Hong Kong 2030+
Key statistics

Walkability
A Civic Exchange Initiative
# Land and population

<table>
<thead>
<tr>
<th>Description</th>
<th>NOW (2016)</th>
<th>YEAR 2043</th>
<th>% CHANGE (2016-2043)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total land area (km²)</td>
<td>1,110</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Built up area (km²)</td>
<td>268</td>
<td>324</td>
<td>20.9%</td>
</tr>
<tr>
<td>Residential (km²)</td>
<td>77</td>
<td>93</td>
<td>21.2%</td>
</tr>
<tr>
<td>Total population</td>
<td>7,346,700</td>
<td>8,220,000</td>
<td>11.9%</td>
</tr>
<tr>
<td>% Aged 65 or above</td>
<td>15%</td>
<td>31%</td>
<td></td>
</tr>
<tr>
<td>Population per built up area</td>
<td>27,413</td>
<td>26,346</td>
<td>-3.9%</td>
</tr>
<tr>
<td>(people per km²)</td>
<td>10,900</td>
<td>-</td>
<td></td>
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<tr>
<td>* compared to Singapore</td>
<td>10,400</td>
<td>-</td>
<td></td>
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<tr>
<td>compared to Seoul-Incheon, South Korea</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential area per capita (m²)</td>
<td>10.48</td>
<td>11.35</td>
<td>8.3%</td>
</tr>
</tbody>
</table>

*1 km² = 1 million m²*

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**Population (2014-based)** +0.98M (0.4% p.a.) 2014 - 2043

- **Population**
  - 2014: 7.24M
  - 2043: 8.22M
  - 2064: 7.81M

- **Ageing Population**
  - 65+: 15% (2014), 36% (2064)
  - 85+: 2.2% (2014), 10.1% (2064)
Land use – Green Space Per Capita

Green space is an integral part of a liveable compact city. Hong Kong performs well in this respect.

<table>
<thead>
<tr>
<th>City</th>
<th>Green Space Per Capita (m²)</th>
</tr>
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<tbody>
<tr>
<td>Hong Kong</td>
<td>105.3</td>
</tr>
<tr>
<td>Guangzhou</td>
<td>166.3</td>
</tr>
<tr>
<td>Seoul</td>
<td>23.4</td>
</tr>
<tr>
<td>Shanghai</td>
<td>18.1</td>
</tr>
<tr>
<td>Singapore</td>
<td>66.2</td>
</tr>
<tr>
<td>Tokyo</td>
<td>10.6</td>
</tr>
</tbody>
</table>

Source: Asian Green City Index (2011), a research project conducted by the Economist Intelligence Unit, sponsored by Siemens
Land use –
Increase open space per capita

Future G/IC land per person provision target: 3.5m²
(Currently 2.2m² for Sha Tin New Town)

Future open space per person provision target:
from min. 2m² per person to min. 2.5m² per person
Land use –
Ageing building stock

326,000 private housing units aged 70 or above by 2046

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

Fig. 19 Private Housing Units Aged 70 or Above By 2046 (by District Councils)
Land use – Property vacancy rate by type

![Graph showing vacancy rates for different types of properties from 2003 to 2015.]

- **Private Offices**: 2003: 14.0%, 2015: 8.0%
- **Private Commercial**: 2003: 10.8%, 2015: 7.7%
- **Private Flatted Factories**: 2003: 10.6%, 2015: 5.0%
- **Private Industrial/Office**: 2003: 14.8%, 2015: 6.8%
- **Private Storage**: 2003: 5.9%, 2015: 4.2%
Mismatch of population and job (2014)

Metro area houses 58.8% population but 76.2% jobs
Transportation – Growing private vehicles population

Transportation
Private cars population

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<th>NOW</th>
<th>YEAR 2043</th>
<th>% CHANGE (2016-2043)</th>
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<tr>
<td>532,137</td>
<td>1,217,490</td>
<td>128.8%</td>
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(assuming 3% growth annually)

~3%* Private vehicles > ~1.7% Domestic > ~0.8% Population
Transportation – Public transport plays a role

Public transport preference 2015
(average passenger journeys per day)

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<tr>
<th>Public transport preference</th>
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<th>%</th>
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<tbody>
<tr>
<td>Franchised buses</td>
<td>3,915</td>
<td>31.1%</td>
</tr>
<tr>
<td>MTR</td>
<td>5,172</td>
<td>41.0%</td>
</tr>
<tr>
<td>Hongkong Tramways</td>
<td>178</td>
<td>1.4%</td>
</tr>
<tr>
<td>Public Light Buses</td>
<td>1,860</td>
<td>14.8%</td>
</tr>
<tr>
<td>Ferries</td>
<td>134</td>
<td>1.1%</td>
</tr>
<tr>
<td>Taxis</td>
<td>966</td>
<td>7.7%</td>
</tr>
<tr>
<td>Residents' services</td>
<td>237</td>
<td>1.9%</td>
</tr>
<tr>
<td>MTR buses</td>
<td>139</td>
<td>1.1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>12,601</strong></td>
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</table>
Transportation – Expanding railway network

- By 2030, the railway network is expected to serve areas inhabited by 75% of the local population and about 85% of job opportunities.

