

**Legislative Council Panel on Transport**

**Traffic Conditions in Tseung Kwan O**

**PURPOSE**

At the Panel meeting held on 27 October 2000, Members noted vide LC Paper No. CB(1)99/00-01 the various traffic management measures being planned or implemented by the Administration to relieve traffic congestion in Tseung Kwan O (TKO) during the morning peak. This paper recapitulates the traffic situation in TKO and updates Members on the short, medium and long term measures to address the situation.

**BACKGROUND**

2. The present population of TKO is about 250,000 and is expected to increase progressively to 390,000 by 2006. During the morning peak hours on weekdays, traffic congestion is observed at the roundabout junction of Wan Po Road/TKO Tunnel Road/Po Shun Road (the R1 roundabout as shown in **Figure 1**) with traffic queues building up on the TKO Tunnel Road and Po Shun Road respectively.

**ASSESSMENT**

**Morning peak flow**

3. At present, between 8:00 a.m. and 9:00 a.m., TKO Tunnel has a throughput of about 3,100 vehicles per hour in the Kowloon bound direction, slightly above its design capacity of 2,800 vehicles per hour leading to traffic queues on the tunnel approach roads. Traffic queue along TKO Tunnel Road sometimes extends back to the upstream R1 roundabout junction.

4. Traffic queue on the tunnel approach continues on Po Shun Road which is one of the main arterial roads connecting Hang Hau and the tunnel approaches via the R1 roundabout. Traffic joining Po Shun Road could take about 10 to 12 minutes to reach the tunnel portal on the TKO side. A short traffic queue of about 0.1km long is also observed on Wan Po Road approach to

the R1 roundabout.

5. Motorists on Po Shun Road are frequently blocked by the relatively fast moving traffic circulating within the R1 roundabout leading to traffic queues on Po Shun Road. The majority of these circulating traffic comes from TKO Tunnel and are destined for the industrial areas or areas in the vicinity of Sheung Tak Estate.

### **Observation**

6. The TKO Tunnel has a daily two-way throughput of about 71,000 vehicles, which is within its design capacity of 78,500 vehicles. The traffic congestion at the junction of the R1 roundabout during the morning peak is mainly due to the very peaky traffic demand for travelling to Kowloon through TKO Tunnel. However, traffic queue often appears for a relatively limited period between 8.00am and 8.45am.

## **TRAFFIC MEASURES**

7. We have worked out a number of measures to tackle the traffic situation in TKO, for the immediate, medium and long term. Details of the proposed measures are set out below.

### **Short term measures**

8. To ensure smooth traffic flow at the R1 roundabout, the Police are currently deploying additional manpower to regulate traffic at the relevant busy junctions during the morning peak hour. The Transport Department, the Police, the bus and tunnel operators have been maintaining close liaison to introduce contingency traffic arrangements should any major traffic disruption occur at major junctions in TKO.

9. In November 2000, we have widened the entry section of the Po Shun Road approach to the R1 roundabout to improve access for vehicles. In addition, we have taken on board the suggestion of the Traffic and Transport Committee of the Sai Kung District Council to widen a short section of TKO Tunnel Road (Kowloon bound) near the R1 roundabout to provide an additional traffic lane to facilitate traffic left turning from Po Hong Road (see Inset A in **Figure 1**). This additional traffic lane will also help relieve the traffic congestion at the R1 roundabout. Improvement works are expected to start in mid 2001 for completion in three months' time.

10. We have also explored the feasibility of implementing tidal flow operation at TKO Tunnel during the morning peak hour to provide short-term relief. Upon detailed examination of the traffic flow at the TKO Tunnel, we are of the view that tidal flow will cause extensive traffic queue and congestion on the Kowloon side and is therefore not a viable option.

11. The option of installing part-time traffic signals at all approaches to the R1 roundabout to improve traffic circulation at the R1 roundabout junction has also been explored. However, we consider it more appropriate to review this option after commencement of road works for a grade-separated interchange at the R1 roundabout (see paragraph 12 below).

### **Medium term measures**

12. As Members are well aware, a project to replace the R1 roundabout junction with a grade-separated interchange is due to start later this year. This project, on completion by 2003, would help alleviate the congestion on Po Shun Road.

13. The extension of the MTR line from Lam Tin to TKO will provide an alternative efficient transport mode for the TKO residents and significant relief to the TKO tunnel traffic in the medium term. This project is progressing well and is expected to be in operation by 2002.

