



HONG KONG

香港

2030+

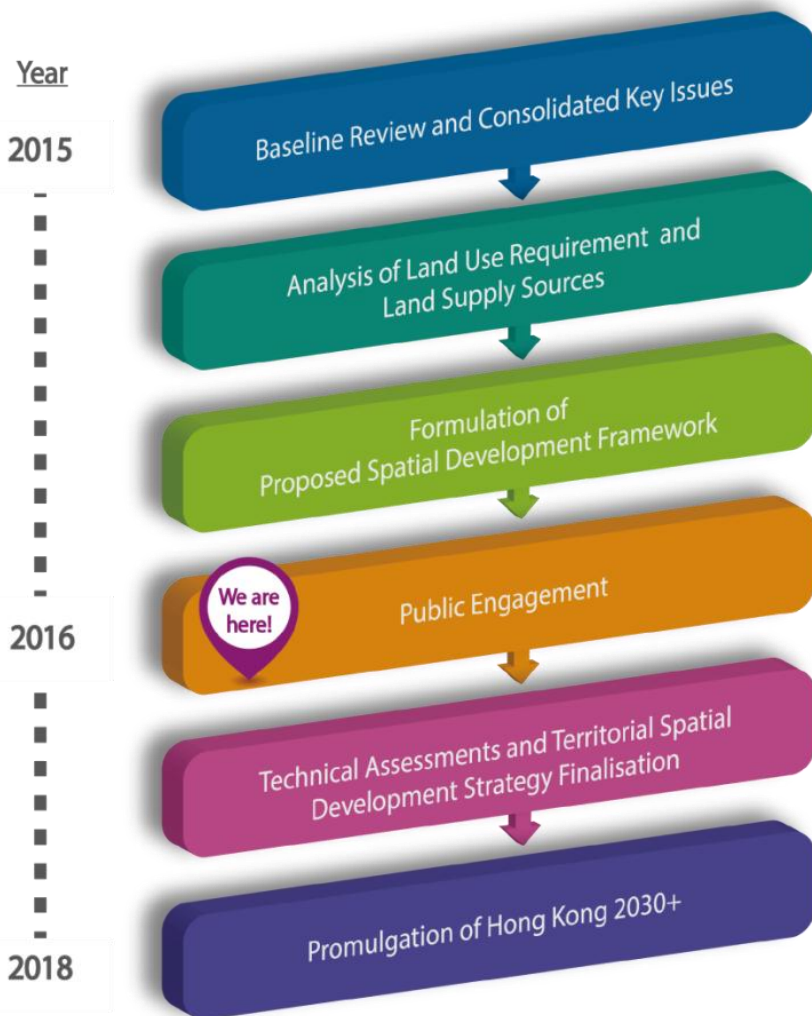
HONG KONG  
香港 2030+

Hong Kong 2030+  
Knowledge Sharing Seminar  
Liveability: a People-centric Approach

Towards a Planning Vision and  
Strategy Transcending 2030  
15 January 2017



Ms. Phyllis Li, J.P.,  
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
- Undertaking a 6-month Public Engagement for “Hong Kong 2030+”
- The study is scheduled for completion by 2018



Vision



To become a liveable, competitive and sustainable “Asia’s World City”

Overarching  
Planning  
Goal



Championing sustainable development with a view to meeting our present and future social, environmental and economic needs and aspirations

Three  
Building  
Blocks



Three building blocks for achieving the vision and overarching planning goal



1 Planning for a Liveable High-density City



2 Embracing New Economic Challenges and Opportunities



3 Creating Capacity for Sustainable Growth

Key Strategic Directions and Actions

Conceptual  
Spatial  
Framework



One Metropolitan Business Core



Two Strategic Growth Areas



Three Development Axes

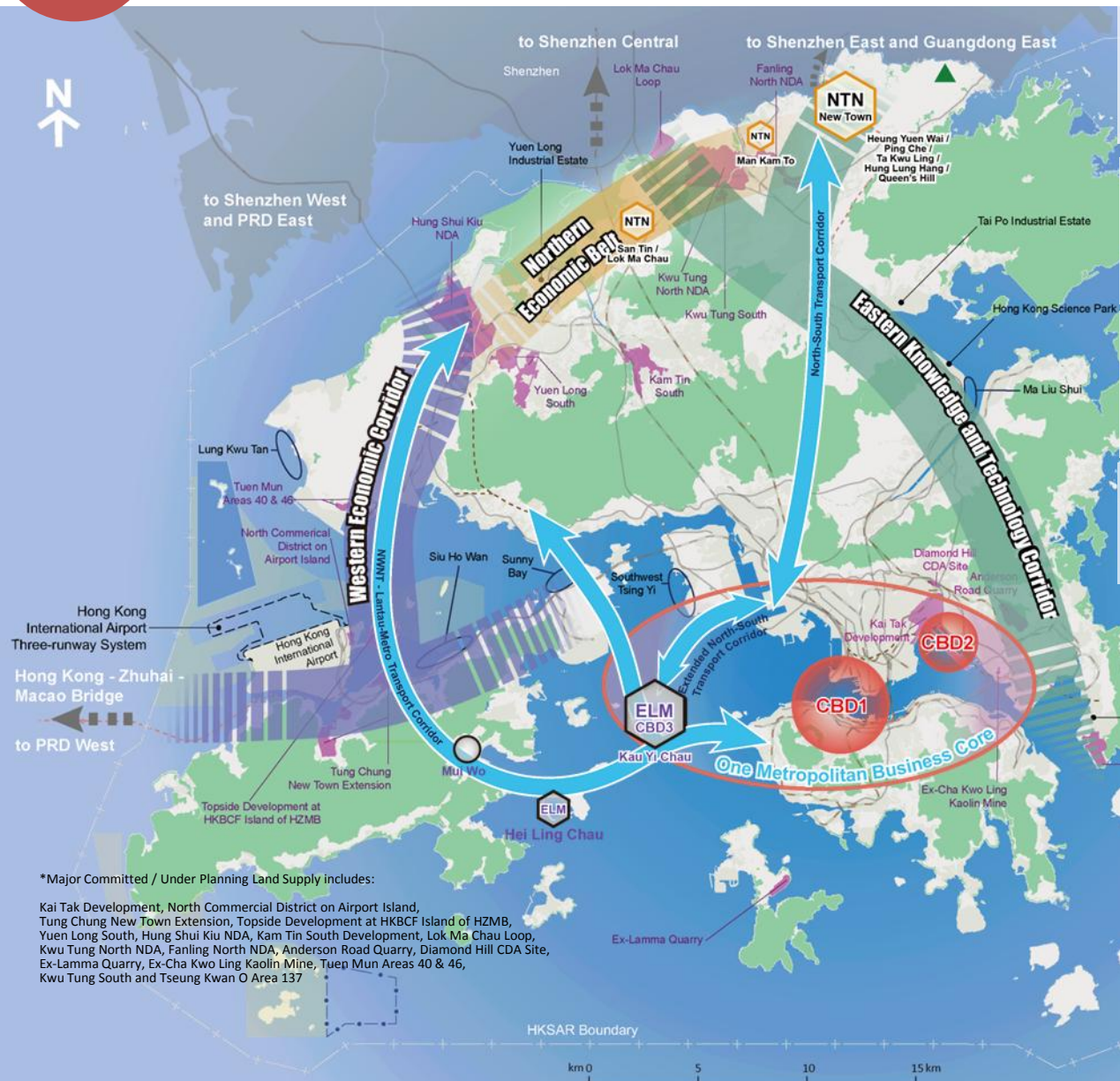


Supporting Transport Network

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+



- 1 Metropolitan Business Core
- 2 Strategic Growth Areas
- 3 Development Axes
- Supporting Transport Network

\*Major Committed / Under Planning Land Supply includes:  
 Kai Tak Development, North Commercial District on Airport Island, Tung Chung New Town Extension, Topside Development at HKBCF Island of HZMB, Yuen Long South, Hung Shui Kiu NDA, Kam Tin South Development, Lok Ma Chau Loop, Kwu Tung North NDA, Fanling North NDA, Anderson Road Quarry, Diamond Hill CDA Site, Ex-Lamma Quarry, Ex-Cha Kwo Ling Kaolin Mine, Tuen Mun Areas 40 & 46, Kwu Tung South and Tseung Kwan O Area 137

**LEGEND**

- East Lantau Metropolis (ELM) Preliminary Concept
- New Territories North (NTN) Preliminary Concept
- Proposed Transport Corridors (subject to further study)
- Potential Near-shore Reclamation Sites outside Victoria Harbour
- Existing/Proposed Marine Parks or Marine Reserve
- Draft Boundary of the Proposed Marine Park for the IWMF Phase 1 (subject to amendment)
- Major Committed / Under Planning Land Supply\*
- Existing Built-up Area
- Existing Conservation Area
- Proposed Country Park
- Existing Transport Network
- Railway Projects under Construction / Planning (indicative alignment)
- Road Projects under Construction
- Road Projects under Planning (indicative alignment)

Remarks: The boundaries of the land supply sites and alignments of the transport links under planning are indicative only.

