



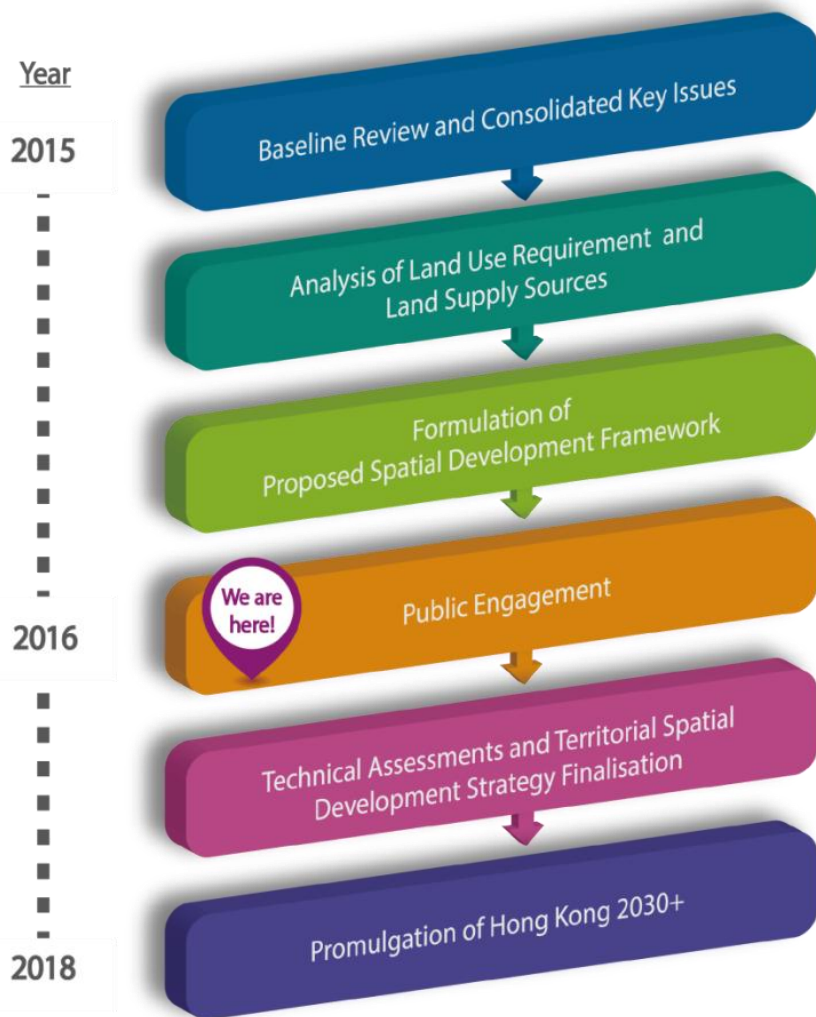
Towards a Planning Vision and
Strategy Transcending 2030

Hong Kong 2030+ Knowledge Sharing Seminar Liveability II: Rethinking Public Space and Walkability

11 February 2017



Ms. Phyllis Li, *JP*,
Deputy Director of Planning/Territorial,
Planning Department, HKSAR Government

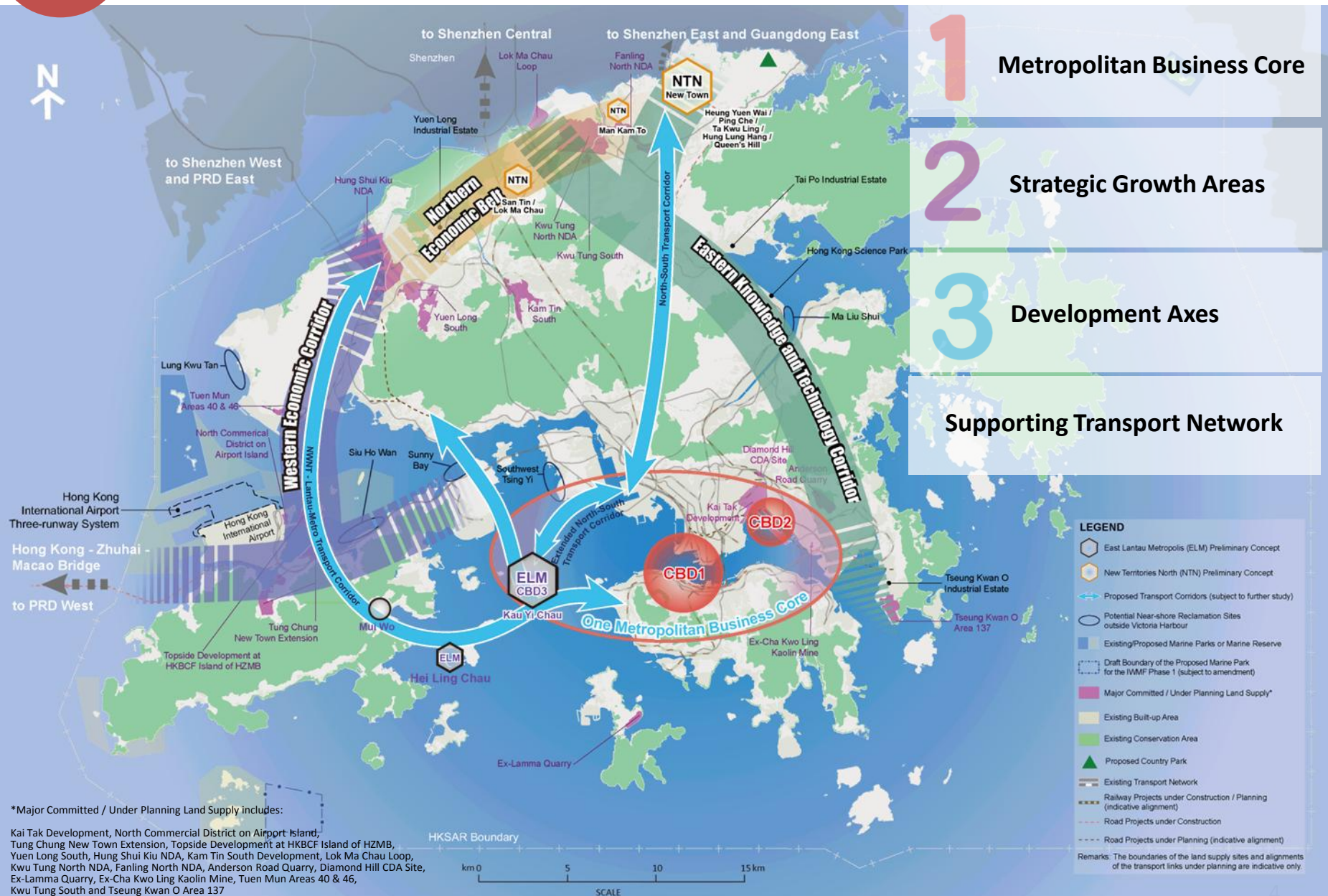


- “**Hong Kong 2030+**” aims to update the territorial development strategy to guide planning, land and infrastructure development, and the shaping of the built and natural environment of Hong Kong beyond 2030
- This update adopts a visionary, proactive, pragmatic and action-oriented approach to respond to the changing circumstances and challenges
- A **6-month public engagement** for “Hong Kong 2030+” is currently underway until end April 2017
- The study is scheduled for completion by 2018