### **Long term measures**

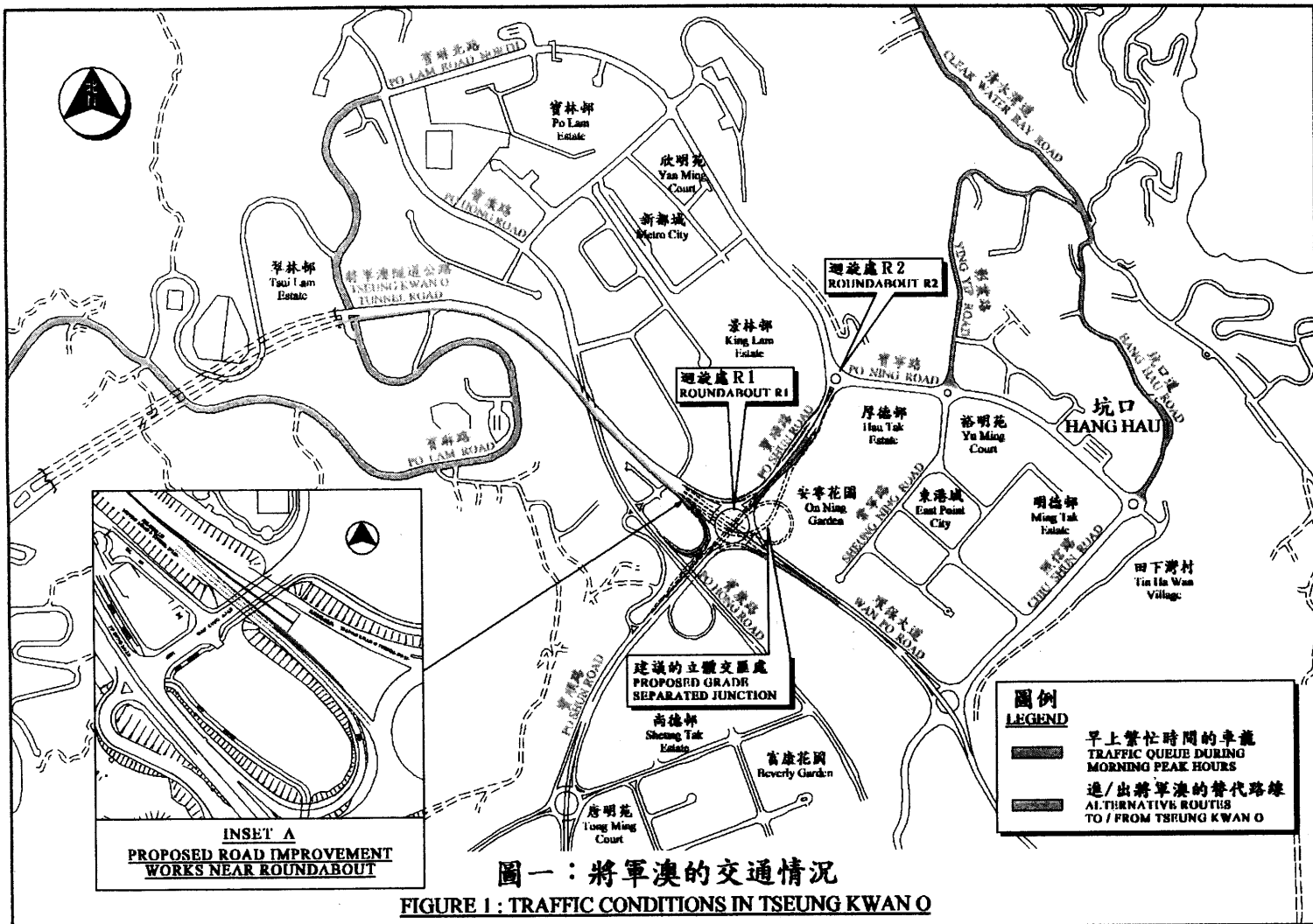
14. To cope with the projected developments and population growth in TKO, road improvement projects have been planned to provide additional road capacity for access to and from TKO. They include dualling of Clear Water Bay Road from Tai Po Tsai to Hang Hau Road and dualling of Hang Hau Road. These projects are currently planned for completion by 2008 and 2007 respectively.

15. In addition, the Administration has planned for the construction of the Western Coast Road (WCR) to provide an alternative route to link up TKO with east Kowloon in addition to the TKO tunnel. However, concern has been expressed by some quarters on the environmental impact of the proposed coastal alignment. The Administration is currently investigating the feasibility of an alternative tunnel alignment.

## **FURTHER ACTION**

16. Between now and commencement of operation of the new MTR Line in 2002, we will continue to closely monitor the traffic situation and will implement appropriate short and medium term traffic measures to relieve traffic congestion near the TKO Tunnel at the morning peak. We will review the long term traffic requirement of TKO to ensure that planned new road projects would be completed in time to cope with the demand.

**Transport Bureau**  
**March 2001**



圖一：將軍澳的交通情況

FIGURE 1: TRAFFIC CONDITIONS IN TSEUNG KWAN O