



# Four Tourists and Hong Kong's Harbourfront: A Survey of the Waterfront of Victoria Harbour

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## **S Executive Summary**

The redevelopment of a region's infrastructure should take into account the health, safety, convenience, and welfare of its residents and visitors. This process, known as urban revitalization, creates a more functional and aesthetically pleasing environment. Hong Kong faces challenges in revitalizing urban space along Victoria Harbour, often needing to balance the development of its waterfront with the needs of the community and businesses in the region.

Due to its limited construction-suitable terrain, Hong Kong has historically created new land by filling in parts of the harbour. Since 1997, the Protection of the Harbour Ordinance bill has prevented any continuation of this practice of reclamation beyond projects already underway. As a result, revitalization of the harbour front now depends upon the region's existing infrastructure and landscape.

This report provides Designing Hong Kong, Ltd., and its research partner, the Harbour Business Forum, with current data quantifying the desirability of Hong Kong's Harbour front from the perspective of a tourist. The report also provides recommendations to improve the waterfront in ways that will increase its use by both residents and visitors.

The desirability of the waterfront was measured in terms of its ease of access, number and variety of activities, aesthetic quality, and popularity. We began by conducting an observational survey of the region to discern the current status of the harbour front as it relates to these four criteria, dividing the harbour front up by district and analyzing each. We then used our raw data to form rating schemes for the waterfronts and access routes to and between them. These schemes allowed for the easy comparison of different strengths and weaknesses among waterfront regions. For access routes to the waterfront, a three-level rating scheme was used. We compared our raw data to the sidewalk construction standards released by the Hong Kong Planning Department, the Greater London Authority, and the Americans with Disabilities Act,

and identified areas that complied with none, some, or all of these standards. Alternative access routes, which were not considered intuitive to use, were also identified.

When analyzing each region's desirability to tourists, we used a four-level rating scheme. Waterfront access was rated from completely inaccessible at zero, to short, direct, and safe at three. Level and variety of activity was rated from very few or none whatsoever at zero, to many and varied at three. A zero quality rating was assigned to waterfronts that are unmaintained, ugly, and even potentially unsafe to be on, while a three was assigned to very clean, aesthetically pleasing promenades with proper safety railings, benches, and greenery. Finally, a zero popularity rating was assigned to waterfronts with almost no pedestrian traffic, while a three was given to promenades with enough pedestrian traffic to meet or even exceed their potential.

With these ratings defined, we drew conclusions concerning the strengths and weaknesses of each area's waterfront. We found that several common problems along much of the harbour front prevent the affected areas from drawing visitors. Most of the waterfronts we surveyed lack food and drink kiosks, public toilets, restaurants, or shopping options. They are often only accessible via long, confusing, and/or unmarked routes, making them difficult to find and get to. Some waterfronts are so poorly maintained that they are unpopular despite being easily accessible.

To mitigate these problems, we have made a series of recommendations for each section of the waterfront. These recommendations vary slightly from section to section to account for the unique circumstances of each, but several general recommendations apply to most of the harbour front. They are:

1. Design a consistent, easily-visible system of signage to direct people to the waterfront and keep visitors from getting lost or frustrated.

2. Create street-level access routes and zebra crossings between the waterfront and nearby transportation to reduce visitors' disorientation.
3. Remove fences and open links between different promenades to allow visitors to explore the different districts along the harbour without being forced inland.
4. Widen pedestrian walkways and provide additional zebra crossings to increase the safety of visitors on foot.
5. Replace chain-link fences with railings to make areas more aesthetically pleasing and help visitors feel more connected to the harbour.
6. Replace cement or dirt flooring with patterned-brick walkways and maintain greenery to improve the waterfront's aesthetic quality.
7. Construct restrooms, kiosks for food and drink, or restaurants with alfresco dining to encourage visitors to come to the waterfront, bring their friends, and stay longer.
8. Allow street vendors and market activities along promenades to make the waterfront more interesting to tourists.
9. Allow people to walk dogs or fish along the waterfront by legalizing current uses to attract more locals, who in turn will attract more visitors.
10. Publish walking routes of the harbour specifying the views and activities along each waterfront to entice more visitors to travel to the harbour.

Through the implementation of the recommendations in this report, Hong Kong's harbour front could reach its full potential. Though the city's harbour views are internationally renowned, it is only through access to the harbour that they can be enjoyed, both by Hong Kong's residents and by visitors from around the world.

## 1 Introduction

The revitalization of industrialized areas is an integral aspect of city development and maintenance. By altering existing infrastructure to enhance the safety, convenience, and welfare of residents and visitors, cities can make their urban environments more aesthetically pleasing and socioeconomically functional. Coastal cities in particular face unique challenges in this process of urban revitalization. While their harbour space is often used commercially for shipping and trade, it has also proven—in cities such as Baltimore and Istanbul—to have economic potential in the tourism industry. In cities whose economies rely on both trade and tourism, waterfront redevelopment must strike a balance between these two industries while remembering the needs of the community.



*Figure 1.1: Victoria Harbour from the Peak*

Harbours around the world have used this sort of renovation to commercially stabilize and socially enhance their urban space. Baltimore's Inner Harbour, and Istanbul's Karaköy Harbour have all experienced some form of revitalization in recent years, and all have found

various degrees of commercial and economic success in their modifications. Conversely, Victoria Harbour's waterfront in Hong Kong has not needed to be renovated until recently. Hong Kong's government historically has increased the city's value by filling in parts of Victoria Harbour and leasing the new land to development companies, and a similar approach was often taken to waterfront revitalization. However, because of the impact such reclamation has on the health and capacity of the harbour, all reclamation was suspended in 1997. The government must now modify existing land and infrastructure if it is to revitalize the harbour front and make it popular to visitors.

Since the government and the land's developers must now invest in the current waterfront for their own interests, and the local community has its own opinions about how the land should be used, these three parties have had difficulty finding common ground. Designing Hong Kong, Ltd., is a non-profit organization that is raising awareness of the importance of a community-friendly harbour. Designing Hong Kong and its research partner, the Harbour Business Forum, have completed numerous studies concerning the accessibility, vibrancy, connectivity, and public perception of the region. These data confirm the city's need for—and the public's desire to see implemented—a visitor-centric revitalization project for the harbour.

The Harbour Business Forum commissioned several studies on land use in Hong Kong's harbour front prior to the commencement of this project. It also surveyed local residents and business executives on their opinions of existing infrastructure. Unfortunately, while this information has been compiled in a comprehensive report of Victoria Harbour, they had not yet considered the harbour from the perspective of a tourist. The viability of the waterfront as a location of value to Hong Kong's tourism industry had not been fully determined. An analysis of the various harbour districts had not been made with this focus.



This report provides Designing Hong Kong and the Harbour Business Forum with current data quantifying the desirability of Hong Kong's harbour front from the perspective of a tourist. In this report, this desirability was measured in terms of the ease of access to, the number and variety of activities on, the aesthetic quality of, and the popularity of the waterfront. It analyzes previously-collected data from land use studies, comparing them with our own analyses of each district. It then makes recommendations on how to improve harbour front property and provides a preliminary walking tourist guide to highlight destinations with strong tourist appeal. Our final recommendations incorporate best practices from the development of other harbour fronts around the world.

## **2 Background**

Any efforts to plan, design, and implement a revitalization project for Hong Kong's harbour front must target the unique characteristics of the region. We sought to achieve an adequate understanding of those characteristics. To do this, we explored past research into both the Victoria Harbour waterfront and other urban revitalization projects around the world. This chapter provides the background necessary to research into the current status and characteristics of Hong Kong's harbour front.

### **2.1 Urban Revitalization Projects Worldwide**

Victoria Harbour is one of many port city harbours whose fronts have undergone or are currently undergoing revitalization programs. By first recognizing and understanding the issues inherent in a selection of such city harbour fronts, we can draw parallels between those cities and Hong Kong. We can then identify similarities in the issues they are facing and potentially apply their solutions to Hong Kong's unique problems in the contexts of environmental revitalization, transit, and tourism.

#### **2.1.1 Harbour Renovations**

Harbours have historically served as hubs for trade and industry. With the decline of the industrial age, harbours in developed countries began undergoing revitalization in order to become functionally viable for both business and tourism. By revitalizing sections of harbour space, it is possible to improve industrial, commercial, and vacant zones, turning them into sustainable infrastructures.

Baltimore, for example, is a major port city possessing huge industrial and tourist business. Baltimore's harbour has historically acted as one of the world's leading ports and

manufacturing centres (Blood, 1937), and since its renovation, the Inner Harbour has become a major tourist attraction (Kelley & Lewis, 1992). During the 1960s, however, Baltimore's Inner Harbour sank into urban decay. The degradation began in the 1920s with a shift in focus of large freight companies to sites further up Chesapeake Bay. After World War II, the movement of the middle class from downtown Baltimore to the city's suburbs sealed its fate. The area was mostly abandoned, filled with old and unused docks, warehouses, while the river was strewn with debris. Baltimore became the nation's poster child for urban decay (Kelley & Lewis, 1992).

A group of independent business owners and political figures in the Baltimore area, desiring to see the Downtown and Inner Harbour regions once again bring prestige and profitability to the city, first instigated the renovations. The plan for the Downtown renovation involved razing only certain buildings and constructing high-rises in their stead in order to attract business. The plan for the Inner Harbour district, however, involved razing almost every preexisting building and reconstructing the region from scratch (Kelley & Lewis, 1992).

Baltimore managed to build an extensive harbour area focused on retail, tourism, and other leisure activities. It also created an accessible road network for moving within the harbour to the various attractions built there, such as the National Aquarium, Maryland Science Museum, and Harborplace, a festival marketplace (Kelley & Lewis, 1992). This renovation paid off greatly, as the Inner Harbour in 1990 generated approximately \$800 million in revenue.

The problem with this approach to the renovation was the destruction of local historical sites. By razing all but a few of the original buildings and structures, there is no longer any substantial history to lend character to the region—a result strongly detrimental to Baltimore's tourism potential (Kelley and Lewis, 1992). There are now only a few holdover structures from before the renovation to the Inner Harbour area. As Kelley & Lewis (1992) argue, there is a difference between touring historical buildings and going to a single area to look at a few old

ships and a relocated lighthouse; the amount of tourism Baltimore Harbour could have received was potentially greater than what is present today.

In addition, the road structure that was imposed upon the new harbour does not flow well to the rest of the city. A disconnect is now present between the two locations, dissuading people from freely moving between the harbour and downtown Baltimore. The problem could be solved through further urban planning and development (Kelley & Lewis, 1992).

Baltimore Harbour is no longer considered to be in any kind of urban decay and is now a productive attraction for businesses and tourists alike. While the renovation of harbours can lead to great economic boom, planners should simultaneously be aware of the need to preserve the culture of the harbour and the need to make the renovated areas easily accessible to the rest of the city.

Many other harbours have undergone renovation throughout the world, not all of them with a view to eliminating urban decay. Certain renovations were carried out to provide relief from economic difficulties. Karaköy Harbour in the city of Istanbul is one such example. Throughout its history, Karaköy Harbour has served as a major port along the Bosphorus Strait, serving as a historical trading centre for the city. However, with other harbours constructed closer to the industrial parts of Istanbul, a change in the ownership of the harbour to a private group, and a new, decentralized approach to the Turkish government, the harbour has lost some of its significance (Erbil & Erbil, 2001).

Due to industrial businesses shifting their activity to other nearby ports, Karaköy Harbour has been forced to change its focus. Fortunately, the harbour is located near many tourist areas, so its transition to a civilian transportation harbour in the 1980s was fairly smooth. During the 1990s, the collapse of the Soviet Union spurred even more people to visit Istanbul, many for the express purpose of purchasing food and other necessities. Karaköy Harbour handled a majority

of this traffic, in addition to tourists, until around 1999, when an additional harbour was built to handle these activities. Today, the original Karaköy Harbour focuses on servicing large cruise lines and similar recreational transportation (Erbil & Erbil, 2001).

Even though Karaköy Harbour is coping well with its downgraded significance and has not had the urban decay problem that Baltimore Harbour had, the future direction of the harbour remains uncertain. The main problem appears to be how Turkey implements its development plans throughout the nation, and how little say local residents and business owners get in this process. The current owner of the harbor, TDI, has proposed that the region be further renovated for tourist use with more retail outlets, offices, and lodging. The local government has opposed the implementation TDI has proposed, however, saying that tourists are attracted to the historical marketplaces already and such changes are unnecessary. In cooperation with local businesses and concerned citizens, the local government has created numerous plans to renovate Karaköy Harbour. These plans include creating more scenic views, accessible parks, and other aesthetic additions that they believe would benefit both tourists and local residents, without compromising Karaköy's historical value. The third player in this conflict, the central government, has taken control of the renovation project through constitutional authority and has started implementing a plan to build a tourist centre at the harbour. According to Erbil & Erbil (2001), while the local government is not particularly opposed to the project itself, they do oppose the lack of input they have been granted over the project. The central government is free to implement these changes, but the local government is required to take care of any glitches that the project may run across in the local area.

This conflict has been an obstacle to accurately analyzing the direction Karaköy Harbour is taking in Istanbul. While its role as a passenger transportation harbour is set, its ability to attract cruise liners and potential tourism is not. The central government and TDI tend to favor

the concept of building hotels and retail centres in the area; however, the local residents and business owners believe the harbour would be better served through the addition of open areas and parks. Both of these options could potentially be done with careful planning. However, due to the conflict between the state and local governments, such input may not necessarily make it into the final vision of Karaköy Harbour.

From these two examples, one can extrapolate several things to keep in mind when looking at the development of a harbour area. First, the catalyst in starting such renewal projects does not seem to come from the government of any given area, but rather private business owners and concerned citizens who wish to see the area improved for both economic and aesthetic reasons. These concerned groups often band together to form parental organizations tasked with analyzing the current layout of the harbour and using input from residents, business owners, and visitors for the creation of sustainable plans for the harbour. In Baltimore's case, this group was the Greater Baltimore Committee, which hired key designers to redevelop both Downtown Baltimore and the Inner Harbour (Kelley & Lewis, 1992). In Istanbul's case, these local businesses and citizens used the local government as the vehicle for making their desires and opinions known (Erbil & Erbil, 2001).

Where these two examples diverge is in the level of support the organizations received from the government. While Baltimore's harbour renovation effort was funded by the national government and local authorities and agencies retained creative control over this development, the people in Karaköy Harbour are not being listened to as the central government implements its own plans for the renovation. This failure to listen to local residents appears to be the key factor in the populace's opposition to the central government's plans. It is clear that involving local authorities in the development plans of a harbour revitalization project is key to gaining public support for the project in the area.

It is also clear that certain historical harbours are beginning to lose their importance as industrial ports due to industrialization and the construction of more critically-situated harbours elsewhere. Historical harbours may, therefore, have an advantage in the generation of tourism and retail income, and need not fall into decay. Taking such factors into consideration, we can begin to more accurately assess the current stage of development for Hong Kong's harbour front and determine what steps may need to be taken to successfully renovate the harbour to increase its appeal as a centre of business and tourism.

### **2.1.2 Environmental Sustainability**

While focusing on the renewal of an urban area, it is important to incorporate a sustainable infrastructure that would allow it to be both productive and environmentally friendly. The focus on an environmentally-sustainable urban centre allows for the creation of an area that is aesthetically pleasing while remaining functional. Forsyth (1997) speaks of this importance, and also ties the sustainable environment into the creation of a well-planned tourism base in these redeveloped areas.

'Sustainable tourism', or tourism which has little-to-no negative impact upon the earth and culture around the tourist site, can be beneficial for companies to adopt in order to gain an economic advantage and present their industry as 'quality' tourism. This kind of tourism tends to be self-regulated by the industry itself, as the consequences of massive, unplanned tourism have the potential to irreversibly degrade the culture of an area if nothing is done to manage it (Cultural Heritage and Tourism Development, 2002). As tourism grows within a region, the water and energy needs its tourists begin to impose upon local residents. Additionally, if a particular site is too fragile, the amount of traffic the site would receive from unplanned tourism

could very well destroy it and damage the cultural significance of the site. It is for this reason that the tourism industry regulates itself and aims for sustainable tourism.

Many things can be done to contribute to a more sustainable tourist business. Waste management, better training for utilizing available resources, simulating fragile attractions, and educating customers about good environmental habits all represent possible avenues (Cultural Heritage and Tourism Development, 2002). Above and beyond this, legal legislation and regulation of the industry can offer more exacting requirements to be held by all businesses in the industry (Forsyth, 1997). This, of course, eliminates competitive advantage for companies planning on marking their services as 'green' unless they decide to go beyond the requirements from regulation, but acts to improve all tourist activities under which the legislation falls.

In the context of Hong Kong itself, the environmental problems tourism companies must deal with are air pollution, water pollution, and a lack of education among the populace regarding the preservation of the environment (Estes, 2005). Assuming Forsyth's accuracy, with the continuing increase of tourism in Hong Kong individual business owners will be inclined to influence environmental factors in their favor.

Hong Kong and other countries around the world measure air pollution on the API scale. This scale takes measurements of respirable suspended particulate (RSP), sulfur dioxide (SO<sub>2</sub>), carbon monoxide (CO), ozone (O<sub>3</sub>) and nitrogen dioxide (NO<sub>2</sub>) concentrations and converts them to the API scale of 0 to 500 (EPD 2006). In Hong Kong, the RSP is constantly monitored with the API being calculated on a 1-hour, 8-hour and 24-hour basis. There are 14 individual air quality monitoring stations within the Hong Kong Territory, with various locations including residential and commercial and alongside major roadways. This allows for a complete accurate measurement of RSP in Hong Kong. The API scale has two major benchmarks, the first being a 100 on the scale, which is defined as the point where health issues will start to show in the



general populous after long term exposure, and a 500 on the scale represents serious harm to a person over prolonged exposure (EPD 2006).

Water Quality of the Hong Kong region is measured by four main attributes, the presence of dissolved oxygen in the water, presence of ammonia and the amount of Escherichia Coli in the water. The water quality is considered better when there is a higher presence of dissolved oxygen and a decrease in the amount of bacteria and ammonia in the water.

Hong Kong measures the quality of the water on a monthly basis, while sediment samples are taken from the water twice a year. These samples are taken from 90 water sample sites, and 60 sediment sample sites located in protected waters or bays surrounding Hong Kong. The mean of the data collected from these samples is compared Hong Kong's Environmental Protection Department's standards on acceptable Water Quality Objectives.

## **2.2 Revitalization and Transit**

When examining the traffic of an urban area, it is important to look at both the pedestrian and vehicular components of the region's various modes of transportation (Yuen & Chor, 1997). Taking into account the accessibility of the region from the perspectives of pedestrians, mass transit and private forms of transportation can help to create a region that is every bit as functional as it is accessible.

### **2.2.1 Vehicular Transit**

Yuen and Chor (1997, p. 266) consider two schools of thought concerning roadways in Asia. The first is that cities must be adapted to accommodate car travel by building roads and car parking in response to rising demand—this is related to the idea of personal freedom and the importance of road transport for economic growth. The second is that the role of the car must be

limited, whether by direct restraints on its use, by encouraging alternative means of travel and access, or by some mixture of both.

Hashem Al-Masaeid (2004) came to interesting conclusions concerning the relationship between urban planning and traffic safety in his study of the city of Damascus, Syria. He considered the effects of population density, road intersection density, length of road, land use development, and the distribution of public buildings. Al-Masaeid concluded that, in the specific case of Damascus, traffic accidents were most common in areas with high population density, high intersection density, and a larger total street length. The reduction of these factors could facilitate traffic safety.

Al-Masaeid's research also examined the use of space within the city for both commercial purposes and open space. Al-Masaeid was able to differentiate Damascus from other cities because "most commercial and trading activity in Damascus [comprise] individual stalls alongside the streets rather than commercial centres or malls covering large areas of land" (Al-Masaeid, 2004). This feature of the city made the streets a more dangerous place. As the percentage of commercial development on street fronts increased, so too did the number of accidents along them. This correlation shows that the commercial stalls along the streets bring more people to the area, thus increasing the population density of the area during daytime hours, which was shown in his research to increase the number of traffic accidents.

Guiver (2006) relates the use of private vehicles to a society's perceived view of environmental issues. The increase in use of private vehicles brings about concerns of environmental sustainability, population health, use of resources, and congestion within cities. Transit consisting of privately owned vehicles contributes to the issues of safety, congestion, and the development of the region (Guiver, 2006). One factor in the increase in private vehicle use in

cities is the language people use to describe travel by car, in comparison to that used to discuss mass transit such as bus travel.

Guiver's (2006) interest lies in the social constructions<sup>1</sup> of both bus and car travel. When people speak of traveling by privately owned vehicles, the social construction that is formed is one of "a consistent, homogenous commodity with an occasional worst case scenario" (p.241). Car travel is seen as a more fluid form of transportation. In comparison to travel on a bus, the car is viewed to be safe, and comfortable as its own personal space. However, cars were considered by those responding to Guiver's survey as a problem in terms of congestion.

Mass transit acts as an alternative to private travel. Guiver (2006) found that when speaking of transit on a public bus the social construction of the trip was that of "a series of episodes, often worst case scenarios" (p.236). The focuses of these were often on the questionable reliability of the service, or the intrusion of other passengers through proximity, smell, or other factors that affected the comfort of the trip. The social construction of this form of transit leads to a decrease in the integrity of the mass transit system due to the common views of it being either uncomfortable or unreliable.

### **2.2.2 Pedestrian Transit**

Pedestrian streets and promenades are becoming more popular in the design of urban space. Not only do vehicle-free zones improve the safety of a region for the pedestrians, but they can also bolster the economic activity of a region. This was shown in Copenhagen after the Stronget was closed off to vehicular traffic (Chor & Yuen, 1997).

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<sup>1</sup> "Social constructions refer to the way that a topic is talked about. They resemble working definitions, but unlike definitions, which aim to be precise, social constructions cover the whole spectrum of ways in which the subject was addressed in the context being studied" (Guiver 2006 p.236).

Pedestrian streets have been implemented for various reasons around the world. Unlike pedestrian streets in the United States and Europe, where they are used as part of urban renewal strategies to combat city centre deterioration in the wake of suburbanization, Singapore has built pedestrian streets to facilitate the movement of traffic, improve pedestrian safety, and provide a more human-scale environment (Chor & Yuen, 1997, p. 238). For the various reasons these streets have been implemented, it is viewed that the popularity of pedestrian streets in cities comes from the “activity-generating attractions offered in the sites” (Chor & Yuen, 1997, p.240).

The presence of sidewalks and pedestrian streets is an important aspect of any urban area. Better access to pedestrian pathways within a city can facilitate the use of public transportation, making walking a more practical alternative to private transit. However for pedestrian travel to reach this status there must be a certain level of access for people to use these walkways.

Standards exist that define what a sidewalk should be composed of, and how accessible it must be in order to be both physically accessible, and to be viewed as a viable walking path by the community. The most important of these standards is the width of the side walk and of its components. The Hong Kong Planning Department has laid out these guidelines within the Hong Kong Planning Standards and Guidelines (2007). The width of a sidewalk depends on a combination of three aspects of the walkway. First is the width of the walking pathway, which consists of the unobstructed area used only for walking, second is the width of the area used for street furniture and greening. Finally a sidewalk that is located alongside of buildings is recommended to have an area dedicated to the building frontage, to allow space for doors to be opened. Table G.1 gives the recommended widths of each of these areas as defined by the Hong Kong Planning Department in relation to the use of the land and its relative population density.

However, rather than having set standards that all of the country must abide by, the Hong Kong Planning Department instead uses this as a set of recommendations of the preferred width

based upon the density of intended use of the walkway. This data does not account for space that is used for other purposes, such as street vendors, or areas designated for specific activities such as fishing.

Accessibility of pedestrian walkways is also concerned with the accommodations put in place for those with physical disabilities. The United States Highway Department did a comparative study of the standards of sidewalks and accessibility over eighteen jurisdictions within the United States (FHWA 2003). Within this study, data was gathered to create an overall profile of the jurisdictions' access to those with physical handicaps. These profiles were then compared to that of the Americans with Disabilities Act (ADA) Standards for Accessible Design. It was found that while the standards were represented in the jurisdictions legislature, it was not always followed in practice, especially in areas that, in order to comply, would have to be rebuilt. Tables G.2 and G.3 detail the standards set forward in the ADA Standards for Accessible Design on sidewalks and ramps that were used in this study.

The organization Transport for London acts as part of the Greater London Authority. Transport for London has standards for the creation of pedestrian walkways, including crosswalks and space dedicated to greening and street furniture. These guidelines are laid out in the Streetscape Guidance Details (2005). The recommendations are based upon the overall width of sidewalks. Once an overall width is determined, Transport for London details how the width should be used by the different features on the sidewalk, such as greening space, street furniture, and crosswalks.

### **2.3 Urban Tourism**

Tourism in urban areas comprises both cultural and location-specific aspects. Part of the cultural aspect of tourism consists of the heritage of an area, while the location aspect focuses on what is present in the landscape of the area.

Cultural heritage tourism is defined by Jamieson (1998) as “travel concerned with experiencing the visual and performing arts, heritage buildings, areas, landscapes, and special lifestyles, values, traditions and events” (p.65). Chang (1999) speaks of this process of creating a sustainable heritage tourism plan in Singapore. The issue Chang found when creating this form of tourism plan was identifying the goals of the tourists. The original report of the tourism task force outlined a plan focused on creating tourism based upon the features of other cities around the world. However, it was found in the Product Development Tourism Plan, made by Singapore’s Ministry of Trade and Industry (1984) that “generally, tourists are inclined to go where locals go, and enjoy what locals enjoy. Attractions built specially for tourists are not, by and large, of special interest to them” (p.6). Both Chang (1999) and Jamieson (1998) believe that when creating a heritage tourism site it is important to focus on existing infrastructure to make the local culture accessible to tourists.

Stronza (2001) examined tourism on the basis of anthropological science. She looked into how tourism, as a function of a population, alters or affects the region that is being visited. In the case of her study, she examined tourism by reviewing case studies from around the world. Tourism, as a means of income generation, did not accomplish what was originally hoped for when the industry started. Rather than give money to a government to fund development and assist the population, tourism brought its own problems to regions already experiencing difficult times. Tourism became associated with luxury and thus became part of a culture that did not fit in with that of the general population.

Tourism also brought along issues with income and the social stratification of the population. In Ecuador, those individuals who are more entrepreneurial than others are perceived as being too focused on their own motives instead of helping the community (Stronza, 2001). Stronza does, however, state that the studies have been “strangely devoid of local voices” (p.269). In other words, most of the opinions used in compiling this data were from outside of Ecuadorian society.

The commoditization of culture is also an issue of tourism that Stronza (2001) focuses on in her research. This becomes an issue when the cultural aspects of a region begin to be “evaluated primarily in terms of their exchange values” (p. 270). Tourism can be seen as a process that begins to make a culture lose its identity and its heritage. Stronza does, however, state that it is possible to raise awareness of the heritage of a region through tourism, but more research must be done in order to determine the effects of tourist and local interaction as a form of sustainable tourism is developed.

#### **2.4 The History of Victoria Harbour**

“Hong Kong’s most valuable asset is not its land, but its water; between the island and the mainland, only a quarter of a mile away at its narrowest part, lies a magnificent harbour, almost landlocked and an ideal anchorage for shipping. Hong Kong is the product of its harbour...” (Endacott, 1964).

Victoria Harbour is the heart and soul of Hong Kong, famous for being one of the world’s greatest commercial and trading centres. Separating Kowloon Peninsula and Hong Kong Island, the harbour is a major nucleus for the city’s development. Hong Kong has served as the region’s chief port city and throughway for the transportation of goods for 186 years. Through a series of land reclamation and development programs, Victoria Harbour and its harbour front

property have undergone significant change since the region was first colonized by a foreign power in 1842 (Endacott, 1964).

#### **2.4.1 An Historical Context**

Ceded by the Chinese in the Treaty of Nanjing after the first Opium War in 1842, Hong Kong became a British Colony in 1843, providing a sheltered deep-water harbour from which British business interests could operate in the East Asia region (Dwyer, 1984). The virtual deification of Queen Victoria at that point in British imperialism led to the naming of Victoria Harbour (Ingham, 2007). Since Britain's colonial reign, the harbour has been marked as safe and secure for vessels seeking refuge from Pacific Ocean typhoons. The combination of Victoria Harbour's rare depth, wide girth, and numerous storm-safe inlets was alluring enough to warrant Britain's colonization (Carroll, 2007).

Hong Kong, literally translated as Fragrant Harbour, is a city state. Its total land area is only about 1,070 sq km. This includes the island of Hong Kong, Kowloon Peninsula, and the New Territories, the latter comprising over 230 outlying islands (Lo, 1992). The harbour proved to be Hong Kong's only major natural resource. Since Hong Kong had such limited land, it was mainly developed as a trading port. Victoria Harbour is directly open to the South China Sea and the Pacific Ocean. It occupies a central position in South-east Asia and serves as a focal point for major shipping routes from Europe and North America. This made Hong Kong highly suitable as a trading centre for goods from other parts of Asia.

Since Britain's colonization in 1843, Hong Kong's economic activity has surrounded the lucrative businesses that are located in and around Victoria Harbour. As the commercial functions of the harbour grew, its economic growth rose concurrently. From the mid-to-late 1900s, manufacturing production centres slowly shifted from the waterfront north into Mainland



China, allowing Hong Kong's hectic waterfront activities to settle down (Ingham, 2007). Land along the harbour front became available for development. As Hong Kong began to transform itself into a service centre, more land was needed. It was expedient to reclaim Victoria Harbour rather than to consider developing away from the harbour area (Lo, 1992). Over a period of 160 years, an enormous amount of land reclamation has entirely transformed the appearance of the waterfront.

#### **2.4.2 Reclamation Projects**

Due to Hong Kong's lack of construction-suitable terrain, the concept of reclaiming land from the harbour was viewed as a high priority by the government. Given the opportunity to purchase land in the New Territories, the government had instead planned for reclamation of the harbour due to its cheaper cost (Carrol, 2007). As of today, nearly half of the original Victoria Harbour's 7000 hectares of water have been reclaimed.

During the 1880s, the Victoria waterfront was transformed by Paul Chater's Praya Reclamation Scheme. The Praya Scheme provided for the extension of the land frontage of 250 feet and a depth of 20 feet at all stages of the tide (Endacott, 1964). Colonial Hong Kong was given extra land for new premises such as the Hong Kong Club, a new Supreme Court, and various commercial blocks, fronted by a new esplanade: the Praya. A ceremonial plaza for the public, known as Statue Square, was also doubled in size (Morris, 1988).

By the late 1900s, the government wanted to further develop the area for "the welfare of the community" (HarbourProtection, 2003). In 1989, the Central and Wan Chai Reclamation Feasibility Study was completed and the Hong Kong Government launched the project to reclaim land for different purposes. As of today, only three of the five phases of the project have been completed (CEDD, 2004). Central Reclamation Phase I, completed in 1998, formed 20

hectares of new land to provide the site for the Airport Railway Hong Kong Station. Central Reclamation Phase II, completed in 1997, formed 5.3 hectares of land for commercial development. Wan Chai Reclamation Phase I, also completed in 1997, provided land for the extension of the Hong Kong Convention and Exhibition Centre.

Further reclamation on the waterfront was planned to continue throughout the years. In 1997, however, all such reclamation projects were suspended indefinitely with the passing of the Protection of the Harbour Ordinance. The Society for the Protection of the Harbour proposed the bill in 1996, stating, “The harbour is to be protected and preserved as a special public asset and a natural heritage of Hong Kong people, and for that purpose there shall be a presumption against reclamation of the harbour” (HarbourProtection, 2003). Due to this Ordinance, the value of the scarce land along Victoria Harbour has significantly increased in subsequent years.

### **2.4.3 The Existing Waterfront**

The focus of the city of Hong Kong has always been the waterfront surrounding Victoria Harbour. As future urban redevelopment projects in Hong Kong may no longer incorporate land reclamation programs, existing harbour front property would instead require direct modification. Because of the scarcity of flat land, both the steep hills and the sea had to be developed for commercial, residential, and industrial uses (Lo, 1992).

Commercial land use is very widespread and important throughout Hong Kong. High density districts contain more retail activities than the lower density districts. Residential land use is the most important and widespread area in Hong Kong (Lo, 1992). There are two main types of residences in Hong Kong: multi-story apartment buildings and villa-style housing. Most areas of Hong Kong, commercial and residential, tend to be mixed in multi-story buildings. Industrial land use depends on the scale of the site. Large-scale industrial sites are normally

located away from the main metropolitan area, while small industrial units can occur anywhere in the main urban area. Also, in high density areas, industrial units are mixed with residential units (Lo, 1992).

