

February 2014

Four Tourists Discovering Hong Kong's Harbourfront: A Reevaluation of the Waterfront of Victoria Harbour

Alfred William Scott
Worcester Polytechnic Institute

Elizabeth D. Lacarra
Worcester Polytechnic Institute

Mark Andrew Zayac
Worcester Polytechnic Institute

Xinyue Zhong
Worcester Polytechnic Institute

Follow this and additional works at: <https://digitalcommons.wpi.edu/iqp-all>

Repository Citation

Scott, A. W., Lacarra, E. D., Zayac, M. A., & Zhong, X. (2014). *Four Tourists Discovering Hong Kong's Harbourfront: A Reevaluation of the Waterfront of Victoria Harbour*. Retrieved from <https://digitalcommons.wpi.edu/iqp-all/2025>

This Unrestricted is brought to you for free and open access by the Interactive Qualifying Projects at Digital WPI. It has been accepted for inclusion in Interactive Qualifying Projects (All Years) by an authorized administrator of Digital WPI. For more information, please contact digitalwpi@wpi.edu.

創建
Designing HongKong
香港.com

 Harbour Business Forum
海港商界論壇



WPI

Four Tourists Discovering Hong Kong's Harbourfront: A Reevaluation of the Waterfront of Victoria Harbour

Elizabeth Lacarra

Alfred Scott

M. Andrew Zayac

Xinyue Zhong

February, 2014

Four Tourists Discovering Hong Kong's Harbourfront: A Reevaluation of the Waterfront of Victoria Harbour

An Interactive Qualifying Project Report
Submitted to the Faculty of the
WORCESTER POLYTECHNIC INSTITUTE
In partial fulfillment of the requirements for the
Degree of Bachelor of Science

Elizabeth Lacarra

Alfred Scott

M. Andrew Zayac

Xinyue Zhong

Report Submitted to:

Professor Constance Clark [Advisor]

Professor Zhikun Hou [Co-Advisor]

Worcester Polytechnic Institute

and

Paul Zimmerman [Sponsor]

Designing Hong Kong

Harbour Business Forum

February, 2014

This report represents work of WPI undergraduate students submitted to the faculty as evidence of a degree requirement. WPI routinely publishes these reports on its web site without editorial or peer review. For more information about the projects program at WPI, see <http://www.wpi.edu/Academics/Projects>.

Abstract

The purpose of this project was to reevaluate the accessibility, connectivity, and vibrancy of Victoria Harbour, Hong Kong. Through observations, population counts, mapping and gathered questionnaire survey results, general conclusions and specific improvements for each of the 19 districts of the harbour were determined. This was done in order to provide short, medium, and long term recommendations to the sponsors, Designing Hong Kong and Harbour Business Forum. These recommendations are to be used in implementation of future improvements to the Victoria Harbourfront.

Acknowledgements

First and foremost, our team would like to express gratitude to Designing Hong Kong and Harbour Business Forum for providing the opportunity to conduct research in Victoria Harbour and for supporting us throughout the project. Within this organization we would like to especially recognize Paul Zimmerman, Margaret Brooke, Roger Nissim, and Dr. Sujata Govada for their assistance to our team.

We would also like to thank Centamap of Hong Kong for their allowance in letting our project team utilize their maps.

Additionally, we would like to extend our thanks to our advisors, Professor Clark and Professor Hou, from Worcester Polytechnic Institute, for their continuous guidance and support throughout the project.

We would also like to thank all those who took the time to complete our questionnaire survey. Finally, we greatly appreciate Worcester Polytechnic Institute for providing us with the unique opportunity to travel and work in Hong Kong.

Table of Authors

Title Page	(Beth)
Table of Contents.....	(Beth)
Table of Tables.....	(Beth)
Table of Figures	(Beth)
Executive Summary	(Alfred, Andrew, Beth, Xinyue)
Introduction	(Alfred, Andrew, Beth, Xinyue)
Background	(Alfred, Andrew, Beth, Xinyue)
Methodology	(Beth)
Results.....	(Alfred, Andrew, Beth, Xinyue)
Analysis	(Alfred, Andrew, Beth, Xinyue)
Recommendations	(Alfred, Andrew, Beth, Xinyue)
Final Conclusions.....	(Beth)
References	(Alfred)
Appendix A	(Beth)
Appendix B	(Andrew)
Appendix C.....	(Xinyue)
Appendix D	(Andrew, Beth)
Appendix E	(Andrew)
Appendix F	(Andrew, Beth)
Appendix G	(Andrew, Beth)
Appendix H	(Andrew)
Appendix I	(Andrew, Beth)
Appendix J	(Xinyue)
Appendix K	(Xinyue)
Appendix L	(Xinyue)

Table of Contents

Abstract	2
Acknowledgements.....	3
Table of Authors	4
Table of Contents.....	5
Table of Tables.....	15
Table of Figures	16
Executive Summary.....	19
1. Introduction.....	22
2. Background	26
2.1 A Brief History of Victoria Harbour	26
2.2 Reclamation for the Harbourfront	30
2.2.1 Central and Wan Chai Reclamation.....	32
2.3 Transit within Hong Kong	34
2.3.1 Mass Transit Railway.....	34
2.3.2 Bus Transportation	36
2.3.3 Minibus Transportation	36
2.3.4 Pedestrian Transportation.....	37
2.4 Tourism	38
2.5 Plans for Improvement.....	39
2.6 Harbour Revitalization.....	40
3. Methodology.....	42
3.1 Division of Districts	43
3.2 Data Collection.....	44
3.2.1 Accessibility.....	45
3.2.2 Connectivity.....	47
3.2.3 Vibrancy.....	49
3.3 Data Comparison.....	51
3.4 Questionnaire Survey.....	51
3.4.1 Survey Participants	52
3.4.2 Questionnaire Survey	52
4. Results	53

4.1 Kowloon East	53
4.1.1 Lei Yue Mun	53
4.1.2 Kwun Tong	56
4.1.3 Kai Tak	60
4.2 Kowloon Central.....	62
4.2.1 Hong Hum	63
4.2.2 Tsim Sha Tsui	66
4.3 Kowloon West	70
4.3.1 West Kowloon Cultural District	70
4.3.2 Tai Kok Tsui	72
4.3.3 Cheung Sha Wan	74
4.4 West Harbour	75
4.4.1 Tsuen Wan	75
4.4.2 Tsing Yi.....	77
4.5 Hong Kong Island East	79
4.5.1 Heng Fa Chuen	79
4.5.2 Shau Kei Wan	80
4.5.3 Quarry Bay	83
4.5.4 North Point	85
4.5.5 Causeway Bay	86
4.6 Hong Kong Island Central	89
4.6.1 Wan Chai.....	89
4.6.2 Admiralty and Central	91
4.6.3 Sheung Wan	93
4.7 Hong Kong Island West	95
4.7.1 Sai Ying Pun and Kennedy Town	95
4.8 Questionnaire Survey Results	96
5. Analysis	97
5.1 Kowloon East	97
5.1.1 Lei Yue Mun	97
5.1.2 Kwun Tong to Lei Yue Mun.....	98
5.1.3 Kwun Tong	99
5.1.4 Kwun Tong to Kai Tak	100

5.1.5 Kai Tak.....	100
5.1.6 Kai Tak to Hung Hom.....	102
5.2 Kowloon Central.....	102
5.2.1 Hong Hum	102
5.2.2 Hung Hom to Tsim Sha Tsui.....	104
5.2.3 Tsim Sha Tsui.....	105
5.2.4 Tsim Sha Tsui to West Kowloon Cultural District.....	107
5.3 Kowloon West	107
5.3.1 West Kowloon Cultural District	107
5.3.2 West Kowloon Cultural District to Tai Kok Tsui	108
5.3.3 Tai Kok Tsui	109
5.3.4 Tai Kok Tsui to Cheung Sha Wan.....	110
5.3.5 Cheung Sha Wan	110
5.4 West Harbour	112
5.4.1 Tsuen Wan	112
5.4.2 Tsing Yi.....	114
5.5 Hong Kong Island East.....	116
5.5.1 Heng Fa Chuen	116
5.5.2 Heng Fa Cheun to Shau Kei Wan.....	117
5.5.3 Shau Kei Wan.....	117
5.5.4 Shau Kei Wan to Quarry Bay.....	119
5.5.5 Quarry Bay	119
5.5.6 Quarry Bay to North Point	121
5.5.7 North Point	121
5.5.8 North Point to Causeway Bay	122
5.5.9 Causeway Bay.....	123
5.5.10 Causeway Bay to Wan Chai.....	125
5.6 Hong Kong Island Central	125
5.6.1 Wan Chai.....	125
5.6.2 Wan Chai to Admiralty and Central.....	127
5.6.3 Admiralty and Central	127
5.6.4 Admiralty and Central to Sheung Wan	129
5.6.5 Sheung Wan	129

5.6.6 Sheung Wan to Sai Ying Pun and Kennedy Town	130
5.7 Hong Kong Island West	131
5.7.1 Sai Ying Pun and Kennedy Town	131
5.8 Survey Analysis	132
5.8.1 Tsing Yi Area.....	132
5.8.2 West Tsuen Wan Area.....	133
5.8.3 Tsim Sha Tsui Area.....	133
6. Recommendations.....	135
6.1 Kowloon East	135
6.1.1 Lei Yue Mun	135
6.1.2 Connectivity between Lei Yue Mun and Kwun Tong	135
6.1.3 Kwun Tong	135
6.1.4 Connectivity between Kwun Tong and Kai Tak.....	136
6.1.5 Kai Tak.....	136
6.1.6 Connectivity between Kai Tak and Hung Hom	136
6.2 Kowloon Central.....	136
6.2.1 Hong Hum	136
6.2.2 Connectivity between Hung Hom and Tsim Sha Tsui	137
6.2.3 Tsim Sha Tsui	137
6.2.4 Connectivity between Tsim Sha Tsui and West Kowloon Cultural District	137
6.3 Kowloon West	137
6.3.1 West Kowloon Cultural District	137
6.3.2 Connectivity between West Kowloon Cultural District and Tai Kok Tsui	138
6.3.3 Tai Kok Tsui	138
6.3.4 Connectivity between Tai Kok Tsui and Cheung Sha Wan	138
6.3.5 Cheung Sha Wan	138
6.4 West Harbour	139
6.4.1 Tsuen Wan	139
6.4.2 Tsing Yi.....	139
6.5 Hong Kong Island East	139
6.5.1 Heng Fa Chuen	139
6.5.2 Connectivity between Heng Fa Chuen and Shau Kei Wan	139
6.5.3 Shau Kei Wan	140

6.5.4 Connectivity between Shau Kei Wan and Quarry Bay	140
6.5.5 Quarry Bay	140
6.5.6 Connectivity between Quarry Bay and North Point	141
6.5.7 North Point	141
6.5.8 Connectivity between North Point and Causeway Bay	141
6.5.9 Causeway Bay	141
6.5.10 Connectivity between Causeway Bay and Wan Chai	142
6.6 Hong Kong Island Central	142
6.6.1 Wan Chai.....	142
6.6.2 Connectivity between Wan Chai and Admiralty and Central.....	142
6.6.3 Admiralty and Central	143
6.6.4 Connectivity between Admiralty and Central and Sheung Wan	143
6.6.5 Sheung Wan	143
6.6.6 Connectivity between Sheung Wan and Sai Ying Pun and Kennedy Town.....	143
6.7 Hong Kong Island West.....	144
6.7.1 Sai Ying Pun and Kennedy Town	144
7. Final Conclusions	145
8. References	146
Appendix A: Sponsor Information	153
A.1 Designing Hong Kong.....	153
A.2 Harbour Business Forum	154
Appendix B: Observational Survey Templates.....	155
B.1 Accessibility Observation Template.....	155
B.2 Connectivity Observational Template.....	156
B.3 Vibrancy Observational Template	157
Appendix C: Questionnaire Survey Template	158
C.1 English Questionnaire Survey	158
C.2 Traditional Chinese Questionnaire Survey	159
C.3 Simplified Chinese Questionnaire Survey	160
Appendix D: Accessibility Data by District	161
D.1 Kowloon East.....	161
D.1.1 Lei Yue Mun	161
D.1.2 Kwun Tong.....	162

D.1.3 Kai Tak	163
D.2 Kowloon Central.....	164
D.2.1 Hung Hom.....	164
D.2.2 Tsim Sha Tsui	165
D.3 Kowloon West.....	166
D.3.1 West Kowloon Cultural District.....	166
D.3.2 Tai Kok Tsui.....	167
D.3.3 Cheung Sha Wan	168
D.4 West Harbour	169
D.4.1 Tsuen Wan	169
D.4.2 Tsing Yi	170
D.5 Hong Kong Island East.....	171
D.5.1 Heung Fa Chuen.....	171
D.5.2 Shau Kei Wan	172
D.5.3 Quarry Bay.....	173
D.5.4 North Point.....	174
D.5.5 Causeway Bay	175
D.6 Hong Kong Island Central.....	176
D.6.1 Wan Chai	176
D.6.2 Admiralty and Central.....	177
D.6.3 Sheung Wan.....	178
D.7 Hong Kong Island West	179
D.7.1 Sai Ying Pun and Kennedy Town.....	179
Appendix E: Accessible Maps by District.....	180
E.1 Kowloon East.....	180
E.1.1 Lei Yue Mun.....	180
E.1.2 Kwun Tong.....	181
E.1.3 Kai Tak	182
E.2 Kowloon Central	183
E.2.1 Hong Hum.....	183
E.2.2 Tsim Sha Tsui.....	184
E.3 Kowloon West.....	185
E.3.1 West Kowloon Cultural District.....	185

E.3.2 Tai Kok Tsui.....	186
E.3.3 Cheung Sha Wan.....	187
E.4 West Harbour.....	188
E.4.1 Tsuen Wan.....	188
E.4.2 Tsing Yi.....	189
E.5 Hong Kong Island East.....	190
E.5.1 Heng Fa Chuen.....	190
E.5.2 Shau Kei Wan.....	191
E.5.3 Quarry Bay.....	192
E.5.4 North Point.....	193
E.5.5 Causeway Bay.....	194
E.6 Hong Kong Island Central.....	195
E.6.1 Wan Chai.....	195
E.6.2 Admiralty and Central.....	196
E.6.3 Sheung Wan.....	197
E.7 Hong Kong Island West.....	198
E.7.1 Sai Ying Pun and Kennedy Town.....	198
Appendix F: Connectability Data within Districts.....	199
F.1 Kowloon East.....	199
F.1.1 Lei Yue Mun.....	199
F.1.2 Kwun Tong.....	200
F.1.3 Kai Tak.....	201
F.2 Kowloon Central.....	202
F.2.1 Hung Hom.....	202
F.2.2 Tsim Sha Tsui.....	203
F.3 Kowloon West.....	204
F.3.1 West Kowloon Cultural District.....	204
F.3.2 Tai Kok Tsui.....	205
F.3.3 Cheung Sha Wan.....	206
F.4 West Harbour.....	207
F.4.1 Tsuen Wan.....	207
F.4.2 Tsing Yi.....	208
F.5 Hong Kong Island East.....	209

F.5.1 Heng Fa Cheun	209
F.5.2 Shau Kei Wan.....	210
F.5.3 Quarry Bay	211
F.5.4 North Point	212
F.5.5 Causeway Bay.....	213
F.6 Hong Kong Island Central	214
F.6.1 Wan Chai.....	214
F.6.2 Admiralty and Central	215
F.6.3 Sheung Wan	216
F.7 Hong Kong Island West.....	217
F.7.1 Sai Ying Pun and Kennedy Town	217
Appendix G: Connectivity Data between Districts of the Harbour	218
G.1 Kowloon East	218
G.1.1 Kwun Tong to Lei Yue Mun.....	218
G.1.2 Kai Tak to Kwun Tong.....	218
G.2 Kowloon Central.....	219
G.2.1 Hung Hom to Kai Tak.....	219
G.2.2 Tsim Sha Tsui to Hung Hom.....	219
G.3 Kowloon West	220
G.3.1 West Kowloon Cultural District to Tsim Sha Tsui.....	220
G.3.2 Tai Kok Tsui to West Kowloon Cultural District	220
G.3.3 Cheung Sha Wan to Tai Kok Tsui.....	220
G.4 West Harbour	221
G.4.1 Tsuen Wan to Cheung Sha Wan.....	221
G.4.2 Tsing Yi to Tsuen Wan.....	221
G.5 Hong Kong Island East	222
G.5.1 Heng fa Cheun to Shau Kei Wan	222
G.5.2 Shua Kei Wan to Quarry Bay	222
G.5.3 North Point to Quarry Bay	222
G.5.4 Causeway Bay to North Point.....	223
G.6 Hong Kong Island Central	223
G.6.1 Wan Chai to Causeway Bay	223
G.6.2 Admiralty and Central to Wan Chai.....	223

G.6.3 Sheung Wan to Admiralty and Central	224
G.7 Hong Kong Island West	224
G.7.1 Sai Ying Pun and Kennedy Town to Sheung Wan	224
Appendix H: Connectivity Maps between Districts	225
H.1 Kowloon East.....	225
H.1.1 Lei Yue Mun and Kwun Tong.....	225
H.1.2 Kwun Tong and Kai Tak.....	226
H.2 Kowloon Central.....	227
H.2.1 Kai Tak and Hong Hum.....	227
H.2.2 Hong Hum and Tsim Sha Tsui.....	228
H.3 Kowloon West.....	228
H.3.1 Tsim Sha Tsui and West Kowloon Cultural District.....	228
H.3.2 West Kowloon Cultural District and Tai Kok Tsui	229
H.3.3 Tai Kok Tsui and Cheung Sha Wan	230
H.4 West Harbour	230
H.4.1 Tsuen Wan	230
H.4.2 Tsing Yi	230
H.5 Hong Kong Island East.....	231
H.5.1 Heng Fa Chuen and Shau Kei Wan.....	231
H.5.2 Shau Kei Wan and Quarry Bay.....	232
H.5.3 Quarry Bay and North Point	232
H.5.4 North Point and Causeway Bay.....	233
H.6 Hong Kong Island Central.....	233
H.6.1 Causeway Bay and Wan Chai	233
H.6.2 Wan Chai and Admiralty and Central.....	234
H.6.3 Admiralty and Central and Sheung Wan	234
H.7 Hong Kong Island West	235
H.7.1 Sheung Wan and Sai Ying Pun and Kennedy Town	235
Appendix I: Vibrancy Data per District.....	236
I.1 Observational Chart Data by District.....	236
I.1.1 Kowloon East	236
I.1.2 Kowloon Central	239
I.1.3 Kowloon West.....	241

I.1.4 West Harbour	244
I.1.5 Hong Kong Island East.....	246
I.1.6 Hong Kong Island Central	251
I.1.7 Hong Kong Island West.....	254
I.2 Population Data by District	255
I.2.1 Kowloon East	255
I.2.2 Kowloon Central	256
I.2.3 Kowloon West	257
I.2.4 West Harbour	257
I.2.5 Hong Kong Island East.....	258
I.2.6 Hong Kong Island Central	259
I.2.7 Hong Kong Island West.....	260
Appendix J: Overall Rating Results	261
J.1 Hong Kong Island Locations	261
J.2 Kowloon Island Locations	262
Appendix K: Survey Analysis Chart.....	263
K.1 Tsing Yi.....	263
K.2 Tsuen Wan.....	263
K.3 Tsim Sha Tsui.....	264

Table of Tables

<i>Table 1: Shown above is the rating scale used for the assessment of ease of access within accessibility.</i>	45
<i>Table 2: Shown above is the rating scale used for the assessment of signage within accessibility.</i>	46
<i>Table 3: The rating scale used to assess ease of access between attractions of a district.</i>	48
<i>Table 4: The rating scale used to assess signage within a district to local harbourfront attractions.</i>	48
<i>Table 5: The rating scale used to measure the attractions at a sub-sections waterfront.</i>	49
<i>Table 6: The rating scale used to measure the quality of a sub-districts waterfront.</i>	50
<i>Table 7: The measurement scaling system used to assess the popularity of a waterfront in sub-districts.</i>	50
<i>Table 8: The measurement scaling system used to assess the popularity of a waterfront in sub-districts.</i>	51

Table of Figures

<i>Figure 1: A map of China's borders. (Medina, 2008)</i>	23
<i>Figure 2: Victoria Harbour from Victoria Peak in 2014. (Courtesy of Beth Lacarra, 2014)</i>	24
<i>Figure 3: A view of Hong Kong from the sea in the 1890's. (Grundy, Hong Kong skyline 1880s)</i>	27
<i>Figure 4: The emerging harbour front of Hong Kong in the 1950's. (An, Liu, & Liu, Victoria Harbour in the 1950s)</i>	29
<i>Figure 5: A view of the Victoria Harbour front as it evolved through the decades (An, Liu, & Liu, Victoria Harbour in the 1980s).</i>	29
<i>Figure 6: A modern day view of Victoria Harbour (An, Liu, & Liu, Victoria Harbour Present Day).</i>	30
<i>Figure 7: Land Reclamation in Hong Kong shown in Grey. (Kee, 2006)</i>	32
<i>Figure 8: SIX RECLAMATION SITES SHORTLISTED IN HONG KONG (Cheung, 2013)</i>	33
<i>Figure 9: MAP OF CENTRAL AND WAN CHAI RECLAMATION (Hong Kong Special Administrative Region, Map of Central And Wan Chai Reclamation)</i>	34
<i>Figure 10: A map of the current MTR system. Seen in the royal blue is the "Island Line" and seen in royal purple is the Tseung Kwan O Line connecting Kowloon and Hong Kong Island directly (MTR System Map, 2011).</i>	35
<i>Figure 11: Signage within Lei Yue Mun directing toward local attractions. (Courtesy of Beth Lacarra, 2014)</i>	54
<i>Figure 12: Signage that has fallen into disrepair and is unreadable to passing visitors. (Courteously of Beth Lacarra, 2014)</i>	55
<i>Figure 13: The Sitting out Area Promenade. (Courtesy of Beth Lacarra, 2014)</i>	56
<i>Figure 14: Project team member demonstrating confusion at directional signage. (Courtesy of Beth Lacarra, 2014)</i>	58
<i>Figure 15: A view of the Kwun Tong Promenade from the Children's park. (Courtesy of Beth Lacarra, 2014)</i>	60
<i>Figure 16: Surrounding greenery and view from the rooftop park at Kai Tak. (Courtesy of Beth Lacarra, 2014)</i>	62

<i>Figure 17: The Hung Hom Overpass connecting the TST East Promenade and the Hung Hom Promenade. (Courtesy of Beth Lacarra, 2014)</i>	<i>64</i>
<i>Figure 18: The project team performing common activities along the Harbour Plaza. (Courtesy of Beth Lacarra, 2014)</i>	<i>66</i>
<i>Figure 19: The statue of Bruce Lee, which is a common attraction at Avenue of Stars. (Courtesy of Beth Lacarra, 2014)</i>	<i>68</i>
<i>Figure 20: A view of the light wind chimes that run the length of the WKCD Promenade. (Courtesy of Alfred Scott, 2014)</i>	<i>72</i>
<i>Figure 21: Visitors present with dogs, when dogs were not permitted along the promenade. (Courtesy of Alfred Scott, 2014).....</i>	<i>73</i>
<i>Figure 22: Two dogs present along the Tsuen Wan Promenade. (Courtesy of Beth Lacarra).....</i>	<i>76</i>
<i>Figure 23: Team member walking besides sidewalk blocked by car. (Courtesy of Beth Lacarra).....</i>	<i>82</i>
<i>Figure 24: The Fireboat Alexander Grantham Exhibition Gallery and surrounding promenade. (Courtesy of Alfred Scott, 2014).....</i>	<i>84</i>
<i>Figure 25: The Noonday Gun Firing. (Courtesy of Beth Lacarra, 2014)</i>	<i>88</i>
<i>Figure 26: Visitors fishing over a railing displaying a 'No fishing' sign. (Courtesy of Beth Lacarra, 2014).....</i>	<i>91</i>
<i>Figure 27: A visitor enjoying the view of the Kowloon Harbourfront. (Courtesy of Beth Lacarra, 2014).....</i>	<i>93</i>
<i>Figure 28: The project team walking along the cement wall which blocks all view of the surrounding harbour. (Courtesy of Beth Lacarra)</i>	<i>99</i>
<i>Figure 29: Kai Tak Rooftop Park filled with a school fieldtrip. (Courtesy of Beth Lacarra)</i>	<i>102</i>
<i>Figure 30: New portion of the Hong Hum Promenade. (Courtesy of Beth Lacarra)</i>	<i>104</i>
<i>Figure 31: A view of the Symphony of Lights from the TST PROMENADE. (Courtesy of Beth Lacarra)</i>	<i>105</i>
<i>Figure 32: A view of the TST Promenade with barriers present that hinder pedestrian movement. (Courtesy of Beth Lacarra).....</i>	<i>106</i>

<i>Figure 33: View of a sitting and play area along a Tai Kok Tsui promenade. (Courtesy of Alfred Scott)</i>	<i>110</i>
<i>Figure 34: Team member walking along only available waterfront section that is filled with trash. (Courtesy of Beth Lacarra)</i>	<i>111</i>
<i>Figure 35: Pet access walkway toward Tsuen Wan Ferry Pier. (Courtesy of Alfred Scott)</i>	<i>113</i>
<i>Figure 36: A side by side comparison of the Tsuen Wan Promenade from 2008 (left) and 2014(right). (Courtesy of the 2008 project team and Beth Lacarra)</i>	<i>114</i>
<i>Figure 37: A side by side comparison of the 2008 (left) and 2014 (Right) Tsing Yi extended promenade area. (Courtesy of the 2008 project team and Beth Lacarra)</i>	<i>115</i>
<i>Figure 38: A view of the Heng Fa Cheun Promenade. (Courtesy of Alfred Scott).....</i>	<i>117</i>
<i>Figure 39: Faded signage directing visitors toward attractions. (Courtesy of Alfred Scott)</i>	<i>118</i>
<i>Figure 40: A portion of the access route to the harbourfront in Quarry Bay. (Courtesy of Beth Lacarra)</i>	<i>120</i>
<i>Figure 41: Team member looking through the obstructive fence at the harbour. (Courtesy of Alfred Scott)</i>	<i>122</i>
<i>Figure 42: Subway used to access Noonday Gun area. (Courtesy of Beth Lacarra)..</i>	<i>123</i>
<i>Figure 43: An unchanged walkway in 2014 (left) and 2008 (right) in the connection between wan chai and causeway bay. (Courtesy of the 2008 project team and Beth Lacarra)</i>	<i>124</i>
<i>Figure 44: Unsafe sidewalk available to pedestrians. (Courtesy of Alfred Scott)</i>	<i>126</i>
<i>Figure 45: Connective signage available to visitors traveling between Wan Chai and surrounding areas. (Courtesy of Beth Lacarra).....</i>	<i>127</i>
<i>Figure 46: A pedestrian bridge which has a ramp on one side and stairs on the other. (Courtesy of Beth Lacarra)</i>	<i>130</i>
<i>Figure 47: A view of a Kennedy Town promenade with benches in disrepair. (Courtesy of Beth Lacarra)</i>	<i>132</i>

*All figures used were either open source or under the creative license. This report is not for sellable purposes.

Executive Summary

The purpose of this report is to describe the reevaluation between the 2008 assessment, “Four Tourists and Hong Kong’s Harbourfront: A Survey of Victoria Harbours Waterfront” and the assessment conducted by the project team in 2014. This assessment included a description of the condition of the harbourfront and recommendations for future improvements. The recommendations were made to help continue the growth of Victoria Harbour as a hub for tourism and as an accessible, connectible, and vibrant aspect of Hong Kong.

For many years Victoria Harbour has been transforming into one of Hong Kong’s major tourist hubs. This change has been possible through many reclamation and revitalization projects. These projects have allowed for the accessibility, connectivity, and vibrancy of the harbour to be both improved and adapted.

Within the scope of this project accessibility was defined as the ease of access from the nearest transportation node of a specific district to the waterfront and surrounding attractions. Signage, maps, public transportation, and accessibility for those with disabilities were all major contributing factors to the accessibility of Victoria Harbour. Signage and maps were both directional and situational. Directional signage indicated the direction of nearby major attractions and transportation nodes. Situational signage included a map indicating the current location and surrounding attractions. For the scope of this project, public transportation consisted of the Mass Transit Railway (MTR), buses, and minibuses. Ramps and elevator access were main aspects of accessibility for those with disabilities.

Connectivity was defined as the ease of traveling between one portion of the harbour to another as well as within the specific harbour districts. Walkability and wayfinding were found to be important aspects of connectivity. Signage that directed visitors between attractions and harbour districts was referred to as connective signage. Walkability was the quality of walkways relating to the ease of access. Other factors of an area's connectivity related to the permissibility of pets at the harbourfront, and availability of accessible routes for those with disabilities to attractions and facilities within the harbourfront.

Vibrancy was described as the liveliness and attractiveness of the harbourfront. Some important factors of vibrancy were the amount of people attending or traveling through a particular area at a certain time, and the amount of available facilities, amenities, and attractions within a harbourfront district.

Data were collected through outside observational charts and questionnaire surveys, both conducted by the project team directly. The division of harbour districts in this study were kept the same as those designated in the 2008 study in order to be compared. Observational charts were created in order to rate and assess attributing factors to the accessibility, connectivity, and vibrancy of individual districts. In addition, the amount of people within 200 meters at a specific time was recorded. The final mode of data collection consisted of a questionnaire survey offered in 3 languages: English, Simplified Chinese and Traditional Chinese. The survey was given to visitors of the harbourfront.

Through the course of the assessment conducted in 2014, several major concluding observations were found by the project team. Victoria Harbour's coastline was found to be approximately 74.3 km in 2014. In 2008 approximately 13.4 km of the harbour was found to be comprised of accessible waterfront promenades out of the 21.4 km assessed. While in 2014 this was found to be closer to 21.4 km out of the 41.9 km assessed. Overall, improvements were found in both the accessible routes and directive signage available to visitors upon exiting major transportation nodes to the harbourfront.

While accessibility to the harbourfront has been vastly improved, problems were found with the connectivity between harbourfront districts. These problems centered on a lack of connective signage and accessibility for those who have disabilities. Within harbourfront districts it was found that many waterfront promenades and areas were not dog or bicycle accessible. Recommendations for improvements were thus given for all major drawn conclusions as well as individual harbour districts.

1. Introduction

Throughout history, harbours have proven an essential aspect to a community situated on the coast. Harbours provide protection and calm waters for both ships and communities from ocean storms. Trade industries have taken advantage of the safe waters, which have allowed for shipping vessels to dock and gain access to onshore warehouses. Harbours worldwide have been natural gathering points for urban development. Harbours have also been places of great beauty, attracting tourists from all around the world. Tourism and industry have provided income for local residents and businesses, in turn creating a stable and stronger economy. For many thriving countries, the harbour has been one of the most crucial aspects for their survival, and China is no exception.

China has occupied a vast majority of Asia, and as a result a major portion of its border has resided against the Pacific Ocean. Many towns and cities have resided along the water's edge and generally contained one or more harbours. Coastal trade has been a part of China's history as far back as the Sung Dynasty (960 ad to 1279 ad) concentrating around large ports such as Canton, Hangzhou, and Chuanzhou (The Nationalist Era, 1995). These ports, with many others along China's coastline can be seen below in Figure 1. These were later developed into China's major centers of trade. Following reversion from British control in 1997, Hong Kong and its striking Victoria Harbour have continued to be a driving force in the world trade market (Carroll, 2007).



FIGURE 1: A MAP OF CHINA'S BORDERS. (MEDINA, 2008)

Hong Kong, referred to today as Hong Kong Special Administrative Region (SAR), has been one of the two Special Administrative Regions of the People's Republic of China. It has been a metropolitan city located on the southern-east coast of China. Hong Kong has remained capitalistic and has ranked third behind New York City and London, as a world financial center (The Global Finance Centres Index 13, 2013). In addition, as a world financial center, Hong Kong has also been a heavily tourism-based city due to its attraction, sites, and natural beauty.

Victoria Harbour has been the centerpiece of Hong Kong and is located between Hong Kong Island and the Kowloon Peninsula. Victoria Harbour has been the largest harbour within Asia and can be seen below in Figure 2. The harbour was rated as the third largest harbour in the world. Due to its strategic location, Hong Kong has remained a vital focal point for trade within Asia and the rest of the world. The harbour's specific

location has allowed for the development of Hong Kong's economy through trade, business, and tourism.



FIGURE 2: VICTORIA HARBOUR FROM VICTORIA PEAK IN 2014. (COURTESY OF BETH LACARRA, 2014)

Since Victoria Harbour has been playing an important role in the development of Hong Kong, there is a need for the waterfront and harbour district to be planned and designed optimally. In 1999, the Urban Planning Bureau endorsed the “Proposed Vision and Goals for Victoria Harbour.” The vision statement for this project has been “To make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong – a harbour for the people and a harbour of life.” (Nissim, 2008). The objectives of the 2014 assessment were to provide recommendations for improvements relating to the pedestrian accessibility to the waterfront from public transport access points and to provide greater continuity of waterfront promenades to link tourism clusters.

The 2014 project was sponsored by a non-profit organization founded in 2003, Designing Hong Kong, Ltd. (DHK). The mission statement of Designing Hong Kong has been to promote the development of Hong Kong in every aspect and undertake research to design Hong Kong's living environment. Its working partner, Harbour Business Forum (HBF), was founded in 2005 with the mission to see Hong Kong's harbour and harbourfront areas become a genuinely vibrant, accessible and sustainable world-class asset. For further information about the two groups, please refer to Appendix A.

In conjunction with Harbour Business Forum and Designing Hong Kong, it was determined that accessibility, connectivity and vibrancy were three main factors important to the development of a successful, enjoyable, and profitable harbourfront. It was the project team's intention to assess, rate, and suggest recommendations for improvements to these three aspects of the harbour. The assessment was conducted through the use of questionnaire surveys for residents and visitors, walkability studies and direct observations. Upon completion of these tasks along with comparisons between the project team's analysis and the previous study of each section, recommendations of short, medium, and long-term improvements were suggested to Designing Hong Kong and the Harbour Business Forum.

2. Background

Hong Kong has been on a mission since 1997 to transform Victoria Harbourfront as a tourist destination. While currently a tourism hub, this was not always the case. Victoria Harbour began as a simple trade port and through the years has turned into one of Hong Kong's main attractions. Victoria Harbour has enabled tourism to become a competing portion of Hong Kong's economy. In order to achieve this, the harbourfront has gone through and is continuing to go through many changes. These changes include an enlargement to some areas of the harbourfront through land reclamation, as well as changes to the storefronts in residence. The harbourfront has needed to be accessible for tourists and residents in order to have a long-term impact on Hong Kong's economy. A majority of the population in Hong Kong travels via public transportation, such as the Mass Transit Railway (MTR) and the Star Ferry (Cullinane, Sharon, & Cullinane, Kevin, 2003). The location of major transportation nodes near attractions and corresponding harbourfront have been important not only to visitors but also to residents. Routes to the harbourfront, surrounding attractions, and transportation nodes have needed to display effective signage in order to guide visitors. Continuing the harbour's constant advancement, Designing Hong Kong and the Harbour Business Forum have been working to improve the accessibility, connectivity, and vibrancy of Victoria Harbour.

2.1 A Brief History of Victoria Harbour

The name Hong Kong when translated into English means "Fragrant Harbour". Victoria Harbour has been the main attraction of Hong Kong, enticing millions of people from around the world every year. Hong Kong began as a simple village consisting of

fishermen and pirates who utilized the waterfront in order to make a living. Due to Victoria Harbour's strategic location in the South China Sea and East Asia, the harbour gained the attention of the British Empire. In 1834, British Superintendent William Napier decided to take possession of Hong Kong to secure European trading rights with Asia. After the first Opium War, in 1842, Hong Kong officially became a British colony that was eager to develop trade. The beginnings of this colony can be seen below in Figure 3. Trade became crucial towards Hong Kong's development as a colony of Britain, which included the cities financial status within the world and thus Victoria Harbour was born (Carroll, 2007).



FIGURE 3: A VIEW OF HONG KONG FROM THE SEA IN THE 1890's. (GRUNDY, HONG KONG SKYLINE 1880s)

During the Taiping Rebellion, a major civil war in China's history, a fleet of warships were positioned in the harbour attacking Chinese imperial boats; eventually the assault led to the second Opium War. At the conclusion of the second Opium War, Hong Kong's port was opened for trade. In 1844, after Hong Kong had been a British

colony for two years, 528 ships entered Victoria Harbour carrying 194,000 tons of cargo annually. Unfortunately for Hong Kong, most traders continued using ports in China rather than those in Hong Kong's harbour. Over time though, merchant houses eventually began to move to Hong Kong because of its ideal location and naturally protected harbour (Katemopoulos, 2013).

Once the harbour had become a mainstay in Hong Kong, the Star Ferry became a necessity. Currently the Star Ferry is a widely used form of public transportation and a huge tourist attraction within Hong Kong. Having transported about 70,000 people every day between Hong Kong Island and Kowloon Peninsula, the Star Ferry has connected both sides of Victoria Harbour (China Tour Design, 2007). The first Star Ferry was used in 1888 (it was not named the Star Ferry until 1898), and today boasts a fleet of 12 ferries (A View on Cities, 2014). The Star Ferry has still been going strong for over 100 years.

During the following century, trade in Hong Kong was increasing sharply due to the amount of vessels entering the harbour every year. In 1847, the harbour was receiving close to 230,000 tons of cargo. Comparatively in 1931, 42 million tons of cargo was shipped through Victoria Harbour (Katemopoulos, 2013). Figures 4 and 5 shown below are images depicting the harbourfront and its adaptation to the increase in trade over the following years.



FIGURE 4: THE EMERGING HARBOUR FRONT OF HONG KONG IN THE 1950's. (AN, LIU, & LIU, VICTORIA HARBOUR IN THE 1950s)



FIGURE 5: A VIEW OF THE VICTORIA HARBOUR FRONT AS IT EVOLVED THROUGH THE DECADES (AN, LIU, & LIU, VICTORIA HARBOUR IN THE 1980s).

In the 1950's and 60's Hong Kong's trade with China was limited due to US trade embargoes. These embargoes forced Hong Kong to start manufacturing and exporting a greater quantity of goods in order to maintain a stable economy. With its ability to host large shipping vessels, Victoria Harbour became crucial to Hong Kong's development and economy. (Katemopoulos, 2013; Carroll, 2007). During the following decades trade and tourism have become the mainstay of Victoria Harbour, creating the harbour depicted in Figure 6.



FIGURE 6: A MODERN DAY VIEW OF VICTORIA HARBOUR (AN, LIU, & LIU, VICTORIA HARBOUR PRESENT DAY).

2.2 Reclamation for the Harbourfront

In order to produce a successful harbourfront, Hong Kong has been undergoing many major reclamation projects. Reclamation is known as the process of filling the ocean, riverbeds or lakes in order to create new land. Around the world there have been many major cities and harbours that have made use of land reclamation in order to increase land area. Some cities in California, USA, that have made use of reclamation

include San Mateo, Redwood City, Foster City, Palo Alto, San Francisco, Oakland, and others (San Francisco Bay Conservation and Development Commission, 2009). San Francisco Bay has been an example of a successful reclamation project. San Francisco has hosted a large portion of its land footprint, including a majority of urbanized area, waterfront, and the financial district on land reclaimed from the bay. Similarly, the Port of Oakland has been situated on land that has been reclaimed from the San Francisco Bay.

Due to the limited availability of usable land in Hong Kong, reclamation has been an important method to boost their land reserve. Seen below in Figure 7, is the current land reclamation in Hong Kong as of 2014. Areas in grey are built, while red areas are proposed or under development. Most of the urban area of Hong Kong has been located on reclaimed land from the ocean. Currently the city of Hong Kong has been attempting to reclaim more land from the sea. In total there are six reclamation sites that could have the potential to boost the land reserves available to Hong Kong.



FIGURE 7: LAND RECLAMATION IN HONG KONG SHOWN IN GREY. (KEE, 2006)

2.2.1 Central and Wan Chai Reclamation

In addition to the six reclamation sites listed below in Figure 8, Central and Wan Chai have been reclamation project sites along Victoria Harbour. This reclamation has consisted of 3 development districts named Central, Tamar, and Exhibition. These districts were divided into five phases. The project scope has extended along the waterfront from Sheung Wan to Causeway Bay with the objective of providing land for the future North Hong Kong Island Line, the Central-Wan Chai Bypass, Island Eastern Corridor Link, and so on. This reclamation has been expected to contribute to the construction of a world-class waterfront promenade using the reclaimed land above the underground transport infrastructure.

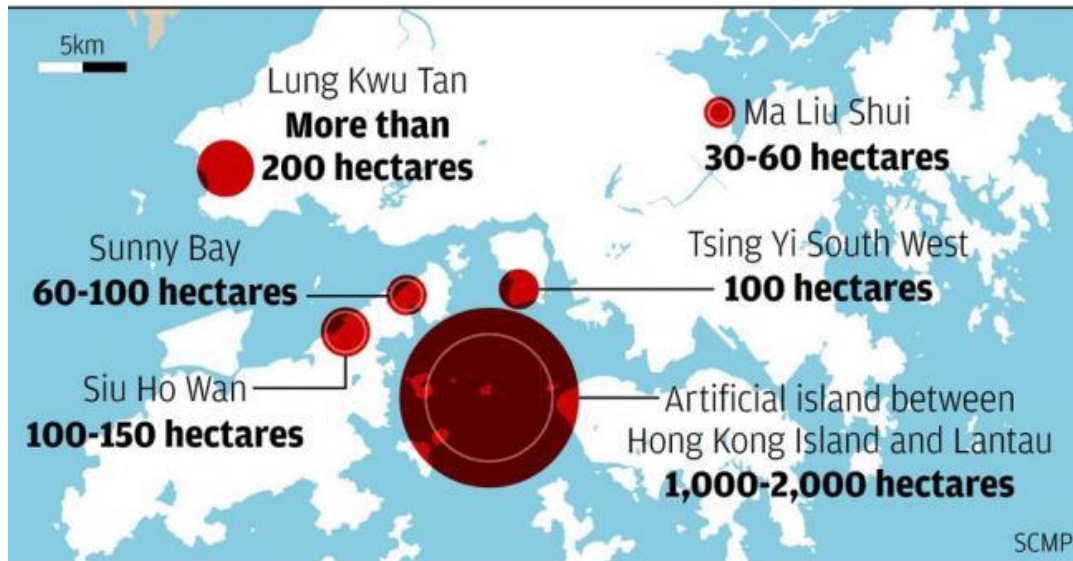


FIGURE 8: SIX RECLAMATION SITES SHORTLISTED IN HONG KONG (CHEUNG, 2013)

The five phases of this project consisted of the Central Reclamation Phase I (an Airport Core Programme project accommodating the Hong Kong Station of the Airport Railway), Central Reclamation Phase II (Tamar Basin Reclamation), Wan Chai Reclamation Phase I (Island Reclamation for the Hong Kong Convention and Exhibition Centre Extension), Central Reclamation Phase III, and Wan Chai Development Phase II. The first four phases were completed in October 2011, while the Wan Chai Phase II is projected to have been completed in 2017. An outline of this reclamation project can be seen below in Figure 9. Reclamation has been under scrutiny and is a heated debate in Hong Kong. Friends of the Harbour, as well as other organizations, have opposed the government's proposal to reclaim tens of hectares (millions of square feet) of various portions of the waterfront (Friends of Harbour, 2013).

