

創建
Designing Hong Kong
香港 .com





A City of two extremes





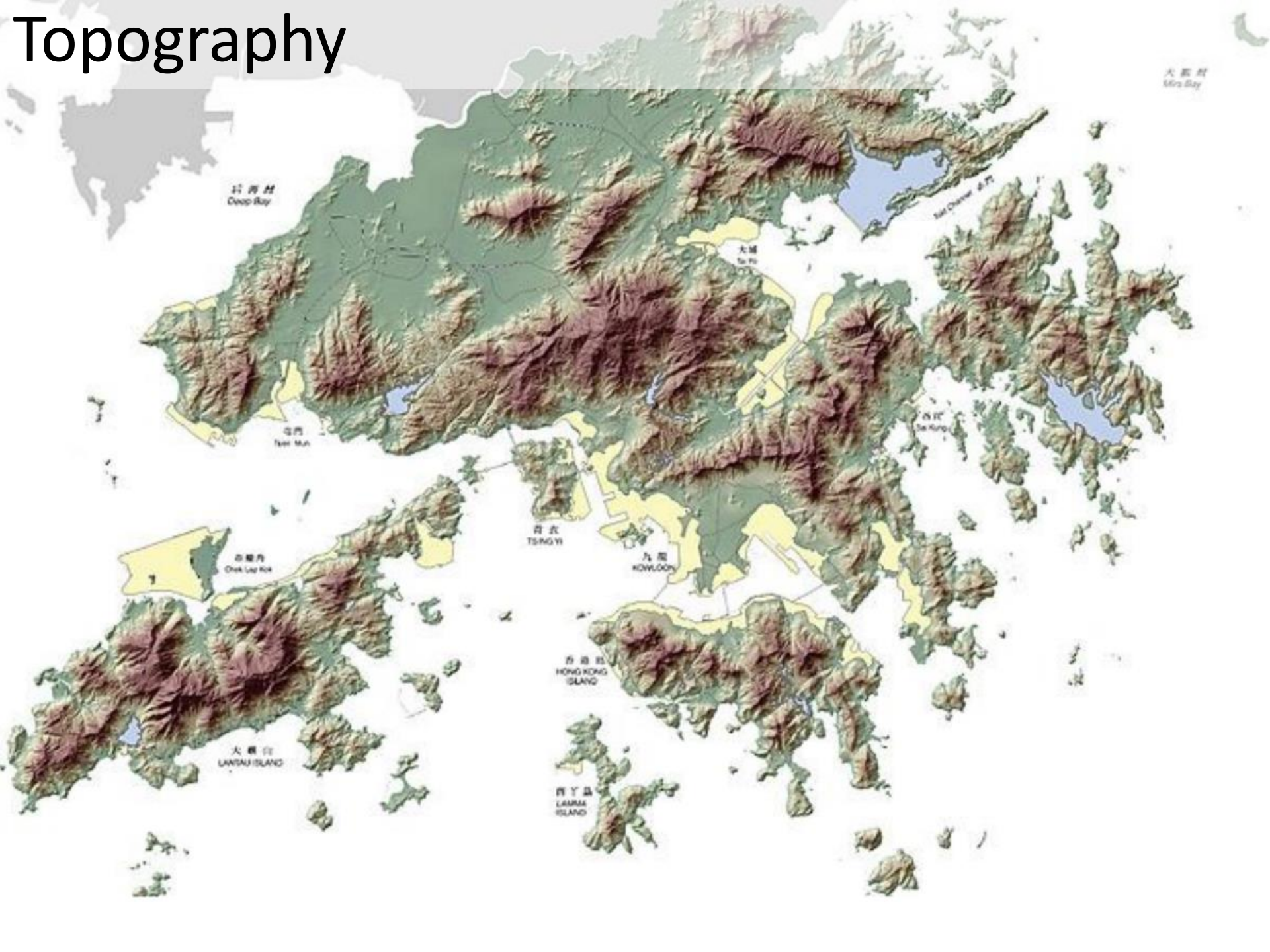






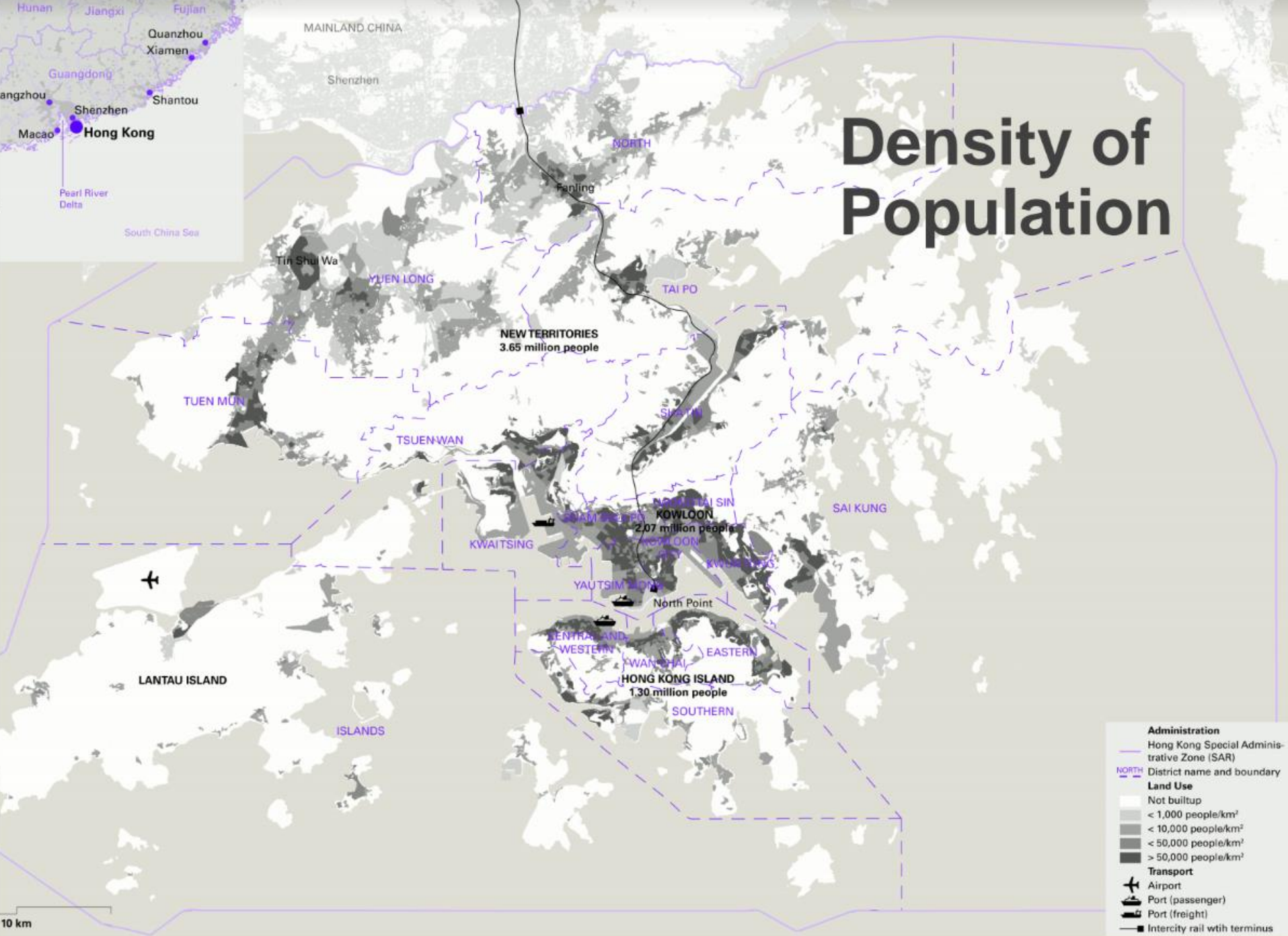
Topography

This topographic map of Hong Kong illustrates the rugged terrain of the region. The New Territories in the north are characterized by extensive mountain ranges, while the Kowloon Peninsula and the islands of Lantau, Lamma, and the New Territories are also shown with their respective topographical features. The map highlights the dense network of roads and the strategic locations of major urban centers like Hong Kong Island and Kowloon. The surrounding waters, including Deep Bay and the waters around the New Territories, are depicted in light blue, contrasting with the green and brown landmasses.

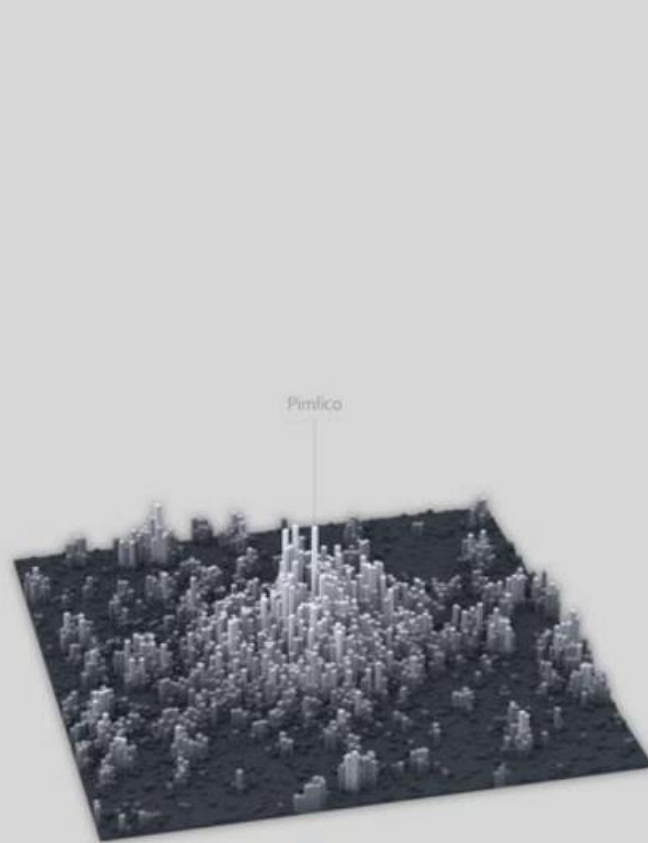


belt Agricultural land Brownfields Potential sites for flats suggested by experts



