

CONTROLLING OFFICER'S REPLY

TLB015

(Question Serial No. 0263)

Head: (60) Highways Department
Subhead (No. & title): (-) Not Specified
Programme: (2) District and Maintenance Works
Controlling Officer: Director of Highways (YAU Kwok-ting)
Director of Bureau: Secretary for Transport and Logistics

Question:

1. The Government took over the Tai Lam Tunnel Control Area and Central Kowloon Bypass in 2025. Why did the total areas of maintained roads in 2025 and 2024 only increase by 500 000 square metres?
2. The expenditure on highways maintenance in 2025 is only \$1.7 million more than 2024 and only \$2.4 million more than 2026. This situation is disproportionate. Please explain the relevant reasons.
3. Did the aforesaid maintenance expenditures include sundry expenses such as electricity charges of street lightings and other mechanical and electrical equipment, water charges etc. Please provide a detailed breakdown.

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 33)

Reply:

1. The total area of new public roads arising from the takeover of Tai Lam Tunnel Control Area and Central Kowloon Bypass (Yau Ma Tei Section) is approximately 600 000 square meters. As the road facilities of Central Kowloon Bypass (Yau Ma Tei Section) have been taken over successively since late December 2025, the update of part of the road maintenance records can only be completed in early 2026. Therefore, the additional road area will be reflected in the 2026 figure.
2. The scope of road maintenance work is vast, including regular inspections, routine maintenance, maintenance of vegetation, emergency repair and maintenance etc. for public roads, structures, ancillary facilities, etc. under the ambit of the Highways Department (HyD). This is to keep the road network in good and safe condition, ensuring the safety of road users. Apart from the expenditures incurred by new roads and relevant facilities upon their handover for HyD's maintenance, the increase in maintenance expenditures is also driven by other factors, such as the condition of existing road facilities, the contract prices of new road maintenance works, salary levels, material costs, etc. Furthermore, the HyD continues to research and introduce more durable

bituminous materials for road paving, aiming to enhance road quality and reduce maintenance frequency in a more cost-effective manner. Therefore, the expenditure on road maintenance by the HyD may not be necessarily in a fixed and direct proportion to the road area.

3. The maintenance expenditure does not include electricity and water charges of street lightings and other mechanical and electrical equipment.

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