

政府總部
運輸及房屋局
運輸科
香港花園道美利大廈



Transport and
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(Translation)

Urgent by Fax

28 September 2010

Ms Joanne MAK
Clerk to Panel on Transport, Legislative Council
3rd floor, Citibank Tower,
3 Garden Road,
Hong Kong

Dear Ms. MAK,

**Legislative Council Panel on Transport
Motions carried at the meeting on 26 February 2010**

At the captioned meeting, the Administration briefed members on the assessment results on the proposals for the provision of hillside escalator links and elevator systems. After discussion, three motions were carried by members (paragraphs 27, 29 and 32 of the minutes of meeting are relevant). Our response is as follows.

The Administration appreciates the wish of members for the provision of hillside escalator links and elevator systems. However, having regard to manpower and resource considerations, there is a genuine need for us to take forward the proposals received in stages. As mentioned in our paper submitted for the meeting, we will first conduct feasibility studies for the proposals ranked top ten in the assessment.

In respect of the proposals to be covered in the initial stage of the feasibility studies, the Highways Department has started to take forward the relevant technical feasibility studies in phases commencing the second half of 2010, and will seek to complete such studies within 24 to 48 months, depending on the complexity of the proposed systems. Proposals not selected for feasibility studies in the current stage

will remain on the waiting list for consideration in the next assessment exercise together with other proposals on the list. We will assess the proposals on the waiting list in due course, subject to the progress of proposal implementation, as well as actual availability of manpower and resources.

As for the proposal on increasing the maximum score for the evaluation criterion of “existing population of 65 year-old or above within catchment”, we must point out that when formulating the assessment system, special consideration has been given to the purposes of providing hillside escalator links and elevator systems - i.e. to provide a convenient link for local residents and improve accessibility of uphill areas. In view of the greater demand for such facilities by the elderly, the criterion of “existing population of 65 year-old or above within catchment” is already allocated 5% of the total score in current assessment. Other relevant criteria such as “topographical conditions, i.e. steep gradient / level difference”, “revitalization of / benefits to local community” (e.g. whether there are facilities such as hospitals within catchment) and “connectivity with existing / committed centres of activity within catchment” (including social centres and residential care homes for the elderly) are also allocated considerable percentages of the total score (at 11%, 6% and 4% respectively). All these criteria are favourable to proposals benefitting the elderly. As such, we do not consider it necessary to further increase the maximum score for the criterion of “existing population of 65 year-old or above within catchment”. In fact, having reviewed the assessment system in terms of assessment methodology, the data collection processes and scoring mechanism after conducting test runs, the consultant commissioned by the Transport Department has confirmed that the system is sufficiently robust and at the same time sufficiently general for long-term application.

Yours sincerely,

(LAU Cheuk-kwan)

for Secretary for Transport and Housing

c.c. Commissioner for Transport (Attn: Mr. LOO Khim-chung, Anthony)