## **2.5 Hong Kong: Location-Specific Problems**

In order to determine the gap in available information and research with regard to Hong Kong's harbour front, we will discuss those issues and problems that the city faces in three primary areas. The first is the environmental impact of regional infrastructure; the second is the strain that local transit systems' presence, or lack thereof, have put upon citywide accessibility; and the third is the importance of and impact from tourism within Hong Kong. Once we recognize the breadth of these citywide issues, we can then determine what research, if any, has been conducted into those contributing factors specific to the city's harbour front.

### **2.5.1 Environmental Concerns in Victoria Harbour**

Hong Kong's environmental stability is a topic of marked concern and extensive review. Studies in air pollution along urban roadways, for instance, reveal that travelling conditions are suboptimal, even presuming the use of air conditioning inside vehicles. Despite recent advancements in air filtration and conditioning technology and reductions in vehicular emissions, Hong Kong's air quality continues to be considered "poor" (Mui & Shek, 2005). The problem is most pronounced in the city's high-traffic tunnels, such as the Cross Harbour Tunnel, the Lion Rock Tunnel, and the more recently-developed Eastern Harbour Tunnel. As a result, various studies have been undertaken to measure air cleanliness with regards to CO<sub>2</sub>, CO, and respiratory suspended particulate (RSP) levels (Chan & Liu, 2001; Chan, Liu, Lee, & Chan, 2002; Chan, Zeng, Qin, & Lee, 1996; Mui & Shek, 2005).

Similarly, in the urban canyon environments of much of the city's highway and surface road networks, CO<sub>2</sub>, CO, and RSP levels are highly concentrated, due to the high-rises' propensity for trapping pollutants between buildings. Studies on the variation of RSP levels by altitude have been performed, toward the end of determining what correlation, if any, exists between high traffic pollutant levels and building proximity (Chan & Kwok, 2000). However, current trends show that the air quality of Hong Kong has been increasing over the past few years. This can be seen in the Hong Kong Environmental Protection Department study Hong Kong's Environment, Air (2007). This data, in comparison to the standards set out by Hong Kong Environmental Protection Department, supports the trend that the quality is increasing.

Finally, as a hub for both local transportation and international shipping, Victoria Harbour itself has served as the drainage destination for much of the city's sewage water, and contamination from both city runoff and watercraft exhaust is significant. Harbour traffic includes a variety of aging watercraft with substandard exhaust filtration systems, and studies into the resultant pollution of harbour sediment by petroleum hydrocarbons and polycyclic aromatic hydrocarbons (PAHs) have revealed severe pollutant levels (Zheng & Richardson, 1999). Meanwhile, surface runoff from Hong Kong's industrialized sites has led to increasingly extreme heavy metal content in the waters of both Victoria Harbour and Tolo Harbour (Blackmore, 1998; Owen & Sandu, 2000; Tanner, Leong, & Pan, 2000). Current data shows that, despite the large problem of industrial pollution in the water, the overall quality is getting better. This is due to the increase in the amount of water being chemically treated before it is released into the harbour and the increased amount of legislation concerning what was allowed to be put into the harbour. The major benchmarks of water quality over the past twenty years are located in the 20 Years of Marine Water Quality Monitoring in Hong Kong report (2006). This data, in

relation to the acceptable standards that the Hong Kong Environmental Protection Department has set out, shows that the water quality is increasing as treatment of waste water is increasing.

### **2.5.2 Pedestrian and Vehicular Transit Issues**

Hong Kong's public transportation network provides a variety of transit options to its citizens, including numerous bus routes and taxi services; the Star Ferry service; the Mass Transit Railway subway system; the Kowloon-Canton Railway surface rail; the Hong Kong Tramways double-decker tram system on Hong Kong island; the Peak Tram funicular railway running between Central and Victoria Peak; and a network of covered overpasses, walkways, moving walkways, and escalators designed exclusively for pedestrian transit. As over 90% of all daily transit in Hong Kong is mitigated through the city's public transportation system (Lam, 2002), those safety and accessibility concerns that result from congestion are the focus of numerous studies (Edgley, 1989; Lam & Cheung, 2000; Lam & Lee, 1998; Lam, Lee, Chan, & Goh, 2003; Lee & Lam, 2003; Yau, 2004; Yau, Lo, & Fung, 2006).

Review of the safety and effectiveness of pedestrian transit systems in Hong Kong incorporates the study of both the walking facilities and the mass-transit rail systems. In the former case, studies have been carried out to determine the relationships between pedestrian travel speeds, flow, and accessibility in various locations and facilities throughout the city (Lam & Cheung, 2000; Lam, Lee, Chan, & Goh, 2003). In the latter case, studies have been performed to quantify the safety and accessibility measures taken by companies such as the Mass Transit Railway Corporation in the construction of their respective transportation networks (Edgley, 1989; Lam & Lee, 1998; Lee & Lam, 2003).

While the safety of automated and semi-automated public transportation systems in Hong Kong—such as the MTR, KCR, and surface tramways—is regulated via precise scheduling and

path finding, adequate ventilation, and other controlled factors, the safety of vehicular transportation along highways and surface roads remains less certain. A proportional correlation exists between the frequency of traffic accidents in any given city and that city's population, the popularity of its street-front commercial infrastructure, and the density of its roadway intersections (Suleiman, 2004). Although the flow of Hong Kong's traffic has been observed to be constant and smooth during peak hours (Doody, Kim, Lee, & Sucre, 2006), studies have been undertaken to determine the risk factors involved in Hong Kong's traffic accidents at various times and in various locations around the city (Yau, 2004; Yau, Lo, & Fung, 2006).

### **2.5.3 Hong Kong's Tourism Problems**

Tourism's importance to Hong Kong's economic sustainability is unquestionable. Since the 1980s, progressive growth in the city's marketability as a tourist hotspot has transformed Hong Kong's tourism industry into the second-highest earner of foreign currency behind textile production (Heung, 1997). This is especially consequential, given Hong Kong's history as China's trading centre and window to the international stage (Carroll, 2007). Within the past ten years, Hong Kong has fought two significant battles to secure its status as a centre of eastern tourism: the changeover of territorial control from Britain to China in 1997, and the Severe Acute Respiratory Syndrome (SARS) outbreak in late 2002. During and after these events, studies have been conducted to determine those factors that are significant to the industry's long-term sustainability (Heung & Cheng, 2000; Tang & Xi, 2005).

Chief amongst these factors is the vitality of shopping options and tourist-focused commercial outlets. Tourist spending in Hong Kong shopping outlets accounts for almost 50% of all tourism revenue and 4% of the region's gross domestic product (Heung & Cheng, 2000). Studies confirm that tourist satisfaction with the Hong Kong shopping experience remains

markedly high, and that the aesthetic components of the shopping experience—location, presentation, accessibility, and availability—engender positive and satisfied feedback from over 75% of customers, and neutral feedback from another 20% (Heung & Cheung, 2000).

## **2.6 The Hong Kong Harbour Front: Road to Revitalization**

In order to ascertain a set of recommendations by which Victoria Harbour's waterfront property could be successfully revitalized, we must first understand the socio-economic vibrancy and accessibility of the existing property. Knowledge of what information and research is available regarding this property is vital, so that research into whatever gap that exists can be conducted and the knowledge can be subsequently attained. After reviewing the available research on Hong Kong's environment, transportation, and tourism statuses, it is clear that information on these factors as they relate directly to the harbour front is insufficient for our purposes.

Regarding the status and accessibility of transit systems along Hong Kong's harbour front, research is incomplete. In terms of safety and the availability of public transportation across greater Hong Kong, information is readily available. In terms of accessibility and easy access from the available transportation networks directly to the harbour and back again, information is sorely lacking. Our survey of the harbour front must cover the availability and accessibility of public transportation directly from waterfront property, as well as ensure that pedestrian access is just as easily available.

Regarding the status of harbour front tourism and the effect of existing infrastructure on the city's tourism industry, research is also markedly sparse. Although topical studies on the strengths and weaknesses of Hong Kong tourism have been conducted (Heung & Cheng, 2000; Tang & Xi, 2005), studies into the viability of harbour front property as tourist attractions have

not. Our survey of the harbour front must seek to remedy this by cataloguing existing tourism hotspots and incorporating suggestions for adding to those hotspots.



### **3. Methodology**

The goal of this project was to provide Designing Hong Kong, Ltd., and its research partner, the Harbour Business Forum, with current data detailing the accessibility and vibrancy of Hong Kong's harbour front. Recommendations on potential improvements to harbour front property according to the standards outlined by the Harbour Business Forum and a preliminary walking tourist guide highlighting destinations with strong tourist appeal were provided to accomplish this. To efficiently analyze the complete extent of the study area, the project team conducted a direct survey of the harbour and determined the existing infrastructure. This data was used to develop routes for walking tours around the harbour front and to make detailed recommendations on how the harbour could be further improved for use by residents and tourists.

#### **3.1 Division of Districts**

To better rate different areas of the harbour front, the project team divided the study area into several key districts and sub-districts situated along Kowloon Peninsula and Hong Kong Island. These areas were:

- Kowloon East
  - Lei Yue Mun
  - Kwun Tong
- 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
- Island East
  - Shau Kei Wan
  - Quarry Bay
  - North Point
  - Causeway Bay
- Island Central
  - Wan Chai
  - Admiralty
  - Central
  - Sheung Wan
- Island West
  - Sai Ying Pun
  - Kennedy Town

The study area in each sub-district stayed within one block of the waterfront. Each study area had a distinct character in the geography of Hong Kong. These divisions allow Designing Hong Kong, Ltd., and the Harbour Business Forum to focus on specific areas for improvement.

## **3.2 Data Collection Phase**

For each sub-district designated in our study, the project team gathered data and ratings following the criteria outlined below:

- Access to destination
- Accessibility of pedestrian walkways
- Harbour front desirability
- Harbour front land use

### **3.2.1 Access to Destination**

In determining the ease of access to each sub-district, the project team gathered three different types of data. These were the availability of public transportation to the area, the diversity of public transportation types in the area, and the locations of major hubs for public transportation services. The availability of public transportation to a given sub-district was determined by observing the proximity of MTR stations, bus terminuss, and similar forms of public transit to the harbour front. The diversity of public transportation services was obtained by observing the number of different types of public transit within the area. The locations of public transportation hubs were noted on street maps that the team brought with them on their surveys.

The project team also looked at some minor aspects of vehicular accessibility to the waterfront:

- **Access Roads (Vehicular)**
  - Number of roads leading into an access point (bus stop, parking lot, etc.)

- **Parking**
  - Approximate capacity
  - Cost

This data was collected in order to consider tourists who may wish to take a bus or park a car near the harbour before taking the walking tours outlined in Section 3.4.

### **3.2.2 Accessibility of Pedestrian Walkways**

The project team looked into the accessibility of pedestrian walkways when navigating the harbour front in each sub-district, focusing on the ease of access the walkways provide to the waterfront and the safety of those walkways. To develop an understanding of these focuses along the waterfront, the project team noted several specific items:

- **Sidewalks**
  - Width of the walking area
  - Width of building area encroaching on sidewalk
  - Width of street furniture and greening zones
  - Composition of sidewalk material
  - Existence of raised tactile surfaces as warnings
    - Visual difference from normal sidewalk
  - Existence of obstructions and changes in level
    - Cause of changes in level
  - Street Crossings
    - Audible warning
    - Visible markings

- **Pedestrian Bridges**
  - Number of pedestrian bridges in study area
  - Location of bridges
  - Stair access
    - Width of stairs
    - Number of stairs
    - Rise and tread of stairs
  - Ramp access
    - Width of ramp
    - Approximate grade of ramp
    - Length of ramp
  - Elevator access
- **Subways**
  - Number of subways in a study area
  - Location of entrances / exits
  - Stair access
    - Width of stairs
    - Number of stairs
    - Rise and tread of stairs
  - Ramp access
    - Width of ramp
    - Approximate grade of ramp
    - Length of ramp
  - Elevator access

- Signage to various exits
  - Visible
- **Bike Path**
  - Presence of
- **Street Lighting**
  - Length of sidewalk unlit in access areas
    - Lights per distance measurement
  - Presence of unlit alleys along a roadway
- **Building Access**
  - Number of buildings to walk through to reach waterfront, if necessary
  - Signage to harbour exit
- **Existence of Direct Routes**

This data was used in Sections 3.3 and 3.4 for analysis and the identification of pedestrian routes through the study regions.

### **3.2.4 Harbour Front Activities**

The project team also focused on the attractions available around the waterfront, particularly activities able to be performed on the waterfront and all venues and vendors within the study area. For these focuses we visited each study area on a weekday in the early afternoon. In regions that appeared to have potential nightlife, the team attended these areas on a weekend evening as well. This allowed us to gather information on both daytime activities and the nightlife of study areas.

When looking at the waterfront activities, the project team kept count of what activities people engaged in along the actual waterfront and how many times those activities were seen. Examples of such activities included fishing, jogging along the waterfront, and photography.

Venues were defined as attractions near the waterfront that did not involve shopping. Vendors were defined as attractions on the waterfront centred around shopping. The project team marked down what venues and vendors existed in each sub-district, where they were, and the number of visitors at those attractions. At the end of each area's surveying, we tallied all attractions and noted many different areas of interest were catered to.

### **3.2.5 Harbour Front Quality and Population**

In addition to looking at attractions along the waterfront, the project team identified the differing zoning characteristics. These included residential, commercial, industrial, leisure, government, vacant, and zones currently under construction. For each of these zones, we listed any key factors about the area, including approximate populations, maintenance and aesthetic standards, and other commentary not originally foreseen that we could use to further analyze the study region.

### **3.3 Analysis Phase**

Once we gathered our data, we then rated each sub-district based upon our findings. Scores were determined according to the standards listed in Appendix G. Ratings for sidewalks along walking routes used a three-level scheme based upon their conformance to these standards. Each section of roadway was given a rating corresponding to it obeying none, some, or all of these standards for pedestrian safety. These were applied to the creation of survey maps for each

area, which can be found in Appendix E. For each sub-district, a four-level rating scheme was used for identifying access, activity, quality, and population of the harbour front:

- **Access**

- **0:** The waterfront is inaccessible to the public.
- **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. There are few signs to direct visitors to the waterfront. Average visitors may become lost or frustrated.
- **2:** Access to the waterfront is not excessively long or indirect, but lacks signage to guide visitors. Visitors are less likely to be confused, but it is still possible
- **3:** Access to the waterfront is clear and direct, with few barriers between public transportation and the waterfront.

- **Waterfront Activity**

- **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 do 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 are available along the harbour front for visitors to enjoy. Food, drinks, and restrooms exist somewhere on the waterfront for visitors.

- **Quality**

- **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.



- **1:** Promenades are not attractive and may not be clean, but are generally safe. Paving may be concrete; railings may be non-rusting metal.
- **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.
- **3:** Promenades are well-maintained and clean, and are aesthetically pleasing to view. Greenery exists. Patterned brick or other flooring materials exist.
- **Popularity**
  - **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.

### **3.4 Map Construction Phase**

With our comparative analysis of data complete, the project team next identified key tourist venues in each sub-district and created preliminary walking tourist maps of these regions. We used our knowledge of access routes to and from the waterfront to draw routes along the harbour that reached all venues of interest. These routes began and finished at MTR stations, bus stations, or other transit hubs, and at least one of each such route was made per sub-district. These routes were refined by the team as we walked them. The team also compiled notes relevant to walking along these routes as they related to tourists.

### **3.5 Recommendation Phase**

Finally, the project team compared its results with those of previous research studies, surveys, and other data. We used those results to form recommendations to Designing Hong Kong, Ltd., on how to further improve each area, according to the standards used in the analysis phase and those outlined by the Harbour Business Forum.

#### 4 Data and Findings

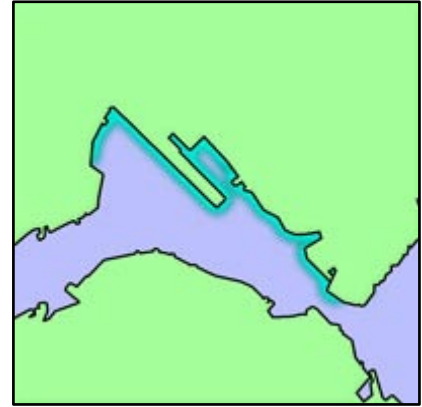
We observed the ease of access and the level of activity on the waterfront in each of the seven key districts bordering Victoria Harbour. This chapter summarizes those observations by district and sub-district. Complete maps of each district are in Appendix E and show our findings in a concise manner. The charts seen in Appendix C and Appendix D outline these findings in greater detail.



*Figure 4.1: Overview of survey area with district waterfronts delineated by color.*

## 4.1 Kowloon East

Kowloon East is comprised of three primary sub-districts: Lei Yue Mun, on its farthest eastern end; the Kwun Tong cargo area; and the former Kai Tak airport along its western edge. It lacks the diversity of attractions common to other major districts in Hong Kong, and our findings indicate the number of visitors to its waterfront to be similarly thin.



### 4.1.1 Lei Yue Mun

The only major destination in Kowloon's easternmost sub-district of Lei Yue Mun is the Lei Yue Mun Fishing Village. The village is easily accessible via a 10-minute walk from the Yau Tong MTR station and has been developed as a tourist attraction by Hong Kong's Leisure and Cultural Services Department.

The village has several cultural attractions, including a fresh seafood market, a lighthouse, and a harbour viewing point. The lighthouse and the viewing area are both accessible via walking trails from the village proper. In addition, the Lei Yue Mun Waterfront Sitting Area serves as a promenade for the bay. The promenade, while designed for tourist activity, was sparsely populated at the time of data collection. The activities and numbers of those participating can be seen in Table D.8.

Automobiles can easily access the Lei Yue Mun waterfront. The village is located along the region's major roadway, Shung Shun Street, which is an extension of the main through-road of the sub-district, Cha Kwo Ling Road. Inexpensive parking is available in the immediate area, visible and approachable from both the road and the village. A local bus terminus also provides direct access to the village.

The pedestrian access route from the Yau Tong MTR station follows sidewalks that are well-maintained and well-lit, with the exception of a temporary construction site along the road. This path, detailed in Table C.1, follows the regulations and recommendations in Appendix G with minor exceptions that do not detract too much from the accessibility of the region. Regular, accurate signage directs visitors to the village. Crosswalks are not always readily available along the route, and when present are missing such vital safety features as signal lights and audible warnings.

#### **4.1.2 Kwun Tong**

Kwun Tong is a region between Lei Yue Mun and Kai Tak, and small container ports occupy most of the waterfront here. The sub-district's sole harbour access is between two of these container ports, adjacent to the Kwun Tong Ferry Pier and overshadowed by the Kwun Tong Bypass. While the waterfront is small, it is easily accessible from both the Kwun Tong MTR station and the bus terminus attached to the Ferry Pier. However, the routes are not handicap-accessible.

With the exception of meager fishing areas for local residents, there is nothing to do along Kwun Tong's waterfront. There are no promenades for walking or sitting along the waterfront, and there are no nearby attractions to draw many visitors to the area. During the early afternoon, the area only had five visitors, whose activities are shown in Table D.7.

Kwun Tong's harbour front is easy to access by vehicle. An inexpensive parking garage is visible from Wai Yip Street, the main thoroughfare next to the waterfront. However, the garage's access gate is down a side street, hidden from sight from the main road. The Ferry Pier Bus Terminus is directly adjacent to the waterfront.

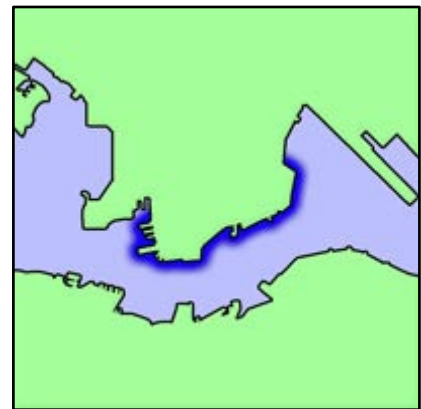
Pedestrians can access the waterfront from the Kwun Tong MTR station by a direct route along Hoi Yuen Road, broken by an overpass over Wai Yip Street that lacks handicap access. The sidewalks along the route are well-maintained and well-lit, but are often obstructed by large kiosks and vendors along either side of the path. They are also broken up by vehicular entrances to loading docks and building-specific parking garages. The map of the walking route, Figure E.2, graphically depicts the data presented in Table C.2. The entire route is marked with signage directing pedestrians to the Ferry Pier, but signage for the waterfront itself does not exist.

#### **4.1.3 Kai Tak**

Kai Tak is the former location of Hong Kong's international airport and is now off-limits to visitors, since the area is being turned into a new tourist hub. Due to this lack of access and ongoing construction, we were unable to accurately assess the region's ease of access and level of activity.

#### **4.2 Kowloon Central**

Both the residential neighborhood of Hung Hom and Hong Kong's most popular tourist area, Tsim Sha Tsui, are located within Kowloon Central district. The region has many diverse attractions and promenades, and its popularity among tourists and residents is high. However, most of its attractions are centred in Tsim Sha Tsui and become harder to find and access the farther east visitors travel.



#### 4.2.1 Hung Hom

Hung Hom is a primarily residential neighborhood, located between Kai Tak and Tsim Sha Tsui. The region has two major attractions, the Wonderful Worlds of Whampoa children's playground and the Fisherman's Wharf shopping mall, which are both located near the harbour front. They are connected by an attractive and well-maintained promenade, and there are two more promenades along various parts of the waterfront. Access to these promenades is difficult, however. They are not directly accessible from each other, and routes between them and transit hubs are often long and winding.

The Tsim Sha Tsui – Hung Hom Overpass is a raised walkway that connects the two-sub-districts. While the Overpass is used primarily as a means of easy access between Tsim Sha Tsui and Hung Hom, it is frequented by runners during the midday hours and is lined with benches. During the survey, visitors were found to be using the path primarily for transit, though its use dramatically differed between weekday afternoons and weekend evenings.



*Figure 4.2: Sitting area on Harbour Plaza Hong Kong Promenade, Hung Hom*

The Harbour Plaza Hong Kong Promenade is located along the waterfront directly northeast of the Hung Hom Ferry Pier, in front of the Harbour Plaza Hong Kong hotel. During the weekday noon survey, we found three dozen visitors walking and running along it, sitting on its benches, or fishing along its waterfront. A weekend evening survey found even more visitors, many of whom were taking advantage of the hotel's outdoor restaurant on the promenade.

Finally, the Laguna Verde Promenade is located along Hung Hom's northeastern waterfront. It comprises most of the route between the Wonderful Worlds of Whampoa children's playground and the Fisherman's Wharf shopping mall, with Fisherman's Wharf located on the promenade's northern end. Both the weekday noon and weekend evening surveys revealed approximately 30 visitors on the promenade at any given time. Many of these visitors were running, but most were walking leisurely, fishing, or resting on benches.

Data concerning visitor activity along these promenades can be found in Table D.6. Figure E.4 depicts the path followed within this area, and represents the pedestrian data presented in Tables C.3 and C.4.

Hung Hom has good vehicular access. There are several reasonably-priced parking garages available that are visible from major roadways. A single bus terminus, next to the Hung Hom Ferry Pier, services the Harbour Plaza Hong Kong Promenade. The only promenade not easily accessible from the street is the Tsim Sha Tsui – Hung Hom Overpass.

The route that pedestrians must take from the Hung Hom MTR station to any of the promenades is long and indirect. It requires a great deal of navigation across overpasses, over crosswalks, and along sidewalks that run parallel to winding roadways. While these paths are well maintained, well lit, and are all safe and handicap-accessible, there is no clear signage to any of the promenades, and visitors must make do with partial signage to the Hung Hom Ferry Pier.



#### **4.2.2 Tsim Sha Tsui**

Tsim Sha Tsui is the core of Kowloon Central district and the most popular tourism hub in Hong Kong. Its popularity is a reflection of its diversity of attractions and waterfront destinations. Along its northwest edge, Kowloon Park and the Harbour City shopping mall are the chief attractions. On its southwest corner, the Star Ferry Harbour Tours and the Hong Kong Cultural Centre, Museum of Art, and Space Museum all serve as destinations for potential visitors. Farther east, the New World Centre shopping arcade, the Middle Road Children's Playground, and the East Waterfront Centennial Garden all provide attractive leisure opportunities for visitors of all ages.

Even with these attractions, Tsim Sha Tsui's most popular areas are its promenades. The Star Ferry Promenade, running from the entrance to Harbour City to the pavilion in front of the Hong Kong Cultural Centre, is a favored location for tourists to take pictures of Island Central's famous skyline. The Art Museum Waterfront continues around behind the Cultural Centre and Museum of Art, and is lined with professional photographers and sketch artists. The Avenue of Stars runs around the New World Centre's outer edge, an attraction itself with its famous statues and Hong Kong movie star tours. Finally, the East Tsim Sha Tsui Promenade runs from the Avenue of Stars northeast to the Tsim Sha Tsui – Hung Hom Overpass, and provides visitors with walking, running, and fishing opportunities similar to those found in other promenades around the city.

All four promenades are connected directly to each other. During the weekday afternoon survey, they were populated by almost 800 visitors combined. During the weekend evening survey, the promenades were even more popular, bringing over 1500 visitors to Tsim Sha Tsui's waterfront. That number climbed to over 2500 visitors during that evening's nightly Victoria

Harbour Light Show. At all times, the most popular activity among visitors was tourist photography.

Vehicles have easy access to the Tsim Sha Tsui waterfront. Several parking garages are available along the waterfront at inexpensive prices. All are easily visible and accessible from major roads. In addition, the Star Ferry Bus terminus, located adjacent to the Star Ferry Pier, provides direct access to the entire western waterfront and is within walking distance from the promenades farther east.

Pedestrians also have easy access to the promenades and attractions along Tsim Sha Tsui's waterfront. Two MTR stations, Tsim Sha Tsui Station and Tsim Sha Tsui East Station, are available near the waterfront, and paths from their exits to major attractions are generally well-maintained, well-lit, and easy to follow. Most of the MTR exits are located on one side of Salisbury Road, a segregating street that blocks off direct access from inland areas to the waterfront. While paths both over and under the road exist and most are handicap-accessible, ongoing construction and high congestion are common among these routes. Figure E.5 and Tables C.5, C.6, C.7, and C.8 illustrate this along all roads followed to reach the waterfront.

### **4.3 Kowloon West**

Running from the Cultural District on the western borders of Tsim Sha Tsui to the land just southeast of Hong Kong's chief container ports, Kowloon West offers few venues and attractions for potential visitors. Those destinations that offer activities to visitors are often difficult to travel to from local transportation hubs and are sparsely populated.



### 4.3.1 West Kowloon Cultural District

Located due west of Tsim Sha Tsui, the West Kowloon Cultural District is currently under development as one of the chief cultural destinations in Hong Kong. At the moment, however, the region is mostly empty. With the exception of a single promenade running the edge of the peninsula, there are no major attractions here.

The West Kowloon Promenade provides paths for walking, running, and biking, but is sparsely populated. During the weekday afternoon survey, there were 19 visitors to the area. During the weekend evening survey, there were 24. Fishing and running were the most common activities. While segregated bike paths exist, there were no cyclists during either of the surveys.



*Figure 4.3: Evening on the West Kowloon Promenade*

Vehicular access to the promenade is available, as is a meter-controlled parking area for cars near the promenade's east entrance. The closest bus terminus is located by the Kowloon MTR station, from which the most direct pedestrian access route to the promenade runs. The access route is long and indirect, but it is well marked by signage, well-maintained, and well-lit,

with the exception of a single stretch of sidewalk currently undergoing renovation. Halfway between the MTR station and the promenade, the walking path splits, allowing pedestrians access to either the east or the west entrance. Only the east entrance is handicap-accessible, however, since the west entrance is only accessible by an overpass that lacks ramps or elevators. Figure E.6 and Table C.9 show the accessibility of the West Kowloon Promenade from Kowloon Station, its most accessible point.

#### **4.3.2 Yau Ma Tei**

The Yau Ma Tei Typhoon Shelter occupies the majority of this sub-district's harbour front. It is off-limits to public access, does not serve as a destination, and has no direct access routes from inland transportation hubs. We did not assess ease of access or level of activity for the area.

#### **4.3.3 Tai Kok Tsui**

Tai Kok Tsui is a residential neighborhood north of the Yau Ma Tei Typhoon Shelter. It offers only a single promenade as a waterfront attraction. Although publicly accessible, the Long Beach Promenade is hidden from easy view or access by the Long Beach apartment complex and is usually empty of traffic. It is outfitted only with sitting areas, and activities such as fishing or kite-flying are restricted by posted signs. During the weekday afternoon survey, there was only a single visitor on the promenade, fishing illegally in the harbour.

The only attraction close to the promenade is the Olympian City I shopping mall. Although the mall is not on the waterfront, it is the region's major transportation hub, and both the Olympic MTR station and the local bus terminus exit to it.

Direct access to the promenade is not possible with vehicles, nor is there parking adjacent to its entrance. Vehicular accessibility is restricted to the Olympian City 1 bus terminus. While there are no signs directing visitors to the promenade, pedestrian access is possible, along long and indirect paths that are well-lit and very well-maintained. As seen in Figure E.7, the path is acceptable, but lacks key features to make it convenient. Necessary footbridges have elevator access, and crosswalks have visual and audible signals and safety measures.

#### **4.3.4 Cheung Sha Wan**

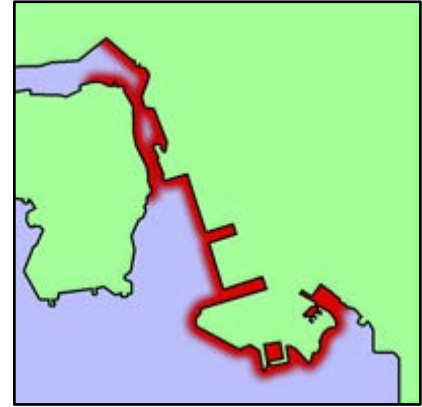
Cheung Sha Wan is located between Tai Kok Tsui and Hong Kong's primary container ports in Kwai Chung and possesses a waterfront that is mostly blocked from public access by privately-owned buildings. The Cheung Sha Wan Wholesale Food Market occupies the remaining space, which is a publicly-accessible attraction that primarily services local shopkeepers and residents looking to purchase wholesale ingredients. There are no promenades along the waterfront in this sub-district, nor are there any other destinations.

The market itself is easily accessed via local transit. The Nam Cheong MTR station is directly adjacent to the market itself, as shown in Figure E.8. Two exits from the station open out onto the road in front of the market, and walking to the market involves crossing a single street. Vehicular access is easy to find, with roadways leading directly to the market's main entrance and parking available for customers.

#### 4.4 West Harbour

The West Harbour District is the site of Hong Kong's primary container ports and is the centre of much of the city's economy. It is mostly off-limits to public access, although its two westernmost sub-districts have expansive promenades.

Tsuen Wan, on the harbour's northwest shore, and Tsing Yi, just to the south, face each other at the farthest northwestern corner of the project's study area.



##### 4.4.1 Tsing Yi

Much of Tsing Yi Island extends beyond the boundaries of this project's study area. Its northeastern waterfront was surveyed, however, since it is home to the Tsing Yi Promenade and the Maritime Square shopping mall. Although Tsing Yi Promenade is the only promenade within the study area, it is long and has numerous locations for fishing, walking, and other leisure activities along its length. During the weekday afternoon surveys on a day with poor weather, there were almost 50 people along the promenade, while on a day with good weather, there were approximately 150 visitors. On the weekend evening survey almost 180 people were walking, running, and exercising along the promenade and playing in its playgrounds, as show in Table D.1.

Maritime Square is the only major attraction along Tsing Yi's waterfront, and it is very popular and busy. It is also the site of the sub-district's major transportation hubs, including both a bus terminus and the Tsing Yi MTR station.

Vehicular access to the waterfront is possible, but the surrounding area is made up of low-income residential housing and public transportation is the chief means of transit. Access

from the MTR station to the waterfront itself passes through Maritime Square, and signage is occasionally unclear or missing completely.

