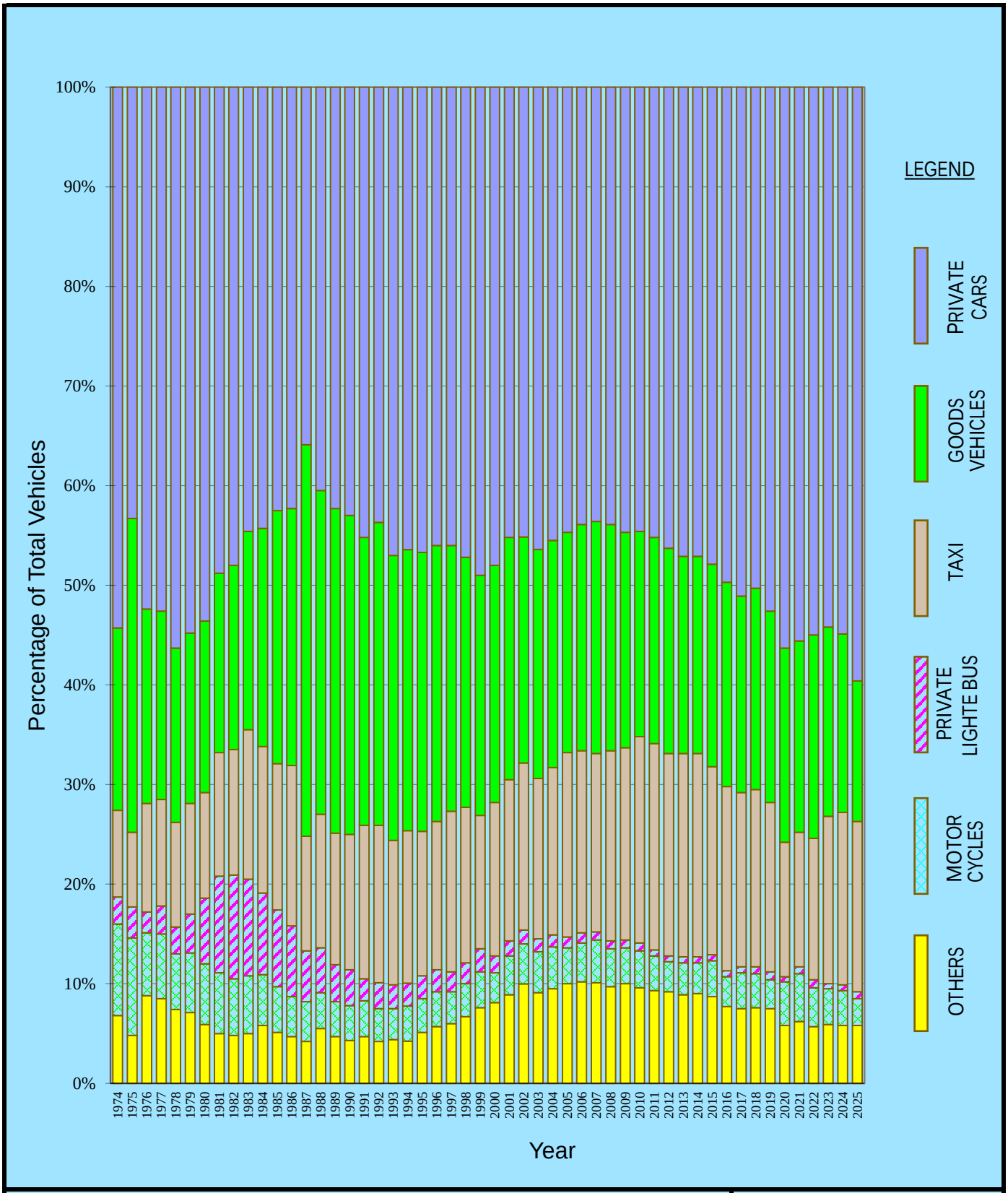
Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	AS SHOWN
Title	**Figure No.**
ANNUAL VARIATION IN CROSS HARBOUR VEHICULAR TRIPS BY HONGKONG & YAUMATI FERRY AND 3 TUNNELS CROSSING VICTORIA HARBOUR (1961-2025)	FIG. 5-4



Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	AS SHOWN
Title	**Figure No.**
MONTHLY VARIATION IN CROSS HARBOUR VEHICULAR TRIPS BY HONGKONG & YAUMATI FERRY AND 3 TUNNELS CROSSING VICTORIA HARBOUR - 2025	FIG. 5-5



Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	AS SHOWN
Title	**Figure No.**
ANNUAL VARIATION IN PEAK HOUR (MONDAY-FRIDAY) VEHICLE COMPOSITION OF THE CROSS HARBOUR SCREENLINE (1974-2025)	FIG. 5-6



Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	AS SHOWN
Title	**Figure No.**
ANNUAL VARIATION IN 16 HOUR (MONDAY-FRIDAY) VEHICLE COMPOSITION OF THE CROSS HARBOUR SCREENLINE (1974-2025)	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 2025 is illustrated in FIGURE 6-1 while the same for vehicles licensed from 1977 to 2025 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 2024 and 2025 are shown in FIGURE 6-3. Annual vehicular flows through selected road tunnels and bridges in the territory from 1970 to 2025 are presented in TABLE 6-2.

6.2 VEHICLE REGISTRATION AND LICENSING IN 2025

At the end of 2025, the total number of vehicles licensed amount to 812 967, representing a 0.5% increase as compared with the corresponding figure of 808 771 in 2024. 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, 2020 and 2022, there was a slightly decrease over the preceding year. In 2025 there was an increase of 1.2% in number of private cars licensed from a total of 578 001 to 584 914. The percentage of the total number of vehicles licensed to the number of vehicles registered was 89.4% as compared with that of 89.4% in 2024. The year end figures of both vehicle registration and licensing are summarized on the next page:-

Vehicles Registered & Licensed in 2024 and 2025

Vehicle Class	Vehicle Registered				Vehicle Licensed			
	At Year End		Change Over 2024	Percent Changed	At Year End		Change Over 2024	Percent Changed
	2024	2025			2024	2025		
Motor Cycle	108 883	110 284	+1 401	+1.3	73 494	72 943	- 551	-0.7
Private Car	630 711	635 933	+5 222	+0.8	578 001	584 914	+6 913	+1.2
Taxi	18 163	18 163	0	0	17 773	17 695	- 78	-0.4
Bus (Franchised)	6 160	6 117	- 43	-0.7	5 870	5 793	- 77	-1.3
Bus (Non-Franchised and Private)	7 691	7 813	+ 122	+1.6	7 419	7 565	+ 146	+2.0
Goods Vehicle (incl. Special Purpose Vehicle	117 886	116 129	-1 757	-1.5	111 777	109 463	-2 314	-2.1
Public Light Bus	4 340	4 339	- 1	-0.0	4 077	4 053	- 24	-0.6
Private Light Bus	3 420	3 376	- 44	-1.3	3 354	3 320	- 34	-1.0
Government Vehicle	7 006	7 221	+ 215	+3.1	7 006	7 221	+ 215	+3.1
Total	**904 260**	**909 375**	**+5 115**	**+0.6**	**808 771**	**812 967**	**+4 196**	**+0.5**

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 - 2025, 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%.

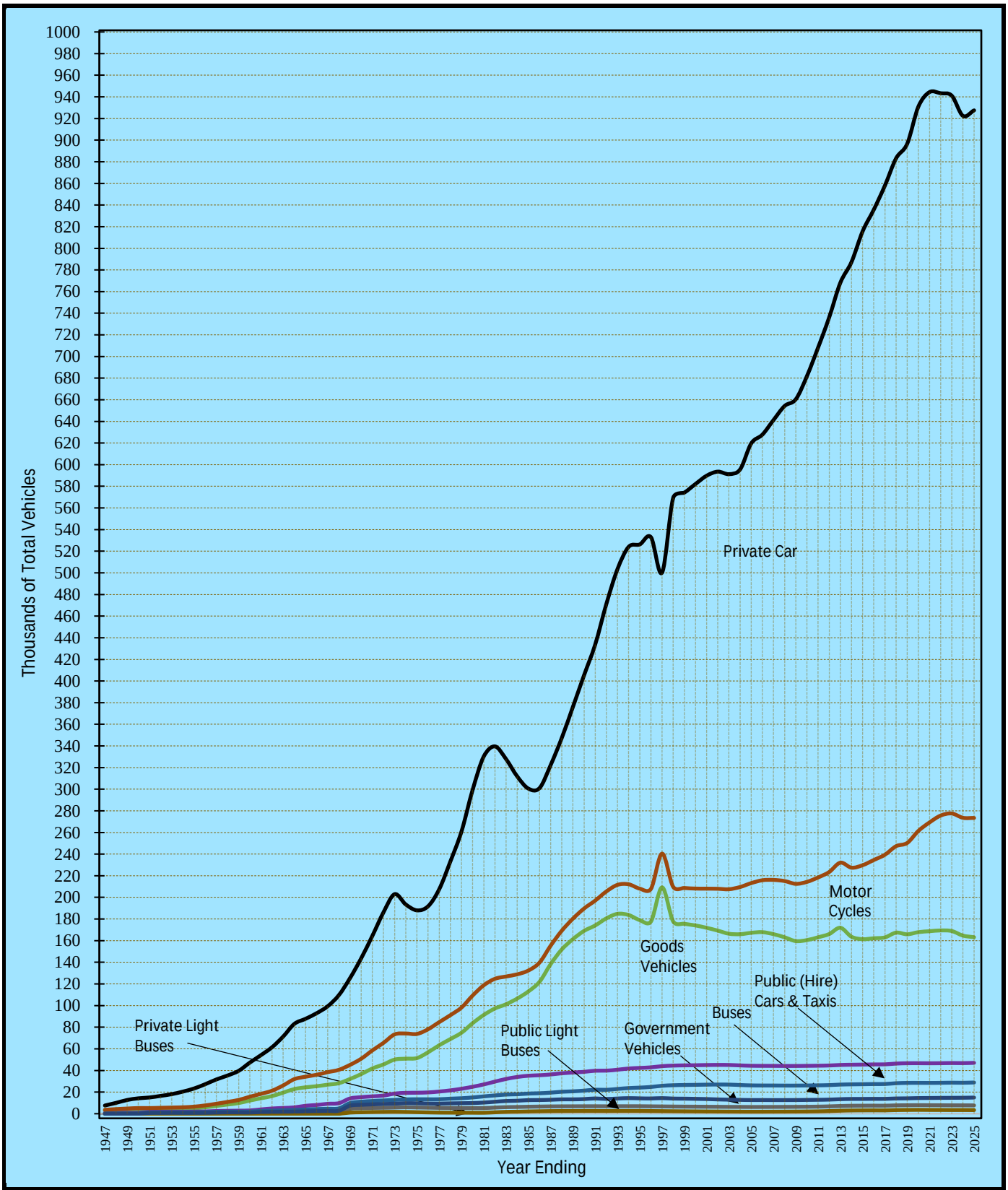
(ah) In 2021, the number of licensed vehicles was 1.9% higher than that of 2020. Screenline Y-Y showed the greatest increase of 7.8% as compared with 2020. Annual growth for the rest of the screenlines ranged from +7.5% to -1.7%.

(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%.

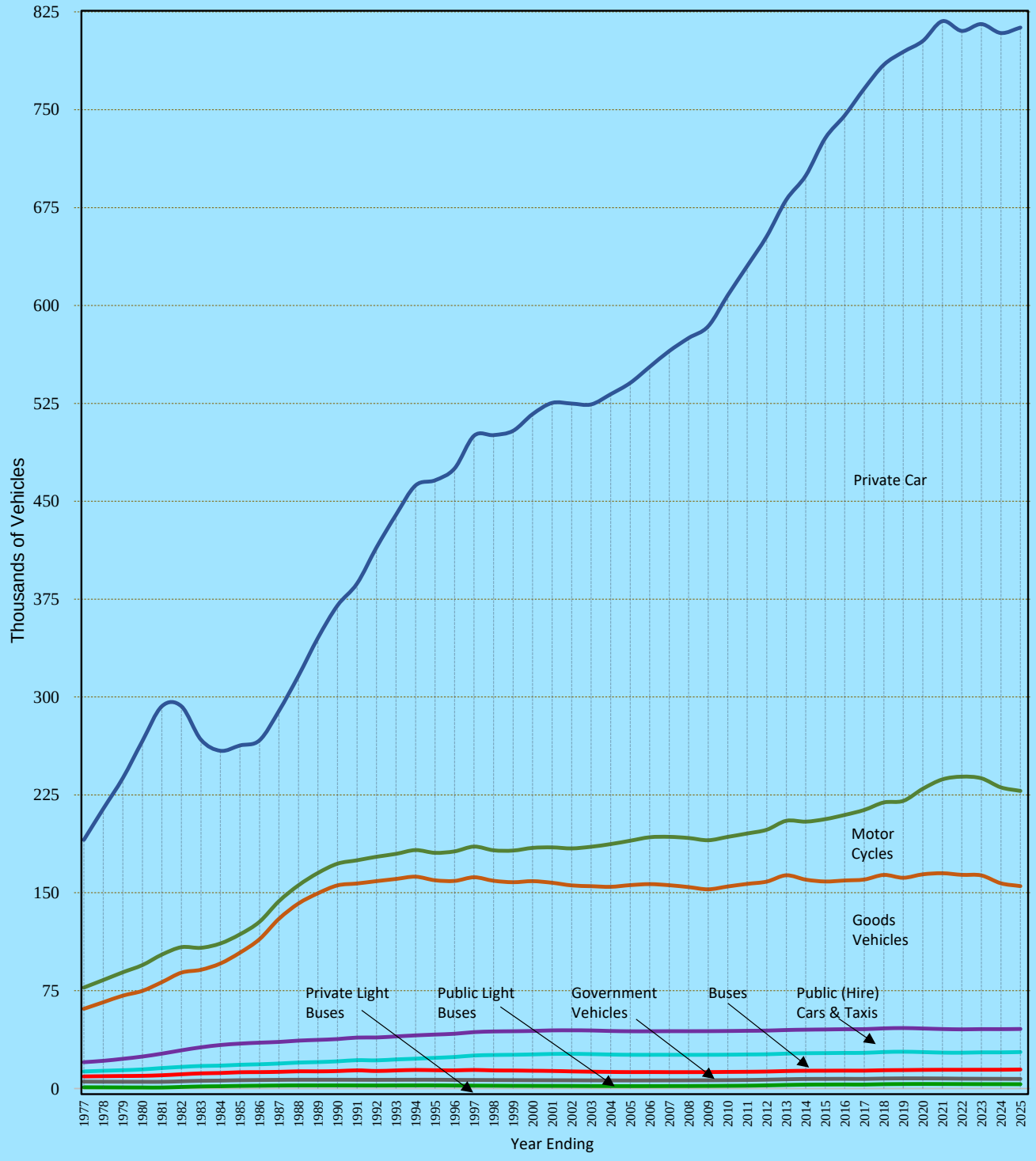
(aj) In 2023, the number of licensed vehicles was 0.6% higher than that of 2022. Lantau External Cordon showed the greatest increase of 52.4% as compared with 2022. Annual growth for the rest of the screenlines ranged from -1.1% to +19.3%.

(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%.

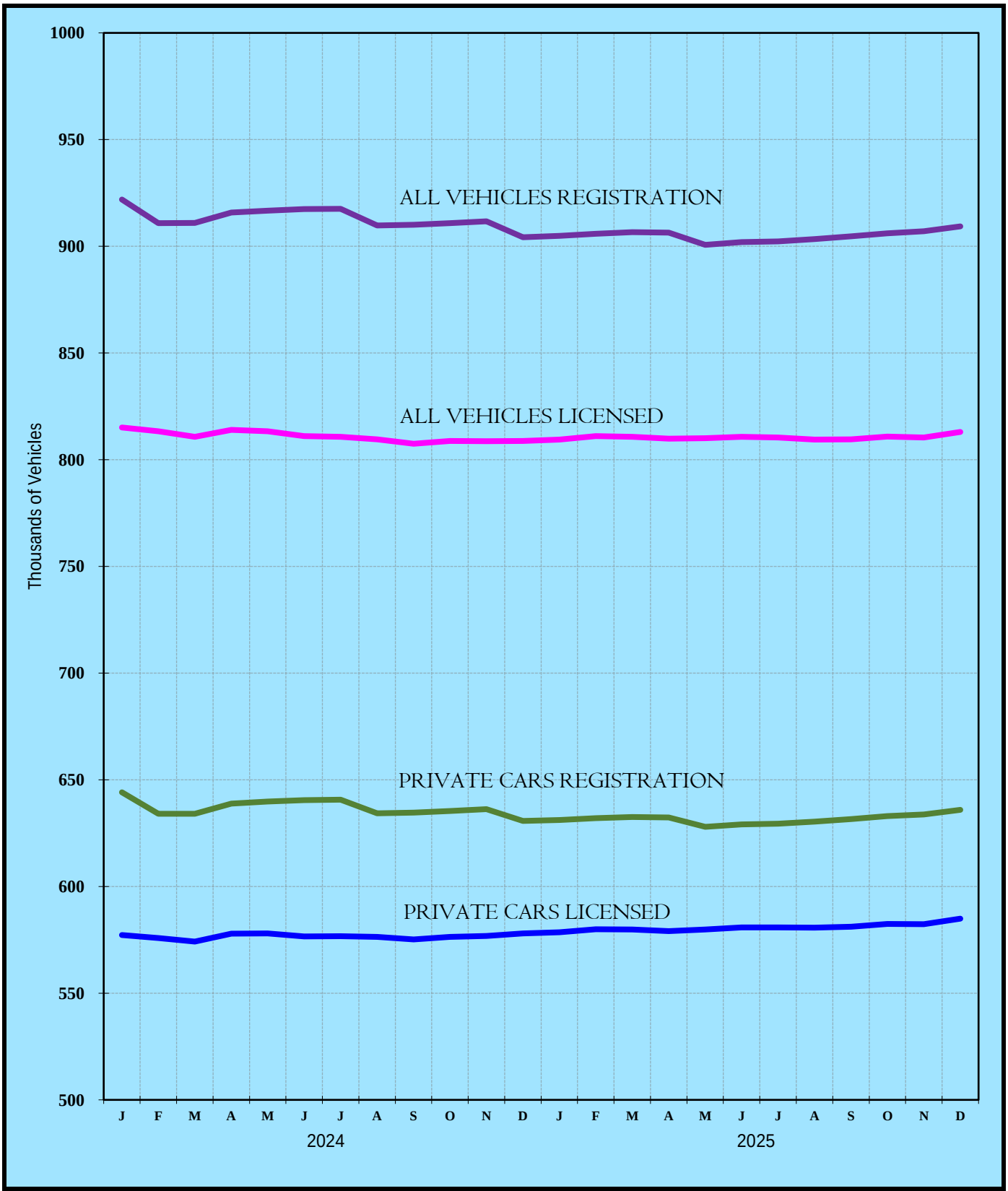
(al) In 2025, the number of licensed vehicles was 0.5% higher than that of 2024. Screenline G-G (located at the eastern end of Causeway Bay) showed the greatest decrease of 5.5% as compared with 2024. Annual growth for the rest of the screenlines ranged from -4.9% to +5.0%.



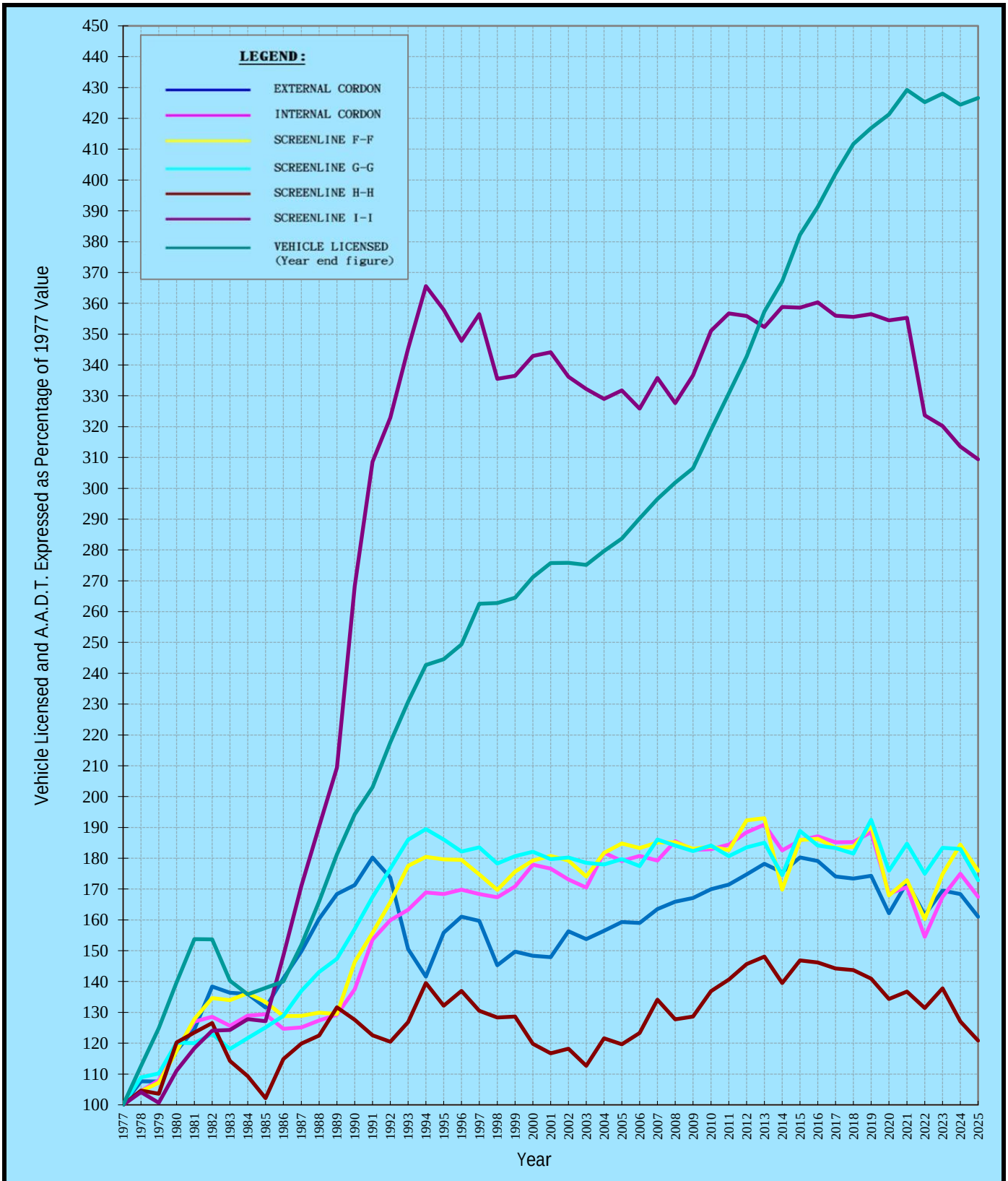
Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	AS SHOWN
Title	**Figure No.**
COMBINED VEHICLE REGISTRATIONS BY YEAR AND CLASS OF VEHICLES (1947 - 2025)	FIG. 6-1



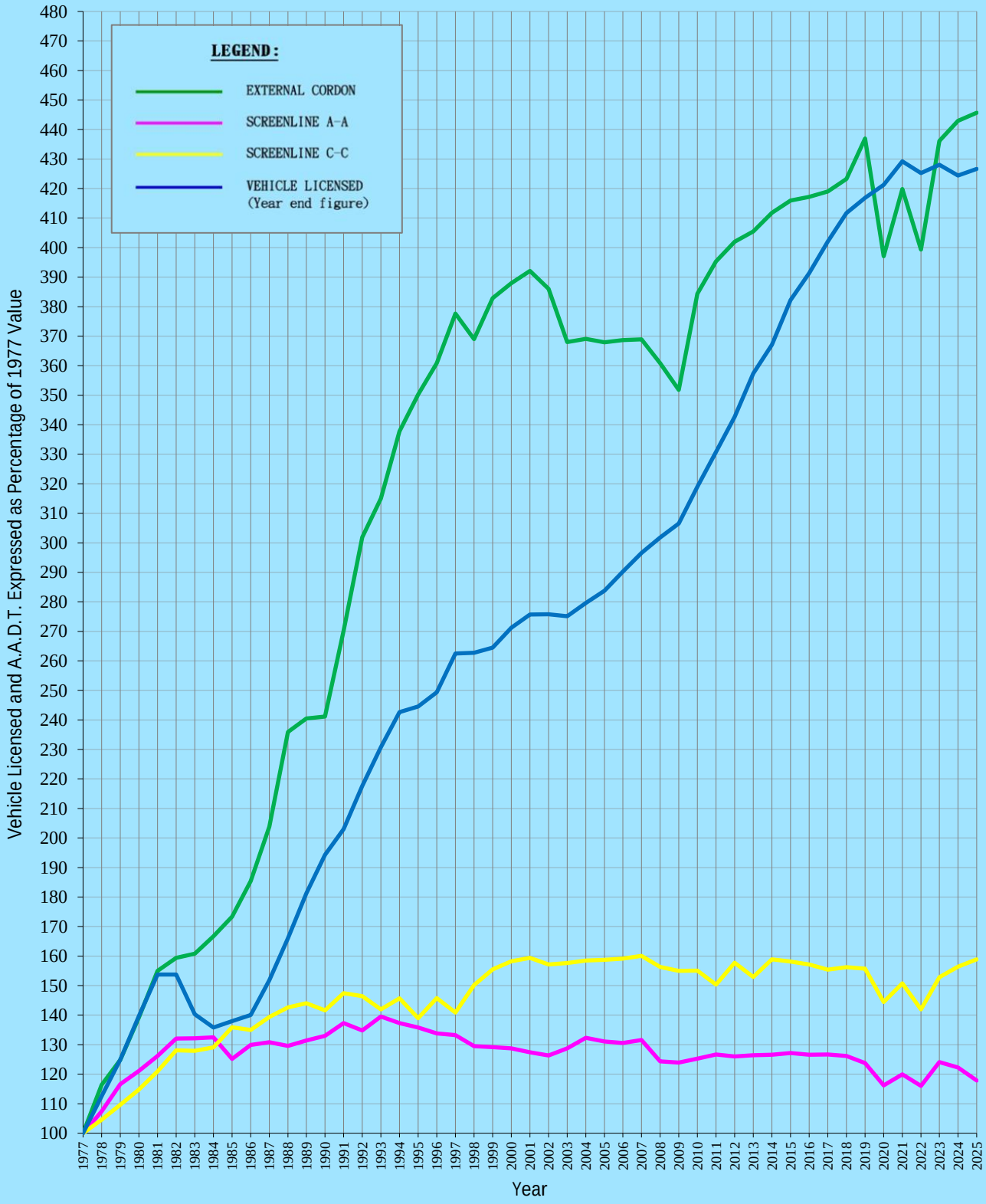
Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	AS SHOWN
Title	**Figure No.**
COMBINED VEHICLE LICENSED BY YEAR AND CLASS OF VEHICLES (1977 - 2025)	FIG. 6-2



Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	AS SHOWN
Title	**Figure No.**
MONTHLY VARIATION OF THE REGISTRATION AND LICENSING OF PRIVATE CARS AND ALL VEHICLES (JANUARY 2024 - DECEMBER 2025)	FIG. 6-3



Study	Scale
THE ANNUAL TRAFFIC CENSUS - 2025	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 - 2025	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, 1947–2025

(Year End Figures)

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

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

TABLE 6-1 (Cont'd)

Motor Vehicles Registered & Licensed by Class, 1947–2025

(Year End Figures)

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

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

TABLE 6-1 (Cont'd)

Motor Vehicles Registered & Licensed by Class, 1947–2025

(Year End Figures)

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

Note:
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TABLE 6-1 (Cont'd)

Motor Vehicles Registered & Licensed by Class, 1947–2025

(Year End Figures)

Year	Motor Cycle	Private Motor Car	Public (Hire) Car	Taxi	Buses		Goods Vehicles (incl. Special Purpose Vehicles)	Public Light Bus	Private Light Bus	Government Vehicle	Total	% Change Over Preceding Year		Proportion of P/C to All Vehicles	Proportion of G/V to All Vehicles
					(Franchised)	(Non-Franchised & Private)						P/C	All Vehicles		
2003	41 128	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, 1947–2025

(Year End Figures)

Year	Motor Cycle	Private Motor Car	Public (Hire) Car	Taxi	Buses		Goods Vehicles (incl. Special Purpose Vehicles)	Public Light Bus	Private Light Bus	Government Vehicle	Total	% Change Over Preceding Year		Proportion of P/C to All Vehicles	Proportion of G/V to All Vehicles
					(Franchised)	(Non-Franchised & Private)						P/C	All Vehicles		
2018	79 920	617 683	--	18 163	6 253	7 834	121 041	4 350	3 385	6 374	865 003	+2.9	+3.0	71.4	14.0
	(55 545)	(565 213)	--	(18 143)	(6 151)	(7 772)	(117 567)	(4 323)	(3 346)	(6 374)	(784 434)	(+2.3)	(+2.4)	(72.1)	(15.0)
2019	84 426	628 230	--	18 163	6 373	7 921	119 208	4 346	3 489	6 383	878 539	+1.7	+1.6	71.5	13.6
	(58 937)	(573 932)	--	(18 132)	(6 177)	(7 880)	(115 153)	(4 315)	(3 457)	(6 383)	(794 366)	(+1.5)	(+1.3)	(72.3)	(14.5)
2020	93 578	651 358	--	18 163	6 145	7 939	121 144	4 350	3 569	6 544	912 790	+3.7	+3.9	71.4	13.3
	(65 547)	(573 003)	--	(18 084)	(6 042)	(7 560)	(118 150)	(4 267)	(3 501)	(6 544)	(802 698)	(-0.2)	(+1.0)	(71.4)	(14.7)
2021	100 557	656 973	--	18 163	6 167	7 779	122 058	4 349	3 504	6 688	926 238	+0.9	+1.5	70.9	13.2
	(71 897)	(581 012)	--	(18 061)	(6 040)	(7 103)	(119 374)	(4 228)	(3 471)	(6 688)	(817 874)	(+1.4)	(+1.9)	(71.0)	(14.6)
2022	106 205	649 540	--	18 163	6 198	7 720	122 708	4 349	3 473	6 815	925 171	-1.1	-0.1	70.2	13.3
	(75 229)	(571 412)	--	(17 892)	(5 827)	(7 262)	(118 377)	(4 143)	(3 426)	(6 815)	(810 383)	(-1.7)	(-0.9)	(70.5)	(14.6)
2023	108 674	645 351	--	18 163	6 230	7 774	122 008	4 343	3 422	6 936	922 901	-0.6	-0.2	69.9	13.2
	(74 417)	(577 908)	--	(17 806)	(5 899)	(7 412)	(117 768)	(4 109)	(3 370)	(6 936)	(815 625)	(1.1)	(0.6)	(70.9)	(14.4)
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)
2025	110 284	635 933	--	18 163	6 117	7 813	116 129	4 339	3 376	7 221	909 375	+0.8	+0.6	69.9	12.8
	(72 943)	(584 914)	--	(17 695)	(5 793)	(7 565)	(109 463)	(4 053)	(3 320)	(7 221)	(812 967)	(+1.2)	(+0.5)	(71.9)	(13.5)

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 – 2025

1. Annual Vehicular Flows through Tunnels & Bridge commenced before 2000

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)
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						

TABLE 6-2 (Cont'd)

Annual Vehicular Flows Through Tunnels & Bridge, 1970 – 2025

1. Annual Vehicular Flows through Tunnels & Bridge commenced before 2000

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)
1990	34 877 032	43 199 456	18 544 037	16 285 827	11 733 837	7 676 522	344 857				
1991	30 835 289	43 855 437	18 115 887	18 264 756	17 794 630	13 333 608	3 535 363	9 965 214			
1992	28 262 048	44 323 277	18 789 222	19 415 874	24 983 737	15 170 457	5 158 862	23 309 684			
1993	29 105 437	44 912 073	20 100 768	19 947 316	29 192 003	16 914 830	7 304 666	27 101 796			
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
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

TABLE 6-2 (Cont'd)

Annual Vehicular Flows Through Tunnels & Bridge, 1970 – 2025

1. Annual Vehicular Flows through Tunnels & Bridge commenced before 2000

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)
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
2025	30 241 788	33 675 368	21 737 146	21 993 397	24 351 952	17 673 068	30 752 130	20 758 845	37 162 904	34 804 282	18 530 911

TABLE 6-2 (Cont'd)

Annual Vehicular Flows Through Tunnels & Bridge, 1970 – 2025

2. Annual Vehicular Flows through Tunnels & Bridge commenced after 2000

Year	Tsing Sha Control Area (opened on 21.3.2008)	Lung Shan Tunnel (opened on 26.5.2019)	Airport Tunnel (opened on 24.10.2018)	Central Wai Chai Bypass Tunnel (opened on 20.1.2019)	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)	Central Kowloon Bypass (Yau Ma Mei Section Tunnel) (opened on 21.12.2025)
2008	5 201 073							
2009	8 635 278							
2010	11 585 525							
2011	12 898 160							
2012	14 482 136							
2013	15 620 979							
2014	16 977 071							
2015	18 301 467							
2016	19 879 967							
2017	20 955 493							
2018	21 954 631							
2019	22 498 707	2 764 828	186 835	16 449 181	662 094			
2020	19 973 616	4 731 924	110 808	15 563 492	1 116 669	124 046		
2021	22 172 489	6 105 718	146 532	17 412 932	1 711 176	6 404 873		
2022	20 190 600	5 850 412	207 394	15 269 987	1 523 283	7 082 800	434 944	
2023	21 756 012	7 288 316	1 103 416	16 848 735	3 016 288	10 937 983	9 215 593	
2024	23 148 092	8 450 334	1 602 920	18 674 779	4 378 545	13 280 950	9 987 693	
2025	23 202 112	9 255 477	1 841 290	17 792 359	5 193 281	13 799 442	10 247 863	567 675

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)

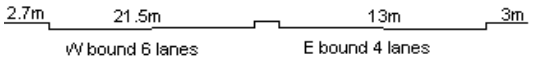
Core Station No.	Location	Page
3001	Princess Margaret Rd (from Wylie Rd to Pui Ching Rd)	A1-28
3002	Lung Cheung Rd (from Nam Cheong St to Lion Rock Tunnel Rd)	A1-30
3004	Kai Tak Tunnel (from Sung Wong Toi Rd to Kai Cheung Rd)	A1-32
3006	Nathan Rd (from Shantung St to Dundas St)	A1-34
3014	Ma Tau Wai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

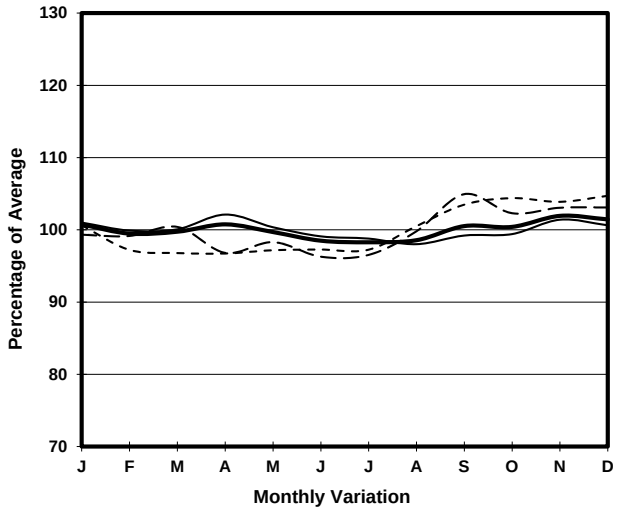
Core Station No.	Location	Page
5003	Fanling Highway (from So Kwun Po Int to Wo Hop Shek Int)	A1-46
5012	Tuen Mun Rd (from Sham Tseng to Tsing Long Highway - Ting Kau Bridge)	A1-48
5013	Tolo Highway (from North of Ma Liu Shui Int to Yuen Shin Rd Int)	A1-50
5014	Route Twisk (from Chuen Lung to Cheung Pei 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 rds to & from Ching Cheung Rd to Cho Yiu Chuen slip rds 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 Kam Tin Rd 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

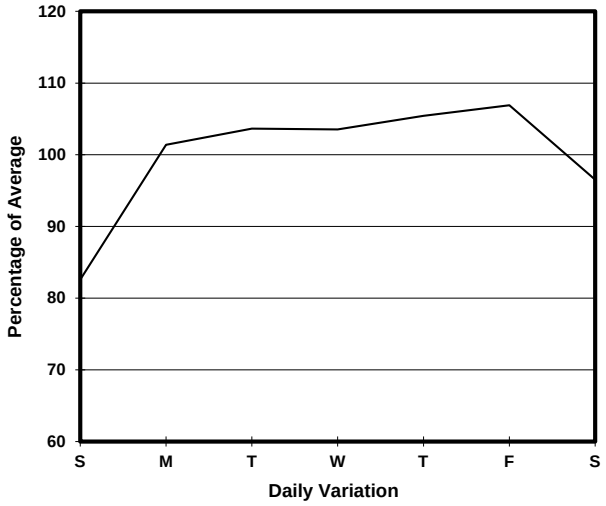
YEAR 2025 **LINK** HARCOURT RD (from TAMAR ST to ARSENAL ST)

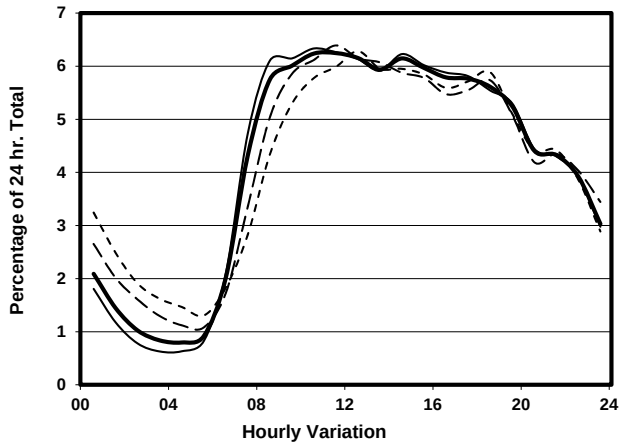
CORE STATION 1001
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

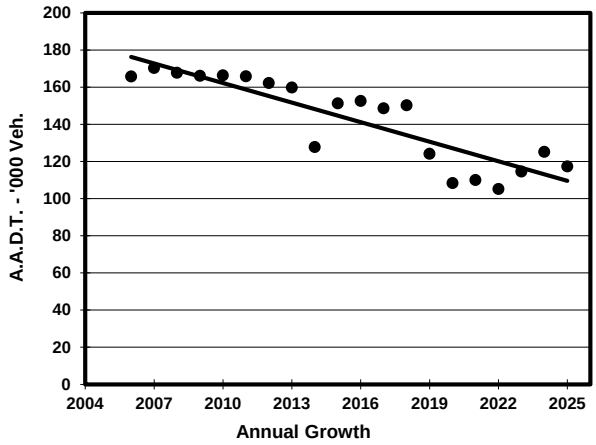


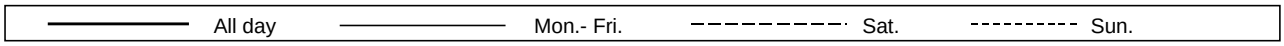
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	44790	46890	44110	37960
R 12 / 24 - %	67.0	69.0	62.7	59.5
R 16 / 24 - %	86.1	88.3	81.4	78.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2480	2750	2320	1510
T - % (AM)	-	6.7	-	-
PM Peak Hour	1700-1800	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	2540	2700	2460	2240
T - % (PM)	-	4.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.7	-	-
WEST BOUND				
A.A.D.T.	72530	76470	70390	59860
R 12 / 24 - %	71.8	72.4	70.3	69.2
R 16 / 24 - %	88.9	89.6	87.3	86.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4560	4880	4380	3670
T - % (AM)	-	8.0	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	4260	4560	4110	3520
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	5.0	-	-

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	1.8	37.9	41.8	1.3	2.4	7.7	2.6	2.1	0.1	2.5
	Ocp	1.0	1.3	2.0	6.1	2.7	1.4	1.1	14.5	1.0	32.7
0800-0900	Pro	1.3	47.0	37.1	1.0	0.1	5.0	0.9	3.2	0.1	4.3
	Ocp	1.0	1.5	2.0	7.6	17.0	1.5	1.7	13.2	26.0	44.6
0900-1000	Pro	0.7	50.3	29.7	0.7	0.7	9.5	2.9	1.0	0.0	4.6
	Ocp	1.0	1.3	2.1	3.8	2.2	1.5	1.4	7.0	0.0	32.6
1000-1100	Pro	1.6	51.8	27.8	0.8	0.1	12.2	3.1	0.6	0.0	2.0
Peak hour	Ocp	1.0	1.4	2.0	9.5	1.0	1.3	1.5	4.5	0.0	31.8
1100-1200	Pro	1.7	57.3	26.6	1.1	0.1	8.2	2.1	1.0	0.0	1.9
	Ocp	1.0	1.3	2.0	5.2	1.5	1.4	1.5	11.0	0.0	28.4
1200-1300	Pro	2.0	56.5	30.1	0.7	0.0	5.7	2.0	1.7	0.0	1.4
	Ocp	1.0	1.4	2.0	6.5	0.0	1.4	1.6	12.3	0.0	27.0
1300-1400	Pro	1.4	54.3	25.4	0.7	0.1	10.7	3.9	1.5	0.0	1.9
	Ocp	1.1	1.3	2.1	2.1	3.0	1.3	1.6	12.4	0.0	26.6
1400-1500	Pro	1.2	55.6	29.2	0.8	0.1	9.0	1.8	1.0	0.0	1.3
	Ocp	1.1	1.5	2.1	3.9	4.0	1.4	1.5	8.1	0.0	26.5
1500-1600	Pro	2.0	56.4	24.7	1.3	0.1	8.6	2.0	3.1	0.0	1.7
	Ocp	1.1	1.5	2.0	11.8	6.0	1.4	1.3	16.6	0.0	22.9
1600-1700	Pro	2.4	55.0	30.1	0.6	0.1	7.2	0.9	1.9	0.0	1.9
	Ocp	1.1	1.5	2.0	6.8	10.0	1.5	1.3	11.7	0.0	17.8
1700-1800	Pro	1.1	63.8	26.0	0.7	0.1	4.0	0.7	1.4	0.0	2.2
	Ocp	1.0	1.3	2.0	2.5	7.0	1.4	1.3	17.5	0.0	29.6
1800-1900	Pro	2.2	66.4	24.0	0.2	0.3	2.0	0.7	2.1	0.0	2.2
	Ocp	1.1	1.5	2.1	8.5	10.5	1.3	1.7	21.9	0.0	39.6
1900-2000	Pro	2.1	57.9	34.0	0.1	0.2	2.1	0.3	1.6	0.0	1.9
	Ocp	1.0	1.3	1.8	3.0	3.7	1.1	1.0	11.8	0.0	21.4
2000-2100	Pro	2.4	59.0	33.1	0.1	0.1	2.1	0.4	0.9	0.0	1.9
	Ocp	1.0	1.3	1.7	3.0	4.0	1.2	1.2	11.2	0.0	14.5
2100-2200	Pro	1.7	59.3	34.3	0.0	0.1	1.3	0.8	0.5	0.0	2.0
	Ocp	1.0	1.2	1.8	0.0	5.0	1.1	1.3	9.2	0.0	8.8
2200-2300	Pro	1.0	60.0	34.9	0.1	0.1	1.6	0.2	0.8	0.0	1.4
	Ocp	1.0	1.3	1.7	1.0	4.0	1.0	1.0	9.8	0.0	10.2
16 hours	Pro	1.7	55.9	30.2	0.7	0.2	6.1	1.6	1.5	0.1	2.2
	Ocp	1.0	1.4	2.0	6.4	4.0	1.4	1.4	13.5	17.7	28.7

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

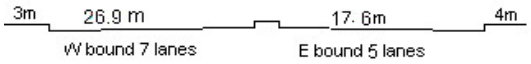
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

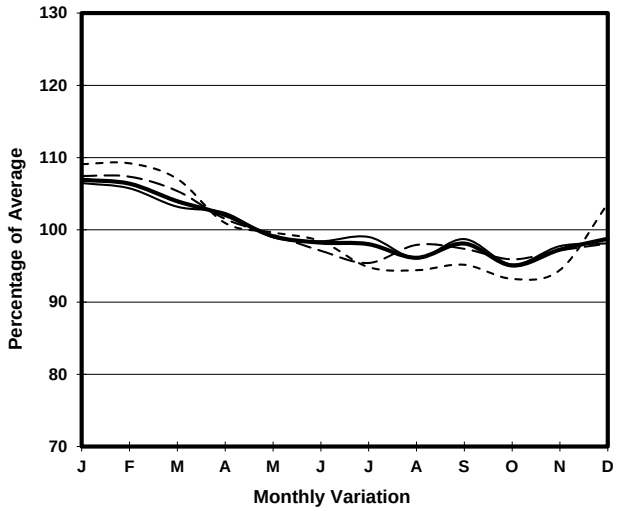
* All traffic data are collected from combined bounds

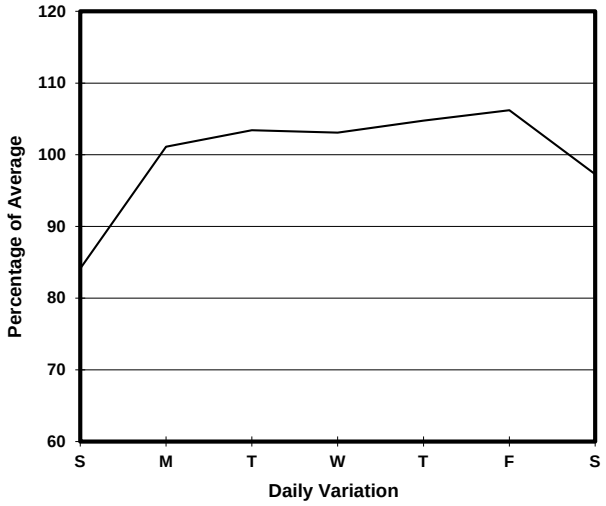
YEAR 2025 **LINK** VICTORIA PARK RD (from GLOUCESTER RD to ISLAND EASTERN CORRIDOR)

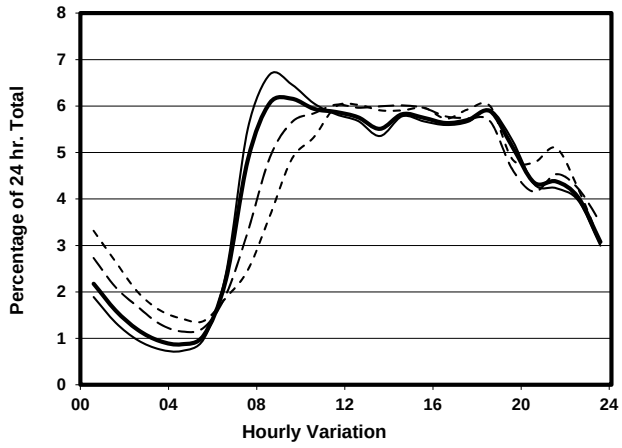
CORE STATION 1002
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

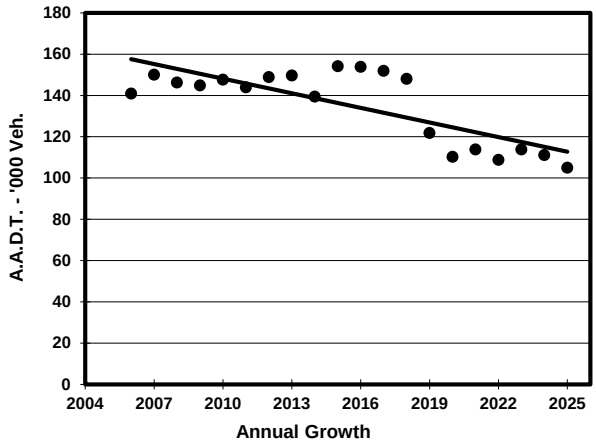


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	46230	48120	45430	40370
R 12 / 24 - %	66.8	68.2	64.5	61.4
R 16 / 24 - %	86.3	87.7	83.5	81.0
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2610	2970	2250	1800
T - % (AM)	-	8.8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	2750	2840	2810	2420
T - % (PM)	-	7.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.1	-	-
WEST BOUND				
A.A.D.T.	58740	61650	57570	48910
R 12 / 24 - %	70.6	71.7	68.6	65.7
R 16 / 24 - %	87.2	88.2	85.1	84.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3860	4370	3580	2540
T - % (AM)	-	11.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3590	3770	3400	3110
T - % (PM)	-	6.2	-	-
Prop.of commercial vehicles - 16 hr.	-	7.0	-	-

3. OTHER INFORMATION AND COMMENT

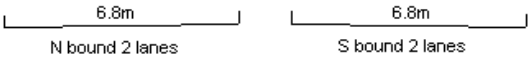
4. Vehicle classification and occupancy - Monday to Friday

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	1.0	47.0	26.1	4.0	0.3	9.3	2.9	5.0	0.0	4.4
	Ocp	1.0	1.3	2.0	8.2	15.5	1.3	1.2	14.4	0.0	53.3
0800-0900	Pro	2.7	50.5	25.0	1.3	0.1	10.4	2.0	3.0	0.0	5.0
Peak hour	Ocp	1.0	1.3	1.9	6.4	9.0	1.7	1.4	10.5	0.0	60.6
0900-1000	Pro	1.7	44.7	26.4	0.5	0.1	18.9	3.0	1.2	0.1	3.5
	Ocp	1.0	1.4	1.9	3.5	1.0	1.6	1.5	6.5	1.0	40.1
1000-1100	Pro	0.5	43.6	29.4	0.4	0.1	18.8	3.5	1.3	0.0	2.5
	Ocp	1.0	1.4	1.6	3.2	1.5	1.4	1.3	3.6	0.0	39.8
1100-1200	Pro	0.4	47.6	27.4	1.4	0.2	15.6	2.7	2.1	0.0	2.6
	Ocp	1.0	1.4	1.9	5.8	1.0	1.4	1.4	9.9	0.0	32.6
1200-1300	Pro	1.7	47.6	29.3	1.0	0.1	13.2	3.3	1.3	0.0	2.4
	Ocp	1.1	1.4	1.9	4.6	1.0	1.4	1.3	8.4	0.0	36.3
1300-1400	Pro	1.2	47.7	27.3	0.7	0.1	16.2	2.7	1.6	0.0	2.5
	Ocp	1.0	1.4	1.9	2.2	1.0	1.5	1.2	5.0	0.0	40.7
1400-1500	Pro	2.4	52.2	25.9	0.8	0.0	12.8	2.0	1.9	0.0	2.1
	Ocp	1.1	1.4	2.1	1.4	0.0	1.5	1.4	4.6	0.0	44.8
1500-1600	Pro	2.8	46.9	29.0	1.3	0.0	13.0	2.3	2.4	0.0	2.3
	Ocp	1.1	1.5	1.8	5.5	0.0	1.4	1.3	15.2	0.0	35.7
1600-1700	Pro	2.4	52.1	24.7	2.1	0.0	11.4	1.9	2.3	0.0	3.1
	Ocp	1.2	1.4	1.7	6.4	0.0	1.4	1.4	10.3	0.0	31.2
1700-1800	Pro	4.1	57.3	25.3	0.4	0.3	7.4	1.1	0.7	0.0	3.4
	Ocp	1.1	1.3	1.8	7.8	5.0	1.3	1.1	4.4	0.0	47.9
1800-1900	Pro	3.3	65.4	21.9	0.1	0.3	3.9	0.4	1.3	0.0	3.6
	Ocp	1.1	1.2	2.0	3.0	9.5	1.3	1.0	16.9	0.0	61.1
1900-2000	Pro	2.5	58.4	30.1	0.4	0.0	3.9	0.5	0.6	0.0	3.6
	Ocp	1.1	1.3	1.8	7.8	0.0	1.1	1.3	5.3	0.0	40.1
2000-2100	Pro	4.8	50.3	38.2	0.2	0.1	3.2	0.4	0.5	0.0	2.4
	Ocp	1.0	1.2	1.9	1.0	14.0	1.1	1.2	1.0	0.0	25.8
2100-2200	Pro	2.7	46.8	45.2	0.0	0.1	2.3	0.4	0.3	0.0	2.1
	Ocp	1.1	1.1	1.4	0.0	9.0	1.1	1.0	24.8	0.0	25.4
2200-2300	Pro	1.2	57.6	36.5	0.2	0.1	1.4	0.1	0.2	0.1	2.7
	Ocp	1.0	1.3	1.7	1.0	3.0	1.1	1.0	1.0	1.0	23.3
16 hours	Pro	2.2	50.7	29.0	0.9	0.1	10.5	1.9	1.6	0.1	3.0
	Ocp	1.1	1.3	1.8	5.8	7.0	1.4	1.3	10.0	1.0	42.8

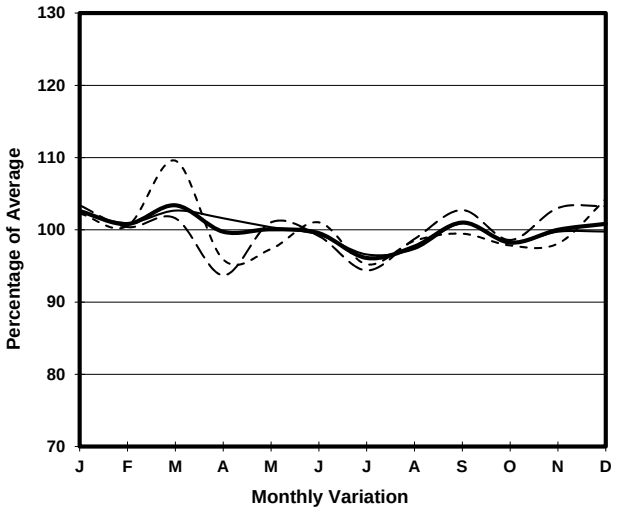
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

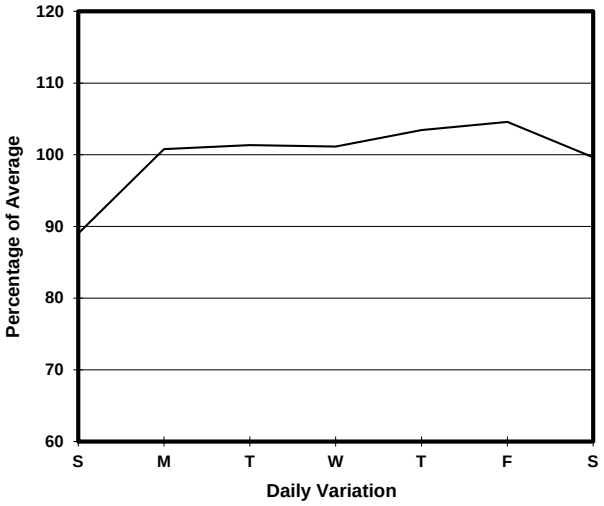
YEAR 2025 **LINK** ABERDEEN TUNNEL (from TOLL PLAZA to NORTH PORTAL)

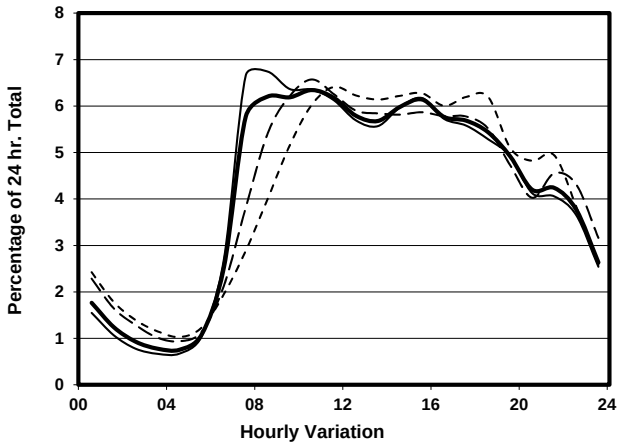
CORE STATION 1004
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

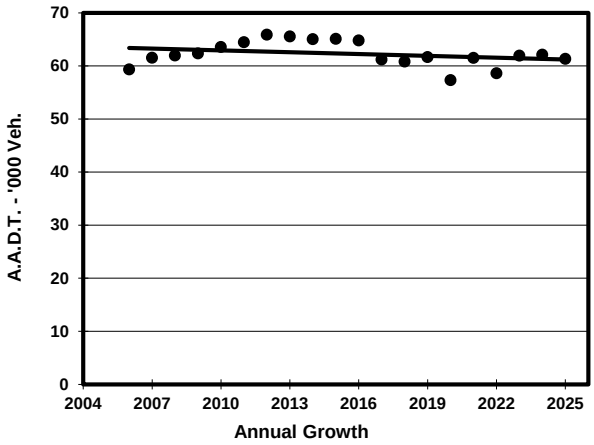


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	32200	33300	32030	28220
R 12 / 24 - %	69.5	70.6	67.2	65.8
R 16 / 24 - %	87.7	88.6	85.5	85.4
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1980	2250	1940	1380
T - % (AM)	-	19.8	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1820	1860	1830	1680
T - % (PM)	-	9.0	-	-
Prop.of commercial vehicles - 16 hr.	-	10.2	-	-
NORTH BOUND				
A.A.D.T.	29130	29780	29590	26630
R 12 / 24 - %	73.0	74.1	70.6	69.9
R 16 / 24 - %	88.9	89.4	87.4	87.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1850	2080	1900	1450
T - % (AM)	-	5.1	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	1740	1750	1790	1790
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.6	-	-

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	4.5	45.6	20.0	4.9	1.4	7.8	2.3	8.4	0.0	5.1
	Ocp	1.0	2.0	2.4	12.6	16.3	1.4	1.7	25.8	0.0	41.6
0800-0900	Pro	0.7	68.4	11.2	1.6	2.0	8.3	2.3	2.0	0.0	3.5
Peak hour	Ocp	1.1	1.6	2.1	7.2	15.5	1.6	1.6	12.6	0.0	52.7
0900-1000	Pro	0.6	54.8	17.6	0.3	1.6	15.9	3.8	1.3	0.0	4.0
	Ocp	1.0	1.4	2.2	3.3	9.4	1.4	1.4	6.7	0.0	28.8
1000-1100	Pro	2.0	49.4	21.2	1.1	1.3	19.2	1.6	1.1	0.1	3.2
	Ocp	1.1	1.6	1.8	1.9	11.7	1.4	1.2	16.1	1.0	28.7
1100-1200	Pro	1.2	54.7	14.1	1.1	2.0	17.4	5.8	1.0	0.0	2.7
	Ocp	1.1	1.5	2.2	2.2	11.0	1.4	1.3	6.8	0.0	28.2
1200-1300	Pro	1.0	65.0	12.9	1.5	1.6	7.9	5.0	2.0	0.0	3.2
	Ocp	1.0	1.6	2.1	8.3	14.3	1.5	1.6	8.7	0.0	28.6
1300-1400	Pro	2.1	52.4	15.1	1.3	2.0	13.8	7.5	2.0	0.0	3.8
	Ocp	1.0	1.7	2.3	1.5	10.3	1.4	1.6	3.4	0.0	36.6
1400-1500	Pro	1.2	63.5	11.7	0.6	1.3	13.3	4.4	1.0	0.0	2.9
	Ocp	1.0	1.9	2.4	1.7	12.4	1.5	1.4	7.7	0.0	29.2
1500-1600	Pro	1.2	57.8	19.6	1.9	1.2	8.5	3.9	2.9	0.0	3.0
	Ocp	1.0	1.5	2.2	5.1	11.3	1.6	1.3	14.9	0.0	40.8
1600-1700	Pro	3.5	59.5	15.9	1.7	1.7	9.9	1.8	2.0	0.1	4.0
	Ocp	1.0	1.6	2.0	6.2	13.8	1.5	1.3	19.3	1.0	34.6
1700-1800	Pro	1.9	60.6	22.3	1.1	2.2	4.8	0.9	2.0	0.0	4.2
	Ocp	1.1	1.5	2.2	5.6	14.5	1.5	1.4	12.4	0.0	47.6
1800-1900	Pro	3.9	70.6	14.5	0.1	2.4	2.7	0.8	0.7	0.0	4.2
	Ocp	1.0	1.8	2.2	2.0	18.2	1.4	1.4	4.8	0.0	57.9
1900-2000	Pro	2.2	66.4	21.2	0.1	2.0	1.7	1.2	0.6	0.0	4.5
	Ocp	1.1	1.4	2.1	2.0	17.4	1.2	1.4	12.0	0.0	30.5
2000-2100	Pro	0.9	70.0	17.1	0.0	2.3	3.8	0.4	0.7	0.0	4.8
	Ocp	1.3	2.0	1.7	0.0	13.9	1.3	1.3	24.8	0.0	22.9
2100-2200	Pro	1.9	53.3	29.6	0.6	3.8	4.1	1.7	0.5	0.0	4.6
	Ocp	1.1	1.7	1.9	9.3	7.7	1.3	1.3	7.0	0.0	18.9
2200-2300	Pro	3.4	55.5	32.3	0.0	1.0	3.0	0.7	0.0	0.1	4.2
	Ocp	1.2	1.6	2.1	0.0	19.0	1.3	1.0	0.0	1.0	18.8
16 hours	Pro	1.9	59.5	17.8	1.2	1.8	9.4	2.9	1.8	0.1	3.8
	Ocp	1.1	1.6	2.1	6.8	13.3	1.4	1.4	15.3	1.0	35.1

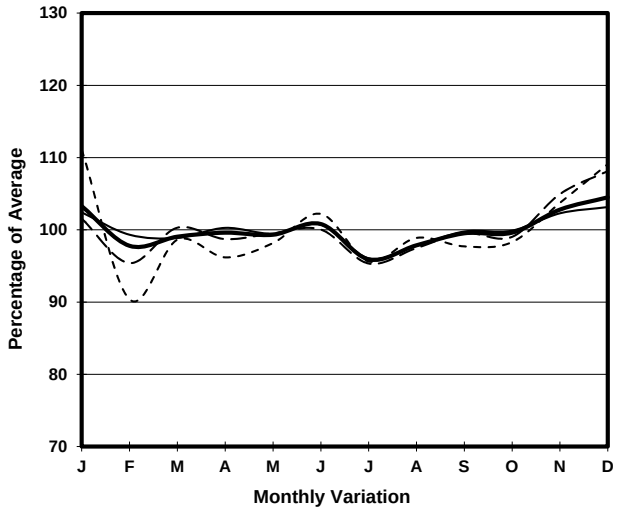
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

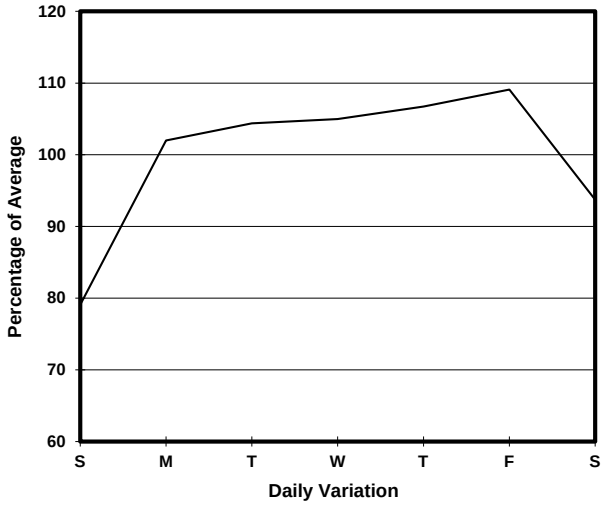
YEAR 2025 **LINK** QUEENSWAY (from RODNEY ST to QUEEN'S RD E)

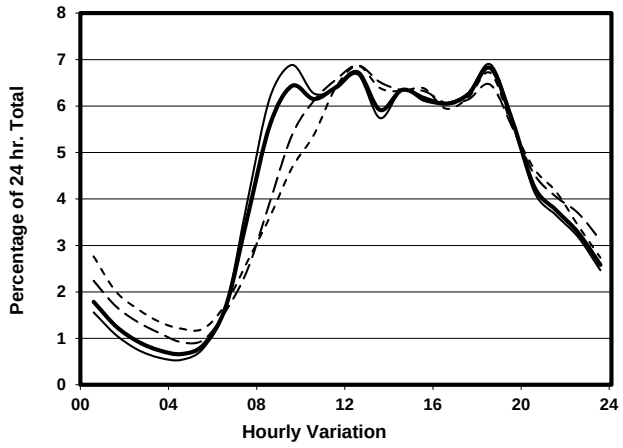
CORE STATION 1007
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

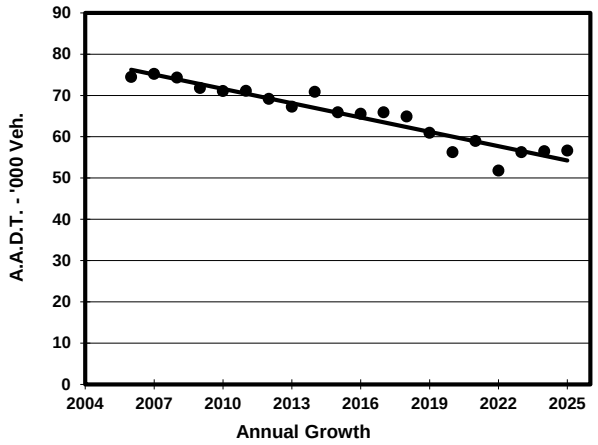


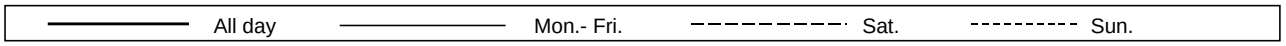
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	36630	39230	34280	28870
R 12 / 24 - %	73.7	75.1	70.2	68.6
R 16 / 24 - %	89.9	90.9	87.4	85.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2420	2750	1960	1420
T - % (AM)	-	12.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2410	2590	2190	1950
T - % (PM)	-	12.5	-	-
Prop.of commercial vehicles - 16 hr.	-	11.1	-	-
WEST BOUND				
A.A.D.T.	20010	21120	19450	16670
R 12 / 24 - %	70.2	71.4	67.5	65.7
R 16 / 24 - %	88.8	89.8	86.4	85.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1220	1400	930	710
T - % (AM)	-	10.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1450	1580	1290	1110
T - % (PM)	-	20.5	-	-
Prop.of commercial vehicles - 16 hr.	-	17.0	-	-

3. OTHER INFORMATION AND COMMENT

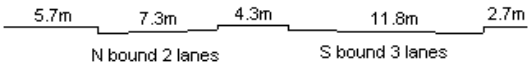
4. Vehicle classification and occupancy - Monday to Friday

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	2.1	37.8	28.6	2.1	2.6	7.1	1.2	2.6	0.2	15.8
	Ocp	1.0	1.3	1.7	5.8	11.3	1.2	1.4	14.9	12.0	25.5
0800-0900	Pro	0.5	48.1	26.7	0.6	0.9	6.6	1.2	1.5	0.2	13.7
	Ocp	1.0	1.3	2.0	11.0	16.0	1.7	1.6	17.8	15.6	27.8
0900-1000	Pro	0.9	46.3	32.1	0.1	1.1	7.2	0.6	1.5	0.2	9.8
	Ocp	1.0	1.4	2.1	5.0	12.1	1.6	2.2	14.0	8.1	21.3
1000-1100	Pro	1.5	41.9	33.5	0.1	1.0	11.2	1.2	0.8	0.2	8.7
	Ocp	1.0	1.5	2.0	1.0	11.8	1.5	1.8	17.1	10.6	21.5
1100-1200	Pro	5.4	45.3	25.3	0.0	1.5	11.4	0.8	1.2	0.2	9.0
	Ocp	1.0	1.5	1.8	0.0	11.3	1.4	1.7	12.0	23.0	22.5
1200-1300	Pro	4.8	50.6	28.5	0.7	0.5	5.3	0.6	0.9	0.2	8.0
	Ocp	1.0	1.5	2.1	2.8	14.0	1.4	2.0	6.6	15.7	22.3
1300-1400	Pro	4.4	37.9	34.7	0.2	1.1	10.1	0.8	0.8	0.2	10.0
	Ocp	1.0	1.4	1.8	7.0	18.7	1.6	1.8	13.2	21.4	21.8
1400-1500	Pro	1.7	46.7	31.2	0.6	2.4	8.0	0.6	0.2	0.2	8.4
	Ocp	1.0	1.5	2.2	2.6	4.0	1.6	1.8	10.0	16.8	23.5
1500-1600	Pro	2.4	52.2	24.5	0.7	1.0	7.2	0.7	1.6	0.2	9.6
	Ocp	1.1	1.7	2.1	5.2	11.5	1.6	1.8	8.9	13.6	26.3
1600-1700	Pro	2.0	55.7	22.5	0.9	1.9	4.0	0.3	1.6	0.3	10.8
	Ocp	1.0	1.6	2.3	2.7	13.6	1.5	1.5	8.4	22.9	30.3
1700-1800	Pro	0.9	53.3	24.9	0.3	1.3	3.9	0.1	1.7	0.2	13.4
	Ocp	1.0	1.5	1.9	5.0	14.6	1.5	2.0	1.8	26.3	36.4
1800-1900	Pro	4.2	46.7	29.9	0.0	1.4	2.6	0.1	1.7	0.2	13.2
Peak hour	Ocp	1.0	1.6	2.1	0.0	15.2	1.8	1.0	8.9	28.2	40.2
1900-2000	Pro	3.1	61.5	22.3	0.0	1.7	0.4	0.4	0.6	0.2	9.8
	Ocp	1.0	1.6	2.0	0.0	7.9	1.7	1.7	8.6	17.0	30.2
2000-2100	Pro	5.1	38.8	36.7	0.0	1.8	1.0	0.2	0.6	0.3	15.5
	Ocp	1.0	1.3	2.0	0.0	11.2	1.2	1.0	2.7	12.3	19.4
2100-2200	Pro	2.0	41.1	39.5	0.0	1.6	0.9	0.2	1.1	0.2	13.4
	Ocp	1.1	1.4	2.1	0.0	14.3	1.5	2.0	3.0	15.5	18.8
2200-2300	Pro	1.9	31.3	51.0	0.0	1.9	1.2	0.2	0.2	0.2	11.9
	Ocp	1.1	1.3	2.0	0.0	10.3	1.8	2.0	16.0	7.3	16.6
16 hours	Pro	2.6	47.1	29.8	0.4	1.4	5.8	0.6	1.2	0.2	10.9
	Ocp	1.0	1.5	2.0	4.9	11.5	1.5	1.7	10.4	17.2	26.2

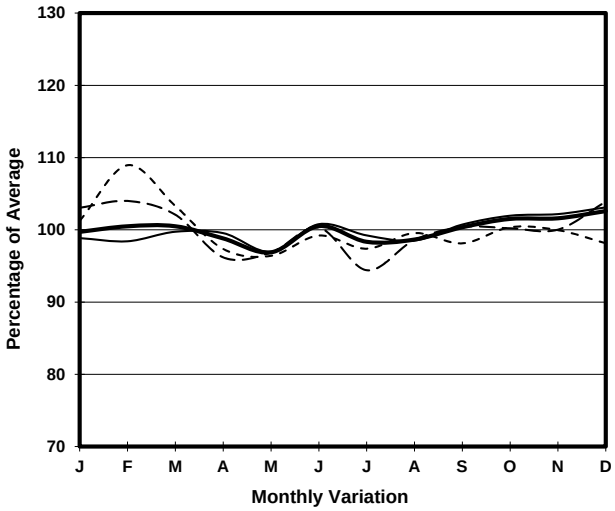
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

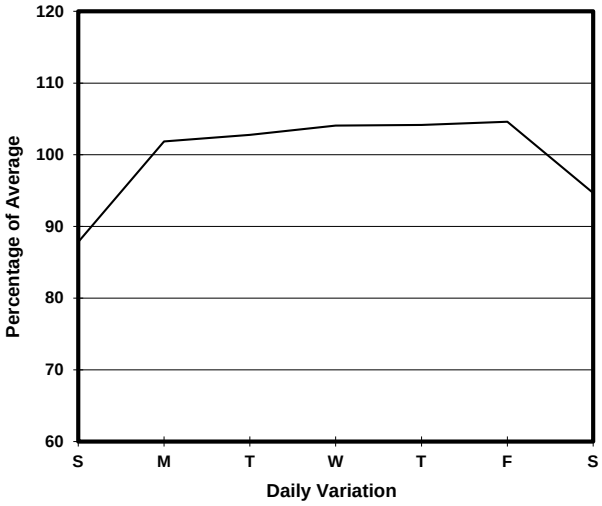
YEAR 2025 **LINK** CHAI WAN RD (from ISLAND EASTERN CORRIDOR APPROACH to TAI TAM RD)

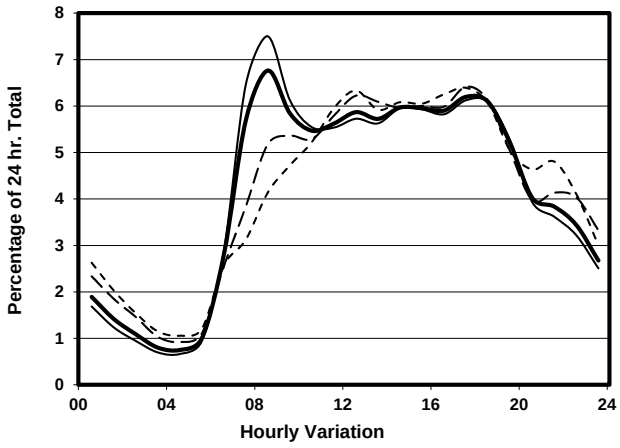
CORE STATION 1009
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

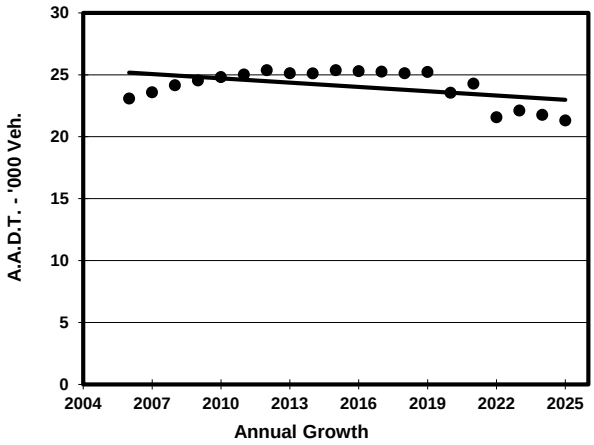


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10720	11370	9830	8910
R 12 / 24 - %	70.7	72.4	66.8	64.1
R 16 / 24 - %	87.4	88.4	84.7	83.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	780	920	520	400
T - % (AM)	-	10.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	600	640	560	520
T - % (PM)	-	7.8	-	-
Prop.of commercial vehicles - 16 hr.	-	9.9	-	-
NORTH BOUND				
A.A.D.T.	10580	10830	10500	9880
R 12 / 24 - %	71.5	72.5	69.6	68.2
R 16 / 24 - %	87.7	88.4	86.1	85.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	660	740	570	490
T - % (AM)	-	7.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	740	760	740	680
T - % (PM)	-	6.5	-	-
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	3.8	45.9	21.1	3.5	4.0	9.8	0.0	3.5	0.0	8.5
	Ocp	1.0	1.4	2.0	9.4	12.2	1.8	0.0	20.0	0.0	47.4
0800-0900	Pro	1.2	61.3	18.8	0.8	3.9	5.0	0.2	1.9	0.0	6.8
Peak hour	Ocp	1.0	1.3	2.0	6.8	13.1	1.8	2.0	5.3	0.0	47.9
0900-1000	Pro	1.9	47.5	25.1	2.7	4.3	8.1	1.6	1.3	0.0	7.5
	Ocp	1.0	1.3	2.2	4.8	9.8	1.7	1.0	22.8	0.0	32.3
1000-1100	Pro	2.8	43.1	25.2	2.2	5.5	12.7	1.4	0.6	0.0	6.6
	Ocp	1.0	1.3	1.8	4.4	11.4	1.9	1.4	1.5	0.0	31.9
1100-1200	Pro	5.0	39.5	27.0	1.9	5.6	11.9	0.9	0.6	0.0	7.5
	Ocp	1.0	1.4	2.0	2.7	14.2	1.7	1.7	4.0	0.0	32.8
1200-1300	Pro	9.0	41.1	23.9	3.5	5.0	8.5	1.2	0.6	0.0	7.3
	Ocp	1.0	1.4	2.2	5.3	13.5	1.5	1.5	8.5	0.0	35.0
1300-1400	Pro	2.2	41.8	30.1	1.0	5.1	11.1	0.6	1.3	0.0	6.9
	Ocp	1.0	1.4	2.1	1.7	10.6	1.6	1.5	4.3	0.0	40.2
1400-1500	Pro	1.7	40.9	27.9	1.0	4.7	12.1	1.3	2.0	0.0	8.4
	Ocp	1.0	1.4	2.1	1.0	11.6	1.8	2.0	3.2	0.0	36.5
1500-1600	Pro	1.5	48.2	26.2	3.9	3.3	4.2	0.0	5.1	0.0	7.5
	Ocp	1.0	1.3	2.0	4.5	8.7	1.6	0.0	16.6	0.0	42.3
1600-1700	Pro	4.3	44.8	21.0	2.1	5.2	7.9	0.6	5.2	0.0	8.9
	Ocp	1.0	1.5	1.7	6.4	12.7	2.2	1.0	10.8	0.0	44.0
1700-1800	Pro	4.2	56.3	19.2	1.2	5.7	5.2	0.0	1.2	0.0	6.9
	Ocp	1.0	1.4	2.0	11.4	13.4	1.5	0.0	8.6	0.0	51.6
1800-1900	Pro	4.7	60.6	18.9	1.1	5.3	2.2	0.0	0.0	0.0	7.2
	Ocp	1.0	1.4	2.0	12.6	14.0	1.4	0.0	0.0	0.0	52.7
1900-2000	Pro	4.9	52.1	27.7	0.3	3.9	2.0	0.7	0.0	0.0	8.5
	Ocp	1.0	1.3	1.9	3.0	8.3	2.0	1.0	0.0	0.0	33.7
2000-2100	Pro	6.8	44.2	28.1	0.0	5.7	1.0	0.0	0.0	0.0	14.2
	Ocp	1.0	1.7	1.9	0.0	9.5	3.0	0.0	0.0	0.0	24.3
2100-2200	Pro	15.0	45.7	17.1	0.0	5.5	2.0	0.0	0.0	0.0	14.7
	Ocp	1.1	1.4	1.8	0.0	6.4	1.0	0.0	0.0	0.0	26.6
2200-2300	Pro	4.5	50.5	27.8	0.0	6.1	1.0	0.5	0.0	0.0	9.6
	Ocp	1.0	1.4	1.8	0.0	5.5	1.0	2.0	0.0	0.0	18.3
16 hours	Pro	4.1	48.6	23.7	1.7	4.9	6.9	0.6	1.6	0.0	8.0
	Ocp	1.0	1.4	2.0	6.0	11.5	1.7	1.4	12.0	0.0	38.3

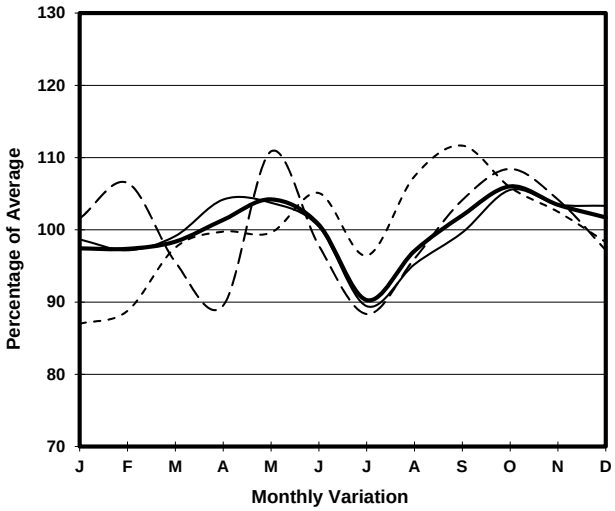
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

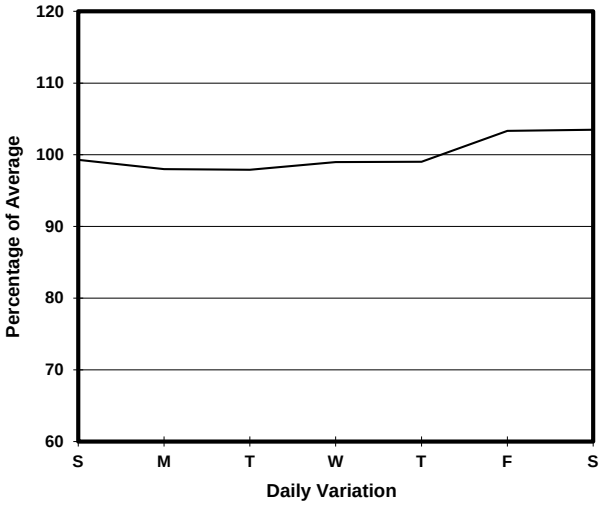
YEAR 2025 **LINK** TAI TAM RD (from CHAI WAN RD to SHEK O RD)

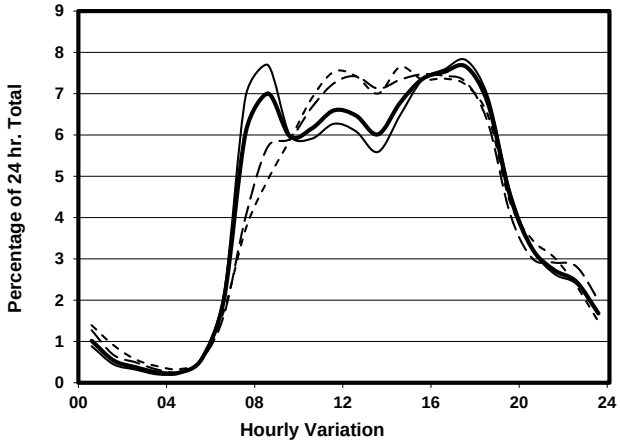
CORE STATION 1021
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

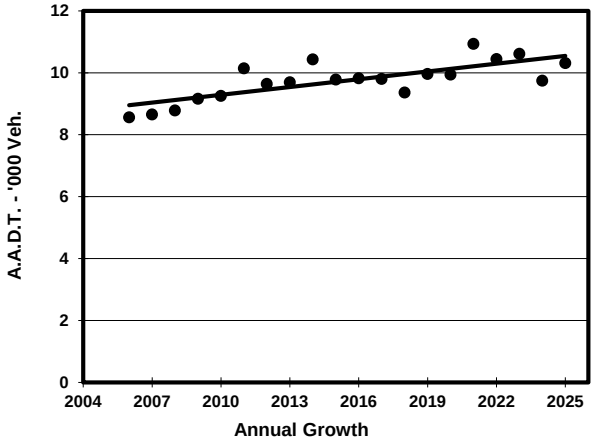


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	4380	4340	4580	4390
R 12 / 24 - %	76.8	76.5	77.4	77.6
R 16 / 24 - %	92.4	92.7	92.0	91.8
AM Peak Hour	0700-0800	0700-0800	0900-1000	0700-0800
One-way flow at AM peak hour	320	360	280	240
T - % (AM)	-	11.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	290	310	300	310
T - % (PM)	-	1.7	-	-
Prop.of commercial vehicles - 16 hr.	-	3.9	-	-
NORTH BOUND				
A.A.D.T.	5930	5920	6120	5810
R 12 / 24 - %	83.0	83.6	81.9	80.8
R 16 / 24 - %	93.9	94.1	93.4	93.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	460	520	350	360
T - % (AM)	-	6.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	520	540	500	470
T - % (PM)	-	2.8	-	-
Prop.of commercial vehicles - 16 hr.	-	6.5	-	-

3. OTHER INFORMATION AND COMMENT

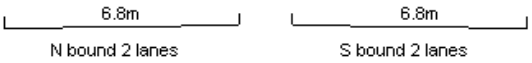
4. Vehicle classification and occupancy - Monday to Friday

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	2.2	0.0	43.5	21.7	8.7	13.0	0.0	4.3	0.0	6.5
	Ocp	1.0	0.0	2.0	18.4	16.0	1.0	0.0	16.0	0.0	30.3
0800-0900	Pro	0.0	72.3	14.1	0.5	2.5	5.0	2.0	2.0	0.0	1.6
	Ocp	0.0	1.4	1.8	2.0	15.4	1.9	1.3	3.5	0.0	23.8
0900-1000	Pro	0.0	64.4	11.5	3.8	3.8	11.5	0.0	2.3	0.0	2.7
	Ocp	0.0	1.4	1.9	5.8	6.2	1.6	0.0	5.7	0.0	20.4
1000-1100	Pro	3.0	58.7	13.0	0.0	3.8	15.2	1.5	1.5	0.0	3.2
	Ocp	1.0	1.4	2.0	0.0	12.0	1.3	1.0	1.5	0.0	18.6
1100-1200	Pro	2.4	59.3	8.8	0.8	3.2	15.2	3.2	4.0	0.0	3.0
	Ocp	1.0	1.3	2.0	2.0	5.8	1.4	1.0	3.0	0.0	20.9
1200-1300	Pro	0.7	68.5	5.1	0.7	3.6	15.3	3.6	0.0	0.0	2.4
	Ocp	1.0	1.4	2.1	12.0	9.2	1.0	1.2	0.0	0.0	19.4
1300-1400	Pro	1.5	67.9	6.7	0.7	2.2	15.7	2.2	0.7	0.0	2.2
	Ocp	1.0	1.3	1.6	2.0	10.0	1.2	1.0	6.0	0.0	20.9
1400-1500	Pro	0.8	59.3	8.6	3.1	2.3	21.1	0.8	1.6	0.0	2.5
	Ocp	1.0	1.3	1.6	2.0	11.3	1.3	1.0	1.0	0.0	23.5
1500-1600	Pro	4.1	56.7	9.9	5.8	1.6	14.8	0.0	4.9	0.0	2.3
	Ocp	1.0	1.3	1.8	9.4	13.0	1.7	0.0	7.5	0.0	20.6
1600-1700	Pro	1.9	52.8	12.4	9.3	1.9	13.7	0.6	5.0	0.0	2.5
	Ocp	1.0	1.5	1.7	6.4	15.7	1.8	1.0	7.6	0.0	12.6
1700-1800	Pro	3.6	71.7	8.4	3.0	2.4	7.2	1.2	0.6	0.0	1.8
Peak hour	Ocp	1.0	1.4	1.8	8.8	13.8	1.8	1.0	1.0	0.0	22.9
1800-1900	Pro	0.6	79.7	10.2	1.7	2.3	3.4	0.0	0.6	0.0	1.6
	Ocp	1.0	1.4	1.7	6.3	12.3	1.3	0.0	6.0	0.0	20.5
1900-2000	Pro	0.8	73.3	14.0	1.6	3.1	3.9	0.0	0.8	0.0	2.5
	Ocp	1.0	1.2	1.5	1.5	7.5	1.0	0.0	8.0	0.0	14.8
2000-2100	Pro	2.3	74.1	14.8	0.0	3.4	2.3	0.0	0.0	0.0	3.1
	Ocp	1.0	1.3	2.0	0.0	5.7	1.0	0.0	0.0	0.0	12.4
2100-2200	Pro	0.0	67.7	23.3	0.0	2.1	2.1	0.0	0.0	0.0	4.8
	Ocp	0.0	1.1	1.4	0.0	3.0	1.0	0.0	0.0	0.0	10.0
2200-2300	Pro	1.4	62.5	27.8	0.0	4.2	1.4	0.0	0.0	0.0	2.8
	Ocp	1.0	1.2	1.5	0.0	5.0	1.0	0.0	0.0	0.0	12.4
16 hours	Pro	1.6	64.7	12.3	2.8	2.9	10.3	1.1	1.8	0.0	2.5
	Ocp	1.0	1.4	1.8	8.5	10.5	1.4	1.1	5.8	0.0	19.2

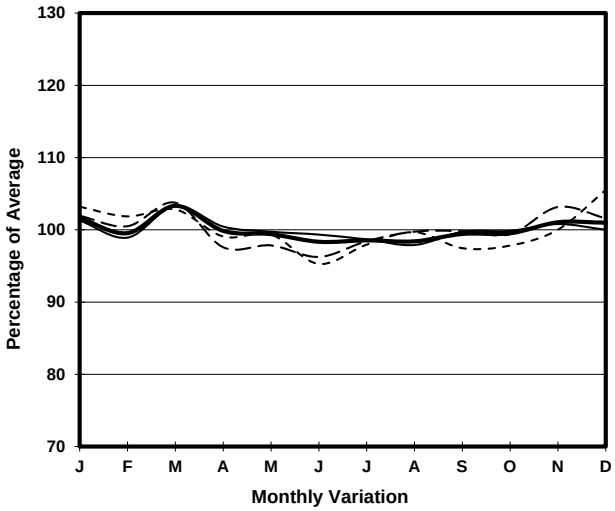
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

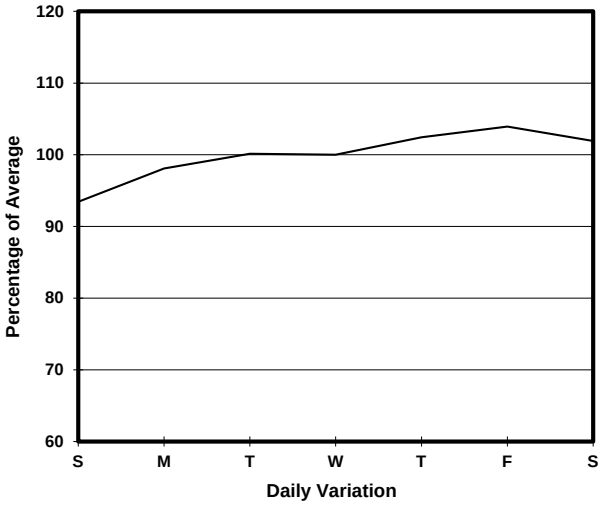
YEAR 2025 **LINK** CROSS HARBOUR TUNNEL (from TOLL PLAZA to SOUTH PORTAL)

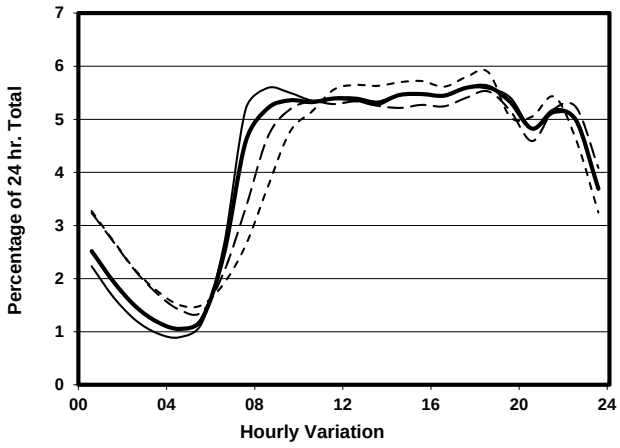
CORE STATION 1022
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

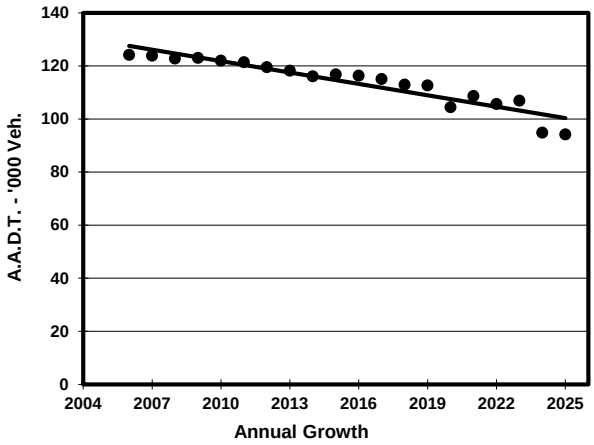


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	48820	49280	50240	46290
R 12 / 24 - %	63.8	64.8	60.5	61.9
R 16 / 24 - %	83.4	84.4	80.2	81.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2720	2810	2760	2390
T - % (AM)	-	8.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2640	2640	2690	2650
T - % (PM)	-	5.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.5	-	-
NORTH BOUND				
A.A.D.T.	45360	46050	46270	42110
R 12 / 24 - %	64.6	65.7	61.7	61.8
R 16 / 24 - %	85.6	86.8	82.4	82.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2320	2530	2250	1820
T - % (AM)	-	8.5	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	2670	2710	2650	2560
T - % (PM)	-	7.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.6	-	-

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	5.0	63.0	13.1	2.2	0.1	8.1	1.9	2.5	0.0	4.1
	Ocp	1.0	1.3	1.9	15.2	17.0	1.4	1.3	16.8	0.0	42.5
0800-0900	Pro	5.6	64.9	8.7	0.5	0.0	11.9	2.1	1.5	0.0	4.8
	Ocp	1.1	1.3	1.9	3.6	0.0	1.4	1.4	11.0	0.0	47.1
0900-1000	Pro	3.0	63.4	9.4	0.3	0.0	15.0	2.5	2.3	0.0	4.0
	Ocp	1.1	1.3	2.0	5.8	0.0	1.5	1.5	13.1	0.0	36.1
1000-1100	Pro	3.3	57.7	14.2	0.2	0.0	17.2	2.5	0.9	0.0	4.1
	Ocp	1.1	1.3	2.3	1.5	0.0	1.4	1.5	10.3	0.0	34.2
1100-1200	Pro	2.2	58.6	18.0	0.5	0.0	14.3	1.7	1.0	0.0	3.7
	Ocp	1.1	1.4	2.2	5.5	0.0	1.4	1.3	8.8	0.0	35.8
1200-1300	Pro	2.4	62.9	13.2	0.3	0.0	14.0	1.6	2.3	0.0	3.3
	Ocp	1.0	1.4	2.1	4.7	0.0	1.4	1.8	12.6	0.0	37.6
1300-1400	Pro	3.4	56.9	17.8	0.5	0.0	12.2	2.1	3.7	0.0	3.5
	Ocp	1.1	1.4	2.0	2.6	0.0	1.5	1.5	18.8	0.0	39.6
1400-1500	Pro	1.3	62.2	14.8	0.2	0.0	12.4	1.7	3.1	0.0	4.3
	Ocp	1.1	1.4	2.2	4.5	0.0	1.5	1.3	15.8	0.0	38.9
1500-1600	Pro	2.0	60.1	12.3	2.7	0.0	13.0	1.7	3.9	0.0	4.3
	Ocp	1.1	1.3	2.1	9.8	0.0	1.3	1.3	13.8	0.0	37.7
1600-1700	Pro	4.0	64.2	12.3	1.1	0.0	10.6	0.7	2.6	0.0	4.7
	Ocp	1.1	1.3	2.0	1.5	0.0	1.3	1.7	6.1	0.0	39.7
1700-1800	Pro	6.1	66.6	12.4	0.5	0.1	7.0	0.1	2.2	0.0	5.0
Peak hour	Ocp	1.0	1.3	2.2	2.7	1.0	1.3	1.0	16.4	0.0	48.8
1800-1900	Pro	5.2	71.0	12.1	0.0	0.3	4.0	0.5	2.2	0.0	4.7
	Ocp	1.1	1.2	2.2	0.0	13.0	1.5	1.0	7.3	0.0	66.7
1900-2000	Pro	4.1	69.2	15.2	0.2	0.5	4.2	0.4	1.4	0.0	4.9
	Ocp	1.0	1.4	2.2	1.0	5.8	1.2	1.3	5.0	0.0	46.4
2000-2100	Pro	4.5	66.2	20.2	0.1	0.0	3.2	0.4	0.9	0.0	4.5
	Ocp	1.2	1.4	2.2	1.0	0.0	1.1	1.5	12.4	0.0	32.7
2100-2200	Pro	4.3	60.0	25.1	0.0	0.2	3.8	1.1	0.4	0.0	5.0
	Ocp	1.1	1.3	2.3	0.0	1.0	1.1	1.0	10.5	0.0	39.3
2200-2300	Pro	3.0	62.7	27.9	0.1	0.1	2.2	0.2	0.4	0.0	3.4
	Ocp	1.1	1.2	2.1	1.0	17.0	1.1	1.0	2.0	0.0	38.8
16 hours	Pro	3.8	63.2	15.1	0.6	0.1	9.7	1.4	2.0	0.0	4.3
	Ocp	1.1	1.3	2.1	7.8	8.4	1.4	1.4	12.7	0.0	42.2

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

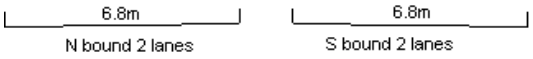
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

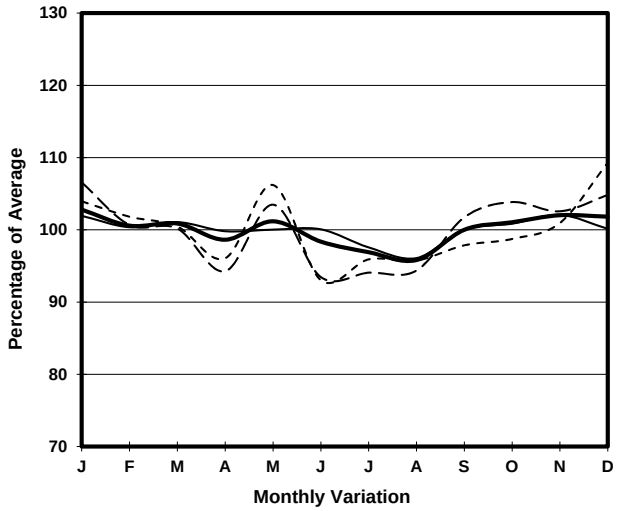
* All traffic data are collected from combined bounds

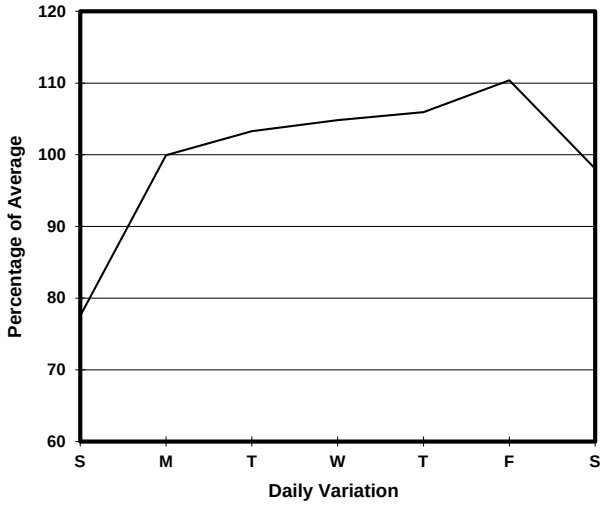
YEAR 2025 **LINK** EASTERN HARBOUR CROSSING (from KAI TIN RD to ISLAND EASTERN CORRIDOR)

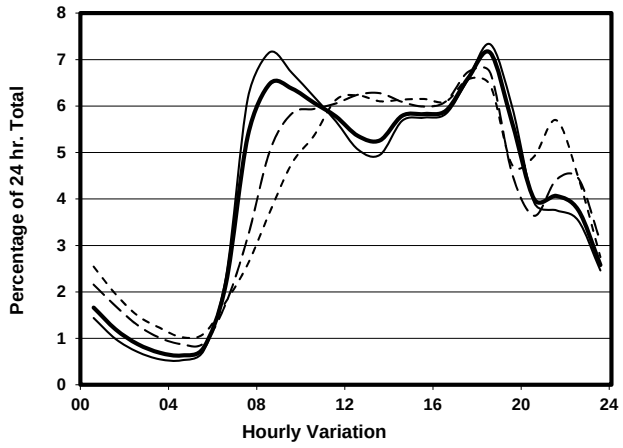
CORE STATION 1025
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

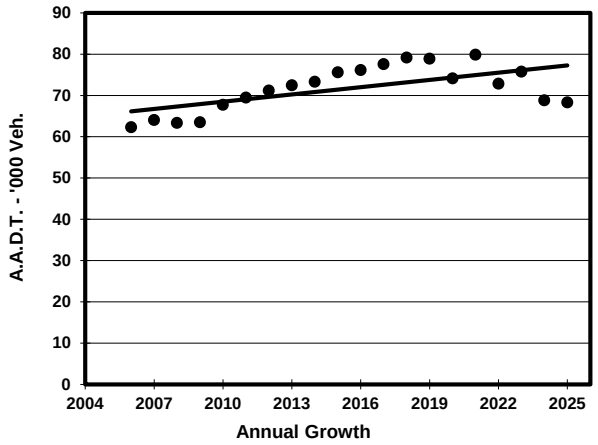


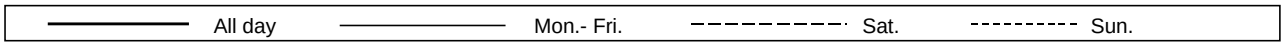
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	34580	36700	34430	27080
R 12 / 24 - %	74.2	75.4	72.2	68.3
R 16 / 24 - %	89.3	90.0	87.8	86.7
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2490	2780	2400	1450
T - % (AM)	-	13.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2410	2620	2240	1790
T - % (PM)	-	6.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.2	-	-
NORTH BOUND				
A.A.D.T.	33710	35760	33420	26690
R 12 / 24 - %	69.6	70.7	68.2	64.3
R 16 / 24 - %	89.5	90.6	86.7	85.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2030	2420	1570	1120
T - % (AM)	-	14.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2470	2700	2460	1780
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-

3. OTHER INFORMATION AND COMMENT

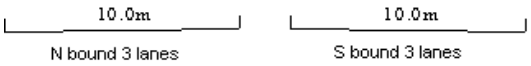
4. Vehicle classification and occupancy - Monday to Friday

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	4.5	59.6	13.2	2.6	0.2	9.3	3.3	3.3	0.0	4.0
	Ocp	1.1	1.7	2.1	9.6	16.5	1.4	1.7	22.7	0.0	54.9
0800-0900	Pro	4.5	56.7	13.9	1.0	0.3	11.0	4.7	3.1	0.0	4.8
	Ocp	1.1	1.3	2.0	10.2	17.8	1.5	1.5	17.5	0.0	48.2
0900-1000	Pro	2.3	60.2	18.8	0.5	0.2	9.7	3.5	2.0	0.0	2.8
	Ocp	1.0	1.2	2.0	2.0	11.0	1.5	1.3	22.0	0.0	32.6
1000-1100	Pro	2.4	50.8	16.7	0.5	0.1	20.6	4.9	1.1	0.0	2.8
	Ocp	1.1	1.3	1.9	8.2	1.0	1.5	1.6	10.5	0.0	33.3
1100-1200	Pro	1.7	49.7	16.4	1.7	0.2	22.4	4.1	1.7	0.0	2.0
	Ocp	1.0	1.4	2.0	9.5	13.5	1.5	1.4	12.1	0.0	39.3
1200-1300	Pro	3.7	58.0	15.9	4.0	0.1	11.7	3.8	0.6	0.0	2.2
	Ocp	1.0	1.4	1.7	6.5	12.0	1.5	1.4	11.2	0.0	37.8
1300-1400	Pro	3.1	53.5	15.7	2.2	0.1	14.5	7.0	1.5	0.0	2.5
	Ocp	1.0	1.3	1.9	4.1	17.0	1.5	1.4	14.7	0.0	48.4
1400-1500	Pro	2.0	54.5	16.1	1.1	0.1	17.3	5.7	1.2	0.0	2.0
	Ocp	1.1	1.5	2.0	1.6	12.0	1.5	1.3	11.7	0.0	45.1
1500-1600	Pro	2.2	54.6	16.7	1.7	0.1	17.2	4.4	1.0	0.0	2.1
	Ocp	1.1	1.5	1.8	8.4	8.0	1.5	1.5	7.6	0.0	38.7
1600-1700	Pro	3.2	60.4	14.5	1.8	0.0	12.1	2.6	3.0	0.0	2.3
	Ocp	1.0	1.4	1.9	3.4	0.0	1.4	1.1	12.4	0.0	36.8
1700-1800	Pro	5.4	60.9	12.7	0.6	0.7	13.1	2.1	1.8	0.0	2.7
	Ocp	1.0	1.4	1.9	3.5	17.6	1.1	1.1	8.7	0.0	54.4
1800-1900	Pro	2.9	74.5	10.7	0.6	0.5	4.3	1.7	2.0	0.0	2.8
Peak hour	Ocp	1.1	1.1	1.9	2.8	17.3	1.2	1.1	17.6	0.0	61.6
1900-2000	Pro	3.2	71.9	13.9	0.0	0.2	4.2	1.2	0.8	0.0	4.6
	Ocp	1.0	1.2	2.1	0.0	16.5	1.1	1.2	1.9	0.0	49.0
2000-2100	Pro	2.8	74.5	15.0	0.4	0.1	2.4	0.6	0.3	0.0	3.9
	Ocp	1.2	1.2	1.8	1.0	20.0	1.2	1.3	14.0	0.0	38.1
2100-2200	Pro	2.4	67.8	20.2	0.2	0.0	3.7	0.9	0.0	0.0	4.9
	Ocp	1.1	1.4	2.0	1.0	0.0	1.2	1.0	0.0	0.0	40.7
2200-2300	Pro	1.8	74.3	17.5	0.2	0.2	2.0	0.4	0.2	0.0	3.5
	Ocp	1.1	1.4	1.7	1.0	7.0	1.0	1.0	1.0	0.0	40.1
16 hours	Pro	3.1	60.8	15.2	1.2	0.2	11.4	3.3	1.6	0.0	3.1
	Ocp	1.1	1.3	1.9	6.3	15.3	1.4	1.4	15.1	0.0	45.0

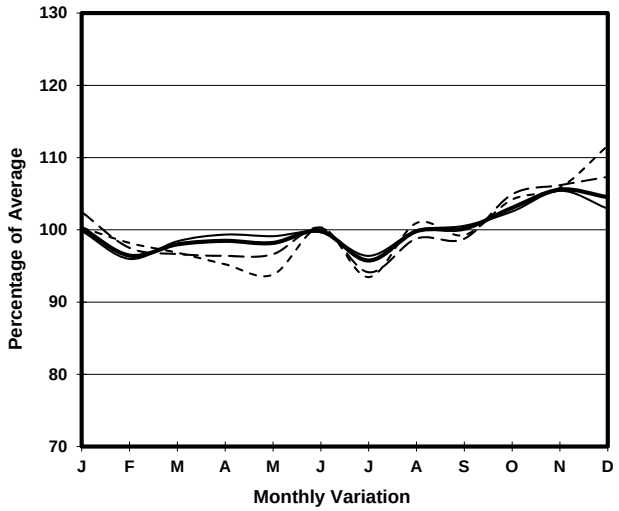
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

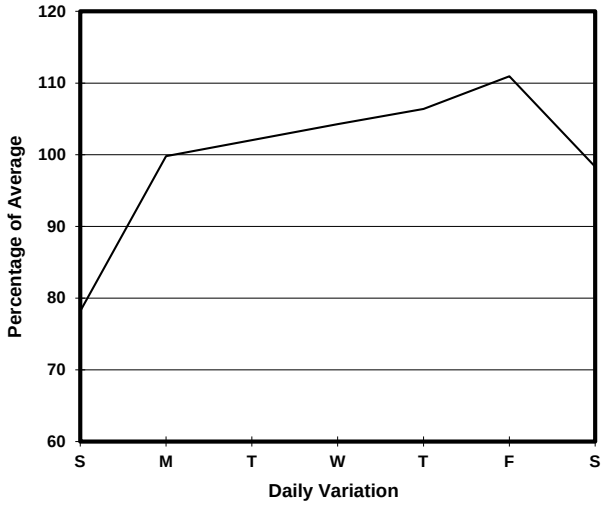
YEAR 2025 **LINK** WESTERN HARBOUR CROSSING (from TOLL PLAZA to SOUTH PORTAL)

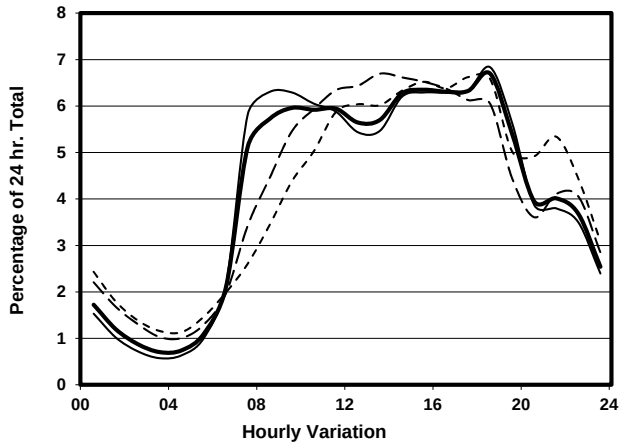
CORE STATION 1026
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

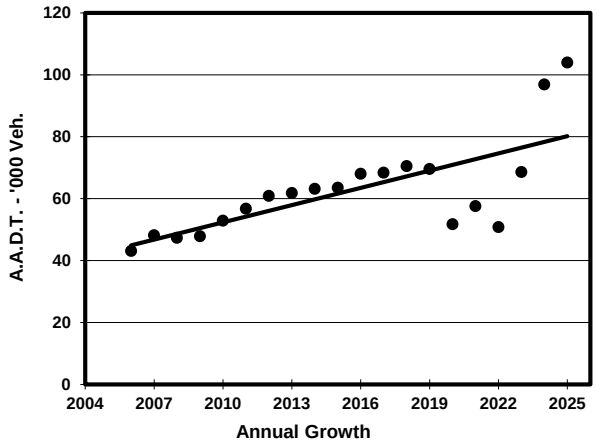


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	49790	52910	49130	39040
R 12 / 24 - %	75.1	76.6	72.8	67.5
R 16 / 24 - %	89.9	90.6	87.9	87.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	3620	4090	3390	1800
T - % (AM)	-	13.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3140	3320	2940	2760
T - % (PM)	-	7.6	-	-
Prop.of commercial vehicles - 16 hr.	-	11.6	-	-
NORTH BOUND				
A.A.D.T.	54160	57200	54470	43220
R 12 / 24 - %	69.1	70.0	68.3	64.3
R 16 / 24 - %	88.2	89.4	85.5	84.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2580	2900	2260	1810
T - % (AM)	-	12.7	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	3860	4210	3780	2810
T - % (PM)	-	10.1	-	-
Prop.of commercial vehicles - 16 hr.	-	8.6	-	-

3. OTHER INFORMATION AND COMMENT

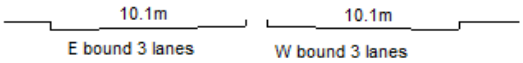
4. Vehicle classification and occupancy - Monday to Friday

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	4.3	50.1	18.7	2.1	0.2	12.3	6.5	1.7	0.0	4.0
	Ocp	1.1	1.3	2.0	6.9	12.7	1.3	1.3	11.2	0.0	65.1
0800-0900	Pro	1.1	48.8	22.9	0.4	0.2	10.0	6.6	3.9	0.0	6.1
	Ocp	1.0	1.3	2.1	6.8	17.7	1.6	1.4	20.0	0.0	66.3
0900-1000	Pro	0.8	48.1	21.0	0.2	0.0	17.9	4.6	2.1	0.0	5.3
	Ocp	1.0	1.2	2.2	2.0	0.0	1.6	1.4	12.7	0.0	37.1
1000-1100	Pro	0.5	47.5	18.5	0.5	0.1	18.9	8.8	1.6	0.0	3.7
	Ocp	1.1	1.3	2.1	6.8	5.0	1.4	1.4	18.5	0.0	33.9
1100-1200	Pro	1.3	56.4	19.1	0.5	0.1	13.5	5.0	0.9	0.0	3.2
	Ocp	1.1	1.3	2.2	1.4	1.0	1.4	1.4	18.5	0.0	34.5
1200-1300	Pro	0.8	59.4	16.8	0.6	0.1	14.3	4.4	0.9	0.0	2.7
	Ocp	1.1	1.5	2.0	10.9	16.0	1.4	1.2	10.0	0.0	38.8
1300-1400	Pro	0.6	46.6	24.7	0.8	0.1	12.7	8.7	2.2	0.0	3.6
	Ocp	1.0	1.5	2.4	3.8	12.0	1.2	1.3	8.5	0.0	43.8
1400-1500	Pro	1.5	51.8	17.4	0.5	0.0	18.7	6.0	1.7	0.0	2.4
	Ocp	1.0	1.5	2.1	4.4	0.0	1.4	1.4	7.2	0.0	36.8
1500-1600	Pro	1.4	53.2	20.5	0.6	0.1	15.0	4.9	1.7	0.0	2.5
	Ocp	1.1	1.5	2.1	5.7	4.5	1.4	1.5	16.5	0.0	29.9
1600-1700	Pro	1.7	55.5	18.6	0.5	0.1	14.8	4.0	1.5	0.0	3.2
	Ocp	1.1	1.5	2.2	3.9	17.0	1.5	1.3	17.1	0.0	32.0
1700-1800	Pro	1.8	57.9	17.6	0.5	0.1	12.4	2.5	2.4	0.1	4.9
	Ocp	1.2	1.5	2.2	3.3	19.0	1.3	1.2	17.7	1.0	45.2
1800-1900	Pro	1.7	61.7	20.6	0.2	0.0	6.9	1.4	2.2	0.0	5.4
Peak hour	Ocp	1.1	1.4	2.5	1.0	0.0	1.4	1.4	17.1	0.0	66.2
1900-2000	Pro	1.9	65.0	20.7	0.0	0.0	5.1	1.1	2.1	0.0	4.1
	Ocp	1.0	1.4	2.3	0.0	0.0	1.1	1.3	23.9	0.0	53.8
2000-2100	Pro	1.7	72.0	16.6	0.1	0.2	2.9	1.3	1.2	0.0	4.0
	Ocp	1.1	1.4	2.1	2.0	13.5	1.1	1.1	14.3	0.0	31.5
2100-2200	Pro	2.6	63.9	23.4	0.0	0.2	3.9	1.0	0.8	0.0	4.2
	Ocp	1.1	1.3	2.3	0.0	20.0	1.0	1.1	11.0	0.0	37.1
2200-2300	Pro	0.9	73.9	18.6	0.0	0.1	1.2	0.5	0.6	0.0	4.3
	Ocp	1.1	1.2	2.0	0.0	1.0	1.0	1.0	22.8	0.0	36.6
16 hours	Pro	1.5	56.4	19.7	0.5	0.1	11.8	4.3	1.8	0.1	4.0
	Ocp	1.1	1.4	2.2	5.5	12.8	1.4	1.4	16.0	1.0	45.8

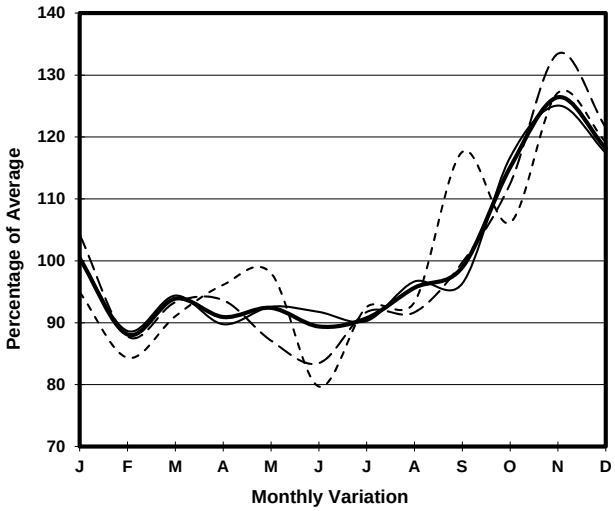
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

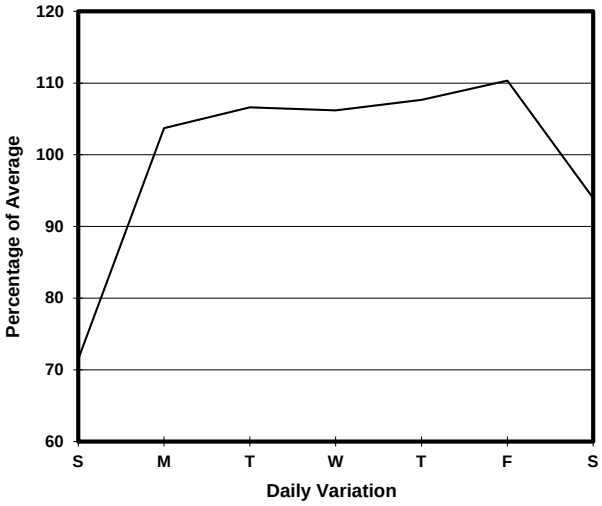
YEAR 2025 **LINK** CENTRAL-WANCHAI BYPASS – CENTRAL SECTION (from CWB WESTERN END PORTAL to WAN CHAI EXIT)

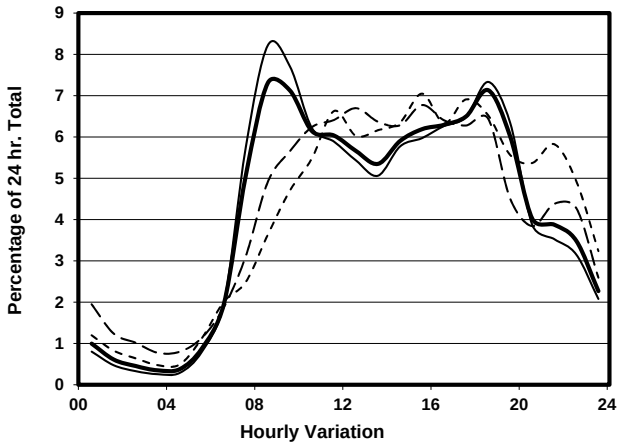
CORE STATION 1031
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

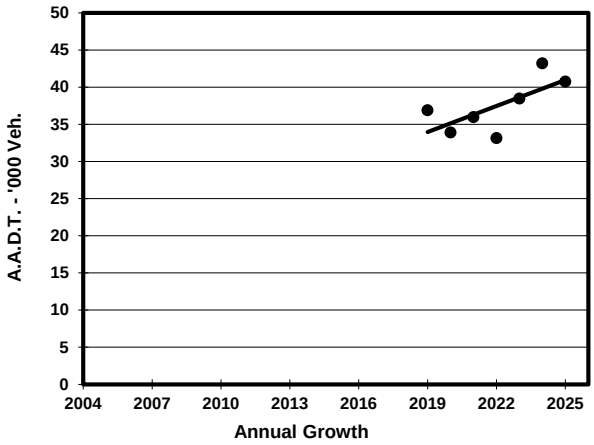


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	24230	26400	23010	17290
R 12 / 24 - %	74.4	75.9	70.9	67.8
R 16 / 24 - %	92.3	93.1	88.4	91.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1790	2170	1310	780
T - % (AM)	-	8.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1790	2000	1510	1240
T - % (PM)	-	5.1	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-
WEST BOUND				
A.A.D.T.	16510	17800	16090	12310
R 12 / 24 - %	75.2	76.5	72.7	69.0
R 16 / 24 - %	91.8	92.9	88.8	87.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1210	1470	900	610
T - % (AM)	-	3.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1120	1240	1050	810
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.9	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

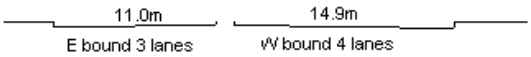
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.1	50.3	19.7	1.4	0.0	15.8	4.2	1.1	0.1	1.5
	Ocp	1.0	1.2	1.9	4.8	0.0	1.5	1.6	17.4	1.0	20.4
0800-0900	Pro	3.4	55.2	22.9	0.6	0.0	11.0	2.8	1.4	0.0	2.7
Peak hour	Ocp	1.0	1.3	1.8	7.3	0.0	1.2	1.5	12.1	0.0	36.3
0900-1000	Pro	0.9	54.6	19.8	0.2	0.0	14.6	6.2	1.5	0.0	2.1
	Ocp	1.1	1.3	2.0	1.0	0.0	1.4	1.3	4.6	0.0	10.0
1000-1100	Pro	1.7	51.2	19.2	0.7	0.0	18.7	7.2	0.4	0.0	0.9
	Ocp	1.1	1.2	2.0	1.6	0.0	1.4	1.3	1.0	0.0	5.4
1100-1200	Pro	0.3	54.4	20.8	1.6	0.0	14.1	6.8	1.1	0.0	0.8
	Ocp	1.0	1.2	1.9	1.5	0.0	1.3	1.1	9.9	0.0	10.4
1200-1300	Pro	2.2	61.1	16.7	0.3	0.0	12.5	5.8	0.9	0.0	0.5
	Ocp	1.3	1.3	2.0	1.0	0.0	1.3	1.4	1.0	0.0	7.7
1300-1400	Pro	1.1	58.0	15.6	0.3	0.0	18.6	5.0	1.0	0.1	0.4
	Ocp	1.0	1.4	1.8	2.5	0.0	1.3	1.2	1.0	1.0	11.4
1400-1500	Pro	2.6	51.4	19.8	0.9	0.0	17.4	5.5	1.8	0.0	0.6
	Ocp	1.0	1.3	1.8	1.0	0.0	1.3	1.2	9.1	0.0	8.1
1500-1600	Pro	1.6	51.3	19.8	2.8	0.0	17.8	4.3	1.6	0.0	0.8
	Ocp	1.1	1.4	1.8	4.7	0.0	1.3	1.1	7.7	0.0	4.3
1600-1700	Pro	1.8	54.8	18.0	2.6	0.0	15.0	3.6	2.9	0.0	1.3
	Ocp	1.1	1.1	1.5	5.9	0.0	1.3	1.1	4.9	0.0	8.1
1700-1800	Pro	2.7	56.8	17.4	1.1	0.0	13.2	4.5	0.8	0.0	3.4
	Ocp	1.0	1.3	2.0	3.7	0.0	1.5	1.6	11.8	0.0	6.5
1800-1900	Pro	2.8	64.3	19.9	0.5	0.0	6.5	1.7	1.8	0.0	2.5
	Ocp	1.0	1.3	2.1	8.0	0.0	1.5	1.2	23.5	0.0	29.1
1900-2000	Pro	2.4	77.4	12.1	0.3	0.0	4.6	1.2	0.5	0.0	1.5
	Ocp	1.0	1.4	2.1	10.0	0.0	1.4	1.2	8.0	0.0	18.9
2000-2100	Pro	2.6	66.1	23.0	0.0	0.0	3.4	1.9	0.9	0.0	2.1
	Ocp	1.2	1.2	2.0	0.0	0.0	1.3	1.4	10.2	0.0	6.1
2100-2200	Pro	2.5	63.5	24.6	0.5	0.0	5.2	1.5	0.2	0.0	2.0
	Ocp	1.0	1.2	1.9	1.0	0.0	1.3	1.2	1.0	0.0	3.5
2200-2300	Pro	2.9	61.9	22.5	0.0	0.0	7.6	2.2	0.6	0.0	2.2
	Ocp	1.0	1.1	1.9	0.0	0.0	1.2	1.1	1.0	0.0	3.6
16 hours	Pro	2.3	58.1	19.3	0.9	0.0	12.5	4.1	1.2	0.1	1.6
	Ocp	1.1	1.3	1.9	4.3	0.0	1.3	1.3	9.3	1.0	15.6

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

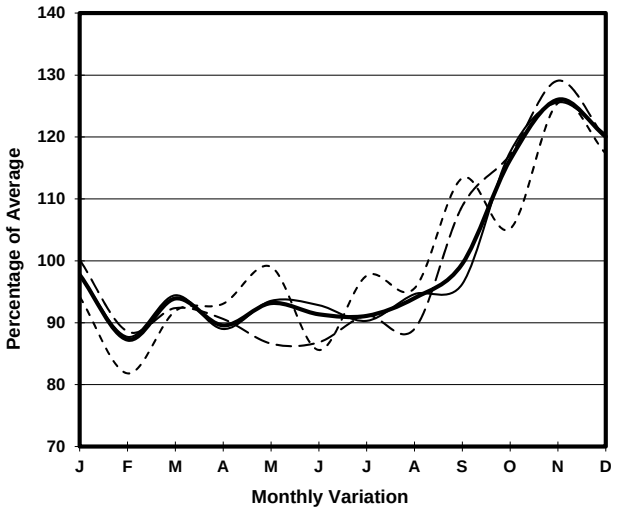
YEAR 2025

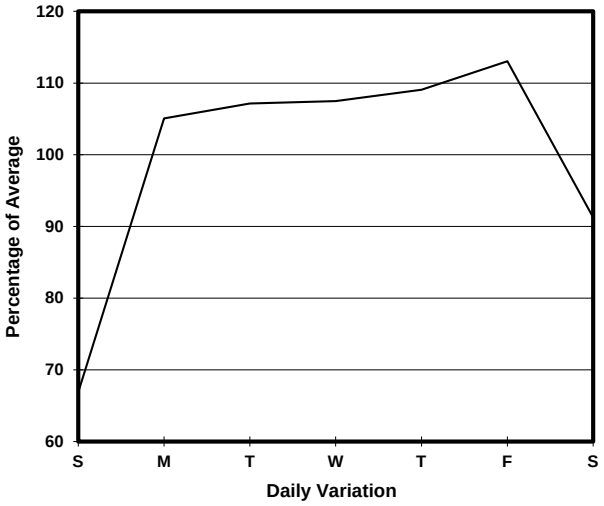
LINK CENTRAL-WANCHAI BYPASS – CAUSEWAY BAY SECTION (from WAN CHAI EXIT to MERGING POINT TO IEC)

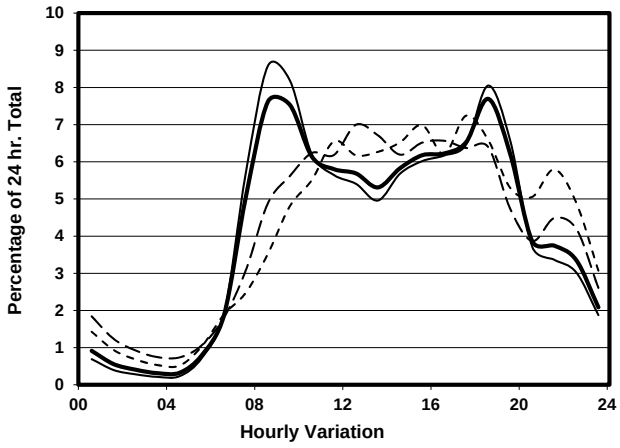
CORE STATION 1032
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

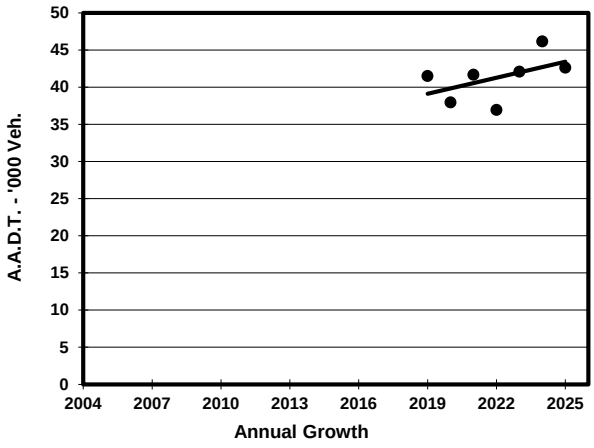


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	19970	22060	18350	13730
R 12 / 24 - %	72.7	74.3	68.1	66.6
R 16 / 24 - %	92.3	93.2	87.6	91.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1450	1810	940	600
T - % (AM)	-	8.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	1620	1890	1240	1050
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	6.7	-	-
WEST BOUND				
A.A.D.T.	22640	24940	21440	15290
R 12 / 24 - %	78.1	79.5	74.9	71.0
R 16 / 24 - %	93.1	94.2	90.3	88.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1800	2230	1300	800
T - % (AM)	-	3.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1660	1900	1390	1050
T - % (PM)	-	6.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6.0	-	-

3. OTHER INFORMATION AND COMMENT

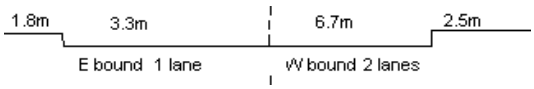
4. Vehicle classification and occupancy - Monday to Friday

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	6.4	44.8	26.4	1.6	0.0	14.1	4.0	1.0	0.1	1.6
	Ocp	1.0	1.2	2.0	4.7	0.0	1.5	1.6	15.4	1.0	18.6
0800-0900	Pro	3.2	53.3	27.6	0.6	0.0	9.2	2.5	1.3	0.0	2.3
Peak hour	Ocp	1.0	1.3	1.9	6.4	0.0	1.3	1.5	11.8	0.0	36.5
0900-1000	Pro	1.1	53.0	25.1	0.2	0.0	12.5	5.2	1.1	0.0	1.7
	Ocp	1.1	1.4	1.9	2.7	0.0	1.4	1.3	4.6	0.0	10.9
1000-1100	Pro	2.0	51.3	25.6	0.5	0.0	14.2	5.2	0.4	0.0	0.8
	Ocp	1.0	1.3	2.0	2.0	0.0	1.4	1.3	2.6	0.0	9.5
1100-1200	Pro	0.3	58.0	18.8	1.3	0.0	13.1	6.5	1.2	0.0	0.8
	Ocp	1.0	1.2	1.8	1.5	0.0	1.3	1.1	8.6	0.0	12.3
1200-1300	Pro	2.2	60.6	19.4	0.5	0.0	10.9	4.8	1.0	0.0	0.5
	Ocp	1.2	1.4	2.0	2.0	0.0	1.3	1.4	4.0	0.0	9.8
1300-1400	Pro	0.9	57.5	18.6	0.4	0.0	16.8	4.1	1.3	0.1	0.5
	Ocp	1.0	1.4	1.9	2.7	0.0	1.4	1.2	3.9	1.0	17.4
1400-1500	Pro	2.4	53.0	21.8	0.7	0.1	15.3	4.4	1.7	0.0	0.6
	Ocp	1.0	1.3	1.9	1.0	1.0	1.3	1.2	8.1	0.0	12.7
1500-1600	Pro	1.4	52.1	22.2	2.6	0.0	14.9	3.6	2.5	0.0	0.8
	Ocp	1.1	1.4	1.9	4.9	0.0	1.3	1.1	9.9	0.0	9.5
1600-1700	Pro	1.7	54.6	20.1	2.5	0.0	13.5	3.5	3.1	0.0	1.1
	Ocp	1.1	1.3	1.6	5.5	0.0	1.3	1.1	5.8	0.0	9.7
1700-1800	Pro	2.6	58.1	19.6	1.1	0.0	10.8	3.5	1.1	0.0	3.1
	Ocp	1.0	1.4	2.0	6.6	0.0	1.5	1.6	11.7	0.0	6.9
1800-1900	Pro	3.1	65.7	19.8	0.6	0.0	5.3	1.7	1.7	0.0	2.2
	Ocp	1.0	1.3	2.1	6.5	0.0	1.4	1.2	24.9	0.0	28.5
1900-2000	Pro	2.8	75.1	14.7	0.2	0.0	3.8	1.3	0.7	0.0	1.5
	Ocp	1.0	1.4	2.0	10.0	0.0	1.4	1.2	8.0	0.0	18.3
2000-2100	Pro	2.2	66.1	23.7	0.0	0.0	3.0	1.9	1.3	0.0	1.9
	Ocp	1.2	1.3	1.9	0.0	0.0	1.3	1.3	6.8	0.0	6.1
2100-2200	Pro	2.1	63.2	25.9	0.4	0.0	4.4	1.9	0.2	0.0	1.9
	Ocp	1.0	1.2	1.9	1.0	0.0	1.3	1.1	1.0	0.0	3.2
2200-2300	Pro	3.7	58.9	25.9	0.3	0.0	6.9	1.9	0.5	0.0	2.0
	Ocp	1.1	1.2	1.8	2.0	0.0	1.2	1.1	1.0	0.0	3.4
16 hours	Pro	2.3	57.6	22.2	0.8	0.1	10.8	3.6	1.3	0.1	1.5
	Ocp	1.1	1.3	1.9	4.4	1.0	1.4	1.3	9.5	1.0	16.2

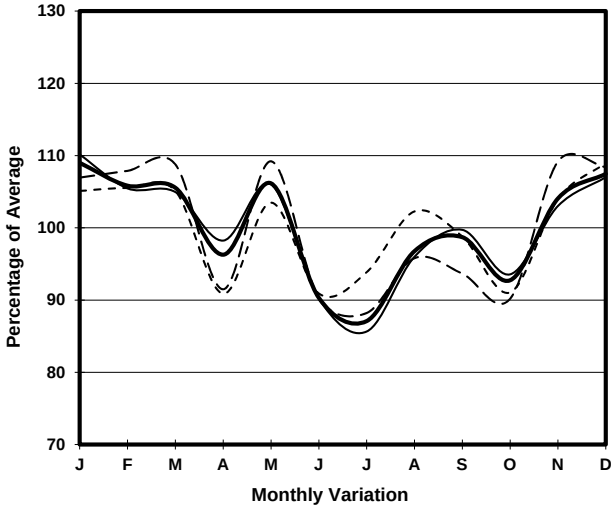
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

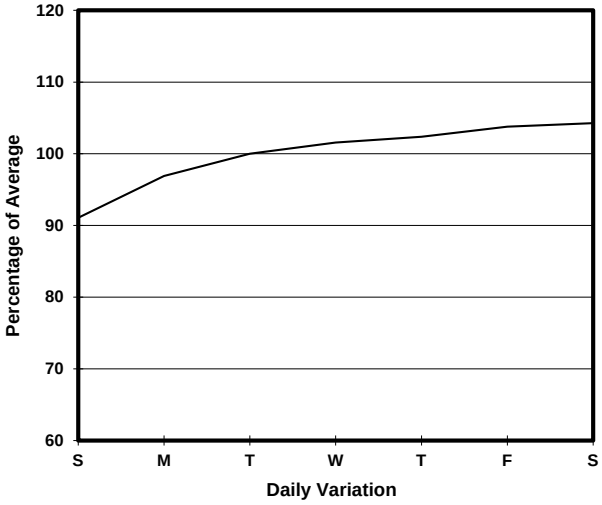
YEAR 2025 **LINK** TUNG LO WAN RD (from CAUSEWAY RD to MORETON TERRACE)

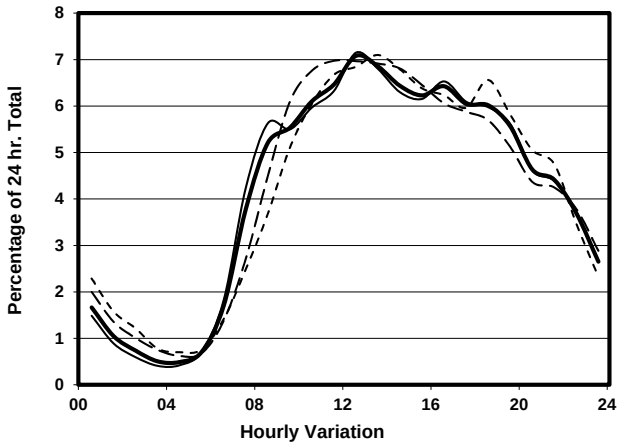
CORE STATION 1107
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

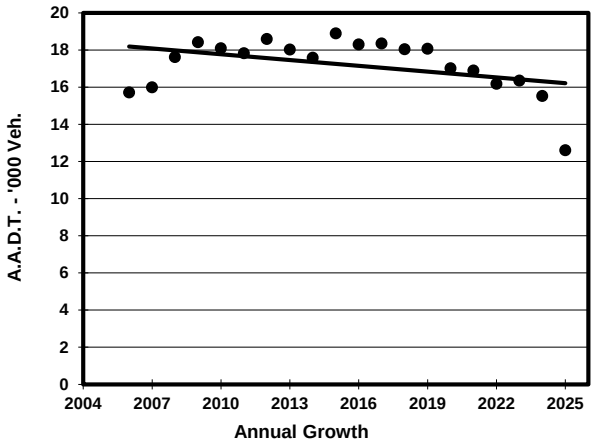


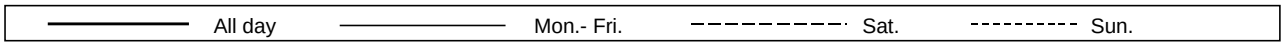
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	3040	3010	3360	2950
R 12 / 24 - %	73.8	73.8	74.0	73.2
R 16 / 24 - %	91.2	91.6	90.0	90.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	190	190	220	170
T - % (AM)	-	2.2	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	190	190	220	220
T - % (PM)	-	1.9	-	-
Prop.of commercial vehicles - 16 hr.	-	1.9	-	-
WEST BOUND				
A.A.D.T.	9560	9760	9910	8560
R 12 / 24 - %	71.7	72.3	71.1	68.7
R 16 / 24 - %	90.3	90.8	89.1	88.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	510	540	590	420
T - % (AM)	-	12.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	620	640	600	540
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-

3. OTHER INFORMATION AND COMMENT

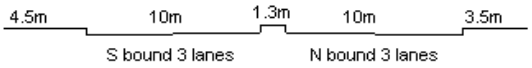
4. Vehicle classification and occupancy - Monday to Friday

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	0.0	44.6	29.7	5.7	0.0	6.9	1.1	8.0	0.0	4.0
	Ocp	0.0	1.2	1.6	10.0	0.0	1.5	1.0	26.1	0.0	21.1
0800-0900	Pro	1.4	68.9	12.7	2.1	0.0	6.3	0.0	5.6	0.0	3.0
	Ocp	1.0	1.4	1.5	9.0	0.0	1.2	0.0	3.4	0.0	21.7
0900-1000	Pro	2.6	67.0	13.8	0.0	0.0	11.2	0.7	2.0	0.0	2.8
	Ocp	1.0	1.2	1.7	0.0	0.0	1.3	3.0	12.3	0.0	13.5
1000-1100	Pro	3.2	56.8	24.0	0.0	0.0	8.8	2.5	1.9	0.0	2.8
	Ocp	1.0	1.3	1.3	0.0	0.0	1.8	1.3	3.0	0.0	12.4
1100-1200	Pro	4.7	54.1	25.6	1.7	0.0	9.9	0.6	1.2	0.0	2.2
	Ocp	1.0	1.4	1.7	4.7	0.0	1.4	3.0	12.0	0.0	12.0
1200-1300	Pro	7.1	51.5	24.7	0.5	0.5	11.5	0.5	1.1	0.0	2.5
Peak hour	Ocp	1.0	1.5	1.5	3.0	1.0	1.4	1.0	4.0	0.0	14.3
1300-1400	Pro	1.9	56.1	31.5	0.6	0.0	5.7	1.3	0.6	0.0	2.4
	Ocp	1.0	1.2	1.4	1.0	0.0	1.3	1.0	2.0	0.0	12.2
1400-1500	Pro	4.9	54.3	21.6	0.0	0.0	13.6	1.9	1.2	0.0	2.5
	Ocp	1.3	1.5	2.0	0.0	0.0	1.5	2.7	3.5	0.0	11.4
1500-1600	Pro	1.9	56.1	29.0	0.6	0.0	8.8	0.6	0.6	0.0	2.4
	Ocp	1.0	1.4	1.4	6.0	0.0	1.1	1.0	7.0	0.0	12.5
1600-1700	Pro	2.2	55.7	32.4	1.6	0.0	4.3	1.1	0.0	0.0	2.7
	Ocp	1.0	1.3	1.4	7.0	0.0	1.6	1.0	0.0	0.0	11.0
1700-1800	Pro	6.3	59.2	24.5	0.0	0.6	5.7	0.0	1.1	0.0	2.7
	Ocp	1.0	1.6	1.7	0.0	1.0	1.2	0.0	4.0	0.0	12.1
1800-1900	Pro	6.0	61.3	25.8	0.0	0.0	1.8	0.0	2.4	0.0	2.7
	Ocp	1.1	1.4	1.8	0.0	0.0	1.0	0.0	27.5	0.0	16.7
1900-2000	Pro	5.1	55.8	32.1	0.0	0.6	2.3	1.1	0.6	0.0	2.5
	Ocp	1.0	1.3	1.4	0.0	1.0	1.0	1.5	1.0	0.0	8.3
2000-2100	Pro	6.0	42.9	46.0	0.0	0.0	1.5	0.0	0.8	0.0	2.8
	Ocp	1.0	1.4	1.5	0.0	0.0	1.0	0.0	1.0	0.0	8.6
2100-2200	Pro	13.1	53.1	29.2	0.0	0.0	0.8	0.0	0.8	0.0	3.1
	Ocp	1.2	1.4	1.3	0.0	0.0	1.0	0.0	3.0	0.0	5.3
2200-2300	Pro	2.6	50.5	41.4	0.0	0.0	2.6	0.0	0.0	0.0	2.9
	Ocp	1.0	1.1	1.1	0.0	0.0	1.0	0.0	0.0	0.0	3.6
16 hours	Pro	4.4	56.0	27.2	0.7	0.1	6.6	0.7	1.6	0.0	2.7
	Ocp	1.1	1.4	1.5	7.2	1.0	1.4	1.6	11.2	0.0	12.5

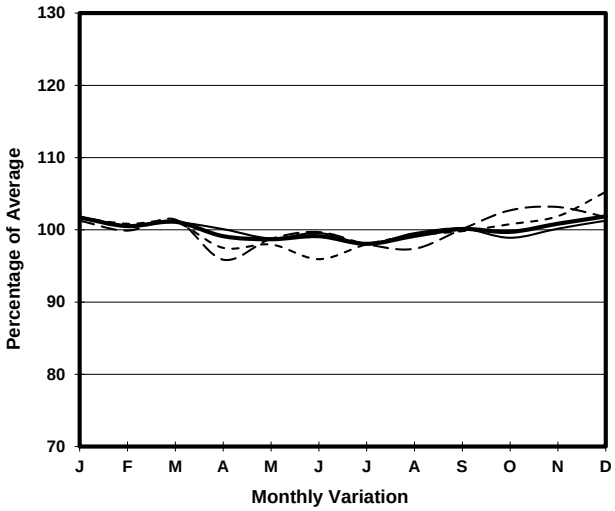
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

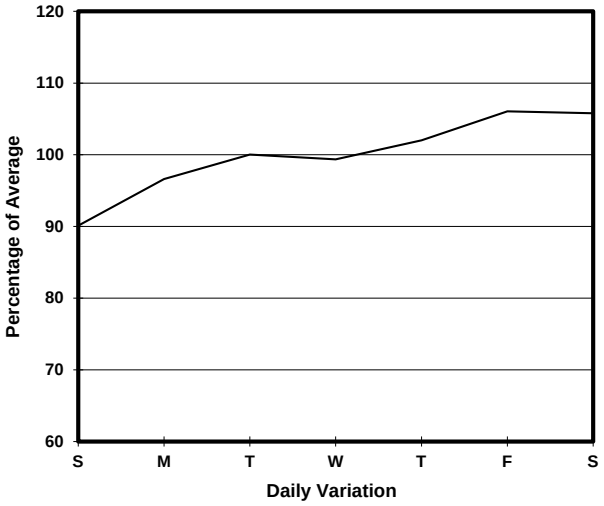
YEAR 2025 **LINK** PRINCESS MARGARET RD (from WYLIE RD to PUI CHING RD)

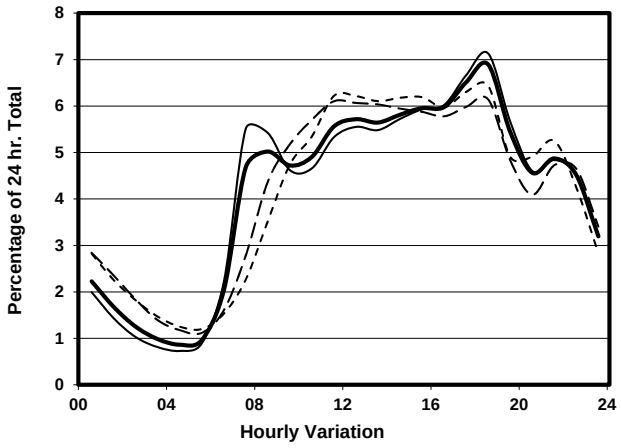
CORE STATION 3001
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

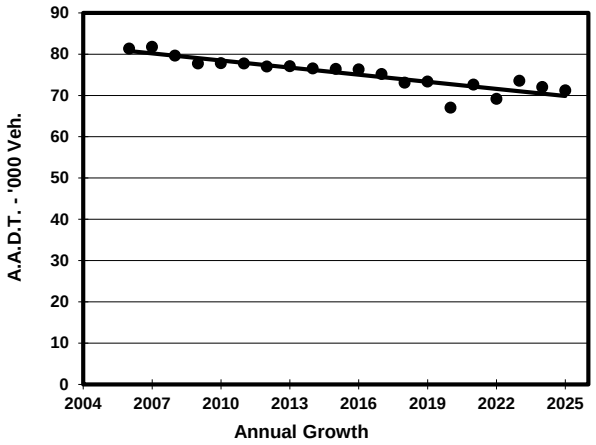


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	36450	36760	39340	33340
R 12 / 24 - %	70.0	70.5	69.0	68.8
R 16 / 24 - %	87.4	88.0	85.5	86.2
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2030	2210	2240	1780
T - % (AM)	-	2.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2630	2710	2600	2320
T - % (PM)	-	2.1	-	-
Prop.of commercial vehicles - 16 hr.	-	2.9	-	-
NORTH BOUND				
A.A.D.T.	34760	35380	36520	31180
R 12 / 24 - %	64.6	65.5	62.7	62.0
R 16 / 24 - %	86.2	87.4	82.9	83.3
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1580	1770	1690	1280
T - % (AM)	-	9.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	2280	2430	2200	1960
T - % (PM)	-	3.6	-	-
Prop.of commercial vehicles - 16 hr.	-	5.2	-	-

3. OTHER INFORMATION AND COMMENT

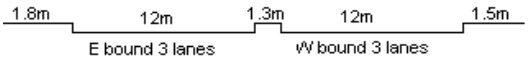
4. Vehicle classification and occupancy - Monday to Friday

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	2.0	62.5	20.3	4.1	0.6	6.1	1.4	1.8	0.0	1.4
	Ocp	1.1	1.2	1.9	7.4	11.3	1.3	1.5	11.0	0.0	24.2
0800-0900	Pro	2.1	75.0	8.7	1.0	0.0	7.6	1.5	2.2	0.0	1.7
	Ocp	1.0	1.3	2.0	4.0	0.0	1.5	1.4	7.4	0.0	10.5
0900-1000	Pro	1.0	70.6	11.9	0.3	0.0	11.4	2.1	0.8	0.0	1.9
	Ocp	1.0	1.2	1.8	1.7	0.0	1.4	1.3	2.8	0.0	8.4
1000-1100	Pro	3.6	51.8	20.7	0.7	0.1	17.1	2.9	2.0	0.0	1.2
	Ocp	1.1	1.4	1.8	3.0	1.0	1.4	1.5	10.3	0.0	14.2
1100-1200	Pro	1.0	60.3	19.9	1.1	0.0	12.0	2.7	2.0	0.1	1.0
	Ocp	1.1	1.4	2.0	2.7	0.0	1.5	1.4	10.7	1.0	16.0
1200-1300	Pro	1.9	65.1	17.3	1.5	0.1	10.6	1.3	1.4	0.0	0.7
	Ocp	1.1	1.4	1.8	5.3	2.0	1.2	1.3	17.5	0.0	21.9
1300-1400	Pro	2.1	62.6	19.8	1.1	0.1	10.3	1.8	1.5	0.0	0.6
	Ocp	1.2	1.3	1.9	3.2	1.0	1.4	1.4	8.9	0.0	24.2
1400-1500	Pro	1.6	67.1	15.4	0.4	0.0	11.5	1.9	1.3	0.0	0.6
	Ocp	1.0	1.5	1.9	2.3	0.0	1.4	1.1	4.8	0.0	34.6
1500-1600	Pro	1.9	65.5	16.1	2.7	0.0	10.4	1.0	1.8	0.0	0.7
	Ocp	1.1	1.4	1.7	4.4	0.0	1.3	1.4	4.4	0.0	22.4
1600-1700	Pro	2.2	68.9	15.5	1.8	0.0	8.5	0.7	1.5	0.1	1.0
	Ocp	1.1	1.5	2.0	3.2	0.0	1.5	1.6	6.1	1.0	23.0
1700-1800	Pro	3.7	74.0	14.3	0.8	0.0	5.1	0.2	0.9	0.0	1.2
	Ocp	1.0	1.4	1.9	1.5	0.0	1.4	1.0	2.8	0.0	24.2
1800-1900	Pro	3.4	71.0	17.6	0.3	0.0	5.1	0.8	0.7	0.0	1.2
Peak hour	Ocp	1.0	1.6	2.2	14.3	0.0	1.2	1.4	1.2	0.0	31.2
1900-2000	Pro	3.2	70.5	19.6	0.1	0.1	3.7	0.4	1.3	0.0	1.1
	Ocp	1.1	1.5	1.8	1.0	1.0	1.0	1.0	6.2	0.0	30.0
2000-2100	Pro	2.3	52.3	33.9	0.2	0.0	6.6	0.8	2.4	0.0	1.6
	Ocp	1.2	1.1	1.8	1.0	0.0	1.3	1.0	19.8	0.0	26.3
2100-2200	Pro	2.9	56.7	31.8	0.5	1.1	4.2	0.4	0.7	0.1	1.6
	Ocp	1.1	1.6	1.8	1.0	1.0	1.0	1.0	2.0	1.0	19.5
2200-2300	Pro	2.1	50.7	39.5	0.0	0.2	4.8	0.0	0.7	0.1	2.0
	Ocp	1.1	1.3	1.9	0.0	1.0	1.1	0.0	1.0	1.0	18.4
16 hours	Pro	2.3	65.4	18.5	1.1	0.1	8.7	1.3	1.4	0.1	1.2
	Ocp	1.1	1.4	1.9	4.5	3.8	1.4	1.4	8.4	1.0	20.1

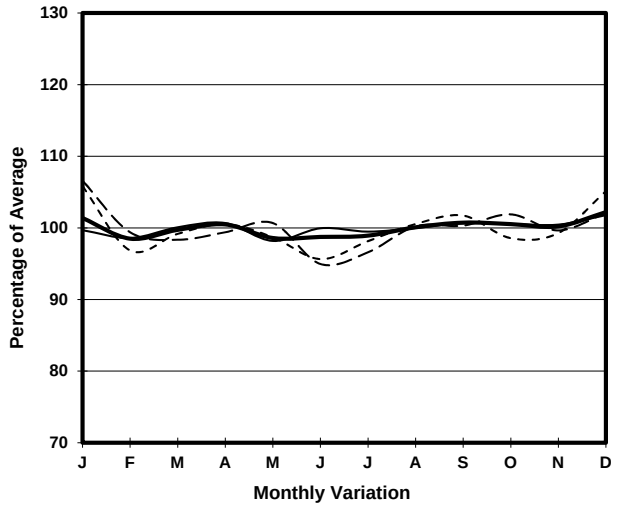
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

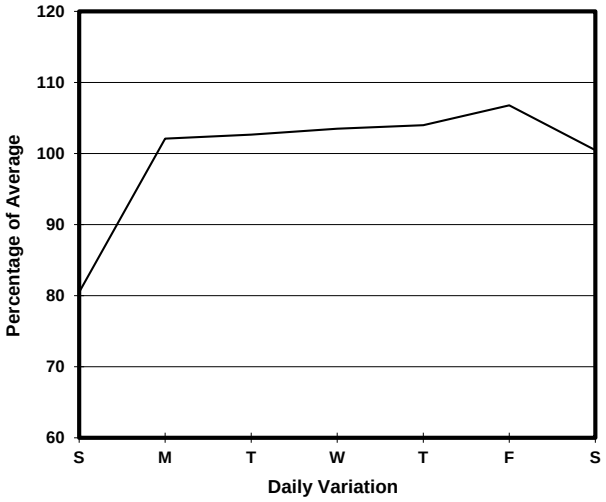
YEAR 2025 **LINK** LUNG CHEUNG RD (from NAM CHEONG ST to LION ROCK TUNNEL RD)

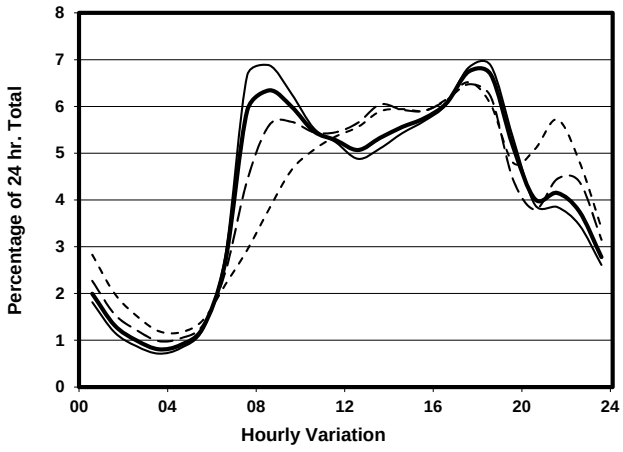
CORE STATION 3002
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

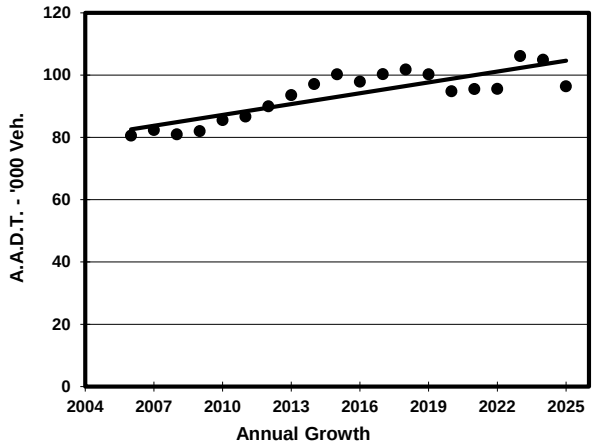


1. TRAFFIC FLOW VARIATION AND GROWTH









All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	45700	47880	46290	37600
R 12 / 24 - %	71.1	72.6	69.5	64.1
R 16 / 24 - %	87.5	88.2	86.2	84.1
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2950	3340	2720	1740
T - % (AM)	-	13.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3220	3500	3110	2530
T - % (PM)	-	6.6	-	-
Prop.of commercial vehicles - 16 hr.	-	12.3	-	-
WEST BOUND				
A.A.D.T.	50680	53190	51540	41020
R 12 / 24 - %	69.4	70.4	68.4	63.6
R 16 / 24 - %	87.1	87.8	85.9	84.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3170	3620	2820	1910
T - % (AM)	-	12.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3300	3500	3220	2600
T - % (PM)	-	7.9	-	-
Prop.of commercial vehicles - 16 hr.	-	12.4	-	-

3. OTHER INFORMATION AND COMMENT

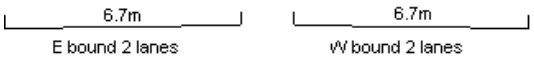
4. Vehicle classification and occupancy - Monday to Friday

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	6.8	46.4	15.2	2.9	1.3	14.2	6.5	3.3	0.0	3.4
	Ocp	1.0	1.2	2.0	6.4	14.3	1.4	1.3	18.3	0.0	63.0
0800-0900	Pro	3.5	52.7	12.3	1.9	1.4	14.5	6.5	2.4	0.0	4.8
Peak hour	Ocp	1.1	1.2	1.9	3.0	14.0	1.4	1.2	29.8	0.0	66.5
0900-1000	Pro	1.9	47.0	14.7	0.5	0.5	21.3	9.1	0.8	0.0	4.3
	Ocp	1.0	1.3	1.9	6.1	9.3	1.4	1.3	8.8	0.0	39.2
1000-1100	Pro	2.0	44.0	15.0	0.6	0.4	22.5	10.7	0.8	0.0	3.9
	Ocp	1.1	1.2	1.8	2.0	7.5	1.2	1.2	8.7	0.0	34.8
1100-1200	Pro	2.0	47.6	10.4	0.9	0.1	20.5	10.5	4.3	0.0	3.7
	Ocp	1.0	1.2	1.9	1.1	20.0	1.3	1.3	4.3	0.0	30.0
1200-1300	Pro	2.0	51.2	12.7	0.9	1.0	18.7	8.7	1.4	0.0	3.4
	Ocp	1.1	1.2	1.7	8.7	9.1	1.2	1.3	20.4	0.0	33.3
1300-1400	Pro	1.3	47.4	13.7	1.3	0.2	19.8	11.8	1.2	0.0	3.1
	Ocp	1.2	1.2	1.8	2.5	14.0	1.3	1.3	9.8	0.0	45.0
1400-1500	Pro	1.3	52.9	15.0	1.0	0.1	16.8	8.9	1.1	0.0	3.0
	Ocp	1.0	1.3	1.8	2.3	7.0	1.3	1.3	19.6	0.0	39.7
1500-1600	Pro	2.4	47.7	15.6	0.8	0.4	19.4	9.3	1.4	0.0	3.0
	Ocp	1.0	1.3	1.8	4.2	15.4	1.3	1.3	10.6	0.0	36.5
1600-1700	Pro	3.2	47.7	17.2	0.9	0.2	17.7	7.5	2.2	0.0	3.5
	Ocp	1.1	1.4	1.7	5.1	8.5	1.3	1.3	8.8	0.0	35.8
1700-1800	Pro	6.7	56.7	12.5	1.0	0.7	13.0	3.7	1.6	0.1	4.2
	Ocp	1.1	1.3	2.1	1.5	16.4	1.3	1.1	7.3	1.0	58.1
1800-1900	Pro	4.1	62.9	12.7	0.1	0.8	9.6	4.3	0.9	0.0	4.6
	Ocp	1.1	1.4	2.1	1.0	17.0	1.2	1.2	18.4	0.0	80.7
1900-2000	Pro	3.1	70.1	10.2	0.0	0.6	7.0	3.0	2.1	0.0	4.1
	Ocp	1.1	1.2	2.0	0.0	16.1	1.2	1.1	9.0	0.0	60.9
2000-2100	Pro	2.9	64.4	17.2	0.1	0.8	6.2	2.1	1.4	0.0	4.8
	Ocp	1.1	1.1	2.0	1.0	13.0	1.2	1.0	12.8	0.0	39.2
2100-2200	Pro	2.6	66.3	18.7	0.5	0.6	6.0	1.2	0.3	0.0	3.8
	Ocp	1.1	1.1	1.9	1.3	10.2	1.1	1.1	37.0	0.0	39.4
2200-2300	Pro	3.4	66.5	20.5	0.0	1.5	1.8	1.3	1.1	0.0	3.9
	Ocp	1.2	1.1	1.8	0.0	7.4	1.2	1.0	11.4	0.0	38.1
16 hours	Pro	3.2	53.6	14.3	0.9	0.7	14.9	6.8	1.7	0.1	3.8
	Ocp	1.1	1.2	1.9	4.2	12.9	1.3	1.2	13.7	1.0	48.9

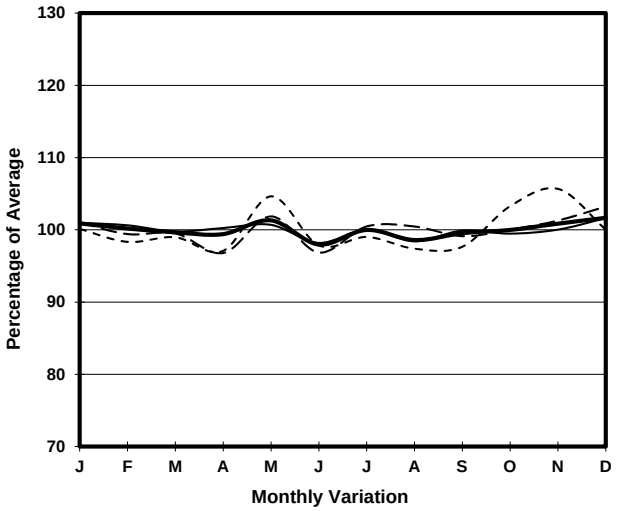
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

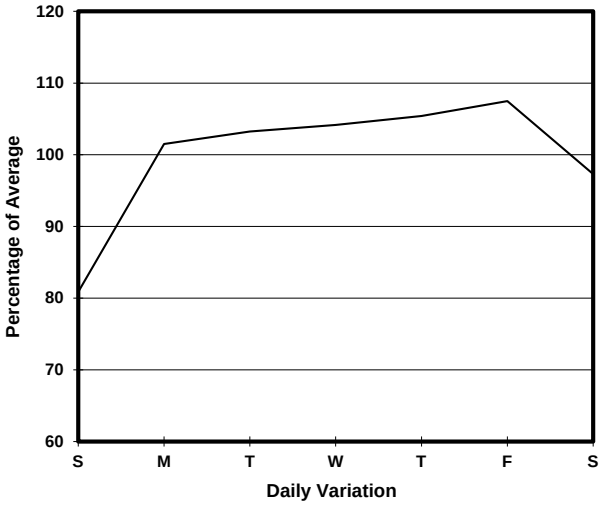
YEAR 2025 **LINK** KAI TAK TUNNEL (from SUNG WONG TOI RD to KAI CHEUNG RD)

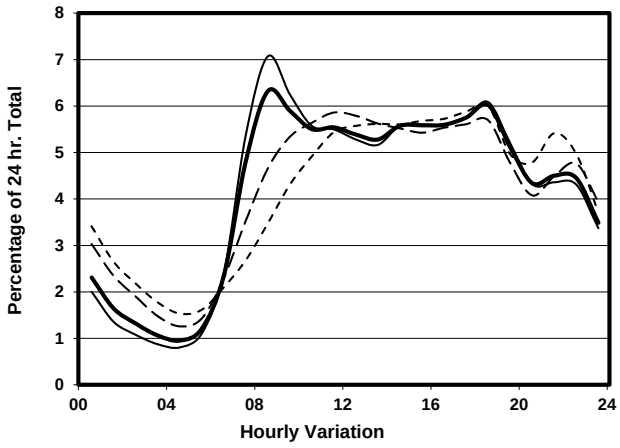
CORE STATION 3004
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

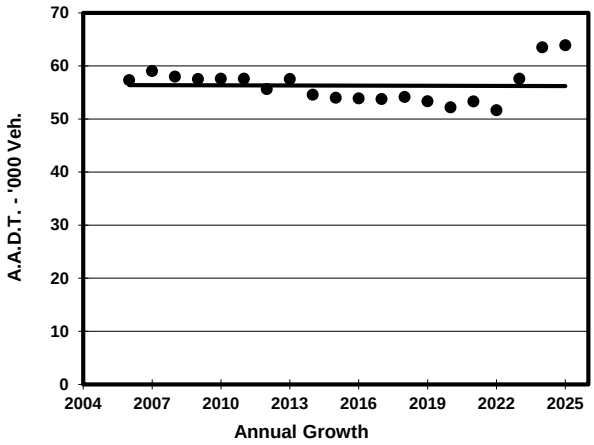


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	31740	33680	30840	25260
R 12 / 24 - %	66.7	68.5	63.1	59.3
R 16 / 24 - %	86.1	87.6	82.5	80.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2050	2480	1480	1030
T - % (AM)	-	9.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1930	2090	1820	1510
T - % (PM)	-	5.6	-	-
Prop.of commercial vehicles - 16 hr.	-	9.1	-	-
WEST BOUND				
A.A.D.T.	32160	33680	32040	27040
R 12 / 24 - %	67.8	69.2	65.3	62.4
R 16 / 24 - %	85.2	86.4	82.2	81.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1990	2280	1870	1220
T - % (AM)	-	10.0	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1920	2010	1850	1660
T - % (PM)	-	6.3	-	-
Prop.of commercial vehicles - 16 hr.	-	8.9	-	-

3. OTHER INFORMATION AND COMMENT

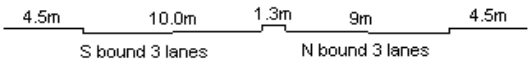
4. Vehicle classification and occupancy - Monday to Friday

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	9.4	37.0	22.9	3.1	0.0	14.3	7.5	2.1	0.1	3.7
	Ocp	1.1	1.5	1.9	11.2	0.0	1.3	1.1	9.9	2.0	37.0
0800-0900	Pro	2.7	57.4	18.6	0.7	0.1	11.0	4.7	1.7	0.1	3.2
Peak hour	Ocp	1.2	1.2	2.0	5.0	1.0	1.4	1.2	14.1	11.5	51.0
0900-1000	Pro	2.3	52.2	22.9	1.1	0.0	12.9	3.0	1.8	0.1	3.8
	Ocp	1.0	1.3	1.7	2.0	0.0	1.4	1.1	8.1	25.0	26.9
1000-1100	Pro	1.1	45.3	22.1	0.6	0.0	20.2	6.9	0.6	0.1	3.2
	Ocp	1.0	1.3	1.9	2.6	0.0	1.4	1.2	15.0	2.3	25.6
1100-1200	Pro	1.3	46.5	24.5	0.4	0.0	16.2	6.8	1.3	0.1	2.9
	Ocp	1.0	1.3	1.8	2.3	0.0	1.3	1.1	14.8	3.0	32.4
1200-1300	Pro	0.4	51.7	17.4	0.7	0.0	19.1	7.0	0.9	0.1	2.8
	Ocp	1.0	1.4	1.8	1.8	0.0	1.3	1.1	18.7	2.0	27.7
1300-1400	Pro	2.0	49.1	22.0	0.7	0.0	14.7	7.8	1.3	0.0	2.4
	Ocp	1.1	1.2	1.7	1.4	0.0	1.4	1.2	20.5	0.0	34.7
1400-1500	Pro	3.1	47.7	20.4	1.1	0.0	19.1	5.3	1.0	0.0	2.3
	Ocp	1.0	1.5	2.0	1.0	0.0	1.4	1.2	2.9	0.0	27.7
1500-1600	Pro	1.3	44.4	21.8	1.0	0.0	19.9	6.3	2.0	0.0	3.3
	Ocp	1.0	1.3	1.9	7.7	0.0	1.4	1.4	18.2	0.0	23.6
1600-1700	Pro	2.8	49.1	22.1	1.0	0.0	15.2	4.7	1.5	0.1	3.5
	Ocp	1.0	1.4	1.7	4.9	0.0	1.3	1.1	11.4	9.0	22.9
1700-1800	Pro	6.4	52.7	20.8	1.3	0.0	11.1	3.4	0.5	0.1	3.7
	Ocp	1.1	1.2	1.8	1.6	0.0	1.4	1.3	1.0	13.7	35.0
1800-1900	Pro	3.0	66.5	17.5	0.4	0.1	6.5	1.7	1.0	0.1	3.2
	Ocp	1.1	1.4	2.0	1.8	20.0	1.3	1.2	16.3	27.0	62.3
1900-2000	Pro	3.9	56.9	26.9	0.6	0.0	6.1	0.8	0.3	0.1	4.4
	Ocp	1.2	1.2	2.0	7.3	0.0	1.1	1.2	1.0	16.0	40.1
2000-2100	Pro	3.8	58.3	26.1	0.3	0.2	4.2	1.6	0.8	0.0	4.6
	Ocp	1.1	1.2	1.7	1.0	1.0	1.0	1.2	1.0	0.0	24.9
2100-2200	Pro	4.6	53.9	29.9	0.0	0.2	4.0	2.2	0.6	0.0	4.5
	Ocp	1.1	1.3	1.7	0.0	1.0	1.2	1.4	1.0	0.0	19.1
2200-2300	Pro	1.8	68.0	23.9	0.0	0.6	1.8	0.0	0.2	0.0	3.8
	Ocp	1.1	1.3	1.5	0.0	3.3	1.2	0.0	1.0	0.0	27.4
16 hours	Pro	3.0	52.2	22.0	0.8	0.1	12.8	4.5	1.2	0.1	3.4
	Ocp	1.1	1.3	1.8	4.7	4.7	1.4	1.2	12.0	10.5	33.0

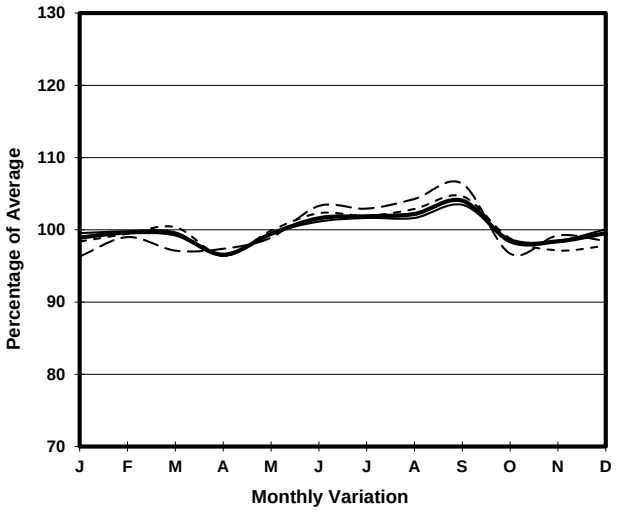
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

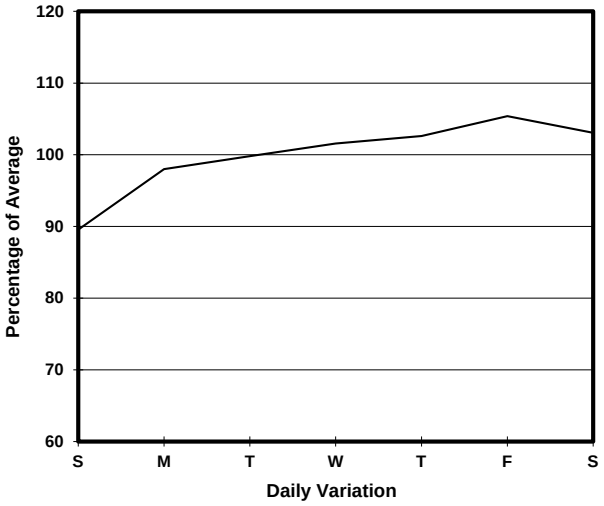
YEAR 2025 **LINK** NATHAN RD (from SHANTUNG ST to DUNDAS ST)

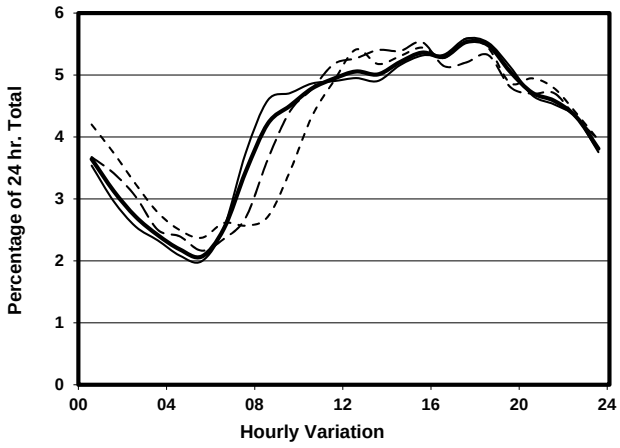
CORE STATION 3006
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

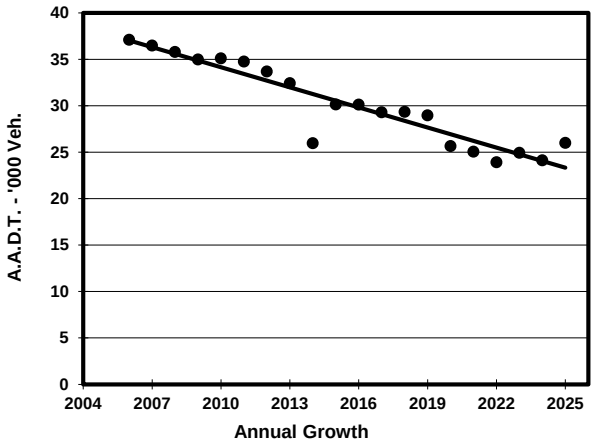


1. TRAFFIC FLOW VARIATION AND GROWTH









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	13530	13540	11660
R 12 / 24 - %	61.3	62.3	59.9	57.6
R 16 / 24 - %	79.5	80.3	78.0	76.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	670	720	640	430
T - % (AM)	-	24.5	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	720	740	740	660
T - % (PM)	-	25.7	-	-
Prop.of commercial vehicles - 16 hr.	-	27.7	-	-
NORTH BOUND				
A.A.D.T.	12820	13010	13440	11680
R 12 / 24 - %	56.3	56.8	56.0	53.6
R 16 / 24 - %	75.5	76.1	75.0	73.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	510	530	550	370
T - % (AM)	-	45.4	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	720	740	700	640
T - % (PM)	-	44.1	-	-
Prop.of commercial vehicles - 16 hr.	-	38.8	-	-

3. OTHER INFORMATION AND COMMENT

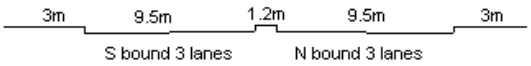
4. Vehicle classification and occupancy - Monday to Friday

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	4.9	20.2	13.9	0.7	0.7	15.3	1.4	0.0	0.2	42.8
	Ocp	1.0	1.6	2.0	8.0	1.0	1.5	1.5	0.0	4.0	24.1
0800-0900	Pro	1.2	37.6	15.1	0.4	0.0	10.3	1.6	0.8	0.1	33.0
	Ocp	1.0	1.3	1.8	2.0	0.0	1.2	1.5	1.5	6.0	27.6
0900-1000	Pro	1.9	31.4	20.6	1.1	0.0	13.8	2.6	0.0	0.1	28.4
	Ocp	1.0	1.5	1.8	5.0	0.0	1.4	1.4	0.0	9.0	22.1
1000-1100	Pro	1.5	28.7	22.2	0.4	0.4	15.7	1.5	1.9	0.1	27.6
	Ocp	1.3	1.5	1.7	4.0	7.0	1.6	1.5	5.6	4.0	23.2
1100-1200	Pro	0.8	28.2	23.7	0.8	1.2	13.5	2.0	0.8	0.1	28.8
	Ocp	1.0	1.5	1.8	1.5	11.0	1.3	1.2	7.0	16.0	22.1
1200-1300	Pro	2.0	24.9	28.5	0.4	1.2	11.9	0.8	0.4	0.1	29.9
	Ocp	1.0	1.7	1.8	7.0	5.7	1.3	1.5	6.0	16.0	25.0
1300-1400	Pro	3.0	22.1	24.0	0.8	2.3	14.1	2.3	0.8	0.3	30.4
	Ocp	1.0	1.4	1.8	2.5	6.7	1.7	1.8	3.5	4.0	25.9
1400-1500	Pro	2.5	26.2	25.1	0.4	0.4	14.5	1.1	0.4	0.2	29.3
	Ocp	1.1	1.4	2.0	9.0	11.0	1.4	1.3	15.0	25.5	29.5
1500-1600	Pro	0.9	24.4	26.6	1.7	0.9	9.4	1.3	0.9	0.2	33.8
	Ocp	1.0	1.5	1.8	3.3	14.0	1.7	1.3	13.0	11.5	33.7
1600-1700	Pro	2.6	29.7	21.4	0.0	0.8	10.9	0.8	0.8	0.2	33.0
	Ocp	1.1	1.5	1.8	0.0	12.5	1.3	1.0	16.0	10.0	31.2
1700-1800	Pro	2.8	36.5	20.5	0.7	1.0	4.5	1.4	1.7	0.1	30.7
Peak hour	Ocp	1.0	1.4	1.8	2.5	10.3	1.4	2.3	16.8	12.0	38.6
1800-1900	Pro	1.6	31.0	24.7	0.0	1.2	4.7	0.0	1.2	0.1	35.7
	Ocp	1.0	1.5	2.0	0.0	11.7	1.7	0.0	9.3	2.0	37.9
1900-2000	Pro	2.1	31.8	29.4	0.0	1.4	4.2	1.0	0.4	0.1	29.6
	Ocp	1.2	1.6	1.9	0.0	6.8	1.3	3.3	15.0	14.0	24.1
2000-2100	Pro	0.4	30.4	36.2	0.0	0.4	3.9	0.0	0.4	0.0	28.4
	Ocp	1.0	1.7	2.0	0.0	1.0	1.4	0.0	1.0	0.0	22.1
2100-2200	Pro	2.5	30.3	34.0	0.0	0.4	0.8	1.2	0.8	0.1	29.8
	Ocp	1.0	1.6	1.7	0.0	9.0	1.0	1.0	18.5	9.0	23.8
2200-2300	Pro	3.6	24.6	46.4	0.0	0.4	0.8	0.4	0.8	0.0	23.0
	Ocp	1.1	1.7	1.5	0.0	5.0	1.0	2.0	9.5	0.0	22.3
16 hours	Pro	2.1	28.9	26.0	0.4	0.8	9.1	1.2	0.8	0.1	30.5
	Ocp	1.1	1.5	1.8	3.9	8.4	1.5	1.6	10.2	10.4	27.5

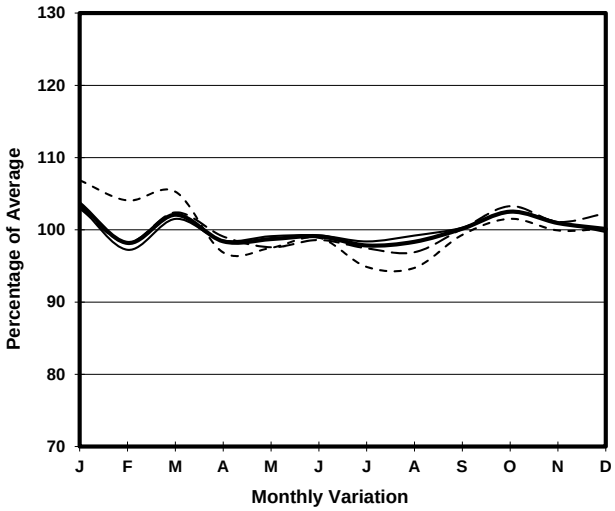
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

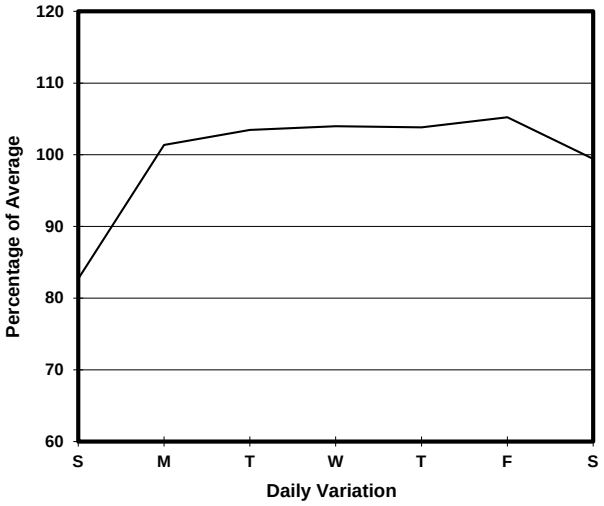
YEAR 2025 **LINK** MA TAU WAI RD & TO KWA WAN RD (from SAN LAU ST & BAILEY ST to CHI KIANG ST)

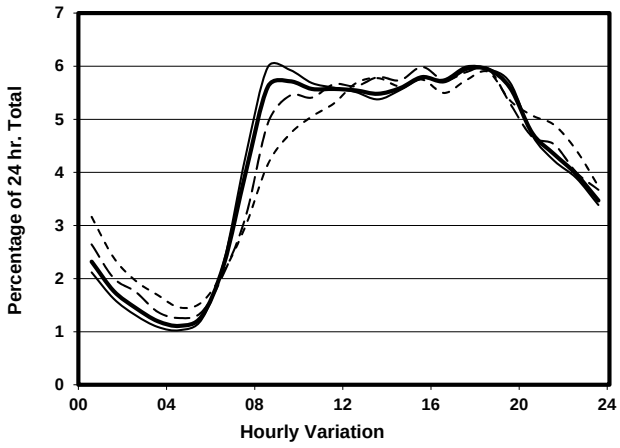
CORE STATION 3014
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

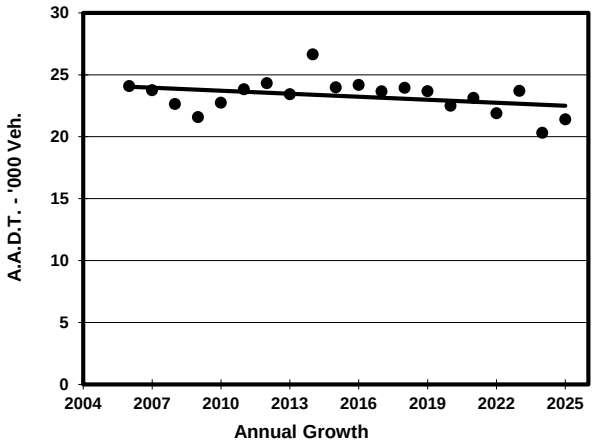


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	15480	16230	15440	12830
R 12 / 24 - %	66.0	67.0	64.9	61.6
R 16 / 24 - %	84.6	85.3	83.3	81.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	920	1000	870	630
T - % (AM)	-	18.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	890	930	900	730
T - % (PM)	-	17.8	-	-
Prop.of commercial vehicles - 16 hr.	-	20.3	-	-
NORTH BOUND				
A.A.D.T.	5920	6140	6050	5050
R 12 / 24 - %	67.7	68.6	66.5	63.7
R 16 / 24 - %	86.6	87.3	85.2	83.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	310	340	300	220
T - % (AM)	-	20.6	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	390	410	390	320
T - % (PM)	-	21.8	-	-
Prop.of commercial vehicles - 16 hr.	-	23.9	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

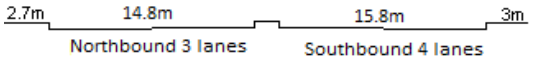
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.0	11.6	24.7	5.1	8.7	19.6	4.4	1.5	0.0	24.5
	Ocp	0.0	1.4	1.9	7.9	8.4	1.2	1.3	6.5	0.0	20.7
0800-0900	Pro	0.8	28.0	24.0	2.8	5.3	19.9	3.3	1.2	0.0	14.6
	Ocp	1.0	1.5	1.9	5.4	8.7	1.5	1.0	6.7	0.0	24.9
0900-1000	Pro	0.0	33.3	27.6	1.3	3.9	14.9	4.8	1.3	0.0	12.9
	Ocp	0.0	1.2	1.6	1.0	8.2	1.6	1.4	2.3	0.0	20.9
1000-1100	Pro	0.5	23.1	25.6	1.5	2.5	23.1	6.4	3.0	0.1	14.3
	Ocp	1.0	1.3	1.5	1.0	8.0	1.4	1.4	9.7	2.0	15.2
1100-1200	Pro	0.6	24.3	24.8	2.8	5.0	18.8	3.9	3.9	0.1	16.0
	Ocp	1.0	1.5	1.4	2.0	7.6	1.4	1.3	9.4	1.0	16.9
1200-1300	Pro	0.6	29.1	5.0	5.6	7.4	24.8	3.7	3.1	0.0	20.6
	Ocp	2.0	1.4	1.9	4.7	5.0	1.4	1.0	24.8	0.0	17.2
1300-1400	Pro	2.4	28.5	23.6	1.2	6.7	19.4	6.1	0.0	0.0	12.1
	Ocp	1.0	1.5	2.2	1.5	6.4	1.4	1.7	0.0	0.0	17.7
1400-1500	Pro	2.5	29.0	26.0	1.5	3.0	15.5	8.0	0.5	0.0	14.0
	Ocp	1.2	1.5	1.5	1.3	6.0	1.5	1.2	2.0	0.0	17.5
1500-1600	Pro	0.0	33.2	19.0	4.9	4.9	14.7	4.3	1.6	0.0	17.4
	Ocp	0.0	1.4	1.7	4.3	6.1	1.5	1.1	1.7	0.0	19.3
1600-1700	Pro	0.7	30.7	24.1	0.0	6.5	16.3	5.2	0.0	0.0	16.5
	Ocp	1.0	1.3	1.8	0.0	6.3	1.4	1.4	0.0	0.0	20.9
1700-1800	Pro	1.7	35.8	26.1	2.3	5.7	9.1	1.1	1.1	0.0	17.0
Peak hour	Ocp	1.0	1.3	1.7	2.8	7.5	1.4	1.0	2.5	0.0	26.2
1800-1900	Pro	2.6	47.1	20.5	0.5	6.7	4.1	1.0	1.0	0.0	16.5
	Ocp	1.0	1.3	1.9	2.0	8.2	1.4	1.5	2.0	0.0	23.3
1900-2000	Pro	0.6	37.2	30.6	0.6	7.2	5.6	1.1	0.0	0.0	17.2
	Ocp	1.0	1.3	1.5	1.0	8.1	1.3	2.0	0.0	0.0	19.7
2000-2100	Pro	2.1	31.0	36.6	0.0	5.6	6.3	0.0	0.0	0.2	18.1
	Ocp	1.0	1.4	1.3	0.0	6.6	1.1	0.0	0.0	2.0	11.1
2100-2200	Pro	1.7	26.3	45.0	0.0	3.4	1.7	0.9	0.0	0.0	21.0
	Ocp	1.0	1.4	1.3	0.0	4.0	1.0	1.0	0.0	0.0	15.2
2200-2300	Pro	0.0	25.5	49.4	0.0	4.3	0.9	0.0	0.0	0.0	20.0
	Ocp	0.0	1.2	1.2	0.0	8.6	1.0	0.0	0.0	0.0	11.5
16 hours	Pro	1.0	30.1	26.1	1.9	5.3	14.1	3.6	1.2	0.1	16.6
	Ocp	1.1	1.4	1.6	3.9	7.2	1.4	1.3	8.9	1.7	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

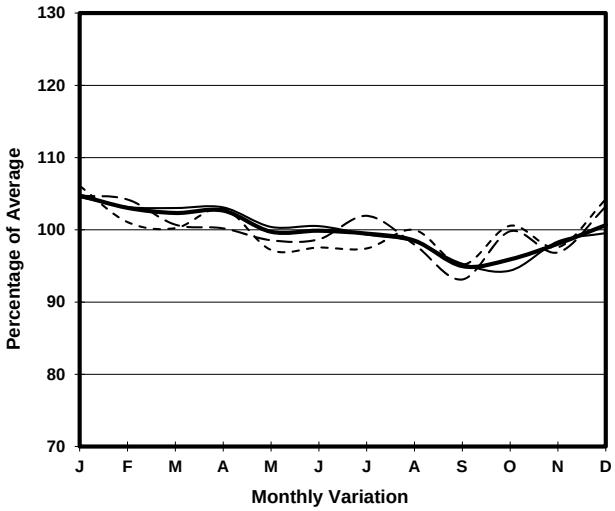
YEAR 2025

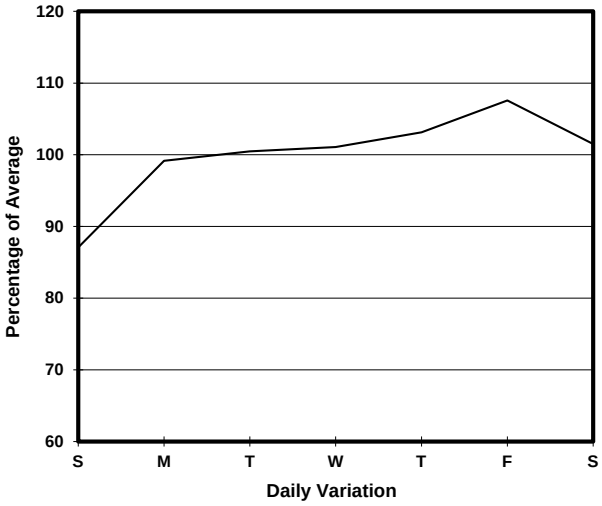
LINK WEST KOWLOON HIGHWAY (from SLIP RDS TO & FROM LIN CHEUNG RD & YAU MA TEI INT N/B RAMP to HING WAH ST W)

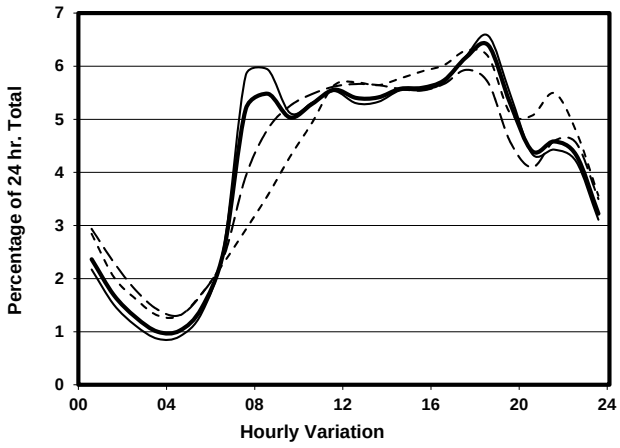
CORE STATION 3024
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

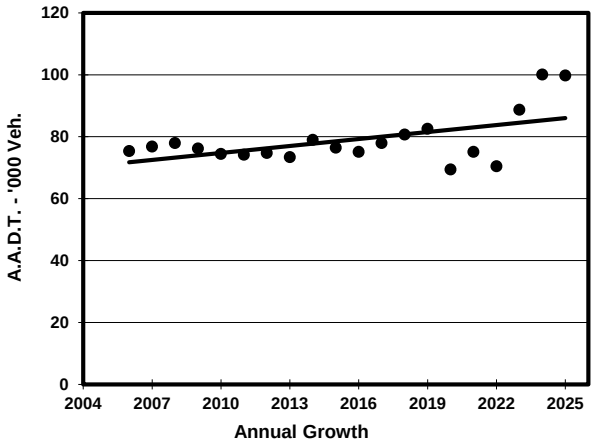


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	51090	52370	52480	45740
R 12 / 24 - %	70.7	71.9	68.8	65.9
R 16 / 24 - %	86.6	87.3	84.7	85.0
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3350	3930	3310	2110
T - % (AM)	-	10.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	3160	3240	3040	3020
T - % (PM)	-	6.0	-	-
Prop.of commercial vehicles - 16 hr.	-	10.3	-	-
NORTH BOUND				
A.A.D.T.	48660	50290	49390	42110
R 12 / 24 - %	62.8	63.8	60.5	59.5
R 16 / 24 - %	84.2	85.4	80.5	81.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2270	2470	2040	1660
T - % (AM)	-	14.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	3220	3510	3090	2610
T - % (PM)	-	11.3	-	-
Prop.of commercial vehicles - 16 hr.	-	11.0	-	-

3. OTHER INFORMATION AND COMMENT

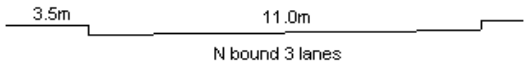
4. Vehicle classification and occupancy - Monday to Friday

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	1.6	58.7	13.8	0.9	0.0	14.3	5.7	1.2	0.0	3.7
	Ocp	1.1	1.3	2.0	3.7	0.0	1.1	1.2	32.9	0.0	75.6
0800-0900	Pro	0.8	58.4	10.2	0.5	0.0	16.1	5.5	3.1	0.0	5.5
	Ocp	1.0	1.3	2.0	3.9	0.0	1.2	1.2	36.9	0.0	72.3
0900-1000	Pro	0.2	51.2	14.5	0.3	1.1	16.3	8.9	2.4	0.0	5.1
	Ocp	1.0	1.3	2.1	1.8	1.3	1.3	1.3	17.9	0.0	37.3
1000-1100	Pro	1.5	51.4	14.6	0.8	0.0	19.1	7.8	0.9	0.0	3.9
	Ocp	1.0	1.2	1.7	6.0	0.0	1.3	1.2	9.5	0.0	26.0
1100-1200	Pro	1.0	63.1	15.9	0.6	0.0	9.6	5.3	1.2	0.0	3.3
	Ocp	1.0	1.3	2.3	2.4	0.0	1.2	1.2	11.7	0.0	29.1
1200-1300	Pro	0.7	55.8	14.3	0.1	0.0	12.6	12.9	0.5	0.0	3.2
	Ocp	1.1	1.2	1.6	11.0	0.0	1.1	1.1	14.0	0.0	30.2
1300-1400	Pro	0.8	60.1	14.6	0.1	0.0	11.9	7.9	1.8	0.0	2.8
	Ocp	1.1	1.3	2.3	2.0	0.0	1.4	1.3	18.0	0.0	34.2
1400-1500	Pro	0.8	57.0	15.1	0.5	0.0	17.1	5.1	1.7	0.0	2.8
	Ocp	1.2	1.3	1.9	5.0	0.0	1.3	1.2	14.0	0.0	28.0
1500-1600	Pro	1.4	57.0	15.4	0.3	0.0	15.1	6.3	1.7	0.0	2.9
	Ocp	1.1	1.2	2.1	2.7	0.0	1.5	1.4	17.7	0.0	39.0
1600-1700	Pro	1.6	62.5	13.4	0.5	0.0	11.8	5.2	1.9	0.0	3.2
	Ocp	1.1	1.7	2.3	2.0	0.0	1.3	1.5	12.5	0.0	37.7
1700-1800	Pro	3.3	63.2	13.3	0.4	0.0	10.2	4.2	0.9	0.0	4.6
	Ocp	1.1	1.3	2.2	10.8	0.0	1.3	1.2	21.3	0.0	47.2
1800-1900	Pro	2.0	70.6	14.2	0.1	0.0	4.5	2.5	1.8	0.0	4.4
Peak hour	Ocp	1.1	1.2	2.2	1.0	0.0	1.1	1.1	30.0	0.0	60.6
1900-2000	Pro	1.1	73.2	13.2	0.1	0.0	2.8	2.6	2.5	0.0	4.5
	Ocp	1.0	1.3	1.9	1.0	0.0	1.1	1.4	16.9	0.0	50.2
2000-2100	Pro	1.7	72.1	18.5	0.1	0.0	2.3	0.9	0.6	0.0	3.8
	Ocp	1.1	1.1	1.8	1.0	0.0	1.2	1.3	11.7	0.0	36.8
2100-2200	Pro	1.7	64.8	21.2	0.4	0.0	4.6	1.9	1.3	0.0	4.1
	Ocp	1.2	1.1	1.9	1.3	0.0	1.1	1.3	4.4	0.0	38.3
2200-2300	Pro	0.8	70.3	20.7	0.0	0.0	2.6	1.0	1.3	0.0	3.3
	Ocp	1.0	1.1	1.7	0.0	0.0	1.1	1.4	18.2	0.0	40.3
16 hours	Pro	1.3	61.9	14.9	0.4	0.1	10.8	5.2	1.6	0.0	3.9
	Ocp	1.1	1.3	2.0	4.0	1.3	1.3	1.2	20.7	0.0	45.8

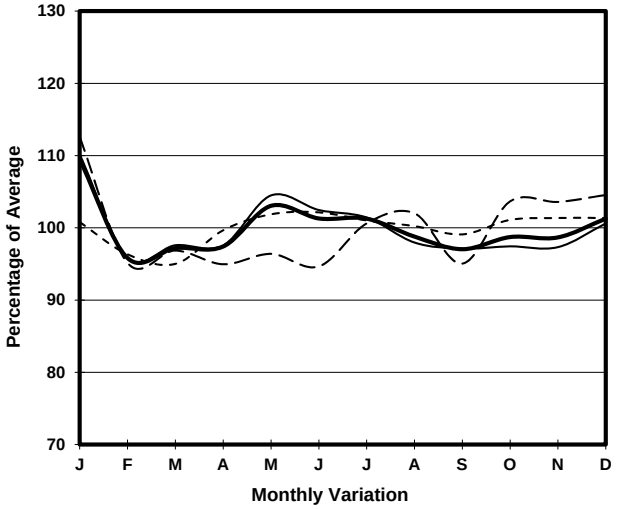
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

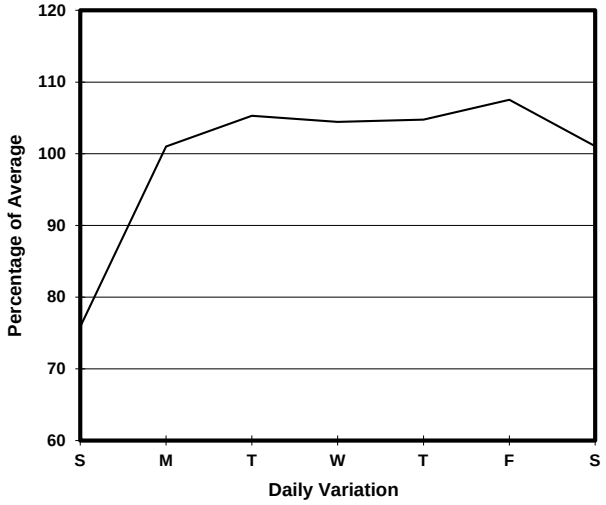
YEAR 2025 **LINK** LIN CHEUNG RD (from YAU MA TEI INT to CHERRY ST UNDERPASS)

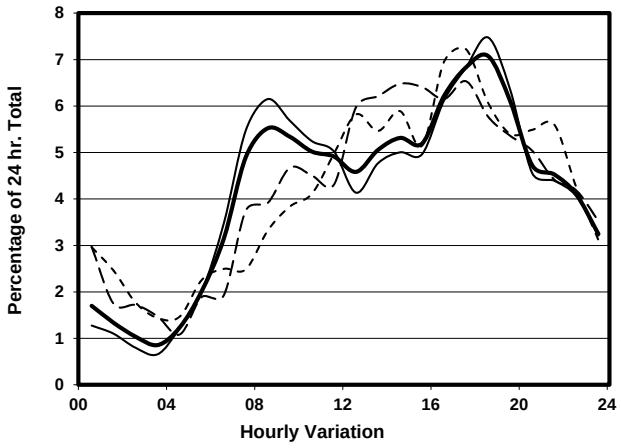
CORE STATION 3025
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

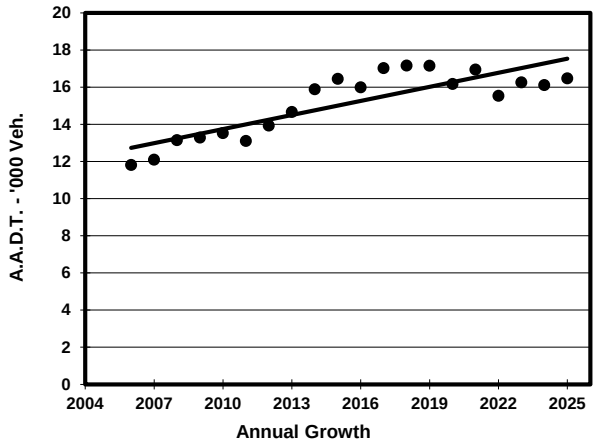


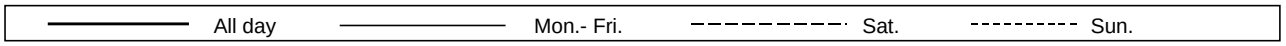
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	16470	17450	16900	12690
R 12 / 24 - %	66.0	66.9	64.7	61.3
R 16 / 24 - %	85.4	86.2	83.7	82.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	910	1070	790	490
T - % (AM)	-	11.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1170	1300	1100	920
T - % (PM)	-	5.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.5	-	-
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

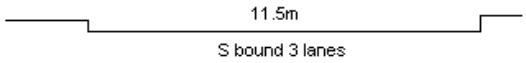
4. Vehicle classification and occupancy - Monday to Friday

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	4.5	39.7	28.2	1.0	0.0	15.1	6.5	3.0	0.0	1.9
	Ocp	1.0	1.1	1.4	10.5	0.0	1.3	1.3	19.2	0.0	13.0
0800-0900	Pro	1.5	49.4	25.4	0.6	0.3	11.7	5.6	2.6	0.0	2.9
	Ocp	1.0	1.1	1.4	5.5	1.0	1.5	1.2	5.6	0.0	14.2
0900-1000	Pro	0.8	56.1	22.2	0.3	0.0	10.1	4.8	1.6	0.0	4.2
	Ocp	1.0	1.3	1.3	1.0	0.0	1.2	1.3	2.8	0.0	3.8
1000-1100	Pro	0.0	44.7	28.0	1.5	0.0	13.8	7.3	0.7	0.0	4.1
	Ocp	0.0	1.2	1.9	1.0	0.0	1.0	1.1	1.0	0.0	6.0
1100-1200	Pro	0.5	48.0	22.2	0.0	0.0	20.8	5.8	0.3	0.0	2.4
	Ocp	1.0	1.1	1.7	0.0	0.0	1.4	1.3	1.0	0.0	6.5
1200-1300	Pro	1.6	52.0	20.2	1.4	0.0	16.3	4.4	2.5	0.0	1.6
	Ocp	1.2	1.3	1.7	6.6	0.0	1.4	1.3	24.6	0.0	10.5
1300-1400	Pro	1.5	56.8	23.0	1.2	0.0	11.8	3.8	0.6	0.1	1.3
	Ocp	1.0	1.3	1.6	10.3	0.0	1.2	1.3	13.0	2.0	15.1
1400-1500	Pro	1.1	58.0	21.9	0.3	0.0	13.6	3.6	0.8	0.0	0.7
	Ocp	1.0	1.3	1.7	1.0	0.0	1.3	1.2	4.0	0.0	14.7
1500-1600	Pro	0.5	62.1	18.4	4.1	0.0	9.2	4.3	0.8	0.0	0.5
	Ocp	1.0	1.4	2.0	12.4	0.0	1.0	1.0	1.0	0.0	42.1
1600-1700	Pro	1.4	52.3	19.6	2.7	0.0	17.2	4.1	2.0	0.0	0.7
	Ocp	1.0	1.4	1.8	3.3	0.0	1.8	1.4	11.2	0.0	55.7
1700-1800	Pro	3.9	63.2	14.4	0.6	0.0	14.4	1.2	1.2	0.0	1.1
	Ocp	1.0	1.5	2.1	13.0	0.0	1.6	1.0	20.5	0.0	68.8
1800-1900	Pro	3.6	68.4	16.2	0.0	0.0	6.2	1.6	1.0	0.0	3.0
Peak hour	Ocp	1.0	1.3	1.9	0.0	0.0	1.1	1.1	25.6	0.0	76.1
1900-2000	Pro	2.0	72.7	17.9	0.0	0.0	3.1	1.0	1.2	0.0	2.0
	Ocp	1.2	1.2	2.0	0.0	0.0	1.3	1.0	10.7	0.0	49.6
2000-2100	Pro	4.7	72.1	16.3	0.0	0.0	3.5	0.9	0.6	0.0	2.0
	Ocp	1.1	1.2	1.9	0.0	0.0	1.0	1.0	1.5	0.0	33.4
2100-2200	Pro	2.0	65.3	26.3	0.0	0.0	2.6	1.6	0.7	0.1	1.5
	Ocp	1.3	1.1	2.0	0.0	0.0	1.4	1.2	1.0	1.0	36.9
2200-2300	Pro	1.6	70.3	21.9	0.5	0.0	2.1	1.8	0.5	0.0	1.3
	Ocp	1.2	1.3	2.1	1.0	0.0	1.3	1.4	1.0	0.0	17.6
16 hours	Pro	2.0	59.4	20.6	0.9	0.1	10.6	3.4	1.2	0.1	1.9
	Ocp	1.1	1.3	1.8	7.5	1.0	1.4	1.2	11.9	1.5	28.9

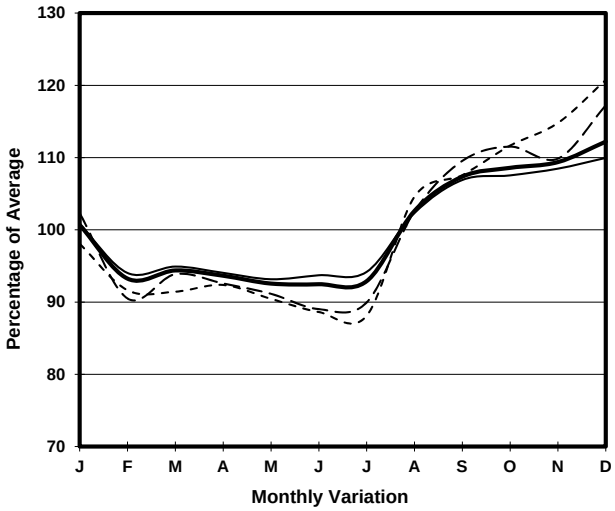
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

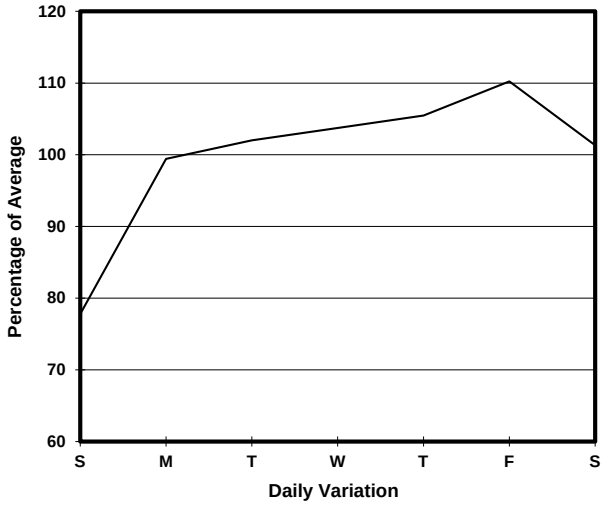
YEAR 2025 **LINK** LIN CHEUNG RD (from CHERRY ST to YAU MA TEI INT)

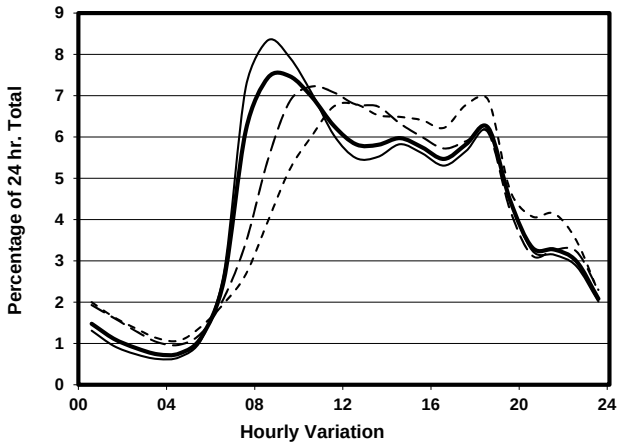
CORE STATION 3026
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

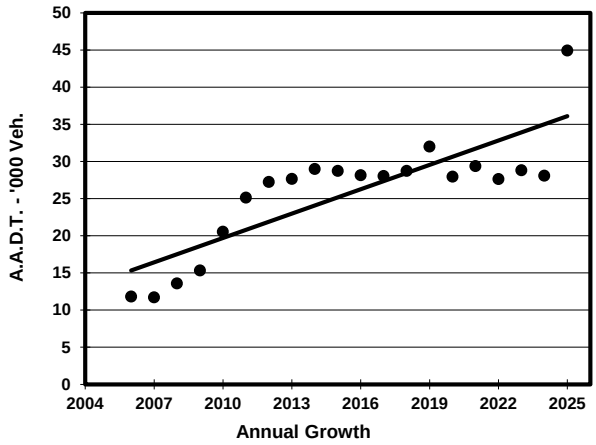


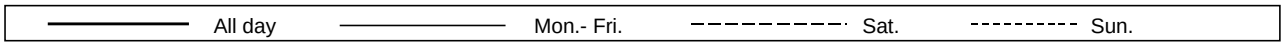
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	44930	47360	46190	35350
R 12 / 24 - %	75.2	76.1	73.6	70.8
R 16 / 24 - %	89.2	89.9	87.5	87.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3360	3950	3170	1850
T - % (AM)	-	3.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2800	2910	2820	2440
T - % (PM)	-	6.2	-	-
Prop.of commercial vehicles - 16 hr.	-	7.2	-	-
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

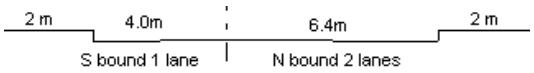
4. Vehicle classification and occupancy - Monday to Friday

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	3.4	49.7	18.7	3.8	0.0	11.3	6.6	4.9	0.0	1.6
	Ocp	1.0	1.2	2.0	12.3	0.0	1.2	1.1	15.3	0.0	67.8
0800-0900	Pro	2.4	59.9	19.1	2.0	0.1	12.9	0.0	1.1	0.0	2.4
Peak hour	Ocp	1.1	1.3	1.9	6.6	19.0	1.5	0.0	36.0	0.0	62.9
0900-1000	Pro	1.6	47.5	21.6	0.7	0.0	20.5	6.4	0.8	0.0	0.9
	Ocp	1.3	1.4	2.1	2.2	0.0	1.7	1.6	6.2	0.0	27.3
1000-1100	Pro	2.6	40.8	25.0	0.4	0.1	21.7	7.9	0.7	0.0	0.7
	Ocp	1.1	1.4	1.9	1.0	3.0	1.2	1.2	1.2	0.0	39.3
1100-1200	Pro	0.6	48.4	27.8	0.4	0.0	16.3	5.4	0.2	0.0	1.0
	Ocp	1.0	1.2	1.9	1.0	0.0	1.2	1.2	1.0	0.0	25.0
1200-1300	Pro	2.3	50.7	22.1	0.8	0.2	15.1	7.2	0.8	0.0	1.0
	Ocp	1.0	1.0	1.8	3.8	1.0	1.1	1.1	1.0	0.0	19.0
1300-1400	Pro	1.9	48.5	24.0	0.0	0.0	18.2	6.2	0.4	0.0	0.7
	Ocp	1.2	1.0	1.8	0.0	0.0	1.0	1.0	1.0	0.0	19.6
1400-1500	Pro	0.5	63.3	16.8	1.3	0.0	10.9	5.9	0.5	0.0	0.8
	Ocp	1.0	1.3	2.0	1.4	0.0	1.1	1.2	7.0	0.0	14.4
1500-1600	Pro	1.3	45.8	17.0	3.1	0.0	24.6	5.2	1.3	0.0	1.7
	Ocp	1.0	1.0	1.8	10.0	0.0	1.1	1.0	7.2	0.0	7.3
1600-1700	Pro	1.4	59.4	17.9	1.1	0.4	12.3	4.0	1.8	0.0	1.7
	Ocp	1.1	1.1	1.7	3.0	4.5	1.1	1.0	3.4	0.0	10.1
1700-1800	Pro	0.8	56.8	26.9	1.2	0.0	6.7	3.3	1.3	0.0	3.0
	Ocp	1.3	1.1	1.7	2.5	0.0	1.0	1.0	2.4	0.0	12.4
1800-1900	Pro	4.8	65.7	17.2	0.3	0.5	5.2	3.1	0.7	0.0	2.4
	Ocp	1.0	1.0	1.8	1.0	14.0	1.2	1.2	1.0	0.0	16.6
1900-2000	Pro	4.1	64.0	19.5	0.0	0.7	6.1	2.3	1.6	0.0	1.7
	Ocp	1.1	1.1	1.6	0.0	3.3	1.0	1.1	10.7	0.0	3.5
2000-2100	Pro	1.7	59.7	28.3	0.3	0.3	2.2	4.1	0.3	0.0	3.2
	Ocp	1.0	1.1	1.5	2.0	2.0	1.0	1.0	1.0	0.0	2.4
2100-2200	Pro	0.8	64.1	24.5	0.0	0.6	5.2	1.4	0.0	0.0	3.5
	Ocp	1.0	1.0	1.5	0.0	9.0	1.1	1.0	0.0	0.0	4.9
2200-2300	Pro	3.4	45.9	41.5	0.0	1.6	2.8	2.2	0.9	0.0	1.6
	Ocp	1.0	1.0	1.3	0.0	3.2	1.0	1.0	1.0	0.0	3.4
16 hours	Pro	2.2	54.2	22.4	1.0	0.2	12.8	4.4	1.1	0.0	1.7
	Ocp	1.1	1.2	1.8	6.6	6.2	1.2	1.2	10.2	0.0	22.8

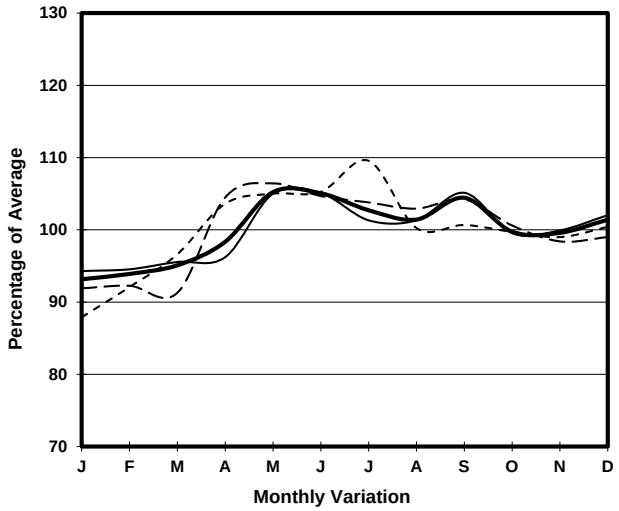
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

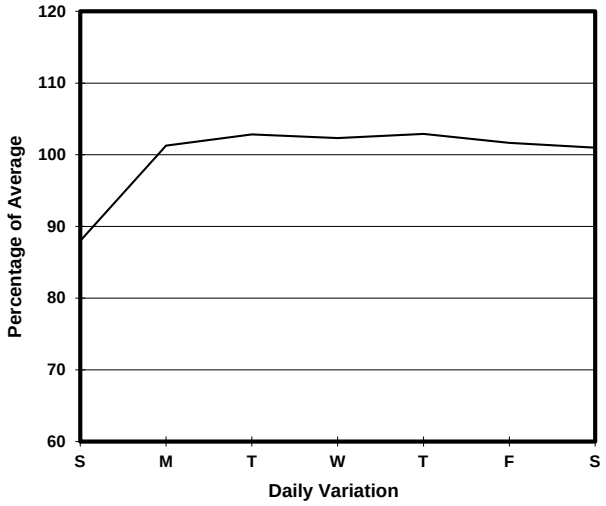
YEAR 2025 **LINK** KO SHAN RD (from PAK KUNG ST to CHI KIANG ST)

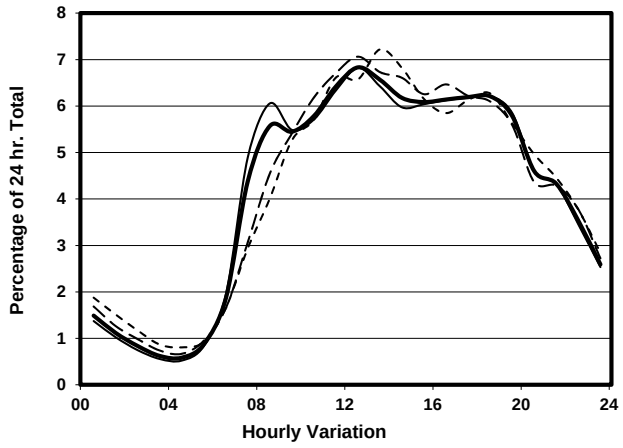
CORE STATION 3103
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

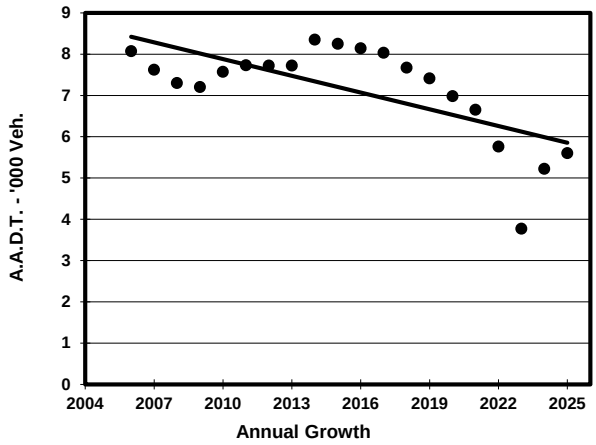


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	2220	2300	2220	1930
R 12 / 24 - %	70.9	71.2	70.5	68.7
R 16 / 24 - %	89.9	90.1	89.3	88.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	140	160	110	100
T - % (AM)	-	2.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	140	150	150	130
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	2.7	-	-
NORTH BOUND				
A.A.D.T.	3380	3470	3460	3020
R 12 / 24 - %	72.4	72.9	71.9	70.1
R 16 / 24 - %	90.2	90.7	89.3	88.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	190	200	200	160
T - % (AM)	-	2.1	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	210	220	220	190
T - % (PM)	-	4.6	-	-
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	28.9	36.8	7.9	15.8	5.3	2.6	2.6	0.0	0.0
	Ocp	0.0	1.3	1.6	8.3	4.5	3.0	1.0	21.0	0.0	0.0
0800-0900	Pro	4.0	49.0	23.0	2.0	9.0	10.0	1.0	2.0	0.0	0.0
	Ocp	1.0	1.3	1.8	5.0	2.8	1.7	2.0	6.5	0.0	0.0
0900-1000	Pro	9.7	26.4	22.2	6.9	8.3	23.6	0.0	2.8	0.0	0.0
	Ocp	1.0	1.4	1.3	3.4	3.8	1.6	0.0	8.0	0.0	0.0
1000-1100	Pro	1.4	25.4	52.1	1.4	7.0	11.3	1.4	0.0	0.0	0.0
	Ocp	1.0	1.2	1.2	2.0	2.8	1.9	1.0	0.0	0.0	0.0
1100-1200	Pro	6.2	21.0	38.3	2.5	7.4	23.5	1.2	0.0	0.0	0.0
	Ocp	1.0	1.2	1.4	1.5	4.7	1.6	3.0	0.0	0.0	0.0
1200-1300	Pro	11.5	25.6	33.3	5.1	3.8	15.4	2.6	2.6	0.0	0.0
Peak hour	Ocp	1.0	1.2	1.3	6.5	4.7	1.3	1.5	9.0	0.0	0.0
1300-1400	Pro	4.6	27.7	33.8	0.0	6.2	18.5	7.7	1.5	0.0	0.0
	Ocp	1.0	1.2	1.8	0.0	4.8	1.3	2.0	2.0	0.0	0.0
1400-1500	Pro	4.1	42.9	35.7	1.0	4.1	9.2	3.1	0.0	0.0	0.0
	Ocp	1.0	1.6	1.4	3.0	6.0	1.3	1.7	0.0	0.0	0.0
1500-1600	Pro	0.0	46.7	27.8	2.2	6.7	13.3	1.1	2.2	0.0	0.0
	Ocp	0.0	1.4	1.2	6.0	4.2	1.4	1.0	1.5	0.0	0.0
1600-1700	Pro	7.2	31.9	30.4	2.9	8.7	15.9	1.5	1.5	0.0	0.0
	Ocp	1.0	1.7	1.5	9.0	5.8	1.5	3.0	2.0	0.0	0.0
1700-1800	Pro	7.1	54.3	22.9	1.4	8.6	5.7	0.0	0.0	0.0	0.0
	Ocp	1.2	1.3	1.6	5.0	7.0	1.3	0.0	0.0	0.0	0.0
1800-1900	Pro	16.7	37.5	29.2	0.0	9.7	6.9	0.0	0.0	0.0	0.0
	Ocp	1.1	1.5	1.4	0.0	9.9	2.2	0.0	0.0	0.0	0.0
1900-2000	Pro	17.1	42.1	14.5	1.3	9.2	14.5	0.0	1.3	0.0	0.0
	Ocp	1.0	1.4	1.7	1.0	4.3	1.5	0.0	1.0	0.0	0.0
2000-2100	Pro	14.9	35.8	31.3	0.0	6.0	11.9	0.0	0.0	0.0	0.0
	Ocp	1.0	1.8	1.3	0.0	3.0	1.5	0.0	0.0	0.0	0.0
2100-2200	Pro	19.0	31.0	36.2	0.0	6.9	5.2	1.7	0.0	0.0	0.0
	Ocp	1.0	1.5	1.3	0.0	4.8	1.3	1.0	0.0	0.0	0.0
2200-2300	Pro	1.9	42.6	38.9	0.0	11.1	5.6	0.0	0.0	0.0	0.0
	Ocp	1.0	2.2	2.0	0.0	3.0	1.3	0.0	0.0	0.0	0.0
16 hours	Pro	7.8	36.2	31.1	2.1	7.7	12.6	1.5	1.0	0.0	0.0
	Ocp	1.0	1.5	1.5	5.1	4.8	1.5	1.8	6.3	0.0	0.0

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

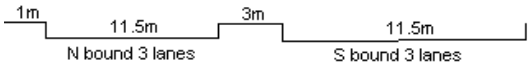
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

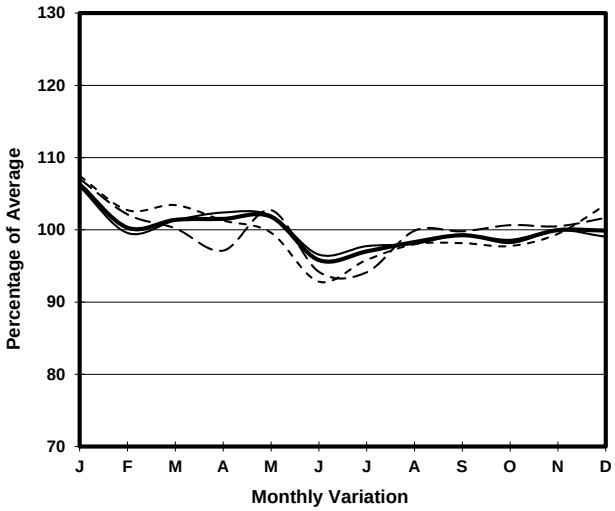
* All traffic data are collected from combined bounds

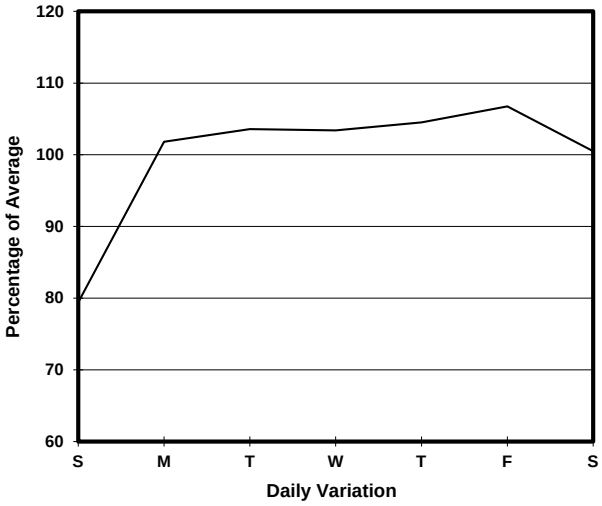
YEAR 2025 **LINK** FANLING HIGHWAY (from SO KWUN PO INT to WO HOP SHEK INT)

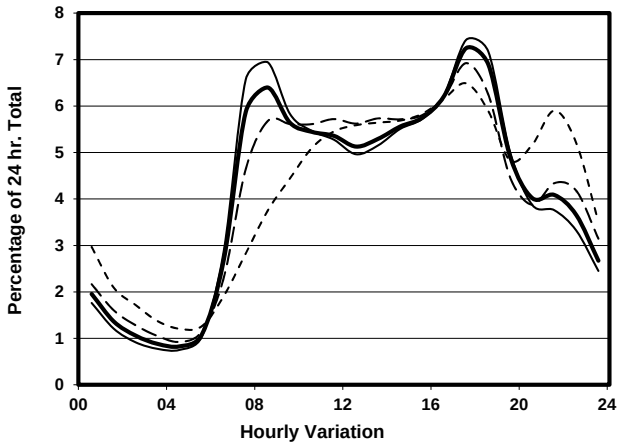
CORE STATION 5003
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

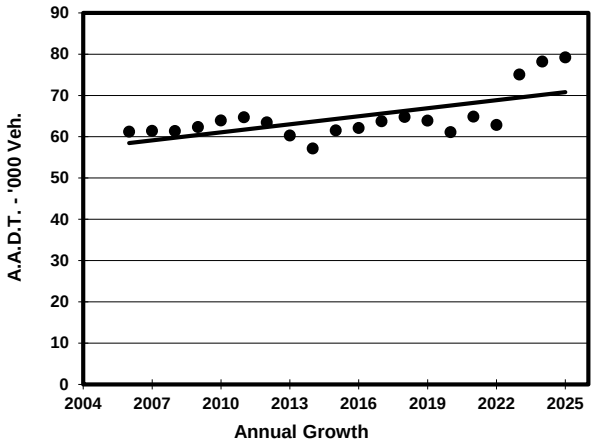


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	39100	40880	39730	32590
R 12 / 24 - %	70.9	72.5	69.4	62.5
R 16 / 24 - %	86.9	87.6	86.0	83.8
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2390	2810	2350	1450
T - % (AM)	-	17.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2820	3040	2690	2080
T - % (PM)	-	11.4	-	-
Prop.of commercial vehicles - 16 hr.	-	16.5	-	-
NORTH BOUND				
A.A.D.T.	40090	42350	40830	31230
R 12 / 24 - %	70.7	72.0	69.6	63.3
R 16 / 24 - %	88.0	88.8	86.7	84.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2690	3130	2240	1380
T - % (AM)	-	15.0	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2920	3140	2890	2060
T - % (PM)	-	15.8	-	-
Prop.of commercial vehicles - 16 hr.	-	18.9	-	-

3. OTHER INFORMATION AND COMMENT

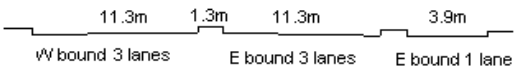
4. Vehicle classification and occupancy - Monday to Friday

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	4.7	52.5	9.0	0.9	0.0	13.1	15.5	3.8	0.0	0.6
	Ocp	1.0	1.1	1.8	9.3	0.0	1.1	1.1	20.4	0.0	39.8
0800-0900	Pro	2.3	57.6	6.6	0.2	0.0	18.2	13.2	1.5	0.0	0.4
	Ocp	1.1	1.1	1.9	2.3	0.0	1.1	1.1	6.0	0.0	52.4
0900-1000	Pro	0.7	48.6	6.6	0.4	0.0	22.4	16.9	3.4	0.1	0.9
	Ocp	1.0	1.1	1.6	1.0	0.0	1.1	1.0	8.7	1.0	20.9
1000-1100	Pro	1.1	48.1	4.9	0.2	0.0	26.5	17.2	1.2	0.0	0.9
	Ocp	1.0	1.1	2.1	1.0	0.0	1.1	1.0	7.8	0.0	18.0
1100-1200	Pro	1.5	43.2	5.7	0.2	0.0	24.8	22.2	1.4	0.0	0.9
	Ocp	1.0	1.1	1.9	1.5	0.0	1.1	1.0	5.8	0.0	28.1
1200-1300	Pro	0.9	48.9	6.2	0.2	0.0	18.8	23.5	0.4	0.1	0.9
	Ocp	1.1	1.1	2.0	1.0	0.0	1.1	1.0	1.0	1.0	19.3
1300-1400	Pro	0.6	43.2	3.5	0.4	0.0	27.9	22.6	1.1	0.0	0.8
	Ocp	1.0	1.1	1.9	1.5	0.0	1.1	1.1	1.0	0.0	19.9
1400-1500	Pro	0.6	48.0	5.0	0.8	0.0	23.3	19.1	2.4	0.0	0.8
	Ocp	1.0	1.1	1.8	1.0	0.0	1.1	1.1	13.2	0.0	21.6
1500-1600	Pro	1.0	51.2	5.7	0.3	0.0	14.2	20.8	5.5	0.1	1.3
	Ocp	1.1	1.2	1.8	5.3	0.0	1.1	1.1	12.0	1.5	23.0
1600-1700	Pro	1.8	55.0	5.0	1.2	0.0	21.8	13.5	1.0	0.1	0.8
	Ocp	1.1	1.3	2.0	5.2	0.0	1.2	1.0	36.5	1.0	25.6
1700-1800	Pro	3.7	60.0	4.4	0.3	0.1	17.9	12.1	0.9	0.0	0.6
Peak hour	Ocp	1.1	1.3	2.0	5.0	1.0	1.3	1.1	35.4	0.0	36.2
1800-1900	Pro	2.3	72.8	5.8	0.3	0.1	9.9	7.1	1.2	0.1	0.5
	Ocp	1.2	1.2	1.9	11.0	15.0	1.1	1.0	27.2	1.0	48.1
1900-2000	Pro	1.0	68.6	9.8	0.0	0.0	8.4	9.2	2.1	0.0	0.9
	Ocp	1.1	1.3	2.0	0.0	0.0	1.0	1.1	17.1	0.0	16.8
2000-2100	Pro	1.9	68.6	11.3	0.3	0.0	7.4	8.0	1.2	0.1	1.3
	Ocp	1.0	1.3	2.0	1.0	0.0	1.1	1.1	13.4	1.0	21.5
2100-2200	Pro	2.8	74.4	13.3	0.0	0.0	3.0	3.9	1.6	0.1	1.1
	Ocp	1.2	1.2	1.6	0.0	0.0	1.0	1.0	19.4	1.0	20.0
2200-2300	Pro	1.8	77.2	7.6	0.0	0.0	4.6	6.5	0.9	0.1	1.4
	Ocp	1.1	1.3	1.6	0.0	0.0	1.0	1.0	21.6	1.0	17.1
16 hours	Pro	1.8	56.3	6.5	0.4	0.1	17.4	14.9	1.8	0.1	0.8
	Ocp	1.1	1.2	1.9	4.3	8.0	1.1	1.1	14.7	1.1	25.6

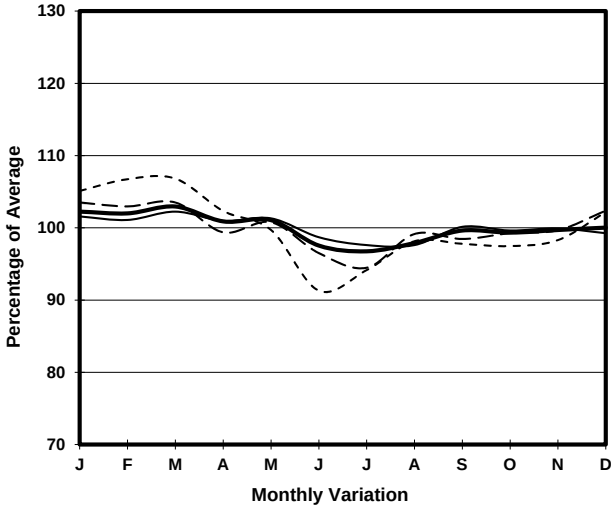
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

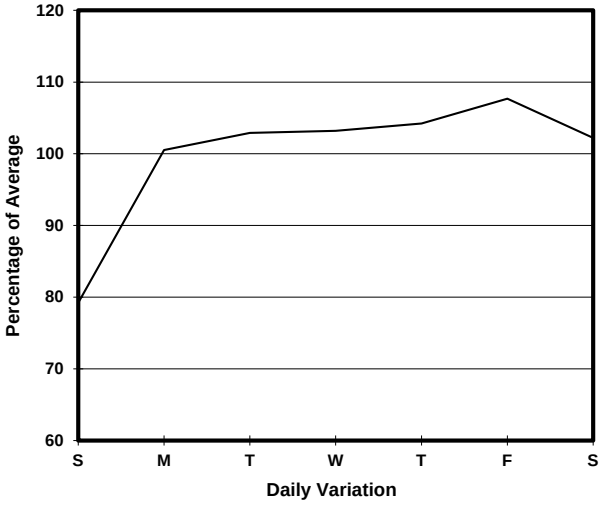
YEAR 2025 **LINK** TUEN MUN RD (from SHAM TSENG to TSING LONG HIGHWAY - TING KAU BRIDGE)

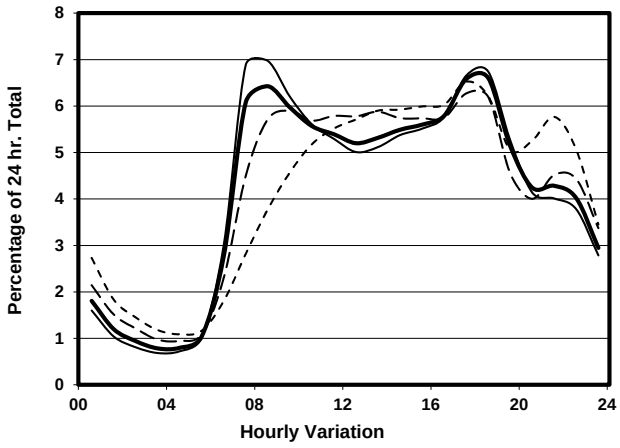
CORE STATION 5012
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

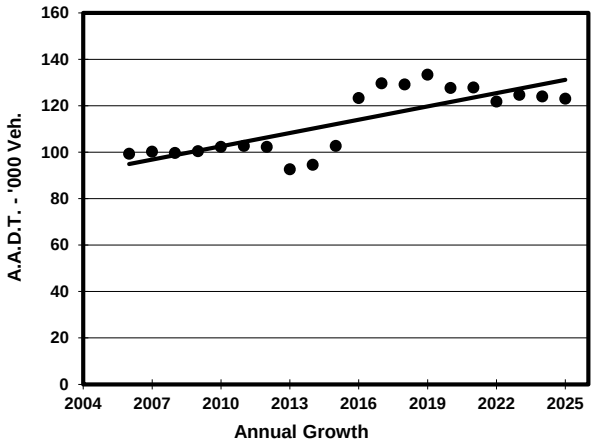


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	59870	62520	62360	48890
R 12 / 24 - %	74.4	75.5	73.0	69.2
R 16 / 24 - %	88.1	88.4	87.4	86.9
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	4680	5610	4370	2750
T - % (AM)	-	15.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3750	3940	3770	3120
T - % (PM)	-	18.7	-	-
Prop.of commercial vehicles - 16 hr.	-	16.6	-	-
WEST BOUND				
A.A.D.T.	63130	66410	64880	49870
R 12 / 24 - %	65.8	67.0	65.0	59.2
R 16 / 24 - %	87.4	88.3	85.6	83.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3220	3660	3130	1760
T - % (AM)	-	25.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	4620	5000	4380	3320
T - % (PM)	-	10.5	-	-
Prop.of commercial vehicles - 16 hr.	-	20.4	-	-

3. OTHER INFORMATION AND COMMENT

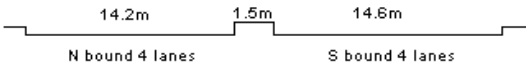
4. Vehicle classification and occupancy - Monday to Friday

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	6.0	49.8	5.9	0.5	0.4	15.7	10.7	6.1	0.1	4.9
	Ocp	1.3	1.3	1.8	8.8	14.1	1.1	1.1	14.2	1.0	67.4
0800-0900	Pro	3.1	58.0	4.6	0.5	0.3	15.1	9.5	4.5	0.0	4.4
Peak hour	Ocp	1.0	1.2	1.5	4.9	17.9	1.1	1.1	14.7	0.0	54.3
0900-1000	Pro	1.2	48.7	6.8	0.4	0.2	22.0	14.2	2.4	0.0	4.1
	Ocp	1.0	1.2	1.7	3.4	18.0	1.1	1.1	11.6	0.0	33.9
1000-1100	Pro	0.9	43.6	8.0	0.4	0.4	23.3	16.8	2.2	0.0	4.4
	Ocp	1.0	1.2	1.8	1.2	11.3	1.1	1.1	15.2	0.0	29.8
1100-1200	Pro	1.4	51.0	7.4	0.4	0.4	17.0	16.5	1.6	0.1	4.3
	Ocp	1.1	1.1	1.8	4.7	9.7	1.2	1.1	9.0	3.0	25.7
1200-1300	Pro	0.5	50.8	3.5	0.4	0.4	21.8	16.6	1.7	0.0	4.2
	Ocp	1.0	1.3	1.8	4.8	8.0	1.2	1.1	20.5	0.0	29.5
1300-1400	Pro	1.8	42.5	5.0	0.2	0.4	26.0	18.5	1.6	0.0	3.9
	Ocp	1.0	1.1	1.7	2.7	15.4	1.3	1.2	8.9	0.0	37.9
1400-1500	Pro	1.2	48.7	5.9	0.1	0.6	20.4	17.5	2.4	0.0	3.3
	Ocp	1.0	1.4	1.9	1.0	10.2	1.2	1.1	15.3	0.0	33.7
1500-1600	Pro	2.0	48.1	6.4	1.0	0.4	21.7	14.5	2.1	0.0	3.9
	Ocp	1.1	1.5	1.7	6.6	8.1	1.1	1.1	13.3	0.0	31.7
1600-1700	Pro	2.9	49.9	5.8	1.0	0.4	19.2	13.8	1.8	0.0	5.2
	Ocp	1.1	1.5	1.8	4.6	11.6	1.2	1.1	10.4	0.0	31.3
1700-1800	Pro	4.4	57.0	5.6	0.5	0.5	15.5	8.7	2.5	0.0	5.4
	Ocp	1.0	1.4	2.1	9.9	14.5	1.2	1.1	24.8	0.0	41.8
1800-1900	Pro	2.6	63.0	4.3	0.4	10.2	8.6	4.0	2.9	0.0	4.0
	Ocp	1.0	1.4	1.9	10.0	1.4	1.1	1.0	32.9	0.0	56.4
1900-2000	Pro	2.3	65.6	8.4	0.3	0.4	9.0	4.6	3.4	0.0	5.9
	Ocp	1.0	1.2	1.9	14.0	11.3	1.1	1.0	18.7	0.0	48.8
2000-2100	Pro	2.2	66.4	9.9	0.5	0.7	7.2	5.6	1.7	0.0	5.7
	Ocp	1.0	1.2	1.7	1.0	9.8	1.0	1.0	21.5	0.0	35.0
2100-2200	Pro	3.1	64.5	11.2	0.0	0.2	8.8	5.1	0.9	0.0	6.2
	Ocp	1.0	1.2	1.8	0.0	9.0	1.1	1.0	11.6	0.0	34.5
2200-2300	Pro	2.2	68.7	14.3	0.0	0.5	3.8	3.9	1.1	0.0	5.5
	Ocp	1.0	1.1	1.8	0.0	9.8	1.1	1.0	15.7	0.0	46.9
16 hours	Pro	2.4	54.5	6.7	0.4	1.3	16.2	11.3	2.6	0.1	4.6
	Ocp	1.1	1.3	1.8	5.8	4.5	1.1	1.1	16.9	2.0	41.4

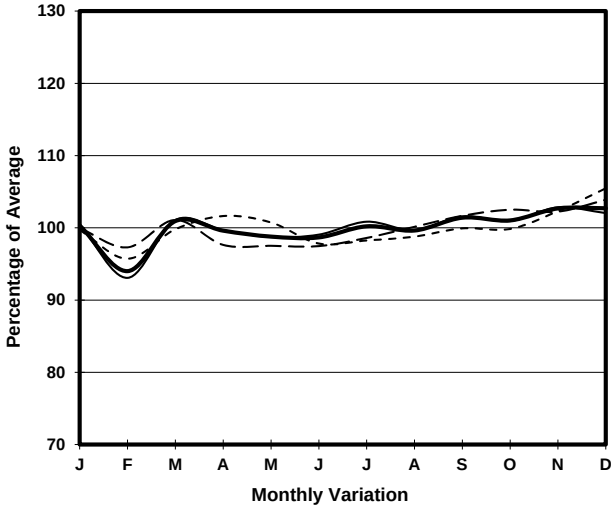
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

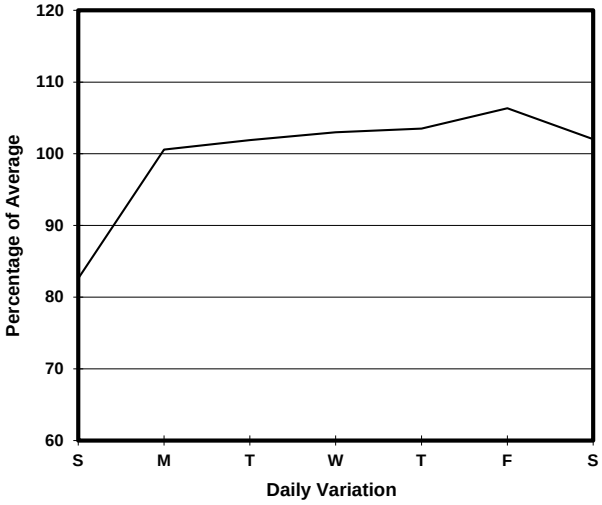
YEAR 2025 **LINK** TOLO HIGHWAY (from NORTH OF MA LIU SHUI INT to YUEN SHIN RD INT)

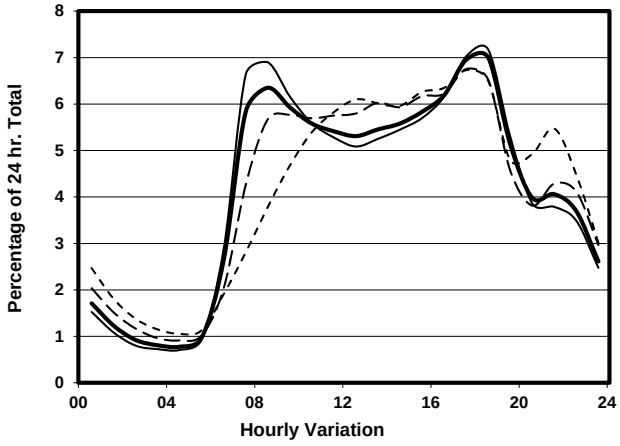
CORE STATION 5013
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

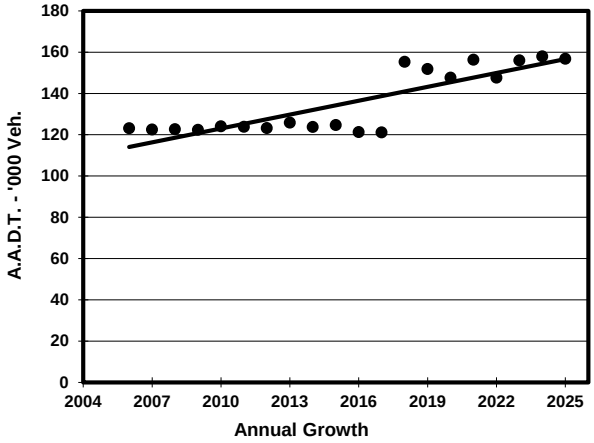


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	78830	81840	81060	66730
R 12 / 24 - %	74.3	75.4	73.3	69.2
R 16 / 24 - %	88.4	88.7	88.1	87.0
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	5450	6480	5300	3370
T - % (AM)	-	9.6	-	-
PM Peak Hour	1700-1800	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	5340	5560	5440	4690
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	11.9	-	-
NORTH BOUND				
A.A.D.T.	77930	81190	80510	64230
R 12 / 24 - %	68.5	69.4	67.8	63.5
R 16 / 24 - %	88.2	89.0	86.6	85.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4530	5190	4040	2760
T - % (AM)	-	13.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	5630	6130	5550	4130
T - % (PM)	-	8.2	-	-
Prop.of commercial vehicles - 16 hr.	-	14.7	-	-

3. OTHER INFORMATION AND COMMENT

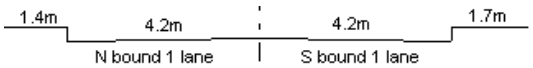
4. Vehicle classification and occupancy - Monday to Friday

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	4.0	61.7	8.2	1.0	0.6	12.0	8.5	1.6	0.0	2.5
	Ocp	1.1	1.5	1.7	2.2	14.0	1.2	1.1	11.3	0.0	62.3
0800-0900	Pro	2.2	61.3	5.3	0.6	0.2	17.1	9.5	1.7	0.0	2.1
	Ocp	1.1	1.3	2.0	1.4	11.0	1.4	1.2	19.7	0.0	56.8
0900-1000	Pro	1.3	58.2	6.9	0.2	0.6	16.5	11.8	1.9	0.1	2.7
	Ocp	1.1	1.2	1.9	2.3	9.8	1.2	1.1	20.1	1.0	30.3
1000-1100	Pro	1.1	51.0	8.3	0.6	0.8	22.0	12.1	1.8	0.1	2.4
	Ocp	1.1	1.2	1.8	2.4	13.5	1.4	1.2	14.8	1.0	30.3
1100-1200	Pro	1.1	55.5	6.3	0.6	0.5	21.0	10.6	1.8	0.1	2.6
	Ocp	1.2	1.3	2.1	7.8	12.6	1.2	1.1	29.8	1.0	33.3
1200-1300	Pro	1.8	52.1	7.8	0.4	0.9	20.7	12.1	2.0	0.1	2.2
	Ocp	1.1	1.3	1.9	6.0	11.5	1.2	1.1	15.8	1.0	39.2
1300-1400	Pro	1.3	52.0	6.8	0.5	1.0	20.6	14.0	1.5	0.0	2.3
	Ocp	1.1	1.2	2.1	1.4	11.0	1.2	1.1	11.1	0.0	40.7
1400-1500	Pro	0.9	59.1	5.6	0.8	0.9	16.1	12.8	1.5	0.1	2.2
	Ocp	1.0	1.3	1.8	1.4	13.6	1.2	1.1	13.2	1.0	30.2
1500-1600	Pro	1.2	53.2	7.1	0.7	0.6	19.5	13.2	1.6	0.0	2.9
	Ocp	1.1	1.4	1.5	5.9	16.5	1.1	1.0	12.8	0.0	26.0
1600-1700	Pro	1.7	56.0	7.5	0.9	0.8	19.1	9.7	2.2	0.1	2.2
	Ocp	1.0	1.2	1.7	4.0	12.9	1.2	1.1	15.0	1.0	28.4
1700-1800	Pro	4.2	61.9	6.7	0.9	1.0	14.4	6.6	1.6	0.1	2.6
	Ocp	1.1	1.2	1.8	2.4	15.7	1.2	1.0	15.3	1.0	37.4
1800-1900	Pro	2.5	75.7	5.6	0.4	0.6	6.8	3.8	2.2	0.0	2.4
Peak hour	Ocp	1.2	1.3	1.6	3.3	14.7	1.2	1.1	22.9	0.0	59.4
1900-2000	Pro	1.6	73.7	6.6	0.2	1.0	6.6	4.5	2.5	0.0	3.3
	Ocp	1.1	1.1	1.7	1.3	13.9	1.1	1.0	4.7	0.0	40.0
2000-2100	Pro	2.8	69.1	10.0	0.1	0.9	6.0	5.4	1.6	0.0	4.2
	Ocp	1.2	1.2	1.8	1.0	12.7	1.1	1.0	14.9	0.0	28.6
2100-2200	Pro	2.4	71.7	10.5	0.0	0.6	6.4	3.5	1.5	0.0	3.3
	Ocp	1.1	1.1	1.7	0.0	10.3	1.1	1.0	12.1	0.0	28.7
2200-2300	Pro	1.5	76.0	9.5	0.0	1.0	5.7	3.3	0.6	0.0	2.5
	Ocp	1.0	1.2	1.6	0.0	10.5	1.1	1.0	9.6	0.0	23.4
16 hours	Pro	2.0	61.5	7.2	0.5	0.7	14.8	9.0	1.8	0.1	2.6
	Ocp	1.1	1.3	1.8	3.2	13.0	1.2	1.1	15.9	1.0	38.3

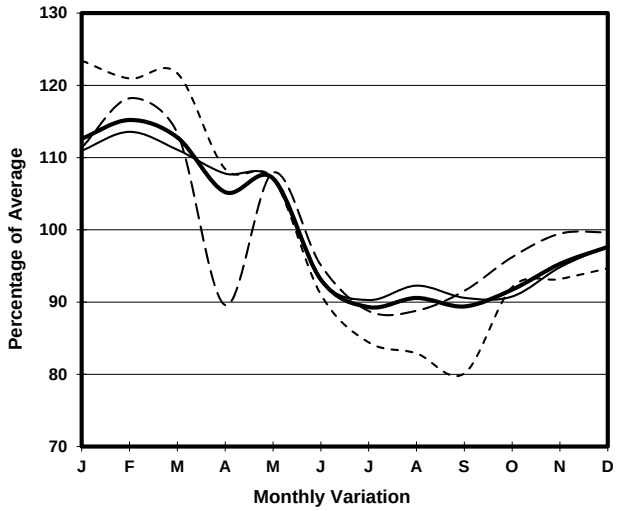
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

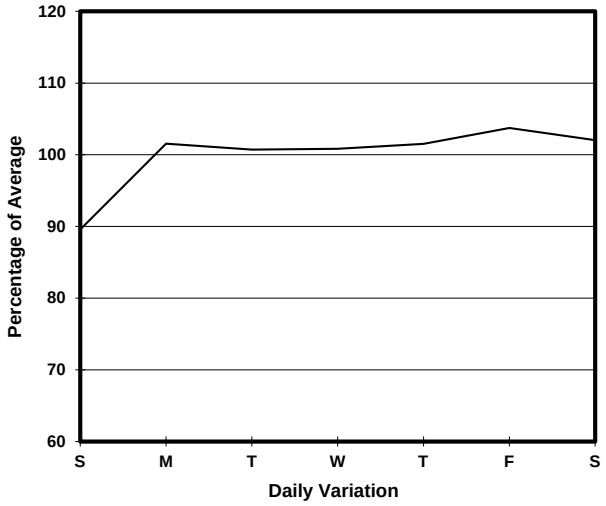
YEAR 2025 **LINK** ROUTE TWISK (from CHUEN LUNG to CHEUNG PEI SHAN RA)

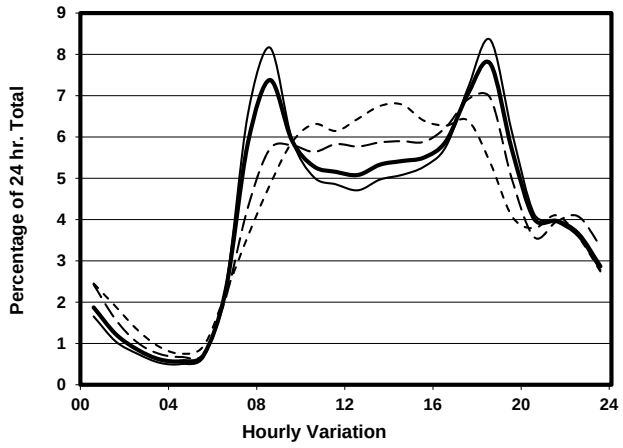
CORE STATION 5014
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

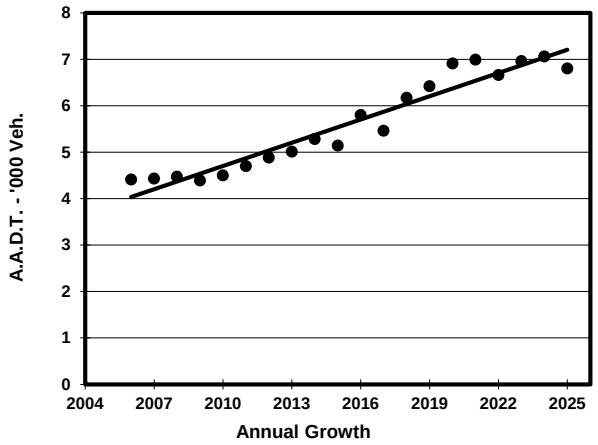


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	3410	3500	3460	3060
R 12 / 24 - %	75.3	75.9	73.3	74.4
R 16 / 24 - %	89.1	89.6	87.9	87.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	320	380	230	180
T - % (AM)	-	0.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	240	250	250	210
T - % (PM)	-	0.3	-	-
Prop.of commercial vehicles - 16 hr.	-	1.7	-	-
NORTH BOUND				
A.A.D.T.	3390	3430	3520	3130
R 12 / 24 - %	67.9	67.8	68.4	68.1
R 16 / 24 - %	88.7	89.6	86.9	85.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	180	190	180	180
T - % (AM)	-	0.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	290	330	240	190
T - % (PM)	-	1.3	-	-
Prop.of commercial vehicles - 16 hr.	-	2.1	-	-

3. OTHER INFORMATION AND COMMENT

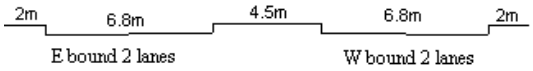
4. Vehicle classification and occupancy - Monday to Friday

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	0.0	60.6	3.7	0.0	5.5	29.4	0.0	0.0	0.5	0.5
	Ocp	0.0	1.2	2.0	0.0	7.3	1.4	0.0	0.0	11.0	17.0
0800-0900	Pro	3.4	79.0	1.4	0.0	3.4	12.4	0.0	0.0	0.2	0.2
	Ocp	1.2	1.3	2.0	0.0	10.4	1.0	0.0	0.0	48.0	20.0
0900-1000	Pro	1.9	67.0	1.9	0.0	3.7	20.5	3.7	0.9	0.2	0.2
	Ocp	1.0	1.2	2.0	0.0	6.0	1.5	1.0	1.0	28.0	37.0
1000-1100	Pro	2.0	70.1	5.1	0.0	3.0	16.2	2.0	1.0	0.3	0.3
	Ocp	1.0	1.2	1.4	0.0	7.7	1.4	1.5	1.0	25.0	34.0
1100-1200	Pro	1.2	62.0	7.0	0.0	3.5	22.2	2.3	1.2	0.3	0.3
	Ocp	1.0	1.2	1.5	0.0	8.3	1.3	1.0	1.0	28.0	33.0
1200-1300	Pro	10.9	61.2	6.6	0.0	3.3	15.3	1.1	1.1	0.3	0.3
	Ocp	1.2	1.3	1.7	0.0	12.0	1.2	1.0	20.0	20.0	11.0
1300-1400	Pro	0.0	72.3	3.8	0.0	1.9	20.7	0.9	0.0	0.2	0.2
	Ocp	0.0	1.2	2.5	0.0	6.0	1.2	2.0	0.0	45.0	7.0
1400-1500	Pro	4.7	66.1	0.0	0.0	3.2	23.6	0.0	1.6	0.4	0.4
	Ocp	1.0	1.4	0.0	0.0	7.5	1.2	0.0	1.0	43.0	9.0
1500-1600	Pro	5.7	67.8	1.1	0.0	3.4	19.2	2.3	0.0	0.3	0.3
	Ocp	1.0	1.2	4.0	0.0	8.0	1.2	1.5	0.0	16.0	18.0
1600-1700	Pro	10.5	63.2	0.0	0.0	4.7	18.7	2.3	0.0	0.3	0.3
	Ocp	1.0	1.4	0.0	0.0	5.5	1.5	1.0	0.0	30.0	15.0
1700-1800	Pro	8.4	61.1	2.5	0.8	4.2	20.9	0.8	0.8	0.2	0.2
	Ocp	1.1	1.2	2.0	1.0	5.2	1.4	1.0	1.0	43.0	23.0
1800-1900	Pro	6.4	85.1	0.0	0.0	2.3	5.2	0.6	0.0	0.1	0.1
Peak hour	Ocp	1.0	1.2	0.0	0.0	6.5	1.2	1.0	0.0	25.0	41.0
1900-2000	Pro	3.9	88.8	2.3	0.0	3.1	1.5	0.0	0.0	0.2	0.2
	Ocp	1.0	1.0	1.0	0.0	4.8	1.0	0.0	0.0	20.0	9.0
2000-2100	Pro	3.0	84.4	4.4	0.0	3.0	4.4	0.0	0.0	0.4	0.4
	Ocp	1.5	1.2	1.3	0.0	3.0	1.0	0.0	0.0	5.0	7.0
2100-2200	Pro	5.5	85.5	1.4	0.0	4.1	2.8	0.0	0.0	0.3	0.3
	Ocp	1.0	1.0	1.0	0.0	2.7	1.0	0.0	0.0	3.0	5.0
2200-2300	Pro	19.7	62.0	5.6	0.0	5.6	5.6	0.0	0.0	0.7	0.7
	Ocp	1.0	1.1	1.0	0.0	2.0	1.0	0.0	0.0	5.0	6.0
16 hours	Pro	5.0	72.6	2.6	0.1	3.4	14.3	1.1	0.4	0.3	0.3
	Ocp	1.1	1.2	1.7	1.0	6.6	1.3	1.2	4.2	24.7	18.3

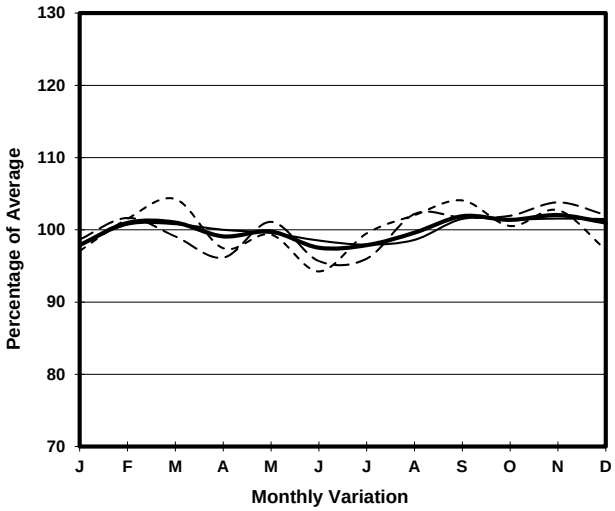
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

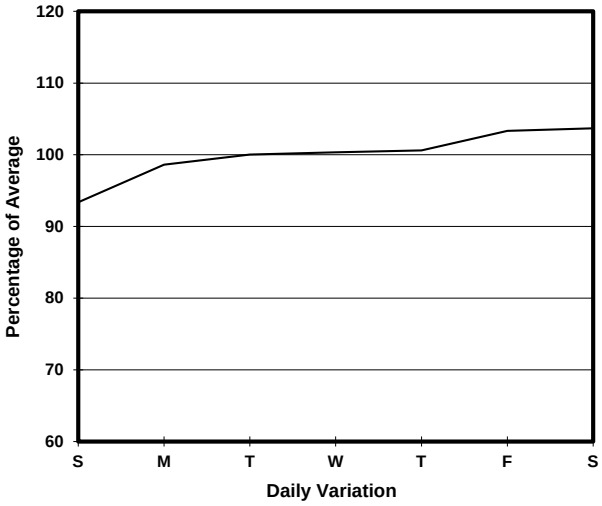
YEAR 2025 **LINK** CLEAR WATER BAY RD (from ON SAU RD to HIRAM'S HIGHWAY)

