

**Legislative Council Panel on Welfare Services
Subcommittee on Improving Barrier Free Access and Facilities
for Persons with Disabilities**

**Progress of the Feasibility Studies on the
Provision of Hillside Escalator Links and Elevator Systems**

At the meeting of the above Subcommittee held on 21 June 2011, Members requested the Administration to brief them on the progress of the feasibility studies on the provision of hillside escalator links and elevator systems. Supplementary information is provided hereinafter for Members' reference.

2. Hillside escalator links and elevator systems under the Transport Department are provided for the convenience of the public for travelling to and from uphill areas (such as those with steep gradient and large level difference). It is a facility for better pedestrian flow and does not fall into the same category as barrier-free facilities. The two should be handled separately. That said, when implementing proposals concerned, we will make every effort in the design of the facilities to meet the needs of persons with disabilities.

3. As regards relative priority, the Administration is taking forward as top priority the retrofitting of barrier-free facilities at existing footbridges and subways. Regarding the proposals for the "Provision of Hillside Escalator Links and Elevator Systems", we have developed a comprehensive, objective, fair and highly transparent assessment arrangement. We have assessed 20 previously received proposals for hillside escalator links and elevator systems under the assessment system to determine the merits of the hillside escalator links and elevator proposals and the relative priorities for conducting feasibility studies.

4. Taking account of resources deployment, we will take forward in phases feasibility studies for proposals ranked top ten to investigate their technical feasibility and detailed cost estimates. After implementation of the ten proposals is on track, we will assess proposals for which no feasibility studies have been arranged due to their relatively lower ranking, together with new proposals received. We briefed the Legislative Council Panel on Transport on the whole system on 26 February 2010. The Transport Department has also met with the District Councils concerned to explain the assessment system, as well as how the Administration will take forward the proposals in their districts.

5. The Highways Department has proceeded to conduct feasibility studies on the proposals concerned. At present, we have completed the feasibility study for one proposal and have taken forward the feasibility studies on the remaining nine proposals (details set out at **Annex**). Depending on the complexity of the proposed systems, we estimate that all feasibility studies will be completed in phases in about 24 to 48 months. The District Councils concerned will be informed of the results upon completion of the feasibility studies.

Transport and Housing Bureau

July 2011

Assessment Results of the Proposals for the Provision of Hillside Escalator Links and Elevator Systems and the Order of Priority and Progress of Conducting Feasibility Studies

Rank	District	Requested System		Circumstantial Sub-total Score (Max 40)	Beneficial Sub-total Score (Max 35)	Implementation Sub-total Score (Max 25)	Final Score (Max 100)		Inclusion in the Feasibility Studies under Phase One	Commencement Date of the Feasibility Study
1	Wong Tai Sin	Pedestrian Link at Tsz Wan Shan		28.5	13.4	9.6	51.5		√	Completed*
2	Eastern	Pedestrian Link at Braemar Hill ¹	Option 1 ² - From MTR Fortress Hill Station to Wai Tsui Crescent and Braemar Hill Road	<u>20.4</u>	<u>16.1</u>	<u>10.7</u>	<u>47.2</u>	47.2	√	11.2010
			Option 2 - From MTR North Point Station to Braemar Hill Road	20.1	15.7	6.3	42.1			
3	Kwai Tsing	Lift and Pedestrian Walkway System between Tsing Yi Road West and Tsing Yu Street		13.9	17	15.6	46.5		√	11.2010
4	Central & Western	The Second Escalator Link System in Mid-levels		17.1	12.0	16.2	45.3		√	8.2010
5	Kwai Tsing	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road		7.8	19.7	14.8	42.3		√	5.2011
6	Kwai Tsing	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street		15.1	13.7	12.9	41.7		√	5.2011

Rank	District	Requested System	Circumstantial Sub-total Score (Max 40)	Beneficial Sub-total Score (Max 35)	Implementation Sub-total Score (Max 25)	Final Score (Max 100)	Feasibility Study in Phase One	Commencement Date of the Feasibility Study
7	Kwai Tsing	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	9.8	16.6	12.1	38.5	√	4.2011
8	Wong Tai Sin	Pedestrian Link at Chuk Yuen North Estate	10.7	17.4	8.7	36.8	√	2.2011
9	Kowloon City	Lift and Pedestrian Walkway System at Waterloo Hill	7.8	12.6	15.9	36.3	√	10.2010
10	Kwai Tsing	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	10.7	10.5	14.7	35.9	√	5.2011
11	Kwai Tsing	Lift and Pedestrian Walkway System between Wo Tong Tsui Street and Kwai Hing Road	10.8	8.6	16.1	35.5	-	-
12	Kwun Tong	Lift and Pedestrian Walkway System at Luen On Street	8.7	13.0	13.5	35.2	-	-
13	Kwun Tong	Escalator Link System at Yuet Wah Street	11.4	8.2	15.5	35.1	-	-
14	Sai Kung	Escalator Link System between Hong Sing Garden and Po Hong Road	12.4	14.5	7.9	34.8	-	-

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15	Kwai Tsing	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	5.4	12.1	17.3	34.8	-	-
16	Sha Tin	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	7.8	11.0	14.7	33.5	-	-
17	Kwai Tsing	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	9.8	8.6	13.5	31.9	-	-
18	Sha Tin	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	10.7	14.1	4.3	29.1	-	-
N/A	Central & Western	Additional Escalator Link System between Central and Mid-levels ³	Screened out in initial screening stage				N/A	N/A
N/A	Southern	Escalator Link System at Ap Lei Chau ⁴	Screened out in initial screening stage				N/A	N/A

Note 1: For Pedestrian Link at Braemer Hill, two options were considered and assessed using the ranking system.

Note 2: Option 1 which scores the highest point, is selected to represent the Pedestrian Link at Braemer Hill.

Note 3: The proposal was screened out in the initial screening stage of the ranking system as similar facility, i.e. the existing Escalator Link System between Central and Mid-levels, has already been provided in proximity.

Note 4: The proposal was screened out in the initial screening stage of the ranking system as its level difference did not exceed 6m.

* Actual works will be carried out under Shatin to Central Link project.