BREAK THE TOURIST BUBBLES!

Spatial stratregies to acheive liveable local places and explorable tourist destinations in developing Chinese cities, Hangzhou as a case

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-I saw the beautiful scenery, unique architectures and explorable gardens. I visited local restaurants and handicraft workshops. The places witnessed the history of the city from thousands of years ago.

-They are not our daily used environment. They are tourist bubbles.
The outside world changes. The unique part shrinks into the bubbles. Before, the streets share the traditional patterns where support active street life. Now, there are standard high-rise communities with auto-lanes everywhere.

Do you want to have a glance at the other side?

-It is boring. I only see cheaper accommodations. But there are lives. The city is like a desert of attractions. I cross the desert to visit some attractive oases. I don't want only to visit the physical environment; I want to see the life within the context.

-It is useless. I only see more tourists and more functions for tourists. But there is the physical environment supporting social lives which disappears in the current age. The city is like a machine for us to make a living. While the beautiful areas are now for the tourists, they are like a vase of flowers for us. It is pretty while has nothing to do with the machine. I don't want only to make a living in the city; I want to seek and create a life here

Can we?

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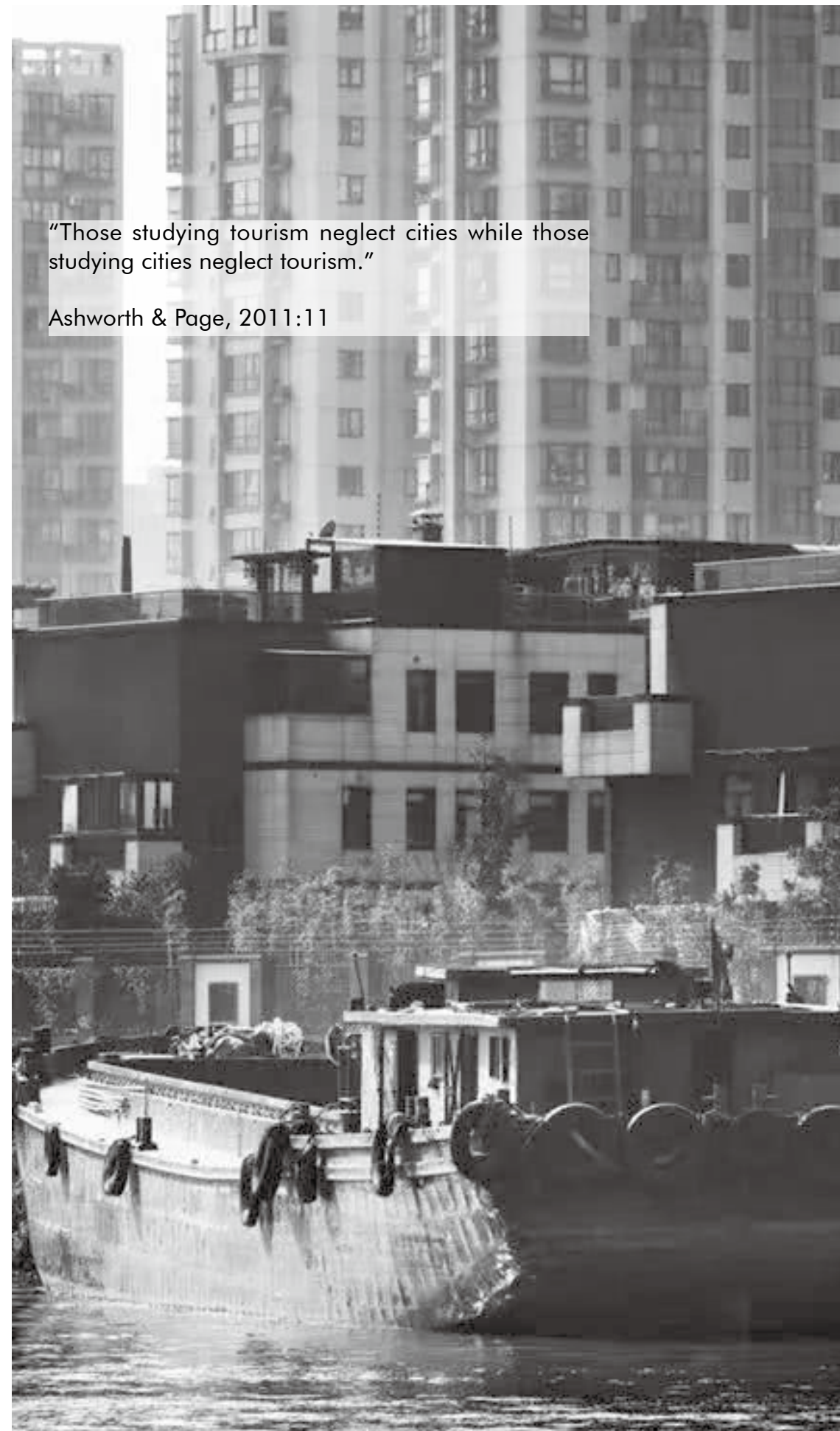Urbanism, BK, TU Delft

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"Those studying tourism neglect cities while those studying cities neglect tourism."

Ashworth & Page, 2011:11

Image 1.
The urbanisation around
the tourist bubble area
of Gongchen Bridge

Xinke Wang, 2014
source: 3g.163.com/dy/article/
ECQ8LEKE0514R9P4

BEYOND OVER-TOURISM
RETHINK TOURISM IN THE CITIES

Cities are great attractions for tourists. Tourists are drawn to the cities worldwide in rapidly growing numbers (World Tourism Organization, 2012). City tourism recorded significant growth in recent years with arrivals grown on average 6.5 percent year-over-year from 2009 till 2019 (Robino, 2019). Studies and tourism agendas are piled up with the concern of the growing urban tourists. A new cluster of tourism researches "over-tourism" (Butler & Dodds (eds.), 2019) reports hundreds of cases which scholars and residents worrying about that the mass tourists will ruin the urban living environment, from Barcelona complaining about the excessive tourists crowding out the locals(Goodwin, 2016) to the vague criticism on the Internet about Hangzhou's traffic congestions with tourists growth.
"…the excessive growth of visitors leads to overcrowding in areas where residents suffer the consequences of temporary and seasonal tourism peaks, which have enforced permanent changes to their lifestyles, access to amenities and general well-being. (Milano & al., 2018)"

Those concerns come from a very classic way of understanding a tourism destination: when tourist number exceeds the tourism capacity, it is problematic. That is a widely used model in all kinds of tourism destinations, especially the cities where complain about over-tourism the most. Tourism carrying capacity (Fisher & Krutilla, 1972) (also known as the tourism capacity) means the number of tourists that a destination area can contain without negative impacts on either other tourists or the residents in physical, cultural and social aspects (O'Reilly, 1986). The impact of tourism on the destination changes from positive to negative when the tourist number exceeds the capacity. The strategic stage is the time when the tourist number is about to reach its capacity. Different actions at that stage can lead the tourism area to a different future: rejuvenation, stagnation or decline (Butler, 1980). This concept has strongly influenced people's idea on the relationship between tourism and the destination with thousands of cites of that strategic stage (Wang & al., 2016) and its influence has been strengthened

in tourism practices as an indicator in the official guideline of sustainable tourism planning(UNEP & WTO, 2005) since sustainability become a lasting heated topic (Saarinen, 2006).

However, the current city is not a common type of tourism destination. Urban tourism has been considered as a hybrid domain of cities and tourism (Ashworth & Page, 2011). Tourism starts to be seen and dealt with as an inherent and inseparable part of the city. Today's challenge is not just how to manage tourism in the city but also how to manage the city with tourism (Ajuntament de Barcelona, 2017:17). Both sides start to seek synergies in goals, which can be seen clearly in the role of tourism in European cities' agendas (Pasquinelli & Bellini, 2017) and the transformation of the tourism destination organizations from Destination Management Organizations to Destination Development, Marketing and Management Organisations (DDMMO) (European Cities Marketing, 2018). Facing the new situation, the questions are aroused: is the tourism capacity concept, which purely looks from the tourism field, still valuable? What are the limitations of the capacity models in understanding and managing urban tourism?

What does the old way of understanding tourism hide when tourism meets the city?

Urban tourism is now invited to the coordination table of city management. Especially as the focus on urban tourism shifts from "tourism in the city" to "the city with tourism", urban tourism and urban development are exploring interfaces to communicate, cooperate, co-develop and co-sustain. However, the inherent ideas from the tourism carrying capacity hide many potential linking points between urban tourism and the city, which can lead to many difficulties and misfocuses in the conversation. The deeply-rooted idea of binary judgement and singular indicator in the capacity model need to face the city as a multi-purpose system driven by thousands of dynamic forces; the interests in a wholesome limit of a stable context

needs to set up talks with stakeholders seeking benefits from multiple scales at different stages.

The discussion is going to uncover the hidden elements from three aspects: 1) the ignorance on other processes in the city under a tourist-focused view; 2) the neglection on the unchanged elements under an impact-sensitive view; 3) the disregard on the diverse city goals under the binary judgement criteria.

One factor oriented versus the city as a multi-forced environment

The old way of looking at tourism in the city with tourism capacity has been narrowed by its own mechanism to tourists while the city has many other process and forces which drive its development and transformation. Other forces in the city can lead to the same outcome as tourism. Gentrification in the city is a good example. It is always blamed on the rapidly growing number of tourists(Cocola-Gant, 2018), with complaints varying from the rises of the house rents led by Airbnb (Arias-Sans & Quaglieri-Domínguez, 2016; Cocola-Gant, 2016) to the increasing price of the goods in commercial and leisure facilities (Cocola-Gant, 2015). However, tourism-led gentrification is only one type of gentrifications in the city juxtaposed with many other types of gentrification, such as new-built gentrification, green gentrification and culture cluster gentrification (Lees & Phillips (eds.),2018), in which the forces behind them are always national land policy, local cultural-economic development strategies, the globalisation in real estate investigation and community regenerations. The word tourism is not even mentioned in the history of the three main movements of city gentrification (Lees & Phillips (eds.),2018).

Is tourism a dominant force in the city's transformation? It is hard to distinguish how much tourism contributes to the city transformations among all the other forces. Though many complaints are concentrated on tourism, in the cities where tourism is not the dominant industry, the impacts of urban tourism on the cities are always overestimated (Ashworth & Page, 2011). That is in most of the cases when urban tourism is brought into the discussion, even the world-top-visited cities like Paris, Berlin, and London (Ashworth & Page, 2011). It can lead to misfocuses on tourism as the dominant contributor and on the tourist number as a warning indicator, if the tourism factors, for many cases, are not the main driver.

The relationships between tourism impacts and other forces in the city can also make a difference. Besides the tourist number mentioned by the capacity model, the timing and the way that urban tourism joins in the existing on-going processes also matter. An example is that cultural tourism can leave different impacts, varying from protection, transformations to a total destroy according to the development of the creative industry in different stages. The tourists can be seen as a threat to a start-up artist clustering area with only poor artists easily to be influenced and pushed out by tourism marketing activities. But the same group of tourists can also be a power to protect a mature artist neighbourhood where the residents are fully aware of the authenticity of the neighbourhood identity and already has a process of protection. The tourists' interests in the artists lifestyle and living environment (the back region of the tourism attraction (MacCannell,1999)) bring more economic incomes, enhance place image and help the area achieve higher competitiveness. For those big companies in the creative industry, tourism acts as a role to add extra value. The integration of creative content with tourism experiences helps to sustain the growth of creative industries (OECD, 2014). For example, the fashion industry in Florence, Italy, has already gained benefits from the integration. With the fashion museums and shows in their headquarters, it promotes its brand and ideas to tourists visiting Florence from all over the world and wins more local supports (Bellini & Pasquinelli, 2016).

The disappear of urban tourism impact can even be a trigger for city development that it turns on other processes. The life and death of an urban tourism destination do not have a direct relationship with the life and death of that piece of the urban area. A holiday resort could turn into an abandoned area with no liveliness if it loses the attraction to tourists and goes to an unrecoverable decline. In the city, on the contrary, the decline of tourism function in a certain urban district may be a rejuvenation for other functions in the long term. For example, the Olympic stadiums (the Bird Nest and Water Cube) in Beijing was heated tourism spot from 2008 to 2010 but received a decline recently. However, the decline for them as tourism spots gave them new chances to rearrange the interior of the building, and they are now successfully transformed into local cultural and sports facilities.

An indicator of changes in a stable environment versus the city as changing system in need of un-changes

Tourism not only makes changes to the city, but also helps keeping the unchanged elements. In the city where changes and develops, tourism plays an important role in keeping certain urban elements unchanged. Urban tourism helps the city maintain and regenerate the physical and cultural heritage in a sustainable way.

Urban cultural tourists visit and keep physical elements in the city financially sustainable (Ashworth & Tunbridge, 2001). The monuments, historical buildings, and cultural scenic areas are always top visited spots and recommended sightseeing areas, but the maintenance of them needs consistent financial support. Most Chinese historical cities see tourism as an important role in economic sustainability in preserving old urban fabrics (Shi, 2010). Although this shared understanding leads to a national-wide touristification in the old district in different cities (Ruan, 2001), it attracts investments to maintain the old structure and façade of those walkable and lively streets, which are quickly disappearing and replaced by the high-rise apartment with priorities to car users in the rapid urbanisation process in Chinese major cities.

Urban tourism keeps the collective memory and stories, the customs, the unique skills in the sites and passes onto the next generation. Though much richness of the places has been simplified into labelled sights, recommended activities and products, advertised atmosphere and wrapped up stories and history (Judd & et (eds.), 1999), tourism still keeps those highlighted cultural segments within the sites. The tourists' interests in the intangible cultural heritages offer a chance to keep the old skills existing. Those intangible cultural heritages range from paper cutting, the old way of winemaking to traditional opera and festival customs. Tourists buy souvenirs and consume cultural products. They bring economic profits to the people and the community which have the skill and give them an opportunity to spread the unique skills in a larger range than the origin community (Wang & Tian, 2010). It attracts young people in the community to stay and inherit skills. It has special meaning in this modern age in which the old skills lose its competitiveness to the fast-developing techs in automated manufacturing and the young generations are easier to leave and seek jobs elsewhere and in other fields.

Urban tourism offers a chance for regeneration for the elements that are hard to transform in the city. Heavy industry fields, for example, have harsh policies in its land-use transformations because its former pollution can be deep in the soil. It is not removable and can bring bad effects if people have consistent long-time exposure to it. There is no possibility to introduce people to work or live there. Event tourism turns out to be a solution for it to fit in an upgraded urban environment, with succeeded practices of having concerts and firework shows in abandoned factory field in Duisburg, Germany (Nrw-tourism, 2019) and the new trails of organizing the world-famous snowboarding match Air & Style in the old

steel factory in Beijing, China (Qin, 2017). It is safe for the tourists who just pay several visits, and it also brings liveliness and economic incomes to the surrounding neighbourhood with new urban agendas.

Binary judgement versus the city as a multi-goal system

The outcome of the tourism capacity model is binary: tourism is either positive or negative to the city. It pays attention to two turning points: one is when the impacts change from positive to negative; the other is when the negative impacts flip into an unacceptable stage from an acceptable one.

Good or bad is too general for the development of cities, instead, they target a series of goals at the same time. From the Chinese city agendas to the European ones, cities have interlaced roles with ecological, economic and cultural aspects from regional to global levels written as the headlines in the documents. The EU Urban Portal (European Commission, 2016 (originally cited in Bellini & Pasquinell (eds.), 2017:17)) put forward a slogan Green cities, Resilient cities, Innovative cities and Creative cities which aiming at four the urban visions. The sustainable development goals (SDGs), which cities will be the core engines to carry them out, has 17 different goals varied from climate adaptability, economic growth to social equities (United Nations, 2015). A framework of 12 main values and 50 sub-values that a city may aim at are categorised (Abraham & Höppner (ed.), 2019), which mentions secure, health, belongings, happiness, equality and many others.

Unlike a general judgement of positive or negative impact on the city, tourism's impacts can be different on different specific urban goals. Urban tourism has the ability to push or resist the city to some of its goals. Tourism for Good, a vision document from Copenhagen, highlights different contributions that tourism can make in achieving the city's SDGs (Wonderful Copenhagen, 2019). With the strategy Broadening the Tourism, it provides more decent jobs to the city

and boosts economic growth. The same tourism approach, however, can bring risk to another goal called City with an Edge in the urban development document Co-create Copenhagen (Technical and Environmental Administration of Copenhagen, 2015) which tries to keep the authenticities of the residential neighbourhoods at the city edge.

The city always changes (Bourdeau-Lepage & Huriot, 2005), with which its attitudes to urban tourism also changes. Unlike the natural tourism destination or the historical heritages preservations, which surely treat the changes made by the tourists as an unwanted sign, the city changes its attitudes towards urban tourism with its latest goals. It is normal that a neighbourhood changes its goal in time. The commodification, standardization and gentrification which causing outflows of the original inhabitants and a loss of the neighbourhood authenticity (Maciocco & Serreli, 2009) can be also seen as an evolution of the places' people's lifestyle and the genesis of a new authenticity (Zukin, 2010). Without a clear context and value orientations, it is hard to compare the pros and cons for a city between losing an old social-cultural network and breeding a new one if the evolvements are expected.

It has wide contact with the city with its morphology melting into the urban systems (Law, 2002). This ability has been discovered in fragments among scholars proposing methods of crossed scaled urban tourism stakeholders network(Timur & Getz, 2008), coopetition (Chim-Miki et al., 2019) and community initiatives in tourism planning(Malek & Costa, 2015). It has not welly integrated into the city planning system partly due to this unfitness. The tourism capacity is a warning mechanism on a city level, while the city is a coordinate model in seeking mutual benefits. This difference in the main purpose can lead to difficulties in matching stakeholders between tourism fields and the city.

Uncover the Hidden

The tourism capacity model sets limits to urban tourists with holding their negative impacts on an acceptable degree to the city. As long-lasting popular concept and management model in the tourism domain, it shapes and blocks people's view in urban tourism.

The old way of looking into urban tourism hides three points in urban tourism: 1) the richness and complexity of other processes in the city, and the relationship they have with urban tourism; 2) the unchanged elements under tourism impacts in the changing city; 3) the diverse impacts of urban tourism can make to the city in achieving goals. It is a model for action plans among city managers, yet not enough for other investors and decision-makers. It doesn't tell any clue where

the city may be led to with the process of tourism, to what extends, through how long time, at what scale and who are related.

To uncover the hidden points by capacity models and have better integrated city agenda with urban tourism, a new way of structuring tourism into city are proposed with the following suggestions: 1) Network of forces: put the impacts from tourism into a network of other city forces; 2) Dynamic environment: understand the city as a changing and developing environment; 3) City at the core: identify the urban tourism's impacts from the diverse needs of the city with criteria for or against the specific goals; 4) Cross scales: open up the talks cross the scales to get stakeholders from the city involved.

CHAPTER 1 INTRODUCTION

This chapter offers an overview of the thesis.

What is the thesis about?
Why?
And how?

Image 2.
Overtourism in the West
Lake of Hangzhou during
peak days

Hangzhou government, 2016
source: hangzhou.gov.cn

Why the topic?

"The West Lake in Hangzhou, world heritage of urban scenic landscape, is forbidding daily functions of the locals. In 2016, it was banned for people to roller skate, cycle and walk the dog on its starring tourist spot, the Bai Dike. Recently, all private cars are forbidden to cross the scenic zone(even though the road is an urban road for cars), because of its disturbing influence on the tourist's experience. "

Tourist bubbles formed. Moreover, the bubbles are getting strong. Tourist bubbles in the urban settings are always, especially the cultural tourist areas, related to the city's heritage areas in high population density areas. The way people understanding and managing it is influential to the relationship between tourists and the locals in the city. Many complaints are shouted loud around the world. What is more, The relationship between urban tourism and city development is in the transform stage now.

Why now?

The city and urban tourism are both at a turning point. Some cities' industry structure and urban spatial structure need transformation. Though most tourist spots are still popular, there are slightly decline in certain areas which are only dominant by tourists.

The planning and governance structure may bring new insights to the issue. In 2018, the Chinese government was reorganizing its governance and planning system. The new office taking charge of urban planning is under the natural resources department, which mainly focused on territory structure and land management. Three departments (cultural, sports and tourism) become one. It is a chance to promote new ideas on governance and planning in this shifting time.

Before 2018.3

CULTURE DEPARTMENT

TOURISM BUREAU

The reform of the governmental departments

After 2018.3

CULTURE AND TOURISM DEPARTMENT

New possibilties in cooperation

? !

Figure 1. The change of
government department
which related to tourism

source: gov.cn
draw: author
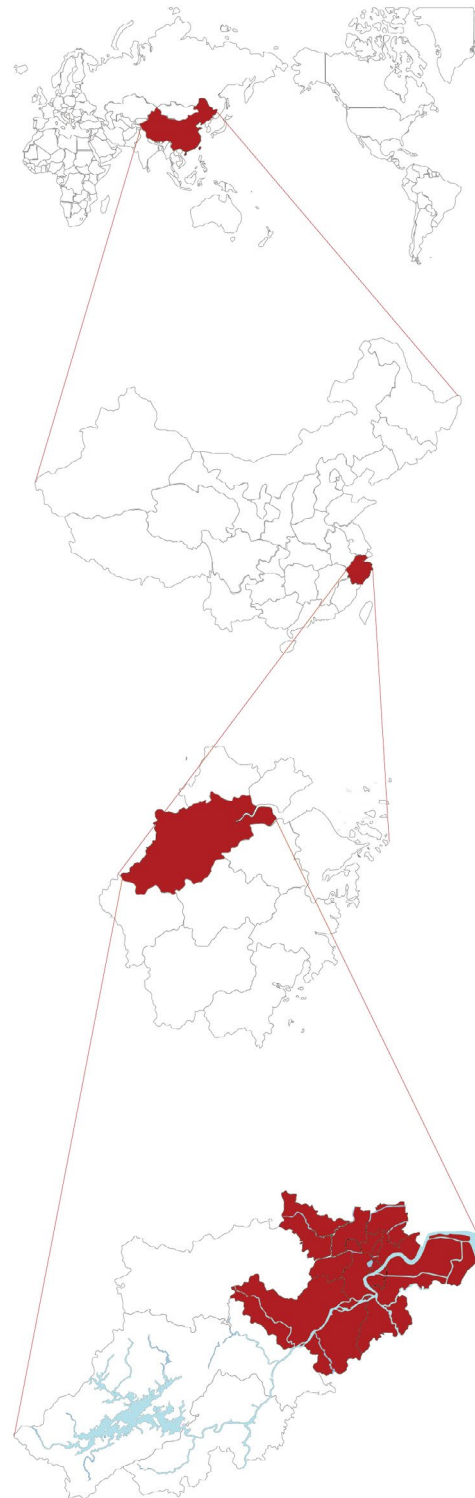2019

1.2 THE SELECTION OF THE CITY

The uniqueness of the Chinese context

Urban tourist bubbles exist everywhere around the world, but they have some particularities in the context of large Chinese cities. The particularities are:

1)The shared boundary of heritages:

They share the same core of historical natural-cultural resources in the city, which are a continuous piece of lands in the city (instead of a single building or the whole city as a bubble). They are always urban cultural, scenic landscapes, the traditional streets, and a cluster of buildings.

2)Tourism as a city brand:

The tourism areas contribute to the economy of the city. However, they are more like a city brand to attract other resources for the city or like a national resource for residents from national wide to visit.

3)The dramatic changing settings:

They are the stable physical environments in the fast-changing urban environment. The rapid loss of the human-scale environment is happening in the cities in China in the latest 25 years, which caused by massive-scale demolition and quick development of real estate;

4)Powerful but unintegrated planning system:

The tourist bubbles do not naturally form due to the tourism market. Many of them are triggered by top-down planning. The tourism area is managed and planned as a separate area. The handover with other urban planning only reflects on economic goals. Residents are forced to move out of the heritage areas by the planning rather than by the increasing tourists.

Hangzhou is typical and representative in those aspects.

Figure 2.
Location of Hangzhou city

author
2019

Up:
Figure 3. Map of Hangzhou city

data from openstreetmap.org
draw by author,2019

Down left:
Image 3. One of the symbols of Hangzhou
Hangzhou government, 2020
Hangzhou.gov

Down right:
Image 4. The logo of Hangzhou, suggests its richness in heritages
Hangzhou government, 2020
Hangzhou.gov

Why choosing Hangzhou?

1) The historical and cultural city

It is a historical and cultural city with a long history and a nationally well-known urban landscape, West Lake. It is exploring new tourist attractions: the historic districts, the Grand Canal, and the transformation of industrial heritage. They are all in its tourism-related urban agenda without exception

Hangzhou's history dates back to 2000 years ago. The history is layered in its physical environments and culture, mostly concentrated in the West Lake scenic area and Grand Canal. From Sui dynasty (598), the construction of the grand canal started. It connected Beijing and Hangzhou and still serves as an essential water route today. Mayer Bai in Tang dynasty (820) and Mayer Su (997) in Song dynasty built two dikes in the west lake to control the sediments and the irrigation. They were famous poets and writers and left many beautiful poems about the lake, which are still well-known among the people. The products of tea and silk also raised the city's reputation. The ten-scenery labelled by the Emperor Qianlong (1751) of Qing dynasty made the scenic area national famous.

