



# Facilitating Implementation of TOD – Hong Kong Case Study

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# The Hong Kong government fosters TOD throughout the city through a comprehensive set of policies and strategies.

- Hong Kong Planning Standards and Guidelines (HKPSG)
- Railway Property Development
- Pedestrian-Friendly Infrastructure improves accessibility
- Transport and Land Use Integration



# HKPSG as the official advocate of TOD in Hong Kong.

Although no specific term “TOD” is used in Planning Guidelines, the HKPSG clearly stipulates –

- Higher plot ratios at transit nodes
- Much lower parking provisions (parking maximums) at transit nodes
- Encourages multi-modal public transport integration

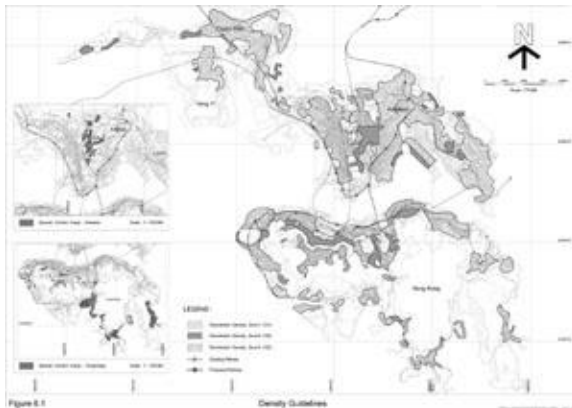
## HONG KONG PLANNING STANDARDS AND GUIDELINES - Summary



# Examples of TOD Measures within HKPSG.

## Density zones

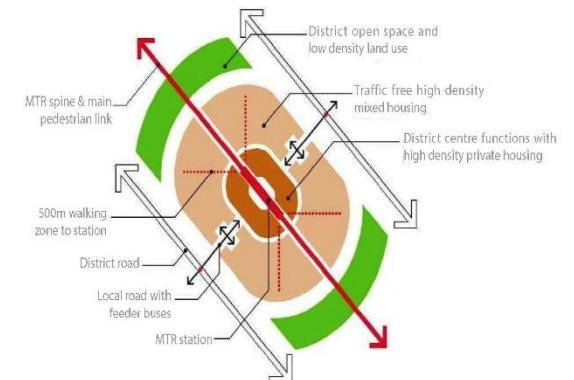
Density Zone	Type of Area	Location	Maximum Domestic Plot Ratio
R1	Existing Development Area	Hong Kong Island	8/9/10 (depends on Site Class A, B and C respectively)
		Kowloon & New Kowloon	7.5 (according to OZPs and site class is not relevant)
	New Development Area and Comprehensive Development Area	Tsuen Wan, Kwai Chung & Tsing Yi	8
R2			6.5
R3			5
			3