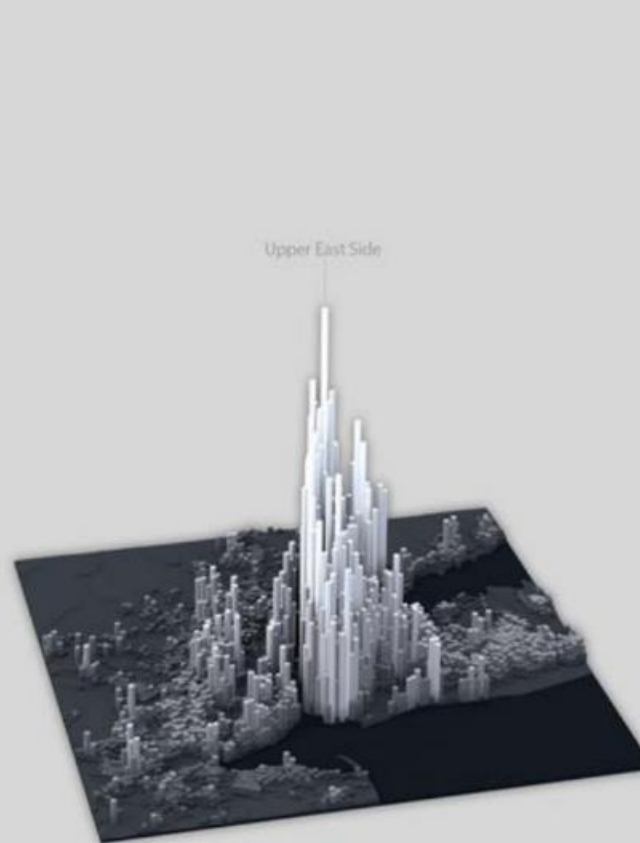


Density of Population



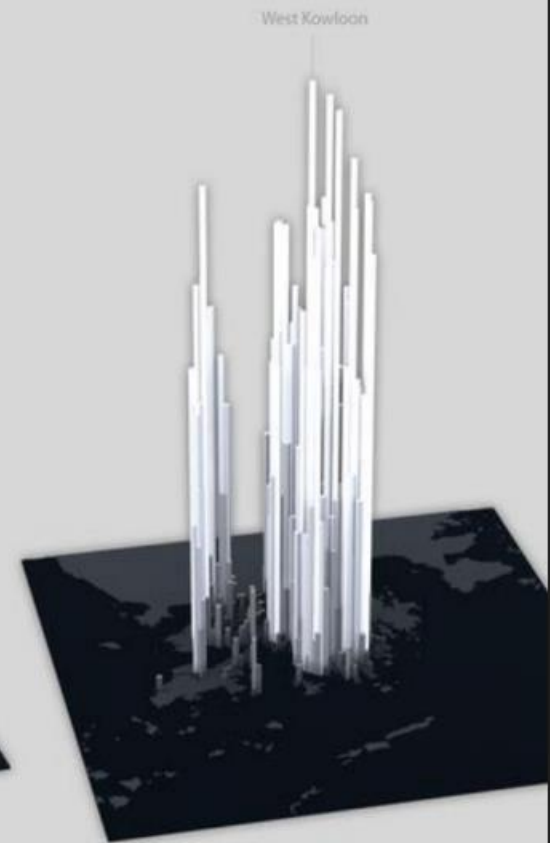
LONDON

Peak 27,100 pp/km²



NEW YORK

Peak 59,150 pp/km²



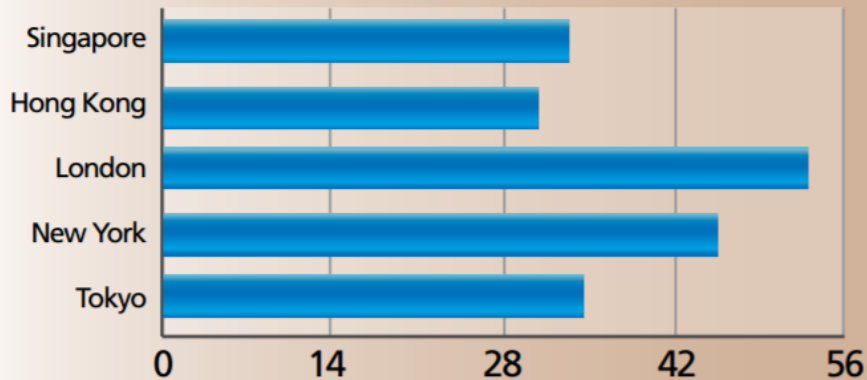
HONG KONG

Peak 111,100 pp/km²

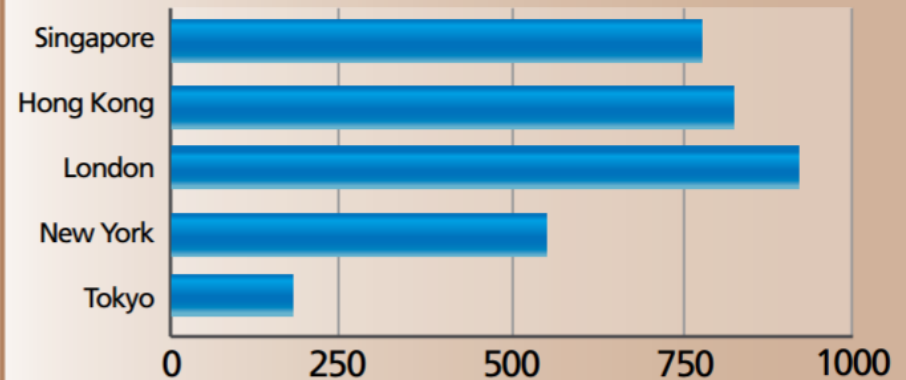
MTR System Map



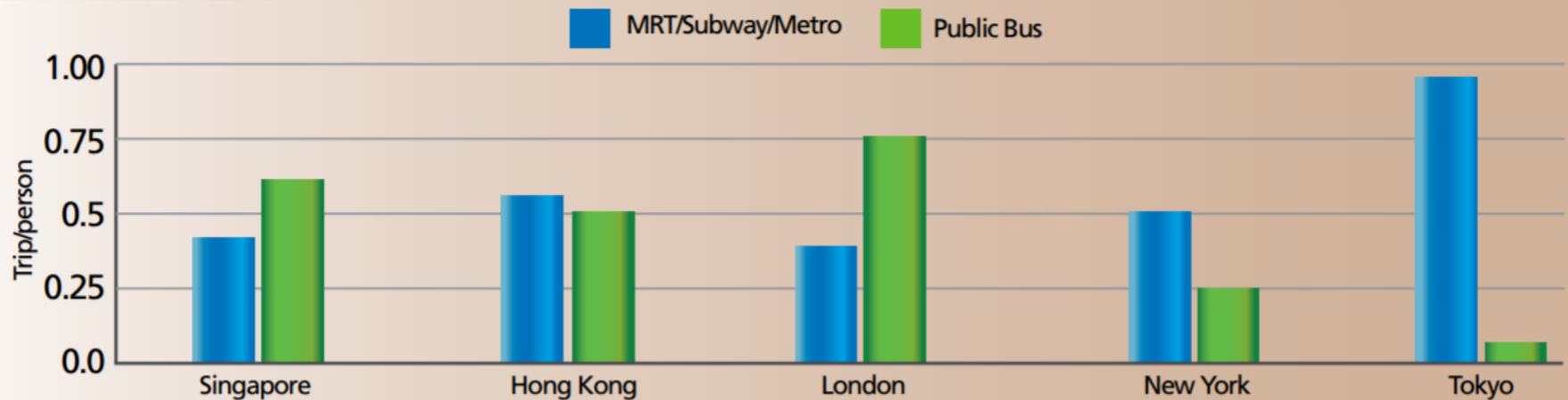
Rail density (km/million persons)



Public bus fleet/ million persons

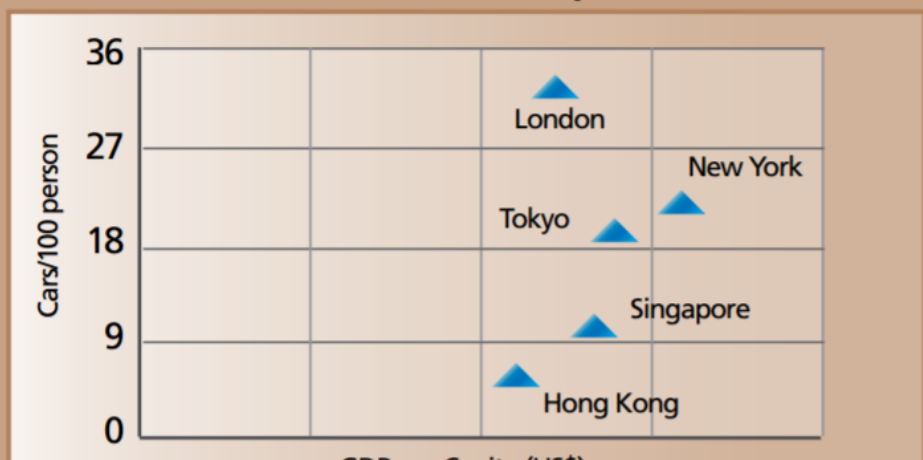


Average daily public transport trips per person

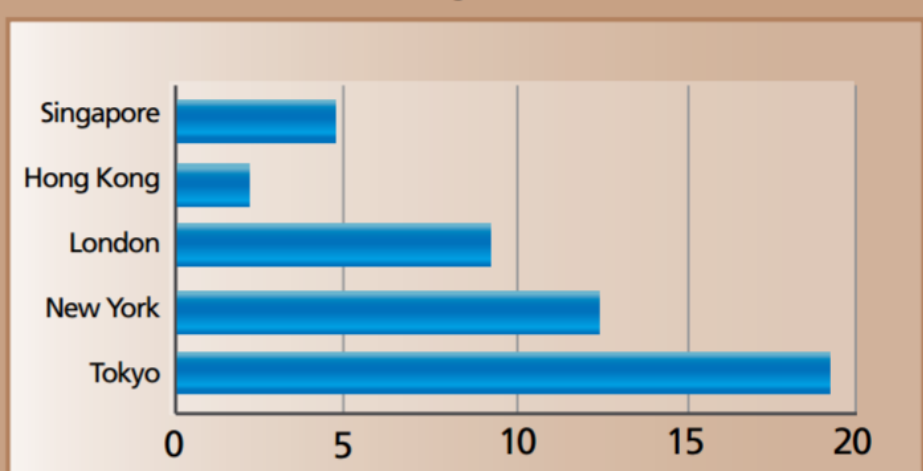


City	Singapore	Hong Kong ^[3]	London	New York	Tokyo
Population (million)	5.31	7.14	8.17	8.24	8.97
Land area (km ²)	714	1,104	1,572	790	622
Population density (million/ km ²)	7,437	6,462	5,199	10,437	14,420
Public transport supply					
Rail density ^[1]					
Length (km) per million persons	33.5	30.6	53.3	45.3	33.9
Length (km) per km ² of land area	0.25	0.20	0.28	0.47	0.49
Number of stations per km ² of land area	0.19	0.14	0.20	0.59	0.46
Public bus fleet					
Fleet per million persons	765	816	918	527	163
Daily ridership per person					
MRT/ Subway/ Metro	0.42	0.57	0.39	0.53	0.96
LRT/ Tram ^[2]	0.02	0.09	0.04	-	0.01
Public bus	0.64	0.53	0.78	0.23	0.06
Average fare per boarding (in S\$) ^[4]					
MRT/ Subway/ Metro	0.86	1.65	2.65	1.54	1.29
Public bus	0.63	1.20	0.89	1.24	1.59

Number of cars/ 100 persons



Road density (km/ km²)



Rank ↕	Country ↕	Motor vehicles per 1000 people ↕	Notes ↕
1	 San Marino	1,263	2014 ^[1]
2	 Monaco	899	2014 ^[1]
3	 United States	797	2014 ^[1]
4	 Liechtenstein	750	2014 ^[1] ^[2]
5	 Iceland	745	2014 ^[1]
6	 Luxembourg	739	2014 ^[1]
7	 Australia	736	2016 ^[3]
8	 New Zealand	712	2014 ^[1]
9	 Malta	693	2014 ^[1]
110	 Cape Verde	101	2007 ^[1]
111	 Honduras	95	2008 ^[1]
112	 Guyana	95	2008 ^[1]
113	 El Salvador	94	2007 ^[1]
114	 Swaziland	89	2007 ^[1]
115	 Bahamas	81	2007 ^[1]
116	 Hong Kong	77	2010 ^[1]
117	 Samoa	77	2007 ^[1]
118	 Sri Lanka	76	2012 ^[28]



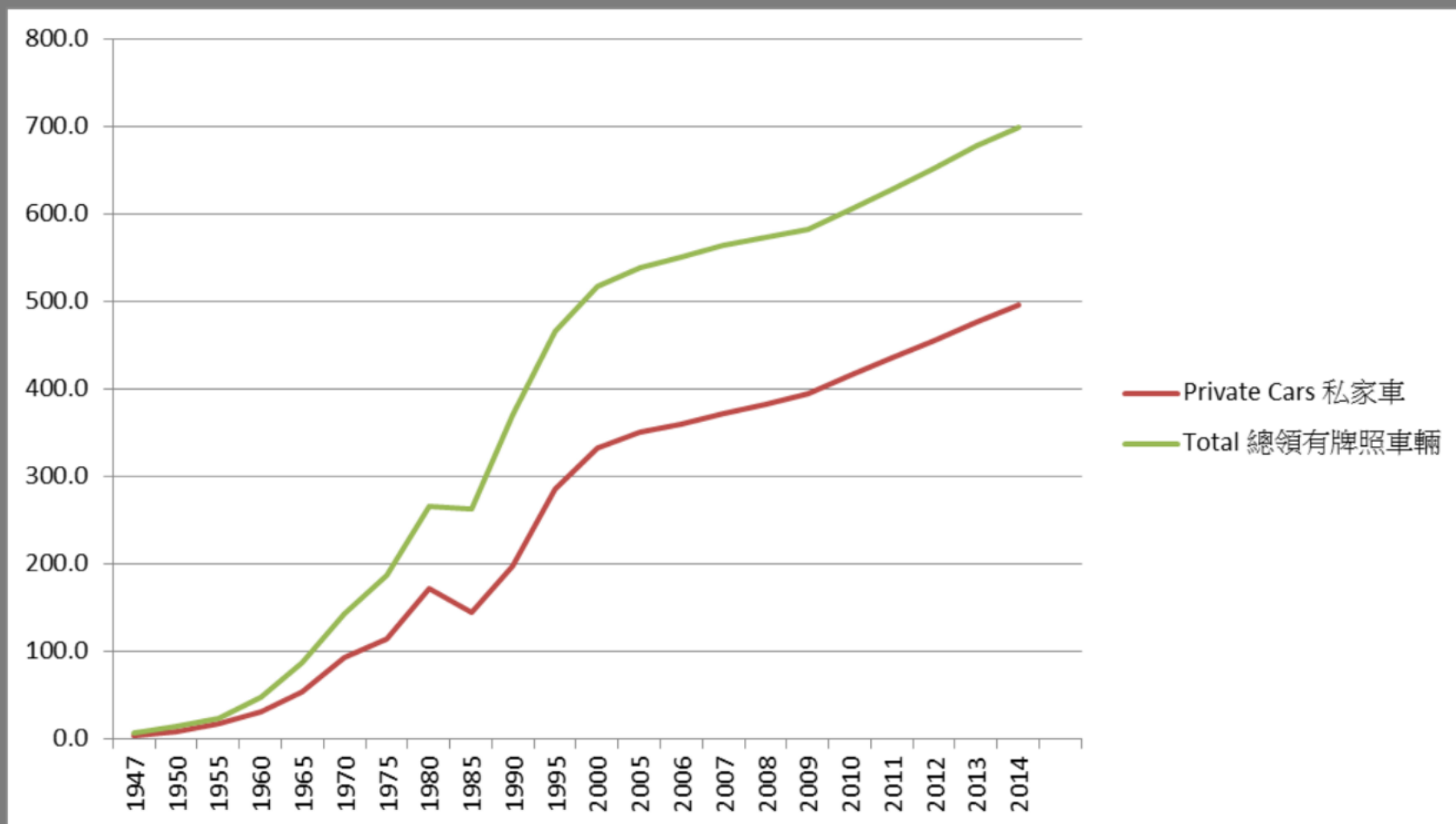
更多車?
More cars?



更多行人路?
More space?



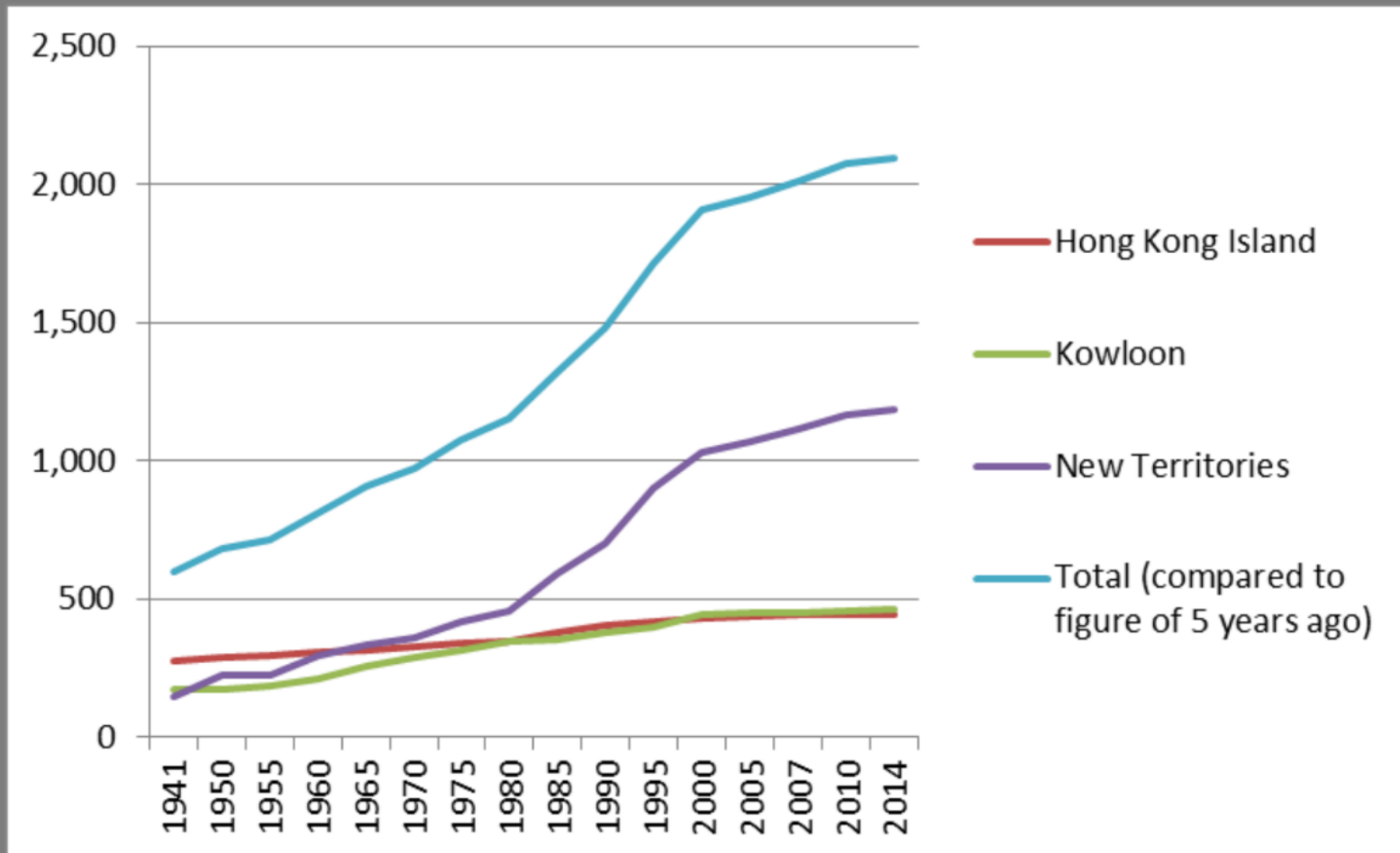
Motor Vehicles Licensed in Hong Kong (unit: 1,000)



