



## People the Void



### NOTICES

#### Upcoming Events

##### August 2007

International Speakers Luncheon X – Speaker: Steven Townsend, Director of HOK, will present HBF's harbour guidelines (invited only).

##### September 2007

International Speakers Luncheon XI – Speakers: Bill Barron and Fiona Waters present two HBF papers on the economic value of the harbour (invited only).

##### September 2007

Guideline and Harbour Audit Workshop

Many cities around the world know how to create wonderfully vibrant community areas, where people meet, gossip and pass the time away. But how many places are there around Hong Kong's harbour where it is possible to relax, watch people, read the newspaper, or have an idle chat? Why is it that we find it so difficult to create a waterfront place where people can or want to go? The answer lies in a simple quote by Fred Kent, President for [Project for Public Spaces](#) (PPS): "*When you design your city around cars, you get more cars. When you design your city around people, you get more people.*"



***In June 2007, Fred Kent returned to Hong Kong and spoke at an HBF Speakers Luncheon, led an HBF Workshop and spoke at HEC's Symposium on Public Engagement.***

**HBF/ PPS Place Evaluation Form**

1. Please rate your ten favorite places around Hong Kong's harbour.
2. Is your favourite place easily accessible? ("1" is poor while "4" is good)
3. What is there to do at your favorite place? ("1" is poor while "4" is good)
4. Do you feel a sense of community at your favourite place? ("1" is poor while "4" is good)
5. List 10 things that you would do to improve the harbour.
6. Where is your favorite waterfront around the world?



**HBF Workshop Evaluation Results- Central is favourite HK waterfront destination, rated with above average accessibility.**

45 participants including officials, city planners, surveyors, architects, business leaders and community-concern groups completed HBF/ PPS Place Evaluation at our International Speaker Luncheon and Placemaking Workshop presented by Fred Kent on June 21<sup>st</sup> and 22<sup>nd</sup>, 2007.

**Question 1:** The data collected revealed that respondents chose Central as their favorite waterfront in Hong Kong. Second Tsim Sha Tsui – Avenue of Stars, and third Causeway Bay.

**Question 2:** In looking at the accessibility of participants favourite waterfront, the majority rated above average for Central and Tsim Sha Tsui, but lower than average for Causeway Bay

**Question 3 & 4:** The existing uses and activities along the favourite waterfront were also rated. A significant number of respondents considered the activities available at Tsim Sha Tsui waterfront were fair-to-good, but Central and Causeway were fair-to-poor. Most respondents perceived a greater sense of community in Tsim Sha Tsui and Central, than Causeway Bay.

**Question 5:** Participants listed the following 10 things that they would do to improve the harbour:

1. Improve pedestrian accessibility and connectivity
2. Improve landscaping and add more greening, lawn and open spaces
3. Create continuous waterfront walkway
4. Provide a variety of active and passive recreational areas and facilities for walking, cycling, jogging, sports and marine uses
5. Offer restaurants, café and a variety of shops
6. Improve water quality
7. Provide more places and spaces for various activities or performances, such as music, art and sculpture exhibitions.
8. Increase or improve shaded sitting areas
9. Establish a management or harbour agency
10. Improve overall design and planning

**Question 6:** Darling Harbour was chosen as a favorite because of one or more of the following reasons:

- Easily accessible
- Nice scenery
- Its landmark – the Opera House
- Good for leisure Walk
- Good water and good air quality
- Excellent atmosphere
- Active and vibrancy
- Many different destinations to visit
- A large piece of lawn
- Good combination of space, entertainment, dining and community orientation
- A holistic and well integrated approach to waterfront planning and good management



**Darling Harbour was named as favourite waterfront around the world.**

Participants were also asked to name their favorite waterfront around the world and 16 out of 45 said Darling Harbour in Sydney.

**Imagine a Hong Kong City Plage**

According to Fred Kent, although Paris doesn't make the most of its Seine, every summer two miles of the city's busiest roadway (The Georges Pompidou Expressway) is turned into a riverfront beach (aka Paris Plage), with sand, palm trees, deck chairs, hammocks, and umbrellas. Paris Plage then becomes alive with activities ranging from dance lessons, climbing walls, sun bathing, writers' workshops and children's games. Though temporary (it is only set up for parts of July and August), its enormous popularity is due to strong management and innovative programming. Though financed in part by corporate sponsors, acknowledgments are appropriately modest and not overwhelmed by commercialism. Paris Plage is a public space of huge benefit to everyone and should be an idea that Hong Kong emulates.

(Source: [http://www.pps.org/info/newsletter/february2007/great\\_waterfronts](http://www.pps.org/info/newsletter/february2007/great_waterfronts))





