

Traffic Data Before and After Implementation of Traffic Improvement Measures at Pok Oi Roundabout

Traffic data before and after the implementation of traffic improvement measures at the southbound entrance (vehicles mainly from the Tsing Long Highway or San Tin to Yuen Long Town traveling through the roundabout) and the northbound entrance (vehicles mainly from Yuen Long South or Tuen Mun to Kam Tin traveling through the roundabout) are as follows (Note: Data collected by the TD staff differs for each investigation. Consequently, the dates for the traffic data in sub-items (i) and (iii) are not the same):

(i) Average queue length waiting to enter roundabout

	Southbound Entrance		Northbound Entrance	
	Before Implementation 1	After Implementation 2	Before Implementation 1	After Implementation 2
Morning Peak ³	240m	130m	200m	50m
Evening Peak ⁴	285m	135m	220m	60m

Notes:

- (1) Traffic data recorded in January 2025
- (2) Traffic data recorded in September 2025 (after the school term started)
- (3) Morning peak is from 7:30 a.m. to 8:30 a.m.
- (4) Evening peak is from 6:00 p.m. to 7:00 p.m.

(ii) TD observed that the traffic queue at the southbound entrance during the morning and afternoon peak is longer than that at other entries, generally lasting about 1 hour. The current queue length is significantly shorter than the queue length before the traffic improvement measures were implemented.

(iii) Average time for vehicles to enter the roundabout

	Southbound Entrance		Northbound Entrance	
	Before Implementation 1	After Implementation 2	Before Implementation 1	After Implementation 2
Morning Peak ³	3min 55sec	1min 20sec	2min 30sec	1min 05sec
Evening Peak ⁴	4min 20sec	1min 00sec	3min 10sec	55sec

Notes:

- (1) Traffic data recorded from May to October 2024
- (2) Traffic data recorded at the end of February 2025

- (3) Morning peak is from 7:30 a.m. to 8:30 a.m.
- (4) Evening peak is from 6:00 p.m. to 7:00 p.m.

(iv) Number of traffic accidents

	Southbound Entrance		Northbound Entrance	
	Before Implementation 1	After Implementation 2	Before Implementation 1	After Implementation 2
No. of traffic accident	3	2 (Provisional figure)	5	3 (Provisional figure)

Notes:

- (1) Traffic accidents involving personal injury from May to August 2024. Improvement measures were implemented from February 2025 and it is more appropriate to use data starting from May for comparison.
- (2) Traffic accidents involving personal injury from May to August 2025.