Source: HKSAR Government; CAN



Length of Trafficable Roads in Hong Kong (km)



Source: HKSAR Government; CAN



Yau Ma Tei
Ventilation
Building

PolyU HK
Community College

The
Coronation

West Kowloon Highway



灣區“便捷通關”示意圖
Cross-boundary Transport System

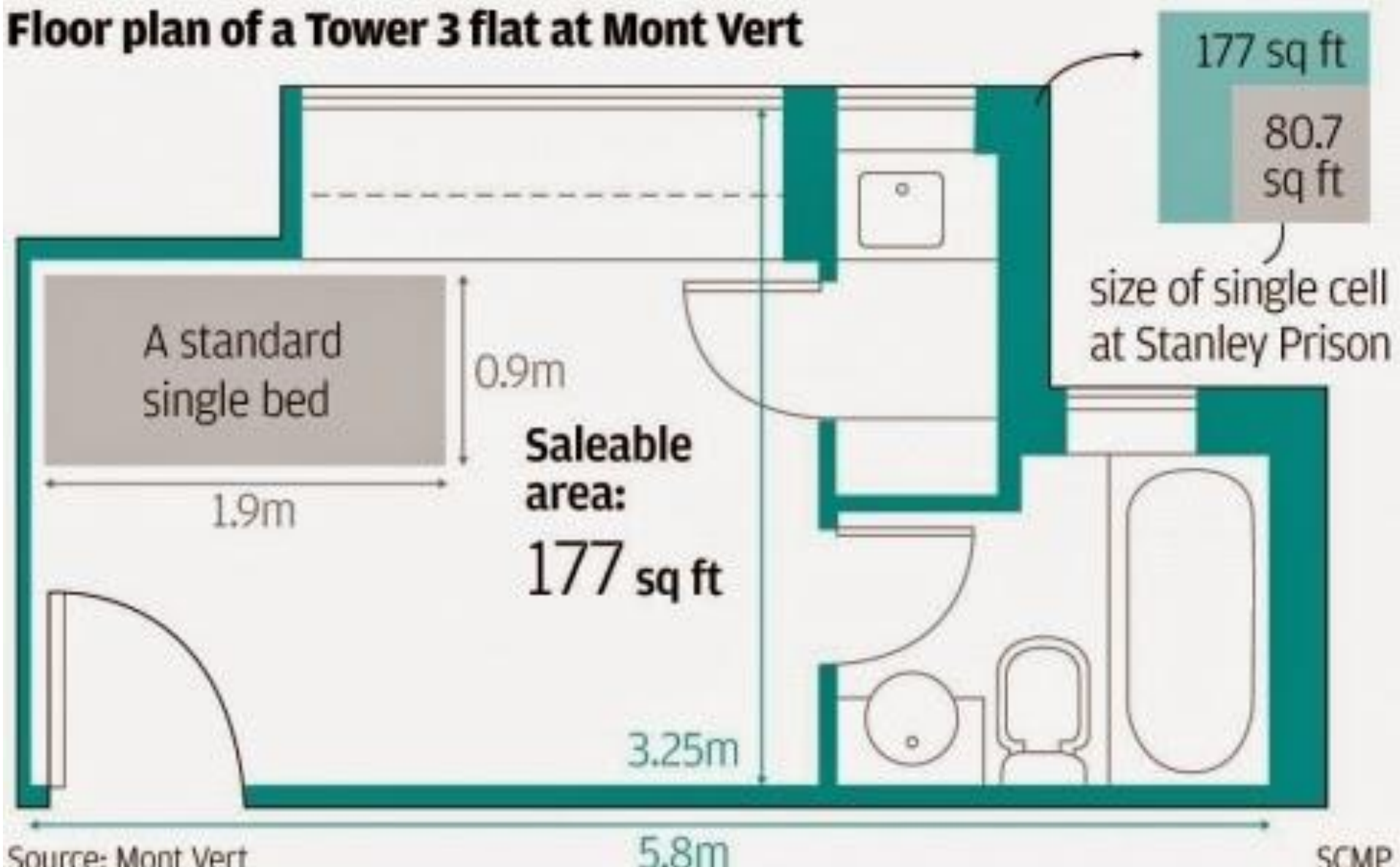
Road Crossing	Average daily traffic 2008	Daily capacity
Lok Ma Chau	27,883	32,000
Man Kam To	5,823	10,000
Sha Tau Kok	2,402	2,500
Shenzhen Bay Port	5,899	60,000
HK Zhuhai Macau Bridge	0	84,000
TOTAL	42,007	188,500

- HK private car fleet: only 433,202 (2011)
- No land for Park-and-Ride facilities at border
- Voluntary parking at rail stations
- Road pricing needed to incentivize drivers to stay away from congested districts.

