

CONTROLLING OFFICER'S REPLY

THB(T)237

(Question Serial No. 3899)

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:

According to some members of the local community, a significant number of developments are located near hillside in the Kwai Tsing District where there are many slopes. In this connection, will the Government advise on the following:

- (a) Over the past three years, what were the Government's manpower, expenses and measures involved in each year for the enhancement of pedestrian facilities including the provision of lifts, escalators, etc. in the district?
- (b) In the coming three years, will the Government continue to improve the pedestrian facilities? If yes, what are the manpower and expenses involved, as well as the details? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 62)

Reply:

The Government established in 2009 a set of comprehensive, objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems (hereafter referred to as hillside escalator links) to determine the priority for conducting preliminary technical feasibility studies for the 20 works proposals received at that time. On this, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the results were reported to the LegCo 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.

Subsequently, upon reviewing the manpower resources, the Highways Department (HyD) has commenced the preliminary technical feasibility studies for the proposals ranked eleventh and twelfth. These two studies were completed in the second and third quarters of 2014 respectively. The 18 ranked proposals are listed below:

Rank	District	Proposal
1	Wong Tai Sin	Pedestrian Link at Tsz Wan Shan
2	Eastern	Braemar Hill Pedestrian Link
3	Kwai Tsing	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi
4	Central and Western	Escalator Link and Pedestrian Walkway System at Pound Lane
5	Kwai Tsing	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung
6	Kwai Tsing	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung
7	Kwai Tsing	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road, Kwai Chung
8	Wong Tai Sin	Pedestrian Link near Chuk Yuen North Estate
9	Kowloon City	Lift and Pedestrian Walkway System at Waterloo Hill
10	Kwai Tsing	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road
11	Kwai Tsing	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung
12	Kwun Tong	Lift and Pedestrian Walkway at Luen On Street
13	Kwun Tong	Yuet Wah Street Pedestrian Linkage
14	Sai Kung	Escalator Link System between Hong Sing Garden and Po Hong Road
14	Kwai Tsing	Lift System between Lai King Hill Road and Princess Margaret Hospital
16	Sha Tin	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road
17	Kwai Tsing	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road
18	Sha Tin	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station

Among these proposals, eight proposals are in the Kwai Tsing District. The progress of the proposals concerned is listed below:

Rank	Proposal	Progress of the project
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The preliminary technical feasibility study, investigation and preliminary design have been completed. The HyD has also commenced the detailed design.
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.

Rank	Proposal	Progress of the project
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It is revealed in the preliminary technical feasibility study that the project involves two dangerous private slopes. The HyD will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD is preparing to engage consultants for the investigation and preliminary design.
14	Lift System between Lai King Hill Road and Princess Margaret Hospital	The ground investigation for construction of lift tower at Princess Margaret Hospital undertaken by the Hospital Authority (HA) has been completed. Pending the investigation results which are being compiled, relevant information will be used for the detailed design of the lift system, which will be undertaken by the HA.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.

The cumulative expenditure from 2012-13 to 2014-15 for taking forward the proposals in the Kwai Tsing District is about \$3 million, whereas the estimated expenditure in 2015-16 is about \$7 million. The estimated expenditure for 2016-17 and 2017-18 will be subject to the progress of individual proposals.

The Transport Branch of the Transport and Housing Bureau deploys existing staff resources to oversee the technical feasibility studies and the planning for the higher-ranking proposals on hillside escalator links as part of their normal duties. There is no separate breakdown for this purpose. Staff of the HyD, the Transport Department and the Electrical and Mechanical Services Department are also assisting in the implementation of the hillside escalator links. In addition, consultants have been engaged to provide technical assistance as necessary, and the cost incurred for engaging consultants for these proposals are included in the expenditure mentioned above.

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