

**For discussion  
on 13 November 2019**

**Legislative Council Panel on Transport  
Subcommittee on Hillside Escalator Links and Elevator Systems**

**Review of Assessment Mechanism for  
Hillside Escalator Links and Elevator Systems Proposals**

**PURPOSE**

This paper reports on the latest progress of the review of assessment mechanism for hillside escalator links and elevator systems (HEL) proposals.

**BACKGROUND**

2. The aim of HEL projects is to enhance the accessibility of hillside areas through construction / installation of a mix of pedestrian facilities, such as footbridges, subways, lifts, escalator links, etc. In 2009, the Government established an assessment mechanism (“the former assessment mechanism”) to conduct initial screening and detailed scoring for the HEL proposals received then. Upon completion of the assessment with priority of the proposals determined, the Government decided to take forward 18 HEL proposals. The costs of construction and maintenance works concerned are borne by the Government.

3. The works involved in HEL projects are of larger scale because such proposals often involve building new public walkways. Also, having regard to the geographical landscape of individual projects, the Government needs to sort out various technical details in respect of project design and construction as well as addressing land ownership issues. In particular, projects involving dangerous slopes and private land are more complicated. On the other hand, based on past experience, local communities had diverse views on the alignments and design of a number of projects. Contrasting views are especially common between those living in uphill and downhill areas and more time is needed for departments to reconcile such views. Nonetheless, the Government will continue to strive to communicate with all stakeholders, with a view to taking forward those projects

which are agreed by stakeholders.

4. The Government announced in the Policy Address in January 2017 that a consultancy study would be conducted to review and improve the assessment mechanism for HEL proposals. With a view to expediting the implementation of the projects and taking into account the past experience of the Government in taking forward HEL projects, the consultant engaged by the Transport Department (TD) has reviewed the assessment mechanism established in 2009 and recommended to improve the assessment criteria and prioritization method for implementation of projects. The Government consulted the Legislative Council Panel on Transport on 14 December 2018 on the proposed revisions to the assessment mechanism, and provided an update on the progress of the review as well as obtained views of deputations and individuals at the meeting of the Subcommittee on Hillside Escalator Links and Elevator Systems (“the Subcommittee”) held on 15 May 2019.

## **PROPOSED REVISIONS TO THE ASSESSMENT MECHANISM FOR HEL PROPOSALS**

5. Based on the recommendations of the consultant, the assessment procedures should start with an Initial Screening to screen out proposals which are obviously infeasible or unjustified for implementation. Afterwards, there should be a process of Detailed Scoring for prioritization. The details are as follows:

### **(I) Initial Screening**

6. Different from the former assessment mechanism, we will conduct more comprehensive technical assessments in the Initial Screening Stage, and include new criteria to better ascertain the necessity and feasibility of the proposals. HEL proposals under 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 300 m of the proposed HEL;

- (c) insurmountable technical difficulties in the construction or operation of the proposed HEL;
- (d) the level difference to overcome is less than 6 m;
- (e) the proposed HEL will affect heritage site(s)<sup>1</sup> or important tree(s)<sup>2</sup>; or
- (f) the gradient to overcome is less than 1:8.

7. The abovementioned criteria (e) and (f) are new. Criterion (e) aims to ensure that heritage site(s) and valuable tree(s) will not be affected, whilst criterion (f) aims to ascertain the accessibility of the hillside area concerned. Footpaths with a gradient of or less than 1:8 can normally be handled by and are acceptable to pedestrians, whereas walking on footpaths with a gradient steeper than 1:8 will start to be taxing and may thereby warrant construction of HEL.

## (II) Detailed Scoring

8. HEL proposals which pass the Initial Screening will be scored from the “Social Benefits” and “Cost-effectiveness” aspects.

9. Under the former assessment mechanism, the Detailed Scoring evaluates the circumstantial, beneficial and implementation factors of the HEL proposals holistically. “Cost-effectiveness” is only one of the criteria under the implementation factor which importance might be off-set by other criteria. To ensure that the proposal not only has evident benefits to and recognition from the local residents but is at the same time cost effective, the proposed revised assessment mechanism will appraise “Social Benefits” and “Cost-effectiveness” independently.

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<sup>1</sup> Heritage sites cover declared monuments and proposed monuments, graded historic sites or buildings according to the Antiquities and Monuments Ordinance (Cap. 53), sites of archaeological interest and government historic sites identified by the Antiques and Monuments Office.