Inner city poverty



Floor plan of a Tower 3 flat at Mont Vert





嚴禁車震
NO DOGGING

祖先墳前
勿亂偷歡
鬼神共鑑
惡果自負

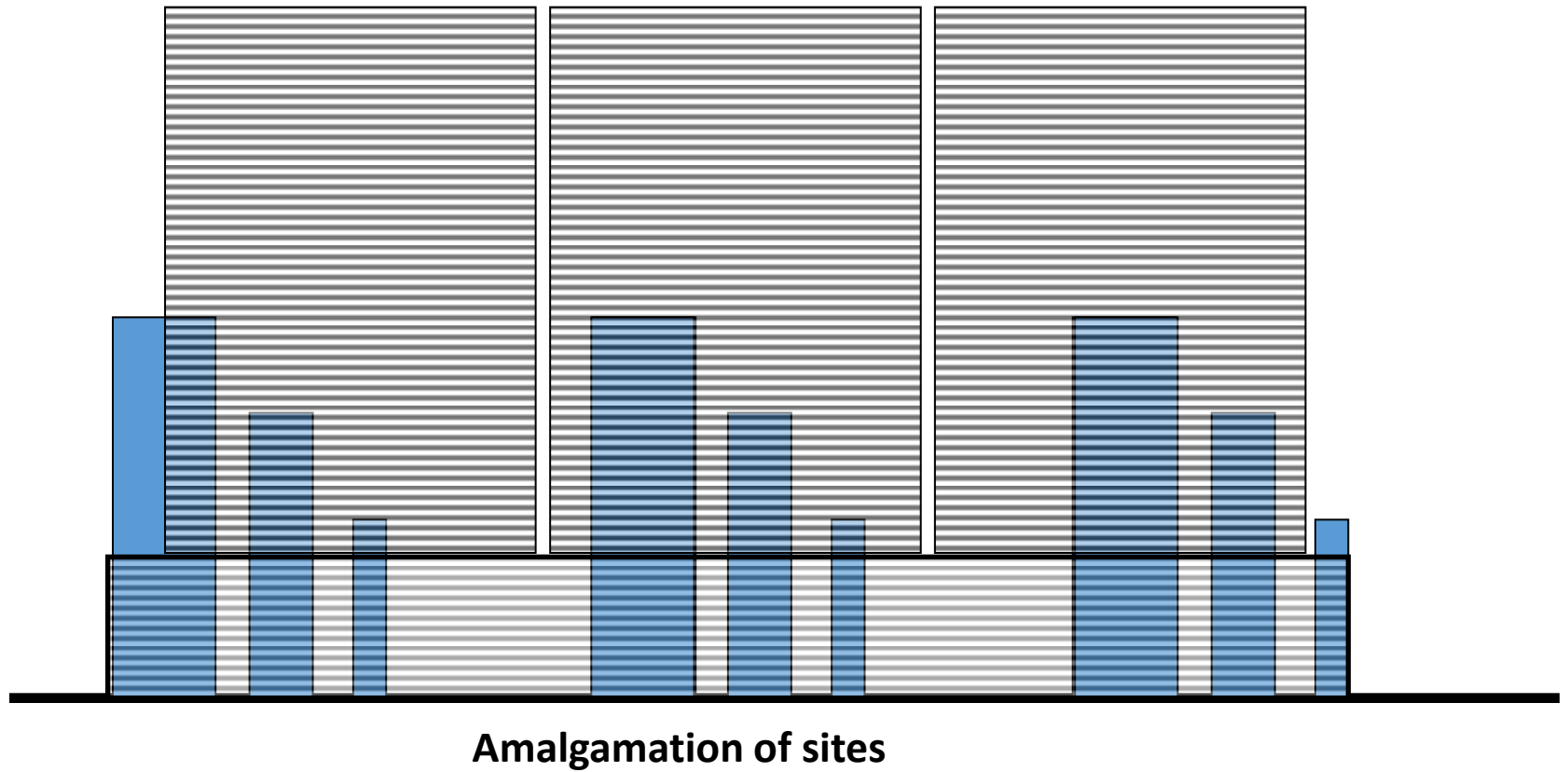
Inner city redevelopment



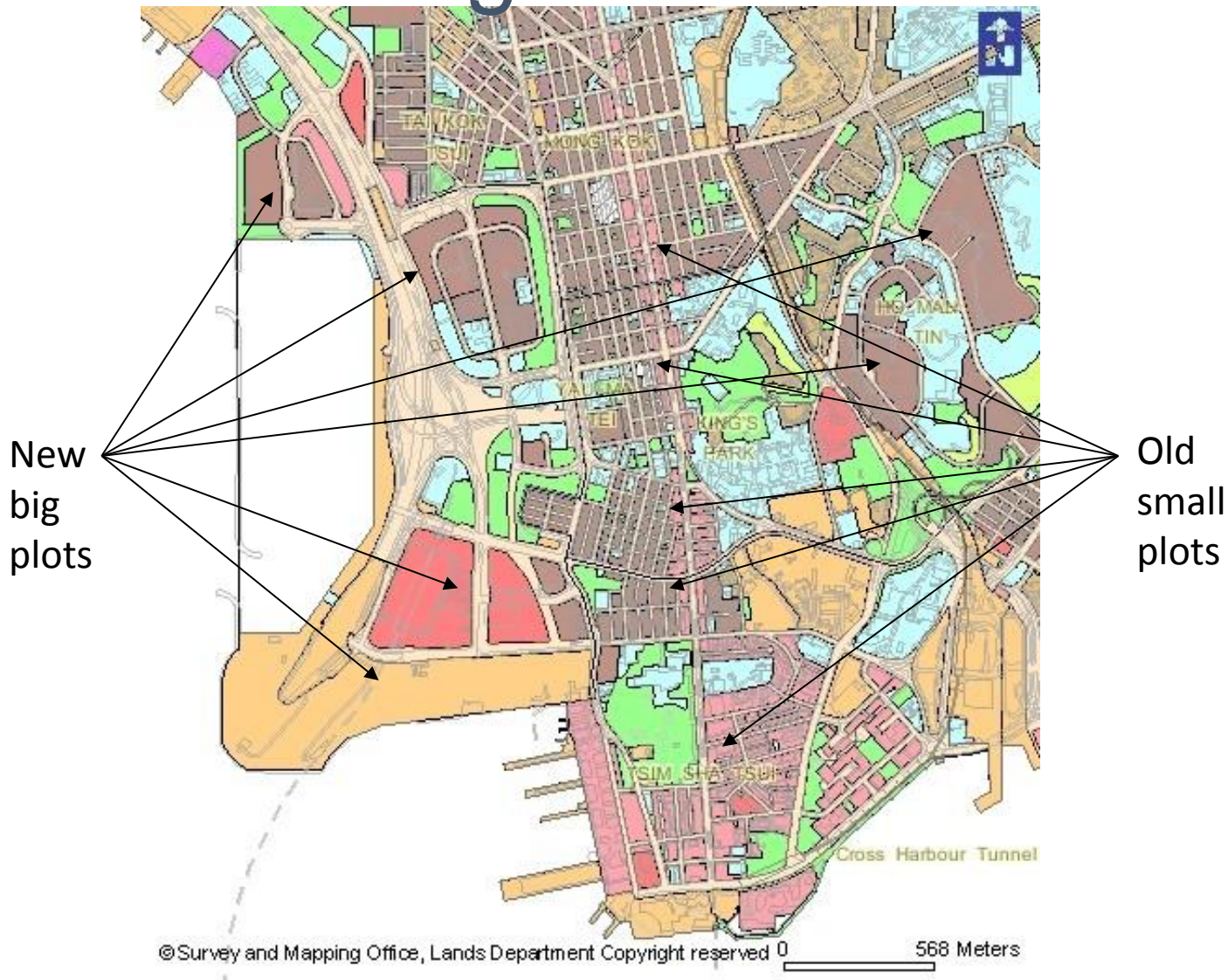
Image © 2008 DigitalGlobe

© 2007 Google™

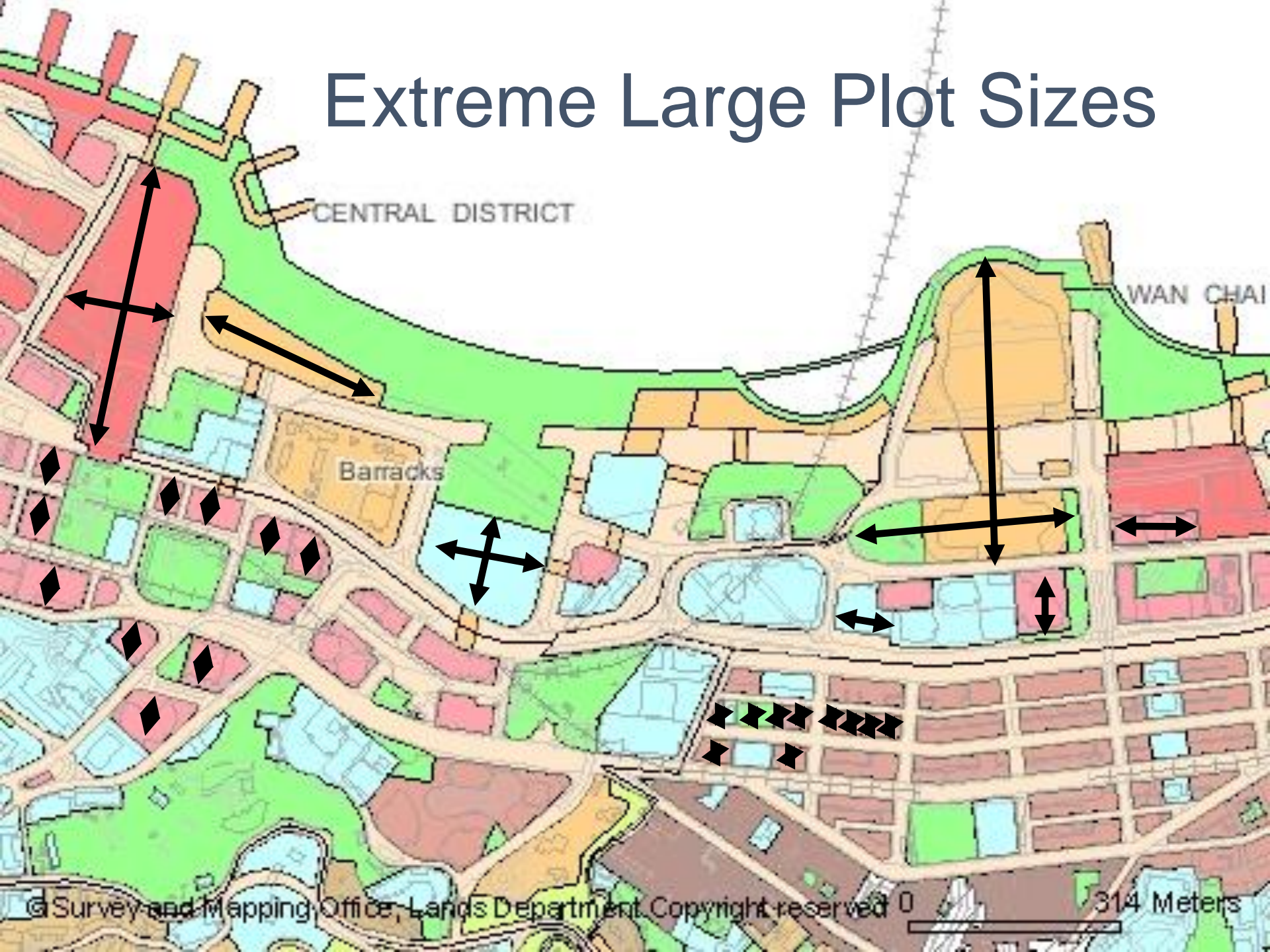
Public space disappears



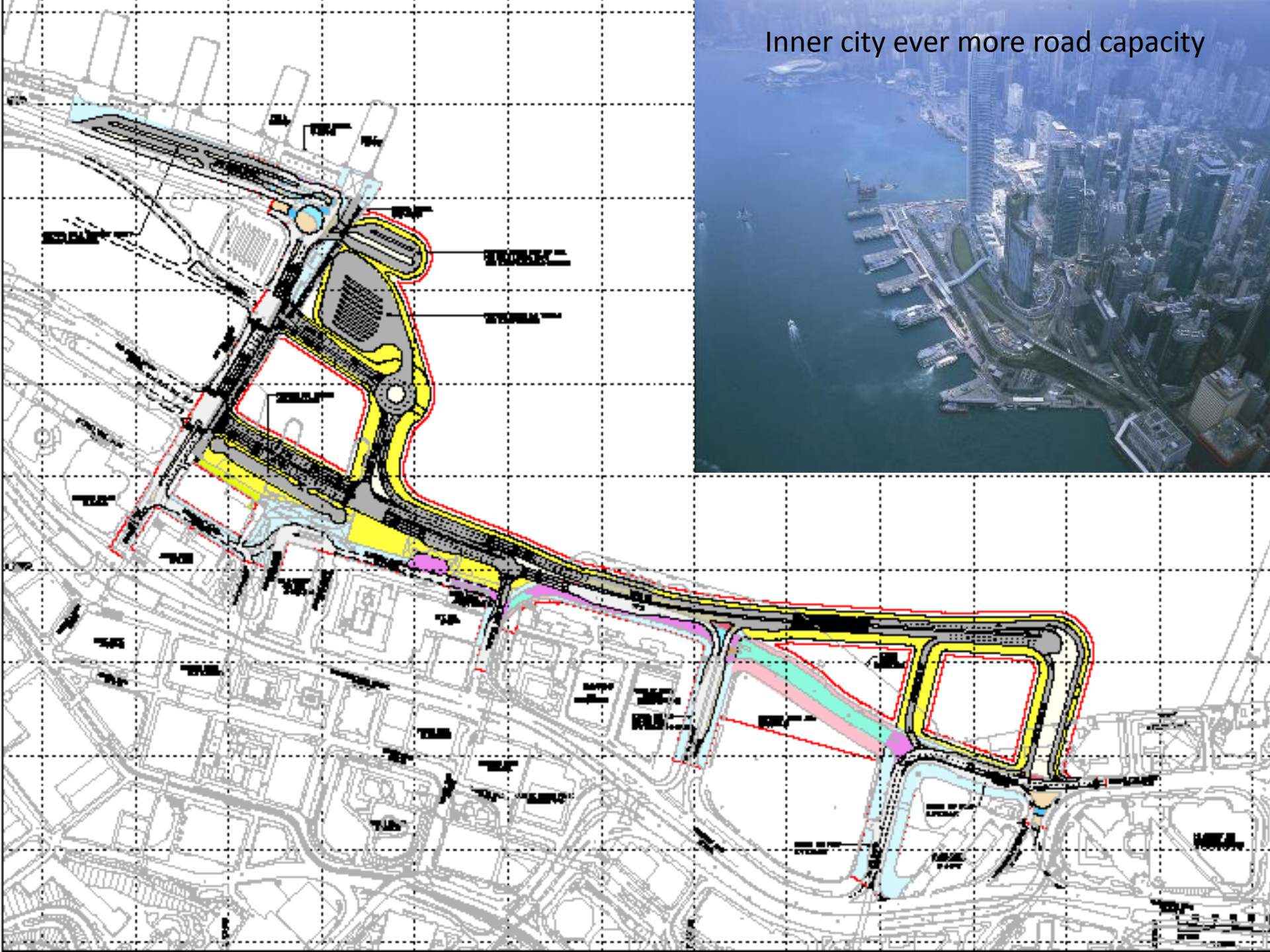
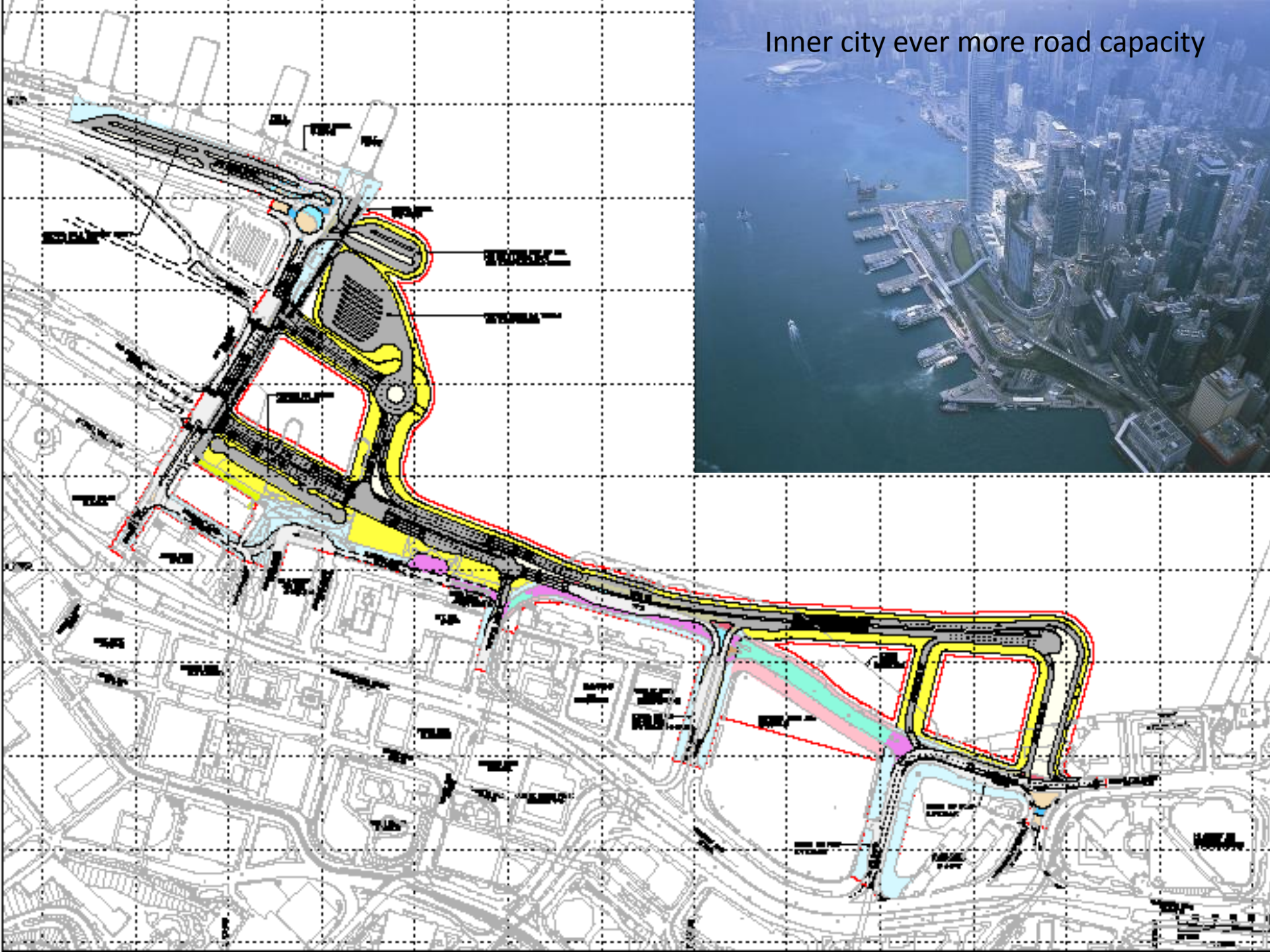
Extreme Large Plot Sizes