#### **4.4.2 Tsuen Wan**

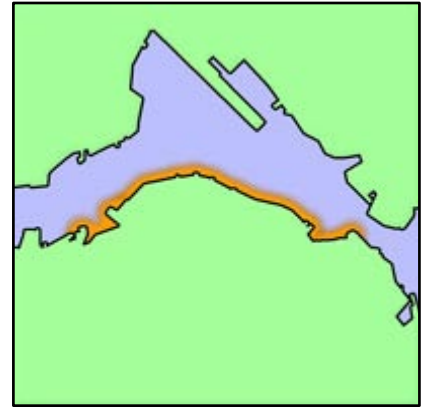
Due north of Tsing Yi Island and northwest of the Kwai Chung cargo terminals is Tsuen Wan. It contains a residential neighborhood with a promenade and attractions catering almost exclusively to locals. The Waterfront Walkway is the sub-district's sole promenade, directly accessible from several exits out of the Tsuen Wan West MTR station. Two major attractions to the south of the promenade are also open to the public. Riviera Park is a waterfront leisure ground with many sport fields, playgrounds, and exercise centres. Riviera Plaza is a short walk south from the park and provides shopping for residents, if not for visitors to the area.

Beyond walking or sitting, the Waterfront Walkway offers no potential activities to visitors. While renovations currently underway will incorporate a bike path and several playgrounds, the promenade will still lack shopping. Its population is merely moderate: During the weekday afternoon survey, 85 people visited the area, many of whom were traveling to or from the Park Island Pier just outside the MTR station. During the weekend evening survey, less than half of that number was observed in the area.

It is easy for vehicles to access the waterfront, with a bus terminus attached to Tsuen Wan West MTR station and several inexpensive parking options in the immediate vicinity. It is more difficult for pedestrians to access this area, however. While access from the MTR station to the promenade and attractions is simple and the routes are easy to follow, they are very poorly maintained, with large changes in level and other restrictive elements on the walkway, as shown in Tables C.12, C.13, and C.14. Walkways are often lined with chain-link fences topped with barbed wire, and much of the area surrounding the walkways is cordoned off and vacant.

## 4.5 Island East

The waterfront between Shau Kei Wan and Causeway Bay hosts several parks, attractions, and promenades. Unfortunately, those that are present are often separated by long stretches of highway and inaccessible land.



### 4.5.1 Shau Kei Wan

The waterfront of Shau Kei Wan showcases Aldrich Bay Park and its adjoining promenade, the Wholesale Fisherman's Market, and the Museum of Coastal Defense. While some areas of the promenade contained many people at one or two points, the area does not seem to attract many visitors as a whole.

The Wholesale Fisherman's Market can be easily accessed from the MTR by using subways towards Aldrich Bay Park and the Museum of Coastal Defense. Routes up to the Market are fairly safe and straightforward, and do not tend to confuse first-time visitors. The site itself is home to a dock and several dockworkers, and the sidewalk drops off into a small side road that cars often drive down. The market had no people at midday on a weekday and there was nothing of interest for visitors at the market.

The Museum of Coastal Defense is at the eastern end of the study area and is somewhat difficult to get to. After reaching the Wholesale Fisherman's Market, there is a narrow sidewalk with no signage that one can travel along to reach the museum directly. However, this path is not obvious, and across a major street in the area there is a larger walkway with signs pointing to the museum. This walkway ends before reaching the museum, however, and visitors must cross the busy street to reach the entrance. There were about five people there during the survey, and three



people along the roads leading to it. While there is parking at the venue for both cars and buses, it is the only place for parking in the nearby area.

The Aldrich Bay Park is located to the west of the Wholesale Fisherman's Market. It is easy to get to from either the subway system from the MTR or from the Wholesale Fisherman's Market, and the roads are fairly safe. At the park there are several green areas, pebble paths for walking on, tennis and basketball courts, and access to the waterfront. At the time of the survey, five people were walking in the park and another two were on the waterfront.



*Figure 4.4: Aldrich Bay Promenade, Shau Kei Wan*

The Aldrich Bay Promenade extends directly from the park and follows the rest of the bay. This promenade features a view of the nearby typhoon shelter and photographers can easily take pictures of boats and the harbour. There were five people on the first walk through at midday, and forty people walking along the promenade on a subsequent trip. This promenade ends with a building blocking access to the waterfront, but visitors can follow signage directing them beneath the building and on into the Quarry Bay / North Point area.

In this area there are several easy access routes to most places, but many are not labeled and visitors can find themselves crossing busy streets without proper. Vehicular accessibility in general is poor, as there are no parking lots in the area and few bus stops. High-rise buildings block most access from roads and isolate the promenade area. There are also no restrooms, vendors, kiosks, or restaurants along this part of the waterfront. Figure E.11 shows the lack of activities along this section of the waterfront and the general accessibility of the path.

#### **4.5.2 Quarry Bay & North Point**

The Quarry Bay and North Point waterfronts include the North Point Ferry Pier, Quarry Bay Park Phase I, and an adjoining promenade system that leads towards Aldrich Bay Promenade. Most of the area is, however, blocked from the harbour front by the Island Eastern Corridor, and there are no attractions aside from these locations.

The North Point Ferry Pier is accessible by bus and has parking lots in the immediate vicinity. It is also accessible via the North Point MTR station, though the roads surrounding the Ferry Pier can confuse first-time visitors. There is a promenade to either side of the pier that follows the waterfront for approximately thirty meters. On the left side of the pier facing the water, there is a cement walkway protruding into the water which visitors can walk along. This area held four fishermen and two people sitting on a bench at the time of our survey. The promenades contained approximately ten people sitting on benches. There was no access to the waterfront aside from these areas, as the East Island Corridor blocked off access on either side.

Quarry Bay Park can be accessed via MTR exit from within the city, or by way of Aldrich Bay Promenade. Most of the park is separated from the waterfront, but there is a footbridge that connects this to the harbour front. Within the park there are several paths to walk along, a jogging area, a cycling area, several basketball courts and tennis courts, and an

exhibition of a naval ship that can be toured. There is also a kiosk that sells drinks. There were approximately two hundred people at midday during the survey, over half of which were walking through the park. Other activities included jogging, basketball, tennis, cycling, and photography. Access to the park is limited to a few crossings and footbridges, and one road that cars have parked along. There are no obvious places to park nearby. Within Quarry Bay Park there are several maps showing the locations of all attractions and activities, but there is little-to-no signage directing people to the park in the first place.

Tables D.13 and D.14 show the activity of the North Point Ferry Pier and the Quarry Bay Park, respectively. The map in Figure E.12 shows the general accessibility of the route to these areas.

### **4.5.3 Causeway Bay**

Causeway Bay houses a single promenade along the waterfront, which is accessible three ways. The first way is coming from the west along the Island Eastern Corridor, where one can walk along an extremely narrow sidewalk adjoining the highway. The second is to go to Victoria Park via MTR, bus stop, or other means, and cross a footbridge within the park to the promenade on the other side. The third is to come from farther east and find the far end of the waterfront from North Point. Our survey did not find an MTR exit near the third access route. These routes can be seen in Figure E.14, while Tables C.17 and C.18 show the data concerning the quality of the paths.

The promenade itself features a view of the harbour, a small mooring zone at one end, and the Noon Day Gun, which fires a blank shot at midday. During the survey, twenty people attended the firing of the Noon Day Gun, and there were approximately ten people walking along the harbour front. Five people were sitting on benches.

Beyond the footbridge connecting the promenade with Victoria Park, there is further access along the waterfront by means of a cement walkway. This area holds several stalls, public toilets, and some greenery. There were four people walking along this section of the harbour. The walkway terminates at a busy city intersection.

#### **4.6 Island Central**

Island Central is home to the Wan Chai sub-district on its eastern borders and Central and Sheung Wan due south of Tsim Sha Tsui and West Kowloon. Most of the waterfront is devoted to ferry piers and government buildings, and much is tied up in reclamation projects, but Wan Chai's Convention Centre and its attached promenade remain popular destinations.



##### **4.6.1 Wan Chai**

Wan Chai is home to the Hong Kong Convention and Exhibition Centre and a temporary, but very popular, dog park. While the area is fairly accessible, narrow and inconvenient paths between the Exhibition Centre and the dog parks make it difficult to move from one to the next.

The Exhibition Centre in Wan Chai is home to the monuments dedicated to the handover of Hong Kong to China in 1997. It also contains a path that wraps around the water front and has seating areas and a view of the harbour. The Exhibition Centre is one of the island's largest tourist attractions. With the location of the bus terminus adjacent to the Exhibition Centre promenade area, tourists arrive to take pictures with the monuments and the view of Victoria Harbour. Along this stretch of the harbour front, visitors were seen walking, jogging, taking pictures, eating lunch, and attending meetings within the Exhibition Centre. In addition to this,

stands were set up where professional photographers would take pictures of tourists with the Golden Bauhinia monument. At noon on the weekday survey, approximately 200 people were present participating in the various activities seen in Table D.11.

Wan Chai's Star Ferry Pier is located directly next to the Exhibition Centre, separated by the Wan Chai bus terminus. Along the Ferry Pier, visitors were either preparing to ride on the ferry, fishing off the edge of the waterfront, or sitting along the area's small promenade. While people were present, the Ferry Pier lacks other attractions that would make it more of a destination. There is one concession stand located within the pier, but it is not well advertised, and is only seen when directly approached.

The temporary dog promenade along the Wan Chai waterfront is accessible by a sidewalk from the Star Ferry Pier. While mostly accessible, there are points where the sidewalk follows a path that is not ideal for a handicapped person, or is unattractive. For instance, part of the sidewalk leads around the back of a water pumping station. The dog park is the only waterfront across Victoria Harbour that allows visitors to bring their dogs. The promenade itself consists of a large wooden path, a large brick area for walking, and a large stretch of grassy areas for pets to use. Approximately 100 people were present on the promenade at noon on a weekday.

Access to this area is easiest through the pedestrian bridge from the Wan Chai MTR station that leads directly inside the Exhibition Centre. While signs exist leading to the Exhibition Centre, they only exist in certain areas and several are difficult to find. Though the paths are adequate to walk along, the lack of consistent signage makes locating the Exhibition Centre difficult.

#### 4.6.2 Central and Admiralty

A large majority of the waterfront area within Central and Admiralty is currently under construction to create a publically-accessible waterfront promenade. For the moment, however, this promenade is incomplete, and the construction work involved in the project has interfered with pedestrian access around the area. Other destinations within Central and Admiralty include City Hall and the Central Ferry Piers.

City Hall is located on the opposite side of the promenade construction project in Admiralty. Following the MTR station to the Citic Centre via footbridge, it is possible to reach the City Hall building by sidewalks that follow along the construction project. City Hall itself is not a major destination for tourists, but the park built into the side of the building is popular for locals to use as an outdoor eating area, and the paths are used for walking during the day.



*Figure 4.5: Graffiti on reclamation billboard in front of City Hall, Central*

The Central Ferry Piers act as a popular destination for tourists and locals alike. The piers themselves are accessible by following sidewalks along the water front construction project

through Admiralty, or by exiting the Hong Kong MTR station into the IFC Mall. However, few signs exist between the IFC Mall and the Central Piers. When they are available, the signs are either located in misleading areas or are difficult to see. Visitors along the piers are mostly involved in transit, either arriving at or departing from one of the ferries. Others were buying food, walking, or sitting while watching the boats in the harbour. Approximately 300 people were present during our weekday noon survey, while on our weekend evening survey, 180 people were at the piers. The breakdown of these data can be seen in Table D.10. The difficulty of pedestrian transit stemming from the construction in the area is reflected in Table C.21 and Figure E.16.

#### **4.6.3 Sheung Wan**

Sheung Wan has very little accessible harbour front, with a major portion of the space occupied by roadways and construction. This area is the location of the Macau Ferry Pier and the Sheung Wan promenade. The path to these areas is detailed in Table C.22, and can be seen in Figure E.17.

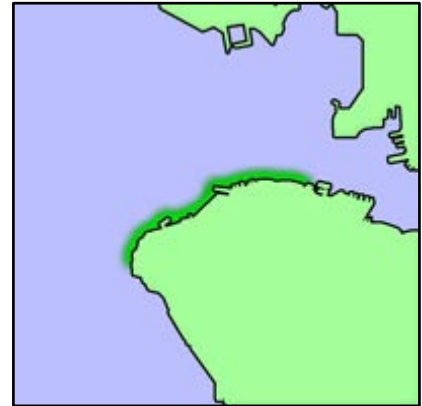
The Macau Ferry Pier is located within the Shun Tak Centre, which contains shopping and travel-planning areas. This area has no spots where the waterfront is visible other than the pedestrian bridges leading from street level into the shopping mall. The pier itself is only accessible to those going to Macau, as there is a boarding area before the ship that only ticketed passengers can pass through.

The Sheung Wan Park and promenade are located beyond Shun Tak Centre. The sidewalk that runs past the police station and into the promenade is in an area under heavy construction, making many parts of the walk difficult, either from having to move across busy streets, or because the path is not handicap-accessible. The promenade itself is short, with very

little seating along it. The park is large and contains many different sports grounds. However, it was mostly unpopulated during the weekday afternoon survey, with only 25 people in the park and along the entire promenade area, as shown in Table D.9.

#### **4.7 Island West**

The Island West district is chiefly residential and provides almost no waterfront venues. Parking lots, sports centres, and the Western Wholesale Food Market with its attached cargo handling area make up the bulk of the waterfront property, and very little of this is publically accessible. There are also two small, empty waterfront promenades, but getting there from local transportation hubs is long and difficult.



##### **4.7.1 Sai Ying Pun**

This district, often referred to as Western, has several poor promenades and park grounds separated from the waterfront proper by high fences. The majority of Sai Ying Pun is occupied with container ports and not publically accessible. While the parks and promenades are frequented by some residents as exercise venues, they are not destinations with any attraction to tourists.

##### **4.7.2 Kennedy Town**

Primarily residential in nature, Kennedy Town has two short waterfront promenades connected to a series of local piers and docks. The government plans to replace a currently-abandoned abattoir with a new MTR station extending the Island Line. However, the



construction blocks off a full third of the region's waterfront. The area contains a sporting ground and the promenades are frequented by residents, but it is unpopular among tourists.

Data concerning the access routes between local transportation hubs to the two promenades are detailed in Tables C.23 and C.24, and can be seen in Figure E.18. The access routes have well-maintained sidewalks and are handicap-accessible, but there is no signage pointing to either promenade. The Recreation Ground Promenade is hidden near a dead-end street, while the Belcher Bay Promenade is next to a poorly-maintained bus terminus, making both difficult to find. Two people were found on the Recreation Ground Promenade during the weekday noon survey, while only 15 people were found at the Belcher Bay Promenade. In the weekend evening survey, both promenades were found to be deserted.

## **5 Analysis**

While the bulk of Hong Kong's Harbour front is devoted to residential, industrial, and commercial space, a few districts provide enough attractions to make them inviting destinations for both residents and visitors. For example, Tsim Sha Tsui and Tsing Yi possess several well-known attractions and are very popular. The difference between these districts and those that have not developed their waterfronts to cater to visitors is pronounced.

We have utilized a three-level rating scheme for analyzing walking routes. The access routes in each area are highlighted one of three colors based on their adherence to international construction standards. A red path is rated as poor, meaning it does not meet most HKPD, GLO, or ADA standards for sidewalk construction. Yellow paths are merely adequate: They meet some, but not all, standards, with a focus on accessibility over aesthetics. Green paths are rated good, meeting all HKPD, GLO, and ADA standards for sidewalk construction.

For each district, the four-level rating scheme outlined in Section 3.3 was used to codify the waterfront. The resultant ratings for the entire waterfront can be found in Appendix F.

### **5.1 Kowloon East**

Within Kowloon East, Lei Yue Mun provides the most potential for visitor activity, as it is a centre of local culture. Conversely, neither Kwun Tong nor Kai Tak currently have any attractions to offer potential visitors. Access to Kwun Tong's waterfront is blocked by container ports and the Kwun Tong Bypass, while Kai Tak is closed for major reconstruction and development. Once Kai Tak's development is complete, it is meant to become the district's largest visitor hub. Until that time, however, Lei Yue Mun remains the centre of visitor activity.

Access to each of Kowloon East’s sub-district waterfronts is easy, where those waterfronts are available and open to the public. Lei Yue Mun’s access routes are more developed, however, showcasing better maintenance and handicap accessibility.

**5.1.1 Lei Yue Mun**

Lei Yue Mun has the potential to be a thriving tourist attraction. However, its distance from Hong Kong’s central areas and the poor quality of the surrounding area make it unpopular for visitors. A well-maintained promenade with walking and seating areas is present, but offers few other activities. Likewise, while the seafood market is here, the general lack of local eateries and cultural shopping areas further detracts from the village’s popularity.



*Figure 5.1: Sam Ka Tsuen Typhoon Shelter, Lei Yue Mun*

The access route from the Yau Tong MTR station to the fishing village is direct, but the road it follows winds enough to seem like an indirect route to visitors unfamiliar with the area. Signage, though present, is inconsistent and lends to the feeling of confusion visitors may

experience. While the village may currently have the most potential as a tourist hot spot in Kowloon East, that potential is often overshadowed by its pitfalls.

### 5.1.2 Kwun Tong

Sandwiched between container ports and blocked from the sunlight and harbour views by the Kwun Tong Bypass, Kwun Tong's unattractive waterfront has nothing to provide to potential visitors, and so does not enjoy their presence. A handful of local residents fish along the waterfront, despite the lack of seating and the dark and dreary surroundings, but no other visitors pass through the area.



*Figure 5.2: Overpass without handicap access in Kwun Tong*

The access route to and from the Kwun Tong waterfront is easy and direct, but relies on a poorly-constructed overpass (see Figure 5.2) that is not handicap-accessible. Even the local shopping centre, Kwun Tong Plaza, is almost entirely vacant of shopping options. It is clear that

the presence of the Kwun Tong Bypass limits the recreational potential of the area. The result is a sub-district with an unpopular waterfront.

### **5.1.3 Kai Tak**

The former location of Hong Kong's international airport, Kai Tak is now off-limits to visitors while it is renovated as a new tourist hub. We did not enter the area to analyze it beyond its relationship to other sub-districts in Kowloon East.

## **5.2 Kowloon Central**

Kowloon Central is more attractive to visitors than any other district in Hong Kong. Within it, Tsim Sha Tsui clearly represents the most popular destination, despite flaws in the accessibility of some of its chief attractions. Conversely, while Hung Hom remains popular among local residents, outside visitors rarely walk its promenades.

### **5.2.1 Hung Hom**

Dominated by rows of residential high-rises and apartment complexes, Hung Hom is a destination for residents rather than visitors. Its two main attractions, the Wonderful Worlds of Whampoa children's playground and the Fisherman's Wharf shopping centre, are geared towards local residents. Two of its three promenades are directly connected to residential structures, while the third is used primarily as a means of transit rather than leisure. Because the sub-district does not provide visitors with other activities, they do not often frequent the area.

As beautiful as the promenades in Hung Hom are, they are not connected to each-other and the land between them is either inaccessible or has not been developed. This makes the sub-district's waterfront unappealing to visitors looking for the kinds of leisurely walks or fitness

runs they can enjoy along other promenades. Those access routes that do exist between the one MTR station in the area and the various promenades are long and unmarked. This makes travel to the waterfront difficult.



*Figure 5.3: Harbour Plaza Hong Kong Promenade, Hung Hom*

### **5.2.2 Tsim Sha Tsui**

In sharp contrast to Hung Hom, Tsim Sha Tsui represents the best harbour front in Hong Kong. Its capitalization of the waterfront as a tourist attraction, as well as its status as a site of numerous attractions and shopping options, have turned the sub-district into Hong Kong's premiere visitor destination. Its promenades are excellently maintained and connected, and its attractions provide activities for visitors of all ages and interests.

Two MTR stations on different lines are within easy walking distance of each of the promenades and all of the waterfront attractions in the region. Consistent signage points to the various attractions from major transportation hubs, and landmarks are always clearly visible. This makes navigation of the harbour front by new visitors a simple and enjoyable experience.



*Figure 5.4: Avenue of Stars at night, Tsim Sha Tsui*

Tsim Sha Tsui's main flaw is the placement of Salisbury Road between inland shops and transportation and the waterfront attractions. It is not possible to cross Salisbury Road on street level; travelers must either walk beneath the road in one of the subways or over the road along one of the overpasses. The overpasses, despite being well-designed and handicap-accessible, are not located for the best access to the area's attractions. Meanwhile, the subways are often not handicap-accessible and in some cases require travelers to navigate underground shopping centres with confusing or nonexistent signage. This design restricts most of the movement between inland regions and the waterfront to the Star Ferry Promenade, which wraps around Salisbury Road's western end at the Star Ferry bus terminus.

### **5.3 Kowloon West**

Kowloon West's sub-districts represent areas of both low and high potential. While none of the sub-districts have successfully attracted many visitors, there is the potential for some of

them to become popular destinations in the future. The West Kowloon Promenade, for instance, is aesthetically pleasing and has plenty of space for activity, but currently lacks attractions along its length to pull visitors in. The Long Beach Promenade in Tai Kok Tsui is also beautiful, but is hidden from easy view and access. Neither Chueng Sha Wan nor Yau Ma Tei appears to have the potential to become visitor destinations, but the services they provide to Hong Kong are necessary and the lack of visitor activity along their lengths is understandable.

### 5.3.1 West Kowloon Cultural District

The West Kowloon Cultural District is in the midst of a huge construction project, turning the recently-reclaimed land into a cultural destination with 11 planned attractions. The recently-created West Kowloon Promenade along the edge of the sub-district is only a temporary installation while construction proceeds, but is an excellent destination for both locals and visitors to enjoy Victoria Harbour.



*Figure 5.5: Portion of West Kowloon Promenade, W.K.C.D.*



Unfortunately, accessibility to the promenade is problematic. While an access route with prominent, inconsistent signage connects the Kowloon MTR station and the two entrances to the promenade, it is the only access route with any signage. Other routes into the area make no mention of the promenade. The route that is signed is long and winding, and only one of the promenade's two entrances is handicap-accessible. The result is a waterfront relatively unused by visitors. Due to its large size, its low population makes the entire promenade feel deserted. Not only does this feeling of desertion reinforce the perception that the promenade is not a good place to visit, but the lack of people can also make it a dangerous place to visit at night.

### **5.3.2 Yau Ma Tei**

The Yau Ma Tei Typhoon Shelter dominates the sub-district's harbour front. It is off-limits to public access, does not serve as a destination, and has no direct access routes from inland transportation hubs. We did not collect data for the area or analyze it beyond its relationship to other sub-districts in Kowloon West.

### **5.3.3 Tai Kok Tsui**

Tai Kok Tsui's only waterfront access is hidden from view and lacks any sort of signage. Though it is open to the public, the Long Beach Promenade attracts only a few local residents. It is too small to bike or run along and has no playgrounds or exercise equipment installed for the young or the elderly, so it does not attract many visitors, even local ones.

Accessibility to the sub-district's promenade is also troublesome. While the path itself is clean and well-maintained, it is winding and changes roads often. No signs in the area mention the promenade's existence, despite it being the only public waterfront access in the entire sub-district that is safe to traverse.



*Figure 5.6: Rain on the Long Beach Promenade, Tai Kok Tsui*

#### **5.3.4 Cheung Sha Wan**

Cheung Sha Wan has not been developed with visitors in mind. Instead, its Wholesale Food Market serves local residents and shop owners looking to buy ingredients in bulk. There are no waterfront areas or activities available to potential visitors, and so no visitors are seen on the harbour front here.

The market's accessibility is excellent, though. The Nam Cheong MTR station is located across from the market's entrance, and the exit that services the market is equipped with an elevator for handicap access and the transportation of large amounts of foodstuffs. While visitors may not travel to Cheung Sha Wan's waterfront, those local residents that do can make good use of the Nam Cheong MTR station's close proximity.



*Figure 5.7: Northwest entrance to Wholesale Food Market, Cheung Sha Wan*

## **5.4 West Harbour**

Certain sections of the West Harbour district are very popular among local residents. They are not, however, recognized by visitors as worthwhile attractions. Between Tsing Yi and Tsuen Wan, Tsing Yi is clearly the more attractive destination, thanks to its well-maintained promenade and large mall. Both areas are highly accessible, as their waterfronts are each located very close to their respective MTR station exits.

### **5.4.1 Tsing Yi**

The Tsing Yi Promenade is a spectacular example of a well-designed and well-executed harbour front. Located next to the very large Maritime Square shopping mall and close to the attached MTR station, the promenade is full of walking, running, sitting, exercise, and play areas. It is clean and well-maintained and boasts several alfresco dining options along its length.

The waterfront’s only fault, in fact, is its lack of signage within Maritime Square. Visitors must navigate an unhelpful mall before making it to the promenade.



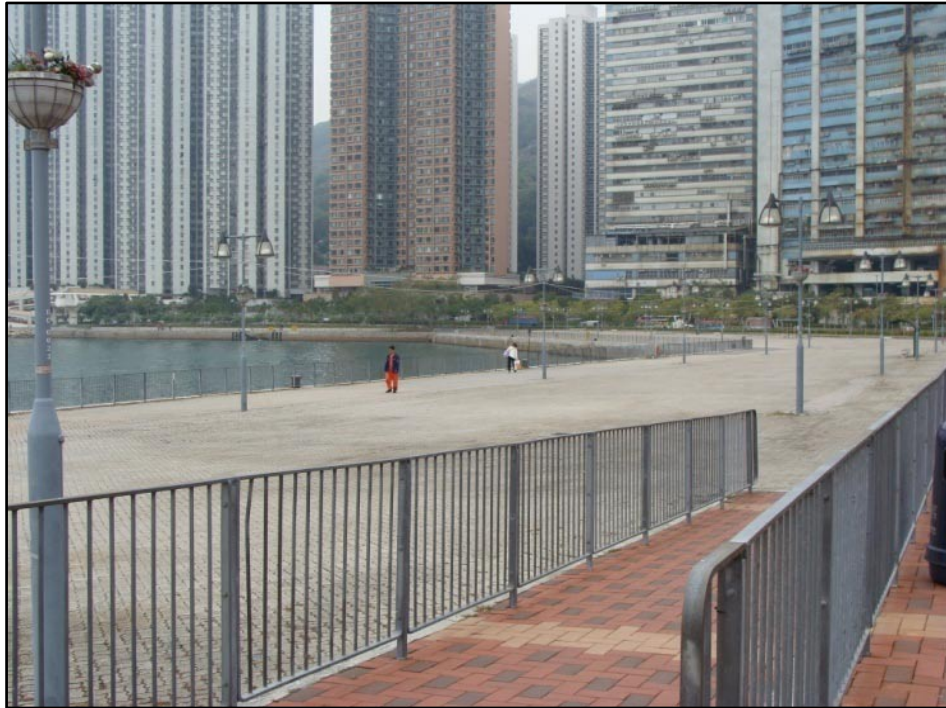
*Figure 5.8: Maritime Square Shopping Mall, Tsing Yi*

Tsing Yi’s popularity among locals is very high, but visitors unfamiliar with the area are less likely to travel to it despite its offerings. This is due in great part to its distance from the more centralized areas of Hong Kong. Nevertheless, the sub-district enjoys success, thanks in part to its proximity to Disneyland Hong Kong and the various apartments dotting Tsing Yi Island.

**5.4.2 Tsuen Wan**

A beautiful waterfront park and a clean promenade currently undergoing renovation can both be found in Tsuen Wan, but despite excellent access to both from the nearby MTR station, neither attraction serves potential visitors or has shopping options available to local residents.

The nearby mall, Riviera Plaza, is deserted, as many of its shops are closed and it boasts only a local supermarket and a McDonald's.



*Figure 5.9: Empty Waterfront Walkway, Tsuen Wan*

Tsuen Wan's development is resident-centric. There are no attractions or shopping options to entertain visitors. Considering the sub-district's distance from the heart of Hong Kong, any attempt to service visitors may not succeed, but the quality of the waterfront suffers nevertheless. There is little impetus for stimulating development of the region, and so Tsuen Wan seems stagnant. Its local transportation terminus is in disrepair, with escalators that have not been running and passageways that have not been cleaned for many years. Its closest parking lot houses more homeless people than it does cars. Even the short access routes from the MTR station to the waterfront cross through large, vacant lots.

## 5.5 Island East

While the Eastern Island has several attractions and nice places to visit, it is fairly underpopulated, due in part to its distance from downtown Hong Kong.

### 5.5.1 Shau Kei Wan

While this area offers several attractions, there were very few people at any of the destinations. The lack of signage guiding visitors to the Museum of Coastal Defense makes the walk to it difficult, and even potentially dangerous, given the busy road directly next to it.



*Figure 5.10: Team member Sean Seymour on waterfront, Shau Kei Wan*

At no point during the survey of this area were there any restrooms, cafes, kiosks, vendors, restaurants, or stores. Aside from the well-maintained promenade and nearby architecture, there is nothing to attract visitors. This detracts from the desirability of walking along this area of the harbour. It is important to note that the majority of people that were along

the harbour at the time of the survey were congregated along the far side, near the waterfront road in the Quarry Bay / North Point area, where there are restaurants and restrooms.

### 5.5.2 Quarry Bay and North Point

While the park and promenade areas are nice, the access to and from Quarry Bay's attractions are, in certain areas, extremely difficult to navigate and can easily confuse visitors. They are also, aside from the North Point Ferry Pier, the only areas in the entire region with water access. The lack of dog access to any of these areas causes dog walkers to linger outside the park and promenade, and the confusing nature of the footbridges and paths within Quarry Bay Park can easily confuse first-time visitors. The access routes to and from the park can also be confusing to visitors, as it has only a few accessible points leading into it and there is no signage that directs you from the MTR station.



*Figure 5.11: Beautiful but underutilized Quarry Bay Park, Quarry Bay*

There are many people passing through North Point Ferry Pier, but there is little activity directly surrounding it and no water access further from the pier. There are no attractions, kiosks, vendors, or other locations of interest near the pier. The area is not worth visiting for a view of the harbour, either, as the Island Eastern Corridor blocks much of the view.

### 5.5.3 Causeway Bay



*Figure 5.12: Typhoon Shelter and Promenade, Causeway Bay*

There is only a single promenade in this area, and it contains only a few items of interest. The Noon Day Gun draws a crowd when it is fired, but there are few people walking along the harbour for leisure. Some minor construction is going on here, but the main problem is access. The easiest method, by far, is to go through Victoria Park from an MTR station and come out into the middle of the promenade, as coming from either end requires navigating dense city streets or intricate routes over and under highways. There are no vendors, kiosks, or other locations of interest aside from the waterfront view and the cannon, which limits the amount of



time a visitor would desire to stay in the area. Additionally, the promenade is fairly short and is directly next to a major roadway, further detracting from its desirability.

## **5.6 Island Central**

Although the malls and shopping centres of Central and Sheung Wan are popular destinations, Wan Chai's Exhibition Centre and promenade are directly on the waterfront and provide visitors with harbour views and activities.

### **5.6.1 Wan Chai**

Wan Chai's waterfront hosts three major attractions, but the access between these areas and other locations is difficult in certain places, including between Wan Chai and other districts that have access to the waterfront. Each of these attractions suffers from problems that prevent it from becoming a more widely-known tourist destination.

The Exhibition Centre is a popular venue on the waterfront because of its historic significance to Hong Kong and its view of Victoria Harbour. Both the harbour view and the two cultural monuments act as tourist attractions, being representative of Hong Kong. The many forms of access that are present to the Exhibition Centre allow for a large number of people to arrive by ferry, bus, taxi, or on foot. However, a lack of activities other than the open space and the monuments prevent the Exhibition Centre from becoming a more popular destination on Hong Kong's waterfront.

The Star Ferry Pier located in Wan Chai is a single attraction that connects to both the Exhibition Centre and the dog park. While it is accessible from both locations, it is more difficult to reach the pier from within the city. There is a lack of handicap-friendly paths that do not

involve walking around to one of the other attractions first. This may account for part of the underuse of the area.