<sup>2</sup> “Important trees” refer to trees in the Register of Old and Valuable Trees, or any other tree that meets one or more of the following criteria:

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance, e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding forms (taking account of the overall tree sizes, shape and any special features), e.g. trees with curtain like aerial roots, trees growing in unusual ecological habitat; or
- (e) trees with trunk diameter of or exceeding 1.0 m (measured at 1.3 m above ground level), or with height/canopy spread of or exceeding 25 m.

10. In terms of “Social Benefits”, the main considerations are whether the proposals can serve the most residents and provide a faster and more convenient walking route to the public. We will therefore assess the “Social Benefits” of HEL proposals along three factors, namely number of beneficiaries and target, implementation readiness, and convenience. As for “Cost-effectiveness”, we 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).

11. The assessment criteria for Detailed Scoring include:

(a) Social Benefits

- (i) Number of beneficiaries and target (total score: 60) – with consideration to the following criteria:
- Expected daily pedestrian flow of the proposed HEL (score: 40);
  - Proportion of 65 year-old or above population and whether there is any hospital / rehabilitation centre / nursing home in the beneficial catchment<sup>3</sup> (score: 20);
- (ii) 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 (Chapter 370) is required (score: 10);
  - Environmental impact of the proposed HEL (score: 10); and
  - Visual impact of the proposed HEL and its distance between adjacent buildings (score: 10);

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<sup>3</sup> Beneficial catchment is defined as the area within a radius of 300 m from entrance/exit points of the proposed HEL.

(iii) 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

(b) Cost-effectiveness<sup>4</sup> – estimated project cost per user (i.e. the estimated project cost (including construction cost and recurrent cost) divided by the estimated number of users).

12. Compared to the former assessment mechanism, we propose to suitably refine the scoring weightings and to improve the assessment standards taking into account the experience in implementing HEL projects. For example:

- (a) in assessing the usage of the HEL proposals, the proposed revised assessment mechanism estimates the expected daily pedestrian flow of the HEL proposal by predicting the change in commuting habits and routing of the public after the commissioning of the proposed HEL. We believe that with the above process, the usage of the HEL proposal can be more accurately reflected compared to the former assessment mechanism which estimates the pedestrian flow of walkway(s) then;
- (b) the proposed revised assessment mechanism will give more consideration on implementation readiness, including evaluating whether an environmental impact assessment (“EIA”) is required for implementing the HEL proposal pursuant to the Environmental Impact Assessment Ordinance (Cap. 499) or a Heritage Impact Assessment according to the relevant technical circular promulgated by the Development Bureau. Proposals not requiring such assessments can be

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<sup>4</sup> “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, and 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.

implemented more quickly; and

- (c) consideration will be given to the visual impact of the HEL proposal to the residents nearby as well as its distance with the adjacent buildings so as to better address public concern.

13. For proposals which solely involve crossing a single road or connecting to a single footbridge, they will be evaluated under the criteria for footbridge construction<sup>5</sup>, while those which form an integral part of another public works project will be considered under that respective project. Furthermore, the proposed revised assessment mechanism will not be applicable to proposals which entirely fall within the boundary of hospitals or public rental housing estates. Such proposals will be referred to the Hospital Authority or the Hong Kong Housing Authority for consideration instead. The proposed revised assessment mechanism is also not applicable to proposals which entirely fall within or solely connect to private development / land to ensure proper use of public funds.

## **CURRENT PROGRESS AND NEXT STEPS**

14. We have received a total of 114 HEL proposals (**Annex**) when preparing to commence the consultancy study. The consultant is currently conducting technical assessments and drawing up preliminary alignments of the 114 HEL proposals with a view to taking out proposals that will not be considered under the scope of HEL (see paragraph 13 above). After completion of the relevant work, the consultant will carry out Initial Screening and conduct preliminary scoring in the “Social Benefits” and “Cost-effectiveness” aspects of the proposals in accordance with the revised assessment mechanism.

15. We plan to select a batch of HEL proposals with higher effectiveness in the first quarter of 2020. And after consulting the respective District Councils, we will work towards completing the entire scoring process by 2020 so as to finalize the first batch of projects, totaling no less than 20, for priority implementation.