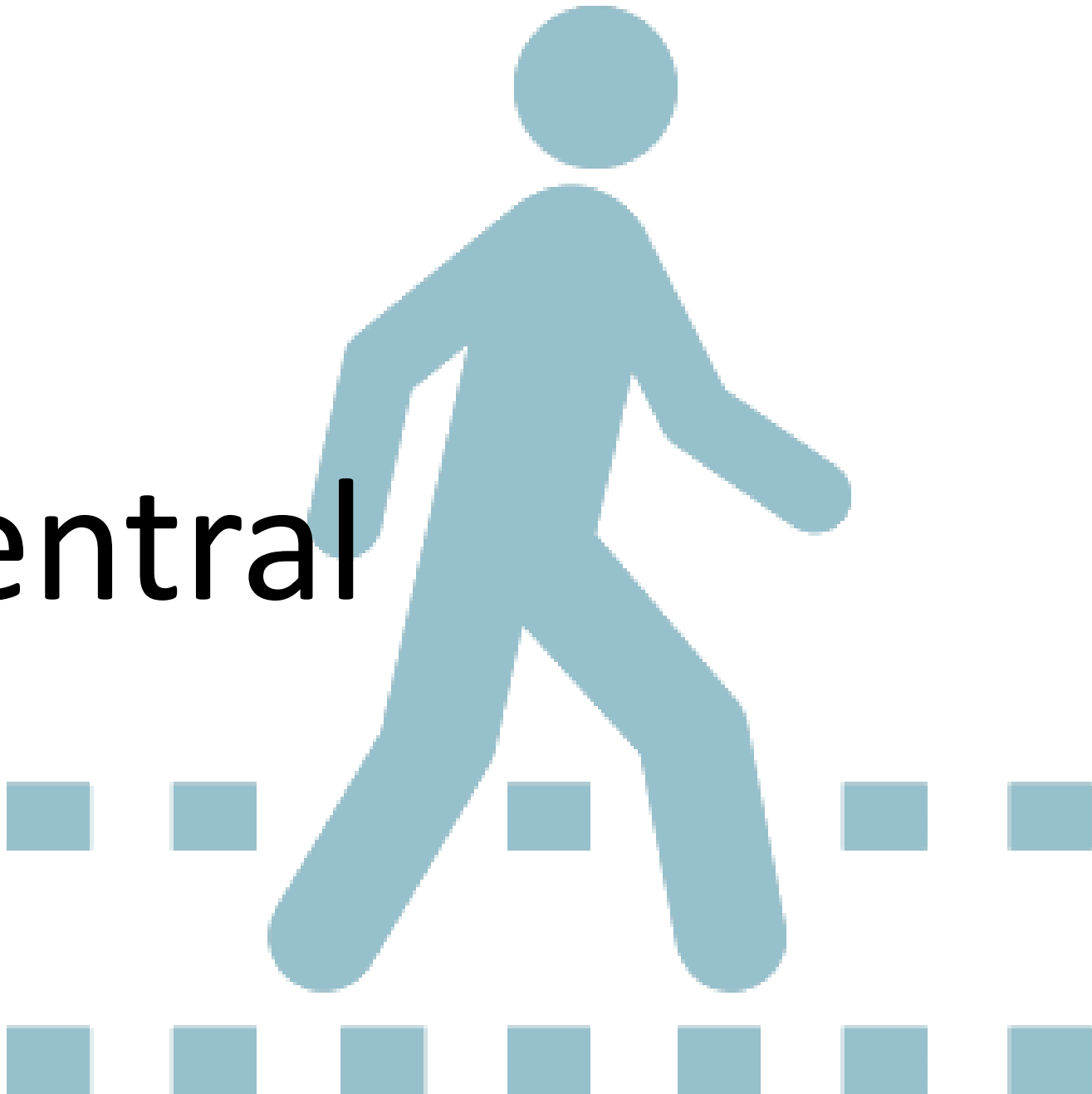
Extreme Large Plot Sizes



Inner city ever more road capacity



Central



Central – Street level

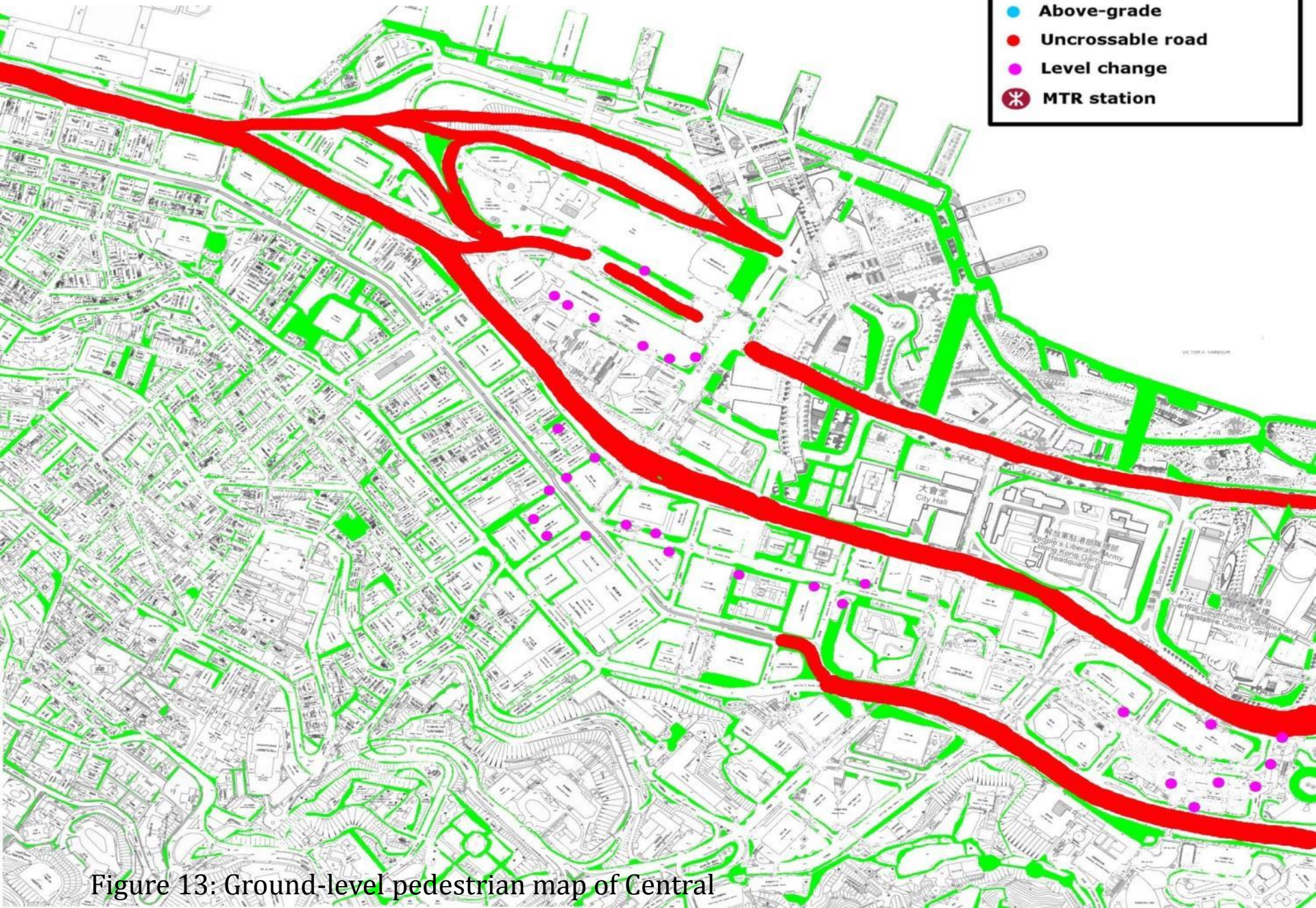


Figure 13: Ground-level pedestrian map of Central



地鐵公司
MTR Corporation

RE
心

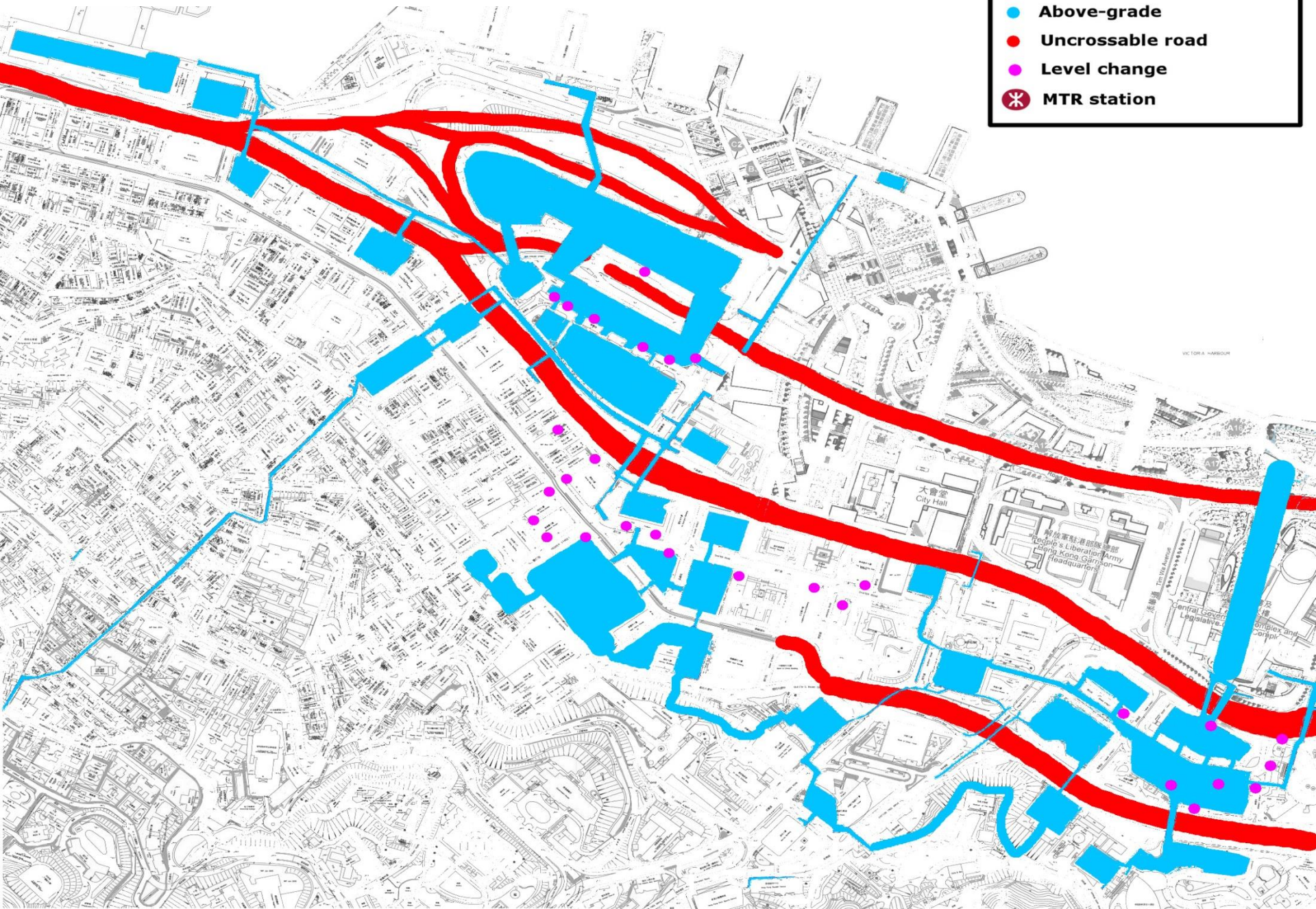
11:30 12:35 12:55
Bridg Street (Kowloon)

gBa



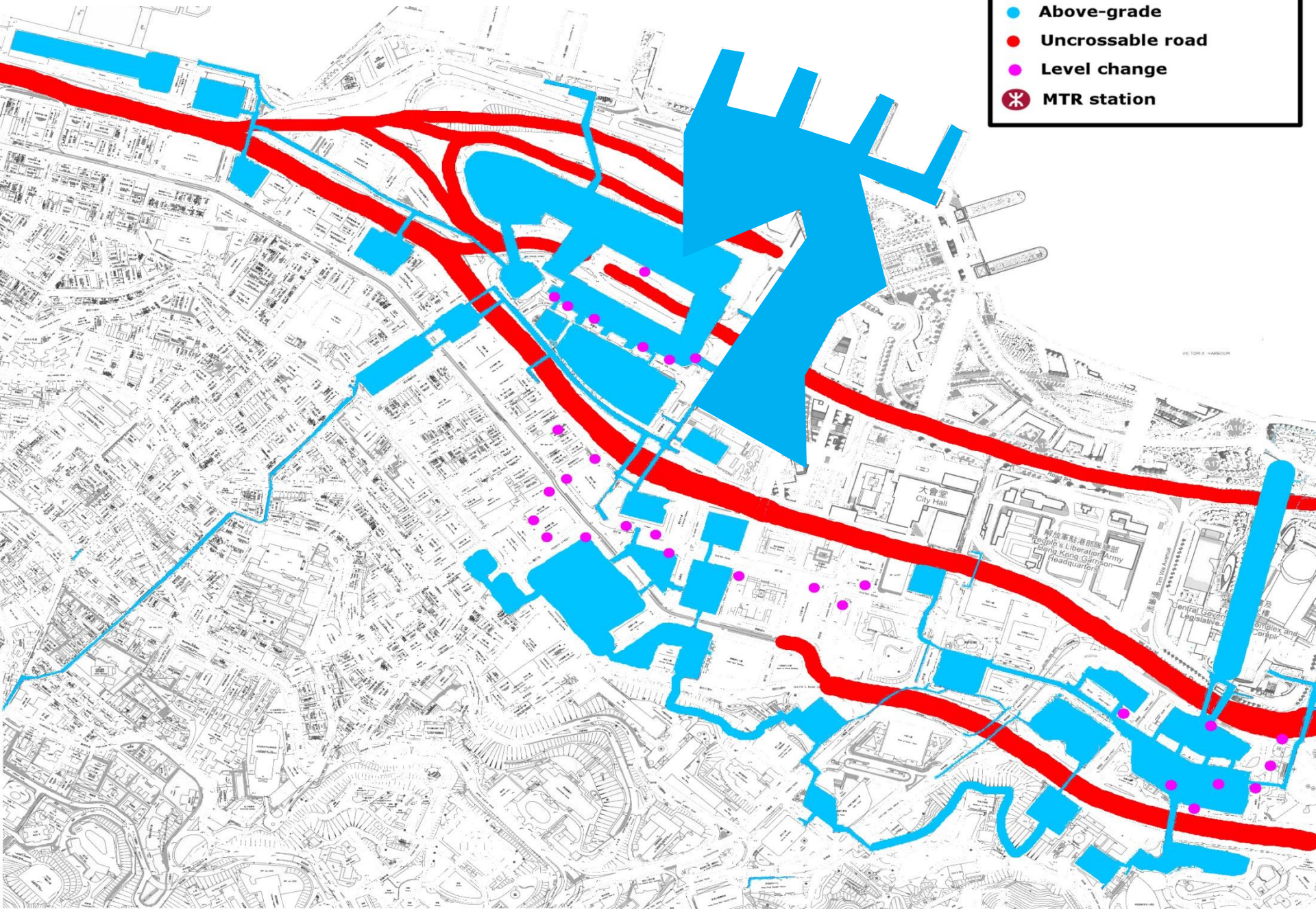
Central – Elevated

- Below-grade
- At-grade
- Above-grade
- Uncrossable road
- Level change
- MTR station



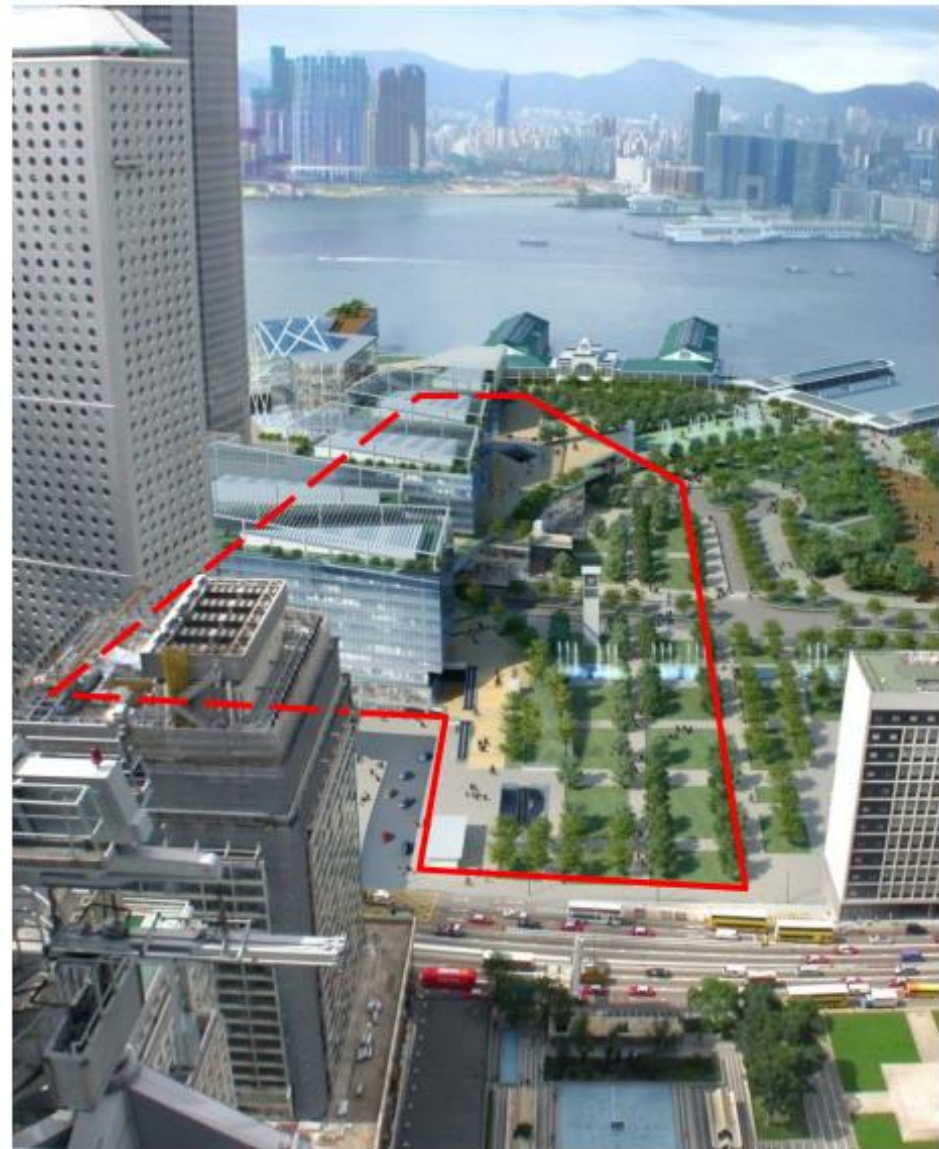
Central – Elevated

- Below-grade
- At-grade
- Above-grade
- Uncrossable road
- Level change
- MTR station





