



香港城市設計學會
Hong Kong Institute of Urban Design

Reference Number: PAC/21/005

29 October 2021

By email: imkchung@pland.gov.hk

Mr. Ivan Chung, JP, Director of Planning,
Planning Department, HKSAR Government

Dear Mr. Chung,

Re: Study on Active Design for Healthier Lifestyle - Invitation to Joint Professional Workshop for Stage 2 Stakeholder Engagement (26 June 2021)

On behalf of the Hong Kong Institute of Urban Design, we would like to submit, on the attached file for your consideration our recommendations on the Study on Active Design for Healthier Lifestyle.

We are also pleased to meet relevant officers to further explain the contents therein if necessary.

Should further information be required, please kindly contact me or Ms. Cherry Lau, our Senior Administrative Officer at 2235 9057. Yours sincerely,

A handwritten signature in black ink, appearing to read 'Anthony Cheung', is written over a horizontal line. The signature is fluid and cursive.

(Anthony CHEUNG)

Chairman, Public Affairs Committee, HKIUD

Hong Kong Institute of Urban Design Limited

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Study on Active Design for Healthier Lifestyle - Invitation to Joint Professional Workshop for Stage 2 Stakeholder Engagement (26 June 2021)

HKIUD has the following comments to the proponent and its consultant's presentation on 26 June 2021:-

- 1) Background and objectives – in considering the background and objectives of this exercise, the following shall be considered:
 - o **What is active lifestyle?** The proponent has not and should define what is active lifestyle and get the community's agreement on the definitions;
 - o The benefits of the various proposals should be supported with scientific evidences;
 - o Need to investigate **why less people in HK exercise** and focus in how to entice us to exercise specifically. Health challenges may be **beyond urban planning or building design can resolve**, namely working hours/culture and education system;
 - o More efforts shall be spend to investigate and **provide solutions** for HK problems – hot and humid weather, hilly, narrow pavements and urban fabrics dominated by vehicles (i.e. citing foreign examples is insufficient. More examples on how such have been or can be successfully achieved locally is required.

- 2) Pedestrian and Cycling Networks
 - o To encourage walking and/or cycling, we need networks of comfortable (more shade, more breezeway, more outdoors that are well ventilated - see Singapore that are much less wind and yet has much more well use outdoor than HK) and safe walkways;
 - o Consideration shall be giving to both on-grade and above ground network;
 - o It is agreed that walking and cycling shall be considered in conjunction with blue and green networks. Mapping of the current networks shall be studied;
 - o These networks should also be connected to active sports offerings, namely both LCSD and private recreational facilities, etc.;
 - o Cycling Infrastructure such as bicycle storage, changing rooms, bike lanes **have to be planned on the macro level** and incorporated into leases and land grant conditions with concession in GFA to promote building owners to include such provision in existing developments and new developments.
 - o It is agreed that walking shall be encouraged; shades and shields against the elements should be considered in parallel. The government shall consider using

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public funds to construct covered pedestrian network or provide incentives to building owners for constructing covered pedestrian network;

3) Incentives to green and healthier lifestyles shall be considered:

- o To enhance attractiveness of healthier lifestyle offerings, consideration shall be given to factors like co-location, mixed uses, multiple sports and recreational usages.
- o Public transports and even escalator links and car parking for sports and waterfront activities; and entrance to country park
- o Smart technologies shall be utilised to encourage active lifestyle – easy booking apps, availability and proximity alerts and even something like tax credit for active lifestyle record (utilising blockchain technology).
- o ehkmobility (TD) should integrate the information above

4) For buildings, the following shall be considered:-

- o encourage the use of staircases by allowing additional staircases between floors beside those required enclosed staircases (e.g. GFA deduction for open staircase next to elevator banks);
- o encourage sports clubhouses or other sports facilities, through incentives, in commercial buildings;
- o encourage and allow free connections (rather than charging premium) from private premises into public pedestrian networks (i.e. more footbridge than tunnel system) and MTR station;
- o encourage canopies or requiring canopies (shade, and protection from rain with solution for crossing continuity) for buildings along major streets;
- o encourage BD/LandsD/PlanD to allow concession GFA for cover walkway in commercial buildings, not just residential buildings;
- o encourage public art works;
- o allow direct access and commercial uses or sports activities next to sky gardens.

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5) Government Policy –

- o Curtail current government policies that might hinder active lifestyle - Evaluation of and get rid of wrong government policies, i.e. right the wrongs, e.g. Stop charging premium for connection to public walkway systems, connection fees to MTR, reinstating bonus GFAs for dedication of pedestrian walkways through buildings with the evidence based accessibility/publicness level written in the lease.
- o A joint departments approach with support at policy level is necessary when proposing guidelines for improving urban liveability. Otherwise, such guidelines are at best naïve to current practices and regulations, and at worst doomed to frustrate design professionals.

6) Road map for implementation

the proponent is proposing three stages and long programme for implementation while we consider full speed and immediate implementation is necessary for both public goods and image of Hong Kong.

ENDS

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