## 1 parking space to 7 residential flats

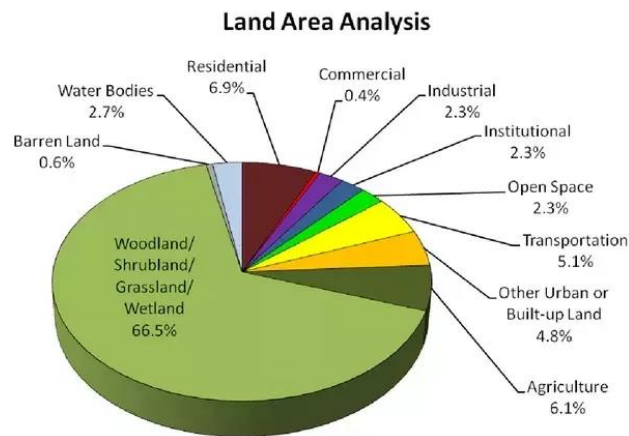
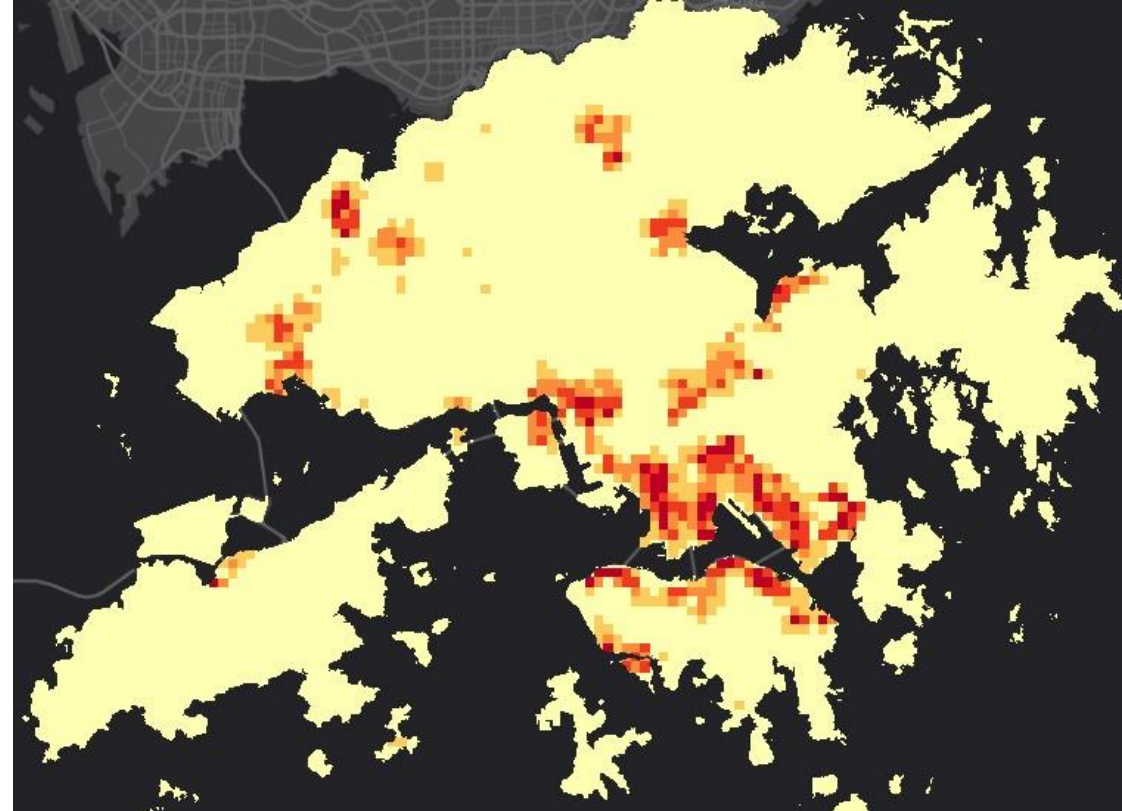