現時圖片(2016)
Current Site Photo (2016)

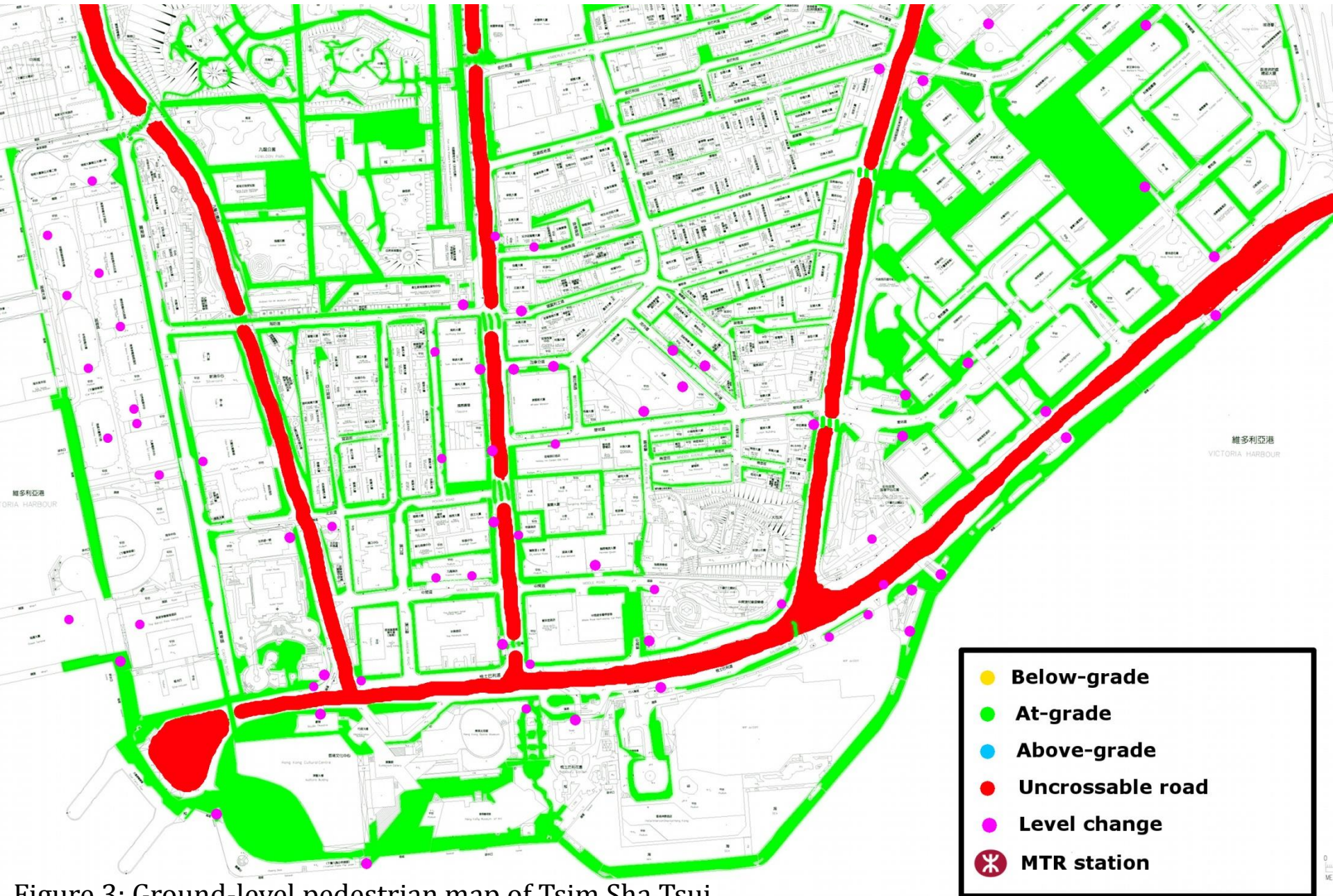


構想圖(只供參考)
Photomontage (for reference only)

Tsim Sha Tsui



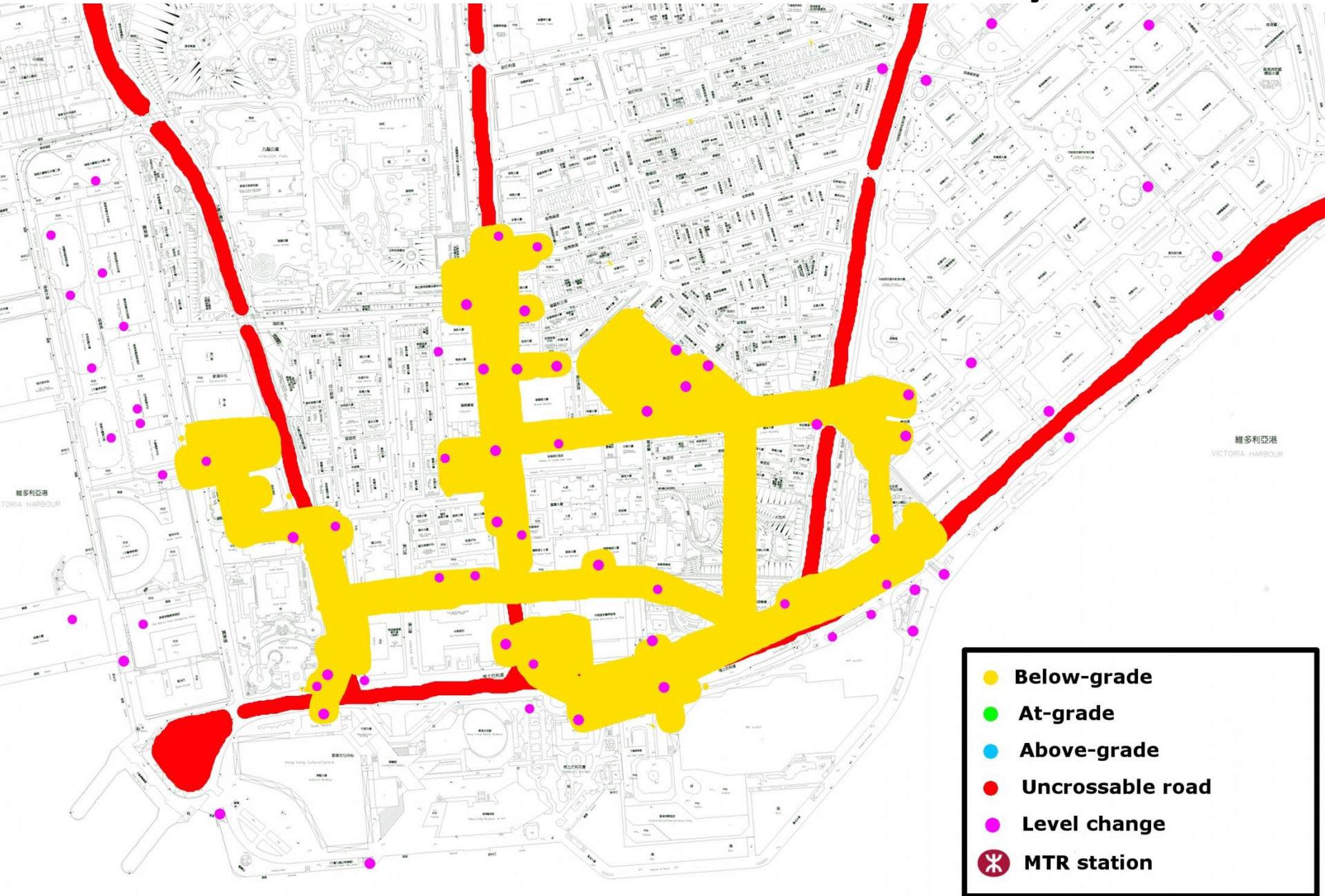
Tsim Sha Tsui - Street



The map displays the proposed MTR network in Hong Kong, overlaid on a detailed street map. The network is color-coded according to the legend:

- Below-grade:** Yellow lines
- At-grade:** Green lines
- Above-grade:** Blue lines
- Uncrossable road:** Red lines
- Level change:** Purple dots
- MTR station:** Red star symbol

The map shows a dense network of below-grade (yellow) lines connecting various parts of the city, with several at-grade (green) and above-grade (blue) sections. Red lines indicate roads that cannot be crossed by the MTR. Purple dots mark locations where the track level changes. Red star symbols indicate the locations of MTR stations. The map also shows the Victoria Harbour (維多利亞港) and the Hong Kong Cultural Centre (香港文化館).





Forced underground

Tsuen Wan



Tsuen Wan – Street level



Tsuen Wan – Elevated



Figure 20: Above-ground pedestrian map of Tsuen Wan

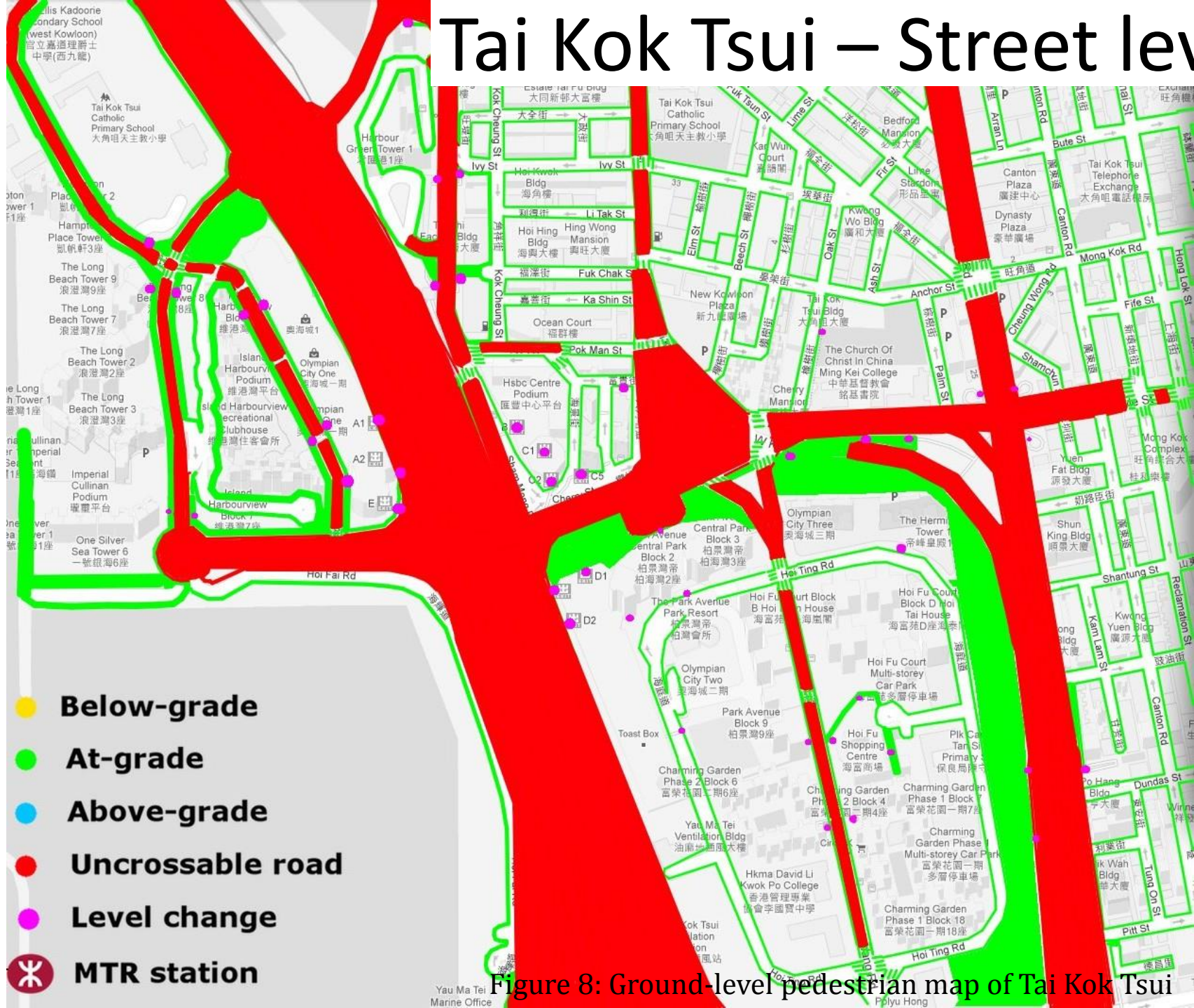
Elevation changes



Tai Kok Tsui



Figure 8: Ground-level pedestrian map of Tai Kok Tsui



Tai Kok Tsui – Elevated

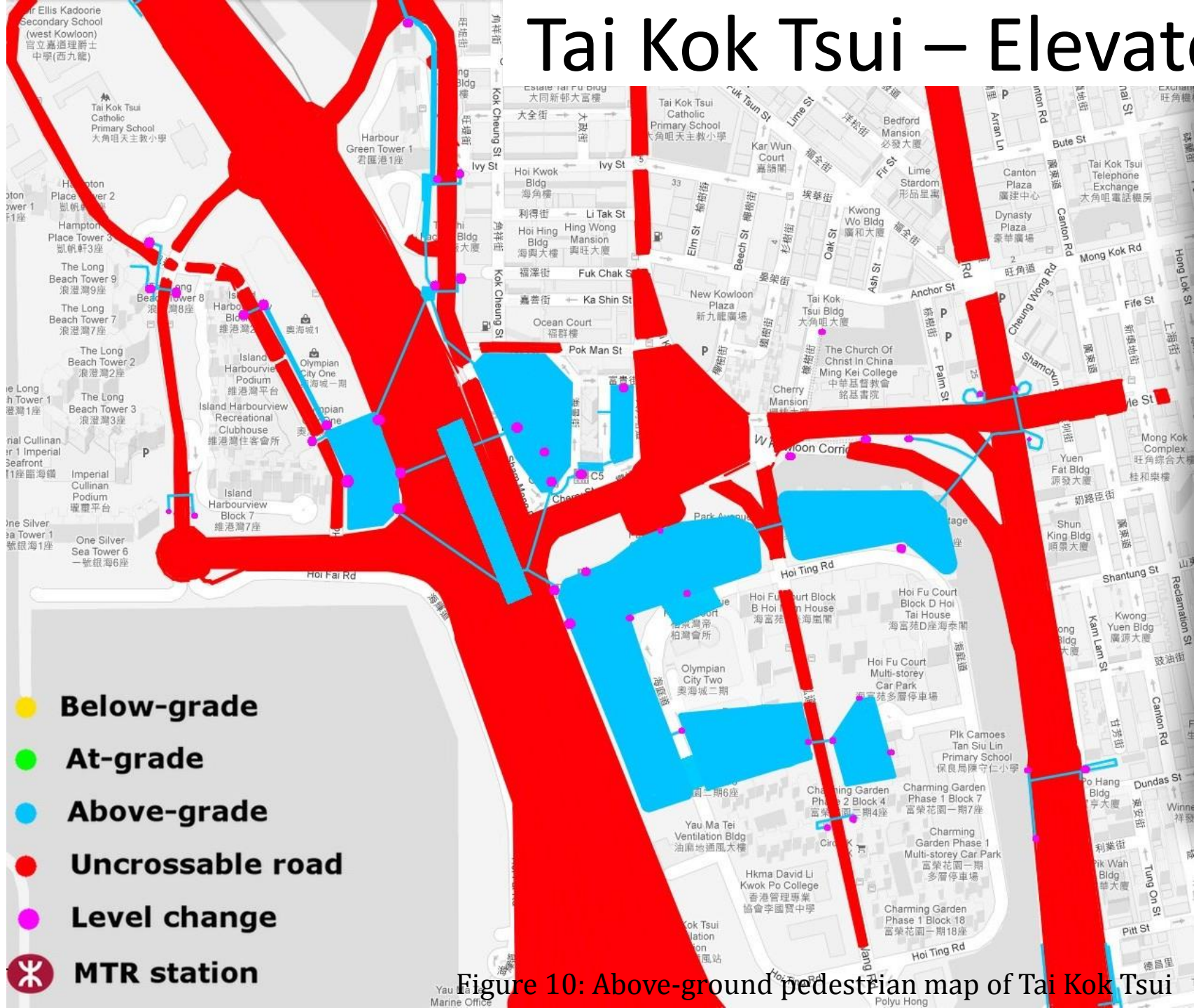


Figure 10: Above-ground pedestrian map of Tai Kok Tsui

Elevation changes





It's Civil Society!

