

## 可宜居性概念及香港的可宜居性

講者: 趙麗霞教授, 香港大學城市規劃及設計系系主任

### 簡報摘要

「可宜居性」的概念，聯繫着交通、房屋、社會經濟及政策等各方面: 交通方面，不單只講求交通網絡的建設，亦著重交通的選擇性；房屋方面，不只講求可負擔的房屋，亦關乎房屋政策是否公平；經濟方面，足夠的經濟競爭力非常重要；社區方面，不單講求設施供應是否足夠，更重要的是對市民心理需要的支援。而政府部門之間的協調和溝通，對於社會政策及基建資源的投放是否有效，亦十分重要。

講者繼而指出，「可宜居性」可分為客觀環境及社會環境兩方面。就客觀環境而言，香港與內地其他主要城市相比，人口密度較高。講者亦指出，香港具有一個合成的城市形態，主要經濟活動集中在城市核心地區，外圍亦有一些發展增長點。就市民的出行需要而言，香港具有的集約城市形態及以鐵路為本的交通網絡，令我們的出行更有效率。一個以公共交通為本的城市是比較公平的，因為大部分市民都可負擔出行所需的費用。而且，相比駕車，乘搭公共交通工具亦可促進社會上人與人之間的交流。雖然香港的人均居住面積較低，人均建設環境的綠化面積亦較低，但較其他主要內地城市擁有更多翠綠的自然環境，這令香港有較高的整體綠化覆蓋率。整體來說，香港是一個管理得非常好的城市。

講者認為，雖然香港的人口密度高，發展密度亦高，或許予人很擠逼的感覺，但如果規劃和設計得宜，其實正有助滿足市民各理想的居住條件：由於人口密度高，得以有一定的經濟規模，可有足夠乘客量支持龐大且頻密的公共交通系統；亦因有足夠顧客，離居所不遠就可有購物中心，不單方便市民購物，亦發揮了社交空間的功能。城市良好的通達性，除了便利出入，亦對於達致「居家安老」，提供易達的長者服務、醫療服務、康樂及社區設施，十分重要。此外，良好的通達性亦有助社會環境方面的可宜居性：香港大部分的屋苑都是開放的，屋苑和屋苑之間的通達性良好，不僅讓市民有一個開揚的居住環

境，亦可減少社會分化，這是我們城市規劃的優點。雖然，在低收入人士群體當中，較多是公屋住戶，相對自豪感會較差，對鄰居信任度較低，安全感亦較差，但他們的社區感很強，社區內鄰里互動亦較多。相反，高收入人士群體的身份認同較強，但因為他們較為獨立，故此社區感較差，社會的凝聚力亦較差。但整體來說，市民對所居住的屋苑擁有較高的歸屬感。

## **Hong Kong 2030+ Knowledge Sharing Seminar – Liveability I (15/1/2017)**

### **Liveability Concepts and Hong Kong's Liveability**

Speaker: Professor Rebecca CHIU Lai-ha,  
Head of the Department of Urban Planning and Design, The University of Hong Kong

#### **Abstract of Presentation**

The concept of liveability is related to the transport, housing, socio-economic and policy aspects: in terms of transport, it is not just about the building of transport network but also the availability of transport options; in terms of housing, it is not just about affordable housing, but also about equitable housing policy; economic wise, it is important to have sufficient economic competitiveness; social wise, it is not only about adequate provision of facilities, but also sufficient support to people's psychological needs. Inter-departmental coordination and communication is also crucial for the social policy and infrastructural investment to be effective.

The Speaker then pointed out that “liveability” can be considered from the perspectives of physical and social environment. In term of physical environment, Hong Kong has a higher population density than other major cities in the Mainland China. The Speaker also pointed out that Hong Kong has a ‘composite’ urban form, with major economic activities at the central and some dispersed growth nodes. Concerning the commuting needs, the compact city and a rail-based transport network in Hong Kong allow more efficient commuting and mobility. The Speaker considered a public-transport city more equitable as most of the people can afford the commuting cost. Compared with driving, taking public transport can also facilitate social interaction. Although Hong Kong has a lower per person living space and a lower per capita green area in the built environment, there is more greenery in the natural environment than other major Mainland cities which makes Hong Kong has a higher rate of the overall green coverage. Overall, Hong Kong is a well-managed city.

Although Hong Kong has a high population density and a high development density, and may look congested, with proper planning and design, the Speaker considered that this can help satisfy people's desirable qualities of living: the high population density allows an economy of scale, which support an extensive and frequent public transport system. It also support the development of shopping centres in the vicinity of the residences, which meets the shopping needs of people and also serve as a platform for social interaction. An accessible city is not just convenient for commuting, but also important for promoting “ageing in place” by providing accessible elderly services, medical services, recreation and community facilities. Besides, good accessibility is contributive to “liveability” in term of the social environment: most of housing estates in Hong Kong are open rather than gated, with good accessibility to nearby estates. Not only can this provide an open living environment, but also reduce social segregation. This is a

merit of our town planning. Although the sense of pride, degree of trust to their neighbours and sense of security would be lower in the lower income group (many of whom are living in public housing estates), they have a stronger sense of community with more social interactions in the neighbourhood. In contrast, while the higher income group have a higher sense of identity, they have a lower sense of community and a weaker social cohesion, as they are often more independent. Nevertheless, people are found to have a strong sense of belonging to their housing estates in overall terms.