

Proposed Pound Lane Escalator Project
Findings of Public Consultation and Preliminary Refined Scheme

PURPOSE

This paper aims to report to the Central & Western District Council (C&WDC) the findings of the public consultation exercise completed in the third quarter of 2013 and the preliminary refined scheme of the proposed Pound Lane escalator, and to seek the views of the C&WDC.

BACKGROUND

2. In recent years, the C&WDC and the local residents have requested the Administration to construct the second hillside escalator from Central to Mid-levels for providing a comfortable and convenient route for pedestrians travelling between Central/Sheung Wan and Mid-levels with a view to encouraging members of the public to walk.

3. In February 2010, the Administration reported to the Panel on Transport of the Legislative Council some proposals on “hillside escalator links and elevator systems”, including an escalator link at Ladder Street which was proposed by the C&WDC. The proposed escalator link at Ladder Street was then taken forward for a preliminary technical feasibility study.

4. Because Ladder Street is classified as a Grade 1 Historic Building by Antiquities and Monuments Office (AMO), the Transport Department and Highways Department investigated other alternative alignments in its vicinity during the preparation work for preliminary technical feasibility study to avoid

adverse impact on the historic value of Ladder Street. 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 pedestrians, with less duplication with the existing similar pedestrian facilities and less impact on the existing historic buildings in the area. Therefore, the alignment along Pound Lane was chosen for further preliminary technical feasibility study.

5. In July 2011, we reported to the C&WDC that the proposed escalator link at Pound Lane was technically feasible and also obtained the support of the C&WDC. We then employed a consultant to further investigate the proposed Pound Lane escalator project. The public expressed many different views about the project, hence we conducted public consultation in the period from July to September 2013 to collect the public's views on the preliminary design and alignment of the Pound Lane escalator. The public consultation activities included launching a project website; distributing project pamphlets to the local residents and the relevant stakeholders; holding roving exhibitions and conducting more than 20 focus group meetings to enable the public to understand the project details and express their views.

6. In September 2014, we also reported to the Working Group on the Concern over the Development of Uphill Escalator in Central & Western District (Working Group) the findings of the public consultation and the preliminary refined scheme of the proposed Pound Lane escalator. The Working Group supported the preliminary refined scheme and recommended our department to submit relevant information to the C&WDC for further discussion.

FINDINGS OF PUBLIC CONSULTATION

7. Throughout the two-month public consultation, we received about 5,000 public views. In summary, both supporting views and opposing views to the project are of considerable amounts and similar order. The concerns of the public involved various aspects of the project, especially on the project need, usage volume, cost, environmental & heritage preservation, community impact and alternative alignment.

PRELIMINARY REFINED SCHEME

8. After listening to and considering the public views as well as reviewing the original scheme, we propose that some design and alignment of the Pound Lane escalator project can be considered to be revised and refined to minimize the impact. The proposed refinements include:

- (i) Delete the lower half portion of the proposed escalator which is within the boundary of the Pound Lane Public Toilet and narrow the stairway from the female toilet entrance to Po Yee Street to make way for the upper half portion of the escalator, and this change can avoid reconstruction of Pound Lane Public Toilet and potential impact on Kwong Fook I Tsz ;
- (ii) Remove the parapet wall of the existing stairway beside Fook Chak House to make way for the escalator, and this change can avoid alteration of the existing retaining wall of Blake Garden;
- (iii) Relocate the U-turn facility originally proposed to fall within Blake Garden to Upper Station Street, and this change can avoid occupying land of Blake Garden, felling of trees within the Garden and adverse impact to an old and valuable tree; and

- (iv) Turn the existing slope on the east of the stairway beside the Bonham Road Rest Garden into a garden to make up for the loss of Bonham Road Rest Garden.

