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Panel on Transport

Subcommittee on Hillside Escalator Links and Elevator Systems

**Background brief on the provision of and the assessment mechanism for
hillside escalator links and elevator systems**

Purpose

This paper provides background information on the provision of and the assessment mechanism for hillside escalator links and elevator systems ("HEL"). It also summarizes the major views and concerns expressed by Legislative Council ("LegCo") Members on the above subjects in previous discussions.

Background

2. According to the Administration, fostering a pedestrian-friendly environment has been one of its ongoing policy initiatives. The Chief Executive indicated in the 2018 Policy Agenda issued in October 2018 that the Administration would, inter alia, continue to progressively take forward the construction works for HEL projects in different districts.

The 18 HEL proposals put forth since 2009

3. The Administration established in 2009 a set of scoring criteria for assessing proposals for HEL to determine the priority for conducting preliminary technical feasibility ("PTF") studies for the 20 project proposals received at that time. The Administration consulted the Panel on Transport ("the Panel") in May 2009, and upon completion of the assessment, reported the results to the Panel in February 2010.¹ Two proposals were screened out initially², and 18 others were ranked. The Administration indicated at that time

¹ The detailed assessment results are set out in the Administration's paper (LC Paper No. CB(1)1190/09-10(03)) issued in February 2010.

² The two proposals were screened out due to the following reasons: similar facility had already been provided in close proximity for one proposal; and the level difference of the other proposal did not exceed six metres.

that PTF studies for the proposals ranked top 10 in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top 10 proposals. The scores and resultant rankings of the 18 proposals are set out in **Appendix I**.

4. Details of the ranking and current implementation progress of the 18 HEL proposals are in **Appendix II**. In gist, three projects have been completed and opened for public use and four of them are under construction. The remaining projects are still under different stages of planning.

Review of the assessment mechanism for HEL proposals

5. TD commenced a consultancy study in December 2017 to review the assessment mechanism for HEL proposals. The consultancy study would take about 30 months to complete. TD consulted the Panel on 14 December 2018 on the revised assessment mechanism for HEL proposals. TD will, on the basis of the revised mechanism, carry out screening, shortlisting and prioritization of the 114 proposals received in the past years. Details of the revised assessment mechanism are at **Appendix III**.

Major views and concerns of Members

Implementation progress

6. At the Panel meeting on 14 December 2018, members expressed grave concern about the slow implementation progress of the 18 HEL proposals under which only three proposals were completed and opened for public use since 2009. In addition, they expressed strong dissatisfaction that the Administration could not provide a definite completion time for the remaining 15 proposals.

7. Members raised similar concerns previously when the Administration consulted the Panel in 2016 and 2017 on the funding proposals for constructing individual HEL projects. In March 2017, the Panel passed a motion requesting the Administration to set up a dedicated Hillside Elevator and Escalator Fund of \$5 billion ("the Fund"), and take measures to expedite the works concerned.

8. The Administration explained that in taking forward the HEL proposals, it was necessary to ascertain technical details including alignments, whether to opt for escalator or elevator system at the relevant districts, as well as to consult local views and liaise with relevant government departments and public utility companies regarding the location of underground utilities. Considerable time was required in carrying out the above tasks, and to sort out complicated issues such as resolving opposition views received from local communities on the proposals. Regarding the suggestion of setting up a Fund to administratively

expedite the implementation of HEL projects through simplified funding process, the Administration advised that given the substantial scale and cost of the projects and considerations of the overall resource allocation and prioritization of public works projects, the Administration found it more appropriate to seek funding for individual projects according to the established mechanism. In response to a member's enquiry at the Public Works Subcommittee ("PWSC") meeting held on 23 May 2018, the Administration further advised that separate funding approval of PWSC and the Finance Committee ("FC") for each of the projects would be required before commencing the construction works.

