

Legislative Council Panel on Transport

Supplementary Information on Traffic Conditions in Tseung Kwan O

Background

When the paper on “Traffic Conditions in Tseung Kwan O” (LC Paper No. CB (1) 814/00-01(04)) was discussed at the meeting of the Legislative Council Panel on Transport held on 16 March 2001, the Administration was asked to take follow up action on the following:

- a. to consider conducting a trial of tidal flow operation for the Tseung Kwan O (TKO) Tunnel during morning peak hour to establish its costs and benefits and to provide the necessary traffic data for Members’ information;
 - b. to provide information on the passenger throughput at the TKO tunnel during the morning peak period; and
 - c. to provide further information on the traffic arrangements during construction of the grade-separated interchange to replace the existing junction at TKO Tunnel Road/Wan Po Road/Po Shun Road.
2. This paper provides supplementary information and update Members on the current position of the above subjects.

Tidal flow operation for TKO tunnel

3. The Transport Department (TD) consulted the Kwun Tong District Council (KTDC) and Traffic and Transport Committee (TTC) of the Sai Kung District Council (SKDC) on 17 April 2001 and 20 April 2001 respectively on the proposed tidal flow operation for TKO tunnel.

4. At the KTDC meeting, TD presented its assessment of the traffic impact of the tidal flow operation. The assessment indicated that while the travel time and traffic queue for the Kowloon bound traffic would be reduced, it might substantially increase the travel time and queue for traffic in the TKO bound direction, resulting in serious traffic congestion on the Kowloon side. Having regard to TD’s traffic impact assessment, Members requested TD to explore other alternatives to solve the traffic problem in TKO.

5. At the TTC of the SKDC, while many Members indicated support for a trial, a few expressed reservations over the proposed tidal flow. Members requested further information on the traffic impact on the Kowloon side before exploring further the feasibility of tidal flow with the KTDC.

6. While TD has reservation over the overall effectiveness of the proposed tidal flow operation, TD will be prepared to arrange a trial for the proposed tidal flow operation subject to agreement from both KTDC and SKDC. The criteria for assessing the effectiveness of the operation will be agreed with both District Councils before the trial.

Passenger throughput at TKO tunnel

7. The passenger throughput at the TKO tunnel during the period from 7:00 am to 10:00 am is set out in the following table:

Time	Passenger throughput at TKO Tunnel	
	Kowloon Bound	TKO Bound
7:00 – 8:00	24,428	13,583
8:00 – 9:00	38,757	8,927
9:00 – 10:00	14,904	6,881
Total	78,089	29,391

Traffic arrangements during construction of the grade-separated interchange

8. At the Public Works Sub-Committee meeting held on 3 May 2001, Members did not support the project for the construction of the grade-separated interchange to replace the existing roundabout at the junction of TKO Tunnel Road/Wan Po Road/Po Shun Road. The project is being reviewed by the Administration. We will provide additional information to Members on the traffic arrangements during the construction period before commencement of the project.

Transport Department
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