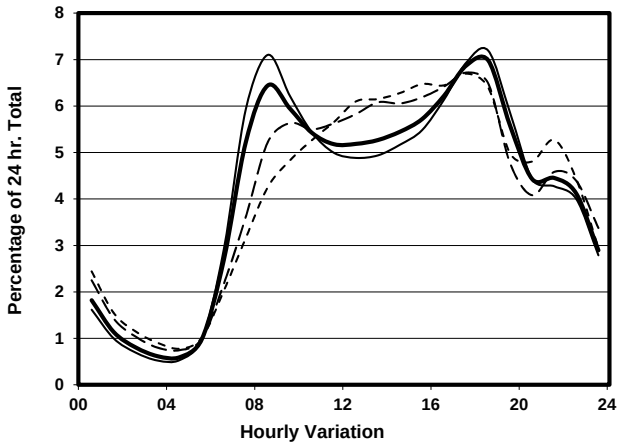
CORE STATION 5017
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

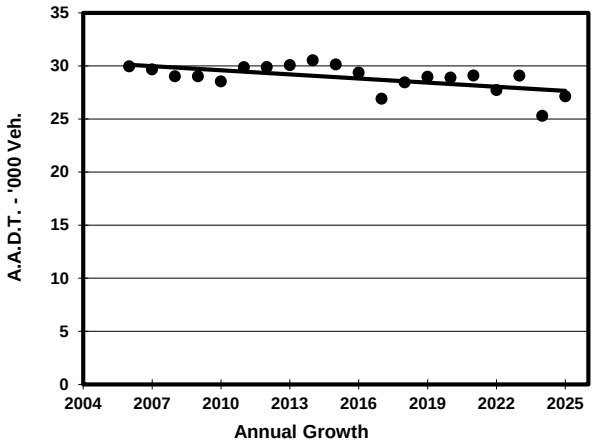


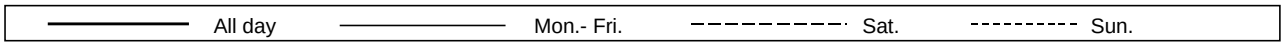
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	13670	13830	14200	12670
R 12 / 24 - %	66.0	66.1	66.4	65.1
R 16 / 24 - %	88.2	88.8	86.5	86.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	760	820	740	560
T - % (AM)	-	6.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	1020	1110	940	830
T - % (PM)	-	2.4	-	-
Prop.of commercial vehicles - 16 hr.	-	4.5	-	-
WEST BOUND				
A.A.D.T.	13470	13580	14110	12680
R 12 / 24 - %	73.9	74.8	72.4	70.3
R 16 / 24 - %	88.8	89.1	87.9	87.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	990	1120	850	660
T - % (AM)	-	4.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	940	960	970	890
T - % (PM)	-	4.0	-	-
Prop.of commercial vehicles - 16 hr.	-	5.6	-	-

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	4.3	70.0	4.5	1.8	7.4	5.8	3.4	1.8	0.0	1.1
	Ocp	1.1	1.3	1.9	6.3	16.2	1.2	1.3	12.9	0.0	47.4
0800-0900	Pro	6.8	63.9	6.2	1.4	7.4	8.8	2.8	1.6	0.0	1.1
	Ocp	1.0	1.2	2.2	2.0	16.2	1.7	1.2	12.1	0.0	30.0
0900-1000	Pro	4.5	60.8	7.9	0.7	7.7	12.4	3.6	1.1	0.0	1.3
	Ocp	1.0	1.2	2.1	1.7	12.3	1.5	1.6	34.0	0.0	21.7
1000-1100	Pro	3.4	56.5	6.4	0.5	9.5	16.2	4.8	1.3	0.0	1.4
	Ocp	1.0	1.3	1.8	1.0	12.4	1.6	1.3	1.4	0.0	18.8
1100-1200	Pro	3.7	57.6	7.0	1.2	9.7	13.4	4.3	1.5	0.0	1.6
	Ocp	1.0	1.3	2.0	2.8	11.4	1.4	1.1	1.0	0.0	21.2
1200-1300	Pro	3.5	58.4	12.2	1.2	8.4	11.3	2.3	1.5	0.0	1.2
	Ocp	1.0	1.3	1.9	1.5	12.6	1.4	1.8	1.4	0.0	25.3
1300-1400	Pro	2.2	57.9	9.0	0.9	8.4	14.0	3.7	2.2	0.0	1.6
	Ocp	1.1	1.3	1.7	1.3	15.0	1.3	1.2	14.3	0.0	31.4
1400-1500	Pro	3.7	53.3	9.6	2.5	5.9	15.8	6.5	1.5	0.0	1.2
	Ocp	1.1	1.2	1.8	4.4	14.7	1.5	1.5	3.2	0.0	25.1
1500-1600	Pro	3.3	57.6	10.1	2.7	7.7	11.9	4.2	0.9	0.0	1.8
	Ocp	1.1	1.3	2.0	2.8	13.5	1.6	1.4	1.0	0.0	16.7
1600-1700	Pro	5.3	55.2	11.5	1.9	7.7	12.2	3.4	1.4	0.0	1.4
	Ocp	1.0	1.4	1.7	6.6	15.8	1.5	1.4	18.8	0.0	24.3
1700-1800	Pro	5.9	66.7	10.1	1.4	7.3	4.7	1.2	1.2	0.0	1.5
	Ocp	1.0	1.4	1.7	1.0	17.3	1.6	1.4	2.2	0.0	42.7
1800-1900	Pro	7.0	68.7	7.5	1.4	8.9	3.9	0.5	0.7	0.0	1.4
Peak hour	Ocp	1.0	1.2	2.1	7.0	15.9	1.4	1.0	8.0	0.0	37.1
1900-2000	Pro	3.3	72.1	11.9	0.3	7.9	3.0	0.0	0.3	0.0	1.2
	Ocp	1.2	1.1	1.5	6.0	12.6	1.0	0.0	1.0	0.0	20.7
2000-2100	Pro	2.6	70.5	17.3	0.0	6.2	1.6	0.3	0.0	0.0	1.4
	Ocp	1.0	1.2	1.8	0.0	12.1	1.2	1.0	0.0	0.0	16.5
2100-2200	Pro	4.7	64.7	17.6	0.4	7.8	3.5	0.0	0.0	0.0	1.2
	Ocp	1.1	1.4	1.8	1.0	12.3	1.4	0.0	0.0	0.0	12.3
2200-2300	Pro	4.3	64.1	15.3	0.3	9.6	4.3	0.7	0.3	0.0	1.1
	Ocp	1.1	1.2	1.7	4.0	10.6	1.2	1.0	1.0	0.0	10.3
16 hours	Pro	4.4	62.6	9.8	1.2	8.0	9.0	2.6	1.1	0.0	1.3
	Ocp	1.0	1.3	1.8	3.7	13.9	1.5	1.4	9.8	0.0	26.1

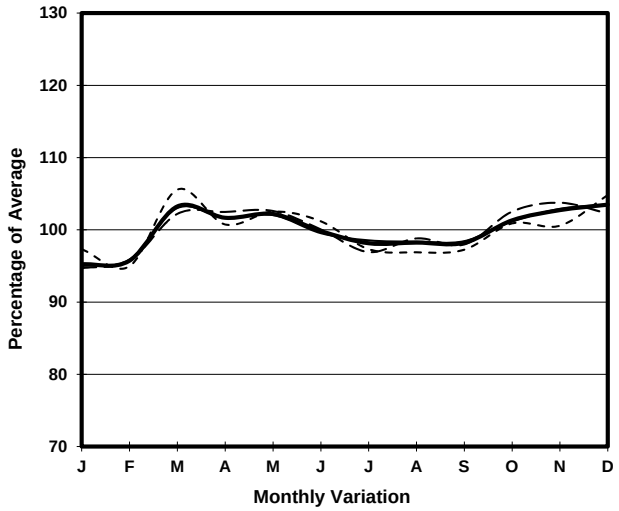
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

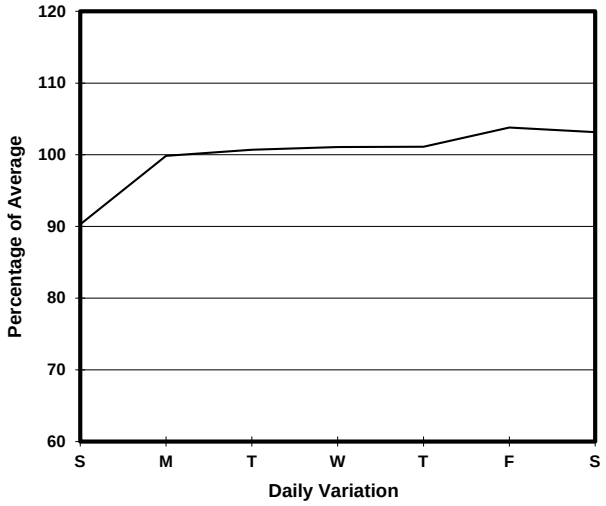
YEAR 2025 **LINK** TSING TSUEN RD (from TSUEN TSING INT to TAM KON SHAN INT)

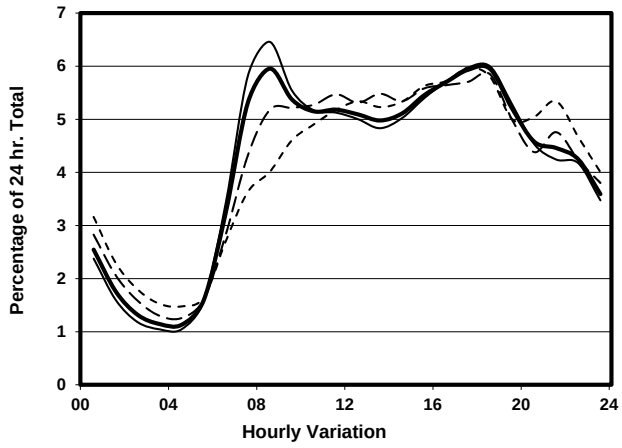
CORE STATION 5018
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

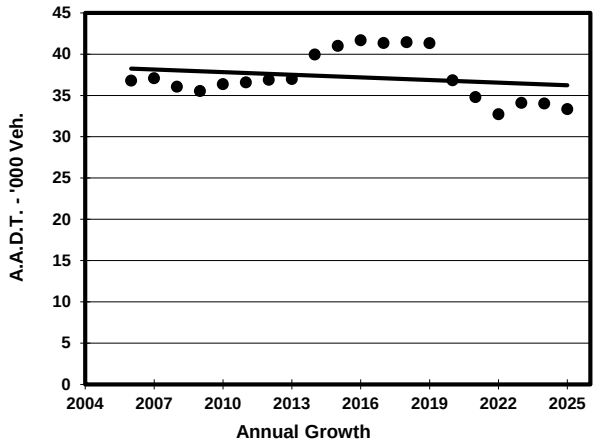


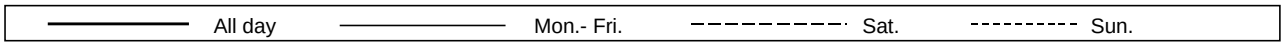
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	19190	19420	20130	17760
R 12 / 24 - %	67.7	68.6	66.6	64.0
R 16 / 24 - %	84.8	85.3	84.1	82.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1280	1400	1150	900
T - % (AM)	-	9.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1120	1140	1150	1050
T - % (PM)	-	30.8	-	-
Prop.of commercial vehicles - 16 hr.	-	15.5	-	-
WEST BOUND				
A.A.D.T.	14150	14510	14440	12550
R 12 / 24 - %	61.8	62.6	61.2	57.6
R 16 / 24 - %	82.1	82.9	80.9	79.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	710	790	680	500
T - % (AM)	-	22.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	870	900	880	760
T - % (PM)	-	12.0	-	-
Prop.of commercial vehicles - 16 hr.	-	15.2	-	-

3. OTHER INFORMATION AND COMMENT

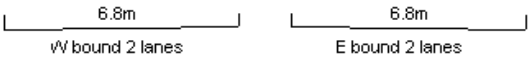
4. Vehicle classification and occupancy - Monday to Friday

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	1.3	30.9	28.6	3.1	7.6	10.1	4.2	4.9	0.0	9.2
	Ocp	1.2	1.3	2.0	3.9	11.4	1.3	1.4	8.1	0.0	36.6
0800-0900	Pro	3.0	39.9	21.7	4.1	6.7	9.9	4.0	3.4	0.0	7.4
Peak hour	Ocp	1.0	1.3	1.9	7.0	9.1	1.4	1.6	8.2	0.0	40.5
0900-1000	Pro	2.2	35.4	18.1	1.0	9.0	19.5	4.6	2.0	0.0	8.1
	Ocp	1.0	1.3	1.8	3.3	9.5	1.3	1.3	11.3	0.0	29.3
1000-1100	Pro	1.7	33.9	19.2	1.4	8.9	16.7	8.0	1.4	0.0	8.7
	Ocp	1.0	1.5	1.6	3.2	8.4	1.4	1.3	11.0	0.0	28.5
1100-1200	Pro	0.9	31.6	18.3	3.7	9.9	20.4	4.3	1.9	0.0	9.0
	Ocp	1.3	1.3	1.7	9.4	8.5	1.2	1.4	4.5	0.0	22.1
1200-1300	Pro	0.9	33.7	18.7	4.6	10.1	17.0	5.2	1.7	0.0	8.1
	Ocp	1.0	1.2	1.7	5.1	8.3	1.3	1.2	14.5	0.0	20.6
1300-1400	Pro	1.6	33.3	16.5	5.2	8.4	16.2	6.8	2.3	0.0	9.7
	Ocp	1.0	1.4	1.4	2.9	7.0	1.2	1.0	5.9	0.0	24.1
1400-1500	Pro	2.4	36.2	15.9	1.8	9.1	15.0	9.1	1.2	0.0	9.3
	Ocp	1.0	1.2	1.5	2.2	6.4	1.3	1.1	1.0	0.0	18.4
1500-1600	Pro	3.6	30.8	14.5	3.0	10.3	20.6	5.4	2.1	0.0	9.6
	Ocp	1.0	1.1	1.8	4.4	7.3	1.5	1.6	14.0	0.0	15.6
1600-1700	Pro	3.4	29.8	20.0	4.9	8.6	16.9	3.1	3.1	0.0	10.3
	Ocp	1.1	1.4	1.6	3.4	9.8	1.3	1.5	13.9	0.0	24.3
1700-1800	Pro	4.2	35.4	14.7	3.9	10.5	12.3	2.8	3.5	0.0	12.6
	Ocp	1.2	1.3	1.7	2.2	12.2	1.2	1.4	4.2	0.0	30.6
1800-1900	Pro	6.5	47.2	19.9	0.5	8.8	5.6	3.0	0.7	0.0	7.9
	Ocp	1.1	1.3	1.9	1.5	12.9	1.1	1.1	21.7	0.0	41.3
1900-2000	Pro	3.3	54.6	15.0	0.3	9.3	6.0	0.6	0.3	0.0	10.6
	Ocp	1.2	1.2	2.0	10.0	11.5	1.2	1.5	1.0	0.0	34.1
2000-2100	Pro	3.3	45.9	24.0	0.3	7.7	6.5	1.8	2.1	0.1	8.4
	Ocp	1.0	1.4	1.8	5.0	7.5	1.3	1.2	5.4	1.0	20.4
2100-2200	Pro	2.8	46.5	22.7	0.0	8.7	7.7	1.0	1.0	0.0	9.5
	Ocp	1.1	1.4	1.8	0.0	8.7	1.4	1.0	1.0	0.0	18.1
2200-2300	Pro	3.1	57.5	17.1	0.0	7.8	2.7	1.2	0.4	0.0	10.2
	Ocp	1.0	1.3	1.9	0.0	8.5	1.3	1.3	1.0	0.0	13.6
16 hours	Pro	2.8	38.6	19.4	2.4	8.8	12.7	4.1	2.1	0.1	9.1
	Ocp	1.1	1.3	1.8	4.6	9.3	1.3	1.3	8.6	1.0	26.9

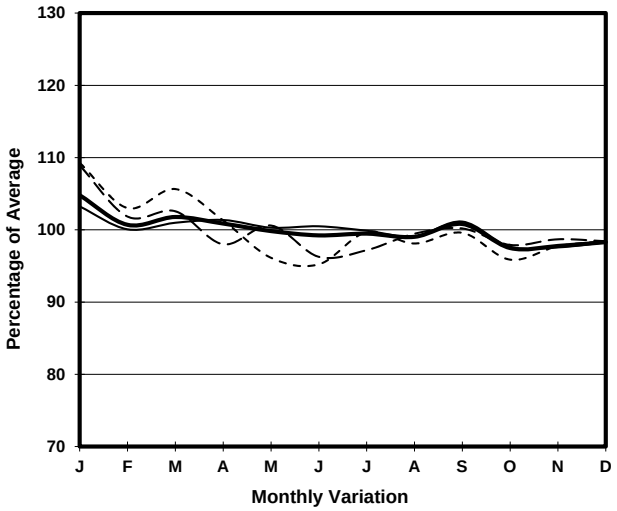
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

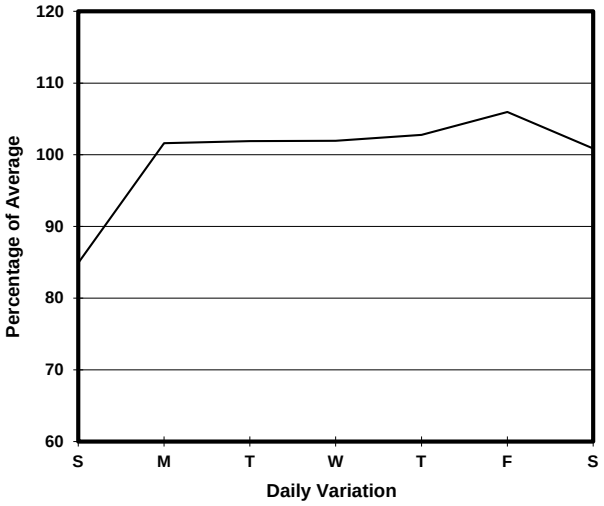
YEAR 2025 **LINK** SHING MUN TUNNEL (from WO YI HOP INTERCHANGE to SHING MUN TUNNEL RD)

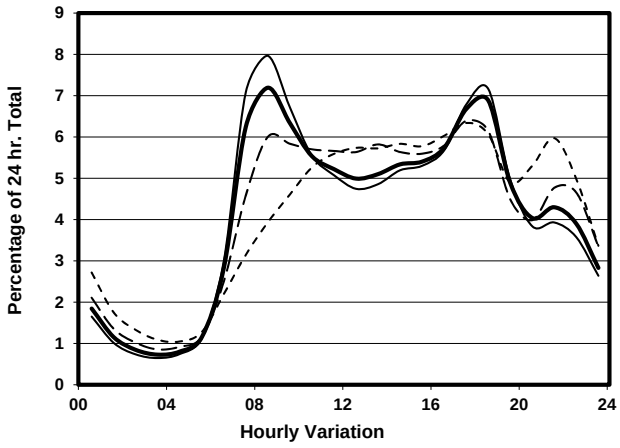
CORE STATION 5020
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

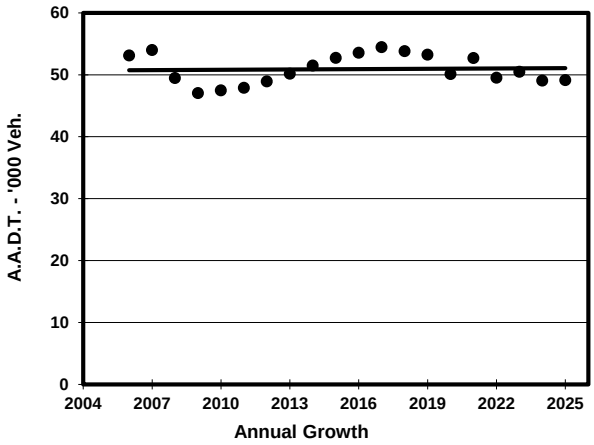


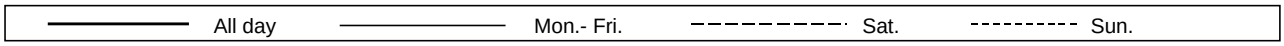
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	24980	25980	25300	21080
R 12 / 24 - %	71.1	72.6	69.3	64.2
R 16 / 24 - %	87.9	88.5	86.8	85.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1820	2100	1510	960
T - % (AM)	-	11.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1760	1900	1630	1350
T - % (PM)	-	11.7	-	-
Prop.of commercial vehicles - 16 hr.	-	13.8	-	-
WEST BOUND				
A.A.D.T.	24150	24940	24690	21030
R 12 / 24 - %	70.2	71.7	68.4	63.9
R 16 / 24 - %	87.7	88.4	86.6	85.0
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1720	1960	1490	980
T - % (AM)	-	12.8	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1630	1750	1570	1320
T - % (PM)	-	7.9	-	-
Prop.of commercial vehicles - 16 hr.	-	14.1	-	-

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	6.5	44.2	14.6	0.4	3.0	15.2	6.5	3.1	0.0	6.5
	Ocp	1.0	1.2	1.9	7.0	14.4	1.2	1.2	21.2	0.0	64.2
0800-0900	Pro	3.0	53.0	13.2	0.3	3.1	15.1	5.0	1.6	0.1	5.8
Peak hour	Ocp	1.1	1.2	2.1	1.3	16.9	1.4	1.1	28.1	1.0	53.0
0900-1000	Pro	1.7	51.8	11.2	0.1	2.3	19.5	7.0	0.9	0.0	5.5
	Ocp	1.2	1.2	1.9	1.0	13.2	1.3	1.2	2.0	0.0	36.0
1000-1100	Pro	2.1	44.3	10.1	0.0	2.8	24.1	11.0	0.3	0.0	5.3
	Ocp	1.0	1.3	1.6	0.0	8.2	1.2	1.2	3.0	0.0	29.4
1100-1200	Pro	1.7	44.3	8.5	0.0	3.2	24.7	11.7	0.6	0.0	5.4
	Ocp	1.1	1.3	1.7	0.0	8.6	1.2	1.1	1.7	0.0	30.9
1200-1300	Pro	1.5	44.0	9.1	0.5	2.4	22.8	13.1	1.5	0.0	5.2
	Ocp	1.3	1.2	1.8	5.0	7.7	1.3	1.2	3.9	0.0	28.2
1300-1400	Pro	1.8	43.9	11.3	0.0	3.1	20.5	12.7	1.2	0.0	5.6
	Ocp	1.1	1.3	1.8	0.0	10.1	1.3	1.2	3.8	0.0	32.4
1400-1500	Pro	1.5	41.9	9.7	0.6	3.5	22.1	13.8	1.8	0.0	5.1
	Ocp	1.0	1.3	1.6	1.3	9.7	1.3	1.2	8.7	0.0	26.7
1500-1600	Pro	2.3	50.4	8.9	0.2	2.6	20.8	8.7	0.5	0.0	5.6
	Ocp	1.0	1.3	1.8	1.0	8.3	1.2	1.2	6.0	0.0	28.1
1600-1700	Pro	1.6	49.4	10.5	1.1	3.2	18.3	6.6	2.8	0.1	6.5
	Ocp	1.2	1.4	1.6	1.5	15.4	1.4	1.3	12.8	2.0	37.2
1700-1800	Pro	3.9	57.2	10.1	0.6	3.5	11.7	3.2	1.8	0.1	7.9
	Ocp	1.0	1.3	1.9	1.8	14.0	1.1	1.0	14.4	5.0	52.3
1800-1900	Pro	3.3	68.0	8.2	2.1	1.1	7.2	2.9	0.8	0.0	6.3
	Ocp	1.0	1.4	1.8	16.9	20.0	1.1	1.1	5.8	0.0	68.6
1900-2000	Pro	2.4	73.4	8.2	0.0	2.8	6.3	1.0	0.6	0.0	5.3
	Ocp	1.1	1.2	1.9	0.0	14.7	1.0	1.0	4.6	0.0	48.4
2000-2100	Pro	2.3	59.9	12.9	0.0	3.0	9.8	2.6	1.9	0.0	7.6
	Ocp	1.1	1.1	1.8	0.0	17.1	1.2	1.0	8.3	0.0	31.5
2100-2200	Pro	0.9	64.8	15.8	0.0	3.1	7.1	1.1	1.1	0.0	6.1
	Ocp	1.3	1.1	1.9	0.0	14.7	1.0	1.0	3.8	0.0	29.8
2200-2300	Pro	2.0	63.2	14.6	0.2	3.1	7.7	2.2	0.2	0.0	6.7
	Ocp	1.0	1.1	1.7	1.0	12.1	1.0	1.0	20.0	0.0	29.9
16 hours	Pro	2.5	53.7	11.0	0.4	2.8	15.7	6.6	1.3	0.1	6.0
	Ocp	1.1	1.2	1.8	7.9	12.9	1.2	1.2	12.4	2.5	41.8

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

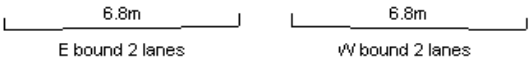
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

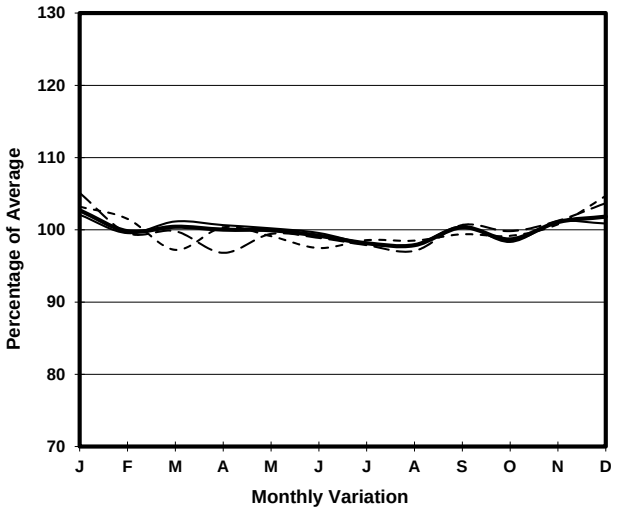
* All traffic data are collected from combined bounds

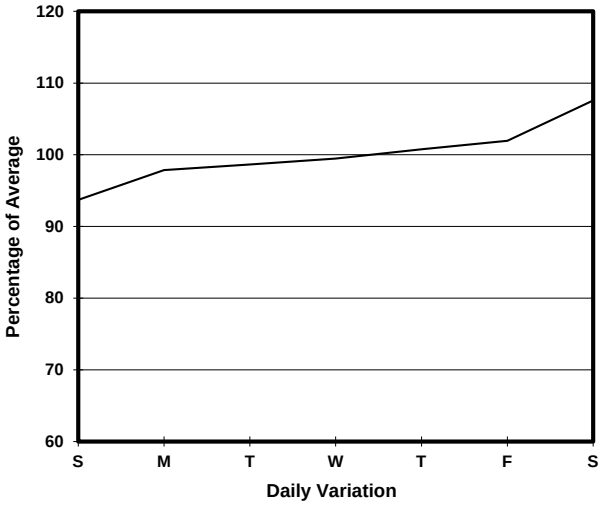
YEAR 2025 **LINK** TSEUNG KWAN O TUNNEL (from TOLL PLAZA to TSEUNG KWAN O TUNNEL RD RA)

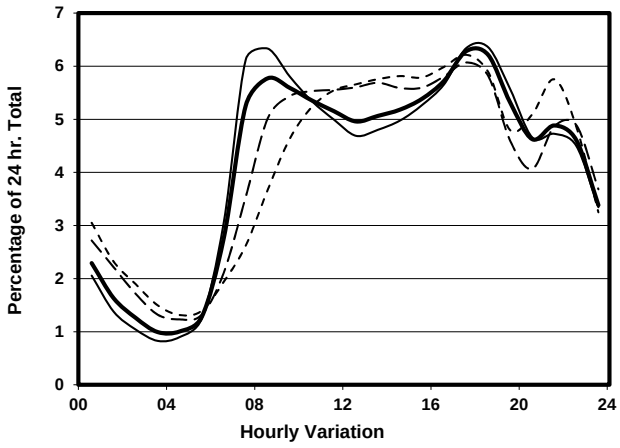
CORE STATION 5021
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

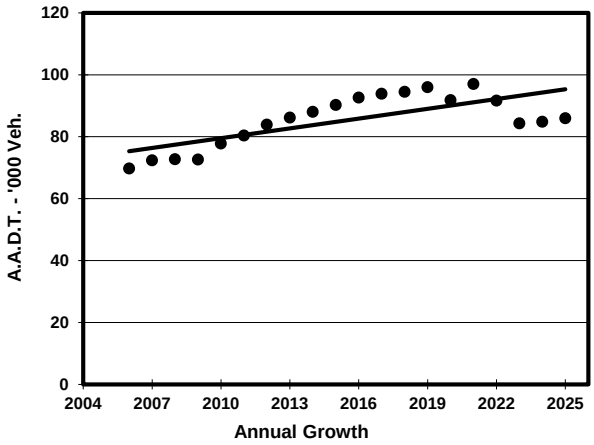


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	44710	44850	47930	41790
R 12 / 24 - %	64.1	65.0	63.1	60.3
R 16 / 24 - %	85.5	86.6	83.0	82.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2420	2690	2420	1670
T - % (AM)	-	8.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3030	3170	2970	2620
T - % (PM)	-	3.3	-	-
Prop.of commercial vehicles - 16 hr.	-	7.0	-	-
WEST BOUND				
A.A.D.T.	41240	41110	44880	39170
R 12 / 24 - %	68.0	68.5	67.6	65.6
R 16 / 24 - %	85.3	85.6	84.4	84.3
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2540	2850	2620	2090
T - % (AM)	-	8.0	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2590	2630	2660	2420
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	8.0	-	-

3. OTHER INFORMATION AND COMMENT

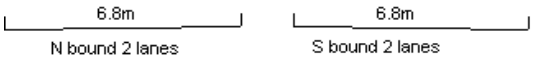
4. Vehicle classification and occupancy - Monday to Friday

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	2.6	55.9	16.6	3.2	2.5	8.5	2.7	4.7	0.0	3.3
	Ocp	1.0	1.4	1.9	6.2	10.9	1.3	1.4	18.2	0.0	43.3
0800-0900	Pro	2.8	59.9	16.0	1.2	1.5	11.7	3.2	1.2	0.0	2.5
	Ocp	1.0	1.2	2.0	7.7	12.4	1.5	1.3	21.2	0.0	48.7
0900-1000	Pro	1.9	51.5	19.9	0.8	2.3	15.6	4.1	1.1	0.0	2.8
	Ocp	1.0	1.3	1.6	1.8	8.1	1.4	1.3	6.0	0.0	32.0
1000-1100	Pro	1.6	49.2	15.8	0.8	2.1	19.7	6.4	1.1	0.0	3.3
	Ocp	1.3	1.2	1.6	3.6	9.2	1.4	1.4	5.9	0.0	23.4
1100-1200	Pro	2.0	48.3	18.1	1.8	1.7	18.8	5.4	1.2	0.0	2.7
	Ocp	1.1	1.3	1.9	4.4	7.6	1.3	1.5	1.5	0.0	23.1
1200-1300	Pro	1.6	42.6	17.8	3.5	1.6	22.8	5.1	2.1	0.0	2.8
	Ocp	1.1	1.3	1.9	4.9	10.9	1.3	1.4	10.8	0.0	25.1
1300-1400	Pro	3.1	43.7	18.0	1.8	2.0	21.0	6.2	0.7	0.0	3.3
	Ocp	1.0	1.5	1.8	1.8	9.5	1.4	1.3	13.6	0.0	26.3
1400-1500	Pro	1.5	44.9	23.0	0.8	2.0	19.3	5.3	0.8	0.0	2.3
	Ocp	1.0	1.4	1.8	1.4	5.5	1.3	1.2	4.8	0.0	22.1
1500-1600	Pro	1.4	52.3	15.3	3.8	1.5	17.1	5.1	0.9	0.0	2.5
	Ocp	1.0	1.4	1.9	4.2	8.1	1.3	1.5	11.6	0.0	31.2
1600-1700	Pro	1.6	54.6	16.6	2.9	1.7	13.0	4.9	1.9	0.0	2.8
	Ocp	1.0	1.3	1.6	2.9	11.6	1.5	1.3	4.9	0.0	22.7
1700-1800	Pro	4.0	57.0	14.4	2.6	1.7	14.3	1.5	1.7	0.0	2.8
	Ocp	1.1	1.3	1.8	3.4	13.4	1.4	1.3	14.0	0.0	48.1
1800-1900	Pro	2.9	68.5	13.4	0.3	1.9	8.3	0.7	1.3	0.0	2.7
Peak hour	Ocp	1.1	1.2	1.8	1.5	15.0	1.3	1.0	10.4	0.0	48.3
1900-2000	Pro	3.7	63.7	18.7	0.0	1.4	6.7	1.3	1.6	0.0	2.9
	Ocp	1.1	1.2	1.9	0.0	10.7	1.1	1.1	18.5	0.0	31.3
2000-2100	Pro	1.5	68.5	18.7	0.2	1.6	5.4	0.8	0.6	0.0	2.7
	Ocp	1.1	1.2	1.8	1.5	10.8	1.1	1.1	12.8	0.0	26.5
2100-2200	Pro	2.8	62.1	22.9	0.0	1.3	6.1	1.2	0.8	0.0	2.9
	Ocp	1.2	1.3	1.8	0.0	11.6	1.1	1.1	3.6	0.0	21.9
2200-2300	Pro	1.8	74.8	17.5	0.0	1.1	2.1	0.3	0.0	0.0	2.4
	Ocp	1.2	1.3	1.7	0.0	6.6	1.1	1.0	0.0	0.0	17.5
16 hours	Pro	2.4	56.5	17.5	1.5	1.8	12.9	3.3	1.4	0.0	2.8
	Ocp	1.1	1.3	1.8	4.2	10.3	1.4	1.3	12.4	0.0	32.4

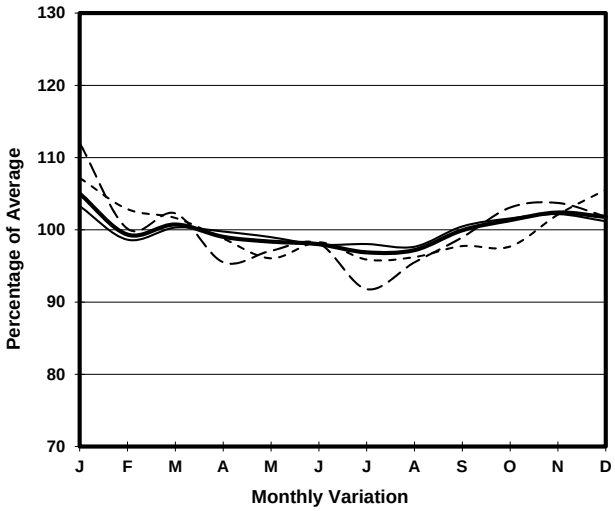
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

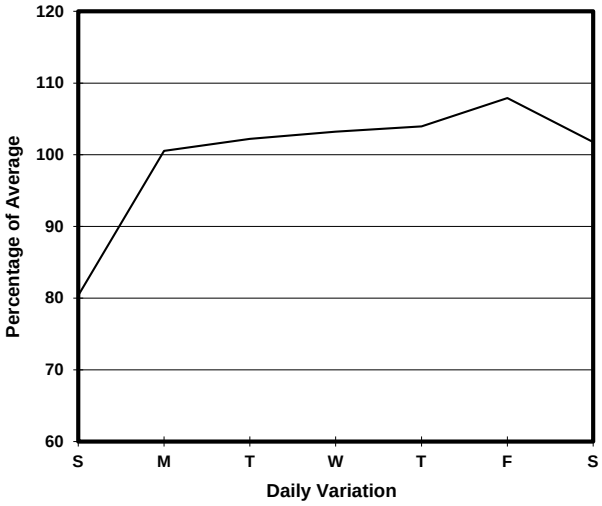
YEAR 2025 **LINK** TATE'S CAIRN TUNNEL (from TOLL PLAZA to SOUTH PORTAL)

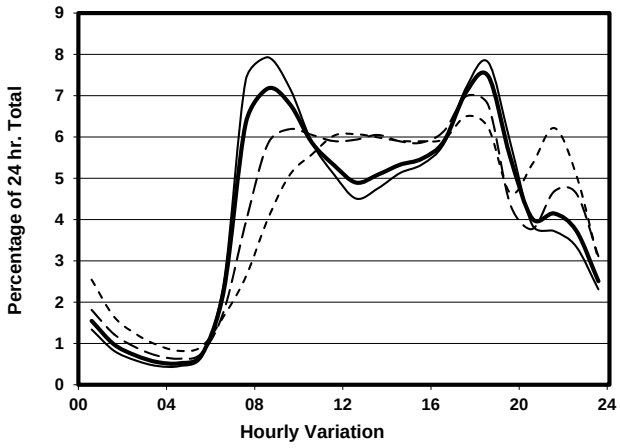
CORE STATION 5022
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

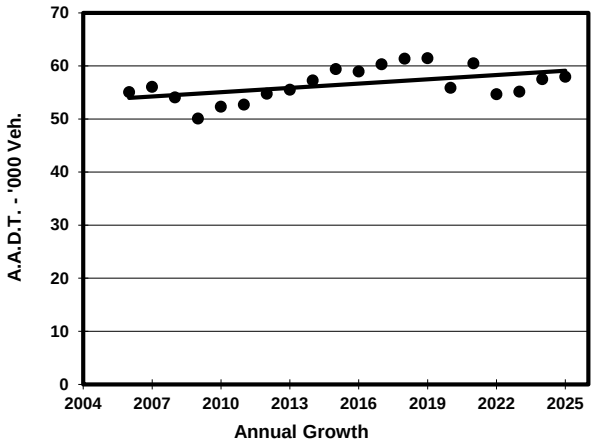


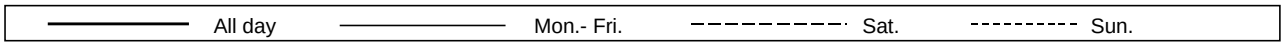
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	27660	28830	28560	22940
R 12 / 24 - %	76.3	78.1	74.3	67.4
R 16 / 24 - %	90.7	91.2	90.1	88.1
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2210	2740	2050	1270
T - % (AM)	-	7.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1940	2070	1920	1540
T - % (PM)	-	8.9	-	-
Prop.of commercial vehicles - 16 hr.	-	12.6	-	-
NORTH BOUND				
A.A.D.T.	30270	31780	31110	24210
R 12 / 24 - %	69.5	70.3	69.1	64.5
R 16 / 24 - %	89.7	90.5	88.0	86.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1970	2290	1640	1130
T - % (AM)	-	13.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2390	2660	2250	1530
T - % (PM)	-	8.2	-	-
Prop.of commercial vehicles - 16 hr.	-	14.1	-	-

3. OTHER INFORMATION AND COMMENT

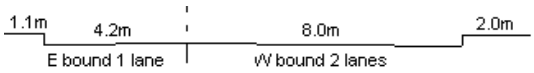
4. Vehicle classification and occupancy - Monday to Friday

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	0.0	73.7	9.4	1.1	0.0	6.5	3.1	1.6	0.0	4.5
	Ocp	0.0	1.2	2.3	7.2	0.0	1.4	1.1	12.7	0.0	64.8
0800-0900	Pro	2.8	57.4	11.0	0.6	0.0	13.5	7.6	0.9	0.0	6.2
Peak hour	Ocp	1.1	1.2	2.0	4.7	0.0	1.5	1.3	18.2	0.0	67.3
0900-1000	Pro	0.0	60.1	13.0	0.3	0.0	12.8	8.3	0.7	0.0	4.8
	Ocp	0.0	1.2	2.0	5.3	0.0	1.4	1.4	6.4	0.0	42.4
1000-1100	Pro	0.5	52.7	14.2	0.7	0.0	14.4	11.6	1.0	0.0	4.9
	Ocp	1.0	1.5	2.1	1.3	0.0	1.4	1.2	24.9	0.0	41.1
1100-1200	Pro	1.5	51.3	13.5	0.3	0.0	14.7	11.3	2.0	0.0	5.3
	Ocp	1.0	1.3	2.2	1.5	0.0	1.3	1.2	15.2	0.0	36.0
1200-1300	Pro	0.2	62.3	8.7	0.2	0.0	11.6	9.7	1.4	0.1	5.9
	Ocp	1.0	1.3	2.4	1.0	0.0	1.3	1.2	8.1	2.5	35.8
1300-1400	Pro	0.8	53.1	11.3	1.8	0.0	14.4	11.8	1.0	0.0	5.8
	Ocp	1.0	1.4	2.0	2.8	0.0	1.4	1.2	27.5	0.0	40.6
1400-1500	Pro	1.0	59.2	9.5	0.1	0.0	11.8	11.1	2.0	0.1	5.2
	Ocp	1.0	1.3	1.9	1.0	0.0	1.3	1.4	7.2	4.0	39.8
1500-1600	Pro	0.1	57.8	10.3	1.6	0.0	16.5	7.2	1.6	0.0	4.9
	Ocp	1.0	1.2	1.9	2.5	0.0	1.4	1.2	8.2	0.0	41.3
1600-1700	Pro	1.1	58.1	9.4	1.1	0.0	14.2	8.6	2.0	0.1	5.4
	Ocp	1.3	1.4	2.1	3.5	0.0	1.7	1.5	7.9	3.0	43.9
1700-1800	Pro	6.1	55.4	9.3	0.5	0.0	13.5	5.0	2.5	0.0	7.6
	Ocp	1.0	1.6	2.2	2.3	0.0	1.6	1.2	12.9	0.0	67.5
1800-1900	Pro	2.9	78.0	6.0	0.5	0.0	4.1	1.6	1.4	0.0	5.6
	Ocp	1.1	1.3	2.0	1.0	0.0	1.1	1.2	36.9	0.0	77.5
1900-2000	Pro	2.3	73.9	9.2	0.0	0.0	5.7	2.1	1.1	0.0	5.7
	Ocp	1.3	1.5	2.2	0.0	0.0	1.2	1.1	15.3	0.0	66.1
2000-2100	Pro	1.4	71.0	9.7	0.0	0.0	7.3	1.9	1.9	0.0	6.7
	Ocp	1.1	1.3	2.1	0.0	0.0	1.2	1.0	18.8	0.0	44.6
2100-2200	Pro	1.3	67.9	17.5	0.0	0.0	3.8	1.5	0.9	0.0	7.1
	Ocp	1.2	1.1	2.1	0.0	0.0	1.0	1.0	19.8	0.0	43.9
2200-2300	Pro	2.3	73.6	13.6	0.0	0.0	2.8	1.4	0.7	0.0	5.7
	Ocp	1.3	1.3	1.7	0.0	0.0	1.0	1.2	1.0	0.0	46.3
16 hours	Pro	1.5	63.4	10.7	0.6	0.0	10.5	6.4	1.4	0.1	5.6
	Ocp	1.1	1.3	2.1	3.6	0.0	1.4	1.3	15.3	3.0	52.7

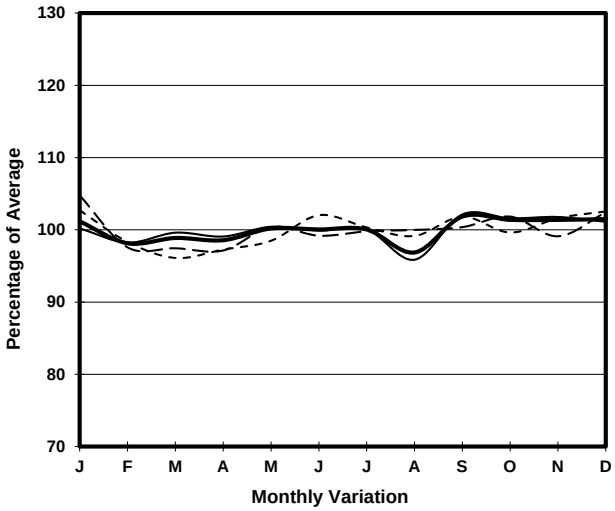
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

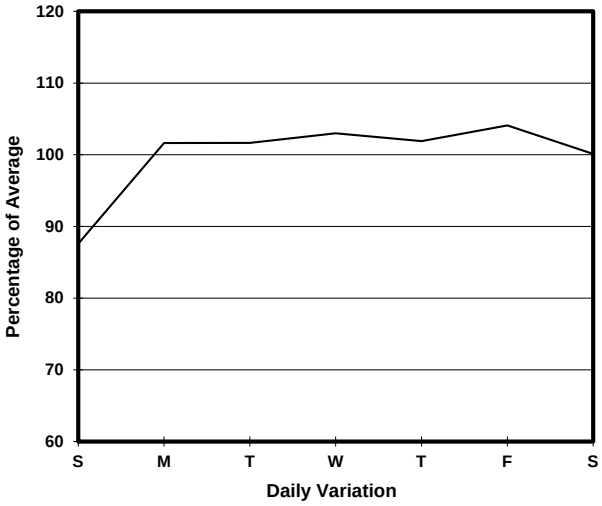
YEAR 2025 **LINK** PO LAM RD (from ANDERSON RD to TSUI LAM RD)

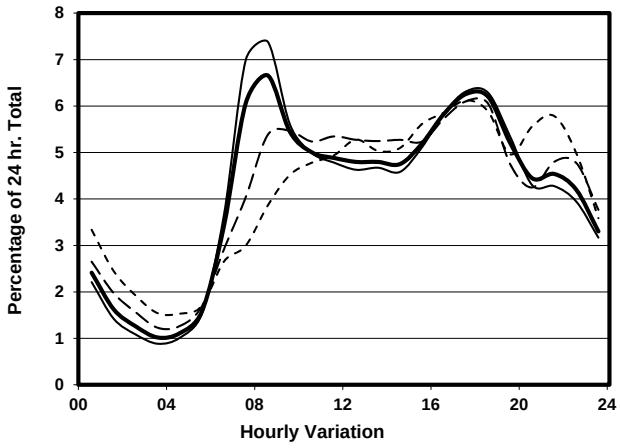
CORE STATION 5023
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

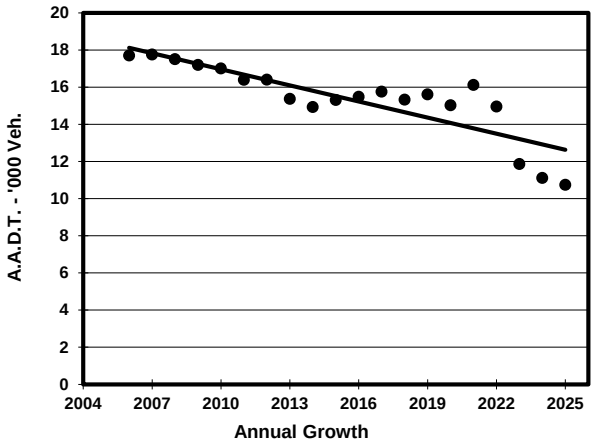


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	4920	5050	5010	4420
R 12 / 24 - %	63.8	64.9	62.6	58.3
R 16 / 24 - %	84.2	85.1	82.6	80.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	250	290	250	170
T - % (AM)	-	16.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	340	360	320	280
T - % (PM)	-	15.1	-	-
Prop.of commercial vehicles - 16 hr.	-	15.9	-	-
WEST BOUND				
A.A.D.T.	5820	6030	5820	5050
R 12 / 24 - %	67.7	69.1	65.9	61.4
R 16 / 24 - %	84.4	85.1	83.2	81.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	460	530	370	260
T - % (AM)	-	11.0	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	360	370	340	300
T - % (PM)	-	11.6	-	-
Prop.of commercial vehicles - 16 hr.	-	14.6	-	-

3. OTHER INFORMATION AND COMMENT

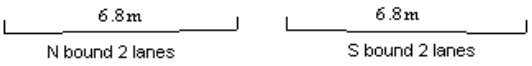
4. Vehicle classification and occupancy - Monday to Friday

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	1.6	31.8	23.6	4.1	9.0	13.0	0.8	0.0	0.2	15.9
	Ocp	1.0	1.6	2.1	12.8	13.6	1.6	1.0	0.0	15.0	29.3
0800-0900	Pro	6.2	42.6	22.6	1.5	6.2	8.2	2.6	2.6	0.3	7.4
Peak hour	Ocp	1.1	1.4	1.7	4.3	11.4	1.5	1.6	7.4	21.0	35.7
0900-1000	Pro	3.3	37.1	19.9	0.7	6.0	18.6	1.3	2.7	0.2	10.3
	Ocp	1.2	1.3	1.8	2.0	10.7	1.6	2.5	1.5	1.0	26.6
1000-1100	Pro	3.9	23.4	28.1	0.0	10.9	21.1	1.6	0.0	0.4	10.7
	Ocp	1.0	1.6	1.8	0.0	6.4	1.4	1.0	0.0	15.0	20.1
1100-1200	Pro	5.3	24.9	23.2	7.1	8.9	12.5	4.5	2.7	0.4	10.5
	Ocp	1.0	1.3	1.6	1.3	8.2	1.6	1.2	1.0	7.0	22.4
1200-1300	Pro	0.9	36.6	24.7	2.6	13.6	6.8	2.6	0.0	0.0	12.3
	Ocp	1.0	1.6	1.7	4.7	5.1	1.4	2.0	0.0	0.0	22.5
1300-1400	Pro	0.0	36.8	16.7	7.8	10.0	12.3	1.1	1.1	0.3	13.9
	Ocp	0.0	1.4	1.8	1.1	7.3	1.6	2.0	1.0	11.0	25.9
1400-1500	Pro	0.0	21.6	23.7	1.0	5.1	23.7	8.2	2.1	0.5	14.1
	Ocp	0.0	1.4	1.7	1.0	3.2	1.4	1.1	2.5	13.0	24.5
1500-1600	Pro	3.9	26.5	26.5	0.8	7.0	17.2	5.5	2.3	0.2	10.1
	Ocp	1.0	1.3	1.5	1.0	7.7	1.4	1.4	1.3	22.0	25.3
1600-1700	Pro	2.6	23.0	26.2	7.0	6.4	16.6	4.5	4.5	0.3	8.9
	Ocp	1.0	1.5	1.8	2.9	9.6	1.5	1.0	3.0	17.5	24.6
1700-1800	Pro	4.1	39.9	19.6	8.1	7.4	10.1	0.0	0.7	0.2	10.0
	Ocp	1.2	1.4	1.7	1.8	10.0	1.3	0.0	2.0	25.0	29.6
1800-1900	Pro	1.5	50.2	17.0	0.0	6.6	10.3	1.5	0.0	1.1	11.8
	Ocp	1.0	1.4	1.6	0.0	9.1	1.6	1.0	0.0	4.2	32.9
1900-2000	Pro	3.6	45.5	20.6	0.0	6.4	9.2	0.7	0.0	0.2	13.9
	Ocp	1.0	1.4	1.6	0.0	8.8	1.1	1.0	0.0	9.0	27.5
2000-2100	Pro	2.6	50.5	23.1	0.0	5.1	6.9	0.0	0.0	0.2	11.6
	Ocp	1.3	1.5	1.7	0.0	7.0	1.3	0.0	0.0	2.0	22.4
2100-2200	Pro	2.1	47.1	26.7	0.0	3.2	6.4	0.0	0.0	0.3	14.2
	Ocp	1.5	1.4	1.7	0.0	9.0	1.0	0.0	0.0	11.0	25.6
2200-2300	Pro	1.0	49.9	25.4	0.0	5.1	5.1	0.0	0.0	0.0	13.5
	Ocp	1.0	1.3	1.4	0.0	4.6	1.2	0.0	0.0	0.0	17.6
16 hours	Pro	2.9	36.7	22.9	2.6	7.3	12.4	2.2	1.3	0.3	11.5
	Ocp	1.1	1.4	1.7	3.2	8.4	1.4	1.3	3.0	11.2	26.1

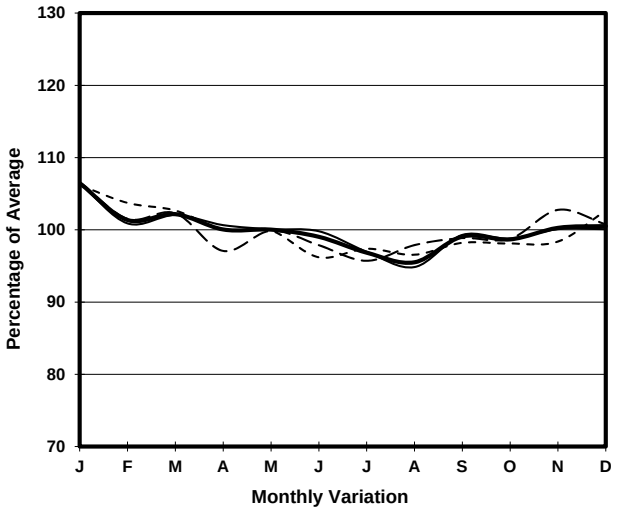
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

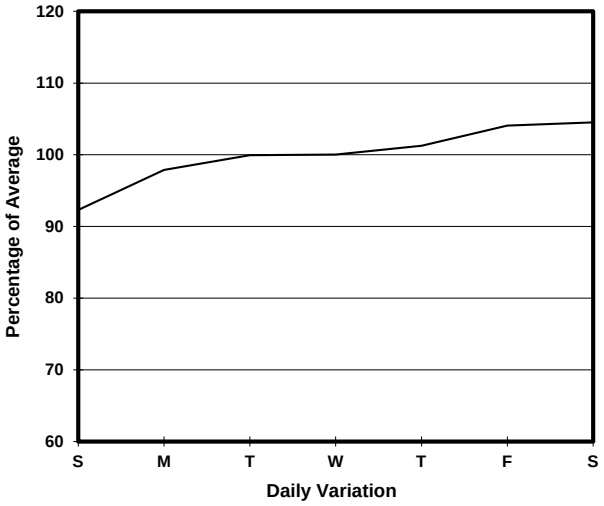
YEAR 2025 **LINK** LION ROCK TUNNEL (from TOLL PLAZA to SOUTH PORTAL)

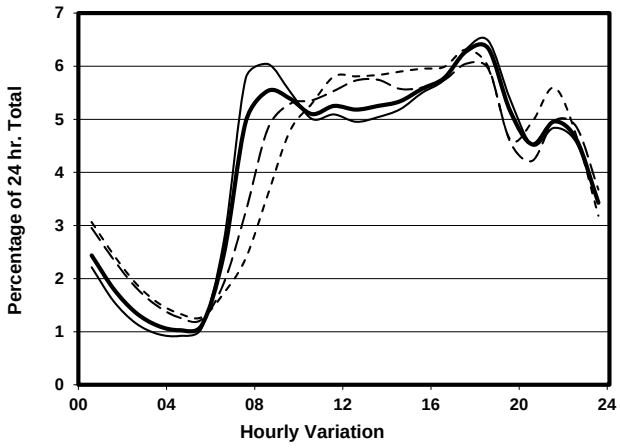
CORE STATION 5024
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

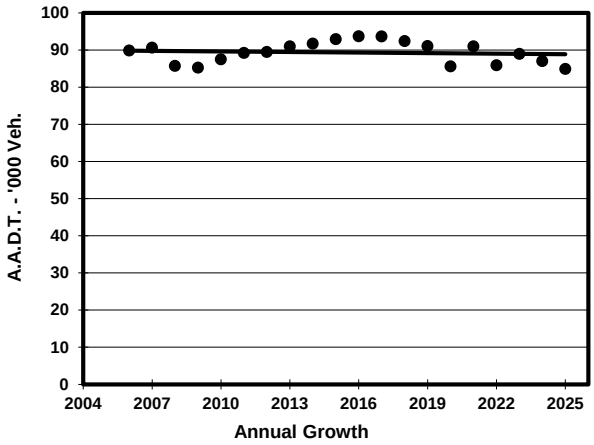


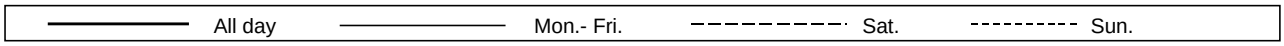
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	42460	42860	44380	39730
R 12 / 24 - %	70.3	71.1	68.9	68.0
R 16 / 24 - %	86.5	86.9	85.2	85.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2650	2860	2780	2310
T - % (AM)	-	9.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2660	2720	2670	2590
T - % (PM)	-	7.0	-	-
Prop.of commercial vehicles - 16 hr.	-	9.5	-	-
NORTH BOUND				
A.A.D.T.	42430	42850	44800	39110
R 12 / 24 - %	61.6	62.3	60.5	59.2
R 16 / 24 - %	84.0	85.0	81.3	81.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2050	2320	1940	1460
T - % (AM)	-	10.2	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	2720	2840	2720	2420
T - % (PM)	-	7.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8.9	-	-

3. OTHER INFORMATION AND COMMENT

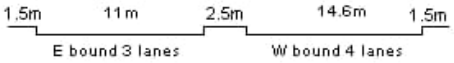
4. Vehicle classification and occupancy - Monday to Friday

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	2.7	60.8	14.8	2.8	1.0	9.4	2.5	3.2	0.0	2.8
	Ocp	1.0	1.4	1.9	8.7	7.1	1.2	1.2	13.9	0.0	42.7
0800-0900	Pro	1.0	68.0	7.3	2.2	0.1	11.7	4.6	1.9	0.0	3.3
	Ocp	1.1	1.2	1.6	6.8	6.0	1.3	1.4	6.9	0.0	33.1
0900-1000	Pro	1.6	59.2	10.5	1.0	0.1	16.7	4.3	1.5	0.0	5.1
	Ocp	1.1	1.3	1.6	4.2	5.0	1.3	1.6	6.7	0.0	20.2
1000-1100	Pro	1.4	53.5	13.3	0.5	0.0	18.8	6.8	2.1	0.1	3.6
	Ocp	1.2	1.3	1.7	2.0	0.0	1.2	1.2	11.5	10.5	22.4
1100-1200	Pro	1.3	55.0	12.3	1.1	0.0	19.1	5.2	2.1	0.0	4.0
	Ocp	1.2	1.2	1.7	3.0	0.0	1.2	1.3	8.7	0.0	22.0
1200-1300	Pro	1.2	55.2	15.5	1.7	0.0	15.2	5.9	1.7	0.0	3.7
	Ocp	1.1	1.3	1.9	9.1	0.0	1.2	1.3	12.3	0.0	28.5
1300-1400	Pro	0.7	59.9	14.5	0.9	0.0	15.0	4.7	1.4	0.1	2.8
	Ocp	1.3	1.2	2.2	4.1	0.0	1.1	1.3	7.2	9.0	32.8
1400-1500	Pro	2.2	62.1	10.2	1.6	0.0	9.8	8.3	2.3	0.1	3.5
	Ocp	1.1	1.2	1.9	1.2	0.0	1.2	1.1	6.4	2.5	29.0
1500-1600	Pro	0.3	58.4	13.0	1.5	0.0	16.2	4.2	3.1	0.0	3.3
	Ocp	1.0	1.2	1.7	9.5	0.0	1.2	1.0	7.0	0.0	31.8
1600-1700	Pro	1.1	60.3	11.6	1.0	0.0	15.7	4.1	2.7	0.1	3.4
	Ocp	1.1	1.1	1.6	3.1	0.0	1.3	1.2	4.6	7.5	28.7
1700-1800	Pro	2.8	68.8	10.1	0.2	0.5	10.4	1.9	1.8	0.1	3.4
	Ocp	1.1	1.4	2.0	1.0	3.2	1.3	1.3	6.2	1.0	37.6
1800-1900	Pro	2.1	75.8	9.1	0.1	0.0	5.6	1.8	2.2	0.0	3.2
Peak hour	Ocp	1.1	1.3	2.2	12.0	0.0	1.2	1.2	12.6	0.0	47.8
1900-2000	Pro	1.1	75.4	12.3	0.0	0.0	6.0	0.9	1.1	0.0	3.2
	Ocp	1.1	1.3	2.0	0.0	0.0	1.2	1.0	8.8	0.0	30.8
2000-2100	Pro	1.8	69.5	15.8	0.4	0.1	5.6	1.8	1.2	0.0	3.9
	Ocp	1.2	1.3	1.9	1.0	20.0	1.0	1.2	12.5	0.0	26.8
2100-2200	Pro	2.0	71.2	17.3	0.0	0.1	3.0	1.7	0.7	0.0	4.0
	Ocp	1.1	1.2	1.8	0.0	17.0	1.1	1.1	4.0	0.0	22.9
2200-2300	Pro	0.6	81.2	11.0	0.0	0.3	2.0	1.4	0.2	0.0	3.3
	Ocp	1.0	1.2	1.6	0.0	10.0	1.0	1.0	14.0	0.0	22.1
16 hours	Pro	1.5	64.6	12.2	1.0	0.1	11.4	3.7	1.9	0.1	3.5
	Ocp	1.1	1.3	1.8	6.1	7.2	1.2	1.2	8.8	6.4	30.0

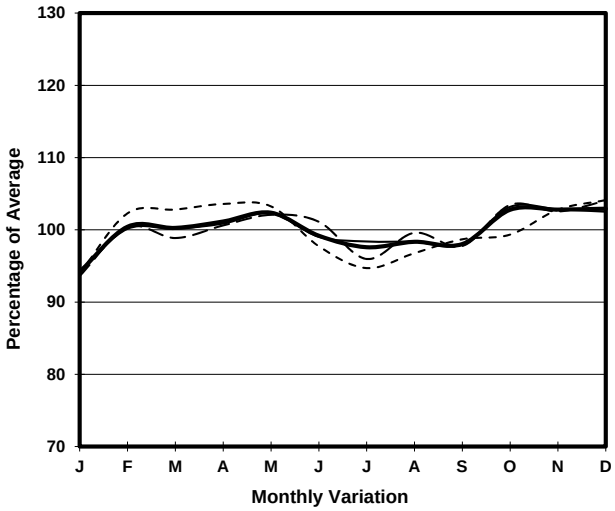
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

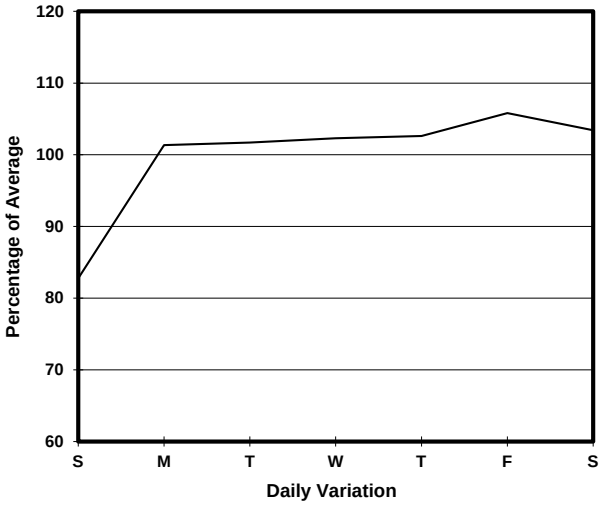
YEAR 2025 **LINK** YUEN LONG HIGHWAY (from TIN SHUI WAI WEST INT to LAM TEI INT)

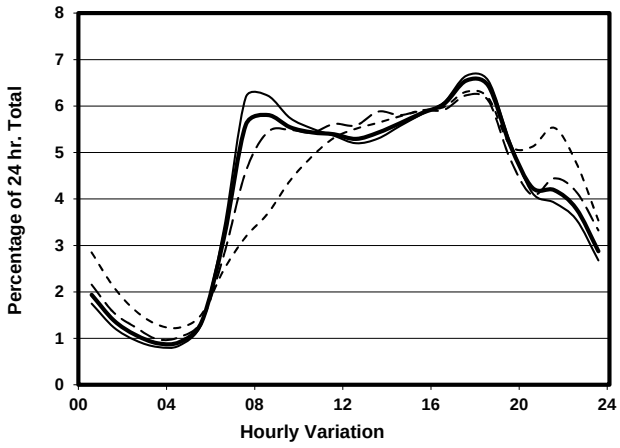
CORE STATION 5025
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

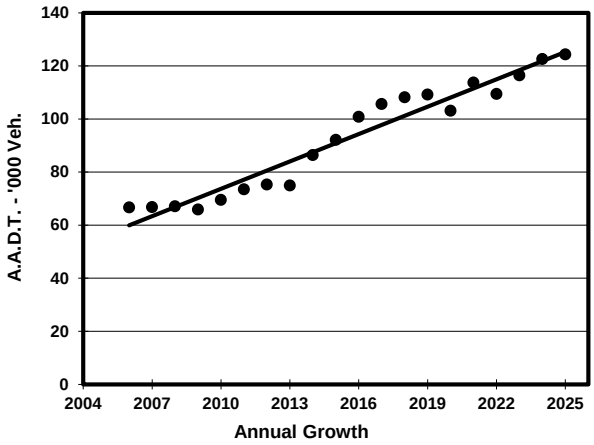


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	63580	66040	66450	52560
R 12 / 24 - %	68.1	69.5	67.3	60.7
R 16 / 24 - %	86.7	87.5	85.9	83.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3570	4000	3540	2200
T - % (AM)	-	22.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4210	4450	4160	3320
T - % (PM)	-	17.3	-	-
Prop.of commercial vehicles - 16 hr.	-	21.3	-	-
WEST BOUND				
A.A.D.T.	60750	62900	63390	51340
R 12 / 24 - %	69.9	71.0	68.8	64.9
R 16 / 24 - %	86.0	86.6	85.2	83.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3650	4020	3620	2360
T - % (AM)	-	26.8	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	3930	4120	3940	3230
T - % (PM)	-	19.3	-	-
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	3.0	47.3	13.1	0.8	1.1	13.4	17.0	2.4	0.1	1.9
	Ocp	1.0	1.2	1.5	4.5	17.2	1.1	1.1	9.3	48.0	38.0
0800-0900	Pro	1.2	50.4	7.4	0.9	1.1	15.0	20.0	2.8	0.1	1.3
	Ocp	1.0	1.2	1.8	5.4	14.0	1.1	1.0	10.2	31.5	29.3
0900-1000	Pro	1.5	43.2	8.1	0.7	0.9	18.1	23.0	2.5	0.1	2.0
	Ocp	1.1	1.2	1.7	1.4	13.0	1.1	1.1	13.7	25.5	27.4
1000-1100	Pro	0.9	36.5	9.7	0.4	1.4	19.4	27.8	1.9	0.1	2.1
	Ocp	1.1	1.2	1.8	1.7	8.3	1.1	1.0	11.3	5.5	21.4
1100-1200	Pro	1.0	46.5	9.8	1.1	1.2	13.5	23.3	1.6	0.1	2.1
	Ocp	1.0	1.2	1.6	1.8	9.5	1.1	1.0	13.8	13.0	20.0
1200-1300	Pro	0.6	44.5	10.8	1.5	1.7	12.4	25.0	1.5	0.0	1.9
	Ocp	1.0	1.2	1.8	2.7	8.9	1.2	1.1	10.8	0.0	17.7
1300-1400	Pro	1.3	37.0	9.2	0.5	1.0	19.9	27.9	1.4	0.0	1.9
	Ocp	1.1	1.2	1.9	1.1	15.3	1.1	1.0	14.5	0.0	25.2
1400-1500	Pro	0.9	39.3	8.1	0.5	0.8	22.7	24.0	2.3	0.0	1.4
	Ocp	1.0	1.4	1.5	2.0	11.2	1.0	1.0	11.6	0.0	23.3
1500-1600	Pro	1.6	40.0	10.7	1.3	0.9	19.7	22.2	1.9	0.1	1.6
	Ocp	1.1	1.3	1.7	6.5	8.7	1.1	1.0	12.2	15.5	22.3
1600-1700	Pro	1.4	46.2	8.5	0.7	1.0	19.8	18.2	2.2	0.1	1.9
	Ocp	1.0	1.2	1.8	2.3	12.6	1.1	1.0	8.1	24.0	26.5
1700-1800	Pro	3.9	51.8	9.6	1.0	1.4	14.1	14.4	2.0	0.0	1.8
Peak hour	Ocp	1.1	1.2	1.7	1.3	15.9	1.1	1.0	9.3	0.0	43.5
1800-1900	Pro	2.2	67.1	8.4	0.6	1.1	8.6	8.8	1.9	0.0	1.3
	Ocp	1.1	1.3	1.8	2.7	17.0	1.1	1.1	11.4	0.0	44.0
1900-2000	Pro	1.6	67.2	10.5	0.1	0.8	7.4	6.8	3.6	0.0	2.1
	Ocp	1.0	1.3	1.7	1.0	16.4	1.0	1.0	4.9	0.0	27.4
2000-2100	Pro	2.3	63.0	12.9	0.2	0.6	6.4	9.9	2.5	0.0	2.3
	Ocp	1.1	1.2	1.7	1.0	12.0	1.1	1.0	6.1	0.0	21.1
2100-2200	Pro	2.3	60.6	13.5	0.2	1.0	8.9	10.0	1.5	0.1	2.0
	Ocp	1.1	1.2	1.8	1.0	15.4	1.0	1.0	13.7	5.5	21.3
2200-2300	Pro	1.9	64.1	11.7	0.0	1.0	7.7	10.2	1.6	0.0	1.8
	Ocp	1.1	1.2	2.0	0.0	13.2	1.0	1.0	10.6	0.0	20.0
16 hours	Pro	1.7	50.3	9.9	0.7	1.1	14.4	18.0	2.1	0.1	1.8
	Ocp	1.1	1.2	1.7	3.0	13.0	1.1	1.0	10.2	25.3	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*

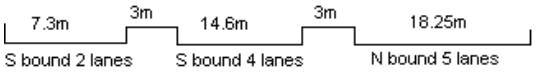
M&H Medium and Heavy

* All traffic data are collected from combined bounds

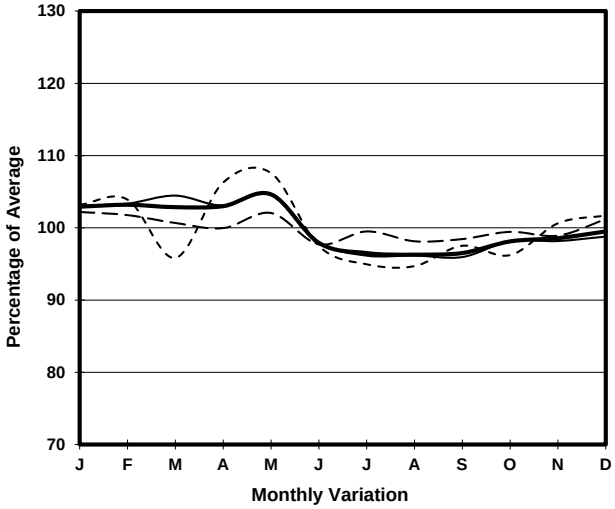
YEAR 2025

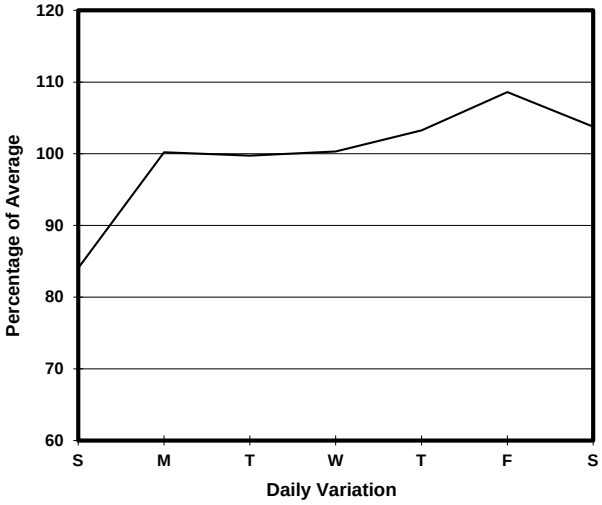
LINK TSING KWAI HIGHWAY (from CHING LAI COURT SLIP RDS TO & FROM CHING CHEUNG RD to CHO YIU CHUEN SLIP RDS TO & FROM KWAI CHUNG RD &

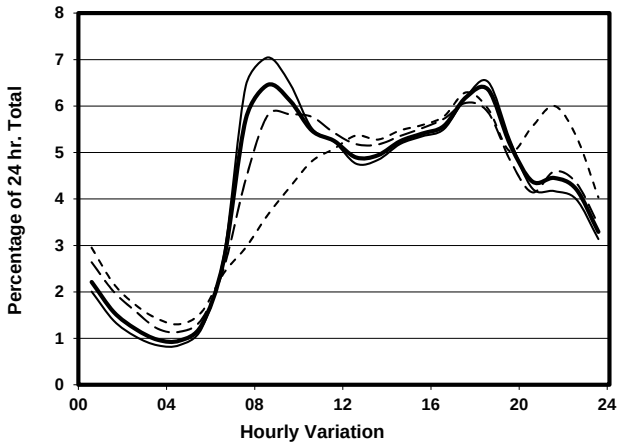
CORE STATION 5026
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

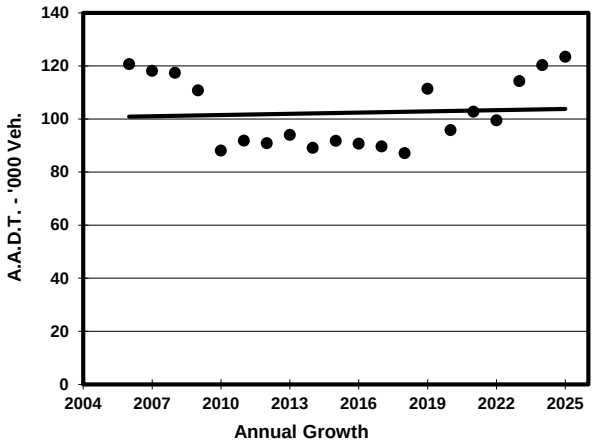


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	63530	65400	67310	54110
R 12 / 24 - %	72.4	74.3	70.3	63.9
R 16 / 24 - %	87.1	88.0	85.2	84.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	4930	5570	4770	2550
T - % (AM)	-	17.2	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3840	4020	4030	3510
T - % (PM)	-	11.0	-	-
Prop.of commercial vehicles - 16 hr.	-	15.8	-	-
NORTH BOUND				
A.A.D.T.	59890	61970	61830	51100
R 12 / 24 - %	62.5	63.6	61.7	56.9
R 16 / 24 - %	84.5	85.4	82.8	80.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3040	3400	2910	1930
T - % (AM)	-	12.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	4000	4280	3820	3120
T - % (PM)	-	9.7	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

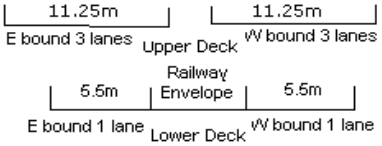
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	5.7	23.3	26.2	1.8	0.0	18.7	14.8	3.6	0.0	5.9
	Ocp	1.1	1.2	2.1	3.9	0.0	1.1	1.1	14.2	0.0	48.7
0800-0900	Pro	2.8	52.5	12.7	0.7	0.0	16.1	8.0	2.9	0.1	4.3
Peak hour	Ocp	1.0	1.1	2.0	4.5	0.0	1.2	1.1	23.4	3.0	59.7
0900-1000	Pro	0.8	51.6	12.7	0.3	0.0	20.0	9.0	2.1	0.0	3.4
	Ocp	1.1	1.2	1.8	4.0	0.0	1.2	1.1	22.7	0.0	36.1
1000-1100	Pro	0.7	45.0	13.1	0.4	0.0	22.4	13.6	1.4	0.0	3.4
	Ocp	1.1	1.2	2.0	4.3	0.0	1.2	1.1	24.5	0.0	36.9
1100-1200	Pro	1.3	43.7	12.7	0.8	0.0	25.0	11.2	1.8	0.1	3.4
	Ocp	1.0	1.2	1.9	3.5	0.0	1.1	1.0	11.3	1.0	28.7
1200-1300	Pro	1.5	49.4	14.9	1.1	0.0	15.2	12.9	1.7	0.1	3.2
	Ocp	1.1	1.2	1.9	4.1	0.0	1.1	1.1	13.4	1.0	28.0
1300-1400	Pro	2.0	48.5	13.3	0.3	0.1	18.1	13.0	1.9	0.0	3.0
	Ocp	1.1	1.3	2.0	3.6	1.0	1.1	1.1	9.9	0.0	34.5
1400-1500	Pro	1.7	51.5	11.4	0.6	0.0	17.3	13.1	1.2	0.1	3.1
	Ocp	1.0	1.3	1.8	3.4	0.0	1.2	1.1	10.0	1.0	30.6
1500-1600	Pro	1.1	46.8	12.0	0.6	0.0	21.7	13.4	2.0	0.1	2.3
	Ocp	1.1	1.4	1.9	3.1	0.0	1.2	1.1	14.4	3.0	32.8
1600-1700	Pro	1.5	50.5	13.1	1.3	0.0	18.7	9.5	1.9	0.0	3.6
	Ocp	1.1	1.3	1.8	5.3	0.0	1.3	1.2	13.5	0.0	33.5
1700-1800	Pro	3.2	54.5	11.4	1.2	0.0	16.5	7.6	1.9	0.1	3.8
	Ocp	1.0	1.2	1.9	3.9	0.0	1.2	1.1	16.2	4.0	41.5
1800-1900	Pro	2.7	67.2	11.2	0.1	0.0	8.5	4.3	1.8	0.1	4.2
	Ocp	1.0	1.3	2.0	12.7	0.0	1.2	1.1	23.2	1.0	59.2
1900-2000	Pro	2.0	68.5	12.4	0.3	0.0	5.9	3.4	2.4	0.0	5.1
	Ocp	1.1	1.1	1.6	1.2	0.0	1.1	1.0	11.0	0.0	41.8
2000-2100	Pro	1.1	69.8	13.4	0.2	0.0	6.0	3.2	1.8	0.1	4.4
	Ocp	1.1	1.1	1.9	6.0	0.0	1.1	1.1	15.9	1.0	33.2
2100-2200	Pro	1.8	67.6	17.1	0.1	0.0	5.4	2.8	0.7	0.1	4.6
	Ocp	1.1	1.2	1.5	1.0	0.0	1.1	1.1	8.3	1.0	24.7
2200-2300	Pro	2.1	70.8	15.6	0.0	0.0	4.1	3.1	0.6	0.1	3.7
	Ocp	1.0	1.2	1.8	0.0	0.0	1.0	1.1	15.5	1.0	25.8
16 hours	Pro	1.9	54.0	13.5	0.6	0.1	15.3	8.9	1.9	0.1	3.8
	Ocp	1.1	1.2	1.9	4.1	1.0	1.2	1.1	16.6	1.6	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

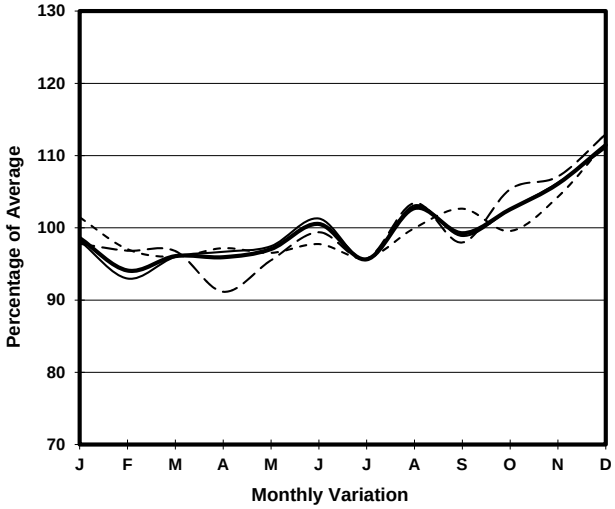
YEAR 2025

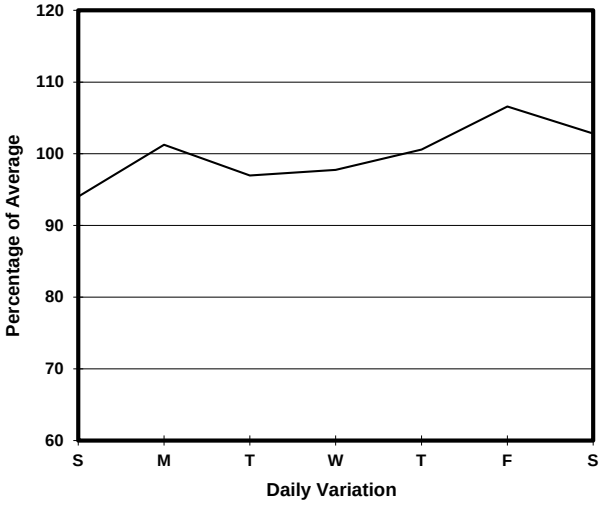
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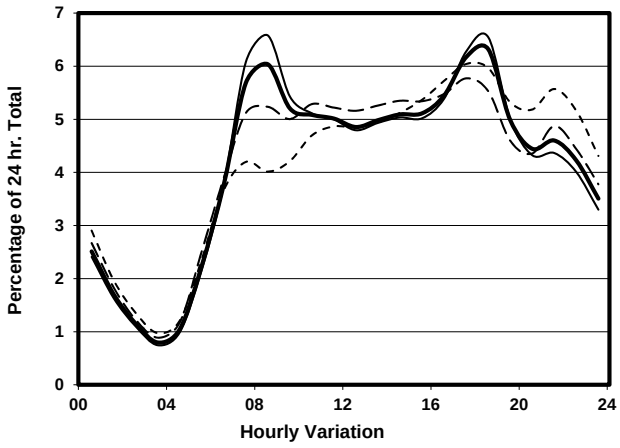
CORE STATION 5027
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

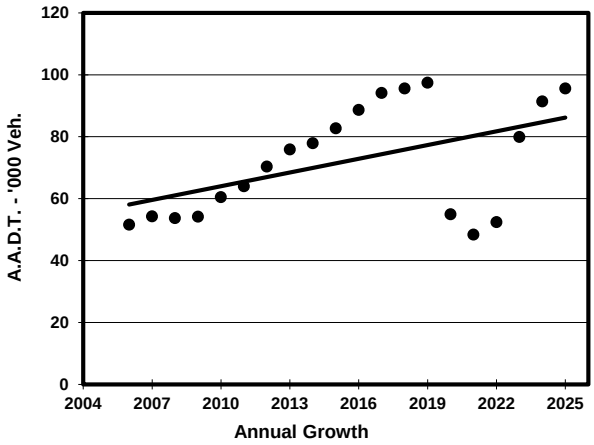


1. TRAFFIC FLOW VARIATION AND GROWTH









All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	48250	48640	48790	46820
R 12 / 24 - %	63.3	64.8	61.2	57.7
R 16 / 24 - %	82.5	83.2	80.9	80.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0700-0800
One-way flow at AM peak hour	2480	2660	2290	1820
T - % (AM)	-	18.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3600	3820	3040	3140
T - % (PM)	-	11.0	-	-
Prop.of commercial vehicles - 16 hr.	-	16.6	-	-
WEST BOUND				
A.A.D.T.	47320	47790	50080	43290
R 12 / 24 - %	66.7	67.6	66.3	62.5
R 16 / 24 - %	84.0	84.6	83.1	81.8
AM Peak Hour	0800-0900	0800-0900	0700-0800	0900-1000
One-way flow at AM peak hour	3290	3680	3020	2100
T - % (AM)	-	12.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2560	2570	2670	2460
T - % (PM)	-	15.9	-	-
Prop.of commercial vehicles - 16 hr.	-	16.3	-	-

3. OTHER INFORMATION AND COMMENT

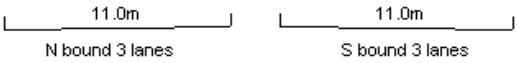
4. Vehicle classification and occupancy - Monday to Friday

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	4.3	51.3	22.2	0.2	0.0	5.1	10.4	3.0	0.0	3.5
	Ocp	1.0	1.3	1.7	4.7	0.0	1.4	1.1	26.0	0.0	49.4
0800-0900	Pro	1.1	59.1	19.0	0.0	0.0	5.9	8.9	3.3	0.0	2.7
Peak hour	Ocp	1.0	1.2	2.1	0.0	0.0	1.7	1.2	16.7	0.0	49.5
0900-1000	Pro	0.8	56.1	18.9	0.2	0.0	10.4	7.1	3.0	0.0	3.3
	Ocp	1.0	1.2	1.9	1.7	0.0	1.5	1.3	11.6	0.0	36.3
1000-1100	Pro	0.6	54.1	14.4	0.1	0.0	10.6	13.0	3.6	0.0	3.7
	Ocp	1.5	1.4	2.2	1.0	0.0	1.4	1.3	17.6	0.0	29.4
1100-1200	Pro	0.4	47.7	21.6	0.1	0.0	12.6	10.2	3.2	0.0	4.2
	Ocp	1.0	1.6	2.3	1.0	0.0	1.3	1.2	8.8	0.0	28.3
1200-1300	Pro	0.7	52.3	19.3	0.4	0.0	8.6	11.3	2.8	0.0	4.5
	Ocp	1.0	1.4	2.3	3.8	0.0	1.2	1.1	10.3	0.0	32.3
1300-1400	Pro	1.7	47.1	16.7	0.5	0.0	10.7	15.4	3.1	0.0	4.8
	Ocp	1.0	1.5	1.5	2.0	0.0	1.2	1.2	10.6	0.0	30.3
1400-1500	Pro	1.3	47.7	18.7	0.5	0.0	10.5	16.1	1.1	0.0	4.0
	Ocp	1.0	1.8	2.3	5.0	0.0	1.3	1.0	10.5	0.0	25.7
1500-1600	Pro	0.7	47.1	19.6	0.1	0.0	11.9	14.3	2.0	0.1	4.1
	Ocp	1.0	1.2	2.2	1.0	0.0	1.3	1.1	10.9	1.0	27.2
1600-1700	Pro	2.1	46.0	17.7	0.4	0.0	10.1	15.8	3.9	0.1	4.0
	Ocp	1.0	1.3	2.3	2.5	0.0	1.1	1.0	7.9	1.0	27.2
1700-1800	Pro	2.3	54.4	17.1	0.0	0.0	8.7	10.7	3.3	0.0	3.4
	Ocp	1.0	1.4	1.6	0.0	0.0	1.0	1.0	8.4	0.0	41.0
1800-1900	Pro	2.4	64.4	16.5	0.1	0.0	4.3	3.8	5.1	0.0	3.5
	Ocp	1.0	1.1	2.0	1.0	0.0	1.1	1.0	20.2	0.0	53.0
1900-2000	Pro	0.9	70.6	14.3	0.1	0.0	3.2	5.6	2.1	0.0	3.3
	Ocp	1.0	1.2	1.6	1.0	0.0	1.0	1.0	8.9	0.0	41.4
2000-2100	Pro	1.7	50.3	31.0	0.0	0.0	4.1	5.7	2.7	0.0	4.5
	Ocp	1.1	1.2	2.1	0.0	0.0	1.1	1.0	9.6	0.0	34.7
2100-2200	Pro	1.0	69.5	17.1	0.1	0.0	2.3	5.1	1.0	0.0	3.9
	Ocp	1.0	1.2	1.9	1.0	0.0	1.0	1.0	2.3	0.0	30.9
2200-2300	Pro	0.6	65.7	21.3	0.1	0.0	2.2	4.6	0.9	0.0	4.6
	Ocp	1.0	1.1	2.0	1.0	0.0	1.4	1.0	6.8	0.0	28.7
16 hours	Pro	1.5	55.6	18.9	0.2	0.0	7.5	9.8	2.9	0.1	3.8
	Ocp	1.0	1.3	2.0	2.8	0.0	1.3	1.1	13.5	1.0	35.8

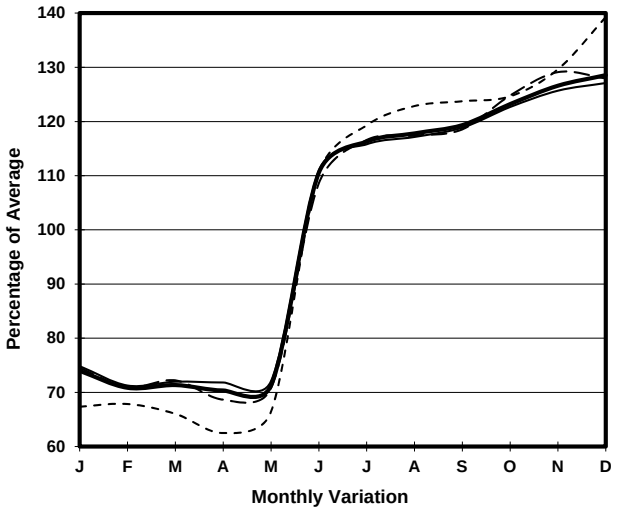
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

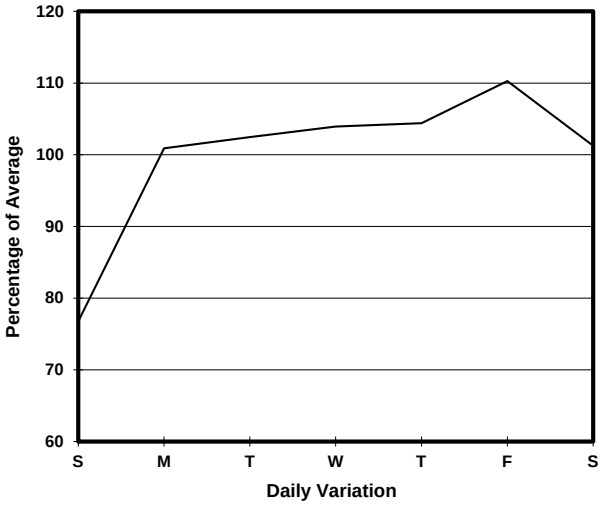
YEAR 2025 **LINK** TSING LONG HIGHWAY - TAI LAM TUNNEL (from AU TAU INT to TUEN MUN RD)

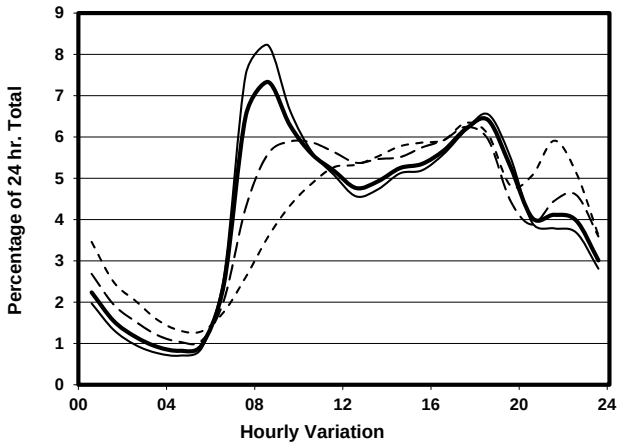
CORE STATION 5029
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

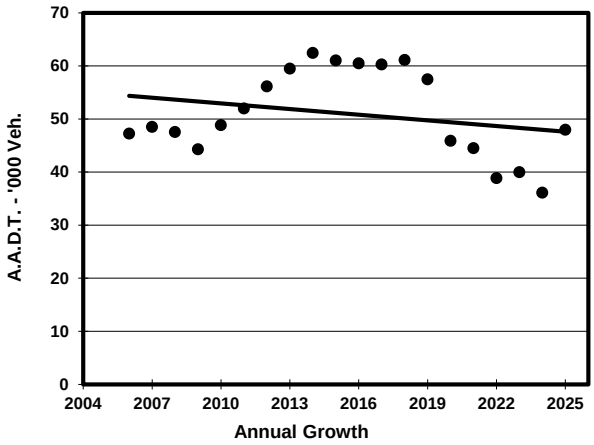


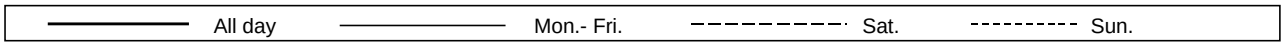
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	24720	26430	25080	18240
R 12 / 24 - %	77.3	79.1	74.4	68.6
R 16 / 24 - %	88.6	89.2	87.6	85.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2660	3210	1980	1030
T - % (AM)	-	26.0	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1290	1320	1400	1170
T - % (PM)	-	21.5	-	-
Prop.of commercial vehicles - 16 hr.	-	26.1	-	-
NORTH BOUND				
A.A.D.T.	23250	24490	24530	18020
R 12 / 24 - %	61.2	62.3	60.4	54.4
R 16 / 24 - %	85.1	86.6	82.1	79.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	990	1090	990	550
T - % (AM)	-	34.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1900	2120	1700	1170
T - % (PM)	-	19.1	-	-
Prop.of commercial vehicles - 16 hr.	-	30.6	-	-

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	49.4	8.3	0.4	0.0	12.9	17.4	2.2	0.1	6.6
	Ocp	1.0	1.3	2.2	4.7	0.0	1.4	1.2	31.8	11.8	68.2
0800-0900	Pro	0.7	49.3	7.7	0.2	0.0	14.8	19.2	2.2	0.2	5.7
Peak hour	Ocp	1.0	1.3	2.1	1.0	0.0	1.6	1.3	28.2	13.1	69.4
0900-1000	Pro	0.5	47.8	6.1	0.1	0.0	16.5	22.2	2.0	0.1	4.7
	Ocp	1.3	1.2	2.0	2.0	0.0	1.5	1.2	20.4	9.0	51.3
1000-1100	Pro	1.2	43.6	5.6	0.0	0.0	19.3	23.1	1.4	0.1	5.7
	Ocp	1.0	1.4	1.9	0.0	0.0	1.5	1.2	12.6	12.0	45.0
1100-1200	Pro	1.1	40.5	4.6	0.0	0.0	15.9	29.2	1.1	0.2	7.3
	Ocp	1.0	1.3	2.5	0.0	0.0	1.4	1.2	15.2	5.3	43.0
1200-1300	Pro	0.6	46.4	2.9	0.6	0.0	13.4	26.8	2.9	0.2	6.2
	Ocp	1.0	1.4	2.1	3.3	0.0	1.6	1.2	19.6	8.0	42.2
1300-1400	Pro	0.2	43.6	3.6	0.0	0.0	19.3	23.6	1.6	0.2	7.8
	Ocp	1.0	1.5	1.8	0.0	0.0	1.3	1.2	23.3	7.8	47.8
1400-1500	Pro	0.5	33.0	6.3	0.0	0.0	18.0	34.0	1.2	0.1	6.9
	Ocp	1.0	1.3	1.8	0.0	0.0	1.3	1.2	15.8	8.0	41.6
1500-1600	Pro	0.2	39.8	6.4	1.0	0.0	17.0	27.9	1.4	0.2	6.2
	Ocp	1.0	1.4	2.0	6.0	0.0	1.4	1.2	19.0	6.3	44.8
1600-1700	Pro	0.6	42.9	12.6	0.0	0.0	12.9	21.8	1.5	0.2	7.4
	Ocp	1.0	1.5	1.5	0.0	0.0	1.3	1.2	17.4	7.5	51.0
1700-1800	Pro	1.3	49.0	7.4	0.4	0.0	14.5	18.7	1.1	0.2	7.5
	Ocp	1.0	1.3	1.8	5.5	0.0	1.3	1.1	19.8	7.0	70.2
1800-1900	Pro	0.9	70.9	6.4	0.0	0.0	6.0	5.2	2.5	0.3	7.8
	Ocp	1.0	1.3	1.7	0.0	0.0	1.2	1.1	19.5	13.4	80.1
1900-2000	Pro	1.7	67.3	9.7	0.2	0.0	5.2	4.1	1.3	0.2	10.4
	Ocp	1.1	1.2	1.8	1.0	0.0	1.4	1.2	21.1	11.6	63.5
2000-2100	Pro	1.2	61.4	10.6	0.0	0.0	4.7	7.4	1.5	0.4	12.8
	Ocp	1.3	1.2	1.7	0.0	0.0	1.2	1.1	15.8	6.8	43.9
2100-2200	Pro	2.0	53.8	15.7	0.4	0.0	10.2	6.3	2.4	0.2	9.0
	Ocp	1.2	1.2	1.9	1.0	0.0	1.2	1.1	37.7	9.5	48.9
2200-2300	Pro	0.4	57.1	15.6	0.0	0.0	7.4	6.9	1.7	0.4	10.4
	Ocp	1.0	1.2	1.6	0.0	0.0	1.2	1.2	10.5	5.8	32.2
16 hours	Pro	1.0	49.7	7.5	0.2	0.0	13.5	18.9	1.8	0.2	7.2
	Ocp	1.0	1.3	1.9	3.9	0.0	1.4	1.2	22.2	9.3	55.8

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

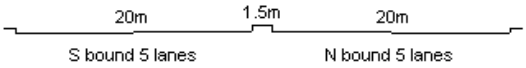
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

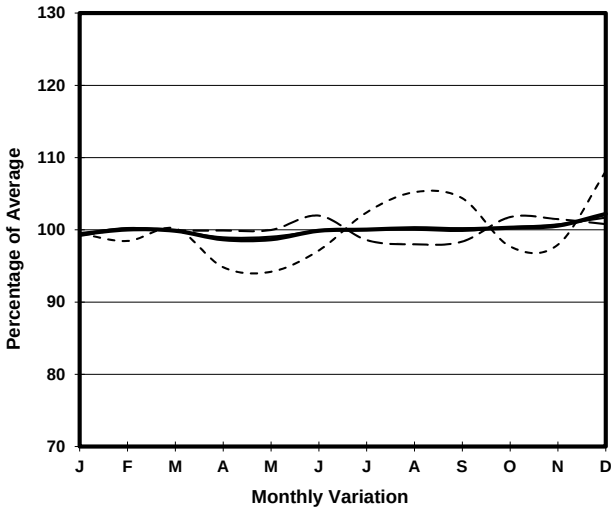
* All traffic data are collected from combined bounds

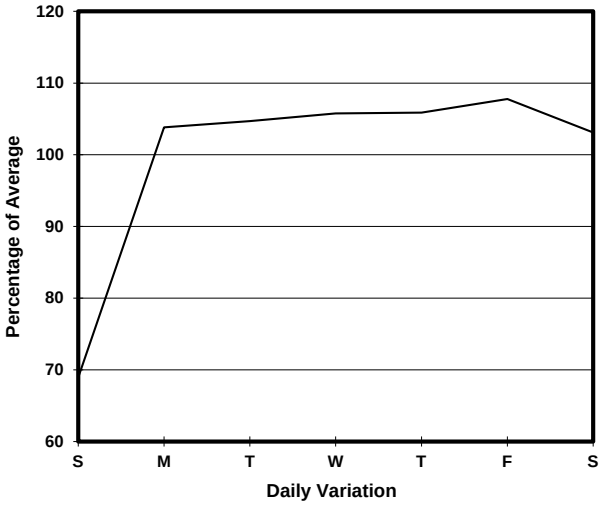
YEAR 2025 **LINK** KWAI CHUNG RD (from KWAI CHUNG INT to TSUEN WAN RD)

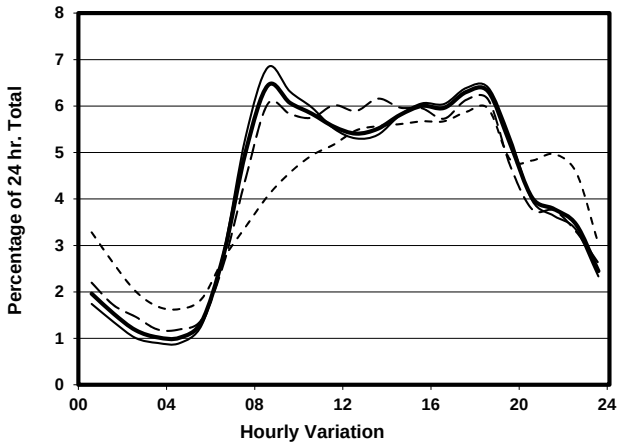
CORE STATION 5030
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

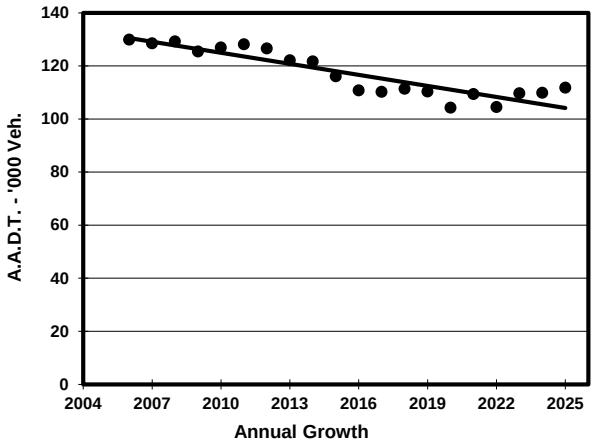


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	54990	59160	57310	38440
R 12 / 24 - %	72.5	73.6	72.4	64.7
R 16 / 24 - %	87.1	87.9	86.2	82.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3910	4460	3800	1940
T - % (AM)	-	18.0	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	3430	3730	3470	2350
T - % (PM)	-	13.5	-	-
Prop.of commercial vehicles - 16 hr.	-	14.7	-	-
NORTH BOUND				
A.A.D.T.	56800	60950	59990	39680
R 12 / 24 - %	68.0	69.2	67.9	59.3
R 16 / 24 - %	86.2	87.3	85.0	80.0
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3300	3740	3300	1630
T - % (AM)	-	10.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	3630	3970	3740	2290
T - % (PM)	-	10.9	-	-
Prop.of commercial vehicles - 16 hr.	-	13.1	-	-

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	6.1	41.8	15.8	1.8	2.3	18.2	3.8	6.2	0.0	4.0
	Ocp	1.0	1.3	2.0	7.7	4.9	1.2	1.1	25.5	0.0	58.0
0800-0900	Pro	4.6	55.4	13.2	0.5	1.0	10.7	9.9	1.5	0.0	3.3
Peak hour	Ocp	1.0	1.2	1.9	5.6	9.8	1.1	1.1	13.5	0.0	56.0
0900-1000	Pro	2.4	41.7	13.5	0.4	0.8	24.1	11.9	1.1	0.1	4.1
	Ocp	1.0	1.2	1.9	3.5	8.1	1.1	1.1	15.4	1.0	39.5
1000-1100	Pro	2.6	40.9	10.9	0.2	0.4	31.3	9.2	0.9	0.0	3.5
	Ocp	1.1	1.3	2.0	7.3	7.3	1.2	1.1	18.5	0.0	38.7
1100-1200	Pro	2.0	49.8	12.2	0.4	0.9	17.5	12.2	1.3	0.0	3.5
	Ocp	1.1	1.2	1.9	3.3	6.2	1.2	1.1	9.0	0.0	34.2
1200-1300	Pro	3.5	44.9	9.7	0.3	0.2	23.6	12.7	1.4	0.0	3.7
	Ocp	1.0	1.5	2.2	2.5	3.0	1.2	1.1	14.8	0.0	33.9
1300-1400	Pro	2.8	41.2	9.1	0.7	0.6	29.1	11.9	1.3	0.0	3.4
	Ocp	1.1	1.3	1.9	4.7	13.1	1.2	1.2	5.3	0.0	41.4
1400-1500	Pro	2.6	49.4	10.7	0.3	0.5	17.4	14.6	1.1	0.0	3.5
	Ocp	1.1	1.2	1.5	3.8	8.4	1.2	1.1	4.9	0.0	43.9
1500-1600	Pro	2.7	49.3	12.0	0.9	0.8	18.9	10.2	1.5	0.1	3.6
	Ocp	1.1	1.2	1.7	8.9	10.3	1.2	1.2	16.0	1.0	39.9
1600-1700	Pro	3.2	46.0	12.0	1.3	0.7	23.0	8.3	1.7	0.1	3.9
	Ocp	1.1	1.3	2.0	2.3	12.2	1.3	1.2	6.5	1.0	53.3
1700-1800	Pro	5.2	57.5	11.4	0.7	0.9	12.0	6.9	1.9	0.0	3.5
	Ocp	1.0	1.2	1.9	2.9	11.1	1.2	1.1	6.1	0.0	64.7
1800-1900	Pro	4.6	66.9	10.5	0.1	1.1	6.0	5.4	2.0	0.0	3.4
	Ocp	1.1	1.3	2.1	1.0	13.6	1.5	1.4	20.4	0.0	70.7
1900-2000	Pro	4.0	67.9	9.1	0.1	1.4	8.5	3.2	2.0	0.0	3.7
	Ocp	1.0	1.5	1.9	1.0	14.3	1.2	1.1	5.4	0.0	51.6
2000-2100	Pro	3.6	62.2	17.0	0.1	1.6	4.3	4.9	1.8	0.0	4.5
	Ocp	1.1	1.2	1.8	4.0	9.7	1.1	1.0	5.1	0.0	39.1
2100-2200	Pro	4.4	63.2	18.1	0.0	1.4	5.5	1.7	1.7	0.0	3.9
	Ocp	1.1	1.3	1.8	0.0	10.5	1.1	1.0	3.3	0.0	42.1
2200-2300	Pro	1.7	71.4	14.0	0.0	1.0	4.5	3.4	1.1	0.0	3.1
	Ocp	1.1	1.2	1.8	0.0	11.0	1.0	1.1	7.6	0.0	35.7
16 hours	Pro	3.6	52.5	12.2	0.5	1.0	16.4	8.5	1.8	0.1	3.7
	Ocp	1.1	1.3	1.9	5.0	9.8	1.2	1.1	13.7	1.0	47.4

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

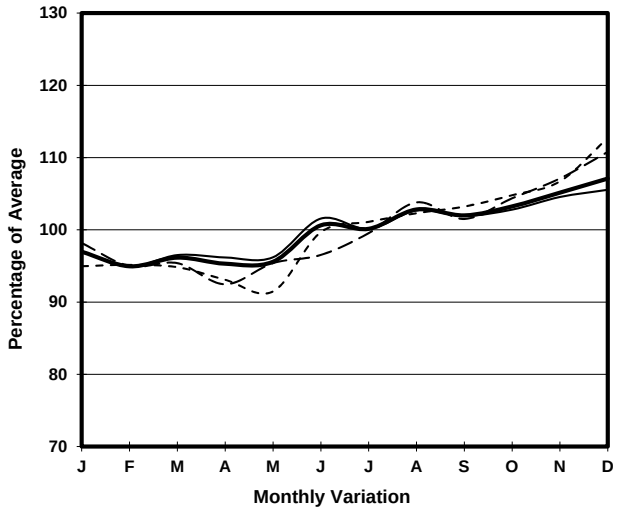
YEAR 2025

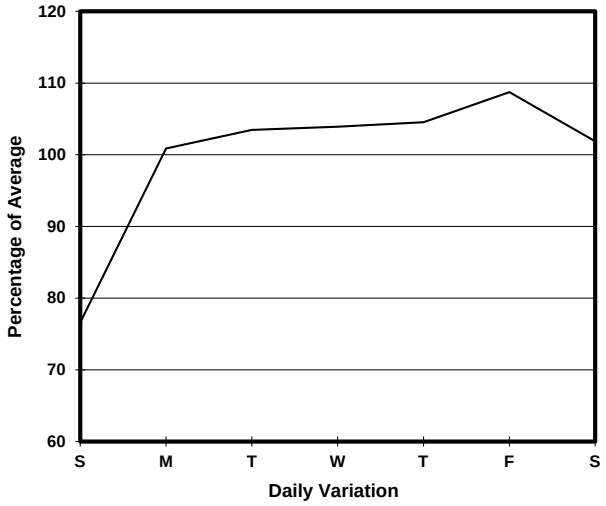
LINK TSING LONG HIGHWAY - TING KAU BRIDGE (from NW TSING YI INT SOUTHERN TIP to TUEN MUN RD)

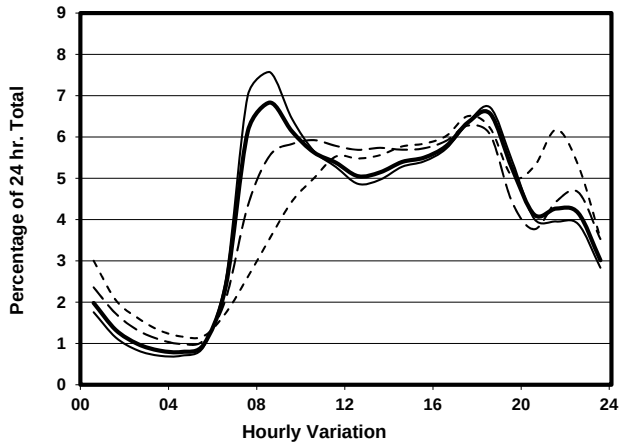
CORE STATION 5033
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

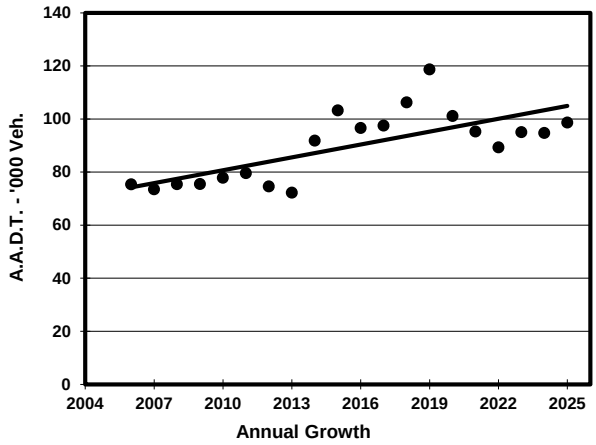


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	50350	53100	52350	39170
R 12 / 24 - %	76.3	77.8	74.2	68.8
R 16 / 24 - %	89.0	89.5	88.0	86.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4630	5460	3850	2180
T - % (AM)	-	21.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2840	2920	3000	2530
T - % (PM)	-	21.4	-	-
Prop.of commercial vehicles - 16 hr.	-	21.0	-	-
NORTH BOUND				
A.A.D.T.	48260	51110	49660	37010
R 12 / 24 - %	63.3	64.5	62.6	55.9
R 16 / 24 - %	86.3	87.5	83.5	81.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2180	2430	2100	1200
T - % (AM)	-	30.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3770	4200	3410	2420
T - % (PM)	-	15.3	-	-
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	2.1	60.6	6.3	0.5	0.4	9.7	14.0	2.2	0.0	4.2
	Ocp	1.0	1.1	1.8	5.8	9.2	1.2	1.1	11.5	0.0	52.3
0800-0900	Pro	2.0	56.4	6.4	0.1	0.3	11.5	15.7	3.2	0.0	4.6
Peak hour	Ocp	1.1	1.2	2.1	1.0	15.7	1.2	1.1	24.8	0.0	55.2
0900-1000	Pro	0.6	55.8	6.7	0.5	0.3	12.7	17.1	1.8	0.0	4.6
	Ocp	1.0	1.2	2.0	1.1	12.3	1.2	1.1	19.3	0.0	26.0
1000-1100	Pro	1.0	44.9	7.1	0.1	0.3	16.9	24.3	1.8	0.0	3.7
	Ocp	1.0	1.3	1.9	1.0	6.3	1.4	1.1	9.3	0.0	33.5
1100-1200	Pro	1.0	54.6	5.9	0.2	0.5	11.7	20.5	2.1	0.0	3.6
	Ocp	1.1	1.3	1.9	1.5	5.3	1.1	1.0	7.3	0.0	26.4
1200-1300	Pro	0.6	40.8	5.2	0.1	0.3	20.4	26.5	2.6	0.0	3.4
	Ocp	1.0	1.2	2.1	12.0	4.3	1.1	1.0	13.5	0.0	29.5
1300-1400	Pro	1.4	42.0	5.7	0.6	0.4	19.0	25.5	2.1	0.0	3.3
	Ocp	1.1	1.3	1.9	4.2	14.0	1.1	1.0	12.7	0.0	25.8
1400-1500	Pro	0.6	51.1	5.4	0.3	0.3	15.6	21.7	2.0	0.1	3.0
	Ocp	1.0	1.3	2.1	1.0	6.7	1.1	1.1	6.1	1.0	26.6
1500-1600	Pro	1.3	48.3	6.1	0.3	0.6	17.9	20.6	1.7	0.1	3.2
	Ocp	1.0	1.3	2.0	2.0	6.3	1.2	1.3	9.8	1.0	20.5
1600-1700	Pro	1.3	56.5	6.5	0.1	0.6	14.0	15.1	1.6	0.1	4.4
	Ocp	1.0	1.3	1.8	1.0	11.0	1.4	1.0	10.9	1.0	31.4
1700-1800	Pro	3.6	61.2	4.7	0.3	0.4	13.2	10.3	2.5	0.0	3.9
	Ocp	1.1	1.6	1.9	2.3	9.7	1.3	1.1	14.7	0.0	44.4
1800-1900	Pro	0.8	67.6	5.8	0.1	2.3	7.9	7.6	2.7	0.1	5.2
	Ocp	1.1	1.3	1.8	1.5	3.2	1.4	1.2	25.0	1.0	66.4
1900-2000	Pro	2.3	72.8	5.7	0.1	0.6	7.3	4.1	2.6	0.0	4.6
	Ocp	1.0	1.4	1.8	14.0	9.9	1.1	1.0	21.7	0.0	47.9
2000-2100	Pro	2.3	70.9	7.8	0.1	0.5	7.8	4.2	1.9	0.0	4.5
	Ocp	1.0	1.4	1.9	1.0	9.6	1.2	1.1	5.4	0.0	44.4
2100-2200	Pro	1.7	68.7	10.2	0.2	0.4	7.4	5.1	1.7	0.0	4.6
	Ocp	1.2	1.1	2.0	1.0	14.3	1.4	1.4	22.4	0.0	23.3
2200-2300	Pro	2.4	80.2	7.5	0.0	0.2	3.1	3.0	0.5	0.0	3.2
	Ocp	1.3	1.3	1.8	0.0	3.0	1.1	1.0	20.0	0.0	38.1
16 hours	Pro	1.6	58.3	6.3	0.2	0.5	12.2	14.6	2.1	0.1	4.1
	Ocp	1.1	1.3	1.9	3.4	7.6	1.2	1.1	15.8	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

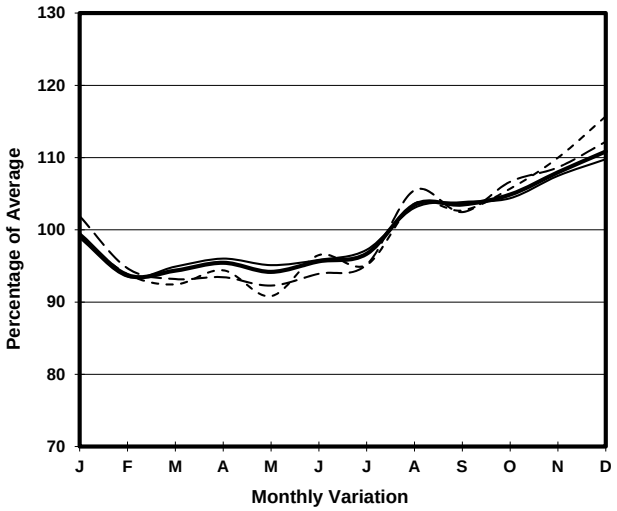
YEAR 2025

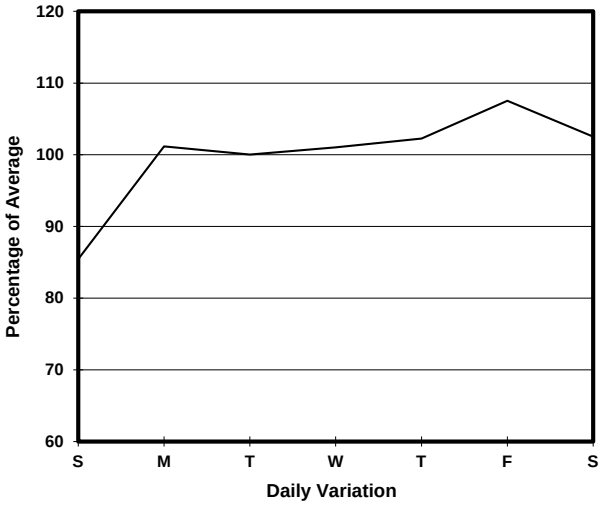
LINK CHEUNG TSING TUNNEL & CHEUNG TSING BRIDGE (from CHEUNG TSING BRIDGE EASTERN END to WESTERN END OF CHEUNG TSING TUNNEL SLIP RDS

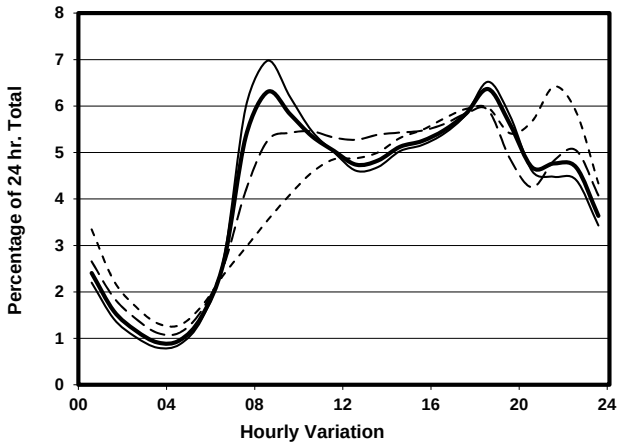
CORE STATION 5034
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

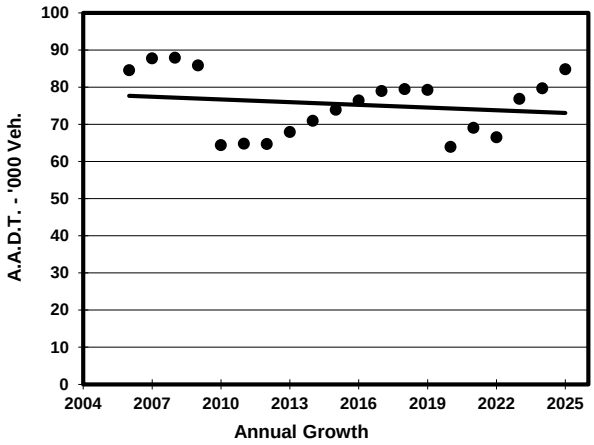


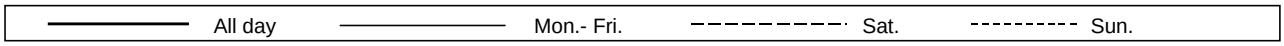
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	42260	43660	43310	36560
R 12 / 24 - %	70.2	71.9	68.8	61.8
R 16 / 24 - %	86.3	86.9	85.4	83.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3200	3680	2800	1680
T - % (AM)	-	18.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2570	2680	2480	2250
T - % (PM)	-	13.0	-	-
Prop.of commercial vehicles - 16 hr.	-	16.8	-	-
WEST BOUND				
A.A.D.T.	42540	43850	44530	36350
R 12 / 24 - %	60.8	61.8	60.5	54.9
R 16 / 24 - %	84.1	85.3	81.7	80.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2150	2430	1960	1300
T - % (AM)	-	14.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2830	3030	2710	2170
T - % (PM)	-	11.9	-	-
Prop.of commercial vehicles - 16 hr.	-	14.5	-	-

3. OTHER INFORMATION AND COMMENT

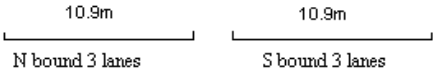
4. Vehicle classification and occupancy - Monday to Friday

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	4.5	0.9	32.8	0.2	0.0	24.9	24.7	2.9	0.0	9.0
	Ocp	1.1	2.5	2.3	20.0	0.0	1.1	1.0	24.9	0.0	70.8
0800-0900	Pro	2.2	56.0	10.5	0.5	0.0	14.1	8.4	3.3	0.0	5.1
Peak hour	Ocp	1.1	1.1	2.1	4.1	0.0	1.1	1.0	26.8	0.0	65.7
0900-1000	Pro	0.5	58.7	10.4	0.2	0.0	14.6	8.8	2.5	0.0	4.4
	Ocp	1.0	1.2	2.0	7.3	0.0	1.1	1.0	30.6	0.0	39.3
1000-1100	Pro	0.9	50.9	10.9	0.5	0.0	18.5	11.8	2.1	0.0	4.4
	Ocp	1.1	1.1	2.0	4.2	0.0	1.1	1.0	24.5	0.0	41.3
1100-1200	Pro	1.0	46.5	11.5	0.3	0.0	23.2	10.8	2.3	0.0	4.5
	Ocp	1.1	1.2	2.1	6.0	0.0	1.0	1.0	13.4	0.0	32.2
1200-1300	Pro	1.5	53.6	13.0	0.8	0.0	13.5	11.8	2.0	0.0	3.8
	Ocp	1.0	1.2	2.0	2.6	0.0	1.0	1.0	15.3	0.0	30.1
1300-1400	Pro	1.0	52.3	11.7	0.2	0.0	16.1	12.9	2.0	0.0	3.9
	Ocp	1.0	1.2	2.0	4.0	0.0	1.0	1.0	13.4	0.0	38.4
1400-1500	Pro	1.0	54.3	10.5	0.5	0.0	14.2	14.0	1.3	0.0	4.2
	Ocp	1.0	1.2	1.8	4.4	0.0	1.1	1.0	10.9	0.0	33.3
1500-1600	Pro	0.5	51.0	12.0	0.4	0.0	18.9	12.3	2.0	0.0	2.9
	Ocp	1.2	1.4	1.9	4.8	0.0	1.2	1.1	11.9	0.0	36.6
1600-1700	Pro	0.8	52.8	10.8	0.5	0.0	17.4	10.9	2.0	0.0	4.7
	Ocp	1.0	1.3	1.9	8.2	0.0	1.3	1.1	21.0	0.0	38.5
1700-1800	Pro	2.0	55.3	10.5	0.6	0.0	16.5	8.1	2.3	0.0	4.6
	Ocp	1.0	1.1	2.0	8.0	0.0	1.2	1.0	18.3	0.0	45.8
1800-1900	Pro	1.3	66.1	11.1	0.1	0.0	9.1	5.0	2.1	0.0	5.3
	Ocp	1.0	1.3	2.2	18.5	0.0	1.2	1.1	25.1	0.0	65.8
1900-2000	Pro	2.0	67.8	11.6	0.2	0.0	6.0	3.7	3.3	0.0	5.4
	Ocp	1.1	1.0	1.7	1.3	0.0	1.0	1.0	11.6	0.0	52.0
2000-2100	Pro	0.4	71.2	12.6	0.0	0.0	6.0	2.8	2.1	0.0	4.9
	Ocp	1.0	1.1	2.1	0.0	0.0	1.1	1.1	20.1	0.0	38.3
2100-2200	Pro	1.3	68.7	16.3	0.0	0.0	4.5	2.8	0.8	0.0	5.5
	Ocp	1.2	1.2	1.5	0.0	0.0	1.0	1.0	10.4	0.0	27.6
2200-2300	Pro	1.5	73.8	11.9	0.0	0.0	4.9	3.5	0.8	0.0	3.6
	Ocp	1.1	1.2	2.1	0.0	0.0	1.0	1.1	17.6	0.0	34.2
16 hours	Pro	1.3	57.0	12.1	0.3	0.0	13.6	8.9	2.2	0.0	4.6
	Ocp	1.1	1.2	2.0	5.7	0.0	1.1	1.0	19.8	0.0	45.3

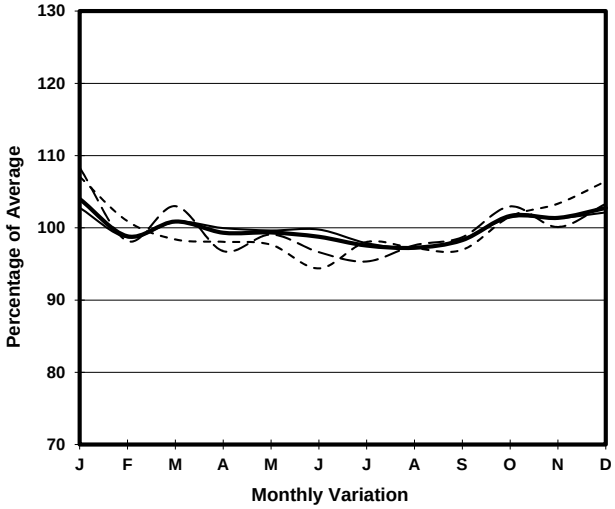
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

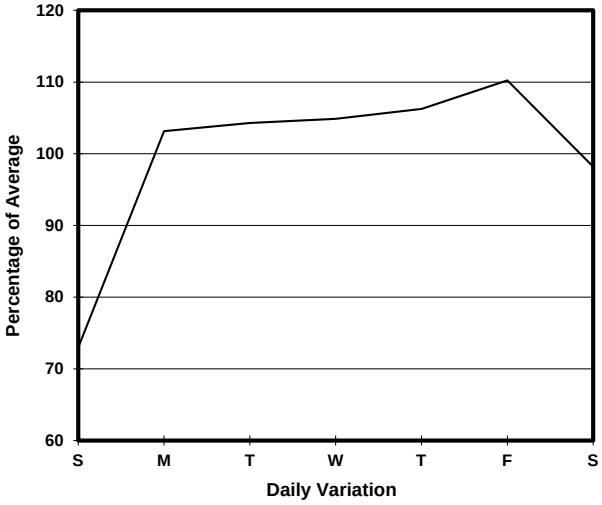
YEAR 2025 **LINK** EAGLE'S NEST TUNNEL (from TOLL PLAZA to SOUTH PORTAL)

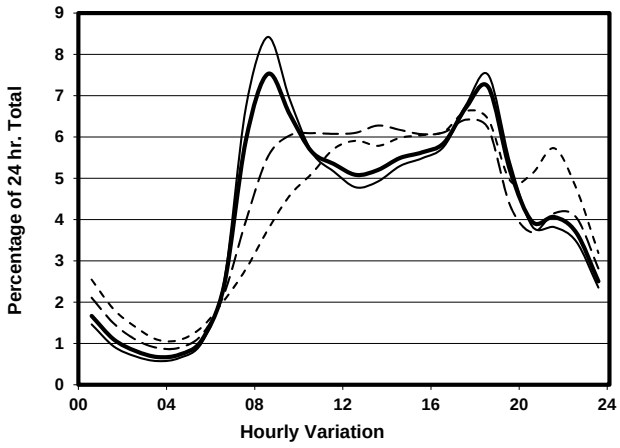
CORE STATION 5037
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

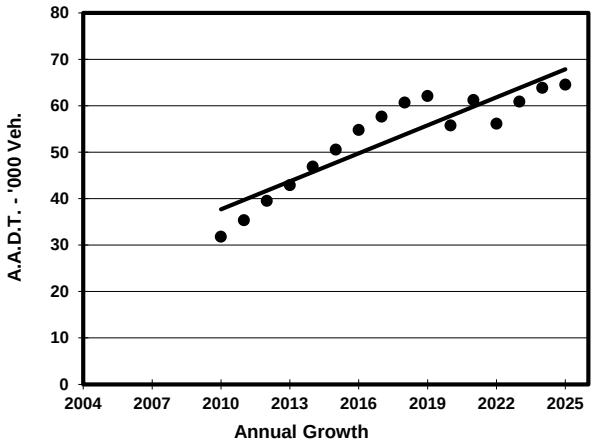


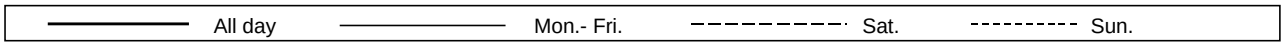
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	31500	33750	31780	23220
R 12 / 24 - %	76.5	77.9	74.7	69.2
R 16 / 24 - %	89.6	90.2	88.3	86.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3060	3730	2330	1280
T - % (AM)	-	25.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1850	1960	1830	1500
T - % (PM)	-	11.2	-	-
Prop.of commercial vehicles - 16 hr.	-	18.3	-	-
NORTH BOUND				
A.A.D.T.	33040	35470	32580	24740
R 12 / 24 - %	68.0	69.1	67.5	60.8
R 16 / 24 - %	88.5	89.5	86.3	84.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1800	2100	1550	930
T - % (AM)	-	23.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2810	3240	2310	1680
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	15.7	-	-

3. OTHER INFORMATION AND COMMENT

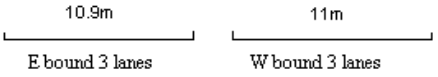
4. Vehicle classification and occupancy - Monday to Friday

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	3.3	48.3	14.5	2.0	0.0	11.4	14.7	2.1	0.0	3.8
	Ocp	1.2	1.1	1.7	6.9	0.0	1.1	1.1	10.2	0.0	48.3
0800-0900	Pro	1.8	46.4	6.7	0.2	0.0	20.5	15.8	3.4	0.0	5.1
Peak hour	Ocp	1.0	1.4	2.0	5.5	0.0	1.3	1.2	16.7	0.0	52.6
0900-1000	Pro	0.5	52.3	11.7	0.1	0.0	14.2	16.5	2.0	0.1	2.6
	Ocp	1.0	1.2	1.9	4.0	0.0	1.2	1.2	6.2	1.0	29.7
1000-1100	Pro	0.4	43.4	12.5	0.5	0.0	19.8	19.5	0.9	0.1	3.0
	Ocp	1.0	1.3	2.0	6.5	0.0	1.3	1.1	10.1	3.0	23.5
1100-1200	Pro	0.8	53.6	8.9	0.5	3.3	15.0	13.5	1.0	0.1	3.4
	Ocp	1.2	1.3	1.9	2.0	2.0	1.3	1.3	18.2	3.0	26.1
1200-1300	Pro	1.5	51.1	14.5	0.5	0.0	16.2	12.2	0.6	0.1	3.3
	Ocp	1.0	1.3	2.0	9.3	0.0	1.4	1.1	9.8	4.0	28.7
1300-1400	Pro	0.9	49.3	6.1	0.3	0.0	16.8	22.8	1.8	0.0	2.0
	Ocp	1.0	1.2	2.3	1.5	0.0	1.1	1.1	7.6	0.0	32.3
1400-1500	Pro	0.8	50.0	13.0	1.9	0.2	16.5	13.0	1.9	0.0	2.8
	Ocp	1.0	1.2	2.0	4.8	1.0	1.4	1.1	10.8	0.0	27.3
1500-1600	Pro	1.8	47.6	11.2	1.0	0.0	15.1	19.8	1.0	0.1	2.5
	Ocp	1.1	1.2	1.8	3.8	0.0	1.1	1.1	8.3	3.0	25.7
1600-1700	Pro	1.4	64.1	12.7	1.3	0.0	9.6	5.4	2.0	0.0	3.6
	Ocp	1.0	1.4	2.1	1.7	0.0	1.2	1.2	15.6	0.0	23.9
1700-1800	Pro	2.2	67.1	4.0	0.5	0.0	13.0	5.7	3.2	0.1	4.3
	Ocp	1.0	1.3	2.2	1.5	0.0	1.4	1.1	10.7	1.0	36.7
1800-1900	Pro	2.1	75.2	9.6	0.4	0.0	3.7	3.1	2.2	0.0	3.8
	Ocp	1.0	1.3	2.0	5.5	0.0	1.1	1.1	13.1	0.0	54.2
1900-2000	Pro	1.6	75.4	8.8	0.0	0.0	4.1	5.5	1.2	0.0	3.4
	Ocp	1.3	1.2	1.9	0.0	0.0	1.0	1.0	17.5	0.0	40.1
2000-2100	Pro	2.1	71.6	11.7	0.1	0.0	4.3	4.4	2.0	0.0	3.8
	Ocp	1.1	1.2	1.9	1.0	0.0	1.0	1.0	2.5	0.0	17.9
2100-2200	Pro	1.8	67.4	14.1	0.0	0.0	4.6	6.6	1.3	0.0	4.3
	Ocp	1.2	1.1	1.3	0.0	0.0	1.0	1.0	14.0	0.0	28.8
2200-2300	Pro	1.2	76.9	10.3	0.2	0.0	3.8	1.4	2.2	0.0	3.9
	Ocp	1.0	1.3	1.4	1.0	0.0	1.0	1.0	10.9	0.0	19.4
16 hours	Pro	1.5	58.3	10.5	0.6	0.2	12.0	11.6	1.8	0.1	3.5
	Ocp	1.1	1.2	1.9	4.6	2.0	1.2	1.1	11.4	2.5	35.1

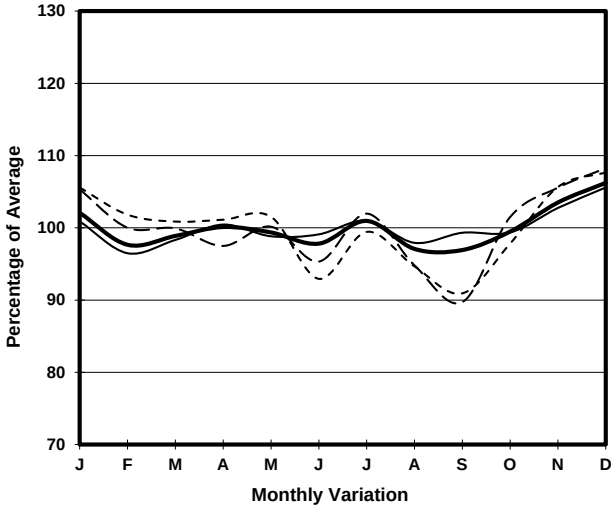
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

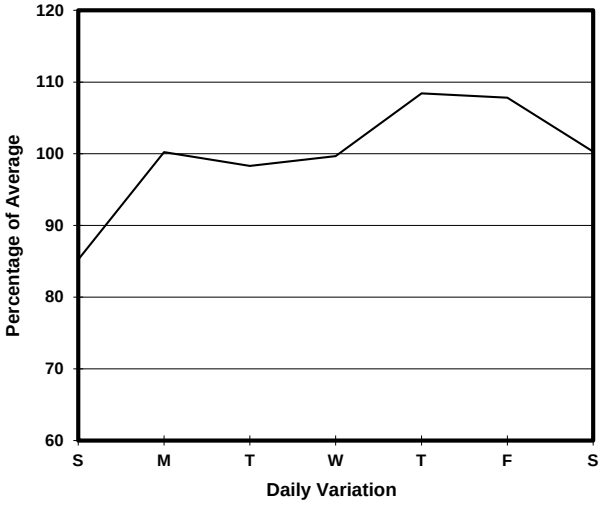
YEAR 2025 **LINK** NAM WAN TUNNEL (from EAST TSING YI VIADUCT to CHEUNG TSING HIGHWAY)

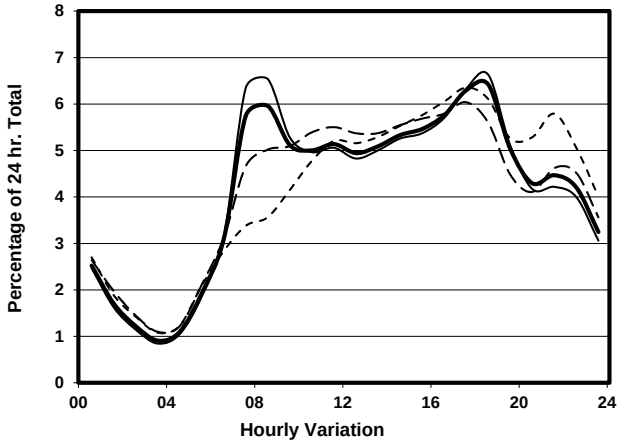
CORE STATION 5038
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

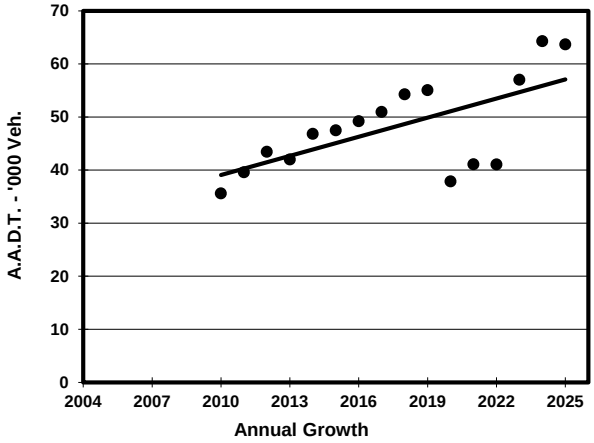


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	31240	32230	31390	27840
R 12 / 24 - %	67.9	69.3	66.5	61.5
R 16 / 24 - %	84.9	85.2	84.0	83.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	2030	2330	1700	1050
T - % (AM)	-	18.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2100	2190	1920	1940
T - % (PM)	-	8.8	-	-
Prop.of commercial vehicles - 16 hr.	-	15.5	-	-
WEST BOUND				
A.A.D.T.	32440	33760	32980	27100
R 12 / 24 - %	64.7	65.4	63.8	61.2
R 16 / 24 - %	83.7	84.4	81.7	81.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1760	1980	1650	1230
T - % (AM)	-	14.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	1990	2190	1970	1620
T - % (PM)	-	9.6	-	-
Prop.of commercial vehicles - 16 hr.	-	12.0	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

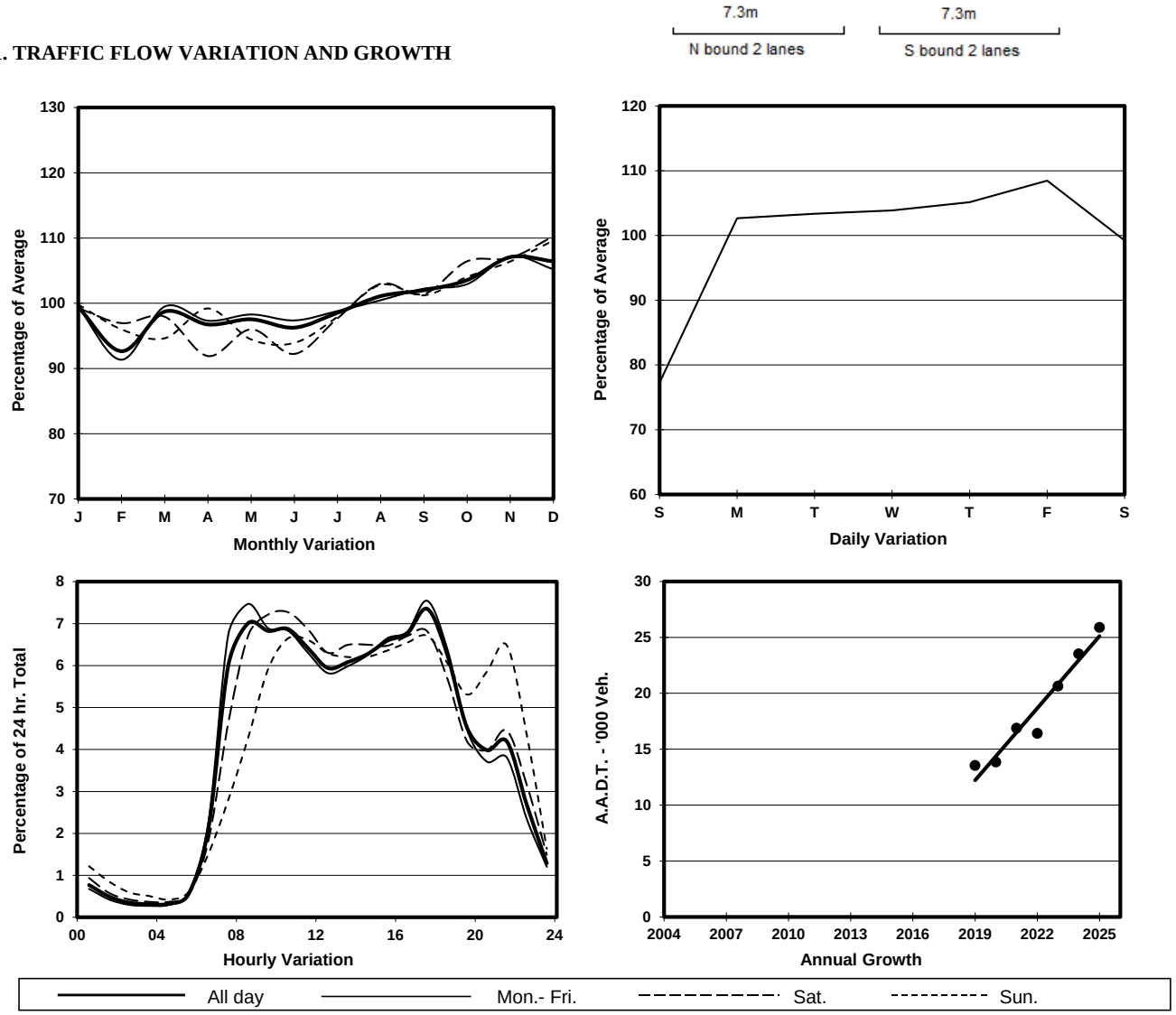
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	0.0	62.4	9.3	0.0	0.0	9.7	16.8	1.1	0.0	0.7
	Ocp	0.0	1.5	1.7	0.0	0.0	1.4	1.4	11.6	0.0	17.5
0800-0900	Pro	1.4	58.9	12.2	0.0	0.0	11.1	12.1	2.6	0.0	1.8
	Ocp	1.1	1.4	1.8	0.0	0.0	1.2	1.2	8.9	0.0	21.1
0900-1000	Pro	0.5	54.6	16.5	0.1	0.0	9.2	12.8	3.9	0.0	2.4
	Ocp	1.0	1.7	2.1	1.0	0.0	1.5	1.4	11.5	0.0	9.6
1000-1100	Pro	0.2	56.9	13.3	0.0	0.0	13.6	11.5	2.7	0.0	1.8
	Ocp	1.0	1.4	1.7	0.0	0.0	1.1	1.1	12.1	0.0	12.8
1100-1200	Pro	0.1	59.4	14.5	0.0	0.0	10.6	12.4	1.3	0.0	1.7
	Ocp	1.0	1.4	1.8	0.0	0.0	1.1	1.1	6.5	0.0	15.2
1200-1300	Pro	0.7	65.3	13.8	0.0	0.0	6.8	9.9	1.8	0.0	1.7
	Ocp	1.0	1.3	1.7	0.0	0.0	1.5	1.4	7.2	0.0	15.3
1300-1400	Pro	0.1	56.6	15.5	0.0	0.0	9.0	13.6	3.6	0.0	1.6
	Ocp	1.0	1.2	1.8	0.0	0.0	1.1	1.1	9.5	0.0	17.8
1400-1500	Pro	0.1	55.9	16.2	0.3	0.0	10.7	14.1	1.5	0.0	1.1
	Ocp	1.0	1.4	1.9	4.0	0.0	1.5	1.3	6.8	0.0	20.8
1500-1600	Pro	0.3	58.0	12.9	0.0	0.0	9.1	15.6	2.3	0.0	1.8
	Ocp	1.0	1.2	2.3	0.0	0.0	1.2	1.1	6.5	0.0	17.8
1600-1700	Pro	2.5	56.8	17.7	0.0	0.0	12.8	6.1	2.9	0.0	1.3
	Ocp	1.3	1.5	1.9	0.0	0.0	1.7	1.1	10.8	0.0	29.3
1700-1800	Pro	1.4	56.1	21.3	0.1	0.0	6.9	9.9	2.6	0.1	1.6
	Ocp	1.1	1.6	1.9	1.0	0.0	1.4	1.3	11.5	1.0	27.5
1800-1900	Pro	1.6	71.3	13.5	0.0	0.0	4.4	5.8	2.3	0.0	1.0
Peak hour	Ocp	1.0	1.3	2.0	0.0	0.0	1.2	1.2	14.6	0.0	40.8
1900-2000	Pro	0.5	75.0	12.4	0.0	0.0	3.1	3.5	4.0	0.0	1.4
	Ocp	1.0	1.2	1.8	0.0	0.0	1.3	1.3	10.5	0.0	25.9
2000-2100	Pro	1.6	67.3	20.0	0.0	0.0	1.7	6.5	0.9	0.1	1.9
	Ocp	1.0	1.2	1.7	0.0	0.0	1.5	1.4	15.8	1.0	20.8
2100-2200	Pro	0.8	76.5	14.2	0.0	0.0	2.3	2.9	1.2	0.1	2.0
	Ocp	1.0	1.2	1.6	0.0	0.0	1.1	1.5	4.8	1.0	19.9
2200-2300	Pro	0.8	71.0	18.5	0.0	0.0	2.6	3.8	1.1	0.1	2.0
	Ocp	1.0	1.3	2.1	0.0	0.0	1.1	1.3	12.9	1.0	18.4
16 hours	Pro	0.8	62.6	15.0	0.1	0.0	7.9	9.8	2.3	0.1	1.6
	Ocp	1.1	1.4	1.9	2.8	0.0	1.3	1.2	10.3	1.0	20.2

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 2025 **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.	12940	13730	12810	10270
R 12 / 24 - %	77.3	79.0	76.1	67.1
R 16 / 24 - %	94.3	94.4	94.4	94.0
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	860	1020	890	500
T - % (AM)	-	9.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1030	1120	940	780
T - % (PM)	-	12.4	-	-
Prop.of commercial vehicles - 16 hr.	-	24.6	-	-
NORTH BOUND				
A.A.D.T.	12940	13680	13250	9980
R 12 / 24 - %	79.5	80.3	79.3	74.4
R 16 / 24 - %	93.2	93.6	92.5	91.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	970	1080	990	700
T - % (AM)	-	32.4	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	870	950	880	620
T - % (PM)	-	20.6	-	-
Prop.of commercial vehicles - 16 hr.	-	29.5	-	-

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	87.2	1.6	0.5	0.0	0.0	0.0	7.4	0.0	3.2
	Ocp	0.0	1.1	3.0	1.0	0.0	0.0	0.0	25.1	0.0	45.1
0800-0900	Pro	1.0	44.1	3.3	0.2	0.0	22.5	23.9	3.7	0.0	1.3
	Ocp	1.2	1.3	2.1	1.0	0.0	1.3	1.1	5.7	0.0	70.7
0900-1000	Pro	0.2	51.2	3.3	0.0	0.0	14.1	28.0	0.8	0.0	2.3
	Ocp	2.0	1.5	1.9	0.0	0.0	1.2	1.0	20.0	0.0	53.7
1000-1100	Pro	0.8	47.1	1.7	0.0	0.0	15.4	26.4	5.5	0.0	3.1
	Ocp	1.0	1.5	1.6	0.0	0.0	1.1	1.0	10.1	0.0	32.3
1100-1200	Pro	0.5	51.0	0.5	0.0	0.0	12.0	30.2	1.9	0.0	3.8
	Ocp	1.0	1.4	2.0	0.0	0.0	1.0	1.0	8.3	0.0	34.9
1200-1300	Pro	0.6	44.0	1.4	0.0	0.0	14.8	33.8	1.7	0.0	3.8
	Ocp	1.5	1.4	1.6	0.0	0.0	1.4	1.1	15.7	0.0	40.8
1300-1400	Pro	1.3	49.6	3.7	0.0	0.0	14.1	25.0	3.1	0.0	3.2
	Ocp	1.0	1.7	1.6	0.0	0.0	1.0	1.0	11.0	0.0	49.4
1400-1500	Pro	0.2	47.0	1.8	0.2	0.0	14.5	32.6	0.9	0.1	2.7
	Ocp	2.0	1.5	1.5	12.0	0.0	1.2	1.0	5.3	2.0	50.1
1500-1600	Pro	0.3	55.6	2.7	0.3	0.0	10.7	23.1	2.7	0.1	4.5
	Ocp	1.0	1.5	2.0	16.0	0.0	1.3	1.1	10.1	1.0	53.6
1600-1700	Pro	0.7	46.0	2.5	0.7	0.0	18.9	26.9	1.0	0.0	3.2
	Ocp	1.0	1.4	2.3	1.3	0.0	1.4	1.1	10.8	0.0	49.1
1700-1800	Pro	2.6	64.2	0.6	0.0	0.0	14.9	9.4	4.5	0.0	3.8
Peak hour	Ocp	1.0	1.5	2.0	0.0	0.0	1.2	1.1	4.7	0.0	56.9
1800-1900	Pro	1.6	77.7	1.0	0.0	0.0	5.2	8.5	2.6	0.0	3.3
	Ocp	1.0	1.3	1.7	0.0	0.0	1.0	1.0	15.8	0.0	56.8
1900-2000	Pro	0.0	76.5	2.9	0.0	0.0	6.6	4.4	4.8	0.0	4.9
	Ocp	0.0	1.2	1.9	0.0	0.0	1.1	1.1	6.5	0.0	47.1
2000-2100	Pro	0.5	76.6	4.8	0.0	0.0	4.8	1.9	6.7	0.0	4.9
	Ocp	1.0	1.3	1.7	0.0	0.0	1.2	1.0	19.8	0.0	40.8
2100-2200	Pro	2.8	80.9	6.7	0.0	0.0	1.7	0.6	2.8	0.0	4.6
	Ocp	1.0	1.3	1.7	0.0	0.0	1.0	1.0	5.6	0.0	34.7
2200-2300	Pro	2.9	72.0	2.9	0.7	0.0	11.4	6.4	1.4	0.0	2.3
	Ocp	1.0	1.2	1.3	1.0	0.0	1.3	1.2	4.5	0.0	43.6
16 hours	Pro	0.9	56.5	2.4	0.2	0.0	12.9	20.9	3.0	0.1	3.3
	Ocp	1.1	1.4	1.8	4.4	0.0	1.2	1.1	11.4	1.5	46.9

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

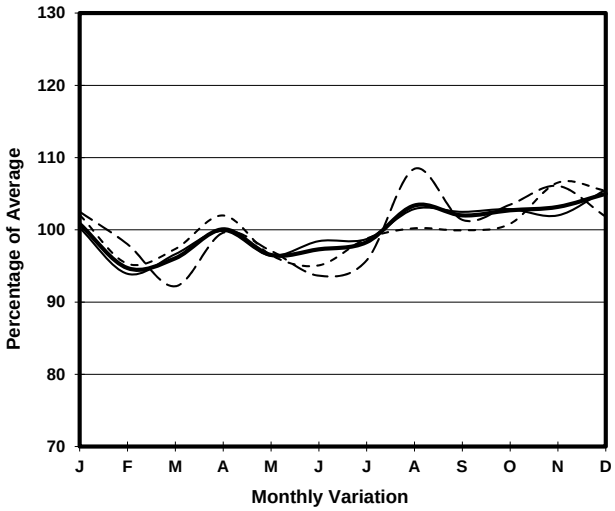
YEAR 2025

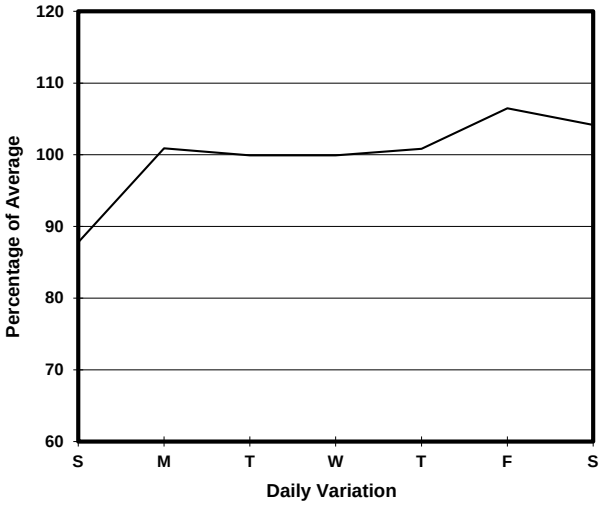
LINK TUEN MUN CHEK LAP KOK TUNNEL (from LUNG FU RD to HONG KONG BOUNDARY CROSSING FACILITIES (BCF))

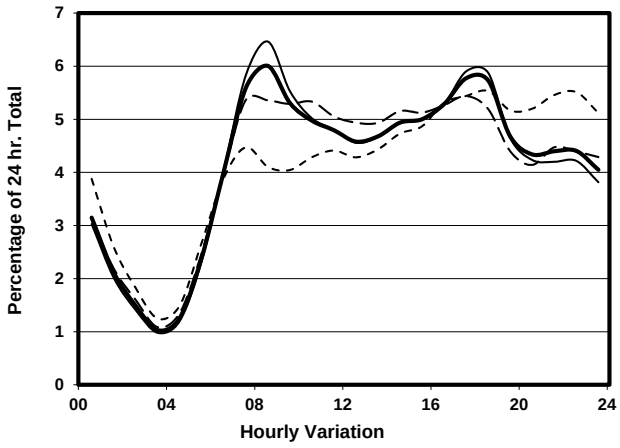
CORE STATION 5042
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

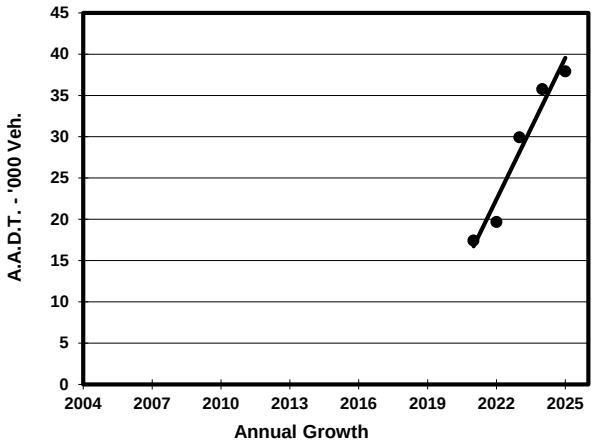


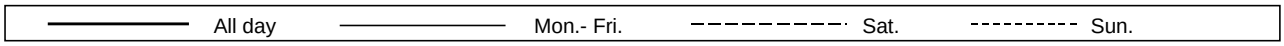
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	18990	19500	20180	16100
R 12 / 24 - %	63.4	64.4	63.3	57.4
R 16 / 24 - %	80.5	81.2	80.0	76.7
AM Peak Hour	0800-0900	0800-0900	0700-0800	0900-1000
One-way flow at AM peak hour	1290	1460	1200	730
T - % (AM)	-	23.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1020	1070	1050	820
T - % (PM)	-	39.9	-	-
Prop.of commercial vehicles - 16 hr.	-	30.3	-	-
NORTH BOUND				
A.A.D.T.	18920	19250	19600	17460
R 12 / 24 - %	61.9	63.3	61.5	54.6
R 16 / 24 - %	80.5	81.1	79.7	77.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0700-0800
One-way flow at AM peak hour	980	1040	1030	770
T - % (AM)	-	32.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1210	1290	1120	1040
T - % (PM)	-	18.4	-	-
Prop.of commercial vehicles - 16 hr.	-	26.4	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

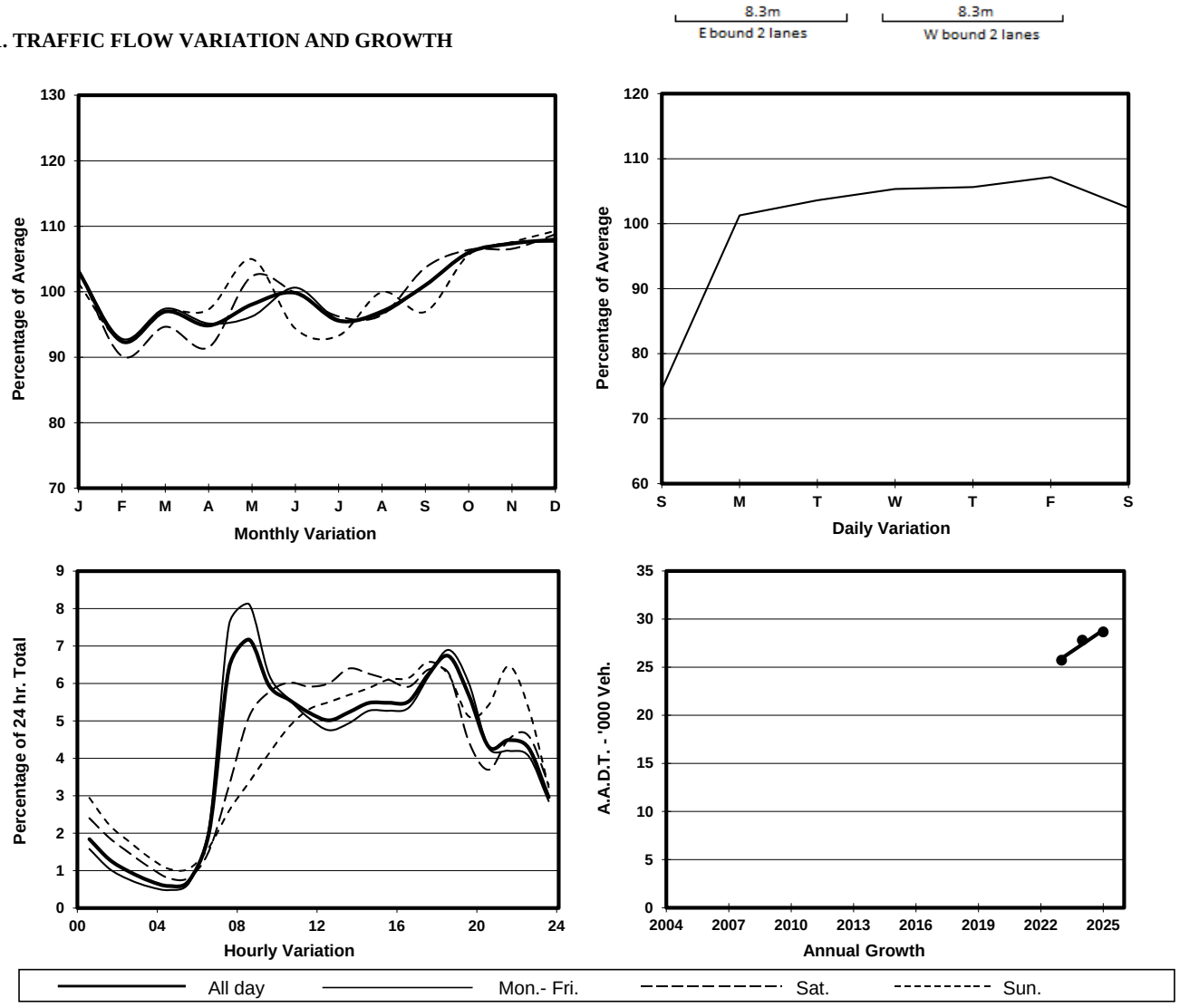
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.5	55.9	11.7	0.6	0.0	6.7	15.9	1.5	0.0	4.3
	Ocp	1.1	1.1	1.6	15.0	0.0	1.2	1.1	8.1	0.0	48.6
0800-0900	Pro	2.6	52.3	8.5	0.3	0.0	9.4	22.0	1.6	0.0	3.4
Peak hour	Ocp	1.1	1.2	1.3	1.0	0.0	1.3	1.1	2.6	0.0	49.3
0900-1000	Pro	0.6	50.1	12.1	0.2	0.0	8.2	24.3	0.9	0.0	3.7
	Ocp	1.0	1.2	1.5	2.0	0.0	1.1	1.0	1.0	0.0	28.1
1000-1100	Pro	0.4	42.2	13.9	0.0	0.0	6.8	31.7	1.1	0.0	3.9
	Ocp	1.0	1.6	2.1	0.0	0.0	1.4	1.3	2.2	0.0	26.6
1100-1200	Pro	0.9	39.7	13.4	0.2	0.0	10.0	31.7	1.3	0.0	2.7
	Ocp	1.0	1.4	1.7	1.0	0.0	1.4	1.2	4.2	0.0	26.7
1200-1300	Pro	0.2	48.5	13.4	0.2	0.0	4.5	29.0	0.5	0.0	3.7
	Ocp	1.0	1.3	1.9	17.0	0.0	1.3	1.2	2.5	0.0	31.3
1300-1400	Pro	0.7	38.7	12.5	0.0	0.0	10.7	33.9	0.0	0.0	3.5
	Ocp	1.0	1.7	2.2	0.0	0.0	1.3	1.2	0.0	0.0	29.0
1400-1500	Pro	0.5	36.2	8.6	0.2	0.0	10.8	39.3	1.2	0.0	3.1
	Ocp	1.0	1.7	2.3	1.0	0.0	1.4	1.1	1.2	0.0	32.1
1500-1600	Pro	0.0	38.9	8.9	0.0	0.0	13.1	35.3	0.5	0.0	3.3
	Ocp	0.0	1.4	1.5	0.0	0.0	1.2	1.0	1.0	0.0	33.1
1600-1700	Pro	1.7	40.2	9.7	0.0	0.0	10.2	32.2	2.0	0.0	3.9
	Ocp	1.0	1.2	1.4	0.0	0.0	1.1	1.0	6.8	0.0	49.6
1700-1800	Pro	1.8	51.8	12.0	0.7	0.0	5.8	23.7	0.9	0.0	3.4
	Ocp	1.0	1.1	1.2	1.0	0.0	1.2	1.0	1.0	0.0	54.8
1800-1900	Pro	1.6	55.4	18.6	0.6	0.0	4.8	12.8	2.7	0.0	3.5
	Ocp	1.0	1.3	1.8	13.7	0.0	1.1	1.0	12.0	0.0	72.5
1900-2000	Pro	1.0	61.7	15.8	0.4	0.0	8.6	7.6	1.4	0.0	3.4
	Ocp	1.2	1.2	1.7	8.0	0.0	1.0	1.0	5.1	0.0	45.3
2000-2100	Pro	1.4	47.1	28.1	0.0	0.0	3.5	15.0	0.9	0.0	4.0
	Ocp	1.0	1.2	1.9	0.0	0.0	1.0	1.0	17.0	0.0	41.5
2100-2200	Pro	2.1	52.8	24.7	0.0	0.0	5.6	9.5	1.9	0.0	3.5
	Ocp	1.1	1.4	1.7	0.0	0.0	1.0	1.0	9.1	0.0	40.8
2200-2300	Pro	0.6	54.6	22.1	0.0	0.0	6.0	12.1	0.9	0.0	3.7
	Ocp	1.0	1.2	1.8	0.0	0.0	1.0	1.0	1.0	0.0	27.6
16 hours	Pro	1.3	48.2	14.2	0.2	0.0	7.9	23.5	1.2	0.0	3.6
	Ocp	1.0	1.3	1.7	7.5	0.0	1.2	1.1	5.9	0.0	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 2025 **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.	13380	14030	14170	10580
R 12 / 24 - %	65.1	66.0	65.5	58.7
R 16 / 24 - %	88.5	89.7	85.9	84.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	700	820	700	350
T - % (AM)	-	22.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1010	1120	910	720
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	17.4	-	-
WEST BOUND				
A.A.D.T.	15280	16330	15610	11170
R 12 / 24 - %	74.4	75.8	73.0	65.9
R 16 / 24 - %	89.1	89.9	87.4	85.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1350	1650	1010	560
T - % (AM)	-	11.4	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	950	1000	1000	720
T - % (PM)	-	20.8	-	-
Prop.of commercial vehicles - 16 hr.	-	16.8	-	-

3. OTHER INFORMATION AND COMMENT

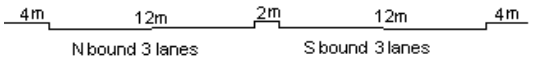
4. Vehicle classification and occupancy - Monday to Friday

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	2.8	67.0	11.0	2.3	0.0	6.3	7.5	2.6	0.0	0.6
	Ocp	1.1	1.6	2.1	7.1	0.0	1.3	1.0	22.3	0.0	52.2
0800-0900	Pro	1.5	71.4	9.3	0.7	0.0	2.5	11.7	2.0	0.0	0.9
Peak hour	Ocp	1.0	1.4	2.1	4.2	0.0	1.6	1.1	12.5	0.0	68.6
0900-1000	Pro	0.8	49.7	17.6	0.2	0.0	12.6	17.8	0.8	0.0	0.6
	Ocp	1.0	1.3	1.9	2.0	0.0	1.4	1.1	1.3	0.0	24.4
1000-1100	Pro	1.6	40.4	12.0	0.3	0.0	18.2	26.3	0.8	0.0	0.5
	Ocp	1.0	1.3	2.1	6.0	0.0	1.3	1.1	9.7	0.0	12.4
1100-1200	Pro	0.6	42.1	11.5	0.0	1.7	13.6	29.4	0.3	0.0	0.7
	Ocp	1.5	1.4	1.9	0.0	1.0	1.4	1.0	1.0	0.0	4.5
1200-1300	Pro	1.5	37.9	17.2	2.3	0.0	14.6	25.3	0.9	0.0	0.4
	Ocp	1.2	1.3	1.8	2.6	0.0	1.4	1.2	12.3	0.0	15.0
1300-1400	Pro	2.9	36.0	9.1	1.0	0.0	15.9	34.0	0.6	0.1	0.5
	Ocp	1.1	1.4	1.9	2.0	0.0	1.4	1.2	16.5	3.0	15.5
1400-1500	Pro	0.6	41.2	11.1	1.9	0.3	17.3	25.9	1.1	0.1	0.6
	Ocp	1.0	1.5	2.0	5.9	1.0	1.6	1.2	1.5	3.0	13.1
1500-1600	Pro	0.6	46.0	11.8	2.3	0.0	15.2	23.0	0.6	0.1	0.4
	Ocp	1.0	1.3	2.0	9.4	0.0	1.4	1.2	25.0	3.0	16.0
1600-1700	Pro	2.0	48.0	12.6	1.7	0.0	17.1	16.3	2.0	0.0	0.4
	Ocp	1.1	1.5	1.8	3.3	0.0	1.4	1.1	1.0	0.0	51.4
1700-1800	Pro	3.0	55.1	11.6	0.9	0.0	11.1	13.7	3.9	0.0	0.6
	Ocp	1.0	1.3	1.6	5.5	0.0	1.3	1.2	12.9	0.0	37.9
1800-1900	Pro	3.9	69.0	12.5	0.6	0.0	5.4	6.4	1.3	0.0	1.0
	Ocp	1.1	1.4	2.1	2.0	0.0	1.3	1.1	25.8	0.0	64.8
1900-2000	Pro	3.0	69.7	13.4	0.6	0.0	5.1	3.7	3.9	0.0	0.7
	Ocp	1.1	1.3	1.9	3.0	0.0	1.0	1.0	36.6	0.0	35.7
2000-2100	Pro	1.6	75.3	13.4	0.7	0.0	4.2	2.6	1.4	0.0	0.7
	Ocp	1.0	1.1	1.7	1.7	0.0	1.2	1.2	7.3	0.0	28.4
2100-2200	Pro	0.4	65.9	28.2	0.4	0.0	2.4	0.8	0.8	0.0	1.2
	Ocp	1.0	1.3	1.7	1.0	0.0	1.3	1.0	16.0	0.0	19.1
2200-2300	Pro	2.3	61.7	30.6	0.0	0.0	2.3	0.9	0.9	0.0	1.3
	Ocp	1.2	1.2	1.7	0.0	0.0	1.2	1.0	1.5	0.0	22.1
16 hours	Pro	1.9	56.6	13.6	1.0	0.1	9.8	14.8	1.6	0.1	0.7
	Ocp	1.1	1.4	1.9	5.0	1.0	1.4	1.1	17.1	3.0	36.2

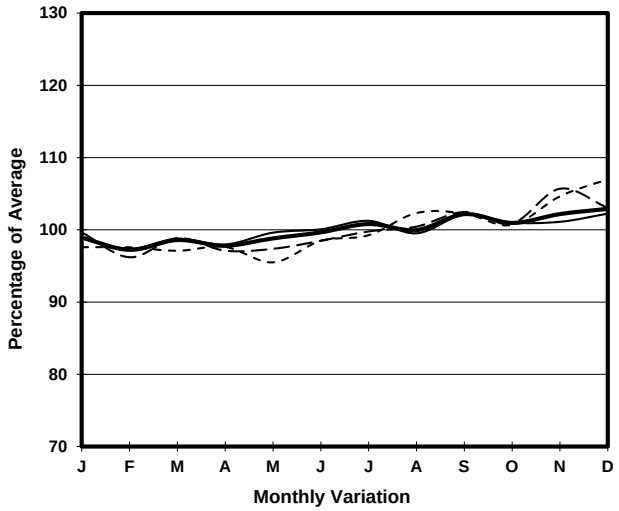
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

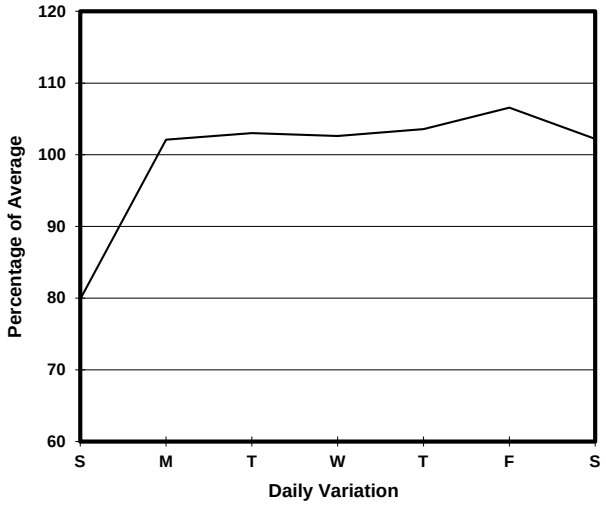
YEAR 2025 **LINK** SAN TIN HIGHWAY (from FUNG KAT HEUNG to FAIRVIEW PARK BOULEVARD)

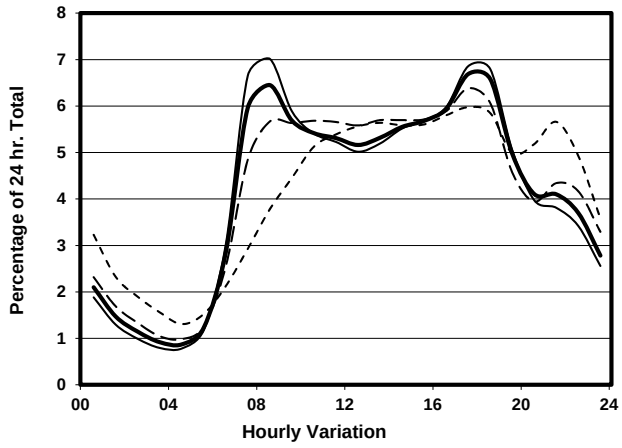
CORE STATION 5044
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

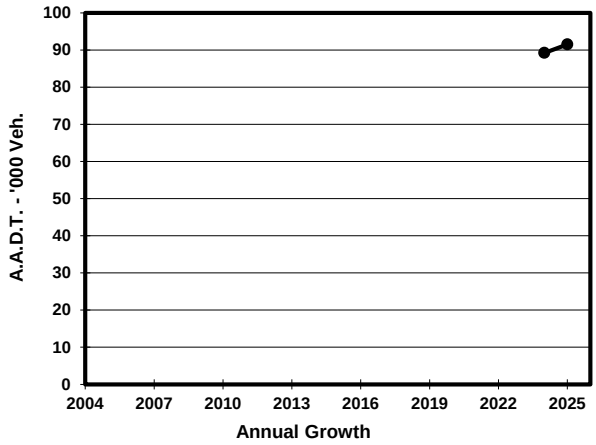


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	43770	45920	44880	35300
R 12 / 24 - %	70.4	72.1	69.0	61.6
R 16 / 24 - %	86.8	87.6	85.7	82.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2870	3290	2640	1620
T - % (AM)	-	22.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2980	3190	2950	2170
T - % (PM)	-	20.5	-	-
Prop.of commercial vehicles - 16 hr.	-	22.2	-	-
NORTH BOUND				
A.A.D.T.	47750	49950	49830	38420
R 12 / 24 - %	69.1	70.5	68.1	61.8
R 16 / 24 - %	86.5	87.4	85.4	82.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3030	3440	2790	1660
T - % (AM)	-	15.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	3140	3380	3100	2290
T - % (PM)	-	21.3	-	-
Prop.of commercial vehicles - 16 hr.	-	22.4	-	-

3. OTHER INFORMATION AND COMMENT

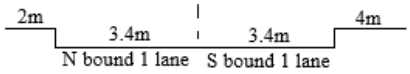
4. Vehicle classification and occupancy - Monday to Friday

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	53.7	7.5	1.3	1.9	11.2	16.2	2.0	0.0	2.4
	Ocp	1.0	1.1	2.0	3.1	17.6	1.4	1.1	17.0	0.0	60.4
0800-0900	Pro	2.6	51.5	9.2	0.4	1.0	16.2	14.2	2.9	0.0	2.1
Peak hour	Ocp	1.0	1.1	2.1	3.2	19.5	1.3	1.1	18.9	0.0	52.2
0900-1000	Pro	0.6	49.2	5.9	0.8	1.5	18.8	19.7	1.8	0.0	1.6
	Ocp	1.0	1.2	1.8	3.4	18.8	1.3	1.2	6.0	0.0	53.0
1000-1100	Pro	0.8	37.5	9.4	0.7	1.7	21.1	24.9	1.8	0.0	2.2
	Ocp	1.1	1.3	1.7	2.8	18.2	1.3	1.1	6.0	0.0	49.0
1100-1200	Pro	0.6	42.9	6.2	0.9	2.1	18.2	24.7	1.0	0.0	3.4
	Ocp	1.0	1.3	1.8	1.8	8.1	1.2	1.1	12.4	0.0	28.6
1200-1300	Pro	1.4	38.5	7.4	0.3	1.5	20.8	26.1	1.1	0.0	2.9
	Ocp	1.1	1.3	1.6	2.0	13.7	1.2	1.1	16.9	0.0	31.3
1300-1400	Pro	1.0	43.7	5.7	0.2	1.1	23.4	20.7	1.3	0.0	2.9
	Ocp	1.0	1.3	2.0	1.0	17.4	1.3	1.1	15.3	0.0	35.3
1400-1500	Pro	0.4	43.0	4.6	0.5	1.3	18.1	29.1	0.3	0.0	2.8
	Ocp	1.0	1.2	1.8	7.6	16.0	1.2	1.1	9.0	0.0	33.8
1500-1600	Pro	1.4	44.9	7.8	0.9	1.0	18.5	22.7	0.9	0.0	2.1
	Ocp	1.0	1.2	1.6	4.9	11.9	1.3	1.1	4.9	0.0	33.0
1600-1700	Pro	0.9	48.2	5.5	0.7	1.1	17.8	22.7	0.6	0.0	2.5
	Ocp	1.0	1.2	1.7	3.4	13.4	1.3	1.1	10.1	0.0	41.3
1700-1800	Pro	4.2	51.3	5.0	0.7	1.6	16.3	17.2	1.2	0.0	2.5
	Ocp	1.0	1.2	2.0	2.6	18.4	1.3	1.1	14.1	0.0	54.6
1800-1900	Pro	1.8	61.6	6.2	0.4	1.9	11.8	10.9	2.6	0.0	2.9
	Ocp	1.0	1.2	2.0	1.8	19.1	1.1	1.1	18.4	0.0	68.0
1900-2000	Pro	1.6	64.9	8.0	0.1	1.8	8.5	9.9	2.7	0.0	2.4
	Ocp	1.0	1.3	1.6	1.0	17.4	1.0	1.0	19.6	0.0	47.6
2000-2100	Pro	1.2	69.8	9.0	0.0	1.5	5.2	8.8	1.5	0.0	3.0
	Ocp	1.0	1.2	1.7	0.0	17.2	1.1	1.0	11.2	0.0	41.8
2100-2200	Pro	2.7	65.6	10.8	0.0	1.9	6.8	7.5	1.6	0.0	3.2
	Ocp	1.0	1.2	1.7	0.0	13.6	1.1	1.1	12.8	0.0	36.1
2200-2300	Pro	2.0	71.7	10.8	0.1	0.8	6.4	4.7	1.1	0.0	2.4
	Ocp	1.1	1.1	1.8	1.0	19.0	1.0	1.1	29.6	0.0	32.2
16 hours	Pro	1.7	51.2	7.3	0.5	1.5	15.5	18.2	1.5	0.0	2.5
	Ocp	1.0	1.2	1.8	3.2	16.1	1.2	1.1	14.5	0.0	43.6

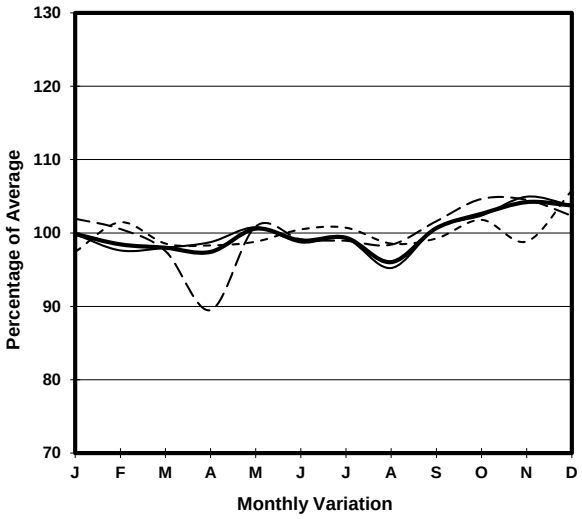
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

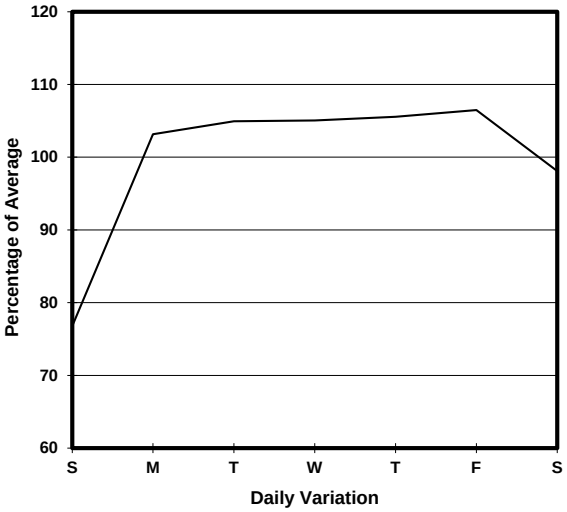
YEAR 2025 **LINK** CASTLE PEAK RD - TAM MI (from KAM TIN RD to FAIRVIEW PARK BOULEVARD)

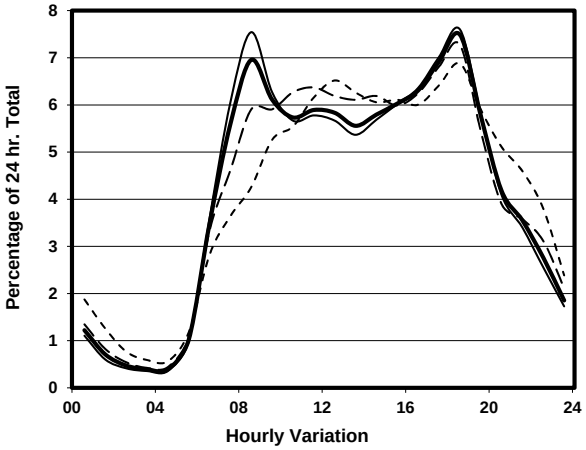
CORE STATION 5045
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

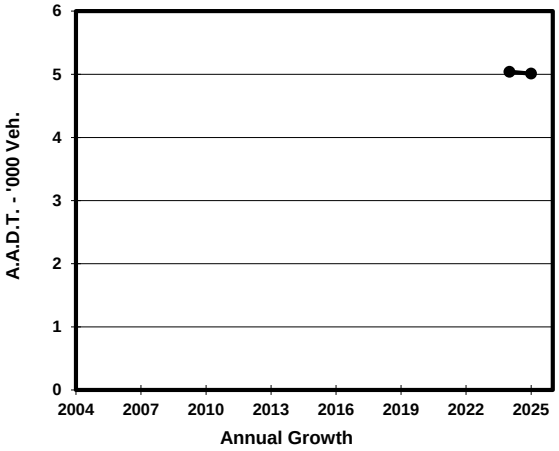


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	1660	1780	1660	1190
R 12 / 24 - %	73.4	74.4	73.0	66.1
R 16 / 24 - %	90.1	90.7	89.5	87.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	110	130	100	50
T - % (AM)	-	6.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	140	150	130	90
T - % (PM)	-	23.8	-	-
Prop.of commercial vehicles - 16 hr.	-	16.6	-	-
NORTH BOUND				
A.A.D.T.	3350	3550	3330	2700
R 12 / 24 - %	74.7	75.3	74.3	70.5
R 16 / 24 - %	90.7	90.9	90.1	89.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	240	270	200	150
T - % (AM)	-	12.0	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	240	250	230	180
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	11.7	-	-

3. OTHER INFORMATION AND COMMENT

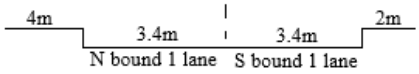
4. Vehicle classification and occupancy - Monday to Friday

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	6.7	25.7	12.3	4.5	23.5	8.9	11.2	6.7	0.0	0.6
	Ocp	1.0	1.3	1.5	1.5	12.3	1.4	1.1	18.7	0.0	40.0
0800-0900	Pro	1.5	68.7	3.8	1.5	10.6	4.5	6.8	2.3	0.0	0.4
	Ocp	1.0	1.4	1.4	9.0	12.4	1.2	1.4	3.7	0.0	35.0
0900-1000	Pro	0.0	53.8	3.7	0.0	15.9	8.6	15.9	1.2	0.0	0.9
	Ocp	0.0	1.3	1.7	0.0	4.8	1.0	1.1	1.0	0.0	18.0
1000-1100	Pro	1.2	36.5	8.5	0.0	17.0	18.2	13.4	4.9	0.0	0.3
	Ocp	1.0	1.3	1.4	0.0	6.9	1.2	1.2	18.0	0.0	22.0
1100-1200	Pro	2.0	41.0	9.8	2.0	19.5	5.9	19.5	0.0	0.0	0.5
	Ocp	1.0	1.2	1.2	1.0	11.2	1.0	1.0	0.0	0.0	23.0
1200-1300	Pro	3.7	55.0	0.0	0.0	16.5	11.0	12.8	0.0	0.0	0.9
	Ocp	1.0	1.3	0.0	0.0	7.9	1.0	1.1	0.0	0.0	30.0
1300-1400	Pro	1.4	49.0	5.6	0.0	19.6	15.4	5.6	2.8	0.0	0.7
	Ocp	1.0	1.5	1.0	0.0	9.2	1.1	1.0	10.5	0.0	34.0
1400-1500	Pro	1.4	45.4	4.3	0.0	19.9	11.3	15.6	1.4	0.0	0.7
	Ocp	1.0	1.8	1.7	0.0	10.0	1.6	1.0	10.0	0.0	42.5
1500-1600	Pro	0.0	52.8	3.2	0.0	20.8	11.2	6.4	4.8	0.0	0.8
	Ocp	0.0	1.4	1.0	0.0	6.8	1.0	1.0	1.0	0.0	19.5
1600-1700	Pro	0.0	53.6	2.2	0.0	22.3	13.4	6.7	0.0	0.0	1.7
	Ocp	0.0	1.3	2.0	0.0	13.2	1.2	1.3	0.0	0.0	29.3
1700-1800	Pro	1.9	61.5	2.8	0.9	14.2	10.4	6.6	0.9	0.0	0.7
	Ocp	1.0	1.4	1.0	1.0	11.3	1.5	1.0	45.0	0.0	42.3
1800-1900	Pro	0.0	60.9	1.2	5.0	18.6	5.0	3.7	5.0	0.0	0.6
Peak hour	Ocp	0.0	1.2	1.0	1.5	11.0	1.3	1.3	1.3	0.0	39.0
1900-2000	Pro	6.1	44.4	1.5	0.0	23.0	4.6	3.1	15.3	0.0	1.9
	Ocp	1.0	1.4	2.0	0.0	13.0	1.0	1.0	33.6	0.0	27.0
2000-2100	Pro	3.9	40.6	7.7	0.0	30.9	5.8	7.7	1.9	0.0	1.5
	Ocp	1.0	1.2	1.3	0.0	12.5	1.0	1.0	1.0	0.0	28.0
2100-2200	Pro	4.5	42.7	13.5	0.0	24.7	11.2	2.2	0.0	0.0	1.1
	Ocp	1.0	1.3	1.5	0.0	10.8	1.2	1.0	0.0	0.0	27.5
2200-2300	Pro	11.9	44.4	14.8	0.0	11.9	3.0	8.9	3.0	0.0	2.2
	Ocp	1.0	1.4	1.2	0.0	10.3	1.0	1.0	1.0	0.0	18.7
16 hours	Pro	2.5	50.0	5.4	1.1	18.5	9.3	9.1	3.3	0.0	0.8
	Ocp	1.0	1.4	1.4	2.7	10.4	1.2	1.1	16.7	0.0	29.6

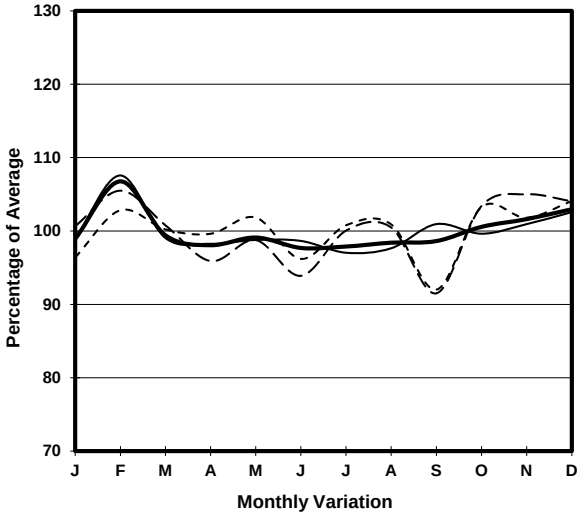
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

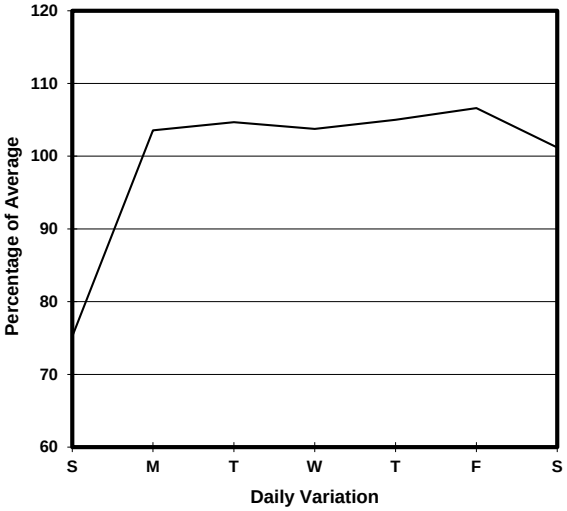
YEAR 2025 **LINK** SAN TAM RD (from KAM TIN RD to FAIRVIEW PARK BOULEVARD)

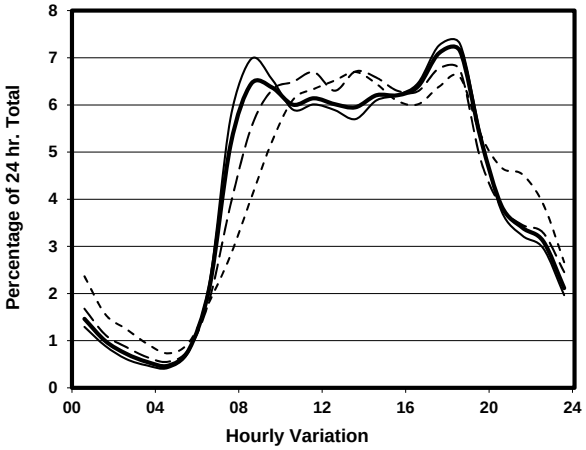
CORE STATION 5046
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

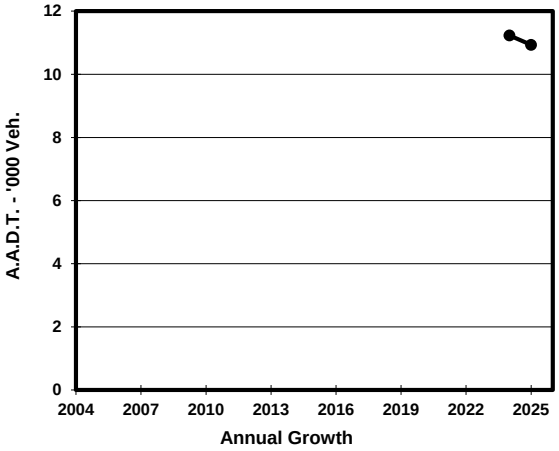


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7670	8090	7960	5980
R 12 / 24 - %	74.7	75.6	74.2	69.1
R 16 / 24 - %	90.9	91.5	90.2	87.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	490	560	490	310
T - % (AM)	-	10.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	560	610	550	400
T - % (PM)	-	14.4	-	-
Prop.of commercial vehicles - 16 hr.	-	13.0	-	-
NORTH BOUND				
A.A.D.T.	3260	3500	3270	2360
R 12 / 24 - %	76.1	77.1	75.7	69.6
R 16 / 24 - %	90.4	90.9	89.5	87.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	220	250	220	130
T - % (AM)	-	22.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	230	250	210	150
T - % (PM)	-	9.1	-	-
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	1.3	39.5	12.0	1.3	10.7	15.4	14.0	4.7	0.0	1.0
	Ocp	1.0	1.4	1.8	12.5	16.1	1.3	1.2	36.4	0.0	55.2
0800-0900	Pro	0.0	57.5	8.5	4.3	6.0	10.2	9.8	3.4	0.0	0.3
	Ocp	0.0	1.4	2.1	5.4	16.7	1.8	1.2	27.6	0.0	26.3
0900-1000	Pro	1.6	47.7	6.0	0.5	7.0	16.3	16.8	3.8	0.0	0.3
	Ocp	1.3	1.3	1.5	1.0	10.8	1.1	1.2	16.9	0.0	14.5
1000-1100	Pro	0.6	41.5	1.8	0.6	7.2	24.7	22.3	1.2	0.0	0.2
	Ocp	1.0	1.5	1.3	1.0	10.0	1.3	1.2	13.0	0.0	55.0
1100-1200	Pro	0.6	46.3	8.2	1.2	8.2	16.4	15.2	3.5	0.0	0.4
	Ocp	1.0	1.3	1.7	2.5	9.9	1.0	1.2	22.3	0.0	16.0
1200-1300	Pro	4.9	47.5	12.2	0.0	9.7	17.0	6.1	2.4	0.0	0.2
	Ocp	1.3	1.1	1.2	0.0	11.6	1.1	1.1	16.3	0.0	30.0
1300-1400	Pro	1.4	54.4	11.8	0.7	9.1	9.8	11.8	0.7	0.0	0.3
	Ocp	1.0	1.1	1.5	1.0	6.9	1.3	1.2	40.0	0.0	10.5
1400-1500	Pro	1.1	41.3	9.9	0.6	5.5	20.4	16.5	4.4	0.0	0.3
	Ocp	1.0	1.1	1.4	2.0	13.0	1.4	1.4	18.1	0.0	17.5
1500-1600	Pro	0.5	44.7	8.6	1.4	6.2	22.8	13.3	2.4	0.0	0.2
	Ocp	1.0	1.3	1.6	15.3	12.5	1.4	1.4	21.4	0.0	16.0
1600-1700	Pro	1.7	45.7	9.5	3.9	5.6	16.2	12.8	4.5	0.0	0.3
	Ocp	1.0	1.3	1.4	7.3	11.0	1.3	1.1	20.0	0.0	17.0
1700-1800	Pro	2.0	48.4	11.4	1.5	8.4	16.3	6.4	5.4	0.0	0.2
	Ocp	1.3	1.4	1.8	2.3	15.8	1.3	1.2	25.1	0.0	12.0
1800-1900	Pro	3.3	57.4	9.4	0.0	8.9	7.1	5.6	8.0	0.0	0.2
Peak hour	Ocp	1.0	1.2	1.5	0.0	16.0	1.1	1.0	21.6	0.0	47.0
1900-2000	Pro	5.6	59.6	13.2	0.6	7.5	2.5	4.4	6.3	0.0	0.3
	Ocp	1.0	1.0	1.8	10.0	9.8	1.0	1.0	26.9	0.0	14.0
2000-2100	Pro	4.0	51.3	13.1	1.0	15.1	4.0	6.0	5.0	0.0	0.5
	Ocp	1.0	1.0	1.2	6.0	6.6	1.0	1.0	15.6	0.0	5.5
2100-2200	Pro	2.4	42.4	19.4	1.2	13.3	8.5	3.6	8.5	0.0	0.6
	Ocp	1.0	1.0	1.1	1.0	6.4	1.3	1.0	14.4	0.0	6.0
2200-2300	Pro	0.0	62.1	24.8	0.0	9.9	0.0	0.0	2.5	0.0	0.6
	Ocp	0.0	1.1	1.4	0.0	8.4	0.0	0.0	14.5	0.0	5.5
16 hours	Pro	1.9	49.1	10.3	1.3	8.1	13.9	10.9	4.1	0.0	0.3
	Ocp	1.1	1.3	1.5	6.2	11.7	1.3	1.2	22.1	0.0	24.3

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

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 Mt. Austin Rd to Magazine Gap Rd)	A2-12
1015	Stubbs Rd (from Queen's Rd E to Stubbs Rd Fo <H119> Northern End)	A2-13
1016	Sing Woo Rd (from Wong Nai Chung Rd to Blue Pool Rd)	A2-14
1017	Ap Lei Chau Bridge & Ap Lei Chau Bridge Rd (from Wong Chuk Hang Rd to Ap Lei Chau Est)	A2-15
1018	Shek O Rd (from Tai Tam Rd to Shek O Village)	A2-16
1019	Hollywood Rd (from Queen's Rd W to Ladder St)	A2-17
1020	Lockhart Rd (from Arsenal St to Percival St)	A2-18
1023	Tai Tam Rd (from Red Hill Rd to Shek O Rd)	A2-19
1024	Tai Hang Rd (from Ka Ning Path to Lai Tak Tsuen Rd)	A2-20
1027	Shing Sai Rd (from Sai Cheung St N to Kennedy Town New Praya)	A2-21
1028	Gloucester Rd (from Arsenal St to Cross Harbour Tunnel S. INT)	A2-22
1029	Hennessy Rd (from Luard Rd to Fleming Rd)	A2-23
1030	Connaught Rd C & underpass (from Pedder St to Cotton Tree Drive)	A2-24
1101	Mount Butler Rd (from Tai Hang Rd to End)	A2-25
1102	Cheung Lee St (from Hong Man St to Kut Shing St)	A2-26
1103	Stanley Village Rd (from Tai Tam Rd to Stanley New St)	A2-27
1104	Wing Lok St (from Des Voeux Rd W to Bonham Strand)	A2-28
1105	Conduit Rd (from Kotewall Rd to Glenealy)	A2-29
1108	Justice Drive (from Queensway to Supreme Court Rd)	A2-30
1109	Ocean Park Rd (from Wong Chuk Hang Rd to Ocean Park)	A2-31

APPENDIX A2 (Cont'd)

Core Station No.	Location	Page
3003	Prince Edward Rd E & FO <K10A> (from Choi Hung Rd to 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

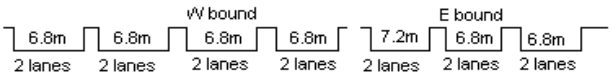
APPENDIX A2 (Cont'd)

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 INT 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 Rd 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

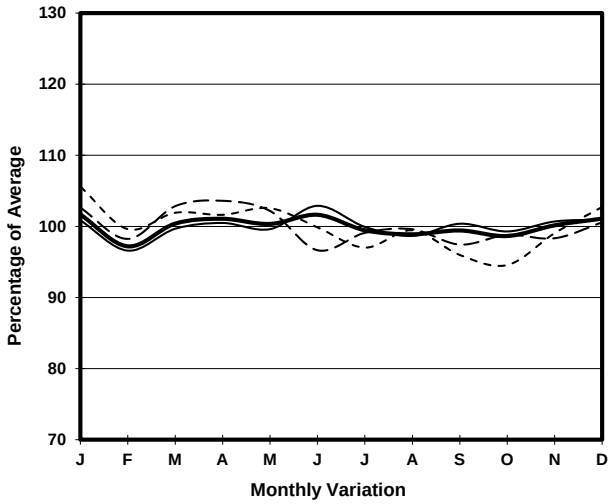
YEAR 2025

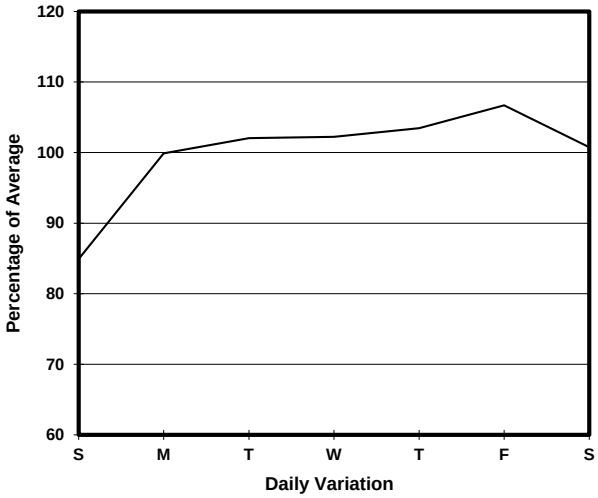
LINK ISLAND EASTERN CORRIDOR (from HEALTHY ST INT EASTERN END to TAIKOO SHING INT WESTERN END)

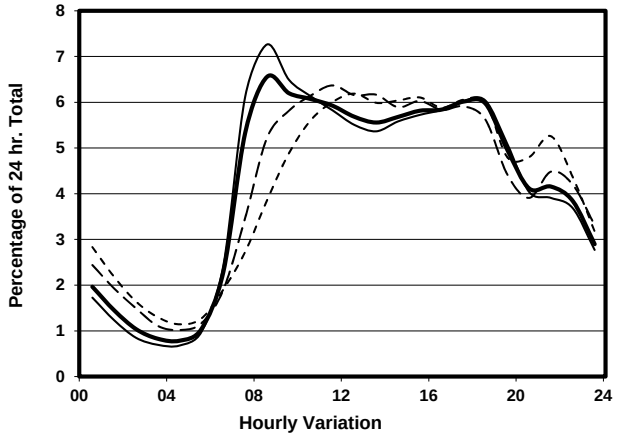
CORE STATION 1003
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

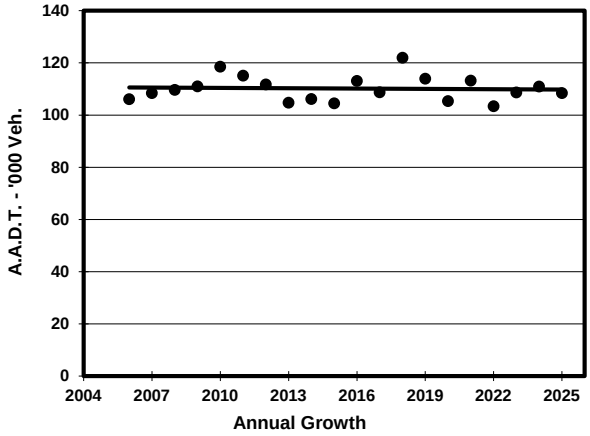


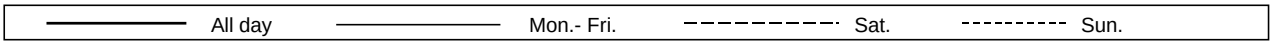
1. TRAFFIC FLOW VARIATION AND GROWTH











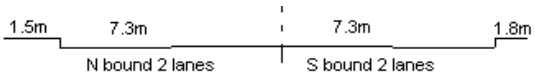
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	49160	50970	50170	41900
R 12 / 24 - %	68.7	70.1	66.6	62.7
R 16 / 24 - %	87.4	88.5	84.8	83.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2910	3300	2660	1790
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	2990	3170	2970	2530
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	59260	61410	59850	51210
R 12 / 24 - %	72.3	73.4	70.4	67.5
R 16 / 24 - %	88.0	88.7	86.3	85.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4230	4860	3740	2750
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	3620	3770	3580	3120
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

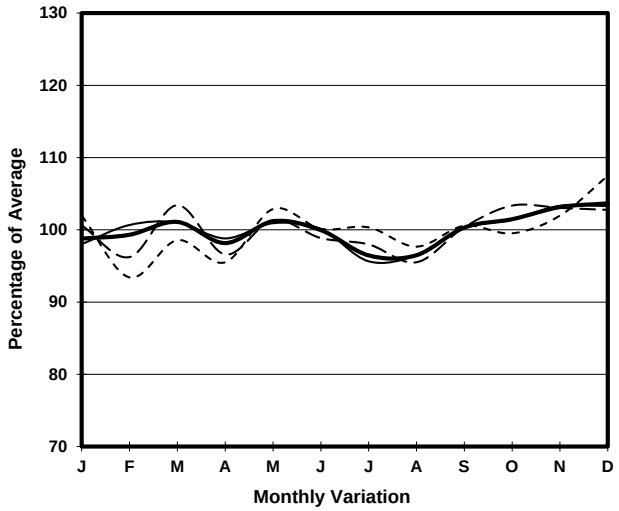
3. OTHER INFORMATION AND COMMENT

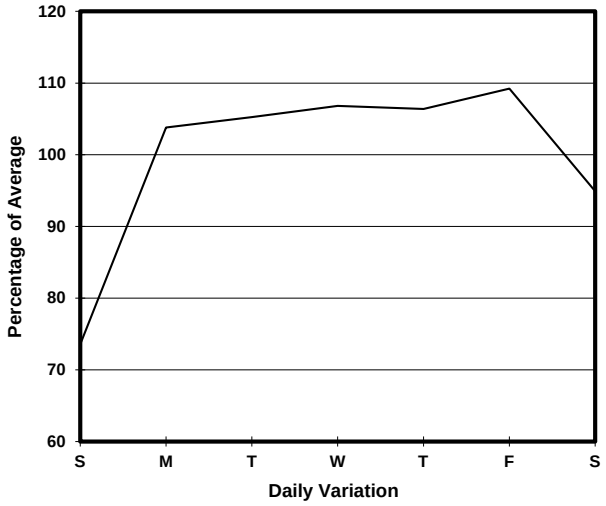
YEAR 2025 **LINK** POK FU LAM RD (from SASSOON RD to CHI FU RD)

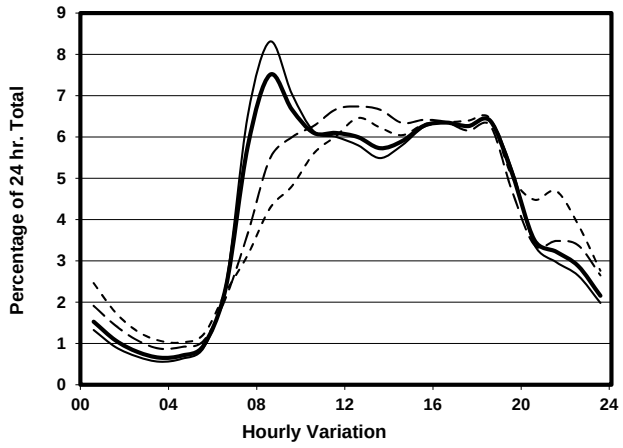
CORE STATION 1005
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

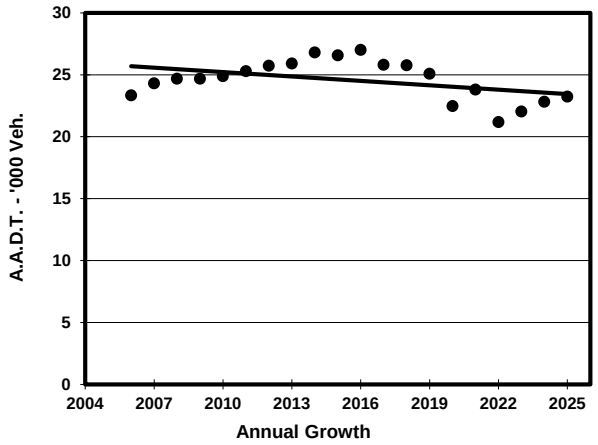


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11400	12270	10940	8690
R 12 / 24 - %	73.4	74.8	71.4	65.5
R 16 / 24 - %	89.1	90.0	87.2	85.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	770	910	650	400
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	710	770	690	550
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	11830	12770	11450	8670
R 12 / 24 - %	76.7	77.9	74.6	70.7
R 16 / 24 - %	90.4	91.1	88.7	87.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	980	1170	700	440
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	800	870	760	590
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

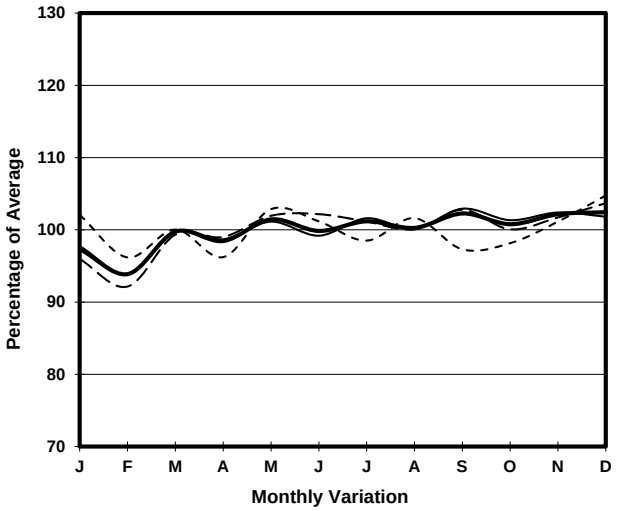
3. OTHER INFORMATION AND COMMENT

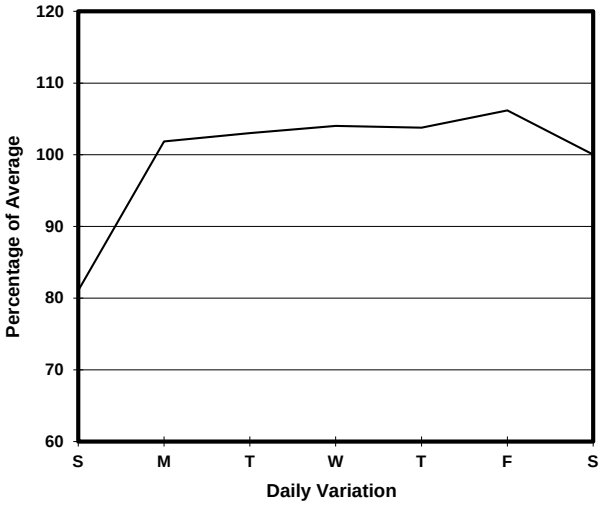
YEAR 2025 **LINK** CONNAUGHT RD W (from WATER ST to EASTERN ST)

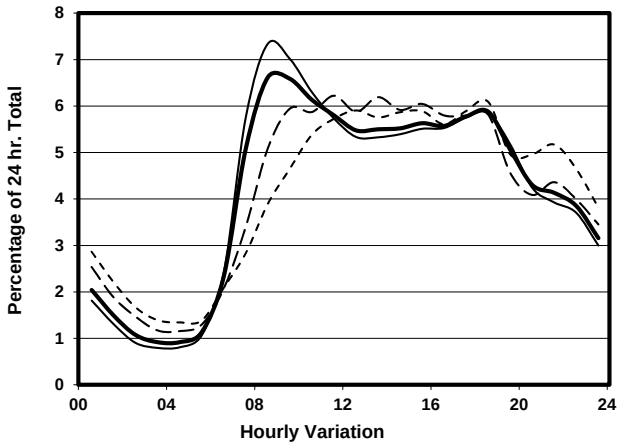
CORE STATION 1006
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

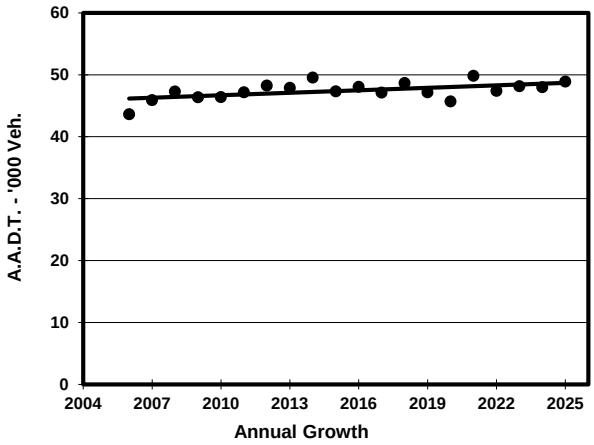


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

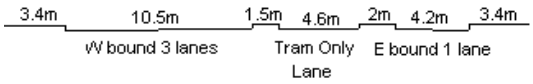
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	24580	25890	24530	19890
R 12 / 24 - %	70.4	71.7	68.6	64.2
R 16 / 24 - %	86.9	87.8	85.0	83.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1710	2010	1480	950
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1450	1520	1440	1240
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	24310	25370	24880	20190
R 12 / 24 - %	68.7	70.0	67.4	62.8
R 16 / 24 - %	86.9	87.9	85.0	83.2
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1530	1760	1460	920
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1420	1480	1450	1210
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

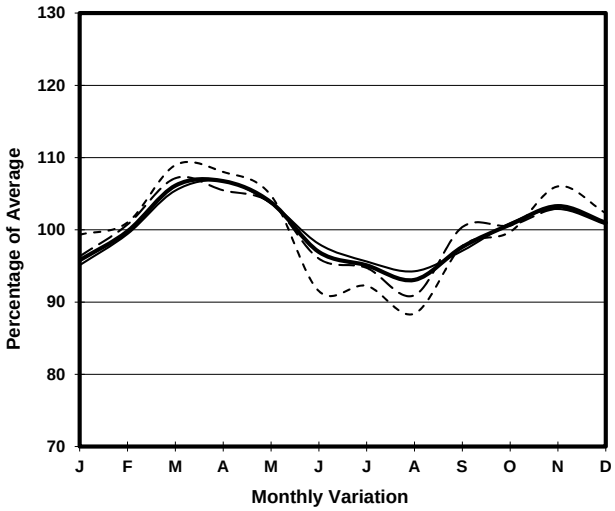
3. OTHER INFORMATION AND COMMENT

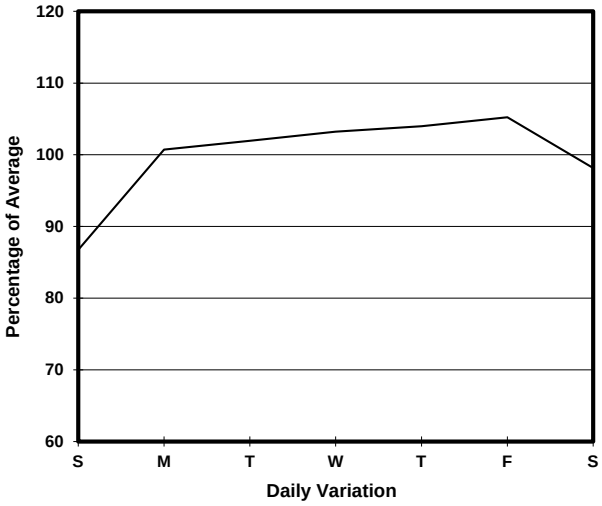
YEAR 2025 **LINK** KING'S RD (from NORTH POINT RD to TONG SHUI RD)

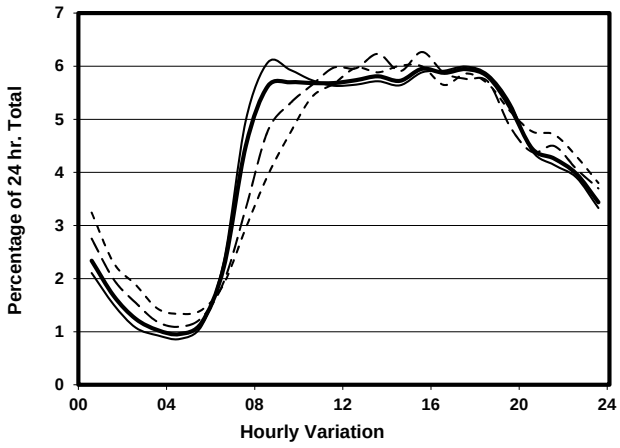
CORE STATION 1008
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

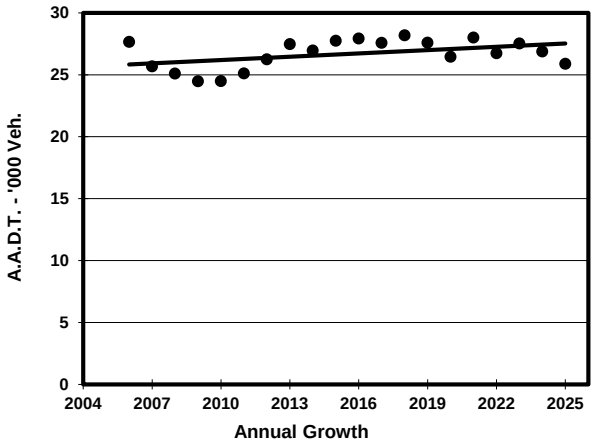


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

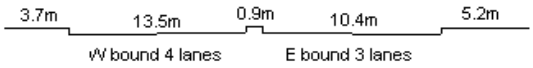
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	4640	4830	4540	4020
R 12 / 24 - %	69.2	69.7	68.9	66.2
R 16 / 24 - %	87.9	88.2	87.3	86.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	240	250	220	190
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	310	330	300	260
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	21240	22000	21010	18700
R 12 / 24 - %	67.8	68.9	66.3	63.2
R 16 / 24 - %	85.5	86.4	83.9	81.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1240	1400	1140	880
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	1240	1300	1200	1080
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

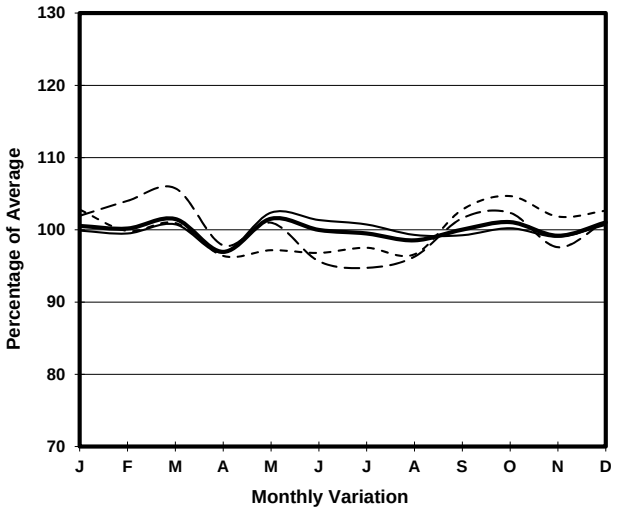
3. OTHER INFORMATION AND COMMENT

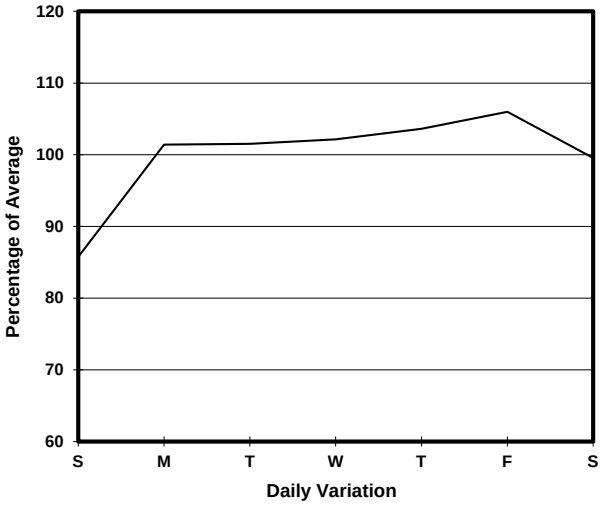
YEAR 2025 **LINK** WONG CHUK HANG RD (from NAM LONG SHAN RD to NAM FUNG RD)

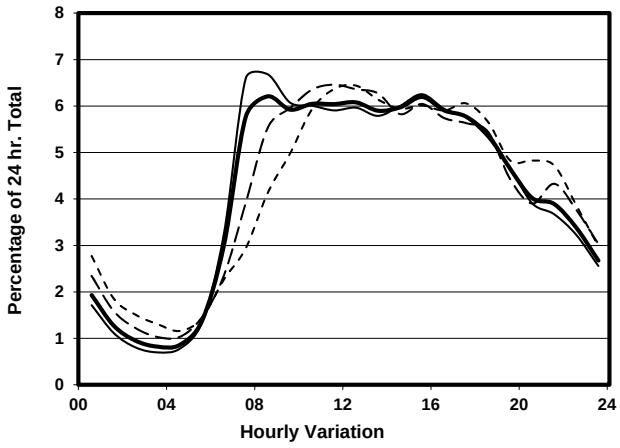
CORE STATION 1010
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

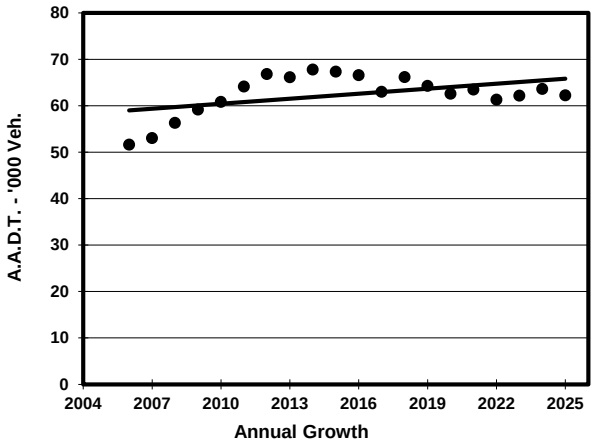


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

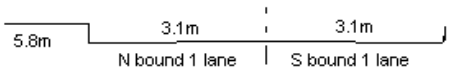
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	33800	35270	33450	28630
R 12 / 24 - %	74.6	75.6	72.8	70.1
R 16 / 24 - %	88.4	88.8	87.6	86.8
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2320	2780	2170	1560
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	2020	2120	1930	1780
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	28410	29260	28970	25120
R 12 / 24 - %	67.2	68.3	65.8	62.4
R 16 / 24 - %	85.6	86.5	84.1	82.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1580	1700	1550	1110
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	1680	1750	1650	1470
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

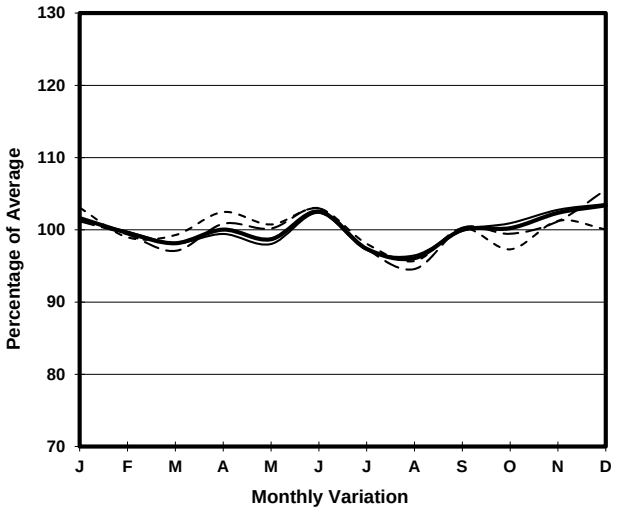
3. OTHER INFORMATION AND COMMENT

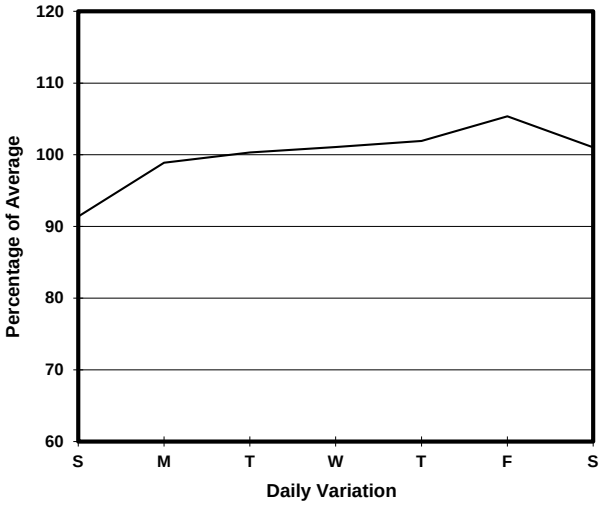
YEAR 2025 **LINK** REPULSE BAY RD & STANLEY GAP RD (from SOUTH BAY RD to TAI TAM RD)

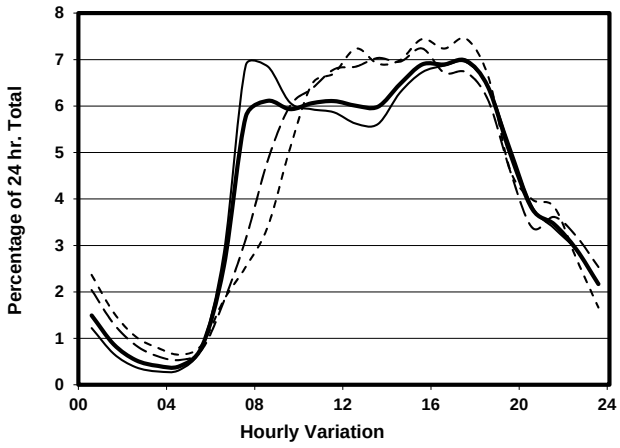
CORE STATION 1011
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

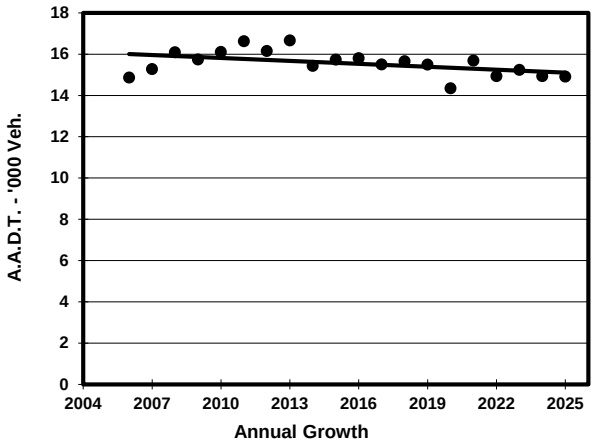


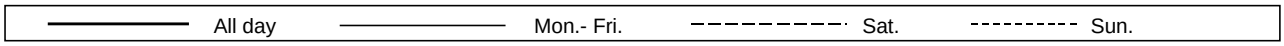
1. TRAFFIC FLOW VARIATION AND GROWTH











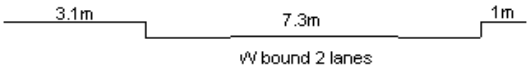
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7510	7640	7650	6970
R 12 / 24 - %	75.0	75.2	74.8	73.9
R 16 / 24 - %	90.6	91.1	89.5	89.2
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	450	510	450	360
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	510	510	510	500
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	7400	7560	7470	6750
R 12 / 24 - %	76.3	76.9	74.8	74.3
R 16 / 24 - %	91.0	91.5	89.7	89.3
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	470	540	450	340
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	540	550	530	540
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

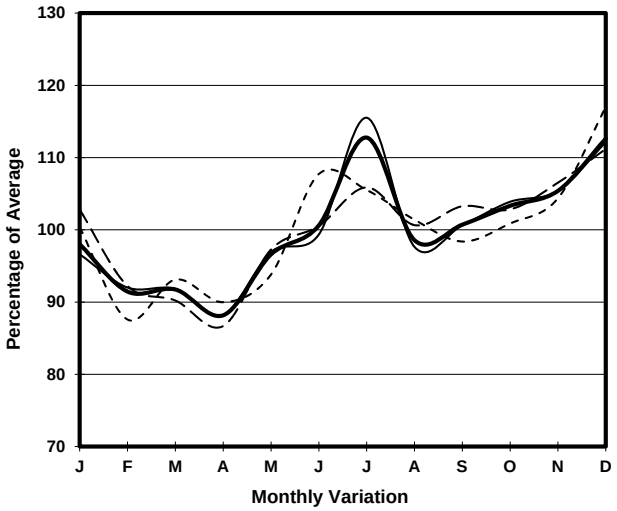
3. OTHER INFORMATION AND COMMENT

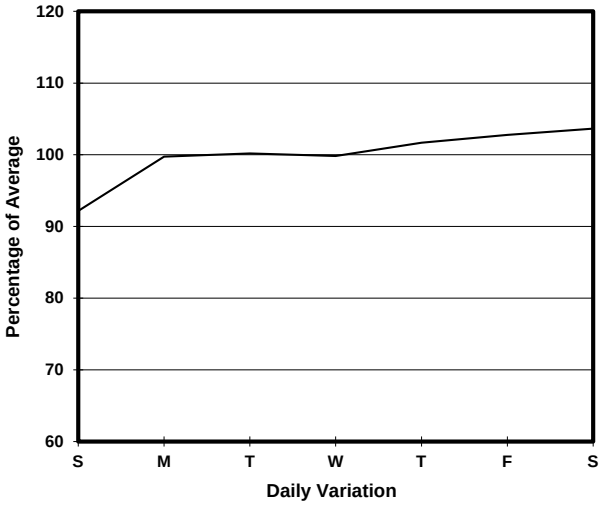
YEAR 2025 **LINK** BELCHER'S ST (from SANDS ST to QUEEN'S RD W)

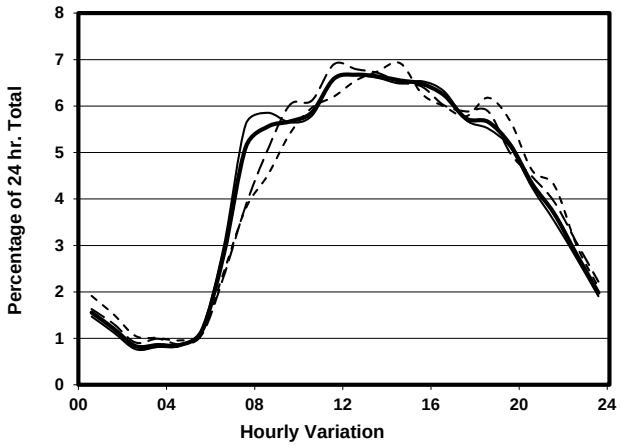
CORE STATION 1012
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

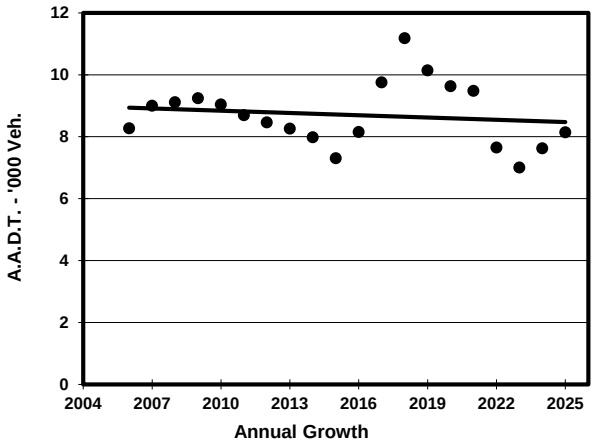


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

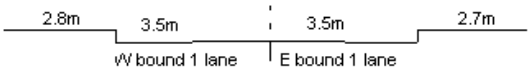
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
WEST BOUND				
A.A.D.T.	8140	8250	8480	7520
R 12 / 24 - %	72.8	73.3	72.2	70.3
R 16 / 24 - %	88.7	88.9	88.7	87.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	460	480	510	410
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	510	520	510	460
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.	-	-	-	-

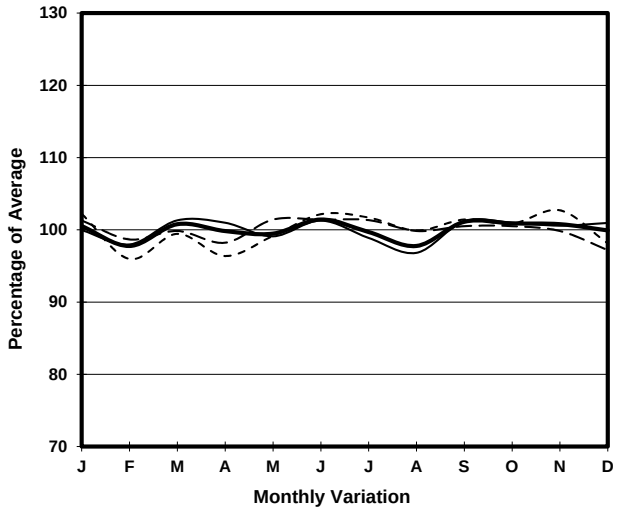
3. OTHER INFORMATION AND COMMENT

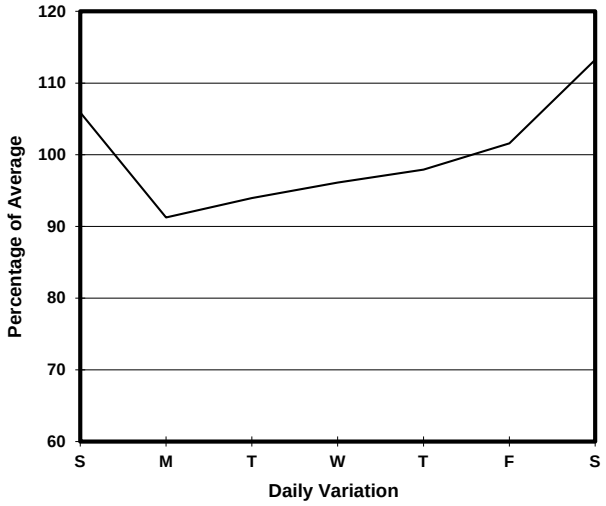
YEAR 2025 **LINK** CAINE RD (from SEYMOUR RD to ABERDEEN ST)

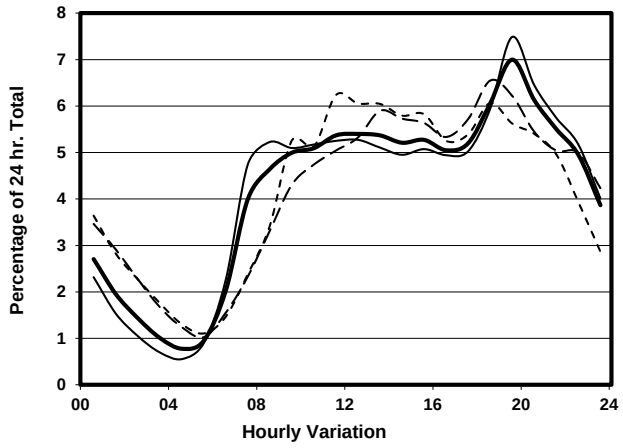
CORE STATION 1013
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

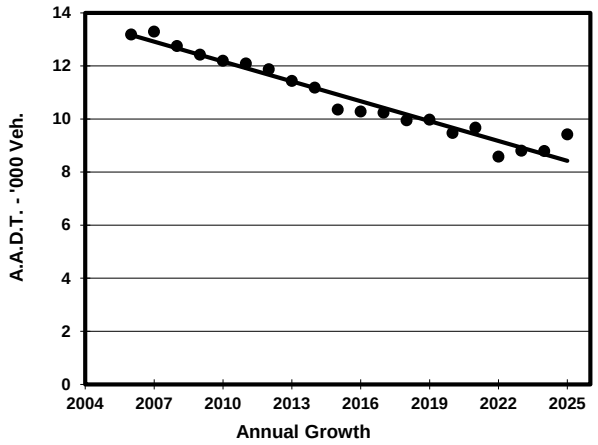


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

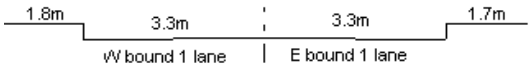
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	7010	6960	7620	6480
R 12 / 24 - %	65.1	66.7	61.2	61.1
R 16 / 24 - %	85.7	87.7	80.9	80.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	380	400	390	290
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	450	450	470	400
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	2410	2060	3010	3460
R 12 / 24 - %	51.6	45.3	56.8	66.2
R 16 / 24 - %	84.1	83.2	83.6	87.1
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	90	100	70	240
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	120	90	220	210
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

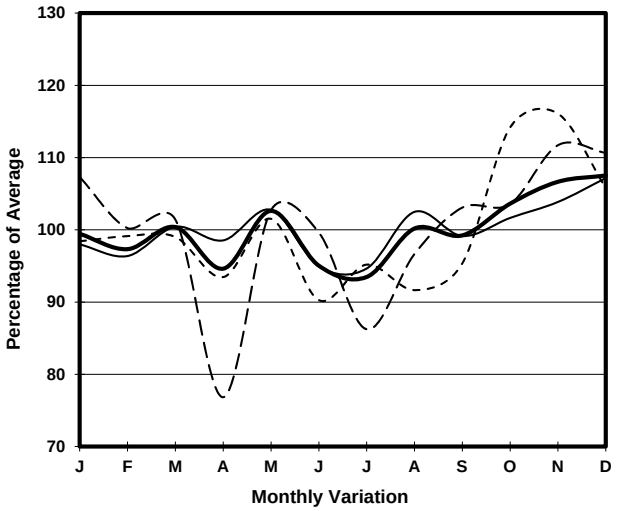
3. OTHER INFORMATION AND COMMENT

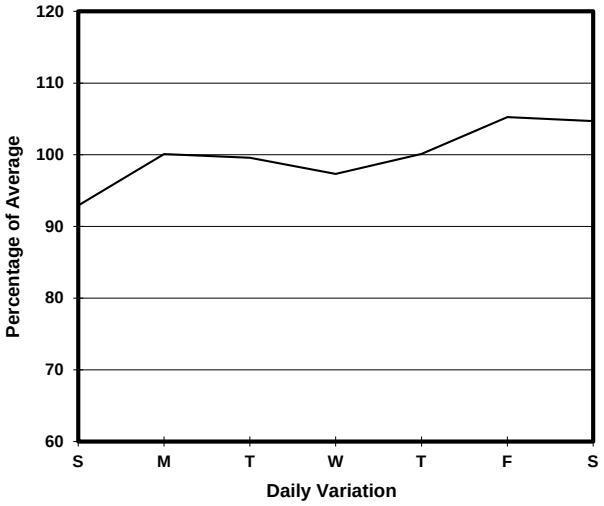
YEAR 2025 **LINK** PEAK RD (from MT. AUSTIN RD to MAGAZINE GAP RD)

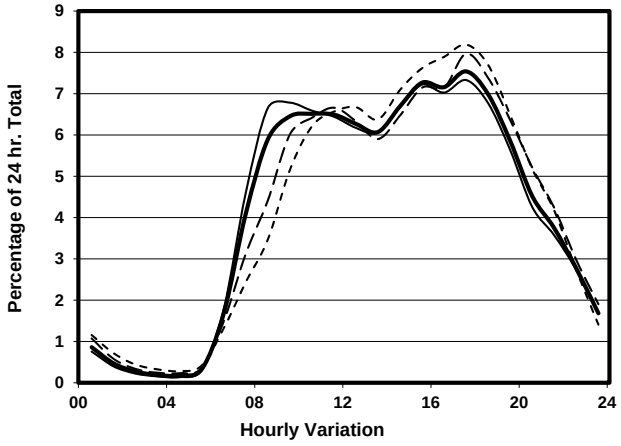
CORE STATION 1014
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

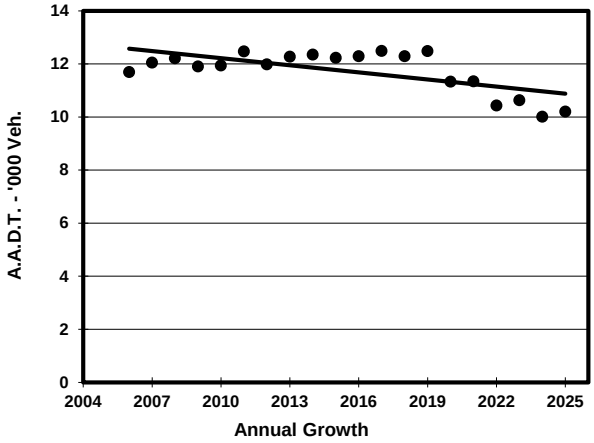


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

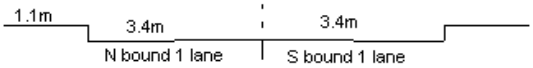
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	5120	5150	5400	4790
R 12 / 24 - %	77.7	78.9	74.9	74.7
R 16 / 24 - %	94.5	94.8	94.0	93.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	320	340	320	240
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	390	380	430	400
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	5080	5130	5380	4740
R 12 / 24 - %	77.2	77.8	75.1	76.1
R 16 / 24 - %	94.2	94.3	93.6	94.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	340	360	330	250
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	380	370	430	380
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

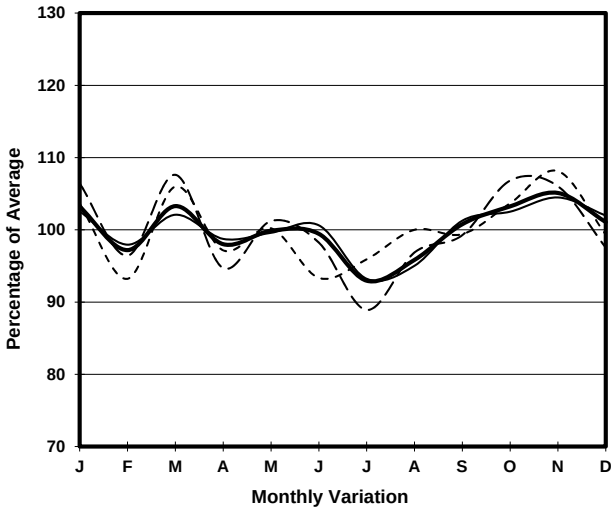
3. OTHER INFORMATION AND COMMENT

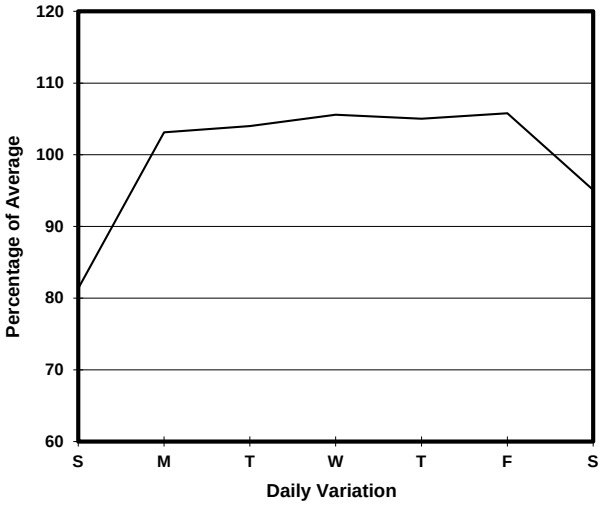
YEAR 2025 **LINK** STUBBS RD (from QUEEN'S RD E to STUBBS RD FO <H119> NORTHERN END)

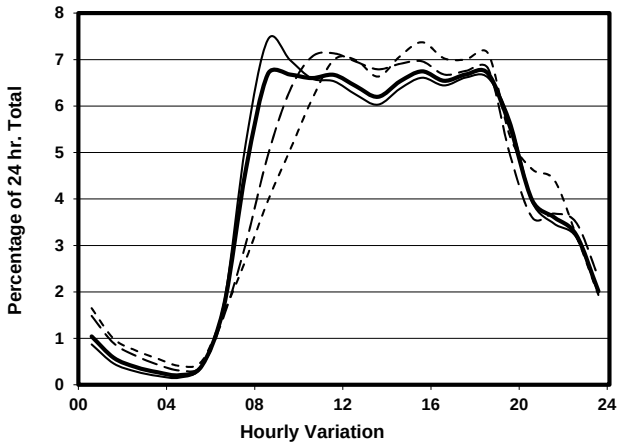
CORE STATION 1015
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

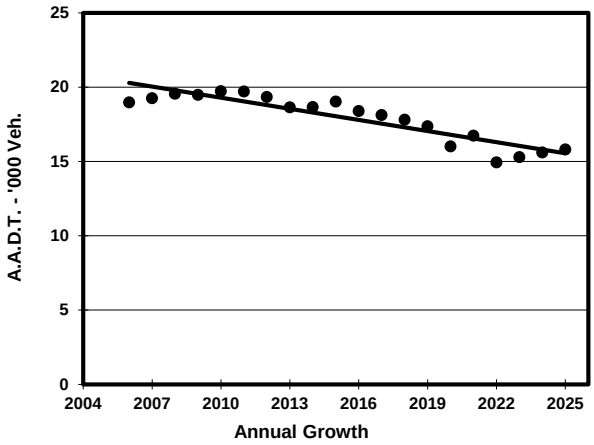


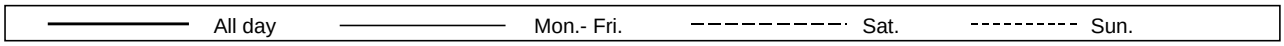
1. TRAFFIC FLOW VARIATION AND GROWTH











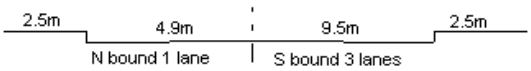
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7180	7640	6760	5810
R 12 / 24 - %	76.5	77.0	75.9	73.6
R 16 / 24 - %	93.5	93.9	92.4	92.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	480	540	440	280
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	460	490	460	430
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	8620	9050	8460	7200
R 12 / 24 - %	77.6	78.2	76.8	74.4
R 16 / 24 - %	93.3	93.9	91.8	91.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	590	710	530	380
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	600	630	610	550
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

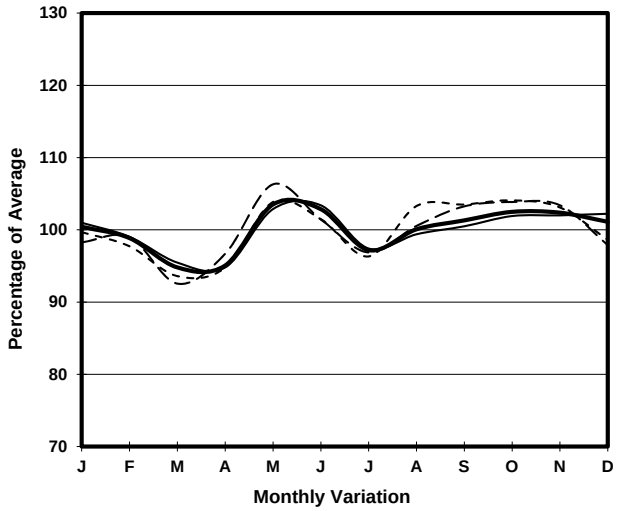
3. OTHER INFORMATION AND COMMENT

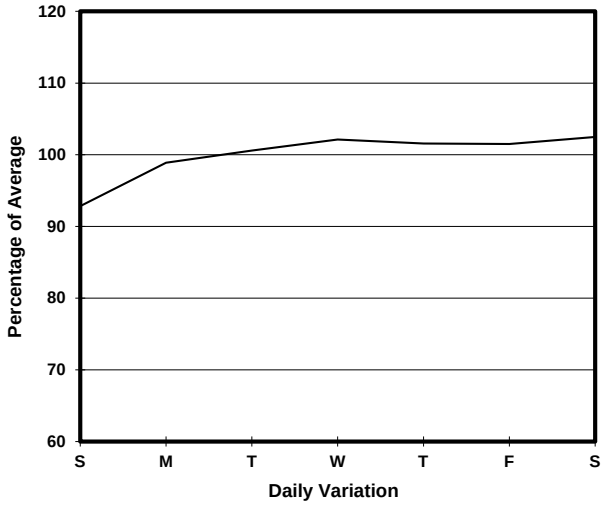
YEAR 2025 **LINK** SING WOO RD (from WONG NAI CHUNG RD to BLUE POOL RD)

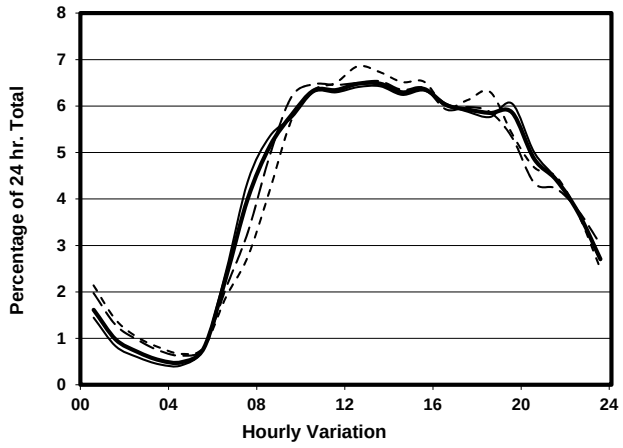
CORE STATION 1016
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

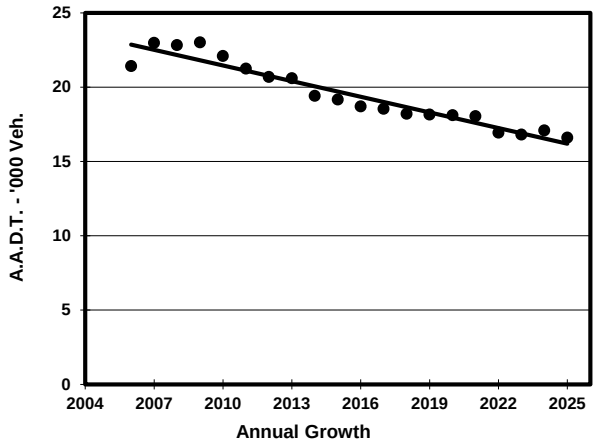


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

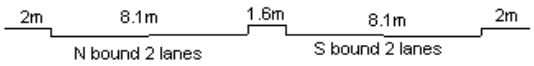
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	12180	12380	12510	11150
R 12 / 24 - %	71.7	71.8	71.7	71.1
R 16 / 24 - %	90.3	90.7	89.4	89.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	720	730	790	660
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	740	750	750	700
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	4420	4440	4570	4310
R 12 / 24 - %	69.4	69.6	68.7	69.2
R 16 / 24 - %	88.7	89.4	86.2	87.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	240	240	270	230
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	270	270	270	280
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

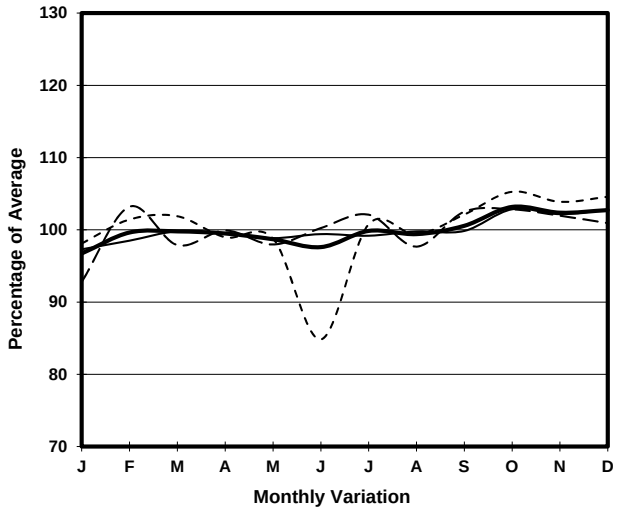
YEAR 2025

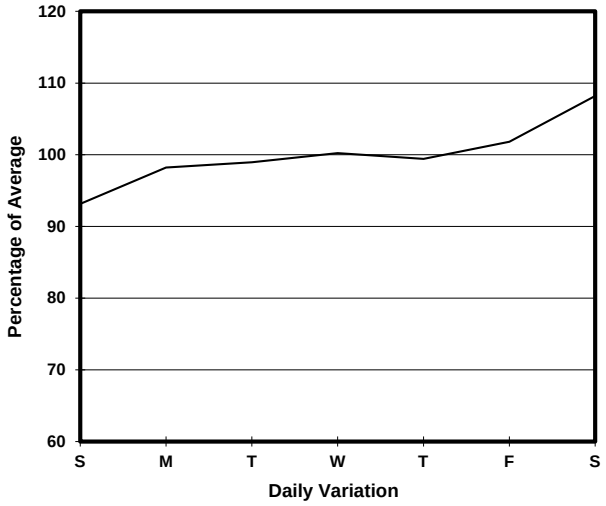
LINK AP LEI CHAU BRIDGE & AP LEI CHAU BRIDGE RD (from WONG CHUK HANG RD to AP LEI CHAU EST)

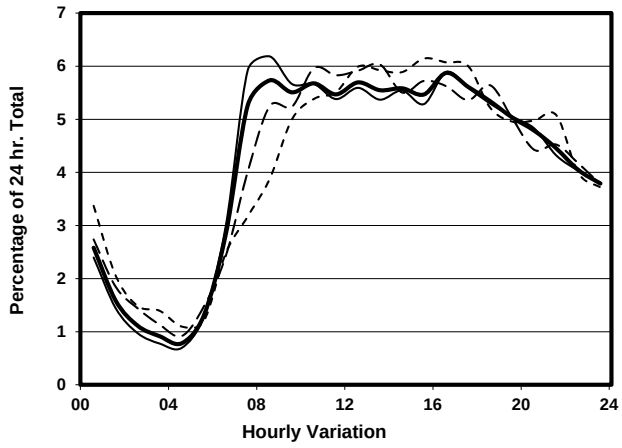
CORE STATION 1017
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

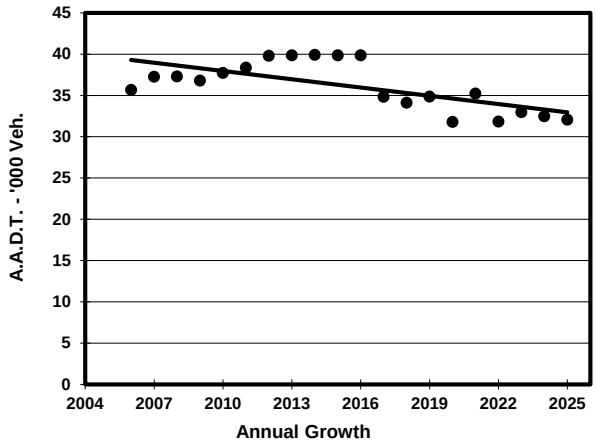


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

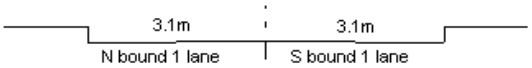
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	15960	15820	17050	15940
R 12 / 24 - %	64.5	65.3	62.9	62.3
R 16 / 24 - %	84.8	85.5	83.1	82.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	790	850	840	730
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	970	960	1010	980
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	16100	16260	17750	14040
R 12 / 24 - %	69.0	69.4	69.2	66.3
R 16 / 24 - %	85.4	85.7	85.3	83.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1050	1140	1100	770
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1700-1800
One-way flow at PM peak hour	920	930	1010	890
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

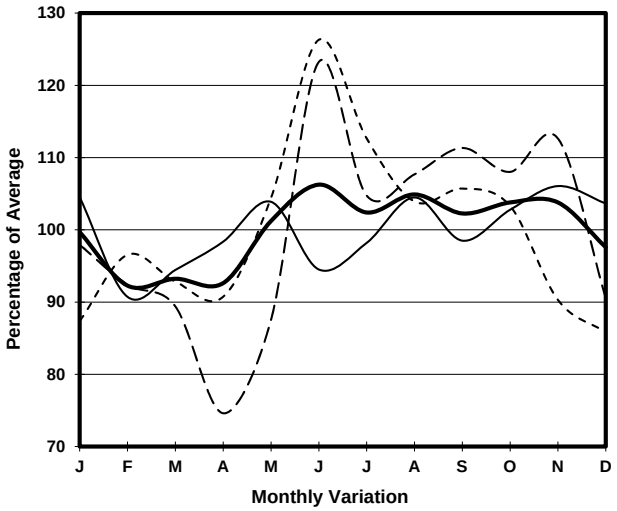
3. OTHER INFORMATION AND COMMENT

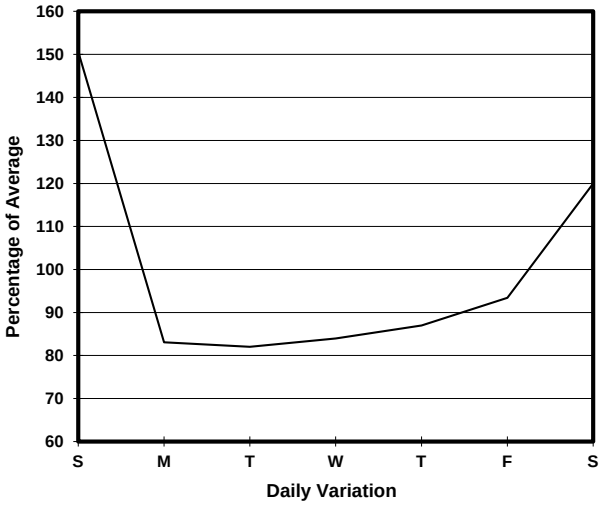
YEAR 2025 **LINK** SHEK O RD (from TAI TAM RD to SHEK O VILLAGE)

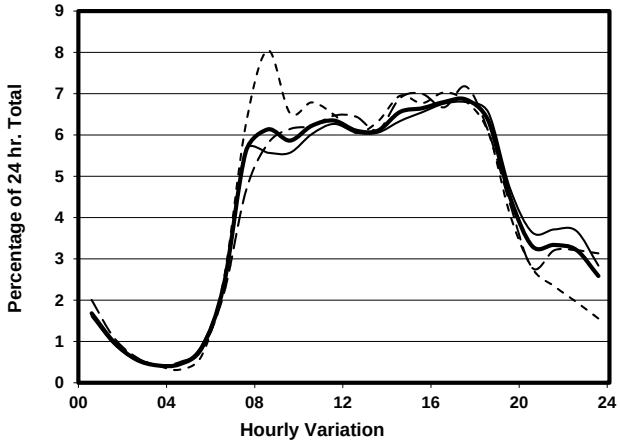
CORE STATION 1018
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

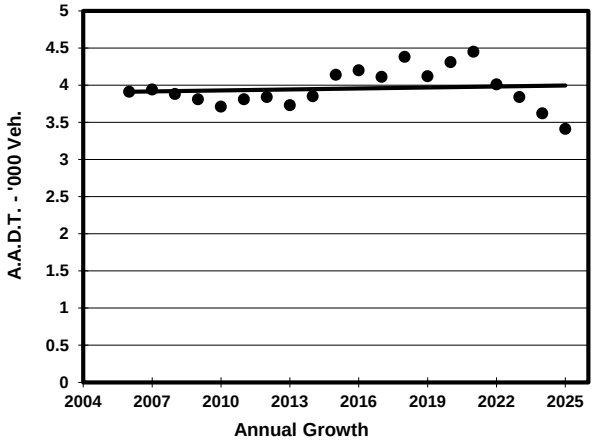


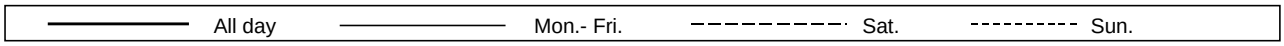
1. TRAFFIC FLOW VARIATION AND GROWTH











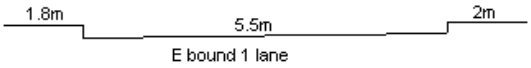
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	1710	1430	2010	2490
R 12 / 24 - %	74.0	71.7	74.8	80.0
R 16 / 24 - %	90.4	90.8	88.8	90.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0700-0800
One-way flow at AM peak hour	100	90	120	220
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	110	100	130	160
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	1700	1430	2010	2470
R 12 / 24 - %	77.5	76.9	76.7	80.2
R 16 / 24 - %	89.9	89.3	89.7	91.9
AM Peak Hour	0800-0900	0700-0800	0900-1000	0800-0900
One-way flow at AM peak hour	110	120	130	200
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	120	100	160	200
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

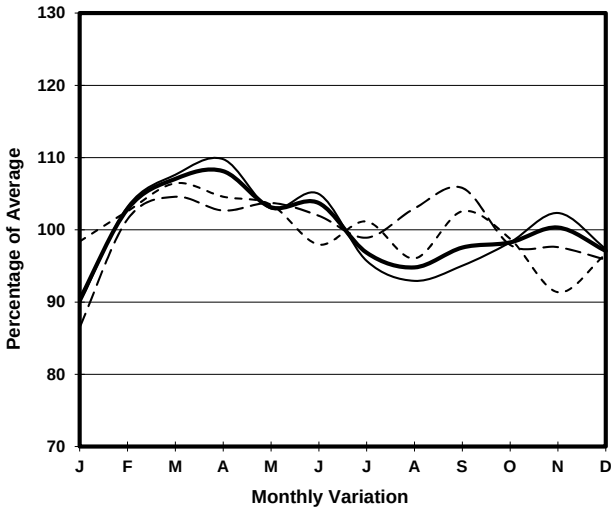
3. OTHER INFORMATION AND COMMENT

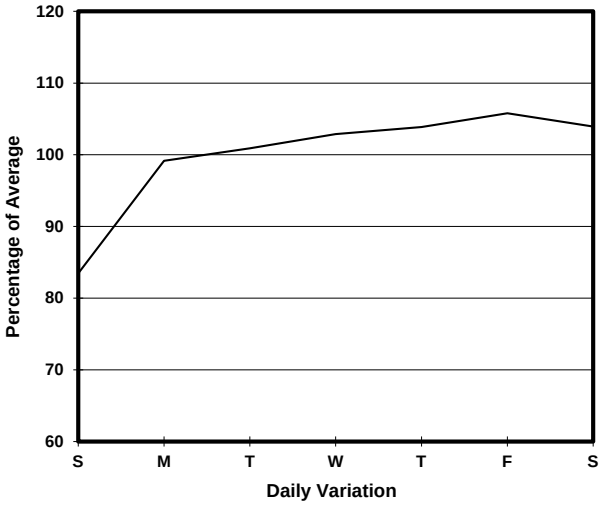
YEAR 2025 **LINK** HOLLYWOOD RD (from QUEEN'S RD W to LADDER ST)