## Integrating land use and transportation planning



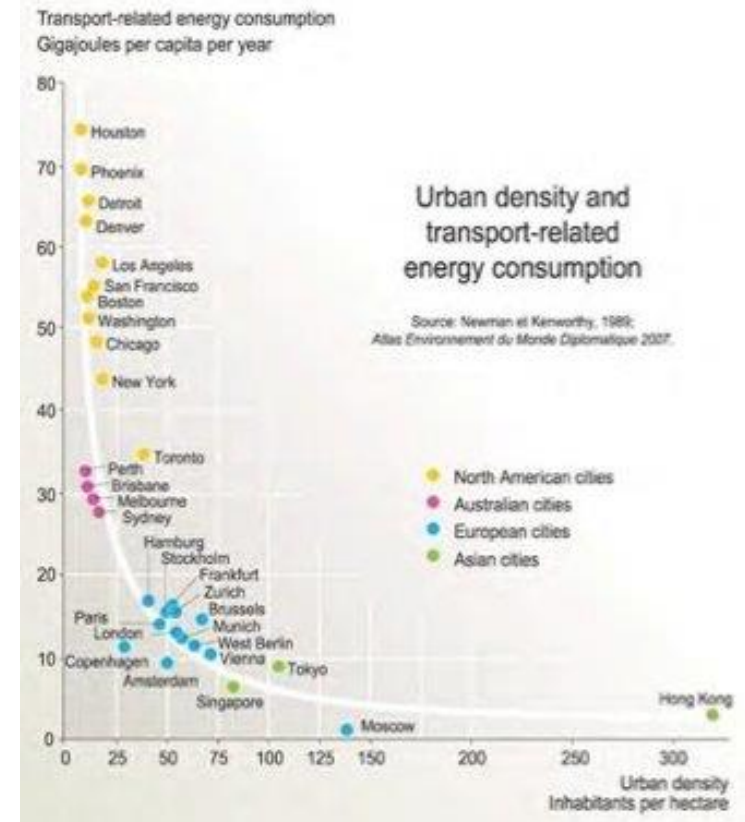
# Hong Kong achieves high population density by clear planning intent.

- Approximately 25% of Hong Kong's total land area is developed, with just 7% allocated for residential purposes
- Focus on high-rise, compact urban planning
- Optimizes land usage and transit accessibility



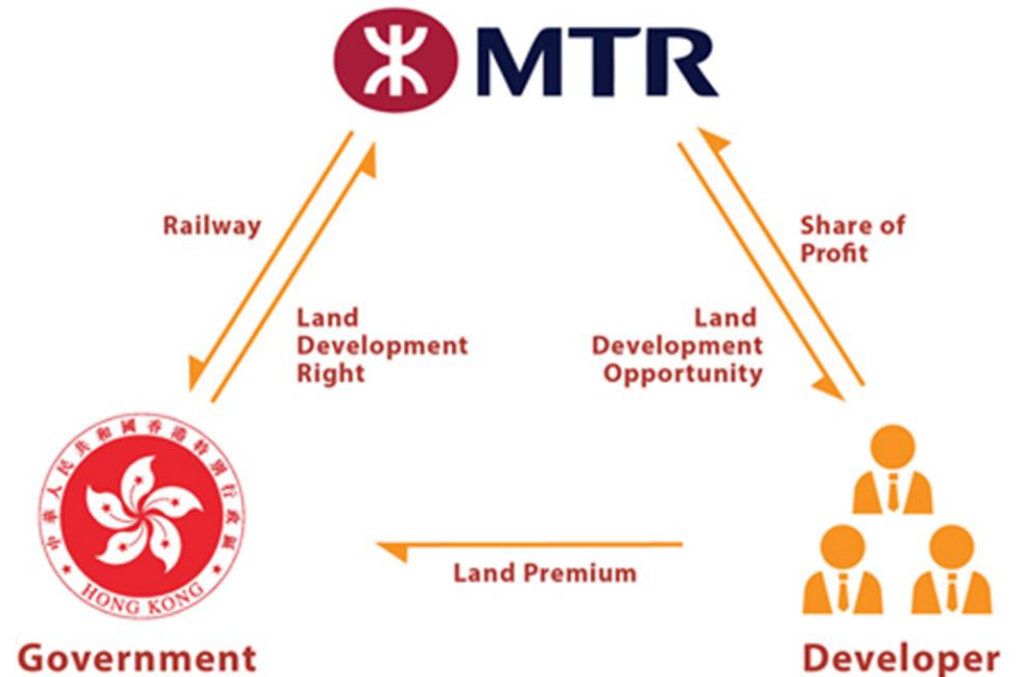
# Increased population density in cities can bring a range of benefits and positive outcomes, known as Density Dividends.