Revised assessment mechanism for HEL proposals

9. At the Panel meeting on 14 December 2018, some members expressed concern that HEL proposals connecting locations with high pedestrian flow, such as public transport facilities or public markets, scored lower points in the revised mechanism. They also opined that locations in estates under Tenants Purchase Scheme with immense pedestrian flow and high ratio of elderly users should be included in the provision of HEL by the Administration. Another member enquired why it took 30 months to complete the consultancy study for screening, shortlisting and prioritizing HEL proposals, and urged the Administration to expedite the progress.

10. The Administration took note of members' suggestions on the revised assessment mechanism for HEL proposals. In respect of the 114 HEL proposals received, the Administration planned to conduct preliminary technical assessments and draw up proposed alignments in parallel with initial screening and scoring on "Social Benefits" aspects of the proposals in 2019. Local consultation for proposals with higher "Social Benefits" score would commence in early 2020. Prioritization of proposals ranked higher scores in both "Social Benefits" and "Cost-effectiveness" aspects would take place within 2020 so as to come up with the first batch of proposals for implementation from 2021 onwards.

11. Members also raised concern over issues relating to resumption of private land. A member queried why slopes within a public rental housing ("PRH") estate would be acquired by a private real estate investment trust fund, such that the Administration must pay compensation thereto for resuming the land for the proposed project. The member was concerned that the trust fund concerned might have acquired the slopes because it was aware of the Administration's intention to implement the works project in the area. Members enquired whether the necessity for land resumption would be a key factor when considering the feasibility of a proposal under the revised assessment mechanism.

12. The Administration explained that as a result of the divestment of

commercial facilities of some PRH estates by Hong Kong Housing Authority ("HKHA") to the LINK REIT years ago, some PRH estates were now jointly owned by HKHA and private real estate investment trust funds. In connection with the discussion on the part of the slopes in Shek Lei (I) Estate which would need to be resumed for above mentioned project, the Administration advised that as the land lease concerned did not have any terms requiring the land owner to surrender his interests relating to the slopes, the Administration would need to pay compensation thereto for resuming the land concerned. The Administration further advised that under the revised assessment mechanism, HEL proposals with inadequate land or infeasible land resumption for the construction of required facility would be screened out during the initial screening stage. During detailed scoring stage, proposals involving land resumption would also be accorded lower score.

Implementation status of individual HEL proposals

13. At the Panel meeting on 14 December 2018, a member was deeply concerned about the slow progress in constructing the pedestrian link system at Braemar Hill of the Eastern District. Although the project was ranked the second, it was still at the stage of planning, investigation and design with little progress made over the past ten years. Some members also asked about the implementation status of the HEL proposals in the Kowloon East and Sha Tin districts.

14. In reply, the Administration said that diverse views from local residents had been received for the proposed pedestrian link system at Braemar Hill, and HyD had been liaising closely with local communities to address residents' concerns. Once an agreement on the alignment of the proposal could be reached, the Administration would seek funding from FC to commence the project. Members, however, did not subscribe to the Administration's explanation and opined that technical assessments and local consultations of the proposal could take place concurrently in order to save time. In reply, the Administration advised that in future, a comprehensive PTF study would be conducted in the initial stage so as to avoid delays during planning and design stage.

15. During the Panel meeting on 27 April 2018, the Administration briefed members on the funding application for the Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung ("LPWS project") which was ranked 6th among the 18 HEL proposals. A number of members indicated support for the LPWS project. However, some members pointed out that there was an existing footbridge across Castle Peak Road–Kwai Chung connecting Greenknoll Court and Kung Yip Street. For the economical use of resources, they asked whether the Administration had considered extending the existing footbridge to Shek Lei (I) Estate instead of undertaking

the LPWS project. Some other members expressed concern about the lengthy time required to implement the LPWS project and urged for its early implementation.

16. In response, the Administration advised that the existing footbridge was not wide enough to accommodate the estimated pedestrian flow. To extend the footbridge would also entail substantial structural changes as well as changes in the alignment of the Castle Peak Road. The Administration therefore decided to construct a new elevated pedestrian walkway as it would be more cost-effective and would minimize the nuisance caused to the public.