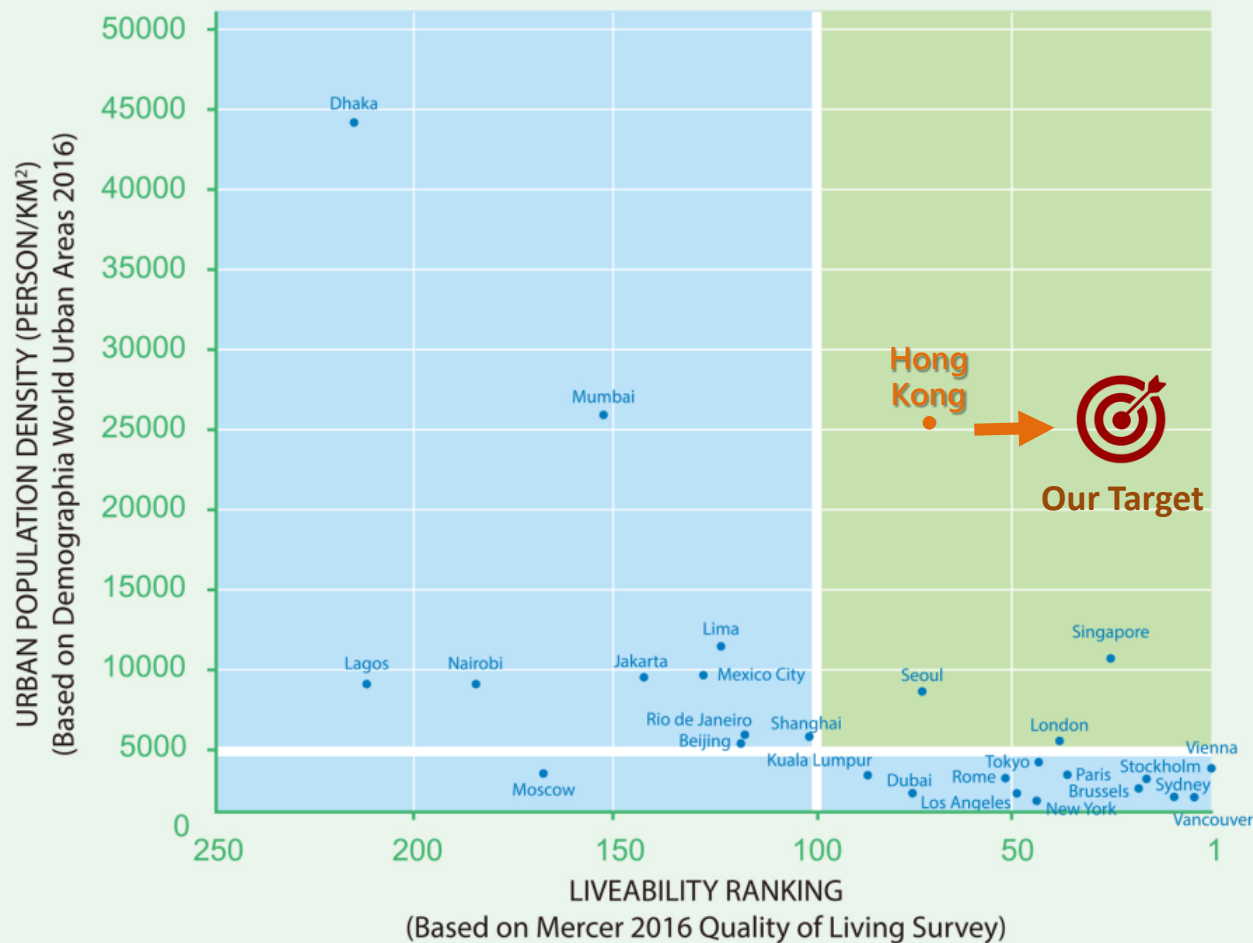


A vision-driven and capacity creating approach for strategic planning of land and space, transport, infrastructure provision and the environment, and for enhancing liveability

Conceptual Spatial Framework for Hong Kong 2030+



Hong Kong's Liveability Performance



- A leading financial and business hub, but moderate performance in liveability and innovation

27,330
person/km²

Territorial
(built-up areas only)



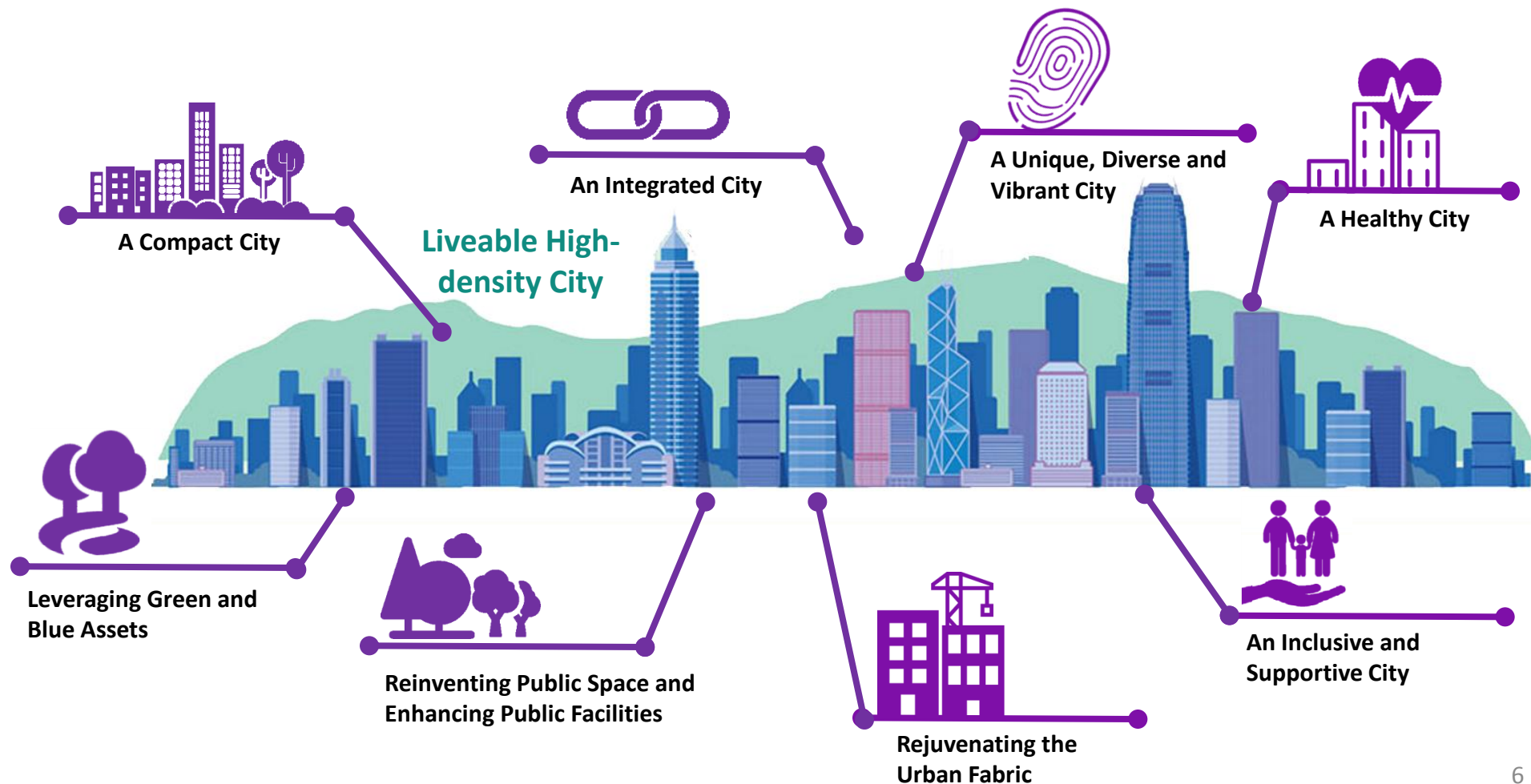
- No precedent for high-density and high-liveability city
- Challenge for Hong Kong is to improve liveability in a high-density context

Liveability: A people-centric approach under Hong Kong 2030+

- Better public spaces and walkability for the people
- More tangible improvements in quality of life

Overall Approach for a Liveable High-density City

- To retrofit the densely developed urban areas and optimise development in new development areas
- To enhance the liveability of our high-density city by promoting eight city attributes
- Public space and walkability contribute to achievement of these attributes



Relevance of Public Space and Walkability under Hong Kong 2030+

- **Public space and walkability** as a key component across all liveable city attributes under Building Block 1

Compact City

To create space and promote green urban mobility

- Space for social interaction/ relief and for view corridors, breezeways
- Walking for the “first” and “last mile” with railway as the backbone transportation mode

Integrated City

To promote connectivity

- Enhance connectivity, accessibility and permeability

Unique, Diverse and Vibrant City

To enhance the urban experience

- Space for place-making and for local economies to thrive
- More accessible harbourfront, character streets and connection with nature, e.g. Country Park

Healthy City

To promote health and comfort

- Adopt smart, green and resilient design for environmental sustainability
- Walking as an integral part of “active design”

Reinventing the Public Space and Improving Public Facilities

To enhance the living space

- conduct a review on the policies, design, guidance, provision and management of public spaces (including streets and other pedestrian passageways) for better public enjoyment

Inclusive and Supportive City

To promote social inclusiveness

- Age-friendly public space
- Universal design and smart design for inclusive mobility

Rejuvenating the Urban Fabric

To retrofit space and enhance liveability

- Seize opportunities in urban rejuvenation to create more public spaces and enhance walkability

Leveraging Green and Blue Assets

To optimise and connect green-blue spaces

- Improve country park access
- Activate blue assets
- Develop urban green projects

PUBLIC SPACE



“**Public space** refers to an area or a place that is open and accessible to all peoples, regardless of gender, race, ethnicity, age or socio-economic level”

UNESCO (2016)

“A **place** is an environment in which people have invested meaning over time. A place has its own history - a unique cultural and social identity that is defined by the way it is used and the people who use it.”