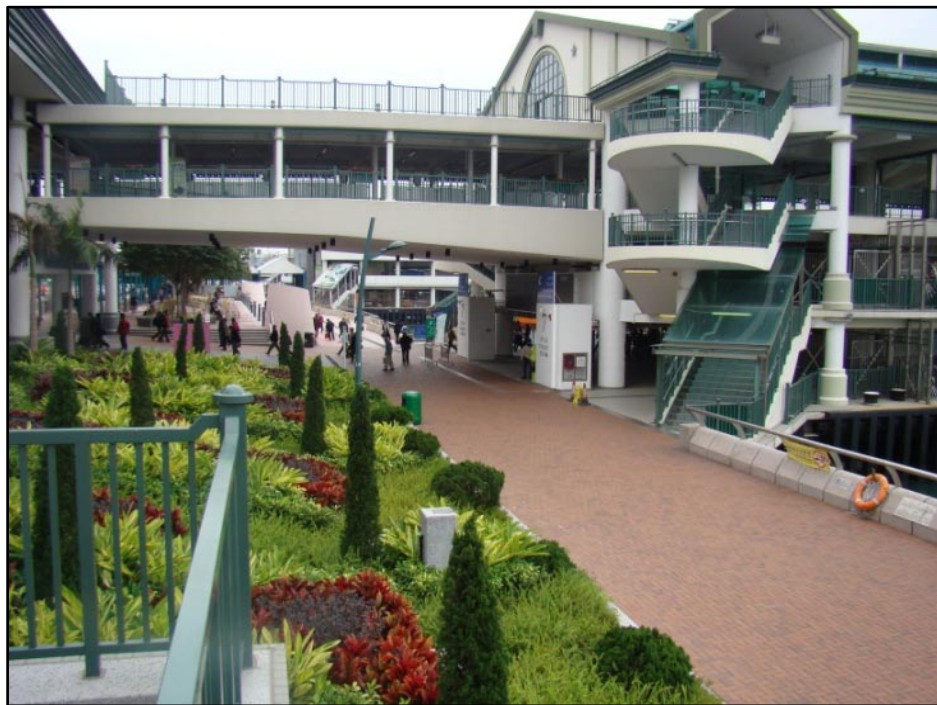
*Figure 5.13: Tourists taking photographs at Bauhinia Square, Wan Chai*

Wan Chai's temporary dog park is one of the most widely-used waterfront points on the harbour. The number of people using this specific promenade is much larger than that of most other promenades on both Hong Kong Island and Kowloon side. Its popularity is probably due to it being the only promenade on which pets are allowed. In fact, with its large grass areas, and equipment to clean up after pets, it is designed purely for this purpose. However, like most other promenades, there is nothing else of interest here besides the view of the waterfront. This could hinder the wider use of the promenade because of a lack of attractions for those without pets.

### **5.6.2 Central and Admiralty**

Central and Admiralty host several interesting attractions, including City Hall and the Central Ferry Piers, but the waterfront is often blocked off or otherwise inaccessible. Those few

places that do have good access to the waterfront often have excellent promenades and are quite popular among visitors. While construction is currently underway to improve the stretch of waterfront between Central and Admiralty, the area is still blocked and there is no space to see the waterfront where this construction exists.



*Figure 5.14: Promenade in front of Central Ferry Piers, Central*

City Hall's location gives it a view of Victoria Harbour. This view is blocked by signs describing the promenade that is under construction. The paths along the road near City Hall are very accessible, and walkways exist that are both safe and easy to follow. The major problems with these areas are aesthetic: The large construction sites, the noise, and the lack of a view make them poor destinations for potential visitors.

The Central Ferry Pier is a major transportation hub to the outlying islands. There are many paths from both the waterfront and within the city to the piers, but most of them are poorly-labeled and can at times make the piers difficult to reach. Little exists in the area for people to visit outside of ferry transportation, other than a few small food stalls.

### 5.6.3 Sheung Wan

The Shun Tak Centre is a popular mall to visit, with several footbridges possessing views of the harbour front. However, access to the waterfront itself beyond this point is uninviting to visitors, as they must walk down a small street next to the police station and down another street with narrow sidewalks, no crossing lights, and no signage. The single, ugly promenade is also hidden from view by a barrier rail, which can confuse visitors.



*Figure 5.15: Dilapidated walkway and fencing at west end of Sheung Wan*

There are no restrooms, kiosks, or other places for rest and refreshment. When this is considered, along with the difficulty of navigating to the promenade and park areas, it is understandable why there are so few visitors to the area. The part of the promenade adjoining the park is also rundown, with several pieces of the metal barrier fence torn open. The park itself is fairly inaccessible, as there are no MTR exits nearby and little parking.

With no water access beyond this point, it is hard to recommend this area to visitors. There just isn't enough here.

## **5.7 Island West**

Island West has few accessible waterfront areas, and the areas that do have waterfront access often have no people or attractions. Many of them are poorly maintained, leading to little foot traffic despite the district's proximity to downtown Hong Kong.

### **5.7.1 Sai Ying Pun**

The Sai Ying Pun waterfront's attractiveness to local residents is based on the presence of small parks and fitness grounds. Unfortunately, these parks are not interconnected, forcing visitors to take circuitous routes around large container ports in order to get back to the waterfront. These container ports cover most of Sai Ying Pun's waterfront, and without proper promenades, this area does not attract any tourists.

### **5.7.2 Kennedy Town**

Kennedy Town is a residential community that lacks attractions that could bring potential visitors to the area. The promenades do not feature activities for visitors of any sort. They are short in length and do not provide much seating area. Access to the waterfront is difficult for visitors as there is no signage from the tram stops or the bus stops to the promenades. Along the access routes, some sidewalks are closed off due to construction and can cause even more headaches getting to the waterfront.

**6 Conclusions and Recommendations**

Our assessments of ease of access and level of activity along Hong Kong’s waterfront are summarized below. Recommendations follow each summary.

Public access to Victoria Harbour’s waterfront is generally poor. The few existing signs are rarely consistent within a district and never consistent among them. Hence, those areas that are publically accessible are often difficult to find. Finally, only a few of the waterfront areas accessible to the public are sufficiently attractive in their design, state of maintenance, and range of activities to be inviting to tourists.

Although our recommendations vary slightly between sub-districts to account for each one’s unique circumstances, three recommendations apply as a whole. They are:

- 1. Develop signage with a consistent and eye-catching design to guide travelers to waterfront promenades and place them along all major travel routes to the waterfront. If visitors can easily spot and associate one particular type of sign with the waterfront, they can follow those signs to areas that do not currently receive much foot traffic.

Figure 6.1 is an example of a possible design for such a sign.



*Figure 6.1: Universal Waterfront Sign – Example Design*

2. Add new attractions to waterfront promenades to spur activity. Attractions can include *venues* (sites or views that draw visitors to the waterfront), *vendors* (shops or restaurants along the waterfront), and *facilities* (public toilets and vending machines).
3. Provide safer, more direct routes to and between waterfront promenades. By constructing crosswalks where none exist, repairing poorly-maintained sidewalks, and developing pedestrian walkways between major promenades, travel to the waterfront will be easier and visitors will be encouraged to remain for longer periods of time.

## **6.1 Kowloon East**

Although Kowloon East's sub-districts include areas with the potential to attract a large number of waterfront visitors, none of them currently enjoys the popularity of the more centralized districts in Hong Kong. Efforts to develop the Kai Tak sub-district into a new tourism hub for the city are ongoing, but Kowloon East's other two sub-districts also need attention.

As a whole, Kowloon East lacks publically-accessible waterfronts. The small sections of waterfront that are not privately-owned or off-limits to visitors are difficult to find. Creating waterfront connections between those promenades is not possible because of land ownership conflicts. However, improving routes from inland transportation hubs could populate otherwise empty locations. Once those routes are renovated for safety and handicap accessibility, attractions can be built to draw in new visitors.

### **6.1.1 Lei Yue Mun**

Lei Yue Mun is not a popular tourist attraction, despite the efforts of the city's Leisure and Cultural Services Department to develop it. This is largely due to the poor travel routes connecting its fishing village to nearby Yau Tong MTR station. The path between Yau Tong

MTR station and the Lei Yue Mun fishing village lacks consistent directional signs, safe crosswalks over side streets, and proper maintenance in certain areas.

To simplify the process of finding Lei Yue Mun's attractions, proper signage should be installed along the route from Yau Tong MTR station to the Sam Ka Tsuen Typhoon Shelter, site of the fishing village. Signs inside the MTR station should direct tourists to the proper exits. Signs should also point the way directly outside the correct MTR exit and at every intersection between the station and the village. The few signs already on the route do not have a consistent style and should be replaced with a standard design, such as the one in Figure 6.1.

### **6.1.2 Kwun Tong**

Kwun Tong has one of the least inviting waterfronts on Victoria Harbour. It is short, segregated from inland structures by Wai Yip Street, and positioned underneath the Kwun Tong Bypass. We recommend two changes to Kwun Tong to improve its waterfront's appeal.

First, the route between the Kwun Tong MTR station and the waterfront should be cleared of obstructions, and signs that point to the waterfront should be installed. Hawkers whose stands leave less than two meters of walkway along the sidewalks should be relocated. The overpass crossing Wai Yip Street should be renovated with elevators for the handicapped, or a crosswalk should be built to allow direct access from Hoi Yuen Road to the Kwun Tong Ferry Pier and Bus Terminus.

Second, snack vendors and toilet facilities should be built along the Kwun Tong waterfront. Attractions could be constructed on a platform on the pylons beneath the Kwun Tong Bypass, extending out from underneath the highway and providing unobstructed views of the harbour.



### **6.1.3 Kai Tak**

We were unable to survey the Kai Tak development because entry is prohibited. We support the Planning Department's vision of a tourism hub built on the currently vacant site. However, with the sole exception of the proposed cruise terminals, we recommend that construction on the site take heed of the importance of an unbroken waterfront promenade. Private infrastructure should be limited to land behind this promenade. The cruise terminals should be built with through-traffic in mind, so that visitors can walk along Kai Tak's waterfront as easily as possible.

## **6.2 Kowloon Central**

Kowloon Central's waterfront is long and its promenades are mostly quite popular. Tsim Sha Tsui's promenades are populated with a variety of attractions catering to tourists, while Hung Hom's promenades cater more to residents. Both areas suffer accessibility problems, but for different reasons.

We recommend that travel routes in Kowloon Central undergo significant improvements. Paths between transit hubs and the waterfront should be more direct and easy to follow. Certain segments of each sub-district's waterfront should be developed with new vendors and facilities, along with a new venue: an additional promenade in Hung Hom.

### **6.2.1 Hung Hom**

Hung Hom's three promenades are separated from each other by large, closed lots of land. The region is residential and few visitors travel to its waterfront, but the promenades could attract tourists walking east from Tsim Sha Tsui. Unfortunately, access to Hung Hom's

waterfront is difficult and follows inland roads. Visitors are unlikely to make the trip if they do not already know the area.

Our first recommendation is to ease passage to Hung Hom's waterfront by erecting signs pointing travelers to the harbour, especially from the Hung Hom MTR station. Waterfront signs pointing east from the Tsim Sha Tsui promenades towards Hung Hom would encourage more tourists to visit the area.

Second, the vacant lot running between the Tsim Sha Tsui – Hung Hom Overpass and the Hung Hom Ferry Pier should be developed into a full-featured promenade with amenities such as benches, exercise areas, pebble walking trails, children's playgrounds, dog walking fields, and jogging and cycling paths. This new venue would connect the Overpass with the Harbour Plaza Hong Kong promenade and its alfresco restaurant.

Finally, we recommend that vendors such as restaurants and concession stands be developed at various points along Hung Hom's waterfront and that hawkers be encouraged to set up shop along common walking areas. These vendors could take advantage of their location by providing further alfresco dining options to visitors.

### **6.2.2 Tsim Sha Tsui**

With the most popular waterside in Hong Kong, Tsim Sha Tsui's success as a tourist hub is largely due to the concentration of attractions along its waterfront. Visitors can walk along its three promenades from one side of Tsim Sha Tsui to the other without having to leave the harbour. Food and drink kiosks and public toilets keep visitors happy on both the Star Ferry Promenade on the west end and the Avenue of Stars in the middle of the waterfront.

Unfortunately, despite Tsim Sha Tsui's success it still suffers from accessibility problems. Most traffic onto the promenades flows from the west, where the Star Ferry and its

attached bus terminus serve as waterside transit hubs and there is easy, ground-level access around Salisbury Road. Conversely, the East Tsim Sha Tsui promenade is blocked completely from inland structures by Salisbury Road. It has no attractions for potential visitors and remains comparatively unpopular.

Signage from inland transit hubs to the waterfront is present, but uses small print and several different colors. Our first suggestion is to replace this signage with a universal design, such as the one in Figure 6.1. This change could reveal to visitors the presence of routes under and over Salisbury Road, which are currently confusing and used less often than alternative routes.

We also recommend introducing vendors and facilities to the East Tsim Sha Tsui Promenade to spread the waterfront's popularity farther east. The density of visitors to the waterfront drops significantly between the Avenue of Stars and East Tsim Sha Tsui. Additional vendors could pull visitors far enough east that they are inclined to continue moving, thus bringing them to the Hung Hom waterfront.

### **6.3 Kowloon West**

Kowloon West has several attractive promenades that are comparatively unpopular waterfront destinations. Part of this lack of popularity is due to a lack of attractions along the waterfront; however, the confusing accessibility of the promenades is also to blame.

Our general recommendations for the district of Kowloon West are twofold. First, consistent signs detailing the routes from transit hubs to promenades should be installed—although the routes are generally very well maintained, they are often unmarked. Second, promenades with no attractions of any sort should have toilets and vending machines built

nearby, while promenades that already sport facilities should introduce restaurants or shops to improve visitor appeal.

### **6.3.1 West Kowloon Cultural District**

The Cultural District's waterfront promenade is the largest and best-developed promenade in Kowloon West. It sports a seaside boardwalk, a biking trail, sitting areas, and temporary toilets and vending machines. Although the West Kowloon Promenade is only a temporary installation while the rest of the sub-district is developed, its location is excellent. Unfortunately, it is also underdeveloped when compared with other promenades of similar size, such as the Tsing Yi Promenade to the northwest. In addition, access routes to the promenade are few, long, and indirect, hampering what could otherwise be a popular tourist destination.

We believe that the West Kowloon Promenade is a landmark destination and should be further developed. We recommend that the temporary toilets along the promenade be replaced with permanent structures, and that current activities be complemented with new ones, such as more developed children's playgrounds, elderly exercise areas, and dog walking fields. Activities that are currently banned, such as fishing and kite flying, should be encouraged and supported insofar as safety allows.

We also recommend that signage along existing access routes be replaced with the universal design outlined in Figure 6.1. Additional access routes should be mapped out from nearby locations such as the Elements Mall and marked with similar signage.

### **6.3.2 Yau Ma Tei**

Yau Ma Tei's waterfront is currently the site of a large typhoon shelter that we believe plays a vital role in the safety of harbour vessels during Pacific typhoons. It should not be

replaced. However, there is currently no access between the northern and southern sides of the typhoon shelter. Travelers looking to walk from the West Kowloon Promenade north to Tai Kok Tsui cannot currently do so within close proximity to the waterfront.

We recommend that a walkway be built along the east edge of the typhoon shelter, connecting the West Kowloon Promenade with Hoi Fai Road. This road continues north along the typhoon shelter's fence to Tai Kok Tsui.

### **6.3.3 Tai Kok Tsui**

Much of Tai Kok Tsui's short waterfront is publically accessible, but most of that waterfront is built for boat mooring or worker's access rather than public use. Only the Long Beach Promenade, 50 meters long with areas for walking and sitting, is designed for the public. It is accessible via a single roadside entrance at the end of an indirect and confusing route from the Olympic MTR station.

The size of the Long Beach Promenade does not provide for many activities beyond leisurely resting, and even this activity is rare. Our first recommendation is to install a set of simple facilities, including a public toilet and vending machines, along the promenade to provide visitors with relief and refreshment. In addition, the route connecting the promenade with the Olympic MTR station should be outfitted with signage to point visitors on their way.

### **6.3.4 Cheung Sha Wan**

The only waterfront access and attractions in Cheung Sha Wan are the Wholesale Food Market and the streets attached to it. There is no infrastructure in place for the potential support of visitors, nor is the food market of interest to clients other than local business owners. As the Wholesale Food Market serves a role in Hong Kong's economy and its position on the

waterfront is essential to its operation, we do not recommend making any changes to the area for the benefit of visitors.

## **6.4 West Harbour**

Except for the Kwai Chung container terminals dominating much of West Harbour's waterfront, public accessibility is excellent here. Major transportation hubs in both Tsing Yi and Tsuen Wan are located directly adjacent to each area's respective promenade, and travel there is easy, even for first-time visitors.

The promenades along West Harbour's waterfronts have some appeal to visitors despite their distance from the more centralized regions of Hong Kong. While Tsuen Wan has infrastructural problems, the district is in a much better state than Kowloon East, its mirror on the other side of Hong Kong.

### **6.4.1 Tsing Yi**

Tsing Yi is much more successful than Tsuen Wan as a visitor hub. Its chief attraction is Maritime Square, a major shopping mall on the northeast corner of Tsing Yi island that contains the region's MTR station. The Tsing Yi Promenade is just outside Maritime Square. It is constantly busy, with eateries, public toilets, playgrounds, and even a sports field and swimming pool.

Beyond the incorporation of the universal signage design shown in Figure 6.1, we do not believe that any recommendations for the improvement of the Tsing Yi waterfront are necessary. It is already popular among the local population and is a waypoint for tourists traveling farther west to Disneyland Hong Kong.

## **6.4.2 Tsuen Wan**

Tsuen Wan is not as attractive a destination for visitors as Tsing Yi, mostly because it lacks attractions. Tsuen Wan's shopping centre is Riviera Plaza, a mostly-vacant set of stores that cater to local residents. Its waterfront is divided between Riviera Park and the Waterfront Walkway, and though both are easily accessible from the Tsuen Wan West MTR station and bus terminus, neither has any attractions of interest to visitors.

Tsuen Wan's greatest potential is in its underdeveloped promenade, the Waterfront Walkway, which is bordered by large, vacant lots that are closed off behind chain-link fences. The paths leading from the Tsuen Wan West MTR station to the promenade pass through these vacant lots and are lined on either side by barbed wire. Tsuen Wan can enjoy a visiting population if it builds up the Waterfront Walkway by constructing attractions in these vacant lots.

## **6.5 Island East**

The Island East waterfront has several quality promenades and parks, and the views along the waterfront here are excellent. The main problem with this district is a lack of clear signage that points out how to access the waterfront. In some cases, the access itself can be difficult. There are also places without kiosks or toilets, which can reduce the number of visitors who stay in the area.

### **6.5.1 Shau Kei Wan**

Shau Kei Wan has a nice promenade and a few attractions near the water, but some are poorly-connected. Signage is inconsistent and confusing in some places. There are no nearby stores or vending machines.

The Museum of Coastal Defense, in particular, is difficult to access by foot. This can be solved by adding regular, clear signage from the MTR station to the museum. Adding a proper sidewalk and crossing near the docks will also help improve access. Another area where access can be improved is between the museum and the Aldrich Bay Promenade. No signage currently guides visitors, and there are several crossings that are unfriendly to pedestrians. Finally, the southern half of the promenade has an excellent view of moored boats and the Kowloon waterfront, but little else. Introducing vendors, restrooms, and more regular benches along the promenade would help the area considerably.

### **6.5.2 Quarry Bay and North Point**

North Point's waterfront is completely blocked by the Island Eastern Corridor, offering limited views of the harbour. The only section with a promenade surrounds the Ferry Pier at North Point. Quarry Bay, on the other hand, contains a beautiful park system with access to the waterfront and restaurants along its eastern end. In both cases, there is little signage to lead visitors, and access can be confusing.

Installing clear and consistent signage between the Quarry Bay Parks and nearby MTR exits to guide visitors will improve access. Adding attractions to the North Point Ferry Pier would serve to bring visitors and keep them around longer. The North Point Ferry Pier area seems poorly maintained compared to other waterfront areas; by keeping it clean and attractive, more visitors would be inclined to travel there.

Finally, adding a promenade underneath the Island Eastern Corridor along the supporting pylons would mitigate the eyesore of the highway and allow people to walk along the actual waterfront.



### **6.5.3 Causeway Bay**

The Causeway Bay Promenade has an excellent view of moored boats, the Noon Day Gun, and access to Victoria Park. Getting to this promenade is difficult, however, and there is little else to keep visitors in the area. There are also no kiosks to sell drinks or snacks, and the promenade directly borders the Island Eastern Corridor. The rest of the area has no waterfront access.

A good start to improving visitor traffic would be to introduce easy access routes to the promenade. A walkway linking the Dog Park in Wan Chai with the Causeway Bay Promenade would work well. Clear and consistent signage is also needed for visitors to access the promenade from other areas; the far end of the promenade terminates in city streets with no signage to or from nearby public transit, and coming north from inland Causeway Bay requires navigating unsigned roads and footbridges. Finally, introducing a stall for food and drink would keep visitors in the area longer.

## **6.6 Island Central**

Island Central has several excellent attractions along the waterfront and construction projects are currently underway to better connect them together. However, there are still areas that are poorly maintained and hard to access beyond the scope of current construction projects. Furthermore, even though signage is present along some of the routes to the harbour, there is little to guide visitors between the attractions once they are on the waterfront.

### **6.6.1 Wan Chai**

Wan Chai's waterfront holds the Exhibition Centre and the Dog Park, two of Hong Kong Island's most popular areas. Though the Exhibition Centre is easy to access from public transit

systems, both it and the rest of the waterfront are poorly connected to other areas and to each other. The route to Causeway Bay's promenade is long, indirect, and confusing at best, and there is only a very small pathway connecting the Exhibition Centre with the Dog Park.

Increased, universal signage, such as the design in Figure 6.1, is sorely needed in Wan Chai. The Exhibition Centre is well-known and has proper signage to get to it, but the Dog Park is completely unknown to visitors unless they happen by. We recommend improving access to the Dog Park and to the Causeway Bay waterfront. By adding a walkway around the front of the pumping station and installing appropriate signs, dog owners and other visitors will be more inclined to travel to the area.

Finally, we recommend that new restaurants be constructed to offer alfresco eating opportunities. The Exhibition Centre has a promenade space that could be used for cafés or restaurants, and the Dog Park could easily hold vending machines. In its current state, there are few opportunities to eat or drink here.

### **6.6.2 Central and Admiralty**

Central and Admiralty are undergoing construction along most of their combined waterfront, with the sole exception of the Central Ferry Pier. Though it may eventually become an attractive harbour front, the current fences along the waterline are opaque and block all view of the water, and the rerouting of traffic can be confusing to visitors who wish to travel to Town Hall from the piers or Wan Chai.

To attract visitors, we recommend replacing the current fences with more transparent ones. People could then see the construction, attracting photographers and viewers interested in the development. The change would also allow people to see at least some of the waterfront. Another way to increase visitor traffic is to introduce more consistent signage around the region,

directing people through the construction to the few areas of interest currently along the waterfront.

### **6.6.3 Sheung Wan**

Sheung Wan has an excellent mall nearby public transit, offering visitors much to do. It is also well-connected with Central, and visitors can pass between the two regions without getting lost. There is a promenade and a park close to the waterfront, but access to them is difficult, their level of maintenance is poor, there is little signage directing visitors to the area, and there is nothing to do once there apart from looking at the harbour or playing sports.

Better access to this promenade and park is necessary to draw more visitors. Walkways should have signage, be of proper width, and have safe street crossings. These improvements apply to both ends of the promenade; entrance from the east relies upon a small emergency access road, and there is no obvious way to return to an MTR station or bus stop from the park's west side. The promenade itself should be better-maintained. The chain-link fence currently blocking the water is cut up and rusted, and is far uglier than the railings along other promenades in Hong Kong. Finally, adding restrooms and kiosks for drinks and snacks would serve to encourage visitors to stay longer.

### **6.7 Island West**

The western district of Hong Kong Island has little to offer visitors to its waterfront. The waterfront is mostly devoted to container ports and other industrial uses, and the few promenades there are too short for leisurely walks or running. There are no signs pointing visitors to existing recreational areas from the trams and bus stops in the area, and there are no vendors or attractions to visit.

### **6.7.1 Sai Ying Pun**

Though it has a few parks for people to visit, most of Sai Ying Pun's waterfront is occupied by cargo ports and other industrial activities. Even in its parks, there is little to do aside from viewing the harbour—an enjoyable activity, but not one that will keep visitors around for long periods of time. The parks are not well-connected to each-other, and little signage guides visitors between them.

Improving the signage between the parks is a good first step. It will allow visitors to continue to explore the sub-district's waterfront without getting lost in the primarily industrial region. While most of the waterfront will not likely be turned into promenades or waterfront attractions, adding interesting features and removing restrictions on activities in the existing parks could serve to draw visitors to them.

### **6.7.2 Kennedy Town**

Kennedy Town has a temporary recreational ground and two promenades along the waterfront, but little else. There are few visitors to these places and nothing other than the waterfront view and a small sports ground to draw them. The waterfront is used almost exclusively by fishermen. A vacant abattoir, which the government has closed off to begin construction of an extension to the MTR Island Line, blocks a full third of Kennedy Town's waterfront. Until the extension is complete, the area can only be approached via tram or bus, and there is no signage that leads visitors to the waterfront from local transit hubs. With little to bring visitors and little to guide them, it is easy to see why this waterfront is underutilized.

Despite the government's plans to extend the Island Line into Kennedy Town by 2014, the waterfront must offer more to visitors to entice them to come. Introducing vendors along the harbour so that people can shop, or placing landmarks or other attractions, will raise the sub-

district's desirability. Extending the length of Belcher Bay Promenade to the end of Kennedy Town New Praya would allow people to walk along the waterfront more freely and provide new views of the harbour. Finally, introducing clear and consistent signage pointing visitors to the waterfront will raise awareness in the region and bring more people to the shoreline.

## **6.8 Final Conclusions and Recommendations**

There are common themes to the waterfront's problems. Most areas are plagued by poor signage, a lack of food and drink vendors, an absence of toilet facilities, and long, confusing access routes. The three recommendations that began this chapter apply to the entire waterfront. Creating universal signage, building new attractions, and repairing substandard access routes can bring new life to Hong Kong's harbour front.

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## **A Appendix A: The Mission of Designing Hong Kong, Ltd.**

Designing Hong Kong, Ltd., is a private, non-profit organization in Hong Kong, founded in 2006 by Paul Zimmerman, Christine Loh, Markus Shaw, and Peter Wong (Designing Hong Kong, 2006). According to Designing Hong Kong's (2006) official website, its primary mission is to:

1. Promote the health, safety, convenience and the general, social, and economic welfare of the community of Hong Kong, today and in the future, through research, education, support and awareness building;
2. 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;
3. Undertake research and studies into the design and development of Hong Kong's living environment;
4. 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;
5. Form alliances among members of the community with a common interests in protecting and enhancing the living environment of Hong Kong;
6. Take all other lawful actions to assist the community in developing and enhancing the living environment of Hong Kong;
7. Undertake any and all lawful acts and deeds which are necessary and conclusive in attaining the objects of the Company.

(Designing Hong Kong, About Us, 2006)

The organization's motivation is not to achieve monetary profits, but to develop projects for urban design. These projects are funded through donations from various groups, including other non-governmental organizations, businesses, and private individuals such as its four founders (Designing Hong Kong, 2006). Previously-completed projects include a competition for the design of the Central Waterfront, in which winning entries were submitted to the

Government for use in their urban design study, and a community rezoning request for the central waterfront to the town planning board.

The organizational structure within Designing Hong Kong, Ltd., is small and independent. Although the organization hires help for projects when funding permits, Designing Hong Kong, Ltd., has no regularly-paid employees (Designing Hong Kong, 2006). However, the organization plans to obtain members and extend their funding as they are applying for charity status.

In addition to its direct involvement with the government, Designing Hong Kong, Ltd., is supported by both the Centre of Urban Planning and Environmental Management and the Department of Architecture at Hong Kong University; by the Department of Architecture at the Chinese University of Hong Kong; by the Harbour Business Forum; by Citizen Envisioning @ Harbour; by the Hong Kong Sustainable Development Forum; by the Hong Kong Designers Association; and by Città d'Acqua (Cities on Water). It is also technically advised by the Hong Kong chapter of the Urban Design Committee of the American Institute of Architects (Designing Hong Kong, 2006).

## **B Appendix B: This Project and the IQP Program**

The Interactive Qualifying Project, also known as the IQP, is one of three graduation requirements that must be completed by undergraduates working towards a bachelor's degree at Worcester Polytechnic Institute (Worcester Polytechnic Institute, 2007). The IQP allows students to apply the background knowledge they have gained to real-world issues involving the social sciences. Through the IQP, students are able to see how science and technology affect society as a whole, and vice-versa.

IQPs are often sponsored by external companies and organizations. These projects give students the opportunity to obtain hands-on experience working to complete an objective set forward by the sponsor. Though these projects do not relate directly to the major fields of the students involved, the experience gained is invaluable when applied to the completion of their major qualifying projects, or MQPs, as well as to their chosen professions upon graduation.

Analyzing the accessibility and vibrancy of the harbour front in Hong Kong qualifies as an IQP due to its focus on the use of the harbour front by businesses, residents, and tourists. The study provides information that would allow for the project's sponsor, Designing Hong Kong, Ltd., and its research partner, the Harbour Business Forum, to make decisions that would determine the best use of the available harbour space. Our goal is to provide them with current data quantifying the desirability of Hong Kong's harbour front from the perspective of a tourist, along with recommendations to improve the waterfront in ways that will increase its use by both residents and visitors.

Science and technology provided the means for Hong Kong to expand financially in the form of land reclamation. Due to the termination of this practice of creating land, the decisions that will now determine the use of existing land have become vital to the future development of the city. The very land reclamation that has brought Hong Kong's harbour front to its current

state is illustrative of the impact technology can have on the reshaping of both physical land and the society that lives upon it. It is demonstrative of how the effects of technology can influence the decisions of a society. Conversely, our project will demonstrate how society can influence the effect technology will have on Hong Kong, as it is used to redevelop and revitalize the city's harbour front.