17. At the FC meeting held on 30 June 2018, a member raised concern over the progress and issues related to two HEL proposals. Regarding the member's concern over the land issues involved in the escalator link system between Sha Tin Sui Wo Court and MTR Fo Tan Station, the Administration advised that the current proposed alignment would mostly fall on private land, including land jointly owned by HKHA and private real estate companies. The Administration was studying the optimal scope for the project. Regarding the escalator link system between Hong Sing Garden and Po Hong Road, and the lift and pedestrian walkway system between Lai King Hill Road and Princess Margaret Hospital which were both ranked 14th, the member queried why the latter project had been completed and opened for public use, while the former was still in the stage of PTF study. The Administration advised that the scope of the former project had been determined in April 2018 and HyD would carry out the PTF study accordingly, while the latter project was undertaken by the Hospital Authority.

Others views

Ventilation of lifts

18. At the Panel meetings on 14 December and 27 April 2018 as well as FC meeting on 30 June 2018, members raised concern over poor ventilation of lifts, lift design and energy saving measures. The Administration advised that HyD had adopted mechanical ventilation in lieu of air-conditioning for new lift installations about three to four years ago. The mechanical ventilation system in lifts would operate around-the-clock through automatic sensors so that when the temperature in the lift car was higher than outside temperature, ventilation would be increased to lower the temperature inside. With the experience gained therefrom, HyD could hopefully control the temperature in the lift car at more or less the same level as outside temperature.

Relevant Questions raised at Council meetings and other relevant papers

19. The hyperlinks to the Questions relating to HEL raised at LegCo meetings and other relevant papers are in **Appendix IV**.

Latest Development

20. At its meeting on 19 May 2017, the Panel agreed to form a subcommittee under the Panel to study and follow up issues relating to the provision of HEL ("the HEL Subcommittee"), and accepted the terms of reference and work plan as proposed. Since then, the HEL Subcommittee has been put on the waiting list for activation of subcommittees on policy issues. The HEL Subcommittee will be activated in March 2019 now that a vacant slot is available.

Council Business Division 4
Legislative Council Secretariat
25 March 2019

Scores and Resultant Rankings of Proposals for Provision of Hillside Escalator Links and Elevator Syst

(Situation as of February 2010)

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)	
1	Wong Tai Sin	Pedestrian Link at Tsz Wan Shan		28.5	13.4	9.6	51.5	
2	Eastern	Pedestrian Link at Braemar Hill ¹	Option A 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
			Option B - From MTR Fortress Hill Station to Cloud View Road	20.4	12.9	13.3	46.6	
			Option C - 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	
4	Central & Western	Escalator Link System at Ladder Street		17.1	12.0	16.2	45.3	
5	Kwai Tsing	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road		7.8	19.7	14.8	42.3	
6	Kwai Tsing	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street		15.1	13.7	12.9	41.7	
7	Kwai Tsing	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road		9.8	16.6	12.1	38.5	

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)
8	Wong Tai Sin	Pedestrian Link at Chuk Yuen North Estate	10.7	17.4	8.7	36.8
9	Kowloon City	Lift and Pedestrian Walkway System at Waterloo Hill	7.8	12.6	15.9	36.3
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
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
14	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

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)
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
NA	Central & Western	Additional Escalator Link System between Central and Mid-levels ³	Screened out in initial screening stage			
NA	Southern	Escalator Link System at Ap Lei Chau ⁴	Screened out in initial screening stage			

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

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

Note 3: The proposal was screened out in 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 close proximity.