With those resources, Hangzhou has been a heated tourism city for long. Moreover, the pressure is always on the heritage areas, which are the bubbles. There are 184 million tourists visited Hangzhou in 2018(See the Figure 4 below). It increased nine times from 21.5 million in 1995. Foreign tourists increased from 0.5 million to 4 million per year. The west lake is still the most popular spots that 28 million people visited it in 2018. The Grand Canal and West stream wetlands are the second and third visited spots with 10 million and 5 million people per year.

2 Tourism more as a brand than an economic driver

Tourism combined with cultural heritage gives a business card for Hangzhou to promote its characteristics in the national and international stage. Hangzhou takes e-commerce and manufacturing as its pillar industries. Hangzhou was repeatedly rated as the best commercial city in the mainland of China by Forbes. The IT industry has become a pillar of the city's economy. It contributed 17.9% to the GDP in 2017(Hangzhou government, 2018), following the traditional industries 31.4% (Automotive Manufacturing, Steel industry, Food and beverage manufacturing,

Textile and clothing industry). The tourism industry had steadily contributed 7% to the urban economy 25 years ago. Though tourism industry is not the central pillar in its economy, the importance of tourism is still clearly indicated in the city master planning: a national historical city and an international tourism destination(Hangzhou master planning, 2016).
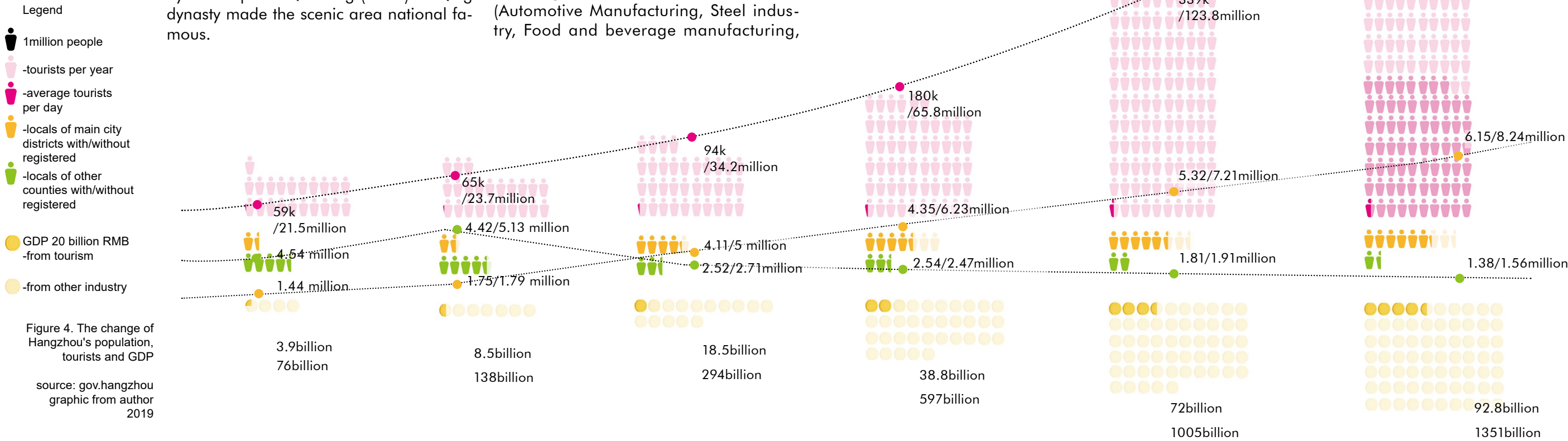
3) Quick urbanisation, industrial upgrading, loss of humane scale environment and attractiveness

Hangzhou, as the capital of Zhejiang Province, has relied on its economic transformation for nearly 25 years to achieve rapid urban expansion and development.

Unlike Beijing, Shanghai, Hong Kong, Shenzhen, those Chinese cities with special national attentions due to political and economic reasons in a longer time, Hangzhou's change represent mainly other big cities in China: The changes happened in the recent 25 years.

The population of the Hangzhou region increased from 5.98 million to 9.8 million from 1995 to 2018. The population of central city districts hit 8.2 million in 2018(Hangzhou government, 2019), and it is predicted that the Hangzhou region is reaching 10 million by 2020.

Most of the old neighbourhoods were demolished in the city. Dull high-rise real estate buildings quickly occupied the city

Legend

1million people

-tourists per year

-average tourists per day

-locals of main city districts with/without registered

-locals of other counties with/without registered

GDP 20 billion RMB -from tourism

-from other industry

Figure 4. The change of Hangzhou's population, tourists and GDP

source: gov.hangzhou graphic from author 2019

59k /21.5million
4.54 million
1.44 million
3.9billion
76billion

65k /23.7million
4.42/5.13 million
1.75/1.79 million
8.5billion
138billion

94k /34.2million
4.11/5 million
2.52/2.71million
18.5billion
294billion

180k /65.8million
4.35/6.23million
2.54/2.47million
38.8billion
597billion

339k /123.8million
5.32/7.21million
1.81/1.91million
72billion
1005billion

504k /184million
6.15/8.24million
1.38/1.56million
92.8billion
1351billion

The growth of tourism and the development of the city

with fences around them. Local people feel pity that the city has been losing its uniqueness and liveliness and changes to a place like everywhere. It is not easy to find an enjoyable humane scale and the slow-traffic system anymore. Hangzhou is the city under most criticises of its new-built residential block with each edge of 300 meters long with nothing unusual, and it has the highest personal car ownership rate in the country.

ly implements the various land use plans and city agendas of the city. As a city that attaches importance to scenic tourism and cultural tourism, it has systematic tourism planning and researches. Hangzhou is a city manages its tourism images and treat tourism as an element of the city, the planning and actions began earlier than most the Chinese cities which offer more materials to dive into. .

ᵣ**4) Tourism with top-down planning**
As the provincial capital, Hangzhou strict-

Image 5.Westlake, the famous winter scenary: broken bridge with melting snow

Gotohz,2017
source:http://de.gotohz.
com/tourismus/
nswurdigkeiten/201712/
t20171215_150566

Image 6. Xiaohe district as a new tourist attraction

Adu, 2019
source: zhuanlan.zhihu.com/
p/54503158

Image 7. The tedious new-built neighbourhood which has littel consideration on humane scale and city identities

Xinke Wang, 2014
source: 3g.163.com/dy/article/
ECQ8LEKE0514R9P4

Image 8. The urbanisation around the tourist bubble area of Gongchen Bridge

Xinke Wang, 2014
source: 3g.163.com/dy/article/
ECQ8LEKE0514R9P4

1.3 PROBLEM STATEMENT

In the past 25 years, tourist bubbles have formed under the fast urbanisation in Hangzhou. Cityscape is changed as old neighbourhoods were demolished everywhere and replaced by tedious high rises communities, and the left ones which capsuled the enjoyable human-scale spaces with a unique identity and the social and cultural amenities are planned as tourist bubbles.

Though with the tourism branding Living Poetry, those tourist areas contribute little to the local people's social-cultural life and cause tensions in and out of the bubbles. Inside the bubble, the over-tourism caused pressure to the heritage and public transportation at the edge; it also loses the authenticity as the daily function disappears. The tourist bubbles absorb too much attention within it. However, it benefits little for the daily life of people around.

Tourist bubbles *Enjoyable environment occupied by tourists; the city identity is capsuled inside the tourist bubbles*

Over-tourism inside
Loss of daily life inside

Outside: loss of identity & liveability under fast urbanisation

Tourists

Locals

Pressure at the edge

Locals outside are ignored
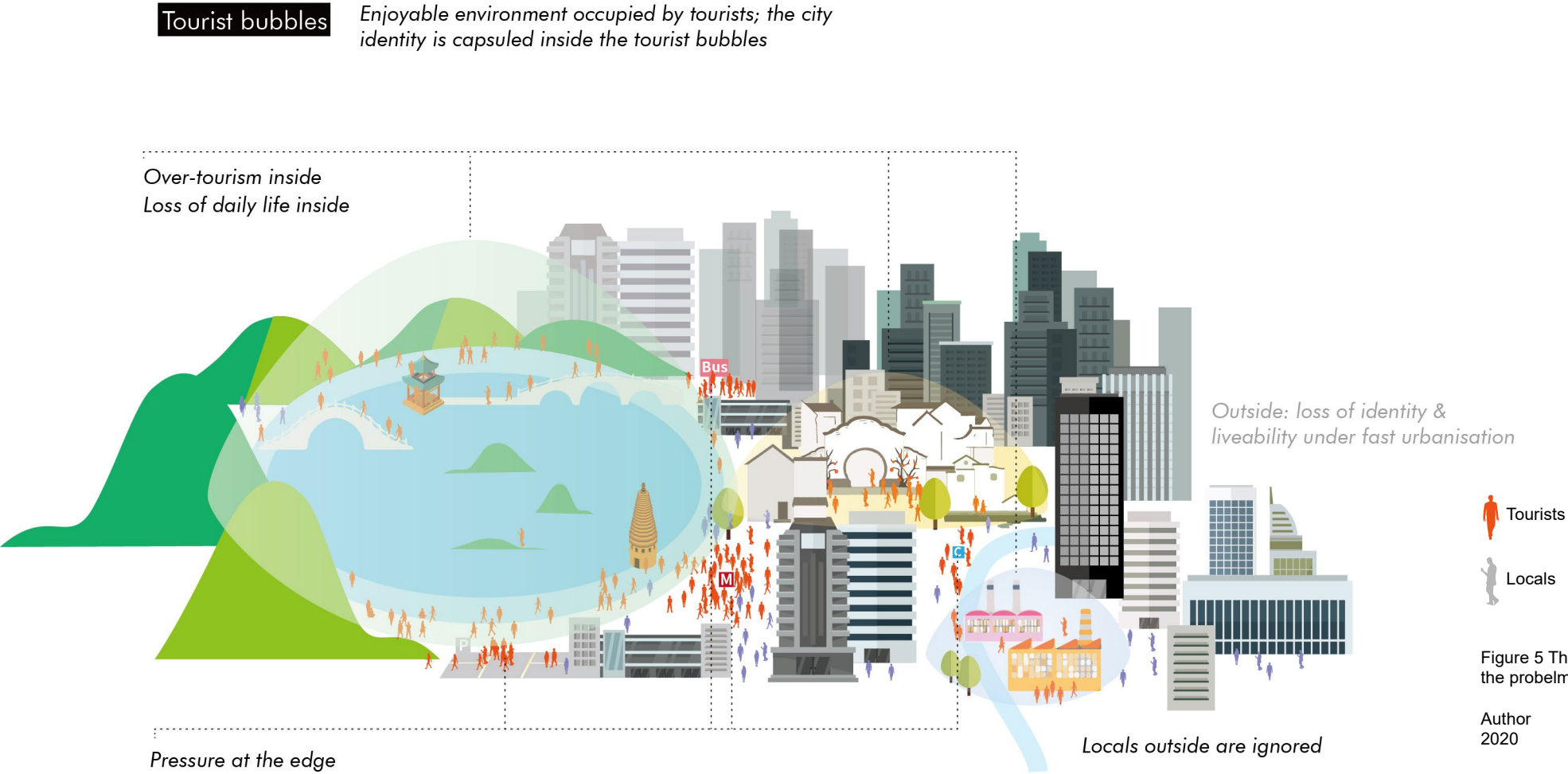
Figure 5 The overview of the probelm

Author
2020

Image 9. Overcrowded on the scenic bridge

Running dongdong, 2019
source: www.sohu.com/
a/257704257_118685

Image 10. No pets, no cycling, no rollerstaking

Hangzhou government, 2018
source: www.hangzhou.gov.
cn

The problems

The living poetry is just a physical shell for tourists to visit in the tourist bubbles, yet the bubbles stop the real city life to happen in the cultural areas. They bring risks and adverse effects to both tourists and locals. Those tourist bubbles cause problem in all three territories.

Firstly, inside the tourist bubbles: tourists occupy the best resources while the nearby locals have less attention from the city manager in using of the spaces in the tourist spots. The places lose authenticity in the process of touristification. In the end, they lose the liveliness and attractiveness. Hefang Neighbourhood, a renovated traditional neighbourhood planned and being as a tourist area, is now facing a decrease in reputation in tourists for it is fake and kitsch. It does not and will not meet the need of the new cultural tourists as they try to seek authenticity and understand people's living style instead of only sightseeing. The pressure in the tourist bubble is also severe. During peak seasons, the places are under the massive pressure of people flowing in the tourist areas. The West Lake, a cultural heritage cluster surrounded an urban lake (the area of the lake: 6.5km2), was visited by 1.85 million people on the peak day in the National holiday of 2018(Hangzhou tourism commission, 2019).

Secondly, at the edge/gates of the bubbles. A high number of tourists are flowing in and out the tourist bubbles every day, which caused pressure at the public transport gateways which link the city and the tourist bubbles and the other entrance of the bubbles.

Finally, the attentions are paid mostly inside the tourist bubbles and the linkages which tourists are using, especially in the city plannings. The plannings neglect the needs of the surrounding local communities to the area. The nearby neighbourhoods quickly become a supporting system of the tourist bubbles, which offer the catering, accommodations and the parking lots for the tourists, which cause tensions between the locals and the tourists. The cultural and physical identity which the heritage carried only stay within the area, and have little influence on the surroundings.
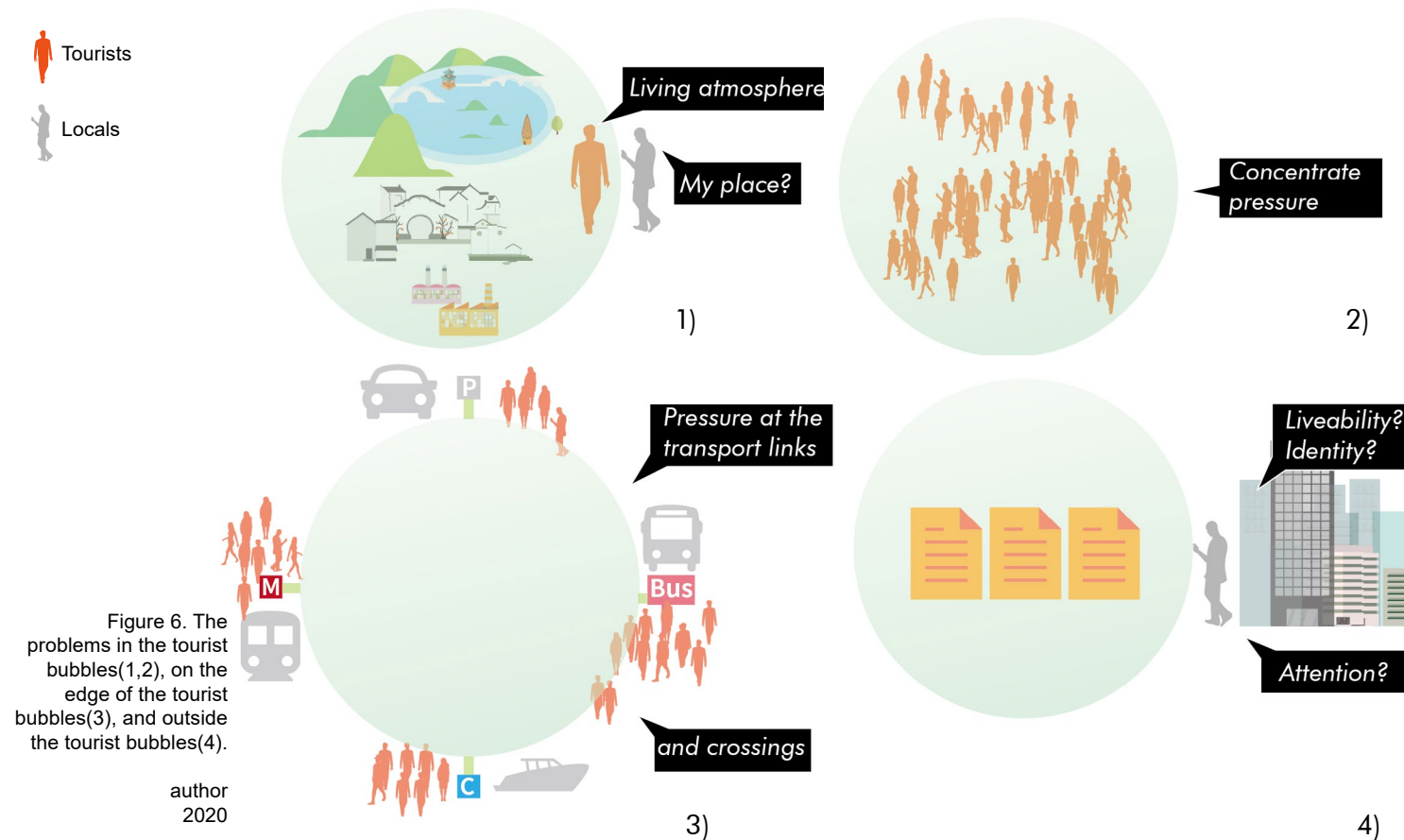

Image 11. Overcrowded on the scenic bridge

Running dongdong, 2019
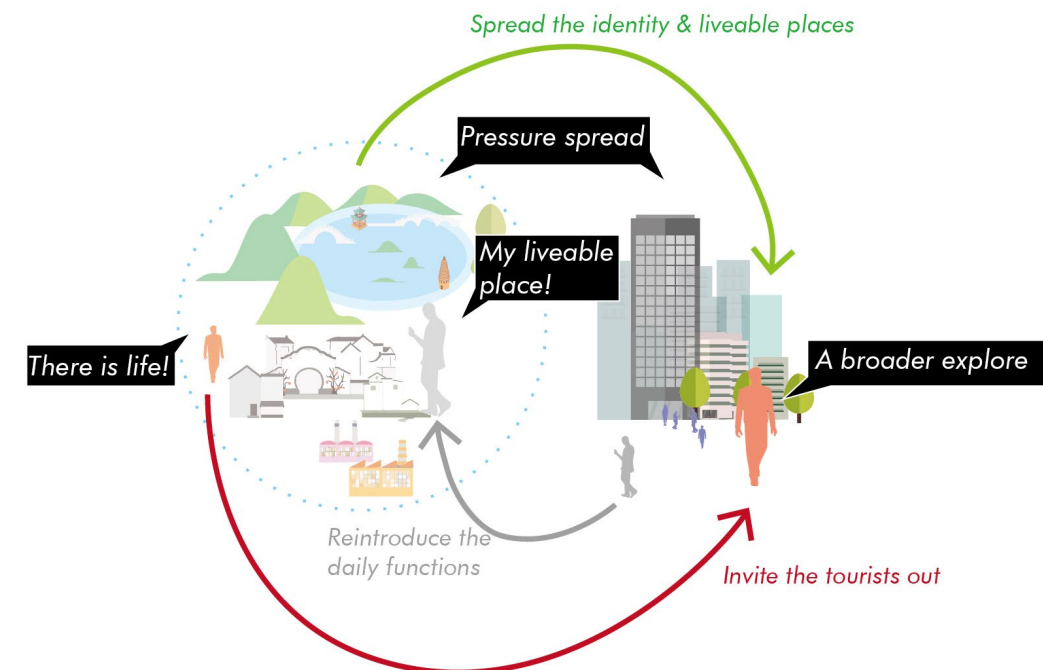source: www.sohu.com/a/257704257_118685

The potentials

The tourist bubbles, on the other hand, keep a unique and humane scale physical environment which could bring social-cultural spaces for local people's daily life. Also, the identities of the tourist areas are so influential; it is a pity that the identities are only limited in the tourist bubbles as a brand.

How can we reintroduce the locals in the current tourist areas? How can we spread the identity out of the tourist bubbles to encourage the tourists to explore the city? How can the two groups co-exist in the real Living Poetry (as a tourism brand and a real amenity for locals)?

There is a gap to research how the tourist bubbles function now with the two groups of people interact with them from a social, cultural and spatial view and seek the possibility to break the bubbles to enhance the living poetry for the needs of the two groups.

Tourists

Locals

Living atmosphere

My place?

1)

Concentrate pressure

2)

Pressure at the transport links

and crossings

3)

Liveability? Identity?

Attention?

4)

Figure 6. The problems in the tourist bubbles(1,2), on the edge of the tourist bubbles(3), and outside the tourist bubbles(4).

author
2020

Spread the identity & liveable places

Pressure spread

My liveable place!

There is life!

A broader explore

Reintroduce the daily functions

Invite the tourists out

Figure 7. The potential of the tourist bubbles in building up Living Poetry

author
2020

1.4 RESEARCH QUESTIONS

Main research question:

How can Hangzhou break the <u>tourist bubbles</u> to offer <u>a liveable environment for the residents</u> and <u>an explorable destination for the tourists</u> with the opportunities brought by the <u>integrated</u> planning system?
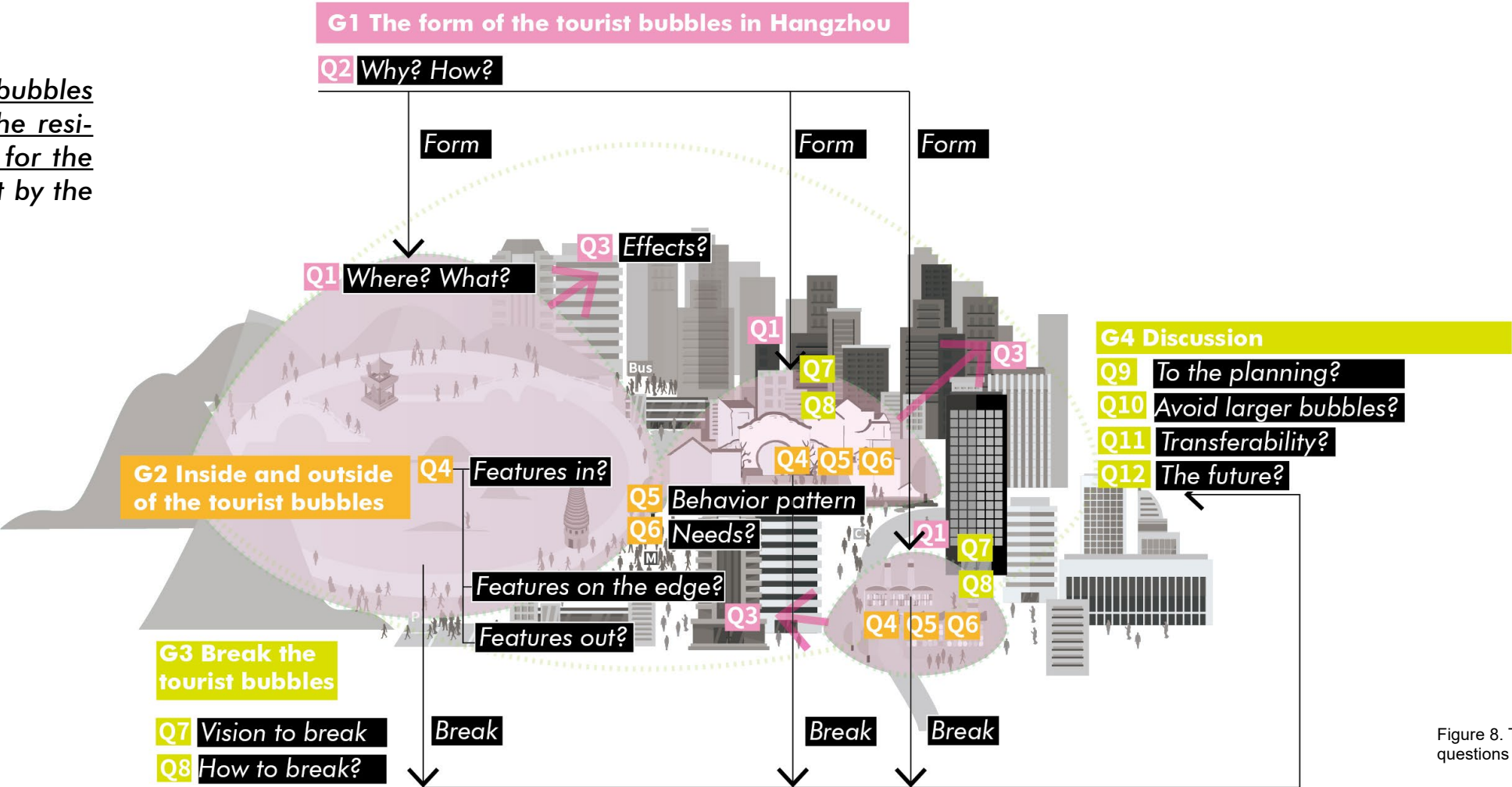

G1 The form of the tourist bubbles in Hangzhou
Q2 *Why? How?*
Form   *Form*   *Form*
Q3 *Effects?*
Q1 *Where? What?*
Q1
Bus
Q7
Q8
Q3
G4 Discussion
Q9 *To the planning?*
Q10 *Avoid larger bubbles?*
Q11 *Transferability?*
Q12 *The future?*
G2 Inside and outside of the tourist bubbles
Q4 *Features in?*
Q4 Q5 Q6
Q5 *Behavior pattern*
Q6 *Needs?*
Q1
Q7
Q8
Features on the edge?
Q3
Q4 Q5 Q6
G3 Break the tourist bubbles
Features out?
Q7 *Vision to break*   *Break*   *Break*   *Break*
Q8 *How to break?*

Figure 8. The research questions

author
2020

Into sub questions:

G1 The form of the tourist bubbles in Hangzhou
<u>The role of tourist bubbles in Hangzhou</u>
   Q1: What and where are the tourist bubbles? (Into categories)
   Q2: How and why do those tourist bubbles form with the fast urbanisation processes?
   Q3: How do those tourist bubbles influence Hangzhou?

