



Pic 1 Siu Sai Wan  
3.2 km from Cha Wan MTR Station

## 1 INTRODUCTION

- According to the Annual Transport Digest 2022, the MTR has the highest usage compared to other public transportation systems.
- With an average of 3,666,000 passenger journeys per day. (Annual Transport Digest 2023)

## 2 RESEARCH QUESTION

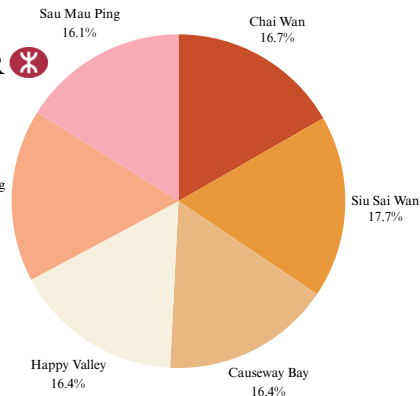
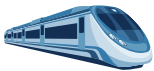
- Do communities with nearby MTR stations exhibit higher levels of social cohesion and harmony?
- How do communities with better facilities compare to those lacking adequate facilities in terms of self-identity, community harmony, and cohesion? Is there a correlation where improved community facilities lead to higher social cohesion?
- Do people generally perceive the nearest MTR station as representative of their residential area? (For example, do residents of Sau Mau Ping identify their location as being in Kwun Tong when speaking to others?)

## HYPOTHESIS

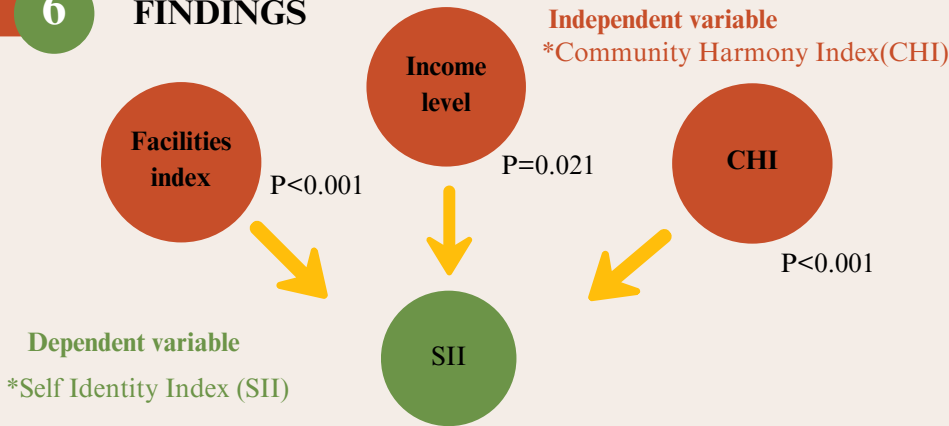
- Communities with nearby MTR stations will have higher levels of social cohesion and harmony.
- Communities with better facilities will exhibit higher levels of social cohesion.
- People tend to believe that the nearest MTR station represents their residential area.

## 4 METHODOLOGY

- Quantitative research method (survey in total 6 areas)
- Targets : Residents from neighborhoods with high MTR accessibility and those from nearby areas without direct MTR access
- Survey areas: Causeway Bay vs Happy Valley  
Kwun Tong vs Sau Mau Ping  
Chai Wan vs Siu Sai Wan
- Non-probability sampling
- Total responses: 312
- Response rate: 98.7%
- Gender: Female 60% Male 40%



## 6 FINDINGS



Under the analysis of One-way ANOVA , all of the P-value<0.05  
There is a strong evidence against the null hypothesis and a statistical significance between Independent variable and Dependent variable

### Regression table

Model	Standardized Coefficients Beta	P value
CHI	0.492	<0.01
Facilities index	0.202	0.06
Income level	0.102	0.141
Neighbourhood index	-0.101	0.448
Distance to MTR station	0.98	0.150
Frequency of traveling by MTR	0.007	0.920

### Relationship between distance to MTR station and representation of MTR station to their living district

- P value <0.001
- Estimated point 0.219

Therefore, it has a significant and positive relationship

### Reason 1 for all of the 6 regions

The frequency of traveling by MTR

P=0.022

Representation of the nearest MTR station to their living district

### Reason 2 for all of the 3 regions (Chai Wan, Siu Sai Wan, Kwan Tong)

Community Harmony Index

P<0.01

Representation of MTR station to their living district



Pic 3 Sau Mau Ping  
2.7 km from Kung Tong MTR Station



## 7 SUGGESTION

### 1) Develop nearby facilities during the planning process for New MTR stations

- Foster greater harmony and strengthen residents' self-identity

### 2) Organize regular forums both online and near MTR stations

- Ensure that services are more localized and suitable for the community

### 3) Organize activities that emphasize the connection between the MTR and local neighborhoods

- Help foster a sense of representation



Pic 2 Happy Valley  
1.8 km from Causeway Bay MTR Station

### Hypothesis 1:

- Finding: Rejected
- Conclusion: Communities with nearby MTR stations do not exhibit higher levels of social cohesion and harmony.

### Hypothesis 2:

- Finding: Accepted
- Conclusion: Communities with better facilities exhibit higher levels of social cohesion.

## REFERENCES

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- Anderson, L. B. (2024). Harmony on the streets: Building community cohesion and trust in the pursuit of traffic safety. Order No. 3148564. Available from ProQuest Dissertations & Theses Global. The Sciences and Engineering Collection. ProQuest Dissertations & Theses Global A&L The Humanities and Social Sciences Collection. 13097820281. Retrieved from <http://ezproxy.lib.polyu.edu.hk/login?url=https://www.proquest.com/dissertations-theses/harmony-on-streets-building-community-cohesion/docview/3097820281/se-2>

## CONCLUSION

### Hypothesis 3:

- Finding: Inconclusive
- Conclusion: Residents living farther away tend to perceive the nearest MTR station as representative of their residential area.

### Limitations of Research:

- Facility index did not measure the frequency of residents using local facilities.
- Age group distribution was uneven.
- Sample size was limited to 50 surveys per district (total of six districts).

### Additional Finding:

- Community harmony index and facility index are related to the self-identity index.