## From habitat to people and community

### Habitat II: “Habitat Agenda”, 1996

“ Liveability refers to those spatial, social and environmental characteristics/qualities of a settlement that uniquely contribute to people’s sense of personal and collective well-being and sense of satisfaction in being the residents of that particular settlement ”



“Habitat Agenda” endorsed at the 1996 “Second United Nations Conference on Human Settlements”

### Habitat III: New Urban Agenda, 2016



- A document to set global standards of achieving sustainable urban development
- Sustainable, people-oriented, inclusive and integrated approaches to urban development

“New Urban Agenda” endorsed at the 2016 “United Nations Conference on Housing and Sustainable Urban Development”



# On Liveability: Scope and Performance

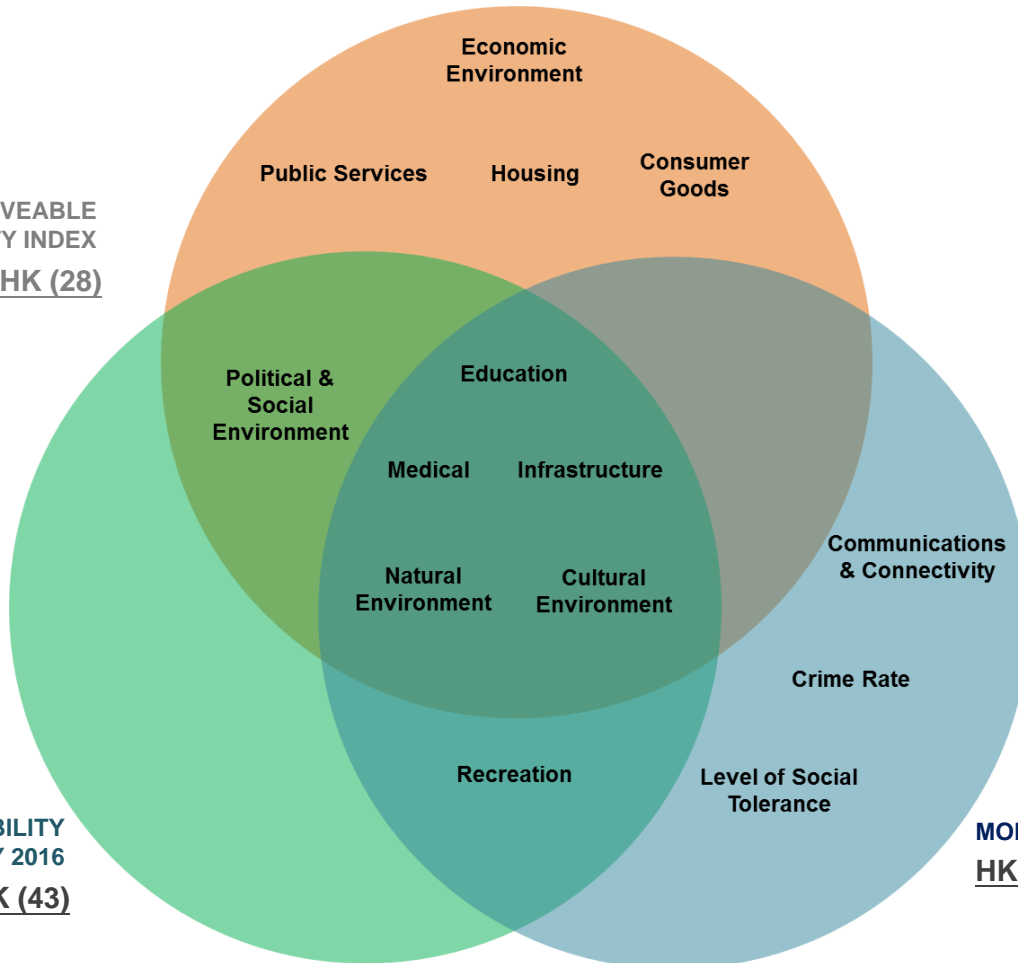
## Liveability Rankings

MERCER'S QUALITY OF LIVING SURVEY 2016 HK (70)

GLOBAL LIVEABLE CITY INDEX  
HK (28)

EIU'S LIVEABILITY SURVEY 2016  
HK (43)

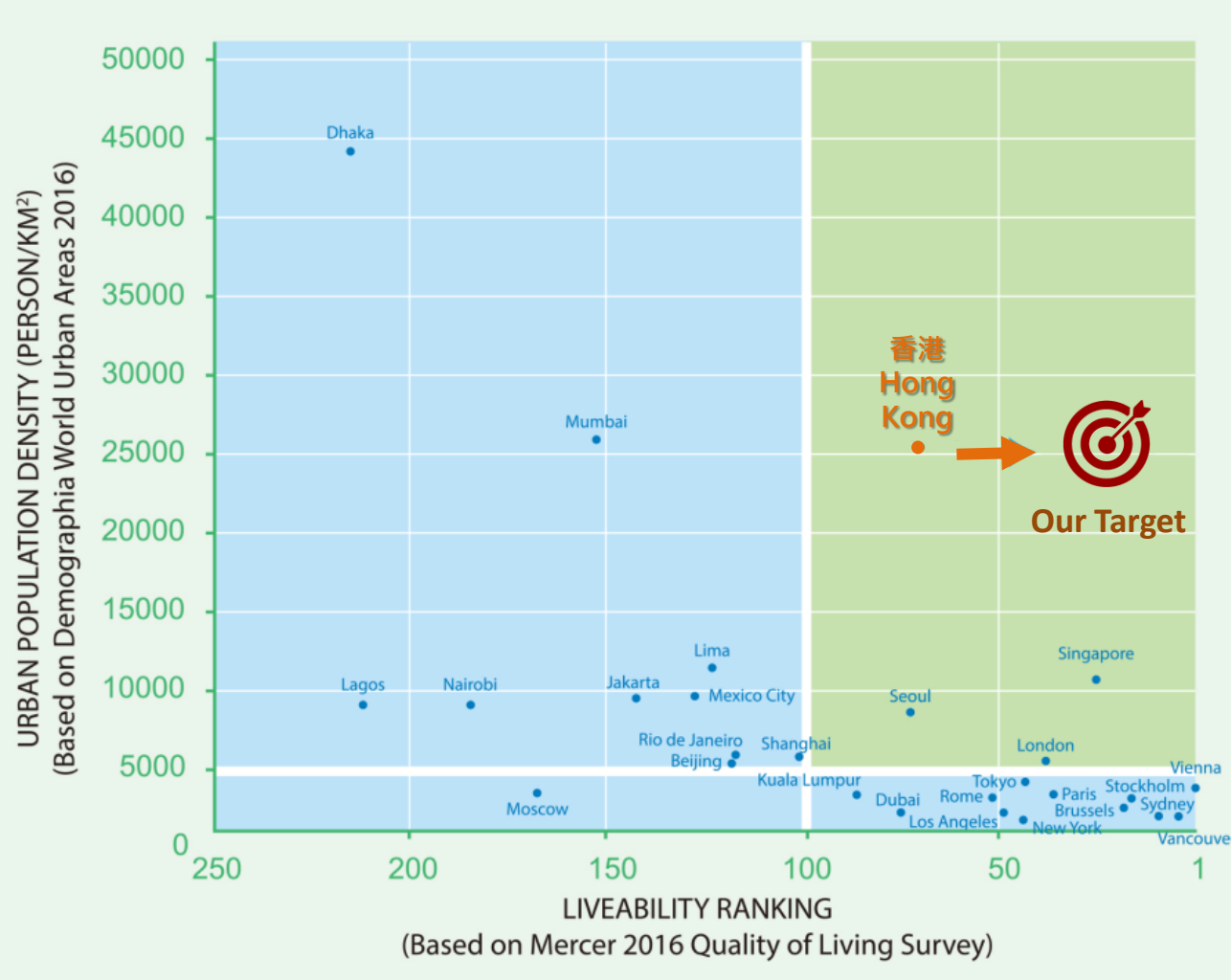
MONOCLE'S QUALITY OF LIFE SURVEY 2016  
HK (18)