9. However, the refined scheme will possibly necessitate the demolition and re-provisioning of the boundary wall of No. 4 Hospital Road which has already been classified as a Grade 2 Historic Building by AMO. An assessment is now underway to investigate the impacts on the nearby heritage due to the project and therefore the refined scheme may be revised further, subject to the assessment result.

10. The refined scheme comprises seven flights of one-way covered escalators and a covered elevated walkway. (For details, please refer to the attached Annex 1). Nine sets of stair lifts for the disabled will also be provided alongside the proposed escalator.

ADVICE SOUGHT

11. According to most of the public's concerns or views collected in the public consultation on design/construction aspects, we propose to consider taking appropriate mitigation measures and refining the original scheme. However, the construction of the Pound Lane escalator will inevitably impose a degree of impact on the original environment of the Pound Lane area. The Administration is open-minded about whether the proposed Pound Lane escalator should be constructed or not. And since both the collected supporting and opposing views are of considerable amounts, therefore, after reporting to the Working Group the findings of the public consultation and the proposed refined scheme, we now submit the relevant information to the District Council for further discussion and consultation.

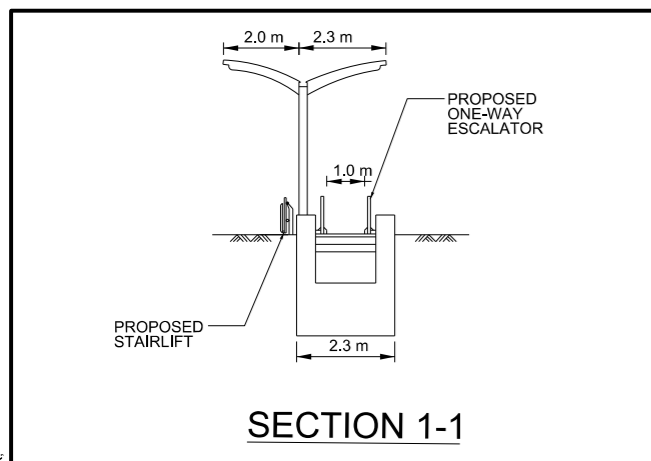
12. Members are invited to note the content of this paper and provide comments.