Project for Public Spaces

Examples:

parks, gardens, squares, “spaces between buildings” (e.g. streets, pavements, landscaped decks, footbridges, precincts, etc), country parks, public spaces in public buildings/facilities, public spaces in private developments (POSPD), etc.

WALKABILITY



“**Walkability** is a measure of how friendly an area is for people to walk”

“Life in all its diversity unfolds before us when we are **on foot**...in lively, safe, sustainable and healthy cities, the prerequisite for city life is good walking opportunities”

Jan Gehl (2010) *Cities for People*

Often-cited criteria for walkability:

safety, pedestrian comfort, healthy environment, shelter, ease of wayfinding, accessibility, connectivity, universal accessibility, human scale, etc.

Propositions for Public Space and Walkability under Hong Kong 2030+



Photo Credit: Ng Siu Wai, Teresa Chan (Man Kiu College)
"Love in the Community, Happiness in North Point"
First Runner-up (Secondary School Section) of City Impression @
Your Neighbourhood Photographic Competition

- Good public spaces could become **places** (urban commons) and contribute to **a city of good urban design** (nodes and paths that form the image of the city)
- Good public spaces are **extensions of our personal construct of space**
- Hong Kong has a **wide spectrum of public spaces**, each performing different functions and having potential of being good places



GREEN SPACES

*Country Parks
Recreational Space
Flagship Parks
Open Spaces
Community Gardens
Sports Grounds...*



BLUE SPACES

*Victoria Harbour
Coastlines
Rivers / Streams
Harbourfront / Riverfronts /
Waterfronts, Reservoirs
Wetlands and Beaches...*

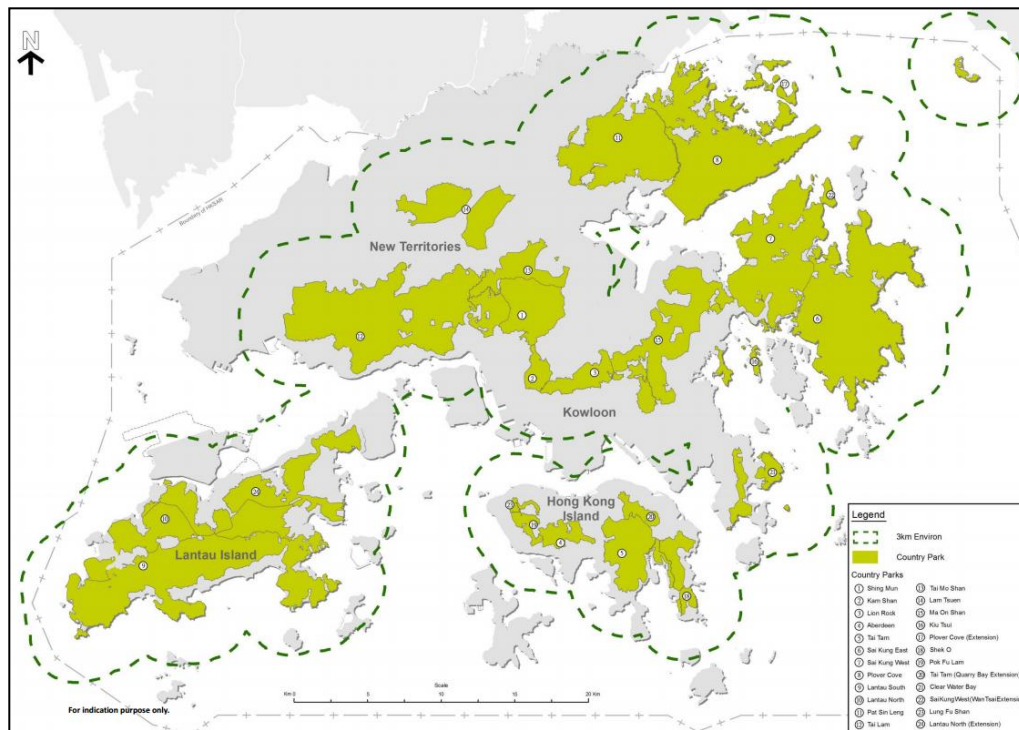
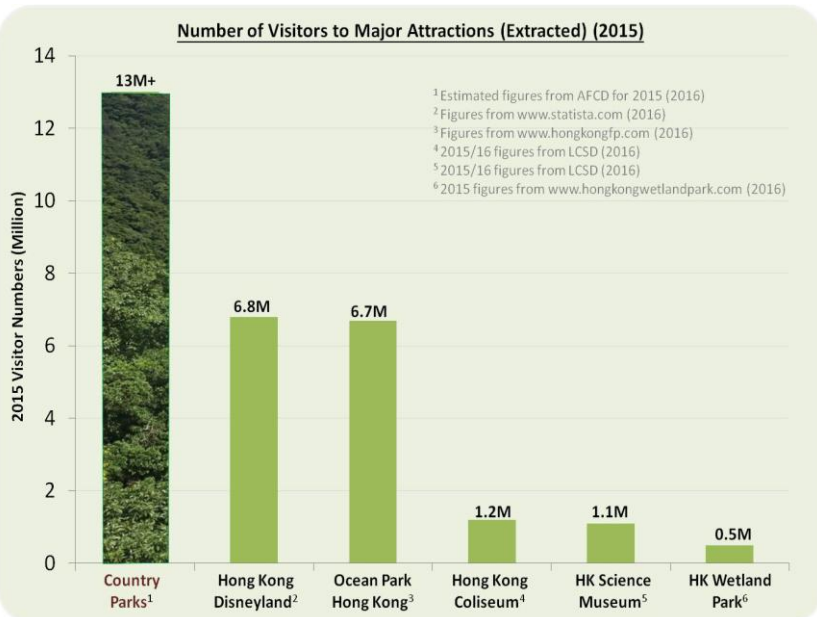
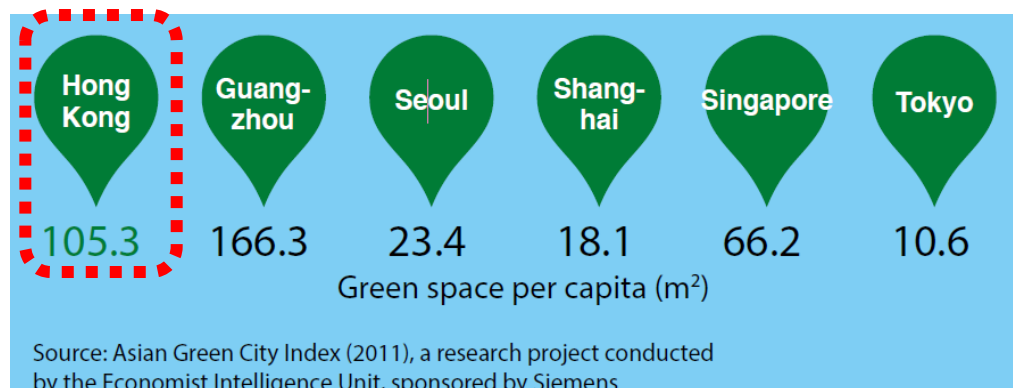