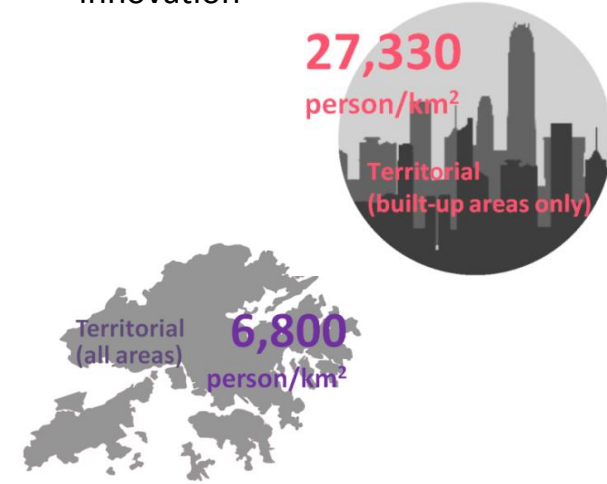
1. **Social** and livelihood aspects
2. **Economic** vitality and opportunities
3. **Environmental** conditions, environmental protection and sustainability
4. Safety and stability
5. Governance

“ Liveability concerns elements of a city that contribute to the quality of life and well-being of its people ”

# Hong Kong's Liveability Performance



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



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

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

- A people-centric built environment
- Economic vitality and opportunities for the people
- Environmental improvement and sustainability for the people





# A People-centric Built Environment





# Overall Approach for a Liveable High-Density Built Environment

To optimise development in new development areas

- prudent planning and design
- effective use of land resources

## Building new communities



To retrofit the densely developed urban areas

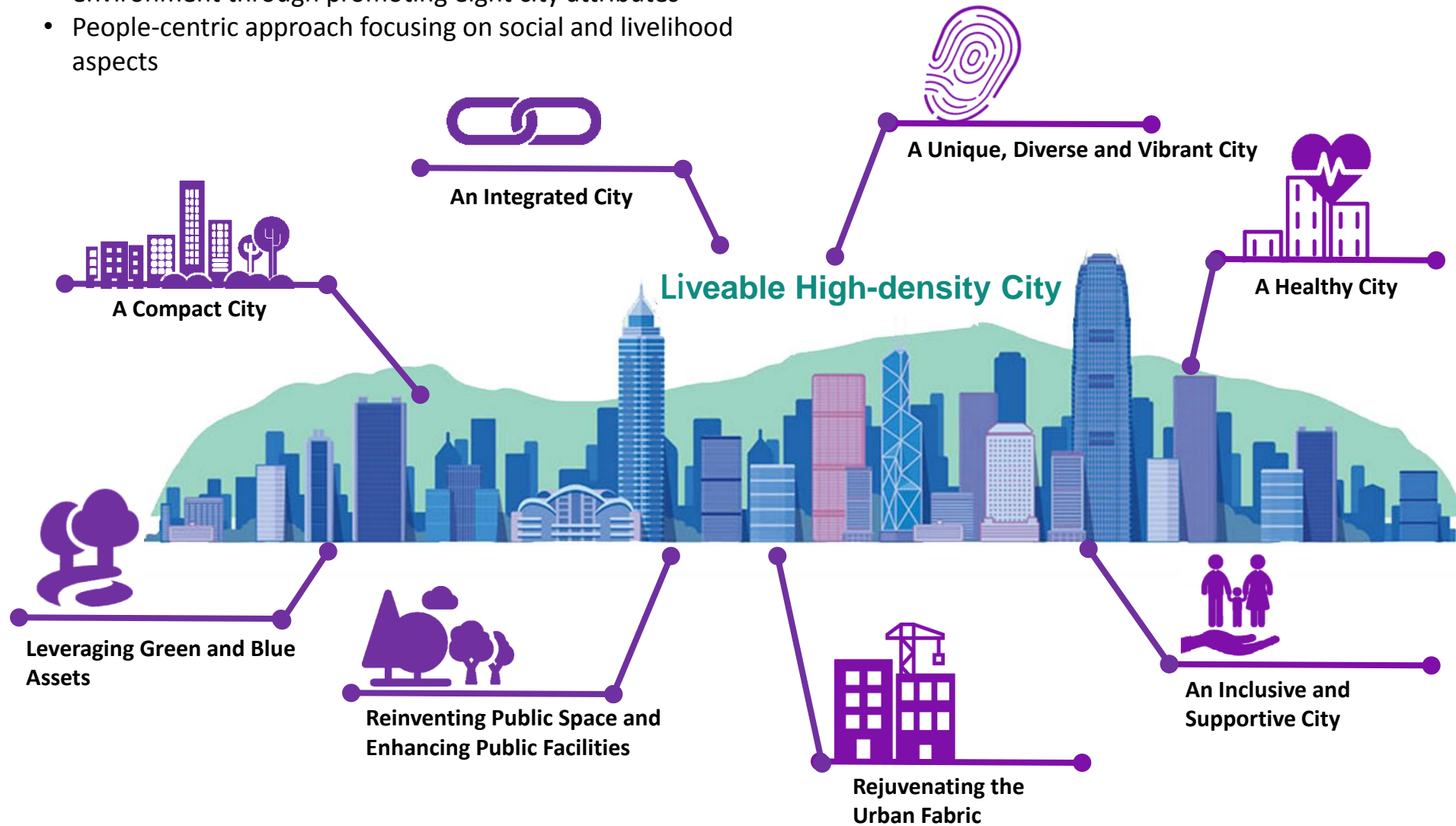
- rejuvenate or retrofit obsolete densely developed areas
- improve connectivity, urban permeability and urban climate
- address inadequacies in greening, public space and public facilities

## Rejuvenating established communities



# Overall Approach for a Liveable High-Density Built Environment

- Enhance the liveability of our high-density built environment through promoting eight city attributes
- People-centric approach focusing on social and livelihood aspects



# A. A People-centric, Compact and Integrated City

## Compact high-density development for convenience, efficiency and vibrancy of the city and the people

- A sustainable and efficient form of development, but side-effects to be prevented/addressed through planning, urban design and management of density, land use mix and use of public space and facilities, etc



“ We will continue underscoring the compact city through a compact transit-oriented development pattern that is sustainable, efficient and cost-effective. ”

Key Strategic Directions	Key Actions
Managing density	<ul style="list-style-type: none"> <li>a two-pronged approach for the densely developed areas and NDAs</li> </ul>
Promoting compatible land use mix	<ul style="list-style-type: none"> <li>promote compatible land use mix through responsive land use planning and urban design</li> </ul>
Fostering efficient use of urban spaces	<ul style="list-style-type: none"> <li>unlock development potential through innovative use of land (such as cavern and underground spaces)</li> </ul>
Adopting responsive urban design concepts	<ul style="list-style-type: none"> <li>adopt responsive urban design such as building height gradation, density differentials, open spaces and green-blue networks</li> </ul>
Underscoring compact development	<ul style="list-style-type: none"> <li>underscore transit-oriented, compact development with railway as the backbone public transport mode</li> <li>foster a low-carbon first and last-mile trip of mass transit and walkable city</li> </ul>