- Density is essential for managing and accommodating urban change and growth.
- Optimizing land use and encouraging densification would bring about:
  - ✓ mixed land uses
  - ✓ proximity to amenities
  - ✓ increased economic activities
  - ✓ reduced carbon emissions



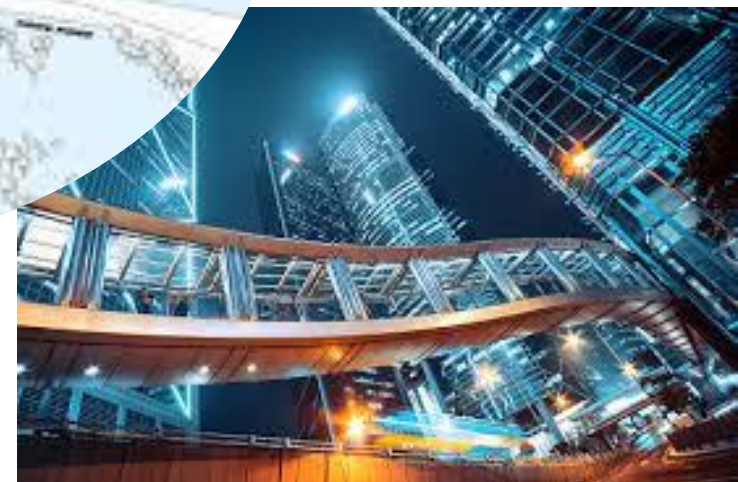
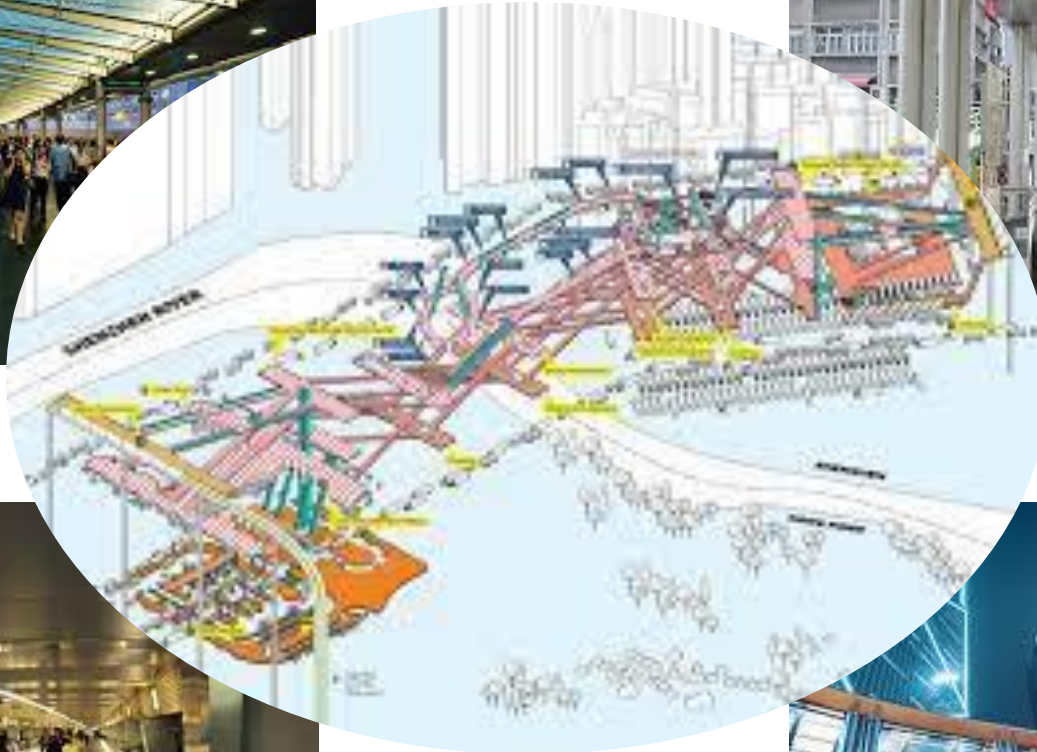
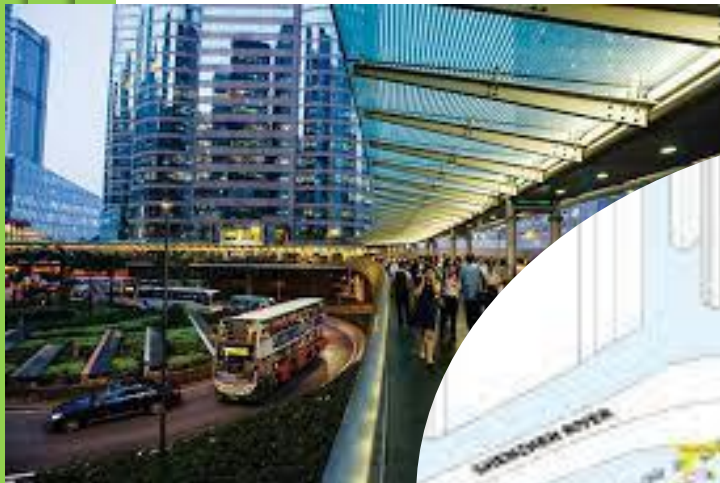
# The “R+P” (railway + property) Development Model finances new projects as well as for operations and maintenance.