G2 Inside and outside of the tourist bubbles
<u>The relationship of two groups of people with different tourist bubbles</u>
   Q4: What is the spatial/cultural/social environment, the tourist bubbles formed inside, on edge, and outside? Why do those spaces exist?
   Q5: How do different people interact with the bubbles(in, on edge, and out) in a temporal-spatial view?
   Q6: What are the needs of different groups of people?

G3 Break the tourist bubbles
<u>Rearrange the interrelationships of tourism and liveability</u>

   Q7: What are the strategies to bring residents' daily life in, to spread tourists out, and make edge permeable? (Strategies in general)
   Q8: How to bring those strategies to the tourist bubbles to the ground? (Intervention and design on the site)

G4 Discussions
<u>The appliance, transferability, reliance and potentials</u>
   Q9: How can it relate to integrated planning and stakeholders?
   Q10: How to avoid forming more giant tourist bubbles and other conflicts?
   Q11: How can other tourism cities in China, and around the world use the project?
   Q12: What does COVID-19 mean to the tourist bubble, and what does tourism mean for the time after COVID-19?

1.5 CONCEPTUAL FRAMEWORK

Reason behind the problem

Fast urbanisation

Loss of identity
Concentrated greens
Loss of open spaces

Industrail upgrading
Real estate booming
Mass destructions

Change of cityscapes

Spaces are preserved

Tourisitification

Daily life disappears

Tourist Bubbles

Reason behind the problem

Unintegrated planning

Separation of developmet
goals and spatial planning

Isolated planning from
different department

The locals

Currently only in economic aspect

Liveable environment

Integrate daily life functions

Reform the visiting

Explorable destination

The tourists

Broaden the tourists's interests
Shifts in tourism's role in the city

As a brand to attract tourists

The reform of Chinese planning system

Direct motivation
City agenda:

To the spatial realm

Break the bubbles!

Living Poetry
Tourism promotes local life

Opportunity from the planning system

Integrated planning

A throughout scale thinking
Multi-displine
Cooperations among departments

Figure 9. Conceptual
framework

author
2020

Conceptual framework

The focus of the thesis is offering principles and a toolbox for Hangzhou to break the urban tourist bubbles from the views of Living Poetry, which combined the needs of a liveable environment from the locals and the needs of an authentic destination from the tourists(See Figure. 9).

Tourist bubbles, also known as tourism enclaves, is the keyword of the thesis. It describes a geographic area in a destination within which visitors operate.

The fast urbanisation and tourism upgrading in Chinese cities is the context. The fast urbanisation means the Chinese city's rapid growth in the recent 30 years with mass destruction and construction,

industry upgrading with globalisation, city sprawling, mass infrastructure construction and public transportation upscale. Tourism upgrading means the growth and transformation of the type of tourism and tourists.

The two contexts trigger new needs from the locals and the tourists. For the locals, the liveable scale and neighbourhood identity, which are capsuled in the tourist bubbles, are disappearing in their residential and working areas under the urbanisation process. For the tourists, the taste of the tourists is transforming in the current age. They are getting concerned with the authenticity of the area and wish to explore the local life more.

Living Poetry is a combination of the two. It is the tourism branding of Hangzhou from the tourism commission. In the

documents, it brands Hangzhou as a city with high liveability and cultural-spatial identity of southern China. This thesis aims to bring it to a new level, to enrich the meaning of Living Poetry as the combination of enhancing liveability for locals and offering an authentic destination for tourists.

The planning system acts as triggers for the forming and the breaking of the tourist bubbles. The un-integrate planning system, which was the previous planning system in Chinese cities, means different city department work out and implement their planning, and only corresponding to the development planning, which is not into spaces. The un-integrate planning limits tourism planning in the tourism zones and only focus on the linkages between different tourist areas. Integrated planning of-

fers a reliable platform for urban tourism to play a role in enhancing city liveability. The integrated planning system, which the Chinese government just launched this reform in 2018, means to different integrated sectors of urban planning into one which offers a comprehensive view to addressing the city's complexity. In the thesis, it primarily means integrating tourism planning into other city agenda.

1.6 THEORETICAL FRAMEWORK

The main theories are in several clusters(-See Figure. 10): The tourist bubbles(the pink ones on the left), Living Poetry(the yellow ones on the right). The relationship of the two are linked with the idea of breaking the tourist bubbles with Living Poetry.

The thesis lies in the domain of urban tourism and pointing at the social-spatial relationship between the tourists and the locals with the factors of authentic destinations and liveable environments.

The theories offer an academic supporting for setting up the context(fast urbanisation, tourism upgrading and planning system transformation). They also give guidelines for identifying and understanding the tourist bubbles, examining the bubbles with the index of the spatial standard of liveability and authenticity). The explanation of the theories is in the following pages.
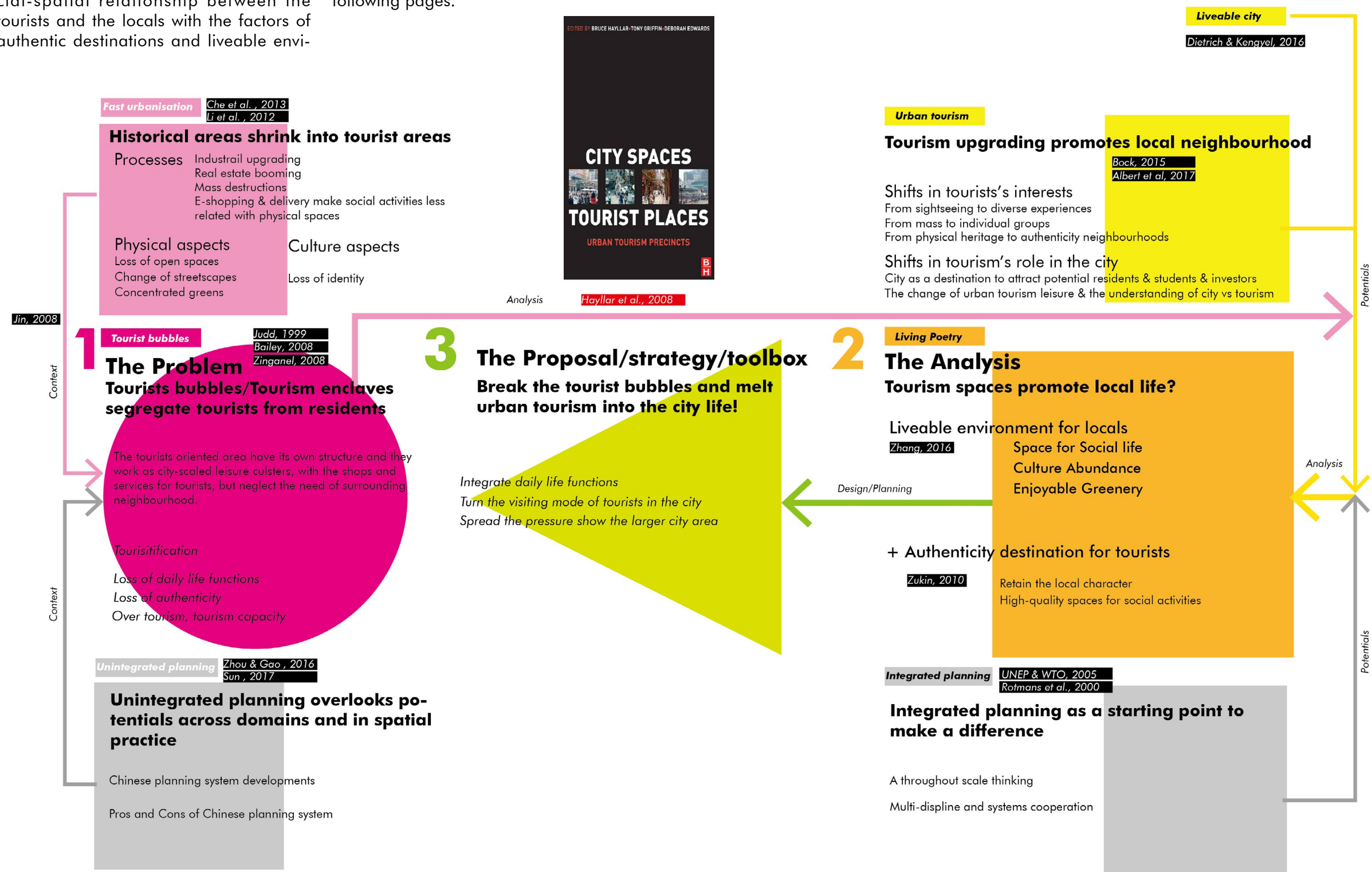
Figure 10.Theoretical framework

author
2020

Tourist bubbles

Tourism plays a role in shaping the spatial form of cities (Judd & Fainstein, 1999). The activity of urban tourists can be either melted into the urban fabric or confined to distinct urban tourist zones (Bosley & Brothers, 2008). These geographic areas, which are planned and managed for tourists, have been described as "tourist bubbles" (Judd & Fainstein, 1999), the similar terms also include "tourist districts" (Pearce 1998), "urban tourism precincts" (Hayllar et al. 2008), and "tourism enclaves" (Healy & Jamal, 2017).

How do the tourist bubbles form?

In the European and American context, the tourist bubbles are formed by the market in the mass-consumption age of travelling.

Western tourists tend to travel mainly for one reason: to briefly escape the social reality and living conditions of their industrialised cities (Enzensberger, 1958; cited by Arnegger, 2014), however, as one outcome of the commodification of travelling, they eventually always stay within imaginary boundaries of a "tourist bubble" (Carrier and Macleod, 2005; Jacobsen, 2003).

The word Mass Consumption or Fordism show with high frequency in the literature (Judd, 1999; Urry, 2002; Arnegger, 2014). It means purchasing of commodities produced under conditions of mass production that individual producers are tending to dominate particular industrial markets that commodities little differentiated from each other.

Tourism activities naturally gather. Stevenson (2003: 73) observes that it is the share in activities of commerce, sociability, domesticity, and/or collective identity rather than the administrative or political boundaries to divide the cities into geographically discrete precincts. The resulting precincts have a vitality and a 'look' that marks each as unique." The tourist bubble is one type of precincts around the activity of tourism with the city's branded highlight areas. The facilities and services related to tourism gather in the bubbles—high efficiency achieves in providing tourists with a safe, clean, and attractive place.

Tourist bubbles in the Chinese context are slightly different. The administrative actions play a more influential role in forming those bubbles than that in the western context. The types of tourism areas and when they are formed are essential factors to understand the drivers behind the Chinese tourist bubbles. The first group of tourism areas with systematic management are the first batch of the national scenic areas (announced in 1982). Before the Reform and Open (1978), those areas were protected as places with

foreign affairs reception to treat foreign guests. Those resources are well protected, with necessary facilities for the guests and under strict regulations. After 1980, the tourist areas start to transit and adapt to a market economy system, and tourism has been seen as an essential industry in the city. Many cities planned and built up new resorts and renovate the old districts as tourist areas with clear management boundaries. Even now, when the tourist bubble is under criticising from the western contexts, creating a tourist bubble(or tourist complex as a facility cluster) is still being planned, promoted and built as the primary approach in urban tourism in Chinese cities.

What are the features and the problems of the tourist areas?

A distinctive geographic area within a larger urban area, characterised by a concentration of tourist-related land uses activities and visitation, with fairly definable boundaries. Such precincts generally possess a distinctive character by their mixture of activities and land uses (their architectural fabric, especially the dominance of historic buildings, or their connection to a particular cultural or ethnic group within the city). Such characteristics also exist in combination. (Hayllar & Griffin, 2005: 517)
Judd(1999) mentions several standard components in the American tourist bubbles: an atrium hotel, festival mall, con-

vention centre, restored historical neighbourhood, domed stadium, aquarium, new office towers, and redeveloped waterfront. What are the components in the Chinese tourist bubbles? The project is going to explore in chapter 2 and chapter 3 of the thesis.

Tourisitification concentrates in the tourist bubbles with the commodification of places and travel experiences. Tourists consume the environments and services with design images and branding, which are provided by the professional people in the tourism market (Zinganel, 2008). Tourists are passive and what they can have is "under the mercy of the image producers" (Zinganel, 2008). This passiveness leads to a discussion in the current time as more and more tourists are switching from the ones searching for leisure in a trip to the ones seeking a different culture, which set long-last criticises tourist bubble disappointing the culture tourists. This topic is further discussed in the latter sub-point of "tourist bubbles & authentic destinations".

The tourist bubbles enclave the tourism area from the city in spatial, functional, and social-cultural dimensions (Hayllar et al. 2008). Although compared to the other types of the tourist bubbles, the urban tourist enclaves provide tourists less barricaded spaces and the boundaries of
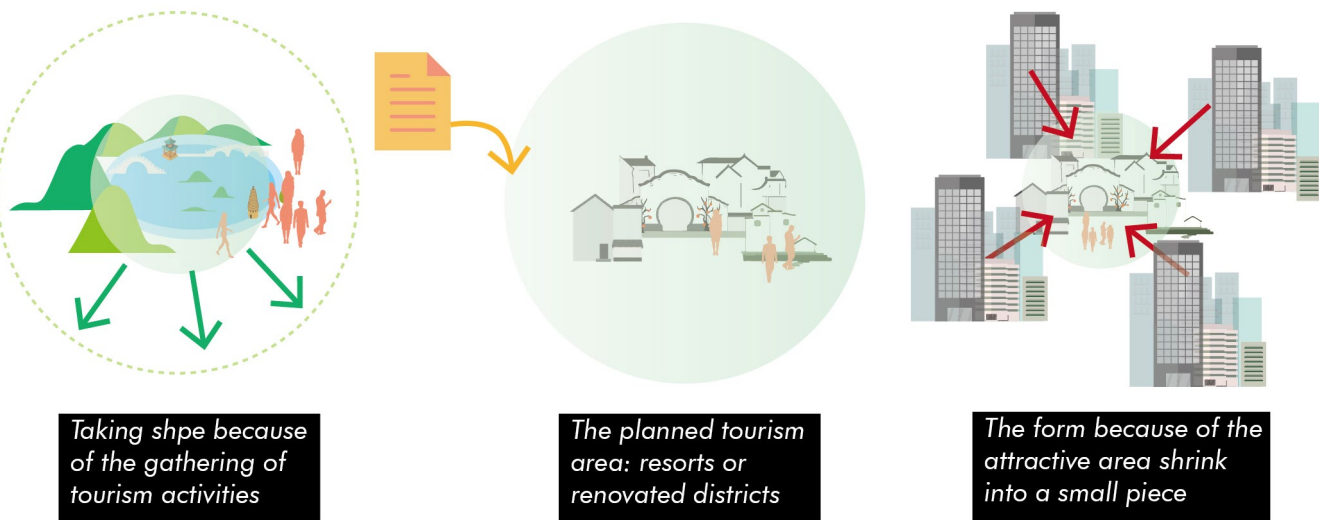

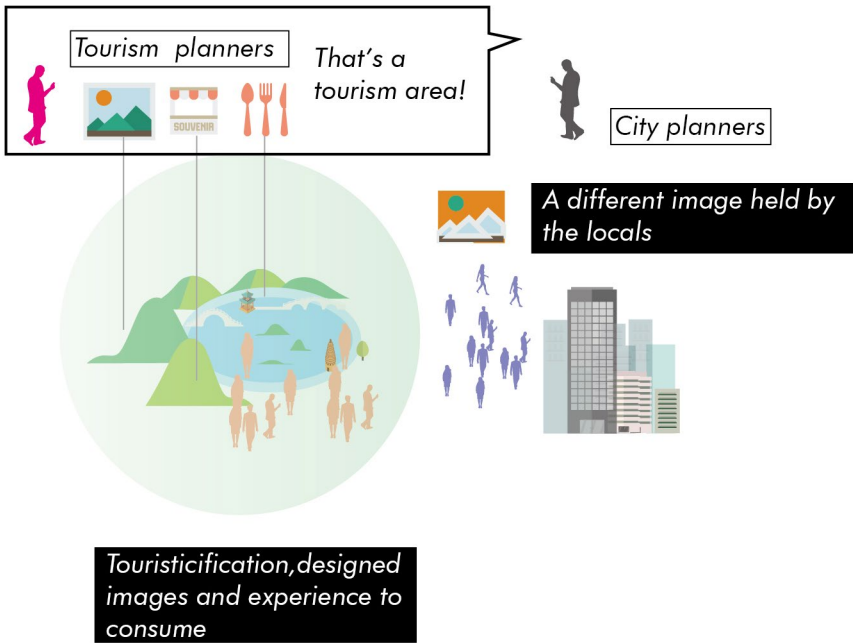Figure 11.The forces behind the tourist bubbles

author 2020

Taking shpe because of the gathering of tourism activities

The planned tourism area: resorts or renovated districts

The form because of the attractive area shrink into a small piece

Figure 12. The features in the tourist bubbles

author 2020

Tourism planners

That's a tourism area!

City planners

A different image held by the locals

Touristicification,designed images and experience to consume

urban tourist enclaves are much fuzzier than those of resort enclaves (Healy & Jamal, 2017). Still, not surprisingly, they play a significant role in creating dependencies and adverse impacts with the physical and social barrier they set. It includes the lack of local control and local ownership inside the tourist bubbles, marginalisation of local benefits, and prevention of meaningful interactions between residents and tourism (Hayllar et al. 2008)). In the new age of the travelling, Airbnb, which aims to bring some authenticity to tourists at the beginning, forms a thicker edge of the tourist enclaves with gentrification and pushing the locals away, and even caused a tourism bubble expansion (Ioannides et al., 2019). This topic will be further discussed in the latter sub-point of "tourist bubbles & liveable environment".

How to study tourist bubbles

The tourist bubbles study started with the point of view from geographic planning (Ashworth & de Haan, 1985; Jansen-Verbeke, 1986; Pearce, 1998). Later, from the sociological perspectives (Conforti, 1996; Chang et al, 1996) many researchers studied what role tourism precincts

play in the life of both locals and tourists. They researched by examining the activity of both the groups (for examples, Beeho & Prentice, 1997; McIntosh & Prentice, 1999)with the relationship of the attributes of the place and its contribution to the quality of people's experience (Montgomery, 2004).

The overview study framework (Edwards et a, 2007: 22) proposed the key issues that should be addressed in an analysis of urban tourist precincts (See Figure. 13): the urban destination context; structure and form of the precinct; their relationships within the city; the tourists' experience and behaviour; environmental, socio-cultural and economic impacts; the broad policy. This thesis will follow this framework of understanding the tourist bubble and add the behaviour of the locals into the framework.
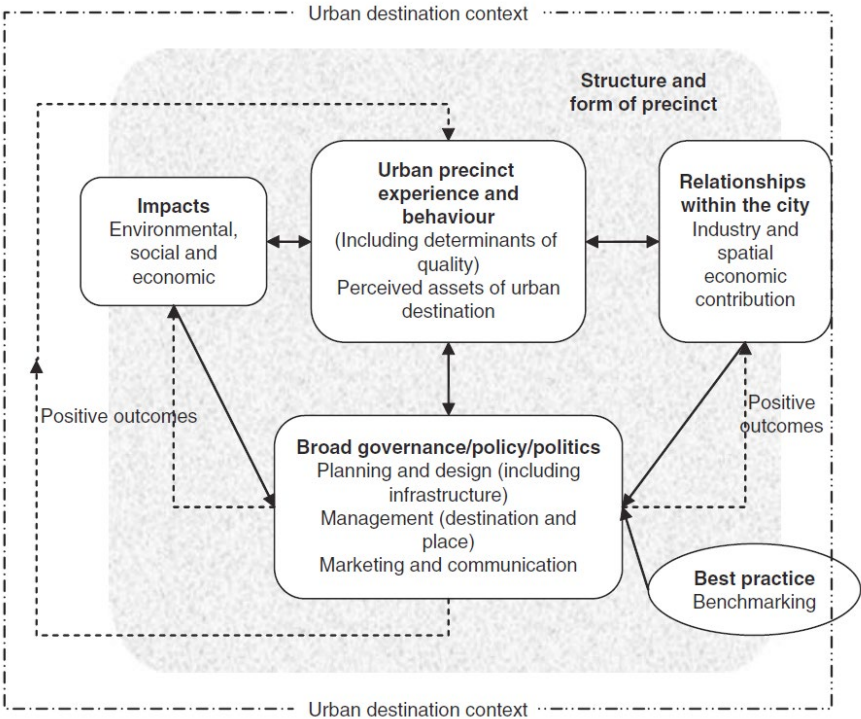
Figure 13. The overview study framework of tourist bubbles

Edwards et al, 2007

Tourist bubbles & meaningful destinations for tourists

> "When we told our guide that we didn't want to go to all the tourist places, he took us instead to the places where they take tourists who say that they don't want to go to tourist places. These places are, of course, full of tourists."
>
> Douglas Adams (1990), Last Chance To See

Cultural tourism consists of customised excursions into other cultures and places to learn about their people, lifestyle, heritage and arts in an informed way that genuinely represents those cultures and their historical contexts (Craik, 1995, p. 6). Having a different experience is an essential travelling motivation and also the main topic in tourism product design. However, the tourist destination is losing its essential differences when it becomes a tourist bubble.

Authenticity is the quality of being genuine or real. Tourists have interests in the authenticity of the city. Tourists come to the city partly because of its authenticity and them, as an external group with tourist gaze (Urry, 2002), can examine and discover some authentic things and experience which the locals are used to. However, they might experience a tourist-oriented culture in the tourist bubbles, or other words, a staged authenticity (MacCannell, 1973). The staged authenticity model starts from the metaphor of the stage as a socio-spatial interpersonal interaction which juxtaposes the proscenium and a protected backstage area (Goffman,1967, cited by Zinganel, 2008:5). "Tourists played the part of the thankful audience in a staging by local professional actors, who in turn hid their real-life backstage." (Zinganel, 2008:5). The model evolves into a multilayered continuum of stages and backstages, and the different stages are equated with various degrees of authenticity: from superficial staging to the 'true' authentic anthroposphere of the locals. Of course, within the tourist bubbles, it is hard to see the backstage, which contains the more

real life of the locals.

The concept of authenticity migrated from the quality of people to quality of things, and most recently to quality of experiences (Zukin, 2009). The authenticity can not only be protected but also be developed by triggering specific experiences. It offers a chance for the city planners and designers, by changing the physical environment (e.p., Adding or changing certain spaces of consumption) to adjust the qualities and attributes of the tourist areas. It can move both tourist and locals out of their psychological comfort zone, gradually shifting the places that support both the living and visiting way of the groups.

Authenticity is not a fixed physical element but something for people to sense(Cohen, 1988). Different tourists have a different standard on authenticity. Thus, to understand tourist typology is also relevant to authentic destinations.

Tourist typologies

Tourists are not a homogeneous group as they have various travelling motivation and behaviour pattern. For the thesis, the scope of tourists is the cultural tourists who visit Hangzhou for leisure in the free time, the conference and business tourists are not into the consideration due to their little needs in contacting with the locals and less potential contributions to the spatial enhancement for the city.

Still, in the leisure tourists, different types of tourists have different sensitivity in authenticity. Moreover, different forms of tourists have different relationship and potentials with the tourist bubbles. Not all types and forms of the tourists, therefore, are the principal objects for this thesis. It is necessary to set up a framework to understand the critical tourist groups for the thesis samples from the big pool of the tourist samples.

There are different ways to category tourist typologies. Cohen (1972) criticises the scholars who considered all the tourists either are the searcher of superficial pleasures or seeker for real authenticity (MacCannell, 1973). He classifies the tourists into four groups (the drifter, the explorer, the individual mass tourist and

the organised mass tourist (Cohen, 1972: 167-168)) according to their institutionalisation of travel patterns. Drifters (who are without any plans or standards) and explorers (who value the necessary comforts and security feeling) travel independently, trying to go out of the tourist bubble. Individual and institutional mass tourists, on the contrary, rely on professional travel agents to organise their trips. They rarely leave the tourist bubble.