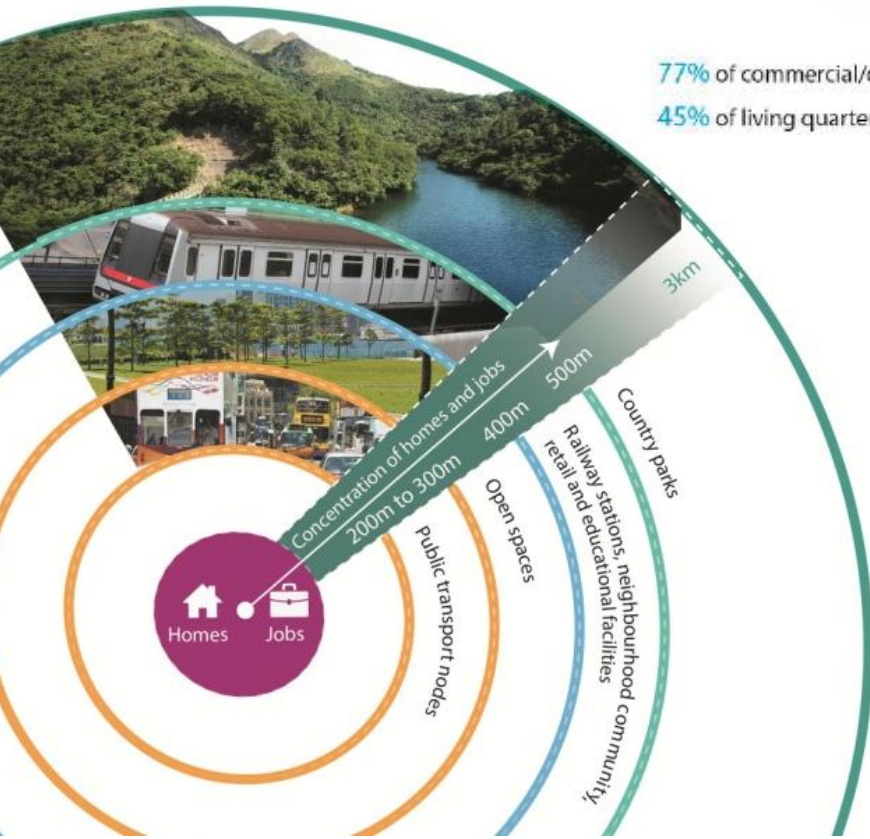
# A. A People-centric, Compact and Integrated City

## Urban Mobility

- convenience, connectivity, accessibility and walkability
- a conceptual framework of accessibility



77% of commercial/office GFA  
45% of living quarters



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

# A. A People-centric, Compact and Integrated City

- **Addressing traffic congestion** for better mobility and quality of life
  - Manage private car growth
  - Bring jobs closer to home

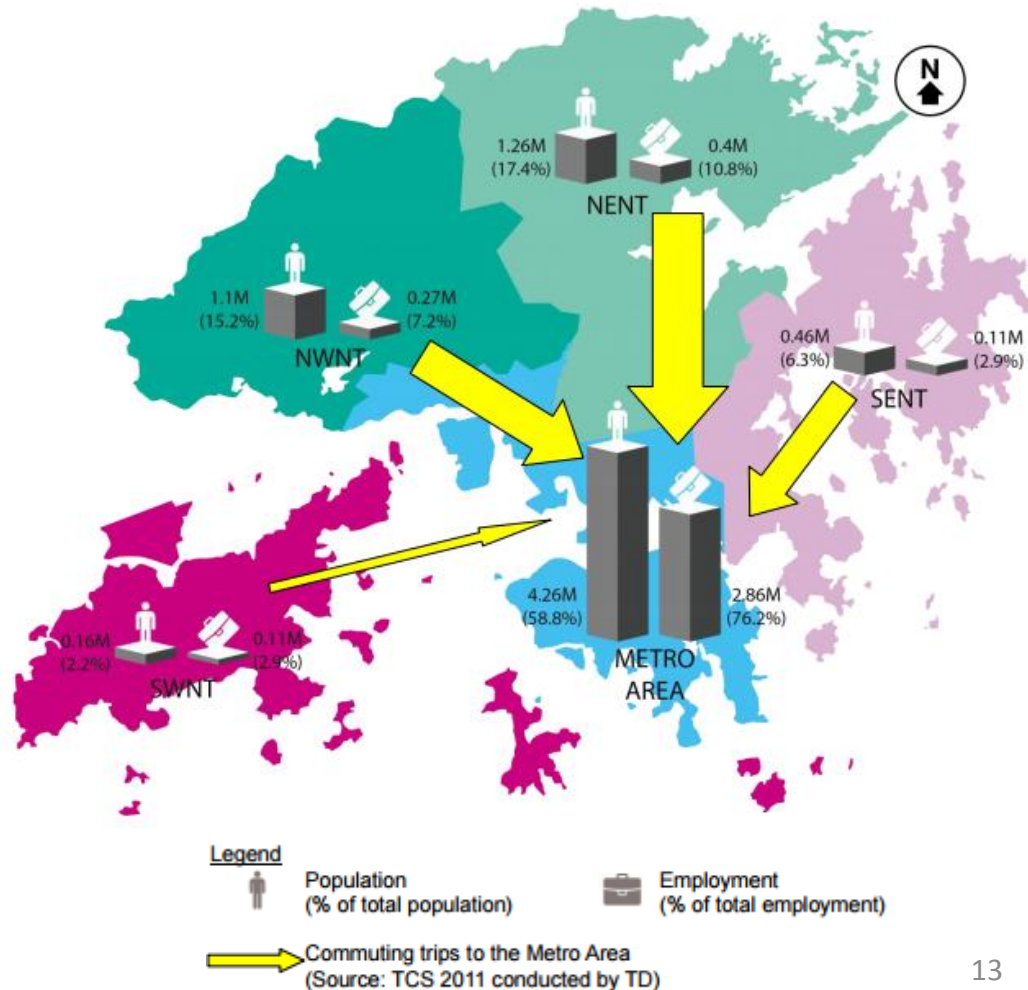


Private Vehicles Average Annual Growth Rate (1995-2015)

## Spatial Distribution of Population and Employment (2014 Figures)

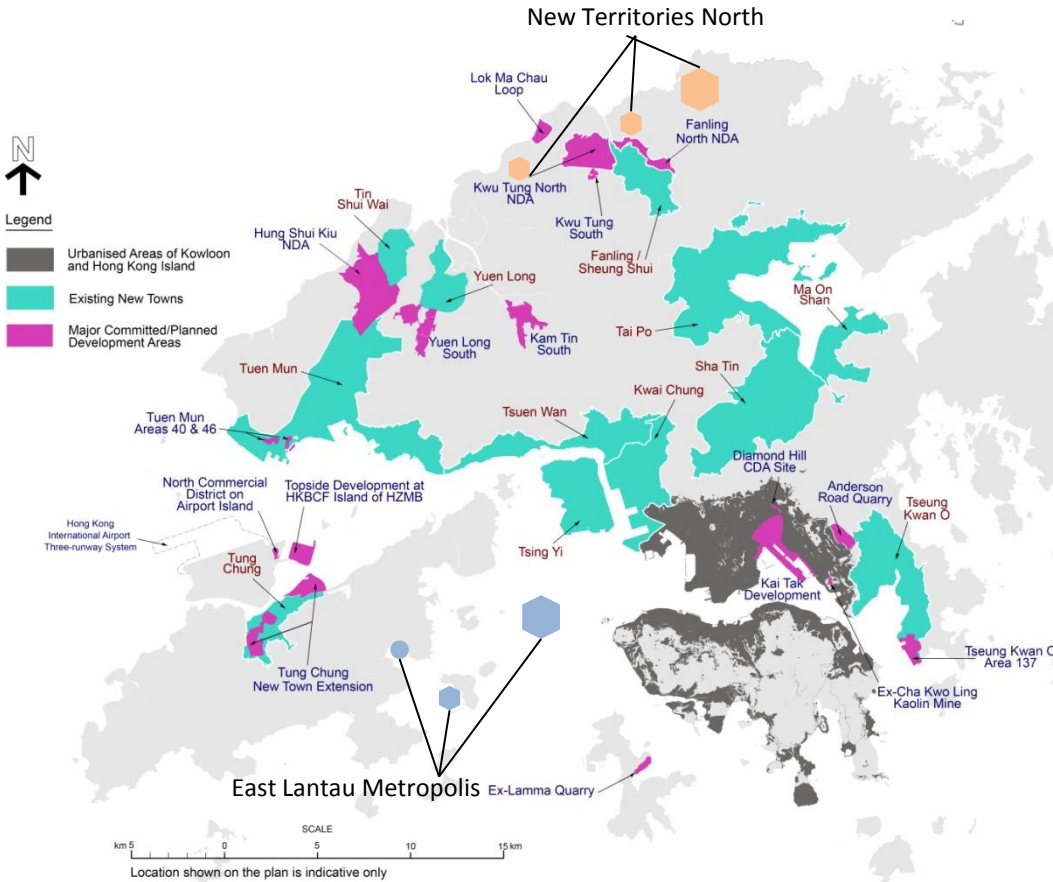
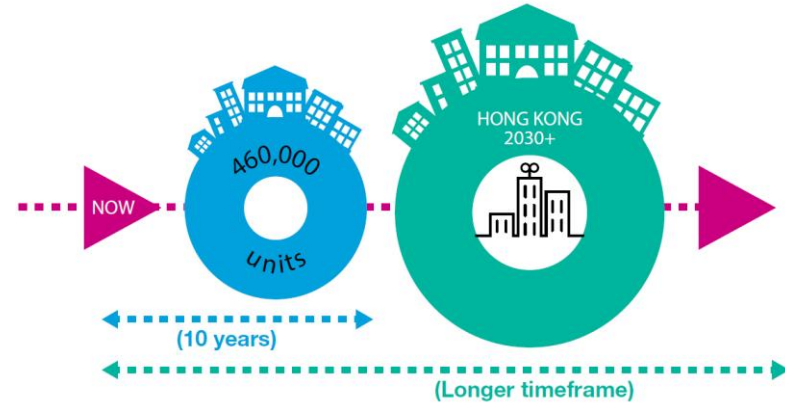
Total Population: 7.24M (Non-Metro Area 41%)