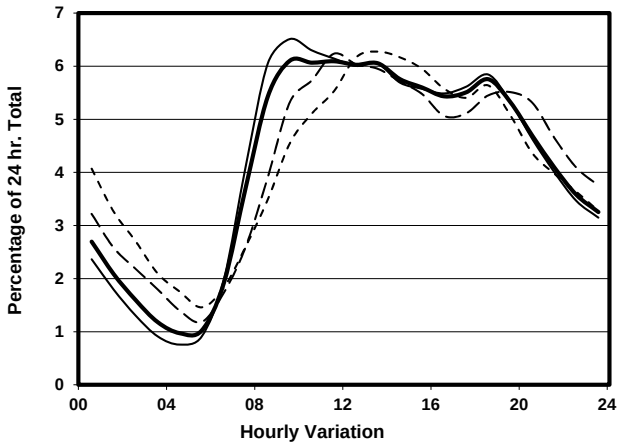
CORE STATION 1019
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

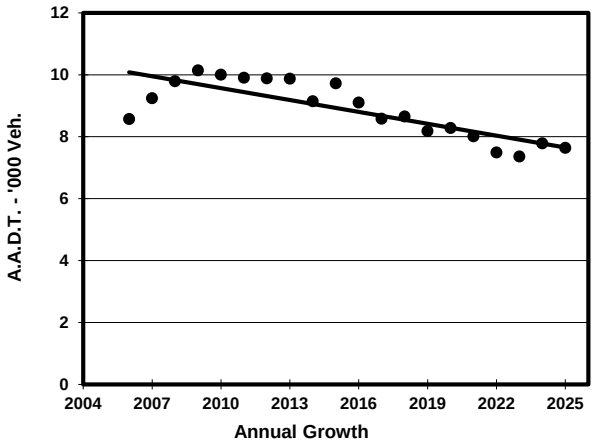


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

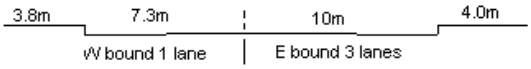
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	7640	7910	8020	6440
R 12 / 24 - %	67.6	69.4	62.6	62.5
R 16 / 24 - %	85.2	86.8	82.2	79.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	470	520	430	290
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	440	460	440	360
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.	-	-	-	-

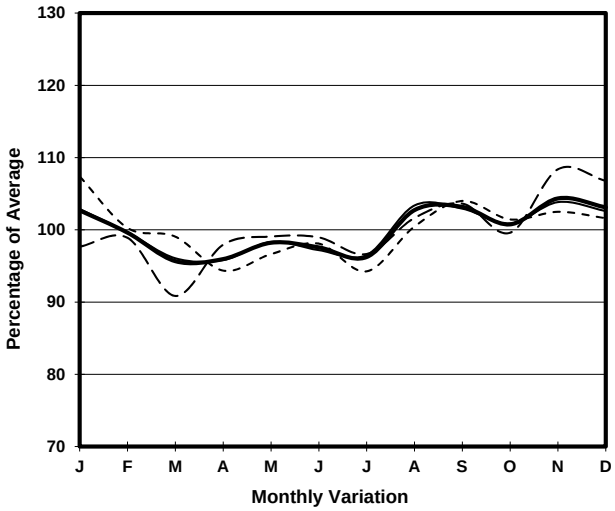
3. OTHER INFORMATION AND COMMENT

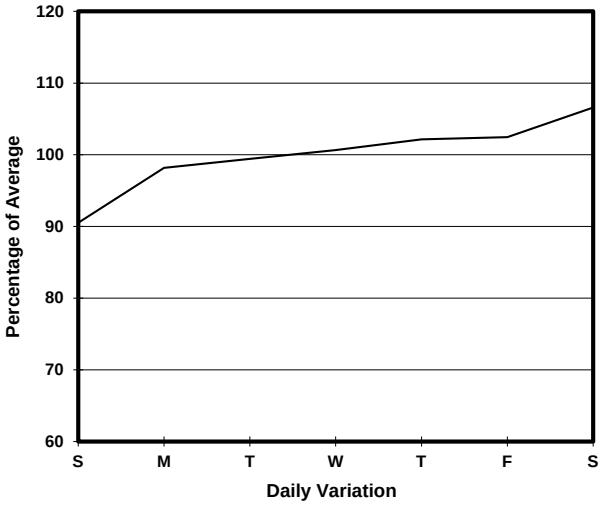
YEAR 2025 **LINK** LOCKHART RD (from ARSENAL ST to PERCIVAL ST)

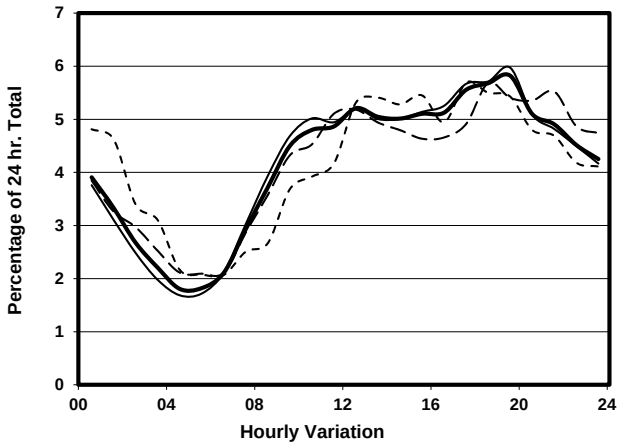
CORE STATION 1020
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

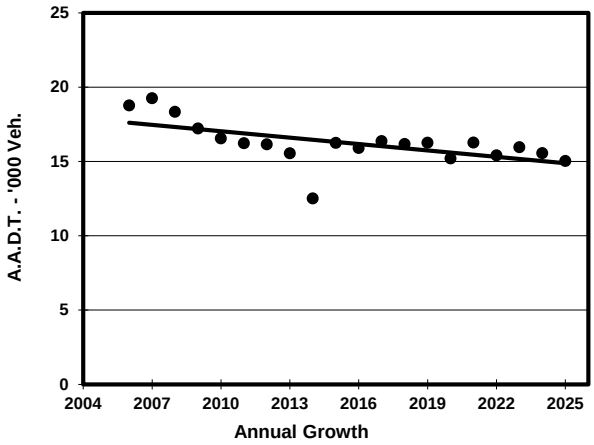


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

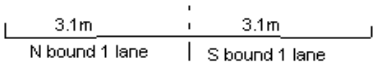
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	10970	11120	11840	9740
R 12 / 24 - %	58.1	59.2	55.9	54.8
R 16 / 24 - %	78.1	79.1	77.1	73.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	510	540	510	360
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	630	650	700	590
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	4060	4070	4270	3930
R 12 / 24 - %	56.1	57.1	53.5	54.0
R 16 / 24 - %	77.4	78.7	74.3	73.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	170	170	190	140
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	220	230	210	240
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

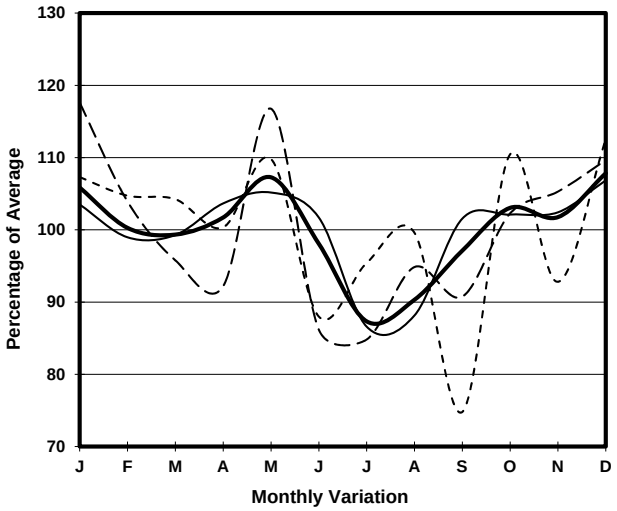
3. OTHER INFORMATION AND COMMENT

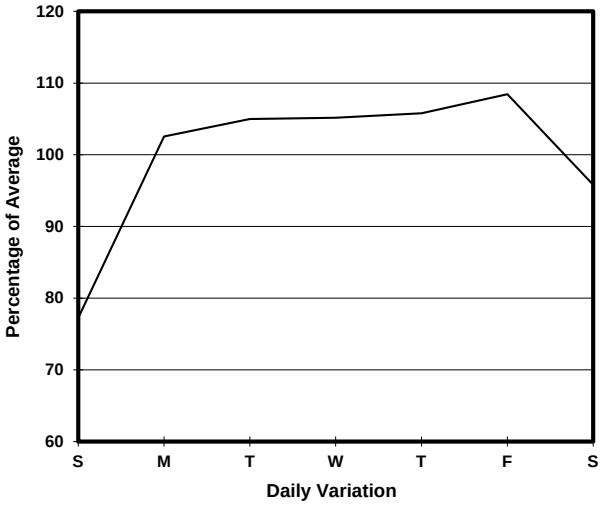
YEAR 2025 **LINK** TAI TAM RD (from RED HILL RD to SHEK O RD)

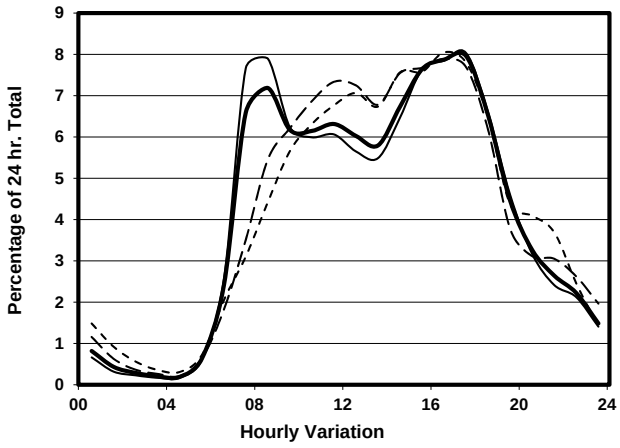
CORE STATION 1023
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

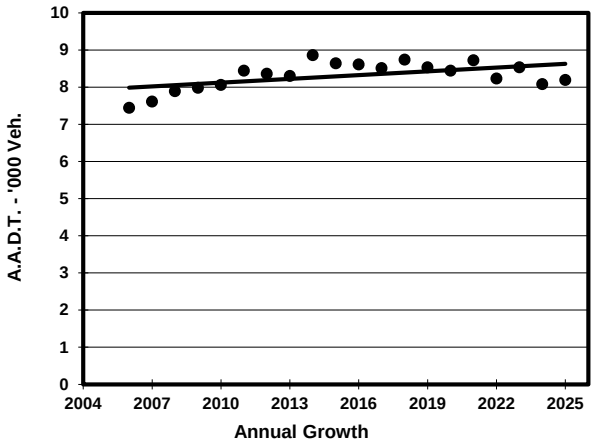


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

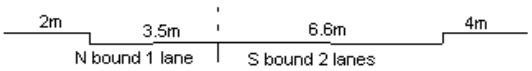
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	4060	4310	3970	3270
R 12 / 24 - %	77.9	78.2	78.2	75.4
R 16 / 24 - %	92.6	92.8	92.3	91.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	300	370	260	180
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	270	290	280	270
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	4130	4400	3970	3220
R 12 / 24 - %	84.0	84.9	82.6	79.8
R 16 / 24 - %	94.5	95.0	93.7	92.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	320	380	240	190
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	390	430	350	270
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

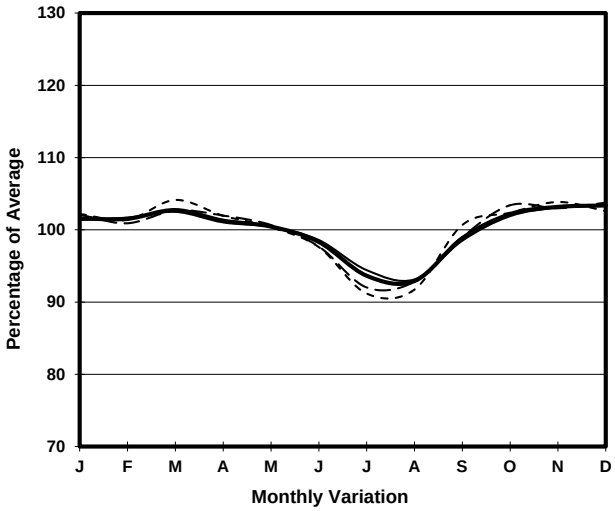
3. OTHER INFORMATION AND COMMENT

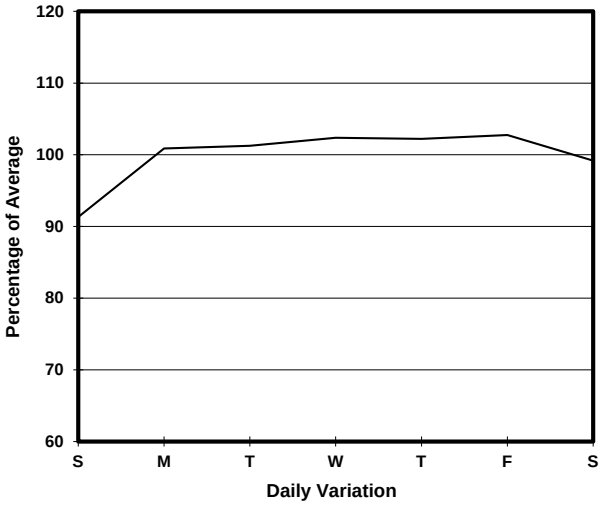
YEAR 2025 **LINK** TAI HANG RD (from KA NING PATH to LAI TAK TSUEN RD)

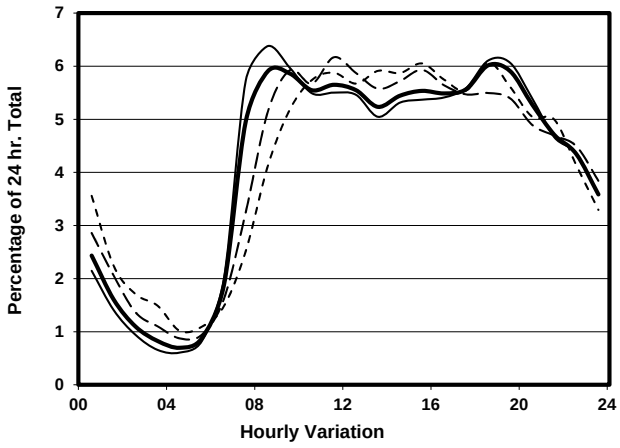
CORE STATION 1024
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

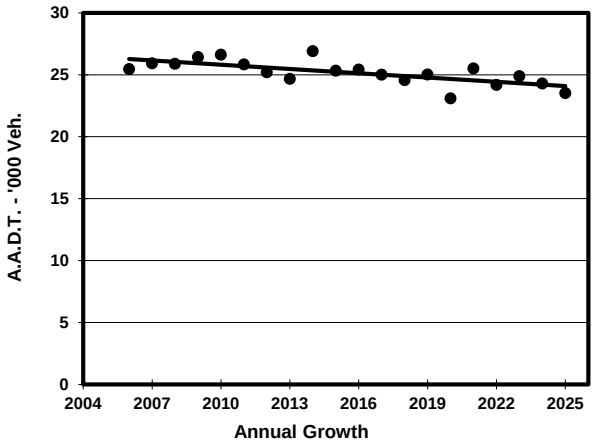


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

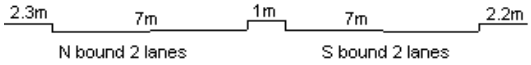
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	12810	13060	12700	12140
R 12 / 24 - %	65.0	65.4	65.0	62.9
R 16 / 24 - %	86.6	87.4	85.2	83.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	730	760	770	580
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	780	810	730	740
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	10700	11000	10720	9500
R 12 / 24 - %	68.9	69.7	66.9	66.1
R 16 / 24 - %	87.5	88.4	85.5	84.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	710	780	630	540
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	640	660	620	590
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

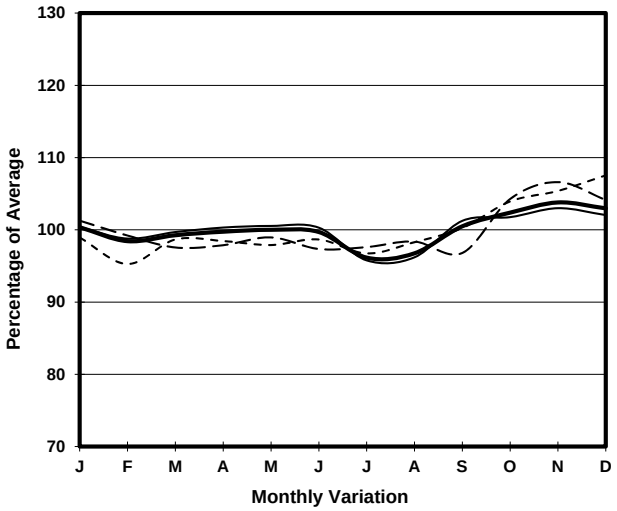
3. OTHER INFORMATION AND COMMENT

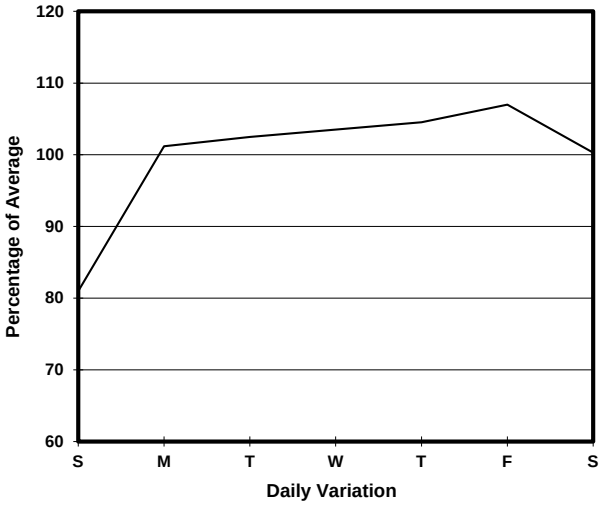
YEAR 2025 **LINK** SHING SAI RD (from SAI CHEUNG ST N to NEW PRAYA, KENNEDY TOWN)

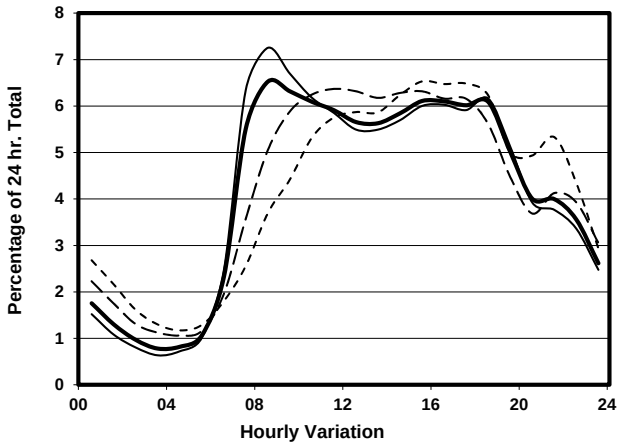
CORE STATION 1027
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

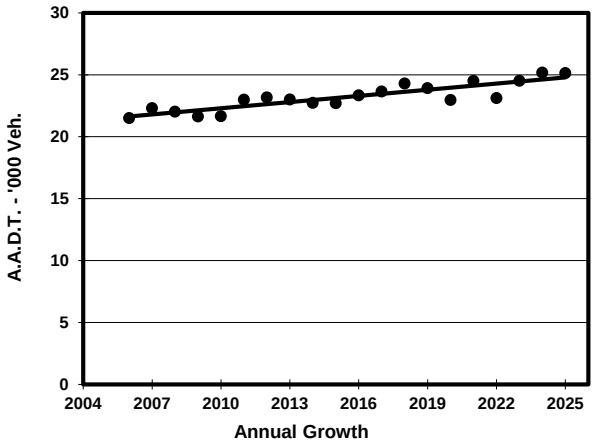


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

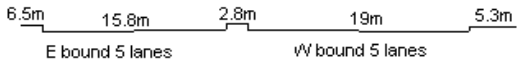
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	15720	16480	15840	12940
R 12 / 24 - %	70.6	72.0	69.1	64.1
R 16 / 24 - %	87.9	88.9	85.8	84.6
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1000	1170	930	540
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	950	1020	960	840
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	9410	9850	9660	7650
R 12 / 24 - %	73.7	75.0	71.9	67.8
R 16 / 24 - %	89.2	90.0	87.3	85.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	640	750	570	370
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	640	680	620	510
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

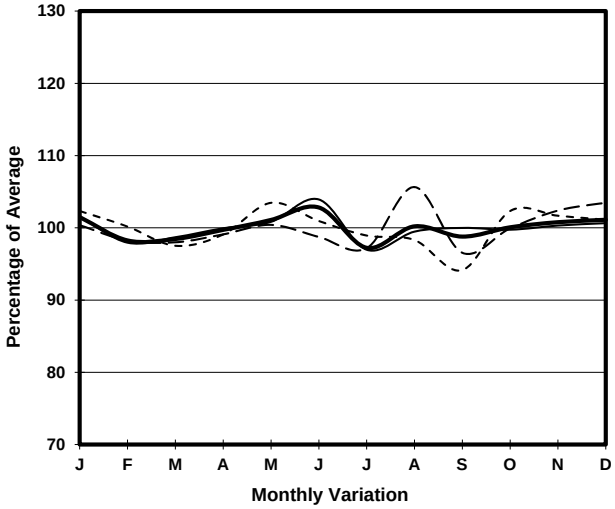
3. OTHER INFORMATION AND COMMENT

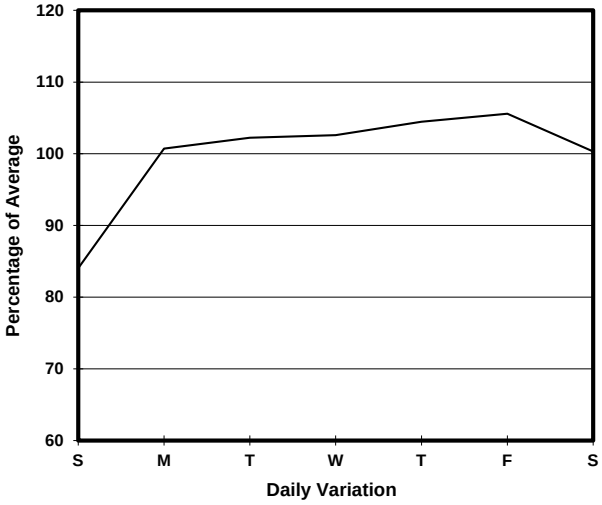
YEAR 2025 **LINK** GLOUCESTER RD (from ARSENAL ST to CROSS HARBOUR TUNNEL S. INT)

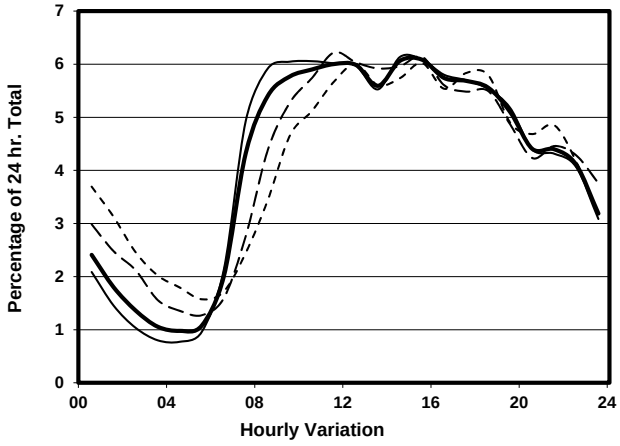
CORE STATION 1028
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

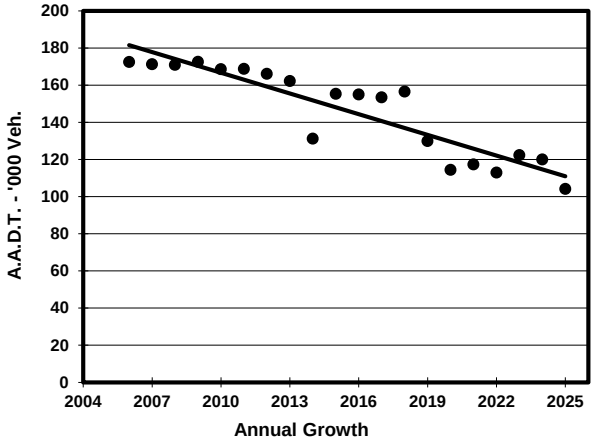


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

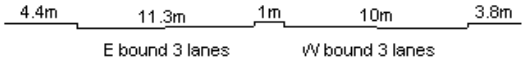
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	42320	44520	42240	33960
R 12 / 24 - %	68.8	70.9	65.3	59.9
R 16 / 24 - %	86.8	88.8	83.0	78.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2430	2740	2040	1410
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	2570	2750	2510	2040
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	61790	63680	63240	54580
R 12 / 24 - %	67.6	68.9	64.9	63.1
R 16 / 24 - %	85.7	86.9	82.8	81.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3580	3830	3530	2720
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	3460	3560	3530	3150
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

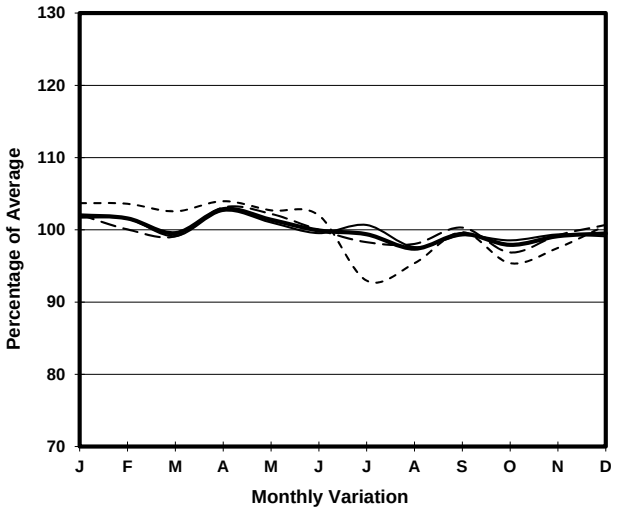
3. OTHER INFORMATION AND COMMENT

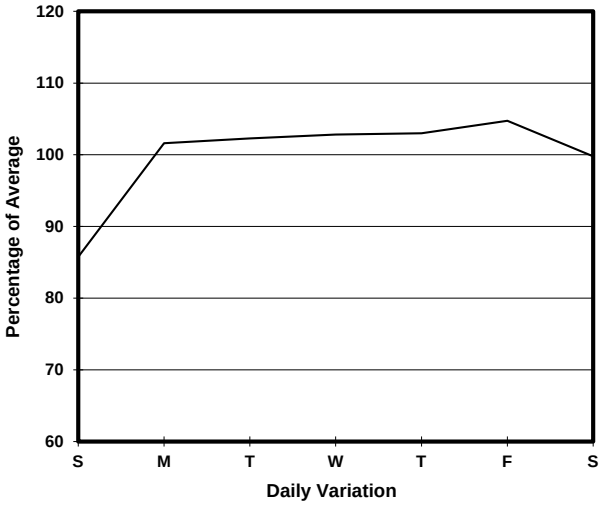
YEAR 2025 **LINK** HENNESSY RD (from LUARD RD to FLEMING RD)

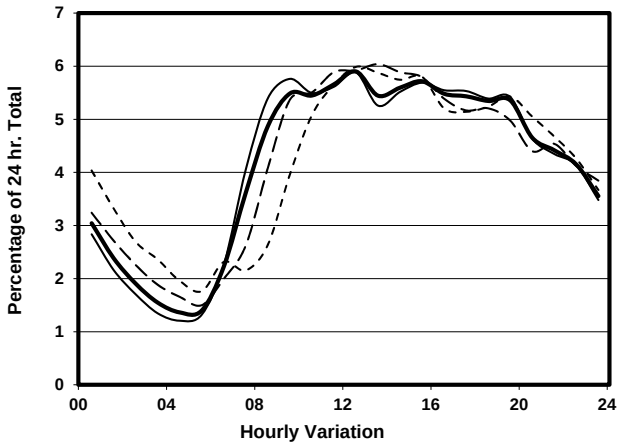
CORE STATION 1029
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

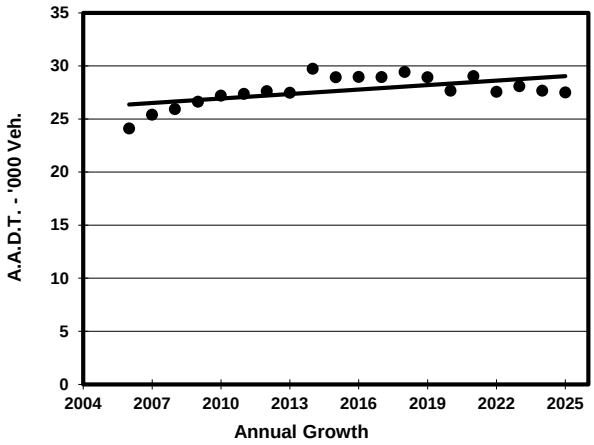


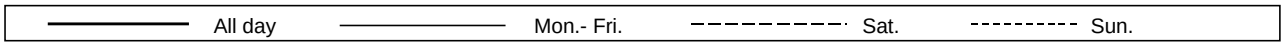
1. TRAFFIC FLOW VARIATION AND GROWTH











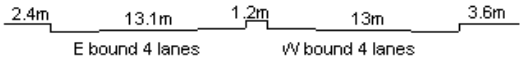
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	15310	15860	15300	13390
R 12 / 24 - %	63.0	64.1	61.7	57.6
R 16 / 24 - %	80.8	82.0	78.8	75.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	850	930	810	530
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	810	850	800	680
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	12190	12640	12320	10430
R 12 / 24 - %	65.3	66.4	64.4	59.6
R 16 / 24 - %	84.8	85.8	83.5	80.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	660	710	670	420
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	700	740	690	570
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

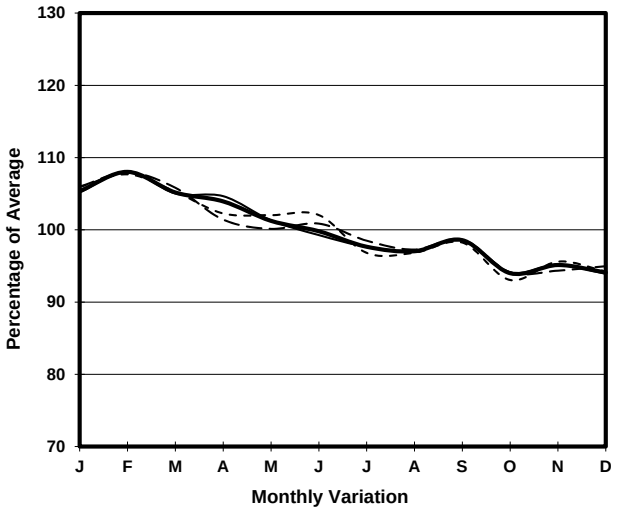
3. OTHER INFORMATION AND COMMENT

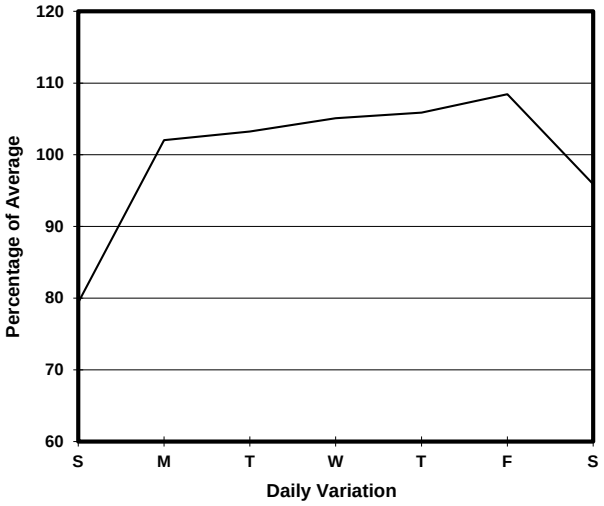
YEAR 2025 **LINK** CONNAUGHT RD C & UNDERPASS (from PEDDER ST to COTTON TREE DRIVE)

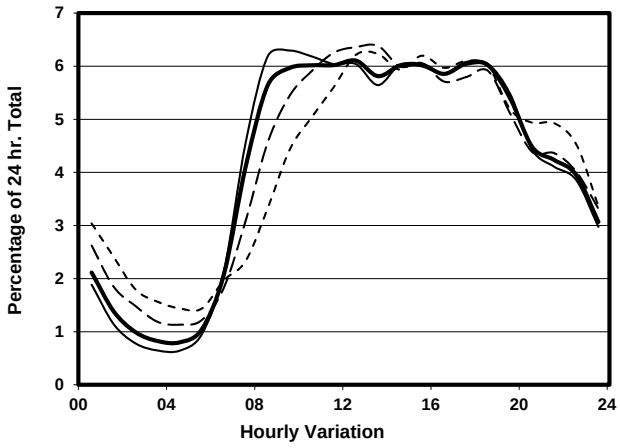
CORE STATION 1030
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

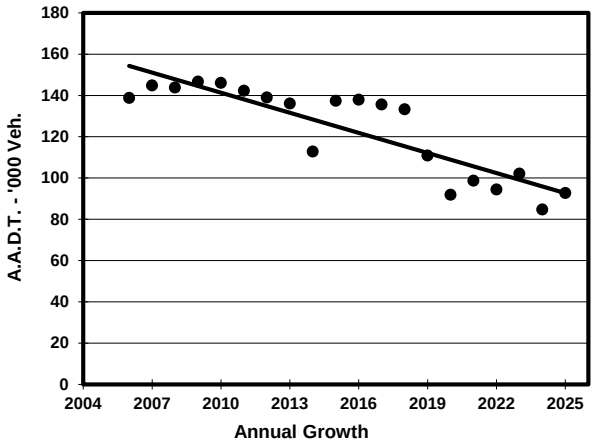


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

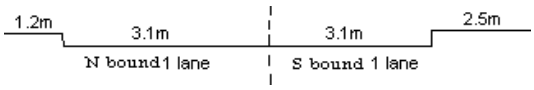
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	46260	48500	45520	39500
R 12 / 24 - %	68.2	69.5	66.1	62.3
R 16 / 24 - %	86.5	87.8	83.9	81.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2690	3030	2370	1630
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	2710	2840	2560	2420
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	46430	49850	44380	35030
R 12 / 24 - %	71.1	72.4	69.0	64.7
R 16 / 24 - %	88.9	89.8	86.8	84.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2840	3180	2530	1670
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2930	3150	2750	2210
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

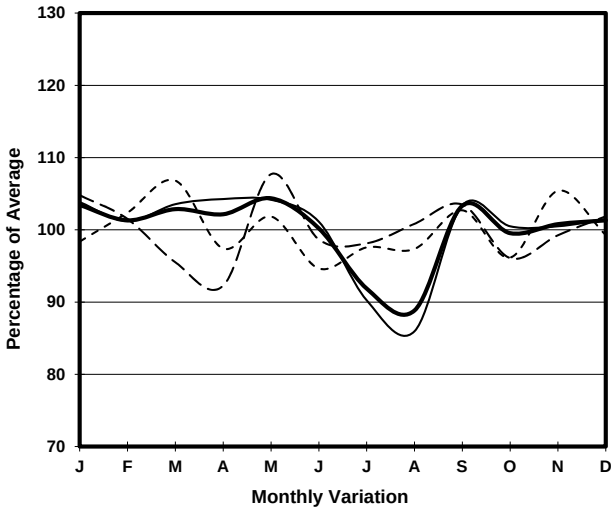
3. OTHER INFORMATION AND COMMENT

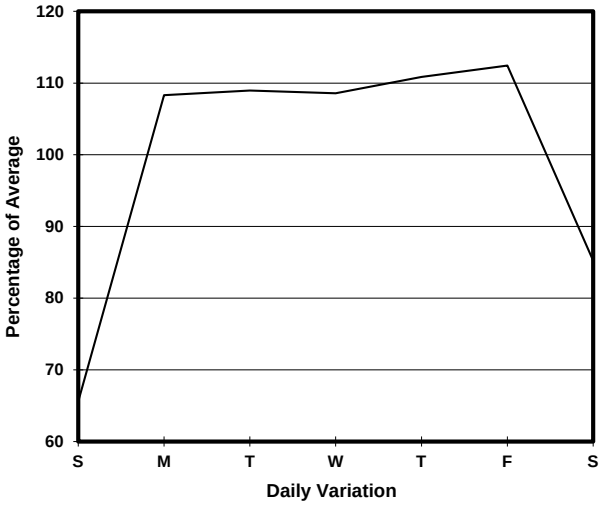
YEAR 2025 **LINK** MOUNT BUTLER RD (from TAI HANG RD to END)

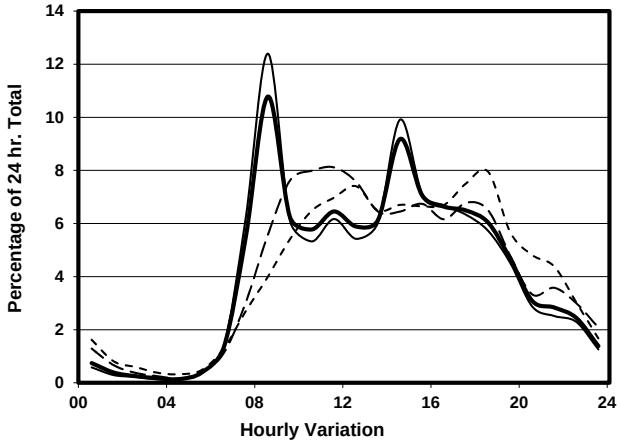
CORE STATION 1101
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

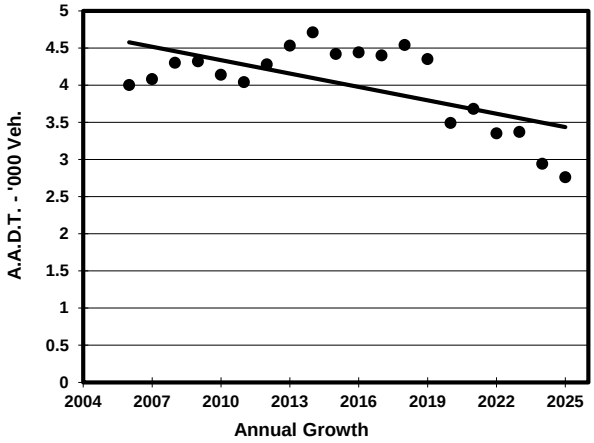


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

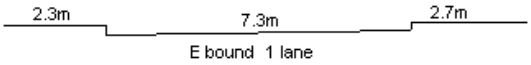
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	1420	1590	1210	920
R 12 / 24 - %	80.1	81.8	76.5	71.7
R 16 / 24 - %	94.9	95.7	93.5	92.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	170	220	90	40
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	90	100	80	70
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	1340	1500	1190	920
R 12 / 24 - %	84.1	85.3	81.5	78.4
R 16 / 24 - %	95.1	95.7	94.0	93.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	130	160	100	60
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	90	100	80	80
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

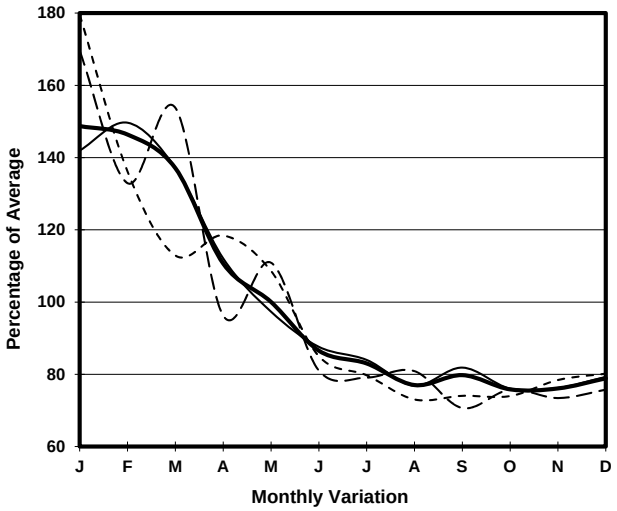
3. OTHER INFORMATION AND COMMENT

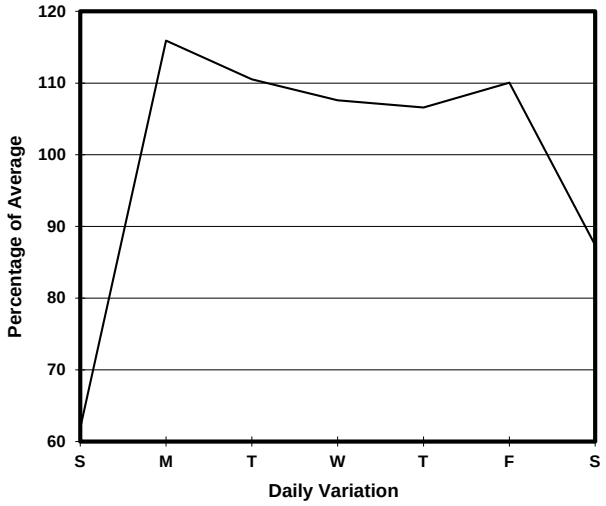
YEAR 2025 **LINK** CHEUNG LEE ST (from HONG MAN ST to KUT SHING ST)

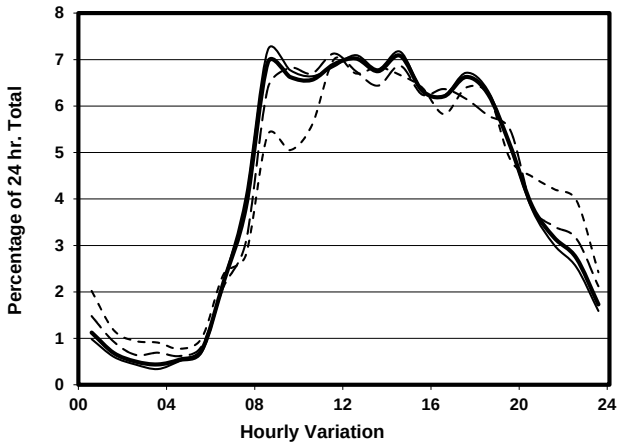
CORE STATION 1102
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

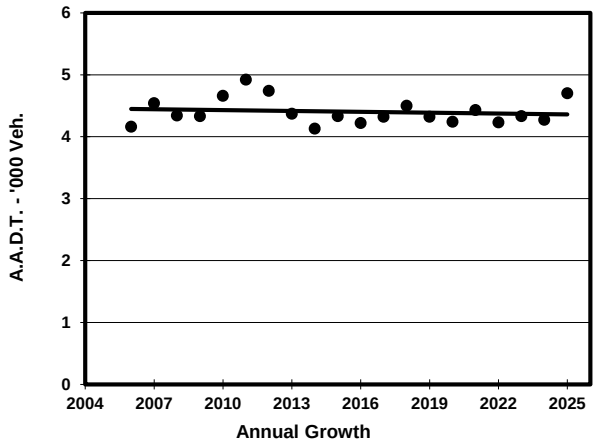


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

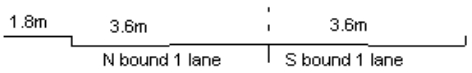
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	4700	5260	4200	3070
R 12 / 24 - %	77.1	78.2	74.7	70.9
R 16 / 24 - %	92.0	92.6	90.6	88.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	330	380	290	170
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	310	350	270	200
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.	-	-	-	-

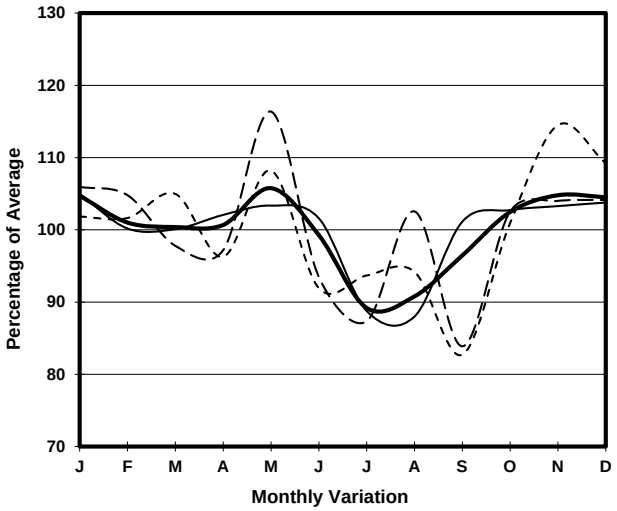
3. OTHER INFORMATION AND COMMENT

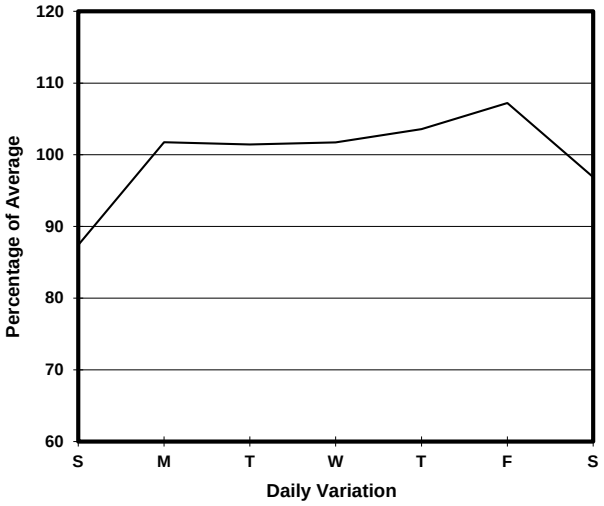
YEAR 2025 **LINK** STANLEY VILLAGE RD (from TAI TAM RD to STANLEY NEW ST)

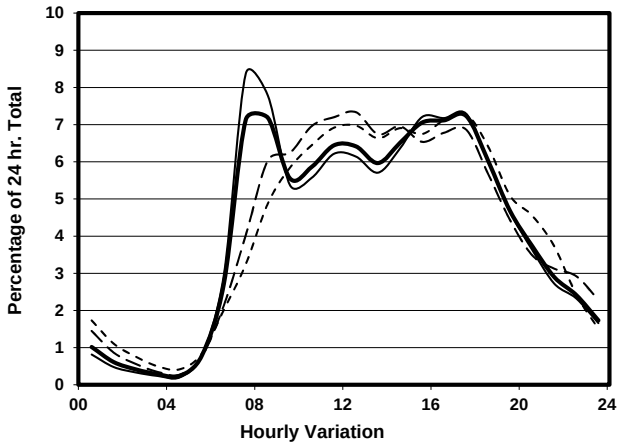
CORE STATION 1103
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

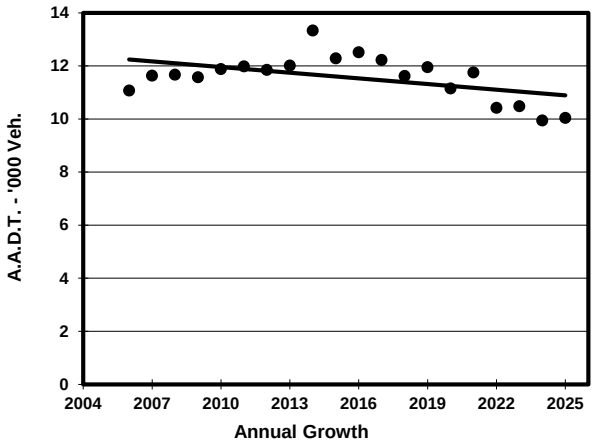


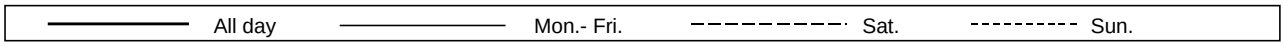
1. TRAFFIC FLOW VARIATION AND GROWTH











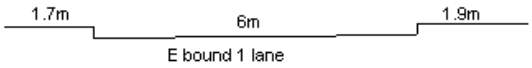
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5090	5270	4960	4540
R 12 / 24 - %	76.0	76.6	75.3	73.4
R 16 / 24 - %	91.5	91.9	90.5	90.3
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	410	500	320	260
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	330	330	310	320
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	4950	5140	4840	4340
R 12 / 24 - %	81.1	82.0	79.4	77.5
R 16 / 24 - %	93.0	93.3	92.1	92.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	380	430	300	260
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	420	440	360	350
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

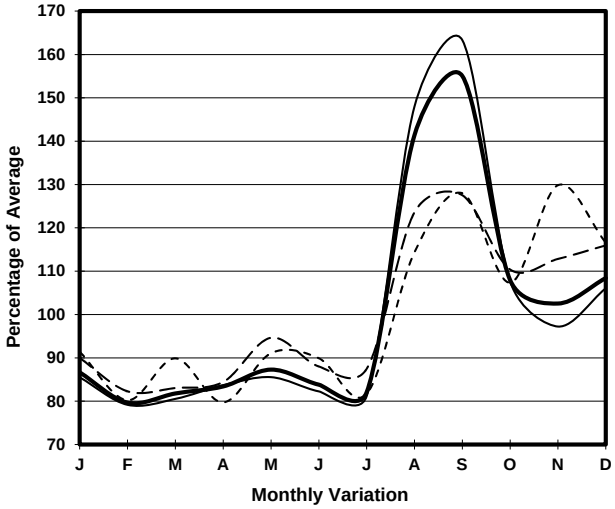
3. OTHER INFORMATION AND COMMENT

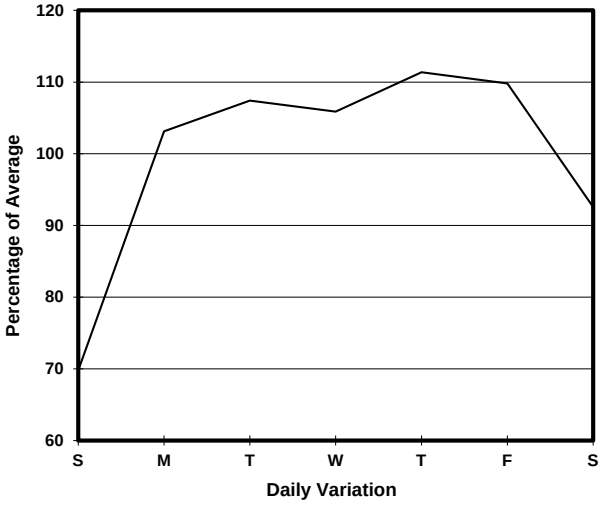
YEAR 2025 **LINK** WING LOK ST (from DES VOEUX RD W to BONHAM STRAND)

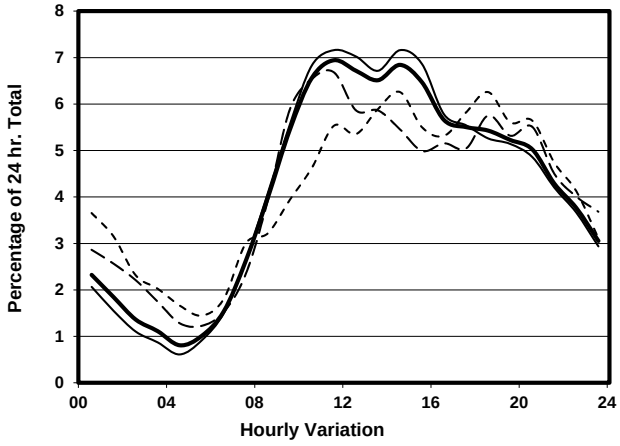
CORE STATION 1104
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

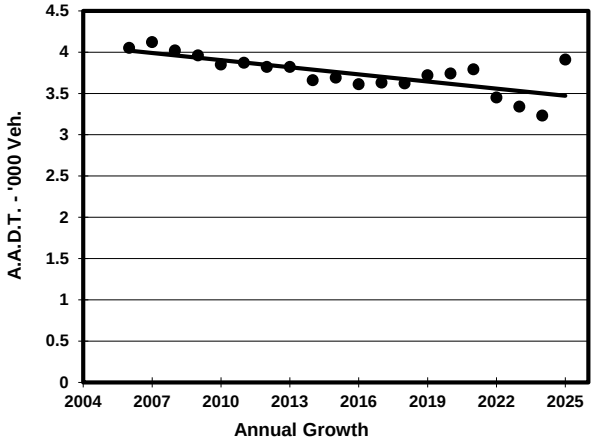


1. TRAFFIC FLOW VARIATION AND GROWTH









All day — Mon.- Fri. — Sat. — Sun.

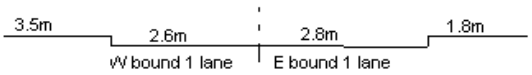
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	3910	4280	3690	2730
R 12 / 24 - %	68.7	70.6	63.5	60.7
R 16 / 24 - %	87.0	88.5	82.8	80.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	210	240	220	110
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	220	250	210	170
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.	-	-	-	-

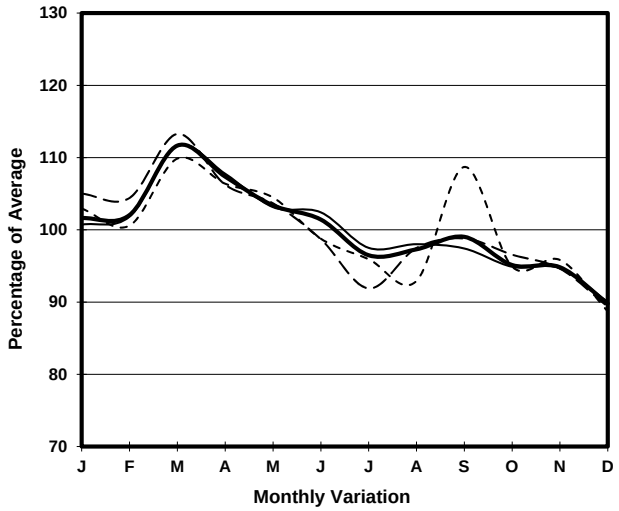
3. OTHER INFORMATION AND COMMENT

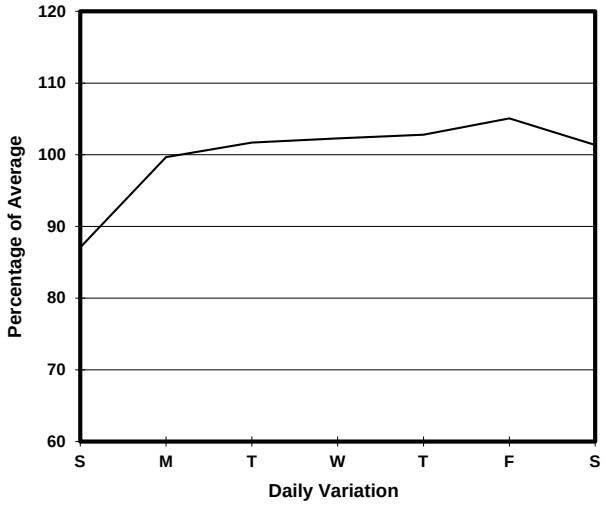
YEAR 2025 **LINK** CONDUIT RD (from KOTEWALL RD to GLENEALY)

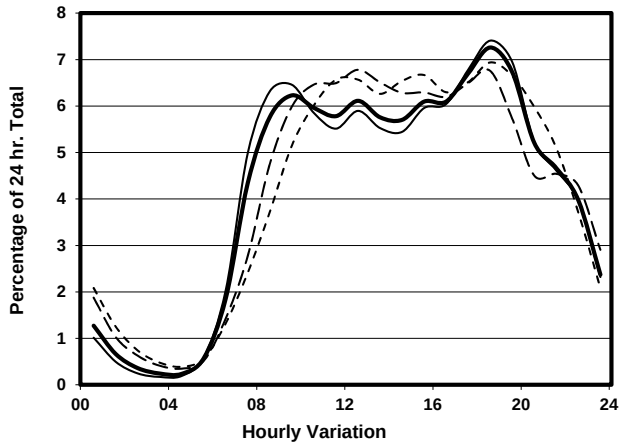
CORE STATION 1105
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

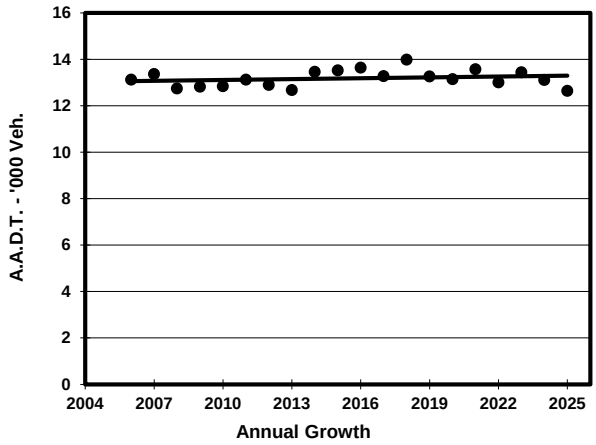


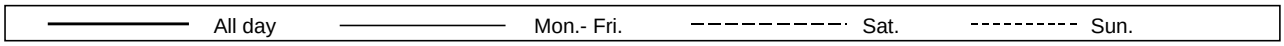
1. TRAFFIC FLOW VARIATION AND GROWTH











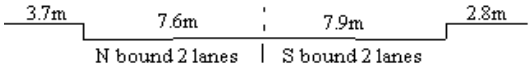
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	6470	6630	6620	5860
R 12 / 24 - %	72.6	72.9	72.0	71.3
R 16 / 24 - %	91.9	92.3	90.4	91.0
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	420	460	430	340
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	430	440	430	390
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	6170	6380	6280	5230
R 12 / 24 - %	71.0	71.4	71.6	67.9
R 16 / 24 - %	93.0	93.6	91.3	91.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	360	400	350	230
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	490	520	440	380
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

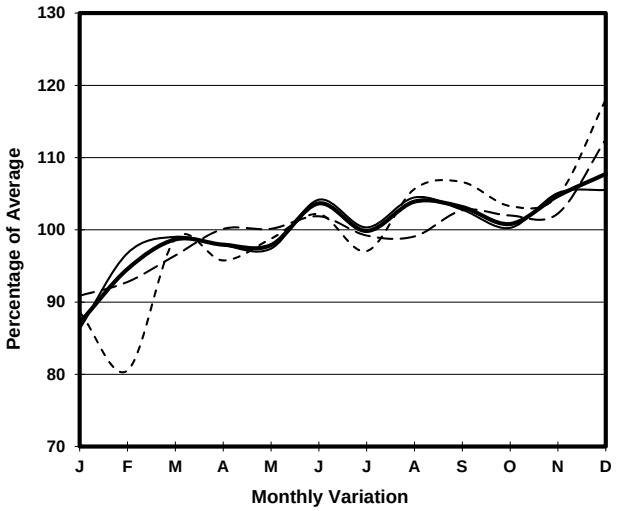
3. OTHER INFORMATION AND COMMENT

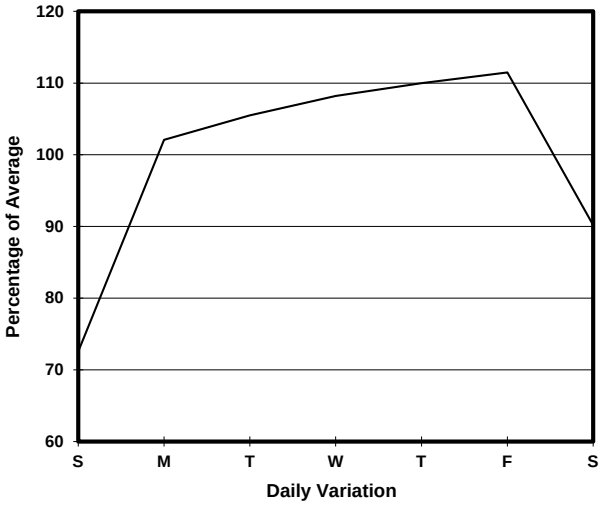
YEAR 2025 **LINK** JUSTICE DRIVE (from QUEENSWAY to SUPREME COURT RD)

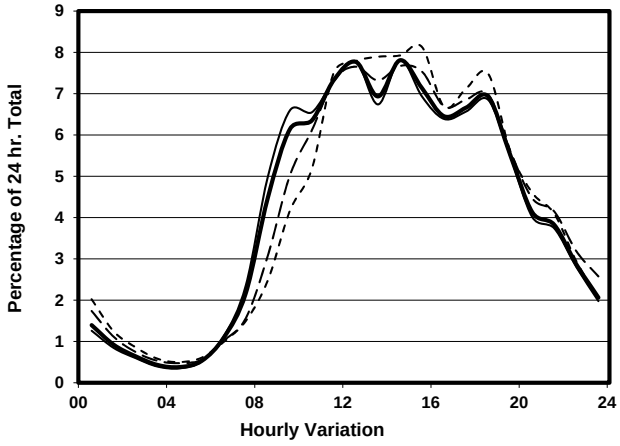
CORE STATION 1108
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

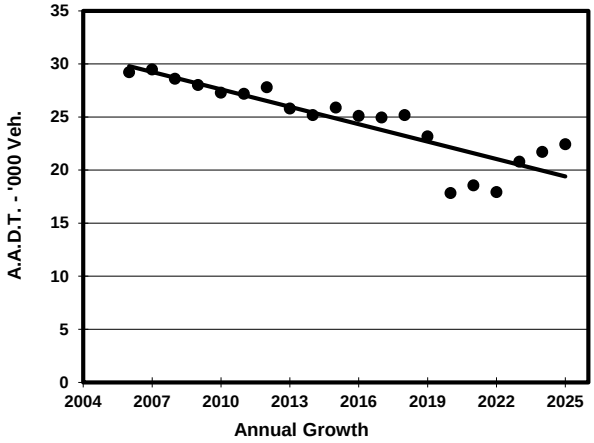


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

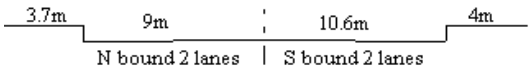
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11320	12380	10340	8260
R 12 / 24 - %	77.8	78.3	75.8	76.1
R 16 / 24 - %	92.7	93.1	91.6	91.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	760	890	570	400
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	770	810	740	640
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	11100	12100	10180	8230
R 12 / 24 - %	74.6	75.4	71.9	71.7
R 16 / 24 - %	92.4	92.8	90.9	90.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	620	730	460	290
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	790	870	710	590
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

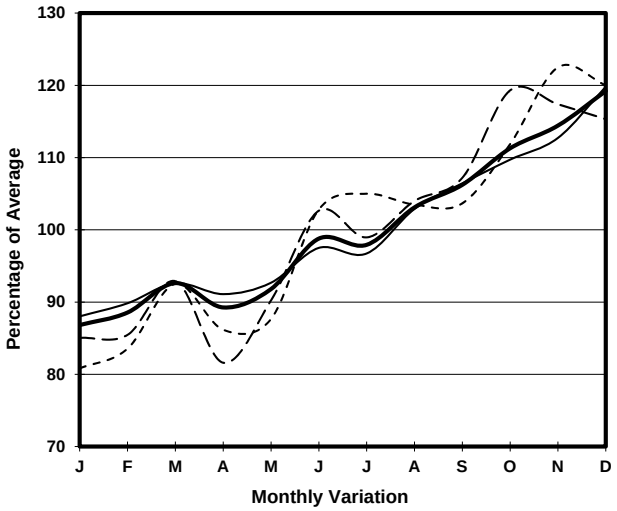
3. OTHER INFORMATION AND COMMENT

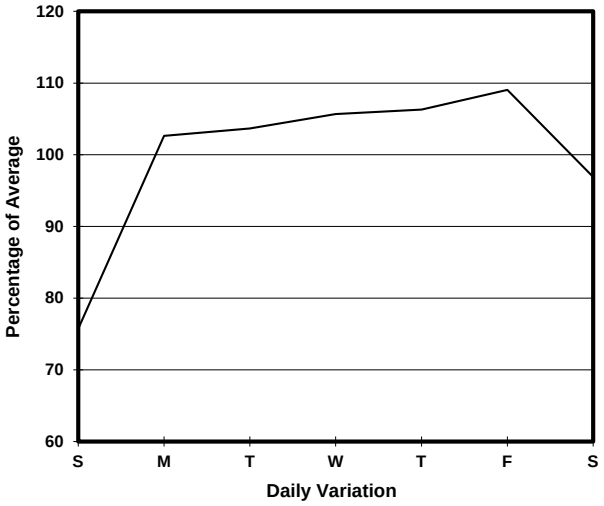
YEAR 2025 **LINK** OCEAN PARK RD (from WONG CHUK HANG RD to OCEAN PARK)

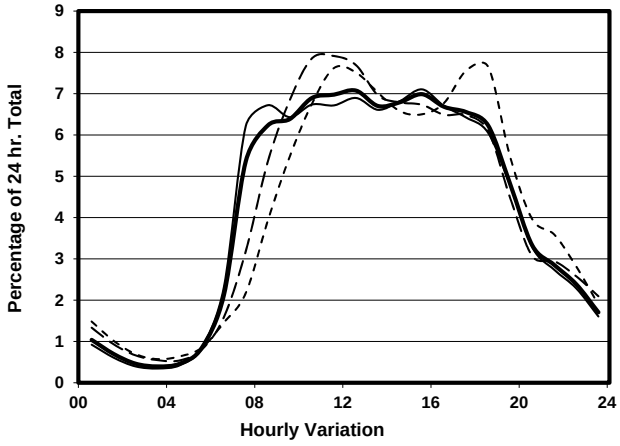
CORE STATION 1109
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

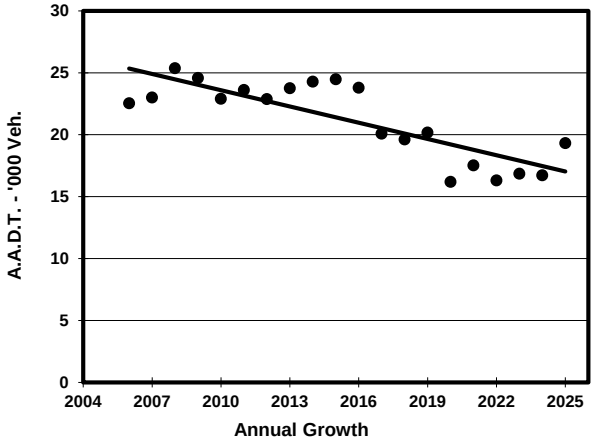


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

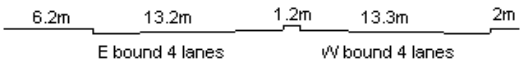
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11600	12240	11720	9390
R 12 / 24 - %	79.1	79.7	78.0	76.4
R 16 / 24 - %	92.3	92.6	91.6	91.7
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	780	960	830	530
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	730	770	720	680
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	7720	8430	7380	5290
R 12 / 24 - %	78.6	79.0	79.1	74.2
R 16 / 24 - %	92.2	92.4	91.4	90.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	480	520	480	280
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	620	670	540	470
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

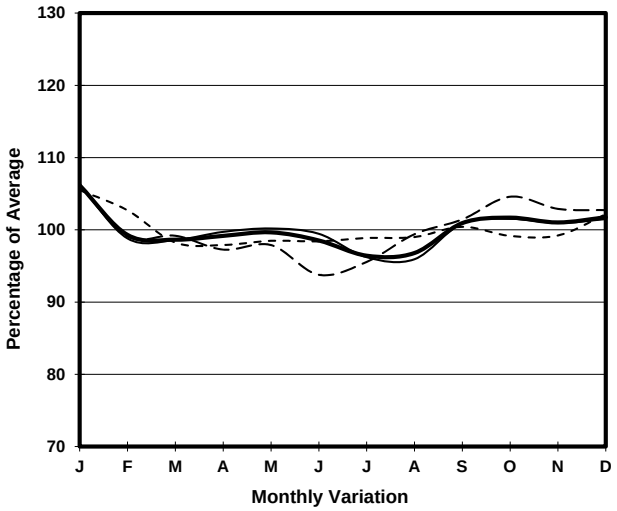
3. OTHER INFORMATION AND COMMENT

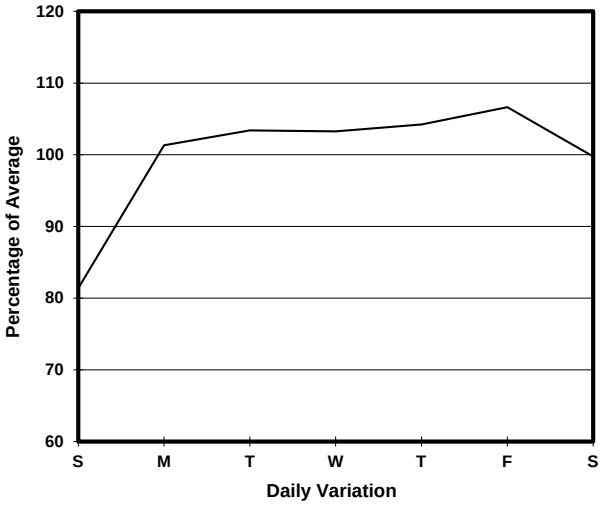
YEAR 2025 **LINK** PRINCE EDWARD RD E & FO <K10A> (from CHOI HUNG RD to NEAR KING TAI COURT)

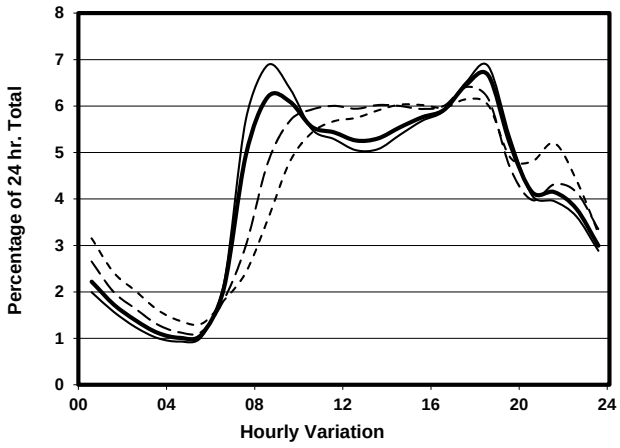
CORE STATION 3003
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

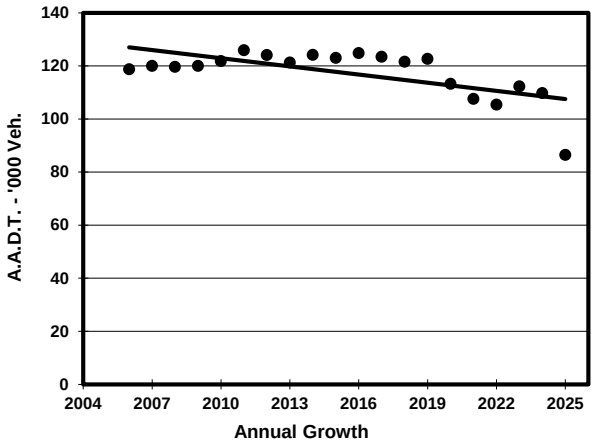


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

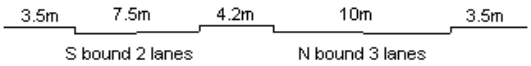
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	41860	43720	42450	34890
R 12 / 24 - %	66.4	67.3	65.3	61.8
R 16 / 24 - %	85.1	85.8	83.7	82.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2410	2740	2180	1500
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	2640	2810	2660	2150
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	44600	46860	44810	36270
R 12 / 24 - %	71.7	72.9	70.3	65.6
R 16 / 24 - %	87.6	88.4	86.2	84.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3000	3490	2780	1920
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	3120	3400	2930	2250
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

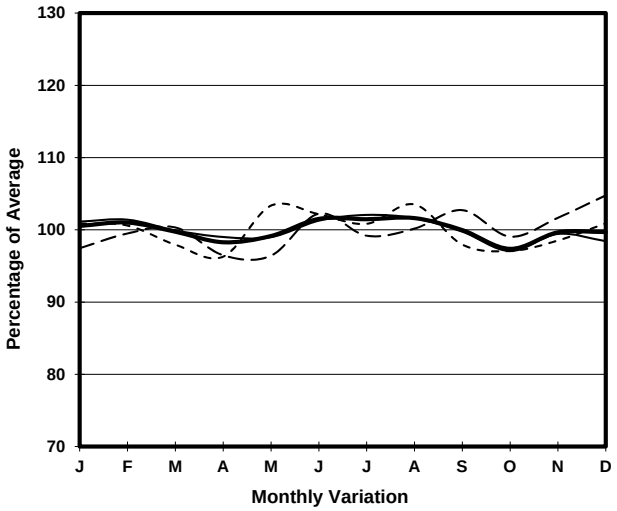
3. OTHER INFORMATION AND COMMENT

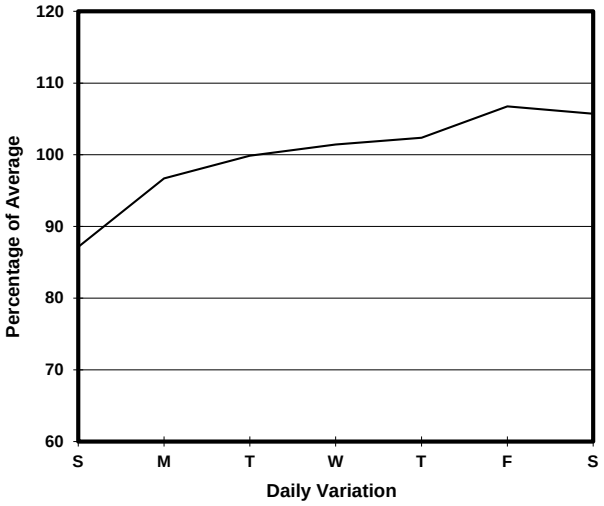
YEAR 2025 **LINK** CHATHAM RD S (from SALISBURY RD to MODY RD)

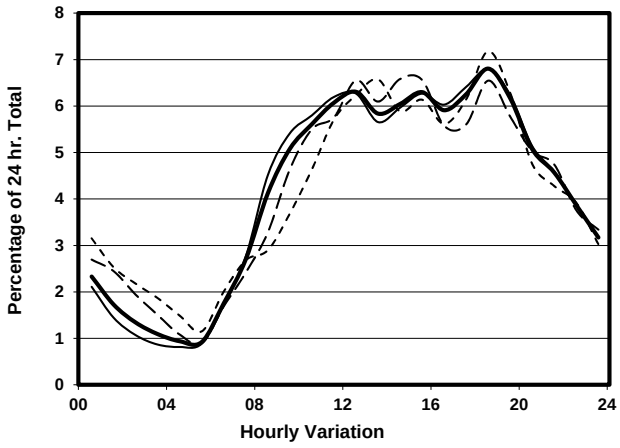
CORE STATION 3005
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

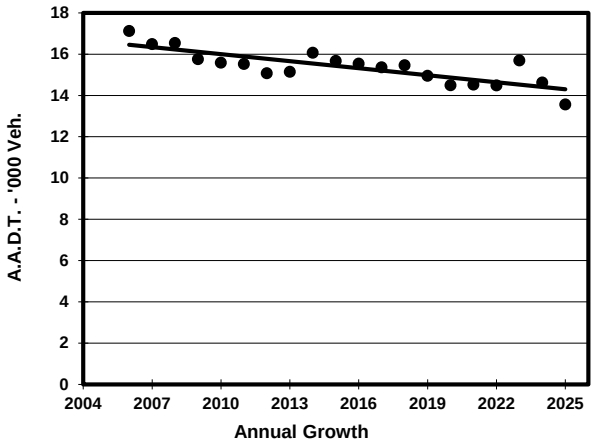


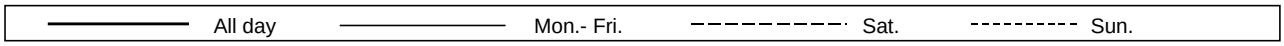
1. TRAFFIC FLOW VARIATION AND GROWTH











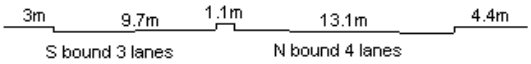
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	6990	7220	7250	5880
R 12 / 24 - %	69.8	70.7	67.3	67.6
R 16 / 24 - %	89.3	90.1	87.5	87.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	360	410	290	210
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	510	530	530	440
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	6570	6620	7200	6010
R 12 / 24 - %	64.2	65.3	62.9	59.3
R 16 / 24 - %	84.0	85.6	81.3	78.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	330	340	380	230
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	410	420	420	410
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

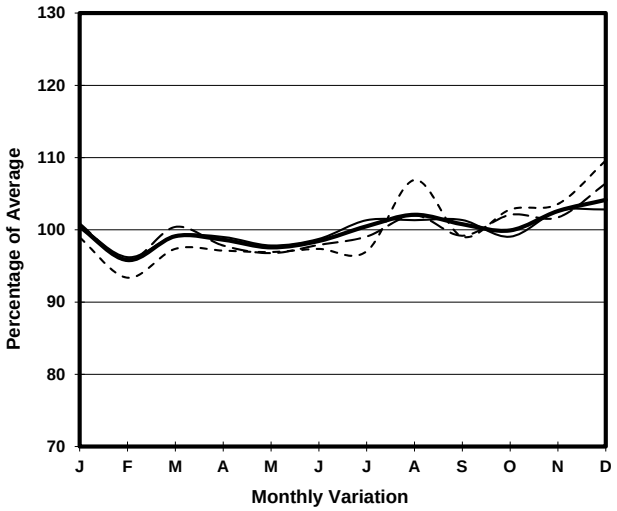
3. OTHER INFORMATION AND COMMENT

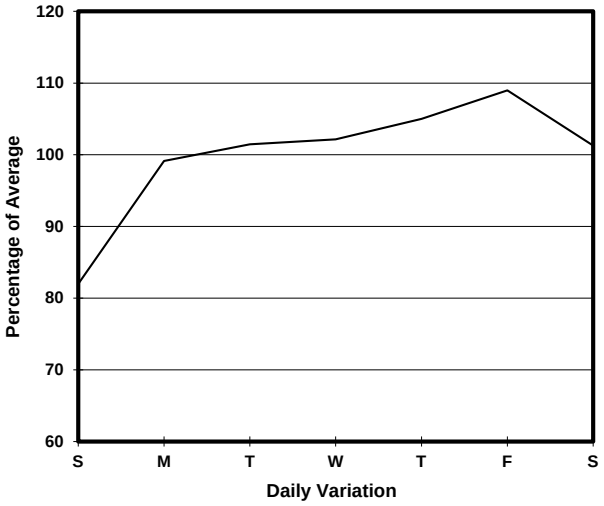
YEAR 2025 **LINK** CANTON RD (from AUSTIN RD to KOWLOON PARK DRIVE)

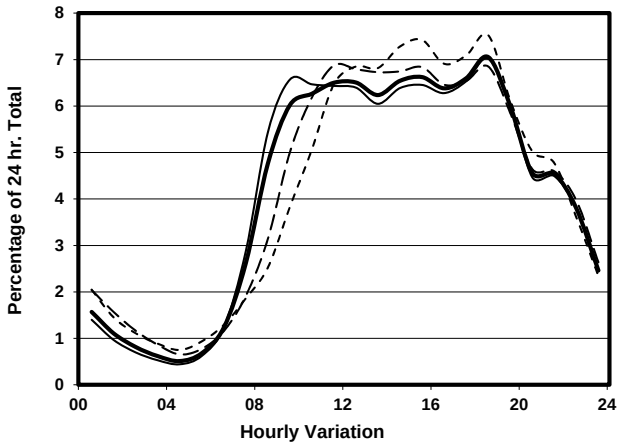
CORE STATION 3007
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

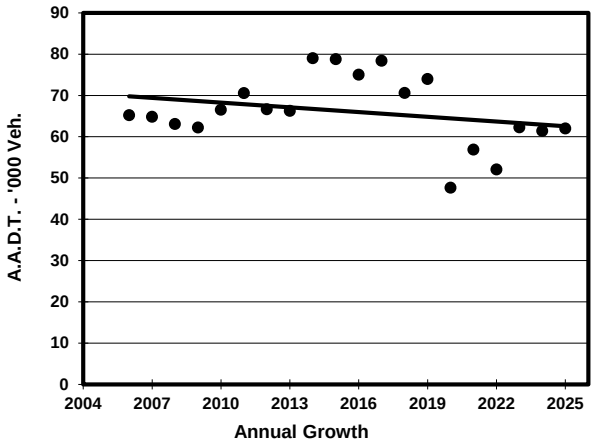


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

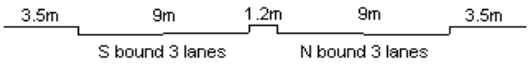
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	35460	37060	36380	29000
R 12 / 24 - %	73.5	74.2	71.6	71.5
R 16 / 24 - %	90.6	91.2	88.7	88.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2390	2740	2030	1190
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2390	2410	2540	2290
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	26520	27610	27070	22340
R 12 / 24 - %	70.3	71.2	68.1	67.3
R 16 / 24 - %	91.6	92.3	89.7	90.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1340	1510	1150	780
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1990	2130	1920	1650
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

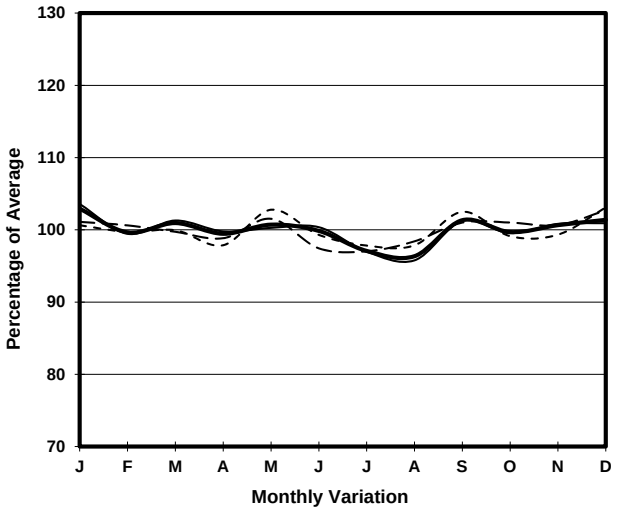
3. OTHER INFORMATION AND COMMENT

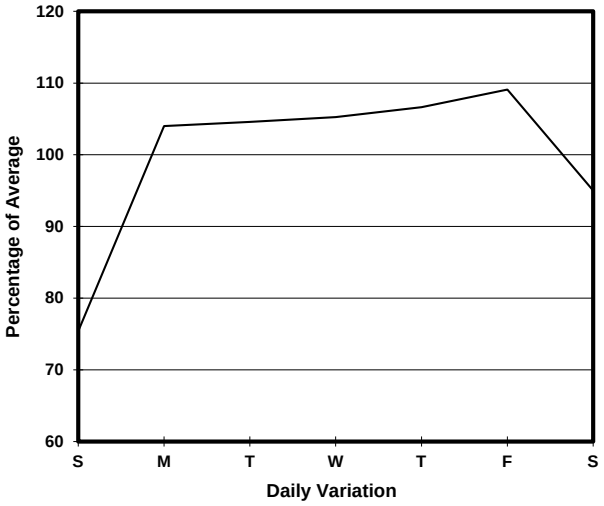
YEAR 2025 **LINK** LAI CHI KOK RD (from TONKIN ST to HING WAH ST)

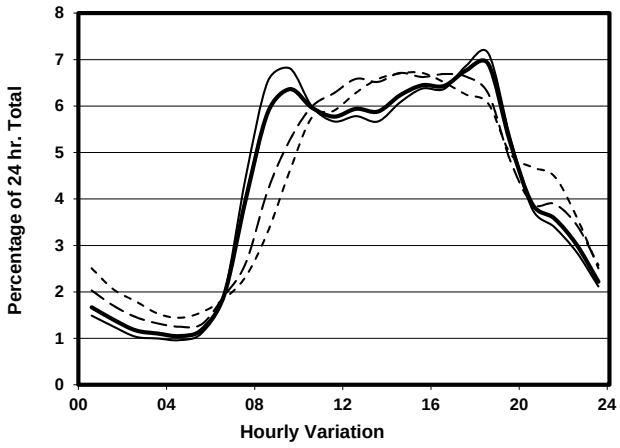
CORE STATION 3008
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

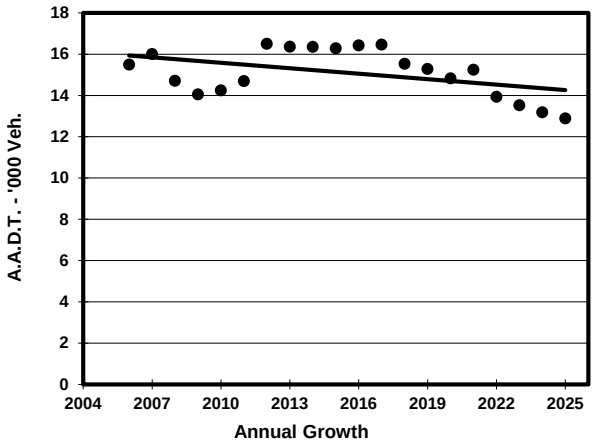


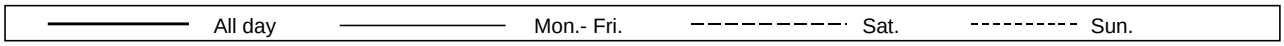
1. TRAFFIC FLOW VARIATION AND GROWTH











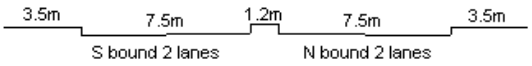
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	4630	4890	4560	3810
R 12 / 24 - %	70.1	71.3	67.9	65.0
R 16 / 24 - %	85.5	86.3	83.8	82.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	280	320	230	150
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	290	310	290	240
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	8250	8940	7850	6040
R 12 / 24 - %	74.0	75.1	71.8	68.2
R 16 / 24 - %	89.9	90.7	88.0	86.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	540	630	430	300
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	600	670	540	400
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

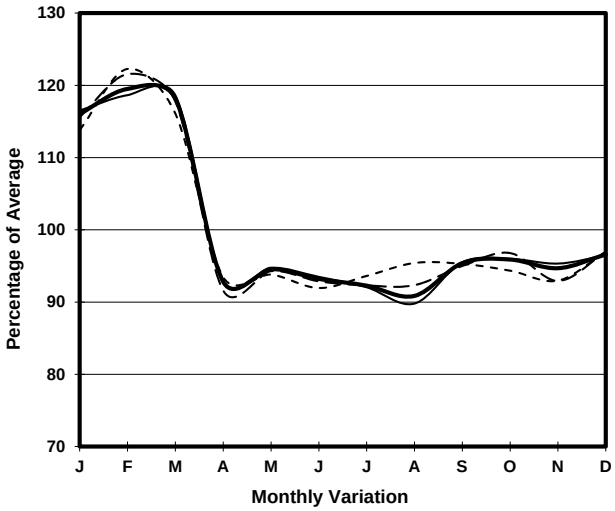
3. OTHER INFORMATION AND COMMENT

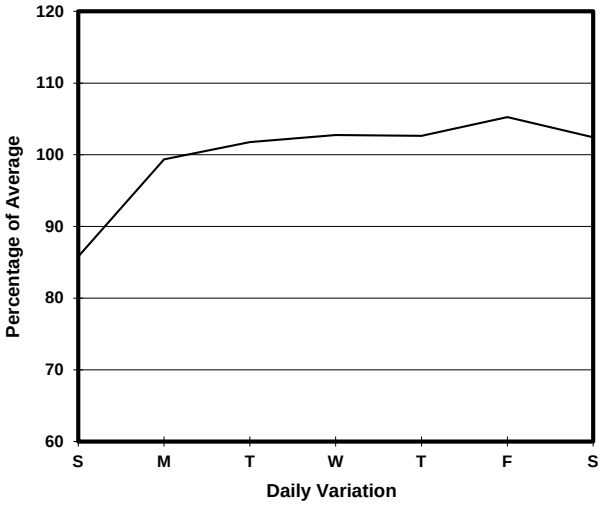
YEAR 2025 **LINK** TAI PO RD (from NAM CHEONG ST to KWEILIN ST)

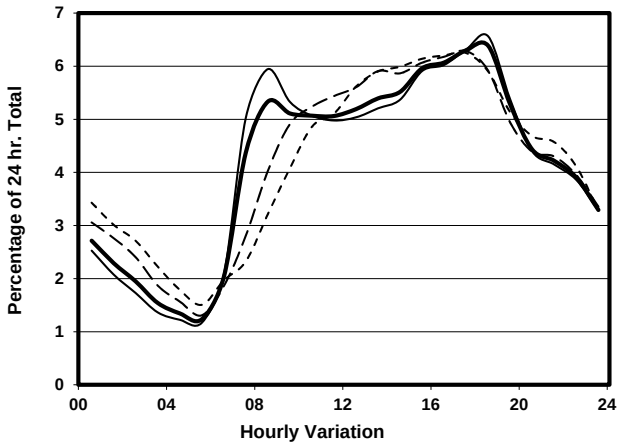
CORE STATION 3009
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

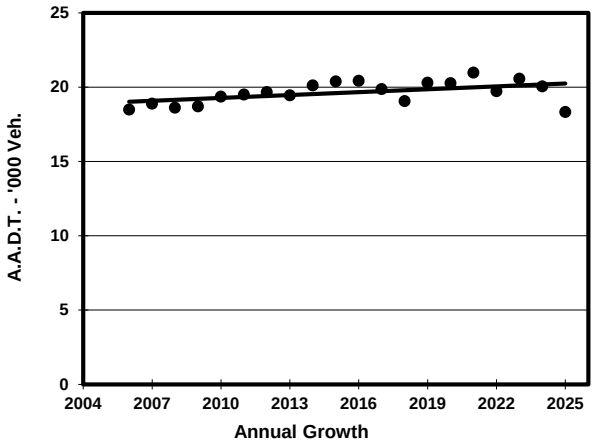


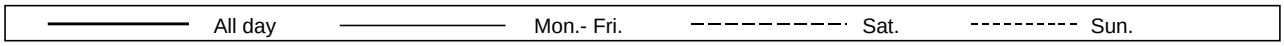
1. TRAFFIC FLOW VARIATION AND GROWTH









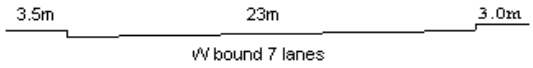


2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

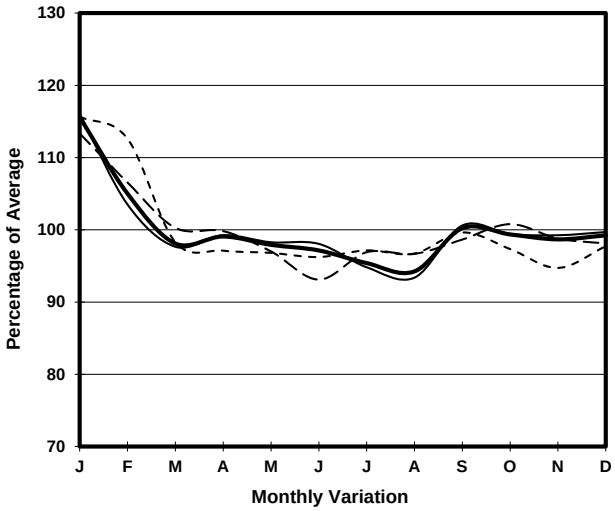
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8810	9040	9120	7800
R 12 / 24 - %	64.3	65.3	62.1	60.7
R 16 / 24 - %	81.0	82.2	78.5	77.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	540	620	490	350
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	520	550	520	460
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	9520	9860	9860	8010
R 12 / 24 - %	67.1	68.1	66.3	62.4
R 16 / 24 - %	86.0	86.7	85.0	82.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	440	500	450	290
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	660	690	690	540
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

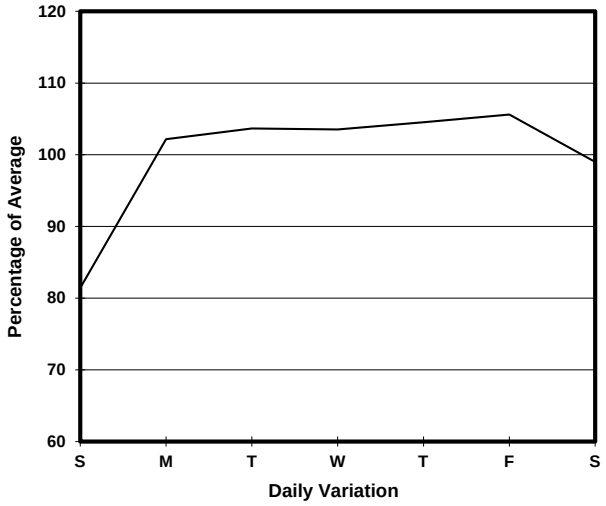
3. OTHER INFORMATION AND COMMENT

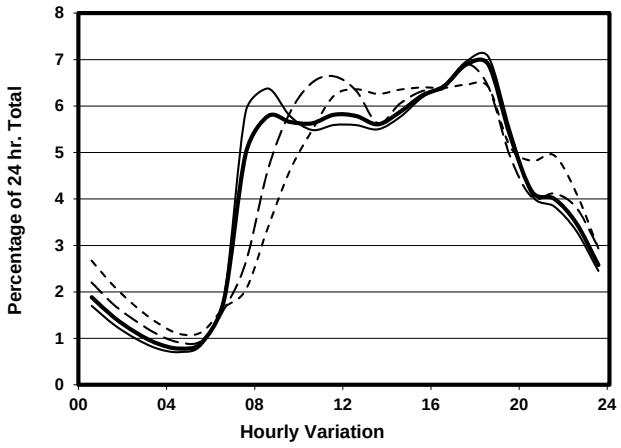
YEAR	2025	**LINK**	PRINCE EDWARD RD W (from LA SALLE RD to WATERLOO RD)
CORE STATION	3010		
ROAD NETWORK	MAJOR		
ROAD TYPE	PRIMARY DISTRIBUTOR		

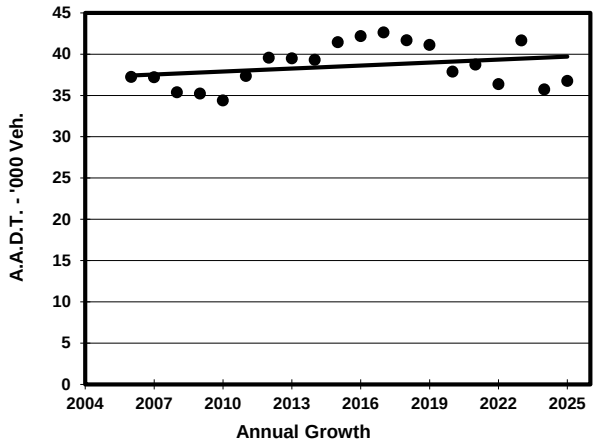


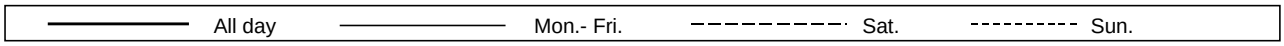
1. TRAFFIC FLOW VARIATION AND GROWTH











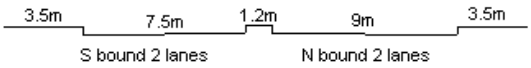
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
WEST BOUND				
A.A.D.T.	36740	38540	36750	30300
R 12 / 24 - %	71.6	72.6	70.3	66.4
R 16 / 24 - %	88.6	89.3	87.2	85.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2120	2460	2150	1400
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2530	2720	2540	1960
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.	-	-	-	-

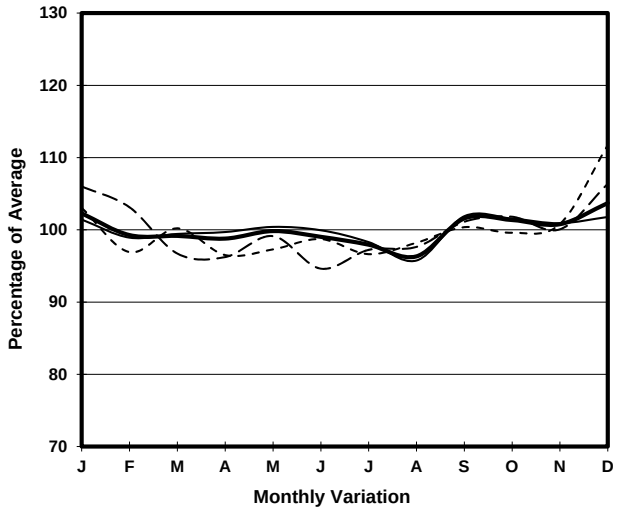
3. OTHER INFORMATION AND COMMENT

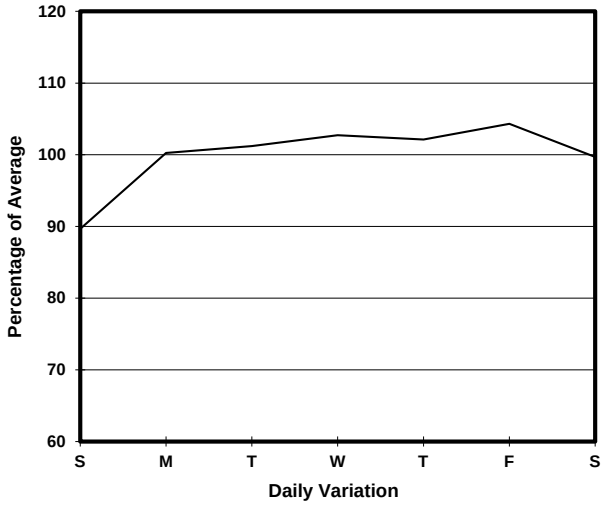
YEAR 2025 **LINK** SHUN LEE TSUEN RD (from NEW CLEAR WATER BAY RD to SHUN KING ST)

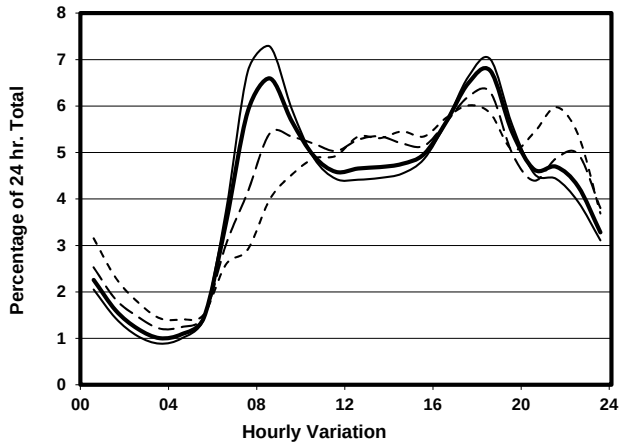
CORE STATION 3011
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

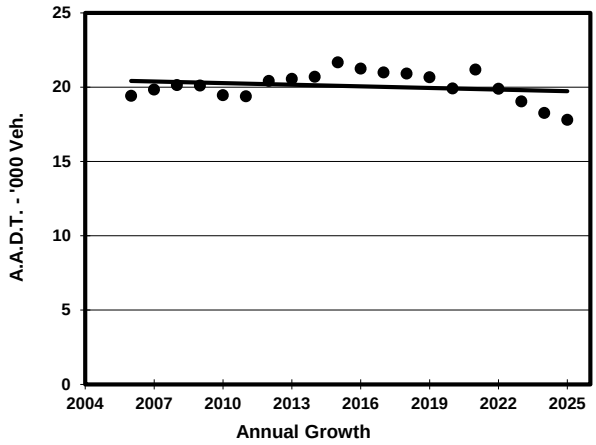


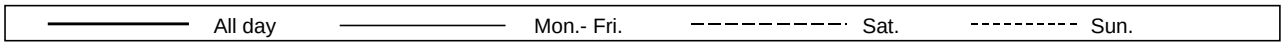
1. TRAFFIC FLOW VARIATION AND GROWTH











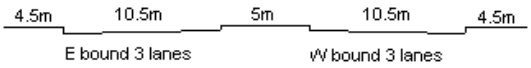
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10170	10490	10030	9120
R 12 / 24 - %	64.5	66.0	62.6	58.1
R 16 / 24 - %	83.7	84.6	82.0	80.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	660	760	520	380
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	690	730	650	560
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	7630	7780	7810	6940
R 12 / 24 - %	67.1	68.0	66.3	63.1
R 16 / 24 - %	86.0	86.4	85.3	84.6
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	510	570	440	350
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	520	550	480	410
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

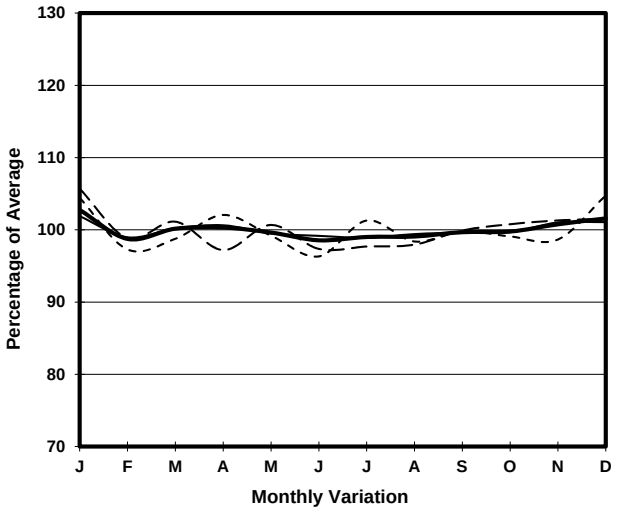
3. OTHER INFORMATION AND COMMENT

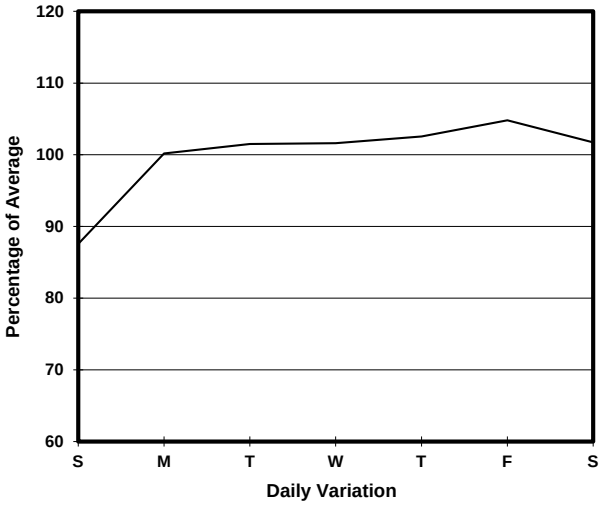
YEAR 2025 **LINK** KWUN TONG RD (from NGAU TAU KOK RD to KWUN TONG RD #330)

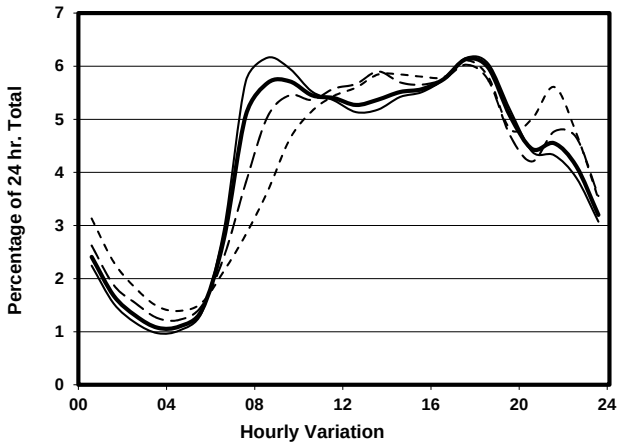
CORE STATION 3012
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

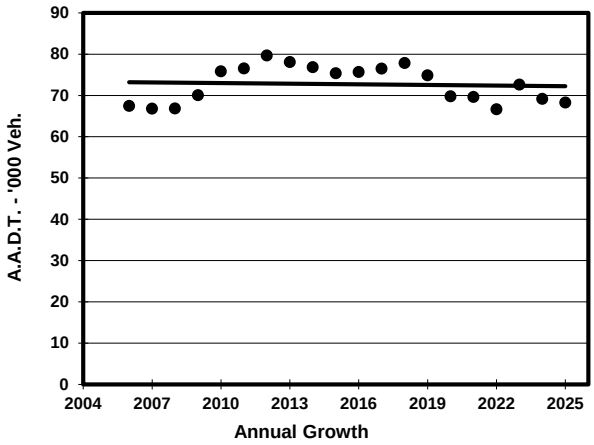


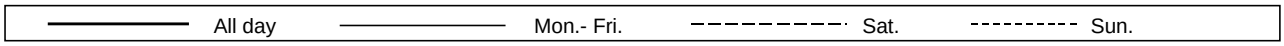
1. TRAFFIC FLOW VARIATION AND GROWTH











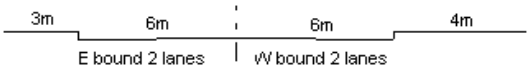
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	33950	34350	35520	31940
R 12 / 24 - %	65.5	66.5	64.1	61.2
R 16 / 24 - %	84.2	84.7	83.4	82.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1980	2100	1970	1440
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1960	1960	2060	1940
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	34310	35780	34420	28420
R 12 / 24 - %	68.4	69.3	67.4	64.0
R 16 / 24 - %	86.0	86.7	84.7	83.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1990	2240	1840	1360
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2230	2360	2150	1750
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

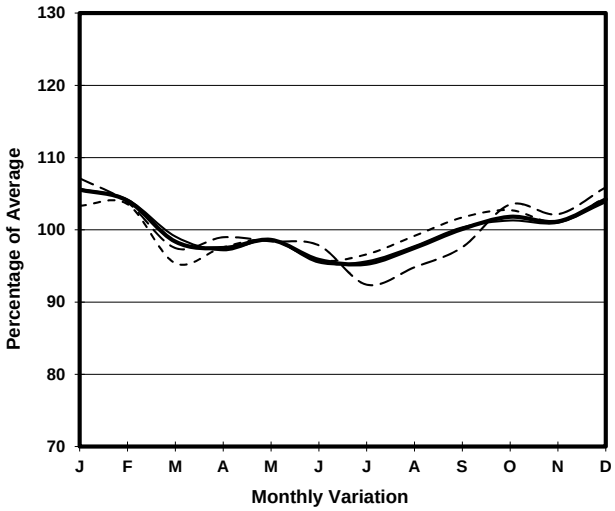
3. OTHER INFORMATION AND COMMENT

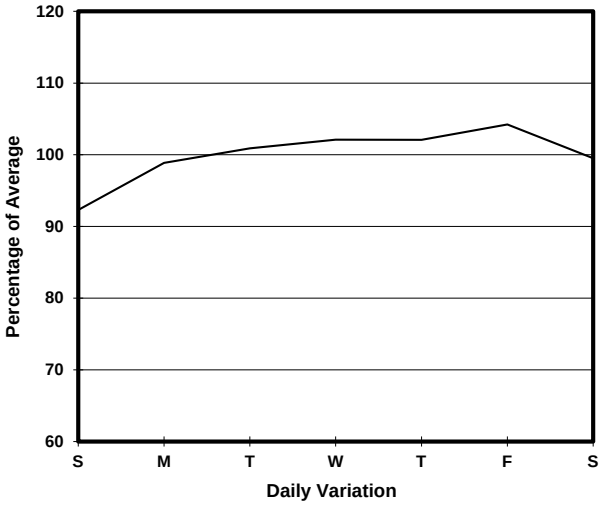
YEAR 2025 **LINK** AUSTIN RD (from COX'S RD to CHATHAM RD S)

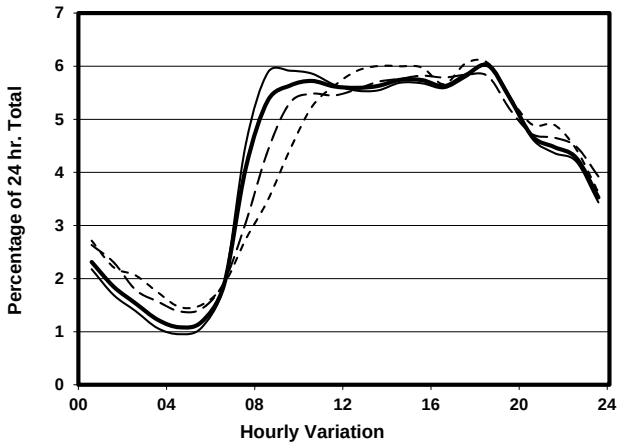
CORE STATION 3013
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

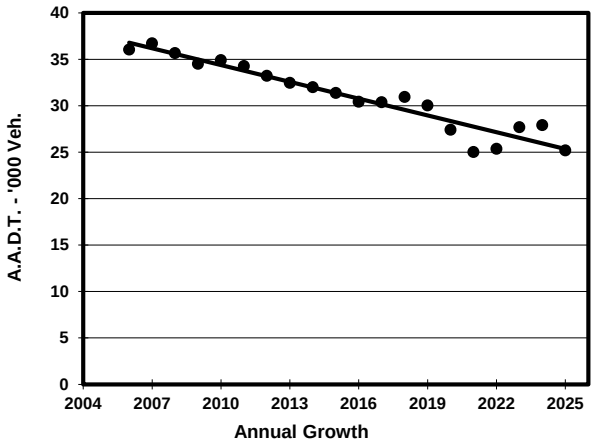


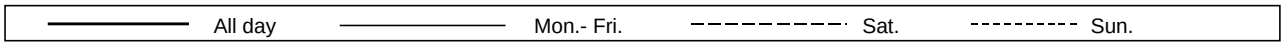
1. TRAFFIC FLOW VARIATION AND GROWTH











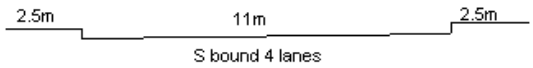
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	9160	9550	8820	7780
R 12 / 24 - %	68.7	70.0	65.5	64.0
R 16 / 24 - %	87.3	88.1	84.7	85.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	650	760	510	350
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	590	630	560	500
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	16020	16150	16340	15590
R 12 / 24 - %	65.4	66.4	63.2	62.8
R 16 / 24 - %	84.4	85.3	82.2	81.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	800	830	820	690
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	920	930	920	940
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

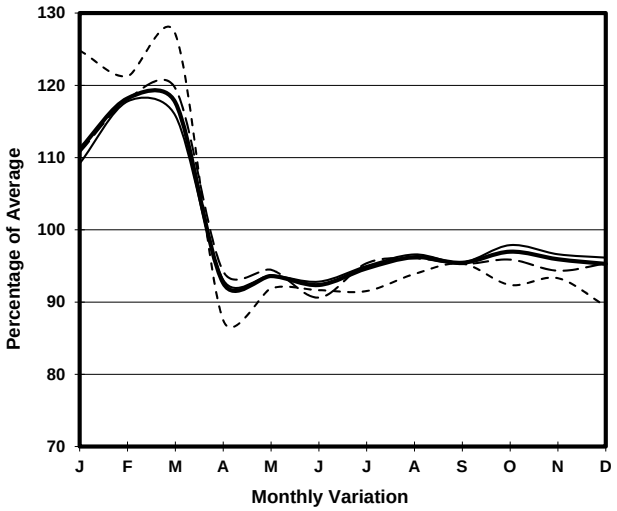
3. OTHER INFORMATION AND COMMENT

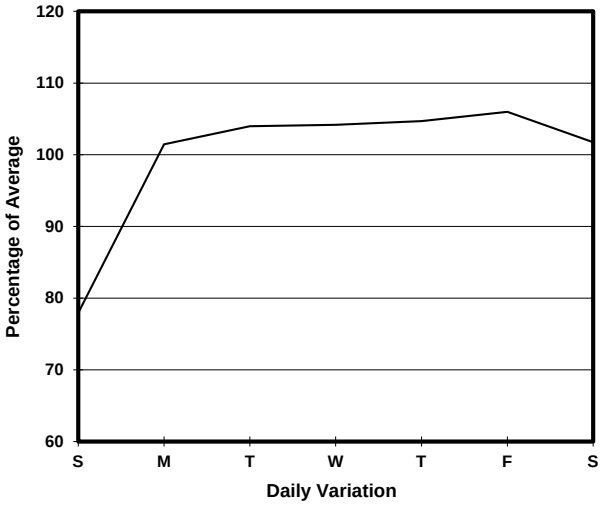
YEAR 2025 **LINK** SHANGHAI ST (from LAI CHI KOK RD to MONG KOK RD)

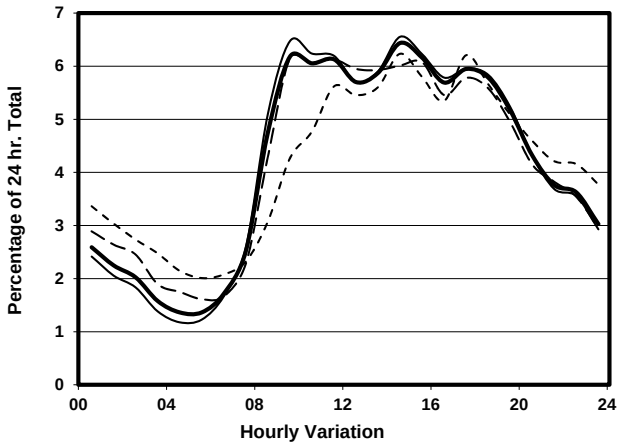
CORE STATION 3015
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

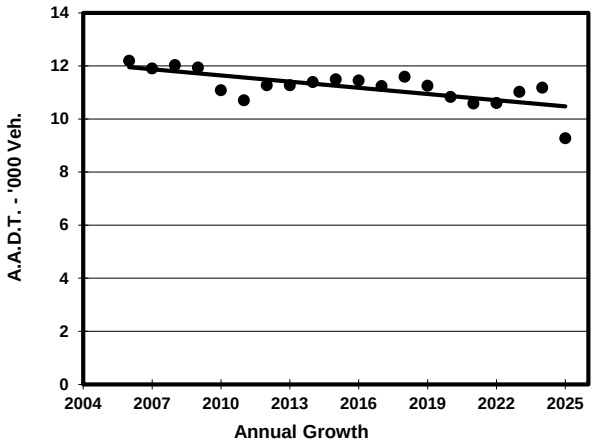


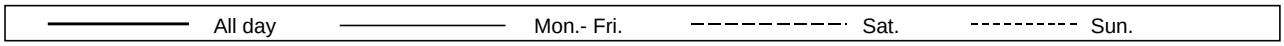
1. TRAFFIC FLOW VARIATION AND GROWTH











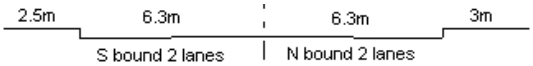
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	9270	9760	9580	7290
R 12 / 24 - %	67.2	68.5	65.7	60.4
R 16 / 24 - %	84.1	85.3	82.2	78.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	570	630	590	310
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	550	580	550	450
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.	-	-	-	-

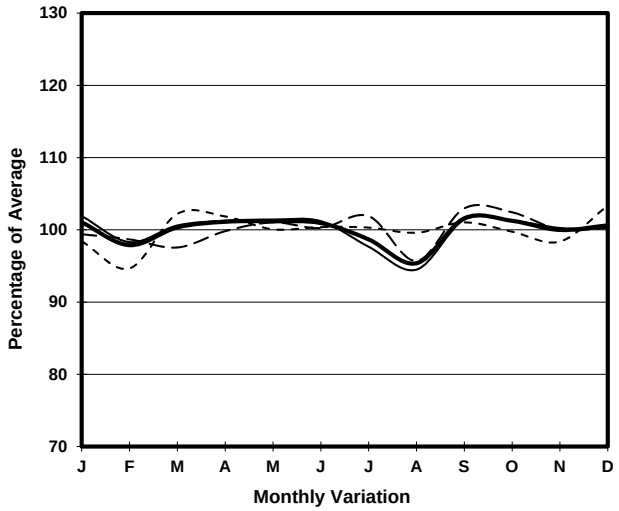
3. OTHER INFORMATION AND COMMENT

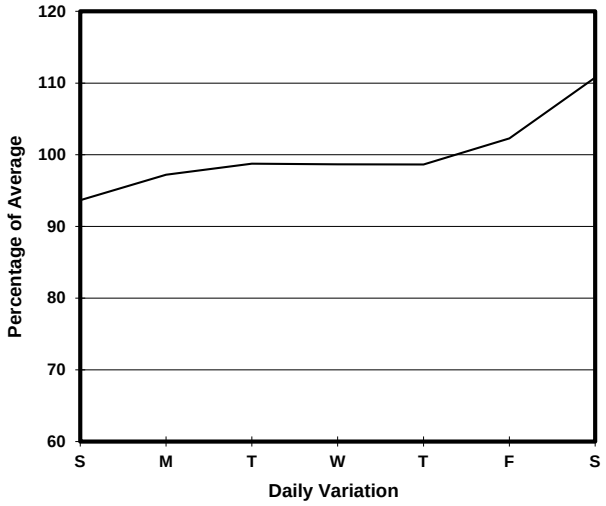
YEAR 2025 **LINK** JUNCTION RD (from NGA TSIN WAI RD to TUNG TAU TSUEN RD)

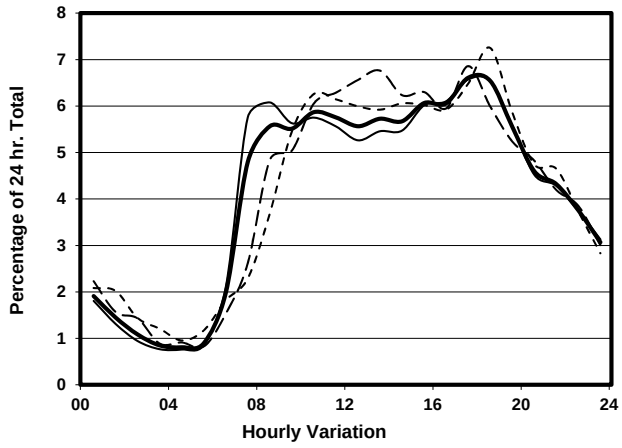
CORE STATION 3016
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

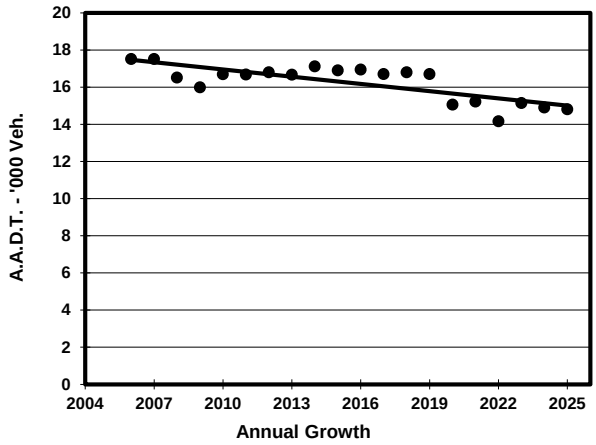


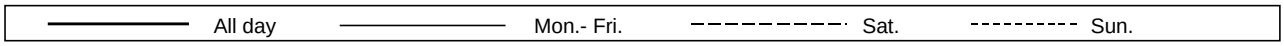
1. TRAFFIC FLOW VARIATION AND GROWTH











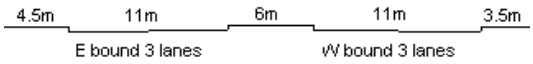
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8310	8120	9580	8210
R 12 / 24 - %	68.0	68.4	67.5	66.6
R 16 / 24 - %	86.7	87.0	86.4	85.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	480	510	500	470
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	540	520	670	630
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	6500	6600	6860	5720
R 12 / 24 - %	71.9	72.3	72.4	68.7
R 16 / 24 - %	89.6	89.9	89.3	87.5
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	340	380	370	290
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	450	470	470	390
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

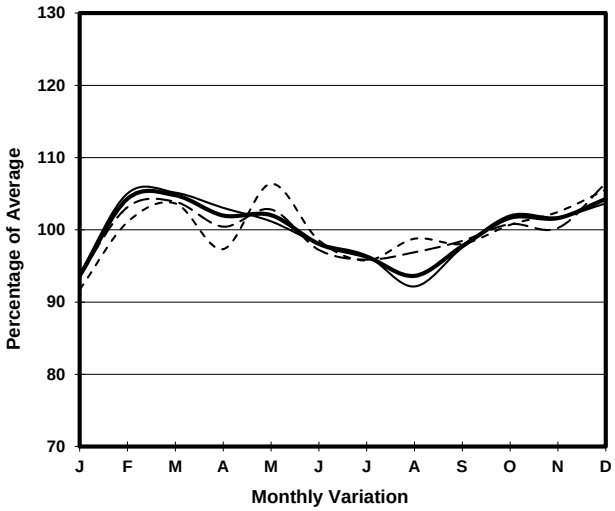
3. OTHER INFORMATION AND COMMENT

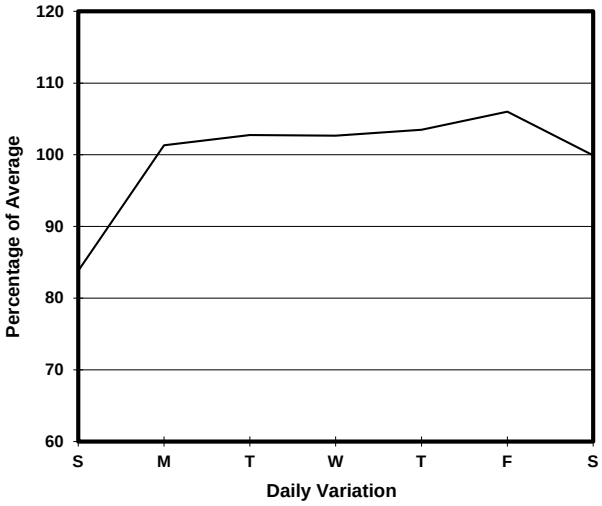
YEAR 2025 **LINK** TONKIN ST (from CHEUNG SHA WAN RD to UN CHAU ST)

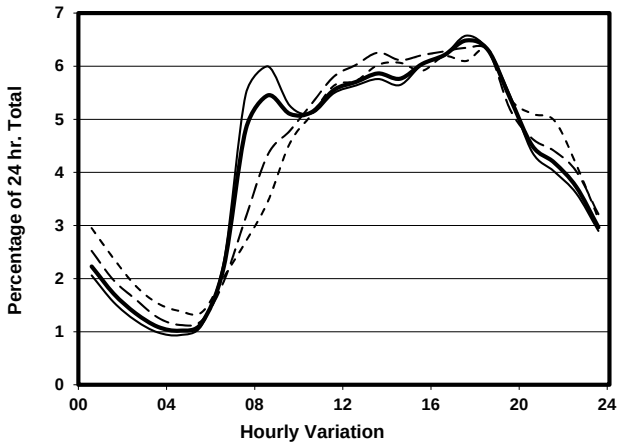
CORE STATION 3017
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

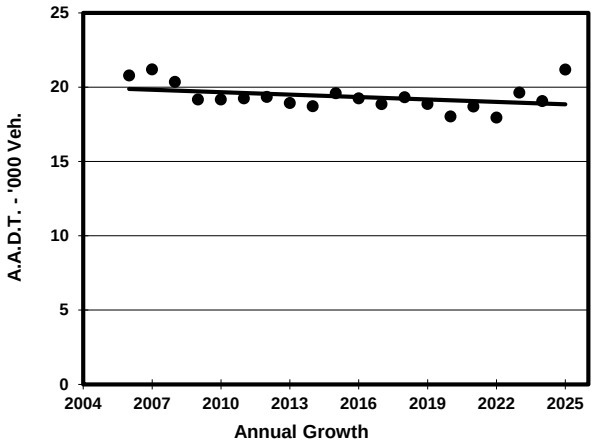


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

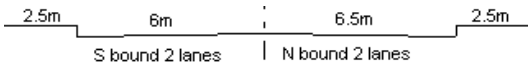
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	10620	10970	10770	9400
R 12 / 24 - %	67.1	68.0	65.9	63.2
R 16 / 24 - %	85.6	86.3	84.6	82.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	530	580	510	430
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	680	710	670	590
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	10560	11100	10610	8490
R 12 / 24 - %	69.7	70.9	67.9	64.3
R 16 / 24 - %	86.9	87.6	85.6	84.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	640	740	510	390
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	710	750	690	540
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

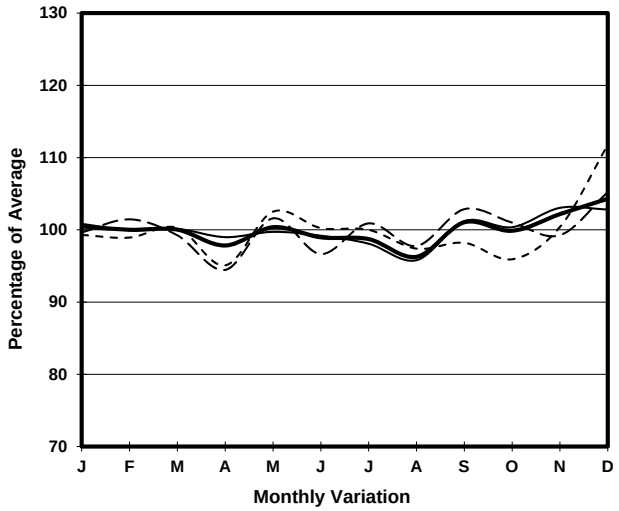
3. OTHER INFORMATION AND COMMENT

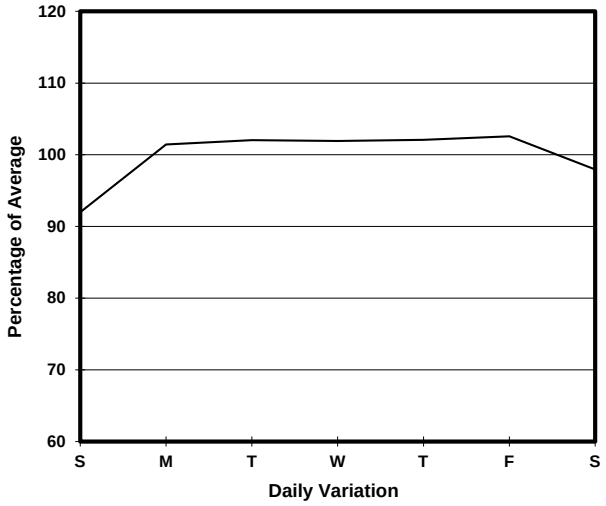
YEAR 2025 **LINK** HIU KWONG ST (from SAU MING RD to HIP WO ST)

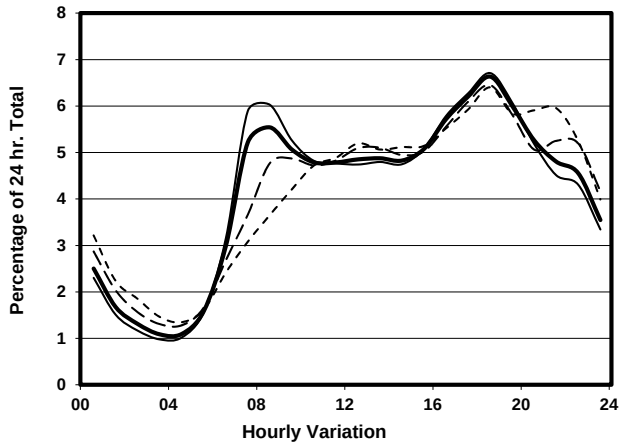
CORE STATION 3018
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

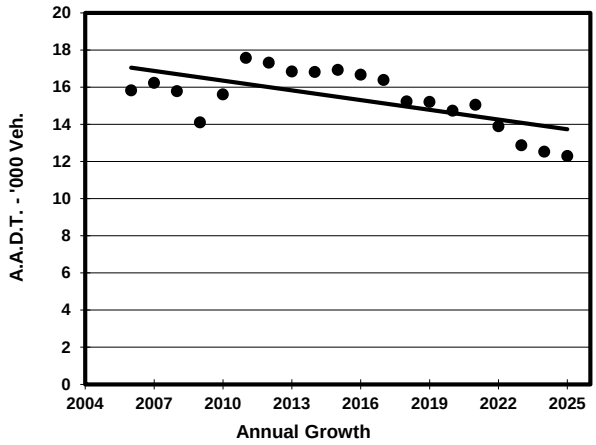


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

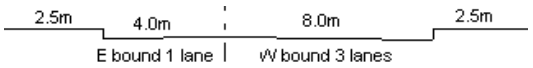
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	6020	6170	5970	5570
R 12 / 24 - %	62.9	64.1	60.8	58.9
R 16 / 24 - %	85.1	85.8	83.4	82.9
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	300	340	280	230
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	430	450	400	370
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	6270	6420	6130	5780
R 12 / 24 - %	64.3	65.7	61.5	59.0
R 16 / 24 - %	83.4	84.2	81.5	80.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	380	430	310	250
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	380	400	380	350
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

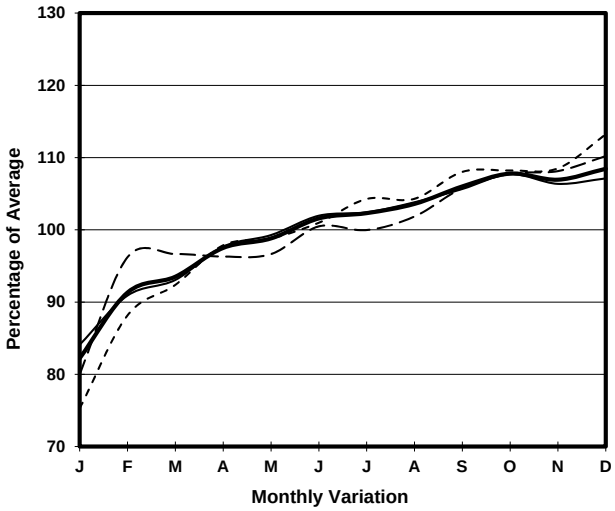
YEAR 2025

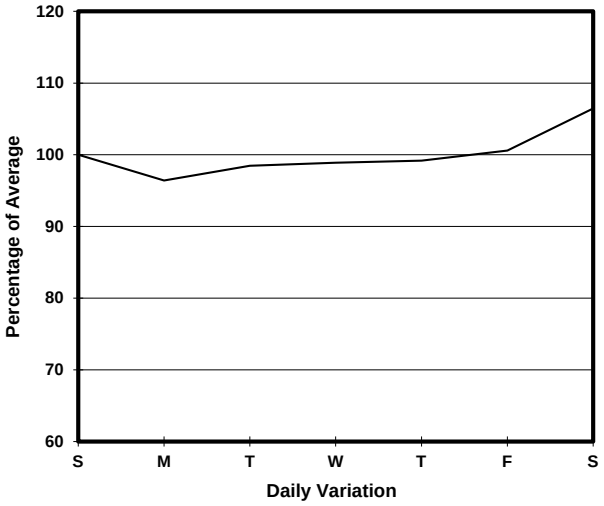
LINK CLEAR WATER BAY RD (from NEW CLEAR WATER BAY RD NORTHERN JUNCTION to NEW CLEAR WATER BAY RD SOUTHERN JUNCTION)

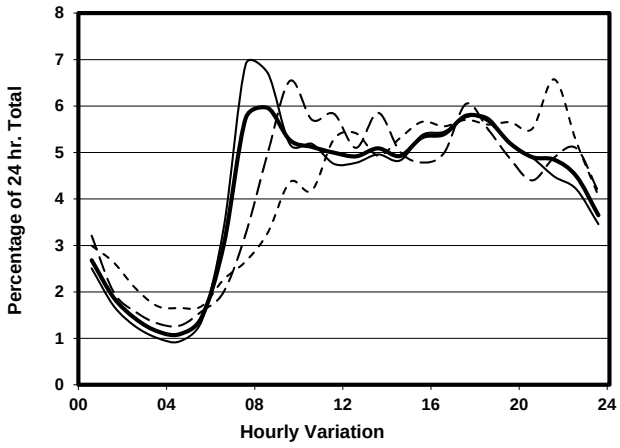
CORE STATION 3019
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

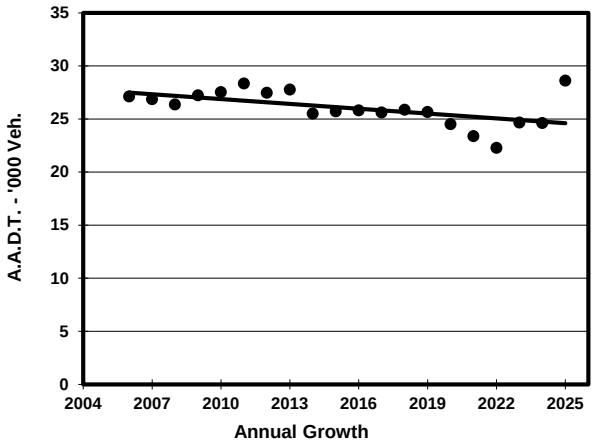


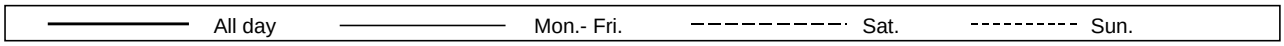
1. TRAFFIC FLOW VARIATION AND GROWTH











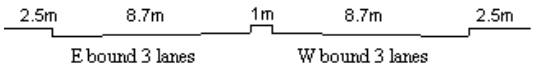
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	14800	14720	15080	14970
R 12 / 24 - %	60.3	61.3	60.8	55.1
R 16 / 24 - %	82.5	83.4	81.5	79.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	780	930	880	600
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	890	900	1000	930
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	13810	13560	15440	13440
R 12 / 24 - %	68.4	70.4	66.3	61.1
R 16 / 24 - %	84.8	85.5	84.2	82.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	950	1060	1110	640
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	800	800	900	790
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

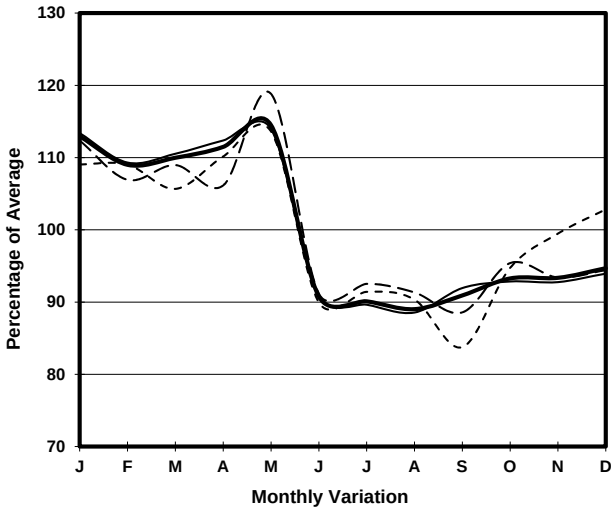
3. OTHER INFORMATION AND COMMENT

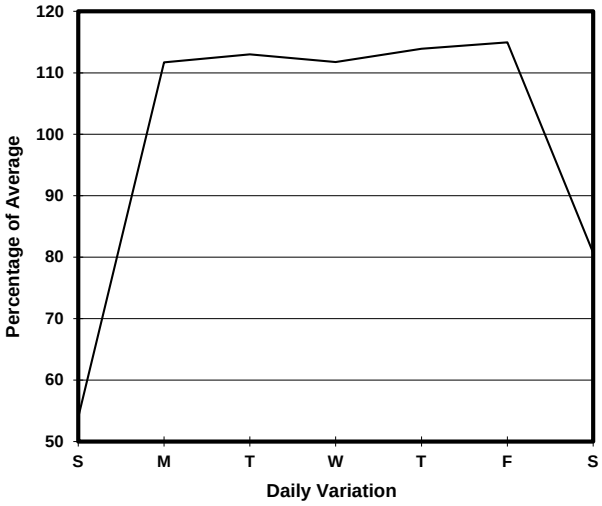
YEAR 2025 **LINK** WAI YIP ST (from LAI YIP ST to HOI YUEN RD)

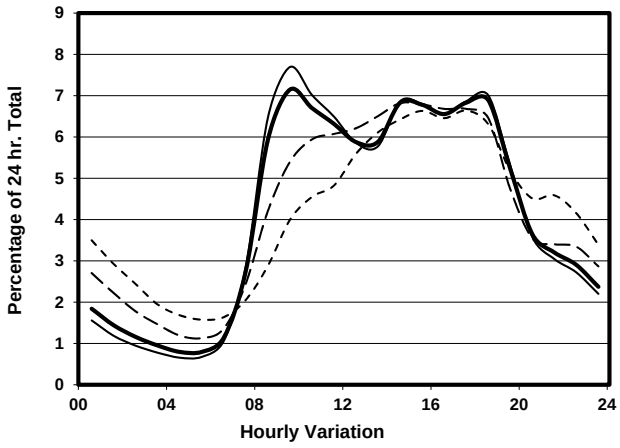
CORE STATION 3020
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

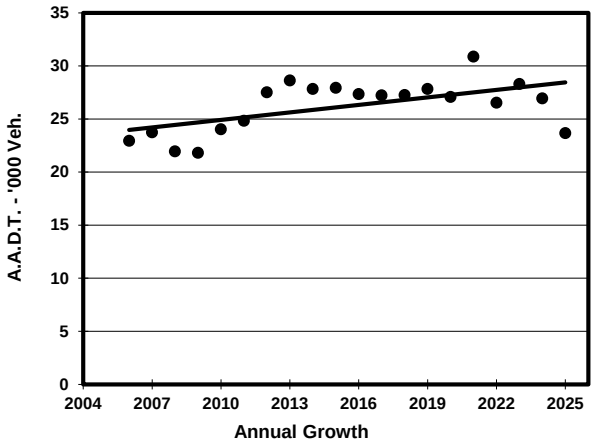


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

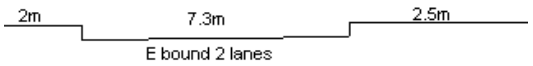
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	15080	17520	12460	8220
R 12 / 24 - %	77.6	79.1	73.9	66.9
R 16 / 24 - %	91.4	92.4	88.2	85.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1170	1450	730	380
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	1010	1180	860	540
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	8580	9890	7110	5060
R 12 / 24 - %	69.0	71.2	63.8	55.3
R 16 / 24 - %	86.1	88.2	80.1	74.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	530	660	330	160
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	630	750	480	340
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

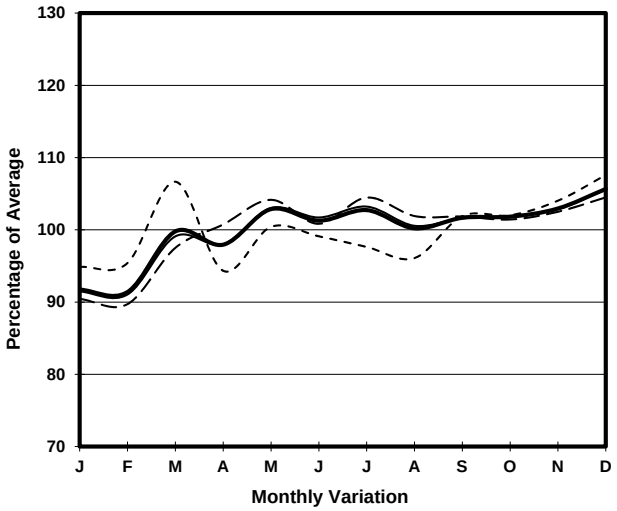
3. OTHER INFORMATION AND COMMENT

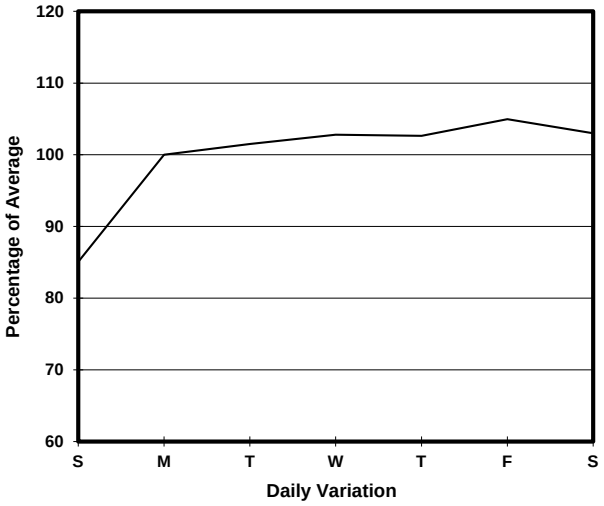
YEAR 2025 **LINK** MODY RD (from NATHAN RD to CHATHAM RD S)

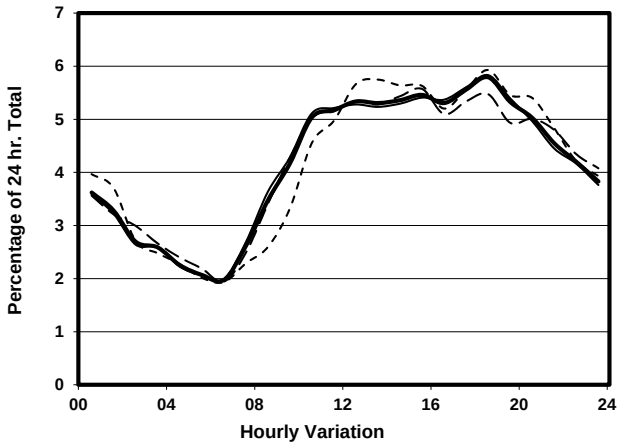
CORE STATION 3021
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

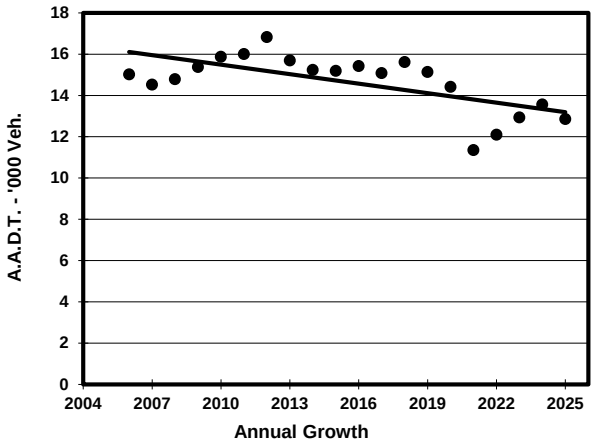


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

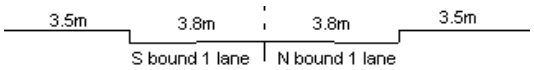
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	12850	13270	13340	10990
R 12 / 24 - %	58.6	59.0	57.9	57.1
R 16 / 24 - %	77.7	77.9	77.0	77.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	540	570	570	370
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	740	770	730	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.	-	-	-	-

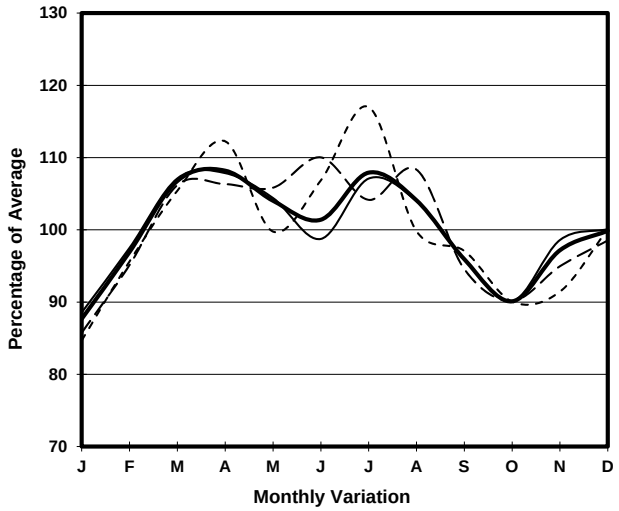
3. OTHER INFORMATION AND COMMENT

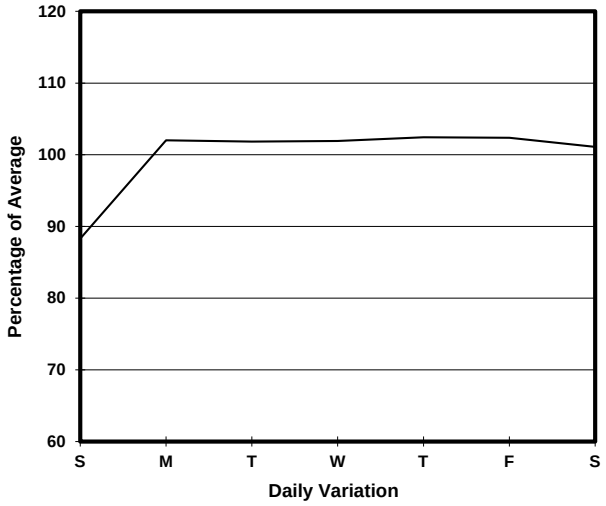
YEAR 2025 **LINK** SHEUNG FUNG ST (from SHUNG WAH ST to FUNG TAK RD)

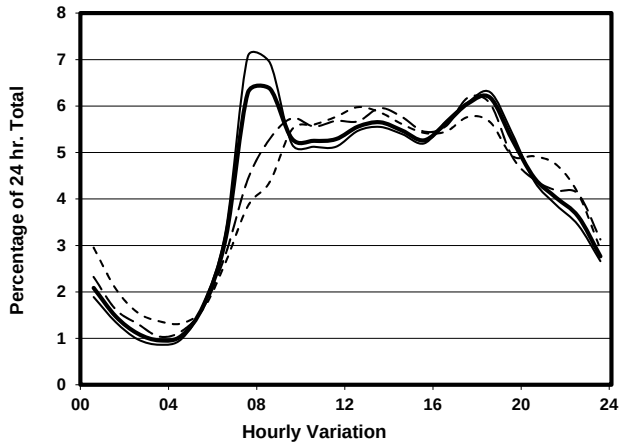
CORE STATION 3022
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

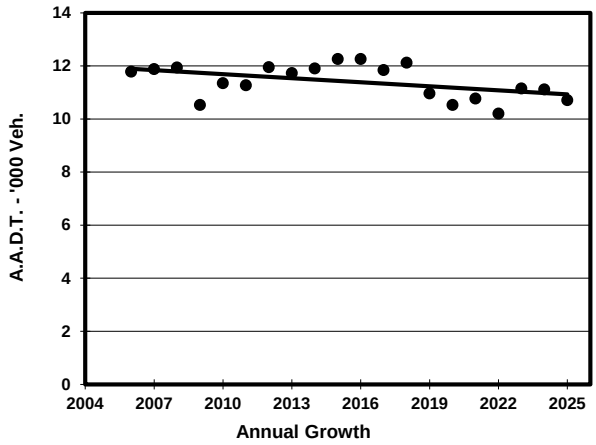


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

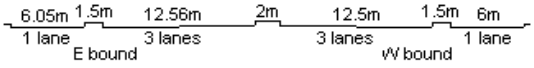
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8480	8640	8840	7680
R 12 / 24 - %	67.7	68.4	67.0	64.8
R 16 / 24 - %	85.3	85.8	84.7	83.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	520	580	490	410
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	520	530	550	450
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	2230	2380	2060	1810
R 12 / 24 - %	70.6	71.7	68.5	65.1
R 16 / 24 - %	87.1	87.6	85.9	84.6
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	220	270	140	110
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	150	170	130	110
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

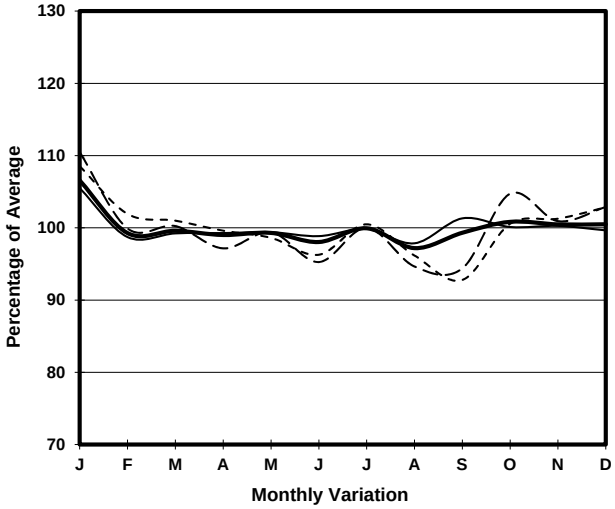
3. OTHER INFORMATION AND COMMENT

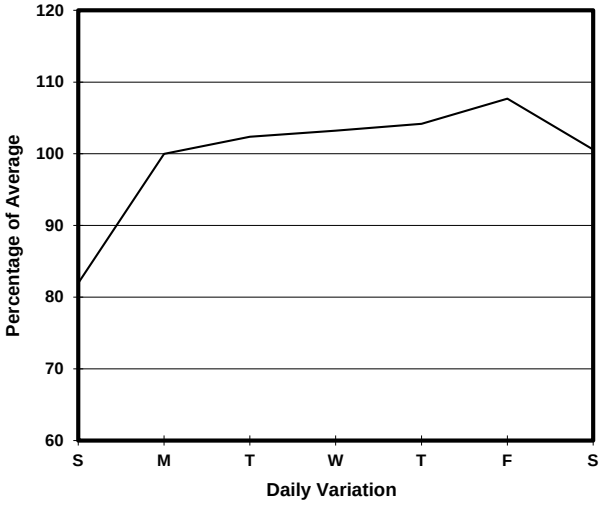
YEAR 2025 **LINK** KWUN TONG BYPASS <K77> (from WAI YIP ST to CHEUNG YIP ST)

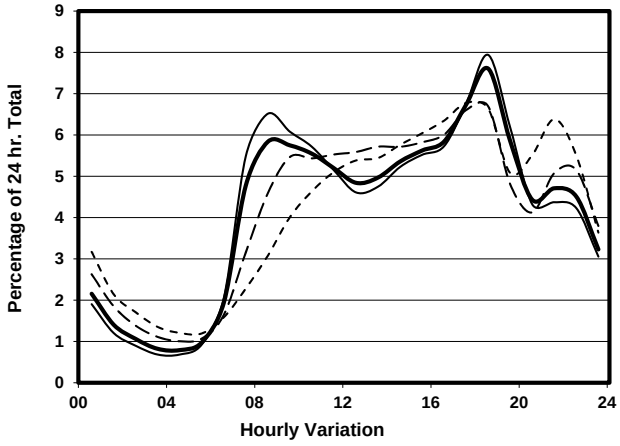
CORE STATION 3023
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

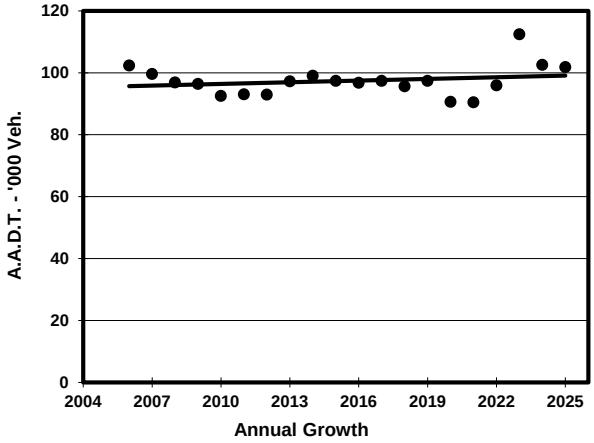


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

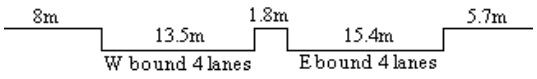
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	51130	53370	51930	42570
R 12 / 24 - %	67.5	68.9	65.8	61.0
R 16 / 24 - %	87.3	88.3	85.2	83.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2980	3480	2800	1680
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3880	4230	3490	2850
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	50700	52970	51470	42070
R 12 / 24 - %	68.6	70.0	66.9	62.1
R 16 / 24 - %	87.9	88.8	85.8	84.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2970	3450	2850	1710
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	3860	4210	3440	2880
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

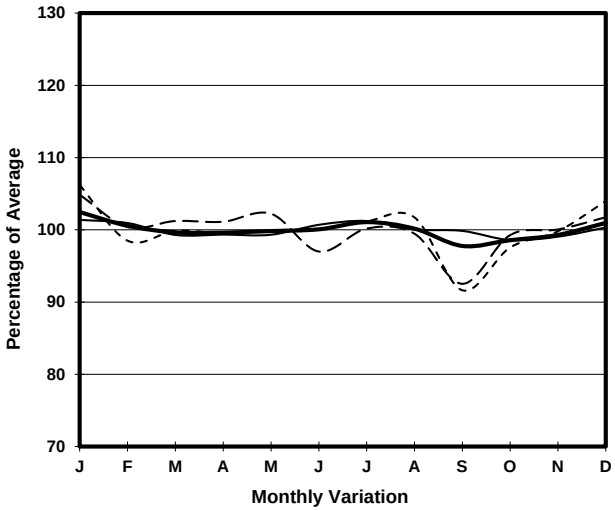
3. OTHER INFORMATION AND COMMENT

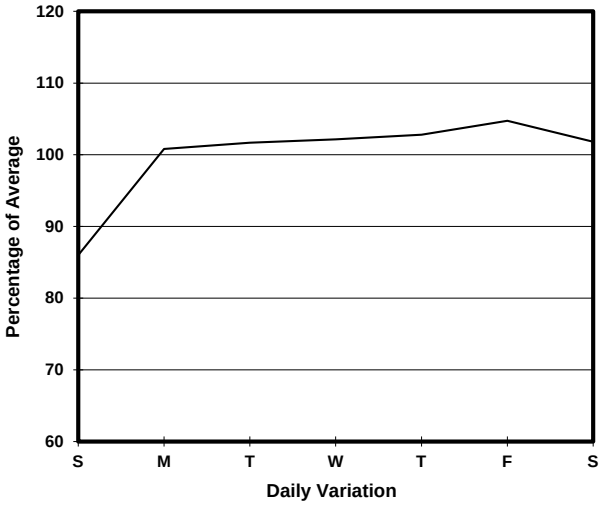
YEAR 2025 **LINK** LUNG CHEUNG RD (from HAMMER HILL RD to WONG KUK AVE)

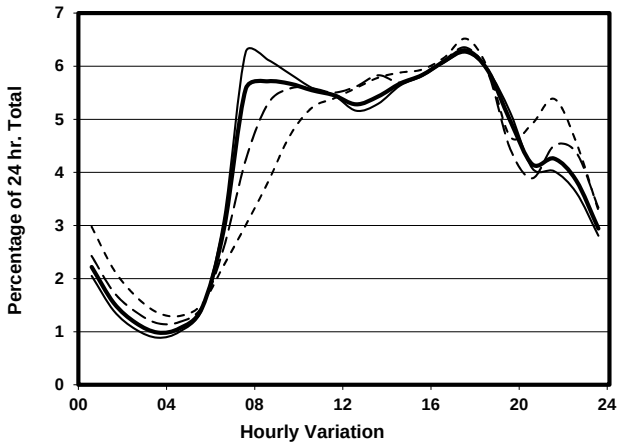
CORE STATION 3027
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

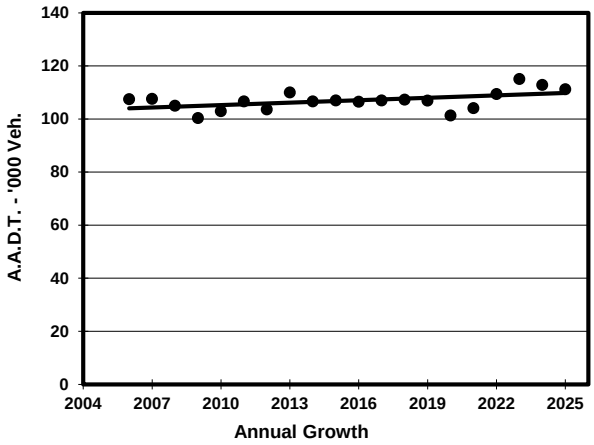


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

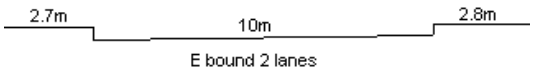
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	49390	50780	50760	43650
R 12 / 24 - %	68.7	69.8	67.6	63.3
R 16 / 24 - %	85.8	86.4	85.0	83.4
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2950	3380	2910	1930
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3080	3130	3190	2860
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	61820	63940	63240	53020
R 12 / 24 - %	68.3	69.1	67.5	64.5
R 16 / 24 - %	85.6	86.2	84.5	83.5
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3530	3810	3450	2610
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3930	4050	4050	3440
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

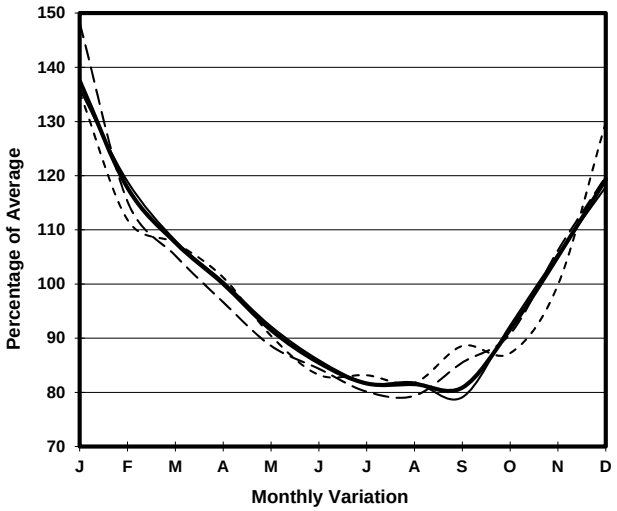
3. OTHER INFORMATION AND COMMENT

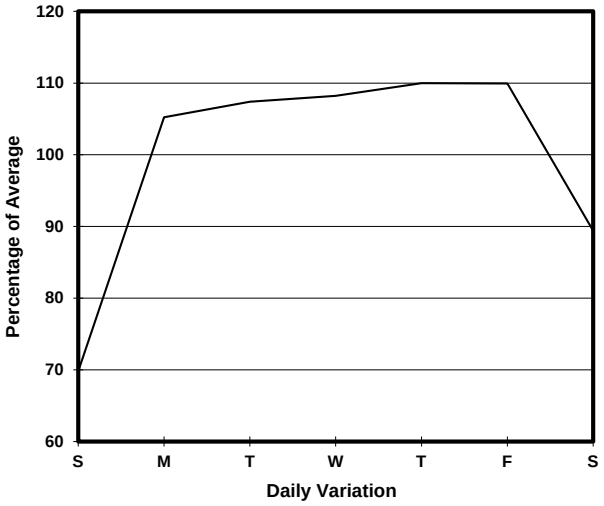
YEAR 2025 **LINK** CHEUNG SHUN ST (from KOM TSUN ST to TAI NAM WEST ST)

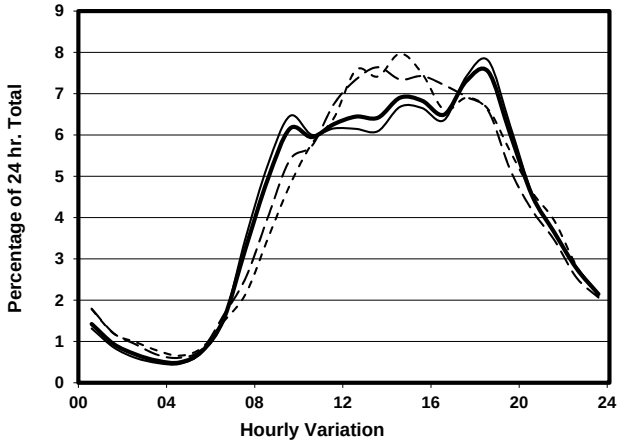
CORE STATION 3101
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

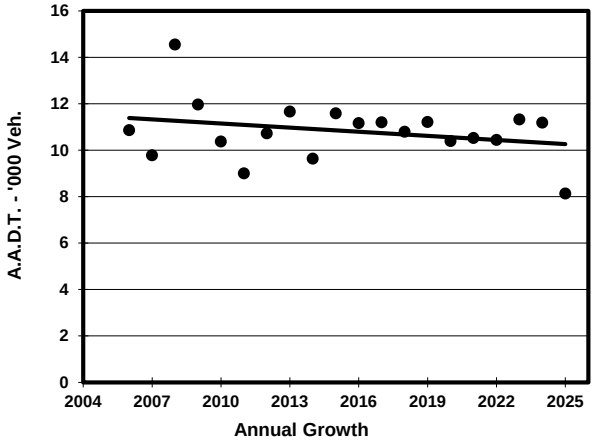


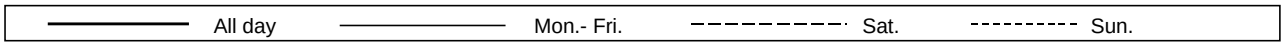
1. TRAFFIC FLOW VARIATION AND GROWTH











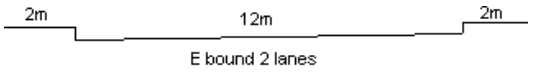
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	8130	8910	7400	5860
R 12 / 24 - %	74.5	74.6	74.9	73.2
R 16 / 24 - %	91.5	91.8	90.3	90.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	500	580	400	280
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	610	700	530	400
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.	-	-	-	-

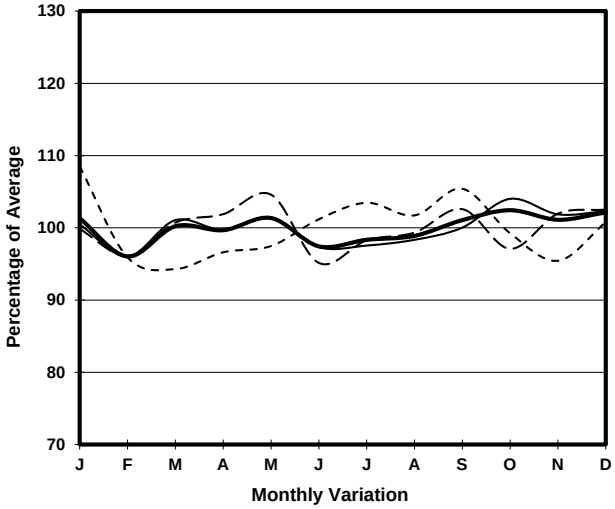
3. OTHER INFORMATION AND COMMENT

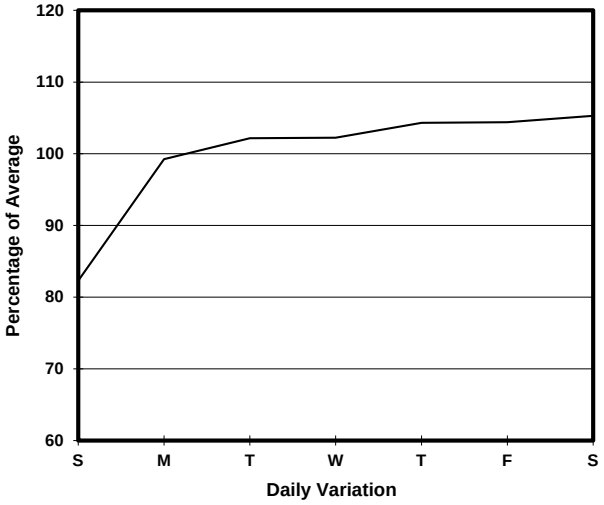
YEAR 2025 **LINK** DUNDAS ST (from FERRY ST to SHANGHAI ST)

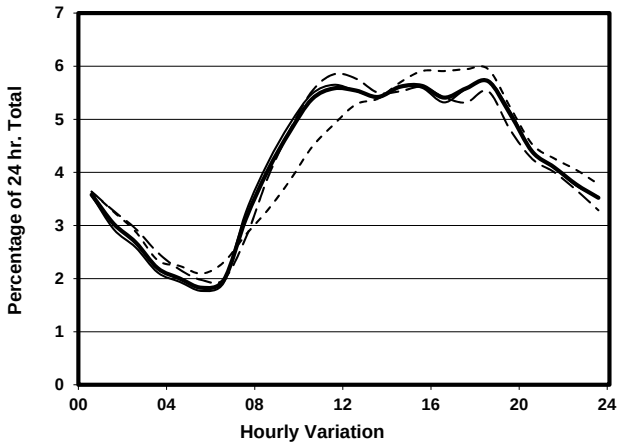
CORE STATION 3102
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

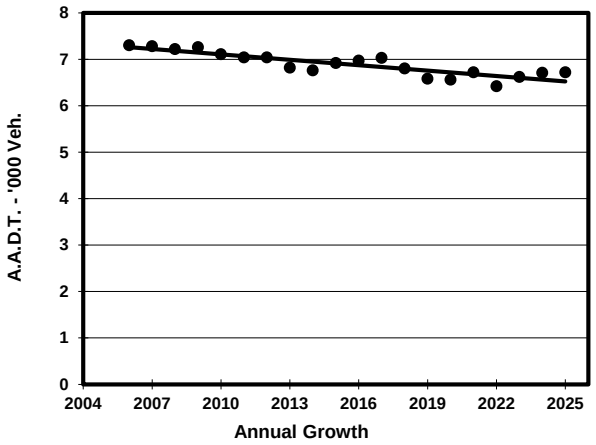


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

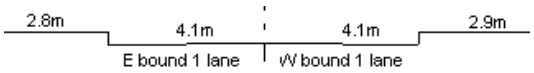
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	6720	6960	7150	5590
R 12 / 24 - %	61.8	62.2	61.5	59.4
R 16 / 24 - %	79.2	79.6	78.2	77.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	320	340	340	220
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	380	400	400	330
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.	-	-	-	-

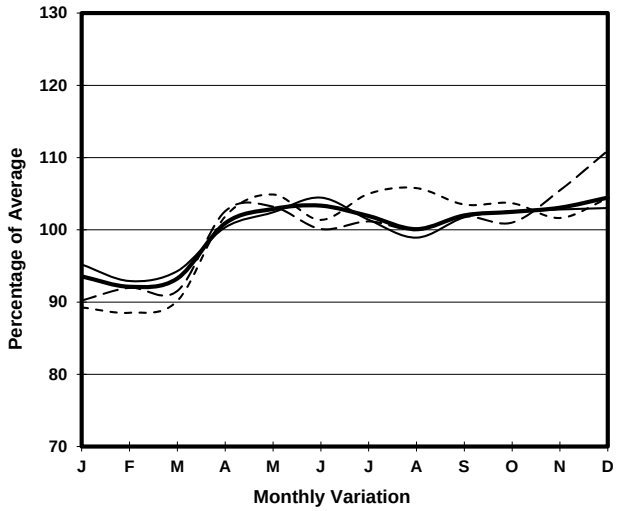
3. OTHER INFORMATION AND COMMENT

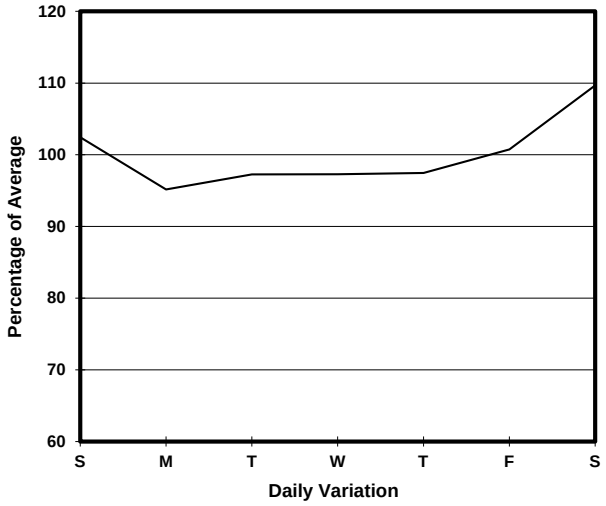
YEAR 2025 **LINK** KUNG LOK RD (from HONG NING RD to HONG NING RD)

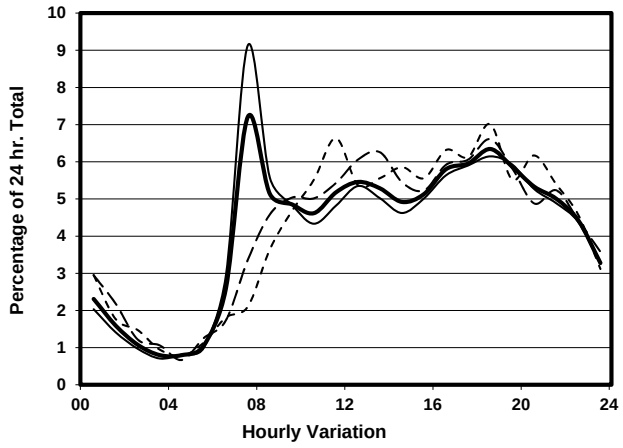
CORE STATION 3104
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

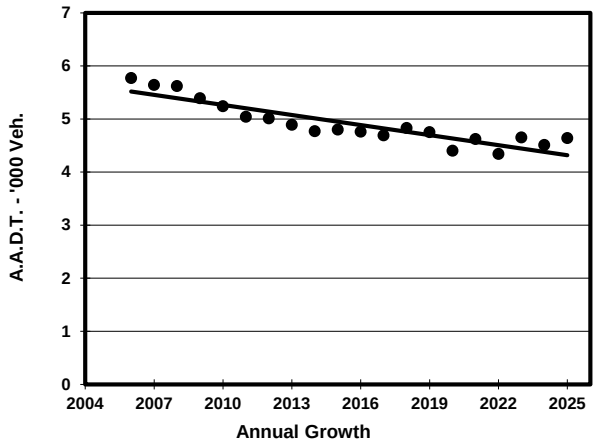


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

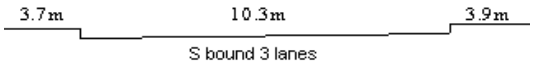
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	2400	2300	2760	2540
R 12 / 24 - %	67.9	67.8	67.7	68.1
R 16 / 24 - %	86.3	86.3	85.6	86.5
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	230	280	170	150
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	130	120	170	180
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	2240	2220	2320	2210
R 12 / 24 - %	63.8	64.9	62.0	60.2
R 16 / 24 - %	86.8	87.5	85.2	85.6
AM Peak Hour	0800-0900	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	1800-1900	1800-1900
One-way flow at PM peak hour	160	160	160	160
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

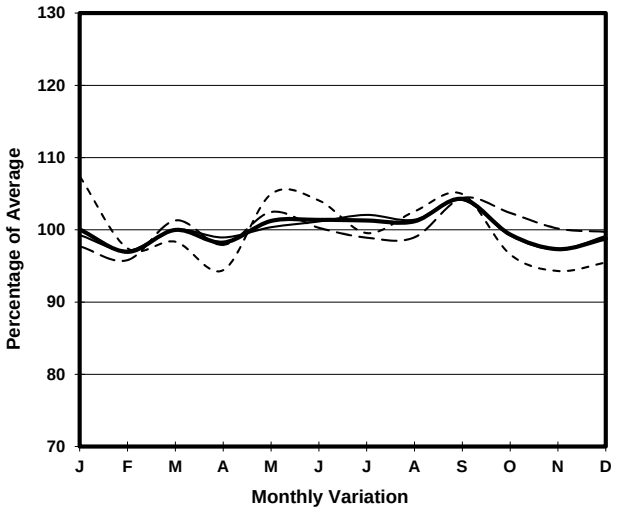
3. OTHER INFORMATION AND COMMENT

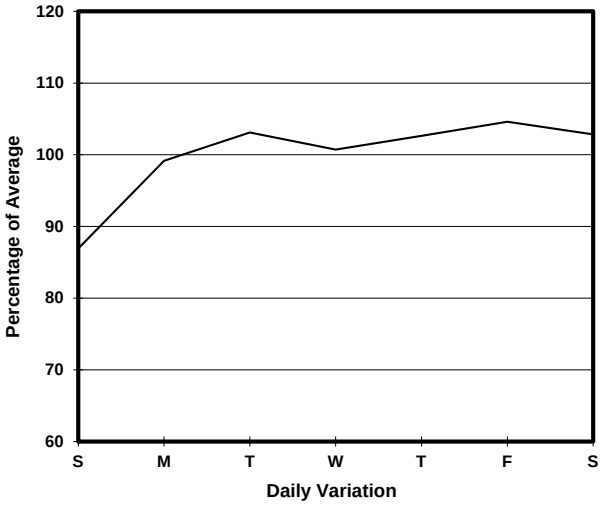
YEAR 2025 **LINK** TSEUK LUK ST (from CHOI HUNG RD to KING FUK ST)

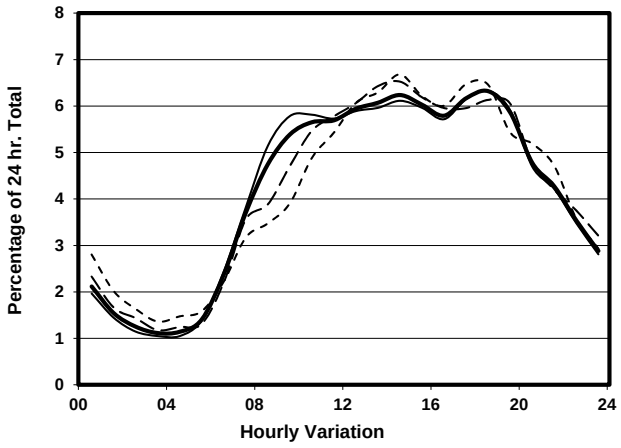
CORE STATION 3105
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

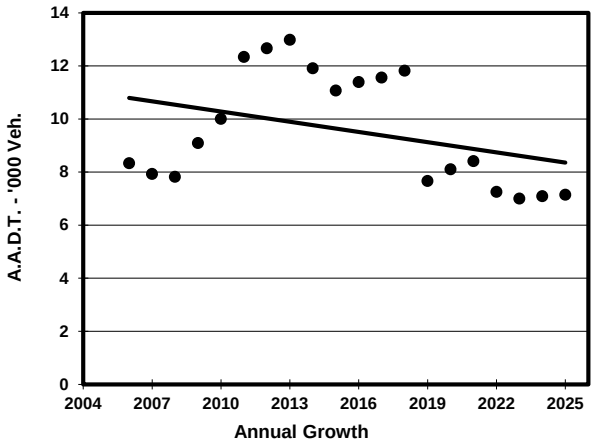


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

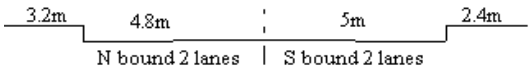
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7140	7330	7390	6240
R 12 / 24 - %	67.7	68.4	66.7	65.1
R 16 / 24 - %	86.2	86.7	85.4	84.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	380	420	350	240
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	450	460	450	400
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.	-	-	-	-

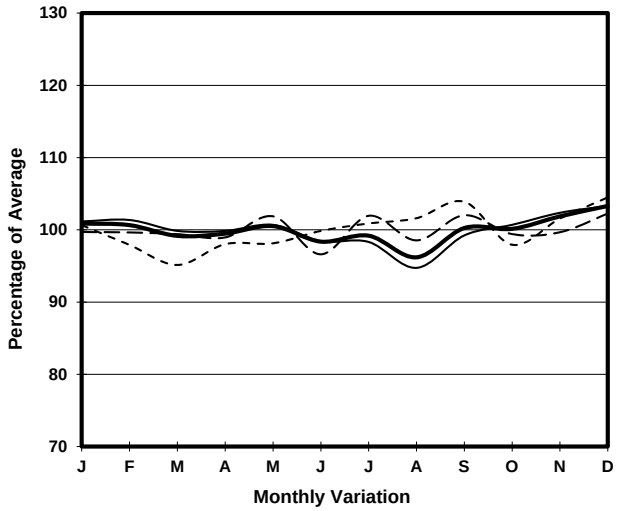
3. OTHER INFORMATION AND COMMENT

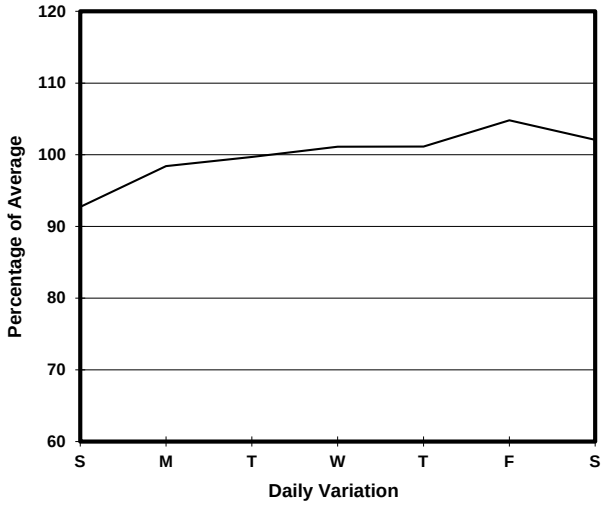
YEAR 2025 **LINK** TAT CHEE AVE (from BEGONIA RD to CORNWALL ST)

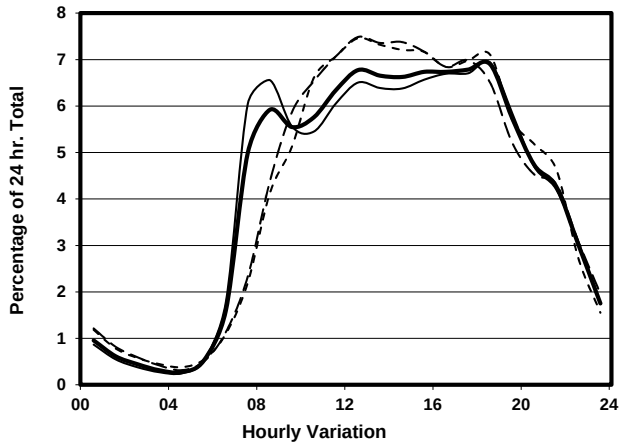
CORE STATION 3106
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

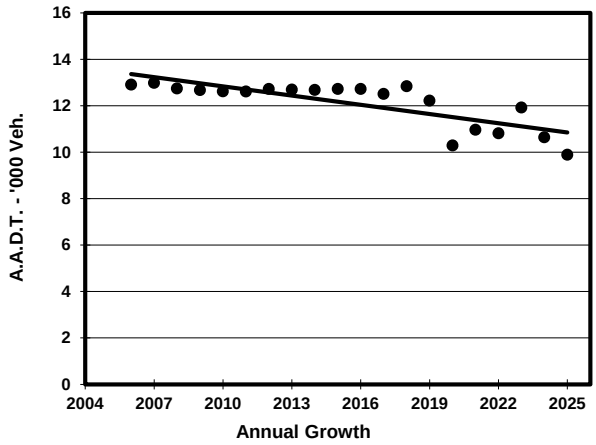


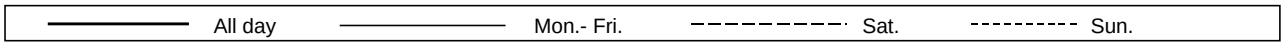
1. TRAFFIC FLOW VARIATION AND GROWTH











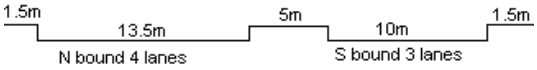
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5090	5110	5340	4870
R 12 / 24 - %	75.6	75.6	76.1	75.3
R 16 / 24 - %	93.4	93.5	93.2	93.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	290	320	320	260
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	350	350	360	350
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	4800	4920	4800	4330
R 12 / 24 - %	76.0	76.1	75.8	75.2
R 16 / 24 - %	93.7	93.8	93.0	93.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	300	340	280	210
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	340	350	340	300
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

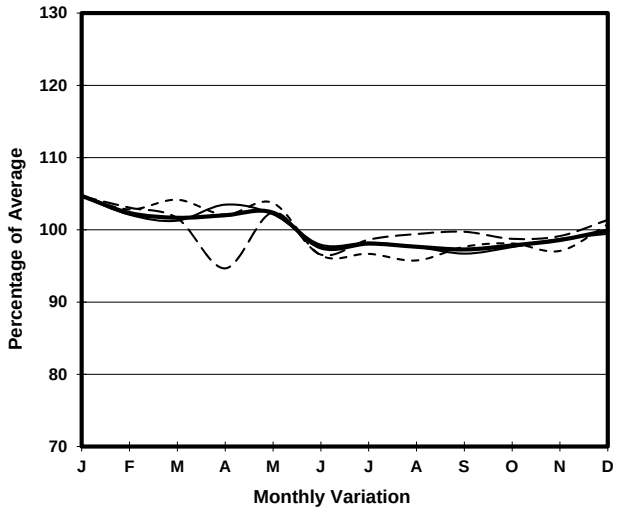
3. OTHER INFORMATION AND COMMENT

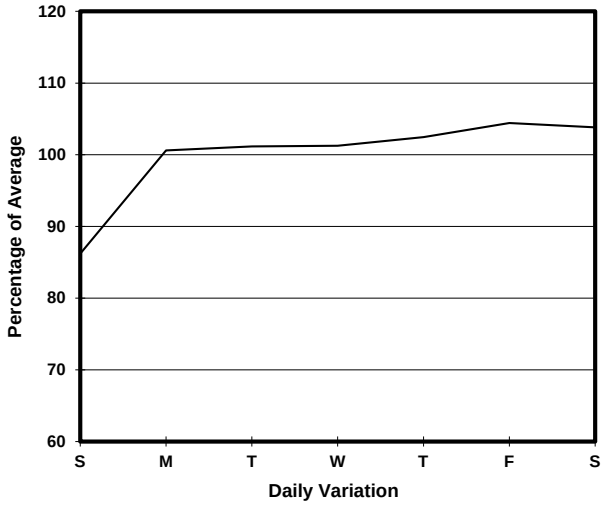
YEAR 2025 **LINK** TUEN MUN RD (from PUI TO RD to TSING CHUI PATH)

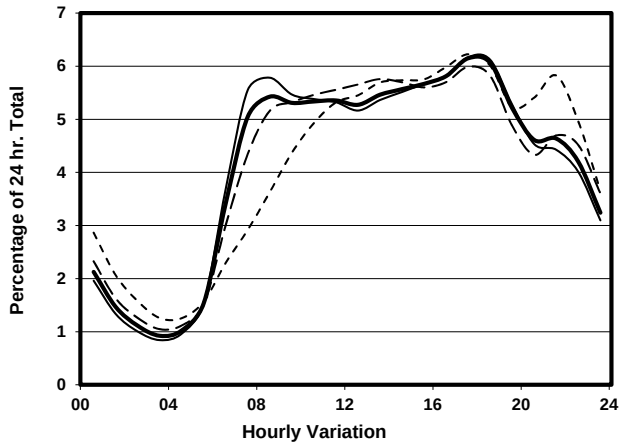
CORE STATION 5001
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

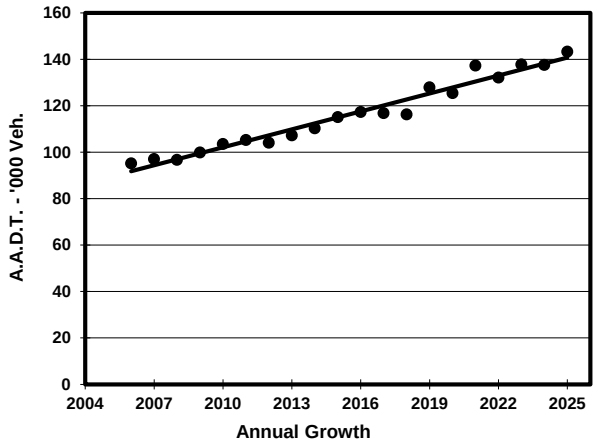


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

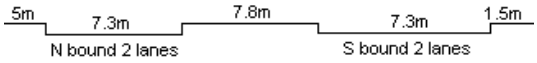
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	66600	68400	69770	57770
R 12 / 24 - %	68.1	68.6	67.7	65.2
R 16 / 24 - %	84.7	84.8	84.5	84.4
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3760	4020	3960	2880
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4170	4310	4250	3580
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	76690	78680	80270	67110
R 12 / 24 - %	65.1	66.2	64.6	59.3
R 16 / 24 - %	85.5	86.2	84.5	82.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4120	4620	4030	2580
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4640	4760	4740	4190
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

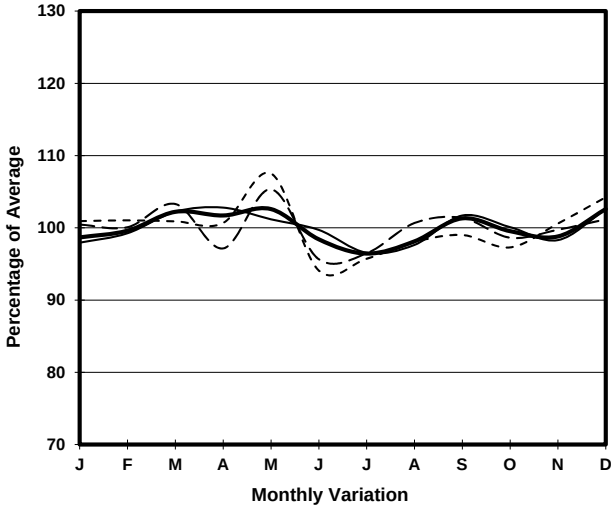
3. OTHER INFORMATION AND COMMENT

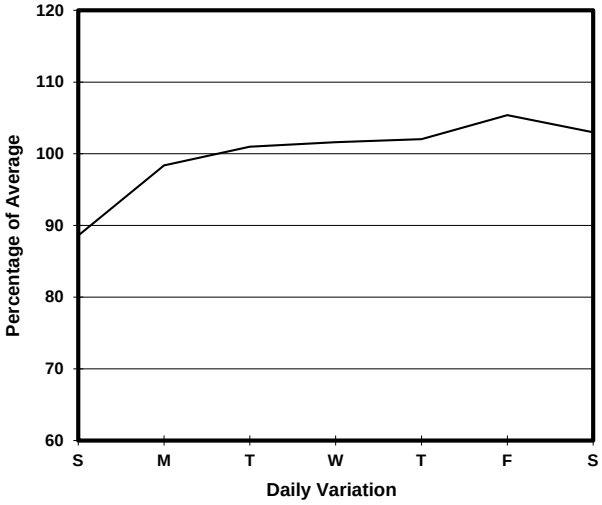
YEAR 2025 **LINK** SHA TIN RD (from LION ROCK TUNNEL RD to SHA TIN WAI RD)

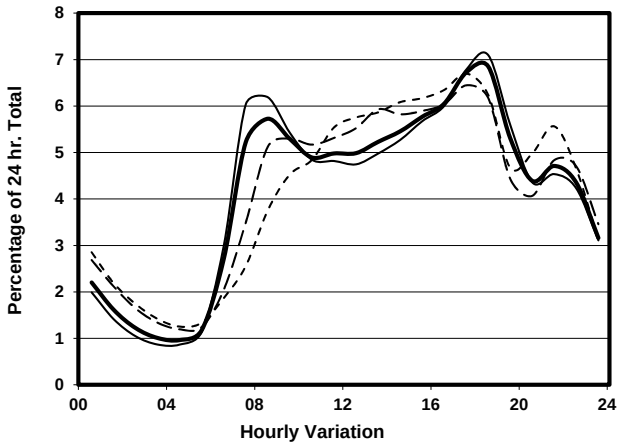
CORE STATION 5002
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

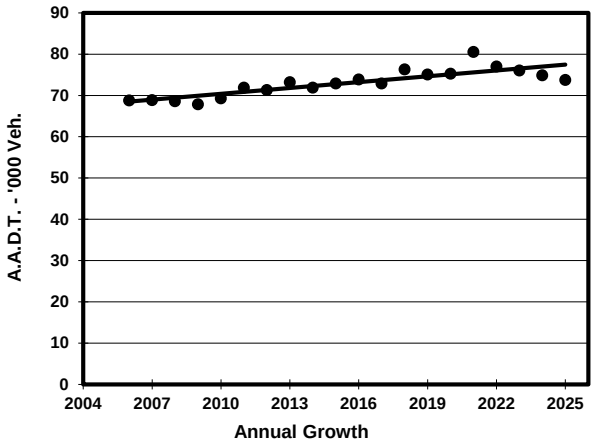


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

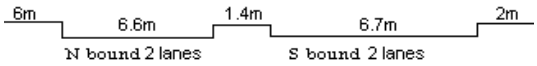
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	37090	37860	38630	33260
R 12 / 24 - %	68.5	69.2	67.5	65.6
R 16 / 24 - %	86.3	86.8	84.8	84.9
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	2180	2420	2150	1610
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2510	2650	2520	2250
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	36630	37510	37840	32600
R 12 / 24 - %	65.8	66.5	64.9	63.1
R 16 / 24 - %	85.6	86.3	83.7	83.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2040	2280	1900	1370
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2540	2700	2410	2170
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

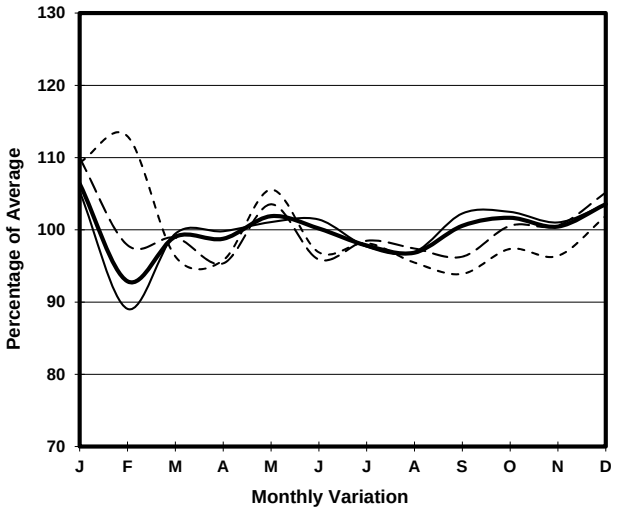
3. OTHER INFORMATION AND COMMENT

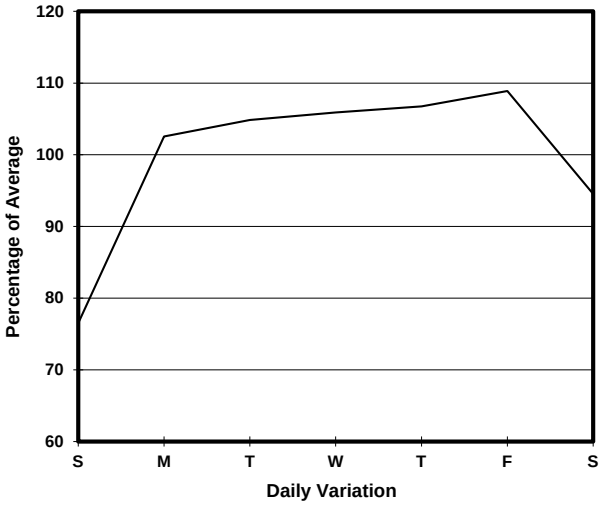
YEAR 2025 **LINK** CASTLE PEAK RD - KWAI CHUNG (from TAI WO INT to WO YI HOP RD)

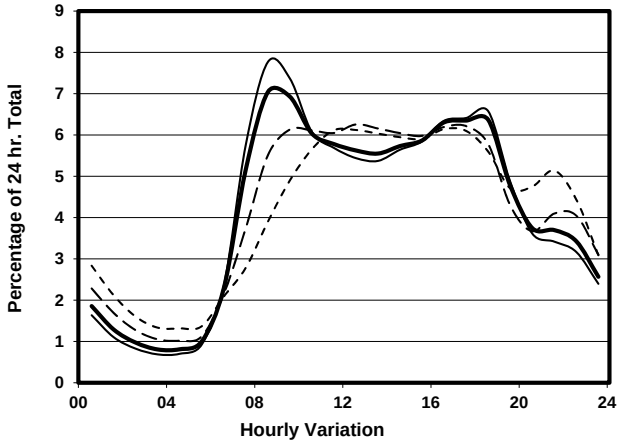
CORE STATION 5004
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

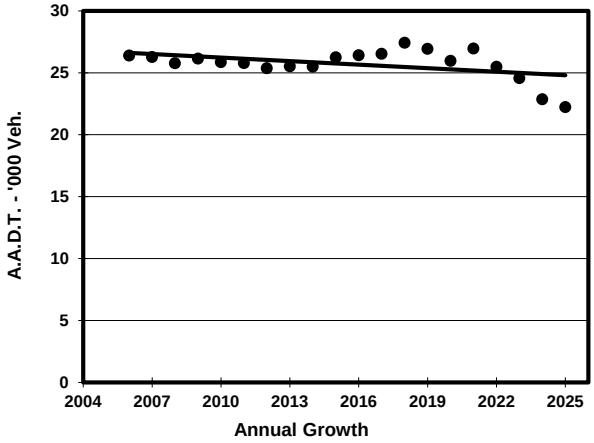


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

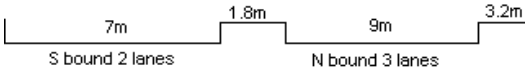
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10020	10640	9680	8160
R 12 / 24 - %	72.9	74.4	70.3	66.2
R 16 / 24 - %	88.1	88.9	86.3	84.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	770	920	610	400
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	630	680	590	490
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	12200	13160	11600	9100
R 12 / 24 - %	72.6	74.2	70.1	64.3
R 16 / 24 - %	88.6	89.7	86.3	83.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	840	960	690	440
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	810	890	750	580
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

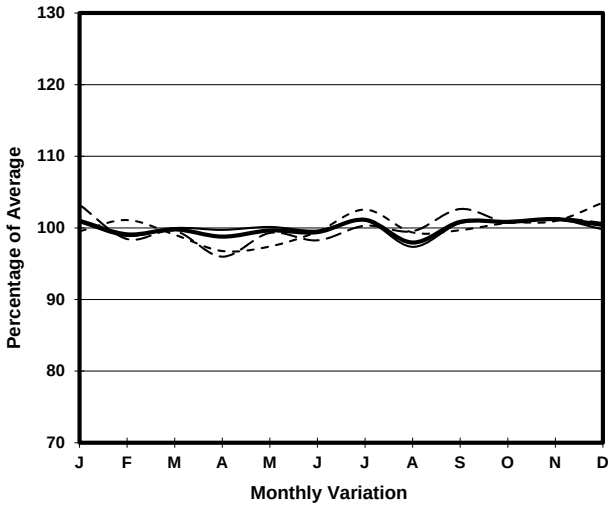
3. OTHER INFORMATION AND COMMENT

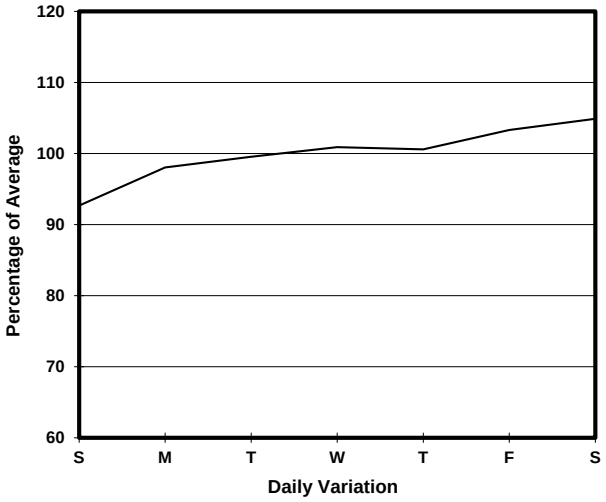
YEAR 2025 **LINK** MA ON SHAN RD (from MA ON SHAN BYPASS to HANG HONG ST RA)

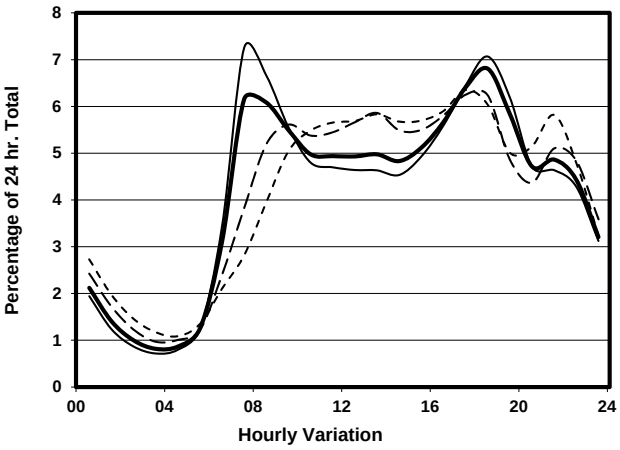
CORE STATION 5005
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

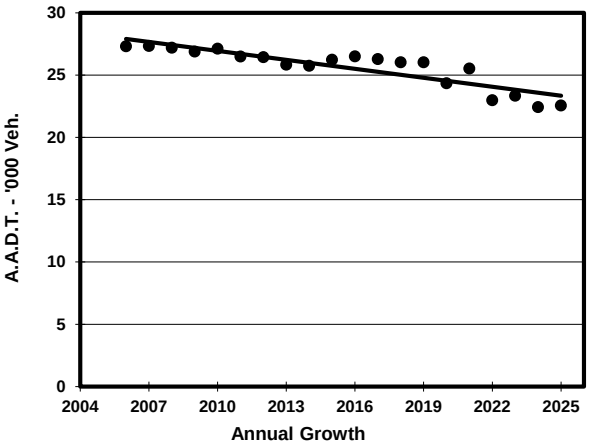


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

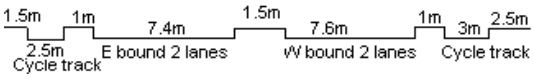
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	9950	10080	10400	9100
R 12 / 24 - %	69.1	69.9	68.1	65.8
R 16 / 24 - %	85.6	85.9	85.0	84.8
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	830	1000	690	530
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	580	590	600	550
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	12600	12670	13380	11850
R 12 / 24 - %	64.2	64.4	64.8	62.9
R 16 / 24 - %	86.7	87.2	85.8	85.0
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	620	660	670	530
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1010	1080	930	780
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

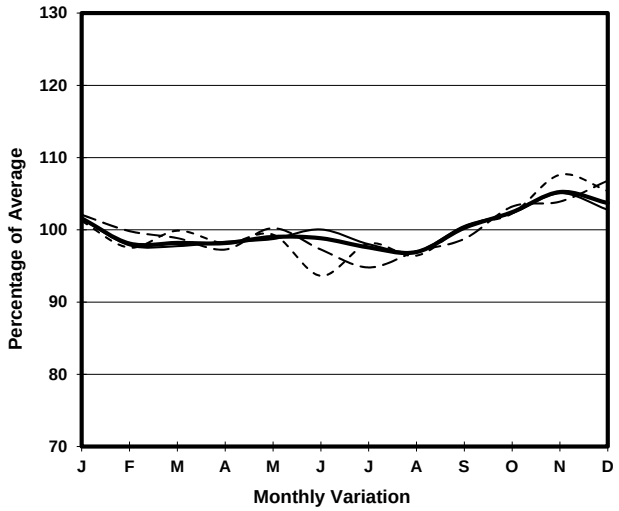
3. OTHER INFORMATION AND COMMENT

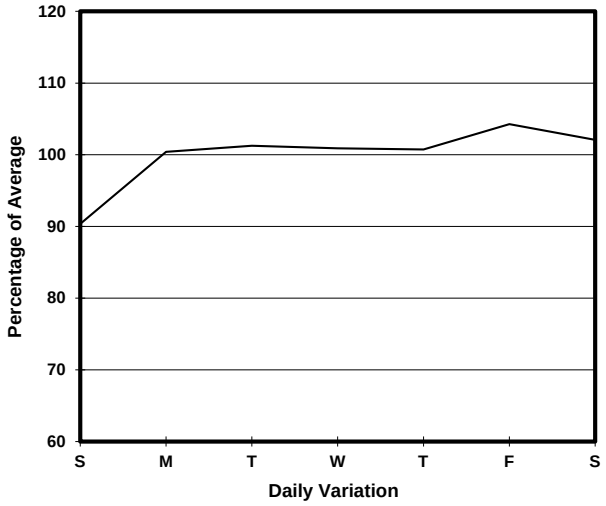
YEAR 2025 **LINK** TING KOK RD (from NAM WAN RD to DAI KWAI ST)

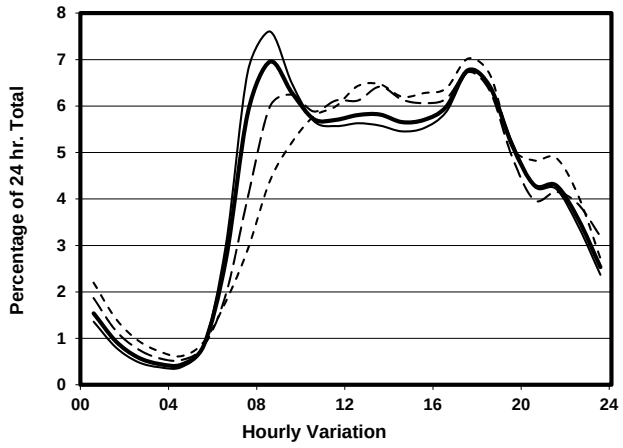
CORE STATION 5006
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

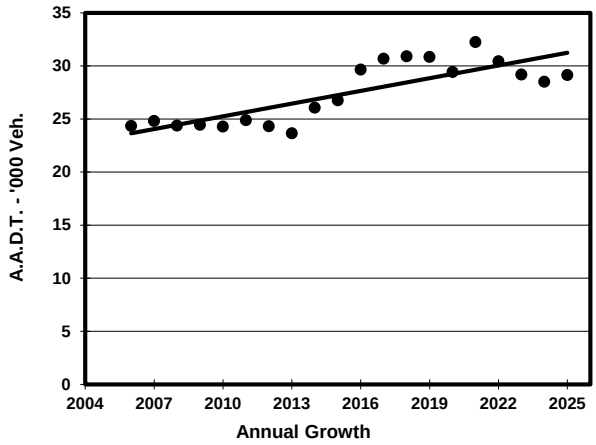


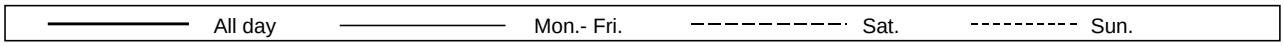
1. TRAFFIC FLOW VARIATION AND GROWTH











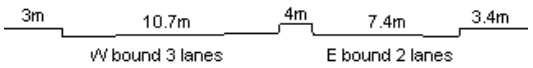
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	15060	15400	15460	13510
R 12 / 24 - %	69.1	69.7	68.9	66.0
R 16 / 24 - %	89.9	90.6	88.6	87.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	960	1090	850	560
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1030	1070	1040	890
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	14080	14320	14460	12990
R 12 / 24 - %	76.4	77.1	75.8	73.7
R 16 / 24 - %	90.0	90.1	89.7	89.9
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1090	1320	1020	820
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	960	960	1000	980
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

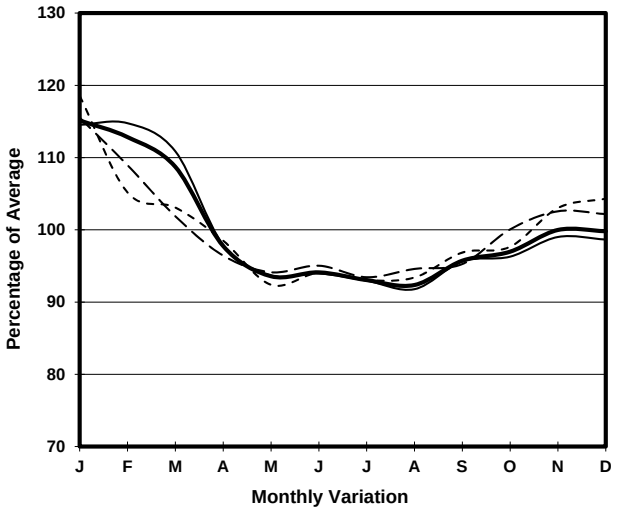
3. OTHER INFORMATION AND COMMENT

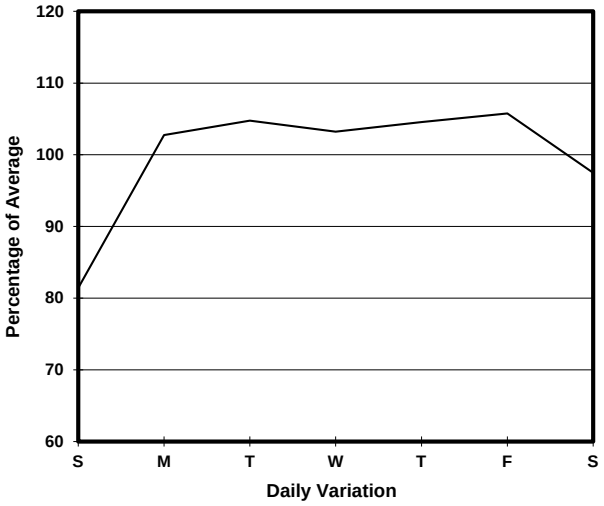
YEAR 2025 **LINK** KWAI FOO RD (from KWAI CHUNG RD to HING FONG RD)

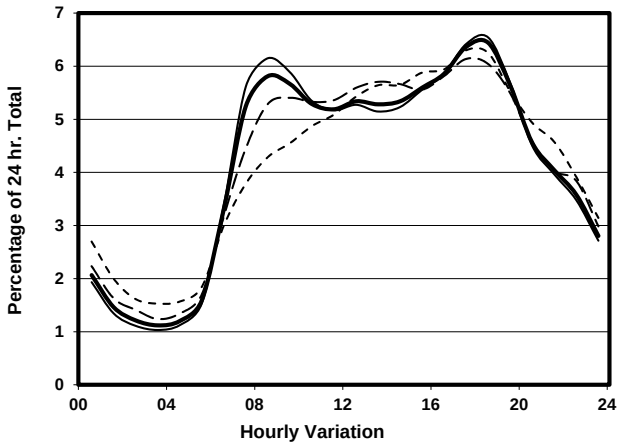
CORE STATION 5007
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

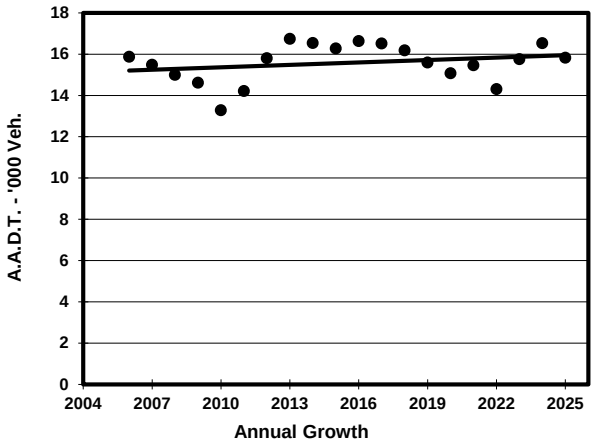


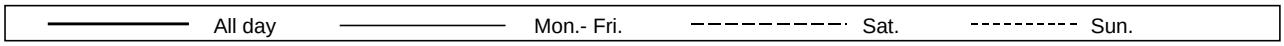
1. TRAFFIC FLOW VARIATION AND GROWTH











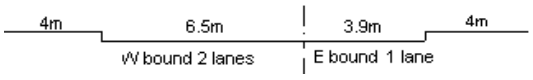
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	3370	3600	3210	2620
R 12 / 24 - %	71.4	72.4	69.6	66.7
R 16 / 24 - %	90.4	90.9	89.1	88.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	200	220	190	140
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	250	270	200	170
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	12450	13030	12380	10460
R 12 / 24 - %	66.3	67.0	65.5	62.9
R 16 / 24 - %	83.8	84.4	83.0	81.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	730	810	660	460
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	770	820	760	670
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

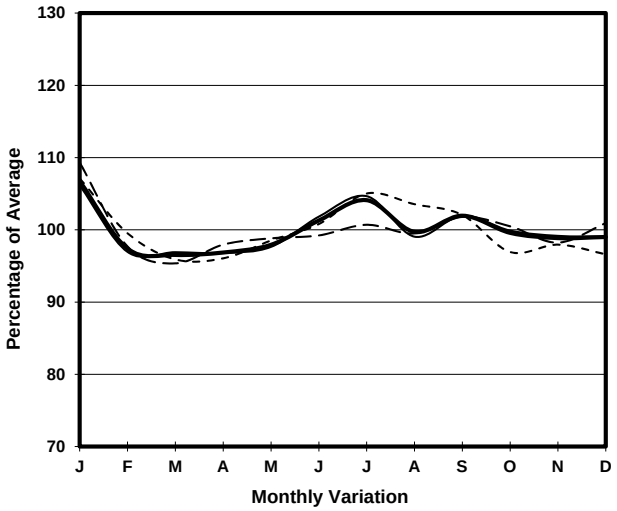
3. OTHER INFORMATION AND COMMENT

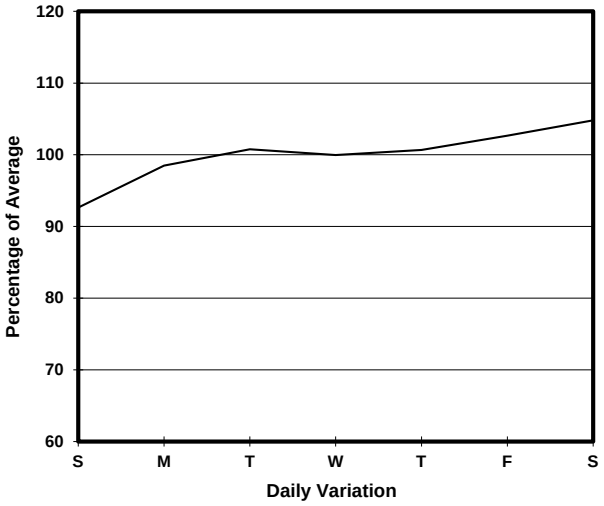
YEAR 2025 **LINK** KAU YUK RD (from YUEN LONG TAI YUK RD to YUEN LONG HONG LOK RD)

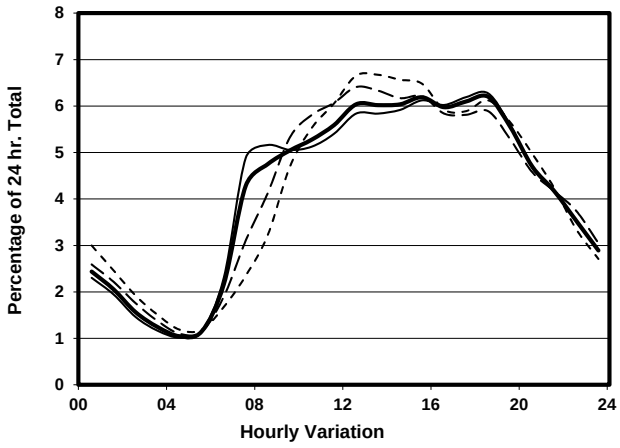
CORE STATION 5008
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

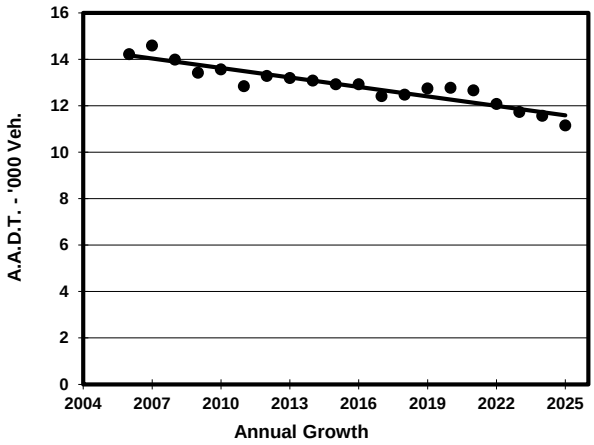


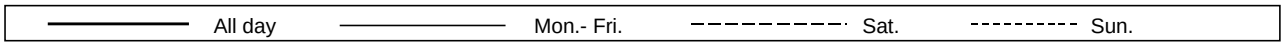
1. TRAFFIC FLOW VARIATION AND GROWTH











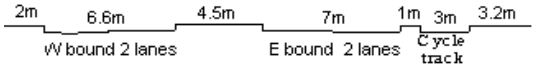
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	4540	4600	4770	4190
R 12 / 24 - %	70.4	70.8	70.0	68.5
R 16 / 24 - %	87.8	88.2	87.2	86.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	240	270	270	220
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	310	320	300	270
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	6610	6650	6950	6180
R 12 / 24 - %	65.5	65.8	65.1	64.6
R 16 / 24 - %	83.8	84.1	83.3	83.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	330	330	360	260
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	390	400	400	380
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

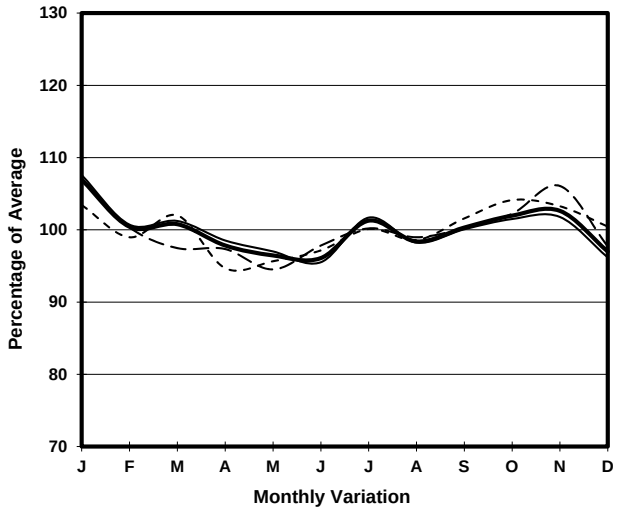
3. OTHER INFORMATION AND COMMENT

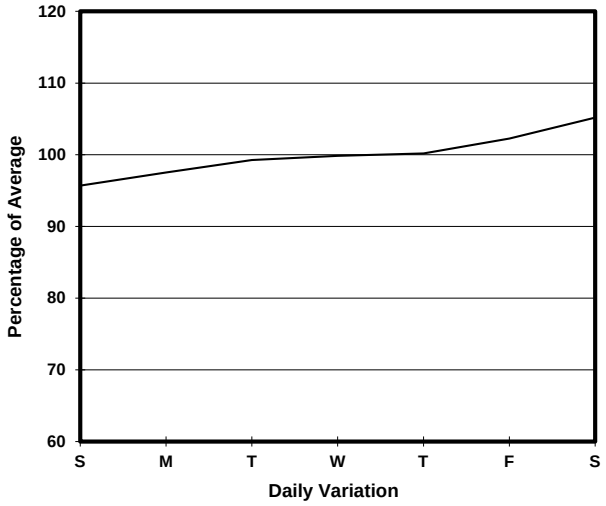
YEAR 2025 **LINK** KWONG FUK RD (from NAM WAN RD to WAN TAU ST)

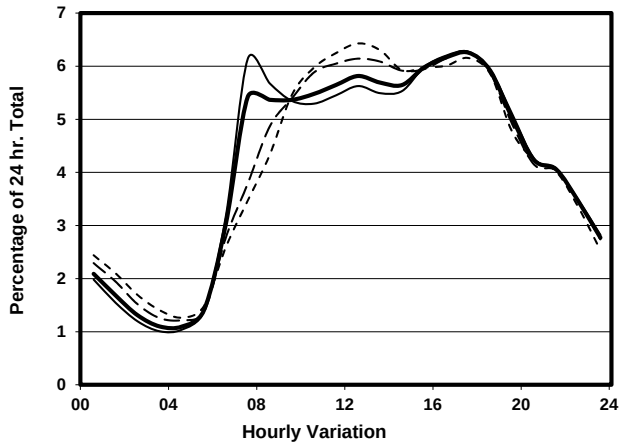
CORE STATION 5009
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

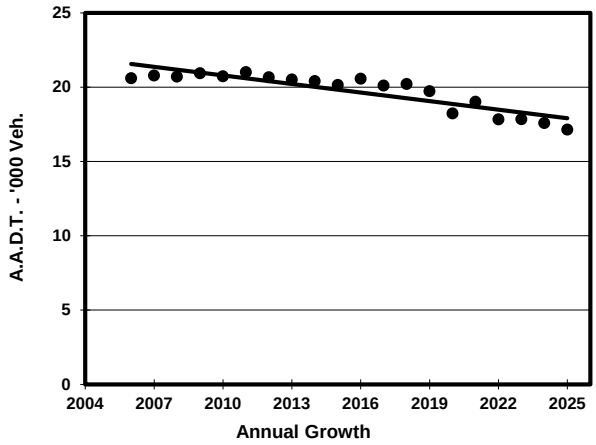


1. TRAFFIC FLOW VARIATION AND GROWTH









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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

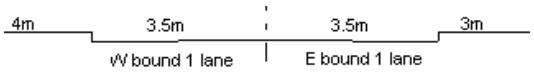
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	7580	7590	8080	7140
R 12 / 24 - %	68.8	69.1	68.4	67.7
R 16 / 24 - %	85.7	86.0	85.3	84.8
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	420	460	420	370
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	480	480	510	450
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	9560	9550	10010	9290
R 12 / 24 - %	68.7	68.9	68.3	68.5
R 16 / 24 - %	85.4	85.8	84.6	84.3
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	520	590	550	530
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	600	600	630	560
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

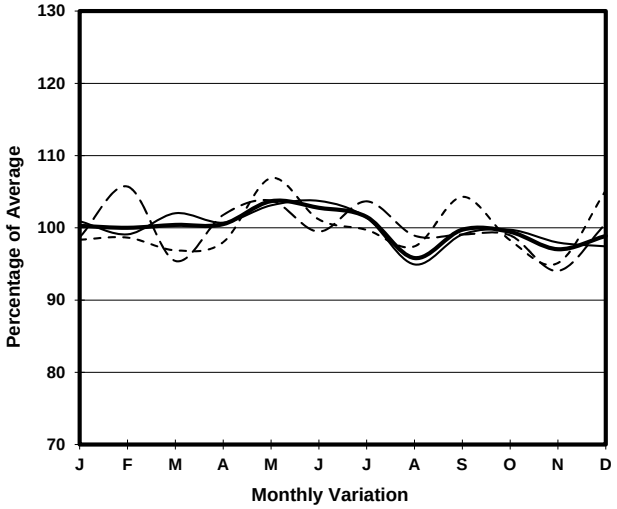
YEAR 2025

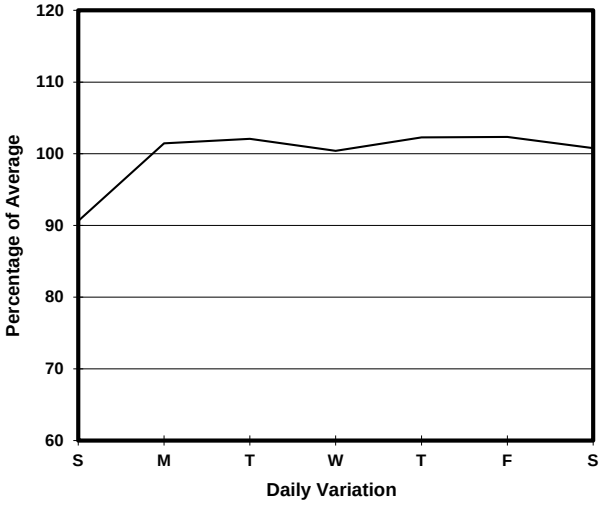
LINK KWAI LUEN RD (from KWAI SHING CIRCUIT EASTERN JUNCTION to KWAI SHING CIRCUIT WESTERN JUNCTION)

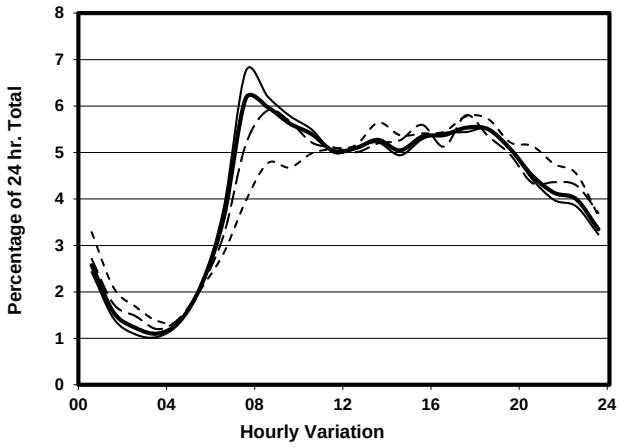
CORE STATION 5010
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

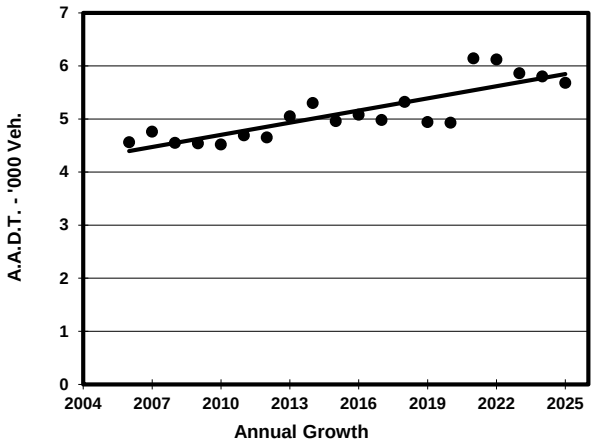


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

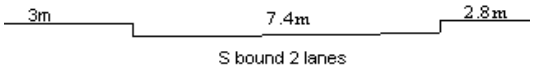
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	2790	2840	2810	2580
R 12 / 24 - %	65.8	66.4	65.2	62.3
R 16 / 24 - %	83.5	83.8	83.1	81.8
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	170	190	170	120
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	160	160	160	150
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	2890	2970	2930	2600
R 12 / 24 - %	65.0	65.8	63.7	61.7
R 16 / 24 - %	82.7	83.1	81.7	81.5
AM Peak Hour	0700-0800	0700-0800	0800-0900	0800-0900
One-way flow at AM peak hour	180	210	170	130
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	160	160	170	150
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

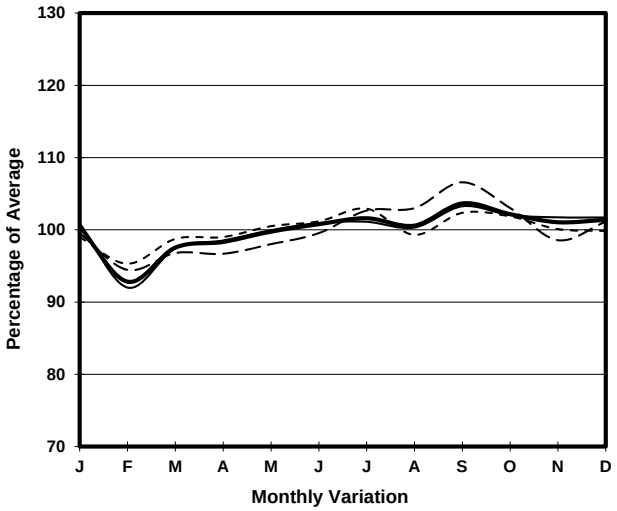
3. OTHER INFORMATION AND COMMENT

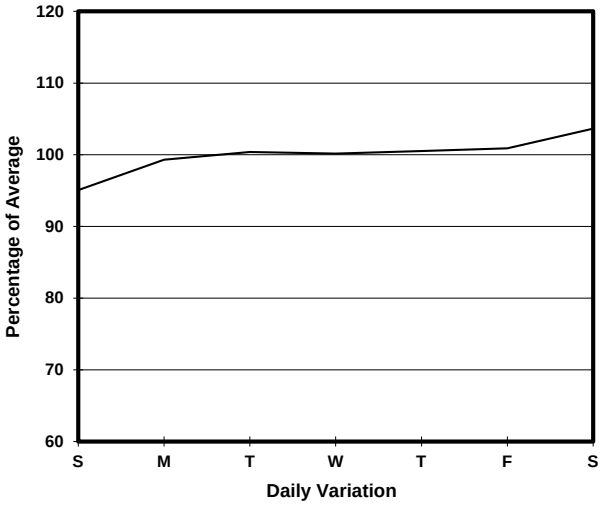
YEAR 2025 **LINK** WANG CHAU RD (from YUEN LONG ON NING RD to YUEN LONG ON LOK RD)

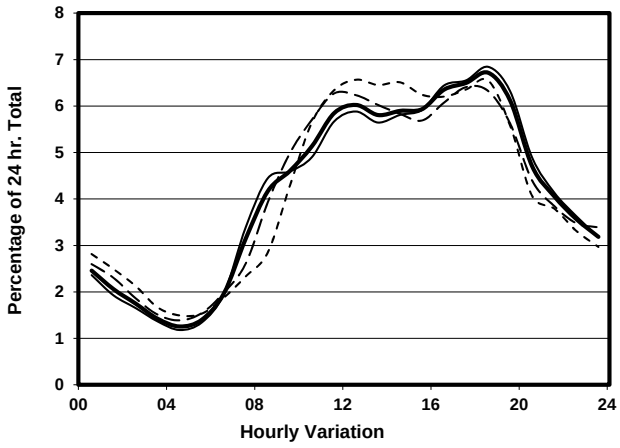
CORE STATION 5011
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

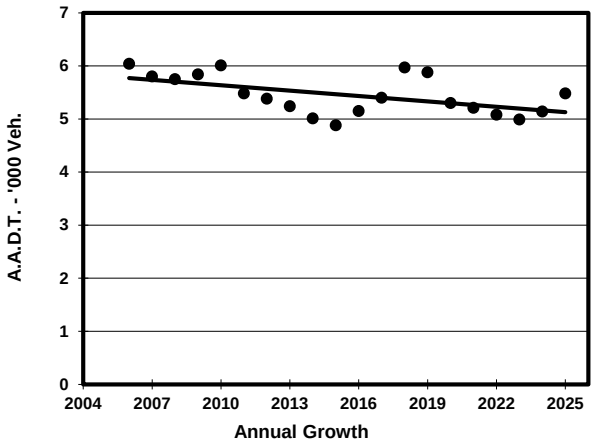


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

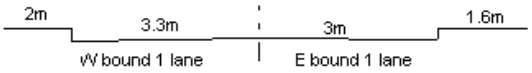
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5480	5510	5700	5220
R 12 / 24 - %	66.1	66.1	66.1	66.3
R 16 / 24 - %	84.6	85.1	83.4	83.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	250	250	280	220
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	370	380	370	340
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.	-	-	-	-

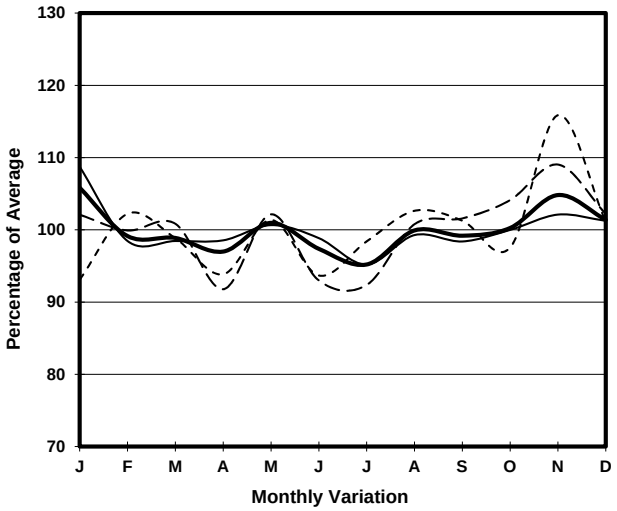
3. OTHER INFORMATION AND COMMENT

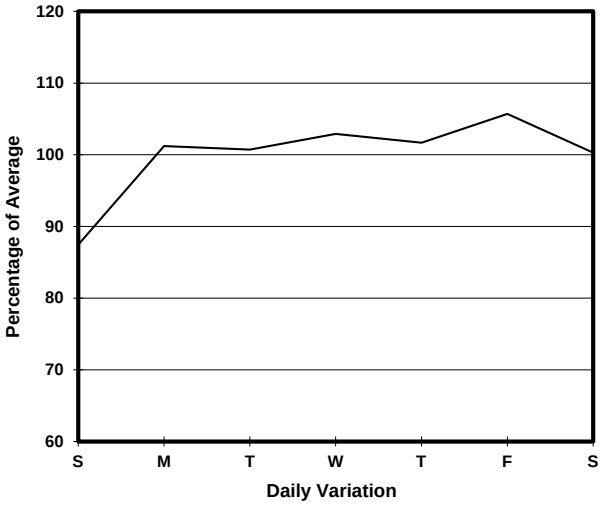
YEAR 2025 **LINK** SOUTH LANTAU RD (from MUI WO FERRY PIER to CHI MA WAN RD)

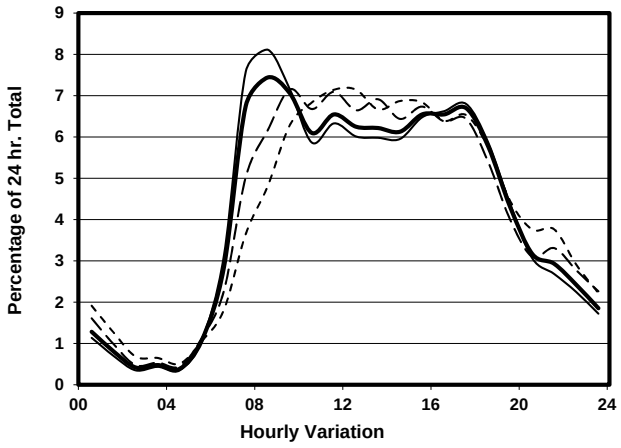
CORE STATION 5015
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

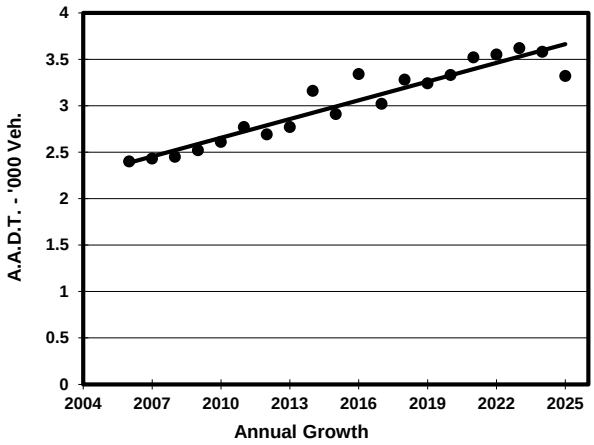


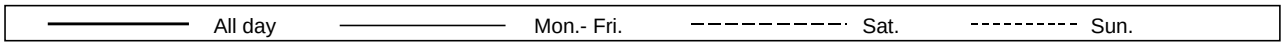
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

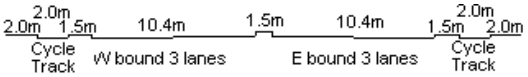
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	1690	1740	1720	1490
R 12 / 24 - %	76.6	77.5	74.8	73.1
R 16 / 24 - %	90.6	91.1	89.4	89.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	130	140	120	90
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	110	120	110	100
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	1630	1680	1650	1420
R 12 / 24 - %	79.7	80.0	79.5	77.3
R 16 / 24 - %	91.2	91.3	91.2	90.9
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	120	140	120	90
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	110	110	110	90
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

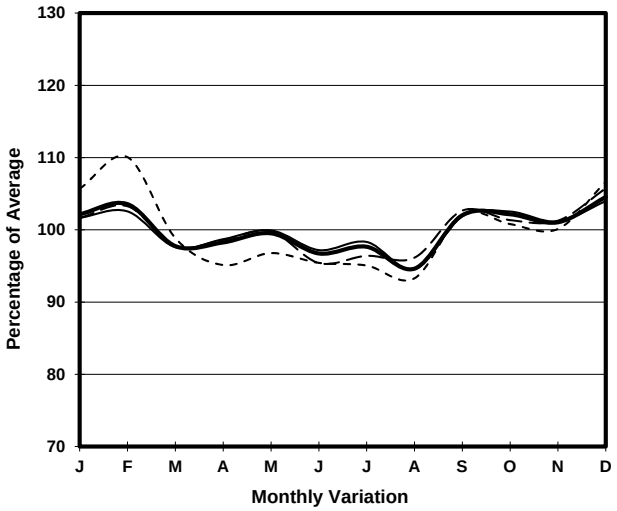
YEAR 2025

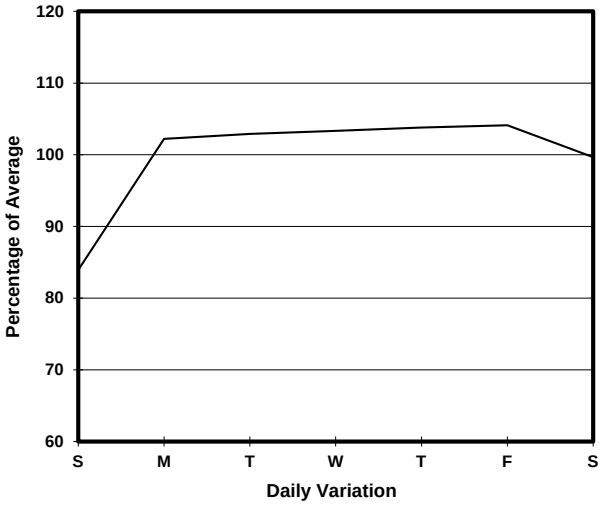
LINK CASTLE PEAK RD - YUEN LONG (from YUEN LONG ON LOK RD to KAM TIN RD)

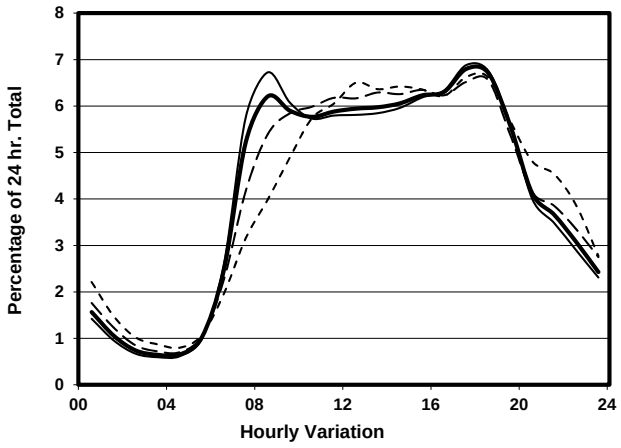
CORE STATION 5019
ROAD NETWORK MAJOR
ROAD TYPE RURAL TRUNK ROAD

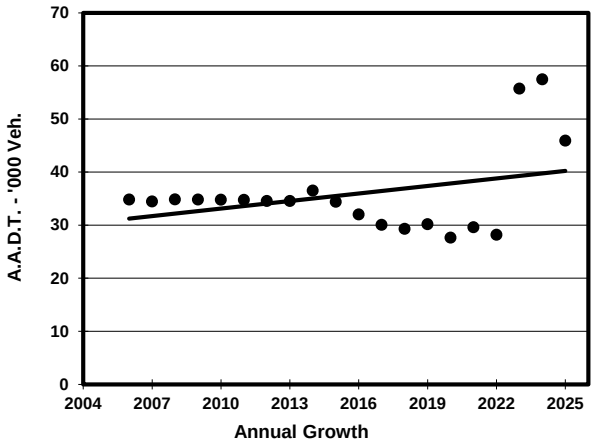


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

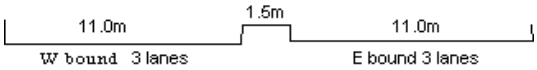
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	14420	15120	14250	11980
R 12 / 24 - %	71.9	73.1	70.5	66.2
R 16 / 24 - %	89.9	90.4	88.7	87.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	990	1170	780	500
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	950	1010	910	780
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	31500	32730	31920	26880
R 12 / 24 - %	73.5	74.2	72.6	70.2
R 16 / 24 - %	89.2	89.6	88.7	87.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1890	2050	1920	1400
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1700-1800
One-way flow at PM peak hour	2170	2280	2140	1830
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

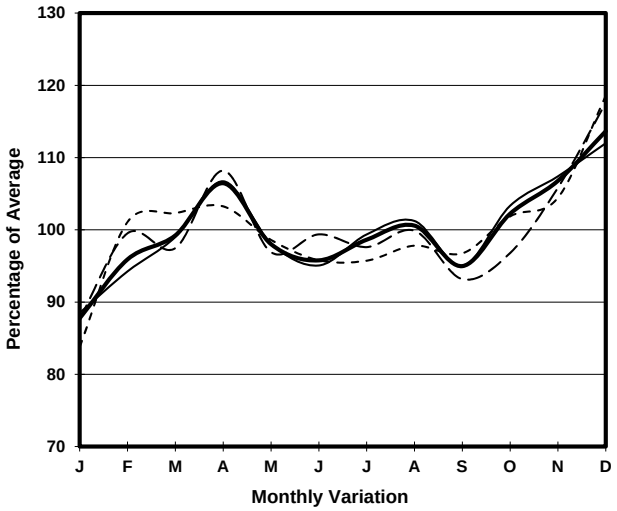
3. OTHER INFORMATION AND COMMENT

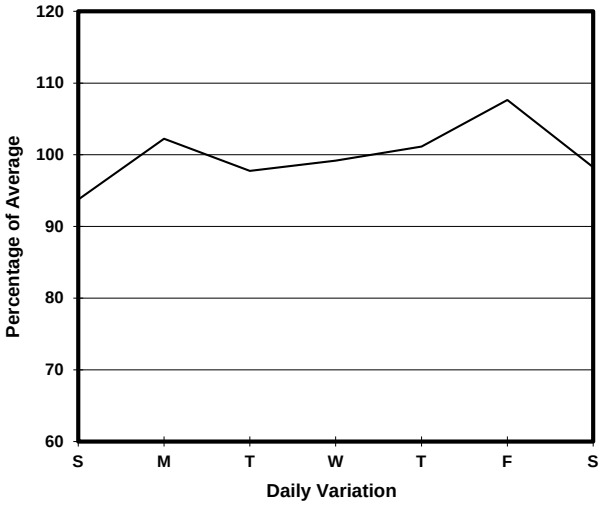
YEAR 2025 **LINK** NORTH LANTAU HIGHWAY (from TUNG CHUNG EASTERN INT to WESTERN END AT CHEK LAP KOK)

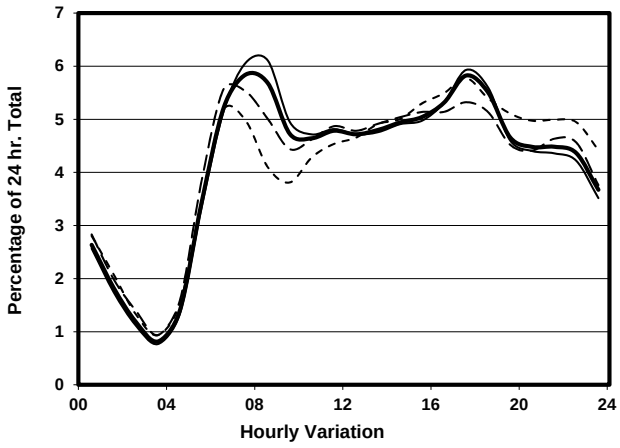
CORE STATION 5031
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

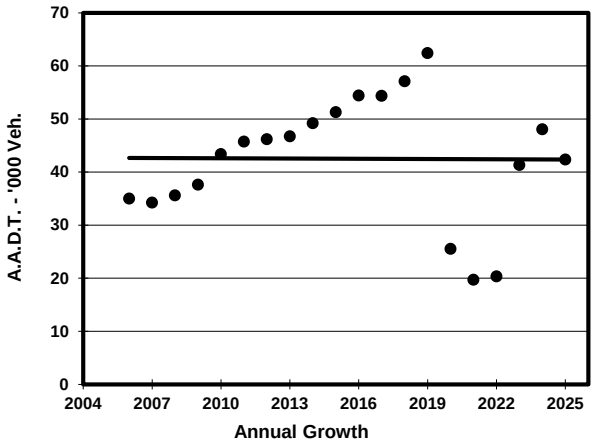


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

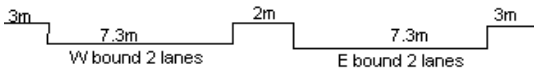
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	18120	18480	18010	16910
R 12 / 24 - %	58.0	59.2	56.0	53.3
R 16 / 24 - %	78.4	79.1	76.5	76.1
AM Peak Hour	0700-0800	0700-0800	0700-0800	0700-0800
One-way flow at AM peak hour	830	870	770	710
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1220	1310	1030	1020
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	24240	24700	23790	22910
R 12 / 24 - %	64.7	65.5	62.9	61.9
R 16 / 24 - %	80.9	81.4	79.3	79.8
AM Peak Hour	0700-0800	0800-0900	0700-0800	0700-0800
One-way flow at AM peak hour	1640	1810	1540	1270
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1260	1270	1200	1290
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

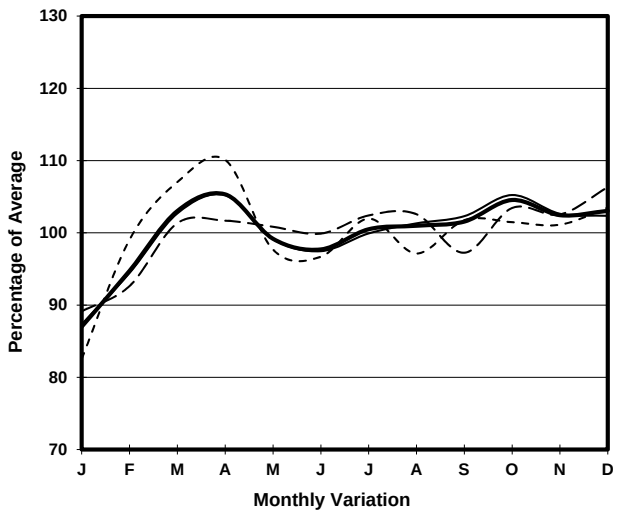
3. OTHER INFORMATION AND COMMENT

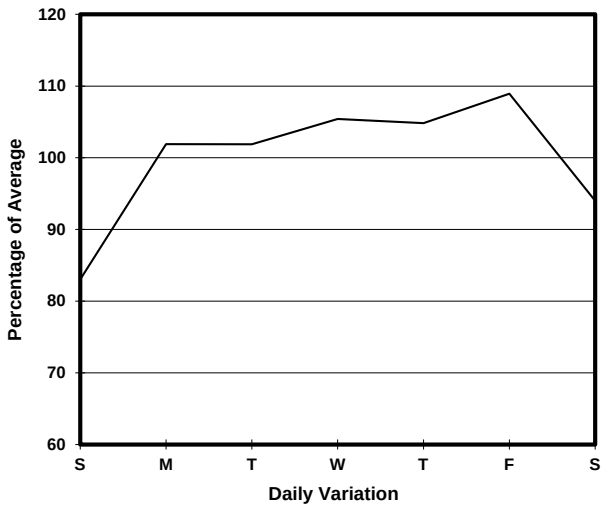
YEAR 2025 **LINK** CHEK LAP KOK S RD (from EASTERN END AT TUNG CHUNG to WESTERN END AT CHEK LAP KOK)

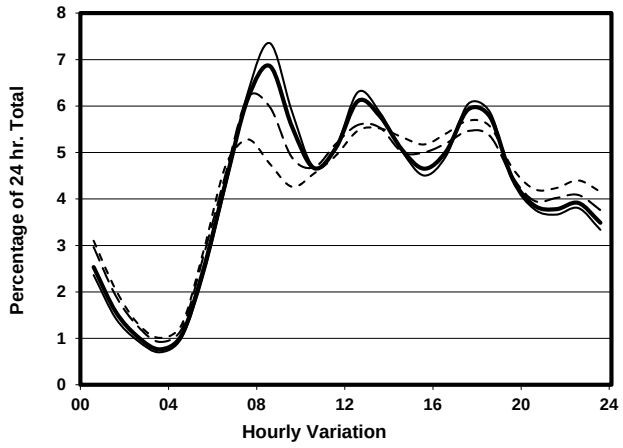
CORE STATION 5032
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

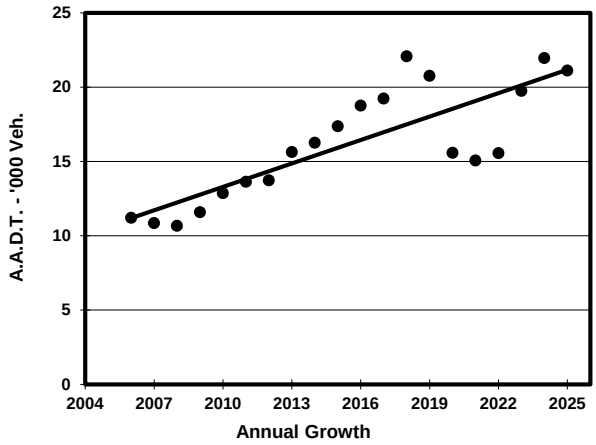


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	10600	11200	10010	8850
R 12 / 24 - %	69.5	70.5	67.1	66.1
R 16 / 24 - %	83.6	84.3	81.8	81.4
AM Peak Hour	0800-0900	0800-0900	0700-0800	0700-0800
One-way flow at AM peak hour	740	820	640	510
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	670	740	570	490
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	10520	11100	10050	8810
R 12 / 24 - %	63.7	65.2	61.0	57.7
R 16 / 24 - %	81.7	82.8	79.4	77.5
AM Peak Hour	0800-0900	0800-0900	0700-0800	0700-0800
One-way flow at AM peak hour	710	820	610	420
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	580	610	540	510
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

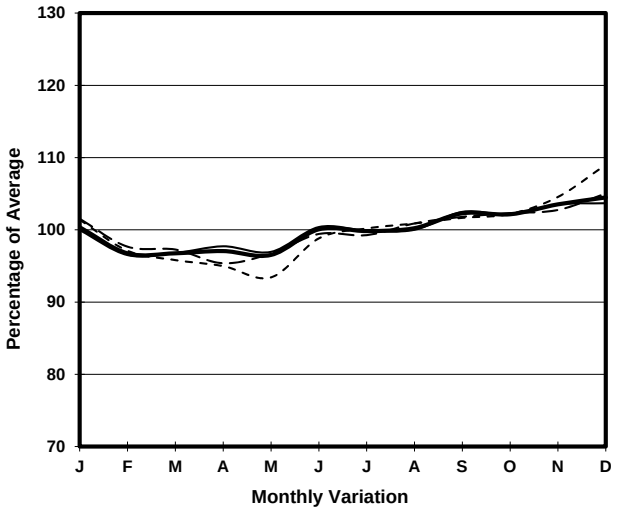
3. OTHER INFORMATION AND COMMENT

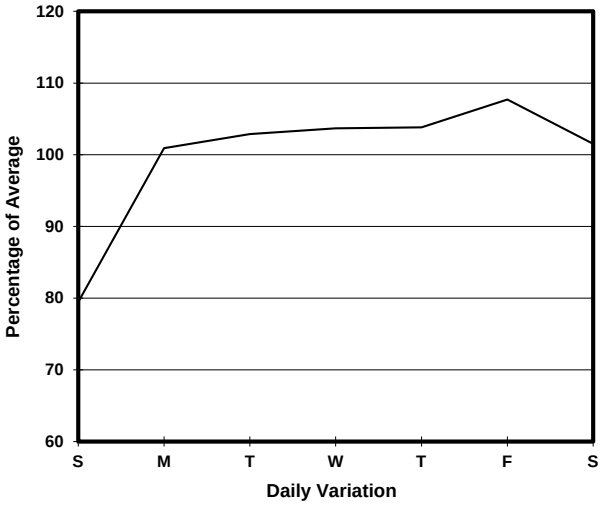
YEAR 2025 **LINK** TUEN MUN RD (from CASTLE PEAK RD - TSUEN WAN to TSING LONG HIGHWAY - TING KAU BRIDGE)

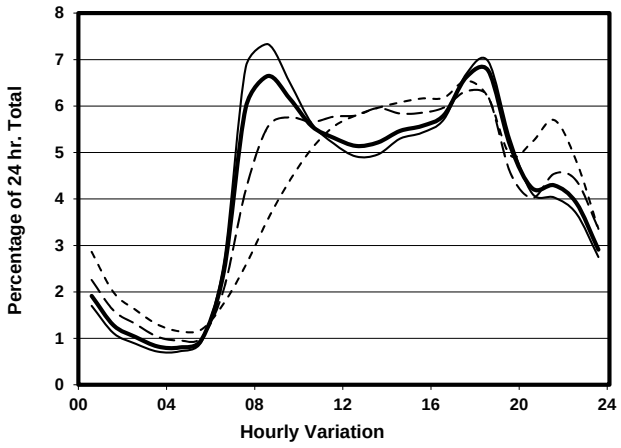
CORE STATION 5035
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

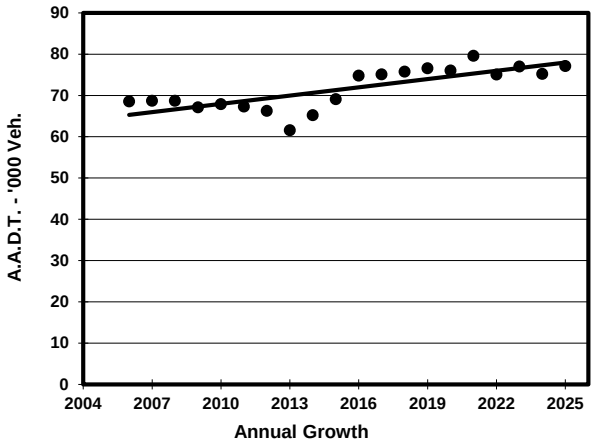


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

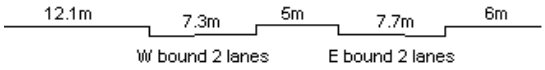
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	38290	40280	38940	30690
R 12 / 24 - %	74.7	76.0	72.6	68.5
R 16 / 24 - %	88.2	88.8	87.0	85.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	3190	3720	2690	1690
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2360	2500	2320	1910
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	38790	40630	40290	31160
R 12 / 24 - %	65.8	66.9	65.2	59.8
R 16 / 24 - %	87.4	88.3	85.9	83.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1930	2220	1880	1030
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2920	3190	2690	2140
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

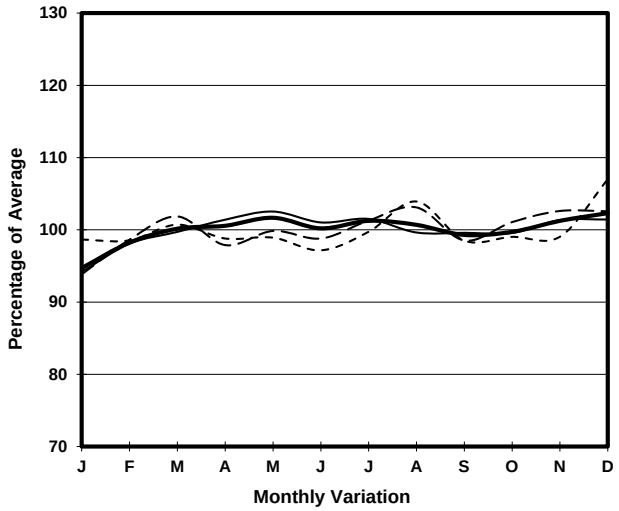
3. OTHER INFORMATION AND COMMENT

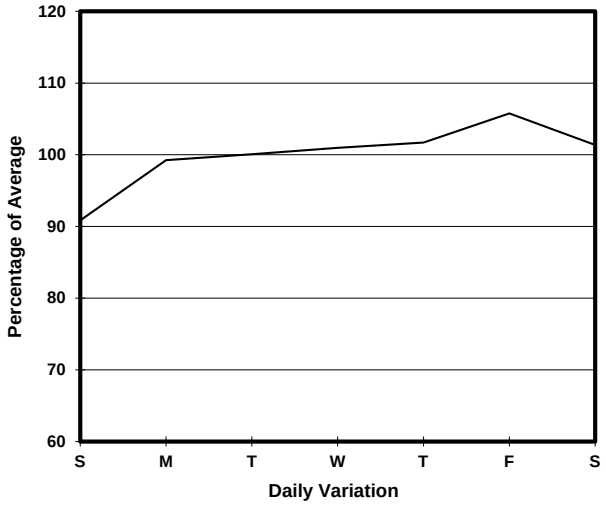
YEAR 2025 **LINK** SHUN TUNG RD (from YU TUNG RD to TAT TUNG RD)

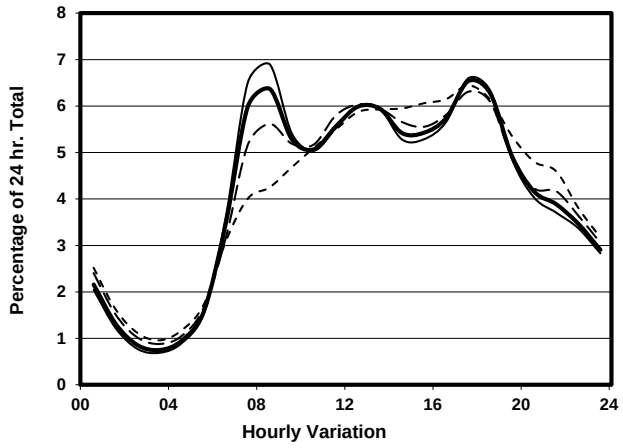
CORE STATION 5036
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

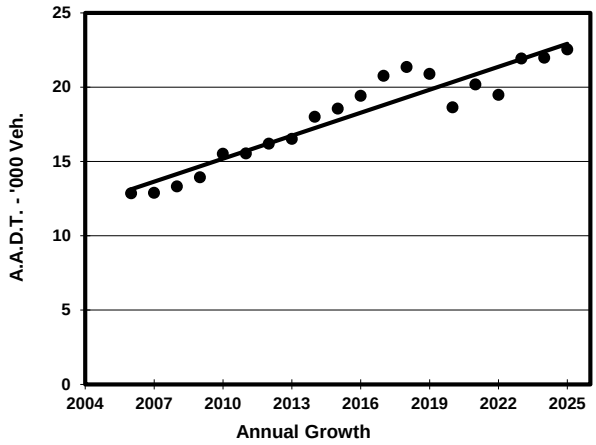


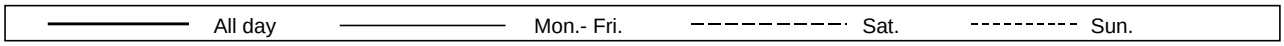
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

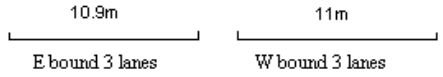
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	12120	12350	12490	11030
R 12 / 24 - %	70.6	71.5	69.2	66.9
R 16 / 24 - %	87.1	87.4	86.5	86.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	750	820	690	510
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	850	880	830	750
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	10420	10650	10510	9540
R 12 / 24 - %	68.4	69.3	67.3	65.1
R 16 / 24 - %	84.7	85.2	83.7	82.8
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	680	770	600	450
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	630	640	620	580
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

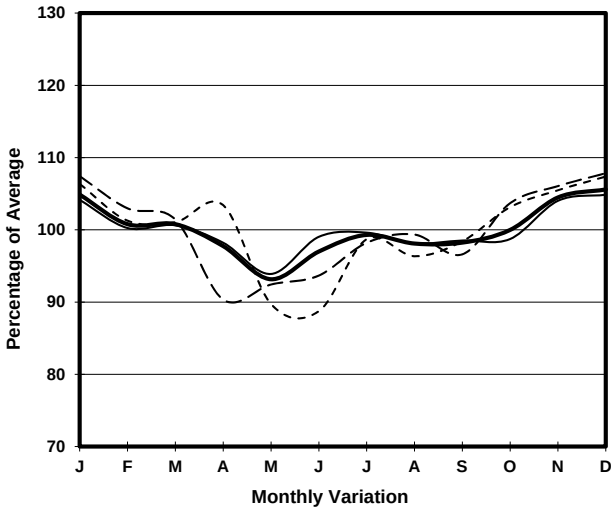
YEAR 2025

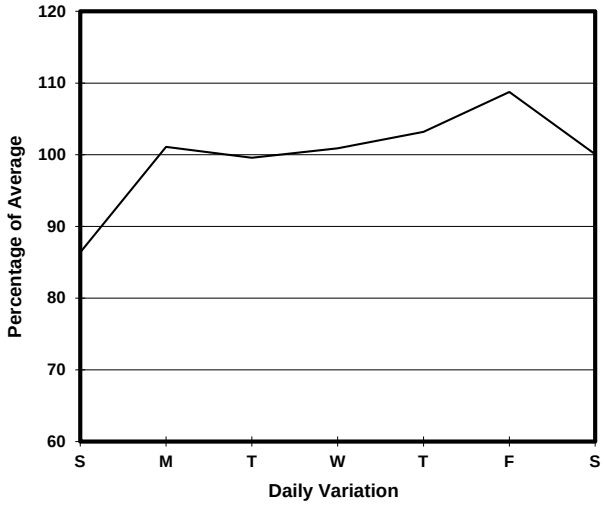
LINK STONECUTTERS BRIDGE (from EAST TSING YI VIADUCT to CONTAINER PORT RD S NR CONTAINER TERMINAL 8)

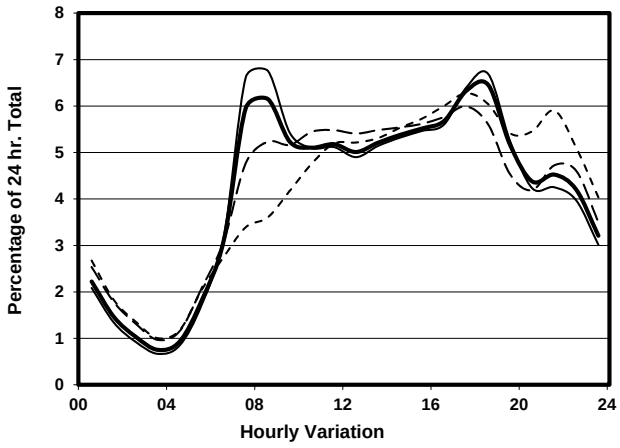
CORE STATION 5039
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