85% Job
75% Population

85% - 2016 - 45%
Year 2030

P.53, Railway Development Strategy 2014, Transport and Housing Bureau
2030+ Proposal

Total land demand
- for housing (ha)
  - Total: 4800
  - Existing: 3600
  - Gap: 1200
- for business & industry (ha)
  - Total: 1700
  - Existing: 1500
  - Gap: 200
- for leisure & transport (ha)
  - Total: 700
  - Existing: 300
  - Gap: 400

Economic Uses (300+ ha)
- CBD Grade A Offices, Industries and Special Industries are expected to have a long-term shortfall of about 100 ha in total.
- An additional requirement of 200 ha will be required for other specific uses, including science/R&D parks and industrial estates.
- The demand of some market-driven economic uses such as retail could be very volatile and unpredictable and therefore no estimates on their long-term land requirements are available.

Outstanding Land Requirements: 1,200+ ha*

*This estimate is not exhaustive. The long-term demand for some market-driven uses such as retail are difficult to project. The Government is also studying the land requirements for construction-related uses and recycling facilities, etc., and longer-term estimates for higher education and MICE spaces are not available.

Provided by:
- Kai Tak Development
- Kwu Tung North
- New Development Area (NDA)
- Fanling North NDA
- Hung Shui Kiu NDA
- Yuen Long South Development
- Kam Tin South Development Phase 1
- Tung Chung New Town Extension

Provided by:
- East Lantau Metropolis
- New Territories North
2030+ proposal – Two Strategic Growth Areas

- East Lantau Metropolis (ELM)
- New Territories North (NTN)

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<td></td>
<td>About 1,000 ha (largely through reclamation in the waters near Kau Yi Chau (KYC) and the Hei Ling Chau (HLC) Typhoon Shelter, and making better use of the underutilised land in Mui Wo (MW))</td>
<td>About 720 ha (land-based, for more efficient use of brownfield sites and abandoned agricultural land in the New Territories)</td>
</tr>
<tr>
<td>Population</td>
<td>About 400,000 – 700,000</td>
<td>About 255,000 or 350,000</td>
</tr>
<tr>
<td>Employment</td>
<td>About 200,000</td>
<td>About 215,000</td>
</tr>
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</table>
Key elements of 2030+ Proposal

- No development of country park
- Develop brownfield sites in NTN (200ha)
- Some reclamation (600-800ha) for East Lantau Metropolis
- Improve public transport system
- Discourage private car by not clear how much. (3%pa private car growth 1995-2015 vs 1.7%pa household growth and 0.8% pop growth)
- Increase of residential land demand by 1700 ha with an assumption that it includes 10% cushion to provide for increased flat size. Some advisors think that figure should be 2212-4424 ha instead
Enhanced economic capacity and jobs closer to home

Jobs in the non-Metro Area from 24% to 38%

Compact and rail-based development

More population and jobs within railway catchment (75% and 85% respectively under the Railway Development Strategy 2014 proposals)

Smart, green and resilient city strategy
- Smart use of land resources
- Smart mobility
- Integrated smart, green and resilient infrastructure

Conceptual Spatial Framework for Hong Kong 2030+

1. Metropolitan Business Core
   - Three complementary CBDs and secondary nodes to strengthen Hong Kong’s position as a global financial and business hub
   - Land and space for businesses to move up the value chain, to expand and to start up

2. Strategic Growth Areas
   - Comprehensive planning with a good mix of uses/facilities
   - Quality living, work places and business environment
   - Economic vitality
   - Better home-job balance
   - Thriving community
   - Balance with nature

3. Emerging Development Axes
   - Western Economic Corridor
   - Eastern Knowledge and Technology Corridor
   - Northern Economic Belt
   - Strategic positioning to cater for different economic sectors and to capitalise on locational advantages and the synergy

Supporting Transport Network
- Enhanced urban mobility and transport networks
- Enhance connectivity between metro core and Lantau
- Alternative connection to the airport and NWNT