

Recent Events and Meetings / 近期活動及會議

Henderson Land Group Monthly Departmental Meeting



啟德 獨特之處
城市設計 + 公共創意

Kai Tak's Distinctive
Urban Design +
Public Creatives

Prof. Stephen TANG, BBS, President, HKIUD
Mr. Freeman LAU, BBS, Founder of KL&K
Creative Strategics

26 May 2017 @ Henderson Land Development,
Two IFC, 71/F Room 7101

Prof. Stephen M.B. Tang, BBS, President was invited to be one of the speakers in the Henderson Land Group Monthly Departmental Meeting on 26 May 2017. Prof. Tang spoke about the urban design objectives, such as connectivity with hinterland, connectivity with water, thematic planting, air ventilation, vista to Lion Rock, stepped height towards the harbour/water, higher greening ratio, etc. He was joined by Mr Freeman Lau to talk on the concept of Public Creatives applied in Kai Tak and places outside Hong Kong.

RICS Hong Kong Annual conference 2017



 RICS

Hong Kong Annual
Conference 2017

Asia's global metropolis: Leading
Hong Kong to a new horizon

Friday 19 May 2017

Members were invited to attend the RICS Hong Kong Annual Conference 2017 on 19 May 2017 (Friday) for which HKIUD was a supporting organisation.

Hong Kong Institute of Urban Design's Comments and Position on Proposed Footbridge System in Mong Kok



Your ref.: (GZ)H in HQ/MWO 11/30/CE2/2013/12
24 May 2017
BY Fax: (2714 258) and by e-mail: miki@hkid.gov.hk
Major Works Project Management Office,
Highways Department,
35/37, Ho Man Tin Gov. Offices,
88, Chung Hui Street,
Hong Kong

Re: Proposed Footbridge System in Mong Kok – Focus Group (Professional Institutes & Environmental Groups) Meeting on 2.6.2017
– Hong Kong Institute of Urban Design's Comments and Position

The Hong Kong Institute of Urban Design (HKIUD) strongly disagrees with the design principles and study approach adopted by the Highways Department as well as the proposed option as shown in the consultation document for the Proposed Footbridge System in Mong Kok. Therefore, we will not be sending any representatives to attend the Focus Group meeting on 2 June 2017.

HKIUD's position and comments are as follows:

- 1) We appreciate that the current congested pedestrian environment in Mong Kok needs to be improved by appropriate and effective mitigation measures to alleviate problems with pedestrian flow and safety.
- 2) Nevertheless, we strongly disagree with the Highways Department's present proposed solution – by building a near 840-metre long elevated walkway from the junction of Apple Hui Po Street to the vicinity of Tong Mei Road (Juk Tsun Street) in Tai Kok Tsui. It is unlikely to be used only by the 8,000 pedestrians, whereas the urban scene, landscape, pedestrian and vehicular traffic flows, sunlight penetration, ventilation, etc. of the present Mong Kok district would suffer severely and irreversibly.
- 3) The Highways Department's practice and study approach apparently care more about the construction of large, costly and tall structures than stakeholders' concerns, totally neglecting good urban design principles and place-making. This has already been reflected in a precedent case in 2016, when Highways Department and

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the THB discarded the work of more than a year's collaboration with the four professional institutes in the latter offer to work out an alternative and less intrusive design of a footbridge in the latter part of the day. Highways Department insisted on a design even bolder than the earlier options. Moreover, the project would intrude on the Landscape Services Department's planned reclamation scheme along the Yuen Long Tuhai bank on the Chaterghempton Stream model. This was just another example of heavy-handed management and lack of coordination in the development of our city.

4) As mentioned in the consultation paper, the Transport Department carried out a study in 2006-2011 on improvements to the pedestrian environment in Mong Kok, and in 2011 Highways Department jointly followed up with a technical feasibility study. The process apparently turned superficial figures of pedestrian flows into large-scale logistics numbers for engineering processing, but without any appreciation for urban design and forward planning. In consultation with the professional institutes had been made at all over the past four years (2013-2017), and suddenly we have been invited to join a Focus Group meeting to discuss a 'fast solution'. We fail to see how where decisions have already been made, the consultants could persuade Highways Department to reverse the matter from basic principles. There is little point to discuss how to squeeze in another escalator or to add more planters to the balustrades. To our knowledge, some professional members of the Advisory Committee on the Appearance of Bridges and Associated Structures (ACABAS), chaired by the Highways Department, have raised serious concerns on the manner in which the project has been taken forward. It is highly regrettable that Highways Department has proceeded at the same.