Attachment – Annex 1

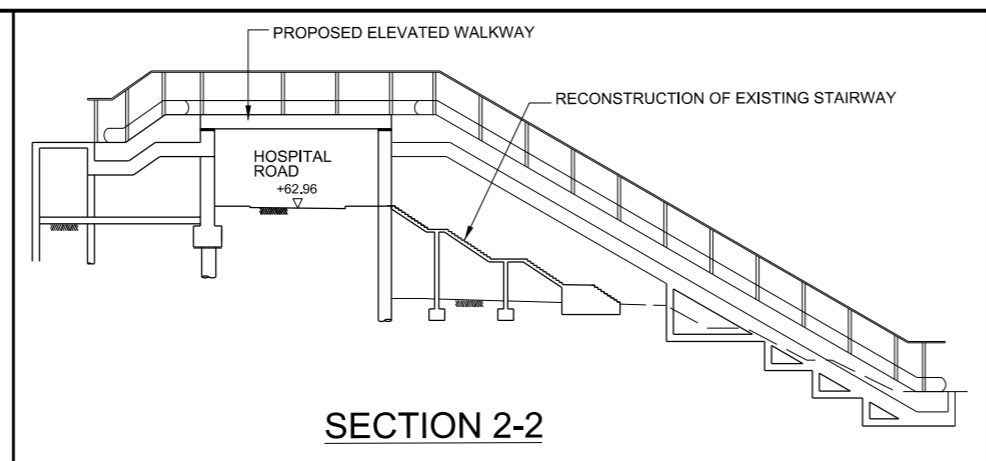
Highways Department

January 2015

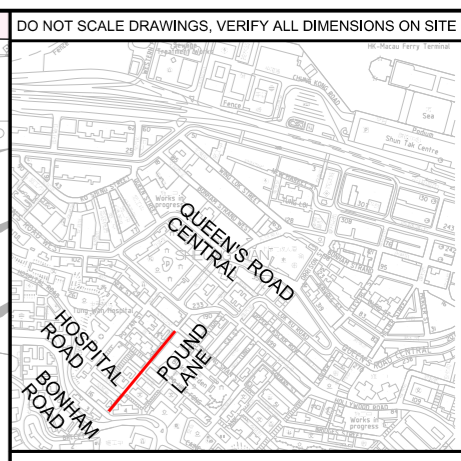
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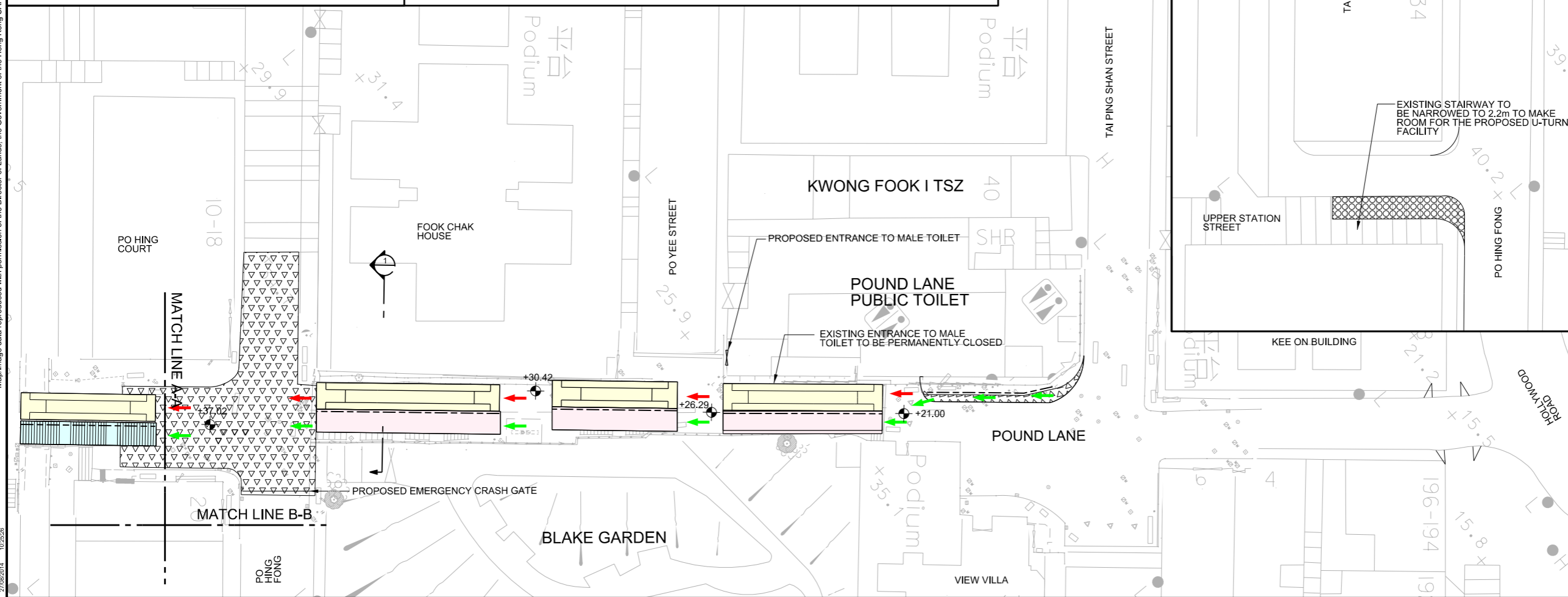
SECTION 1-1