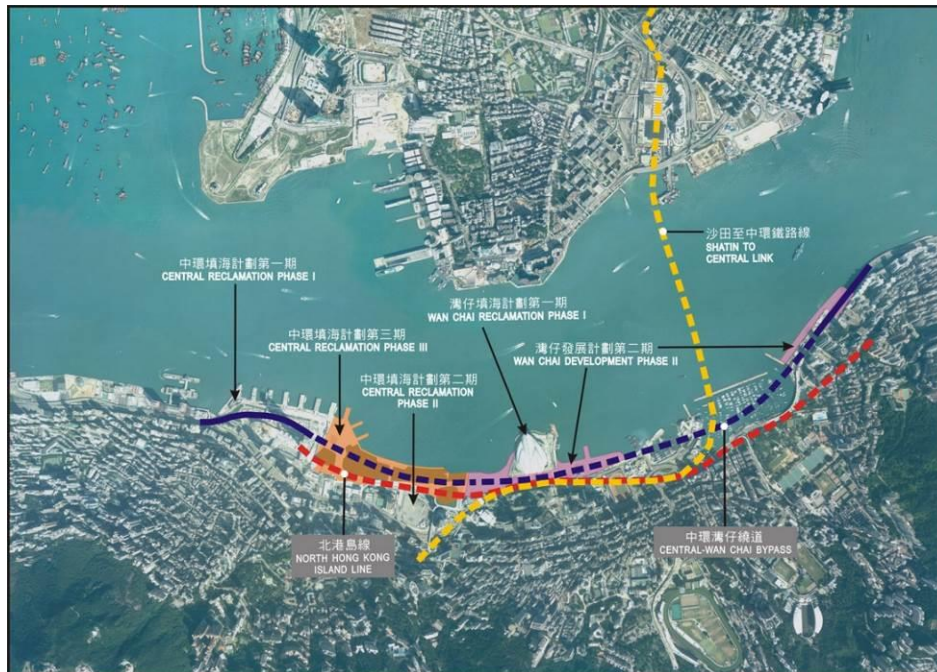


FIGURE 9: MAP OF CENTRAL AND WAN CHAI RECLAMATION (HONG KONG SPECIAL ADMINISTRATIVE REGION, MAP OF CENTRAL AND WAN CHAI RECLAMATION)

2.3 Transit within Hong Kong

Public transportation has played a significant role for both Hong Kong and Victoria Harbour. The first transit system was introduced in 1910 as a mode of trade via the Kowloon Canton Railway network. The network was primarily used as a means to transport people between Hong Kong and Guangzhou (Transport Department, 2009). Since then the transit system has evolved into what is now known as the Mass Transit Railway (MTR) including bus systems and mini buses.

2.3.1 Mass Transit Railway

Over time the MTR has expanded to suit the needs of Hong Kong and the surrounding areas. In 1985, the “Island Line” was put into service connecting Victoria Harbour with the rest of Hong Kong, Lantau, the New Territories, and Kowloon. In addition to this line, in 2002 the “Tseung Kwan O Line” was constructed and linked in

order to connect Kowloon directly to Victoria Harbour. These expansions have brought about 14 new stops which can be seen below in Figure 10. These new stops allowed for a greater accessibility along the harbourfront.

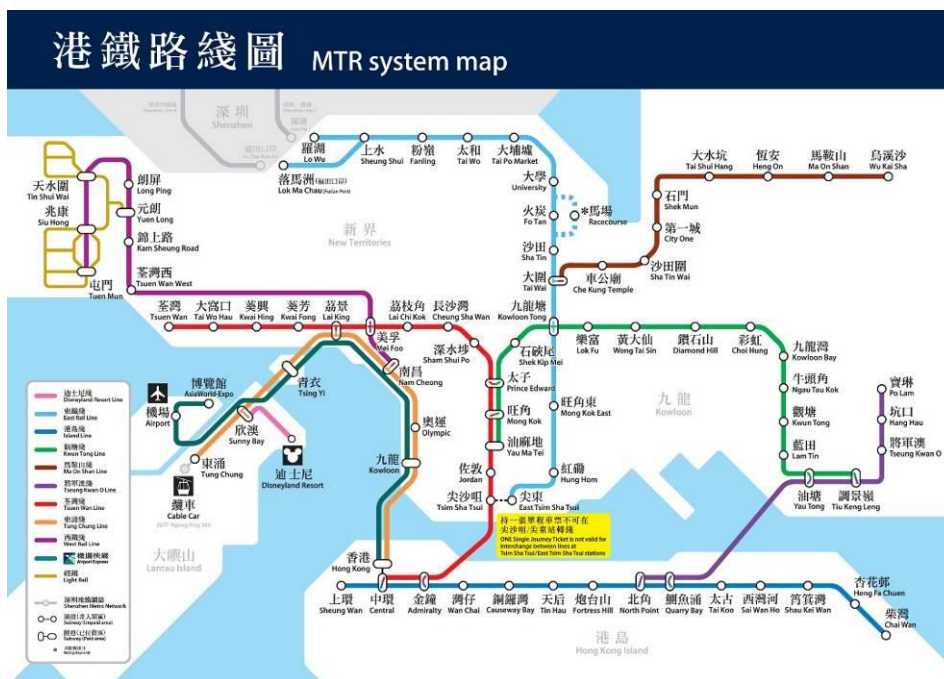


FIGURE 10: A MAP OF THE CURRENT MTR SYSTEM. SEEN IN THE ROYAL BLUE IS THE “ISLAND LINE” AND SEEN IN ROYAL PURPLE IS THE TSEUNG KWAN O LINE CONNECTING KOWLOON AND HONG KONG ISLAND DIRECTLY (MTR SYSTEM MAP, 2011).

Through the years, the MTR has proven to be a valuable asset to Hong Kong’s transit system. In 2005, the MTR carried 866.4 million people (MTR Corporation Limited, 2007) which increased by 2013 to approximately 1.47 billion people (MTR Corporation Limited, 2014). The increase in MTR riders can be attributed to a constant increase in the population of Hong Kong and the amount of incoming visitors per year doubling since 2004 (“Hong Kong: The Facts”, 2013; Jin, 2011). The extraordinary numbers of passengers has suggested the importance of the MTR as a form of transportation to all areas in Hong Kong including Victoria Harbour. While the MTR has

proven itself indispensable for the widespread transportation of people, buses and minibuses assist transportation to specific areas.

2.3.2 Bus Transportation

Another important form of transportation that has been used to help transport visitors to and from the harbourfront is the Kowloon Motor Bus (KMB). Operated by the Kowloon Motor Bus Company Limited, these buses have predetermined routes all over Hong Kong Island, Kowloon, and the New Territories. The KMB carried approximately 94.5 million passengers in the year 2013, a decrease from 2005's approximate billion (Kowloon Motor Bus Company Limited, 2014). Despite this small decrease over the last few years, the KMB still turned a profit in 2012. The KMB continues to strive toward increasing its viability. This can be seen through the introduction of new routes and the addition of smart phone applications that alert the user to times and available routes (Kowloon Motor Bus Company Limited, 2014). Along Victoria Harbour, both on the Hong Kong, Tsing Yi, and Kowloon harbourfronts, many KMB and other bus company stops have existed which have allowed visitors to access specific areas of the harbour.

2.3.3 Minibus Transportation

Minibuses have been another popular form of public transportation in Hong Kong. There have been two kinds of minibuses in Hong Kong; Public Light Buses (PLBs) and Green minibuses (GMBs). GMBs have operated on set routes within Kowloon, the New Territories, and on Hong Kong Island. Unlike the Green Minibuses, the Public Light Buses have had no set routes. The drivers have been free to choose the routes they operate. The transport department has not had control over the fares or routes that these drivers have taken. However, a fixed maximum number of PLBs have

been allowed within Hong Kong at just over 4000. As of December 2013, there have been only 1,239 registered PLBs. The GMBs have towered over PLBs in popularity, having taken about 1,526,000 passengers daily in comparison to the PLBs at approximately 353,000. Minibuses in Hong Kong have been a very popular and important form of transport. These minibuses have served as a convenient and cheap method of travel for both residents and tourists in Hong Kong (Mini buses, 2014). Similarly to KMB buses, minibuses have provided access to specific portions of Victoria Harbour on Kowloon, Tsing Yi, and Hong Kong.

2.3.4 Pedestrian Transportation

Pedestrian transport was the original form of transportation available to those living in Hong Kong. Within urban environments walking has been a necessity and has too often been neglected in municipal planning (Audi, Byorkman, Couture & Najem, 2010). All forms of transportation used in a city are important but in the end most people travel on foot for at least a small portion of their commute. The importance of wide, clean, and safe walkways have helped to improve a city's walkability. The need for elevated walkways, clear zebra crossings, and similar amenities cannot be overstated, especially in a city as large and dense as Hong Kong (Audi, Byorkman, Couture & Najem, 2010). Once at the Victoria Harbourfront, walking has been the main mode of transportation available to visitors. Wide, open promenades have allowed visitors the opportunity to travel from certain areas of the harbourfront to others. Transportation nodes situated along the harbourfront have also been accessible via foot traffic.

Overall without public transportation, both residents and tourists to Hong Kong and Victoria Harbour would have experienced great difficulty navigating. As one of Hong

Kong's major tourist attractions, Victoria Harbour has benefitted from the accessibility provided by the MTR, minibus, and bus systems.

2.4 Tourism

Advances in public transportation in the 1920's and 30's assisted Hong Kong in becoming a popular tourist destination. Through the years Hong Kong's popularity has risen and in the year 2000 it was ranked 14th in the list of top destinations for tourism by the World Tourism Organization (Song, Wong & Chon, 2003). Many of these tourist attractions have resided on Victoria Harbour, with some focused directly on the harbourfront itself. For example, the Star Ferry scenic boat ride that has traveled across Victoria Harbour, was rated as a best sight on Hong Kong's top 16 by the popular tourist guidebook "Lonely Planet Hong Kong (City Guide)" (Chen & Chung, 2013). Also ranking among the top 16, was the Tsim Sha Tsui East Promenade, which has also resided on Victoria Harbour. The East Promenade has given an amazing vantage point for a view of the harbour and the Hong Kong Island skyline. Tsim Sha Tsui East Promenade has provided many waterfront attractions such as museums, the Avenue of Stars, shopping malls, and restaurants. Overall the Tsim Sha Tsui East Promenade has been a great example of a tourism center for Hong Kong.

Another tourist destination for Hong Kong has been Ocean Park, a maritime themed park built in 1977. In 2012, Ocean Park was recognized by the International Association of Amusement Parks and Attractions as being the best park in the world ("Hong Kong: The Facts", 2013). Victoria Harbour's "A Symphony of Lights" has been another popular tourist attraction and is the "World's 'Largest Permanent Light and Sound Show'" ("Hong Kong: The Facts", 2013). These attractions as well as temples,

markets, promenades, parks, and museums have all been located at the “Beautiful centerpiece” of Hong Kong –Victoria Harbour (Hong Kong Tourism Board, 2013).

2.5 Plans for Improvement

Hong Kong has millions of visitors per year and the amount of incoming visitors has been increasing sharply over the last few decades. In 1994, Hong Kong received 9.33 million recorded visitors (“A review of inward tourism”, 2000). In 2004, this number had grown to be over 20 million (Jin, 2011) and by 2011, the visitor count had climbed to over 48 million (“Hong Kong: The Facts”, 2013). Hong Kong’s tourism industry has grown due to the large increase in the amount of visitors, and has allowed tourism to account for a larger portion of Hong Kong’s Gross Domestic Product (GDP).

In 2009, the Direct Tourism Consumption (DTC) was recorded at over HK\$102 billion (“Tourism satellite”, 2011). The Direct Tourism Consumption relates to the direct contribution of visitor spending before, during, and after a visit excluding the cost of goods sold to the visitor by the retailer (“Tourism Satellite”, 2011). Both the, steadily increased amount of visitors to Hong Kong, and the high DTC value have suggested the importance and sustainability of the tourism industry in Hong Kong.

In order to maintain an interest for tourism, there have been projects whose focuses are to maintain and revitalize existing tourist areas. For example, projects such as the enhancement of the Sai Kung waterfront, the Stanley Waterfront Improvement Project, and the Tsim Sha Tsui Promenade Beautification Project, have maintained and improved the quality of waterfront areas. Attractions and site improvements have demonstrated a positive response resulting in an increase in tourism throughout the harbour district. (“Hong Kong: The Facts”, 2013).

2.6 Harbour Revitalization

Many cities around the world have experienced a revitalization of their harbourfronts to spark interest in the community and improve these areas for both residents and visitors. Revitalization have allowed cities to invest in harbourfront areas as a source for future revenue and pride. Several cities have invested in this revitalization process and have been shown to reap the benefits.

One famous example of harbour revitalization can be found in Baltimore, Maryland, USA. In the 1920's Baltimore's port began declining in popularity and by the late 1950's the city had experienced a great exodus of its population surrounding the waterfront. The Greater Baltimore Committee instituted a plan to save Baltimore through the revitalization of their harbourfront. The committee's plans led to the destruction of most waterfront buildings in order to make way for new shops, stores, restaurants, promenades, and recreational facilities. The harbourfront was centered around a new main attraction, the National Aquarium. The hotels, apartments, and offices added to the surrounding areas, in addition to new streets, allowed for increased convenience in accessing the harbour. This combination created the perfect draw for both visitors and new incoming residents. The Baltimore project resulted in a success and the city's harbourfront has now attracted more local and international visitors.

While revitalization in this case led to a better harbourfront, there were certain aspects that were lost in the process. During the course of the Baltimore project it was argued that the destruction of existing buildings "disconnected the city and its inhabitants from their heritage" (Kelly, Brain, The Turnaround). As a result new visitors to the harbourfront had no way of understanding Baltimore's impressive history from the

surrounding architecture. Another issue that resulted as part of this revitalization was the series of added highways and roads unfortunately decreased visibility of the harbour and created difficulty for pedestrians attempting to access the harbour. If given the chance to re-plan this project, these aspects would be taken into account. All problems that arose from the Baltimore revitalization project have been available to be applied to other harbour revitalization projects.

Another example of a harbour revitalization project is the Toronto, Canada Waterfront District. Originally a fairly popular tourist destination before revitalization, complaints about the harbourfront's shortcomings were prevalent. One reported issue was the lack of available walkways throughout the harbourfront. The narrow amount of activities and available attractions on the harbourfront were also found to be a repeated complaint. In response to received complaints, the revitalization of the Toronto Harbourfront has been projected to increase the amount of available tourist attractions, add waterfront jobs, housing, and transit improvements. The 30-year revitalization plan has been in progress and Toronto's waterfront has continued to improve over time. (Wong, 2013)

Overall revitalization has been a key element for the success of an ageing harbour. Victoria Harbour has experienced many changes since its beginnings as a fishing village. As such these changes have been brought about through massive land reclamation and improvements to public transit systems. Improvements made to the harbourfront help to ensure that Victoria Harbour remains a tourist destination in the years to come.

3. Methodology

The goal of this project was to assess the accessibility, connectivity, and vibrancy of Victoria Harbour in Hong Kong, China. Data gathered from this assessment was then used to provide short, medium, and long term recommendations for improvement for both the Harbour Business Forum and Designing Hong Kong. Data was collected through outside observational charts and questionnaire surveys, which were both conducted by the project team directly. This data was then quantified and analyzed to provide detailed and direct recommendations for the improvement in the accessibility, connectivity, and vibrancy of Victoria Harbour.

In 2008 an assessment was conducted by a Worcester Polytechnic Institute project team, in which the accessibility and vibrancy of Victoria Harbour was analyzed. The assessment, 'Four Tourists and Hong Kong's Harbourfront: A Survey of the Waterfront of Victoria Harbour' resulted in informed recommendations for improvement to the existing waterfront. The current assessment conducted in 2014 was compared to the 2008 existing harbourfront assessment. Upon completion of the comparison, further recommendations were provided if needed.

In order to collect data from various areas along Victoria Harbour, contributing factors concerning sections of the harbour and survey participants were discussed. Once the harbour had been sectioned into appropriate areas corresponding to those found in the 2008 assessment, each area was evaluated for its corresponding accessibility, connectivity, and vibrancy. Data was collected in two forms, through the project team's observational charts and a questionnaire survey. The questionnaire survey was distributed to both residents and visitors across harbourfront locations. The

project team also collected data within each district of the harbourfront with the corresponding observational survey for accessibility, connectivity, and vibrancy.

3.1 Division of Districts

Victoria Harbour was sectioned into districts in order to sample from specific areas creating a representation of the harbour. In addition to each subsection of the waterfront, surrounding hinterland near these areas was included to help with assessing accessibility and connectivity. Districts remained unchanged from the 2008 assessment (with the inclusion of Kai Tak and Heng Fa Chuen in the 2014) in order to aid comparability. Districts are listed below:

Kowloon East

- Lei Yue Mun
- Kwun Tong
- Kai Tak

Kowloon Central

- Hung Hom
- Tsim Sha Tsui

Kowloon West

- West Kowloon Cultural District
- Tai Kok Tsui
- Cheung Sha Wan

West Harbour

- Tsuen Wan
- Tsing Yi

Hong Kong Island East

- Heng Fa Chuen
- Shau Kei Wan
- Quarry Bay
- North Point
- Causeway Bay

Hong Kong Island Central

- Wan Chai
- Admiralty and Central
- Sheung Wan

Hong Kong Island West

- Sai Ying Pun and Kennedy Town

The areas under study varied dependent on the location of the closest transport node to the harbourfront. Areas surrounding the designated accessible paths to the waterfront and waterfront attractions were included in the study. Once at the waterfront all accessible pathways and promenades were included within the area of study.

3.2 Data Collection

Overall, four methods of data collection were used in order to have a complete understanding of contributing factors to the accessibility, connectivity, and vibrancy of Victoria Harbour. These four methods consisted of observational surveys, questionnaire survey, mapping, and population counts. These were repeated for each district of study in order to contribute to the overall comparability and consistency of the assessment. Similar methods were also used from the previous study in 2008, 'Four Tourists and

Hong Kong's Harbourfront: A Survey of the Waterfront of Victoria Harbour'. These methods contributed to the comparability between the previous and current study.

3.2.1 Accessibility

The primary source of data collection consisted of an observational survey. This survey was used for each district. Within this survey there were three main areas of observation, the initial area dealt with accessibility. As stated prior, accessibility was the ease of access from the nearest transport node to the waterfront and surrounding waterfront attractions. The template used for the accessibility portion of the observational survey can be seen in Appendix C. The ease of access and signage along the route to the waterfront was assessed through the use of a scale system. This system followed the pattern set by the one used for the 2008 study. The scaling system designated for the assessment of the ease of access is shown below in Table 1.

0	The waterfront is inaccessible to the public
1	At least some of the waterfront is accessible to the public. Routes from public transit are long, indirect, and may be unsafe for pedestrians
2	Access to the waterfront is not excessively long or indirect, but may be unsafe
3	Access to the waterfront is clear and direct, with few barriers between public transportation and the waterfront

TABLE 1: SHOWN ABOVE IS THE RATING SCALE USED FOR THE ASSESSMENT OF EASE OF ACCESS WITHIN ACCESSIBILITY.

Similarly, a zero to three scale was used in the assessment of signage along the most direct route to the harbour. The resulting number scale and corresponding meanings can be seen below in Table 2.

0	No signage directing to the waterfront
1	Some signage is present but is ineffective and confusing to follow
2	Signage is present but directs in a long and indirect route to the waterfront, but is easy to follow
3	Effective signage is present and directs an efficient route to the waterfront

TABLE 2: SHOWN ABOVE IS THE RATING SCALE USED FOR THE ASSESSMENT OF SIGNAGE WITHIN ACCESSIBILITY.

Factors including pedestrian bridges, subways, bike paths, private car parking, and empty lots were noted along the routes taken. Pedestrian bridges and subways were rated by their frequency and whether they were present or not. Ramp and elevator availability were also noted for pedestrian bridges and subways for those who require extra mobility assistance.

In order to assess the directness of each route to the harbour, the guided routes were mapped. This was done through two methods. The primary method consisted of snapshotting, via a Google Maps application on a team member’s phone, intersection locations along the travelled route. The secondary method was by drawing along a portion of Google Maps as the walking was done. Both routes were cross-referenced and then the final route mapped. This final map included color-coding sections of the route depicting the ease of transit. Red areas represented substandard access, yellow areas referred to adequate, and green areas represented good access. Also depicted on these maps are promenades in blue, icons on a tan background for public transportation, and finally dotted red lines represented alternative routes if needed. An example of this can be seen below in Figure 11. These maps allowed for a direct means of assessing the accessibility to the waterfront from the nearest transportation node.

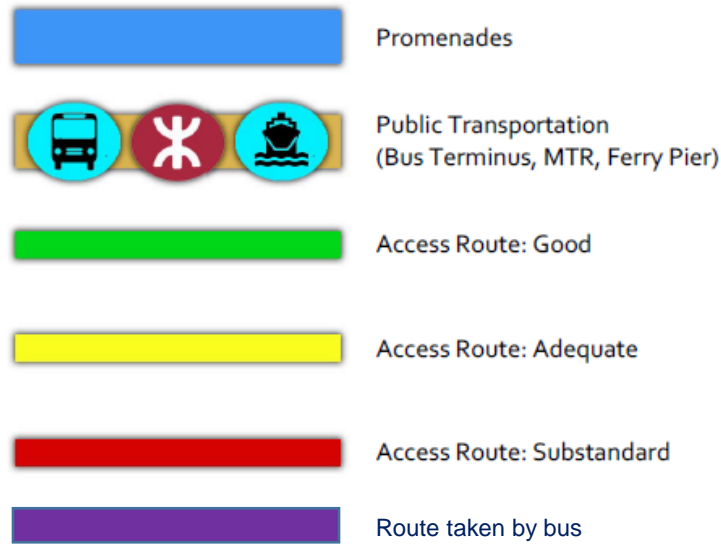


FIGURE 11: THE COLOR CODING USED FOR THE PROCESS OF MAPPING ACCESSIBLE ROUTES. (HYDE & SEYMOUR & TENNANT & TRUONG, 2008)

3.2.2 Connectivity

The secondary factor in which data was gathered concerned connectivity. Connectivity was defined as the ease in traveling from one portion of the harbour to another. During the course of the assessment, connectivity was looked at in two manners; firstly as the connectivity between attractions within one district of the harbour, and secondly as the connectivity between districts of the harbour. Similarly to accessibility, connectivity was determined through two methods. These methods consisted of observational surveys and mapping.

The project team conducted an observational survey and the full template can be viewed in Appendix C. Connectivity within a district was assessed by following signage that directed from one attraction to another along a waterfront district. During this assessment the ease of access was assessed throughout the particular district and later between sub-districts. A rating scale was utilized in order to maintain comparability with the previous assessment and can be seen below in Table 3.

0	No walkways between areas of the harbour
1	There is a way but you have to go back into the hinterland or it is unsafe for pedestrians
2	There is a way to other areas of the region but it is difficult or unsafe
3	Easy to maneuver around the harbour front

TABLE 3: THE RATING SCALE USED TO ASSESS EASE OF ACCESS BETWEEN ATTRACTIONS OF A DISTRICT.

In accordance with accessibility, the signage depicting connecting access between waterfront attractions was assessed as well. For this portion of connectivity the same rating scale was used. Each connective section was then assessed on its capability to direct visitors to other districts. As before a scale based measurement was used in order to achieve this and can be seen below in Table 4.

0	No signage
1	Some signage but it is ineffective and confusing to follow
2	Signage but it directs in a long and indirect route, but it is easy to follow
3	Effective signage that directs in an efficient route

TABLE 4: THE RATING SCALE USED TO ASSESS SIGNAGE WITHIN A DISTRICT TO LOCAL HARBOURFRONT ATTRACTIONS.

After the most direct route between attractions within the same district was established, the route was then mapped through the same manner used for accessibility. This mapping style utilized the same color coding found in accessibility and can be seen in Figure 11, as well. During each portion of the assessment for connectivity, two other factors were checked. These factors consisted of accessibility for those who have disabilities and the ability to walk a dog. These were assessed in either a yes or no fashion, and if need be an explanation was noted. Both factors contributed to the ability of all people to enjoy the harbourfront.

3.2.3 Vibrancy

The final factor, vibrancy, was then assessed. Vibrancy was defined as: once at the waterfront what activities and facilities are available for participation and use. Taking that into account, vibrancy was measured in several ways. The primary mode of measurement was conducted through the use of the observational survey. This was similar to those mentioned above. This observational survey concentrated on the amount of attractions available to visitors, the quality, and overall popularity of the area. Seen below in Table 5, is the rating scales used for each respectively.

0	No attractions exist on the waterfront to draw visitors, aside from the view
1	Very few attractions exist on the waterfront; visitors are not able to partake in many activities
2	Several attractions exist on the waterfront, but visitors may not be able to purchase food or drinks, or visit restrooms
3	A wide range of activities is available along the harbour front for visitors to enjoy. Food, drinks, and restrooms exist somewhere on the waterfront for visitors

TABLE 5: THE RATING SCALE USED TO MEASURE THE ATTRACTIONS AT A SUB-SECTIONS WATERFRONT.

Attractions consisted of activities along the waterfront from enjoying the view, exercising, museums, and other similar activities. The next rating scale used dealt with the quality of each sub district. The scale can be seen in Table 6 below.

0	The promenades are in a state of disrepair, unattractive, or pose a hindrance to visiting the waterfront, broken concrete may pave the area, and litter may be strewn around
1	Promenades are not attractive and may not be clean, but are generally safe. Paving may be concrete; railing may be non-rusting metal
2	Promenades are clean and maintained, and do not actively detract from the aesthetic quality of the area. Greenery may exist. Paving may be patterned brick.
3	Promenades are well-maintained and clean, and are aesthetically pleasing to view. Greenery exists. Patterned brick or other flooring materials exist

TABLE 6: THE RATING SCALE USED TO MEASURE THE QUALITY OF A SUB-DISTRICTS WATERFRONT.

Quality was measured to ensure not only the safety of visitors to the harbourfront but also the aesthetic appeal of each district. Once the quality of the area had been assessed, the final rating recorded concerned the overall popularity of a district. Popularity of a sub-district was estimated through the amount of people attending the harbourfront. The rating scale can be seen below in Table 7.

0	A few people may exist in one location, but the waterfront as a whole is empty.
1	There are some people spread along different parts of the waterfront, but traffic is not too noticeable.
2	There are enough visitors to the waterfront to be noticeably present to a casual observer.
3	The waterfront has many people along it, and may be filled to perceived capacity.

TABLE 7: THE MEASUREMENT SCALING SYSTEM USED TO ASSESS THE POPULARITY OF A WATERFRONT IN SUB-DISTRICTS.

In addition to these ratings, the vibrancy observational chart also entailed listed activities conducted by those present. This allowed for an accurate gauge of whether an area was performing its intended function.

Population counts were taken in each sub-district at each attraction. A population count consisted of counting the number of people at each designated attraction for 100 meters in each direction. These counts were taken on a weekday morning and on a weekend evening, an example of these counts can be seen below in Table 8.

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
District Name	Attraction 1	0	0
	Attraction 2	0	0

TABLE 8: THE MEASUREMENT SCALING SYSTEM USED TO ASSESS THE POPULARITY OF A WATERFRONT IN SUB-DISTRICTS.

3.3 Data Comparison

In order to maintain comparability between the 2008 and 2014 assessment, only the accessibility, waterfront activity, quality, and population were compared. Connectivity was not be compared due to the previous assessments lack of available data. Due to the 2008 assessment’s rating of accessibility including signage and ease of access as one rating, the 2014 accessibility rating was averaged by both ease of access and signage in order to compare. All other areas of comparison were directly comparable.

3.4 Questionnaire Survey

The final mode of data collection utilized was a questionnaire survey. This survey was distributed to those visiting the harbourfront in different districts. Questionnaire surveys were distributed at several different locations along the harbourfront both on the Kowloon and Hong Kong sides. Listed below is a description of participants as well as the questions asked of harbourfront visitors.

3.4.1 Survey Participants

Both residents and visitors were participants in this survey. Participants were defined as resident if they were currently living in Hong Kong or had citizenship of Hong Kong. Those that fell under the visitor's category were defined as anyone who was currently visiting Hong Kong and had been in Hong Kong for less than 90 days. Residents and visitors within each individual location were presented with identical surveys. Participants surveyed were from a variety of ages and personal backgrounds. All data collected was strictly anonymous and no identifiable information related to the participant was present.

3.4.2 Questionnaire Survey

The questionnaire survey was distributed in order to gain a firsthand account of visitor opinion of the harbourfront. The survey was made available in three different languages for maximum ease of participation: English, Traditional Chinese, and Simplified Chinese. Questions for this survey dealt with the main topics of this study, accessibility, connectivity, and vibrancy of the harbourfront. The first set of questions concerned the familiarity of the applicant with the area and activities of the harbourfront they were occupying, as well as their method of arrival. Following questions turned toward activities surveyors partook in at the harbourfront and whether dogs should have access to the area. Final information asked of the applicant concerned demographic information. Examples of the questionnaire survey in English, Traditional Chinese, and Simplified Chinese can be seen in Appendix D.

4. Results

The ease of access, connectivity within, and between, and the vibrancy of the Victoria Harbourfront districts were assessed. The following section summarizes observations founded during the assessment of seven main districts comprised of 19 sub-districts.

4.1 Kowloon East

Kowloon East was home to three district Lei Yue Mun, Kwun Tong, and Kai Tak.

4.1.1 Lei Yue Mun

Lei Yue Mun was located in the eastern portion of the Kowloon harbourfront. As a tourist attraction, Lei Yue Mun Seafood District offered a fishing village, restaurants, a lighthouse, temple, and multiple viewing areas of the harbour.

4.1.1.1 Accessibility

This village resided within a fifteen-minute walk from exit A2 of the Yau Tong MTR Station. The walk was both accessible for those with disabilities and dog friendly, but did not display a designated bike path. Once exited from the station, directional signage was present, directed toward the Seafood District and can be seen below in Figure 11. Once at the harbourfront additional signage directed visitors to surrounding attractions. Private car parking was offered at a cost and was located directly next to the village entrance. Minibus and taxi drop-off zones were also available and were situated between the private car parking and village entrance. A map of the route taken by the project team can be seen in Appendix E.1.1.



FIGURE 11: SIGNAGE WITHIN LEI YUE MUN DIRECTING TOWARD LOCAL ATTRACTIONS. (COURTESY OF BETH LACARRA, 2014)

4.1.1.2 Connectivity

After entering the village, the Sam Ka Tsuen Waterfront Sitting Out Area offered sheltered sitting that overlooked the small waterfront. Directly adjacent to the Sam Ka Tsuen Waterfront Sitting out Area was the Lei Yue Mun Seafood Market. Connective signage displayed surrounding attractions and was closely situated. Once inside the Seafood Market, no signage was found but a short walk along the main thoroughfare of the market opened upon a secondary promenade walkway. Once on the secondary promenade a small lighthouse and accompanying beach could be seen.

A five-minute walk which was found to be accessible for those with disabilities ended at the Tin Hau Temple and the Wilson Trailhead. Connective signage is present along the waterfront promenade but is faded and in disrepair. An example of faded signage can be seen below in Figure 12.



FIGURE 12: SIGNAGE THAT HAS FALLEN INTO DISREPAIR AND IS UNREADABLE TO PASSING VISITORS. (COURTEOUSLY OF BETH LACARRA, 2014)

4.1.1.3 Vibrancy

The first available attraction in Lei Yue Mun is, the Sitting out Area Promenade. This promenade was well maintained, attractive and can be seen below in Figure 13. The promenade was however sparsely populated in the morning with only 15 people present. Foot traffic increased near noon and approximately 100 people were seen. This increase was due to visitors departing from tour busses for lunch at fish market restaurants for lunch. The weekend night population count of 96 visitors demonstrated that this promenade was mainly used as a means channeling visitors to the fish market for dinner.



FIGURE 13: THE SITTING OUT AREA PROMENADE. (COURTESY OF BETH LACARRA, 2014)

Many restaurants were available in the Seafood Market at a wide variety of price ranges. Weekday morning hours resulted in a fairly empty Seafood Market with fifteen people present. Those present were primarily Seafood Market workers. Around noon, the population count increased dramatically to approximately a hundred people. The weekend night count of 160 people demonstrated that the Seafood Market was a popular area for dinner as well.

At the start of the secondary promenade, sitting areas were available surrounding the lighthouse in the Lei Yue Mun Lighthouse and Viewing Area. The lighthouse and temple areas remained fairly vacant during most hours of recorded data, with only a few people fishing and walking their dogs.

4.1.2 Kwun Tong

Also located in the eastern portion of Kowloon, Kwun Tong offered few waterfront attractions, such as the Kwun Tong Ferry Pier and the Kwun Tong Promenade.

4.1.2.1 Accessibility

Via a 15-minute walk from exit B1 of the Kwun Tong MTR Station the Kwun Tong Ferry Pier is accessible. A bus terminal was located alongside the Kwun Tong Ferry Pier. While private car parking was available on Hoi Yuen Road, a five-minute walk from nearby attractions. Routes to the harbourfront from both the Kwun Tong MTR Station and the nearby bus terminal were accessible for those with disabilities and dog friendly. However a designated bike path was not found.

The project team also walked from the Kwun Tong MTR station, leaving from exit B1 to access the Kwun Tong Promenade. The available signage provided a clear and direct route to the waterfront with the exception of one sign located on Wai Yip St. The sign's direction pointed up at an angle, directing persons into a building away from the harbourfront which created confusion and can be seen below in Figure 14. The project team continued to walk along Wai Yip St. and was forced to double back when it was ascertained that this was the wrong direction. The project team then discerned that the sign was pointed up toward a pedestrian overpass. This overpass was reached by entering the Manulife Financial Centre and taking an elevator to the floor above. Once on this overpass the Kwun Tong Ferry Pier was easily reached via either stairs or an elevator. Dogs were not allowed within the Manulife Financial Centre designating this an inaccessible route for those with dogs.



FIGURE 14: PROJECT TEAM MEMBER DEMONSTRATING CONFUSION AT DIRECTIONAL SIGNAGE. (COURTESY OF BETH LACARRA, 2014)

The signage present from the MTR to the Kwun Tong Promenade was direct, safe, and easy to follow. This created an accessible route for those with disabilities and dog friendly alternative for visitors. The Route taken to the Kwun tong waterfront can be seen in Appendix E.1.2.

4.1.2.2 Connectivity

The Kwun Tong Ferry Pier did not offer any signage directing visitors toward other attractions within the area. The project team walked back into the hinterland and

found signage directing toward the Kwun Tong Promenade. The route the project team took can be seen in the Kwun Tong Map Appendix I.1.1.2.

4.1.2.3 Vibrancy

The Kwun Tong Ferry Pier was found to be subpar. Given the Kwun Tong Bypass overhead, the view of the harbour was minimal and obscured. The walkway along the ferry terminal was dirty and uninviting with limited activity. An insufficient view of the harbour and benches for pedestrians to rest while waiting for the bus or ferry were all that was provided. In a weekday morning only ten people were present and seven during a weekend evening. Residing next to the Kwun Tong Ferry Pier was the Kwun Tong Ferry Pier Square and Pet Garden. These areas were fairly well maintained and had sufficient facilities such as rubbish containers and public restrooms. Both the Kwun Tong Ferry Pier and Kwun Tong Ferry Pier Square had few visitors during all hours of collected data, two during a weekday morning and four during a weekend night. Both areas provided accessible walkways for those with disabilities and were dog friendly.

The Kwun Tong Promenade proved to be a very attractive location. The promenade offered a large sheltered sitting area, a small cement stage for shows and many benches to sit and view the harbour. A children's playground was also available with a grass park and trees that offered shade and can be seen below in Figure 15. Pets were not allowed along the promenade. A large portion of the promenade was under construction, but the construction did not interfere with attractions in finished

portions. During weekday morning hours 15 people were seen along the promenade, while 60 were present during a weekend evening.



FIGURE 15: A VIEW OF THE KWUN TONG PROMENADE FROM THE CHILDREN'S PARK. (COURTESY OF BETH LACARRA, 2014)

Both the Kwun Tong Promenade and the Ferry Pier did not offer food, drink, or public restrooms.

4.1.3 Kai Tak

Kai Tak, the final district within the eastern portion of the Kowloon harbourfront, offers only one waterfront attraction, the Kai Tak Cruise Terminal. Previously the Kai Tak Airport was repurposed as a cruise terminal due to the construction of the Hong Kong International Airport.

4.1.3.1 Accessibility

The project team took the green minibus #86 from the Kowloon Bay MTR station in order to reach Kai Tak. The route the minibus drove can be seen in Appendix E.1.3.

The minibus was the most direct and convenient mode of transportation available for accessing the terminal but walking was a lengthy option. No signage within the MTR station and surrounding mall was available to direct visitors to the minibus terminal. Given the need for a minibus, accessibility for those with disabilities is not optimal. The pedestrian route to the cruise terminal did not offer any directional signage as well. As a result, wayfinding was difficult without the aid of a GPS or map. There was no designated bike path from the MTR station to the cruise terminal.

4.1.3.2 Connectivity

From this entrance of the cruise terminal the project team was able to access the roof and Kai Tak Cruise Terminal Park from the nearby escalator. Along with an escalator, elevators were available for those who needed further mobility assistance.

Once exited the terminal, the project team accessed the adjacent promenade. It was found to be accessible for those with disabilities and dog friendly. No connective signage was present directing visitors from the terminal to the promenade.

4.1.3.3 Vibrancy

Kai Tak Cruise Terminal Park offers a full 360 degree view of Victoria Harbour. The park included many trees and green areas to sit and play for small children. In Figure 16 below some of the surrounding views and present greenery can be seen. Park benches, tables, and beverage vending machines were also available. Overhangs provided shade and shelter from rain and sun over park benches and some open areas. Common activities included: leisurely walking, sitting, sightseeing, and playing on the grass. A count of 96 people was recorded during a weekday morning while only five on

a weekend evening. The park did not offer any food or other refreshments due ongoing construction. . Public restrooms were available inside the park. While dogs were able to be walked on the pedestrian route to the cruise terminal, they were not allowed to be present within the cruise terminal.



FIGURE 16: SURROUNDING GREENERY AND VIEW FROM THE ROOFTOP PARK AT KAI TAK. (COURTESY OF BETH LACARRA, 2014)

During a weekday morning few people were seen along the promenade, in total two and none on a weekend evening. Along the promenade sheltered seating and trash receptacles were available.

4.2 Kowloon Central

Kowloon Central was home to two district Hong Hum and Tsim Sha Tsui.

4.2.1 Hong Hum

Centrally located on the Kowloon harbourfront, Hung Hom attracts many residents. Situated near many residential high rises, surrounding promenades serve the community.

4.2.1.1 Accessibility

The project team travelled via the MTR to the Hung Hom Station and took leave through exit D5. Signage directed toward the waterfront was clear and direct. The project team walked up onto the Hung Hom Pedestrian Overpass and noted that the walkway was accessible to those with disabilities and dog accessible but did not display a bike path. The route taken by the project team to the cruise terminal can be seen in Appendix E.2.1.

4.2.1.2 Connectivity

The project team continued from the Hung Hom Overpass to the Tsim Sha Tsui East (TST) Promenade and Hung Hom Promenade. This connection can be seen below in Figure 17. Both promenades were directly connected and if no signage was present, visitors would assume one continual promenade.



**FIGURE 17: THE HUNG HOM OVERPASS CONNECTING THE TST EAST PROMENADE AND THE HUNG HOM PROMENADE.
(COURTESY OF BETH LACARRA, 2014)**

The project team continued past the Hung Hom Promenade to the Harbour Plaza Hong Kong Promenade. The path was clear and direct but lacked the appropriate directing signage. The project team continued along the waterfront to the following promenade Laguna Verde.

4.2.1.3 Vibrancy

Along the Hung Hom Pedestrian Overpass a count of 16 people was recorded during a weekday morning and increased during a weekend evening to 28. Common activities included walking, running, and sitting on the sheltered benches. Although the path was directly adjacent to a major highway, it remained relatively quiet. Along the overpass dogs were allowed to be walked, however not on the adjoining Tsim Sha Tsui Promenade and Hung Hom Promenade.

During the morning hours a count of 45 people was recorded on the TST East Promenade and 44 along the Hung Hom Promenade. Common activities along these

consecutive promenades included walking and running for fitness, stretching, sightseeing, fishing off the promenades, and dog walking although it is not allowed. During a weekend evening 32 people were present along the TST Promenade, while 80 were present along the Hung Hom Promenade. Both promenades displayed safe, accessible walkways for those with disabilities, and foliage. Sheltered benches were also available for sitting and viewing the harbour. Public bathrooms, trash receptacles, and a restaurant were present. At the time data was recorded construction was underway between Hung Luen Road and the waterfront. A bus terminal was available at the end of the Hung Hom Promenade.

A count of 16 people was recorded in a weekday morning hours along the Harbour Plaza Promenade and 20 during a weekend night. Common activities in this area included walking, sitting, enjoying the view, and swimming as can be seen below in Figure 18. Sheltered sitting areas were available along the waterfront. Public restrooms were not available and the only source of food or drink were in hotel restaurants adjacent to the promenade.



FIGURE 18: THE PROJECT TEAM PERFORMING COMMON ACTIVITIES ALONG THE HARBOUR PLAZA. (COURTESY OF BETH LACARRA, 2014)

Continuing along the Laguna Verde Promenade the project team walked until it was no longer possible. Along the way there were children playgrounds and other various recreational areas. During morning hours on a weekday 20 people were seen in the promenade while during a weekend evening 16 people were seen. The blockage encountered which prevented the project team from continuing was a building at the end of the promenade. Upon reaching the end of the Laguna Verde Promenade a mall was directly adjacent and provided public restrooms, food, and drinks.