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<sup>5</sup> The footbridge related proposals will be assessed according to the relevant criteria stipulated in the Transport Planning and Design Manual published by the TD, including the anticipated pedestrian utilization, traffic speed, road safety, availability of alternative crossing facilities, etc.

16. On the other hand, in following up on Members' suggestions, we have conducted a review on the feasibility of setting up a dedicated fund or a block allocation subhead for HEL projects. In general, block allocation arrangement is more commonly used for minor works of smaller scale and lower cost. However, HEL projects generally require overcoming greater level differences and may involve upgrading works for slopes and building new public walkways. The works involved are thus of relatively large scale and will incur higher expenditure (taking HEL projects that are completed or under construction as example, the estimated construction cost can reach \$600 million). In addition, the project scope, nature and complexity of each HEL project vary, and so do their estimated project costs. This makes it very difficult to set a financial ceiling of expenditure for the proposed block allocation subhead. Thus we consider it more appropriate to take forward HEL projects following the established public works procedures. After completion of tasks mentioned in paragraphs 14 – 15 above, we will take forward the first batch of items in accordance to the Government public works procedures.

#### **ADVICE SOUGHT**

17. Members are invited to offer views on the HEL.

**Transport and Housing Bureau  
Transport Department  
November 2019**

**List of HEL Proposals under the Consultancy study**  
**(totalling 114 proposals)**

<b>No.</b>	<b>Name of HEL Proposal</b>	<b>Preliminary Alignment</b>
<b>Central and Western District (20 items)</b>		
HKI01	Extension of Centre Street Escalator from Bonham Road to Conduit Road	From Park Road near Oaklands Path to Conduit Road
HKI02	Ladder Street from Lok Ku Road to Hollywood Road	From Lok Ku Road to Hollywood Road
HKI03	Pokfield Path at Kennedy Town connecting Kennedy Town MTR station and Pokfield Road	From Pokfield Road along Pokfield Path to Smithfield
HKI04	From Sands Street near Academic Terrace to Pokfield Road	From Sands Street near Academic Terrace to Pokfield Road
HKI05	From Hill Road near Hill Road Flyover to Pok Fu Lam Road	From Hill Road near S.K.H. St. Peter's Primary School to Pok Fu Lam Road
HKI06	Robinson Road near Garden Terrace	Robinson Road near Garden Terrace
HKI07	From Conduit Road (Botanic Terrace) to Hornsey Road (Pearl Gardens)	From Conduit Road near Botanic Terrace to Hornsey Road near Pearl Gardens
HKI08	Staircase beside 242 Queen's Road Central to Gough Street	From 242 Queen's Road Central to Gough Street
HKI09	Staircase from 97A Robinson Road to 56-56A Conduit Road	From 97A Robinson Road to 56-56A Conduit Road
HKI10	Extension of Pound Lane Escalator from Bonham Road to Conduit Road	From Bonham Road near Bonham Court to Conduit Road
HKI11	Extension of Pound Lane Escalator from Hollywood Road to Sheung Wan MTR Station	From Lok Ku Road to Queen's Road Central
HKI12	Shing Wong Street from Hollywood Road to Caine Road	From Hollywood Road along Shing Wong Street to Caine Road
HKI13	Sai Ying Pun Jockey Club Polyclinic, 134 Queen's Road West (i) 102-128 Queen's Road West (ii) 128 - 138 Queen's Road West	Queen's Road West near Sai Ying Pun Jockey Club Polyclinic
HKI14	From Queen's Road Central near the Court of Final Appeal to Battery Path	From Queen's Road Central near HSBC Main Building to Battery Path