URBAN SPACES

*Roads / Streets / Lanes
Pavements
Pedestrianised Streets
Plazas and Squares
Precincts
Public Arenas...*

SPECTRUM OF PUBLIC SPACES IN HONG KONG

- Within the Asian context, Hong Kong enjoys good coverage of **green spaces per capita**
- About **85%** of our population resides within 3km of publicly accessible **Country Parks**, and large green spaces
- The **Country Parks** enjoys good patronage and is integral to the city's well-being and people's well-being



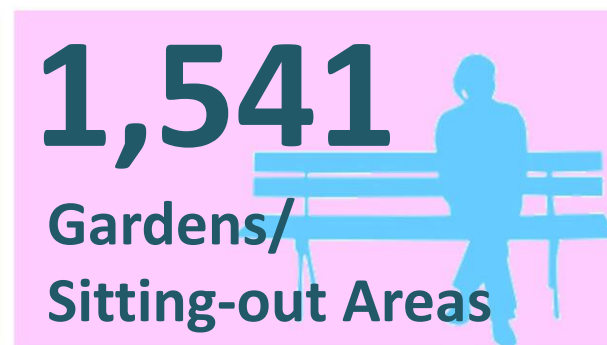
- **90%** of our population resides within 400m of open spaces *(comparable to Vancouver's 92.7%^(a))*
- These green spaces are a major means for **relaxation, social interaction** and **spatial/visual relief** for high-density urban living



Photo Credit: Hong Kong Housing Authority

(a): 2014 figures from the Vancouver's Healthy City Strategy 2025

- Our green spaces provide a major source of recreation and leisure for an active lifestyle



- **Victoria Harbour** is our important blue space, the icon and defining image of the city



- Our blue spaces provide a major source of **recreation and leisure**, and are invaluable assets for a **healthy city** and a **healthy lifestyle**

43

Swimming
pools

In 2015/16, more than 13.47 million visits were made to public swimming pools

17

Impounding
reservoirs

The total capacity of the 17 reservoirs is 586M m³

5

Watersports
centres

In 2015/16, about 128,000 people participated in various programmes at the five watersports centres

1,150+

Coastline
(km)



1

Large artificial
lake

Inspiration Lake on Lantau Island measures some 12 hectares in size

2,500+

Natural
watercourses
(km)



41

Gazetted
beaches

In 2015/16, more than 13.25 million visits were made to gazetted beaches



73

Harbourfront
(km)



- Formal and/or temporary spaces for public activities



Edinburgh Place, Central

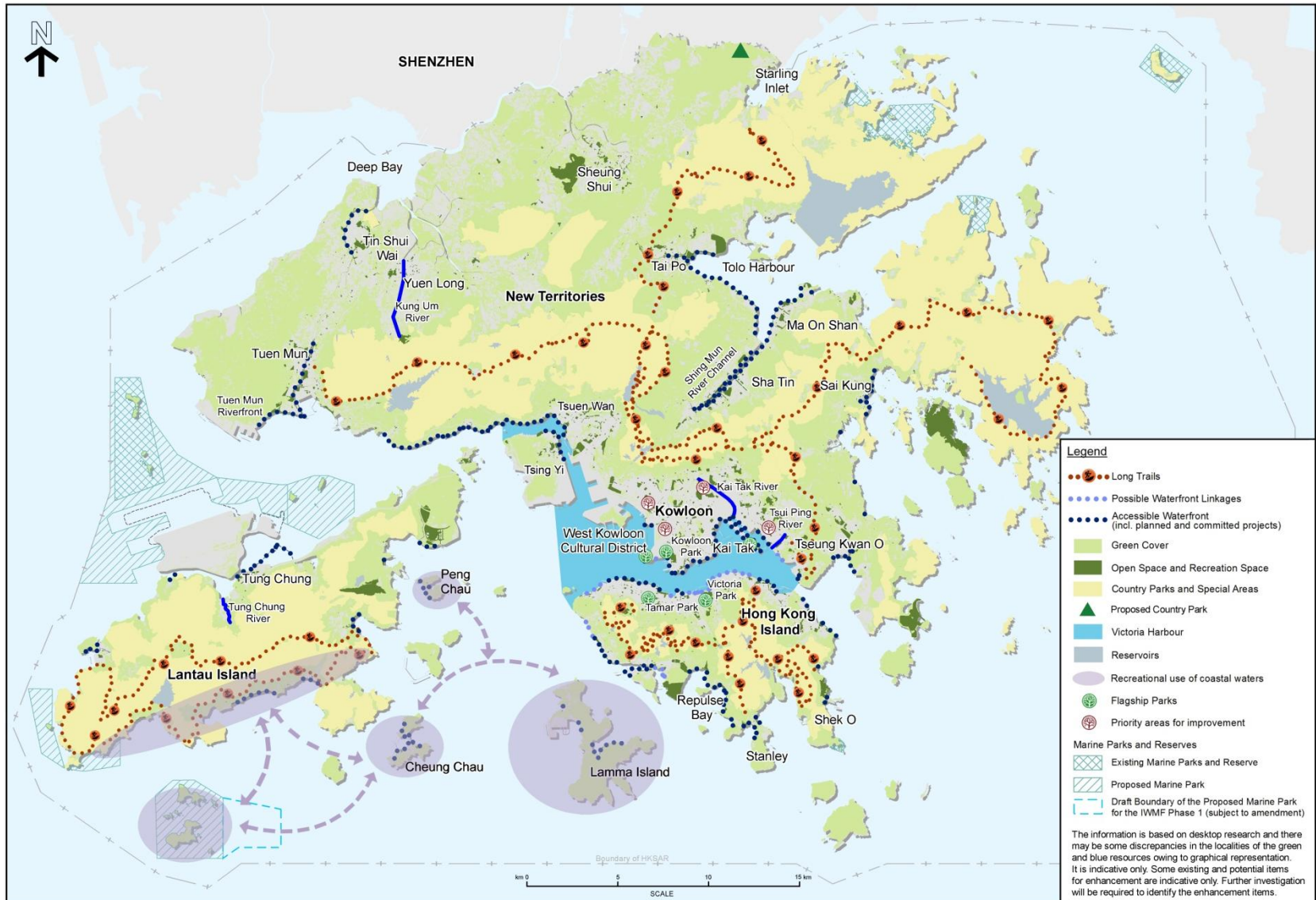
Grand Millennium Place (above)
Times Square (below)