4.2.2 Tsim Sha Tsui

As the central district located in Kowloon Central, Tsim Sha Tsui (TST) is a tourist hub that offered a wide variety of attractions for visitors to partake.

4.2.2.1 Accessibility

Signage within the MTR directed the project team to travel through exit P1 of the Tsim Sha Tsui Station. Once exited from the station, available signage directed the project team toward the waterfront was straightforward and clear. No available bike path was seen. The route taken by the project team to the TST waterfront can be seen in Appendix E.2.2.

4.2.2.2 Connectivity

The project team accessed the Tsim Sha Tsui Promenade via stairs with elevator availability from the TST Waterfront Podium Garden. Directive signage was present indicating the name of the promenade. From the TST Promenade the project team continued west along the waterfront to assess the Avenue of Stars Promenade. Continuing along the waterfront, the next area studied was the harbourfront portion of the Hong Kong Museum of Art. The project team continued along the waterfront past the Cultural Center, TST Ferry Pier, and ultimately the Harbour City Mall. Connective signage was present directing visitors to various attractions along the harbourfront. The harbourfront was also found to be completely accessible for those with disabilities but not dog friendly.

4.2.2.3 Vibrancy

After directly exiting the MTR station the project team walked through the Tsim Sha Tsui Waterfront Podium Garden, a spacious and well maintained elevated park above the Tsim Sha Tsui Promenade. The Podium Garden offered a small food and drink stand, sitting areas, an elevated viewing area, and children's playground available to visitors. During morning hours the park was fairly popular with 20 people of varying mobility. The elevated park was not dog friendly.

The East TST Promenade resided to the east of Avenue of Stars (one of the main attractions available to visitors) and stretched along the waterfront toward Hung Hom. This promenade was wide and clean with greenery and sheltered sitting areas. While popular during a weekday morning with 183 people present, popularity fell on a weekend evening with 68 present. This promenade section offered many attractions such as the inlaid stars of actresses and actors, a statue of Bruce Lee (can be seen below in Figure 19), multiple views of the harbour, and food and drink available for purchase. Avenue of Stars was congested throughout the day with 386 people present. This count increased during a weekend evening during the light show, with 460 visitors present. Congestion was also encountered toward the western portion of the TST Promenade due to the continuous number visitors departing from multiple tour buses.

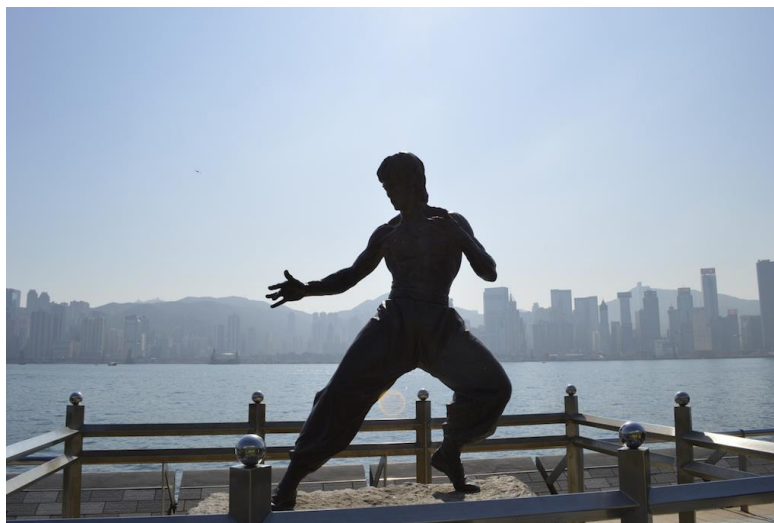


FIGURE 19: THE STATUE OF BRUCE LEE, WHICH IS A COMMON ATTRACTION AT AVENUE OF STARS. (COURTESY OF BETH LACARRA, 2014)

. Along the following portion of the waterfront available attractions open to visitors were statues, occasional live music, access to surrounding museums and the

waterfront. During morning weekday hours 106 people were present, which increased during a weekend night at 273 people. Since most people in the Art museum area were located in an area only about 30 meters long, the recorded amount of people indicates more congestion than other counts. Activities surrounding the art museum including people practicing and partaking in the free Tai Chi classes, enjoying the view, and walking along the promenades.

Along the Cultural Center Promenade were photographers taking and selling souvenir pictures in residence given the view of the surrounding harbourfront. Many people were seen walking through this area during the course of the day, or sitting on the stairs leading up to the Cultural Centre, a weekday morning hours count of this area resulted in 86 people increasing to 109 people during a weekend evening. The Tsim Sha Tsui Public Pier farther along the waterfront provided visitors with great views of the harbour and an elevated promenade to experience the light show. Through the course of a weekday morning hours there were 62 people visiting the public pier. The Star Ferry Pier at Tsim Sha Tsui allowed access to various areas of Victoria Harbour and resulted in a fluctuation in the number of people present during the course of the day. As such during the weekday morning hours, 88 people were seen visiting, while during a weekend evening 270 people were present. Common activities in this areas included, waiting for a ferry, listening to street performers, or purchasing things from food vendors.

Along the farthest edge of the TST district lies the Harbour City Mall. At the time of the assessment the mall entrance was heavily decorated for the Chinese New Year.

A count in front of the mall during a weekday morning was 80 people which increased during a weekend evening to 360. Common recorded activities were, walking toward the mall and the ocean terminal and taking pictures. The Harbour City Mall was very clean and well-kept while providing many amenities and facilities to visitors. These facilities included retail stores, restaurants, a cruise terminal, and public restrooms.

The Hong Kong Space Museum was a fairly unpopular with 14 people there during the day and 56 at night on the weekend. The final area assessed in TST was Kowloon Park, which was not a part of the waterfront. The park did however attract visitors to the harbourfront area. Provided facilities and attractions included an aviary cage, fountains, hedge maze, food and drink, public restrooms, restaurants, and a swimming pool, The New World Center could not be assessed due to construction at the time of the study.

Overall all promenades within the TST district were accessible for those with disabilities but did not offer areas or walking ability for dogs.

4.3 Kowloon West

Kowloon West was home to the West Kowloon Cultural District, Tai Kok Tsui, and Cheung Sha Wan.

4.3.1 West Kowloon Cultural District

The West Kowloon Cultural District (WKCD) was located on the southernmost portion of the Kowloon West section.

4.3.1.1 Accessibility

The project team arrived to WKCD of the harbour via the Kowloon MTR station. Kowloon Station lacked sufficient signage to direct visitors to the corresponding exit for the WKCD Promenade. Once the project team exited through exit D1, with directional help provided by a receptionist, signage to the West Kowloon Waterfront Promenade was present and direct. The route taken by the project team to the WCKD promenade can be seen in Appendix E.3.1.

4.3.1.2 Connectivity

Throughout the promenade no connective signage was seen or needed due to only one attraction existing within the WKCD.

4.3.1.3 Vibrancy

The West Kowloon Waterfront Promenade had sufficient facilities to accommodate visitors for an extended stay at the waterfront. Facilities such as public toilets, drink vending machines, and sheltered sitting areas were available although purchase of food was not. While facilities were available, few attractions existed along the promenade to entice visitors to stay throughout the day. The overall quality of the promenade was found to be subpar. Slats of wood which comprised the walkway were splintered, had exposed and rusted nails, while railings along the promenade were rusted and unattractive as well. An example of this can be seen below in Figure 20. During weekday morning hours, the promenade was sparsely populated with only 26 visitors present. This trend continued toward the weekend evening with only 32 present. Common activities recorded included: walking, running, biking, picnicking, fishing, and playing on the playground.



FIGURE 20: A VIEW OF THE LIGHT WIND CHIMES THAT RUN THE LENGTH OF THE WKCD PROMENADE. (COURTESY OF ALFRED SCOTT, 2014)

4.3.2 Tai Kok Tsui

Tai Kok Tsui was an industrial and residential area located in the western Kowloon district near the Olympian Center Mall. Several promenades were available for use and utilized by residents of the surrounding housing developments.

4.3.2.1 Accessibility

The project team arrived at Olympic Station via the MTR. Through the use of situational maps and signage it was determined that the closest exit to the waterfront, was exit D2. Upon exiting the MTR station, no signage was available directing visitors from the Olympic MTR station to the harbourfront. The route available to the Hoi Fai Road Garden Promenade was found to be indirect and did not present a designated bike path. This route was found to be clean, accessible for those with disabilities and dog accessible. The route taken by the project team from the Olympic station can be seen in Appendix E.3.2.

4.3.2.2 Connectivity

At the end of the Hoi Fai Road Garden Promenade the Silver Sea Promenade was directly connected. However, no connective signage was present directing visitors between both promenades along the harbourfront.

4.3.2.3 Vibrancy

The primary attractions in the district were the Hoi Fai Rad Garden Promenade and the Silver Sea Promenade. The Hoi Fai Road Garden Promenade was clean and well maintained but did not offer sheltered sitting for visitors. No public restrooms or restaurants were available along the promenade. The presence of dogs was not allowed along this promenade but as seen in Figure 21, visitors ignored this rule. The promenade was found to be accessible for those with disabilities. On a weekday morning the promenade was scarcely populated with only 18 visitors present. This increased during a weekend night with a count of 34 visitors present.



FIGURE 21: VISITORS PRESENT WITH DOGS, WHEN DOGS WERE NOT PERMITTED ALONG THE PROMENADE. (COURTESY OF ALFRED SCOTT, 2014)

The Silver Sea Promenade was in acceptable condition with available sitting areas and greenery present. The presence of dogs was again not permitted, however visitors did not follow this rule. Visitors to the residential promenades were walking dogs, running, sitting, scooting illegally and walking. During a weekday morning a count of 14 people was recorded. While during a weekend evening this count had increased to 34 visitors present. Similarly to the prior promenade, the Silver Sea Promenade was found to be accessible for those with disabilities.

4.3.3 Cheung Sha Wan

Cheung Sha Wan is primarily an industrial area of the waterfront.

4.3.3.1 Accessibility

The project team arrived to the Cheung Sha Wan district via the Nam Cheung MTR station. Upon following available situational signage inside the MTR station, the project team exited through 'C'. It was found that the route toward the small waterfront area was not accessible for those with disabilities or bike accessible. The route taken by the project team to the waterfront promenade can be seen in Appendix E.3.3.

4.3.3.2 Connectivity

No connectivity signage or pathways existed.

4.3.3.3 Vibrancy

Once at the waterfront section, the only activity available to visitors was to view the cargo ships traveling to the adjacent shipyard. The available waterfront was found to be filled with trash and unmaintained. The primary amount of visitors to the section of the harbour were those who either worked at the neighboring shipyard or the closed off

Wholesale Food Market. However both areas during a morning weekday and weekend evening no visitors were recorded.

4.4 West Harbour

4.4.1 Tsuen Wan

The Tsuen Wan waterfront is surrounded by residential high-rises and is located in the West Harbour District.

4.4.1.1 Accessibility

The project team departed via exit D of the MTR station Tsuen Wan West. The waterfront was clearly visible upon exiting the MTR station. The route was obvious and direct with the extensive promenades residing directly adjacent to the MTR station. No directive signage was present but it was not needed. The route taken by the project team to the waterfront at Tsuen Wan can be seen in Appendix E.4.1.

4.4.1.2 Connectivity

All promenades were found to directly lead from one into the other. Connective signage was present in the form of promenade information posts, and toward attractions on each distinct promenade. Connectivity within this district was found to be accessible for those with disabilities but dogs were not permitted.

4.4.1.3 Vibrancy

The first encountered promenade was the Tsuen Wan Ferry Pier. The overall quality of the lengthy promenade was very good, excluding a small portion of a promenade. This section was under minor construction during the course of the assessment. Available facilities and attractions along this section included a pet garden, a children's playground, public restrooms, and the Ferry Pier. During a weekday

morning count the amount of visitors were found to be 88 people, while this number decreased to 29 during a weekend evening.

The Tsuen Wan Ferry Pier Promenade led directly into the Serenade Cove Residential Complex Promenade. This promenade was directly north of the Ferry Pier. This section was sparsely populated with only eight visitors present during morning hours on a weekday and 12 during weekend evening. Throughout these two promenades the presence of dogs and the ability to bicycle were not permitted. However as seen below in Figure 22, dog owners were found to walk their dogs regardless. A marked path from the MTR to the Ferry Pier was specifically available for dogs. This portion of the waterfront provided covered seating for visitors but did not offer other facilities and amenities. Collectively 88 visitors were recorded during a weekday morning, and 29 during a weekend evening.



FIGURE 22: TWO DOGS PRESENT ALONG THE TSUEN WAN PROMENADE. (COURTESY OF BETH LACARRA)

The following area under study was the Tsuen Wan Riviera Park. This portion of the waterfront was well maintained and clean. A variety of attractions and amenities were available to visitors including covered sitting areas, public restrooms, picnic tables, tennis, volleyball, and basketball courts, grass courtyard, and a soccer pitch. Visitors of this area were found to be walking, running, and enjoying the view of the harbour. The popularity of this section of the district increased through the course of a week with 22 visitors recorded during a weekday morning and 40 on a weekend evening. A portion of this park is the Riviera Plaza which maintained popularity through the course of the week, with 23 visitors present during a weekday morning and 23 again during a weekend night.

4.4.2 Tsing Yi

Similarly to Tsuen Wan, Tsing Yi was a residential area due to a significant amount of residential housing. This district was located on the island of Tsing Yi in the New Territory region, across the harbour from Tsuen Wan.

4.4.2.1 Accessibility

The project team arrived to the Tsing Yi district through exit A2 of the Tsing Yi MTR Station. Upon exiting the MTR the waterfront was clearly visible and the project team was able to easily navigate toward the Tsing Yi Promenade. Signage outside of the MTR that directed visitors towards the waterfront was not available but also not needed. Accessing the waterfront from the MTR station was accessible for those with disabilities but did not permit dogs. The route taken by the project team to the Tsing Yi waterfront can be seen in Appendix E.4.2.

4.4.2.2 Connectivity

All promenade harbourfront sections of the Tsing Yi district were found to be connective and accessible for those with disabilities. Minimal connective signage was present directing visitors to connecting promenades. However signage within each promenade directed visitors toward surrounding attractions.

4.4.2.3 Vibrancy

Along the Tsing Yi Promenade available facilities included fitness stations, children's play areas, and covered seating. The promenade was overall well maintained and clean with nothing in disrepair. A larger amount of visitors were present during evening hours, with 52 people. While only 24 people were present during a weekday morning. Along the length of the promenade both cycling and pets were not allowed. Food, beverages, and public restrooms were found near the MTR station in the Cheung Fat Shopping Centre.

The following harbourfront section accessed was the Tsing Yi Northeast Park. A short walk away along the Tsing Yi Promenade, this area offered a wide variety of facilities. These facilities included playgrounds, skate parks, jogging trail, gate ball court, fitness corner for the elderly, bicycle kiosk, soccer field, basketball court, volleyball court, and cycling tracks. Facilities and surrounding attractions were safe and appealing to look at with bunches of greenery and open space. Over the course of a morning during the week 39 visitors were recorded. While only six visitors were recorded during a weekend night.

The final area within the Tsing Yi district that was assessed was the Cheung Fai Road Promenade. Along the length of the promenade no dogs or cycling were permitted

in this area. Local attraction for visitors included enjoying the view of harbour, walking, and fishing. This promenade proved sparsely populated throughout the week, with only eight visitors present during a weekday morning and nine on a weekend evening.

4.5 Hong Kong Island East

Heng Fa Chuen, Shau Kei Wan, Quarry Bay, North Point, and Causeway Bay were all located in Hong Kong Island East.

4.5.1 Heng Fa Chuen

Heng Fa Chuen is a residential area located near the waterfront on the far east of Hong Kong Island. The route taken by the project team to the Heng Fa Chuen waterfront can be seen in Appendix E.5.1.

4.5.1.1 Accessibility

Access to the harbourfront was gained through the Heng Fa Chuen MTR Station. The project team decided to depart the MTR via exit A2 and crossed the road using the present footbridge. This footbridge was not accessible for those with disabilities however a zebra crossing under the footbridge did exist and was accessible for those with disabilities. The project team proceeded then walked toward the waterfront arriving at the Heng Fa Chuen Residence Promenade shortly.

4.5.1.2 Connectivity

All promenades assessed were connectible.

4.5.1.3 Vibrancy

Available facilities and attractions of the Heng Fa Chuen Residence Promenade included a children's playground, fitness stations, and sitting areas with shade provided by trees. Greenery, level of maintenance, and overall quality of this promenade was

high. During a weekday morning five visitors were recorded along the promenade while during a weekend evening 12 were present. Common activities by visitors included walking, running, sitting, enjoying the view, and playing on the playground.

The project team then continued on to the next area of study which was home to the Heng Fa Chuen playground and a sunken sitting area. The available facilities included a children's playground, sitting area, covered picnic tables, and covered seating. The overall area was well maintained, clean, and good quality. The project team recorded 18 visitors in the playground area during weekend evening. Within the park area common activities included sitting, walking, running, playing, fishing, and using picnic areas for gatherings.

The final section of waterfront within Feng Fa Chuen was the Lingnan School Promenade. This promenade hosted a designated fishing area, seating, and fitness stations. The common activities conducted by visitors included fishing outside the designated area, walking, running, sitting, using fitness stations, and socializing. During a weekday morning a count of five visitors was recorded while an increase on a weekend evening of 12 visitors was seen. Throughout the entire promenade cycling and pet access were not permitted anywhere.

4.5.2 Shau Kei Wan

Shau Kei Wan resided on the far eastern portion of Hong Kong Island.

4.5.2.1 Accessibility

In order to access the available promenades and waterfront attractions in Shau Kei Wan the project team departed through exit D1 of the Shau Kei Wan MTR Station. Signage was not found directly outside the MTR but was seen across the street. No

safe route was found in order to read the signage. Once crossed though, the team found signage to nearby attractions including the Coastal Defense Museum and nearby temple but none directed toward the waterfront promenade. Some of the encountered signage was unmaintained, and faded. Signage was therefore followed toward the Coastal Defense Museum, in which the route was found to be dog friendly and accessible for those with disabilities. There was however no available cycling route for visitors. Throughout the route toward the museum signage was placed in odd locations and unreadable from across the street due to disrepair and motor congestion. The route taken by the project team to the fish market, museum, and promenades can be seen in Appendix E.5.2.

4.5.2.2 Connectivity

Along the fish market the project team continued down Tam Kung Temple Road. This stretch of road was found dangerous and the available sidewalk was obstructed by parked cars as seen in Figure 23. While the connective route was not accessible for those with disabilities, dogs were permitted. While connective signage was lacking, access between promenades was direct, and accessible for those with disabilities and dog friendly.



FIGURE 23: TEAM MEMBER WALKING BESIDES SIDEWALK BLOCKED BY CAR. (COURTESY OF BETH LACARRA)

4.5.2.3 Vibrancy

Once the project team arrived at the Coastal Defense Museum, the project team discovered that the museum was closed on Thursdays and as such no population count was achievable. The project team was then forced to double back past the fish market. Although the fish market appeared on available attraction signage, it was not open to the public and displayed a no entry plaque. The team reached a waterfront area but the primary function was for accessing boats. Open lots located nearby were used as bus parking and detracted from the aesthetic appeal.

Continuing along the waterfront the project team entered the Aldrich Bay Promenade. Upon entering the promenade however both dogs and cycling were not allowed. Available facilities along the promenade were public restrooms and a drinking fountain. Common activities conducted by visitors were walking, running, fitness, and photography of the typhoon shelter. No connective signage was noted between areas of the district.

The project team then traversed to the final attraction, Sai Wan Ho Harbour Park. Public parking was available. Once in Sai Wan Ho Harbour Park, it was found to be accessible for those with disabilities as well. However dogs were not allowed. Restaurants were available across the street off the promenade, but not on the waterfront. Within this area public restrooms were not available.

4.5.3 Quarry Bay

Quarry Bay was located in the Hong Kong Island East district.

4.5.3.1 Accessibility

The project team rode the MTR to Quarry bay station and took exit C. The team quickly encountered a sign pointing to the Quarry Bay Promenade. However, the project team discovered the sign to be pointing in the wrong direction. It was determined the sign was accidentally moved due to the fact the rest of the Quarry Bay Promenade signs pointed in the correct direction. The sign was then moved back into correct position by the team. With the exception of the misleading sign the route was clear and easy to follow. The route was accessible for those with disabilities and allowed dogs. The route taken by the project team to Quarry Bay Park can be seen in Appendix E.5.3.

4.5.3.2 Connectivity

All connective routes were either found to be continuous waterfront or direct and easy to find. No connective signage was found although all routes were accessible for those with disabilities and allowed dogs.

4.5.3.3 Vibrancy

The project team reached the Quarry Bay Promenade and through the Western Entrance allowed dogs. Half of the promenade allowed dogs. The promenade was in

excellent condition, offered sheltered sitting, and was accessible for those with disabilities. A weekday morning hour's count of 14 people was made.

The project team continued along the waterfront and reached the Quarry Bay Park (Phase 1). No dogs, cycling, skateboarding, kite flying, or smoking were permitted. The park was well maintained and offered public restrooms. While dogs were not permitted with in the waterfront park, many owners congregated around its entrance. Sheltered sitting was available and weekday morning hour count of 24 people present was made. Common activities included walking, running, attending local waterfront museums, and enjoying the view while siting. A light refreshment kiosk was available to purchase food and/or drink, however, it is not of restaurant stature. Other attractions included the Fireboat Alexander Grantham Exhibition Gallery which was open to the public free of charge and can be seen below in Figure 24.



FIGURE 24: THE FIREBOAT ALEXANDER GRANTHAM EXHIBITION GALLERY AND SURROUNDING PROMENADE. (COURTESY OF ALFRED SCOTT, 2014)

4.5.4 North Point

Located in the eastern portion of Hong Kong Island, North Point was both residential and attraction based.

4.5.4.1 Accessibility

The project team arrived at North Point via the North Point MTR Station and departed through exit A1. The project team was able to quickly find directive signage pointing toward the North Point Ferry Pier. The route taken by the project team to the ferry pier then to surrounding areas can be seen in Appendix E.5.4.

4.5.4.2 Connectivity

Connectivity between waterfront promenades were direct and easy to find but overall lacked connective signage. These connections were accessible for those with disabilities and dog friendly.

4.5.4.3 Vibrancy

The project team arrived at the ferry pier and noted only one restaurant with no outside sitting area was located next to the fish market. A 7/11 was available for purchasing food and beverages as well. People were standing, and sitting on sheltered benches and dogs were allowed. The pier was also found to be accessible for those with disabilities. There was a bus terminal directly adjacent to the pier but ongoing construction was present. The view of the harbour was obstructed due to a highway overpass. A bus terminal was located directly behind the North Point Ferry Pier.

The project team walked to the North Point Promenade and it was found to not permit dogs. However there was a small sanctioned dog park available. There was a workout area with sheltered benches and was overall accessible for those with

disabilities. During the course of a weekday morning, 14 people were recorded. Common activities included sitting and walking.

At the end of the promenade the project team walked back in the hinterland and entered the Tin Chiu Street Playground. Of the 14 people recorded on a weekday morning common activities included playing chess and playing on the playground. No smoking was permitted within this playground. The project team then continued to the North Point Ferry Concourse Promenade. The promenade was found to be accessible for those with disabilities but dogs were not permitted. No food, beverages, or restrooms were available. However sheltered sitting was available. During a weekday morning only six people were recorded. The overall view of the harbourfront was obstructed as well due to the highway overpasses.

The final attraction assessed was the Man Hong Street Playground. The playground was found to not permit dogs or smoking. It was however, accessibilities for those with disabilities and sheltered sitting areas were available. The playground lacked restrooms and available areas to purchase food and drink. Similar to before the view of the harbour was blocked by a highway overpasses. Only one person was present during a weekday morning.

4.5.5 Causeway Bay

Causeway Bay was located on the farthest western edge of the Hong Kong Island East district.

4.5.5.1 Accessibility

The project team arrived to the Causeway Bay MTR Station and followed situational and directive signage to exit D1. Upon exiting directional signage was found but was hard to read. The project team was able to find and follow available signage toward Noonday Gun but was then forced to double back by directed signs. Due to the confusion the project team opted to follow Causeway Bay Typhoon Shelter signage. Along this route further signage directing toward Noonday Gun was found and followed. Signage directed the team to cross the highway via the World Trade Center (WTC) subway however it was difficult to find. The team asked for assistance and was directed to the entrance of the WTC Subway on the outside edge of the WTC building. The Subway was not accessible for those with disabilities but did offer signage pointing toward Noonday Gun. The route taken by the project team to the harbourfront at Causeway Bay can be seen in Appendix E.5.5.

4.5.5.2 Connectivity

Once at the Noonday Gun platform, the project team continued along the waterfront. No connective signage was seen and the view of harbour was obstructed by construction until reaching the Causeway Bay Typhoon Shelter Promenade. Following the Typhoon Shelter Promenade no signage was seen directing toward Victoria Park. A pedestrian bridge was accessible for those with disabilities used to enter Victoria Park from the waterfront walkway. However once in Victoria Park, connective attraction signage was present. Connections were all found to be accessible for those with disabilities and dogs.

4.5.5.3 Vibrancy

Upon reaching the Noonday Gun waterfront access, no food, beverages, and public restrooms were available. This waterfront was found severely lacking in available amenities including sitting areas and shade. The only attraction available to visitors was admiring the Noonday Gun. Zero people were present during a weekday morning count but this increased to 20 close to the firing of the gun around noon and can be seen in Figure 25 below. Continuing toward the Causeway Bay Typhoon Shelter Promenade a weekday morning count of ten was made.



FIGURE 25: THE NOONDAY GUN FIRING. (COURTESY OF BETH LACARRA, 2014)

Victoria Park offered sheltered sitting areas, a playground, walking, and a driving model boats. Within the park 40 people were present during a weekday morning. The park did offer food and beverages with and outdoor sitting area that was sheltered. Available facilities included restrooms, tennis courts, and a soccer pitch. It should be noted that although Victoria Park resided adjacent to a busy highway it remained quiet and enjoyable.

Upon exiting Victoria Park the project team continued walking along the waterfront onto the Causeway Bay Promenade. The promenade was under construction but the temporary path had remained accessible for those with disabilities. No present signage indicated that dogs were not allowed. While the promenade offered seating for those to rest, it was not in adequate condition. The final attraction assessed within the Causeway Bay district was the Whitefield Road Rest Garden. This park did allow the presence of dogs and was accessible for those with disabilities. Although not very popular a morning weekday count of zero was recorded. Few activities were available to visitors other than sitting and admiring the harbour.

4.6 Hong Kong Island Central

Wan Chai, Admiralty and Central, and Sheung Wan were all located in the Hong Kong Island Central District.

4.6.1 Wan Chai

Wan Chai was comprised of several promenades for visitors to that district and was mainly a business area.

4.6.1.1 Accessibility

The project team arrived at Wan Chi MTR Station and departed the station through exit A5. After exiting the station the project team walked along the pedestrian overpass and followed signs into the Immigration Department building. Once entering the project team was unable to find further directive signage toward the waterfront. In an attempt to dead reckon toward the waterfront the project team continued into the Central Plaza building and followed signage directing toward the ferry pier. The project team exited the Central Plaza building onto Harbour Road and followed the road toward

the waterfront. Overall the route was found to be indirect and confusing. The route taken by the project team to the harbourfront at Wan Chai can be seen in Appendix E.6.1.

4.6.1.2 Connectivity

The project team continued along the waterfront and found that most connective walkways were temporary. This was due to ongoing construction along the waterfront. Connective signage was present directing visitors to different portions of the harbourfront. However along the Bauhinia Square and Ferry Pier areas, connective signage to other attractions was lacking.

4.6.1.3 Vibrancy

The project team arrived at the Wan Chai Temporary Promenade primarily. Recorded activities along sitting, walking, and taking pictures along the waterfront. Fishing was not allowed along the promenade but as seen in Figure 26 visitors would break this rule. Food, beverages and restrooms were not available. Dogs and smoking were not permitted, however a designated smoking area was available. The promenade was accessible for those with disabilities but was very crowded. This was due to a tour bus terminus located directly adjacent to the promenade. Located next to the promenade was Bauhinia Square. The square was also crowded due to the tour bus terminus. The square was accessible for those with disabilities and permitted dogs. Available facilities included benches and public restrooms.



FIGURE 26: VISITORS FISHING OVER A RAILING DISPLAYING A 'NO FISHING' SIGN. (COURTESY OF BETH LACARRA, 2014)

The final section assessed within the Wan Chai district was the Wan Chai Star Ferry Pier. Popularity of this area varied throughout the day dependent on when ferries were landing or departing. A morning weekday count of 38 people was recorded. A bus terminus and bathrooms were located on the other side of the divider across from the pier. A pedestrian overpass was accessible for those with disabilities who wished to access this terminus.

4.6.2 Admiralty and Central

Admiralty and Central were centrally located within the Hong Kong Island Central District.

4.6.2.1 Accessibility

The project team arrived in the Admiralty and Central district via the MTR. Each end of this district was accessible via a separate MTR station, Admiralty and Central on the Island Line. The project team exited via E1 through the Central MTR Stations to access nearby waterfront attractions and from the Admiralty MTR station exit E2 toward

waterfront attractions. Upon entering from the Central side of the district the project team walked through the MTR station and connected to the Hong Kong Station and departed via exit E1 suggested by the situational map provided. Upon exiting the MTR station the team entered the International Finance Center (IFC) and followed signage toward the Central Ferry Pier. Signage directed the team along a clear, effective, and an accessible route for those with disabilities. However no designated bicycle route was seen. The team reached the Central Ferry Pier. The route taken by the project team to the harbourfront at central, and then at admiralty can be seen in Appendix E.6.2.

4.6.2.2 Connectivity

Connectivity was continuous down a single promenade. Although connective signage between attractions on the waterfront were not present, they could be found within elevated parks in Admiralty.

4.6.2.3 Vibrancy

Available facilities at the Central Ferry Pier included shaded and sheltered seating, restaurants, coffee shops and public restrooms. The pier was found to be accessible for those with disabilities and dog friendly. Common activities within this area of the harbour included waiting for ferries, walking, running, and enjoying the harbour view as seen in Figure 27.



FIGURE 27: A VISITOR ENJOYING THE VIEW OF THE KOWLOON HARBOURFRONT. (COURTESY OF BETH LACARRA, 2014)

Following the ferry piers the team entered the Central and Western District Promenade. This promenade offered sheltered seating, public restrooms, and was accessible for those with disabilities. While dogs were not allowed on the promenade, a sanctioned dog park was available. Along the promenade kites, ball games, and smoking were prohibited. The overall quality of the promenade was clean and nice. Public restrooms were available. A section of the waterfront was blocked off due to construction along the promenade. A small cafe was located on the waterfront toward the Admiralty side of the promenade and had a small outside sitting area. During a morning weekday 26 people were recorded.

4.6.3 Sheung Wan

Sheung Wan is the western most section along the Hong Kong Island Central district.

4.6.3.1 Accessibility

The project team travelled via the MTR to Sheung Wan Station. Through situational signage located in the MTR station the project team departed via exit D. Upon exiting the MTR the project team immediately encountered signage directing to the Central and Western District Promenade. The route taken by the project team to the harbourfront at Sheung Wan can be seen in Appendix E.6.3.

4.6.3.2 Connectivity

Between attractions along the waterfront the project team continued along a continuous promenade. Connective signage between promenades and toward attractions were seen.

4.6.3.3 Vibrancy

The team reaches the Central and Western District Promenade. While dogs were permitted along the accessible route they were not however allowed on the promenade. A sanctioned dog park was available for visitors with dogs. The Central and Western District Promenade were accessible for those with disabilities. A weekday morning count of nine people present was made. Common activities included walking, and Tai Chi. No public restrooms or restaurants were available to visitors. This section was directly adjacent to a bus terminus.

Once along the East Promenade restrooms and options for purchase of food were not available. The function of this promenade was found to be a connection between the Central and Western District Promenade and the Sun Yat Sen Memorial Park. As such only sheltered seating was available and a weekday morning count was found to be zero.

After continuing along the East Promenade the project team arrived at the Sun Yat Sen Memorial Park. The park did not permit dogs but was accessible for those with disabilities. Common activities included walking, running, and general exercising. The park was in excellent condition and offered public restrooms and sheltered sitting. A count of 19 people present was recorded. Private car parking was available. A sports center and swimming pool were also available in the park area.

4.7 Hong Kong Island West

Sai Ying Pun and Kennedy Town were located in the Hong Kong Island West district.

4.7.1 Sai Ying Pun and Kennedy Town

Sai Ying Pun and Kennedy Town were primarily residentially based areas.

4.7.1.1 Accessibility

The project team arrived at the Sheung Wan MTR station. By looking at situational signage within the MTR, it was determined that exit A1 would be closest to available buses. Upon exiting the MTR the project group walked in an arbitrary direction to find the correct bus stop. Bus 113 was found to end at Kennedy Town and was taken. Once exiting the bus, no visible signage directing visitors to a waterfront promenade was seen. This route can be seen in Appendix E.7.1.

4.7.1.2 Connectivity

After exiting the Belcher Bay Promenade the project team continued along the waterfront. The route was not direct and did not provide any directive signage to the Kennedy Town Service Reservoir Playground. The route was however accessible for those with disabilities and did allow dogs.

4.7.1.3 Vibrancy

The Belcher Bay Promenade was in disrepair featuring broken benches and was overall uninviting. The promenade did not offer any public restrooms or restaurants but did allow dogs.

Upon reaching the Kennedy Town Service Reservoir Playground the project group noted that temporary 'portable' bathrooms and changing rooms were available. The promenade did not offer any restaurants or vending machines, nor were dogs permitted. The playground promenade did offer sheltered sitting areas to enjoy the view of the harbour and was accessible for those with disabilities. A weekday morning count of five people present was recorded.

4.8 Questionnaire Survey Results

Visitors along various portions of Victoria Harbour were surveyed. A variety of ages were surveyed as well as both genders. Overall visitors who partook in the questionnaire survey would recommend their respective harbourfront locations to a friend. Additionally it was found that the most common mode of transportation to harbourfront locations was via the MTR. Questionnaire survey responses can be found in Appendix M as well as a full compilation of responses in Appendix L.

5. Analysis

In the following section a comparison was conducted between the 2008 assessment of the harbourfront and the 2014 assessment. Comparisons were drawn between accessibility and vibrancy. Connectivity was not compared due to a lack of data existing within the previous study.

5.1 Kowloon East

5.1.1 Lei Yue Mun

The route from the MTR to Lei Yue Mun was clear and direct, with few barriers between public transportation and the waterfront, therefore it received three stars on the Accessibility Observational chart. The route also displayed effective and direct signage and received a three star rating. While in 2008, the accessible route seemed indirect and the accompanying signage was inconsistent. Due to these factors Lei Yue Mun received two stars in 2008. Thus over the last six years directional signage from the Yau Tong MTR station to the Lei Yue Mun Seafood District has improved.

Several promenades and connective walkways existed within Lei Yue Mun. Signage was effective, efficient and plentiful. Signage depicting attractions were spaced less than 30 meters apart at times allowing for efficient and effective connective routes. These connective walkways were easy to maneuver throughout the harbourfront and due to this both signage and ease of access received three stars respectively. Within connective portions of this harbourfront, accessibility for those with disabilities and pet accessibility were found.

Lei Yue Mun offered many attractions to harbourfront visitors. These activities ranged from enjoying the view, walking to the seafood market, and hiking trails. Due to

the wide variety in activities available in this district of the harbourfront, the availability of purchasing food and drink, and the available public facilities Lei Yue Mun received three stars for waterfront activity. In 2008 this district received two stars due to a lack of eateries and shopping areas. A change in the quantity of seafood restaurants available to visitors, showed improvement in vibrancy. The overall quality of the Seafood District and following promenade resulted in a rating of one star. While the sitting area and seafood market were easily maneuverable and safe, the promenade connecting the lighthouse and the temple was found to be in disrepair, unkempt, and unattractive. However this area was still safe. The rating was worse than the overall quality rating of two stars for the district in 2008. This can be attributed to a lack of maintenance being conducted on the secondary promenade. Throughout sections of the area a noticeable amount of people were visible both in 2014 and 2008 and as thus received a rating of two stars for both assessments.

5.1.2 Kwun Tong to Lei Yue Mun

The connectivity to Kwun Tong was found to be direct, although it did not display any signage. The route followed the waterfront but the view was blocked due to buildings and a large cement wall as can be seen in Figure 28. The route was accessible for those with disabilities and did allow dogs. The connective route received a one star rating for these reasons. The route taken by the project team can be seen in Appendix H.1.1.



FIGURE 28: THE PROJECT TEAM WALKING ALONG THE CEMENT WALL WHICH BLOCKS ALL VIEW OF THE SURROUNDING HARBOUR. (COURTESY OF BETH LACARRA)

5.1.3 Kwun Tong

Accessibility to Kwun Tong from the MTR station was given a rating of three stars. This was due to the route being direct, with no barriers present, and accessible to those with disabilities. Signage received a rating of three stars as well. There was however a sign that presented itself to be confusing. This was an improvement from the assessment conducted in 2008. The ease of access received a one star for Kwun Tong. This was due to present construction along the now completed portion of the promenade.

Connectivity within Kwun Tong received zero stars in regards to the connective signage present. This was due to a lack of signage directing visitors from the Kwun Tong Ferry Pier to the Kwun Tong Promenade. The area also received one star in regards to the ease of access, this was similarly due to the route between the two waterfront sections of the harbour. The route was found to be pet friendly.

Overall the Kwun Tong area received a rating of two stars for both quality and waterfront activities. Meaning that the overall quality of the promenades available within Kwun Tong provided several attractions but food or drink was not available for purchase. Similarly the quality of the promenades were maintained with present greenery. Over the course of the day both promenades were lightly populated and thus received a rating of one star. The 2008 assessment was unable to access this section of the waterfront due to ongoing construction and as such no comparison is available for the vibrancy within an area.

5.1.4 Kwun Tong to Kai Tak

Connectability between Kwun Tong and Kai Tak was assessed. It was found that signage was not present directing visitors toward Kai Tak from Kwun Tong and received a zero star rating. The route however was very direct and easy to discern from the viewable area. From the Kai Tak promenade, the Kwun Tong district was viewable across the inlet. This route was also accessible for those with disabilities and dog friendly for the majority. Certain attractions along the route were not dog friendly and those with pets would need to cross the street in order to continue toward Kwun Tong. The route taken by the project team can be seen in Appendix H.1.2.

5.1.5 Kai Tak

Kai Tak was primarily accessible via a minibus, while walking was possible. Once on the minibus, access was direct and clear given that visitors departed directly in front of the cruise terminal entrance. Due to the directness, and lack of barriers between Kowloon Bay MTR Station and the cruise terminal, a rating of three stars was given to the ease of access. Within the MTR, situational maps depicted the location of the

minibus terminal but did not indicate specifically which minibus went to the cruise terminal. Accessible signage was difficult to find outside the MTR station. Due to the lack-of situational signage, signage received a one star rating.

In 2014 the Kai Tak offered one main attraction, the rooftop park which displayed amazing views of Victoria Harbour. As such the ease of access around the spacious park was found to be easily maneuverable and received a rating of three stars. Similarly signage that directed visitors toward features within the park was effective and efficient. Due to these factors the overall signage received a rating of three stars as well. The entire attraction was found to be accessible for those with disabilities but unfortunately not dog or pet friendly.

The rooftop park was the sole attraction available to visitors of the Kai Tak Cruise Terminal. This park however offered amazing panoramic views of the entire harbour, grass areas to play, water garden, and abundant sitting areas. A portion of this park however was under construction and did not offer areas to purchase food. Due to these factors the activities available were rated with one star. The overall quality of the attraction was given three stars due to the park being well-maintained, clean, and aesthetically pleasing. Also present at the time were multiple types of labeled trees and foliage, wide walkways, and a peaceful atmosphere. During the project teams visit an elementary school field trip was present which children were playing on the available green and spacious areas. This field trip contributed to the popularity of the park but once departed the park had become sparsely populated. As a result the popularity of the rooftop park was rated at two stars with enough visitors present to be noticeable to an observer. This can be seen below in Figure 29.



FIGURE 29: KAI TAK ROOFTOP PARK FILLED WITH A SCHOOL FIELDTRIP. (COURTESY OF BETH LACARRA)

The 2008 study did not access the Kai Tak Cruise Terminal.

5.1.6 Kai Tak to Hung Hom

Connectability from Kai Tak toward Hung Hom however was extremely difficult. No connective signage directing visitors toward the Hung Hom district was present resulting in a zero star rating. Due to the ongoing construction project, the project team was forced to travel the length around the project resulting in close to 13 km of added walking between districts. This route proved to be inaccessible for those with disability needs but was dog friendly. The route taken by the project team can be seen in Appendix H.2.1.

5.2 Kowloon Central

5.2.1 Hong Hum

Hong Hum was an area east of TST, it was mostly residential, with few industrial buildings present in certain areas. The area was used mostly by local visitors, and offers good quality facilities and a gorgeous view of the harbour. Accessibility to this area was very good, with the paths clearly marked with signage and fairly direct earning it a rating

of 3 stars for both ease of access and signage. In the previous study, it was found that the accessibility of this area was lacking. In 2008 one would have to take hinterland roads to access the Hung Hom promenade from the MTR station. In 2014 the project team had found that Hung Hom overpass was directly connected to a new promenade called TST East promenade, which was a short walk on the waterfront to the Hung Hom Promenade. Available parking also allowed for easy access using privately owned vehicles.

The connectivity from TST to Hung Hom, and within Hung Hom itself has improved greatly since 2008. The connection remained on the harbourfront and was an easy walk from the Tsim Sha Tsui Promenade over the pedestrian overpass. Within the harbourfront area itself, the walk from Harbour Plaza Hong Kong promenade to the Laguna Verde promenade has become one large stretch of promenade. This allowed visitors to walk from TST East all the way to fisherman's wharf while remaining on the water. For these reasons it received a three star rating in both ease of access and signage. A portion of this connective promenade can be seen below in Figure 30.