Travelling motivation is another view to classifying the types of tourists. Cohen (1979) proposed a spectrum with one endpoint of "pure pleasure searching" and the other of "profound meanings questing". In their behaviour patterns, recreational tourists tend to go back to their familiar environments and care less about authenticity. The diversionary tourists trying to escape from the dull and meaningless everyday life, have high requirements on the authenticity of the destination. This way of classification has been developed with more detailed categories yet gradually loses its focus on authenticity. Yannakis and Gibson (1992) add ten more typologies to the four types that Cohen proposed in 1972, and Wickens(2002) even puts those typologies into micro types. Those in-depth classifications are useful for specific markets for business

development. However, for researchers, it risks failing to capture the essence of the investigated phenomenon by focusing entirely on its diversity (Uriely, 2005: 211).

For the tourist forms, it is more from a market-oriented view, that the classification often focuses on quantifiable variables like tourist expenditures or the origins, or either they consume the tourism products through "package," "independent" and "customised tourists." Pearce (2008).

From tourist types to visitor types

However, only examining the tourists lead to a lack of understanding of the wholesome picture of the tourist area. It naturally gives less attention to the residents, who still have activities in and around the tourist bubbles. Besides, the current ways to understand the tourists are hard to be translated into spatial strategies and further designs.

For those reasons, the thesis put tourists back to the visitors. And the analysis bases on the changing patterns of the visitors. This part elaborates in Chapter 3 (See page 55)in analysing the tourist bubbles.
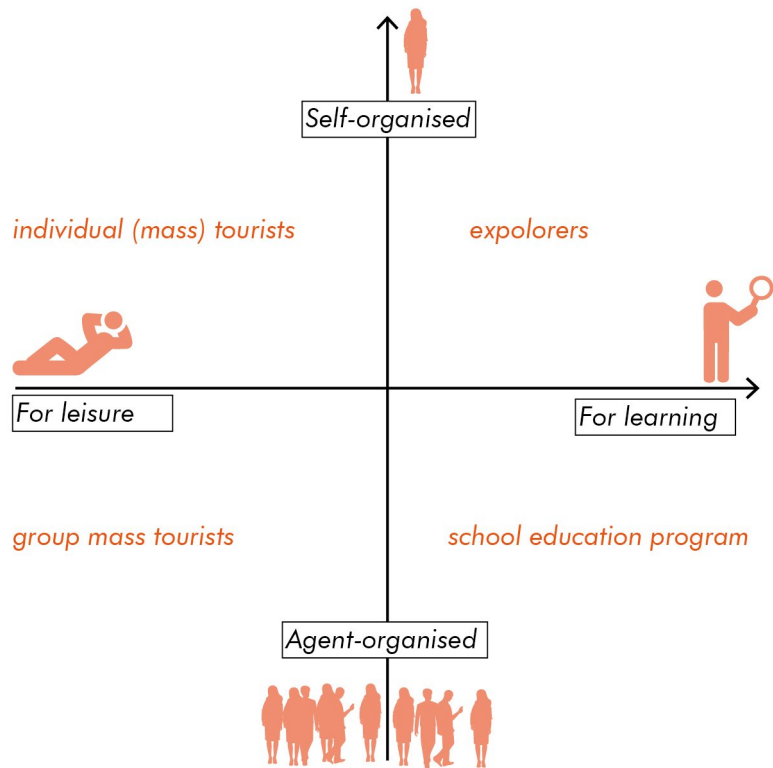
Figure 14. The type & form of the tourists

author
2020

Tourist bubbles & Liveable environments for locals

Tourism is a tricky factor which influences the city liveability. Urban liveability benefits tourism development. In return, tourism has a reverse impact on liveability in urban areas (Liu et al., 2017).

Researches have a different opinion to define a liveable city, and different organisation use their index for the evaluation of urban liveability. Among those researches, the shared principles among the studies and index are safety, health, convenience, amenities, social-cultural tolerance (or diversity) and sustainability (Zhang, 2016). The tasks related to liveable city range from affordable houses and a fair job market to convenient transportation and sustainable communities. Though tourism has many overlaps with those issues, this thesis only focuses the liveable open spaces for the locals due to one of the motivations of building up a communication area for both tourists and locals.

In the current world-wide researches, many studies have criticised the impact of

urban tourists and the tourism industry for its harmful effects on the liveability of urban residents (Butler & Dodds Eds., 2019). That manifests in its negative impact on the urban environment (produced noise, discarded garbage), over-occupied public resources, and overcrowding. Researches focus on social and cultural attributes emphasises that touristification make the streets and urban parks lose their daily functions. This loss of authenticity influences the sense of belongings of the locals. On the other hand, there are also benefits which tourism can bring to urban areas(-See Figure. 15).

The locals and their needs

Another term which needs define is "locals". As the city grows into metropolitan areas, many residents from the same city who live far away from a tourist area share the same behaviour pattern and need as tourists. Those people, who administratively considered locals are considered as tourists in the thesis. Moreover, the thesis focuses more on the behaviours of the people in and around the tourist area. It cares less about where the

Pro-development arguments suggest that:	Anti-development arguments suggest that there will be:
There will be jobs for locals	A loss of heritage
Development will be a stimulus to economic growth	Environmental damage
It is progress	Biological, botanic/fauna impacts
The development will make a sensitive use of the environment	The Ecosystems will be damaged
The development will preserve local culture	Local use of area will be affected
It will put the setting on the map	Character of area will change
It will improve on existing facilities	Crowding will ensue and the privacy of locals lost
It will replace rundown industries	Outsiders/foreigners will dominate the place
It will be meeting the needs of the market	There will be a loss of amenity for future future generations
This development is unique	This is the last chance to preserve something special
If opposed, the development will be located elsewhere, and the regional advantaged lost	An alternate lower impact development is called for
	Overall planning is needed to prevent random, piecemeal development

Figure 15. The pros and cons of tourism to a local community

Pearce, P. L. 1988:17

people origins. It means the tourists can also join the daily activities(e.g., jogging, cycling) and the locals can also have some touristic behaviours(e.g., attend a show which targets the tourism market).

How tourism influences the open spaces and how can they be adjusted to achieve more liveable environments for the locals is elaborated in chapter 3-4 in the thesis.

Fast urbanisation

In the past 25 years of rapid tourism growth, Chinese cities have been under fast urbanisation (Che et al.,2003;). Jin expresses, with Beijing as his study case, that the rapid urbanisation with the mass demolish of the old town's textures, the possibility for tourists to have an urban exploration is also ruined (2008). Tourists are more concentrated in the city. It strengthened the leading position of the famous attractions, and the less well-known scenic spots lose their competitiveness as its attractiveness are more rely on the surroundings than those famous ones. Tourism network is structured with the heated tourism spots and the public transport as the linking line, which causes extreme pressure on specific local transportation nodes. The fast urbanisation is one reason for shaping the tourist bubbles in Chinese cities, especially for those tourist bubbles containing heritages.

Meanwhile, the fast urbanisation brings new challenges to the city's liveability. With the large-scale demolition and construction(Li et al., 2012), the urban land-scapes and people's behaviour patterns in the city have completely changed. Vehicles occupy urban places. Open spaces for social life are disappearing. Streets are unfriendly to slow traffic and greenery is decreasing. The culture of the city has transformed, and people feel fewer belongings to the car-oriented city full of standard residential blocks. The tourist enclaves offer protection to the heritages and the scenery in the fast urbanisation(Jin, 2008). From the protected resources, it could be a way to bring coherence for both the city and the blanks of different tourist areas by expanding and enhancing the landscape structure (Wang & Song, 2010).

The thesis positions itself in the overlapping area of fast urbanisation and tourism. It tries to break the tourist bubbles which are formed in the fast urbanisation time and to see what it can contribute to the current city's liveability.

Unintegrated planning & Integrated planning

The planning system brings the issue of tourist bubble into another level: the management and policy. It is not only a problem with the tourism market and the urban development, tourists and the locals, but also with planning systems.

Chinese planning system separate the visions and spatial planning due to its history. In the early 1950s, since China adopted the planned economy system of Soviet-style, in line with this, it was proposed that urban planning is the guiding ideology of continuation and concreteness of the national economic plans (Zhou & Gao, 2016). Though after a long time of development and China has abandoned the planned economy system since the 1980s, the planning system and structure remain hugely influenced by the Soviet model. The Economic and Development Plans of each Five years (or called Five-year plans) from the national level to the city level play as guiding roles among all the planning, in which sets the general goals for the defined territory. The urban spatial planning, however, mostly play the role of carrying out the Five-year plans in the real physical world.

The special planning/industry planning, which carried out by different departments, are not spatially integrated. They are separately carried out by different municipal departments under the Five-year plans. This way of planning, though has high efficiency on economic development, it causes problems when the spatial strategies by the different department do not work well together. Moreover, this way of thinking misses the potential among different department to seek spatial cooperation and the best solution for all.

The integrated planning, which is a new strategy launched in 2018 when the Chinese government decided to reform itself, encourage cooperation among the different disciplines and departments. The thesis, with the context of integrated planning, tries to seek the bridging principles and methods for tourism planning and the city liveability planning.

1.7 ANALYTICAL FRAMEWORK

The analytical framework

The primary tasks of the thesis are:1) setting the understanding of the tourist bubbles in Hangzhou; 2) bringing a new relationship between the tourists and locals in and around the current tourist bubbles to achieve a liveable environment for nearby locals and an authentic destination for tourists; 3) understand the meaning of those bubbles to exist or disappear for the visitors and the city.

The analytical framework offers a crossed-scale way to understand this topic. The main approaches in the framework are literature review, mapping with data analysis, morphology study, Street view analysis, fieldwork with interviews, case study and research in design. The following paragraphs are going to discuss the reason for picking the general methods.

M1: Literature reviews

Literature reviews have an essential role in building up a theory frame with urban tourism, liveability and integrated planning. General literature which addresses the issue from worldwide and the Chinese contexts are selected. More details are showed in the theoretical framework. It also offers criteria to evaluate the visions and design.

M2: Mapping and data analysis

Mapping and data analysis focuses on both the scale of Hangzhou and the tourist bubbles. The ones focus on Hangzhou show what tourist bubbles mean for the city, and at what degree it influences the areas. The thesis uses spatial, social and functional features to select the zoom-in study cases. The connections and the movement patterns of different groups of people are also in consideration.

For the source of the data, both the commercial sources and the official data are in use. Due to the chaos in the official tourism statistic methods and the insufficiency of the economic data, the data can not be seen as an exact quantity to run an accurate analysis. It can only show the tourism impacts on a relative degree.

M3: Online survey and video study*

Due to the special occasion, the fieldwork is cancelled. The online survey and video study are the means to make up the loss from the fieldwork. They aim at having a fresh feeling of the real physical environment and know how people behave in the area.

The online survey consists of the fundamental questions, the time, frequent, and route of the visits. It aims to carry out qualitative information on how different group of people use and experience the tourist bubbles. (See the Appendix 4 on page 290)

The videos are collected mainly from two resources: documentary films and the individual vlogs. Those videos are from different individual's perspective with their visiting routes. They are with sufficient details of the sites: the fences, the arrangement of the barricades, the cafés, other passers-by, and random activities.

M4: Research in design

In developing the vision and strategies, research in design will help to organise the complexity and offer an overall view on the problem. It aims to work out possibilities and exploration with principles and toolbox to break the tourist bubbles and give suggestions on future management.

M5: Document and policy study

Two categories of the documents are valuable to the thesis. The first part is from the side of the city, such as the city master planning, and the other part is from the city's tourism industry and management, such as the tourism industry planning. Only the most recent official documents are selected.

The summary of the analytical framework in on the next page(see Figure.16 on Page 35). It demonstrates the links of the research questions, the outcomes and the methods applied to it.

* Why some of the methods are not applied here?

The main reasons are the limitation of data and time.

Due to the lack of the latest data on a neighbourhood scale and building functions, it is hard to run detailed research on an individual level. Even the statics of tourism in China is not clear enough for in-depth research. For example, the users of the accommodation facilities are not arranged separately into by the locals and by tourists. That is also the main reason for choosing the data sources, that data from some society or even commercial groups are more useful than the conventional ones. For example, the official number of accommodations only includes the starring hotels, which is 1/20 of all the accommodation options (Airbnb, hostels, and non-starring hotels) from booking.com.

It is hard for the project to speak for all different stakeholders as it is very different for different people's standard in life quality issues. Also, it is changing with time. It is a one-year project, and the time is insufficient for an overall survey.

Covid-19

The coronavirus outbreak in January 2020 changes a big part of the analytical framework. The fieldwork and on-site interviews are all cancelled, which makes the understanding of the physical environment in this project rely on the second-hand resources. The thesis planned to talk to the locals with random interviews on the sites and to talk with management people and multiple stakeholders to know the wholesome picture (See Appendix 2 on page 274). An online survey replaces it. Those cancelling turn the project into conceptual spatial design, rather than focus on on-the-ground planning and governing. For whom might interest in the topic, that could be further studies.

| Research question group & Research aim | Outcomes | Methods | | | | | Time plan | | | | |

Methods: Literature reviews | Mapping | Online survey +video study | Research in design | Policy study

M1 | M2 | M3 | M4 | M5 | P1 | P2 | P3 | P4 | P5

RQ Group1

The form of the tourist bubbles in Hangzhou

Research aim
    Understand the role of tourist bubbles at the city level in Hangzhou

1. History review of the form of tourist bubbles in Hangzhou
2. Maps of tourist bubbles in Hangzhou
3. The problems and potential of the tourist bubbles
4. An Index and a category of tourist bubbles in Hangzhou

RQ Group 2

Inside and outside of the tourist bubbles

Research aim
    Demonstrate the relationship between the two groups of people and the different tourist bubbles

5. The summary of spatial pattern of the different tourist bubbles from the view of liveability and authenticity
6. Tourists' behavior pattern in/out/on the edge of the different tourist bubbles
7. Locals' behavior pattern in/out/on the edge of the the different tourist bubbles

RQ Group 3

Break the tourist bubbles

Research aim
    Rearrange the interrelationships of tourism and liveability

8. Principles of breaking the tourist bubbles to enhace liveability and authenticity
9. Stategies of breaking the different tourist bubbles
10. Spatial interventions and design at strategic points
11. An index of toolbox

RQ Group 4

Discussion
    Research aim
    Discuss the breaking tourist bubbles with applying reality in the larger world under the new challenges

12. The limitation and transferability of the thesis
13. Bullet points and principles of breaking tourist bubbles in the new age

Online survey

Figure.16 Analytical framework overview

author
2020

1.8 SCIENTIFIC RELEVANCE

The thesis tries to set a starting point to understand urban tourist bubbles in the Chinese context of the recent 25 years, which little research addressed.

It contributes to the understanding of the phenomenon, the tourist bubbles, with the Chinese context of fast urbanisation in the late 20th century till now, in which demolishing and standard buildings with international styles are transforming the cityscape. It also brings the Chinese planning system into the consideration of the reason for the form of tourist bubbles.

It also contributes to the specific understanding of the spatial environments that urban tourist bubbles have with identifying and categorising the tourist bubbles in Hangzhou.

It offers a view to exploring the potential of tourist bubbles from the view of enhancing the nearby residents' liveability.

1.9 SOCIETAL RELEVANCE

The thesis anchors in Hangzhou, and it analyses the city.

It brings Living Poetry, the tourism slogan of Hangzhou, into a more practical level with spatial strategies for enhancing the liveability of the residents.

It summarises the tourist bubble's type and spatial environment of Hangzhou, and studies about the principles and toolbox strategies to break the different types of tourist bubbles.

It provides a reference for similar cities in the country and abroad which have the needs of breaking the tourist bubbles with the enhancement of residents' liveability.

1.10 SUMMARY

The chapter explains the structure of the thesis with the key concepts and the principal methods.

The thesis targets the issue of urban tourist bubbles and put the focus on building up an authentic destination and liveable environment for the locals by breaking up the bubbles. It aims to offer an overview of the tourist bubbles in the city and provide spatial strategies to break different types of them.

Three domains will always be the topic as the scale zoomed in to the tourist bubbles: inside the tourist bubble, outside the tourist bubble, and the edge itself of the tourist bubble. The analysis of the domains tries to understand what are the different systems in and out the tourist bubbles and how different group of people interreact with them. The liveability index is the reference for examining the quality of the public spaces in these domains.

CHAPTER 2 THE TOURIST BUBBLES IN HANGZHOU

2.1 TOURIST BUBBLES TAKING SHAPES UNDER URBANISATION

1995

As an urban scenic area for more than a thousand years, the west lake scenic area has always been the brand of Hangzhou.

Before the city expansion, it was the most crucial element of the city structure(-See Figure 17). From 1920, the city has been branding it to the national tourist market as a business card of the city. During the planned economic time, the West lake mainly served as the base for a sanitarium. After it granted as the first group of the National Scenic Areas in 1982, the west lake developed a closed fence around the famous heritage areas for ticket income and became a pure tourist area. In 2000, most fences were turned down, and the lake is served as a free urban tourism area for the public to attract more tourists to the city. Currently, the West lake is annually the most visited tourist area national wide(for the current 20 years) with more than 28 million people visiting it per year (2017).
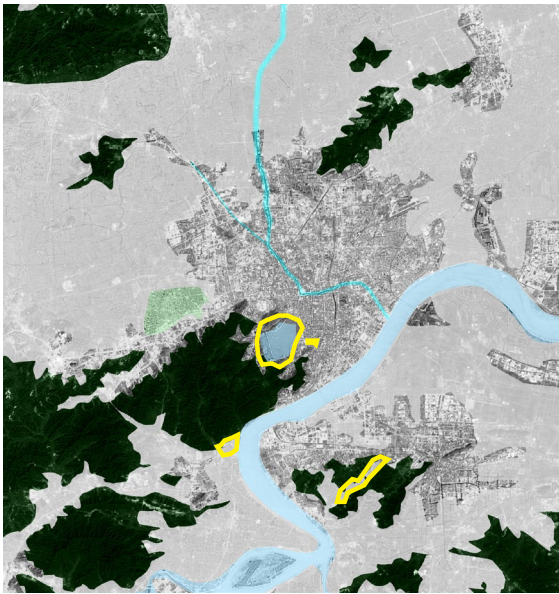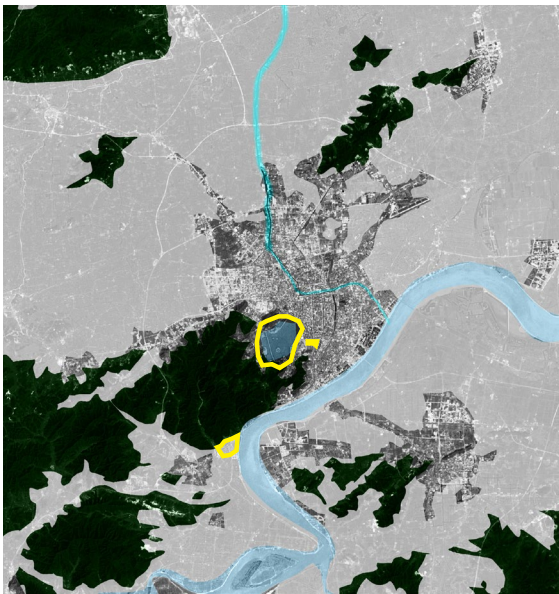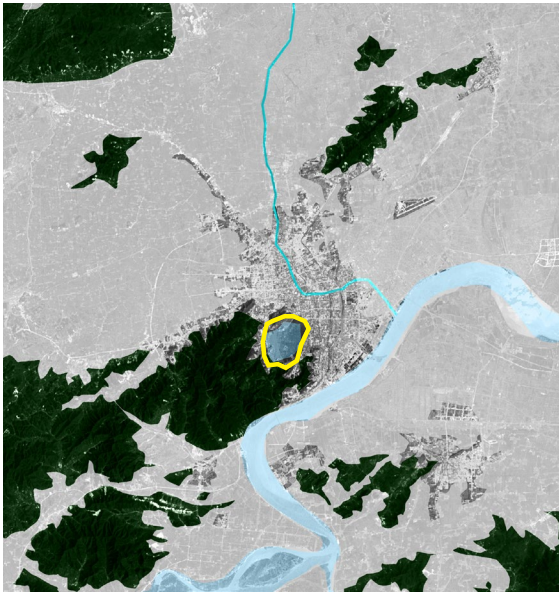
2000

Figure 18. The tourist enclaves in Hangzhou in 2000

author,2020
draw according to Googel maps

Two most crucial policy about tourism and leisure launched this year. One is making the city as the destination; the other is old-town protection and renovation. Two different tourism areas were planned and created under this context. Both of them based on the concept of the traditional neighbourhood. At the same time, Zhijiang resort is a newly built theme park asked for ticket selling with close fences in the rural areas, and Hefang neighbourhood is an open renovated traditional neighbourhood with new commercial functions in the old area of the city.

2005

Figure 19. The tourist enclaves in Hangzhou in 2005

author,2020
draw according to Googel maps

Xiang Lake Resort area was created when Xiaoshan district(The district south to the Qiantang River) rapid grew and developed. It developed as both an urban park and a resort area with hotels and conference centres along the water.

1. The West Lake

1920s: sightseeing promotes the city
1950-1970: sanitarium base
1982: granted as National Scenic Area
2000: the fences open up
2013: granted as Cultural Landscape World Heritage

Image 13. The West Lake

Lechenyou Tourism Agency, 2018

https://zhuanlan.zhihu.com/p/35221589
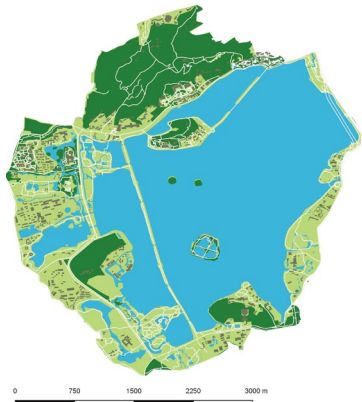
Visitor number: 28 million/a (2017)

2. Town of Song Dynasty theme park + Zhijiang resorts

1996: proved by the national government as a National Resort Area
2000: Open as a theme park with resort accommodations

Image 14. Town of Dynasty Song

Qianjiang Evening News, 2019

https://www.thehour.cn/news/262891.html

Visitor number: 12 million/a (2017)

3. Hefang Traditional Neighbourhood

2000: being as the protected historical area of Hangzhou under the city's heritage protection planning

2002: renovation finished; and open as a tourism area

Image 15. Hefang Neighbourhood

Sina tourism, 2014

http://travel.sina.com.cn/
china/2014-06-27/0914267542

Visitor number: 20 million/a (2017)

4. Lake Xiang Resort

2006: open as an urban resort complex with an amusement park, an aquarium, hotels and conference centres along the scenery.

Image 16. Lake Xiang Resort

Traveler Dudu, 2020

https://new.qq.com/
omn/20200505/20200505A0PHUN00

Visitor number: 3 million/a (2017)

2010

As the city grew to the west and the north, the West Stream Wetlands were protected as a Wetland Reserve from the national level. In 2012, it developed the tourism functions to the area with sightseeing routes, resorts and catering and hotels. It was a preserved area of the city before. Thus the surroundings have little connections to the park. Traffic lanes strictly separate the tourist area and the residential places around.

2015

The old industrial areas and commercial areas disappeared along the Grand Canals as the traditional factories are beaten up by the new IT industry in the industry upgrading. Clusters of industry heritages and old neighbourhoods along the canal came into people's view. When the Grand Canal applied for the World Heritage, a series of renovation and protection launched along the river. The Dadou neighbourhood, the Xiaohezhi street and the Qiaoxi factory clusters are the three areas being protected and transformed with tourism and commercial functions. They start to become heated tourist area after the Grand Canal was selected as the World Cultural Heritage in 2014, and the water bus with stops to the areas opened up for tourists in the same year.