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

Current progress of the proposals of
the Hillside Escalator Links and Elevator Systems

(Situation of March 2019)

Rank	Proposal	Progress of Project
Projects completed and opened for public use		
1 st	Pedestrian Link at Tsz Wan Shan	The pedestrian link is implemented under the Shatin to Central Link project and involves 15 facilities. The construction works commenced in July 2012. The pedestrian link has been opened for public use since October 2017.
13 th	Yuet Wah Street Pedestrian Linkage	To complement the Kwun Tong Town Centre Redevelopment, the Civil Engineering and Development Department commenced construction for this project in April 2013. The Linkage has been opened for public use since October 2015.
14 th	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	The Hospital Authority commenced the project in November 2015. The works have been completed and the facility has been opened for public use since January 2017.
Projects under construction		
3 rd	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The Government obtained funding approval from the Legislative Council in May 2016. The construction works commenced in February 2017 for anticipated completion in mid-2019.
5 th	Lift and Pedestrian Walkway System	The Government obtained funding approval from the Legislative Council in May 2016.

	between Kwai Shing Circuit and Hing Shing Road	The construction works commenced in June 2017 for anticipated completion in 2020.
9 th	Lift and Pedestrian Walkway System at Waterloo Hill	The Government obtained funding approval from the LegCo in May 2016. The construction works commenced in December 2016 for anticipated completion in the third quarter of 2019.
11 th	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	The Government obtained funding approval from the LegCo in December 2017. The advance works for diversion of utilities commenced in January 2018. The main works also commenced in February 2019 with the scheduled completion in the fourth quarter of 2021.
Project with funding approved for commencement of construction		
6 th	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	The Government obtained funding approval from the LegCo in June 2018. The advance works for ground investigation commenced in January 2019. The tender for the main works was invited on 22 February 2019. It is targeted to commence the main works in the second quarter of 2019 for anticipated completion in the second quarter of 2023.
Project with PTF studies completed and considered technically feasible		
14 th	Escalator Link between Hong Sing Garden and Po Hong Road	The preliminary technical feasibility study has been completed and the project is considered technically feasible. HyD is now preparing to commence the next phase of the pre-construction stage.
16 th	Lift and Pedestrian Walkway System between Saddle Ridge	The preliminary technical feasibility study has been completed and the project is considered technically feasible. HyD is now selecting

	Garden and Sai Sha Road	consultants to carry out the investigation and preliminary design. It is targeted to award the consultancy contract in April 2019.
17 th	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	The preliminary technical feasibility study has been completed and the project is considered technically feasible. HyD is now selecting consultants to carry out the investigation and preliminary design. It is targeted to award the consultancy contract in April 2019.
Projects at various stages of planning, investigation and design		
2 nd	Braemar Hill Pedestrian Link	<p>HyD consulted and obtained the support from the Planning, Works and Housing Committee (PWHC) of the Eastern District Council (EDC) on the design scheme in September 2016. Prior to gazettal of the works, HyD further consulted the residents on the design scheme and attended residents' meetings in November and December 2017. In view of the comments raised by various parties, HyD reviewed the scheme with a view to obtaining a majority consensus for the project scheme.</p> <p>HyD attended the PWHC meeting in February 2018, arranged site visits with EDC members, Legislative Council members and residents in March 2018, held a public meeting in April 2018 and conducted focus group meetings with schools and residents in May and June 2018 to introduce the revised design scheme and discuss with various stakeholders.</p> <p>In view of the comments from various stakeholders, HyD consulted PWHC again on 19 June 2018. HyD presented various design revisions under study and the</p>