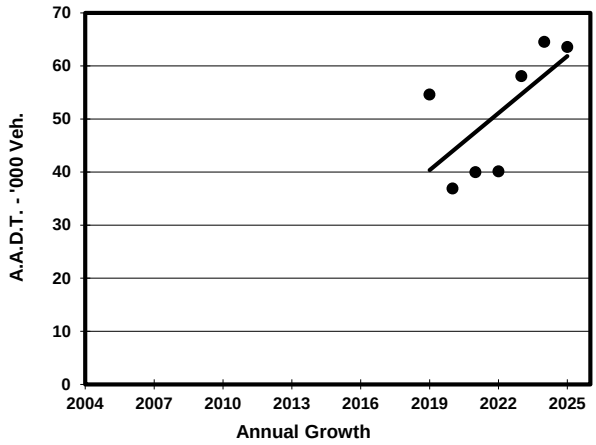


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	32280	33400	32180	28420
R 12 / 24 - %	68.9	70.6	66.9	60.9
R 16 / 24 - %	86.3	87.0	84.8	83.9
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	2130	2460	1840	1080
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	2210	2340	2020	1960
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	31280	32290	32070	27040
R 12 / 24 - %	65.4	66.3	64.2	61.6
R 16 / 24 - %	84.6	85.4	82.3	82.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1780	2000	1600	1240
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	1890	2060	1880	1590
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

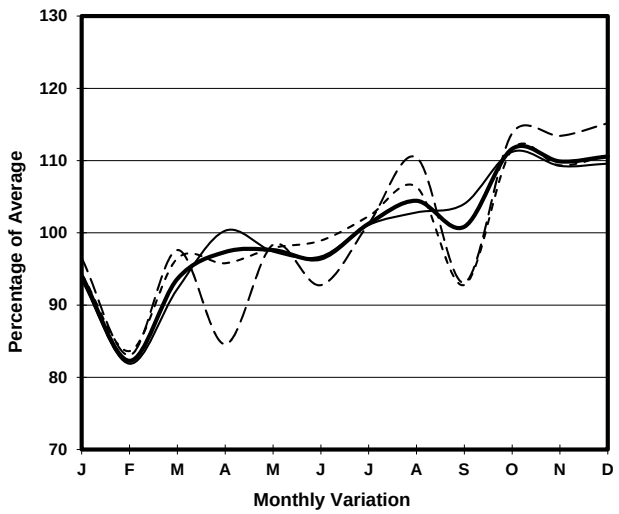
YEAR 2025

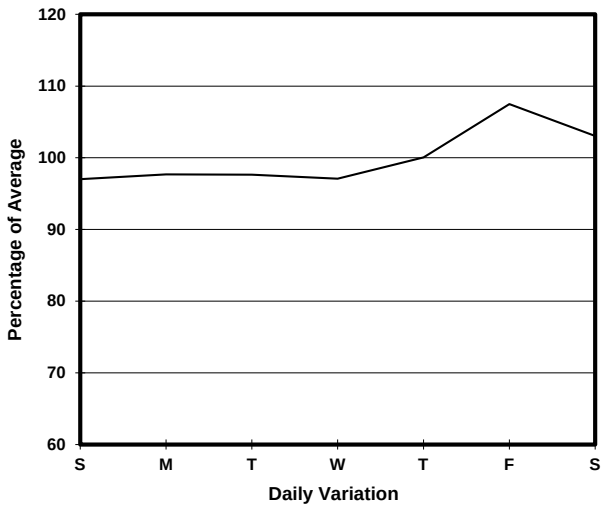
LINK SHENZHEN BAY BRIDGE (from NR DEEP BAY RD to SHENZHEN BAY BRIDGE (CHINA SECTION - END))

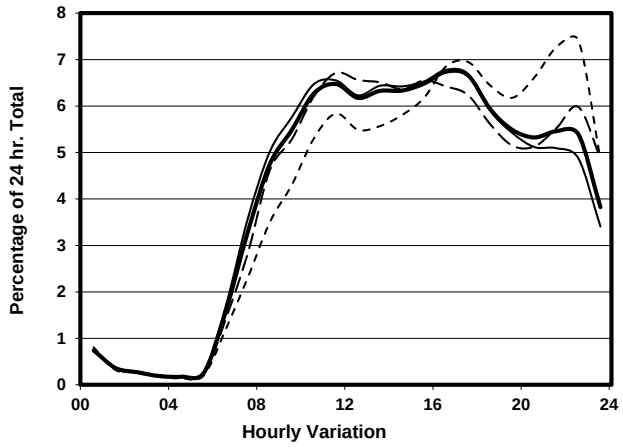
CORE STATION 5040
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

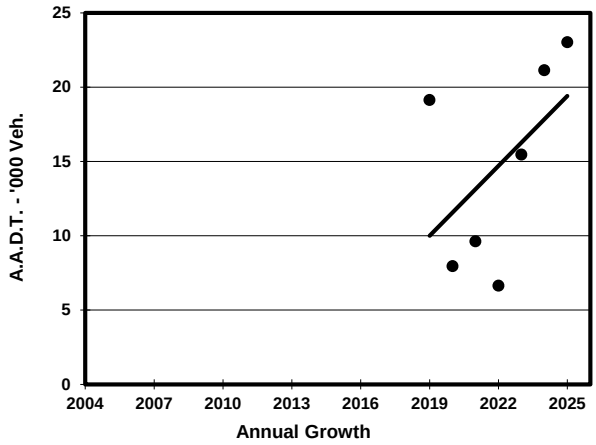
1. TRAFFIC FLOW VARIATION AND GROWTH

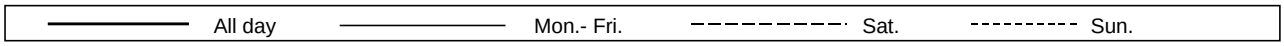












2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

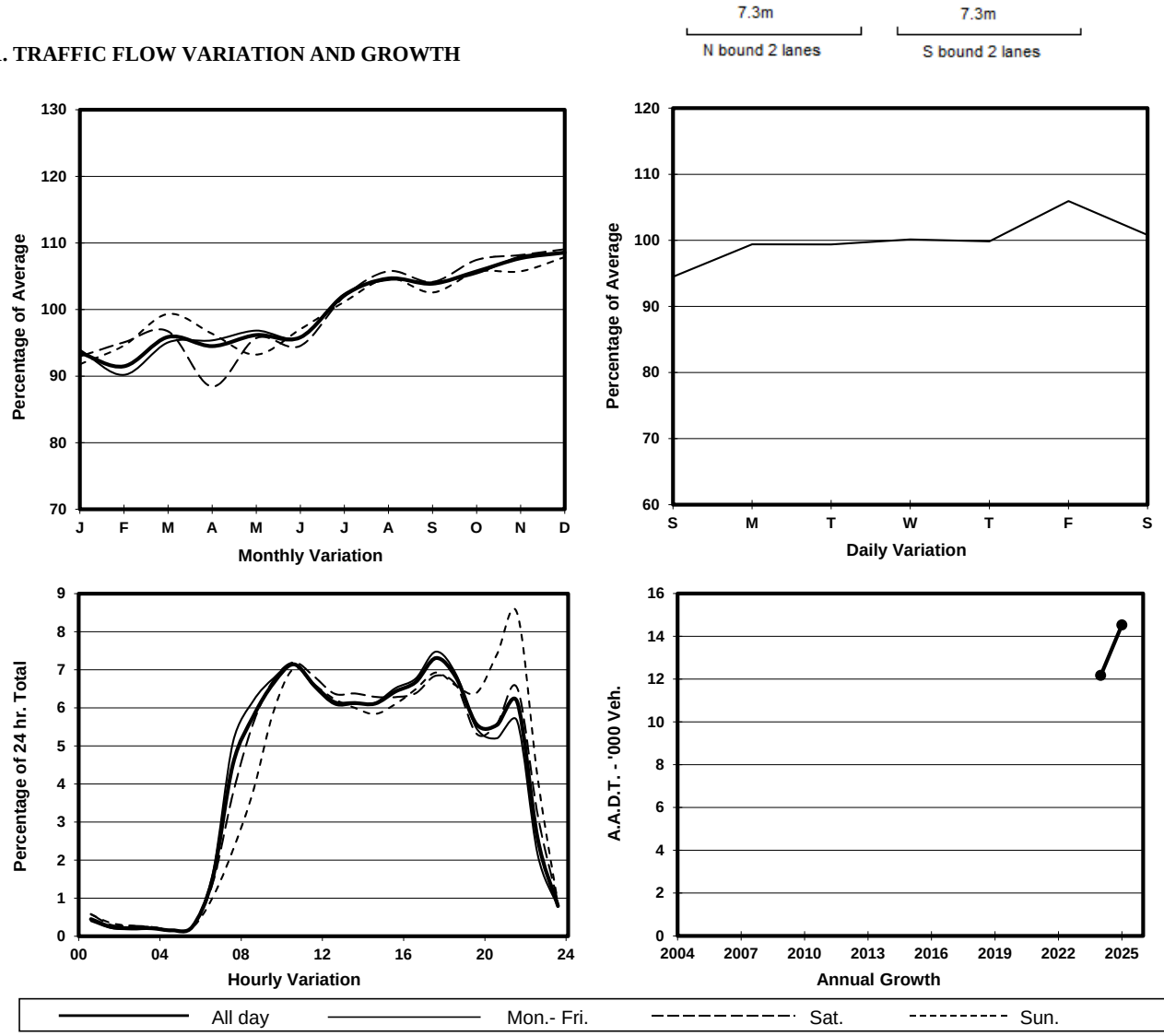
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11550	11490	12020	11460
R 12 / 24 - %	70.1	71.8	68.7	63.0
R 16 / 24 - %	92.5	92.9	91.5	91.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	600	620	650	480
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	790	780	780	800
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	11470	11520	11890	10950
R 12 / 24 - %	71.8	73.0	71.1	66.2
R 16 / 24 - %	92.7	93.0	91.9	92.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	660	710	620	490
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	780	780	760	760
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

YEAR 2025 **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



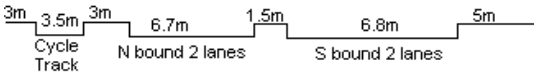
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7340	7420	7330	7070
R 12 / 24 - %	70.9	73.1	69.0	61.3
R 16 / 24 - %	96.7	96.7	96.6	97.0
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	370	420	420	290
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	570	590	500	540
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	7190	7300	7430	6650
R 12 / 24 - %	81.8	82.4	81.5	78.9
R 16 / 24 - %	95.6	95.7	95.2	95.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	600	620	570	530
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	500	510	510	430
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

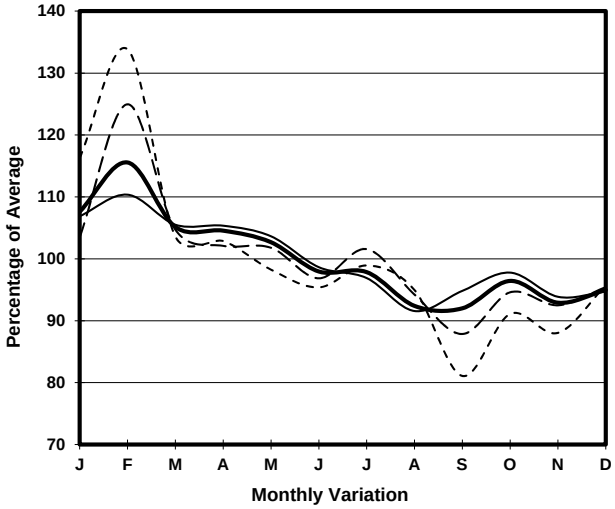
3. OTHER INFORMATION AND COMMENT

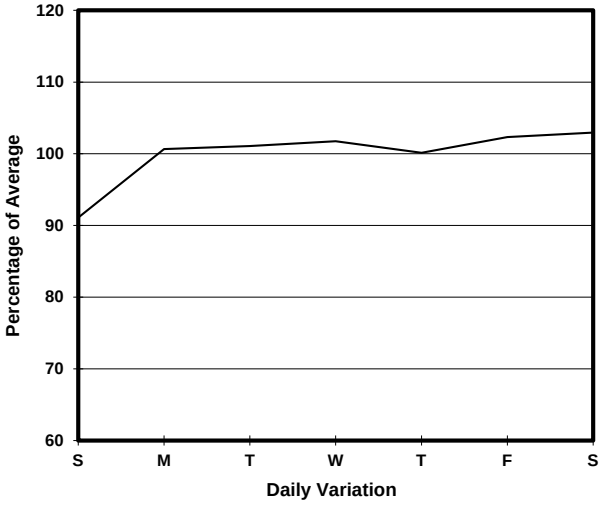
YEAR 2025 **LINK** CHUI TIN ST (from CHE KUNG MIU RD to HUNG MUI KUK RD)

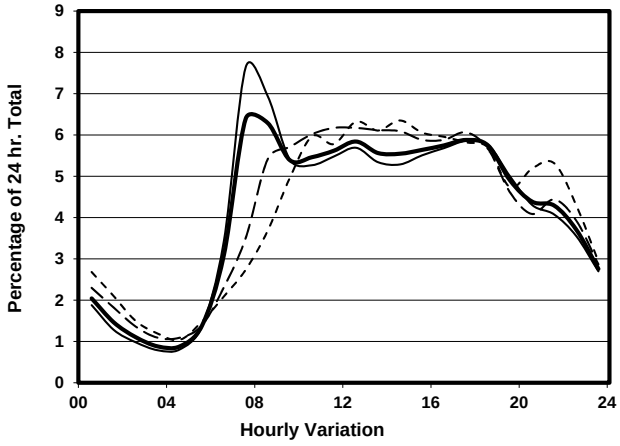
CORE STATION 5101
ROAD NETWORK MINOR
ROAD TYPE LOCAL DISTRIBUTOR

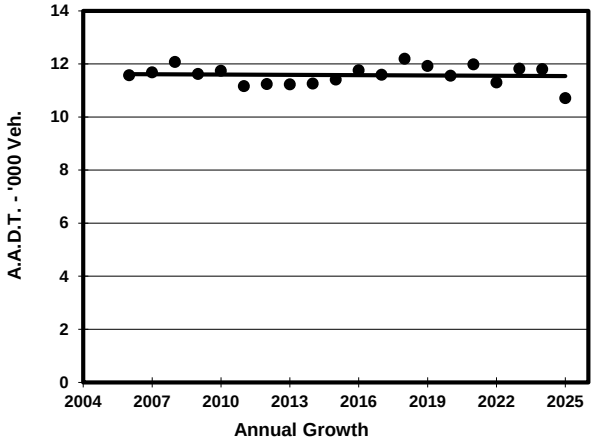


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

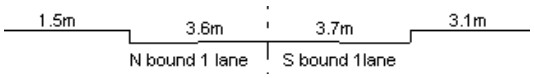
Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5370	5440	5550	5020
R 12 / 24 - %	66.8	67.7	66.0	62.8
R 16 / 24 - %	86.1	86.7	85.1	83.8
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	280	330	290	220
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	350	360	350	300
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	5340	5440	5510	4810
R 12 / 24 - %	71.5	72.1	71.4	68.2
R 16 / 24 - %	86.7	86.8	86.4	86.2
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	410	500	350	270
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	290	290	320	280
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

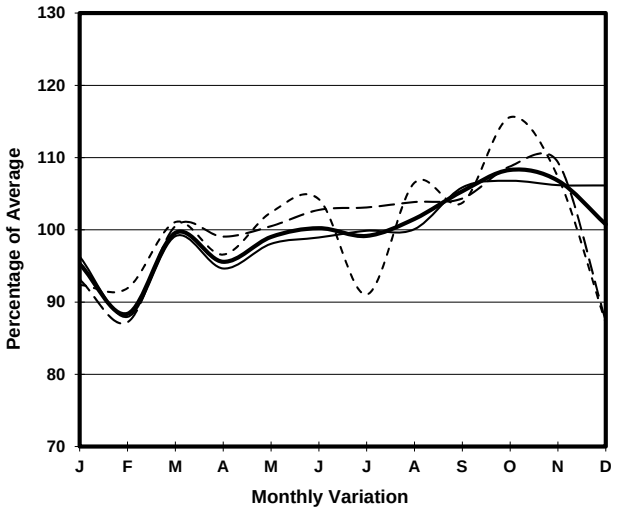
YEAR 2025

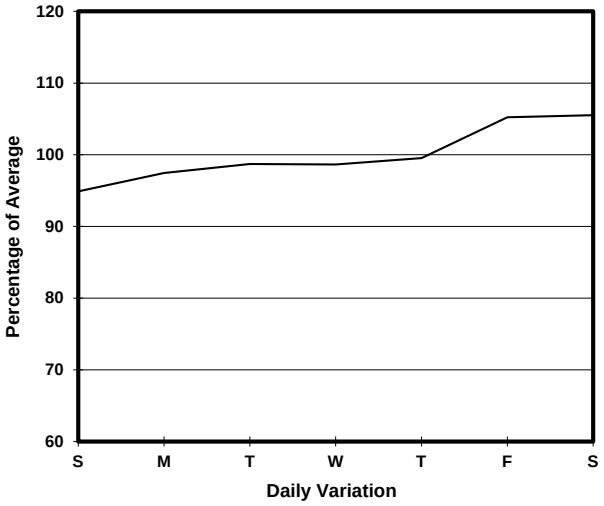
LINK TSENG CHOI ST (from CASTLE PEAK RD NORTHERN JUNCTION to CASTLE PEAK RD SOUTHERN JUNCTION)

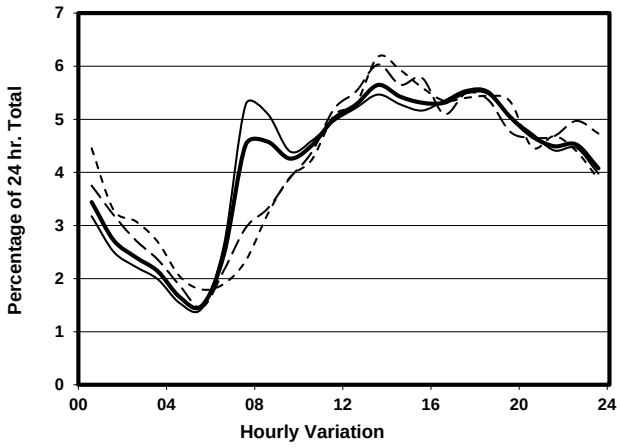
CORE STATION 5102
ROAD NETWORK MINOR
ROAD TYPE LOCAL DISTRIBUTOR

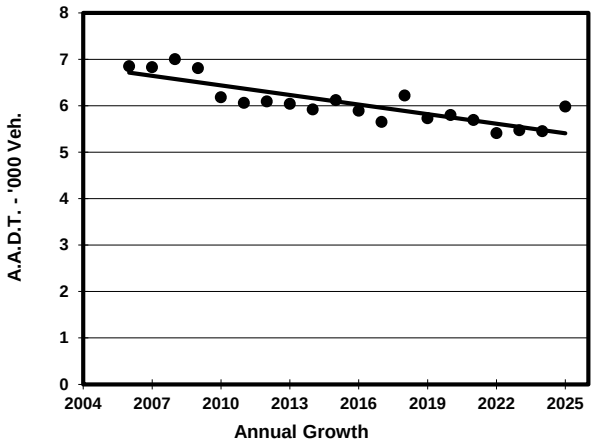


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

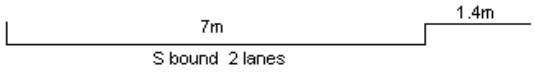
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	4090	4100	4320	3910
R 12 / 24 - %	61.3	62.3	59.4	58.5
R 16 / 24 - %	79.0	79.9	77.7	76.5
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	210	250	180	160
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	220	220	230	210
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
NORTH BOUND				
A.A.D.T.	1890	1890	2020	1770
R 12 / 24 - %	59.9	61.1	57.2	56.9
R 16 / 24 - %	80.9	82.1	78.2	77.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	70	80	70	70
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	120	130	120	110
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

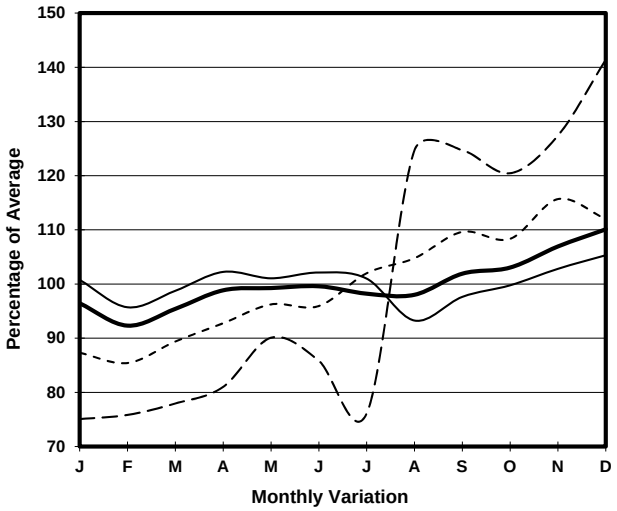
3. OTHER INFORMATION AND COMMENT

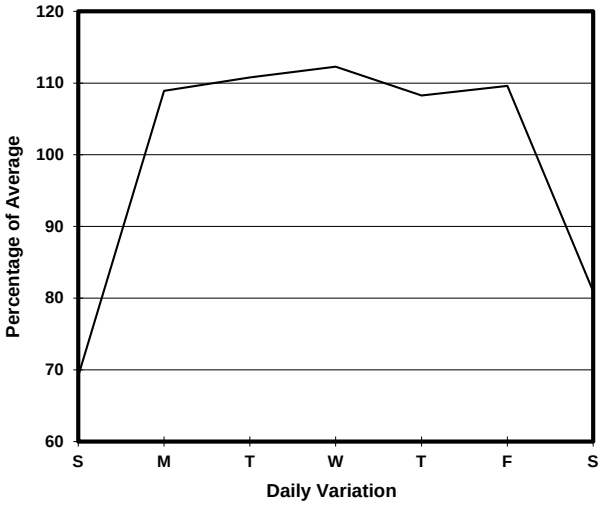
YEAR 2025 **LINK** SHING MUN RD (from TEXACO RD N to CHEUNG SHAN EST RD E)

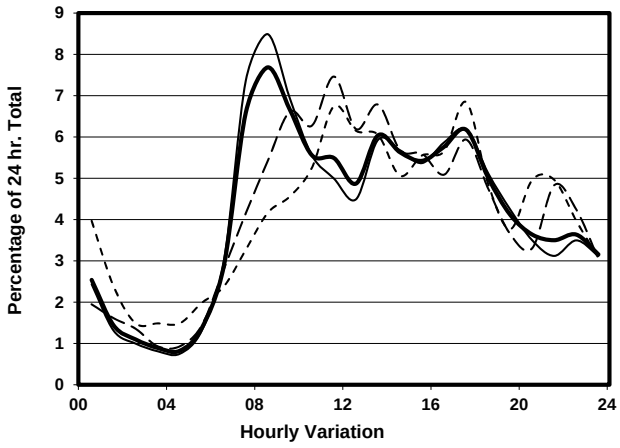
CORE STATION 5103
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

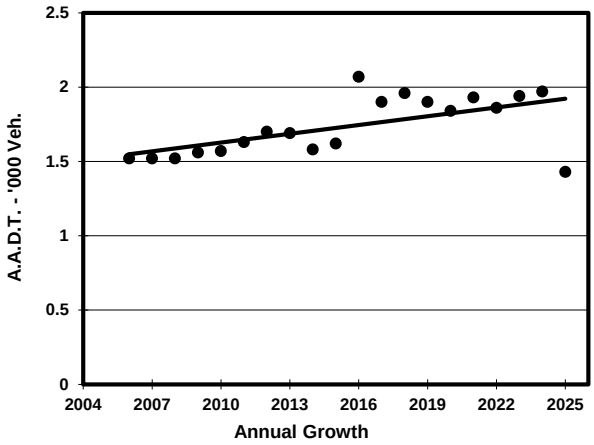


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

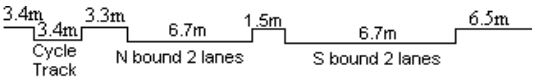
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	1430	1600	1190	1000
R 12 / 24 - %	70.9	72.0	70.0	64.2
R 16 / 24 - %	85.8	86.3	86.0	81.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	110	140	80	50
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	90	100	70	70
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.	-	-	-	-

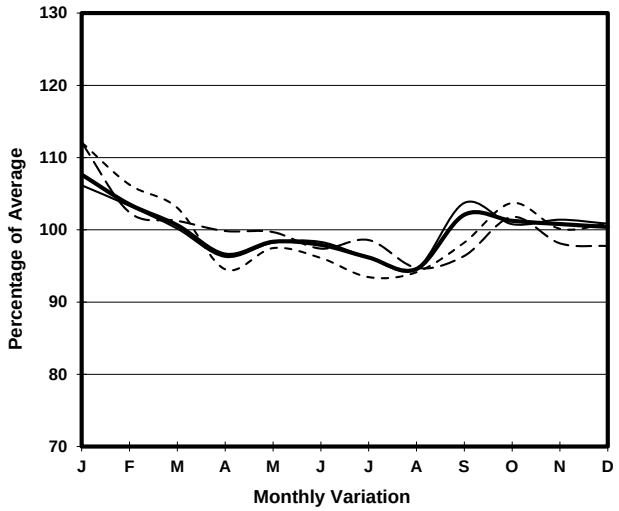
3. OTHER INFORMATION AND COMMENT

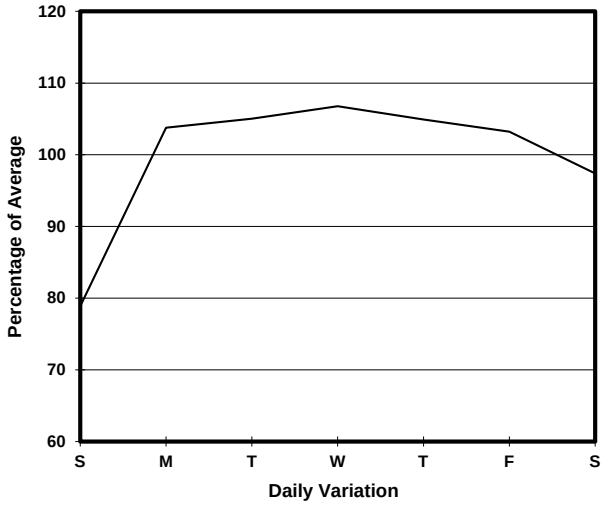
YEAR 2025 **LINK** CHAP WAI KON ST (from BUS TERMINUS to SIU LEK YUEN RD)

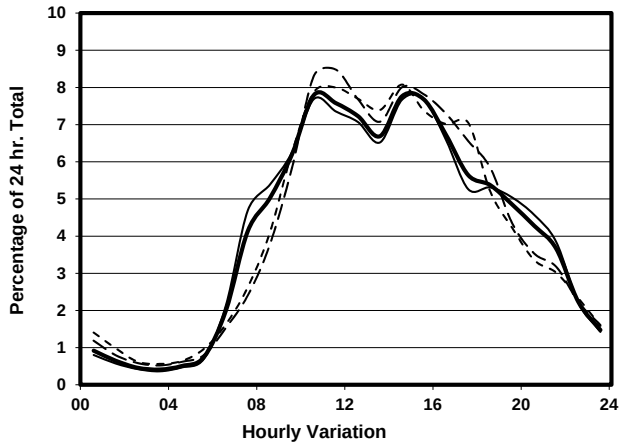
CORE STATION 5104
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

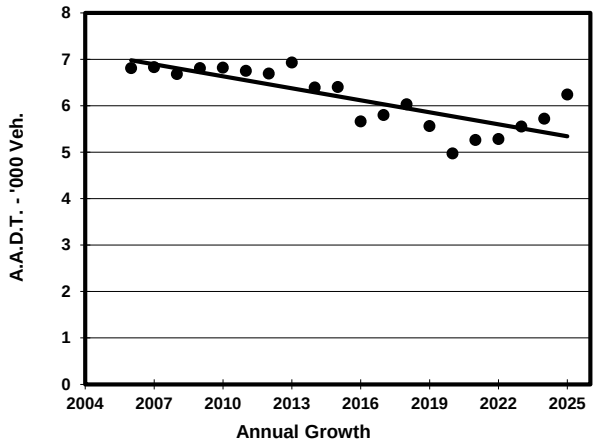


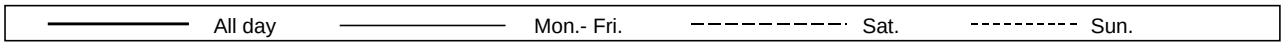
1. TRAFFIC FLOW VARIATION AND GROWTH











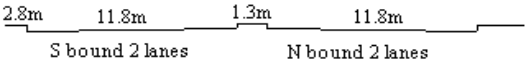
2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	2740	2930	2560	2190
R 12 / 24 - %	78.2	77.9	78.8	79.6
R 16 / 24 - %	92.9	93.2	92.1	92.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	160	170	140	140
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.	3500	3680	3580	2800
R 12 / 24 - %	77.5	77.2	79.3	78.0
R 16 / 24 - %	92.8	93.1	92.6	91.4
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	230	240	220	170
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	240	250	270	200
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

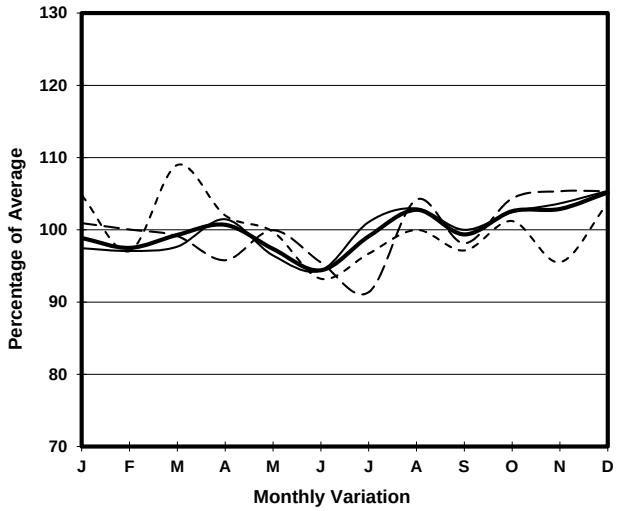
3. OTHER INFORMATION AND COMMENT

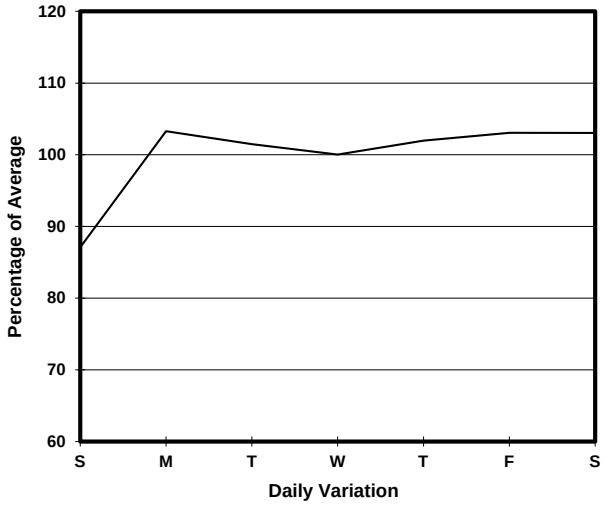
YEAR 2025 **LINK** LUNG FU RD (from WONG CHU RD to TUEN MUN CHEK LAP KOK TUNNEL RD & LUNG MUN RD)

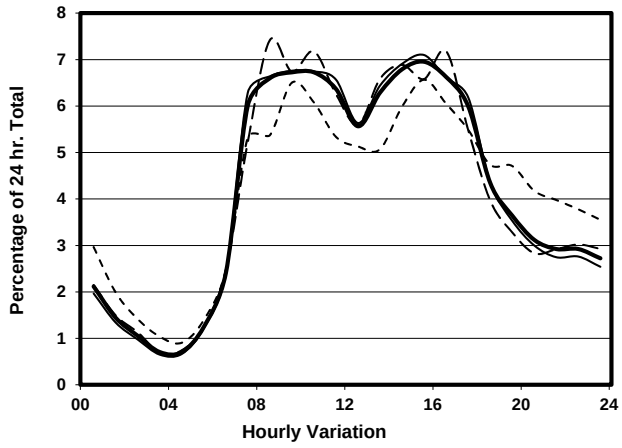
CORE STATION 5106
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

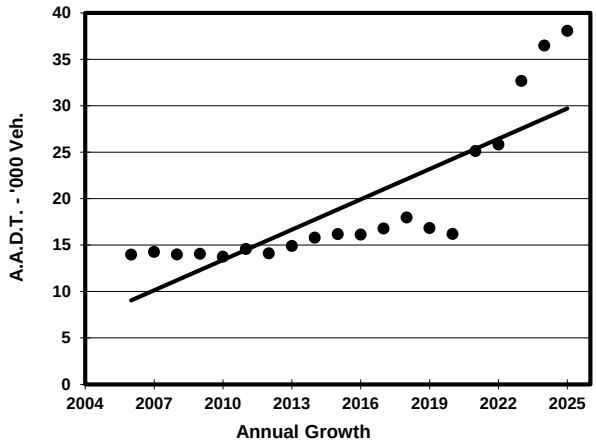


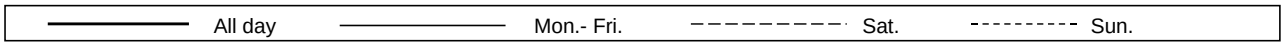
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	18940	19460	19590	16590
R 12 / 24 - %	65.1	66.8	64.1	55.7
R 16 / 24 - %	82.6	83.4	81.6	78.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0700-0800
One-way flow at AM peak hour	1000	1070	1070	620
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	1140	1190	1070	1000
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	19120	19590	19950	16900
R 12 / 24 - %	84.8	85.6	85.9	79.4
R 16 / 24 - %	92.6	93.0	92.6	89.7
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1590	1650	1910	1600
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1390	1390	1770	1050
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

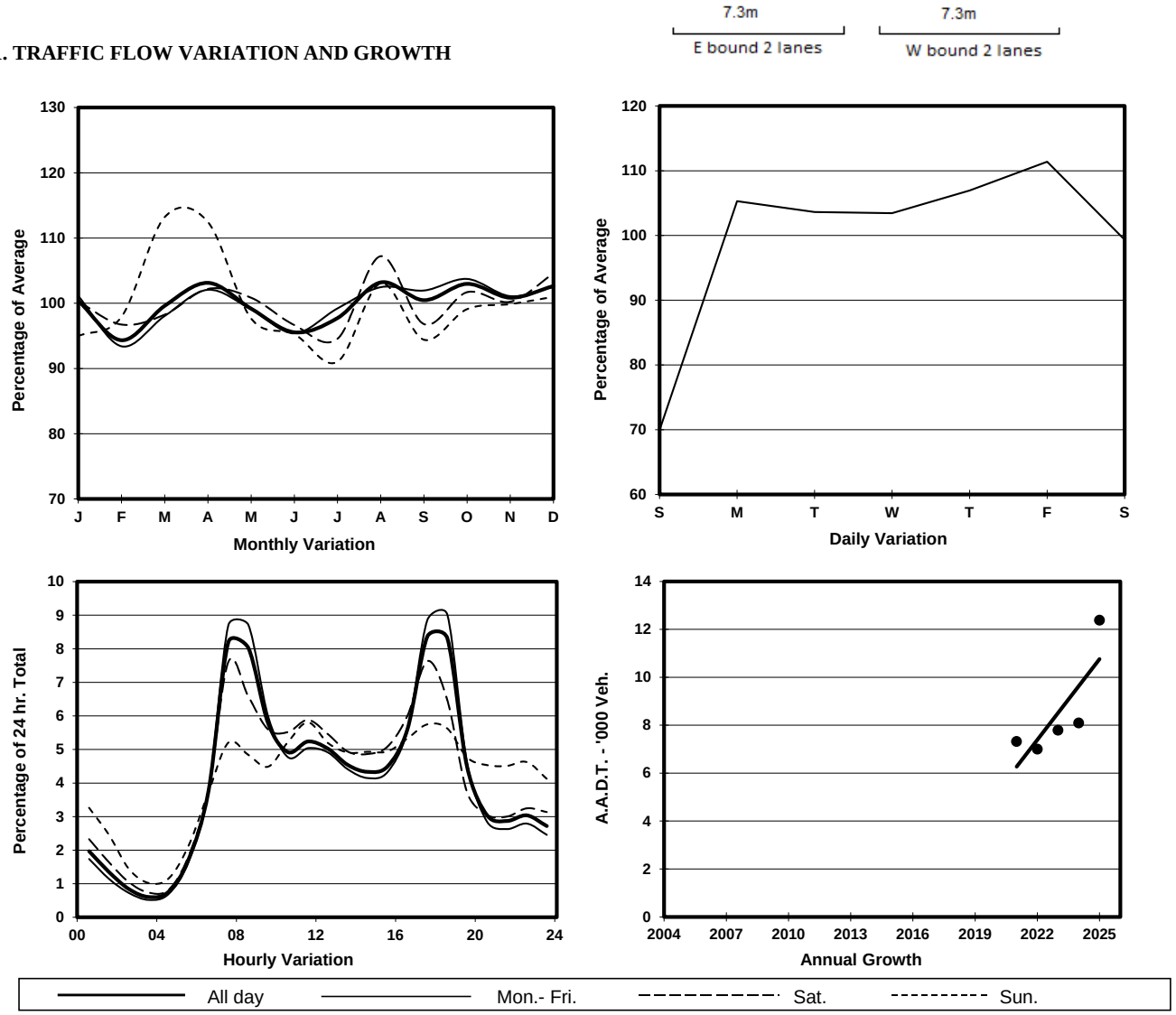
3. OTHER INFORMATION AND COMMENT

YEAR 2025

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.	5920	6420	5890	4110
R 12 / 24 - %	75.3	76.6	74.6	66.1
R 16 / 24 - %	88.0	89.0	86.2	82.7
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	350	390	350	230
T - % (AM)	-	-	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	740	900	630	260
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-
WEST BOUND				
A.A.D.T.	6460	6930	6620	4720
R 12 / 24 - %	70.6	72.5	69.1	58.9
R 16 / 24 - %	84.7	85.8	83.3	78.9
AM Peak Hour	0700-0800	0700-0800	0700-0800	0700-0800
One-way flow at AM peak hour	710	830	630	240
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	320	340	330	250
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 rd to Kennedy Rd)	A3-26
2213	Kennedy Rd (from MacDonnell Rd to Queen's Rd E)	A3-28
2214	Causeway Rd (from Shelter St to Hing Fat St)	A3-30
2215	Island Eastern Corridor (from Mong Lung St to Wing Tai Rd INT)	A3-32
2216	Connaught Rd FO <H173> (from Ramp nr 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)

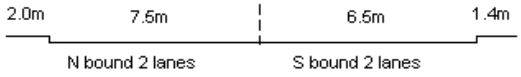
Coverage (B) Station No.	Location	Page
4201	Tai Po Rd (from Caldecott Rd to Tai Po Rd Int)	A3-52
4202	Boundary St (from Tai Hang Tung Rd to Embankment Rd)	A3-54
4203	Prince Edward Rd W (from Embankment Rd to Yuen Ngai St)	A3-56
4204	Argyle St & FO <K13> (from Waterloo Rd to Yim Po Fong St)	A3-58
4205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

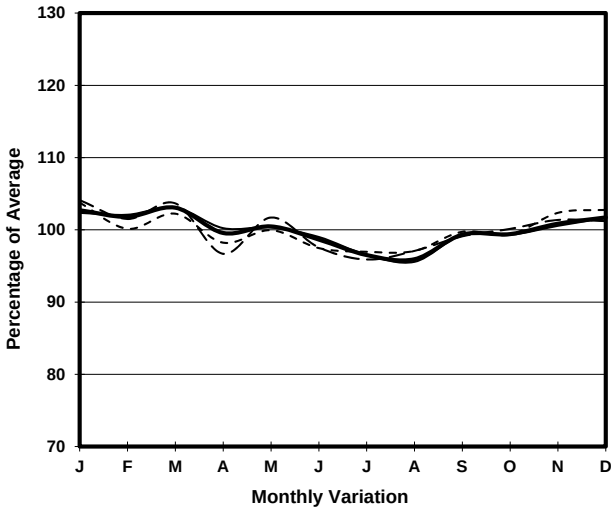
Coverage (B) Station No.	Location	Page
6203	Castle Peak Rd - Kwai Chung (from Ching Cheung Rd to Tai Wo INT)	A3-102
6204	Lai King Hill Rd (from Kwai Chung Int Slip Rds to King Cho Rd)	A3-104
6206	Jockey Club Rd (from Lok Yip Rd to Wo Hop Shek Int)	A3-106
6207	Kam Tin Rd (from Kam Sheung Rd Western Junction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

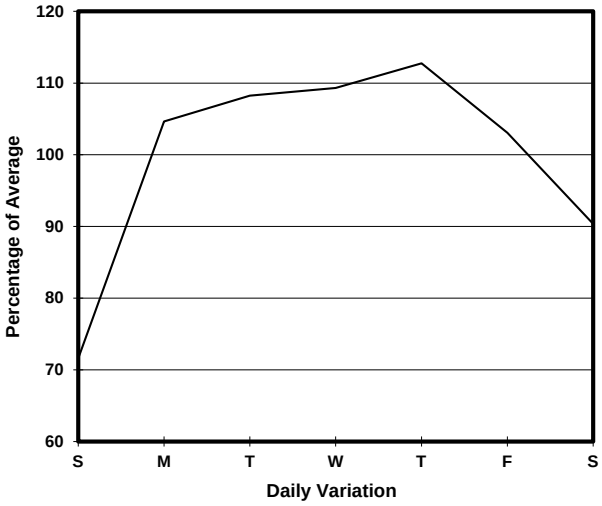
YEAR 2025 **LINK** POK FU LAM RD (from POKFIELD RD to MOUNT DAVIS RD)

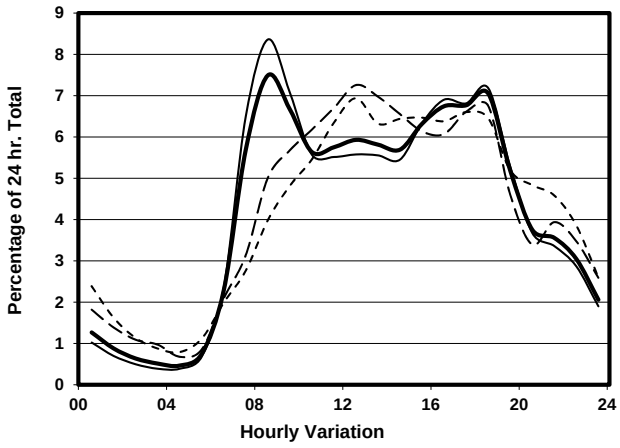
COVERAGE (B) STATION 2201
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

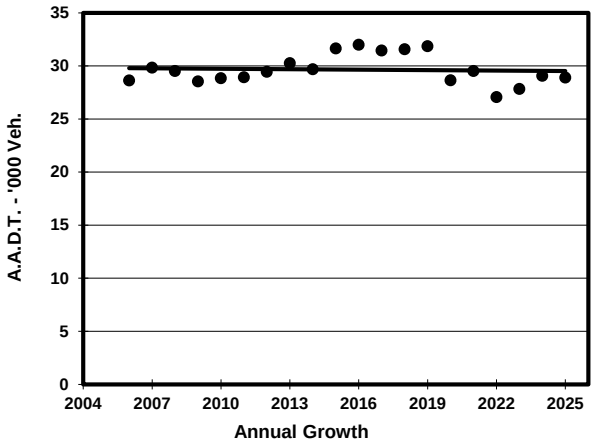


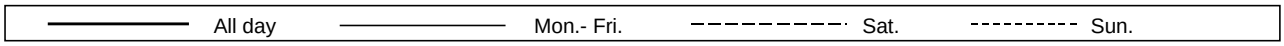
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	9800	10650	8960	7460
R 12 / 24 - %	73.9	75.1	70.7	68.5
R 16 / 24 - %	91.5	92.4	88.4	88.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	640	760	470	350
T - % (AM)	-	9.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	660	730	550	480
T - % (PM)	-	8.1	-	-
Prop.of commercial vehicles - 16 hr.	-	8.9	-	-
NORTH BOUND				
A.A.D.T.	19100	20930	17600	13590
R 12 / 24 - %	76.4	77.7	74.3	69.3
R 16 / 24 - %	91.0	91.9	88.6	87.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1530	1880	1040	670
T - % (AM)	-	6.4	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1700-1800
One-way flow at PM peak hour	1380	1540	1240	910
T - % (PM)	-	12.8	-	-
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	2.5	39.1	27.5	3.1	9.0	5.1	0.6	6.7	0.0	6.4
	Ocp	1.1	1.3	2.0	7.4	13.5	1.8	2.0	9.0	0.0	60.3
0800-0900	Pro	2.3	54.3	28.1	0.9	4.2	2.9	1.4	2.4	0.0	3.6
Peak hour	Ocp	1.1	1.3	1.9	6.2	13.9	1.4	1.2	6.8	0.0	83.0
0900-1000	Pro	0.0	51.3	27.7	1.1	5.4	8.2	1.7	0.9	0.0	3.5
	Ocp	0.0	1.4	2.1	3.5	12.7	1.7	1.3	15.4	0.0	48.1
1000-1100	Pro	1.8	42.1	32.4	0.3	5.6	8.6	3.5	1.0	0.0	4.8
	Ocp	1.0	1.5	1.8	1.0	12.5	1.4	1.5	2.3	0.0	36.3
1100-1200	Pro	1.3	42.0	32.9	1.8	5.1	7.5	3.3	1.5	0.0	4.5
	Ocp	1.0	1.4	1.7	1.3	11.3	1.4	1.4	8.8	0.0	33.3
1200-1300	Pro	2.7	41.4	35.0	1.4	4.6	4.6	4.3	1.1	0.0	4.9
	Ocp	1.0	1.3	1.8	4.0	13.1	1.2	1.4	9.6	0.0	29.8
1300-1400	Pro	2.8	33.1	38.7	0.9	5.6	8.1	2.5	2.2	0.0	6.0
	Ocp	1.0	1.3	1.9	11.7	12.2	1.3	1.8	25.4	0.0	29.5
1400-1500	Pro	4.6	41.0	29.3	0.8	5.6	8.7	3.3	1.8	0.0	4.9
	Ocp	1.0	1.3	2.0	1.7	11.9	1.4	1.9	2.3	0.0	24.5
1500-1600	Pro	2.2	40.3	26.7	0.7	2.5	13.1	1.0	9.1	0.0	4.3
	Ocp	1.0	1.4	2.2	4.3	12.3	1.7	1.0	27.5	0.0	37.8
1600-1700	Pro	2.6	46.7	27.1	2.4	2.8	6.6	2.6	4.6	0.0	4.6
	Ocp	1.1	1.4	1.9	4.6	10.8	1.4	1.2	8.0	0.0	45.3
1700-1800	Pro	2.8	49.3	27.4	1.5	4.2	6.4	0.4	3.2	0.0	4.8
	Ocp	1.2	1.4	2.3	7.0	15.2	1.6	1.0	12.9	0.0	67.6
1800-1900	Pro	0.0	57.4	26.3	0.2	4.0	2.3	1.0	4.2	0.0	4.5
	Ocp	0.0	1.4	2.0	1.0	15.3	1.3	1.2	17.0	0.0	61.4
1900-2000	Pro	3.3	52.0	31.9	0.3	4.4	2.1	0.3	0.5	0.0	5.3
	Ocp	1.0	1.3	1.8	7.0	9.9	1.4	1.0	6.5	0.0	40.0
2000-2100	Pro	2.9	37.1	46.6	0.0	4.7	2.5	0.0	0.4	0.0	5.7
	Ocp	1.0	1.4	1.7	0.0	11.5	1.7	0.0	1.0	0.0	20.8
2100-2200	Pro	2.5	43.9	39.7	0.0	5.4	1.3	0.4	0.4	0.0	6.3
	Ocp	1.0	1.2	1.9	0.0	11.2	1.3	1.0	1.0	0.0	30.3
2200-2300	Pro	0.0	44.8	41.7	0.0	5.5	0.0	0.0	0.0	0.0	8.1
	Ocp	0.0	1.2	1.9	0.0	13.6	0.0	0.0	0.0	0.0	27.2
16 hours	Pro	2.2	45.8	31.1	1.1	4.8	5.8	1.8	2.7	0.0	4.8
	Ocp	1.0	1.4	1.9	5.0	12.7	1.5	1.4	14.2	0.0	44.3

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

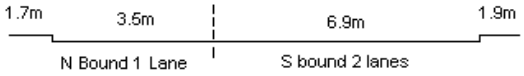
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

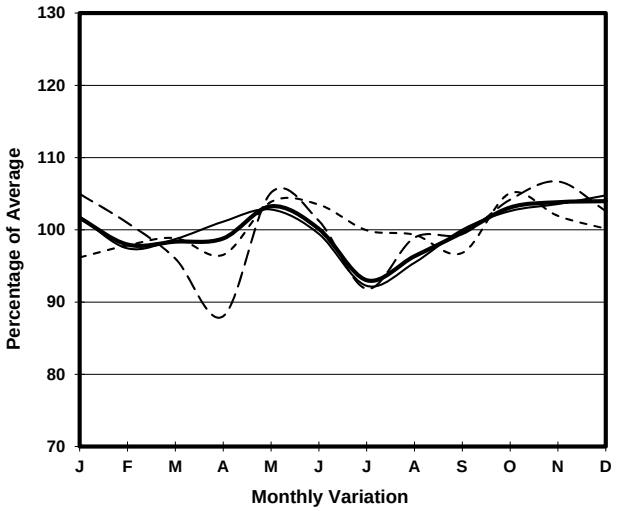
* All traffic data are collected from combined bounds

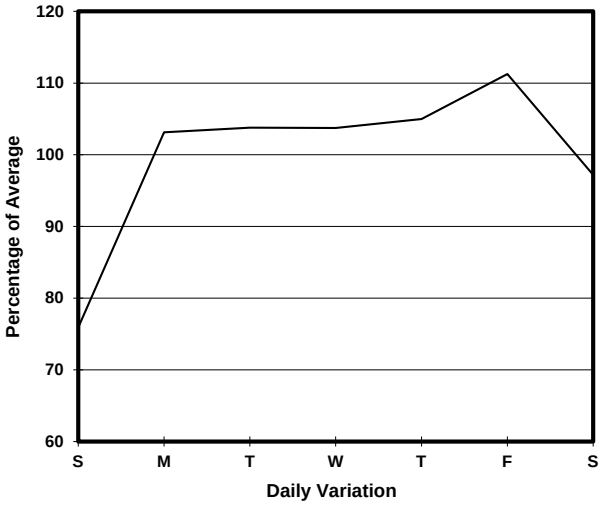
YEAR 2025 **LINK** WONG NAI CHUNG GAP RD (from STUBBS RD FO <H119> SOUTHERN END to REPULSE BAY RD)

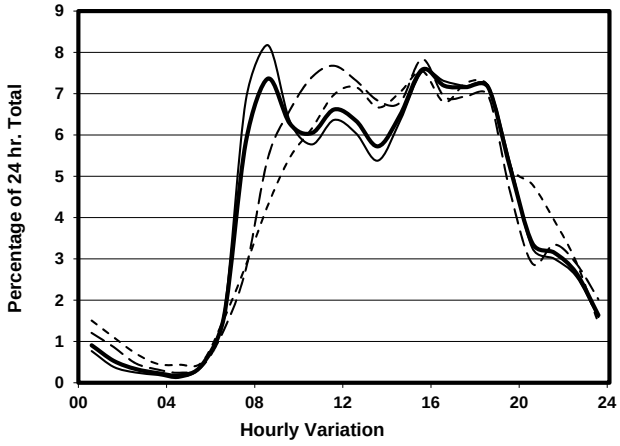
COVERAGE (B) STATION 2202
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

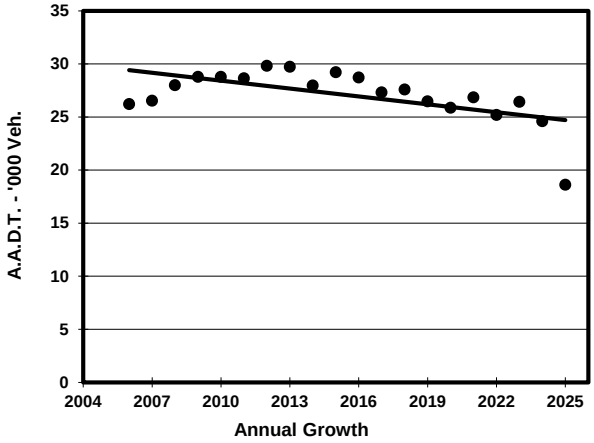


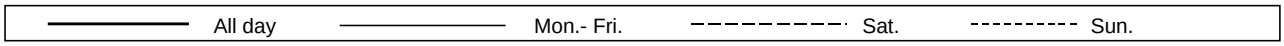
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	6850	7300	6750	5300
R 12 / 24 - %	80.4	81.0	80.4	76.9
R 16 / 24 - %	94.4	94.7	93.7	93.0
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	510	650	480	320
T - % (AM)	-	12.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	480	520	500	380
T - % (PM)	-	3.1	-	-
Prop.of commercial vehicles - 16 hr.	-	5.3	-	-
NORTH BOUND				
A.A.D.T.	11760	12560	11630	9010
R 12 / 24 - %	79.4	80.2	78.9	74.5
R 16 / 24 - %	94.0	94.5	92.9	91.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	900	1100	740	460
T - % (AM)	-	5.7	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1700-1800
One-way flow at PM peak hour	870	960	840	690
T - % (PM)	-	7.2	-	-
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	5.1	53.7	25.6	4.3	0.0	0.7	0.7	6.5	0.0	3.3
	Ocp	1.0	1.5	1.8	9.2	0.0	1.5	1.0	29.9	0.0	21.6
0800-0900	Pro	3.5	75.3	11.1	0.4	0.2	2.3	1.2	4.5	0.0	1.5
Peak hour	Ocp	1.1	1.5	1.8	17.5	8.0	1.2	2.0	9.0	0.0	18.8
0900-1000	Pro	2.0	73.2	11.9	0.2	0.2	8.4	1.5	0.5	0.0	1.9
	Ocp	1.0	1.4	1.8	1.0	5.0	1.9	1.2	11.5	0.0	16.2
1000-1100	Pro	2.4	67.6	17.2	0.3	0.3	8.5	0.8	1.6	0.0	1.5
	Ocp	1.0	1.4	1.8	4.0	4.0	1.4	1.3	18.5	0.0	15.1
1100-1200	Pro	3.5	65.0	14.6	0.3	0.0	9.3	2.5	3.5	0.0	1.4
	Ocp	1.1	1.4	1.7	1.0	0.0	1.4	2.3	10.4	0.0	14.8
1200-1300	Pro	2.7	68.1	16.3	0.7	0.2	7.8	1.5	1.7	0.0	1.0
	Ocp	1.0	1.4	1.7	2.0	7.0	1.4	1.5	2.4	0.0	17.9
1300-1400	Pro	3.2	68.0	14.9	1.0	0.3	7.0	1.0	2.9	0.0	1.7
	Ocp	1.1	1.3	1.7	1.0	5.0	1.8	1.7	16.8	0.0	15.8
1400-1500	Pro	2.1	68.7	16.7	1.0	0.0	3.8	0.7	5.6	0.0	1.5
	Ocp	1.0	1.3	1.8	2.7	0.0	1.1	1.5	15.2	0.0	18.6
1500-1600	Pro	3.7	63.0	19.8	1.5	0.5	2.2	1.0	6.9	0.0	1.3
	Ocp	1.2	1.3	1.7	10.2	9.5	1.1	1.5	13.7	0.0	18.9
1600-1700	Pro	1.6	71.3	15.4	1.1	0.0	3.6	0.0	5.2	0.0	1.6
	Ocp	1.0	1.3	1.9	4.4	0.0	1.6	0.0	7.7	0.0	23.1
1700-1800	Pro	4.3	74.3	14.1	0.2	0.2	1.7	0.2	3.4	0.0	1.7
	Ocp	1.1	1.4	1.5	16.0	13.0	1.1	1.0	11.4	0.0	24.9
1800-1900	Pro	3.2	74.3	18.6	0.0	0.2	1.1	0.0	1.1	0.0	1.6
	Ocp	1.1	1.4	1.9	0.0	8.0	1.0	0.0	14.2	0.0	19.3
1900-2000	Pro	2.9	74.6	18.7	0.0	0.3	0.3	0.0	1.2	0.0	2.0
	Ocp	1.0	1.4	1.8	0.0	7.0	3.0	0.0	10.5	0.0	14.6
2000-2100	Pro	3.4	65.8	28.3	0.0	0.0	0.5	0.0	0.0	0.0	2.0
	Ocp	1.0	1.4	1.5	0.0	0.0	1.0	0.0	0.0	0.0	11.8
2100-2200	Pro	2.2	64.9	29.2	0.0	0.0	1.7	0.0	0.0	0.0	2.1
	Ocp	1.0	1.5	1.6	0.0	0.0	1.7	0.0	0.0	0.0	11.9
2200-2300	Pro	3.3	64.2	29.8	0.0	0.0	0.0	0.0	0.7	0.0	2.0
	Ocp	1.2	1.5	1.8	0.0	0.0	0.0	0.0	3.0	0.0	11.6
16 hours	Pro	3.1	69.2	17.4	0.7	0.2	4.0	0.8	3.0	0.0	1.7
	Ocp	1.1	1.4	1.7	7.0	7.6	1.5	1.7	13.4	0.0	18.0

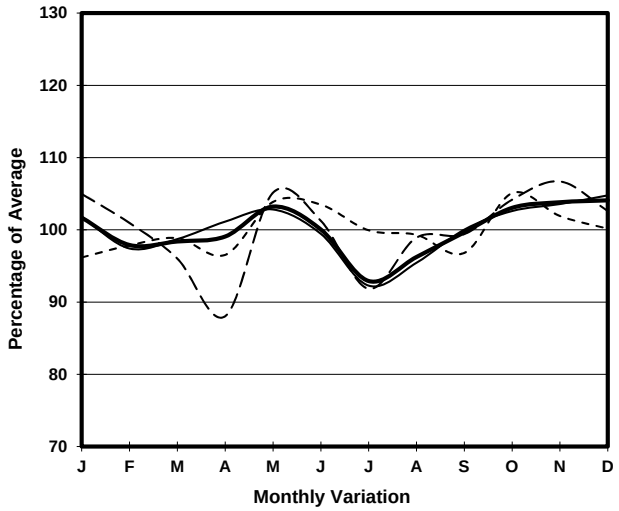
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

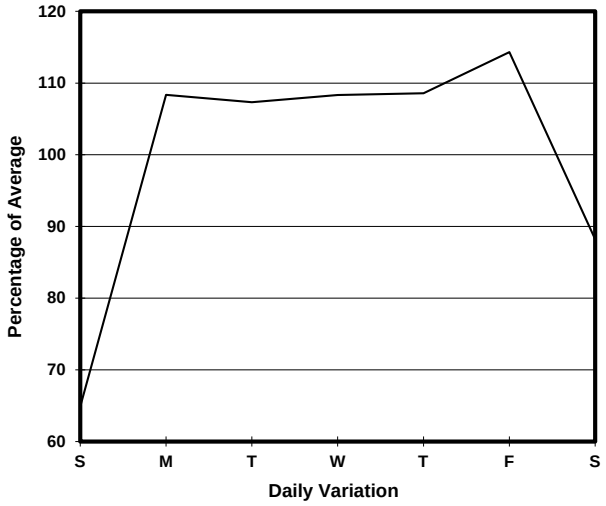
YEAR 2025 **LINK** STUBBS RD (from WAN CHAI GAP RD to WONG NAI CHUNG GAP RD)

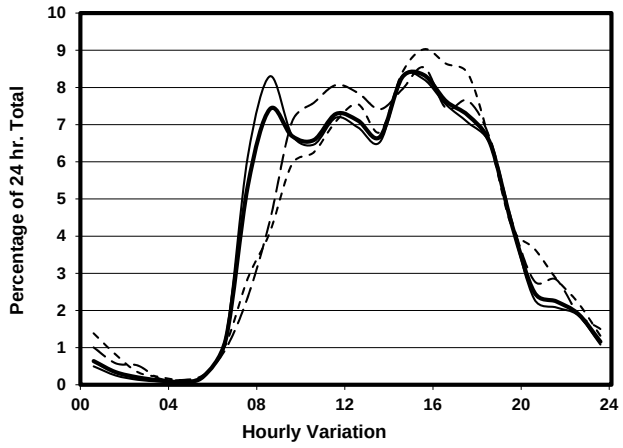
COVERAGE (B) STATION 2203
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

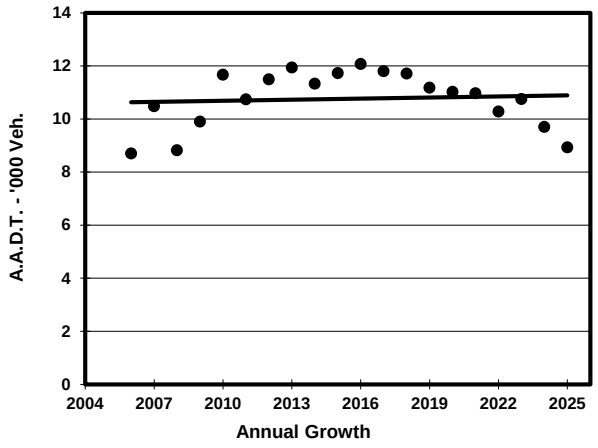


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	4640	5130	4310	3200
R 12 / 24 - %	85.2	85.8	83.4	82.1
R 16 / 24 - %	96.0	96.4	94.7	94.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	340	420	320	190
T - % (AM)	-	7.6	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	350	380	340	280
T - % (PM)	-	13.2	-	-
Prop.of commercial vehicles - 16 hr.	-	10.7	-	-
NORTH BOUND				
A.A.D.T.	4290	4830	3750	2710
R 12 / 24 - %	85.0	85.9	82.4	80.8
R 16 / 24 - %	96.0	96.3	95.1	94.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	320	410	250	160
T - % (AM)	-	4.2	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	340	370	290	240
T - % (PM)	-	12.0	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-

3. OTHER INFORMATION AND COMMENT

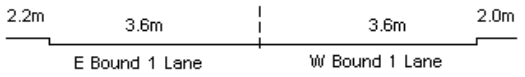
4. Vehicle classification and occupancy - Monday to Friday

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	2.0	60.0	22.0	1.0	2.0	3.0	1.0	7.0	0.0	2.0
	Ocp	1.0	1.4	1.7	2.0	7.5	2.0	1.0	9.9	0.0	39.3
0800-0900	Pro	1.0	77.1	11.4	0.5	1.0	3.1	1.6	3.1	0.0	1.2
Peak hour	Ocp	1.0	1.7	1.5	5.0	3.0	1.7	1.7	2.0	0.0	27.8
0900-1000	Pro	0.6	65.1	17.2	0.0	1.3	8.9	3.2	1.9	0.0	1.8
	Ocp	1.0	1.5	1.4	0.0	1.5	1.8	1.0	2.0	0.0	11.5
1000-1100	Pro	1.4	60.6	15.1	0.0	1.4	12.4	1.4	6.2	0.0	1.6
	Ocp	1.0	1.2	1.7	0.0	3.5	1.4	1.5	16.7	0.0	18.3
1100-1200	Pro	5.3	55.3	11.8	0.0	1.2	8.8	5.3	11.2	0.0	1.2
	Ocp	1.0	1.4	1.7	0.0	10.0	1.6	1.6	11.8	0.0	26.9
1200-1300	Pro	2.0	66.3	12.4	0.0	1.3	10.4	2.6	3.3	0.0	1.8
	Ocp	1.0	1.5	1.5	0.0	2.0	1.6	1.3	8.2	0.0	29.3
1300-1400	Pro	1.2	59.1	14.9	0.0	1.2	9.6	4.2	8.4	0.0	1.5
	Ocp	1.0	1.5	1.3	0.0	4.0	1.5	1.3	21.4	0.0	29.8
1400-1500	Pro	2.1	47.7	19.6	0.0	1.6	6.9	2.1	18.5	0.0	1.5
	Ocp	1.0	1.3	1.5	0.0	2.3	1.4	1.0	15.7	0.0	30.5
1500-1600	Pro	0.5	59.8	15.9	0.5	1.1	6.4	1.6	12.7	0.0	1.6
	Ocp	1.0	1.2	1.6	3.0	7.5	1.8	1.7	21.8	0.0	28.1
1600-1700	Pro	0.0	69.1	14.9	0.5	0.0	2.9	1.0	10.1	0.0	1.6
	Ocp	0.0	1.7	2.2	2.0	0.0	1.8	1.0	19.7	0.0	34.8
1700-1800	Pro	0.0	70.3	12.3	0.6	1.2	3.1	1.2	9.2	0.0	2.0
	Ocp	0.0	1.7	1.6	5.0	3.0	1.4	2.0	33.5	0.0	59.4
1800-1900	Pro	1.9	74.5	20.4	0.0	0.0	0.6	0.0	1.3	0.0	1.3
	Ocp	1.0	1.4	1.8	0.0	0.0	1.0	0.0	23.5	0.0	64.9
1900-2000	Pro	2.6	72.5	21.0	0.0	0.0	1.7	0.0	0.0	0.0	2.2
	Ocp	1.0	1.4	1.6	0.0	0.0	1.0	0.0	0.0	0.0	51.0
2000-2100	Pro	0.0	64.2	16.6	0.0	0.0	4.1	2.1	6.2	0.0	6.7
	Ocp	0.0	1.2	1.6	0.0	0.0	1.5	2.0	9.0	0.0	42.6
2100-2200	Pro	0.0	79.2	12.2	0.0	0.0	4.1	0.0	0.0	0.0	4.6
	Ocp	0.0	1.3	1.5	0.0	0.0	1.0	0.0	0.0	0.0	22.4
2200-2300	Pro	0.0	83.8	11.4	0.0	0.0	0.0	0.0	0.0	0.0	4.8
	Ocp	0.0	1.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
16 hours	Pro	1.4	64.9	15.6	0.2	0.9	5.9	1.9	7.3	0.0	1.8
	Ocp	1.0	1.5	1.6	3.4	4.3	1.6	1.4	17.6	0.0	33.8

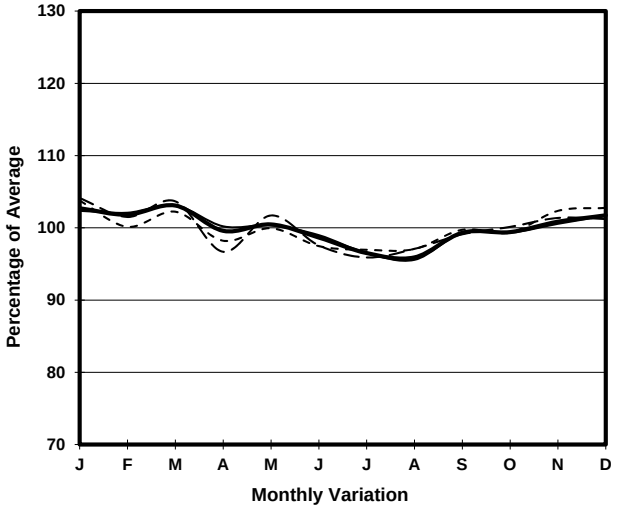
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

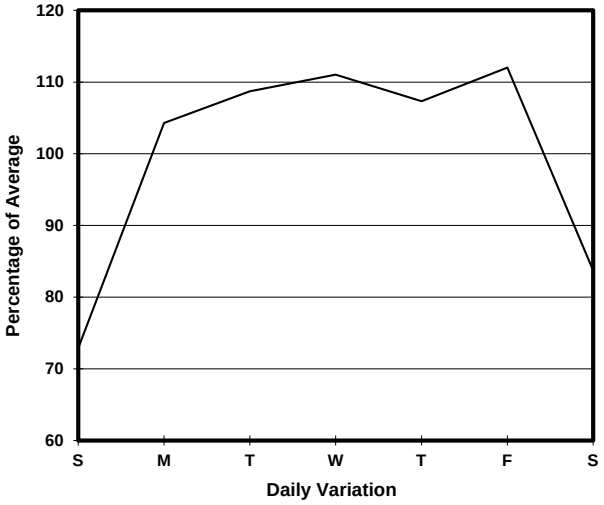
YEAR 2025 **LINK** YEE KING RD & LAI TAK TSUEN RD (from CLOUD VIEW RD to TAI HANG RD)

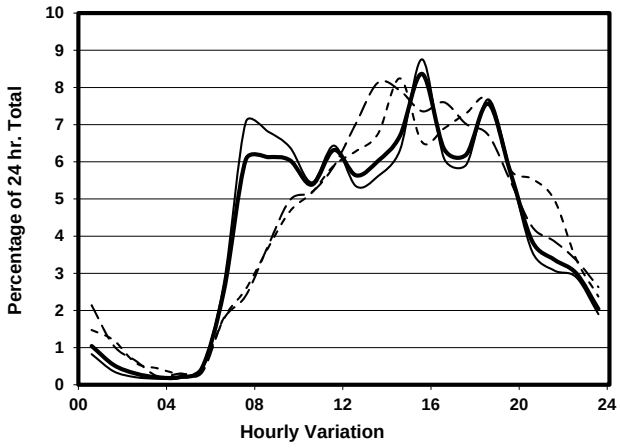
COVERAGE (B) STATION 2204
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

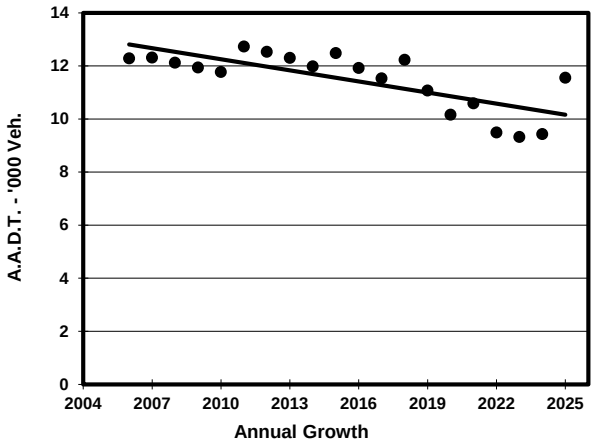


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	8220	9170	6500	6050
R 12 / 24 - %	77.0	78.1	73.9	71.6
R 16 / 24 - %	92.8	93.2	91.3	91.7
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	520	660	310	270
T - % (AM)	-	23.8	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	610	690	500	470
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	10.7	-	-
WEST BOUND				
A.A.D.T.	3330	3570	3330	2510
R 12 / 24 - %	76.2	77.2	74.1	71.9
R 16 / 24 - %	92.4	93.1	90.2	90.6
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	190	240	180	130
T - % (AM)	-	11.3	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	260	290	240	190
T - % (PM)	-	4.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.1	-	-

3. OTHER INFORMATION AND COMMENT

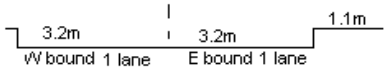
4. Vehicle classification and occupancy - Monday to Friday

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	0.0	30.2	23.3	20.9	9.3	1.2	0.0	8.1	0.0	7.0
	Ocp	0.0	1.6	1.8	10.7	12.3	1.0	0.0	18.9	0.0	27.2
0800-0900	Pro	0.0	49.5	18.8	4.3	7.7	5.1	0.0	9.4	0.0	5.3
	Ocp	0.0	1.2	1.5	6.4	13.0	1.5	0.0	3.2	0.0	16.0
0900-1000	Pro	0.7	64.5	15.8	2.0	5.9	4.6	2.0	0.7	0.0	3.9
	Ocp	1.0	1.3	1.5	6.3	9.1	1.1	1.3	1.0	0.0	14.1
1000-1100	Pro	2.3	58.5	17.3	0.0	6.0	6.0	0.0	6.0	0.0	3.9
	Ocp	1.0	1.2	1.2	0.0	7.0	1.5	0.0	8.3	0.0	15.0
1100-1200	Pro	5.4	42.6	26.4	3.9	3.1	8.5	0.8	5.4	0.0	3.9
	Ocp	1.0	1.2	1.3	1.8	5.3	1.4	2.0	8.1	0.0	12.5
1200-1300	Pro	3.7	54.6	20.2	4.5	3.7	6.0	0.7	3.0	0.0	3.6
	Ocp	1.2	1.7	1.5	7.0	10.6	1.4	2.0	1.3	0.0	14.8
1300-1400	Pro	0.7	52.4	25.1	0.0	4.4	8.9	0.0	5.2	0.0	3.3
	Ocp	1.0	1.4	1.5	0.0	11.7	1.7	0.0	1.6	0.0	17.2
1400-1500	Pro	5.4	51.9	23.3	0.9	3.6	5.4	1.8	3.6	0.0	4.3
	Ocp	1.0	1.4	1.6	1.0	12.3	1.3	2.0	8.5	0.0	13.7
1500-1600	Pro	4.1	51.1	25.3	2.4	3.5	2.9	0.0	7.6	0.0	3.1
Peak hour	Ocp	1.0	1.4	1.7	10.8	10.2	1.2	0.0	21.7	0.0	21.5
1600-1700	Pro	2.3	59.2	18.2	4.7	6.4	1.2	0.0	4.7	0.0	3.4
	Ocp	1.0	1.4	1.7	4.0	10.5	1.0	0.0	2.1	0.0	19.7
1700-1800	Pro	0.7	59.0	26.3	0.7	5.0	2.1	0.0	2.1	0.2	3.9
	Ocp	1.0	1.4	1.8	1.0	15.9	1.0	0.0	2.0	8.0	16.1
1800-1900	Pro	2.1	59.0	26.8	0.0	5.5	0.7	0.0	2.1	0.0	3.9
	Ocp	1.0	1.2	1.8	0.0	18.6	1.0	0.0	2.0	0.0	17.9
1900-2000	Pro	5.0	68.4	15.7	0.0	4.4	2.5	0.0	0.6	0.3	3.0
	Ocp	1.0	1.4	2.0	0.0	10.1	1.3	0.0	1.0	5.5	8.2
2000-2100	Pro	8.1	52.9	23.1	0.0	9.5	1.4	0.0	0.0	0.0	5.1
	Ocp	1.0	1.2	1.7	0.0	6.6	2.0	0.0	0.0	0.0	5.3
2100-2200	Pro	0.0	53.5	26.8	0.0	10.4	1.5	0.0	1.5	0.7	5.6
	Ocp	0.0	1.4	2.0	0.0	6.9	1.0	0.0	1.0	4.0	5.3
2200-2300	Pro	0.0	58.4	18.3	0.0	14.6	1.8	0.0	0.0	0.0	6.9
	Ocp	0.0	1.4	1.8	0.0	9.0	1.0	0.0	0.0	0.0	4.1
16 hours	Pro	2.6	55.0	21.7	2.6	5.8	3.9	0.4	3.9	0.1	4.1
	Ocp	1.0	1.4	1.6	7.3	10.7	1.4	1.7	8.4	5.4	15.0

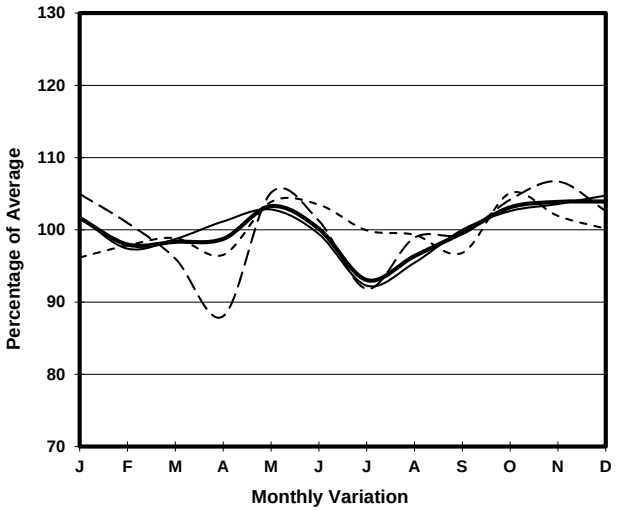
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

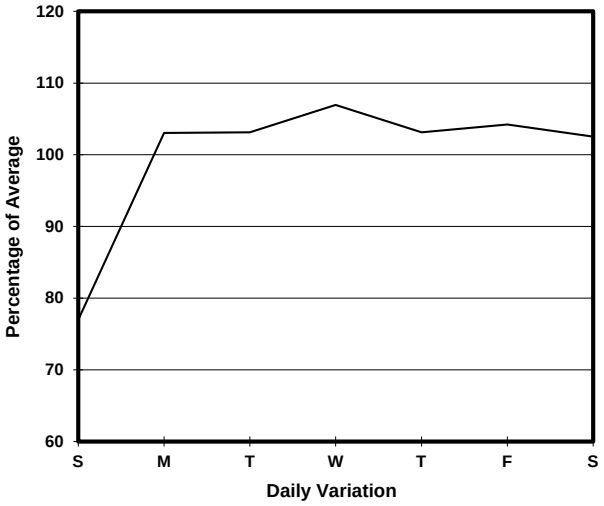
YEAR 2025 **LINK** MAGAZINE GAP RD (from GARDEN RD to PEAK RD)

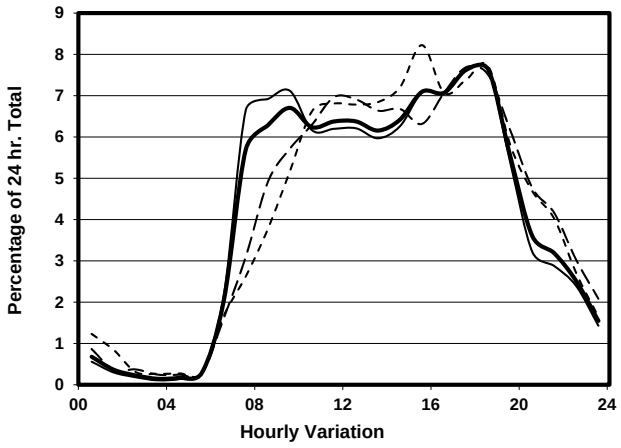
COVERAGE (B) STATION 2205
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

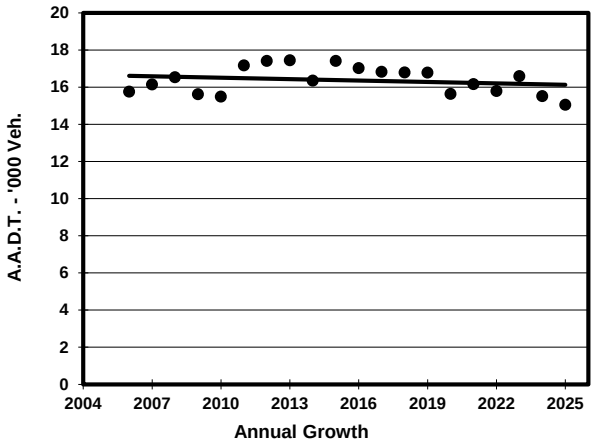


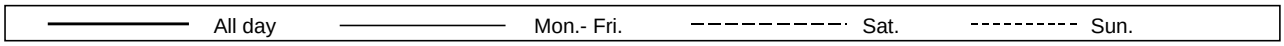
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	7770	8140	8200	6170
R 12 / 24 - %	78.8	79.6	76.2	76.3
R 16 / 24 - %	94.0	94.1	93.8	93.1
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	520	600	480	350
T - % (AM)	-	2.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	580	620	590	430
T - % (PM)	-	1.4	-	-
Prop.of commercial vehicles - 16 hr.	-	1.7	-	-
WEST BOUND				
A.A.D.T.	7280	7720	7470	5570
R 12 / 24 - %	80.7	82.3	75.4	76.2
R 16 / 24 - %	95.2	95.6	94.0	93.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	490	560	420	260
T - % (AM)	-	0.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1800-1900
One-way flow at PM peak hour	620	650	650	490
T - % (PM)	-	4.1	-	-
Prop.of commercial vehicles - 16 hr.	-	3.9	-	-

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	57.0	27.4	0.9	1.7	0.0	0.0	10.4	0.0	0.0
	Ocp	1.2	1.3	1.6	8.5	14.0	0.0	0.0	5.0	0.0	0.0
0800-0900	Pro	2.1	66.1	25.5	1.7	1.3	1.3	0.0	2.1	0.0	0.0
	Ocp	1.0	1.2	1.6	3.0	14.0	1.3	0.0	11.2	0.0	0.0
0900-1000	Pro	0.0	70.3	23.4	0.0	2.1	3.1	0.0	1.0	0.0	0.0
	Ocp	0.0	1.5	1.8	0.0	12.0	1.3	0.0	5.5	0.0	0.0
1000-1100	Pro	2.3	70.1	16.4	0.0	0.9	10.3	0.0	0.0	0.0	0.0
	Ocp	1.2	1.3	1.9	0.0	15.0	1.4	0.0	0.0	0.0	0.0
1100-1200	Pro	0.6	75.6	14.8	0.0	0.6	8.5	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.8	0.0	12.0	1.7	0.0	0.0	0.0	0.0
1200-1300	Pro	1.4	74.5	12.3	0.5	0.9	8.6	0.0	1.8	0.0	0.0
	Ocp	1.0	1.5	1.6	3.0	12.0	1.4	0.0	6.5	0.0	0.0
1300-1400	Pro	3.8	59.5	20.0	0.5	1.1	8.6	0.5	5.9	0.0	0.0
	Ocp	1.0	1.3	1.9	6.0	15.0	1.5	2.0	10.4	0.0	0.0
1400-1500	Pro	2.3	66.4	16.8	0.0	1.5	8.4	0.0	4.6	0.0	0.0
	Ocp	1.0	1.4	2.1	0.0	15.0	1.5	0.0	5.3	0.0	0.0
1500-1600	Pro	3.3	63.4	17.0	2.6	3.3	5.2	0.0	5.2	0.0	0.0
	Ocp	1.2	1.2	1.7	12.5	10.8	1.6	0.0	16.6	0.0	0.0
1600-1700	Pro	0.4	72.6	18.9	1.9	0.7	4.1	0.0	1.5	0.0	0.0
	Ocp	1.0	1.4	2.6	7.4	16.0	2.4	0.0	6.5	0.0	0.0
1700-1800	Pro	3.0	70.9	21.6	0.0	0.7	1.4	0.0	2.4	0.0	0.0
Peak hour	Ocp	1.0	1.6	2.5	0.0	20.0	1.3	0.0	13.7	0.0	0.0
1800-1900	Pro	2.7	71.6	21.8	0.0	1.2	0.8	0.0	1.9	0.0	0.0
	Ocp	1.0	1.2	2.0	0.0	20.0	1.5	0.0	9.2	0.0	0.0
1900-2000	Pro	4.9	69.3	23.6	0.0	0.9	0.0	0.0	1.3	0.0	0.0
	Ocp	1.0	1.5	2.1	0.0	15.0	0.0	0.0	12.7	0.0	0.0
2000-2100	Pro	3.8	69.5	21.9	0.0	1.9	1.0	0.0	1.9	0.0	0.0
	Ocp	1.0	1.4	2.0	0.0	14.5	1.0	0.0	8.0	0.0	0.0
2100-2200	Pro	1.5	67.2	25.4	0.0	3.0	0.0	0.0	3.0	0.0	0.0
	Ocp	1.0	1.4	1.6	0.0	16.0	0.0	0.0	8.0	0.0	0.0
2200-2300	Pro	0.0	52.1	37.5	0.0	4.2	6.3	0.0	0.0	0.0	0.0
	Ocp	0.0	1.4	1.8	0.0	8.0	1.3	0.0	0.0	0.0	0.0
16 hours	Pro	2.3	68.3	20.7	0.6	1.3	4.0	0.1	2.8	0.0	0.0
	Ocp	1.0	1.4	2.0	7.4	14.1	1.6	2.0	8.8	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

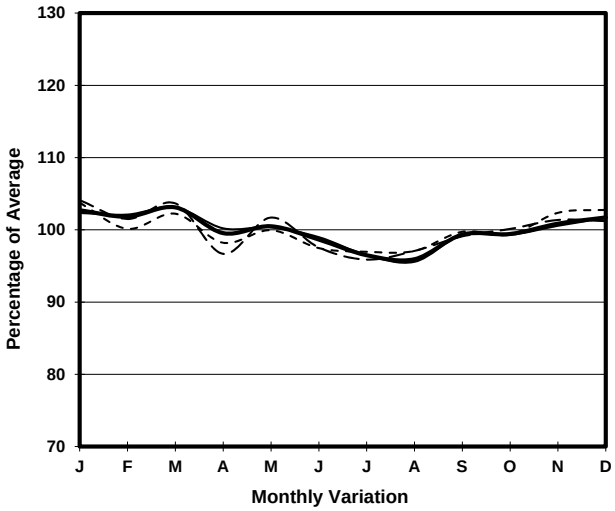
* All traffic data are collected from combined bounds

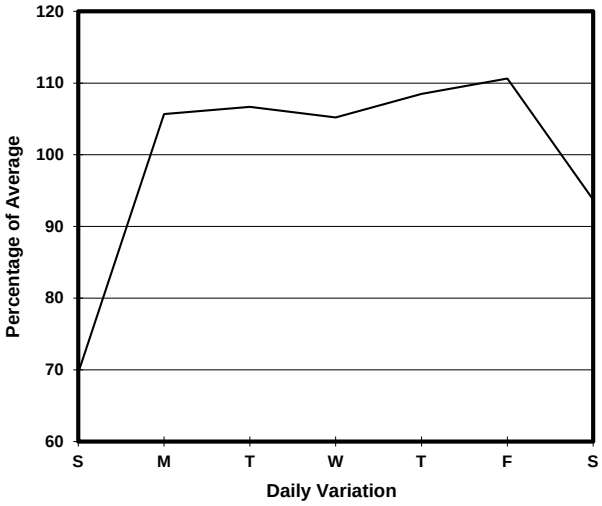
YEAR 2025 **LINK** BELCHER'S ST & VICTORIA RD (from SMITHFIELD to MOUNT DAVIS RD)

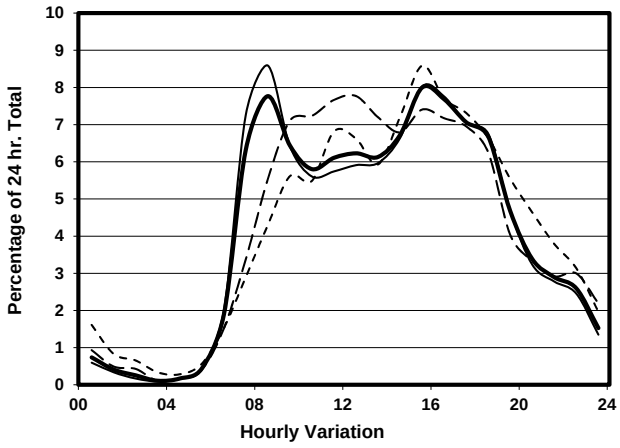
COVERAGE (B) STATION 2206
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

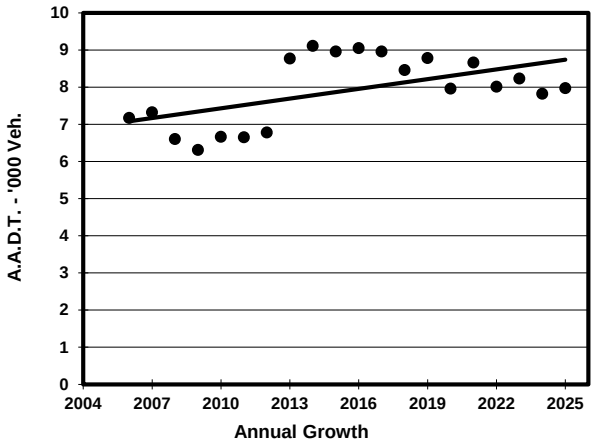


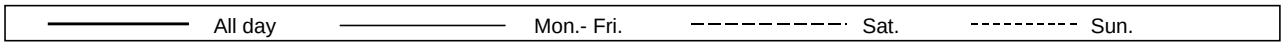
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	3600	3980	3250	2430
R 12 / 24 - %	82.1	82.9	81.6	75.8
R 16 / 24 - %	94.9	95.3	93.9	92.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	310	390	220	130
T - % (AM)	-	14.3	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	320	370	240	190
T - % (PM)	-	14.4	-	-
Prop.of commercial vehicles - 16 hr.	-	18.5	-	-
WEST BOUND				
A.A.D.T.	4370	4710	4360	3220
R 12 / 24 - %	80.0	80.7	79.7	74.6
R 16 / 24 - %	94.2	94.5	93.7	92.0
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	330	420	320	180
T - % (AM)	-	18.0	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	290	310	310	250
T - % (PM)	-	23.8	-	-
Prop.of commercial vehicles - 16 hr.	-	17.5	-	-

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	38.9	17.7	4.4	8.8	7.9	11.5	6.2	0.0	3.8
	Ocp	2.0	1.3	2.0	13.4	16.0	1.2	1.2	26.6	0.0	19.1
0800-0900	Pro	1.5	62.4	10.9	1.0	6.9	5.0	5.9	4.0	0.0	2.5
Peak hour	Ocp	1.0	1.4	2.0	3.0	14.3	1.2	1.0	15.5	0.0	21.0
0900-1000	Pro	2.4	50.4	8.7	2.4	11.0	5.5	8.7	6.3	0.0	4.7
	Ocp	1.3	1.3	1.8	2.0	13.4	1.7	1.0	15.6	0.0	10.7
1000-1100	Pro	2.0	21.8	13.9	1.0	9.9	21.8	21.8	2.0	0.0	5.9
	Ocp	1.0	1.4	1.9	1.0	15.2	1.3	1.1	1.0	0.0	9.2
1100-1200	Pro	3.9	38.9	8.8	1.0	7.8	21.4	8.8	1.0	0.0	8.5
	Ocp	1.0	1.3	1.8	1.0	14.9	1.4	1.2	1.0	0.0	5.3
1200-1300	Pro	12.1	50.5	5.3	2.3	3.8	10.5	7.5	3.0	0.0	5.1
	Ocp	1.1	1.3	1.6	4.3	16.4	1.2	1.0	1.0	0.0	9.6
1300-1400	Pro	4.3	36.4	19.3	2.1	4.3	13.9	7.5	5.3	0.0	7.0
	Ocp	1.0	1.1	1.9	2.0	20.0	1.5	1.3	17.2	0.0	11.3
1400-1500	Pro	4.0	35.7	11.9	0.0	8.9	17.9	13.9	0.0	0.0	7.7
	Ocp	1.0	1.3	1.6	0.0	15.4	1.3	1.2	0.0	0.0	7.0
1500-1600	Pro	4.5	42.1	11.5	5.1	6.4	10.8	7.7	7.0	0.0	4.9
	Ocp	1.0	1.4	1.8	1.8	17.2	1.3	1.2	6.2	0.0	9.4
1600-1700	Pro	1.7	54.0	5.1	4.2	7.6	8.4	9.3	3.4	0.0	6.3
	Ocp	1.0	1.4	2.2	1.4	12.7	1.2	1.3	2.0	0.0	9.8
1700-1800	Pro	4.6	57.8	10.8	2.3	6.9	3.9	5.4	2.3	0.0	6.0
	Ocp	1.2	1.4	1.9	1.0	14.4	1.0	1.1	1.0	0.0	19.6
1800-1900	Pro	6.3	55.5	12.5	1.8	5.4	0.9	2.7	10.7	0.0	4.3
	Ocp	1.0	1.3	1.7	1.0	15.0	1.0	1.0	34.0	0.0	17.7
1900-2000	Pro	9.5	46.0	17.5	1.6	1.6	7.9	3.2	3.2	0.0	9.5
	Ocp	1.0	1.5	1.5	1.0	20.0	1.0	1.0	1.5	0.0	10.5
2000-2100	Pro	11.4	30.3	32.2	0.0	5.7	5.7	3.8	0.0	0.0	10.9
	Ocp	1.0	1.4	1.6	0.0	15.0	1.0	1.5	0.0	0.0	7.8
2100-2200	Pro	2.9	57.6	11.5	0.0	17.3	0.0	0.0	0.0	0.0	10.8
	Ocp	2.0	1.5	1.3	0.0	12.0	0.0	0.0	0.0	0.0	12.4
2200-2300	Pro	0.0	40.3	26.9	0.0	16.8	0.0	0.0	0.0	0.0	16.0
	Ocp	0.0	1.2	1.5	0.0	7.6	0.0	0.0	0.0	0.0	5.8
16 hours	Pro	4.3	46.5	12.3	2.2	7.4	9.3	8.1	4.0	0.0	5.9
	Ocp	1.1	1.3	1.8	3.5	14.6	1.3	1.1	15.2	0.0	11.2

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

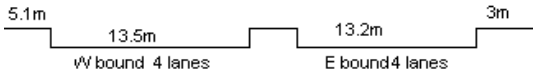
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

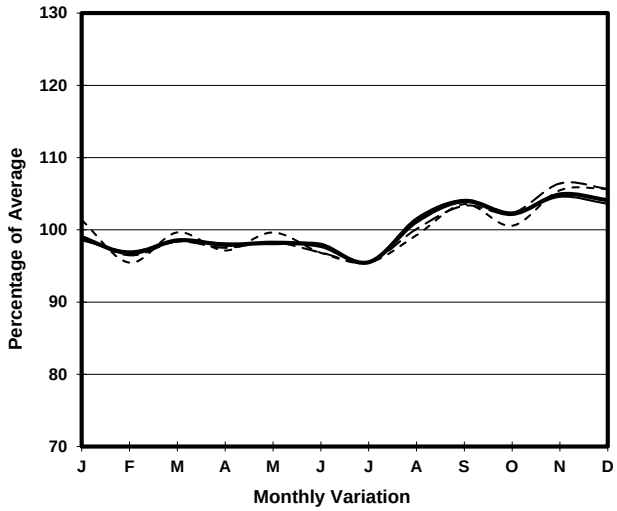
* All traffic data are collected from combined bounds

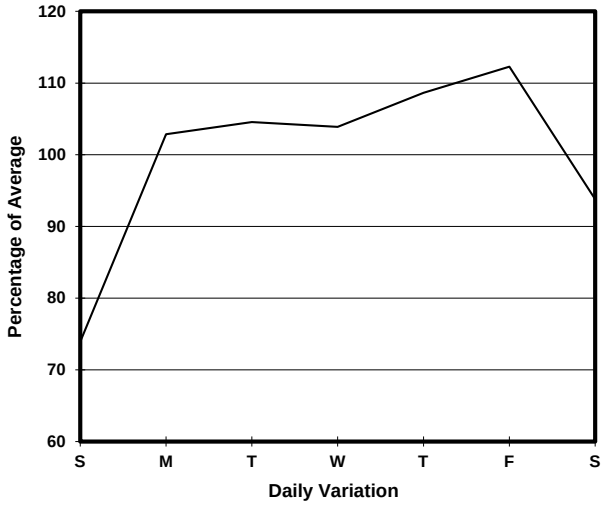
YEAR 2025 **LINK** CONNAUGHT RD C (from CLEVERLY ST to GILMAN ST)

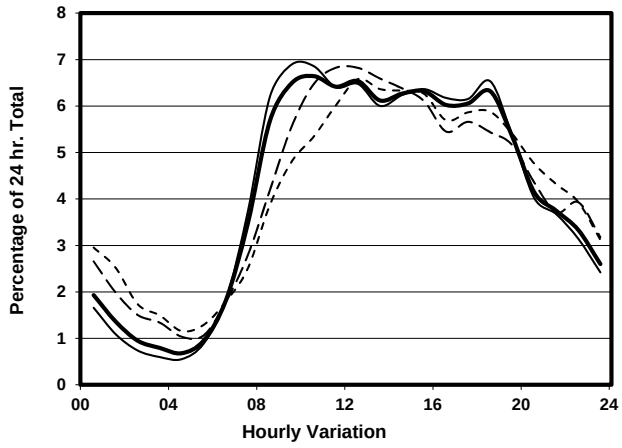
COVERAGE (B) STATION 2207
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

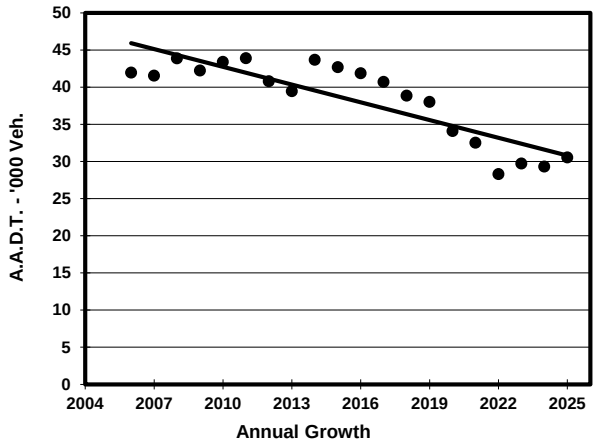


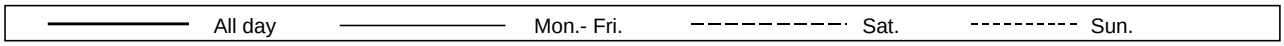
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	18130	19530	17530	13590
R 12 / 24 - %	71.8	73.6	67.3	64.5
R 16 / 24 - %	88.8	90.2	84.9	83.5
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1190	1380	930	630
T - % (AM)	-	20.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	1140	1280	980	780
T - % (PM)	-	11.3	-	-
Prop.of commercial vehicles - 16 hr.	-	14.4	-	-
WEST BOUND				
A.A.D.T.	12410	13440	11570	9320
R 12 / 24 - %	73.2	74.7	69.9	67.0
R 16 / 24 - %	89.1	90.3	86.2	84.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	800	900	690	470
T - % (AM)	-	14.2	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	790	890	670	570
T - % (PM)	-	12.4	-	-
Prop.of commercial vehicles - 16 hr.	-	13.6	-	-

3. OTHER INFORMATION AND COMMENT

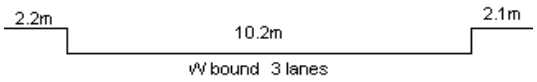
4. Vehicle classification and occupancy - Monday to Friday

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	0.7	23.3	34.2	1.0	0.3	14.8	4.9	3.0	0.0	17.9
	Ocp	1.0	1.3	2.0	7.7	11.0	1.2	1.4	18.7	0.0	24.4
0800-0900	Pro	2.4	32.8	32.2	0.4	0.5	6.2	2.0	4.3	0.0	19.3
	Ocp	1.0	1.3	1.7	9.0	3.3	1.3	1.5	27.0	0.0	38.3
0900-1000	Pro	3.0	33.8	34.5	0.3	0.3	9.9	4.8	1.2	0.0	12.2
Peak hour	Ocp	1.0	1.4	1.8	8.0	8.5	1.4	1.9	20.8	0.0	20.3
1000-1100	Pro	1.6	36.2	33.7	0.3	0.6	16.8	1.9	0.6	0.0	8.3
	Ocp	1.0	1.4	1.8	3.0	4.5	1.6	1.8	22.5	0.0	17.9
1100-1200	Pro	1.5	41.8	27.5	0.2	0.0	16.7	1.5	1.1	0.1	9.5
	Ocp	1.0	1.4	1.8	5.0	0.0	1.5	2.9	18.3	4.0	17.2
1200-1300	Pro	3.2	39.9	32.3	0.5	0.4	12.6	1.6	1.1	0.1	8.5
	Ocp	1.0	1.3	1.8	1.3	11.0	1.5	1.9	22.7	3.0	16.6
1300-1400	Pro	6.4	42.4	28.2	0.2	0.7	11.1	1.6	1.5	0.0	8.0
	Ocp	1.0	1.4	1.7	1.0	8.8	1.4	1.7	15.9	0.0	19.1
1400-1500	Pro	2.0	43.1	32.8	0.3	0.3	11.9	1.2	1.4	0.0	6.9
	Ocp	1.0	1.4	1.8	1.5	8.5	1.6	1.4	18.4	0.0	16.5
1500-1600	Pro	1.4	45.9	30.1	0.4	0.5	10.0	1.2	1.8	0.1	8.7
	Ocp	1.0	1.3	1.8	10.5	4.3	1.3	1.7	9.5	2.0	20.1
1600-1700	Pro	3.1	49.2	25.0	0.4	0.7	9.5	0.4	1.6	0.0	10.1
	Ocp	1.0	1.4	2.0	1.0	9.0	1.5	2.0	11.8	0.0	19.3
1700-1800	Pro	2.4	50.6	24.6	0.0	0.3	9.0	0.2	0.9	0.0	12.0
	Ocp	1.0	1.3	2.0	0.0	10.5	1.4	1.0	24.2	0.0	22.9
1800-1900	Pro	3.2	57.1	23.4	0.5	0.2	1.9	0.5	1.4	0.0	11.9
	Ocp	1.2	1.3	2.3	1.3	20.0	1.1	1.7	19.9	0.0	27.5
1900-2000	Pro	2.2	50.2	33.3	0.0	0.4	0.6	0.6	1.4	0.0	11.4
	Ocp	1.1	1.3	1.8	0.0	12.0	1.3	1.7	19.3	0.0	19.9
2000-2100	Pro	3.4	44.0	37.2	0.0	0.8	1.3	0.3	0.3	0.0	12.8
	Ocp	1.0	1.3	1.7	0.0	6.3	1.6	1.0	25.0	0.0	12.0
2100-2200	Pro	1.6	45.0	35.2	0.0	0.3	1.3	1.0	1.3	0.1	14.3
	Ocp	1.2	1.3	2.0	0.0	4.0	1.3	1.7	6.0	1.0	10.4
2200-2300	Pro	2.5	38.3	42.9	0.0	1.3	0.4	0.0	0.0	0.5	14.0
	Ocp	1.0	1.4	1.8	0.0	4.0	2.0	0.0	0.0	1.0	10.3
16 hours	Pro	2.6	42.6	31.0	0.3	0.5	9.0	1.5	1.4	0.1	11.2
	Ocp	1.0	1.3	1.8	4.5	7.5	1.5	1.8	19.3	2.1	21.3

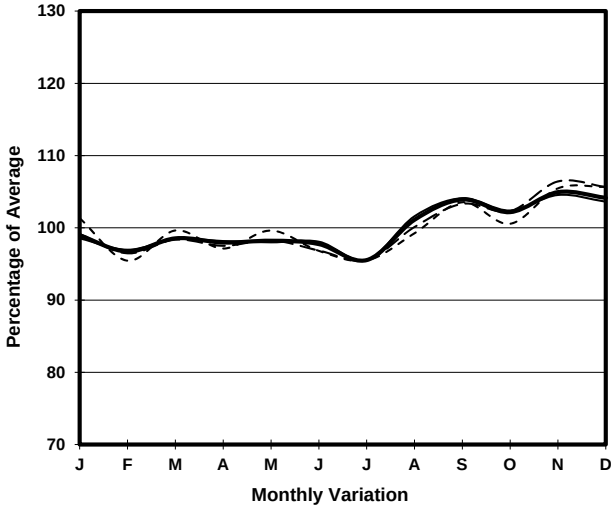
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

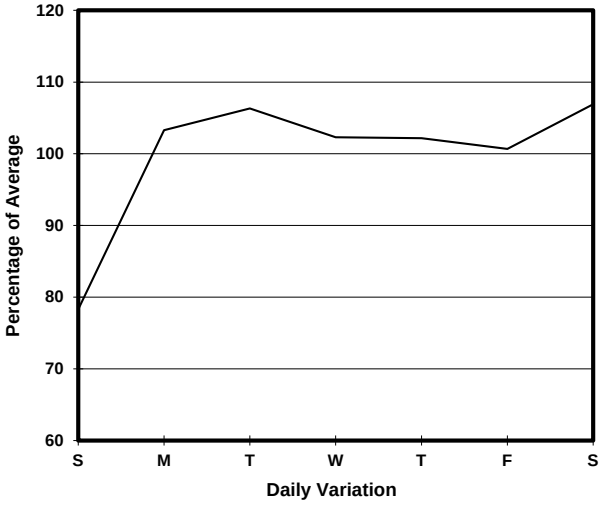
YEAR 2025 **LINK** QUEEN'S RD C (from QUEEN VICTORIA ST to BONHAM STRAND)

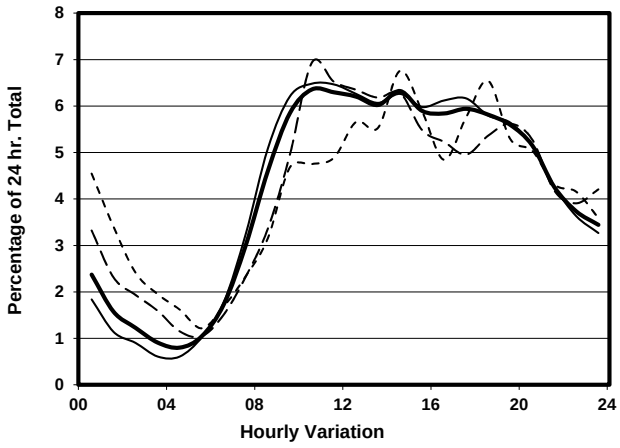
COVERAGE (B) STATION 2208
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

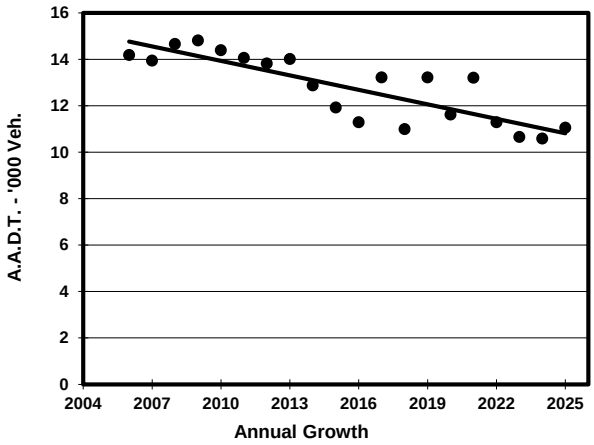


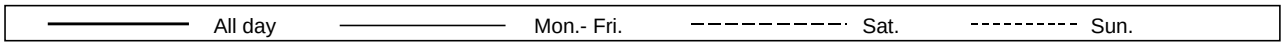
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
WEST BOUND				
A.A.D.T.	11050	11510	11960	8750
R 12 / 24 - %	68.1	70.1	63.9	60.8
R 16 / 24 - %	86.9	88.8	82.9	79.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	650	720	590	410
T - % (AM)	-	8.7	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	660	710	640	570
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-
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	2.7	21.9	39.7	0.0	2.7	20.5	1.4	1.4	0.0	9.6
	Ocp	1.0	1.0	1.4	0.0	8.0	1.2	2.0	2.0	0.0	16.7
0800-0900	Pro	2.6	37.9	36.1	0.9	0.9	11.2	3.4	0.9	0.0	6.2
	Ocp	1.0	1.2	1.4	11.0	4.0	1.5	1.3	26.0	0.0	21.8
0900-1000	Pro	1.6	38.7	37.1	0.5	0.5	12.7	4.2	0.0	0.0	4.5
	Ocp	1.0	1.2	1.3	1.0	1.0	1.2	1.5	0.0	0.0	20.1
1000-1100	Pro	4.4	45.3	30.9	0.4	0.0	12.6	2.6	0.4	0.0	3.4
Peak hour	Ocp	1.0	1.3	1.4	1.0	0.0	1.4	1.0	2.0	0.0	22.4
1100-1200	Pro	1.0	43.2	32.3	1.0	0.0	14.4	3.0	0.5	0.0	4.6
	Ocp	1.0	1.2	1.2	4.0	0.0	1.5	2.3	1.0	0.0	19.1
1200-1300	Pro	5.6	50.0	26.1	0.6	0.0	10.0	2.2	0.6	0.0	5.0
	Ocp	1.0	1.3	1.6	1.0	0.0	1.4	2.5	19.0	0.0	21.3
1300-1400	Pro	6.2	36.2	36.2	0.0	0.0	11.3	2.8	2.3	0.0	5.0
	Ocp	1.0	1.5	1.7	0.0	0.0	1.6	1.4	6.5	0.0	21.1
1400-1500	Pro	1.4	55.1	25.7	0.0	0.0	13.1	0.5	0.0	0.0	4.2
	Ocp	1.0	1.5	1.7	0.0	0.0	1.5	2.0	0.0	0.0	20.5
1500-1600	Pro	1.2	42.1	34.1	0.0	0.0	10.4	2.9	4.6	0.0	4.8
	Ocp	1.0	1.5	1.7	0.0	0.0	1.4	1.6	14.5	0.0	20.7
1600-1700	Pro	3.5	57.1	17.7	1.2	0.0	13.6	0.6	0.6	0.0	5.7
	Ocp	1.2	1.7	2.1	3.0	0.0	1.3	1.0	10.0	0.0	21.1
1700-1800	Pro	5.0	58.3	24.7	0.0	1.1	5.0	1.1	0.0	0.0	4.8
	Ocp	1.0	1.4	2.0	0.0	16.0	1.4	2.5	0.0	0.0	22.3
1800-1900	Pro	8.2	57.0	27.1	0.0	0.5	2.9	0.5	0.5	0.0	3.4
	Ocp	1.1	1.7	2.1	0.0	20.0	1.2	1.0	20.0	0.0	35.5
1900-2000	Pro	11.7	48.1	34.1	0.6	0.6	0.0	0.0	0.0	0.0	4.9
	Ocp	1.1	1.4	1.8	1.0	9.0	0.0	0.0	0.0	0.0	28.4
2000-2100	Pro	6.9	44.4	40.5	0.0	1.5	0.0	2.3	0.0	0.0	4.4
	Ocp	1.1	1.6	1.6	0.0	3.0	0.0	1.7	0.0	0.0	21.4
2100-2200	Pro	3.8	25.6	51.3	1.3	1.3	5.1	3.8	0.0	0.0	7.7
	Ocp	1.0	1.5	1.8	3.0	4.0	1.3	2.0	0.0	0.0	17.9
2200-2300	Pro	0.0	33.8	55.0	0.0	0.0	0.0	5.0	0.0	0.0	6.3
	Ocp	0.0	1.7	1.6	0.0	0.0	0.0	1.8	0.0	0.0	15.6
16 hours	Pro	4.3	45.8	32.2	0.4	0.4	9.2	2.1	0.7	0.0	4.9
	Ocp	1.0	1.4	1.6	3.2	8.4	1.4	1.7	11.7	0.0	21.7

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

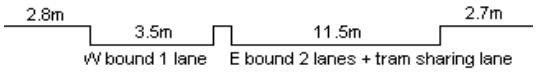
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

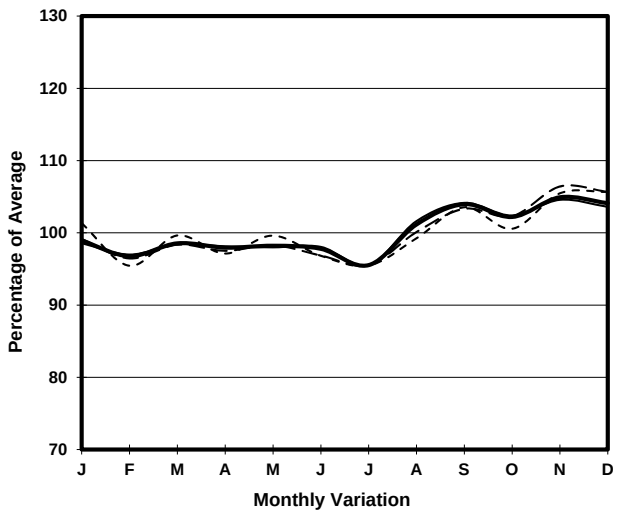
* All traffic data are collected from combined bounds

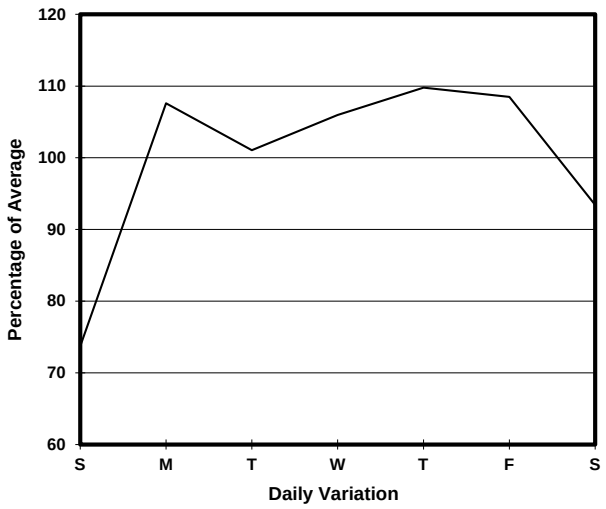
YEAR 2025 **LINK** DES VOEUX RD C (from MORRISON ST to QUEEN VICTORIA ST)

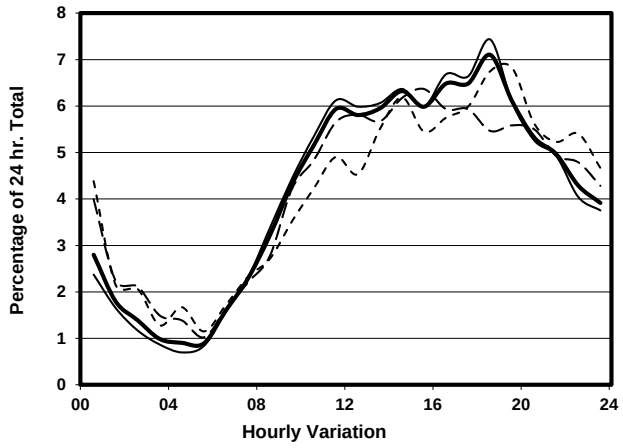
COVERAGE (B) STATION 2209
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

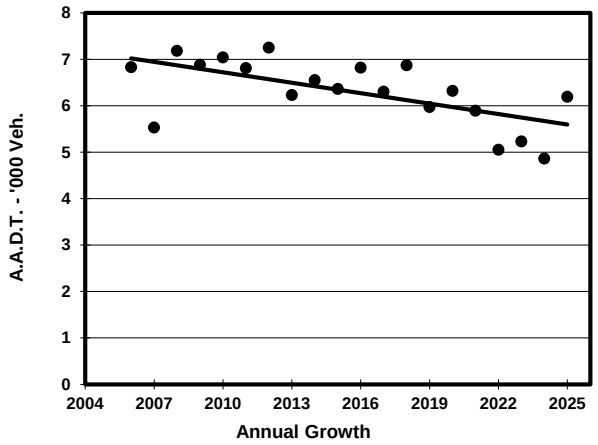


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	3920	4270	3770	2710
R 12 / 24 - %	64.7	66.7	59.4	55.5
R 16 / 24 - %	83.9	85.6	79.0	77.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	160	180	160	90
T - % (AM)	-	7.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	250	290	210	180
T - % (PM)	-	6.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
WEST BOUND				
A.A.D.T.	2270	2420	2100	1920
R 12 / 24 - %	65.6	66.8	63.9	61.1
R 16 / 24 - %	88.8	89.7	86.9	86.0
AM Peak Hour	0900-1000	0900-1000	0800-0900	0900-1000
One-way flow at AM peak hour	100	110	90	80
T - % (AM)	-	91.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	220	250	150	140
T - % (PM)	-	96.4	-	-
Prop.of commercial vehicles - 16 hr.	-	91.8	-	-

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	0.0	14.8	4.9	0.0	0.0	24.7	0.0	0.0	0.0	55.6
	Ocp	0.0	1.7	2.0	0.0	0.0	1.4	0.0	0.0	0.0	17.0
0800-0900	Pro	5.8	28.8	8.6	0.0	0.0	20.1	2.9	0.0	0.0	33.8
	Ocp	1.0	1.6	1.7	0.0	0.0	1.6	1.0	0.0	0.0	25.0
0900-1000	Pro	0.0	38.9	15.1	0.0	0.0	17.3	2.2	0.0	0.0	26.5
	Ocp	0.0	1.1	2.0	0.0	0.0	1.9	2.0	0.0	0.0	17.6
1000-1100	Pro	15.5	26.5	8.8	0.0	0.0	19.9	2.2	0.0	0.0	27.1
	Ocp	1.0	1.4	1.3	0.0	0.0	1.6	3.0	0.0	0.0	16.3
1100-1200	Pro	12.4	46.7	12.4	0.0	0.0	11.0	1.4	0.0	0.0	16.2
	Ocp	1.0	1.2	1.4	0.0	0.0	2.1	1.0	0.0	0.0	21.4
1200-1300	Pro	12.7	29.1	10.9	0.0	0.0	18.2	1.8	0.0	0.0	27.3
	Ocp	1.0	1.6	1.3	0.0	0.0	1.5	1.0	0.0	0.0	20.4
1300-1400	Pro	6.5	30.3	17.3	0.0	0.0	13.0	4.3	0.0	0.0	28.6
	Ocp	1.0	1.4	1.8	0.0	0.0	1.3	1.0	0.0	0.0	23.2
1400-1500	Pro	1.3	48.9	16.7	0.0	0.0	11.6	1.3	0.0	0.0	20.3
	Ocp	1.0	1.3	1.1	0.0	0.0	1.3	1.0	0.0	0.0	21.2
1500-1600	Pro	3.3	47.5	13.1	0.0	0.0	6.6	1.6	1.6	0.8	25.4
	Ocp	1.0	1.6	1.3	0.0	0.0	1.3	1.0	1.0	2.0	25.4
1600-1700	Pro	4.9	44.1	13.1	0.0	0.0	8.2	0.0	0.0	0.0	29.8
	Ocp	1.0	1.4	1.3	0.0	0.0	1.0	0.0	0.0	0.0	24.5
1700-1800	Pro	7.0	43.2	18.1	0.0	0.0	2.8	0.0	0.0	0.0	28.9
	Ocp	1.0	1.4	1.2	0.0	0.0	2.0	0.0	0.0	0.0	37.8
1800-1900	Pro	4.4	47.2	5.9	0.0	0.0	0.0	0.0	0.0	0.4	42.1
Peak hour	Ocp	1.0	1.4	1.3	0.0	0.0	0.0	0.0	0.0	1.0	41.6
1900-2000	Pro	17.0	40.9	8.5	0.0	0.0	0.0	0.0	0.0	0.0	33.6
	Ocp	1.0	1.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	42.4
2000-2100	Pro	7.8	19.5	41.0	0.0	0.0	2.0	2.0	0.0	0.0	27.8
	Ocp	1.0	1.2	1.0	0.0	0.0	2.0	3.0	0.0	0.0	28.2
2100-2200	Pro	7.4	24.1	37.0	0.0	0.0	1.9	0.0	0.0	0.0	29.6
	Ocp	1.0	1.3	1.1	0.0	0.0	1.0	0.0	0.0	0.0	30.0
2200-2300	Pro	2.6	25.8	31.0	0.0	0.0	2.6	0.0	0.0	0.0	38.1
	Ocp	1.0	1.3	1.1	0.0	0.0	1.0	0.0	0.0	0.0	29.0
16 hours	Pro	7.1	37.2	16.5	0.0	0.0	8.8	1.2	0.1	0.1	29.1
	Ocp	1.0	1.4	1.2	0.0	0.0	1.5	1.5	1.0	1.7	28.1

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

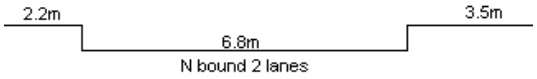
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

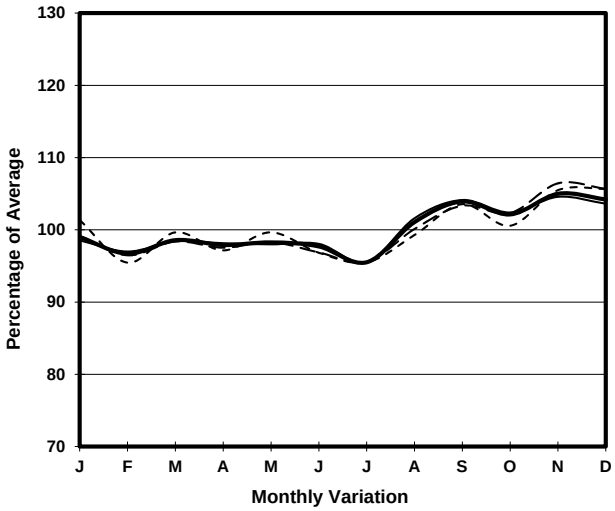
* All traffic data are collected from combined bounds

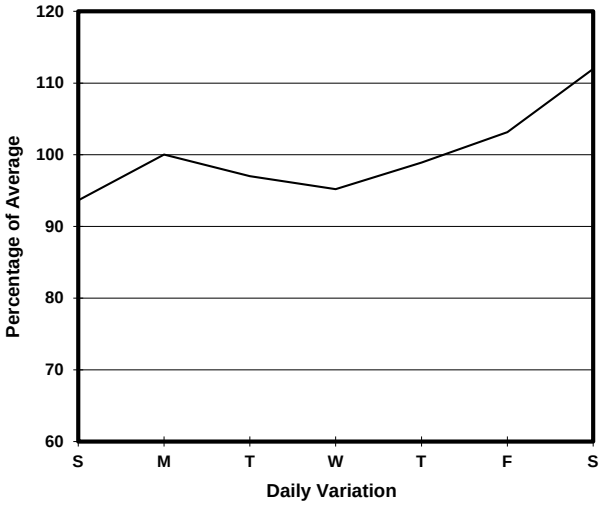
YEAR 2025 **LINK** WYNDHAM ST (from QUEEN'S RD C to LOWER ALBERT RD)

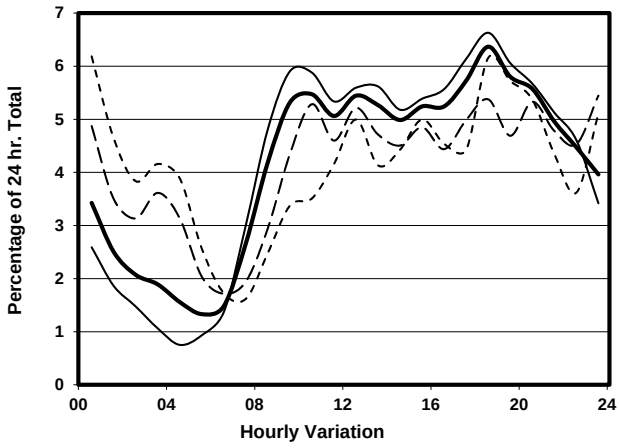
COVERAGE (B) STATION 2210
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

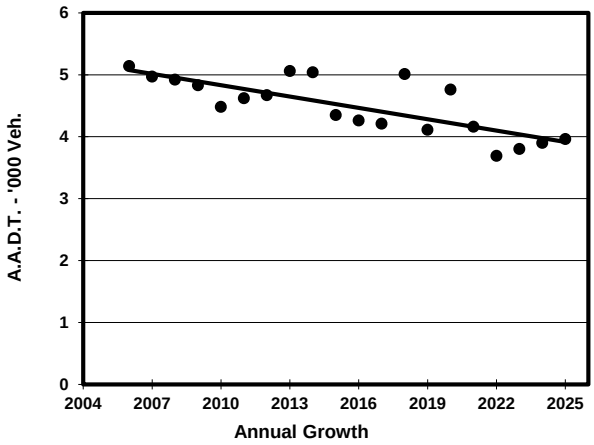


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	3960	3920	4450	3720
R 12 / 24 - %	61.0	65.1	53.2	48.8
R 16 / 24 - %	81.8	86.5	72.5	67.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	210	230	190	130
T - % (AM)	-	2.0	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	250	260	240	230
T - % (PM)	-	-	-	-
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	5.6	27.8	22.2	0.0	0.0	44.4	0.0	0.0	0.0	0.0
	Ocp	1.0	2.2	1.5	0.0	0.0	1.4	0.0	0.0	0.0	0.0
0800-0900	Pro	0.0	45.7	37.1	0.0	0.0	14.3	2.9	0.0	0.0	0.0
	Ocp	0.0	1.6	1.8	0.0	0.0	1.2	2.0	0.0	0.0	0.0
0900-1000	Pro	6.1	57.1	26.5	0.0	0.0	8.2	2.0	0.0	0.0	0.0
	Ocp	1.0	1.6	2.2	0.0	0.0	1.3	1.0	0.0	0.0	0.0
1000-1100	Pro	13.5	53.8	23.1	0.0	0.0	7.7	1.9	0.0	0.0	0.0
	Ocp	1.0	1.5	1.8	0.0	0.0	1.0	1.0	0.0	0.0	0.0
1100-1200	Pro	12.5	66.7	14.6	0.0	0.0	6.3	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.3	0.0	0.0	1.7	0.0	0.0	0.0	0.0
1200-1300	Pro	14.1	62.5	17.2	0.0	0.0	3.1	3.1	0.0	0.0	0.0
	Ocp	1.1	1.6	1.5	0.0	0.0	2.0	1.0	0.0	0.0	0.0
1300-1400	Pro	10.3	58.6	10.3	0.0	0.0	15.5	5.2	0.0	0.0	0.0
	Ocp	1.0	1.5	1.3	0.0	0.0	1.6	1.3	0.0	0.0	0.0
1400-1500	Pro	3.4	62.1	20.7	0.0	0.0	13.8	0.0	0.0	0.0	0.0
	Ocp	1.0	1.6	1.6	0.0	0.0	1.1	0.0	0.0	0.0	0.0
1500-1600	Pro	11.6	48.8	27.9	0.0	0.0	11.6	0.0	0.0	0.0	0.0
	Ocp	1.0	1.7	1.7	0.0	0.0	1.0	0.0	0.0	0.0	0.0
1600-1700	Pro	10.6	48.9	29.8	0.0	0.0	10.6	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.5	0.0	0.0	1.8	0.0	0.0	0.0	0.0
1700-1800	Pro	12.5	50.0	27.5	0.0	0.0	5.0	5.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.7	0.0	0.0	1.0	2.0	0.0	0.0	0.0
1800-1900	Pro	7.3	41.8	50.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak hour	Ocp	1.3	1.8	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1900-2000	Pro	13.0	46.8	35.1	0.0	0.0	3.9	1.3	0.0	0.0	0.0
	Ocp	1.0	1.5	1.5	0.0	0.0	1.0	1.0	0.0	0.0	0.0
2000-2100	Pro	0.0	42.2	51.6	0.0	0.0	4.7	1.6	0.0	0.0	0.0
	Ocp	0.0	1.7	1.2	0.0	0.0	1.7	1.0	0.0	0.0	0.0
2100-2200	Pro	13.0	40.6	43.5	0.0	0.0	2.9	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.7	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2200-2300	Pro	8.0	44.0	42.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.6	1.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0
16 hours	Pro	9.2	50.7	30.7	0.0	0.0	8.0	1.5	0.0	0.0	0.0
	Ocp	1.0	1.6	1.6	0.0	0.0	1.3	1.3	0.0	0.0	0.0

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

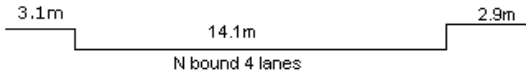
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

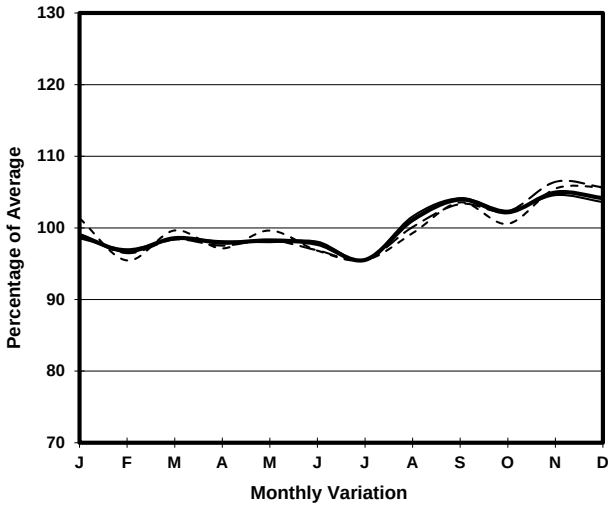
* All traffic data are collected from combined bounds

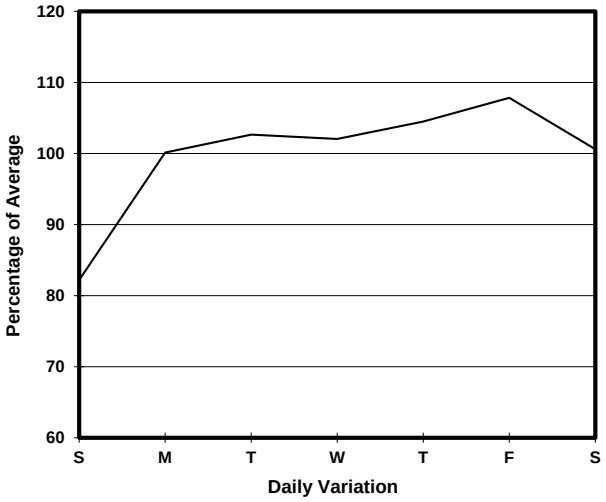
YEAR 2025 **LINK** GARDEN RD (from DES VOEUX RD C to UPPER ALBERT RD)

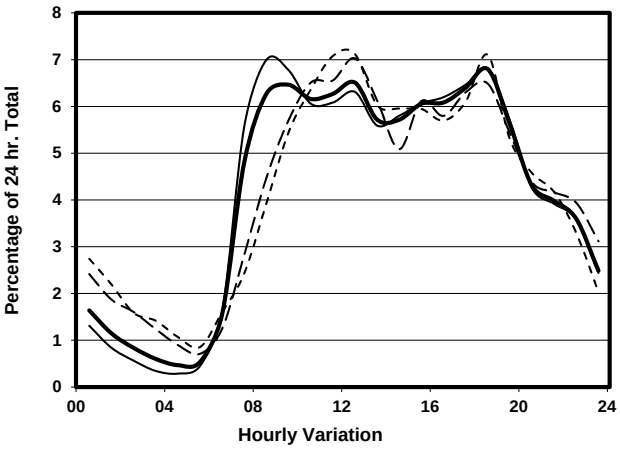
COVERAGE (B) STATION 2211
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

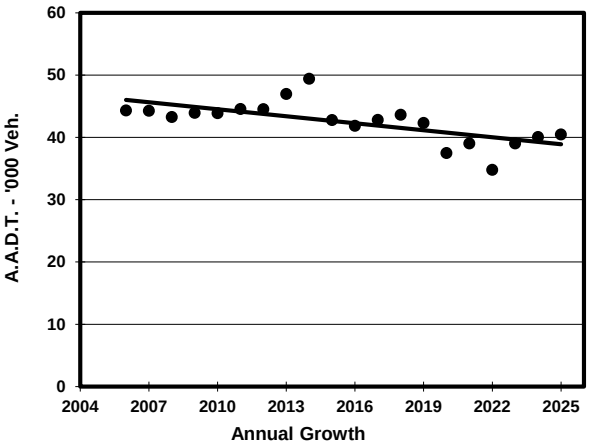


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	40460	42250	41160	33590
R 12 / 24 - %	73.2	74.7	69.0	69.2
R 16 / 24 - %	90.7	92.2	86.9	86.5
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2620	2960	2350	1830
T - % (AM)	-	5.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	2750	2880	2670	2390
T - % (PM)	-	2.0	-	-
Prop.of commercial vehicles - 16 hr.	-	3.7	-	-
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	2.8	43.5	34.5	3.1	3.1	3.1	0.9	6.6	0.8	1.8
	Ocp	1.1	1.6	1.9	6.0	8.2	1.2	1.5	7.5	8.7	15.5
0800-0900	Pro	1.0	57.5	32.1	0.6	1.3	1.9	0.2	4.2	0.4	0.8
Peak hour	Ocp	1.3	1.4	2.0	1.0	13.8	1.4	1.0	6.1	13.8	36.7
0900-1000	Pro	0.8	56.6	32.2	0.3	1.4	5.9	0.1	1.8	0.2	0.7
	Ocp	1.2	1.5	1.8	8.0	13.5	1.3	1.0	11.6	12.4	44.3
1000-1100	Pro	1.5	54.4	26.4	0.3	1.2	12.7	0.7	1.8	0.3	0.7
	Ocp	1.1	1.4	1.8	9.0	12.7	1.5	1.5	6.9	15.0	30.3
1100-1200	Pro	1.9	56.3	27.4	0.0	1.2	10.7	0.4	1.2	0.3	0.6
	Ocp	1.0	1.4	1.8	0.0	10.3	1.5	2.0	6.0	14.7	31.4
1200-1300	Pro	2.1	54.8	29.9	0.7	0.6	9.4	0.3	1.3	0.3	0.6
	Ocp	1.1	1.6	1.8	3.4	11.3	1.6	1.0	4.6	15.4	34.6
1300-1400	Pro	3.7	47.3	37.6	0.6	1.2	6.4	0.8	1.0	0.4	1.0
	Ocp	1.0	1.5	1.9	5.0	14.2	1.8	1.5	9.0	13.1	21.2
1400-1500	Pro	1.8	59.7	30.7	0.2	0.9	4.6	0.4	0.7	0.3	0.8
	Ocp	1.2	1.4	1.7	11.0	10.2	1.4	1.0	2.5	15.0	27.4
1500-1600	Pro	2.7	51.6	28.4	0.7	1.7	7.5	0.2	6.3	0.3	0.7
	Ocp	1.0	1.5	1.7	12.5	8.1	1.2	2.0	16.7	19.2	36.5
1600-1700	Pro	2.1	61.0	25.8	0.5	0.8	5.0	0.2	3.7	0.2	0.8
	Ocp	1.2	1.4	1.8	3.3	14.8	1.5	1.0	13.7	23.8	52.9
1700-1800	Pro	2.6	56.0	33.4	0.3	1.7	2.6	0.2	2.6	0.2	0.5
	Ocp	1.1	1.4	1.9	6.5	13.7	1.4	1.0	8.4	23.0	72.7
1800-1900	Pro	1.3	58.0	35.2	0.1	1.0	2.3	0.1	1.1	0.3	0.5
	Ocp	1.0	1.3	1.6	1.0	14.3	1.6	2.0	8.0	24.3	43.7
1900-2000	Pro	2.1	53.5	41.7	0.2	0.8	0.2	0.2	0.6	0.2	0.6
	Ocp	1.0	1.4	1.5	1.0	13.6	1.0	1.0	11.8	11.6	29.3
2000-2100	Pro	5.4	44.6	45.9	0.0	1.3	0.4	0.0	0.9	0.3	1.1
	Ocp	1.0	1.4	1.6	0.0	8.0	1.0	0.0	2.0	8.8	13.7
2100-2200	Pro	3.4	40.4	53.3	0.0	0.3	0.5	0.0	1.1	0.3	0.7
	Ocp	1.1	1.4	1.6	0.0	3.0	2.0	0.0	12.5	9.0	8.3
2200-2300	Pro	1.3	44.8	51.1	0.0	0.3	0.9	0.0	0.3	0.3	0.9
	Ocp	1.3	1.4	1.6	0.0	3.0	1.3	0.0	1.0	6.0	8.6
16 hours	Pro	2.2	53.6	34.1	0.5	1.2	4.9	0.3	2.3	0.3	0.8
	Ocp	1.1	1.4	1.7	5.7	11.5	1.5	1.4	9.8	14.4	31.4

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

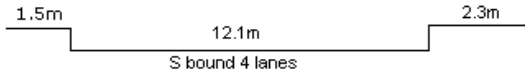
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

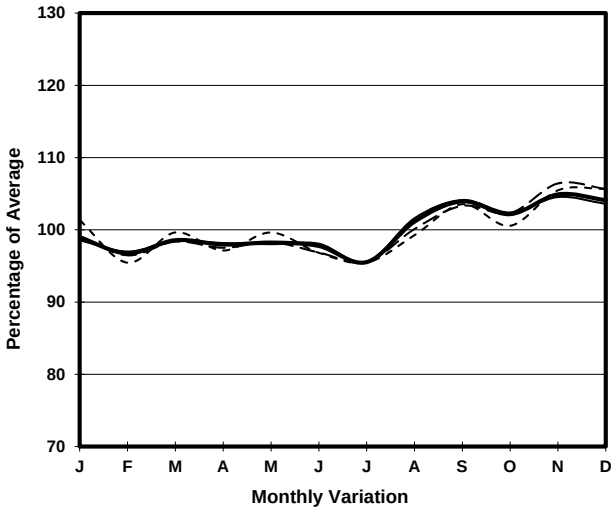
* All traffic data are collected from combined bounds

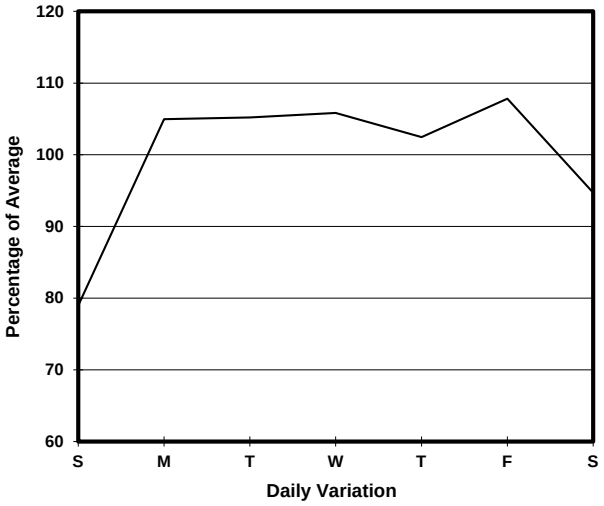
YEAR 2025 **LINK** COTTON TREE DRIVE (from QUEENSWAY to SLIP RD TO KENNEDY RD)

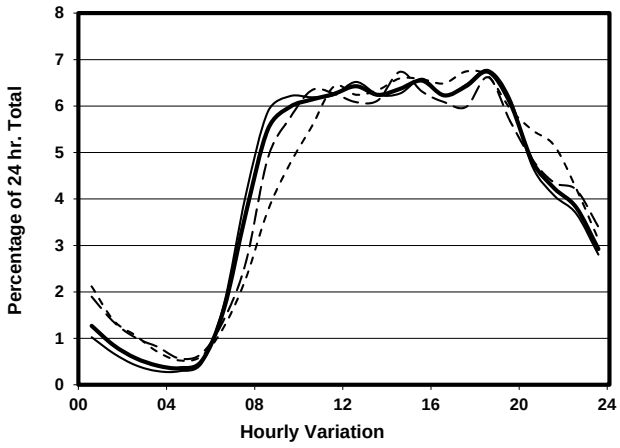
COVERAGE (B) STATION 2212
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

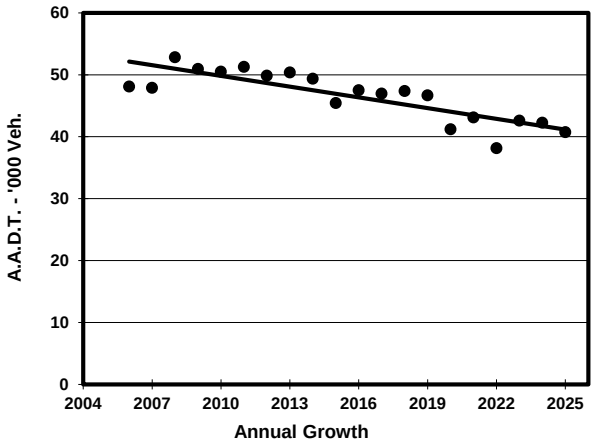


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	40730	43360	39070	32540
R 12 / 24 - %	72.5	73.7	69.8	68.4
R 16 / 24 - %	91.5	92.3	88.9	89.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	2440	2690	2240	1550
T - % (AM)	-	4.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2740	2940	2590	2200
T - % (PM)	-	2.0	-	-
Prop.of commercial vehicles - 16 hr.	-	2.5	-	-
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

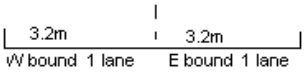
4. Vehicle classification and occupancy - Monday to Friday

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	3.7	40.4	37.4	3.7	4.3	4.3	1.1	3.7	0.8	0.8
	Ocp	1.1	1.3	2.2	7.5	15.5	1.4	1.2	22.4	31.8	65.7
0800-0900	Pro	1.8	53.4	32.2	3.4	2.7	3.9	1.0	1.0	0.4	0.3
	Ocp	1.0	1.2	1.9	4.8	14.6	1.9	1.4	18.9	31.4	57.6
0900-1000	Pro	1.1	51.4	30.1	2.0	1.9	9.4	2.2	1.5	0.1	0.3
	Ocp	1.0	1.2	1.8	3.1	13.4	1.7	1.4	8.2	42.0	55.6
1000-1100	Pro	3.1	48.3	28.8	1.7	2.0	12.8	1.9	0.7	0.3	0.4
	Ocp	1.0	1.3	1.8	3.6	10.0	1.5	1.5	3.0	7.3	23.8
1100-1200	Pro	6.8	51.4	26.9	2.2	1.2	9.0	1.2	0.8	0.2	0.4
	Ocp	1.0	1.3	1.8	2.7	7.4	1.5	2.1	1.2	11.0	33.0
1200-1300	Pro	6.1	54.8	27.8	2.7	1.3	5.3	0.7	0.7	0.2	0.4
	Ocp	1.0	1.4	1.8	5.5	13.7	1.5	1.6	4.4	13.0	37.5
1300-1400	Pro	4.2	50.8	32.7	1.3	2.0	6.5	1.1	0.7	0.3	0.5
	Ocp	1.0	1.4	1.8	3.9	12.3	1.5	2.0	1.0	17.3	41.2
1400-1500	Pro	3.3	50.0	31.1	2.9	2.1	7.8	1.3	1.0	0.2	0.5
	Ocp	1.0	1.3	2.1	4.2	13.1	1.8	1.5	3.0	14.5	38.1
1500-1600	Pro	3.3	55.4	28.5	4.0	1.4	5.4	0.5	0.8	0.2	0.5
	Ocp	1.0	1.4	2.0	4.2	10.6	1.5	1.7	14.2	17.0	38.6
1600-1700	Pro	1.2	63.3	25.4	3.2	1.7	2.5	0.3	1.5	0.3	0.6
	Ocp	1.0	1.4	2.0	4.6	12.7	1.5	2.0	9.8	16.5	47.0
1700-1800	Pro	4.6	57.1	32.2	2.3	1.8	0.9	0.2	0.3	0.2	0.4
	Ocp	1.0	1.4	2.0	2.9	15.3	1.7	1.0	2.5	13.0	55.2
1800-1900	Pro	2.6	58.4	32.6	1.9	2.2	0.3	0.1	1.3	0.2	0.4
Peak hour	Ocp	1.0	1.2	2.0	5.0	16.9	1.0	1.0	9.2	21.3	57.5
1900-2000	Pro	3.9	53.9	36.5	2.2	1.5	1.0	0.1	0.1	0.2	0.4
	Ocp	1.0	1.2	2.0	6.8	14.3	1.3	1.0	24.0	14.6	46.0
2000-2100	Pro	6.2	45.9	42.9	1.5	1.3	0.9	0.6	0.0	0.2	0.6
	Ocp	1.0	1.2	2.0	6.0	11.0	1.0	1.0	0.0	11.0	23.6
2100-2200	Pro	3.0	51.1	42.4	0.2	1.4	0.9	0.0	0.0	0.2	0.7
	Ocp	1.1	1.5	2.0	6.0	15.7	1.0	0.0	0.0	6.8	26.9
2200-2300	Pro	2.4	59.1	35.1	0.3	1.8	0.3	0.0	0.0	0.3	0.8
	Ocp	1.3	1.6	1.9	1.0	13.7	1.0	0.0	0.0	5.5	19.7
16 hours	Pro	3.6	53.0	32.1	2.3	1.9	4.6	0.8	0.9	0.3	0.5
	Ocp	1.0	1.3	1.9	4.7	13.5	1.6	1.5	11.0	18.8	41.9

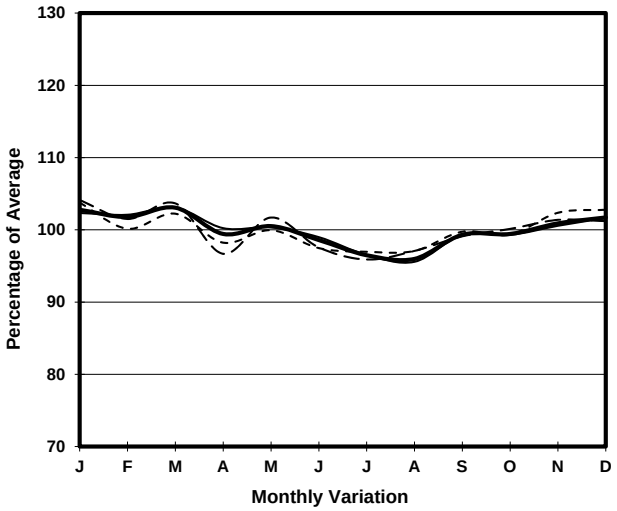
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

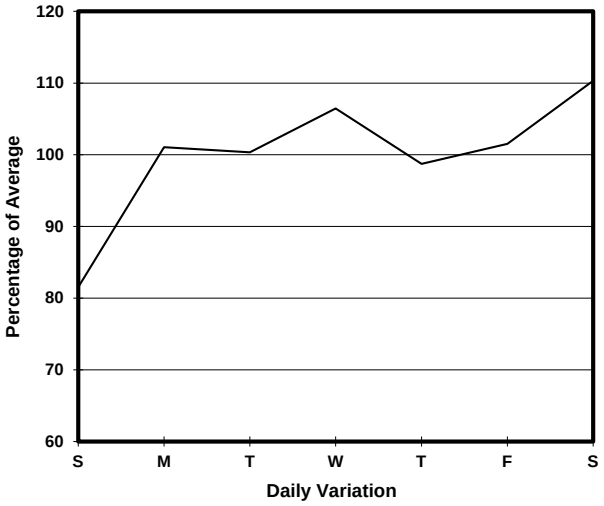
YEAR 2025 **LINK** KENNEDY RD (from MACDONNELL RD to QUEEN'S RD E)

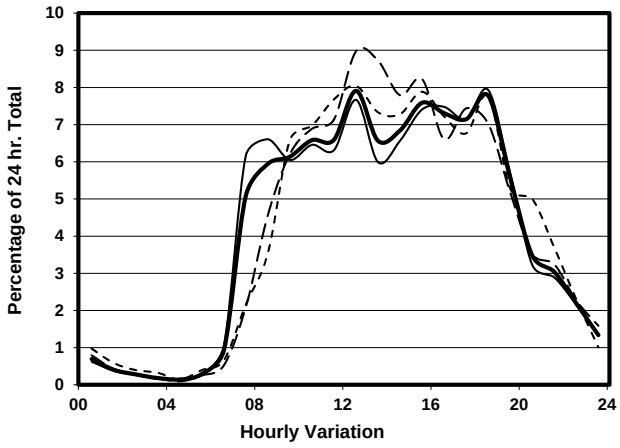
COVERAGE (B) STATION 2213
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

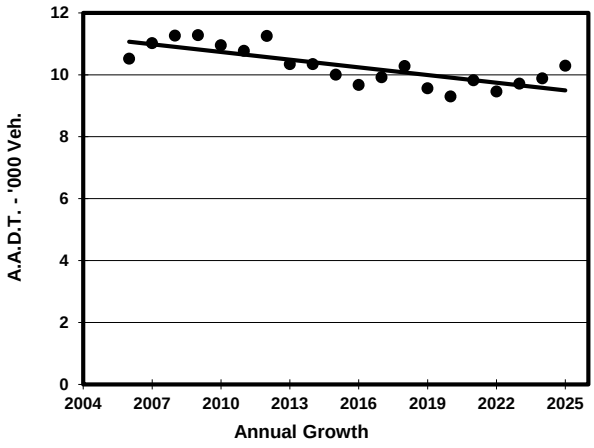


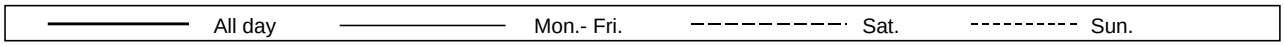
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	7380	7570	8460	5900
R 12 / 24 - %	82.8	82.9	83.5	80.5
R 16 / 24 - %	96.1	96.2	96.2	95.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	450	520	550	380
T - % (AM)	-	5.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	600	630	640	480
T - % (PM)	-	1.8	-	-
Prop.of commercial vehicles - 16 hr.	-	2.2	-	-
WEST BOUND				
A.A.D.T.	2910	2980	3010	2580
R 12 / 24 - %	78.2	78.8	76.7	76.4
R 16 / 24 - %	94.7	94.6	95.1	95.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	180	190	170	180
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1600-1700
One-way flow at PM peak hour	210	210	220	190
T - % (PM)	-	5.3	-	-
Prop.of commercial vehicles - 16 hr.	-	2.5	-	-

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	41.3	43.8	7.5	1.3	0.0	0.0	6.3	0.0	0.0
	Ocp	0.0	1.7	1.5	6.7	6.0	0.0	0.0	18.6	0.0	0.0
0800-0900	Pro	0.0	78.7	11.3	2.7	2.0	1.3	1.3	2.7	0.0	0.0
	Ocp	0.0	1.3	1.6	7.3	5.7	1.0	1.0	3.3	0.0	0.0
0900-1000	Pro	5.5	56.4	22.7	0.0	2.7	11.8	0.9	0.0	0.0	0.0
	Ocp	1.0	1.3	1.4	0.0	5.7	1.2	1.0	0.0	0.0	0.0
1000-1100	Pro	1.8	52.1	23.3	2.5	1.8	16.0	2.5	0.0	0.0	0.0
	Ocp	1.0	1.3	1.7	2.8	5.0	1.6	1.8	0.0	0.0	0.0
1100-1200	Pro	3.2	57.5	30.7	0.8	1.6	3.9	1.6	0.8	0.0	0.0
	Ocp	1.0	1.4	2.0	1.0	6.0	1.4	1.0	1.0	0.0	0.0
1200-1300	Pro	6.2	62.1	21.4	4.1	0.7	2.8	1.4	1.4	0.0	0.0
	Ocp	1.0	1.5	1.8	2.7	3.0	1.3	1.0	7.0	0.0	0.0
1300-1400	Pro	11.9	53.4	29.7	0.0	0.0	4.2	0.0	0.8	0.0	0.0
	Ocp	1.0	1.5	1.6	0.0	0.0	1.2	0.0	1.0	0.0	0.0
1400-1500	Pro	0.7	60.3	31.2	0.0	0.0	5.7	0.7	1.4	0.0	0.0
	Ocp	1.0	1.2	1.6	0.0	0.0	1.3	1.0	4.0	0.0	0.0
1500-1600	Pro	1.3	57.2	28.3	3.3	0.7	3.9	0.0	5.3	0.0	0.0
	Ocp	1.0	1.1	2.1	4.2	10.0	1.7	0.0	10.9	0.0	0.0
1600-1700	Pro	2.4	68.5	17.0	1.8	1.2	6.7	0.0	2.4	0.0	0.0
	Ocp	1.0	1.3	1.6	2.0	10.0	1.5	0.0	13.5	0.0	0.0
1700-1800	Pro	1.6	63.0	28.3	1.6	1.6	2.4	0.8	0.8	0.0	0.0
	Ocp	1.0	1.5	1.9	4.0	14.5	1.3	2.0	1.0	0.0	0.0
1800-1900	Pro	2.4	63.5	27.1	0.0	1.2	4.1	0.6	1.2	0.0	0.0
Peak hour	Ocp	1.0	1.4	1.7	0.0	7.0	1.0	1.0	1.0	0.0	0.0
1900-2000	Pro	5.0	61.2	31.4	0.0	1.7	0.8	0.0	0.0	0.0	0.0
	Ocp	1.0	1.2	1.8	0.0	10.5	2.0	0.0	0.0	0.0	0.0
2000-2100	Pro	10.4	60.4	25.0	0.0	2.1	0.0	0.0	2.1	0.0	0.0
	Ocp	1.1	1.2	1.8	0.0	3.0	0.0	0.0	10.5	0.0	0.0
2100-2200	Pro	9.1	55.7	34.1	0.0	1.1	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0
2200-2300	Pro	0.0	62.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	0.0	1.2	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 hours	Pro	3.6	60.4	26.3	1.6	1.3	4.5	0.7	1.6	0.0	0.0
	Ocp	1.0	1.3	1.7	4.3	6.9	1.4	1.3	9.2	0.0	0.0

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

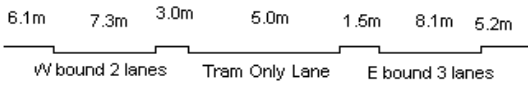
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

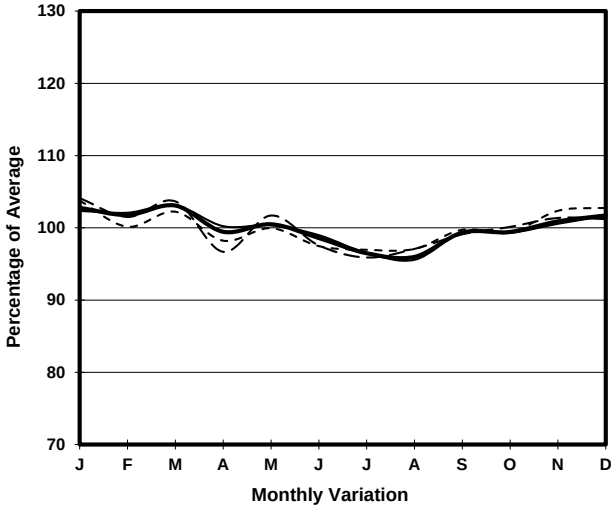
* All traffic data are collected from combined bounds

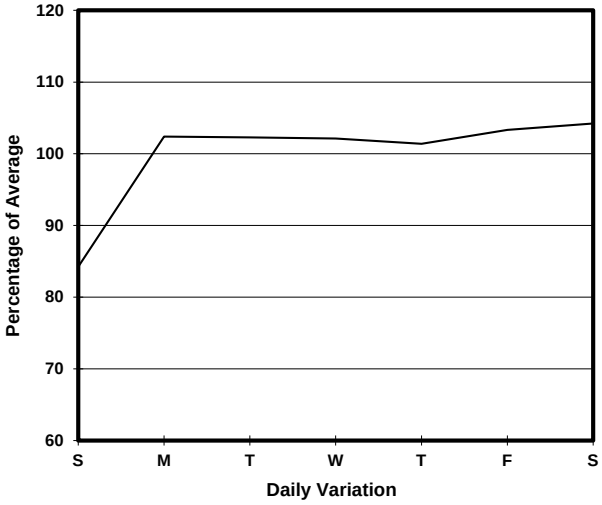
YEAR 2025 **LINK** CAUSEWAY RD (from SHELTER ST to HING FAT ST)

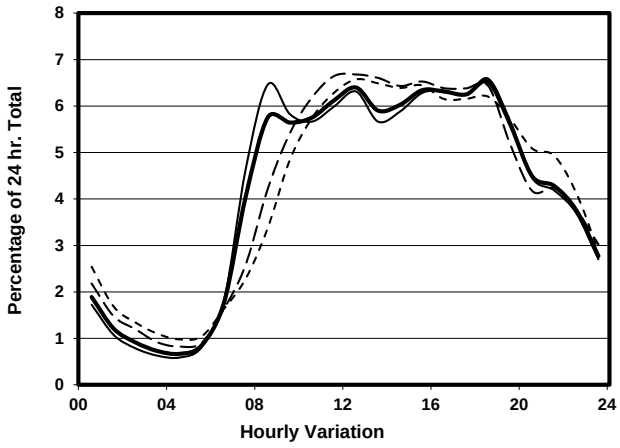
COVERAGE (B) STATION 2214
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

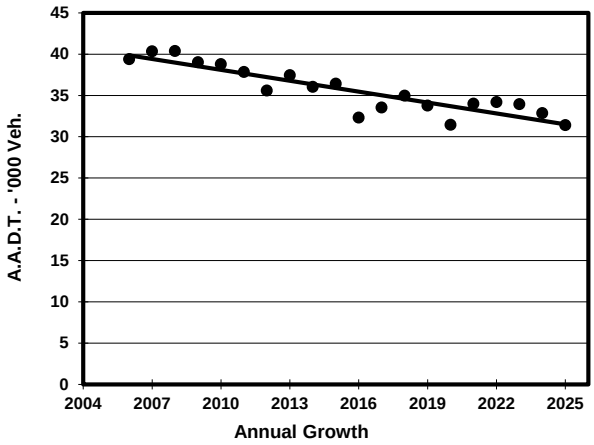


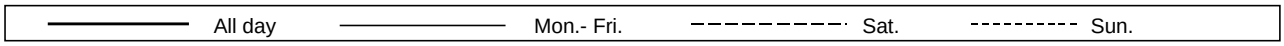
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	21260	21760	22410	18810
R 12 / 24 - %	69.0	69.8	67.9	65.3
R 16 / 24 - %	88.2	88.9	86.6	86.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1180	1360	1150	870
T - % (AM)	-	21.3	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	1330	1360	1430	1160
T - % (PM)	-	18.5	-	-
Prop.of commercial vehicles - 16 hr.	-	20.6	-	-
WEST BOUND				
A.A.D.T.	10140	10630	10640	7900
R 12 / 24 - %	75.5	76.1	76.1	71.0
R 16 / 24 - %	91.4	91.9	90.6	88.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	640	740	640	430
T - % (AM)	-	16.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	740	790	720	550
T - % (PM)	-	13.4	-	-
Prop.of commercial vehicles - 16 hr.	-	21.8	-	-

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	2.6	24.3	26.5	5.6	5.2	2.6	3.5	6.9	0.2	22.6
	Ocp	1.0	1.6	2.0	4.8	4.8	1.5	1.3	4.6	10.5	32.2
0800-0900	Pro	0.4	56.6	18.2	1.3	1.7	2.6	2.6	2.1	0.1	14.5
	Ocp	1.0	1.5	1.8	6.0	5.1	1.4	1.1	6.6	2.0	31.1
0900-1000	Pro	1.7	44.3	21.6	0.0	2.8	7.2	2.5	1.9	0.1	18.1
	Ocp	1.0	1.5	1.8	0.0	4.2	1.3	1.7	3.1	10.0	23.3
1000-1100	Pro	1.0	36.3	23.4	0.3	1.8	13.9	6.7	1.5	0.0	15.1
	Ocp	1.0	1.4	1.5	5.0	2.7	1.3	1.5	3.7	0.0	18.3
1100-1200	Pro	0.3	47.3	17.4	1.1	1.3	11.5	3.7	2.1	0.1	15.3
	Ocp	1.0	1.4	1.7	2.3	2.8	1.4	1.2	2.4	2.0	21.6
1200-1300	Pro	0.5	44.5	26.0	3.3	0.5	6.3	3.0	1.8	0.1	14.0
	Ocp	1.0	1.5	1.9	3.0	4.5	1.3	1.5	2.6	1.0	23.4
1300-1400	Pro	1.7	40.5	21.3	1.7	3.5	8.2	4.1	2.0	0.0	17.0
	Ocp	1.0	1.6	1.7	1.3	2.4	1.5	1.4	2.9	0.0	25.6
1400-1500	Pro	0.3	37.9	24.1	1.4	2.5	10.5	3.0	1.7	0.1	18.5
	Ocp	2.0	1.5	1.9	3.6	2.8	1.3	1.4	1.2	2.0	24.7
1500-1600	Pro	0.8	39.4	26.5	5.7	2.1	5.9	2.3	3.6	0.1	13.8
	Ocp	1.3	1.5	1.7	6.6	4.4	1.6	1.6	7.4	3.0	24.5
1600-1700	Pro	2.4	52.8	15.7	4.0	1.4	5.0	2.4	0.7	0.1	15.5
	Ocp	1.2	1.4	1.9	8.1	6.2	1.2	1.4	9.0	4.0	32.1
1700-1800	Pro	1.1	49.4	22.0	1.3	1.1	3.2	0.8	1.6	0.0	19.5
	Ocp	1.0	1.5	2.0	2.4	4.8	1.1	1.0	3.5	0.0	37.0
1800-1900	Pro	1.2	60.7	19.0	0.2	1.4	1.2	0.5	0.7	0.0	15.1
Peak hour	Ocp	1.0	1.5	2.2	3.0	4.7	1.0	1.5	5.0	0.0	45.8
1900-2000	Pro	2.6	58.4	20.1	0.7	1.4	0.7	0.0	0.2	0.0	15.9
	Ocp	1.1	1.5	1.9	3.3	5.5	2.0	0.0	1.0	0.0	30.2
2000-2100	Pro	1.8	44.0	27.6	0.0	1.8	0.7	0.4	0.0	0.0	23.6
	Ocp	1.0	1.8	1.8	0.0	4.8	1.5	1.0	0.0	0.0	26.9
2100-2200	Pro	1.9	47.9	21.4	0.8	2.7	1.9	0.8	0.8	0.0	21.7
	Ocp	1.0	1.5	1.7	1.5	4.4	1.2	1.0	1.0	0.0	25.1
2200-2300	Pro	1.3	49.5	23.5	0.0	2.9	2.5	0.8	0.4	0.0	19.1
	Ocp	1.3	1.7	2.2	0.0	1.3	1.5	1.0	1.0	0.0	28.8
16 hours	Pro	1.3	46.8	21.8	1.7	2.0	5.4	2.4	1.7	0.1	17.0
	Ocp	1.1	1.5	1.9	5.0	4.0	1.4	1.4	4.3	5.0	28.4

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

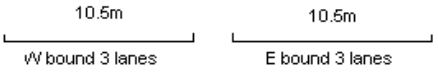
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

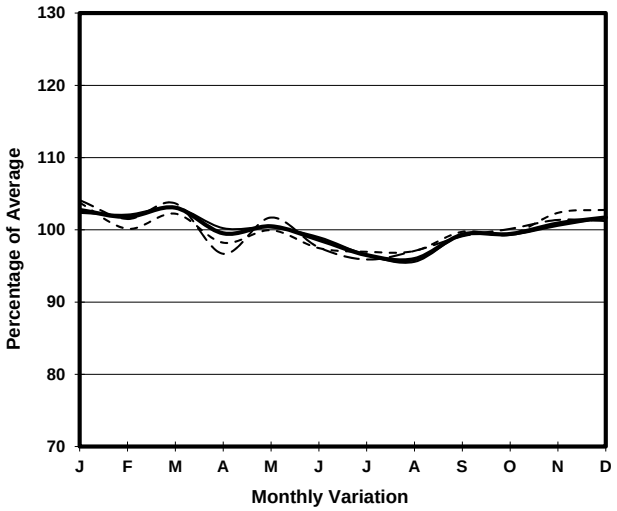
* All traffic data are collected from combined bounds

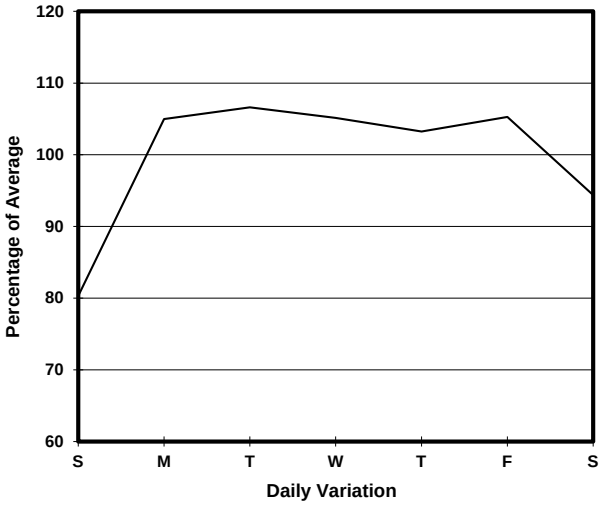
YEAR 2025 **LINK** ISLAND EASTERN CORRIDOR (from NAM ON LANE to WING TAI RD INT)

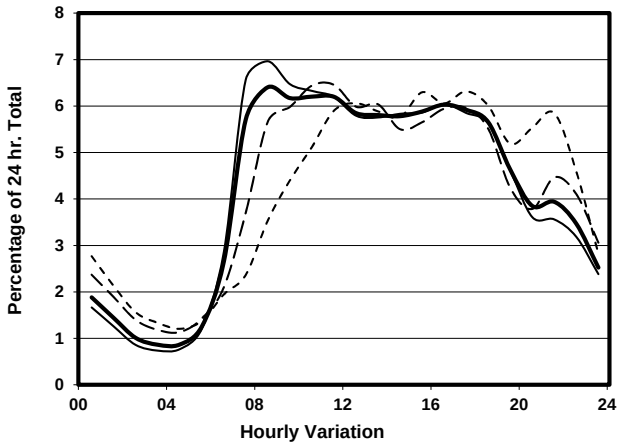
COVERAGE (B) STATION 2215
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

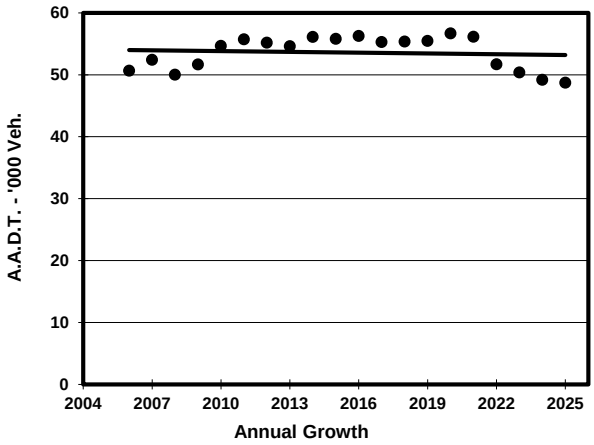


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	24510	25920	23750	20120
R 12 / 24 - %	69.6	71.4	66.8	61.1
R 16 / 24 - %	87.5	88.4	85.0	84.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	1490	1680	1360	750
T - % (AM)	-	16.4	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	1510	1590	1480	1260
T - % (PM)	-	13.8	-	-
Prop.of commercial vehicles - 16 hr.	-	13.1	-	-
WEST BOUND				
A.A.D.T.	24210	25810	22790	19480
R 12 / 24 - %	73.7	75.2	70.9	66.4
R 16 / 24 - %	87.5	88.2	85.9	85.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1750	2040	1430	990
T - % (AM)	-	15.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1470	1550	1400	1240
T - % (PM)	-	14.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.0	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

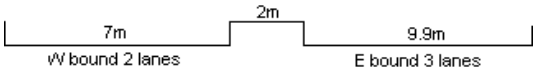
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	6.3	36.6	20.5	3.3	0.2	16.8	6.3	4.7	0.0	5.3
	Ocp	1.1	1.4	1.9	6.9	1.0	1.3	1.4	15.1	0.0	32.2
0800-0900	Pro	2.2	39.0	21.3	1.5	0.0	22.4	5.7	2.7	0.0	5.1
Peak hour	Ocp	1.1	1.2	1.8	5.1	0.0	1.3	1.0	11.4	0.0	34.6
0900-1000	Pro	2.0	46.5	14.6	3.8	0.0	18.3	8.4	1.0	0.1	5.5
	Ocp	1.0	1.3	1.8	1.4	0.0	1.5	1.3	4.6	1.0	15.3
1000-1100	Pro	1.9	39.7	13.7	0.6	0.0	28.4	11.2	0.9	0.1	3.6
	Ocp	1.0	1.4	1.5	2.5	0.0	1.3	1.3	2.3	1.0	18.7
1100-1200	Pro	1.2	31.3	19.2	1.4	0.8	31.2	11.1	1.4	0.0	2.5
	Ocp	1.0	1.3	1.4	1.4	1.2	1.3	1.3	12.9	0.0	25.4
1200-1300	Pro	2.9	47.4	14.6	3.3	1.3	18.3	5.5	3.8	0.0	2.9
	Ocp	1.0	1.3	1.4	3.9	2.3	1.4	1.3	3.7	0.0	29.0
1300-1400	Pro	1.3	37.4	16.6	2.9	0.0	27.1	9.7	1.9	0.1	3.0
	Ocp	1.1	1.2	1.5	1.6	0.0	1.4	1.3	7.1	1.0	27.7
1400-1500	Pro	2.5	46.0	14.0	1.8	0.0	23.0	7.1	2.6	0.0	3.0
	Ocp	1.1	1.3	1.4	1.8	0.0	1.3	1.3	7.8	0.0	23.2
1500-1600	Pro	3.8	38.5	17.7	1.9	0.5	23.5	8.5	1.9	0.0	3.7
	Ocp	1.0	1.3	1.4	7.3	1.7	1.3	1.4	13.8	0.0	19.2
1600-1700	Pro	2.0	47.2	19.3	2.4	0.6	16.3	5.3	2.5	0.0	4.3
	Ocp	1.0	1.1	1.2	2.3	1.0	1.3	1.1	7.8	0.0	25.0
1700-1800	Pro	6.0	46.6	15.1	2.5	0.2	17.6	5.5	1.8	0.0	4.8
	Ocp	1.1	1.3	1.5	1.7	8.0	1.2	1.2	2.8	0.0	30.5
1800-1900	Pro	4.3	62.6	17.0	0.2	0.3	8.9	1.7	0.9	0.0	4.1
	Ocp	1.0	1.2	1.8	1.0	17.0	1.4	1.3	22.0	0.0	48.8
1900-2000	Pro	5.0	58.9	19.6	0.5	0.0	5.7	1.9	2.1	0.1	6.3
	Ocp	1.1	1.3	1.7	1.0	0.0	1.2	1.3	1.6	1.0	34.0
2000-2100	Pro	5.3	59.5	22.6	0.2	0.2	2.9	1.7	0.7	0.1	6.6
	Ocp	1.0	1.2	1.5	1.0	1.0	1.2	1.0	17.3	1.0	22.2
2100-2200	Pro	6.0	57.9	23.0	0.3	0.9	4.0	2.3	0.0	0.0	5.8
	Ocp	1.0	1.4	1.8	1.0	1.0	1.0	1.3	0.0	0.0	16.5
2200-2300	Pro	8.0	54.6	27.5	0.3	0.0	2.8	1.0	0.0	0.0	5.8
	Ocp	1.1	1.3	1.7	1.0	0.0	1.1	1.3	0.0	0.0	20.7
16 hours	Pro	3.4	45.6	17.9	1.8	0.3	18.3	6.3	1.9	0.1	4.4
	Ocp	1.1	1.3	1.6	3.2	2.9	1.3	1.3	9.2	1.0	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

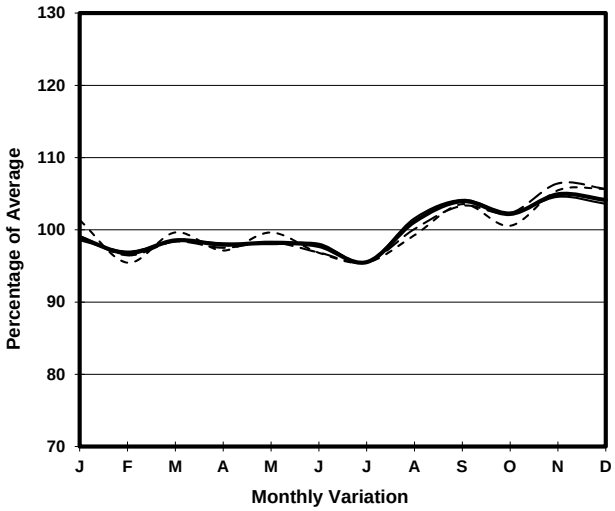
YEAR 2025

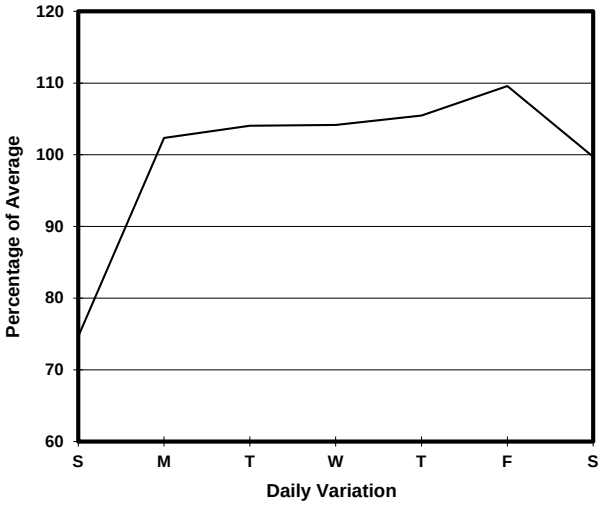
LINK CONNAUGHT RD FO <H173> (from RAMP NR GILMAN ST to THE NEAREST DIVERGING & MERGING POINTS WEST OF SHUN TAK CENTRE)

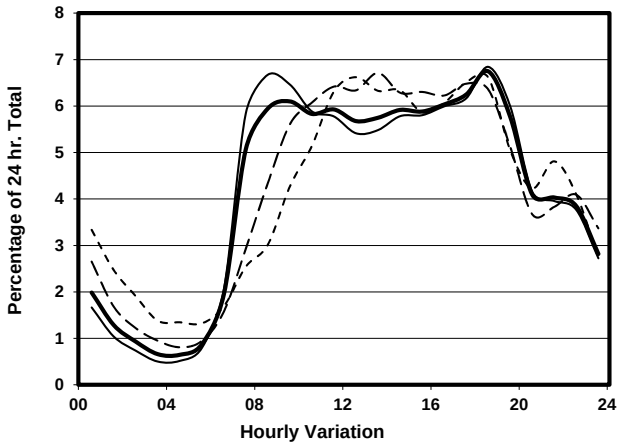
COVERAGE (B) STATION 2216
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

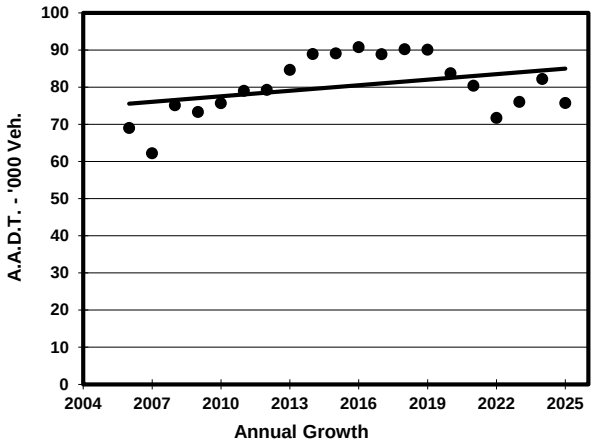


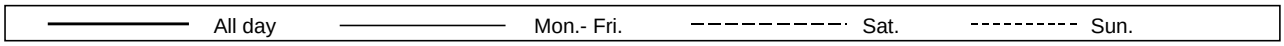
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	36190	39000	34560	27280
R 12 / 24 - %	76.3	77.4	76.0	69.2
R 16 / 24 - %	90.4	91.4	89.2	84.9
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2610	3010	2470	1220
T - % (AM)	-	6.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	2350	2530	2210	1960
T - % (PM)	-	4.7	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-
WEST BOUND				
A.A.D.T.	39510	41660	42090	30040
R 12 / 24 - %	66.4	67.2	65.3	62.4
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	2010	2370	1830	1230
T - % (AM)	-	11.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	2750	2990	2890	1880
T - % (PM)	-	6.9	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-

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	4.7	47.0	23.0	1.6	0.6	12.5	5.3	3.7	0.0	1.4
	Ocp	1.1	1.4	2.0	8.9	12.3	1.4	1.4	18.8	0.0	25.4
0800-0900	Pro	2.0	53.1	22.9	0.6	0.6	12.4	3.3	2.5	0.0	2.8
	Ocp	1.0	1.4	2.0	6.6	16.9	1.5	1.4	18.2	0.0	32.0
0900-1000	Pro	0.8	50.5	22.5	0.2	0.8	16.1	5.5	1.8	0.0	1.9
	Ocp	1.2	1.4	2.0	2.3	9.5	1.4	1.3	5.9	0.0	13.0
1000-1100	Pro	1.4	47.9	23.2	0.3	0.6	18.5	6.2	0.5	0.0	1.3
	Ocp	1.1	1.4	2.1	1.6	5.2	1.5	1.4	11.3	0.0	5.6
1100-1200	Pro	1.1	49.8	22.8	0.9	0.7	14.5	7.6	1.6	0.0	1.0
	Ocp	1.0	1.5	2.2	1.3	9.6	1.3	1.3	10.3	0.0	10.0
1200-1300	Pro	2.1	59.0	15.8	0.4	0.8	14.6	5.2	1.4	0.0	0.7
	Ocp	1.1	1.4	2.3	5.6	4.8	1.4	1.6	13.6	0.0	12.1
1300-1400	Pro	1.3	52.9	21.1	0.2	0.5	15.8	5.9	1.7	0.1	0.6
	Ocp	1.0	1.4	2.0	2.5	9.3	1.3	1.5	11.8	1.0	13.3
1400-1500	Pro	1.5	55.9	18.9	0.9	0.5	15.0	4.4	2.3	0.0	0.5
	Ocp	1.0	1.4	2.0	2.9	10.6	1.3	1.1	13.4	0.0	13.8
1500-1600	Pro	1.1	54.3	20.9	2.5	0.5	15.0	3.5	1.9	0.0	0.5
	Ocp	1.1	1.4	2.0	8.1	11.0	1.3	1.3	11.0	0.0	14.5
1600-1700	Pro	1.8	58.8	17.6	2.0	0.5	12.9	3.8	2.0	0.0	0.7
	Ocp	1.0	1.4	1.8	6.9	4.9	1.4	1.4	9.3	0.0	15.8
1700-1800	Pro	2.4	59.8	20.8	1.1	0.5	9.3	2.8	1.4	0.0	1.7
	Ocp	1.1	1.4	2.1	4.5	12.6	1.4	1.4	10.8	0.0	14.4
1800-1900	Pro	2.9	63.1	20.0	0.5	0.5	7.1	1.6	2.2	0.0	2.1
Peak hour	Ocp	1.0	1.3	1.8	15.4	16.0	1.3	1.3	28.8	0.0	41.6
1900-2000	Pro	2.4	68.9	19.8	0.1	0.8	3.9	1.5	1.7	0.0	1.1
	Ocp	1.1	1.2	2.0	1.0	9.1	1.2	1.2	10.3	0.0	25.7
2000-2100	Pro	2.2	64.9	24.6	0.3	0.7	3.4	1.6	1.2	0.0	1.1
	Ocp	1.1	1.2	1.4	10.3	11.6	1.1	1.1	5.8	0.0	9.7
2100-2200	Pro	3.2	58.8	30.5	0.2	0.8	3.9	1.3	0.4	0.0	0.9
	Ocp	1.0	1.2	1.9	8.5	7.3	1.2	1.1	17.8	0.0	6.8
2200-2300	Pro	2.0	63.1	27.3	0.1	0.3	3.7	2.2	0.5	0.0	0.8
	Ocp	1.0	1.2	1.8	13.0	5.0	1.1	1.2	9.8	0.0	6.1
16 hours	Pro	2.0	56.5	21.7	0.8	0.6	11.6	3.9	1.7	0.1	1.2
	Ocp	1.1	1.3	2.0	6.7	9.8	1.4	1.4	13.9	1.0	20.0

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

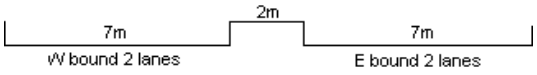
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

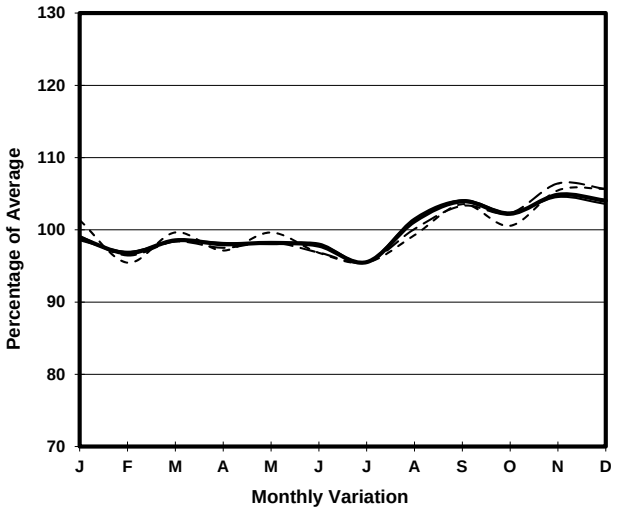
* All traffic data are collected from combined bounds

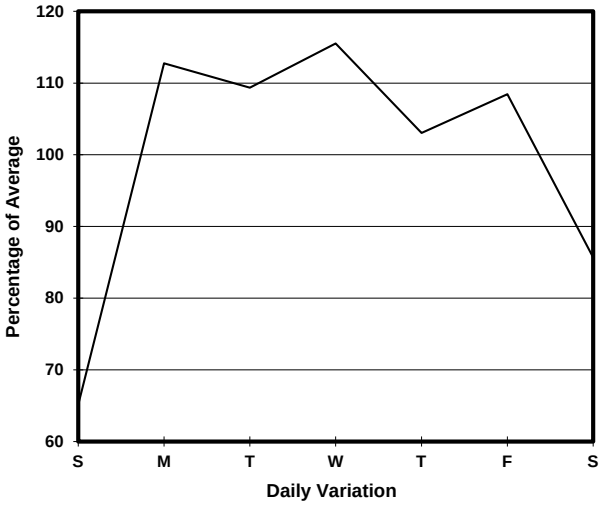
YEAR 2025 **LINK** LUNG WO RD (from MAN YIU ST to LUNG HOP ST)

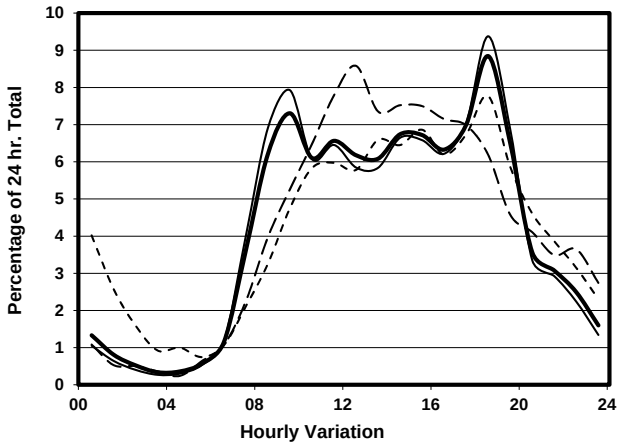
COVERAGE (B) STATION 2217
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

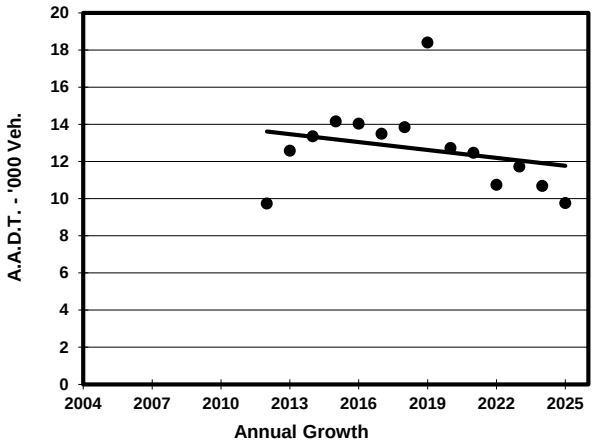


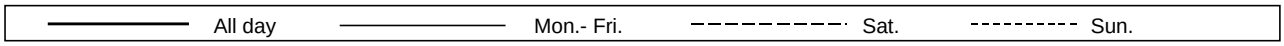
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	6800	7450	6340	4960
R 12 / 24 - %	76.1	77.4	76.2	66.1
R 16 / 24 - %	92.3	93.4	92.6	83.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	490	590	350	240
T - % (AM)	-	12.7	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	570	660	430	370
T - % (PM)	-	2.9	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
WEST BOUND				
A.A.D.T.	2960	3480	2190	1520
R 12 / 24 - %	81.3	82.0	79.4	75.5
R 16 / 24 - %	95.7	96.2	93.5	91.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	220	280	100	70
T - % (AM)	-	6.0	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	290	370	180	140
T - % (PM)	-	6.5	-	-
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	2.6	29.7	46.5	2.6	0.0	6.5	5.2	2.6	0.0	4.5
	Ocp	1.0	1.2	2.3	9.5	0.0	1.2	1.5	16.5	0.0	10.1
0800-0900	Pro	3.3	43.4	37.4	1.3	0.0	4.7	3.3	3.3	0.0	3.2
	Ocp	1.4	1.4	1.8	7.0	0.0	1.6	1.0	11.6	0.0	8.7
0900-1000	Pro	0.6	46.7	29.1	0.0	0.0	13.3	4.2	1.8	0.0	4.2
	Ocp	1.0	1.5	2.0	0.0	0.0	1.8	1.7	10.3	0.0	2.1
1000-1100	Pro	0.0	50.1	36.7	0.0	0.0	9.2	2.8	0.0	0.0	1.2
	Ocp	0.0	1.5	1.6	0.0	0.0	1.8	1.3	0.0	0.0	1.1
1100-1200	Pro	5.0	41.0	38.0	2.0	0.0	11.0	0.0	2.0	0.0	1.0
	Ocp	1.2	1.6	1.8	10.0	0.0	1.7	0.0	22.5	0.0	1.0
1200-1300	Pro	0.0	59.7	16.4	0.0	0.0	14.9	1.5	6.0	0.0	1.5
	Ocp	0.0	1.4	1.5	0.0	0.0	1.6	1.0	2.5	0.0	1.0
1300-1400	Pro	1.7	56.5	19.1	0.0	0.9	13.9	3.5	3.5	0.0	0.9
	Ocp	1.0	1.5	1.9	0.0	1.0	1.6	1.0	5.5	0.0	1.0
1400-1500	Pro	0.0	57.4	22.4	0.0	0.0	11.9	4.2	2.8	0.0	1.2
	Ocp	0.0	1.7	2.0	0.0	0.0	1.6	1.8	5.5	0.0	2.0
1500-1600	Pro	1.4	63.1	19.2	1.4	0.0	8.9	1.4	4.1	0.0	0.5
	Ocp	1.0	1.5	2.0	6.0	0.0	1.3	1.5	12.7	0.0	1.0
1600-1700	Pro	0.7	66.4	17.5	0.7	0.0	8.0	2.9	2.9	0.2	0.5
	Ocp	1.0	1.5	1.3	1.0	0.0	2.2	1.0	7.8	1.0	1.0
1700-1800	Pro	1.3	58.6	27.7	0.0	0.0	8.4	1.9	0.6	0.0	1.5
	Ocp	1.0	1.5	1.7	0.0	0.0	1.2	1.0	41.0	0.0	1.2
1800-1900	Pro	0.5	63.4	27.5	0.0	0.0	4.2	0.0	2.6	0.0	1.8
Peak hour	Ocp	1.0	1.4	2.1	0.0	0.0	1.4	0.0	9.6	0.0	1.0
1900-2000	Pro	0.0	69.1	20.9	0.0	0.0	0.0	1.3	7.6	0.3	0.8
	Ocp	0.0	1.4	1.8	0.0	0.0	0.0	1.0	7.1	1.0	1.0
2000-2100	Pro	0.0	67.7	24.6	0.0	0.0	3.1	1.5	1.5	0.4	1.2
	Ocp	0.0	1.3	1.4	0.0	0.0	1.0	1.0	5.0	1.0	1.0
2100-2200	Pro	5.6	64.8	24.1	0.0	0.0	0.0	0.0	3.7	0.0	1.9
	Ocp	1.0	1.3	1.9	0.0	0.0	0.0	0.0	40.0	0.0	1.0
2200-2300	Pro	0.0	53.8	36.6	0.0	0.0	2.2	0.0	6.5	0.0	1.1
	Ocp	0.0	1.2	1.8	0.0	0.0	1.0	0.0	9.3	0.0	1.0
16 hours	Pro	1.3	56.1	27.3	0.5	0.1	7.8	2.2	3.0	0.1	1.7
	Ocp	1.1	1.4	1.8	7.3	1.0	1.6	1.3	10.6	1.0	3.4

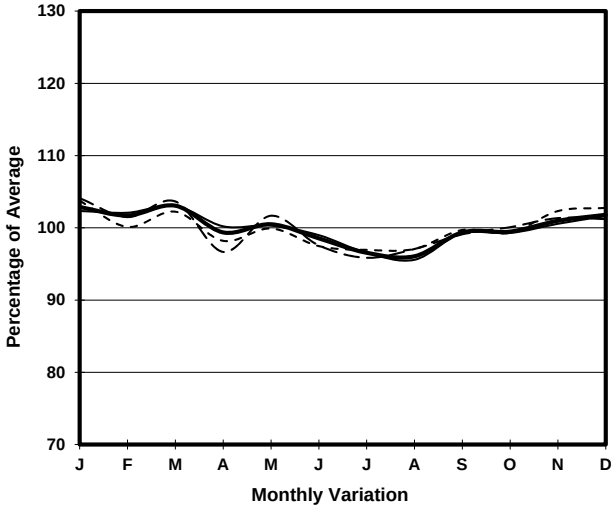
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

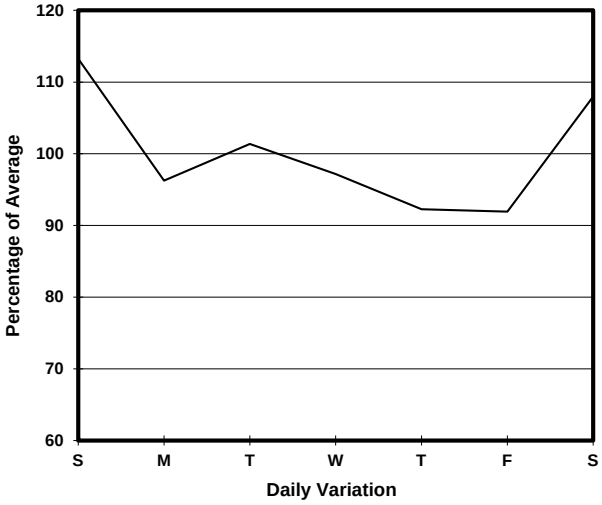
YEAR 2025 **LINK** LIN SHING RD (from WAN TSUI RD to CAPE COLLINSON RD)

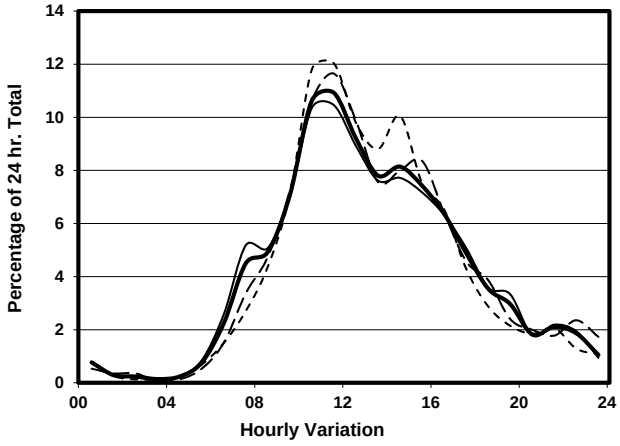
COVERAGE (B) STATION 2401
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

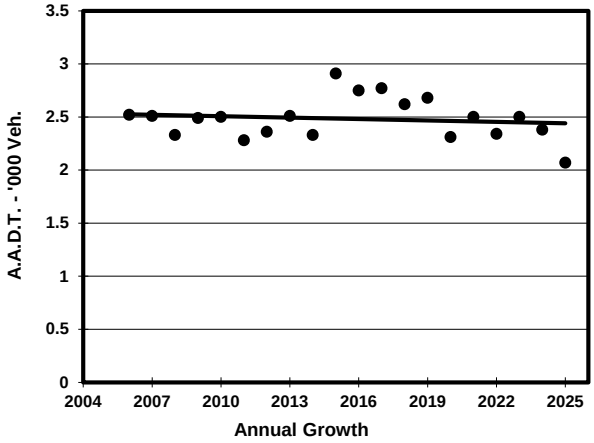


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	1720	1660	1810	1850
R 12 / 24 - %	84.9	84.1	85.6	87.0
R 16 / 24 - %	94.0	93.6	94.5	94.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	120	120	130	130
T - % (AM)	-	17.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	110	100	110	120
T - % (PM)	-	9.1	-	-
Prop.of commercial vehicles - 16 hr.	-	10.9	-	-
NORTH BOUND				
A.A.D.T.	350	310	410	480
R 12 / 24 - %	88.3	87.2	89.1	91.4
R 16 / 24 - %	95.2	95.2	96.1	96.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	20	20	30	30
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	30	20	30	30
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	-	-	-

3. OTHER INFORMATION AND COMMENT

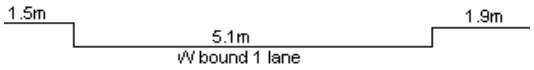
4. Vehicle classification and occupancy - Monday to Friday

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	5.9	29.4	17.6	11.8	17.6	11.8	0.0	5.9	0.0	0.0
	Ocp	1.0	1.0	1.0	10.5	20.0	1.0	0.0	28.0	0.0	0.0
0800-0900	Pro	2.6	47.4	2.6	7.9	10.5	26.3	2.6	0.0	0.0	0.0
	Ocp	1.0	1.2	1.0	5.0	13.5	1.7	2.0	0.0	0.0	0.0
0900-1000	Pro	2.6	31.6	23.7	5.3	2.6	21.1	13.2	0.0	0.0	0.0
	Ocp	1.0	1.2	2.3	2.5	18.0	1.4	2.0	0.0	0.0	0.0
1000-1100	Pro	3.8	39.6	11.3	1.9	9.4	28.3	3.8	1.9	0.0	0.0
	Ocp	1.0	1.5	2.2	1.0	3.0	1.9	2.0	1.0	0.0	0.0
1100-1200	Pro	0.0	38.0	22.0	0.0	4.0	24.0	4.0	8.0	0.0	0.0
Peak hour	Ocp	0.0	1.3	2.4	0.0	7.5	1.6	1.5	11.0	0.0	0.0
1200-1300	Pro	6.7	55.6	15.6	0.0	6.7	4.4	2.2	8.9	0.0	0.0
	Ocp	1.3	1.2	2.4	0.0	11.7	2.0	2.0	8.5	0.0	0.0
1300-1400	Pro	0.0	40.0	15.0	0.0	10.0	5.0	10.0	20.0	0.0	0.0
	Ocp	0.0	1.4	1.3	0.0	7.0	2.0	1.0	14.0	0.0	0.0
1400-1500	Pro	3.7	37.0	7.4	0.0	3.7	18.5	7.4	22.2	0.0	0.0
	Ocp	1.0	1.0	2.0	0.0	7.0	3.0	1.0	3.0	0.0	0.0
1500-1600	Pro	0.0	44.4	28.9	0.0	4.4	17.8	0.0	4.4	0.0	0.0
	Ocp	0.0	1.3	1.5	0.0	4.0	1.8	0.0	9.5	0.0	0.0
1600-1700	Pro	0.0	37.0	29.6	0.0	11.1	14.8	7.4	0.0	0.0	0.0
	Ocp	0.0	1.2	1.1	0.0	5.0	2.0	1.5	0.0	0.0	0.0
1700-1800	Pro	10.0	70.0	3.3	6.7	10.0	0.0	0.0	0.0	0.0	0.0
	Ocp	1.3	1.1	1.0	2.0	8.3	0.0	0.0	0.0	0.0	0.0
1800-1900	Pro	0.0	52.6	5.3	0.0	15.8	21.1	0.0	5.3	0.0	0.0
	Ocp	0.0	1.3	3.0	0.0	13.3	1.5	0.0	10.0	0.0	0.0
1900-2000	Pro	0.0	43.8	18.8	0.0	18.8	12.5	0.0	6.3	0.0	0.0
	Ocp	0.0	1.1	1.7	0.0	10.0	1.5	0.0	1.0	0.0	0.0
2000-2100	Pro	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0
	Ocp	0.0	1.1	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0
2100-2200	Pro	36.4	27.3	9.1	9.1	9.1	9.1	0.0	0.0	0.0	0.0
	Ocp	1.0	1.0	2.0	2.0	3.0	2.0	0.0	0.0	0.0	0.0
2200-2300	Pro	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 hours	Pro	3.6	44.2	15.6	2.5	8.5	16.5	3.8	5.4	0.0	0.0
	Ocp	1.1	1.2	1.8	4.4	9.1	1.8	1.6	8.8	0.0	0.0

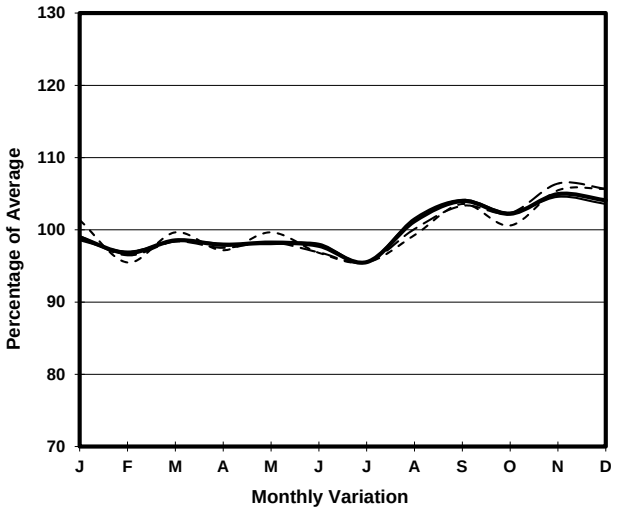
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

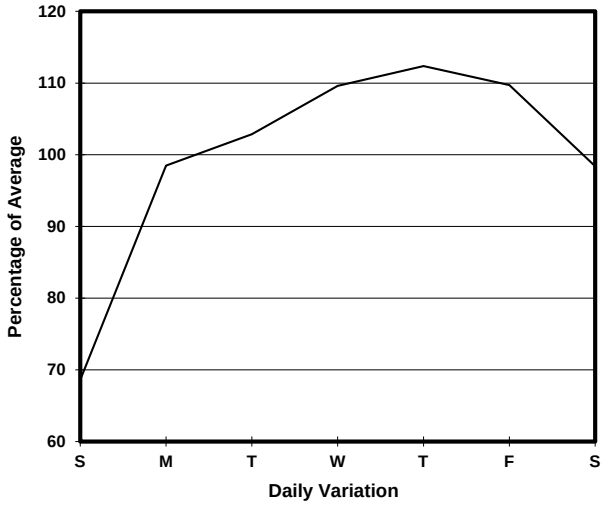
YEAR 2025 **LINK** WING LOK ST (from MORRISON ST to DES VOEUX RD C)

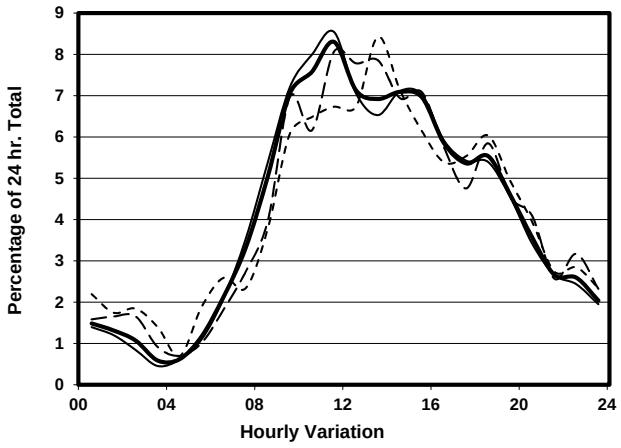
COVERAGE (B) STATION 2402
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

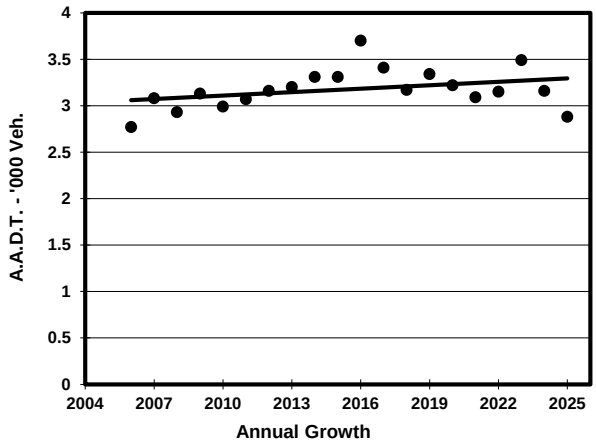


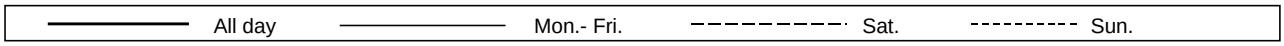
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
WEST BOUND				
A.A.D.T.	2880	3130	2890	2010
R 12 / 24 - %	76.2	77.1	73.9	70.8
R 16 / 24 - %	89.6	90.2	88.3	85.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	200	230	200	120
T - % (AM)	-	3.9	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	170	190	170	120
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	3.3	-	-
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	8.7	47.8	13.0	0.0	0.0	30.4	0.0	0.0	0.0	0.0
	Ocp	1.0	1.0	1.3	0.0	0.0	1.0	0.0	0.0	0.0	0.0
0800-0900	Pro	6.8	47.7	36.4	0.0	0.0	9.1	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.8	0.0	0.0	1.3	0.0	0.0	0.0	0.0
0900-1000	Pro	3.9	50.0	25.0	0.0	0.0	17.1	3.9	0.0	0.0	0.0
	Ocp	1.0	1.2	1.5	0.0	0.0	1.4	2.7	0.0	0.0	0.0
1000-1100	Pro	6.9	37.5	37.5	0.0	0.0	13.9	2.8	1.4	0.0	0.0
	Ocp	1.2	1.3	1.6	0.0	0.0	1.4	2.0	1.0	0.0	0.0
1100-1200	Pro	12.0	40.2	28.3	0.0	0.0	13.0	6.5	0.0	0.0	0.0
Peak hour	Ocp	1.0	1.5	1.9	0.0	0.0	1.0	1.3	0.0	0.0	0.0
1200-1300	Pro	10.3	47.1	30.9	1.5	2.9	4.4	2.9	0.0	0.0	0.0
	Ocp	1.0	1.5	1.6	1.0	2.0	1.7	1.5	0.0	0.0	0.0
1300-1400	Pro	8.3	46.7	18.3	0.0	0.0	18.3	5.0	3.3	0.0	0.0
	Ocp	1.0	1.1	1.9	0.0	0.0	1.2	2.0	16.5	0.0	0.0
1400-1500	Pro	0.0	70.2	10.6	0.0	0.0	14.9	4.3	0.0	0.0	0.0
	Ocp	0.0	1.5	1.0	0.0	0.0	1.1	1.0	0.0	0.0	0.0
1500-1600	Pro	14.3	42.9	22.9	0.0	0.0	11.4	0.0	8.6	0.0	0.0
	Ocp	1.0	1.2	2.1	0.0	0.0	1.8	0.0	10.3	0.0	0.0
1600-1700	Pro	12.0	60.0	16.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.8	0.0	0.0	1.2	0.0	0.0	0.0	0.0
1700-1800	Pro	8.1	64.9	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1800-1900	Pro	2.8	86.1	2.8	0.0	0.0	5.6	0.0	2.8	0.0	0.0
	Ocp	1.0	1.4	2.0	0.0	0.0	1.0	0.0	3.0	0.0	0.0
1900-2000	Pro	4.1	67.3	24.5	0.0	0.0	4.1	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	2.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2000-2100	Pro	15.4	53.8	30.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.6	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2100-2200	Pro	8.3	50.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2200-2300	Pro	0.0	58.3	41.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	0.0	1.4	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 hours	Pro	7.8	52.4	25.0	0.1	0.3	11.0	2.4	0.9	0.0	0.0
	Ocp	1.0	1.4	1.7	1.0	2.0	1.2	1.7	9.7	0.0	0.0

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

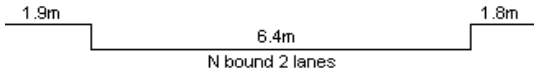
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

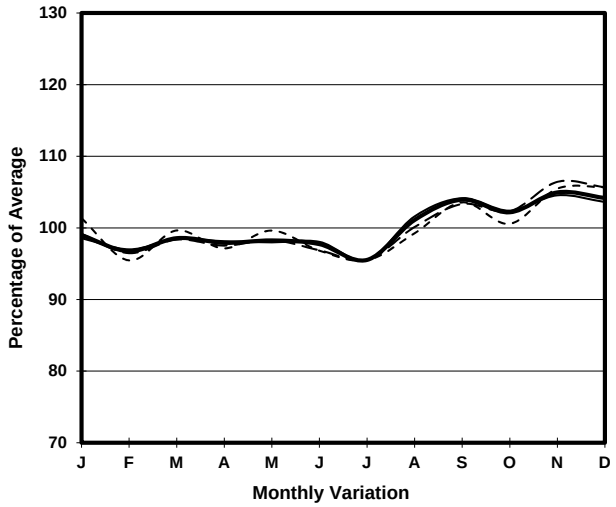
* All traffic data are collected from combined bounds

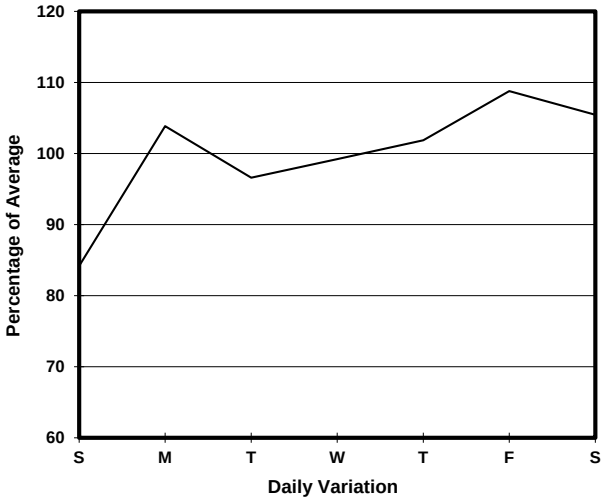
YEAR 2025 **LINK** ICE HOUSE ST (from CONNAUGHT RD C to LOWER ALBERT RD)

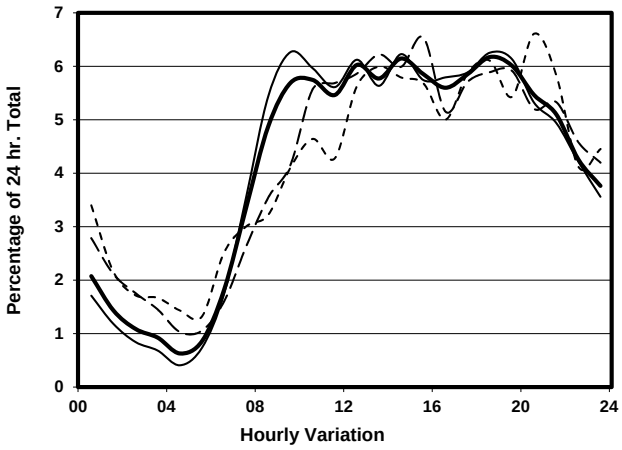
COVERAGE (B) STATION 2403
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

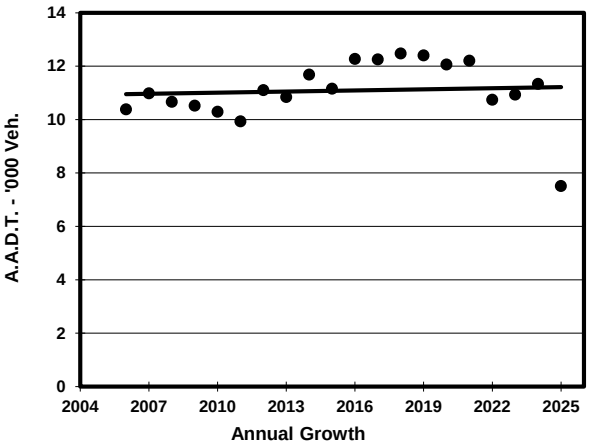


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	7510	7730	8000	6380
R 12 / 24 - %	66.6	68.5	63.0	59.3
R 16 / 24 - %	87.4	89.1	84.0	81.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	430	490	330	260
T - % (AM)	-	2.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	460	480	470	390
T - % (PM)	-	1.2	-	-
Prop.of commercial vehicles - 16 hr.	-	1.8	-	-
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	5.7	15.2	37.9	15.2	15.2	7.6	1.9	0.0	0.0	1.4
	Ocp	1.0	1.5	1.7	10.3	6.8	1.3	1.0	0.0	0.0	36.7
0800-0900	Pro	0.0	26.2	45.1	12.6	8.4	5.3	1.1	0.0	0.0	1.3
	Ocp	0.0	1.1	1.9	6.4	8.4	1.8	2.0	0.0	0.0	35.8
0900-1000	Pro	3.7	37.3	27.0	11.2	5.6	13.1	0.9	0.0	0.0	1.2
Peak hour	Ocp	1.0	1.7	1.6	10.6	8.3	1.5	3.0	0.0	0.0	31.6
1000-1100	Pro	3.4	38.5	33.3	9.4	5.1	8.5	0.9	0.0	0.0	0.9
	Ocp	1.0	1.5	1.7	7.6	8.5	1.5	1.0	0.0	0.0	26.0
1100-1200	Pro	2.7	50.1	28.2	6.4	3.6	6.4	0.9	0.9	0.0	0.7
	Ocp	1.0	1.3	1.4	4.1	5.8	1.1	1.0	1.0	0.0	21.0
1200-1300	Pro	3.3	48.4	30.3	5.7	5.7	4.9	0.0	0.8	0.0	0.8
	Ocp	1.0	1.4	1.3	9.4	10.1	1.2	0.0	10.0	0.0	17.8
1300-1400	Pro	1.9	42.2	41.2	5.6	6.6	1.9	0.0	0.0	0.0	0.7
	Ocp	1.0	1.1	1.3	5.5	3.7	1.0	0.0	0.0	0.0	10.3
1400-1500	Pro	4.1	42.2	33.1	9.1	3.3	4.1	2.5	0.8	0.0	0.6
	Ocp	1.0	1.2	1.4	5.6	16.0	2.0	1.0	17.0	0.0	22.3
1500-1600	Pro	4.7	48.1	30.2	6.6	2.8	4.7	0.0	1.9	0.0	0.9
	Ocp	1.0	1.3	1.5	4.6	11.7	1.6	0.0	15.0	0.0	20.8
1600-1700	Pro	2.3	54.3	24.8	7.0	4.7	4.7	0.8	0.8	0.0	0.8
	Ocp	1.0	1.4	1.5	5.1	14.3	1.8	1.0	40.0	0.0	41.5
1700-1800	Pro	5.8	41.4	31.5	10.8	5.0	4.1	0.0	0.8	0.0	0.6
	Ocp	1.0	1.4	1.3	4.5	13.3	1.2	0.0	38.0	0.0	71.3
1800-1900	Pro	0.0	45.6	40.7	7.5	4.2	0.8	0.8	0.0	0.0	0.4
	Ocp	0.0	1.1	1.4	6.9	9.6	1.0	1.0	0.0	0.0	31.5
1900-2000	Pro	5.0	26.6	55.4	7.2	4.3	0.7	0.0	0.0	0.0	0.7
	Ocp	1.0	1.5	1.2	3.8	12.5	1.0	0.0	0.0	0.0	24.8
2000-2100	Pro	4.2	33.2	54.8	5.0	2.5	0.0	0.0	0.0	0.0	0.4
	Ocp	1.0	1.5	1.2	2.5	16.7	0.0	0.0	0.0	0.0	15.0
2100-2200	Pro	3.9	27.5	65.8	1.0	1.0	0.0	0.0	0.0	0.0	0.7
	Ocp	1.3	1.8	1.3	1.0	17.0	0.0	0.0	0.0	0.0	7.0
2200-2300	Pro	1.4	51.1	45.4	0.0	1.4	0.0	0.0	0.0	0.0	0.7
	Ocp	1.0	1.5	1.3	0.0	15.0	0.0	0.0	0.0	0.0	14.5
16 hours	Pro	3.3	40.0	38.9	7.4	4.7	4.1	0.6	0.4	0.0	0.8
	Ocp	1.0	1.4	1.4	6.3	10.0	1.5	1.3	19.4	0.0	27.6

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

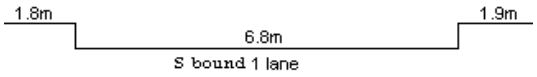
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

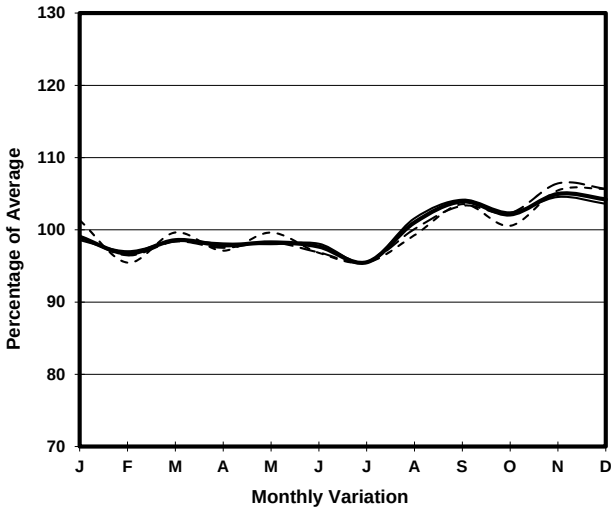
* All traffic data are collected from combined bounds

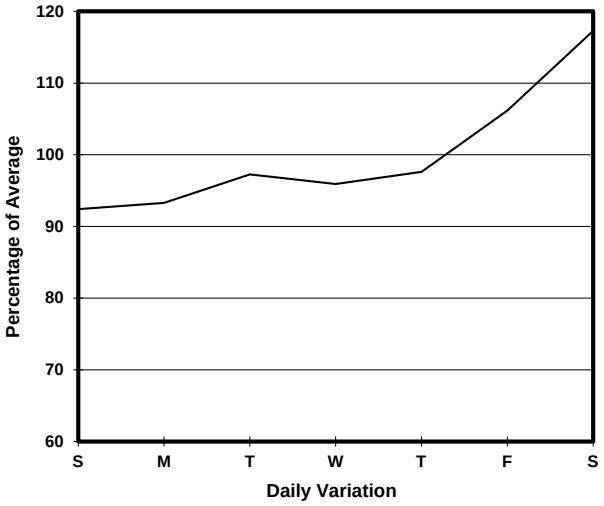
YEAR 2025 **LINK** D'AGUILAR ST (from QUEEN'S RD C to WYNDHAM ST)

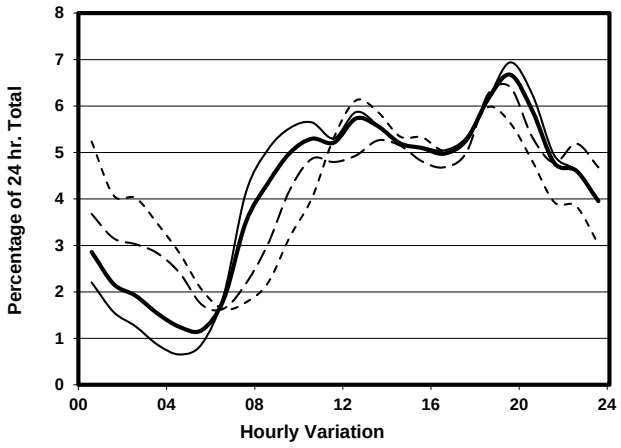
COVERAGE (B) STATION 2404
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

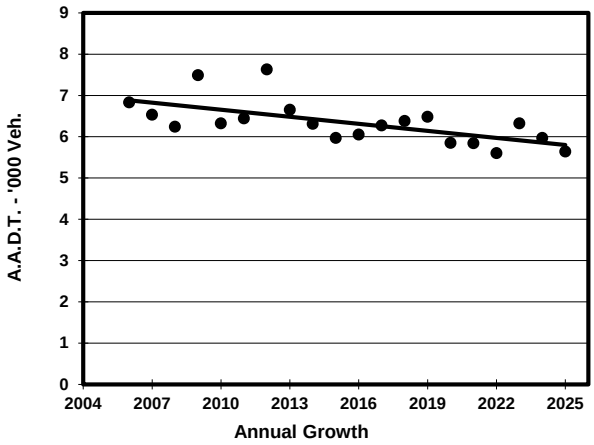


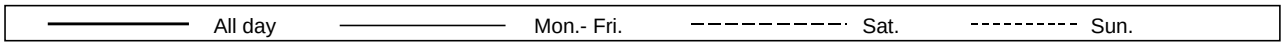
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5640	5550	6650	5240
R 12 / 24 - %	61.3	63.9	55.2	55.5
R 16 / 24 - %	83.3	86.7	76.9	73.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	280	310	280	170
T - % (AM)	-	4.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	350	340	420	310
T - % (PM)	-	3.4	-	-
Prop.of commercial vehicles - 16 hr.	-	4.7	-	-
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	0.0	6.4	47.6	0.0	0.0	34.9	3.2	0.0	3.2	4.8
	Ocp	0.0	2.0	2.1	0.0	0.0	1.2	1.0	0.0	20.0	27.5
0800-0900	Pro	0.0	42.7	35.6	0.0	0.0	14.2	3.6	0.0	1.8	2.2
	Ocp	0.0	1.5	2.1	0.0	0.0	1.5	1.5	0.0	37.5	53.0
0900-1000	Pro	0.0	37.7	23.0	0.0	0.0	34.4	1.6	0.0	1.2	2.1
	Ocp	0.0	1.1	1.6	0.0	0.0	2.0	1.0	0.0	18.0	30.2
1000-1100	Pro	4.3	46.4	29.0	0.0	0.0	15.9	2.9	0.0	0.7	0.7
	Ocp	1.0	1.5	1.6	0.0	0.0	1.5	1.0	0.0	10.0	14.5
1100-1200	Pro	0.0	55.0	25.4	0.0	0.0	12.7	4.2	0.0	0.5	2.1
	Ocp	0.0	1.7	2.1	0.0	0.0	1.5	1.5	0.0	8.0	16.5
1200-1300	Pro	13.0	44.9	23.2	0.0	0.0	13.0	4.3	0.0	0.4	1.1
	Ocp	1.0	1.8	2.1	0.0	0.0	1.1	1.7	0.0	14.0	14.7
1300-1400	Pro	0.0	80.0	2.0	0.0	0.0	16.0	0.0	0.0	1.0	1.0
	Ocp	0.0	1.6	3.0	0.0	0.0	1.8	0.0	0.0	10.0	14.5
1400-1500	Pro	4.3	64.5	15.1	0.0	0.0	10.8	0.0	2.2	1.6	1.6
	Ocp	1.0	1.4	2.7	0.0	0.0	2.2	0.0	16.0	7.7	16.3
1500-1600	Pro	5.9	39.0	29.3	0.0	0.0	19.5	3.9	0.0	1.0	1.5
	Ocp	1.0	1.8	2.1	0.0	0.0	1.9	1.0	0.0	10.0	14.3
1600-1700	Pro	10.9	45.2	25.3	0.0	0.0	12.7	3.6	0.0	0.9	1.4
	Ocp	1.0	1.8	2.2	0.0	0.0	1.6	1.0	0.0	18.5	21.7
1700-1800	Pro	14.5	43.5	35.2	0.0	0.0	4.1	0.0	0.0	1.0	1.6
	Ocp	1.0	1.5	2.2	0.0	0.0	1.0	0.0	0.0	25.5	14.7
1800-1900	Pro	0.0	62.1	29.9	0.0	0.0	4.6	0.0	0.0	1.7	1.7
	Ocp	0.0	2.3	2.2	0.0	0.0	1.5	0.0	0.0	26.0	44.7
1900-2000	Pro	2.3	48.0	48.0	0.0	0.0	0.0	0.0	0.0	0.9	0.9
Peak hour	Ocp	1.0	2.1	2.3	0.0	0.0	0.0	0.0	0.0	21.3	28.7
2000-2100	Pro	8.3	48.3	41.7	0.0	0.0	0.0	0.0	0.0	0.8	0.8
	Ocp	1.0	2.0	2.3	0.0	0.0	0.0	0.0	0.0	20.0	21.0
2100-2200	Pro	0.0	61.0	29.7	0.0	0.0	3.0	4.5	0.0	0.7	1.1
	Ocp	0.0	1.8	2.5	0.0	0.0	1.0	2.0	0.0	27.5	15.0
2200-2300	Pro	0.0	41.8	55.7	0.0	0.0	0.0	0.0	0.0	1.5	1.0
	Ocp	0.0	1.5	2.3	0.0	0.0	0.0	0.0	0.0	7.7	15.5
16 hours	Pro	4.2	48.6	31.2	0.0	0.0	11.4	2.0	0.1	1.1	1.5
	Ocp	1.0	1.7	2.2	0.0	0.0	1.6	1.4	16.0	18.9	24.8

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

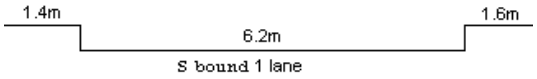
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

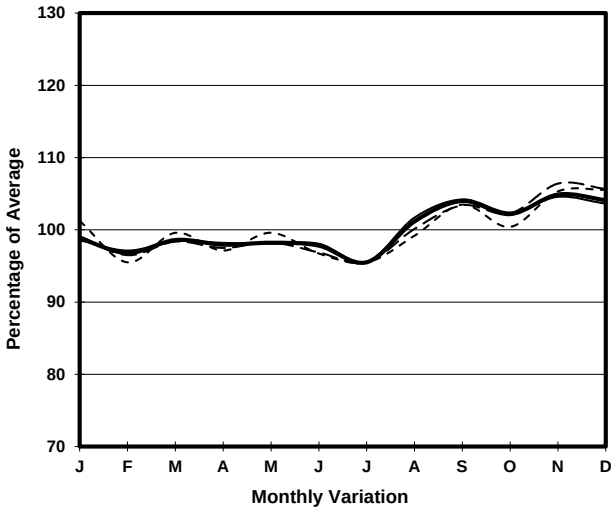
* All traffic data are collected from combined bounds

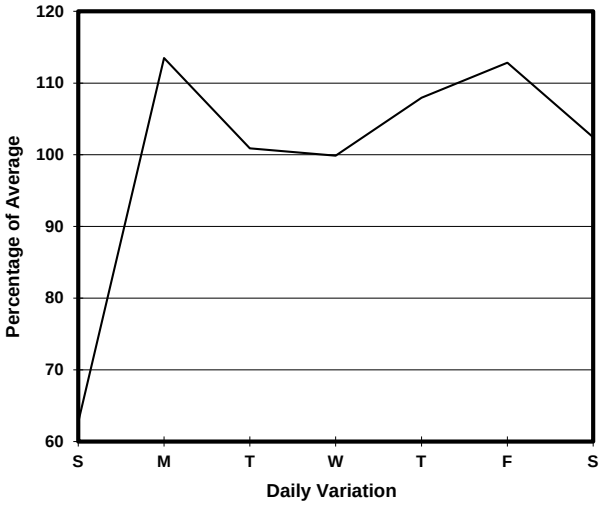
YEAR 2025 **LINK** COCHRANE ST (from QUEEN'S RD C to WELLINGTON ST)

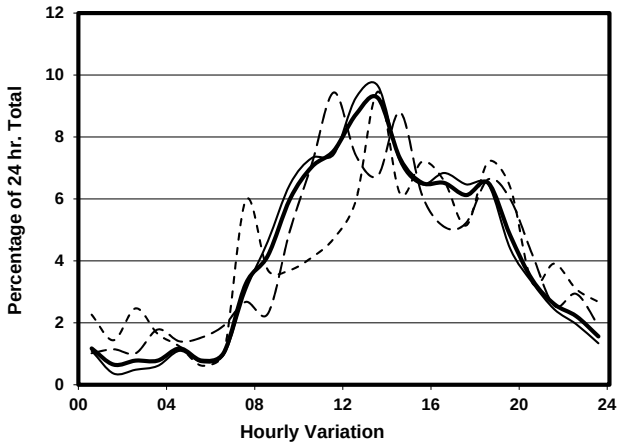
COVERAGE (B) STATION 2405
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

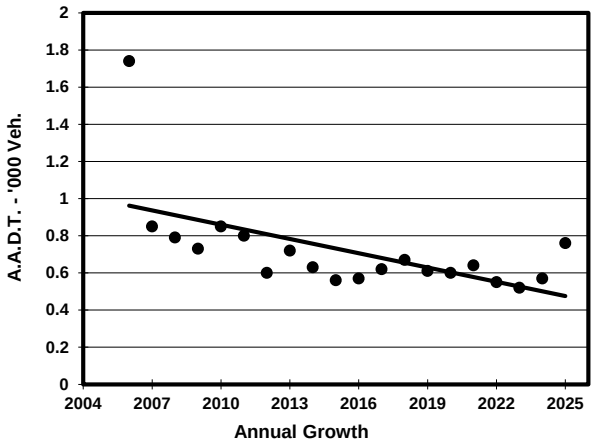


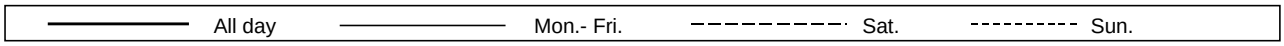
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	760	830	800	490
R 12 / 24 - %	79.0	81.3	72.6	70.0
R 16 / 24 - %	92.0	93.4	88.3	86.6
AM Peak Hour	0900-1000	0900-1000	0900-1000	0700-0800
One-way flow at AM peak hour	50	50	40	30
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	50	60	50	40
T - % (PM)	-	-	-	-
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	0.0	25.0	0.0	0.0	0.0	62.5	12.5	0.0	0.0	0.0
	Ocp	0.0	1.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0
0800-0900	Pro	0.0	33.3	13.3	0.0	0.0	46.7	6.7	0.0	0.0	0.0
	Ocp	0.0	1.0	1.5	0.0	0.0	1.3	1.0	0.0	0.0	0.0
0900-1000	Pro	4.2	66.7	4.2	0.0	0.0	25.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.2	1.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0
1000-1100	Pro	0.0	46.2	7.7	0.0	0.0	34.6	11.5	0.0	0.0	0.0
	Ocp	0.0	1.3	1.0	0.0	0.0	1.6	1.7	0.0	0.0	0.0
1100-1200	Pro	26.9	38.5	15.4	0.0	0.0	19.2	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.3	0.0	0.0	1.2	0.0	0.0	0.0	0.0
1200-1300	Pro	15.2	48.5	12.1	0.0	0.0	21.2	3.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.0	0.0	0.0	1.4	3.0	0.0	0.0	0.0
1300-1400	Pro	8.3	37.5	8.3	0.0	0.0	33.3	12.5	0.0	0.0	0.0
Peak hour	Ocp	1.0	1.1	1.5	0.0	0.0	1.6	1.7	0.0	0.0	0.0
1400-1500	Pro	5.9	41.2	17.6	0.0	0.0	35.3	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
1500-1600	Pro	20.0	25.0	5.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.0	2.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0
1600-1700	Pro	6.3	62.5	0.0	0.0	0.0	31.3	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
1700-1800	Pro	0.0	77.3	4.5	0.0	0.0	13.6	4.5	0.0	0.0	0.0
	Ocp	0.0	1.6	1.0	0.0	0.0	3.0	2.0	0.0	0.0	0.0
1800-1900	Pro	26.7	33.3	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.8	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
1900-2000	Pro	18.2	54.5	18.2	0.0	0.0	9.1	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2000-2100	Pro	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2100-2200	Pro	37.5	25.0	25.0	0.0	0.0	12.5	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
2200-2300	Pro	33.3	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 hours	Pro	12.0	46.7	8.8	0.0	0.0	28.8	3.7	0.0	0.0	0.0
	Ocp	1.0	1.4	1.2	0.0	0.0	1.5	1.7	0.0	0.0	0.0

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

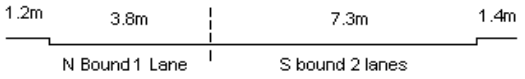
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

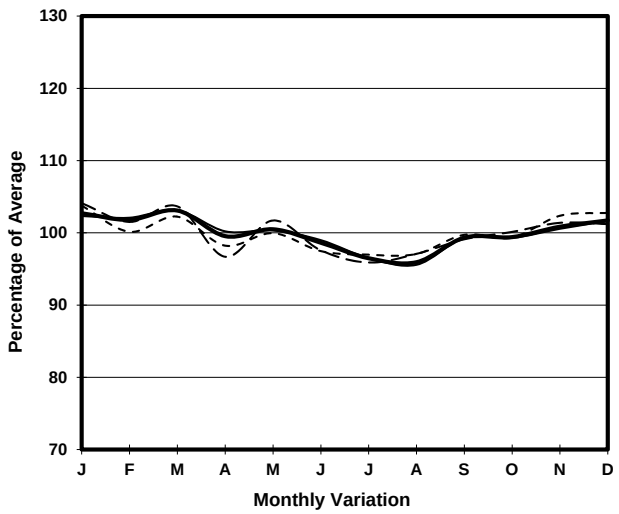
* All traffic data are collected from combined bounds

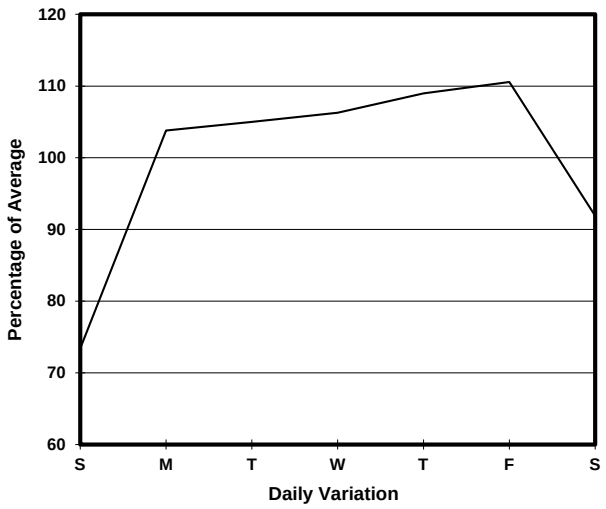
YEAR 2025 **LINK** SMITHFIELD (from POK FU LAM RD to LUNG WAH ST)

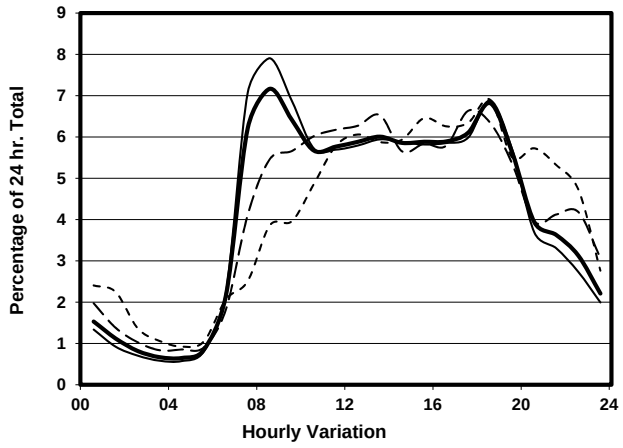
COVERAGE (B) STATION 2407
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

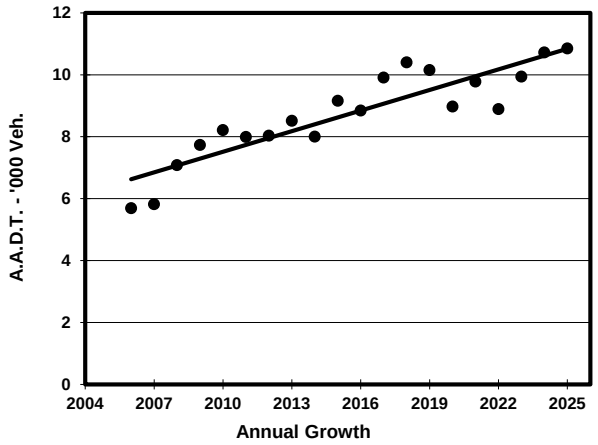


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8460	9190	7880	6210
R 12 / 24 - %	73.7	75.5	69.8	64.6
R 16 / 24 - %	89.6	90.5	87.5	85.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	620	750	460	250
T - % (AM)	-	6.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	560	610	500	420
T - % (PM)	-	0.7	-	-
Prop.of commercial vehicles - 16 hr.	-	4.4	-	-
NORTH BOUND				
A.A.D.T.	2390	2580	2260	1890
R 12 / 24 - %	73.8	75.3	72.8	65.5
R 16 / 24 - %	91.3	92.1	90.3	87.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	160	180	120	80
T - % (AM)	-	7.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	180	200	180	160
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	5.0	-	-

3. OTHER INFORMATION AND COMMENT

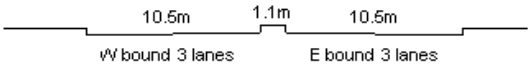
4. Vehicle classification and occupancy - Monday to Friday

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	7.8	37.3	27.5	2.0	7.2	11.8	2.0	4.6	0.0	0.0
	Ocp	1.0	1.3	1.9	10.7	11.4	2.1	1.3	16.9	0.0	0.0
0800-0900	Pro	0.8	51.5	22.6	2.9	5.9	10.0	3.8	2.5	0.0	0.0
Peak hour	Ocp	1.0	1.4	2.2	4.9	14.4	1.3	1.6	13.2	0.0	0.0
0900-1000	Pro	1.3	44.8	24.2	0.9	7.2	17.5	4.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.9	4.0	9.5	1.7	1.3	0.0	0.0	0.0
1000-1100	Pro	1.7	28.4	33.5	4.0	7.4	20.5	4.0	0.6	0.0	0.0
	Ocp	1.0	1.4	2.1	2.9	11.9	1.5	1.4	1.0	0.0	0.0
1100-1200	Pro	12.7	28.0	24.0	0.7	8.0	19.3	4.0	3.3	0.0	0.0
	Ocp	1.0	1.3	2.1	1.0	10.8	1.5	1.3	1.0	0.0	0.0
1200-1300	Pro	1.2	42.8	31.2	2.9	5.2	12.7	2.3	1.7	0.0	0.0
	Ocp	1.0	1.4	1.9	2.4	11.7	1.5	1.5	4.7	0.0	0.0
1300-1400	Pro	4.8	29.9	28.6	1.4	7.5	19.7	3.4	4.8	0.0	0.0
	Ocp	1.0	1.3	1.8	2.0	10.1	1.4	1.0	1.3	0.0	0.0
1400-1500	Pro	5.0	36.5	28.9	1.9	6.9	15.7	2.5	2.5	0.0	0.0
	Ocp	1.0	1.5	2.0	2.7	11.3	1.4	1.0	3.5	0.0	0.0
1500-1600	Pro	0.6	44.6	25.3	3.0	6.0	14.5	3.0	3.0	0.0	0.0
	Ocp	1.0	1.4	1.9	5.8	13.2	1.4	2.0	8.4	0.0	0.0
1600-1700	Pro	3.4	42.5	21.2	4.1	4.8	17.8	0.7	5.5	0.0	0.0
	Ocp	1.0	1.2	1.9	2.8	11.4	1.2	1.0	4.6	0.0	0.0
1700-1800	Pro	4.3	42.0	31.9	3.2	7.4	8.0	0.5	2.7	0.0	0.0
	Ocp	1.0	1.4	2.3	3.7	16.5	1.5	1.0	20.6	0.0	0.0
1800-1900	Pro	7.6	44.3	33.5	0.5	8.1	4.3	1.1	0.5	0.0	0.0
	Ocp	1.1	1.3	2.0	1.0	12.2	1.0	1.5	1.0	0.0	0.0
1900-2000	Pro	3.7	60.2	24.1	1.0	7.3	2.6	0.5	0.5	0.0	0.0
	Ocp	1.1	1.4	2.2	2.0	11.8	1.6	5.0	14.0	0.0	0.0
2000-2100	Pro	13.2	46.2	24.5	0.0	9.4	5.7	0.9	0.0	0.0	0.0
	Ocp	1.0	1.3	2.0	0.0	8.9	1.3	2.0	0.0	0.0	0.0
2100-2200	Pro	7.6	49.5	33.3	0.0	2.9	1.9	1.0	3.8	0.0	0.0
	Ocp	1.0	1.1	2.2	0.0	2.0	1.5	1.0	36.3	0.0	0.0
2200-2300	Pro	6.3	49.0	39.6	0.0	2.1	3.1	0.0	0.0	0.0	0.0
	Ocp	1.0	1.2	2.2	0.0	5.5	1.0	0.0	0.0	0.0	0.0
16 hours	Pro	4.6	42.6	27.9	1.9	6.6	11.9	2.3	2.2	0.0	0.0
	Ocp	1.0	1.3	2.0	3.8	11.6	1.5	1.5	10.2	0.0	0.0

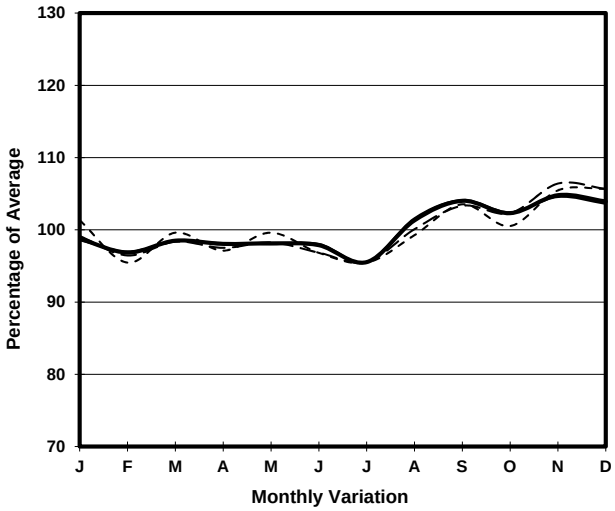
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

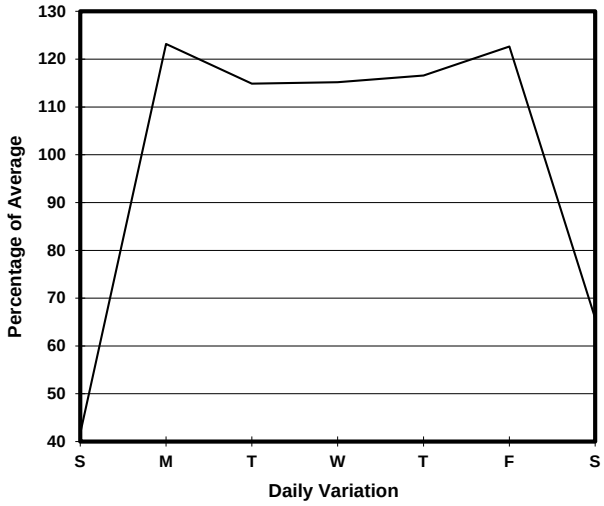
YEAR 2025 **LINK** LUNG WUI RD (from TIM MEI AVE to LUNG KING ST)

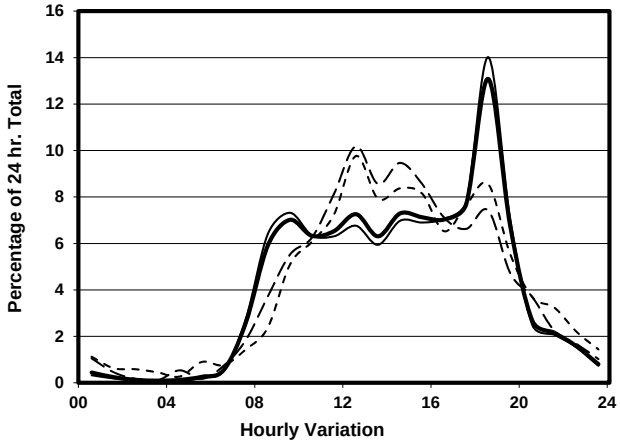
COVERAGE (B) STATION 2408
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

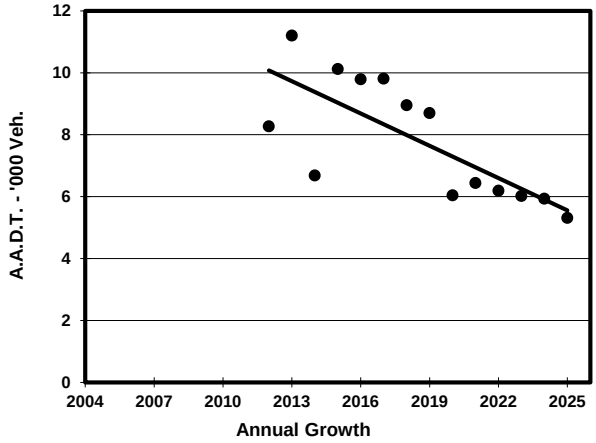


1. TRAFFIC FLOW VARIATION AND GROWTH









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	5060	2940	1810
R 12 / 24 - %	83.8	84.1	83.8	79.0
R 16 / 24 - %	97.5	97.9	96.0	94.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	290	370	140	100
T - % (AM)	-	6.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	580	760	230	150
T - % (PM)	-	3.7	-	-
Prop.of commercial vehicles - 16 hr.	-	6.2	-	-
WEST BOUND				
A.A.D.T.	1160	1440	670	480
R 12 / 24 - %	85.5	86.3	81.6	79.7
R 16 / 24 - %	96.6	97.1	94.6	93.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	90	110	60	20
T - % (AM)	-	4.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	110	150	40	40
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	4.5	-	-

3. OTHER INFORMATION AND COMMENT

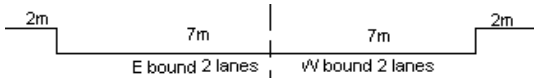
4. Vehicle classification and occupancy - Monday to Friday

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	0.0	37.7	22.6	7.5	0.0	15.1	0.0	0.0	0.0	17.0
	Ocp	0.0	1.0	1.0	2.0	0.0	1.0	0.0	0.0	0.0	6.1
0800-0900	Pro	0.0	62.1	19.2	1.1	0.0	4.5	0.0	10.2	0.0	2.8
	Ocp	0.0	1.1	1.4	5.0	0.0	1.5	0.0	5.3	0.0	9.8
0900-1000	Pro	4.9	52.6	29.4	1.2	0.0	6.1	1.2	0.0	0.0	4.6
	Ocp	1.0	1.1	1.3	1.0	0.0	1.6	1.0	0.0	0.0	6.7
1000-1100	Pro	0.0	68.7	18.0	0.0	0.0	10.1	1.1	0.0	0.0	2.0
	Ocp	0.0	1.1	1.1	0.0	0.0	1.4	3.0	0.0	0.0	4.3
1100-1200	Pro	1.6	63.2	14.6	3.2	0.0	11.3	3.2	0.0	0.0	2.8
	Ocp	1.0	1.2	1.4	1.5	0.0	1.4	1.0	0.0	0.0	7.3
1200-1300	Pro	2.5	68.8	10.2	1.3	0.0	8.9	3.8	2.5	0.0	1.9
	Ocp	1.0	1.2	1.0	1.0	0.0	1.3	1.7	1.5	0.0	4.3
1300-1400	Pro	6.3	74.3	4.7	1.6	0.0	11.1	0.0	0.0	0.0	2.0
	Ocp	1.5	1.3	1.3	2.0	0.0	1.4	0.0	0.0	0.0	5.8
1400-1500	Pro	1.1	72.5	10.2	1.1	0.0	12.5	1.1	0.0	0.0	1.4
	Ocp	1.0	1.2	1.4	1.0	0.0	1.5	2.0	0.0	0.0	5.0
1500-1600	Pro	2.5	51.4	20.1	0.0	0.0	17.6	2.5	3.8	0.0	2.2
	Ocp	1.5	1.2	1.4	0.0	0.0	1.2	1.0	9.7	0.0	5.3
1600-1700	Pro	9.4	62.5	20.3	0.0	0.0	3.1	0.0	3.1	0.0	1.6
	Ocp	1.0	1.2	1.3	0.0	0.0	1.5	0.0	1.0	0.0	4.0
1700-1800	Pro	7.8	71.1	7.8	2.2	0.0	3.3	0.0	4.4	0.0	3.3
	Ocp	1.0	1.5	2.1	1.0	0.0	2.3	0.0	7.8	0.0	3.9
1800-1900	Pro	7.1	64.3	20.6	0.8	0.0	3.2	0.8	3.2	0.0	0.0
Peak hour	Ocp	1.0	1.2	1.7	2.0	0.0	1.5	1.0	1.0	0.0	0.0
1900-2000	Pro	0.0	84.6	9.3	0.8	0.0	1.7	0.8	1.7	0.0	1.1
	Ocp	0.0	1.3	2.4	1.0	0.0	2.0	1.0	4.0	0.0	2.6
2000-2100	Pro	6.6	76.0	9.9	0.0	0.0	0.0	0.0	3.3	0.0	4.1
	Ocp	1.0	1.3	2.0	0.0	0.0	0.0	0.0	1.0	0.0	3.6
2100-2200	Pro	5.0	80.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
	Ocp	1.0	1.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5
2200-2300	Pro	9.3	55.8	27.9	0.0	0.0	0.0	0.0	0.0	0.0	7.0
	Ocp	1.0	1.5	1.7	0.0	0.0	0.0	0.0	0.0	0.0	3.0
16 hours	Pro	3.6	67.0	15.4	1.1	0.0	7.0	1.1	2.4	0.0	2.4
	Ocp	1.1	1.2	1.5	1.7	0.0	1.5	1.4	4.7	0.0	5.5

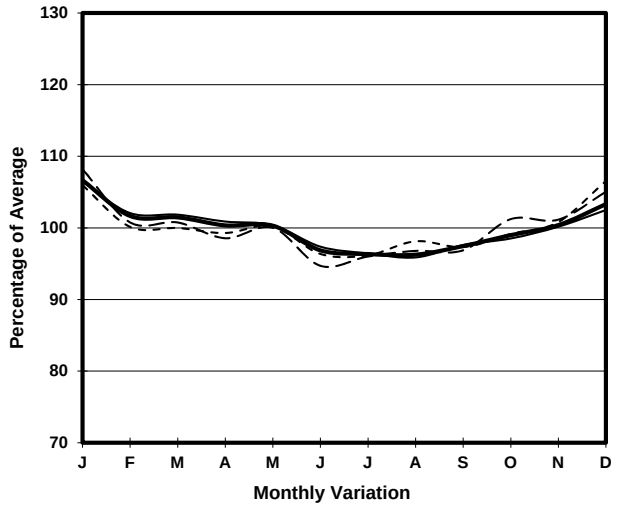
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

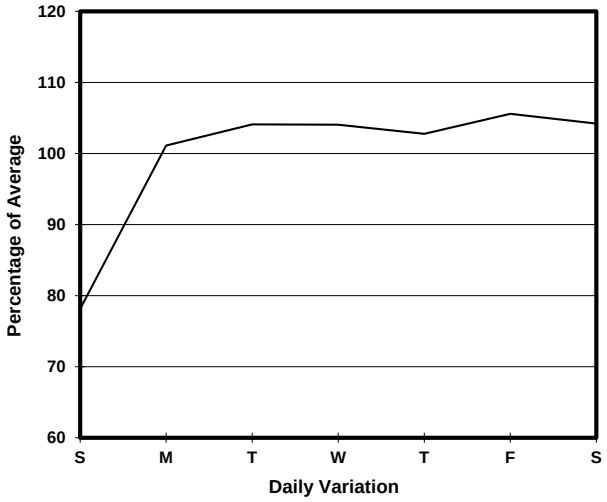
YEAR 2025 **LINK** TAI PO RD (from CALDECOTT RD to TAI PO RD INT)

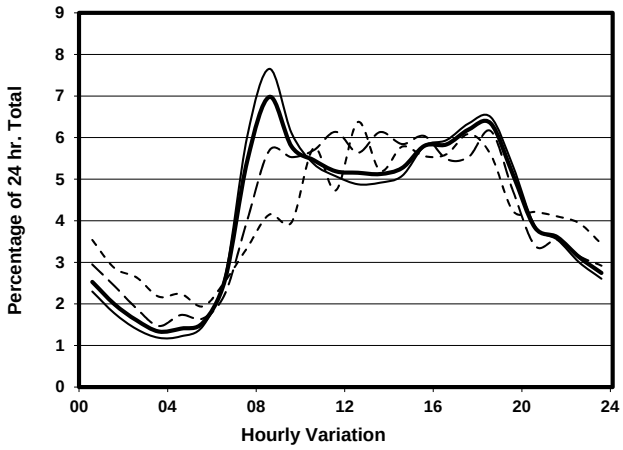
COVERAGE (B) STATION 4201
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

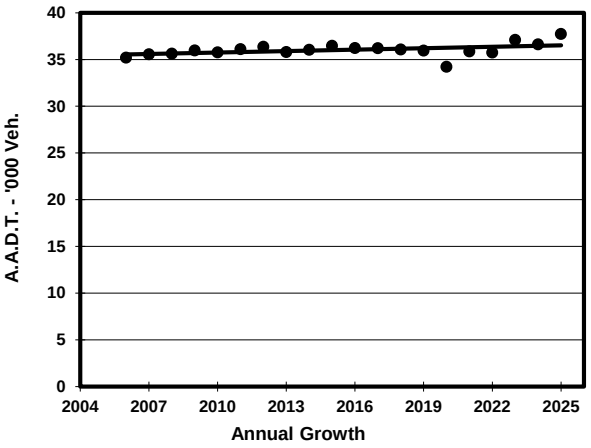


1. TRAFFIC FLOW VARIATION AND GROWTH









All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	21170	22240	21920	16780
R 12 / 24 - %	69.2	70.6	67.2	62.3
R 16 / 24 - %	83.3	84.5	81.6	77.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	1770	2070	1460	720
T - % (AM)	-	2.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	1240	1280	1330	1000
T - % (PM)	-	1.9	-	-
Prop.of commercial vehicles - 16 hr.	-	3.1	-	-
WEST BOUND				
A.A.D.T.	16550	17250	17870	13160
R 12 / 24 - %	67.8	68.4	68.7	61.9
R 16 / 24 - %	85.5	86.6	84.1	80.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0800-0900
One-way flow at AM peak hour	870	960	1040	530
T - % (AM)	-	3.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1160	1280	1120	850
T - % (PM)	-	3.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.0	-	-

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	4.3	60.6	16.4	2.0	0.0	10.6	2.3	3.3	0.0	0.6
	Ocp	1.0	1.3	1.7	6.3	0.0	1.4	1.2	29.5	0.0	66.0
0800-0900	Pro	1.8	82.0	5.8	0.6	0.0	6.8	1.3	1.1	0.0	0.5
Peak hour	Ocp	1.0	1.3	1.9	3.5	0.0	1.6	1.5	10.1	0.0	46.6
0900-1000	Pro	5.6	62.2	14.0	0.0	0.0	14.7	1.7	1.0	0.0	0.9
	Ocp	1.0	1.2	1.6	0.0	0.0	1.3	1.3	1.0	0.0	31.9
1000-1100	Pro	4.3	57.6	12.1	0.0	0.3	20.6	3.9	0.3	0.0	0.9
	Ocp	1.1	1.4	1.4	0.0	1.0	1.4	1.5	1.0	0.0	34.0
1100-1200	Pro	3.4	53.9	16.8	1.0	0.0	19.8	3.7	0.7	0.0	0.8
	Ocp	1.0	1.2	1.5	1.3	0.0	1.2	1.4	5.0	0.0	40.4
1200-1300	Pro	9.0	50.7	16.9	0.4	0.4	17.3	4.3	0.0	0.0	1.1
	Ocp	1.0	1.4	1.3	1.0	1.0	1.5	1.8	0.0	0.0	39.2
1300-1400	Pro	3.8	72.5	10.3	0.4	0.4	8.8	2.3	0.4	0.0	1.2
	Ocp	1.0	1.3	1.2	3.0	6.0	1.4	1.2	1.0	0.0	35.5
1400-1500	Pro	4.4	56.2	16.9	0.6	0.6	15.9	3.1	1.3	0.0	1.0
	Ocp	1.0	1.4	1.4	1.0	1.0	1.6	1.6	1.0	0.0	35.2
1500-1600	Pro	5.5	62.7	12.2	1.5	0.3	13.9	1.2	1.7	0.0	0.9
	Ocp	1.1	1.3	1.3	9.4	1.0	1.3	1.0	1.2	0.0	39.0
1600-1700	Pro	5.7	51.2	18.1	0.3	0.0	18.9	1.6	3.1	0.0	1.2
	Ocp	1.0	1.4	1.4	2.0	0.0	1.4	1.2	39.1	0.0	43.6
1700-1800	Pro	9.5	64.3	9.7	0.5	0.0	14.4	0.5	0.0	0.0	1.0
	Ocp	1.1	1.3	1.3	8.0	0.0	1.3	1.0	0.0	0.0	64.4
1800-1900	Pro	1.3	82.7	4.5	0.0	0.0	8.7	1.3	0.3	0.0	1.1
	Ocp	1.0	1.3	1.4	0.0	0.0	1.6	1.6	1.0	0.0	59.6
1900-2000	Pro	6.8	71.8	12.1	0.0	0.0	7.3	1.1	0.0	0.0	0.9
	Ocp	1.0	1.4	1.3	0.0	0.0	1.2	1.3	0.0	0.0	33.9
2000-2100	Pro	5.2	68.3	16.9	0.0	0.0	6.4	2.0	0.0	0.0	1.2
	Ocp	1.0	1.6	1.5	0.0	0.0	1.5	1.8	0.0	0.0	22.9
2100-2200	Pro	6.3	64.5	21.1	0.0	0.0	5.1	1.1	0.6	0.0	1.3
	Ocp	1.0	1.3	1.4	0.0	0.0	1.1	1.5	1.0	0.0	22.8
2200-2300	Pro	3.4	65.9	19.9	0.0	0.0	8.5	1.1	0.0	0.0	1.1
	Ocp	1.0	1.4	1.4	0.0	0.0	1.5	1.0	0.0	0.0	16.8
16 hours	Pro	4.9	65.2	13.1	0.5	0.1	12.4	2.0	1.0	0.0	0.9
	Ocp	1.0	1.3	1.4	5.1	1.8	1.4	1.4	18.3	0.0	40.8

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

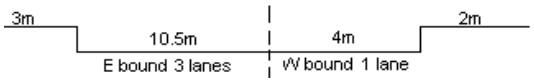
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

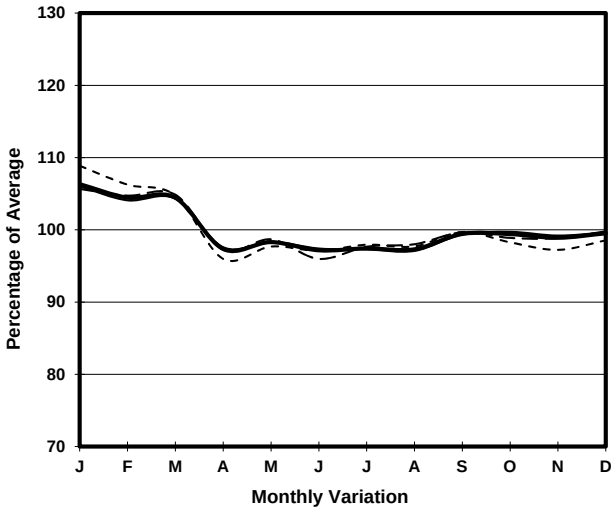
* All traffic data are collected from combined bounds

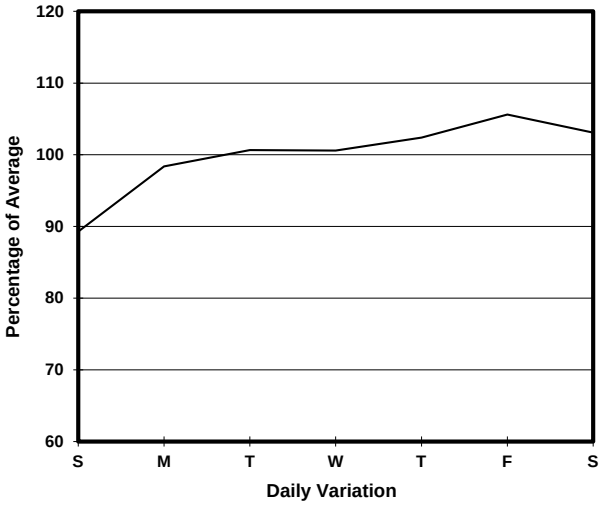
YEAR 2025 **LINK** BOUNDARY ST (from TAI HANG TUNG RD to EMBANKMENT RD)

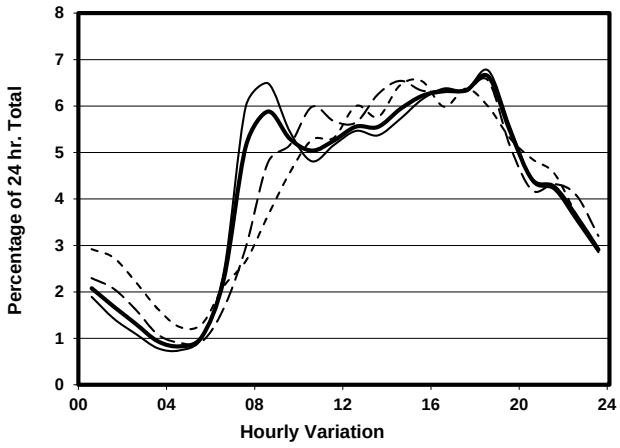
COVERAGE (B) STATION 4202
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