FIGURE 30: NEW PORTION OF THE HONG HUM PROMENADE. (COURTESY OF BETH LACARRA)

The stretch of promenades from Tsim Sha Tsui East promenade to the Laguna Verde Promenade did not attract visitors with attractions such as restaurants. Instead many of the visitors of this area came to relax and appreciate the simplicity of the area and enjoy the view. There was a lot of people who came to this area to run on the promenades, and this would not be possible if the area was congested with tourists. For these reasons it received one star in activity, three stars in quality, and two stars in popularity.

5.2.2 Hung Hom to Tsim Sha Tsui

The connective route to TST was found to be extremely simple and intuitive. The TST waterfront promenades connected directly to the Hung Hom Pedestrian Overpass, giving a three star rating to Hung Hom's connectivity to TST. The route taken by the project team can be seen in Appendix H.2.2.

5.2.3 Tsim Sha Tsui

Tsim Sha Tsui has been a commercial and residential area, and has had many attractions for both residents and tourists. It has been one of the most famous places in Hong Kong and the place to watch the symphony of lights as seen in Figure 31.



FIGURE 31: A VIEW OF THE SYMPHONY OF LIGHTS FROM THE TST PROMENADE. (COURTESY OF BETH LACARRA)

Accessibility at Tsim Sha Tsui (TST) was found to be good with proper signage prevalent throughout TST earning it a three star rating in signage. There were many exits of TST east that exit on the harbour side of Salisbury road providing an easy walk to the waterfront. There was one zebra Crossing on Salisbury road as well as subways, to help visitors access the harbourfront from the hinterland of TST. For these reasons TST earned a three star rating in ease of access. In the previous study it was stated that there was good signage but Salisbury road blocked visitors from easily accessing the harbour. This study found that the road still blocked visitors from the harbour front, but the subways, footbridges, and zebra crossings were sufficient to help visitors across the road.

The connectivity within TST has not changed since 2008. The walk from one end of TST to the other remained seamless, pleasant and stayed on the water thus earning it three stars in both ease of access and signage.

The TST area offered a wide range of activities along its waterfront. There were many people on this harbourfront enjoying live music, photography with the stars of famous Hong Kong actors/actresses, and other activities. All areas were very popular and had clean and appealing walkways. Portions of the promenade were blocked due to barriers which caused slight congestion and can be seen below in Figure 32. In the 2008 study it was also recorded that the area was of very good quality. TST has not changed much since 2008 and remained to be a very popular and vibrant place in Hong Kong during the 2014 evaluation. Due to this, TST has kept three star rating in activity, quality, and popularity.



**FIGURE 32: A VIEW OF THE TST PROMENADE WITH BARRIERS PRESENT THAT HINDER PEDESTRIAN MOVEMENT.
(COURTESY OF BETH LACARRA)**

5.2.4 Tsim Sha Tsui to West Kowloon Cultural District

The connective route between Tsim Sha Tsui and the West Kowloon Cultural District displayed no directional signage but was accessible for those with disabilities and dogs. The route taken by the project team can be seen in Appendix H.3.1.

5.3 Kowloon West

5.3.1 West Kowloon Cultural District

The West Kowloon Cultural District (WKCD) was accessible via the Kowloon MTR station. This district offered one promenade, the West Kowloon Cultural Promenade. There were two routes available to the WKCD promenade. The most direct route taken from the MTR station to both ends of the promenade was clear with few barriers. As such it received a rating of three stars for the ease of access. Signage was inconsistent toward the waterfront. Within the Kowloon MTR station, visitors were directed to leave via Exit D1 or Exit C1. Unfortunately once in the mall *Elements*, directional signage was found to be lacking. The project team was forced to ask for assistance from a mall receptionist. Once exiting from the mall into the car park, signage was not available until reaching the street. Due to the confusion upon exiting the MTR and attached mall, the overall accessible signage was rated with one star. Overall the routes from the MTR station to both ends of the promenade were accessible for people with disabilities. The 2008 study rated the accessible route with one star. This was due to inconsistent signage leading from the MTR station and only one end of the promenade being accessible to people with disabilities.

The only available attraction consisted of the WKCD Promenade, thus maneuvering through the promenade was simple and the ease of access received three

stars. No connective signage was present, although due to the promenade being the sole attraction none was needed within the district. The promenade was overall accessible for people with disabilities and provided sitting areas for those that wanted to rest and enjoy the views of the harbour. Dogs however were not allowed along the promenade.

The WKCD promenade offered a small variety of activities to visitors. These activities centered on walking, running, picnicking, illegal fishing, and biking along the bike path. The only source of beverages was found to be vending machines located near the public restrooms. Due to these factors the waterfront activities were rated as two stars. This rating was consistent with that of the rating given by the 2008 study, which demonstrated that little change has taken place throughout the area. The overall quality of the promenade received a one star rating. Throughout sections of the long promenade areas were found to be in disrepair, examples included, rusted nails protruding from wooden walkways, splintering, chipping sections of paint, and broken casings of the light podiums. This varied greatly from the 2008 rating of three stars primarily due to the completion of the promenade being prior to that study. This demonstrated a lack of overall upkeep maintenance of the harbour district. Similarly found between the 2014 and 2008 study was the amount of visitors to the promenade area. Both assessments rated popularity with one star given that visitors were spread along different parts of the promenade but foot traffic was not too noticeable.

5.3.2 West Kowloon Cultural District to Tai Kok Tsui

Connectivity between the West Kowloon Cultural District and Tai Kok Tsui was assessed. From Tai Kok Tsui toward WKCD, no connective signage was present. Along

this route, obstacles were encountered that created an ineffective route for those who were disabled. The connective route received zero stars due to the lack of a safe connective route. Dogs were allowed to be walked along the connective route. The route taken by the project team can be seen in Appendix H.3.2.

5.3.3 Tai Kok Tsui

The routes from the Olympic MTR Station to Hoi Fai Road Garden and Silver Sea Promenade were not very direct but safe. This made it easy to navigate around, and received a two star rating for accessibility. Pedestrian bridges that crossed Hoi Fai Road had elevator access for those with disabilities. The waterfront could be seen from the MTR exit but no signage was present to dictate how to get to the waterfront. Therefore, signage to the waterfront received a zero star rating. In 2008, the route to the waterfront was unmarked and difficult to find, and received a two star rating for accessibility.

Under connectivity within Tai Kok Tsui, it received three stars because of how easy it was to walk along the waterfront. Signage within the harbourfront was not present and received a zero star rating. However, signage was not a necessity due to the small size of the area. Accessible routes for people with disabilities were available within this portion but no dogs were allowed on promenades. Dogs were being walked on both promenades with little adhesion to the rules.

Many residential apartment buildings lined the Tai Kok Tsui harbourfront so it did not offer many tourist attractions, and received a one star rating in waterfront activity. Few people were within the harbourfront at noon or at weekend night but the number increased compared to 2008. Promenades were all well maintained and aesthetic to

view as seen in Figure 33, but the portions close to cargo area were smelly. The area received an overall two star rating in quality. Compared to the previous study in 2008, the accessibility in Tai Kok Tsui has become better, and consequently has increased the popularity of the area to a one star rating.



FIGURE 33: VIEW OF A SITTING AND PLAY AREA ALONG A TAI KOK TSUI PROMENADE. (COURTESY OF ALFRED SCOTT)

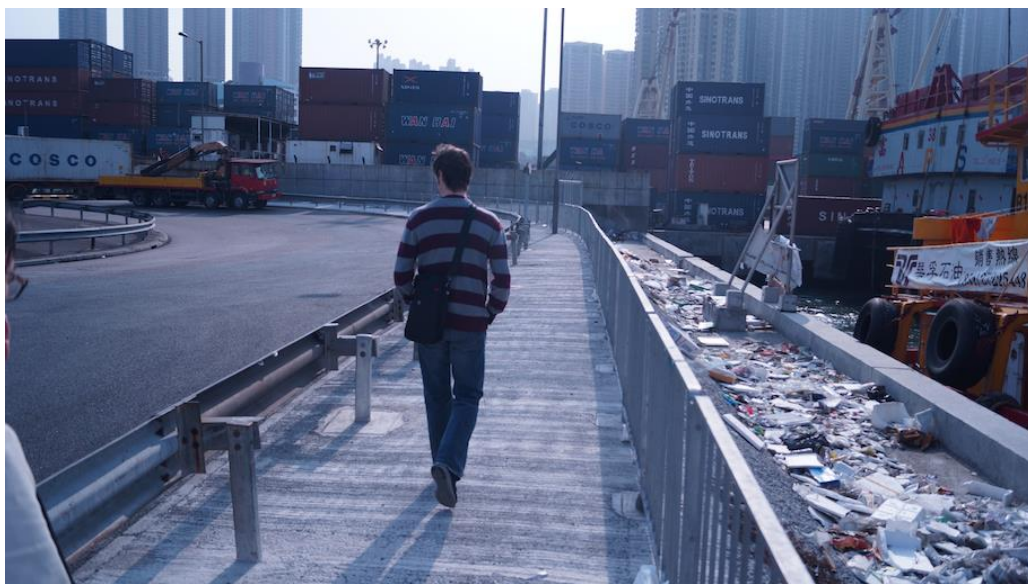
5.3.4 Tai Kok Tsui to Cheung Sha Wan

The connecting route to Tai Kok Tsui was direct, however it did not have any access to the waterfront. The road directly behind the cargo bay area (Yeng Ming Road) only offered a small and unmaintained sidewalk. Thus giving the connection rating two stars. No signage was present, receiving a zero star rating. The route taken by the project team can be seen in Appendix H.3.3.

5.3.5 Cheung Sha Wan

Cheung Sha Wan was not a tourist destination. Besides a wholesale fish market, no available attractions or facilities exist in the area. The wholesale fish market was not a tourist attraction and was only used by shop owners for the purchase of bulk food.

Cheung Sha Wan had good and direct accessibility to the waterfront but the street to the harbour was filled with trucks due to the cargo bay facility. This caused the road to feel congested. The sidewalks were small and in disrepair. This route received a two star rating for these reasons. Signage was not available and received a zero star rating. The only waterfront access was small and did not have a promenade or any seating. The sidewalk was covered in trash and the view of the harbour was blocked by cargo ships as seen in Figure 34. The previous study rated the accessibility to be a three star rating. Now, with the sidewalks in disrepair, that rating has dropped to two stars.



**FIGURE 34: TEAM MEMBER WALKING ALONG ONLY AVAILABLE WATERFRONT SECTION THAT IS FILLED WITH TRASH.
(COURTESY OF BETH LACARRA)**

Cheung Sha Wan only had one waterfront area, thus creating no need for connective signage within the area.

No activity was recorded at the Cheung Sha Wan waterfront, giving it a zero star activity rating. Trucks and cargo vehicles caused noise pollution and the feeling of congestion. The sidewalk was covered in trash and the only waterfront access was in

disrepair. At both times of data collection, zero people were recorded. The overall vibrancy rating of this area received three zero star ratings in waterfront activity, quality, and popularity. The 2008 study also found the area to have three zero stars in their respective areas.

5.4 West Harbour

5.4.1 Tsuen Wan

Tsuen Wan displayed good accessibility from the Tsuen Wan West MTR station to the Tsuen Wan Ferry Pier Promenade. The route was clear and easy to find with no barriers, which got a three star rating on the accessibility chart. The signage was also effective to dictate the direction of waterfront, and received another three star rating. The study in 2008 also gave an accessibility rating of three stars.

Several promenades within Tsuen Wan waterfront were connected together and easy to walk around, which earned three stars on the Connectivity chart for the ease of access. The signage varied depending on the promenade. Signs on the Tsuen Wan Park and the Tsuen Wan Ferry Pier were effective. The Hoi On Promenade only had distance markers showing the remaining distance to the Tsuen Wan Ferry Pier. Although the distance markers were not an ideal form of signage, they still gave the visitor a sense of direction. Tsuen Wan received a three star rating in connectivity within the area. All the promenades were accessible for people with disabilities. Dogs were not allowed except on Hoi On Promenade and a small pathway leading to the Ferry Pier as seen in Figure 35 below.



FIGURE 35: PET ACCESS WALKWAY TOWARD TSUEN WAN FERRY PIER. (COURTESY OF ALFRED SCOTT)

Tsuen Wan offered a large area of parks and promenades, as well as playgrounds for children, exercise equipment for the elderly, and recreational facilities. Public restrooms were available as well as beverage vending machines. Due to the wide range of activities available, Tsuen Wan got two stars on Vibrancy chart for activity, an improvement from 2008 study (a side by side comparison can be seen below in Figure 36). However, the Tsuen Wan Park was not open to the project group in 2008. The quality of this area was found to be three stars. The promenades and parks were well maintained and clean, aesthetically pleasing to view and had large area of greenery. This was also an improvement from six years ago. However, the popularity of the area received a one star rating, which is also the rating it received in 2008.



**FIGURE 36: A SIDE BY SIDE COMPARISON OF THE TSUEN WAN PROMENADE FROM 2008 (LEFT) AND 2014(RIGHT).
(COURTESY OF THE 2008 PROJECT TEAM AND BETH LACARRA)**

No connective route was assessed for Tsuen Wan.

5.4.2 Tsing Yi

Tsing Yi is an island located to the north east of Hong Kong Island and to the south of Tsuen Wan. The survey area was in the northeast section of the island a residential area with a public promenade, various parks and some shopping malls.

Accessibility to the Tsing Yi waterfront was direct and clear, and sufficient signage helped guide the project team to this area. In 2008 the previous team explained that the walk through the mall at Tsing Yi station was confusing and unneeded, and resulted in an accessibility rating of two stars. In 2014 the project team concluded that exit A2 would allow for visitors to arrive and reach the harbourfront quickly as an alternative to walking through the mall. Overall the accessibility of this area from the Tsing Yi station was determined to be very good and received a three star rating. The signage to the waterfront was present and effective, giving a three star rating for signage.

The connectivity within Tsing Yi was very good. It was easy for the project team to walk to all of the attractions on the harbour without being impeded. The connectivity within received a three star rating. Signage was pointing to all the available waterfront attractions, thus it received a three star rating.

Tsing Yi had many harbourfront attractions, amenities, and facilities for use. This area has everything one needs to have, to stay for an extended period of time, as well as attractions to draw visitors to the harbourfront area. These attractions include a well maintained waterfront promenade and the Tsing Yi Northeast Park. The park has many recreational facilities, public restrooms, and waterfront sitting areas. Activity and quality both received three stars. The 2008 study also gave three stars in these areas. Tsing Yi received a two star rating in popularity, compared to the three star rating in 2008. This decrease in popularity could be due to the specific day the data was collected. Additionally improvement has been made through the addition of a promenade and park area. Side by side comparison can be seen below in Figure 37.

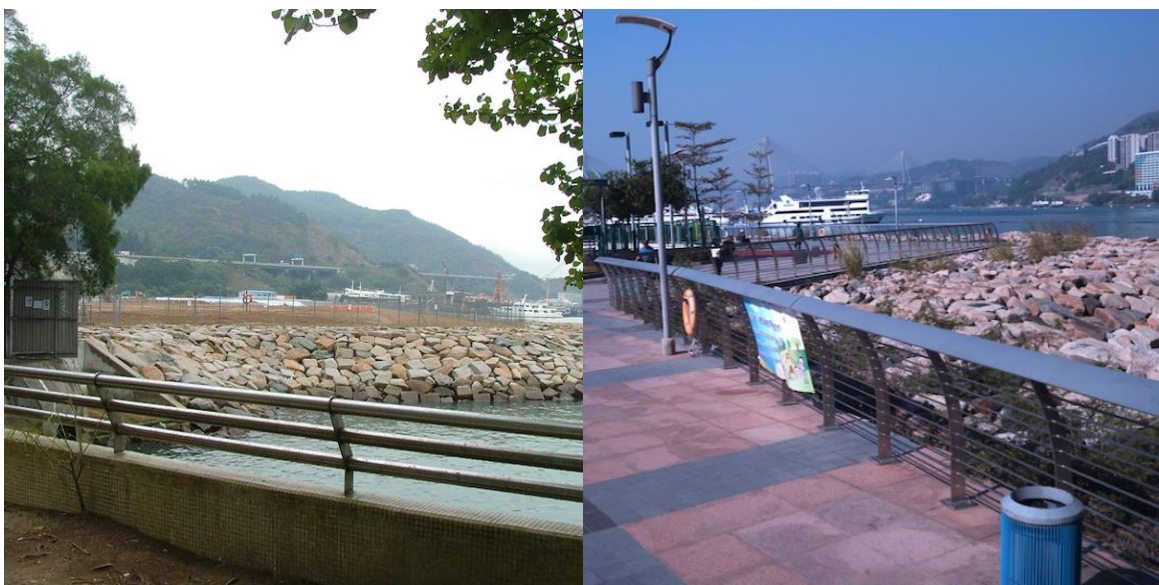


FIGURE 37: A SIDE BY SIDE COMPARISON OF THE 2008 (LEFT) AND 2014 (RIGHT) TSING YI EXTENDED PROMENADE AREA. (COURTESY OF THE 2008 PROJECT TEAM AND BETH LACARRA)

No connective route was assessed for Tsing Yi.

5.5 Hong Kong Island East

5.5.1 Heng Fa Chuen

Located of the far east of Hong Kong Island, Heng Fa Chuen is a residential area full of high rise apartment complexes. The area is well maintained and has a very close proximity to the Heng Fa Chuen MTR station. The 2008 study did not assess Heng Fa Chuen.

The accessibility of this area was fairly good, many direct routes can be taken to the waterfront from various MTR station exits. However there was a lack of signage to point visitors to the waterfront. Upon exiting the MTR there were no signs indicating the direction of the waterfront or how to get there, however the map in the MTR was found to be a sufficient aid for wayfinding. Since there was no signage other than within the MTR, this area received a zero star rating in signage.

Connectivity between attractions in Heng Fa Chuen was easy with no obstacles. This received a rating of three stars. One instance of situational signage was found, giving Heng Fa Chuen a rating of one star for connective signage within the area.

This waterfront served mostly as a quiet place to walk, enjoy the view, fish, and exercise as seen in Figure 38. The area was residential and the waterfront access had many activities a resident might enjoy. The area received a two star rating. There were no attractions to draw tourists to this location, but there was proper amenities that could be found in the Paradise Mall, such as dining options and restrooms. The quality of this area was rated at three stars. The popularity of the area was rated at one star because few people were present at the area.



FIGURE 38: A VIEW OF THE HENG FA CHEUN PROMENADE. (COURTESY OF ALFRED SCOTT)

5.5.2 Heng Fa Cheun to Shau Kei Wan

No safe connective route to Shau Kei Wan was found. The route was impeded due to an overpass not providing a sidewalk or other safe way of walking along the highway. A rating of zero stars was recorded. The route taken by the project team can be seen in Appendix H.5.1.

5.5.3 Shau Kei Wan

Shau Kei Wan displayed a one star rating for accessibility from the Shau Kei Wan MTR station. Tam Kun Temple Road proved to be both unsafe and not accessible for those with disabilities due to cars parking on the only available sidewalk. Signage within this area was not satisfactory, where the existing signage pointed to only the fish market and Defense museum. It did not offer a direct or friendly. Signage to the waterfront was rated at one star because the quality and content of the signage was subpar as seen in Figure 39.



FIGURE 39: FADED SIGNAGE DIRECTING VISITORS TOWARD ATTRACTIONS. (COURTESY OF ALFRED SCOTT)

The connectivity throughout the area was found to be easy, which was given a three star rating for ease of access on the Connectivity chart. Accessible routes for people with disabilities within this portion of waterfront and also between the different sections were available. There was no signage that directed to other areas on the waterfront, or signage that directed between other sections of harbourfront. Signage earned a zero star rating on the Connectivity chart.

Shau Kei Wan waterfront displayed several attractions for visitors and several activities were available for people to do. The Hong Kong Museum of Coastal Defense, Aldrich Bay Promenade, and the Sai Wan Ho Harbour Park were attractions available to visitors. A children's playground, basketball courts, and exercise equipment were all activities available. Food or drink were not present on the waterfront, which earned two stars for waterfront activity on Vibrancy chart, which remained the same since the 2008 study. The fish market was not opened to public, but the promenades and the defense museum were in very nice condition, which earned a three star rating for quality of the

harbourfront. It was found 30 people visited the promenade, which was a decreased number compared to the study in 2008, earned a two star rating in popularity.

5.5.4 Shau Kei Wan to Quarry Bay

The connective route consisted of walking about five meters into Quarry Bay Park Promenade. The route was accessible for those with disabilities. Dogs were allowed but not on either the Sau Wan Ho Harbour Park nor in Quarry Bay Park. The route taken by the project team can be seen in Appendix H.5.2.

5.5.5 Quarry Bay

Quarry bay was primarily a residential and commercial area. It was located on Hong Kong Island to the east of North Point.

Once leaving the Quarry Bay MTR Station, the area had very good signage that directed the user to the harbourfront. The path was very easy to follow and was fairly direct. The ease of access the walkways provided received a three star rating and a portion can be seen in Figure 40. Since 2008, the accessibility of Quarry Bay harbourfront has increased significantly due to an increase in prevalence of signage. The signs used in the 2014 study revealed a more direct way to reach the harbour front, as well as aiding the project team in wayfinding to the waterfront. However, the first sign when leaving the Quarry Bay MTR exit C pointed in the wrong direction. This caused the signage to be a two star rating.

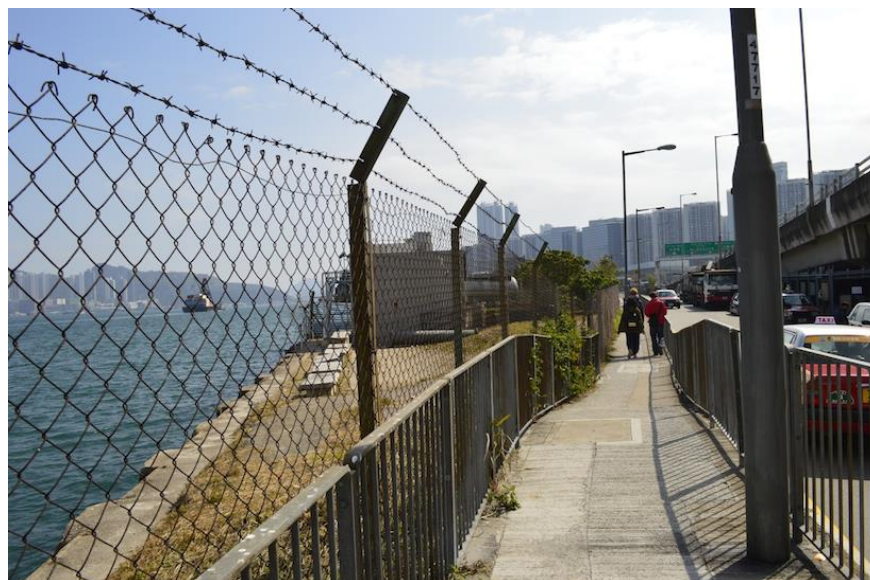


FIGURE 40: A PORTION OF THE ACCESS ROUTE TO THE HARBOURFRONT IN QUARRY BAY. (COURTESY OF BETH LACARRA)

Connectivity within Quarry Bay was very good for all the locations that were surveyed. The waterfront promenade provided a clear and direct path to all the harbourfront attractions in Quarry Bay. Signage was present to direct visitors to different locations on the waterfront, and thus received a three star rating. A pet garden was available at the western entrance of the Quarry Bay Promenade, but pets were not allowed on any other sections of the Quarry Bay waterfront promenades. The promenades were all accessible for those with disabilities.

A wide range of activities were available for visitors. The parks offered jogging trails, exercise locations, and the Fireboat Alexander Grantham Exhibition Gallery. The waterfront activity received a three star rating in contrast to the two star rating received in 2008. The quality of the promenades were in excellent condition, thus getting a three star rating. At the time of data collection, there were only enough visitors to be noticeably present to a casual observer, thus receiving a two star rating for popularity.

The ratings of both the quality and popularity of Quarry Bay did not change from the 2008 study.

5.5.6 Quarry Bay to North Point

The connecting route from Quarry Bay to North Point was direct but did not offer any signage. The route was accessible for those with disabilities and dog friendly. The route taken by the project team can be seen in Appendix H.5.3.

5.5.7 North Point

Access to the waterfront was direct and clear, and the walkways were safe and clean. The routes to the harbourfront had sufficient signage guiding visitors to the North Point Ferry Pier. For these reasons North Point was given a rating of three stars in ease of access and signage. The previous study commented that the roads surrounding the North Point Ferry Pier could confuse first time visitors, no changes have been made to these roads since 2008.

The connectivity throughout the North Point area was easy with very few obstacles. The walkways were nice and well maintained, thus the ease of access was rated at two stars. When walking from North Point to another area along the harbour, no signage was found to help visitors find their way. A rating of zero stars was given to both the signage within and the signage to other sections of the harbourfront. A dog park was available at the North Point Promenade. The connective routes throughout North Point were all accessible for people with disabilities.

There were not many attractions to bring visitors to North Point and the view of the harbour was blocked by an overpass located just off the shoreline. There were little to no activities for visitors. The ferry pier offered a small fish market and a food stall.

However, the dog park and promenade did have a noticeable amount of visitors, thus earning it a rating of one star. For these reasons North Point received a rating of two stars for waterfront activity and two stars for the quality of the promenades. Additionally some promenades were found to have obstructive fencing that detracted from the view of the harbour as seen below in Figure 41. For these reasons this area received a two star rating in quality.



FIGURE 41: TEAM MEMBER LOOKING THROUGH THE OBSTRUCTIVE FENCE AT THE HARBOUR. (COURTESY OF ALFRED SCOTT)

5.5.8 North Point to Causeway Bay

The connective route between Causeway Bay and North Point did not have any directional signage. Due to waterfront construction, most of the route was walked on the hinterland. Some streets did not offer a safe sidewalk due to cars parking directly in the middle of the sidewalk. The route taken by the project team can be seen in Appendix H.5.4.

5.5.9 Causeway Bay

Once leaving the Causeway Bay MTR station, the signage quickly became very confusing. Some signs pointed in contradicting directions, thus giving the accessibility signage a one star rating. The route to the harbourfront was not direct and very confusing to follow, earning a one star in ease of access. Signage pointed to a subway but the subway was not visible from the sidewalk. The subway was not accessible for people with disabilities and can be seen below in Figure 42. For these reasons the ease of accesses to the waterfront received a one star rating. There has been no improvement in the accessibility to the waterfront since the 2008 study.



FIGURE 42: SUBWAY USED TO ACCESS NOONDAY GUN AREA. (COURTESY OF BETH LACARRA)

The connectivity within Causeway Bay was very good. The waterfront was connected by the Causeway Bay Typhoon Shelter Promenade. The walkways were clear and safe however portions were narrow and remained unchanged since 2008. This can be seen below in Figure 43. The ease of access the walkways provided received a three star rating. No signage was present on the waterfront, thus getting a

zero star rating. The walkways were accessible for those with disabilities. Dogs were allowed on the promenades.



FIGURE 43: AN UNCHANGED WALKWAY IN 2014 (LEFT) AND 2008 (RIGHT) IN THE CONNECTION BETWEEN WAN CHAI AND CAUSEWAY BAY. (COURTESY OF THE 2008 PROJECT TEAM AND BETH LACARRA)

Causeway Bay offered a variety of activities and attractions. Noon Day Gun was only popular when people came to watch the gun be fired at noon. At all other times the area was vacant. The Causeway Bay Typhoon Shelter did not offer any activities and had sections under construction. Victoria Park had many activities available such as tennis, running, model boat driving, a playground, and other sport facilities. Restrooms were available in the park, as well as a refreshment kiosk. The kiosk had outdoor seating. Due to the large amount of activities mainly in Victoria Park, the waterfront activity got a rating of two stars as compared to the two star rating received in 2008. The quality of the Noonday Gun and Causeway Bay Typhoon Shelter were in major disrepair. For this reason the quality of the area received a one star rating. This has remained the same from the 2008 study. In 2008 the popularity of the area was rated at

one star. The 2014 study showed an increase of visitors, thus receiving a two star rating.

5.5.10 Causeway Bay to Wan Chai

A connective route to Wan Chai was found to be extremely difficult and not accessible for people with disabilities. No direct route was found. The route taken by the project team can be seen in Appendix H.6.1.

5.6 Hong Kong Island Central

5.6.1 Wan Chai

Accessibility from the Wan Chai MTR Station was poor. Upon exiting the station an indirect and uncomfortable route lead to the Hong Kong Convention and Exhibition Center. On this path one must walk on the road across from the signage. Otherwise if visitors followed the signs, a small and inconvenient sidewalk must be taken and can be seen in Figure 44. This walkway is not accessible for those with disabilities and inconvenient. For these reasons the ease of access and signage were rated at one star. In 2008 the previous project team rated this area higher than the current assessment. The reason for this is that the 2014 project had run into more sections of this district that were under construction, hindering the ease of accessibility in this area.



FIGURE 44: UNSAFE SIDEWALK AVAILABLE TO PEDESTRIANS. (COURTESY OF ALFRED SCOTT)

Within the Wan Chai Harbourfront, it was fairly easy to maneuver from the Exhibition center to the Ferry pier, however the walkways where small in some areas. Due to the ways these walkways were lacking, the connectivity between these attractions was rated as a one star. However, the temporary signage that directed visitors to and from the Wan Chai Ferry Pier was effective earning it three stars for its connective signage.

The Wan Chai harbourfront had a couple attractions and they were enough to draw tourists to this area, earning it a two star rating for activity. Due to the Golden Bauhinia the area was a very popular drop-off point for tour buses. The project team observed a large count of people here and because of this the popularity of this area was rated at three stars. The quality of the area was rated at two stars because of the construction areas in wan chai. The Wan Chai Ferry Pier was less popular but there was still a good amount of people there walking through and waiting for ferries.

5.6.2 Wan Chai to Admiralty and Central

From Wan Chai to the Admiralty and Central district presented minimal signage, which can be seen below in Figure 45. This signage was temporary and present only due to construction and thus received a two star rating. The route was accessible for those with disabilities and dogs. The route taken by the project team can be seen in Appendix H.6.2.



FIGURE 45: CONNECTIVE SIGNAGE AVAILABLE TO VISITORS TRAVELING BETWEEN WAN CHAI AND SURROUNDING AREAS. (COURTESY OF BETH LACARRA)

5.6.3 Admiralty and Central

The Admiralty MTR station provided direct and clear access to the waterfront attractions through Tamar Park and along the Central and Western District Promenade. The Central MTR Station led to elevated pedestrian paths to the waterfront. These paths were direct and accessible for those with disabilities with both elevator and ramp access. Signage to the waterfront was present and effective from both MTR stations. The ease of access from these locations gave the accessibility rating of three stars and signage was also rated at three stars. In the 2008 study, accessibility of the Admiralty

and Central district received a rating of two stars. This was primarily due to the construction present at the time and ineffectively labeled piers.

Connectivity within this area of the harbour was easily maneuverable with no interfering obstacles and it received a three star rating. Signage was present and effective directing visitors to nearby waterfront attractions and promenades. Signage received a three star rating for contributing factors. Overall connective promenades within Admiralty and Central were found to be both accessible for those with disabilities and dogs. Connectivity within this district of the harbour was hindered in the 2008 study due to a large construction project that was completed prior to 2014.

Many attractions were available at the Admiralty and Central harbourfront. These attractions included a dog park, the Maritime museum, restaurants, ferries, and retail stores. Due to the various available attractions and the availability to purchase beverages and food, the district received a three star rating for waterfront activities. In the 2008 study this district received a one star rating due to the lack of available facilities and attractions. This change demonstrated an increase in the available activities for visitors to the harbourfront to partake. The overall quality of the promenades and attractions present in both the 2014 and 2008 assessments were a three star rating. Promenades were well maintained, clean, greenery existed and was aesthetically pleasing. The overall popularity of the Admiralty and Central district for both the 2014 and 2008 assessment was rated at two stars. This was due to only a noticeable amount of visitors being present along the promenades and ferry terminals.

5.6.4 Admiralty and Central to Sheung Wan

Effective and direct connective signage was found between Sheung Wan and Central. This signage lead visitors between the neighboring districts efficiently and along the harbourfront receiving a three star rating. The connective route was also found to be accessible for those with disabilities and dogs. The route taken by the project team can be seen in Appendix H.6.3.

5.6.5 Sheung Wan

The Sheung Wan waterfront was easily accessible from the Sheung Wan MTR station. Once exiting the MTR, signage directed to the Central and Western District Promenade. The ease of access the walkway provided was clear and there were no barriers preventing access to the waterfront. Due to these reasons, accessibility got a three star rating and signage got a three star rating. The 2008 Study did not have the Central and Western District Promenade which created barriers that prevented an accessible route to the waterfront. This resulted in a one star rating for accessibility.

Once on the waterfront, connections on the harbourfront were very easy to walk. This was because of a connection of promenades. These connected promenades resulted in a three star rating for connectivity within Sheung Wan. Signage was present and effective and received a three star rating. Accessibility for those with disabilities along the harbour was possible. Dogs were only allowed in the sanctioned areas.

Sheung Wan does not offer many attractions for a tourist but does offer many facilities for the local resident. The Sun Yat Sen Memorial Park offered many activities including: playgrounds, exercise equipment, jogging path, recreation facilities, and sitting areas thus earning it a two star rating. The attached promenade was in excellent

condition. The Central and Western District Promenade was also in very good condition which resulted in a three star rating in quality. This is a major change since the 2008 rating of one star. The popularity of the area resulted in zero stars, where in 2008 the rating was one star. This could possibly be due to the cloud weather when data was collected.

5.6.6 Sheung Wan to Sai Ying Pun and Kennedy Town

The connectivity between Sheung Wan and Kennedy Town was not very good. The route did not have any signage and it was not direct. A pedestrian bridge was accessible for those with disabilities on one side, but had stairs on the other making the whole pedestrian bridge not accessible for those with disabilities. This can be seen below in Figure 46. The route was dog friendly. The route taken by the project team can be seen in Appendix H.7.1.

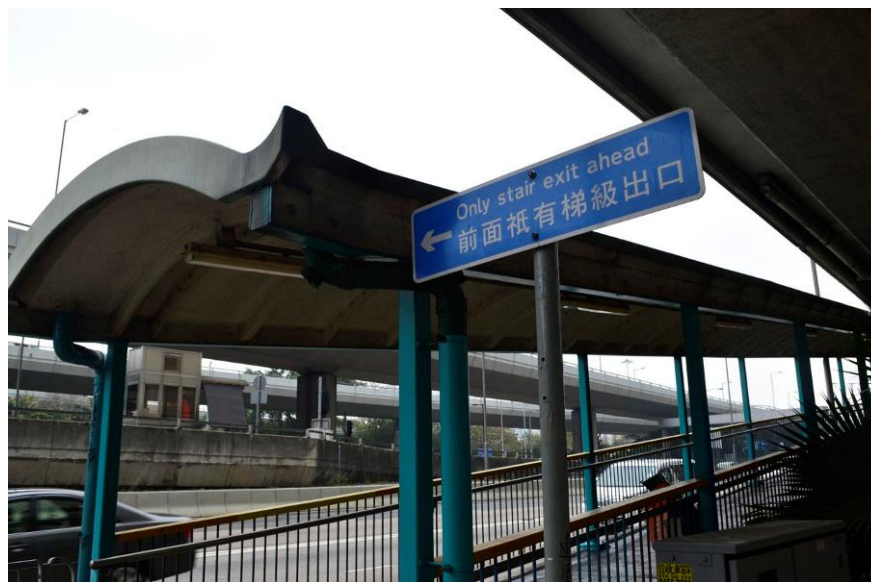


FIGURE 46: A PEDESTRIAN BRIDGE WHICH HAS A RAMP ON ONE SIDE AND STAIRS ON THE OTHER. (COURTESY OF BETH LACARRA)

5.7 Hong Kong Island West

5.7.1 Sai Ying Pun and Kennedy Town

Kennedy Town was the most western portion of Hong Kong Island, which was more of a residential area. Without a dedicated MTR stop at Kennedy Town, the effort it took to get to the waterfront was increased. Once exiting the Sheung Wan MTR, a bus needs to be taken to Belcher Bay located in Kennedy Town. From the bus terminus, the waterfront is visible and accessible at the Belcher Bay Promenade. Due to the inconvenience of a bus ride, the accessibility received a one star rating. This is also the rating the 2008 study gave. There was no signage directing to waterfront resulting in a zero star rating.

Once on the waterfront, walking to other promenades involved walking into the hinterland. The route was not direct and the walkways were not in good condition. This resulted in a one star rating. No signage was present anywhere along the harbourfront. Accessible routes for people with disabilities were found to be available on the connective ways and dogs were allowed.

Kennedy Town did not offer many activities. Only a park and a small waterfront walkway were present. There were no permanent public restrooms. These reasons resulted in a one star rating for activity on Vibrancy chart. Broken benches were found along the Belcher Bay Promenade and can be seen below in Figure 47. Due to this the quality rating resulted in one star. Compared to the 2008 study, there were even less people displayed on the waterfront, and received zero star for popularity.



FIGURE 47: A VIEW OF A KENNEDY TOWN PROMENADE WITH BENCHES IN DISREPAIR. (COURTESY OF BETH LACARRA)

5.8 Survey Analysis

In addition to observational charts, survey questionnaires were deployed to both residents and tourists in order to gain a better assessment from visitors of the harbourfront. Surveys were handed out in Tsing Yi, West Tsuen Wan and Tsim Sha Tsui. When compiling data from answers on the survey, each choice of questions was represented by alphabet, and the raw data of each questionnaire is shown in the Appendix K.

5.8.1 Tsing Yi Area

Three questionnaires were answered within Tsing Yi Promenade due to lack of people in the morning hours. Among the three surveyed, who were all female, two were tourists within age range of 20-29 and new to the area. The other was a resident of age 30-39 and said she was able to navigate without assistance in this area. They took the MTR and bus to Tsing Yi Promenade. Their activities consisted of retail shopping, leisure, sightseeing and walking. Regarding the dog issue, all answered 'yes' but two of

them indicated that dogs should be on leashes. For complete survey result compilation reference K.1.

5.8.2 West Tsuen Wan Area

Seven questionnaires were answered in West Tsuen Wan Promenade area. Three were male and four female, only one had been a tourist, which indicates that the Tsuen Wan area is primarily residential. Two of female surveyors were within the age range of 50-59. While the rest, were within the age range 30-39. Four answered that they were able to navigate without any assistance in this area, two of them were somewhat familiar, and one was new to this place. The most common activity was shown to be walking around for every age range. Others included shopping, sightseeing, sports, fishing, and food (there is a mall right near the MTR station). Regarding the dog issue, the answers were yes but on a leash or no. The mode of transportation was primarily MTR and bus, although those that lived in the area walked to the promenade. For a complete compilation of survey results from this area reference K.2.

5.8.3 Tsim Sha Tsui Area

Most of the questionnaires collected were answered in Tsim Sha Tsui area especially around the Avenue of Stars. Twenty-one people in total answered the questionnaire survey in Tsim Sha Tsui. Nine of them were tourists and eleven of them residents. Eleven of surveyors were male and nine were female displaying a balance of gender. Among those people, seven of them were under 20, one of them over 60, and otherwise evenly distributed. For the familiarity of Tsim Sha Tsui, each of the choices received equal vote and the most common activities were found to be leisure and

walking, sightseeing, food, and retail shopping. Regarding the dog issue, most of the answers concluded that dogs should be allowed but on a leashes. However three surveyors were found to have responded that no dogs should be allowed along the promenade. Most common form of transportation to arrive at Tsim Sha Tsui was the MTR. People who chose “able to navigate without any assistance” were all Hong Kong residents and six of the seven who chose “new to this area” were all tourists. For complete survey compilation reference K.3.

Overall for the three areas and 30 surveys, only one answered that they would not recommend the harbourfront to a friend. This demonstrated that most of the harbourfront had high qualities and was nice places for people to spend their time.

6. Recommendations

Various recommendations were given for each individual district.

6.1 Kowloon East

6.1.1 Lei Yue Mun

The secondary promenade in Lei Yue Mun would display better vibrancy if the rusted railings and faded signage near the Tin Hau Temple were repaired or replaced. The beach which currently was home to a lighthouse, would benefit from periodic cleanings.

6.1.2 Connectivity between Lei Yue Mun and Kwun Tong

On the connective way from Lei Yue Mu to Kwun Tong, the wall which segregates a promenade from the available walkway could be removed or altered to allow accessibility for visitors. Connective signage between both districts is needed. Empty lots along the connective route could be transformed into greenery, recreational areas or waterfront attractions.

6.1.3 Kwun Tong

Connective signage should be present directing visitors toward the overpass to the waterfront, in order to alleviate confusion. Connective signage is needed between attractions to direct visitors. The region between the Kwun Tong Ferry Pier and Kwun Tong Promenade could be connected if fenced off areas were removed. The promenade would benefit from being dog friendly by allowing dogs to be on leash with appropriate dog facilities.

6.1.4 Connectivity between Kwun Tong and Kai Tak

Kai Tak is still under construction, at this time temporary signage should be available for visitors between these districts. Upon completion of construction temporary signage should be translated into permanent connective signage between Kwun Tong and Kai Tak.

6.1.5 Kai Tak

At this time, food and beverage stations were not available to visitors. If created, the terminal would benefit from an upscale restaurant utilizing the surrounding views of the harbour. Signage within the MTR should direct visitors toward the location of the minibus terminal and the specific minibus to take to Kai Tak. Underdeveloped area surrounding Kai Tak detracted from the aesthetic and should be beautified.

6.1.6 Connectivity between Kai Tak and Hung Hom

Connective signage along the route from Kai Tak to Hung Hom was severely lacking. Signage within this area should be specific due to the large area of construction. Similarly, temporary pedestrian designated routes should be available for those who were walking. These routes should be accessible for those with disabilities and adapted as construction begins to diminish.

6.2 Kowloon Central

6.2.1 Hong Hum

Directive signage out of the Hong Hum MTR station should direct visitors toward the Hung Hom Promenade via the pedestrian overpass. On local promenades and overpass, dogs should be allowed on leash with appropriate dog facilities. The current restaurant and bar should be renovated to be family friendly such as a café.

6.2.2 Connectivity between Hung Hom and Tsim Sha Tsui

Connective signage located at the start of the Hung Hom/Tsim Sha Tsui Promenades should be increased in order to direct visitors towards Tsim Sha Tsui.

6.2.3 Tsim Sha Tsui

Overall the quality of Tsim Sha Tsui was good due to attractions along the promenade such as Avenue of Stars and several museums. In order to entice visitors to stay along the waterfront, restaurants with waterfront seating should be available. Around the same location, signage toward public restrooms should be improved. Metal barriers dividing the promenade along the Avenue of Stars should be removed in order to improve connectivity.