**C Appendix C: Accessibility Data by Sub-District**

*Table C.1: Accessibility Data – Lei Yue Mun*

	Study Area				
	Street	Lei Yue Mun			
Sidewalk Data	Minimum Clearance Width	Cha Kwo Ling Road	2.5m	Shung Shun Street	2.5m
	Maximum Change in Height	0m	.75m	.01m	0m
	Minimum Vertical Clearance	-	-	-	-
	Greening and Furniture Width	0m	0m	0m	0m
Ramp Data	Maximum Distance before Level Landing	-	-	-	-
	Width of Ramp	-	-	-	-
	Length of Ramp	-	-	-	-
	Running Grade of Ramp	-	-	-	-
Stair Data	Number of Stairs	-	-	-	-
	Rise of Stairs	-	-	-	-
	Tread of Stairs	-	-	-	-
	Width of Stairway	-	-	-	-



Table C.2: Accessibility Data – Kwun Tong

	Study Area			
	Street			
Sidewalk Data	Minimum Clearance Width	Hoi Yuen Road 2.5m	Kwun Tong Ferry Pier Wai Yip Overpass 3m	Around Rotary 2m
	Maximum Change in Height	0m	0m	0m
	Minimum Vertical Clearance Greening and Furniture Width	- 0m	- 0m	- 0m
Ramp Data	Maximum Distance before Level Landing	-	-	-
	Width of Ramp	-	-	-
	Length of Ramp	-	-	-
	Running Grade of Ramp	-	-	-
Stair Data	Number of Stairs	-	34up, 37down	-
	Rise of Stairs	-	.15m	-
	Tread of Stairs	-	.23m	-
	Width of Stairway	-	3m	-

Table C.3: Accessibility Data – Hung Hom, MTR to Ferry Pier

	Hung Hom MTR to Ferry Piers					
	Study Area	Overpass to Metropolis Mall	Street Level Ramp from Mall	Street Overpass	Hung Luen Road	Wa Shun Street
Sidewalk Data	Street					
	Minimum Clearance Width	6m	-	0m	2.5m	2.5m
	Maximum Change in Height	0m	0m	0m	0m	0m
	Minimum allowable Vertical Clearance	4m	-	-	-	-
Greening and Furniture Width	0m	-	-	0m	0m	
Ramp Data	Maximum Distance before Level Landing	-	150m	-	-	-
	Width of Ramp	-	4m	-	-	-
	Length of Ramp	-	150m	-	-	-
	Running Grade of Ramp	-	6%	-	-	-
Stair Data	Number of Stairs	34	-	-	-	-
	Rise of Stairs	0.13m	-	-	-	-
	Tread of Stairs	0.33m	-	-	-	-
	Width of Stairway	2.5m	-	-	-	-

Table C.4: Accessibility Data – Hung Hom, Ferry Pier to Fisherman’s Wharf

		Hung Hom Ferry Pier to Fisherman’s Wharf		
		Hotel Frontage	Wan Hoi Street	Dyer Avenue
Sidewalk Data	Minimum Clearance Width	3m	1m	4m
	Maximum Change in Height	.0075m	0m	0m
	Minimum allowable Vertical Clearance	-	-	-
	Greening and Furniture Width	.75m	-	-
Ramp Data	Maximum Distance before Level Landing	-	-	-
	Width of Ramp	-	-	-
	Length of Ramp	-	-	-
	Running Grade of Ramp	-	-	-
Stair Data	Number of Stairs	-	-	-
	Rise of Stairs	-	-	-
	Tread of Stairs	-	-	-
	Width of Stairway	-	-	-

Table C.5: Accessibility Data – Tsim Sha Tsui, MTR to Harbour City

		Study Area	Tsim Shau Tsui		
			To Kowloon Park, Harbour City		
			Haiphong Road	Canton Road	
Sidewalk Data	Minimum Clearance Width		4m	6m	
	Maximum Change in Height		.01m	.01m	
	Minimum allowable Vertical Clearance		-	-	
	Greening and Furniture Width		0m	0m	
Ramp Data	Maximum Distance before Level Landing		-	-	
	Width of Ramp		-	-	
	Length of Ramp		-	-	
	Running Grade of Ramp		-	-	
Stair Data	Number of Stairs		-	-	
	Rise of Stairs		-	-	
	Tread of Stairs		-	-	
	Width of Stairway	-	-		

Table C.6: Accessibility Data – Tsim Sha Tsui, MTR to Star Ferry Promenade

	Study Area				
	Street				
Sidewalk Data	Nathan Road	Tsim Sha Tsui to Star Ferry Harbour and Cultural Center	Canton Road		
	Minimum Clearance Width	3m	2m	4m	1m
	Maximum Change in Height	.01m	0m	0m	.015m
	Minimum allowable Vertical Clearance	-	-	-	-
Greening and Furniture Width	0m	0m	-	1m	
Ramp Data	Maximum Distance before Level Landing	-	-	-	-
	Width of Ramp	-	-	-	-
	Length of Ramp	-	-	-	-
	Running Grade of Ramp	-	-	-	-
Stair Data	Number of Stairs	-	-	19	-
	Rise of Stairs	-	-	.12m	-
	Tread of Stairs	-	-	.25m	-
	Width of Stairway	-	-	3m	-

Table C.7: Accessibility Data – Tsim Sha Tsui, MTR to Avenue of Stars

		Study Area	Tsim Shau Tsui		
			To Avenue of Stars		
			Salisbury Road	Outside NWC	
Sidewalk Data	Minimum Clearance Width		2m	6m	
	Maximum Change in Height		0m	0m	
	Minimum allowable Vertical Clearance		-	-	
	Greening and Furniture Width		0m	0m	
Ramp Data	Maximum Distance before Level Landing		-	-	
	Width of Ramp		-	-	
	Length of Ramp		-	-	
	Running Grade of Ramp		-	-	
Stair Data	Number of Stairs		-	-	
	Rise of Stairs		-	-	
	Tread of Stairs		-	-	
	Width of Stairway		-	-	

Table C.8: Accessibility Data – Tsim Sha Tsui, MTR to Centennial Garden

		Study Area	Tsim Sha Tsui to Centennial Garden		
		Street	Modiy Road	Modiy Overpass	Garden Overpass
Sidewalk Data	Minimum Clearance Width		4m	5m	5m
	Maximum Change in Height		.0075m	0m	0m
	Minimum allowable Vertical Clearance		-	-	-
	Greening and Furniture Width		0m	0m	0m
Ramp Data	Maximum Distance before Level Landing		-	60m	30m
	Width of Ramp		-	4m	2m
	Length of Ramp		-	60m	30m
	Running Grade of Ramp		-	8.33%	6%
Stair Data	Number of Stairs		-	36	50, 14
	Rise of Stairs		-	.13m	.13m
	Tread of Stairs		-	.25m	.3m
	Width of Stairway		-	4m	4m

Table C.9: Accessibility Data – West Kowloon Cultural District

	Study Area			
	Street	West Kowloon Cultural District		
Sidewalk Data	Minimum Clearance Width	Through Bus Terminal 3.0m-5.0m	West Entrance Overpass 5.5m	East Entrance (street crossing) 6.5m
	Maximum Change in Height	0.013 m	-	-
	Minimum allowable Vertical Clearance	-	3.0m	-
	Greening and Furniture Width	0m	0m	0m
Ramp Data	Maximum Distance before Level Landing	-	-	-
	Width of Ramp	-	-	-
	Length of Ramp	-	-	-
	Running Grade of Ramp	-	-	-
Stair Data	Number of Stairs	-	64 up, 68 down	-
	Rise of Stairs	-	.13m	-
	Tread of Stairs	-	.25m	-
	Width of Stairway	-	4.5m	-



Table C.10: Accessibility Data – Tai Kok Tsui

	Study Area				
	Street				
Sidewalk Data	Minimum Clearance Width	Footbridge out of Olympic City I	Tai Kok Tsui	Sidewalk to Hoi Fai Road Cross	Sidewalk to Promenade
	Maximum Change in Height	4m		3m	3m
	Minimum allowable Vertical Clearance	0m		0m	0m
	Greening and Furniture Width	-		-	-
Ramp Data	Maximum Distance before Level Landing	0m		0m	0m
	Width of Ramp	-		-	-
	Length of Ramp	-		-	-
	Running Grade of Ramp	-		-	-
Stair Data	Number of Stairs	60		-	-
	Rise of Stairs	0.1m		-	-
	Tread of Stairs	.30m		-	-
	Width of Stairway	2.5m		-	-

Table C.11: Accessibility Data – Cheung Sha Wan

		Study Area	Cheung Sha Wan	
		Street	Path from MTR to Wholesale Market	
Sidewalk Data	Minimum Clearance Width		7m	
	Maximum Change in Height		0m	
	Minimum allowable Vertical Clearance		-	
	Greening and Furniture Width		0m	
Ramp Data	Maximum Distance before Level Landing		9m	
	Width of Ramp		3m	
	Length of Ramp		9m	
	Running Grade of Ramp		5%	
Stair Data	Number of Stairs		-	
	Rise of Stairs		-	
	Tread of Stairs		-	
	Width of Stairway	-		

Table C.12: Accessibility Data – Tsuen Wan, MTR to Waterfront Walkway North

	Study Area		MTR to Promenade Walkway	
	Street	Tsuen Wan MTR to Waterfront Walkway North		
Sidewalk Data	Minimum Clearance Width	Sidewalk to Piazza 2.5m	Northern Piazza 3.5m	5m
	Maximum Change in Height	0m	.075m	0m
	Minimum allowable Vertical Clearance	-	-	-
	Greening and Furniture Width	0m		0m
Ramp Data	Maximum Distance before Level Landing	-	-	-
	Width of Ramp	-	-	-
	Length of Ramp	-	-	-
	Running Grade of Ramp	-	-	-
Stair Data	Number of Stairs	-	-	-
	Rise of Stairs	-	-	-
	Tread of Stairs	-	-	-
	Width of Stairway	-	-	-

Table C.13: Accessibility Data – Tsuen Wan, MTR to Waterfront Walkway South

		Study Area	MTR Station to Waterfront Walkway South, Riviera Park
		Street	MTR to Promenade
Sidewalk Data	Minimum Clearance Width		6m
	Maximum Change in Height		0m
	Minimum allowable Vertical Clearance		-
	Greening and Furniture Width		1m
Ramp Data	Maximum Distance before Level Landing		10m
	Width of Ramp		3m
	Length of Ramp		10m
	Running Grade of Ramp		8%
Stair Data	Number of Stairs		8
	Rise of Stairs		0.1m
	Tread of Stairs		.3m
	Width of Stairway		2.5m



Table C.15: Accessibility Data – Shau Kei Wan

Stair Data	Shau Kei Wan							
	Study Area	Street	Tung Hei Road	Tam Kung Temple Road	Aldrich Bay Promenade	Under Grand Promenade	Tai Hong Street	Sai Wan Ho Promenade
Minimum Clearance Width			1m	3m	4m	2m	2m	4m
Maximum Change in Height			0m	.01m	0m	0m	0m	0m
Minimum Vertical Clearance			2.5m	-	-	4m	-	-
Greening and Furniture Width			1m	0m	3m	0m	1m	1.5m
Maximum Distance before Level Landing			-	-	-	-	-	-
Width of Ramp			-	-	-	-	-	-
Length of Ramp			-	-	-	-	-	-
Running Grade of Ramp			-	-	-	-	-	-
Number of Stairs			-	-	-	-	-	5 down, 5 up
Rise of Stairs			-	-	-	-	-	.10m
Tread of Stairs			-	-	-	-	-	.3 m
Width of Stairway			-	-	-	-	-	2m

Table C.16: Accessibility Data – Quarry Bay

	Study Area		Quarry Bay				
	Street	Model Lane	Kings Road	Hoi Chack Street	Hoi Wan Street	Hoi Tai Street	
Sidewalk Data							
	Minimum Clearance Width	1m	1m	2m	2m	1.5m	
	Maximum Change in Height	0m	.01m	0m	.005m	0m	
	Minimum allowable Vertical Clearance	-	-	-	-	-	
Greening and Furniture Width	0m	0m	0m	0m	0m		
Ramp Data							
	Maximum Distance before Level Landing	-	-	-	-	-	
	Width of Ramp	-	-	-	-	-	
	Length of Ramp	-	-	-	-	-	
Running Grade of Ramp	-	-	-	-	-		
Stair Data							
	Number of Stairs	-	-	-	-	-	
	Rise of Stairs	-	-	-	-	-	
	Tread of Stairs	-	-	-	-	-	
Width of Stairway	-	-	-	-	-		

Table C.17: Accessibility Data – Causeway Bay (1)

	Study Area				
	Street				
Sidewalk Data	Causeway Bay	Hung Hing Road	Victoria Park Road		
		Minimum Clearance Width	2m	.5m	
		Maximum Change in Height	0m	0m	
		Minimum Vertical Clearance	-	-	
		Greening and Furniture Width	0m	0m	
		Ramp Data	Causeway Bay	Maximum Distance before Level Landing	-
				Width of Ramp	-
				Length of Ramp	-
				Running Grade of Ramp	-
				Stair Data	Causeway Bay
		Rise of Stairs	.12m		
Tread of Stairs	.25m				
Width of Stairway	2m				





Table C.19: Accessibility Data – Wan Chai, MTR to Exhibition Centre

	Study Area					
	Street	Wan Chai MTR to Exhibition Centre and Monuments				
Sidewalk Data		Footbridge to Immigration building	Footbridge to Central Plaza	Footbridge to Exhibition Center	Expo Drive	
		Minimum Clearance Width	6m	4m	6m	2m
		Maximum Change in Height	0m	0m	0m	0m
		Minimum Vertical Clearance	-	-	-	-
		Greening and Furniture Width	0m	0m	1m	
		Maximum Distance before Level Landing	-	-	-	-
		Width of Ramp	-	-	-	-
		Length of Ramp	-	-	-	-
Ramp Data		Running Grade of Ramp	-	-	-	
		Number of Stairs	30	-	-	
		Rise of Stairs	0.12m	-	-	
Stair Data		Tread of Stairs	0.25m	-	-	
		Width of Stairway	2m	-	-	

Table C.20: Accessibility Data – Wan Chai, Exhibition Centre to Dog Promenade

		Wan Chai Exhibition Centre to Dog Promenade			
		Street	Expo Drive East	Convention Avenue	Behind Pumping Station
Sidewalk Data	Minimum Clearance Width		2m	4m	.5m
	Maximum Change in Height		0m	0m	0m
	Minimum Vertical Clearance		-	-	-
	Greening and Furniture Width		0m	0m	0m
Ramp Data	Maximum Distance before Level Landing		15m	-	-
	Width of Ramp		2m	-	-
	Length of Ramp		15m	-	-
	Running Grade of Ramp		8%	-	-
Stair Data	Number of Stairs		8	-	-
	Rise of Stairs		.12m	-	-
	Tread of Stairs		.25m	-	-
	Width of Stairway		1m	-	-

Table C.21: Accessibility Data – Central and Admiralty

		Study Area	Central and Admiralty			
		Street	Footbridge to Lung Wui Road	Lung Wui Road	Connought Place	Peddler Street
Sidewalk Data	Minimum Clearance Width		6m	2.5m	2m	2m
	Maximum Change in Height		0m	0m	0m	0m
	Minimum allowable Vertical Clearance		4m	-	-	-
	Greening and Furniture Width		0m	0m	1m	0m
Ramp Data	Maximum Distance before Level Landing		-	-	-	-
	Width of Ramp		-	-	-	-
	Length of Ramp		-	-	-	-
	Running Grade of Ramp		-	-	-	-
Stair Data	Number of Stairs		-	-	-	-
	Rise of Stairs		-	-	-	-
	Tread of Stairs		-	-	-	-
	Width of Stairway		-	-	-	-

Table C.22: Accessibility Data – Sheung Wan

	Sheung Wan					
	Study Area	Street	Man Kwong Street	Shun Tek Entrance Footbridge	Chung Kong Street	Western Fire Services Street
Sidewalk Data			2m	3m	1.5m	1m
			.075m	0m	.01m	.075m
			-	3.5m	-	-
			0m	0m	0m	0m
Ramp Data			-	-	-	-
			-	-	-	-
			-	-	-	-
			-	-	-	-
Stair Data			-	34	-	-
			-	.12m	-	-
			-	.25m	-	-
			-	2m	-	-

Table C.23: Accessibility Data – Kennedy Town, Temporary Recreation Ground

	Study Area			
	Street			
	Kennedy Town Temporary Recreation Ground			
	Catchick Street	Cadogan Street	Victoria Road	Sai Ning Street
Sidewalk Data				
Minimum Clearance Width	3m	3m	4m	2.5m
Maximum Change in Height	0m	0m	0m	.01m
Minimum Vertical Clearance	-	-	-	-
Greening and Furniture Width	0m	0m	0m	0m
Ramp Data				
Maximum Distance before Level Landing	-	-	-	-
Width of Ramp	-	-	-	-
Length of Ramp	-	-	-	-
Running Grade of Ramp	-	-	-	-
Stair Data				
Number of Stairs	-	-	-	-
Rise of Stairs	-	-	-	-
Tread of Stairs	-	-	-	-
Width of Stairway	-	-	-	-

Table C.24: Accessibility Data – Kennedy Town, Belcher Bay Promenade

		Study Area	Kennedy Town Belcher Bay Promenade	
		Street	Catchick Street	Smithfield Street
Sidewalk Data	Minimum Clearance Width		3m	3m
	Maximum Change in Height		0m	0m
	Minimum Vertical Clearance		-	-
	Greening and Furniture Width		0m	0m
Ramp Data	Maximum Distance before Level Landing		-	-
	Width of Ramp		-	-
	Length of Ramp		-	-
	Running Grade of Ramp		-	-
Stair Data	Number of Stairs	-	-	
	Rise of Stairs	-	-	
	Tread of Stairs	-	-	
	Width of Stairway	-	-	

## D Appendix D: Activity Data by Sub-District

*Table D.1: Activity Data – Tsing Yi*

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Tsing Yi</b>	Tsing Yi Promenade	150	175
	Maritime Square Mall		
	Common Activities: Fishing, Running, Resting, Leisure, shopping, Dining		

*Table D.2: Activity Data – Tsuen Wan*

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Tsuen Wan</b>	Waterfront Walkway	80	40
	Riviera Park		
	Riviera Plaza		
	Common Activities: Fishing, Running, Resting, Leisure		

*Table D.3: Activity Data – Cheung Sha Wan*

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Cheung Sha Wan</b>	Wholesale Food Market	4	-
	Waterfront Access		
	Common Activities: N/A		

*Table D.4: Activity Data – West Kowloon Cultural District*

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>D.C.K.W</b>	W.K.C.D	19	24
	Common Activities: Photography, Walking, Running, Fishing, Resting		



Table D.5: Activity Data – Tsim Sha Tsui

		Number of Visitors		
District	Venue	Weekday Noon	Weekend Evening	Lightshow
<b>Tsim Sha Tsui</b>	Kowloon Park	-	-	-
	Harbour City Mall	-	-	-
	Star Ferry Promenade	320	680	1200
	Hong Kong Cultural Centre	80	236	330
	Hong Kong Space Museum			
	Honk Kong Art Museum	300	630	1000
	Avenue of Stars			
	New World Centre			
	East Tsim Sha Shui Promenade	65	35	40
	Common Activities: Photography, Walking, Running, Fishing, Resting, Eating			

Table D.6: Activity Data – Hung Hom

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Hung Hom</b>	Hung Hom Pedestrian Overpass	25	4
	Harbor Plaza Promenade	36	41
	Laguna Verde Promenade	31	29
	Fisherman's Wharf	-	-
	Common Activities: Photography, Walking, Running, Fishing, Resting		

Table D.7: Activity Data – Kwun Tong

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Kwun Tong</b>	Waterfront Access	5	-
	Common Activities: Fishing		

Table D.8: Activity Data – Lei Yue Mun

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Lei Yue Mun</b>	Waterfront Sitting Area	15	35
	Lei Yue Mun Seafood Market		
	Lighthouse and viewing area		
	Common Activities: Walking, Dining, Fishing, Resting		

Table D.9: Activity Data – Sheung Wan

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Sheung Wan</b>	Shun Tak Centre	-	-
	Waterfront Access	2	-
	Common Activities: Shopping, Walking, Dining		

Table D.10: Activity Data – Central

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Central</b>	Central Ferry Piers	350	250
	Common Activities: Walking, Dining, Resting		

Table D.11: Activity Data – Wan Chai

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Wan Chai</b>	Convention and Exhibition Centre	200	50
	Convention Centre Promenade		
	Golden Bauhinia	100	20
	Exhibition Centre Pier	35	10
	Star Ferry Wan Chai		
	Temporary Dog Park	100	20
Common Activities: Walking, Photography, Dining, Resting, Walking pets, Fishing			

Table D.12: Activity Data – Causeway Bay

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Causeway Bay</b>	Causeway Bay Promenade	20	-
	Victoria Park	35	-
	Victoria Park Promenade		
	Common Activities: Walking, Fishing, Resting		

*Table D.13: Activity Data – North Point*

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>North Point</b>	Waterfront Access	15	-
	Common Activities: Fishing		

*Table D.14: Activity Data – Quarry Bay*

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Quarry Bay</b>	Quarry Bay Park Phase 1	200	-
	Quarry Bay Park Phase 2		
	Quarry Bay Promenade	30	-
	Common Activities: Walking, Exercise, Resting		

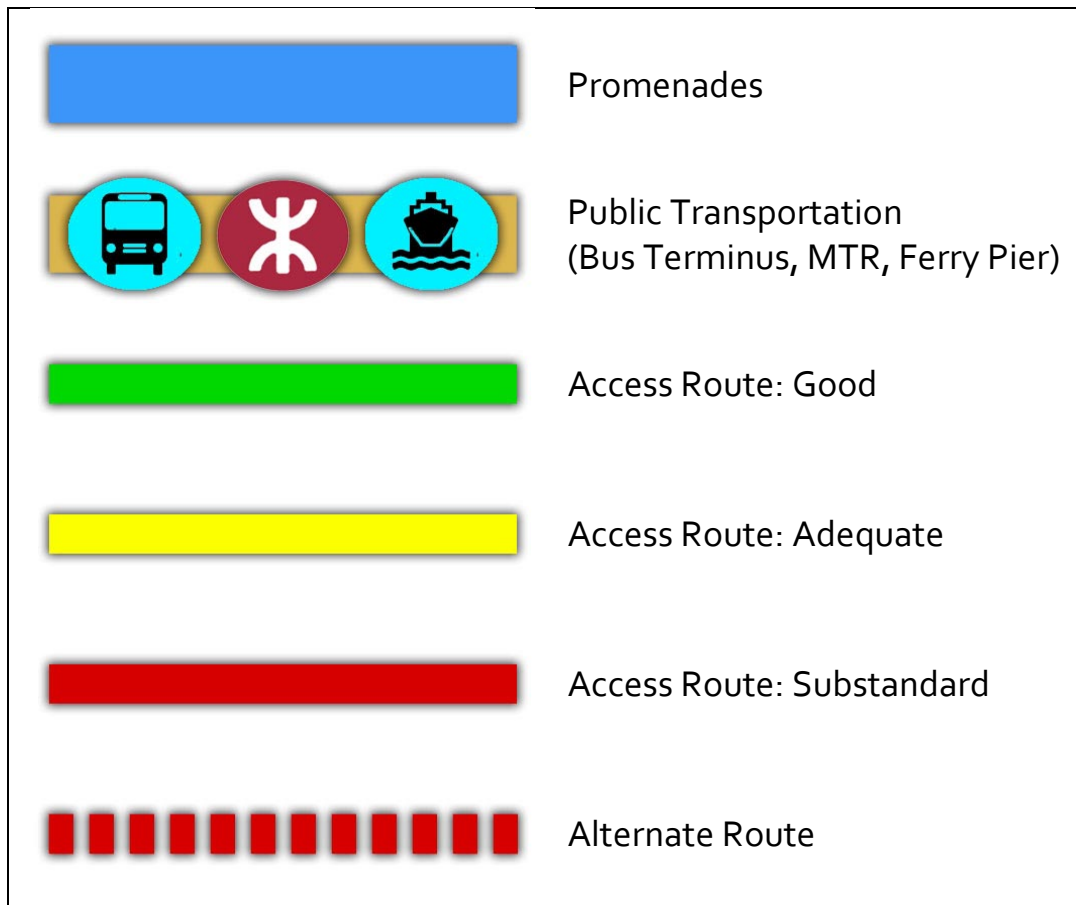
*Table D.15: Activity Data – Shau Kei Wan*

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Shau Kei Wan</b>	Shau Kei Wan Promenade	25	-
	Typhoon Shelter Promenade	40	-
	Wholesale Fish Market	-	-
	Museum of Coastal Defense	-	-
	Common Activities: Photography, Walking, Running, Fishing, Resting		

*Table D.16: Activity Data – Kennedy Town*

		Number of Visitors	
District	Venue	Weekday Noon	Weekend Evening
<b>Kennedy Town</b>	Rec Ground Promenade	2	-
	Belcher Bay	15	-
	Common Activities: Walking, Fishing		

**E Appendix E: Survey Maps and Legends by Sub-District**



*Figure E.1: Icon and Color Legend for Survey Maps*



**Legend: Lei Yue Mun**

1. Waterfront Sitting Area
2. Seafood Market
3. Lighthouse Viewing Point

Figure E.2: Survey Map - Lei Yue Mun

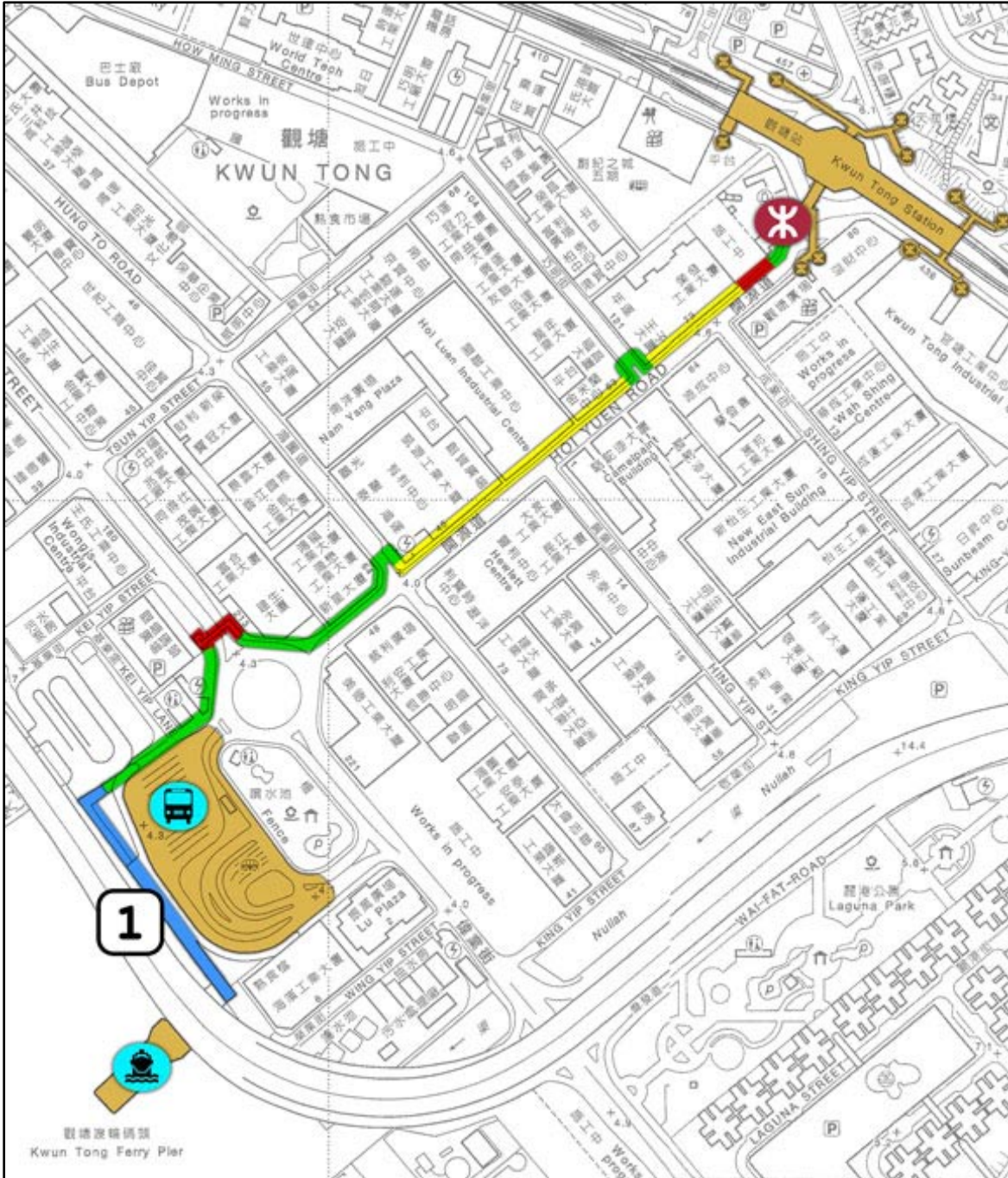


Figure E.3: Survey Map – Kwun Tong

**Legend: Kwun Tong**

1. Kwun Tong Ferry Pier

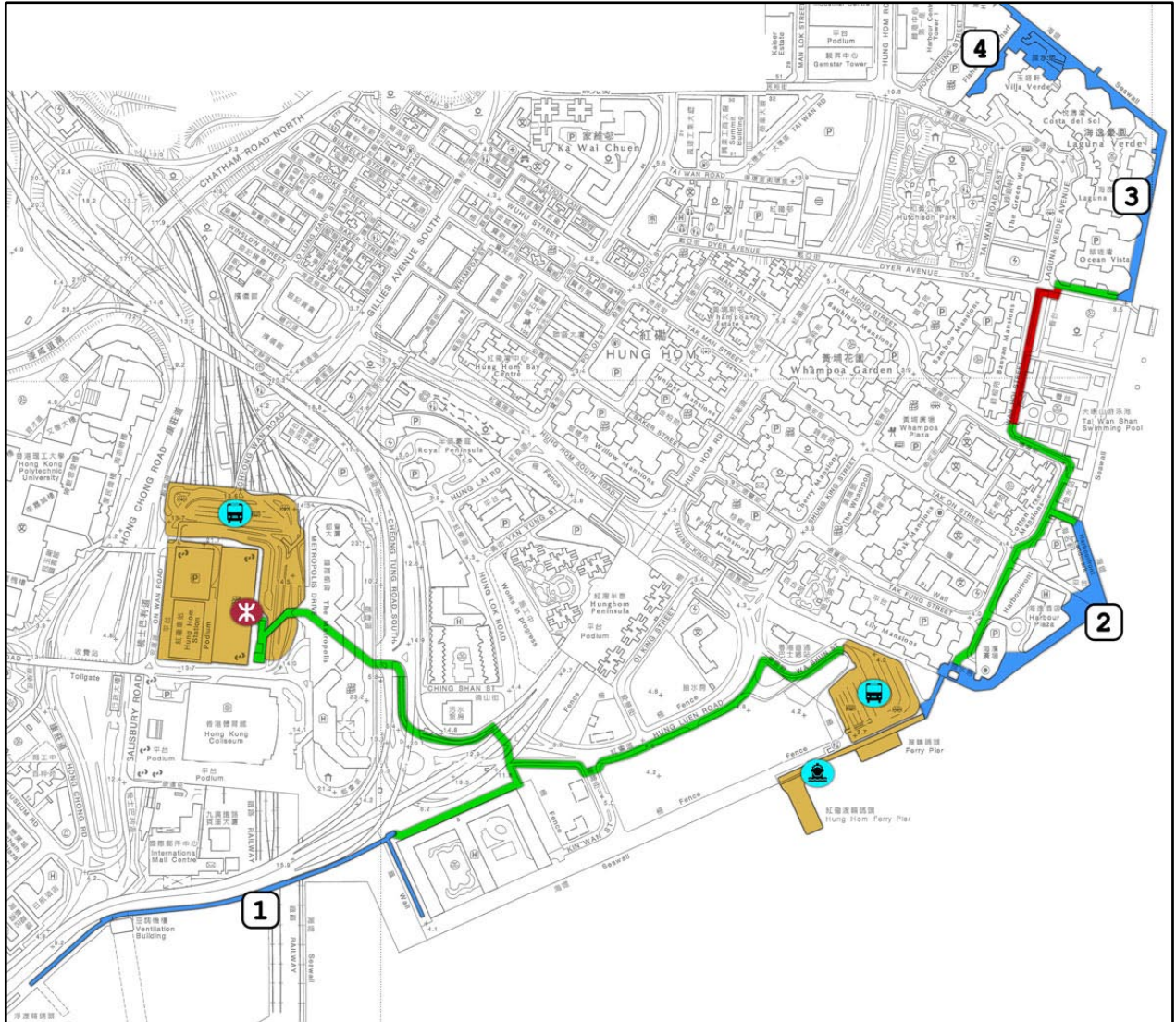


Figure E.4: Survey Map – Hung Hom

**Legend: Hung Hom**

- 1. East Tsim Sha Tsui – Hung Hom Overpass
- 2. Harbour Plaza Hong Kong Promenade
- 3. Laguna Verde Promenade
- 4. Fisherman's Wharf Shopping Centre

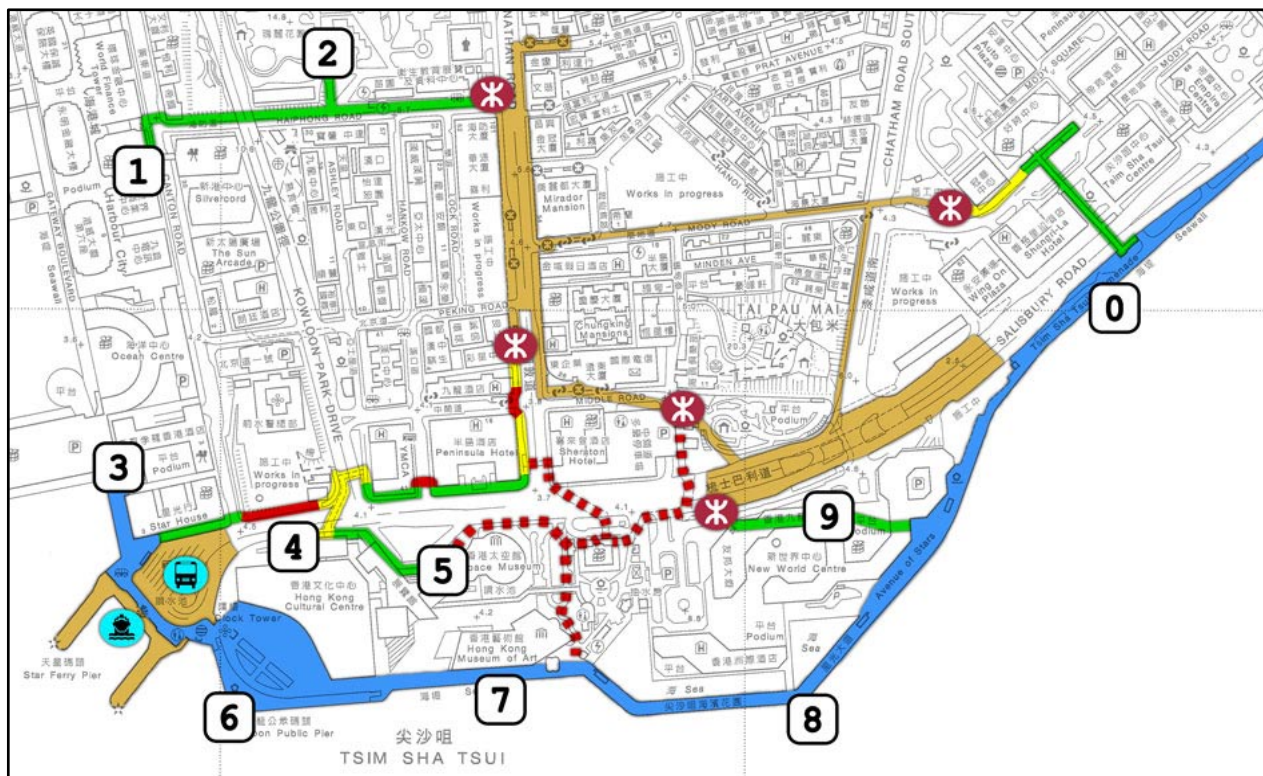


Figure E.5: Survey Map – Tsim Sha Tsui

**Legend: Tsim Sha Tsui**

1. Harbour City Mall (North Entrance)
2. Kowloon Park
3. Harbour City Mall (South Entrance)
4. Hong Kong Cultural Centre
5. Hong Kong Space Museum
6. Star Ferry Promenade
7. Hong Kong Museum of Art
8. Avenue of Stars
9. New World Centre Shopping Arcade
0. East Tsim Sha Tsui Promenade