- MTR Ordinance facilitates land acquisition.
- Government grants land “development rights” at stations or depots along the new rail lines.
- MTR pays a land premium based on the market value without the railway - ‘Greenfield – No Railway’.
- MTR builds the new rail line and partners with private developers to build properties through a competitive tender process.



**This is Hong Kong’s version of Land Value Capture (LVC).**

**TOD can improve the accessibility to mass transit.**  
The Central Elevated Walkway System is an extensive footbridge network.



# Linear City: A new paradigm of TOD



20:00 Football

10:00 Site Visit

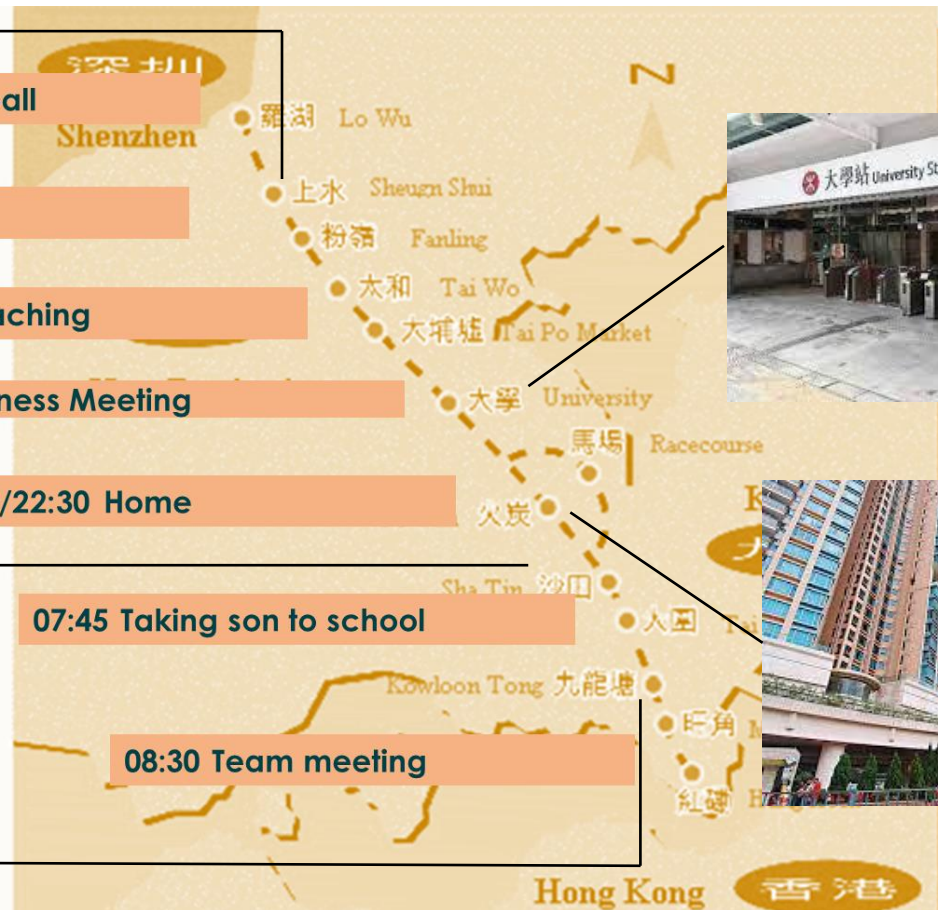
18:00 Dinner & Teaching