10.40pm. 32°C. The future's red hot for HK

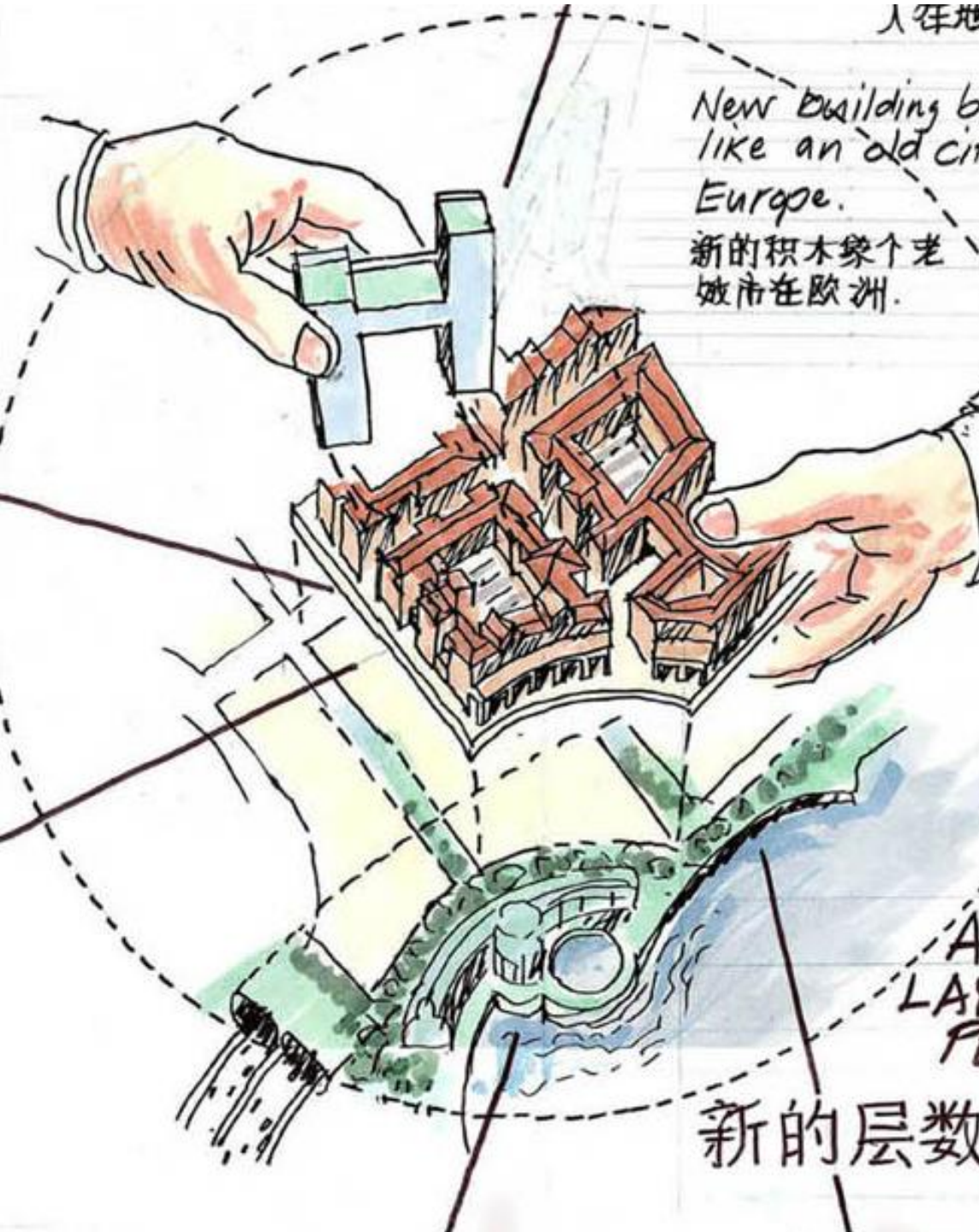
Kowloon sticky



人在地面上。

New building blocks
like an old city in
Europe.

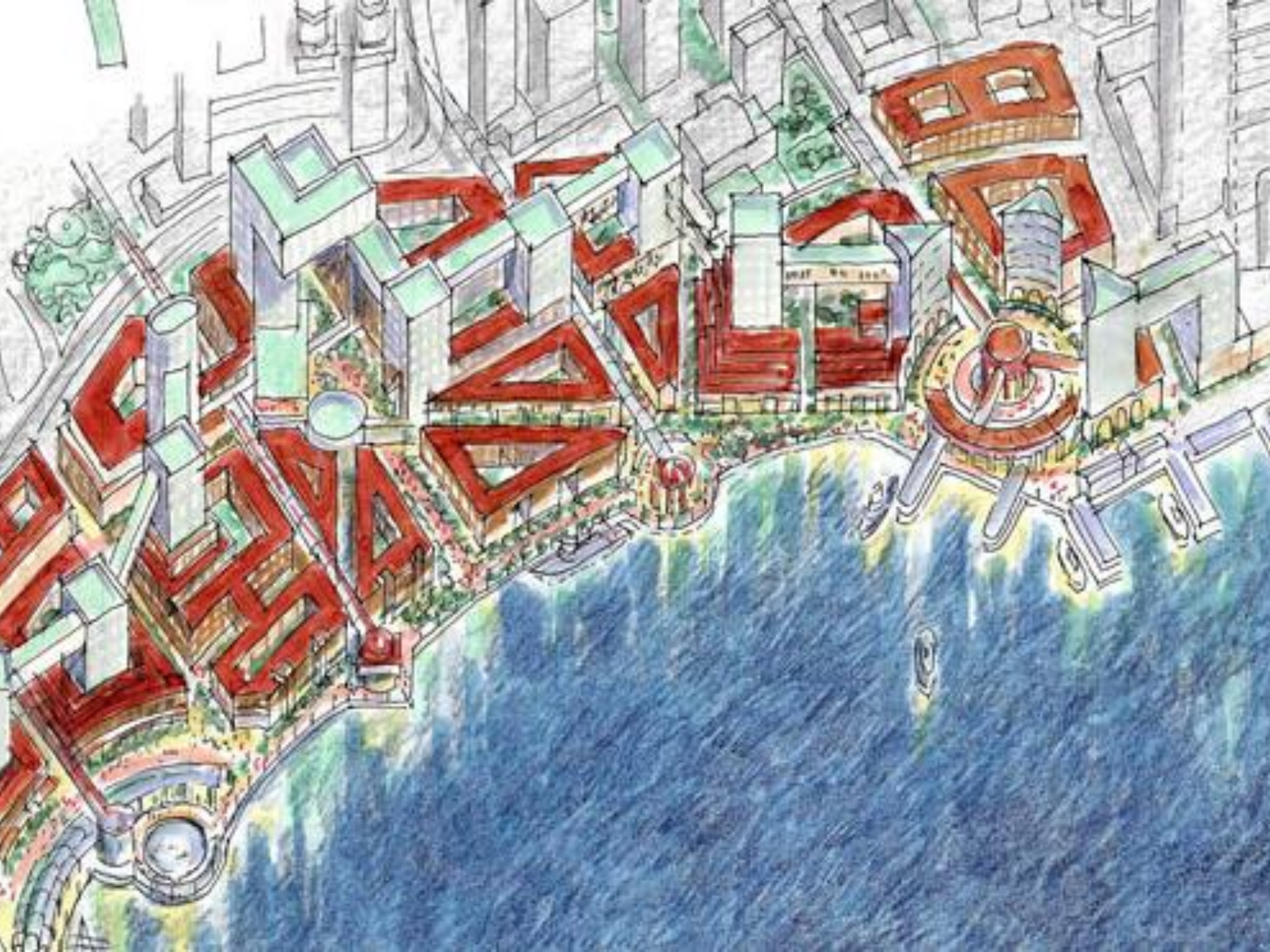
新的积木象个老
城市在欧洲。



The earth and ground should
be for people
地球和地面应该是为人。

A NEW
LAYER FOR
PEOPLE

新的层数为人







Improving the pedestrian environment in Central

June 2016



CENTRAL'S WALKWAY

The ideal leisure destination at the heart of the city...

Pedestrian freedom of movement and activity...

Good air quality... more efficient public transport system...

A new image of Central Business District ...



REALITY



DREAM



A WALKABLE DISTRICT?

REALITY



DREAM



AN ENJOYABLE WORKING AREA?

REALITY



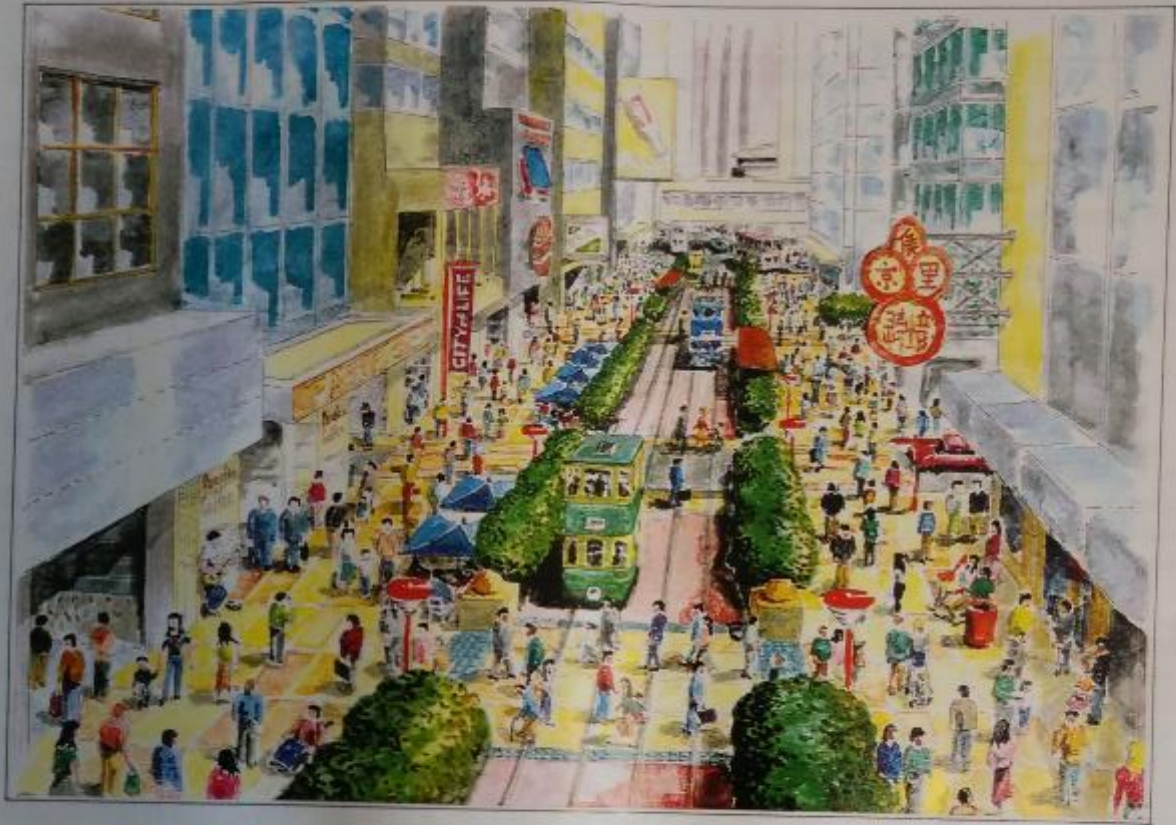
DREAM



A PLAYSCAPE?