Total Number of Jobs: 3.75M (Non-Metro Area 24%)



## Homes and home space enhancement

- creating capacity for future housing needs
- allowing a buffer in planning for development capacity in the long-run



Lands Department © The Government of the Hong Kong SAR (reference no. G25/2015)





## Reinventing public spaces

- **increase the provision standard for public open space by 25% to not less than 2.5m<sup>2</sup> per person**
  - current standard: a minimum of 2m<sup>2</sup> per person
- **public spaces as extensions of private space in high-density city**
  - conduct public space review to embrace public space as a key component of our liveable high-density city

## Enhancing public facilities

- **adopt a target of 3.5m<sup>2</sup> per person in planning for the land requirement of Government, Institution or Community uses**
  - existing provision is adequate but could be further enhanced (currently at 2.2m<sup>2</sup> per person for Sha Tin New Town)
  - improve or redevelop substandard facilities
  - cater for ageing society and needs of other age groups



Key Strategic Directions	Key Actions
<b>Reinventing the public space</b>	<ul style="list-style-type: none"> <li>• 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</li> </ul>
<b>Reviewing open space and public facility provision</b>	<ul style="list-style-type: none"> <li>• explore the scope for appropriately increasing the open space per capita standard</li> <li>• review the planning standards for relevant G/IC facilities</li> </ul>

# C. Healthy City and Healthy People

## Leveraging green and blue assets

**1649** km<sup>2</sup>  
Total sea area

**90%**  
of the population  
within 400m of district  
parks/public open  
space

**2500** km  
Total length of rivers  
and streams

**263**  
Total number of  
islands

**73** km  
Total length of  
harbourfront

**24**  
total number of  
country parks

**17** number  
of impounding  
reservoirs

**733** km  
Total length of  
coastline

**85%**  
of the population  
within 3km of country  
parks

**41** number  
of gazetted public  
beaches

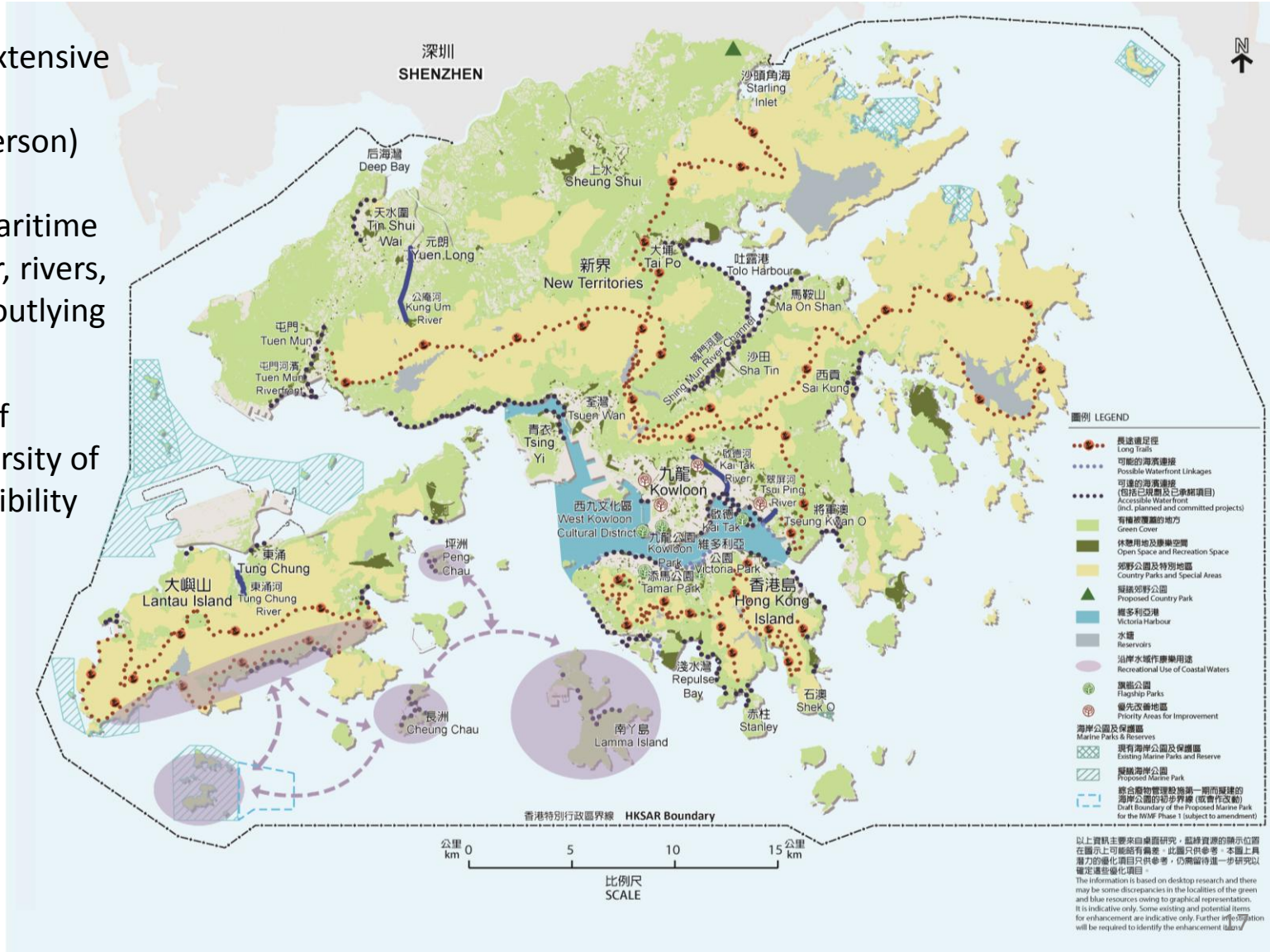




## Leveraging green and blue assets

- advantage of extensive green coverage (105.3m<sup>2</sup> per person)
- advantage of maritime setting (harbour, rivers, natural coasts, outlying islands, etc)
- enhancement of quality and diversity of uses and accessibility

## Conceptual Spatial Framework for Green and Blue Space Planning



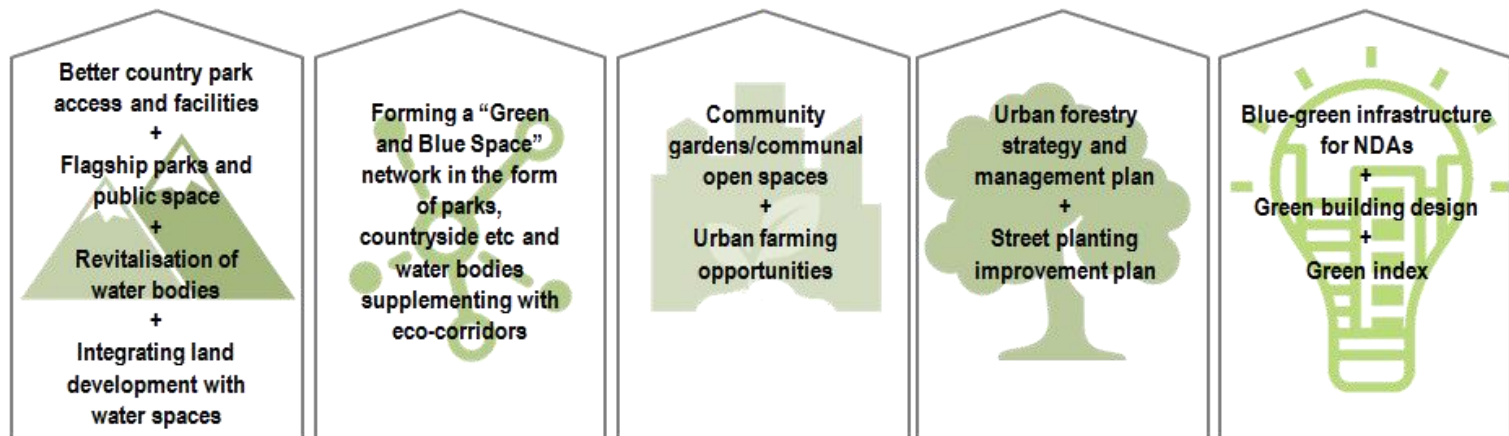


- Create a **“green and blue asset system”** network, integrating green and blue space planning, eco-corridors, green and blue infrastructure, and leisure and recreation outlets