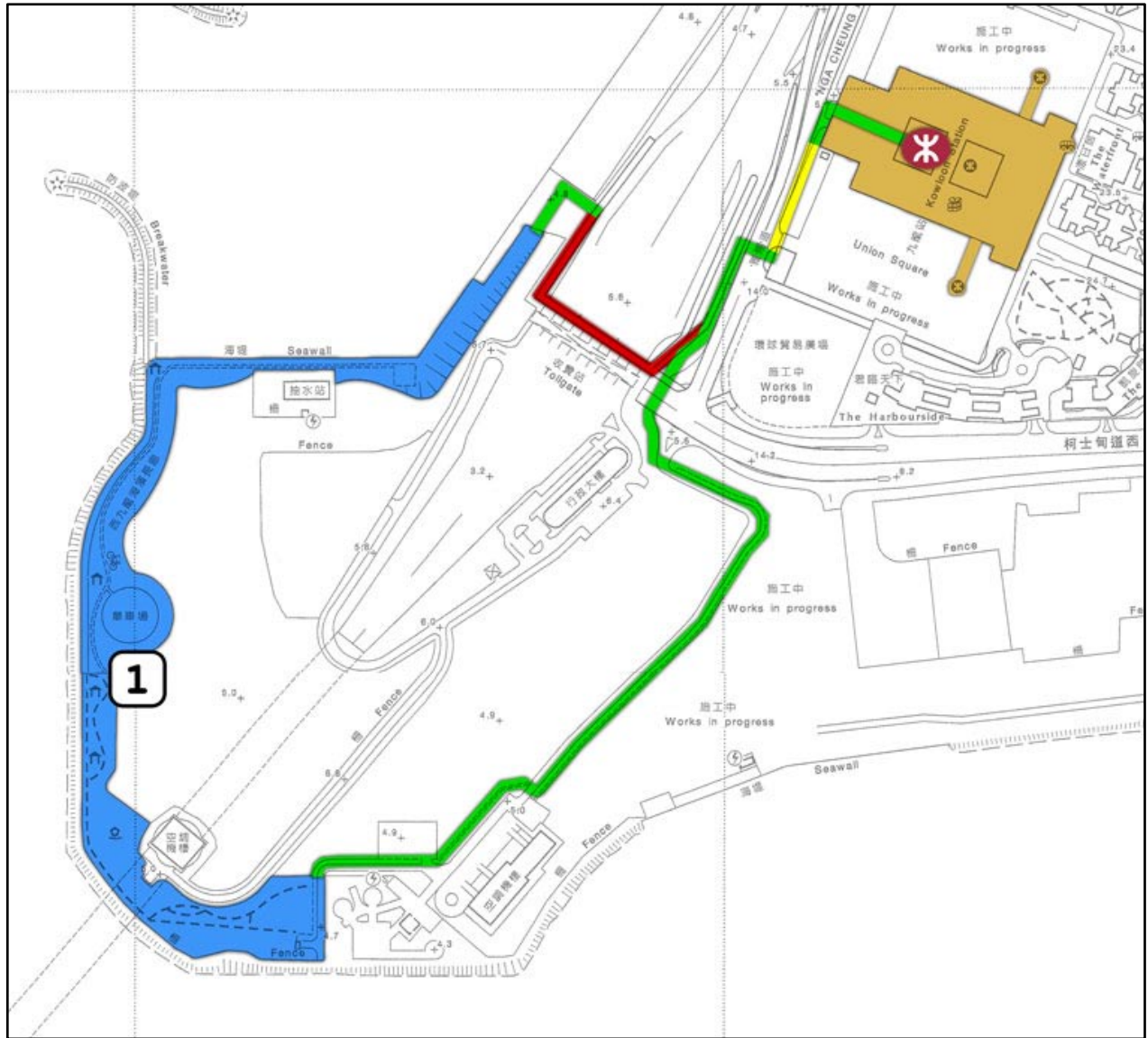


Figure E.6: Survey Map – West Kowloon Cultural District

**Legend: West Kowloon Cultural District**

1. West Kowloon Promenade

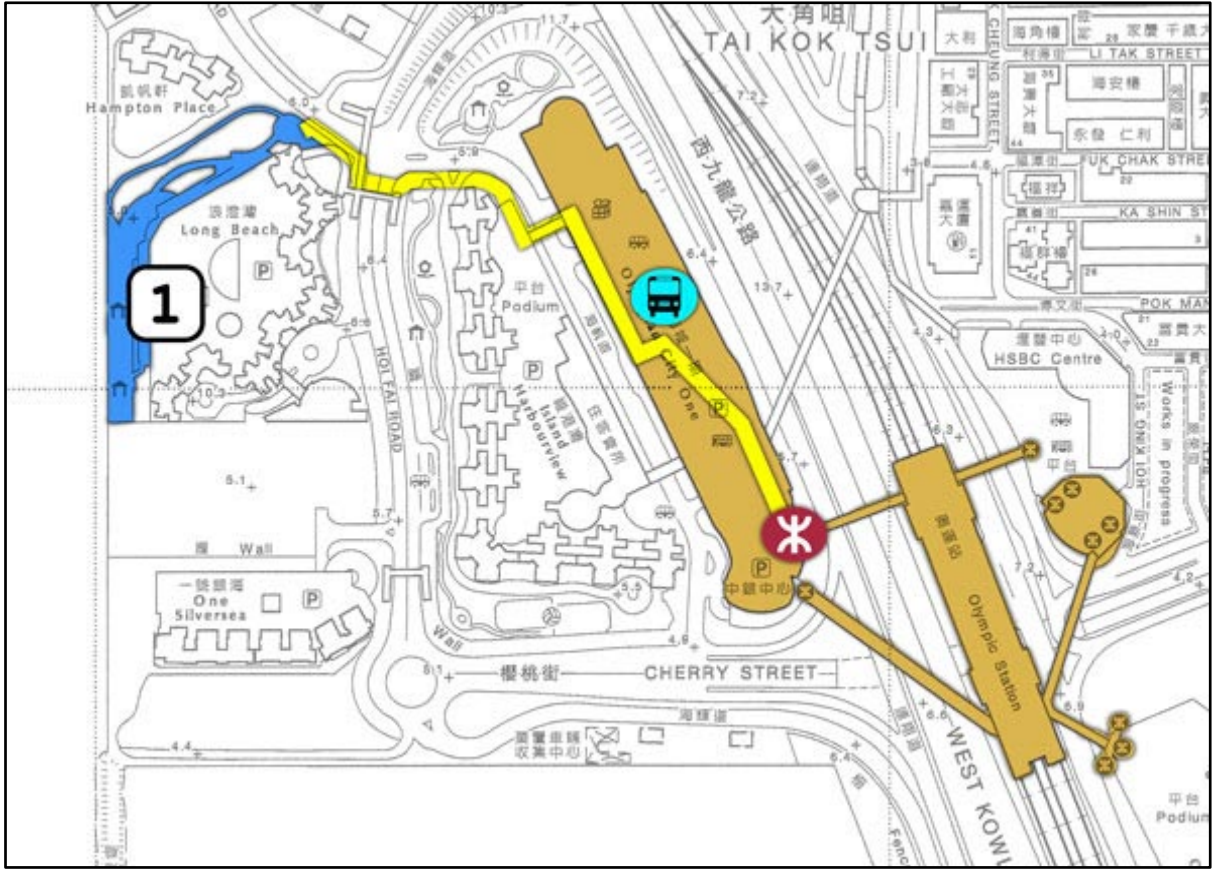


Figure E.7: Survey Map – Tai Kok Tsui

**Legend: Tai Kok Tsui**

1. The Long Beach Promenade





Figure E.9: Survey Map – Tsuen Wan

**Legend: Tsuen Wan**

- 1. Waterfront Walkway
- 2. Riviera Park
- 3. Riviera Plaza

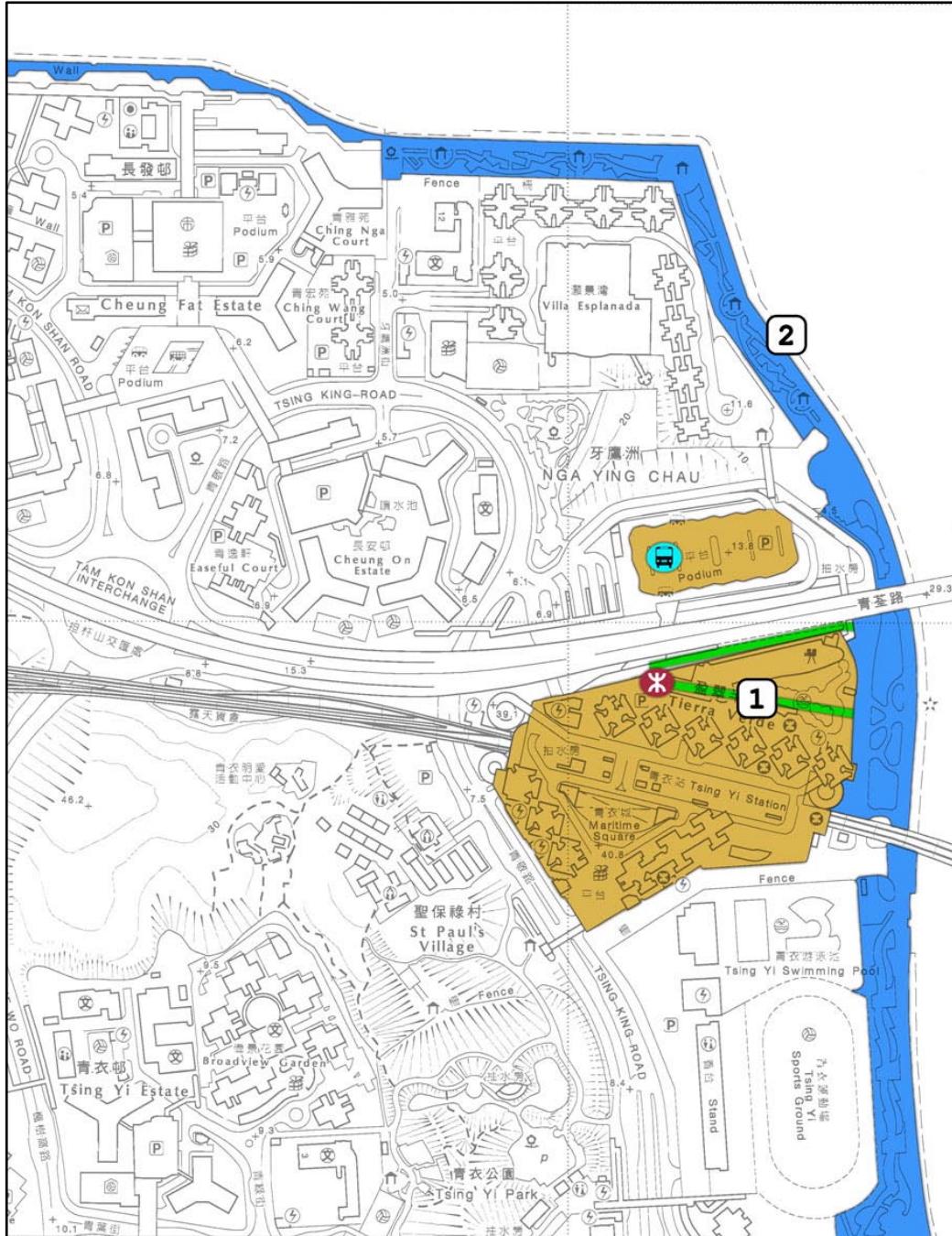


Figure E.10: Survey Map – Tsing Yi

**Legend: Tsing Yi**

1. Maritime Square Mall
2. Tsing Yi Promenade

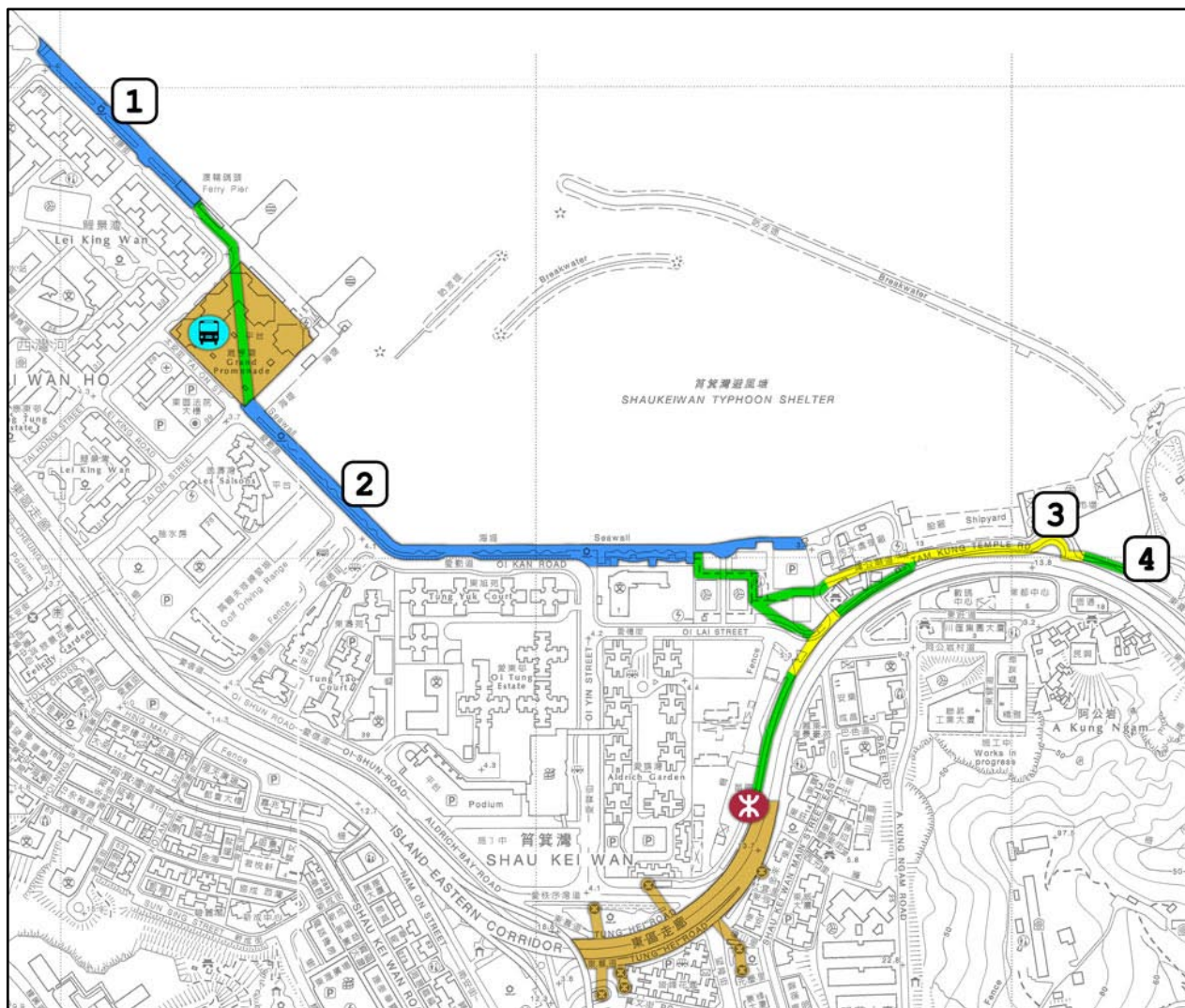


Figure E.11: Survey Map – Shau Kei Wan

**Legend: Shau Kei Wan**

1. Quarry Bay Promenade
2. Aldrich Bay Promenade
3. Shau Kei Wan Wholesale Fish Market
4. Entrance to Hong Kong Museum of Coastal Defense

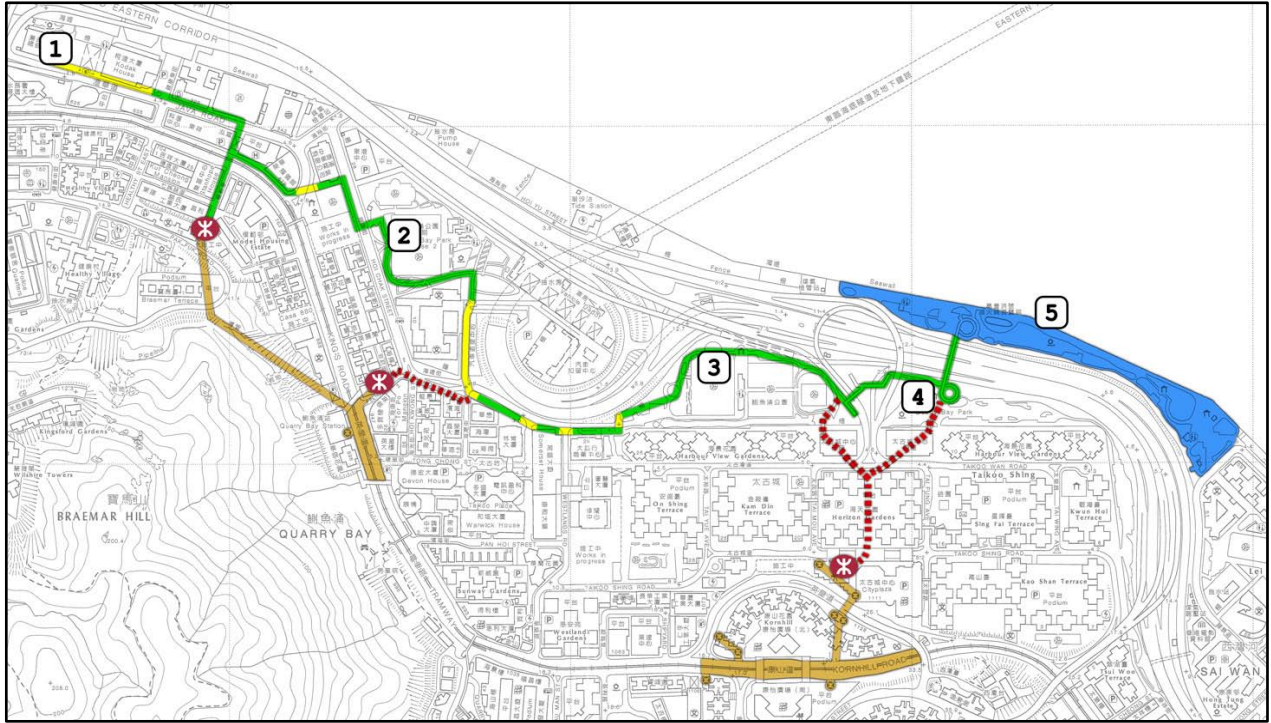


Figure E.12: Survey Map – Quarry Bay

**Legend: Quarry Bay**

1. Sitting Out Area
2. Quarry Bay Park (Phase 2)
3. Quarry Bay Park (Phase 1)
4. Quarry Bay Park
5. Quarry Bay Promenade

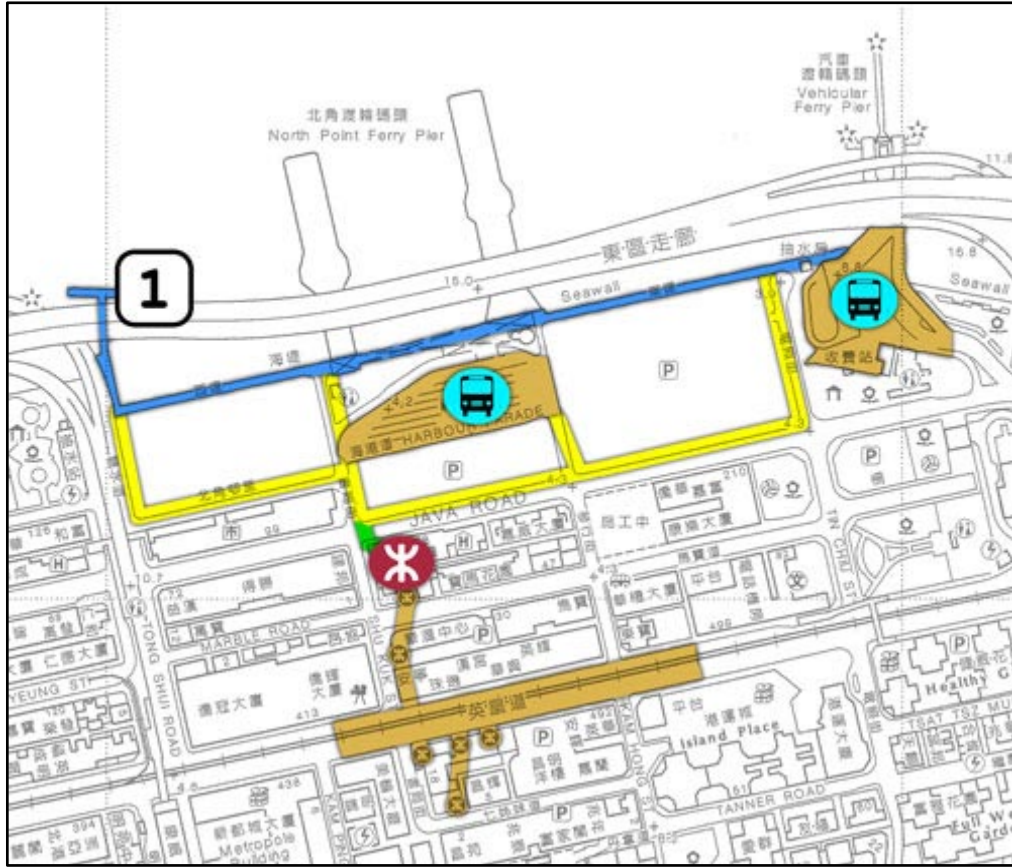


Figure E.13: Survey Map – North Point

**Legend: North Point**

- 1. Waterfront access (no promenade)



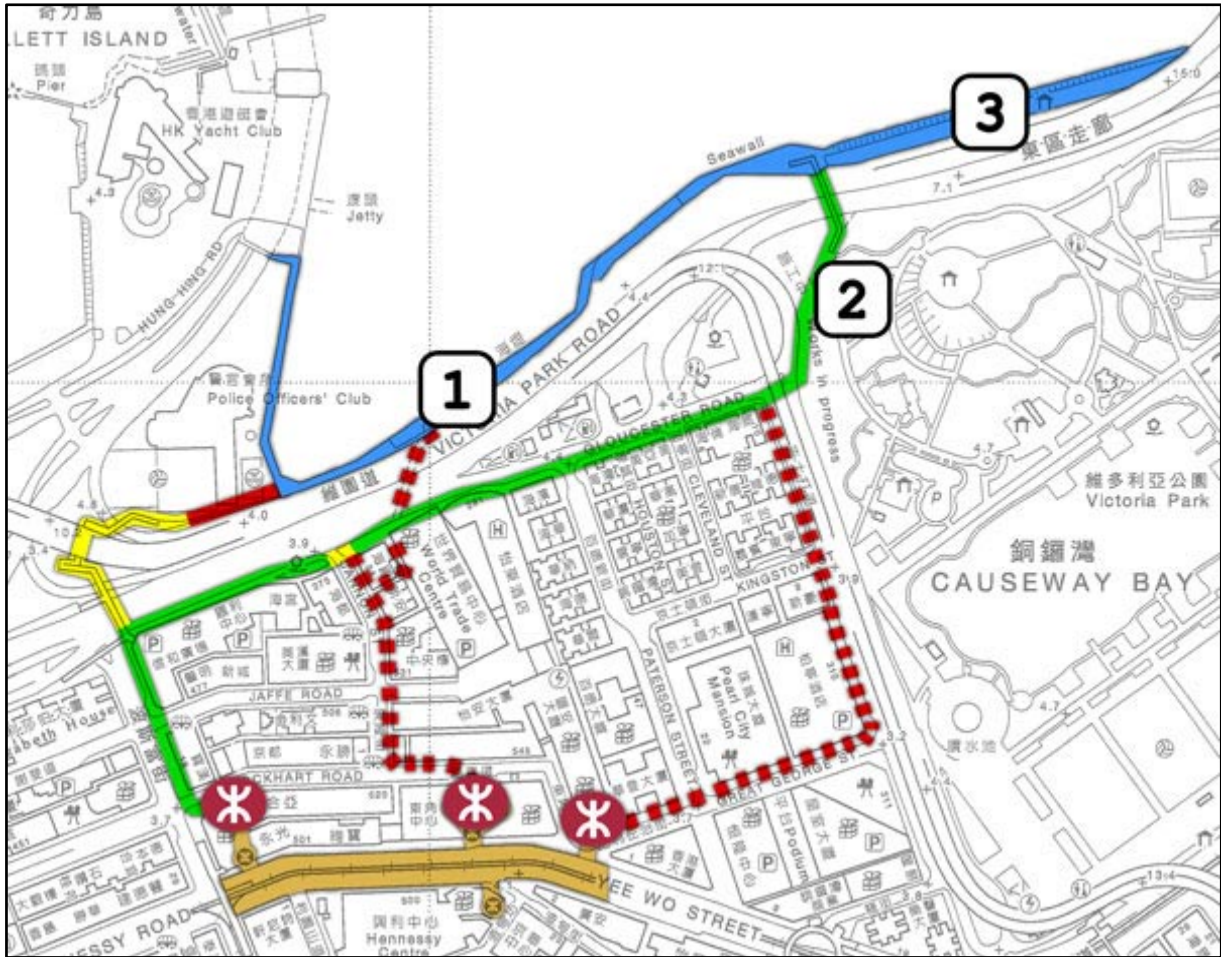


Figure E.14: Survey Map – Causeway Bay

**Legend: Causeway Bay**

1. Noon Day Gun
2. Victoria Park
3. Causeway Bay Typhoon Shelter

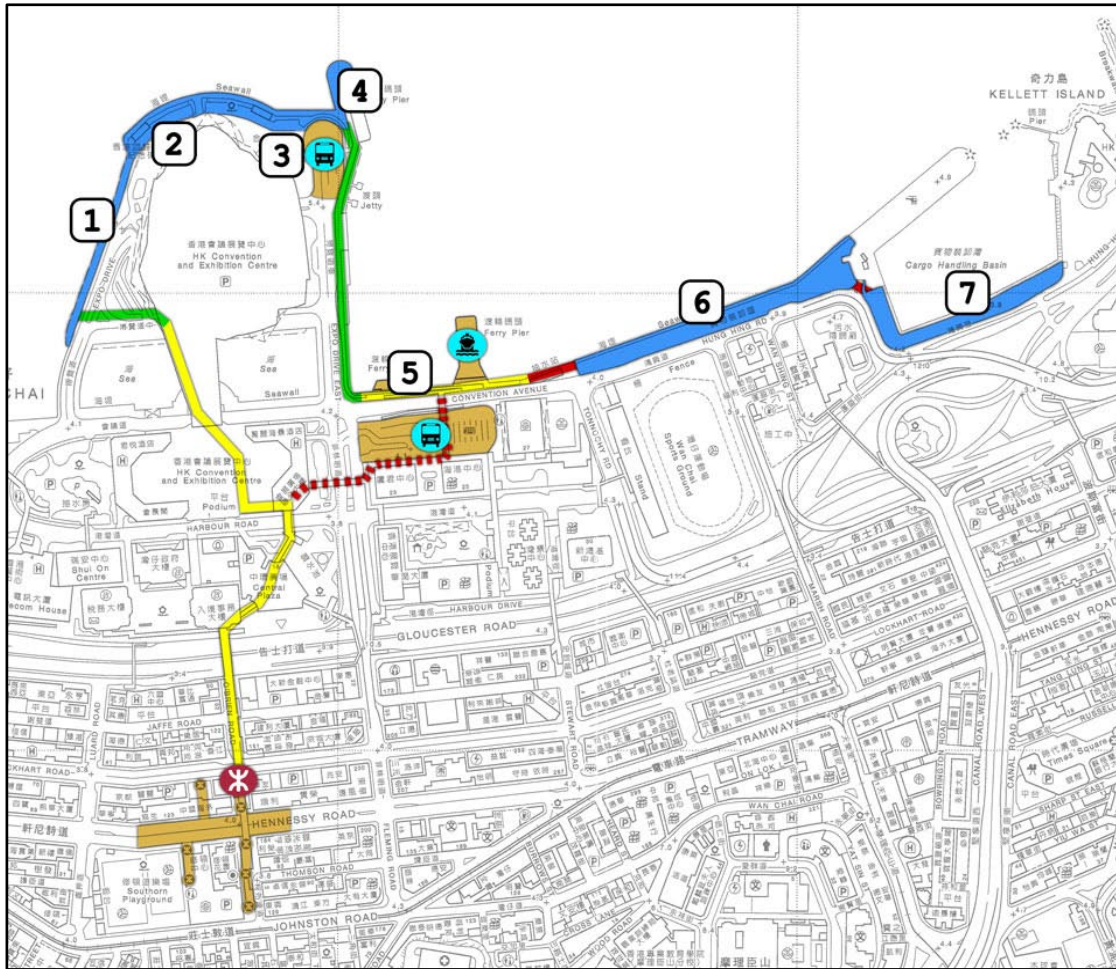
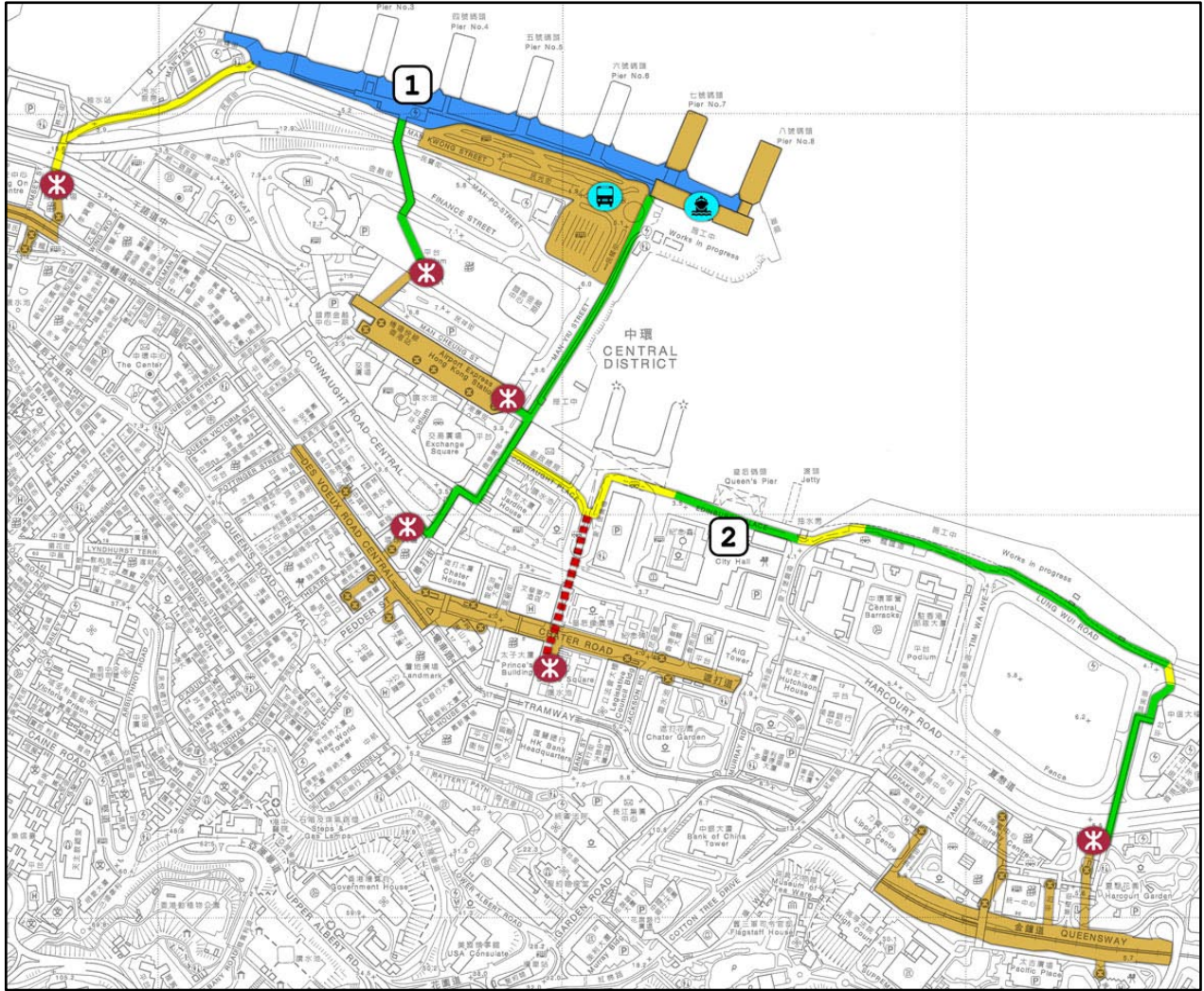


