

LCQ18: Tai Lam Tunnel Bus-Bus Interchange

Following is a question by the Hon Lam San-keung and a written reply by the Acting Secretary for Transport and Logistics, Mr Liu Chun-san, in the Legislative Council today (June 4):

Question:

It is learnt that at present, there are stops at the Tai Lam Tunnel Bus-Bus Interchange (the Interchange) for most of the bus routes running from the Yuen Long and Tin Shui Wai areas to various places on Hong Kong Island and in Kowloon via the Tai Lam Tunnel (TLT) to facilitate transfer to other bus routes. There are views that with the gradual completion of a number of development projects in Yuen Long, the passenger and bus flows at the Interchange are expected to increase continuously, causing traffic bottleneck and congestion problems. In this connection, will the Government inform this Council:

- (1) whether it has estimated the number of bus routes using the Interchange in the next five years;
- (2) whether it has studied converting the toll plaza of TLT into a major transport node to facilitate transfer to various modes of public transport for travelling to and from various districts; if so, of the details; if not, the reasons for that; and
- (3) whether it has plans to construct a large car park (with motorcycle parking spaces) and cycle parking area in the vicinity of the Interchange to facilitate transfer to public transport, thereby reducing the vehicular flow of TLT?

Reply:

President,

In respect of the questions raised by Hon Lam San-keung about the Tai Lam Tunnel Bus-Bus-Interchanges (TLTBBIs), having consulted the Transport Department (TD), my reply is as follows.

(1) There are over 50 franchised bus routes observing the TLTBBIs. In the coming two years, two more franchised bus routes are expected to be introduced, and they will also observe the TLTBBIs for the convenience of passengers. TD and franchised bus operators will continue to closely monitor the actual usage of the TLTBBIs arising from changes in population in North West New Territories, and review the arrangements in a timely manner to meet the travelling needs of passengers.

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(2) and (3) The Government has all along been promoting the provision of park-and-ride facilities at suitable railway stations or nearby locations to

encourage drivers to park their vehicles and switch to public transport, thereby reducing the flow of vehicles entering congested areas. Currently, there are approximately 590 parking spaces outside the Kam Sheung Road MTR Station near the TLTBBIs, offering park-and-ride discounts. There are also motorcycle and bicycle parking spaces next to the Station. Also, private car and motorcycle parking spaces are available near the TLTBBIs, facilitating the residents of Yuen Long and the North District in transferring to public transport for travel to urban areas of Kowloon and Hong Kong Island.

The proposed development of a large-scale transport hub, parking facilities and bicycle parking as mentioned in the question requires comprehensive consideration of multiple factors, including seamless public transport transfers, connectivity to nearby roads and cycling networks, and whether there are other development opportunities that make the proposal more cost-effective and financially sustainable. As part of the Traffic and Transport Strategy Study, the Government is exploring the concept of a new generation of Transport Interchange Hub (TIH) under the "single site, multiple use" principle. This initiative aims to suitably provide park-and-ride facilities, bicycle parking spaces and storage facilities for electric mobility devices at TIHs. The TD is looking into suitable locations, including New Development Areas, for implementing the TIHs.