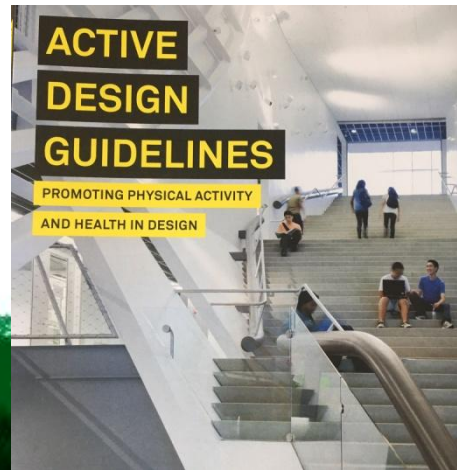
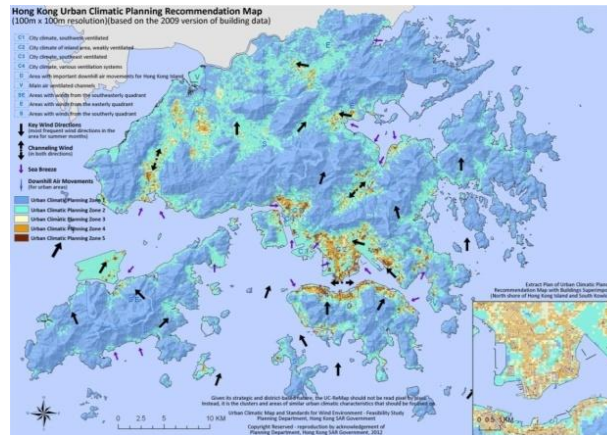
## KEY STRATEGIC DIRECTIONS



## KEY ACTIONS



- **Improve urban climate**
  - address air ventilation, thermal comfort and heat island effect
  - mainstream health and well-being considerations in planning and design
- **Promote healthy lifestyles**
  - embrace “active design” concepts
  - Increase open space provision

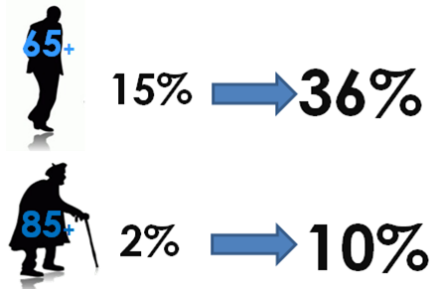


Key Strategic Directions	Key Actions
Improving the urban climate by incorporating urban climatic and air ventilation considerations	<ul style="list-style-type: none"> <li>• strengthen urban climatic and air ventilation considerations in the planning and design process, having due regard to the Hong Kong Urban Climatic Planning Recommendation Map</li> <li>• update the current Technical Circular on Air Ventilation Assessment and the HKPSG</li> </ul>
Promoting active design	<ul style="list-style-type: none"> <li>• embrace “active design” in promoting physical activities and health</li> <li>• appropriately increase open space provision</li> <li>• promote accessibility to recreational facilities</li> <li>• provide a comfortable walking and cycling environment</li> </ul>



# D. An Inclusive and Supportive City

- Promote an **age-friendly built environment** for “active ageing”, “ageing in place”, “inter-generational support” and community participation for elderly
- Cater for the **needs of the youth** and nurture the young (e.g. education, training, employment, business start-ups)
- Provide a **family-friendly environment** (e.g. child care)
- Promote **social inclusion**



Key Strategic Directions	Key Actions
<b>Strengthening relevant Government policies to support all ages</b>	<ul style="list-style-type: none"> <li>• provide and broaden education, skill training and youth development facilities</li> <li>• provide employment opportunities with a range of skills for the youth</li> <li>• provide premises to nurture young entrepreneurship</li> <li>• facilitate raising families</li> <li>• review the relevant planning standards of the elderly facilities provision</li> <li>• promote ageing in place</li> </ul>
<b>Addressing the housing needs of all ages</b>	<ul style="list-style-type: none"> <li>• continue adopting universal design in public housing</li> <li>• promote universal design in private housing units in building design guidelines</li> <li>• encourage a variety of housing choices to be provided by the public and private</li> </ul>
<b>Promoting age-friendly public space in the built environment</b>	<ul style="list-style-type: none"> <li>• identify areas for age-friendly public space improvement</li> <li>• encourage universal design in government facilities and in public spaces</li> </ul>
<b>Providing a supportive environment for families</b>	<ul style="list-style-type: none"> <li>• increase child care facilities and identify conveniently located sites for child care services</li> <li>• enhance pre-school facilities, in line with free and quality kindergarten education policy</li> </ul>



Vocational and Professional Education and Training Institution  
(Photo Credit: Vocational Training Council)



## Catering for the needs of an ageing society

### 1. Housing for the Elderly



- Promote more diverse housing choices for the elderly by public and private sectors
- Promote inter-generational support

### 2. Universal Design



- Promote the adoption of universal design in private residential developments
- Facilitate age friendly public space
- continue adopting universal design in public housing

### 3. Elderly Services



- Provide land and space for elderly care facilities, preferably on estate basis, complemented by district and community based services
- Review/formulate planning standards for elderly care facilities

Age-friendly Built Environment



Facilities and Services

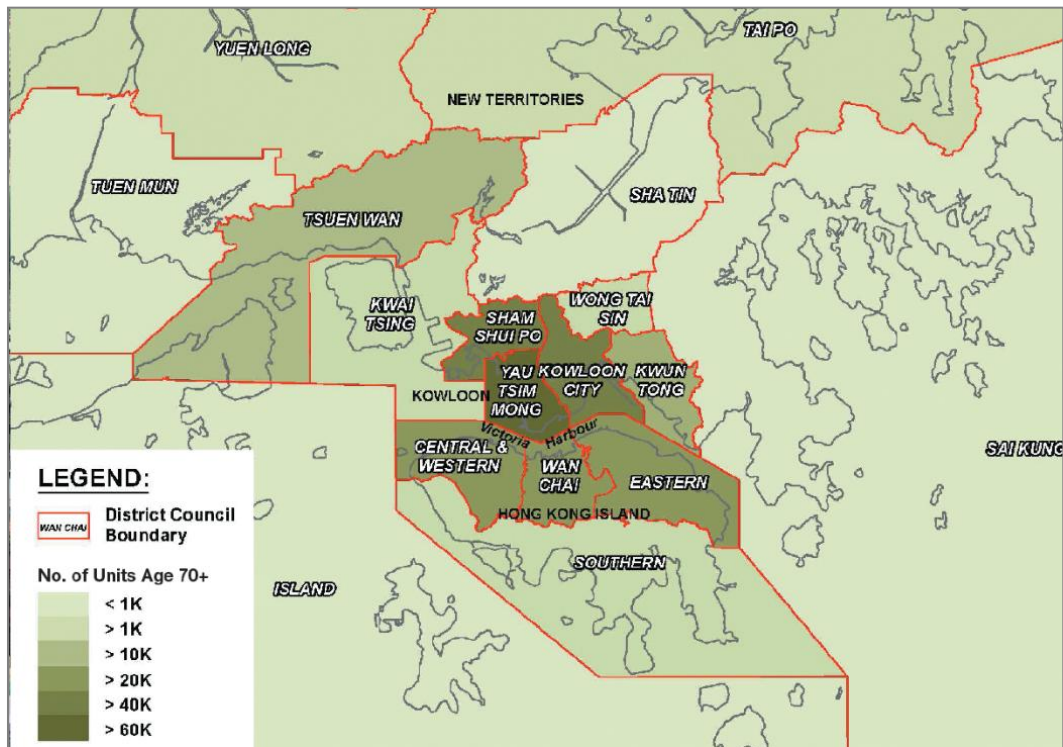


Housing



# E. Rejuvenating the Urban Fabric and Established Communities

- Tackle the enormous number of ageing buildings through redevelopment, rehabilitation, revitalisation, preservation and retrofitting
- Rejuvenate urban fabric and established communities
- Create solution spaces for decantation
- Step up urban renewal efforts and policies initiatives