6.2.4 Connectivity between Tsim Sha Tsui and West Kowloon Cultural District

Permanent connective signage is needed between the Tsim Sha Tsui and West Kowloon Cultural District. The current temporary route traveling through construction areas is visually unappealing and should be altered in order to attract visitors.

6.3 Kowloon West

6.3.1 West Kowloon Cultural District

Signage within the MTR mall Elements, should be renovated to include directive signage toward the WKCD promenade. Along the promenade, public restrooms, walkways, and fencing along the promenade should be restored to a good condition for visitors. Given the availability of empty lots located toward the end of the WKCD Promenade, the promenade should be extended if applicable. This would create a larger area for visitors with the potential for a dog park.

6.3.2 Connectivity between West Kowloon Cultural District and Tai Kok Tsui

The West Kowloon Cultural District and Tai Kok Tsui were not connective due to a large cargo area. A sidewalk along highway could be created, similar to the Hung Hom pedestrian overpass, with a simple cement wall between the road and sidewalk. This would ensure Connectability and the safety of visitors.

6.3.3 Tai Kok Tsui

A shopping mall was located right near the MTR station (Olympian City), signage originating from this mall and MTR station toward the harbourfront would entice visitors. This in turn would attract a greater number of visitors to the waterfront. Available facilities such as public restrooms and food beverage should be provided. A more direct route to the promenade would need to be created. A pet garden could utilize the now primarily empty storage lot. Removing the connecting gate between promenades would invite visitors to travel between promenades.

6.3.4 Connectivity between Tai Kok Tsui and Cheung Sha Wan

Connective signage is needed throughout the route from Tai Kok Tsui and Cheung Sha Wan. The walkway along Yuen Ming Road should be renovated in order to create an inviting walkway for visitors and residents.

6.3.5 Cheung Sha Wan

To improve quality of Cheung Sha Wan the trash located along the short waterfront should be eliminated.

6.4 West Harbour

6.4.1 Tsuen Wan

Overall the quality of Tsuen Wan was adequate. Connective signage and designated seats would benefit portions of the harbour not localized around the MTR station. Dog facilities along the waterfront would entice pet owners to the promenade. Along the ending of the promenade an extension could be made utilizing the small current maintenance walkway.

6.4.2 Tsing Yi

Overall quality of Tsing Yi was adequate. Only improvement would be the addition of dog facilities and allowance of dog walking on a leash.

6.5 Hong Kong Island East

6.5.1 Heng Fa Chuen

A pet garden or dog facilities could be created to make the available promenade dog friendly.

6.5.2 Connectivity between Heng Fa Chuen and Shau Kei Wan

No connective route between these two portions of waterfront is currently available. Therefore a pedestrian connective route should be created with corresponding connective signage. A pedestrian walkway could be created along the Island Eastern Corridor Highway to improve the connective route. Pedestrians already walk along this highway, so creating a safer route would be practical.

6.5.3 Shau Kei Wan

In order to make this waterfront more accessible a number of improvements should be made to the surrounding area. Routes leaving the MTR station should be improved, increasing the safety of walkways. The directive signage should be adjusted in order to direct visitors effectively. Signage pointing to the Wholesale Fish Market should be removed due to the fish market not being a tourist attraction. Waterfront kiosks providing food and beverages would allow visitors to spend a greater amount of time along the harbourfront. Additionally, connective signage within Shau Kei Wan promenades were faded and in disrepair and should be replaced. An empty lot located at the end of the main promenade could be used as an extension of the waterfront and also an area for pets.

6.5.4 Connectivity between Shau Kei Wan and Quarry Bay

There is a lack of connective signage between Shau Kei Wan and Quarry Bay therefore more connective signage should be implemented to make the two portions more connectable.

6.5.5 Quarry Bay

Currently a dog park is located on one portion of the Quarry Bay Promenade. An additional dog park at the opposite entrance of the promenade would allow for a greater quality park for pet owners visiting the promenade. Furthermore, it would be better to allow dogs along the entire promenade with leashes in order to make the area entirely dog friendly.

6.5.6 Connectivity between Quarry Bay and North Point

A lack of connective signage was present between Quarry Bay and North Point therefore more connective signage should be implemented to improve the connectivity between these two portions of harbourfront.

6.5.7 North Point

To improve the overall quality of the North Point waterfront, a promenade continuing along the underside of the highway overpass should be created. This recommendation was originally made by the study in 2008 and has yet to be implemented. Additionally, connective signage within this portion of harbourfront should be implemented to direct visitors to attractions within North Point. High fences located along the promenade should be lowered or altered in order to maintain the view of the harbour.

6.5.8 Connectivity between North Point and Causeway Bay

Connective signage between North Point and Causeway Bay should be implemented in order to improve connectivity and ease confusion. Additionally, more crosswalks should be available for the ease of travel and safety of pedestrians.

6.5.9 Causeway Bay

A number of improvements can be made to improve areas within the Causeway Bay district. Signage directing toward the waterfront and surrounding promenades should be reassessed to ensure directional correctness. Additionally, signage directing pedestrians from the MTR station to Noonday Gun as well as to Victoria Park should be created and installed.

A pedestrian overpass could also be created in order to access Noon Day Gun. This would increase the ease of access of this promenade. The creation of a full waterfront promenade would however, attract more visitors to the walkway and its surrounding areas.

6.5.10 Connectivity between Causeway Bay and Wan Chai

The intermediate area between Causeway Bay and Wan Chai would benefit from additional connective signage. Major pathways in the area also need to be made accessible for those with disabilities. Direct connective routes that are pedestrian safe should be achieved. Finally, a crosswalk is needed on Tonnochy Road.

6.6 Hong Kong Island Central

6.6.1 Wan Chai

Accessibility from the MTR station to the Wan Chai waterfront could be improved through the addition of directive signage in the area surrounding the entrance of the Immigration Building. This signage should also direct visitors toward various attractions and facilities within the surrounding area. Finally, the existing promenade should be extended on both sides of the Expo-Center in order to maintain popularity.

6.6.2 Connectivity between Wan Chai and Admiralty and Central

The connecting route between Wan Chai, Admiralty and Central can be improved by increasing the amount of areas that are accessible for those with disabilities. Connective signage is present however not along the entire connective route. With the addition of connective signage, walkways should be widened to accommodate for the level of pedestrian traffic.

6.6.3 Admiralty and Central

Outdoor sitting and dining areas should be implemented on the waterfront. Admiralty has great potential to have many dining areas on the waterfront.

6.6.4 Connectivity between Admiralty and Central and Sheung Wan

Additional connective signage should be created between the Sheung Wan district and the Admiralty and Central district. The connective route should be assessed in order to create a direct and safe route for pedestrians.

6.6.5 Sheung Wan

Sheung Wan could be made more attractive to local residents by allowing pet owners to walk their dogs on leashes along the promenade. The addition of food stalls could allow visitors to spend a greater length of time at the waterfront. Finally the surrounding harbour water should be cleaned and maintained.

6.6.6 Connectivity between Sheung Wan and Sai Ying Pun and Kennedy Town

The area connecting Sheung Wan, Sai Ying Pun, and Kennedy Town would benefit greatly from comprehensive signage. There were no direct routes connecting these areas, and the available routes were not accessible for those with disabilities. A direct connective route, lacking in dead-ends, and accessible to those with disabilities should be created. This route should include comprehensive connective signage directing visitors between districts. Additionally portions of pedestrian overpasses lacked adequate facilities for those with disabilities and should be altered.

6.7 Hong Kong Island West

6.7.1 Sai Ying Pun and Kennedy Town

Signage directing visitors between available promenades should be available. Due to the distance between promenades, an alternate connective route on the waterfront should be made available. Along the bus terminal promenade, all benches should be repaired in order to improve the quality of the waterfront area.

7. Final Conclusions

Through the project team's assessment conducted in 2014, an improvement was found in the accessibility of harbourfront locations from local transportation nodes. However, problems were encountered regarding the connectivity between districts of the harbourfront. These problems related to the lack of direct and safe pedestrian routes, and a severe lack of connective signage between harbourfront districts. Along the harbourfront it was found that a number of visitors were partaking in commonly banned activities. These activities were fishing, bicycling, and walking dogs. Due to the continuance of visitors partaking in these activities, the rules surrounding harbourfront promenades should be reevaluated.

The final conclusion drawn from this assessment was that out of the 74 km of the Victoria Harbourfront; only about 21.4 km was accessible waterfront in 2014. This is a change in about 8 km from the 2008 assessment of 13.4 km. This is a slow rate of approximately 1.3 km of improvement per year.

8. References

- Audi, M., Byorkman, K., Couture, A., & Najem, S. (2010). *Measurement and Analysis of Walkability in Hong Kong*. An Interactive Qualifying Project Report, Worcester Polytechnic Institute, Worcester, MA.
- An, T., Liu, P., & Liu, L. (2009). *Discover Hong Kong: A Web-Atlas of Tourist Destinations*. Report for Geology 351, which includes a gallery of photos of Hong Kong's skyline, Simon Fraser University, Bombay, Canada. Retrieved from <http://www.sfu.ca/geog/geog351>
- A View on Cities (2014). *Star Ferry, Hong Kong*. A webpage about the history of, and current information about the Star Ferry. Retrieved from <http://www.aviewoncities.com/hongkong/starferry.htm>spring09/group04/history.html
- The Boston Harbor Association. , & Boston Redevelopment Authority (2011). *The Boston Harbour Walk: Programs*. A Web page showing the progress of improving the Boston Harbour Walk as well as descriptions of the most relevant Improvements. Retrieved from http://www.bostonharborwalk.com/about_harborwalk/programs/
- Carroll, J. M. (2007). *A Concise History of Hong Kong*. (pp. 212-215, 221). Lanham: Rowman & Littlefield Publishers.
- Centamap Company Limited & HK SAR Survey and Mapping Office, Lands Department (n.d) *Centamap*. Maps of the Hong Kong area showing the streets building and terrain in Hong Kong, with permission of Centamap Company Limited & HK SAR Survey and Mapping Office, Lands Department. Retrieved from: <http://hk.centamap.com/gc/home.aspx>

- chinatouristmaps.com (Designer). (2010). *Hong Kong Central Map - Detailed* [Web Map]. Retrieved from <http://www.chinatouristmaps.com/city/hong-kong/hong-kong-island-maps/map-of-central-hong-kong-island.html>
- China Tour Design. (2007). *Star Ferry*. A webpage from China Tour Design giving information the Star Ferry and its history. Retrieved from http://www.chinatourdesign.com/Hong_Kong_Attractions/Star_Ferry.htm
- Chen, P., & Chung, W. C. (2013). *Lonely Planet Hong Kong (City Guide)*. (15 ed.). Lonely Planet Publications Pty Ltd.
- Cheung, C (2013, March) Six Reclamation Sites Shortlisted to Boost Land Reserves in Hong Kong. *South China Morning Post* Article which includes information and pictures pertaining to land reclamation in Hong Kong. Retrieved from: <http://www.scmp.com/news/hong-kong/article/1195772/shortlist-six-sites-boost-citys-land-reserves>
- Cridlebaugh, Bruce. (1998). *Pittsburgh Wayfinder System*. A webpage about the Pittsburgh wayfinder system written for a website about highway signs around the world. Retrieved from <http://www.routemarkers.com/usa/Pennsylvania/Wayfinder/>
- Cullinane, Sharon, & Cullinane, Kevin. (2003). *Car Dependence in a Public Transport Dominated City: Evidence From Hong Kong*. *Transportation Research Part D: Transport and Environment*, 8(2), 129-138. Doi: [http://dx.doi.org/10.1016/S1361-9209\(02\)00037-8](http://dx.doi.org/10.1016/S1361-9209(02)00037-8)
- Firth, R. (2001). United States Patent No. US 20010013189 A1. Google Patents: U. States.
- Friends of the Harbour, (2013) *Projects Undertaken by the Society*. A summary of projects undertaken by the non-profit organization "Friends of the Harbour" Retrieved from: http://www.friendsoftheharbour.org/en/background_5/

Frost, R. (1998, May 01). *History Floats Aboard Star Ferries*. An article posted in the online version of the newspaper called The Standard. Retrieved from http://www.thestandard.com.hk/news_detail.asp?pp_cat=&art_id=8863&sid=&con_type=1&d_str=19980501&sear_year=1998

GHK. (2006). *How Much Are You Willing to Pay For an Improved Harbour* (pp. 12-15): Harbour Business Forum.

Grundy, T. (2012, 10 17). *HISTORY – Evolution of the Hong Kong Skyline – a Visual History*. A blog post on the website “Hong Wrong” a website for art, photography, history and politics in Hong Kong. This page contains a series of pictures of Hong Kong’s skyline and reclamation over the years. Pictures found were under Creative License. Retrieved from <http://hongwrong.com/hong-kong-skyline-through-the-years/>

Hong Kong Special Administrative Region, Census and Statistics Department, (2000). *A Review of Inward Tourism in Hong Kong, 1988 - 1998*. Retrieved from: <http://www.statistics.gov.hk/pub/B70001FD2000XXXXB0100.pdf>

Hong Kong Special Administrative Region, Census and Statistics Department, (2011). *Keeping of Dogs and Cats* (Thematic Household Survey Report - Report No. 48). Retrieved from The Government of the Hong Kong Special Administrative Region of the People's Republic of China website: <http://www.censtatd.gov.hk/hkstat/sub/sp410.jsp?productCode=C0000034>

Hong Kong Special Administrative Region, Census and Statistics Department (2011, 03). *Tourism Satellite Account for Inbound Tourism of Hong Kong*. Retrieved from <http://www.statistics.gov.hk/pub/B71103FA2011XXXXB0100.pdf>

Hong Kong Special Administrative Region, Government, Information Services Department. (2013). *Hong Kong: The Facts: Tourism* Retrieved from website: <http://www.gov.hk/en/about/abouthk/factsheets/docs/tourism.pdf>

- Hong Kong Special Administrative Region, Transport Department, (2014). *Minibuses*. An information webpage about Minibuses in Hong Kong. Retrieved from website: http://www.td.gov.hk/en/transport_in_hong_kong/public_transport/minibuses/
- Hong Kong Special Administrative Region, Transport Department. (2009). *Railway*. Information provided by the Hong Kong government about the history of Railways in Hong Kong. Retrieved from http://www.td.gov.hk/filemanager/en/content_1979/11_rail1_cs2.pdf
- Hong Kong Special Administrative Region (2005, 06 06). *Map of Central and Wan Chai Reclamation*. A picture released by the Hong Kong government as free press, showing the reclamation in Wan Chai and Central. Retrieved from http://en.wikipedia.org/wiki/File:Central_a.jpg
- Hong Kong Tourism Board. (2013). *Hong Kong's Famed and Famous*. An informational webpage on DiscoverHongKong.com's website containing information about famous sites in Hong Kong Retrieved from <http://www.discoverhongkong.com/eng/see-do/tours-walks/guided-tours/day/hong-kong-famed-and-famous.jsp>
- Hyde, M., Seymour, S., Tennant, D., Truong, M. (2008) *Four Tourists and Hong Kong's Harbourfront: A Survey of the Waterfront of Victoria Harbour*. An Interactive Qualifying Project Report, Worcester Polytechnic Institute, Worcester, MA.
- Jannetti, N., Scarborough, A., Smith, P., & Tuite, E. (2009). *An Evaluation of 48 Leisure and Cultural Sites along Victoria Harbour: Suggestions for a Vibrant Hong Kong Harbour-front*. An Interactive Qualifying Project Report, Worcester Polytechnic Institute, Worcester, MA.
- Jin, J. C. (2011). The Effects of Tourism on Economic Growth in Hong Kong. *Cornell Hospitality Quarterly*, 52(3), 333 –340.

Katemopoulos, M. (2013). *The History of Victoria Harbor*. A post on eHow containing a brief history of Hong Kong Retrieved from

http://www.ehow.com/about_5382841_history-victoria-harbor.html

Kee, L. (2006, 06 15). *Hong Kong reclamation.png*. A picture depicting Hong Kong's reclamation, original source from New School Atlas for Hong Kong, but now is licensed under Creative Commons Attribution 1.0 Generic allowing us to copy and distribute then work. Retrieved from

http://en.wikipedia.org/wiki/File:Hong_Kong_reclamation.png

Kelly, B., & Lewis, R. (1992). What's Right (and Wrong) About the Inner Harbor. *Planning*, 58(4), 28-32. Web. 9 Nov. 2013. Retrieved From: ProQuest search.

Kowloon Motor Bus Company Limited. (2014). *More about the KMB 2012*. A PDF put out by the Kowloon Motor Bus Company on the KMB website that contains information and statistics about the KMB and its fleet of busses. Retrieved from <http://www.kmb.hk/eng/pdf/moreKMB.pdf>

Labour and Welfare Bureau. (2013, 08 15). *Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities*. Retrieved from http://www.lwb.gov.hk/fare_concession/index_e.html

Long Finance, Qatar Financial Centre, and Z/Yen group (2013) *The Global Finance Centres Index 13*. The Global Financial Centres Index is a recognized instrument for gauging the attractiveness of financial centers. Retrieved from: http://www.zyen.com/images/GFCI_25March2013.pdf

McNally, R. (2013). *China Political Map*. A Map of China and information about China by R McNally Classroom, a website created to teach geography. Retrieved from <http://education.randmcnally.com/classroom/rmc/getGeoEntity.do?geoEntityType=Country&geoEntityName=China>

Medina, J. (2008, 11 10). *People's Republic of China (square) [MAP]*. A Map published under the GNU Free Documentation License that depicts the size and shape of china and in relation to nearby countries. Retrieved from [http://commons.wikimedia.org/wiki/File:Peoples_Republic_of_China_\(square\).jpg](http://commons.wikimedia.org/wiki/File:Peoples_Republic_of_China_(square).jpg)

MTR Corporation Limited (2011). *MTR System Map* [Web Map]. Retrieved from http://www.mtr.com.hk/eng/getting_around/system_map.html

MTR Corporation Limited (2014) *Patronage Updates: Historic Patronage figures*. Statistics about the MTR from the year 2000 to the year 2014. Retrieved from: <http://www.mtr.com.hk/eng/investrelation/patronage.php>

MTR Corporation Limited (2007) Performance Data. A webpage. Statistics about the MTR in 2005/2006. Retrieved from: <http://www.mtr.com.hk/eng/sustainability/sustainrpt/2006rpt/r2006-performancedata.html>

The Nationalist Era (1928-1937). In (1995). *Chinese Cultural Studies: Concise Political History of China*. Summary of the political history of China for a Chinese culture class at Brooklyn College, taught by Paul Halsall. Retrieved from <http://acc6.its.brooklyn.cuny.edu/~phalsall/texts/chinhist.html>

Nissim, R. (2008, December). *Central Waterfront Planning-a Review*. A paper written about sites of planning issues with regard to the government's latest (2008) layouts and models. Retrieved from <http://www.harbourbusinessforum.com/page/file/35/show>

San Francisco Bay Conservation and Development. (2013). A post on Info Rapid Portal, a site designed for organizing information in an easy to understand way. This post is about San Francisco bay. Retrieved from <http://en.inforapid.org/index.php?search=San Francisco Bay Conservation and Development Commission>

San Francisco Bay Conservation and Development Commission, (2009). *San Francisco Bay: Preparing For the Next Level* (C03021/CE9/0E0/000009). A government Document created by several project teams, BCDC, Deltares, Alterra – Wageningen University, and ARCADIS working under the name Colophon. This document gives information and facts about reclamation in general and reclamations of the past. Retrieved from website:
http://www.bcdc.ca.gov/planning/climate_change/SFBay_preparing_for_the_next_Level.pdf

Song, H., Wong, K. K. F., & Chon, K. K. S. (2003). Modelling and Forecasting the Demand for Hong Kong Tourism. *International Journal of Hospitality Management*, 22(4), 435-451.

Victoria Transport Policy Institute. (2013). TDM Encyclopedia in *Walkability improvements strategies to make walking convenient, safe and pleasant*. Victoria, BC: Retrieved from <http://www.vtppi.org/tdm/tdm92.htm>

Wong, Julian, (2013). *The Toronto Waterfront Revitalization Project's Impact on Central Waterfront Attractions' Visitation Levels University of Guelph*. Retrieved from http://www.ttracanada.ca/sites/default/files/uploads/21._wong_julian_and_don_m_aclairin._the_toronto_waterfront_revitalization_projects_impact_on_central_waterfront_attractions_visitation_levels.pdf

Yau, E. (2011, 09 04). Sunday Reigning Cats and Dogs. *South China Morning Post*. Retrieved from <http://www.scmp.com/article/978033/reigning-cats-and-dogs>

Appendix A: Sponsor Information

This project was sponsored by Designing Hong Kong and the Harbour Business Forum. Shown below is general mission statement and contact information for the sponsorship of this assessment.

A.1 Designing Hong Kong

- Website: <http://www.designinghongkong.com/v3/>
- Facebook page: <https://www.facebook.com/DesigningHongKong>

Designing Hong Kong is a non-profit organization which was founded in 2003. Designing Hong Kong was founded by Paul Zimmerman, Mark Shaw, Peter Wong, and Christin Loh. Their mission statement of this organization is as follows: “To promote the health, safety, convenience and the general, social, and economic welfare of the community of Hong Kong today, without compromising the future; to identify ways and means of enhancing the quality and sustainability of Hong Kong’s living environment for the health, safety, convenience and welfare of residents and visitors; to undertake research and studies into the design and development of Hong Kong’s living environment; to educate and raise the awareness among the community on the need to protect and enhance the living environment of Hong Kong, and the ways and means to do so; to form alliances among members of the community with a common interest(s) in protecting and enhancing the living environment of Hong Kong; to undertake any and all lawful acts and deeds which are necessary and conducive to attaining the objects of the company.

Currently Designing Hong Kong is focusing on several projects listed below.

- 1) "Missing Link" - Improving walkability in Hong Kong

- 2) "Pick It Up" - A new attitude to cleaning up Hong Kong
- 3) "Waterfront Activation Projects" - Making marine based leisure, recreation, tourism and sports activities affordable with new infrastructure
- 4) "Village Layout Plans" - Improving fire safety, access, parking and hygiene in village environs
- 5) "Livable Density" - Ongoing battle to mitigate greed and stupidity

A.2 Harbour Business Forum

- Web: <http://www.harbourbusinessforum.com/en-us/about>

The Harbour Business Forum was founded in June of 2005. Their mission statement is as follow: "Victoria Harbour is core to Hong Kong's heritage, an international icon and a source of inspiration to those who live and work in Hong Kong. Our mission is to see Hong Kong's harbour and harbour-front areas become a genuinely vibrant, accessible and sustainable world-class asset. We aim to engage with relevant stakeholders and the Government in order to agree upon, and implement, a common vision for the harbour."

Previously the Harbour Business Forum has achieved:

- 1) The creation of an overarching agency for the harbour
- 2) To promote integrated planning and coordination of projects related to the long term economic, social and environmental interests of Hong Kong's harbour
- 3) To support the Harbour Planning Principles and their application to all future harbour developments

Appendix B: Observational Survey Templates

The following observational charts were the template used to record data within each district.

B.1 Accessibility Observation Template

Accessibility			
Goal:			
MTR Station:		MTR Exit:	
District:	Section:	Time:	Date
Nearest transportation node			
Prioritize transportation in the area			
Ease of access the walkways provide (how useful is this route?) Notes: <div style="background-color: #ffffcc; height: 100px; width: 100%;"></div>		<input type="checkbox"/> 0 – Waterfront is inaccessible to public	
		<input type="checkbox"/> 1 - At least some of the waterfront is accessible to the public. Routes to & from public transit are long, indirect, and may be unsafe for pedestrians	
		<input type="checkbox"/> 2 - Access to the waterfront is not excessively long/ indirect, but may be unsafe	
		<input type="checkbox"/> 3 - Access to the waterfront is clear and direct, with few barriers between public transportation and the waterfront	
Signage of the area Notes: <div style="background-color: #ffffcc; height: 100px; width: 100%;"></div>		<input type="checkbox"/> 0 – No signage directing to waterfront	
		<input type="checkbox"/> 1 – Some signage but it is ineffective and confusing to follow	
		<input type="checkbox"/> 2 – Signage but it directs in a long and indirect route to the waterfront, but is easy to follow	
		<input type="checkbox"/> 3 – Effective signage that directs an efficient route to the waterfront	
Pedestrian Bridges			
Frequency (how many per block?)			
Ramp access		<input type="checkbox"/> Yes	<input type="checkbox"/> No
Elevator access		<input type="checkbox"/> Yes	<input type="checkbox"/> No
Subways			
Frequency (how many per block?)			
Ramp access		<input type="checkbox"/> Yes	<input type="checkbox"/> No
Elevator access		<input type="checkbox"/> Yes	<input type="checkbox"/> No
Bike Path to water front?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
Private Car Parking?		<input type="checkbox"/> Yes	<input type="checkbox"/> No

B.2 Connectivity Observational Template

Connectivity			
District:		Section:	
Time:		1/8/2014	
Ease of access walkways provide			
Notes: <div style="background-color: #e0e0e0; height: 100px; width: 100%;"></div>		<input type="checkbox"/>	0 – No walkways between areas with the harbor
		<input type="checkbox"/>	1 – There is a way but you have to go back into the hinterland or it is unsafe for pedestrians
		<input type="checkbox"/>	2 – There is a way to other ears of the region but it is difficult or unsafe
		<input type="checkbox"/>	3 – easy to manure around the harbor front
Throughout one part of the harbor	Rate the signage		
	Notes:		
	<input type="checkbox"/>	0 – no signage	
	<input type="checkbox"/>	1 - Some signage but is ineffective and confusing to follow	
	<input type="checkbox"/>	2 - Signage but directs in a long and indirect route, but easy to follow	
<input type="checkbox"/>	3 - Effective signage that directs an efficient route		
Handicap accessible?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
Dogs?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
Between other parts of the harbor	Rate the signage		
	Notes:		
	<input type="checkbox"/>	0 – no signage	
	<input type="checkbox"/>	1 - Some signage but is ineffective and confusing to follow	
	<input type="checkbox"/>	2 - Signage but directs in a long and indirect route, but easy to follow	
	<input type="checkbox"/>	3 - Effective signage that directs an efficient route	
Handicap accessible?		<input type="checkbox"/> Yes	<input type="checkbox"/> No
Dogs?		<input type="checkbox"/> Yes	<input type="checkbox"/> No

B.3 Vibrancy Observational Template

Vibrancy					
District:	Section:	Time:	1/8/2014		
Waterfront Activity		<input type="checkbox"/> 0 - No attractions exist on the waterfront to draw visitors, aside from the view.	<input type="checkbox"/> 1 - Very few attractions exist on the waterfront; visitors are not able to do many activities.		
Notes: <div style="background-color: #ffffcc; height: 150px; width: 100%;"></div>				<input type="checkbox"/> 2 - Several attractions exist on the waterfront, but visitors may not be able to purchase food or drinks, or visit restrooms.	
					<input type="checkbox"/> 3 - A wide range of activities are available along the harbour front for visitors to enjoy. Food, drinks, and restrooms exist somewhere on the waterfront for visitors.
Quality		<input type="checkbox"/> 0 - The promenades are in a state of disrepair, are ugly, or pose a hindrance to visiting the waterfront. They may be unsafe for visitors. Rusting fences may block the waterfront, broken concrete may pave the area, and litter may be strewn around.	<input type="checkbox"/> 1 - Promenades are not attractive and may not be clean, but are generally safe. Paving may be concrete; railings may be non-rusting metal		
Notes: <div style="background-color: #ffffcc; height: 150px; width: 100%;"></div>				<input type="checkbox"/> 2 - Promenades are clean and maintained, and do not actively detract from the aesthetic qualities of the area. Greenery may exist. Paving may be patterned brick.	
					<input type="checkbox"/> 3 - Promenades are well-maintained and clean, and are aesthetically pleasing to view. Greenery exists. Patterned brick or other flooring materials exist.
Popularity		<input type="checkbox"/> 0 - A few people may exist in one location, but the waterfront as a whole is empty.	<input type="checkbox"/> 1 - There are some people spread along different parts of the waterfront, but traffic is not too noticeable.		
Notes: <div style="background-color: #ffffcc; height: 150px; width: 100%;"></div>				<input type="checkbox"/> 2 - There are enough visitors to the waterfront to be noticeably present to a casual observer.	
					<input type="checkbox"/> 3 - The waterfront has many people along it, and may be filled to perceived capacity.

C.2 Traditional Chinese Questionnaire Survey

2014年香港維多利亞海港規劃設計調查問卷

本問卷旨在收集關於維多利亞海港(維港)規劃設計的意見和建議。是次收集得到的信息將會被用來改進維港規劃設計。調查收集的數據及個人資料絕對保密且不會公開。

請您回顧一下現在所在的維港區域。

您對現在所在區域的熟悉程度是？

第一次來這裡 來過幾次, 略熟悉 可以不需要任何輔助 (如地圖, GPS) 自行導航

您在現在所在維港區域內都參與過什麼活動? (可多選) 空白處可填寫更多答案

- | | | |
|---|---------------------------------|------------------------------|
| <input type="checkbox"/> 購物 | <input type="checkbox"/> 消磨空閒時間 | <input type="checkbox"/> 觀光 |
| <input type="checkbox"/> 游泳/騎自行車/跑步 | <input type="checkbox"/> 釣魚 | <input type="checkbox"/> 吃東西 |
| <input type="checkbox"/> 遛狗 | <input type="checkbox"/> 散步 | |
| <input type="checkbox"/> 其他 (寫出所有您可以想得到的) | | |
-

您會推薦您的朋友來這裡嗎?

會 不會

您認為寵物應該被允許 (比如狗) 帶來這片區域嗎?

應該 應該, 但是要拴上皮帶 不應該

請提供您的以下信息。所有答案將會是匿名的

您是香港的居民還是遊客

遊客 居民

性別

男性 女性 不回答

年齡

16-21 22-29 30-39 40-49 50-59 60+

感謝您的合作!

C.3 Simplified Chinese Questionnaire Survey

2014年香港维多利亚海港规划设计调查问卷

本问卷旨在收集关于维多利亚海港(维港)规划设计的意见和建议。是次收集得到的信息将会被用来改进维港规划设计。调查收集的数据及个人资料绝对保密且不会公开。

请您回顾一下现在所在的维港区域。

您对现在所在区域的熟悉程度是？

- 第一次来这里 来过几次, 略熟悉 可以不需要任何辅助 (如地图, GPS) 自行导航

您在现在所在维港区域内都参与过什么活动? (可多选) 空白处可填写更多答案

- | | | |
|-------------------------------------|---------------------------------|---|
| <input type="checkbox"/> 购物 | <input type="checkbox"/> 消磨空闲时间 | <input type="checkbox"/> 观光 |
| <input type="checkbox"/> 游泳/骑自行车/跑步 | <input type="checkbox"/> 钓鱼 | <input type="checkbox"/> 吃东西 |
| <input type="checkbox"/> 遛狗 | <input type="checkbox"/> 散步 | <input type="checkbox"/> 其他 (写出所有您可以想得到的) |
-

您会推荐您的朋友来这里吗?

- 会 不会

您认为宠物应该被允许 (比如狗) 带来这片区域吗?

- 应该 应该, 但是要拴上皮带 不应该
-

请提供您的以下信息。所有答案将会是匿名的

您是香港的居民还是游客

- 游客 居民

性别

- 男性 女性 不回答

年龄

- 16-21 22-29 30-39 40-49 50-59 60+
-

感谢您的合作!

Appendix D: Accessibility Data by District

In the section below the accessibility data and charts are shown divided by district.

D.1 Kowloon East

D.1.1 Lei Yue Mun

Accessibility: Exit A2 of MTR was taken.	
Goal: Go to the fish market and other attractions in the area	
District: Kowloon East	1/8/2014
Nearest transportation node	MTR or mini buses
Prioritize the different types of transportation in the area	1- MTR station 2- Mini Buses and Buses 3- Private car parking
Ease of access the walkways provide (how useful is this route?)	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Signage of the area	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Pedestrian Bridges: Not Available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Subways: Not Available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

D.1.2 Kwun Tong

Accessibility	
Goal: Pier Harbor Front	
MTR Station: Kwun tong	MTR Exit: B2
District: Kowloon East	1/9/2014
Nearest transportation node	Kwun Tong
Prioritize the different types of transportation in the area	1- MTR 2- Minibus 3- Bus nodes
Ease of access the walkways provide (how useful is this route?) Notes: Very easy. Just a crowded (normal crowded) street that led to the harbor/promenade	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Signage of the area Notes: Confusing sign that pointed Up, but not sure if we should follow it because it pointed into a building, strange We had to go to a building to get to a footbridge which crossed the Street Other than that it was perfect	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Pedestrian Bridges	
Frequency (how many per block?)	1 for every 2-4 blocks
Ramp access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Elevator access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Subways: Not Available	
Frequency (how many per block?)	Every
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

D.1.3 Kai Tak

Accessibility	
Goal: Get to the Cruise Terminal	
MTR Station: Kowloon Bay	MTR Exit: C
District: Kowloon East	1/10/2014
Nearest transportation node	Green mini bus #86
Prioritize the different types of transportation in the area	Minibus
Ease of access the walkways provide (how useful is this route?) <div style="background-color: #ffffcc; padding: 5px;"> Notes: Definitely do not want to walk here </div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Signage of the area <div style="background-color: #ffffcc; padding: 5px;"> Notes: Could use more signs to the minibus from the MTR There weren't any signs that said to take the minibus to the cruise terminal </div>	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Pedestrian Bridges : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Subways: Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking? Yes, but not at the terminal	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

D.2 Kowloon Central

D.2.1 Hung Hom

Accessibility	
Goal: Tsim Sha Tsui and Hung Hom Promenade	
MTR Station: Hung Hom	MTR Exit: D5
District: Kowloon Central	1/14/2014
Nearest transportation node	MTR
Prioritize the different types of transportation in the area	
Ease of access the walkways provide (how useful is this route?) Notes:	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Signage of the area 1 Notes:	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Pedestrian Bridges: One raised walkway	
Frequency (how many per block?)	
Ramp access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Subways : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

D.2.2 Tsim Sha Tsui

Accessibility	
Goal: Tsim Sha Tsui Promenade	
MTR Station: Tsim Sha Tsui	MTR Exit: P1
District: Kowloon Central	1/15/2014
Nearest transportation node	MTR
Prioritize the different types of transportation in the area	Bus stop
Ease of access the walkways provide (how useful is this route?) Notes: <div style="background-color: #ffffcc; width: 300px; height: 100px; margin-top: 5px;"></div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Signage of the area Notes: <div style="background-color: #ffffcc; width: 300px; height: 100px; margin-top: 5px;"></div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Pedestrian Bridges	
Frequency (how many per block?)	1
Ramp access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Subways : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input type="checkbox"/> Yes <input type="checkbox"/> No

D.3 Kowloon West

D.3.1 West Kowloon Cultural District

Accessibility	
Goal: West Kowloon Cultural Promenade	
MTR Station: Kowloon	MTR Exit: D1
District: Kowloon West	1/16/2014
Nearest transportation node	MTR
Prioritize the different types of transportation in the area	
Ease of access the walkways provide (how useful is this route?) Notes: Very direct from both ends of the promenade.	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Signage of the area Notes: There were some signs, but the MTR signs were very hard to follow. We could not find D1 or C1 exits in the MTR. There were also Promenade signs in the MTR, but they abruptly stopped and we had to make the assumption to leave a certain door. We then found a promenade sign on the street, but it was partly luck.	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Pedestrian Bridges	
Frequency (how many per block?)	1
Ramp access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Elevator access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Subways : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

D.3.2 Tai Kok Tsui

Accessibility	
Goal: Harbourfront	
MTR Station: Olympic	MTR Exit: A2
District: Kowloon West	1/17/2014
Nearest transportation node	MTR
Prioritize the different types of transportation in the area	MTR
Ease of access the walkways provide (how useful is this route?) Notes: Pretty direct, but you had to navigate around a major road. But this wasn't a problem because the route was very straightforward	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Signage of the area Notes: You can see where you want to go, but not exactly how to get there	<input checked="" type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Pedestrian Bridges	
Frequency (how many per block?)	2 one the street we were trying to get to
Ramp access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Elevator access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Subways: Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

D.3.3 Cheung Sha Wan

Accessibility	
Goal: Harbourfront	
MTR Station: Nam Cheong	MTR Exit: C
District: Kowloon West	1/21/2014
Nearest transportation node	MTR
Prioritize the different types of transportation in the area	MTR
Ease of access the walkways provide (how useful is this route?) <div style="background-color: #ffffcc; padding: 5px;"> Notes: Sidewalk ended and had to walk around the rotary. </div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Signage of the area <div style="background-color: #ffffcc; padding: 5px;"> Notes: </div>	<input checked="" type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Pedestrian Bridges: Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Subways: Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

D.4 West Harbour

D.4.1 Tsuen Wan

Accessibility	
Goal: Waterfront	
MTR Station: Tsuen Wan West	MTR Exit:
District: West Harbour	1/21/2014
Nearest transportation node	MTR
Prioritize the different types of transportation in the area	
Ease of access the walkways provide (how useful is this route?) Notes: <div style="background-color: #ffffcc; padding: 5px; margin-top: 5px;"> (Empty notes box) </div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Signage of the area Notes: You are literally next to the waterfront, but there is no signage. But the MTR has signage to the water <div style="background-color: #ffffcc; padding: 5px; margin-top: 5px;"> (Empty notes box) </div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Pedestrian Bridges: Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Subways: Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Private Car Parking?	<input type="checkbox"/> Yes <input type="checkbox"/> No

D.4.2 Tsing Yi

Accessibility	
Goal: Waterfront	
MTR Station: Tsing Yi	MTR Exit: A2
District: Wes Harbour	1/22/2014
Nearest transportation node	MTR
Prioritize the different types of transportation in the area	Minibus
Ease of access the walkways provide (how useful is this route?) Notes: You can see the water from the MTR station	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Signage of the area Notes: Signage in the MTR station directed to the waterfront	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Pedestrian Bridges	
Frequency (how many per block?)	Just from the MTR mall to the promenade
Ramp access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Elevator access From inside the mall	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Subways : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking? At Tsing Yi Northeast Park	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

D.5 Hong Kong Island East

D.5.1 Heung Fa Chuen

Accessibility	
Goal: Waterfront	
MTR Station: Heung Fa	MTR Exit:
District: Hong Kong Island East	1/23/2014
Nearest transportation node	Minibus #2 #720 #720A Oi Kan Road
Prioritize the different types of transportation in the area	
Ease of access the walkways provide (how useful is this route?) Notes: Noted that roads were not very safe, and often were not handicap accessible.	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Signage of the area Notes: Signage to the promenade was not existent, but there was signage to the area (like the fish market and the defense museum). The signage to the museum was bad. Did not offer a direct route, nor was is a friendly route. Signage was hard to find in some situations.	<input checked="" type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Pedestrian Bridges :	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Elevator access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Subways: Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

D.5.2 Shau Kei Wan

Accessibility	
Goal: Waterfront	
MTR Station: Shua Kei Wan	MTR Exit:
District: Hong Kong Island East	1/23/2014
Nearest transportation node	Mnibus #2 #720 #720A Oi Kan Road
Prioritize the different types of transportation in the area	
Ease of access the walkways provide (how useful is this route?) Notes: Noted that roads were not very safe, and often were not handicap accessible.	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Signage of the area Notes: Signage to the promenade was not existent, but there was signage to the area (like the fish market and the defense museum). The signage to the museum was bad. Did not offer a direct route, nor was is a friendly route. Signage was hard to find in some situations.	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Pedestrian Bridges : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Subways: Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input type="checkbox"/> Yes <input type="checkbox"/> No

D.5.3 Quarry Bay

Accessibility	
Goal: Harbourfront Park	
MTR Station: Quarry Bay	MTR Exit: C
District: Hong Kong Island East	1/24/2014
Nearest transportation node	Minibus
Prioritize the different types of transportation in the area	Minibus MTR
Ease of access the walkways provide (how useful is this route?) Notes: However the route had us walk through a parking lot and also next to a busy highway that was sort of sketchy.	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Signage of the area Notes: The first sign was pointing in the opposite direction. This could be due to someone hitting it, or changing it.	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Pedestrian Bridges : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Subways : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Private Car Parking?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

D.5.4 North Point

Accessibility	
Goal: Waterfront	
MTR Station: North Point	MTR Exit: A1
District: Hong Kong Island East	1/28/2014
Nearest transportation node	Bus
Prioritize the different types of transportation in the area	Bus MTR
Ease of access the walkways provide (how useful is this route?) Notes:	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Signage of the area Notes:	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Pedestrian Bridges : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Subways : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

D.5.5 Causeway Bay

Accessibility	
Goal: Waterfront	
MTR Station: Causeway Bay	MTR Exit: D1
District: Hong Kong Island East	2/4/2014
Nearest transportation node	MTR
Prioritize the different types of transportation in the area	MTR Taxi
Ease of access the walkways provide (how useful is this route?) Notes: Was not direct to noonday gun. Had to take a subway that was very difficult to find.	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Signage of the area Notes: A sign pointing to noon day gun was facing the wrong direction. This caused confusion on where to go. IN addition, another sign pointed to a building stating to go into the subway. However, the subway was hard to find and confusing. It did not have effective signage to direct to the subway. The project team had to ask where to find it.	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Pedestrian Bridges	
Frequency (how many per block?)	Only 1
Ramp access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Elevator access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Subways	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

D.6 Hong Kong Island Central

D.6.1 Wan Chai

Accessibility	
Goal: Waterfront	
MTR Station: Wan Chia	MTR Exit: A5
District: Hong Kong Island Central	2/5/2014
Nearest transportation node	BUS
Prioritize the different types of transportation in the area	BUS MTR
Ease of access the walkways provide (how useful is this route?) Notes: The route was very long form the MTR and was not clear.	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Signage of the area Notes: Signs did exists but where very confusing. The team did not find any signs once entering the Immigration Building	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Yes, but this pedestrian bridge was from the MTR to certain buildings, it was not over the divider Pedestrian Bridges	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Subways : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking? Unknown	<input type="checkbox"/> Yes <input type="checkbox"/> No

D.6.2 Admiralty and Central

Accessibility	
Goal: Waterfront	
MTR Station: Hong Kong	MTR Exit: E1
District: Hong Kong Island Central	2/6/2014
Nearest transportation node	Bus
Prioritize the different types of transportation in the area	Bus MTR Taxi
Ease of access the walkways provide (how useful is this route?) Notes: <div style="background-color: #ffffcc; height: 80px; width: 100%;"></div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Signage of the area Notes: <div style="background-color: #ffffcc; height: 80px; width: 100%;"></div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Pedestrian Bridges	
Frequency (how many per block?)	
Ramp access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Subways	
Frequency (how many per block?)	
Ramp access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking? on the other side of the segregator	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