- *Informal spaces for ad-hoc activities*

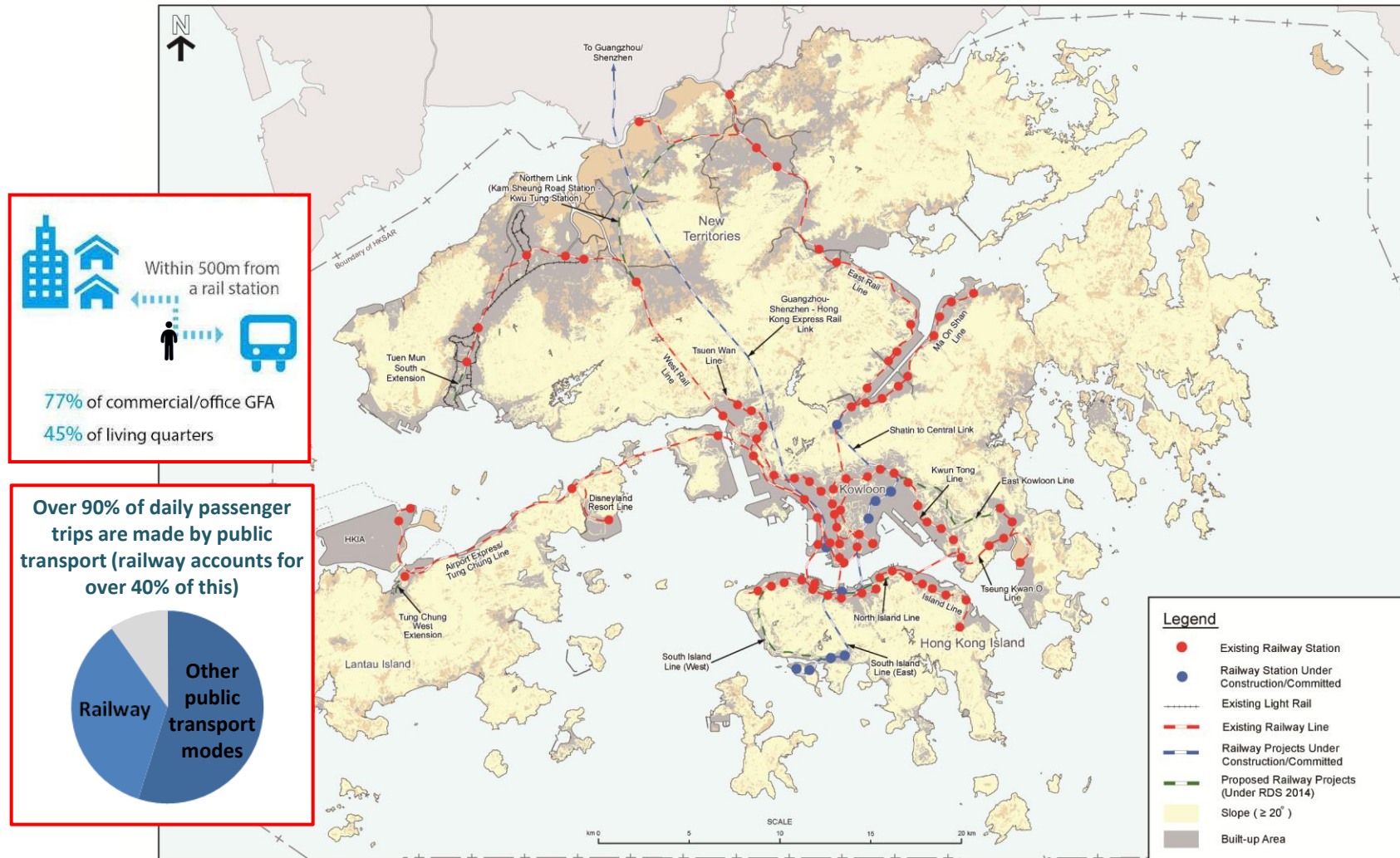




- With vast expanse of natural green assets, extensive coastlines and linkages, we envisage the future of Hong Kong as a **“Walkable City in Green and Blue”**



- With Hong Kong being a model of polycentric, compact, high-density and rail-based development, we envisage the future of Hong Kong as a **“Transit-oriented and Walkable City”**



- With Hong Kong's compact, permeable and mixed-use urban fabric, we envisage Hong Kong's future as a **“Walkable City with Enjoyable Walking Experience”**
 - **Streets and other public passageways** are a fundamental component of a walkable Hong Kong and a compact network of public spaces



Walkable CBD: Good Pedestrian Connectivity in Central



Pedestrian Streets



Elevated Walkway System
connecting Public Spaces



Central and Mid-Levels
Escalator System

Walkable New Towns: Walkable Public Spaces in Tung Chung Town Centre



Town Square, Tung Chung



Multi-layered Pedestrian Linkages at
Coastal Skyline, Tung Chung

- Yet there are challenges to overcome if we are to further improve **public spaces** and **walkability** for a more liveable Hong Kong

Roadside air pollution

Uncoordinated signage
and wayfinding

Unattractive
streetscapes

Inflexible management and
maintenance-led mentality

Congestion and
overcrowding

Cluttering of
the streets

Frequent level
changes

Lack of shelter
and seating

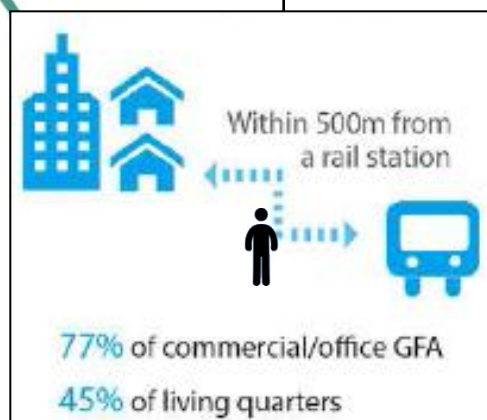
Not good design-led

- Increase the provision standard for **public open space** by 25% to not less than 2.5m² per person
 - current standard: a minimum of 2m² per person
- Reinvent **public space** as a key component of our liveable high-density city
 - conduct public space review to embrace **public space** as places, extensions of our personal construct of space and key component of good urban design



Key Strategic Directions	Key Actions
Reinventing the public space	<ul style="list-style-type: none"> • conduct a review of the existing policies, guidance, functions, quality, designs, accessibility, provision and management of public space, with a view to embracing public space as a key element of a quality living environment
Reviewing open space and public facility provision	<ul style="list-style-type: none"> • explore the scope for appropriately increasing the open space per capita standard • review the planning standards for relevant G/IC facilities

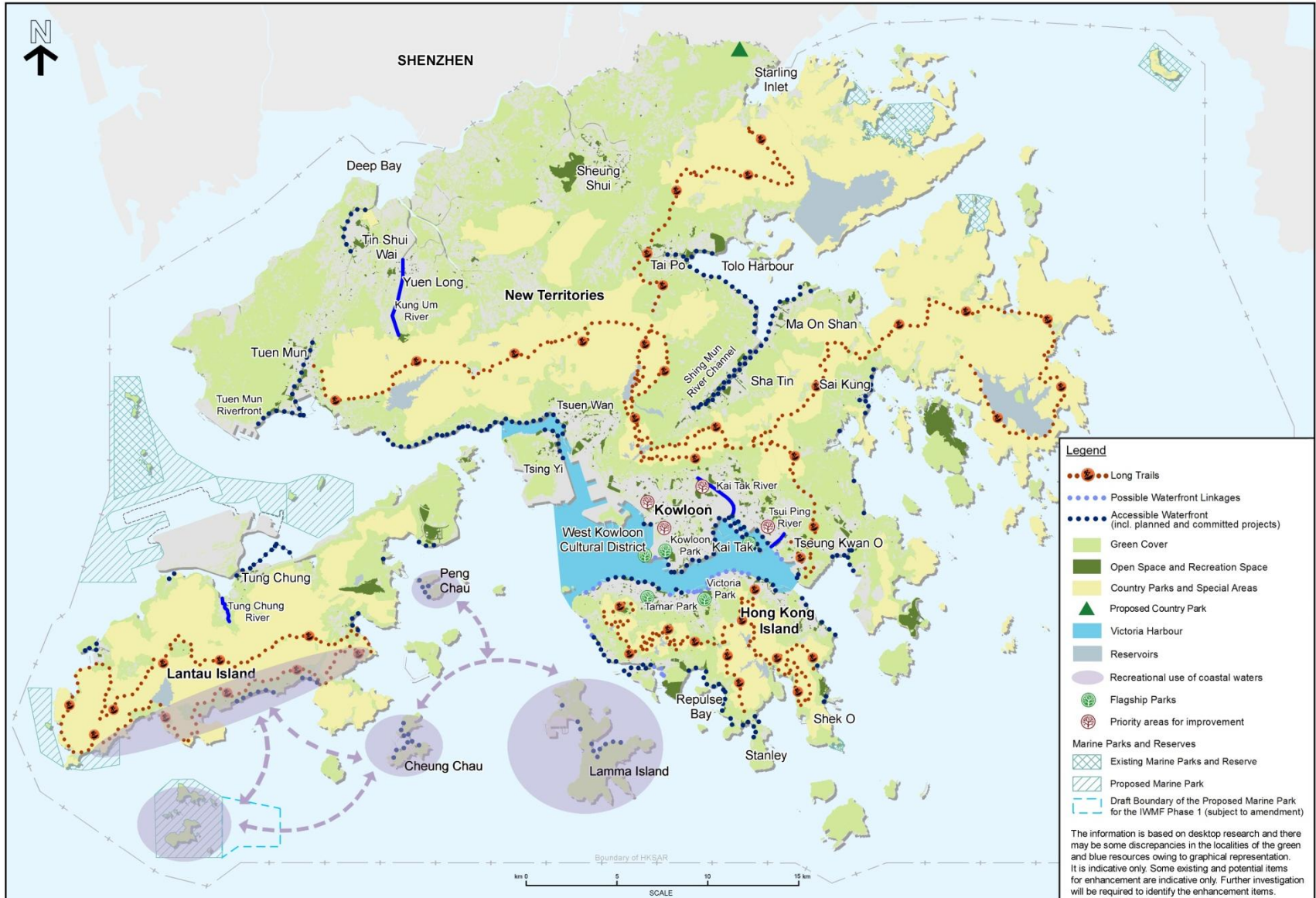
- Improve **connectivity and accessibility**
 - adopt a conceptual framework of accessibility
- Re-focus on **walkability**
 - improve connectivity, pedestrian amenity and pedestrian experience under a coherent planned and design-led approach