No.	Name of HEL Proposal	Preliminary Alignment
HKI15	Garden Road near Hong Kong Zoological and Botanical Gardens	Staircase at Garden Road near Hong Kong Zoological and Botanical Gardens
HKI16	Near Kennedy Road Station, The Peak Tram	Staircase near Kennedy Road Station, The Peak Tram
HKI17	404-406, 410-411 Victoria Road, Mount Davis	Between 406 and 410 Victoria Road
HKI18	Staircase beside Caine Road linking to Seymour Road	From Caine Road near Argenta to Seymour Road
HKI19	From Peel Street and Mosque Junction to Robinson Road	From Peel Street and Mosque Junction to Robinson Road
HKI20	Retaining wall outside University of Hong Kong (HKU) Lyttelton Road exit to Babington Path	From HKU Lyttelton Road exit to Babington Path
<b>Wan Chai District (12 items)</b>		
HKI21	From Stubbs Road to Shiu Fai Terrace near Stubbs Road Children's Playground	From Stubbs Road near Children's Playground to Shiu Fai Terrace
HKI22	Pedestrian access (Structure No. HF136) from Tai Hang Road to Sun Chun Street	From Ormsby Street to Tai Hang Road
HKI23	From Wood Road to Queen's Road East near St Joseph's Primary School	From Wood Road to Queen's Road East near St Joseph's Primary School
HKI24	From Stone Nallah Lane to Kennedy Road near Wan Chai Pak Tai Temple	From Stone Nallah Lane to Kennedy Road near Wan Chai Pak Tai Temple
HKI25	From Tai Hang Drive to Chun Fai Road near 5 Chun Fai Road	From Tai Hang Drive to Chun Fai Road near 5 Chun Fai Road
HKI26	Pedestrian access (Structure No. HF112) from Wun Sha Street to Tai Hang Road near Illumination Terrace	From Wun Sha Street to Tai Hang Road near Illumination Terrace
HKI27	From Tai Hang Road to Wong Nai Chung Gap Road near Valley View Court	From Tai Hang Road to Wong Nai Chung Gap Road near Valley View Court
HKI28	From On Lok Lane to Wan Chai Road	From On Lok Lane to Wan Chai Road
HKI29	From Tai Hang Road to Tai Hang Drive near C.C.C. Kung Lee College	From Tai Hang Road to Tai Hang Drive near C.C.C. Kung Lee College

No.	Name of HEL Proposal	Preliminary Alignment
HKI30	Lau Sin Street to Tin Hau Temple Road	From Lau Sin Street to Tin Hau Temple Road
HKI31	Pedestrian access (Structure No. HK64) from Lin Fa Kung Street East to Lai Tak Tsuen Road	From Lin Fa Kung Garden to Lai Tak Tsuen Road
HKI32	Pedestrian access (Structure No. HF119) from Stubbs Road Flyover to Tai Hang Road	From Tai Hang Road to Wong Nai Chung Gap Road near Valley View Court
<b>Eastern District (6 items)</b>		
HKI33	From Tai Man Street to Chai Wan Road (near Neptune Terrace)	From Tai Man Street to Chai Wan Road near Neptune Terrace
HKI34	Near Holy Cross Catholic Church, Sai Wan Ho	From Sai Wan Ho Street to Sai Wan Ho Holy Cross Catholic Church
HKI35	Healthy Street East to Pak Fuk Road	From Healthy Street East to Pak Fuk Road
HKI36	Staircase at Cheung Hong Street near North Point Methodist Church	From Cheung Hong Street to Tin Hau Temple Road
HKI37	Staircase between Tsat Tsz Mui Road and Tin Hau Temple Road	From Tsat Tsz Mui Road near Cheong Yuen to Tin Hau Temple Road
HKI38	Staircase between Tsat Tsz Mui Road and Kam Ping Street	From Tsat Tsz Mui Road near Cheong Yuen to Kam Ping Street
<b>Southern District (9 items)</b>		
HKI39	Staircase from Repulse Bay Road to Beach Road	From Repulse Bay Road to Beach Road
HKI40	Ap Lei Chau Praya Road to Lei Tung Estate Road	From Ap Lei Chau Praya Road near Larvotto to Lei Tung Estate Road
HKI41	Walkway/path from Ap Lei Chau Estate (West) to Main Street, Ap Lei Chau	From Ap Lei Chau Estate (West) to Lee Chi Street
HKI42	Victoria Road to Sha Wan Drive	From Victoria Road near Scenic Villa to Sha Wan Drive
HKI43	Staircase between Ap Lei Chau Main Street beside Manly House and Ap Lei Chau Bridge Road	From Ap Lei Chau Main Street near Manly House to Ap Lei Chau Bridge Road