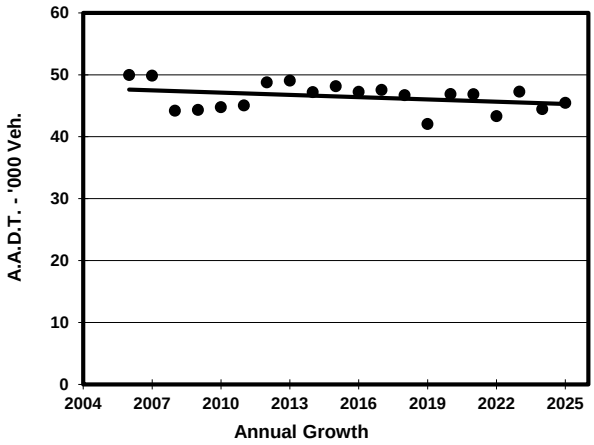


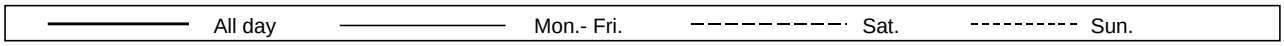
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	37770	38380	40200	33820
R 12 / 24 - %	68.6	69.4	68.4	63.9
R 16 / 24 - %	86.4	87.2	86.0	82.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2220	2490	2090	1560
T - % (AM)	-	5.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2450	2520	2660	2150
T - % (PM)	-	3.0	-	-
Prop.of commercial vehicles - 16 hr.	-	5.0	-	-
WEST BOUND				
A.A.D.T.	7680	8020	6980	7010
R 12 / 24 - %	72.1	73.4	69.2	67.9
R 16 / 24 - %	89.4	90.4	87.4	85.4
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	460	570	350	300
T - % (AM)	-	4.2	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	570	620	520	460
T - % (PM)	-	5.0	-	-
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	4.7	37.2	27.1	8.0	3.3	11.7	0.8	4.9	0.3	1.9
	Ocp	1.1	1.5	2.0	7.1	13.2	1.4	1.8	18.0	19.3	51.0
0800-0900	Pro	0.3	60.8	15.7	2.7	3.7	11.9	1.0	2.1	0.3	1.5
	Ocp	1.0	1.3	2.0	6.8	13.8	1.5	1.6	10.1	20.1	45.4
0900-1000	Pro	0.7	62.6	20.2	0.5	2.6	8.3	1.6	1.6	0.2	1.6
	Ocp	1.0	1.4	1.9	1.7	11.0	1.5	1.7	5.0	13.6	34.3
1000-1100	Pro	0.0	38.0	31.0	1.4	3.9	18.5	3.9	1.4	0.2	1.7
	Ocp	0.0	1.3	1.8	1.9	9.6	1.4	1.5	2.1	17.6	43.1
1100-1200	Pro	1.4	48.5	23.7	4.0	4.9	11.3	2.8	1.4	0.2	1.7
	Ocp	1.0	1.4	1.6	3.3	8.5	1.3	1.4	5.1	14.5	39.0
1200-1300	Pro	3.3	49.1	28.0	1.5	2.8	10.8	2.2	0.5	0.2	1.7
	Ocp	1.0	1.3	1.9	3.7	9.1	1.5	1.4	2.3	15.0	45.8
1300-1400	Pro	1.9	53.8	19.6	3.9	2.7	14.0	2.0	0.3	0.1	1.6
	Ocp	1.0	1.4	1.9	5.2	9.6	1.6	1.5	23.0	12.0	45.3
1400-1500	Pro	0.8	57.4	18.5	3.0	1.5	12.3	2.8	1.3	0.2	2.1
	Ocp	1.0	1.3	2.0	2.4	10.4	1.7	1.4	1.3	8.4	48.6
1500-1600	Pro	1.3	45.9	26.1	2.5	3.6	14.2	2.3	2.0	0.3	1.9
	Ocp	1.0	1.5	1.8	9.6	9.8	1.2	1.3	8.5	12.7	55.2
1600-1700	Pro	1.7	46.8	29.3	3.7	3.1	11.3	0.6	1.4	0.2	1.9
	Ocp	1.0	1.7	1.7	4.9	15.4	1.3	1.5	5.0	13.8	58.7
1700-1800	Pro	6.0	58.8	17.3	1.7	3.2	8.9	1.5	0.2	0.2	2.3
	Ocp	1.1	1.4	1.7	2.6	14.2	1.4	1.3	1.0	20.8	62.3
1800-1900	Pro	6.0	58.6	20.7	0.2	4.3	6.9	0.8	0.9	0.1	1.6
Peak hour	Ocp	1.1	1.2	2.0	1.0	15.2	1.2	1.6	7.7	20.0	63.3
1900-2000	Pro	5.2	61.0	21.6	0.2	4.4	5.2	0.2	0.3	0.2	1.7
	Ocp	1.0	1.2	1.8	1.0	12.9	1.1	2.0	2.5	17.5	53.6
2000-2100	Pro	3.1	53.8	27.1	0.2	3.7	8.3	0.8	0.4	0.2	2.4
	Ocp	1.0	1.3	2.2	1.0	11.2	1.5	1.3	24.5	10.0	43.7
2100-2200	Pro	4.6	54.4	30.1	0.0	3.2	4.0	0.2	1.1	0.3	2.2
	Ocp	1.0	1.5	2.0	0.0	11.2	1.4	1.0	1.0	5.6	53.2
2200-2300	Pro	3.4	58.1	30.0	0.3	2.4	2.1	0.8	0.0	0.3	2.8
	Ocp	1.0	2.0	1.7	1.0	10.4	1.0	1.0	0.0	9.8	56.1
16 hours	Pro	2.8	53.1	23.7	2.1	3.3	10.1	1.5	1.2	0.2	1.9
	Ocp	1.0	1.4	1.9	5.1	11.9	1.4	1.4	9.0	14.6	50.6

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

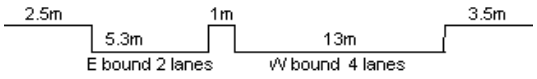
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

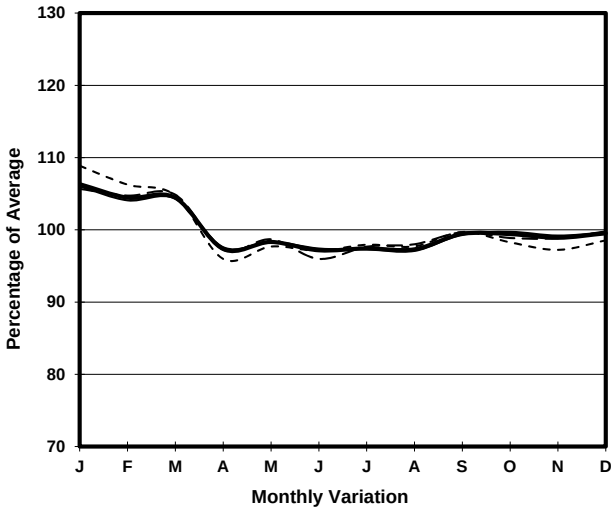
* All traffic data are collected from combined bounds

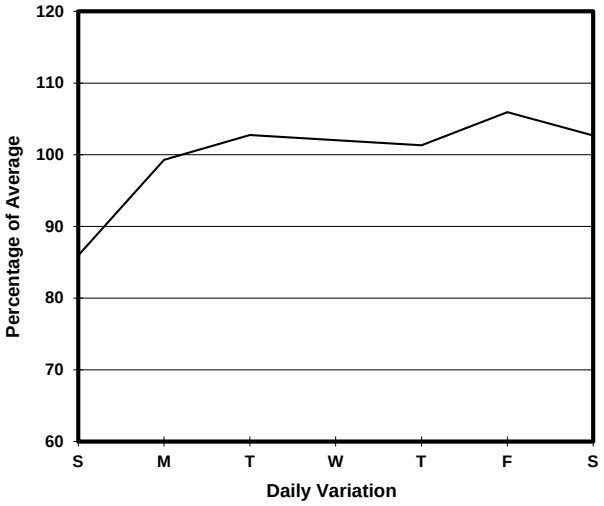
YEAR 2025 **LINK** PRINCE EDWARD RD W (from EMBANKMENT RD to YUEN NGAI ST)

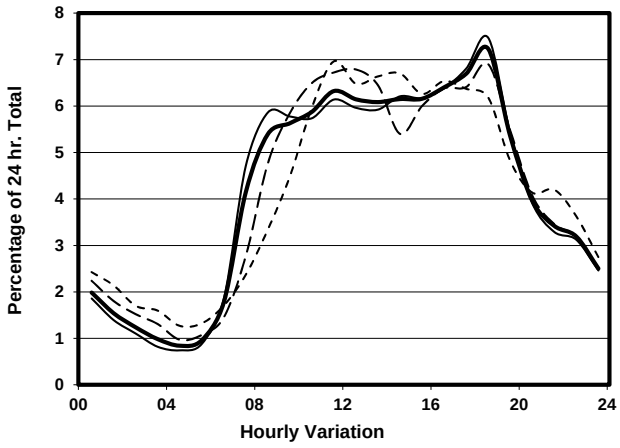
COVERAGE (B) STATION 4203
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

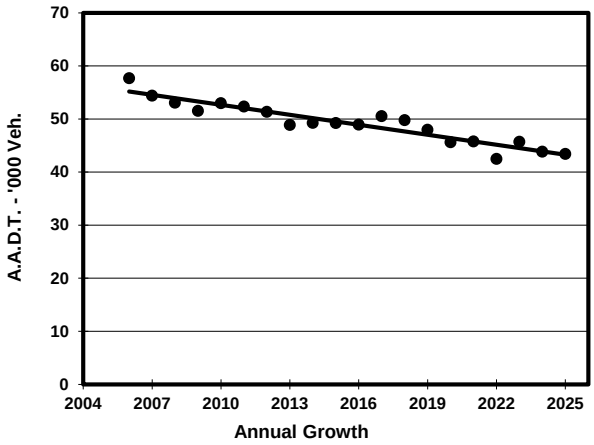


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	1650	1640	1770	1690
R 12 / 24 - %	78.8	78.0	81.5	80.0
R 16 / 24 - %	91.1	90.7	92.0	91.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	90	90	130	100
T - % (AM)	-	4.0	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	130	130	140	130
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	1.3	-	-
WEST BOUND				
A.A.D.T.	41770	43100	43220	35920
R 12 / 24 - %	72.0	73.0	70.5	67.8
R 16 / 24 - %	88.0	88.8	86.9	84.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2350	2550	2510	1590
T - % (AM)	-	8.0	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	3020	3220	2980	2330
T - % (PM)	-	3.1	-	-
Prop.of commercial vehicles - 16 hr.	-	5.7	-	-

3. OTHER INFORMATION AND COMMENT

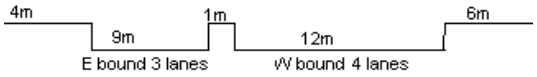
4. Vehicle classification and occupancy - Monday to Friday

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	0.8	32.5	22.6	6.3	8.0	18.5	3.3	3.9	0.1	4.0
	Ocp	1.0	1.4	1.7	3.0	9.5	1.1	1.1	5.6	20.0	32.4
0800-0900	Pro	1.0	54.0	13.9	2.5	6.5	13.9	3.3	1.6	0.2	3.0
	Ocp	1.0	1.3	1.9	2.1	12.3	1.3	1.1	2.0	11.5	40.7
0900-1000	Pro	0.9	43.9	21.3	0.6	5.0	21.9	2.9	0.8	0.1	2.6
	Ocp	1.2	1.4	2.0	1.0	13.2	1.3	1.3	2.2	18.0	28.7
1000-1100	Pro	1.3	42.5	22.5	0.4	5.2	21.1	3.7	0.6	0.1	2.6
	Ocp	1.0	1.4	2.0	1.0	12.1	1.5	1.6	1.0	20.0	35.0
1100-1200	Pro	3.0	41.6	23.3	1.4	4.3	19.5	3.2	0.8	0.1	2.8
	Ocp	1.1	1.4	1.9	2.4	12.2	1.4	1.6	2.8	24.5	40.1
1200-1300	Pro	2.6	47.6	27.1	0.7	3.7	13.5	1.1	1.1	0.1	2.5
	Ocp	1.1	1.4	1.9	2.0	11.3	1.2	1.2	2.5	15.3	36.0
1300-1400	Pro	3.9	47.9	14.3	3.3	6.1	19.5	1.3	0.4	0.2	3.1
	Ocp	1.1	1.4	1.5	1.7	12.8	1.4	1.3	8.5	17.0	35.8
1400-1500	Pro	2.8	48.5	20.4	0.6	4.7	16.8	3.0	0.6	0.1	2.5
	Ocp	1.2	1.4	1.8	2.0	11.0	1.4	1.4	1.3	15.7	28.2
1500-1600	Pro	4.2	50.0	22.2	2.1	4.0	13.4	1.0	0.9	0.1	2.2
	Ocp	1.0	1.4	1.8	5.3	10.6	1.4	1.4	2.7	12.5	30.6
1600-1700	Pro	3.6	51.7	19.4	1.8	3.3	15.3	2.0	0.5	0.1	2.4
	Ocp	1.0	1.5	1.7	2.9	9.9	1.5	1.5	1.0	17.0	29.8
1700-1800	Pro	5.5	52.9	12.6	0.5	7.2	15.2	2.4	1.0	0.1	2.5
	Ocp	1.0	1.3	1.7	1.0	14.1	1.4	1.4	13.8	18.0	27.2
1800-1900	Pro	4.9	61.5	21.4	0.0	4.9	4.2	0.1	1.0	0.1	1.9
Peak hour	Ocp	1.2	1.2	2.0	0.0	15.9	1.3	2.0	2.8	17.0	35.1
1900-2000	Pro	2.6	57.0	24.1	0.0	7.1	5.6	0.5	1.0	0.1	2.1
	Ocp	1.1	1.4	1.5	0.0	8.9	1.3	1.0	1.3	7.0	17.8
2000-2100	Pro	5.0	44.2	33.6	0.0	7.5	5.0	0.8	0.6	0.1	3.1
	Ocp	1.1	1.3	1.5	0.0	6.9	1.2	1.3	1.0	5.5	11.1
2100-2200	Pro	2.8	44.8	39.6	0.0	4.4	4.4	1.1	0.0	0.1	2.8
	Ocp	1.1	1.3	1.5	0.0	5.0	1.3	1.5	0.0	4.5	10.3
2200-2300	Pro	2.5	47.3	39.4	0.0	7.0	0.6	0.0	0.3	0.0	2.8
	Ocp	1.1	1.5	1.5	0.0	4.6	1.5	0.0	5.0	0.0	11.1
16 hours	Pro	3.0	49.1	22.5	1.2	5.4	13.3	1.9	0.9	0.1	2.6
	Ocp	1.1	1.4	1.7	2.7	11.1	1.4	1.4	3.8	14.7	29.4

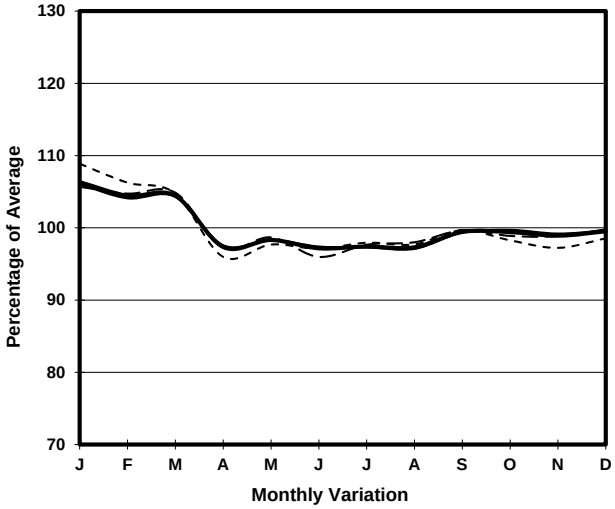
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

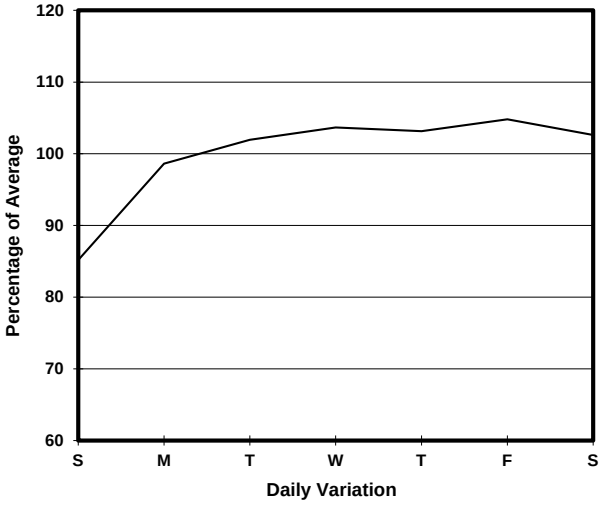
YEAR 2025 **LINK** ARGYLE ST & FO <K13> (from WATERLOO RD to YIM PO FONG ST)

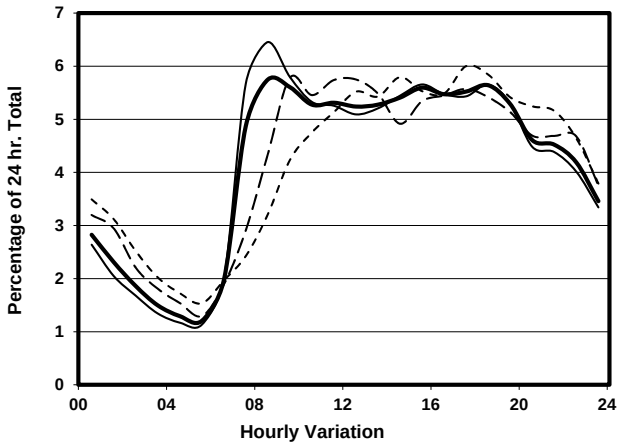
COVERAGE (B) STATION 4204
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

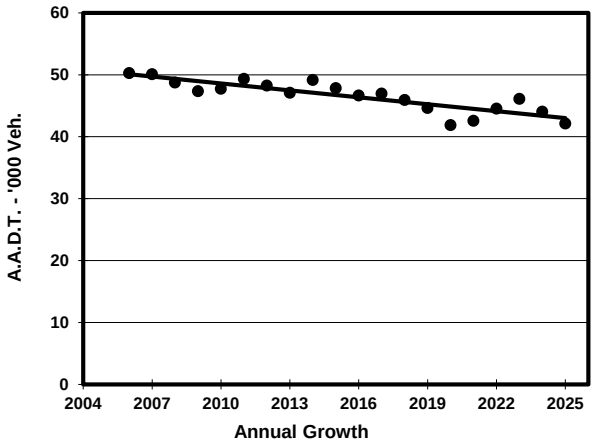


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	21810	22940	22040	17160
R 12 / 24 - %	64.9	66.4	62.2	57.7
R 16 / 24 - %	83.5	84.7	81.2	78.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1190	1390	1220	660
T - % (AM)	-	8.6	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	1300	1390	1290	1080
T - % (PM)	-	7.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.4	-	-
WEST BOUND				
A.A.D.T.	20320	20550	21590	19020
R 12 / 24 - %	65.1	66.5	62.2	60.9
R 16 / 24 - %	83.6	84.6	81.5	81.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1230	1420	1310	880
T - % (AM)	-	8.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1080	1070	1160	1120
T - % (PM)	-	6.0	-	-
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	3.7	31.3	32.5	3.4	9.3	9.0	2.0	2.7	0.0	6.2
	Ocp	1.1	1.4	2.1	7.3	8.3	1.3	1.3	11.1	0.0	37.9
0800-0900	Pro	2.2	48.2	22.1	0.1	6.2	12.9	2.4	1.3	0.0	4.6
Peak hour	Ocp	1.0	1.5	2.2	1.0	11.8	1.3	1.8	17.7	0.0	38.7
0900-1000	Pro	1.3	40.3	21.6	0.5	5.8	21.9	3.2	0.2	0.0	5.3
	Ocp	1.1	1.4	2.0	5.7	7.2	1.4	1.4	2.0	0.0	24.0
1000-1100	Pro	1.9	33.5	27.6	0.8	8.6	20.8	1.4	0.0	0.0	5.4
	Ocp	1.1	1.5	1.9	3.3	5.8	1.5	1.3	0.0	0.0	24.4
1100-1200	Pro	4.9	33.1	30.0	1.0	7.7	16.2	1.6	0.0	0.0	5.4
	Ocp	1.0	1.4	2.1	2.4	7.8	1.6	1.8	0.0	0.0	28.8
1200-1300	Pro	3.0	40.4	24.5	1.0	7.3	14.1	2.8	0.3	0.0	6.6
	Ocp	1.0	1.5	2.0	1.5	8.1	1.3	1.5	2.0	0.0	31.8
1300-1400	Pro	4.1	33.1	31.0	1.1	8.8	12.6	2.8	1.1	0.0	5.6
	Ocp	1.0	1.6	2.0	2.4	9.2	1.5	1.8	4.2	0.0	36.4
1400-1500	Pro	0.7	39.6	29.9	1.3	8.8	12.3	0.7	0.9	0.0	5.8
	Ocp	1.0	1.5	2.2	3.0	9.9	1.6	1.3	1.3	0.0	34.5
1500-1600	Pro	2.0	42.8	28.3	0.6	6.3	13.0	1.4	0.4	0.0	5.3
	Ocp	1.0	1.5	2.0	7.3	12.2	1.3	1.6	3.5	0.0	46.9
1600-1700	Pro	3.0	48.2	23.7	0.8	7.7	9.5	0.4	0.6	0.0	6.0
	Ocp	1.1	1.6	1.8	3.3	11.9	1.3	1.0	21.3	0.0	46.6
1700-1800	Pro	2.1	50.4	25.5	0.2	9.8	5.2	1.0	0.2	0.0	5.6
	Ocp	1.2	1.5	1.9	2.0	12.9	1.5	1.8	2.0	0.0	56.8
1800-1900	Pro	4.7	48.8	24.9	0.0	10.4	4.5	0.0	1.1	0.0	5.6
	Ocp	1.1	1.5	2.1	0.0	15.0	1.3	0.0	15.0	0.0	51.7
1900-2000	Pro	5.7	44.6	30.7	0.0	9.0	4.0	0.0	0.6	0.0	5.5
	Ocp	1.1	1.4	1.9	0.0	12.8	1.4	0.0	1.0	0.0	41.9
2000-2100	Pro	5.3	44.5	32.2	0.0	8.3	4.0	0.2	0.4	0.0	5.1
	Ocp	1.0	1.5	1.7	0.0	12.0	1.4	1.0	5.0	0.0	30.2
2100-2200	Pro	3.8	42.8	32.4	0.0	12.0	2.9	0.2	0.0	0.0	6.0
	Ocp	1.2	1.6	1.8	0.0	11.5	1.5	1.0	0.0	0.0	35.7
2200-2300	Pro	2.5	49.3	30.1	0.0	10.9	1.8	0.8	0.3	0.0	4.4
	Ocp	1.1	1.7	1.7	0.0	10.6	1.7	2.0	2.0	0.0	36.8
16 hours	Pro	3.2	42.2	27.6	0.6	8.4	10.6	1.3	0.6	0.0	5.5
	Ocp	1.1	1.5	2.0	4.4	10.7	1.4	1.6	10.0	0.0	37.8

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

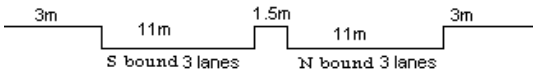
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

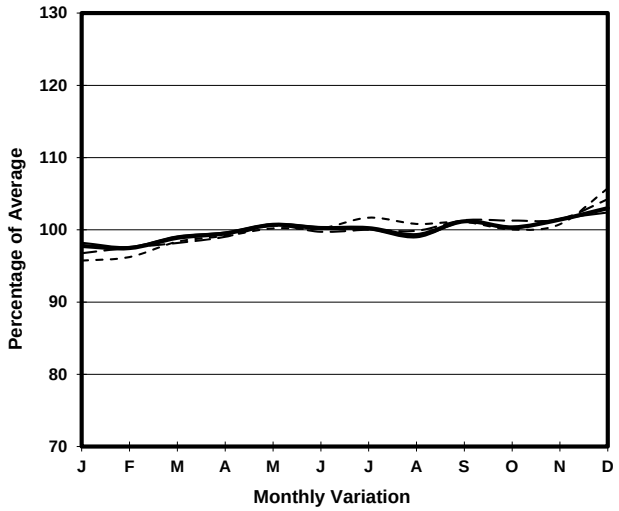
* All traffic data are collected from combined bounds

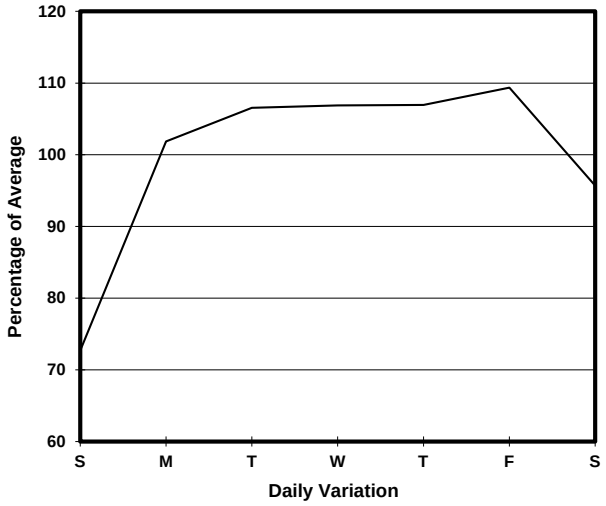
YEAR 2025 **LINK** WATERLOO RD (from YIM PO FONG ST to PUI CHING RD)

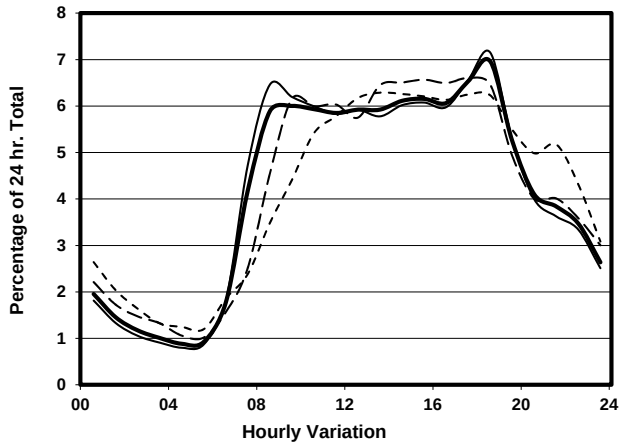
COVERAGE (B) STATION 4205
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

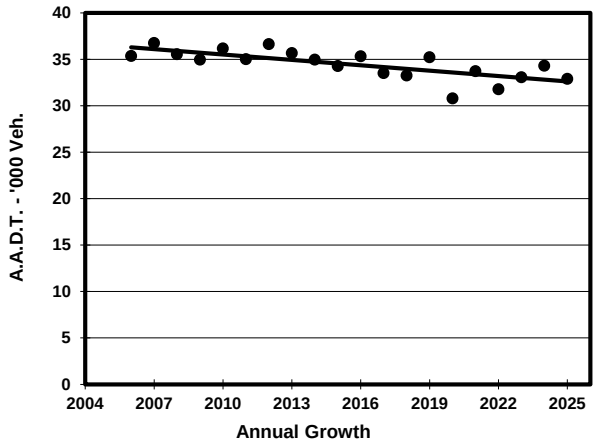


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	15040	16570	13710	10330
R 12 / 24 - %	76.6	78.0	74.4	68.8
R 16 / 24 - %	91.0	91.7	89.5	87.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	970	1150	920	460
T - % (AM)	-	7.0	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	1160	1330	960	680
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-
NORTH BOUND				
A.A.D.T.	17850	18940	18260	13930
R 12 / 24 - %	67.2	68.1	66.9	62.2
R 16 / 24 - %	85.8	86.5	84.5	83.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1000	1150	1050	610
T - % (AM)	-	4.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1130	1210	1180	840
T - % (PM)	-	2.8	-	-
Prop.of commercial vehicles - 16 hr.	-	4.6	-	-

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	41.5	39.8	3.7	2.0	2.0	2.0	2.0	0.2	3.6
	Ocp	1.0	1.5	2.0	4.5	6.3	2.0	1.8	6.2	7.0	32.3
0800-0900	Pro	1.2	56.6	24.9	2.3	3.7	5.4	1.0	2.1	0.3	2.5
	Ocp	1.2	1.8	1.8	1.7	10.3	1.6	1.0	6.9	22.4	40.5
0900-1000	Pro	0.0	45.4	32.7	1.1	2.0	12.7	1.8	1.1	0.2	3.0
	Ocp	0.0	1.5	1.8	4.0	9.4	1.6	1.5	1.8	17.8	30.9
1000-1100	Pro	0.2	41.0	36.1	2.2	2.2	12.5	1.7	1.7	0.2	2.2
	Ocp	1.0	1.5	1.7	3.3	4.2	1.5	1.9	1.1	24.0	28.2
1100-1200	Pro	1.6	44.2	34.5	1.4	2.2	10.0	1.4	1.4	0.2	3.2
	Ocp	1.0	1.5	1.8	2.8	6.6	1.5	1.6	5.0	24.0	34.0
1200-1300	Pro	0.8	45.7	33.3	1.6	3.4	9.6	1.8	1.3	0.2	2.4
	Ocp	1.0	1.5	1.8	5.2	5.4	1.6	1.7	1.0	8.0	36.8
1300-1400	Pro	0.8	39.6	32.6	2.9	2.9	16.0	0.8	1.1	0.3	2.9
	Ocp	1.0	1.5	1.9	2.8	11.4	1.4	2.0	17.3	19.2	39.9
1400-1500	Pro	0.3	46.6	31.2	1.3	4.0	11.0	0.8	1.6	0.2	2.9
	Ocp	1.0	1.7	2.0	1.2	11.5	1.6	2.0	3.0	12.7	40.1
1500-1600	Pro	0.0	48.0	32.8	4.0	1.7	9.5	0.2	0.5	0.3	3.0
	Ocp	0.0	1.5	2.0	4.8	11.0	1.4	1.0	1.0	15.4	40.6
1600-1700	Pro	3.6	46.6	29.6	3.3	1.9	8.5	1.2	2.1	0.3	2.9
	Ocp	1.1	1.5	2.0	4.4	13.8	1.4	1.2	5.9	20.6	46.1
1700-1800	Pro	1.1	53.7	29.3	2.2	2.0	7.0	0.4	1.3	0.3	2.7
	Ocp	1.0	1.4	1.7	2.1	13.3	1.3	1.5	10.3	21.4	45.8
1800-1900	Pro	1.4	62.3	25.8	0.0	2.8	4.2	0.6	0.4	0.2	2.3
Peak hour	Ocp	1.0	1.4	2.1	0.0	15.8	1.2	1.3	20.5	24.6	59.4
1900-2000	Pro	3.1	59.0	29.0	0.4	3.1	2.7	0.4	0.0	0.2	2.0
	Ocp	1.0	1.5	1.8	1.0	12.4	1.2	1.0	0.0	17.3	46.2
2000-2100	Pro	6.3	48.5	33.2	0.0	4.9	2.2	0.0	0.0	0.4	4.5
	Ocp	1.3	1.6	1.8	0.0	11.8	1.3	0.0	0.0	12.3	41.3
2100-2200	Pro	6.8	43.9	36.4	0.4	3.6	3.2	0.7	0.4	0.4	4.4
	Ocp	1.1	1.7	1.8	1.0	13.1	1.1	1.5	2.0	17.6	38.9
2200-2300	Pro	0.4	55.5	33.6	0.0	5.4	1.3	0.0	0.0	0.1	3.7
	Ocp	1.0	1.5	1.7	0.0	10.3	1.7	0.0	0.0	30.0	54.2
16 hours	Pro	1.8	49.2	31.6	1.7	2.9	7.7	1.0	1.1	0.3	2.9
	Ocp	1.1	1.5	1.8	3.4	10.7	1.5	1.6	5.9	18.6	40.9

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

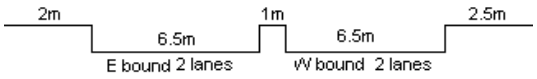
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

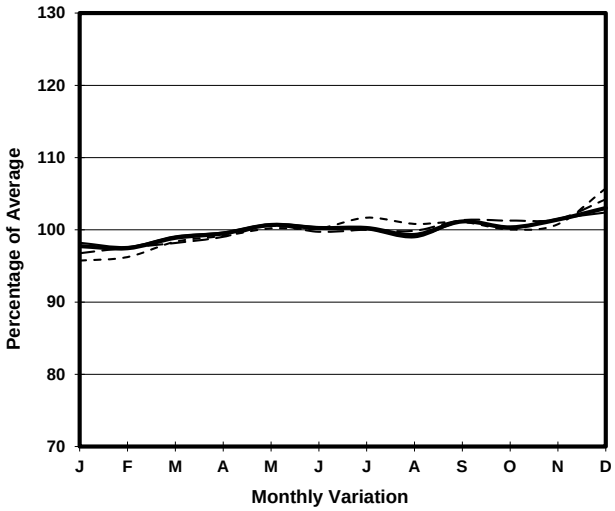
* All traffic data are collected from combined bounds

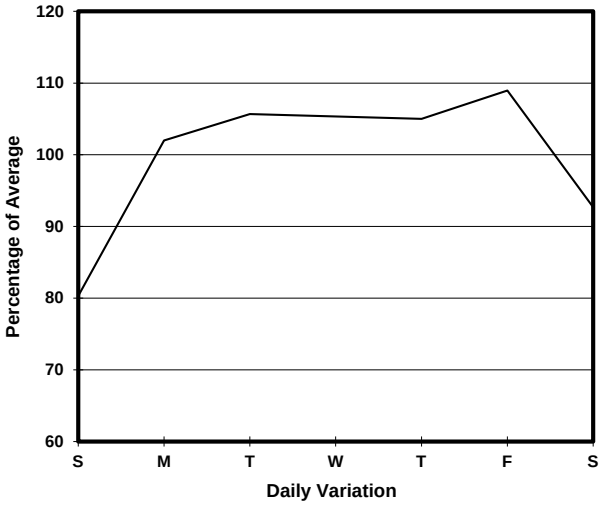
YEAR 2025 **LINK** CORNWALL ST (from WATERLOO RD to NAM CHEONG ST)

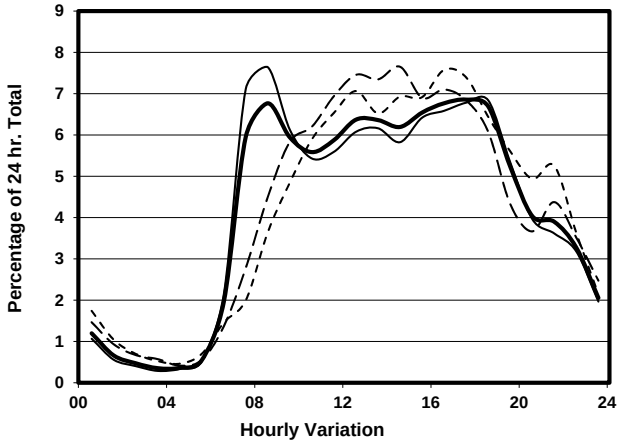
COVERAGE (B) STATION 4206
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

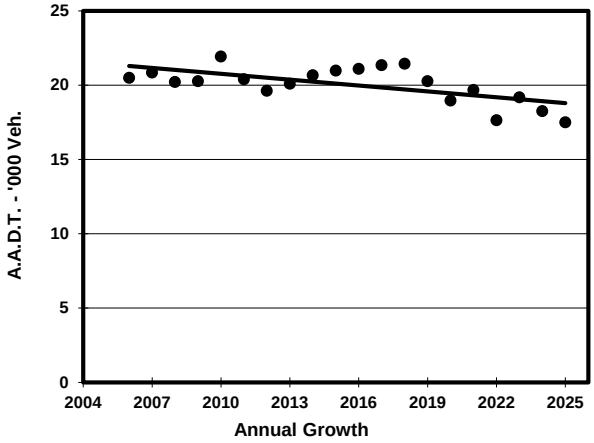


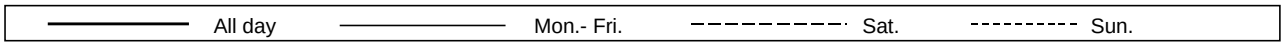
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	8700	9270	8100	7120
R 12 / 24 - %	77.7	78.2	77.9	73.7
R 16 / 24 - %	92.1	92.3	91.3	91.3
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	650	770	570	410
T - % (AM)	-	10.4	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	580	630	550	530
T - % (PM)	-	6.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.6	-	-
WEST BOUND				
A.A.D.T.	8800	9380	8310	7080
R 12 / 24 - %	74.2	75.0	73.4	69.9
R 16 / 24 - %	92.7	93.1	91.7	91.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	530	660	390	280
T - % (AM)	-	8.1	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	640	690	650	580
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	8.0	-	-

3. OTHER INFORMATION AND COMMENT

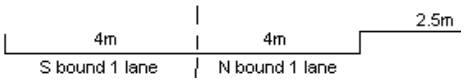
4. Vehicle classification and occupancy - Monday to Friday

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	1.1	59.7	16.0	4.4	0.0	4.7	1.8	10.2	0.0	2.1
	Ocp	1.0	1.5	1.7	9.8	0.0	1.4	1.8	17.8	0.0	33.7
0800-0900	Pro	1.7	69.9	10.9	1.9	0.0	7.3	2.4	4.1	0.0	1.8
Peak hour	Ocp	1.1	1.4	1.8	12.4	0.0	1.7	1.4	13.2	0.0	42.2
0900-1000	Pro	3.1	61.6	11.2	2.0	0.3	12.6	4.4	2.7	0.0	2.0
	Ocp	1.0	1.4	1.7	1.0	1.0	1.5	1.3	4.3	0.0	30.3
1000-1100	Pro	3.1	53.4	15.0	0.9	0.0	15.9	6.6	2.7	0.0	2.4
	Ocp	1.0	1.4	1.7	4.5	0.0	1.2	1.6	8.3	0.0	21.9
1100-1200	Pro	6.5	48.1	11.1	1.2	0.0	18.2	7.0	5.3	0.0	2.6
	Ocp	1.0	1.5	1.8	1.0	0.0	1.3	1.6	8.7	0.0	20.9
1200-1300	Pro	4.6	59.1	12.6	3.8	0.0	10.9	3.4	3.4	0.0	2.3
	Ocp	1.0	1.4	1.5	4.3	0.0	1.4	1.8	5.4	0.0	22.0
1300-1400	Pro	5.5	44.3	15.4	4.0	0.0	19.8	4.3	4.3	0.0	2.4
	Ocp	1.0	1.4	1.8	2.7	0.0	1.2	1.5	4.4	0.0	30.9
1400-1500	Pro	2.3	51.5	12.5	3.0	0.0	17.4	7.2	3.8	0.0	2.3
	Ocp	1.0	1.4	1.8	2.1	0.0	1.5	1.4	5.5	0.0	22.3
1500-1600	Pro	3.3	62.4	12.5	2.3	0.0	11.8	2.3	3.3	0.0	2.1
	Ocp	1.0	1.4	1.8	4.3	0.0	1.5	1.4	12.8	0.0	26.3
1600-1700	Pro	1.6	65.2	15.4	1.0	0.0	11.5	1.0	2.3	0.0	2.0
	Ocp	1.0	1.5	1.8	1.3	0.0	1.3	1.3	11.0	0.0	31.3
1700-1800	Pro	2.5	66.9	17.8	0.6	0.3	7.3	0.3	2.2	0.0	2.0
	Ocp	1.3	1.4	1.6	1.5	1.0	1.4	3.0	6.1	0.0	35.3
1800-1900	Pro	5.1	72.6	10.0	0.0	0.0	6.0	0.9	3.7	0.0	1.7
	Ocp	1.1	1.5	1.9	0.0	0.0	1.2	1.0	9.2	0.0	45.3
1900-2000	Pro	3.2	74.2	12.3	0.0	0.4	4.2	0.4	3.2	0.0	2.2
	Ocp	1.0	1.4	1.7	0.0	1.0	1.3	1.0	6.2	0.0	29.7
2000-2100	Pro	8.8	64.6	18.8	0.0	0.0	1.7	0.6	1.7	0.0	4.0
	Ocp	1.1	1.3	1.6	0.0	0.0	1.3	1.0	5.0	0.0	18.0
2100-2200	Pro	7.4	66.7	17.8	0.0	0.0	4.4	0.5	0.5	0.0	2.7
	Ocp	1.0	1.3	1.7	0.0	0.0	1.2	1.0	1.0	0.0	17.9
2200-2300	Pro	3.9	71.9	15.6	0.0	0.0	3.9	1.1	1.1	0.0	2.5
	Ocp	1.0	1.3	1.7	0.0	0.0	1.0	1.0	4.5	0.0	13.8
16 hours	Pro	3.7	62.8	13.8	1.6	0.1	9.8	2.6	3.5	0.0	2.2
	Ocp	1.0	1.4	1.7	5.1	1.0	1.4	1.5	9.9	0.0	28.1

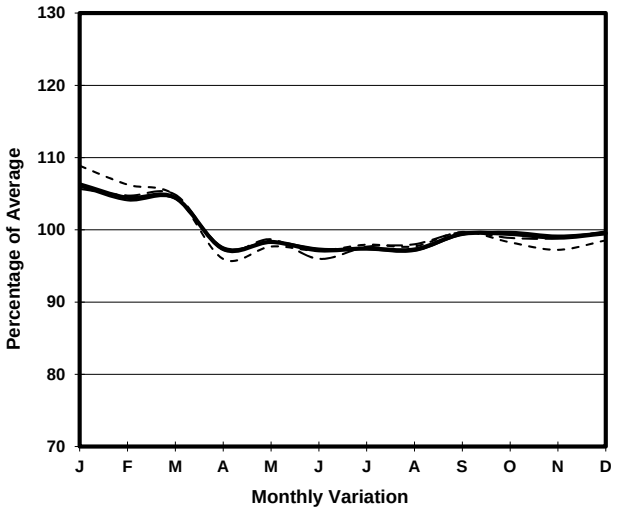
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

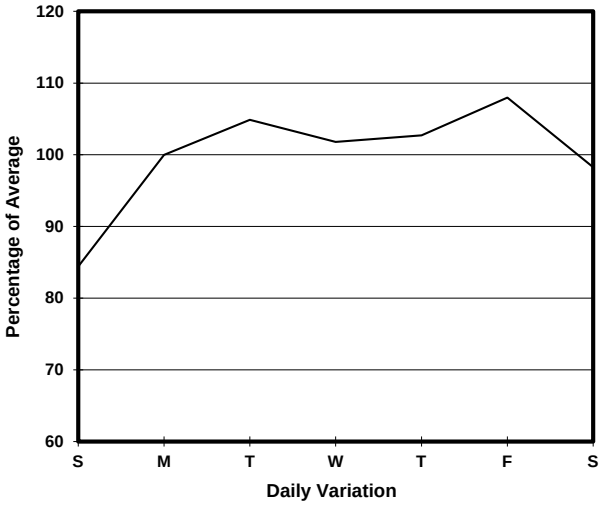
YEAR 2025 **LINK** CHEONG WAN RD & GILLIES AVE S (from HUNG HOM STATION to WUHU ST)

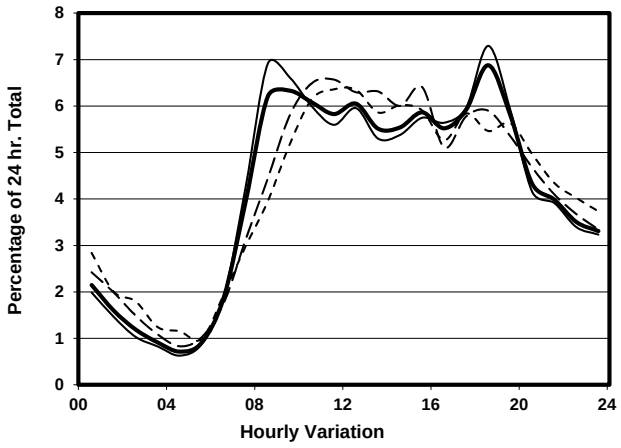
COVERAGE (B) STATION 4207
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

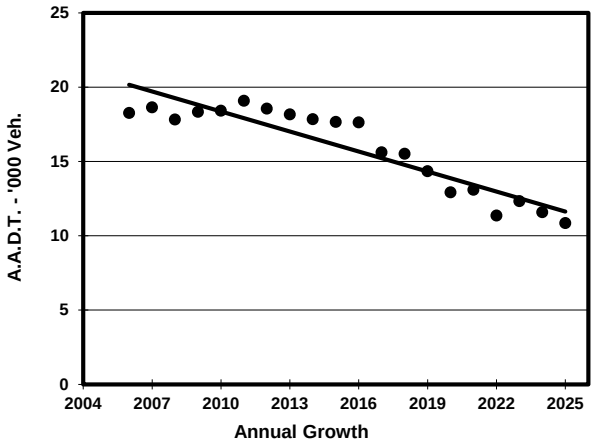


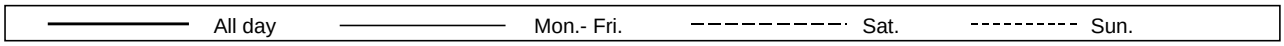
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	4630	4880	4590	3700
R 12 / 24 - %	71.5	72.6	70.8	64.6
R 16 / 24 - %	89.4	90.1	88.2	86.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	300	360	250	180
T - % (AM)	-	13.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	370	420	300	230
T - % (PM)	-	6.4	-	-
Prop.of commercial vehicles - 16 hr.	-	13.0	-	-
NORTH BOUND				
A.A.D.T.	6220	6440	6170	5540
R 12 / 24 - %	68.4	69.2	66.4	65.8
R 16 / 24 - %	85.8	86.5	84.5	83.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	410	440	370	300
T - % (AM)	-	9.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	370	400	340	310
T - % (PM)	-	2.6	-	-
Prop.of commercial vehicles - 16 hr.	-	5.9	-	-

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	1.0	23.9	30.1	3.1	15.6	13.5	3.1	3.1	0.0	6.5
	Ocp	1.0	1.3	1.4	10.3	6.9	1.5	1.0	5.3	0.0	8.4
0800-0900	Pro	3.1	36.0	28.2	1.0	9.9	11.5	2.1	3.7	0.0	4.6
	Ocp	1.0	1.4	1.6	10.5	13.5	1.4	1.5	19.7	0.0	16.3
0900-1000	Pro	1.1	27.0	38.0	0.0	12.1	9.9	3.9	3.9	0.0	4.1
	Ocp	1.0	1.4	1.5	0.0	13.2	1.1	1.7	1.7	0.0	10.4
1000-1100	Pro	0.7	21.7	44.0	0.7	14.4	9.4	4.3	0.0	0.0	4.7
	Ocp	1.0	1.3	1.5	1.0	7.8	1.4	1.0	0.0	0.0	16.4
1100-1200	Pro	0.8	16.5	43.0	0.0	15.7	16.5	0.0	2.5	0.0	5.0
	Ocp	1.0	1.4	1.6	0.0	7.9	1.3	0.0	3.7	0.0	8.6
1200-1300	Pro	4.0	34.0	34.0	1.7	10.4	7.5	2.3	2.3	0.0	3.7
	Ocp	1.0	1.5	1.6	1.3	8.5	1.3	2.0	17.5	0.0	15.6
1300-1400	Pro	4.1	27.6	33.9	0.0	8.3	18.0	2.8	1.4	0.0	4.0
	Ocp	1.0	1.3	1.7	0.0	8.8	1.5	2.0	1.0	0.0	12.0
1400-1500	Pro	1.4	31.8	34.0	0.7	10.9	10.1	5.8	0.0	0.0	5.2
	Ocp	1.0	1.4	1.7	1.0	9.9	1.1	1.5	0.0	0.0	15.4
1500-1600	Pro	2.7	32.9	30.2	0.0	10.3	10.3	5.5	3.4	0.2	4.5
	Ocp	1.0	1.6	1.6	0.0	10.2	1.1	1.4	2.6	3.0	11.5
1600-1700	Pro	2.3	42.4	25.4	2.3	8.5	10.2	4.0	0.6	0.1	4.4
	Ocp	1.3	1.5	1.7	1.5	9.8	1.4	1.6	3.0	3.0	16.5
1700-1800	Pro	9.0	40.1	22.6	2.6	11.0	5.8	4.5	0.0	0.2	4.2
	Ocp	1.1	1.7	1.9	1.3	11.9	1.6	1.3	0.0	5.0	14.6
1800-1900	Pro	4.1	52.9	24.9	0.5	6.9	6.0	0.0	0.9	0.1	3.7
Peak hour	Ocp	1.0	1.4	1.8	1.0	16.7	1.2	0.0	20.0	27.0	17.1
1900-2000	Pro	3.9	51.4	26.8	1.1	6.7	3.9	1.7	0.0	0.3	4.2
	Ocp	1.0	1.2	1.7	1.0	11.9	1.3	1.0	0.0	15.5	9.9
2000-2100	Pro	1.9	35.6	41.3	0.0	9.6	3.8	1.0	0.0	0.5	6.3
	Ocp	1.0	1.4	1.7	0.0	9.5	1.3	1.0	0.0	3.0	6.0
2100-2200	Pro	1.3	33.9	35.2	0.0	11.7	7.8	1.3	1.3	0.7	6.8
	Ocp	1.0	1.2	1.7	0.0	11.9	1.2	1.0	1.0	4.0	7.1
2200-2300	Pro	3.2	58.7	20.6	0.0	9.5	3.2	0.0	0.0	0.4	4.4
	Ocp	1.5	1.4	1.5	0.0	10.3	1.0	0.0	0.0	11.0	6.0
16 hours	Pro	3.0	35.9	31.7	0.9	10.4	9.2	2.7	1.5	0.1	4.6
	Ocp	1.0	1.4	1.6	3.4	10.6	1.3	1.4	8.7	8.5	12.5

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

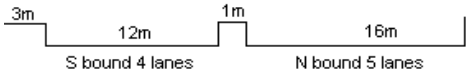
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

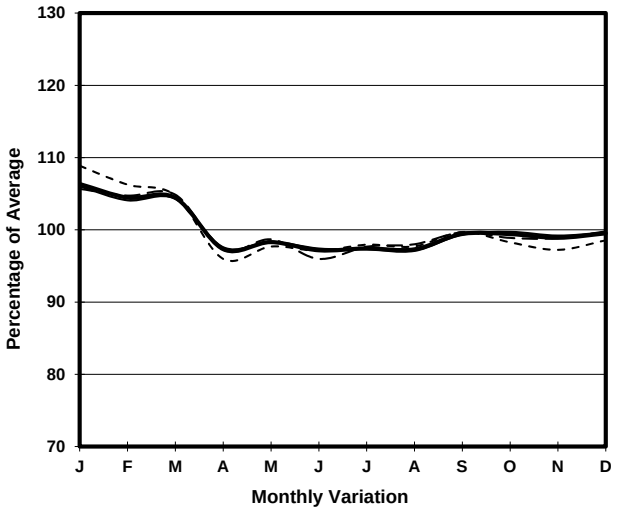
* All traffic data are collected from combined bounds

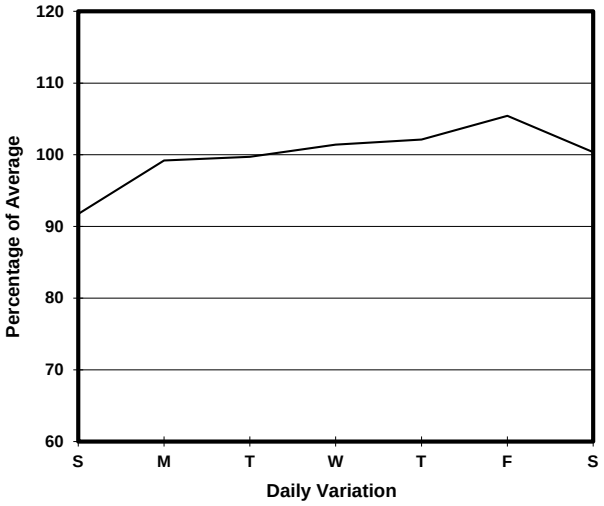
YEAR 2025 **LINK** CHATHAM RD N (from WUHU ST to HONG CHONG RD)

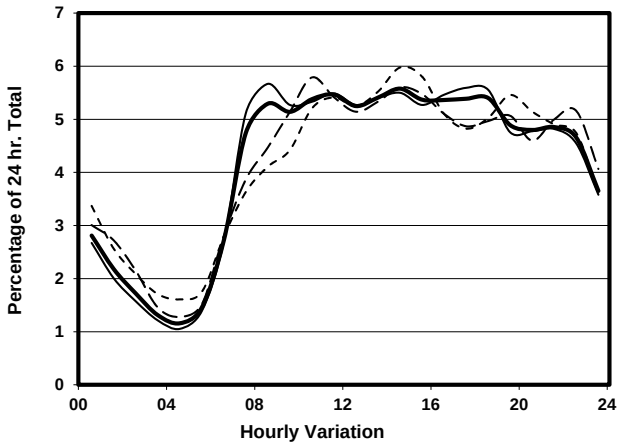
COVERAGE (B) STATION 4208
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

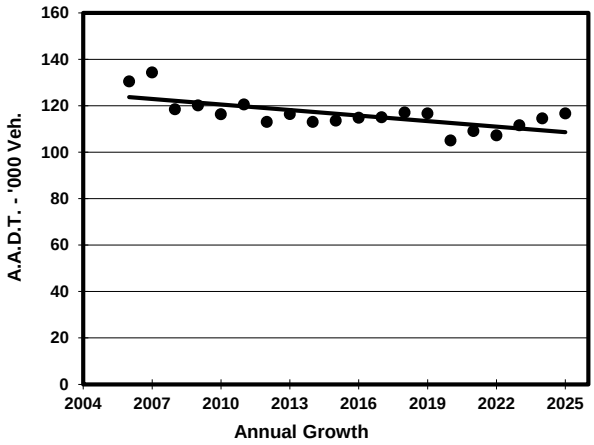


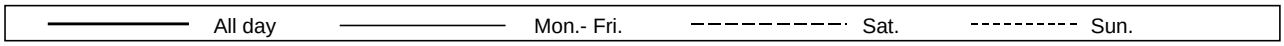
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	45960	46380	44870	46360
R 12 / 24 - %	60.7	61.5	58.6	58.8
R 16 / 24 - %	79.0	79.5	77.7	78.0
AM Peak Hour	0700-0800	0700-0800	0900-1000	0800-0900
One-way flow at AM peak hour	2600	2700	2660	2350
T - % (AM)	-	13.5	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	2210	2360	1970	2010
T - % (PM)	-	11.3	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-
NORTH BOUND				
A.A.D.T.	70670	72580	72870	61140
R 12 / 24 - %	65.8	67.1	62.7	61.4
R 16 / 24 - %	85.6	86.6	83.0	82.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3750	4270	3390	2460
T - % (AM)	-	9.7	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	4220	4360	4090	3770
T - % (PM)	-	9.3	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-

3. OTHER INFORMATION AND COMMENT

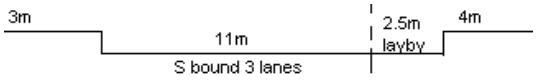
4. Vehicle classification and occupancy - Monday to Friday

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	5.6	41.2	23.9	3.0	1.1	11.0	7.1	3.1	0.1	4.0
	Ocp	1.0	1.3	1.9	10.2	7.4	1.3	1.2	15.7	24.5	47.7
0800-0900	Pro	3.7	52.1	21.3	0.8	1.0	10.1	4.5	1.9	0.1	4.6
Peak hour	Ocp	1.0	1.3	1.9	3.4	6.4	1.5	1.3	9.3	19.5	48.6
0900-1000	Pro	2.5	48.7	25.5	0.5	0.6	13.1	3.2	1.8	0.1	4.1
	Ocp	1.0	1.3	1.9	4.3	5.3	1.2	1.2	8.9	10.6	34.9
1000-1100	Pro	2.8	40.9	25.4	0.6	1.0	18.2	5.7	1.1	0.1	4.2
	Ocp	1.0	1.4	1.7	2.4	8.4	1.4	1.3	8.9	7.0	28.5
1100-1200	Pro	2.7	42.2	24.4	0.9	0.9	17.9	5.6	1.5	0.1	3.8
	Ocp	1.0	1.3	1.8	2.9	7.8	1.3	1.3	9.7	8.5	24.9
1200-1300	Pro	3.5	41.4	25.2	1.3	0.9	15.9	5.5	2.2	0.1	4.1
	Ocp	1.0	1.4	1.9	3.8	7.2	1.4	1.2	14.3	13.7	28.8
1300-1400	Pro	2.4	45.2	22.8	0.9	0.8	17.9	5.6	0.8	0.1	3.5
	Ocp	1.0	1.4	2.0	3.1	8.8	1.3	1.4	11.7	6.7	34.0
1400-1500	Pro	2.3	42.0	24.7	1.2	0.4	18.5	5.7	1.2	0.1	3.9
	Ocp	1.0	1.6	2.0	3.4	8.5	1.5	1.1	11.8	5.5	27.7
1500-1600	Pro	2.2	48.2	21.2	1.2	0.5	15.7	5.2	1.5	0.1	4.1
	Ocp	1.1	1.5	2.0	6.2	7.8	1.5	1.4	6.1	4.3	29.6
1600-1700	Pro	3.3	48.3	21.3	1.3	0.7	14.0	4.1	2.4	0.1	4.5
	Ocp	1.0	1.4	1.9	6.2	6.8	1.4	1.1	5.3	5.2	32.4
1700-1800	Pro	6.8	52.1	21.1	0.8	0.7	9.6	2.1	1.6	0.1	5.1
	Ocp	1.1	1.5	2.0	1.5	11.0	1.5	1.2	3.9	9.8	46.1
1800-1900	Pro	5.5	58.9	19.0	0.2	0.9	7.8	1.4	1.0	0.1	5.2
	Ocp	1.1	1.4	2.3	2.7	14.5	1.5	1.3	19.6	24.5	57.2
1900-2000	Pro	3.2	59.7	23.6	0.2	0.8	5.5	1.1	0.9	0.1	4.9
	Ocp	1.1	1.3	2.1	1.0	11.4	1.1	1.2	8.4	17.0	40.8
2000-2100	Pro	4.6	53.8	27.8	0.0	1.1	6.3	1.2	0.8	0.1	4.2
	Ocp	1.1	1.4	1.8	0.0	6.9	1.3	1.2	8.3	9.3	28.7
2100-2200	Pro	5.1	50.2	30.6	0.0	0.8	6.0	1.9	0.5	0.1	4.7
	Ocp	1.1	1.5	2.1	0.0	7.3	1.2	1.2	1.0	20.0	32.4
2200-2300	Pro	4.0	60.4	27.9	0.1	1.0	1.7	0.7	0.2	0.0	4.1
	Ocp	1.1	1.5	2.0	1.0	7.8	1.0	1.1	4.0	0.0	36.2
16 hours	Pro	3.7	49.0	24.0	0.8	0.8	12.0	3.8	1.4	0.1	4.3
	Ocp	1.1	1.4	1.9	5.2	8.3	1.4	1.2	9.9	12.2	36.8

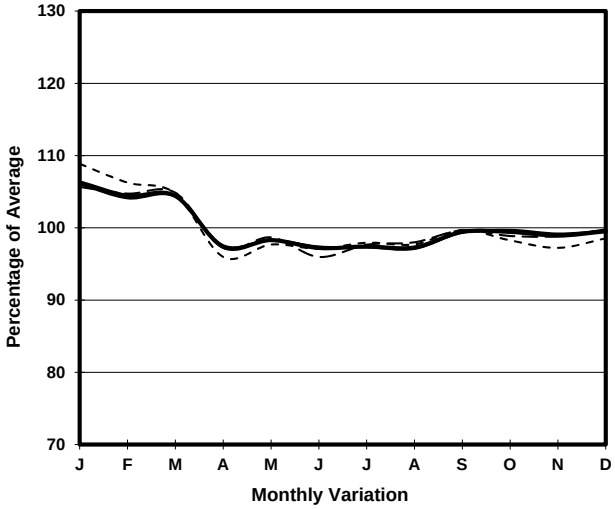
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

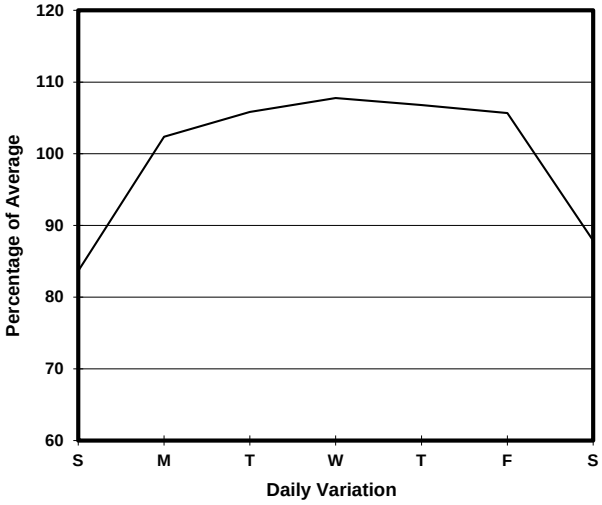
YEAR 2025 **LINK** SHANGHAI ST (from ARGYLE ST to DUNDAS ST)

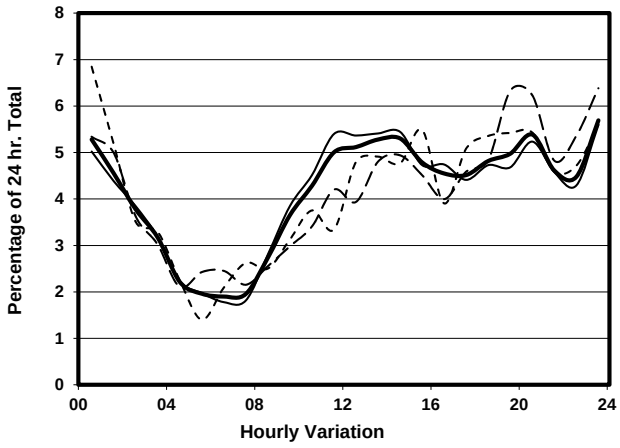
COVERAGE (B) STATION 4209
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

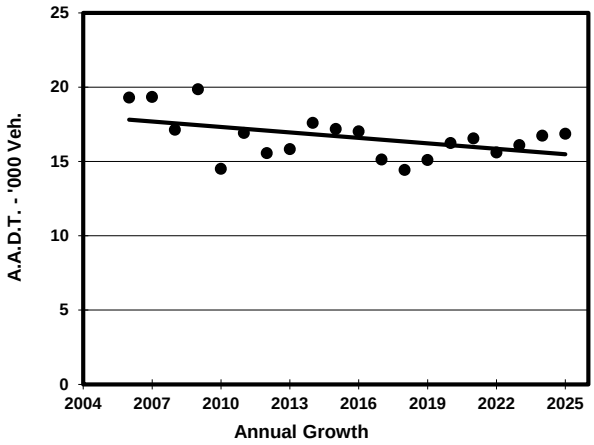


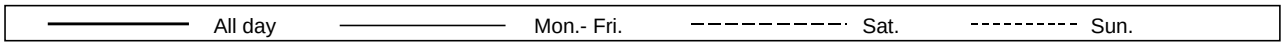
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	16860	17980	14970	14240
R 12 / 24 - %	52.0	53.2	46.9	49.7
R 16 / 24 - %	71.4	72.0	69.7	69.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	620	690	450	450
T - % (AM)	-	9.4	-	-
PM Peak Hour	1800-1900	1600-1700	1800-1900	1800-1900
One-way flow at PM peak hour	810	850	720	760
T - % (PM)	-	8.3	-	-
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

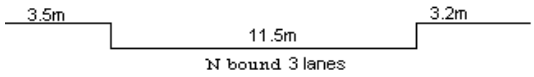
4. Vehicle classification and occupancy - Monday to Friday

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	0.0	14.1	20.2	2.0	10.1	48.5	2.0	0.0	0.0	3.0
	Ocp	0.0	1.1	1.7	14.0	12.4	1.1	1.0	0.0	0.0	13.3
0800-0900	Pro	0.9	34.9	18.7	0.0	11.9	24.7	6.0	0.9	0.2	1.9
	Ocp	1.0	1.2	1.7	0.0	7.1	1.6	1.4	21.0	7.0	18.3
0900-1000	Pro	0.7	19.3	19.3	0.7	7.1	43.5	7.1	0.7	0.0	1.6
	Ocp	1.0	1.3	1.7	1.0	11.0	1.3	1.7	1.0	0.0	14.3
1000-1100	Pro	4.5	24.3	29.9	0.0	2.3	28.2	8.5	1.1	0.1	1.0
	Ocp	1.0	1.3	1.2	0.0	9.8	1.6	1.7	5.0	14.0	16.3
1100-1200	Pro	5.7	24.6	36.6	0.0	4.6	18.9	7.4	1.1	0.0	1.1
	Ocp	1.0	1.3	1.3	0.0	8.1	1.4	1.6	1.0	0.0	12.5
1200-1300	Pro	0.8	27.1	25.6	0.0	3.9	32.6	8.5	0.0	0.0	1.6
	Ocp	1.0	1.3	1.6	0.0	10.8	1.8	1.9	0.0	0.0	19.0
1300-1400	Pro	3.1	50.4	19.1	0.0	3.1	16.8	3.8	2.3	0.2	1.3
	Ocp	1.3	1.4	1.1	0.0	9.5	1.7	2.0	11.0	13.0	25.4
1400-1500	Pro	0.0	43.0	14.3	0.0	5.1	28.6	5.1	2.0	0.0	1.8
	Ocp	0.0	1.2	1.3	0.0	8.6	1.6	2.4	25.0	0.0	15.7
1500-1600	Pro	0.7	44.3	26.1	1.5	3.6	16.7	5.1	0.7	0.0	1.3
	Ocp	1.0	1.3	1.4	1.5	11.8	1.7	1.7	2.0	0.0	13.4
1600-1700	Pro	1.5	52.5	15.5	0.7	5.2	16.3	5.9	0.7	0.2	1.5
	Ocp	1.0	1.3	1.9	3.0	7.3	1.8	1.8	1.0	12.0	14.1
1700-1800	Pro	6.5	35.1	37.5	0.0	4.2	13.7	0.6	1.8	0.0	0.6
	Ocp	1.1	1.1	1.3	0.0	9.0	1.3	2.0	3.0	0.0	11.3
1800-1900	Pro	2.9	22.1	51.9	0.0	4.8	14.4	1.0	1.0	0.2	1.7
	Ocp	1.0	1.4	1.4	0.0	9.8	1.5	1.0	1.0	14.0	15.0
1900-2000	Pro	3.6	56.1	29.9	0.0	2.7	3.6	0.0	1.8	0.0	2.3
	Ocp	1.3	1.3	1.4	0.0	11.7	1.5	0.0	1.0	0.0	14.5
2000-2100	Pro	3.3	46.9	39.6	0.0	1.3	4.6	1.3	0.7	0.2	2.1
	Ocp	1.0	1.4	1.4	0.0	5.5	1.7	1.0	1.0	4.0	8.2
2100-2200	Pro	1.0	58.2	28.6	1.0	3.1	7.1	1.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.1	2.0	4.0	1.4	1.0	0.0	0.0	0.0
2200-2300	Pro	0.0	51.8	38.3	0.0	3.1	4.1	1.0	0.0	0.0	1.6
	Ocp	0.0	1.3	1.3	0.0	8.7	1.3	1.0	0.0	0.0	5.8
16 hours	Pro	2.6	37.6	28.7	0.3	4.5	19.5	4.4	1.0	0.1	1.4
Peak hour	Ocp	1.1	1.3	1.4	3.8	9.1	1.5	1.7	6.7	10.7	14.4

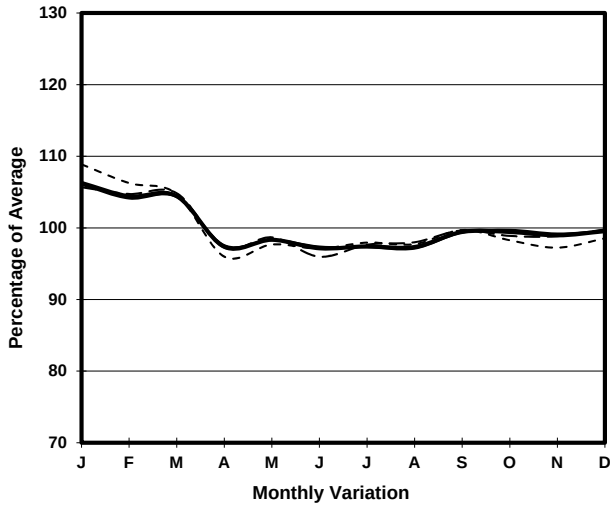
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

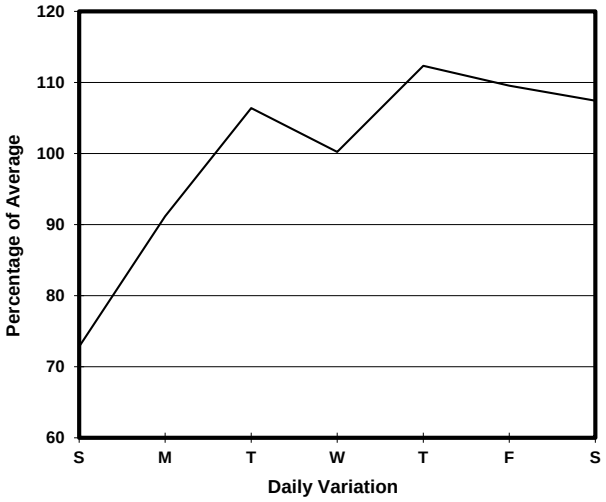
YEAR 2025 **LINK** RECLAMATION ST (from PUBLIC SQUARE ST to ARGYLE ST)

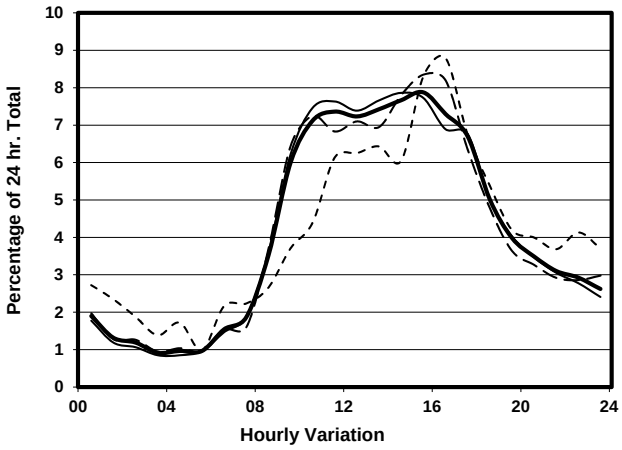
COVERAGE (B) STATION 4210
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

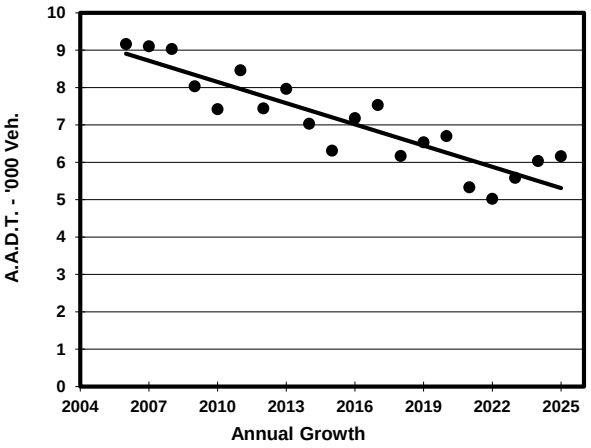


1. TRAFFIC FLOW VARIATION AND GROWTH









All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	6160	6500	6730	4560
R 12 / 24 - %	75.1	76.1	75.3	67.1
R 16 / 24 - %	88.6	89.4	88.0	83.1
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	370	400	430	170
T - % (AM)	-	11.9	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1600-1700
One-way flow at PM peak hour	450	450	550	400
T - % (PM)	-	1.9	-	-
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

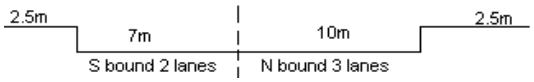
4. Vehicle classification and occupancy - Monday to Friday

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	8.0	16.0	36.0	0.0	8.0	24.0	8.0	0.0	0.0	0.0
	Ocp	1.0	1.0	1.6	0.0	1.0	1.2	1.0	0.0	0.0	0.0
0800-0900	Pro	12.3	24.6	13.8	4.6	1.5	33.8	9.2	0.0	0.0	0.0
	Ocp	1.0	1.2	1.6	4.3	5.0	1.2	1.7	0.0	0.0	0.0
0900-1000	Pro	3.0	20.8	9.9	1.0	1.0	52.5	10.9	1.0	0.0	0.0
	Ocp	1.0	1.2	1.6	4.0	1.0	1.3	1.4	1.0	0.0	0.0
1000-1100	Pro	2.1	35.1	14.4	2.1	1.0	43.3	2.1	0.0	0.0	0.0
	Ocp	1.0	1.4	1.9	9.0	11.0	1.5	1.5	0.0	0.0	0.0
1100-1200	Pro	7.0	37.7	8.8	0.0	0.9	43.9	1.8	0.0	0.0	0.0
	Ocp	1.0	1.3	1.3	0.0	7.0	1.4	1.0	0.0	0.0	0.0
1200-1300	Pro	6.2	33.6	11.5	1.8	0.9	42.5	3.5	0.0	0.0	0.0
	Ocp	1.0	1.4	1.5	2.0	10.0	1.4	1.5	0.0	0.0	0.0
1300-1400	Pro	5.5	36.4	11.8	0.0	0.9	42.7	2.7	0.0	0.0	0.0
	Ocp	1.0	1.4	1.8	0.0	12.0	1.4	1.7	0.0	0.0	0.0
1400-1500	Pro	7.1	42.5	5.3	0.9	1.8	40.7	1.8	0.0	0.0	0.0
Peak hour	Ocp	1.0	1.2	1.5	9.0	3.5	1.4	2.5	0.0	0.0	0.0
1500-1600	Pro	8.0	36.0	17.0	0.0	1.0	38.0	0.0	0.0	0.0	0.0
	Ocp	1.1	1.3	1.6	0.0	13.0	1.4	0.0	0.0	0.0	0.0
1600-1700	Pro	6.5	47.2	7.4	1.9	3.7	31.5	0.0	1.9	0.0	0.0
	Ocp	1.1	1.2	1.3	1.5	8.8	1.3	0.0	1.5	0.0	0.0
1700-1800	Pro	16.9	53.0	8.4	0.0	3.6	16.9	0.0	1.2	0.0	0.0
	Ocp	1.1	1.3	2.1	0.0	11.7	1.4	0.0	1.0	0.0	0.0
1800-1900	Pro	23.1	46.2	12.8	0.0	5.1	10.3	2.6	0.0	0.0	0.0
	Ocp	1.1	1.3	1.6	0.0	5.8	1.4	1.5	0.0	0.0	0.0
1900-2000	Pro	13.2	56.0	11.0	0.0	6.6	11.0	2.2	0.0	0.0	0.0
	Ocp	1.2	1.2	1.2	0.0	7.5	1.0	1.5	0.0	0.0	0.0
2000-2100	Pro	4.0	52.0	25.3	0.0	4.0	13.3	1.3	0.0	0.0	0.0
	Ocp	1.0	1.1	1.4	0.0	7.7	1.4	2.0	0.0	0.0	0.0
2100-2200	Pro	8.9	48.2	30.4	0.0	3.6	5.4	1.8	1.8	0.0	0.0
	Ocp	1.4	1.0	1.3	0.0	12.5	1.3	1.0	1.0	0.0	0.0
2200-2300	Pro	8.2	53.1	28.6	0.0	2.0	2.0	6.1	0.0	0.0	0.0
	Ocp	1.0	1.2	1.5	0.0	20.0	1.0	1.0	0.0	0.0	0.0
16 hours	Pro	8.3	40.2	13.5	0.8	2.5	31.4	3.0	0.4	0.0	0.0
	Ocp	1.1	1.2	1.5	4.6	8.1	1.4	1.5	1.2	0.0	0.0

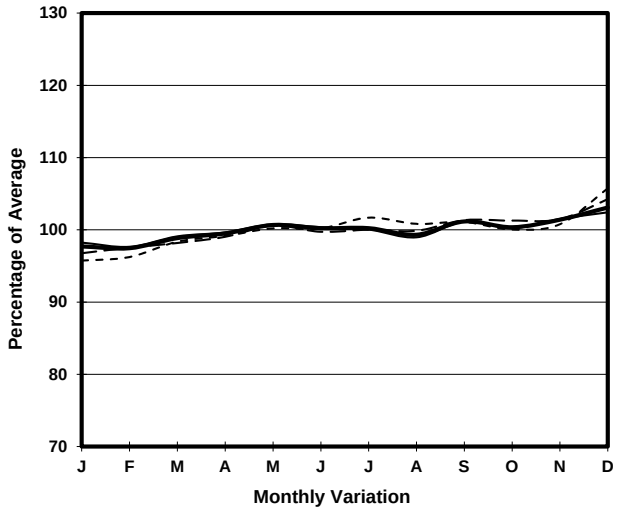
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

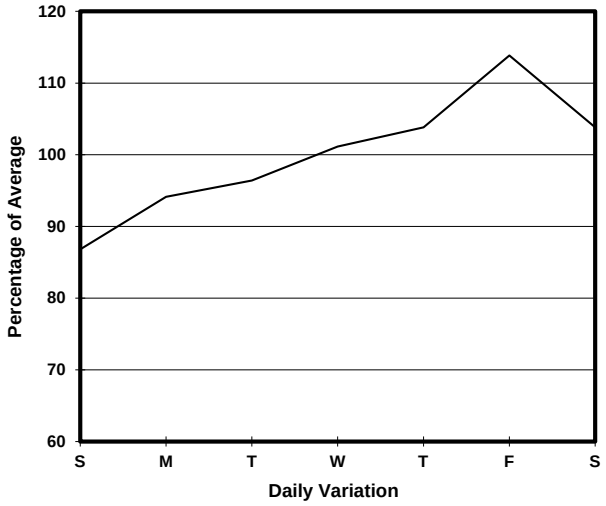
YEAR 2025 **LINK** FAT KWONG ST (from CHUNG HAU ST to YAN FUNG ST)

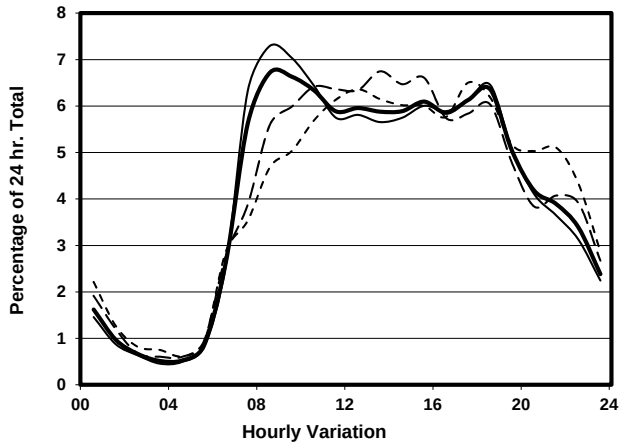
COVERAGE (B) STATION 4211
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

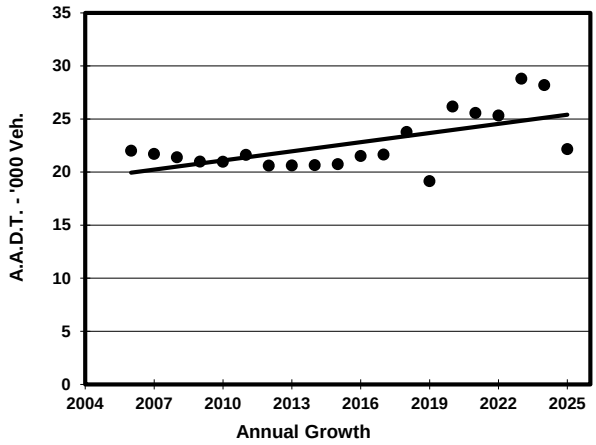


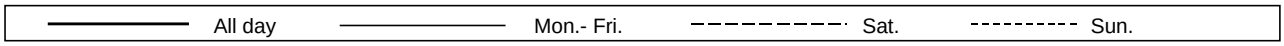
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	12070	12250	12840	11040
R 12 / 24 - %	73.8	75.4	71.1	68.2
R 16 / 24 - %	89.7	90.3	88.4	87.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	890	1000	750	550
T - % (AM)	-	5.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	720	730	790	720
T - % (PM)	-	3.8	-	-
Prop.of commercial vehicles - 16 hr.	-	4.2	-	-
NORTH BOUND				
A.A.D.T.	10090	10480	10350	8330
R 12 / 24 - %	72.8	73.6	73.1	67.9
R 16 / 24 - %	90.1	90.7	88.9	87.6
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	600	680	640	420
T - % (AM)	-	8.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	690	740	610	540
T - % (PM)	-	2.4	-	-
Prop.of commercial vehicles - 16 hr.	-	4.3	-	-

3. OTHER INFORMATION AND COMMENT

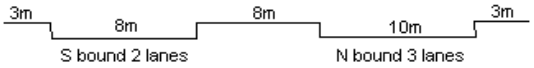
4. Vehicle classification and occupancy - Monday to Friday

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	2.8	25.4	38.3	5.6	14.1	6.8	0.6	2.3	0.0	4.2
	Ocp	1.0	1.4	1.8	9.3	11.8	1.3	1.0	8.3	0.0	28.0
0800-0900	Pro	0.9	59.8	16.2	4.0	7.2	7.5	0.9	1.2	0.0	2.4
Peak hour	Ocp	1.0	1.3	1.7	5.7	10.3	1.2	1.7	5.3	0.0	34.6
0900-1000	Pro	2.3	51.3	21.8	0.3	6.0	15.9	1.1	0.0	0.0	1.4
	Ocp	1.0	1.3	1.7	2.0	8.5	1.4	1.5	0.0	0.0	21.6
1000-1100	Pro	4.8	43.5	25.4	0.8	6.5	14.5	2.0	0.0	0.0	2.4
	Ocp	1.0	1.3	1.7	1.5	12.4	1.3	1.8	0.0	0.0	14.6
1100-1200	Pro	7.0	49.3	22.9	2.3	5.0	8.5	0.8	2.3	0.0	1.8
	Ocp	1.0	1.2	1.5	3.8	9.9	1.2	1.5	6.7	0.0	18.6
1200-1300	Pro	8.7	40.0	26.0	5.0	7.0	9.5	0.8	0.8	0.0	2.2
	Ocp	1.0	1.3	1.7	5.0	9.9	1.9	1.0	1.0	0.0	17.7
1300-1400	Pro	3.3	51.6	18.3	0.9	7.5	11.7	2.8	0.9	0.0	2.8
	Ocp	1.1	1.5	1.8	4.5	11.2	1.5	2.3	12.0	0.0	26.2
1400-1500	Pro	2.9	52.2	21.2	1.1	4.4	15.3	0.7	0.0	0.0	2.1
	Ocp	1.0	1.3	1.6	4.3	12.5	1.5	2.0	0.0	0.0	11.6
1500-1600	Pro	2.8	48.0	16.5	4.4	6.1	15.3	2.4	2.0	0.0	2.3
	Ocp	1.1	1.3	1.7	3.2	8.1	1.4	1.7	11.2	0.0	12.4
1600-1700	Pro	4.3	46.5	19.4	5.2	5.6	12.5	1.3	3.0	0.0	2.4
	Ocp	1.0	1.5	1.6	3.3	14.5	1.2	1.3	11.9	0.0	19.3
1700-1800	Pro	7.8	48.6	22.7	2.5	6.7	8.9	0.0	0.7	0.0	2.1
	Ocp	1.0	1.4	1.5	3.6	10.7	1.4	0.0	2.5	0.0	26.1
1800-1900	Pro	11.6	54.5	16.2	0.0	5.6	9.1	0.0	0.0	0.1	2.9
	Ocp	1.0	1.4	1.9	0.0	15.3	1.2	0.0	0.0	28.0	29.0
1900-2000	Pro	8.2	53.2	23.5	0.0	7.4	4.3	0.8	0.0	0.1	2.4
	Ocp	1.0	1.5	1.8	0.0	9.2	1.3	1.0	0.0	6.0	26.1
2000-2100	Pro	15.4	45.3	26.3	0.0	5.9	4.1	0.9	0.0	0.0	2.2
	Ocp	1.1	1.5	2.0	0.0	10.0	1.0	1.5	0.0	0.0	14.8
2100-2200	Pro	3.5	55.0	23.3	0.0	4.9	8.5	0.0	0.7	0.0	4.1
	Ocp	1.0	1.6	1.5	0.0	8.9	1.3	0.0	1.0	0.0	10.1
2200-2300	Pro	13.3	41.4	27.4	2.1	4.2	7.7	0.0	0.0	0.0	3.9
	Ocp	1.0	1.6	1.7	6.0	8.7	1.3	0.0	0.0	0.0	7.2
16 hours	Pro	5.8	48.6	22.3	2.2	6.5	10.3	1.0	0.9	0.1	2.4
	Ocp	1.0	1.4	1.7	4.8	10.7	1.4	1.7	8.0	17.0	20.6

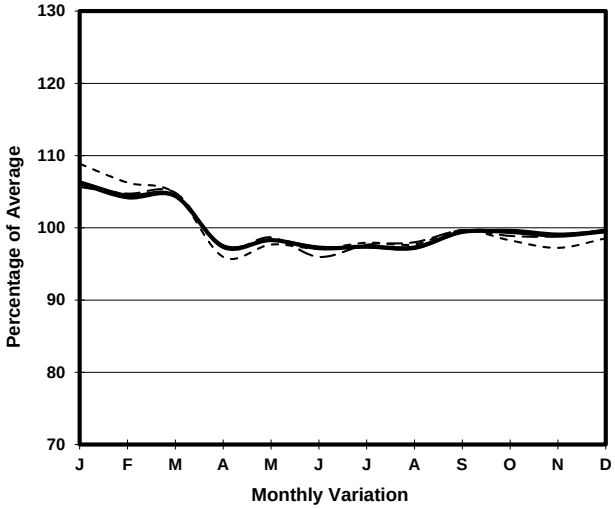
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

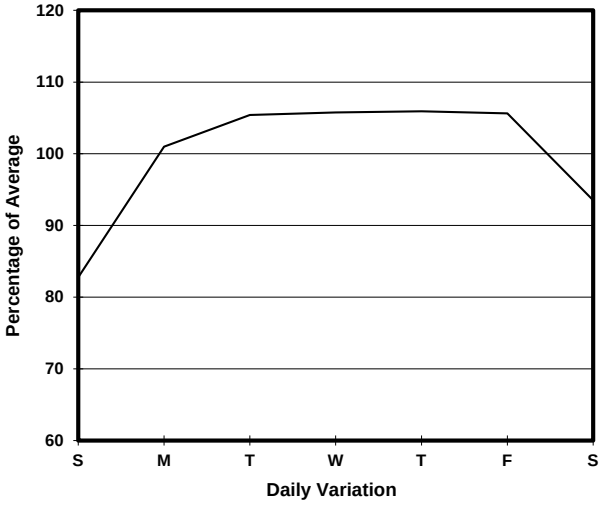
YEAR 2025 **LINK** CHATHAM RD N & MA TAU WAI RD (from SAN LAU ST to CHI KIANG ST)

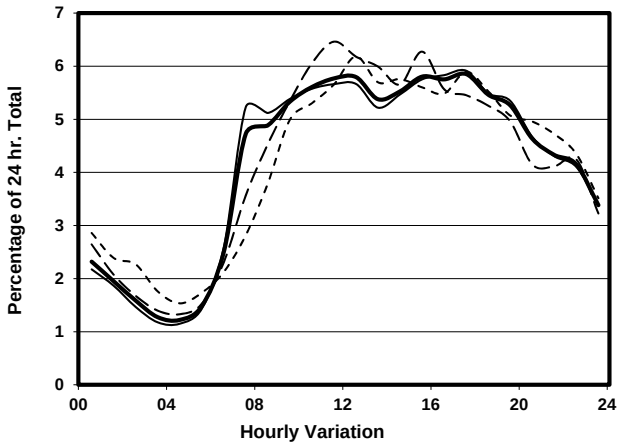
COVERAGE (B) STATION 4212
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

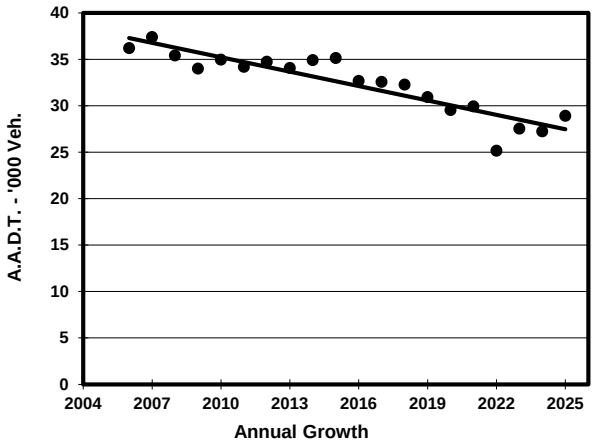


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11740	12080	11800	10800
R 12 / 24 - %	63.8	64.0	64.1	62.3
R 16 / 24 - %	82.1	82.4	82.2	80.6
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	650	690	630	560
T - % (AM)	-	16.1	-	-
PM Peak Hour	1700-1800	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	620	630	640	630
T - % (PM)	-	11.9	-	-
Prop.of commercial vehicles - 16 hr.	-	11.3	-	-
NORTH BOUND				
A.A.D.T.	17170	18480	15530	13360
R 12 / 24 - %	67.4	67.8	68.1	63.1
R 16 / 24 - %	85.8	86.3	85.1	82.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	900	970	830	650
T - % (AM)	-	15.5	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	1070	1180	890	800
T - % (PM)	-	12.7	-	-
Prop.of commercial vehicles - 16 hr.	-	14.1	-	-

3. OTHER INFORMATION AND COMMENT

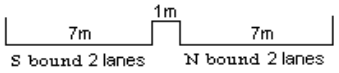
4. Vehicle classification and occupancy - Monday to Friday

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	6.3	31.3	24.4	2.4	4.5	15.6	1.5	4.2	0.3	9.5
	Ocp	1.0	1.3	1.7	10.4	9.7	1.4	1.2	14.1	12.0	36.1
0800-0900	Pro	5.6	45.9	17.5	1.5	4.1	12.7	1.5	2.3	0.3	8.7
	Ocp	1.1	1.3	1.8	6.3	9.7	1.5	1.2	25.2	23.8	45.7
0900-1000	Pro	2.5	46.4	13.1	0.8	2.5	19.4	5.0	2.2	0.3	7.7
	Ocp	1.2	1.3	1.5	2.7	9.0	1.4	1.3	14.9	12.2	34.2
1000-1100	Pro	5.9	28.4	26.7	0.5	2.8	22.5	5.6	0.9	0.3	6.4
	Ocp	1.0	1.5	1.8	1.0	6.3	1.5	1.5	18.0	9.6	28.8
1100-1200	Pro	5.2	33.7	24.2	0.7	4.7	15.4	5.0	4.3	0.2	6.6
	Ocp	1.2	1.4	1.6	2.0	6.9	1.3	1.7	24.1	11.0	33.3
1200-1300	Pro	6.4	36.4	28.3	0.0	0.5	17.2	2.7	1.0	0.2	7.2
	Ocp	1.0	1.4	1.5	0.0	4.0	1.4	1.3	20.3	9.5	29.3
1300-1400	Pro	4.9	36.7	23.0	0.5	1.5	19.4	4.4	2.5	0.2	6.9
	Ocp	1.1	1.2	1.9	1.0	8.8	1.3	1.6	14.7	6.5	29.6
1400-1500	Pro	4.5	37.7	19.8	0.7	2.5	19.8	5.2	2.2	0.2	7.3
	Ocp	1.0	1.4	1.9	1.0	6.6	1.5	1.8	24.6	12.8	30.8
1500-1600	Pro	3.0	42.9	20.5	1.9	3.0	16.5	2.7	1.4	0.2	8.0
	Ocp	1.0	1.3	1.7	4.6	6.6	1.4	1.5	23.4	14.3	30.9
1600-1700	Pro	3.7	53.4	8.3	1.0	3.4	17.6	1.2	2.9	0.3	8.2
	Ocp	1.0	1.5	2.1	6.0	7.5	1.4	1.2	4.3	15.2	35.5
1700-1800	Pro	7.8	43.4	19.7	0.0	2.4	14.6	1.5	1.0	0.2	9.3
Peak hour	Ocp	1.1	1.3	1.9	0.0	13.2	1.6	1.7	2.8	24.8	42.9
1800-1900	Pro	5.7	51.4	19.4	0.3	3.6	6.5	0.8	1.8	0.3	10.3
	Ocp	1.1	1.4	1.8	2.0	11.9	1.2	1.3	7.3	20.3	48.8
1900-2000	Pro	6.4	46.0	25.8	0.0	3.1	7.8	0.3	0.8	0.2	9.7
	Ocp	1.1	1.1	1.8	0.0	9.6	1.1	2.0	1.0	16.0	37.5
2000-2100	Pro	5.9	51.5	22.8	0.0	3.6	6.1	0.3	1.4	0.3	8.1
	Ocp	1.1	1.3	1.7	0.0	8.1	1.1	1.0	22.8	11.0	33.1
2100-2200	Pro	4.3	49.1	26.3	0.3	3.4	4.9	1.9	0.9	0.2	8.7
	Ocp	1.1	1.2	1.7	1.0	7.1	1.2	1.5	1.3	8.0	35.1
2200-2300	Pro	4.5	52.3	28.9	0.0	3.1	1.7	0.3	0.3	0.1	8.7
	Ocp	1.1	1.3	1.7	0.0	7.4	1.2	1.0	1.0	13.0	31.4
16 hours	Pro	5.2	42.6	21.6	0.7	3.0	14.0	2.6	1.9	0.2	8.2
	Ocp	1.1	1.3	1.8	5.0	8.5	1.4	1.5	15.9	13.9	35.8

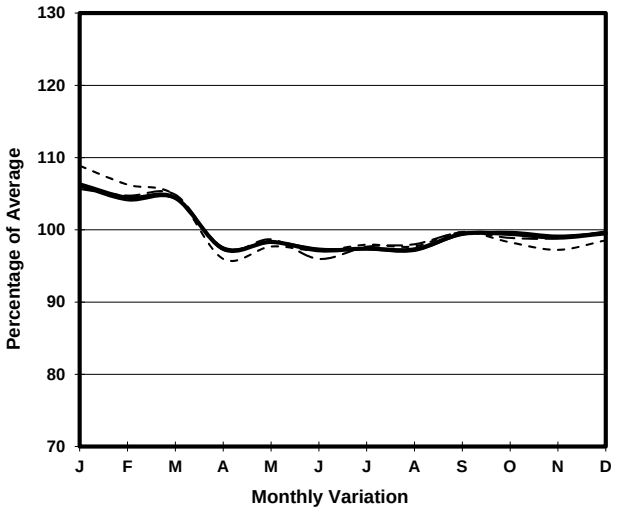
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

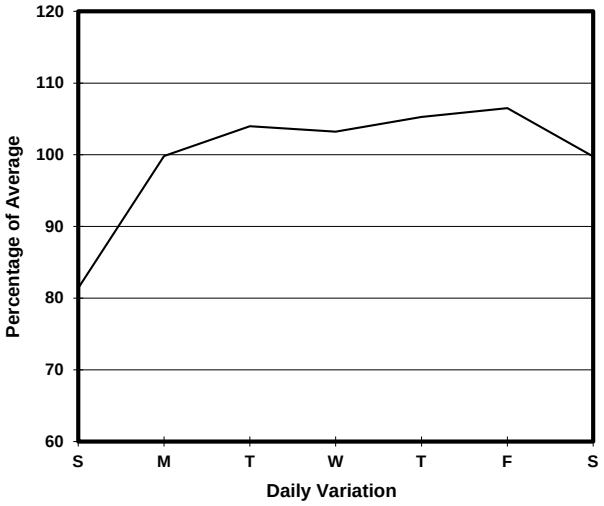
YEAR 2025 **LINK** EAST KOWLOON CORRIDOR <FO> (from MA TAU KOK RD to CHATHAM RD N)

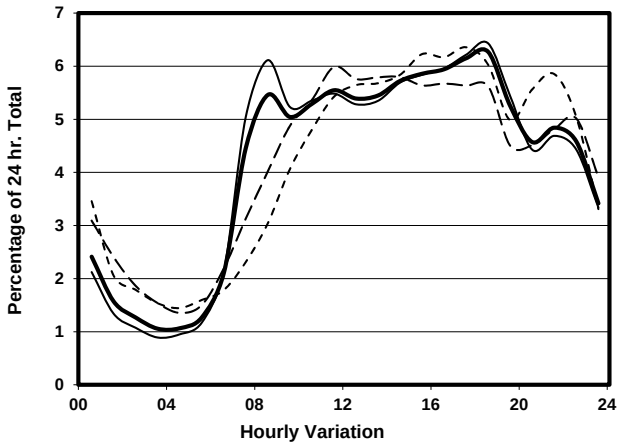
COVERAGE (B) STATION 4213
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

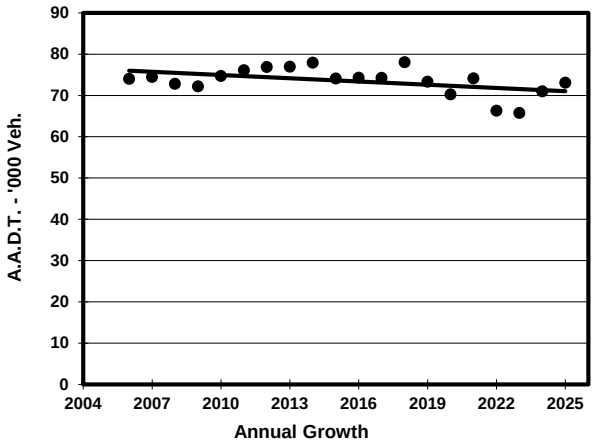


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	22260	23290	22910	18070
R 12 / 24 - %	68.7	69.8	67.0	64.0
R 16 / 24 - %	86.0	87.1	83.8	82.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1220	1380	1270	830
T - % (AM)	-	11.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	1530	1650	1420	1170
T - % (PM)	-	7.0	-	-
Prop.of commercial vehicles - 16 hr.	-	12.0	-	-
NORTH BOUND				
A.A.D.T.	50800	53270	50810	42030
R 12 / 24 - %	65.6	67.2	61.6	60.6
R 16 / 24 - %	85.7	86.9	81.4	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2770	3300	2320	1610
T - % (AM)	-	12.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	3050	3270	2930	2650
T - % (PM)	-	5.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.9	-	-

3. OTHER INFORMATION AND COMMENT

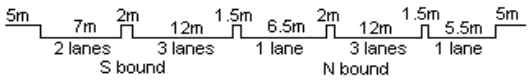
4. Vehicle classification and occupancy - Monday to Friday

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	7.5	41.8	20.2	2.2	0.0	13.1	9.4	3.0	0.1	2.7
	Ocp	1.0	1.3	1.8	9.0	0.0	1.1	1.2	9.1	14.5	32.3
0800-0900	Pro	2.6	57.7	18.8	0.8	0.3	7.7	6.8	2.2	0.1	3.0
	Ocp	1.1	1.2	1.6	3.5	5.3	1.3	1.1	10.8	7.5	33.1
0900-1000	Pro	2.0	44.8	23.2	0.5	0.0	16.8	6.5	2.0	0.1	4.2
	Ocp	1.1	1.1	1.9	1.6	0.0	1.3	1.3	11.5	39.0	20.2
1000-1100	Pro	2.7	38.1	26.7	0.6	0.0	19.6	8.8	1.1	0.1	2.3
	Ocp	1.0	1.4	1.8	1.3	0.0	1.3	1.2	2.4	12.0	14.1
1100-1200	Pro	2.2	43.0	21.6	1.5	0.2	19.1	7.8	1.8	0.0	2.8
	Ocp	1.0	1.4	1.8	4.3	1.5	1.2	1.2	8.1	0.0	25.3
1200-1300	Pro	1.9	48.1	23.3	1.1	0.0	10.7	10.3	2.5	0.0	2.1
	Ocp	1.0	1.6	1.9	4.9	0.0	1.1	1.2	14.5	0.0	26.1
1300-1400	Pro	3.2	45.6	20.7	1.4	0.1	15.1	11.4	0.8	0.1	1.7
	Ocp	1.1	1.4	2.0	5.1	1.0	1.2	1.0	19.5	1.0	37.5
1400-1500	Pro	2.0	44.3	22.5	0.2	0.0	19.3	8.4	1.4	0.0	1.9
	Ocp	1.0	1.2	1.9	2.5	0.0	1.1	1.3	10.7	0.0	25.1
1500-1600	Pro	2.8	43.3	26.0	1.3	0.0	15.8	6.4	1.9	0.0	2.4
	Ocp	1.1	1.4	1.8	4.5	0.0	1.1	1.4	7.8	0.0	20.5
1600-1700	Pro	4.3	49.1	23.3	1.2	0.3	11.2	5.2	2.7	0.1	2.6
	Ocp	1.0	1.4	1.7	5.0	5.0	1.2	1.1	5.7	12.5	22.5
1700-1800	Pro	6.4	54.7	18.5	1.0	0.1	10.1	5.3	1.1	0.1	2.7
	Ocp	1.1	1.3	2.1	2.0	1.0	1.3	1.4	4.1	19.0	37.5
1800-1900	Pro	7.0	59.5	22.0	0.1	0.0	5.6	2.3	1.2	0.1	2.3
Peak hour	Ocp	1.1	1.6	2.0	1.0	0.0	1.1	1.2	19.3	31.0	48.9
1900-2000	Pro	4.6	61.8	23.4	0.0	0.0	5.6	1.3	1.0	0.1	2.2
	Ocp	1.1	1.2	1.9	0.0	0.0	1.1	1.3	3.9	15.0	25.7
2000-2100	Pro	5.4	60.8	24.3	0.1	0.2	4.0	1.8	0.8	0.0	2.7
	Ocp	1.1	1.6	1.8	1.0	1.0	1.3	1.2	8.0	0.0	17.8
2100-2200	Pro	4.8	50.4	33.1	0.1	0.2	5.4	2.8	0.5	0.0	2.6
	Ocp	1.2	1.1	1.9	1.0	1.0	1.1	1.2	1.0	0.0	20.5
2200-2300	Pro	3.4	58.9	30.0	0.0	0.1	3.6	1.5	0.0	0.0	2.3
	Ocp	1.0	1.1	2.0	0.0	1.0	1.3	1.1	0.0	0.0	19.3
16 hours	Pro	3.9	50.6	23.4	0.7	0.1	11.3	5.9	1.5	0.1	2.5
	Ocp	1.1	1.3	1.9	4.7	2.9	1.2	1.2	9.4	15.5	26.7

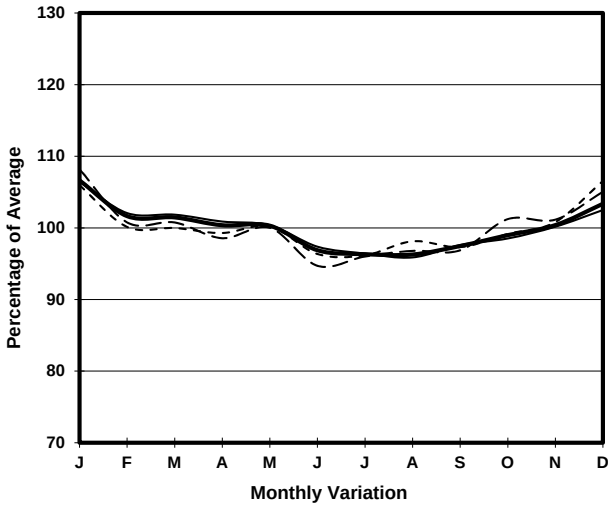
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

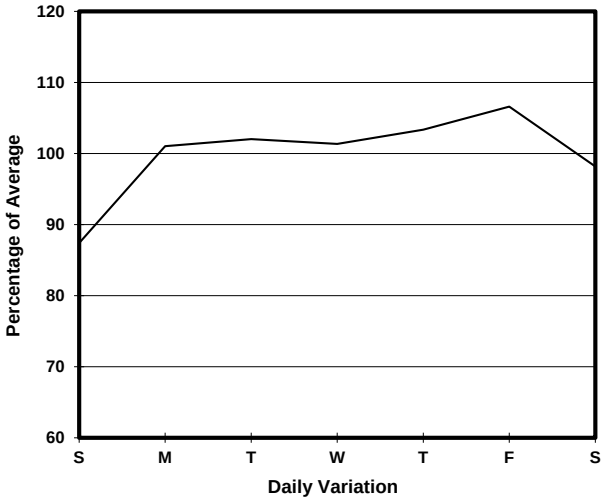
YEAR 2025 **LINK** FERRY ST & FERRY ST <FO> (from WATERLOO RD to SHANTUNG ST)

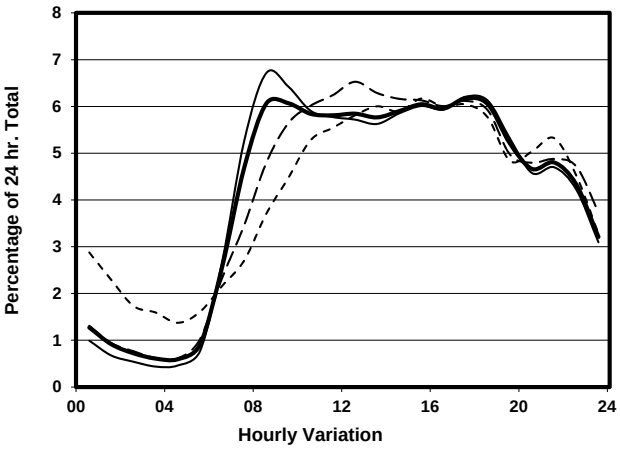
COVERAGE (B) STATION 4214
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

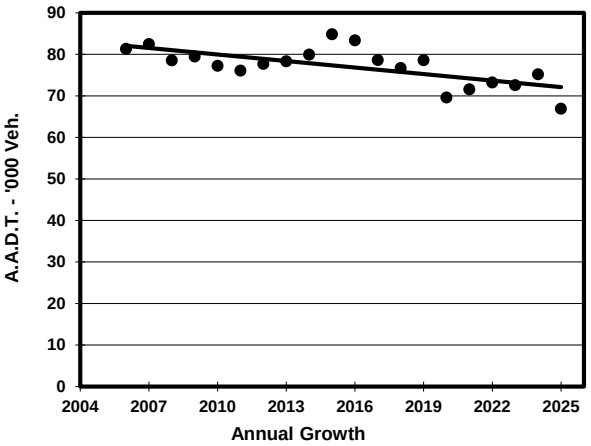


1. TRAFFIC FLOW VARIATION AND GROWTH









All day — Mon.- Fri. — Sat. — Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	34820	36120	33900	30860
R 12 / 24 - %	70.3	71.7	69.0	63.5
R 16 / 24 - %	88.4	89.5	87.6	82.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2350	2670	2020	1450
T - % (AM)	-	7.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2030	2090	2020	1790
T - % (PM)	-	4.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.7	-	-
NORTH BOUND				
A.A.D.T.	32050	33090	32220	28210
R 12 / 24 - %	70.1	71.3	69.6	63.2
R 16 / 24 - %	90.1	91.3	89.8	83.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1730	1980	1720	1200
T - % (AM)	-	7.4	-	-
PM Peak Hour	1700-1800	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	2100	2220	2060	1780
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.7	-	-

3. OTHER INFORMATION AND COMMENT

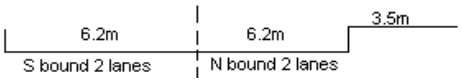
4. Vehicle classification and occupancy - Monday to Friday

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	7.0	40.5	16.8	1.5	0.7	20.5	7.0	5.0	0.0	0.9
	Ocp	1.0	1.2	1.9	5.6	11.0	1.2	1.1	11.9	0.0	1.0
0800-0900	Pro	5.5	52.9	16.7	0.3	1.2	16.0	4.5	2.2	0.0	0.7
Peak hour	Ocp	1.0	1.2	1.9	2.3	6.0	1.4	1.3	22.4	0.0	1.0
0900-1000	Pro	3.7	45.9	13.5	0.3	1.7	25.1	6.1	2.3	0.0	1.4
	Ocp	1.1	1.3	1.7	11.7	3.7	1.1	1.1	6.5	0.0	1.0
1000-1100	Pro	3.7	37.2	14.0	0.5	0.5	33.1	8.1	2.0	0.0	1.0
	Ocp	1.1	1.3	1.9	3.8	1.0	1.2	1.1	4.6	0.0	1.0
1100-1200	Pro	2.2	41.5	15.9	0.1	0.9	31.5	6.1	1.2	0.0	0.7
	Ocp	1.0	1.2	1.8	2.0	1.5	1.1	1.1	6.9	0.0	1.0
1200-1300	Pro	3.5	51.1	14.4	0.0	0.4	22.8	5.7	1.7	0.0	0.3
	Ocp	1.0	1.4	1.7	0.0	1.3	1.1	1.2	2.7	0.0	1.1
1300-1400	Pro	4.0	51.6	16.9	0.2	0.3	19.2	6.7	0.8	0.0	0.3
	Ocp	1.1	1.5	1.9	1.0	7.0	1.2	1.2	7.6	0.0	1.0
1400-1500	Pro	3.1	44.6	14.3	0.8	0.3	27.7	6.4	2.5	0.0	0.2
	Ocp	1.0	1.3	1.8	1.4	6.3	1.1	1.1	5.5	0.0	1.0
1500-1600	Pro	4.9	46.3	20.0	1.7	0.2	21.5	3.4	1.9	0.0	0.2
	Ocp	1.1	1.3	1.7	7.8	1.0	1.3	1.5	9.4	0.0	1.0
1600-1700	Pro	3.6	53.7	18.5	1.0	0.4	17.5	3.1	1.7	0.0	0.5
	Ocp	1.0	1.3	1.8	3.4	3.8	1.2	1.2	7.1	0.0	1.0
1700-1800	Pro	7.0	55.2	16.9	0.4	0.9	15.8	1.8	1.4	0.0	0.6
	Ocp	1.0	1.2	1.8	2.0	8.6	1.0	1.1	11.5	0.0	1.0
1800-1900	Pro	7.8	65.7	13.7	0.0	0.5	8.0	1.9	2.0	0.0	0.5
	Ocp	1.1	1.1	1.8	0.0	5.2	1.0	1.0	14.2	0.0	1.0
1900-2000	Pro	4.8	61.3	17.7	0.3	0.8	11.0	1.1	2.6	0.0	0.4
	Ocp	1.1	1.2	1.6	1.0	9.4	1.0	1.0	11.3	0.0	1.0
2000-2100	Pro	3.7	60.9	23.3	0.0	1.3	6.4	1.8	1.6	0.0	1.0
	Ocp	1.1	1.0	1.8	0.0	9.1	1.0	1.0	9.3	0.0	1.0
2100-2200	Pro	5.1	57.1	24.2	0.0	0.8	9.0	2.0	1.1	0.0	0.8
	Ocp	1.1	1.1	1.6	0.0	3.7	1.0	1.0	4.6	0.0	1.0
2200-2300	Pro	2.0	70.2	20.0	0.0	1.3	3.5	1.2	0.9	0.0	0.9
	Ocp	1.0	1.1	1.7	0.0	5.1	1.0	1.0	3.2	0.0	1.0
16 hours	Pro	4.5	52.0	17.1	0.5	0.8	18.4	4.2	1.9	0.0	0.6
	Ocp	1.1	1.2	1.8	4.6	5.5	1.2	1.2	9.8	0.0	1.0

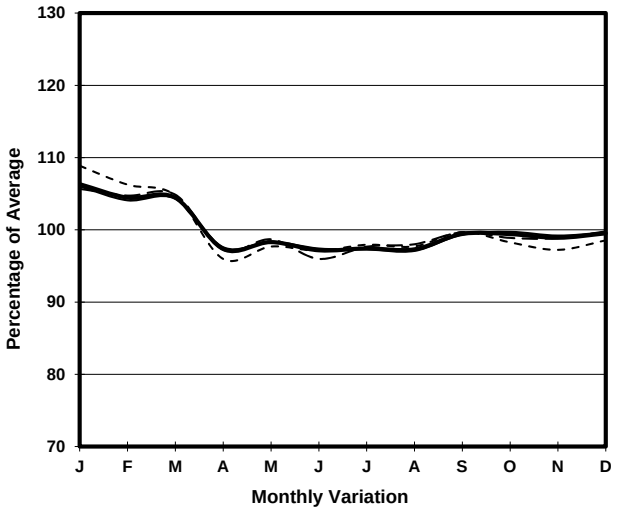
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

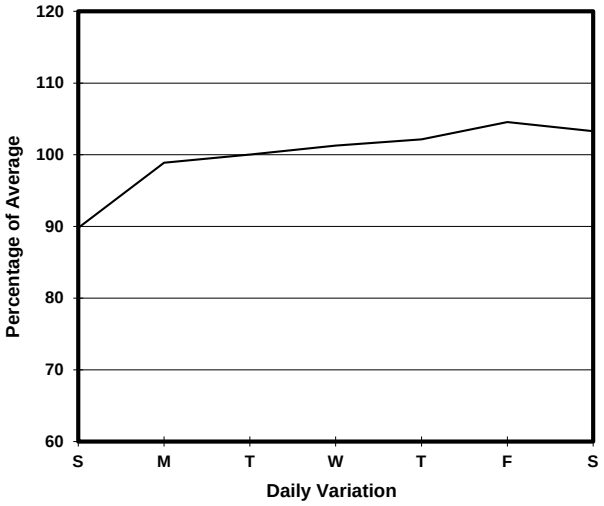
YEAR 2025 **LINK** YIM PO FONG ST (from SHANTUNG ST to WATERLOO RD)

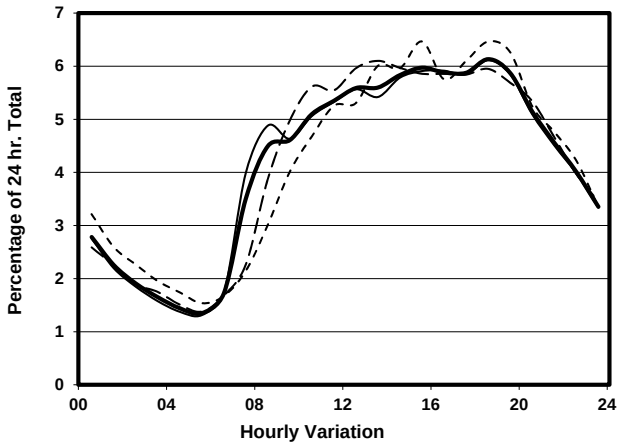
COVERAGE (B) STATION 4215
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

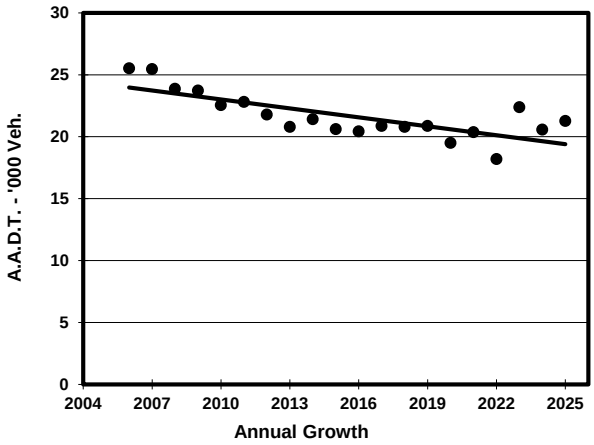


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10920	11130	11380	9840
R 12 / 24 - %	64.4	65.0	64.1	61.2
R 16 / 24 - %	83.9	84.3	84.0	81.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	530	570	580	430
T - % (AM)	-	2.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	680	690	700	620
T - % (PM)	-	1.9	-	-
Prop.of commercial vehicles - 16 hr.	-	3.6	-	-
NORTH BOUND				
A.A.D.T.	10340	10540	10730	9360
R 12 / 24 - %	63.5	63.9	63.6	61.2
R 16 / 24 - %	83.1	83.5	83.0	81.6
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	450	480	520	350
T - % (AM)	-	5.8	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	630	640	630	630
T - % (PM)	-	2.4	-	-
Prop.of commercial vehicles - 16 hr.	-	3.3	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

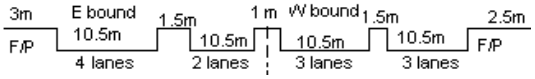
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	4.3	29.8	38.3	4.3	6.0	13.6	1.7	0.9	1.1	0.2
	Ocp	1.0	1.5	1.8	4.6	5.9	1.2	3.0	1.0	23.6	1.0
0800-0900	Pro	1.7	55.2	23.1	1.3	6.0	9.0	2.1	0.9	0.5	0.2
	Ocp	1.0	1.6	1.6	5.3	11.1	1.3	1.2	3.0	25.0	1.0
0900-1000	Pro	5.0	38.2	29.3	0.0	4.0	16.9	5.5	0.5	0.6	0.1
	Ocp	1.0	1.3	1.6	0.0	8.8	1.4	1.5	1.0	17.0	1.0
1000-1100	Pro	5.9	36.0	36.9	0.0	3.4	14.4	2.1	0.8	0.4	0.0
	Ocp	1.0	1.4	1.6	0.0	5.8	1.4	2.4	1.5	20.3	0.0
1100-1200	Pro	6.7	32.6	42.1	0.0	4.5	9.6	2.2	1.7	0.6	0.0
	Ocp	1.0	1.3	1.7	0.0	7.8	1.4	2.0	2.3	33.0	0.0
1200-1300	Pro	4.6	36.6	41.7	0.0	2.0	11.7	2.5	0.0	0.8	0.0
	Ocp	1.0	1.3	1.8	0.0	8.5	1.4	1.0	0.0	17.8	0.0
1300-1400	Pro	6.8	30.7	36.7	1.7	3.4	14.1	1.7	4.3	0.6	0.0
	Ocp	1.1	1.4	1.6	1.5	10.3	1.4	1.5	7.1	18.3	0.0
1400-1500	Pro	4.3	40.1	33.0	1.0	1.4	14.8	2.9	1.9	0.6	0.0
	Ocp	1.1	1.5	2.0	2.5	9.7	1.6	1.3	12.0	17.0	0.0
1500-1600	Pro	6.3	41.7	32.8	0.4	3.0	12.9	1.8	0.7	0.5	0.0
	Ocp	1.0	1.5	2.2	2.0	14.0	1.4	1.6	2.5	28.8	0.0
1600-1700	Pro	3.6	50.3	22.9	2.0	4.4	11.3	3.2	1.6	0.7	0.0
	Ocp	1.1	1.5	2.2	4.6	13.0	1.6	1.1	2.0	22.9	0.0
1700-1800	Pro	5.8	57.8	25.0	0.3	3.1	7.2	0.3	0.0	0.4	0.0
	Ocp	1.0	1.3	1.9	3.0	10.7	1.6	1.0	0.0	32.4	0.0
1800-1900	Pro	8.0	55.9	23.2	0.4	4.9	5.3	0.4	1.1	0.5	0.2
Peak hour	Ocp	1.1	1.6	2.3	17.0	15.5	1.4	1.0	4.3	27.0	41.0
1900-2000	Pro	9.8	51.5	30.8	0.0	2.9	3.3	0.7	0.4	0.4	0.3
	Ocp	1.0	1.6	1.9	0.0	15.5	1.1	1.5	1.0	13.5	35.0
2000-2100	Pro	9.2	49.7	31.7	0.0	5.1	2.8	0.0	0.5	0.6	0.6
	Ocp	1.0	1.6	1.8	0.0	13.0	1.5	0.0	1.0	9.0	30.4
2100-2200	Pro	3.9	55.5	32.4	0.0	4.4	2.5	0.0	1.0	0.4	0.0
	Ocp	1.0	1.6	1.9	0.0	15.4	1.4	0.0	15.0	13.7	0.0
2200-2300	Pro	6.3	41.4	42.1	0.0	4.9	3.5	0.0	1.4	0.4	0.0
	Ocp	1.1	1.6	1.8	0.0	10.1	1.2	0.0	1.0	6.5	0.0
16 hours	Pro	5.9	45.1	31.7	0.6	3.9	9.4	1.7	1.1	0.5	0.1
	Ocp	1.0	1.5	1.8	4.3	11.4	1.4	1.5	5.2	21.0	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

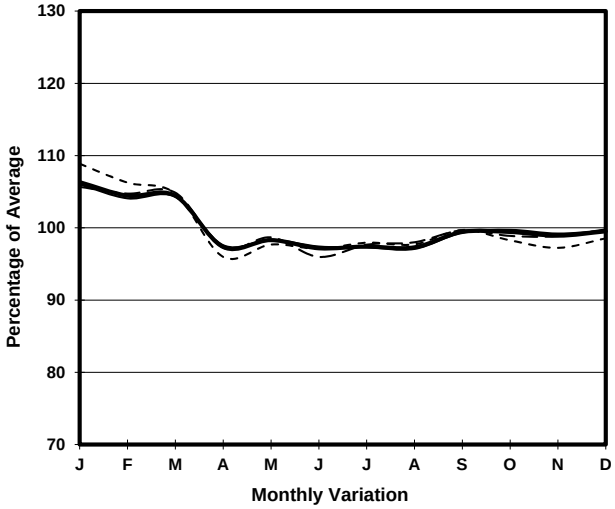
YEAR 2025

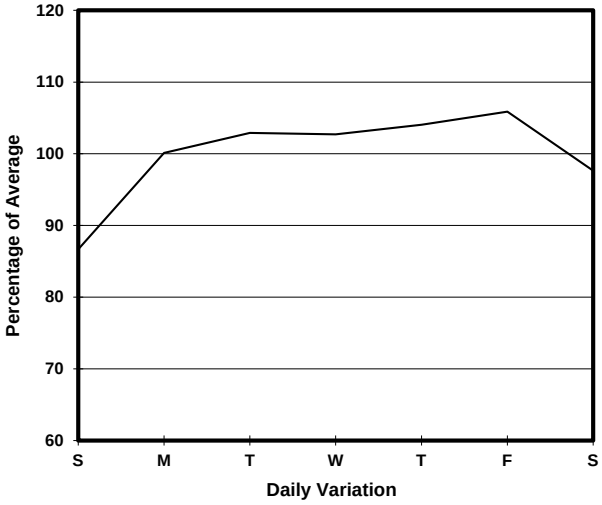
LINK KWUN TONG RD (from PING SHEK EST EASTERN END to WAI YIP ST FO <K42>)

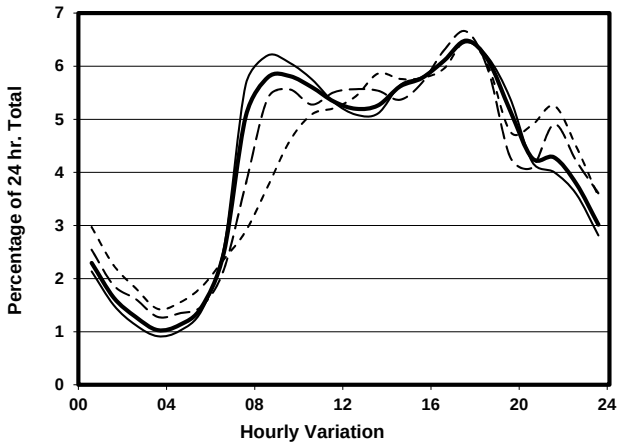
COVERAGE (B) STATION 4216
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

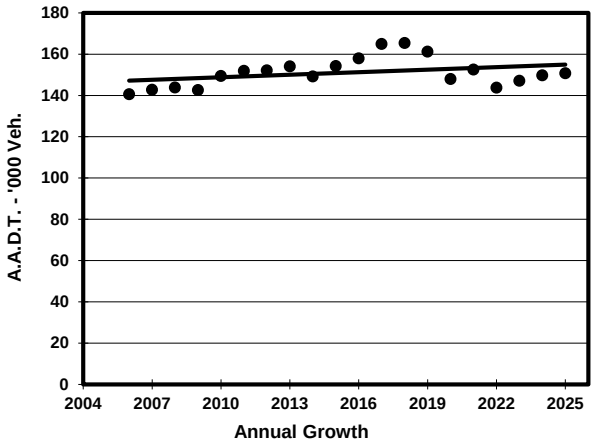


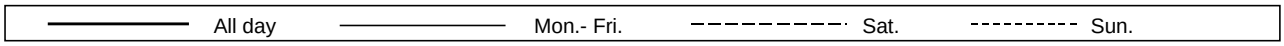
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	74770	76870	75480	67440
R 12 / 24 - %	68.4	69.6	67.1	63.0
R 16 / 24 - %	85.6	86.5	84.3	82.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4460	4900	4300	2910
T - % (AM)	-	10.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4580	4650	4680	4370
T - % (PM)	-	11.3	-	-
Prop.of commercial vehicles - 16 hr.	-	11.7	-	-
WEST BOUND				
A.A.D.T.	75930	79650	72940	64170
R 12 / 24 - %	67.9	69.1	66.1	62.6
R 16 / 24 - %	85.7	86.6	83.9	82.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	4320	4810	3970	3140
T - % (AM)	-	12.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	5190	5450	5200	4160
T - % (PM)	-	9.8	-	-
Prop.of commercial vehicles - 16 hr.	-	10.7	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

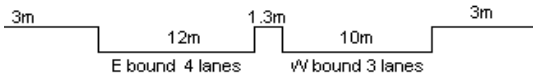
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	3.6	35.6	24.7	2.7	4.1	13.4	4.1	3.6	0.1	8.1
	Ocp	1.1	1.2	2.1	8.8	14.0	1.1	1.2	17.1	14.8	43.0
0800-0900	Pro	2.5	51.8	17.4	1.0	2.7	13.3	3.4	1.5	0.1	6.4
	Ocp	1.0	1.1	2.0	3.6	11.9	1.2	1.3	17.4	12.5	43.3
0900-1000	Pro	1.9	43.5	19.9	0.4	2.6	20.0	5.2	1.1	0.1	5.3
	Ocp	1.1	1.1	1.9	1.7	9.2	1.2	1.2	7.3	10.6	29.3
1000-1100	Pro	1.9	38.8	19.0	0.4	3.0	24.2	5.4	1.1	0.1	6.1
	Ocp	1.0	1.3	1.7	1.3	7.2	1.3	1.2	7.9	8.5	23.5
1100-1200	Pro	3.1	46.9	12.0	0.9	2.2	24.0	4.9	1.1	0.1	4.8
	Ocp	1.0	1.4	1.8	1.3	7.5	1.3	1.3	12.2	7.0	20.7
1200-1300	Pro	1.5	43.3	15.1	1.2	2.6	25.5	5.1	0.8	0.1	4.8
	Ocp	1.0	1.2	1.9	3.0	9.6	1.4	1.2	6.8	9.7	22.5
1300-1400	Pro	3.0	43.1	18.8	0.7	2.2	20.5	5.6	1.3	0.1	4.6
	Ocp	1.0	1.3	1.7	2.2	10.4	1.3	1.3	8.4	14.0	26.5
1400-1500	Pro	2.2	46.7	8.8	1.1	2.6	25.4	6.8	1.8	0.1	4.4
	Ocp	1.1	1.2	1.7	1.7	9.0	1.2	1.3	5.2	7.9	22.7
1500-1600	Pro	1.9	47.3	17.6	1.7	2.4	17.7	4.2	1.3	0.1	5.8
	Ocp	1.1	1.3	1.6	6.2	9.9	1.2	1.2	12.3	16.0	25.4
1600-1700	Pro	3.0	36.6	20.4	1.9	2.2	23.1	5.0	2.0	0.1	5.7
	Ocp	1.1	1.3	1.7	4.0	12.4	1.3	1.2	8.9	7.1	29.6
1700-1800	Pro	3.3	52.8	16.1	1.1	2.6	13.6	2.1	2.3	0.1	6.0
Peak hour	Ocp	1.0	1.4	1.8	2.5	12.2	1.2	1.1	7.2	15.8	40.7
1800-1900	Pro	4.2	61.1	13.9	0.3	2.7	9.4	1.5	1.2	0.1	5.7
	Ocp	1.1	1.4	2.1	10.0	15.3	1.2	1.2	15.3	17.3	49.6
1900-2000	Pro	2.6	61.6	17.3	0.2	3.0	5.7	1.9	1.6	0.1	6.0
	Ocp	1.1	1.1	1.8	1.8	14.6	1.1	1.2	8.2	15.3	32.5
2000-2100	Pro	2.8	54.9	24.2	0.1	3.0	5.5	1.5	1.2	0.1	6.7
	Ocp	1.0	1.1	1.8	2.0	11.7	1.1	1.1	12.2	11.7	26.3
2100-2200	Pro	4.4	52.2	23.5	0.1	3.0	5.6	1.6	1.0	0.1	8.5
	Ocp	1.1	1.2	1.9	1.0	10.4	1.2	1.0	9.9	14.3	24.5
2200-2300	Pro	2.8	57.7	22.2	0.0	3.8	5.8	1.1	0.3	0.1	6.2
	Ocp	1.2	1.3	1.7	0.0	10.8	1.2	1.0	1.5	6.7	20.8
16 hours	Pro	2.8	48.4	17.8	0.9	2.7	16.2	3.8	1.5	0.1	5.9
	Ocp	1.1	1.2	1.8	4.3	11.2	1.2	1.2	10.7	12.4	31.5

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

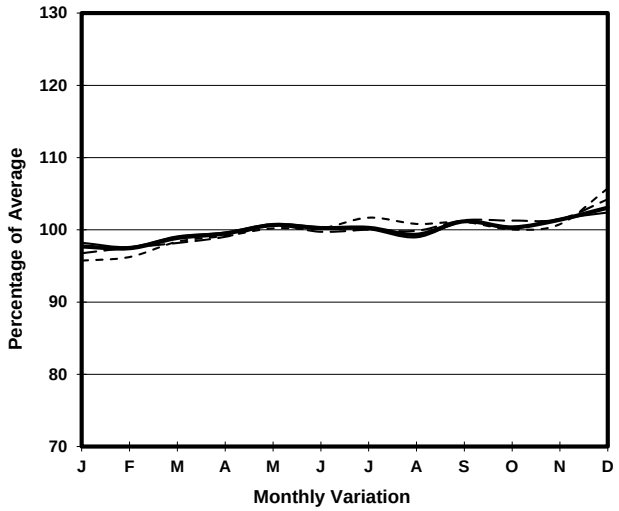
YEAR 2025

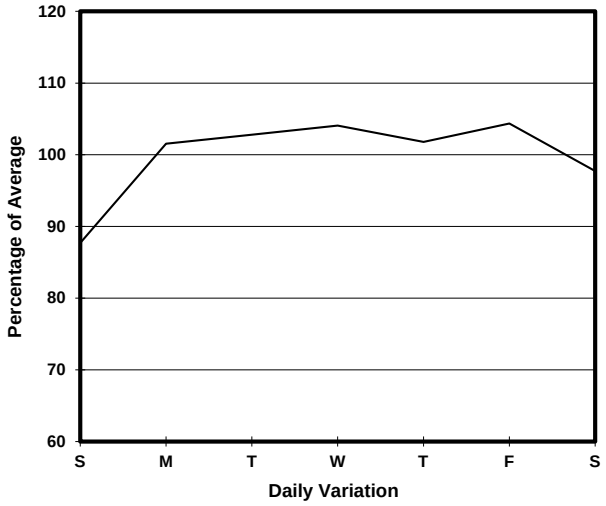
LINK CLEAR WATER BAY RD (from LUNG CHEUNG RD to NEW CLEAR WATER BAY RD WESTERN JUNCTION)

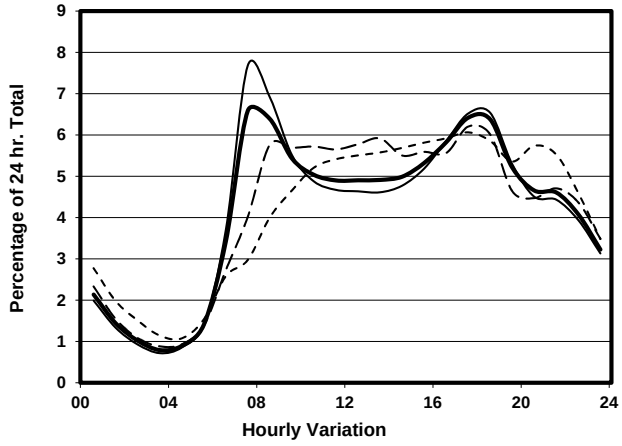
COVERAGE (B) STATION 4217
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

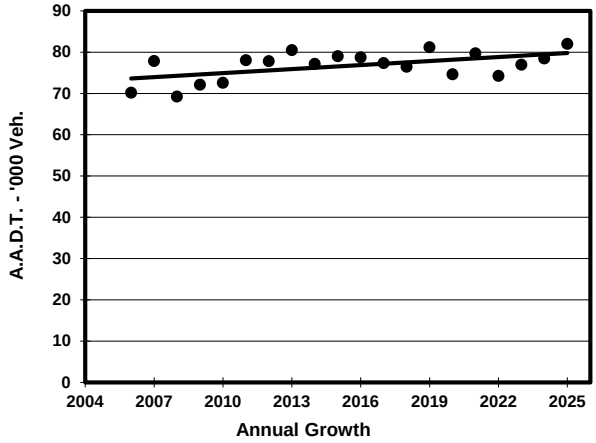


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	41360	42900	40020	37020
R 12 / 24 - %	63.8	64.5	64.5	59.7
R 16 / 24 - %	84.9	85.2	84.8	83.2
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	2360	2650	2180	1510
T - % (AM)	-	8.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1600-1700
One-way flow at PM peak hour	2740	2940	2600	2150
T - % (PM)	-	7.1	-	-
Prop.of commercial vehicles - 16 hr.	-	9.2	-	-
WEST BOUND				
A.A.D.T.	40640	42070	40680	35320
R 12 / 24 - %	70.4	71.2	70.4	65.8
R 16 / 24 - %	86.4	86.7	86.4	84.7
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3160	3880	2600	1860
T - % (AM)	-	18.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2660	2810	2410	2250
T - % (PM)	-	23.9	-	-
Prop.of commercial vehicles - 16 hr.	-	16.7	-	-

3. OTHER INFORMATION AND COMMENT

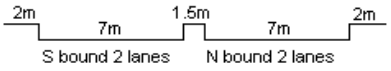
4. Vehicle classification and occupancy - Monday to Friday

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	5.8	33.0	21.5	3.4	11.5	12.1	2.8	4.6	0.0	5.2
Peak hour	Ocp	1.1	1.7	2.0	5.0	13.2	1.4	1.2	15.6	0.0	70.9
0800-0900	Pro	6.8	32.8	19.2	2.6	13.1	13.9	3.6	2.7	0.0	5.3
	Ocp	1.1	1.3	1.8	6.5	14.9	1.6	1.1	15.9	0.0	53.4
0900-1000	Pro	5.9	27.9	23.7	1.4	11.2	18.8	4.9	0.7	0.0	5.3
	Ocp	1.1	1.4	1.7	2.0	12.3	1.5	1.5	18.4	0.0	39.5
1000-1100	Pro	3.0	27.4	25.5	0.5	9.7	21.6	7.0	0.8	0.0	4.5
	Ocp	1.0	1.4	1.8	2.0	12.4	1.3	1.3	7.0	0.0	29.3
1100-1200	Pro	4.8	22.2	26.1	3.1	10.6	19.3	7.1	1.1	0.0	5.7
	Ocp	1.0	1.5	1.9	3.8	11.2	1.5	1.2	1.0	0.0	29.3
1200-1300	Pro	5.9	24.4	21.4	2.4	14.1	17.5	6.9	1.5	0.0	5.9
	Ocp	1.1	1.4	1.9	8.9	11.3	1.5	1.3	5.3	0.0	27.0
1300-1400	Pro	6.9	24.5	23.1	2.5	10.0	19.7	5.5	2.6	0.0	5.2
	Ocp	1.0	1.5	2.0	3.7	11.9	1.3	1.4	11.5	0.0	32.2
1400-1500	Pro	2.5	32.9	13.7	2.0	11.7	20.0	6.5	3.9	0.0	6.7
	Ocp	1.1	1.4	1.9	1.9	10.8	1.6	1.2	6.7	0.0	25.1
1500-1600	Pro	4.2	22.1	15.0	7.5	14.4	21.5	6.3	1.9	0.0	7.2
	Ocp	1.1	1.7	1.9	4.4	11.1	1.6	1.2	14.8	0.0	32.5
1600-1700	Pro	5.8	28.2	15.9	6.9	13.4	16.4	3.8	3.9	0.1	5.7
	Ocp	1.1	1.6	1.7	4.4	13.4	1.6	1.3	11.5	1.0	38.8
1700-1800	Pro	9.2	36.4	10.4	3.8	13.1	14.8	2.3	4.0	0.0	6.1
	Ocp	1.1	1.4	1.8	4.0	14.9	1.6	1.3	16.0	0.0	51.4
1800-1900	Pro	12.9	40.4	10.8	0.4	12.1	11.5	3.4	2.9	0.0	5.6
	Ocp	1.1	1.2	1.9	2.3	14.5	1.4	1.1	20.1	0.0	54.7
1900-2000	Pro	4.4	42.3	22.9	0.3	13.8	8.2	0.7	1.6	0.0	5.8
	Ocp	1.1	1.5	1.8	2.0	11.9	1.4	1.2	5.6	0.0	37.7
2000-2100	Pro	4.9	36.2	31.8	0.0	13.5	6.0	0.7	0.2	0.0	6.7
	Ocp	1.0	1.4	1.9	0.0	11.5	1.2	1.0	1.0	0.0	31.3
2100-2200	Pro	4.8	37.1	32.3	0.0	14.1	6.0	0.4	0.2	0.0	5.1
	Ocp	1.1	1.4	2.0	0.0	10.2	1.5	1.5	1.0	0.0	32.1
2200-2300	Pro	4.5	39.6	35.1	0.0	11.9	3.2	0.4	0.5	0.0	4.9
	Ocp	1.2	1.3	2.1	0.0	10.6	1.3	1.5	4.7	0.0	29.8
16 hours	Pro	5.9	31.8	21.6	2.3	12.3	14.5	3.9	2.2	0.1	5.6
	Ocp	1.1	1.4	1.9	4.5	12.4	1.5	1.3	12.6	1.0	39.6

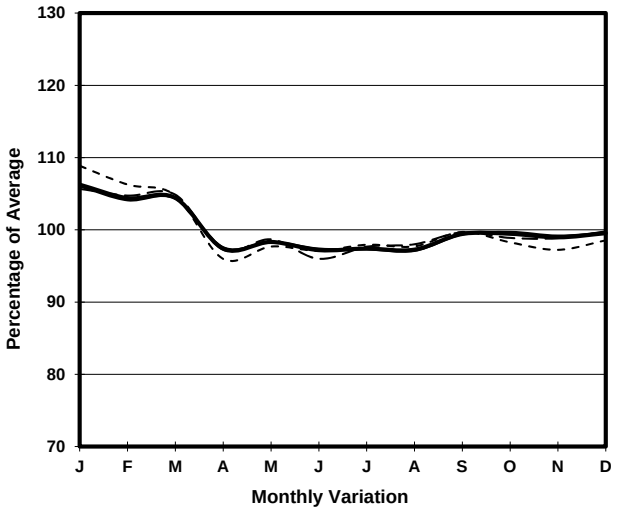
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

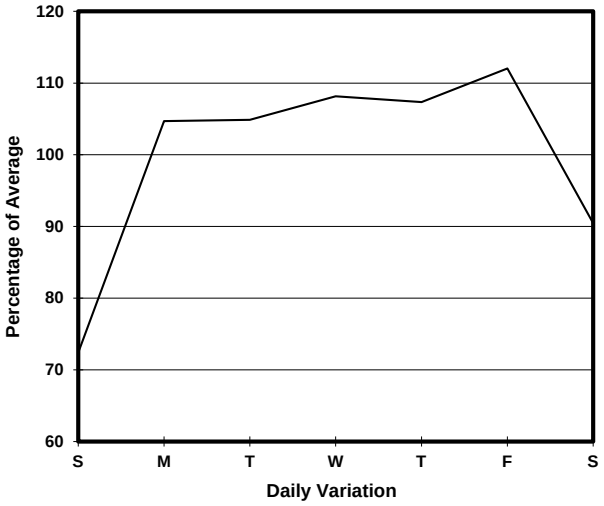
YEAR 2025 **LINK** SHING KAI RD (from CONCORDE RD to KAI SHING ST)

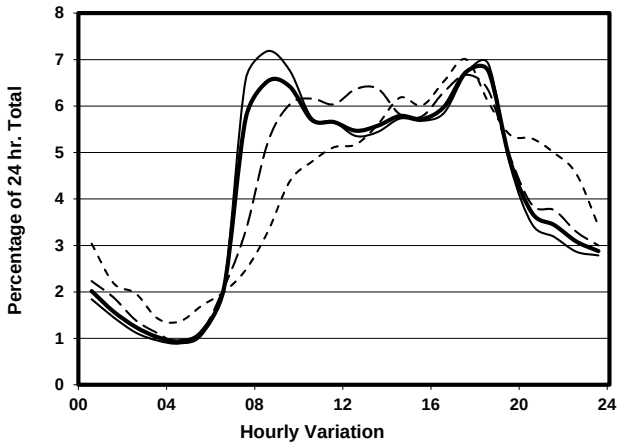
COVERAGE (B) STATION 4218
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

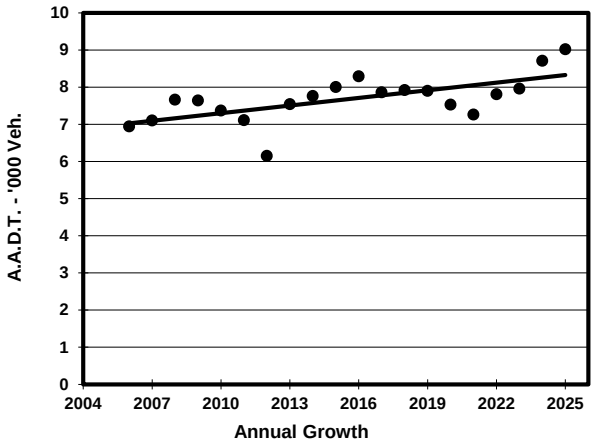


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	4180	4580	3750	3050
R 12 / 24 - %	70.2	71.9	67.9	59.8
R 16 / 24 - %	85.8	86.6	84.5	81.4
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	280	350	220	120
T - % (AM)	-	11.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	260	280	260	210
T - % (PM)	-	8.7	-	-
Prop.of commercial vehicles - 16 hr.	-	12.1	-	-
NORTH BOUND				
A.A.D.T.	4840	5260	4550	3590
R 12 / 24 - %	73.7	75.1	72.5	65.1
R 16 / 24 - %	88.2	88.9	87.7	84.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	310	360	280	170
T - % (AM)	-	12.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	380	440	300	250
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	12.9	-	-

3. OTHER INFORMATION AND COMMENT

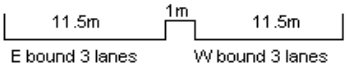
4. Vehicle classification and occupancy - Monday to Friday

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	1.0	28.3	33.3	7.1	1.0	16.2	2.0	3.0	1.3	6.8
	Ocp	1.0	2.0	2.3	13.0	10.0	1.1	1.0	7.3	11.0	24.3
0800-0900	Pro	0.0	56.2	19.8	3.1	0.6	8.6	5.6	0.0	1.2	4.9
Peak hour	Ocp	0.0	1.4	2.0	4.8	1.0	1.4	1.0	0.0	9.4	18.4
0900-1000	Pro	0.0	39.3	21.0	0.7	1.3	23.6	5.9	1.3	1.1	5.7
	Ocp	0.0	1.4	1.7	1.0	4.0	1.8	1.2	3.0	7.6	12.8
1000-1100	Pro	0.0	41.2	24.8	1.2	1.2	18.2	7.3	0.6	0.8	4.7
	Ocp	0.0	1.6	1.6	1.0	9.0	1.4	1.1	1.0	7.6	11.7
1100-1200	Pro	1.5	33.5	21.6	1.5	3.0	25.3	5.2	1.5	1.1	5.9
	Ocp	1.0	1.3	1.7	3.0	9.0	1.6	1.4	1.0	10.3	12.2
1200-1300	Pro	0.0	35.1	26.5	4.7	2.8	14.2	6.6	0.0	1.7	8.3
	Ocp	0.0	1.8	1.9	3.4	5.7	1.5	1.7	0.0	8.4	13.0
1300-1400	Pro	4.9	26.5	28.5	2.0	2.0	22.6	3.9	0.0	1.5	8.1
	Ocp	1.0	1.7	1.8	7.0	4.0	1.7	1.5	0.0	8.5	12.1
1400-1500	Pro	3.7	34.9	26.7	0.9	1.8	17.5	3.7	0.9	1.6	8.3
	Ocp	1.0	1.4	1.4	2.0	8.5	1.5	1.3	5.0	8.0	11.4
1500-1600	Pro	2.9	54.3	22.1	2.1	0.7	7.9	0.7	2.1	1.3	5.9
	Ocp	1.0	1.5	1.8	10.3	11.0	1.5	1.0	8.3	10.7	14.3
1600-1700	Pro	2.4	55.0	17.3	0.0	3.1	4.7	2.4	7.1	1.4	6.7
	Ocp	1.0	1.6	1.9	0.0	4.3	1.3	1.3	2.0	9.6	16.7
1700-1800	Pro	7.6	46.8	17.2	3.4	1.4	15.1	0.7	0.0	1.2	6.5
	Ocp	1.1	1.4	1.8	1.4	5.5	1.5	2.0	0.0	7.0	23.1
1800-1900	Pro	6.2	57.2	18.5	0.6	1.2	8.0	1.2	1.2	0.8	5.1
	Ocp	1.1	1.3	1.7	1.0	4.5	1.5	1.0	1.0	9.2	15.7
1900-2000	Pro	8.4	50.4	22.4	0.0	3.5	4.2	0.7	2.1	1.2	7.0
	Ocp	1.1	1.3	1.9	0.0	4.6	1.0	1.0	5.0	4.9	11.5
2000-2100	Pro	10.5	44.3	23.3	0.0	1.2	8.2	1.2	1.2	1.5	8.7
	Ocp	1.0	1.4	1.7	0.0	3.0	1.1	1.0	1.0	4.6	8.6
2100-2200	Pro	4.6	47.3	27.5	0.0	0.0	6.1	0.0	1.5	0.8	12.2
	Ocp	1.0	1.4	1.9	0.0	0.0	1.0	0.0	2.0	5.5	8.3
2200-2300	Pro	1.4	51.7	30.8	0.0	0.0	4.2	0.0	1.4	0.7	9.8
	Ocp	1.0	1.3	1.6	0.0	0.0	1.0	0.0	1.0	8.0	11.3
16 hours	Pro	3.3	44.6	23.0	1.7	1.6	13.2	3.2	1.5	1.2	6.7
	Ocp	1.0	1.4	1.8	5.8	5.9	1.5	1.3	3.4	8.3	14.1

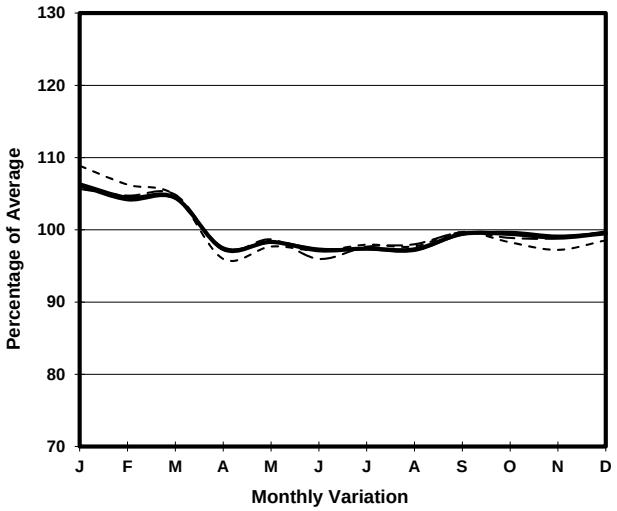
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

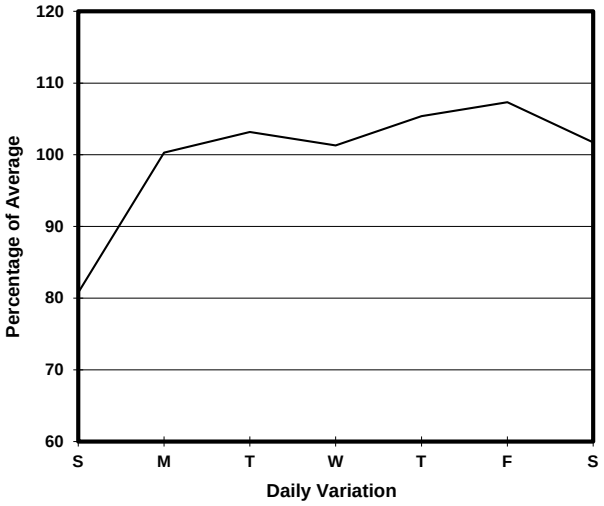
YEAR 2025 **LINK** KWUN TONG BYPASS (from WANG CHIN ST to TATE'S CAIRN TUNNEL SLIP RD)

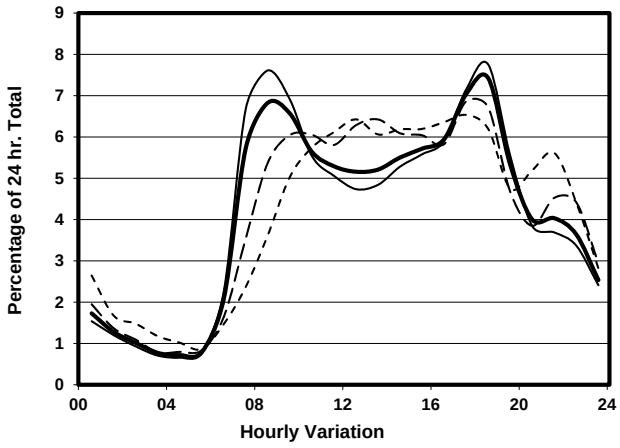
COVERAGE (B) STATION 4219
ROAD NETWORK MAJOR
ROAD TYPE EXPRESSWAY

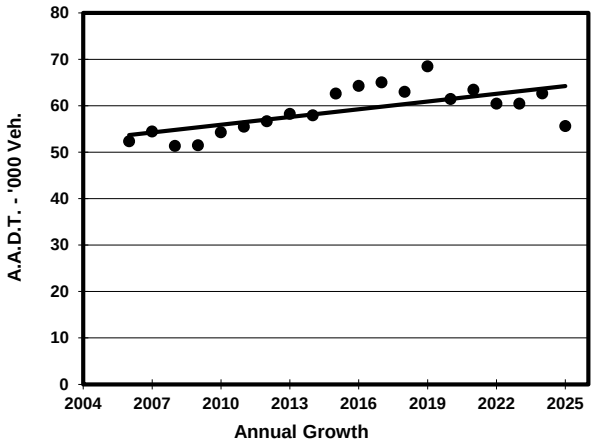


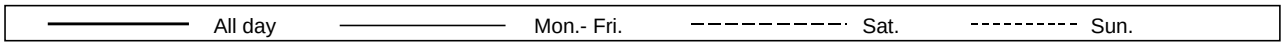
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	27440	28820	28060	21890
R 12 / 24 - %	74.3	75.2	73.4	69.2
R 16 / 24 - %	90.5	91.1	89.8	87.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1920	2220	1700	1220
T - % (AM)	-	8.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	2080	2280	1960	1420
T - % (PM)	-	8.1	-	-
Prop.of commercial vehicles - 16 hr.	-	10.2	-	-
WEST BOUND				
A.A.D.T.	28150	29300	29150	23500
R 12 / 24 - %	69.9	70.9	68.9	64.7
R 16 / 24 - %	87.7	88.0	87.4	85.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1890	2200	1760	1070
T - % (AM)	-	10.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	2090	2260	1990	1600
T - % (PM)	-	6.1	-	-
Prop.of commercial vehicles - 16 hr.	-	10.3	-	-

3. OTHER INFORMATION AND COMMENT

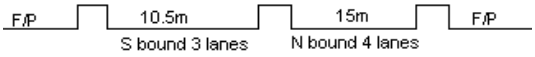
4. Vehicle classification and occupancy - Monday to Friday

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	3.5	58.3	15.1	2.6	1.0	9.3	3.6	4.0	0.0	2.5
	Ocp	1.1	1.1	1.7	6.5	15.9	1.5	1.1	14.9	0.0	53.9
0800-0900	Pro	1.9	64.0	9.1	0.8	0.8	13.9	5.3	2.0	0.0	2.3
	Ocp	1.0	1.2	1.9	2.5	8.9	1.1	1.1	19.9	0.0	47.7
0900-1000	Pro	1.2	59.9	9.8	0.1	0.8	15.3	9.8	1.0	0.0	2.0
	Ocp	1.0	1.1	1.8	1.0	10.1	1.2	1.2	4.3	0.0	34.6
1000-1100	Pro	2.3	40.9	16.3	0.0	1.1	21.7	14.3	1.0	0.0	2.4
	Ocp	1.0	1.3	2.0	0.0	10.1	1.1	1.1	9.2	0.0	31.7
1100-1200	Pro	0.5	54.8	13.2	0.8	1.6	16.7	9.3	1.1	0.0	2.1
	Ocp	1.0	1.1	1.7	1.8	7.0	1.2	1.2	5.7	0.0	30.3
1200-1300	Pro	2.2	56.5	13.9	0.9	1.3	14.9	7.7	0.9	0.0	1.7
	Ocp	1.1	1.2	2.2	6.0	15.1	1.1	1.1	11.6	0.0	24.8
1300-1400	Pro	1.5	47.3	12.8	1.9	0.8	20.5	11.7	1.5	0.0	2.0
	Ocp	1.0	1.1	1.7	1.9	6.5	1.1	1.1	2.0	0.0	33.9
1400-1500	Pro	1.0	46.1	13.9	1.0	1.1	21.2	12.5	1.1	0.0	2.1
	Ocp	1.1	1.2	1.9	1.4	5.4	1.1	1.0	1.0	0.0	24.7
1500-1600	Pro	1.6	52.5	11.4	0.9	0.5	17.7	12.8	0.5	0.0	2.0
	Ocp	1.0	1.1	1.8	5.3	14.3	1.2	1.1	10.5	0.0	29.2
1600-1700	Pro	2.1	56.9	12.5	1.6	1.3	13.9	7.7	1.2	0.0	2.7
	Ocp	1.0	1.2	1.9	2.5	8.9	1.3	1.1	1.7	0.0	37.6
1700-1800	Pro	5.3	62.4	10.2	0.9	1.0	13.3	4.2	1.1	0.0	1.7
	Ocp	1.1	1.2	1.9	1.6	14.6	1.1	1.3	7.9	0.0	42.8
1800-1900	Pro	4.0	73.0	8.5	0.1	0.6	7.7	2.6	1.0	0.0	2.4
Peak hour	Ocp	1.1	1.2	1.9	1.0	15.0	1.0	1.0	14.8	0.0	56.8
1900-2000	Pro	2.8	74.6	11.6	0.0	0.8	5.2	1.7	0.6	0.0	2.8
	Ocp	1.0	1.1	1.8	0.0	13.4	1.0	1.0	35.5	0.0	38.3
2000-2100	Pro	2.3	76.6	11.7	0.0	1.1	2.9	1.5	0.8	0.0	3.1
	Ocp	1.0	1.2	1.8	0.0	10.0	1.0	1.1	10.8	0.0	27.0
2100-2200	Pro	2.7	74.6	7.4	0.0	1.5	8.8	1.9	0.4	0.0	2.8
	Ocp	1.1	1.1	1.9	0.0	8.3	1.0	1.0	1.0	0.0	27.3
2200-2300	Pro	2.7	78.6	12.8	0.2	0.7	1.7	0.5	0.2	0.0	2.5
	Ocp	1.0	1.2	1.8	1.0	7.7	1.1	1.0	1.0	0.0	22.9
16 hours	Pro	2.4	61.0	11.5	0.8	1.0	13.1	6.7	1.3	0.0	2.3
	Ocp	1.1	1.2	1.9	3.5	10.6	1.2	1.1	11.5	0.0	37.7

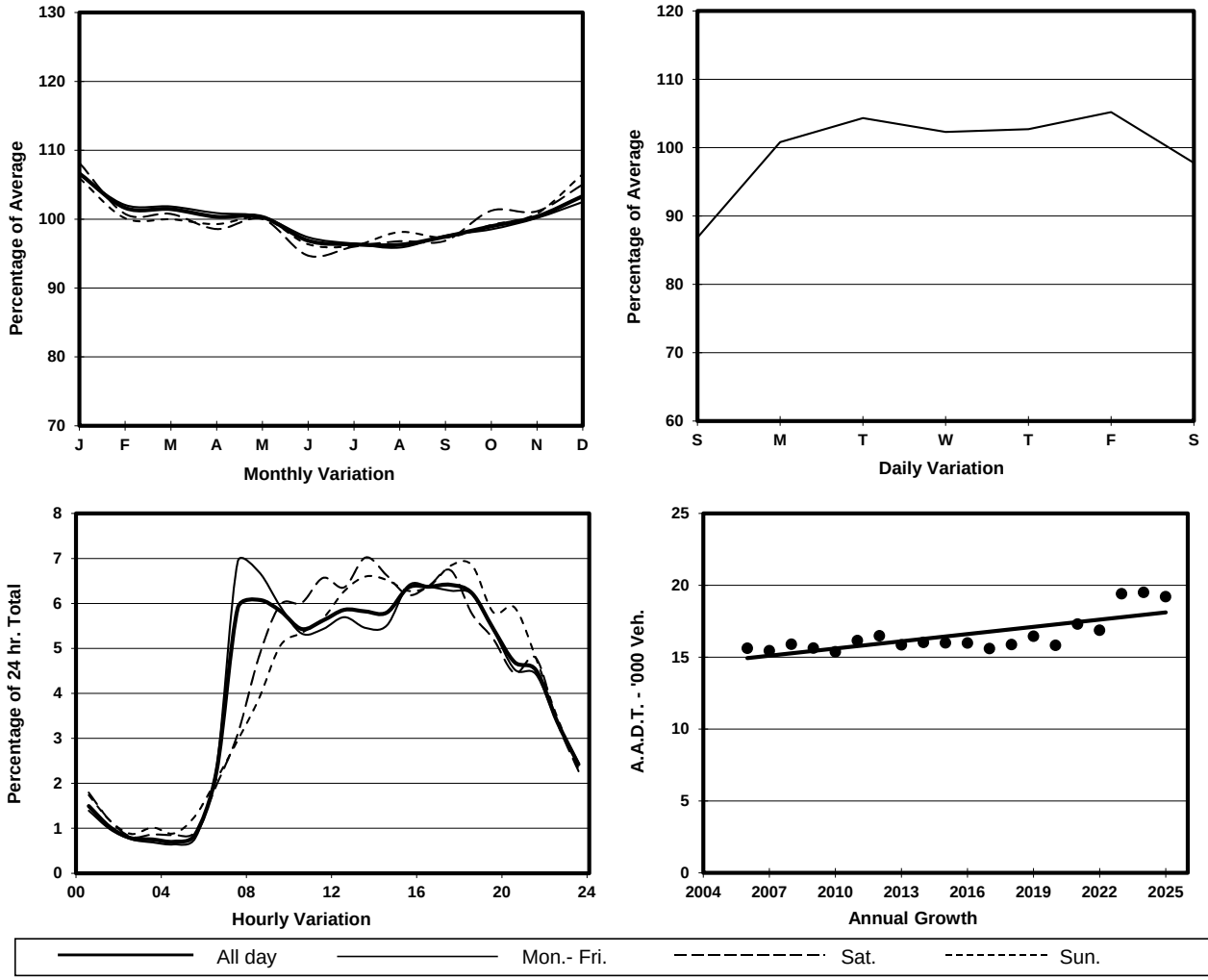
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2025 **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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7920	8300	7640	6710
R 12 / 24 - %	72.6	72.6	73.9	71.5
R 16 / 24 - %	89.5	89.8	89.3	88.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	550	630	500	360
T - % (AM)	-	11.4	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	490	510	560	470
T - % (PM)	-	21.5	-	-
Prop.of commercial vehicles - 16 hr.	-	15.6	-	-
NORTH BOUND				
A.A.D.T.	11280	11610	11270	10140
R 12 / 24 - %	71.0	71.9	70.0	66.8
R 16 / 24 - %	89.9	90.1	89.4	88.9
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	650	800	630	490
T - % (AM)	-	16.8	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1800-1900
One-way flow at PM peak hour	740	760	760	750
T - % (PM)	-	15.2	-	-
Prop.of commercial vehicles - 16 hr.	-	15.2	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

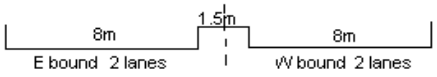
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	1.1	31.6	20.2	6.5	7.1	13.6	2.2	7.6	0.1	9.9
Peak hour	Ocp	1.0	1.8	2.1	8.1	8.4	1.2	1.3	17.1	27.0	18.2
0800-0900	Pro	1.3	55.4	15.9	2.0	4.6	8.6	1.0	0.7	0.2	10.3
	Ocp	1.0	1.3	1.9	5.3	9.2	1.5	2.7	2.0	12.0	11.7
0900-1000	Pro	0.4	41.9	19.2	0.4	5.7	17.9	1.3	0.4	0.1	12.6
	Ocp	1.0	1.5	1.7	3.0	5.8	1.6	2.0	19.0	19.0	8.5
1000-1100	Pro	2.2	31.3	25.7	0.0	4.5	19.0	2.2	0.6	0.1	14.4
	Ocp	1.0	1.5	1.5	0.0	8.4	1.3	1.5	2.0	8.0	7.3
1100-1200	Pro	4.3	34.8	14.9	2.5	5.6	17.4	4.3	1.9	0.2	14.1
	Ocp	1.0	1.4	1.5	4.3	7.8	1.4	2.1	3.0	14.0	8.6
1200-1300	Pro	2.9	37.1	20.0	2.9	5.2	20.0	0.5	1.0	0.1	10.5
	Ocp	1.0	1.6	1.6	5.8	5.8	1.6	2.0	13.0	11.0	11.2
1300-1400	Pro	3.4	37.8	20.9	1.1	7.9	11.8	3.4	2.3	0.1	11.3
	Ocp	1.0	1.3	1.6	5.0	5.5	1.4	1.3	11.0	17.0	12.5
1400-1500	Pro	1.1	40.3	16.2	1.1	4.5	20.7	0.6	3.4	0.1	12.0
	Ocp	1.0	1.4	1.4	1.5	3.4	1.5	1.0	3.0	10.0	12.7
1500-1600	Pro	1.5	37.4	15.0	6.0	8.0	13.5	1.0	5.5	0.3	12.0
	Ocp	1.0	1.4	1.5	6.0	5.2	1.4	1.0	7.8	10.5	15.3
1600-1700	Pro	1.0	39.4	20.7	3.0	7.1	8.6	1.0	6.1	0.1	12.9
	Ocp	1.0	1.5	1.3	4.7	4.4	1.3	1.0	4.9	17.0	18.5
1700-1800	Pro	1.7	49.9	19.4	1.7	4.1	7.4	1.7	2.5	0.2	11.5
	Ocp	1.0	1.7	1.9	4.8	9.6	1.5	2.3	10.0	23.0	19.8
1800-1900	Pro	3.1	61.5	9.4	0.0	6.2	8.0	0.4	0.4	0.0	10.9
	Ocp	1.0	1.5	1.6	0.0	10.4	1.3	1.0	8.0	0.0	18.7
1900-2000	Pro	5.7	53.0	16.8	0.0	5.7	6.2	0.9	0.9	0.2	10.5
	Ocp	1.0	1.6	1.5	0.0	9.2	1.4	1.5	14.5	19.0	17.1
2000-2100	Pro	1.1	51.1	22.1	0.0	7.0	5.9	0.5	1.1	0.0	11.2
	Ocp	1.0	1.4	1.8	0.0	5.2	1.5	1.0	8.0	0.0	9.7
2100-2200	Pro	0.0	55.2	14.0	0.0	10.3	3.7	0.7	0.7	0.4	14.9
	Ocp	0.0	1.7	1.7	0.0	3.9	1.2	2.0	11.0	10.5	13.0
2200-2300	Pro	2.1	58.4	17.4	0.0	7.7	1.4	0.0	0.7	0.0	12.3
	Ocp	1.0	1.6	1.7	0.0	6.0	1.0	0.0	1.0	0.0	11.6
16 hours	Pro	2.1	45.2	17.9	1.7	6.1	11.5	1.3	2.2	0.1	11.8
	Ocp	1.0	1.5	1.7	5.7	6.7	1.4	1.7	9.2	15.2	13.4

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

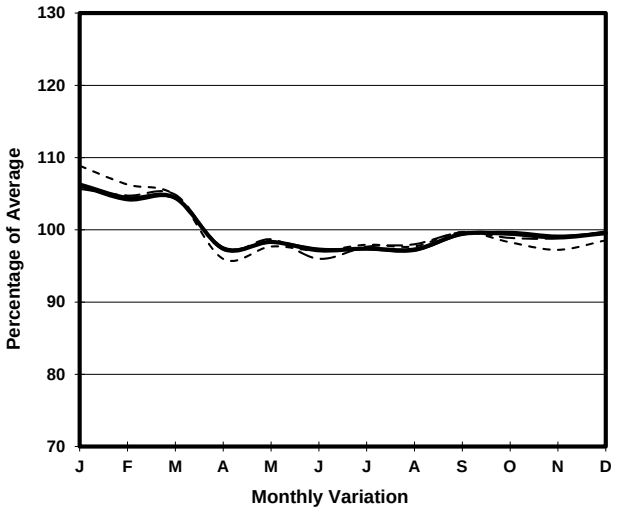
YEAR 2025

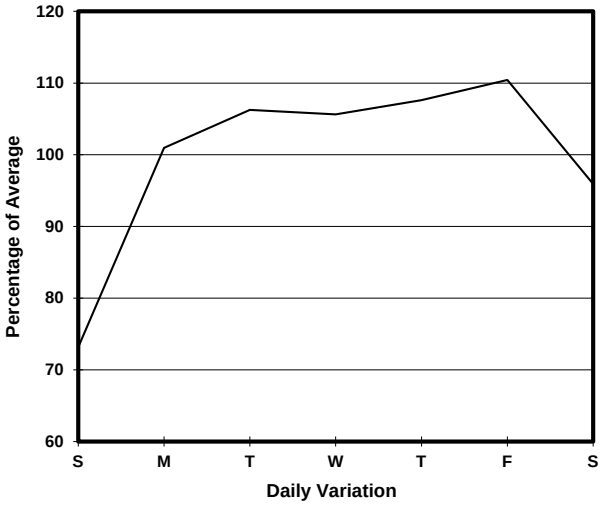
LINK HUNG HOM BYPASS (from SLIP RDS TO/FROM PRINCESS MARGARET RD LINK to SLIP RD FROM CHEONG TUNG RD S)

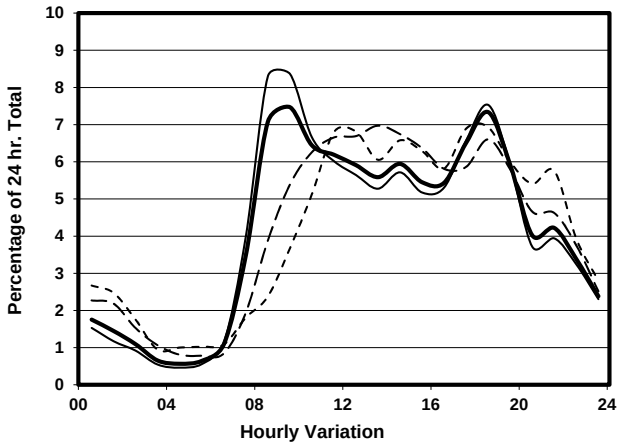
COVERAGE (B) STATION 4221
ROAD NETWORK MAJOR
ROAD TYPE URBAN TRUNK ROAD

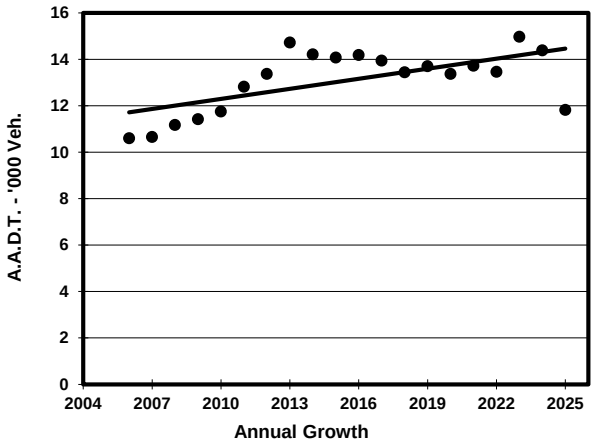


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	5720	6180	5610	4110
R 12 / 24 - %	75.4	76.9	71.6	68.8
R 16 / 24 - %	92.4	93.2	90.4	89.7
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	440	530	310	170
T - % (AM)	-	10.6	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	400	440	370	300
T - % (PM)	-	9.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.5	-	-
WEST BOUND				
A.A.D.T.	6100	6550	5910	4670
R 12 / 24 - %	70.4	72.3	66.9	62.0
R 16 / 24 - %	88.4	89.7	85.8	83.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	450	540	310	150
T - % (AM)	-	5.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	470	520	390	330
T - % (PM)	-	3.5	-	-
Prop.of commercial vehicles - 16 hr.	-	5.7	-	-

3. OTHER INFORMATION AND COMMENT

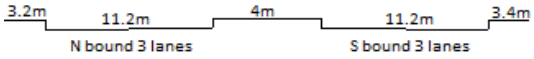
4. Vehicle classification and occupancy - Monday to Friday

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	1.1	37.3	18.1	3.2	8.5	20.3	4.3	3.2	0.0	4.0
	Ocp	1.0	1.1	1.6	5.0	1.4	1.2	1.3	1.0	0.0	5.9
0800-0900	Pro	0.8	43.6	29.9	0.0	0.0	16.1	3.8	3.4	0.0	2.4
	Ocp	1.5	1.2	1.7	0.0	0.0	1.3	1.3	7.4	0.0	9.8
0900-1000	Pro	0.4	55.2	24.9	0.0	0.0	14.6	0.8	2.3	0.0	1.8
Peak hour	Ocp	1.0	1.1	1.1	0.0	0.0	1.1	1.5	1.8	0.0	7.9
1000-1100	Pro	1.3	46.1	30.5	0.0	0.0	14.9	2.6	2.6	0.0	1.9
	Ocp	1.0	1.0	1.4	0.0	0.0	1.2	1.5	1.5	0.0	5.8
1100-1200	Pro	0.0	33.8	42.5	3.1	1.2	14.8	1.8	1.2	0.0	1.5
	Ocp	0.0	1.1	1.3	7.6	1.0	1.3	2.0	3.5	0.0	7.8
1200-1300	Pro	1.8	48.0	26.3	1.2	0.6	12.9	2.9	4.7	0.0	1.8
	Ocp	1.0	1.2	1.4	1.0	3.0	1.5	1.6	13.4	0.0	9.3
1300-1400	Pro	1.2	47.4	30.6	0.6	1.2	7.8	7.8	1.8	0.0	1.7
	Ocp	1.0	1.2	1.7	16.0	1.0	1.2	1.7	20.3	0.0	6.0
1400-1500	Pro	2.5	41.3	32.6	0.0	0.0	17.5	1.9	2.5	0.0	1.7
	Ocp	1.0	1.2	1.8	0.0	0.0	1.3	1.3	9.3	0.0	8.5
1500-1600	Pro	2.2	43.2	38.2	0.7	0.0	9.4	2.9	1.4	0.0	2.0
	Ocp	1.0	1.1	1.8	1.0	0.0	1.0	1.3	1.0	0.0	8.6
1600-1700	Pro	1.3	59.6	16.2	0.6	0.0	11.7	3.2	5.2	0.0	2.1
	Ocp	1.0	1.2	1.9	1.0	0.0	1.4	1.2	6.3	0.0	12.6
1700-1800	Pro	1.4	55.3	29.0	0.0	0.0	5.5	2.1	4.1	0.0	2.6
	Ocp	1.0	1.4	1.9	0.0	0.0	1.4	1.3	14.8	0.0	17.3
1800-1900	Pro	0.6	60.6	25.9	0.0	0.0	7.2	0.0	4.4	0.0	1.4
	Ocp	1.0	1.1	1.8	0.0	0.0	1.1	0.0	4.5	0.0	22.0
1900-2000	Pro	1.6	68.1	21.1	0.0	0.0	3.8	0.5	3.2	0.0	1.6
	Ocp	1.0	1.0	1.6	0.0	0.0	1.3	1.0	17.5	0.0	20.3
2000-2100	Pro	0.8	57.3	36.8	0.0	0.8	1.6	0.0	0.8	0.0	1.8
	Ocp	1.0	1.0	1.6	0.0	1.0	1.0	0.0	38.0	0.0	13.6
2100-2200	Pro	3.3	53.4	39.2	0.0	0.0	1.1	0.0	0.0	0.0	3.0
	Ocp	1.0	1.0	1.3	0.0	0.0	1.0	0.0	0.0	0.0	14.8
2200-2300	Pro	0.0	49.1	44.8	0.0	1.4	0.0	0.0	1.4	0.0	3.3
	Ocp	0.0	1.0	1.4	0.0	1.0	0.0	0.0	1.0	0.0	9.1
16 hours	Pro	1.2	50.3	29.5	0.5	0.6	10.8	2.3	2.8	0.0	2.0
	Ocp	1.0	1.1	1.6	5.6	1.3	1.2	1.5	8.7	0.0	11.0

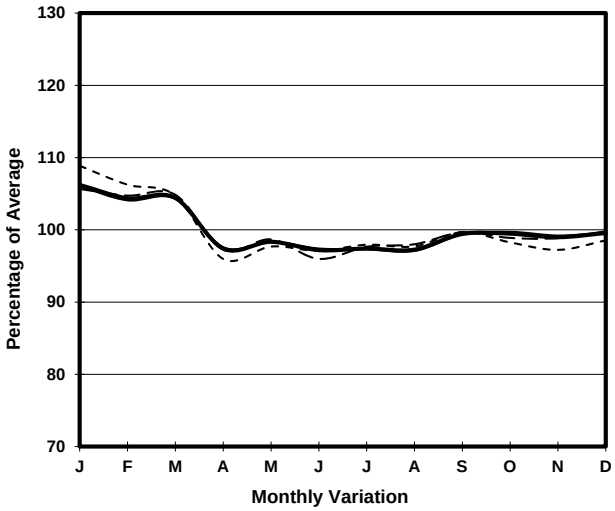
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

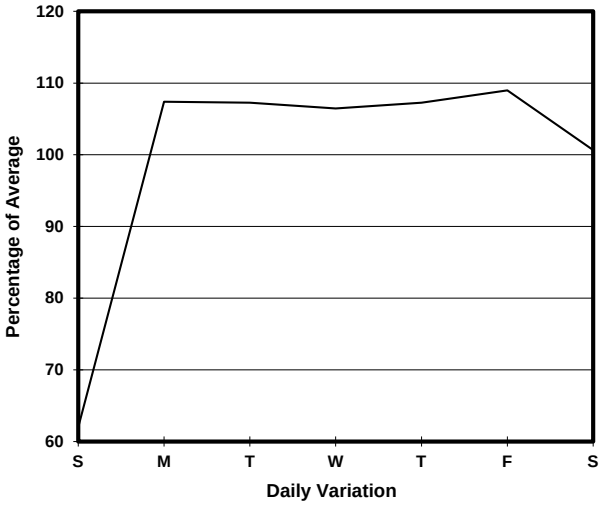
YEAR 2025 **LINK** SHING KAI RD (from SUNG WONG TOI RD to KAI SHING ST)

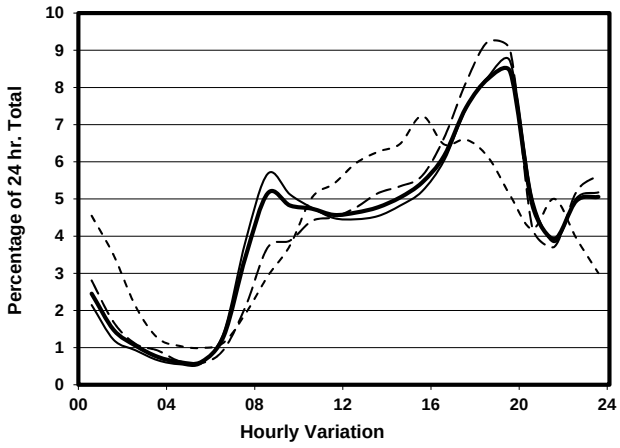
COVERAGE (B) STATION 4222
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

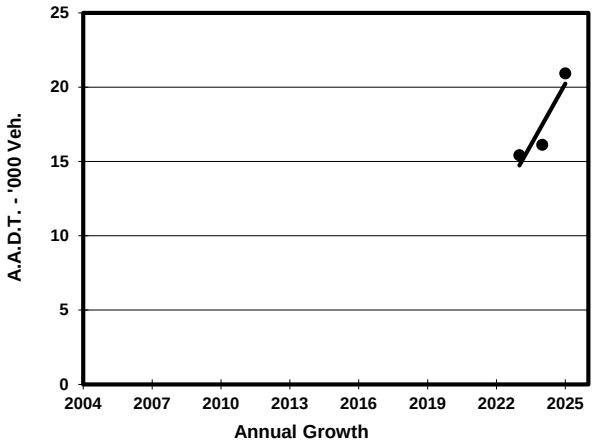


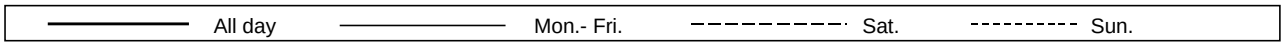
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	11570	12730	12200	6850
R 12 / 24 - %	61.2	61.5	59.7	61.5
R 16 / 24 - %	85.3	86.2	83.5	79.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	510	610	440	230
T - % (AM)	-	14.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	1020	1140	1200	460
T - % (PM)	-	1.2	-	-
Prop.of commercial vehicles - 16 hr.	-	7.2	-	-
NORTH BOUND				
A.A.D.T.	9350	10220	9320	6390
R 12 / 24 - %	68.6	68.8	68.6	67.0
R 16 / 24 - %	88.4	88.7	88.5	85.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	570	690	430	270
T - % (AM)	-	12.0	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	700	770	790	430
T - % (PM)	-	3.3	-	-
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	3.9	27.2	34.2	10.1	0.0	11.7	5.4	3.9	0.0	3.5
	Ocp	1.0	1.7	2.2	8.8	0.0	1.5	1.0	12.8	0.0	19.4
0800-0900	Pro	1.4	49.0	25.9	2.0	0.0	8.9	3.7	7.8	0.0	1.3
	Ocp	1.0	1.4	1.9	7.0	0.0	1.5	1.1	18.4	0.0	31.9
0900-1000	Pro	3.1	42.9	27.7	2.0	0.0	20.3	1.6	1.2	0.1	1.3
	Ocp	1.1	1.7	1.9	5.0	0.0	1.4	1.3	1.0	2.0	10.2
1000-1100	Pro	3.4	42.3	25.5	0.5	0.0	20.2	5.3	1.4	0.0	1.4
	Ocp	1.0	1.6	2.0	1.0	0.0	1.6	1.9	3.7	0.0	7.6
1100-1200	Pro	2.8	42.4	22.1	0.5	0.0	21.7	5.7	2.8	0.0	2.0
	Ocp	1.0	1.7	1.7	8.0	0.0	1.5	1.3	24.5	0.0	6.3
1200-1300	Pro	1.7	49.4	20.0	2.6	0.0	14.9	3.4	6.4	0.0	1.7
	Ocp	1.0	1.7	1.9	8.7	0.0	1.5	1.4	27.7	0.0	6.9
1300-1400	Pro	3.7	50.1	12.8	2.1	0.0	17.6	4.3	7.5	0.0	1.9
	Ocp	1.0	1.8	2.0	4.0	0.0	1.7	1.9	27.3	0.0	10.7
1400-1500	Pro	1.5	45.6	21.1	1.0	0.0	23.6	3.5	2.0	0.0	1.8
	Ocp	1.0	1.7	1.7	11.5	0.0	1.4	1.6	12.8	0.0	7.6
1500-1600	Pro	5.2	54.6	24.9	2.2	0.0	7.0	0.9	3.5	0.0	1.6
	Ocp	1.0	1.4	1.9	6.2	0.0	1.6	1.5	5.4	0.0	15.7
1600-1700	Pro	4.0	53.1	24.6	3.4	0.0	8.0	2.3	2.3	0.0	2.3
	Ocp	1.1	1.5	1.7	2.7	0.0	1.2	1.0	14.8	0.0	11.3
1700-1800	Pro	4.8	58.4	20.5	0.4	0.0	10.0	2.2	1.7	0.0	2.0
	Ocp	1.0	1.4	1.9	5.0	0.0	1.4	1.6	1.0	0.0	20.3
1800-1900	Pro	5.9	67.4	19.0	0.9	0.0	4.5	0.0	0.5	0.0	1.8
	Ocp	1.0	1.4	1.8	1.0	0.0	1.4	0.0	1.0	0.0	20.6
1900-2000	Pro	8.0	69.7	17.0	0.0	0.0	3.0	0.0	0.5	0.0	1.8
Peak hour	Ocp	1.0	1.4	2.0	0.0	0.0	1.7	0.0	1.0	0.0	9.7
2000-2100	Pro	10.6	43.9	39.3	0.0	0.0	3.8	0.0	0.0	0.0	2.5
	Ocp	1.0	1.6	1.7	0.0	0.0	1.4	0.0	0.0	0.0	9.4
2100-2200	Pro	8.1	53.2	30.3	0.0	0.0	4.4	0.7	0.0	0.0	3.1
	Ocp	1.0	1.5	1.6	0.0	0.0	1.3	1.0	0.0	0.0	6.2
2200-2300	Pro	8.8	48.2	36.0	0.0	0.0	2.6	0.9	0.9	0.0	2.6
	Ocp	1.1	1.4	1.6	0.0	0.0	1.7	1.0	1.0	0.0	5.4
16 hours	Pro	4.4	50.5	24.1	1.6	0.0	12.0	2.6	2.9	0.1	1.9
	Ocp	1.0	1.5	1.9	6.5	0.0	1.5	1.4	17.5	2.0	12.8

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

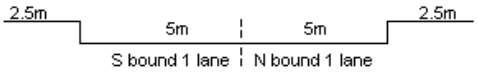
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

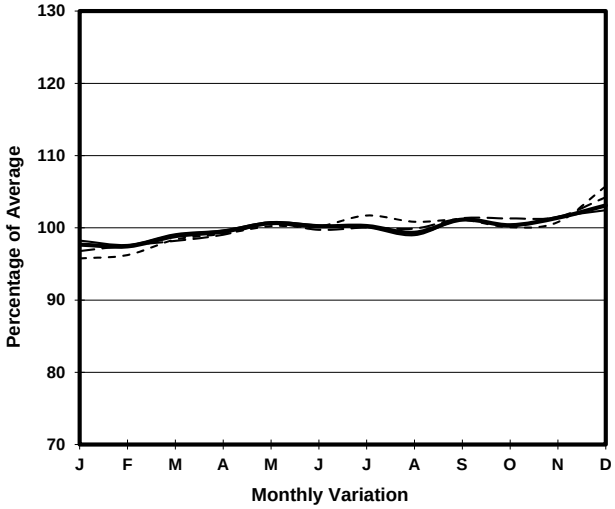
* All traffic data are collected from combined bounds

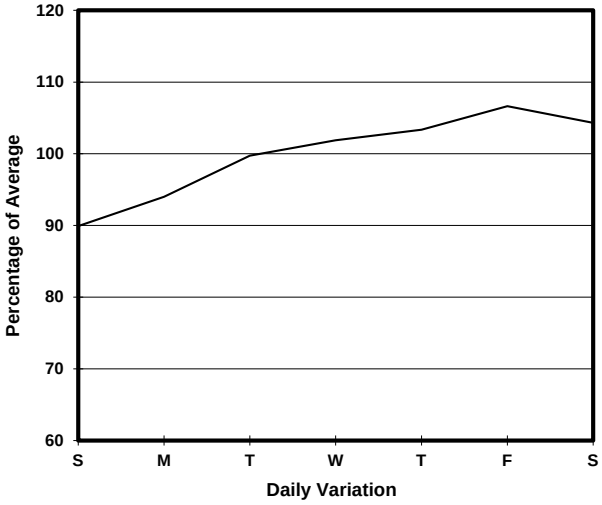
YEAR 2025 **LINK** HO MAN TIN ST (from WATERLOO RD to HO MAN TIN HILL RD)

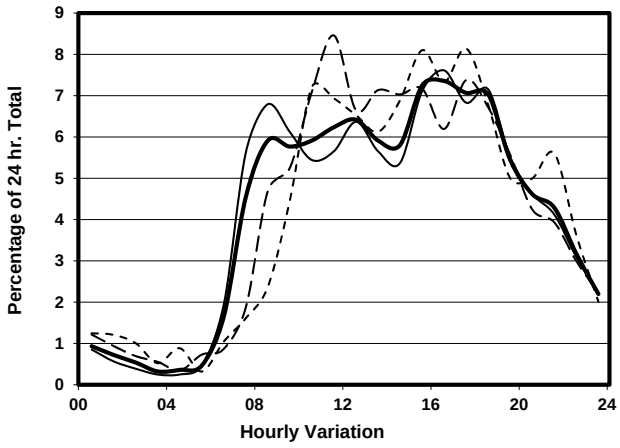
COVERAGE (B) STATION 4401
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

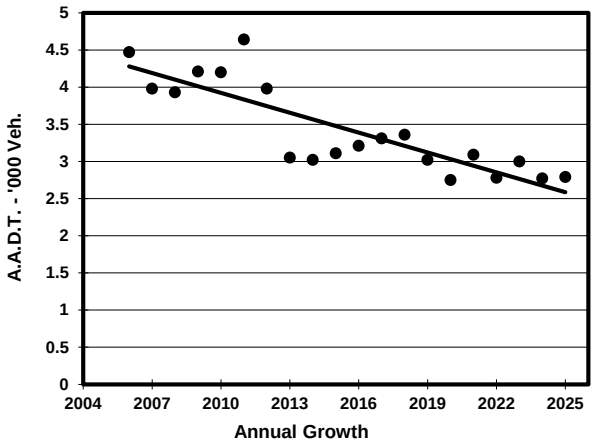


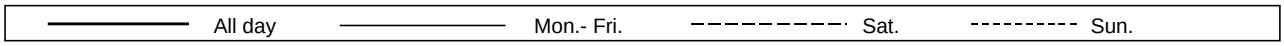
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	1120	1130	1070	1130
R 12 / 24 - %	73.4	74.4	71.7	70.0
R 16 / 24 - %	91.9	92.3	92.1	90.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	70	80	80	60
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	80	90	80	90
T - % (PM)	-	3.6	-	-
Prop.of commercial vehicles - 16 hr.	-	0.3	-	-
NORTH BOUND				
A.A.D.T.	1670	1710	1860	1390
R 12 / 24 - %	76.4	76.6	77.9	74.6
R 16 / 24 - %	93.3	93.6	92.6	93.1
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	90	110	100	50
T - % (AM)	-	-	-	-
PM Peak Hour	1600-1700	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	120	130	140	130
T - % (PM)	-	-	-	-
Prop.of commercial vehicles - 16 hr.	-	2.0	-	-

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	0.0	71.9	15.6	6.3	3.1	3.1	0.0	0.0	0.0	0.0
	Ocp	0.0	1.5	1.6	14.5	5.0	1.0	0.0	0.0	0.0	0.0
0800-0900	Pro	2.1	87.2	2.1	4.3	4.3	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.2	2.0	13.5	5.0	0.0	0.0	0.0	0.0	0.0
0900-1000	Pro	0.0	80.0	11.4	2.9	2.9	2.9	0.0	0.0	0.0	0.0
	Ocp	0.0	1.3	1.0	1.0	8.0	1.0	0.0	0.0	0.0	0.0
1000-1100	Pro	0.0	64.5	16.1	0.0	6.5	9.7	3.2	0.0	0.0	0.0
	Ocp	0.0	1.2	1.2	0.0	4.5	1.7	1.0	0.0	0.0	0.0
1100-1200	Pro	0.0	74.2	12.9	3.2	0.0	9.7	0.0	0.0	0.0	0.0
	Ocp	0.0	1.1	1.3	3.0	0.0	1.0	0.0	0.0	0.0	0.0
1200-1300	Pro	5.0	62.5	22.5	7.5	0.0	2.5	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.2	5.0	0.0	1.0	0.0	0.0	0.0	0.0
1300-1400	Pro	3.2	64.5	6.5	3.2	3.2	19.4	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.5	1.0	5.0	1.8	0.0	0.0	0.0	0.0
1400-1500	Pro	0.0	66.7	12.5	4.2	4.2	8.3	4.2	0.0	0.0	0.0
	Ocp	0.0	1.3	1.3	2.0	8.0	1.5	1.0	0.0	0.0	0.0
1500-1600	Pro	0.0	33.3	16.7	12.5	4.2	25.0	8.3	0.0	0.0	0.0
	Ocp	0.0	1.4	2.0	6.7	12.0	1.0	1.5	0.0	0.0	0.0
1600-1700	Pro	2.0	69.4	10.2	4.1	2.0	12.2	0.0	0.0	0.0	0.0
Peak hour	Ocp	1.0	1.3	1.0	4.5	7.0	1.2	0.0	0.0	0.0	0.0
1700-1800	Pro	2.8	80.6	8.3	2.8	2.8	0.0	0.0	2.8	0.0	0.0
	Ocp	1.0	1.2	1.0	8.0	7.0	0.0	0.0	4.0	0.0	0.0
1800-1900	Pro	2.5	75.0	10.0	0.0	5.0	7.5	0.0	0.0	0.0	0.0
	Ocp	1.0	1.2	1.5	0.0	16.0	1.0	0.0	0.0	0.0	0.0
1900-2000	Pro	3.1	56.3	37.5	0.0	3.1	0.0	0.0	0.0	0.0	0.0
	Ocp	1.0	1.0	1.3	0.0	15.0	0.0	0.0	0.0	0.0	0.0
2000-2100	Pro	0.0	78.3	21.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	0.0	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2100-2200	Pro	0.0	76.5	17.6	0.0	5.9	0.0	0.0	0.0	0.0	0.0
	Ocp	0.0	1.5	1.3	0.0	5.0	0.0	0.0	0.0	0.0	0.0
2200-2300	Pro	0.0	68.4	26.3	0.0	5.3	0.0	0.0	0.0	0.0	0.0
	Ocp	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
16 hours	Pro	1.6	70.3	14.5	3.3	3.1	6.3	0.8	0.2	0.0	0.0
	Ocp	1.0	1.3	1.3	6.8	7.8	1.3	1.3	4.0	0.0	0.0

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

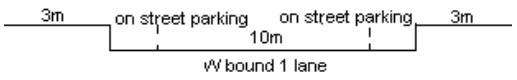
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

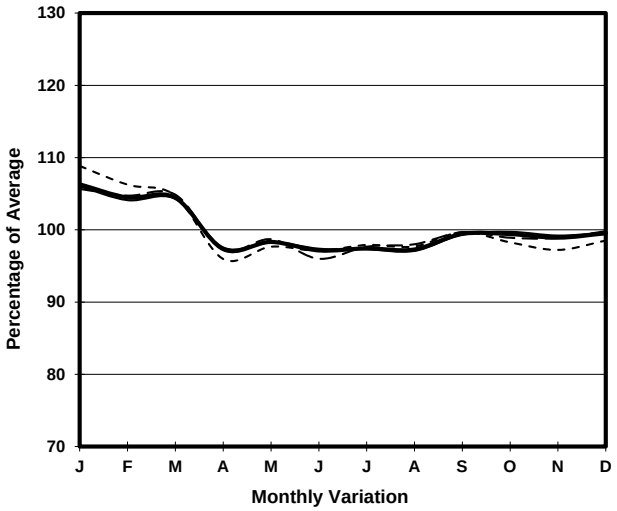
* All traffic data are collected from combined bounds

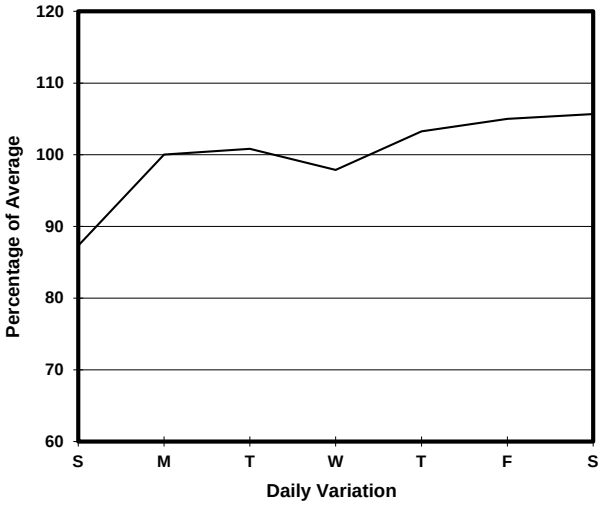
YEAR 2025 **LINK** SOY ST (from SAI YEUNG CHOI ST S to YIM PO FONG ST)

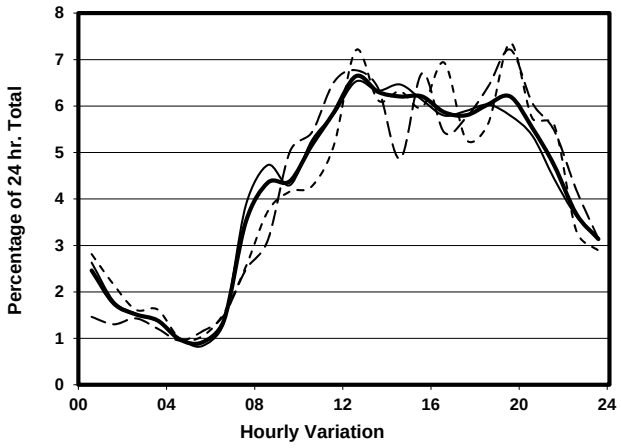
COVERAGE (B) STATION 4403
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

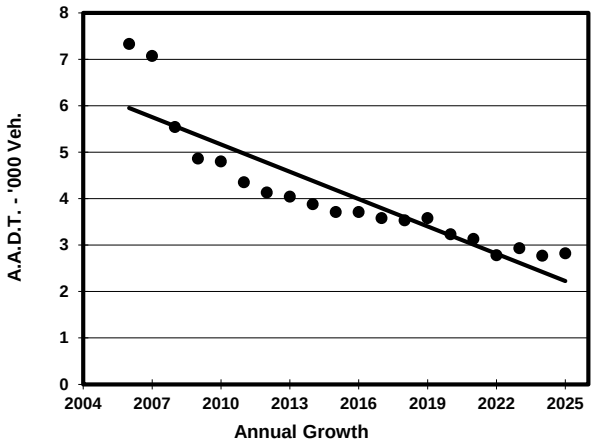


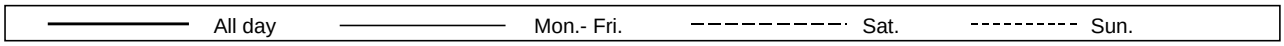
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
WEST BOUND				
A.A.D.T.	2820	2880	3000	2480
R 12 / 24 - %	66.3	67.2	64.9	63.3
R 16 / 24 - %	86.5	86.4	87.9	85.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	120	140	150	100
T - % (AM)	-	1.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	170	170	190	170
T - % (PM)	-	2.2	-	-
Prop.of commercial vehicles - 16 hr.	-	5.5	-	-
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

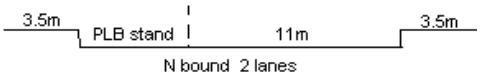
4. Vehicle classification and occupancy - Monday to Friday

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	4.0	28.0	36.0	16.0	4.0	8.0	0.0	4.0	0.0	0.0
	Ocp	1.0	1.1	1.2	10.0	3.0	1.0	0.0	1.0	0.0	0.0
0800-0900	Pro	0.0	67.3	15.4	1.9	3.8	9.6	1.9	0.0	0.0	0.0
	Ocp	0.0	1.7	1.4	20.0	3.0	1.0	2.0	0.0	0.0	0.0
0900-1000	Pro	9.8	39.0	39.0	0.0	0.0	7.3	4.9	0.0	0.0	0.0
	Ocp	1.0	1.2	1.0	0.0	0.0	1.3	1.0	0.0	0.0	0.0
1000-1100	Pro	8.9	28.9	42.2	0.0	2.2	11.1	6.7	0.0	0.0	0.0
	Ocp	1.0	1.2	1.0	0.0	5.0	1.0	1.3	0.0	0.0	0.0
1100-1200	Pro	17.0	40.4	25.5	2.1	0.0	8.5	4.3	2.1	0.0	0.0
	Ocp	1.0	1.1	1.3	1.0	0.0	1.5	1.0	1.0	0.0	0.0
1200-1300	Pro	28.0	28.0	20.0	2.0	0.0	8.0	6.0	8.0	0.0	0.0
Peak hour	Ocp	1.0	1.4	1.3	2.0	0.0	1.0	1.3	8.3	0.0	0.0
1300-1400	Pro	18.8	35.4	33.3	0.0	2.1	8.3	2.1	0.0	0.0	0.0
	Ocp	1.2	1.1	1.6	0.0	8.0	1.0	2.0	0.0	0.0	0.0
1400-1500	Pro	13.7	29.4	33.3	2.0	2.0	11.8	3.9	3.9	0.0	0.0
	Ocp	1.0	1.3	1.4	1.0	9.0	1.0	1.5	23.0	0.0	0.0
1500-1600	Pro	15.0	27.5	37.5	2.5	2.5	12.5	0.0	2.5	0.0	0.0
	Ocp	1.2	1.3	1.1	2.0	5.0	1.8	0.0	9.0	0.0	0.0
1600-1700	Pro	6.5	58.1	29.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0
	Ocp	1.0	1.5	1.1	0.0	0.0	1.5	0.0	0.0	0.0	0.0
1700-1800	Pro	10.5	52.6	26.3	0.0	2.6	5.3	0.0	2.6	0.0	0.0
	Ocp	1.0	1.3	1.4	0.0	7.0	1.0	0.0	1.0	0.0	0.0
1800-1900	Pro	26.7	48.9	17.8	0.0	2.2	2.2	0.0	2.2	0.0	0.0
	Ocp	1.0	1.5	1.5	0.0	8.0	1.0	0.0	15.0	0.0	0.0
1900-2000	Pro	14.6	46.3	26.8	0.0	0.0	2.4	0.0	9.8	0.0	0.0
	Ocp	1.0	1.1	1.4	0.0	0.0	1.0	0.0	4.5	0.0	0.0
2000-2100	Pro	4.8	31.0	50.0	0.0	2.4	0.0	0.0	11.9	0.0	0.0
	Ocp	1.0	1.5	1.3	0.0	4.0	0.0	0.0	1.0	0.0	0.0
2100-2200	Pro	0.0	40.0	52.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0
	Ocp	0.0	1.2	1.4	0.0	9.0	0.0	0.0	1.0	0.0	0.0
2200-2300	Pro	0.0	46.2	53.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 hours	Pro	12.5	40.2	31.7	1.4	1.7	6.9	2.2	3.3	0.0	0.0
	Ocp	1.0	1.3	1.3	7.3	5.8	1.2	1.4	6.2	0.0	0.0

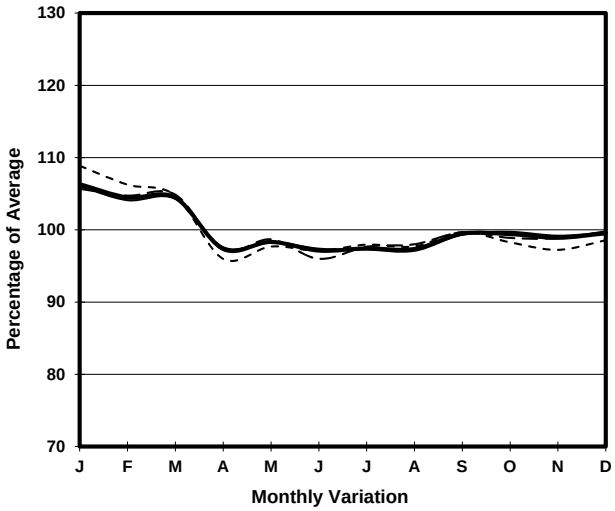
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

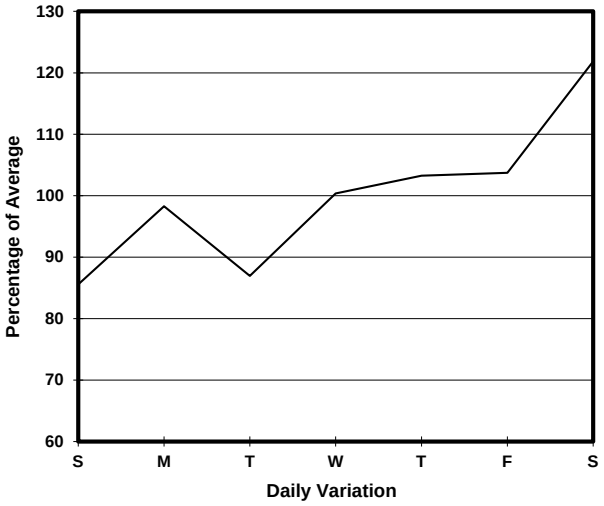
YEAR 2025 **LINK** PORTLAND ST (from WATERLOO RD to ARGYLE ST)

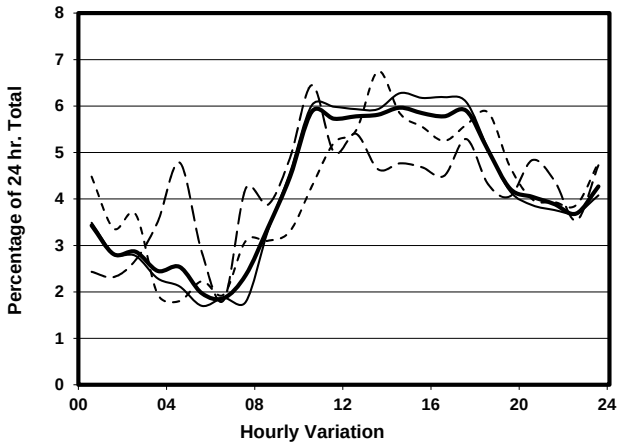
COVERAGE (B) STATION 4404
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

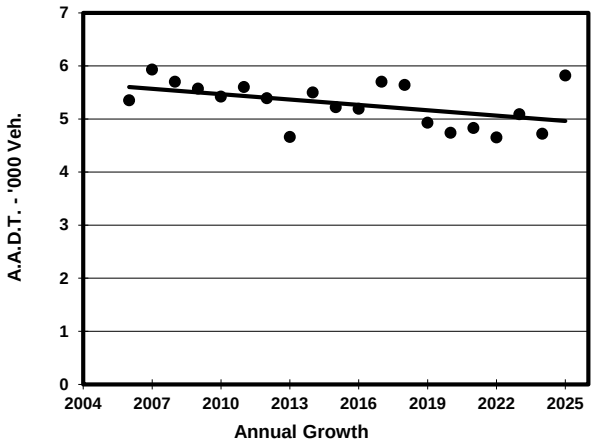


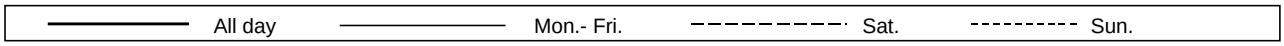
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
NORTH BOUND				
A.A.D.T.	5820	5780	7160	5020
R 12 / 24 - %	61.9	63.3	58.0	59.3
R 16 / 24 - %	77.8	78.8	74.9	75.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	260	260	350	170
T - % (AM)	-	2.6	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	340	360	380	290
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	1.9	-	-
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

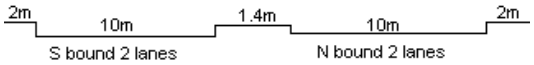
4. Vehicle classification and occupancy - Monday to Friday

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	0.0	33.3	27.8	0.0	0.0	38.9	0.0	0.0	0.0	0.0
	Ocp	0.0	1.0	1.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0
0800-0900	Pro	3.1	31.3	21.9	0.0	0.0	37.5	6.3	0.0	0.0	0.0
	Ocp	1.0	1.3	1.4	0.0	0.0	2.0	1.5	0.0	0.0	0.0
0900-1000	Pro	2.6	15.8	42.1	0.0	0.0	36.8	2.6	0.0	0.0	0.0
	Ocp	1.0	1.3	2.1	0.0	0.0	1.1	1.0	0.0	0.0	0.0
1000-1100	Pro	0.0	24.5	36.7	0.0	0.0	34.7	4.1	0.0	0.0	0.0
	Ocp	0.0	1.3	1.6	0.0	0.0	1.3	1.5	0.0	0.0	0.0
1100-1200	Pro	0.0	30.0	43.8	0.0	0.0	23.8	2.5	0.0	0.0	0.0
	Ocp	0.0	1.3	1.6	0.0	0.0	1.4	2.0	0.0	0.0	0.0
1200-1300	Pro	2.1	42.6	34.0	0.0	0.0	17.0	2.1	2.1	0.0	0.0
	Ocp	1.0	1.2	2.1	0.0	0.0	1.0	1.0	1.0	0.0	0.0
1300-1400	Pro	0.0	16.7	55.6	0.0	0.0	25.0	2.8	0.0	0.0	0.0
	Ocp	0.0	1.2	1.9	0.0	0.0	1.3	1.0	0.0	0.0	0.0
1400-1500	Pro	0.0	41.1	35.7	0.0	1.8	21.4	0.0	0.0	0.0	0.0
Peak hour	Ocp	0.0	1.2	2.1	0.0	1.0	1.3	0.0	0.0	0.0	0.0
1500-1600	Pro	4.7	30.2	46.5	0.0	0.0	18.6	0.0	0.0	0.0	0.0
	Ocp	1.0	1.3	2.2	0.0	0.0	1.1	0.0	0.0	0.0	0.0
1600-1700	Pro	8.3	41.7	18.8	0.0	0.0	27.1	4.2	0.0	0.0	0.0
	Ocp	1.0	1.1	2.2	0.0	0.0	1.5	1.0	0.0	0.0	0.0
1700-1800	Pro	3.4	55.9	25.4	0.0	0.0	15.3	0.0	0.0	0.0	0.0
	Ocp	1.0	1.2	2.1	0.0	0.0	1.0	0.0	0.0	0.0	0.0
1800-1900	Pro	0.0	65.0	20.0	0.0	0.0	10.0	2.5	2.5	0.0	0.0
	Ocp	0.0	1.4	1.9	0.0	0.0	1.5	1.0	6.0	0.0	0.0
1900-2000	Pro	0.0	58.5	31.7	0.0	0.0	9.8	0.0	0.0	0.0	0.0
	Ocp	0.0	1.6	1.9	0.0	0.0	1.3	0.0	0.0	0.0	0.0
2000-2100	Pro	0.0	59.3	38.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0
	Ocp	0.0	1.3	2.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2100-2200	Pro	1.7	63.3	33.3	0.0	0.0	1.7	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.9	0.0	0.0	1.0	0.0	0.0	0.0	0.0
2200-2300	Pro	0.0	68.9	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ocp	0.0	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 hours	Pro	1.6	43.4	34.5	0.0	0.1	18.5	1.6	0.3	0.0	0.0
	Ocp	1.0	1.3	1.9	0.0	1.0	1.3	1.3	3.5	0.0	0.0

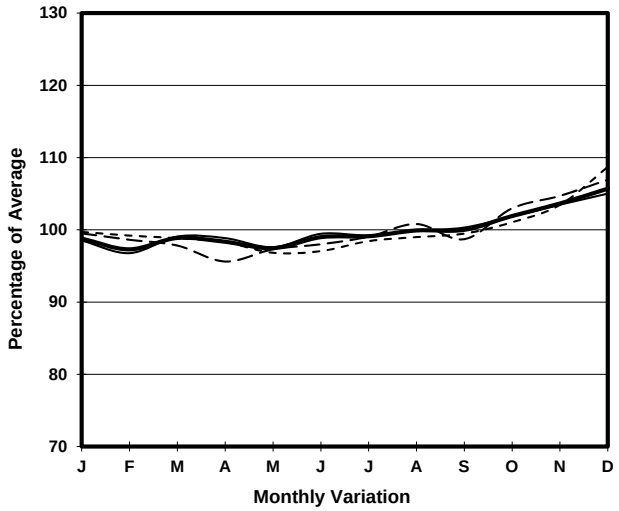
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

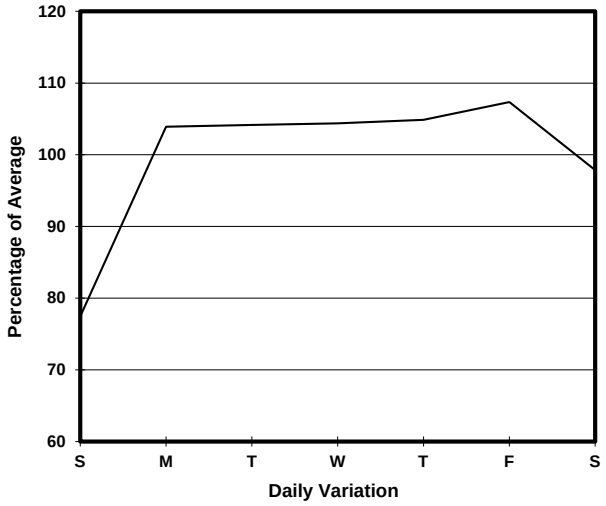
YEAR 2025 **LINK** CASTLE PEAK RD - KWAI CHUNG (from CHING CHEUNG RD to TAI WO INT)

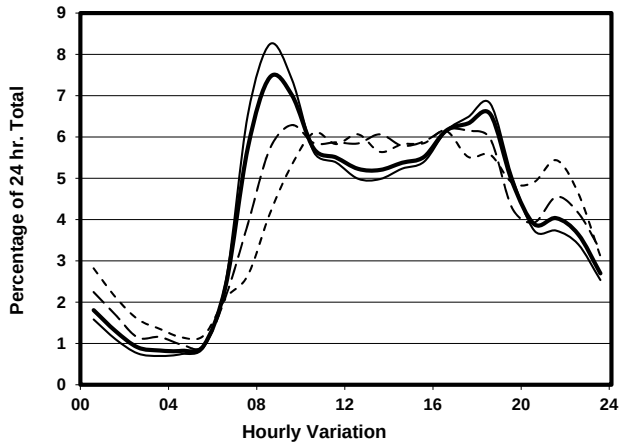
COVERAGE (B) STATION 6203
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

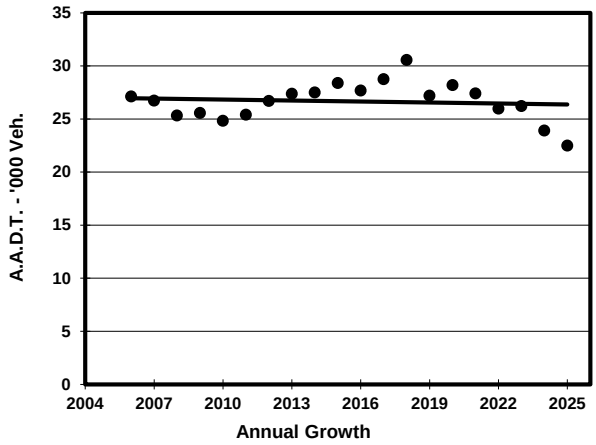


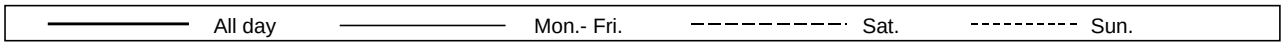
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	10740	11340	10710	8660
R 12 / 24 - %	73.8	75.1	71.7	67.9
R 16 / 24 - %	88.4	89.0	87.1	85.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	930	1100	780	520
T - % (AM)	-	7.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	650	690	640	500
T - % (PM)	-	6.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-
NORTH BOUND				
A.A.D.T.	11740	12530	11590	8960
R 12 / 24 - %	69.9	71.6	67.5	61.5
R 16 / 24 - %	88.2	89.3	85.8	83.3
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	740	870	620	420
T - % (AM)	-	5.0	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	840	940	750	580
T - % (PM)	-	6.6	-	-
Prop.of commercial vehicles - 16 hr.	-	7.1	-	-

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	4.7	35.3	30.6	3.2	5.2	11.4	1.8	2.6	0.1	5.2
	Ocp	1.1	1.6	2.0	13.4	12.3	1.2	1.7	20.9	3.0	77.3
0800-0900	Pro	1.9	48.1	22.8	2.7	3.9	14.4	1.6	0.8	0.0	3.8
Peak hour	Ocp	1.0	1.5	1.9	7.1	15.8	1.4	1.8	8.8	0.0	81.4
0900-1000	Pro	2.0	46.7	20.1	1.7	4.3	17.5	1.4	1.7	0.0	4.6
	Ocp	1.0	1.4	1.7	2.2	7.0	1.4	1.2	6.5	0.0	56.4
1000-1100	Pro	0.0	44.3	26.7	1.1	2.7	17.2	2.3	0.0	0.0	5.7
	Ocp	0.0	1.4	2.0	1.0	3.7	1.6	1.0	0.0	0.0	40.4
1100-1200	Pro	0.0	44.0	24.5	1.7	4.4	17.4	4.4	0.0	0.0	3.6
	Ocp	0.0	1.4	1.7	3.4	7.6	1.3	1.7	0.0	0.0	44.0
1200-1300	Pro	0.4	53.6	17.2	2.1	4.7	13.3	2.6	0.9	0.0	5.2
	Ocp	1.0	1.3	1.8	1.2	1.6	1.3	1.3	2.0	0.0	39.1
1300-1400	Pro	3.8	55.3	17.8	1.1	2.3	12.5	2.3	0.8	0.0	4.2
	Ocp	1.1	1.3	1.9	1.7	6.5	1.4	1.7	1.0	0.0	46.9
1400-1500	Pro	2.7	40.7	18.4	0.4	1.2	27.2	3.5	1.2	0.0	4.9
	Ocp	1.1	1.4	1.9	1.0	13.0	1.5	1.4	15.7	0.0	46.0
1500-1600	Pro	4.4	42.8	19.9	3.4	2.7	20.2	1.4	1.4	0.0	3.9
	Ocp	1.2	1.5	1.6	5.5	9.6	1.6	1.8	6.8	0.0	49.0
1600-1700	Pro	6.0	37.8	25.8	2.3	2.3	17.5	1.4	2.6	0.0	4.4
	Ocp	1.0	1.3	1.4	1.8	13.0	1.7	1.4	14.2	0.0	62.5
1700-1800	Pro	5.4	47.8	16.3	1.4	5.4	15.9	0.7	1.1	0.0	5.9
	Ocp	1.1	1.3	1.8	2.0	13.3	1.4	1.0	10.3	0.0	68.4
1800-1900	Pro	7.1	58.3	15.0	0.2	4.4	9.1	0.5	1.5	0.0	3.8
	Ocp	1.1	1.5	2.0	1.0	15.6	1.5	1.0	9.3	0.0	79.4
1900-2000	Pro	3.9	60.2	16.8	0.0	5.6	7.4	0.4	0.4	0.0	5.5
	Ocp	1.1	1.3	1.7	0.0	14.2	1.4	1.0	1.0	0.0	62.5
2000-2100	Pro	6.5	50.1	23.2	0.0	4.2	8.8	0.0	0.5	0.0	6.7
	Ocp	1.1	1.3	1.9	0.0	11.2	1.3	0.0	1.0	0.0	45.7
2100-2200	Pro	2.9	56.6	20.9	0.0	8.6	4.8	0.0	1.0	0.0	5.4
	Ocp	1.0	1.2	1.8	0.0	7.6	1.3	0.0	1.0	0.0	46.5
2200-2300	Pro	2.5	50.2	25.1	0.0	9.8	6.7	0.0	0.0	0.0	5.7
	Ocp	1.0	1.2	1.5	0.0	7.3	1.3	0.0	0.0	0.0	46.0
16 hours	Pro	3.5	47.9	21.3	1.5	4.3	14.1	1.6	1.1	0.1	4.7
	Ocp	1.1	1.4	1.8	5.2	10.5	1.4	1.5	10.8	3.0	57.8

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

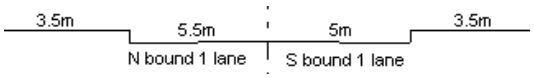
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

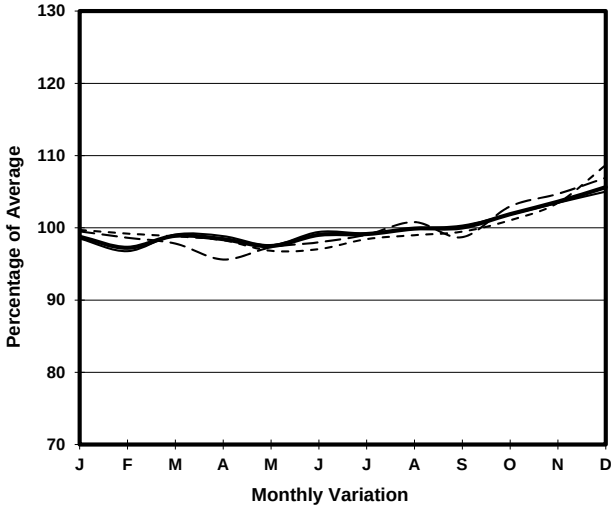
* All traffic data are collected from combined bounds

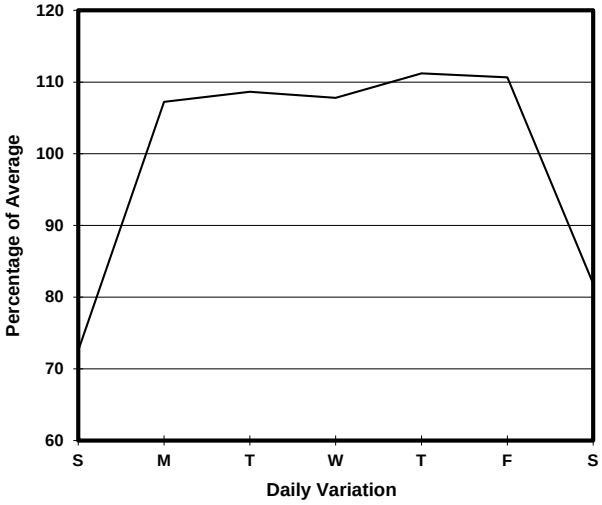
YEAR 2025 **LINK** LAI KING HILL RD (from KWAI CHUNG INT SLIP RDS to KING CHO RD)

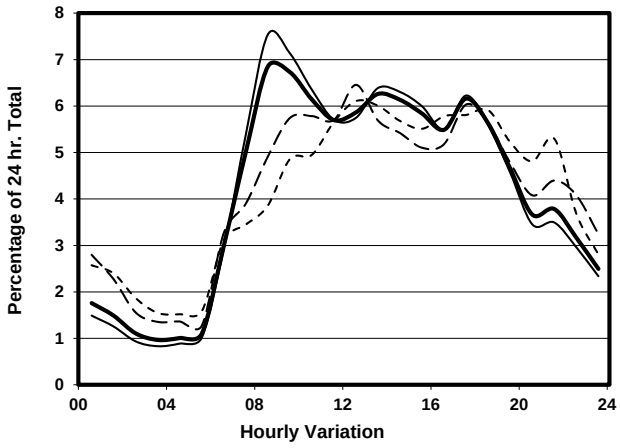
COVERAGE (B) STATION 6204
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

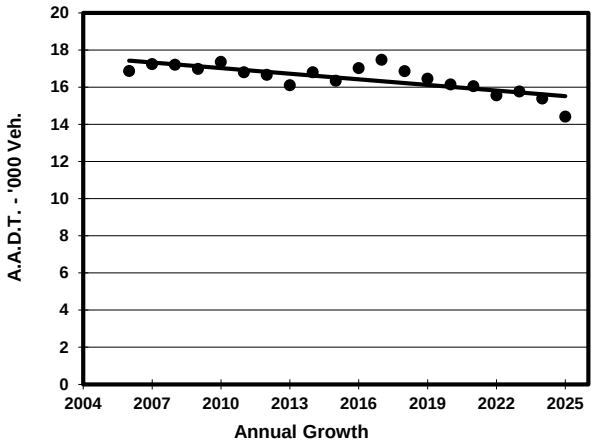


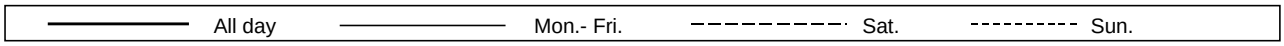
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7090	7820	5940	5380
R 12 / 24 - %	70.8	72.8	64.1	63.7
R 16 / 24 - %	85.7	87.1	81.2	81.0
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	500	600	360	260
T - % (AM)	-	7.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	420	460	370	320
T - % (PM)	-	4.1	-	-
Prop.of commercial vehicles - 16 hr.	-	6.7	-	-
NORTH BOUND				
A.A.D.T.	7320	8140	6050	5230
R 12 / 24 - %	72.8	74.8	66.9	63.4
R 16 / 24 - %	88.4	89.5	84.5	84.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	490	600	330	250
T - % (AM)	-	7.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	470	530	350	320
T - % (PM)	-	9.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.4	-	-

3. OTHER INFORMATION AND COMMENT

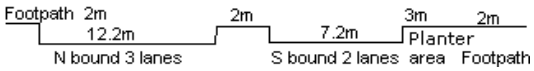
4. Vehicle classification and occupancy - Monday to Friday

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	6.6	21.7	35.3	2.5	16.1	8.1	1.0	4.0	0.8	3.9
	Ocp	1.0	1.3	1.6	8.0	8.6	1.1	1.5	8.6	9.2	26.5
0800-0900	Pro	2.0	27.1	39.2	2.6	12.8	8.8	2.3	2.3	0.4	2.5
Peak hour	Ocp	1.3	1.3	1.6	5.3	10.2	1.1	1.1	9.4	7.4	23.5
0900-1000	Pro	1.7	22.0	40.6	4.1	12.5	12.2	2.7	1.4	0.5	2.3
	Ocp	1.2	1.3	1.6	2.4	10.2	1.6	1.4	3.0	11.3	15.4
1000-1100	Pro	2.1	21.4	45.0	4.3	12.9	6.4	3.9	0.9	0.6	2.5
	Ocp	1.0	1.6	1.5	1.6	11.1	1.7	1.3	10.5	15.3	19.7
1100-1200	Pro	4.6	19.3	45.2	4.2	9.3	12.4	1.5	0.4	0.5	2.6
	Ocp	1.0	1.3	1.7	2.3	13.1	1.2	1.5	1.0	10.2	16.3
1200-1300	Pro	8.5	18.3	35.3	5.1	13.2	8.5	4.3	3.8	0.6	2.4
	Ocp	1.1	1.3	1.7	2.0	11.0	1.1	1.7	3.1	11.5	16.2
1300-1400	Pro	1.7	18.1	50.0	4.3	11.6	8.6	2.2	0.4	0.6	2.4
	Ocp	1.0	1.5	1.9	2.5	13.9	1.3	1.8	6.0	12.7	22.0
1400-1500	Pro	2.2	20.8	45.5	2.2	13.0	10.0	2.6	0.9	0.8	2.3
	Ocp	1.0	1.3	1.6	1.6	13.2	1.3	1.3	6.0	11.0	19.0
1500-1600	Pro	2.7	22.1	45.4	4.7	12.4	6.6	1.6	1.6	0.8	2.1
	Ocp	1.0	1.5	1.6	3.2	11.7	1.6	1.8	4.3	14.3	27.3
1600-1700	Pro	3.1	21.9	37.1	5.8	11.2	11.2	1.3	4.9	0.7	2.9
	Ocp	1.1	1.3	1.6	3.3	12.7	1.3	1.3	15.6	15.2	26.0
1700-1800	Pro	5.3	27.8	39.1	4.1	11.3	5.6	2.3	0.8	0.7	3.2
	Ocp	1.3	1.3	1.6	2.3	12.0	1.1	1.0	1.0	13.9	19.8
1800-1900	Pro	5.4	43.5	28.5	0.4	13.0	4.6	0.4	0.8	0.7	2.6
	Ocp	1.1	1.4	1.7	2.0	12.2	1.2	1.0	21.0	9.9	23.4
1900-2000	Pro	8.4	41.5	29.6	0.5	12.3	3.5	0.5	0.0	0.7	3.0
	Ocp	1.1	1.3	1.6	1.0	9.2	1.1	1.0	0.0	9.2	15.3
2000-2100	Pro	5.4	31.5	36.9	0.8	14.6	3.1	0.8	0.8	1.7	4.6
	Ocp	1.0	1.3	1.4	1.0	4.8	1.0	1.0	1.0	7.0	11.4
2100-2200	Pro	4.6	27.7	49.3	0.0	9.2	3.9	0.8	0.0	0.8	3.7
	Ocp	1.0	1.2	1.5	0.0	7.6	1.2	1.0	0.0	8.0	15.1
2200-2300	Pro	1.2	45.8	29.7	0.0	16.1	0.0	0.0	0.0	1.2	5.9
	Ocp	1.0	1.2	1.2	0.0	6.8	0.0	0.0	0.0	6.0	13.2
16 hours	Pro	4.0	25.7	39.9	3.2	12.4	7.8	1.9	1.5	0.7	2.8
	Ocp	1.1	1.4	1.6	2.8	10.8	1.3	1.4	8.3	10.9	19.7

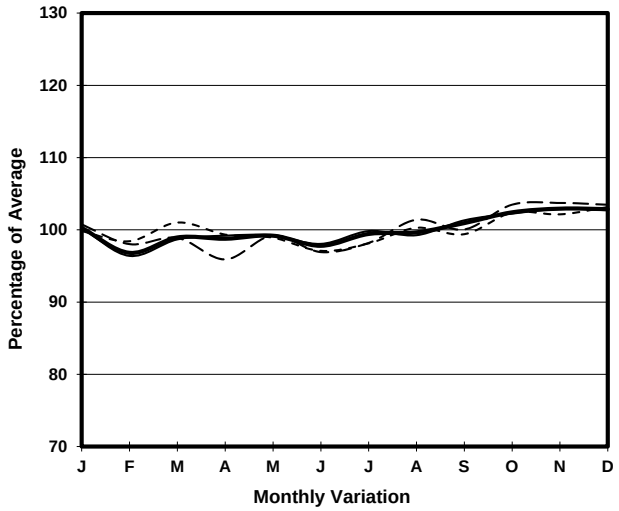
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

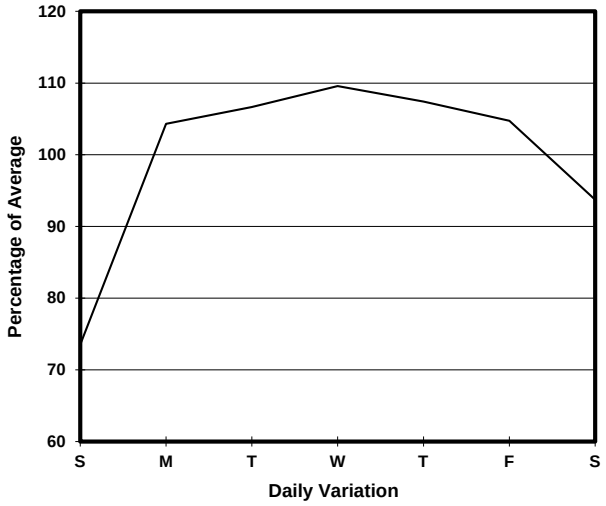
YEAR 2025 **LINK** JOCKEY CLUB RD (from LOK YIP RD to WO HOP SHEK INT)

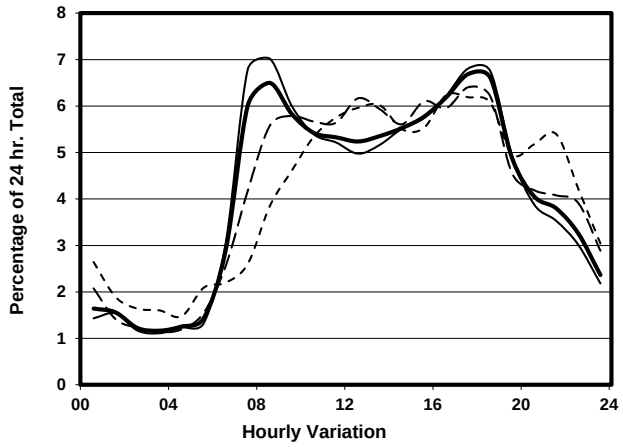
COVERAGE (B) STATION 6206
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

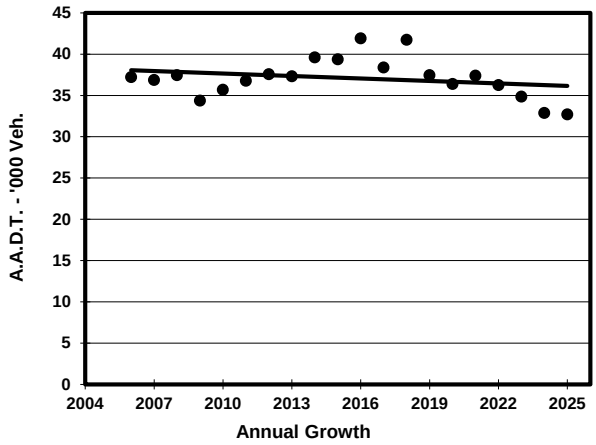


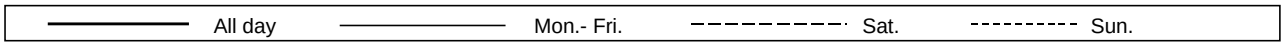
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	16380	17670	15720	12300
R 12 / 24 - %	72.7	74.0	71.1	65.0
R 16 / 24 - %	86.9	87.6	85.9	83.0
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1140	1390	1060	640
T - % (AM)	-	13.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	1080	1200	1000	730
T - % (PM)	-	7.1	-	-
Prop.of commercial vehicles - 16 hr.	-	9.6	-	-
NORTH BOUND				
A.A.D.T.	16320	17670	15410	12100
R 12 / 24 - %	68.2	69.2	67.3	62.3
R 16 / 24 - %	86.0	86.3	86.0	83.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1020	1220	740	490
T - % (AM)	-	4.4	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1700-1800
One-way flow at PM peak hour	1100	1210	1010	800
T - % (PM)	-	6.7	-	-
Prop.of commercial vehicles - 16 hr.	-	8.9	-	-

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	3.6	50.5	12.1	2.7	2.0	15.9	6.5	4.0	0.0	2.7
	Ocp	1.2	1.4	1.7	8.9	13.4	1.5	1.4	11.5	0.0	55.3
0800-0900	Pro	1.0	63.4	10.2	2.2	1.9	15.6	1.8	1.8	0.0	2.0
Peak hour	Ocp	1.0	1.3	1.9	4.1	9.5	1.4	1.3	10.8	0.0	46.6
0900-1000	Pro	1.8	56.2	9.6	0.2	3.9	18.3	5.7	0.2	0.0	4.0
	Ocp	1.1	1.3	1.6	1.0	8.8	1.3	1.2	1.0	0.0	27.0
1000-1100	Pro	2.0	47.3	12.1	0.7	3.1	21.5	9.5	0.2	0.0	3.7
	Ocp	1.0	1.3	1.4	1.0	8.9	1.4	1.3	2.0	0.0	25.1
1100-1200	Pro	2.3	43.5	10.5	0.2	4.6	26.0	7.7	1.8	0.0	3.4
	Ocp	1.1	1.5	1.7	1.0	5.9	1.3	1.3	1.9	0.0	26.2
1200-1300	Pro	3.5	64.4	8.1	1.2	2.9	12.3	4.9	0.2	0.0	2.6
	Ocp	1.1	1.4	1.7	4.3	5.9	1.3	1.2	1.0	0.0	23.8
1300-1400	Pro	2.8	48.4	13.3	0.7	3.3	21.6	5.8	0.7	0.0	3.4
	Ocp	1.0	1.4	2.0	1.3	7.7	1.4	1.2	3.3	0.0	19.4
1400-1500	Pro	2.8	47.9	9.7	0.2	1.7	21.2	11.9	1.1	0.0	3.5
	Ocp	1.1	1.6	1.8	1.0	12.8	1.3	1.3	1.6	0.0	16.7
1500-1600	Pro	1.6	40.5	21.6	2.0	1.4	22.0	7.2	0.6	0.0	3.0
	Ocp	1.0	1.4	1.9	4.4	9.7	1.4	1.3	31.0	0.0	28.8
1600-1700	Pro	2.2	50.2	11.1	3.5	2.5	20.9	4.9	2.0	0.0	2.8
	Ocp	1.2	1.5	1.4	6.1	12.0	1.3	1.1	18.2	0.0	49.1
1700-1800	Pro	2.6	54.0	12.9	1.9	1.9	19.9	3.3	1.0	0.0	2.6
	Ocp	1.1	1.4	1.7	7.0	13.4	1.4	1.2	44.3	0.0	45.1
1800-1900	Pro	3.4	69.6	10.7	0.3	1.1	9.8	1.7	0.9	0.0	2.6
	Ocp	1.0	1.4	1.8	1.0	16.0	1.1	1.1	26.3	0.0	39.6
1900-2000	Pro	3.2	68.4	9.0	0.0	4.1	7.7	3.0	1.1	0.0	3.6
	Ocp	1.3	1.3	1.6	0.0	5.5	1.1	1.1	16.0	0.0	28.5
2000-2100	Pro	5.6	56.7	13.7	0.0	4.1	11.7	2.5	1.0	0.0	4.8
	Ocp	1.0	1.3	1.5	0.0	4.9	1.2	1.6	3.0	0.0	22.1
2100-2200	Pro	3.9	67.6	11.6	0.5	3.1	6.0	3.1	1.2	0.0	3.0
	Ocp	1.0	1.3	1.6	3.0	2.7	1.1	1.7	1.4	0.0	25.7
2200-2300	Pro	1.4	74.6	10.1	0.3	3.1	5.6	2.1	0.3	0.0	2.4
	Ocp	1.0	1.3	1.4	1.0	5.3	1.0	1.0	1.0	0.0	27.2
16 hours	Pro	2.7	56.4	11.6	1.2	2.7	16.2	5.0	1.2	0.0	3.1
	Ocp	1.1	1.4	1.7	5.3	8.3	1.3	1.3	13.2	0.0	31.5

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

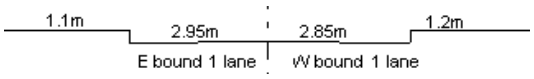
Ocp. Average occupancy of vehicles including both driver and passengers*

M&H Medium and Heavy

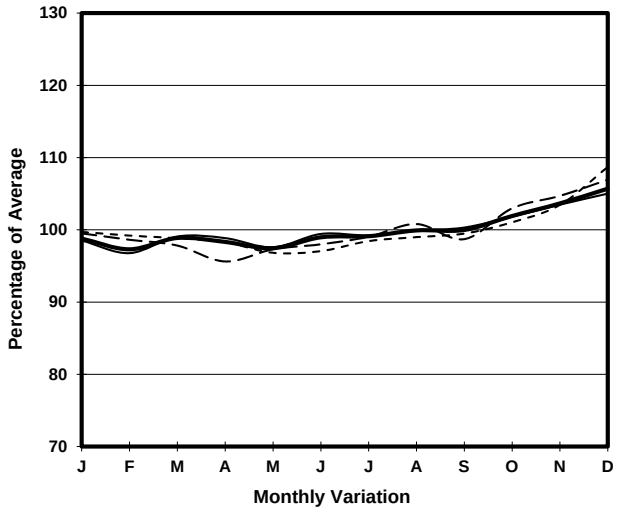
* All traffic data are collected from combined bounds

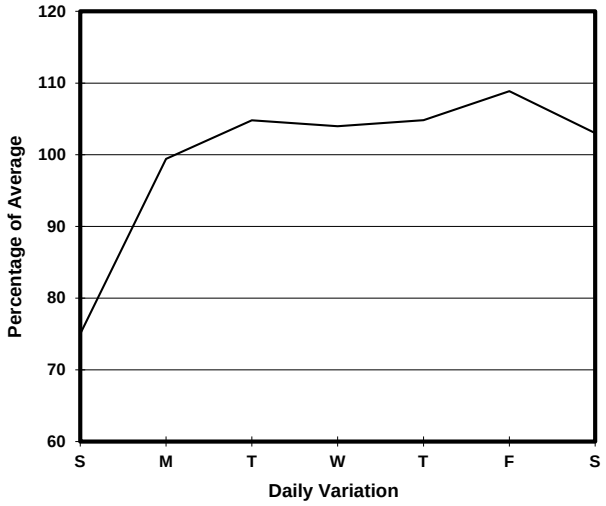
YEAR 2025 **LINK** KAM TIN RD (from KAM SHEUNG RD WESTERN JUNCTION to FAN KAM RD)

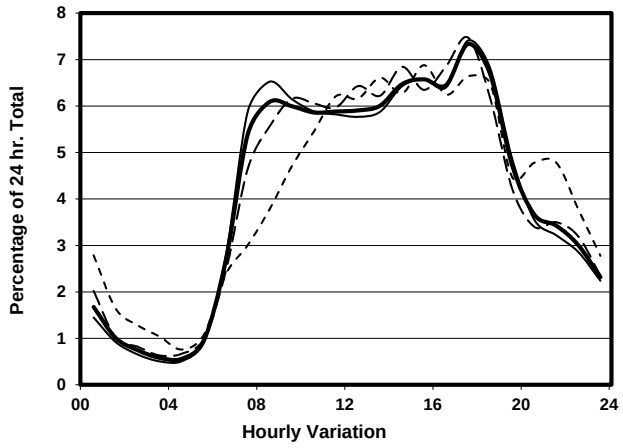
COVERAGE (B) STATION 6207
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

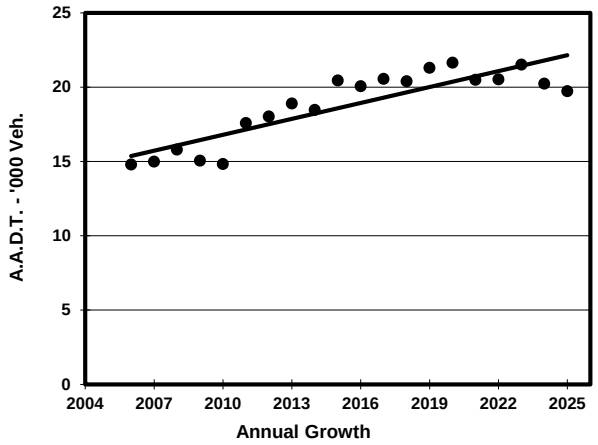


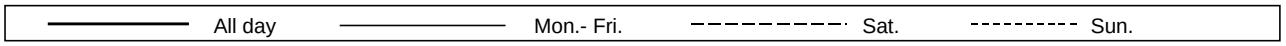
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	9440	9950	9970	7280
R 12 / 24 - %	73.0	74.1	72.5	66.3
R 16 / 24 - %	89.6	90.3	88.9	86.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	580	670	590	310
T - % (AM)	-	9.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	660	700	710	470
T - % (PM)	-	5.2	-	-
Prop.of commercial vehicles - 16 hr.	-	7.8	-	-
WEST BOUND				
A.A.D.T.	10280	10910	10650	7710
R 12 / 24 - %	76.1	76.8	76.8	70.5
R 16 / 24 - %	89.4	89.8	89.2	86.5
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	620	690	680	400
T - % (AM)	-	8.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	780	840	830	530
T - % (PM)	-	4.2	-	-
Prop.of commercial vehicles - 16 hr.	-	8.8	-	-

3. OTHER INFORMATION AND COMMENT

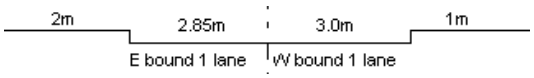
4. Vehicle classification and occupancy - Monday to Friday

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	6.3	50.5	5.9	2.4	7.8	17.2	7.8	0.0	0.3	1.8
	Ocp	1.0	1.6	1.9	12.0	12.3	1.7	1.1	0.0	29.3	42.1
0800-0900	Pro	2.4	66.1	4.5	1.9	3.2	11.5	9.1	0.0	0.3	1.1
	Ocp	1.0	1.3	1.8	8.3	14.3	1.4	1.1	0.0	21.5	34.1
0900-1000	Pro	0.6	60.4	6.5	0.0	3.7	18.9	8.1	0.3	0.2	1.3
	Ocp	1.0	1.3	1.4	0.0	7.4	1.5	1.2	1.0	23.7	27.4
1000-1100	Pro	0.7	52.9	4.1	0.3	4.4	24.3	12.0	0.0	0.2	1.1
	Ocp	1.0	1.3	1.8	1.0	12.0	1.3	1.2	0.0	29.0	23.2
1100-1200	Pro	2.2	62.4	6.4	0.4	3.4	16.1	7.5	0.4	0.0	1.4
	Ocp	1.2	1.4	2.0	1.0	8.1	1.4	1.3	1.0	0.0	25.0
1200-1300	Pro	3.4	58.9	4.5	0.0	2.3	22.5	7.1	0.0	0.4	1.0
	Ocp	1.0	1.5	1.5	0.0	14.7	1.5	1.1	0.0	15.0	23.4
1300-1400	Pro	0.4	65.8	6.6	0.0	1.9	16.6	7.4	0.0	0.2	1.2
	Ocp	1.0	1.4	1.5	0.0	13.2	1.4	1.1	0.0	14.5	24.8
1400-1500	Pro	1.8	62.1	5.7	0.4	2.5	18.7	7.5	0.0	0.3	1.0
	Ocp	1.0	1.3	1.4	2.0	13.0	1.3	1.1	0.0	18.7	27.8
1500-1600	Pro	1.0	63.2	5.1	0.3	2.6	18.6	7.4	0.6	0.3	0.8
	Ocp	1.0	1.3	1.5	18.0	12.8	1.1	1.1	1.0	14.8	41.2
1600-1700	Pro	1.3	56.8	6.9	2.3	2.6	18.5	9.2	1.0	0.3	0.9
	Ocp	1.5	1.2	1.6	1.6	13.8	1.3	1.1	21.3	17.5	39.5
1700-1800	Pro	2.8	64.9	5.7	1.0	3.8	17.1	3.2	0.3	0.3	1.0
Peak hour	Ocp	1.0	1.3	1.6	1.0	16.6	1.5	1.3	1.0	20.0	40.3
1800-1900	Pro	3.7	67.3	5.9	0.3	4.5	13.0	4.2	0.0	0.3	0.8
	Ocp	1.1	1.3	1.8	3.0	17.4	1.1	1.1	0.0	32.0	39.7
1900-2000	Pro	1.8	78.0	6.2	0.0	5.5	6.9	0.0	0.0	0.3	1.3
	Ocp	1.0	1.2	1.5	0.0	13.2	1.2	0.0	0.0	18.7	16.7
2000-2100	Pro	2.9	69.1	13.1	0.0	6.3	3.4	2.3	0.6	0.3	2.0
	Ocp	1.2	1.2	1.3	0.0	6.9	1.0	1.0	1.0	11.0	21.3
2100-2200	Pro	2.1	63.5	15.6	0.0	3.1	7.3	5.2	0.0	0.8	2.3
	Ocp	1.0	1.3	1.5	0.0	6.7	1.7	1.0	0.0	24.0	22.1
2200-2300	Pro	1.5	58.6	17.6	0.0	2.9	13.2	1.5	0.0	1.1	3.7
	Ocp	1.0	1.2	1.6	0.0	11.0	1.2	1.0	0.0	11.3	19.4
16 hours	Pro	2.2	62.7	6.4	0.7	3.8	15.9	6.6	0.2	0.3	1.2
	Ocp	1.1	1.3	1.6	6.0	12.5	1.4	1.1	7.8	20.2	29.5

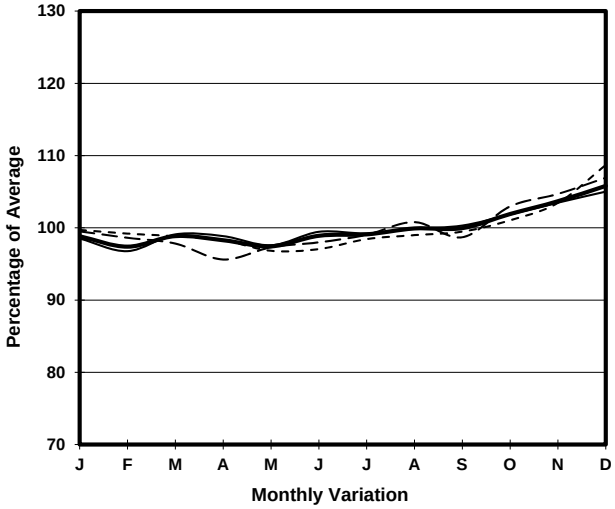
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

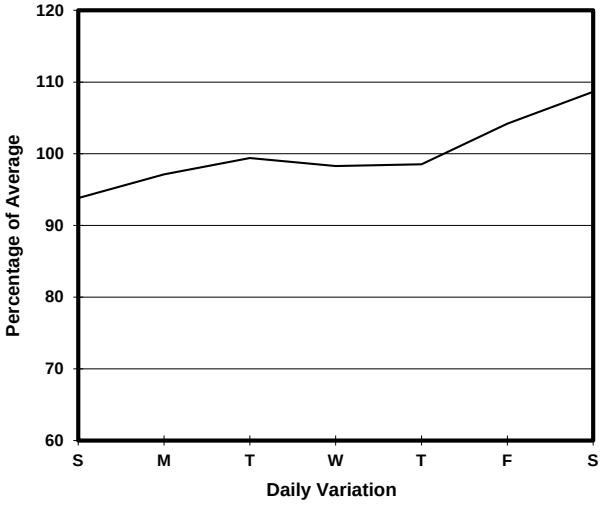
YEAR 2025 **LINK** KAM SHEUNG RD (from KAM TIN RD to KAM TIN RD)

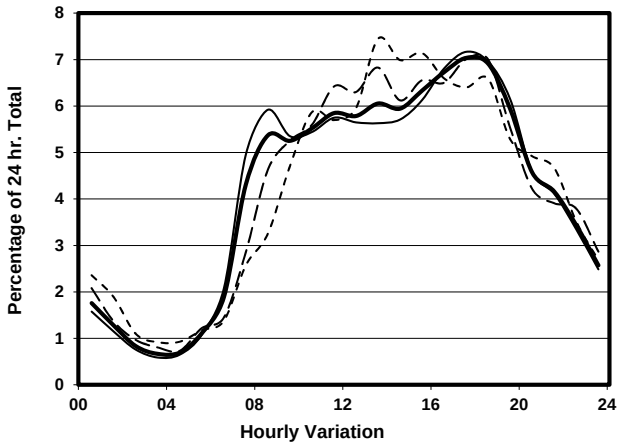
COVERAGE (B) STATION 6208
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

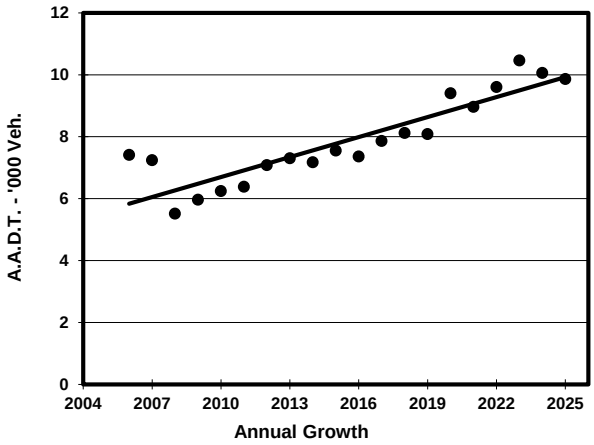


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	5080	5060	5540	4820
R 12 / 24 - %	69.3	69.9	69.3	66.1
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	290	270	200
T - % (AM)	-	9.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	350	360	380	310
T - % (PM)	-	10.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.7	-	-
WEST BOUND				
A.A.D.T.	4780	4780	5220	4450
R 12 / 24 - %	73.0	73.2	73.0	72.5
R 16 / 24 - %	89.6	90.0	88.8	88.4
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	270	300	300	230
T - % (AM)	-	12.1	-	-
PM Peak Hour	1700-1800	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	340	340	380	310
T - % (PM)	-	3.8	-	-
Prop.of commercial vehicles - 16 hr.	-	7.4	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

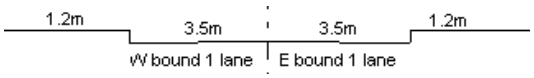
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	2.9	64.9	5.7	1.9	4.8	8.6	3.8	4.8	0.0	2.6
	Ocp	1.3	1.6	2.2	9.5	7.2	2.1	1.3	32.8	0.0	34.5
0800-0900	Pro	1.1	55.8	5.7	4.6	6.8	16.0	4.6	2.3	0.0	3.1
	Ocp	1.0	1.4	2.2	6.3	8.3	1.5	1.3	14.5	0.0	38.1
0900-1000	Pro	0.0	50.1	9.8	0.0	7.2	17.0	12.5	0.0	0.0	3.4
	Ocp	0.0	1.5	1.9	0.0	8.6	1.4	1.5	0.0	0.0	26.4
1000-1100	Pro	0.0	45.8	12.6	0.0	16.0	10.3	12.6	0.0	0.0	2.6
	Ocp	0.0	1.3	2.0	0.0	7.4	1.3	1.5	0.0	0.0	29.6
1100-1200	Pro	2.0	65.3	5.9	2.0	7.9	9.9	4.0	0.0	0.0	3.0
	Ocp	1.0	1.4	1.5	3.0	7.9	1.4	1.5	0.0	0.0	31.0
1200-1300	Pro	0.0	60.3	4.9	2.4	6.5	14.7	9.0	0.0	0.0	2.2
	Ocp	0.0	1.4	1.3	9.0	10.6	1.3	1.2	0.0	0.0	37.1
1300-1400	Pro	2.3	54.3	9.8	0.8	10.6	16.6	3.8	0.0	0.0	1.9
	Ocp	1.0	1.4	1.8	4.0	11.0	1.5	1.2	0.0	0.0	35.0
1400-1500	Pro	0.0	60.5	2.3	2.3	9.3	15.5	7.8	0.0	0.0	2.3
	Ocp	0.0	1.4	1.3	1.0	10.2	1.3	1.3	0.0	0.0	31.5
1500-1600	Pro	1.8	59.7	11.8	0.9	10.0	10.9	2.7	0.0	0.0	2.3
	Ocp	1.0	1.3	1.7	1.0	8.7	1.3	1.3	0.0	0.0	35.8
1600-1700	Pro	2.2	61.5	9.4	1.4	7.2	9.4	4.3	2.2	0.0	2.4
	Ocp	1.0	1.5	1.7	1.0	7.1	1.2	1.5	11.3	0.0	39.2
1700-1800	Pro	0.7	56.4	10.1	2.2	5.1	18.1	5.1	0.0	0.0	2.4
Peak hour	Ocp	1.0	1.4	1.7	2.3	13.6	1.4	1.1	0.0	0.0	37.9
1800-1900	Pro	1.6	74.1	7.3	0.0	5.7	8.1	0.8	0.0	0.0	2.2
	Ocp	1.0	1.3	1.6	0.0	10.1	1.5	1.0	0.0	0.0	30.1
1900-2000	Pro	0.0	71.1	10.4	0.0	5.9	6.7	2.2	1.5	0.0	2.2
	Ocp	0.0	1.3	1.7	0.0	9.3	1.1	1.0	8.0	0.0	28.0
2000-2100	Pro	2.2	65.9	15.4	0.0	11.0	1.1	0.0	0.0	0.0	4.4
	Ocp	1.0	1.2	1.6	0.0	7.6	1.0	0.0	0.0	0.0	14.8
2100-2200	Pro	5.0	75.7	7.6	0.0	3.8	3.8	1.3	0.0	0.0	2.8
	Ocp	1.0	1.3	2.2	0.0	8.3	1.0	1.0	0.0	0.0	21.6
2200-2300	Pro	4.5	68.2	12.1	0.0	6.1	6.1	0.0	0.0	0.0	3.0
	Ocp	1.0	1.2	1.5	0.0	6.0	1.5	0.0	0.0	0.0	12.9
16 hours	Pro	1.5	61.7	8.6	1.2	7.7	11.3	4.8	0.7	0.0	2.6
	Ocp	1.0	1.4	1.8	4.5	9.0	1.4	1.3	20.3	0.0	30.2

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

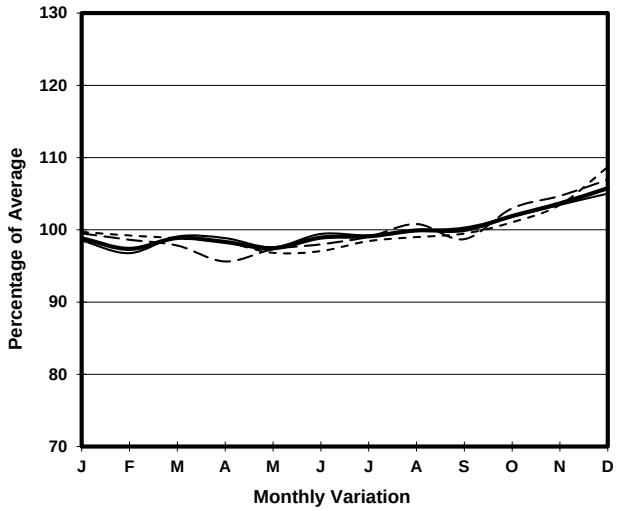
YEAR 2025

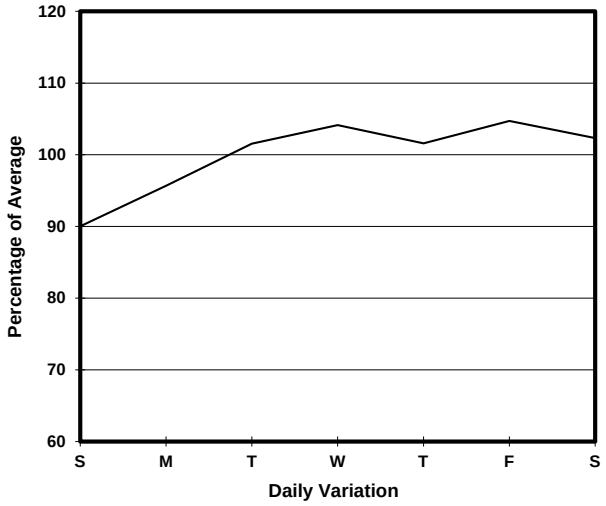
LINK CASTLE PEAK RD - TSUEN WAN, TING KAU & SHAM TSENG (from TUEN MUN RD to SHAM TSENG)

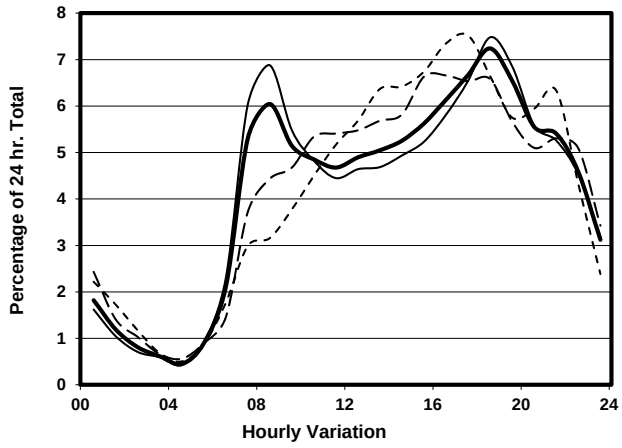
COVERAGE (B) STATION 6209
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

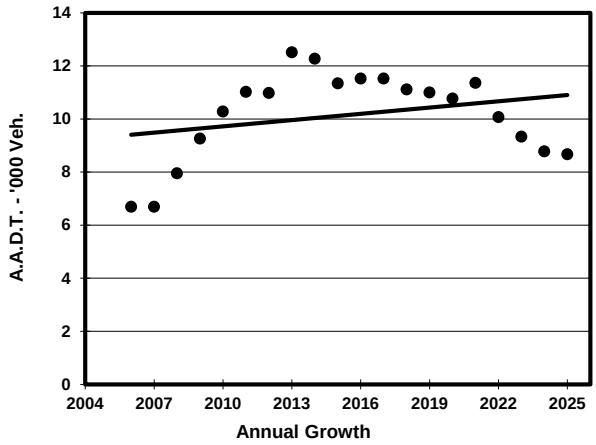


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	4080	4190	4160	3610
R 12 / 24 - %	69.4	70.2	67.3	67.7
R 16 / 24 - %	87.0	87.7	85.1	86.4
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	320	370	230	170
T - % (AM)	-	7.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	240	240	260	260
T - % (PM)	-	3.9	-	-
Prop.of commercial vehicles - 16 hr.	-	9.0	-	-
WEST BOUND				
A.A.D.T.	4590	4660	4770	4240
R 12 / 24 - %	64.7	64.2	66.6	65.1
R 16 / 24 - %	90.7	90.6	90.8	90.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	210	230	190	130
T - % (AM)	-	17.5	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	400	430	360	340
T - % (PM)	-	6.0	-	-
Prop.of commercial vehicles - 16 hr.	-	7.6	-	-