14:00 Business Meeting

07:00/22:30 Home

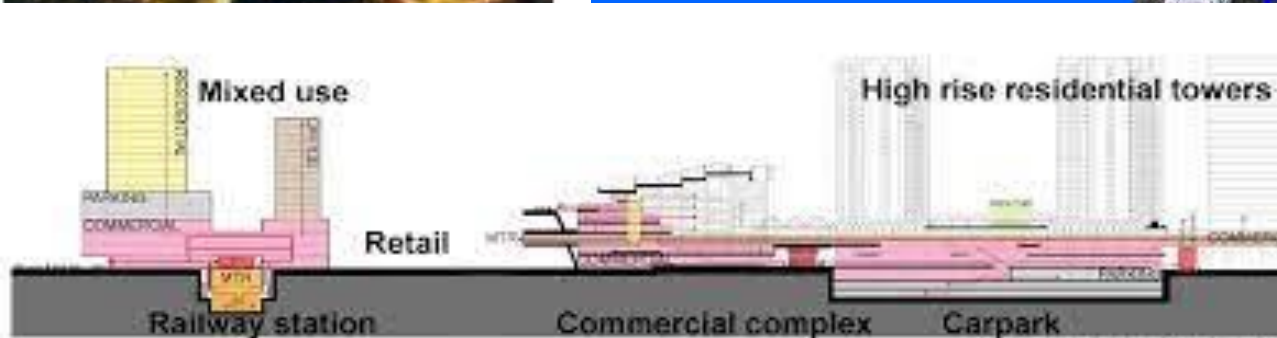
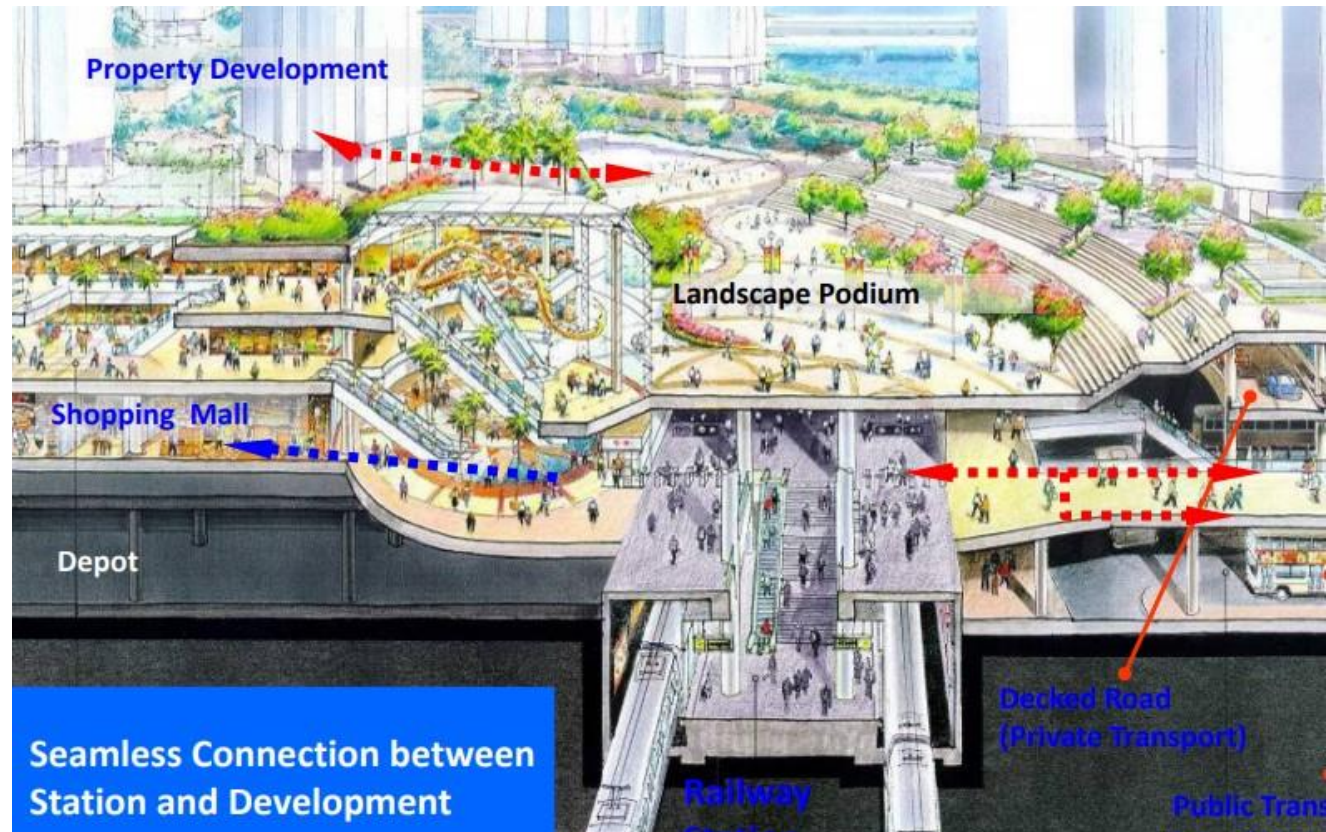
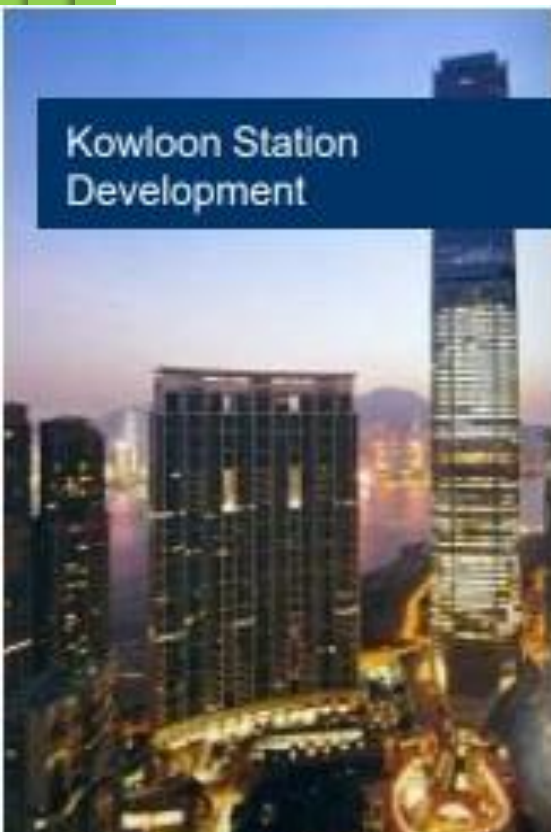
07:45 Taking son to school

08:30 Team meeting



# Examples of TOD models situated along the MTR lines.

Kowloon Station Development



Tai Koo Shing Station Section