No.	Name of HEL Proposal	Preliminary Alignment
HKI44	(1) Staircase between Yue Kwong Road and Yue Fai Road near Aberdeen Kai Fong Welfare Association Services Centre (2) Staircase between Yue Kwong Road and Aberdeen Main Road near Rest Garden	From Yue Kwong Road to Old Main Street Aberdeen
HKI45	Connecting Tin Wan Estate with Tin Wan Street	From Tin Wan Estate to Tin Wan Street
HKI46	Connecting Queen Mary Hospital Block S and Main Block with Pokfulam Road	From Block S and Main Block of Queen Mary Hospital to Pokfulam Road
HKI47	Connecting Yue Kwong Road and Aberdeen Main Road	From Yue Kwong Road to Aberdeen Main Road
<b>Island District (1 item)</b>		
NTE01	From Cheung Kwai Road to Cheung Kwai Estate in Cheung Chau	From Ping Chong Road to Cheung Kwai Estate
<b>Sai Kung District (2 items)</b>		
NTE02	Clear Water Bay Second Beach (Upper); Clear Water Bay Second Beach (Middle); and Clear Water Bay Second Beach (Lower)	From Clear Water Bay Second Beach bus terminus to Clear Water Bay Second Beach refreshment kiosk
NTE03	Tsui Lam Estate and King Ming Court to To Lok Road, Tseung Kwan O	From Tsui Lam Estate and King Ming Court to To Lok Road
<b>Shatin District (6 items)</b>		
NTE04	Staircase connecting Sha Tin Tau Road and footway beside Greenview Garden (for residents to/from between Sun Tin Wai Estate and Sun Chui Estate)	From Sha Tin Tau Road to the footway near Greenview Garden
NTE05	Staircase connecting Lion Rock Tunnel Road and Sha Tin Tau Road near Sun Tin Wai Estate	From Lion Rock Tunnel Road to Sha Tin Tau Road near Sun Tin Wai Estate
NTE06	Near Caritas Ma On Shan Secondary School	From Sai Sha Road to Block 6 of Saddle Ridge Garden

No.	Name of HEL Proposal	Preliminary Alignment
NTE07	Uphill, to the north of Fu Po Road near Block 10 Saddle Ridge Garden; Uphill, to the south of Kam Ying Road near Block 10 Saddle Ridge Garden,; and Kam Ying Road near Block 8 Saddle Ridge Garden,	From Kam Ying Road near Block 10 of Saddle Ridge Garden to Fu Po Road
NTE08	Pat Tsz Wo Street	From Pat Tsz Wo Village to Tsung Tau Ha Road
NTE09	(1) Stone steps (near Swire Coca-cola) at Siu Lek Yuen Road near Sha Lek Highway and Tate's Cairn Highway (2) From cycle track by the riverside to footpath at Siu Lek Yuen Road towards Castello	Staircase at Siu Lek Yuen Road near Sha Lek Highway and Tate's Cairn Highway
<b>Tsuen Wan District (5 items)</b>		
NTE10	Sham Tseng Tsuen Road to the footpaths in Sham Tseng Village	From Sham Tseng Tsuen Road to Sham Tseng Village
NTE11	Staircase connecting Tsuen King Circuit to On Yuk Road	From Tsuen King Circuit to On Yuk Road
NTE12	Tai Wo Hau MTR Station Exit A to staircase at Ho Pui Tsuen/Kwok Shui Road Park to Kwok Shui Road	From Kwok Shui Road to Kwok Shui Road Park
NTE13	Castle Peak Road connecting Sea Crest Villa and Anglers' Bay	From Castle Peak Road to Sea Crest Villa and Anglers' Bay
NTE14	Da Chuen Ping Village	Staircase at Da Chuen Ping Village
<b>Yuen Long District (1 item)</b>		
NTW01	Staircase and ramp from Pat Heung Road to Tsing Long Highway (Kowloon bound)	From Pat Heung Road to Tsing Long Highway (Kowloon bound)
<b>Kwai Tsing District (19 items)</b>		
NTW02	From Wo Yi Hop Road to Tai Loong Street	From Wo Yi Hop Road near HKTA The Yuen Yuen Institute No.1 Secondary School to Tai Loong Street
NTW03	From Shek Pai Street to Tai Loong Street	From Tai Loong Street to Shek Pai Street Park