D.6.3 Sheung Wan

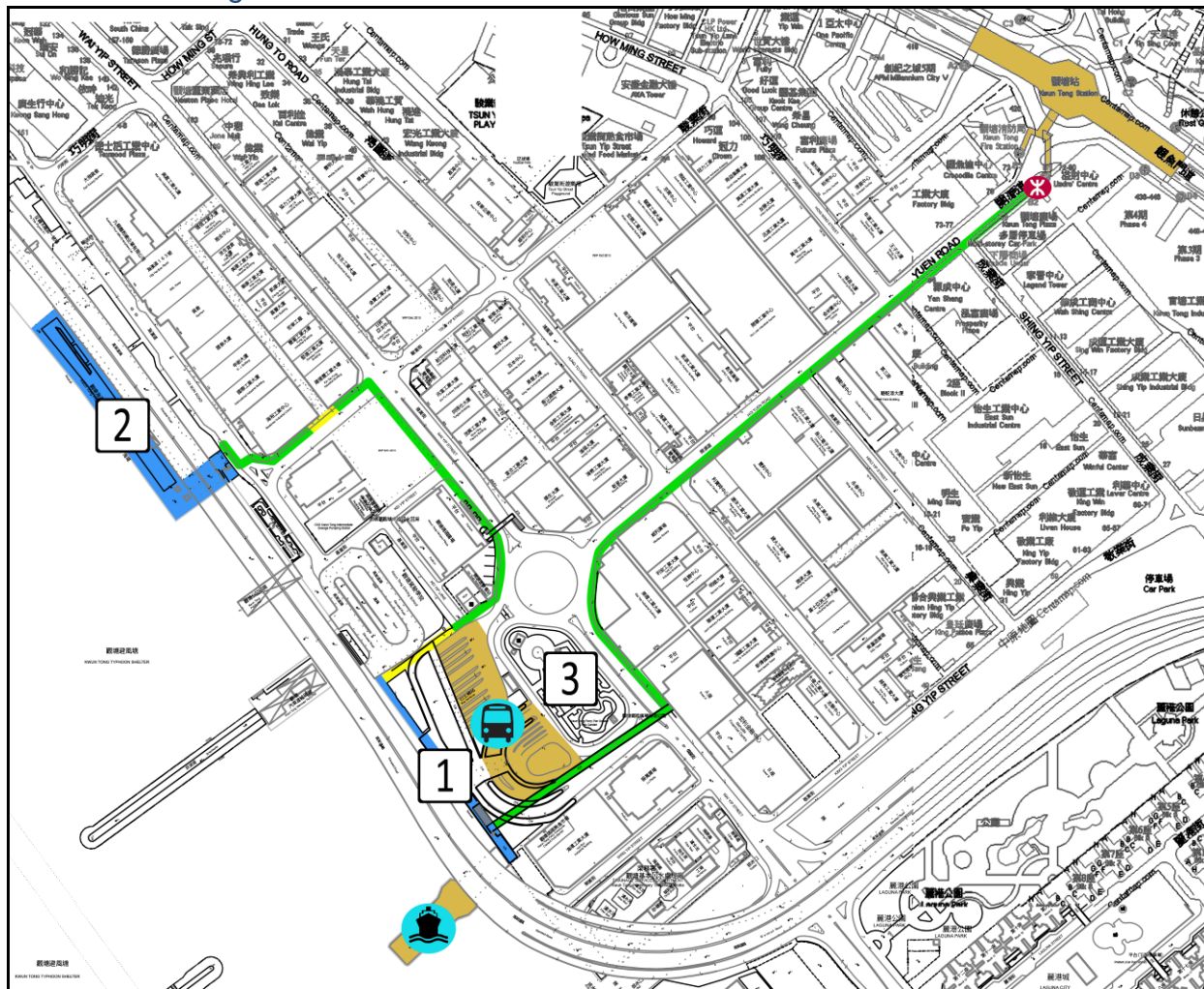
Accessibility	
Goal: Waterfront	
MTR Station: Sheung Wan	MTR Exit: D
District: Hong Kong Island Central	2/11/2014
Nearest transportation node	BUS
Prioritize the different types of transportation in the area	MTR BUS
Ease of access the walkways provide (how useful is this route?) Notes:	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Signage of the area Notes:	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Pedestrian Bridges	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Elevator access Have to go into buildings to find the elevator for the ramp	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Subways : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

D.7 Hong Kong Island West

D.7.1 Sai Ying Pun and Kennedy Town

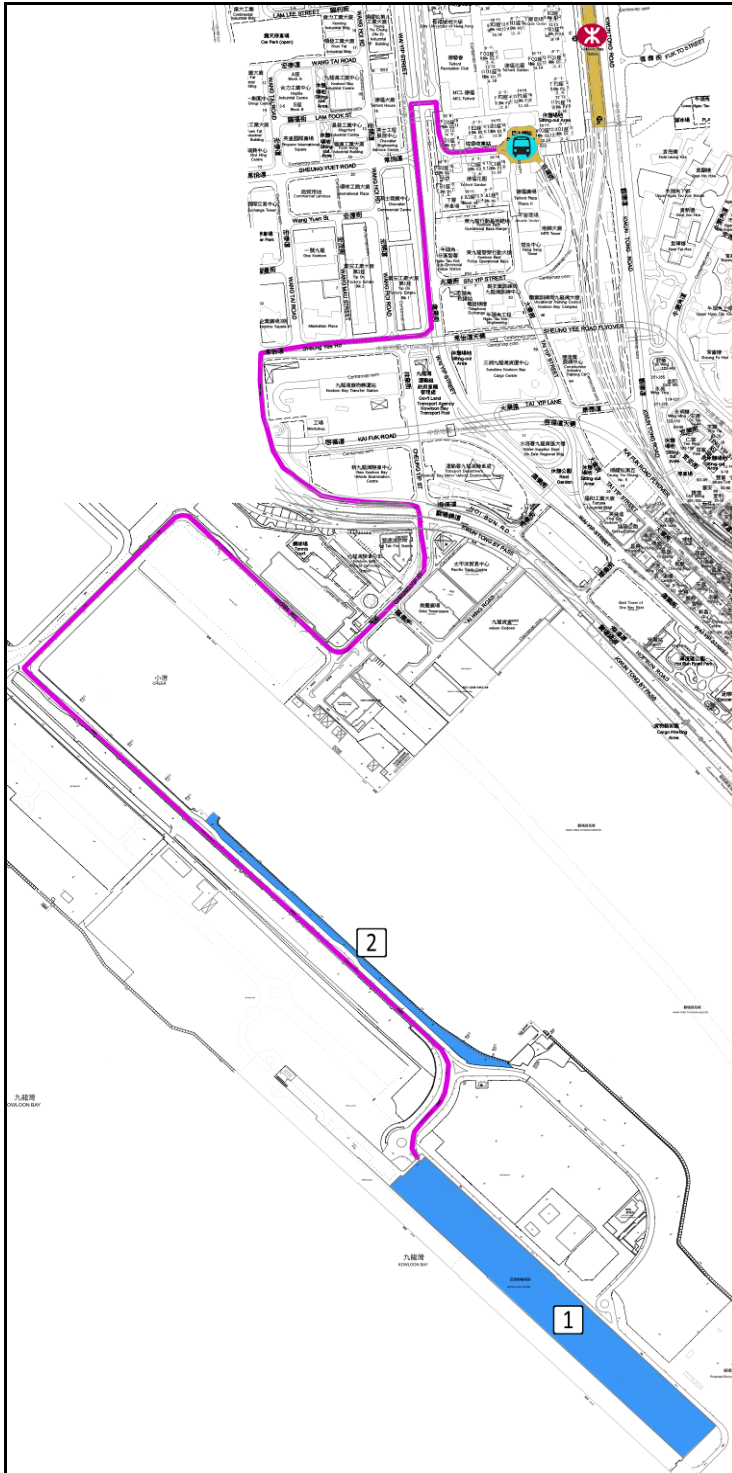
Accessibility	
Goal: Waterfront	
MTR Station: Sheung Wan	MTR Exit:
District: Hong Kong Island West	2/12/2014
Nearest transportation node	Bus
Prioritize the different types of transportation in the area	Bus
Ease of access the walkways provide (how useful is this route?) Notes: <div style="background-color: #fff9c4; height: 80px; width: 100%;"></div>	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Signage of the area Notes: <div style="background-color: #fff9c4; height: 80px; width: 100%;"></div>	<input checked="" type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Pedestrian Bridges : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Subways : Not available	
Frequency (how many per block?)	
Ramp access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Elevator access	<input type="checkbox"/> Yes <input type="checkbox"/> No
Bike Path to water front?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Private Car Parking?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

E.1.2 Kwun Tong



1. Kwun Tong Ferry Pier
2. Kwun Tong Promenade
3. Kwun Tong Ferry Pier Square

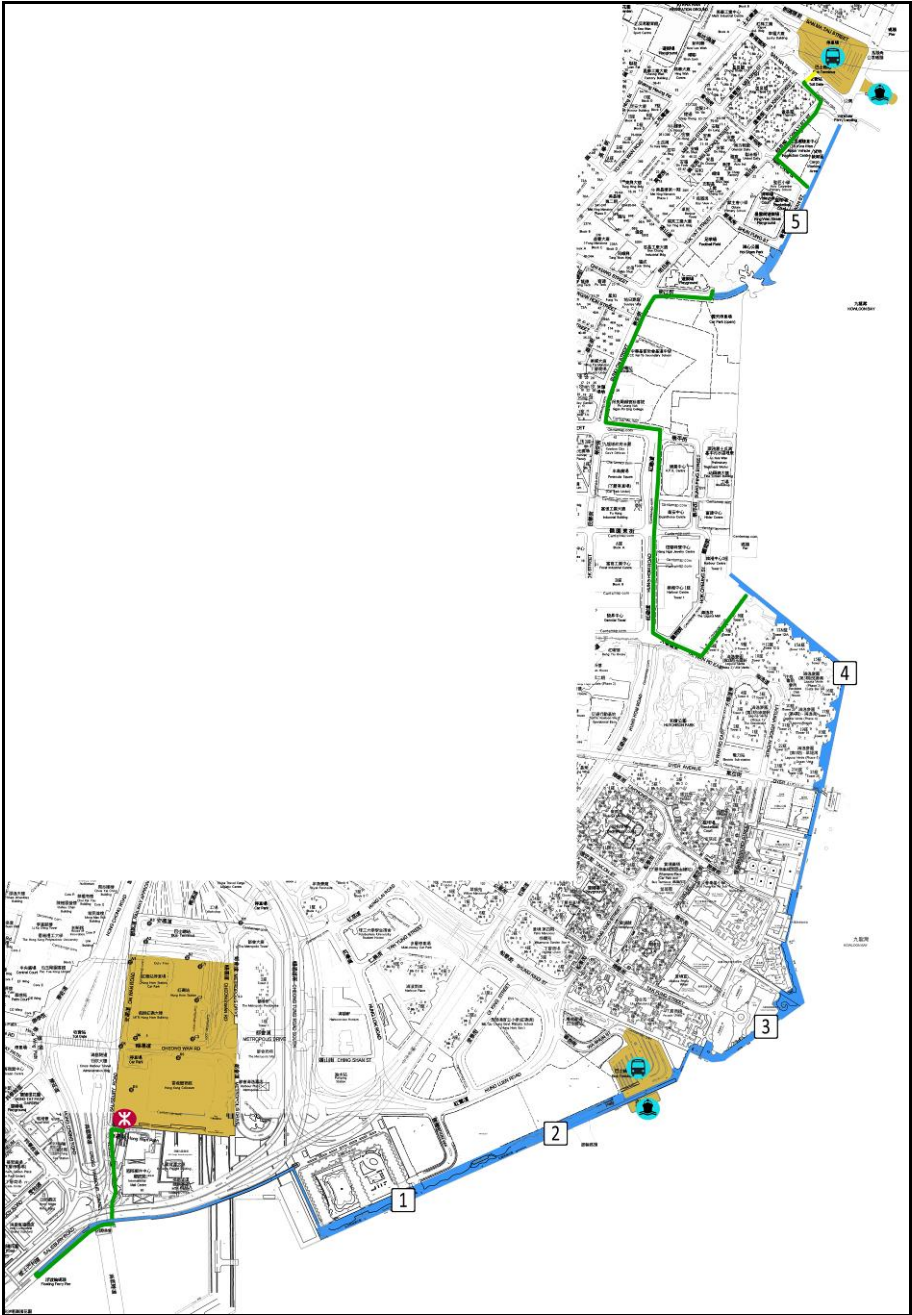
E.1.3 Kai Tak



1. Kai Tak Cruise Ship Terminal
2. Kai Tak Promenade

E.2 Kowloon Central

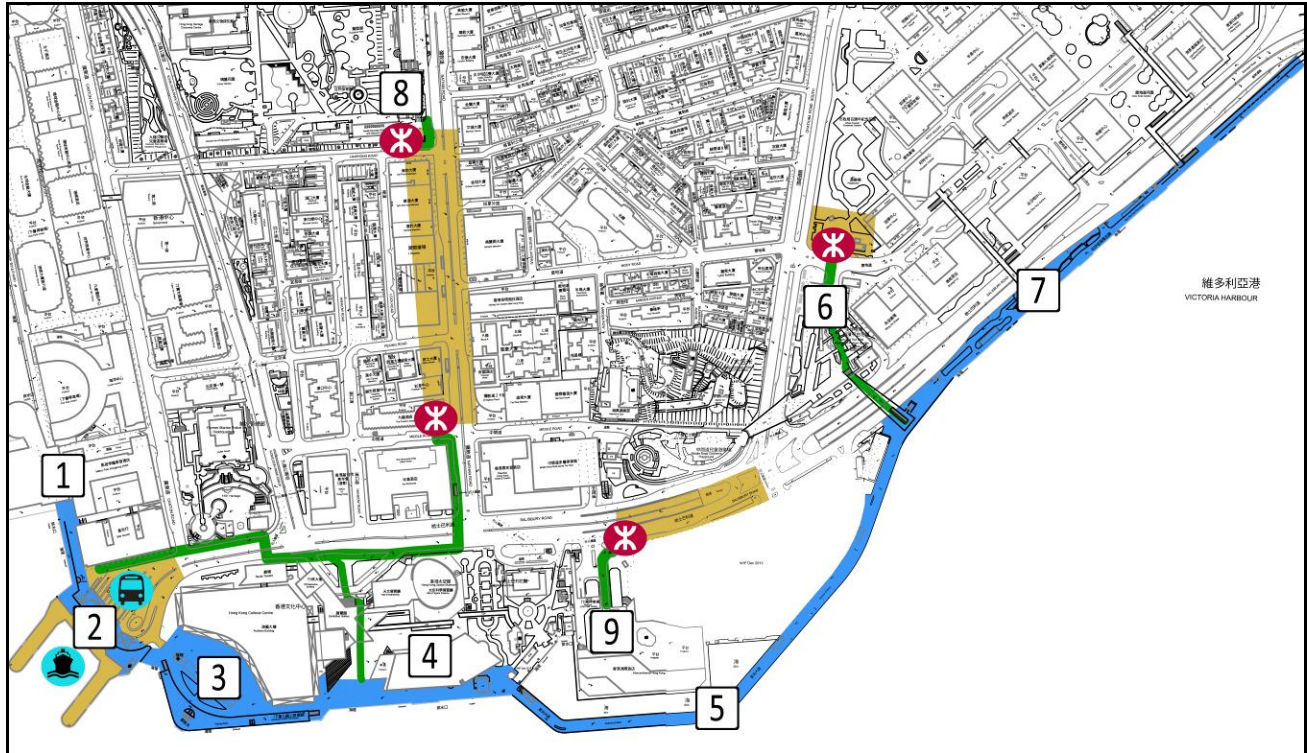
E.2.1 Hong Hum



- 1. Tsim Sha Tsui Promenade
- 2. Hung Hom Promenade
- 3. Harbourfront Promenade

- 4. Laguna Verde Promenade
- 5. Hoi Sham Park and Waterfront Access

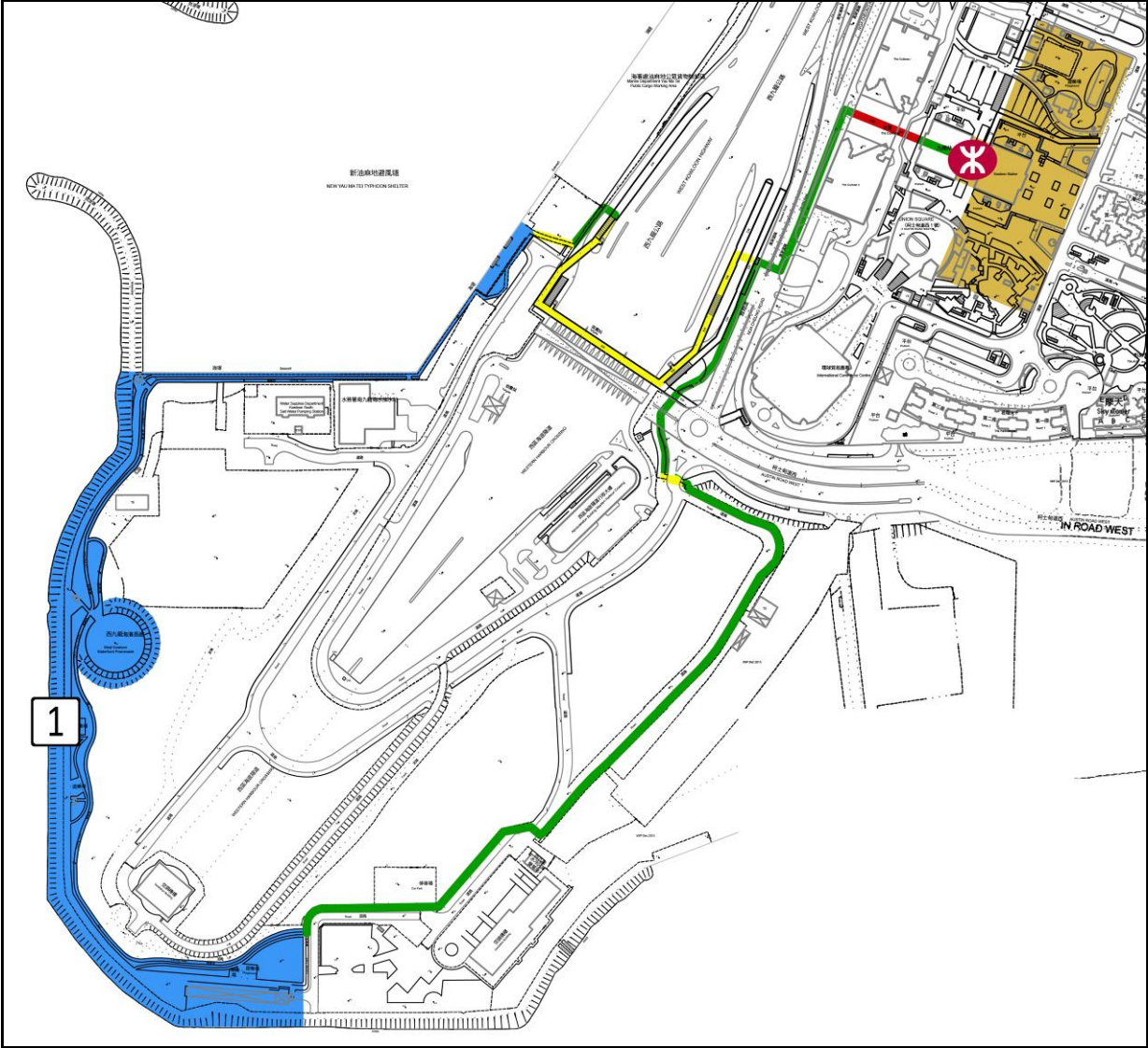
E.2.2 Tsim Sha Tsui



1. Harbour City Mall
2. Star Ferry Pier
3. Kowloon Public Pier
4. Hong Honk Museum of Art
5. Avenue of Stars
6. Tsim Cha Tsui East Waterfront Podium Garden
7. East Tsim Sha Tsui Promenade
8. Kowloon Park
9. New World Centre Shopping Arcade (Under Development)

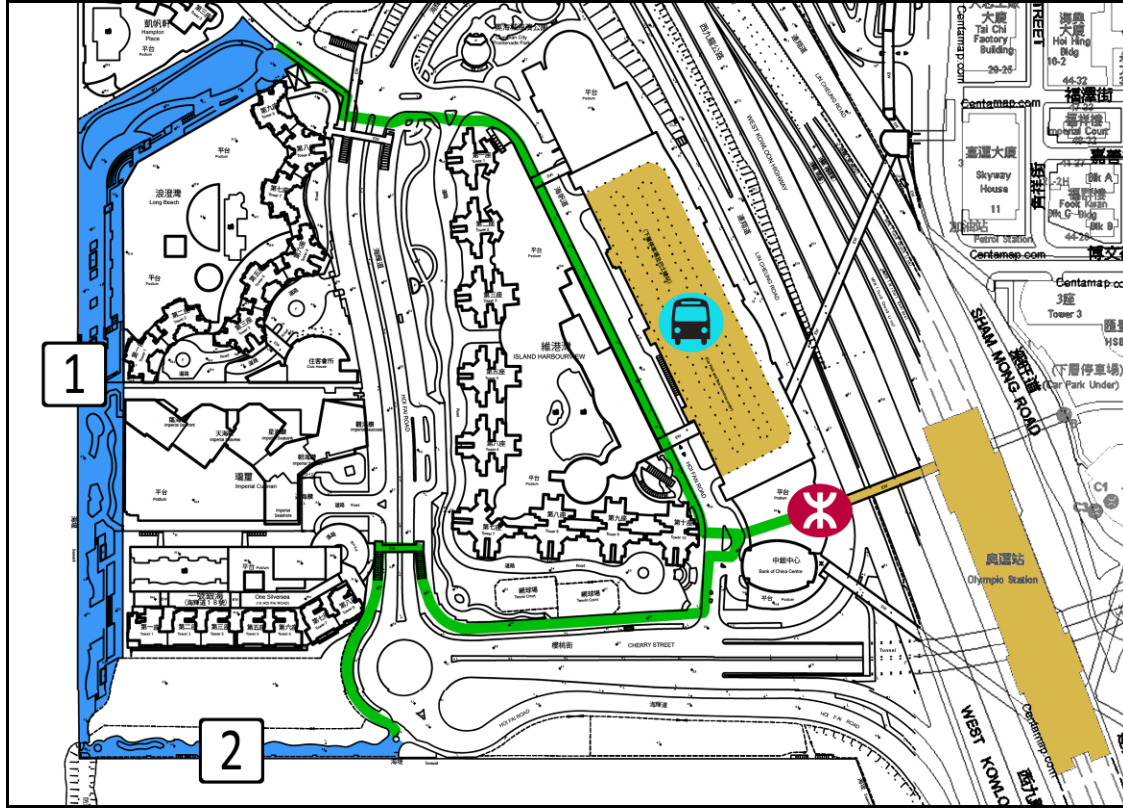
E.3 Kowloon West

E.3.1 West Kowloon Cultural District



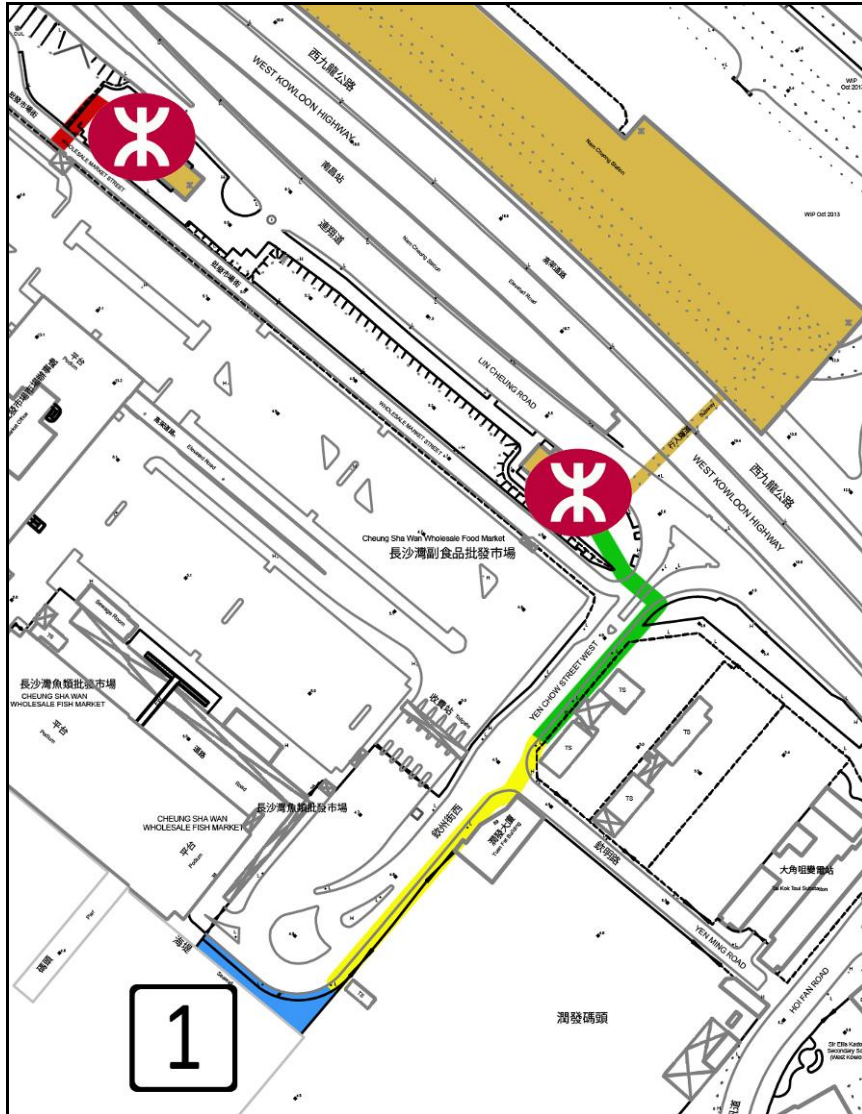
1. West Kowloon Promenade

E.3.2 Tai Kok Tsui



1. The Long Beach Promenade
2. Hoi Fai Road Garden

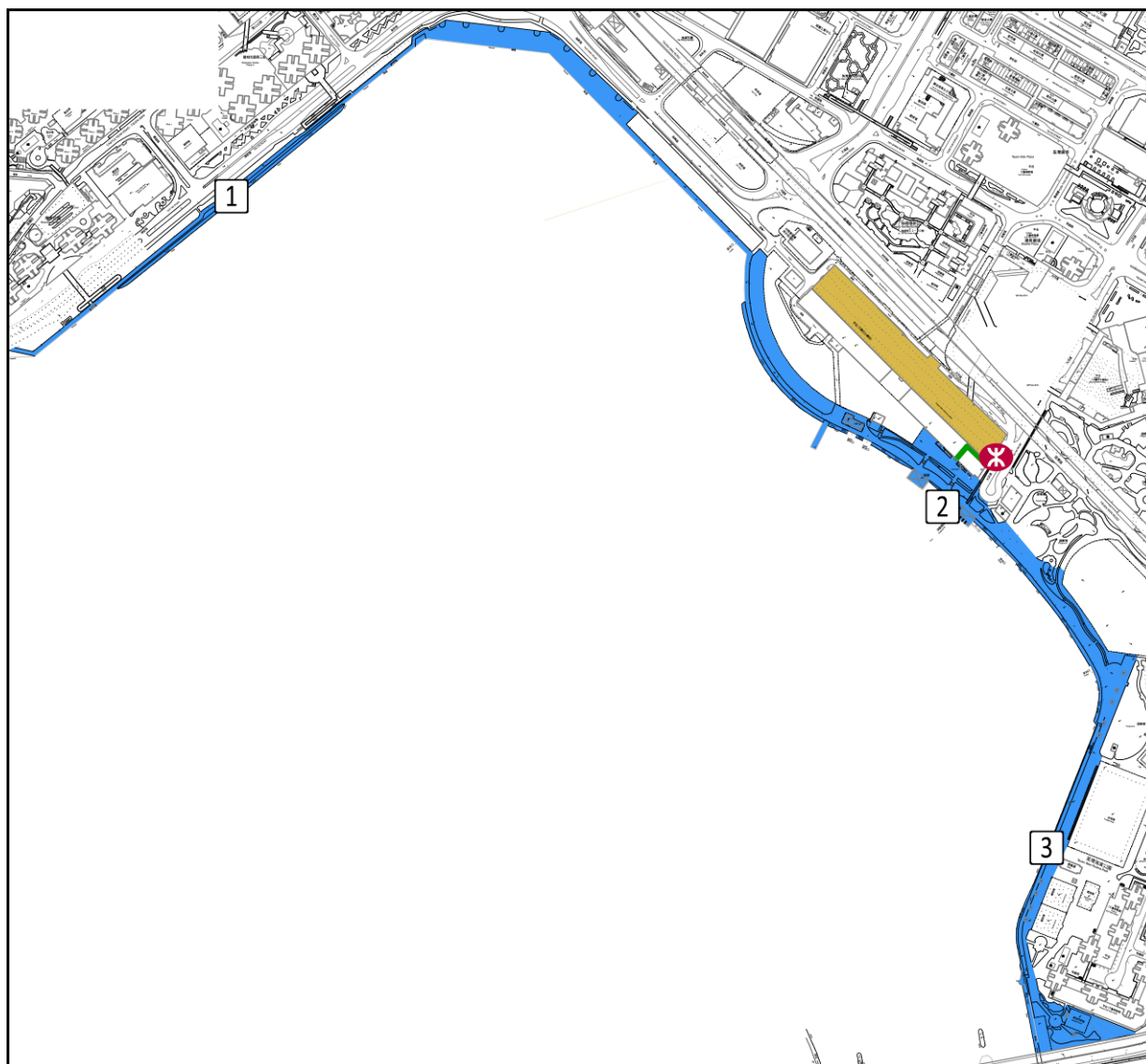
E.3.3 Cheung Sha Wan



1. Waterfront access (no promenade)

E.4 West Harbour

E.4.1 Tsuen Wan



1. Hoi On Road Promenade
2. Tsuen Wan Ferry Pier
3. Tsuen Wan Riviera Park Promenade

E.4.2 Tsing Yi



1. Tsing Yi Northeast Park
2. Tsing Yi Promenade
3. Cheung Fai Road Promenade

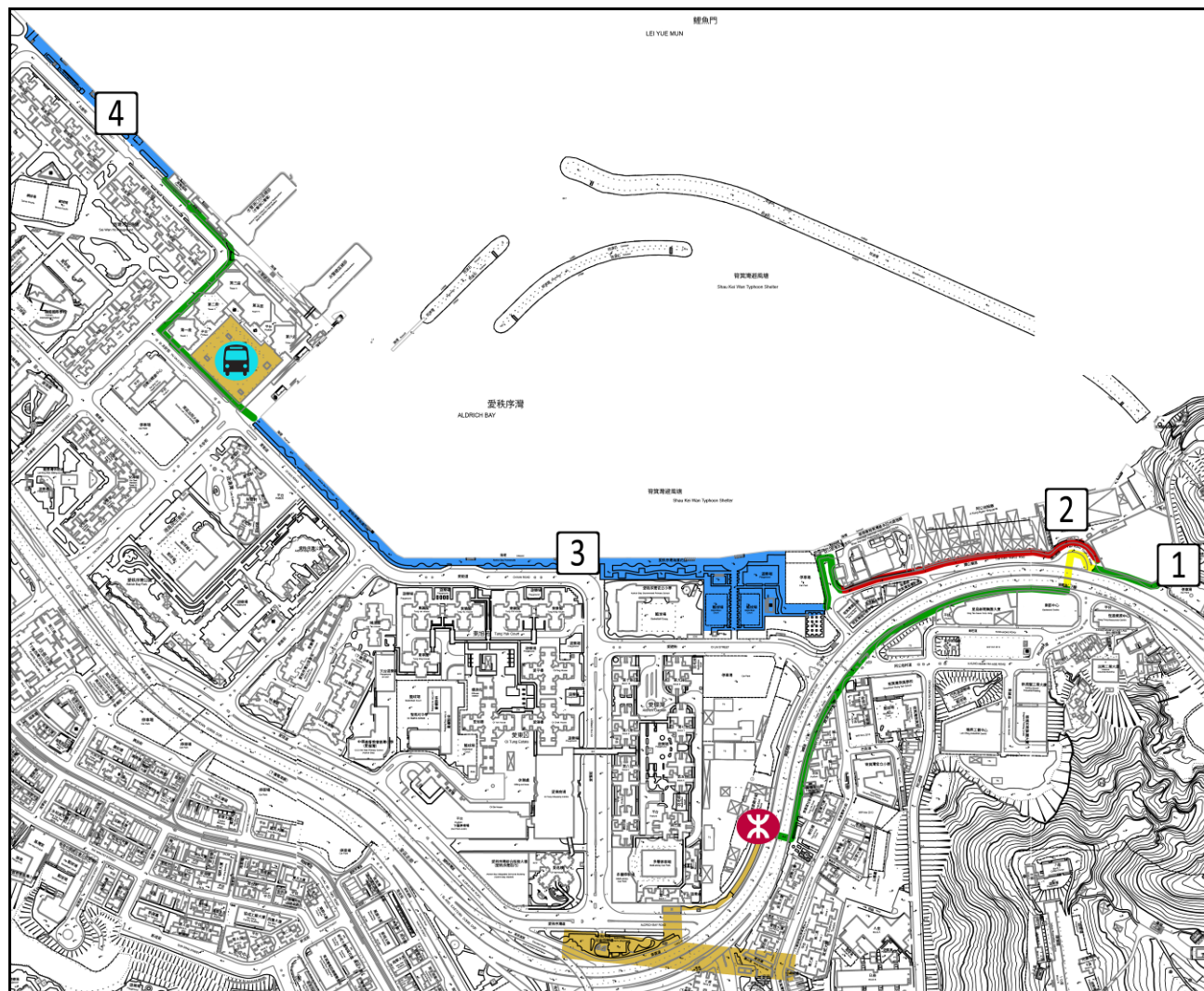
E.5 Hong Kong Island East

E.5.1 Heng Fa Chuen



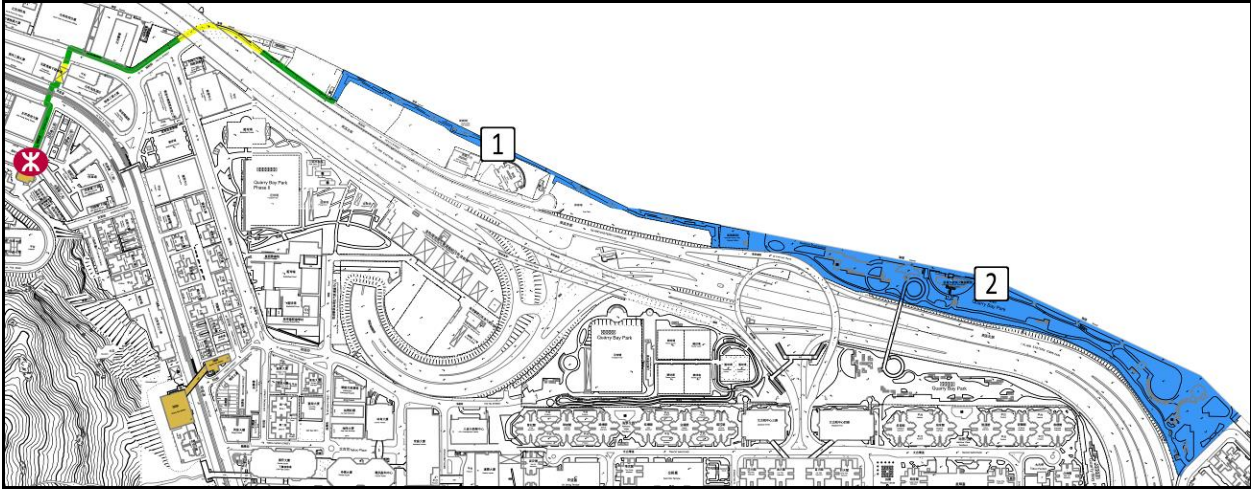
1. Heng Fa Chuen Promenade

E.5.2 Shau Kei Wan



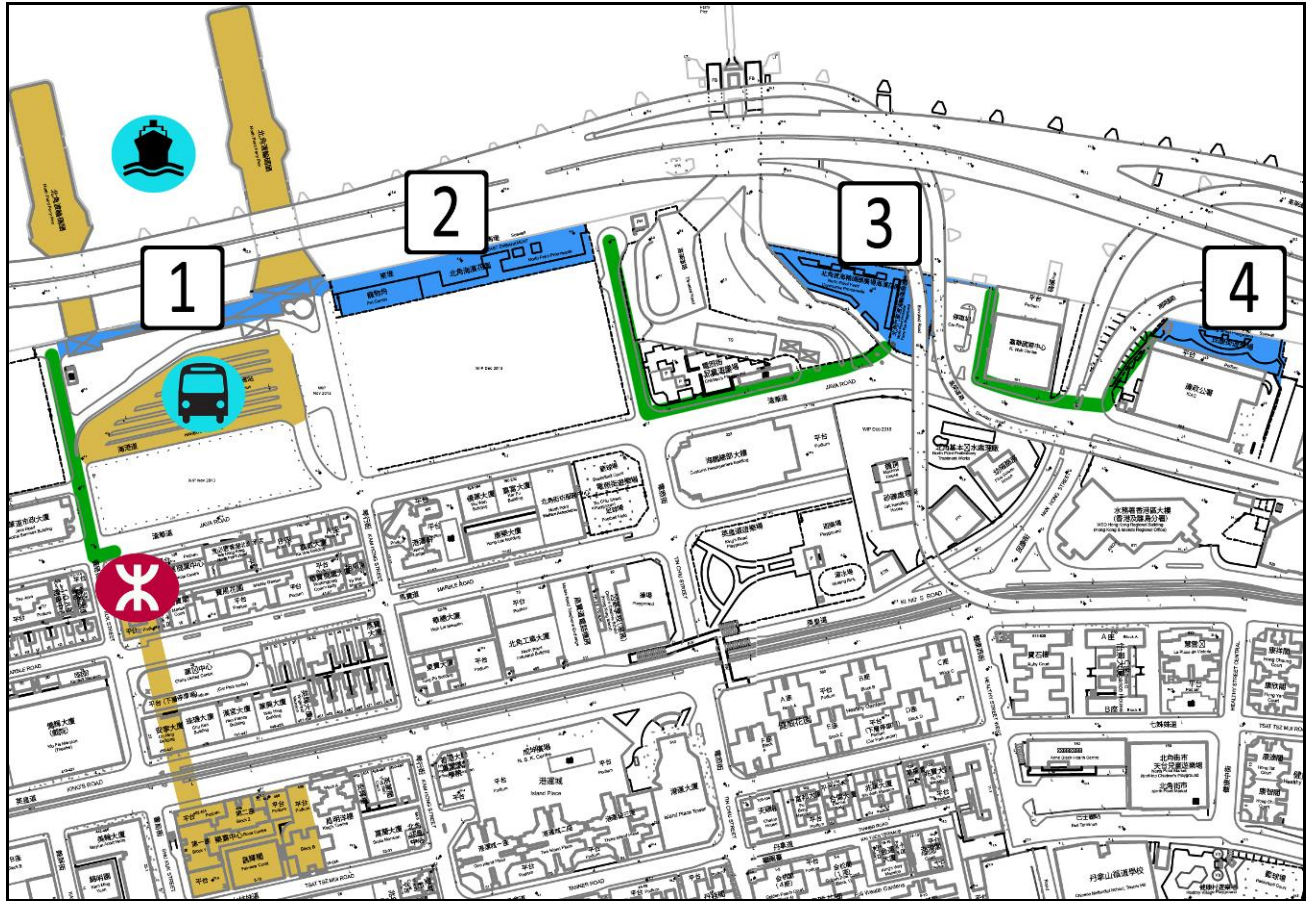
1. Hong Kong Museum of Coastal Defence
2. Shau Kei Wan Wholesale Fish Market
3. Aldrich Bay Promenade
4. Sai Wan Ho Harbour Park

E.5.3 Quarry Bay



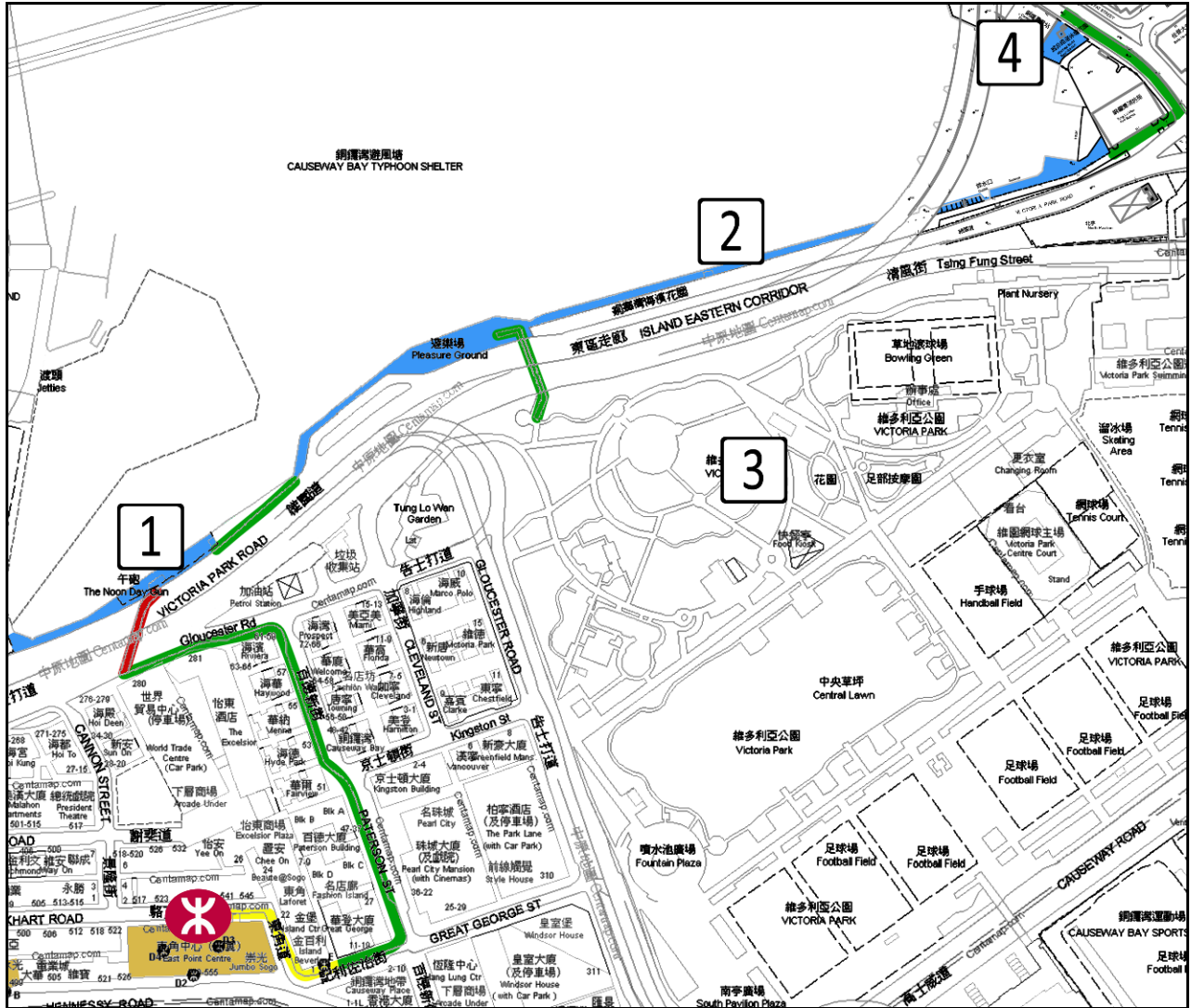
- 1. Quarry Bay Promenade
- 2. Quarry Bay Park Phase 1