Figure E.15: Survey Map – Wan Chai

**Legend: Wan Chai**

1. Exhibition Centre Promenade
2. Hong Kong Convention and Exhibition Centre
3. Bauhinia Square
4. Wan Chai Ferry Pier
5. Wan Chai Star Ferry Pier
6. Temporary Dog Park (West)
7. Temporary Dog Park (East)



*Figure E.16: Survey Map – Central and Admiralty*

**Legend: Central and Admiralty**

1. Central Ferry Piers
2. City Hall and Public Library

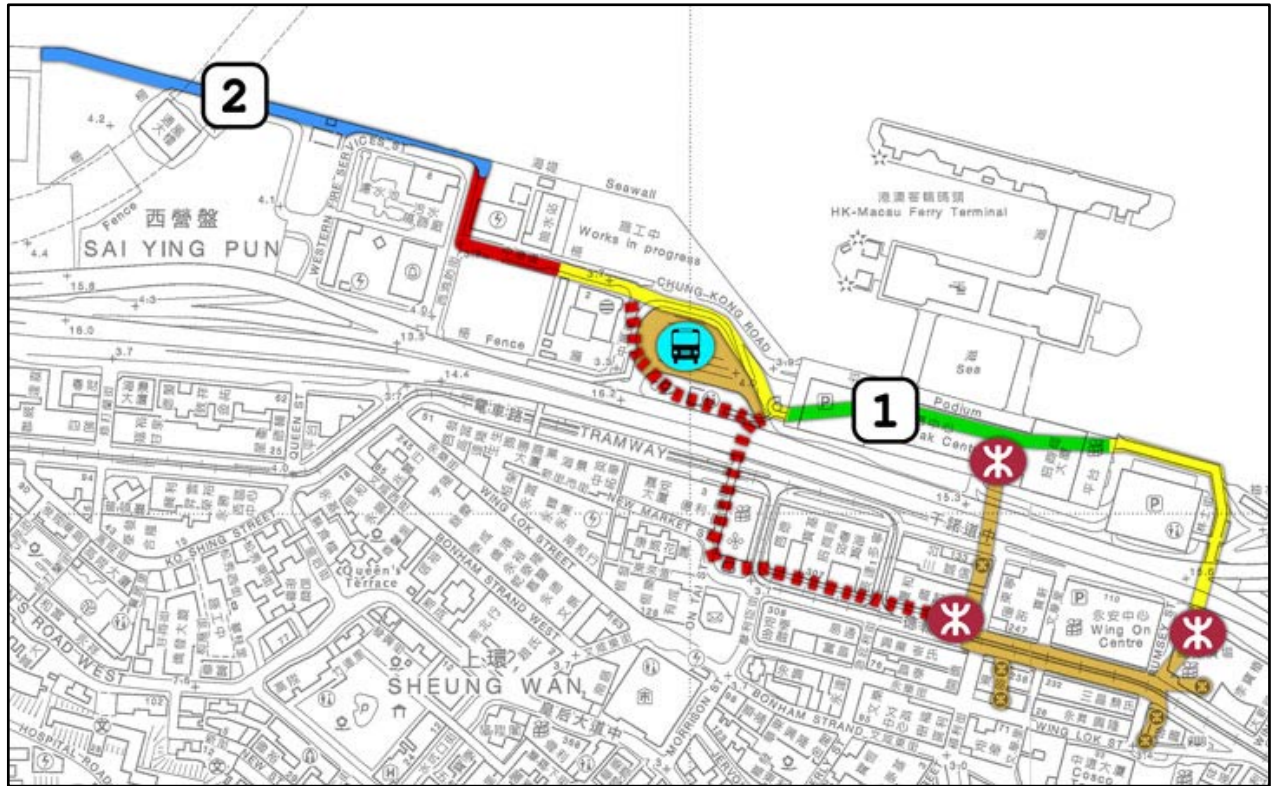


Figure E.17: Survey Map – Sheung Wan

**Legend: Sheung Wan**

- 1. Shun Tak Centre Shopping Arcade
- 2. Waterfront Access (no promenade)



Figure E.18: Survey Map – Kennedy Town

**Legend: Kennedy Town**

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

## F Appendix F: Star Rating Charts

<b>Kowloon</b>	Accessibility	Activity	Quality	Popularity	Total
Tsing Yi	★★	★★★	★★★	★★★	11
Tsimshatsui	★	★★	★★★	★★★	9
Lei Yue Mun	★★	★★	★★	★★	8
West Kowloon Cultural District	★	★★	★★★	★	7
Hung Hom	★	★	★★★	★★	7
Tsuen Wan	★★★	★	★★	★	7
Tai Kok Tsui	★	★	★★	-	4
Cheung Sha Wan	★★★	-	-	-	3
Kwun Tong	★	-	-	-	1
<b>H.K. Island</b>	Accessibility	Activity	Quality	Popularity	Total
Wan Chai HKCEC and Dog Park	★★	★★	★★★	★★★	10
Shau Kei Wan	★★	★★	★★★	★★	9
Quarry Bay Park	★	★★	★★★	★★	8
Central Ferry Piers	★★	★	★★★	★★	8
Causeway Bay Typhoon Shelter	★	★★	★	★★	6
Kennedy Town	★	★	★	★	4
Sheung Wan	★	★	-	★	3
North Point Ferry Piers	★★	-	-	-	2

Areas with inaccessible waterfronts (zero-star accessibility ratings) were not surveyed and are not listed in the table above. These areas include Kwai Chung, Yau Ma Tei, Kai Tak, and Admiralty.

## G Appendix G: Referenced Construction Standards

*Table G.1: Hong Kong Planning Department Standards*

Land Use Type	Through Zone Width / Peak Pedestrian Volume (Pedestrians per minute)	Street Furniture and Greening Zone Width	Building Frontage Zone Width
Commercial Commercial / Residential Residential Zone 1 and those other areas near pedestrian generators such as cinemas, rail stations, some GIC facilities (e.g. schools), etc.	4.5 m Very high (Over 100)	1.5 m <sup>(2)-(4)</sup>	0.5 m for dead areas and increase to 1m for shopping frontages
Residential Zone 1	3.5 m High (80-100)		
Residential Zone 2	2.75 m Medium (60-80)		
Residential Zone 3	2.0 m Low (Below 60)		
Rural	2.0 m Very Low		
Business	4.5 m Medium (80)		
General Industrial Use <sup>(1)</sup>	4.5 m Medium	4 m <sup>(3)-(4)</sup>	
Special Industrial Use <sup>(1)</sup>	3.5 m Low to Medium	2 m <sup>(2)-(4)</sup>	
Rural Based Industrial Use	2.5 m Low	1.5 m	

*Table G.2: ADA Sidewalk Requirements*

Source	Minimum Clearance Width	Maximum Allowable Vertical Change in Level	Minimum Allowable Vertical Clearance
	m	mm	m
ADA Standards for Accessible Design	.915	6	2.030

*Table G.3: ADA Ramp Requirements*

Source	Maximum Allowable Running Grade without Handrails	Maximum Grade with Handrails and Level Landings		Maximum Allowable Running Cross-Slope
	%	%	m	%
ADA Standards for Accessible Design	5.0	8.33	9.1	2.0

## H Appendix H: Data Collection Field Notes

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### Data Summary & Pedestrian Access Routes (PARs)

Tsuen Wan

Survey Team: Dan Tennant, Minh Truong

Daytime Survey: January 28, 2008, 11:20 A.M.

Evening Survey: February 1, 2008, 5:25 P.M.

#### Attractions

- Riviera Park
- Riviera Plaza Shopping Centre

#### Waterfront Promenades

- **Waterfront Walkway**
  - *Population (Noon):* 85 visitors
  - *Population (Evening):* 42 visitors
  - *Most Common Activity:* Walking
  - *Other Activities:* Fishing, Running, Resting / Leisure
  - *Comments:* Walkway under construction to add new playgrounds, bike paths

#### Waterfront Accessibility

- Waterfront Walkway is large and signage to it is clear.
- One (1) MTR station near waterfront
- Three (3) MTR exits towards harbour side
- Passage from official Waterfront Walkway MTR exit (B) is particularly poor.

#### Parking Facilities

- **Tsuen Wan Transport Interchange**
  - *Capacity:* Unknown
  - *Pricing:* HK\$8/hr, HK\$12/hr during peak hours
  - *Visibility:* Building easily visible, access route to parking is not, lot quite empty.
  - *Accessibility:* Waterfront Walkway
- **Riviera Plaza Parking**
  - *Capacity:* 190 cars
  - *Pricing:* HK\$7/hr, HK\$12/hr during peak hours
  - *Visibility:* Signage, access gate easily visible from major road
  - *Accessibility:* Riviera Plaza, Riviera Park



- **Waterside Plaza Parking**
  - Capacity: Unknown
  - Pricing: HK\$10/hr at all hours
  - Visibility: Signage, access gate easily visible from major road
  - Accessibility: Riviera Plaza, Riviera Park

***PAR: Tsuen Wan West MTR Station to Waterfront Walkway North (Not Handicapped-Accessible)***

- **Route of Travel**
  - Northern Piazza: Exit B, veer right onto concrete path between fencing and barbed wire. Path changes to brick construction, turn left at T-junction. Follow sidewalk to Piazza entrance.
  - Promenade: Exit B, sharp left turn. Follow brick path between fencing and barbed wire to Promenade entrance.
- **Path Composition**
  - MTR to Sidewalk: Concrete, 2.5m wide, smooth. Lined on both sides by chain-link fencing blocking off vacant lots. Fences are topped with barbed wire.
  - Sidewalk to Piazza: Brick, 3.5 - 5m wide, cracked with slight undulation. Low trip hazard.
  - MTR to Prom: Brick, 5m wide. Well maintained. Lined on both sides by chain-link fencing blocking off vacant lots. Fences are topped with barbed wire.
- **Path Safety:**
  - Hazards: Low trip hazard on all walkways. No obstructions, no congestion.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
- **Path Lighting**
  - Footpaths: Chain-link fences are lined with fluorescent lights beneath barbed wire.
  - Streetlights: Present; maximum distance between: 125 ft. Wide dispersion, well-lit.
- **Destination Signage**
  - All promenade: Signage good inside MTR, no signage beyond MTR exit.

***PAR: Tsuen Wan West MTR Station to Waterfront Walkway South, Riviera Park***

- **Route of Travel**
  - Promenade: Exit B, turn right. Move down ramp or stairs off to side beyond flower bed to access promenade.
  - Riviera Park: Walk along promenade to southern tip of Waterfront Walkway, cross into Riviera Park through walkway entrance.
- **Path Composition**
  - MTR to Prom: Brick construction, 6m wide. Well-maintained, very smooth.
- **Path Safety:**
  - Hazards: Very low trip hazard on all walkways. No obstructions, no congestion.
  - Alleyways: There are no alleys along this route, unlit or otherwise.

- **Path Lighting**
  - Promenade: Lampposts every 25m. Promenade is well-lit.
  - Streetlights: Present at MTR exit. Pathway to promenade well-lit.
- **Destination Signage**
  - All promenade: Signage good inside MTR, no signage beyond MTR exit.

***PAR: Waterfront Walkway South to Riviera Plaza***

- **Route of Travel**
  - Riviera Plaza: Exit Walkway at far southeast to Wing Shun Street, turn right. Follow sidewalk to Yi Hong Street and cross. Continue on sidewalk, turn right into Riviera Plaza.
- **Path Composition**
  - Wing Shun Street: Starts as concrete, 2.5m wide. Turns into brick beyond Riviera Park, 3m wide, well-maintained with slight depressions for drains.
- **Path Safety:**
  - Hazards: Very low trip hazard on all walkways. No obstructions, no congestion.
  - Crosswalks: Crosswalk over Yi Hong Street has visible markers, lights, signals, and audible safety cues, but no tactile flooring.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
- **Path Lighting**
  - Streetlights: Present; maximum distance between: 125 ft. Wide dispersion, well-lit.
- **Destination Signage**
  - Riviera Plaza: No signage to Riviera Plaza beyond MTR exit or along Promenade.

**Data Summary & Pedestrian Access Routes (PARs)**

**Cheung Sha Wan**

**Survey Team: Dan Tennant, Minh Truong**

**Daytime Survey: January 25, 2008, 11:00 A.M.**

***Attractions***

- Cheung Sha Wan Wholesale Food Market

***Waterfront Promenades***

- None

***Waterfront Accessibility***

- Very little direct waterfront access, all on Food Market property

- One (1) MTR station near waterfront
- Two (2) MTR exits towards harbour side

### **Parking Facilities**

- No nearby public parking

### **PAR: Nam Cheong MTR Station to Cheung Sha Wan Wholesale Food Market**

- **Route of Travel**
  - Food Market: Exit B, turn sharp right, travel west on path between station and road. Walk down ramp to unnamed street, cross street to Market entrance.
- **Path Composition**
  - Sidewalk: Brick, very smooth and well maintained. 7m wide, no traffic.
  - Ramp: Concrete, 3m wide, 9m long.
- **Path Safety:**
  - Hazards: Very low trip hazard on all walkways. No obstructions, or heavy congestion.
  - Crosswalk: Crosswalk has no visible markers, lights, signals, visually-distinct tactile flooring, audible safety cues, or street writing.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
- **Path Lighting**
  - Streetlights: Present; maximum distance between: 100 ft. Wide dispersion, well-lit.
- **Destination Signage**
  - Food Market: No signage for market beyond MTR exit.

## **Data Summary & Pedestrian Access Routes (PARs)**

**Tai Kok Tsui**

**Survey Team: Dan Tennant, Minh Truong**

**Daytime Survey: January 25, 2008, 12:15 P.M.**

### **Attractions**

- Olympian City I shopping mall (not on waterfront; along path to waterfront)

### **Waterfront Promenades**

- **The Long Beach Promenade**
  - *Population (Noon):* 1 visitor
  - *Most Common Activity:* Fishing (illegally)
  - *Other Activities:* None

**Waterfront Accessibility**

- Only one official route to waterfront, is unmarked and difficult to find.
- One (1) MTR station near waterfront
- Two (2) MTR exits towards harbour side

**Parking Facilities**

- No nearby public parking

**PAR: Olympic MTR Station to The Long Beach Promenade via Olympian City I**

- **Route of Travel**
    - Olympian City I: Exit A2 or E, cross MTR overpasses out of station, arrive at mall.
    - The Long Beach: Turn right and walk through Olympian City I to farthest northern exit. Cross footbridge to Island Harbourview apartment complex, follow steps down to street level. Turn left, follow sidewalk to Hoi Fai Road and cross and crosswalks. Turn right after crosswalk, left at promenade entrance.
  - **Path Composition**
    - Footbridge: Small tile construction, 4m wide. No ramp, but has elevator access. Stairs: 60 steps to ground level, 4in rise, 12in tread, 2.5m wide.
    - Sidewalk to Xing: Brick, 3m wide, well maintained. Crosses two building driveways without crosswalks of any sort.
    - Xing to Prom: Traction-tile, 3m wide, well maintained.
  - **Path Safety:**
    - Hazards: Very low trip hazard on all walkways. No obstructions or heavy congestion.
    - Crosswalk: Crosswalks have visible markers, lights, signals, audible safety cues, but no visually-distinct tactile flooring.
    - Alleyways: There are no alleys along this route, unlit or otherwise.
  - **Path Lighting**
    - Streetlights: Present; maximum distance between: 100 ft. Wide dispersion, well-lit.
    - Footbridge: Footbridge well-lit on both overpass and stairs.
  - **Destination Signage**
    - Olympian City I: Signage throughout area pointing towards shopping mall.
    - The Long Beach: No signage to promenade from any location.
-

## Data Summary & Pedestrian Access Routes (PARs)

### West Kowloon Cultural District

Survey Team: Dan Tennant, Minh Truong

Daytime Survey: January 25, 2008, 1:20 P.M.

Evening Survey: February 1, 2008, 6:20 P.M.

#### **Attractions**

- None

#### **Waterfront Promenades**

- **West Kowloon Waterfront Promenade**
  - *Population (Noon):* 19 visitors
  - *Population (Evening):* 24 visitors
  - *Most Common Activity:* Photography
  - *Other Activities:* Walking, Running, Fishing, Resting / Leisure

#### **Waterfront Accessibility**

- Promenade represents only waterfront access in district
- Access to the promenade is long and indirect
- One (1) MTR station near waterfront
- One (1) MTR exit towards waterfront

#### **Parking Facilities**

- **Elements Mall Parking Garage**
  - *Capacity:* 1000+ cars
  - *Pricing:* HK\$8/hr during all hours
  - *Visibility:* Signage, access gate easily visible from major road
  - *Accessibility:* West Kowloon Waterfront Promenade

#### **PAR: Kowloon MTR Station to West Kowloon Waterfront Promenade**

- **Route of Travel**
  - *Initial Travel:* Exit D1, cross through bus terminus. Turn left at street, cross terminal access road at crosswalk. Continue on sidewalk, cross second road, follow sidewalk to street intersection. Turn right and cross at crosswalk. Turn left and walk up ramp to overpass entrance.
  - *West Entrance:* Not handicapped accessible. Climb steps to overpass and cross highway, walking down steps at opposite side. Entrance to Promenade on left side beyond overpass exit.
  - *East Entrance:* Walk on left side of overpass steps along original heading. Turn left and cross street to arrive at east entrance.
- **Path Composition**
  - *Initial Sidewalk:* Brick, 3m – 5m wide. Poorly maintained with bad undulation. Construction site on one side.

- Overpass: No handicapped access. Pebble-cement construction. 64 steps up, 68 steps down opposite end. Steps 4.5m wide on both sides, with 5in rises, 10in treads. No slip-proof rubberized steps. Overpass walkway 5.5m wide.
  - East Entrance: Brick walkway, 6.5m wide, well-maintained, no undulation.
  - **Path Safety:**
    - Hazards: High trip hazard on initial sidewalk, very low trip hazard afterwards.
    - Crosswalks: All crosswalks but major intersection crossing lacking in signals or signage. Intersection crosswalk has signals, signage, street markings, audible cues, and tactile flooring.
    - Alleyways: There are no alleys along this route, but there are unlit alcoves in the side of the buildings along the initial path. Many of them are currently obscured by the construction site.
  - **Path Lighting**
    - Streetlights: Present; maximum distance between: 30m. Wide dispersion, well-lit.
    - Overpass: Well-lit with lighting throughout.
    - Promenade: Lit by lighting pylons at 10m intervals.
  - **Destination Signage**
    - Promenade: Very complete but inconsistently-designed signage from MTR all the way to promenade.
- 

### **Data Summary & Pedestrian Access Routes (PARs)**

Tsim Sha Tsui

**Survey Team: Dan Tennant, Minh Truong**

**Daytime Survey: January 21, 2008, 11:30 A.M.**

**Evening Survey: February 1, 2008, 7:30 P.M.**

#### ***Attractions (Counterclockwise from North)***

- Kowloon Park
- Harbour City Mall
- Star Ferry Harbour Tours
- Hong Kong Cultural Centre
- Hong Kong Art Museum
- Hong Kong Space Museum
- New World Centre Shopping Arcade
- Middle Road Children's Playground
- East Waterfront Centennial Garden

#### ***Waterfront Promenades***

- **Star Ferry Promenade**
  - *Population (Noon):* 324 visitors

- *Population (Evening):* 678 visitors
- *Population (Light Show):* ~1200 visitors
- *Most Common Activity:* Tourist Photography
- *Other Activities:* Resting / Leisure  
Fishing  
Students performing psychological survey
  
- **Art Museum Waterfront**
  - *Population ( Noon):* 80 visitors
  - *Population (Evening):* 236 visitors
  - *Population (Light Show):* 330 visitors
  - *Most Common Activity:* Professional Photography
  - *Other Activities:* Professional Drawings / Portraits  
Tourist Photography
  
- **Avenue of Stars**
  - *Population (Noon):* 305 visitors
  - *Population (Evening):* 636 visitors
  - *Population (Light Show):* ~1000 visitors
  - *Most Common Activity:* Tourist Photography
  - *Other Activities:* Resting / Leisure  
Students performing gambling survey
  
- **East Tsim Sha Tsui Promenade**
  - *Population (Noon):* 64 visitors
  - *Population (Evening):* 34 visitors
  - *Population (Light Show):* ~40 visitors
  - *Most Common Activity:* Resting / Leisure
  - *Other Activities:* Running / Exercise  
Fishing  
Working (maintenance, janitorial)

### ***Waterfront Accessibility***

- Waterfront segregated from Hinterland by Salisbury Road
- Three (3) Pedestrian Overpasses
- Five (5) Subways / Underpasses
- Two (2) MTR Stations (Tsim Sha Tsui, Tsim Sha Tsui East)
- One (1) MTR exit on harbour side of Salisbury Road

### ***Parking Facilities (West to East)***

- **Across from Marco Polo Hotel, Ocean Terminal Gate 2**
  - Capacity: 150 cars
  - Pricing: HK\$20/hr, HK\$24/hr during peak hours, HK\$3250 monthly
  - Visibility: Access gate, signage easily visible from Canton Road
  - Accessibility: Harbour City, Star Ferry Harbour Tours / Promenade, Cultural Centre

- **Sheraton Hotel Public Parking**
  - Capacity: 700 cars
  - Pricing: HK\$16/hr, HK\$20/hr during peak hours
  - Visibility: Access gate, signage easily visible from Salisbury Road
  - Accessibility: Space Museum, Art Museum / Promenade, New World Centre, Avenue of Stars, Middle Road Children’s Playground, East Waterfront Centennial Garden
  
- **New World Centre**
  - Capacity: (unknown)
  - Pricing: HK\$12/hr, HK\$20/hr during peak hours
  - Visibility: Access gate visible from Salisbury Road, poor signage
  - Accessibility: New World Centre, Avenue of Stars, East Tsim Sha Tsui Promenade, Middle Road Children’s Playground, East Waterfront Centennial Garden

**PAR: Tsim Sha Tsui MTR Station to Kowloon Park, Harbour City**

- **Route of Travel**
  - Initial Travel: Exit A1, travel west on Haiphong Road.
  - To Kowloon Park: Turn north from Haiphong Road into Kowloon Park.
  - To Harbour City: Cross Canton Road, turn south. Entrance to Harbour City west off Canton Road.
  
- **Path Composition**
  - Haiphong Road: Sidewalks are brick, very slightly undulating from excessive use. 4-6m wide, moderately maintained, highly congested.
  - Canton Road: Sidewalks are brick, very slightly undulating from excessive use. 6-8m wide, well maintained, moderately congested.
  
- **Path Safety:**
  - Hazards: Very low trip hazard on all sidewalks. No obstructions on north side of Haiphong Road or either side of Canton Road. South of Haiphong Road highly constricted.
  - Crosswalks: All necessary crosswalks have visible markers, lights, signals, visually-distinct tactile flooring, and audible safety cues.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
  
- **Path Lighting**
  - Streetlights: Present; maximum distance between: 125 ft. Wide dispersion, well-lit.
  - Storefronts: Bright storefront lighting and neon signs are present and contribute to overall roadway lighting along this route.
  
- **Destination Signage**
  - Kowloon Park: Clear signs pointing to Kowloon Park from MTR station.
  - Harbour City: No signage pointing to Harbour City as tourist destination from this MTR station.



**PAR: Tsim Sha Tsui MTR Station to Star Ferry Harbour Tours / Promenade, Cultural Centre, Museums**

- **Route of Travel**
  - Initial Travel: Exit E, south on Nathan Road. Cross Middle Road, turn west on Salisbury Road, then cross Hankow Road, come to entrance to subway.
  - Star Ferry: Use subway to cross Kowloon Park Drive. Follow Salisbury road next to construction zone, cross Canton Road. Arrive at Star Ferry terminal.
  - Cultural Centre: Use subway to cross Salisbury Road, turn west. Arrive at Cultural Centre.
  - Museums: Use subway to cross Salisbury Road, turn east. Arrive at Museums.
  
- **Path Composition**
  - Nathan Road: Sidewalks are brick, very slightly undulating from excessive use. 3-5m wide, well-maintained, moderately congested.
  - Salisbury to KPD: Sidewalks are brick. 2-3m wide, well-maintained, moderately congested.
  - KPD to Canton: Path currently under construction. Sidewalk is brick and wood, uneven. 1-2m wide, poorly maintained, highly congested.
  
- **Path Safety**
  - Hazards: Nathan Road and Salisbury Road from Nathan to Kowloon Park Drive all have very low trip hazards and few or no obstructions. Salisbury Road from KPD to Canton Road is highly obstructed and full of potential trip hazards due to the nearby construction.
  - Crosswalks: Canton road crosswalk has visible markers, lights, signals, visually-distinct tactile flooring, and audible safety cues. Middle Road and Hankow Road crossings both lack these features; they only have large letters painted on the ground pointing towards oncoming traffic.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
  
- **Path Lighting**
  - Streetlights: Present; maximum distance between: 125 ft. Wide dispersion, well-lit.
  - Storefronts: No storefronts or neon signs are present along this route, but building frontages and shopping arcades provide additional lighting. Construction site is particularly dark.
  
- **Destination Signage**
  - Star Ferry: Clear signs pointing to Star Ferry from MTR station, but are far between. Subway has excellent signage.
  - Cultural Centre: Clear signs pointing to Cultural Centre from MTR station. Subway has excellent signage.
  - Museums: Clear signs pointing to Museums from MTR station. Subway has excellent signage.

**PAR: East Tsim Sha Tsui MTR Station to New World Centre, Avenue of Stars**

- **Route of Travel**
  - New World Centre: Exit J2 (Sogo) to south side of Salisbury Road. Cross NWC driveway, enter shopping arcade.

- Avenue of Stars: Follow signs in NWC shopping arcade to Avenue of Stars. Exit NWC, arrive at Avenue of Stars.
- **Path Composition**
  - Outside NWC: Walkway constructed of small tile. Completely flat, no depressions. 6-8m wide, excellently maintained, moderately congested.
- **Path Safety**
  - Hazards: No trip hazard or obstructions along path.
  - Crosswalks: The crossing from the MTR exit to the NWC entrance is over the NWC driveway. It is clearly marked with visual cues, but has no signal lights, tactile floors, or audible cues. Workers are on hand to lend assistance to those in need. Pedestrians have the right of way.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
- **Path Lighting**
  - Streetlights: Present, along Salisbury Road; maximum distance between: 125 ft. Wide dispersion, well-lit.
  - Storefronts: Bright lighting outside of the New World Centre keeps the area free of darkness.
- **Destination Signage**
  - New World Centre: Signage is clear and access to NWC is simple.
  - Avenue of Stars: Signage is unclear and assumes the user knows to walk through the NWC shopping arcade. Signage within the shopping arcade does not correspond to other NWC signs in design or size, is not immediately visible, and is mixed with other signs that are also poorly visible, leaving the user confused. This is critical, as access to the Avenue of Stars requires using the signage in the New World Centre.

**PAR: East Tsim Sha Tsui MTR Station to Promenade, Centennial Garden, Children’s Playground**

- **Route of Travel**
  - Promenade: Exit P2, east on Mody Road. Ascend to southward pedestrian overpass, follow south to end. Descend to East Tsim Sha Tsui Promenade.
  - Garden: Walk southwest down promenade to next Salisbury Street overpass. Ascend to overpass and cross to East Waterfront Centennial Garden.
  - Playground: Turn west upon entrance into Centennial Garden, cross into Middle Road Children’s Playground.
- **Path Composition**
  - Mody Road: Sidewalk is brick, strewn with small cracks and depressions. 4-5m wide, moderately maintained, moderately congested.
  - Mody Overpass: Rubberized traction flooring, comprised of thin raised circles. Main walkway 5m wide, stairs and ramp 4m wide. 36 steps to walkway height, or 60m long ramp. Steps are 5in rise, 10in tread. Elevator on harbour side instead of ramp.

- Garden Overpass: Smooth cement tile flooring, .75m square tiles. Main walkway narrows from 15m to 5m travelling away from the harbour, average width 10m. Escalator, 50 stairs measuring 5in rise by 1ft tread. Elevator present on harbour side. 14 stairs on far side, same measurements. Ramp on far side, 2m wide, 30m long. Raised tactile surface on stair landings. Stairs have colored warning strips along edges.
- **Path Safety**
  - Hazards: Light trip hazard along Mody Road sidewalk. No trip hazards or obstructions from first overpass on.
  - Crosswalks: There are no crosswalks along this route, only overpasses.
  - Alleyways: There is one alley along this route, on Mody Road next to the stairs leading up to the Mody Overpass. The alley is wide, well-lit, and leads to a main street on its opposite side.
- **Path Lighting**
  - Streetlights: Present; maximum distance between: 125 ft. Wide dispersion, well-lit.
  - Storefronts: Several moderately-lit storefronts and neon signs are present along this route, providing a small amount of additional lighting. The Mody Road walkway is fairly well, but not extremely well, lit.
  - Overpasses: Both overpasses along this route are extremely well-lit.
- **Destination Signage**
  - Promenade: No signage exists directing travelers from the MTR station to the East Tsim Sha Tsui Promenade.
  - Garden: No signage exists directing travelers from the Promenade to the East Waterfront Centennial Garden.
  - Playground: Signage exists within the Garden, directing travelers to the Middle Road Children’s Playground.

### **Data Summary & Pedestrian Access Routes (PARs)**

#### **Hung Hom**

**Surveyed By: Dan Tennant**

**Daytime Survey: January 27, 2008, 11:30 A.M.**

**Evening Survey: February 1, 2008, 6:50 P.M.**

#### **Attractions**

- Metropolis Mall (not on waterfront; along path to waterfront)
- Fisherman’s Wharf Shopping Centre
- Wonderful Worlds of Whampoa Children’s Playground

#### **Waterfront Promenades**

- **Tsim Sha Tsui – Hung Hom Overpass**
  - *Population (Noon):* 25 visitors
  - *Population (Evening):* 4 visitors

- *Most Common Activity:* Running
- *Other Activities:* Walking
- **Harbour Plaza Hong Kong Promenade**
  - *Population (Noon):* 36 visitors
  - *Population (Evening):* 41 visitors
  - *Most Common Activity:* Resting / Leisure
  - *Other Activities:* Walking, Running, Fishing
- **Laguna Verde Promenade**
  - *Population (Noon):* 31 visitors
  - *Population (Evening):* 29 visitors
  - *Most Common Activity:* Walking
  - *Other Activities:* Resting / Leisure, Running, Fishing

### ***Waterfront Accessibility***

- District has generally good accessibility of waterfront
- Poor connectivity between promenades (promenades not contiguous)
- Closest MTR station is far from attractions, waterfront
- One (1) MTR station within walking distance of waterfront
- One (1) MTR exit towards waterfront

### ***Parking Facilities***

- **Harbour Plaza Hong Kong Parking Garage**
  - *Capacity:* Unknown
  - *Pricing:* HK\$28/hr weekdays, HK\$14/hr weekends, HK\$3,800/month
  - *Visibility:* Signage, access gate easily visible from major road
  - *Accessibility:* Harbour Plaza Promenade
- **Home World Hourly Carpark (Corner of Wan Hoi Street, Dyer Avenue)**
  - *Capacity:* Unknown
  - *Pricing:* HK\$16/hr weekdays, HK\$18/hr weekends
  - *Visibility:* Signage, access gate visible from minor road only
  - *Accessibility:* Laguna Verde Promenade, Fisherman's Wharf

### ***PAR: Hung Hom MTR Station to TST-Hung Hom Overpass, Hung Hom Ferry Pier & Bus Terminus***

- **Route of Travel**
  - *Initial Travel:* Exit MTR station from easternmost door near bus terminus. Go up escalator to overpass and cross to Metropolis Mall. Walk through Mall to opposite end, level 5 street exit to Metropolis Drive. Cross street and enter ramp on right. Follow ramp down to bottom, turn right and cross street at crosswalk. Veer right, cross two more streets to square outside Harbourfront Horizon Hotel.
  - *Overpass:* Cross square and turn right near Hotel entrance. Walk down footpath to stairs, climb stairs to overpass.