		recommended revised design scheme, and obtained the support of the majority of PWHC members. HyD is now carrying out the detailed design, and preparing for the gazettal of the project scheme under the Roads (Works, Use and Compensation) Ordinance.
4 th	Escalator Link and Pedestrian Walkway System at Pound Lane	HyD consulted the Central and Western District Council (C&WDC) and held a public forum on the refined proposal in 2015. In view of the diverse views received and the many issues involved, HyD plans to consult the C&WDC further on the project.
7 th	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	The preliminary technical feasibility study has been completed. HyD has engaged consultants to carry out the investigation and preliminary design.
8 th	Pedestrian Link near Chuk Yuen North Estate	HyD consulted and obtained the general support from the Traffic and Transport Committee (T&TC) of the Wong Tai Sin District Council (WTSDC) on the preliminary design in July 2016 and March 2017. However, some schools and some of the residents in the district subsequently raised objections. After consideration of their objections, HyD revised the design and consulted the T&TC again in January 2018; the support from the T&TC was obtained. In the first half of 2018, HyD and other relevant government departments received different views from the stakeholders. Transport Department (TD) and HyD are now collating and analysing the relevant views and actively reviewing the details of the proposal. Relevant stakeholders and the T&TC will then be consulted on the latest

		developments.
12 th	Lift and Pedestrian Walkway System at Luen On Street, Kwun Tong	HyD consulted and obtained support from the Traffic and Transport Committee of the Kwun Tong District Council (KTDC) on the preliminary design scheme in February 2018. As the proposal needs to span across private lots and is in close proximity to existing buildings, HyD consulted the relevant residents and stakeholders in the fourth quarter of 2018 as suggested by the KTDC. Most of the comments requested realignment of the project and suggested an alternative alignment within Kung Lok Road Playground and Kwun Tong Garden Estate. HyD and TD are now liaising with relevant stakeholders on the feasibility of the alternative alignment.
Project in PTF study stage		
10 th	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It was revealed in the preliminary technical feasibility study that the project involved two dangerous private slopes. The owners of the slopes completed the repair works for the slopes in February 2018. HyD has resumed the preliminary technical feasibility study for the project.
Project having its scope determined for subsequent PTF study		
18 th	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	The proposed item involves works of relatively large scale and is rather complex as a substantial part of the proposed alignment runs through lots held by the Hong Kong Housing Authority and private owners. TD is actively following up on the proposal with a view to determining its scope as soon as possible, so as to allow the relevant department to commence the preliminary technical feasibility study.

**Details of the revised assessment mechanism for
hillside escalator links and elevator systems ("HEL")**

If a proposal solely involves crossing a single road or connecting to a single footbridge, it will be evaluated under the criteria for footbridge construction;¹ and if a proposal forms an integral part of another public works project, it will be considered under that respective project. Furthermore, the proposed revised assessment mechanism will not be applicable to proposals entirely falling within the boundary of hospitals or Public Rental Housing estates. Such proposals will be passed to the Hospital Authority or the Housing Department for consideration. The proposed assessment mechanism is also not applicable to proposals entirely falling within or solely connecting to private development/land to ensure proper use of public funds.

Initial Screening

2. The Transport Department ("TD") proposes to retain Initial Screening in the revised assessment mechanism in order to screen out proposals which are obviously infeasible or unjustified for implementation. Different from the 2009 assessment mechanism, TD suggests conducting more comprehensive preliminary technical assessments in the Initial Screening Stage to better ascertain the feasibility of proposals. After conducting preliminary technical assessments and drawing up preliminary alignments, HEL proposals with any of the following conditions will be screened out –

- (a) inadequate land/infeasible land resumption (e.g. there is/are existing building(s) on the concerned land area) for construction of the proposed HEL;
- (b) similar facility/facilities is/are already provided or committed within 300m of the proposed HEL;
- (c) insurmountable technical difficulties in the construction or operation of the proposed HEL;
- (d) level difference to overcome is less than 6m;
- (e) the proposed HEL will affect heritage site(s) or important tree(s); or

¹ The footbridge related proposals will be assessed according to the relevant criteria stipulated in the Transport Planning and Design Manual published by TD, including the anticipated pedestrian utilization, traffic speed, road safety, availability of alternative crossing facilities and so on.

- (f) gradient to overcome is less than 1:8.

Detailed Scoring

3. HEL proposals which pass the Initial Screening will be scored from the "Social Benefits" and "Cost-effectiveness" aspects such that TD may accord priority to HEL proposals with higher scores in both the "Social Benefits" and "Cost-effectiveness" aspects.