2019

The Liangzhu Heritage itself was discovered in 1936 and has been as the National Protected Heritage from the 1990s. Tourism was not the aim for this area, however, after it granted as the World Heritage in 2019, the tourist number suddenly increases, and the leisure clusters was built up along the mountains south to the area. It might be another future tourist area. The other colossal industry heritages are also under renovation, and in the planning, they aim at tourism functions as well.
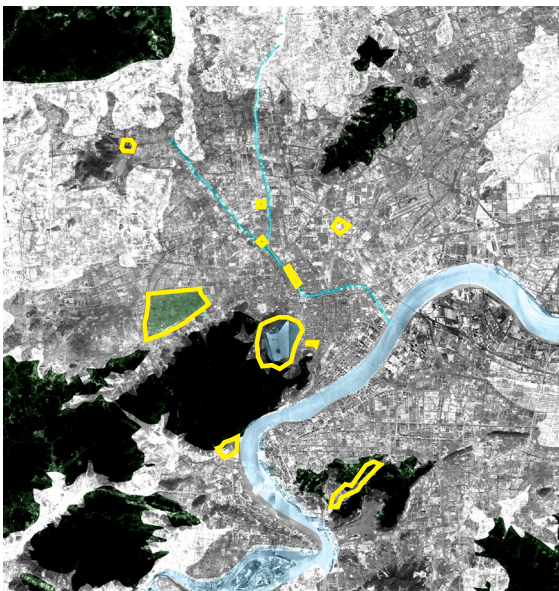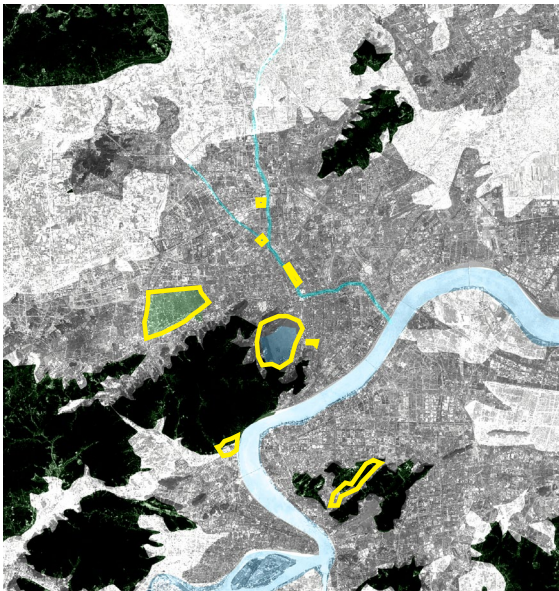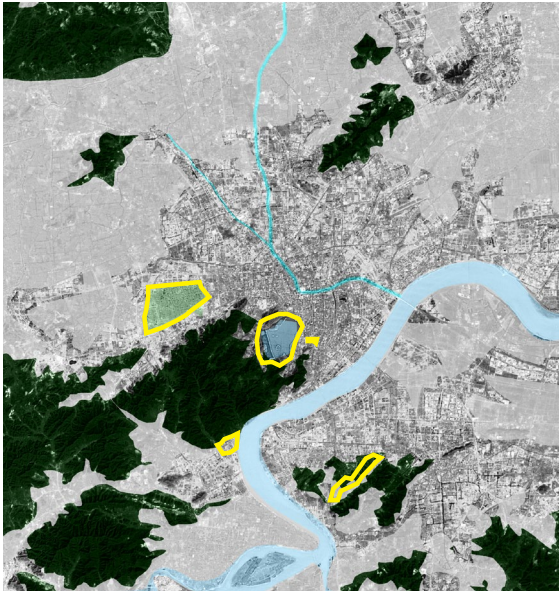
5. The West Stream Wetland Park & Resorts
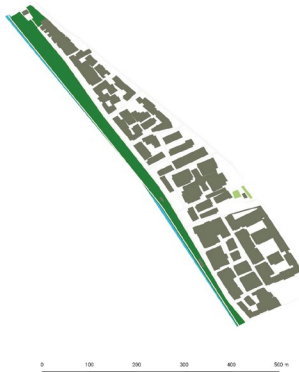
6. Dadou Traditional Neighbourhood
2014

7. Xiaohezhi Street Traditional Neighbourhood
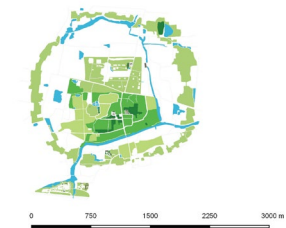
9. Liangzhu archaeological heritage
2019
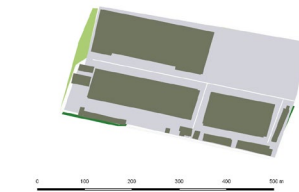
10. Old factory in renovation
?

2005: as National Wetland Reserve
2012: Tourism functions added in

Image 17. The West Stream Wetland Park

Xixi wetland, 2019
http://www.xixiwetland.com.cn/

Visitor number: 5 million/a (2017)

2014: transformed into tourist area

Image 18. The images of the Historical areas along the Grand Canal

top:
Xiaohezhi:Adu, Zhihu, 2014
left bottom:
Dadou:youtrip.com,2019
right bottom:
Qiaoxi:grandcanaltravel.com,

8. Qiaoxi Museum clusters in traditional neighbourhood

Visitor number: 10 million/a (2019)

1936: discovered
1990: National Protected Heritage
2019:World Cultural Heritage, attract many tourists

Image 19. Laingzhu heritage

Hangzhou government, 2019
Hangzhou.gov

Visitor number: 70k/month (2019)

2010: abandoned
Now: still under planning and design

Image 20. Hangyang factories

History study club, 2018
pre-web.jiaminsu.com/ctcontent/detail?ctid
=3211a9fef1654919b669d70996cb30b5

2.2 THE PLANNING REASON BEHIND THE TOURIST BUBBLES

The planning is one big reason behind the tourist bubbles in the city. The spatial planning (Master Planning)is a tool and spatial management framework for the 5-year Development and Economic Plans. Different departments work out their planning according to the municipal 5-year plans and work out their spatial strategies.

On the strategic level, it lacks cooperation from the spatial view among the different department. Tourism planning will only be useful to the Tourism Bureau. Its spatial planning is aiming at the economic goals, as well as at the tourism facilities within the tourism land uses plots from the Hangzhou Master Planning, which enhance the tourist bubbles within themselves (See Figure 23).

National Government

Zhejiang Province

Hangzhou Municipality

the13th Five-Year Plan of Hangzhou 2016-2021(Economic and Development Plan)

Setting goals and objects (with index)

The non-spatial planning, proposed by the government/ departments of the goverment

proposed by Hangzhou development and reform commsion, approved by Hangzhou people's congress

Lack of cooperation on the strategic level with spatial consideration

Into spatial strategies

Hangzhou Master Planning 2001-2020 (revised 2016)

Hangzhou planning institute or other institute with A level certificate

The spatial planning, worked out by insititutes

proposed by academic or planning institute, approved by the National Government

Statutory Landuse plan

Need to obey

Coordinate

Enclaves in the planning system
West Lake National Scenic Area

West Lake National Scenic Area Master Planning (2021-2035)   Statutory plan

Special planning under the master planning   Non-Statutory plan

Figure 23. The relationship of the planning

author draw according to Zhou & Gao(2016) 2020

Different department in Hangzhou municipality proposed by different departments, approved by the Hangzhou Development and Reform commision

5-year Plan for Tourism and Leisure Industry

5-year PlanSports and health development

5-year Plan Heritage protection & regeneration

......

Different institutes appointed by different departments

Tourism and Leisure Industry Master/strategiec planning

Sports:frinedly/ sport & recreation sluster planning...

Heritage protection & regeneration Strategies(more into protection & UNESCO)

......

Non-Statutory plans

Different departments take the actions

Worked out by academic or planning institute,
Proposed by the West lake commission
Approved by the National Government

Appointed by the West Lake commission

Hangzhou Master Planning (1995-2010)

West Lake National Scenic Area Master Planning (2002-2020)

Hangzhou Master Planning (2001-2020)

杭州市旅游发展总体规划

（2006—2020 年）

Tourism delvelopment maser plan (2006-2020)

Special Planning of Attribute Upgrading in West Lake, 2014

West Lake National Scenic Area Master Planning (2021-2035)

Revised in 2016

Hangzhou Master Planning (2021-2040) under planning

1995

2000

the 9th Five-Year Plan of Tourism Industry in Hangzhou, 1996

the10th Five-Year Plan of Tourism Industry in Hangzhou, 2001

2005

the11th Five-Year Plan of Tourism Industry in Hangzhou, 2006

2010

the12th Five-Year Plan of Tourism Industry in Hangzhou, 2011

2015

the13th Five-Year Plan of Tourism Industry in Hangzhou(2016-2021)

2019

The planning related to tourist bubbles in Hangzhou

author 2020

2.3 THE IMPACTS OF THE BUBBLES ON HANG-ZHOU

Figure 24. The tourist pressure of the tourist bubbles

author
2020

Tourist visiting

5,000,000/a   20,000,000/a
data from Hangzhou tourism commission

Figure 25. The accommodation in the city

author
2020

Tourist visiting

5,000,000/a   20,000,000/a
data from Hangzhou tourism commission

The concentration of airbnb

by numbers of avaible renting houses and the comments
data from airbnb.com

The concentration of hotels

by numbers of hotels
data from Hangzhou tourism commission

The impacts to the city and into the zoom-in selections

This subchapter tries to understand the different impacts of the tourist bubbles put to the city. They way they influence the city, and the surroundings that it locates will be the standard for selecting those tourist bubbles to have further studies.

Inside the bubbles
The tourist pressure

The West Lake Scenic area reported the all-around lake pressure, while the other pressures are into small clusters(See Figure 24). The other natural related spots, however, due to their close-fence management policies, they mainly have the pressure inside the park

Hefang neighbourhoods, due to its close location to the West lake, also received massive pressure from the tourists. The pressure along the Canals distributes to the three spots where there are ferry stops.

Accommodations as the expansion of the bubbles

After mapping the Airbnb clusters and the hotels in the city, it is clear that the ho-tels and the Airbnb are now everywhere in the city(See Figure 25). The old town area, which is close to the West Lake and Hefang Neighbourhood, has the most overlapped with the accommodations. At the same time, the other tourist attractions are not relevant to the concentration of the accommodation. Instead, public transportation and the commercial zone are the more critical factor for the hotels and Airbnb to locate.

Heritages

To understand the overlaps of the tourist area with the heritages aims for one of the target: the authentic destination. If the tourist bubble contains no heritages, no previous urban function, or it is built up as a resort or a theme park, it has less context for the tourists to understand and share their experience with the locals(See Figure 26).

Zhijiang and Xiang lake, among all those tourist bubbles, has little to do with authenticity.
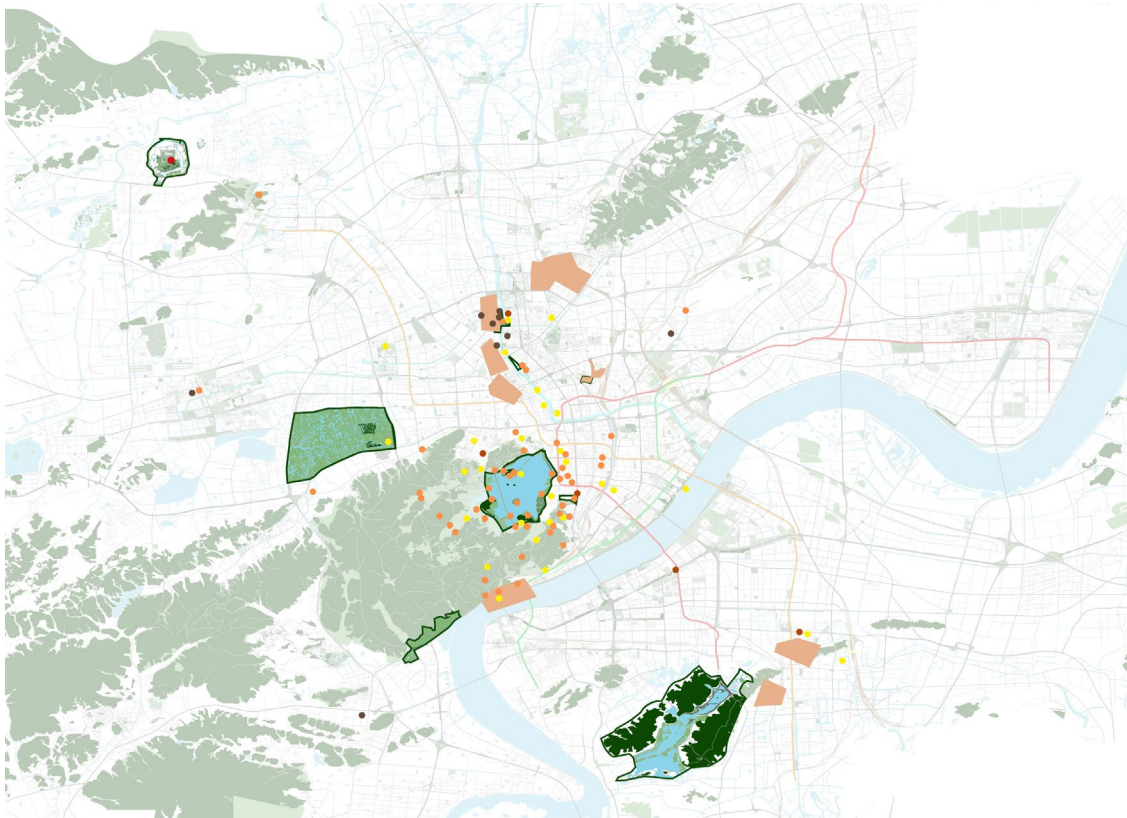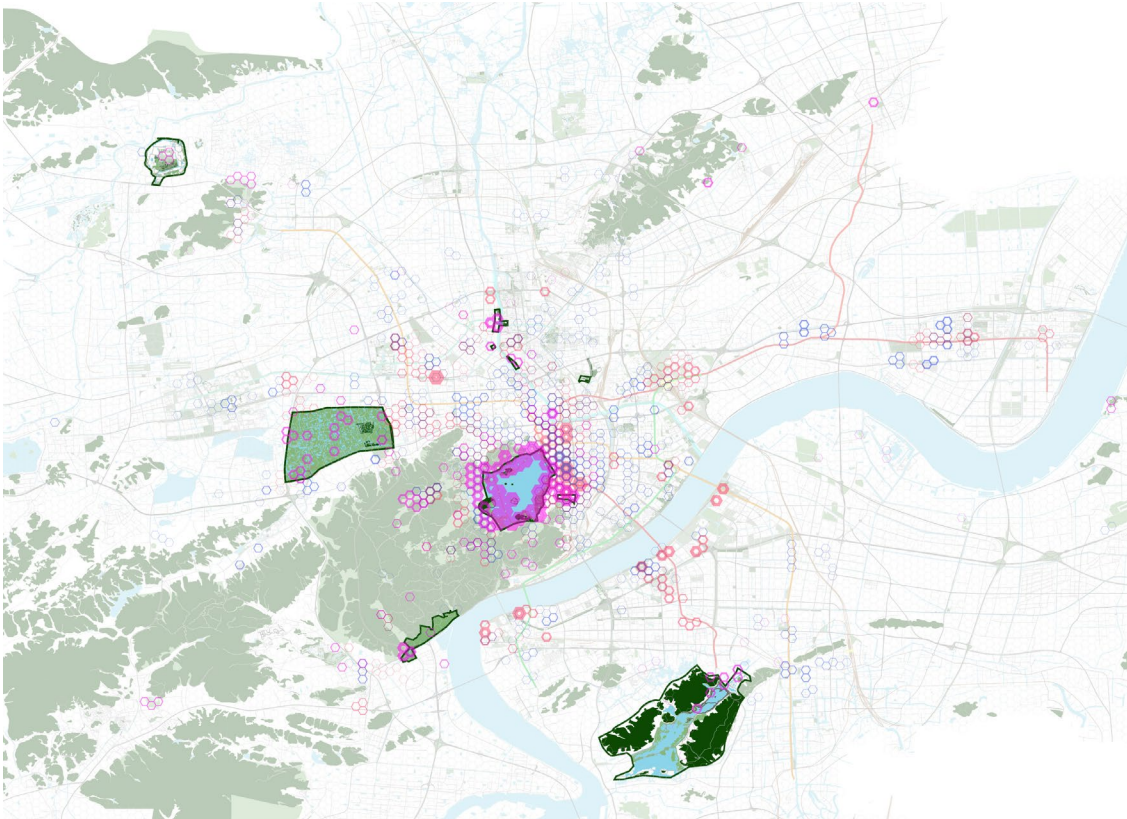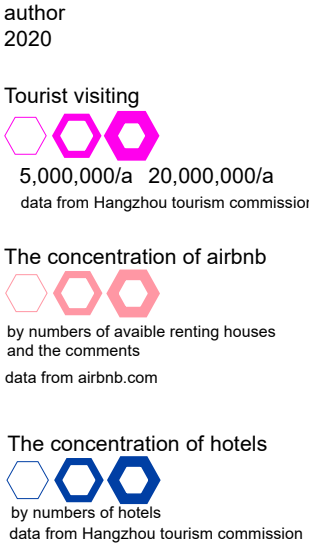
Figure 26. The heritage overlaps with the tourist areas

author
2020

• Heritage Buildings
• Industrail Heritages(regenerated)
■ Industrail Heritages zones
• Intangible Cultural Heritage
• Museum
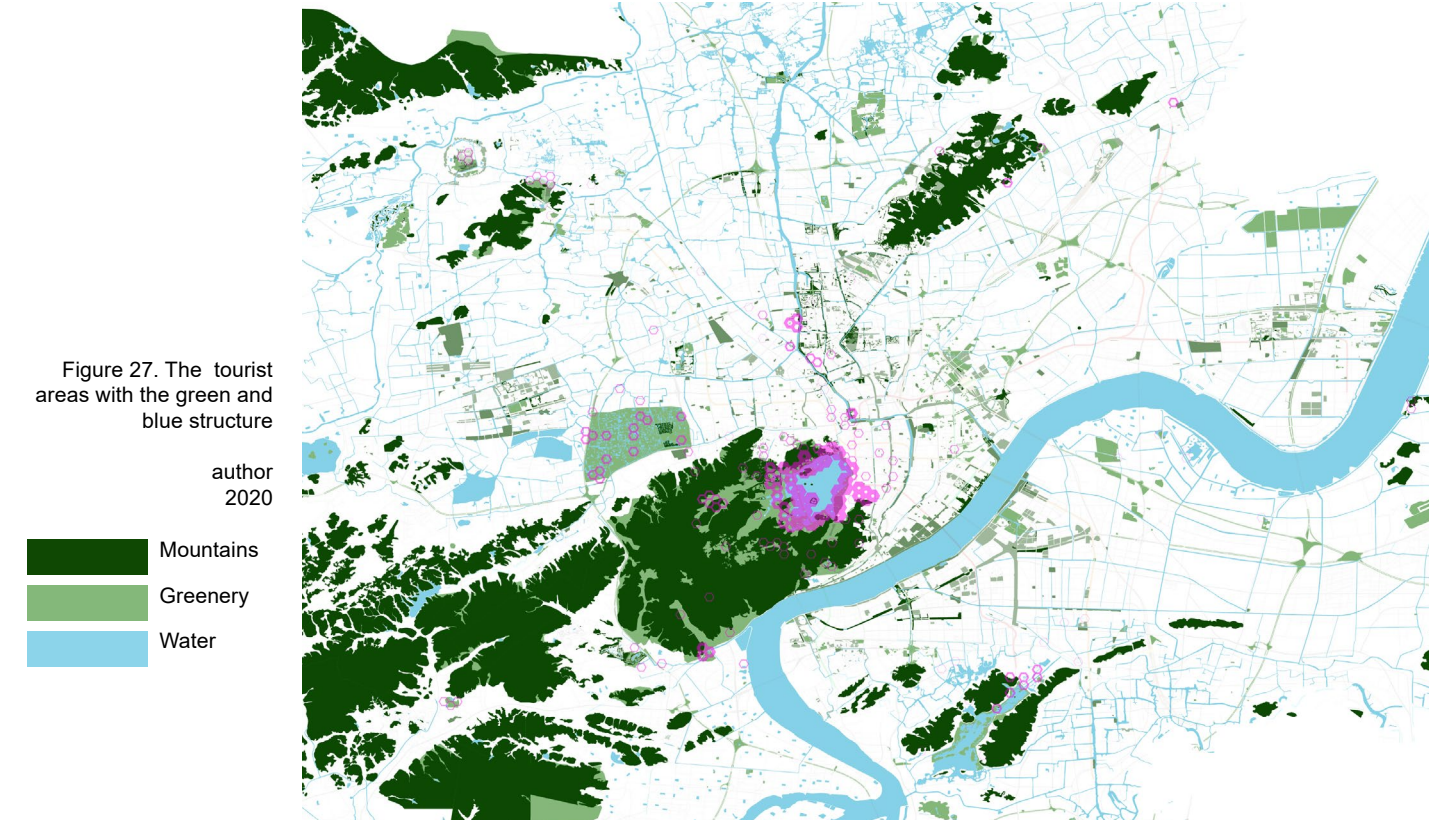
Figure 27. The tourist areas with the green and blue structure

author
2020

- Mountains
- Greenery
- Water

Outside the bubbles
The green and blue structure
The tourist bubbles in Hangzhou, interestingly, mostly overlap with the city's prominent green-blue structure(see Figure 27): the West Lake in the North Part of the Qiantang River, the Xiang Lake in the South part of the city, the wetland, and the Grand Canal.
Hefang neighbourhood and the new industry heritages are the only two located in the highly urbanised streets.

The offices
Locals not only means the residents around but also the working people who close to the tourist area.

The mapping of the rentable offices tells a basic structure of the city's business clusters(See Figure 28). The tourist bubbles around those clusters will have more groups of people to be considered in understanding the behaviour patterns. Also, have more potential in transformation as

the close-by business people/companies can be an important stakeholder.

North to the West Lake, Huanglong business centre is the oldest business area in Hangzhou. East to the West Lake, there are new commercial areas. The other tourist areas have less overlaps with the current business landscape. Small creative studios have a little overlap with the historic neighbourhoods along the Grand Canal and the West Stream Wetland Park.

The population
The places with higher density and larger population suggest a larger needs to enjoy the amenity.

The rate of the population growth suggests whether the populations are the old Hangzhou people or the newcomers who buy a house(See Figure 29-30). Different types of local may have different needs and bring different potential to tourist areas.

Figure 28. The tourist areas with the business centres

author
2020

Business/office clusters

by numbers of avaiable offices
data from scraping websites
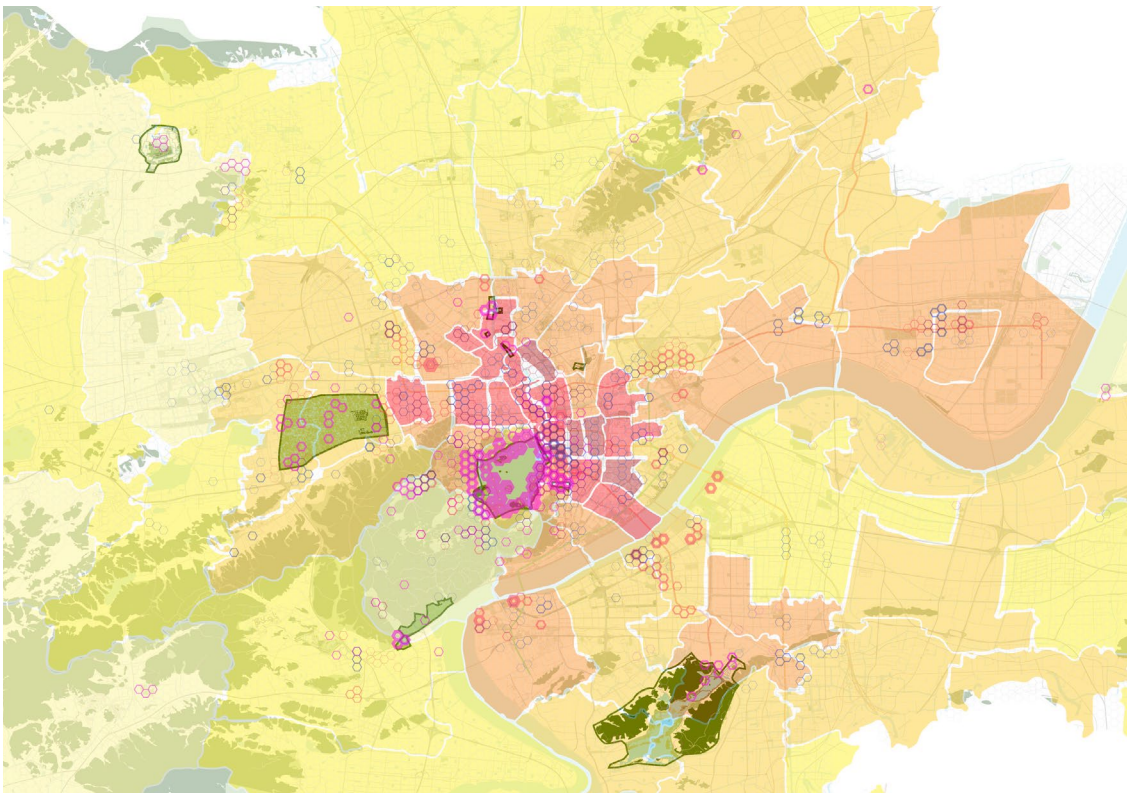
Figure 29. The population density overlaps with the tourist bubbles

author
2020

The population density ppl/km^2

800 1500 5000 15000 30000 50000

Tourist visiting

5,000,000/a 20,000,000/a
data from Hangzhou tourism commission

The concentration of airbnb

by numbers of avaible renting houses and the comments
data from airbnb.com

The concentration of hotels

by numbers of hotels
data from Hangzhou tourism commission

Figure 30.The population
growth rate overlaps with
the tourist bubbles

author
2020

The rate of population growth
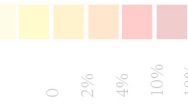
0   2%   4% 10% 18%

Tourist visiting

5,000,000/a 20,000,000/a
data from Hangzhou tourism commission

The concentration of airbnb

by numbers of avaible renting houses
and the comments
data from airbnb.com

The concentration of hotels

by numbers of hotels
data from Hangzhou tourism commission
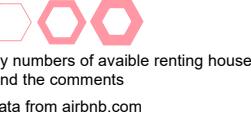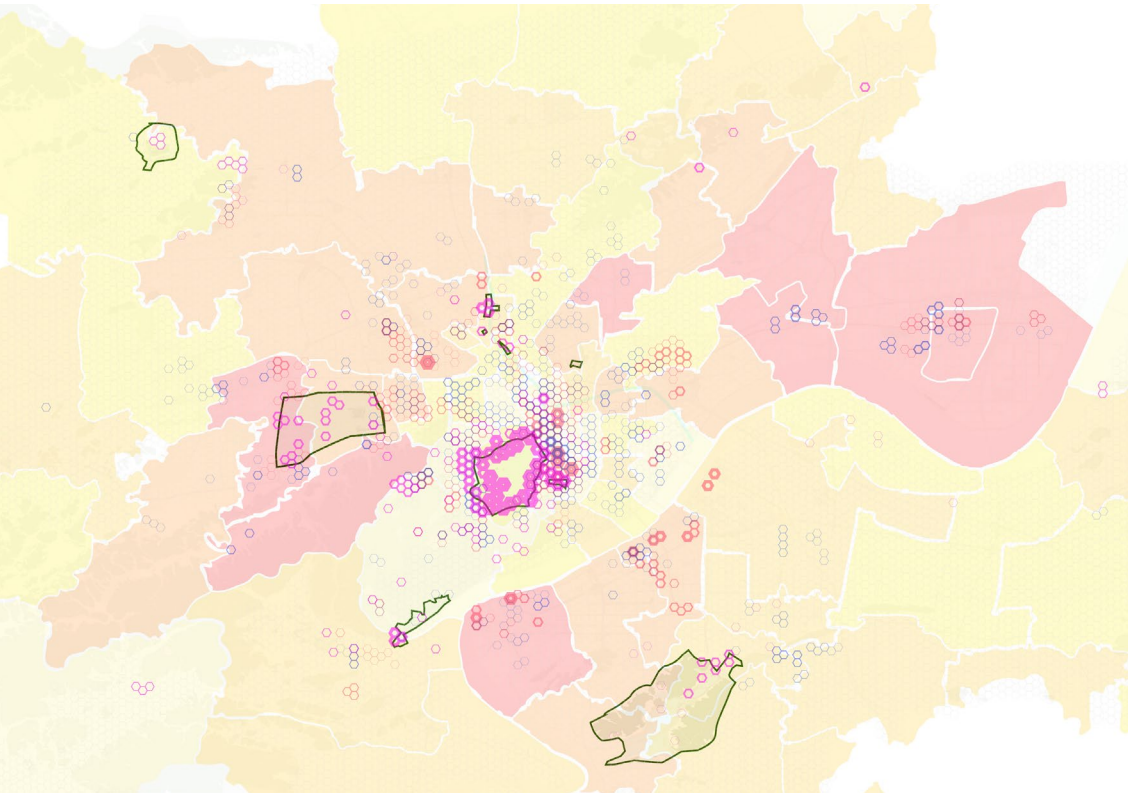
At the edge of the bubbles
The transportation pressure

People going in and out of the tourist bubbles cause enormous transportation pressure around the tourist area. Together with the city's other functions, it can form regular traffic jam areas in the city. Though it is hard to say whether the tourist area is the most responsible factor to blame, it is clear that to spread the tourist into a larder zone for that specific tourist area can release some of the pressure.

