



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

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11 July 2024

By email: enquiry@ttss.gov.hk

12/F, South Tower, West Kowloon Government Offices,  
11 Hoi Ting Road, Yau Ma Tei, Kowloon  
Strategic Studies Division

Transport Department

Dear Sir,

**Re: HKIUD comments on Traffic and Transport Strategy Study briefing session on 21 June 2024**

On behalf of the Hong Kong Institute of Urban Design, we would like to submit, on the attached file for your consideration our comments on Traffic and Transport Strategy Study briefing session on 21 June 2024.

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.

(Anthony CHEUNG )  
Chairman, Public Affairs Committee, HKIUD  
Hong Kong Institute of Urban Design

Hong Kong Institute of Urban Design Limited

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We recorded that two topics were discussed, Transport Interchange Hub (TIH) and Green & Active Transport (GAT).

Our comments to the two topics discussed are as follows:-

1. For TIH:

- a. There shall be a comprehensive list of location selection criteria
  - i. Multimodal – there shall be a minimum number of interchanging transportation modes
  - ii. It shall have meaningful relationship with the urban core
  - iii. There shall be quantifiable benefits to the neighborhood
- b. There shall be sufficient incentives to attract participation of developers or transportation operators.
- c. Seamlessness of modal interchange is essential in the planning of TIH
- d. Consideration shall be given to have TIHs or better interchange in the already developed urban area.
- e. Consideration shall be given when selecting the developers/operators such that they have genuine interests in upkeeping the facilities
- f. Suggest a real definition of TIH performance criteria, i.e minimum ambient comfort similar to other indoor transport infrastructure: maximum travel distances, ambient temperature, noise, floor evenness and LOS, minimum shading, illumination, seating, etc. These shall be real numbers and not only incentives that are difficult to be benchmarked.

2. For GAT:

- a. There shall be an overview of urban design principles with pedestrianization in the nodes whether in NDAs and especially existing inner city cores;
- b. There shall be consideration for more full time and part time pedestrianization zones;
- c. There shall be 3 levels of cycle tracks: arterial / local & share;
- d. There shall not be viaducts in inner city to channel pedestrians away from businesses;
- e. There shall be strategic location for infrastructural hubs;
- f. Shading/seamlessness shall also be considered.
- g. We may not need more of such facilities but urban spaces of better quality for walking, e.g. more shading, cool corridors, etc.
- h. There shall be policy to change behaviors, e.g. pedestrians ahead of bicycles, bicycles ahead of vehicles, etc.
- i. Some design drivers resulting from real usage survey (including modal split and usage patterns) must become binding performance criteria, i.e achieving minimum footpath widths may result in driveway reduction. Given the high number of pedestrian usage the total (pedestrian and vehicular) road space allocation must be clearly hierarchical with pedestrians prioritized ahead of public transport including taxi before individual motorists (maintaining EVA).

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- j. Follow other urban examples reversing the logic of urban roadspace usage hierarchy ,( i.e. Montevideo or Buenos Aires) where there are car-crossings across continuous pedestrian walking routes.
- k. TD shall consider a new classification system of roads to better be able implementing more modern design guidelines, based on an architectural pedestrian centric road design rather than an engineered car friendly engineering solution.
- l. The dimensioning and real cost of any viaduct and flyover structures shall be scrutinized by competitive design and cost analysis involving design competitions to achieve more efficient and desirable results.

**HKIUD Public Affairs Committee  
July 2024**

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