Key Strategic Directions	Key Actions
Promoting physical and functional integration	Connectivity: <ul style="list-style-type: none"> • enhance connectivity within urban areas and with the surrounding rural countryside and harbourfront areas • support mass transit with better pedestrian and feeder connections • promote smart travel choices with better information for pedestrians
	Walkability: <ul style="list-style-type: none"> • embrace walkability in planning and design • identify schemes to promote walkable streets
	Cyclability: <ul style="list-style-type: none"> • foster a “bicycle-friendly” environment in new towns and NDAs
	Accessibility: <ul style="list-style-type: none"> • pursue the conceptual framework of accessibility to promote easy access to amenities and public facilities
	Permeability: <ul style="list-style-type: none"> • enhance permeability and promote human-scale and fine-grain street grids

Proposals for Public Space and Walkability under Hong Kong 2030+

Integrate notions of “place ecology”, “place-making” and walkability in creating a liveable city in green and blue



Proposals for Public Space and Walkability under Hong Kong 2030+

Walkable CBD in Green and Blue : Coordinated Pedestrian Connectivity and Open Space Network at New Central Harbourfront



"Make it connected"
(Pedestrian network)



Proposals for Public Space and Walkability under Hong Kong 2030+



“Make it connected”
(Pedestrian network)

Walkable CBD in Green and Blue : Coordinated Pedestrian Connectivity and Open Space Network at New Central Harbourfront

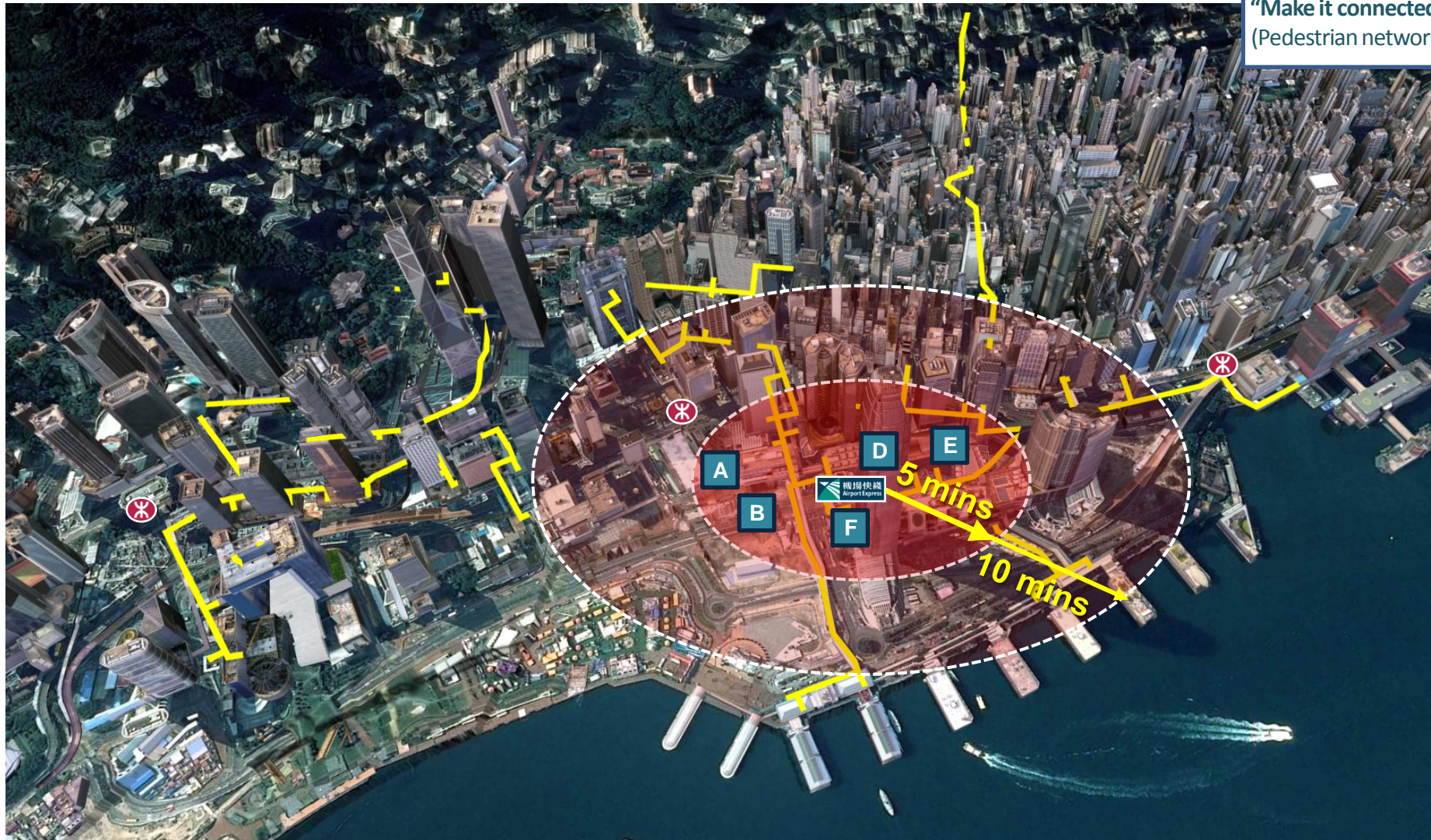


Proposals for Public Space and Walkability under Hong Kong 2030+



Walkable CBD in Green and Blue : Coordinated Pedestrian Connectivity and Open Space Network at New Central Harbourfront

"Make it connected"
(Pedestrian network)



Proposals for Public Space and Walkability under Hong Kong 2030+



Walkable CBD2 in Green and Blue : Conceptual Master Plan 4.0 for Kowloon East



Proposals for Public Space and Walkability under Hong Kong 2030+



“Make it smart”
(Travel information)

Walkable “CBD3” in Green and Blue : Application of New Concepts on Public Space, Walkability and Green Mobility for East Lantau Metropolis



