

**Proposed 2nd Central to Mid-Levels Escalator Link
Preliminary Findings of the Technical Feasibility Study**

PURPOSE

This paper aims to report to the District Council the preliminary findings of the Technical Feasibility Study on the proposed 2nd Central to Mid-Levels escalator link, and to seek the views of the District Council.

BACKGROUND

2. In March 2010, we briefed the District Council on the Assessment System on the Provision of Hillside Escalator Links and Elevator Systems, as well as the assessment results for a total of 20 proposals. The Ladder Street alignment suggested by the Central and Western District Council (C&W DC) ranked 4th in the assessment, and was included in the first batch of technical feasibility studies.

3. Given that Ladder Street has been classified as a Grade 1 Historic Building, the Highways Department first assessed the heritage impact of the proposed 2nd Central to Mid-Levels escalator link, and also consulted the Antiquities and Monuments Office. If the proposed escalator link is built at Ladder Street, it would require the demolition of about half of the staircase

along the street for the installation of escalators and the remaining half for utilities diversion, and that would impose adverse impact on the preservation of Ladder Street as a Grade 1 Historic Building. Therefore, the Transport Department and Highways Department tried to identify amended routings for constructing the escalator link in the vicinity of Ladder Street alignment. After assessing other possible alternative alignments (including Shing Wong Street and Pound Lane), it was found that the alignment at Pound Lane would serve a larger residential area and more residents with less duplication with the existing similar pedestrian facilities, plus less impact on the existing historic buildings in the area. Hence, the alignment at Pound Lane was chosen for further technical feasibility study.

PRELIMINARY FINDINGS

4. The technical feasibility study for Pound Lane alignment is substantially completed. The preliminary findings reveal that it is technically feasible to construct an escalator link at Pound Lane from Tai Ping Shan Street to Bonham Road. The proposed escalator link will consist of eight one-way escalators and one footbridge, all of which will be covered. (For details, please refer to the attached drawing no. HWDCW114A-GL0021.) Stairlifts will be provided along the alignment for the disabled.

5. As there are buildings and community facilities along the two sides of Pound Lane, there is a need to carefully examine the locations for the escalators, the best option for lifting facilities (i.e. escalators or lifts), and escalator layout arrangements, such that the impact on existing buildings and

community facilities will be kept to a minimum. However, as the width of some sections of Pound Lane is not sufficient for accommodating the proposed escalator link, acquisition of part of the lot of existing community / government facilities in the vicinity would be required for the construction of the 2nd Central to Mid-Levels escalator link. The affected community / government facilities include :

- (i) Pound Lane Public Toilet cum Bath House – part of the area will need to be acquired for the installation of two escalators. For the provision of the required space, the public toilet cum bath house will be demolished and re-provisioned in situ;
- (ii) Blake Garden - part of the area will need to be acquired for the provision of vehicular u-turn facility and to cater for the proposal for the widening of footpath;
- (iii) The Centre for Food Safety (i.e. No.4, Hospital Road) – part of its backyard will need to be acquired for the provision of a pedestrian crossing and the proposed widening of the footpath at Hospital Road; and
- (iv) Bonham Road Rest Garden – it will need to be acquired for the construction of a footbridge, an escalator and a covered stairway. The demolition of the rest garden and associated structures is also required.

WAY FORWARD

6. We will continue to study the above land issues with reference to District Council's advice with a view to finalizing the layout of the Pound Lane alignment. Thereafter, we will proceed to carrying out site investigations and preliminary design in accordance with the established procedures so as to further take forward the proposal.