3. OTHER INFORMATION AND COMMENT

4. Vehicle classification and occupancy - Monday to Friday

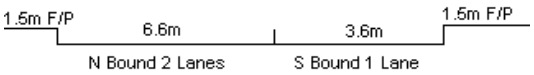
Time		Class of vehicle									
		Motor Cycle	Private Car	Taxi	Private LB	PLB	Goods veh.		Non Fr. Bus	Fr. Bus	
							Light	M & H		SD	DD
0700-0800	Pro	1.0	41.9	7.0	8.0	12.0	6.0	8.0	10.0	0.3	6.0
	Ocp	1.0	1.7	2.4	8.5	13.7	1.3	1.6	25.6	25.0	35.0
0800-0900	Pro	1.3	62.4	6.4	7.6	6.4	4.5	3.8	5.1	0.5	2.1
	Ocp	1.0	1.5	1.7	11.8	13.3	1.9	1.2	11.6	21.7	20.9
0900-1000	Pro	2.2	69.3	5.6	2.2	10.1	5.6	1.1	0.0	1.1	2.8
	Ocp	1.0	1.3	1.6	10.5	14.1	1.0	1.0	0.0	12.8	23.3
1000-1100	Pro	3.2	50.5	18.3	1.1	10.8	9.7	2.2	2.2	0.3	1.9
	Ocp	1.0	1.4	1.4	20.0	10.6	1.7	2.5	14.5	17.0	20.6
1100-1200	Pro	0.0	35.6	22.8	1.4	19.9	8.5	2.8	4.3	0.7	3.9
	Ocp	0.0	1.3	1.5	20.0	11.1	1.2	1.5	15.7	9.0	23.6
1200-1300	Pro	0.9	48.5	14.7	6.1	12.1	11.3	3.5	0.9	0.7	1.5
	Ocp	1.0	1.4	1.6	4.7	11.9	1.2	1.0	6.0	16.3	39.3
1300-1400	Pro	5.1	54.7	9.1	2.0	7.1	15.2	4.1	0.0	0.5	2.3
	Ocp	1.6	1.3	1.6	8.5	15.7	1.2	1.8	0.0	26.0	23.2
1400-1500	Pro	2.9	42.0	21.0	3.8	12.4	13.4	0.0	1.9	0.5	2.1
	Ocp	1.0	1.8	1.3	10.3	11.2	1.4	0.0	4.0	20.5	18.6
1500-1600	Pro	1.0	55.2	13.3	2.9	10.5	11.4	1.0	1.9	0.2	2.6
	Ocp	1.0	1.6	1.2	11.3	11.8	1.9	2.0	15.5	15.0	25.4
1600-1700	Pro	2.9	53.5	9.5	4.8	12.4	5.7	4.8	3.8	0.5	2.1
	Ocp	1.0	1.4	1.4	8.2	9.2	1.2	2.2	2.0	17.5	32.9
1700-1800	Pro	4.3	69.0	6.5	1.1	16.2	0.0	0.0	0.0	0.5	2.4
	Ocp	1.0	1.4	1.3	7.0	12.2	0.0	0.0	0.0	26.5	36.2
1800-1900	Pro	4.0	67.2	11.4	0.0	9.4	2.7	0.7	2.0	0.5	2.0
Peak hour	Ocp	1.2	1.7	1.2	0.0	13.1	1.5	1.0	11.3	23.0	36.8
1900-2000	Pro	2.9	66.7	11.5	0.0	10.0	2.2	0.0	3.6	0.5	2.7
	Ocp	1.3	1.3	1.4	0.0	10.9	1.3	0.0	25.0	17.0	32.5
2000-2100	Pro	3.6	66.4	10.9	0.0	6.4	3.6	0.0	6.4	0.9	1.8
	Ocp	1.0	1.5	1.2	0.0	12.3	1.0	0.0	8.9	18.3	38.4
2100-2200	Pro	4.9	63.7	7.8	0.0	11.8	3.9	0.0	4.9	1.0	2.0
	Ocp	1.0	1.2	1.1	0.0	12.3	1.8	0.0	13.0	7.8	21.5
2200-2300	Pro	2.6	70.8	10.5	0.0	9.2	1.3	0.0	2.6	0.7	2.3
	Ocp	1.0	1.5	1.3	0.0	10.9	1.0	0.0	24.5	9.0	13.4
16 hours	Pro	2.7	58.0	11.4	2.7	10.7	6.4	2.0	3.2	0.6	2.5
	Ocp	1.1	1.4	1.4	9.6	12.0	1.4	1.6	15.1	17.0	28.4

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

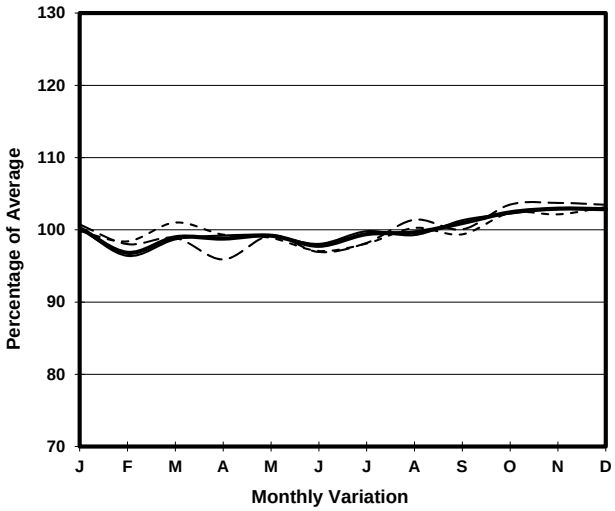
YEAR 2025

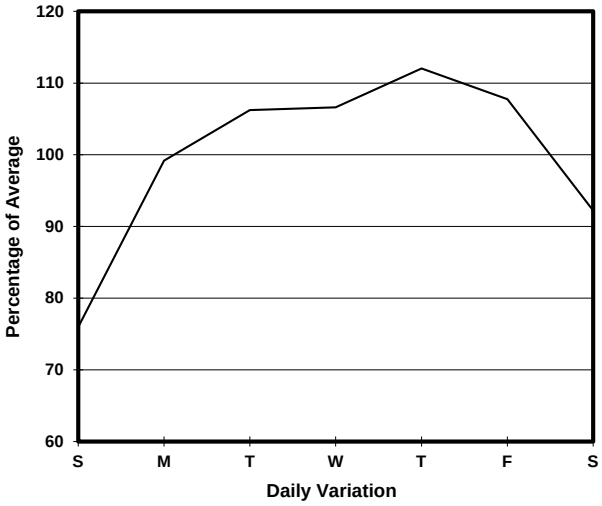
LINK TAI PO RD - MA LIU SHUI (from ENTRANCE TO CHUNG CHI COLLEGE, CUHK to YUEN CHAU TSAI INT)

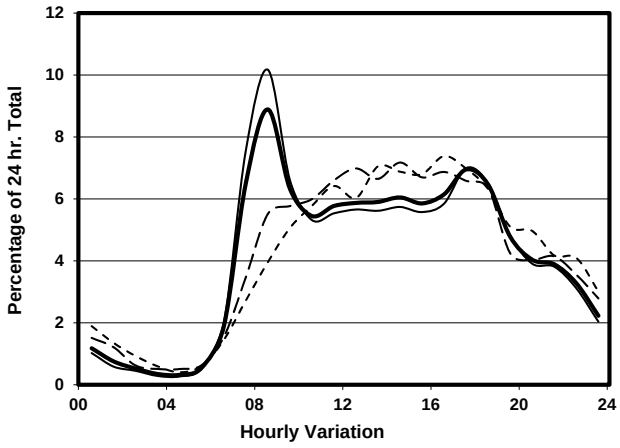
COVERAGE (B) STATION 6210
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

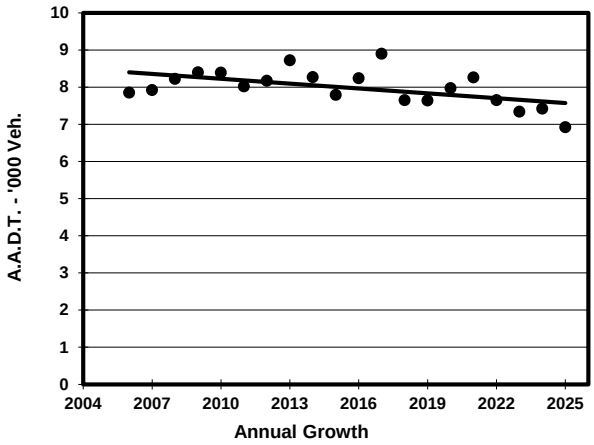


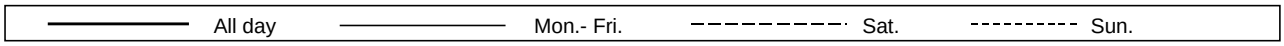
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	3340	3660	3010	2410
R 12 / 24 - %	81.0	82.0	78.3	76.6
R 16 / 24 - %	92.6	92.9	91.4	91.2
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	450	560	220	170
T - % (AM)	-	5.0	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	200	210	200	170
T - % (PM)	-	5.6	-	-
Prop.of commercial vehicles - 16 hr.	-	6.8	-	-
NORTH BOUND				
A.A.D.T.	3580	3800	3470	2920
R 12 / 24 - %	71.7	72.4	71.6	67.1
R 16 / 24 - %	91.8	92.7	90.0	88.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	170	200	160	100
T - % (AM)	-	12.2	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	290	320	260	230
T - % (PM)	-	6.0	-	-
Prop.of commercial vehicles - 16 hr.	-	7.3	-	-

3. OTHER INFORMATION AND COMMENT

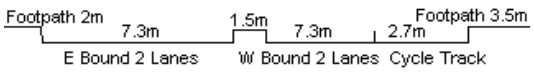
4. Vehicle classification and occupancy - Monday to Friday

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	10.0	56.3	11.3	2.5	6.3	8.8	0.0	0.0	0.6	4.4
	Ocp	1.5	1.7	2.0	6.5	8.4	1.4	0.0	0.0	17.5	32.2
0800-0900	Pro	1.0	66.5	6.1	1.5	2.5	16.2	3.0	1.0	0.1	1.9
Peak hour	Ocp	1.0	1.4	1.8	7.3	12.6	1.3	1.7	1.0	16.0	36.5
0900-1000	Pro	0.0	67.9	13.9	0.0	2.5	9.3	4.2	0.0	0.0	2.1
	Ocp	0.0	1.4	1.8	0.0	7.7	1.4	1.5	0.0	0.0	27.9
1000-1100	Pro	0.9	75.3	7.2	2.7	3.6	5.4	0.9	0.9	0.2	2.9
	Ocp	1.0	1.4	1.5	1.3	6.8	1.0	1.0	1.0	13.0	25.0
1100-1200	Pro	1.2	67.1	7.1	0.0	3.5	12.9	3.5	0.0	0.3	4.4
	Ocp	1.0	1.5	1.3	0.0	6.3	1.6	1.0	0.0	16.0	24.7
1200-1300	Pro	4.4	69.9	6.6	1.1	4.4	4.4	5.5	0.0	0.3	3.6
	Ocp	1.0	1.5	2.0	11.0	7.3	1.5	1.0	0.0	16.0	26.8
1300-1400	Pro	1.7	65.6	5.8	0.8	5.0	7.5	10.0	0.0	0.4	3.3
	Ocp	1.0	1.6	1.6	6.0	5.8	1.6	1.1	0.0	9.5	30.4
1400-1500	Pro	2.3	62.1	6.9	3.4	3.4	13.8	3.4	0.0	0.6	4.0
	Ocp	1.0	1.4	1.5	2.7	5.0	1.6	1.0	0.0	9.5	21.1
1500-1600	Pro	2.3	71.6	2.3	1.1	3.4	6.8	8.0	0.0	0.3	4.3
	Ocp	1.0	1.3	1.0	3.0	5.3	1.5	1.0	0.0	8.0	27.3
1600-1700	Pro	0.0	76.3	5.2	1.0	3.1	6.2	4.1	0.0	0.5	3.6
	Ocp	0.0	1.4	2.4	12.0	7.3	1.2	1.0	0.0	8.0	32.9
1700-1800	Pro	2.4	72.2	3.7	1.2	6.1	8.6	1.2	0.0	0.9	3.7
	Ocp	1.0	1.4	1.0	3.0	11.8	1.6	2.0	0.0	31.0	44.8
1800-1900	Pro	0.8	81.4	6.3	0.0	4.7	3.1	0.8	0.0	0.8	2.2
	Ocp	1.0	1.1	1.1	0.0	8.8	1.3	1.0	0.0	21.0	41.0
1900-2000	Pro	2.1	79.2	5.1	0.0	7.2	2.1	0.0	0.0	1.0	3.3
	Ocp	1.0	1.4	1.6	0.0	5.4	2.0	0.0	0.0	9.0	25.6
2000-2100	Pro	0.0	77.9	4.4	0.0	7.4	4.4	0.0	0.0	1.1	4.8
	Ocp	0.0	1.5	2.3	0.0	8.4	1.3	0.0	0.0	14.0	18.5
2100-2200	Pro	3.5	80.4	1.7	0.0	8.7	0.0	0.0	0.0	0.9	4.8
	Ocp	1.0	1.2	1.0	0.0	3.0	0.0	0.0	0.0	7.5	17.5
2200-2300	Pro	3.1	67.2	17.2	0.0	4.7	3.1	0.0	0.0	0.4	4.3
	Ocp	1.0	1.2	1.4	0.0	8.0	1.5	0.0	0.0	2.0	13.4
16 hours	Pro	1.8	70.6	7.4	0.9	4.3	7.9	3.1	0.2	0.4	3.3
	Ocp	1.1	1.4	1.7	5.1	7.5	1.4	1.2	1.0	14.3	28.0

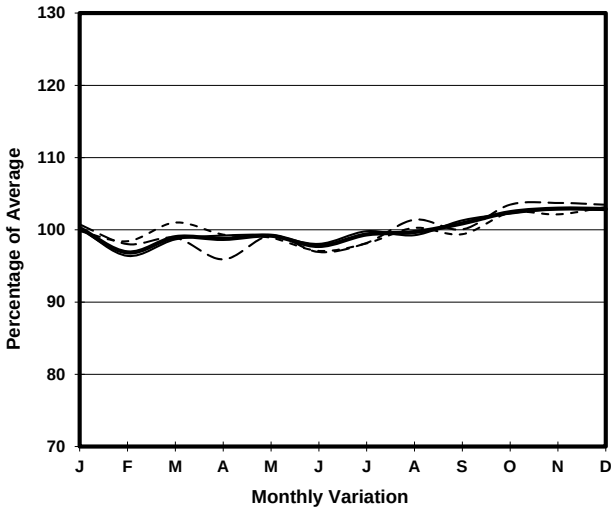
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

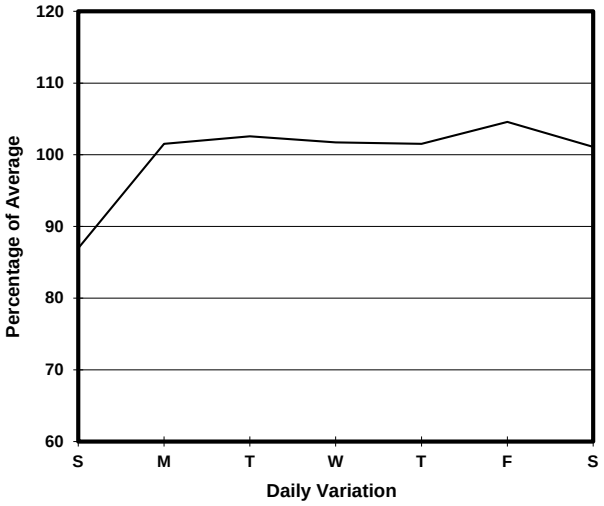
YEAR 2025 **LINK** TING KOK RD (from DAI KWAI ST to TAI MEI TUK)

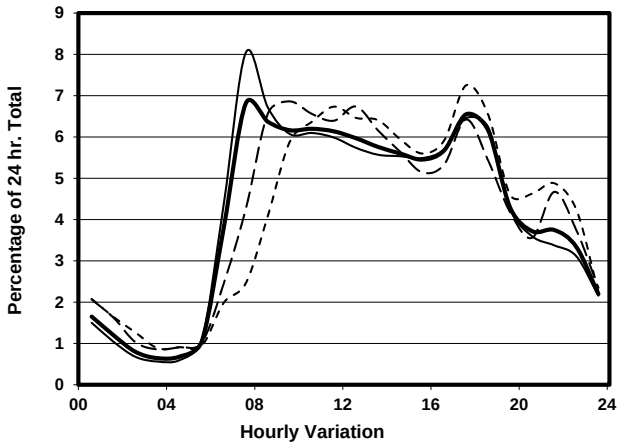
COVERAGE (B) STATION 6211
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

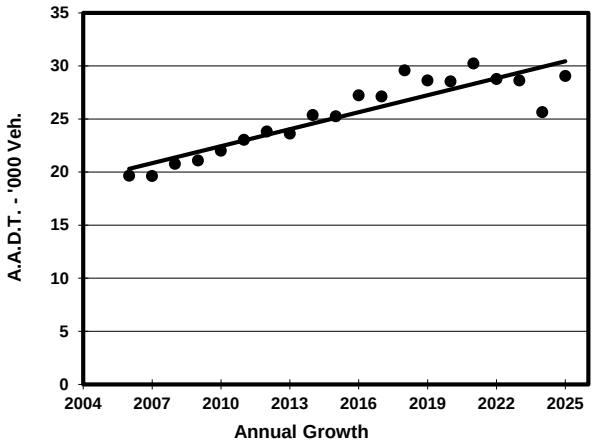


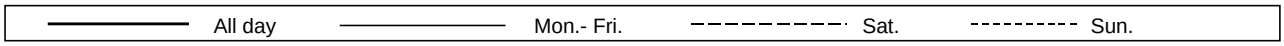
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	14720	15010	15480	13240
R 12 / 24 - %	69.6	70.6	67.0	66.3
R 16 / 24 - %	86.1	86.3	85.4	85.8
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	850	940	960	740
T - % (AM)	-	15.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	960	1010	930	910
T - % (PM)	-	8.3	-	-
Prop.of commercial vehicles - 16 hr.	-	9.1	-	-
WEST BOUND				
A.A.D.T.	14330	14940	14140	12220
R 12 / 24 - %	76.2	76.7	76.5	73.4
R 16 / 24 - %	89.8	89.7	90.2	90.5
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1190	1470	1070	760
T - % (AM)	-	5.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	960	970	980	930
T - % (PM)	-	4.6	-	-
Prop.of commercial vehicles - 16 hr.	-	7.7	-	-

3. OTHER INFORMATION AND COMMENT

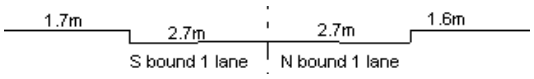
4. Vehicle classification and occupancy - Monday to Friday

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	1.2	70.9	6.7	1.7	3.5	8.4	5.5	0.5	0.0	1.6
Peak hour	Ocp	1.2	1.4	2.1	11.6	10.6	1.2	1.1	23.0	0.0	45.2
0800-0900	Pro	0.9	67.6	10.8	2.6	5.0	3.2	5.2	3.2	0.0	1.5
	Ocp	1.0	1.4	1.9	5.3	8.3	1.7	1.3	7.1	0.0	40.4
0900-1000	Pro	1.0	60.3	12.6	2.1	6.7	8.8	6.2	1.3	0.0	1.1
	Ocp	1.3	1.3	1.8	3.1	9.2	1.4	1.1	8.8	0.0	31.9
1000-1100	Pro	1.3	59.9	17.0	1.3	4.6	5.3	7.9	2.0	0.0	0.8
	Ocp	1.0	1.5	1.7	2.8	8.6	1.6	1.2	2.1	0.0	49.5
1100-1200	Pro	1.2	55.5	14.5	4.4	5.5	11.0	6.1	0.9	0.0	0.9
	Ocp	1.0	1.5	1.8	6.5	9.4	1.3	1.2	2.3	0.0	19.8
1200-1300	Pro	1.2	63.8	11.4	3.8	3.8	7.0	6.7	1.7	0.0	0.7
	Ocp	1.0	1.5	1.9	3.2	10.2	1.2	1.0	3.2	0.0	21.6
1300-1400	Pro	2.0	48.0	18.4	3.2	7.0	11.7	7.9	0.9	0.0	0.8
	Ocp	1.0	1.7	1.9	8.9	8.2	1.4	1.1	6.3	0.0	32.8
1400-1500	Pro	0.4	62.1	11.7	2.6	5.7	9.0	6.0	0.8	0.1	1.6
	Ocp	1.0	1.3	1.8	5.1	10.9	1.4	1.0	19.0	1.0	26.5
1500-1600	Pro	1.1	63.0	7.1	0.4	4.9	11.2	6.0	4.9	0.1	1.3
	Ocp	1.0	1.3	1.8	1.0	14.2	1.4	1.0	10.0	1.0	26.8
1600-1700	Pro	2.0	66.5	7.5	0.9	6.9	4.3	7.7	3.2	0.0	1.1
	Ocp	1.0	1.5	1.7	1.7	10.3	1.6	1.2	5.3	0.0	18.4
1700-1800	Pro	4.5	57.9	13.7	1.5	5.5	8.5	4.0	3.0	0.0	1.6
	Ocp	1.1	1.4	1.9	5.8	15.9	1.2	1.1	12.9	0.0	41.3
1800-1900	Pro	2.9	64.5	13.0	1.4	5.0	5.8	3.1	3.5	0.0	0.7
	Ocp	1.0	1.2	1.7	3.7	14.3	1.2	1.1	24.2	0.0	40.5
1900-2000	Pro	4.2	66.0	11.7	0.2	6.4	4.7	2.0	3.5	0.0	1.3
	Ocp	1.1	1.3	1.8	1.0	9.8	1.3	1.1	6.6	0.0	22.2
2000-2100	Pro	5.6	68.8	14.1	0.3	5.9	0.6	2.1	2.1	0.0	0.7
	Ocp	1.1	1.5	1.4	2.0	11.3	1.0	1.1	9.0	0.0	23.1
2100-2200	Pro	2.0	59.9	24.8	0.6	5.8	2.6	0.0	3.5	0.0	0.9
	Ocp	1.1	1.1	2.1	6.0	8.6	1.0	0.0	21.1	0.0	35.5
2200-2300	Pro	3.0	62.9	14.2	0.6	8.3	4.2	1.8	3.6	0.0	1.5
	Ocp	1.2	1.3	1.4	2.0	5.3	1.3	1.0	17.8	0.0	23.3
16 hours	Pro	2.2	62.5	13.0	1.8	5.5	6.6	4.9	2.4	0.1	1.1
	Ocp	1.1	1.4	1.8	5.4	10.3	1.3	1.1	11.5	1.0	32.6

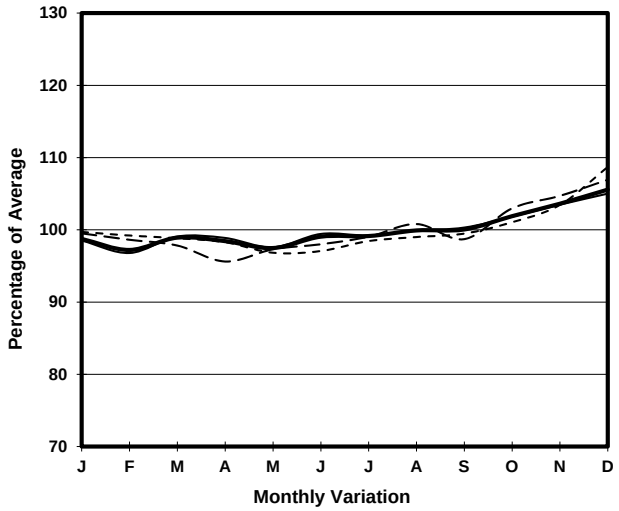
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

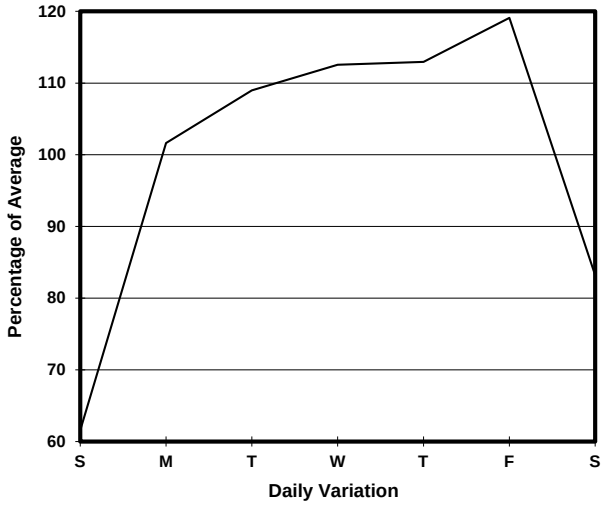
YEAR 2025 **LINK** FAN KAM RD (from KAM TIN RD to FANLING HIGHWAY)

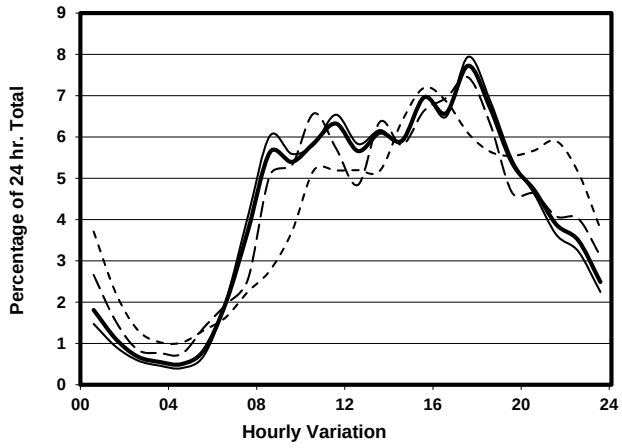
COVERAGE (B) STATION 6212
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

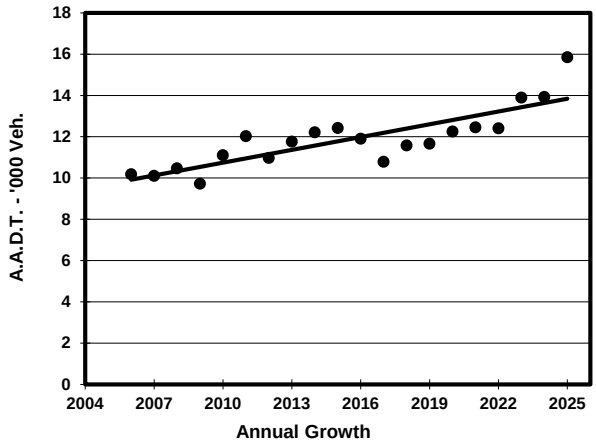


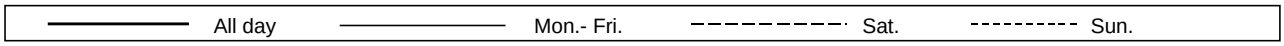
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	8750	9970	7090	5630
R 12 / 24 - %	66.7	67.1	68.0	61.5
R 16 / 24 - %	87.0	87.4	86.2	84.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	410	490	390	180
T - % (AM)	-	8.8	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1600-1700
One-way flow at PM peak hour	660	760	560	420
T - % (PM)	-	9.7	-	-
Prop.of commercial vehicles - 16 hr.	-	9.7	-	-
NORTH BOUND				
A.A.D.T.	7100	8010	6410	4350
R 12 / 24 - %	79.8	83.0	71.4	61.9
R 16 / 24 - %	93.7	95.8	87.9	83.1
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	480	590	350	190
T - % (AM)	-	9.3	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	570	670	450	270
T - % (PM)	-	4.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-

3. OTHER INFORMATION AND COMMENT

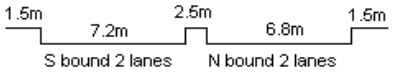
4. Vehicle classification and occupancy - Monday to Friday

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	3.8	63.5	9.5	0.6	1.9	12.1	7.0	0.0	0.0	1.6
	Ocp	1.0	1.5	1.6	13.0	14.0	1.4	1.3	0.0	0.0	60.0
0800-0900	Pro	2.6	64.8	7.8	1.0	1.0	13.6	7.8	0.0	0.0	1.2
	Ocp	1.0	1.2	1.8	2.0	11.5	1.1	1.1	0.0	0.0	43.2
0900-1000	Pro	7.8	45.6	12.3	0.0	0.0	28.4	4.9	0.0	0.0	1.0
	Ocp	1.3	1.2	1.2	0.0	0.0	1.3	1.3	0.0	0.0	27.8
1000-1100	Pro	0.0	44.7	4.5	0.0	1.9	34.3	13.6	0.0	0.0	1.0
	Ocp	0.0	1.3	1.7	0.0	8.0	1.2	1.2	0.0	0.0	30.8
1100-1200	Pro	3.0	58.9	15.6	0.0	3.6	10.2	7.2	0.6	0.0	0.9
	Ocp	1.2	1.2	1.6	0.0	4.0	1.2	1.4	1.0	0.0	22.5
1200-1300	Pro	1.1	63.5	7.9	1.6	1.6	12.1	11.0	0.5	0.0	0.8
	Ocp	1.0	1.3	1.3	4.7	8.7	1.6	1.3	1.0	0.0	24.3
1300-1400	Pro	1.6	49.9	7.9	0.0	1.1	29.9	8.9	0.0	0.0	0.8
	Ocp	1.3	1.4	1.5	0.0	12.0	1.5	1.3	0.0	0.0	24.2
1400-1500	Pro	2.3	49.5	7.9	0.0	1.7	24.2	13.5	0.0	0.0	1.0
	Ocp	1.3	1.3	1.5	0.0	6.7	1.3	1.3	0.0	0.0	25.6
1500-1600	Pro	1.4	59.8	9.2	0.5	0.5	18.4	9.2	0.5	0.0	0.7
	Ocp	1.0	1.3	1.4	17.0	16.0	1.3	1.2	1.0	0.0	24.3
1600-1700	Pro	2.4	54.2	10.1	2.4	1.4	16.8	9.6	2.4	0.0	0.7
	Ocp	1.2	1.3	1.7	2.2	14.3	1.1	1.4	19.4	0.0	36.8
1700-1800	Pro	1.7	60.1	12.8	0.0	1.1	17.2	6.1	0.0	0.0	1.0
Peak hour	Ocp	1.0	1.4	1.7	0.0	13.5	1.3	1.2	0.0	0.0	40.9
1800-1900	Pro	2.4	73.0	6.8	0.0	1.0	9.7	6.3	0.0	0.0	0.7
	Ocp	1.2	1.2	1.7	0.0	17.0	1.1	1.1	0.0	0.0	50.0
1900-2000	Pro	1.2	74.5	11.3	0.0	1.2	8.3	1.8	0.6	0.0	1.0
	Ocp	1.0	1.2	1.6	0.0	18.5	1.1	1.3	1.0	0.0	31.9
2000-2100	Pro	2.7	68.4	10.7	0.0	1.8	11.6	3.6	0.0	0.0	1.3
	Ocp	1.0	1.1	1.5	0.0	12.5	1.1	1.0	0.0	0.0	16.0
2100-2200	Pro	1.0	81.0	8.6	0.0	0.0	7.6	1.0	0.0	0.0	1.0
	Ocp	1.0	1.2	1.4	0.0	0.0	1.0	1.0	0.0	0.0	17.5
2200-2300	Pro	1.8	69.1	18.2	0.0	1.8	7.3	0.0	0.0	0.0	1.8
	Ocp	1.0	1.2	1.5	0.0	14.0	2.5	0.0	0.0	0.0	10.3
16 hours	Pro	2.4	60.1	9.7	0.4	1.3	17.2	7.6	0.3	0.0	1.0
	Ocp	1.1	1.3	1.5	4.9	10.8	1.3	1.2	11.2	0.0	32.5

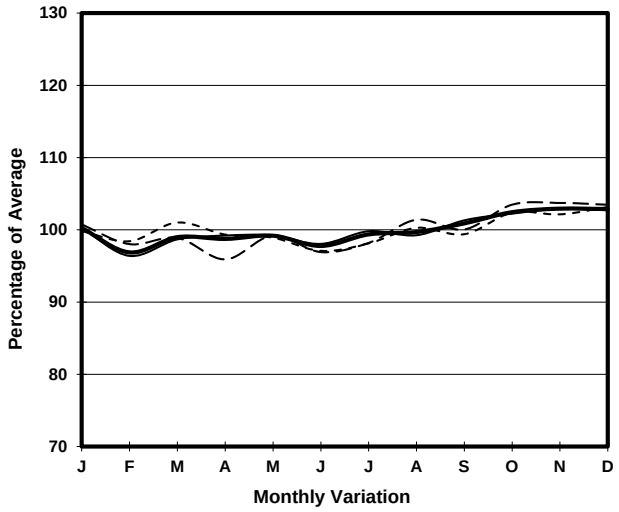
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

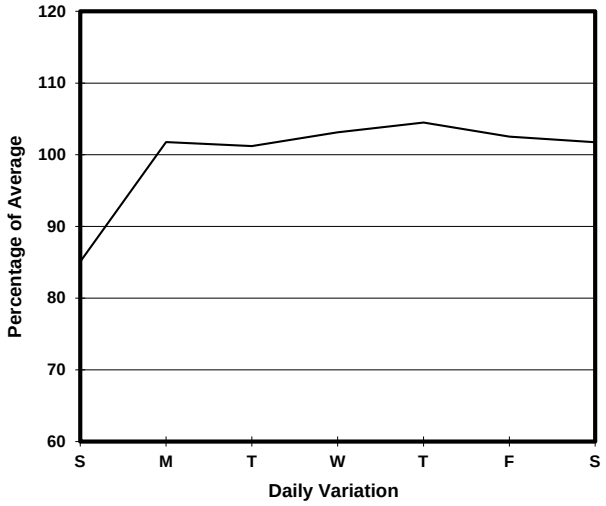
YEAR 2025 **LINK** CASTLE PEAK RD - HUNG SHUI KIU (from TIN HA RD to LAM TEI INT)

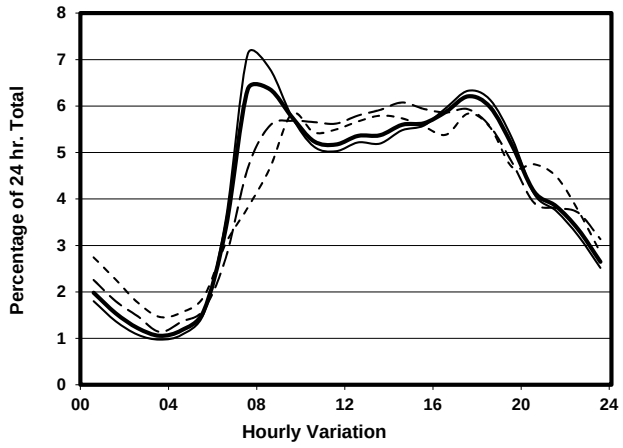
COVERAGE (B) STATION 6213
ROAD NETWORK MAJOR
ROAD TYPE RURAL TRUNK ROAD

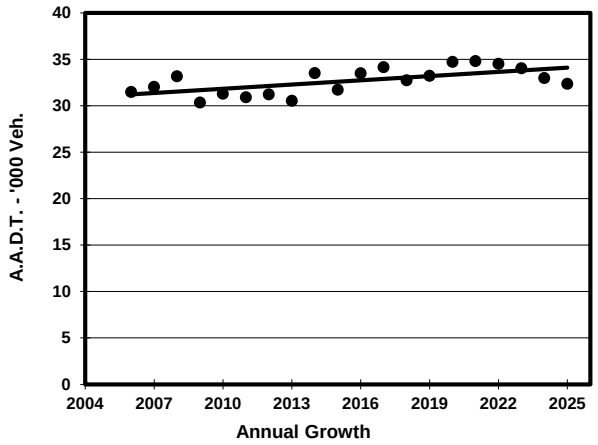


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	16980	17630	17390	14300
R 12 / 24 - %	71.0	71.8	70.0	67.3
R 16 / 24 - %	85.2	85.8	84.4	83.1
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	1290	1520	1130	950
T - % (AM)	-	21.0	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1030	1080	1040	840
T - % (PM)	-	11.1	-	-
Prop.of commercial vehicles - 16 hr.	-	19.5	-	-
NORTH BOUND				
A.A.D.T.	15370	15830	15840	13470
R 12 / 24 - %	66.6	67.4	66.4	62.0
R 16 / 24 - %	85.6	86.4	84.6	81.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	800	890	780	670
T - % (AM)	-	19.4	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	1000	1070	980	800
T - % (PM)	-	15.0	-	-
Prop.of commercial vehicles - 16 hr.	-	18.9	-	-

3. OTHER INFORMATION AND COMMENT

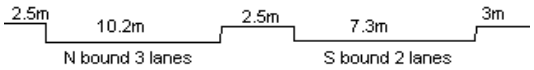
4. Vehicle classification and occupancy - Monday to Friday

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	0.6	50.8	11.8	2.1	1.3	13.5	13.3	3.6	0.2	2.8
Peak hour	Ocp	1.3	1.3	1.7	5.6	7.8	1.2	1.0	11.7	42.3	41.7
0800-0900	Pro	2.4	54.8	8.7	0.2	0.9	14.9	12.0	4.4	0.3	1.5
	Ocp	1.0	1.3	1.6	1.0	9.4	1.2	1.1	3.6	20.0	36.0
0900-1000	Pro	0.4	46.5	14.3	0.8	1.2	14.7	17.8	2.3	0.2	1.9
	Ocp	1.0	1.4	1.6	1.8	13.2	1.2	1.0	1.5	6.8	23.2
1000-1100	Pro	0.7	44.7	10.1	0.2	1.0	15.7	24.1	1.7	0.2	1.4
	Ocp	1.0	1.2	1.5	1.0	5.8	1.3	1.1	3.7	11.3	29.0
1100-1200	Pro	2.2	37.4	9.3	0.2	1.7	22.0	24.2	1.2	0.3	1.4
	Ocp	1.0	1.4	1.4	1.0	5.3	1.1	1.0	2.0	14.4	25.8
1200-1300	Pro	3.6	40.1	17.0	1.9	1.2	13.4	19.9	1.5	0.2	1.2
	Ocp	1.0	1.3	1.5	3.0	11.4	1.2	1.1	2.8	9.3	31.3
1300-1400	Pro	0.5	41.2	11.3	0.3	0.8	16.4	25.6	2.1	0.1	1.7
	Ocp	1.0	1.4	1.5	5.0	8.7	1.1	1.0	6.0	10.0	26.6
1400-1500	Pro	1.8	40.6	14.0	0.5	0.5	16.3	21.9	2.4	0.3	1.6
	Ocp	1.0	1.3	1.4	1.0	17.0	1.2	1.1	3.6	13.8	19.9
1500-1600	Pro	2.8	46.4	9.8	0.8	0.8	14.0	21.1	2.8	0.3	1.4
	Ocp	1.0	1.2	1.6	2.3	13.7	1.1	1.0	5.8	10.3	29.4
1600-1700	Pro	2.0	43.4	17.8	0.7	0.9	13.3	18.0	2.4	0.2	1.2
	Ocp	1.0	1.2	1.4	4.0	16.3	1.2	1.0	10.0	17.8	34.3
1700-1800	Pro	2.6	53.6	13.2	0.9	1.1	12.3	11.0	3.5	0.2	1.6
	Ocp	1.1	1.4	1.5	2.0	15.6	1.3	1.0	3.3	12.5	43.6
1800-1900	Pro	3.3	58.9	14.5	1.4	0.8	9.6	8.3	1.6	0.1	1.4
	Ocp	1.0	1.1	1.6	2.4	16.0	1.0	1.0	3.5	12.7	31.5
1900-2000	Pro	4.5	59.9	17.0	0.6	1.8	7.1	4.5	1.8	0.3	2.6
	Ocp	1.1	1.2	1.6	1.0	9.5	1.0	1.0	1.3	6.8	23.5
2000-2100	Pro	7.6	65.0	16.2	0.6	1.9	3.5	2.9	0.0	0.2	2.1
	Ocp	1.1	1.3	1.5	8.0	1.8	1.2	1.0	0.0	6.0	16.9
2100-2200	Pro	6.3	57.6	20.5	0.0	1.5	5.1	3.9	3.0	0.3	1.7
	Ocp	1.2	1.2	1.5	0.0	5.4	1.1	1.0	6.1	9.8	20.9
2200-2300	Pro	2.9	73.4	15.3	0.0	1.4	2.4	1.9	0.5	0.5	1.8
	Ocp	1.0	1.2	1.3	0.0	9.0	1.0	1.0	1.0	5.3	12.9
16 hours	Pro	2.6	50.0	13.5	0.8	1.1	12.7	15.0	2.3	0.2	1.7
	Ocp	1.1	1.3	1.5	3.2	9.7	1.2	1.0	5.1	13.7	29.1

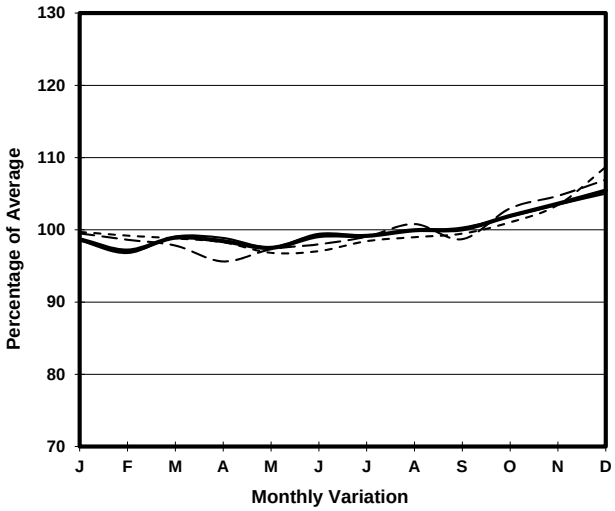
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

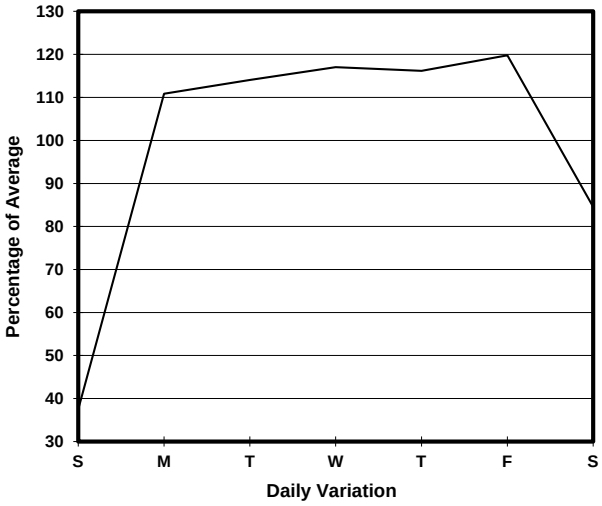
YEAR 2025 **LINK** CONTAINER PORT RD S (from NORTH OF KWAI CHUNG INT to SOUTH OF KWAI CHUNG INT)

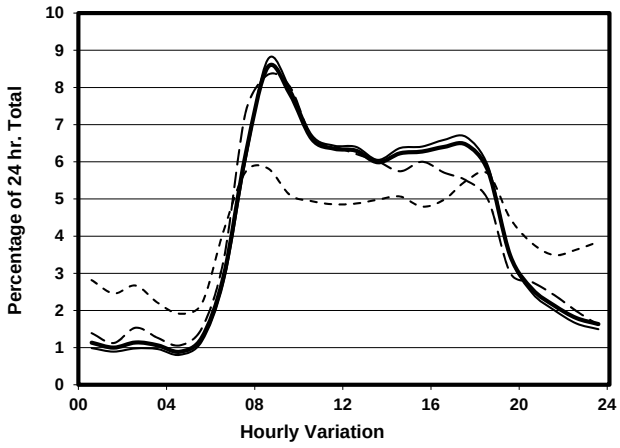
COVERAGE (B) STATION 6214
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

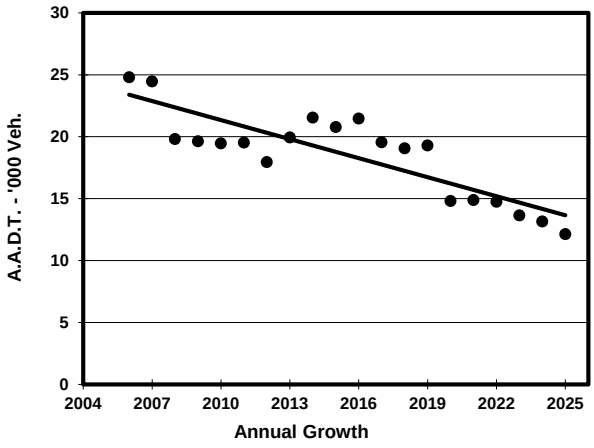


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	6350	7620	5440	2480
R 12 / 24 - %	79.1	80.5	77.1	62.1
R 16 / 24 - %	89.2	90.3	87.0	77.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	540	660	450	140
T - % (AM)	-	27.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	440	540	310	150
T - % (PM)	-	38.4	-	-
Prop.of commercial vehicles - 16 hr.	-	38.3	-	-
NORTH BOUND				
A.A.D.T.	5770	6890	5190	2230
R 12 / 24 - %	78.8	80.1	76.8	62.6
R 16 / 24 - %	88.6	89.5	87.2	78.3
AM Peak Hour	0800-0900	0800-0900	0800-0900	0700-0800
One-way flow at AM peak hour	500	610	430	140
T - % (AM)	-	51.1	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1800-1900
One-way flow at PM peak hour	380	470	300	120
T - % (PM)	-	30.8	-	-
Prop.of commercial vehicles - 16 hr.	-	51.7	-	-

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	2.6	12.1	12.1	0.4	2.2	19.8	46.9	4.0	0.0	0.0
	Ocp	1.0	1.1	1.9	1.0	12.3	1.2	1.2	28.5	0.0	0.0
0800-0900	Pro	1.0	20.6	8.9	0.5	0.7	29.8	35.0	3.5	0.0	0.1
Peak hour	Ocp	1.3	1.2	1.9	3.5	8.3	1.3	1.2	14.9	0.0	1.0
0900-1000	Pro	1.0	15.3	10.7	0.3	0.3	27.7	42.7	2.0	0.0	0.0
	Ocp	1.0	1.1	2.1	4.0	2.0	1.3	1.2	1.0	0.0	0.0
1000-1100	Pro	0.7	20.2	5.8	2.1	0.0	27.7	40.4	3.1	0.0	0.0
	Ocp	1.0	1.1	1.9	2.2	0.0	1.2	1.1	1.0	0.0	0.0
1100-1200	Pro	0.8	11.2	4.4	0.0	0.4	35.3	47.4	0.4	0.0	0.0
	Ocp	1.0	1.3	2.0	0.0	1.0	1.2	1.2	1.0	0.0	0.0
1200-1300	Pro	2.6	20.0	5.6	0.0	0.7	30.4	40.4	0.4	0.0	0.0
	Ocp	1.0	1.3	1.5	0.0	3.5	1.1	1.1	1.0	0.0	0.0
1300-1400	Pro	0.0	15.6	4.6	0.0	0.8	25.9	51.3	1.9	0.0	0.0
	Ocp	0.0	1.3	2.2	0.0	12.0	1.2	1.2	1.0	0.0	0.0
1400-1500	Pro	1.3	14.7	6.7	1.3	1.0	26.4	46.2	2.3	0.0	0.0
	Ocp	1.0	1.1	2.0	2.3	4.7	1.2	1.2	10.9	0.0	0.0
1500-1600	Pro	0.0	12.6	5.0	0.0	1.2	33.0	48.3	0.0	0.0	0.0
	Ocp	0.0	1.2	1.9	0.0	4.0	1.3	1.1	0.0	0.0	0.0
1600-1700	Pro	1.0	14.0	3.6	0.0	1.0	28.5	47.6	4.1	0.0	0.1
	Ocp	1.0	1.0	1.3	0.0	12.5	1.1	1.1	3.3	0.0	1.0
1700-1800	Pro	4.5	15.2	8.1	1.5	0.5	23.7	41.4	5.1	0.0	0.0
	Ocp	1.0	1.2	1.7	2.0	10.0	1.1	1.1	12.8	0.0	0.0
1800-1900	Pro	1.5	37.1	12.2	0.0	1.0	16.8	24.4	7.1	0.0	0.0
	Ocp	1.0	1.1	1.9	0.0	9.0	1.0	1.1	16.5	0.0	0.0
1900-2000	Pro	2.7	37.6	12.5	0.0	1.8	17.0	24.2	3.6	0.0	0.7
	Ocp	1.0	1.3	1.9	0.0	7.5	1.1	1.4	4.3	0.0	1.3
2000-2100	Pro	1.2	40.2	17.1	0.0	1.2	8.5	28.0	3.7	0.0	0.0
	Ocp	1.0	1.0	1.5	0.0	3.0	1.0	1.0	1.0	0.0	0.0
2100-2200	Pro	5.2	27.5	27.5	1.3	1.3	10.5	23.6	2.6	0.0	0.3
	Ocp	1.0	1.4	1.5	1.0	5.0	1.0	1.2	12.0	0.0	1.0
2200-2300	Pro	5.8	26.9	19.2	0.0	1.9	17.3	25.0	3.8	0.0	0.0
	Ocp	1.0	1.0	1.3	0.0	1.0	1.1	1.1	1.0	0.0	0.0
16 hours	Pro	1.5	18.8	8.4	0.5	0.9	26.1	41.0	2.8	0.0	0.1
	Ocp	1.0	1.2	1.8	2.3	7.6	1.2	1.2	10.8	0.0	1.2

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

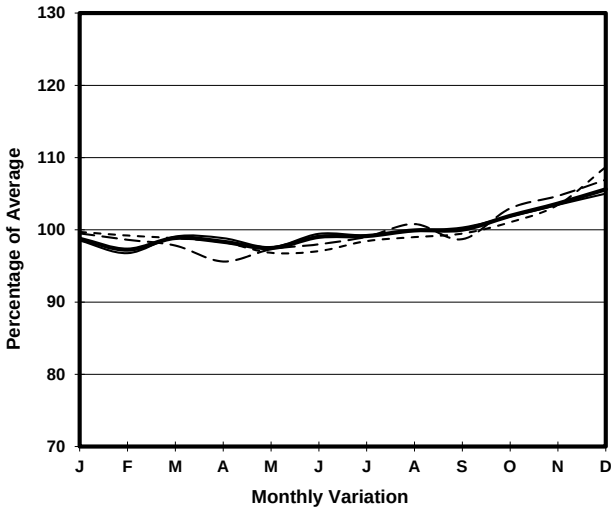
* All traffic data are collected from combined bounds

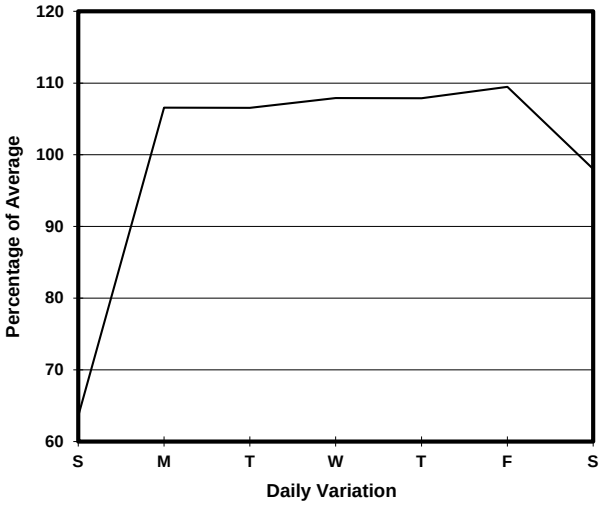
YEAR 2025 **LINK** KWAI TSING RD & TSING YI S BRIDGE (from TSING YI RD to KWAI TAI RD INT)

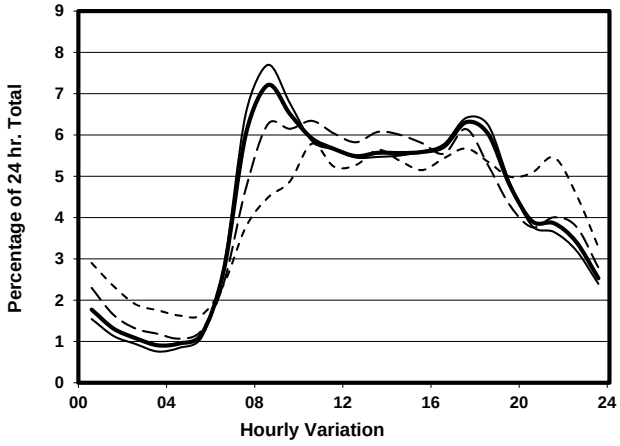
COVERAGE (B) STATION 6219
ROAD NETWORK MAJOR
ROAD TYPE DISTRICT DISTRIBUTOR

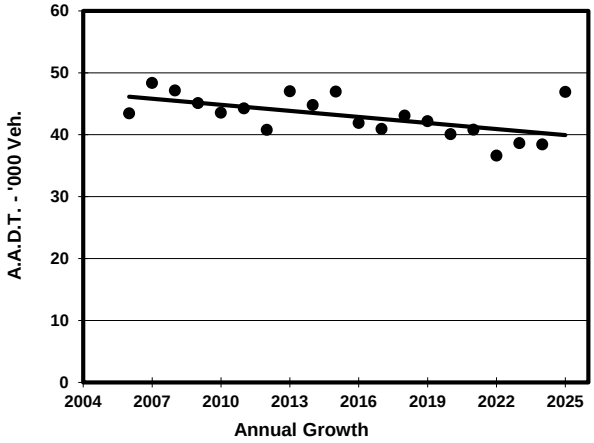


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	23630	25740	23890	16170
R 12 / 24 - %	72.3	73.5	70.6	65.1
R 16 / 24 - %	87.4	88.2	85.8	83.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	1760	2050	1590	890
T - % (AM)	-	16.0	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	1480	1640	1470	880
T - % (PM)	-	19.6	-	-
Prop.of commercial vehicles - 16 hr.	-	19.6	-	-
WEST BOUND				
A.A.D.T.	23270	25770	23070	14240
R 12 / 24 - %	70.8	72.4	69.7	58.6
R 16 / 24 - %	87.6	88.6	86.2	80.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	1620	1920	1400	590
T - % (AM)	-	24.8	-	-
PM Peak Hour	1700-1800	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	1480	1690	1440	850
T - % (PM)	-	20.3	-	-
Prop.of commercial vehicles - 16 hr.	-	27.4	-	-

3. OTHER INFORMATION AND COMMENT

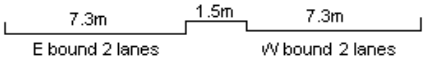
4. Vehicle classification and occupancy - Monday to Friday

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	4.5	21.9	22.2	0.9	5.1	20.5	13.3	8.4	0.2	3.0
	Ocp	1.0	1.2	2.0	4.6	13.2	1.3	1.2	12.4	14.7	52.9
0800-0900	Pro	2.9	31.8	21.0	1.3	3.8	18.9	14.9	3.0	0.1	2.4
Peak hour	Ocp	1.0	1.2	2.0	7.8	15.5	1.2	1.2	12.8	17.5	52.2
0900-1000	Pro	1.5	30.7	14.9	1.0	3.9	27.1	16.0	2.0	0.1	2.7
	Ocp	1.1	1.3	1.9	1.3	14.7	1.3	1.2	4.4	9.8	28.6
1000-1100	Pro	2.0	25.2	14.3	0.3	3.8	28.0	23.8	0.4	0.1	2.2
	Ocp	1.1	1.3	2.0	5.5	10.0	1.3	1.1	1.7	8.0	29.0
1100-1200	Pro	0.7	23.0	10.6	0.7	3.2	30.5	27.8	1.0	0.2	2.4
	Ocp	1.0	1.3	1.7	1.5	13.3	1.1	1.1	10.5	7.0	30.6
1200-1300	Pro	0.8	25.3	13.2	1.5	4.4	26.9	23.6	1.5	0.2	2.6
	Ocp	1.0	1.1	1.7	4.9	8.8	1.1	1.1	4.9	7.5	25.0
1300-1400	Pro	1.2	24.2	13.7	1.0	3.7	29.0	22.9	1.6	0.1	2.5
	Ocp	1.0	1.2	1.8	1.4	11.7	1.2	1.1	3.3	4.0	25.9
1400-1500	Pro	2.5	26.8	9.8	0.6	3.4	25.6	27.4	1.3	0.1	2.5
	Ocp	1.0	1.3	1.9	2.3	12.4	1.2	1.2	1.2	9.5	29.0
1500-1600	Pro	3.1	26.5	14.4	0.8	3.0	29.5	17.2	2.8	0.2	2.5
	Ocp	1.2	1.2	1.7	9.6	14.6	1.2	1.2	3.7	13.5	38.4
1600-1700	Pro	3.8	25.0	13.4	2.7	3.8	21.5	21.4	5.1	0.1	3.2
	Ocp	1.1	1.3	1.8	4.1	15.6	1.4	1.2	2.1	15.3	40.6
1700-1800	Pro	5.4	30.0	13.9	1.0	4.0	22.1	17.8	3.0	0.1	2.7
	Ocp	1.0	1.3	1.9	1.6	16.3	1.1	1.1	5.2	15.8	45.6
1800-1900	Pro	3.7	43.8	17.9	0.1	4.5	13.7	10.1	2.8	0.1	3.4
	Ocp	1.2	1.2	1.9	1.0	15.5	1.1	1.2	22.3	17.0	55.1
1900-2000	Pro	3.8	41.6	17.2	0.5	5.8	13.2	10.3	3.8	0.1	3.7
	Ocp	1.1	1.2	1.8	3.0	12.0	1.1	1.1	4.6	12.5	40.7
2000-2100	Pro	4.1	40.7	18.5	0.0	7.2	11.5	9.6	4.6	0.2	3.8
	Ocp	1.2	1.1	1.7	0.0	11.2	1.1	1.1	8.3	8.0	32.4
2100-2200	Pro	5.2	42.9	21.4	0.0	4.3	12.1	7.8	2.1	0.0	4.2
	Ocp	1.0	1.1	1.4	0.0	13.1	1.1	1.0	2.9	0.0	31.8
2200-2300	Pro	2.3	46.7	23.7	0.0	5.7	6.3	9.7	2.3	0.2	3.0
	Ocp	1.0	1.1	1.9	0.0	9.8	1.2	1.1	9.1	6.0	18.8
16 hours	Pro	3.0	30.6	16.1	0.9	4.2	21.9	17.5	2.9	0.1	2.8
	Ocp	1.1	1.2	1.8	4.1	13.1	1.2	1.1	8.3	11.7	38.1

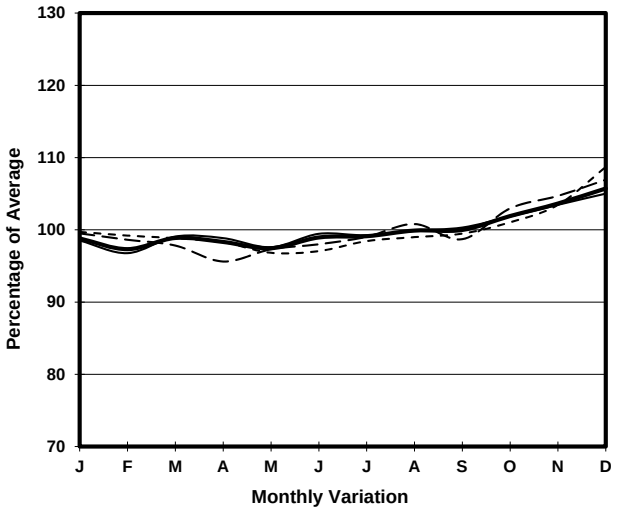
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

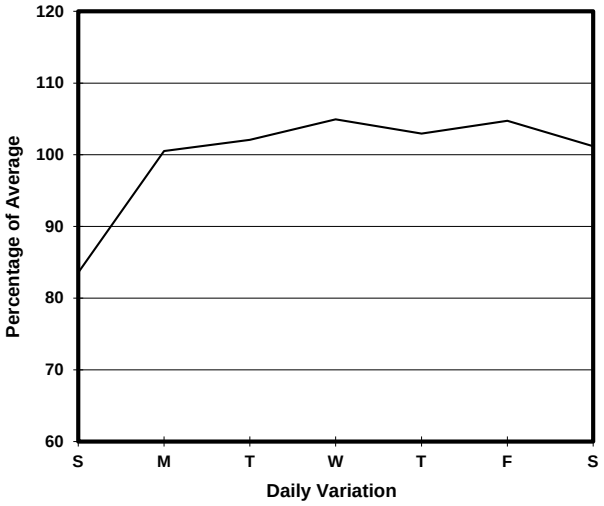
YEAR 2025 **LINK** TSING YI N COASTAL RD FO (from TSING TSUEN RD to TAM KON SHAN INT W END)

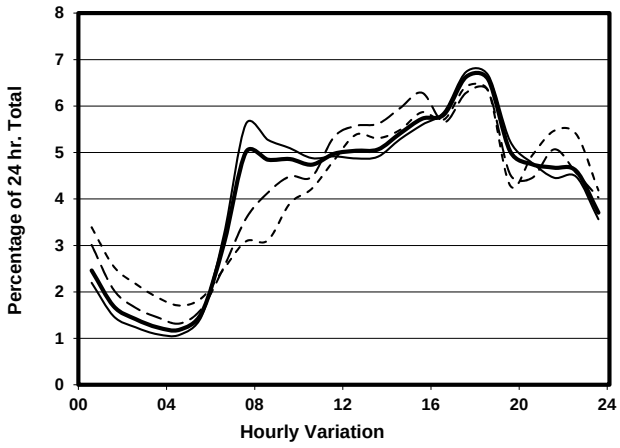
COVERAGE (B) STATION 6221
ROAD NETWORK MAJOR
ROAD TYPE PRIMARY DISTRIBUTOR

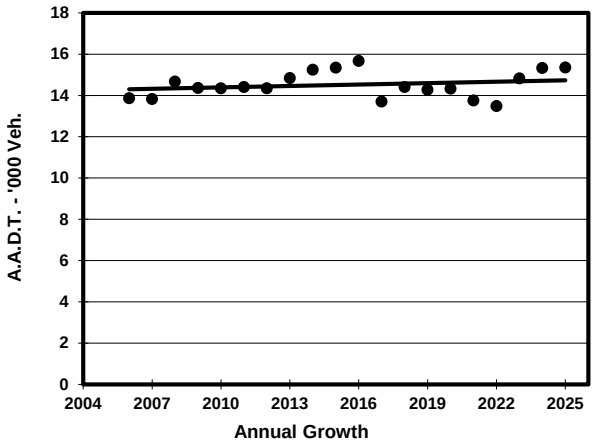


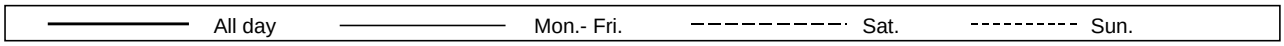
1. TRAFFIC FLOW VARIATION AND GROWTH











2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	6370	6590	6700	5290
R 12 / 24 - %	69.0	70.3	66.8	63.5
R 16 / 24 - %	84.8	86.0	82.8	80.0
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	320	350	270	220
T - % (AM)	-	27.2	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	460	480	460	360
T - % (PM)	-	27.4	-	-
Prop.of commercial vehicles - 16 hr.	-	24.0	-	-
WEST BOUND				
A.A.D.T.	8980	9360	8990	7640
R 12 / 24 - %	61.6	62.5	61.4	57.0
R 16 / 24 - %	83.0	83.7	81.9	79.6
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	510	600	430	290
T - % (AM)	-	24.1	-	-
PM Peak Hour	1800-1900	1700-1800	1800-1900	1800-1900
One-way flow at PM peak hour	560	590	550	470
T - % (PM)	-	35.6	-	-
Prop.of commercial vehicles - 16 hr.	-	25.3	-	-

3. OTHER INFORMATION AND COMMENT

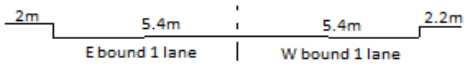
4. Vehicle classification and occupancy - Monday to Friday

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	5.6	45.2	16.7	2.6	0.0	7.0	15.6	4.8	0.0	2.5
	Ocp	1.0	1.2	1.8	9.0	0.0	1.1	1.0	20.1	0.0	26.7
0800-0900	Pro	0.7	51.6	18.0	0.7	0.0	7.3	13.8	5.2	0.0	2.8
	Ocp	1.0	1.2	2.0	7.5	0.0	1.2	1.2	7.4	0.0	25.4
0900-1000	Pro	1.6	47.4	13.0	0.0	0.0	13.0	18.2	4.3	0.0	2.5
	Ocp	1.0	1.3	1.7	0.0	0.0	1.2	1.2	7.6	0.0	24.7
1000-1100	Pro	0.0	30.9	14.2	0.0	0.0	24.5	23.6	4.3	0.0	2.6
	Ocp	0.0	1.3	1.7	0.0	0.0	1.3	1.1	4.5	0.0	13.5
1100-1200	Pro	0.5	42.4	12.0	0.0	0.0	18.0	22.9	1.1	0.0	3.1
	Ocp	1.0	1.4	1.5	0.0	0.0	1.2	1.2	39.0	0.0	17.4
1200-1300	Pro	1.3	53.5	8.3	0.6	0.0	11.5	19.1	1.9	0.0	3.8
	Ocp	1.0	1.5	1.8	1.0	0.0	1.7	1.2	16.0	0.0	19.3
1300-1400	Pro	2.6	33.7	19.5	0.5	0.0	16.8	21.1	2.1	0.0	3.7
	Ocp	1.0	1.4	1.5	7.0	0.0	1.4	1.2	9.3	0.0	16.4
1400-1500	Pro	0.6	39.5	10.5	0.0	0.0	18.5	26.5	1.2	0.0	3.1
	Ocp	1.0	1.4	1.9	0.0	0.0	1.3	1.0	23.0	0.0	13.0
1500-1600	Pro	1.2	41.5	21.3	0.0	0.0	11.5	15.6	4.6	0.0	4.3
	Ocp	1.0	1.3	1.4	0.0	0.0	1.5	1.1	6.1	0.0	20.3
1600-1700	Pro	2.6	45.0	14.7	0.0	0.0	14.7	16.8	2.6	0.0	3.7
	Ocp	1.0	1.4	1.6	0.0	0.0	1.9	1.1	10.8	0.0	29.4
1700-1800	Pro	2.0	45.1	9.0	0.0	0.0	13.5	19.5	7.5	0.0	3.4
Peak hour	Ocp	1.0	1.6	1.7	0.0	0.0	1.4	1.1	20.4	0.0	40.5
1800-1900	Pro	2.4	69.8	7.9	0.4	0.0	4.7	7.9	4.7	0.0	2.3
	Ocp	1.0	1.5	1.9	10.0	0.0	1.2	1.1	32.5	0.0	44.2
1900-2000	Pro	0.0	60.1	17.3	0.0	0.0	5.1	10.2	3.2	0.0	4.2
	Ocp	0.0	1.1	1.4	0.0	0.0	1.0	1.0	14.4	0.0	34.2
2000-2100	Pro	4.9	47.6	17.2	0.0	0.0	7.4	16.4	2.5	0.0	3.9
	Ocp	1.0	1.1	1.8	0.0	0.0	1.0	1.0	10.7	0.0	26.1
2100-2200	Pro	1.8	36.5	21.4	0.0	0.0	11.6	19.6	5.3	0.0	3.8
	Ocp	1.5	1.0	1.6	0.0	0.0	1.0	1.0	7.5	0.0	19.2
2200-2300	Pro	0.0	36.5	22.5	0.0	0.0	12.9	19.3	4.3	0.0	4.6
	Ocp	0.0	1.1	1.4	0.0	0.0	1.0	1.0	5.0	0.0	11.9
16 hours	Pro	1.8	46.2	14.7	0.4	0.0	12.2	17.5	3.9	0.0	3.2
	Ocp	1.0	1.3	1.7	8.0	0.0	1.3	1.1	14.2	0.0	24.4

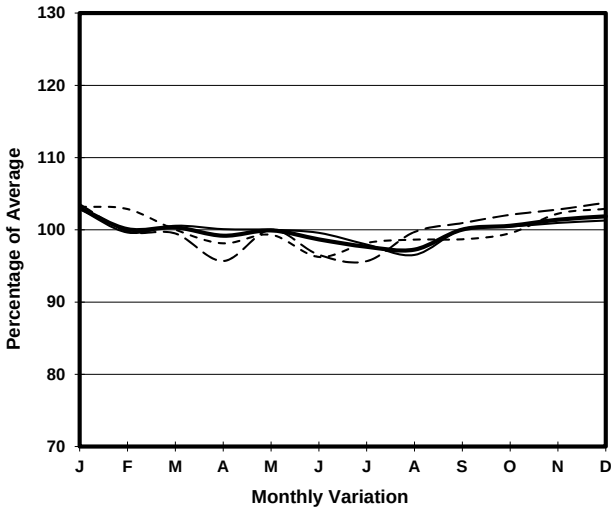
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

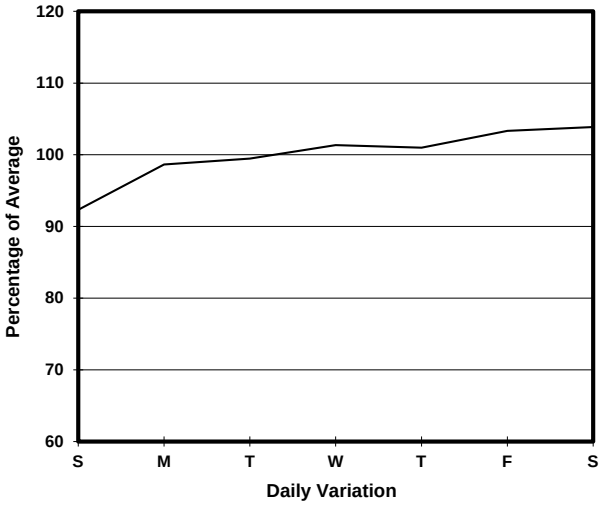
YEAR 2025 **LINK** SAI SHA RD (from NIN WAH RD to NAI CHUNG)

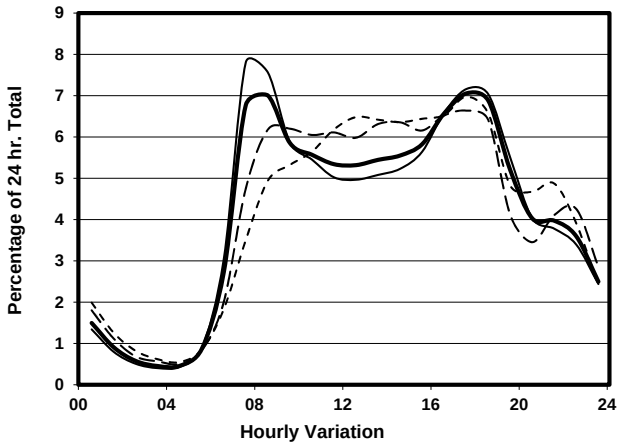
COVERAGE (B) STATION 6222
ROAD NETWORK MAJOR
ROAD TYPE RURAL ROAD

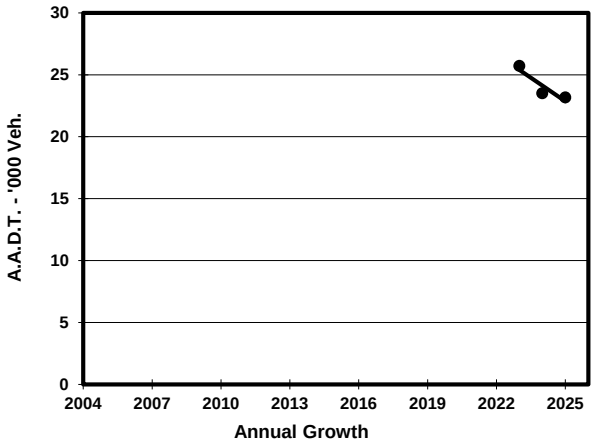


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	11590	11750	11920	10780
R 12 / 24 - %	69.9	69.9	71.1	68.2
R 16 / 24 - %	89.7	90.2	88.6	88.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0800-0900
One-way flow at AM peak hour	820	900	760	560
T - % (AM)	-	9.4	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	800	860	740	690
T - % (PM)	-	6.6	-	-
Prop.of commercial vehicles - 16 hr.	-	8.3	-	-
WEST BOUND				
A.A.D.T.	11580	11680	12280	10710
R 12 / 24 - %	76.5	77.0	76.2	74.6
R 16 / 24 - %	90.3	90.1	90.6	90.8
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	890	1080	810	610
T - % (AM)	-	3.3	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	870	870	910	830
T - % (PM)	-	3.3	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-

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	4.1	69.0	6.2	2.5	2.5	10.9	1.9	1.6	0.0	1.4
Peak hour	Ocp	1.0	1.3	1.7	4.0	14.0	1.6	1.0	17.6	0.0	37.1
0800-0900	Pro	1.0	68.0	9.9	1.0	2.4	10.6	3.8	2.2	0.0	1.3
	Ocp	1.5	1.3	1.8	3.8	11.4	1.7	1.3	7.7	0.0	38.5
0900-1000	Pro	1.5	61.2	11.9	0.4	1.9	13.0	5.2	2.6	0.1	2.3
	Ocp	1.0	1.4	2.5	1.0	14.4	1.5	1.4	31.3	1.0	26.3
1000-1100	Pro	0.8	54.0	13.0	0.0	1.9	16.5	11.1	0.4	0.0	2.4
	Ocp	1.0	1.4	1.8	0.0	7.0	1.5	1.4	6.0	0.0	17.8
1100-1200	Pro	0.9	60.8	8.6	0.5	1.8	17.6	7.2	0.0	0.0	2.7
	Ocp	1.0	1.6	2.0	1.0	13.3	1.5	1.3	0.0	0.0	24.1
1200-1300	Pro	2.0	64.3	9.6	1.0	1.5	11.6	6.6	0.5	0.0	2.8
	Ocp	1.0	1.5	1.4	3.0	6.0	1.1	1.0	3.0	0.0	26.4
1300-1400	Pro	2.8	67.1	6.9	0.5	0.9	12.0	5.1	2.3	0.0	2.5
	Ocp	1.0	1.6	1.6	1.0	12.0	1.7	1.1	27.2	0.0	24.6
1400-1500	Pro	0.9	59.2	10.8	0.9	1.3	16.9	7.4	0.0	0.0	2.7
	Ocp	1.0	1.5	1.8	2.0	11.3	1.4	1.4	0.0	0.0	23.4
1500-1600	Pro	2.0	57.7	8.0	3.5	3.5	16.4	6.0	0.0	0.0	3.0
	Ocp	1.0	1.3	1.8	4.7	6.0	1.6	1.3	0.0	0.0	25.5
1600-1700	Pro	0.4	57.5	11.7	1.3	4.3	18.6	3.0	0.9	0.0	2.4
	Ocp	1.0	1.7	2.1	1.7	10.0	1.7	1.4	1.0	0.0	29.3
1700-1800	Pro	6.7	58.7	12.8	0.3	5.1	11.9	1.6	0.6	0.0	2.1
	Ocp	1.0	1.6	1.7	5.0	15.4	1.2	1.6	1.0	0.0	44.9
1800-1900	Pro	0.8	78.2	5.5	0.0	3.0	7.2	2.1	0.8	0.0	2.3
	Ocp	1.5	1.4	1.9	0.0	13.3	1.2	1.2	31.0	0.0	28.6
1900-2000	Pro	1.6	78.1	10.9	0.4	2.4	3.2	0.4	0.8	0.0	2.2
	Ocp	1.0	1.6	1.7	1.0	6.5	1.5	1.0	20.5	0.0	21.6
2000-2100	Pro	1.4	75.2	12.0	0.0	2.1	3.5	2.1	0.0	0.0	3.7
	Ocp	1.5	1.5	1.6	0.0	9.3	1.2	1.3	0.0	0.0	19.9
2100-2200	Pro	6.5	67.7	17.7	0.0	1.2	2.4	1.8	0.6	0.0	2.2
	Ocp	1.1	1.5	1.6	0.0	4.0	1.5	1.0	1.0	0.0	14.1
2200-2300	Pro	5.1	72.4	15.4	0.0	1.5	3.7	0.0	0.0	0.0	2.0
	Ocp	1.1	1.6	1.5	0.0	7.5	1.2	0.0	0.0	0.0	13.5
16 hours	Pro	2.3	65.2	10.4	0.8	2.4	11.4	4.1	1.0	0.1	2.3
	Ocp	1.1	1.5	1.8	3.4	11.1	1.5	1.3	17.0	1.0	26.6

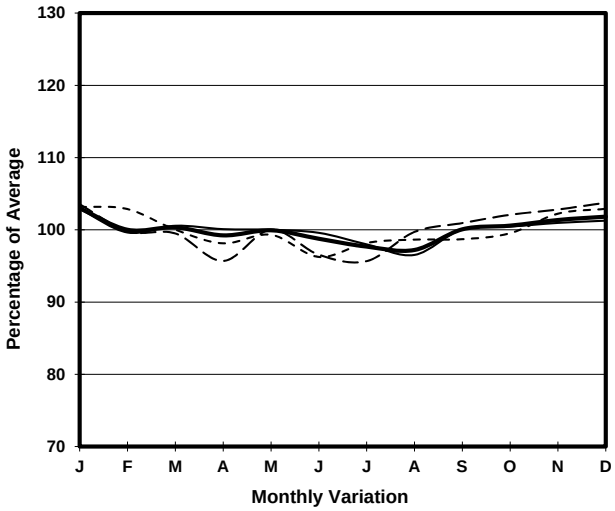
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

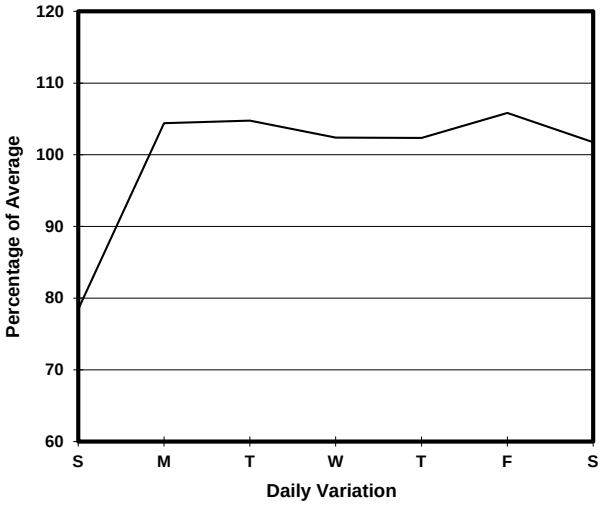
YEAR 2025 **LINK** HANG HAU RD (from PO NING RD to CLEAR WATER BAY RD)

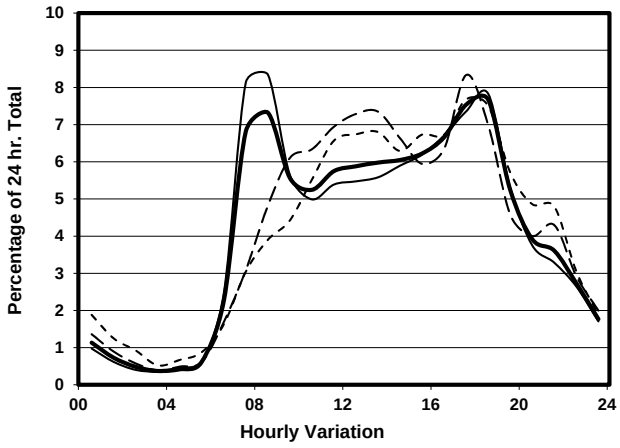
COVERAGE (B) STATION 6223
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

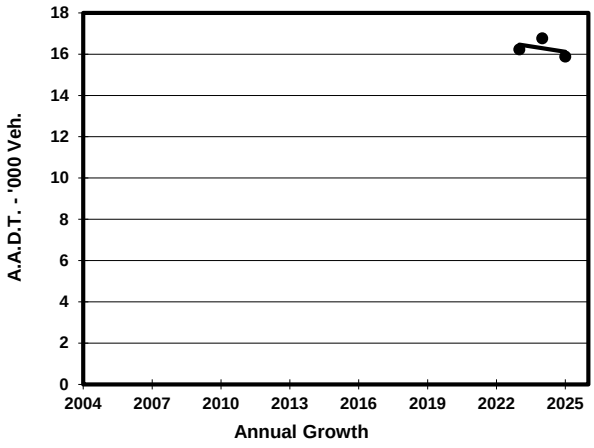


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	7860	8320	7900	6140
R 12 / 24 - %	79.4	80.2	79.2	74.4
R 16 / 24 - %	92.5	92.7	92.6	91.2
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	720	930	550	290
T - % (AM)	-	10.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	580	610	680	520
T - % (PM)	-	3.7	-	-
Prop.of commercial vehicles - 16 hr.	-	4.9	-	-
NORTH BOUND				
A.A.D.T.	8020	8380	8470	6470
R 12 / 24 - %	74.0	74.9	73.3	69.6
R 16 / 24 - %	91.9	92.3	91.4	89.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	530	620	460	270
T - % (AM)	-	6.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	640	700	690	450
T - % (PM)	-	5.2	-	-
Prop.of commercial vehicles - 16 hr.	-	6.4	-	-

3. OTHER INFORMATION AND COMMENT

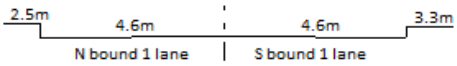
4. Vehicle classification and occupancy - Monday to Friday

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	1.4	62.8	6.6	1.4	14.6	3.3	0.9	7.6	0.0	1.3
	Ocp	1.0	1.2	1.8	6.0	14.1	1.0	1.5	13.8	0.0	27.9
0800-0900	Pro	0.7	78.5	4.0	1.3	8.7	1.0	2.3	2.0	0.0	1.3
Peak hour	Ocp	1.5	1.2	1.4	1.8	13.0	1.0	1.1	13.0	0.0	42.3
0900-1000	Pro	2.1	64.4	9.5	0.0	16.4	3.2	1.6	0.5	0.0	2.4
	Ocp	1.0	1.2	1.4	0.0	6.8	1.7	1.0	1.0	0.0	22.7
1000-1100	Pro	3.2	48.1	9.6	0.0	23.2	8.0	3.2	2.4	0.0	2.2
	Ocp	1.0	1.2	1.5	0.0	8.3	1.9	1.0	9.7	0.0	27.2
1100-1200	Pro	3.7	56.9	8.0	1.5	18.2	6.6	1.5	1.5	0.0	2.2
	Ocp	1.0	1.3	1.2	1.0	10.8	1.3	1.0	1.5	0.0	26.3
1200-1300	Pro	4.5	60.4	8.2	3.0	17.2	4.5	0.0	0.0	0.0	2.2
	Ocp	1.2	1.2	1.1	1.3	9.8	1.8	0.0	0.0	0.0	25.5
1300-1400	Pro	3.3	48.1	14.7	0.8	17.1	9.0	3.3	1.6	0.0	2.2
	Ocp	1.0	1.2	1.4	2.0	12.7	1.1	1.0	1.0	0.0	31.5
1400-1500	Pro	2.7	58.3	11.0	0.7	16.5	5.5	2.1	1.4	0.0	1.9
	Ocp	1.0	1.3	1.3	1.0	9.9	1.1	1.7	1.0	0.0	29.4
1500-1600	Pro	0.0	60.6	12.9	2.5	12.9	3.7	3.1	2.5	0.0	2.0
	Ocp	0.0	1.3	1.2	5.0	11.0	2.5	1.0	10.0	0.0	22.4
1600-1700	Pro	4.6	55.9	10.5	2.6	14.5	3.9	2.0	2.6	0.0	3.3
	Ocp	1.0	1.4	1.6	3.3	11.8	1.3	1.3	9.5	0.0	37.7
1700-1800	Pro	4.6	64.4	10.5	0.6	11.6	4.1	0.6	1.2	0.0	2.5
	Ocp	1.0	1.3	1.7	1.0	17.0	1.7	2.0	8.0	0.0	52.6
1800-1900	Pro	4.6	68.3	7.7	0.4	13.1	1.5	0.8	2.3	0.0	1.3
	Ocp	1.0	1.2	1.6	1.0	17.2	1.3	1.0	31.0	0.0	60.1
1900-2000	Pro	3.4	65.9	6.1	0.0	20.2	1.3	0.0	1.3	0.0	1.8
	Ocp	1.0	1.2	1.3	0.0	12.5	1.5	0.0	1.0	0.0	52.0
2000-2100	Pro	0.8	71.6	8.0	0.0	16.1	1.6	0.0	0.0	0.0	1.8
	Ocp	1.0	1.1	1.7	0.0	12.6	1.0	0.0	0.0	0.0	29.4
2100-2200	Pro	2.4	57.8	15.3	1.2	20.1	0.0	0.0	0.0	0.0	3.2
	Ocp	1.0	1.1	1.2	1.0	9.9	0.0	0.0	0.0	0.0	22.7
2200-2300	Pro	0.0	39.0	22.8	0.0	29.3	0.0	0.0	0.0	0.0	8.9
	Ocp	0.0	1.0	1.3	0.0	5.9	0.0	0.0	0.0	0.0	10.5
16 hours	Pro	2.7	62.9	9.0	1.0	15.3	3.5	1.4	2.0	0.0	2.1
	Ocp	1.0	1.2	1.4	2.7	11.7	1.5	1.2	12.3	0.0	33.3

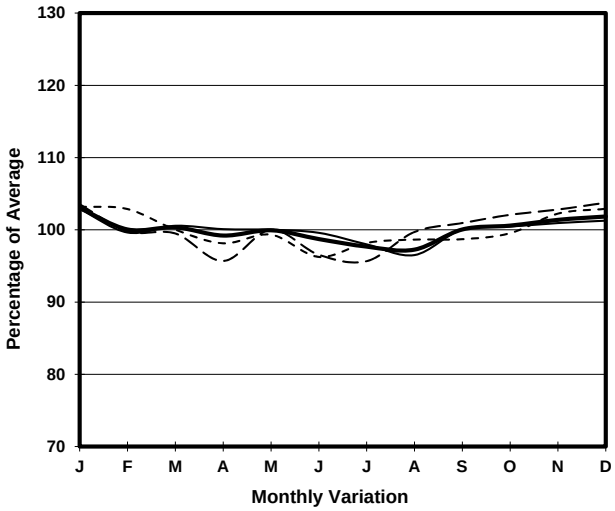
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

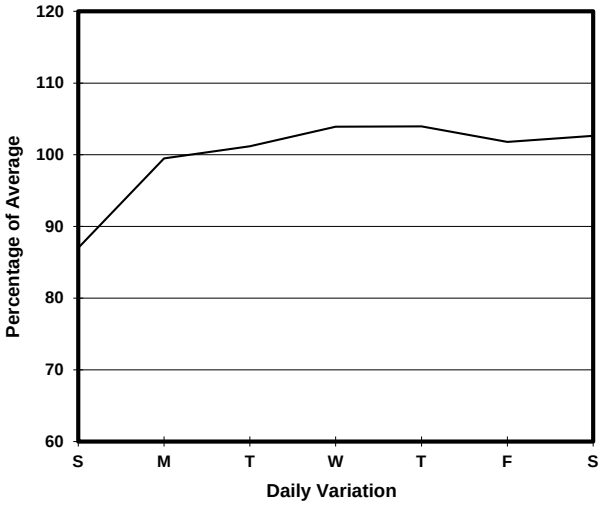
YEAR 2025 **LINK** YING YIP RD (from PO NING RD to CLEAR WATER BAY RD)

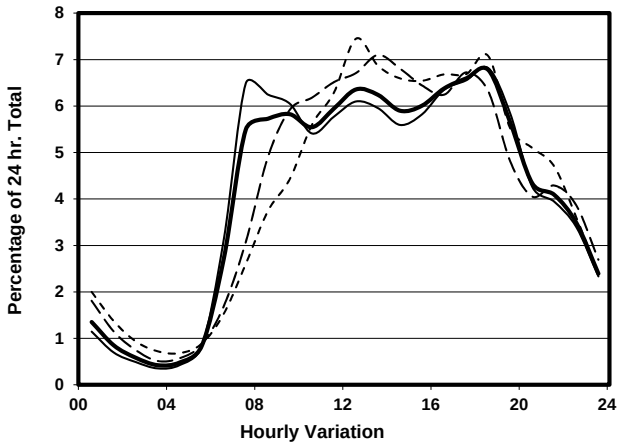
COVERAGE (B) STATION 6224
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

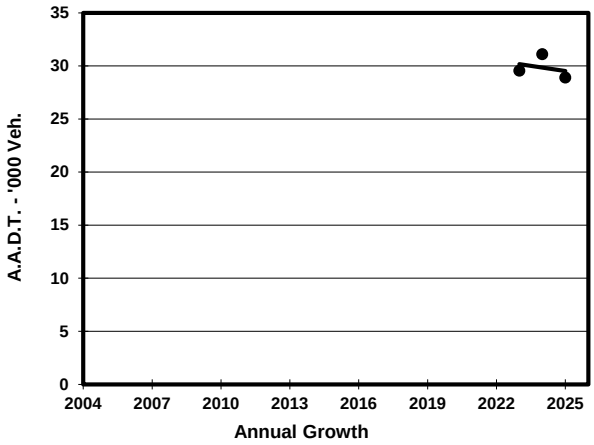


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	17350	17910	18000	14810
R 12 / 24 - %	78.7	79.2	78.8	76.0
R 16 / 24 - %	91.4	91.3	92.1	91.3
AM Peak Hour	0900-1000	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	1140	1310	1230	720
T - % (AM)	-	-	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1800-1900
One-way flow at PM peak hour	1160	1170	1280	1140
T - % (PM)	-	4.8	-	-
Prop.of commercial vehicles - 16 hr.	-	1.8	-	-
NORTH BOUND				
A.A.D.T.	11550	11790	11920	10530
R 12 / 24 - %	63.9	64.0	64.1	62.9
R 16 / 24 - %	88.8	89.5	86.7	86.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	570	650	550	400
T - % (AM)	-	3.8	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1800-1900
One-way flow at PM peak hour	820	880	770	660
T - % (PM)	-	1.2	-	-
Prop.of commercial vehicles - 16 hr.	-	2.5	-	-

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	3.3	85.9	3.6	0.9	1.8	3.9	0.0	0.6	0.0	0.0
	Ocp	1.0	1.8	2.3	10.3	11.5	1.2	0.0	29.0	0.0	0.0
0800-0900	Pro	1.4	77.5	11.6	0.3	1.7	4.9	0.6	2.0	0.0	0.0
	Ocp	1.2	1.3	2.0	5.0	15.8	1.3	3.5	16.4	0.0	0.0
0900-1000	Pro	1.2	70.4	11.8	0.6	1.9	9.6	3.1	1.2	0.0	0.1
	Ocp	1.3	1.4	1.5	2.5	14.2	1.5	1.6	9.3	0.0	1.0
1000-1100	Pro	4.0	65.7	12.5	0.3	3.7	11.9	1.8	0.0	0.0	0.1
	Ocp	1.0	1.4	1.9	10.0	9.3	1.6	1.5	0.0	0.0	1.0
1100-1200	Pro	4.0	65.6	10.5	0.0	1.5	16.7	1.8	0.0	0.0	0.0
	Ocp	1.0	1.5	1.8	0.0	15.3	1.7	1.8	0.0	0.0	0.0
1200-1300	Pro	6.3	69.9	12.6	0.0	2.4	6.6	1.7	0.4	0.0	0.0
	Ocp	1.0	1.4	1.5	0.0	11.3	1.5	1.2	5.0	0.0	0.0
1300-1400	Pro	2.6	65.9	14.2	0.4	2.2	8.6	4.7	1.3	0.0	0.0
	Ocp	1.0	1.3	1.9	1.0	14.2	1.3	2.0	1.3	0.0	0.0
1400-1500	Pro	1.7	67.9	12.0	0.0	1.7	13.7	1.7	1.3	0.0	0.0
	Ocp	1.0	1.3	1.8	0.0	15.5	1.2	1.0	1.0	0.0	0.0
1500-1600	Pro	0.0	68.7	20.2	0.9	1.3	6.0	1.3	1.7	0.0	0.0
	Ocp	0.0	1.3	1.6	7.5	13.7	1.4	1.0	7.8	0.0	0.0
1600-1700	Pro	2.7	63.5	16.0	0.8	1.1	11.8	1.5	2.7	0.0	0.0
	Ocp	1.0	1.3	1.9	1.5	18.3	1.2	1.3	3.1	0.0	0.0
1700-1800	Pro	4.1	77.8	9.2	1.2	1.2	5.0	0.9	0.6	0.0	0.0
	Ocp	1.0	1.4	1.9	2.3	18.0	1.3	1.0	1.0	0.0	0.0
1800-1900	Pro	7.3	66.1	19.6	0.0	1.4	4.6	0.0	0.9	0.0	0.1
Peak hour	Ocp	1.1	1.3	1.8	0.0	20.0	1.4	0.0	4.5	0.0	1.0
1900-2000	Pro	1.6	76.6	17.8	0.0	1.3	2.8	0.0	0.0	0.0	0.0
	Ocp	1.0	1.4	1.6	0.0	14.5	1.0	0.0	0.0	0.0	0.0
2000-2100	Pro	5.4	74.9	13.3	0.0	1.5	3.4	0.0	1.5	0.0	0.0
	Ocp	1.0	1.1	1.7	0.0	7.3	1.0	0.0	5.0	0.0	0.0
2100-2200	Pro	6.2	77.0	14.2	0.0	1.2	1.2	0.0	0.0	0.0	0.2
	Ocp	1.0	1.1	1.6	0.0	16.5	1.0	0.0	0.0	0.0	1.0
2200-2300	Pro	1.9	72.0	20.4	0.0	1.9	1.9	0.0	1.9	0.0	0.0
	Ocp	1.0	1.2	1.7	0.0	11.7	1.0	0.0	18.7	0.0	0.0
16 hours	Pro	3.2	71.9	13.1	0.4	1.8	7.3	1.2	1.0	0.0	0.1
	Ocp	1.0	1.4	1.8	4.9	13.5	1.4	1.6	8.7	0.0	1.0

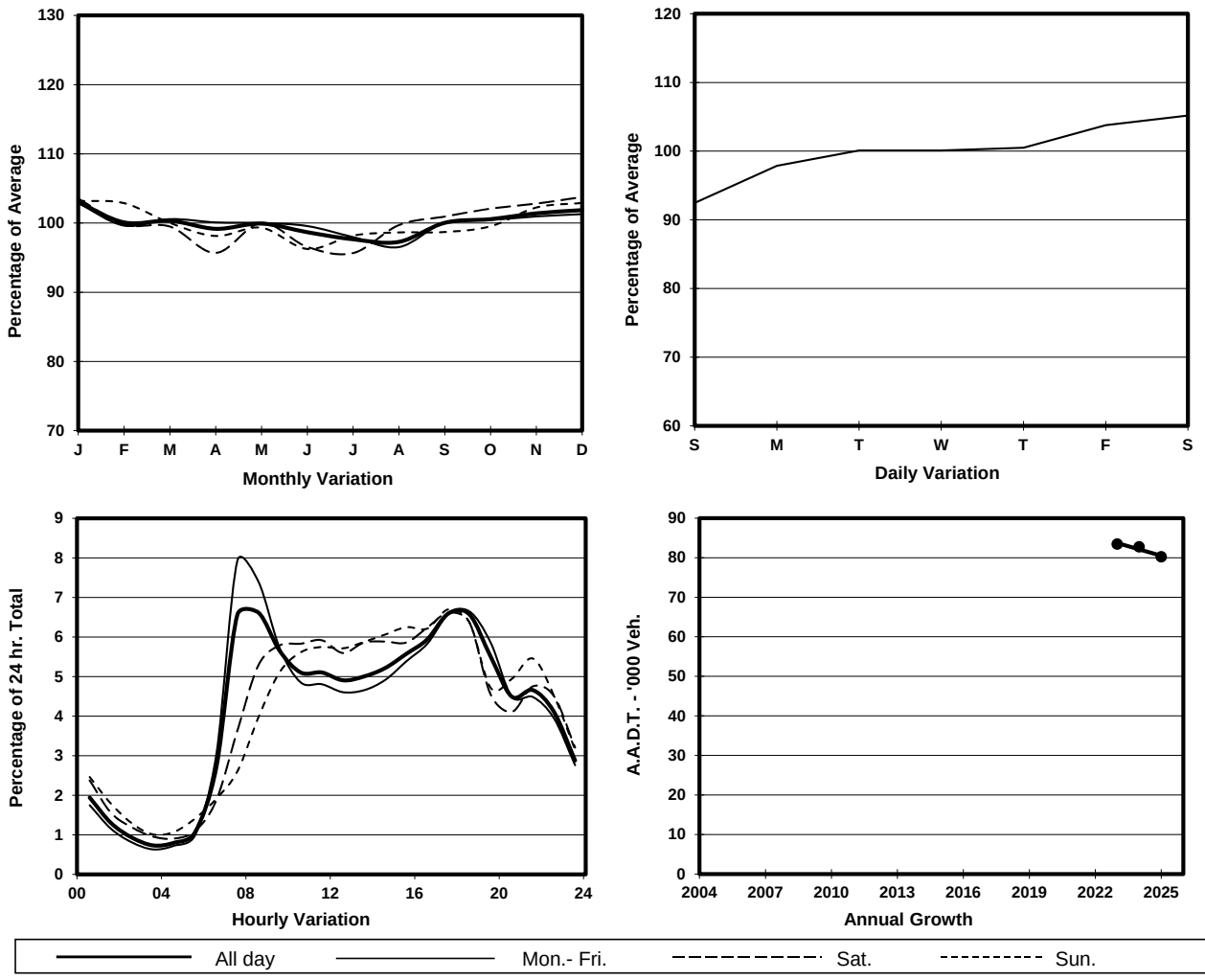
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

YEAR 2025 **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.	40690	41120	43010	37340
R 12 / 24 - %	72.7	73.5	72.3	69.3
R 16 / 24 - %	88.1	88.3	87.8	86.9
AM Peak Hour	0700-0800	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	3410	4240	2670	2150
T - % (AM)	-	8.9	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2630	2580	2910	2670
T - % (PM)	-	6.4	-	-
Prop.of commercial vehicles - 16 hr.	-	6.0	-	-
NORTH BOUND				
A.A.D.T.	39500	39740	41800	37140
R 12 / 24 - %	64.9	65.0	65.4	63.2
R 16 / 24 - %	87.2	87.9	85.8	84.8
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2200	2440	2240	1660
T - % (AM)	-	9.2	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	2950	3140	2760	2360
T - % (PM)	-	7.4	-	-
Prop.of commercial vehicles - 16 hr.	-	11.4	-	-

3. OTHER INFORMATION AND COMMENT

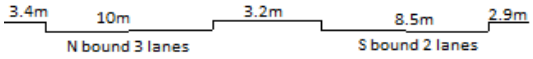
4. Vehicle classification and occupancy - Monday to Friday

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	1.0	55.9	16.1	1.3	3.8	9.2	4.0	4.3	0.0	4.3
Peak hour	Ocp	1.3	1.4	2.1	2.9	14.2	1.1	1.2	7.4	0.0	27.0
0800-0900	Pro	3.0	68.4	10.5	1.0	2.1	7.8	2.7	1.9	0.0	2.5
	Ocp	1.1	1.4	1.7	5.4	13.9	1.3	1.5	11.1	0.0	35.9
0900-1000	Pro	0.5	63.8	15.6	0.8	1.7	8.9	3.9	2.5	0.0	2.1
	Ocp	1.0	1.6	1.8	1.3	9.2	1.3	1.6	14.9	0.0	18.9
1000-1100	Pro	0.8	55.9	13.3	0.6	4.2	15.4	4.9	2.1	0.2	2.8
	Ocp	1.0	1.2	1.7	1.8	7.6	1.2	1.4	5.4	1.0	19.0
1100-1200	Pro	1.3	54.9	12.8	1.2	2.8	17.3	5.1	2.3	0.0	2.2
	Ocp	1.1	1.2	1.6	1.5	8.8	1.2	1.4	7.9	0.0	19.1
1200-1300	Pro	1.5	43.4	17.3	1.7	5.5	18.6	5.2	4.0	0.1	2.8
	Ocp	1.2	1.3	1.6	3.4	6.8	1.3	1.2	5.1	6.0	19.1
1300-1400	Pro	2.1	59.2	11.5	0.9	2.9	13.8	5.1	2.9	0.1	1.6
	Ocp	1.1	1.5	2.2	2.2	8.7	1.2	1.3	11.7	4.0	20.5
1400-1500	Pro	1.6	54.2	14.7	1.3	2.3	16.2	4.5	2.3	0.1	2.7
	Ocp	1.0	1.5	1.6	1.6	11.2	1.3	1.4	8.1	2.3	16.7
1500-1600	Pro	1.4	54.7	13.2	4.0	2.3	14.8	3.0	4.0	0.0	2.8
	Ocp	1.3	1.2	1.5	8.7	12.6	1.3	1.2	11.5	0.0	20.1
1600-1700	Pro	2.6	52.1	13.6	2.4	3.0	15.6	4.9	3.3	0.0	2.6
	Ocp	1.0	1.2	1.6	2.5	15.5	1.1	1.1	5.4	0.0	26.2
1700-1800	Pro	4.3	64.5	10.3	1.6	3.6	8.1	2.1	2.9	0.1	2.6
	Ocp	1.1	1.1	1.7	1.2	11.0	1.1	1.1	7.5	1.0	36.1
1800-1900	Pro	2.7	70.4	10.2	0.4	2.4	7.4	1.7	2.1	0.0	2.8
	Ocp	1.1	1.1	1.7	1.2	13.5	1.0	1.1	17.9	0.0	44.6
1900-2000	Pro	2.1	70.1	12.9	0.2	3.5	4.6	0.9	2.1	0.1	3.7
	Ocp	1.2	1.2	1.6	1.0	12.2	1.3	1.1	9.4	12.0	26.4
2000-2100	Pro	2.3	67.7	14.7	0.0	3.5	5.2	1.9	1.3	0.0	3.4
	Ocp	1.2	1.1	1.6	0.0	8.1	1.1	1.1	5.0	0.0	19.5
2100-2200	Pro	3.6	63.7	17.9	0.1	3.5	5.1	1.8	0.9	0.1	3.4
	Ocp	1.0	1.2	1.6	1.0	5.6	1.0	1.1	1.6	8.0	15.0
2200-2300	Pro	3.4	49.3	31.4	0.0	3.8	4.2	2.2	1.8	0.0	3.9
	Ocp	1.0	1.3	1.6	0.0	11.3	1.0	1.0	1.9	0.0	17.3
16 hours	Pro	2.1	60.7	14.0	1.1	3.0	10.5	3.3	2.5	0.1	2.8
	Ocp	1.1	1.3	1.7	3.6	10.7	1.2	1.3	9.2	3.1	25.3

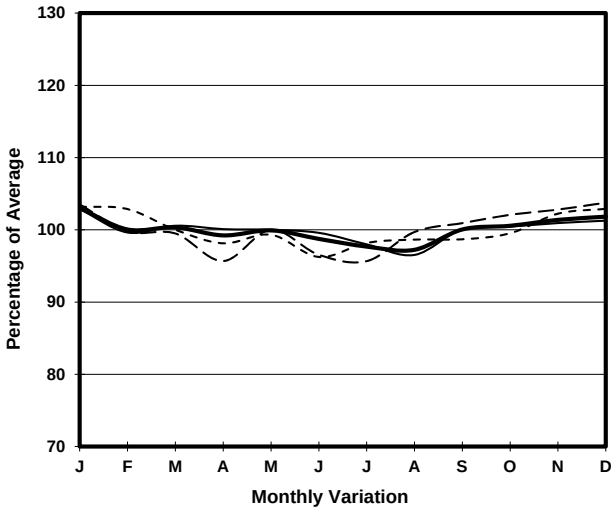
Legend: Pro. Proportion of vehicles in % (Sum may not add up to 100% due to figure rounding)*
Ocp. Average occupancy of vehicles including both driver and passengers*
M&H Medium and Heavy
* All traffic data are collected from combined bounds

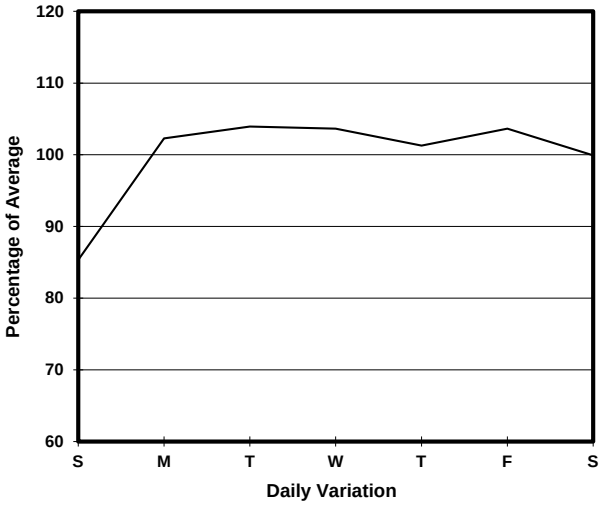
YEAR 2025 **LINK** A KUNG KOK ST (from HANG SHUN ST to A KUNG KOK SHAN RD)

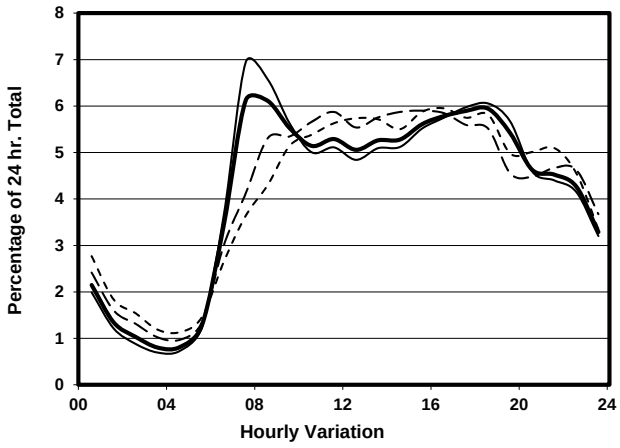
COVERAGE (B) STATION 6226
ROAD NETWORK MAJOR
ROAD TYPE LOCAL DISTRIBUTOR

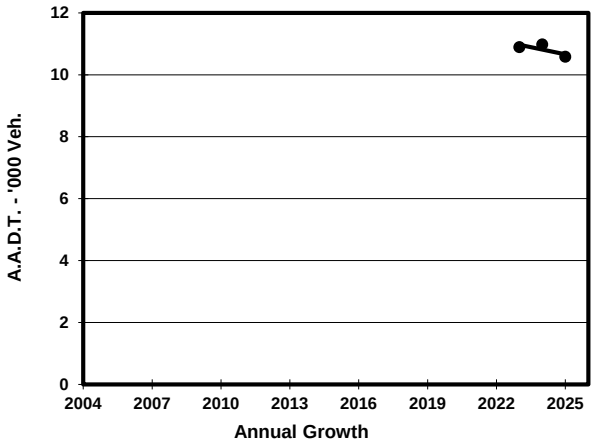


1. TRAFFIC FLOW VARIATION AND GROWTH









All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	5510	5680	5630	4820
R 12 / 24 - %	68.6	69.4	67.4	65.7
R 16 / 24 - %	85.0	85.4	83.9	83.6
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	410	490	350	270
T - % (AM)	-	25.8	-	-
PM Peak Hour	1700-1800	1700-1800	1600-1700	1600-1700
One-way flow at PM peak hour	300	310	320	280
T - % (PM)	-	24.1	-	-
Prop.of commercial vehicles - 16 hr.	-	24.6	-	-
NORTH BOUND				
A.A.D.T.	5070	5290	5030	4280
R 12 / 24 - %	65.2	65.6	65.1	63.0
R 16 / 24 - %	86.8	87.4	85.6	84.7
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	260	280	230	200
T - % (AM)	-	31.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1600-1700
One-way flow at PM peak hour	350	380	310	270
T - % (PM)	-	27.5	-	-
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	1.3	37.1	8.5	3.3	12.4	9.8	2.0	3.9	0.0	22.0
Peak hour	Ocp	1.0	1.5	1.5	5.6	15.9	1.6	1.7	20.0	0.0	36.8
0800-0900	Pro	1.6	39.9	11.6	7.9	11.0	4.7	5.3	1.1	0.0	17.0
	Ocp	1.0	1.2	1.8	3.5	11.8	1.7	1.4	2.5	0.0	37.8
0900-1000	Pro	3.4	35.0	10.8	0.7	14.1	10.1	7.4	0.0	0.0	18.7
	Ocp	1.0	1.4	1.6	1.0	10.5	1.9	1.0	0.0	0.0	34.0
1000-1100	Pro	4.3	20.8	11.3	0.9	16.5	12.1	11.3	0.0	0.0	22.9
	Ocp	1.0	1.5	1.9	6.0	11.7	1.6	1.2	0.0	0.0	24.9
1100-1200	Pro	0.0	21.2	7.7	2.9	21.2	17.3	5.8	0.0	0.0	24.0
	Ocp	0.0	1.7	1.6	2.3	9.4	1.3	1.5	0.0	0.0	26.1
1200-1300	Pro	1.6	28.5	9.8	5.7	13.8	9.8	6.5	1.6	0.2	22.6
	Ocp	1.0	1.6	1.7	6.7	10.4	1.5	1.1	2.5	3.0	24.7
1300-1400	Pro	0.0	34.3	5.6	0.9	13.9	14.8	6.5	0.0	0.7	23.4
	Ocp	0.0	1.6	1.8	1.0	10.8	1.7	1.4	0.0	3.0	30.7
1400-1500	Pro	0.9	20.4	16.9	2.7	13.3	8.9	10.6	0.9	1.6	23.9
	Ocp	1.0	1.4	1.6	1.3	13.1	1.8	1.2	1.0	3.1	25.5
1500-1600	Pro	1.5	24.5	11.9	4.5	11.1	13.4	5.2	3.0	0.7	24.3
	Ocp	1.0	1.7	1.6	4.0	12.5	1.6	1.6	21.5	3.3	25.5
1600-1700	Pro	0.0	31.0	10.3	4.3	8.6	7.8	7.8	2.6	0.0	27.6
	Ocp	0.0	1.3	1.2	3.0	11.5	1.4	1.2	11.0	0.0	36.7
1700-1800	Pro	0.8	27.5	18.3	3.8	13.7	6.1	0.8	3.1	0.0	26.0
	Ocp	1.0	1.6	1.5	4.8	16.6	1.8	1.0	2.5	0.0	44.2
1800-1900	Pro	3.1	36.9	10.2	0.8	14.9	7.9	0.0	0.0	0.0	26.1
	Ocp	1.0	1.5	1.5	8.0	16.5	1.1	0.0	0.0	0.0	50.4
1900-2000	Pro	4.1	29.4	12.2	0.0	14.2	4.1	1.0	0.0	0.0	35.2
	Ocp	1.0	1.3	1.4	0.0	11.7	1.3	1.0	0.0	0.0	39.2
2000-2100	Pro	2.7	26.1	29.7	0.0	12.6	2.7	0.0	0.0	0.0	26.3
	Ocp	1.3	1.7	1.4	0.0	12.8	2.0	0.0	0.0	0.0	27.3
2100-2200	Pro	3.1	40.1	16.5	0.0	9.3	5.1	0.0	0.0	0.0	26.0
	Ocp	1.0	1.5	1.8	0.0	8.1	1.4	0.0	0.0	0.0	25.6
2200-2300	Pro	0.8	44.4	20.6	0.0	11.1	1.6	0.0	0.8	0.0	20.6
	Ocp	1.0	1.7	1.3	0.0	9.9	1.0	0.0	1.0	0.0	25.6
16 hours	Pro	1.8	31.6	13.1	2.7	13.1	8.4	4.4	1.2	0.2	23.6
	Ocp	1.0	1.5	1.6	4.1	12.2	1.6	1.3	11.3	3.1	32.9

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

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

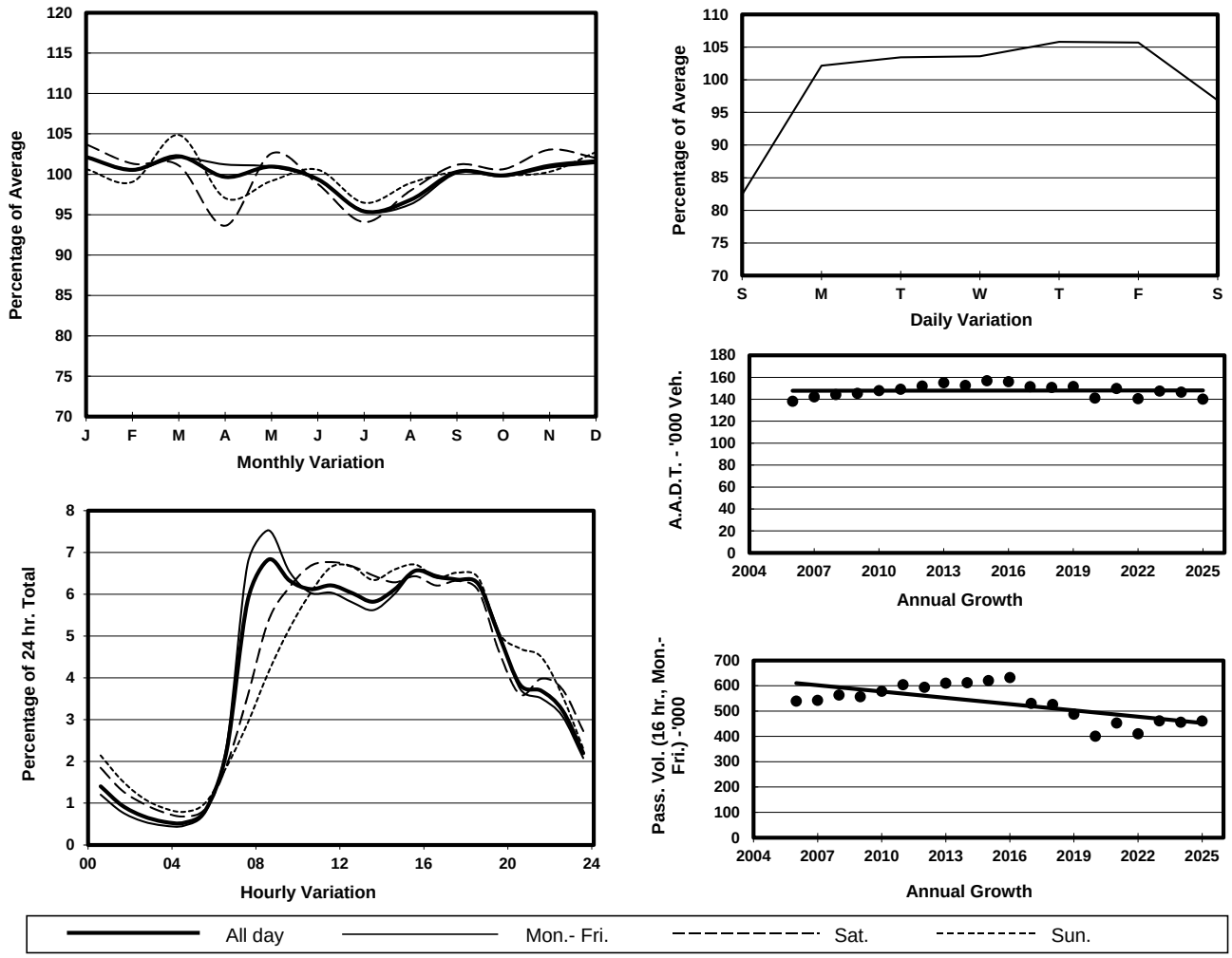
Screenline	Description	Page
A - A	Urban Railway Line	A4-18
C - C	Kowloon Peninsula South of Dundas Street	A4-20
F - F	East end of Central District and the Peak	A4-22
G - G	East end of Causeway Bay	A4-24
H - H	Boundary between the Peak and the Rest of Hong Kong Island	A4-26
I - I	Boundary between Shau 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 2025

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.	67750	71160	66370	56640
R 12 / 24 - %	73.3	74.3	71.3	69.2
R 16 / 24 - %	90.1	90.8	88.2	87.7
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	4350	5180	4080	2840
T - % (AM)	-	15.1	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	4100	4370	4020	3600
T - % (PM)	-	5.9	-	-
Prop.of commercial vehicles - 16 hr.	-	9.3	-	-
NORTH BOUND				
A.A.D.T.	72290	76050	70850	59850
R 12 / 24 - %	76.3	77.4	74.5	71.8
R 16 / 24 - %	91.1	91.7	89.5	89.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5220	6160	4380	3200
T - % (AM)	-	6.4	-	-
PM Peak Hour	1700-1800	1600-1700	1700-1800	1700-1800
One-way flow at PM peak hour	4970	5330	4780	4180
T - % (PM)	-	9.5	-	-
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	4.1	40.8	24.5	5.4	4.4	7.0	2.1	7.0	0.0	4.6
	Ocp	1.0	1.7	2.1	13.2	14.5	1.5	1.5	22.1	0.0	42.6
0800-0900	Pro	1.5	64.3	16.3	1.3	3.0	6.0	2.3	2.6	0.0	2.7
Peak Hour	Ocp	1.1	1.5	2.0	6.6	14.4	1.5	1.5	10.3	0.0	56.3
0900-1000	Pro	0.8	55.6	18.9	1.0	3.5	12.5	3.2	1.4	0.0	3.2
	Ocp	1.1	1.4	2.1	3.7	11.1	1.5	1.3	10.6	0.0	30.7
1000-1100	Pro	2.1	47.6	22.6	1.0	3.3	15.9	3.2	1.2	0.1	3.1
	Ocp	1.0	1.5	1.9	2.1	12.0	1.4	1.3	10.4	1.0	27.4
1100-1200	Pro	2.6	50.7	18.1	1.0	3.2	14.7	4.7	2.0	0.0	2.9
	Ocp	1.0	1.4	1.9	1.7	11.1	1.4	1.4	7.0	0.0	24.6
1200-1300	Pro	2.4	58.0	18.4	1.4	2.7	8.2	4.1	1.8	0.0	3.0
	Ocp	1.0	1.5	1.9	5.8	12.9	1.4	1.4	6.9	0.0	26.0
1300-1400	Pro	2.7	48.3	20.9	1.2	3.3	12.2	4.9	2.8	0.0	3.7
	Ocp	1.0	1.5	2.0	3.3	11.5	1.4	1.5	11.5	0.0	29.3
1400-1500	Pro	2.5	55.2	16.9	0.9	3.0	12.2	3.9	2.3	0.0	3.1
	Ocp	1.0	1.6	2.0	2.1	12.4	1.5	1.4	8.0	0.0	23.0
1500-1600	Pro	2.2	52.6	20.3	2.2	2.2	9.7	2.7	5.3	0.0	2.8
	Ocp	1.1	1.4	2.0	6.0	13.0	1.6	1.3	17.5	0.0	33.1
1600-1700	Pro	2.7	55.9	17.9	2.7	2.5	9.0	2.2	3.6	0.1	3.5
	Ocp	1.0	1.4	1.9	4.9	12.0	1.5	1.3	9.4	1.0	32.5
1700-1800	Pro	3.0	59.6	20.8	1.5	3.2	5.0	1.0	2.4	0.0	3.5
	Ocp	1.1	1.4	2.1	5.7	14.8	1.5	1.2	12.1	0.0	48.1
1800-1900	Pro	3.0	65.2	19.2	0.4	3.2	2.6	0.8	2.3	0.0	3.3
	Ocp	1.0	1.5	2.0	2.9	15.0	1.3	1.3	19.9	0.0	51.5
1900-2000	Pro	3.0	62.9	22.8	0.4	3.0	2.2	0.8	0.9	0.0	4.1
	Ocp	1.1	1.4	1.9	2.4	12.5	1.3	1.5	8.0	0.0	29.0
2000-2100	Pro	3.2	59.0	25.7	0.0	3.5	3.3	0.5	0.4	0.0	4.5
	Ocp	1.0	1.7	1.7	0.0	11.3	1.3	1.5	20.2	0.0	19.4
2100-2200	Pro	2.7	53.1	30.6	0.4	4.2	2.8	1.0	0.6	0.0	4.6
	Ocp	1.1	1.5	1.8	7.8	9.0	1.4	1.2	20.0	0.0	20.6
2200-2300	Pro	2.6	53.5	34.0	0.0	2.8	1.8	0.3	0.1	0.1	4.8
	Ocp	1.1	1.4	2.0	0.0	11.7	1.2	1.0	3.0	1.0	19.1
16 hours	Pro	2.5	55.2	20.9	1.5	3.2	8.3	2.5	2.5	0.1	3.5
	Ocp	1.0	1.5	2.0	7.0	12.7	1.5	1.4	14.1	1.0	33.2

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

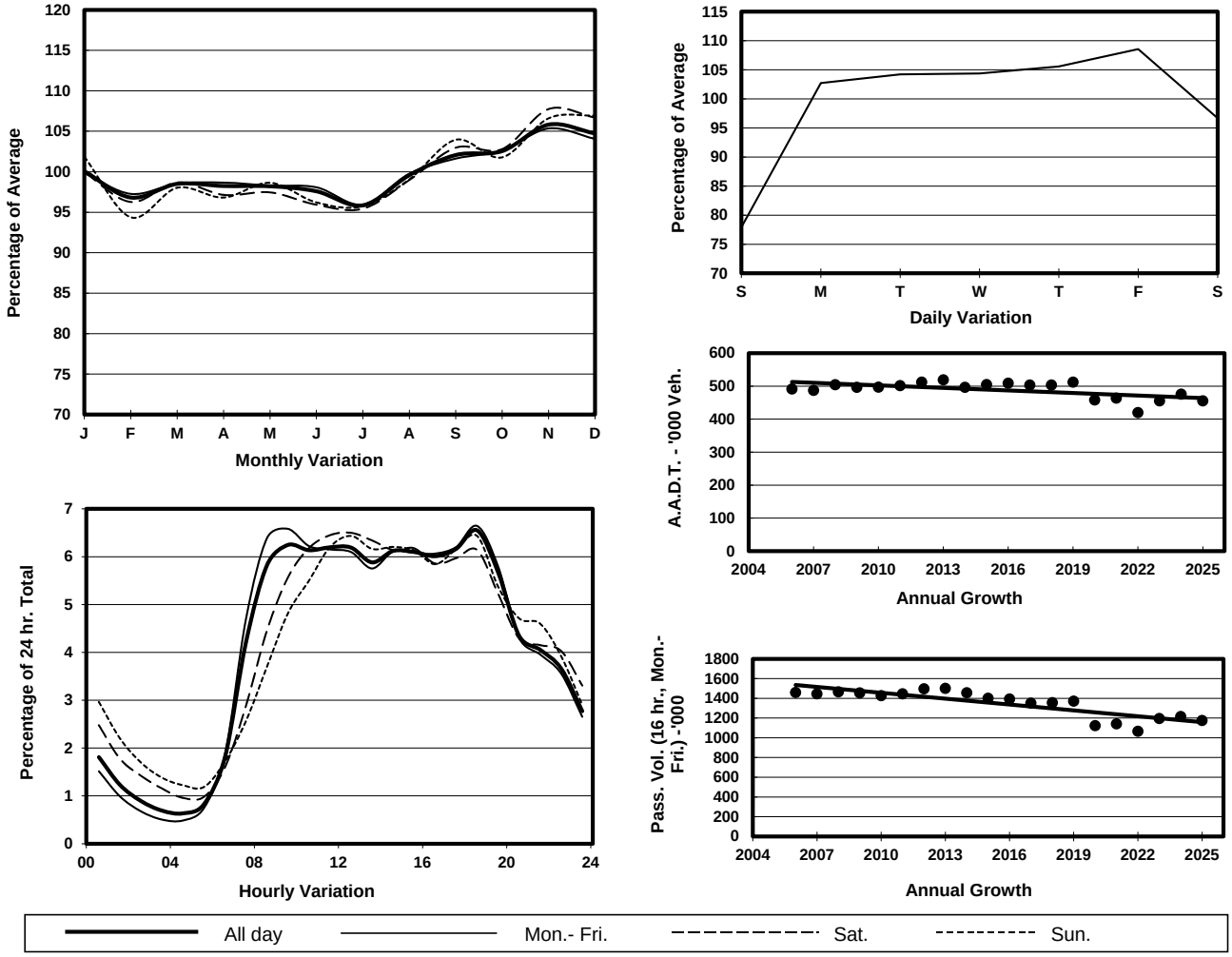
* All traffic data are collected from combined bounds

YEAR 2025

Location Hong Kong Internal Cordon(Central District)

Stations on Cordon/Screenline 1001, 1007, 1031, 2207, 2208, 2209, 2210, 2211, 2212, 2216, 2217, 2402, 2403, 2404, 2405 and 2408

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
OUT BOUND				
A.A.D.T.	231980	246920	227800	181140
R 12 / 24 - %	70.7	72.1	67.4	64.7
R 16 / 24 - %	89.1	90.5	85.8	84.2
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	14010	15830	12050	8080
T - % (AM)	-	9.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	15580	16900	14250	11630
T - % (PM)	-	7.9	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-
IN BOUND				
A.A.D.T.	223210	237020	218280	178150
R 12 / 24 - %	72.6	73.8	70.0	67.6
R 16 / 24 - %	89.5	90.7	86.9	85.3
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	14410	16010	12800	9240
T - % (AM)	-	8.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	14230	15240	13130	11480
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	7.0	-	-

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	3.2	39.9	31.9	2.0	1.9	10.2	3.0	2.9	0.2	4.8
	Ocp	1.0	1.3	2.0	7.0	8.3	1.4	1.4	15.1	16.9	24.5
0800-0900	Pro	1.8	49.2	30.1	1.1	0.7	7.3	1.7	2.6	0.1	5.4
	Ocp	1.0	1.4	1.9	6.5	13.3	1.5	1.5	14.5	23.3	34.2
0900-1000	Pro	1.1	49.1	28.2	0.6	0.8	11.1	3.2	1.3	0.1	4.4
	Ocp	1.0	1.3	1.9	5.4	9.7	1.5	1.5	9.2	15.8	22.3
1000-1100	Pro	2.1	48.0	27.4	0.7	0.7	14.1	3.2	0.7	0.1	3.1
	Ocp	1.0	1.4	1.9	6.0	9.1	1.4	1.4	8.6	11.0	20.4
1100-1200	Pro	2.9	51.5	25.4	1.0	0.6	11.4	2.9	1.1	0.1	3.1
	Ocp	1.0	1.4	1.9	3.6	9.1	1.4	1.4	10.5	14.2	21.1
1200-1300	Pro	3.4	54.3	25.4	0.8	0.5	8.9	2.3	1.3	0.1	2.9
	Ocp	1.0	1.4	2.0	5.1	10.0	1.4	1.6	9.6	14.3	20.8
1300-1400	Pro	2.9	50.1	26.5	0.6	0.7	11.5	3.1	1.3	0.1	3.2
	Ocp	1.0	1.4	1.9	3.5	11.4	1.4	1.5	10.4	15.1	21.8
1400-1500	Pro	1.8	53.3	26.5	1.0	0.7	10.6	2.2	1.2	0.1	2.6
	Ocp	1.0	1.4	2.0	3.7	8.6	1.4	1.3	10.2	14.0	21.5
1500-1600	Pro	2.3	52.9	24.7	1.7	0.6	10.3	1.9	2.5	0.1	3.1
	Ocp	1.0	1.5	1.9	7.2	9.8	1.4	1.3	13.7	13.6	23.4
1600-1700	Pro	2.4	56.7	23.5	1.4	0.7	8.2	1.4	2.0	0.1	3.5
	Ocp	1.0	1.4	1.9	5.3	12.1	1.4	1.3	10.0	20.3	24.6
1700-1800	Pro	2.6	57.9	25.1	0.9	0.7	5.8	1.3	1.3	0.1	4.4
	Ocp	1.0	1.4	2.0	3.6	14.0	1.4	1.5	11.6	21.8	29.1
1800-1900	Pro	2.9	59.8	25.6	0.5	0.7	3.4	0.7	1.7	0.1	4.5
Peak Hour	Ocp	1.0	1.4	2.0	7.3	14.9	1.4	1.3	18.4	23.6	37.2
1900-2000	Pro	3.0	60.5	28.1	0.4	0.7	1.9	0.6	1.2	0.1	3.5
	Ocp	1.0	1.4	1.8	5.3	10.3	1.2	1.2	10.7	14.4	27.7
2000-2100	Pro	3.8	52.9	34.4	0.3	0.7	1.8	0.8	0.7	0.1	4.4
	Ocp	1.0	1.3	1.7	5.3	9.9	1.2	1.3	7.5	11.4	17.3
2100-2200	Pro	2.7	52.1	36.7	0.1	0.6	2.0	0.8	0.6	0.1	4.2
	Ocp	1.0	1.3	1.8	3.8	11.2	1.2	1.4	11.9	12.0	15.7
2200-2300	Pro	1.8	52.9	37.3	0.1	0.6	2.1	0.8	0.5	0.1	3.8
	Ocp	1.1	1.3	1.8	4.4	9.5	1.2	1.3	8.7	5.2	15.1
16 hours	Pro	2.5	52.8	27.9	0.9	0.7	7.9	1.9	1.5	0.1	3.8
	Ocp	1.0	1.4	1.9	5.5	10.6	1.4	1.4	12.3	15.9	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

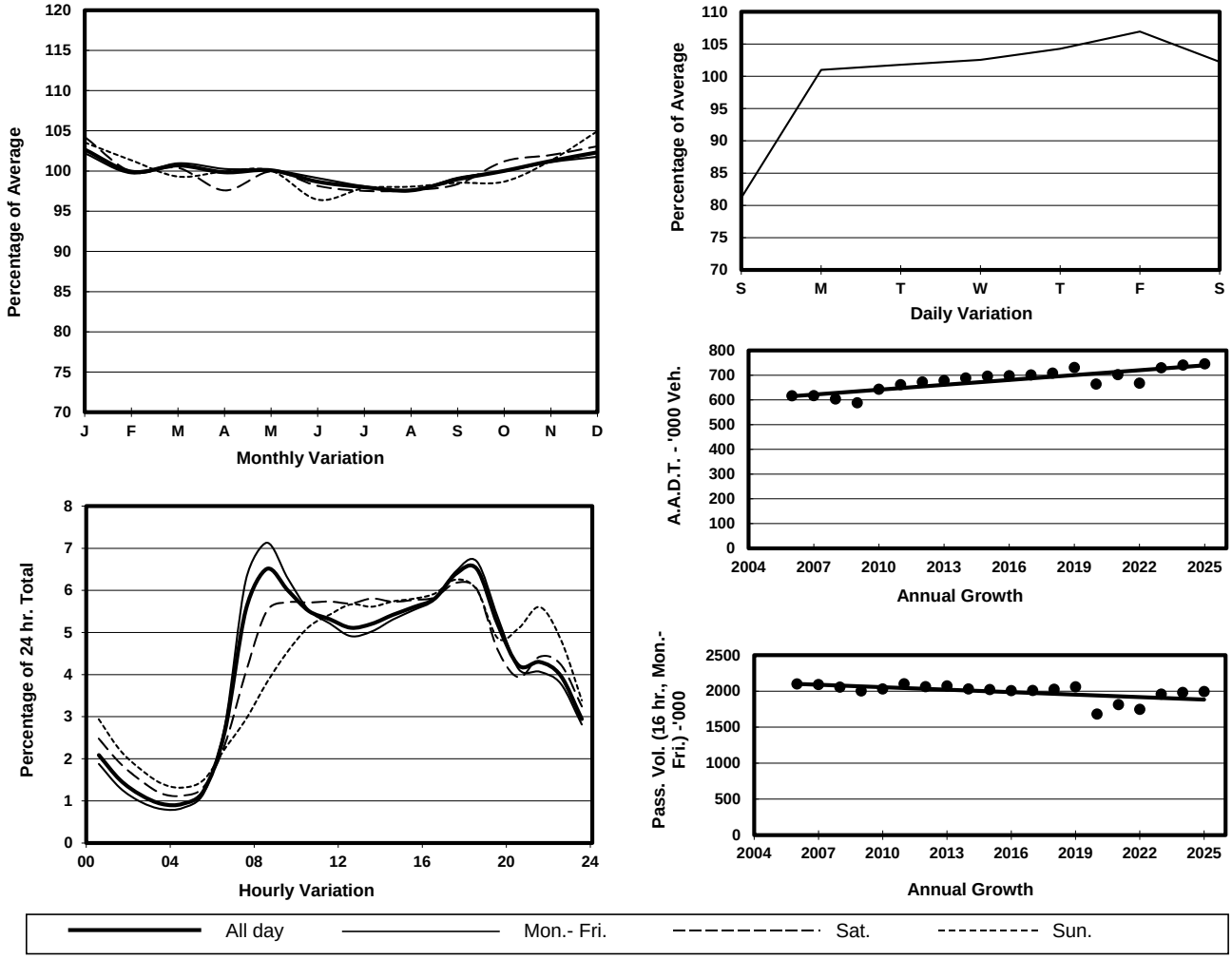
* All traffic data are collected from combined bounds

YEAR 2025

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.	372530	388290	385180	307630
R 12 / 24 - %	72.0	73.3	70.5	65.5
R 16 / 24 - %	87.0	87.7	85.8	84.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	27860	31940	24580	15550
T - % (AM)	-	14.6	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	23090	24070	23340	19590
T - % (PM)	-	12.4	-	-
Prop.of commercial vehicles - 16 hr.	-	13.4	-	-
NORTH BOUND				
A.A.D.T.	372940	389360	385290	304990
R 12 / 24 - %	65.9	66.9	65.1	60.2
R 16 / 24 - %	86.1	87.1	84.1	82.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	20650	23500	19450	12330
T - % (AM)	-	13.3	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	25670	27990	24250	18740
T - % (PM)	-	8.1	-	-
Prop.of commercial vehicles - 16 hr.	-	12.3	-	-

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	3.5	49.3	16.6	2.0	1.6	12.1	8.2	3.3	0.1	3.6
	Ocp	1.1	1.4	2.0	7.2	10.3	1.2	1.2	18.6	9.4	50.0
0800-0900	Pro	2.7	56.6	12.0	0.9	1.1	12.9	8.4	2.0	0.1	3.4
Peak Hour	Ocp	1.0	1.3	1.9	5.7	12.7	1.3	1.2	15.5	9.8	53.5
0900-1000	Pro	1.6	50.7	14.6	0.5	1.2	17.0	9.5	1.6	0.1	3.3
	Ocp	1.0	1.3	1.8	3.0	9.6	1.3	1.2	11.9	7.7	32.9
1000-1100	Pro	1.5	46.4	14.0	0.6	1.2	20.8	11.2	1.3	0.1	3.1
	Ocp	1.1	1.3	1.9	3.1	9.7	1.3	1.1	13.9	13.2	31.1
1100-1200	Pro	1.6	48.5	14.0	0.9	1.5	18.1	10.8	1.4	0.1	3.1
	Ocp	1.1	1.3	1.8	3.0	7.7	1.2	1.2	9.1	7.3	28.2
1200-1300	Pro	2.3	49.4	14.4	1.2	1.2	16.5	10.4	1.4	0.1	3.2
	Ocp	1.0	1.3	1.9	4.6	8.8	1.3	1.2	10.5	7.1	29.6
1300-1400	Pro	1.9	48.7	13.1	1.0	1.2	17.7	12.0	1.5	0.1	3.0
	Ocp	1.1	1.3	1.9	2.6	11.8	1.2	1.2	9.4	10.9	34.2
1400-1500	Pro	1.8	50.1	14.0	0.9	1.0	16.0	11.9	1.5	0.1	2.9
	Ocp	1.0	1.3	1.8	3.1	10.0	1.3	1.2	7.0	8.3	33.0
1500-1600	Pro	1.7	50.4	13.3	1.5	1.1	16.9	10.7	1.7	0.1	2.8
	Ocp	1.1	1.3	1.8	5.5	10.6	1.3	1.2	9.8	10.9	33.7
1600-1700	Pro	2.3	51.6	14.2	1.5	1.0	16.5	7.4	2.3	0.1	3.2
	Ocp	1.1	1.3	1.8	3.2	13.0	1.4	1.2	11.2	11.7	37.0
1700-1800	Pro	4.1	57.4	12.2	1.1	1.2	12.6	5.9	2.0	0.1	3.5
	Ocp	1.1	1.3	1.8	3.0	12.9	1.3	1.1	11.0	10.1	49.8
1800-1900	Pro	3.1	69.8	10.8	0.2	1.2	6.4	3.5	1.7	0.1	3.2
	Ocp	1.1	1.3	2.0	4.6	14.1	1.3	1.2	17.9	5.9	59.3
1900-2000	Pro	2.8	69.2	12.6	0.1	1.2	6.1	2.8	1.8	0.1	3.5
	Ocp	1.1	1.3	1.8	2.0	11.9	1.1	1.1	13.4	9.1	43.2
2000-2100	Pro	2.3	66.9	16.2	0.2	1.1	5.1	3.2	1.3	0.1	3.8
	Ocp	1.1	1.2	1.8	2.3	9.3	1.1	1.1	10.6	5.6	31.8
2100-2200	Pro	2.6	65.5	19.1	0.1	1.1	4.5	2.3	0.9	0.1	3.8
	Ocp	1.1	1.2	1.7	1.0	10.1	1.1	1.1	7.0	5.0	29.8
2200-2300	Pro	1.8	71.0	16.2	0.1	1.3	3.6	2.1	0.7	0.1	3.3
	Ocp	1.1	1.2	1.7	2.2	8.2	1.1	1.1	9.4	4.3	26.9
16 hours	Pro	2.4	55.9	14.0	0.8	1.2	13.0	7.7	1.7	0.1	3.3
	Ocp	1.1	1.3	1.8	4.4	10.8	1.3	1.2	12.8	8.5	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

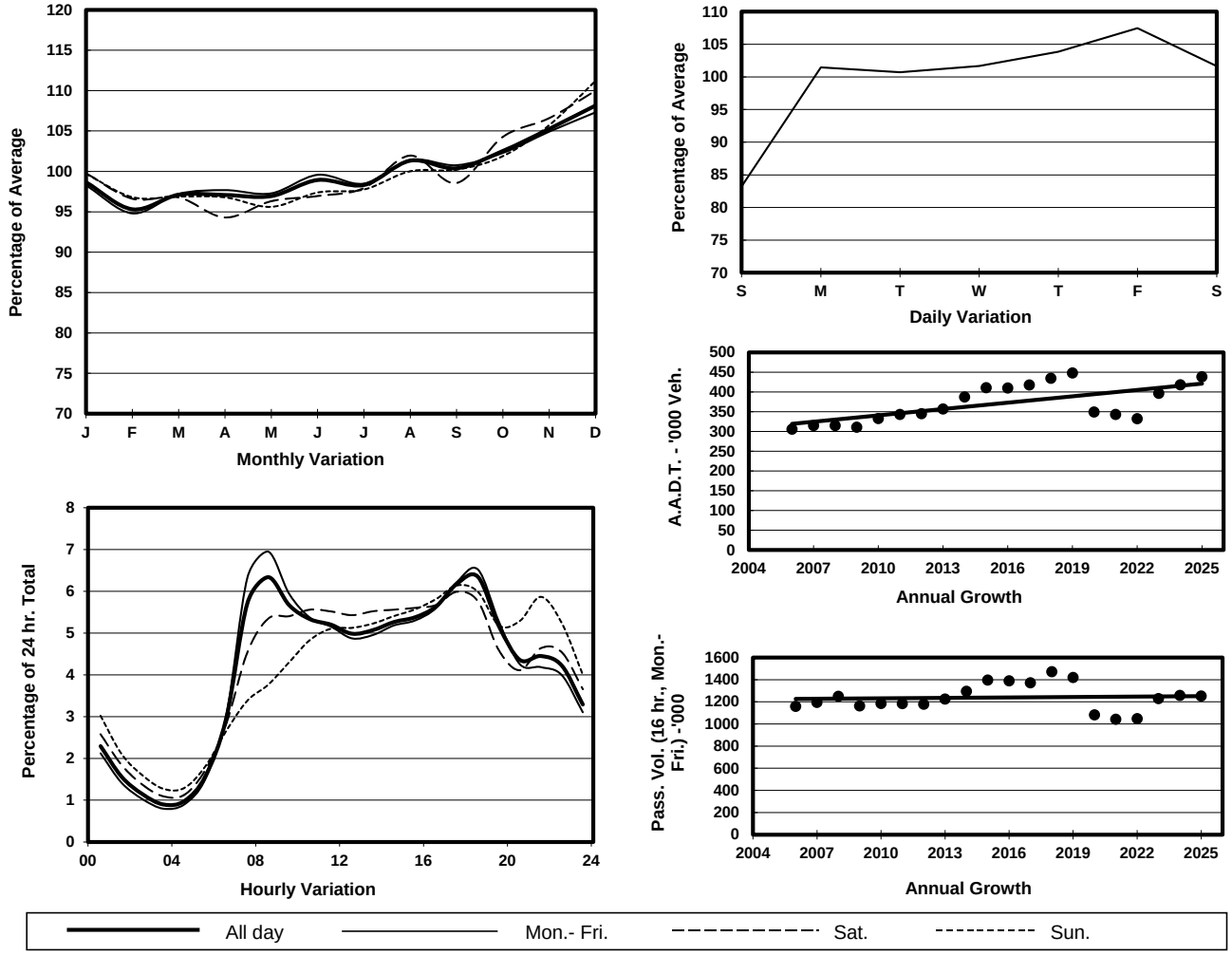
* All traffic data are collected from combined bounds

YEAR 2025

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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
IN BOUND				
A.A.D.T.	219990	229000	225140	183880
R 12 / 24 - %	66.6	67.9	65.3	60.1
R 16 / 24 - %	85.0	85.8	83.4	81.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	13790	15730	11970	7790
T - % (AM)	-	19.2	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	14010	15010	13450	11370
T - % (PM)	-	13.2	-	-
Prop.of commercial vehicles - 16 hr.	-	18.5	-	-
OUT BOUND				
A.A.D.T.	218240	226540	225170	183900
R 12 / 24 - %	67.6	68.8	66.5	61.3
R 16 / 24 - %	85.6	86.3	84.1	82.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	13980	15920	12360	8040
T - % (AM)	-	17.9	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	13800	14690	13520	11220
T - % (PM)	-	13.4	-	-
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	3.0	41.1	18.5	0.6	1.2	12.7	14.9	3.3	0.1	4.6
	Ocp	1.0	1.3	2.0	6.2	12.1	1.3	1.1	16.7	14.7	55.2
0800-0900	Pro	1.9	52.8	13.7	0.6	1.0	11.5	11.5	3.2	0.1	3.8
Peak Hour	Ocp	1.0	1.2	2.0	6.6	12.6	1.2	1.2	18.3	17.5	52.1
0900-1000	Pro	0.9	51.4	13.1	0.4	1.2	14.5	12.0	2.6	0.1	4.0
	Ocp	1.0	1.3	1.9	2.2	11.9	1.3	1.2	15.7	9.8	30.0
1000-1100	Pro	0.9	45.9	12.1	0.3	1.2	17.1	16.6	2.2	0.1	3.7
	Ocp	1.1	1.3	1.9	3.5	8.9	1.3	1.1	14.9	8.0	31.5
1100-1200	Pro	0.7	46.3	13.1	0.5	1.2	17.1	15.2	2.0	0.1	3.8
	Ocp	1.1	1.4	2.0	6.6	9.7	1.1	1.1	9.6	7.0	26.7
1200-1300	Pro	0.9	47.0	12.9	0.8	1.4	15.0	16.0	2.2	0.1	3.7
	Ocp	1.0	1.3	2.0	4.6	8.3	1.2	1.1	11.6	7.5	27.2
1300-1400	Pro	1.2	43.9	12.8	0.8	1.2	16.3	17.5	2.5	0.1	3.8
	Ocp	1.0	1.3	1.7	2.9	9.4	1.1	1.1	10.2	4.0	28.2
1400-1500	Pro	1.1	47.3	12.1	0.5	1.1	14.8	18.0	1.4	0.1	3.6
	Ocp	1.0	1.4	2.0	3.2	8.6	1.2	1.1	7.4	6.4	25.8
1500-1600	Pro	1.3	45.8	13.1	0.5	1.3	17.0	15.3	2.2	0.1	3.6
	Ocp	1.1	1.3	2.0	5.0	9.2	1.3	1.2	8.9	9.1	24.8
1600-1700	Pro	2.0	47.6	13.4	0.9	1.2	14.8	13.0	2.9	0.1	4.2
	Ocp	1.1	1.3	1.9	4.0	12.0	1.4	1.1	9.8	6.9	31.4
1700-1800	Pro	2.9	51.8	12.8	0.6	1.3	12.9	10.6	3.0	0.1	4.1
	Ocp	1.1	1.4	1.8	3.1	13.5	1.2	1.1	11.8	12.3	40.0
1800-1900	Pro	2.1	63.3	12.6	0.1	1.6	7.2	6.0	3.0	0.1	4.1
	Ocp	1.1	1.2	2.0	5.7	10.4	1.2	1.1	22.2	13.4	58.2
1900-2000	Pro	1.9	66.6	11.9	0.2	1.4	6.0	4.8	2.8	0.1	4.4
	Ocp	1.1	1.2	1.7	5.3	11.5	1.1	1.1	12.2	12.5	43.4
2000-2100	Pro	2.0	60.1	18.3	0.1	1.4	6.0	5.4	2.3	0.1	4.4
	Ocp	1.1	1.2	1.9	3.1	9.5	1.1	1.1	10.7	4.4	34.2
2100-2200	Pro	1.8	64.6	16.0	0.1	1.2	5.6	4.8	1.4	0.1	4.6
	Ocp	1.1	1.2	1.7	1.0	10.7	1.2	1.2	9.4	1.0	25.4
2200-2300	Pro	1.5	67.9	15.8	0.1	1.2	3.9	4.7	1.0	0.1	4.0
	Ocp	1.1	1.2	1.9	1.0	8.8	1.1	1.1	10.9	3.8	26.2
16 hours	Pro	1.7	52.3	13.8	0.4	1.3	12.2	11.8	2.5	0.1	4.0
	Ocp	1.1	1.3	1.9	4.4	10.6	1.2	1.1	13.6	8.7	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

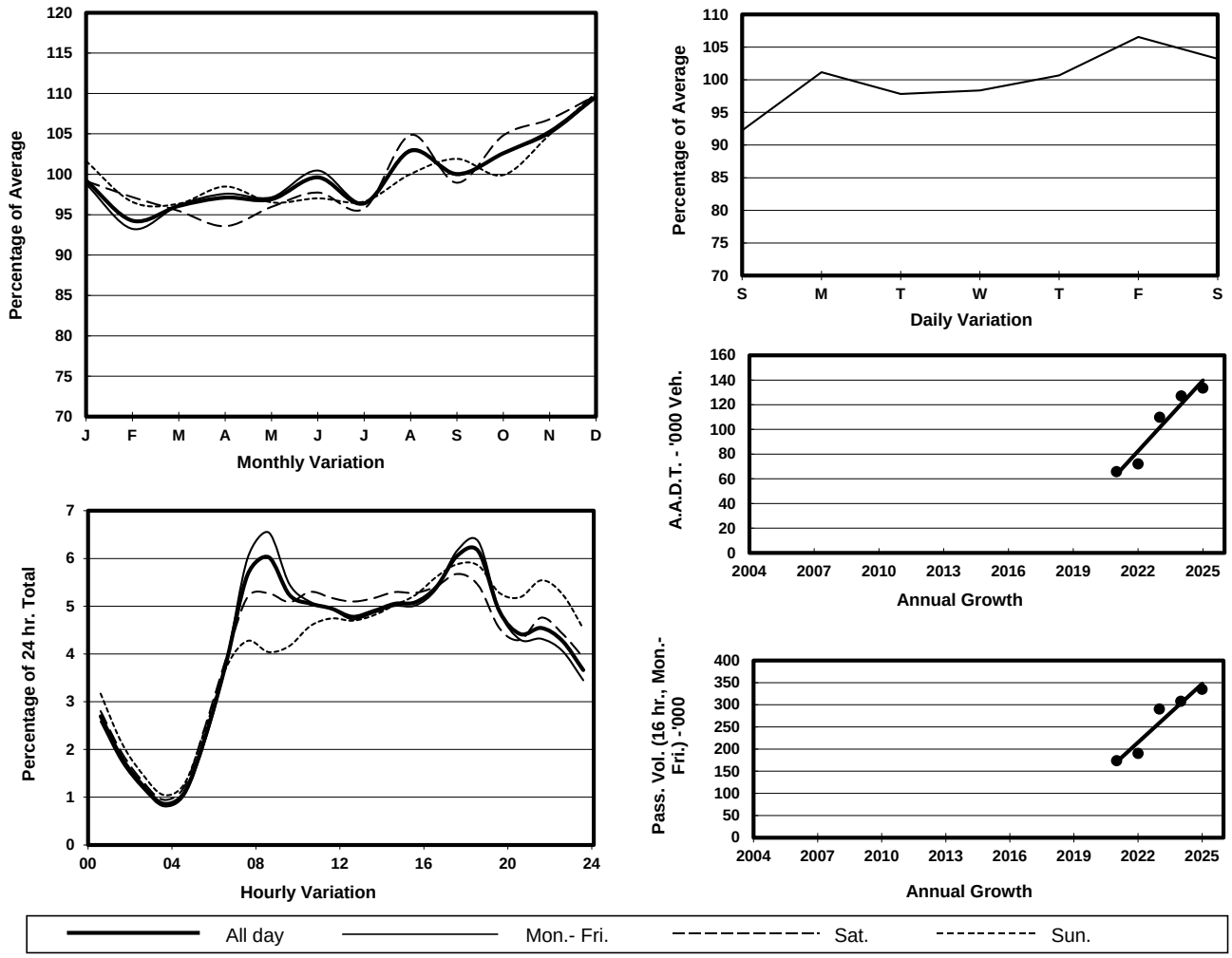
* All traffic data are collected from combined bounds

YEAR 2025

Location Lantau External Cordon(Lantau Area Boundary)

Stations on Cordon/Screenline 5027 and 5042

1. TRAFFIC FLOW VARIATION AND GROWTH



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
IN BOUND				
A.A.D.T.	66310	67290	70250	59400
R 12 / 24 - %	65.8	66.7	65.4	61.1
R 16 / 24 - %	83.0	83.6	82.2	80.4
AM Peak Hour	0800-0900	0800-0900	0700-0800	0900-1000
One-way flow at AM peak hour	4580	5140	4210	2830
T - % (AM)	-	15.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3580	3640	3720	3280
T - % (PM)	-	23.0	-	-
Prop.of commercial vehicles - 16 hr.	-	20.4	-	-
OUT BOUND				
A.A.D.T.	67170	67890	68400	64270
R 12 / 24 - %	62.9	64.4	61.3	56.8
R 16 / 24 - %	82.0	82.6	80.6	79.9
AM Peak Hour	0800-0900	0800-0900	0800-0900	0700-0800
One-way flow at AM peak hour	3460	3710	3320	2590
T - % (AM)	-	22.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1800-1900
One-way flow at PM peak hour	4800	5100	4150	4180
T - % (PM)	-	12.9	-	-
Prop.of commercial vehicles - 16 hr.	-	19.8	-	-

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	4.1	52.6	19.3	0.3	0.0	5.5	11.9	2.6	0.0	3.7
	Ocp	1.0	1.2	1.6	9.9	0.0	1.4	1.1	23.2	0.0	49.2
0800-0900	Pro	1.5	57.2	16.0	0.1	0.0	6.9	12.6	2.8	0.0	2.9
Peak Hour	Ocp	1.0	1.2	1.9	1.0	0.0	1.5	1.1	14.4	0.0	49.4
0900-1000	Pro	0.7	54.3	16.9	0.2	0.0	9.8	12.1	2.4	0.0	3.4
	Ocp	1.0	1.2	1.8	1.7	0.0	1.4	1.2	10.4	0.0	33.7
1000-1100	Pro	0.5	50.8	14.2	0.1	0.0	9.5	18.3	2.9	0.0	3.7
	Ocp	1.4	1.4	2.1	1.0	0.0	1.4	1.3	16.0	0.0	28.6
1100-1200	Pro	0.5	45.4	19.3	0.1	0.0	11.9	16.2	2.7	0.0	3.8
	Ocp	1.0	1.6	2.2	1.0	0.0	1.3	1.2	8.1	0.0	28.0
1200-1300	Pro	0.5	51.3	17.7	0.4	0.0	7.5	16.2	2.2	0.0	4.3
	Ocp	1.0	1.4	2.2	6.1	0.0	1.2	1.1	9.8	0.0	32.0
1300-1400	Pro	1.4	44.8	15.5	0.3	0.0	10.7	20.5	2.2	0.0	4.4
	Ocp	1.0	1.5	1.6	2.0	0.0	1.2	1.2	10.6	0.0	30.0
1400-1500	Pro	1.1	44.4	15.8	0.4	0.0	10.6	22.7	1.1	0.0	3.8
	Ocp	1.0	1.8	2.3	4.4	0.0	1.4	1.1	7.7	0.0	27.2
1500-1600	Pro	0.5	44.8	16.6	0.1	0.0	12.2	20.3	1.6	0.1	3.9
	Ocp	1.0	1.3	2.1	1.0	0.0	1.2	1.1	10.0	1.0	28.6
1600-1700	Pro	2.0	44.4	15.4	0.3	0.0	10.1	20.4	3.3	0.1	4.0
	Ocp	1.0	1.3	2.1	2.5	0.0	1.1	1.0	7.7	1.0	33.4
1700-1800	Pro	2.1	53.7	15.7	0.2	0.0	7.9	14.3	2.6	0.0	3.4
	Ocp	1.0	1.3	1.5	1.0	0.0	1.1	1.0	7.7	0.0	44.8
1800-1900	Pro	2.2	62.0	17.0	0.2	0.0	4.4	6.1	4.5	0.0	3.5
	Ocp	1.0	1.2	1.9	10.3	0.0	1.1	1.0	18.8	0.0	58.2
1900-2000	Pro	1.0	68.2	14.7	0.2	0.0	4.7	6.1	1.9	0.0	3.3
	Ocp	1.1	1.2	1.6	5.6	0.0	1.0	1.0	8.1	0.0	42.5
2000-2100	Pro	1.6	49.4	30.2	0.0	0.0	3.9	8.3	2.2	0.0	4.4
	Ocp	1.1	1.2	2.0	0.0	0.0	1.1	1.0	10.4	0.0	36.5
2100-2200	Pro	1.3	64.8	19.2	0.1	0.0	3.2	6.3	1.2	0.0	3.8
	Ocp	1.1	1.3	1.9	1.0	0.0	1.0	1.0	5.2	0.0	33.5
2200-2300	Pro	0.6	62.4	21.6	0.1	0.0	3.3	6.8	0.9	0.0	4.3
	Ocp	1.0	1.2	1.9	1.0	0.0	1.2	1.0	5.1	0.0	28.4
16 hours	Pro	1.4	53.2	17.6	0.2	0.0	7.7	13.7	2.4	0.1	3.8
	Ocp	1.0	1.3	1.9	4.4	0.0	1.3	1.1	12.3	1.0	36.8

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

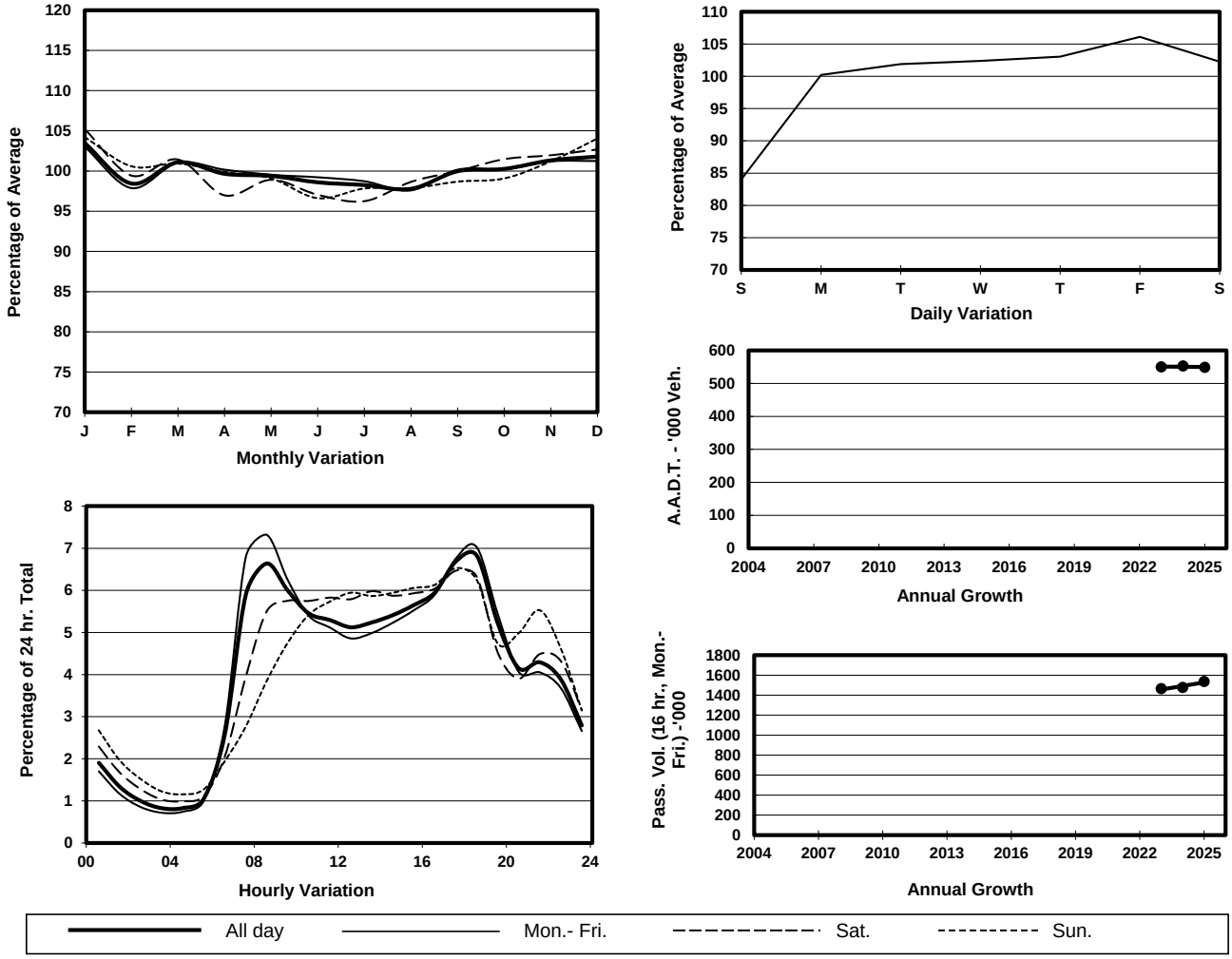
* All traffic data are collected from combined bounds

YEAR 2025

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.	273930	283280	282720	234760
R 12 / 24 - %	71.8	72.9	70.6	66.8
R 16 / 24 - %	87.9	88.4	86.9	85.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	19440	22090	17670	11870
T - % (AM)	-	13.7	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1700-1800
One-way flow at PM peak hour	18220	19150	17920	15380
T - % (PM)	-	8.4	-	-
Prop.of commercial vehicles - 16 hr.	-	12.5	-	-
IN BOUND				
A.A.D.T.	274740	284980	283800	231110
R 12 / 24 - %	68.5	69.4	67.7	63.7
R 16 / 24 - %	87.5	88.3	85.9	84.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	16980	19510	14920	10300
T - % (AM)	-	12.1	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	19230	20750	18830	15030
T - % (PM)	-	8.0	-	-
Prop.of commercial vehicles - 16 hr.	-	12.3	-	-

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	3.1	58.1	12.4	1.5	1.5	10.6	6.3	2.6	0.1	3.9
	Ocp	1.1	1.4	1.9	5.8	13.6	1.2	1.1	13.4	17.5	49.7
0800-0900	Pro	2.2	61.1	8.1	0.9	0.9	14.0	7.4	1.8	0.1	3.7
Peak Hour	Ocp	1.1	1.3	1.9	4.7	14.1	1.4	1.3	15.8	8.1	51.0
0900-1000	Pro	1.3	57.9	11.0	0.4	0.9	14.7	8.6	1.6	0.1	3.6
	Ocp	1.1	1.3	1.8	2.9	10.5	1.3	1.2	12.4	1.0	30.6
1000-1100	Pro	1.3	50.8	11.3	0.5	1.4	19.2	10.5	1.4	0.1	3.5
	Ocp	1.1	1.3	1.8	2.6	9.4	1.3	1.2	12.1	3.8	28.3
1100-1200	Pro	1.3	53.1	10.1	0.7	1.7	18.9	8.9	1.6	0.1	3.7
	Ocp	1.1	1.3	1.8	3.6	7.5	1.2	1.2	16.8	5.1	28.7
1200-1300	Pro	2.0	51.3	11.9	0.9	1.6	17.6	9.3	1.8	0.1	3.6
	Ocp	1.1	1.3	1.8	6.4	8.3	1.3	1.2	10.1	5.0	30.4
1300-1400	Pro	1.4	54.5	9.6	0.7	1.3	16.6	11.1	1.5	0.1	3.2
	Ocp	1.1	1.3	2.0	2.7	9.7	1.2	1.2	10.6	5.5	34.7
1400-1500	Pro	1.5	55.4	10.2	1.1	1.2	15.1	10.1	1.8	0.1	3.5
	Ocp	1.0	1.3	1.8	2.1	11.0	1.3	1.2	8.9	3.6	28.7
1500-1600	Pro	1.5	54.1	10.2	1.5	1.0	16.9	9.1	2.0	0.1	3.6
	Ocp	1.1	1.3	1.6	7.0	11.7	1.2	1.1	9.8	4.0	28.7
1600-1700	Pro	1.8	56.1	10.8	1.2	1.1	16.0	6.6	2.5	0.1	3.7
	Ocp	1.1	1.3	1.7	2.9	14.0	1.3	1.2	12.7	4.6	32.9
1700-1800	Pro	4.2	62.4	8.3	0.8	1.5	12.2	4.2	2.0	0.1	4.3
	Ocp	1.1	1.3	1.9	2.3	13.1	1.3	1.1	11.0	14.2	47.0
1800-1900	Pro	2.4	74.4	7.5	0.5	0.9	6.1	2.6	1.8	0.1	3.8
	Ocp	1.1	1.3	1.8	8.8	15.0	1.2	1.1	19.1	21.0	59.3
1900-2000	Pro	2.2	72.6	9.6	0.1	1.4	5.7	2.6	1.5	0.1	4.3
	Ocp	1.1	1.2	1.8	1.2	12.5	1.1	1.0	8.2	9.6	41.7
2000-2100	Pro	2.4	67.7	12.9	0.1	1.4	6.0	3.1	1.4	0.1	4.8
	Ocp	1.1	1.2	1.8	1.0	11.6	1.1	1.1	11.0	14.0	28.6
2100-2200	Pro	2.5	67.9	15.1	0.1	1.3	5.0	2.6	1.0	0.1	4.5
	Ocp	1.1	1.1	1.7	1.0	8.4	1.1	1.0	9.4	7.7	28.1
2200-2300	Pro	1.8	70.3	15.0	0.1	1.5	4.5	2.0	0.8	0.1	4.0
	Ocp	1.0	1.2	1.6	1.0	10.9	1.1	1.0	6.9	2.0	26.0
16 hours	Pro	2.1	60.4	10.6	0.7	1.3	12.7	6.6	1.8	0.1	3.8
	Ocp	1.1	1.3	1.8	4.5	11.4	1.3	1.2	12.4	7.1	37.6

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

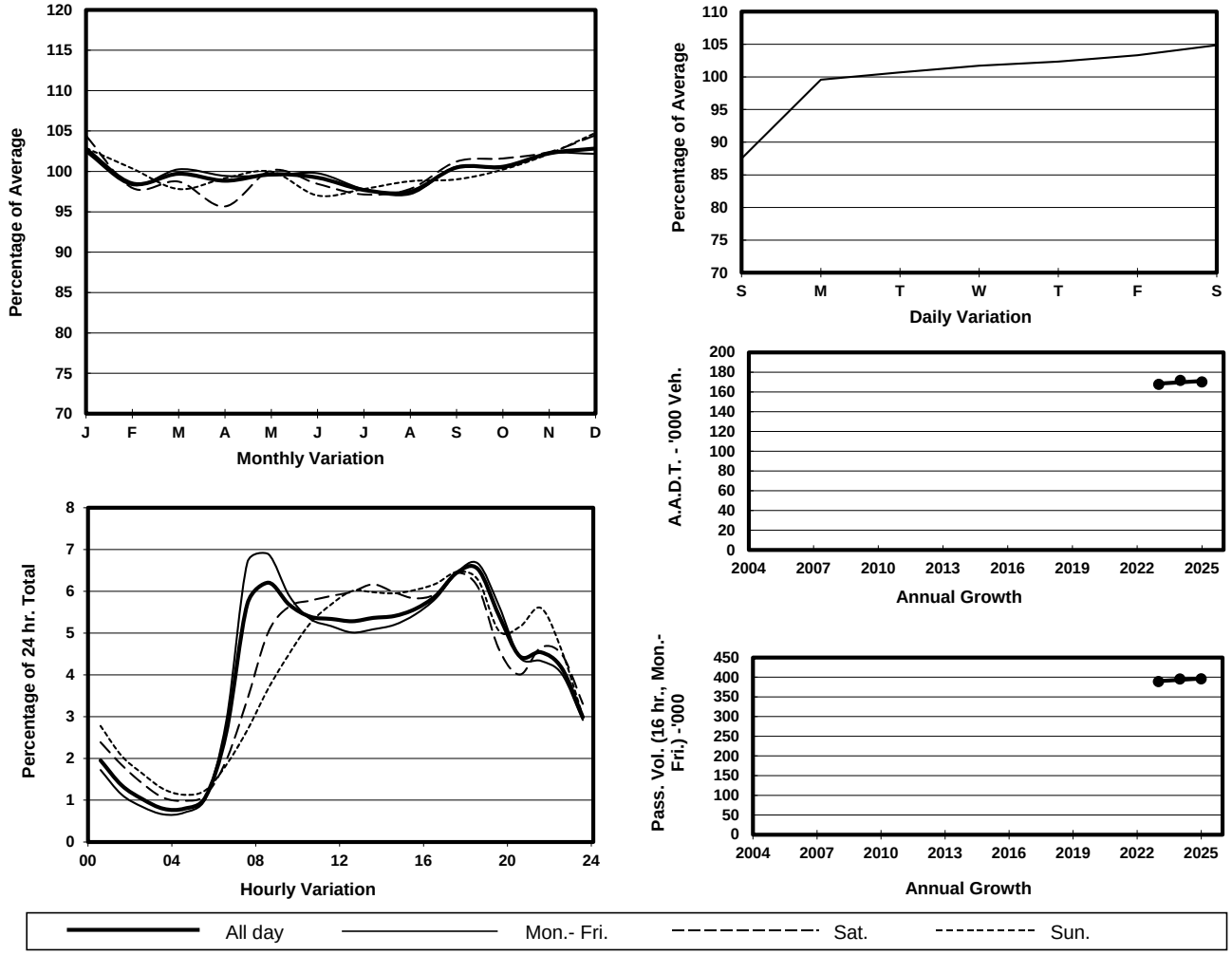
* All traffic data are collected from combined bounds

YEAR 2025

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.	81920	83640	86710	72390
R 12 / 24 - %	69.2	70.0	68.5	65.3
R 16 / 24 - %	87.1	87.6	85.9	85.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5460	6200	4990	3570
T - % (AM)	-	7.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	5270	5440	5420	4490
T - % (PM)	-	8.5	-	-
Prop.of commercial vehicles - 16 hr.	-	9.5	-	-
IN BOUND				
A.A.D.T.	88210	90160	93000	77740
R 12 / 24 - %	68.5	69.4	67.8	64.1
R 16 / 24 - %	87.7	88.5	86.0	85.0
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5100	5770	5140	3200
T - % (AM)	-	9.0	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	6090	6400	6150	5210
T - % (PM)	-	4.2	-	-
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	2.5	62.3	12.6	2.5	3.7	7.0	2.9	3.6	0.1	2.8
	Ocp	1.0	1.5	2.0	7.3	12.8	1.3	1.2	18.0	15.0	37.5
0800-0900	Pro	2.3	65.9	13.0	1.0	2.4	7.3	4.4	1.7	0.1	2.0
Peak Hour	Ocp	1.1	1.3	2.0	5.8	12.9	1.5	1.2	15.7	21.0	46.6
0900-1000	Pro	1.7	54.8	17.1	0.6	3.3	13.0	6.1	1.1	0.1	2.3
	Ocp	1.1	1.3	1.7	2.0	8.4	1.4	1.2	5.1	1.0	29.1
1000-1100	Pro	2.3	48.8	14.7	0.5	4.4	17.1	8.7	0.9	0.1	2.6
	Ocp	1.1	1.3	1.7	4.5	8.4	1.4	1.2	7.4	15.0	22.4
1100-1200	Pro	2.5	50.0	14.8	1.4	3.8	15.9	8.4	0.9	0.1	2.2
	Ocp	1.1	1.3	1.8	3.1	9.3	1.4	1.2	1.4	7.0	22.2
1200-1300	Pro	2.8	49.0	16.0	2.5	3.9	15.2	7.1	1.2	0.0	2.3
	Ocp	1.1	1.3	1.7	4.0	9.2	1.4	1.3	10.6	0.0	24.1
1300-1400	Pro	2.8	46.9	15.3	1.7	3.7	15.9	10.0	0.9	0.1	2.7
	Ocp	1.0	1.4	1.8	1.6	11.2	1.4	1.3	7.4	7.3	26.3
1400-1500	Pro	1.4	48.6	17.6	0.9	3.4	16.6	8.1	1.1	0.1	2.2
	Ocp	1.0	1.4	1.8	3.1	8.5	1.4	1.2	2.6	10.0	23.2
1500-1600	Pro	1.0	53.6	16.0	2.7	2.8	13.3	7.2	1.2	0.1	2.1
	Ocp	1.0	1.3	1.7	5.2	10.0	1.4	1.3	10.2	12.3	28.0
1600-1700	Pro	2.2	53.3	15.8	2.5	3.1	12.7	5.8	2.3	0.1	2.3
	Ocp	1.0	1.4	1.7	2.9	11.9	1.4	1.2	4.3	17.5	26.2
1700-1800	Pro	3.9	60.1	12.9	2.2	2.8	10.8	3.3	1.8	0.1	2.3
	Ocp	1.1	1.3	1.7	3.0	14.8	1.4	1.2	12.1	25.0	43.2
1800-1900	Pro	4.0	67.0	13.9	0.3	3.0	6.5	1.6	1.3	0.1	2.3
	Ocp	1.1	1.3	1.8	1.6	15.7	1.4	1.0	16.8	4.2	45.1
1900-2000	Pro	3.2	66.2	16.5	0.1	3.1	5.4	1.4	1.6	0.1	2.5
	Ocp	1.1	1.3	1.8	3.0	11.8	1.1	1.0	25.2	9.0	31.6
2000-2100	Pro	2.2	69.8	16.3	0.2	2.7	4.7	0.9	0.8	0.1	2.4
	Ocp	1.1	1.2	1.8	1.6	10.9	1.1	1.2	8.8	2.0	25.6
2100-2200	Pro	2.8	63.8	22.1	0.2	2.5	4.3	0.8	0.6	0.1	2.9
	Ocp	1.1	1.2	1.7	1.0	10.8	1.1	1.1	6.5	11.0	22.7
2200-2300	Pro	1.8	68.3	21.0	0.0	3.1	2.2	0.3	0.4	0.0	2.9
	Ocp	1.1	1.3	1.6	0.0	6.4	1.1	1.0	12.3	0.0	16.5
16 hours	Pro	2.5	58.1	15.7	1.3	3.2	10.5	4.8	1.4	0.1	2.4
	Ocp	1.1	1.3	1.8	4.1	10.9	1.4	1.2	12.1	10.1	30.2

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

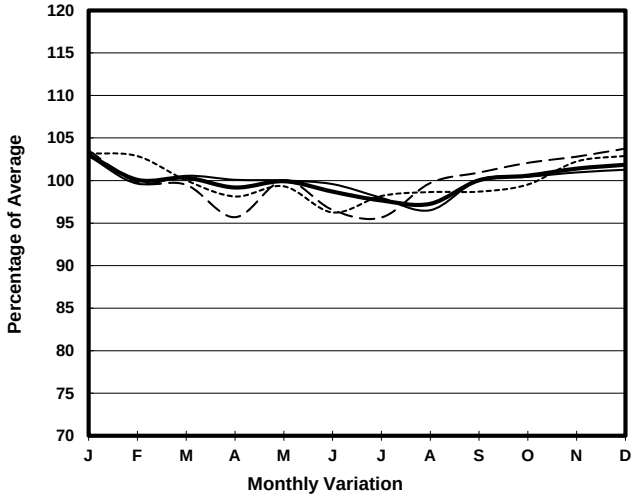
* All traffic data are collected from combined bounds

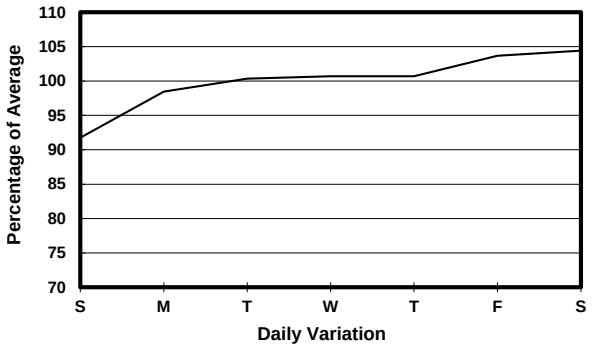
YEAR 2025

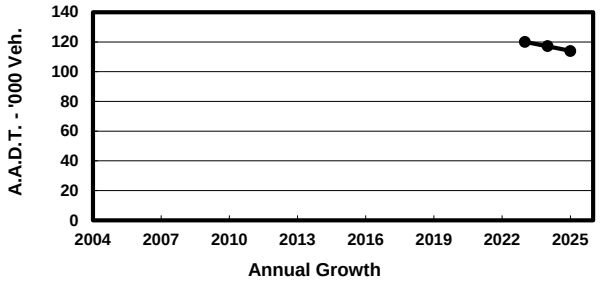
Location Ma On Shan External Cordon(Ma On Shan Area Boundary)

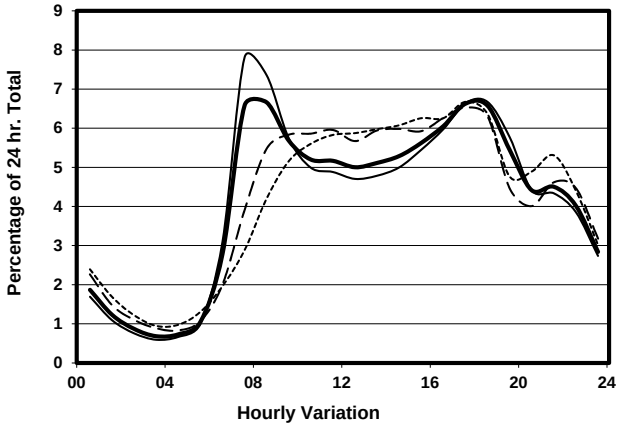
Stations on Cordon/Screenline 6222, 6225 and 6226

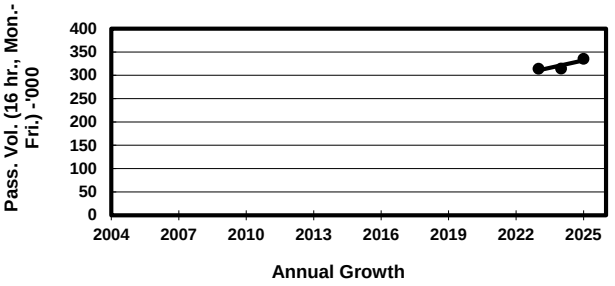
1. TRAFFIC FLOW VARIATION AND GROWTH











All day Mon.- Fri. Sat. Sun.

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
OUT BOUND				
A.A.D.T.	57790	58560	60560	52940
R 12 / 24 - %	71.8	72.4	71.6	68.7
R 16 / 24 - %	88.1	88.4	87.6	86.9
AM Peak Hour	0700-0800	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	4500	5480	3730	2960
T - % (AM)	-	10.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	3700	3700	3920	3610
T - % (PM)	-	7.7	-	-
Prop.of commercial vehicles - 16 hr.	-	8.5	-	-
IN BOUND				
A.A.D.T.	56150	56700	59110	52130
R 12 / 24 - %	67.3	67.6	67.7	65.5
R 16 / 24 - %	87.8	88.3	86.8	86.1
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	3240	3590	3280	2460
T - % (AM)	-	9.7	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	4090	4310	3890	3400
T - % (PM)	-	8.5	-	-
Prop.of commercial vehicles - 16 hr.	-	12.8	-	-

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	1.7	57.0	13.5	1.7	4.3	9.6	3.4	3.7	0.0	5.2
Peak Hour	Ocp	1.1	1.4	2.0	3.7	14.6	1.3	1.2	9.4	0.0	31.0
0800-0900	Pro	2.5	65.9	10.4	1.6	2.9	8.1	3.2	1.9	0.0	3.5
	Ocp	1.1	1.4	1.8	4.4	12.8	1.4	1.4	9.9	0.0	36.9
0900-1000	Pro	1.0	60.6	14.4	0.7	2.9	9.9	4.5	2.3	0.1	3.7
	Ocp	1.0	1.6	1.9	1.2	10.5	1.4	1.5	18.7	1.0	26.9
1000-1100	Pro	1.1	52.1	13.1	0.5	4.8	15.3	6.9	1.5	0.1	4.6
	Ocp	1.0	1.3	1.7	2.5	8.9	1.3	1.4	5.4	1.0	21.7
1100-1200	Pro	1.1	52.8	11.4	1.2	4.4	17.4	5.6	1.6	0.0	4.5
	Ocp	1.1	1.3	1.7	1.7	9.5	1.3	1.4	7.9	0.0	23.5
1200-1300	Pro	1.6	46.4	14.9	1.9	5.5	16.2	5.6	3.0	0.1	4.7
	Ocp	1.1	1.4	1.6	4.3	7.7	1.3	1.2	4.9	4.6	22.7
1300-1400	Pro	2.0	58.4	9.9	0.8	3.6	13.5	5.2	2.5	0.1	4.0
	Ocp	1.1	1.5	2.1	1.9	9.7	1.4	1.3	14.8	3.2	27.0
1400-1500	Pro	1.4	52.0	14.1	1.3	3.2	15.6	5.7	1.7	0.2	4.7
	Ocp	1.0	1.5	1.7	1.6	12.0	1.3	1.3	7.7	2.9	21.9
1500-1600	Pro	1.5	52.4	12.0	3.9	3.4	15.0	3.8	3.0	0.1	4.9
	Ocp	1.2	1.2	1.6	7.4	11.1	1.4	1.3	12.5	3.2	23.4
1600-1700	Pro	1.8	51.4	12.9	2.3	3.8	15.5	4.8	2.7	0.0	4.9
	Ocp	1.0	1.3	1.7	2.5	13.2	1.3	1.2	5.5	0.0	32.0
1700-1800	Pro	4.5	60.0	11.5	1.5	4.8	8.8	1.8	2.4	0.1	4.5
	Ocp	1.1	1.2	1.7	2.2	13.4	1.2	1.2	6.5	1.0	41.0
1800-1900	Pro	2.3	69.2	9.2	0.3	3.6	7.4	1.6	1.6	0.0	4.7
	Ocp	1.1	1.2	1.7	2.6	14.5	1.1	1.1	19.4	0.0	45.7
1900-2000	Pro	2.2	67.8	12.4	0.2	4.3	4.3	0.8	1.6	0.1	6.3
	Ocp	1.1	1.3	1.6	1.0	11.4	1.3	1.1	10.5	12.0	32.7
2000-2100	Pro	2.2	65.0	15.6	0.0	4.1	4.7	1.7	0.9	0.0	5.7
	Ocp	1.2	1.2	1.6	0.0	9.6	1.1	1.1	5.0	0.0	23.1
2100-2200	Pro	4.1	62.1	17.7	0.1	3.7	4.6	1.6	0.7	0.1	5.3
	Ocp	1.0	1.3	1.6	1.0	6.1	1.1	1.1	1.5	8.0	19.9
2200-2300	Pro	3.5	53.0	27.4	0.0	4.1	3.8	1.6	1.4	0.0	5.3
	Ocp	1.0	1.4	1.5	0.0	10.7	1.0	1.0	1.8	0.0	20.4
16 hours	Pro	2.2	58.4	13.3	1.2	3.9	10.6	3.6	2.1	0.1	4.8
	Ocp	1.1	1.3	1.7	3.8	11.3	1.3	1.3	9.7	3.0	29.0

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*

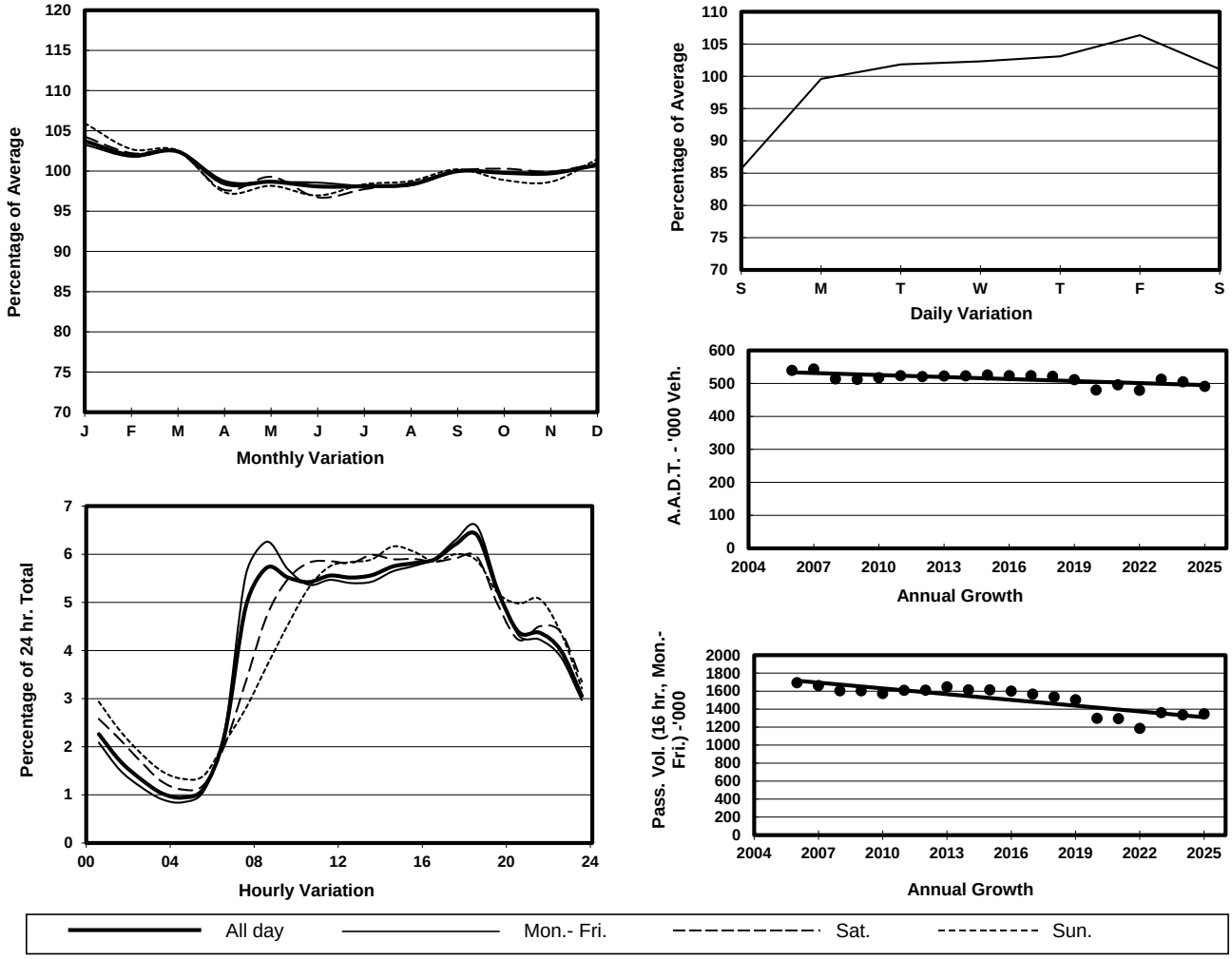
M&H Medium and Heavy

* All traffic data are collected from combined bounds

YEAR 2025
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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	252450	261330	259700	214690
R 12 / 24 - %	67.9	69.0	66.1	63.0
R 16 / 24 - %	86.4	87.3	84.6	83.2
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	14240	16240	13650	9340
T - % (AM)	-	9.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	16050	17050	15660	13330
T - % (PM)	-	5.4	-	-
Prop.of commercial vehicles - 16 hr.	-	7.9	-	-
WEST BOUND				
A.A.D.T.	238630	246510	241120	209560
R 12 / 24 - %	68.7	69.8	67.1	64.5
R 16 / 24 - %	86.1	86.8	84.6	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	13860	15550	13800	9870
T - % (AM)	-	9.1	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	15400	16380	14440	12280
T - % (PM)	-	6.7	-	-
Prop.of commercial vehicles - 16 hr.	-	8.0	-	-

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	4.2	44.2	22.8	4.0	2.9	10.9	4.1	3.4	0.1	3.4
	Ocp	1.0	1.3	1.9	7.1	9.1	1.3	1.3	14.6	18.9	43.7
0800-0900	Pro	2.4	56.3	16.8	1.5	2.5	11.2	3.5	2.2	0.1	3.5
	Ocp	1.1	1.3	1.9	4.4	12.0	1.4	1.3	14.6	19.0	47.3
0900-1000	Pro	1.5	51.0	20.6	0.6	1.9	15.7	4.0	1.2	0.1	3.4
	Ocp	1.0	1.3	1.8	3.5	10.2	1.4	1.3	5.6	14.3	30.8
1000-1100	Pro	2.0	42.5	24.1	0.8	2.4	18.6	5.3	1.2	0.1	3.2
	Ocp	1.1	1.3	1.8	2.6	8.0	1.4	1.3	6.7	17.1	28.9
1100-1200	Pro	2.4	45.2	22.5	1.4	2.3	16.3	4.8	2.0	0.1	3.1
	Ocp	1.0	1.4	1.8	2.9	8.7	1.4	1.3	6.6	16.1	28.0
1200-1300	Pro	2.7	49.0	22.5	1.4	2.1	13.7	4.0	1.6	0.1	3.0
	Ocp	1.0	1.4	1.8	4.5	8.4	1.3	1.3	12.8	13.1	31.0
1300-1400	Pro	2.4	47.5	21.0	1.8	2.2	16.3	4.8	1.1	0.1	2.8
	Ocp	1.1	1.4	1.9	3.2	10.2	1.4	1.4	9.6	13.8	36.3
1400-1500	Pro	1.6	50.2	21.3	1.2	2.0	15.1	4.4	1.3	0.1	2.9
	Ocp	1.0	1.5	1.9	2.5	10.3	1.4	1.3	8.3	10.2	32.8
1500-1600	Pro	2.2	50.1	21.6	1.8	1.8	14.3	3.9	1.4	0.1	2.9
	Ocp	1.0	1.4	1.9	5.7	11.0	1.4	1.3	6.9	11.4	35.0
1600-1700	Pro	2.9	52.2	20.7	1.7	1.7	12.8	3.1	1.8	0.1	3.1
	Ocp	1.1	1.5	1.8	4.3	11.6	1.4	1.2	7.0	13.1	36.4
1700-1800	Pro	5.1	57.7	18.0	1.0	2.4	9.3	1.9	1.2	0.1	3.4
	Ocp	1.1	1.4	1.9	1.9	13.3	1.4	1.2	7.0	16.1	47.5
1800-1900	Pro	4.3	61.8	18.8	0.1	2.4	6.6	1.5	1.1	0.1	3.3
Peak Hour	Ocp	1.1	1.4	2.1	6.5	15.5	1.3	1.3	11.6	23.0	59.3
1900-2000	Pro	3.5	62.5	20.8	0.1	2.5	5.0	1.0	1.2	0.1	3.2
	Ocp	1.1	1.3	1.9	1.0	11.7	1.2	1.1	7.8	15.9	43.5
2000-2100	Pro	4.0	53.8	28.1	0.1	2.6	5.6	1.0	1.0	0.1	3.7
	Ocp	1.1	1.3	1.8	1.0	9.9	1.3	1.1	14.0	9.1	30.5
2100-2200	Pro	4.0	53.5	29.5	0.2	2.6	4.8	1.0	0.5	0.1	3.7
	Ocp	1.1	1.4	1.9	1.1	9.7	1.2	1.2	4.9	8.8	32.1
2200-2300	Pro	3.0	57.6	29.9	0.1	2.8	2.2	0.6	0.5	0.1	3.4
	Ocp	1.1	1.4	1.8	1.0	8.6	1.2	1.1	6.2	11.0	34.2
16 hours	Pro	3.0	52.2	22.0	1.1	2.3	11.4	3.1	1.5	0.1	3.2
	Ocp	1.1	1.4	1.9	4.5	10.7	1.4	1.3	9.9	14.5	38.1

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

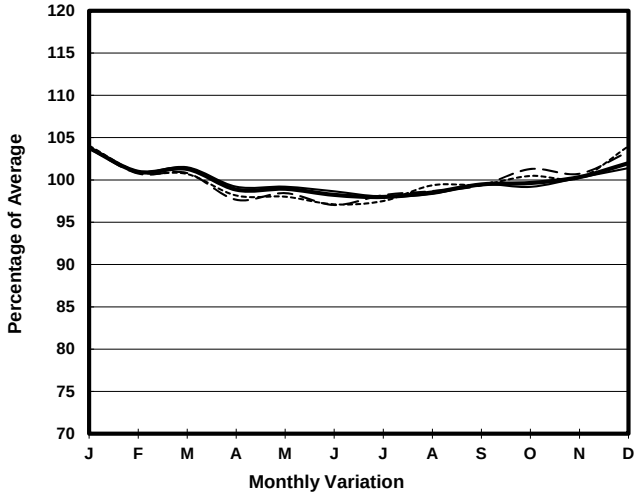
* All traffic data are collected from combined bounds

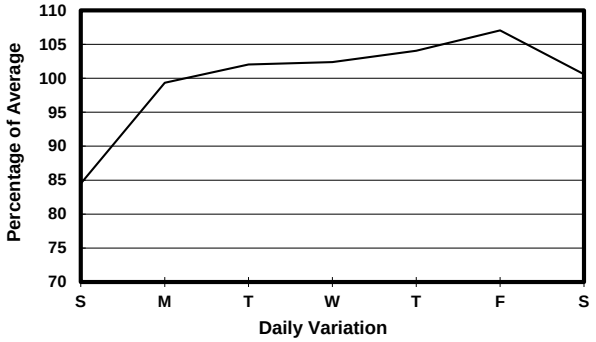
YEAR 2025

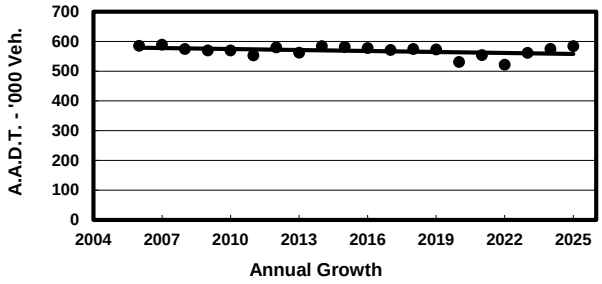
Location Screenline C-C(Kowloon Peninsula South of Dundas Street)

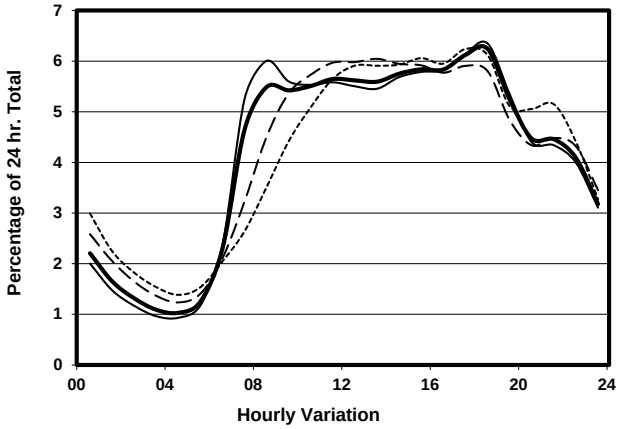
Stations on Cordon/Screenline 3001, 3006, 3014, 3024, 3025, 3026, 3103, 4205, 4209, 4210, 4211, 4212, 4213, 4214, 4215, 4220, 4401, 4403 and 4404

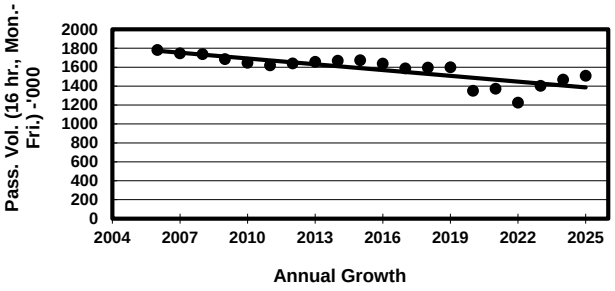
1. TRAFFIC FLOW VARIATION AND GROWTH











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

2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	296100	307380	299380	253850
R 12 / 24 - %	69.4	70.3	67.9	65.1
R 16 / 24 - %	86.2	86.9	84.8	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	17940	20320	17520	12030
T - % (AM)	-	8.8	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	18250	19000	17800	16010
T - % (PM)	-	6.5	-	-
Prop.of commercial vehicles - 16 hr.	-	9.1	-	-
NORTH BOUND				
A.A.D.T.	288050	299000	293710	244550
R 12 / 24 - %	66.0	67.1	64.4	61.7
R 16 / 24 - %	85.8	86.7	83.5	82.8
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	14480	16110	14300	10000
T - % (AM)	-	11.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	18220	19500	17670	15290
T - % (PM)	-	8.3	-	-
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	3.7	44.1	21.4	2.9	2.2	13.1	4.7	2.8	0.1	4.9
	Ocp	1.0	1.3	1.9	8.2	9.1	1.2	1.2	14.3	17.0	33.3
0800-0900	Pro	2.4	56.1	16.5	1.3	1.8	12.0	3.3	2.0	0.1	4.6
	Ocp	1.1	1.3	1.8	5.0	8.8	1.4	1.2	20.3	19.4	37.9
0900-1000	Pro	1.7	47.2	19.3	0.6	1.6	18.3	5.2	1.4	0.1	4.5
	Ocp	1.1	1.3	1.8	3.1	6.8	1.4	1.3	10.2	16.5	22.6
1000-1100	Pro	2.7	40.1	23.4	0.7	1.2	20.8	5.9	1.2	0.1	4.0
	Ocp	1.0	1.3	1.7	3.2	7.4	1.3	1.3	6.2	14.8	19.3
1100-1200	Pro	2.3	45.9	22.6	0.9	1.5	16.6	4.6	1.5	0.1	4.0
	Ocp	1.0	1.3	1.8	3.0	7.2	1.3	1.3	10.2	19.8	21.7
1200-1300	Pro	2.7	47.4	21.1	1.2	1.3	15.2	5.8	1.3	0.1	4.0
	Ocp	1.0	1.4	1.7	5.1	6.7	1.3	1.2	12.0	13.5	23.1
1300-1400	Pro	2.8	47.9	21.3	0.8	1.5	15.3	5.4	1.3	0.1	3.5
	Ocp	1.1	1.3	1.9	3.5	8.3	1.3	1.3	12.4	13.4	25.8
1400-1500	Pro	2.0	49.5	19.6	0.7	1.2	17.5	4.5	1.5	0.1	3.6
	Ocp	1.1	1.4	1.8	2.4	8.4	1.3	1.3	10.1	15.7	25.2
1500-1600	Pro	2.3	48.0	21.0	2.2	1.3	15.7	3.6	1.6	0.1	4.2
	Ocp	1.1	1.3	1.8	5.7	7.9	1.3	1.3	9.4	17.6	27.4
1600-1700	Pro	2.8	53.3	18.6	1.4	1.6	12.8	3.2	2.0	0.1	4.3
	Ocp	1.1	1.4	1.9	3.9	8.6	1.4	1.3	7.1	17.4	28.0
1700-1800	Pro	4.5	56.5	19.2	0.9	1.3	9.7	2.2	1.1	0.1	4.5
	Ocp	1.1	1.3	1.9	3.5	9.9	1.3	1.3	9.2	24.4	35.1
1800-1900	Pro	4.9	61.4	18.7	0.1	1.6	5.9	1.5	1.1	0.1	4.6
Peak Hour	Ocp	1.1	1.4	2.0	7.2	11.9	1.2	1.2	16.3	22.7	39.8
1900-2000	Pro	4.0	60.6	21.2	0.1	1.6	5.3	1.2	1.4	0.1	4.5
	Ocp	1.1	1.3	1.8	1.0	9.3	1.1	1.4	10.7	15.1	29.4
2000-2100	Pro	4.0	55.9	27.0	0.1	1.7	4.4	1.1	1.0	0.1	4.8
	Ocp	1.1	1.3	1.7	1.2	8.5	1.2	1.1	12.3	9.2	21.8
2100-2200	Pro	3.3	54.3	28.3	0.2	1.7	4.9	1.4	0.8	0.1	5.0
	Ocp	1.1	1.3	1.7	1.2	6.8	1.1	1.2	4.6	11.0	23.2
2200-2300	Pro	2.6	56.0	30.9	0.1	1.6	3.1	0.8	0.6	0.1	4.4
	Ocp	1.0	1.2	1.7	5.0	7.4	1.2	1.2	8.3	10.2	22.4
16 hours	Pro	3.1	51.5	21.5	0.9	1.5	12.2	3.5	1.4	0.1	4.3
	Ocp	1.1	1.3	1.8	4.9	8.4	1.3	1.3	11.5	16.5	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

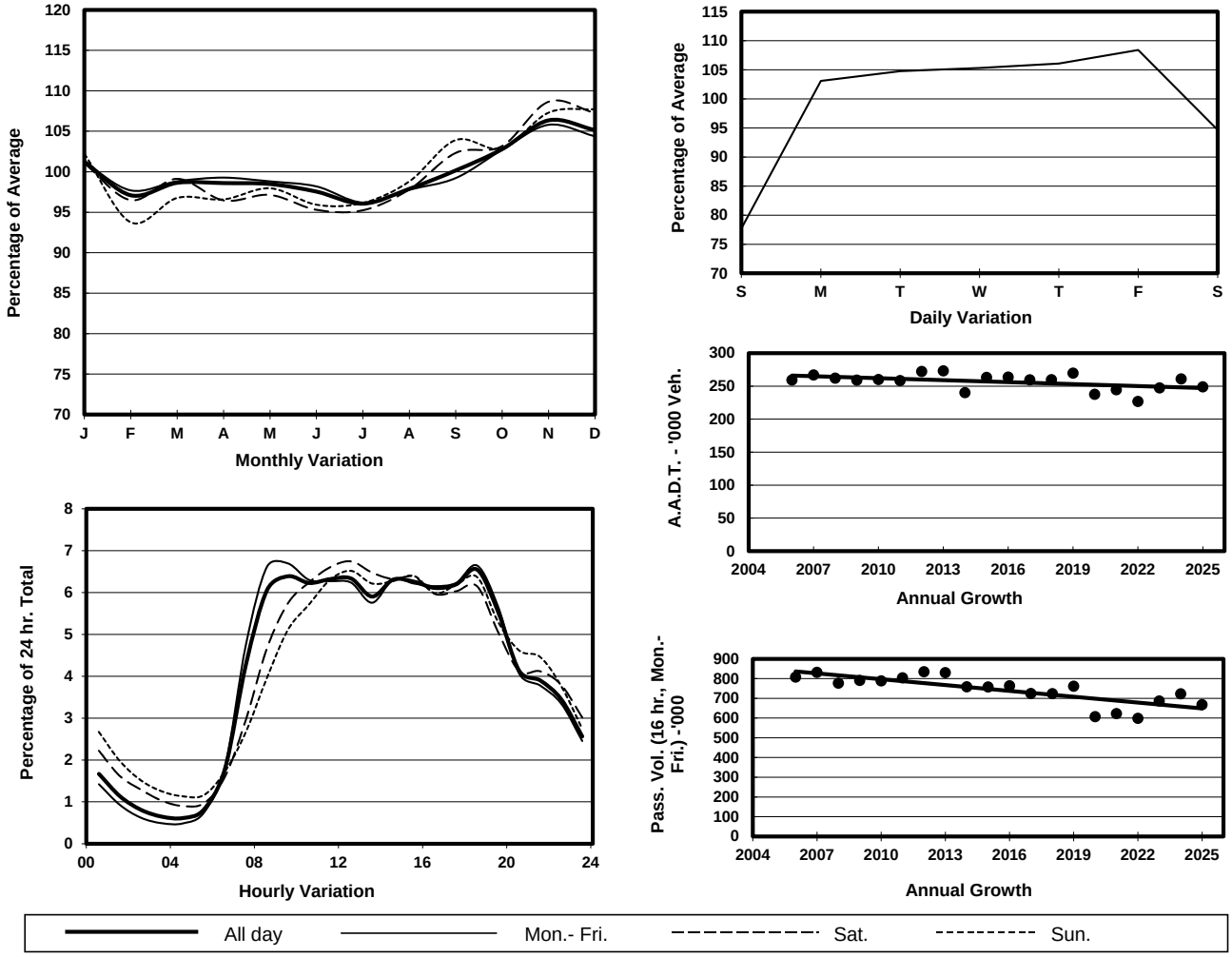
* All traffic data are collected from combined bounds

YEAR 2025

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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
EAST BOUND				
A.A.D.T.	128720	137730	123440	99940
R 12 / 24 - %	72.9	74.5	69.6	66.2
R 16 / 24 - %	90.0	91.3	86.8	84.8
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	8220	9340	6950	4610
T - % (AM)	-	9.5	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	8780	9590	7680	6570
T - % (PM)	-	6.7	-	-
Prop.of commercial vehicles - 16 hr.	-	7.8	-	-
WEST BOUND				
A.A.D.T.	120270	128120	115560	96180
R 12 / 24 - %	73.0	73.9	71.0	69.3
R 16 / 24 - %	89.9	90.7	88.0	86.9
AM Peak Hour	0900-1000	0900-1000	0900-1000	0900-1000
One-way flow at AM peak hour	7690	8450	6780	5420
T - % (AM)	-	9.3	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	7520	8070	7010	5920
T - % (PM)	-	8.2	-	-
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	2.7	41.3	33.9	1.9	1.8	8.7	2.5	2.4	0.1	4.9
	Ocp	1.0	1.3	1.9	5.8	5.5	1.4	1.3	14.8	8.9	25.7
0800-0900	Pro	1.6	51.8	29.3	0.9	0.3	6.3	1.5	2.6	0.1	5.6
	Ocp	1.1	1.4	1.9	7.8	11.9	1.5	1.5	11.8	18.5	33.5
0900-1000	Pro	1.1	50.8	27.6	0.4	0.7	10.1	3.0	1.3	0.1	5.1
Peak Hour	Ocp	1.0	1.3	2.0	3.3	6.4	1.5	1.4	8.4	8.1	23.5
1000-1100	Pro	1.5	50.2	27.1	0.6	0.4	13.0	3.2	0.8	0.1	3.2
	Ocp	1.0	1.4	1.9	6.6	7.9	1.4	1.4	10.9	10.6	23.1
1100-1200	Pro	2.7	53.4	25.1	1.0	0.5	9.9	2.6	1.5	0.1	3.2
	Ocp	1.0	1.3	1.9	4.2	9.4	1.4	1.3	11.8	23.0	23.1
1200-1300	Pro	2.8	56.9	25.6	0.7	0.2	7.1	2.2	1.6	0.1	2.9
	Ocp	1.0	1.4	2.0	4.1	8.9	1.4	1.5	8.2	15.7	22.4
1300-1400	Pro	2.6	51.9	25.0	0.5	0.4	11.6	3.1	1.6	0.1	3.4
	Ocp	1.0	1.4	1.9	2.5	13.3	1.4	1.5	12.6	19.0	22.6
1400-1500	Pro	1.5	53.3	27.0	0.7	0.7	10.0	2.1	1.9	0.1	2.8
	Ocp	1.0	1.4	2.0	2.9	3.8	1.4	1.4	11.7	16.8	23.1
1500-1600	Pro	1.9	55.0	23.3	1.4	0.3	9.7	1.9	3.1	0.1	3.2
	Ocp	1.1	1.5	2.0	7.7	10.3	1.4	1.3	15.2	13.6	24.0
1600-1700	Pro	2.2	57.1	24.2	1.1	0.5	7.5	1.2	2.5	0.1	3.6
	Ocp	1.0	1.5	2.0	5.0	13.0	1.5	1.2	10.9	20.9	25.7
1700-1800	Pro	1.5	60.4	23.3	0.7	0.4	5.6	1.3	1.7	0.1	4.9
	Ocp	1.0	1.4	1.9	3.1	12.8	1.5	1.5	16.5	26.3	30.7
1800-1900	Pro	2.9	61.2	24.7	0.2	0.5	3.2	0.7	2.0	0.1	4.6
	Ocp	1.0	1.4	2.1	7.1	13.1	1.4	1.4	16.3	28.2	38.3
1900-2000	Pro	2.3	64.3	25.3	0.1	0.5	2.0	0.5	1.4	0.1	3.5
	Ocp	1.0	1.4	1.9	5.7	7.5	1.3	1.2	9.6	13.3	27.0
2000-2100	Pro	3.2	56.1	31.1	0.1	0.5	2.0	0.7	1.0	0.1	5.1
	Ocp	1.0	1.3	1.8	3.0	9.3	1.2	1.3	8.8	10.5	18.0
2100-2200	Pro	2.2	56.7	32.8	0.1	0.4	1.8	0.7	0.6	0.1	4.5
	Ocp	1.0	1.2	1.9	1.0	12.4	1.2	1.3	12.0	15.5	15.1
2200-2300	Pro	1.5	54.4	36.0	0.1	0.5	2.4	0.5	0.8	0.1	3.9
	Ocp	1.0	1.3	1.8	1.0	9.6	1.2	1.2	9.0	7.3	13.5
16 hours	Pro	2.1	54.8	27.0	0.7	0.5	7.3	1.8	1.7	0.1	4.0
	Ocp	1.0	1.4	1.9	5.3	8.9	1.4	1.4	12.4	16.5	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

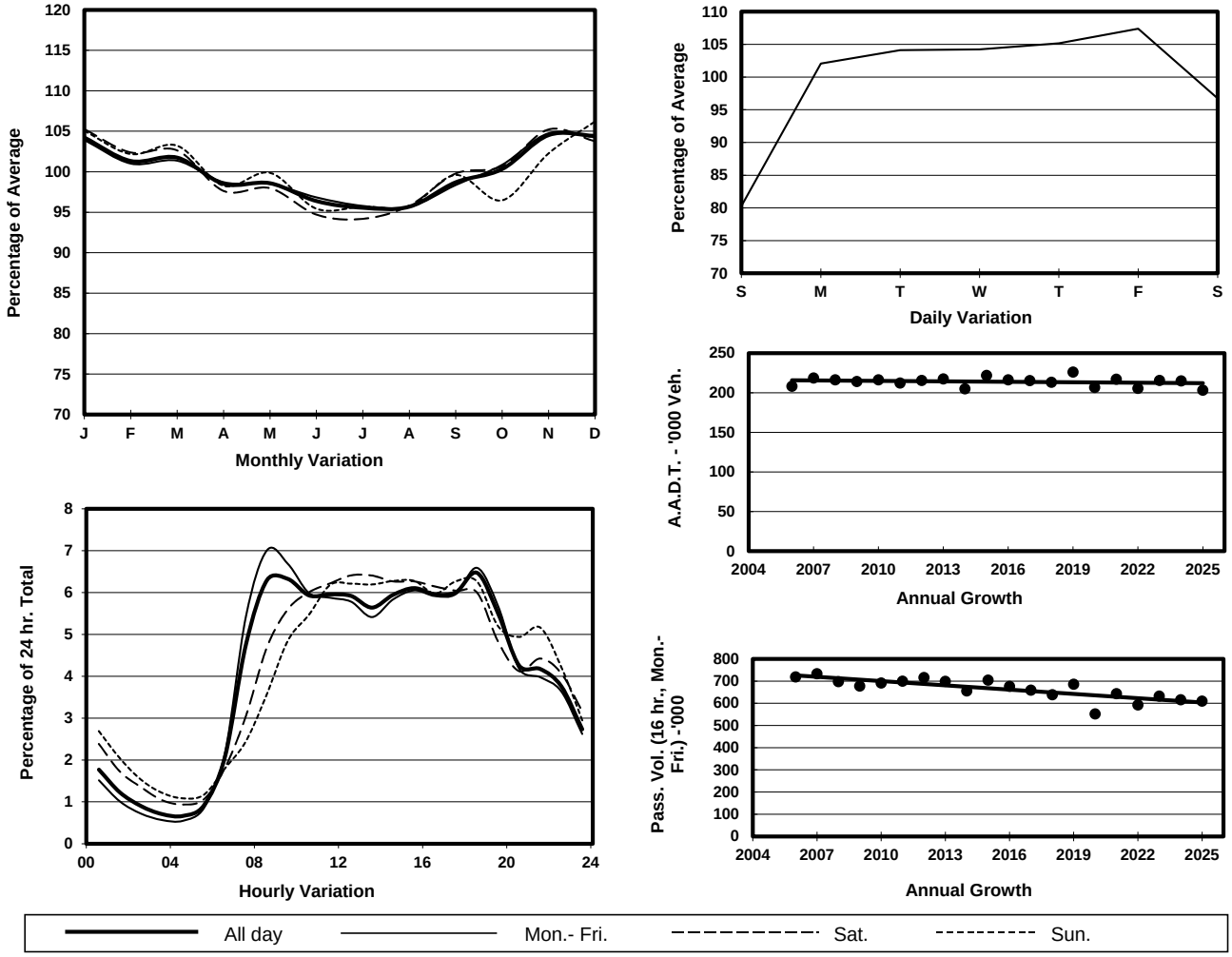
* All traffic data are collected from combined bounds

YEAR 2025

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.	98720	104120	96050	81900
R 12 / 24 - %	69.6	70.9	67.0	64.3
R 16 / 24 - %	88.6	89.7	85.7	85.0
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	5870	6950	4860	3700
T - % (AM)	-	10.9	-	-
PM Peak Hour	1800-1900	1800-1900	1600-1700	1700-1800
One-way flow at PM peak hour	6330	6830	6180	5160
T - % (PM)	-	7.3	-	-
Prop.of commercial vehicles - 16 hr.	-	9.7	-	-
WEST BOUND				
A.A.D.T.	104410	110540	102880	83180
R 12 / 24 - %	73.0	74.1	71.1	67.7
R 16 / 24 - %	89.4	90.3	87.3	86.0
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	6970	8100	6290	4320
T - % (AM)	-	9.9	-	-
PM Peak Hour	1800-1900	1800-1900	1800-1900	1800-1900
One-way flow at PM peak hour	6820	7320	6260	5350
T - % (PM)	-	7.1	-	-
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	2.3	42.2	26.1	5.0	1.6	8.8	2.9	4.7	0.1	6.3
	Ocp	1.0	1.3	2.0	8.4	9.4	1.4	1.3	14.1	8.5	38.2
0800-0900	Pro	2.3	52.9	23.8	1.3	0.7	8.5	2.0	2.9	0.1	5.5
Peak Hour	Ocp	1.0	1.3	1.9	6.6	10.1	1.6	1.4	8.3	2.0	43.7
0900-1000	Pro	1.5	49.1	24.2	0.4	0.7	14.4	3.4	1.3	0.1	4.9
	Ocp	1.0	1.4	1.9	4.1	6.4	1.5	1.4	5.6	6.3	27.4
1000-1100	Pro	1.2	45.9	26.7	0.4	0.7	15.8	4.1	1.4	0.0	4.0
	Ocp	1.0	1.3	1.6	3.0	4.7	1.4	1.3	4.5	0.0	24.3
1100-1200	Pro	1.0	49.9	23.9	1.5	0.5	13.6	3.4	2.1	0.1	4.2
	Ocp	1.0	1.3	1.8	3.9	3.4	1.4	1.3	8.3	2.0	23.8
1200-1300	Pro	2.1	50.4	25.9	1.4	0.4	11.1	3.2	1.4	0.1	4.0
	Ocp	1.1	1.4	1.9	4.2	7.1	1.4	1.4	5.5	1.0	26.0
1300-1400	Pro	1.2	49.4	24.8	0.8	0.9	13.8	2.9	1.7	0.1	4.4
	Ocp	1.0	1.4	1.8	1.9	5.3	1.5	1.2	3.7	1.0	28.8
1400-1500	Pro	2.4	50.3	24.3	0.8	0.6	12.6	2.7	1.9	0.1	4.4
	Ocp	1.1	1.4	2.0	1.8	6.1	1.4	1.4	5.2	2.0	28.0
1500-1600	Pro	2.2	47.7	26.8	2.3	0.6	11.2	2.3	2.9	0.1	3.8
	Ocp	1.1	1.5	1.8	6.2	7.2	1.4	1.3	14.1	3.0	26.4
1600-1700	Pro	2.2	53.5	22.3	2.6	0.6	9.8	2.2	2.2	0.1	4.6
	Ocp	1.1	1.4	1.7	6.4	8.9	1.4	1.3	7.7	4.0	29.2
1700-1800	Pro	3.2	56.5	23.5	0.7	0.6	7.1	1.5	1.0	0.1	5.8
	Ocp	1.1	1.4	1.9	5.3	9.6	1.3	1.4	5.7	8.0	34.7
1800-1900	Pro	3.0	64.1	21.5	0.2	0.7	3.5	0.7	1.4	0.0	4.9
	Ocp	1.1	1.3	2.0	5.4	12.9	1.3	1.2	18.0	0.0	46.4
1900-2000	Pro	2.9	63.1	23.9	0.3	0.5	3.2	0.6	0.6	0.1	4.8
	Ocp	1.0	1.4	1.8	6.7	7.6	1.2	1.3	5.3	5.5	31.3
2000-2100	Pro	4.0	52.0	33.4	0.1	0.8	2.6	0.6	0.6	0.0	5.9
	Ocp	1.1	1.3	1.9	1.0	6.3	1.2	1.3	3.4	0.0	23.8
2100-2200	Pro	3.0	50.7	36.0	0.2	1.0	2.5	0.7	0.4	0.1	5.4
	Ocp	1.1	1.2	1.5	1.3	6.0	1.2	1.1	9.8	4.0	22.0
2200-2300	Pro	1.7	56.2	32.0	0.2	1.2	2.6	0.5	0.3	0.1	5.3
	Ocp	1.1	1.3	1.7	1.3	5.8	1.2	1.1	1.0	1.0	23.1
16 hours	Pro	2.2	52.1	25.6	1.2	0.7	9.2	2.2	1.8	0.1	4.9
	Ocp	1.1	1.4	1.8	5.9	7.6	1.4	1.3	9.2	4.6	31.0

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

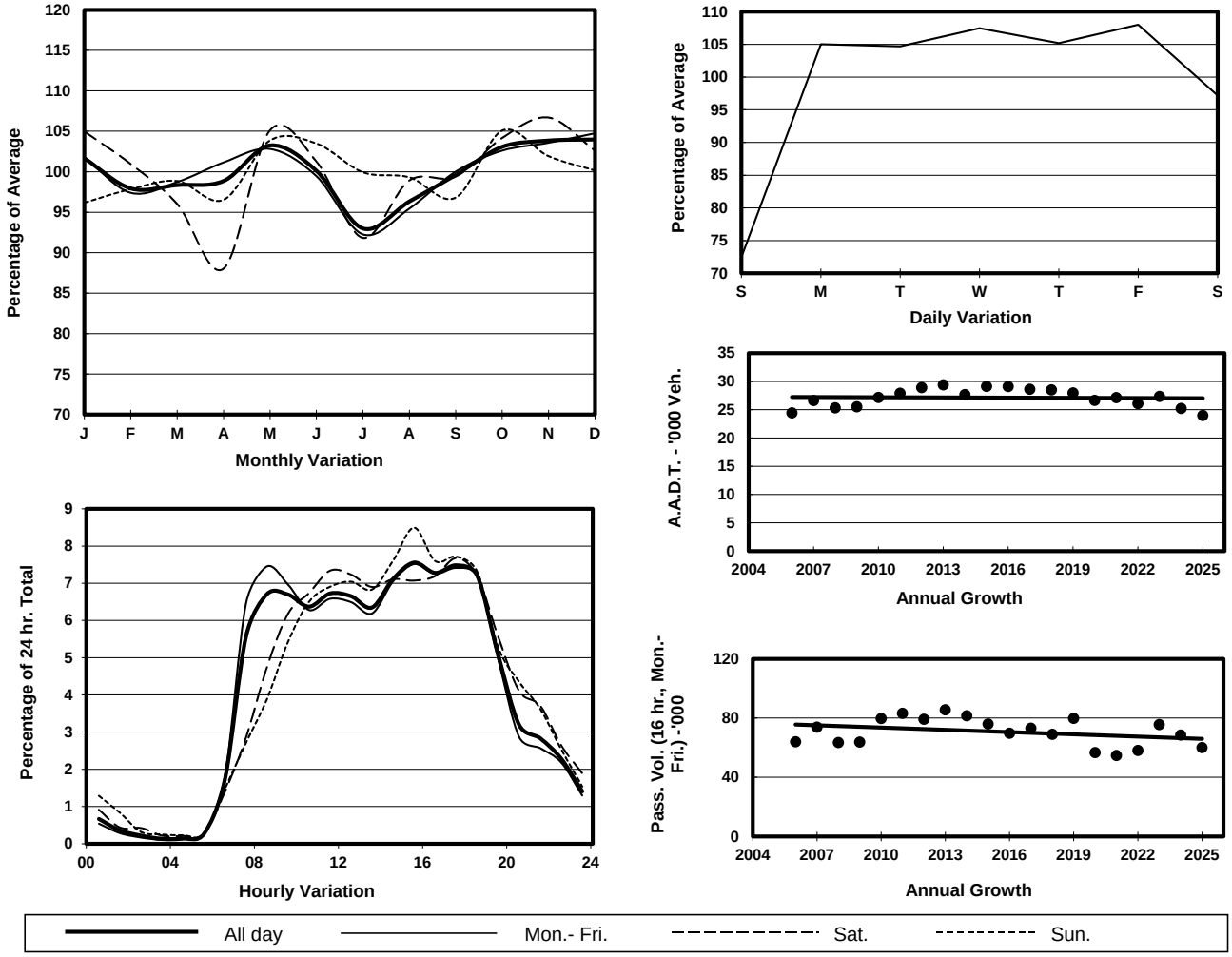
* All traffic data are collected from combined bounds

YEAR 2025

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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
UP BOUND				
A.A.D.T.	12060	12970	11940	8890
R 12 / 24 - %	81.0	81.9	78.2	77.7
R 16 / 24 - %	94.7	94.9	94.2	93.6
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	840	1000	730	500
T - % (AM)	-	3.9	-	-
PM Peak Hour	1600-1700	1800-1900	1600-1700	1600-1700
One-way flow at PM peak hour	860	920	880	670
T - % (PM)	-	1.8	-	-
Prop.of commercial vehicles - 16 hr.	-	5.6	-	-
DOWN BOUND				
A.A.D.T.	11920	12840	11780	8760
R 12 / 24 - %	82.4	83.7	78.3	78.4
R 16 / 24 - %	95.5	95.9	94.3	94.0
AM Peak Hour	0900-1000	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	780	920	730	460
T - % (AM)	-	3.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	940	1000	990	730
T - % (PM)	-	9.3	-	-
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	2.4	58.1	25.4	0.9	1.8	1.1	0.4	9.2	0.0	0.7
	Ocp	1.1	1.3	1.7	5.9	11.4	2.0	1.0	6.3	0.0	39.2
0800-0900	Pro	1.6	70.8	19.4	1.2	1.2	2.0	0.7	2.5	0.0	0.5
	Ocp	1.0	1.4	1.6	3.4	9.8	1.6	1.7	6.3	0.0	27.8
0900-1000	Pro	0.2	68.4	21.1	0.0	1.8	5.3	1.2	1.4	0.0	0.7
	Ocp	1.0	1.5	1.7	0.0	9.2	1.6	1.0	3.7	0.0	11.5
1000-1100	Pro	2.0	66.3	15.9	0.0	1.1	11.1	0.5	2.5	0.0	0.6
	Ocp	1.1	1.2	1.8	0.0	9.3	1.4	1.5	16.7	0.0	18.3
1100-1200	Pro	2.6	67.0	13.5	0.0	0.8	8.6	2.2	4.7	0.0	0.5
	Ocp	1.0	1.3	1.7	0.0	10.8	1.7	1.6	11.8	0.0	26.9
1200-1300	Pro	1.6	71.2	12.3	0.3	1.1	9.4	1.1	2.4	0.0	0.7
	Ocp	1.0	1.5	1.6	3.0	7.0	1.5	1.2	7.4	0.0	29.3
1300-1400	Pro	2.7	59.3	17.9	0.3	1.1	9.0	2.0	6.9	0.0	0.6
	Ocp	1.0	1.4	1.7	6.0	10.3	1.5	1.4	15.8	0.0	29.8
1400-1500	Pro	2.2	57.9	18.1	0.0	1.6	7.7	1.0	10.9	0.0	0.7
	Ocp	1.0	1.4	1.8	0.0	9.1	1.5	1.0	13.3	0.0	30.5
1500-1600	Pro	2.1	61.9	16.5	1.7	2.3	5.7	0.7	8.4	0.0	0.7
Peak Hour	Ocp	1.2	1.2	1.6	11.3	10.2	1.7	1.7	19.9	0.0	28.1
1600-1700	Pro	0.2	71.2	17.3	1.3	0.4	3.6	0.4	4.9	0.0	0.6
	Ocp	1.0	1.5	2.4	6.6	16.0	2.2	1.0	17.3	0.0	34.8
1700-1800	Pro	1.9	70.7	18.2	0.2	0.9	2.0	0.5	4.9	0.0	0.7
	Ocp	1.0	1.6	2.3	5.0	11.3	1.3	2.0	27.5	0.0	59.4
1800-1900	Pro	2.4	72.6	21.3	0.0	0.8	0.7	0.0	1.7	0.0	0.4
	Ocp	1.0	1.3	2.0	0.0	20.0	1.3	0.0	12.9	0.0	64.9
1900-2000	Pro	4.1	70.4	22.7	0.0	0.6	0.6	0.0	0.9	0.0	0.7
	Ocp	1.0	1.5	2.0	0.0	15.0	1.0	0.0	12.7	0.0	51.0
2000-2100	Pro	2.6	67.9	20.3	0.0	1.3	1.9	0.6	3.2	0.0	2.1
	Ocp	1.0	1.3	1.9	0.0	14.5	1.3	2.0	8.6	0.0	42.6
2100-2200	Pro	1.0	70.9	21.3	0.0	2.1	1.3	0.0	2.1	0.0	1.4
	Ocp	1.0	1.3	1.6	0.0	16.0	1.0	0.0	8.0	0.0	22.4
2200-2300	Pro	0.0	62.5	28.9	0.0	2.8	4.2	0.0	0.0	0.0	1.6
	Ocp	0.0	1.3	1.7	0.0	8.0	1.3	0.0	0.0	0.0	7.0
16 hours	Pro	1.9	66.7	18.7	0.4	1.3	4.9	0.8	4.6	0.0	0.7
	Ocp	1.0	1.4	1.8	7.0	10.9	1.6	1.4	14.2	0.0	33.3

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

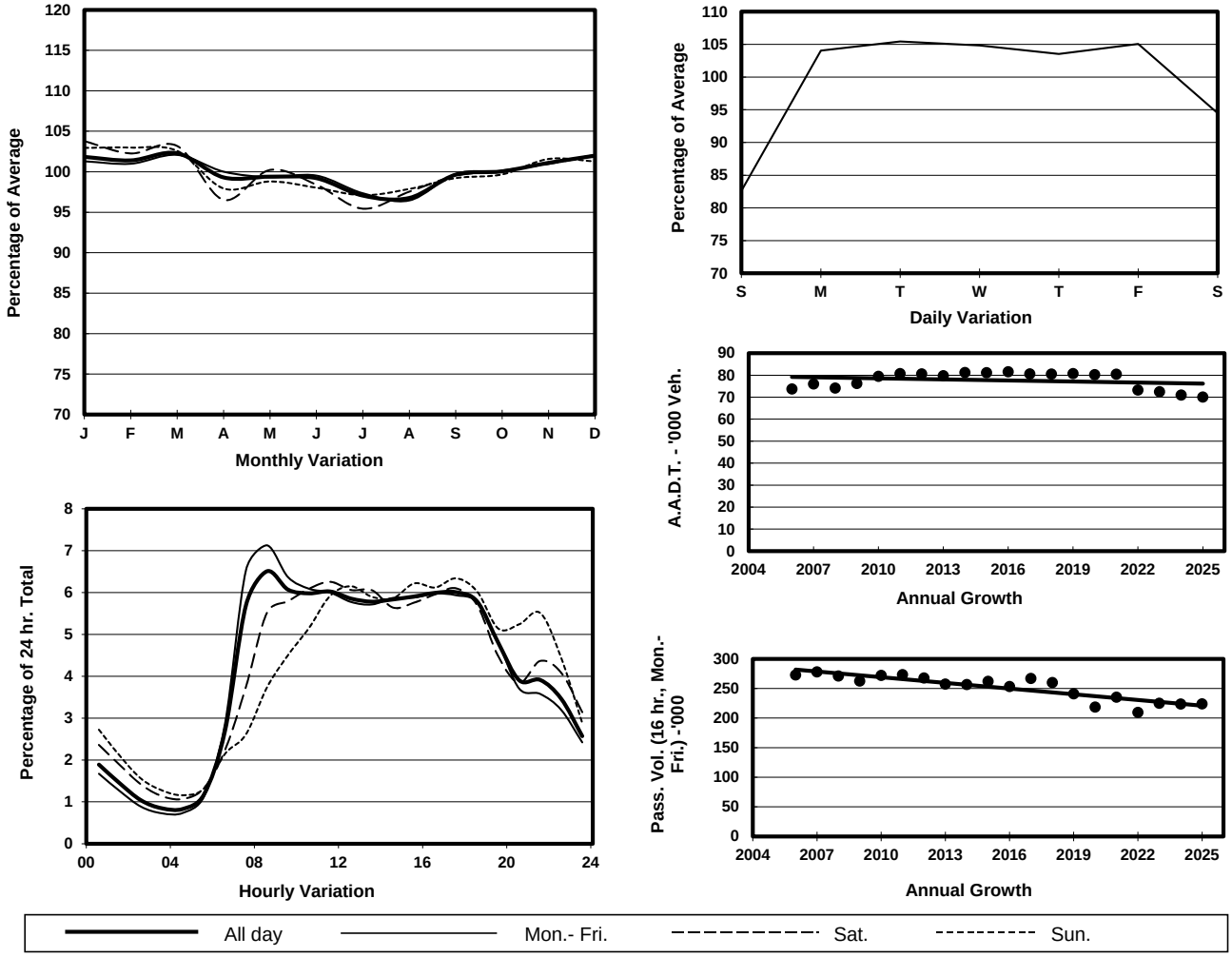
* All traffic data are collected from combined bounds

YEAR 2025

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.	35240	37290	33580	29030
R 12 / 24 - %	69.9	71.7	66.8	62.0
R 16 / 24 - %	87.5	88.4	84.9	84.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2150	2480	1880	1150
T - % (AM)	-	10.1	-	-
PM Peak Hour	1600-1700	1600-1700	1600-1700	1700-1800
One-way flow at PM peak hour	2080	2190	2030	1780
T - % (PM)	-	14.6	-	-
Prop.of commercial vehicles - 16 hr.	-	12.2	-	-
NORTH BOUND				
A.A.D.T.	34780	36630	33290	29360
R 12 / 24 - %	73.0	74.4	70.5	67.0
R 16 / 24 - %	87.6	88.3	85.9	85.4
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	2410	2780	2000	1480
T - % (AM)	-	13.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	2210	2310	2150	1920
T - % (PM)	-	11.6	-	-
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	5.5	39.4	20.7	3.3	1.3	14.8	4.4	4.3	0.0	6.3
	Ocp	1.0	1.4	1.9	7.7	11.2	1.4	1.4	16.3	0.0	38.3
0800-0900	Pro	1.9	46.0	20.5	1.3	1.2	16.9	4.0	2.4	0.0	5.6
Peak Hour	Ocp	1.0	1.3	1.8	5.4	13.1	1.3	1.0	9.9	0.0	39.7
0900-1000	Pro	1.9	46.8	17.6	3.5	1.2	15.3	6.4	1.1	0.1	6.1
	Ocp	1.0	1.3	1.9	2.2	9.8	1.5	1.3	11.1	1.0	21.4
1000-1100	Pro	2.1	40.7	16.8	1.1	1.5	24.1	8.5	0.8	0.1	4.4
	Ocp	1.0	1.4	1.6	3.6	11.4	1.4	1.3	2.2	1.0	24.0
1100-1200	Pro	2.3	33.6	21.3	1.5	2.1	25.9	8.3	1.2	0.0	3.9
	Ocp	1.0	1.3	1.6	1.9	10.8	1.3	1.3	11.6	0.0	29.3
1200-1300	Pro	4.7	45.5	17.4	3.4	2.4	15.4	4.2	2.9	0.0	4.2
	Ocp	1.0	1.3	1.7	4.3	9.2	1.4	1.3	4.0	0.0	32.1
1300-1400	Pro	1.6	38.7	20.6	2.3	1.5	22.4	7.0	1.7	0.1	4.2
	Ocp	1.1	1.3	1.7	1.6	10.6	1.4	1.3	6.5	1.0	33.8
1400-1500	Pro	2.2	44.5	18.2	1.6	1.4	19.7	5.3	2.4	0.0	4.7
	Ocp	1.1	1.3	1.7	1.6	11.6	1.4	1.3	6.6	0.0	30.5
1500-1600	Pro	3.1	41.4	20.3	2.5	1.3	17.7	5.9	2.9	0.0	4.8
	Ocp	1.0	1.3	1.6	6.0	7.0	1.3	1.4	15.3	0.0	30.0
1600-1700	Pro	2.7	46.5	19.8	2.3	2.0	13.9	4.0	3.3	0.0	5.6
	Ocp	1.0	1.2	1.3	3.4	10.0	1.4	1.1	9.2	0.0	33.8
1700-1800	Pro	5.4	49.6	16.4	2.1	1.9	13.7	3.8	1.6	0.0	5.5
	Ocp	1.0	1.3	1.7	3.5	13.1	1.2	1.2	4.2	0.0	38.7
1800-1900	Pro	4.4	62.0	17.6	0.5	1.9	6.8	1.2	0.6	0.0	5.1
	Ocp	1.0	1.3	1.9	9.9	14.3	1.4	1.3	22.0	0.0	50.5
1900-2000	Pro	4.9	56.7	22.2	0.4	1.3	4.4	1.5	1.4	0.1	7.0
	Ocp	1.1	1.3	1.8	1.5	8.2	1.3	1.2	1.6	1.0	33.9
2000-2100	Pro	5.8	54.7	24.3	0.2	2.0	2.3	1.2	0.5	0.1	9.0
	Ocp	1.0	1.3	1.7	1.0	8.7	1.4	1.0	17.3	1.0	23.2
2100-2200	Pro	8.7	54.2	21.2	0.2	2.3	3.4	1.6	0.0	0.0	8.5
	Ocp	1.1	1.4	1.8	1.0	5.0	1.0	1.2	0.0	0.0	21.8
2200-2300	Pro	7.0	53.3	27.6	0.2	1.8	2.2	0.9	0.0	0.0	7.0
	Ocp	1.1	1.3	1.7	1.0	5.5	1.1	1.4	0.0	0.0	19.7
16 hours	Pro	3.7	46.3	19.8	1.8	1.7	14.8	4.6	1.9	0.1	5.5
	Ocp	1.0	1.3	1.7	4.0	10.3	1.4	1.3	9.9	1.0	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

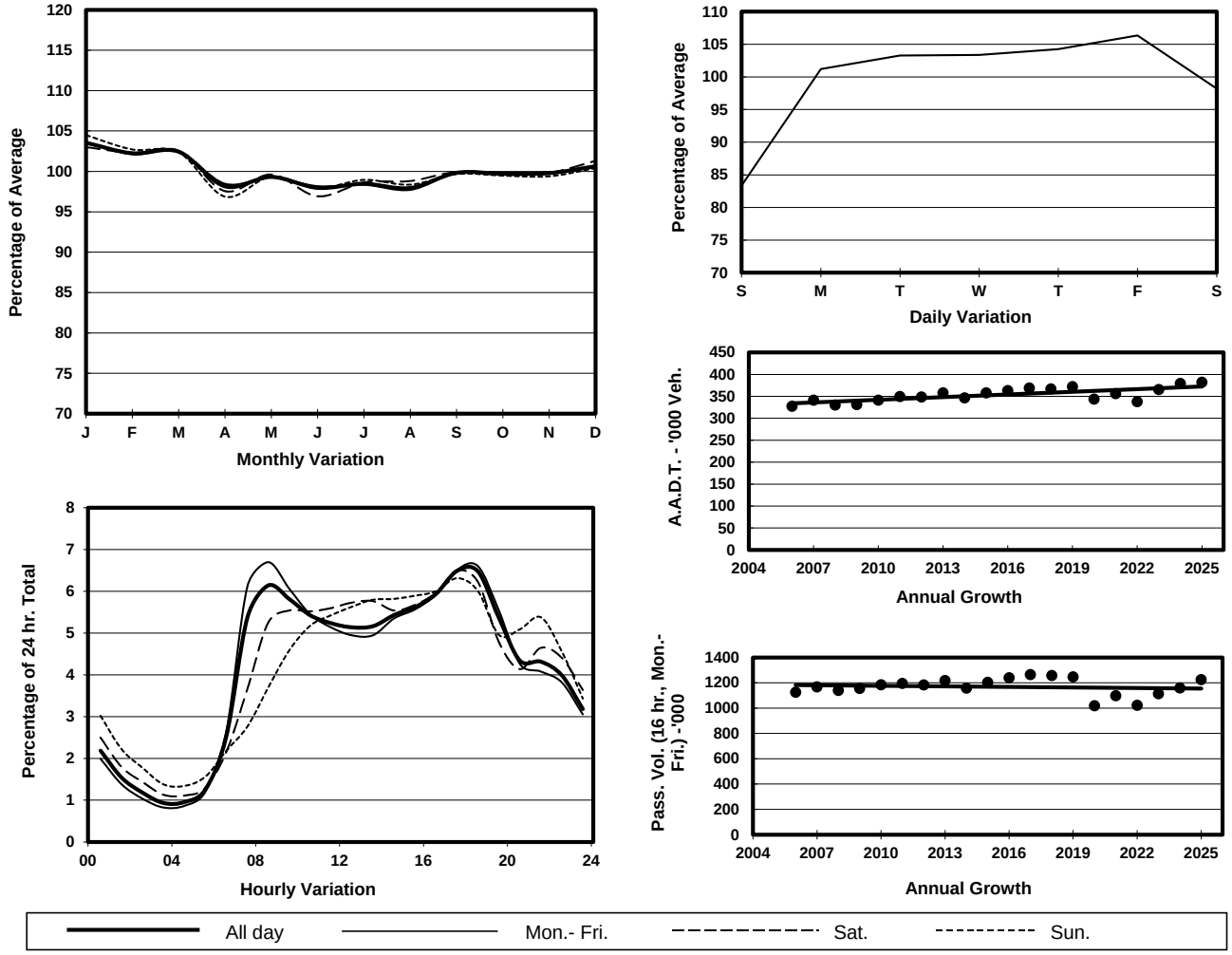
* All traffic data are collected from combined bounds

YEAR 2025

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.	191070	199580	190340	161500
R 12 / 24 - %	67.6	68.6	66.3	62.4
R 16 / 24 - %	86.2	87.0	84.9	82.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11510	13170	10130	7020
T - % (AM)	-	10.0	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	12330	13110	12320	10010
T - % (PM)	-	7.0	-	-
Prop.of commercial vehicles - 16 hr.	-	10.2	-	-
WEST BOUND				
A.A.D.T.	191060	200180	188700	160000
R 12 / 24 - %	68.9	70.0	67.6	63.8
R 16 / 24 - %	86.2	86.9	85.0	83.3
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	11950	13620	10870	7720
T - % (AM)	-	12.3	-	-
PM Peak Hour	1700-1800	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	12520	13270	12330	10290
T - % (PM)	-	10.6	-	-
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	5.0	38.2	22.6	3.3	4.7	12.6	4.2	3.7	0.1	5.6
	Ocp	1.1	1.4	2.0	8.1	13.5	1.3	1.2	15.2	12.1	49.0
0800-0900	Pro	3.2	50.6	17.1	1.4	4.0	12.8	4.0	2.1	0.1	4.6
Peak Hour	Ocp	1.1	1.2	1.9	5.1	13.9	1.3	1.2	17.0	11.2	46.3
0900-1000	Pro	2.6	44.6	19.9	0.8	3.3	17.9	5.4	1.1	0.1	4.3
	Ocp	1.1	1.2	1.8	2.3	11.2	1.3	1.3	7.9	9.5	30.9
1000-1100	Pro	2.1	38.3	20.9	0.4	3.3	22.3	7.3	0.9	0.1	4.5
	Ocp	1.0	1.3	1.8	1.7	10.3	1.3	1.2	8.2	6.1	25.0
1100-1200	Pro	2.7	42.6	17.9	1.2	3.3	20.6	6.4	1.2	0.1	4.1
	Ocp	1.0	1.3	1.8	2.8	9.8	1.3	1.2	11.0	8.2	24.5
1200-1300	Pro	2.2	43.0	17.1	1.5	4.1	20.4	6.1	1.2	0.1	4.2
	Ocp	1.1	1.3	1.9	5.6	11.0	1.4	1.2	14.1	8.5	23.7
1300-1400	Pro	3.5	41.0	19.3	1.3	3.0	19.2	6.7	1.9	0.1	3.9
	Ocp	1.0	1.3	1.8	3.0	11.1	1.3	1.3	13.9	10.5	28.2
1400-1500	Pro	2.3	43.8	13.6	1.3	3.5	22.4	7.0	2.0	0.1	4.1
	Ocp	1.0	1.3	1.8	2.0	9.9	1.3	1.2	5.6	7.9	23.1
1500-1600	Pro	2.4	43.2	17.4	2.7	3.9	18.0	5.9	1.6	0.1	4.9
	Ocp	1.1	1.3	1.8	5.3	10.8	1.4	1.2	13.1	14.1	27.0
1600-1700	Pro	3.5	41.2	18.8	2.8	4.0	17.8	4.9	2.4	0.1	4.7
	Ocp	1.1	1.4	1.7	4.0	12.8	1.4	1.2	9.3	7.7	30.9
1700-1800	Pro	5.5	51.0	15.0	1.7	4.0	13.2	2.7	2.1	0.1	4.7
	Ocp	1.1	1.3	1.8	3.0	14.1	1.3	1.3	10.3	12.2	41.9
1800-1900	Pro	6.0	60.0	13.4	0.4	3.7	8.7	2.0	1.4	0.1	4.4
	Ocp	1.1	1.3	2.0	4.3	14.6	1.2	1.1	16.7	14.8	51.2
1900-2000	Pro	3.8	59.3	19.2	0.3	4.1	5.9	1.3	1.2	0.1	4.9
	Ocp	1.1	1.2	1.9	4.0	12.5	1.2	1.1	8.9	11.4	34.0
2000-2100	Pro	4.0	53.2	25.6	0.1	4.4	5.0	1.2	0.8	0.1	5.6
	Ocp	1.0	1.2	1.8	1.5	11.4	1.1	1.1	9.1	8.9	26.4
2100-2200	Pro	4.5	51.9	25.0	0.1	4.6	5.8	1.4	0.6	0.1	6.0
	Ocp	1.1	1.3	1.9	1.0	10.1	1.2	1.2	6.5	12.2	24.3
2200-2300	Pro	3.4	57.5	25.3	0.1	4.2	3.7	0.6	0.4	0.1	4.8
	Ocp	1.1	1.3	1.8	1.0	10.4	1.2	1.1	2.2	7.1	22.9
16 hours	Pro	3.6	47.3	18.9	1.3	3.9	14.4	4.3	1.6	0.1	4.7
	Ocp	1.1	1.3	1.8	4.7	12.0	1.3	1.2	11.9	10.4	33.2

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

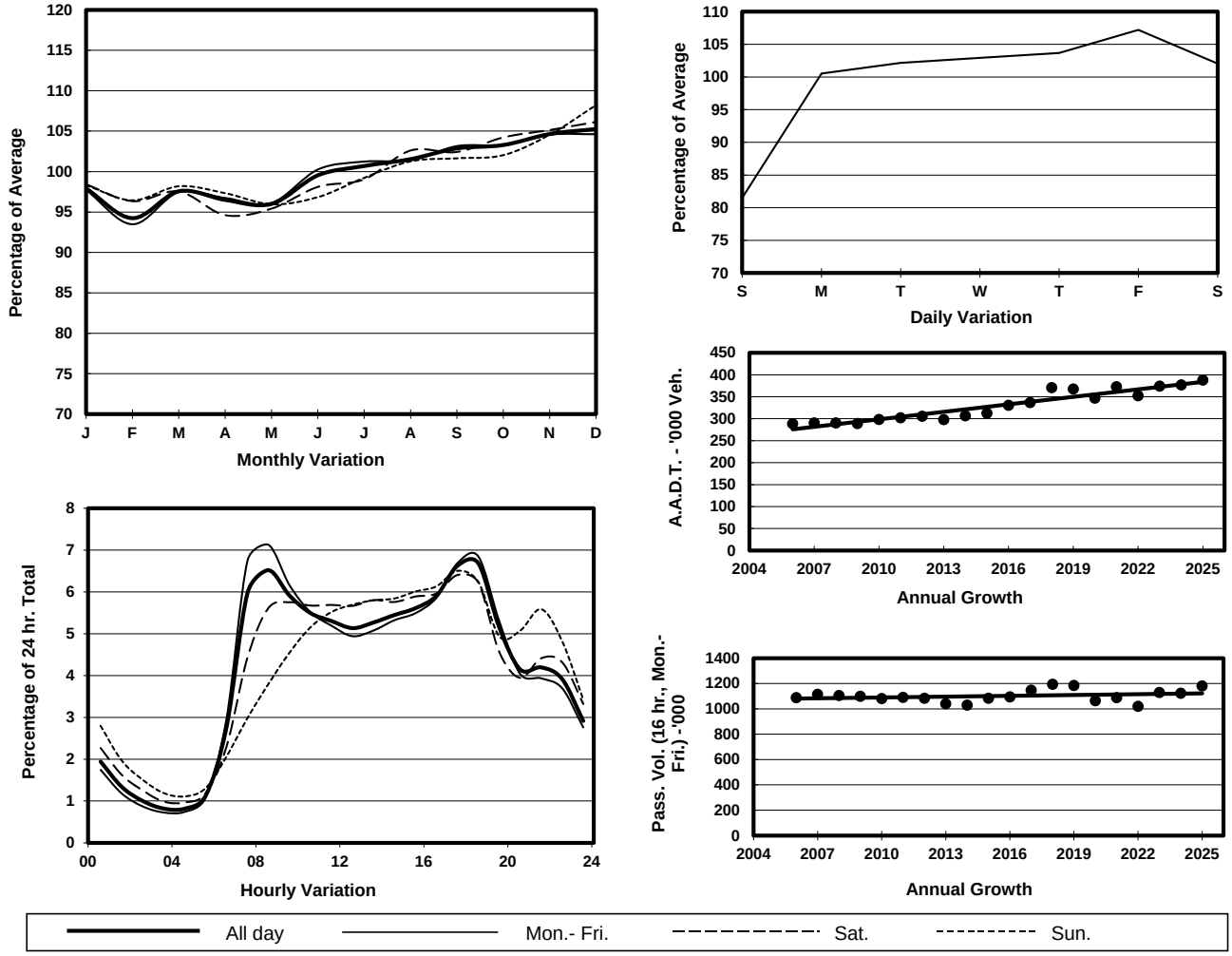
* All traffic data are collected from combined bounds

YEAR 2025

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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	193250	201620	199300	159030
R 12 / 24 - %	73.7	74.9	72.3	68.1
R 16 / 24 - %	87.6	88.0	87.0	85.8
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	15160	17560	13400	8400
T - % (AM)	-	14.4	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	12080	12540	12290	10430
T - % (PM)	-	16.3	-	-
Prop.of commercial vehicles - 16 hr.	-	16.6	-	-
NORTH BOUND				
A.A.D.T.	194780	203250	201300	159870
R 12 / 24 - %	66.1	67.1	65.5	60.3
R 16 / 24 - %	86.9	87.8	85.2	83.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	10140	11500	9650	6100
T - % (AM)	-	20.6	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	14320	15610	13360	10310
T - % (PM)	-	10.9	-	-
Prop.of commercial vehicles - 16 hr.	-	19.2	-	-

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	55.1	7.7	0.9	0.8	13.0	10.7	3.2	0.1	4.1
	Ocp	1.2	1.4	1.8	5.7	12.3	1.2	1.1	15.8	13.4	62.9
0800-0900	Pro	2.3	58.3	5.7	0.6	0.5	15.1	11.5	2.7	0.1	3.4
Peak Hour	Ocp	1.1	1.3	1.8	5.2	13.2	1.3	1.2	16.7	18.5	57.4
0900-1000	Pro	1.1	53.6	7.3	0.3	0.6	17.2	14.6	1.9	0.1	3.4
	Ocp	1.1	1.2	1.8	4.0	11.7	1.2	1.1	15.7	11.7	35.2
1000-1100	Pro	1.0	47.6	8.5	0.4	0.8	20.1	16.2	1.8	0.1	3.6
	Ocp	1.1	1.3	1.8	2.8	11.4	1.3	1.2	13.8	12.8	32.6
1100-1200	Pro	1.1	50.8	7.4	0.4	0.9	17.7	16.2	1.6	0.1	3.8
	Ocp	1.1	1.3	1.9	7.3	10.7	1.2	1.1	18.8	7.5	32.0
1200-1300	Pro	1.3	51.2	6.5	0.5	0.9	18.1	16.3	1.8	0.1	3.4
	Ocp	1.1	1.3	1.9	5.7	10.7	1.2	1.1	17.6	11.1	34.9
1300-1400	Pro	1.4	47.4	6.4	0.3	0.8	20.9	17.8	1.3	0.1	3.5
	Ocp	1.1	1.3	2.0	2.8	11.6	1.3	1.2	11.9	14.9	40.0
1400-1500	Pro	1.0	50.4	6.3	0.5	0.9	17.3	18.6	1.7	0.1	3.2
	Ocp	1.0	1.4	1.9	2.8	11.3	1.2	1.1	13.2	14.7	34.0
1500-1600	Pro	1.3	49.4	6.9	0.8	0.7	18.9	16.7	1.6	0.1	3.6
	Ocp	1.1	1.4	1.6	6.5	11.9	1.2	1.1	13.4	8.8	32.3
1600-1700	Pro	2.1	51.6	7.6	0.8	0.9	17.1	14.0	1.9	0.1	3.9
	Ocp	1.0	1.3	1.6	5.0	10.5	1.2	1.1	12.6	10.9	36.7
1700-1800	Pro	3.8	58.4	6.7	0.7	1.1	13.7	9.8	1.7	0.1	4.1
	Ocp	1.0	1.3	1.8	4.2	13.3	1.2	1.1	19.4	18.9	47.5
1800-1900	Pro	2.3	69.6	6.4	0.3	3.8	6.9	4.6	2.4	0.1	3.6
	Ocp	1.1	1.4	1.7	7.4	3.3	1.2	1.0	25.0	17.4	64.3
1900-2000	Pro	1.9	69.5	8.4	0.2	1.0	7.0	4.4	2.5	0.1	5.0
	Ocp	1.1	1.2	1.8	6.9	11.2	1.1	1.0	12.8	12.6	49.7
2000-2100	Pro	2.2	65.4	11.7	0.2	0.9	5.8	6.3	1.6	0.1	5.6
	Ocp	1.1	1.2	1.8	1.0	10.8	1.1	1.0	16.6	11.3	35.8
2100-2200	Pro	2.7	65.5	12.4	0.1	0.9	7.3	4.8	1.5	0.1	4.9
	Ocp	1.1	1.2	1.7	1.0	9.1	1.1	1.0	16.5	7.9	36.1
2200-2300	Pro	1.9	68.4	13.3	0.0	0.9	5.2	4.7	1.0	0.1	4.6
	Ocp	1.0	1.2	1.7	0.0	9.4	1.1	1.0	12.4	6.0	35.2
16 hours	Pro	2.0	56.7	7.7	0.5	1.1	14.1	11.9	2.0	0.1	3.9
	Ocp	1.1	1.3	1.8	5.1	9.1	1.2	1.1	16.3	12.6	43.0

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

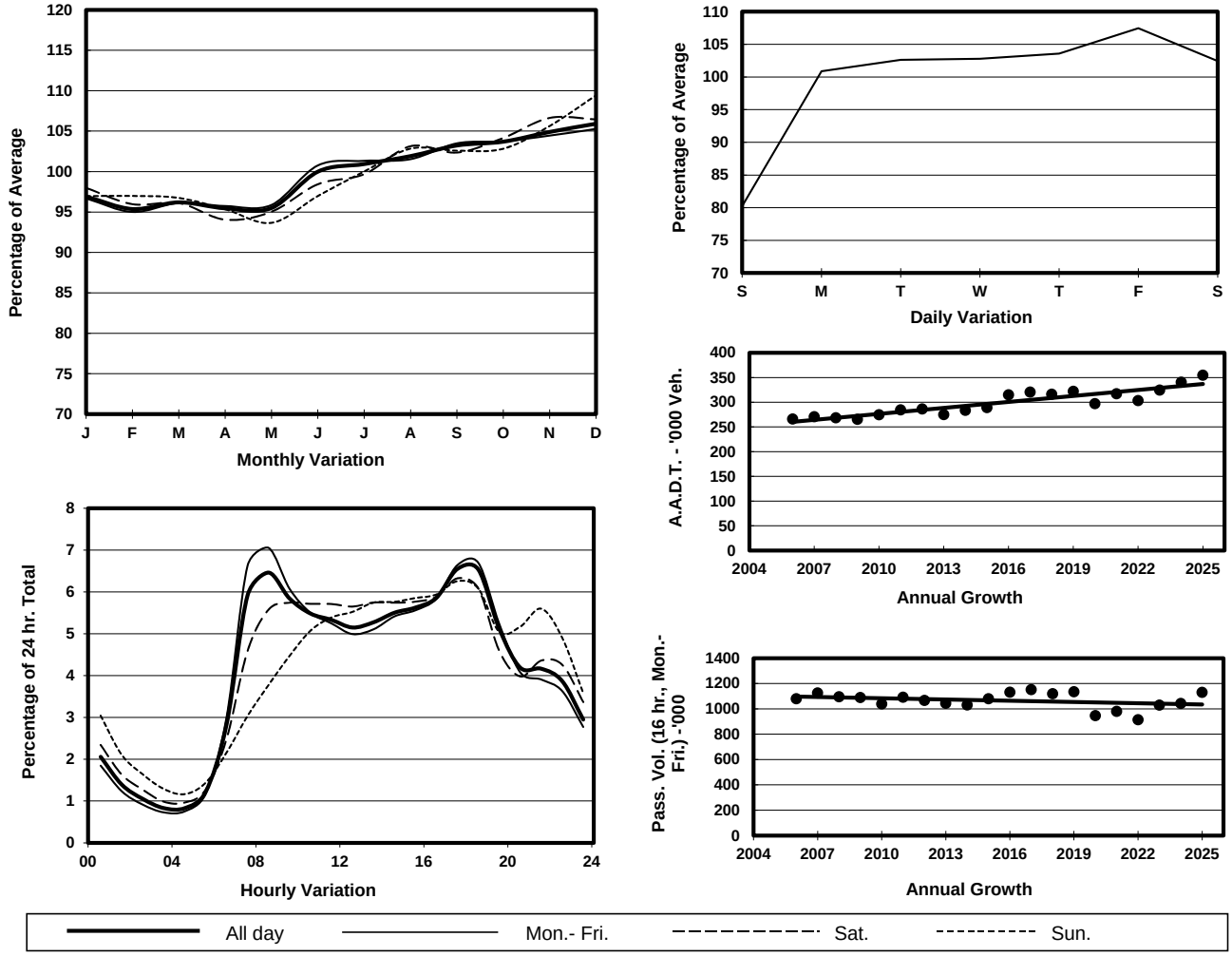
* All traffic data are collected from combined bounds

YEAR 2025

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.	175260	183420	181780	141410
R 12 / 24 - %	72.3	73.6	70.9	65.5
R 16 / 24 - %	87.2	87.8	86.4	84.5
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	13270	15310	11780	7170
T - % (AM)	-	18.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	10970	11530	11180	8760
T - % (PM)	-	19.7	-	-
Prop.of commercial vehicles - 16 hr.	-	19.8	-	-
WEST BOUND				
A.A.D.T.	179320	187520	186080	145220
R 12 / 24 - %	66.8	67.9	66.2	60.3
R 16 / 24 - %	86.5	87.4	85.0	82.7
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	9640	10860	9340	5640
T - % (AM)	-	21.5	-	-
PM Peak Hour	1800-1900	1800-1900	1700-1800	1700-1800
One-way flow at PM peak hour	12720	13780	12090	9180
T - % (PM)	-	13.4	-	-
Prop.of commercial vehicles - 16 hr.	-	21.3	-	-

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	4.4	50.9	7.5	1.1	2.0	12.9	13.4	3.7	0.1	4.1
	Ocp	1.1	1.3	1.9	7.1	14.2	1.3	1.1	18.0	17.5	62.6
0800-0900	Pro	2.3	55.0	6.8	0.9	1.2	14.1	13.2	3.1	0.1	3.5
Peak Hour	Ocp	1.0	1.2	1.9	6.5	14.9	1.3	1.1	16.8	17.3	56.2
0900-1000	Pro	0.8	50.0	6.9	0.4	1.5	18.0	17.2	1.9	0.1	3.1
	Ocp	1.1	1.2	1.7	4.0	12.0	1.2	1.1	11.3	14.6	38.9
1000-1100	Pro	0.9	42.5	8.5	0.4	2.0	20.0	20.6	1.7	0.1	3.5
	Ocp	1.0	1.3	1.8	3.1	11.3	1.2	1.2	11.6	18.3	35.9
1100-1200	Pro	1.1	46.9	7.6	0.6	2.1	15.8	20.5	1.3	0.1	3.9
	Ocp	1.0	1.3	1.8	3.5	9.4	1.2	1.1	11.4	6.1	30.7
1200-1300	Pro	1.1	47.5	6.0	0.5	1.8	18.1	19.9	1.4	0.1	3.5
	Ocp	1.1	1.3	1.7	5.3	11.4	1.3	1.1	18.5	12.5	32.9
1300-1400	Pro	1.3	45.2	6.3	0.2	1.6	21.2	19.3	1.2	0.1	3.7
	Ocp	1.1	1.3	1.8	3.4	12.0	1.3	1.2	13.9	13.3	38.6
1400-1500	Pro	0.8	44.8	6.2	0.4	1.7	18.0	23.4	1.4	0.1	3.3
	Ocp	1.0	1.3	1.8	5.3	12.0	1.2	1.1	13.7	15.4	35.3
1500-1600	Pro	1.2	46.8	7.3	0.8	1.7	18.5	19.0	1.4	0.1	3.2
	Ocp	1.0	1.4	1.7	7.0	10.2	1.2	1.1	11.8	10.7	35.4
1600-1700	Pro	1.7	48.4	7.3	1.0	1.7	16.3	18.0	1.5	0.1	4.0
	Ocp	1.1	1.4	1.6	4.6	11.4	1.2	1.1	11.8	13.1	39.7
1700-1800	Pro	3.4	54.5	6.5	0.7	1.9	14.5	12.9	1.6	0.1	4.0
	Ocp	1.0	1.3	1.8	4.4	14.9	1.3	1.1	21.0	15.3	51.5
1800-1900	Pro	2.1	63.4	6.9	0.4	5.4	8.7	6.7	2.7	0.1	3.7
	Ocp	1.0	1.3	1.8	6.4	6.1	1.1	1.0	23.1	19.7	65.9
1900-2000	Pro	2.0	65.6	9.3	0.2	2.0	7.6	5.6	2.8	0.1	4.7
	Ocp	1.0	1.2	1.7	9.2	12.9	1.1	1.0	20.4	14.6	51.8
2000-2100	Pro	1.9	63.8	12.2	0.2	2.4	5.4	7.2	1.7	0.1	5.2
	Ocp	1.0	1.2	1.7	1.7	10.5	1.1	1.0	15.4	11.1	38.6
2100-2200	Pro	2.8	61.5	13.4	0.1	1.8	7.8	6.0	1.6	0.1	4.9
	Ocp	1.0	1.2	1.7	1.0	10.5	1.1	1.0	17.1	14.5	38.0
2200-2300	Pro	1.8	65.3	14.8	0.1	1.3	5.5	5.1	1.2	0.1	4.8
	Ocp	1.0	1.2	1.7	1.0	10.8	1.1	1.0	16.7	8.4	36.8
16 hours	Pro	1.9	52.9	8.0	0.5	2.0	14.2	14.5	2.0	0.1	3.9
	Ocp	1.1	1.3	1.8	5.4	10.8	1.2	1.1	16.6	13.9	44.5