Photo Credit: VideoBlocks.com



大嶼山
Lantau

梅窩
Mui Wo

喜靈洲
Hei Ling Chau

交椅洲
Kau Yi Chau

九龍
Kowloon

香港島
Hong Kong Island



Photo Credit: RejBlog.co



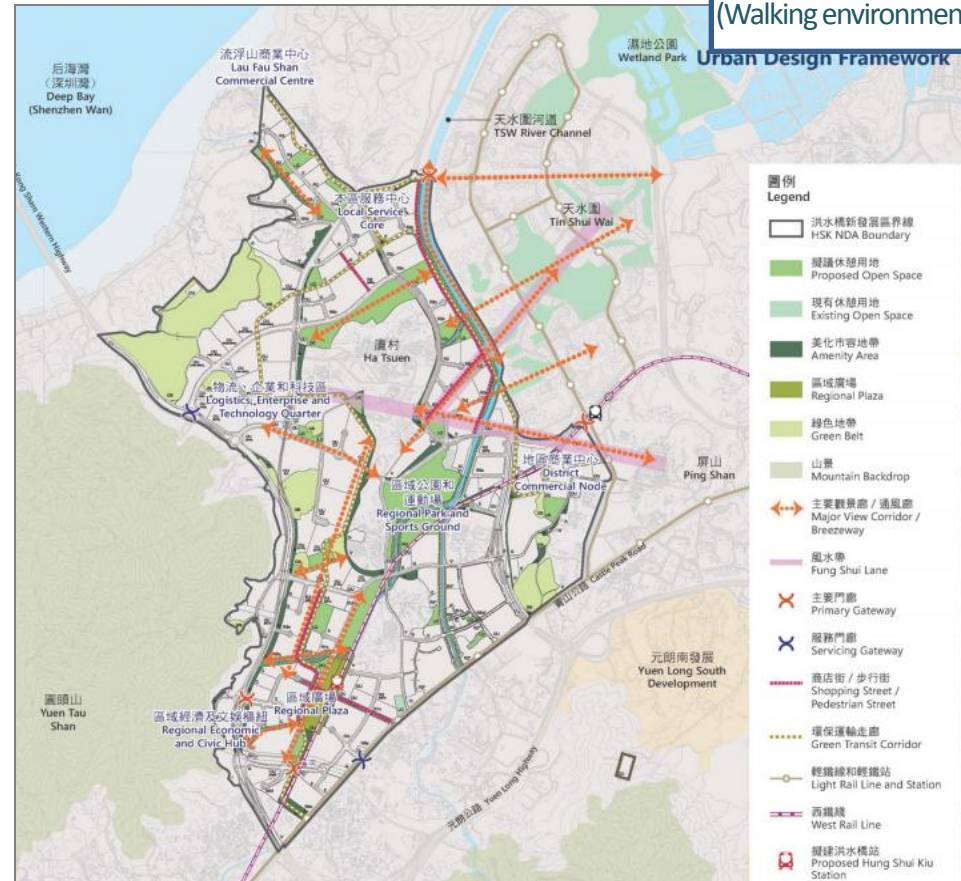
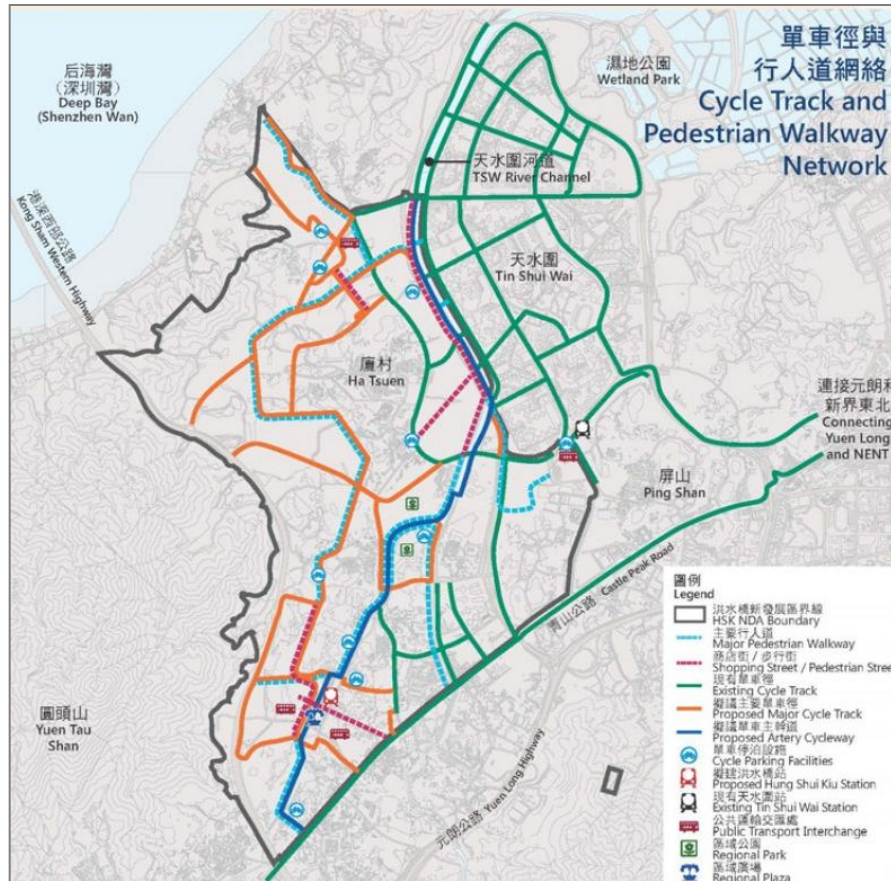
Photo Credit: CEDD

Proposals for Public Space and Walkability under Hong Kong 2030+



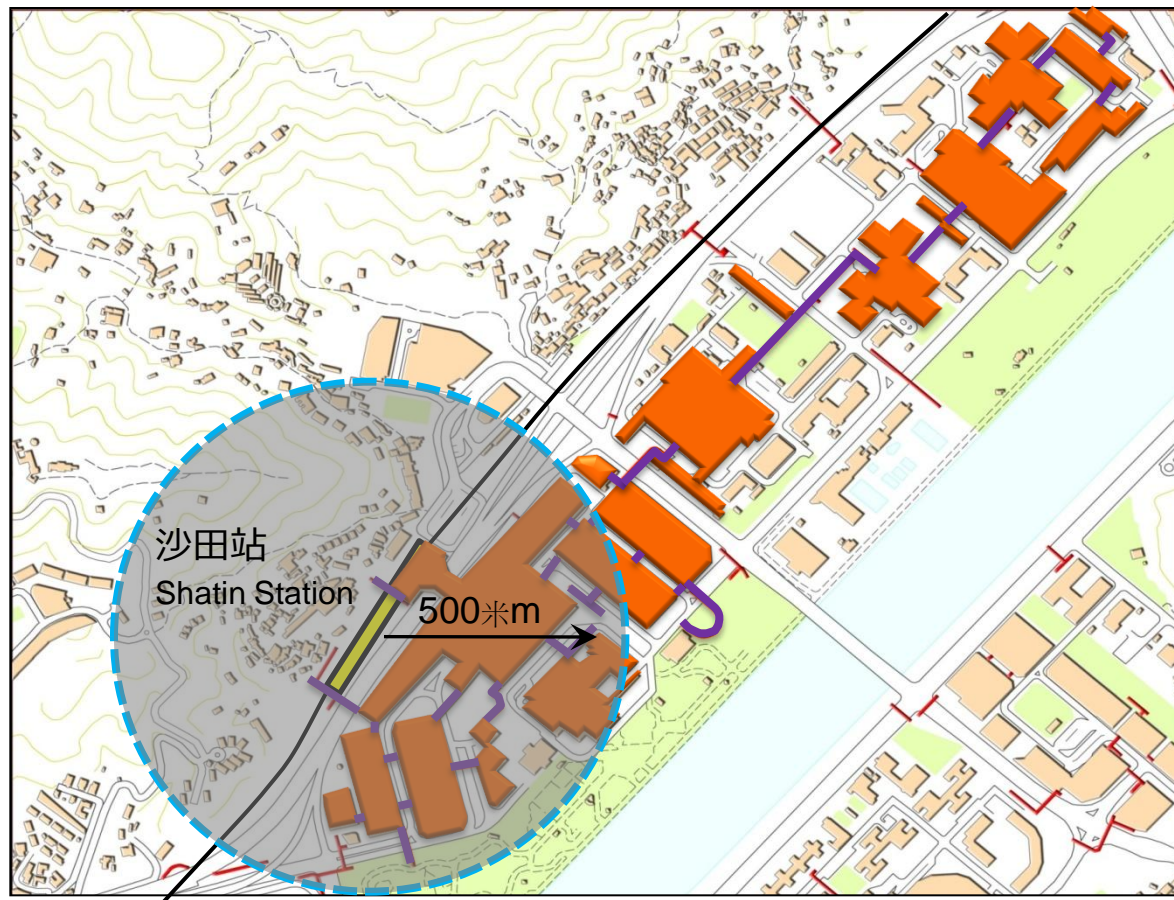
“Make it safe”
(Walking environment)

Walkable Towns, Districts and Neighbourhoods in Green and Blue : Hung Shui Kiu New Development Area