- Ferry Pier: Turn left and follow sidewalk along Hung Luen Road. Cross Kin Wan Street, continue along sidewalk to Wa Shun Street. Turn right, follow sidewalk to bus terminus and ferry pier.
- **Path Composition**
  - MTR Overpass: Escalator, elevator, and stairs present. Path and steps all made of small tile. All steps 5in rise, 13in tread. 3 steps from ground to escalator, 34 steps from ground to overpass. Overpass 6m – 8m wide.
  - Ramp to Street: 4m wide, 150m long, concrete, very smooth.
  - All Sidewalks: Brick, 2.5m – 3m wide, well-maintained, no undulation.
- **Path Safety:**
  - Hazards: Very low trip hazard on all pathways. No obstructions.
  - Crosswalks: All crosswalks have lights and signals, signage, street markings, audible cues, and tactile flooring, excepting the Kin Wan Street crossing, which does not have tactile floors.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
- **Path Lighting**
  - Streetlights: Present; maximum distance between: 25m. Wide dispersion, well-lit.
  - Overpass: Well-lit with lighting throughout.
  - Ramp: Well-lit with lighting throughout.
- **Destination Signage**
  - Overpass: Signage only from Harbourfront Horizon Hotel square to overpass.
  - Ferry Pier: Signage from exit out of Metropolis Mall all the way to ferry pier.

***PAR: Hung Hom Ferry Pier & Bus Terminus to Fisherman’s Wharf via Laguna Verde Promenade***

- **Route of Travel**
  - Promenade: Cross east from ferry pier sitting area to sidewalk in front of Harbour Plaza Hong Kong, along Wan Hoi Street. Follow sidewalk, curving left away from the harbour, then back right and parallel to the harbour, with the road. Turn right at Dyer Avenue, move to crosswalk and cross the street. Turn right after crosswalk, follow sidewalk along Dyer Avenue to entrance to Laguna Verde Promenade.
  - Shopping Centre: Follow edge of promenade to its northern end, enter Fisherman’s Wharf shopping centre.
- **Path Composition**
  - Hotel Frontage: Brick, 2m – 4m wide, very well maintained.
  - Wan Hoi Street: Concrete, 1m – 1.5m wide, moderately maintained. Sidewalk moves next to construction and is partially obstructed at various points.
  - Dyer Avenue: Brick, 4m – 5m wide, moderately maintained with several cracks, but free of obstruction.

- **Path Safety:**
  - Hazards: Low trip hazard on all pathways. Wan Hoi Street construction provides potential temporary obstructions.
  - Crosswalks: Dyer Avenue crosswalk has tactile flooring only. No signals or lights, street writing, audible cues, or other markers.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
- **Path Lighting**
  - Streetlights: Present; maximum distance between: 25m. Wide dispersion, well-lit.
- **Destination Signage**
  - Promenade: There is no signage for the Laguna Verde Promenade at any point.
  - Shopping Centre: Signage for Fisherman’s Wharf can be found once walking along the Laguna Verde Promenade, but not before.

**Data Summary & Pedestrian Access Routes (PARs)**  
**Kwun Tong**  
**Survey Team: Dan Tennant, Minh Truong**  
**Daytime Survey: January 28, 2008, 2:00 P.M.**

***Attractions***

- None

***Waterfront Promenades***

- None

***Waterfront Accessibility***

- Only waterfront access is next to Kwun Tong Ferry Pier.
- Waterfront obstructed by Kwun Tong Bypass, very short, very inactive. 5 fisherman only.
- One (1) MTR station near waterfront
- Two (2) MTR exits towards waterfront
- Nothing to do on waterfront

***Parking Facilities***

- **Kwun Tong Harbour Plaza**
  - Capacity: Unknown
  - Pricing: HK\$10/hr, HK\$15/hr during peak hours
  - Visibility: Building easily visible, access route to parking is not, lot quite empty.
  - Accessibility: Kwun Tong Ferry Pier

**PAR: Kwun Tong MTR Station to Kwun Tong Ferry Pier (Not Handicapped Accessible)**

- **Route of Travel**
    - Ferry Pier: Exit B3 to Hoi Yuen Road, veer right onto sidewalk. Cross over entrance to construction site. Cross How Ming Street and Hung To Road at their crosswalks. Veer right at rotary to entrance to overpass over Wai Yip Street. Cross overpass, return to street level, and continue moving counterclockwise around rotary. Move through Ferry Pier Bus Terminus to water's edge and Kwun Tong Ferry Pier.
  
  - **Path Composition**
    - Sidewalk to rotary: Brick, 2.5m wide, well-maintained. Constantly obstructed by Kiosks and hawkers, making actual walking area only 1m wide at some points.
    - Overpass: Small tile flooring, 3m wide on steps and walkway, no safety strips or rubberization at any point. 34 steps up to overpass, 37 steps back down. Steps very high and thin, 6in rise, 9in tread.
    - Far rotary sidewalk: Concrete, 2m wide. Well maintained.
  
  - **Path Safety:**
    - Hazards: Low trip hazard on overpass and sidewalks near rotary, very high trip hazard along construction zone on Hoi Yuen Road.
    - Crosswalks: Both crosswalks have lights, signals, audible cues, and path markers. Hung To Road crosswalk has tactile flooring, but How Ming Street crosswalk does not.
    - Alleyways: There are no alleys along this route, unlit or otherwise.
  
  - **Path Lighting**
    - Streetlights: Present; maximum distance between: 100 ft. Wide dispersion, well-lit.
    - Overpass: Overpass has integrated lighting and is well-lit.
  
  - **Destination Signage**
    - Ferry Pier: Signage pointing to Ferry Pier along complete route.
- 

**Data Summary & Pedestrian Access Routes (PARs)**

**Lei Yue Mun**

**Surveyed by: Dan Tennant**

**Daytime Survey: January 29, 2008, 11:45 A.M.**

**Attractions**

- Lei Yue Mun Fishing Village

**Waterfront Promenades**

- **Waterfront Sitting Area**
  - *Population (Noon):* 2 visitors
  - *Most Common Activity:* Walking

- *Other Activities:* None

### **Waterfront Accessibility**

- Waterfront access all along fishing village, very good local culture.
- One (1) MTR station near waterfront
- One (1) MTR exit towards waterfront

### **Parking Facilities**

- **Lei Yue Mun Supermarket Parking**
  - Capacity: Unknown
  - Pricing: HK\$6/hr, HK\$20/hr during peak hours
  - Visibility: Signage and access gate easily visible from major road and promenade.
  - Accessibility: Lei Yue Mun Fishing Village

### **PAR: Yau Tong MTR Station to Lei Yue Mun Fishing Village**

- **Route of Travel**
  - Fishing Village: Exit A to Cha Kwo Ling Road, turn left. Follow sidewalk uphill, passing through construction. Cross Ko Chu Road (no crosswalk), continue along Cha Kwo Ling Road. Cross Yan Wing Street and unnamed “Restricted Road,” continue along Shung Shun Street. Turn left into Lei Yue Mun Fishing Village.
- **Path Composition**
  - Initial Sidewalk: Brick, 2.5m wide, well-maintained.
  - Construction: Concrete, two parallel paths separated by construction pylons and fencing. Each path 1m – 1.5m wide, thinning at some points to .5m wide. Paths poorly maintained.
  - After Ko Chu Road: Concrete, 1.5m wide. Well maintained, no obstructions.
  - Shung Shun Street: Brick, 2.5m wide, very well maintained, almost like new.
- **Path Safety:**
  - Hazards: Very low trip hazard on all walkways except for construction zone, which is full of obstructions and has high trip hazards at various locations.
  - Crosswalks: No crosswalk at Ko Chu Road. Yan Wing Street crosswalk has median and tactile flooring, but no markers, lights or signals, or audible cues.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
- **Path Lighting**
  - Streetlights: Present; maximum distance between: 125 ft. Wide dispersion, well-lit.
- **Destination Signage**
  - Fishing Village: Good signage from Yau Tong MTR station all the way to Lei Yue Mun Fishing Village.



## Data Summary & Pedestrian Access Routes (PARs)

### Shau Kei Wan

Survey Team: Michael Hyde, Sean Seymour

Daytime Survey: 11:00 A.M.

#### **Attractions**

- Hong Kong Museum of Coastal Defense
- Tam Kung Temple
- Wholesale Fish Market
- Aldrich Bay Promenade

#### **Waterfront Promenades**

- Aldrich Bay Promenade
  - *Population (Noon):* 50 visitors
  - *Most Common Activity:* Walking/Running
  - *Other Activities:* Resting / Leisure, Fishing
  - *Comments:* Promenade is not long enough for walking or running

#### **Waterfront Accessibility**

- MTR Station near the harbour front

#### **PAR: Shau Kei Wan MTR to Aldrich Bay Promenade**

- **Route of Travel**
    - Tung Hei Road: Follow Tung Hei Road until you reach Tam Hung Temple Road.
    - Tam Hung Temple Road: Continue along this road until you reach the promenade.
  - **Path Composition**
    - Tung Hei Road: 2.5m Road, paved with brick. Very smooth path with no trip hazard
    - Tam Hung Temple Road: Concrete, 1m wide, poorly maintained.
  - **Path Safety:**
    - Hazards: moderate trip hazard on roads leading to harbour access
    - Alleyways: There are no alleys along this route, unlit or otherwise.
  - **Path Lighting**
    - Streetlights: lighting doesn't exist on the access roads, however there are lights on the various promenades.
  - **Destination Signage**
    - All promenade: No signage
-

## Data Summary & Pedestrian Access Routes (PARs)

### Quarry Bay

Survey Team: Michael Hyde, Sean Seymour

Daytime Survey: 11:20 A.M.

#### **Attractions**

- Quarry Bay Park (Phase 1)
- Quarry Bay Park (Phase 2)
- Quarry Bay Park Promenade

#### **Waterfront Promenades**

- **Quarry Bay Park Promenade**
  - *Population (Noon):* 15 visitors
  - *Most Common Activity:* Fishing
  - *Other Activities:* Running, walking
  - *Comments:* Very little interest in staying there other than for fishing

#### **Waterfront Accessibility**

- Path is long, not marked with signs, and is very difficult to follow.

#### **PAR: Quarry Bay MTR to Quarry Bay Park Promenade.**

- **Route of Travel**
  - Quarry Bay Park (2):Exit Quarry Bay Exit C. Follow Model Lane to King's Road. Follow King's Road until you reach the playground. Walk through the playground and exit right to cross Hoi Chack Road. Enter Quarry Bay Park Phase 2. Through park, cross footbridge to Quarry Bay Park Phase 1. This leads to the promenade via another footbridge.
- **Path Composition**
  - Model Lane: 1.5m wide paved concrete. Well maintained.
  - Kings Road: 2m wide paved concrete. Slight undulations .
  - Hoi Chack Road: 1m wide sidewalk, made of concrete. Smooth and well maintained.
- **Path Safety:**
  - Hazards: minimal to low trip hazard on all walkways. No obstructions. No Congestion on the paths leading to the water front
  - Alleyways: There are no alleys along this route, unlit or otherwise.

- **Path Lighting**
    - Footpaths: Pedestrian bridges are well lit, however streets pas the Shun Tak center have limited or no lighting.
  - **Destination Signage**
    - Quarry Bay Park Signs only exist at the entrances to the parks, but not along the roads leading to them
- 

### **Data Summary & Pedestrian Access Routes (PARs)**

#### **North Point**

**Survey Team: Michael Hyde, Sean Seymour**

**Daytime Survey: 12.15 A.M.**

#### ***Attractions***

- North Point Ferry Pier
- Waterfront Access

#### ***Waterfront Promenades***

- **Waterfront Access**
  - *Population (Noon):* 5 visitors
  - *Most Common Activity:* Transport on Ferries
  - *Other Activities:* Fishing
  - *Comments:* Island Eastern Corridor blocks the waterfront.

#### ***Waterfront Accessibility***

- One (1) MTR station near waterfront

#### ***PAR: North Point MTR to North Point Ferry Pier***

- **Route of Travel**
  - Ferry Path: Exit the sidewalk and head towards the Ferry Pier following the direct Path.
- **Path Composition**
  - Ferry Path: 1.5m concrete path. Smooth but with some undulation.
- **Path Safety:**
  - Hazards: Low trip hazard on all walkways. No obstructions, no congestion.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
- **Path Lighting**
  - Footpaths: Lighting is nonexistent in the area leading to the harbour.

- **Destination Signage**
  - Ferry Pier: No signs exist in the area.

### **Data Summary & Pedestrian Access Routes (PARs)**

#### **Causeway Bay**

**Survey Team: Michael Hyde, Sean Seymour**

**Daytime Survey: 12:45 A.M.**

#### ***Attractions***

- Noon Day Gun
- Victoria Park
- Causeway Bay Promenade

#### ***Waterfront Promenades***

- **Noon Day Gun**
  - *Population (Noon):* 20 visitors
  - *Most Common Activity:* Watching the Gun
  - *Other Activities:* N/A
  - *Comments:* the Noon Day Gun is separated from the rest of the harbour  
And is blocked by fencing surround the area
- **Causeway Bay Promenade**
  - *Population (Noon):* 25 visitors
  - *Most Common Activity:* walking/running
  - *Other Activities:* leisure, resting, fishing, photography
  - *Comments:* The moored boats give a very good photo opportunity

#### ***Waterfront Accessibility***

- Path is long, not marked with signs, and is very difficult to follow.

#### ***PAR: Causeway Bay MTR to Promenade Via Victoria Park***

- **Route of Travel**
  - Victoria Park: Exit MTR onto Percival Street. Head right towards Victoria Park on Gloucester Road. Once inside Victoria Park, follow signs to waterfront.
- **Path Composition**
  - Percival Street: 1.5m wide paved concrete. Well maintained.
  - Gloucester Road: 1.5m wide paved concrete. Slight undulations.
  - Footbridge: 4m wide sidewalk made of concrete. Smooth and well maintained. Steps are 10 inch run, 5 in rise. Elevator does exist here.

- **Path Safety:**
    - Hazards: Roads have minimal additions for those with disabilities. Lacking Audible street crossings or markings on the ground.
    - Alleyways: Side roads in the area are poorly lit.
  - **Path Lighting**
    - Footpaths: lighting is poor until you enter Victoria Park.
  - **Destination Signage**
    - Causeway Bay Promenade: One sign exists within Victoria Park labeled “waterfront” With an arrow point to the closest footbridge
- 

### **Data Summary & Pedestrian Access Routes (PARs)**

#### **Wan Chai**

**Survey Team: Michael Hyde, Sean Seymour**

**Daytime Survey: 11:45 A.M.**

**Evening Survey: 7:00 P.M.**

#### **Attractions**

- Convention and Exhibition Center
- Wan Chai Ferry Pier
- Wan Tai Temporary Dog Park

#### **Waterfront Promenades**

- **Convention and Exhibition Promenade**
  - *Population (Noon):* 200 visitors
  - *Population (Evening):* 100 visitors
  - *Most Common Activity:* Photography
  - *Other Activities:* Fishing, Running, Resting / Leisure,
  - *Comments:* Tourists visit by bus to see the Golden Bohemian
- **Temporary Dog Park**
  - *Population (Noon):* 50 visitors
  - *Population (Evening):* 20 visitors
  - *Most Common Activity:* Pet Walking
  - *Other Activities:* Running, Resting / Leisure
  - *Comments:* This is only a temporary venue.

#### **Waterfront Accessibility**

- One (1) MTR station near waterfront
- Signs Through Buildings on pedestrian bridge are well labeled.

***PAR: Wan Chai MTR station to Convention and Exhibition Center Promenade and Ferry Pier***

- **Route of Travel**
  - Foot Bridge: Exit A5, Walk up stairs to footbridge leading towards the immigration tower. Bear right through the building, into the next building. Left to exit, leads into the convention and exhibition center.
  - Exhibition Center: Head left through the exhibition center to the escalators leading down to the main floor. Exit left onto Expo Drive.
  - Expo Drive: Bear left, then cross street to the right to Expo Drive Central. Arrive at Convention and Exhibition Center Promenade.
  
- **Path Composition**
  - Foot Bridge: Concrete, 6m to 8m wide, smooth. No trip hazard.
  - Exhibition Center: Marbled, 15m wide, Smooth, no trip hazard.
  - Expo Drive: Brick, 3m wide. Well maintained. Lined on street side with railings.
  
- **Path Safety:**
  - Hazards: Low trip hazard on all walkways. No obstructions, no congestion.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
  
- **Path Lighting**
  - Footpaths: Lighting exists on the foot bridges and within the buildings.
  
- **Destination Signage**
  - Exhibition Center: Signage is good from the MTR to the exhibition center. Though are sometimes placed in awkward locations, making them difficult to see.

***PAR: Exhibition and Convention Center to Wan Chai Temporary Dog Park***

- **Route of Travel**
  - Expo Drive East: Head south on Expo Drive East, bear left onto Convention Ave.
  - Convention Ave: Walk down Convention Ave, continue past the ferry pier and approach the pumping station.
  - Pumping Station: Follow behind the pumping station to the Temporary Dog Park Entrance
  
- **Path Composition**
  - Expo Drive East: Concrete, 3m wide, smooth. Minimal trip hazard.
  - Convention Ave: Concrete, 3m wide, Smooth, no trip hazard.
  - Pumping Station: Concrete, .75m to 1m wide. Small trip hazard.
  
- **Path Safety:**
  - Hazards: Low trip hazard on all walkways. No obstructions, no congestion.
  - Alleyways: There are no alleys along this route, unlit or otherwise.

- **Path Lighting**
    - Footpaths: Lighting exists along the Convention Center area, and within the Dog Park
  - **Destination Signage**
    - Dog Park: Signage does not exist to this destination.
- 

### **Data Summary & Pedestrian Access Routes (PARs)**

#### **Central & Admiralty**

**Survey Team: Michael Hyde, Sean Seymour**

**Daytime Survey: 1:30 P.M.**

**Evening Survey: 6:45 P.M.**

#### ***Attractions***

- City Hall
- Central Ferry Piers

#### ***Waterfront Promenades***

- **Central Ferry Piers**
  - *Population (Noon):* 300 visitors
  - *Population (Evening):* 180 visitors
  - *Most Common Activity:* Transport on Ferries
  - *Other Activities:* Running, Resting / Leisure, walking
  - *Comments:* very few people remain along harbour for the view.

#### ***Waterfront Accessibility***

- One (1) MTR station near waterfront
- Signs through buildings on pedestrian bridge are well labeled.

#### ***PAR: Wan Chai MTR station to Convention and Exhibition Center Promenade and Ferry Pier***

- **Route of Travel**
  - Foot Bridge: Exit the MTR and take the footbridge into building, and then go down exit to Lung Wui Road
  - Lung Wui Road: Follow Lung Wui Road past City Hall, until you reach Connought Place
  - Connought Place: Bear right, then head towards peddler street until
  - Peddler Street: Continue down Peddler street until you reach the Central Ferry Pier
- **Path Composition**
  - Foot Bridge: 5m wide, made of concrete. No trip hazard, well maintained with elevator and escalator access
  - Lung Wui Road: 3m to 4m wide, concrete, smooth, no plants along the path

- Connought Place: 2m to 3m wide. Smooth concrete. Path is blocked along the waterfront side due to construction
  - Peddler Street: 2m wide concrete path. No railings, wall towards water is covered with opaque signs
  - **Path Safety:**
    - Hazards: Low trip hazard on all walkways. No obstructions, no congestion.
    - Alleyways: There are no alleys along this route, unlit or otherwise.
  - **Path Lighting**
    - Footpaths: Lighting exists on all roads leading to and around this region.
  - **Destination Signage**
    - City Hall: Signage does not exist to this area from the roads we followed.
    - Central Ferry Pier: Signage exists to this area, but it inconsistent and often hidden.
- 

**Data Summary & Pedestrian Access Routes (PARs)**  
**Sheung Wan**  
**Survey Team: Michael Hyde, Sean Seymour**  
**Daytime Survey: 1:00 P.M.**

***Attractions***

- Shun Tak Center
- Western Park Promenade
- Western Park
- Western Park Sports Center

***Waterfront Promenades***

- **Western Park Promenade**
  - *Population (Noon):* 15 visitors
  - *Most Common Activity:* Fishing
  - *Other Activities:* Running, walking
  - *Comments:* Very little interest in staying there other than for fishing

***Waterfront Accessibility***

- Path is long, not marked with signs, and is very difficult to follow.

***PAR: Central Ferry Pier to Sheung Wan Waterfront.***

- **Route of Travel**
  - Man Kwang Street: Follow Man Kwong Street past the central ferry pier to get to the foot



- Bridge leading into the Shun Tak Center
- Shun Tak Center: Walk through to opposite end of Shun Tak Center, Exit towards Chung Kong Road
- Chung Kong Road: Walk past bus station, and turn right onto West Fire Service Street
- Fire Service Street: at the end of the West Fire Service Street continue onto small promenade
- **Path Composition**
  - Man Kwang Street: 2m wide, smooth, made of concrete. No greenery
  - Shun Tak Center: Wide and smooth walkways within the mall
  - Chung Kong Road: 1.5m wide, slight undulations. Low trip hazard.
  - Fire Service Street: Street is currently under construction. 1m wide, made of concrete
- **Path Safety:**
  - Hazards: Low trip hazard on all walkways. No obstructions. Path becomes Near and in the Shun Tak Center.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
- **Path Lighting**
  - Footpaths: Pedestrian bridges are well lit, however streets pas the Shun Tak center Have limited or no lighting.
- **Destination Signage**
  - Shun Tak Center: Signage exists leading to this major mall
  - Promenade: No signs exist that lead to this promenade from any distance away
  - Park: Signs only exist to label the two entrances of the park.

### **Data Summary & Pedestrian Access Routes (PARs)**

#### **Kennedy Town**

**Survey Team: Minh Truong**

**Daytime Survey: 3pm**

**Evening Survey: 6:30pm**

#### **Attractions**

- Kennedy Town Temporary Recreation Ground

#### **Waterfront Promenades**

- Temporary Recreation Ground Promenade
  - *Population (Noon):* 2 visitors
  - *Population (Evening):* 0 visitors
  - *Most Common Activity:* Fishing
  - *Other Activities:* Resting / Leisure
  - *Comments:* Promenade is not long enough for walking or running
- Belcher Bay Promenade
  - *Population (Noon):* 15 visitors
  - *Population (Evening):* 3 visitors

- *Most Common Activity:* Fishing
- *Other Activities:* Resting / Leisure
- *Comments:* Promenade is not long enough for walking or running

### **Waterfront Accessibility**

- Temporary Recreation Ground Promenade is hidden with only one access route
- Bus Terminus near both promenades
- Kennedy Town Tram Stop
- Passage from Tram stop is poor with no signage.

### **Parking Facilities**

- **Boiiky Parking Ltd.**
  - Capacity: Unknown
  - Pricing: HK\$40 flat rate from 8:00-18:00
  - Visibility: Building easily visible, access route to parking is not
  - Accessibility: Temporary Recreation Ground Promenade
- **Rise Asset Parking**
  - Capacity: Unknown
  - Pricing: HK\$5/hr all day
  - Visibility: Access gate easily visible from major road
  - Accessibility: Belcher Bay Promenade

### **PAR: Kennedy Town Tram Station to Temporary Recreation Ground and Promenade**

- **Route of Travel**
  - Recreation Ground: Follow Caichick Street west to Cadogan Street. Take a left, turn right upon reaching Victoria Road. Go along Victoria Road and turn right at Sai Hing Street. Kennedy Town Temporary Recreation Ground will be on the right.
  - Promenade: Follow Caichick Street west to Cadogan Street. Take a left, turn right upon reaching Victoria Road. Go along Victoria Road and turn right at Sai Hing Street. Upon reaching Kennedy Town Temporary Recreation Ground on the right, walk thru the basketball courts to reach promenade.
- **Path Composition**
  - Caichick Street: Brick, 10 ft wide, good condition. Low trip hazard
  - Cadogan Street: Brick, 10 ft wide, good condition. Low trip hazard.
  - Victoria Road: Brick, 12.5 ft wide. Well maintained. Low trip hazard.
  - Sai Hing Street: Concrete, 7.5 ft wide, poor condition.
- **Path Safety:**
  - Hazards: Low trip hazard on all walkways. No obstructions, no congestion.
  - Alleys: There are no alleys along this route, unlit or otherwise.

- **Path Lighting**
  - Streetlights: Present; maximum distance between: 25 meters. Wide dispersion, well-lit.
- **Destination Signage**
  - All promenades: No signage.

***PAR: Kennedy Town Tram Station to Belcher Bay Promenade***

- **Route of Travel**
  - Promenade: Follow Caichick Street east. Take a left on Smithfield Street. Cross Shing Sha Road. Promenade is straight ahead.
- **Path Composition**
  - Caichick Street: Brick, 10 ft wide, good condition. Low trip hazard
  - Smithfield Street: Concrete, 10 ft wide, good condition. Low trip hazard
- **Path Safety:**
  - Hazards: Very low trip hazard on all walkways. No obstructions, no congestion.
  - Alleyways: There are no alleys along this route, unlit or otherwise.
- **Path Lighting**
  - Streetlights: Present. Distance between: 25 meters. Well-lit
- **Destination Signage**
  - All promenade: No signage

## I Appendix I: Press Release – February 27, 2008

### Press Release

#### **Tourists Conclude: Great harbour; Hard to get to, Little to do—Easy to fix.**

*Hong Kong, 27 February 2008* – Four visiting students published a study today called ‘Four Tourists and Hong Kong’s Harbourfront’.

The study was conducted on behalf of Designing Hong Kong and the Harbour Business Forum. It involved the four students walking to each section of the waterfront from its closest transport hub or MTR station and rating the section. The students surveyed Victoria Harbour’s entire 100 kilometer waterfront over a period of eight weeks.

In the study report, Michael Hyde, Sean Seymour, Daniel Tennant, and Minh Truong from Worcester Polytechnic Institute in Massachusetts, USA, describe their experience as tourists. They also outline how they rated accessibility and vibrancy, their recommendations for improving the harbour, and what the best routes are for walking along the waterfront.

“The challenge was simple, but our experience was horrible,” they explained. “Most sections of the waterfront are very hard to find unless you are a native. We often got lost as we tried to find our way through shopping malls, dead-end sidewalks, and confusing tunnels and foot bridges. With only a few exceptions, we found nothing to eat or drink on the waterfront and no public toilets. This made it uncomfortable to stay and enjoy the spectacular views of the skyline and marine traffic.”

The study rates 17 different waterfront areas based on ease of access, available activities once there, aesthetic quality, and popularity. According to the study report, the four best waterfronts are Tsing Yi, Shau Kei Wan, Wan Chai and Tsimshatsui. The four worst are Kwun Tong, North Point, Cheung Sha Wan, and Sheung Wan.

The study finds that although Hong Kong boasts several excellent waterfronts, tourists face challenges trying to get to and enjoy them. Routes to waterfronts from public transportation hubs are often poorly marked or maintained. Adjacent waterfronts are not well-connected to each other, and visitors must deviate inland in their travels, increasing their chances of becoming disoriented.

The study also finds that while some good waterfronts are unpopular because they are difficult to access, other, more easily-accessible waterfronts are poorly designed and maintained. Promenades often lack restrooms or places to buy food and drink, discouraging visitors from enjoying the harbour for long periods of time.

The study concludes that waterfronts can be made more popular by ensuring that food, drinks, and restrooms are available for people who come to enjoy the view. Waterfronts can also become tourist attractions by improving their accessibility and maintenance.

The study further says that allowing pets, games, street vendors, and other activities will help waterfronts become more popular among both residents and visitors.

The study offers ten key recommendations to improve the waterfronts around Victoria Harbour:

1. Designing a good signage system to direct people to the waterfront will keep visitors from getting lost or frustrated.
2. Creating street-level access routes and zebra crossings between the waterfront and nearby transportation will reduce their disorientation.
3. Removing fences and opening up links between different promenades will allow visitors to explore the different districts along the harbour.
4. Widening pedestrian walkways and providing additional zebra crossings will increase the safety of visitors on foot.
5. Replacing chain-link fences with railings will make areas more pleasant and help visitors feel more connected to the harbour.
6. Replacing cement or dirt flooring with patterned-brick walkways and maintaining greenery will improve the waterfront's aesthetic quality.
7. Constructing restrooms, kiosks for food and drink, or restaurants with alfresco dining will attract visitors to the waterfront, bring their friends, and stay longer.
8. Allowing street vendors and market activities along promenades will make the waterfront more interesting to tourists.
9. Allowing people to walk dogs or fish along the waterfront by legalizing current uses will attract more locals, who in turn will attract more visitors.
10. Publishing walking routes of the harbour specifying the views and activities along each waterfront will entice more visitors to visit Victoria Harbour.

For more information about Designing Hong Kong, please visit [www.designinghongkong.com](http://www.designinghongkong.com) . For more information about Harbour Business Forum, please visit [www.harbourbusinessforum.com](http://www.harbourbusinessforum.com) .

For more information about 'Four Tourists and Hong Kong's Harbourfront' you can contact [info@designinghongkong.com](mailto:info@designinghongkong.com) or [brenda@bec.org.hk](mailto:brenda@bec.org.hk) .

Each of the waterfront areas around Victoria Harbour is rated against four criteria. Each of these criteria is in turn rated from zero to three stars. The overall ranking of each waterfront is based on its total number of stars.

- **Accessibility** was determined by comparing data collected from the survey to international sidewalk standards, including the Hong Kong Planning Standards and Guidelines, the Americans with Disabilities Act (ADA), and the Greater London Authority's Planning Standards. A zero-star rating denotes no access to the waterfront. One star denotes poor, excessively long, or roundabout access, while two stars denotes moderate access that may lack signage. A three-star rating represents a well-maintained and direct route from public transportation to the waterfront, with clear signage and few barriers. Areas that are completely inaccessible (zero stars) were not surveyed for the report.
- **Activity** was determined by the number and variety of possible activities on the waterfront. These included viewing the harbour, using convenience facilities or dining opportunities, walking pets, fishing, as well as any other potential visitor or local activities. A zero-star activity rating denotes no activity on the waterfront aside from harbour views, which are always present. A one-star rating denotes very few activities, while a two-star rating denotes a moderate number of available things to do. A three-star activity rating represents a waterfront that supports a wide variety of distinct activities for visitors throughout the day. Areas that are completely inaccessible were not surveyed or rated for activity.
- **Quality** was determined by the aesthetic and developmental value of a section of the waterfront, including such aspects as sidewalk design, greenery, lighting, and fencing. A zero-star quality rating represents a waterfront without maintained greenery or footpaths; with rusted, obtrusive, dangerous, or absent fencing; and with lots of rubbish or other debris. A one-star rating denotes a waterfront with a promenade that is not well maintained, but still safe and open for public use. A two-star rating denotes a promenade that is clean and mostly well-maintained, but may not be attractive or inviting to visitors. A three-star quality rating represents a promenade that is clean, beautiful, wide, has safe but visually pleasing railings, and is inviting to visitors. Areas that are completely inaccessible were not surveyed or rated for quality.
- **Popularity** was determined by the number of the people actively using a section of the waterfront at different times throughout the week. A zero-star popularity rating represents an empty waterfront or a waterfront containing only a handful of visitors along its length. A one-star rating denotes a waterfront with a constant population scattered thinly over its length. A two-star rating denotes a waterfront with a continuous and noticeable presence of visitors, but that is nevertheless failing to meet its obvious potential. A three-star popularity rating represents a waterfront that is constantly busy through most of the day. Three-star waterfronts are not necessarily packed with visitors, but simply fulfilling their potential to attract people to their lengths. Areas that are completely inaccessible were not surveyed or rated for popularity.