- 5) Core values and design principles of urban design include "walkability", "openability", "human scale" and, in commercial areas, "vibrancy", as well as "greening" and "sustainability" of the environment, "accessibility" and "connectivity". Nevertheless, the subject proposal could only tackle the "accessibility" and "connectivity" factors – by forcing people to go up and down and make difficult decisions, but without regard for any other values, visions and universal pursuits for quality and human scale urban life.
- 6) Though it is not made obvious in the public exhibition documents, it appears that several existing at-grade crossings will be permanently closed following the opening of the new footbridge, including the heavily-used zebra crossing of Apple Street on the eastern side of Nathan Road, as well as numerous others. This is akin to the existing footbridge along Mong Kok Road, where pedestrians are now forced up stairs and escalators simply to cross the road. Mong Kok is famed internationally for vibrant street scenes. At a time when countless jumpstarts abound are emerging in walkability and moving away from car-oriented planning, especially in central areas packed with tourists, it is absurd that Hong Kong continues to treat pedestrians as second-class citizens in the very centre of the urban core.

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7) Mong Kok is highly accessible by MTR, and the upcoming commissioning of the station to Central Link will drastically improve the utility of Mong Kok East Station. The Government's goal is to maximise the use of the MTR to reduce reliance on polluting and inefficient road-based transport. The proposed footbridge and closure of at-grade crossings runs contrary to this aim by diminishing walkability, a consideration that is essential to addressing the "last mile problem" in public transport planning. As Hong Kong has one of the best railway systems on earth, with MTR stations in close proximity to most homes and workplaces, there is no rationale to design our streets for the expedient of motorised traffic, to the detriment of walkability – particularly in Mong Kok of all places!

8) As mentioned above, we fully agree that there is indeed a need to improve the pedestrian environment in Mong Kok. However, the imposition of a footbridge does not address the root of the problem, i.e. unidirectional planning in an area with immensely high pedestrian flow. Allowing motorised traffic to dominate the ground plane – while forcing pedestrians onto overhead, ugly, and congested footbridge systems – is an expensive and reactive approach to a fundamentally flawed transport planning regime that seconds pedestrians to motorists. Strict segregation of people and cars is an outdated planning concept. It is not an appropriate strategy for the most vibrant parts of our city. We must explore other, simpler options for improving walkability in Mong Kok, including reinstating conventional zebra crossings and widening pavements.

9) There would be no interaction between the proposed footbridge and the very lively shopfronts at ground level on the two sides. The mega structure would stand out like a sore thumb in the area. Pedestrians would not only find the design visually unappealing, they would also bear the burden of negotiating different levels or having to wait for escalators, treading to question the usage and effectiveness of the system. On the other hand, when a majority of pedestrians are displaced high above ground level, the shops might suffer substantial losses, and even the prosperity and special character of Mong Kok district might suffer.

10) The mega structure would cover a great proportion of the streets, significantly blocking the penetration of sunlight and ventilation, adversely impacting the local environment and public health. The addition of a great number of pillars, viaducts, lifts, staircases and ramps will take up a lot of ground space and thus defeat the purpose of improving the pedestrian environment.

11) Due to concerns about noise and infringement of privacy of adjacent properties, various barriers have to be installed in the construction of the footbridge system. These would further aggravate the visual impacts and impede to ventilation. The overall urban space would become ever more congested.

12) As there are not a lot of public spaces in the urban area, over time people of Hong Kong became used to using the shopping malls, together with the pedestrian ways

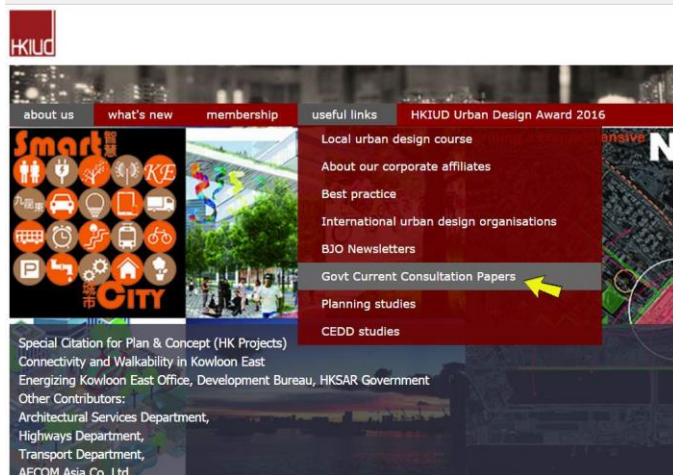
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HKIUD members were being invited to attend the Proposed Footbridge System in Mong Kok – Focus Group (Professional Institutes & Environmental Groups) Meeting on 2.6.2017. A letter has been issued to Highways Department on 24 May 2017.