First proposal 2000

為市民創建更美好的地方：德輔道行人專用區
香港規劃師學會及香港運輸學會



Creating a Better Place for People:
Des Voeux Road Pedestrian Precinct

Hong Kong Institute of Planners &
The Chartered Institute of Transport

Second proposal 2014

Summary Report
總結報告

April 2014

Proposed Tram & Pedestrian Precinct in Des Voeux Road Central 建議德輔道中 行人及電車專用區



Leading Organizations:



Collaborative Organizations:

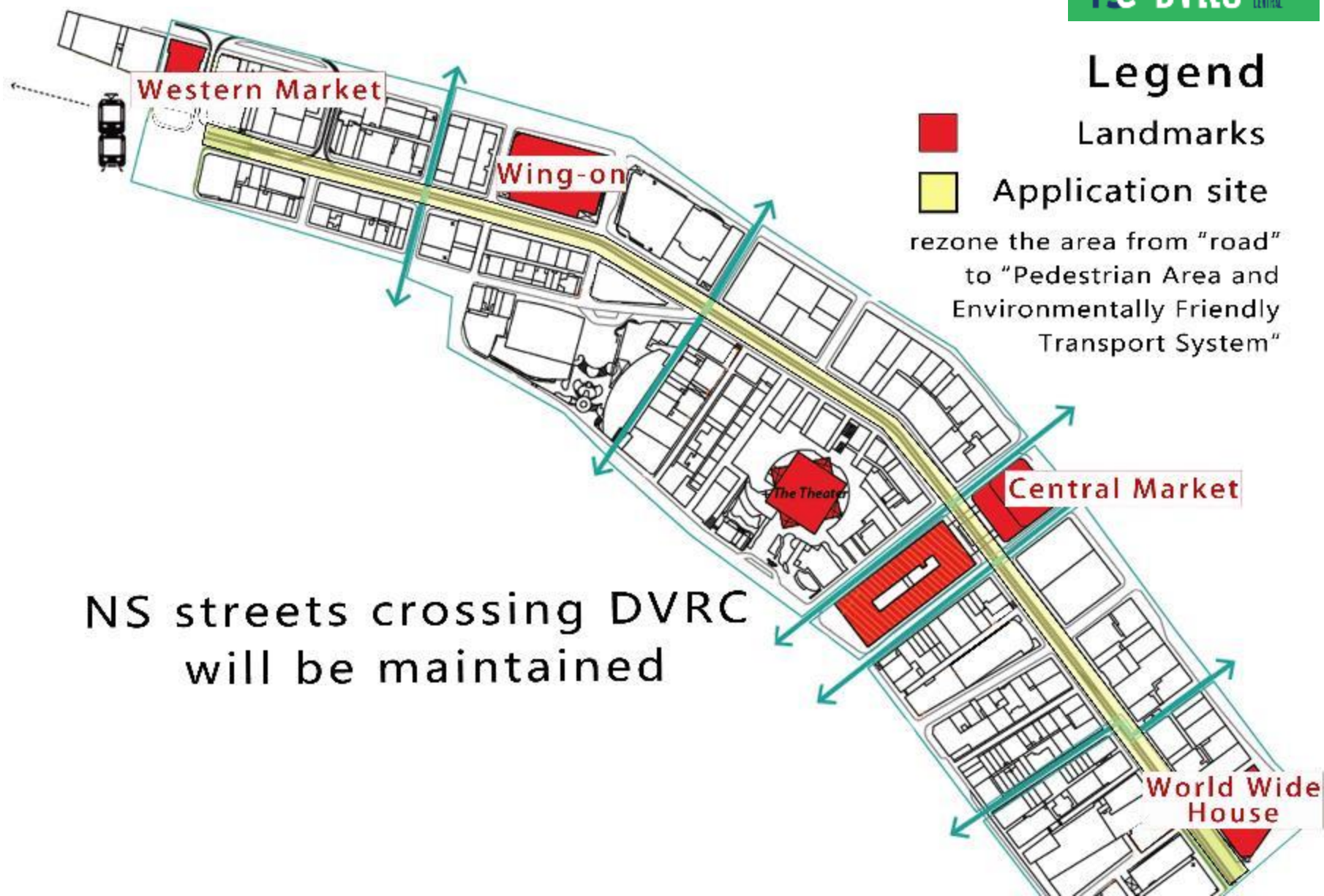


Funding Provided by:



Legend

-  Landmarks
 -  Application site
- rezone the area from "road" to "Pedestrian Area and Environmentally Friendly Transport System"



NS streets crossing DVRC
will be maintained

Central – Street level

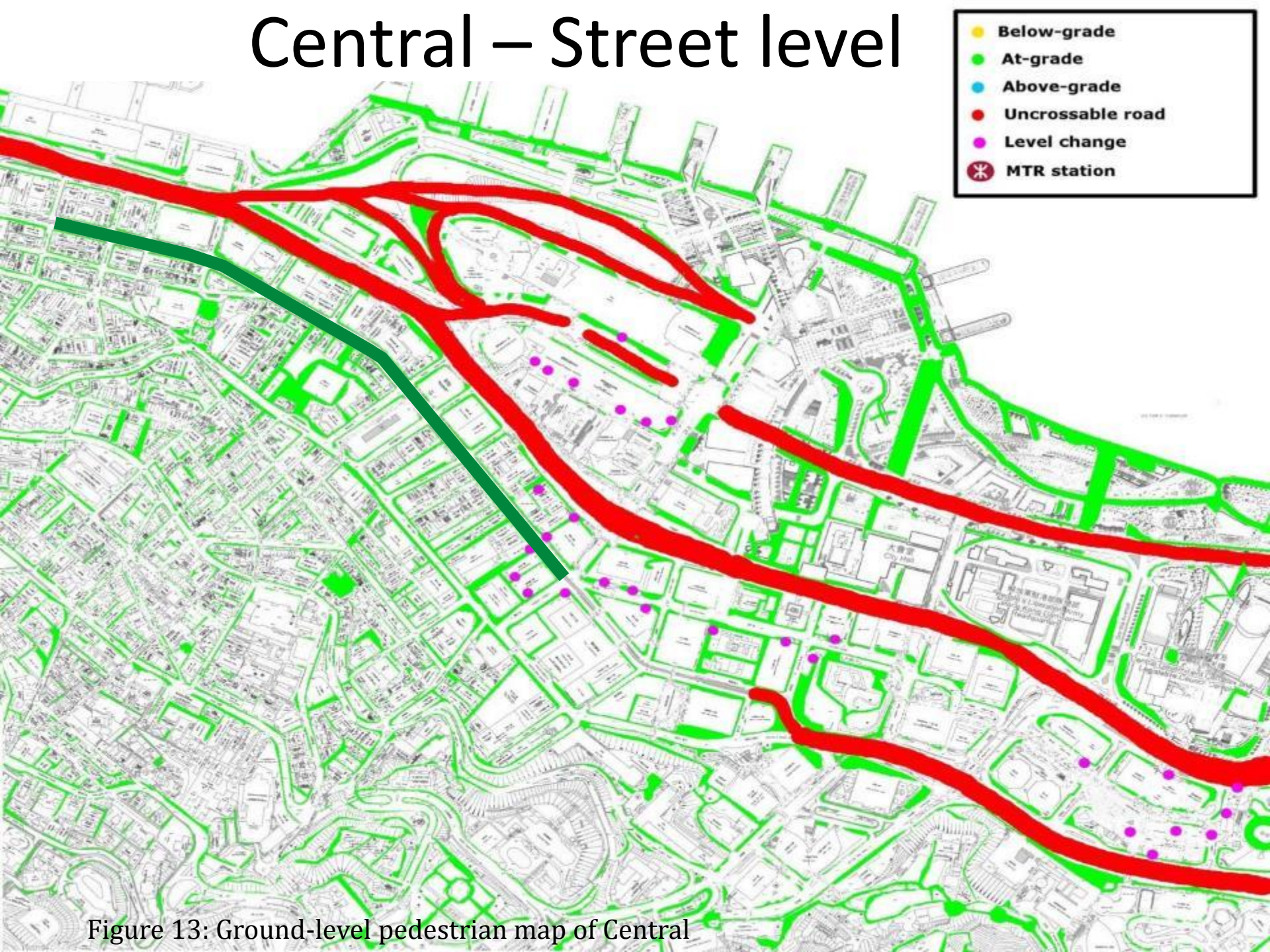
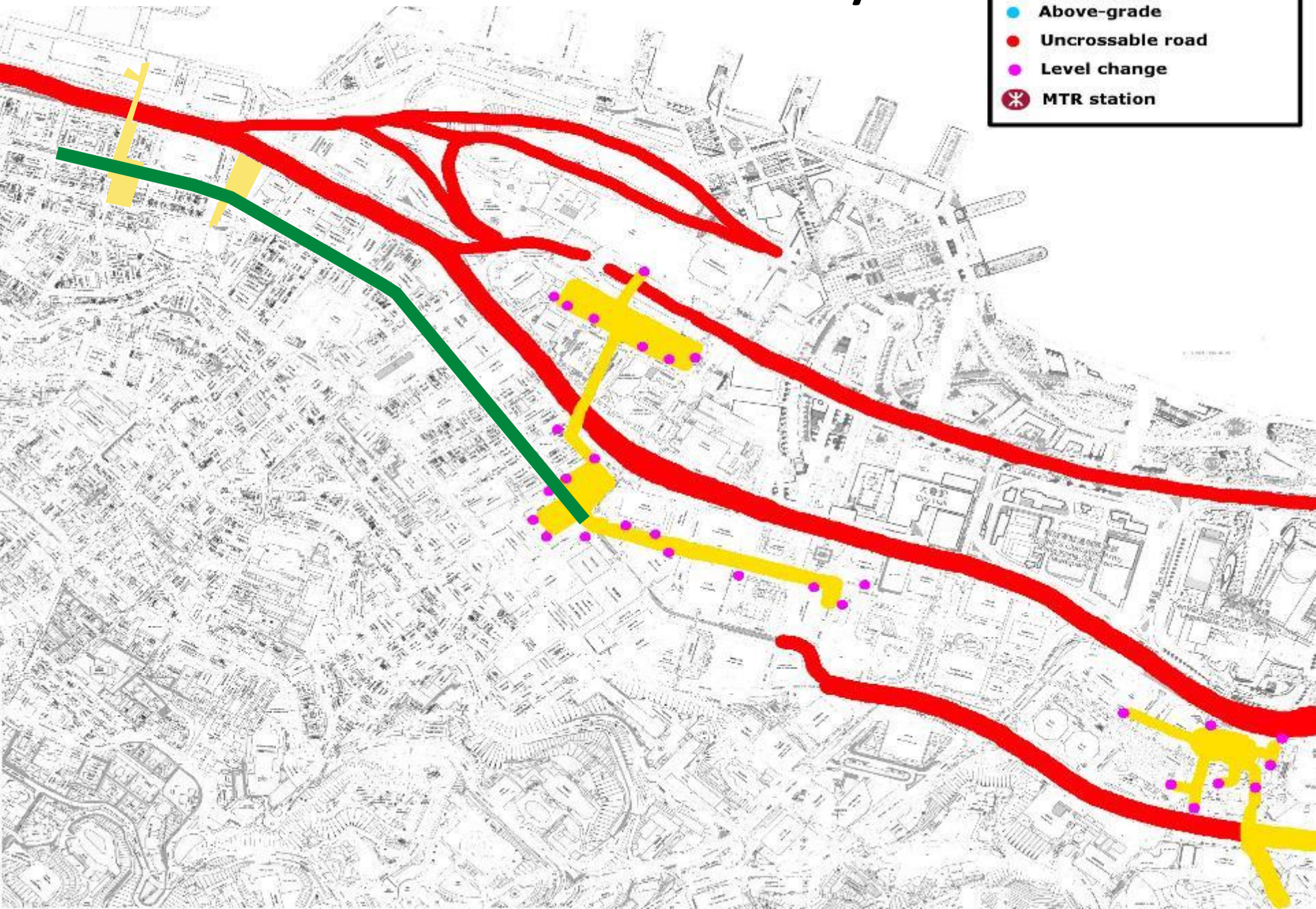
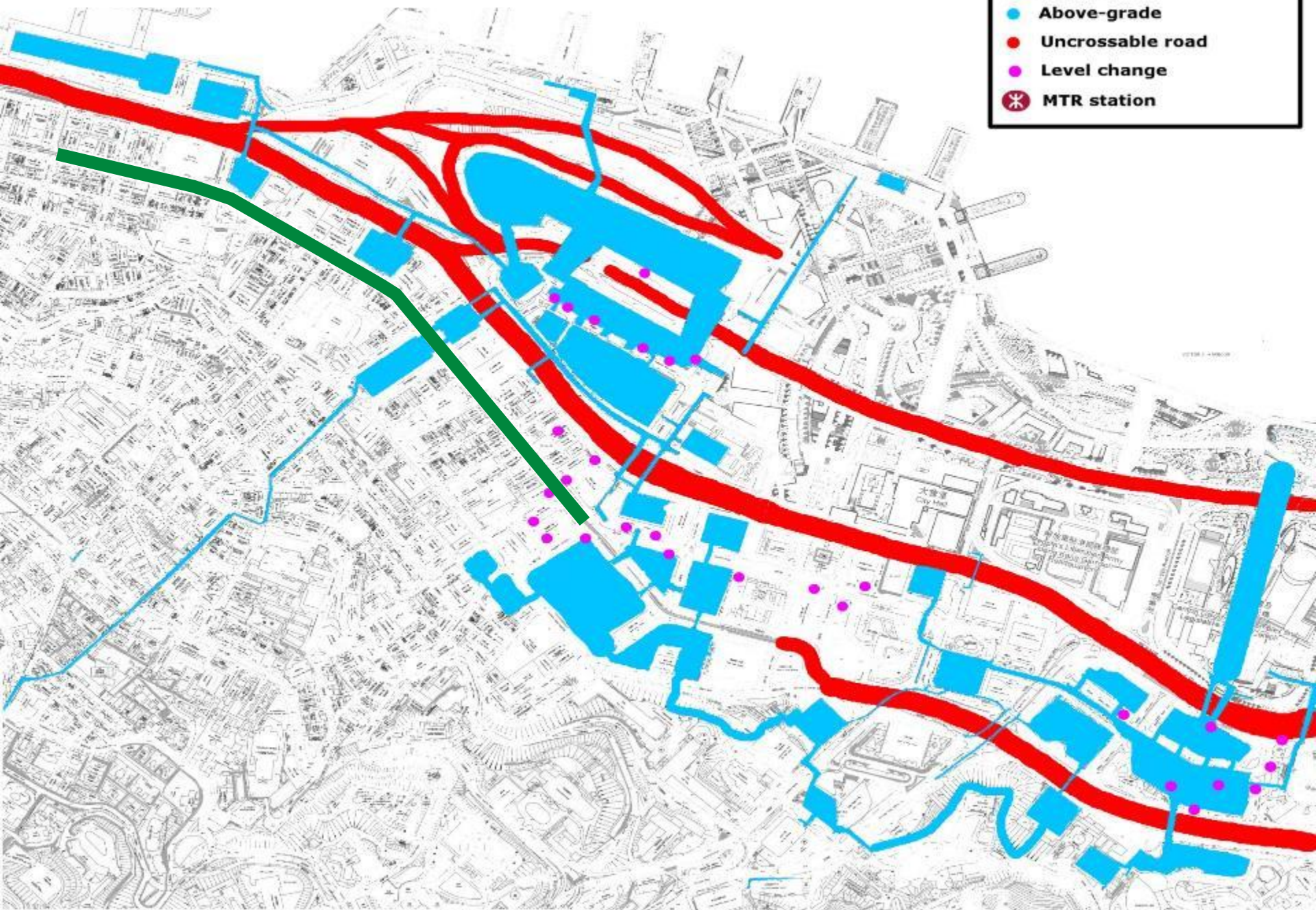


Figure 13: Ground-level pedestrian map of Central

Central – Subway



Central – Elevated



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香港 .com



Pedestrian schemes for Central HK

- http://www.td.gov.hk/en/transport_in_hong_kong/pedestrianisation/pedestrianisation/central_/index.html