E.5.4 North Point



1. North Point Ferry Pier
2. North Point Promenade
3. North Point Ferry Concourse Promenade
4. Man Hong Street Playground

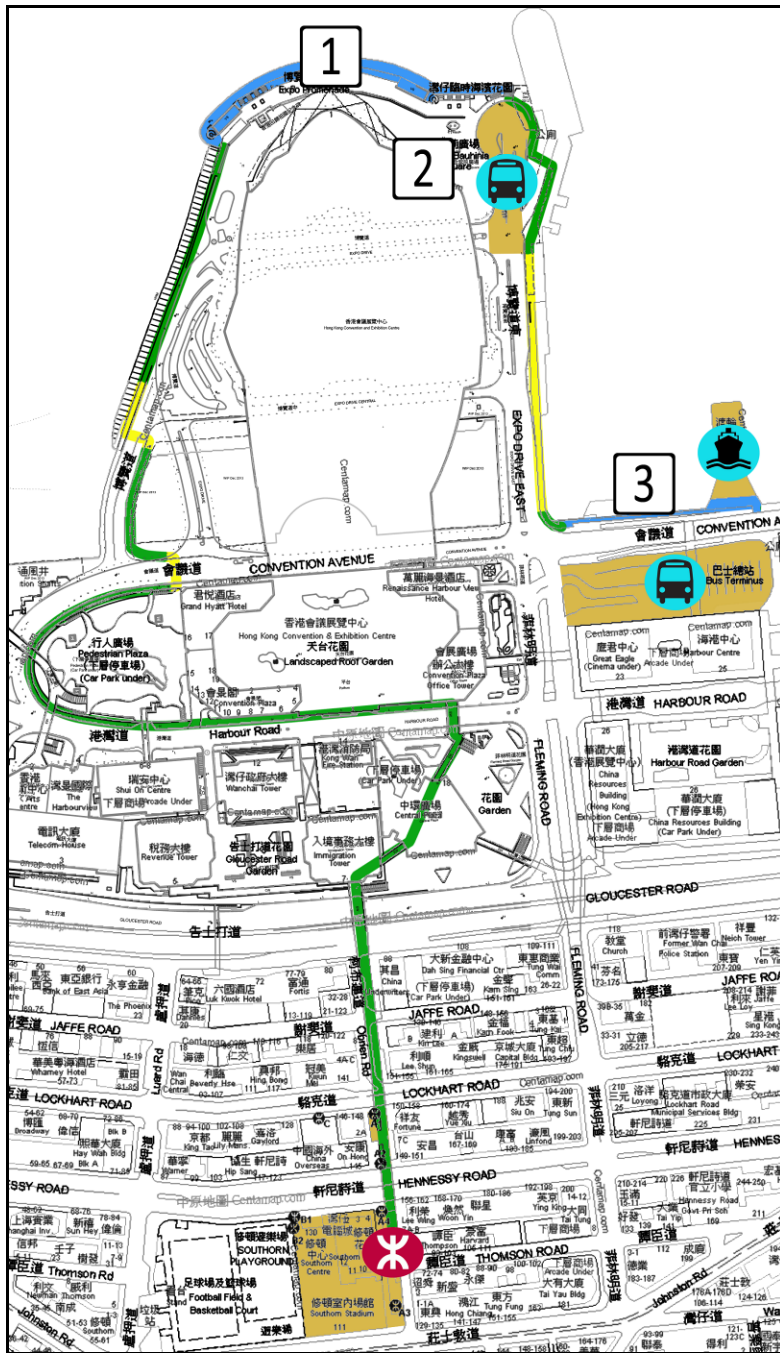
E.5.5 Causeway Bay



1. Noonday Gun
2. Causeway Bay Typhoon Shelter Promenade
3. Victoria Park
4. Whitfield Road Rest Garden

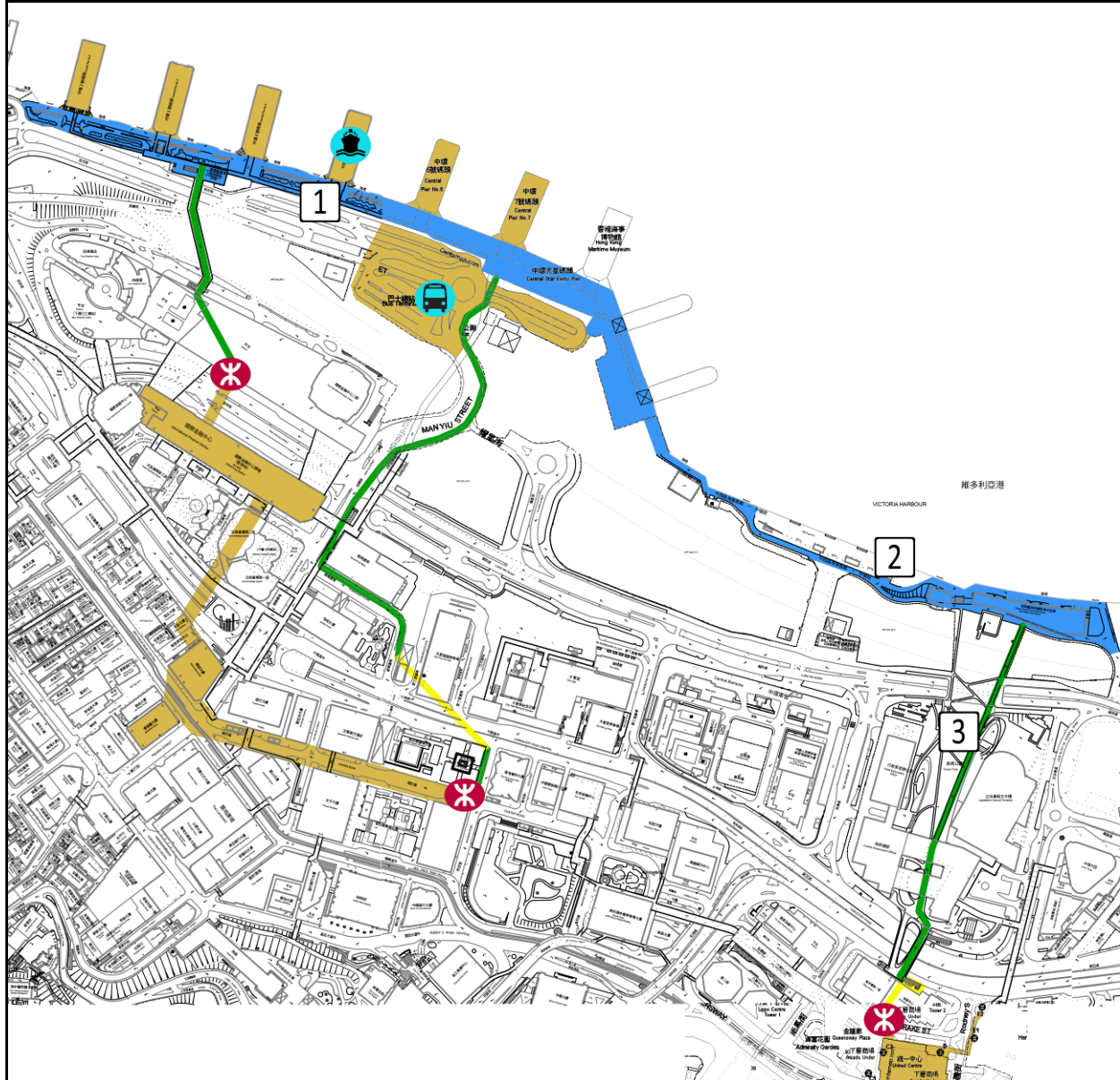
E.6 Hong Kong Island Central

E.6.1 Wan Chai



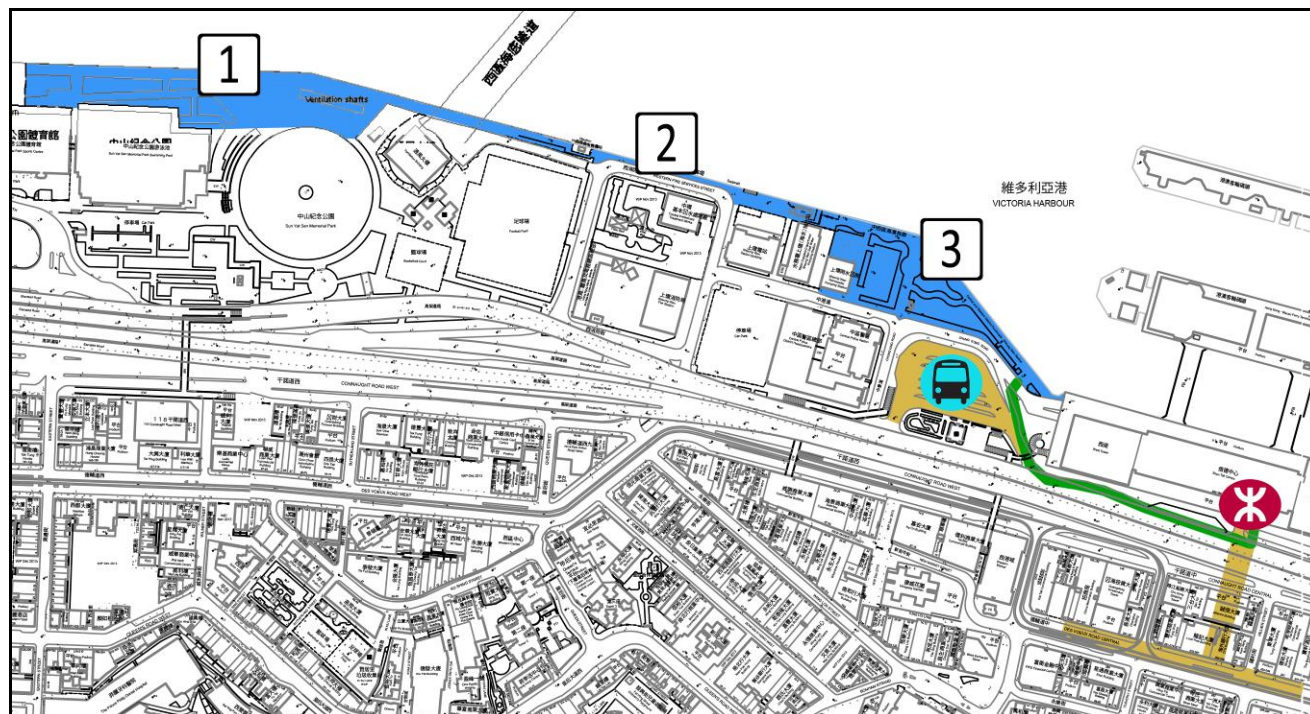
1. Wan Chai Temporary Promenade
2. Bauhinia Square
3. Wan Chai Ferry Pier

E.6.2 Admiralty and Central



1. Central Ferry Pier
2. Central and Western District Promenade (Central Section)
3. Tamar Park

E.6.3 Sheung Wan



1. Sun Yat Sen Memorial Park
2. East Promenade
3. Central and Western District Promenade (Sheung Wan Section)

E.7 Hong Kong Island West

E.7.1 Sai Ying Pun and Kennedy Town



1. Belcher Bay Promenade
2. Kennedy Town Recreation Ground Promenade

Appendix F: Connectability Data within Districts

Connectivity data for within a certain district can be seen below.

F.1 Kowloon East

F.1.1 Lei Yue Mun

Connectivity		
District: Kowloon East	1/8/2014	
Ease of access walkways provide	<input type="checkbox"/> 0	
There is also construction that made wayfinding hard to do	<input type="checkbox"/> 1	
	<input type="checkbox"/> 2	
	<input checked="" type="checkbox"/> 3	
It was pretty easy		
Throughout one part of the harbor	Rate the signage	<input type="checkbox"/> 0
	Less than 100 feet b/w signs	<input type="checkbox"/> 1
	Lots of signs so it's easy to find what you want	<input type="checkbox"/> 2
		<input checked="" type="checkbox"/> 3
	Handicap accessible?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Dogs?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

F.1.2 Kwun Tong

Connectivity	
District: Kowloon East	
1/8/2014	
Ease of access walkways provide	
<p>Notes: There is a pretty direct route to Lei Yue Mun but it was dirty and the sights were bad. Didn't offer any attractions.</p>	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage
	<p>Notes: No signs to get from harbourfront to promenade Dogs are not allowed but there is a dog park. The promenade does not allow dogs</p>
	<input checked="" type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
<input type="checkbox"/> 3	
	Handicap accessible?
	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Dogs?
	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

F.1.3 Kai Tak

Connectivity	
District: Kowloon East	
1/8/2014	
Ease of access walkways provide	
Notes: Its an open park	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage
	Notes:
	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
<input checked="" type="checkbox"/> 3	
Handicap accessible?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dogs?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

F.2 Kowloon Central

F.2.1 Hung Hom

Connectivity	
District: Kowloon Central	1/14/2014
Ease of access walkways provide	
Notes: <div style="background-color: #e0e0e0; height: 100px; width: 100%;"></div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage
	Notes: Signs everywhere <div style="background-color: #e0e0e0; height: 100px; width: 100%;"></div>
	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
<input checked="" type="checkbox"/> 3	
Handicap accessible?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dogs? But everyone brings small dogs	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

F.2.2 Tsim Sha Tsui

Connectivity	
District: Kowloon Central	
1/15/2014	
Ease of access walkways provide	
Notes: Nice walkways, all brick, very clean	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage
	Notes: Lots of signs We had to walk through the MTR to get to some areas
	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
<input checked="" type="checkbox"/> 3	
Handicap accessible?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dogs?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

F.3 Kowloon West

F.3.1 West Kowloon Cultural District

Connectivity	
District: West Kowloon Cultural District	
1/8/2014	
Ease of access walkways provide Notes: This is the only attraction, so there is no connectivity to other areas within	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage Notes:
	<input checked="" type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Handicap accessible?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dogs?	<input type="checkbox"/> Yes <input type="checkbox"/> No

F.3.2 Tai Kok Tsui

Connectivity	
District: West Kowloon Cultural District	
1/17/2014	
Ease of access walkways provide	
Notes: <div style="border: 1px solid gray; height: 100px; width: 100%;"></div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage
	Notes: It was a very small areas, so it didn't need signage
	<input checked="" type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
<input type="checkbox"/> 3	
Handicap accessible?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dogs? People ignored this rule.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

F.3.3 Cheung Sha Wan

Connectivity		
District: West Kowloon Cultural District		
1/21/2014		
Ease of access walkways provide		
<p>Notes: The first section of the walk was not safe or handicap accessible, but once past that it was a nice bricked pathway to the other section of the waterfront</p> <p>No rating was given due to the fact there were no areas to walk to on this section of the harbourfront</p>	<input type="checkbox"/> 0	
	<input type="checkbox"/> 1	
	<input type="checkbox"/> 2	
	<input type="checkbox"/> 3	
Throughout one part of the harbor	Rate the signage	<input checked="" type="checkbox"/> 0
	Notes:	<input type="checkbox"/> 1
		<input type="checkbox"/> 2
		<input type="checkbox"/> 3
	Handicap accessible? But the walkway was in poor shape	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dogs?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

F.4 West Harbour

F.4.1 Tsuen Wan

Connectivity		
District: West Harbour		
1/21/2014		
Ease of access walkways provide Notes: <div style="background-color: #e0e0e0; height: 100px; width: 100%;"></div>	<input type="checkbox"/> 0	
	<input type="checkbox"/> 1	
	<input type="checkbox"/> 2	
	<input checked="" type="checkbox"/> 3	
Throughout one part of the harbor	Rate the signage Notes: There are signs on the Tsuen Wan Park promenade. Tsuen Wan Ferry Pier had some signage. (Hoi On Promenade)The long one only had distance markers	<input type="checkbox"/> 0
	<input type="checkbox"/> 1	
	<input type="checkbox"/> 2	
	<input checked="" type="checkbox"/> 3	
	Handicap accessible? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
	Dogs? But people are walking dogs. The long prom you could walk dogs on however. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

F.4.2 Tsing Yi

Connectivity	
District: West Harbour	
1/22/2014	
Ease of access walkways provide	
Notes: <div style="background-color: #e0e0e0; height: 100px; width: 100%;"></div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage
	Notes: Signage pointing to all the attractions on the waterfront <div style="background-color: #e0e0e0; height: 100px; width: 100%;"></div>
	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
	Handicap accessible?
Dogs?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

F.5 Hong Kong Island East

F.5.1 Heng Fa Cheun

Connectivity		
District: Hong Kong Island East		
1/8/2014		
Ease of access walkways provide Notes: <div style="border: 1px solid gray; height: 100px; width: 100%; background-color: #e0e0e0;"></div>	<input type="checkbox"/> 0	
	<input type="checkbox"/> 1	
	<input type="checkbox"/> 2	
	<input checked="" type="checkbox"/> 3	
Throughout one part of the harbor	Rate the signage <div style="border: 1px solid gray; height: 100px; width: 100%; background-color: #e0e0e0;"></div>	<input type="checkbox"/> 0
		<input checked="" type="checkbox"/> 1
		<input type="checkbox"/> 2
		<input type="checkbox"/> 3
	Handicap accessible?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dogs?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

F.5.2 Shau Kei Wan

Connectivity	
District: Hong Kong Island East	
1/8/2014	
Ease of access walkways provide Notes: just through the promenade <div style="background-color: #D3D3D3; height: 100px; width: 100%;"></div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage Notes: no signage directing to other areas on the waterfront. There is signage across the street, but it is not on the promenade and can't be read easily from across the street.
	<input checked="" type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
<input type="checkbox"/> 3	
Handicap accessible? But some areas are not friendly	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dogs? No dogs anywhere.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

F.5.3 Quarry Bay

Connectivity	
District: Hong Kong Island East	
1/8/2014	
Ease of access walkways provide Notes:	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage Notes:
	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
	Handicap accessible?
	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Dogs? But only in the pet garden, the rest is not dog friendly.
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

F.5.4 North Point

Connectivity	
District: Hong Kong Island East	
1/28/2014	
Ease of access walkways provide	
Notes: <div style="background-color: #D3D3D3; height: 100px; width: 100%;"></div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage
	Notes: <div style="background-color: #D3D3D3; height: 100px; width: 100%;"></div>
	<input checked="" type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
<input type="checkbox"/> 3	
Handicap accessible?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Dogs? But there was a dog park on the Pier	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

F.5.5 Causeway Bay

Connectivity	
District: Hong Kong Island East	
2/4/2014	
Ease of access walkways provide	
Notes: <div style="background-color: #D3D3D3; height: 100px; width: 100%;"></div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage
	Notes: No signs pointing to other parts of the harbour <div style="background-color: #D3D3D3; height: 100px; width: 100%;"></div>
	<input checked="" type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
<input type="checkbox"/> 3	
Handicap accessible?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Dogs?	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

F.6 Hong Kong Island Central

F.6.1 Wan Chai

Connectivity	
District: Hong Kong Island Central	
2/5/2014	
Ease of access walkways provide Notes: A lot of construction on the waterfront that inhibited walking	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage Notes: There was temporary connective signage pointing to attractions
	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
	Handicap accessible? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
	Dogs? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

F.6.2 Admiralty and Central

Connectivity	
District: Hong Kong Island Central	
2/6/2014	
Ease of access walkways provide	
Notes: <div style="background-color: #e0e0e0; height: 100px; width: 100%;"></div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage
	Notes: <div style="background-color: #e0e0e0; height: 100px; width: 100%;"></div>
	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
	Handicap accessible?
Dogs?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

F.6.3 Sheung Wan

Connectivity	
District: Hong Kong Island Central	
2/11/2014	
Ease of access walkways provide Notes: very easy and straight forward	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Throughout one part of the harbor	Rate the signage Notes:
	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
<input checked="" type="checkbox"/> 3	
Handicap accessible?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dogs?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

F.7 Hong Kong Island West

F.7.1 Sai Ying Pun and Kennedy Town

Connectivity	
District: Hong Kong Island West	1/8/2014
Ease of access walkways provide	<input type="checkbox"/> 0 <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
Notes: but not direct <div style="background-color: #e0e0e0; height: 100px; width: 100%;"></div>	
Throughout one part of the harbor	Rate the signage
	<input checked="" type="checkbox"/> 0 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3
	Notes:
	<div style="background-color: #e0e0e0; height: 100px; width: 100%;"></div>
Handicap accessible?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dogs?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Appendix G: Connectivity Data between Districts of the Harbour

The rating charts for connectivity between districts of the harbourfront can be seen below and is separated via the districts travelled between.

G.1 Kowloon East

G.1.1 Kwun Tong to Lei Yue Mun

Between other parts of the harbor	Rate the signage	<input checked="" type="checkbox"/>	0	
	Notes: No signs to the fish market area, but the way was very direct. Although, the walkway had a terrible view and was very dirty.	<input type="checkbox"/>	1	
		<input type="checkbox"/>	2	
		<input type="checkbox"/>	3	
	Handicap accessible?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No
Dogs?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No	

G.1.2 Kai Tak to Kwun Tong

Between other parts of the harbor	Rate the signage	<input checked="" type="checkbox"/>	0	
	Notes: Very straight forward Walk But no interconnecting signage	<input type="checkbox"/>	1	
		<input type="checkbox"/>	2	
		<input type="checkbox"/>	3	
	Handicap accessible?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No
Dogs? But not at the locations	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No	

G.2 Kowloon Central

G.2.1 Hung Hom to Kai Tak

Between other parts of the harbor	Rate the signage	<input checked="" type="checkbox"/>	0
	Notes: 8 mile day, construction	<input type="checkbox"/>	1
		<input type="checkbox"/>	2
		<input type="checkbox"/>	3
		Handicap accessible?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Dogs?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		

G.2.2 Tsim Sha Tsui to Hung Hom

Between other parts of the harbor	Rate the signage	<input type="checkbox"/>	0
	Notes: It points to the Tsim Sha Tsui promenade	<input type="checkbox"/>	1
		<input type="checkbox"/>	2
		<input checked="" type="checkbox"/>	3
		Handicap accessible?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Dogs? But small dogs were prevalent anyway	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

G.3 Kowloon West

G.3.1 West Kowloon Cultural District to Tsim Sha Tsui

Between other parts of the harbor	Rate the signage	<input checked="" type="checkbox"/>	0	
	Notes: On the promenade, no.	<input type="checkbox"/>	1	
		<input type="checkbox"/>	2	
		<input type="checkbox"/>	3	
	Handicap accessible?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No
Dogs?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No	

G.3.2 Tai Kok Tsui to West Kowloon Cultural District

Between other parts of the harbor	Rate the signage	<input checked="" type="checkbox"/>	0	
	Notes:	<input type="checkbox"/>	1	
		<input type="checkbox"/>	2	
		<input type="checkbox"/>	3	
	Handicap accessible?	<input type="checkbox"/> Yes		<input checked="" type="checkbox"/> No
Dogs?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No	

G.3.3 Cheung Sha Wan to Tai Kok Tsui

Between other parts of the harbor	Rate the signage	<input checked="" type="checkbox"/>	0	
	Notes:	<input type="checkbox"/>	1	
		<input type="checkbox"/>	2	
		<input type="checkbox"/>	3	
	Handicap accessible? Yes, except for that one road that is marked down	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No
Dogs?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No	

G.4 West Harbour

G.4.1 Tsuen Wan to Cheung Sha Wan

Between other parts of the harbor	Rate the signage	<input checked="" type="checkbox"/>	0	
	Notes: <div style="background-color: #e0e0e0; height: 100px; width: 100%;"></div>	<input type="checkbox"/>	1	
		<input type="checkbox"/>	2	
		<input type="checkbox"/>	3	
		Handicap accessible?	<input checked="" type="checkbox"/> Yes	
	Dogs?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No

G.4.2 Tsing Yi to Tsuen Wan

Between other parts of the harbor	Rate the signage	<input type="checkbox"/>	0	
	Notes: No connectivity to other parts of the harbour	<input type="checkbox"/>	1	
		<input type="checkbox"/>	2	
		<input type="checkbox"/>	3	
		Handicap accessible?	<input type="checkbox"/> Yes	
	Dogs?	<input type="checkbox"/> Yes		<input type="checkbox"/> No

G.5 Hong Kong Island East

G.5.1 Heng fa Cheun to Shau Kei Wan

Between other parts of the harbor	Rate the signage	<input type="checkbox"/>	0
	Notes: not possible	<input type="checkbox"/>	1
		<input type="checkbox"/>	2
		<input type="checkbox"/>	3
		Handicap accessible?	
Dogs?		<input type="checkbox"/> Yes <input type="checkbox"/> No	

G.5.2 Shua Kei Wan to Quarry Bay

Between other parts of the harbor	Rate the signage	<input checked="" type="checkbox"/>	0
	Notes: You don't really need signage due to it being directly next to the park	<input type="checkbox"/>	1
		<input type="checkbox"/>	2
		<input type="checkbox"/>	3
		Handicap accessible?	
Dogs? But you cant have dogs on the other prom		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

G.5.3 North Point to Quarry Bay

Between other parts of the harbor	Rate the signage	<input checked="" type="checkbox"/>	0
	Notes:	<input type="checkbox"/>	1
		<input type="checkbox"/>	2
		<input type="checkbox"/>	3
		Handicap accessible?	
Dogs?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

G.5.4 Causeway Bay to North Point

Between other parts of the harbor	Rate the signage Notes: No signs pointing to North Point attractions	<input checked="" type="checkbox"/>	0	
		<input type="checkbox"/>	1	
		<input type="checkbox"/>	2	
		<input type="checkbox"/>	3	
	Handicap accessible?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No
Dogs?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No	

G.6 Hong Kong Island Central

G.6.1 Wan Chai to Causeway Bay

Between other parts of the harbor	Rate the signage Notes: The route taken was very long and indirect, and was not handicap accessible	<input checked="" type="checkbox"/>	0	
		<input type="checkbox"/>	1	
		<input type="checkbox"/>	2	
		<input type="checkbox"/>	3	
	Handicap accessible?	<input type="checkbox"/> Yes		<input checked="" type="checkbox"/> No
Dogs?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No	

G.6.2 Admiralty and Central to Wan Chai

Between other parts of the harbor	Rate the signage Notes: Only temporary signs due to construction	<input type="checkbox"/>	0	
		<input type="checkbox"/>	1	
		<input checked="" type="checkbox"/>	2	
		<input type="checkbox"/>	3	
	Handicap accessible?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No
Dogs?	<input checked="" type="checkbox"/> Yes		<input type="checkbox"/> No	

G.6.3 Sheung Wan to Admiralty and Central

Between other parts of the harbor	Rate the signage Notes:	<input type="checkbox"/>	0
		<input type="checkbox"/>	1
		<input type="checkbox"/>	2
		<input checked="" type="checkbox"/>	3
	Handicap accessible? But not very efficient	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Dogs?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	

G.7 Hong Kong Island West

G.7.1 Sai Ying Pun and Kennedy Town to Sheung Wan

Between other parts of the harbor	Rate the signage Notes:	<input checked="" type="checkbox"/>	0
		<input type="checkbox"/>	1
		<input type="checkbox"/>	2
		<input type="checkbox"/>	3
	Handicap accessible?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Dogs?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	

Appendix H: Connectability Maps between Districts

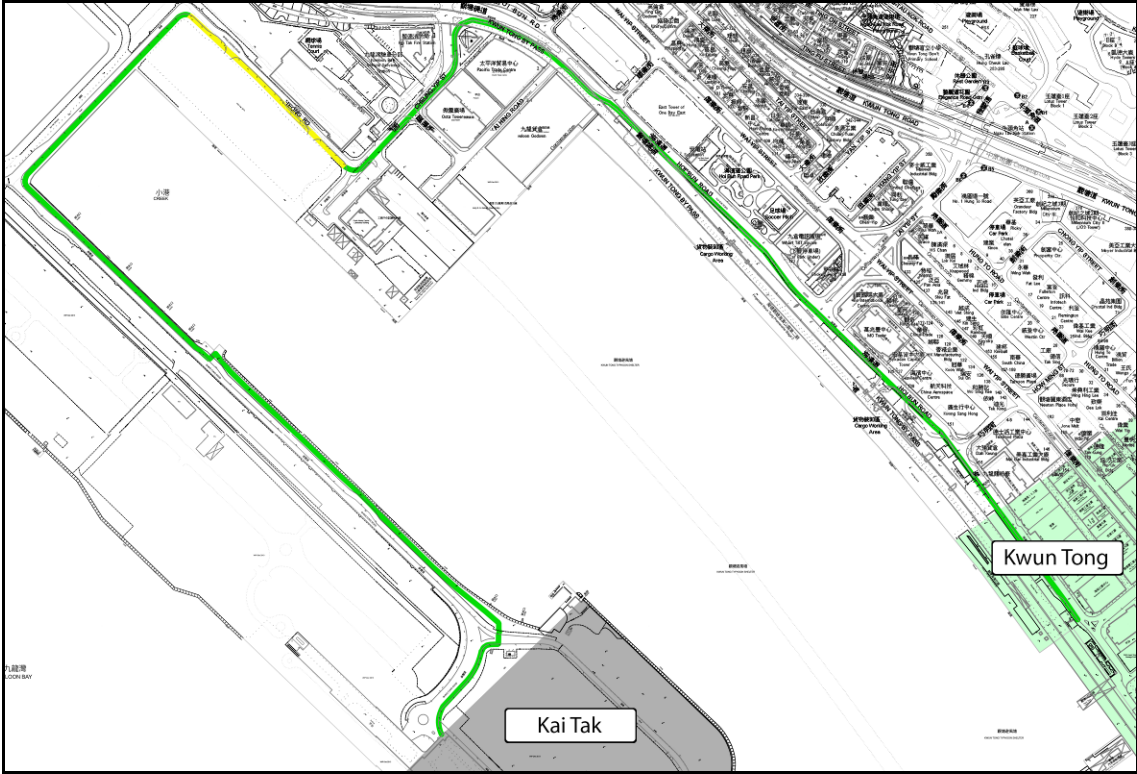
Maps demonstrating the recorded route taken by the project team between harbourfront districts can be seen below.

H.1 Kowloon East

H.1.1 Lei Yue Mun and Kwun Tong

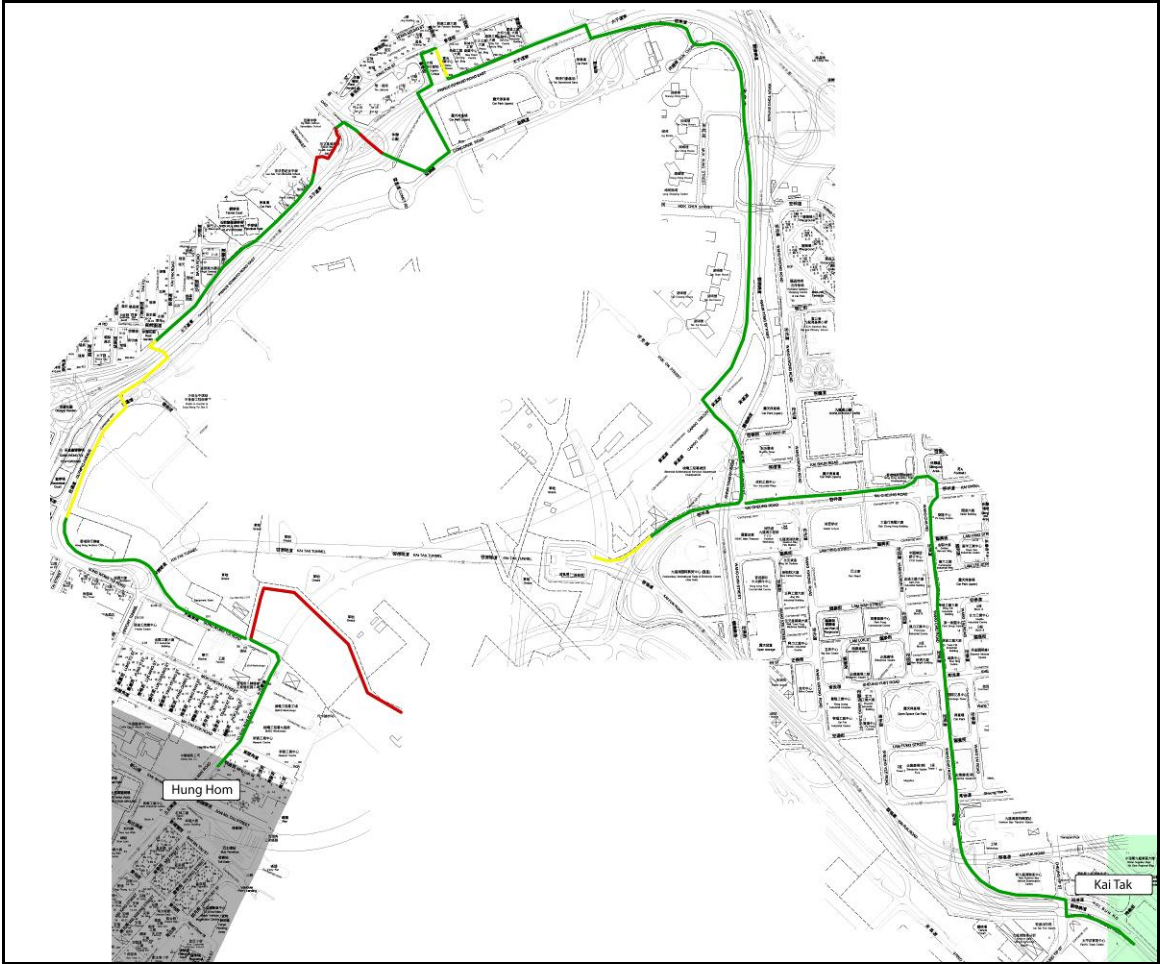


H.1.1.2 Kwun Tong and Kai Tak

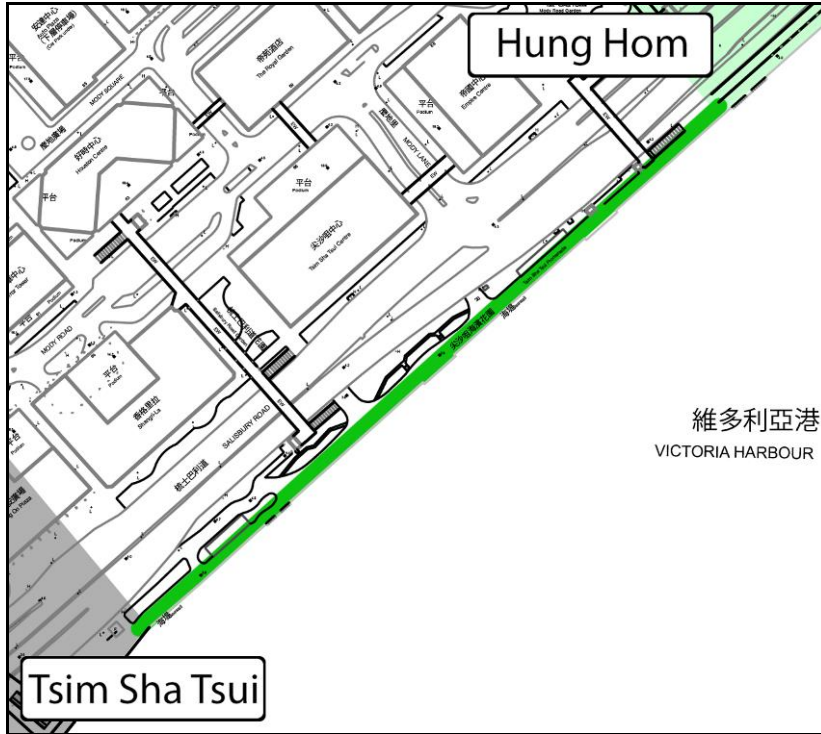


H.2 Kowloon Central

H.2.1 Kai Tak and Hong Hum

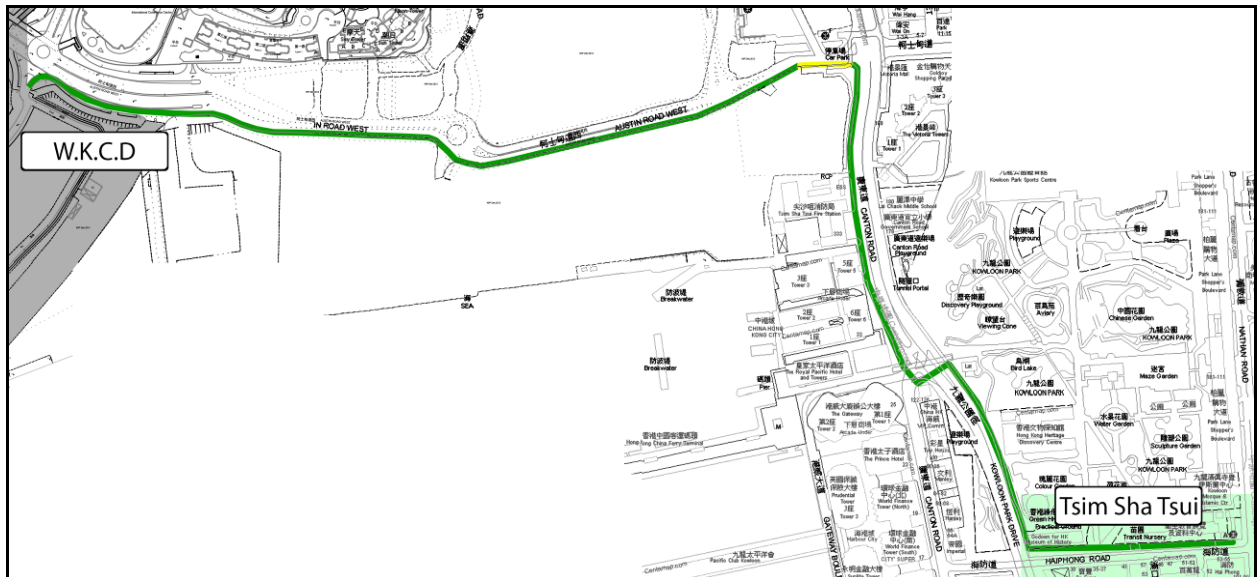


H.2.2 Hong Hum and Tsim Sha Tsui

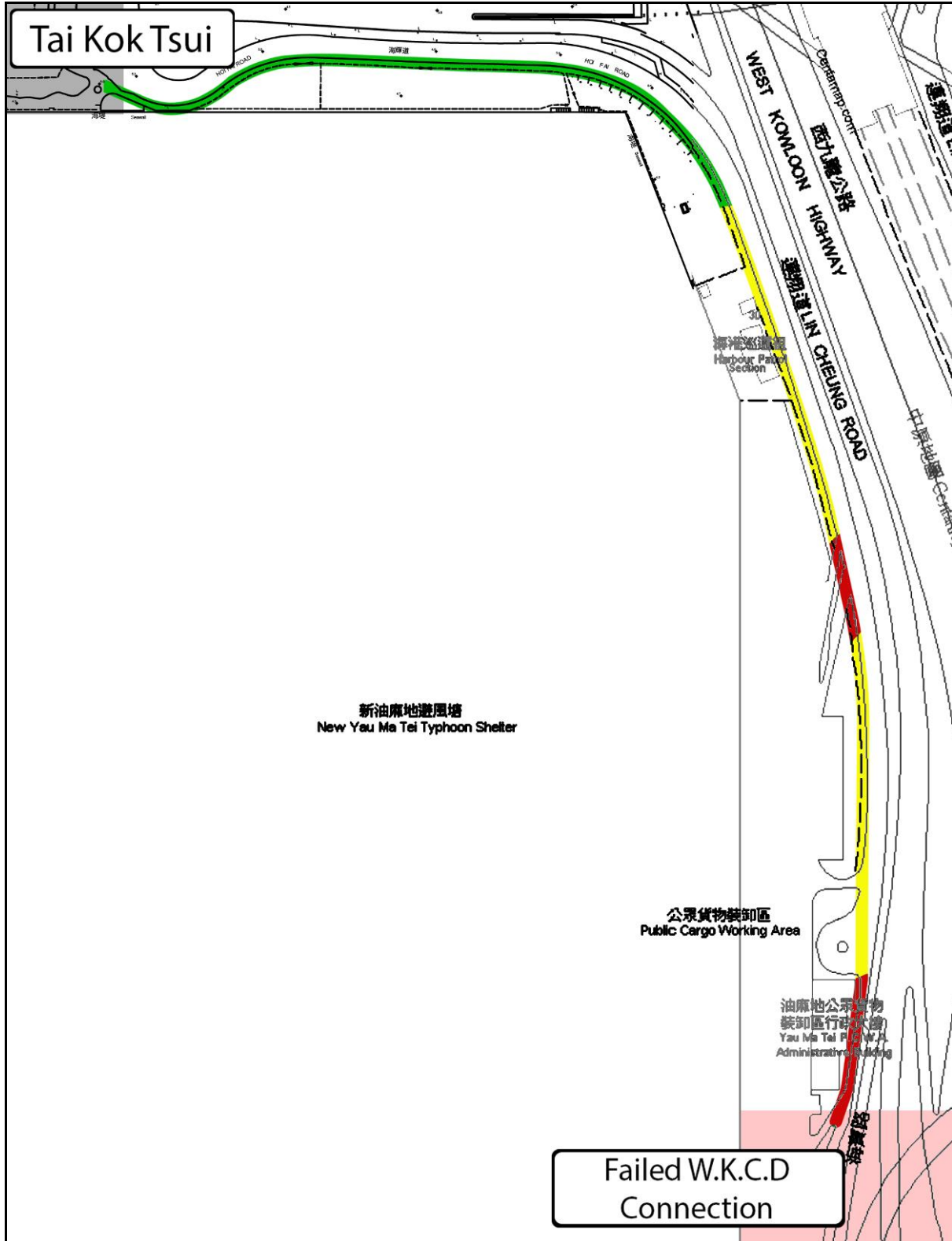


H.3 Kowloon West

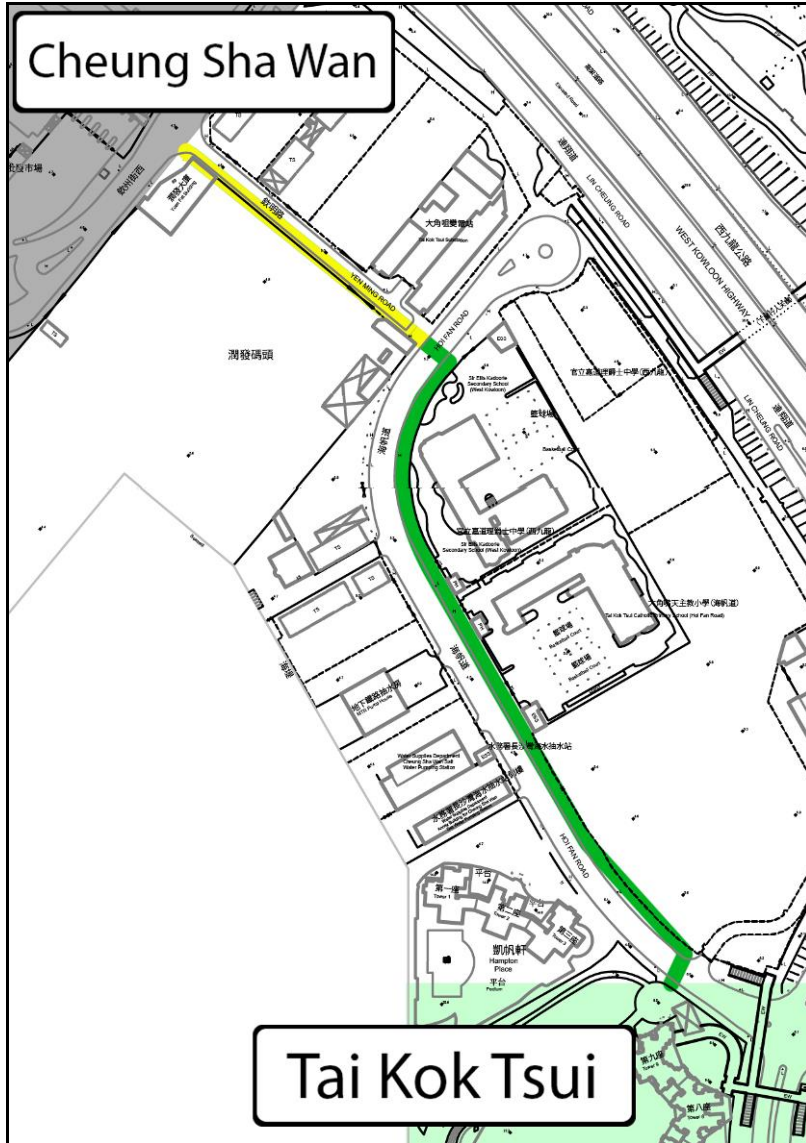
H.3.1 Tsim Sha Tsui and West Kowloon Cultural District