The Hong Kong Institute of Urban Design (HKIUD) strongly disagrees with the design principles and study approach adopted by the Highways Department as well as the proposed option as shown in the consultation document for the Proposed Footbridge System in Mong Kok. Therefore, we will not be sending any representatives to attend the Focus Group meeting.

[HKIUD Comments and Position on Proposed Footbridge System in Mong Kok](#)

Website New links



"Quick hyperlinks have been added to the web-site under "Useful links" for members' easy reference to the following web-sites :

- ~ The HKSARG's Beijing Office's Newsletters;
- ~ Government's current public consultation papers;
- ~ Planning studies of the Planning Department
- ~ Feasibility studies of CEDD"

HKIUD Meetings Calendar (May)

五月會議

Date	Time	Meetings	Venue
10/5 (Wed)	6:30 pm	Council Meeting	Farrells' Office

Upcoming Events and Meetings / 活動及會議預告

WSBE17 Hong Kong

The Construction Industry Council (CIC) and the Hong Kong Green Building Council (HKGBC) jointly present the World Sustainable Built Environment Conference 2017 Hong Kong (WSBE17 Hong Kong) to be held on 5-7 June 2017 in Hong Kong.

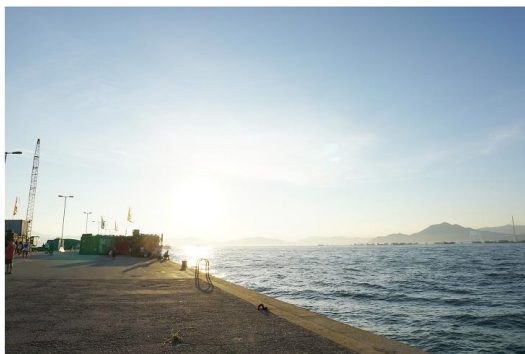
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HKDC's Programmes for 2017-2018



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Seminar on Re-imagining Our City's Public Open Space: Unfolding the Western District Public Cargo Working Area



GLTMS, Development Bureau (Works Branch) would like to invite HKIUD members to the Seminar on Re-imagining Our City's Public Open Space: Unfolding the Western District Public Cargo Working Area on 12 June 2017 (Monday).

Date:	12 June 2017 (Monday)
Time:	3:30pm - 5:30pm (with registration starts at 3:15pm)
Venue:	Lecture Hall, Hong Kong Heritage Discovery Centre Address: Kowloon Park, Haiphong Road, Tsim Sha Tsui, Kowloon

HKIA Cross-Strait Architectural Design Symposium and Awards 2017 Launch of Registration of Symposium



Organized by The Hong Kong Institute of Architects (HKIA), registration of HKIA Cross-Strait Architectural Design Symposium 2017 has been launched. HKIUD Members are invited to attend the Symposium for which HKIUD is a supporting Organization.

Date: 17 June 2017, Saturday

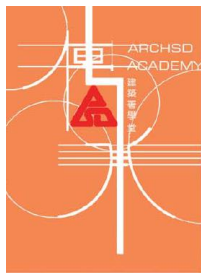
Time: 09:00 – 18:00 (registration starts at 08:30)

Venue: JW Marriott Hotel Hong Kong, Pacific Place, 88 Queensway, Admiralty, Hong Kong

HKIA CPD Credit Hours: 7

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ArchSD Symposium on Inclusive Building Design



Symposium on Inclusive Building Design

ArchSD Academy would like to invite HKIUD members to Symposium on Inclusive Building Design on 3 July 2017 (AM).

Date: Monday, 3 July 2017

Time: 9:45 a.m. - 1:00 p.m.

(Registration starts at 9:15 a.m.)

Venue: Auditorium at Ko Shan Theatre New Wing

77 Ko Shan Road, Hung Hom, Kowloon

(About 6 minutes walk from Exit A1, Ho Man Tin MTR Station)

FuturArc Prize 2017 & BCI Asia inaugural ID Awards competitions

FuturArc would like to invite HKIUD Members to participate in the FuturArc Prize 2017 & BCI Asia inaugural ID Awards competitions.



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HKIUD Meetings Calendar (Jun)

六月會議

Date	Time	Meetings	Venue
21/6 (Wed)	6:30 pm	Council Meeting	Farrells' Office

Silver Sponsor:



恒基兆業地產集團
HENDERSON LAND GROUP

Bronze Sponsors:



俊和發展集團
CHUN WO DEVELOPMENT HOLDINGS LIMITED



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