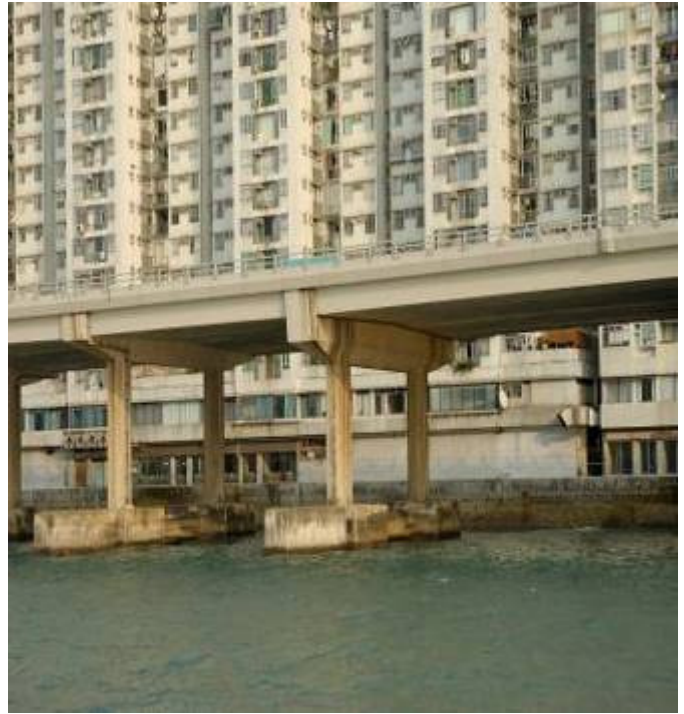
**1. Lack of places to sit** - Many public spaces don't provide a place to sit and people are forced to adapt to the situation in their own way.

**2. Dysfunctional features** - Even though this sculpture is great to look at, it does not encourage activity or interaction around it.



**3. Poor entrances and visually inaccessible spaces** - If a space is to be used, people need to see it and be able to get to it.

**4. Lack of gathering points** - This includes features such as playgrounds, fountains, cafes or places where varying elements combine to create a gathering point. Food is often a critical component of a successful gathering point.



**5. Paths that aren't made for walking** – Paths that are narrow and inconvenient will mean that people will not return.

**6. Domination of public spaces by vehicles**



**7. Blank walls or dead zones around the edges of a place** - The area around a space and to a space- is as important to its success as the design and management of the space itself.

**8. Inconveniently located transport stops** - Bus stops located in places where no one wants to use them are a good recipe for failure.

<b>PPS's 13 Steps to Creating Great Waterfronts</b>
1. Make public goals the primary objective
2. Create shared community vision for the waterfront
3. Create multiple destinations : The Power of Ten
4. Connect the destinations
5. Optimize public access
6. Ensure that new development fits within the community's vision
7. Encourage 24-hour activity by limiting residential development
8. Use parks to connect destinations, not as destinations unto themselves
9. Design and program buildings to engage the public space
10. Support multiple modes of transportation and limit vehicular access
11. Integrate seasonal activities into each destination
12. Make stand-alone, iconic buildings serve multiple functions
13. Manage, manage, manage
<b>PPS's Creating Great Places/Destinations – Power of 10</b>
• Hong Kong needs 10+ major destinations
• Hong Kong waterfront needs 10 great destinations
• Each place/destination must have 10+ places within and 10+ things to do
• Triangulation or layering of uses to create synergy
• Connect places to create a district
• A district needs 100-1000 things to do

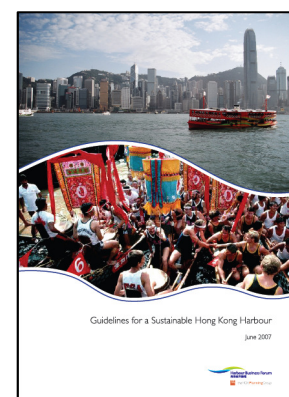
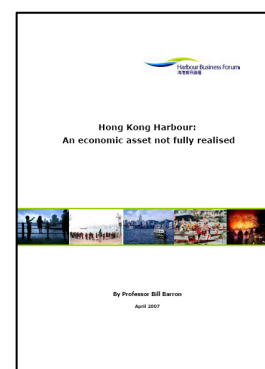
### Recently Completed HBF Research

- Hong Kong Harbour: An Economic Asset not Fully Realised

Harbour Business Forum (HBF) has taken an active role in stimulating research in the area of environmental economics in respect to Hong Kong's harbour. We are pleased to present to you a paper on the economic value of the harbour. This paper looks at the concept of Total Economic Value and considers what it implies for the management of Hong Kong's harbour. This paper concludes that the harbour should be managed with more regard to the concepts of:

  - (1) unpriced values
  - (2) value at the margin
  - (3) balance in expansion
- HBF's Guidelines for a Sustainable Harbour

The purpose of HBF's Guidelines for a Sustainable Harbour are to feed into the Harbour-front Enhancement Committee's (HEC) Harbour Guidelines and to inspire best practice in harbour development. HBF's Guidelines have been designed specifically to highlight select recommendations for the physical design and development of individual projects and broader planning efforts across the entire harbour. HBF's Guidelines are structured around the three pillars of sustainable development (Social, Economic and Environmental) as HBF recognizes that the harbour has a direct impact on the quality of life, health and prosperity of our city.



## Recent Past Events

- Placemaking Workshop II: The Power of 10: Rethinking our harbour as a vital public space (Jun 22, 2007)
- International Speaker Luncheon Series IX - 10 ways to improve the quality of Hong Kong's waterfront (Jun 21, 2007)
- HBF & HKGCC Harbour Roundtable VII – How much is the harbour worth? (Apr 25, 2007)
- International Speaker Luncheon Series VIII – Singapore's waterfront rejuvenation efforts (Mar 28, 2007)

(Please visit our website <http://www.harbourbusinessforum.com> to download the presentation materials)

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### CONTACT US

To help us develop the newsletter further in the future, please send your feedback to:  
[hbf@bec.org.hk](mailto:hbf@bec.org.hk)

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