The map of traffic congestions(Figure 31) is generated from a different time in a week(Figures 32). From the maps, the east-north corner of West Lake has the highest level of traffic pressure as it is the critical area for tourists to transfer from public transportation to enter the tourist zone. Hefang neighbourhood, as a car-free neighbourhood, also contributes to the traffic problem of its surroundings.

Figure 31. Traffic congestions in Hangzhou

author, 2019

(data source: Hangzhou traffic monitor platform, www.hzjtydzs.com/)
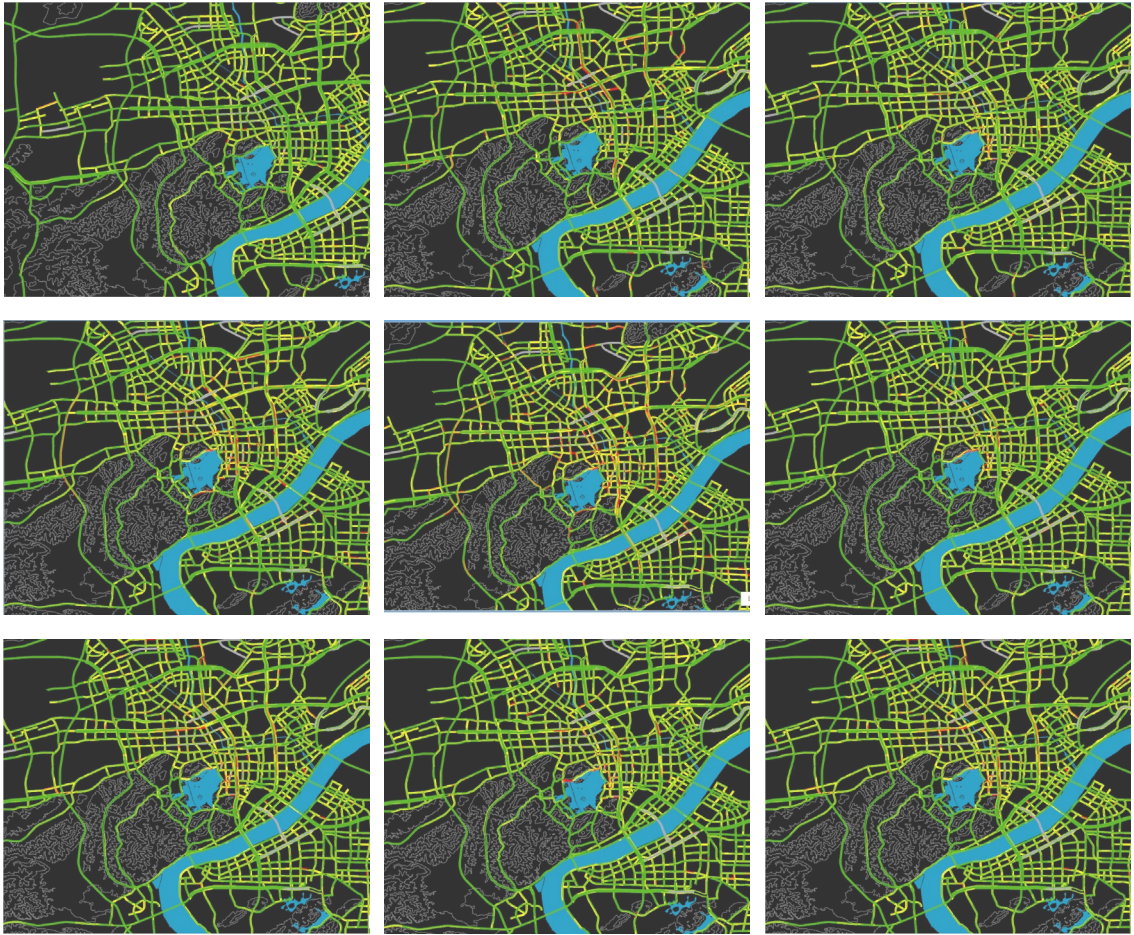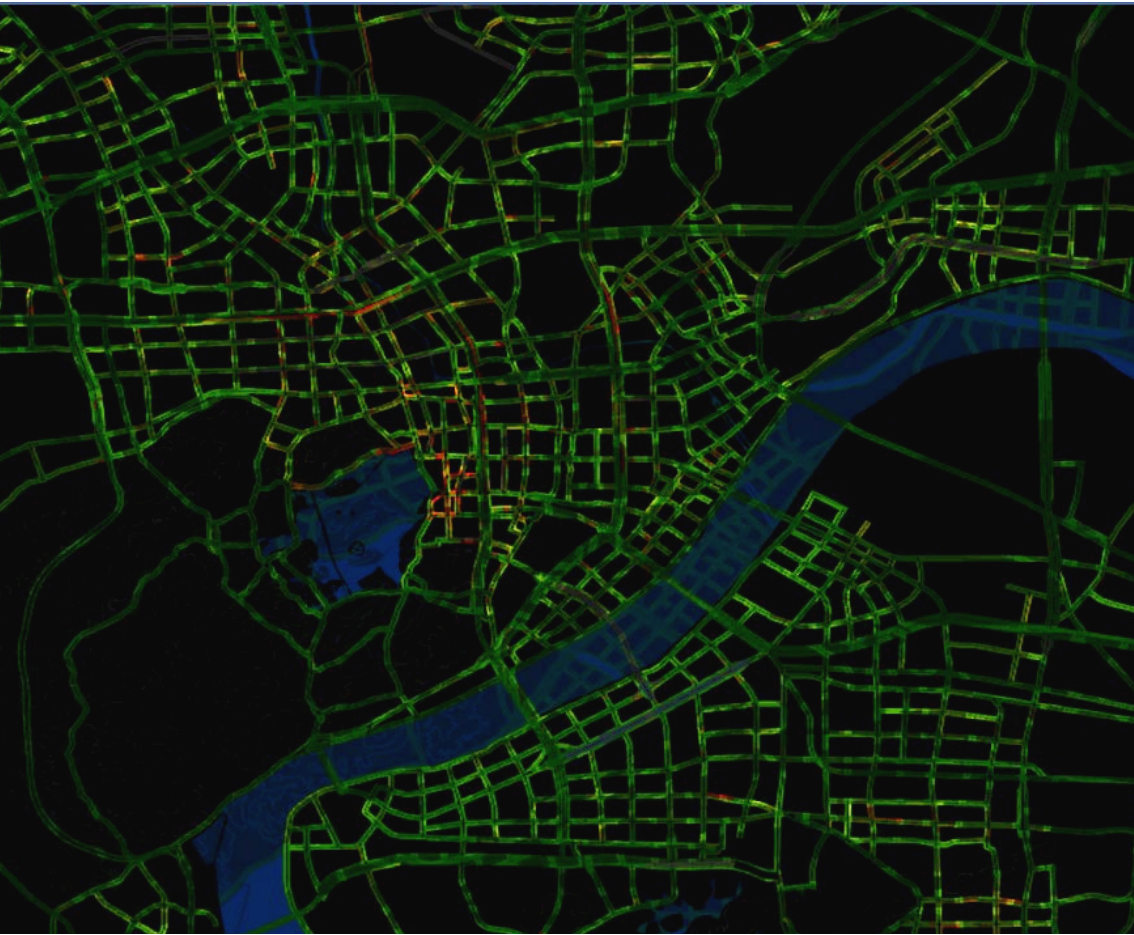
Figures 32. Traffic congestions in Hangzhou

collected by author
2019

(data source: Hangzhou traffic monitor platform, www.hzjtydzs.com/)

2.4 THE SUMMARY: THE CATEGORY OF THE TOURIST BUBBLES IN HANGZHOU

This chapter maps out the tourist bubbles through the history of Hangzhou and category their features. Base on the features, it gives a framework(see Figure 33) to select the tourist bubbles for the next step analysis in order to cover the most types and to solve the most problems that tourist bubbles bring to Hangzhou.

The features of the bubbles

SSpatial characters of the bubbles are the underlying factor for the classification because of the vast difference in spatial elements can significantly influence the liveability potentials that it can bring to the locals.

By the factors of the spatial features, four main types of the tourist bubbles exist in Hangzhou: the ones based on a big scaled urban landscape(the West Lake, the West Stream Wetland Park, the Xiang Lake); the ones as a neighbourhood of urban texture, no matter fake or real(Zhijiang Resort, Hefang Neighbourhood, Xiaohezhi Neighbourhood, and Dadou neighbourhood); a cluster of buildings(Qiaoxi museum clusters and the industry heritages under renovation). The archaeology site is a special category in the city. As it is hard to have any local activities inside such a site with a high level of the preserve, it will not be further discussed in the thesis.

The chart examines the features inside, on edge and outside the tourist areas. The colour suggests its stage of being problematic or potential of Living Poetry. The complexity in planning is also being considered.
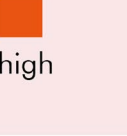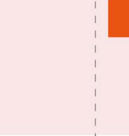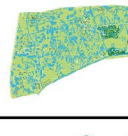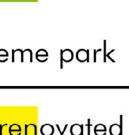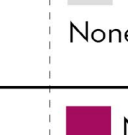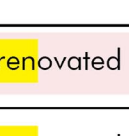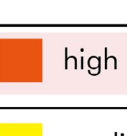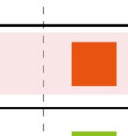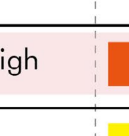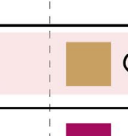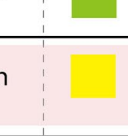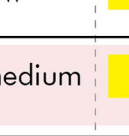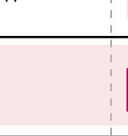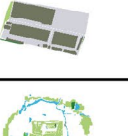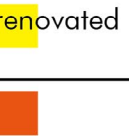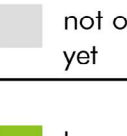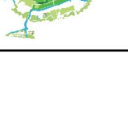
The selected bubbles for the next step

The selected bubbles for the zoomed-in analysis are the West Lake, Hefang Neighbourhood and the Qiaoxi Museum Cluster.

They cover all spatial types of the tourist bubbles, with the highest pressure inside and at the edge of the tourist bubble. Also, they cover the old and new blocks of the city and the different landscape structures.

Figure 33. The category of the tourist bubbles in Hangzhou

author
2020

| Territory / Spatial feature	Factor / THE BUBBLES	Inside Authenticity destination			On the edge	Outside Liveable environment					Special Planning
		Heritage/renovated/new built	Visitor pressure	Transportation pressure	Density	New residents/Old residents	New town/Old town	Green &blue	Office	Special Planning
Urban landscape √		cultural heritage	high	high		Old	Old	The West Lake	Business centre	The west lake scenic area management planning
o		new built	medium	low		New	New	The wetlands	Creative industry	-
o		new built	low	low		New	New	The Xiang Lake	-	-
Street/Block/Neighbourhood x		theme park	high	low		None	New	The mountains	-	-
o		renovated	medium	low		New	New	The Grand Canal	Creative industry	
√		renovated	high	high		Old	Old	Urban settings	-	
o		renovated	medium	low		New	New	The Grand Canal	-	
A Cluster of buildings √		renovated	medium	medium		New	New	The Grand Canal	Creative industry	
o		renovated	not open yet	low		New	New	Urban settings	-	Heritage planning
Archeological site x		Heritage	low	low		New	New	Rural	-	
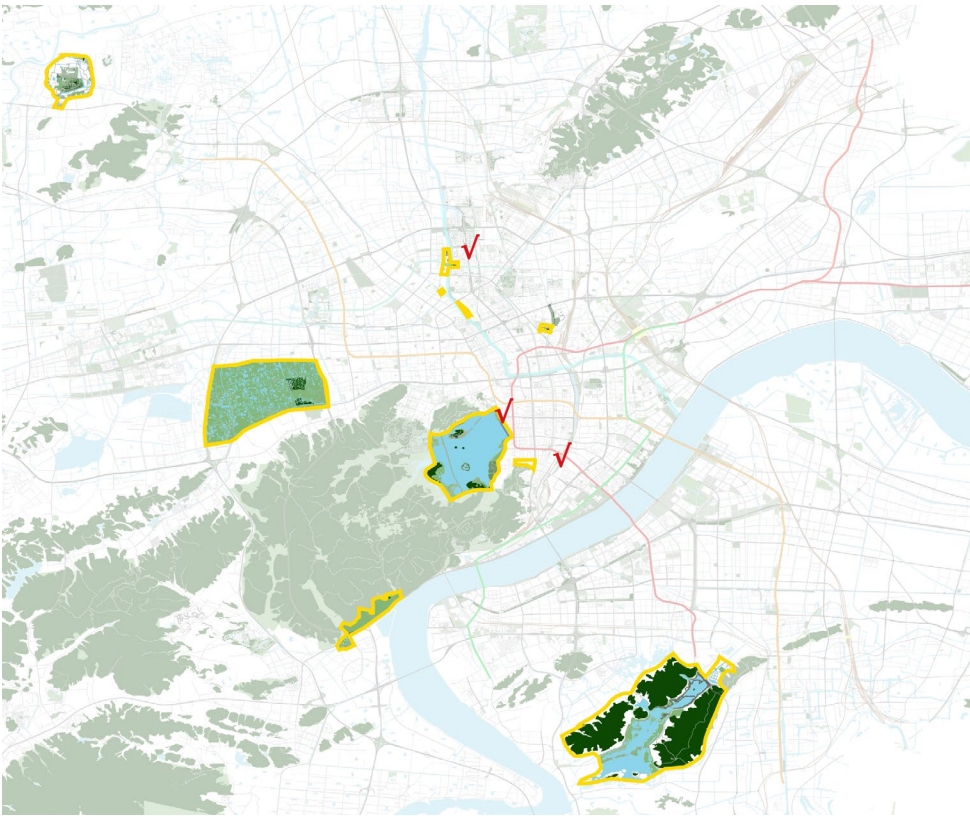
Figure 34. The locations of the tourist bubbles in Hangzhou

author
2020

CHAPTER 3 LOOK INTO THE TOUR-IST BUBBLES
- SPACES/BEHAVIOURS/PROBLEMS/POTENTIALS

Figure 35. Inside and outside the tourist area of the Westlake area

edited by author, 2020
original picture from Baidu streetview
2016

Figure 36. Inside and outside the tourist area of Hefang neighbourhood

edited by author, 2020
original picture from Baidu streetview
2016

Figure 37. Inside and outside the tourist area of Qiaoxi neighbourhood

edited by author
original picture from Yanyu, 2011
source: blog.sina.com.cn/s/blog_4d9089fd0100p043.html

Step 1. mapping the physical existence

Spaces Functions
Forces/stakeholders

Who are encouraged by the patterns?
Who are disturbed?
Who are ignored?

How?

putting toegther

Patterns

People

Problems
Potentials

Step 3.understand the reasons behind the spatial patterns

Step 4.outcomes

behaviour pattern   Step 2.mapping the people in

tourists

locals
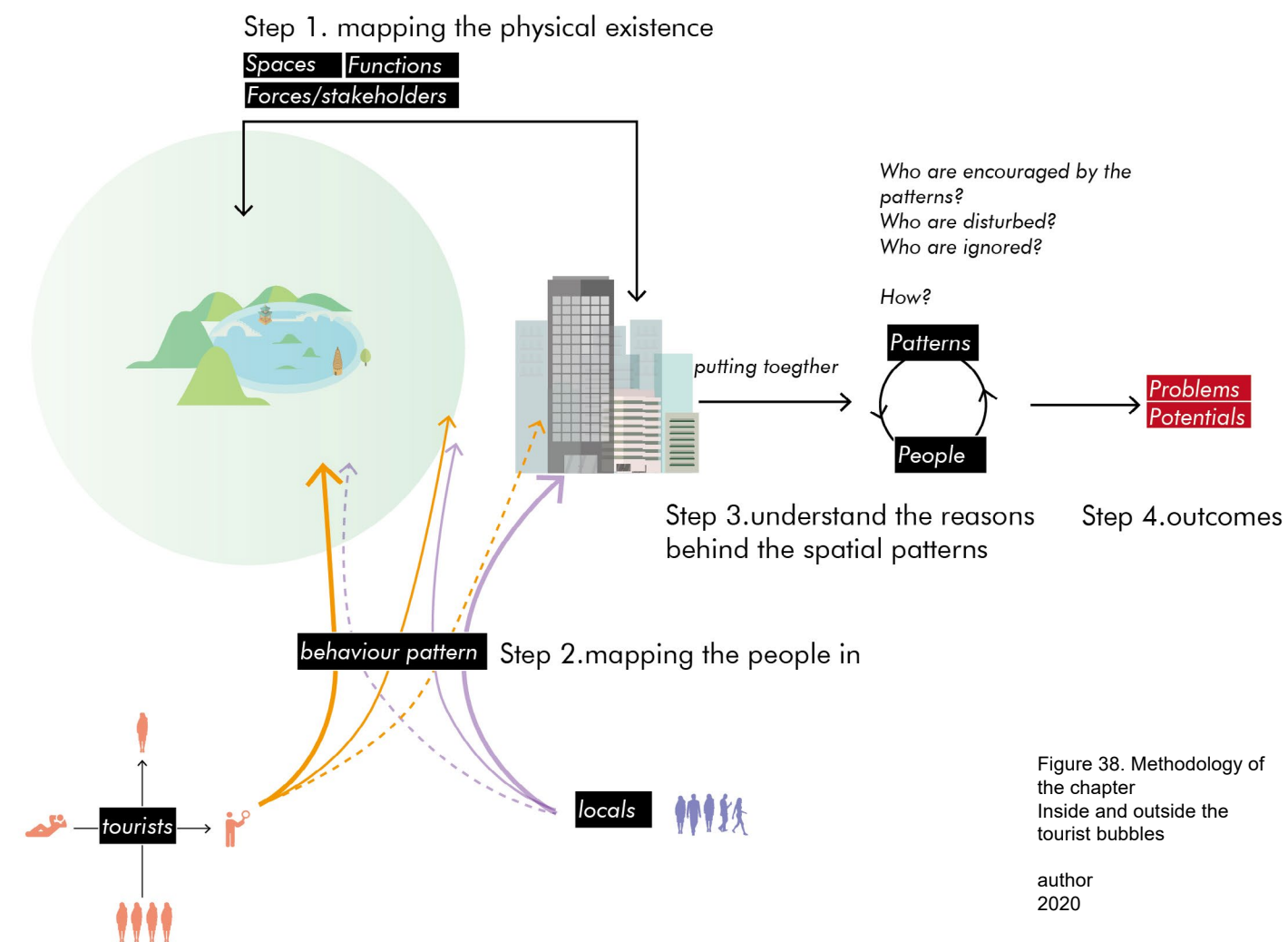
Figure 38. Methodology of the chapter
Inside and outside the tourist bubbles

author
2020

Tourist bubble-Spatial patterns-behaviours-the group of the visitors

This chapter aims to have an in-depth understanding of the tourist bubbles, to dig out the unique problems and the potentials of the three types of the tourist bubble.

The analysis starts with the physical existence of the bubbles(See Figure 38). Space and functions will be listed and categorised with potentials and problems. The second step is to understand the people behaviour patterns in and out of the bubbles, which highly rely on the fieldwork and interviews. Both tour-

ists and the locals are into consideration. With the spatial settings and behaviour patterns clear, the third step is to examine the liveable environment's use situation. Are there not used space which is liveable? Are there places highly used by a particular group of people yet lack of liveability? Is the local block to certain areas lack liveability? While the tourists are not fully used specific spaces?

The outcomes of this chapter are the problem conclusion maps and potential maps with the using situation from the different visitors, which offers the base for breaking the bubbles up.

What is a pattern?

A pattern concludes repetitive problems/phenomenon in the environment. It is a spatial language system used by Christopher Alexander(1977) in his book A Pattern Language(See Figure 39). Each pattern represents a mode and a rule of the problems which have different spatial form.

"The elements of this language are entities called patterns. Each pattern describes a problem which occurs over and over again in our environment, and then describes the core of the solution to that problem, in such way that you can use this solution a million times over, without ever doing it the same way twice.(p.10)"

The system of patterns is cross-scaled. It goes from the city scale to the building details in Alexander's book. The upper scale's pattern is consisted of the lower scale's elements, just as the sentences consist of words. The patterns of the lower scale always play a role in the bigger scales. The combination may lead to the core of the problems and suggest the solutions.

Why does this project choose to set up spatial patterns in analysing the tourist bubbles?

The pattern reveals an abstract model of spatial existence. It is adaptable to multiple spatial environments in the real social-cultural world which share the core of the patterns. A pattern takes different real spatial shapes when it applies to a different situation. The problems and solutions need to the realities of the specific cases. Working out a pattern is like working out a formula of spatial problems. It offers a, but the real outcome can be different due to the real situation.

The cross-scaled system offers the big picture when the solution is discussed carried out and applied. It answers better to a planning system's requests as the project origins from the integrated planning system. Pattern systematically shows what is under the effect when

a particular pattern is adjusted or re-organised. This character, showing the linkage through the scale, encourages the wholesome thinking and the cooperation among the related stakeholders.