4. In terms of "Social Benefits", TD seeks to prioritize proposals which can serve the most residents and provide a more convenient walking route to the public. TD will assess the "Social Benefits" of HEL proposals along three factors: (i) Number of beneficiaries and target; (ii) Implementation Readiness; and (iii) Convenience. As for "Cost-effectiveness", TD will compare the HEL proposals based on their estimated project cost per user, i.e. the estimated project cost divided by the estimated number of users.

5. The assessment criteria for Detailed Scoring include:

Social Benefits

- (a) Number of beneficiaries and target (total score: 60) – with consideration to the following criteria –
- Expected pedestrian flow of the proposed HEL (score: 40);
 - Population of 65 year-old or above and whether there is any hospital/rehabilitation centre/nursing home in the beneficial catchment² (score: 20);
- (b) Implementation Readiness (total score: 30) – with consideration to the following criteria –
- Whether land resumption/creation of easement in accordance to the Road (Works, Use and Compensation) Ordinance (Cap. 370) is required (score: 10);
 - Environmental impact of the proposed HEL (score: 10); and

² Beneficial catchment is defined as the area within a radius of 300m from entrance/exit points of the proposed HEL.

- Visual impact of the proposed HEL and its distance between adjacent buildings (score: 10);
- (c) Convenience (total score: 10) – with consideration to the following criteria –
- Level difference of the proposed serving area to be overcome by the proposed HEL (score: 3);
 - Anticipated journey saving time (score: 3); and
 - Whether the proposed HEL connects with existing major public transport facilities or those that are to be implemented (score: 4); and

Cost-effectiveness³ - estimated project cost per user, i.e. the estimated project cost, including construction cost and recurrent cost, divided by the estimated number of users.

Council Business Division 4
Legislative Council Secretariat
25 March 2019

³ "Cost-effectiveness" of a HEL proposal is measured by dividing the estimated project cost (including capital cost and recurrent cost) by the number of users. A lower estimated project cost per user indicates that the proposal is more cost-effective. Hence, it will have a higher score. A HEL is expected to undergo major maintenance every 20 years and thus the operating cost is calculated based on a 20-year life cycle.

**The provision of and the assessment mechanism for
hillside escalator links and elevator systems**

List of relevant papers

Date of meeting	Committee	Minutes/Paper	LC Paper No.
15.3.2002	Panel on Transport	Administration's paper	CB(1)1266/01-02(03) http://www.legco.gov.hk/yr01-02/english/panels/tp/papers/tp0315cb1-1266-3e.pdf
		Minutes of meeting	CB(1)1517/01-02 http://www.legco.gov.hk/yr01-02/english/panels/tp/minutes/tp020315.pdf
6.2002	Panel on Transport	Administration's paper	CB(1)2130/01-02(04) http://www.legco.gov.hk/yr01-02/english/panels/tp/papers/tp0315cb1-2130-4e.pdf
22.5.2009	Panel on Transport	Administration's paper	CB(1)1613/08-09(06) http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp0522cb1-1613-6-e.pdf
		Minutes of meeting	CB(1)2756/08-09 http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20090522.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
26.2.2010	Panel on Transport	Administration's paper	CB(1)1190/09-10(03) http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0226cb1-1190-3-e.pdf
		Background brief prepared by the Legislative Council Secretariat	CB(1)1191/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0226cb1-1191-e.pdf
		Administration's follow-up paper	CB(1)2983/09-10(02) http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0226cb1-2983-2-e.pdf
		Minutes of meeting	CB(1)1596/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100226.pdf
15.4.2011	Panel on Transport	Administration's paper	CB(1)1836/10-11(03) http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0415cb1-1836-3-e.pdf
		Minutes of meeting	CB(1)2544/10-11 http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110415.pdf
9.1.2013	Legislative Council	Question raised by Hon LEUNG Yiu-chung	http://www.info.gov.hk/gia/general/201301/09/P201301080376.htm