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

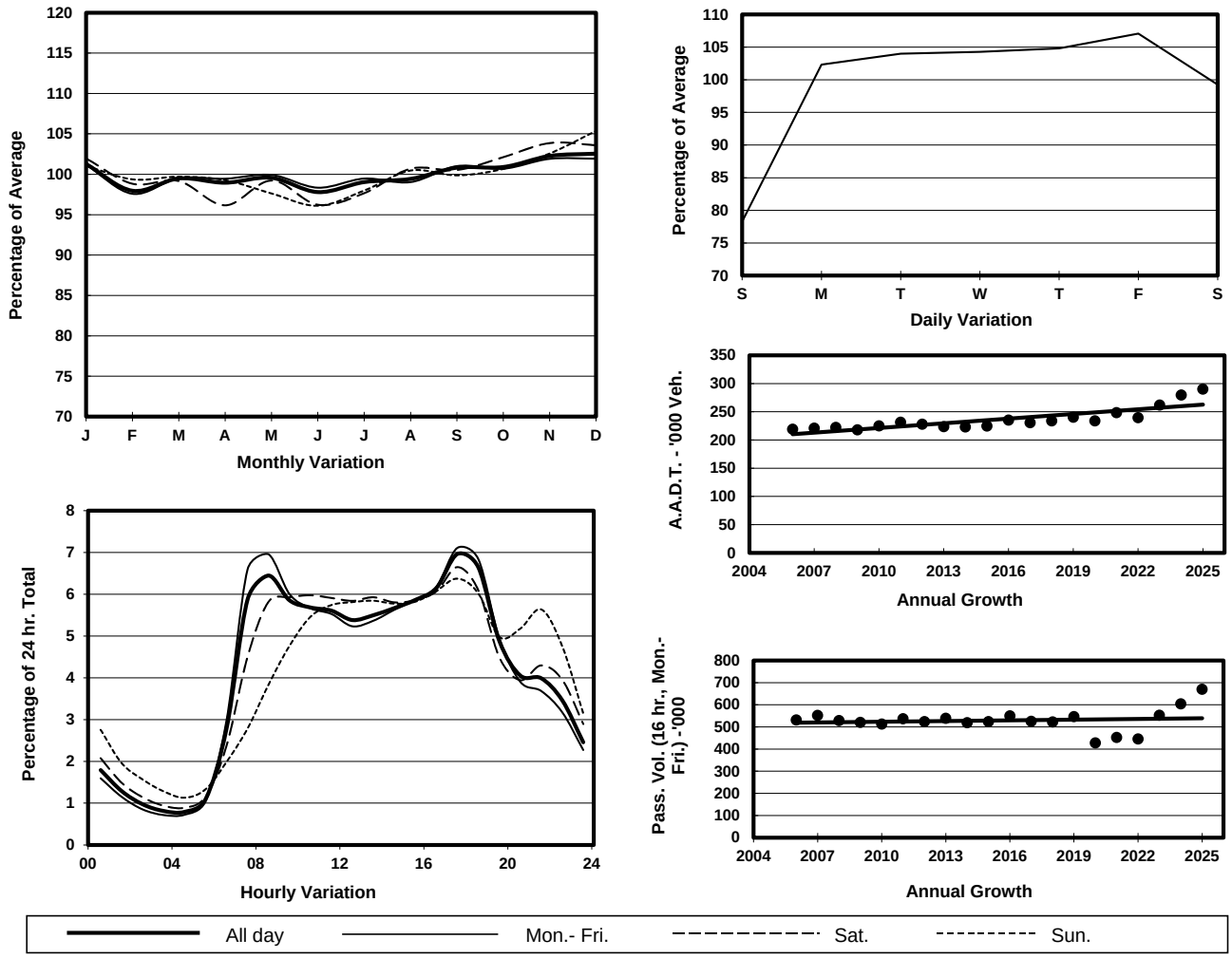
* All traffic data are collected from combined bounds

YEAR 2025

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



2. TRAFFIC CHARACTERISTICS (BY DIRECTION)

Parameter	All - Day	Mon. - Fri.	Sat.	Sun.
SOUTH BOUND				
A.A.D.T.	144600	152970	143990	115450
R 12 / 24 - %	72.0	73.4	71.0	64.4
R 16 / 24 - %	88.1	88.6	87.3	85.2
AM Peak Hour	0800-0900	0700-0800	0900-1000	0900-1000
One-way flow at AM peak hour	9320	10840	9000	5500
T - % (AM)	-	16.5	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	10190	10990	9760	7490
T - % (PM)	-	13.0	-	-
Prop.of commercial vehicles - 16 hr.	-	16.4	-	-
NORTH BOUND				
A.A.D.T.	145530	153720	147810	114410
R 12 / 24 - %	71.2	72.6	69.8	64.3
R 16 / 24 - %	88.0	88.7	86.8	84.5
AM Peak Hour	0800-0900	0800-0900	0800-0900	0900-1000
One-way flow at AM peak hour	9380	10750	8300	5450
T - % (AM)	-	15.1	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	10000	10810	9640	7160
T - % (PM)	-	15.6	-	-
Prop.of commercial vehicles - 16 hr.	-	18.3	-	-

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	57.5	8.1	1.4	2.0	11.1	11.6	3.1	0.0	1.8
	Ocp	1.0	1.2	1.9	7.1	14.3	1.3	1.1	20.2	0.0	53.3
0800-0900	Pro	1.9	56.6	8.0	1.0	1.5	15.5	12.0	2.4	0.0	1.3
	Ocp	1.1	1.2	2.0	4.3	12.7	1.2	1.1	12.7	0.0	51.1
0900-1000	Pro	1.2	51.0	7.2	0.6	2.1	18.5	15.9	1.9	0.1	1.6
	Ocp	1.2	1.3	1.7	2.7	10.8	1.2	1.1	8.9	1.0	38.0
1000-1100	Pro	1.0	45.3	7.9	0.5	2.0	21.2	18.5	1.8	0.0	1.8
	Ocp	1.0	1.3	1.7	2.2	11.0	1.2	1.1	7.9	0.0	35.7
1100-1200	Pro	1.2	46.4	7.7	0.9	2.6	18.5	19.1	1.3	0.0	2.2
	Ocp	1.1	1.3	1.7	4.2	8.2	1.2	1.1	8.5	0.0	28.6
1200-1300	Pro	1.6	49.6	7.1	0.8	2.0	16.4	19.7	0.9	0.1	1.9
	Ocp	1.1	1.3	1.7	3.3	10.2	1.2	1.1	11.2	1.0	30.0
1300-1400	Pro	1.3	46.1	7.4	0.6	2.2	22.0	17.3	1.2	0.0	1.9
	Ocp	1.0	1.3	1.9	5.5	9.6	1.2	1.1	9.9	0.0	32.3
1400-1500	Pro	0.8	47.5	6.1	0.7	1.8	18.9	20.9	1.2	0.1	2.0
	Ocp	1.1	1.3	1.7	4.3	12.1	1.2	1.1	12.2	1.4	30.4
1500-1600	Pro	1.1	50.0	8.3	0.7	1.6	16.3	17.4	2.7	0.1	2.0
	Ocp	1.0	1.3	1.7	6.5	11.3	1.3	1.1	11.1	1.2	34.6
1600-1700	Pro	1.5	52.1	6.3	1.4	1.9	17.9	15.7	1.4	0.1	1.8
	Ocp	1.1	1.3	1.7	4.7	11.9	1.3	1.1	17.9	1.0	40.4
1700-1800	Pro	3.5	56.5	6.8	0.7	1.8	16.3	11.0	1.7	0.0	1.8
Peak Hour	Ocp	1.1	1.3	1.9	4.8	15.3	1.3	1.1	18.5	0.0	50.0
1800-1900	Pro	2.3	67.8	6.8	0.5	2.0	9.5	7.3	2.2	0.1	1.7
	Ocp	1.1	1.2	1.8	3.9	15.7	1.1	1.1	20.5	1.0	57.9
1900-2000	Pro	1.9	67.3	8.8	0.1	2.4	7.6	6.9	2.9	0.0	2.1
	Ocp	1.1	1.3	1.8	3.9	11.7	1.1	1.1	17.8	0.0	37.3
2000-2100	Pro	2.4	67.2	10.5	0.1	2.7	6.5	6.2	1.9	0.1	2.4
	Ocp	1.0	1.3	1.7	2.4	10.6	1.1	1.1	13.6	1.0	32.5
2100-2200	Pro	2.7	68.9	12.6	0.1	2.3	5.0	4.1	1.9	0.1	2.3
	Ocp	1.1	1.2	1.7	3.5	9.0	1.1	1.1	14.1	1.0	31.4
2200-2300	Pro	2.1	71.9	10.6	0.2	2.0	5.7	4.4	1.2	0.1	1.9
	Ocp	1.1	1.2	1.6	1.3	8.5	1.2	1.0	19.9	1.0	26.9
16 hours	Pro	1.9	55.5	7.9	0.7	2.0	14.8	13.5	1.9	0.1	1.9
	Ocp	1.1	1.3	1.8	4.7	11.6	1.2	1.1	14.6	1.1	38.8

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

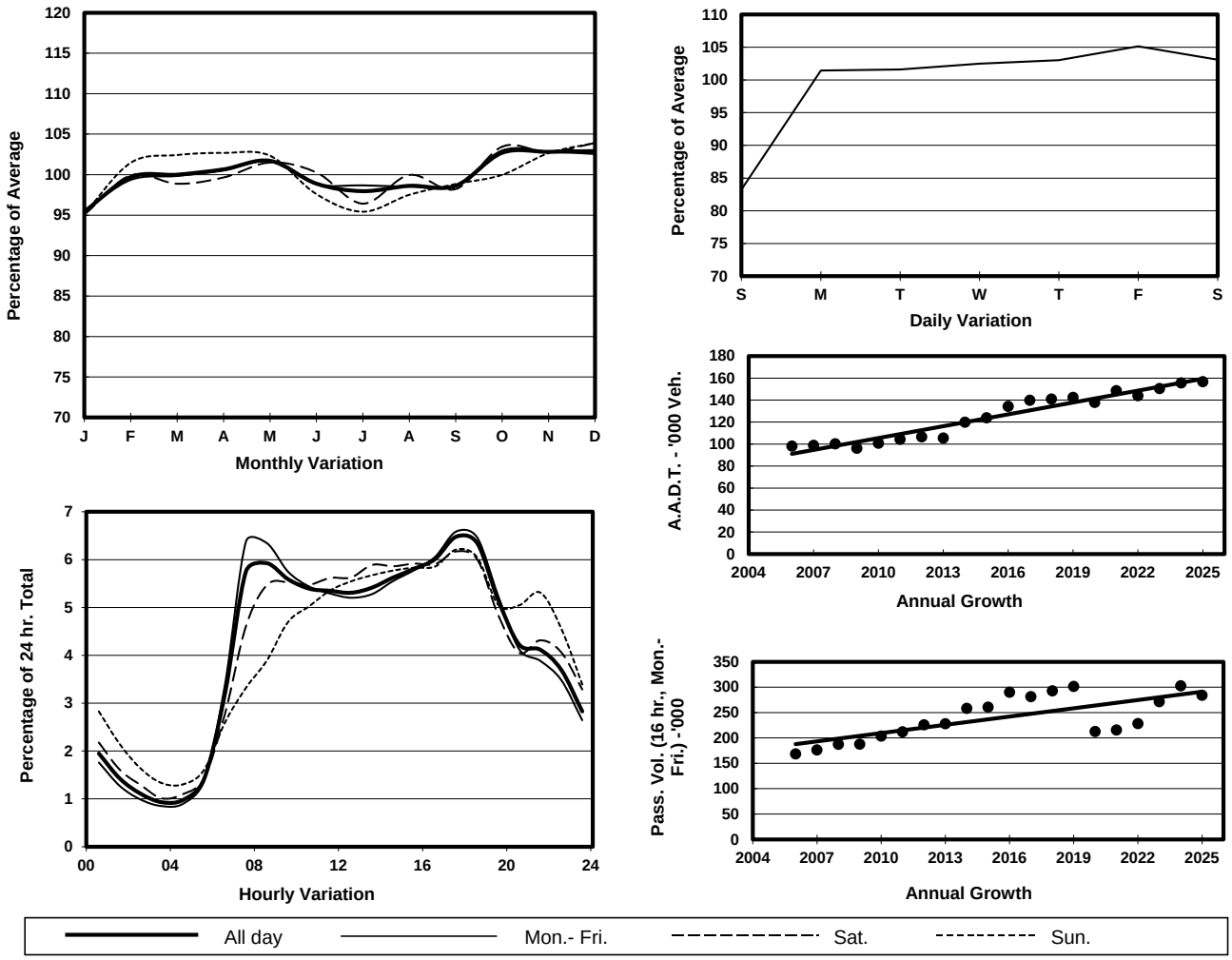
* All traffic data are collected from combined bounds

YEAR 2025

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.	78950	81870	82300	66030
R 12 / 24 - %	67.8	69.1	67.1	61.0
R 16 / 24 - %	86.5	87.3	85.6	82.9
AM Peak Hour	0800-0900	0800-0900	0900-1000	0900-1000
One-way flow at AM peak hour	4380	4890	4320	2870
T - % (AM)	-	21.7	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	5190	5500	5090	4110
T - % (PM)	-	18.0	-	-
Prop.of commercial vehicles - 16 hr.	-	21.0	-	-
WEST BOUND				
A.A.D.T.	77730	80530	80770	65630
R 12 / 24 - %	70.2	71.2	69.0	65.5
R 16 / 24 - %	85.9	86.4	85.0	83.4
AM Peak Hour	0800-0900	0700-0800	0800-0900	0900-1000
One-way flow at AM peak hour	4900	5540	4750	3310
T - % (AM)	-	21.0	-	-
PM Peak Hour	1700-1800	1700-1800	1700-1800	1700-1800
One-way flow at PM peak hour	4960	5200	4970	4070
T - % (PM)	-	17.7	-	-
Prop.of commercial vehicles - 16 hr.	-	22.4	-	-

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	2.5	48.1	12.8	1.1	1.1	13.4	16.1	2.7	0.1	2.1
	Ocp	1.0	1.3	1.5	4.9	14.7	1.1	1.1	10.0	45.7	39.1
0800-0900	Pro	1.5	51.3	7.7	0.7	1.0	15.0	18.2	3.2	0.1	1.3
	Ocp	1.0	1.2	1.7	5.1	13.1	1.2	1.0	8.2	22.7	31.0
0900-1000	Pro	1.3	43.9	9.4	0.7	1.0	17.4	21.9	2.4	0.1	1.9
	Ocp	1.1	1.2	1.7	1.5	13.0	1.2	1.0	11.3	13.6	26.5
1000-1100	Pro	0.8	38.1	9.8	0.4	1.3	18.7	27.1	1.8	0.1	1.9
	Ocp	1.1	1.2	1.7	1.6	7.9	1.1	1.0	9.9	9.1	22.5
1100-1200	Pro	1.2	44.7	9.7	0.9	1.3	15.2	23.5	1.5	0.1	2.0
	Ocp	1.0	1.2	1.5	1.7	8.4	1.1	1.0	11.9	13.9	20.9
1200-1300	Pro	1.3	43.6	12.1	1.6	1.6	12.6	24.0	1.5	0.1	1.7
	Ocp	1.0	1.2	1.7	2.8	9.3	1.2	1.1	9.2	9.3	19.6
1300-1400	Pro	1.1	37.8	9.6	0.4	0.9	19.2	27.4	1.6	0.1	1.9
	Ocp	1.0	1.3	1.8	1.6	14.1	1.1	1.0	12.2	10.0	25.5
1400-1500	Pro	1.1	39.5	9.3	0.5	0.8	21.4	23.6	2.3	0.1	1.5
	Ocp	1.0	1.4	1.5	1.8	12.0	1.1	1.0	9.9	13.8	22.5
1500-1600	Pro	1.9	41.2	10.5	1.2	0.9	18.6	22.0	2.0	0.1	1.6
	Ocp	1.1	1.2	1.7	6.0	9.5	1.1	1.0	10.5	11.9	23.6
1600-1700	Pro	1.5	45.7	10.4	0.7	1.0	18.5	18.1	2.3	0.1	1.8
	Ocp	1.0	1.2	1.6	2.6	13.3	1.1	1.0	8.5	19.9	27.6
1700-1800	Pro	3.6	52.2	10.3	1.0	1.3	13.7	13.7	2.3	0.1	1.8
Peak Hour	Ocp	1.1	1.3	1.6	1.4	15.8	1.1	1.0	7.5	12.5	43.5
1800-1900	Pro	2.4	65.5	9.6	0.7	1.1	8.8	8.7	1.8	0.1	1.3
	Ocp	1.0	1.3	1.8	2.6	16.8	1.1	1.0	10.1	12.7	41.3
1900-2000	Pro	2.2	65.6	11.8	0.2	1.0	7.4	6.3	3.2	0.1	2.2
	Ocp	1.1	1.3	1.7	1.0	13.8	1.0	1.0	4.5	6.8	26.5
2000-2100	Pro	3.4	63.4	13.6	0.3	0.9	5.8	8.4	2.0	0.1	2.3
	Ocp	1.1	1.2	1.7	4.6	7.5	1.1	1.0	6.1	6.0	20.3
2100-2200	Pro	3.1	60.0	14.9	0.2	1.1	8.1	8.8	1.8	0.1	1.9
	Ocp	1.1	1.2	1.7	1.0	12.6	1.0	1.0	11.1	8.4	21.3
2200-2300	Pro	2.1	65.8	12.3	0.0	1.0	6.7	8.7	1.4	0.1	1.8
	Ocp	1.1	1.2	1.8	0.0	12.1	1.0	1.0	10.0	5.2	18.7
16 hours	Pro	1.9	49.8	10.7	0.7	1.1	14.2	17.6	2.2	0.1	1.8
	Ocp	1.1	1.2	1.7	3.1	12.2	1.1	1.0	9.1	17.1	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

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
1001	A	UT	Harcourt Rd	Tamar St	Arsenal St	125,100	117,320	-6.2
1002	A	UT	Victoria Park Rd	Gloucester Rd	Island Eastern Corridor	111,060	104,970	-5.5
1003	A	EX	Island Eastern Corridor	Healthy St INT eastern end	Taikoo Shing INT western end	110,900	108,420	-2.2
1004	A	UT	Aberdeen Tunnel	Toll Plaza	North Portal	62,110	61,330	-1.3
1005	A	PD	Pok Fu Lam Rd	Sassoon Rd	Chi Fu Rd	22,820	23,230	+1.8
1006	A	PD	Connaught Rd W	Water St	Eastern St	47,980	48,890	+1.9
1007	A	PD	Queensway	Rodney St	Queen's Rd E	56,460	56,640	+0.3
1008	A	PD	King's Rd	North Point Rd	Tong Shui Rd	26,880	25,880	-3.7
1009	A	PD	Chai Wan Rd	Island Eastern Corridor Approach	Tai Tam Rd	21,760	21,300	-2.2
1010	A	PD	Wong Chuk Hang Rd	Nam Long Shan Rd	Nam Fung Rd	63,610	62,210	-2.2
1011	A	PD	Repulse Bay Rd & Stanley Gap Rd	South Bay Rd	Tai Tam Rd	14,930	14,910	-0.1
1012	A	DD	Belcher's St	Sands St	Queen's Rd W	7,620	8,140	+6.8
1013	A	DD	Caine Rd	Seymour Rd	Aberdeen St	8,790	9,420	+7.1
1014	A	DD	Peak Rd	Mt. Austin Rd	Magazine Gap Rd	10,010	10,200	+1.9
1015	A	DD	Stubbs Rd	Queen's Rd E	Stubbs Rd FO <H119> northern end	15,600	15,800	+1.3
1016	A	DD	Sing Woo Rd	Wong Nai Chung Rd	Blue Pool Rd	17,090	16,600	-2.9
1017	A	DD	Ap Lei Chau Bridge & Ap Lei Chau Bridge Rd	Wong Chuk Hang Rd	Ap Lei Chau Est	32,460	32,060	-1.2
1018	A	DD	Shek O Rd	Tai Tam Rd	Shek O Village	3,620	3,410	-5.7
1019	A	LD	Hollywood Rd	Queen's Rd W	Ladder St	7,780	7,640	-1.7
1020	A	LD	Lockhart Rd	Arsenal St	Percival St	15,560	15,030	-3.4
1021	A	PD	Tai Tam Rd	Chai Wan Rd	Shek O Rd	9,740	10,310	+5.8
1022	A	UT	Cross Harbour Tunnel	Toll Plaza	South Portal	94,820	94,180	-0.7
1023	A	PD	Tai Tam Rd	Red Hill Rd	Shek O Rd	8,080	8,190	+1.3
1024	A	DD	Tai Hang Rd	Ka Ning Path	Lai Tak Tsuen Rd	24,290	23,510	-3.2
1025	A	UT	Eastern Harbour Crossing	Kai Tin Rd	Island Eastern Corridor	68,800	68,290	-0.7
1026	A	UT	Western Harbour Crossing	Toll Plaza	South Portal	96,830	103,950	+7.4
1027	A	PD	Shing Sai Rd	Sai Cheung St N	New Praya, Kennedy Town	25,170	25,130	-0.2
1028	A	UT	Gloucester Rd	Arsenal St	Cross Harbour Tunnel S. INT	119,970	104,110	-13.2
1029	A	PD	Hennessy Rd	Luard Rd	Fleming Rd	27,660	27,500	-0.6
1030	A	UT	Connaught Rd C & underpass	Pedder St	Cotton Tree Drive	84,690	92,690	+9.4

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025		Change of 2025 as % of 2024
1031	A	UT	Central-Wanchai Bypass – Central Section	CWB western end portal	Wan Chai Exit	43,190	40,740		-5.7
1032	A	UT	Central-Wanchai Bypass – Causeway Bay Section	Wan Chai Exit	merging point to IEC	46,160	42,610		-7.7
1101	A	LD	Mount Butler Rd	Tai Hang Rd	End	2,940	2,760		-6.2
1102	A	LD	Cheung Lee St	Hong Man St	Kut Shing St	4,270	4,700		+10.1
1103	A	LD	Stanley Village Rd	Tai Tam Rd	Stanley New St	9,940	10,040		+0.9
1104	A	LD	Wing Lok St	Des Voeux Rd W	Bonham Strand	3,230	3,910		+20.9
1105	A	LD	Conduit Rd	Kotewall Rd	Glenealy	13,110	12,640		-3.6
1107	A	LD	Tung Lo Wan Rd	Causeway Rd	Moreton Terrace	15,520	12,600		-18.9
1108	A	LD	Justice Drive	Queensway	Supreme Court Rd	21,700	22,420		+3.4
1109	A	LD	Ocean Park Rd	Wong Chuk Hang Rd	Ocean Park	16,720	19,320		+15.6
1202	C	EX	Island Eastern Corridor	Healthy St INT western end	Healthy St INT eastern end	101,050	99,130	*	-1.9
1203	C	EX	Island Eastern Corridor up-ramp W-B	King's Rd	Healthy St INT western end	12,460	12,220	*	-1.9
1204	C	PD	Shek Pai Wan Rd	Victoria Rd	Wah Fu Rd	33,340	32,680	*	-2.0
1205	C	PD	Hill Rd FO <H114>	Pok Fu Lam Rd	Connaught Rd W	17,650	17,310	*	-2.0
1206	C	PD	Queen's Rd W	Eastern St	Western St	7,010	6,900	*	-1.6
1207	C	PD	Connaught Rd Central and West (GL)	Queen St	Cleverly St	29,160	28,680	*	-1.6
1208	C	PD	Connaught Rd C	Gilman St	Queen Victoria St	74,540	73,320	*	-1.6
1209	C	PD	Garden Rd	Cotton Tree Drive	Upper Albert Rd	25,190	24,700	*	-2.0
1210	C	PD	Hennessy Rd	Johnston Rd	Fenwick St	25,160	24,740	*	-1.6
1211	C	PD	Hennessy Rd	Stewart Rd	Tin Lok Lane	22,140	21,780	*	-1.6
1212	C	PD	Irving St & Pennington St	Leighton Rd	Yee Wo St	11,620	11,400	*	-2.0
1213	C	PD	Causeway Rd	Tung Lo Wan Rd	Shelter St	28,140	27,590	*	-2.0
1214	C	PD	King's Rd	Fortress Hill Rd	North Point Rd	21,370	20,950	*	-2.0
1215	C	PD	Causeway Bay FO <H225> S-B	Victoria Park Rd E-B	Gloucester Rd	10,980	10,800	*	-1.6
1216	C	PD	Gordon Rd	Hing Fat St	Electric Rd	26,640	26,120	*	-2.0
1217	C	PD	Tong Shui Rd & FO <H127>	Island Eastern Corridor	Chun Yeung St	9,360	9,170	*	-2.0
1218	C	EX	Island Eastern Corridor down-ramp E-B	Healthy St INT western end	Java Rd	10,640	10,430	*	-1.9
1219	C	PD	King's Rd	Java Rd	Greig Rd	25,700	25,200	*	-2.0
1220	C	PD	Chai Wan Rd	Tai Tam Rd	Wan Tsui Rd	17,270	16,930	*	-2.0

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
1221	C	PD	Shek Pai Wan Rd	Wah Fu Rd	Aberdeen Praya Rd	40,300	39,510 *	-2.0
1222	C	PD	Aberdeen Praya Rd	Shek Pai Wan Rd	Aberdeen Main Rd	44,770	43,890 *	-2.0
1223	C	PD	Wong Chuk Hang Rd	Nam Fung Rd	Shouson Hill Rd eastern junction	20,320	20,790 *	+2.3
1225	C	DD	Queen's Rd W	Des Voeux Rd W	Hill Rd	6,940	7,200 *	+3.7
1226	C	DD	Queen's Rd W	Hill Rd	Water St	7,690	7,980 *	+3.7
1227	C	DD	Queen's Rd W	Water St	Pok Fu Lam Rd	5,750	5,960 *	+3.7
1228	C	DD	Bonham Rd	Park Rd	Seymour Rd	6,170	6,130 *	-0.7
1229	C	DD	Caine Rd	Aberdeen St	Arbuthnot Rd	9,260	9,190 *	-0.7
1230	C	DD	Queen Victoria St	Des Voeux Rd C	Queen's Rd C	3,000	3,110 *	+3.7
1231	C	DD	Jubilee St	Des Voeux Rd C	Queen's Rd C	5,380	5,580 *	+3.7
1232	C	DD	Johnston Rd	Fleming Rd	Hennessy Rd	3,370	3,490 *	+3.7
1233	C	DD	Queen's Rd E	Queensway	Kennedy Rd	16,410	16,290 *	-0.7
1234	C	DD	Wong Nai Chung Rd	Sing Woo Rd	Broadwood Rd	10,180	10,110 *	-0.7
1235	C	DD	Percival St	Gloucester Rd	Hennessy Rd	12,800	13,280 *	+3.7
1236	C	DD	Tin Hau Temple Rd	Causeway Rd	New Eastern Terrace	9,210	9,140 *	-0.7
1237	C	DD	Cloud View Rd	Tin Hau Temple Rd	Yee King Rd	9,000	8,930 *	-0.7
1238	C	DD	Tai Hang Rd	Wong Nai Chung Gap Rd	Blue Pool Rd	16,880	16,760 *	-0.7
1239	C	DD	Electric Rd & Lau Sin St	Wing Hing St	Hing Fat St	10,260	10,190 *	-0.7
1240	C	DD	Canal Rd E	Hennessy Rd	Sharp St E	1,510	1,500 *	-0.7
1241	C	DD	Canal Rd W	Hennessy Rd	Sharp St W	3,280	3,260 *	-0.7
1242	C	DD	Java Rd	Tin Chiu St	Healthy St W	16,030	15,910 *	-0.7
1243	C	DD	Taikoo Wan Rd & Tai Wing Ave	IEC access rd to Taikoo Wan Rd	Taikoo Shing Rd	9,670	9,600 *	-0.7
1244	C	DD	Aberdeen Main Rd	Aberdeen Praya Rd	Aberdeen Reservoir Rd	9,580	9,510 *	-0.7
1245	C	DD	Repulse Bay Rd	Wong Nai Chung Gap Rd	Island Rd	8,500	8,580 *	+0.9
1246	C	DD	Wah Fu Rd	Shek Pai Wan Rd	Wah Cheung St	9,280	9,210 *	-0.7
1247	C	LD	Smithfield & Pokfield Rd	Belcher's St	Pok Fu Lam Rd	16,150	16,040 *	-0.7
1248	C	LD	Queen St	Des Voeux Rd C	Queen's Rd W	5,030	5,220 *	+3.7
1249	C	LD	Arbuthnot Rd	Hollywood Rd	Caine Rd	9,480	9,410 *	-0.7
1250	C	LD	Tin Chiu St	Java Rd	King's Rd	3,710	3,690 *	-0.7
1251	C	PD	Tonnochy Rd FO <H171>	Tonnochy Rd	Gloucester Rd	15,430	15,180 *	-1.6
1252	C	UT	Harcourt Rd <FO>	Tamar St	End	95,010	93,450 *	-1.6
1253	C	DD	Sports Rd	Wong Nai Chung Rd	Morrison Hill Rd	13,670	13,580 *	-0.7

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
1254	C	DD	Chai Wan Rd	Wing Tai Rd	Sun Yip St	23,000	22,840 *	-0.7
1255	C	LD	Carmel Rd & Cape Rd	Stanley Village Rd	Chung Hom Kok Rd	5,980	6,030 *	+0.9
1256	C	DD	Wing Tai Rd	Wing Tai Rd near Wing Tai Rd Garden	Wing Tai Rd nr Tsui Wan Est	34,260	34,020 *	-0.7
1257	C	LD	Tim Wa Avenue	Harcourt Rd	Lung Wo Rd	15,740	16,330 *	+3.7
1258	C	EX	Island Eastern Corridor <H128A>	Tin Chiu St	Hoi Yu St	35,280	34,610 *	-1.9
1402	C	EX	Island Eastern Corridor up-ramp E-B	Java Rd	Island Eastern Corridor	12,400	14,510	+17.1
1403	C	EX	Island Eastern Corridor FO <H148>	Island Eastern Corridor Link FO <H158>	Tai Cheong Street	22,120	26,250	+18.7
1404	C	EX	Island Eastern Corridor	Island Eastern Corridor Link FO <H158>	Sun Sing St	70,110	71,990	+2.7
1405	C	PD	Pok Fu Lam Rd	Chi Fu Rd	Victoria Rd	26,220	28,240	+7.7
1406	C	PD	Pok Fu Lam Rd	Hill Rd FO <H114>	Bonham Rd	20,350	19,980	-1.8
1407	C	PD	Connaught Rd W	Sutherland St	Eastern St	52,990	47,730	-9.9
1408	C	PD	Queen's Rd W	Possession St	Queen St	8,350	7,870	-5.8
1409	C	PD	Connaught Rd C & underpass	Queen Victoria St	Pedder St	95,630	102,260	+6.9
1410	C	PD	Garden Rd	Magazine Gap Rd	Cotton Tree Drive	49,750	53,540	+7.6
1411	C	PD	Cotton Tree Drive	Queensway	Connaught Rd C	48,220	55,800	+15.7
1412	C	PD	Arsenal St FO <H70> & GL	Queensway	Gloucester Rd E-B	29,280	33,480	+14.3
1413	C	PD	Hennessy Rd	Tin Lok Lane	Canal Rd FO <H110>	21,910	22,250	+1.6
1414	C	PD	Leighton Rd	Tung Lo Wan Rd	Irving St	23,040	21,650	-6.0
1415	C	PD	Causeway Rd	Hing Fat St	Tin Hau Temple Rd	20,620	20,230	-1.9
1416	C	PD	Wing Hing St	Hing Fat St	Electric Rd	12,660	12,650	-0.1
1417	C	PD	Tong Shui Rd (GL)	West Embankment	Java Rd	13,950	16,920	+21.2
1418	C	PD	King's Rd	Tong Shui Rd	Tin Chiu St	21,600	20,990	-2.8
1419	C	EX	Island Eastern Corridor down-ramp W-B	Island Eastern Corridor	Java Rd	16,950	16,290	-3.9
1420	C	PD	Chai Wan Rd	Wan Tsui Rd	Wing Tai Rd	16,840	15,510	-7.9
1421	C	EX	Island Eastern Corridor slip rd W-B	Sun Sing St	Nam Hong St	7,300	7,420	+1.6
1422	C	EX	Island Eastern Corridor slip rd	Tung Hei Rd	Chai Wan Rd	15,470	17,030	+10.1
1423	C	PD	Island Rd	Deep Water Bay Rd	Shouson Hill Rd eastern junction	20,420	22,460	+10.0

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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 2024	AADT 2025	Change of 2025 as % of 2024
1424	C	PD	Aberdeen Praya Rd	Shek Pai Wan Rd	Shek Pai Wan Rd	30,940	26,240	-15.2
1425	C	DD	Victoria Rd	Pok Fu Lam Rd	Baguio Villas access rd	11,010	9,760	-11.3
1426	C	DD	Des Voeux Rd W	Belcher's St	Hill Rd	7,890	6,780	-14.0
1427	C	DD	Third St & Water St	Pok Fu Lam Rd	Queen's Rd W	8,500	7,310	-14.0
1428	C	DD	Bonham Rd	Pok Fu Lam Rd	Park Rd	12,620	11,710	-7.2
1429	C	DD	Park Rd & Robinson Rd	Bonham Rd	Castle Rd	11,820	9,400	-20.4
1430	C	DD	Robinson Rd	Seymour Rd	Cotton Tree Drive	20,380	21,750	+6.7
1431	C	DD	Queen Victoria St	Des Voeux Rd C	Connaught Rd C	5,660	5,750	+1.5
1432	C	DD	Jubilee St	Des Voeux Rd C	Connaught Rd C	7,280	7,120	-2.2
1433	C	DD	Fleming Rd	Johnston Rd	Convention Ave	14,120	13,920	-1.4
1434	C	DD	Queen's Rd E	Kennedy Rd	Stubbs Rd	30,410	38,950	+28.1
1435	C	DD	Wong Nai Chung Rd	Leighton Rd	Sports Rd	5,390	5,260	-2.3
1436	C	DD	Percival St	Hennessy Rd	Leighton Rd	12,990	11,920	-8.2
1437	C	DD	Tin Hau Temple Rd	New Eastern Terrace	Fortress Hill Rd	6,660	7,590	+13.9
1438	C	DD	Tung Lo Wan Rd & Tai Hang Rd	Causeway Rd	Ka Ning Path	11,060	8,250	-25.4
1439	C	DD	Hing Fat St	Causeway Rd	Lau Sin St	21,020	24,000	+14.2
1440	C	DD	Electric Rd	Gordon Rd	Wing Hing St	6,290	5,220	-17.0
1441	C	DD	Java Rd	Healthy St W	Island Eastern Corridor down-ramp E-B	9,720	9,570	-1.5
1442	C	DD	Taikoo Shing Rd	Tai Yue Ave	Tai Wing Ave	15,870	15,490	-2.4
1443	C	DD	Aberdeen Main Rd	Aberdeen Reservoir Rd	Aberdeen Praya Rd	22,700	21,330	-6.0
1444	C	EX	Island Eastern Corridor Link FO <H158>	Hong On St	Ramps to & from Island Eastern Corridor	11,820	12,380	+4.7
1445	C	DD	Victoria Rd	Sassoon Rd	Baguio Villas access rd	10,050	9,520	-5.3
1446	C	PD	Island Eastern Corridor	Wan Tsui Rd RA	Wing Tai Rd INT	18,060	18,530	+2.6
1447	C	DD	Western St	Des Voeux Rd W	Connaught Rd W	16,080	18,760	+16.7
1448	C	DD	Victoria Rd	Mount Davis Rd	Sassoon Rd	6,460	5,800	-10.1
1449	C	DD	Harbour Rd	Fleming Rd	Tonnochy Rd	14,830	12,590	-15.1
1450	C	DD	Tonnochy Rd	Hung Hing Rd	Gloucester Rd	13,710	11,960	-12.7
1451	C	DD	Hung Hing Rd	Tonnochy Rd	Hung Hing Rd FO <H159>	18,250	15,800	-13.4
1452	C	PD	Hung Hing Rd FO <H159>	Hung Hing Rd	Victoria Park Rd	11,110	10,150	-8.6
1453	C	DD	Blue Pool Rd	Sing Woo Rd	Tai Hang Rd	12,020	13,660	+13.6
1454	C	LD	Hollywood Rd	Wyndham St	Ladder St	8,820	9,610	+9.0

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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 2024	AADT 2025	Change of 2025 as % of 2024
1455	C	LD	Wyndham St	Lower Albert Rd	Arbuthnot Rd	15,120	17,950	+18.7
1456	C	LD	Shing Tai Rd	Wing Tai Rd INT	Shun Tai Rd	9,880	8,070	-18.3
1457	C	LD	Lower Albert Rd	Glenealy	Garden Rd	6,480	7,970	+23.0
1458	C	LD	Tonnochy Rd	Gloucester Rd	Hennessy Rd	4,580	5,330	+16.3
1459	C	LD	Fenwick St	Hennessy Rd	Gloucester Rd	10,420	10,900	+4.7
1460	C	LD	Morrison St	Queen's Rd C	Des Voeux Rd C	11,660	13,700	+17.5
1461	C	PD	Island Eastern Corridor up-ramp	Hing Fat St	Island Eastern Corridor	12,120	11,510	-5.0
1462	C	EX	Island Eastern Corridor down-ramp	Island Eastern Corridor	Hing Fat St	10,200	10,060	-1.4
1463	C	DD	King's Rd FO <H162>	King's Rd	Hong On St	4,990	5,060	+1.2
1464	C	PD	Harcourt Rd <FO> ramp to Cotton Tree Drive	Harcourt Rd <FO>	Lambeth Walk	21,560	25,050	+16.2
1601	C	UT	Harcourt Rd	Cotton Tree Drive	Tamar St	99,080 *	134,140	+35.4
1602	C	EX	Island Eastern Corridor	Aldrich Bay Rd approaching Shau Kei Wan Rd	Chai Wan Rd slip rd to I.E.C.	63,730 *	55,600	-12.8
1603	C	PD	Pok Fu Lam Rd	Sassoon Rd	Bisney Rd	39,260 *	42,560	+8.4
1604	C	PD	Pok Fu Lam Rd	Second St	Hill Rd	10,340 *	10,460	+1.1
1605	C	PD	Queen's Rd W	Hollywood Rd	Eastern St	7,960 *	9,610	+20.6
1606	C	PD	Queen's Rd C	Wyndham St	D'Aguilar St	15,460 *	22,370	+44.7
1607	C	PD	Queen's Rd C	Ice House St	Wyndham St	20,760 *	24,860	+19.8
1608	C	PD	Cotton Tree Drive	Garden Rd	Kennedy Rd slip rd	41,300 *	44,260	+7.2
1609	C	PD	Hennessy Rd	Fenwick St	Luard Rd	17,830 *	19,820	+11.2
1610	C	PD	Hennessy Rd	Canal Rd FO <H110>	Percival St	17,170 *	24,810	+44.5
1611	C	PD	Wing Hing St	Electric Rd	King's Rd	12,710 *	11,600	-8.7
1612	C	PD	Tai Hang Rd FO <H134>	St. John Ambulance Brigate Headquarters	Ramp to Tung Lo Wan Rd	17,460 *	18,150	+3.9
1613	C	PD	Man Hong St	Java Rd	King's Rd	25,450 *	25,070	-1.5
1614	C	PD	Shau Kei Wan Rd	Taikoo Shing Rd	Tai Hong St	23,200 *	19,040	-17.9
1615	C	PD	Chai Wan Rd	Church St	Island Eastern Corridor Approach	10,210 *	10,000	-2.1
1616	C	PD	Nam On Lane	Shau Kei Wan Rd	Nam On St	6,070 *	4,920	-19.0
1617	C	PD	Aberdeen Praya Rd	Aberdeen Main Rd	Aberdeen Main Rd	47,140 *	42,340	-10.2
1618	C	PD	Island Rd	Deep Water Bay Rd	Repulse Bay Rd	22,740 *	22,700	-0.2
1619	C	DD	Sassoon Rd	Victoria Rd	Pok Fu Lam Rd	11,700 *	12,100	+3.4
1620	C	DD	Hill Rd	Queen's Rd W	Des Voeux Rd W	3,100 *	5,100	+64.1
1621	C	DD	Water St	Des Voeux Rd W	Queen's Rd W	7,190 *	11,900	+65.6

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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 2024	AADT 2025	Change of 2025 as % of 2024
1622	C	DD	Western St	Des Voeux Rd W	Queen's Rd W	14,960 *	15,300	+2.3
1623	C	DD	Des Voeux Rd W	Connaught Rd C	Queen St	11,800 *	12,460	+5.7
1624	C	DD	Upper Albert Rd	Caine Rd	Albany Rd	16,750 *	17,780	+6.2
1625	C	DD	Pedder St	Des Voeux Rd C	Queen's Rd C	14,610 *	16,540	+13.2
1626	C	DD	Whitty St	Des Voeux Rd W	Queen's Rd W	2,590 *	4,350	+67.6
1627	C	DD	Wan Chai Rd	Johnston Rd	Morrison Hill Rd	13,520 *	17,180	+27.1
1628	C	DD	Queen's Rd E	Stubbs Rd	Wong Nai Chung Rd	38,220 *	38,260	+0.1
1629	C	DD	Peak Rd	Magazine Gap Rd	Wan Chai Gap Rd	8,340 *	6,260	-25.0
1630	C	DD	Morrison Hill Rd	Leighton Rd	Queen's Rd E	64,830 *	68,490	+5.6
1631	C	DD	Leighton Rd	Morrison Hill Rd	Canal Rd E	41,540 *	45,720	+10.1
1632	C	DD	Tin Hau Temple Rd	Fortress Hill Rd	Pak Fuk Rd	11,080 *	11,420	+3.1
1633	C	DD	Electric Rd	Gordon Rd	Power St	13,210 *	15,650	+18.4
1634	C	DD	Java Rd	North Point Rd	Tong Shui Rd	16,160 *	16,280	+0.7
1635	C	DD	Java Rd	Island Eastern Corridor down-ramp E-B	King's Rd	19,650 *	20,120	+2.4
1636	C	DD	Taikoo Shing Rd	Tai Wing Ave	King's Rd	8,260 *	10,830	+31.1
1637	C	DD	Nam Fung Rd	Wong Chuk Hang Rd	Deep Water Bay Rd	11,800 *	11,510	-2.4
1638	C	LD	Seymour Rd	Bonham Rd	Castle Rd	3,660 *	3,280	-10.5
1639	C	LD	Cloud View Rd	Yee King Rd	Braemar Hill Rd	7,720 *	8,100	+4.9
1640	C	DD	Kornhill Rd	Hong On St	King's Rd	13,930 *	12,900	-7.4
1642	C	EX	Island Eastern Corridor slip rd	Island Eastern Corridor	Wing Tai Rd	36,020 *	31,550	-12.4
1643	C	LD	Kotewall Rd	Po Shan Rd	Robinson Rd	3,270 *	3,440	+5.0
1644	C	LD	Cyberport Rd	Victoria Rd	Sha Wan Drive	14,320 *	12,950	-9.5
1646	C	EX	Island Eastern Corridor <H220> & <HU5>	Island Eastern Corridor <HU5>	Island Eastern Corridor <H220>	2,890 *	3,370	+16.5
1647	C	DD	Man Yiu St	Man Kwong St	Harbour View St	19,820 *	27,460	+38.5
1801	C	UT	Victoria Park Rd (GL)	Island Eastern Corridor	Hing Fat St	17,660 *	17,320 *	-1.9
1802	C	UT	Tsing Fung St FO <H74>	King's Rd	Victoria Park Rd	10,550 *	10,350 *	-1.9
1803	C	EX	Island Eastern Corridor	Victoria Park Rd	Hing Fat St INT	83,950 *	82,350 *	-1.9
1804	C	EX	Island Eastern Corridor	Hing Fat St INT	Tong Shui Rd INT	148,100 *	145,280 *	-1.9
1805	C	EX	Island Eastern Corridor	Tong Shui Rd INT	Healthy St INT	128,350 *	125,900 *	-1.9
1806	C	EX	Island Eastern Corridor up-ramp W-B	Tong Shui Rd	Island Eastern Corridor W-B	9,220 *	9,040 *	-1.9

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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 2024	AADT 2025	Change of 2025 as % of 2024
1807	C	EX	Island Eastern Corridor	Taikoo Shing INT western end	Taikoo Shing INT eastern end	99,830 *	97,930 *	-1.9
1808	C	EX	Island Eastern Corridor slip rd E-B	Taikoo Wan Rd access rd	Taikoo Shing INT eastern end	7,390 *	7,250 *	-1.9
1809	C	EX	Island Eastern Corridor slip rd W-B	Taikoo Wan Rd access rd	Taikoo Shing INT western end	4,490 *	4,410 *	-1.9
1810	C	EX	Island Eastern Corridor	Taikoo Shing INT eastern end	Island Eastern Corridor Link FO <H158>	113,270 *	111,110 *	-1.9
1811	C	PD	Pok Fu Lam Rd	Mount Davis Rd	Bisney Rd	40,950 *	40,140 *	-2.0
1812	C	PD	Pok Fu Lam Rd	Queen's Rd W	Second St	9,680 *	9,490 *	-2.0
1813	C	PD	Queen's Rd W	Queen St	Hollywood Rd	17,120 *	16,840 *	-1.6
1814	C	PD	Queen's Rd C	D'Aguilar St	Queen Victoria St	9,010 *	8,860 *	-1.6
1815	C	PD	Queen's Rd C	Des Voeux Rd C	Ice House St	20,840 *	20,500 *	-1.6
1816	C	PD	Queensway	Des Voeux Rd C	Cotton Tree Drive	36,910 *	36,310 *	-1.6
1817	C	PD	Queensway	Queen's Rd E	Arsenal St	39,060 *	38,420 *	-1.6
1819	C	PD	Hennessy Rd & Yee Wo St	Percival St	Pennington St	17,740 *	17,450 *	-1.6
1820	C	PD	King's Rd	Tin Hau Temple Rd	Mercury St	30,580 *	29,980 *	-2.0
1821	C	PD	Tai Hang Rd FO <H134>	Gloucester Rd	Ramp to Tung Lo Wan Rd	24,220 *	23,740 *	-2.0
1822	C	PD	Gloucester Rd	Great George St	Causeway Rd	3,330 *	3,280 *	-1.6
1823	C	PD	Gloucester Rd	Kingston St	Great George St	15,200 *	14,950 *	-1.6
1824	C	EX	Island Eastern Corridor down-ramp E-B	Island Eastern Corridor E-B	Tong Shui Rd FO <H127> northern end	10,550 *	10,350 *	-1.9
1825	C	PD	Tong Shui Rd	Chun Yeung St	King's Rd	9,240 *	9,060 *	-2.0
1826	C	PD	King's Rd	Tin Chiu St	Healthy St W	18,580 *	18,210 *	-2.0
1827	C	EX	Island Eastern Corridor slip rd E-B	Taikoo Shing INT western end	Access rd to Taikoo Wan Rd	6,050 *	5,940 *	-1.9
1828	C	EX	Island Eastern Corridor slip rd W-B	Taikoo Shing INT eastern end	Access rd to Taikoo Wan Rd	5,400 *	5,300 *	-1.9
1829	C	PD	Island Eastern Corridor access rd to Taikoo Wan Rd	Taikoo Shing INT	Taikoo Wan Rd	22,910 *	22,460 *	-2.0
1830	C	PD	King's Rd	Greig Rd	Taikoo Shing Rd	18,780 *	18,410 *	-2.0
1831	C	PD	Shau Kei Wan Rd	Tai Hong St	Nam On Lane	12,840 *	12,590 *	-2.0
1832	C	PD	Tai Hong St	Shau Kei Wan Rd	Island Eastern Corridor slip rd	16,160 *	15,840 *	-2.0
1833	C	EX	Island Eastern Corridor slip rd E-B	Shau Kei Wan INT western end	Nam On Lane	7,950 *	7,800 *	-1.9
1834	C	PD	Aberdeen Praya Rd	Aberdeen Main Rd	Ap Lei Chau Bridge	53,340 *	52,300 *	-2.0

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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 2024	AADT 2025	Change of 2025 as % of 2024
1835	C	PD	Repulse Bay Rd	Island Rd	South Bay Rd	20,770 *	21,260 *	+2.3
1836	C	DD	Mount Davis Rd	Victoria Rd	Pok Fu Lam Rd	2,100 *	2,090 *	-0.7
1837	C	DD	Connaught Rd W (GL)	Shing Sai Rd	Water St	16,590 *	17,210 *	+3.7
1838	C	DD	Water St	Connaught Rd W	Des Voeux Rd W	7,860 *	8,150 *	+3.7
1839	C	DD	Des Voeux Rd W	Western St	Eastern St	11,860 *	12,300 *	+3.7
1840	C	DD	Castle Rd	Seymour Rd	Caine Rd	3,550 *	3,530 *	-0.7
1841	C	DD	Glenealy & Albany Rd	Wyndham St	Upper Albert Rd	12,780 *	12,690 *	-0.7
1842	C	DD	Pedder St	Connaught Rd C	Des Voeux Rd C	14,110 *	14,640 *	+3.7
1843	C	DD	Des Voeux Rd C	Pedder St	Garden Rd	5,090 *	5,270 *	+3.7
1844	C	DD	Johnston Rd	Landale St	Luard Rd	2,840 *	2,950 *	+3.7
1845	C	DD	Tin Lok Lane	Hennessy Rd	Wan Chai Rd	13,540 *	13,450 *	-0.7
1846	C	DD	Kennedy Rd	Garden Rd	MacDonnell Rd	11,700 *	11,610 *	-0.7
1847	C	DD	Leighton Rd	Canal Rd E	Wong Nai Chung Rd	22,980 *	22,820 *	-0.7
1848	C	DD	Stubbs Rd	Stubbs Rd FO <H119> northern end	Stubbs Rd RA	3,500 *	3,470 *	-0.7
1849	C	DD	Stubbs Rd FO <H119>	Stubbs Rd	Wong Nai Chung Gap Rd	9,970 *	10,060 *	+0.9
1850	C	DD	Wong Nai Chung Gap Rd	Stubbs Rd RA	Stubbs Rd FO <H119> southern end	24,880 *	25,110 *	+0.9
1851	C	DD	Power St	Electric Rd	King's Rd	3,720 *	3,690 *	-0.7
1852	C	DD	Tai Hang Rd	Lai Tak Tsuen Rd	Perkins Rd	9,410 *	9,340 *	-0.7
1853	C	PD	Victoria Park Rd entry-ramp W-B	Hing Fat St	Victoria Park Rd W-B	11,130 *	10,910 *	-2.0
1854	C	PD	Hing Fat St	Gordon Rd	Lau Sin St	19,260 *	18,880 *	-2.0
1855	C	DD	Electric Rd & Java Rd	Power St	North Point Rd	8,490 *	8,430 *	-0.7
1856	C	DD	Healthy St W & Pak Fuk Rd	King's Rd	Tin Hau Temple Rd	9,360 *	9,290 *	-0.7
1857	C	DD	Wing Tai Rd	Chai Wan Rd	Shun Tai Rd	35,570 *	35,320 *	-0.7
1858	C	DD	Deep Water Bay Rd	Nam Fung Rd	Wong Nai Chung Gap Rd	12,080 *	12,190 *	+0.9
1859	C	DD	Marsh Rd & FO <H78>	Hung Hing Rd	Lockhart Rd	12,290 *	12,740 *	+3.7
1860	C	LD	Eastern St	Connaught Rd W	Des Voeux Rd W	8,780 *	9,110 *	+3.7
1861	C	LD	Castle Rd	Robinson Rd	Seymour Rd	4,170 *	4,140 *	-0.7
1862	C	LD	Braemar Hill Rd	Tin Hau Temple Rd	Cloud View Rd	10,460 *	10,380 *	-0.7
1863	C	DD	Tonnochy Rd FO <H171>	Gloucester Rd	Tonnochy Rd	16,030 *	16,620 *	+3.7
1864	C	PD	Tai On St	Shau Kei Wan Rd	Hong Cheung St	11,470 *	11,240 *	-2.0
1865	C	DD	Island Eastern Corridor slip rd	Wing Tai Rd	Shun Tai Rd	10,030 *	9,960 *	-0.7

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
2001	C	UT	Gloucester Rd & Victoria Park Rd	Cross Harbour Tunnel S. INT	Houston St	133,720 *	131,520 *	-1.6
2002	C	UT	Canal Rd FO <H75 & H110>	Cross Harbour Tunnel S INT	Sharp St E	101,690 *	100,020 *	-1.6
2003	C	UT	Canal Rd FO <H110>	Sharp St E	Sports Rd	71,810 *	70,630 *	-1.6
2004	C	UT	Canal Rd FO <H110>	Sports Rd	Aberdeen Tunnel N Portal	41,020 *	40,240 *	-1.9
2005	C	UT	Aberdeen Tunnel	Wong Chuk Hang Rd	Aberdeen Tunnel Approach	48,150 *	47,240 *	-1.9
2006	C	PD	Canal Rd FO <H110> up-ramp N-B	Morrison Hill Rd	Canal Rd FO <H110> N-B	22,520 *	22,080 *	-2.0
2007	C	UT	Canal Rd FO <H110> up-ramp S-B	Wong Nai Chung Rd	Aberdeen Tunnel	9,530 *	9,350 *	-1.9
2008	C	PD	Canal Rd FO <H73> up-ramp N-B	Canal Rd W	Canal Rd FO <H110> N-B	14,960 *	14,720 *	-1.6
2009	C	PD	Pok Fu Lam Rd	Pokfield Rd	Hill Rd FO <H114>	29,740 *	29,150 *	-2.0
2010	C	PD	Queen's Rd W	Western St	Pok Fu Lam Rd	12,450 *	12,250 *	-1.6
2011	C	PD	Connaught Rd W	Sutherland St	Queen St	41,900 *	41,220 *	-1.6
2012	C	PD	Garden Rd	Hong Kong Zoological & Botanical Gardens	5 Garden Rd	38,000 *	37,250 *	-2.0
2013	C	PD	Queensway	Cotton Tree Drive	Rodney St	62,970 *	61,930 *	-1.6
2014	C	PD	Hennessy Rd	Arsenal St	Johnston Rd	26,040 *	25,610 *	-1.6
2015	C	PD	Hennessy Rd	Fleming Rd	Stewart Rd	15,610 *	15,360 *	-1.6
2016	C	PD	Yee Wo St	Pennington St	Tung Lo Wan Rd	15,720 *	15,460 *	-1.6
2017	C	PD	King's Rd	Mercury St	Fortress Hill Rd	18,440 *	18,080 *	-2.0
2018	C	PD	Gloucester Rd N-B Flyover	Kingston St	Houston St	12,080 *	11,890 *	-1.6
2019	C	PD	Hing Fat St	Gordon Rd	Whitfield Rd	26,100 *	25,580 *	-2.0
2020	C	PD	King's Rd	Healthy St W	Java Rd	18,680 *	18,310 *	-2.0
2021	C	PD	Shau Kei Wan Rd	Nam On Lane	Church St	9,300 *	9,120 *	-2.0
2022	C	PD	Wong Chuk Hang Rd	Nam Long Shan Rd	Ap Lei Chau Bridge	61,810 *	60,600 *	-2.0
2023	C	PD	Tai Tam Rd	Stanley Gap Rd	Red Hill Rd	10,210 *	10,450 *	+2.3
2024	C	PD	Canal Rd FO <H73> down-ramp S-B	Canal Rd FO <H110> S-B	Canal Rd E	14,920 *	14,670 *	-1.6
2025	C	DD	Belcher's St	Smithfield	Sands St	16,100 *	15,980 *	-0.7
2026	C	DD	Des Voeux Rd W	Hill Rd	Water St	12,240 *	12,700 *	+3.7
2027	C	DD	Des Voeux Rd W	Water St	Western St	9,300 *	9,640 *	+3.7
2028	C	DD	Des Voeux Rd W	Eastern St	Queen St	11,390 *	11,820 *	+3.7
2029	C	DD	Robinson Rd	Castle Rd	Seymour Rd	14,350 *	14,250 *	-0.7

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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 2024	AADT 2025	Change of 2025 as % of 2024
2030	C	DD	Des Voeux Rd C	Queen Victoria St	Pedder St	17,500 *	18,150 *	+3.7
2031	C	DD	Upper Albert Rd	Garden Rd	Albany Rd	24,300 *	24,130 *	-0.7
2032	C	DD	Johnston Rd	Luard Rd	Fleming Rd	8,670 *	8,990 *	+3.7
2033	C	DD	Morrison Hill Rd	Wan Chai Rd	Leighton Rd	22,040 *	22,850 *	+3.7
2034	C	DD	Wong Nai Chung Rd	Queen's Rd E	Sing Woo Rd	29,180 *	28,980 *	-0.7
2035	C	DD	Leighton Rd	Wong Nai Chung Rd	Percival St	23,550 *	23,380 *	-0.7
2036	C	DD	Leighton Rd	Irving St	Percival St	16,020 *	15,900 *	-0.7
2037	C	DD	Fortress Hill Rd	King's Rd	Tin Hau Temple Rd	8,370 *	8,310 *	-0.7
2038	C	DD	Tai Hang Rd	Perkins Rd	Blue Pool Rd	12,200 *	12,110 *	-0.7
2039	C	DD	North Point Rd	Electric Rd	King's Rd	6,620 *	6,580 *	-0.7
2040	C	DD	Java Rd	Tong Shui Rd	Tin Chiu St	15,380 *	15,270 *	-0.7
2041	C	DD	Tai Yue Ave & Taikoo Wan Rd	Taikoo Shing Rd	IEC slip rd	10,770 *	10,690 *	-0.7
2042	C	DD	Taikoo Shing Rd & Westlands Rd	Tai Yue Ave	King's Rd	9,190 *	9,130 *	-0.7
2043	C	PD	Canal Rd FO <H110> down-ramp S-B	Canal Rd FO <H110> S-B	Morrison Hill Rd	13,060 *	12,800 *	-2.0
2044	C	DD	Canal Rd FO <H110> down-ramp N-B	Aberdeen Tunnel	Wong Nai Chung Rd	11,510 *	11,430 *	-0.7
2045	C	LD	Eastern St	Des Voeux Rd W	Queen's Rd W	9,620 *	9,980 *	+3.7
2046	C	LD	Seymour Rd	Castle Rd	Robinson Rd	4,210 *	4,180 *	-0.7
2047	C	LD	Tong Shui Rd	Java Rd	Chun Yeung St	9,880 *	9,810 *	-0.7
2048	C	PD	Fenwick Pier St FO <H170>	Fenwick Pier St	Harcourt Rd	9,290 *	9,130 *	-1.6
2049	C	EX	Island Eastern Corridor up-ramp	Shing Tai Rd	Island Eastern Corridor	36,460 *	35,760 *	-1.9
2050	C	DD	Wong Nai Chung Rd	Sports Rd	Broadwood Rd	14,380 *	14,280 *	-0.7
2051	C	LD	Yiu Hing Rd	Sun Sing St	Wai Hang St	3,980 *	3,950 *	-0.7
2052	C	LD	Sun Yip St	Chai Wan Rd	Ka Yip St	11,130 *	11,060 *	-0.7
2053	C	LD	Siu Sai Wan Rd	Chai Wan Rd	On Yip St	19,480 *	19,340 *	-0.7
2054	C	LD	Wah Chui St	Victoria Rd	Wah King St	6,270 *	6,230 *	-0.7
2055	C	LD	Wah Hong St	Victoria Rd	Wah King St	3,220 *	3,260	+1.1
2201	B	PD	Pok Fu Lam Rd	Pokfield Rd	Mount Davis Rd	29,060	28,900	-0.5
2202	B	DD	Wong Nai Chung Gap Rd	Stubbs Rd FO <H119> southern end	Repulse Bay Rd	24,600	18,610	-24.4
2203	B	DD	Stubbs Rd	Wan Chai Gap Rd	Wong Nai Chung Gap Rd	9,700	8,930	-7.9
2204	B	DD	Yee King Rd & Lai Tak Tsuen Rd	Cloud View Rd	Tai Hang Rd	9,430	11,550	+22.5

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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 2024	AADT 2025	Change of 2025 as % of 2024
2205	B	DD	Magazine Gap Rd	Garden Rd	Peak Rd	15,510	15,050	-3.0
2206	B	DD	Belcher's St & Victoria Rd	Smithfield	Mount Davis Rd	7,820	7,970	+2.0
2207	B	PD	Connaught Rd C	Cleverly St	Gilman St	29,300	30,540	+4.2
2208	B	PD	Queen's Rd C	Queen Victoria St	Bonham Strand	10,580	11,050	+4.5
2209	B	DD	Des Voeux Rd C	Morrison St	Queen Victoria St	4,860	6,190	+27.4
2210	B	DD	Wyndham St	Queen's Rd C	Lower Albert Rd	3,900	3,960	+1.4
2211	B	PD	Garden Rd	Des Voeux Rd C	Upper Albert Rd	40,050	40,460	+1.0
2212	B	PD	Cotton Tree Drive	Queensway	Slip rd to Kennedy Rd	42,240	40,730	-3.6
2213	B	DD	Kennedy Rd	MacDonnell Rd	Queen's Rd E	9,880	10,290	+4.1
2214	B	PD	Causeway Rd	Shelter St	Hing Fat St	32,840	31,400	-4.4
2215	B	EX	Island Eastern Corridor	Nam On Lane	Wing Tai Rd INT	49,180	48,720	-0.9
2216	B	PD	Connaught Rd FO <H173>	Ramp nr Gilman St	The nearest diverging & merging points west of Shun Tak Centre	82,190	75,700	-7.9
2217	B	PD	Lung Wo Rd	Man Yiu St	Lung Hop St	10,680	9,760	-8.6
2401	B	LD	Lin Shing Rd	Wan Tsui Rd	Cape Collinson Rd	2,380	2,070	-13.1
2402	B	LD	Wing Lok St	Morrison St	Des Voeux Rd C	3,160	2,880	-8.7
2403	B	LD	Ice House St	Connaught Rd C	Lower Albert Rd	11,330	7,510	-33.7
2404	B	LD	D'Aguilar St	Queen's Rd C	Wyndham St	5,970	5,640	-5.4
2405	B	LD	Cochrane St	Queen's Rd C	Wellington St	570	760	+34.0
2407	B	DD	Smithfield	Pok Fu Lam Rd	Lung Wah St	10,720	10,850	+1.3
2408	B	DD	Lung Wui Rd	Tim Mei Ave	Lung King St	5,930	5,310	-10.6
2601	C	LD	Aberdeen Reservoir Rd	Aberdeen Main Rd	Country Park	3,620	3,840	+5.9
2602	C	LD	Barker Rd	Old Peak Rd	Peak Rd	1,260	1,530	+21.6
2603	C	LD	Beach Rd	Repulse Bay Rd	South Bay Rd	2,700	2,720	+0.5
2604	C	LD	Bisney Rd	Pok Fu Lam Rd	Consort Rise	3,260	3,220	-1.2
2605	C	LD	Borrett Rd	Kennedy Rd	End	4,740	6,110	+29.0
2606	C	LD	Briar Ave	Blue Pool Rd	Green Lane	580	710	+23.5
2607	C	LD	Cape Collinson Rd	Shek O Rd	Restriction boundary	710	710	+0.0
2608	C	LD	Caroline Hill Rd	Leighton Rd	Yun Ping Rd	5,780	5,810	+0.6
2609	C	LD	Chi Fu Rd	Pok Fu Lam Rd	Pok Fu Lam Rd	5,460	5,000	-8.6
2610	C	LD	Chung Hom Kok Rd	Stanley Gap Rd	End	1,340	1,270	-5.5
2612	C	LD	Deep Water Bay Rd	Nam Fung Rd	Island Rd	5,000	4,220	-15.5
2613	C	LD	Edinburgh Place	Connaught Rd C	Connaught Rd C	3,090	3,880	+25.9

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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 2024	AADT 2025	Change of 2025 as % of 2024
2614	C	LD	Fung Yip St	Sheung On St	Sun Yip St	6,330	5,180	-18.1
2615	C	LD	Green Lane	Blue Pool Rd	End	990	1,040	+5.0
2616	C	LD	Headland Rd	Repulse Bay Rd	End	1,180	1,180	+0.8
2617	C	LD	Heung Yip Rd	Wong Chuk Hang Rd	Ocean Park Rd	5,860	5,670	-3.1
2618	C	LD	Holy Cross Path	Hoi Ning St	Sai Wan Ho St	2,860	3,110	+8.7
2620	C	LD	Ka Yip St	Wing Tai Rd	End	11,650	10,560	-9.4
2621	C	LD	Kingston St	Paterson St	Gloucester Rd	3,890	3,450	-11.3
2623	C	LD	Lee Garden Rd	Hennessy Rd	Hysan Ave	2,680	3,080	+15.0
2624	C	LD	Lung Wah St	Smithfield	End	1,460	1,640	+12.5
2625	C	LD	Marsh Rd	Gloucester Rd	Hennessy Rd	9,310	10,500	+12.8
2626	C	LD	Mong Lung St	Factory St	Po Man St	5,300	5,640	+6.4
2627	C	LD	Mount Kellett Rd	Peak Rd	Homestead Rd	3,510	2,710	-22.7
2628	C	LD	Nam Long Shan Rd	Police School Rd	Restriction boundary	3,200	3,390	+6.1
2630	C	LD	Ormsby St	Tung Lo Wan Rd	Sun Chun St	430	600	+41.6
2631	C	LD	Plantation Rd	Plunkett's Rd	Barker Rd	1,770	1,780	+0.8
2632	C	LD	Pollock's Path	Plantation Rd	End	320	200	-36.7
2633	C	LD	Sai On St	Chengtu Rd	Aberdeen Main Rd	1,880	2,330	+23.7
2634	C	LD	Second St	Water St	Eastern St	1,030	780	-24.2
2635	C	LD	Shan Kwong Rd	Wong Nai Chung Rd	End	4,720	6,240	+32.3
2636	C	LD	Shing On St	Shau Kei Wan Rd	End	5,200	5,390	+3.6
2637	C	LD	Shouson Hill Rd W	Shouson Hill Rd	Restricted boundary	850	1,120	+31.8
2638	C	LD	Shun Fu St	Hong Cheung St	End	270	220	-18.0
2639	C	LD	Smithfield	Pokfield Rd	Lung Wah St	12,870	14,090	+9.4
2641	C	LD	Stone Nullah Lane	Johnston Rd	End	2,770	3,800	+37.1
2642	C	LD	Tin Wan Close	Tin Wan St	End	810	830	+2.5
2643	C	LD	Tsat Tsz Mui Rd	Tin Chiu St	Model Lane	6,560	5,240	-20.1
2645	C	LD	Village Rd	Sing Woo Rd	Shan Kwong Rd	5,830	6,320	+8.3
2646	C	LD	Wan Chai Rd	Johnston Rd	Queen's Rd E	5,320	4,940	-7.1
2648	C	LD	Wong Ma Kok Rd	Tung Tau Wan Rd	Restricted boundary	3,530	3,600	+2.0
2649	C	LD	Yiu Wa St	Canal Rd E	Matheson St	5,200	4,540	-12.8
2650	C	LD	Sheung On St	Chai Wan Rd	Chong Fu Rd	8,830	10,090	+14.3
2651	C	LD	Sheung Ping St	Wing Tai Rd	Sheung On St	2,990	2,840	-4.9
2652	C	LD	Oi Lai St	Tung Hei Rd	Oi Yin St	8,500	7,730	-9.0
2653	C	LD	Oi Shun Rd	Aldrich Bay Rd	Tai On St	4,890	5,030	+2.7
2654	C	LD	Oi Kan Rd	Tai On St	Oi Yin St	8,570	8,190	-4.5

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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 2024	AADT 2025	Change of 2025 as % of 2024
3001	A	UT	Princess Margaret Rd	Wylie Rd	Pui Ching Rd	72,020	71,210	-1.1
3002	A	UT	Lung Cheung Rd	Nam Cheong St	Lion Rock Tunnel Rd	104,900	96,380	-8.1
3003	A	UT	Prince Edward Rd E & FO <K10A>	Choi Hung Rd	near King Tai Court	109,740	86,460	-21.2
3004	A	UT	Kai Tak Tunnel	Sung Wong Toi Rd	Kai Cheung Rd	63,500	63,900	+0.6
3005	A	PD	Chatham Rd S	Salisbury Rd	Mody Rd	14,620	13,560	-7.3
3006	A	PD	Nathan Rd	Shantung St	Dundas St	24,110	26,000	+7.8
3007	A	PD	Canton Rd	Austin Rd	Kowloon Park Drive	61,410	61,980	+0.9
3008	A	PD	Lai Chi Kok Rd	Tonkin St	Hing Wah St	13,180	12,880	-2.2
3009	A	PD	Tai Po Rd	Nam Cheong St	Kweilin St	20,050	18,330	-8.6
3010	A	PD	Prince Edward Rd W	La Salle Rd	Waterloo Rd	35,720	36,740	+2.8
3011	A	PD	Shun Lee Tsuen Rd	New Clear Water Bay Rd	Shun King St	18,260	17,800	-2.5
3012	A	PD	Kwun Tong Rd	Ngau Tau Kok Rd	Kwun Tong Rd No. 330	69,130	68,260	-1.3
3013	A	DD	Austin Rd	Cox's Rd	Chatham Rd S	27,900	25,180	-9.7
3014	A	DD	Ma Tau Wai Rd & To Kwa Wan Rd	San Lau St & Bailey St	Chi Kiang St	20,310	21,400	+5.4
3015	A	DD	Shanghai St	Lai Chi Kok Rd	Mong Kok Rd	11,180	9,270	-17.1
3016	A	DD	Junction Rd	Nga Tsin Wai Rd	Tung Tau Tsuen Rd	14,900	14,810	-0.6
3017	A	DD	Tonkin St	Cheung Sha Wan Rd	Un Chau St	19,060	21,180	+11.1
3018	A	DD	Hiu Kwong St	Sau Ming Rd	Hip Wo St	12,520	12,290	-1.9
3019	A	DD	Clear Water Bay Rd	New Clear Water Bay Rd northern junction	New Clear Water Bay Rd southern junction	24,620	28,610	+16.2
3020	A	DD	Wai Yip St	Lai Yip St	Hoi Yuen Rd	26,930	23,660	-12.1
3021	A	LD	Mody Rd	Nathan Rd	Chatham Rd S	13,560	12,850	-5.2
3022	A	LD	Sheung Fung St	Shung Wah St	Fung Tak Rd	11,110	10,710	-3.6
3023	A	EX	Kwun Tong Bypass <K77>	Wai Yip St	Cheung Yip St	102,550	101,830	-0.7
3024	A	EX	West Kowloon Highway	Slip rds to & from Lin Cheung Rd & Yau Ma Tei INT N/B ramp	Hing Wah St W	100,050	99,750	-0.3
3025	A	UT	Lin Cheung Rd	Yau Ma Tei INT	Cherry St Underpass	16,110	16,470	+2.3
3026	A	UT	Lin Cheung Rd	Cherry St	Yau Ma Tei INT	28,070	44,930	+60.1
3027	A	PD	Lung Cheung Rd	Hammer Hill Rd	Wong Kuk Ave	112,830	111,210	-1.4
3101	A	LD	Cheung Shun St	Kom Tsun St	Tai Nam West St	11,180	8,130	-27.3
3102	A	LD	Dundas St	Ferry St	Shanghai St	6,710	6,720	+0.2
3103	A	LD	Ko Shan Rd	Pak Kung St	Chi Kiang St	5,220	5,600	+7.2

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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 2024	AADT 2025	Change of 2025 as % of 2024
3104	A	LD	Kung Lok Rd	Hong Ning Rd	Hong Ning Rd	4,510	4,640	+2.9
3105	A	LD	Tseuk Luk St	Choi Hung Rd	King Fuk St	7,090	7,140	+0.7
3106	A	LD	Tat Chee Ave	Begonia Rd	Cornwall St	10,640	9,890	-7.1
3201	C	UT	Cross Harbour Tunnel N Approach	Toll Plaza	Hong Chong Rd	93,760	94,240 *	+0.5
3202	C	UT	Hong Chong Rd	Salisbury Rd	Chatham Rd N	119,980	120,590 *	+0.5
3203	C	UT	Kowloon City Rd	Ma Tau Kok Rd	Sung Wong Toi Rd	8,480	8,400 *	-0.9
3204	C	UT	Lung Cheung Rd	Waterloo Rd	Fung Mo St	113,670	117,410 *	+3.3
3205	C	UT	Ching Cheung Rd	Castle Peak Rd	Tai Po Rd INT	108,590	112,160 *	+3.3
3206	C	UT	Kai Fuk Rd	Kai Cheung Rd	Wai Yip St	69,740	69,120 *	-0.9
3207	C	LD	Salisbury Rd	Star Ferry	Kowloon Park Drive	21,090	21,050 *	-0.2
3208	C	PD	Salisbury Rd	Hong Chong Rd	Science Museum Rd	2,250	2,250 *	-0.2
3209	C	PD	Hong Chong Rd	Science Museum Rd	Hong Tai Path	15,590	15,560 *	-0.2
3210	C	PD	Hong Chong Rd	Hong Tai Path	Toll Plaza Exit	21,270	21,230 *	-0.2
3211	C	PD	Railway Approach	Hong Chong Rd	On Wan Rd	2,520	2,510 *	-0.2
3212	C	PD	Chatham Rd N	Wuhu St	Chatham Rd N (GL)	101,070	100,180 *	-0.9
3213	C	PD	Nathan Rd	Waterloo Rd	Public Square St	43,330	43,250 *	-0.2
3214	C	PD	Canton Rd	Austin Rd	Jordan Rd	27,050	27,000 *	-0.2
3215	C	PD	Jordan Rd	Cox's Rd	Gascoigne Rd	35,740	35,670 *	-0.2
3216	C	PD	Hong Tat Path	Hong Chong Rd	Cheong Wan Rd	1,600	1,600 *	-0.2
3217	C	PD	Hong Tai Path	Hong Chong Rd	Cheong Wan Rd	11,620	11,600 *	-0.2
3218	C	PD	Gascoigne Rd	Wylie Rd	Chatham Rd FO <K20>	18,850	18,810 *	-0.2
3219	C	PD	Ferry St	Tung Kun St	Waterloo Rd	21,990	22,710 *	+3.3
3220	C	PD	Tong Mi Rd	Prince Edward Rd W	Lai Chi Kok Rd	7,660	7,910 *	+3.3
3221	C	PD	Argyle St	Tin Kwong Rd	Lomond Rd	50,230	50,140 *	-0.2
3222	C	PD	Nathan Rd	Lai Chi Kok Rd	Prince Edward Rd W	35,520	35,200 *	-0.9
3223	C	PD	Waterloo Rd	Lancashire Rd	Flint Rd	78,360	78,210 *	-0.2
3224	C	PD	Cheung Sha Wan Rd	Poplar St	Boundary St	32,740	32,460 *	-0.9
3225	C	PD	Cheung Sha Wan Rd	Tonkin St	Hing Wah St	23,170	23,930 *	+3.3
3226	C	PD	Lai Chi Kok Rd (GL)	Prince Edward Rd W	Cedar St	12,910	12,800 *	-0.9
3227	C	PD	Lai Chi Kok Rd	Yen Chow St	Tonkin St	17,610	18,190 *	+3.3
3228	C	PD	Tai Po Rd	Castle Peak Rd	Kweilin St	23,870	23,660 *	-0.9
3229	C	PD	Butterfly Valley Rd	Cheung Sha Wan Rd	Castle Peak Rd	16,610	17,160 *	+3.3

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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 2024	AADT 2025	Change of 2025 as % of 2024
3230	C	PD	Prince Edward Rd W (GL)	Nathan Rd	Fa Yuen St	27,290	27,050 *	-0.9
3231	C	PD	Prince Edward Rd W & FO <K11A>	Lomond Rd	La Salle Rd	38,320	38,240 *	-0.2
3232	C	PD	Boundary St	Nathan Rd	Sai Yee St	22,700	22,500 *	-0.9
3233	C	PD	Boundary St & FO <K11A>	La Salle Rd	Junction Rd	26,290	26,240 *	-0.2
3234	C	PD	Kowloon City RA	Ma Tau Chung Rd	Argyle St	38,790	38,720 *	-0.2
3235	C	PD	New Clear Water Bay Rd	Clear Water Bay Rd western junction	San Lee St	37,570	37,500 *	-0.2
3236	C	PD	Kwun Tong Rd	Kwun Tong Rd underpass western end	Kwun Tong Rd RA	28,130	29,050 *	+3.3
3237	C	PD	Lei Yue Mun Rd	Ko Chiu Rd	Kai Tin Rd	32,880	32,820 *	-0.2
3238	C	PD	Winslow St & underpass	Gillies Ave	Chatham Rd N	9,100	9,020 *	-0.9
3239	C	DD	Shanghai St	Public Square St	Waterloo Rd	9,640	9,620 *	-0.2
3240	C	DD	Yim Po Fong St	Shantung St	Argyle St	20,840	21,540 *	+3.3
3241	C	DD	Kansu St	Nathan Rd	Canton Rd	8,740	8,720 *	-0.2
3242	C	DD	Cheong Wan Rd	Yuk Choi Rd up-ramp	Chatham Rd S	27,620	27,570 *	-0.2
3243	C	DD	Cheong Wan Rd	Yuk Choi Rd up-ramp	Hung Hom Station	14,440	14,410 *	-0.2
3244	C	DD	Yan Fung St	Chatham Rd N	Fat Kwong St	1,250	1,240 *	-0.2
3245	C	DD	To Kwa Wan Rd	Kwei Chow St	Chi Kiang St	19,400	20,040 *	+3.3
3246	C	DD	Pui Ching Rd & Sheung Hing St	Princess Margaret Rd	Sheung Shing St	32,340	32,280 *	-0.2
3247	C	DD	Mong Kok Rd	Shanghai St	Tong Mi Rd	11,940	12,340 *	+3.3
3248	C	DD	Shanghai St	Argyle St	Mong Kok Rd	12,180	12,580 *	+3.3
3249	C	DD	Tin Kwong Rd	Ma Tau Wai Rd	Sheung Shing St	13,120	13,100 *	-0.2
3250	C	DD	Ma Tau Kok Rd	Kowloon City Rd	To Kwa Wan Rd	6,060	6,260 *	+3.3
3251	C	DD	Nam Cheong St	Cheung Sha Wan Rd	Lai Chi Kok Rd	14,520	15,000 *	+3.3
3252	C	DD	Nam Cheong St	Cornwall St	Pak Tin St	9,620	9,600 *	-0.2
3253	C	DD	Tai Hang Tung Rd	Tong Yam St	Tat Chee Ave	9,580	9,560 *	-0.2
3254	C	DD	Tung Tau Tsuen Rd	Tung Tsing Rd	Junction Rd	5,280	5,270 *	-0.2
3255	C	DD	Po Kong Village Rd & Hammer Hill Rd	Tsz Wan Shan Rd	Lung Cheung Rd	29,160	27,840 *	-4.5
3256	C	DD	La Salle Rd	Boundary St	Lancashire Rd	9,420	9,400 *	-0.2
3257	C	DD	Fung Mo St	Tung Tau Tsuen Rd	Fu Mei St	12,970	12,380 *	-4.5
3258	C	DD	Choi Hung Rd & FO <K10A>	Prince Edward Rd E	End of down-ramp	28,210	26,930 *	-4.5
3259	C	DD	Choi Hung Rd	Hammer Hill Rd	Po Kong Village Rd	17,350	16,570 *	-4.5

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
3260	C	DD	Un Chau St	Hing Wah St	Tonkin St	9,330	8,900 *	-4.5
3261	C	DD	Castle Peak Rd	Tai Nan West St	Hing Wah St	14,080	13,440 *	-4.5
3262	C	DD	Yen Chow St	Cheung Sha Wan Rd	Lai Chi Kok Rd	17,700	18,280 *	+3.3
3263	C	DD	Hing Wah St	Lai Chi Kok Rd	Cheung Sha Wan Rd	12,800	12,220 *	-4.5
3264	C	DD	Kai Tin Rd	Tseung Kwan O Rd	Tak Tin St	10,380	10,360 *	-0.2
3265	C	DD	Lomond Rd	Argyle St	Prince Edward Rd W	13,950	13,930 *	-0.2
3266	C	DD	Hang Wan Rd	Olympic Ave	Ma Tau Chung Rd	7,700	7,960 *	+3.3
3268	C	DD	Hong Ning Rd	Mut Wah St	Yue Man Square	24,020	22,930 *	-4.5
3269	C	DD	Chun Wah Rd	Hong Ning Rd	Ngau Tau Kok Rd	17,720	17,680 *	-0.2
3270	C	DD	Hip Wo St	Hong Ning Rd	Hiu Kwong St	17,430	17,400 *	-0.2
3272	C	DD	Sau Mau Ping Rd	Sau Ming Rd	Sau Fung St	15,260	15,230 *	-0.2
3273	C	DD	Wang Chiu Rd	Kai Cheung Rd	Sheung Yuet Rd	14,550	15,040 *	+3.3
3274	C	DD	Kai Cheung Rd	Wang Chiu Rd	Wai Yip St	45,520	47,030 *	+3.3
3275	C	DD	Ngau Tau Kok Rd	Lower Ngau Tau Kok Est southern end	Up-ramp to Sheung Yee Rd FO <K57>	10,900	11,260 *	+3.3
3276	C	DD	Tung Yan St	Yue Man Square	Kwun Tong Rd	840	800 *	-4.5
3277	C	DD	Tak Tin St	Kai Tin Rd	Lin Tak Rd	13,160	13,140 *	-0.2
3278	C	DD	Tsui Ping Rd	Hip Wo St	Kwun Tong Rd	14,640	14,610 *	-0.2
3279	C	DD	Wai Yip St	Hoi Yuen Rd	Cha Kwo Ling Rd	32,450	30,980 *	-4.5
3280	C	LD	Wui Cheung Rd	Canton Rd	Wui Man Rd	11,250	11,230 *	-0.2
3281	C	LD	Canton Rd	Kansu St	Public Square St	6,280	6,270 *	-0.2
3282	C	LD	Shatin Pass Rd	Choi Hung Rd	Tung Tau Tsuen Rd	11,490	10,970 *	-4.5
3283	C	LD	Wai Wah St	Tsz Wan Shan Rd	Wan Wah St	6,140	6,130 *	-0.2
3284	C	LD	Nga Tsin Wai Rd & Kai Tak Rd	Tak Ku Ling Rd	Lok Sin Rd	6,670	6,660 *	-0.2
3285	C	LD	Fu Mei St	Fung Mo St	Chuk Yuen Rd	7,040	6,730 *	-4.5
3286	C	LD	Kadoorie Ave	Argyle St	Prince Edward Rd W	3,880	4,010 *	+3.3
3287	C	LD	Sycamore St	Tai Kok Tsui Rd	Prince Edward Rd W	3,580	3,420 *	-4.5
3288	C	LD	Tak Tin St	On Tin St	Lin Tak Rd	7,080	7,060 *	-0.2
3289	C	LD	San Ma Tau St	To Kwa Wan Rd	Long Yuet St	6,440	6,660 *	+3.3
3290	C	DD	Hung Hom Rd	Man Yue St	Bailey St	12,270	12,680 *	+3.3
3291	C	PD	Lung Yin Rd	Lung Cheung Rd	Chuk Yuen Rd	3,180	3,280 *	+3.3
3293	C	DD	Ma Chai Hang Rd	Ma Chai Hang Rd RA	Chuk Yuen Rd	10,020	9,570 *	-4.5
3295	C	PD	Prince Edward Rd INT <K78> slip rds A & B	Prince Edward Rd	Kwun Tong Bypass	20,380	20,200 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
3296	C	DD	Tonkin St W	Tung Chau St	Lin Cheung Rd	17,730	16,930 *	-4.5
3297	C	UT	West Kowloon Corridor	Sycamore St & Tong Mi Rd	Dundas St	21,990	22,710 *	+3.3
3298	C	UT	Lin Cheung Rd	Hong Kong West Kowloon Station	Austin Rd W	13,930	14,390 *	+3.3
3299	C	PD	Jordan Rd	Nga Cheung Rd	Lin Cheung Rd	27,400	28,300 *	+3.3
3301	C	LD	Hung Ling St	Hung Hom South Rd	Cheong Tung Rd S	4,160	4,290 *	+3.3
3302	C	DD	Cheong Tung Rd S	Hung Lai Rd	Hung Ling St	4,220	4,360 *	+3.3
3303	C	DD	Hung Lok Rd	Hung Lai Rd	Hung Luen Rd	5,930	6,120 *	+3.3
3304	C	UT	Lin Cheung Rd	Jordan Rd	Hong Kong West Kowloon Station	22,670	23,420 *	+3.3
3305	C	DD	Cha Kwo Ling Rd	Lam Tin INT	Ko Chiu Rd	18,670	18,630 *	-0.2
3306	C	DD	Kai San Rd	Tsat Po St	Concorde Rd	10,780	10,290 *	-4.5
3307	C	UT	Tate's Cairn Tunnel Slip Rd	Kwun Tong Bypass	Lung Cheung Rd	26,740	26,500 *	-0.9
3401	C	UT	Gascoigne Rd FO <K37>	Ferry St	Gascoigne Rd	49,140	53,630	+9.1
3402	C	UT	Waterloo Rd & FO <K12 & K44>	Argyle St	Prince Edward Rd W	91,130	91,250	+0.1
3403	C	UT	Waterloo Rd FO <K44>	Boundary St	Prince Edward Rd W	61,790	57,140	-7.5
3404	C	UT	Waterloo Rd & FO <K44>	Flint Rd	Boundary St	71,550	71,430	-0.2
3405	C	UT	Lung Cheung Rd	Fung Mo St	Po Kong Village Rd	110,290	109,010	-1.2
3406	C	UT	Tai Po Rd	Tai Po Rd INT	Lung Cheung Rd	37,820	38,420	+1.6
3407	C	UT	Lung Cheung Rd	Tai Po Rd	Nam Cheong St	81,480	81,130	-0.4
3408	C	UT	Kai Fuk Rd FO <K58>	Wai Yip St	Elegance Rd	9,480	8,870	-6.5
3409	C	UT	Kai Fuk Rd FO <K58>	Elegance Rd	Kwun Tong Rd	52,250	50,910	-2.6
3410	C	PD	Salisbury Rd	Kowloon Park Drive	Nathan Rd	46,000	49,100	+6.7
3411	C	PD	Chatham Rd S	Mody Rd	Cameron Rd	22,630	32,910	+45.4
3412	C	PD	Chatham Rd N	San Lau St	Wo Chung St	26,720	24,100	-9.8
3413	C	PD	Nathan Rd	Salisbury Rd	Peking Rd	26,200	29,680	+13.3
3414	C	PD	Nathan Rd	Peking Rd	Mody Rd	15,080	20,070	+33.1
3415	C	PD	Nathan Rd	Waterloo Rd	Pitt St	31,710	32,320	+1.9
3416	C	PD	Nathan Rd	Pitt St	Dundas St	36,750	32,950	-10.3
3417	C	PD	Jordan Rd	Ferry St	Canton Rd	40,510	41,940	+3.5
3418	C	PD	Waterloo Rd	Shanghai St	Ferry St	26,120	27,760	+6.3
3419	C	PD	Gascoigne Rd	Wylie Rd	Ramps to & from Gascoigne Rd near Jordan Rd	22,660	22,990	+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 2024	AADT 2025	Change of 2025 as % of 2024
3420	C	PD	Gascoigne Rd	Ramps to & from Gascoigne Rd near Jordan Rd	Jordan Rd	55,980	56,260	+0.5
3421	C	PD	Gascoigne Rd	Pak Hoi St	Jordan Rd	29,190	23,190	-20.6
3422	C	PD	Argyle St	Nathan Rd	Sai Yee St	39,200	41,130	+4.9
3423	C	PD	Argyle St	Fu Ning St	Lomond Rd	45,320	45,990	+1.5
3424	C	PD	Nathan Rd	Boundary St	Prince Edward Rd W	29,620	29,110	-1.7
3425	C	PD	Waterloo Rd	Hereford Rd	Lancashire Rd	70,760	71,670	+1.3
3426	C	PD	Cheung Sha Wan Rd	Poplar St	Wong Chuk St	13,540	14,900	+10.1
3427	C	PD	Cheung Sha Wan Rd	Tai Nan W St	Hing Wah St	32,810	32,000	-2.5
3428	C	PD	Lai Chi Kok Rd (GL)	Cedar St	Tong Mi Rd	29,050	24,450	-15.8
3429	C	PD	Lai Chi Kok Rd	Hing Wah St	Cheung Mou St	14,050	17,900	+27.4
3430	C	PD	Lai Chi Kok Rd	Kom Tsun St	Cheung Mou St	94,700	99,050	+4.6
3431	C	PD	Tai Po Rd	Castle Peak Rd	Tai Woh Ping Rd	30,460	33,510	+10.0
3432	C	PD	Butterfly Valley Rd	Butterfly Valley INT	Castle Peak Rd	13,130	14,180	+8.0
3433	C	PD	Prince Edward Rd W (GL)	Sai Yee St	Fa Yuen St	26,260	24,720	-5.9
3434	C	PD	Prince Edward Rd W & FO <K11A>	Junction Rd	Lomond Rd	40,730	39,710	-2.5
3435	C	PD	Boundary St	Sai Yee St	Tai Hang Tung Rd	30,530	31,130	+2.0
3436	C	PD	Ma Tau Chung Rd	Ma Tau Kok Rd	Sung Wong Toi Rd	31,700	36,840	+16.2
3437	C	PD	Kowloon City RA	Prince Edward Rd W	Argyle St	34,540	34,920	+1.1
3438	C	PD	Tseung Kwan O Rd	Lei Yue Mun Rd	Sau Mau Ping Rd	109,680	112,200	+2.3
3439	C	PD	Kai Fuk Rd FO <K58> up-ramp	Kwun Tong Rd E-B	Kai Fuk Rd FO <K58>	25,340	35,920	+41.8
3440	C	PD	Kai Fuk Rd FO <K58> down-ramp	Kai Fuk Rd FO <K58>	Kwun Tong Rd W-B	20,730	21,240	+2.5
3441	C	PD	Kwun Tong Rd	Kwun Tong Rd #330	Lai Yip St	28,200	25,780	-8.6
3442	C	PD	Kwun Tong Rd underpass	Tsun Yip Lane	King Yip Lane	41,940	41,330	-1.5
3443	C	PD	Lei Yue Mun Rd	Kai Tin Rd	Tseung Kwan O Rd	89,960	88,860	-1.2
3444	C	DD	Shanghai St	Waterloo Rd	Dundas St	23,340	21,300	-8.8
3445	C	DD	Austin Rd	Canton Rd	Nathan Rd	36,830	36,760	-0.2
3446	C	DD	Peking Rd	Nathan Rd	Kowloon Park Drive	9,960	9,440	-5.2
3447	C	DD	Public Square St	Ferry St	Canton Rd	4,370	3,770	-13.8
3448	C	DD	Wuhu St	Gillies Ave S	Chatham Rd N	11,820	12,240	+3.5
3449	C	DD	Shung Yung St & Pak Kung St	Fat Kwong St	Chatham Rd N	10,440	13,040	+24.9

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
3450	C	DD	To Kwa Wan Rd	San Ma Tau St	Kwei Chow St	20,500	27,970	+36.4
3451	C	DD	Pui Ching Rd & Sheung Hing St	Princess Margaret Rd	Waterloo Rd	26,440	23,750	-10.2
3452	C	DD	Mong Kok Rd	Nathan Rd	Shanghai St	18,270	21,070	+15.3
3453	C	DD	Sai Yee St	Argyle St	Mong Kok Rd	25,100	25,840	+3.0
3454	C	DD	Tin Kwong Rd	Argyle St	Sheung Shing St	12,320	12,130	-1.5
3455	C	DD	Mok Cheong St	To Kwa Wan Rd	Ma Tau Chung Rd	8,320	10,310	+23.9
3456	C	DD	Nam Cheong St	Cheung Sha Wan Rd	Un Chau St	8,190	7,270	-11.2
3457	C	DD	Nam Cheong St	Lung Cheung Rd	Cornwall St	8,560	9,330	+9.0
3458	C	DD	Junction Rd	Boundary St	Nga Tsin Wai Rd	13,940	15,050	+7.9
3459	C	DD	Tung Tau Tsuen Rd	Fung Mo St	Tung Tsing Rd	9,040	7,940	-12.1
3460	C	DD	Fung Tak Rd	Sheung Fung St	Po Kong Village Rd	23,230	18,280	-21.3
3461	C	DD	Lancashire Rd	Waterloo Rd	Oxford Rd	13,990	14,430	+3.1
3462	C	DD	Fung Mo St	Fu Mei St	Lung Cheung Rd	21,150	21,430	+1.3
3463	C	DD	Choi Hung Rd FO <K10B>	Choi Hung Rd	Prince Edward Rd E	12,740	12,890	+1.2
3464	C	DD	Hammer Hill Rd	Choi Hung Rd	Lung Cheung Rd	23,440	21,270	-9.3
3465	C	DD	Castle Peak Rd	Kweilin St	Slip rd adjoining Tai Po Rd	3,300	2,670	-19.0
3466	C	DD	Castle Peak Rd	Tung Chau West St	Tai Nan West St	9,860	9,920	+0.7
3467	C	DD	Yen Chow St	Cheung Sha Wan Rd	Un Chau St	22,330	19,220	-13.9
3468	C	DD	Hing Wah St	Cheung Sha Wan Rd	Un Chau St	11,850	11,310	-4.6
3469	C	DD	Shanghai St	Austin Rd	Jordan Rd	7,030	5,260	-25.2
3470	C	DD	Sung Wong Toi Rd & To Kwa Wan Rd	Kai Tak Tunnel	Mok Cheong St	9,460	13,960	+47.5
3471	C	DD	Olympic Ave	Hang Wan Rd	Sung Wong Toi Rd	7,740	11,600	+49.9
3472	C	DD	Fu Ning St	Ma Tau Chung Rd	Argyle St	6,450	7,330	+13.7
3473	C	DD	Hong Ning Rd	Kung Lok Rd southern junction	Mut Wah St	13,810	12,010	-13.0
3474	C	DD	Hip Wo St	Tung Yan St	Kwun Tong Rd RA	20,020	18,080	-9.7
3475	C	DD	Hip Wo St	Sau Mau Ping Rd	Hong Ning Rd	23,730	19,640	-17.2
3476	C	DD	Mut Wah St	Hip Wo St	Hong Ning Rd	15,520	14,440	-7.0
3477	C	DD	Sau Mau Ping Rd	Hip Wo St	Sau Ming Rd	19,170	15,020	-21.7
3478	C	DD	Kai Cheung Rd slip rd	Kai Fuk Rd	Kai Fuk Rd	15,610	15,280	-2.1
3479	C	DD	Kai Cheung Rd FO <K56>	Wai Yip St	Ngau Tau Kok Rd	11,370	10,080	-11.4

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
3480	C	DD	Ngau Tau Kok Rd	Chun Wah Rd	near Kwai Yin House, Lower Ngau Tau Kok Estate	15,180	12,180	-19.8
3481	C	DD	Tung Yan St	Hip Wo St	Yue Man Square	10,020	6,480	-35.3
3482	C	DD	Kai Tin Rd	Tak Tin St	Lei Yue Mun Rd	13,310	12,290	-7.7
3483	C	DD	Wai Yip St	Lai Yip St	Shun Yip St	30,700	33,000	+7.5
3484	C	DD	Cha Kwo Ling Rd	Lei Yue Mun Rd	Wai Yip St	31,620	32,830	+3.8
3485	C	LD	Austin Ave & Kimberley Rd	Observatory Rd	Austin Rd	10,300	10,190	-1.1
3486	C	LD	Cox's Rd	Austin Rd	Jordan Rd	11,270	11,320	+0.4
3487	C	LD	Sheung Fung St	Shung Wah St	Wan Wah St	9,120	7,780	-14.7
3488	C	LD	La Salle Rd	Renfrew Rd	Lancashire Rd	7,120	6,880	-3.3
3489	C	LD	Lok Sin Rd	Tung Tsing Rd	Tak Ku Ling Rd	8,460	14,520	+71.6
3490	C	LD	Tonkin St & Kwong Lee Rd	Castle Peak Rd	Cheung Fat St	3,660	3,750	+2.6
3491	C	LD	Heng Lam St	Junction Rd	Fung Mo St	4,070	4,400	+8.3
3492	C	LD	Knight St	Boundary St	Prince Edward Rd W	5,200	5,000	-3.8
3494	C	LD	Tak Ku Ling Rd	Nga Tsin Wai Rd	Carpenter Rd	7,020	6,330	-9.8
3495	C	DD	Tak Man St	Ma Tau Wai Rd	Hung Hom Rd	11,960	12,820	+7.2
3496	C	DD	Chuk Yuen Rd	Junction Rd	Ma Chai Hang Rd	14,130	11,780	-16.7
3497	C	DD	Pik Wan Rd & UR to Lam Tin	Ko Chiu Rd	Lin Tak Rd	12,400	10,720	-13.5
3498	C	DD	Kowloon Park Drive FO <K80>	Canton Rd #333	Hong Kong Heritage Discovery Centre	20,560	21,260	+3.4
3499	C	DD	Lung Cheung Rd FO <K79>	Hammer Hill Rd RA	Choi Hung Rd	18,410	19,090	+3.7
3501	C	DD	Tonkin St	Lai Chi Kok Rd	Tung Chau St	16,820	15,850	-5.7
3502	C	UT	West Kowloon Highway	Austin Rd W	Jordan Rd	88,350	94,100	+6.5
3503	C	UT	West Kowloon Highway	Tung Kun St Ext	Slip rds to & from Lin Cheung Rd	40,520	51,090	+26.1
3504	C	LD	Hung Lai Rd	Hung Hom South Rd	Hung Lok Rd	5,830	4,720	-19.1
3505	C	DD	Cheong Tung Rd S	Hung Luen Rd	Hung Lai Rd	4,900	4,490	-8.3
3506	C	PD	Wai Yip St	Shun Yip St	Kai Fuk Rd FO <K58>	32,710	33,690	+3.0
3601	C	UT	Princess Margaret Rd	Chatham Rd FO <K20>	Chatham Rd N	44,450 *	43,450	-2.2
3602	C	UT	Waterloo Rd FO <K59>	Suffolk Rd	Ede Rd	48,080 *	46,710	-2.9
3603	C	UT	Lung Cheung Rd	Po Kong Village Rd	Hammer Hill Rd	84,720 *	86,630	+2.3
3604	C	UT	West Kowloon Corridor West	Pok Man St	Cherry St	14,050 *	11,360	-19.2

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
3605	C	UT	Kwun Tong Rd	Ping Shek Est eastern end	Lung Cheung Rd	70,040 *	65,570	-6.4
3606	C	PD	Salisbury Rd	Nathan Rd	Chatham Rd S	41,050 *	49,810	+21.4
3607	C	PD	Chatham Rd S	Cameron Rd	Observatory Rd	30,040 *	34,510	+14.9
3608	C	PD	Chatham Rd S	Observatory Rd	Austin Rd & Cheong Wan Rd	34,670 *	40,200	+16.0
3609	C	PD	Nathan Rd	Kimberley Rd	Mody Rd	25,630 *	25,590	-0.2
3610	C	PD	Nathan Rd	Hillwood Rd	Kimberley Rd	27,350 *	27,440	+0.3
3611	C	PD	Nathan Rd	Shantung St	Argyle St	26,530 *	25,740	-3.0
3612	C	PD	Jordan Rd	Canton Rd	Shanghai St	36,860 *	40,310	+9.3
3613	C	PD	Waterloo Rd	Nathan Rd	Shanghai St	19,860 *	20,220	+1.8
3614	C	PD	Gascoigne Rd	Nathan Rd	Pak Hoi St	23,620 *	41,350	+75.1
3615	C	PD	Chatham Rd FO <K20>	Gascoigne Rd	Princess Margaret Rd	15,260 *	16,430	+7.6
3616	C	PD	Tong Mi Rd	Mong Kok Rd	Cherry St	36,710 *	31,570	-14.0
3617	C	PD	Argyle St	Yim Po Fong St	Sai Yee St	46,990 *	43,420	-7.6
3618	C	PD	Argyle St & FO <K11B>	Kowloon City INT	Fu Ning St	42,380 *	35,100	-17.2
3619	C	PD	Argyle St FO <K11B>	Prince Edward Rd W	Kowloon City INT	27,380 *	23,660	-13.6
3620	C	PD	Ma Tau Wai Rd	Chi Kiang St	Tin Kwong Rd	29,750 *	28,650	-3.7
3621	C	PD	Waterloo Rd	Hereford Rd	Suffolk Rd	67,700 *	71,470	+5.6
3622	C	PD	Waterloo Rd (GL)	Junction Rd	Suffolk Rd	31,060 *	30,330	-2.3
3624	C	PD	Lung Cheung Rd (GL)	Wong Kuk Ave	Clear Water Bay Rd	43,390 *	44,040	+1.5
3625	C	PD	Clear Water Bay Rd	Lung Cheung Rd	Kwun Tong Rd	33,380 *	32,990	-1.2
3626	C	PD	Cheung Sha Wan Rd	Nam Cheong St	Wong Chuk St	25,640 *	24,670	-3.8
3627	C	PD	Cheung Sha Wan Rd	Tai Nan W St	Tung Chau W St	41,740 *	40,300	-3.5
3628	C	PD	Cheung Sha Wan Rd & up-ramp	Kom Tsun St	Tung Chau West St	52,020 *	52,490	+0.9
3629	C	PD	Lai Chi Kok Rd	Tong Mi Rd	Wong Chuk St	36,420 *	39,480	+8.4
3630	C	PD	Tai Po Rd	Poplar St	Wong Chuk St	21,290 *	20,710	-2.7
3631	C	PD	Tai Po Rd	Petrol Station	Tai Woh Ping Rd	29,200 *	22,160	-24.1
3632	C	PD	Castle Peak Rd	Lai Chi Kok INT	Butterfly Valley INT	17,990 *	16,900	-6.1
3634	C	PD	Prince Edward Rd W (GL)	Sai Yee St	Yuen Ngai St	25,150 *	26,120	+3.8
3635	C	PD	Prince Edward Rd W	Embankment Rd	Kadoorie Ave	58,260 *	55,000	-5.6
3636	C	PD	Prince Edward Rd W & FO <K11A>	Nga Tsin Long Rd	Junction Rd	61,610 *	71,380	+15.9
3637	C	PD	Boundary St	Embankment Rd	Knight St	42,980 *	44,330	+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 2024	AADT 2025	Change of 2025 as % of 2024
3638	C	PD	Ma Tau Chung Rd	Sung Wong Toi Rd	Slip rd to Olympic Ave	73,160 *	67,600	-7.6
3639	C	PD	Prince Edward Rd E & FO <K10A>	Kai Tak River	Prince Edward Rd W. #456	137,580 *	131,830	-4.2
3640	C	PD	Lai Chi Kok Rd FO <K38>	Prince Edward Rd W	Lai Chi Kok Rd	19,240 *	13,400	-30.4
3641	C	PD	Lung Cheung Rd FO <K41A>	Kwun Tong Rd	Lung Cheung Rd	65,020 *	66,830	+2.8
3642	C	PD	Kwun Tong Rd	Lai Yip St	Kai Fuk Rd FO<K58> eastern end	30,740 *	25,840	-15.9
3643	C	PD	Kwun Tong Rd	Kwun Tong Rd RA	Kwun Tong Rd underpass eastern end	31,670 *	27,910	-11.9
3644	C	PD	Lei Yue Mun Rd	Tsui Ping Rd	Tseung Kwan O Rd	85,190 *	86,600	+1.7
3645	C	DD	Wylie Rd	Gascoigne Rd	Princess Margaret Rd	12,230 *	12,680	+3.6
3646	C	DD	Austin Rd	Nathan Rd	Cox's Rd	22,100 *	17,960	-18.7
3647	C	DD	Public Square St	Shanghai St	Canton Rd	3,390 *	4,720	+39.3
3648	C	DD	Wuhu St	Ma Tau Wai Rd	Gillies Ave S	13,210 *	22,090	+67.2
3649	C	DD	Fat Kwong St	Sheung Shing St	Chung Hau St	18,110 *	16,520	-8.7
3650	C	DD	To Kwa Wan Rd	San Ma Tau St	San Shan Rd	25,510 *	27,080	+6.1
3651	C	PD	Cherry St	Tai Kok Tsui Rd	Lin Cheung Rd	35,860 *	45,710	+27.5
3652	C	DD	Mong Kok Rd	Nathan Rd	Sai Yee St	26,870 *	28,860	+7.4
3653	C	DD	Sai Yee St	Mong Kok Rd	Prince Edward Rd W	16,390 *	15,830	-3.4
3654	C	DD	Chi Kiang St	To Kwa Wan Rd	Ma Tau Wai Rd	8,000 *	9,970	+24.6
3655	C	DD	Tai Kok Tsui Rd	Cherry St	Anchor St	9,630 *	14,120	+46.7
3656	C	DD	Nam Cheong St	Tai Po Rd	Un Chau St	8,320 *	10,120	+21.6
3657	C	DD	Woh Chai St	Nam Cheong St	Shek Kip Mei St	8,390 *	7,170	-14.5
3658	C	DD	Junction Rd	Chuk Yuen Rd	Tung Tau Tsuen Rd	12,340 *	10,800	-12.5
3659	C	DD	Tung Tau Tsuen Rd	Tai Shing St	Fung Mo St	9,040 *	7,390	-18.2
3660	C	DD	Po Kong Village Rd	Lung Cheung Rd	Choi Hung Rd	43,570 *	47,630	+9.3
3661	C	DD	Po Kong Village Rd	Lung Cheung Rd	Fung Tak Rd	43,660 *	51,000	+16.8
3662	C	DD	Tsz Wan Shan Rd	Po Kong Village Rd	Wai Wah St	11,580 *	8,860	-23.5
3663	C	DD	Lancashire Rd	La Salle Rd	Oxford Rd	12,490 *	11,740	-6.0
3664	C	DD	Wong Tai Sin Rd & Fung Tak Rd	Ma Chai Hang Rd	Sheung Fung St	14,060 *	15,820	+12.5
3665	C	DD	Choi Hung Rd nr Lok Sin Rd	Choi Hung Rd FO <K10A> down-ramp	Choi Hung Rd #34	33,350 *	32,620	-2.2
3666	C	DD	Un Chau St	Shek Kip Mei St	Nam Cheong St	12,010 *	9,990	-16.8

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
3667	C	DD	Castle Peak Rd	Yen Chow St	Slip rd adjoining Tai Po Rd	26,490 *	26,860	+1.4
3668	C	DD	Castle Peak Rd	Kom Tsun St	Tung Chau West St	6,800 *	6,850	+0.8
3669	C	DD	Yen Chow St	Un Chau St	Castle Peak Rd	17,340 *	16,990	-2.0
3670	C	DD	Hing Wah St	Castle Peak Rd	Un Chau St	8,160 *	8,610	+5.5
3671	C	DD	Tung Chau West St	Castle Peak Rd	Cheung Sha Wan Rd	6,590 *	7,340	+11.4
3672	C	DD	Sai Yeung Choi St S	Argyle St	Mong Kok Rd	7,430 *	8,200	+10.4
3673	C	DD	Kai Tak Tunnel up-ramp	Kai Tak Tunnel	Sung Wong Toi Rd	12,590 *	12,530	-0.5
3674	C	DD	Olympic Ave	Concorde Rd	Slip rd next to Sung Wong Toi Garden	2,950 *	6,970	+136.3
3675	C	DD	Wong Chuk St	Cheung Sha Wan Rd	Lai Chi Kok Rd	8,830 *	7,060	-20.0
3676	C	DD	Hong Ning Rd	Kung Lok Rd	Kung Lok Rd	10,570 *	11,150	+5.5
3677	C	DD	Hip Wo St	Mut Wah St	Tung Yan St	21,010 *	21,670	+3.1
3678	C	DD	Hiu Kwong St	Sau Mau Ping Rd	Sau Ming Rd	15,780 *	10,920	-30.8
3679	C	DD	Sau Mau Ping Rd	Hiu Kwong St	Tseung Kwan O Rd	30,600 *	25,980	-15.1
3680	C	DD	Po Lam Rd	Sau Mau Ping Rd	Anderson Rd	22,570 *	23,060	+2.2
3681	C	DD	Kai Cheung Rd	Kai Shing St	Kai Fuk Rd	36,300 *	40,660	+12.0
3682	C	DD	Yue Man Square	Tung Yan St	Hong Ning Rd	5,930 *	4,700	-20.8
3683	C	DD	Ngau Tau Kok Rd	Chun Wah Rd	near Fuk To St	26,160 *	27,920	+6.7
3684	C	DD	Elegance Rd	Kwun Tong Rd	Ngau Tau Kok Rd	20,420 *	23,500	+15.1
3686	C	DD	Wai Yip St	Kai Fuk Rd FO <K58>	Access rd to Telford Garden	23,460 *	26,490	+12.9
3687	C	DD	Sheung Yee Rd FO <K57>	Ngau Tau Kok Rd	Tsui Hing St	4,620 *	4,190	-9.4
3688	C	LD	Observatory Rd	Chatham Rd S	Kimberley Rd	12,380 *	11,650	-5.9
3689	C	LD	Kwei Chow St	Long Yuet St	To Kwa Wan Rd	5,440 *	4,980	-8.6
3690	C	LD	Shung Wah St & Wan Wah St	Sheung Fung St	Sheung Fung St	7,480 *	9,530	+27.5
3691	C	LD	Hereford Rd	Waterloo Rd	Renfrew Rd	6,750 *	7,840	+16.2
3692	C	LD	Tung Tsing Rd	Tung Tau Tsuen Rd	Lok Sin Rd	6,740 *	6,440	-4.3
3694	C	LD	On Tin St	Ping Tin St	Tak Tin St	3,200 *	3,600	+12.6
3696	C	LD	Ping Tin St	On Tin St	On Tin St	1,370 *	1,520	+11.5
3697	C	DD	Hung Hom S Rd	Gillies Ave S. & Cheong Wan Rd	Hung Hom Rd	9,030 *	8,320	-7.9
3698	C	DD	Man Yue St	Ma Tau Wai Rd	Hung Hom Rd	5,310 *	4,860	-8.5
3699	C	UT	West Kowloon Corridor	Yen Chow St	Sycamore St & Tong Mi Rd	17,910 *	19,840	+10.7
3700	C	DD	Chuk Yuen Rd	Ma Chai Hang Rd	Nga Chuk St	8,100 *	8,940	+10.4

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
3701	C	EX	Kwun Tong Bypass <K76>	Cheung Yip St	Wang Chin St	72,360 *	71,880	-0.7
3702	C	EX	Tseung Kwan O Rd	Lei Yue Mun Rd	Wai Yip St	62,020 *	60,020	-3.2
3703	C	PD	Prince Edward Rd INT <K78> slip rd F	Choi Hung Rd	Prince Edward Rd E	5,290 *	4,740	-10.4
3704	C	PD	Ching Cheung Rd slip rd	Ching Cheung Rd	Container Port Rd	11,660 *	13,270	+13.7
3705	C	UT	West Kowloon Corridor - Cherry St up-ramp	Soy St	Pok Man St	20,950 *	21,710	+3.6
3706	C	UT	Ferry St <FO>	Public Square St	Waterloo Rd	34,020 *	36,620	+7.7
3707	C	UT	West Kowloon Highway	Slip rd to Yau Ma Tei INT	Tung Kun St Ext	44,840 *	61,310	+36.7
3708	C	LD	Shung Wah St	Po Kong Village Rd	Wan Wah St	9,340 *	10,740	+15.0
3710	C	PD	Austin Rd W	Lin Cheung Rd	Canton Rd	56,100 *	62,810	+12.0
3711	C	LD	Yen Chow St W	Lin Cheung Rd	Sham Mong Rd	6,120 *	7,550	+23.5
3712	C	UT	Lin Cheung Rd	Yen Chow St	Cherry St	69,040 *	65,800	-4.7
3801	C	UT	Princess Margaret Rd	Chatham Rd FO <K20>	Wylie Rd	68,900 *	69,250 *	+0.5
3802	C	UT	Waterloo Rd	Ede Rd	Lung Cheung Rd	70,340 *	72,660 *	+3.3
3803	C	UT	Lai Chi Kok Bay Bridge	Section over Mei Foo Sun Chuen	Section nr Ching Lai Court	99,870 *	103,160 *	+3.3
3804	C	UT	Kwai Chung Rd	Lai Chi Kok Bay Bridge	Lai Chi Kok Rd & Cheung Sha Wan Rd	77,240 *	79,780 *	+3.3
3805	C	UT	Prince Edward Rd E	Choi Hung Bus Terminus	near King Tai Court	120,520 *	121,140 *	+0.5
3806	C	UT	Kwun Tong Rd	Wai Yip St FO <K42>	Ngau Tau Kok Rd	82,540 *	81,810 *	-0.9
3807	C	UT	West Kowloon Corridor	Yen Chow St	Tai Kok Tsui Rd	66,710 *	68,910 *	+3.3
3808	C	PD	Salisbury Rd	Chatham Rd S	Mody Lane	39,400 *	39,320 *	-0.2
3809	C	PD	Chatham Rd S	Austin Rd & Cheong Wan Rd	Gascoigne Rd	44,170 *	44,080 *	-0.2
3810	C	PD	Nathan Rd	Jordan Rd	Hillwood Rd	18,550 *	18,510 *	-0.2
3811	C	PD	Kowloon Park Drive	Salisbury Rd	Peking Rd	41,190 *	41,110 *	-0.2
3812	C	PD	Jordan Rd	Shanghai St	Nathan Rd	49,000 *	48,900 *	-0.2
3813	C	PD	Waterloo Rd	Nathan Rd	Yim Po Fong St	35,990 *	35,920 *	-0.2
3814	C	PD	Ferry St	Jordan Rd	Public Square St	23,730 *	23,680 *	-0.2
3815	C	PD	Tong Mi Rd	Mong Kok Rd	Bute St	27,760 *	28,670 *	+3.3
3816	C	PD	Argyle St & FO <K13>	Princess Margaret Rd	Waterloo Rd	55,620 *	55,520 *	-0.2
3817	C	PD	Nathan Rd	Argyle St	Mong Kok Rd	28,360 *	28,110 *	-0.9
3818	C	PD	Ma Tau Wai Rd	Tin Kwong Rd	Farm Rd	31,000 *	30,730 *	-0.9

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
3819	C	PD	Waterloo Rd (GL)	Junction Rd	Cornwall St	23,790 *	23,750 *	-0.2
3820	C	PD	Cheung Sha Wan Rd	Yen Chow St	Nam Cheong St	27,850 *	27,610 *	-0.9
3821	C	PD	Lai Chi Kok Rd	Nathan Rd	Shanghai St	18,820 *	18,660 *	-0.9
3822	C	PD	Lai Chi Kok Rd	Nam Cheong St	Wong Chuk St	21,380 *	21,190 *	-0.9
3823	C	PD	Tai Po Rd	Wong Chuk St	Shek Kip Mei St	33,360 *	33,060 *	-0.9
3824	C	PD	Tai Po Rd	Lung Cheung Rd	Tai Woh Ping Rd	33,460 *	34,560 *	+3.3
3825	C	PD	Cheung Sha Wan Rd & Lai Chi Kok Rd	Butterfly Valley Rd	Lai Chi Kok Bay Bridge	43,270 *	44,700 *	+3.3
3826	C	PD	Lung Cheung Rd slip rd	Tai Po Rd <Tai Wo Ping INT>	Lung Cheung Rd	12,370 *	12,780 *	+3.3
3827	C	PD	Prince Edward Rd W	Lai Chi Kok Rd	Tong Mi Rd	30,260 *	29,990 *	-0.9
3828	C	PD	Prince Edward Rd W	Knight St	Kadoorie Ave	49,650 *	49,220 *	-0.9
3829	C	PD	Prince Edward Rd W & FO <K11A>	Prince Edward Rd W FO <K11A> eastern tip	Nga Tsin Long Rd	76,800 *	76,650 *	-0.2
3830	C	PD	Boundary St	Knight St	Waterloo Rd	34,600 *	34,290 *	-0.9
3831	C	PD	Ma Tau Chung Rd & FO <K11C>	Sung Wong Toi Rd Garden	Kowloon City INT	58,050 *	57,530 *	-0.9
3832	C	PD	Prince Edward Rd E	Kai Tak River	Choi Hung Rd	130,770 *	130,520 *	-0.2
3833	C	PD	Kwun Tong Rd	Kai Fuk Rd FO <K58> eastern end	Hong Ning Rd	78,980 *	81,580 *	+3.3
3834	C	PD	Kwun Tong Rd	Kwun Tong Rd underpass eastern end	Tsui Ping Rd	72,880 *	75,280 *	+3.3
3835	C	DD	Shanghai St	Kansu St	Jordan Rd	8,460 *	8,450 *	-0.2
3836	C	DD	Kowloon City Rd N-B	San Shan Rd	Sung Wong Toi Rd	7,570 *	7,820 *	+3.3
3837	C	DD	Pine Tree Hill Rd & Hillwood Rd	Nathan Rd	Austin Rd	4,840 *	4,830 *	-0.2
3838	C	DD	Public Square St	Nathan Rd	Shanghai St	5,840 *	5,830 *	-0.2
3839	C	DD	Chatham Rd N underpass nr Wuhu St	Chatham Rd N	Gillies Ave S	10,150 *	10,490 *	+3.3
3840	C	DD	Ma Tau Wai Rd	Fat Kwong St	Wuhu St	20,730 *	21,420 *	+3.3
3841	C	DD	To Kwa Wan Rd	San Shan Rd	Ma Tau Kok Rd	19,160 *	19,800 *	+3.3
3842	C	PD	Cherry St	Tong Mi Rd	Up-ramp to West Kowloon Corridor	41,380 *	42,740 *	+3.3
3843	C	PD	Argyle St	Shanghai St	Tong Mi Rd & Ferry St	32,520 *	32,230 *	-0.9
3844	C	DD	Sai Yee St	Prince Edward Rd W	Boundary St	4,020 *	4,150 *	+3.3
3845	C	DD	San Shan Rd	Kowloon City Rd	To Kwa Wan Rd	12,440 *	12,850 *	+3.3
3846	C	DD	Tai Kok Tsui Rd	Anchor St	Boundary St	13,250 *	12,650 *	-4.5
3847	C	DD	Nam Cheong St	Woh Chai St	Tai Po Rd	7,160 *	7,150 *	-0.2

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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 2024	AADT 2025	Change of 2025 as % of 2024
3848	C	DD	Woh Chai St	Tong Yam St	Shek Kip Mei St	9,300 *	9,280 *	-0.2
3849	C	DD	Junction Rd	Junction Rd & Broadcast Drive	Renfrew Rd	33,680 *	33,610 *	-0.2
3850	C	DD	Tung Tau Tsuen Rd	Shatin Pass Rd	Tai Shing St	11,930 *	11,390 *	-4.5
3851	C	DD	Tsz Wan Shan Rd	Wai Wah St	Wan Wah St	9,470 *	9,450 *	-0.2
3852	C	DD	Nga Tsin Wai Rd	La Salle Rd	Junction Rd	12,660 *	12,640 *	-0.2
3853	C	DD	Ma Chai Hang Rd	Wong Tai Sin Rd	Fung Mo St FO <K8>	11,030 *	10,530 *	-4.5
3854	C	DD	Choi Hung Rd	Lok Sin Rd	Shatin Pass Rd	28,060 *	26,790 *	-4.5
3855	C	DD	Un Chau St	Yen Chow St	Nam Cheong St	8,580 *	8,860 *	+3.3
3856	C	DD	Castle Peak Rd	Tonkin St	Yen Chow St	17,620 *	16,820 *	-4.5
3858	C	DD	Tonkin St	Lai Chi Kok Rd	Cheung Sha Wan Rd	18,080 *	17,260 *	-4.5
3859	C	DD	Mei Lai Rd & Lai Wan Rd	Mei Fu Bus Terminus	Lai King Hill Rd	14,530 *	13,870 *	-4.5
3860	C	DD	Boundary St	Lai Chi Kok Rd	Tai Kok Tsui Rd	13,580 *	12,970 *	-4.5
3861	C	DD	Sung Wong Toi Rd	Tam Kung Rd	Kai Tak Tunnel up-ramp	34,330 *	35,470 *	+3.3
3862	C	DD	Concorde Rd	Prince Edward Rd E RA	Olympic Ave	17,340 *	17,310 *	-0.2
3863	C	DD	Wong Chuk St	Cheung Sha Wan Rd	Tai Po Rd	6,620 *	6,830 *	+3.3
3864	C	DD	Hong Ning Rd	Chun Wah Rd	Kung Lok Rd	11,580 *	11,560 *	-0.2
3865	C	DD	Hip Wo St	Tsui Ping St	Mut Wah St	19,660 *	19,630 *	-0.2
3866	C	DD	Sau Ming Rd	Sau Mau Path	Hiu Kwong St	10,700 *	10,680 *	-0.2
3867	C	DD	Sau Mau Ping Rd	Hiu Kwong St	Po Lam Rd	27,580 *	27,530 *	-0.2
3869	C	DD	Kai Cheung Rd	Kai Shing St	Wang Kwong Rd	27,440 *	28,350 *	+3.3
3870	C	DD	Ngau Tau Kok Rd	Hong Ning Rd	Elegance Rd	15,400 *	15,910 *	+3.3
3871	C	DD	Ngau Tau Kok Rd & <FO>	near Fuk To St	Diverging pt of Kai Cheung Rd FO<K56> and down ramp to Kwun Tong Rd	26,280 *	27,160 *	+3.3
3873	C	DD	Lai Yip St	Wai Yip St	Kwun Tong Rd	16,480 *	15,730 *	-4.5
3874	C	DD	Wai Yip St	Kai Cheung Rd	Access rd to Telford Garden	42,190 *	43,590 *	+3.3
3875	C	DD	Wai Yip St	Kai Cheung Rd	Kwun Tong Rd	62,390 *	64,460 *	+3.3
3876	C	DD	Tai Nan W St	Cheung Sha Wan Rd	Castle Peak Rd	8,410 *	8,030 *	-4.5
3877	C	LD	Canton Rd	Jordan Rd	Saigon St	2,820 *	2,820 *	-0.2
3878	C	LD	Long Yuet St	San Ma Tau St	Kwei Chow St	3,560 *	3,680 *	+3.3
3879	C	LD	Wan Wah St	Wai Wah St	Sheung Fung St	9,360 *	9,340 *	-0.2
3880	C	LD	Renfrew Rd	Junction Rd	Hereford Rd	9,280 *	9,260 *	-0.2
3881	C	LD	Tat Chee Ave	Tai Hang Tung Rd	Begonia Rd	11,940 *	11,920 *	-0.2

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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 2024	AADT 2025	Change of 2025 as % of 2024
3882	C	DD	Suffolk Rd & Kent Rd	Waterloo Rd	Cornwall St	6,310 *	6,300 *	-0.2
3883	C	LD	Shung Shun St & Yan Wing St	Ko Chiu Rd	Sam Ka Tsuen Ferry Pier	11,250 *	11,230 *	-0.2
3884	C	LD	Wang Chiu Rd & Wang Kwong Rd	Kai Cheung Rd	Kai Cheung Rd	10,980 *	11,350 *	+3.3
3885	C	LD	On Tin St	Ping Tin St	Ping Tin St	4,820 *	4,810 *	-0.2
3886	C	DD	Hung Hom Rd	Hung Hom S Rd	Tak Man St	20,290 *	20,960 *	+3.3
3887	C	DD	Bailey St	Ma Tau Wai Rd	Hung Hom Rd	12,320 *	12,720 *	+3.3
3888	C	UT	West Kowloon Corridor	Cheung Lai St	Tonkin St	57,980 *	59,890 *	+3.3
3889	C	DD	Shatin Pass Rd	Wong Tai Sin Rd	Lung Fung St	790 *	780 *	-0.2
3890	C	PD	Gascoigne Rd FO <K20>	Ramps to & from Gascoigne Rd near Jordan Rd	Chatham Rd S	94,070 *	93,890 *	-0.2
3891	C	DD	Fung Tak Rd	Lung Poon St	Hammer Hill Rd RA	11,850 *	11,310 *	-4.5
3892	C	PD	Prince Edward Rd INT <K78> slip rd E	Kwun Tong Rd N-B	Kwun Tong Bypass	4,120 *	4,080 *	-0.9
3893	C	PD	Ferry St	Shantung St	Cherry St	49,480 *	49,040 *	-0.9
3894	C	UT	Ferry St <FO> up-ramps	Waterloo Rd & Tung Kun St	Tung Kun St & Public Square St	27,030 *	27,920 *	+3.3
3895	C	DD	Lung Ping Rd	Lung Cheung Rd	Nam Cheong St	2,880 *	2,750 *	-4.5
3896	C	DD	Hung Luen Rd	Shung King St	Kin Wan St	4,040 *	4,180 *	+3.3
3897	C	UT	Lin Cheung Rd S-B	Hing Wah St W	Nr Yen Chow St W	32,170 *	33,220 *	+3.3
3898	C	PD	Hoi Wang Rd	Hoi Ting Rd Northern junction	Hoi Ting Rd Southern junction	8,280 *	8,560 *	+3.3
3899	C	DD	Hing Wah St West	Tung Chau St	Lin Cheung Rd	13,590 *	12,970 *	-4.5
3900	C	PD	Sham Mong Rd	Cherry St	Yen Chow St West	9,220 *	9,520 *	+3.3
3901	C	PD	Sham Mong Rd	Yen Chow St West	Po Lun St	8,520 *	8,800 *	+3.3
3902	C	DD	On Sau Rd	Clear Water Bay Rd	Po Lam Rd	13,770 *	13,740 *	-0.2
4001	C	UT	Princess Margaret Rd & FO <K12>	Pui Ching Rd FO <K14>	Argyle St	96,840 *	97,340 *	+0.5
4002	C	UT	Waterloo Rd	Lung Cheung Rd	Lion Rock Tunnel Rd	72,000 *	74,360 *	+3.3
4003	C	UT	Ching Cheung Rd	Kwai Chung Rd	Castle Peak Rd FO <K2>	55,950 *	57,790 *	+3.3
4004	C	UT	Kwun Tong Rd	Clear Water Bay Rd	Choi Hung Bus Terminus	119,130 *	118,070 *	-0.9
4005	C	UT	Hung Hom Bypass	Mody Lane	Slip rds to/from Princess Margaret Rd Link	30,670 *	30,820 *	+0.5
4006	C	PD	Chatham Rd S	Chatham Rd FO <K20>	Hong Chong Rd	113,760 *	113,540 *	-0.2
4007	C	PD	Nathan Rd	Market St	Jordan Rd	23,950 *	23,900 *	-0.2
4008	C	PD	Nathan Rd	Public Square St	Market St	38,390 *	38,320 *	-0.2

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
4009	C	PD	Kowloon Park Drive	Canton Rd	Peking Rd	39,130 *	39,060 *	-0.2
4010	C	PD	Jordan Rd	Nathan Rd	Cox's Rd	29,500 *	29,450 *	-0.2
4011	C	PD	Waterloo Rd	Pui Ching Rd	Argyle St	30,150 *	30,090 *	-0.2
4012	C	PD	Ferry St	Tung Kun St	Public Square St	12,240 *	12,640 *	+3.3
4013	C	PD	Tong Mi Rd	Prince Edward Rd W	Bute St	29,330 *	30,300 *	+3.3
4014	C	PD	Argyle St & FO <K13>	Princess Margaret Rd	Tin Kwong Rd	54,190 *	54,090 *	-0.2
4015	C	PD	Nathan Rd	Mong Kok Rd	Lai Chi Kok Rd	42,020 *	41,650 *	-0.9
4016	C	PD	Ma Tau Wai Rd & Ma Tau Chung Rd	Farm Rd	Ma Tau Kok Rd	31,250 *	30,970 *	-0.9
4017	C	PD	Waterloo Rd (GL)	Cornwall St	Ede Rd	8,420 *	8,700 *	+3.3
4018	C	PD	Cheung Sha Wan Rd	Tonkin St	Yen Chow St	23,470 *	24,240 *	+3.3
4019	C	PD	Lai Chi Kok Rd	Shanghai St	Prince Edward Rd W	19,190 *	19,020 *	-0.9
4020	C	PD	Lai Chi Kok Rd	Yen Chow St	Nam Cheong St	23,030 *	22,830 *	-0.9
4021	C	PD	Tai Po Rd	Shek Kip Mei St	Nam Cheong St	18,540 *	18,380 *	-0.9
4022	C	PD	Butterfly Valley Rd	Lai Chi Kok Rd	Cheung Sha Wan Rd	30,820 *	31,830 *	+3.3
4023	C	PD	Prince Edward Rd W (GL)	Lai Chi Kok Rd	Nathan Rd	20,810 *	20,630 *	-0.9
4024	C	PD	Prince Edward Rd W	Waterloo Rd	Knight St	40,440 *	40,080 *	-0.9
4025	C	PD	Boundary St	Nathan Rd	Lai Chi Kok Rd	15,830 *	15,690 *	-0.9
4026	C	PD	Boundary St	Waterloo Rd	La Salle Rd	33,200 *	32,900 *	-0.9
4027	C	PD	Ma Tau Chung Rd & FO <K11C>	Kowloon City RA	Tak Ku Ling Rd	64,030 *	63,900 *	-0.2
4028	C	PD	Clear Water Bay Rd	New Clear Water Bay Rd eastern junction	On Sau Rd	33,680 *	33,610 *	-0.2
4029	C	PD	New Clear Water Bay Rd	New Clear Water Bay Rd eastern junction	San Lee St	21,360 *	21,310 *	-0.2
4030	C	PD	Kwun Tong Rd	Hong Ning Rd	Kwun Tong Rd underpass western end	75,020 *	77,490 *	+3.3
4031	C	PD	Lei Yue Mun Rd	Ko Chiu Rd	Ko Chiu Rd	19,630 *	19,590 *	-0.2
4032	C	DD	Shanghai St	Kansu St	Public Square St	11,930 *	11,910 *	-0.2
4033	C	DD	Wylie Rd	Waterloo Rd	Princess Margaret Rd	16,010 *	15,980 *	-0.2
4034	C	DD	Kansu St	Canton Rd	Ferry St	11,780 *	11,760 *	-0.2
4035	C	DD	Dundas St	Shanghai St	Nathan Rd	1,950 *	2,020 *	+3.3
4036	C	DD	Ping Chi St	Chatham Rd N	Fat Kwong St	1,510 *	1,560 *	+3.3
4037	C	DD	Wo Chung St	Chatham Rd N	Fat Kwong St	1,800 *	1,860 *	+3.3
4039	C	DD	Fat Kwong St & FO <K66>	Yan Fung St	Ma Tau Wai Rd	17,910 *	17,870 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
4040	C	DD	Ma Tau Wai Rd	San Lau St & Bailey St	Fat Kwong St	15,550 *	16,070 *	+3.3
4041	C	DD	To Kwa Wan Rd	Mok Cheong St	Ma Tau Kok Rd	17,420 *	18,000 *	+3.3
4042	C	DD	Anchor St	Tai Kok Tsui Rd	Tong Mi Rd	7,910 *	7,550 *	-4.5
4043	C	PD	Argyle St	Nathan Rd	Shanghai St	23,510 *	23,300 *	-0.9
4044	C	DD	Sheung Shing St	Fat Kwong St	Tin Kwong Rd	10,560 *	10,540 *	-0.2
4045	C	DD	Ma Tau Kok Rd	Kowloon City Rd	Ma Tau Chung Rd	8,670 *	8,960 *	+3.3
4046	C	DD	Nam Cheong St	Hai Tan St	Lai Chi Kok Rd	9,590 *	9,160 *	-4.5
4047	C	DD	Nam Cheong St	Pak Tin St	Woh Chai St	9,670 *	9,650 *	-0.2
4048	C	DD	Tai Hang Tung Rd	Tat Chee Ave	Boundary St	19,350 *	19,320 *	-0.2
4049	C	DD	Junction Rd	Renfrew Rd	Waterloo Rd	26,780 *	26,730 *	-0.2
4050	C	DD	Po Kong Village Rd	Tsz Wan Shan Rd	Fung Tak Rd	10,830 *	10,810 *	-0.2
4051	C	DD	La Salle Rd	Boundary St	Prince Edward Rd W	9,080 *	9,070 *	-0.2
4052	C	LD	Lok Sin Rd	Tung Tsing Rd	Choi Hung Rd	4,320 *	4,120 *	-4.5
4053	C	DD	Shek Kip Mei St	Woh Chai St	Tai Po Rd	10,410 *	10,390 *	-0.2
4054	C	DD	Choi Hung Rd	Shatin Pass Rd	Po Kong Village Rd	30,000 *	28,640 *	-4.5
4055	C	DD	Un Chau St	Tonkin St	Yen Chow St	15,440 *	14,740 *	-4.5
4056	C	DD	Castle Peak Rd	Hing Wah St	Tonkin St	10,610 *	10,130 *	-4.5
4057	C	DD	Yen Chow St	Hai Tan St	Lai Chi Kok Rd	12,160 *	11,610 *	-4.5
4058	C	DD	Tonkin St	Un Chau St	Castle Peak Rd	16,400 *	15,660 *	-4.5
4059	C	DD	Choi Hung Rd	Hammer Hill Rd	Prince Edward Rd E	4,290 *	4,100 *	-4.5
4060	C	DD	Embankment Rd	Prince Edward Rd W	Boundary St	10,740 *	11,090 *	+3.3
4061	C	DD	Sung Wong Toi Rd	Tam Kung Rd	Ma Tau Chung Rd	26,760 *	27,640 *	+3.3
4062	C	DD	Access Rd to Concorde Rd	Prince Edward Rd E. (W-B)	Concorde Rd	1,800 *	1,800 *	-0.2
4063	C	DD	Hong Ning Rd	Yue Man Square	Kwun Tong Rd	14,860 *	14,180 *	-4.5
4064	C	DD	Hong Ning Rd	Hip Wo St	Chun Wah Rd	15,740 *	15,710 *	-0.2
4065	C	DD	Hip Wo St	Hiu Kwong St	Tsui Ping Rd	15,940 *	15,910 *	-0.2
4066	C	DD	Sau Ming Rd	Sau Mau Ping Rd	Sau Mau Path	7,260 *	7,250 *	-0.2
4067	C	DD	Sau Mau Ping Rd	Sau Fung St	Po Lam Rd	15,760 *	15,730 *	-0.2
4068	C	DD	Shun Lee Tsuen Rd	Shun King St	Hip Wo St	16,860 *	16,830 *	-0.2
4069	C	DD	Kai Cheung Rd	Wang Kwong Rd	Wang Chiu Rd	22,410 *	23,150 *	+3.3
4070	C	DD	Ngau Tau Kok Rd	Elegance Rd	Up-ramp to Sheung Yee Rd FO <K57>	15,310 *	15,820 *	+3.3

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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 2024	AADT 2025	Change of 2025 as % of 2024
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	10,900 *	11,260 *	+3.3
4073	C	DD	Hoi Yuen Rd	Wai Yip St	Kwun Tong Rd RA	19,640 *	18,760 *	-4.5
4074	C	DD	Cha Kwo Ling Rd	Wai Yip St	Lam Tin Interchange	26,010 *	25,960 *	-0.2
4075	C	DD	Sheung Yee Rd	Wai Yip St	Wang Chiu Rd	21,930 *	22,660 *	+3.3
4076	C	LD	Canton Rd	Kansu St	Saigon St	5,270 *	5,260 *	-0.2
4077	C	LD	San Lau St	Ma Tau Wai Rd	Chatham Rd N	6,680 *	6,910 *	+3.3
4078	C	LD	Wan Wah St	Tsz Wah Shan Rd	Wai Wah St	8,380 *	8,360 *	-0.2
4079	C	LD	Nga Tsin Wai Rd	Tak Ku Ling Rd	Junction Rd	13,310 *	13,280 *	-0.2
4080	C	LD	Peony Rd & Begonia Rd nr Tat Chee Ave	Tat Chee Ave	Tat Chee Ave	1,930 *	2,030	+5.4
4081	C	LD	Tai Hang Tung Rd	Woh Chai St	To Yuen St	7,100 *	7,080 *	-0.2
4082	C	LD	Yu Chau St	Wong Chuk St	Yen Chow St	7,700 *	7,960 *	+3.3
4083	C	LD	Wang Kwong Rd	Kai Fuk Rd	Kai Cheung Rd	8,730 *	9,020 *	+3.3
4084	C	LD	Ko Chiu Rd	Cha Kwo Ling Rd	Lei Yue Mun Rd	13,160 *	13,140 *	-0.2
4085	C	DD	Hung Hom Rd	Tak Man St	Man Yue St	15,060 *	15,560 *	+3.3
4086	C	DD	Lin Tak Rd	Tak Tin St	Tseung Kwan O Rd	14,120 *	14,090 *	-0.2
4089	C	PD	Prince Edward Rd INT <K78> S-B slip rd C	Kwun Tong Bypass	Kwun Tong Rd	2,850 *	2,820 *	-0.9
4090	C	DD	Cherry St Underpass	Cherry St	End	15,140 *	14,460 *	-4.5
4091	C	UT	Ferry St <FO> down-ramps	Waterloo Rd & Tung Kun St	Tung Kun St & Public Square St	30,450 *	31,450 *	+3.3
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	71,840 *	74,200 *	+3.3
4094	C	PD	Austin Rd W	Lin Cheung Rd	Nga Cheung Rd	58,100 *	60,010 *	+3.3
4095	C	PD	Nga Cheung Rd	Austin Rd W	Jordan Rd	8,770 *	9,060 *	+3.3
4096	C	PD	Jordan Rd	Lin Cheung Rd	Ferry St	27,240 *	28,140 *	+3.3
4097	C	UT	Princess Margaret Rd Link	Hung Luen Rd	Chatham Rd S	33,470 *	33,170 *	-0.9
4098	C	DD	Cheong Tung Rd S slip rd down ramp S-B	Princess Margaret Rd Link	Hung Luen Rd Roundabout	3,670 *	3,790 *	+3.3
4099	C	DD	Cheong Tung Rd S slip rd up ramp N-B	Hung Luen Rd Roundabout	Princess Margaret Rd Link	13,450 *	13,900 *	+3.3
4100	C	LD	Hung Hom Bypass slip rd E-B	Salisbury Rd	Metropolis Drive	7,710 *	7,960 *	+3.3

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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 2024	AADT 2025	Change of 2025 as % of 2024
4101	C	LD	Hung Hom Bypass slip rd W-B	Metropolis Drive	Salisbury Rd	6,440 *	6,650 *	+3.3
4102	C	LD	Fuk To St	Kwun Tong Rd	Ngau Tau Kok Rd	3,080 *	3,180 *	+3.3
4103	C	DD	Hing Wah St West	Lin Cheung Rd	Roundabout near West Kowloon Refuse Transfer	7,090 *	6,770 *	-4.5
4201	B	PD	Tai Po Rd	Caldecott Rd	Tai Po Rd INT	36,610	37,720	+3.0
4202	B	PD	Boundary St	Tai Hang Tung Rd	Embankment Rd	44,450	45,450	+2.2
4203	B	PD	Prince Edward Rd W	Embankment Rd	Yuen Ngai St	43,820	43,420	-0.9
4204	B	PD	Argyle St & FO <K13>	Waterloo Rd	Yim Po Fong St	44,040	42,130	-4.3
4205	B	PD	Waterloo Rd	Yim Po Fong St	Pui Ching Rd	34,300	32,890	-4.1
4206	B	DD	Cornwall St	Waterloo Rd	Nam Cheong St	18,250	17,500	-4.1
4207	B	DD	Cheong Wan Rd & Gillies Ave S	Hung Hom Station	Wuhu St	11,580	10,850	-6.4
4208	B	PD	Chatham Rd N	Wuhu St	Hong Chong Rd	114,520	116,630	+1.8
4209	B	DD	Shanghai St	Argyle St	Dundas St	16,730	16,860	+0.8
4210	B	LD	Reclamation St	Public Square St	Argyle St	6,030	6,160	+2.2
4211	B	DD	Fat Kwong St	Chung Hau St	Yan Fung St	28,190	22,160	-21.4
4212	B	PD	Chatham Rd N & Ma Tau Wai Rd	San Lau St	Chi Kiang St	27,230	28,910	+6.2
4213	B	UT	East Kowloon Corridor <FO>	Ma Tau Kok Rd	Chatham Rd N	70,960	73,060	+3.0
4214	B	PD	Ferry St & Ferry St <FO>	Waterloo Rd	Shantung St	75,180	66,870	-11.1
4215	B	DD	Yim Po Fong St	Shantung St	Waterloo Rd	20,570	21,260	+3.4
4216	B	UT	Kwun Tong Rd	Ping Shek Est eastern end	Wai Yip St FO <K42>	149,710	150,700	+0.7
4217	B	PD	Clear Water Bay Rd	Lung Cheung Rd	New Clear Water Bay Rd western junction	78,470	82,000	+4.5
4218	B	DD	Shing Kai Rd	Concorde Rd	Kai Shing St	8,710	9,020	+3.6
4219	B	EX	Kwun Tong Bypass	Wang Chin St	Tate's Cairn Tunnel Slip Rd	62,630	55,590	-11.2
4220	B	PD	Hoi Wang Rd	Hoi Ting Rd	Cherry St RA	19,500	19,200	-1.6
4221	B	UT	Hung Hom Bypass	slip rds to/from Princess Margaret Rd Link	slip rd from Cheong Tung Rd S	14,380	11,820	-17.8
4222	B	DD	Shing Kai Rd	Sung Wong Toi Rd	Kai Shing St	16,120	20,920	+29.8
4401	B	LD	Ho Man Tin St	Waterloo Rd	Ho Man Tin Hill Rd	2,770	2,790	+0.5
4403	B	LD	Soy St	Sai Yeung Choi St S	Yim Po Fong St	2,770	2,820	+1.9
4404	B	LD	Portland St	Waterloo Rd	Argyle St	4,720	5,820	+23.4
4601	C	LD	Arran St	Tong Mi Rd	Shanghai St	4,180	4,400	+5.1
4602	C	LD	Belfran Rd	Knight St	End	450	460	+2.5

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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 2024	AADT 2025	Change of 2025 as % of 2024
4603	C	LD	Bulkeley St	Whampoa St	Dock St	3,380	2,790	-17.4
4604	C	LD	Canton Rd	Salisbury Rd	Kowloon Park Drive	8,870	10,240	+15.4
4605	C	LD	Chatham Court	Kimberley Rd	Chatham Rd S	3,220	3,160	-1.6
4606	C	LD	Cheung Yip St	Sheung Yee Rd	Sea shore	15,240	15,100	-0.9
4608	C	LD	Cumberland Rd	Boundary St	Rutland Quadrant	2,940	2,810	-4.3
4609	C	LD	Dyer Ave	Dock St	Wan Hoi St	3,340	3,530	+5.6
4610	C	LD	Fa Yuen St	Prince Edward Rd W	Boundary St	2,030	2,190	+8.2
4612	C	LD	Fuk Wing St	Nam Cheong St	Yen Chow St	3,370	3,560	+5.8
4613	C	LD	Grampian Rd	Boundary St	Dumbarton Rd	3,300	2,890	-12.5
4614	C	LD	Hankow Rd	Salisbury Rd	Haiphong Rd	6,710	7,690	+14.7
4615	C	LD	Ho Man Tin Hill Rd	Ho Man Tin St	Wylie Rd	5,400	5,120	-5.2
4616	C	LD	Hong Lee Rd	Kung Lok Rd	End	3,640	4,270	+17.4
4618	C	LD	Jat's Incline	Clear Water Bay Rd	Shatin Pass Rd	4,390	3,940	-10.1
4619	C	LD	Kai Lok St	Wang Chiu Rd	Wang Chiu Rd	3,260	2,630	-19.3
4620	C	LD	Kimberley Rd	Nathan Rd	Observatory Rd	11,460	16,520	+44.2
4621	C	LD	Ko Chiu Rd	Lei Yue Mun Rd	Lei Yue Mun Rd	7,760	9,920	+27.9
4623	C	LD	Lai Wan Rd	Broadway	Mei Lai Rd	10,110	9,600	-5.0
4624	C	LD	Lee On Rd	New Clear Water Bay Rd	Shun On Rd	12,380	11,810	-4.6
4625	C	LD	Luk Hop St	Tai Yau St	Sze Mei St	22,720	15,850	-30.2
4626	C	LD	Man Fuk Rd	Pui Ching Rd	Man Wan Rd	7,990	8,530	+6.8
4627	C	LD	Mei King St	Lok Shan Rd	San Ma Tau St	1,530	990	-35.3
4628	C	LD	Nassau St	Lai Wan Rd	Mei Lai Rd	3,900	3,620	-7.1
4629	C	LD	Oak St	Cherry St	Ivy St	630	800	+26.5
4630	C	LD	Pak Tai St	Ma Hang Chung Rd	Sung Wong Toi Rd	4,990	5,430	+9.0
4631	C	LD	Pei Ho St	Lai Chi Kok Rd	Apliu St	2,240	1,980	-11.5
4632	C	LD	Po On Rd	Tonkin St	Wing Hong St	6,530	6,720	+2.9
4633	C	LD	Pui Man St	Tung Tau Tsuen Rd	End	570	760	+33.8
4634	C	LD	Saigon St	Nathan Rd	Chi Wo St	1,360	1,480	+9.1
4635	C	LD	Shatin Pass Rd	Jat's Incline	Tsz Wan Shan Rd	450	320	-30.0
4636	C	LD	Shatin Pass Rd	Wong Tai Sin Rd	Tsz Wan Shan Rd	4,200	4,250	+1.0
4638	C	LD	Shun On Rd	Shun Lee Tsuen Rd	Sau Mau Ping Rd	7,640	7,540	-1.3
4639	C	LD	Station Lane	Ma Tau Wai Rd	Dock St	1,510	1,510	+0.2
4640	C	LD	Tai Shing St	Tung Tau Tsuen Rd	Choi Hung Rd	9,450	7,000	-25.9
4642	C	LD	Tong Yam St	Woh Chai St	Tai Hang Tung Rd	2,440	2,140	-12.1

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
4643	C	LD	Tung Chau West St	Castle Peak Rd	King Lam St	1,570	1,890	+20.4
4645	C	LD	Wai Chi St	Woh Chai St	Pak Tin St	2,640	3,160	+19.8
4646	C	LD	Wang Chiu Rd	Wang Kwong Rd	Kai Lok St	4,820	4,690	-2.7
4647	C	LD	Wang Tau Hom E Rd	Junction Rd	Wang Tau Hom N Rd	6,290	6,010	-4.4
4648	C	LD	Wing Ming St	Yu Chau W St	End	2,110	2,100	-0.3
4650	C	LD	Yuet Lun St	Lai Chi Kok Rd	Po Lun St	2,730	2,850	+4.3
4651	C	LD	Sze Shan St	Cha Kwo Ling Rd	Shung Shun St	1,720	1,700	-0.8
4652	C	LD	Ching Tak St	Tung Tau Tsuen Rd	Shatin Pass Rd	6,120	6,280	+2.6
4653	C	LD	Yau Tong Rd	Lei Yue Mun Rd	Cha Kwo Ling Rd	7,630	6,910	-9.5
4654	C	LD	Middle Rd	Kowloon Park Drive	Nathan Rd	10,060	16,880	+67.9
4655	C	LD	Middle Rd	Salisbury Rd	Nathan Rd	2,850	5,090	+78.3
4656	C	LD	Metropolis Drive	Hung Hom Bypass	Cheong Tung Rd S	13,920	16,210	+16.4
4657	C	LD	Wa Shun St	Hung Luen Rd	End	2,020	1,350	-33.2
4658	C	LD	Tung Yuen St	Yan Yue Wai	Ko Fai Rd	3,860	3,590	-7.2
5001	A	UT	Tuen Mun Rd	Pui To Rd	Tsing Chui Path	137,560	143,290	+4.2
5002	A	EX	Sha Tin Rd	Lion Rock Tunnel Rd	Sha Tin Wai Rd	74,840	73,720	-1.5
5003	A	EX	Fanling Highway	So Kwun Po INT	Wo Hop Shek INT	78,190	79,190	+1.3
5004	A	PD	Castle Peak Rd - Kwai Chung	Tai Wo INT	Wo Yi Hop Rd	22,860	22,220	-2.8
5005	A	PD	Ma On Shan Rd	Ma On Shan Bypass	Hang Hong St RA	22,420	22,550	+0.6
5006	A	PD	Ting Kok Rd	Nam Wan Rd	Dai Kwai St	28,500	29,140	+2.2
5007	A	DD	Kwai Foo Rd	Kwai Chung Rd	Hing Fong Rd	16,530	15,820	-4.3
5008	A	DD	Kau Yuk Rd	Yuen Long Tai Yuk Rd	Yuen Long Hong Lok Rd	11,560	11,150	-3.5
5009	A	DD	Kwong Fuk Rd	Nam Wan Rd	Wan Tau St	17,580	17,140	-2.5
5010	A	LD	Kwai Luen Rd	Kwai Shing Circuit eastern junction	Kwai Shing Circuit western junction	5,800	5,680	-2.1
5011	A	LD	Wang Chau Rd	Yuen Long On Ning Rd	Yuen Long On Lok Rd	5,140	5,480	+6.7
5012	A	EX	Tuen Mun Rd	Sham Tseng	Tsing Long Highway - Ting Kau Bridge	123,940	123,000	-0.8
5013	A	EX	Tolo Highway	North of Ma Liu Shui INT	Yuen Shin Rd INT	157,910	156,760	-0.7
5014	A	RR	Route Twisk	Chuen Lung	Cheung Pei Shan RA	7,060	6,800	-3.7
5015	A	RR	South Lantau Rd	Mui Wo Ferry Pier	Chi Ma Wan Rd	3,580	3,320	-7.3
5017	A	RR	Clear Water Bay Rd	On Sau Rd	Hiram's Highway	25,300	27,140	+7.3

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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 2024	AADT 2025	Change of 2025 as % of 2024
5018	A	PD	Tsing Tsuen Rd	Tsuen Tsing INT	Tam Kon Shan INT	34,010	33,340	-2.0
5019	A	RT	Castle Peak Rd - Yuen Long	Yuen Long On Lok Rd	Kam Tin Rd	57,460	45,920	-20.1
5020	A	UT	Shing Mun Tunnel	Wo Yi Hop Interchange	Shing Mun Tunnel Rd	49,050	49,130	+0.2
5021	A	UT	Tseung Kwan O Tunnel	Toll Plaza	Tseung Kwan O Tunnel Rd RA	84,800	85,950	+1.4
5022	A	UT	Tate's Cairn Tunnel	Toll Plaza	South Portal	57,490	57,930	+0.8
5023	A	DD	Po Lam Rd	Anderson Rd	Tsui Lam Rd	11,110	10,740	-3.3
5024	A	UT	Lion Rock Tunnel	Toll Plaza	South Portal	86,980	84,890	-2.4
5025	A	EX	Yuen Long Highway	Tin Shui Wai West INT	Lam Tei INT	122,600	124,330	+1.4
5026	A	EX	Tsing Kwai Highway	Ching Lai Court slip rds to & from Ching Cheung Rd	Cho Yiu Chuen slip rds to & from Kwai Chung Rd & Tsuen Wan Rd	120,310	123,420	+2.6
5027	A	EX	Lantau Link	Tsing Ma Bridge eastern end at Tsing Yi	Ngong Shuen Au	91,370	95,570	+4.6
5029	A	EX	Tsing Long Highway - Tai Lam Tunnel	Au Tau INT	Tuen Mun Rd	36,120	47,970	+32.8
5030	A	UT	Kwai Chung Rd	Kwai Chung INT	Tsuen Wan Rd	109,870	111,790	+1.7
5031	A	EX	North Lantau Highway	Tung Chung Eastern INT	Western End at Chek Lap Kok	48,060	42,360	-11.9
5032	A	DD	Chek Lap Kok S Rd	Eastern End at Tung Chung	Western End at Chek Lap Kok	21,960	21,120	-3.8
5033	A	EX	Tsing Long Highway - Ting Kau Bridge	NW Tsing Yi INT southern tip	Tuen Mun Rd	94,700	98,610	+4.1
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	79,660	84,800	+6.5
5035	A	EX	Tuen Mun Rd	Castle Peak Rd - Tsuen Wan	Tsing Long Highway - Ting Kau Bridge	75,190	77,080	+2.5
5036	A	DD	Shun Tung Rd	Yu Tung Rd	Tat Tung Rd	21,980	22,540	+2.5
5037	A	UT	Eagle's Nest Tunnel	Toll Plaza	South Portal	63,850	64,540	+1.1
5038	A	UT	Nam Wan Tunnel	East Tsing Yi Viaduct	Cheung Tsing Highway	64,290	63,680	-1.0
5039	A	EX	Stonecutters Bridge	East Tsing Yi Viaduct	Container Port Rd S nr Container Terminal 8	64,520	63,560	-1.5
5040	A	EX	Shenzhen Bay Bridge	Nr Deep Bay Rd	Shenzhen Bay Bridge (China Section - End)	21,140	23,020	+8.9
5041	A	RT	Lung Shan Tunnel	Fanling Highway	Sha Tau Kok Road	23,520	25,880	+10.0

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
5042	A	UT	Tuen Mun Chek Lap Kok Tunnel	Lung Fu Rd	Hong Kong Boundary Crossing Facilities (BCF)	35,750	37,910	+6.1
5043	A	UT	Tseung Kwan O - Lam Tin Tunnel	Eastern Portal	Western Portal & slip rd to EHC	27,800	28,660	+3.1
5044	A	EX	San Tin Highway	Fung Kat Heung	Fairview Park Boulevard	89,230	91,520	+2.6
5045	A	RR	Castle Peak Rd - Tam Mi	Kam Tin Rd	Fairview Park Boulevard	5,040	5,010	-0.6
5046	A	RR	San Tam Rd	Kam Tin Rd	Fairview Park Boulevard	11,230	10,930	-2.7
5047	A	RT	Cheung Shan Tunnel	Sha Tau Kok Rd	Ping Yuen interchange	12,170	14,530	+19.4
5101	A	LD	Chui Tin St	Che Kung Miu Rd	Hung Mui Kuk Rd	11,800	10,710	-9.3
5102	A	LD	Tseng Choi St	Castle Peak Rd northern junction	Castle Peak Rd southern junction	5,450	5,980	+9.8
5103	A	LD	Shing Mun Rd	Texaco Rd N	Cheung Shan Est Rd E	1,970	1,430	-27.3
5104	A	LD	Chap Wai Kon St	Bus Terminus	Siu Lek Yuen Rd	5,720	6,240	+9.1
5106	A	PD	Lung Fu Rd	Wong Chu Rd	Tuen Mun Chek Lap Kok Tunnel Rd & Lung Mun Rd	36,480	38,060	+4.4
5107	A	LD	Lung Mun Rd	Wu Chui Rd	Tuen Mun Chek Lap Kok Tunnel Rd & Lung Fu Rd	8,090	12,380	+53.0
5201	C	UT	Kwai Chung Rd	Ching Cheung Rd	Kwai Chung INT	71,620	73,750 *	+3.0
5202	C	DD	Castle Peak Rd - San Hui	Tseng Choi St	Fu Tei Rd	12,270	12,270 *	0.0
5203	C	EX	Tolo Highway	Slip rd from Ma Liu Shui Ferry Pier	Ma Liu Shui INT northern end	129,400	131,240 *	+1.4
5204	C	EX	Fanling Highway	Slip rds to & from Fan Kam Rd INT	Slip rds to & from So Kwun Po INT	93,610	94,940 *	+1.4
5205	C	PD	Castle Peak Rd - Kwai Chung	Kwai Chung Rd RA	Wo Yi Hop Rd	24,120	24,840 *	+3.0
5206	C	PD	Castle Peak Rd - Tsuen Wan	Chung On St	Tai Ho Rd	28,290	29,130 *	+3.0
5207	C	PD	Texaco Rd	Tsuen Kam INT	Shek Wai Kok Rd	35,940	37,000 *	+3.0
5208	C	PD	Long Yip St & Yuen Long On Lok Rd	Castle Peak Rd - Yuen Long	Tai Cheung St	39,600	40,160 *	+1.4
5209	C	PD	Yuen Wo Rd	Wo Che St	Sha Tin Rural Committee Rd	22,800	22,780 *	-0.1
5210	C	PD	Fo Tan Rd FO <N285>	Lok King St	Slip rd to Tai Po Rd	49,180	49,150 *	-0.1
5211	C	PD	Tai Chung Kiu Rd	Sha Kok St	Sha Tin Wai Rd	19,940	19,930 *	-0.1
5212	C	PD	Hung Mui Kuk Rd	Che Kung Miu Rd	Tin Sam St	33,340	33,320 *	-0.1
5213	C	PD	Sha Tin Wai Rd	Sha Kok St	Sha Tin Rd	28,490	28,470 *	-0.1
5214	C	PD	Tai Po Rd - Tai Wai	Shing Ho Rd	Lion Rock Tunnel Rd	9,760	9,750 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
5215	C	PD	Lion Rock Tunnel Rd	Che Kung Miu Rd	Sha Tin Rd	9,390	9,380 *	-0.1
5216	C	PD	Nam Wan Rd	Kwong Fuk Rd	Tai Po Tai Wo Rd	22,710	23,040 *	+1.4
5217	C	PD	Jockey Club Rd	Sha Tau Kok Rd	So Kwun Po Rd	11,910	12,080 *	+1.4
5218	C	PD	Jockey Club Rd	Po Shek Wu Rd	Man Kam To Rd	23,960	24,300 *	+1.4
5219	C	DD	Kwai Chung INT ramps A & B	Kwai Chung Rd	Lai King Hill Rd INT	19,650	19,270 *	-1.9
5220	C	DD	Kwai Chung INT ramps E & F	Kwai Chung Rd	Lai King Hill Rd INT	15,120	14,830 *	-1.9
5221	C	DD	Cheung Wing Rd	Wo Yi Hop Rd	Kwai Chung Rd RA	40,250	39,480 *	-1.9
5222	C	DD	Tai Wo Hau Rd	Texaco Rd	Tai Ha St eastern junction	19,960	19,570 *	-1.9
5223	C	DD	Kwai Yik Rd	Kwai Chung Rd	Hing Fong Rd	23,240	22,800 *	-1.9
5224	C	DD	Kwai Fuk Rd	Shing Fuk St	Texaco Rd	15,290	14,990 *	-1.9
5225	C	DD	Wo Yi Hop Rd	Tai Loong St	Lei Muk Rd	17,700	17,360 *	-1.9
5226	C	DD	Lei Muk Rd	Wo Yi Hop Rd	Chun Pin St	6,120	6,010 *	-1.9
5227	C	DD	Sha Tsui Rd	Pun Shan St	Tso Kung St	18,680	18,320 *	-1.9
5228	C	DD	Chung On St	Sha Tsui Rd	Yeung Uk Rd	11,310	11,090 *	-1.9
5229	C	DD	Tai Ho Rd (GL)	Castle Peak Rd - Tsuen Wan	Hoi Pa St	24,910	24,430 *	-1.9
5230	C	DD	Ma Tau Pa Rd & Texaco Rd	Yeung Uk Rd	Texaco Rd RA	14,860	14,570 *	-1.9
5231	C	DD	Texaco Rd	Texaco Rd N	Tsuen Fu St	47,810	46,890 *	-1.9
5232	C	DD	Tsing Yi Rd	Tsing Yi Heung Sze Wui Rd	Ching Hong Rd	21,710	21,290 *	-1.9
5233	C	DD	Fung Cheung Rd	Castle Peak Rd - Yuen Long	Hop Yick Rd	23,910	23,910 *	0.0
5234	C	DD	Ma Miu Rd	Yuen Long On Ning Rd	Ma Wang Rd	13,770	13,770 *	0.0
5235	C	DD	Kuk Ting St	Castle Peak Rd - Yuen Long	Sai Tai St	9,890	9,890 *	0.0
5236	C	DD	Castle Peak Rd - Ping Shan	Yuen Long Tai Yuk Rd	Ma Wang Rd	21,390	21,390 *	0.0
5237	C	DD	Ming Kum Rd	Pui To Rd	Shek Pai Tau Rd	17,440	17,450 *	0.0
5238	C	DD	Tuen Mun Heung Sze Wui Rd	Pui To Rd	Tuen Hing Rd	37,710	37,710 *	0.0
5239	C	DD	Castle Peak Rd - San Hui	Tuen Mun Heung Sze Wui Rd	Tseng Choi St	12,720	12,720 *	0.0
5240	C	DD	Pui To Rd	Tsun Wen Rd	Ming Kum Rd	19,840	19,840 *	0.0
5241	C	DD	Ngan Shing St	Siu Lek Yuen Rd	Chap Wai Kon St	16,900	16,870 *	-0.2
5242	C	DD	Sha Kok St	Tai Chung Kiu Rd	Sha Tin Wai Rd	11,070	11,050 *	-0.2
5243	C	DD	Ting Kok Rd	Nam Wan Rd	Tai Po Tai Wo Rd	22,490	22,500 *	0.0
5244	C	DD	San Wan Rd	Sha Tau Kok Rd	So Kwun Po INT	12,130	12,130 *	0.0
5245	C	DD	Po Lam Rd N	Po Hong Rd	Tsui Lam Rd	14,140	14,120 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
5246	C	DD	On Kui St	Lok Yip Rd	Sha Tau Kok Rd - Lung Yuek Tau	8,510	8,510 *	0.0
5247	C	DD	Tsing Yi Rd W	Fung Shue Wo Rd	Tam Kon Shan INT	28,040	27,510 *	-1.9
5248	C	LD	Kwai Shing Circuit & Shing Fuk St	Kwai Luen Rd	Kwai Fuk Rd	14,640	14,360 *	-1.9
5249	C	LD	Tai Ho Rd	Yeung Uk Rd	Tsuen Wan Ferry Pier	21,790	21,370 *	-1.9
5250	C	LD	Fung Shue Wo Rd	Tsing Yu St	Tsing Yi Rd W	16,260	15,950 *	-1.9
5251	C	DD	Choi Yuen Rd	Po Shek Wu Rd	Yuk Po Court	19,580	19,580 *	0.0
5252	C	RT	Castle Peak Rd - Ping Shan	Ping Ha Rd	Tin Ha Rd	17,940	18,190 *	+1.4
5253	C	EX	Tolo Highway	Tai Po Tai Wo Rd	Lam Kam Rd RA	123,890	125,640 *	+1.4
5254	C	RR	Kam Tin Rd	Fan Kam Rd	Kam Sheung Rd eastern junction	16,320	16,010 *	-1.9
5255	C	RR	Tai Po Rd - Shatin Heights	Keng Hau Rd	Caldecott Rd	21,560	21,520 *	-0.2
5256	C	RR	Tung Chung Rd	South Lantau Rd	Tung Chung Rd nr Mun Hong House	5,380	5,370 *	-0.2
5257	C	RR	Castle Peak Rd - Tam Mi,Mai Po & San Tin	Fairview Park Boulevard	Lok Ma Chau Rd	11,170	11,180 *	0.0
5258	C	RR	Po Tung Rd & Tai Mong Tsai Rd	Hiram's Highway	Yan Yee Rd	30,310	30,260 *	-0.2
5259	C	LD	Shing Mun Rd	Wo Yi Hop Rd	Wo Yi Hop Lane	3,380	3,380 *	-0.2
5260	C	LD	Wing Shun St	Ma Tau Pa Rd	Yi Hong St	10,290	10,090 *	-1.9
5261	C	DD	Po Fung Rd	Po Lam Rd N	Po Hong Rd	7,670	7,660 *	-0.2
5262	C	PD	Po Hong Rd	Wan Lung Rd	Wan Hang Rd	17,490	17,480 *	-0.1
5263	C	DD	Tsing Tin Rd INT	Tsun Wen Rd	Ming Kum Rd	21,090	21,100 *	0.0
5264	C	PD	Tuen Mun Rd ramps A & B	Wong Chu Rd	Tuen Mun Rd	32,960	35,710	+8.3
5265	C	PD	Tai Po Rd - Yuen Chau Tsai E-B ramp H	Kwong Wang St	Ramp to Tai Po Rd - Yuen Chau Tsai	21,920	22,240 *	+1.4
5266	C	DD	Ting Tai Rd	Tai Po Tai Wo Rd	Ting Kok Rd	23,670	23,670 *	0.0
5267	C	EX	Castle Peak Rd - Tsuen Wan ramps A & B	Tuen Mun Rd	Castle Peak Rd - Tsuen Wan	24,580	25,310 *	+3.0
5268	C	PD	Tai Ho Rd FO<N484>	Hoi Pa St	Castle Peak Rd - Tsuen Wan	13,860	14,270 *	+3.0
5269	C	EX	Fanling Highway FO <N498> over Fan Kam Rd INT	Choi Yuen Est	Tai Tau Leng	61,430	62,300 *	+1.4
5270	C	EX	Fanling Highway under Wo Hop Shek INT	Ramp from Jockey Club Rd	Ramp to Jockey Club Rd	91,860	93,160 *	+1.4
5271	C	LD	Wing Shun St	Yi Hong St	Kwai Yue St	5,010	4,920 *	-1.9
5272	C	LD	Kwai King Rd	Kwai Tak St	Kwai Tsing Rd	18,590	18,230 *	-1.9
5273	C	DD	Tat Wan Rd	Slip rd to Tolo Highway E-B	Slip rd from Tolo Highway W-B	6,280	6,280 *	0.0

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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 2024	AADT 2025	Change of 2025 as % of 2024
5274	C	LD	Siu Lun St	Tuen Mun Heung Sze Wui Rd	Hoi Wing Rd	4,680	4,070	-13.0
5275	C	LD	On Chiu St	On Chun St	Sai Sha Rd	9,570	9,560 *	-0.2
5276	C	PD	Po Lam Rd N	Po Hong Rd	Po Fung Rd	12,760	12,750 *	-0.1
5277	C	DD	Ping Ha Rd	Hung Tin Rd	Tin Yiu Rd	24,460	24,460 *	0.0
5278	C	EX	Tate's Cairn Highway slip rd P	Tate's Cairn Highway S-B	Sha Lek Highway FO <UR T5> S-B	16,310	16,300 *	-0.1
5279	C	UT	Tate's Cairn Highway slip rd M	Tate's Cairn Highway	Tate's Cairn Highway	52,230	52,200 *	-0.1
5280	C	EX	Pak Wo Rd W-B slip rd	Fanling Highway	Pak Wo Rd	6,460	6,550 *	+1.4
5281	C	DD	Sai Sha Rd	On Chiu St	On Yuen St	14,100	14,080 *	-0.2
5282	C	DD	Ming Kum Rd	Shek Pai Tau Rd	Tin King Rd	15,580	15,580 *	0.0
5283	C	LD	Chi Cheong Rd	San Wan Rd	Lung Sum Ave	6,310	6,310 *	0.0
5284	C	DD	Tin Ying Rd	Tin Wah Rd	Ping Ha Rd	37,780	37,780 *	0.0
5285	C	DD	Long Ping Rd	Fung Chi Rd	Long Ping Rd INT	18,100	18,100 *	0.0
5286	C	UT	Shing Mun Tunnel Rd	Slip rd C	Tai Po Rd - Shatin	72,220	72,160 *	-0.1
5287	C	DD	Tin Tsz Rd	Tin Fuk Rd	Tin Cheung Rd	31,540	31,550 *	0.0
5288	C	DD	Tin Wah Rd	Tin Kwai Rd	Tin Tsz Rd	7,970	7,970 *	0.0
5289	C	PD	Tai Chung Kiu Rd	Siu Lek Yuen Rd	Tai Chung Kiu Rd RA	28,400	28,380 *	-0.1
5290	C	EX	Sha Lek Highway FO <UR T5>	Slip rd from Sha Tin Wai Rd	Tate's Cairn Highway INT	37,930	37,900 *	-0.1
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>	47,190	47,150 *	-0.1
5292	C	LD	Fan Leng Lau Rd	Ma Sik Rd	Wo Muk Rd	7,980	7,980 *	0.0
5293	C	DD	Ma Sik Rd	Wo Tai St	Sha Tau Kok Rd - Lung Yeuk Tau	20,040	20,040 *	0.0
5294	C	DD	Pak Wo Rd	Pak Wo Rd RA	Yu Tai Rd	14,470	14,470 *	0.0
5295	C	DD	Chiu Shun Rd	Po Ning Rd	Ngan O Rd	15,010	14,990 *	-0.2
5296	C	DD	Castle Peak Rd - Lingnan	Fu Tei Rd	Lam Tei INT	11,080	11,080 *	0.0
5297	C	RR	San Tam Rd	Castle Peak Rd - Mai Po	Fairview Park Boulevard RA	12,210	12,210 *	0.0
5298	C	LD	Tin Yan Rd	Tin Shing Rd	Tin Wing Rd	8,140	8,140 *	0.0
5300	C	EX	North Lantau Highway	Ngong Shuen Au	Tung Chung Eastern INT	82,160	81,190	-1.2
5302	C	LD	Wo Hing Rd	UR nr Jockey Club Rd & Pak Wo Rd	Ming Yin Rd	7,010	7,020 *	0.0
5303	C	LD	Tat Tung Rd	Shun Tung Rd	End	18,260	15,520	-15.0
5304	C	LD	Wan Po Rd	Chiu Shun Rd	Chun Yat St	30,680	30,640 *	-0.2
5305	C	LD	Sheung Ning Rd	Chung Wa Rd	Pui Shing Rd	32,350	32,300 *	-0.2
5306	C	PD	Po Shun Rd	Tong Ming St	Tseung Kwan O Tunnel Rd RA	30,300	30,280 *	-0.1

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
5307	C	LD	Tong Chun St	Tong Ming St	Po Yap Rd	7,950	7,940 *	-0.2
5308	C	LD	Tong Tak St	Tong Yin St	Tong Chun St	7,230	7,220 *	-0.2
5309	C	DD	King Ling Rd	Po Shun Rd	Chui Ling Rd	16,730	16,700 *	-0.2
5310	C	LD	Pung Loi Rd	Pung Loi Ave	Wan Po Rd	2,630	2,960	+12.4
5311	C	LD	Yi Tung Rd	Tung Chung Eastern INT	Ying Hei Rd	16,730	33,010	+97.4
5312	C	EX	Tsing Sha Highway near Tsing Yi Road	Tsing Sha Highway Nr Stonecutters Bridge	Roundabout Nr Tsing Yi Rd	14,820	15,260 *	+3.0
5402	C	EX	Tsuen Wan Rd S-B ramp	Tsuen Wan Rd	Kwai Chung Rd	71,710	77,090	+7.5
5403	C	EX	Tsuen Wan Rd	Tsuen Wan Rd FO <N522> southern tip	Section over Container Port Rd	135,730	145,930	+7.5
5404	C	UT	Tuen Mun Rd	Tsing Chui Path	Lam Tei INT	134,470	123,200	-8.4
5405	C	UT	Lion Rock Tunnel Rd	Hung Mui Kuk Rd	Sha Tin Rd	81,420	82,760	+1.6
5406	C	PD	Kwai Chung Rd	Tsuen Wan Rd	Lai King Hill Rd	34,600	35,480	+2.5
5407	C	PD	Kwai Chung Rd	Lai King Hill Rd	Kwai Foo Rd	30,070	34,040	+13.2
5408	C	PD	Castle Peak Rd - Kwai Chung	Kwai Chung Rd RA	Ting Kwok St	48,710	49,920	+2.5
5409	C	PD	Castle Peak Rd - Tsuen Wan	Tai Ho Rd	Tai Chung Rd	27,420	26,310	-4.0
5410	C	PD	Castle Peak Rd - Tsuen Wan	Tsuen King Circuit	Tai Chung Rd	33,640	34,540	+2.7
5411	C	PD	Cheung Pei Shan Rd	Tsuen Kam INT	Shek Wai Kok Rd	34,440	35,670	+3.6
5413	C	PD	Wang Tat Rd & Ma Wang Rd	Ma Miu Rd	Castle Peak Rd - Ping Shan	25,780	24,050	-6.7
5414	C	PD	Yuen Wo Rd	Fo Tan Rd	Wo Che St	16,510	15,920	-3.6
5415	C	PD	Fo Tan Rd	Lok King St	Sui Wo Rd	30,800	28,270	-8.2
5416	C	PD	Tai Chung Kiu Rd	Sha Tin Wai Rd	Yuen Chau Kok Rd	16,350	17,190	+5.1
5417	C	PD	Mei Tin Rd	Che Kung Miu Rd	Tsuen Nam Rd	40,330	41,800	+3.7
5418	C	PD	Sha Tin Wai Rd	Sha Kok St	Tai Chung Kiu Rd	26,950	27,770	+3.0
5419	C	UT	Tai Po Rd - Shatin	Tsing Sha Highway	Sha Tin Rural Committee Rd	97,090	99,100	+2.1
5420	C	PD	Tai Po Rd - Yuen Chau Tsai	Kwong Wang St	Nam Wan Rd	36,250	35,210	-2.9
5421	C	PD	Nam Wan Rd	Tai Po Tai Wo Rd	Ting Kok Rd	27,350	27,310	-0.1
5422	C	PD	Jockey Club Rd	Sha Tau Kok Rd	Lok Yip Rd	10,830	10,740	-0.8
5423	C	PD	So Kwun Po Rd	Fanling Highway	Slip rds to & from San Wan Rd	52,400	59,760	+14.1
5424	C	DD	Hing Fong Rd	Kwai Fuk Rd	Kwai Tsing Rd RA	48,430	50,480	+4.2
5426	C	DD	Kwai On Rd	Tai Lin Pai Rd	Kwai Chung Rd	25,240	27,800	+10.1
5427	C	DD	Lai King Hill Rd	Joint St	Kwai Fuk Rd	20,730	19,500	-5.9

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
5428	C	DD	Lai King Hill Rd	Kwai Chung Rd	Kwai Fuk Rd	3,260	3,500	+7.3
5429	C	DD	Kwai Fuk Rd	Lai King Hill Rd	Kwai Fuk Rd RA	19,150	16,770	-12.5
5430	C	DD	Tai Lin Pai Rd	Kwai Chung Rd southern junction	Kwai On Rd	16,450	16,960	+3.1
5431	C	DD	Wo Yi Hop Rd	Lei Muk Rd	Cheung Wing Rd	31,130	27,030	-13.2
5432	C	DD	Sha Tsui Rd	Kwu Hang Rd	Texaco Rd	18,080	17,840	-1.3
5433	C	DD	Sha Tsui Rd	Castle Peak Rd - Tsuen Wan	Pun Shan St	7,640	5,850	-23.4
5434	C	DD	Chung On St	Tsuen Wan Market St	Sha Tsui Rd	9,860	7,840	-20.4
5435	C	DD	Texaco Rd slip rd C E-B	Texaco Rd #188	Texaco Rd #150	5,450	5,470	+0.3
5436	C	PD	Texaco Rd slip rd W-B	Texaco Rd southern end	Texaco Rd RA	29,510	29,820	+1.1
5437	C	PD	Texaco Rd	Texaco Rd <FO>	Texaco Rd southern end	68,840	77,610	+12.7
5438	C	DD	Shek Wai Kok Rd	Texaco Rd N.	Shek On St	14,980	10,190	-32.0
5439	C	DD	Tsing Yi Rd	Ching Hong Rd	Tsing Nam St	9,460	10,010	+5.8
5440	C	DD	Castle Peak Road - Yuen Long	Fung Cheung Rd	Yuen Long On Lok Rd	45,680	44,250	-3.1
5441	C	DD	Yuen Long On Ning Rd	Ma Miu Rd	Kik Yeung Rd	18,940	16,500	-12.9
5442	C	DD	Tai Cheung St	Yuen Long On Lok Rd	Sai Tai St	4,950	6,750	+36.5
5443	C	DD	Lai King Hill Rd	Lai Wan Rd	Kwai Chung INT slip rds	7,600	6,440	-15.3
5444	C	DD	Shek Pai Tau Rd	Tsun Wen Rd	Ming Kum Rd	9,350	10,310	+10.2
5445	C	DD	Tuen Mun Heung Sze Wui Rd	Pui To Rd	Castle Peak Rd	10,680	10,200	-4.6
5446	C	DD	Pui To Rd	Castle Peak Rd - Castle Peak Bay	Pui To Rd FO <N503> over Tuen Mun Rd	17,760	16,670	-6.2
5447	C	DD	Tuen Hing Rd	Tuen Hing Rd FO <N432> over Tuen Mun Rd	Castle Peak Rd - Castle Peak Bay	16,070	14,210	-11.6
5448	C	DD	Tsuen Nam Rd,Chik Fuk St & Shing Ho Rd	Tai Po Rd-Tai Wai	Tai Wai Rd	8,980	8,600	-4.2
5449	C	DD	Tai Po Rd - Tai Wai	Shing Ho Rd	Mei Tin Rd	8,420	8,160	-3.0
5450	C	DD	Tsun Wen Rd	Tai Fong St	Ching Chung Koon	16,950	16,150	-4.8
5451	C	DD	Tsun Wen Rd	Tsing Chung Koon	Tsing Chung Koon Rd	14,820	14,220	-4.1
5452	C	DD	Tsing Lun Rd	Tsun Wen Rd	Tsing Chung Koon Rd	6,660	7,330	+10.0
5453	C	DD	Sha Tau Kok Rd	Jockey Club Rd	San Wan Rd	20,580	18,670	-9.3
5455	C	DD	Lok Yip Rd	On Kui St	Sha Tau Kok Rd - Lung Yuek Tau	20,060	19,170	-4.4

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
5456	C	LD	Lai Cho Rd,Lai Yiu Rd & Wah Yiu Rd	Lai King Hill Rd	Lai Chi Ling Rd	6,740	7,140	+6.0
5457	C	DD	Tsuen King Circuit	Castle Peak Rd - Tsuen Wan	On Yin St	10,410	12,540	+20.5
5458	C	LD	Kik Yeung Rd	Castle Peak Rd - Yuen Long	Yuen Long On Ning Rd	8,500	8,220	-3.3
5459	C	LD	Yuen Long Hong Lok Rd	Castle Peak Rd-Yuen Long	Kau Yuk Rd	3,080	4,640	+50.9
5461	C	EX	Fanling Highway	Lam Kam Rd INT	Kau Lung Hang Lo Wai	102,820	104,540	+1.7
5462	C	RR	Route Twisk	Lam Kam Rd	Chuen Lung	5,690	4,120	-27.5
5463	C	RR	Lam Kam Rd	Kam Sheung Rd	Kadoorie Farm and Botanic Garden	25,020	23,880	-4.5
5464	C	RR	Chi Ma Wan Rd	South Lantau Rd	Chi Sun Correctional Institution	160	170	+4.6
5465	C	RR	Man Kam To Rd	Jockey Club Rd	Boundary	17,980	18,530	+3.1
5466	C	RR	Clear Water Bay Rd	Hang Hau Rd	Hiram's Highway	19,640	20,340	+3.6
5467	C	DD	Ma On Shan Rd	Hang Hong St	Sai Sha Rd	15,020	15,730	+4.7
5469	C	DD	Po Hong Rd	Po Lam Rd N.	Po Fung Rd	7,360	7,250	-1.4
5470	C	DD	Kwai Tsing Rd access rd to Kwai Tai Rd	Kwai Tsing Rd	Kwai Tai Rd	8,520	5,460	-35.9
5471	C	DD	Wan Lung Rd	Po Hong Rd	Wan Hang Rd	3,560	3,880	+9.1
5472	C	PD	Tsing Tin Rd E-B ramps A & B	Tsing Tin Rd	Tuen Mun Rd	18,330	22,980	+25.4
5473	C	EX	Tolo Highway ramps A & B	Ramps to & from Tolo Highway	Ramps to & from Tai Po Rd - Yuen Chau Tsai	16,120	13,740	-14.8
5474	C	DD	Wan Tau St	Heung Sze Wui St	Nam Wan Rd	10,260	9,590	-6.5
5475	C	PD	Hoi Hing Rd RA (eastern arm)	On Yuk Rd	Hoi Hing Rd RA	21,590	21,590	0.0
5476	C	PD	Lai King Hill Rd slip rds C & D	Lai King Hill RA	Kwai Chung Rd	14,260	14,950	+4.8
5477	C	EX	Fanling Highway slip rds C & D	Fan Kam Rd INT	Fan Kam Rd INT	21,160	19,840	-6.2
5479	C	PD	Hoi Wong Rd	Wong Chu Rd INT	Hoi Chu Rd	27,340	25,030	-8.5
5480	C	PD	Wong Chu Rd ramps C & D	Wong Chu Rd	Tuen Mun Rd	38,180	39,060	+2.3
5481	C	RR	Lung Kwu Tan Rd	Lung Fai St	Slip rd to Tsang Kok	8,860	10,190	+15.0
5482	C	LD	Chuen On Rd	Chung Nga Rd southern junction	Tung Leung Rd	8,980	8,260	-8.1
5483	C	DD	Tat Wan Rd	Ma Wo Rd	Slip rd to Tolo Highway E-B	9,060	8,220	-9.2
5484	C	PD	Po Lam Rd N	Po Fung Rd	Po Ning Rd	13,220	13,050	-1.3
5485	C	DD	Tin Fuk Rd	Tin Yiu Rd	Tin Shing Rd	14,210	12,070	-15.1

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
5486	C	PD	Tate's Cairn Highway slip rd D	Tate's Cairn Highway N-B	Sha Tin Wai Rd	4,350	6,050	+39.1
5487	C	PD	Texaco Rd <FO>	Tak Tai Path	Tsuen Tsing INT	38,530	39,580	+2.7
5488	C	LD	Chuen On Rd	Chung Nga Rd northern junction	Tung Leung Rd	8,420	7,950	-5.6
5489	C	LD	Po Hong Rd	Po Lam Rd N	Wing Lai Rd	4,100	3,120	-24.0
5490	C	DD	Ming Kum Rd	Tin King Rd	Tsun Wen Rd	9,700	10,000	+3.1
5491	C	DD	Chi Ming St	Jockey Club Rd	Chi Cheong Rd	4,830	5,170	+7.0
5492	C	DD	Tin Shing Rd	Tin Lung Rd	Tin Cheung Rd	11,390	12,610	+10.8
5493	C	LD	Tin Kwai Rd	Tin Wah Rd	Tin Lun Rd	6,250	5,800	-7.2
5494	C	DD	Wan Hang Rd	Mau Yip Rd	Po Hong Rd	8,210	7,970	-3.0
5495	C	DD	Tin Shui Rd	Tin Wu Rd	Tin Wah Rd	19,900	19,330	-2.9
5496	C	RR	San Sham Rd	San Tin INT	End of San Sham Rd	19,440	17,590	-9.5
5497	C	EX	Tate's Cairn Highway	Slip rds to & from Tolo Highway	Slip rds to & from Ma On Shan Rd	75,560	75,480	-0.1
5498	C	EX	Sha Lek Highway FO <UR T5>	Slip rds to & from Sha Tin Rd	Slip rd to Sha Tin Wai Rd	28,930	29,370	+1.5
5499	C	EX	Tate's Cairn Highway slip rd	Ma On Shan Rd nr Hang Shun St	Tate's Cairn Highway	29,160	30,360	+4.1
5500	C	DD	Ma Sik Rd	Jockey Club Rd	Tin Ping Rd	23,200	22,960	-1.0
5501	C	DD	Pak Wo Rd	Yat Ming Rd	Wo Hop Shek INT	19,440	20,390	+4.9
5502	C	DD	Pak Wo Rd	Yu Tai Rd	Slip rd to So Kwun Po INT	21,100	20,710	-1.8
5503	C	DD	Chiu Shun Rd	Ngan O Rd	Wan Po Rd RA	20,440	24,470	+19.7
5504	C	DD	Tsun Wen Rd	Tsing Lun Rd	Leung Wan St	10,530	10,740	+2.0
5506	C	LD	Lung Sum Ave	San Fung Ave	San Hong St	16,060	16,770	+4.4
5507	C	RR	Tai Wo Service Rd W	Lam Kam Rd INT	Kau Lung Hang <FO> nr Kiu Tau Rd	3,640	3,270	-10.1
5508	C	EX	San Tin Highway	Fairview Park Boulevard	Lok Ma Chau Rd	79,140	87,510	+10.6
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	154,800	162,780	+5.2
5510	C	DD	Hang Tai Rd	Hang Shun St	Hang Fai St	3,250	4,500	+38.2
5511	C	DD	Yu Tung Rd	Shun Tung Rd	Tung Chung E INT	25,160	25,960	+3.2
5512	C	PD	Po Hong Rd	Wan Lung Rd	Tong Ming St	7,520	7,540	+0.3
5513	C	LD	Tong Yin St	Tong Ming St	Tong Tak St	5,760	5,630	-2.2
5514	C	LD	Pung Loi Ave	Pung Loi Rd	Wan Po Rd	2,880	2,880	+0.2
5515	C	LD	Tat Yeung Rd	Container Port Rd S	End	5,960	4,790	-19.6

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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 2024	AADT 2025	Change of 2025 as % of 2024
5516	C	EX	Kong Sham Western Highway	Yuen Long Highway	Section of Kong Sham Western Highway nr Yick Yuen Rd	22,880	25,040	+9.5
5517	C	DD	Tai Wo Hau Rd & Sheung Kok St	Tai Ha St eastern junction	Wo Tong Tsui St	16,080	9,640	-40.1
5518	C	EX	North Lantau Highway slip rds	North Lantau Highway	Tung Chung Waterfront Rd	6,010	5,820	-3.3
5519	C	UT	Tseung Lam Highway (Cross Bay Link)	Wan O Rd	Tseung Lam Highway	23,960	22,010	-8.2
5601	C	EX	Tsuen Wan Rd slip rds	Tsuen Wan Rd (section over Container Port Rd)	Kwai Tsing Rd RA	34,540 *	30,440	-11.9
5602	C	EX	Tsuen Wan Rd FO <N522> over Kwai Tsing INT	Ramp from Tsuen Wan Rd	Ramp to Tsuen Wan Rd	98,260 *	102,550	+4.4
5603	C	PD	Tsuen Wan Rd slip rds	Tsuen Wan Rd nr Kwai Lok St	Kwai Tsing Rd RA	29,720 *	29,180	-1.8
5604	C	EX	Tsuen Wan Rd	Kwai Tsing Rd RA	Texaco Rd RA	127,980 *	116,340	-9.1
5605	C	EX	Sha Tin Rd	Sha Tin Wai Rd	Ramps to & from Tai Chung Kiu Rd	51,840 *	55,800	+7.7
5606	C	EX	Sha Tin Rd	Ramps to & from Tai Chung Kiu Rd	Yuen Wo Rd	37,480 *	39,820	+6.2
5607	C	UT	Lion Rock Tunnel Rd	Hung Mui Kuk Rd	Lion Rock Tunnel	85,450 *	78,440	-8.2
5608	C	PD	Kwai Chung Rd	Kwai On Rd	Kwai Foo Rd	37,180 *	30,700	-17.4
5609	C	PD	Castle Peak Rd - Tsuen Wan	Slip rd A to Texaco Rd	Ting Kwok St	61,250 *	58,650	-4.2
5610	C	PD	Castle Peak Rd - Tsuen Wan	Tsuen King Circuit	Sha Tsui Rd	52,170 *	45,610	-12.6
5611	C	PD	Wang Tat Rd, Ma Wang Rd, Long Yip Rd & Yuen Long On Lok Rd	Wang Lok St	Ma Miu Rd	21,200 *	18,160	-14.4
5612	C	PD	Wong Chu Rd	Tuen Mun Rd	Hoi Wong Rd	68,950 *	74,590	+8.2
5613	C	PD	Wong Chu Rd	Lung Mun Rd	Hoi Wong Rd	55,940 *	60,170	+7.5
5614	C	PD	Yuen Wo Rd	Fo Tan Rd	Sha Tin Rd	16,190 *	20,360	+25.8
5615	C	PD	Che Kung Miu Rd	Mei Tin Rd	Sha Tin Tau Rd	18,290 *	16,750	-8.4
5616	C	PD	Tai Chung Kiu Rd	Yuen Chau Kok Rd	Fo Tan Rd	21,740 *	35,790	+64.7
5617	C	PD	Mei Tin Rd	Tai Po Rd - Tai Wai	Tsuen Nam Rd	27,840 *	27,000	-3.0
5618	C	PD	Sha Tin Rd ramps	Tai Chung Kiu Rd	Sha Tin Rd	14,360 *	13,550	-5.6
5619	C	PD	Sha Tin Rural Committee Rd	Tai Chung Kiu Rd	Yuen Wo Rd	33,070 *	29,890	-9.6
5620	C	UT	Tai Po Rd - Shatin	Sha Tin Rural Committee Rd	Fo Tan Rd	96,660 *	105,380	+9.0
5621	C	PD	Tai Po Tai Wo Rd	Tolo Highway	Ting Tai Rd	36,370 *	39,260	+8.0
5622	C	PD	Sha Tau Kok Rd - Lung Yeuk Tau	Lok Yip Rd	Luen Shing St	19,830 *	24,390	+23.0

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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 2024	AADT 2025	Change of 2025 as % of 2024
5623	C	PD	Sha Tau Kok Rd - Lung Yeuk Tau	Luen Shing St	On Kui St	18,930 *	22,240	+17.5
5625	C	PD	So Kwun Po Rd	So Kwun Po Rd INT	Jockey Club Rd	29,710 *	34,590	+16.4
5626	C	DD	Hing Fong Rd	Kwai Foo Rd	Kwai Fuk Rd	29,670 *	28,980	-2.3
5627	C	DD	Tai Wo Hau Rd	Wo Tong Tsui St	Kwai Shing Circuit northern junction	10,830 *	9,080	-16.2
5628	C	DD	Lai King Hill Rd	King Cho Rd southern junction	Joint St	19,280 *	17,520	-9.2
5629	C	DD	Tai Lin Pai Rd	Kwai Cheong Rd	Kwai On Rd	19,790 *	20,030	+1.2
5630	C	DD	Wo Yi Hop Rd	Cheung Wing Rd	Ngong Hom Rd	22,440 *	21,010	-6.4
5631	C	DD	Sha Tsui Rd	Chung On St	Kwu Hang Rd	15,200 *	13,140	-13.6
5632	C	DD	Yeung Uk Rd	Texaco Rd	Ma Tau Pa Rd	22,240 *	21,190	-4.8
5633	C	DD	Chung On St	Castle Peak Rd - Tsuen Wan	Tsuen Wan Market St	6,350 *	5,680	-10.6
5634	C	PD	Texaco Rd	124 Texaco Rd	Yeung Uk Rd	75,030 *	71,160	-5.2
5635	C	DD	Shek Wai Kok Rd	Shek On St	Cheung Pei Shan Rd	11,300 *	7,960	-29.5
5636	C	DD	Tai Tong Rd	Hop Yick Rd	Kau Yuk Rd	13,550 *	12,230	-9.7
5637	C	DD	Kau Yuk Rd	Tai Tong Rd	Yuen Long Hong Lok Rd	13,900 *	13,440	-3.3
5638	C	DD	Yuen Long On Ning Rd	Kik Yeung Rd	Tai Kiu Rd	13,820 *	16,020	+15.9
5639	C	DD	Castle Peak Road - Yuen Long	Ma Miu Rd	Kik Yeung Rd	18,880 *	17,500	-7.3
5640	C	DD	Lung Mun Rd	Wu Shan Rd	Wu Chui Rd	12,930 *	23,460	+81.5
5641	C	DD	Tsun Wen Rd	Shek Pai Tau Rd	Pui To Rd	16,270 *	16,300	+0.2
5642	C	DD	Castle Peak Rd - Castle Peak Bay	Hoi Wing Rd	Tuen Hing Rd	16,860 *	18,090	+7.3
5643	C	DD	Pui To Rd FO <N503> over Tuen Mun Rd	Ramp from Tuen Mun Rd	Ramp to Tuen Mun Rd	23,470 *	25,480	+8.5
5644	C	DD	Tuen Hing Rd FO <N432> over Tuen Mun Rd	Ramp from Tuen Mun Rd	Ramp to Tuen Mun Rd	18,680 *	17,470	-6.5
5645	C	DD	Sui Wo Rd	Fo Tan Rd	Access rd to Sui Wo Court	14,630 *	15,210	+4.0
5646	C	DD	Kwong Fuk Rd	Wan Tau St	Po Heung St	14,070 *	15,360	+9.1
5647	C	DD	Tsing Lun Rd	Tsing Chung Koon Rd	Lam Tei INT	13,800 *	19,320	+39.9
5648	C	DD	Lung Sum Ave	Tin Ping Rd	San Hong St	14,950 *	17,180	+14.9
5649	C	DD	Tuen Mun Heung Sze Wui Rd	Wong Chu Rd	Tuen Hing Rd	24,610 *	27,240	+10.7
5651	C	LD	Hing Fong Rd & Kwai Hing Rd	Wo Tong Tsui St	Tai Wo Hau Rd	7,860 *	4,820	-38.6
5652	C	LD	Wah Yiu Rd	Lai Chi Ling Rd	Castle Peak Rd-Kwai Chung	6,870 *	7,180	+4.5
5653	C	LD	Ching Hong Rd	Chung Mei Rd	Tsing Yi Rd	13,330 *	11,710	-12.1

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
5654	C	LD	Wu Shan Rd	Lung Mun Rd	Wu King Rd	7,570 *	11,970	+58.2
5655	C	LD	Ching Hong Rd	Tsing Yi Rd W	Chung Mei Rd	13,880 *	12,070	-13.0
5656	C	EX	Fanling Highway	Fan Kam Rd	Lok Ma Chau Rd	65,250 *	64,960	-0.4
5657	C	RR	Castle Peak Rd - Sham Tseng, Tsing Lung Tau & Tai Lam	Sham Tseng	Siu Lam	13,480 *	11,940	-11.4
5658	C	RR	Tin Ha Rd	Castle Peak Rd - Hung Shui Kiu	Ping Ha Rd	8,480 *	10,060	+18.7
5659	C	RR	Keung Shan Rd & Tai O Rd	Sham Wat Rd	Tai O Bus Terminus	1,440 *	1,770	+22.9
5660	C	RR	Sha Tau Kok Rd	On Kui St	Ping Che Rd	22,870 *	22,180	-3.0
5661	C	RR	Clear Water Bay Rd	Tai Hang Tun	Hang Hau Rd	9,110 *	8,470	-7.0
5663	C	DD	Tsing King Rd	Tsing Luk St	Tam Kon Shan Rd	12,250 *	10,750	-12.2
5664	C	LD	Yan King Rd & Kai King Rd	Po Lam Rd N	Po Fung Rd	6,370 *	6,150	-3.3
5665	C	PD	Kwai Tai Rd RA Northern Arm	Kwai Chung Rd	Kwai Tai Rd	11,840 *	7,830	-33.9
5666	C	DD	Tat Wan Rd	Nam Wan Rd	Ma Wo Rd	11,150 *	10,930	-2.0
5667	C	PD	Tsing Tin Rd W-B ramps C & D	Tuen Mun Rd	Tsing Tin Rd	19,610 *	19,090	-2.6
5668	C	PD	Wong Chu Rd W-B ramps A & B	Wong Chu Rd	Tsing Wun Rd and Lung Mun Rd	12,920 *	14,220	+10.1
5669	C	PD	Tolo Highway INT ramps C & D	Tai Po Rd-Yuen Chau Tsai	Tai Po Rd-Yuen Chau Tsai	15,960 *	13,680	-14.3
5670	C	PD	Tsing Tsuen Rd	Tsing Tsuen Bridge	Tsuen Tsing INT	24,690 *	22,430	-9.2
5671	C	DD	Tsing King Rd	Fung Shue Wo Rd RA	Tsing Luk St	17,750 *	16,200	-8.7
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)	44,180 *	48,630	+10.1
5674	C	DD	Wo Hop Shek INT ramps C & D	Jockey Club Rd	Pak Wo Rd and Tai Po Rd - Fanling	19,150 *	20,190	+5.4
5675	C	DD	Hoi Wong Rd	Hoi Chu Rd	Wu Shan Rd	17,430 *	18,320	+5.1
5676	C	DD	Hoi Wing Rd	Castle Peak Rd - Castle Peak Bay	Tuen Mun Heung Sze Wui Rd	13,240 *	14,130	+6.8
5678	C	LD	Wing Shun St	Yi Hong St	Texaco Rd slip rd	9,690 *	8,740	-9.8
5679	C	DD	Po Ning Rd	Ying Yip Rd	Po Lam Rd N	34,080 *	37,910	+11.2
5680	C	DD	Tin Fuk Rd	Tin Shing Rd	Long Tin Rd	22,540 *	20,300	-9.9
5681	C	EX	Sha Lek Highway FO <UR T5> N-B slip rd N	Sha Lek Highway FO <UR T5> N-B	Tate's Cairn Highway slip rd M	8,920 *	9,320	+4.5
5682	C	DD	Wo Yi Hop Rd INT	Sam Tung Uk Rd	Wo Yi Hop Rd	19,650 *	21,040	+7.1
5683	C	DD	Sai Sha Rd	On Yuen St	Sui Tai Rd	26,210 *	23,390	-10.8
5685	C	DD	San Wan Rd	Ramp A	So Kwun Po INT ramp B	15,560 *	16,650	+7.0

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
5686	C	DD	Tin Wah Rd	Tin Ying Rd	Tin Shui Rd	21,820 *	23,340	+7.0
5687	C	DD	Tin Shing Rd	Tin Cheung Rd	Tin Pak Rd	8,590 *	8,860	+3.1
5688	C	DD	Ming Kum Rd	Tin King Rd	Hing Kwai St	9,040 *	10,960	+21.2
5689	C	RR	Ping Ha Rd	Hung Tin Rd	Tin Ha Rd	20,220 *	24,170	+19.5
5690	C	LD	Tin Cheung Rd	Tin Tsz Rd	Tin Shing Rd	12,560 *	15,960	+27.1
5691	C	PD	Po Shun Rd	Tseung Kwan O Tunnel Rd RA	Po Ning Rd	36,750 *	37,460	+1.9
5692	C	EX	Ma On Shan Rd	Slip rds to & from Tate's Cairn Highway	Hang Shun St	42,670 *	44,590	+4.5
5693	C	LD	Container Port Rd S	Ching Cheung Rd	End	27,720 *	26,180	-5.6
5694	C	EX	Yuen Long Highway	Nr Tsing Long Highway	Nr Shap Pat Heung INT	67,570 *	71,430	+5.7
5695	C	DD	Ma Sik Rd	Tin Ping Rd	Fan Leng Lau Rd	22,400 *	24,400	+8.9
5696	C	DD	Pak Wo Rd	Yat Ming Rd	Wai Ming St	10,030 *	11,210	+11.8
5697	C	DD	Pak Wo Rd	Po Kin Rd	Slip rd to So Kwun Po INT	13,380 *	15,360	+14.8
5698	C	DD	Hoi Wing Rd	Hoi Wong Rd	Hang Fu St	13,680 *	15,210	+11.2
5699	C	DD	Tsun Wen Rd	Leung Wan St	Leung Tak St	8,490 *	9,360	+10.4
5700	C	LD	Tin Shing Rd	Tin Lung Rd	Tin Yan Rd	5,480 *	6,450	+17.8
5701	C	LD	Lung Wan St	Lung Sum Ave	San Wan Rd	16,320 *	19,010	+16.5
5702	C	RR	Tai Wo Service Rd W	Kau Lung Hang <FO> nr Kiu Tau Rd	Wo Hing Rd	3,610 *	2,450	-32.0
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	49,170 *	47,160	-4.1
5704	C	EX	Lantau Link	Cheung Tsing Highway	Tsing Ma Bridge eastern end at Tsing Yi	33,990 *	65,060	+91.4
5705	C	DD	Shun Tung Rd	Tat Tung Rd	Tung Chung Waterfront Rd	19,370	24,240	+25.2
5706	C	DD	Yu Tung Rd	Shun Tung Rd	Chung Mun Rd	28,250	38,470	+36.2
5707	C	DD	Tin Shui Rd	Tin Wah Rd	Wetland Park Rd	11,580 *	10,980	-5.1
5708	C	RT	Ma On Shan Bypass	Ma On Shan Rd	Sai Sha Rd	24,650 *	28,330	+15.0
5709	C	LD	Magic Rd	Penny's Bay Highway	End	3,690 *	8,810	+138.5
5710	C	LD	Fantasy Rd	Magic Rd	End	1,500 *	5,790	+287.3
5711	C	PD	Shap Pat Heung Rd	Shap Pat Heung INT	Tai Tong Rd	29,980 *	29,760	-0.7
5712	C	RR	Tsing Ying Rd	Castle Peak Rd - Castle Peak Bay	End	4,080 *	5,270	+29.1
5713	C	DD	Po Yap Rd	Po Shun Rd	Wan Po Road	5,720 *	7,940	+38.9
5714	C	DD	Science Park Rd	Chak Cheung St	Chong San Rd	19,220 *	21,860	+13.8

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
5715	C	EX	Tsuen Wan Rd N-B ramp	Kwai Chung Rd	Tsuen Wan Rd	10,970 *	8,890	-19.0
5716	C	UT	Shun Long Rd	North Lantau Highway	Chek Lap Kok Rd	-	28,460	-
5801	C	EX	Tsuen Wan Rd slip rds	Tsuen Wan Rd (section under Wing Kei Rd)	Texaco Rd RA	40,560 *	41,760 *	+3.0
5802	C	EX	Tsuen Wan Rd FO <N522> over Tsuen Tsing INT	Ramp from Tsuen Wan Rd	Ramp to Tsuen Wan Rd	89,300 *	91,950 *	+3.0
5803	C	EX	Tsuen Wan Rd slip rds	Tsuen Wan Rd (section over Texaco Rd)	Texaco Rd RA	17,800 *	18,320 *	+3.0
5804	C	EX	Tsuen Wan Rd	Texaco Rd RA	Hoi Hing Rd INT	93,490 *	96,260 *	+3.0
5805	C	EX	Tsuen Wan Rd	Tuen Mun Rd	Hoi Hing Rd INT	55,330 *	56,980 *	+3.0
5806	C	EX	Sha Tin Rd	Yuen Wo Rd	Tai Po Rd-Shatin	50,640 *	50,600 *	-0.1
5807	C	EX	Tai Po Rd - Shatin	Sha Tin Rd	Tolo Highway	117,480 *	117,390 *	-0.1
5808	C	EX	Tolo Highway	Yuen Shin Rd slip rd S-B	Tai Po Rd-Yuen Chau Tsai	86,120 *	87,340 *	+1.4
5809	C	PD	Kwai Chung Rd (GL)	Tai Lin Pai Rd	Kwai On Rd	57,470 *	59,180 *	+3.0
5810	C	PD	Castle Peak Rd - Tsuen Wan	Slip rd A to Texaco Rd	Chung On St	36,310 *	37,390 *	+3.0
5811	C	PD	Castle Peak Rd - Tsuen Wan	Sha Tsui Rd	Tuen Mun Rd	57,890 *	59,600 *	+3.0
5812	C	PD	Long Yip St & Yuen Long On Lok Rd	Tai Kiu Rd	Wang Chau Rd	27,080 *	27,460 *	+1.4
5813	C	PD	Siu Lek Yuen Rd	Ngan Shing St	Sha Tin Wai Rd	12,840 *	12,830 *	-0.1
5814	C	PD	Fo Tan Rd	Tai Chung Kiu Rd	Yuen Wo Rd	39,750 *	39,720 *	-0.1
5815	C	PD	Che Kung Miu Rd	Lion Rock Tunnel Rd	Sha Tin Tau Rd	22,280 *	22,270 *	-0.1
5816	C	PD	Tai Chung Kiu Rd	Fo Tan Rd	Siu Lek Yuen Rd	44,270 *	44,240 *	-0.1
5817	C	PD	Sha Tin Wai Rd	Siu Lek Yuen Rd	Ngan Shing St	16,910 *	16,900 *	-0.1
5818	C	PD	Sha Tin Rural Committee Rd	Tai Po Rd - Shatin	Yuen Wo Rd	35,100 *	35,070 *	-0.1
5819	C	EX	Tai Po Rd - Shatin	Fo Tan Rd	Sha Tin Rd	66,830 *	66,790 *	-0.1
5820	C	PD	Tai Po Rd - Shatin	Tolo Highway	Entrance to Chung Chi College , CUHK	15,530 *	15,520 *	-0.1
5821	C	PD	Tai Po Tai Wo Rd	Po Heung St	Ting Kok Rd	26,230 *	26,600 *	+1.4
5822	C	PD	Jockey Club Rd	Lung Sum Ave	San Fung Ave	15,900 *	16,120 *	+1.4
5823	C	PD	Po Shek Wu Rd	Fan Kam Rd RA	Choi Yuen Rd	42,330 *	42,930 *	+1.4
5824	C	PD	Sha Tau Kok Rd	Jockey Club Rd	Lok Yip Rd	34,440 *	34,930 *	+1.4
5825	C	DD	Hing Fong Rd	Kwai Yik Rd	Kwai Foo Rd	21,620 *	21,210 *	-1.9
5826	C	DD	Tai Wo Hau Rd	Kwai Shing Circuit northern junction	Hing Fong Rd	11,810 *	11,580 *	-1.9

*** AADT estimated by Growth Factor**

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

Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
5827	C	DD	Kwai Fuk Rd	Hing Fong Rd	Container Port Rd RA	33,140 *	32,500 *	-1.9
5828	C	DD	Tai Lin Pai Rd	Kwai Chung Rd northern junction	Kwai Cheong Rd	13,110 *	12,850 *	-1.9
5829	C	DD	Wo Yi Hop Rd	Wo Yi Hop INT	Ngong Hom Rd	17,520 *	17,490 *	-0.2
5830	C	DD	Sha Tsui Rd	Tai Ho Rd	Chung On St	21,400 *	20,990 *	-1.9
5831	C	DD	Yeung Uk Rd	Ma Tau Pa Rd	Chung On St	26,800 *	26,280 *	-1.9
5832	C	DD	Tai Ho Rd	Sha Tsui Rd	Yeung Uk Rd	28,260 *	27,720 *	-1.9
5833	C	DD	Texaco Rd	Sha Tsui Rd	Slip rds to & from Tsuen Tsing INT	34,880 *	34,210 *	-1.9
5834	C	PD	Cheung Pei Shan Rd	Shek Wai Kok Rd	Wo Yi Hop Interchange	41,370 *	42,600 *	+3.0
5835	C	DD	Tai Tong Rd	Castle Peak Rd - Yuen Long	Kau Yuk Rd	13,680 *	13,680 *	0.0
5836	C	DD	Tai Kiu Rd	Yuen Long On Ning Rd	Yuen Long On Lok Rd	7,370 *	7,370 *	0.0
5837	C	DD	Yuen Long On Ning Rd	Tai Kiu Rd	Wang Chau Rd	9,530 *	9,530 *	0.0
5838	C	DD	Castle Peak Road - Yuen Long	Kik Yeung Rd	Tai Tong Rd	12,390 *	12,390 *	0.0
5839	C	DD	Lung Mun Rd	Wong Chu Rd	Wu Shan Rd	20,040 *	20,040 *	0.0
5840	C	DD	Tsun Wen Rd	Tai Fong St	Shek Pai Tau Rd	15,870 *	15,870 *	0.0
5841	C	DD	Castle Peak Rd - Castle Peak Bay	Pui To Rd	Tuen Hing Rd	23,570 *	23,570 *	0.0
5842	C	DD	Pui To Rd	Tuen Mun Rd	Tuen Mun Heung Sze Wui Rd	20,660 *	20,660 *	0.0
5843	C	DD	Tuen Hing Rd	Tuen Mun Heung Sze Wui Rd	Tuen Mun Rd	26,100 *	26,110 *	0.0
5844	C	DD	Che Kung Miu Rd	Mei Tin Rd	Tin Sam St	17,660 *	17,630 *	-0.2
5845	C	DD	Wan Tau St	Kwong Fuk Rd	Tai Po Heung Sze Wui Rd	10,620 *	10,620 *	0.0
5846	C	DD	Tsing Tin Rd	Tsun Wen Rd	Tuen Mun Rd	39,490 *	39,490 *	0.0
5847	C	DD	San Fung Ave	Po Wan Rd	San Wan Rd	12,150 *	12,160 *	0.0
5848	C	DD	Po Wan Rd	Po Shek Wu Rd	San Fung Ave	12,120 *	12,130 *	0.0
5849	C	DD	Tsing Yi Rd W	Tsing Nam St	Ching Hong Rd	16,590 *	16,270 *	-1.9
5850	C	LD	Wo Tong Tsui St	Tai Wo Hau Rd	Kwai Hing Rd	11,830 *	11,600 *	-1.9
5851	C	LD	Lo Wai Rd	Cheung Pei Shan Rd	Slip rd to Tung Po To	3,980 *	1,990	-50.0
5852	C	LD	Tsing Yi Heung Sze Wui Rd	Fung Shue Wo Rd RA	Tsing Yi Rd	39,610 *	38,850 *	-1.9
5853	C	LD	Lok King St	Fo Tan Rd	Jubilee Garden	12,420 *	12,400 *	-0.2
5854	C	LD	Chung Mei Rd	Tsing Yi Heung Sze Wui Rd	Ching Hong Rd	10,120 *	9,930 *	-1.9
5855	C	EX	Tuen Mun Rd	Sham Tseng	Siu Lam	110,150 *	111,710 *	+1.4
5856	C	RR	Tai Tong Rd	Hop Yick Rd	Sham Chung Rd	11,380 *	11,390 *	0.0
5857	C	RR	Tuen Mun Rd - Siu Lam INT slip rds	Tuen Mun Rd	Castle Peak Rd	12,590 *	12,600 *	0.0

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
5858	C	RR	Ping Ha Rd & Lau Fau Shan Rd	Tin Ha Rd	Deep Bay Rd	8,610 *	8,610 *	0.0
5859	C	RR	South Lantau Rd & Keung Shan Rd	Tung Chung Rd	Sham Wat Rd	2,660 *	2,660 *	-0.2
5860	C	RR	Sha Tau Kok Rd	Ping Che Rd	Shun Lung St	5,020 *	5,020 *	0.0
5861	C	RR	Lok Ma Chau Rd	Castle Peak Rd	Ha Wan Tsuen Rd	5,720 *	5,720 *	0.0
5862	C	PD	Tai Po Tai Wo Rd	Nam Wan Rd	Yuen Shin Rd	30,380 *	30,810 *	+1.4
5863	C	DD	Nam Wan Rd	Kwong Fuk Rd & Tai Po Rd - Yuen Chau Tsai	Nam Wan Rd	11,790 *	11,790 *	0.0
5864	C	DD	Po Ning Rd	Ying Yip Rd	Chiu Shun Rd	13,040 *	13,020 *	-0.2
5865	C	DD	Po Wan Rd	Chuk Wan St	Jockey Club Rd	2,780 *	2,780 *	0.0
5866	C	EX	Tolo Highway ramp	Slip rds to & from Tat Wan Rd	Slip rds to & from Tolo Highway	7,240 *	7,350 *	+1.4
5867	C	PD	Ramps A & B of Castle Peak Rd - San Hui	Pui To Rd	Pui To Rd	30,360 *	30,790 *	+1.4
5868	C	PD	Ramps C & D of Lung Mun Rd/Tsing Wun Rd	Lung Mun Rd	Wong Chu Rd	17,200 *	17,440 *	+1.4
5869	C	DD	Ting Kok Rd	Ting Tai Rd	Tai Po Tai Wo Rd	15,820 *	15,820 *	0.0
5870	C	PD	Tsing Tsuen Rd slip rds A & B	Tsuen Tsing INT	Tsuen Tsing INT	36,150 *	37,220 *	+3.0
5872	C	PD	Castle Peak Rd - Kwai Chung	Wah Yiu Rd	Tai Wo INT	23,400 *	24,100 *	+3.0
5873	C	EX	Fanling Highway ramps C & D	So Kwun Po INT	So Kwun Po INT	17,220 *	17,470 *	+1.4
5874	C	PD	Ramps A & B to & from San Wan Rd	San Wan Rd	So Kwun Po Rd	24,740 *	25,100 *	+1.4
5875	C	LD	Chung Nga Rd	Ting Kok Rd	Ting Lai Rd	3,320 *	3,320 *	0.0
5876	C	DD	Tuen Mun Heung Sze Wui Rd	Siu Lun St	Hoi Chu Rd	10,870 *	10,870 *	0.0
5877	C	DD	Hang Hong St	Ma On Shan Rd	Sai Sha Rd	13,770 *	13,750 *	-0.2
5878	C	DD	Po Lam Rd & Po Lam Rd N	Tsui Lam Rd eastern junction	Tsui Lam Rd western junction	8,100 *	8,090 *	-0.2
5880	C	LD	Tin Yiu Rd	Ping Ha Rd	Tin Ho Rd	19,180 *	19,190 *	0.0
5881	C	PD	Tate's Cairn Highway slip rd B	Tate's Cairn Highway N-B	Sha Lek Highway FO <UR T5> S-B	4,780 *	4,780 *	-0.1
5882	C	LD	Cheung Shan Est Rd W	Cheung Shan Est Rd E	Wo Yi Hop Rd	1,720 *	1,120	-34.8
5883	C	LD	On Yuen St	Sai Sha Rd	On Chun St	10,400 *	10,380 *	-0.2
5884	C	DD	Sheung Ning Rd	Po Ning Rd	Chung Wa Rd	25,860 *	25,820 *	-0.2
5885	C	DD	San Wan Rd	Ramp A of So Kwun Po INT	Lung Sum Ave	16,010 *	16,010 *	0.0
5886	C	DD	Tin Wah Rd	Tin Shui Rd	Tin Shing Rd	11,260 *	11,260 *	0.0
5887	C	DD	Tin Shing Rd	Tin Wu Rd	Tin Fuk Rd	10,820 *	10,820 *	0.0
5889	C	DD	Hung Tin Rd	Tin Shui Wai West INT	Ping Ha Rd	57,560 *	57,560 *	0.0

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
5890	C	LD	Tin Wu Rd	Tin Yiu Rd	Tin Shing Rd	9,300 *	9,300 *	0.0
5891	C	RR	Sham Wat Rd & Ngong Ping Rd	Keung Shan Rd	End of Ngong Ping Rd	550 *	550 *	-0.2
5892	C	EX	Tate's Cairn Highway	Tai Chung Kiu Rd RA	Slip rds to & from Tate's Cairn Highway	83,770 *	83,710 *	-0.1
5893	C	DD	Container Port Rd S	South of Kwai Chung INT	Ching Cheung Rd	30,850 *	30,260 *	-1.9
5894	C	EX	Yuen Long Highway	Shap Pat Heung INT	Tong Yan San Tsuen INT	97,120 *	98,500 *	+1.4
5895	C	DD	Ma Sik Rd	Fan Leng Lau Rd	Luen Chit St	13,220 *	13,220 *	0.0
5896	C	DD	Pak Wo Rd	Wah Ming Rd	Wai Ming St	9,090 *	9,090 *	0.0
5897	C	DD	Pak Wo Rd	Po Kin Rd	Choi Yuen Rd RA	9,420 *	9,420 *	0.0
5898	C	DD	Hoi Wing Rd	Hang Fu St	Hang Fu St	9,420 *	9,420 *	0.0
5899	C	DD	Tsun Wen Rd	Ming Kum Rd	Leung Tak St	6,460 *	6,460 *	0.0
5900	C	LD	Tin Shing Rd	Tin Wing Rd	Tin Yan Rd	5,880 *	5,880 *	0.0
5902	C	LD	Hung Tin Rd slip rds	Tin Shui Wai West INT	Access rd to Hung Uk Tsuen	13,840 *	13,840 *	0.0
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	71,290 *	73,400 *	+3.0
5904	C	DD	Kwai Tsing Rd	Kwai Tsing Rd slip rds to & from Tsing Kwai Highway	Kwai King Rd	41,110 *	40,320 *	-1.9
5905	C	LD	Tung Chung Waterfront Rd & Ying Hei Rd	Shun Tung Rd RA	Man Tung Rd	13,860	15,560	+12.2
5906	C	RR	New Hiram's Highway	Pak Sha Wan RA	Hiram's Highway	29,930 *	29,880 *	-0.2
5907	C	EX	Kong Sham Western Highway	Section of Kong Sham Western Highway nr Yick Yuen Rd	Shenzhen Bay Bridge (Hong Kong Section)	13,840 *	14,040 *	+1.4
5909	C	DD	Chong San Rd	Roundabout to/from Tolo Highway	Science Park Rd	9,410 *	9,410 *	0.0
5910	C	LD	Hoi On Rd	Hoi Hing Rd	Castle Peak Rd - Ting Kau	23,910 *	23,450 *	-1.9
5911	C	DD	Ning Tai Rd & Hang Tai Rd	Hang Shun St	Hang Fai St	5,180 *	5,170 *	-0.2
5912	C	LD	Sui Tai Rd	Sai Sha Rd slip road and Hang Tai Rd	Ning Tai Rd	2,870 *	2,860 *	-0.2
5913	C	RT	Ma On Shan Rd	Ma On Shan Bypass	Sai Sha Rd	53,260 *	53,230 *	-0.1
5914	C	DD	Po Heung St	Kwong Fuk Rd	Heung Sze Wui St	17,340 *	17,340 *	0.0
5915	C	RT	Sai Sha Rd	Ma On Shan Bypass	Nin Wah Rd	30,240 *	30,220 *	-0.1

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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 2024	AADT 2025	Change of 2025 as % of 2024
5916	C	LD	Fo Chun Rd	Chong San Rd	End	6,240 *	6,250 *	0.0
5917	C	RR	Lam Kam Rd	Kadoorie Farm and Botanic Garden	Lam Kam Rd INT	21,650 *	21,660 *	0.0
5918	C	DD	Pok Yin Rd	Fo Chun Rd	Yau King Lane	3,560 *	3,560 *	0.0
5919	C	EX	Wo Hop Shek INT ramps A & B	Jockey Club Rd	Jockey Club Rd	20,300 *	20,590 *	+1.4
6001	C	UT	Tuen Mun Rd	Wong Chu Rd	Tuen Hing Rd	103,230 *	104,690 *	+1.4
6002	C	UT	Tuen Mun Rd	Tuen Hing Rd	Pui To Rd	92,680 *	94,000 *	+1.4
6003	C	EX	Tolo Highway	Tai Po Rd-Shatin	Slip rd from Ma Liu Shui Ferry Pier	104,960 *	104,880 *	-0.1
6004	C	EX	Tolo Highway	Tai Po Rd-Yuen Chau Tsai	Tai Po Tai Wo Rd	105,340 *	106,830 *	+1.4
6005	C	PD	Kwai Chung Rd	Tai Lin Pai Rd	Castle Peak Rd - Kwai Chung INT	65,480 *	67,420 *	+3.0
6006	C	PD	Tai Ho Rd N	Tsuen Wan Market St	Tsuen Kam INT	19,580 *	20,170 *	+3.0
6007	C	PD	Texaco Rd	Castle Peak Rd - Tsuen Wan	Shek Wai Kok Rd	47,560 *	48,980 *	+3.0
6008	C	PD	Long Yip St & Yuen Long On Lok Rd	Wang Chau Rd	Tai Cheung St	32,840 *	33,310 *	+1.4
6009	C	PD	Siu Lek Yuen Rd	Ngan Shing St	Tai Chung Kiu Rd	22,460 *	22,450 *	-0.1
6010	C	PD	Fo Tan Rd	Tai Po Rd - Shatin	Yuen Wo Rd	43,250 *	43,220 *	-0.1
6011	C	PD	Tai Chung Kiu Rd	Lion Rock Tunnel Rd	Sha Kok St	30,280 *	30,260 *	-0.1
6012	C	PD	Hung Mui Kuk Rd	Lion Rock Tunnel Rd	Tin Sam St	35,530 *	35,510 *	-0.1
6013	C	PD	Sha Tin Wai Rd	Sha Tin Rd	Ngan Shing St	27,360 *	27,340 *	-0.1
6014	C	PD	Tai Po Rd - Shatin Heights & Tai Wai	Keng Hau Rd	Shing Ho Rd	19,520 *	19,510 *	-0.1
6015	C	PD	Lion Rock Tunnel Rd	Tai Po Rd - Shatin	Che Kung Miu Rd	20,310 *	20,300 *	-0.1
6016	C	PD	Tai Po Tai Wo Rd	On Cheung Rd	Nam Wan Rd	21,990 *	22,300 *	+1.4
6017	C	PD	Jockey Club Rd	Lung Sum Ave	So Kwun Po Rd	14,500 *	14,710 *	+1.4
6018	C	PD	Po Shek Wu Rd	Choi Yuen Rd	Jockey Club Rd	34,380 *	34,870 *	+1.4
6019	C	PD	Long Yip St & Yuen Long On Lok Rd	Wang Lok St	Tai Kiu Rd	26,280 *	26,650 *	+1.4
6020	C	DD	Hing Fong Rd	Tai Wo Hau Rd	Kwai Yik Rd	16,600 *	16,280 *	-1.9
6021	C	DD	Kwai Shing Circuit	Tai Wo Hau Rd northern junction	Kwai Luen Rd	8,810 *	8,640 *	-1.9
6022	C	DD	Kwai Fuk Rd	Shing Fuk St	Hing Fong Rd	26,820 *	26,300 *	-1.9
6023	C	DD	Wo Yi Hop Rd	Castle Peak Rd - Kwai Chung	Tai Loong St	13,500 *	13,240 *	-1.9
6024	C	DD	Lei Muk Rd	Castle Peak Rd - Kwai Chung	Chun Pin St	3,940 *	3,870 *	-1.9
6025	C	DD	Sha Tsui Rd	Tso Kung St	Tai Ho Rd	30,470 *	29,890 *	-1.9

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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 2024	AADT 2025	Change of 2025 as % of 2024
6026	C	DD	Yeung Uk Rd	Tai Ho Rd	Chung On St	24,940 *	24,460 *	-1.9
6027	C	DD	Tai Ho Rd	Sha Tsui Rd	Hoi Pa St	40,320 *	39,540 *	-1.9
6028	C	DD	Texaco Rd	Sha Tsui Rd	Tsuen Fu St	31,310 *	30,710 *	-1.9
6030	C	DD	Hop Yick Rd	Fung Cheung Rd	Tai Tong Rd	8,950 *	8,950 *	0.0
6031	C	DD	Ma Miu Rd	Castle Peak Rd - Yuen Long	Yuen Long On Ning Rd	17,280 *	17,280 *	0.0
6032	C	DD	Yuen Long On Ning Rd	Wang Chau Rd	Tai Cheung St	13,680 *	13,680 *	0.0
6033	C	DD	Yuen Long Main Rd	Tai Tong Rd	Fung Cheung Rd	24,730 *	24,740 *	0.0
6034	C	DD	Tsing Wun Rd	Pui To Rd	Wong Chu Rd	28,730 *	28,730 *	0.0
6035	C	DD	Tsing Chung Koon Rd	Tsun Wen Rd	Tsing Lun Rd	6,540 *	6,540 *	0.0
6036	C	DD	Castle Peak Rd - Castle Peak Bay	Pui To Rd	Tuen Mun Heung Sze Wui Rd	14,340 *	14,340 *	0.0
6037	C	DD	Pui To Rd	Tuen Mun Heung Sze Wui Rd	Tsun Wen Rd	24,170 *	24,180 *	0.0
6038	C	DD	Ngan Shing St	Sha Tin Wai Rd	Chap Wai Kon St	10,950 *	10,930 *	-0.2
6039	C	DD	Tin Sam St	Che Kung Miu Rd	Hung Mui Kuk Rd	19,540 *	19,500 *	-0.2
6040	C	DD	Po Heung St	Kwong Fuk Rd	Tai Po Tai Wo Rd	34,680 *	34,690 *	0.0
6041	C	DD	San Wan Rd	Sha Tau Kok Rd	Jockey Club Rd	14,610 *	14,610 *	0.0
6042	C	DD	San Fung Ave	Po Wan Rd	Jockey Club Rd	5,640 *	5,640 *	0.0
6043	C	DD	Lok Yip Rd	Jockey Club Rd	On Kui St	23,730 *	23,730 *	0.0
6044	C	DD	Tsing Yi Rd W	Ching Hong Rd	Fung Shue Wo Rd	21,350 *	20,940 *	-1.9
6045	C	LD	Wo Tong Tsui St	Kwai Chung Rd	Kwai Hing Rd	10,810 *	10,600 *	-1.9
6046	C	LD	Lei Muk Rd	Wo Yi Hop Rd	Tung Chi St	13,280 *	13,030 *	-1.9
6047	C	LD	Fung Shue Wo Rd	Tsing Yu St	Tsing King Rd RA	11,690 *	11,460 *	-1.9
6048	C	DD	Keng Hau Rd & Che Kung Mui Rd	Tai Po Rd - Shatin Heights	Tin Sam St	1,170 *	1,170 *	-0.2
6049	C	RT	Castle Peak Rd - Ping Shan	Ping Ha Rd	Ma Wang Rd	26,230 *	26,600 *	+1.4
6050	C	EX	Tuen Mun Rd	Siu Lam	Wong Chu Rd	104,300 *	105,780 *	+1.4
6051	C	RR	Kam Tin Rd	Castle Peak Rd - Yuen Long	Kam Sheung Rd western junction	47,320 *	46,410 *	-1.9
6052	C	RR	Castle Peak Rd - So Kwun Wat & Castle Peak Bay	Siu Lam	Hoi Wing Rd	22,310 *	22,310 *	0.0
6053	C	RR	Ping Ha Rd	Castle Peak Rd - Ping Shan	Tin Yiu Rd	7,400 *	7,400 *	0.0
6054	C	RR	South Lantau Rd	Chi Ma Wan Rd	Tung Chung Rd	3,990 *	3,980 *	-0.2
6055	C	RR	Hiram's Highway	Clear Water Bay Rd	Po Tung Rd	22,470 *	22,430 *	-0.2
6056	C	RR	Sai Sha Rd	Nai Chung	Tai Mong Tsai Rd	10,440 *	10,430 *	-0.2
6057	C	EX	Yuen Shin Rd	Tolo Highway	Ting Kok Rd	42,030 *	42,630 *	+1.4
6058	C	DD	Heung Sze Wui St	Po Heung St	Wan Tau St	11,060 *	11,060 *	0.0

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Stn. No.	Stn. Type	Road Type	Road Name	From	To	AADT 2024	AADT 2025	Change of 2025 as % of 2024
6059	C	UT	Long Yip St FO <N192>	Footbridge	Castle Peak Rd - Yuen Long	23,370 *	23,700 *	+1.4
6060	C	DD	Fan Leng Lau Rd	Sha Tau Kok Rd	Wo Tai St	15,040 *	15,040 *	0.0
6061	C	EX	Tolo Highway INT slip rd	Slip rds to & from Tolo Highway	Slip rds to & from Tai Po Rd - Yuen Chau Tsai	21,380 *	21,680 *	+1.4
6062	C	PD	Tuen Mun Rd ramps A & B	Tuen Hing Rd	Tuen Hing Rd	24,430 *	24,780 *	+1.4
6063	C	PD	Tolo Highway INT ramp G	Tolo Highway INT ramp A	Kwong Wang St	23,310 *	23,640 *	+1.4
6064	C	PD	Tai Po Tai Wo Rd	Ting Kok Rd	Ting Tai Rd	22,430 *	22,740 *	+1.4
6065	C	EX	Tsuen Wan Rd FO <N522> over Hoi Hing INT	Hoi Kwai Rd	Section over Hoi Kok St	41,140 *	42,360 *	+3.0
6066	C	PD	Castle Peak Rd - Kwai Chung access rds A & B	Slip rd to Texaco Rd N.	Slip rd to Texaco Rd	7,470 *	7,690 *	+3.0
6067	C	EX	Fanling Highway slip rds A & B	Fan Kam Rd INT	Fanling Highway	27,320 *	27,700 *	+1.4
6068	C	EX	Fanling Highway ramps A & B	So Kwun Po INT	Fanling Highway	33,280 *	33,750 *	+1.4
6069	C	DD	Pik Fung Rd	Jockey Club Rd	San Wan Rd	2,950 *	2,950 *	0.0
6070	C	LD	Ting Lai Rd	Ting Tai Rd	Chung Nga Rd	7,010 *	6,640	-5.2
6071	C	DD	Hoi Chu Rd	Tuen Mun Heung Sze Wui Rd	Fung On St	9,170 *	9,170 *	0.0
6072	C	LD	On Chun St	On Yuen St	End	5,900 *	5,890 *	-0.2
6073	C	LD	Tsui Lam Rd	Po Lam Rd eastern junction	Po Lam Rd western junction	2,830 *	2,820 *	-0.2
6074	C	DD	Po Hong Rd	Po Fung Rd	Wan Hang Rd	13,830 *	13,810 *	-0.2
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	4,570 *	4,560 *	-0.1
6076	C	PD	Tate's Cairn Highway slip rd A	Siu Lek Yuen Rd	Toll Plaza	9,010 *	9,000 *	-0.1
6077	C	DD	Wah Ming Rd	Lui Ming Rd mini-RA	Wai Ming St	7,100 *	7,110 *	0.0
6078	C	LD	On Luk St	Sai Sha Rd	On Shing St	11,450 *	11,440 *	-0.2
6079	C	DD	Ngan O Rd	Pui Shing Rd	Chiu Shun Rd	13,580 *	13,560 *	-0.2
6080	C	DD	San Wan Rd	Lung Sum Ave	San Po St	3,130 *	3,130 *	0.0
6081	C	DD	Tin Wah Rd	Tin Shing Rd	Tin Kwai Rd	9,440 *	9,440 *	0.0
6082	C	LD	Tin Lung Rd	Tin Shing Rd	End	10,140 *	10,140 *	0.0
6083	C	UT	Shing Mun Tunnel Rd	Slip rd A	Slip rd C	40,660 *	40,640 *	-0.1
6084	C	EX	Fanling Highway	Wo Hop Shek INT	Kau Lung Hang Lo Wai	114,960 *	116,590 *	+1.4
6085	C	PD	Long Tin Rd	Tong Yan San Tsuen INT	Tin Fuk Rd	47,630 *	48,300 *	+1.4
6086	C	DD	Tin Tsz Rd	Tin Wah Rd	Tin Cheung Rd	20,040 *	20,040 *	0.0

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
6087	C	DD	Container Port Rd S	Kwai Tai Rd RA	Container Port Rd RA nr Container Terminal 2	15,950 *	15,650 *	-1.9
6088	C	EX	Tate's Cairn Highway	Slip rds to & from Sha Tin Wai Rd	Tai Chung Kiu Rd RA	74,540 *	74,490 *	-0.1
6089	C	DD	Container Port Rd S	Container Port Rd RA nr Container Terminal 2	North of Kwai Chung INT	31,710 *	31,100 *	-1.9
6090	C	LD	Fan Leng Lau Rd	Wo Muk Rd	Wo Tai St	8,700 *	8,700 *	0.0
6091	C	DD	Ma Sik Rd	Luen Chit St	Wo Tai St	15,300 *	15,300 *	0.0
6092	C	DD	Pak Wo Rd	Wah Ming Rd	Pak Wo Rd RA	15,650 *	15,650 *	0.0
6093	C	LD	Wah Ming Rd	Wai Ming St	Pak Wo Rd	5,660 *	5,660 *	0.0
6094	C	DD	Hoi Wing Rd	Tuen Mun Heung Sze Wui Rd	UR 16N	9,570 *	9,570 *	0.0
6095	C	EX	Yuen Long Highway	Tong Yan San Tsuen INT	Hung Tin Rd INT	109,040 *	110,590 *	+1.4
6096	C	LD	Tin Shing Rd	Tin Wah Rd	Tin Wing Rd	4,960 *	4,960 *	0.0
6099	C	EX	Tsing Kwai Highway	Cho Yiu Estate slip rds to & from Kwai Chung Rd & Tsuen Wan Rd	Rambler Bridge eastern end	98,300 *	101,220 *	+3.0
6100	C	DD	Kwai Tsing Rd	Kwai King Rd	Tsuen Wan Rd	35,900 *	35,210 *	-1.9
6102	C	LD	On Ming St	On Muk St	Siu Lek Yuen Rd	11,730 *	11,710 *	-0.2
6103	C	UT	Wan Po Rd	Po Shun Rd	Chiu Shun Rd	32,310 *	32,260 *	-0.2
6104	C	DD	Tuen Mun Heung Sze Wui Rd	Hoi Chu Rd	Hoi Wing Rd	13,440 *	13,440 *	0.0
6105	C	DD	Ling Hong Rd	Po Hong Rd	Po Shun Rd	3,480 *	3,480 *	-0.2
6106	C	DD	Tong Ming St	Po Shun Rd	Po Hong Rd	19,380 *	19,340 *	-0.2
6107	C	DD	Mau Yip Rd	Po Fung Rd	Wan Hang Rd	9,010 *	9,000 *	-0.2
6108	C	PD	Tsing Yi N Coastal Rd	Tam Kon Shan INT W End	Slip Rds to & from Tam Kon Shan Rd	23,950 *	24,660 *	+3.0
6109	C	RR	Kam Ho Rd	Kam Tin Rd	Tung Wui Rd	11,000 *	10,790 *	-1.9
6110	C	RT	Kam Tin Bypass	Kam Tin Rd	Kam Tin Rd	15,110 *	15,560 *	+3.0
6111	C	LD	Ching Hiu Rd	Pak Wo Rd	Po Kin Rd	7,500 *	7,500 *	0.0
6112	C	LD	Tsing Yi Hong Wan Rd	Tsing Yi Rd	Tsing Sheung Rd	22,100 *	21,670 *	-1.9
6113	C	DD	Tsing Yi Rd	Tsing Yi Rd nr. Dow Chemical	Tsing Yi Hong Wan Rd	13,440 *	13,190 *	-1.9
6114	C	LD	Sunny Bay Rd	Magic Rd	North Lantau Highway	4,460 *	4,380 *	-1.9
6115	C	EX	Penny's Bay Highway	Magic Rd	North Lantau Highway	10,920 *	11,240 *	+3.0
6116	C	DD	Fo Shing Rd	Chong San Rd	Fo Chun Rd	8,990 *	8,990 *	0.0
6117	C	DD	Fo Yin Rd	Chong San Rd	End	7,760 *	7,760 *	0.0
6118	C	LD	Tong Chun St	Po Yap Rd	End	7,230 *	7,220 *	-0.2
6119	C	LD	Chi Shin St	Po Hong Rd (Roundabout)	End	9,570 *	9,560 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
6203	B	PD	Castle Peak Rd - Kwai Chung	Ching Cheung Rd	Tai Wo INT	23,900	22,480	-6.0
6204	B	DD	Lai King Hill Rd	Kwai Chung INT slip rds	King Cho Rd	15,380	14,410	-6.3
6206	B	PD	Jockey Club Rd	Lok Yip Rd	Wo Hop Shek INT	32,860	32,700	-0.5
6207	B	RR	Kam Tin Rd	Kam Sheung Rd western junction	Fan Kam Rd	20,230	19,720	-2.5
6208	B	RR	Kam Sheung Rd	Kam Tin Rd	Kam Tin Rd	10,060	9,860	-2.0
6209	B	RR	Castle Peak Rd - Tsuen Wan, Ting Kau & Sham Tseng	Tuen Mun Rd	Sham Tseng	8,780	8,670	-1.2
6210	B	RR	Tai Po Rd - Ma Liu Shui	Entrance to Chung Chi College, CUHK	Yuen Chau Tsai INT	7,420	6,920	-6.6
6211	B	RR	Ting Kok Rd	Dai Kwai St	Tai Mei Tuk	25,640	29,050	+13.3
6212	B	RR	Fan Kam Rd	Kam Tin Rd	Fanling Highway	13,920	15,850	+13.9
6213	B	RT	Castle Peak Rd - Hung Shui Kiu	Tin Ha Rd	Lam Tei INT	32,970	32,350	-1.9
6214	B	LD	Container Port Rd S	North of Kwai Chung INT	South of Kwai Chung INT	13,150	12,120	-7.8
6219	B	DD	Kwai Tsing Rd & Tsing Yi S Bridge	Tsing Yi Rd	Kwai Tai Rd INT	38,430	46,900	+22.0
6221	B	PD	Tsing Yi N Coastal Rd FO	Tsing Tsuen Rd	Tam Kon Shan INT W End	15,330	15,350	+0.1
6222	B	RR	Sai Sha Rd	Nin Wah Rd	Nai Chung	23,500	23,170	-1.4
6223	B	LD	Hang Hau Rd	Po Ning Rd	Clear Water Bay Rd	16,760	15,880	-5.2
6224	B	LD	Ying Yip Rd	Po Ning Rd	Clear Water Bay Rd	31,100	28,900	-7.1
6225	B	RT	Ma On Shan Rd	Hang Shun St	Sai Sha Rd	82,740	80,190	-3.1
6226	B	LD	A Kung Kok St	Hang Shun St	A Kung Kok Shan Rd	10,980	10,580	-3.7
6601	C	RR	Bride's Pool Rd	Ting Kok Rd	Luk Keng Rd	910	800	-11.4
6602	C	LD	Castle Peak Rd - Kwu Tung	Kam Tsin Rd	Pak Shek Au Footbridge	9,900	11,440	+15.6
6603	C	LD	Deep Bay Rd	Lau Fau Shan Rd	Nam Sha Po	3,180	4,200	+32.0
6604	C	LD	Lam Tei Main St	Castle Peak Rd - Lam Tei	Fuk Hang Tsuen Rd	1,220	1,470	+20.2
6605	C	LD	Luk Keng Rd	Sha Tau Kok Rd	Bride's Pool Rd	780	750	-3.4
6606	C	LD	Kwu Tung Rd	Castle Peak Rd - Kwu Tung	Castle Peak Rd - San Tin	4,060	4,520	+11.4
6607	C	LD	Po Fung Terrace	Castle Peak Rd - Tsuen Wan	Yau Kom Tau Tsuen	1,150	1,180	+2.7
6608	C	RR	Ting Kok Rd	Tai Mei Tuk	Bride's Pool Rd	1,090	1,020	-6.2
6611	C	LD	Kwei Tei St	Wong Chuk Yeung St	Tsung Tau Ha Rd	11,920	16,470	+38.2
6613	C	LD	Mei Wo Circuit	Sui Wo Rd	Sui Wo Rd	140	220	+57.2
6614	C	LD	Pik Tin St	Mei Tin Rd	End	2,780	2,460	-11.8

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
6615	C	LD	Shing Wan Rd	Shing Chuen Rd	Shing Chuen Rd	1,430	1,310	-8.4
6616	C	LD	Sun Tin Wai Est access rd	Sha Tin Tau Rd	Sha Tin Tau Rd	4,580	3,890	-15.1
6617	C	LD	Tolo Highway Ma Liu Shui INT slip rd E	Shatin Sewage Treatment Works	Tolo Highway	14,000	14,950	+6.8
6618	C	LD	Yi Shing Square	Kong Pui St	Kong Pui St	3,830	4,330	+13.0
6619	C	LD	Dai Kwai St	Ting Kok Rd	Dai Chong St	3,880	3,810	-1.8
6620	C	LD	On Cheung Rd	Tai Po Tai Wo Rd	On Chee Rd	13,010	19,020	+46.2
6621	C	LD	Ting Kok Rd	Tai Po Tai Wo Rd	Kwong Fuk Road	13,570	13,350	-1.6
6622	C	LD	On Lok Mun St	Lok Yip Rd	Lok Ming St	2,590	2,220	-14.5
6624	C	LD	Tin Ping Rd	Jockey Club Rd	Lung Sum Rd	3,840	3,710	-3.4
6625	C	LD	Fuk Shun St	Fuk Hi St	Shing Uk Tsuen	4,060	4,510	+11.2
6626	C	LD	Ma Fung Ling Rd	Castle Peak Rd - Ping Shan	Tong Yan San Tsuen Rd	1,030	1,060	+2.5
6627	C	LD	Sau Fu St	Yuen Long On Ning Rd	Yuen Long Pau Cheung Square	6,650	5,890	-11.5
6628	C	LD	Wang Lok St	Wang Tat Rd	Wang Lee St	17,490	17,870	+2.1
6629	C	LD	Kin Fat St	Pui To Rd	Tai Hing St	4,580	4,700	+2.6
6631	C	LD	Tai Fong St	Tsun Wen Rd	Tai Hing St	6,800	5,510	-18.9
6632	C	LD	Tuen Fat Rd	Tuen Mun Rd	Tuen Mun Rd	9,220	11,820	+28.2
6633	C	LD	Wu Chui Rd	Lung Mun Rd	Wu Shan Rd	9,490	8,570	-9.6
6634	C	LD	Wu Shan Rd	Wu King Rd	Wu Chui Rd	11,760	11,050	-6.0
6635	C	LD	Hoi Kok St	Hoi Shing Rd	Hoi Hing Rd	5,300	5,080	-4.0
6636	C	LD	Miu Kong St	Shing Mun Rd	Wai Tsuen Rd	9,700	8,990	-7.3
6637	C	LD	Shing Mun Rd	Sai Lau Kok Rd	Miu Kong St	18,140	17,900	-1.4
6638	C	DD	Wai Tsuen Rd	Sai Lau Kok Rd	Tsuen Kam INT	17,640	13,840	-21.5
6639	C	LD	Chun Pin St	Ta Chuen Ping St	Lei Muk Rd	7,360	7,030	-4.4
6640	C	LD	Ko Fong St	Hing Shing Rd	Shing Fong St	3,570	3,880	+8.7
6641	C	LD	Kwai Shing Circuit	Kwai Luen Rd western junction	Kwai Luen Rd eastern junction	6,180	5,530	-10.7
6642	C	LD	Lai Cho Rd	Joint St	Lim Cho St	3,190	3,330	+4.4
6643	C	LD	Sai Tso Wan Rd	Tsing Yi Rd	Tsing Tim St	11,330	12,280	+8.4
6644	C	LD	Tai Loong St	Wo Yi Hop Rd	Wo Yi Hop Rd	6,020	5,800	-3.6
6645	C	LD	Wing Kei Rd	Wing Kin Rd	Kwai Hei St	3,900	3,980	+1.8
6646	C	LD	Fei Ngo Shan Rd	Clear Water Bay Rd	Jat's Incline	1,520	1,580	+3.9
6647	C	LD	Pak Kong Rd	Hiram's Highway	Pak Kong	1,980	1,920	-3.4
6649	C	RR	Tai Mong Tsai Rd	Yan Yee Rd	Restricted boundary	3,570	2,490	-30.3
6651	C	LD	Chui Ling Rd	King Ling Rd	Po Shun Rd	9,050	8,180	-9.5
6652	C	LD	Yau King Lane	Lookout Link	End	1,740	2,240	+28.4

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
6653	C	DD	Ping Che Rd	Sha Tau Kok Rd	Lin Ma Hang Rd	10,440	12,040	+15.4
6654	C	DD	Plover Cove Rd	Po Heung St	Nam Wan Rd	4,570	3,570	-22.0
6655	C	LD	Lung Ma Rd	Sha Tau Kok Rd - Lung Yeuk Tau	End	15,510	14,800	-4.6
6656	C	LD	Lung Mun Rd	Lung Fu Rd	Lung Fai St	35,760	33,210	-7.1
6657	C	LD	Castle Peak Rd - Kwu Tung	Kam Tsin Rd	Fan Kam Rd	16,710	13,480	-19.3
6658	C	LD	Luen On St	Wo Tai St	Sha Tau Kok Rd - Lung Yeuk Tau	18,570	16,440	-11.5
6659	C	LD	Yan Po Rd	Tsz Tin Rd	Hing Kwai St	12,580	13,500	+7.3
6660	C	LD	On Fu Rd	Kwong Fuk Rd	End	5,910	5,430	-8.2
6661	C	LD	Ma Wo Rd	Tat Wan Rd	Ma Chung Rd	5,810	5,910	+1.8
6662	C	LD	Shan Tong Rd	Nam Wan Rd	End	7,110	7,010	-1.4

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
A Kung Kok St	Hang Shun St	A Kung Kok Shan Rd	6226	LD	B	10,980	10,580	-3.7
Aberdeen Main Rd	Aberdeen Praya Rd	Aberdeen Reservoir Rd	1244	DD	C	9,580	9,510 *	-0.7
Aberdeen Main Rd	Aberdeen Reservoir Rd	Aberdeen Praya Rd	1443	DD	C	22,700	21,330	-6.0
Aberdeen Praya Rd	Aberdeen Main Rd	Aberdeen Main Rd	1617	PD	C	47,140 *	42,340	-10.2
Aberdeen Praya Rd	Aberdeen Main Rd	Ap Lei Chau Bridge	1834	PD	C	53,340 *	52,300 *	-2.0
Aberdeen Praya Rd	Shek Pai Wan Rd	Aberdeen Main Rd	1222	PD	C	44,770	43,890 *	-2.0
Aberdeen Praya Rd	Shek Pai Wan Rd	Shek Pai Wan Rd	1424	PD	C	30,940	26,240	-15.2
Aberdeen Reservoir Rd	Aberdeen Main Rd	Country Park	2601	LD	C	3,620	3,840	+5.9
Aberdeen Tunnel	Toll Plaza	North Portal	1004	UT	A	62,110	61,330	-1.3
Aberdeen Tunnel	Wong Chuk Hang Rd	Aberdeen Tunnel Approach	2005	UT	C	48,150 *	47,240 *	-1.9
Access Rd to Concorde Rd	Prince Edward Rd E. (W-B)	Concorde Rd	4062	DD	C	1,800 *	1,800 *	-0.2
Anchor St	Tai Kok Tsui Rd	Tong Mi Rd	4042	DD	C	7,910 *	7,550 *	-4.5
Ap Lei Chau Bridge & Ap Lei Chau Bridge Rd	Wong Chuk Hang Rd	Ap Lei Chau Est	1017	DD	A	32,460	32,060	-1.2
Arbuthnot Rd	Hollywood Rd	Caine Rd	1249	LD	C	9,480	9,410 *	-0.7
Argyle St	Fu Ning St	Lomond Rd	3423	PD	C	45,320	45,990	+1.5
Argyle St	Nathan Rd	Sai Yee St	3422	PD	C	39,200	41,130	+4.9
Argyle St	Nathan Rd	Shanghai St	4043	PD	C	23,510 *	23,300 *	-0.9
Argyle St	Shanghai St	Tong Mi Rd & Ferry St	3843	PD	C	32,520 *	32,230 *	-0.9
Argyle St	Tin Kwong Rd	Lomond Rd	3221	PD	C	50,230	50,140 *	-0.2
Argyle St	Yim Po Fong St	Sai Yee St	3617	PD	C	46,990 *	43,420	-7.6
Argyle St & FO <K11B>	Kowloon City INT	Fu Ning St	3618	PD	C	42,380 *	35,100	-17.2
Argyle St & FO <K13>	Princess Margaret Rd	Tin Kwong Rd	4014	PD	C	54,190 *	54,090 *	-0.2
Argyle St & FO <K13>	Princess Margaret Rd	Waterloo Rd	3816	PD	C	55,620 *	55,520 *	-0.2
Argyle St & FO <K13>	Waterloo Rd	Yim Po Fong St	4204	PD	B	44,040	42,130	-4.3
Argyle St FO <K11B>	Prince Edward Rd W	Kowloon City INT	3619	PD	C	27,380 *	23,660	-13.6
Arran St	Tong Mi Rd	Shanghai St	4601	LD	C	4,180	4,400	+5.1
Arsenal St FO <H70> & GL	Queensway	Gloucester Rd E-B	1412	PD	C	29,280	33,480	+14.3
Austin Ave & Kimberley Rd	Observatory Rd	Austin Rd	3485	LD	C	10,300	10,190	-1.1
Austin Rd	Canton Rd	Nathan Rd	3445	DD	C	36,830	36,760	-0.2

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Austin Rd	Cox's Rd	Chatham Rd S	3013	DD	A	27,900	25,180	-9.7
Austin Rd	Nathan Rd	Cox's Rd	3646	DD	C	22,100 *	17,960	-18.7
Austin Rd W	Lin Cheung Rd	Canton Rd	3710	PD	C	56,100 *	62,810	+12.0
Austin Rd W	Lin Cheung Rd	Nga Cheung Rd	4094	PD	C	58,100 *	60,010 *	+3.3
Bailey St	Ma Tau Wai Rd	Hung Hom Rd	3887	DD	C	12,320 *	12,720 *	+3.3
Barker Rd	Old Peak Rd	Peak Rd	2602	LD	C	1,260	1,530	+21.6
Beach Rd	Repulse Bay Rd	South Bay Rd	2603	LD	C	2,700	2,720	+0.5
Belcher's St	Sands St	Queen's Rd W	1012	DD	A	7,620	8,140	+6.8
Belcher's St	Smithfield	Sands St	2025	DD	C	16,100 *	15,980 *	-0.7
Belcher's St & Victoria Rd	Smithfield	Mount Davis Rd	2206	DD	B	7,820	7,970	+2.0
Belfran Rd	Knight St	End	4602	LD	C	450	460	+2.5
Bisney Rd	Pok Fu Lam Rd	Consort Rise	2604	LD	C	3,260	3,220	-1.2
Blue Pool Rd	Sing Woo Rd	Tai Hang Rd	1453	DD	C	12,020	13,660	+13.6
Bonham Rd	Park Rd	Seymour Rd	1228	DD	C	6,170	6,130 *	-0.7
Bonham Rd	Pok Fu Lam Rd	Park Rd	1428	DD	C	12,620	11,710	-7.2
Borrett Rd	Kennedy Rd	End	2605	LD	C	4,740	6,110	+29.0
Boundary St	Embankment Rd	Knight St	3637	PD	C	42,980 *	44,330	+3.1
Boundary St	Knight St	Waterloo Rd	3830	PD	C	34,600 *	34,290 *	-0.9
Boundary St	Lai Chi Kok Rd	Tai Kok Tsui Rd	3860	DD	C	13,580 *	12,970 *	-4.5
Boundary St	Nathan Rd	Lai Chi Kok Rd	4025	PD	C	15,830 *	15,690 *	-0.9
Boundary St	Nathan Rd	Sai Yee St	3232	PD	C	22,700	22,500 *	-0.9
Boundary St	Sai Yee St	Tai Hang Tung Rd	3435	PD	C	30,530	31,130	+2.0
Boundary St	Tai Hang Tung Rd	Embankment Rd	4202	PD	B	44,450	45,450	+2.2
Boundary St	Waterloo Rd	La Salle Rd	4026	PD	C	33,200 *	32,900 *	-0.9
Boundary St & FO <K11A>	La Salle Rd	Junction Rd	3233	PD	C	26,290	26,240 *	-0.2
Braemar Hill Rd	Tin Hau Temple Rd	Cloud View Rd	1862	LD	C	10,460 *	10,380 *	-0.7
Briar Ave	Blue Pool Rd	Green Lane	2606	LD	C	580	710	+23.5
Bride's Pool Rd	Ting Kok Rd	Luk Keng Rd	6601	RR	C	910	800	-11.4
Bulkeley St	Whampoa St	Dock St	4603	LD	C	3,380	2,790	-17.4
Butterfly Valley Rd	Butterfly Valley INT	Castle Peak Rd	3432	PD	C	13,130	14,180	+8.0
Butterfly Valley Rd	Cheung Sha Wan Rd	Castle Peak Rd	3229	PD	C	16,610	17,160 *	+3.3
Butterfly Valley Rd	Lai Chi Kok Rd	Cheung Sha Wan Rd	4022	PD	C	30,820 *	31,830 *	+3.3
Caine Rd	Aberdeen St	Arbuthnot Rd	1229	DD	C	9,260	9,190 *	-0.7
Caine Rd	Seymour Rd	Aberdeen St	1013	DD	A	8,790	9,420	+7.1
Canal Rd E	Hennessy Rd	Sharp St E	1240	DD	C	1,510	1,500 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
Canal Rd FO <H110>	Sharp St E	Sports Rd	2003	UT	C	71,810 *	70,630 *	-1.6
Canal Rd FO <H110>	Sports Rd	Aberdeen Tunnel N Portal	2004	UT	C	41,020 *	40,240 *	-1.9
Canal Rd FO <H110> down-ramp N-B	Aberdeen Tunnel	Wong Nai Chung Rd	2044	DD	C	11,510 *	11,430 *	-0.7
Canal Rd FO <H110> down-ramp S-B	Canal Rd FO <H110> S-B	Morrison Hill Rd	2043	PD	C	13,060 *	12,800 *	-2.0
Canal Rd FO <H110> up-ramp N-B	Morrison Hill Rd	Canal Rd FO <H110> N-B	2006	PD	C	22,520 *	22,080 *	-2.0
Canal Rd FO <H110> up-ramp S-B	Wong Nai Chung Rd	Aberdeen Tunnel	2007	UT	C	9,530 *	9,350 *	-1.9
Canal Rd FO <H73> down-ramp S-B	Canal Rd FO <H110> S-B	Canal Rd E	2024	PD	C	14,920 *	14,670 *	-1.6
Canal Rd FO <H73> up-ramp N-B	Canal Rd W	Canal Rd FO <H110> N-B	2008	PD	C	14,960 *	14,720 *	-1.6
Canal Rd FO <H75 & H110>	Cross Harbour Tunnel S INT	Sharp St E	2002	UT	C	101,690 *	100,020 *	-1.6
Canal Rd W	Hennessy Rd	Sharp St W	1241	DD	C	3,280	3,260 *	-0.7
Canton Rd	Austin Rd	Jordan Rd	3214	PD	C	27,050	27,000 *	-0.2
Canton Rd	Austin Rd	Kowloon Park Drive	3007	PD	A	61,410	61,980	+0.9
Canton Rd	Jordan Rd	Saigon St	3877	LD	C	2,820 *	2,820 *	-0.2
Canton Rd	Kansu St	Public Square St	3281	LD	C	6,280	6,270 *	-0.2
Canton Rd	Kansu St	Saigon St	4076	LD	C	5,270 *	5,260 *	-0.2
Canton Rd	Salisbury Rd	Kowloon Park Drive	4604	LD	C	8,870	10,240	+15.4
Cape Collinson Rd	Shek O Rd	Restriction boundary	2607	LD	C	710	710	+0.1
Carmel Rd & Cape Rd	Stanley Village Rd	Chung Hom Kok Rd	1255	LD	C	5,980	6,030 *	+0.9
Caroline Hill Rd	Leighton Rd	Yun Ping Rd	2608	LD	C	5,780	5,810	+0.6
Castle Peak Rd	Hing Wah St	Tonkin St	4056	DD	C	10,610 *	10,130 *	-4.5
Castle Peak Rd	Kom Tsun St	Tung Chau West St	3668	DD	C	6,800 *	6,850	+0.8
Castle Peak Rd	Kweilin St	Slip rd adjoining Tai Po Rd	3465	DD	C	3,300	2,670	-19.0
Castle Peak Rd	Lai Chi Kok INT	Butterfly Valley INT	3632	PD	C	17,990 *	16,900	-6.1
Castle Peak Rd	Tai Nan West St	Hing Wah St	3261	DD	C	14,080	13,440 *	-4.5
Castle Peak Rd	Tonkin St	Yen Chow St	3856	DD	C	17,620 *	16,820 *	-4.5
Castle Peak Rd	Tung Chau West St	Tai Nan West St	3466	DD	C	9,860	9,920	+0.7
Castle Peak Rd	Yen Chow St	Slip rd adjoining Tai Po Rd	3667	DD	C	26,490 *	26,860	+1.4

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Castle Peak Rd - Castle Peak Bay	Hoi Wing Rd	Tuen Hing Rd	5642	DD	C	16,860 *	18,090	+7.3
Castle Peak Rd - Castle Peak Bay	Pui To Rd	Tuen Hing Rd	5841	DD	C	23,570 *	23,570 *	0.0
Castle Peak Rd - Castle Peak Bay	Pui To Rd	Tuen Mun Heung Sze Wui Rd	6036	DD	C	14,340 *	14,340 *	0.0
Castle Peak Rd - Hung Shui Kiu	Tin Ha Rd	Lam Tei INT	6213	RT	B	32,970	32,350	-1.9
Castle Peak Rd - Kwai Chung	Ching Cheung Rd	Tai Wo INT	6203	PD	B	23,900	22,480	-6.0
Castle Peak Rd - Kwai Chung	Kwai Chung Rd RA	Ting Kwok St	5408	PD	C	48,710	49,920	+2.5
Castle Peak Rd - Kwai Chung	Kwai Chung Rd RA	Wo Yi Hop Rd	5205	PD	C	24,120	24,840 *	+3.0
Castle Peak Rd - Kwai Chung	Tai Wo INT	Wo Yi Hop Rd	5004	PD	A	22,860	22,220	-2.8
Castle Peak Rd - Kwai Chung	Wah Yiu Rd	Tai Wo INT	5872	PD	C	23,400 *	24,100 *	+3.0
Castle Peak Rd - Kwai Chung access rds A & B	Slip rd to Texaco Rd N.	Slip rd to Texaco Rd	6066	PD	C	7,470 *	7,690 *	+3.0
Castle Peak Rd - Kwu Tung	Kam Tsin Rd	Fan Kam Rd	6657	LD	C	16,710	13,480	-19.3
Castle Peak Rd - Kwu Tung	Kam Tsin Rd	Pak Shek Au Footbridge	6602	LD	C	9,900	11,440	+15.6
Castle Peak Rd - Lingnan	Fu Tei Rd	Lam Tei INT	5296	DD	C	11,080	11,080 *	0.0
Castle Peak Rd - Ping Shan	Ping Ha Rd	Ma Wang Rd	6049	RT	C	26,230 *	26,600 *	+1.4
Castle Peak Rd - Ping Shan	Ping Ha Rd	Tin Ha Rd	5252	RT	C	17,940	18,190 *	+1.4
Castle Peak Rd - Ping Shan	Yuen Long Tai Yuk Rd	Ma Wang Rd	5236	DD	C	21,390	21,390 *	0.0
Castle Peak Rd - San Hui	Tseng Choi St	Fu Tei Rd	5202	DD	C	12,270	12,270 *	0.0
Castle Peak Rd - San Hui	Tuen Mun Heung Sze Wui Rd	Tseng Choi St	5239	DD	C	12,720	12,720 *	0.0
Castle Peak Rd - Sham Tseng, Tsing Lung Tau & Tai Lam	Sham Tseng	Siu Lam	5657	RR	C	13,480 *	11,940	-11.4
Castle Peak Rd - So Kwun Wat & Castle Peak Bay	Siu Lam	Hoi Wing Rd	6052	RR	C	22,310 *	22,310 *	0.0
Castle Peak Rd - Tam Mi	Kam Tin Rd	Fairview Park Boulevard	5045	RR	A	5,040	5,010	-0.6
Castle Peak Rd - Tam Mi,Mai Po & San Tin	Fairview Park Boulevard	Lok Ma Chau Rd	5257	RR	C	11,170	11,180 *	0.0
Castle Peak Rd - Tsuen Wan	Chung On St	Tai Ho Rd	5206	PD	C	28,290	29,130 *	+3.0
Castle Peak Rd - Tsuen Wan	Sha Tsui Rd	Tuen Mun Rd	5811	PD	C	57,890 *	59,600 *	+3.0
Castle Peak Rd - Tsuen Wan	Slip rd A to Texaco Rd	Chung On St	5810	PD	C	36,310 *	37,390 *	+3.0