H.3.2 West Kowloon Cultural District and Tai Kok Tsui



H.3.3 Tai Kok Tsui and Cheung Sha Wan



H.4 West Harbour

H.4.1 Tsuen Wan

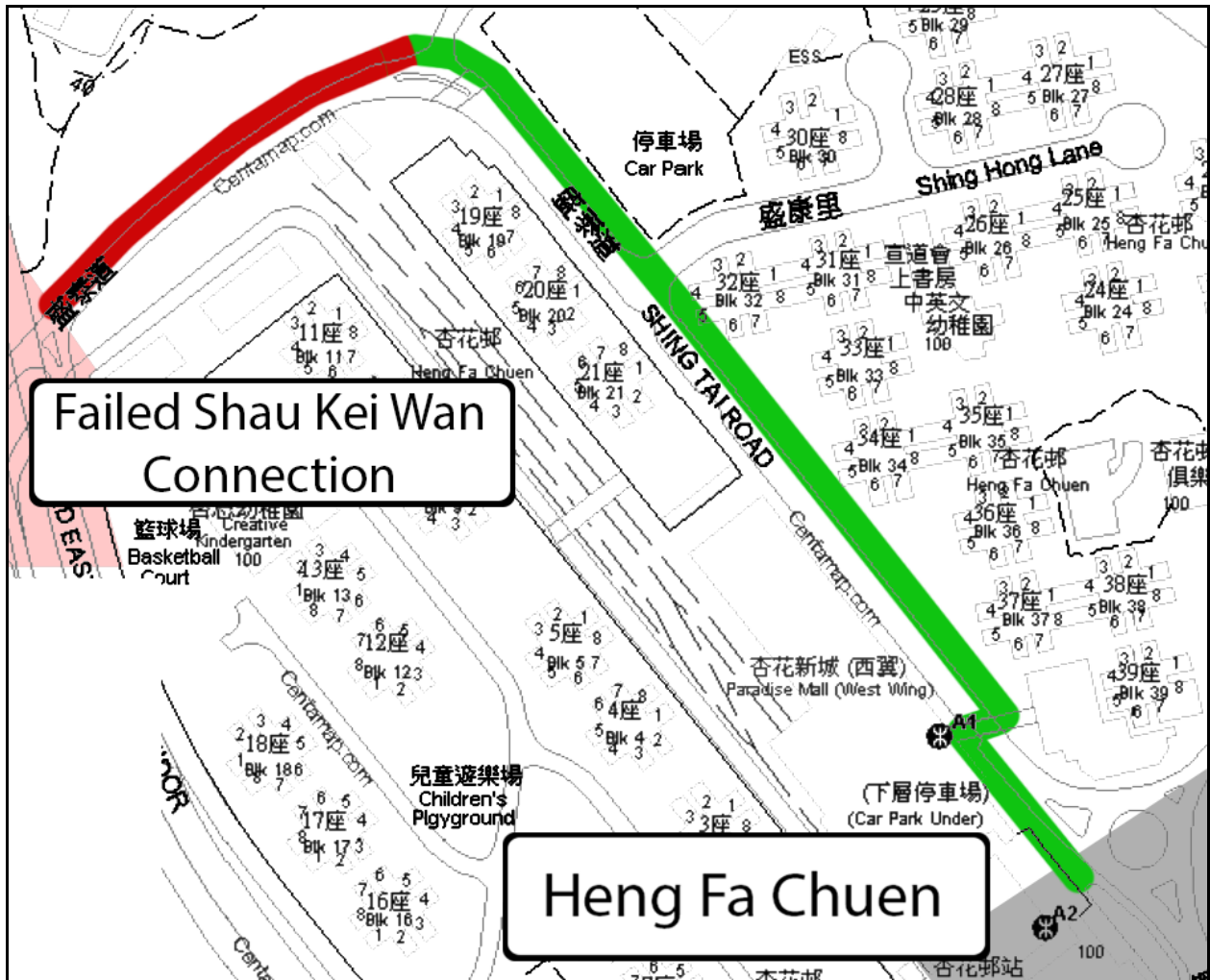
N/A

H.4.2 Tsing Yi

N/A

H.5 Hong Kong Island East

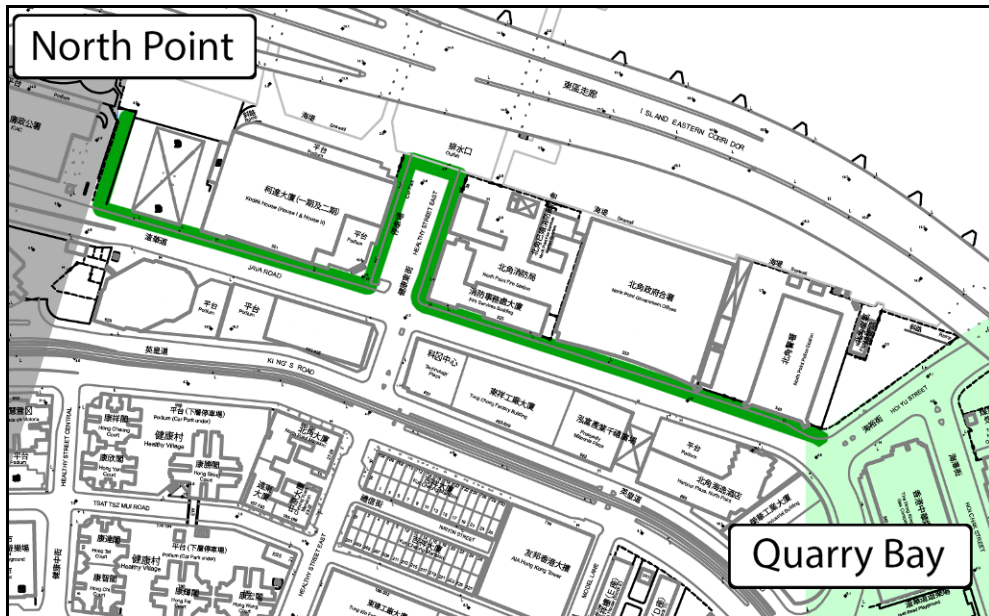
H.5.1 Heng Fa Chuen and Shau Kei Wan



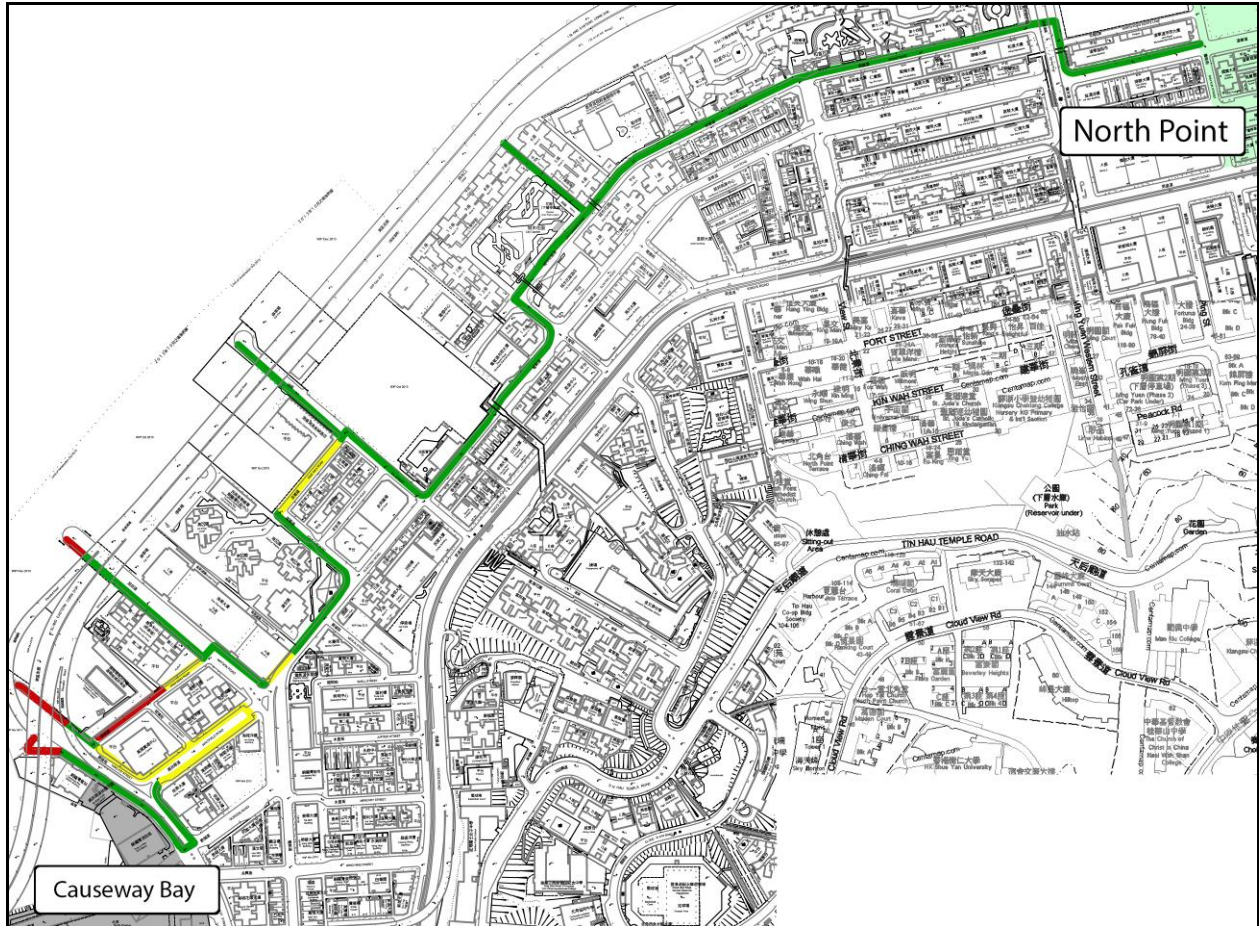
H.5.2 Shau Kei Wan and Quarry Bay



H.5.3 Quarry Bay and North Point



H.5.4 North Point and Causeway Bay

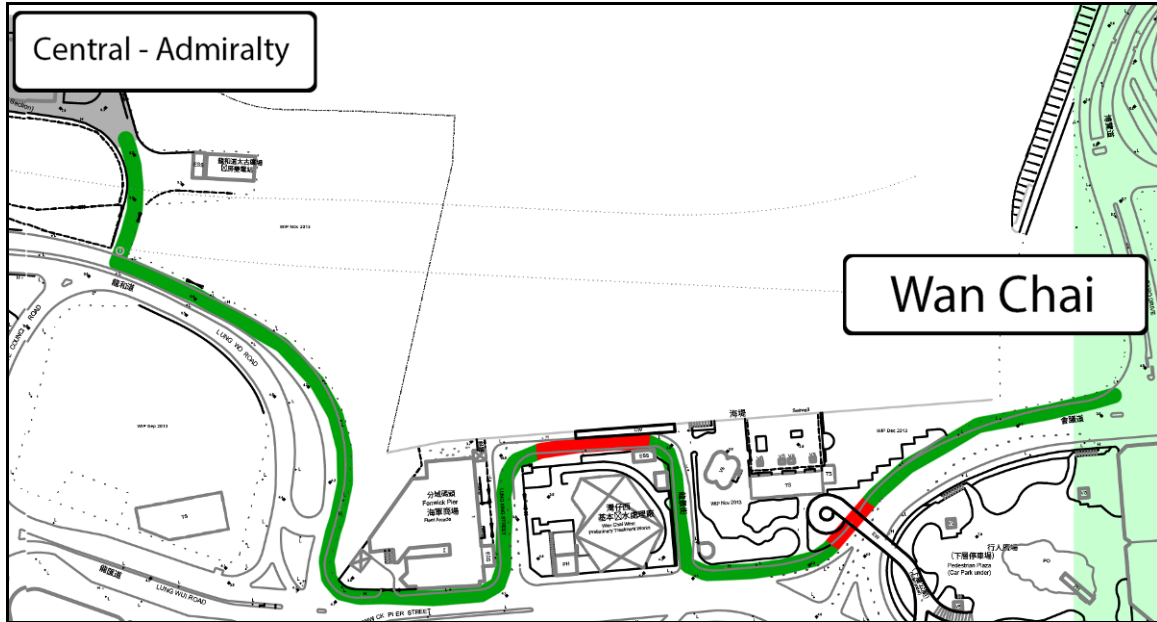


H.6 Hong Kong Island Central

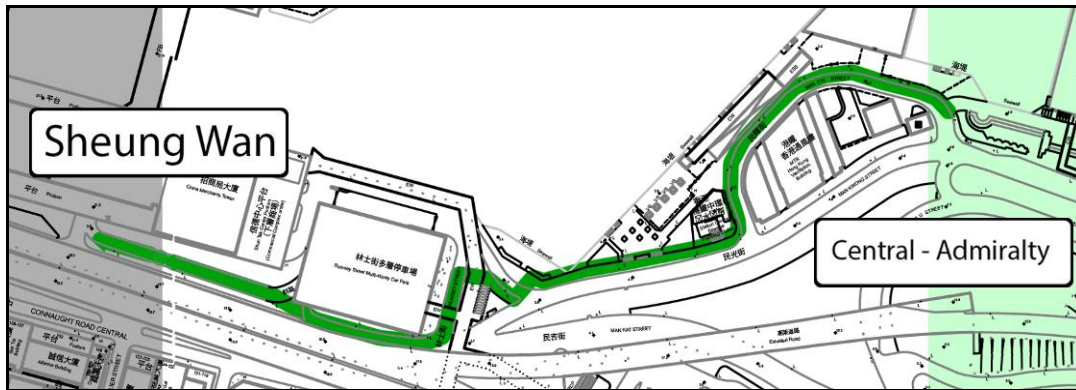
H.6.1 Causeway Bay and Wan Chai



H.6.2 Wan Chai and Admiralty and Central

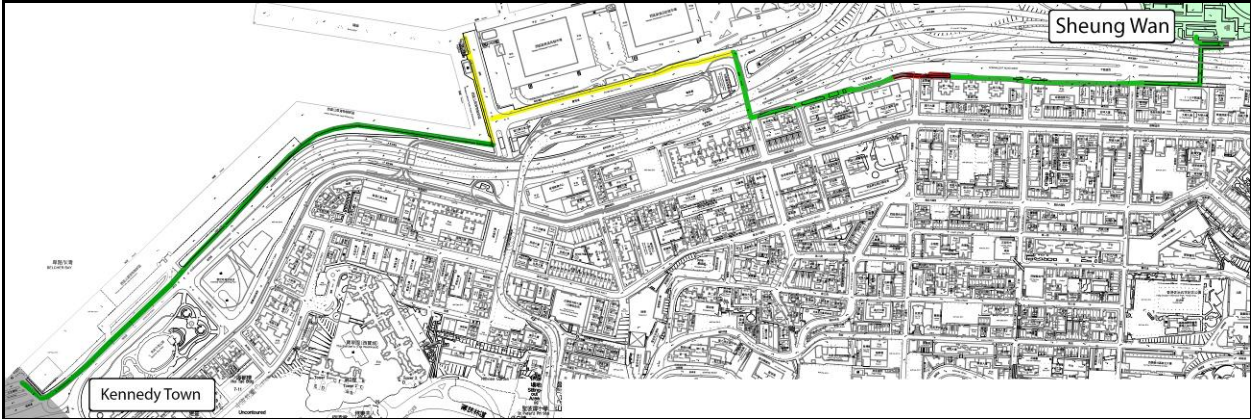


H.6.3 Admiralty and Central and Sheung Wan



H.7 Hong Kong Island West

H.7.1 Sheung Wan and Sai Ying Pun and Kennedy Town



Appendix I: Vibrancy Data per District

Recorded data concerning the amount of waterfront activities, quality and popularity of available promenades within a district were recorded and can be seen below.

I.1 Observational Chart Data by District

I.1.1 Kowloon East

I.1.1.1 Lei Yue Mun

Vibrancy		
District: Kowloon East	1/8/2014	
Waterfront Activity Activities here are for leisure For sitting and the nice view There are attractions like a lighthouse and gardens to sit at Seafood restaurants There are restrooms Seafood market Walking/hiking trails	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3
Quality The sitting area is very nice-bricks But after the seafood market was not nice trashy and concrete	<input type="checkbox"/>	0
	<input checked="" type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input type="checkbox"/>	3
Popularity 10 am, not that busy 12pm got very busy for lunch	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>	2
	<input type="checkbox"/>	3

I.1.1.2 Kwun Tong

Vibrancy		
District: Kowloon East	1/8/2014	
Waterfront Activity <div style="background-color: #fff9c4; padding: 5px;"> Notes: Promenade: Leisure, walking There is a stage and seating Children play area People are fishing off the promenade Sight seeing Harbor Pier; Buses, ferry node <ul style="list-style-type: none"> There is a bathroom at the dog park and harbor pier </div>	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>	2
	<input type="checkbox"/>	3
Quality <div style="background-color: #fff9c4; padding: 5px;"> Notes: Harbor pier is a 1 Dog park is a 3 </div>	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3
Popularity <div style="background-color: #fff9c4; padding: 5px;"> Notes: There are few people just relaxing </div>	<input type="checkbox"/>	0
	<input checked="" type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input type="checkbox"/>	3

I.1.1.3 Kai Tak

Vibrancy	
District: Kowloon East	1/8/2014
Waterfront Activity Notes: A park, so for amazing views for all of Victoria harbor Gave it a 2 because there was no place to buy food. Although as a note, it is Still under construction	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Quality Notes: Very nice, although a lot of it is under construction	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Popularity Notes: Popular with fieldtrips An elementary school was on a field trip while we were here Once the school children left, there was a significant drop in the amount of people this place opened recently	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3

I.1.2 Kowloon Central

I.1.2.1 Hung Hom

Vibrancy		
District: Kowloon Central	1/14/2014	
Waterfront Activity Notes: There is food and drink and bathroom Walking and running for fitness Fishing Dog walking (not allowed) Stretching Sitting Sightseeing	<input type="checkbox"/>	0
	<input checked="" type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input type="checkbox"/>	3
Quality Notes: Hung Hom: Very nice! Very quiet on pedestrian overpass (the pedestrian overpass) Maintenance crews painting. Blue Promenade: Not that attractive Hotel restaurant to eat at. But might be very expensive No public restrooms Sitting and enjoying view Walking Some people swimming	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3
Popularity Notes:	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>	2
	<input type="checkbox"/>	3

I.1.2.2 Tsim Sha Tsui

Vibrancy		
District: Kowloon Central	1/15/2014	
Waterfront Activity Notes: Podium park -sitting, walking, tia-chi Ave of stars -sitting, walking, taking pictures, filming Art museum -sitting, viewing, running, yoga, Kowloon public pier -viewing, pictures Hong Kong Space Museum -walking through, sitting on ground East Tsim Sha Shui Promenade -walking, running, sitting, taking pictures Hong Kong Cultural Centre -sitting, looking at harbour, walking through Star Ferry Promenade -walking, shopping, eating food while standing, buying tickets Harbour City Mall -walking into mall, looking at harbour Kowloon public pier -looking at water, pictures, sitting on benches Kowloon park -walking, sitting in shade, playground, water view, running, walking, eating lunch, sightseeing, relaxing	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3
Quality Notes: Everything is up to date Very clean Very nice design	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3
Popularity Notes: People everywhere	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3

I.1.3 Kowloon West

I.1.3.1 West Kowloon Cultural District

Vibrancy	
District: Kowloon West	1/8/2014
<p>Waterfront Activity</p> <div style="background-color: #fff9c4; padding: 5px;"> <p>Notes: No food, but there are vending machines.</p> <p>Activity: People are walking, running, fishing (illegally), picnicking, playing on playground, some biking (only 1),</p> <p>Nice grass area for activities.</p> </div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
<p>Quality</p> <div style="background-color: #fff9c4; padding: 5px;"> <p>Notes: Wooden areas are in disrepair, rusted nails and splinters. Places need a new coat of paint. Temporary fencing block access to the water front in some areas. Wind chimes are dirty.</p> </div>	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
<p>Popularity</p> <div style="background-color: #fff9c4; padding: 5px;"> <p>Notes:</p> </div>	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3

I.1.3.2 Tai Kok Tsui

Vibrancy	
District: Kowloon West	1/17/2014
Waterfront Activity Notes: People were walking, fishing, walking dogs (illigaly), and running.	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Quality Notes:	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Popularity Notes:	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3

I.1.3.3 Cheung Sha Wan

Vibrancy		
District: Kowloon West	1/21/2014	
Waterfront Activity Notes: Not even a view.	<input checked="" type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input type="checkbox"/>	3
Quality Notes: Trash was everywhere and the walkways were very cracked cement Huge trucks constantly drove past, making it unsafe and noisy for people	<input checked="" type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input type="checkbox"/>	3
Popularity Notes: There were zero people at this area at 10:30	<input checked="" type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input type="checkbox"/>	3

I.1.4 West Harbour

I.1.4.1 Tsuen Wan

Vibrancy		
District: West Harbour	1/8/2014	
Waterfront Activity <div style="background-color: #fff9c4; padding: 5px;"> Notes: Tsuen Wan park: Walking, running, biking, illegal dog walking, playground, basketball, football, sitting, view, tennis, exercise things, fishing. Middle one (curly bench): Walk, run, playground, bike, fishing, illegal dog walking, Long prom: Walking, running, sitting </div>	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>	2
	<input type="checkbox"/>	3
Quality <div style="background-color: #fff9c4; padding: 5px;"> Notes: </div>	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3
Popularity <div style="background-color: #fff9c4; padding: 5px;"> Notes: Waterfront – 88 at 11:20 </div>	<input type="checkbox"/>	0
	<input checked="" type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input type="checkbox"/>	3

I.1.4.2 Tsing Yi

Vibrancy	
District: West Harbour	1/8/2014
Waterfront Activity Notes: Tsing Yi Promenade: Bathrooms, sheltered sitting area, Elderly fitness, fitness station, jogging track, pebble walking trail, piazza, playground No dogs, no cycling, no smoking, no skateboarding. Tsing Yi Northeast Park: Bathrooms, sheltered sitting area, Elderly fitness, fitness station, jogging track, pebble walking trail, cycling track, soccer field, basketball, volleyball, skateboard park, gate ball court, piazza, playground, No dogs, no gambling, no hawking, no smoking, no bird feeding. Cheung Fai Road Promenade: Bathrooms, sheltered sitting, fishing No dogs, no cycling, no smoking.	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Quality Notes: Tsing Yi Promenade: Tsing Yi Northeast Park Cheung Fai Road Promenade:	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Popularity Notes: Tsing Yi Promenade: 24 people at 10:24am Tsing Yi Northeast Park: 39 people at 10:39 Cheung Fai Road Promenade: 8 people at 11:39am	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3

I.1.5 Hong Kong Island East

I.1.5.1 Heng Fa Cheun

Vibrancy	
District: Hong Kong Island East	1/8/2014
Waterfront Activity Notes: Walking, running, viewing, playground, exercising, basketball. There are restrooms, but no food or drink.	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Quality Notes: the promenade was in very nice condition. The museum was closed, but it looked nice form the outside. The fish market did not seem to be open to the public. There are a lot of garbage in the water however.	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Popularity Notes:	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3

I.1.5.2 Shau kei Wan

Vibrancy	
District: Hong Kong Island East	1/8/2014
Waterfront Activity Notes: Walking, running, viewing, playground, exercising, basketball. There are restrooms, but no food or drink.	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Quality Notes: the promenade was in very nice condition. The museum was closed, but it looked nice form the outside. The fish market did not seem to be open to the public. There are a lot of garbage in the water however.	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3
Popularity Notes:	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3

I.1.5.3 Quarry Bay

Vibrancy		
District: Hong Kong Island East	1/24/2014	
Waterfront Activity Notes: Food drink and restrooms all available. Attractions like the fireboat were also available for tourists. Walking running, dog walking, fitness, sitting.	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3
Quality Notes:	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3
Popularity Notes:	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>	2
	<input type="checkbox"/>	3

I.1.5.4 North Point

Vibrancy	
District: Hong Kong Island East	1/28/2014
Waterfront Activity Notes: Playground, sitting, walking Besides a very small restaurant with no seating, there was no place to get food or drink or go to the bathroom	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Quality Notes:	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Popularity Notes: Waterfront – 10:34 14 people were counted Concourse promenade – 10:49 6 people were counted Man Hong Street Playground – 10:57 1 person	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3

I.1.5.5 Causeway Bay

Vibrancy	
District: Hong Kong Island East	2/4/2014
Waterfront Activity Notes: Victoria Park offers: Food (sitting area for eating also), drink, sheltered sitting, walking, running, soccer, tennis, playground, model boat driving Noonday gun: Looking at the gun, nothing. Typhoon Shelter: Nothing.	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Quality Notes: Victoria park: 3 (does not have a promenade) Noonday gun: 0 Typhoon Shelter: 0	<input type="checkbox"/> 0
	<input checked="" type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input type="checkbox"/> 3
Popularity Notes: 40 people at Victoria park at 11:11 2 people on typhoon shelter at 10:53 0 people (besides workers [2]) at noonday gun at 10:40 *noonday gun had about 30 people at noon.	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3

I.1.6 Hong Kong Island Central

I.1.6.1 Wan Chai

Vibrancy	
District: Hong Kong Island Central	2/5/2014
Waterfront Activity <div style="background-color: #fff9c4; padding: 5px;"> Notes: The only place to buy food was Victory Park. </div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Quality <div style="background-color: #fff9c4; padding: 5px;"> Notes: Due to construction, temporary walkways were a huge portion of the area. </div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input checked="" type="checkbox"/> 2
	<input type="checkbox"/> 3
Popularity <div style="background-color: #fff9c4; padding: 5px;"> Notes: Wan Chia Temporary Promenade- 10:53 151 was made *but it was mainly due to the tour busses dropping people off to take pictures of the promenade Bauhinia Square - 10:59 191 was made. Again mainly due to the tour busses </div>	<input type="checkbox"/> 0
	<input type="checkbox"/> 1
	<input type="checkbox"/> 2
	<input checked="" type="checkbox"/> 3

I.1.6.2 Admiralty and Central

Vibrancy		
District: Hong Kong Island Central	1/8/2014	
Waterfront Activity Notes: Towards central has more attraction. The pier has food and drink and a museum. The park on admiralty had a sit down café.	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3
Quality Notes:	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3
Popularity Notes: 10:35 160 at central ferry pier 11:09 – 26 central and western district promenade	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>	2
	<input type="checkbox"/>	3

I.1.6.3 Sheung Wan

Vibrancy		
District: Hong Kong Island Central	1/8/2014	
Waterfront Activity <div style="background-color: #ffffcc; padding: 5px; margin-top: 10px;"> Notes: restroom exist </div>	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input checked="" type="checkbox"/>	2
	<input type="checkbox"/>	3
Quality <div style="background-color: #ffffcc; padding: 5px; margin-top: 10px;"> Notes: </div>	<input type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input checked="" type="checkbox"/>	3
Popularity <div style="background-color: #ffffcc; padding: 5px; margin-top: 10px;"> Notes: </div>	<input checked="" type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input type="checkbox"/>	3

I.1.7 Hong Kong Island West

I.1.7.1 Sai Ying Pun and Kennedy Town

Vibrancy		
District: Hong Kong Island West	1/8/2014	
Waterfront Activity Notes: nothing to really do. Besides a park. Besides portable potties, no public restrooms	<input type="checkbox"/>	0
	<input checked="" type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input type="checkbox"/>	3
Quality Notes: broken benches	<input type="checkbox"/>	0
	<input checked="" type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input type="checkbox"/>	3
Popularity Notes:	<input checked="" type="checkbox"/>	0
	<input type="checkbox"/>	1
	<input type="checkbox"/>	2
	<input type="checkbox"/>	3

I.2 Population Data by District

I.2.1 Kowloon East

I.2.1.1 Lei Yue Mun

		Number of Visitors		
District	Venue	Weekday Morning	Weekday Noon	Weekend Evening
Lei Yue Mun	Waterfront Sitting Area	15	~ 100	67
	Lei Yue Mun Seafood Market	15	~ 100	160
	Lighthouse and Viewing area	0	3	0

I.2.1.2 Kwun Tong

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Kwun Tong	Waterfront Access	10	7
	Kwun Tong Promenade	15	60
	Dog Park	2	4

I.2.1.3 Kai Tak

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Kia Tak	Cruise terminal	96	5
	Promenade by terminal	2	0

I.2.2 Kowloon Central

I.2.2.1 Hung Hom

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Hung Hom	Hung Hom Pedestrian Overpass	16	28
	Harbor Plaza	16	25
	Laguna Verde Promenade	20	16
	Tsim Sha Tsui promenade	45	32
	Hong Hom	44	80

I.2.2.2 Tsim Sha Tsui

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Tsim Sha Tsui	Kowloon Park	43	40
	Kowloon public pier	62	-
	Harbour City Mall	80	360
	Star Ferry Promenade	88	270
	Hong Kong Cultural Centre	86	109
	Hong Kong Space Museum	14	56
	Hong Kong Art Museum	106	273
	Avenue of Stars	386	460
	New World Centre	N/A (construction)	N/A (construction)
	East Tsim Sha Shui Promenade	183	68
Podium park	20	-	

I.2.3 Kowloon West

I.2.3.1 West Kowloon Cultural District

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
W.K.C.D	W.K.C.D Promenade	26	32

I.2.3.2 Tai Kok Tsui

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Tai Kok Tsui	Hoi Fai Road Garden Promenade	18	34
	The Long Beach Promenade	14	34

I.2.3.3 Cheung Sha Wan

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Cheung Sha Wan	Wholesale Food Market	0	0
	Waterfront Access	0	0

I.2.4 West Harbour

I.2.4.1 Tsuen Wan

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Tsuen Wan	Waterfront Walkway	88	29
	Section that stretches along the harbour	8	12
	Riviera Park (Tsuen Wan Park)	22	40
	Riviera Plaza	23	23

1.2.4.2 Tsing Yi

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Tsing Yi	Tsing Yi Promenade	24	52
	Tsing Yi Northeast Park	39	66
	Cheung Fai Road	8	9

1.2.5 Hong Kong Island East

1.2.5.1 Heng Fa Chuen

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Heng Fa Chuen	Heng Fa Chuen Promenade	12	7

1.2.5.2 Shau Kei Wan

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Shau Kei Wan	Sai Wan Ho Harbour Park	9	34
	Aldrich Bay Promenade	20	61
	Wholesale Fish Market	0	0
	Museum of Coastal Defense	0 [closed]	14

1.2.5.3 Quarry Bay

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Quarry Bay	Quarry Bay Park Phase 1	24	17
	Quarry Bay Park Phase 2	30	19
	Quarry Bay Promenade	14	87

1.2.5.4 North Point

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
North Point	Waterfront Access	14	~100
	Concourse Promenade	6	6
	Man Hong Street Playground	1	6

1.2.5.5 Causeway Bay

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Causeway Bay	Causeway Bay Promenade	-	-
	Victoria Park	40	51
	Victoria Park Promenade (typhoon shelter promenade)	2	17
	Noonday gun	0	7

*An increase of 30 people was seen around noon for the Noonday Gun firing.

1.2.6 Hong Kong Island Central

1.2.6.1 Wan Chai

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Wan Chai	Wan Chia Temporary Promenade	151	162
	Bauhinia Square	191	265
	Exhibition Centre Pier	CONSTRUCTION	-
	Star Ferry Wan Chai	-	36
	Temporary Dog Park	CONSTRUCTION	-

1.2.6.2 Admiralty and Central

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Admiralty and Central	Central Ferry Piers	160	61
	Central and Western District promenade	26	11
	Admiralty promenade	-	12

1.2.6.3 Sheung Wan

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Sheung Wan	Central and Western District Promenade	9	0
	Waterfront Access	0	18
	Sun Yat Sen	19	29

1.2.7 Hong Kong Island West

1.2.7.1 Sai Ying Pun and Kennedy Town

		Number of Visitors	
District	Venue	Weekday Morning	Weekend Evening
Kennedy Town	Kennedy Town Service Reservoir Playground	3	10
	Belcher Bay	5	19

Appendix J: Overall Rating Results

Shown below is the compilation of all ratings taken during the 2014 assessment. The ratings area divided via both Kowloon and Hong Kong Island.

J.1 Hong Kong Island Locations

Accessibility				
HONG KONG ISLAND	Ease of access	Signage	Extra	Ease of access
Wan Chai HKCEC and Dog Park	1	1	1	1
Shau Kei Wan	2	1	0	3
Quarry Bay Park	3	2	1	3
Central Ferry Piers	3	3	2	3
Causeway Bay Typhoon Shelter	1	1	1	3
Kennedy Town	3	0	0	3
Sheung Wan	3	3	1	3
North Point Ferry Piers	3	3	0	3
Connectivity	Signage of area (within)	Extra (within)	Signage of area (to other sec)	Extra (to other sec)
Wan Chai HKCEC and Dog Park	3	2	0	1
Shau Kei Wan	0	1	0	0
Quarry Bay Park	3	2	0	2
Central Ferry Piers	3	2	2	2
Causeway Bay Typhoon Shelter	0	2	0	2
Kennedy Town	0	2	0	2
Sheung Wan	3	1	3	2
North Point Ferry Piers	0	1	0	2
Vibrancy	Activity	Quality	Popularity	Total
Wan Chai HKCEC and Dog Park	2	2	3	4
Shau Kei Wan	2	3	1	6
Quarry Bay Park	3	3	2	9
Central Ferry Piers	3	3	2	11
Causeway Bay Typhoon Shelter	3	1	2	6
Kennedy Town	1	1	0	6
Sheung Wan	2	3	0	10
North Point Ferry Piers	2	2	1	9

J.2 Kowloon Island Locations

KOWLOON	Ease of access	Signage of area	Extra	Ease of access
Tsing Yi	3	3	2	3
Tsim Sha Tsui	3	3	2	3
Lei Yue Mun	3	3	1	3
West Kowloon Cultural District	3	1	1	3
Hung Hom	3	3	1	3
Tsuen Wan	3	3	0	3
Tai Kok Tsui	3	0	2	3
Cheung Sha Wan	2	0	0	2
Kwun Tong	3	3	2	1
Kai Tak	3	1	1	3
Connectivity	Signage of area (within)	Extra (within)	Signage of area (to other sec)	Extra (to other sec)
Tsing Yi	3	1	0	0
Tsim Sha Tsui	3	1	3	1
Lei Yue Mun	3	2	0	0
West Kowloon Cultural District	0	1	0	2
Hung Hom	3	1	0	0
Tsuen Wan	3	1	0	0
Tai Kok Tsui	0	1	0	0
Cheung Sha Wan	0	2	0	2
Kwun Tong	0	2	0	2
Kai Tak	3	1	0	2
Vibrancy				
Tsing Yi	Activity	Quality	Popularity	Total
Tsim Sha Tsui	3	3	2	11
Lei Yue Mun	3	3	3	11
West Kowloon Cultural District	3	1	2	10
Hung Hom	2	1	1	8
Tsuen Wan	1	2	2	10
Tai Kok Tsui	3	3	1	9
Cheung Sha Wan	1	2	1	8
Kwun Tong	0	0	0	4
Kai Tak	2	2	1	9
	2	3	2	8

Appendix K: Survey Analysis Chart

The compilation of questionnaire survey results from the three districts in which surveys were administered is shown below.

K.1 Tsing Yi

<u>TSING YI AREA</u>	No.1	No.2	No.3	<u>TSING YI AREA</u>
How familiar are you with this area?	A	A	C	2A, 1C
What activities	A C F	H	B H	1A, 1B, 1C, 2H
Recommend to friend?	A	A	A	3A
Should dogs be allowed?	B	A	B	1A, 2B
Mode of transportation	A B	A	A B	3A, 2B
Status in Hong Kong	A	B	B	1A, 2B
Gender	B	B	B	3B
Age range	B	B	C	2B, 1C

K.2 Tsuen Wan

<u>WEST TSUEN WAN AREA</u>	No.1	No.2	No.3	No.4	No.5	No.6	No.7	<u>WEST TSUEN WAN AREA</u>
How familiar are you with this area?	C	B	A	C	C	C	B	1A, 2B, 4C
What activities	A H	D E F	H	A B H	B C D H	H	A C F	3A, 1B, 2C, 2D, 1E, 2F, 5H
Recommend to friend?	A	A	A	A	A	A	A	7A
Should dogs be allowed?	B	B	C	C	B	B	C	4B, 3C
Mode of transportation	A B	A B	B	A G	B G	A	A	5A, 4B, 2G
Status in Hong Kong	B	B	B	B	B	B	A	1A, 6B
Gender	A	A	B	B	A	B	B	3A, 4B
Age range	C	C	E	E	C	C	C	5B, 2E

K.3 Tsim Sha Tsui

<u>TSIM SHA TSUI AREA</u>	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No.1 0	No.1 1
How familiar are you with this area?	A	A	B	C	C	C	B	B	C	A	A
What activities	A	B	H	BC H	BF HI	BE	H	BC H	BH	G	BC
Recommend to friend?	A	A	A	A	A	A	A	A	A	A	A
Should dogs be allowed?	B	A	A	B	C	C	B	A	A	A	B
Mode of transportation	B	G	G	AB E	E	G	G	A	BG	F	G
Status in Hong Kong	A	A	B	B	B	B	B	A	B	B	A
Gender	B	A	B	B	B	A	B	A	A	A	A
Age range	A	E	E	A	D	E	C	D	C	C	D

<u>TSIM SHA TSUI AREA</u>	No.1 2	No.1 3	No.1 4	No.1 5	No.1 6	No.1 7	No.1 8	No.1 9	No.2 0	No.2 1
How familiar are you with this area?	A	C	A	B	B	C	C	B	B	A
What activities	ACF	ABD	BCH	BC	AFH	H	I	B, I	BH	CH
Recommend to friend?	A	A	A	A	A	B	A	A	A	A
Should dogs be allowed?	B	B	B	B	B	B	B	A	B	C
Mode of transportation	A	AE	E	G	A	A	A	AB	A	A
Status in Hong Kong	A	B	A	A	A	B	B	B	B	A
Gender	A	A	A	A	B	A	B	B	A	B
Age range	B	B	C	A	B	A	A	A	A	F

How familiar are you with this area?	<u>Tsim Sha Tsui</u>
What activities	7A, 7B, 7C
Recommend to friend?	4A, 12B, 7C, 1D, 1E, 3F, 1G, 11H, 3I
Should dogs be allowed?	20A, 1B
Mode of transportation	6A, 12B, 3C
Status in Hong Kong	10A, 4B, 4E, 7G
Gender	9A, 11B
Age range	11A, 9B
	7A, 3B, 4C, 3D, 3E, 1F