Date of meeting	Committee	Minutes/Paper	LC Paper No.
17.1.2014	Panel on Transport	Administration's paper	CB(1)702/13-14(05) http://www.legco.gov.hk/yr13-14/english/panels/tp/papers/tp0117cb1-702-5-e.pdf
		Minutes of meeting	CB(1)1105/13-14 http://www.legco.gov.hk/yr13-14/english/panels/tp/minutes/tp20140117.pdf
16.4.2014	Legislative Council	Question raised by Hon Paul TSE	http://www.info.gov.hk/gia/general/201404/16/P201404160474.htm
22.5.2014	-	Press release	http://www.info.gov.hk/gia/general/201405/22/P201405220598.htm
26.11.2014	Legislative Council	Question raised by Hon Michael TIEN	http://www.info.gov.hk/gia/general/201411/26/P201411260360.htm
16.1.2015	Panel on Transport	Minutes of meeting	CB(4)1390/14-15 http://www.legco.gov.hk/yr14-15/english/panels/tp/minutes/tp20150116.pdf
16.12.2015	Legislative Council	Question raised by Hon Frankie YICK	http://www.info.gov.hk/gia/general/201512/16/P201512160340.htm
28.12.2015	Panel on Transport	Administration's paper responding to the letter from Hon CHAN Han-pan	CB(4)414/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tpcb4-414-1-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
23.3.2016	Panel on Transport	Administration's paper	CB(4)736/15-16(06) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160323cb4-736-6-e.pdf
		Background brief prepared by the Legislative Council Secretariat	CB(4)736/15-16(07) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tp20160323cb4-736-7-e.pdf
		Minutes of meeting	CB(4)1302/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160323.pdf
15.4.2016	Panel on Transport	Minutes of meeting	CB(4)1321/15-16 http://www.legco.gov.hk/yr15-16/english/panels/tp/minutes/tp20160415.pdf
20.4.2016	Public Works Subcommittee	Administration's paper	PWSC(2016-17)5 http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/p16-05e.pdf
		Administration's follow-up paper	PWSC203/15-16 http://www.legco.gov.hk/yr15-16/english/fc/pwsc/papers/pwsc20160420pwsc-203-1-e.pdf

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		Minutes of meeting	PWSC208/15-16 http://www.legco.gov.hk/yr15-16/english/fc/pwsc/minutes/pwsc20160420.pdf
13.5.2016	Finance Committee	Administration's paper	FCR(2016-17)20 http://www.legco.gov.hk/yr15-16/english/fc/fc/papers/f16-20e.pdf
		Minutes of meeting	FC294/15-16 http://www.legco.gov.hk/yr15-16/english/fc/fc/minutes/fc20160513.pdf
20.1.2017	Panel on Transport	Administration's paper	CB(4)413/16-17(03) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170120cb4-413-3-e.pdf
21.4.2017	Panel on Transport	Administration's paper	CB(4)839/16-17(03) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170421cb4-839-3-e.pdf
		Background brief prepared by the Legislative Council Secretariat	CB(4)839/16-17(04) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170421cb4-839-4-e.pdf
		Administration's follow-up paper	CB(4)1358/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170421cb4-1358-1-e.pdf