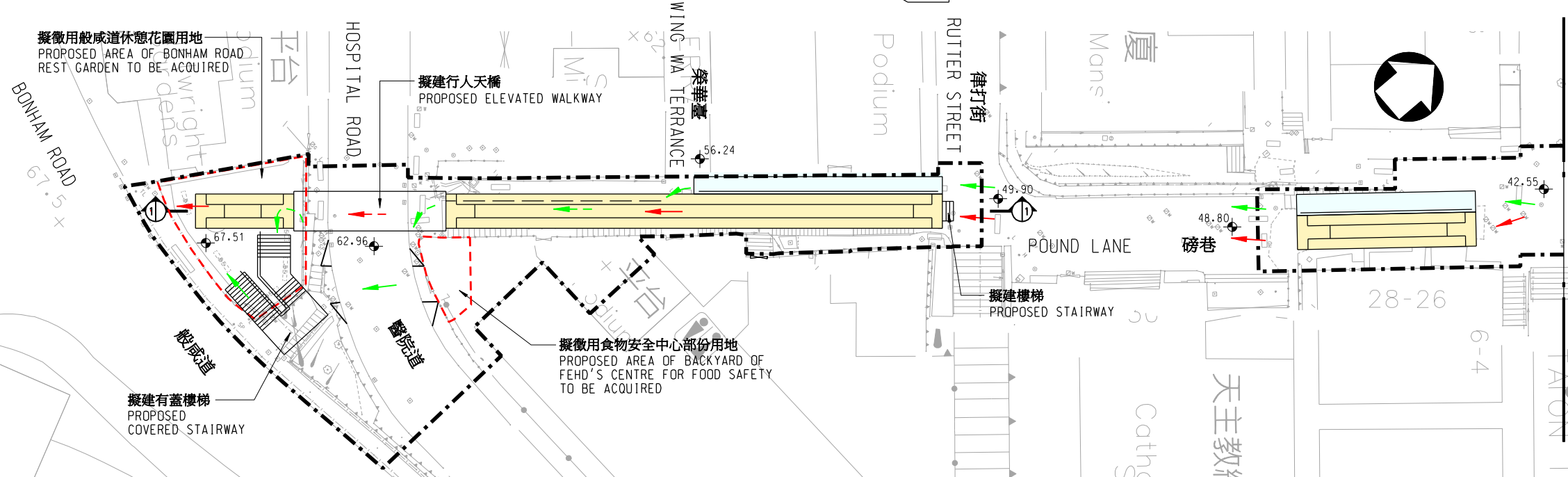
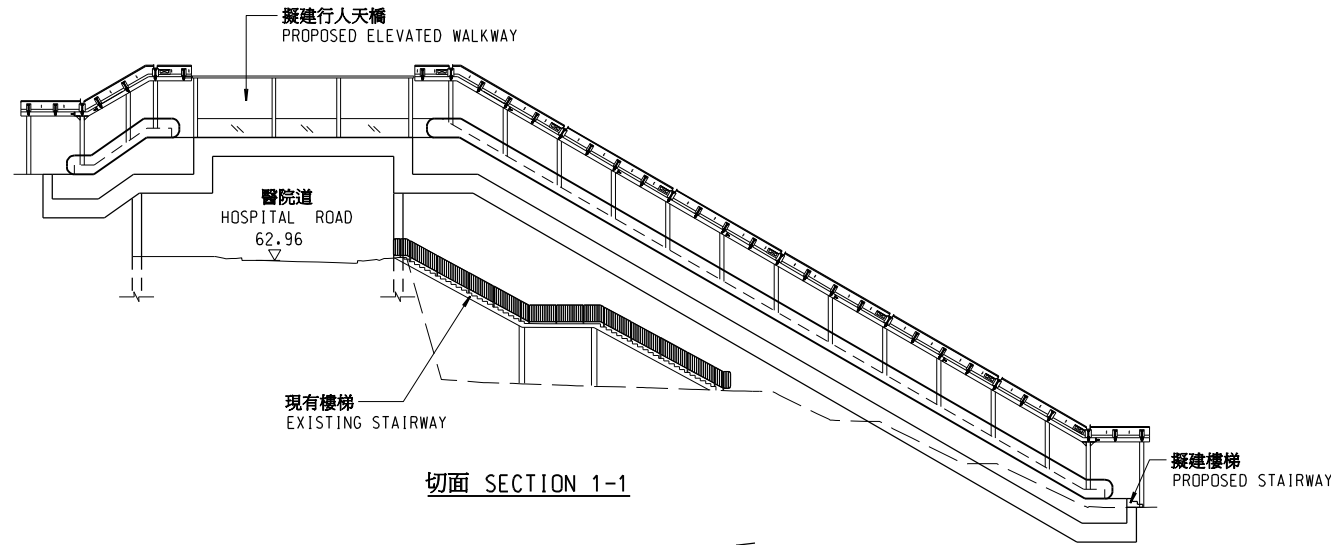
ADVICE SOUGHT