Private Housing Units aged 70 or above by 2046 (by Districts)

Key Strategic Direction	Key Actions
Rejuvenating the urban fabric	<ul style="list-style-type: none"> <li>• boost building management and maintenance initiatives</li> <li>• facilitate redevelopment, rehabilitation, revitalisation and preservation initiatives</li> <li>• seek urban improvements while respecting neighbourhood characteristics and community bonds</li> </ul>

# 326,000

private housing units aged 70 or above by 2046

# 1,100

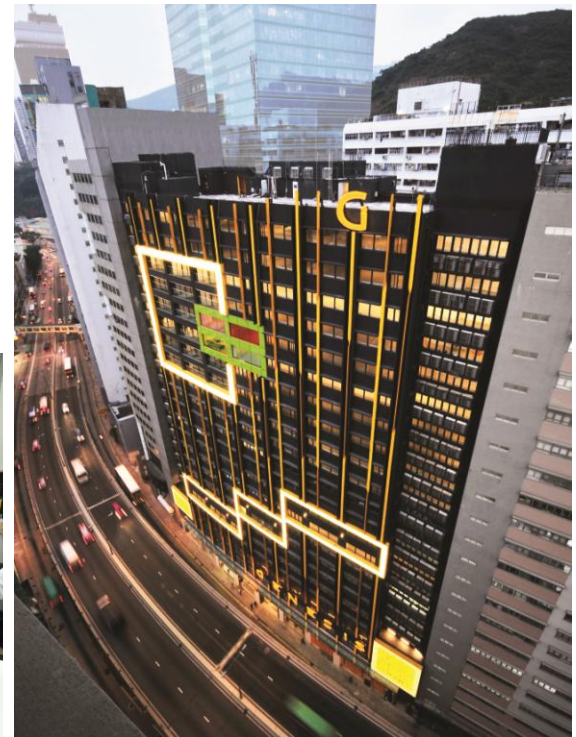
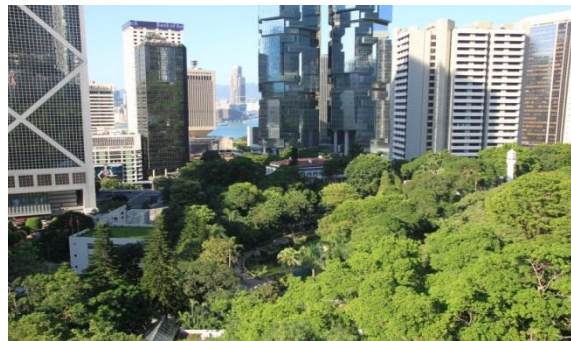
units in 2015

Nearly **300 times** of the building stock of the same age in 2015





## Economic vitality and opportunities for the people







**Create employment opportunities and income**



**Create quality jobs of a range of skills**



**Facilitate entrepreneurship and business start-ups**



**Bring jobs closer to home**

- shorter home-to-work journeys
- Less energy consumption
- Less carbon emission
- More family and leisure time



**Provide environment conducive to retaining, nurturing and attracting talents**



**Provide education and training facilities in support of new economy**



**Create thriving local economy**



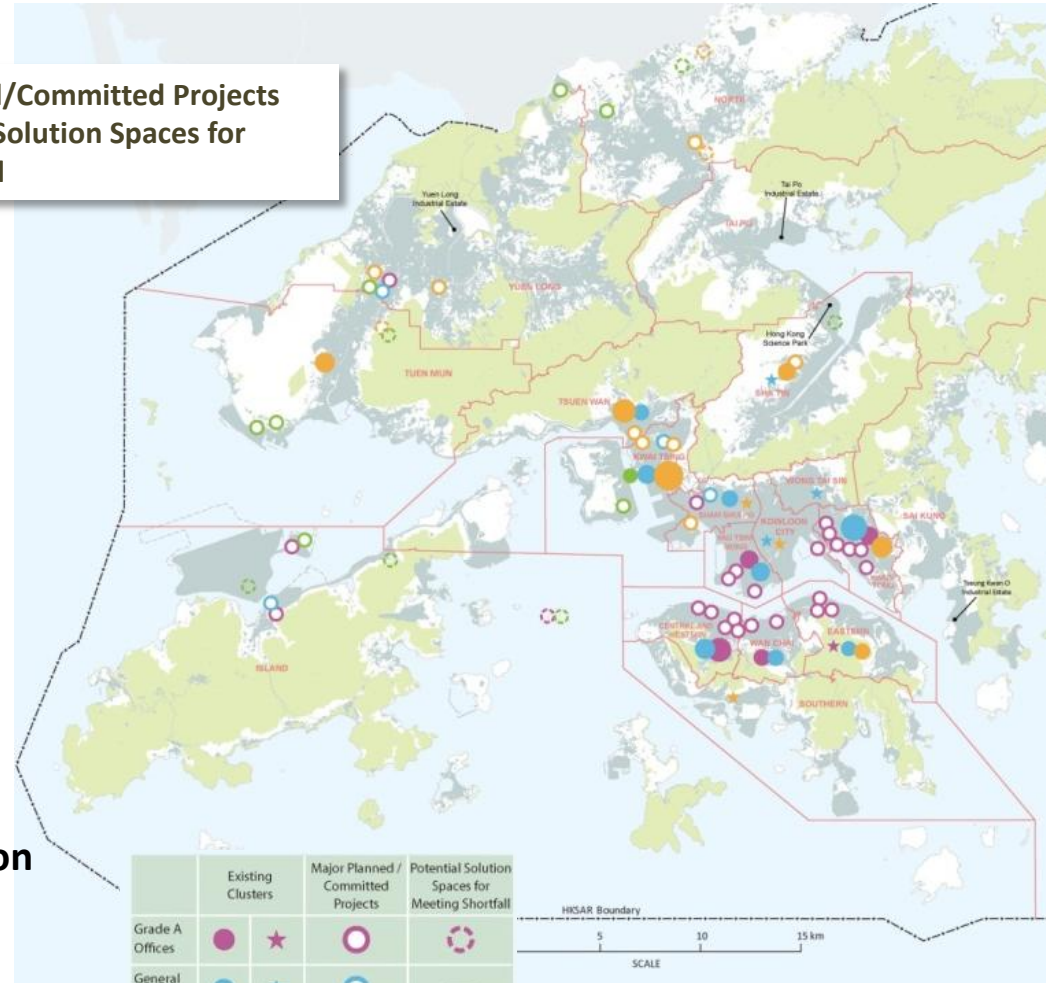
Proposed Main Street in HSK NDA ("5-in-1" Concept)



## Overall Approach

- Diversify economic base
- Strengthen pillar industries and support emerging industries
- Promote innovation, technology and collaboration
- Provide land and space and create strategic economic nodes outside the metro core

### Major Planned/Committed Projects and Potential Solution Spaces for Economic Land



## Rebalancing homes and jobs locations



Population



Jobs

	Existing Clusters	Major Planned / Committed Projects	Potential Solution Spaces for Meeting Shortfall
Grade A Offices	● ★	○	⊗
General Business	● ★	○	—
Industries	● ★	○	⊗
Special Industries	● —	○	⊗

Remarks:

- Existing clusters of floorspace over 1 million m<sup>2</sup> in GFA. The size of existing clusters is proportional to their scale.
- ★ Existing clusters of floorspace between 0.5 and 1 million m<sup>2</sup> in GFA. Location shown on the plan is indicative only.





