

## LEGCO QUESTION NO. 20

### Annex

**The design capacities per hour, present volume/capacity (v/c) ratios and preliminary v/c ratios after the proposed additional public housing developments of the respective roads in Tseung Kwan O**

<b>Roads</b>	<b>Traffic flow direction</b>	<b>Capacity per hour (Passenger Car Unit)</b>	<b>Peak hours</b>	<b>Present v/c ratio (2014)</b>	<b>Preliminary traffic assessment in respect of additional housing developments (v/c ratio)</b>
Tseung Kwan O Tunnel	Tseung Kwan O bound	3 600	a.m.	0.83	0.76
	East Kowloon bound	3 600	a.m.	1.13	1.07
Po Lam Road North	Tseung Kwan O bound	1 000	a.m.	0.6	Pending further study
	East Kowloon bound	2 000	a.m.	0.5	Pending further study
Clear Water Bay Road	East Kowloon bound	1 000	a.m.	0.9	Pending further study
	Tseung Kwan O bound	1 000	a.m.	0.9	Pending further study
Tseung Kwan O - Lam Tin Tunnel (Under Planning)	Tseung Kwan O bound	3 600	a.m.	Not applicable	0.67
	East Kowloon bound	3 600	a.m.	Not applicable	0.87

**Note 1:** The v/c ratio is an indicator which reflects the performance of a road. A v/c ratio equals to or less than 1.0 means that a road has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A v/c ratio between 1.0 and 1.2 indicates the onset of congestion; and that above 1.2 indicates more serious congestion with speed deteriorating progressively with further increase in traffic.

**Note 2:** The v/c ratios and the vehicle composition during peak hours of these road sections differ slightly. As such, a separate v/c ratio is used as the indicator for each road section in general transportation analysis.

— END —