

政府總部
運輸及房屋局
運輸科
香港添馬添美道 2 號
政府總部東翼



**Transport and
Housing Bureau
Government Secretariat**

Transport Branch
East Wing, Central Government Offices,
2 Tim Mei Avenue,
Tamar, Hong Kong

本局檔號 OUR REF.: THB(T)L4/1/170
來函檔號 YOUR REF.: CB4/PL/TP

電話 Tel. No.: 3509 8181
傳真 Fax No.: 2136 8017

Ms Sophie LAU
Clerk to Panel on Transport
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong

**By email and fax
(Fax no.: 2840 0716)**

12 March 2020

Dear Ms LAU,

**Subcommittee on Hillside Escalator Links and Elevator Systems
under the Panel on Transport**

At the meeting of the Subcommittee on Hillside Escalator Links and Elevator Systems (“the HEL Subcommittee”) held on 13 November 2019, some Members requested the Administration to provide further information regarding the implementation of hillside escalator links and elevator systems (“HEL”) projects and related matters. Having consulted the Transport Department (“TD”) and the Highways Department (“HyD”), our consolidated reply is as follows:

(1) Selection of the first batch of projects from the 114 HEL proposals

The TD commenced a consultancy study in December 2017 to review and improve the assessment mechanism for HEL proposals. The Government consulted the Legislative Council (“LegCo”) Panel on Transport on the proposed revisions to the assessment mechanism on 14 December 2018. Subsequently, the Government reported the latest progress of the revisions to the assessment mechanism to the HEL Subcommittee on 13 November 2019 and received Members’ support.

In accordance with the revised assessment mechanism, the consultant has substantially completed its work in conducting technical assessments and drawing up of preliminary alignments of the 114 HEL proposals received. It will proceed to carrying out Initial Screening and conducting scoring in the “Social Benefits” and “Cost-effectiveness” aspects of the proposals which fall under the scope of HEL.

Our target is to select a batch of HEL proposals with the most evident social benefits and highest cost-effectiveness for priority implementation. Having considered past experience in taking forward relevant projects, we plan to implement no fewer than 20 HEL proposals in the first batch. The implementation timetable for the first batch of projects is as follows:

First quarter of 2020	To select a batch of HEL proposals with higher effectiveness based on their preliminary scoring in “Social Benefits” and “Cost-effectiveness” in accordance with the revised assessment mechanism.
Within 2020	On the proposals selected, to consult District Councils (“DCs”) and complete the entire scoring process so as to come up with the first batch of projects for implementation.
2021	To start implementing the first batch of HEL projects.

We plan to follow up on the remaining proposals and other newly received HEL proposals when the first batch of projects are being smoothly implemented.

(2) Implementation of HEL projects

Before implementing HEL projects, the Government will first assess the proposals received. The procedures include carrying out Initial Screening, for screening out proposals which are obviously infeasible or unjustified for implementation, and Detailed Scoring, for prioritisation.

Afterwards, the TD will define the project scope of the proposals and pass the projects to the HyD to ascertain their preliminary technical feasibility. A series of pre-construction preparation work will follow if preliminary technical feasibility is established. The HyD will carry out ground investigation and preliminary design and engage engineering consultancy firms to implement multiple projects in parallel. Meanwhile, the HyD and the TD will also consult

DCs and relevant stakeholders on the details of and arrangements for the projects. Based on past experience, local communities had diverse views on the alignments and design in multiple projects. Contrasting views are especially common between those living in uphill and downhill areas. As such, more time is needed for the departments to reconcile such views. Depending on the views from local communities, the HyD may need to re-conduct certain procedures such as investigation studies and technical assessments. Hence, implementation is usually smoother for projects on which consensus can be reached earlier in time. When the projects receive support from DCs and local communities, the HyD will commence detailed design for the projects, proceed to gazetting and resolving objections (if any) in accordance with the Roads (Works, Use and Compensation) Ordinance, as well as commence other established procedures (e.g. environmental impact assessment, heritage impact assessment, traffic impact assessment, land resumption (if necessary), etc.). If a particular project receives more objections during gazettal or involves complicated issues, more time may be required for handling and rationalizing the views.

Upon completion of the above procedures, the Government will seek funding approval for the projects from the LegCo Finance Committee in order to commence the construction works. Depending on the actual circumstances of an individual project, the HyD will prepare for the tendering exercise in advance with a view to awarding the contract and commencing construction as soon as possible.

The required work for the construction of an HEL project is the same as that for the construction of other public works projects. The actual time required from conducting preliminary technical feasibility study to the completion of construction works is subject to the complexity of individual projects (e.g. geological conditions, slope conditions, traffic conditions, underground utilities, construction restrictions, whether resumption of private land is necessary, etc.), as well as views from the public, and hence cannot be generalized.

As mentioned above, in assessing HEL proposals, the TD will conduct a more comprehensive technical assessment in the Initial Screening stage in accordance with the revised assessment mechanism. New criteria are also introduced to better ascertain the necessity and feasibility of the proposals. In addition, the TD has also refined the scoring weightings and improved the assessment criteria taking into account past experience in implementing HEL projects. For example, "Implementation Readiness" will become one of the key assessment criteria under the revised assessment mechanism. Through the more comprehensive and accurate assessments conducted under the revised assessment mechanism, we believe that the projects will be implemented more smoothly.

During the process of implementing the existing HEL projects, the HyD has progressively put in place measures on various fronts with a view to expediting the implementation of projects. On staffing resources, in addition to increasing manpower for implementing the projects through internal resource deployment, the HyD has also engaged engineering consultant firms to carry out work such as investigation studies, design, construction and supervision with a view to implementing multiple projects in parallel. On the design and construction of projects, the HyD will obtain records of underground utilities from utilities companies and excavate trial pits to ascertain the actual situations of underground utilities as early as possible and consider early commencement of utilities diversion works. Meanwhile, the HyD will also proactively look into the use of pre-cast components in order to reduce construction time. The HyD will continue to explore ways to further enhance the design and construction of projects by taking into account the experience in implementing HEL and similar projects.



(Austin HSU)

for Secretary for Transport and Housing

c.c.:

Commissioner for Transport (Attn.: Mr Ricky TANG) (Fax no.: 2824 0399)
Director of Highways (Attn.: Mr F K Lai) (Fax no.: 3188 3418)