The transferability of the patterns is another reason. The flexibility of the patterns offers a solid base for working out the toolbox for millions of similar problems of the tourist bubbles. Different social background and cultural influences are also factors leading to different solutions on-the-ground. How to use it in other tourist bubbles in the city, in other Chinese cities, and even around the world? It is further discussed in Chapter 6.
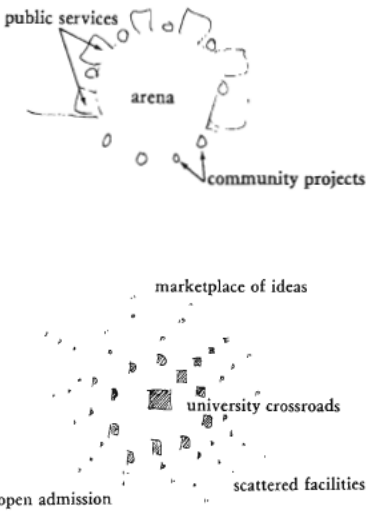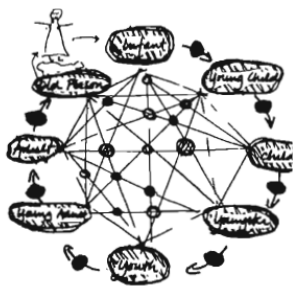
Figure 39. The pattern as a repetitve phenomenum

Christopher Alexander et al.,1977
A Pattern Language

From behaviours to the visitors

To influence people's behaviours in the spaces is the core of the project. There are different kinds of people in and around the tourist bubbles with different behaviours. Multiple reasons lie behind that. Their actions vary from each other as they have different visiting motivation within their various of time-money budgets for a visit. The effort they need to make to come to the area also influences the choices that they will make.

To categorize the visitors into different types is the primary purpose of this chapter. The types of visitors serve as the link of the people and spaces. Although the goal of the project is to promote more local activity in the current tourist bubbles and introduce some tourists out of the area, there is no direct link with the spatial elements to categorize the people only with whether they are local or tourists. Tourists can also use the spaces in the same way as the locals when they have a very casual timetable, and it is the same for the locals who enjoy quick sightseeing.

Figure 40. Various users in the tourist area

author
2020

The way to categorise the visitors

IIn this project, the visitors are categorised directly by the ways they behave in the tourist area(see Figure 41 on the next page). The key factors are the combination of their moving and their staying on the site. In details, the visitors are characterised with the times they stop, the time they stay at every stop, the length they move and the duration of the whole visit.

The information collects through the online questionnaire (see Appendix 4 on Page 290). The questionnaire tries to restore the routes and activities of each visitor in the tourist area. The visitors need to describe a typical route from their visits, in which they need to mark the starting point, the endpoint, the route with the turning points and every stop they have in the visit. They also need

to fill the total duration of the visit and the longest time duration among the staying areas. It is also required to fill the travelling time spend from their house/hotel to the tourist area, the preferred time to take the visit (which month, weekday/weekend, morning/afternoon/night) and their role (tourists or local). Those are the factors to show the link between the move-stay behaviour types and their roles.

For example, the case No. 27(See Figure 42 on the next page), an individual tourist, spending 10-30 minutes on the way by taxi to the west lake scenic area on a weekend day in the morning in October, finish an all-around-the-lake tour within 2 hours, and stop only at the museums for 30 minutes. While the case No. 2, a local spending 30minutes to an hour by the metro, starts her/his visit from Longxiang metro station, going shopping in the Yin-Tai shopping malls, then walking down to

the lake edge, going south along the lake and to the commercial cluster called "West lake Tian Di" then going back following the same route. No specific day is mentioned by this local, while it is marked that she/he prefers evening time during the day. The longest spot she/he stays in the Yin-Tai shopping mall (for 2 hours in the 3 hours visit), the other staying points are the random benches along the lake.

The types are not representative enough as the survey only collects 301 valid cases, in which 200 are locals, and 100 are tourists. The amount and accuracy of the survey limit the reliability of the types which are concluded from the data. For further researches, the heat map monitor of the city can be a tool to make the interviews on the sites, and the interviews with the tourist agency are needed to have a more extensive database.

Figure 41. The logic chain for building up the visitor types

drew by author
2020
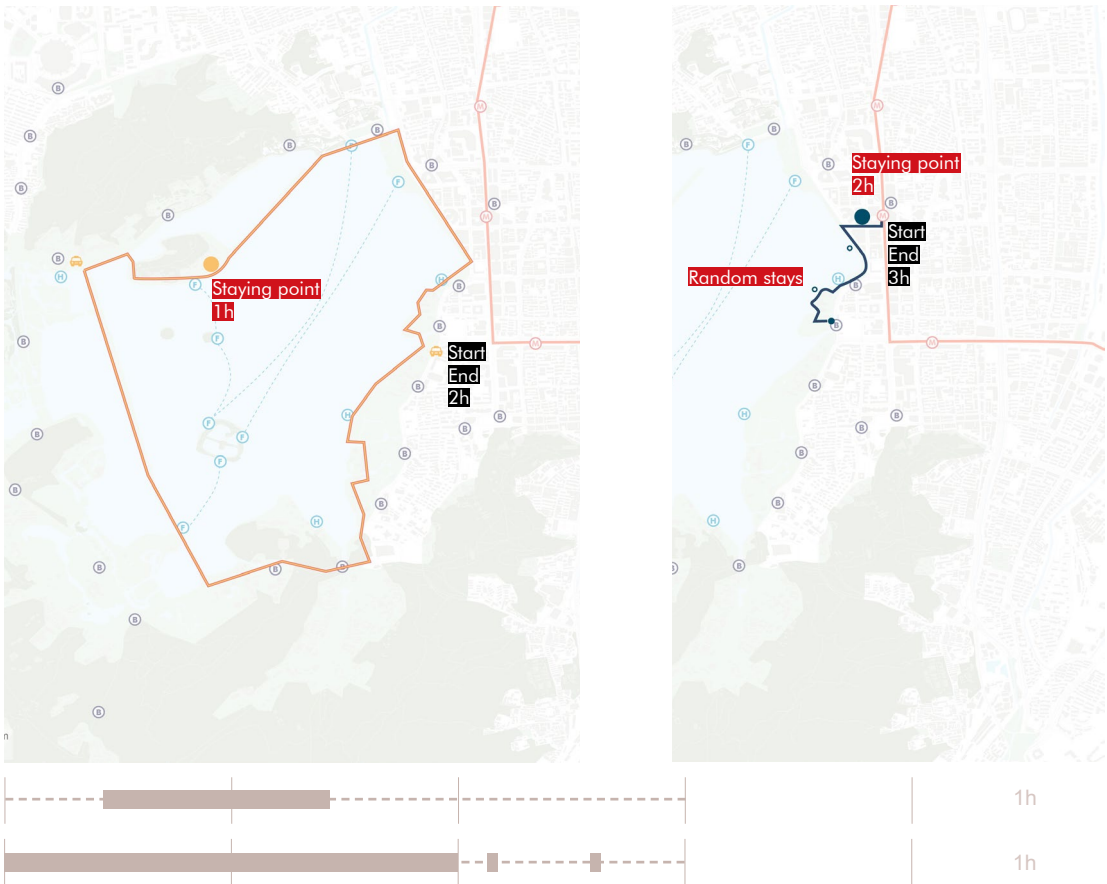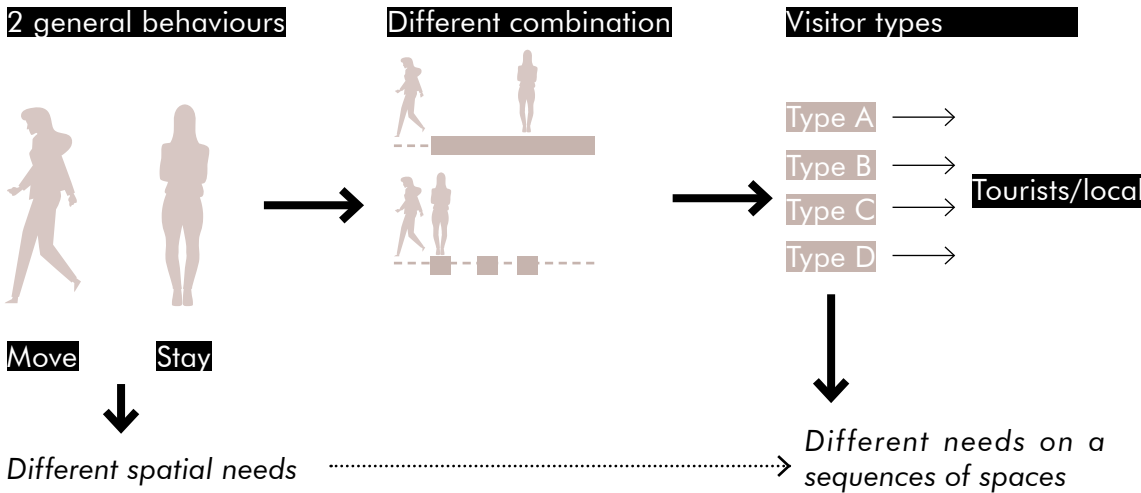
Figure 42. The description of case No.27(left for the picture, up for the bar) and No.2(right for the picture, down for the bar) in the West Lake area

author
2020

The 4 types

The survey summarises four main types of visitors. They are on-the-run sightseeing visitors, go-and-stay visitors, random wanderers, and visitors who have daily routines in the area (see the icons below).

On-the-run sightseeing people plan the visit structurally. They have a long and wholesome visit on the site with many stops, while they only have very short stays at every starring point or catering place. In the touristic area, they are a group of people moving quickly between different must-visits, and they still tend to enjoy the scenery on the move. Fast sightseeing transportation is attractive to this group, such as ferries, the hop-on-hop-off sightseeing buses, rented bicycles and human-laboured tricycles with tour guides. It is a typical type for mass-tourists whose visits are planned by the tourist agency and the individual visitors who follow the recommended routes from the travelling websites.

Go-and-stay visitors are a group of people who plan to stay in specific places on the site. Usually, the place is either cultural buildings (museums, galleries, libraries, theatres), commercial buildings or catering places (cafés, restaurants, tea houses). For special areas, this also includes specific pavilions and the rented boat for small groups or individuals. They care less about the scenery on their way to the destination. They care more about the time they spend at and around the destinations.

The random wanderers have no plans and no destinations. They are easily distracted, and they search for whatever may catch their eyes. Their total time they spend on a site is always shorter than the other types. Their motivation to visit the site is always something not related to the touristic character. Furthermore, they have some spare time when they finish their tasks. The random visitor can transform into other groups.

Daily visitors are complicated. They can cover all the three types mentioned above, yet they have a more professional or personal needs towards the area. They have time to find the best route and places for their owns, for example, a sound running track for morning exercise people, a well-designed pavilion which is good for dancing and chorus, a unique spot to observe wild birds, the favourite dish in a small canteen. Stable attractions and social connections are the fundamental motivation of this group.
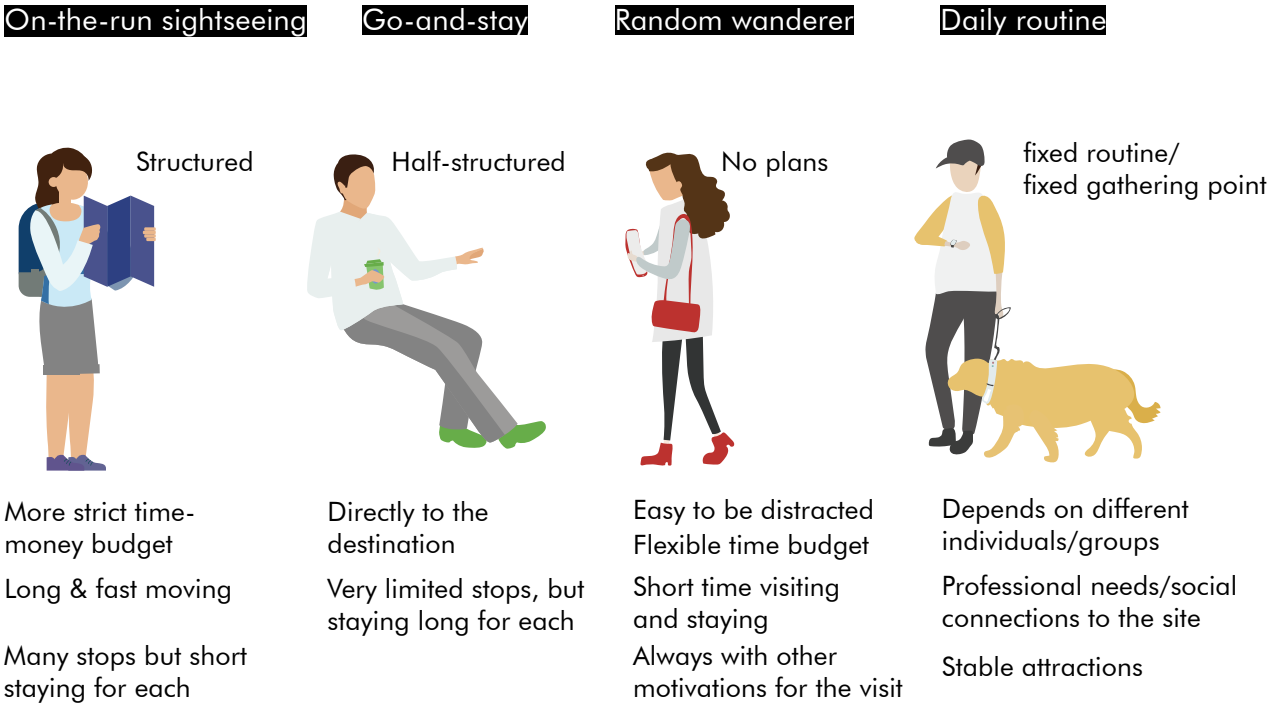
Online survey

Due to the COVID-2019, the fieldwork is replaced by online survey and online video watching. The types of visitors are concluded from the online survey carried by the author. The origin questionnaire is in Appendix 3(see on page 278).

The online survey started to collect data from Wenjuanxing online survey platform from 31st January, 2020. 329 people filled the survey, and the last one was filled on 6th February 2020. The survey asks for the necessary information (age, local/non-local), the visiting experience in the three tourist bubbles (travelling time to the bubbles, transportation, visit time, route in the bubbles, activities, group size) and the assessment of those bubbles (Likes, dislikes and suggestions). The valid cases are 301(183locals+118tourists) out of 329, for 16 locals and 12 tourists express that they have never been to those three areas.

The west lake scenic area (the lake zone) is the most popular tourist bubbles among the three. 179 locals and 113 tourists (while only 15 of them are in big groups as mass tourists) have been to it. The Hefang Street Neighbourhood is the second popular tourist areas among the three. 151 locals and 49 tourists have been to it. Qiaoxi Museum cluster is a more complicated tourist area. It locates along the Grand Canal (a heritage). In the survey, 130 locals have visited it while only 28 tourists visited it.

Tips for reading the chapter

The chapter is going to reveal the spatial features in and around the tourist bubbles and people's behaviour related to it.

The chapter uses the three tourist bubbles selected from the Chapter 2 to show the spatial patterns on three levels of scale: the Lake zone of the West Lake Scenic Area(the city scale, Figure 43), Hefang Neighbourhood(the neighbourhood scale, Figure 44), and Qiaoxi Museum Cluster(the building scale Figure 45).

They focus on the phenomenon at different scales of the tourist bubbles and start to address the problems from the scale they focus on. However, the phenomenon on one scale may result from the other scales, that they can dig out the patterns through all scales. Problems and the potentials are to patterns of proper scales, and the whole system(the three bubbles).

Different types of visitors are mapped in the spaces. That is aiming at showing the relationship between the spaces and the behaviours of the specific group. Different groups of people use spaces differently. They are a collection and selection from the surveys, which the original mapping are put in Appendix 4 (page 290).

The behaviours are the starting point into the understandings of the spatial patterns followed. With the results and the observation, the chapter tries to answer the question: What are the spaces that influence people behaviour? How do they trigger, disturb, and support the behaviours of different visitors?

Each pattern elaborates with maps, sections or photos of the real spaces which can represent the site. Some patterns on lower scales are only shortly explained without drawings. The colour of the pattern icons are consistent in the maps and sections and suggests different categories. The patterns are categorised into different colour groups which stand for different attributes. The colour groups suggest the departments behind it and the related group of stakeholders.

The conclusions of the chapter are back to the schematic framework of the patterns for each tourist bubble. It goes one step further to Chapter 4 by discussing the problems and potentials of the compositions.
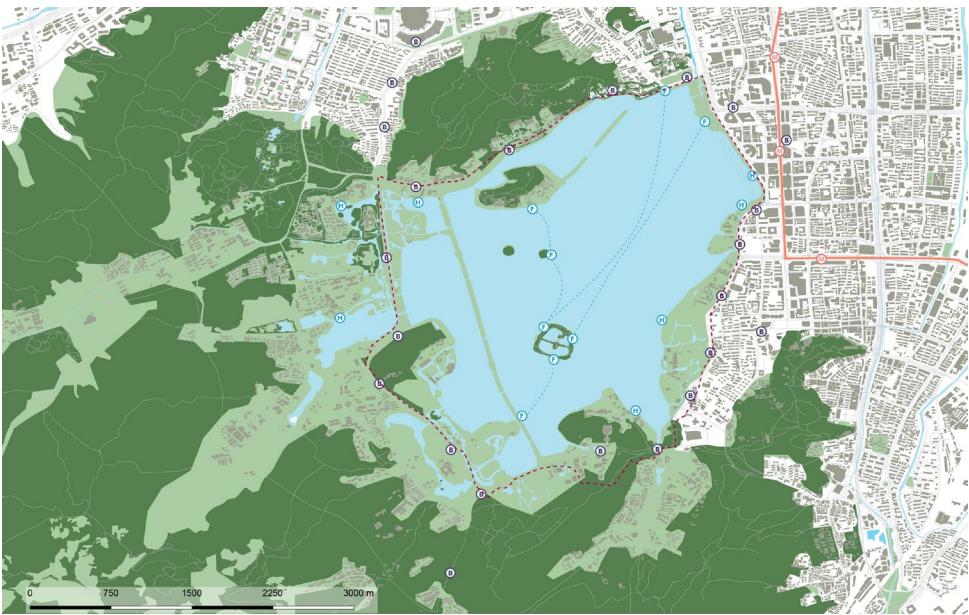

Figure 43. The selected tourist bubbles in Hangzhou, the West Lake

author
2020
sources:
base map:
www.tianditu.gov.cn
www.openstreetmap.org
facilities on the map:
map.baidu.com

Figure 44. The selected tourist bubbles in Hangzhou, Hefang Neighbourhood

author
2020
sources:
base map:
www.tianditu.gov.cn
www.openstreetmap.org
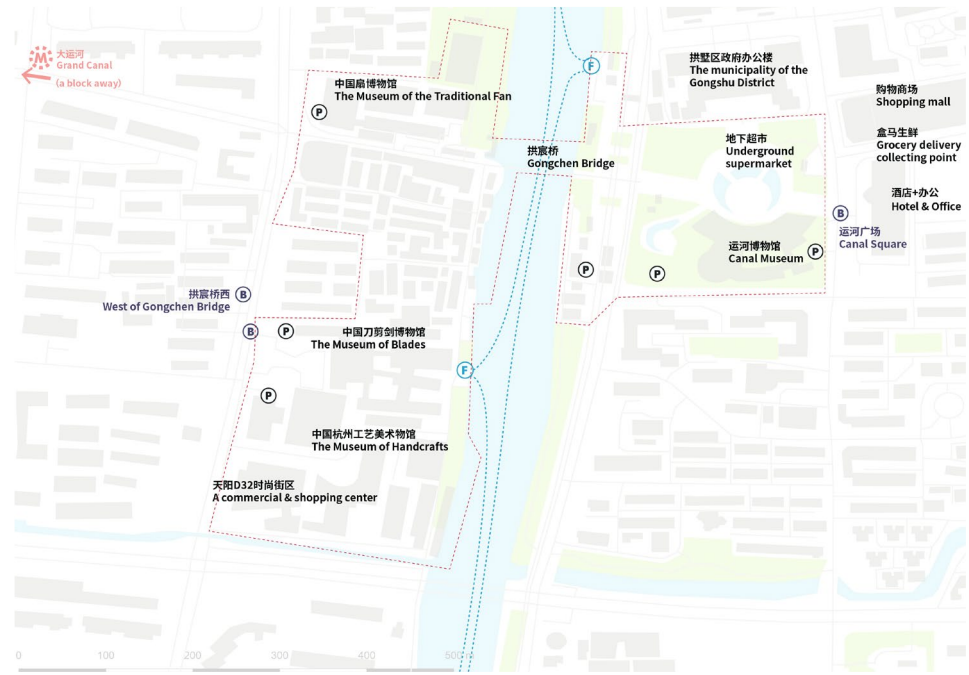facilities on the map:
map.baidu.com

Figure 45. The selected tourist bubbles in Hangzhou, Qiaoxi Museum Cluster

author
2020
sources:
base map:
www.tianditu.gov.cn
www.openstreetmap.org
facilities on the map:
map.baidu.com

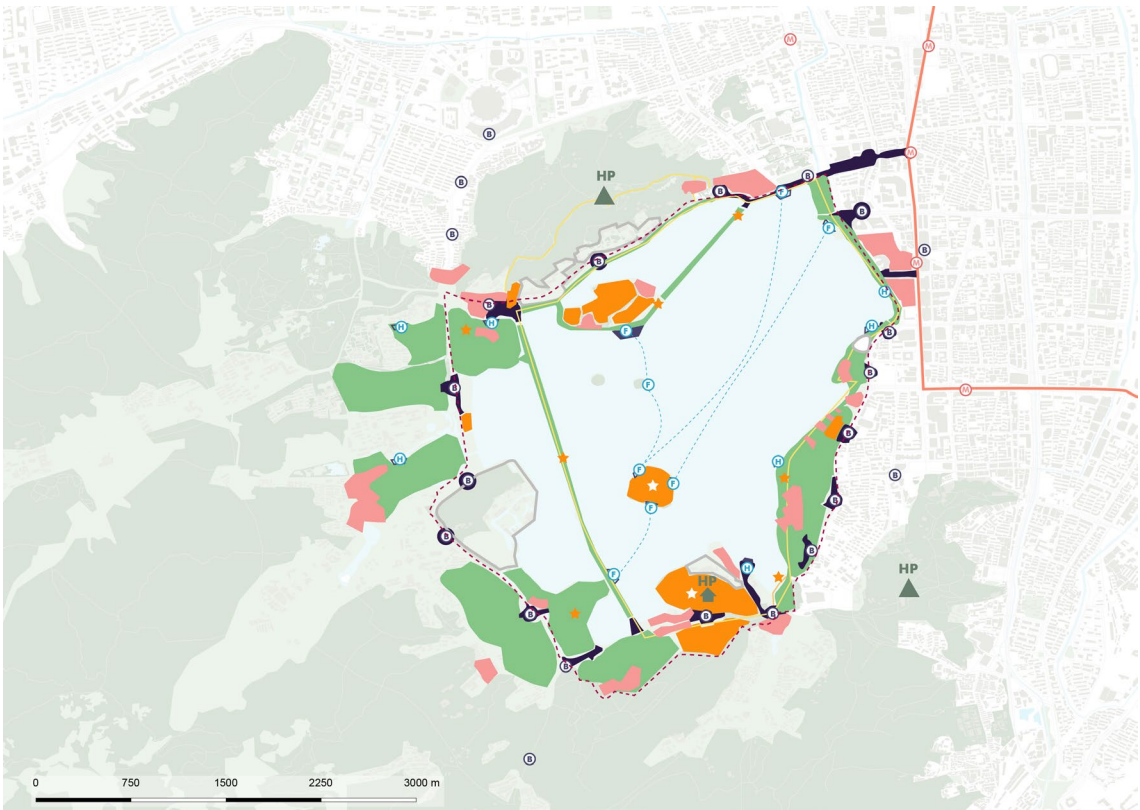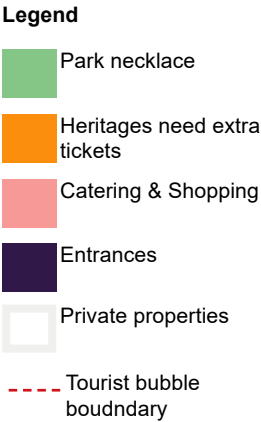# 3.1 URBAN SCENIC AREA: NATURAL TOUR-IST BUBBLES ON THE CITY SCALE

Urban Scenic Area

Legend

■ Park necklace

■ Heritages need extra tickets

■ Catering & Shopping

■ Entrances

□ Private properties

---- Tourist bubble boundary

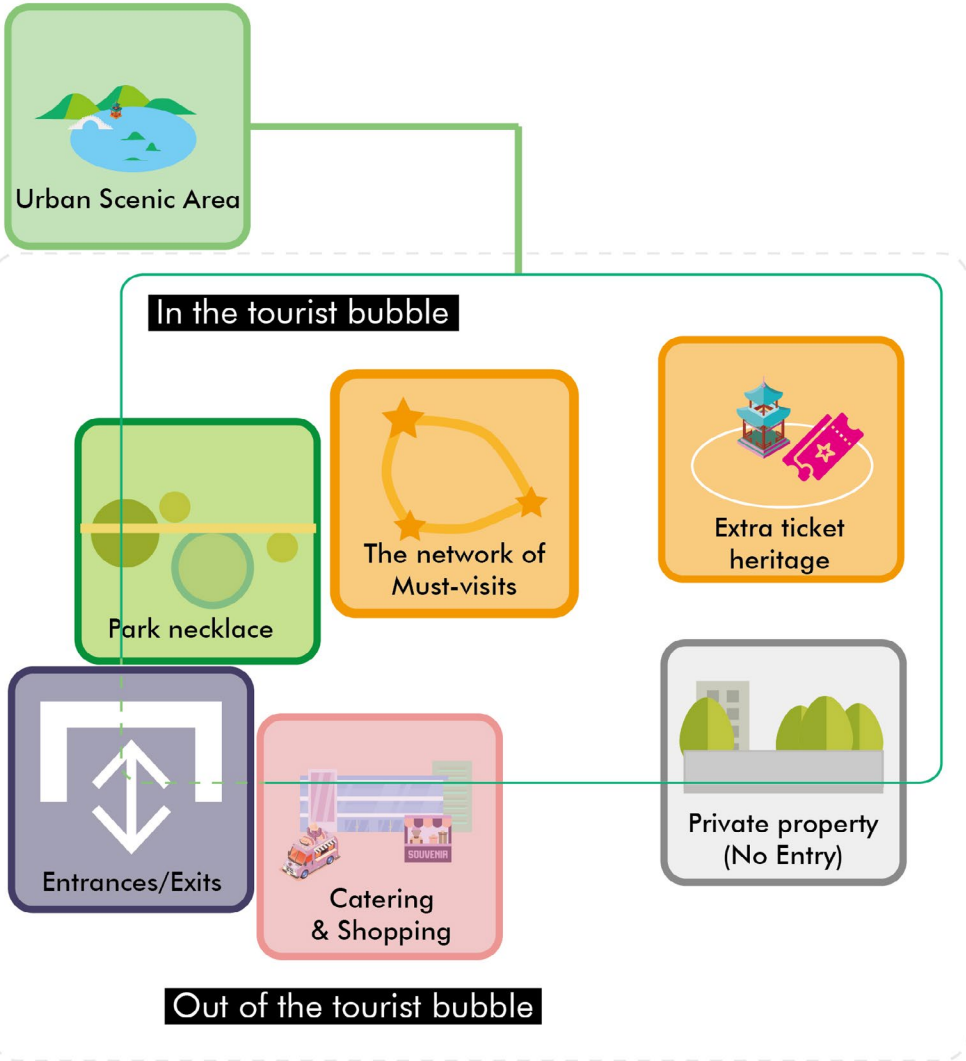Figure 46. The spatial patterns of the West Lake Urban Scenic Area(Lake Zone)

author 2020

Figure 47. Patterns consist of the urban scenic area and their relationships with the tourist bubble

author, 2020

The unique natural-based system in the city

What is an urban scenic area and what is it consisted of?

