

**CONTROLLING OFFICER'S REPLY****THB(T)246****(Question Serial No. 4125)**

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

**Question (Member Question No. 102):**

What are the criteria that the Transport and Housing Bureau (THB) used for ranking the proposals for the provision of hillside escalator links? In 2014-15, how many public participation events will be held for this matter? What will be the estimated expenses and number of staff involved?

Asked by: Hon. KWOK Ka-ki

**Reply:**

The Government established a set of objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems to determine the priority for conducting preliminary technical feasibility studies for the proposed works projects. The assessment for the 20 proposals received at the time was completed in 2010 and the results were reported to the Legislative Council Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

The ranking system on the provision of hillside escalator links and elevator systems comprised initial screening and scoring stages. The initial screening stage was meant to screen out proposals which were obviously infeasible or unjustifiable for implementation. Proposals which passed the initial screening stage would be evaluated by the scoring system, based on a set of criteria in three aspects, namely, circumstantial factors, beneficial factors and implementation factors.

The Government is taking forward the top 13 ranked proposals which are at varying stages of progress. The number of public engagement events to be held in 2014-15 will depend on the potential impact of individual proposals on their respective neighbourhoods, and these factors will only be known as the studies on the proposals progress. The Transport Branch of the THB will deploy internal staff to oversee the implementation of these public engagement events as they arise.