7. Members are invited to note the content of this paper and provide their comments.

Attachment – Drawing No. HWDCW114A-GL0021

Transport Department/ Highways Department

July 2011

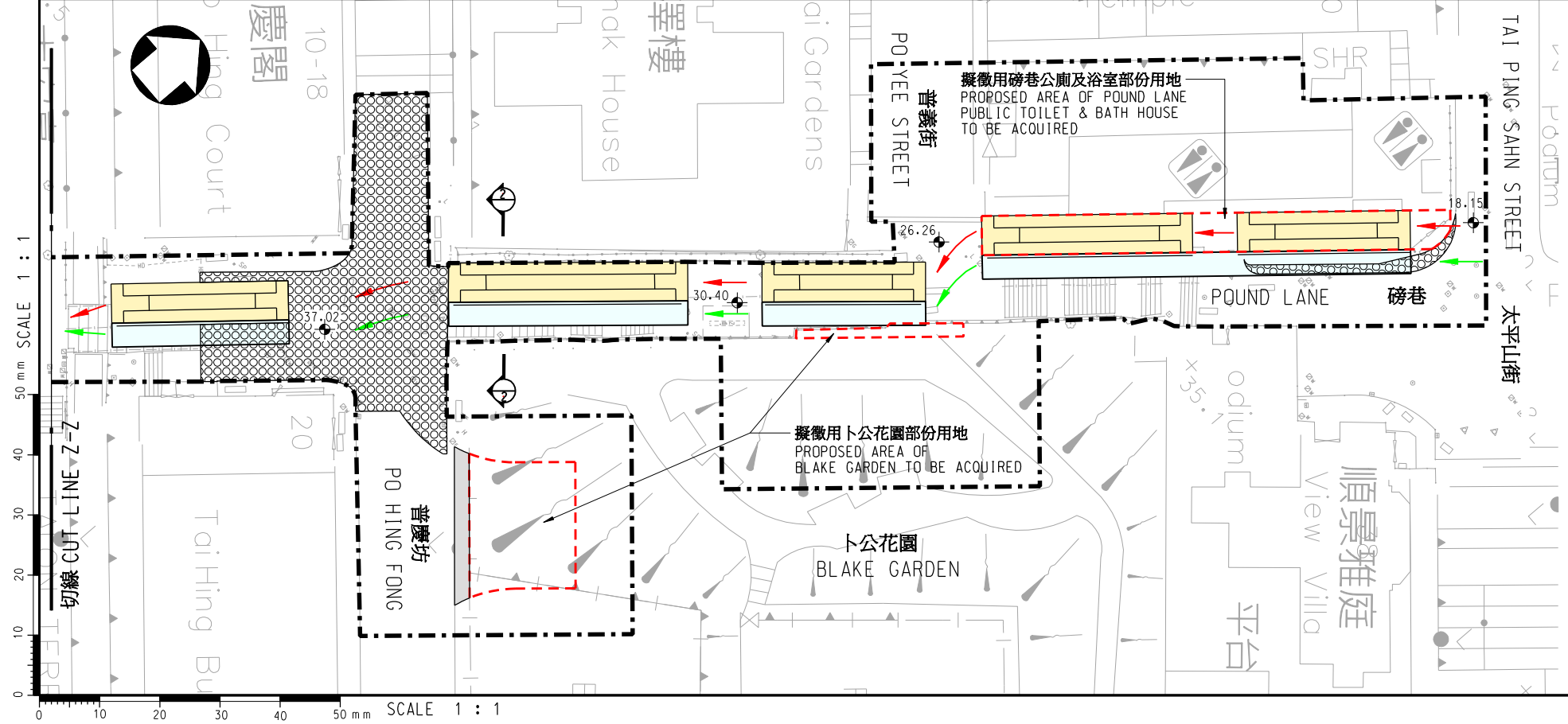
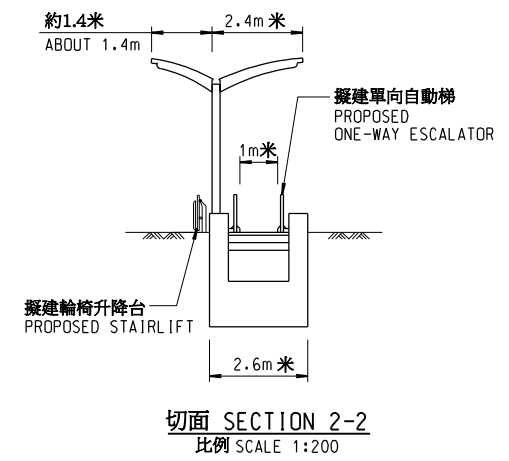


- 圖例 LEGEND:**
- 工地 WORKS SITE
 - 擬建有蓋自動梯連接系統 PROPOSED COVERED ESCALATOR SYSTEM
 - 擬建行人路上蓋 PROPOSED FOOTPATH COVER
 - 將現有行車道範圍改變為行人路 EXISTING CARRIAGEWAY AREA TO BE CONVERTED TO FOOTWAY
 - 將現有行人路範圍改變為行車道 EXISTING FOOTWAY TO BE CONVERTED TO CARRIAGEWAY
 - 行人移動方向 DIRECTION OF PEDESTRAIN FLOW
 - 行人移動方向(輪椅使用者) DIRECTION OF PEDESTRAIN FLOW (FOR THE WHEEL-CHAIR USER)

版 No.	日期 Date	修改項目 Description	簽署 Initial

修訂 Revision

	職位 Post	姓名 Name	簽署 Initial	日期 Date
設計 Designed	E/HK3-1	F.K. LAI		
繪圖 Drawn	TO/4-1	P.S. LAM		
核對 Checked				



圖則名稱 Plan Title
磅巷行人天橋及自動梯連接系統 - 平面圖
 PROPOSED ESCALATOR LINK AND PEDESTRAIN WALKWAY SYSTEM AT POUND LANE - LAYOUT PLAN

圖則編號 Plan No.
HWDCW114A-GL0021

比例 Scale 1 : 400 或如圖所示 OR AS SHOWN **A3**

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辦事處 Office **工程處 WORKS DIVISION**

HIGHWAYS DEPARTMENT HONG KONG **路政署**

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