## Environmental improvement and sustainability for the people



Photo crédit: DSD





## A. Environmental improvement

### Improvement of living environment

- Improving air quality through environmentally friendly transport and better wind environment
- Fuel mix change, waste reduction and waste-to-energy approach to reduce use of resources and carbon emission



## B. Biodiversity enhancement

### Sustainability of ecosystem to provide essential services and environment that support and enrich the life of humans

- Protecting areas of high ecological value
- Promoting biodiversity and urban ecology
- Revitalising water bodies, setting up nature park
- Introducing eco-shorelines and other blue-green infrastructure, etc

## C. Resilience to climate change

### Adaptation and resilience of humans and built environment to reduce risk

- Pursuing an integrated smart, green and resilient infrastructure system (e.g. district cooling system, waste-to-energy conversion, flood protection, etc)



Tai Hang Tung Underground Flood Water Storage Tank

## Smart, Green and Resilient Hong Kong for better quality living

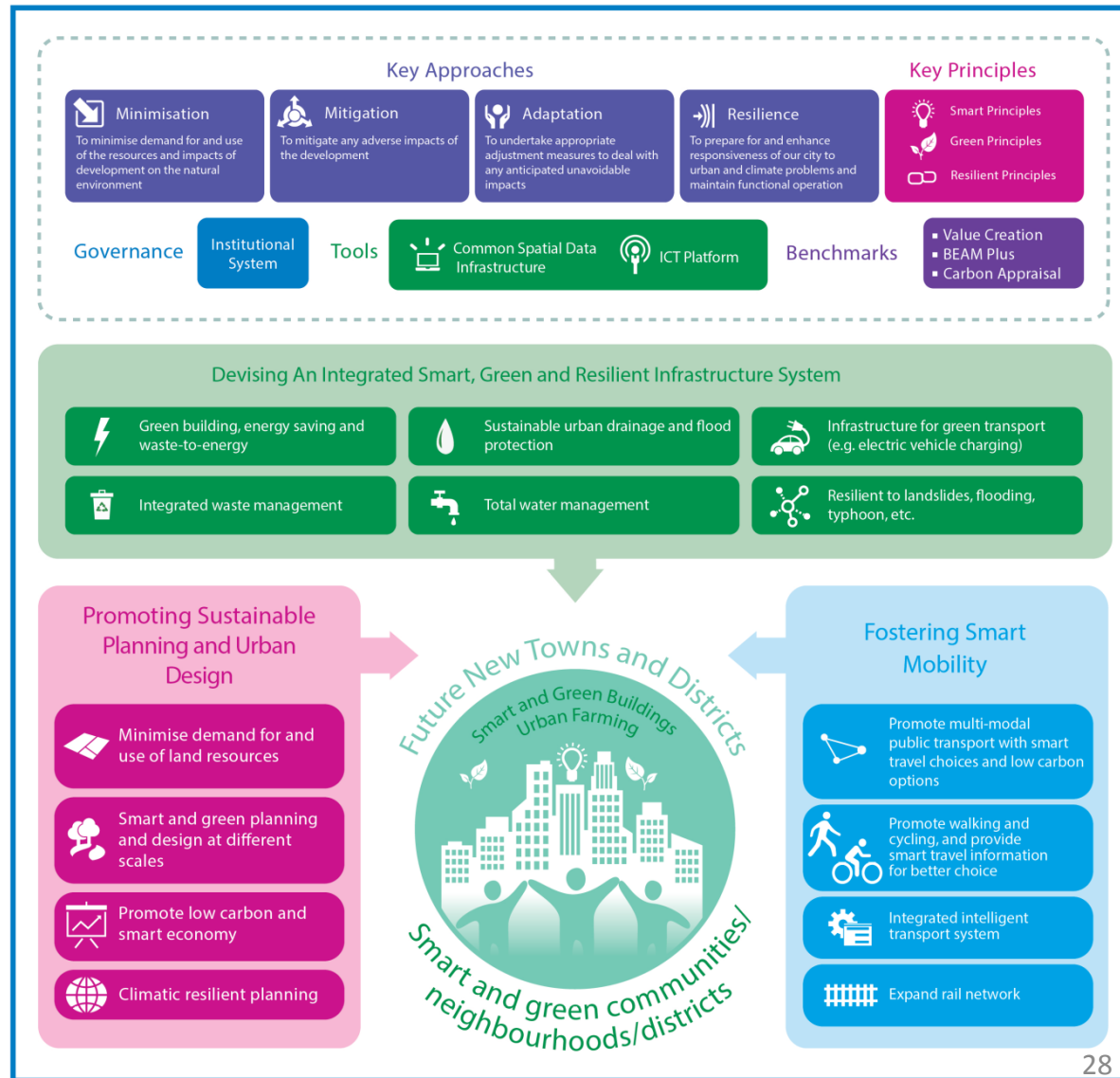
➤ Mainly concerns the built environment:

-Promoting sustainable planning and urban design

-Fostering smart mobility

-Devising an integrated smart, green and resilient infrastructure system

➤ Setting up a common spatial data infrastructure and ICT infrastructure as foundations for a smart city



# Sustainable Planning and Urban Design

Minimise Demand for and Use of Land Resources

- Optimise use of scarce land resources (e.g. optimising density and land use using cavern and underground space)
- Compact rail-based development

Smart and Green Design at Different Scales

- Smart living including smart homes for ageing-in-place
- Smart offices
- Smart and green districts and new towns

Promote Low Carbon and Smart Economy

- Smart production, products and services
- Land and space at strategic locations in support of innovation & technology

Promote Climate Resilient Planning

- Integrate climate change adaptation in planning, building and infrastructural design



# Fostering Smart Mobility

## Transport Infrastructure

- Promote multi-modal public transport with railway as the backbone and smart travel choices for efficient mobility
- Enhance walkability and cycle-friendliness

## Transport Management And Operation

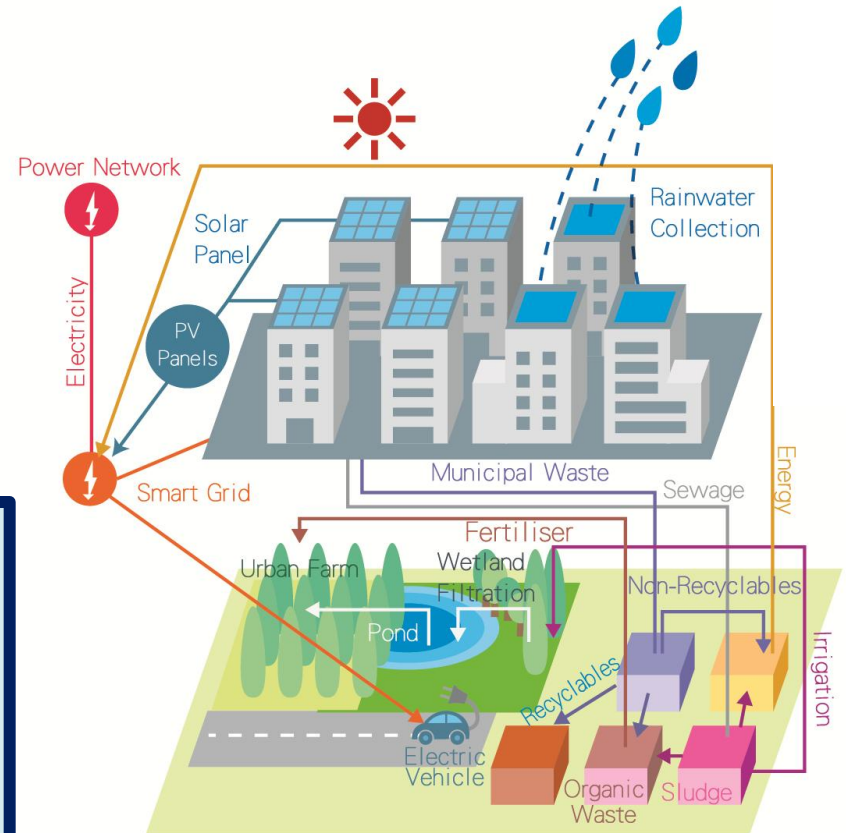
- Promote an integrated intelligent transport system
- Disseminate real time traffic information
- Promote inclusive mobility for the aged and the disadvantaged

# Integrated Smart, Green and Resilient Infrastructure System



A strategically planned, integrated and land efficient network of physical infrastructure

- smart grid and waste-to-energy
- refuse collection and sorting facility
- sewage treatment and treated sewage effluent reuse
- sustainable urban drainage
- water resources management



## Liveability: People-centric approach under Hong Kong 2030+

### A People-centric Built Environment

- A People-centric, compact and integrated city
- Better living space
- Healthy city and healthy people
- An inclusive and supportive city
- Rejuvenating the urban fabric and established communities

### Economic vitality and opportunities for the people

- Employment opportunities and quality jobs of a range of skills
- Entrepreneurship and business start-ups
- Jobs closer to home
- Conducive environment for talents
- Education and training facilities
- Thriving local economy

### Environmental improvement and sustainability for the people

- Environmental improvement
- Biodiversity enhancement
- Resilience to climate change

### A Smart, Green and Resilient City Strategy

- Sustainable planning and urban design
- Smart mobility
- Integrated smart, green and resilient infrastructure system

Liveable high-density city for Hong Kong people



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

Includes various activities such as thematic exhibition, roving exhibitions, public forums and topical discussions, etc

Relevant information (e.g. topical papers) could be downloaded at [www.hongkong2030plus.hk](http://www.hongkong2030plus.hk)

We welcome your views



**Thank you**