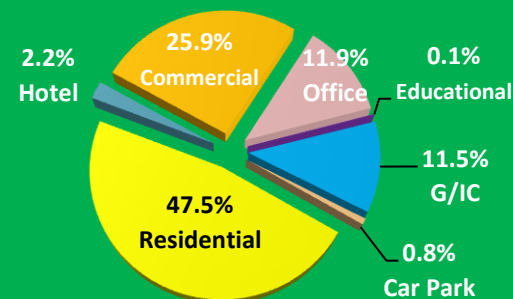


A comprehensive network of pedestrian walkway system and attractive streetscapes integrated with an open space network

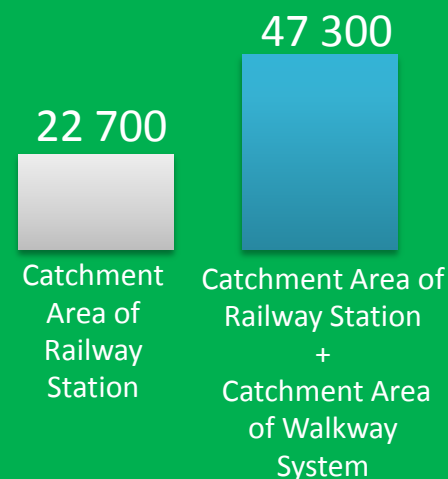
Walkable Towns, Districts and Neighbourhoods : Sha Tin New Town



Distribution of Uses within the 500m Catchment Area of Railway Station



Population



Proposals for Public Space and Walkability under Hong Kong 2030+



“Make it enjoyable”
(Walking experience)

Public Space Creation : New Concepts for Public Space Creation and New Street Design Underground Space Development in Selected Strategic Urban Areas

Study Goal 1:

To enhance underground pedestrian connectivity to alleviate street level congestion and provide comfortable and all-weather walking environment



Study Goal 2:

To create an attractive underground public realm for people to walk, gather and play

“5-in-1” Street Design at Hung Shui Kiu NDA

- Facilitate good walking experience
- Promote air ventilation
- Act as visual corridor
- Create vibrant local economies
- Provide opportunities for place-making



- The main challenge to **improving public space and walkability in built-up areas**
- Opportunities in retrofitting **densely developed urban areas** should be leveraged

In Mong Kok...

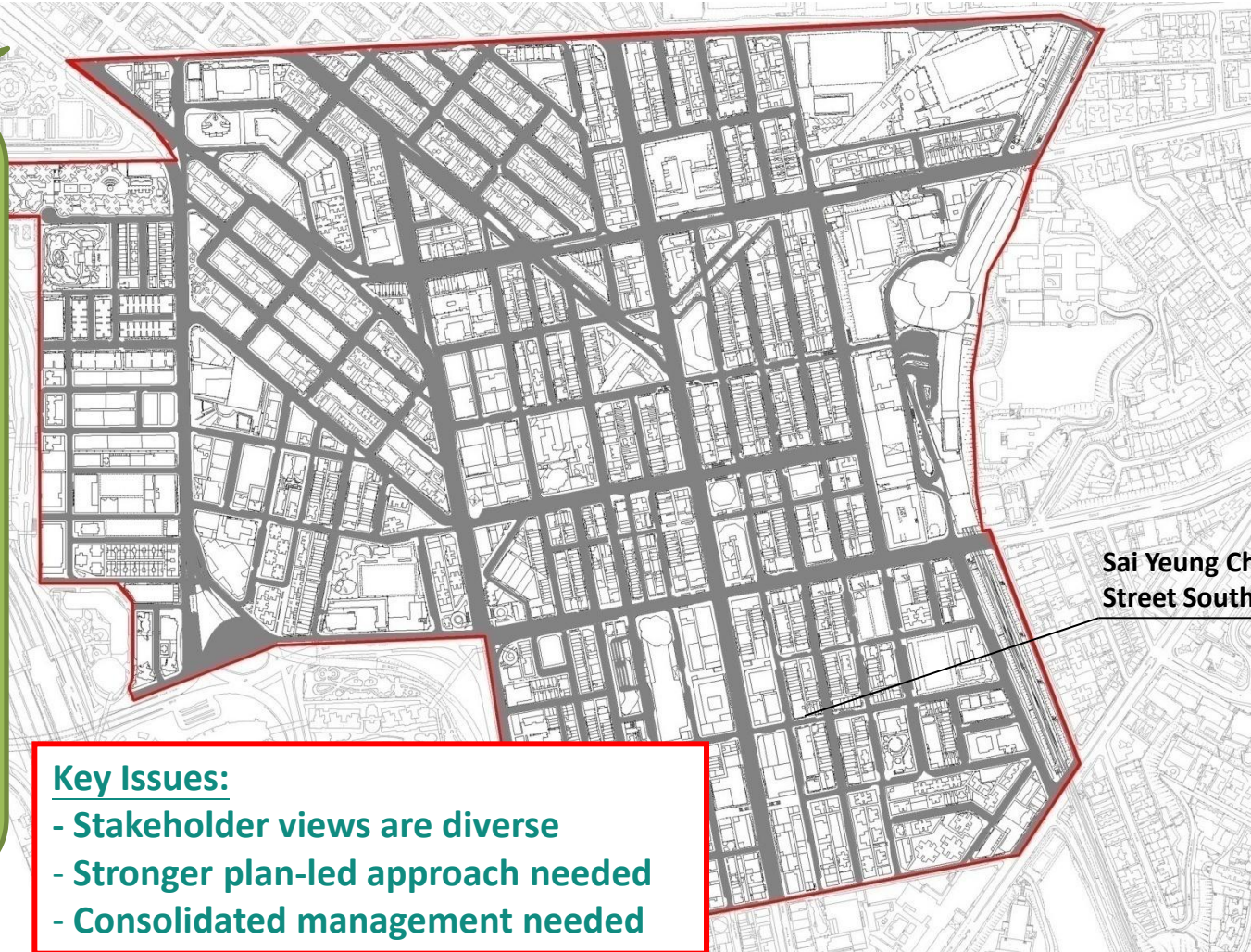
27.6% of the land area is occupied by roads

But only 16.4% by pedestrian circulation space

And merely 5.5% by Government managed public open spaces

Key Issues:

- Stakeholder views are diverse
- Stronger plan-led approach needed
- Consolidated management needed



Proposals for Public Space and Walkability under Hong Kong 2030+

- Collaboration and shared contribution by all
- More **public, private** and **NGO initiatives** to improve public space and walkability



Traffic Calming Street at
Johnston Road, Wan Chai

Music@Via Fiori, Taikoo Place

Park Déco Initiative
(Cornwall Street Park (top);
Quarry Bay Park (bottom))

- Good **public spaces** and **walkability** are integral to the social, economic and environmental **sustainability** of Hong Kong, and a more liveable city for all



SOCIAL

*Walking and spaces for **improving liveability**, with public space as an extension of our personal construct of space*



ECONOMIC

*Walkable streets and pleasant public spaces attract footfall, which creates **vibrant and thriving local economies** and **efficient CBD***



ENVIRONMENTAL

*Good walkability and high-quality public spaces entice people to walk more, which **improves roadside air quality**, **reduces carbon emissions**, and **promotes green mobility***

SUSTAINABILITY + A MORE LIVEABLE CITY FOR ALL

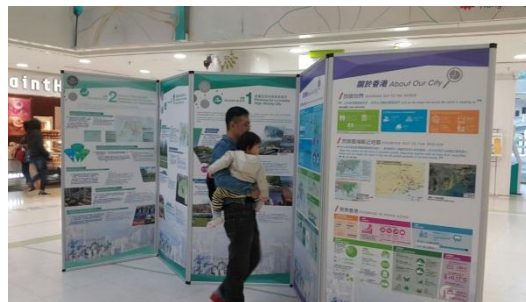
6-month public engagement from
27 October 2016 to end-April 2017

Includes various activities such as thematic
exhibition, public forums, knowledge
sharing sessions and topical discussions, etc.

A guided visit on the subject of
“Walkability and Street Vibrancy”
will be conducted in March 2017

Details and other relevant information
(e.g. topical papers) can be found at
www.hk2030plus.hk

We welcome your invaluable views



Thank you