No.	Name of HEL Proposal	Preliminary Alignment
NTW04	From Lai Kong Street to Lai Chi Ling Road	From Lai Kong Street to Lai Chi Ling Road
NTW05	Lai King from Lai Cho Road, Lim Cho Street to Lai Kong Street, Kwai Chung	From Lai Cho Road, Lim Cho Street to Lai Kong Street
NTW06	From Lai Cho Road to Lai King Hill Road	From Lai Cho Road to Lai King Hill Road
NTW07	High Prosperity Terrace and Upper Tai Wo Hau Estate (from Kwai Shing Circuit to Shek Tau Street)	From Kwai Shing Circuit near High Prosperity Terrace to Shek Tau Street
NTW08	Shing Fung House, Kwai Shing East Estate from Kwai Shing Circuit to Tai Wo Hau Road (1) Shing Fung House to Kwai Shing Circuit (2) Kwai Shing Circuit to Tai Wo Hau Road	From Kwai Shing Circuit to Shing Fung House
NTW09	From Lai Cho Road (near Kai Him Lau) to the junction of Lai King Hill Road/King Cho Road, Kwai Chung	From Lai Cho Road near Kai Him Lau to King Cho Road
NTW10	Wah Sing Street towards Kwai Hing MTR Station	From Castle Peak Road - Kwai Chung to Wah Sing Street
NTW11	Stone steps by Kam Shek Building connecting Tai Pak Tin Street with Shek Yam Road	From Tai Pak Tin Street near Kam Shek Building to Shek Yam Road
NTW12	Shek Pai Street Park	From Shek Pui Street to Shek Pai Street Park
NTW13	Kwai Shing West Estate and Kwai Fong (from Kwai Luen Road to Wing Fong Road) (1) Kwai Luen Road to Kwai Shing Circuit (2) Kwai Shing Circuit to Wing Fong Road	From Kwai Luen Road near Luen Yat House to Kwai Shing Circuit
NTW14	Cheung Wang Estate, Tsing Yi (near service reservoir) to Cheung Hang Estate	From Liu To Road Playground to Cheung Wang Estate
NTW15	Bank Building at Tai Loong Street to Shek Lei Shopping Centre	From Tai Loong Street near Bank Building to Shek Lei Shopping Centre

No.	Name of HEL Proposal	Preliminary Alignment
NTW16	Kwai Fat Building and Lai Shek House	From Kwai Fat Building to Lai Shek House
NTW17	Shek Yam East Estate footbridge to Tai Pak Tin Street Bus stops	From Shek Yam East Estate footbridge to Tai Pak Tin Street bus stops
NTW18	Connecting Cheung Hong Estate to Chung Mei Road near Sheung Ko Tan Street and HyD's Footbridge (Structure No. NF123)	From Cheung Hong Estate to Chung Mei Road near Sheung Ko Tan Street
NTW19	Wo Yi Hop Road (next to Kam Heng Building) to Tai Pak Tin Street	From Wo Yi Hop Road near Kam Heng Building to Tai Pak Tin Street
NTW20	Shek Yam Road Staircase (next to Yi Wo Building) to Tai Pak Tin Street	From Shek Yam Road near Yi Wo Building to Tai Pak Tin Street
<b>Tuen Mun District (1 item)</b>		
NTW21	King San Path	From San Hui Path to King San Path
<b>Sham Shui Po District (5 items)</b>		
KLN01	From Lei Cheng Uk Rest Garden to Chak On Estate, Tai Po Road	From Lei Cheng Uk Rest Garden to Chak On Estate
KLN02	From Tai Hang Tung Road near Yau Yat Chuen School to Magnolia Road	From Tai Hang Tung Road near Yau Yat Chuen School to Magnolia Road
KLN03	From Chak On Estate to Pak Tin Estate, Sham Shiu Po	From Chak On Estate to Pak Tin Estate
KLN04	Lai King Hill Road near Ching Lai Commercial Centre & Ching Cheung Road footbridge (Structure No. KF115) near Mei Foo MTR Station	From Lai King Hill Road near Ching Lai Commercial Centre to Ching Cheung Road footbridge near Mei Foo MTR Station
KLN05	From Tai Hang Tung Road beside Concordia Lutheran School to Begonia Road	From Tai Hang Tung Road near Concordia Lutheran School to Begonia Road
<b>Yau Tsim Mong District (1 item)</b>		
KLN06	From Cliff Road to King's Park	From Cliff Road to King's Park
<b>Wong Tai Sin District (10 items)</b>		
KLN07	From GMB Terminus at Clear Water Bay Road to Pak Fung House of Choi Wan Estate	From GMB terminus at Clear Water Bay Road to Pak Fung House of Choi Wan Estate

