

## **LEGCO QUESTION No. 1**

### **Annex**

<b><u>Location</u></b>	<b><u>2013</u> <u>Peak hours in the</u> <u>morning</u></b>	<b><u>2026</u> <u>Assuming Route 6</u> <u>and the ARQ</u> <u>development are</u> <u>not implemented</u></b>	<b><u>2026</u> <u>Assuming Route 6</u> <u>and the ARQ</u> <u>development are</u> <u>completed</u></b>
Clear Water Bay Road near Choi Hung Interchange (westbound)	V/C 0.74	V/C 1.0	V/C 0.99
Tseung Kwan O Road (southbound)	V/C 1.1	V/C 1.17	V/C 0.91
Kwun Tong Bypass (westbound)	V/C 0.9	V/C 0.97	V/C 0.98
The roundabout at Kwun Tong Road/Hip Wo Street	DFC 0.97	DFC 0.86	DFC 0.79
The junction of Clear Water Bay Road/Anderson Road	DFC 0.34	RC 64%	RC 21%

#### **Notes:**

V/C refers to vehicle/capacity ratio. A V/C ratio equals to or less than 1.0 is considered acceptable. A V/C ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A V/C ratio above 1.2 indicates more serious congestion.

DFC refers to design flow to capacity ratio, which is an indicator of the operational performance at a roundabout/priority junction. A DFC ratio less than 1.0 indicates that the roundabout/priority junction is operating with sufficient capacity, while a ratio greater than 1.0 indicates that it is overloaded.

RC refers to the reserve capacity, which is an indicator of the operational performance at a traffic signalised junction. A RC greater than 0% indicates a junction is operating with sufficient capacity, while a number less than 0% indicates that it is overloaded.