SECTION 2-2



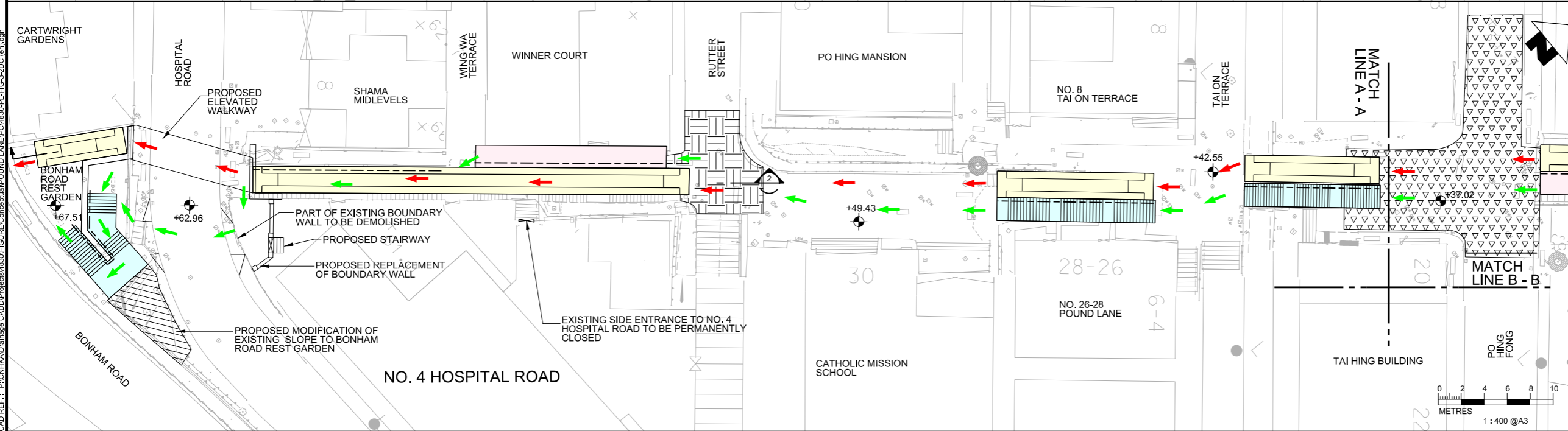
LOCATION PLAN



LEGEND

- EXISTING CARRIAGEWAY TO BE CONVERTED TO FOOTPATH
- PROPOSED REPAVED FOOTPATH CONNECTING ESCALATOR
- PROPOSED ONE WAY COVERED ESCALATOR
- PROPOSED STAIRLIFT
- PROPOSED COVERED STAIRWAY
- EXISTING STAIRWAY TO BE CONVERTED TO CARRIAGEWAY
- PEDESTRIAN MOVEMENT DIRECTION
- WHEELCHAIR USER MOVEMENT DIRECTION
- PROPOSED STAIRWAY ROOF
- PROPOSED PEDESTRIAN CROSSING

REV	DESCRIPTION	BY	DATE	CHK'D	AUTH
A	SECOND ISSUE	AY	07/14	SML	NKL
-	FIRST ISSUE	RY	03/14	NKL	NKL



STATUS	INVESTIGATION			
SCALE AT A3	DESIGN	DRAWN	CHECKED	AUTHORISED
1:400	RY	AC	NKL	NKL
DATE	DATE	DATE	DATE	DATE
MAR 2014	MAR 2014	MAR 2014	MAR 2014	MAR 2014
FIGURE	REVISION			
ANNEX 1				A

路政署
HIGHWAYS DEPARTMENT
Works Division

ATKINS 阿特金斯顧問有限公司
Atkins China Ltd

PROJECT: ESCALATOR LINK AND PEDESTRIAN WALKWAY SYSTEM AT POUND LANE AND LIFT SYSTEM AND PEDESTRIAN WALKWAYS AT CHEUNG HANG ESTATE, TSING YI - INVESTIGATION

AGREEMENT NO. CE 2/2012 (HY)

TITLE: POUND LANE ESCALATOR PRELIMINARY REFINED SCHEME