No.	Name of HEL Proposal	Preliminary Alignment
KLN08	From footpath of Chuk Yuen Road to Chuk Yuen North Estate beside Chuk Yuen Sports Centre	From Chuk Yuen Road near Chuk Yuen Sports Centre to Chuk Yuen North Estate
KLN09	From Chuk Yuen Road to Tsui Chuk Plaza to - southern Chuk Yuen Road near Ma Chai Hang Recreation Ground connecting to Chuk Yuen Shopping Centre/Kindergarten	From Chuk Yuen Road to Tsui Chuk Plaza
KLN10	Choi Wan Area	Within Choi Wan (I) and (II) Estates
KLN11	From access at Pak Fung House, Choi Wan (I) Estate to Choi Hung MTR Station	From GMB terminus at Clear Water Bay Road to Pak Fung House of Choi Wan Estate
KLN12	From Choi Wan Estate Community Centre to Ping Ting Road East	From Choi Wan Estate Community Centre to Ping Ting Road East
KLN13	From Lung Cheung Road near Bauhinia Garden and Wang Tau Hom Estate	From Lung Cheung Road near Bauhinia Garden to Wang Tau Hom Estate
KLN14	From Tsz Wan Shan Road along Shatin Pass Road to Chuk Yuen North Estate (connecting to the Rank No. 8 HEL proposals - Pedestrian Link at Chuk Yuen North Estate)	From Tsz Wan Shan Road along Shatin Pass Road to Chuk Yuen North Estate
KLN15	From Blocks 11 & 12 of Tsui Chuk Garden to Chui Chuk Street	From Blocks 11 & 12 of Tsui Chuk Garden to Chui Chuk Street
KLN16	From Blocks 5 & 6 of Tsui Chuk Garden to Chuk Yuen Road	From Blocks 5 & 6 of Tsui Chuk Garden to Chuk Yuen Road
<b>Kowloon City District (2 items)</b>		
KLN17	Dyer Avenue near Wing Wing Building	From Man Tai Street to Dyer Avenue near Wing Wing Building
KLN18	Staircase connecting footpath near Fat Kwong Street Flyover and Man Yue Street	From Fat Kwong Street Flyover to Man Yue Street
<b>Kwun Tong District (14 items)</b>		
KLN19	From Choi Tak Estate to Kwun Tong Road, Kwun Tong	From Choi Tak Estate to Kwun Tong Road
KLN20	From Tsui Ping Road to Hiu Kwong Street, Kwun Tong	From Tsui Ping Road to Hiu Kwong Street

No.	Name of HEL Proposal	Preliminary Alignment
KLN21	From Shung Yan Street to Shui Ning Street, Kwun Tong	From Shung Yan Street to Hong Ning Road Recreation Ground
KLN22	Staircase at Shui Ning Street (near CCC Kei Chi Secondary School)	From Shung Yan Street to Shui Ning Street
KLN23	From Kung Lok Road to Hong Lee Road, Kwun Tong	From Kung Lok Road to Hong Lee Road
KLN24	From Lei Yue Mun Road to Kai Tin Road	From Lei Yue Mun Road to Kai Tin Road
KLN25	From Choi Ha Road to Ngau Tau Kok Road near Cheerful Court	From Choi Ha Road to Ngau Tau Kok Road near Cheerful Court
KLN26	Hong Tin Court near Yue Hong House	From Hong Tin Court near Yue Hong House to Sceneway Garden
KLN27	From Po Tat Estate and Sau Mau Ping Estate to Kwun Tong MTR station	From Hiu Ming Street to Tsui Yung House, Tsui Ping North Estate
KLN28	From Anderson Road Development to Kwun Tong MTR station	From Hiu Ming Street to Tsui Yeung House, Tsui Ping North Estate
KLN29	Near Jordan Valley St Joseph's Catholic Primary School	From Choi Ha Road to the subway near Jordan Valley St Joseph's Catholic Primary School
KLN30	From Choi Hing Road to Choi Wan Road near Salt Water Service Reservoir	From Choi Hing Road to Choi Wan Road near salt water service reservoir
KLN31	Near Kwun Tong Road Rest Garden	From Kwun Tong Road to Horse Shoe Lane
KLN32	Kai Tin Road near S.K.H. Kei Hau Secondary School	From Lei Yue Mun Road to Kai Tin Road near S.K.H. Kei Hau Secondary School