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Castle Peak Rd - Tsuen Wan	Slip rd A to Texaco Rd	Ting Kwok St	5609	PD	C	61,250 *	58,650	-4.2
Castle Peak Rd - Tsuen Wan	Tai Ho Rd	Tai Chung Rd	5409	PD	C	27,420	26,310	-4.0
Castle Peak Rd - Tsuen Wan	Tsuen King Circuit	Sha Tsui Rd	5610	PD	C	52,170 *	45,610	-12.6
Castle Peak Rd - Tsuen Wan	Tsuen King Circuit	Tai Chung Rd	5410	PD	C	33,640	34,540	+2.7
Castle Peak Rd - Tsuen Wan ramps A & B	Tuen Mun Rd	Castle Peak Rd - Tsuen Wan	5267	EX	C	24,580	25,310 *	+3.0
Castle Peak Rd - Tsuen Wan, Ting Kau & Sham Tseng	Tuen Mun Rd	Sham Tseng	6209	RR	B	8,780	8,670	-1.2
Castle Peak Rd - Yuen Long	Yuen Long On Lok Rd	Kam Tin Rd	5019	RT	A	57,460	45,920	-20.1
Castle Peak Road - Yuen Long	Fung Cheung Rd	Yuen Long On Lok Rd	5440	DD	C	45,680	44,250	-3.1
Castle Peak Road - Yuen Long	Kik Yeung Rd	Tai Tong Rd	5838	DD	C	12,390 *	12,390 *	0.0
Castle Peak Road - Yuen Long	Ma Miu Rd	Kik Yeung Rd	5639	DD	C	18,880 *	17,500	-7.3
Castle Rd	Robinson Rd	Seymour Rd	1861	LD	C	4,170 *	4,140 *	-0.7
Castle Rd	Seymour Rd	Caine Rd	1840	DD	C	3,550 *	3,530 *	-0.7
Causeway Bay FO <H225> S-B	Victoria Park Rd E-B	Gloucester Rd	1215	PD	C	10,980	10,800 *	-1.6
Causeway Rd	Hing Fat St	Tin Hau Temple Rd	1415	PD	C	20,620	20,230	-1.9
Causeway Rd	Shelter St	Hing Fat St	2214	PD	B	32,840	31,400	-4.4
Causeway Rd	Tung Lo Wan Rd	Shelter St	1213	PD	C	28,140	27,590 *	-2.0
Central-Wanchai Bypass – Causeway Bay Section	Wan Chai Exit	merging point to IEC	1032	UT	A	46,160	42,610	-7.7
Central-Wanchai Bypass – Central Section	CWB western end portal	Wan Chai Exit	1031	UT	A	43,190	40,740	-5.7
Cha Kwo Ling Rd	Lam Tin INT	Ko Chiu Rd	3305	DD	C	18,670	18,630 *	-0.2
Cha Kwo Ling Rd	Lei Yue Mun Rd	Wai Yip St	3484	DD	C	31,620	32,830	+3.8
Cha Kwo Ling Rd	Wai Yip St	Lam Tin Interchange	4074	DD	C	26,010 *	25,960 *	-0.2
Chai Wan Rd	Church St	Island Eastern Corridor Approach	1615	PD	C	10,210 *	10,000	-2.1
Chai Wan Rd	Island Eastern Corridor Approach	Tai Tam Rd	1009	PD	A	21,760	21,300	-2.2
Chai Wan Rd	Tai Tam Rd	Wan Tsui Rd	1220	PD	C	17,270	16,930 *	-2.0
Chai Wan Rd	Wan Tsui Rd	Wing Tai Rd	1420	PD	C	16,840	15,510	-7.9
Chai Wan Rd	Wing Tai Rd	Sun Yip St	1254	DD	C	23,000	22,840 *	-0.7
Chap Wai Kon St	Bus Terminus	Siu Lek Yuen Rd	5104	LD	A	5,720	6,240	+9.1

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Chatham Court	Kimberley Rd	Chatham Rd S	4605	LD	C	3,220	3,160	-1.6
Chatham Rd FO <K20>	Gascoigne Rd	Princess Margaret Rd	3615	PD	C	15,260 *	16,430	+7.6
Chatham Rd N	San Lau St	Wo Chung St	3412	PD	C	26,720	24,100	-9.8
Chatham Rd N	Wuhu St	Chatham Rd N (GL)	3212	PD	C	101,070	100,180 *	-0.9
Chatham Rd N	Wuhu St	Hong Chong Rd	4208	PD	B	114,520	116,630	+1.8
Chatham Rd N & Ma Tau Wai Rd	San Lau St	Chi Kiang St	4212	PD	B	27,230	28,910	+6.2
Chatham Rd N underpass nr Wuhu St	Chatham Rd N	Gillies Ave S	3839	DD	C	10,150 *	10,490 *	+3.3
Chatham Rd S	Austin Rd & Cheong Wan Rd	Gascoigne Rd	3809	PD	C	44,170 *	44,080 *	-0.2
Chatham Rd S	Cameron Rd	Observatory Rd	3607	PD	C	30,040 *	34,510	+14.9
Chatham Rd S	Chatham Rd FO <K20>	Hong Chong Rd	4006	PD	C	113,760 *	113,540 *	-0.2
Chatham Rd S	Mody Rd	Cameron Rd	3411	PD	C	22,630	32,910	+45.4
Chatham Rd S	Observatory Rd	Austin Rd & Cheong Wan Rd	3608	PD	C	34,670 *	40,200	+16.0
Chatham Rd S	Salisbury Rd	Mody Rd	3005	PD	A	14,620	13,560	-7.3
Che Kung Miu Rd	Lion Rock Tunnel Rd	Sha Tin Tau Rd	5815	PD	C	22,280 *	22,270 *	-0.1
Che Kung Miu Rd	Mei Tin Rd	Sha Tin Tau Rd	5615	PD	C	18,290 *	16,750	-8.4
Che Kung Miu Rd	Mei Tin Rd	Tin Sam St	5844	DD	C	17,660 *	17,630 *	-0.2
Chek Lap Kok S Rd	Eastern End at Tung Chung	Western End at Chek Lap Kok	5032	DD	A	21,960	21,120	-3.8
Cheong Tung Rd S	Hung Lai Rd	Hung Ling St	3302	DD	C	4,220	4,360 *	+3.3
Cheong Tung Rd S	Hung Luen Rd	Hung Lai Rd	3505	DD	C	4,900	4,490	-8.3
Cheong Tung Rd S slip rd down ramp S-B	Princess Margaret Rd Link	Hung Luen Rd Roundabout	4098	DD	C	3,670 *	3,790 *	+3.3
Cheong Tung Rd S slip rd up ramp N-B	Hung Luen Rd Roundabout	Princess Margaret Rd Link	4099	DD	C	13,450 *	13,900 *	+3.3
Cheong Wan Rd	Yuk Choi Rd up-ramp	Chatham Rd S	3242	DD	C	27,620	27,570 *	-0.2
Cheong Wan Rd	Yuk Choi Rd up-ramp	Hung Hom Station	3243	DD	C	14,440	14,410 *	-0.2
Cheong Wan Rd & Gillies Ave S	Hung Hom Station	Wuhu St	4207	DD	B	11,580	10,850	-6.4
Cherry St	Tai Kok Tsui Rd	Lin Cheung Rd	3651	PD	C	35,860 *	45,710	+27.5
Cherry St	Tong Mi Rd	Up-ramp to West Kowloon Corridor	3842	PD	C	41,380 *	42,740 *	+3.3
Cherry St Underpass	Cherry St	End	4090	DD	C	15,140 *	14,460 *	-4.5
Cheung Lee St	Hong Man St	Kut Shing St	1102	LD	A	4,270	4,700	+10.1
Cheung Pei Shan Rd	Shek Wai Kok Rd	Wo Yi Hop Interchange	5834	PD	C	41,370 *	42,600 *	+3.0

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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 2024	AADT 2025	Change of 2025 as % of 2024
Cheung Pei Shan Rd	Tsuen Kam INT	Shek Wai Kok Rd	5411	PD	C	34,440	35,670	+3.6
Cheung Sha Wan Rd	Nam Cheong St	Wong Chuk St	3626	PD	C	25,640 *	24,670	-3.8
Cheung Sha Wan Rd	Poplar St	Boundary St	3224	PD	C	32,740	32,460 *	-0.9
Cheung Sha Wan Rd	Poplar St	Wong Chuk St	3426	PD	C	13,540	14,900	+10.1
Cheung Sha Wan Rd	Tai Nan W St	Hing Wah St	3427	PD	C	32,810	32,000	-2.5
Cheung Sha Wan Rd	Tai Nan W St	Tung Chau W St	3627	PD	C	41,740 *	40,300	-3.5
Cheung Sha Wan Rd	Tonkin St	Hing Wah St	3225	PD	C	23,170	23,930 *	+3.3
Cheung Sha Wan Rd	Tonkin St	Yen Chow St	4018	PD	C	23,470 *	24,240 *	+3.3
Cheung Sha Wan Rd	Yen Chow St	Nam Cheong St	3820	PD	C	27,850 *	27,610 *	-0.9
Cheung Sha Wan Rd & Lai Chi Kok Rd	Butterfly Valley Rd	Lai Chi Kok Bay Bridge	3825	PD	C	43,270 *	44,700 *	+3.3
Cheung Sha Wan Rd & up-ramp	Kom Tsun St	Tung Chau West St	3628	PD	C	52,020 *	52,490	+0.9
Cheung Shan Est Rd W	Cheung Shan Est Rd E	Wo Yi Hop Rd	5882	LD	C	1,720 *	1,120	-34.8
Cheung Shan Tunnel	Sha Tau Kok Rd	Ping Yuen interchange	5047	RT	A	12,170	14,530	+19.4
Cheung Shun St	Kom Tsun St	Tai Nam West St	3101	LD	A	11,180	8,130	-27.3
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	154,800	162,780	+5.2
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	79,660	84,800	+6.5
Cheung Wing Rd	Wo Yi Hop Rd	Kwai Chung Rd RA	5221	DD	C	40,250	39,480 *	-1.9
Cheung Yip St	Sheung Yee Rd	Sea shore	4606	LD	C	15,240	15,100	-0.9
Chi Cheong Rd	San Wan Rd	Lung Sum Ave	5283	LD	C	6,310	6,310 *	0.0
Chi Fu Rd	Pok Fu Lam Rd	Pok Fu Lam Rd	2609	LD	C	5,460	5,000	-8.6
Chi Kiang St	To Kwa Wan Rd	Ma Tau Wai Rd	3654	DD	C	8,000 *	9,970	+24.6
Chi Ma Wan Rd	South Lantau Rd	Chi Sun Correctional Institution	5464	RR	C	160	170	+4.6
Chi Ming St	Jockey Club Rd	Chi Cheong Rd	5491	DD	C	4,830	5,170	+7.0
Chi Shin St	Po Hong Rd (Roundabout)	End	6119	LD	C	9,570 *	9,560 *	-0.2
Ching Cheung Rd	Castle Peak Rd	Tai Po Rd INT	3205	UT	C	108,590	112,160 *	+3.3

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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 2024	AADT 2025	Change of 2025 as % of 2024
Ching Cheung Rd	Kwai Chung Rd	Castle Peak Rd FO <K2>	4003	UT	C	55,950 *	57,790 *	+3.3
Ching Cheung Rd slip rd	Ching Cheung Rd	Container Port Rd	3704	PD	C	11,660 *	13,270	+13.7
Ching Hiu Rd	Pak Wo Rd	Po Kin Rd	6111	LD	C	7,500 *	7,500 *	0.0
Ching Hong Rd	Chung Mei Rd	Tsing Yi Rd	5653	LD	C	13,330 *	11,710	-12.1
Ching Hong Rd	Tsing Yi Rd W	Chung Mei Rd	5655	LD	C	13,880 *	12,070	-13.0
Ching Tak St	Tung Tau Tsuen Rd	Shatin Pass Rd	4652	LD	C	6,120	6,280	+2.6
Chiu Shun Rd	Ngan O Rd	Wan Po Rd RA	5503	DD	C	20,440	24,470	+19.7
Chiu Shun Rd	Po Ning Rd	Ngan O Rd	5295	DD	C	15,010	14,990 *	-0.2
Choi Hung Rd	Hammer Hill Rd	Po Kong Village Rd	3259	DD	C	17,350	16,570 *	-4.5
Choi Hung Rd	Hammer Hill Rd	Prince Edward Rd E	4059	DD	C	4,290 *	4,100 *	-4.5
Choi Hung Rd	Lok Sin Rd	Shatin Pass Rd	3854	DD	C	28,060 *	26,790 *	-4.5
Choi Hung Rd	Shatin Pass Rd	Po Kong Village Rd	4054	DD	C	30,000 *	28,640 *	-4.5
Choi Hung Rd & FO <K10A>	Prince Edward Rd E	End of down-ramp	3258	DD	C	28,210	26,930 *	-4.5
Choi Hung Rd FO <K10B>	Choi Hung Rd	Prince Edward Rd E	3463	DD	C	12,740	12,890	+1.2
Choi Hung Rd nr Lok Sin Rd	Choi Hung Rd FO <K10A> down-ramp	Choi Hung Rd #34	3665	DD	C	33,350 *	32,620	-2.2
Choi Yuen Rd	Po Shek Wu Rd	Yuk Po Court	5251	DD	C	19,580	19,580 *	0.0
Chong San Rd	Roundabout to/from Tolo Highway	Science Park Rd	5909	DD	C	9,410 *	9,410 *	0.0
Chuen On Rd	Chung Nga Rd northern junction	Tung Leung Rd	5488	LD	C	8,420	7,950	-5.6
Chuen On Rd	Chung Nga Rd southern junction	Tung Leung Rd	5482	LD	C	8,980	8,260	-8.1
Chui Ling Rd	King Ling Rd	Po Shun Rd	6651	LD	C	9,050	8,180	-9.5
Chui Tin St	Che Kung Miu Rd	Hung Mui Kuk Rd	5101	LD	A	11,800	10,710	-9.3
Chuk Yuen Rd	Junction Rd	Ma Chai Hang Rd	3496	DD	C	14,130	11,780	-16.7
Chuk Yuen Rd	Ma Chai Hang Rd	Nga Chuk St	3700	DD	C	8,100 *	8,940	+10.4
Chun Pin St	Ta Chuen Ping St	Lei Muk Rd	6639	LD	C	7,360	7,030	-4.4
Chun Wah Rd	Hong Ning Rd	Ngau Tau Kok Rd	3269	DD	C	17,720	17,680 *	-0.2
Chung Hom Kok Rd	Stanley Gap Rd	End	2610	LD	C	1,340	1,270	-5.5
Chung Mei Rd	Tsing Yi Heung Sze Wui Rd	Ching Hong Rd	5854	LD	C	10,120 *	9,930 *	-1.9
Chung Nga Rd	Ting Kok Rd	Ting Lai Rd	5875	LD	C	3,320 *	3,320 *	0.0
Chung On St	Castle Peak Rd - Tsuen Wan	Tsuen Wan Market St	5633	DD	C	6,350 *	5,680	-10.6
Chung On St	Sha Tsui Rd	Yeung Uk Rd	5228	DD	C	11,310	11,090 *	-1.9

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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 2024	AADT 2025	Change of 2025 as % of 2024
Chung On St	Tsuen Wan Market St	Sha Tsui Rd	5434	DD	C	9,860	7,840	-20.4
Clear Water Bay Rd	Hang Hau Rd	Hiram's Highway	5466	RR	C	19,640	20,340	+3.6
Clear Water Bay Rd	Lung Cheung Rd	Kwun Tong Rd	3625	PD	C	33,380 *	32,990	-1.2
Clear Water Bay Rd	Lung Cheung Rd	New Clear Water Bay Rd western junction	4217	PD	B	78,470	82,000	+4.5
Clear Water Bay Rd	New Clear Water Bay Rd eastern junction	On Sau Rd	4028	PD	C	33,680 *	33,610 *	-0.2
Clear Water Bay Rd	New Clear Water Bay Rd northern junction	New Clear Water Bay Rd southern junction	3019	DD	A	24,620	28,610	+16.2
Clear Water Bay Rd	On Sau Rd	Hiram's Highway	5017	RR	A	25,300	27,140	+7.3
Clear Water Bay Rd	Tai Hang Tun	Hang Hau Rd	5661	RR	C	9,110 *	8,470	-7.0
Cloud View Rd	Tin Hau Temple Rd	Yee King Rd	1237	DD	C	9,000	8,930 *	-0.7
Cloud View Rd	Yee King Rd	Braemar Hill Rd	1639	LD	C	7,720 *	8,100	+4.9
Cochrane St	Queen's Rd C	Wellington St	2405	LD	B	570	760	+34.0
Concorde Rd	Prince Edward Rd E RA	Olympic Ave	3862	DD	C	17,340 *	17,310 *	-0.2
Conduit Rd	Kotewall Rd	Glenealy	1105	LD	A	13,110	12,640	-3.6
Connaught Rd C	Cleverly St	Gilman St	2207	PD	B	29,300	30,540	+4.2
Connaught Rd C	Gilman St	Queen Victoria St	1208	PD	C	74,540	73,320 *	-1.6
Connaught Rd C & underpass	Pedder St	Cotton Tree Drive	1030	UT	A	84,690	92,690	+9.4
Connaught Rd C & underpass	Queen Victoria St	Pedder St	1409	PD	C	95,630	102,260	+6.9
Connaught Rd Central and West (GL)	Queen St	Cleverly St	1207	PD	C	29,160	28,680 *	-1.6
Connaught Rd FO <H173>	Ramp nr Gilman St	The nearest diverging & merging points west of Shun Tak Centre	2216	PD	B	82,190	75,700	-7.9
Connaught Rd W	Sutherland St	Eastern St	1407	PD	C	52,990	47,730	-9.9
Connaught Rd W	Sutherland St	Queen St	2011	PD	C	41,900 *	41,220 *	-1.6
Connaught Rd W	Water St	Eastern St	1006	PD	A	47,980	48,890	+1.9
Connaught Rd W (GL)	Shing Sai Rd	Water St	1837	DD	C	16,590 *	17,210 *	+3.7
Container Port Rd S	Ching Cheung Rd	End	5693	LD	C	27,720 *	26,180	-5.6
Container Port Rd S	Container Port Rd RA nr Container Terminal 2	North of Kwai Chung INT	6089	DD	C	31,710 *	31,100 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
Container Port Rd S	Kwai Tai Rd RA	Container Port Rd RA nr Container Terminal 2	6087	DD	C	15,950 *	15,650 *	-1.9
Container Port Rd S	North of Kwai Chung INT	South of Kwai Chung INT	6214	LD	B	13,150	12,120	-7.8
Container Port Rd S	South of Kwai Chung INT	Ching Cheung Rd	5893	DD	C	30,850 *	30,260 *	-1.9
Cornwall St	Waterloo Rd	Nam Cheong St	4206	DD	B	18,250	17,500	-4.1
Cotton Tree Drive	Garden Rd	Kennedy Rd slip rd	1608	PD	C	41,300 *	44,260	+7.2
Cotton Tree Drive	Queensway	Connaught Rd C	1411	PD	C	48,220	55,800	+15.7
Cotton Tree Drive	Queensway	Slip rd to Kennedy Rd	2212	PD	B	42,240	40,730	-3.6
Cox's Rd	Austin Rd	Jordan Rd	3486	LD	C	11,270	11,320	+0.4
Cross Harbour Tunnel	Toll Plaza	South Portal	1022	UT	A	94,820	94,180	-0.7
Cross Harbour Tunnel N Approach	Toll Plaza	Hong Chong Rd	3201	UT	C	93,760	94,240 *	+0.5
Cumberland Rd	Boundary St	Rutland Quadrant	4608	LD	C	2,940	2,810	-4.3
Cyberport Rd	Victoria Rd	Sha Wan Drive	1644	LD	C	14,320 *	12,950	-9.5
D'Aguilar St	Queen's Rd C	Wyndham St	2404	LD	B	5,970	5,640	-5.4
Dai Kwai St	Ting Kok Rd	Dai Chong St	6619	LD	C	3,880	3,810	-1.8
Deep Bay Rd	Lau Fau Shan Rd	Nam Sha Po	6603	LD	C	3,180	4,200	+32.0
Deep Water Bay Rd	Nam Fung Rd	Island Rd	2612	LD	C	5,000	4,220	-15.5
Deep Water Bay Rd	Nam Fung Rd	Wong Nai Chung Gap Rd	1858	DD	C	12,080 *	12,190 *	+0.9
Des Voeux Rd C	Morrison St	Queen Victoria St	2209	DD	B	4,860	6,190	+27.4
Des Voeux Rd C	Pedder St	Garden Rd	1843	DD	C	5,090 *	5,270 *	+3.7
Des Voeux Rd C	Queen Victoria St	Pedder St	2030	DD	C	17,500 *	18,150 *	+3.7
Des Voeux Rd W	Belcher's St	Hill Rd	1426	DD	C	7,890	6,780	-14.0
Des Voeux Rd W	Connaught Rd C	Queen St	1623	DD	C	11,800 *	12,460	+5.7
Des Voeux Rd W	Eastern St	Queen St	2028	DD	C	11,390 *	11,820 *	+3.7
Des Voeux Rd W	Hill Rd	Water St	2026	DD	C	12,240 *	12,700 *	+3.7
Des Voeux Rd W	Water St	Western St	2027	DD	C	9,300 *	9,640 *	+3.7
Des Voeux Rd W	Western St	Eastern St	1839	DD	C	11,860 *	12,300 *	+3.7
Dundas St	Ferry St	Shanghai St	3102	LD	A	6,710	6,720	+0.2
Dundas St	Shanghai St	Nathan Rd	4035	DD	C	1,950 *	2,020 *	+3.3
Dyer Ave	Dock St	Wan Hoi St	4609	LD	C	3,340	3,530	+5.6
Eagle's Nest Tunnel	Toll Plaza	South Portal	5037	UT	A	63,850	64,540	+1.1
East Kowloon Corridor <FO>	Ma Tau Kok Rd	Chatham Rd N	4213	UT	B	70,960	73,060	+3.0

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Eastern Harbour Crossing	Kai Tin Rd	Island Eastern Corridor	1025	UT	A	68,800	68,290	-0.7
Eastern St	Connaught Rd W	Des Voeux Rd W	1860	LD	C	8,780 *	9,110 *	+3.7
Eastern St	Des Voeux Rd W	Queen's Rd W	2045	LD	C	9,620 *	9,980 *	+3.7
Edinburgh Place	Connaught Rd C	Connaught Rd C	2613	LD	C	3,090	3,880	+25.9
Electric Rd	Gordon Rd	Power St	1633	DD	C	13,210 *	15,650	+18.4
Electric Rd	Gordon Rd	Wing Hing St	1440	DD	C	6,290	5,220	-17.0
Electric Rd & Java Rd	Power St	North Point Rd	1855	DD	C	8,490 *	8,430 *	-0.7
Electric Rd & Lau Sin St	Wing Hing St	Hing Fat St	1239	DD	C	10,260	10,190 *	-0.7
Elegance Rd	Kwun Tong Rd	Ngau Tau Kok Rd	3684	DD	C	20,420 *	23,500	+15.1
Embankment Rd	Prince Edward Rd W	Boundary St	4060	DD	C	10,740 *	11,090 *	+3.3
Fa Yuen St	Prince Edward Rd W	Boundary St	4610	LD	C	2,030	2,190	+8.2
Fan Kam Rd	Kam Tin Rd	Fanling Highway	6212	RR	B	13,920	15,850	+13.9
Fan Leng Lau Rd	Ma Sik Rd	Wo Muk Rd	5292	LD	C	7,980	7,980 *	0.0
Fan Leng Lau Rd	Sha Tau Kok Rd	Wo Tai St	6060	DD	C	15,040 *	15,040 *	0.0
Fan Leng Lau Rd	Wo Muk Rd	Wo Tai St	6090	LD	C	8,700 *	8,700 *	0.0
Fanling Highway	Fan Kam Rd	Lok Ma Chau Rd	5656	EX	C	65,250 *	64,960	-0.4
Fanling Highway	Lam Kam Rd INT	Kau Lung Hang Lo Wai	5461	EX	C	102,820	104,540	+1.7
Fanling Highway	Slip rds to & from Fan Kam Rd INT	Slip rds to & from So Kwun Po INT	5204	EX	C	93,610	94,940 *	+1.4
Fanling Highway	So Kwun Po INT	Wo Hop Shek INT	5003	EX	A	78,190	79,190	+1.3
Fanling Highway	Wo Hop Shek INT	Kau Lung Hang Lo Wai	6084	EX	C	114,960 *	116,590 *	+1.4
Fanling Highway FO <N498> over Fan Kam Rd INT	Choi Yuen Est	Tai Tau Leng	5269	EX	C	61,430	62,300 *	+1.4
Fanling Highway ramps A & B	So Kwun Po INT	Fanling Highway	6068	EX	C	33,280 *	33,750 *	+1.4
Fanling Highway ramps C & D	So Kwun Po INT	So Kwun Po INT	5873	EX	C	17,220 *	17,470 *	+1.4
Fanling Highway slip rds A & B	Fan Kam Rd INT	Fanling Highway	6067	EX	C	27,320 *	27,700 *	+1.4
Fanling Highway slip rds C & D	Fan Kam Rd INT	Fan Kam Rd INT	5477	EX	C	21,160	19,840	-6.2
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	44,180 *	48,630	+10.1
Fanling Highway under Wo Hop Shek INT	Ramp from Jockey Club Rd	Ramp to Jockey Club Rd	5270	EX	C	91,860	93,160 *	+1.4
Fantasy Rd	Magic Rd	End	5710	LD	C	1,500 *	5,790	+287.3
Fat Kwong St	Chung Hau St	Yan Fung St	4211	DD	B	28,190	22,160	-21.4
Fat Kwong St	Sheung Shing St	Chung Hau St	3649	DD	C	18,110 *	16,520	-8.7

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
Fat Kwong St & FO <K66>	Yan Fung St	Ma Tau Wai Rd	4039	DD	C	17,910 *	17,870 *	-0.2
Fei Ngo Shan Rd	Clear Water Bay Rd	Jat's Incline	6646	LD	C	1,520	1,580	+3.9
Fenwick Pier St FO <H170>	Fenwick Pier St	Harcourt Rd	2048	PD	C	9,290 *	9,130 *	-1.6
Fenwick St	Hennessy Rd	Gloucester Rd	1459	LD	C	10,420	10,900	+4.7
Ferry St	Jordan Rd	Public Square St	3814	PD	C	23,730 *	23,680 *	-0.2
Ferry St	Shantung St	Cherry St	3893	PD	C	49,480 *	49,040 *	-0.9
Ferry St	Tung Kun St	Public Square St	4012	PD	C	12,240 *	12,640 *	+3.3
Ferry St	Tung Kun St	Waterloo Rd	3219	PD	C	21,990	22,710 *	+3.3
Ferry St & Ferry St <FO>	Waterloo Rd	Shantung St	4214	PD	B	75,180	66,870	-11.1
Ferry St <FO>	Public Square St	Waterloo Rd	3706	UT	C	34,020 *	36,620	+7.7
Ferry St <FO> down-ramps	Waterloo Rd & Tung Kun St	Tung Kun St & Public Square St	4091	UT	C	30,450 *	31,450 *	+3.3
Ferry St <FO> up-ramps	Waterloo Rd & Tung Kun St	Tung Kun St & Public Square St	3894	UT	C	27,030 *	27,920 *	+3.3
Fleming Rd	Johnston Rd	Convention Ave	1433	DD	C	14,120	13,920	-1.4
Fo Chun Rd	Chong San Rd	End	5916	LD	C	6,240 *	6,250 *	0.0
Fo Shing Rd	Chong San Rd	Fo Chun Rd	6116	DD	C	8,990 *	8,990 *	0.0
Fo Tan Rd	Lok King St	Sui Wo Rd	5415	PD	C	30,800	28,270	-8.2
Fo Tan Rd	Tai Chung Kiu Rd	Yuen Wo Rd	5814	PD	C	39,750 *	39,720 *	-0.1
Fo Tan Rd	Tai Po Rd - Shatin	Yuen Wo Rd	6010	PD	C	43,250 *	43,220 *	-0.1
Fo Tan Rd FO <N285>	Lok King St	Slip rd to Tai Po Rd	5210	PD	C	49,180	49,150 *	-0.1
Fo Yin Rd	Chong San Rd	End	6117	DD	C	7,760 *	7,760 *	0.0
Fortress Hill Rd	King's Rd	Tin Hau Temple Rd	2037	DD	C	8,370 *	8,310 *	-0.7
Fu Mei St	Fung Mo St	Chuk Yuen Rd	3285	LD	C	7,040	6,730 *	-4.5
Fu Ning St	Ma Tau Chung Rd	Argyle St	3472	DD	C	6,450	7,330	+13.7
Fuk Shun St	Fuk Hi St	Shing Uk Tsuen	6625	LD	C	4,060	4,510	+11.2
Fuk To St	Kwun Tong Rd	Ngau Tau Kok Rd	4102	LD	C	3,080 *	3,180 *	+3.3
Fuk Wing St	Nam Cheong St	Yen Chow St	4612	LD	C	3,370	3,560	+5.8
Fung Cheung Rd	Castle Peak Rd - Yuen Long	Hop Yick Rd	5233	DD	C	23,910	23,910 *	0.0
Fung Mo St	Fu Mei St	Lung Cheung Rd	3462	DD	C	21,150	21,430	+1.3
Fung Mo St	Tung Tau Tsuen Rd	Fu Mei St	3257	DD	C	12,970	12,380 *	-4.5
Fung Shue Wo Rd	Tsing Yu St	Tsing King Rd RA	6047	LD	C	11,690 *	11,460 *	-1.9
Fung Shue Wo Rd	Tsing Yu St	Tsing Yi Rd W	5250	LD	C	16,260	15,950 *	-1.9
Fung Tak Rd	Lung Poon St	Hammer Hill Rd RA	3891	DD	C	11,850 *	11,310 *	-4.5
Fung Tak Rd	Sheung Fung St	Po Kong Village Rd	3460	DD	C	23,230	18,280	-21.3

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
Fung Yip St	Sheung On St	Sun Yip St	2614	LD	C	6,330	5,180	-18.1
Garden Rd	Cotton Tree Drive	Upper Albert Rd	1209	PD	C	25,190	24,700 *	-2.0
Garden Rd	Des Voeux Rd C	Upper Albert Rd	2211	PD	B	40,050	40,460	+1.0
Garden Rd	Hong Kong Zoological & Botanical Gardens	5 Garden Rd	2012	PD	C	38,000 *	37,250 *	-2.0
Garden Rd	Magazine Gap Rd	Cotton Tree Drive	1410	PD	C	49,750	53,540	+7.6
Gascoigne Rd	Nathan Rd	Pak Hoi St	3614	PD	C	23,620 *	41,350	+75.1
Gascoigne Rd	Pak Hoi St	Jordan Rd	3421	PD	C	29,190	23,190	-20.6
Gascoigne Rd	Ramps to & from Gascoigne Rd near Jordan Rd	Jordan Rd	3420	PD	C	55,980	56,260	+0.5
Gascoigne Rd	Wylie Rd	Chatham Rd FO <K20>	3218	PD	C	18,850	18,810 *	-0.2
Gascoigne Rd	Wylie Rd	Ramps to & from Gascoigne Rd near Jordan Rd	3419	PD	C	22,660	22,990	+1.5
Gascoigne Rd FO <K20>	Ramps to & from Gascoigne Rd near Jordan Rd	Chatham Rd S	3890	PD	C	94,070 *	93,890 *	-0.2
Gascoigne Rd FO <K37>	Ferry St	Gascoigne Rd	3401	UT	C	49,140	53,630	+9.1
Glenealy & Albany Rd	Wyndham St	Upper Albert Rd	1841	DD	C	12,780 *	12,690 *	-0.7
Gloucester Rd	Arsenal St	Cross Harbour Tunnel S. INT	1028	UT	A	119,970	104,110	-13.2
Gloucester Rd	Great George St	Causeway Rd	1822	PD	C	3,330 *	3,280 *	-1.6
Gloucester Rd	Kingston St	Great George St	1823	PD	C	15,200 *	14,950 *	-1.6
Gloucester Rd & Victoria Park Rd	Cross Harbour Tunnel S. INT	Houston St	2001	UT	C	133,720 *	131,520 *	-1.6
Gloucester Rd N-B Flyover	Kingston St	Houston St	2018	PD	C	12,080 *	11,890 *	-1.6
Gordon Rd	Hing Fat St	Electric Rd	1216	PD	C	26,640	26,120 *	-2.0
Grampian Rd	Boundary St	Dumbarton Rd	4613	LD	C	3,300	2,890	-12.5
Green Lane	Blue Pool Rd	End	2615	LD	C	990	1,040	+5.0
Hammer Hill Rd	Choi Hung Rd	Lung Cheung Rd	3464	DD	C	23,440	21,270	-9.3
Hang Hau Rd	Po Ning Rd	Clear Water Bay Rd	6223	LD	B	16,760	15,880	-5.2
Hang Hong St	Ma On Shan Rd	Sai Sha Rd	5877	DD	C	13,770 *	13,750 *	-0.2
Hang Tai Rd	Hang Shun St	Hang Fai St	5510	DD	C	3,250	4,500	+38.2
Hang Wan Rd	Olympic Ave	Ma Tau Chung Rd	3266	DD	C	7,700	7,960 *	+3.3
Hankow Rd	Salisbury Rd	Haiphong Rd	4614	LD	C	6,710	7,690	+14.7
Harbour Rd	Fleming Rd	Tonnochy Rd	1449	DD	C	14,830	12,590	-15.1
Harcourt Rd	Cotton Tree Drive	Tamar St	1601	UT	C	99,080 *	134,140	+35.4
Harcourt Rd	Tamar St	Arsenal St	1001	UT	A	125,100	117,320	-6.2
Harcourt Rd <FO>	Tamar St	End	1252	UT	C	95,010	93,450 *	-1.6

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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 2024	AADT 2025	Change of 2025 as % of 2024
Harcourt Rd <FO> ramp to Cotton Tree Drive	Harcourt Rd <FO>	Lambeth Walk	1464	PD	C	21,560	25,050	+16.2
Headland Rd	Repulse Bay Rd	End	2616	LD	C	1,180	1,180	+0.8
Healthy St W & Pak Fuk Rd	King's Rd	Tin Hau Temple Rd	1856	DD	C	9,360 *	9,290 *	-0.7
Heng Lam St	Junction Rd	Fung Mo St	3491	LD	C	4,070	4,400	+8.3
Hennessy Rd	Arsenal St	Johnston Rd	2014	PD	C	26,040 *	25,610 *	-1.6
Hennessy Rd	Canal Rd FO <H110>	Percival St	1610	PD	C	17,170 *	24,810	+44.5
Hennessy Rd	Fenwick St	Luard Rd	1609	PD	C	17,830 *	19,820	+11.2
Hennessy Rd	Fleming Rd	Stewart Rd	2015	PD	C	15,610 *	15,360 *	-1.6
Hennessy Rd	Johnston Rd	Fenwick St	1210	PD	C	25,160	24,740 *	-1.6
Hennessy Rd	Luard Rd	Fleming Rd	1029	PD	A	27,660	27,500	-0.6
Hennessy Rd	Stewart Rd	Tin Lok Lane	1211	PD	C	22,140	21,780 *	-1.6
Hennessy Rd	Tin Lok Lane	Canal Rd FO <H110>	1413	PD	C	21,910	22,250	+1.6
Hennessy Rd & Yee Wo St	Percival St	Pennington St	1819	PD	C	17,740 *	17,450 *	-1.6
Hereford Rd	Waterloo Rd	Renfrew Rd	3691	LD	C	6,750 *	7,840	+16.2
Heung Sze Wui St	Po Heung St	Wan Tau St	6058	DD	C	11,060 *	11,060 *	0.0
Heung Yip Rd	Wong Chuk Hang Rd	Ocean Park Rd	2617	LD	C	5,860	5,670	-3.1
Hill Rd	Queen's Rd W	Des Voeux Rd W	1620	DD	C	3,100 *	5,100	+64.1
Hill Rd FO <H114>	Pok Fu Lam Rd	Connaught Rd W	1205	PD	C	17,650	17,310 *	-2.0
Hing Fat St	Causeway Rd	Lau Sin St	1439	DD	C	21,020	24,000	+14.2
Hing Fat St	Gordon Rd	Lau Sin St	1854	PD	C	19,260 *	18,880 *	-2.0
Hing Fat St	Gordon Rd	Whitfield Rd	2019	PD	C	26,100 *	25,580 *	-2.0
Hing Fong Rd	Kwai Foo Rd	Kwai Fuk Rd	5626	DD	C	29,670 *	28,980	-2.3
Hing Fong Rd	Kwai Fuk Rd	Kwai Tsing Rd RA	5424	DD	C	48,430	50,480	+4.2
Hing Fong Rd	Kwai Yik Rd	Kwai Foo Rd	5825	DD	C	21,620 *	21,210 *	-1.9
Hing Fong Rd	Tai Wo Hau Rd	Kwai Yik Rd	6020	DD	C	16,600 *	16,280 *	-1.9
Hing Fong Rd & Kwai Hing Rd	Wo Tong Tsui St	Tai Wo Hau Rd	5651	LD	C	7,860 *	4,820	-38.6
Hing Wah St	Castle Peak Rd	Un Chau St	3670	DD	C	8,160 *	8,610	+5.5
Hing Wah St	Cheung Sha Wan Rd	Un Chau St	3468	DD	C	11,850	11,310	-4.6
Hing Wah St	Lai Chi Kok Rd	Cheung Sha Wan Rd	3263	DD	C	12,800	12,220 *	-4.5
Hing Wah St West	Lin Cheung Rd	Roundabout near West Kowloon Refuse Transfer	4103	DD	C	7,090 *	6,770 *	-4.5
Hing Wah St West	Tung Chau St	Lin Cheung Rd	3899	DD	C	13,590 *	12,970 *	-4.5
Hip Wo St	Hiu Kwong St	Tsui Ping Rd	4065	DD	C	15,940 *	15,910 *	-0.2

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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 2024	AADT 2025	Change of 2025 as % of 2024
Hip Wo St	Hong Ning Rd	Hiu Kwong St	3270	DD	C	17,430	17,400 *	-0.2
Hip Wo St	Mut Wah St	Tung Yan St	3677	DD	C	21,010 *	21,670	+3.1
Hip Wo St	Sau Mau Ping Rd	Hong Ning Rd	3475	DD	C	23,730	19,640	-17.2
Hip Wo St	Tsui Ping St	Mut Wah St	3865	DD	C	19,660 *	19,630 *	-0.2
Hip Wo St	Tung Yan St	Kwun Tong Rd RA	3474	DD	C	20,020	18,080	-9.7
Hiram's Highway	Clear Water Bay Rd	Po Tung Rd	6055	RR	C	22,470 *	22,430 *	-0.2
Hiu Kwong St	Sau Mau Ping Rd	Sau Ming Rd	3678	DD	C	15,780 *	10,920	-30.8
Hiu Kwong St	Sau Ming Rd	Hip Wo St	3018	DD	A	12,520	12,290	-1.9
Ho Man Tin Hill Rd	Ho Man Tin St	Wylie Rd	4615	LD	C	5,400	5,120	-5.2
Ho Man Tin St	Waterloo Rd	Ho Man Tin Hill Rd	4401	LD	B	2,770	2,790	+0.5
Hoi Chu Rd	Tuen Mun Heung Sze Wui Rd	Fung On St	6071	DD	C	9,170 *	9,170 *	0.0
Hoi Hing Rd RA (eastern arm)	On Yuk Rd	Hoi Hing Rd RA	5475	PD	C	21,590	21,590	0.0
Hoi Kok St	Hoi Shing Rd	Hoi Hing Rd	6635	LD	C	5,300	5,080	-4.0
Hoi On Rd	Hoi Hing Rd	Castle Peak Rd - Ting Kau	5910	LD	C	23,910 *	23,450 *	-1.9
Hoi Wang Rd	Hoi Ting Rd	Cherry St RA	4220	PD	B	19,500	19,200	-1.6
Hoi Wang Rd	Hoi Ting Rd Northern junction	Hoi Ting Rd Southern junction	3898	PD	C	8,280 *	8,560 *	+3.3
Hoi Wing Rd	Castle Peak Rd - Castle Peak Bay	Tuen Mun Heung Sze Wui Rd	5676	DD	C	13,240 *	14,130	+6.8
Hoi Wing Rd	Hang Fu St	Hang Fu St	5898	DD	C	9,420 *	9,420 *	0.0
Hoi Wing Rd	Hoi Wong Rd	Hang Fu St	5698	DD	C	13,680 *	15,210	+11.2
Hoi Wing Rd	Tuen Mun Heung Sze Wui Rd	UR 16N	6094	DD	C	9,570 *	9,570 *	0.0
Hoi Wong Rd	Hoi Chu Rd	Wu Shan Rd	5675	DD	C	17,430 *	18,320	+5.1
Hoi Wong Rd	Wong Chu Rd INT	Hoi Chu Rd	5479	PD	C	27,340	25,030	-8.5
Hoi Yuen Rd	Wai Yip St	Kwun Tong Rd RA	4073	DD	C	19,640 *	18,760 *	-4.5
Hollywood Rd	Queen's Rd W	Ladder St	1019	LD	A	7,780	7,640	-1.7
Hollywood Rd	Wyndham St	Ladder St	1454	LD	C	8,820	9,610	+9.0
Holy Cross Path	Hoi Ning St	Sai Wan Ho St	2618	LD	C	2,860	3,110	+8.7
Hong Chong Rd	Hong Tai Path	Toll Plaza Exit	3210	PD	C	21,270	21,230 *	-0.2
Hong Chong Rd	Salisbury Rd	Chatham Rd N	3202	UT	C	119,980	120,590 *	+0.5
Hong Chong Rd	Science Museum Rd	Hong Tai Path	3209	PD	C	15,590	15,560 *	-0.2
Hong Lee Rd	Kung Lok Rd	End	4616	LD	C	3,640	4,270	+17.4
Hong Ning Rd	Chun Wah Rd	Kung Lok Rd	3864	DD	C	11,580 *	11,560 *	-0.2
Hong Ning Rd	Hip Wo St	Chun Wah Rd	4064	DD	C	15,740 *	15,710 *	-0.2
Hong Ning Rd	Kung Lok Rd	Kung Lok Rd	3676	DD	C	10,570 *	11,150	+5.5

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Hong Ning Rd	Kung Lok Rd southern junction	Mut Wah St	3473	DD	C	13,810	12,010	-13.0
Hong Ning Rd	Mut Wah St	Yue Man Square	3268	DD	C	24,020	22,930 *	-4.5
Hong Ning Rd	Yue Man Square	Kwun Tong Rd	4063	DD	C	14,860 *	14,180 *	-4.5
Hong Tai Path	Hong Chong Rd	Cheong Wan Rd	3217	PD	C	11,620	11,600 *	-0.2
Hong Tat Path	Hong Chong Rd	Cheong Wan Rd	3216	PD	C	1,600	1,600 *	-0.2
Hop Yick Rd	Fung Cheung Rd	Tai Tong Rd	6030	DD	C	8,950 *	8,950 *	0.0
Hung Hing Rd	Tonnochy Rd	Hung Hing Rd FO <H159>	1451	DD	C	18,250	15,800	-13.4
Hung Hing Rd FO <H159>	Hung Hing Rd	Victoria Park Rd	1452	PD	C	11,110	10,150	-8.6
Hung Hom Bypass	Mody Lane	Slip rds to/from Princess Margaret Rd Link	4005	UT	C	30,670 *	30,820 *	+0.5
Hung Hom Bypass	slip rds to/from Princess Margaret Rd Link	slip rd from Cheong Tung Rd S	4221	UT	B	14,380	11,820	-17.8
Hung Hom Bypass slip rd E-B	Salisbury Rd	Metropolis Drive	4100	LD	C	7,710 *	7,960 *	+3.3
Hung Hom Bypass slip rd W-B	Metropolis Drive	Salisbury Rd	4101	LD	C	6,440 *	6,650 *	+3.3
Hung Hom Rd	Hung Hom S Rd	Tak Man St	3886	DD	C	20,290 *	20,960 *	+3.3
Hung Hom Rd	Man Yue St	Bailey St	3290	DD	C	12,270	12,680 *	+3.3
Hung Hom Rd	Tak Man St	Man Yue St	4085	DD	C	15,060 *	15,560 *	+3.3
Hung Hom S Rd	Gillies Ave S. & Cheong Wan Rd	Hung Hom Rd	3697	DD	C	9,030 *	8,320	-7.9
Hung Lai Rd	Hung Hom South Rd	Hung Lok Rd	3504	LD	C	5,830	4,720	-19.1
Hung Ling St	Hung Hom South Rd	Cheong Tung Rd S	3301	LD	C	4,160	4,290 *	+3.3
Hung Lok Rd	Hung Lai Rd	Hung Luen Rd	3303	DD	C	5,930	6,120 *	+3.3
Hung Luen Rd	Shung King St	Kin Wan St	3896	DD	C	4,040 *	4,180 *	+3.3
Hung Mui Kuk Rd	Che Kung Miu Rd	Tin Sam St	5212	PD	C	33,340	33,320 *	-0.1
Hung Mui Kuk Rd	Lion Rock Tunnel Rd	Tin Sam St	6012	PD	C	35,530 *	35,510 *	-0.1
Hung Tin Rd	Tin Shui Wai West INT	Ping Ha Rd	5889	DD	C	57,560 *	57,560 *	0.0
Hung Tin Rd slip rds	Tin Shui Wai West INT	Access rd to Hung Uk Tsuen	5902	LD	C	13,840 *	13,840 *	0.0
Ice House St	Connaught Rd C	Lower Albert Rd	2403	LD	B	11,330	7,510	-33.7
Irving St & Pennington St	Leighton Rd	Yee Wo St	1212	PD	C	11,620	11,400 *	-2.0
Island Eastern Corridor	Aldrich Bay Rd approaching Shau Kei Wan Rd	Chai Wan Rd slip rd to I.E.C.	1602	EX	C	63,730 *	55,600	-12.8
Island Eastern Corridor	Healthy St INT eastern end	Taikoo Shing INT western end	1003	EX	A	110,900	108,420	-2.2
Island Eastern Corridor	Healthy St INT western end	Healthy St INT eastern end	1202	EX	C	101,050	99,130 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
Island Eastern Corridor	Hing Fat St INT	Tong Shui Rd INT	1804	EX	C	148,100 *	145,280 *	-1.9
Island Eastern Corridor	Island Eastern Corridor Link FO <H158>	Sun Sing St	1404	EX	C	70,110	71,990	+2.7
Island Eastern Corridor	Nam On Lane	Wing Tai Rd INT	2215	EX	B	49,180	48,720	-0.9
Island Eastern Corridor	Taikoo Shing INT eastern end	Island Eastern Corridor Link FO <H158>	1810	EX	C	113,270 *	111,110 *	-1.9
Island Eastern Corridor	Taikoo Shing INT western end	Taikoo Shing INT eastern end	1807	EX	C	99,830 *	97,930 *	-1.9
Island Eastern Corridor	Tong Shui Rd INT	Healthy St INT	1805	EX	C	128,350 *	125,900 *	-1.9
Island Eastern Corridor	Victoria Park Rd	Hing Fat St INT	1803	EX	C	83,950 *	82,350 *	-1.9
Island Eastern Corridor	Wan Tsui Rd RA	Wing Tai Rd INT	1446	PD	C	18,060	18,530	+2.6
Island Eastern Corridor <H128A>	Tin Chiu St	Hoi Yu St	1258	EX	C	35,280	34,610 *	-1.9
Island Eastern Corridor <H220> & <HU5>	Island Eastern Corridor <HU5>	Island Eastern Corridor <H220>	1646	EX	C	2,890 *	3,370	+16.5
Island Eastern Corridor access rd to Taikoo Wan Rd	Taikoo Shing INT	Taikoo Wan Rd	1829	PD	C	22,910 *	22,460 *	-2.0
Island Eastern Corridor down-ramp	Island Eastern Corridor	Hing Fat St	1462	EX	C	10,200	10,060	-1.4
Island Eastern Corridor down-ramp E-B	Healthy St INT western end	Java Rd	1218	EX	C	10,640	10,430 *	-1.9
Island Eastern Corridor down-ramp E-B	Island Eastern Corridor E-B	Tong Shui Rd FO <H127> northern end	1824	EX	C	10,550 *	10,350 *	-1.9
Island Eastern Corridor down-ramp W-B	Island Eastern Corridor	Java Rd	1419	EX	C	16,950	16,290	-3.9
Island Eastern Corridor FO <H148>	Island Eastern Corridor Link FO <H158>	Tai Cheong Street	1403	EX	C	22,120	26,250	+18.7
Island Eastern Corridor Link FO <H158>	Hong On St	Ramps to & from Island Eastern Corridor	1444	EX	C	11,820	12,380	+4.7
Island Eastern Corridor slip rd	Island Eastern Corridor	Wing Tai Rd	1642	EX	C	36,020 *	31,550	-12.4
Island Eastern Corridor slip rd	Tung Hei Rd	Chai Wan Rd	1422	EX	C	15,470	17,030	+10.1
Island Eastern Corridor slip rd	Wing Tai Rd	Shun Tai Rd	1865	DD	C	10,030 *	9,960 *	-0.7
Island Eastern Corridor slip rd E-B	Shau Kei Wan INT western end	Nam On Lane	1833	EX	C	7,950 *	7,800 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
Island Eastern Corridor slip rd E-B	Taikoo Shing INT western end	Access rd to Taikoo Wan Rd	1827	EX	C	6,050 *	5,940 *	-1.9
Island Eastern Corridor slip rd E-B	Taikoo Wan Rd access rd	Taikoo Shing INT eastern end	1808	EX	C	7,390 *	7,250 *	-1.9
Island Eastern Corridor slip rd W-B	Sun Sing St	Nam Hong St	1421	EX	C	7,300	7,420	+1.6
Island Eastern Corridor slip rd W-B	Taikoo Shing INT eastern end	Access rd to Taikoo Wan Rd	1828	EX	C	5,400 *	5,300 *	-1.9
Island Eastern Corridor slip rd W-B	Taikoo Wan Rd access rd	Taikoo Shing INT western end	1809	EX	C	4,490 *	4,410 *	-1.9
Island Eastern Corridor up-ramp	Hing Fat St	Island Eastern Corridor	1461	PD	C	12,120	11,510	-5.0
Island Eastern Corridor up-ramp	Shing Tai Rd	Island Eastern Corridor	2049	EX	C	36,460 *	35,760 *	-1.9
Island Eastern Corridor up-ramp E-B	Java Rd	Island Eastern Corridor	1402	EX	C	12,400	14,510	+17.1
Island Eastern Corridor up-ramp W-B	King's Rd	Healthy St INT western end	1203	EX	C	12,460	12,220 *	-1.9
Island Eastern Corridor up-ramp W-B	Tong Shui Rd	Island Eastern Corridor W-B	1806	EX	C	9,220 *	9,040 *	-1.9
Island Rd	Deep Water Bay Rd	Repulse Bay Rd	1618	PD	C	22,740 *	22,700	-0.2
Island Rd	Deep Water Bay Rd	Shouson Hill Rd eastern junction	1423	PD	C	20,420	22,460	+10.0
Jat's Incline	Clear Water Bay Rd	Shatin Pass Rd	4618	LD	C	4,390	3,940	-10.1
Java Rd	Healthy St W	Island Eastern Corridor down-ramp E-B	1441	DD	C	9,720	9,570	-1.5
Java Rd	Island Eastern Corridor down-ramp E-B	King's Rd	1635	DD	C	19,650 *	20,120	+2.4
Java Rd	North Point Rd	Tong Shui Rd	1634	DD	C	16,160 *	16,280	+0.7
Java Rd	Tin Chiu St	Healthy St W	1242	DD	C	16,030	15,910 *	-0.7
Java Rd	Tong Shui Rd	Tin Chiu St	2040	DD	C	15,380 *	15,270 *	-0.7
Jockey Club Rd	Lok Yip Rd	Wo Hop Shek INT	6206	PD	B	32,860	32,700	-0.5
Jockey Club Rd	Lung Sum Ave	San Fung Ave	5822	PD	C	15,900 *	16,120 *	+1.4
Jockey Club Rd	Lung Sum Ave	So Kwun Po Rd	6017	PD	C	14,500 *	14,710 *	+1.4
Jockey Club Rd	Po Shek Wu Rd	Man Kam To Rd	5218	PD	C	23,960	24,300 *	+1.4
Jockey Club Rd	Sha Tau Kok Rd	Lok Yip Rd	5422	PD	C	10,830	10,740	-0.8
Jockey Club Rd	Sha Tau Kok Rd	So Kwun Po Rd	5217	PD	C	11,910	12,080 *	+1.4
Johnston Rd	Fleming Rd	Hennessy Rd	1232	DD	C	3,370	3,490 *	+3.7

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Johnston Rd	Landale St	Luard Rd	1844	DD	C	2,840 *	2,950 *	+3.7
Johnston Rd	Luard Rd	Fleming Rd	2032	DD	C	8,670 *	8,990 *	+3.7
Jordan Rd	Canton Rd	Shanghai St	3612	PD	C	36,860 *	40,310	+9.3
Jordan Rd	Cox's Rd	Gascoigne Rd	3215	PD	C	35,740	35,670 *	-0.2
Jordan Rd	Ferry St	Canton Rd	3417	PD	C	40,510	41,940	+3.5
Jordan Rd	Lin Cheung Rd	Ferry St	4096	PD	C	27,240 *	28,140 *	+3.3
Jordan Rd	Nathan Rd	Cox's Rd	4010	PD	C	29,500 *	29,450 *	-0.2
Jordan Rd	Nga Cheung Rd	Lin Cheung Rd	3299	PD	C	27,400	28,300 *	+3.3
Jordan Rd	Shanghai St	Nathan Rd	3812	PD	C	49,000 *	48,900 *	-0.2
Jubilee St	Des Voeux Rd C	Connaught Rd C	1432	DD	C	7,280	7,120	-2.2
Jubilee St	Des Voeux Rd C	Queen's Rd C	1231	DD	C	5,380	5,580 *	+3.7
Junction Rd	Boundary St	Nga Tsin Wai Rd	3458	DD	C	13,940	15,050	+7.9
Junction Rd	Chuk Yuen Rd	Tung Tau Tsuen Rd	3658	DD	C	12,340 *	10,800	-12.5
Junction Rd	Junction Rd & Broadcast Drive	Renfrew Rd	3849	DD	C	33,680 *	33,610 *	-0.2
Junction Rd	Nga Tsin Wai Rd	Tung Tau Tsuen Rd	3016	DD	A	14,900	14,810	-0.6
Junction Rd	Renfrew Rd	Waterloo Rd	4049	DD	C	26,780 *	26,730 *	-0.2
Justice Drive	Queensway	Supreme Court Rd	1108	LD	A	21,700	22,420	+3.4
Ka Yip St	Wing Tai Rd	End	2620	LD	C	11,650	10,560	-9.4
Kadoorie Ave	Argyle St	Prince Edward Rd W	3286	LD	C	3,880	4,010 *	+3.3
Kai Cheung Rd	Kai Shing St	Kai Fuk Rd	3681	DD	C	36,300 *	40,660	+12.0
Kai Cheung Rd	Kai Shing St	Wang Kwong Rd	3869	DD	C	27,440 *	28,350 *	+3.3
Kai Cheung Rd	Wang Chiu Rd	Wai Yip St	3274	DD	C	45,520	47,030 *	+3.3
Kai Cheung Rd	Wang Kwong Rd	Wang Chiu Rd	4069	DD	C	22,410 *	23,150 *	+3.3
Kai Cheung Rd FO <K56>	Wai Yip St	Ngau Tau Kok Rd	3479	DD	C	11,370	10,080	-11.4
Kai Cheung Rd slip rd	Kai Fuk Rd	Kai Fuk Rd	3478	DD	C	15,610	15,280	-2.1
Kai Fuk Rd	Kai Cheung Rd	Wai Yip St	3206	UT	C	69,740	69,120 *	-0.9
Kai Fuk Rd FO <K58>	Elegance Rd	Kwun Tong Rd	3409	UT	C	52,250	50,910	-2.6
Kai Fuk Rd FO <K58>	Wai Yip St	Elegance Rd	3408	UT	C	9,480	8,870	-6.5
Kai Fuk Rd FO <K58> down-ramp	Kai Fuk Rd FO <K58>	Kwun Tong Rd W-B	3440	PD	C	20,730	21,240	+2.5
Kai Fuk Rd FO <K58> up-ramp	Kwun Tong Rd E-B	Kai Fuk Rd FO <K58>	3439	PD	C	25,340	35,920	+41.8
Kai Lok St	Wang Chiu Rd	Wang Chiu Rd	4619	LD	C	3,260	2,630	-19.3
Kai San Rd	Tsat Po St	Concorde Rd	3306	DD	C	10,780	10,290 *	-4.5
Kai Tak Tunnel	Sung Wong Toi Rd	Kai Cheung Rd	3004	UT	A	63,500	63,900	+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 2024	AADT 2025	Change of 2025 as % of 2024
Kai Tak Tunnel up-ramp	Kai Tak Tunnel	Sung Wong Toi Rd	3673	DD	C	12,590 *	12,530	-0.5
Kai Tin Rd	Tak Tin St	Lei Yue Mun Rd	3482	DD	C	13,310	12,290	-7.7
Kai Tin Rd	Tseung Kwan O Rd	Tak Tin St	3264	DD	C	10,380	10,360 *	-0.2
Kam Ho Rd	Kam Tin Rd	Tung Wui Rd	6109	RR	C	11,000 *	10,790 *	-1.9
Kam Sheung Rd	Kam Tin Rd	Kam Tin Rd	6208	RR	B	10,060	9,860	-2.0
Kam Tin Bypass	Kam Tin Rd	Kam Tin Rd	6110	RT	C	15,110 *	15,560 *	+3.0
Kam Tin Rd	Castle Peak Rd - Yuen Long	Kam Sheung Rd western junction	6051	RR	C	47,320 *	46,410 *	-1.9
Kam Tin Rd	Fan Kam Rd	Kam Sheung Rd eastern junction	5254	RR	C	16,320	16,010 *	-1.9
Kam Tin Rd	Kam Sheung Rd western junction	Fan Kam Rd	6207	RR	B	20,230	19,720	-2.5
Kansu St	Canton Rd	Ferry St	4034	DD	C	11,780 *	11,760 *	-0.2
Kansu St	Nathan Rd	Canton Rd	3241	DD	C	8,740	8,720 *	-0.2
Kau Yuk Rd	Tai Tong Rd	Yuen Long Hong Lok Rd	5637	DD	C	13,900 *	13,440	-3.3
Kau Yuk Rd	Yuen Long Tai Yuk Rd	Yuen Long Hong Lok Rd	5008	DD	A	11,560	11,150	-3.5
Keng Hau Rd & Che Kung Mui Rd	Tai Po Rd - Shatin Heights	Tin Sam St	6048	DD	C	1,170 *	1,170 *	-0.2
Kennedy Rd	Garden Rd	MacDonnell Rd	1846	DD	C	11,700 *	11,610 *	-0.7
Kennedy Rd	MacDonnell Rd	Queen's Rd E	2213	DD	B	9,880	10,290	+4.1
Keung Shan Rd & Tai O Rd	Sham Wat Rd	Tai O Bus Terminus	5659	RR	C	1,440 *	1,770	+22.9
Kik Yeung Rd	Castle Peak Rd - Yuen Long	Yuen Long On Ning Rd	5458	LD	C	8,500	8,220	-3.3
Kimberley Rd	Nathan Rd	Observatory Rd	4620	LD	C	11,460	16,520	+44.2
Kin Fat St	Pui To Rd	Tai Hing St	6629	LD	C	4,580	4,700	+2.6
King Ling Rd	Po Shun Rd	Chui Ling Rd	5309	DD	C	16,730	16,700 *	-0.2
King's Rd	Fortress Hill Rd	North Point Rd	1214	PD	C	21,370	20,950 *	-2.0
King's Rd	Greig Rd	Taikoo Shing Rd	1830	PD	C	18,780 *	18,410 *	-2.0
King's Rd	Healthy St W	Java Rd	2020	PD	C	18,680 *	18,310 *	-2.0
King's Rd	Java Rd	Greig Rd	1219	PD	C	25,700	25,200 *	-2.0
King's Rd	Mercury St	Fortress Hill Rd	2017	PD	C	18,440 *	18,080 *	-2.0
King's Rd	North Point Rd	Tong Shui Rd	1008	PD	A	26,880	25,880	-3.7
King's Rd	Tin Chiu St	Healthy St W	1826	PD	C	18,580 *	18,210 *	-2.0
King's Rd	Tin Hau Temple Rd	Mercury St	1820	PD	C	30,580 *	29,980 *	-2.0
King's Rd	Tong Shui Rd	Tin Chiu St	1418	PD	C	21,600	20,990	-2.8
King's Rd FO <H162>	King's Rd	Hong On St	1463	DD	C	4,990	5,060	+1.2
Kingston St	Paterson St	Gloucester Rd	2621	LD	C	3,890	3,450	-11.3

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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 2024	AADT 2025	Change of 2025 as % of 2024
Knight St	Boundary St	Prince Edward Rd W	3492	LD	C	5,200	5,000	-3.8
Ko Chiu Rd	Cha Kwo Ling Rd	Lei Yue Mun Rd	4084	LD	C	13,160 *	13,140 *	-0.2
Ko Chiu Rd	Lei Yue Mun Rd	Lei Yue Mun Rd	4621	LD	C	7,760	9,920	+27.9
Ko Fong St	Hing Shing Rd	Shing Fong St	6640	LD	C	3,570	3,880	+8.7
Ko Shan Rd	Pak Kung St	Chi Kiang St	3103	LD	A	5,220	5,600	+7.2
Kong Sham Western Highway	Section of Kong Sham Western Highway nr Yick Yuen Rd	Shenzhen Bay Bridge (Hong Kong Section)	5907	EX	C	13,840 *	14,040 *	+1.4
Kong Sham Western Highway	Yuen Long Highway	Section of Kong Sham Western Highway nr Yick Yuen Rd	5516	EX	C	22,880	25,040	+9.5
Kornhill Rd	Hong On St	King's Rd	1640	DD	C	13,930 *	12,900	-7.4
Kotewall Rd	Po Shan Rd	Robinson Rd	1643	LD	C	3,270 *	3,440	+5.0
Kowloon City RA	Ma Tau Chung Rd	Argyle St	3234	PD	C	38,790	38,720 *	-0.2
Kowloon City RA	Prince Edward Rd W	Argyle St	3437	PD	C	34,540	34,920	+1.1
Kowloon City Rd	Ma Tau Kok Rd	Sung Wong Toi Rd	3203	UT	C	8,480	8,400 *	-0.9
Kowloon City Rd N-B	San Shan Rd	Sung Wong Toi Rd	3836	DD	C	7,570 *	7,820 *	+3.3
Kowloon Park Drive	Canton Rd	Peking Rd	4009	PD	C	39,130 *	39,060 *	-0.2
Kowloon Park Drive	Salisbury Rd	Peking Rd	3811	PD	C	41,190 *	41,110 *	-0.2
Kowloon Park Drive FO <K80>	Canton Rd #333	Hong Kong Heritage Discovery Centre	3498	DD	C	20,560	21,260	+3.4
Kuk Ting St	Castle Peak Rd - Yuen Long	Sai Tai St	5235	DD	C	9,890	9,890 *	0.0
Kung Lok Rd	Hong Ning Rd	Hong Ning Rd	3104	LD	A	4,510	4,640	+2.9
Kwai Chung INT ramps A & B	Kwai Chung Rd	Lai King Hill Rd INT	5219	DD	C	19,650	19,270 *	-1.9
Kwai Chung INT ramps E & F	Kwai Chung Rd	Lai King Hill Rd INT	5220	DD	C	15,120	14,830 *	-1.9
Kwai Chung Rd	Ching Cheung Rd	Kwai Chung INT	5201	UT	C	71,620	73,750 *	+3.0
Kwai Chung Rd	Kwai Chung INT	Tsuen Wan Rd	5030	UT	A	109,870	111,790	+1.7
Kwai Chung Rd	Kwai On Rd	Kwai Foo Rd	5608	PD	C	37,180 *	30,700	-17.4
Kwai Chung Rd	Lai Chi Kok Bay Bridge	Lai Chi Kok Rd & Cheung Sha Wan Rd	3804	UT	C	77,240 *	79,780 *	+3.3
Kwai Chung Rd	Lai King Hill Rd	Kwai Foo Rd	5407	PD	C	30,070	34,040	+13.2
Kwai Chung Rd	Tai Lin Pai Rd	Castle Peak Rd - Kwai Chung INT	6005	PD	C	65,480 *	67,420 *	+3.0
Kwai Chung Rd	Tsuen Wan Rd	Lai King Hill Rd	5406	PD	C	34,600	35,480	+2.5
Kwai Chung Rd (GL)	Tai Lin Pai Rd	Kwai On Rd	5809	PD	C	57,470 *	59,180 *	+3.0

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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 2024	AADT 2025	Change of 2025 as % of 2024
Kwai Foo Rd	Kwai Chung Rd	Hing Fong Rd	5007	DD	A	16,530	15,820	-4.3
Kwai Fuk Rd	Hing Fong Rd	Container Port Rd RA	5827	DD	C	33,140 *	32,500 *	-1.9
Kwai Fuk Rd	Lai King Hill Rd	Kwai Fuk Rd RA	5429	DD	C	19,150	16,770	-12.5
Kwai Fuk Rd	Shing Fuk St	Hing Fong Rd	6022	DD	C	26,820 *	26,300 *	-1.9
Kwai Fuk Rd	Shing Fuk St	Texaco Rd	5224	DD	C	15,290	14,990 *	-1.9
Kwai King Rd	Kwai Tak St	Kwai Tsing Rd	5272	LD	C	18,590	18,230 *	-1.9
Kwai Luen Rd	Kwai Shing Circuit eastern junction	Kwai Shing Circuit western junction	5010	LD	A	5,800	5,680	-2.1
Kwai On Rd	Tai Lin Pai Rd	Kwai Chung Rd	5426	DD	C	25,240	27,800	+10.1
Kwai Shing Circuit	Kwai Luen Rd western junction	Kwai Luen Rd eastern junction	6641	LD	C	6,180	5,530	-10.7
Kwai Shing Circuit	Tai Wo Hau Rd northern junction	Kwai Luen Rd	6021	DD	C	8,810 *	8,640 *	-1.9
Kwai Shing Circuit & Shing Fuk St	Kwai Luen Rd	Kwai Fuk Rd	5248	LD	C	14,640	14,360 *	-1.9
Kwai Tai Rd RA Northern Arm	Kwai Chung Rd	Kwai Tai Rd	5665	PD	C	11,840 *	7,830	-33.9
Kwai Tsing Rd	Kwai King Rd	Tsuen Wan Rd	6100	DD	C	35,900 *	35,210 *	-1.9
Kwai Tsing Rd	Kwai Tsing Rd slip rds to & from Tsing Kwai Highway	Kwai King Rd	5904	DD	C	41,110 *	40,320 *	-1.9
Kwai Tsing Rd & Tsing Yi S Bridge	Tsing Yi Rd	Kwai Tai Rd INT	6219	DD	B	38,430	46,900	+22.0
Kwai Tsing Rd access rd to Kwai Tai Rd	Kwai Tsing Rd	Kwai Tai Rd	5470	DD	C	8,520	5,460	-35.9
Kwai Yik Rd	Kwai Chung Rd	Hing Fong Rd	5223	DD	C	23,240	22,800 *	-1.9
Kwei Chow St	Long Yuet St	To Kwa Wan Rd	3689	LD	C	5,440 *	4,980	-8.6
Kwei Tei St	Wong Chuk Yeung St	Tsung Tau Ha Rd	6611	LD	C	11,920	16,470	+38.2
Kwong Fuk Rd	Nam Wan Rd	Wan Tau St	5009	DD	A	17,580	17,140	-2.5
Kwong Fuk Rd	Wan Tau St	Po Heung St	5646	DD	C	14,070 *	15,360	+9.1
Kwu Tung Rd	Castle Peak Rd - Kwu Tung	Castle Peak Rd - San Tin	6606	LD	C	4,060	4,520	+11.4
Kwun Tong Bypass	Wang Chin St	Tate's Cairn Tunnel Slip Rd	4219	EX	B	62,630	55,590	-11.2
Kwun Tong Bypass <K76>	Cheung Yip St	Wang Chin St	3701	EX	C	72,360 *	71,880	-0.7
Kwun Tong Bypass <K77>	Wai Yip St	Cheung Yip St	3023	EX	A	102,550	101,830	-0.7
Kwun Tong Rd	Clear Water Bay Rd	Choi Hung Bus Terminus	4004	UT	C	119,130 *	118,070 *	-0.9
Kwun Tong Rd	Hong Ning Rd	Kwun Tong Rd underpass western end	4030	PD	C	75,020 *	77,490 *	+3.3

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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 2024	AADT 2025	Change of 2025 as % of 2024
Kwun Tong Rd	Kai Fuk Rd FO <K58> eastern end	Hong Ning Rd	3833	PD	C	78,980 *	81,580 *	+3.3
Kwun Tong Rd	Kwun Tong Rd #330	Lai Yip St	3441	PD	C	28,200	25,780	-8.6
Kwun Tong Rd	Kwun Tong Rd RA	Kwun Tong Rd underpass eastern end	3643	PD	C	31,670 *	27,910	-11.9
Kwun Tong Rd	Kwun Tong Rd underpass eastern end	Tsui Ping Rd	3834	PD	C	72,880 *	75,280 *	+3.3
Kwun Tong Rd	Kwun Tong Rd underpass western end	Kwun Tong Rd RA	3236	PD	C	28,130	29,050 *	+3.3
Kwun Tong Rd	Lai Yip St	Kai Fuk Rd FO<K58> eastern end	3642	PD	C	30,740 *	25,840	-15.9
Kwun Tong Rd	Ngau Tau Kok Rd	Kwun Tong Rd No. 330	3012	PD	A	69,130	68,260	-1.3
Kwun Tong Rd	Ping Shek Est eastern end	Lung Cheung Rd	3605	UT	C	70,040 *	65,570	-6.4
Kwun Tong Rd	Ping Shek Est eastern end	Wai Yip St FO <K42>	4216	UT	B	149,710	150,700	+0.7
Kwun Tong Rd	Wai Yip St FO <K42>	Ngau Tau Kok Rd	3806	UT	C	82,540 *	81,810 *	-0.9
Kwun Tong Rd underpass	Tsun Yip Lane	King Yip Lane	3442	PD	C	41,940	41,330	-1.5
La Salle Rd	Boundary St	Lancashire Rd	3256	DD	C	9,420	9,400 *	-0.2
La Salle Rd	Boundary St	Prince Edward Rd W	4051	DD	C	9,080 *	9,070 *	-0.2
La Salle Rd	Renfrew Rd	Lancashire Rd	3488	LD	C	7,120	6,880	-3.3
Lai Chi Kok Bay Bridge	Section over Mei Foo Sun Chuen	Section nr Ching Lai Court	3803	UT	C	99,870 *	103,160 *	+3.3
Lai Chi Kok Rd	Hing Wah St	Cheung Mou St	3429	PD	C	14,050	17,900	+27.4
Lai Chi Kok Rd	Kom Tsun St	Cheung Mou St	3430	PD	C	94,700	99,050	+4.6
Lai Chi Kok Rd	Nam Cheong St	Wong Chuk St	3822	PD	C	21,380 *	21,190 *	-0.9
Lai Chi Kok Rd	Nathan Rd	Shanghai St	3821	PD	C	18,820 *	18,660 *	-0.9
Lai Chi Kok Rd	Shanghai St	Prince Edward Rd W	4019	PD	C	19,190 *	19,020 *	-0.9
Lai Chi Kok Rd	Tong Mi Rd	Wong Chuk St	3629	PD	C	36,420 *	39,480	+8.4
Lai Chi Kok Rd	Tonkin St	Hing Wah St	3008	PD	A	13,180	12,880	-2.2
Lai Chi Kok Rd	Yen Chow St	Nam Cheong St	4020	PD	C	23,030 *	22,830 *	-0.9
Lai Chi Kok Rd	Yen Chow St	Tonkin St	3227	PD	C	17,610	18,190 *	+3.3
Lai Chi Kok Rd (GL)	Cedar St	Tong Mi Rd	3428	PD	C	29,050	24,450	-15.8
Lai Chi Kok Rd (GL)	Prince Edward Rd W	Cedar St	3226	PD	C	12,910	12,800 *	-0.9
Lai Chi Kok Rd FO <K38>	Prince Edward Rd W	Lai Chi Kok Rd	3640	PD	C	19,240 *	13,400	-30.4
Lai Cho Rd	Joint St	Lim Cho St	6642	LD	C	3,190	3,330	+4.4

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
Lai Cho Rd,Lai Yiu Rd & Wah Yiu Rd	Lai King Hill Rd	Lai Chi Ling Rd	5456	LD	C	6,740	7,140	+6.0
Lai King Hill Rd	Joint St	Kwai Fuk Rd	5427	DD	C	20,730	19,500	-5.9
Lai King Hill Rd	King Cho Rd southern junction	Joint St	5628	DD	C	19,280 *	17,520	-9.2
Lai King Hill Rd	Kwai Chung INT slip rds	King Cho Rd	6204	DD	B	15,380	14,410	-6.3
Lai King Hill Rd	Kwai Chung Rd	Kwai Fuk Rd	5428	DD	C	3,260	3,500	+7.3
Lai King Hill Rd	Lai Wan Rd	Kwai Chung INT slip rds	5443	DD	C	7,600	6,440	-15.3
Lai King Hill Rd slip rds C & D	Lai King Hill RA	Kwai Chung Rd	5476	PD	C	14,260	14,950	+4.8
Lai Wan Rd	Broadway	Mei Lai Rd	4623	LD	C	10,110	9,600	-5.0
Lai Yip St	Wai Yip St	Kwun Tong Rd	3873	DD	C	16,480 *	15,730 *	-4.5
Lam Kam Rd	Kadoorie Farm and Botanic Garden	Lam Kam Rd INT	5917	RR	C	21,650 *	21,660 *	0.0
Lam Kam Rd	Kam Sheung Rd	Kadoorie Farm and Botanic Garden	5463	RR	C	25,020	23,880	-4.5
Lam Tei Main St	Castle Peak Rd - Lam Tei	Fuk Hang Tsuen Rd	6604	LD	C	1,220	1,470	+20.2
Lancashire Rd	La Salle Rd	Oxford Rd	3663	DD	C	12,490 *	11,740	-6.0
Lancashire Rd	Waterloo Rd	Oxford Rd	3461	DD	C	13,990	14,430	+3.1
Lantau Link	Cheung Tsing Highway	Tsing Ma Bridge eastern end at Tsing Yi	5704	EX	C	33,990 *	65,060	+91.4
Lantau Link	Tsing Ma Bridge eastern end at Tsing Yi	Ngong Shuen Au	5027	EX	A	91,370	95,570	+4.6
Lee Garden Rd	Hennessy Rd	Hysan Ave	2623	LD	C	2,680	3,080	+15.0
Lee On Rd	New Clear Water Bay Rd	Shun On Rd	4624	LD	C	12,380	11,810	-4.6
Lei Muk Rd	Castle Peak Rd - Kwai Chung	Chun Pin St	6024	DD	C	3,940 *	3,870 *	-1.9
Lei Muk Rd	Wo Yi Hop Rd	Chun Pin St	5226	DD	C	6,120	6,010 *	-1.9
Lei Muk Rd	Wo Yi Hop Rd	Tung Chi St	6046	LD	C	13,280 *	13,030 *	-1.9
Lei Yue Mun Rd	Kai Tin Rd	Tseung Kwan O Rd	3443	PD	C	89,960	88,860	-1.2
Lei Yue Mun Rd	Ko Chiu Rd	Kai Tin Rd	3237	PD	C	32,880	32,820 *	-0.2
Lei Yue Mun Rd	Ko Chiu Rd	Ko Chiu Rd	4031	PD	C	19,630 *	19,590 *	-0.2
Lei Yue Mun Rd	Tsui Ping Rd	Tseung Kwan O Rd	3644	PD	C	85,190 *	86,600	+1.7
Leighton Rd	Canal Rd E	Wong Nai Chung Rd	1847	DD	C	22,980 *	22,820 *	-0.7
Leighton Rd	Irving St	Percival St	2036	DD	C	16,020 *	15,900 *	-0.7
Leighton Rd	Morrison Hill Rd	Canal Rd E	1631	DD	C	41,540 *	45,720	+10.1
Leighton Rd	Tung Lo Wan Rd	Irving St	1414	PD	C	23,040	21,650	-6.0

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
Leighton Rd	Wong Nai Chung Rd	Percival St	2035	DD	C	23,550 *	23,380 *	-0.7
Lin Cheung Rd	Cherry St	Yau Ma Tei INT	3026	UT	A	28,070	44,930	+60.1
Lin Cheung Rd	Hong Kong West Kowloon Station	Austin Rd W	3298	UT	C	13,930	14,390 *	+3.3
Lin Cheung Rd	Jordan Rd	Hong Kong West Kowloon Station	3304	UT	C	22,670	23,420 *	+3.3
Lin Cheung Rd	Yau Ma Tei INT	Cherry St Underpass	3025	UT	A	16,110	16,470	+2.3
Lin Cheung Rd	Yen Chow St	Cherry St	3712	UT	C	69,040 *	65,800	-4.7
Lin Cheung Rd S-B	Hing Wah St W	Nr Yen Chow St W	3897	UT	C	32,170 *	33,220 *	+3.3
Lin Shing Rd	Wan Tsui Rd	Cape Collinson Rd	2401	LD	B	2,380	2,070	-13.1
Lin Tak Rd	Tak Tin St	Tseung Kwan O Rd	4086	DD	C	14,120 *	14,090 *	-0.2
Ling Hong Rd	Po Hong Rd	Po Shun Rd	6105	DD	C	3,480 *	3,480 *	-0.2
Lion Rock Tunnel	Toll Plaza	South Portal	5024	UT	A	86,980	84,890	-2.4
Lion Rock Tunnel Rd	Che Kung Miu Rd	Sha Tin Rd	5215	PD	C	9,390	9,380 *	-0.1
Lion Rock Tunnel Rd	Hung Mui Kuk Rd	Lion Rock Tunnel	5607	UT	C	85,450 *	78,440	-8.2
Lion Rock Tunnel Rd	Hung Mui Kuk Rd	Sha Tin Rd	5405	UT	C	81,420	82,760	+1.6
Lion Rock Tunnel Rd	Tai Po Rd - Shatin	Che Kung Miu Rd	6015	PD	C	20,310 *	20,300 *	-0.1
Lo Wai Rd	Cheung Pei Shan Rd	Slip rd to Tung Po To	5851	LD	C	3,980 *	1,990	-50.0
Lockhart Rd	Arsenal St	Percival St	1020	LD	A	15,560	15,030	-3.4
Lok King St	Fo Tan Rd	Jubilee Garden	5853	LD	C	12,420 *	12,400 *	-0.2
Lok Ma Chau Rd	Castle Peak Rd	Ha Wan Tsuen Rd	5861	RR	C	5,720 *	5,720 *	0.0
Lok Sin Rd	Tung Tsing Rd	Choi Hung Rd	4052	LD	C	4,320 *	4,120 *	-4.5
Lok Sin Rd	Tung Tsing Rd	Tak Ku Ling Rd	3489	LD	C	8,460	14,520	+71.6
Lok Yip Rd	Jockey Club Rd	On Kui St	6043	DD	C	23,730 *	23,730 *	0.0
Lok Yip Rd	On Kui St	Sha Tau Kok Rd - Lung Yuek Tau	5455	DD	C	20,060	19,170	-4.4
Lomond Rd	Argyle St	Prince Edward Rd W	3265	DD	C	13,950	13,930 *	-0.2
Long Ping Rd	Fung Chi Rd	Long Ping Rd INT	5285	DD	C	18,100	18,100 *	0.0
Long Tin Rd	Tong Yan San Tsuen INT	Tin Fuk Rd	6085	PD	C	47,630 *	48,300 *	+1.4
Long Yip St & Yuen Long On Lok Rd	Castle Peak Rd - Yuen Long	Tai Cheung St	5208	PD	C	39,600	40,160 *	+1.4
Long Yip St & Yuen Long On Lok Rd	Tai Kiu Rd	Wang Chau Rd	5812	PD	C	27,080 *	27,460 *	+1.4
Long Yip St & Yuen Long On Lok Rd	Wang Chau Rd	Tai Cheung St	6008	PD	C	32,840 *	33,310 *	+1.4

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Long Yip St & Yuen Long On Lok Rd	Wang Lok St	Tai Kiu Rd	6019	PD	C	26,280 *	26,650 *	+1.4
Long Yip St FO <N192>	Footbridge	Castle Peak Rd - Yuen Long	6059	UT	C	23,370 *	23,700 *	+1.4
Long Yuet St	San Ma Tau St	Kwei Chow St	3878	LD	C	3,560 *	3,680 *	+3.3
Lower Albert Rd	Glenealy	Garden Rd	1457	LD	C	6,480	7,970	+23.0
Luen On St	Wo Tai St	Sha Tau Kok Rd - Lung Yeuk Tau	6658	LD	C	18,570	16,440	-11.5
Luk Hop St	Tai Yau St	Sze Mei St	4625	LD	C	22,720	15,850	-30.2
Luk Keng Rd	Sha Tau Kok Rd	Bride's Pool Rd	6605	LD	C	780	750	-3.4
Lung Cheung Rd	Fung Mo St	Po Kong Village Rd	3405	UT	C	110,290	109,010	-1.2
Lung Cheung Rd	Hammer Hill Rd	Wong Kuk Ave	3027	PD	A	112,830	111,210	-1.4
Lung Cheung Rd	Nam Cheong St	Lion Rock Tunnel Rd	3002	UT	A	104,900	96,380	-8.1
Lung Cheung Rd	Po Kong Village Rd	Hammer Hill Rd	3603	UT	C	84,720 *	86,630	+2.3
Lung Cheung Rd	Tai Po Rd	Nam Cheong St	3407	UT	C	81,480	81,130	-0.4
Lung Cheung Rd	Waterloo Rd	Fung Mo St	3204	UT	C	113,670	117,410 *	+3.3
Lung Cheung Rd (GL)	Wong Kuk Ave	Clear Water Bay Rd	3624	PD	C	43,390 *	44,040	+1.5
Lung Cheung Rd FO <K41A>	Kwun Tong Rd	Lung Cheung Rd	3641	PD	C	65,020 *	66,830	+2.8
Lung Cheung Rd FO <K79>	Hammer Hill Rd RA	Choi Hung Rd	3499	DD	C	18,410	19,090	+3.7
Lung Cheung Rd slip rd	Tai Po Rd <Tai Wo Ping INT>	Lung Cheung Rd	3826	PD	C	12,370 *	12,780 *	+3.3
Lung Fu Rd	Wong Chu Rd	Tuen Mun Chek Lap Kok Tunnel Rd & Lung Mun Rd	5106	PD	A	36,480	38,060	+4.4
Lung Kwu Tan Rd	Lung Fai St	Slip rd to Tsang Kok	5481	RR	C	8,860	10,190	+15.0
Lung Ma Rd	Sha Tau Kok Rd - Lung Yeuk Tau	End	6655	LD	C	15,510	14,800	-4.6
Lung Mun Rd	Lung Fu Rd	Lung Fai St	6656	LD	C	35,760	33,210	-7.1
Lung Mun Rd	Wong Chu Rd	Wu Shan Rd	5839	DD	C	20,040 *	20,040 *	0.0
Lung Mun Rd	Wu Chui Rd	Tuen Mun Chek Lap Kok Tunnel Rd & Lung Fu Rd	5107	LD	A	8,090	12,380	+53.0
Lung Mun Rd	Wu Shan Rd	Wu Chui Rd	5640	DD	C	12,930 *	23,460	+81.5
Lung Ping Rd	Lung Cheung Rd	Nam Cheong St	3895	DD	C	2,880 *	2,750 *	-4.5
Lung Shan Tunnel	Fanling Highway	Sha Tau Kok Road	5041	RT	A	23,520	25,880	+10.0
Lung Sum Ave	San Fung Ave	San Hong St	5506	LD	C	16,060	16,770	+4.4
Lung Sum Ave	Tin Ping Rd	San Hong St	5648	DD	C	14,950 *	17,180	+14.9
Lung Wah St	Smithfield	End	2624	LD	C	1,460	1,640	+12.5
Lung Wan St	Lung Sum Ave	San Wan Rd	5701	LD	C	16,320 *	19,010	+16.5

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Lung Wo Rd	Man Yiu St	Lung Hop St	2217	PD	B	10,680	9,760	-8.6
Lung Wui Rd	Tim Mei Ave	Lung King St	2408	DD	B	5,930	5,310	-10.6
Lung Yin Rd	Lung Cheung Rd	Chuk Yuen Rd	3291	PD	C	3,180	3,280 *	+3.3
Ma Chai Hang Rd	Ma Chai Hang Rd RA	Chuk Yuen Rd	3293	DD	C	10,020	9,570 *	-4.5
Ma Chai Hang Rd	Wong Tai Sin Rd	Fung Mo St FO <K8>	3853	DD	C	11,030 *	10,530 *	-4.5
Ma Fung Ling Rd	Castle Peak Rd - Ping Shan	Tong Yan San Tsuen Rd	6626	LD	C	1,030	1,060	+2.5
Ma Miu Rd	Castle Peak Rd - Yuen Long	Yuen Long On Ning Rd	6031	DD	C	17,280 *	17,280 *	0.0
Ma Miu Rd	Yuen Long On Ning Rd	Ma Wang Rd	5234	DD	C	13,770	13,770 *	0.0
Ma On Shan Bypass	Ma On Shan Rd	Sai Sha Rd	5708	RT	C	24,650 *	28,330	+15.0
Ma On Shan Rd	Hang Hong St	Sai Sha Rd	5467	DD	C	15,020	15,730	+4.7
Ma On Shan Rd	Hang Shun St	Sai Sha Rd	6225	RT	B	82,740	80,190	-3.1
Ma On Shan Rd	Ma On Shan Bypass	Hang Hong St RA	5005	PD	A	22,420	22,550	+0.6
Ma On Shan Rd	Ma On Shan Bypass	Sai Sha Rd	5913	RT	C	53,260 *	53,230 *	-0.1
Ma On Shan Rd	Slip rds to & from Tate's Cairn Highway	Hang Shun St	5692	EX	C	42,670 *	44,590	+4.5
Ma Sik Rd	Fan Leng Lau Rd	Luen Chit St	5895	DD	C	13,220 *	13,220 *	0.0
Ma Sik Rd	Jockey Club Rd	Tin Ping Rd	5500	DD	C	23,200	22,960	-1.0
Ma Sik Rd	Luen Chit St	Wo Tai St	6091	DD	C	15,300 *	15,300 *	0.0
Ma Sik Rd	Tin Ping Rd	Fan Leng Lau Rd	5695	DD	C	22,400 *	24,400	+8.9
Ma Sik Rd	Wo Tai St	Sha Tau Kok Rd - Lung Yeuk Tau	5293	DD	C	20,040	20,040 *	0.0
Ma Tau Chung Rd	Ma Tau Kok Rd	Sung Wong Toi Rd	3436	PD	C	31,700	36,840	+16.2
Ma Tau Chung Rd	Sung Wong Toi Rd	Slip rd to Olympic Ave	3638	PD	C	73,160 *	67,600	-7.6
Ma Tau Chung Rd & FO <K11C>	Kowloon City RA	Tak Ku Ling Rd	4027	PD	C	64,030 *	63,900 *	-0.2
Ma Tau Chung Rd & FO <K11C>	Sung Wong Toi Rd Garden	Kowloon City INT	3831	PD	C	58,050 *	57,530 *	-0.9
Ma Tau Kok Rd	Kowloon City Rd	Ma Tau Chung Rd	4045	DD	C	8,670 *	8,960 *	+3.3
Ma Tau Kok Rd	Kowloon City Rd	To Kwa Wan Rd	3250	DD	C	6,060	6,260 *	+3.3
Ma Tau Pa Rd & Texaco Rd	Yeung Uk Rd	Texaco Rd RA	5230	DD	C	14,860	14,570 *	-1.9
Ma Tau Wai Rd	Chi Kiang St	Tin Kwong Rd	3620	PD	C	29,750 *	28,650	-3.7
Ma Tau Wai Rd	Fat Kwong St	Wuhu St	3840	DD	C	20,730 *	21,420 *	+3.3
Ma Tau Wai Rd	San Lau St & Bailey St	Fat Kwong St	4040	DD	C	15,550 *	16,070 *	+3.3
Ma Tau Wai Rd	Tin Kwong Rd	Farm Rd	3818	PD	C	31,000 *	30,730 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
Ma Tau Wai Rd & Ma Tau Chung Rd	Farm Rd	Ma Tau Kok Rd	4016	PD	C	31,250 *	30,970 *	-0.9
Ma Tau Wai Rd & To Kwa Wan Rd	San Lau St & Bailey St	Chi Kiang St	3014	DD	A	20,310	21,400	+5.4
Ma Wo Rd	Tat Wan Rd	Ma Chung Rd	6661	LD	C	5,810	5,910	+1.8
Magazine Gap Rd	Garden Rd	Peak Rd	2205	DD	B	15,510	15,050	-3.0
Magic Rd	Penny's Bay Highway	End	5709	LD	C	3,690 *	8,810	+138.5
Man Fuk Rd	Pui Ching Rd	Man Wan Rd	4626	LD	C	7,990	8,530	+6.8
Man Hong St	Java Rd	King's Rd	1613	PD	C	25,450 *	25,070	-1.5
Man Kam To Rd	Jockey Club Rd	Boundary	5465	RR	C	17,980	18,530	+3.1
Man Yiu St	Man Kwong St	Harbour View St	1647	DD	C	19,820 *	27,460	+38.5
Man Yue St	Ma Tau Wai Rd	Hung Hom Rd	3698	DD	C	5,310 *	4,860	-8.5
Marsh Rd	Gloucester Rd	Hennessy Rd	2625	LD	C	9,310	10,500	+12.8
Marsh Rd & FO <H78>	Hung Hing Rd	Lockhart Rd	1859	DD	C	12,290 *	12,740 *	+3.7
Mau Yip Rd	Po Fung Rd	Wan Hang Rd	6107	DD	C	9,010 *	9,000 *	-0.2
Mei King St	Lok Shan Rd	San Ma Tau St	4627	LD	C	1,530	990	-35.3
Mei Lai Rd & Lai Wan Rd	Mei Fu Bus Terminus	Lai King Hill Rd	3859	DD	C	14,530 *	13,870 *	-4.5
Mei Tin Rd	Che Kung Miu Rd	Tsuen Nam Rd	5417	PD	C	40,330	41,800	+3.7
Mei Tin Rd	Tai Po Rd - Tai Wai	Tsuen Nam Rd	5617	PD	C	27,840 *	27,000	-3.0
Mei Wo Circuit	Sui Wo Rd	Sui Wo Rd	6613	LD	C	140	220	+57.2
Metropolis Drive	Hung Hom Bypass	Cheong Tung Rd S	4656	LD	C	13,920	16,210	+16.4
Middle Rd	Kowloon Park Drive	Nathan Rd	4654	LD	C	10,060	16,880	+67.9
Middle Rd	Salisbury Rd	Nathan Rd	4655	LD	C	2,850	5,090	+78.3
Ming Kum Rd	Pui To Rd	Shek Pai Tau Rd	5237	DD	C	17,440	17,450 *	0.0
Ming Kum Rd	Shek Pai Tau Rd	Tin King Rd	5282	DD	C	15,580	15,580 *	0.0
Ming Kum Rd	Tin King Rd	Hing Kwai St	5688	DD	C	9,040 *	10,960	+21.2
Ming Kum Rd	Tin King Rd	Tsun Wen Rd	5490	DD	C	9,700	10,000	+3.1
Miu Kong St	Shing Mun Rd	Wai Tsuen Rd	6636	LD	C	9,700	8,990	-7.3
Mody Rd	Nathan Rd	Chatham Rd S	3021	LD	A	13,560	12,850	-5.2
Mok Cheong St	To Kwa Wan Rd	Ma Tau Chung Rd	3455	DD	C	8,320	10,310	+23.9
Mong Kok Rd	Nathan Rd	Sai Yee St	3652	DD	C	26,870 *	28,860	+7.4
Mong Kok Rd	Nathan Rd	Shanghai St	3452	DD	C	18,270	21,070	+15.3
Mong Kok Rd	Shanghai St	Tong Mi Rd	3247	DD	C	11,940	12,340 *	+3.3
Mong Lung St	Factory St	Po Man St	2626	LD	C	5,300	5,640	+6.4
Morrison Hill Rd	Leighton Rd	Queen's Rd E	1630	DD	C	64,830 *	68,490	+5.6
Morrison Hill Rd	Wan Chai Rd	Leighton Rd	2033	DD	C	22,040 *	22,850 *	+3.7
Morrison St	Queen's Rd C	Des Voeux Rd C	1460	LD	C	11,660	13,700	+17.5

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Mount Butler Rd	Tai Hang Rd	End	1101	LD	A	2,940	2,760	-6.2
Mount Davis Rd	Victoria Rd	Pok Fu Lam Rd	1836	DD	C	2,100 *	2,090 *	-0.7
Mount Kellett Rd	Peak Rd	Homestead Rd	2627	LD	C	3,510	2,710	-22.7
Mut Wah St	Hip Wo St	Hong Ning Rd	3476	DD	C	15,520	14,440	-7.0
Nam Cheong St	Cheung Sha Wan Rd	Lai Chi Kok Rd	3251	DD	C	14,520	15,000 *	+3.3
Nam Cheong St	Cheung Sha Wan Rd	Un Chau St	3456	DD	C	8,190	7,270	-11.2
Nam Cheong St	Cornwall St	Pak Tin St	3252	DD	C	9,620	9,600 *	-0.2
Nam Cheong St	Hai Tan St	Lai Chi Kok Rd	4046	DD	C	9,590 *	9,160 *	-4.5
Nam Cheong St	Lung Cheung Rd	Cornwall St	3457	DD	C	8,560	9,330	+9.0
Nam Cheong St	Pak Tin St	Woh Chai St	4047	DD	C	9,670 *	9,650 *	-0.2
Nam Cheong St	Tai Po Rd	Un Chau St	3656	DD	C	8,320 *	10,120	+21.6
Nam Cheong St	Woh Chai St	Tai Po Rd	3847	DD	C	7,160 *	7,150 *	-0.2
Nam Fung Rd	Wong Chuk Hang Rd	Deep Water Bay Rd	1637	DD	C	11,800 *	11,510	-2.4
Nam Long Shan Rd	Police School Rd	Restriction boundary	2628	LD	C	3,200	3,390	+6.1
Nam On Lane	Shau Kei Wan Rd	Nam On St	1616	PD	C	6,070 *	4,920	-19.0
Nam Wan Rd	Kwong Fuk Rd	Tai Po Tai Wo Rd	5216	PD	C	22,710	23,040 *	+1.4
Nam Wan Rd	Kwong Fuk Rd & Tai Po Rd - Yuen Chau Tsai	Nam Wan Rd	5863	DD	C	11,790 *	11,790 *	0.0
Nam Wan Rd	Tai Po Tai Wo Rd	Ting Kok Rd	5421	PD	C	27,350	27,310	-0.1
Nam Wan Tunnel	East Tsing Yi Viaduct	Cheung Tsing Highway	5038	UT	A	64,290	63,680	-1.0
Nassau St	Lai Wan Rd	Mei Lai Rd	4628	LD	C	3,900	3,620	-7.1
Nathan Rd	Argyle St	Mong Kok Rd	3817	PD	C	28,360 *	28,110 *	-0.9
Nathan Rd	Boundary St	Prince Edward Rd W	3424	PD	C	29,620	29,110	-1.7
Nathan Rd	Hillwood Rd	Kimberley Rd	3610	PD	C	27,350 *	27,440	+0.3
Nathan Rd	Jordan Rd	Hillwood Rd	3810	PD	C	18,550 *	18,510 *	-0.2
Nathan Rd	Kimberley Rd	Mody Rd	3609	PD	C	25,630 *	25,590	-0.2
Nathan Rd	Lai Chi Kok Rd	Prince Edward Rd W	3222	PD	C	35,520	35,200 *	-0.9
Nathan Rd	Market St	Jordan Rd	4007	PD	C	23,950 *	23,900 *	-0.2
Nathan Rd	Mong Kok Rd	Lai Chi Kok Rd	4015	PD	C	42,020 *	41,650 *	-0.9
Nathan Rd	Peking Rd	Mody Rd	3414	PD	C	15,080	20,070	+33.1
Nathan Rd	Pitt St	Dundas St	3416	PD	C	36,750	32,950	-10.3
Nathan Rd	Public Square St	Market St	4008	PD	C	38,390 *	38,320 *	-0.2
Nathan Rd	Salisbury Rd	Peking Rd	3413	PD	C	26,200	29,680	+13.3
Nathan Rd	Shantung St	Argyle St	3611	PD	C	26,530 *	25,740	-3.0
Nathan Rd	Shantung St	Dundas St	3006	PD	A	24,110	26,000	+7.8

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Nathan Rd	Waterloo Rd	Pitt St	3415	PD	C	31,710	32,320	+1.9
Nathan Rd	Waterloo Rd	Public Square St	3213	PD	C	43,330	43,250 *	-0.2
New Clear Water Bay Rd	Clear Water Bay Rd western junction	San Lee St	3235	PD	C	37,570	37,500 *	-0.2
New Clear Water Bay Rd	New Clear Water Bay Rd eastern junction	San Lee St	4029	PD	C	21,360 *	21,310 *	-0.2
New Hiram's Highway	Pak Sha Wan RA	Hiram's Highway	5906	RR	C	29,930 *	29,880 *	-0.2
Nga Cheung Rd	Austin Rd W	Jordan Rd	4095	PD	C	8,770 *	9,060 *	+3.3
Nga Tsin Wai Rd	La Salle Rd	Junction Rd	3852	DD	C	12,660 *	12,640 *	-0.2
Nga Tsin Wai Rd	Tak Ku Ling Rd	Junction Rd	4079	LD	C	13,310 *	13,280 *	-0.2
Nga Tsin Wai Rd & Kai Tak Rd	Tak Ku Ling Rd	Lok Sin Rd	3284	LD	C	6,670	6,660 *	-0.2
Ngan O Rd	Pui Shing Rd	Chiu Shun Rd	6079	DD	C	13,580 *	13,560 *	-0.2
Ngan Shing St	Sha Tin Wai Rd	Chap Wai Kon St	6038	DD	C	10,950 *	10,930 *	-0.2
Ngan Shing St	Siu Lek Yuen Rd	Chap Wai Kon St	5241	DD	C	16,900	16,870 *	-0.2
Ngau Tau Kok Rd	Chun Wah Rd	near Fuk To St	3683	DD	C	26,160 *	27,920	+6.7
Ngau Tau Kok Rd	Chun Wah Rd	near Kwai Yin House, Lower Ngau Tau Kok Estate	3480	DD	C	15,180	12,180	-19.8
Ngau Tau Kok Rd	Elegance Rd	Up-ramp to Sheung Yee Rd FO <K57>	4070	DD	C	15,310 *	15,820 *	+3.3
Ngau Tau Kok Rd	Hong Ning Rd	Elegance Rd	3870	DD	C	15,400 *	15,910 *	+3.3
Ngau Tau Kok Rd	Lower Ngau Tau Kok Est southern end	Up-ramp to Sheung Yee Rd FO <K57>	3275	DD	C	10,900	11,260 *	+3.3
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	10,900 *	11,260 *	+3.3
Ngau Tau Kok Rd & <FO>	near Fuk To St	Diverging pt of Kai Cheung Rd FO<K56> and down ramp to Kwun Tong Rd	3871	DD	C	26,280 *	27,160 *	+3.3
Ning Tai Rd & Hang Tai Rd	Hang Shun St	Hang Fai St	5911	DD	C	5,180 *	5,170 *	-0.2
North Lantau Highway	Ngong Shuen Au	Tung Chung Eastern INT	5300	EX	C	82,160	81,190	-1.2
North Lantau Highway	Tung Chung Eastern INT	Western End at Chek Lap Kok	5031	EX	A	48,060	42,360	-11.9
North Lantau Highway slip rds	North Lantau Highway	Tung Chung Waterfront Rd	5518	EX	C	6,010	5,820	-3.3
North Point Rd	Electric Rd	King's Rd	2039	DD	C	6,620 *	6,580 *	-0.7
Oak St	Cherry St	Ivy St	4629	LD	C	630	800	+26.5

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
Observatory Rd	Chatham Rd S	Kimberley Rd	3688	LD	C	12,380 *	11,650	-5.9
Ocean Park Rd	Wong Chuk Hang Rd	Ocean Park	1109	LD	A	16,720	19,320	+15.6
Oi Kan Rd	Tai On St	Oi Yin St	2654	LD	C	8,570	8,190	-4.5
Oi Lai St	Tung Hei Rd	Oi Yin St	2652	LD	C	8,500	7,730	-9.0
Oi Shun Rd	Aldrich Bay Rd	Tai On St	2653	LD	C	4,890	5,030	+2.7
Olympic Ave	Concorde Rd	Slip rd next to Sung Wong Toi Garden	3674	DD	C	2,950 *	6,970	+136.3
Olympic Ave	Hang Wan Rd	Sung Wong Toi Rd	3471	DD	C	7,740	11,600	+49.9
On Cheung Rd	Tai Po Tai Wo Rd	On Chee Rd	6620	LD	C	13,010	19,020	+46.2
On Chiu St	On Chun St	Sai Sha Rd	5275	LD	C	9,570	9,560 *	-0.2
On Chun St	On Yuen St	End	6072	LD	C	5,900 *	5,890 *	-0.2
On Fu Rd	Kwong Fuk Rd	End	6660	LD	C	5,910	5,430	-8.2
On Kui St	Lok Yip Rd	Sha Tau Kok Rd - Lung Yuek Tau	5246	DD	C	8,510	8,510 *	0.0
On Lok Mun St	Lok Yip Rd	Lok Ming St	6622	LD	C	2,590	2,220	-14.5
On Luk St	Sai Sha Rd	On Shing St	6078	LD	C	11,450 *	11,440 *	-0.2
On Ming St	On Muk St	Siu Lek Yuen Rd	6102	LD	C	11,730 *	11,710 *	-0.2
On Sau Rd	Clear Water Bay Rd	Po Lam Rd	3902	DD	C	13,770 *	13,740 *	-0.2
On Tin St	Ping Tin St	Ping Tin St	3885	LD	C	4,820 *	4,810 *	-0.2
On Tin St	Ping Tin St	Tak Tin St	3694	LD	C	3,200 *	3,600	+12.6
On Yuen St	Sai Sha Rd	On Chun St	5883	LD	C	10,400 *	10,380 *	-0.2
Ormsby St	Tung Lo Wan Rd	Sun Chun St	2630	LD	C	430	600	+41.6
Pak Kong Rd	Hiram's Highway	Pak Kong	6647	LD	C	1,980	1,920	-3.4
Pak Tai St	Ma Hang Chung Rd	Sung Wong Toi Rd	4630	LD	C	4,990	5,430	+9.0
Pak Wo Rd	Pak Wo Rd RA	Yu Tai Rd	5294	DD	C	14,470	14,470 *	0.0
Pak Wo Rd	Po Kin Rd	Choi Yuen Rd RA	5897	DD	C	9,420 *	9,420 *	0.0
Pak Wo Rd	Po Kin Rd	Slip rd to So Kwun Po INT	5697	DD	C	13,380 *	15,360	+14.8
Pak Wo Rd	Wah Ming Rd	Pak Wo Rd RA	6092	DD	C	15,650 *	15,650 *	0.0
Pak Wo Rd	Wah Ming Rd	Wai Ming St	5896	DD	C	9,090 *	9,090 *	0.0
Pak Wo Rd	Yat Ming Rd	Wai Ming St	5696	DD	C	10,030 *	11,210	+11.8
Pak Wo Rd	Yat Ming Rd	Wo Hop Shek INT	5501	DD	C	19,440	20,390	+4.9
Pak Wo Rd	Yu Tai Rd	Slip rd to So Kwun Po INT	5502	DD	C	21,100	20,710	-1.8
Pak Wo Rd W-B slip rd	Fanling Highway	Pak Wo Rd	5280	EX	C	6,460	6,550 *	+1.4
Park Rd & Robinson Rd	Bonham Rd	Castle Rd	1429	DD	C	11,820	9,400	-20.4
Peak Rd	Magazine Gap Rd	Wan Chai Gap Rd	1629	DD	C	8,340 *	6,260	-25.0

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
Peak Rd	Mt. Austin Rd	Magazine Gap Rd	1014	DD	A	10,010	10,200	+1.9
Pedder St	Connaught Rd C	Des Voeux Rd C	1842	DD	C	14,110 *	14,640 *	+3.7
Pedder St	Des Voeux Rd C	Queen's Rd C	1625	DD	C	14,610 *	16,540	+13.2
Pei Ho St	Lai Chi Kok Rd	Apliu St	4631	LD	C	2,240	1,980	-11.5
Peking Rd	Nathan Rd	Kowloon Park Drive	3446	DD	C	9,960	9,440	-5.2
Penny's Bay Highway	Magic Rd	North Lantau Highway	6115	EX	C	10,920 *	11,240 *	+3.0
Peony Rd & Begonia Rd nr Tat Chee Ave	Tat Chee Ave	Tat Chee Ave	4080	LD	C	1,930 *	2,030	+5.4
Percival St	Gloucester Rd	Hennessy Rd	1235	DD	C	12,800	13,280 *	+3.7
Percival St	Hennessy Rd	Leighton Rd	1436	DD	C	12,990	11,920	-8.2
Pik Fung Rd	Jockey Club Rd	San Wan Rd	6069	DD	C	2,950 *	2,950 *	0.0
Pik Tin St	Mei Tin Rd	End	6614	LD	C	2,780	2,460	-11.8
Pik Wan Rd & UR to Lam Tin	Ko Chiu Rd	Lin Tak Rd	3497	DD	C	12,400	10,720	-13.5
Pine Tree Hill Rd & Hillwood Rd	Nathan Rd	Austin Rd	3837	DD	C	4,840 *	4,830 *	-0.2
Ping Che Rd	Sha Tau Kok Rd	Lin Ma Hang Rd	6653	DD	C	10,440	12,040	+15.4
Ping Chi St	Chatham Rd N	Fat Kwong St	4036	DD	C	1,510 *	1,560 *	+3.3
Ping Ha Rd	Castle Peak Rd - Ping Shan	Tin Yiu Rd	6053	RR	C	7,400 *	7,400 *	0.0
Ping Ha Rd	Hung Tin Rd	Tin Ha Rd	5689	RR	C	20,220 *	24,170	+19.5
Ping Ha Rd	Hung Tin Rd	Tin Yiu Rd	5277	DD	C	24,460	24,460 *	0.0
Ping Ha Rd & Lau Fau Shan Rd	Tin Ha Rd	Deep Bay Rd	5858	RR	C	8,610 *	8,610 *	0.0
Ping Tin St	On Tin St	On Tin St	3696	LD	C	1,370 *	1,520	+11.5
Plantation Rd	Plunkett's Rd	Barker Rd	2631	LD	C	1,770	1,780	+0.8
Plover Cove Rd	Po Heung St	Nam Wan Rd	6654	DD	C	4,570	3,570	-22.0
Po Fung Rd	Po Lam Rd N	Po Hong Rd	5261	DD	C	7,670	7,660 *	-0.2
Po Fung Terrace	Castle Peak Rd - Tsuen Wan	Yau Kom Tau Tsuen	6607	LD	C	1,150	1,180	+2.7
Po Heung St	Kwong Fuk Rd	Heung Sze Wui St	5914	DD	C	17,340 *	17,340 *	0.0
Po Heung St	Kwong Fuk Rd	Tai Po Tai Wo Rd	6040	DD	C	34,680 *	34,690 *	0.0
Po Hong Rd	Po Fung Rd	Wan Hang Rd	6074	DD	C	13,830 *	13,810 *	-0.2
Po Hong Rd	Po Lam Rd N	Wing Lai Rd	5489	LD	C	4,100	3,120	-24.0
Po Hong Rd	Po Lam Rd N.	Po Fung Rd	5469	DD	C	7,360	7,250	-1.4
Po Hong Rd	Wan Lung Rd	Tong Ming St	5512	PD	C	7,520	7,540	+0.3
Po Hong Rd	Wan Lung Rd	Wan Hang Rd	5262	PD	C	17,490	17,480 *	-0.1
Po Kong Village Rd	Lung Cheung Rd	Choi Hung Rd	3660	DD	C	43,570 *	47,630	+9.3
Po Kong Village Rd	Lung Cheung Rd	Fung Tak Rd	3661	DD	C	43,660 *	51,000	+16.8

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
Po Kong Village Rd	Tsz Wan Shan Rd	Fung Tak Rd	4050	DD	C	10,830 *	10,810 *	-0.2
Po Kong Village Rd & Hammer Hill Rd	Tsz Wan Shan Rd	Lung Cheung Rd	3255	DD	C	29,160	27,840 *	-4.5
Po Lam Rd	Anderson Rd	Tsui Lam Rd	5023	DD	A	11,110	10,740	-3.3
Po Lam Rd	Sau Mau Ping Rd	Anderson Rd	3680	DD	C	22,570 *	23,060	+2.2
Po Lam Rd & Po Lam Rd N	Tsui Lam Rd eastern junction	Tsui Lam Rd western junction	5878	DD	C	8,100 *	8,090 *	-0.2
Po Lam Rd N	Po Fung Rd	Po Ning Rd	5484	PD	C	13,220	13,050	-1.3
Po Lam Rd N	Po Hong Rd	Po Fung Rd	5276	PD	C	12,760	12,750 *	-0.1
Po Lam Rd N	Po Hong Rd	Tsui Lam Rd	5245	DD	C	14,140	14,120 *	-0.2
Po Ning Rd	Ying Yip Rd	Chiu Shun Rd	5864	DD	C	13,040 *	13,020 *	-0.2
Po Ning Rd	Ying Yip Rd	Po Lam Rd N	5679	DD	C	34,080 *	37,910	+11.2
Po On Rd	Tonkin St	Wing Hong St	4632	LD	C	6,530	6,720	+2.9
Po Shek Wu Rd	Choi Yuen Rd	Jockey Club Rd	6018	PD	C	34,380 *	34,870 *	+1.4
Po Shek Wu Rd	Fan Kam Rd RA	Choi Yuen Rd	5823	PD	C	42,330 *	42,930 *	+1.4
Po Shun Rd	Tong Ming St	Tseung Kwan O Tunnel Rd RA	5306	PD	C	30,300	30,280 *	-0.1
Po Shun Rd	Tseung Kwan O Tunnel Rd RA	Po Ning Rd	5691	PD	C	36,750 *	37,460	+1.9
Po Tung Rd & Tai Mong Tsai Rd	Hiram's Highway	Yan Yee Rd	5258	RR	C	30,310	30,260 *	-0.2
Po Wan Rd	Chuk Wan St	Jockey Club Rd	5865	DD	C	2,780 *	2,780 *	0.0
Po Wan Rd	Po Shek Wu Rd	San Fung Ave	5848	DD	C	12,120 *	12,130 *	0.0
Po Yap Rd	Po Shun Rd	Wan Po Road	5713	DD	C	5,720 *	7,940	+38.9
Pok Fu Lam Rd	Chi Fu Rd	Victoria Rd	1405	PD	C	26,220	28,240	+7.7
Pok Fu Lam Rd	Hill Rd FO <H114>	Bonham Rd	1406	PD	C	20,350	19,980	-1.8
Pok Fu Lam Rd	Mount Davis Rd	Bisney Rd	1811	PD	C	40,950 *	40,140 *	-2.0
Pok Fu Lam Rd	Pokfield Rd	Hill Rd FO <H114>	2009	PD	C	29,740 *	29,150 *	-2.0
Pok Fu Lam Rd	Pokfield Rd	Mount Davis Rd	2201	PD	B	29,060	28,900	-0.5
Pok Fu Lam Rd	Queen's Rd W	Second St	1812	PD	C	9,680 *	9,490 *	-2.0
Pok Fu Lam Rd	Sassoon Rd	Bisney Rd	1603	PD	C	39,260 *	42,560	+8.4
Pok Fu Lam Rd	Sassoon Rd	Chi Fu Rd	1005	PD	A	22,820	23,230	+1.8
Pok Fu Lam Rd	Second St	Hill Rd	1604	PD	C	10,340 *	10,460	+1.1
Pok Yin Rd	Fo Chun Rd	Yau King Lane	5918	DD	C	3,560 *	3,560 *	0.0
Pollock's Path	Plantation Rd	End	2632	LD	C	320	200	-36.7
Portland St	Waterloo Rd	Argyle St	4404	LD	B	4,720	5,820	+23.4
Power St	Electric Rd	King's Rd	1851	DD	C	3,720 *	3,690 *	-0.7
Prince Edward Rd E	Choi Hung Bus Terminus	near King Tai Court	3805	UT	C	120,520 *	121,140 *	+0.5

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Prince Edward Rd E	Kai Tak River	Choi Hung Rd	3832	PD	C	130,770 *	130,520 *	-0.2
Prince Edward Rd E & FO <K10A>	Choi Hung Rd	near King Tai Court	3003	UT	A	109,740	86,460	-21.2
Prince Edward Rd E & FO <K10A>	Kai Tak River	Prince Edward Rd W. #456	3639	PD	C	137,580 *	131,830	-4.2
Prince Edward Rd INT <K78> S-B slip rd C	Kwun Tong Bypass	Kwun Tong Rd	4089	PD	C	2,850 *	2,820 *	-0.9
Prince Edward Rd INT <K78> slip rd E	Kwun Tong Rd N-B	Kwun Tong Bypass	3892	PD	C	4,120 *	4,080 *	-0.9
Prince Edward Rd INT <K78> slip rd F	Choi Hung Rd	Prince Edward Rd E	3703	PD	C	5,290 *	4,740	-10.4
Prince Edward Rd INT <K78> slip rds A & B	Prince Edward Rd	Kwun Tong Bypass	3295	PD	C	20,380	20,200 *	-0.9
Prince Edward Rd W	Embankment Rd	Kadoorie Ave	3635	PD	C	58,260 *	55,000	-5.6
Prince Edward Rd W	Embankment Rd	Yuen Ngai St	4203	PD	B	43,820	43,420	-0.9
Prince Edward Rd W	Knight St	Kadoorie Ave	3828	PD	C	49,650 *	49,220 *	-0.9
Prince Edward Rd W	La Salle Rd	Waterloo Rd	3010	PD	A	35,720	36,740	+2.8
Prince Edward Rd W	Lai Chi Kok Rd	Tong Mi Rd	3827	PD	C	30,260 *	29,990 *	-0.9
Prince Edward Rd W	Waterloo Rd	Knight St	4024	PD	C	40,440 *	40,080 *	-0.9
Prince Edward Rd W & FO <K11A>	Junction Rd	Lomond Rd	3434	PD	C	40,730	39,710	-2.5
Prince Edward Rd W & FO <K11A>	Lomond Rd	La Salle Rd	3231	PD	C	38,320	38,240 *	-0.2
Prince Edward Rd W & FO <K11A>	Nga Tsin Long Rd	Junction Rd	3636	PD	C	61,610 *	71,380	+15.9
Prince Edward Rd W & FO <K11A>	Prince Edward Rd W FO <K11A> eastern tip	Nga Tsin Long Rd	3829	PD	C	76,800 *	76,650 *	-0.2
Prince Edward Rd W (GL)	Lai Chi Kok Rd	Nathan Rd	4023	PD	C	20,810 *	20,630 *	-0.9
Prince Edward Rd W (GL)	Nathan Rd	Fa Yuen St	3230	PD	C	27,290	27,050 *	-0.9
Prince Edward Rd W (GL)	Sai Yee St	Fa Yuen St	3433	PD	C	26,260	24,720	-5.9
Prince Edward Rd W (GL)	Sai Yee St	Yuen Ngai St	3634	PD	C	25,150 *	26,120	+3.8
Princess Margaret Rd	Chatham Rd FO <K20>	Chatham Rd N	3601	UT	C	44,450 *	43,450	-2.2
Princess Margaret Rd	Chatham Rd FO <K20>	Wylie Rd	3801	UT	C	68,900 *	69,250 *	+0.5
Princess Margaret Rd	Wylie Rd	Pui Ching Rd	3001	UT	A	72,020	71,210	-1.1
Princess Margaret Rd & FO <K12>	Pui Ching Rd FO <K14>	Argyle St	4001	UT	C	96,840 *	97,340 *	+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 2024	AADT 2025	Change of 2025 as % of 2024
Princess Margaret Rd Link	Hung Luen Rd	Chatham Rd S	4097	UT	C	33,470 *	33,170 *	-0.9
Public Square St	Ferry St	Canton Rd	3447	DD	C	4,370	3,770	-13.8
Public Square St	Nathan Rd	Shanghai St	3838	DD	C	5,840 *	5,830 *	-0.2
Public Square St	Shanghai St	Canton Rd	3647	DD	C	3,390 *	4,720	+39.3
Pui Ching Rd & Sheung Hing St	Princess Margaret Rd	Sheung Shing St	3246	DD	C	32,340	32,280 *	-0.2
Pui Ching Rd & Sheung Hing St	Princess Margaret Rd	Waterloo Rd	3451	DD	C	26,440	23,750	-10.2
Pui Man St	Tung Tau Tsuen Rd	End	4633	LD	C	570	760	+33.8
Pui To Rd	Castle Peak Rd - Castle Peak Bay	Pui To Rd FO <N503> over Tuen Mun Rd	5446	DD	C	17,760	16,670	-6.2
Pui To Rd	Tsun Wen Rd	Ming Kum Rd	5240	DD	C	19,840	19,840 *	0.0
Pui To Rd	Tuen Mun Heung Sze Wui Rd	Tsun Wen Rd	6037	DD	C	24,170 *	24,180 *	0.0
Pui To Rd	Tuen Mun Rd	Tuen Mun Heung Sze Wui Rd	5842	DD	C	20,660 *	20,660 *	0.0
Pui To Rd FO <N503> over Tuen Mun Rd	Ramp from Tuen Mun Rd	Ramp to Tuen Mun Rd	5643	DD	C	23,470 *	25,480	+8.5
Pung Loi Ave	Pung Loi Rd	Wan Po Rd	5514	LD	C	2,880	2,880	+0.2
Pung Loi Rd	Pung Loi Ave	Wan Po Rd	5310	LD	C	2,630	2,960	+12.4
Queen St	Des Voeux Rd C	Queen's Rd W	1248	LD	C	5,030	5,220 *	+3.7
Queen Victoria St	Des Voeux Rd C	Connaught Rd C	1431	DD	C	5,660	5,750	+1.5
Queen Victoria St	Des Voeux Rd C	Queen's Rd C	1230	DD	C	3,000	3,110 *	+3.7
Queen's Rd C	D'Aguilar St	Queen Victoria St	1814	PD	C	9,010 *	8,860 *	-1.6
Queen's Rd C	Des Voeux Rd C	Ice House St	1815	PD	C	20,840 *	20,500 *	-1.6
Queen's Rd C	Ice House St	Wyndham St	1607	PD	C	20,760 *	24,860	+19.8
Queen's Rd C	Queen Victoria St	Bonham Strand	2208	PD	B	10,580	11,050	+4.5
Queen's Rd C	Wyndham St	D'Aguilar St	1606	PD	C	15,460 *	22,370	+44.7
Queen's Rd E	Kennedy Rd	Stubbs Rd	1434	DD	C	30,410	38,950	+28.1
Queen's Rd E	Queensway	Kennedy Rd	1233	DD	C	16,410	16,290 *	-0.7
Queen's Rd E	Stubbs Rd	Wong Nai Chung Rd	1628	DD	C	38,220 *	38,260	+0.1
Queen's Rd W	Des Voeux Rd W	Hill Rd	1225	DD	C	6,940	7,200 *	+3.7
Queen's Rd W	Eastern St	Western St	1206	PD	C	7,010	6,900 *	-1.6
Queen's Rd W	Hill Rd	Water St	1226	DD	C	7,690	7,980 *	+3.7
Queen's Rd W	Hollywood Rd	Eastern St	1605	PD	C	7,960 *	9,610	+20.6
Queen's Rd W	Possession St	Queen St	1408	PD	C	8,350	7,870	-5.8
Queen's Rd W	Queen St	Hollywood Rd	1813	PD	C	17,120 *	16,840 *	-1.6
Queen's Rd W	Water St	Pok Fu Lam Rd	1227	DD	C	5,750	5,960 *	+3.7
Queen's Rd W	Western St	Pok Fu Lam Rd	2010	PD	C	12,450 *	12,250 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
Queensway	Cotton Tree Drive	Rodney St	2013	PD	C	62,970 *	61,930 *	-1.6
Queensway	Des Voeux Rd C	Cotton Tree Drive	1816	PD	C	36,910 *	36,310 *	-1.6
Queensway	Queen's Rd E	Arsenal St	1817	PD	C	39,060 *	38,420 *	-1.6
Queensway	Rodney St	Queen's Rd E	1007	PD	A	56,460	56,640	+0.3
Railway Approach	Hong Chong Rd	On Wan Rd	3211	PD	C	2,520	2,510 *	-0.2
Ramps A & B of Castle Peak Rd - San Hui	Pui To Rd	Pui To Rd	5867	PD	C	30,360 *	30,790 *	+1.4
Ramps A & B to & from San Wan Rd	San Wan Rd	So Kwun Po Rd	5874	PD	C	24,740 *	25,100 *	+1.4
Ramps C & D of Lung Mun Rd/Tsing Wun Rd	Lung Mun Rd	Wong Chu Rd	5868	PD	C	17,200 *	17,440 *	+1.4
Reclamation St	Public Square St	Argyle St	4210	LD	B	6,030	6,160	+2.2
Renfrew Rd	Junction Rd	Hereford Rd	3880	LD	C	9,280 *	9,260 *	-0.2
Repulse Bay Rd	Island Rd	South Bay Rd	1835	PD	C	20,770 *	21,260 *	+2.3
Repulse Bay Rd	Wong Nai Chung Gap Rd	Island Rd	1245	DD	C	8,500	8,580 *	+0.9
Repulse Bay Rd & Stanley Gap Rd	South Bay Rd	Tai Tam Rd	1011	PD	A	14,930	14,910	-0.1
Robinson Rd	Castle Rd	Seymour Rd	2029	DD	C	14,350 *	14,250 *	-0.7
Robinson Rd	Seymour Rd	Cotton Tree Drive	1430	DD	C	20,380	21,750	+6.7
Route Twisk	Chuen Lung	Cheung Pei Shan RA	5014	RR	A	7,060	6,800	-3.7
Route Twisk	Lam Kam Rd	Chuen Lung	5462	RR	C	5,690	4,120	-27.5
Sai On St	Chengtu Rd	Aberdeen Main Rd	2633	LD	C	1,880	2,330	+23.7
Sai Sha Rd	Ma On Shan Bypass	Nin Wah Rd	5915	RT	C	30,240 *	30,220 *	-0.1
Sai Sha Rd	Nai Chung	Tai Mong Tsai Rd	6056	RR	C	10,440 *	10,430 *	-0.2
Sai Sha Rd	Nin Wah Rd	Nai Chung	6222	RR	B	23,500	23,170	-1.4
Sai Sha Rd	On Chiu St	On Yuen St	5281	DD	C	14,100	14,080 *	-0.2
Sai Sha Rd	On Yuen St	Sui Tai Rd	5683	DD	C	26,210 *	23,390	-10.8
Sai Tso Wan Rd	Tsing Yi Rd	Tsing Tim St	6643	LD	C	11,330	12,280	+8.4
Sai Yee St	Argyle St	Mong Kok Rd	3453	DD	C	25,100	25,840	+3.0
Sai Yee St	Mong Kok Rd	Prince Edward Rd W	3653	DD	C	16,390 *	15,830	-3.4
Sai Yee St	Prince Edward Rd W	Boundary St	3844	DD	C	4,020 *	4,150 *	+3.3
Sai Yeung Choi St S	Argyle St	Mong Kok Rd	3672	DD	C	7,430 *	8,200	+10.4
Saigon St	Nathan Rd	Chi Wo St	4634	LD	C	1,360	1,480	+9.1
Salisbury Rd	Chatham Rd S	Mody Lane	3808	PD	C	39,400 *	39,320 *	-0.2
Salisbury Rd	Hong Chong Rd	Science Museum Rd	3208	PD	C	2,250	2,250 *	-0.2

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Salisbury Rd	Kowloon Park Drive	Nathan Rd	3410	PD	C	46,000	49,100	+6.7
Salisbury Rd	Nathan Rd	Chatham Rd S	3606	PD	C	41,050 *	49,810	+21.4
Salisbury Rd	Star Ferry	Kowloon Park Drive	3207	LD	C	21,090	21,050 *	-0.2
San Fung Ave	Po Wan Rd	Jockey Club Rd	6042	DD	C	5,640 *	5,640 *	0.0
San Fung Ave	Po Wan Rd	San Wan Rd	5847	DD	C	12,150 *	12,160 *	0.0
San Lau St	Ma Tau Wai Rd	Chatham Rd N	4077	LD	C	6,680 *	6,910 *	+3.3
San Ma Tau St	To Kwa Wan Rd	Long Yuet St	3289	LD	C	6,440	6,660 *	+3.3
San Sham Rd	San Tin INT	End of San Sham Rd	5496	RR	C	19,440	17,590	-9.5
San Shan Rd	Kowloon City Rd	To Kwa Wan Rd	3845	DD	C	12,440 *	12,850 *	+3.3
San Tam Rd	Castle Peak Rd - Mai Po	Fairview Park Boulevard RA	5297	RR	C	12,210	12,210 *	0.0
San Tam Rd	Kam Tin Rd	Fairview Park Boulevard	5046	RR	A	11,230	10,930	-2.7
San Tin Highway	Fairview Park Boulevard	Lok Ma Chau Rd	5508	EX	C	79,140	87,510	+10.6
San Tin Highway	Fung Kat Heung	Fairview Park Boulevard	5044	EX	A	89,230	91,520	+2.6
San Wan Rd	Lung Sum Ave	San Po St	6080	DD	C	3,130 *	3,130 *	0.0
San Wan Rd	Ramp A	So Kwun Po INT ramp B	5685	DD	C	15,560 *	16,650	+7.0
San Wan Rd	Ramp A of So Kwun Po INT	Lung Sum Ave	5885	DD	C	16,010 *	16,010 *	0.0
San Wan Rd	Sha Tau Kok Rd	Jockey Club Rd	6041	DD	C	14,610 *	14,610 *	0.0
San Wan Rd	Sha Tau Kok Rd	So Kwun Po INT	5244	DD	C	12,130	12,130 *	0.0
Sassoon Rd	Victoria Rd	Pok Fu Lam Rd	1619	DD	C	11,700 *	12,100	+3.4
Sau Fu St	Yuen Long On Ning Rd	Yuen Long Pau Cheung Square	6627	LD	C	6,650	5,890	-11.5
Sau Mau Ping Rd	Hip Wo St	Sau Ming Rd	3477	DD	C	19,170	15,020	-21.7
Sau Mau Ping Rd	Hiu Kwong St	Po Lam Rd	3867	DD	C	27,580 *	27,530 *	-0.2
Sau Mau Ping Rd	Hiu Kwong St	Tseung Kwan O Rd	3679	DD	C	30,600 *	25,980	-15.1
Sau Mau Ping Rd	Sau Fung St	Po Lam Rd	4067	DD	C	15,760 *	15,730 *	-0.2
Sau Mau Ping Rd	Sau Ming Rd	Sau Fung St	3272	DD	C	15,260	15,230 *	-0.2
Sau Ming Rd	Sau Mau Path	Hiu Kwong St	3866	DD	C	10,700 *	10,680 *	-0.2
Sau Ming Rd	Sau Mau Ping Rd	Sau Mau Path	4066	DD	C	7,260 *	7,250 *	-0.2
Science Park Rd	Chak Cheung St	Chong San Rd	5714	DD	C	19,220 *	21,860	+13.8
Second St	Water St	Eastern St	2634	LD	C	1,030	780	-24.2
Seymour Rd	Bonham Rd	Castle Rd	1638	LD	C	3,660 *	3,280	-10.5
Seymour Rd	Castle Rd	Robinson Rd	2046	LD	C	4,210 *	4,180 *	-0.7
Sha Kok St	Tai Chung Kiu Rd	Sha Tin Wai Rd	5242	DD	C	11,070	11,050 *	-0.2
Sha Lek Highway FO <UR T5>	Slip rd from Sha Tin Wai Rd	Tate's Cairn Highway INT	5290	EX	C	37,930	37,900 *	-0.1

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Sha Lek Highway FO <UR T5>	Slip rds to & from Sha Tin Rd	Slip rd to Sha Tin Wai Rd	5498	EX	C	28,930	29,370	+1.5
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	4,570 *	4,560 *	-0.1
Sha Lek Highway FO <UR T5> N-B slip rd N	Sha Lek Highway FO <UR T5> N-B	Tate's Cairn Highway slip rd M	5681	EX	C	8,920 *	9,320	+4.5
Sha Tau Kok Rd	Jockey Club Rd	Lok Yip Rd	5824	PD	C	34,440 *	34,930 *	+1.4
Sha Tau Kok Rd	Jockey Club Rd	San Wan Rd	5453	DD	C	20,580	18,670	-9.3
Sha Tau Kok Rd	On Kui St	Ping Che Rd	5660	RR	C	22,870 *	22,180	-3.0
Sha Tau Kok Rd	Ping Che Rd	Shun Lung St	5860	RR	C	5,020 *	5,020 *	0.0
Sha Tau Kok Rd - Lung Yeuk Tau	Lok Yip Rd	Luen Shing St	5622	PD	C	19,830 *	24,390	+23.0
Sha Tau Kok Rd - Lung Yeuk Tau	Luen Shing St	On Kui St	5623	PD	C	18,930 *	22,240	+17.5
Sha Tin Rd	Lion Rock Tunnel Rd	Sha Tin Wai Rd	5002	EX	A	74,840	73,720	-1.5
Sha Tin Rd	Ramps to & from Tai Chung Kiu Rd	Yuen Wo Rd	5606	EX	C	37,480 *	39,820	+6.2
Sha Tin Rd	Sha Tin Wai Rd	Ramps to & from Tai Chung Kiu Rd	5605	EX	C	51,840 *	55,800	+7.7
Sha Tin Rd	Yuen Wo Rd	Tai Po Rd-Shatin	5806	EX	C	50,640 *	50,600 *	-0.1
Sha Tin Rd ramps	Tai Chung Kiu Rd	Sha Tin Rd	5618	PD	C	14,360 *	13,550	-5.6
Sha Tin Rural Committee Rd	Tai Chung Kiu Rd	Yuen Wo Rd	5619	PD	C	33,070 *	29,890	-9.6
Sha Tin Rural Committee Rd	Tai Po Rd - Shatin	Yuen Wo Rd	5818	PD	C	35,100 *	35,070 *	-0.1
Sha Tin Wai Rd	Sha Kok St	Sha Tin Rd	5213	PD	C	28,490	28,470 *	-0.1
Sha Tin Wai Rd	Sha Kok St	Tai Chung Kiu Rd	5418	PD	C	26,950	27,770	+3.0
Sha Tin Wai Rd	Sha Tin Rd	Ngan Shing St	6013	PD	C	27,360 *	27,340 *	-0.1
Sha Tin Wai Rd	Siu Lek Yuen Rd	Ngan Shing St	5817	PD	C	16,910 *	16,900 *	-0.1
Sha Tsui Rd	Castle Peak Rd - Tsuen Wan	Pun Shan St	5433	DD	C	7,640	5,850	-23.4
Sha Tsui Rd	Chung On St	Kwu Hang Rd	5631	DD	C	15,200 *	13,140	-13.6
Sha Tsui Rd	Kwu Hang Rd	Texaco Rd	5432	DD	C	18,080	17,840	-1.3
Sha Tsui Rd	Pun Shan St	Tso Kung St	5227	DD	C	18,680	18,320 *	-1.9
Sha Tsui Rd	Tai Ho Rd	Chung On St	5830	DD	C	21,400 *	20,990 *	-1.9
Sha Tsui Rd	Tso Kung St	Tai Ho Rd	6025	DD	C	30,470 *	29,890 *	-1.9
Sham Mong Rd	Cherry St	Yen Chow St West	3900	PD	C	9,220 *	9,520 *	+3.3
Sham Mong Rd	Yen Chow St West	Po Lun St	3901	PD	C	8,520 *	8,800 *	+3.3
Sham Wat Rd & Ngong Ping Rd	Keung Shan Rd	End of Ngong Ping Rd	5891	RR	C	550 *	550 *	-0.2
Shan Kwong Rd	Wong Nai Chung Rd	End	2635	LD	C	4,720	6,240	+32.3
Shan Tong Rd	Nam Wan Rd	End	6662	LD	C	7,110	7,010	-1.4

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Shanghai St	Argyle St	Dundas St	4209	DD	B	16,730	16,860	+0.8
Shanghai St	Argyle St	Mong Kok Rd	3248	DD	C	12,180	12,580 *	+3.3
Shanghai St	Austin Rd	Jordan Rd	3469	DD	C	7,030	5,260	-25.2
Shanghai St	Kansu St	Jordan Rd	3835	DD	C	8,460 *	8,450 *	-0.2
Shanghai St	Kansu St	Public Square St	4032	DD	C	11,930 *	11,910 *	-0.2
Shanghai St	Lai Chi Kok Rd	Mong Kok Rd	3015	DD	A	11,180	9,270	-17.1
Shanghai St	Public Square St	Waterloo Rd	3239	DD	C	9,640	9,620 *	-0.2
Shanghai St	Waterloo Rd	Dundas St	3444	DD	C	23,340	21,300	-8.8
Shap Pat Heung Rd	Shap Pat Heung INT	Tai Tong Rd	5711	PD	C	29,980 *	29,760	-0.7
Shatin Pass Rd	Choi Hung Rd	Tung Tau Tsuen Rd	3282	LD	C	11,490	10,970 *	-4.5
Shatin Pass Rd	Jat's Incline	Tsz Wan Shan Rd	4635	LD	C	450	320	-30.0
Shatin Pass Rd	Wong Tai Sin Rd	Lung Fung St	3889	DD	C	790 *	780 *	-0.2
Shatin Pass Rd	Wong Tai Sin Rd	Tsz Wan Shan Rd	4636	LD	C	4,200	4,250	+1.0
Shau Kei Wan Rd	Nam On Lane	Church St	2021	PD	C	9,300 *	9,120 *	-2.0
Shau Kei Wan Rd	Tai Hong St	Nam On Lane	1831	PD	C	12,840 *	12,590 *	-2.0
Shau Kei Wan Rd	Taikoo Shing Rd	Tai Hong St	1614	PD	C	23,200 *	19,040	-17.9
Shek Kip Mei St	Woh Chai St	Tai Po Rd	4053	DD	C	10,410 *	10,390 *	-0.2
Shek O Rd	Tai Tam Rd	Shek O Village	1018	DD	A	3,620	3,410	-5.7
Shek Pai Tau Rd	Tsun Wen Rd	Ming Kum Rd	5444	DD	C	9,350	10,310	+10.2
Shek Pai Wan Rd	Victoria Rd	Wah Fu Rd	1204	PD	C	33,340	32,680 *	-2.0
Shek Pai Wan Rd	Wah Fu Rd	Aberdeen Praya Rd	1221	PD	C	40,300	39,510 *	-2.0
Shek Wai Kok Rd	Shek On St	Cheung Pei Shan Rd	5635	DD	C	11,300 *	7,960	-29.5
Shek Wai Kok Rd	Texaco Rd N.	Shek On St	5438	DD	C	14,980	10,190	-32.0
Shenzhen Bay Bridge	Nr Deep Bay Rd	Shenzhen Bay Bridge (China Section - End)	5040	EX	A	21,140	23,020	+8.9
Sheung Fung St	Shung Wah St	Fung Tak Rd	3022	LD	A	11,110	10,710	-3.6
Sheung Fung St	Shung Wah St	Wan Wah St	3487	LD	C	9,120	7,780	-14.7
Sheung Ning Rd	Chung Wa Rd	Pui Shing Rd	5305	LD	C	32,350	32,300 *	-0.2
Sheung Ning Rd	Po Ning Rd	Chung Wa Rd	5884	DD	C	25,860 *	25,820 *	-0.2
Sheung On St	Chai Wan Rd	Chong Fu Rd	2650	LD	C	8,830	10,090	+14.3
Sheung Ping St	Wing Tai Rd	Sheung On St	2651	LD	C	2,990	2,840	-4.9
Sheung Shing St	Fat Kwong St	Tin Kwong Rd	4044	DD	C	10,560 *	10,540 *	-0.2
Sheung Yee Rd	Wai Yip St	Wang Chiu Rd	4075	DD	C	21,930 *	22,660 *	+3.3
Sheung Yee Rd FO <K57>	Ngau Tau Kok Rd	Tsui Hing St	3687	DD	C	4,620 *	4,190	-9.4
Shing Kai Rd	Concorde Rd	Kai Shing St	4218	DD	B	8,710	9,020	+3.6

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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 2024	AADT 2025	Change of 2025 as % of 2024
Shing Kai Rd	Sung Wong Toi Rd	Kai Shing St	4222	DD	B	16,120	20,920	+29.8
Shing Mun Rd	Sai Lau Kok Rd	Miu Kong St	6637	LD	C	18,140	17,900	-1.4
Shing Mun Rd	Texaco Rd N	Cheung Shan Est Rd E	5103	LD	A	1,970	1,430	-27.3
Shing Mun Rd	Wo Yi Hop Rd	Wo Yi Hop Lane	5259	LD	C	3,380	3,380 *	-0.2
Shing Mun Tunnel	Wo Yi Hop Interchange	Shing Mun Tunnel Rd	5020	UT	A	49,050	49,130	+0.2
Shing Mun Tunnel Rd	Slip rd A	Slip rd C	6083	UT	C	40,660 *	40,640 *	-0.1
Shing Mun Tunnel Rd	Slip rd C	Tai Po Rd - Shatin	5286	UT	C	72,220	72,160 *	-0.1
Shing On St	Shau Kei Wan Rd	End	2636	LD	C	5,200	5,390	+3.6
Shing Sai Rd	Sai Cheung St N	New Praya, Kennedy Town	1027	PD	A	25,170	25,130	-0.2
Shing Tai Rd	Wing Tai Rd INT	Shun Tai Rd	1456	LD	C	9,880	8,070	-18.3
Shing Wan Rd	Shing Chuen Rd	Shing Chuen Rd	6615	LD	C	1,430	1,310	-8.4
Shouson Hill Rd W	Shouson Hill Rd	Restricted boundary	2637	LD	C	850	1,120	+31.8
Shun Fu St	Hong Cheung St	End	2638	LD	C	270	220	-18.0
Shun Lee Tsuen Rd	New Clear Water Bay Rd	Shun King St	3011	PD	A	18,260	17,800	-2.5
Shun Lee Tsuen Rd	Shun King St	Hip Wo St	4068	DD	C	16,860 *	16,830 *	-0.2
Shun Long Rd	North Lantau Highway	Chek Lap Kok Rd	5716	UT	C	-	28,460	-
Shun On Rd	Shun Lee Tsuen Rd	Sau Mau Ping Rd	4638	LD	C	7,640	7,540	-1.3
Shun Tung Rd	Tat Tung Rd	Tung Chung Waterfront Rd	5705	DD	C	19,370	24,240	+25.2
Shun Tung Rd	Yu Tung Rd	Tat Tung Rd	5036	DD	A	21,980	22,540	+2.5
Shung Shun St & Yan Wing St	Ko Chiu Rd	Sam Ka Tsuen Ferry Pier	3883	LD	C	11,250 *	11,230 *	-0.2
Shung Wah St	Po Kong Village Rd	Wan Wah St	3708	LD	C	9,340 *	10,740	+15.0
Shung Wah St & Wan Wah St	Sheung Fung St	Sheung Fung St	3690	LD	C	7,480 *	9,530	+27.5
Shung Yung St & Pak Kung St	Fat Kwong St	Chatham Rd N	3449	DD	C	10,440	13,040	+24.9
Sing Woo Rd	Wong Nai Chung Rd	Blue Pool Rd	1016	DD	A	17,090	16,600	-2.9
Siu Lek Yuen Rd	Ngan Shing St	Sha Tin Wai Rd	5813	PD	C	12,840 *	12,830 *	-0.1
Siu Lek Yuen Rd	Ngan Shing St	Tai Chung Kiu Rd	6009	PD	C	22,460 *	22,450 *	-0.1
Siu Lun St	Tuen Mun Heung Sze Wui Rd	Hoi Wing Rd	5274	LD	C	4,680	4,070	-13.0
Siu Sai Wan Rd	Chai Wan Rd	On Yip St	2053	LD	C	19,480 *	19,340 *	-0.7
Smithfield	Pok Fu Lam Rd	Lung Wah St	2407	DD	B	10,720	10,850	+1.3
Smithfield	Pokfield Rd	Lung Wah St	2639	LD	C	12,870	14,090	+9.4

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Smithfield & Pokfield Rd	Belcher's St	Pok Fu Lam Rd	1247	LD	C	16,150	16,040 *	-0.7
So Kwun Po Rd	Fanling Highway	Slip rds to & from San Wan Rd	5423	PD	C	52,400	59,760	+14.1
So Kwun Po Rd	So Kwun Po Rd INT	Jockey Club Rd	5625	PD	C	29,710 *	34,590	+16.4
South Lantau Rd	Chi Ma Wan Rd	Tung Chung Rd	6054	RR	C	3,990 *	3,980 *	-0.2
South Lantau Rd	Mui Wo Ferry Pier	Chi Ma Wan Rd	5015	RR	A	3,580	3,320	-7.3
South Lantau Rd & Keung Shan Rd	Tung Chung Rd	Sham Wat Rd	5859	RR	C	2,660 *	2,660 *	-0.2
Soy St	Sai Yeung Choi St S	Yim Po Fong St	4403	LD	B	2,770	2,820	+1.9
Sports Rd	Wong Nai Chung Rd	Morrison Hill Rd	1253	DD	C	13,670	13,580 *	-0.7
Stanley Village Rd	Tai Tam Rd	Stanley New St	1103	LD	A	9,940	10,040	+0.9
Station Lane	Ma Tau Wai Rd	Dock St	4639	LD	C	1,510	1,510	+0.2
Stone Nullah Lane	Johnston Rd	End	2641	LD	C	2,770	3,800	+37.1
Stonecutters Bridge	East Tsing Yi Viaduct	Container Port Rd S nr Container Terminal 8	5039	EX	A	64,520	63,560	-1.5
Stubbs Rd	Queen's Rd E	Stubbs Rd FO <H119> northern end	1015	DD	A	15,600	15,800	+1.3
Stubbs Rd	Stubbs Rd FO <H119> northern end	Stubbs Rd RA	1848	DD	C	3,500 *	3,470 *	-0.7
Stubbs Rd	Wan Chai Gap Rd	Wong Nai Chung Gap Rd	2203	DD	B	9,700	8,930	-7.9
Stubbs Rd FO <H119>	Stubbs Rd	Wong Nai Chung Gap Rd	1849	DD	C	9,970 *	10,060 *	+0.9
Suffolk Rd & Kent Rd	Waterloo Rd	Cornwall St	3882	DD	C	6,310 *	6,300 *	-0.2
Sui Tai Rd	Sai Sha Rd slip road and Hang Tai Rd	Ning Tai Rd	5912	LD	C	2,870 *	2,860 *	-0.2
Sui Wo Rd	Fo Tan Rd	Access rd to Sui Wo Court	5645	DD	C	14,630 *	15,210	+4.0
Sun Tin Wai Est access rd	Sha Tin Tau Rd	Sha Tin Tau Rd	6616	LD	C	4,580	3,890	-15.1
Sun Yip St	Chai Wan Rd	Ka Yip St	2052	LD	C	11,130 *	11,060 *	-0.7
Sung Wong Toi Rd	Tam Kung Rd	Kai Tak Tunnel up-ramp	3861	DD	C	34,330 *	35,470 *	+3.3
Sung Wong Toi Rd	Tam Kung Rd	Ma Tau Chung Rd	4061	DD	C	26,760 *	27,640 *	+3.3
Sung Wong Toi Rd & To Kwa Wan Rd	Kai Tak Tunnel	Mok Cheong St	3470	DD	C	9,460	13,960	+47.5
Sunny Bay Rd	Magic Rd	North Lantau Highway	6114	LD	C	4,460 *	4,380 *	-1.9
Sycamore St	Tai Kok Tsui Rd	Prince Edward Rd W	3287	LD	C	3,580	3,420 *	-4.5
Sze Shan St	Cha Kwo Ling Rd	Shung Shun St	4651	LD	C	1,720	1,700	-0.8

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Tai Cheung St	Yuen Long On Lok Rd	Sai Tai St	5442	DD	C	4,950	6,750	+36.5
Tai Chung Kiu Rd	Fo Tan Rd	Siu Lek Yuen Rd	5816	PD	C	44,270 *	44,240 *	-0.1
Tai Chung Kiu Rd	Lion Rock Tunnel Rd	Sha Kok St	6011	PD	C	30,280 *	30,260 *	-0.1
Tai Chung Kiu Rd	Sha Kok St	Sha Tin Wai Rd	5211	PD	C	19,940	19,930 *	-0.1
Tai Chung Kiu Rd	Sha Tin Wai Rd	Yuen Chau Kok Rd	5416	PD	C	16,350	17,190	+5.1
Tai Chung Kiu Rd	Siu Lek Yuen Rd	Tai Chung Kiu Rd RA	5289	PD	C	28,400	28,380 *	-0.1
Tai Chung Kiu Rd	Yuen Chau Kok Rd	Fo Tan Rd	5616	PD	C	21,740 *	35,790	+64.7
Tai Fong St	Tsun Wen Rd	Tai Hing St	6631	LD	C	6,800	5,510	-18.9
Tai Hang Rd	Ka Ning Path	Lai Tak Tsuen Rd	1024	DD	A	24,290	23,510	-3.2
Tai Hang Rd	Lai Tak Tsuen Rd	Perkins Rd	1852	DD	C	9,410 *	9,340 *	-0.7
Tai Hang Rd	Perkins Rd	Blue Pool Rd	2038	DD	C	12,200 *	12,110 *	-0.7
Tai Hang Rd	Wong Nai Chung Gap Rd	Blue Pool Rd	1238	DD	C	16,880	16,760 *	-0.7
Tai Hang Rd FO <H134>	Gloucester Rd	Ramp to Tung Lo Wan Rd	1821	PD	C	24,220 *	23,740 *	-2.0
Tai Hang Rd FO <H134>	St. John Ambulance Brigate Headquarters	Ramp to Tung Lo Wan Rd	1612	PD	C	17,460 *	18,150	+3.9
Tai Hang Tung Rd	Tat Chee Ave	Boundary St	4048	DD	C	19,350 *	19,320 *	-0.2
Tai Hang Tung Rd	Tong Yam St	Tat Chee Ave	3253	DD	C	9,580	9,560 *	-0.2
Tai Hang Tung Rd	Woh Chai St	To Yuen St	4081	LD	C	7,100 *	7,080 *	-0.2
Tai Ho Rd	Sha Tsui Rd	Hoi Pa St	6027	DD	C	40,320 *	39,540 *	-1.9
Tai Ho Rd	Sha Tsui Rd	Yeung Uk Rd	5832	DD	C	28,260 *	27,720 *	-1.9
Tai Ho Rd	Yeung Uk Rd	Tsuen Wan Ferry Pier	5249	LD	C	21,790	21,370 *	-1.9
Tai Ho Rd (GL)	Castle Peak Rd - Tsuen Wan	Hoi Pa St	5229	DD	C	24,910	24,430 *	-1.9
Tai Ho Rd FO<N484>	Hoi Pa St	Castle Peak Rd - Tsuen Wan	5268	PD	C	13,860	14,270 *	+3.0
Tai Ho Rd N	Tsuen Wan Market St	Tsuen Kam INT	6006	PD	C	19,580 *	20,170 *	+3.0
Tai Hong St	Shau Kei Wan Rd	Island Eastern Corridor slip rd	1832	PD	C	16,160 *	15,840 *	-2.0
Tai Kiu Rd	Yuen Long On Ning Rd	Yuen Long On Lok Rd	5836	DD	C	7,370 *	7,370 *	0.0
Tai Kok Tsui Rd	Anchor St	Boundary St	3846	DD	C	13,250 *	12,650 *	-4.5
Tai Kok Tsui Rd	Cherry St	Anchor St	3655	DD	C	9,630 *	14,120	+46.7
Tai Lin Pai Rd	Kwai Cheong Rd	Kwai On Rd	5629	DD	C	19,790 *	20,030	+1.2
Tai Lin Pai Rd	Kwai Chung Rd northern junction	Kwai Cheong Rd	5828	DD	C	13,110 *	12,850 *	-1.9
Tai Lin Pai Rd	Kwai Chung Rd southern junction	Kwai On Rd	5430	DD	C	16,450	16,960	+3.1
Tai Loong St	Wo Yi Hop Rd	Wo Yi Hop Rd	6644	LD	C	6,020	5,800	-3.6

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
Tai Mong Tsai Rd	Yan Yee Rd	Restricted boundary	6649	RR	C	3,570	2,490	-30.3
Tai Nan W St	Cheung Sha Wan Rd	Castle Peak Rd	3876	DD	C	8,410 *	8,030 *	-4.5
Tai On St	Shau Kei Wan Rd	Hong Cheung St	1864	PD	C	11,470 *	11,240 *	-2.0
Tai Po Rd	Caldecott Rd	Tai Po Rd INT	4201	PD	B	36,610	37,720	+3.0
Tai Po Rd	Castle Peak Rd	Kweilin St	3228	PD	C	23,870	23,660 *	-0.9
Tai Po Rd	Castle Peak Rd	Tai Woh Ping Rd	3431	PD	C	30,460	33,510	+10.0
Tai Po Rd	Lung Cheung Rd	Tai Woh Ping Rd	3824	PD	C	33,460 *	34,560 *	+3.3
Tai Po Rd	Nam Cheong St	Kweilin St	3009	PD	A	20,050	18,330	-8.6
Tai Po Rd	Petrol Station	Tai Woh Ping Rd	3631	PD	C	29,200 *	22,160	-24.1
Tai Po Rd	Poplar St	Wong Chuk St	3630	PD	C	21,290 *	20,710	-2.7
Tai Po Rd	Shek Kip Mei St	Nam Cheong St	4021	PD	C	18,540 *	18,380 *	-0.9
Tai Po Rd	Tai Po Rd INT	Lung Cheung Rd	3406	UT	C	37,820	38,420	+1.6
Tai Po Rd	Wong Chuk St	Shek Kip Mei St	3823	PD	C	33,360 *	33,060 *	-0.9
Tai Po Rd - Ma Liu Shui	Entrance to Chung Chi College, CUHK	Yuen Chau Tsai INT	6210	RR	B	7,420	6,920	-6.6
Tai Po Rd - Shatin	Fo Tan Rd	Sha Tin Rd	5819	EX	C	66,830 *	66,790 *	-0.1
Tai Po Rd - Shatin	Sha Tin Rd	Tolo Highway	5807	EX	C	117,480 *	117,390 *	-0.1
Tai Po Rd - Shatin	Sha Tin Rural Committee Rd	Fo Tan Rd	5620	UT	C	96,660 *	105,380	+9.0
Tai Po Rd - Shatin	Tolo Highway	Entrance to Chung Chi College , CUHK	5820	PD	C	15,530 *	15,520 *	-0.1
Tai Po Rd - Shatin	Tsing Sha Highway	Sha Tin Rural Committee Rd	5419	UT	C	97,090	99,100	+2.1
Tai Po Rd - Shatin Heights	Keng Hau Rd	Caldecott Rd	5255	RR	C	21,560	21,520 *	-0.2
Tai Po Rd - Shatin Heights & Tai Wai	Keng Hau Rd	Shing Ho Rd	6014	PD	C	19,520 *	19,510 *	-0.1
Tai Po Rd - Tai Wai	Shing Ho Rd	Lion Rock Tunnel Rd	5214	PD	C	9,760	9,750 *	-0.1
Tai Po Rd - Tai Wai	Shing Ho Rd	Mei Tin Rd	5449	DD	C	8,420	8,160	-3.0
Tai Po Rd - Yuen Chau Tsai	Kwong Wang St	Nam Wan Rd	5420	PD	C	36,250	35,210	-2.9
Tai Po Rd - Yuen Chau Tsai E-B ramp H	Kwong Wang St	Ramp to Tai Po Rd - Yuen Chau Tsai	5265	PD	C	21,920	22,240 *	+1.4
Tai Po Tai Wo Rd	Nam Wan Rd	Yuen Shin Rd	5862	PD	C	30,380 *	30,810 *	+1.4
Tai Po Tai Wo Rd	On Cheung Rd	Nam Wan Rd	6016	PD	C	21,990 *	22,300 *	+1.4
Tai Po Tai Wo Rd	Po Heung St	Ting Kok Rd	5821	PD	C	26,230 *	26,600 *	+1.4
Tai Po Tai Wo Rd	Ting Kok Rd	Ting Tai Rd	6064	PD	C	22,430 *	22,740 *	+1.4
Tai Po Tai Wo Rd	Tolo Highway	Ting Tai Rd	5621	PD	C	36,370 *	39,260	+8.0
Tai Shing St	Tung Tau Tsuen Rd	Choi Hung Rd	4640	LD	C	9,450	7,000	-25.9

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
Tai Tam Rd	Chai Wan Rd	Shek O Rd	1021	PD	A	9,740	10,310	+5.8
Tai Tam Rd	Red Hill Rd	Shek O Rd	1023	PD	A	8,080	8,190	+1.3
Tai Tam Rd	Stanley Gap Rd	Red Hill Rd	2023	PD	C	10,210 *	10,450 *	+2.3
Tai Tong Rd	Castle Peak Rd - Yuen Long	Kau Yuk Rd	5835	DD	C	13,680 *	13,680 *	0.0
Tai Tong Rd	Hop Yick Rd	Kau Yuk Rd	5636	DD	C	13,550 *	12,230	-9.7
Tai Tong Rd	Hop Yick Rd	Sham Chung Rd	5856	RR	C	11,380 *	11,390 *	0.0
Tai Wo Hau Rd	Kwai Shing Circuit northern junction	Hing Fong Rd	5826	DD	C	11,810 *	11,580 *	-1.9
Tai Wo Hau Rd	Texaco Rd	Tai Ha St eastern junction	5222	DD	C	19,960	19,570 *	-1.9
Tai Wo Hau Rd	Wo Tong Tsui St	Kwai Shing Circuit northern junction	5627	DD	C	10,830 *	9,080	-16.2
Tai Wo Hau Rd & Sheung Kok St	Tai Ha St eastern junction	Wo Tong Tsui St	5517	DD	C	16,080	9,640	-40.1
Tai Wo Service Rd W	Kau Lung Hang <FO> nr Kiu Tau Rd	Wo Hing Rd	5702	RR	C	3,610 *	2,450	-32.0
Tai Wo Service Rd W	Lam Kam Rd INT	Kau Lung Hang <FO> nr Kiu Tau Rd	5507	RR	C	3,640	3,270	-10.1
Tai Yue Ave & Taikoo Wan Rd	Taikoo Shing Rd	IEC slip rd	2041	DD	C	10,770 *	10,690 *	-0.7
Taikoo Shing Rd	Tai Wing Ave	King's Rd	1636	DD	C	8,260 *	10,830	+31.1
Taikoo Shing Rd	Tai Yue Ave	Tai Wing Ave	1442	DD	C	15,870	15,490	-2.4
Taikoo Shing Rd & Westlands Rd	Tai Yue Ave	King's Rd	2042	DD	C	9,190 *	9,130 *	-0.7
Taikoo Wan Rd & Tai Wing Ave	IEC access rd to Taikoo Wan Rd	Taikoo Shing Rd	1243	DD	C	9,670	9,600 *	-0.7
Tak Ku Ling Rd	Nga Tsin Wai Rd	Carpenter Rd	3494	LD	C	7,020	6,330	-9.8
Tak Man St	Ma Tau Wai Rd	Hung Hom Rd	3495	DD	C	11,960	12,820	+7.2
Tak Tin St	Kai Tin Rd	Lin Tak Rd	3277	DD	C	13,160	13,140 *	-0.2
Tak Tin St	On Tin St	Lin Tak Rd	3288	LD	C	7,080	7,060 *	-0.2
Tat Chee Ave	Begonia Rd	Cornwall St	3106	LD	A	10,640	9,890	-7.1
Tat Chee Ave	Tai Hang Tung Rd	Begonia Rd	3881	LD	C	11,940 *	11,920 *	-0.2
Tat Tung Rd	Shun Tung Rd	End	5303	LD	C	18,260	15,520	-15.0
Tat Wan Rd	Ma Wo Rd	Slip rd to Tolo Highway E-B	5483	DD	C	9,060	8,220	-9.2
Tat Wan Rd	Nam Wan Rd	Ma Wo Rd	5666	DD	C	11,150 *	10,930	-2.0
Tat Wan Rd	Slip rd to Tolo Highway E-B	Slip rd from Tolo Highway W-B	5273	DD	C	6,280	6,280 *	0.0
Tat Yeung Rd	Container Port Rd S	End	5515	LD	C	5,960	4,790	-19.6
Tate's Cairn Highway	Slip rds to & from Sha Tin Wai Rd	Tai Chung Kiu Rd RA	6088	EX	C	74,540 *	74,490 *	-0.1

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Tate's Cairn Highway	Slip rds to & from Tolo Highway	Slip rds to & from Ma On Shan Rd	5497	EX	C	75,560	75,480	-0.1
Tate's Cairn Highway	Tai Chung Kiu Rd RA	Slip rds to & from Tate's Cairn Highway	5892	EX	C	83,770 *	83,710 *	-0.1
Tate's Cairn Highway slip rd	Ma On Shan Rd nr Hang Shun St	Tate's Cairn Highway	5499	EX	C	29,160	30,360	+4.1
Tate's Cairn Highway slip rd A	Siu Lek Yuen Rd	Toll Plaza	6076	PD	C	9,010 *	9,000 *	-0.1
Tate's Cairn Highway slip rd B	Tate's Cairn Highway N-B	Sha Lek Highway FO <UR T5> S-B	5881	PD	C	4,780 *	4,780 *	-0.1
Tate's Cairn Highway slip rd D	Tate's Cairn Highway N-B	Sha Tin Wai Rd	5486	PD	C	4,350	6,050	+39.1
Tate's Cairn Highway slip rd M	Tate's Cairn Highway	Tate's Cairn Highway	5279	UT	C	52,230	52,200 *	-0.1
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	47,190	47,150 *	-0.1
Tate's Cairn Highway slip rd P	Tate's Cairn Highway S-B	Sha Lek Highway FO <UR T5> S-B	5278	EX	C	16,310	16,300 *	-0.1
Tate's Cairn Tunnel	Toll Plaza	South Portal	5022	UT	A	57,490	57,930	+0.8
Tate's Cairn Tunnel Slip Rd	Kwun Tong Bypass	Lung Cheung Rd	3307	UT	C	26,740	26,500 *	-0.9
Texaco Rd	124 Texaco Rd	Yeung Uk Rd	5634	PD	C	75,030 *	71,160	-5.2
Texaco Rd	Castle Peak Rd - Tsuen Wan	Shek Wai Kok Rd	6007	PD	C	47,560 *	48,980 *	+3.0
Texaco Rd	Sha Tsui Rd	Slip rds to & from Tsuen Tsing INT	5833	DD	C	34,880 *	34,210 *	-1.9
Texaco Rd	Sha Tsui Rd	Tsuen Fu St	6028	DD	C	31,310 *	30,710 *	-1.9
Texaco Rd	Texaco Rd <FO>	Texaco Rd southern end	5437	PD	C	68,840	77,610	+12.7
Texaco Rd	Texaco Rd N	Tsuen Fu St	5231	DD	C	47,810	46,890 *	-1.9
Texaco Rd	Tsuen Kam INT	Shek Wai Kok Rd	5207	PD	C	35,940	37,000 *	+3.0
Texaco Rd <FO>	Tak Tai Path	Tsuen Tsing INT	5487	PD	C	38,530	39,580	+2.7
Texaco Rd slip rd C E-B	Texaco Rd #188	Texaco Rd #150	5435	DD	C	5,450	5,470	+0.3
Texaco Rd slip rd W-B	Texaco Rd southern end	Texaco Rd RA	5436	PD	C	29,510	29,820	+1.1
Third St & Water St	Pok Fu Lam Rd	Queen's Rd W	1427	DD	C	8,500	7,310	-14.0
Tim Wa Avenue	Harcourt Rd	Lung Wo Rd	1257	LD	C	15,740	16,330 *	+3.7
Tin Cheung Rd	Tin Tsz Rd	Tin Shing Rd	5690	LD	C	12,560 *	15,960	+27.1
Tin Chiu St	Java Rd	King's Rd	1250	LD	C	3,710	3,690 *	-0.7
Tin Fuk Rd	Tin Shing Rd	Long Tin Rd	5680	DD	C	22,540 *	20,300	-9.9
Tin Fuk Rd	Tin Yiu Rd	Tin Shing Rd	5485	DD	C	14,210	12,070	-15.1
Tin Ha Rd	Castle Peak Rd - Hung Shui Kiu	Ping Ha Rd	5658	RR	C	8,480 *	10,060	+18.7

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Tin Hau Temple Rd	Causeway Rd	New Eastern Terrace	1236	DD	C	9,210	9,140 *	-0.7
Tin Hau Temple Rd	Fortress Hill Rd	Pak Fuk Rd	1632	DD	C	11,080 *	11,420	+3.1
Tin Hau Temple Rd	New Eastern Terrace	Fortress Hill Rd	1437	DD	C	6,660	7,590	+13.9
Tin Kwai Rd	Tin Wah Rd	Tin Lun Rd	5493	LD	C	6,250	5,800	-7.2
Tin Kwong Rd	Argyle St	Sheung Shing St	3454	DD	C	12,320	12,130	-1.5
Tin Kwong Rd	Ma Tau Wai Rd	Sheung Shing St	3249	DD	C	13,120	13,100 *	-0.2
Tin Lok Lane	Hennessy Rd	Wan Chai Rd	1845	DD	C	13,540 *	13,450 *	-0.7
Tin Lung Rd	Tin Shing Rd	End	6082	LD	C	10,140 *	10,140 *	0.0
Tin Ping Rd	Jockey Club Rd	Lung Sum Rd	6624	LD	C	3,840	3,710	-3.4
Tin Sam St	Che Kung Miu Rd	Hung Mui Kuk Rd	6039	DD	C	19,540 *	19,500 *	-0.2
Tin Shing Rd	Tin Cheung Rd	Tin Pak Rd	5687	DD	C	8,590 *	8,860	+3.1
Tin Shing Rd	Tin Lung Rd	Tin Cheung Rd	5492	DD	C	11,390	12,610	+10.8
Tin Shing Rd	Tin Lung Rd	Tin Yan Rd	5700	LD	C	5,480 *	6,450	+17.8
Tin Shing Rd	Tin Wah Rd	Tin Wing Rd	6096	LD	C	4,960 *	4,960 *	0.0
Tin Shing Rd	Tin Wing Rd	Tin Yan Rd	5900	LD	C	5,880 *	5,880 *	0.0
Tin Shing Rd	Tin Wu Rd	Tin Fuk Rd	5887	DD	C	10,820 *	10,820 *	0.0
Tin Shui Rd	Tin Wah Rd	Wetland Park Rd	5707	DD	C	11,580 *	10,980	-5.1
Tin Shui Rd	Tin Wu Rd	Tin Wah Rd	5495	DD	C	19,900	19,330	-2.9
Tin Tsz Rd	Tin Fuk Rd	Tin Cheung Rd	5287	DD	C	31,540	31,550 *	0.0
Tin Tsz Rd	Tin Wah Rd	Tin Cheung Rd	6086	DD	C	20,040 *	20,040 *	0.0
Tin Wah Rd	Tin Kwai Rd	Tin Tsz Rd	5288	DD	C	7,970	7,970 *	0.0
Tin Wah Rd	Tin Shing Rd	Tin Kwai Rd	6081	DD	C	9,440 *	9,440 *	0.0
Tin Wah Rd	Tin Shui Rd	Tin Shing Rd	5886	DD	C	11,260 *	11,260 *	0.0
Tin Wah Rd	Tin Ying Rd	Tin Shui Rd	5686	DD	C	21,820 *	23,340	+7.0
Tin Wan Close	Tin Wan St	End	2642	LD	C	810	830	+2.5
Tin Wu Rd	Tin Yiu Rd	Tin Shing Rd	5890	LD	C	9,300 *	9,300 *	0.0
Tin Yan Rd	Tin Shing Rd	Tin Wing Rd	5298	LD	C	8,140	8,140 *	0.0
Tin Ying Rd	Tin Wah Rd	Ping Ha Rd	5284	DD	C	37,780	37,780 *	0.0
Tin Yiu Rd	Ping Ha Rd	Tin Ho Rd	5880	LD	C	19,180 *	19,190 *	0.0
Ting Kok Rd	Dai Kwai St	Tai Mei Tuk	6211	RR	B	25,640	29,050	+13.3
Ting Kok Rd	Nam Wan Rd	Dai Kwai St	5006	PD	A	28,500	29,140	+2.2
Ting Kok Rd	Nam Wan Rd	Tai Po Tai Wo Rd	5243	DD	C	22,490	22,500 *	0.0
Ting Kok Rd	Tai Mei Tuk	Bride's Pool Rd	6608	RR	C	1,090	1,020	-6.2
Ting Kok Rd	Tai Po Tai Wo Rd	Kwong Fuk Road	6621	LD	C	13,570	13,350	-1.6
Ting Kok Rd	Ting Tai Rd	Tai Po Tai Wo Rd	5869	DD	C	15,820 *	15,820 *	0.0
Ting Lai Rd	Ting Tai Rd	Chung Nga Rd	6070	LD	C	7,010 *	6,640	-5.2

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Ting Tai Rd	Tai Po Tai Wo Rd	Ting Kok Rd	5266	DD	C	23,670	23,670 *	0.0
To Kwa Wan Rd	Kwei Chow St	Chi Kiang St	3245	DD	C	19,400	20,040 *	+3.3
To Kwa Wan Rd	Mok Cheong St	Ma Tau Kok Rd	4041	DD	C	17,420 *	18,000 *	+3.3
To Kwa Wan Rd	San Ma Tau St	Kwei Chow St	3450	DD	C	20,500	27,970	+36.4
To Kwa Wan Rd	San Ma Tau St	San Shan Rd	3650	DD	C	25,510 *	27,080	+6.1
To Kwa Wan Rd	San Shan Rd	Ma Tau Kok Rd	3841	DD	C	19,160 *	19,800 *	+3.3
Tolo Highway	North of Ma Liu Shui INT	Yuen Shin Rd INT	5013	EX	A	157,910	156,760	-0.7
Tolo Highway	Slip rd from Ma Liu Shui Ferry Pier	Ma Liu Shui INT northern end	5203	EX	C	129,400	131,240 *	+1.4
Tolo Highway	Tai Po Rd-Shatin	Slip rd from Ma Liu Shui Ferry Pier	6003	EX	C	104,960 *	104,880 *	-0.1
Tolo Highway	Tai Po Rd-Yuen Chau Tsai	Tai Po Tai Wo Rd	6004	EX	C	105,340 *	106,830 *	+1.4
Tolo Highway	Tai Po Tai Wo Rd	Lam Kam Rd RA	5253	EX	C	123,890	125,640 *	+1.4
Tolo Highway	Yuen Shin Rd slip rd S-B	Tai Po Rd-Yuen Chau Tsai	5808	EX	C	86,120 *	87,340 *	+1.4
Tolo Highway INT ramp G	Tolo Highway INT ramp A	Kwong Wang St	6063	PD	C	23,310 *	23,640 *	+1.4
Tolo Highway INT ramps C & D	Tai Po Rd-Yuen Chau Tsai	Tai Po Rd-Yuen Chau Tsai	5669	PD	C	15,960 *	13,680	-14.3
Tolo Highway INT slip rd	Slip rds to & from Tolo Highway	Slip rds to & from Tai Po Rd - Yuen Chau Tsai	6061	EX	C	21,380 *	21,680 *	+1.4
Tolo Highway Ma Liu Shui INT slip rd E	Shatin Sewage Treatment Works	Tolo Highway	6617	LD	C	14,000	14,950	+6.8
Tolo Highway ramp	Slip rds to & from Tat Wan Rd	Slip rds to & from Tolo Highway	5866	EX	C	7,240 *	7,350 *	+1.4
Tolo Highway ramps A & B	Ramps to & from Tolo Highway	Ramps to & from Tai Po Rd - Yuen Chau Tsai	5473	EX	C	16,120	13,740	-14.8
Tong Chun St	Po Yap Rd	End	6118	LD	C	7,230 *	7,220 *	-0.2
Tong Chun St	Tong Ming St	Po Yap Rd	5307	LD	C	7,950	7,940 *	-0.2
Tong Mi Rd	Mong Kok Rd	Bute St	3815	PD	C	27,760 *	28,670 *	+3.3
Tong Mi Rd	Mong Kok Rd	Cherry St	3616	PD	C	36,710 *	31,570	-14.0
Tong Mi Rd	Prince Edward Rd W	Bute St	4013	PD	C	29,330 *	30,300 *	+3.3
Tong Mi Rd	Prince Edward Rd W	Lai Chi Kok Rd	3220	PD	C	7,660	7,910 *	+3.3
Tong Ming St	Po Shun Rd	Po Hong Rd	6106	DD	C	19,380 *	19,340 *	-0.2
Tong Shui Rd	Chun Yeung St	King's Rd	1825	PD	C	9,240 *	9,060 *	-2.0
Tong Shui Rd	Java Rd	Chun Yeung St	2047	LD	C	9,880 *	9,810 *	-0.7
Tong Shui Rd & FO <H127>	Island Eastern Corridor	Chun Yeung St	1217	PD	C	9,360	9,170 *	-2.0
Tong Shui Rd (GL)	West Embankment	Java Rd	1417	PD	C	13,950	16,920	+21.2

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
Tong Tak St	Tong Yin St	Tong Chun St	5308	LD	C	7,230	7,220 *	-0.2
Tong Yam St	Woh Chai St	Tai Hang Tung Rd	4642	LD	C	2,440	2,140	-12.1
Tong Yin St	Tong Ming St	Tong Tak St	5513	LD	C	5,760	5,630	-2.2
Tonkin St	Cheung Sha Wan Rd	Un Chau St	3017	DD	A	19,060	21,180	+11.1
Tonkin St	Lai Chi Kok Rd	Cheung Sha Wan Rd	3858	DD	C	18,080 *	17,260 *	-4.5
Tonkin St	Lai Chi Kok Rd	Tung Chau St	3501	DD	C	16,820	15,850	-5.7
Tonkin St	Un Chau St	Castle Peak Rd	4058	DD	C	16,400 *	15,660 *	-4.5
Tonkin St & Kwong Lee Rd	Castle Peak Rd	Cheung Fat St	3490	LD	C	3,660	3,750	+2.6
Tonkin St W	Tung Chau St	Lin Cheung Rd	3296	DD	C	17,730	16,930 *	-4.5
Tonnochy Rd	Gloucester Rd	Hennessy Rd	1458	LD	C	4,580	5,330	+16.3
Tonnochy Rd	Hung Hing Rd	Gloucester Rd	1450	DD	C	13,710	11,960	-12.7
Tonnochy Rd FO <H171>	Gloucester Rd	Tonnochy Rd	1863	DD	C	16,030 *	16,620 *	+3.7
Tonnochy Rd FO <H171>	Tonnochy Rd	Gloucester Rd	1251	PD	C	15,430	15,180 *	-1.6
Tsat Tsz Mui Rd	Tin Chiu St	Model Lane	2643	LD	C	6,560	5,240	-20.1
Tseng Choi St	Castle Peak Rd northern junction	Castle Peak Rd southern junction	5102	LD	A	5,450	5,980	+9.8
Tseuk Luk St	Choi Hung Rd	King Fuk St	3105	LD	A	7,090	7,140	+0.7
Tseung Kwan O - Lam Tin Tunnel	Eastern Portal	Western Portal & slip rd to EHC	5043	UT	A	27,800	28,660	+3.1
Tseung Kwan O Rd	Lei Yue Mun Rd	Sau Mau Ping Rd	3438	PD	C	109,680	112,200	+2.3
Tseung Kwan O Rd	Lei Yue Mun Rd	Wai Yip St	3702	EX	C	62,020 *	60,020	-3.2
Tseung Kwan O Tunnel	Toll Plaza	Tseung Kwan O Tunnel Rd RA	5021	UT	A	84,800	85,950	+1.4
Tseung Lam Highway (Cross Bay Link)	Wan O Rd	Tseung Lam Highway	5519	UT	C	23,960	22,010	-8.2
Tsing Chung Koon Rd	Tsun Wen Rd	Tsing Lun Rd	6035	DD	C	6,540 *	6,540 *	0.0
Tsing Fung St FO <H74>	King's Rd	Victoria Park Rd	1802	UT	C	10,550 *	10,350 *	-1.9
Tsing King Rd	Fung Shue Wo Rd RA	Tsing Luk St	5671	DD	C	17,750 *	16,200	-8.7
Tsing King Rd	Tsing Luk St	Tam Kon Shan Rd	5663	DD	C	12,250 *	10,750	-12.2
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	120,310	123,420	+2.6
Tsing Kwai Highway	Cho Yiu Estate slip rds to & from Kwai Chung Rd & Tsuen Wan Rd	Rambler Bridge eastern end	6099	EX	C	98,300 *	101,220 *	+3.0

*** AADT estimated by Growth Factor**

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
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	71,290 *	73,400 *	+3.0
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	49,170 *	47,160	-4.1
Tsing Long Highway - Tai Lam Tunnel	Au Tau INT	Tuen Mun Rd	5029	EX	A	36,120	47,970	+32.8
Tsing Long Highway - Ting Kau Bridge	NW Tsing Yi INT southern tip	Tuen Mun Rd	5033	EX	A	94,700	98,610	+4.1
Tsing Lun Rd	Tsing Chung Koon Rd	Lam Tei INT	5647	DD	C	13,800 *	19,320	+39.9
Tsing Lun Rd	Tsun Wen Rd	Tsing Chung Koon Rd	5452	DD	C	6,660	7,330	+10.0
Tsing Sha Highway near Tsing Yi Road	Tsing Sha Highway Nr Stonecutters Bridge	Roundabout Nr Tsing Yi Rd	5312	EX	C	14,820	15,260 *	+3.0
Tsing Tin Rd	Tsun Wen Rd	Tuen Mun Rd	5846	DD	C	39,490 *	39,490 *	0.0
Tsing Tin Rd E-B ramps A & B	Tsing Tin Rd	Tuen Mun Rd	5472	PD	C	18,330	22,980	+25.4
Tsing Tin Rd INT	Tsun Wen Rd	Ming Kum Rd	5263	DD	C	21,090	21,100 *	0.0
Tsing Tin Rd W-B ramps C & D	Tuen Mun Rd	Tsing Tin Rd	5667	PD	C	19,610 *	19,090	-2.6
Tsing Tsuen Rd	Tsing Tsuen Bridge	Tsuen Tsing INT	5670	PD	C	24,690 *	22,430	-9.2
Tsing Tsuen Rd	Tsuen Tsing INT	Tam Kon Shan INT	5018	PD	A	34,010	33,340	-2.0
Tsing Tsuen Rd slip rds A & B	Tsuen Tsing INT	Tsuen Tsing INT	5870	PD	C	36,150 *	37,220 *	+3.0
Tsing Wun Rd	Pui To Rd	Wong Chu Rd	6034	DD	C	28,730 *	28,730 *	0.0
Tsing Yi Heung Sze Wui Rd	Fung Shue Wo Rd RA	Tsing Yi Rd	5852	LD	C	39,610 *	38,850 *	-1.9
Tsing Yi Hong Wan Rd	Tsing Yi Rd	Tsing Sheung Rd	6112	LD	C	22,100 *	21,670 *	-1.9
Tsing Yi N Coastal Rd	Tam Kon Shan INT W End	Slip Rds to & from Tam Kon Shan Rd	6108	PD	C	23,950 *	24,660 *	+3.0
Tsing Yi N Coastal Rd FO	Tsing Tsuen Rd	Tam Kon Shan INT W End	6221	PD	B	15,330	15,350	+0.1
Tsing Yi Rd	Ching Hong Rd	Tsing Nam St	5439	DD	C	9,460	10,010	+5.8
Tsing Yi Rd	Tsing Yi Heung Sze Wui Rd	Ching Hong Rd	5232	DD	C	21,710	21,290 *	-1.9
Tsing Yi Rd	Tsing Yi Rd nr. Dow Chemical	Tsing Yi Hong Wan Rd	6113	DD	C	13,440 *	13,190 *	-1.9
Tsing Yi Rd W	Ching Hong Rd	Fung Shue Wo Rd	6044	DD	C	21,350 *	20,940 *	-1.9
Tsing Yi Rd W	Fung Shue Wo Rd	Tam Kon Shan INT	5247	DD	C	28,040	27,510 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
Tsing Yi Rd W	Tsing Nam St	Ching Hong Rd	5849	DD	C	16,590 *	16,270 *	-1.9
Tsing Ying Rd	Castle Peak Rd - Castle Peak Bay	End	5712	RR	C	4,080 *	5,270	+29.1
Tsuen King Circuit	Castle Peak Rd - Tsuen Wan	On Yin St	5457	DD	C	10,410	12,540	+20.5
Tsuen Nam Rd,Chik Fuk St & Shing Ho Rd	Tai Po Rd-Tai Wai	Tai Wai Rd	5448	DD	C	8,980	8,600	-4.2
Tsuen Wan Rd	Kwai Tsing Rd RA	Texaco Rd RA	5604	EX	C	127,980 *	116,340	-9.1
Tsuen Wan Rd	Texaco Rd RA	Hoi Hing Rd INT	5804	EX	C	93,490 *	96,260 *	+3.0
Tsuen Wan Rd	Tsuen Wan Rd FO <N522> southern tip	Section over Container Port Rd	5403	EX	C	135,730	145,930	+7.5
Tsuen Wan Rd	Tuen Mun Rd	Hoi Hing Rd INT	5805	EX	C	55,330 *	56,980 *	+3.0
Tsuen Wan Rd FO <N522> over Hoi Hing INT	Hoi Kwai Rd	Section over Hoi Kok St	6065	EX	C	41,140 *	42,360 *	+3.0
Tsuen Wan Rd FO <N522> over Kwai Tsing INT	Ramp from Tsuen Wan Rd	Ramp to Tsuen Wan Rd	5602	EX	C	98,260 *	102,550	+4.4
Tsuen Wan Rd FO <N522> over Tsuen Tsing INT	Ramp from Tsuen Wan Rd	Ramp to Tsuen Wan Rd	5802	EX	C	89,300 *	91,950 *	+3.0
Tsuen Wan Rd N-B ramp	Kwai Chung Rd	Tsuen Wan Rd	5715	EX	C	10,970 *	8,890	-19.0
Tsuen Wan Rd S-B ramp	Tsuen Wan Rd	Kwai Chung Rd	5402	EX	C	71,710	77,090	+7.5
Tsuen Wan Rd slip rds	Tsuen Wan Rd (section over Container Port Rd)	Kwai Tsing Rd RA	5601	EX	C	34,540 *	30,440	-11.9
Tsuen Wan Rd slip rds	Tsuen Wan Rd (section over Texaco Rd)	Texaco Rd RA	5803	EX	C	17,800 *	18,320 *	+3.0
Tsuen Wan Rd slip rds	Tsuen Wan Rd (section under Wing Kei Rd)	Texaco Rd RA	5801	EX	C	40,560 *	41,760 *	+3.0
Tsuen Wan Rd slip rds	Tsuen Wan Rd nr Kwai Lok St	Kwai Tsing Rd RA	5603	PD	C	29,720 *	29,180	-1.8
Tsui Lam Rd	Po Lam Rd eastern junction	Po Lam Rd western junction	6073	LD	C	2,830 *	2,820 *	-0.2
Tsui Ping Rd	Hip Wo St	Kwun Tong Rd	3278	DD	C	14,640	14,610 *	-0.2
Tsun Wen Rd	Leung Wan St	Leung Tak St	5699	DD	C	8,490 *	9,360	+10.4
Tsun Wen Rd	Ming Kum Rd	Leung Tak St	5899	DD	C	6,460 *	6,460 *	0.0
Tsun Wen Rd	Shek Pai Tau Rd	Pui To Rd	5641	DD	C	16,270 *	16,300	+0.2
Tsun Wen Rd	Tai Fong St	Ching Chung Koon	5450	DD	C	16,950	16,150	-4.8
Tsun Wen Rd	Tai Fong St	Shek Pai Tau Rd	5840	DD	C	15,870 *	15,870 *	0.0
Tsun Wen Rd	Tsing Chung Koon	Tsing Chung Koon Rd	5451	DD	C	14,820	14,220	-4.1
Tsun Wen Rd	Tsing Lun Rd	Leung Wan St	5504	DD	C	10,530	10,740	+2.0

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
Tsz Wan Shan Rd	Po Kong Village Rd	Wai Wah St	3662	DD	C	11,580 *	8,860	-23.5
Tsz Wan Shan Rd	Wai Wah St	Wan Wah St	3851	DD	C	9,470 *	9,450 *	-0.2
Tuen Fat Rd	Tuen Mun Rd	Tuen Mun Rd	6632	LD	C	9,220	11,820	+28.2
Tuen Hing Rd	Tuen Hing Rd FO <N432> over Tuen Mun Rd	Castle Peak Rd - Castle Peak Bay	5447	DD	C	16,070	14,210	-11.6
Tuen Hing Rd	Tuen Mun Heung Sze Wui Rd	Tuen Mun Rd	5843	DD	C	26,100 *	26,110 *	0.0
Tuen Hing Rd FO <N432> over Tuen Mun Rd	Ramp from Tuen Mun Rd	Ramp to Tuen Mun Rd	5644	DD	C	18,680 *	17,470	-6.5
Tuen Mun Chek Lap Kok Tunnel	Lung Fu Rd	Hong Kong Boundary Crossing Facilities (BCF)	5042	UT	A	35,750	37,910	+6.1
Tuen Mun Heung Sze Wui Rd	Hoi Chu Rd	Hoi Wing Rd	6104	DD	C	13,440 *	13,440 *	0.0
Tuen Mun Heung Sze Wui Rd	Pui To Rd	Castle Peak Rd	5445	DD	C	10,680	10,200	-4.6
Tuen Mun Heung Sze Wui Rd	Pui To Rd	Tuen Hing Rd	5238	DD	C	37,710	37,710 *	0.0
Tuen Mun Heung Sze Wui Rd	Siu Lun St	Hoi Chu Rd	5876	DD	C	10,870 *	10,870 *	0.0
Tuen Mun Heung Sze Wui Rd	Wong Chu Rd	Tuen Hing Rd	5649	DD	C	24,610 *	27,240	+10.7
Tuen Mun Rd	Castle Peak Rd - Tsuen Wan	Tsing Long Highway - Ting Kau Bridge	5035	EX	A	75,190	77,080	+2.5
Tuen Mun Rd	Pui To Rd	Tsing Chui Path	5001	UT	A	137,560	143,290	+4.2
Tuen Mun Rd	Sham Tseng	Siu Lam	5855	EX	C	110,150 *	111,710 *	+1.4
Tuen Mun Rd	Sham Tseng	Tsing Long Highway - Ting Kau Bridge	5012	EX	A	123,940	123,000	-0.8
Tuen Mun Rd	Siu Lam	Wong Chu Rd	6050	EX	C	104,300 *	105,780 *	+1.4
Tuen Mun Rd	Tsing Chui Path	Lam Tei INT	5404	UT	C	134,470	123,200	-8.4
Tuen Mun Rd	Tuen Hing Rd	Pui To Rd	6002	UT	C	92,680 *	94,000 *	+1.4
Tuen Mun Rd	Wong Chu Rd	Tuen Hing Rd	6001	UT	C	103,230 *	104,690 *	+1.4
Tuen Mun Rd - Siu Lam INT slip rds	Tuen Mun Rd	Castle Peak Rd	5857	RR	C	12,590 *	12,600 *	0.0
Tuen Mun Rd ramps A & B	Tuen Hing Rd	Tuen Hing Rd	6062	PD	C	24,430 *	24,780 *	+1.4
Tuen Mun Rd ramps A & B	Wong Chu Rd	Tuen Mun Rd	5264	PD	C	32,960	35,710	+8.3
Tung Chau West St	Castle Peak Rd	Cheung Sha Wan Rd	3671	DD	C	6,590 *	7,340	+11.4
Tung Chau West St	Castle Peak Rd	King Lam St	4643	LD	C	1,570	1,890	+20.4
Tung Chung Rd	South Lantau Rd	Tung Chung Rd nr Mun Hong House	5256	RR	C	5,380	5,370 *	-0.2

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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 2024	AADT 2025	Change of 2025 as % of 2024
Tung Chung Waterfront Rd & Ying Hei Rd	Shun Tung Rd RA	Man Tung Rd	5905	LD	C	13,860	15,560	+12.2
Tung Lo Wan Rd	Causeway Rd	Moreton Terrace	1107	LD	A	15,520	12,600	-18.9
Tung Lo Wan Rd & Tai Hang Rd	Causeway Rd	Ka Ning Path	1438	DD	C	11,060	8,250	-25.4
Tung Tau Tsuen Rd	Fung Mo St	Tung Tsing Rd	3459	DD	C	9,040	7,940	-12.1
Tung Tau Tsuen Rd	Shatin Pass Rd	Tai Shing St	3850	DD	C	11,930 *	11,390 *	-4.5
Tung Tau Tsuen Rd	Tai Shing St	Fung Mo St	3659	DD	C	9,040 *	7,390	-18.2
Tung Tau Tsuen Rd	Tung Tsing Rd	Junction Rd	3254	DD	C	5,280	5,270 *	-0.2
Tung Tsing Rd	Tung Tau Tsuen Rd	Lok Sin Rd	3692	LD	C	6,740 *	6,440	-4.3
Tung Yan St	Hip Wo St	Yue Man Square	3481	DD	C	10,020	6,480	-35.3
Tung Yan St	Yue Man Square	Kwun Tong Rd	3276	DD	C	840	800 *	-4.5
Tung Yuen St	Yan Yue Wai	Ko Fai Rd	4658	LD	C	3,860	3,590	-7.2
Un Chau St	Hing Wah St	Tonkin St	3260	DD	C	9,330	8,900 *	-4.5
Un Chau St	Shek Kip Mei St	Nam Cheong St	3666	DD	C	12,010 *	9,990	-16.8
Un Chau St	Tonkin St	Yen Chow St	4055	DD	C	15,440 *	14,740 *	-4.5
Un Chau St	Yen Chow St	Nam Cheong St	3855	DD	C	8,580 *	8,860 *	+3.3
Upper Albert Rd	Caine Rd	Albany Rd	1624	DD	C	16,750 *	17,780	+6.2
Upper Albert Rd	Garden Rd	Albany Rd	2031	DD	C	24,300 *	24,130 *	-0.7
Victoria Park Rd	Gloucester Rd	Island Eastern Corridor	1002	UT	A	111,060	104,970	-5.5
Victoria Park Rd (GL)	Island Eastern Corridor	Hing Fat St	1801	UT	C	17,660 *	17,320 *	-1.9
Victoria Park Rd entry-ramp W-B	Hing Fat St	Victoria Park Rd W-B	1853	PD	C	11,130 *	10,910 *	-2.0
Victoria Rd	Mount Davis Rd	Sassoon Rd	1448	DD	C	6,460	5,800	-10.1
Victoria Rd	Pok Fu Lam Rd	Baguio Villas access rd	1425	DD	C	11,010	9,760	-11.3
Victoria Rd	Sassoon Rd	Baguio Villas access rd	1445	DD	C	10,050	9,520	-5.3
Village Rd	Sing Woo Rd	Shan Kwong Rd	2645	LD	C	5,830	6,320	+8.3
Wa Shun St	Hung Luen Rd	End	4657	LD	C	2,020	1,350	-33.2
Wah Chui St	Victoria Rd	Wah King St	2054	LD	C	6,270 *	6,230 *	-0.7
Wah Fu Rd	Shek Pai Wan Rd	Wah Cheung St	1246	DD	C	9,280	9,210 *	-0.7
Wah Hong St	Victoria Rd	Wah King St	2055	LD	C	3,220 *	3,260	+1.1
Wah Ming Rd	Lui Ming Rd mini-RA	Wai Ming St	6077	DD	C	7,100 *	7,110 *	0.0
Wah Ming Rd	Wai Ming St	Pak Wo Rd	6093	LD	C	5,660 *	5,660 *	0.0
Wah Yiu Rd	Lai Chi Ling Rd	Castle Peak Rd-Kwai Chung	5652	LD	C	6,870 *	7,180	+4.5

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

Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Wai Chi St	Woh Chai St	Pak Tin St	4645	LD	C	2,640	3,160	+19.8
Wai Tsuen Rd	Sai Lau Kok Rd	Tsuen Kam INT	6638	DD	C	17,640	13,840	-21.5
Wai Wah St	Tsz Wan Shan Rd	Wan Wah St	3283	LD	C	6,140	6,130 *	-0.2
Wai Yip St	Hoi Yuen Rd	Cha Kwo Ling Rd	3279	DD	C	32,450	30,980 *	-4.5
Wai Yip St	Kai Cheung Rd	Access rd to Telford Garden	3874	DD	C	42,190 *	43,590 *	+3.3
Wai Yip St	Kai Cheung Rd	Kwun Tong Rd	3875	DD	C	62,390 *	64,460 *	+3.3
Wai Yip St	Kai Fuk Rd FO <K58>	Access rd to Telford Garden	3686	DD	C	23,460 *	26,490	+12.9
Wai Yip St	Lai Yip St	Hoi Yuen Rd	3020	DD	A	26,930	23,660	-12.1
Wai Yip St	Lai Yip St	Shun Yip St	3483	DD	C	30,700	33,000	+7.5
Wai Yip St	Shun Yip St	Kai Fuk Rd FO <K58>	3506	PD	C	32,710	33,690	+3.0
Wan Chai Rd	Johnston Rd	Morrison Hill Rd	1627	DD	C	13,520 *	17,180	+27.1
Wan Chai Rd	Johnston Rd	Queen's Rd E	2646	LD	C	5,320	4,940	-7.1
Wan Hang Rd	Mau Yip Rd	Po Hong Rd	5494	DD	C	8,210	7,970	-3.0
Wan Lung Rd	Po Hong Rd	Wan Hang Rd	5471	DD	C	3,560	3,880	+9.1
Wan Po Rd	Chiu Shun Rd	Chun Yat St	5304	LD	C	30,680	30,640 *	-0.2
Wan Po Rd	Po Shun Rd	Chiu Shun Rd	6103	UT	C	32,310 *	32,260 *	-0.2
Wan Tau St	Heung Sze Wui St	Nam Wan Rd	5474	DD	C	10,260	9,590	-6.5
Wan Tau St	Kwong Fuk Rd	Tai Po Heung Sze Wui Rd	5845	DD	C	10,620 *	10,620 *	0.0
Wan Wah St	Tsz Wah Shan Rd	Wai Wah St	4078	LD	C	8,380 *	8,360 *	-0.2
Wan Wah St	Wai Wah St	Sheung Fung St	3879	LD	C	9,360 *	9,340 *	-0.2
Wang Chau Rd	Yuen Long On Ning Rd	Yuen Long On Lok Rd	5011	LD	A	5,140	5,480	+6.7
Wang Chiu Rd	Kai Cheung Rd	Sheung Yuet Rd	3273	DD	C	14,550	15,040 *	+3.3
Wang Chiu Rd	Wang Kwong Rd	Kai Lok St	4646	LD	C	4,820	4,690	-2.7
Wang Chiu Rd & Wang Kwong Rd	Kai Cheung Rd	Kai Cheung Rd	3884	LD	C	10,980 *	11,350 *	+3.3
Wang Kwong Rd	Kai Fuk Rd	Kai Cheung Rd	4083	LD	C	8,730 *	9,020 *	+3.3
Wang Lok St	Wang Tat Rd	Wang Lee St	6628	LD	C	17,490	17,870	+2.1
Wang Tat Rd & Ma Wang Rd	Ma Miu Rd	Castle Peak Rd - Ping Shan	5413	PD	C	25,780	24,050	-6.7
Wang Tat Rd, Ma Wang Rd, Long Yip Rd & Yuen Long On Lok Rd	Wang Lok St	Ma Miu Rd	5611	PD	C	21,200 *	18,160	-14.4
Wang Tau Hom E Rd	Junction Rd	Wang Tau Hom N Rd	4647	LD	C	6,290	6,010	-4.4
Water St	Connaught Rd W	Des Voeux Rd W	1838	DD	C	7,860 *	8,150 *	+3.7
Water St	Des Voeux Rd W	Queen's Rd W	1621	DD	C	7,190 *	11,900	+65.6
Waterloo Rd	Ede Rd	Lung Cheung Rd	3802	UT	C	70,340 *	72,660 *	+3.3
Waterloo Rd	Hereford Rd	Lancashire Rd	3425	PD	C	70,760	71,670	+1.3

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Waterloo Rd	Hereford Rd	Suffolk Rd	3621	PD	C	67,700 *	71,470	+5.6
Waterloo Rd	Lancashire Rd	Flint Rd	3223	PD	C	78,360	78,210 *	-0.2
Waterloo Rd	Lung Cheung Rd	Lion Rock Tunnel Rd	4002	UT	C	72,000 *	74,360 *	+3.3
Waterloo Rd	Nathan Rd	Shanghai St	3613	PD	C	19,860 *	20,220	+1.8
Waterloo Rd	Nathan Rd	Yim Po Fong St	3813	PD	C	35,990 *	35,920 *	-0.2
Waterloo Rd	Pui Ching Rd	Argyle St	4011	PD	C	30,150 *	30,090 *	-0.2
Waterloo Rd	Shanghai St	Ferry St	3418	PD	C	26,120	27,760	+6.3
Waterloo Rd	Yim Po Fong St	Pui Ching Rd	4205	PD	B	34,300	32,890	-4.1
Waterloo Rd & FO <K12 & K44>	Argyle St	Prince Edward Rd W	3402	UT	C	91,130	91,250	+0.1
Waterloo Rd & FO <K44>	Flint Rd	Boundary St	3404	UT	C	71,550	71,430	-0.2
Waterloo Rd (GL)	Cornwall St	Ede Rd	4017	PD	C	8,420 *	8,700 *	+3.3
Waterloo Rd (GL)	Junction Rd	Cornwall St	3819	PD	C	23,790 *	23,750 *	-0.2
Waterloo Rd (GL)	Junction Rd	Suffolk Rd	3622	PD	C	31,060 *	30,330	-2.3
Waterloo Rd FO <K44>	Boundary St	Prince Edward Rd W	3403	UT	C	61,790	57,140	-7.5
Waterloo Rd FO <K59>	Suffolk Rd	Ede Rd	3602	UT	C	48,080 *	46,710	-2.9
West Kowloon Corridor	Cheung Lai St	Tonkin St	3888	UT	C	57,980 *	59,890 *	+3.3
West Kowloon Corridor	Sycamore St & Tong Mi Rd	Dundas St	3297	UT	C	21,990	22,710 *	+3.3
West Kowloon Corridor	Yen Chow St	Sycamore St & Tong Mi Rd	3699	UT	C	17,910 *	19,840	+10.7
West Kowloon Corridor	Yen Chow St	Tai Kok Tsui Rd	3807	UT	C	66,710 *	68,910 *	+3.3
West Kowloon Corridor - Cherry St up-ramp	Soy St	Pok Man St	3705	UT	C	20,950 *	21,710	+3.6
West Kowloon Corridor West	Pok Man St	Cherry St	3604	UT	C	14,050 *	11,360	-19.2
West Kowloon Highway	Austin Rd W	Jordan Rd	3502	UT	C	88,350	94,100	+6.5
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	71,840 *	74,200 *	+3.3
West Kowloon Highway	Slip rd to Yau Ma Tei INT	Tung Kun St Ext	3707	UT	C	44,840 *	61,310	+36.7
West Kowloon Highway	Slip rds to & from Lin Cheung Rd & Yau Ma Tei INT N/B ramp	Hing Wah St W	3024	EX	A	100,050	99,750	-0.3
West Kowloon Highway	Tung Kun St Ext	Slip rds to & from Lin Cheung Rd	3503	UT	C	40,520	51,090	+26.1
Western Harbour Crossing	Toll Plaza	South Portal	1026	UT	A	96,830	103,950	+7.4

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Road Name	From	To	Stn. No.	Road Type	Stn. Type	AADT 2024	AADT 2025	Change of 2025 as % of 2024
Western St	Des Voeux Rd W	Connaught Rd W	1447	DD	C	16,080	18,760	+16.7
Western St	Des Voeux Rd W	Queen's Rd W	1622	DD	C	14,960 *	15,300	+2.3
Whitty St	Des Voeux Rd W	Queen's Rd W	1626	DD	C	2,590 *	4,350	+67.6
Wing Hing St	Electric Rd	King's Rd	1611	PD	C	12,710 *	11,600	-8.7
Wing Hing St	Hing Fat St	Electric Rd	1416	PD	C	12,660	12,650	-0.1
Wing Kei Rd	Wing Kin Rd	Kwai Hei St	6645	LD	C	3,900	3,980	+1.8
Wing Lok St	Des Voeux Rd W	Bonham Strand	1104	LD	A	3,230	3,910	+20.9
Wing Lok St	Morrison St	Des Voeux Rd C	2402	LD	B	3,160	2,880	-8.7
Wing Ming St	Yu Chau W St	End	4648	LD	C	2,110	2,100	-0.3
Wing Shun St	Ma Tau Pa Rd	Yi Hong St	5260	LD	C	10,290	10,090 *	-1.9
Wing Shun St	Yi Hong St	Kwai Yue St	5271	LD	C	5,010	4,920 *	-1.9
Wing Shun St	Yi Hong St	Texaco Rd slip rd	5678	LD	C	9,690 *	8,740	-9.8
Wing Tai Rd	Chai Wan Rd	Shun Tai Rd	1857	DD	C	35,570 *	35,320 *	-0.7
Wing Tai Rd	Wing Tai Rd near Wing Tai Rd Garden	Wing Tai Rd nr Tsui Wan Est	1256	DD	C	34,260	34,020 *	-0.7
Winslow St & underpass	Gillies Ave	Chatham Rd N	3238	PD	C	9,100	9,020 *	-0.9
Wo Chung St	Chatham Rd N	Fat Kwong St	4037	DD	C	1,800 *	1,860 *	+3.3
Wo Hing Rd	UR nr Jockey Club Rd & Pak Wo Rd	Ming Yin Rd	5302	LD	C	7,010	7,020 *	0.0
Wo Hop Shek INT ramps A & B	Jockey Club Rd	Jockey Club Rd	5919	EX	C	20,300 *	20,590 *	+1.4
Wo Hop Shek INT ramps C & D	Jockey Club Rd	Pak Wo Rd and Tai Po Rd - Fanling	5674	DD	C	19,150 *	20,190	+5.4
Wo Tong Tsui St	Kwai Chung Rd	Kwai Hing Rd	6045	LD	C	10,810 *	10,600 *	-1.9
Wo Tong Tsui St	Tai Wo Hau Rd	Kwai Hing Rd	5850	LD	C	11,830 *	11,600 *	-1.9
Wo Yi Hop Rd	Castle Peak Rd - Kwai Chung	Tai Loong St	6023	DD	C	13,500 *	13,240 *	-1.9
Wo Yi Hop Rd	Cheung Wing Rd	Ngong Hom Rd	5630	DD	C	22,440 *	21,010	-6.4
Wo Yi Hop Rd	Lei Muk Rd	Cheung Wing Rd	5431	DD	C	31,130	27,030	-13.2
Wo Yi Hop Rd	Tai Loong St	Lei Muk Rd	5225	DD	C	17,700	17,360 *	-1.9
Wo Yi Hop Rd	Wo Yi Hop INT	Ngong Hom Rd	5829	DD	C	17,520 *	17,490 *	-0.2
Wo Yi Hop Rd INT	Sam Tung Uk Rd	Wo Yi Hop Rd	5682	DD	C	19,650 *	21,040	+7.1
Woh Chai St	Nam Cheong St	Shek Kip Mei St	3657	DD	C	8,390 *	7,170	-14.5
Woh Chai St	Tong Yam St	Shek Kip Mei St	3848	DD	C	9,300 *	9,280 *	-0.2
Wong Chu Rd	Lung Mun Rd	Hoi Wong Rd	5613	PD	C	55,940 *	60,170	+7.5
Wong Chu Rd	Tuen Mun Rd	Hoi Wong Rd	5612	PD	C	68,950 *	74,590	+8.2
Wong Chu Rd ramps C & D	Wong Chu Rd	Tuen Mun Rd	5480	PD	C	38,180	39,060	+2.3
Wong Chu Rd W-B ramps A & B	Wong Chu Rd	Tsing Wun Rd and Lung Mun Rd	5668	PD	C	12,920 *	14,220	+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 2024	AADT 2025	Change of 2025 as % of 2024
Wong Chuk Hang Rd	Nam Fung Rd	Shouson Hill Rd eastern junction	1223	PD	C	20,320	20,790 *	+2.3
Wong Chuk Hang Rd	Nam Long Shan Rd	Ap Lei Chau Bridge	2022	PD	C	61,810 *	60,600 *	-2.0
Wong Chuk Hang Rd	Nam Long Shan Rd	Nam Fung Rd	1010	PD	A	63,610	62,210	-2.2
Wong Chuk St	Cheung Sha Wan Rd	Lai Chi Kok Rd	3675	DD	C	8,830 *	7,060	-20.0
Wong Chuk St	Cheung Sha Wan Rd	Tai Po Rd	3863	DD	C	6,620 *	6,830 *	+3.3
Wong Ma Kok Rd	Tung Tau Wan Rd	Restricted boundary	2648	LD	C	3,530	3,600	+2.0
Wong Nai Chung Gap Rd	Stubbs Rd FO <H119> southern end	Repulse Bay Rd	2202	DD	B	24,600	18,610	-24.4
Wong Nai Chung Gap Rd	Stubbs Rd RA	Stubbs Rd FO <H119> southern end	1850	DD	C	24,880 *	25,110 *	+0.9
Wong Nai Chung Rd	Leighton Rd	Sports Rd	1435	DD	C	5,390	5,260	-2.3
Wong Nai Chung Rd	Queen's Rd E	Sing Woo Rd	2034	DD	C	29,180 *	28,980 *	-0.7
Wong Nai Chung Rd	Sing Woo Rd	Broadwood Rd	1234	DD	C	10,180	10,110 *	-0.7
Wong Nai Chung Rd	Sports Rd	Broadwood Rd	2050	DD	C	14,380 *	14,280 *	-0.7
Wong Tai Sin Rd & Fung Tak Rd	Ma Chai Hang Rd	Sheung Fung St	3664	DD	C	14,060 *	15,820	+12.5
Wu Chui Rd	Lung Mun Rd	Wu Shan Rd	6633	LD	C	9,490	8,570	-9.6
Wu Shan Rd	Lung Mun Rd	Wu King Rd	5654	LD	C	7,570 *	11,970	+58.2
Wu Shan Rd	Wu King Rd	Wu Chui Rd	6634	LD	C	11,760	11,050	-6.0
Wuhu St	Gillies Ave S	Chatham Rd N	3448	DD	C	11,820	12,240	+3.5
Wuhu St	Ma Tau Wai Rd	Gillies Ave S	3648	DD	C	13,210 *	22,090	+67.2
Wui Cheung Rd	Canton Rd	Wui Man Rd	3280	LD	C	11,250	11,230 *	-0.2
Wylie Rd	Gascoigne Rd	Princess Margaret Rd	3645	DD	C	12,230 *	12,680	+3.6
Wylie Rd	Waterloo Rd	Princess Margaret Rd	4033	DD	C	16,010 *	15,980 *	-0.2
Wyndham St	Lower Albert Rd	Arbuthnot Rd	1455	LD	C	15,120	17,950	+18.7
Wyndham St	Queen's Rd C	Lower Albert Rd	2210	DD	B	3,900	3,960	+1.4
Yan Fung St	Chatham Rd N	Fat Kwong St	3244	DD	C	1,250	1,240 *	-0.2
Yan King Rd & Kai King Rd	Po Lam Rd N	Po Fung Rd	5664	LD	C	6,370 *	6,150	-3.3
Yan Po Rd	Tsz Tin Rd	Hing Kwai St	6659	LD	C	12,580	13,500	+7.3
Yau King Lane	Lookout Link	End	6652	LD	C	1,740	2,240	+28.4
Yau Tong Rd	Lei Yue Mun Rd	Cha Kwo Ling Rd	4653	LD	C	7,630	6,910	-9.5
Yee King Rd & Lai Tak Tsuen Rd	Cloud View Rd	Tai Hang Rd	2204	DD	B	9,430	11,550	+22.5
Yee Wo St	Pennington St	Tung Lo Wan Rd	2016	PD	C	15,720 *	15,460 *	-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 2024	AADT 2025	Change of 2025 as % of 2024
Yen Chow St	Cheung Sha Wan Rd	Lai Chi Kok Rd	3262	DD	C	17,700	18,280 *	+3.3
Yen Chow St	Cheung Sha Wan Rd	Un Chau St	3467	DD	C	22,330	19,220	-13.9
Yen Chow St	Hai Tan St	Lai Chi Kok Rd	4057	DD	C	12,160 *	11,610 *	-4.5
Yen Chow St	Un Chau St	Castle Peak Rd	3669	DD	C	17,340 *	16,990	-2.0
Yen Chow St W	Lin Cheung Rd	Sham Mong Rd	3711	LD	C	6,120 *	7,550	+23.5
Yeung Uk Rd	Ma Tau Pa Rd	Chung On St	5831	DD	C	26,800 *	26,280 *	-1.9
Yeung Uk Rd	Tai Ho Rd	Chung On St	6026	DD	C	24,940 *	24,460 *	-1.9
Yeung Uk Rd	Texaco Rd	Ma Tau Pa Rd	5632	DD	C	22,240 *	21,190	-4.8
Yi Shing Square	Kong Pui St	Kong Pui St	6618	LD	C	3,830	4,330	+13.0
Yi Tung Rd	Tung Chung Eastern INT	Ying Hei Rd	5311	LD	C	16,730	33,010	+97.4
Yim Po Fong St	Shantung St	Argyle St	3240	DD	C	20,840	21,540 *	+3.3
Yim Po Fong St	Shantung St	Waterloo Rd	4215	DD	B	20,570	21,260	+3.4
Ying Yip Rd	Po Ning Rd	Clear Water Bay Rd	6224	LD	B	31,100	28,900	-7.1
Yiu Hing Rd	Sun Sing St	Wai Hang St	2051	LD	C	3,980 *	3,950 *	-0.7
Yiu Wa St	Canal Rd E	Matheson St	2649	LD	C	5,200	4,540	-12.8
Yu Chau St	Wong Chuk St	Yen Chow St	4082	LD	C	7,700 *	7,960 *	+3.3
Yu Tung Rd	Shun Tung Rd	Chung Mun Rd	5706	DD	C	28,250	38,470	+36.2
Yu Tung Rd	Shun Tung Rd	Tung Chung E INT	5511	DD	C	25,160	25,960	+3.2
Yue Man Square	Tung Yan St	Hong Ning Rd	3682	DD	C	5,930 *	4,700	-20.8
Yuen Long Highway	Nr Tsing Long Highway	Nr Shap Pat Heung INT	5694	EX	C	67,570 *	71,430	+5.7
Yuen Long Highway	Shap Pat Heung INT	Tong Yan San Tsuen INT	5894	EX	C	97,120 *	98,500 *	+1.4
Yuen Long Highway	Tin Shui Wai West INT	Lam Tei INT	5025	EX	A	122,600	124,330	+1.4
Yuen Long Highway	Tong Yan San Tsuen INT	Hung Tin Rd INT	6095	EX	C	109,040 *	110,590 *	+1.4
Yuen Long Hong Lok Rd	Castle Peak Rd-Yuen Long	Kau Yuk Rd	5459	LD	C	3,080	4,640	+50.9
Yuen Long Main Rd	Tai Tong Rd	Fung Cheung Rd	6033	DD	C	24,730 *	24,740 *	0.0
Yuen Long On Ning Rd	Kik Yeung Rd	Tai Kiu Rd	5638	DD	C	13,820 *	16,020	+15.9
Yuen Long On Ning Rd	Ma Miu Rd	Kik Yeung Rd	5441	DD	C	18,940	16,500	-12.9
Yuen Long On Ning Rd	Tai Kiu Rd	Wang Chau Rd	5837	DD	C	9,530 *	9,530 *	0.0
Yuen Long On Ning Rd	Wang Chau Rd	Tai Cheung St	6032	DD	C	13,680 *	13,680 *	0.0
Yuen Shin Rd	Tolo Highway	Ting Kok Rd	6057	EX	C	42,030 *	42,630 *	+1.4
Yuen Wo Rd	Fo Tan Rd	Sha Tin Rd	5614	PD	C	16,190 *	20,360	+25.8
Yuen Wo Rd	Fo Tan Rd	Wo Che St	5414	PD	C	16,510	15,920	-3.6

*** 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 2024	AADT 2025	Change of 2025 as % of 2024
Yuen Wo Rd	Wo Che St	Sha Tin Rural Committee Rd	5209	PD	C	22,800	22,780 *	-0.1
Yuet Lun St	Lai Chi Kok Rd	Po Lun St	4650	LD	C	2,730	2,850	+4.3

*** 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: 1407, 1408, 1409, 1411, 1412, 1413, 1426, 1431, 1432, 1433, 1434, 1436, 1447, 1449, 1450, 1451, 1452, 1454, 1455, 1457, 1458, 1459, 1460, 1464, 1601, 1605, 1606, 1607, 1609, 1610, 1620, 1621, 1622, 1623, 1625, 1626, 1627, 1647, 2613, 2621, 2623, 2625, 2641, 2646, 2649	72
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: 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, 1602, 1603, 1604, 1608, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1619, 1624, 1628, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1638, 1639, 1640, 1642, 1643, 1644, 1646, 2055, 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	121

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: 1423, 1618, 1629, 1637, 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: 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, 3605, 3611, 3617, 3620, 3626, 3630, 3634, 3635, 3637, 3638, 3640, 3648, 3650, 3652, 3653, 3654, 3656, 3666, 3667, 3669, 3672, 3673, 3675, 3681, 3683, 3684, 3686, 3687, 3689, 3697, 3698, 4601, 4602, 4603, 4609, 4610, 4612, 4619, 4627, 4630, 4631, 4639, 4646, 4656, 4657	101

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: 3401, 3404, 3410, 3411, 3413, 3414, 3417, 3418, 3419, 3420, 3421, 3423, 3425, 3431, 3434, 3437, 3438, 3443, 3445, 3446, 3447, 3449, 3451, 3454, 3458, 3460, 3461, 3469, 3474, 3475, 3477, 3482, 3485, 3486, 3487, 3488, 3489, 3494, 3497, 3498, 3601, 3602, 3606, 3607, 3608, 3609, 3610, 3612, 3613, 3614, 3615, 3618, 3619, 3621, 3622, 3636, 3639, 3645, 3646, 3647, 3649, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3674, 3677, 3678, 3679, 3680, 3688, 3690, 3691, 3692, 3694, 3696, 3708, 4080, 4604, 4605, 4608, 4613, 4614, 4615, 4616, 4618, 4620, 4621, 4624, 4626, 4634, 4635, 4636, 4638, 4642, 4645, 4651, 4653, 4654, 4655, 4658	123
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: 3405, 3406, 3407, 3408, 3409, 3427, 3429, 3430, 3432, 3439, 3440, 3441, 3442, 3457, 3459, 3462, 3463, 3464, 3466, 3468, 3473, 3476, 3481, 3483, 3484, 3490, 3491, 3496, 3499, 3501, 3502, 3503, 3506, 3603, 3604, 3616, 3624, 3625, 3627, 3628, 3629, 3631, 3632, 3641, 3642, 3643, 3644, 3651, 3655, 3659, 3665, 3668, 3670, 3671, 3676, 3682, 3699, 3700, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3710, 3711, 3712, 4606, 4623, 4625, 4628, 4629, 4632, 4633, 4640, 4643, 4647, 4648, 4650, 4652	95

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: 5264, 5274, 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, 5611, 5612, 5613, 5621, 5622, 5623, 5625, 5636, 5637, 5638, 5639, 5640, 5641, 5642, 5643, 5644, 5646, 5647, 5648, 5649, 5654, 5656, 5657, 5658, 5660, 5666, 5667, 5668, 5669, 5673, 5674, 5675, 5676, 5680, 5685, 5686, 5687, 5688, 5689, 5690, 5694, 5695, 5696, 5697, 5698, 5699, 5700, 5701, 5702, 5707, 5711, 5712, 5714, 6070, 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	158

APPENDIX D (Cont'd)

Group	Station No.	Total
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: 5300, 5303, 5311, 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, 5601, 5602, 5603, 5604, 5608, 5609, 5610, 5626, 5627, 5628, 5629, 5631, 5632, 5633, 5634, 5635, 5651, 5652, 5653, 5655, 5663, 5665, 5670, 5671, 5678, 5693, 5703, 5704, 5705, 5706, 5709, 5710, 5715, 5716, 5851, 5882, 5905, 6607, 6635, 6636, 6637, 6638, 6639, 6640, 6641, 6642, 6643, 6644, 6645, 6656	117

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 : 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, 5605, 5606, 5607, 5614, 5615, 5616, 5617, 5618, 5619, 5620, 5630, 5645, 5659, 5661, 5664, 5679, 5681, 5682, 5683, 5691, 5692, 5708, 5713, 6611, 6613, 6614, 6615, 6616, 6618, 6646, 6647, 6649, 6651	80
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	1.229	0.990	0.973	0.954	0.949	0.928	1.029
February	1.305	1.008	0.984	0.983	0.964	0.932	1.058
March	1.250	0.989	0.963	0.960	0.952	0.934	1.037
April	1.282	0.968	0.957	0.964	0.969	0.954	1.046
May	1.250	0.995	0.975	0.958	0.954	0.937	1.038
June	1.286	0.994	0.965	0.958	0.953	0.945	1.053
July	1.304	1.014	0.993	0.988	0.978	0.970	1.068
August	1.255	0.958	0.941	0.933	0.913	0.903	1.019
September	1.203	0.947	0.922	0.906	0.889	0.873	0.987
October	1.238	0.941	0.934	0.926	0.917	0.894	0.997
November	1.181	0.930	0.918	0.906	0.878	0.885	0.959
December	1.178	0.933	0.913	0.927	0.897	0.889	0.966

3. Group Scaling Factors - Hong Kong Island Urban 2

Day / Month	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
January	1.125	0.961	0.945	0.934	0.938	0.920	0.959
February	1.165	0.955	0.945	0.953	0.944	0.914	0.983
March	1.142	0.952	0.950	0.945	0.927	0.893	0.963
April	1.188	0.969	0.963	0.962	0.953	0.950	1.032
May	1.168	0.964	0.974	0.964	0.958	0.932	0.981
June	1.197	0.990	0.980	0.971	0.963	0.954	1.023
July	1.204	1.007	1.006	0.988	0.992	0.988	1.041
August	1.202	1.030	1.016	1.002	0.997	0.987	1.028
September	1.170	0.986	0.975	0.972	0.960	0.949	1.007
October	1.175	0.989	0.978	0.968	0.964	0.944	0.997
November	1.140	0.975	0.960	0.959	0.955	0.934	0.984
December	1.136	0.972	0.956	0.947	0.938	0.918	0.986

APPENDIX D (Cont'd)

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

Day / Month	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
January	1.044	1.027	1.000	1.001	0.978	0.938	0.920
February	1.027	1.041	1.046	1.081	1.025	0.976	0.956
March	1.016	1.033	1.018	1.041	1.014	0.991	1.006
April	1.041	1.016	1.010	0.987	0.992	0.970	1.097
May	0.967	1.006	0.995	0.983	0.972	0.939	0.918
June	0.971	1.012	1.015	1.044	1.024	0.966	0.954
July	1.005	1.098	1.120	1.096	1.078	1.063	1.051
August	1.011	1.106	1.061	1.046	1.066	0.998	0.976
September	1.038	1.031	1.020	1.031	0.997	0.954	0.971
October	0.956	1.005	1.012	0.984	0.977	0.929	0.927
November	0.986	0.977	1.001	0.974	0.975	0.932	0.905
December	1.003	0.974	0.983	0.979	0.959	0.910	0.941

5. Group Scaling Factors - Kowloon Urban 1

Day / Month	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
January	1.090	0.936	0.918	0.904	0.901	0.878	0.926
February	1.116	0.948	0.933	0.925	0.916	0.898	0.934
March	1.133	0.951	0.926	0.925	0.916	0.894	0.933
April	1.236	1.015	0.987	0.978	0.983	0.965	1.006
May	1.214	1.004	0.983	0.978	0.973	0.953	0.992
June	1.222	1.004	0.987	0.990	0.979	0.976	1.020
July	1.211	1.012	0.991	0.990	0.985	0.965	1.002
August	1.214	1.027	1.000	0.988	0.971	0.968	0.998
September	1.190	0.990	0.974	0.967	0.961	0.948	0.982
October	1.207	0.986	0.972	0.967	0.958	0.940	0.990
November	1.220	0.990	0.972	0.972	0.961	0.953	0.990
December	1.204	0.987	0.970	0.969	0.957	0.943	0.981

APPENDIX D (Cont'd)

6. Group Scaling Factors - Kowloon Urban 2

Month \ Day	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
January	1.150	1.030	1.014	0.999	0.992	0.966	0.997
February	1.144	1.033	1.009	1.009	1.007	0.971	0.989
March	1.120	1.010	1.001	0.995	0.982	0.967	0.982
April	1.111	1.017	0.989	0.992	0.979	0.953	0.974
May	1.099	0.995	0.982	0.975	0.969	0.952	0.959
June	1.099	0.998	0.981	0.981	0.982	0.952	0.967
July	1.083	0.993	0.979	0.977	0.986	0.970	0.964
August	1.092	1.022	0.993	0.990	0.989	0.969	0.966
September	1.089	0.994	0.980	0.968	0.964	0.948	0.952
October	1.101	1.004	0.989	0.985	0.974	0.948	0.952
November	1.093	0.987	0.975	0.973	0.960	0.943	0.950
December	1.042	0.986	0.967	0.960	0.951	0.931	0.925

7. Group Scaling Factors - Kowloon Urban 3

Month \ Day	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
January	1.195	0.914	0.892	0.888	0.876	0.857	0.935
February	1.264	0.942	0.931	0.932	0.915	0.895	1.004
March	1.266	0.945	0.936	0.935	0.918	0.893	1.004
April	1.275	0.963	0.940	0.940	0.921	0.906	1.026
May	1.263	0.961	0.941	0.949	0.938	0.906	1.011
June	1.314	0.997	0.976	0.970	0.958	0.938	1.068
July	1.316	0.996	0.975	0.978	0.978	0.959	1.054
August	1.290	1.017	0.992	0.985	0.968	0.952	1.045
September	1.301	0.986	0.968	0.972	0.966	0.934	1.044
October	1.277	0.985	0.962	0.958	0.954	0.924	0.999
November	1.255	0.961	0.946	0.944	0.934	0.919	1.000
December	1.188	0.940	0.930	0.925	0.912	0.890	0.963

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	1.166	0.980	0.974	0.972	0.963	0.938	0.965
February	1.183	1.020	1.017	1.017	1.000	0.968	0.992
March	1.152	0.998	0.985	0.995	0.974	0.954	0.983
April	1.172	0.996	0.988	0.986	0.968	0.942	1.013
May	1.177	0.996	0.983	0.980	0.974	0.945	0.980
June	1.199	1.000	0.994	0.990	0.988	0.965	1.003
July	1.186	0.977	0.968	0.970	0.972	0.962	0.990
August	1.161	0.994	0.985	0.975	0.975	0.947	0.959
September	1.171	0.972	0.962	0.965	0.952	0.926	0.971
October	1.137	0.959	0.956	0.962	0.947	0.910	0.939
November	1.140	0.952	0.944	0.947	0.944	0.915	0.937
December	1.129	0.958	0.953	0.954	0.941	0.907	0.939

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	1.178	0.996	0.995	0.986	0.973	0.940	0.989
February	1.184	1.013	1.021	1.011	0.988	0.947	0.998
March	1.188	0.991	0.992	0.987	0.965	0.929	1.007
April	1.195	0.998	0.990	0.985	0.961	0.940	1.030
May	1.213	1.002	1.000	0.996	0.985	0.953	1.012
June	1.210	0.982	0.988	0.979	0.963	0.933	1.005
July	1.193	0.984	0.983	0.972	0.974	0.942	0.994
August	1.186	0.988	0.981	0.969	0.961	0.925	0.977
September	1.180	0.971	0.974	0.973	0.957	0.928	0.998
October	1.162	0.954	0.967	0.953	0.943	0.914	0.956
November	1.135	0.949	0.946	0.942	0.932	0.888	0.940
December	1.080	0.929	0.932	0.934	0.911	0.882	0.921

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)

Day / Month	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
January	1.133	0.960	0.951	0.933	0.930	0.909	0.952
February	1.137	0.989	0.975	0.961	0.972	0.940	0.988
March	1.169	0.974	0.963	0.957	0.963	0.935	0.991
April	1.192	0.981	0.967	0.959	0.963	0.943	1.030
May	1.177	0.983	0.966	0.961	0.961	0.947	0.986
June	1.215	0.980	0.970	0.963	0.968	0.956	1.021
July	1.191	0.996	0.976	0.970	0.993	0.983	1.030
August	1.186	1.021	1.005	0.993	0.999	0.974	0.989
September	1.185	0.974	0.970	0.967	0.965	0.938	0.977
October	1.175	0.980	0.972	0.956	0.954	0.936	0.966
November	1.144	0.970	0.966	0.964	0.952	0.923	0.959
December	1.136	0.976	0.965	0.951	0.946	0.921	0.950

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)	366	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)	2	0.37
	Local Distributor (LD)	324	69.94
		Sub-total	**70.32**
Total Covered by Census			**435.26**

New Territories:

Road Network	Road Type	Road Link	Trafficable Length (km)
Major	Expressway (EX)	83	142.47
	Urban Trunk Road (UT)	28	60.79
	Primary Distributor (PD)	138	82.80
	District Distributor (DD)	255	133.56
	Local Distributor (LD)	343	209.31
	Rural Trunk Road (RT)	12	23.99
	Rural Road (RR)	61	200.22
		Sub-total	**853.14**
Minor	District Distributor (DD)	4	1.34
	Local Distributor (LD)	659	234.16
	Rural Road (RR)	53	29.54
		Sub-total	**265.04**
Total Covered by Census			**1118.18**

APPENDIX I

NUMBERING SYSTEM AND ROTATION PROGRAMME
OF COUNTING STATIONS

Hong Kong Island:

Station No.	Station Type	Year of Survey (2025 to 2029)	Road Network
1001 – 1032 1101 – 1105 1107 – 1109	Core (A)	Every year	Major
1202 – 1223 1225 – 1258	Coverage (C)	2028 & 2029	Major
1402 – 1464	Coverage (C)	2025 & 2029	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 (2025 to 2029)	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 (2025 to 2029)	Road Network
3001 – 3027 3101 – 3106	Core (A)	Every year	Major
3201 – 3266 3268 – 3270 3272 – 3291 3293 3295 – 3299 3301 – 3307	Coverage (C)	2028 & 2029	Major
3401 – 3492 3494 – 3499 3501 – 3506	Coverage (C)	2025 & 2029	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 (2025 to 2029)	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 (2025 to 2029)	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)	2028 & 2029	Major
5300	Coverage (C)	Every year	Major
5302	Coverage (C)	2028 & 2029	Major
5303	Coverage (C)	Every year	Major
5304 – 5309	Coverage (C)	2028 & 2029	Major
5311	Coverage (C)	Every year	Major
5312	Coverage (C)	2028 & 2029	Major
5274 5310	Coverage (C)	2028 & 2029	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)	2025 & 2029	Major
5511	Coverage (C)	Every year	Major
5512 – 5514 5516 – 5519	Coverage (C)	2025 & 2029	Major
5482 5488 5491 5515	Coverage (C)	2025 & 2029	Minor
5601 – 5623	Coverage (C)	2025 & 2026	Major

APPENDIX I (Cont'd)

New Territories:

Station No.	Station Type	Year of Survey (2025 to 2029)	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 – 5716	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 (2025 to 2029)	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 2025. 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 121 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 97% 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 80% 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 average daily flows are 103% and 100% of the A.A.D.T. respectively, the daily flows are recorded as 86% 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 2 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 102% of the A.A.D.T., while those on weekdays and Sunday are only about 101% and 94% 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 100% of the A.A.D.T. respectively. The daily flows on Sundays are comparatively lower, being about 84% of the A.A.D.T..

(b) Urban 2

This group covers the districts of Shek Kip Mei, Kowloon City, Ma Tau Wai, Ho Man Tin, Ma Tau Kok, To Kwa Wan, Jordan, Tsim Sha Tsui, Hung Hom, Kowloon Bay, Sau Mau Ping, Lam Tin, Yau Tong, Choi Hung, Diamond Hill, Ngau Chi Wan, Ngau Tau Kok and Tsz Wan Shan. Geographically, this group corresponds to the mixed commercial / residential areas. The daily flows throughout weekdays and Saturdays are very uniform. The average daily flows on weekdays and Saturdays are 102% and 103% of the A.A.D.T. respectively while they are only about 88% 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 100% 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 82% 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 102% of the A.A.D.T. respectively while the Sunday daily flows are 83% 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, on average, are 103% and 102% of A.A.D.T. espectively, and those on Sundays are 83% 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 are 102% of the A.A.D.T. on weekdays, 103% on Saturdays, and 86% on Sundays.

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 2025, 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% - ± 7%	± 3% - ± 6%	± 3% - ± 11%
2. Hong Kong Island Urban 2	± 2% - ± 6%	± 4% - ± 8%	± 7% - ± 12%
3. Hong Kong Island Remote and Recreational	± 6% - ± 14%	± 4% - ± 18%	± 12% - ± 34%
4. Kolwoon Urban 1	± 2% - ± 7%	± 2% - ± 8%	± 5% - ± 8%
5. Kolwoon Urban 2	± 1% - ± 5%	± 3% - ± 5%	± 3% - ± 5%
6. Kolwoon Urban 3	± 3% - ± 8%	± 3% - ± 9%	± 8% - ± 15%
7. New Territories 1 (Tuen Mun, Yuen Long, Tin Shui Wai, Sheung Shui, Fanling & Tai Po)	± 1% - ± 4%	± 1% - ± 3%	± 3% - ± 6%
8. New Territories 2 (Kwai Chung, Tsuen Wan, Tsing Yi & Chek Lap Kok)	± 2% - ± 5%	± 2% - ± 6%	± 4% - ± 10%
9. New Territories 3 (Tseung Kwan O, Sai Kung, Lantau Island, Tai Wai, Shatin, Fo Tan & Ma On Shan)	± 2% - ± 3%	± 2% - ± 11%	± 4% - ± 10%

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	5 255 714 267 309
Sub-total		5 523 023
Kowloon	Major Minor	9 030 470 159 742
Sub-total		9 190 212
New Territories	Major Minor	23 755 854 1 067 492
Sub-total		24 823 345
Total		**39 536 580**

The 95% error margin for the whole territory is within an acceptable level, being 8.4% of the average daily vehicle-kilometre. In analysing the precision level of vehicle-kilometrage by road network, the 95% error margin for the whole major road network is about 8.6% of the average daily vehicle-kilometre while that for the whole minor road network is about 39.6%. 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	26CAB1	Jan - Dec 2025
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

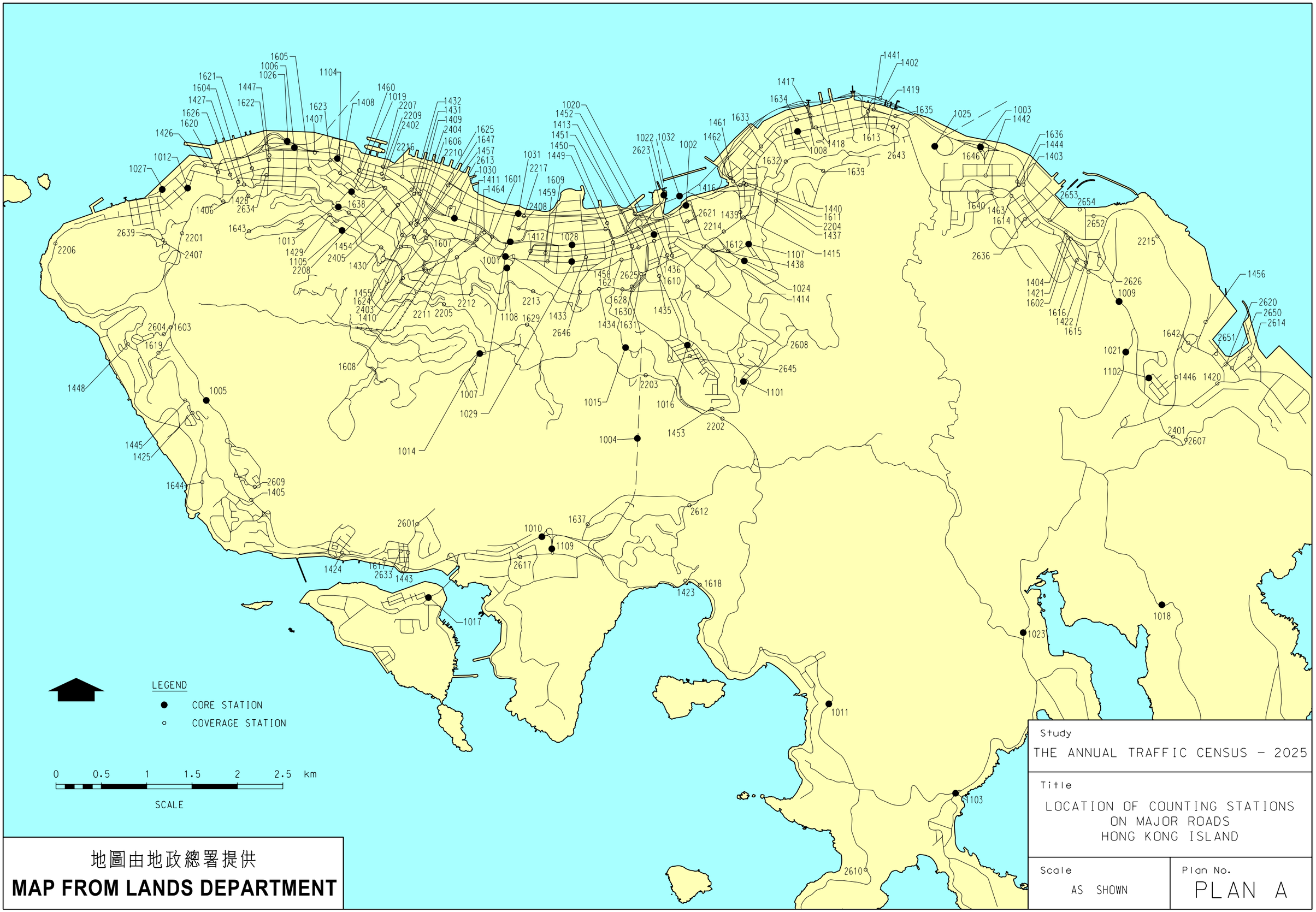
3 Transport Planning and Design Manual - Volume 8 Chapter 2 - Transport Department

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 - 2025
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 – 2025

Title

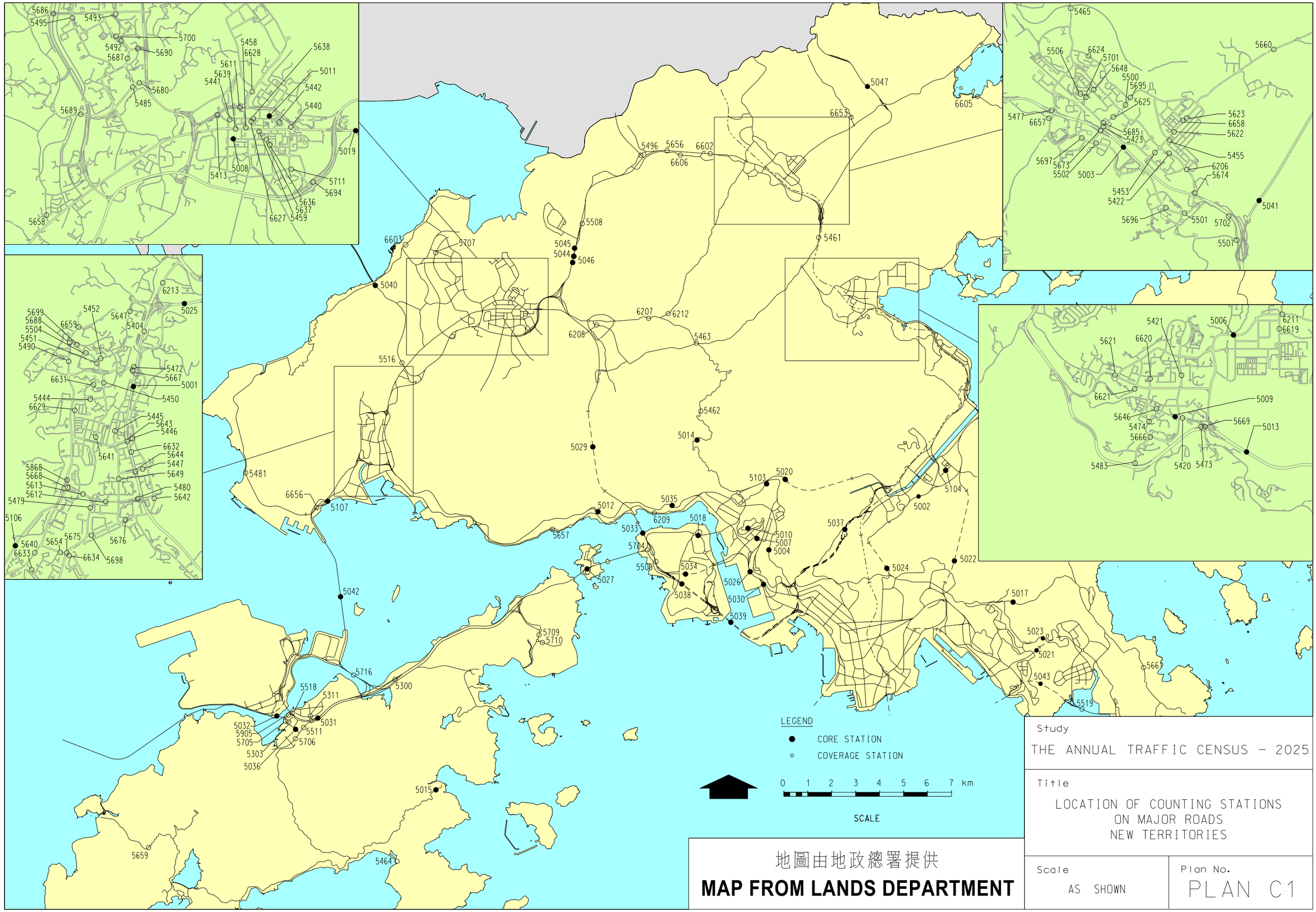
LOCATION OF COUNTING STATIONS
ON MAJOR ROADS
KOWLOON

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 - 2025

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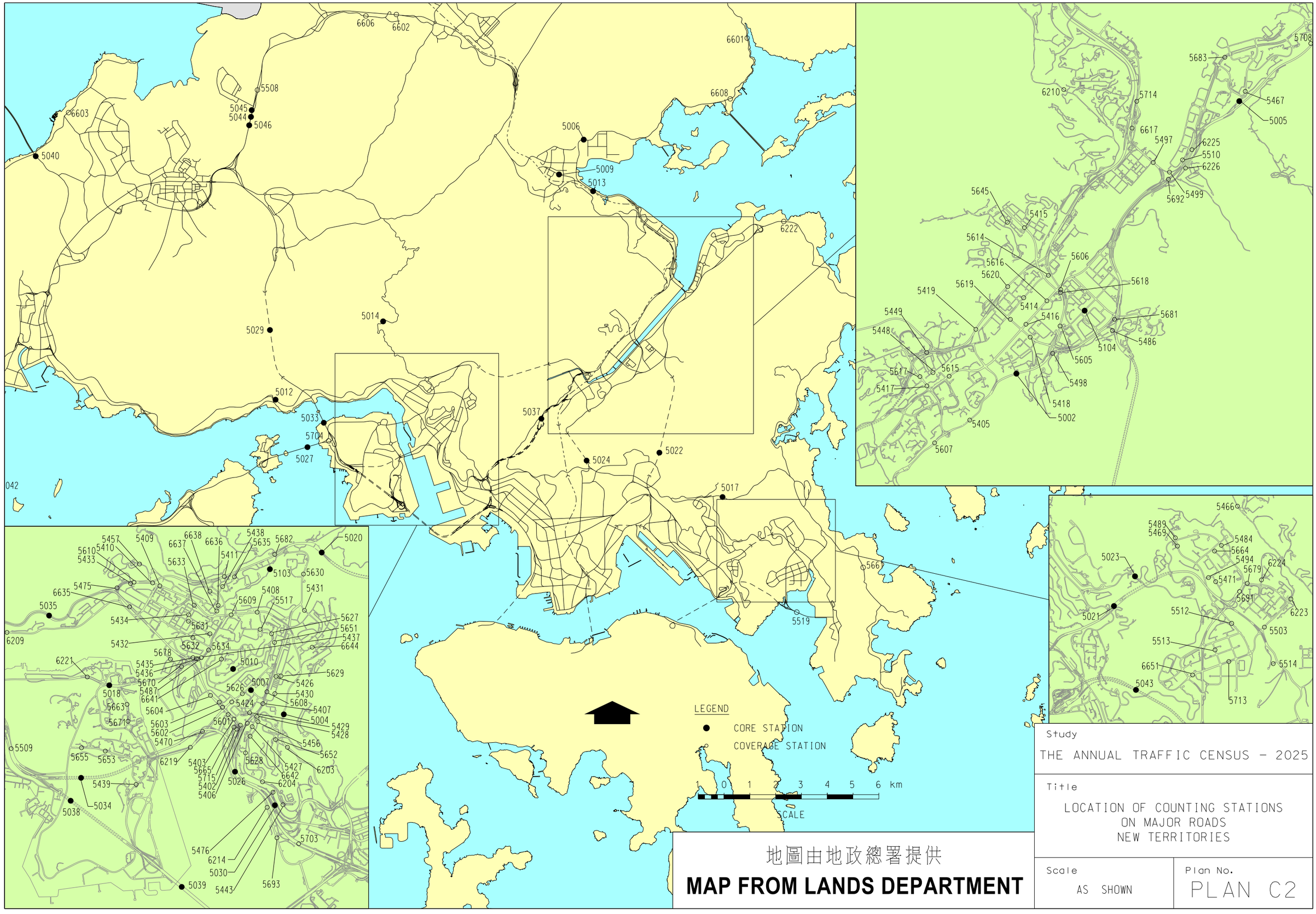
LOCATION OF COUNTING STATIONS
ON MAJOR ROADS
NEW TERRITORIES

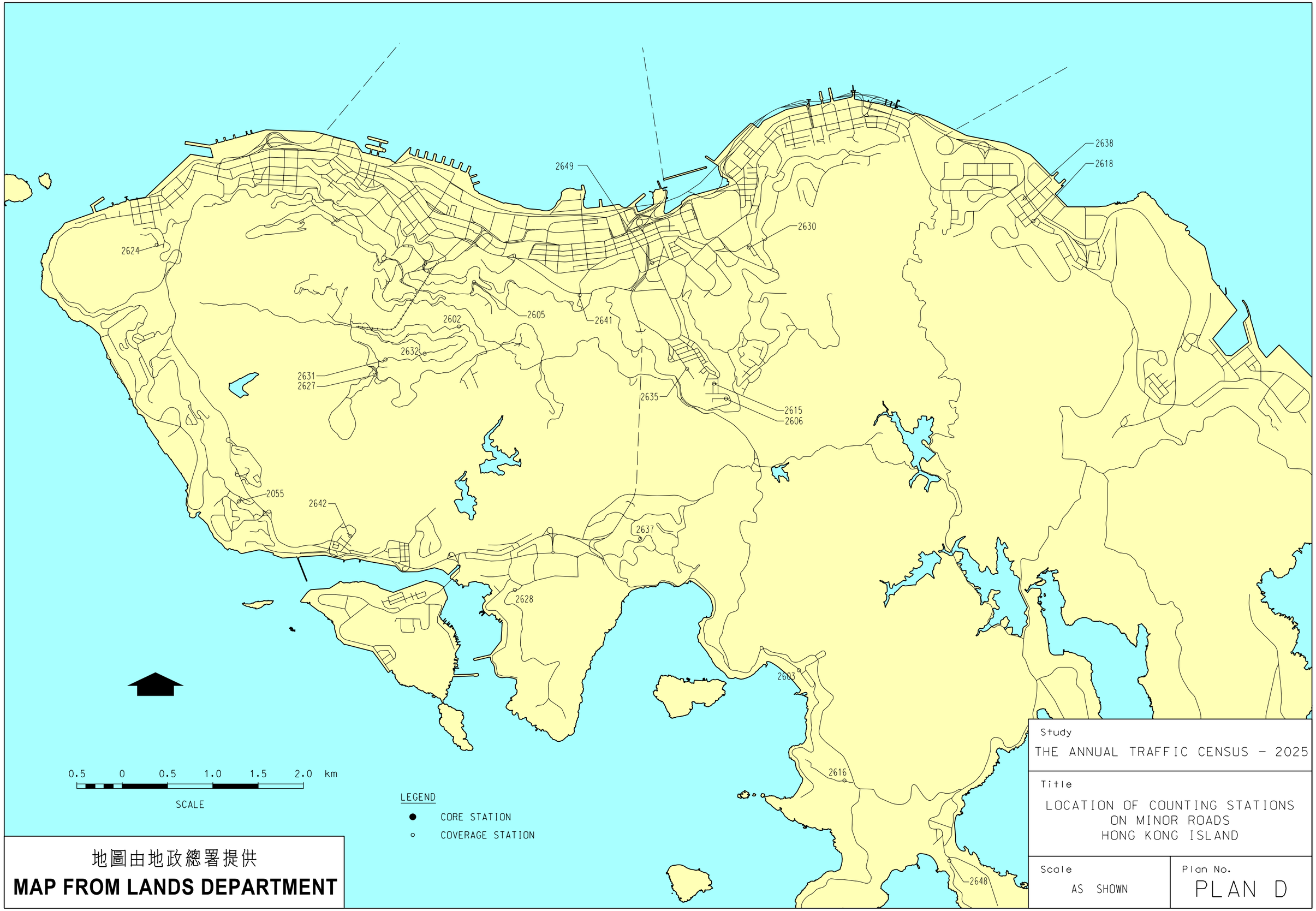
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Plan No.

PLAN C1


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MAP FROM LANDS DEPARTMENT

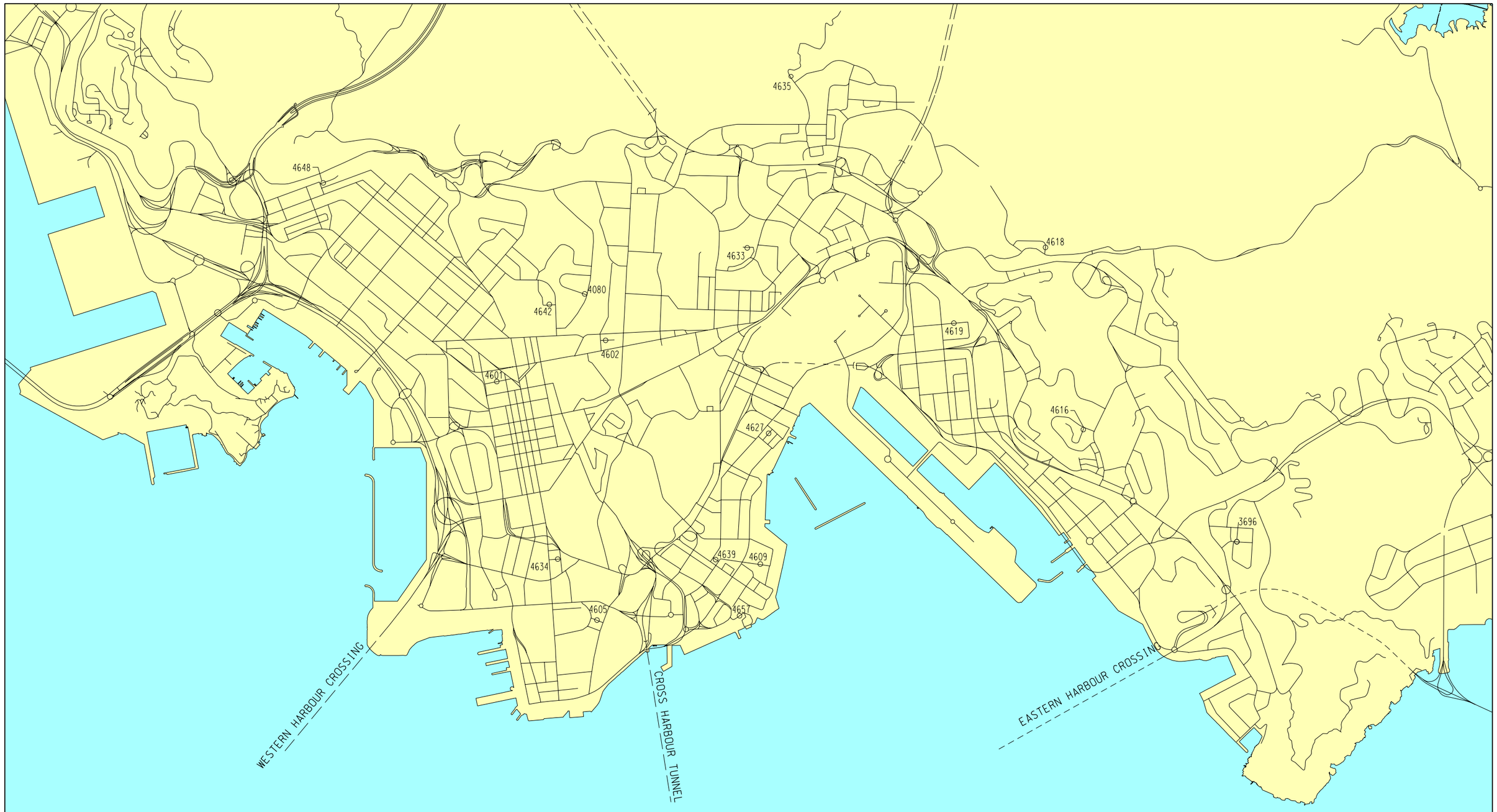
Study

THE ANNUAL TRAFFIC CENSUS - 2025

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 - 2025

Title

LOCATION OF COUNTING STATIONS
ON MINOR ROADS
KOWLOON

Scale

AS SHOWN

Plan No.

PLAN E

LEGEND

● CORE STATION

○ COVERAGE STATION

6655
5491
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6625
6070
5488
5482
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5102
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5101
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6645
6616
6640
6643
6646
5515
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 - 2025

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

5709

5710

5716

5300

5905

5518

5311

5032

5031

5705

5303

5511

5036

5706

5015

5659

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 - 2025

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 - 2025

Title

GROUPING OF ROAD LINKS
HONG KONG ISLAND

Scale

AS SHOWN

Plan No.

PLAN H

URBAN 3

URBAN 2

URBAN 3

URBAN 2

URBAN 1

URBAN 2

URBAN 1

URBAN 3

URBAN 2

URBAN 1

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 - 2025

Title

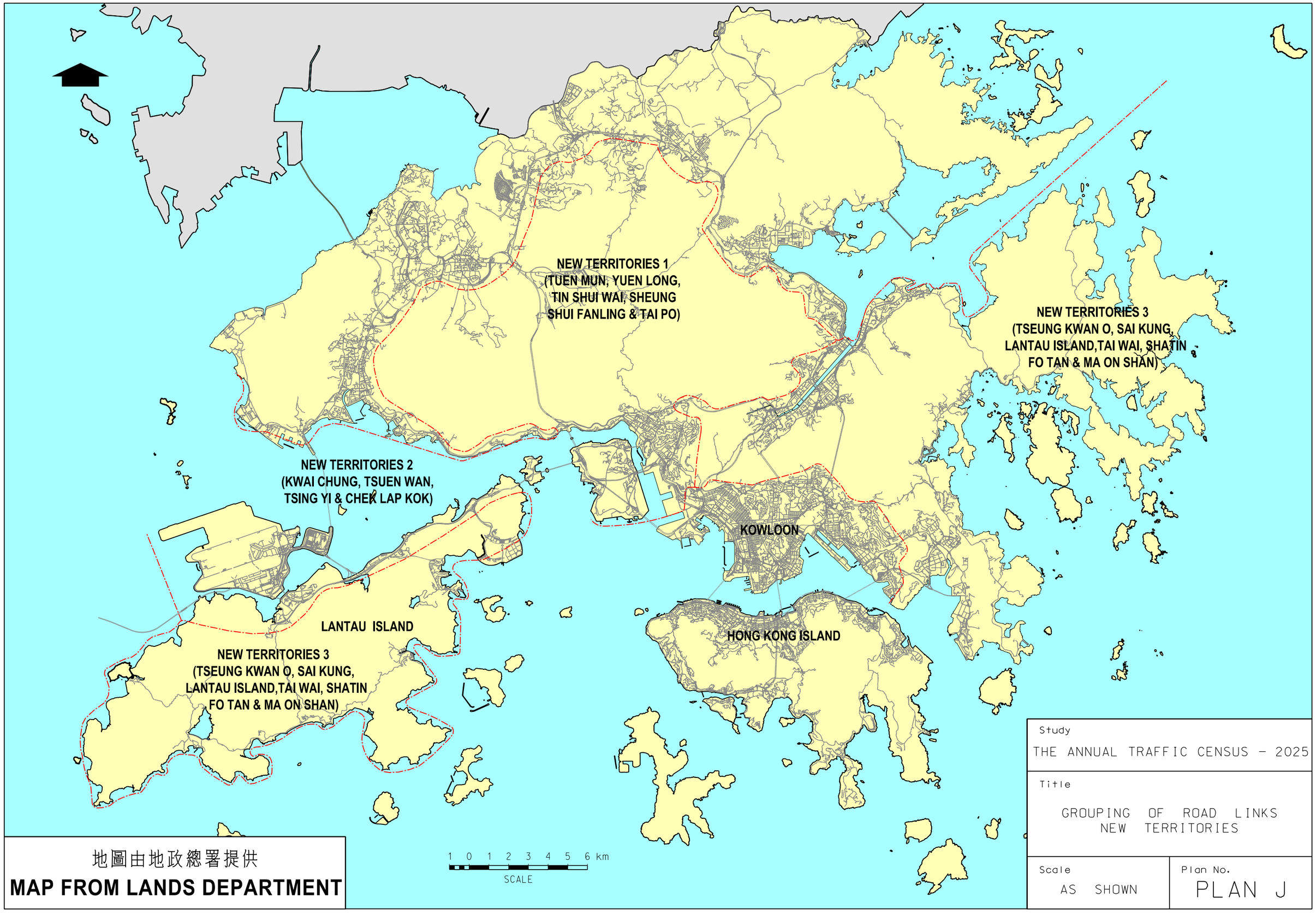
GROUPING OF ROAD LINKS
KOWLOON

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 – 2025

Title

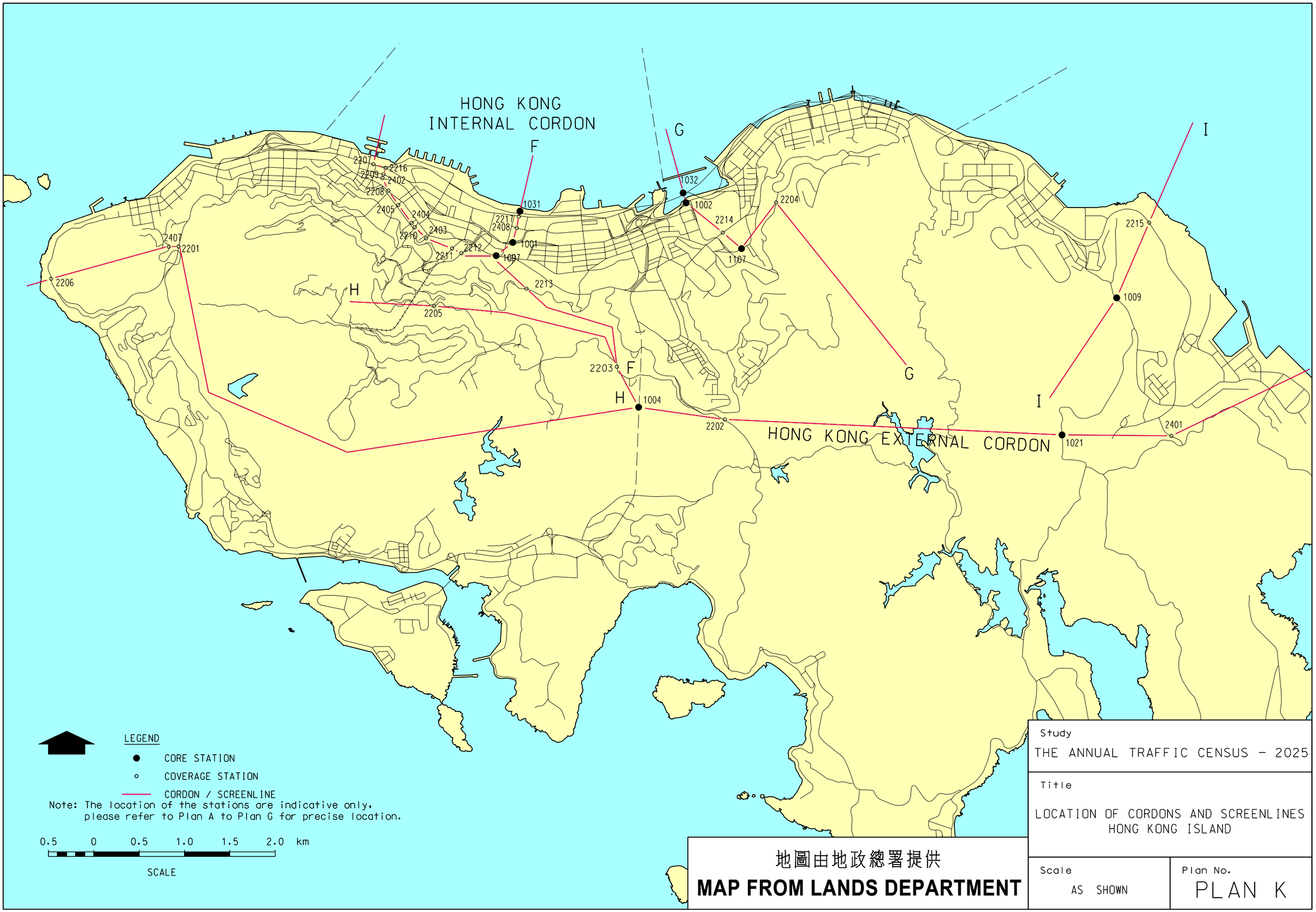
GROUPING OF ROAD LINKS
NEW TERRITORIES

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
2217
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 - 2025
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 - 2025

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

6207 6208 6212

5013

6222

Y 6213 5025 Y

6210

6225 6226

MA ON SHAN EXTERNAL CORDON

5014

5029 5012 5033 6209 5018

5020

SHATIN EXTERNAL CORDON

5022

5034 5219 5037 4201 5024

LANTAU EXTERNAL CORDON 5042

S R

5027 TSING YI EXTERNAL CORDON

5038

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 – 2025

Title

LOCATION OF CORDONS AND SCREENLINES NEW TERRITORIES

Scale

AS SHOWN

Plan No.

PLAN M