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		Minutes of meeting	CB(4)1616/16-17 http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170421.pdf
19.5.2017	Panel on Transport	Paper prepared by the Legislative Council Secretariat	CB(4)1021/16-17(03) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170519cb4-1021-3-e.pdf
		Minutes of meeting	CB(4)13/17-18 http://www.legco.gov.hk/yr16-17/english/panels/tp/minutes/tp20170519.pdf
20.10.2017	Panel on Transport	Administration's paper	CB(4)54/17-18(03) http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20171020cb4-54-3-e.pdf
		Minutes of meeting	CB(4)417/17-18 http://www.legco.gov.hk/yr17-18/english/panels/tp/minutes/tp20171020.pdf
1.11.2017	Public Works Subcommittee	Administration's paper	PWSC(2017-18)19 http://www.legco.gov.hk/yr17-18/english/fc/pwsc/papers/p17-19e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	PWSC36/17-18 http://www.legco.gov.hk/yr17-18/english/fc/pwsc/minutes/pwsc20171101.pdf
8.12.2017	Finance Committee	Administration's paper	FCR(2017-18)41 http://www.legco.gov.hk/yr17-18/english/fc/fc/papers/f17-41e.pdf
18.4.2018	Finance Committee	Replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2018-2019 (THB(T)076 and 097)	http://www.legco.gov.hk/yr17-18/english/fc/fc/w_q/thb-t-e.pdf
27.4.2018	Panel on Transport	Administration's paper	CB(4)951/17-18(03) https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180427cb4-951-3-e.pdf
		Background brief prepared by the Legislative Council Secretariat	CB(4)951/17-18(04) https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180427cb4-951-4-e.pdf
		Administration's response to letters from Mr PAU Ming-hong of Kwai Tsing District Council Member on issues relating to the provision of hillside escalator links and elevator systems	CB(4)978/17-18(01) https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20171117cb4-978-1-e.pdf

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23.5.2018	Public Works Subcommittee	Administration's paper	PWSC(2018-19)21 https://www.legco.gov.hk/yr17-18/english/fc/pwsc/papers/p18-21e.pdf
		Minutes of meeting	PWSC269/17-18 https://www.legco.gov.hk/yr17-18/english/fc/pwsc/minutes/pwsc20180523.pdf
26.5.2018		Public Works Subcommittee (Record of Decisions) 26 May 2018	https://www.legco.gov.hk/yr17-18/english/fc/pwsc/results/pwsc20180526.htm
30.6.2018	Finance Committee	Recommendations of the Public Works Subcommittee made on 26 May and 28 May 2018	FCR(2018-19)31 https://www.legco.gov.hk/yr17-18/english/fc/fc/papers/f18-31e.pdf
		Finance Committee (Voting Results) 30 June 2018	https://www.legco.gov.hk/yr17-18/chinese/fc/fc/results/fc20180630-voting-ec.pdf
		Minutes of meeting	FC49/18-19 https://www.legco.gov.hk/yr17-18/english/fc/fc/minutes/fc20180630.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
4.7.2018	Legislative Council	Question raised by Hon LAM Cheuk-ting	https://www.info.gov.hk/gia/general/201807/04/P2018070300759.htm
6.7.2018	House Committee	Paper on Proposed extension of period of work of subcommittees on policy issues and proposed arrangement for the order of activation of subcommittees on the waiting list	CB (2)1732/17-18 https://www.legco.gov.hk/yr17-18/english/hc/papers/hc20180706cb2-1732-e.pdf
		Minutes of meeting	CB(2)1930/17-18 https://www.legco.gov.hk/yr17-18/english/hc/minutes/hc20180706.pdf
11.7.2018	Legislative Council	Question raised by Hon Jeremy TAM	https://www.info.gov.hk/gia/general/201807/11/P2018071100346.htm
19.10.2018	Panel on Transport	Administration's paper	CB(4)19/18-19(01) https://www.legco.gov.hk/yr18-19/english/panels/tp/papers/tp20181019cb4-19-1-e.pdf
14.12.2018	Panel on Transport	Administration's paper	CB(4)288/18-19(06) https://www.legco.gov.hk/yr18-19/english/panels/tp/papers/tp20181214cb4-288-6-e.pdf

Date of meeting	Committee	Minutes/Paper	LC Paper No.
		Background brief prepared by the Legislative Council Secretariat	CB(4)288/18-19(07) https://www.legco.gov.hk/yr18-19/english/panels/tp/papers/tp20181214cb4-288-7-e.pdf

Council Business Division 4
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