The urban scenic area is a big piece of historical natural landscape attached to the city. It attracts many tourists because of its national fame while it is urban greenery for locals to relax.

Spatially, it is a big green bubble with smaller heritages bubbles in it. Functionally, it is not only a park for history fans and locals. Commercial and leisure facilities scatter in and along the scenic area. It shares a continuous interface with the city, where many urban activities take places. The edge has a different level of permeability in different parts. The transportation nodes, those metro and bus stations, become the most permeable entry point on edge due to its enormous amount of visitors, while another part of the edge is losing its easy-accessibility for management purpose (See Figure 46).

Greens & Heritages: A big park? A series of parks?

Green is the base of the scenic area. The West Lake is a big park which was a series of small parks which operated separately.

The West Lake become a continuously open urban space in 2000 by breaking the walls of some city parks. Some of these former parks have abolished the opening and closing time and become completely open to the city. Some still have the opening and closing time, but they do not charge tickets. Some historical site still has walls and charge tickets, always the touristic ones.

The open parks have formed a new green space structure, making the former series green spaces a continuous one for people. This old and new spatial management triggers two very different ways for people to use them, which is discussed in the part of Park Necklace.

Image 21. The West Lake Urban Scenic Area(Lake Zone), view from Baochu Mountain

Zhejiang TV Channel, 2016 Hangzhou Documentary film

Amenities: More than scenery

Compared with the purely natural landscape, a large amount of commercial, catering, and service facilities are distributed in and around the urban scenic area.

Those facilities are the legacy of the urban history of different periods. Some maybe restaurants which have witnessed hundreds of years of the history on the lakeside, and even become a must-visit for the tourists, while some are just recently planned and quickly constructed to meet the needs of the booming tourists. They may take many forms, or clustered commercial complex buildings, or take-out windows, or open-air cafés.

Urban reform took place as the scenic area became a free open place for the public. Commercials gather around the lake under the urban planning. Catering, accommodations, commercial streets, and shopping complex, operated by private or enterprises occupied many the urban lands which used to be residential and administration areas.

The amenities places have higher possibility to change. Unlike the park and the heritages which are in the boundary of the scenic area, the amenities which lands out of the scenic area face little regulations from the scenic area management policy. The city agenda pushes new interventions in these areas. Even in recent years, those commercial streets have undergone tremendous changes with the Longxiang Bridge metro station put into use in 2012, and the commercial streets next to it changed into a pedestrian-only at the end of 2019.

A variety of leisure and entertainment facilities provide new motivation and behaviour patterns for people visiting scenic spots and surrounding areas. More activities related to indoor activities such as shopping, meals, drinking tea, chatting began to occur around the scenic area, changing people's single behavioural arrangements. In turn, it has an impact on the meaning of the overall space.

Transportations: Edge? No edge?

The interface between the city and the historical nature is a changing edge through history.

It was a real edge before. In between the 1980s to 2002, the historical area of West Lake was closed with walls to charge tickets. The physical barrier was turned down to attract more visits in October 2002. The walls around the lake were turned down, and it has been a remarkable act in Chinese tourism financial promotions. The free entering policy attracts a massive amount of tourists to visit the area and the city. In order to manage the high amount of people flows, edges are set up again in other forms. The crowdedness of tourists leads to a concentrated flow of people. The so-called open edges do not thoroughly communicate with each other in terms of spaces. The fences used to maintain the bicycle lane, the hedges at the edge of the park, and the two-lane urban roads still serve as solid partitions, separating the city from the scenic area.

The city and the scenic spot still connect via points. Without physical walls, people still can not penetrate the scenic area from all directions. The public transportation station has become new "entrance" areas into the scenic area. Those areas still have reliable and functional attributes for converting vehicles(Figure 48).

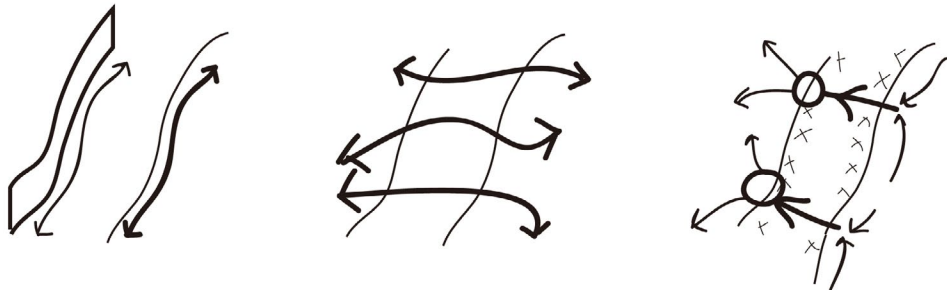Figure 48. The open edge is not really an open edge

author
2020

Image 22-23. The must-visits in the West Lake scenic area

L:The Dike Su.
Toxihu Website, 2019
https://www.toxihu.com/webn/nWestlake!westlakeScenic
R: Chuying bridge.
Zuozuo xians, 2019
http://travel.qunar.com/travelbook/note/7469250

Image 24-25. The feced-up heritages in the West Lake scenic area

L:Zhejiang provincial museum, 2019
http://www.zhejiangmuseum.com/zjbwg/en/en.html
R:Temple Yue
Mafengwo.cn, 2018
http://www.mafengwo.cn/travel-news/1428278.html

Image 26-27. Different amenities in and around the West Lake scenic area

L:Yintai screen
Shiyihaobobobing, 2018
https://www.bilibili.com/video/BV1at41167mQ
R:Catering area
KatAndSid, 2017https://www.bilibili.com/video/BV1ks411y7NY

Image 28-33. Different types of Entrances in the West Lake scenic area

L:Longxiangqiao Metro station
Zhejiang Provincial Communist Youth League, 2019
https://www.bilibili.com/video/BV1F441147pC
R: Bus cathers, 2019

L:China Grand Canal
NHK, 2019
https://www.bilibili.com/video/av53734855/
R: Bus stop
anlee, 2020
https://www.bilibili.com/video/BV1d7411z7Zq

L:Private poperties along the lakeshore area
YiFan, 2019
https://www.bilibili.com/video/BV1ZE411v73n
R: Wall along the sidewalk
Sunair songshubaobao, 2020
https://www.bilibili.com/video/BV1J7411672A

3.1.1 VISITOR BEHAVIOURS IN AND OUT THE URBAN SCENIC AREA

Locals   Tourists

Type A: on-the-run sightseer
Tourists with a long planned visit

The on-the-run sightseeing visitors visit an urban scenic area structurally. Within their limited time-moment budget, they visit around the city within two to three days(the average staying days for tourists in Hangzhou), which means one to two days for an important big piece of cultural, scenic area.

The majority of sightseeing people are tourists. Only scarce residents who accompany visiting friends from other cities may also follow this type. The tourists describe their route with the heritage as the structural points(which are always the

heritages need extra tickets). Many people only remember that they walk around the whole lake.

Crossing the green, pausing at heritages and amenity

Touring around the lake is one ideal choice from this group of people. From the graphic on the left page(Figure 49), people touring around quickly by sightseeing small bus, on foot, on the bikes and by cars.

Passing by is their primary behaviour in all the spaces. In this quickly passing by, they try to cover the famous heritages as many as possible. However, not every heritage can keep their steps slow. They take very shortstops (less than 30

minutes) for each small heritage(See the graphic below, the orange blocks stand for the heritages are scattered, and each mainly occupies a tiny amount of time). Longer staying are paid for the places or museums that need an extra ticket.

They spend much time in the park necklace along the lake (see the graphic below, the green blocks stand for the attached park's area) but simply crossing. The parks are only an enjoyable route with good scenery for them to go from one heritage to another rather than places to have long time stays. The stops

are always around the heritages and the amenities, such as small retail and cafes.

They need to enter through many entrance areas as they switch from one spot to another. They are the primary users of the water lines, which links the island in the lake(need extra tickets) and the banks around. The harbours become another place for them to stop and take a rest.

Figure 49. Behavior patterns (mapping+graphic) of the on-the-run sightseeing visitor in the West Lake scenic area

author
2020

Legend

Infomation from the survey

───── the moving route

● the staying point

Patterns on the base map
- transportation-entrance
- attached parks
- catering & shopping
- heritages
- show/event
- water(on boat)

Ⓑ bus station

Ⓜ metro station

Legend

─── moving

▬ staying

staying time duration

the spatial attribute on the route

- transportation-entrance
- attached parks
- catering & shopping
- heritages
- show/event
- water(on boat)

Ⓑ bus station

Ⓜ metro station

Locals   Tourists
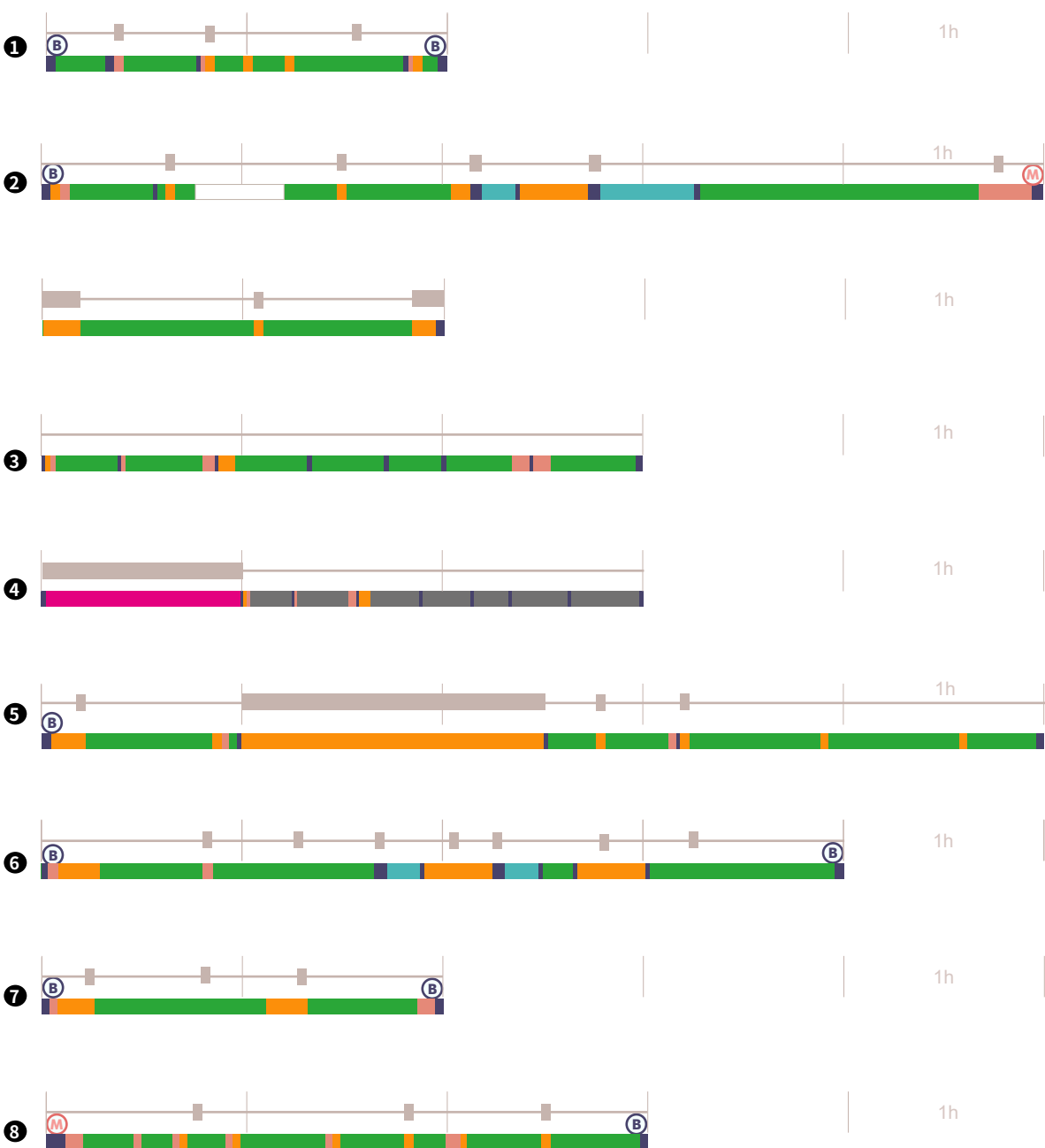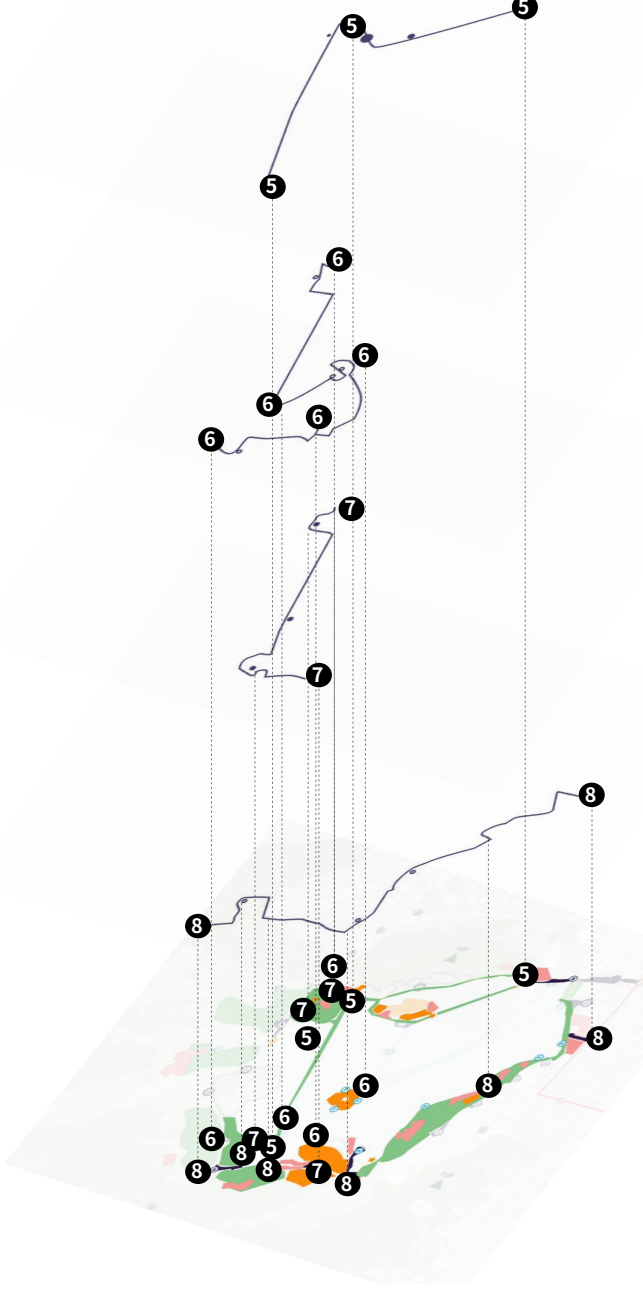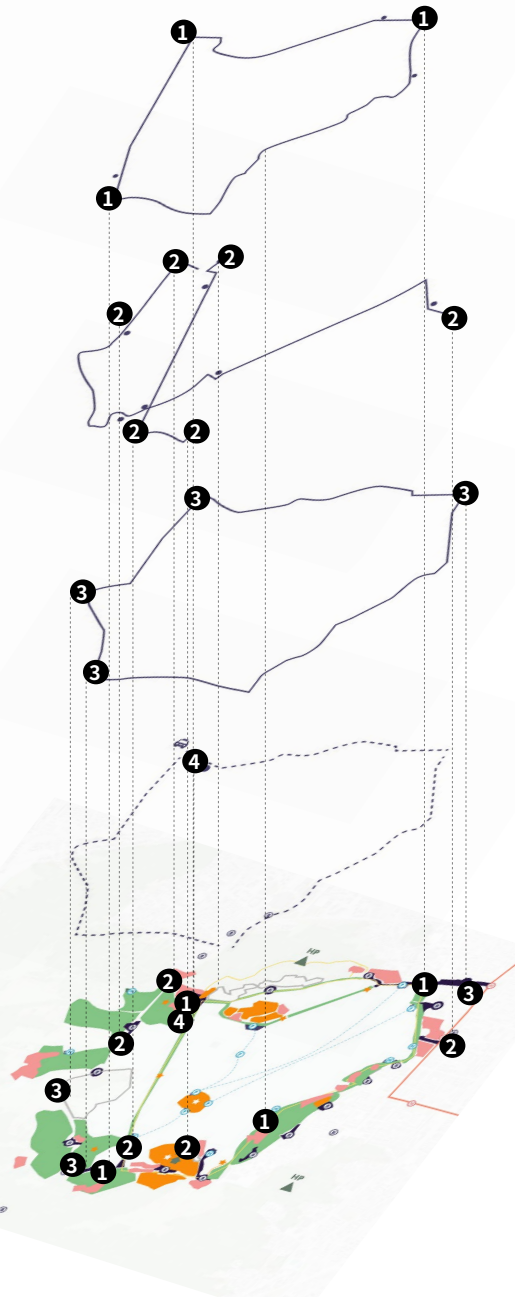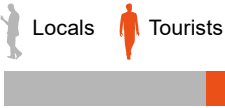
Type B: Go and stay
A planned visit with one destination
The go and stay mode of the visitors are mainly the local people. They do not have a strict time budget, and they only choose one spot to stay and have a small wandering around the area. The business tourists may also follow this behaviour type; their staying point are always small offices, cafe or formal restaurants around the lake.

Quick entering and long-lasting stay
The typical answer of this group of visitors is mentioning only one spot and stay there for most of their visiting time(see Figure 50). Restaurants, KTV, shopping mall, museums, tea house, boat, and lawns in the parks are always the keywords of the staying points.

They are not willing to spend too much time in crossing by a series of spaces. As the route map(see the figure below) telling, the routes are short and concentrated around the staying point(For number 6, it is a rented boat route, and people do not need to row it by themselves).

Typical images of this group of visitors can be: A whole day picnic on the lawn far away from the main visiting routes, a relaxing weekend afternoon with friends in the tea house chatting and playing cards, a shopping day in the mall, a business meeting in the fancy restaurant and a short walk after that, an education tour in the museum.

Some of the places that they choose to stay are not inside the tourist bubble, which seems no conflicts can happen between the other visitors. However, they share the space of the entrances and the green places with the other types of the visitors before they reach the staying points, where the flows of crowds can influence their experience of the visit.

As they choose one destination for a longer staying than the other groups, a slower and better experience on one spot rather than the whole network is what they care most. A crowdedness at a staying point and the short link between the entrance and the staying point both lead to complaints and giving up the next visits.

Figure 50. Behavior patterns (mapping+graphic) of the go-and-stay visitors in the West Lake scenic area

author
2020

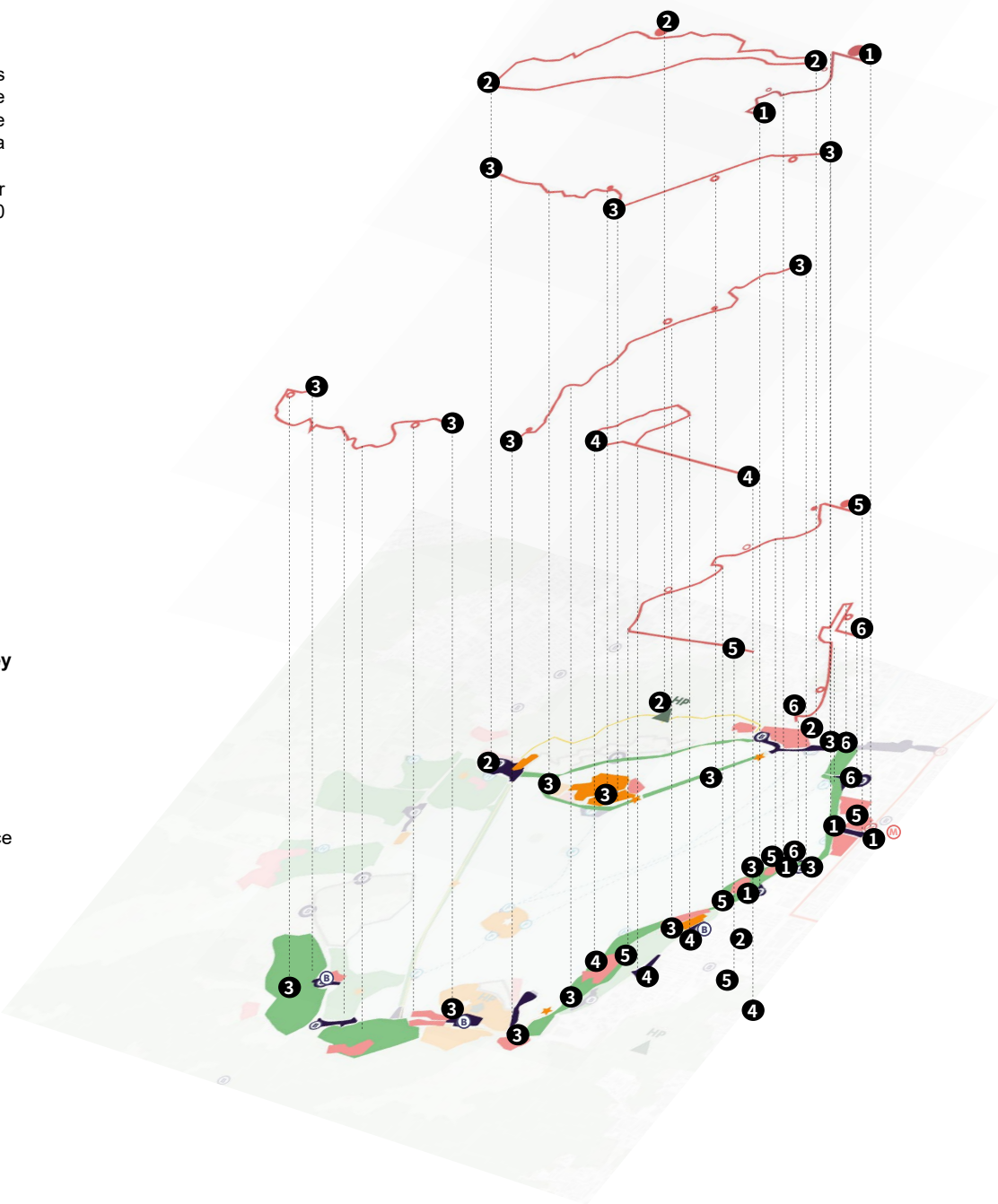Legend

Infomation from the survey

the moving route

the staying point

Patterns on the base map

transportation-entrance
attached parks
catering & shopping
heritages
show/event
water(on boat)

B   bus station

M   metro station

Legend

moving
staying

staying time duration

1h
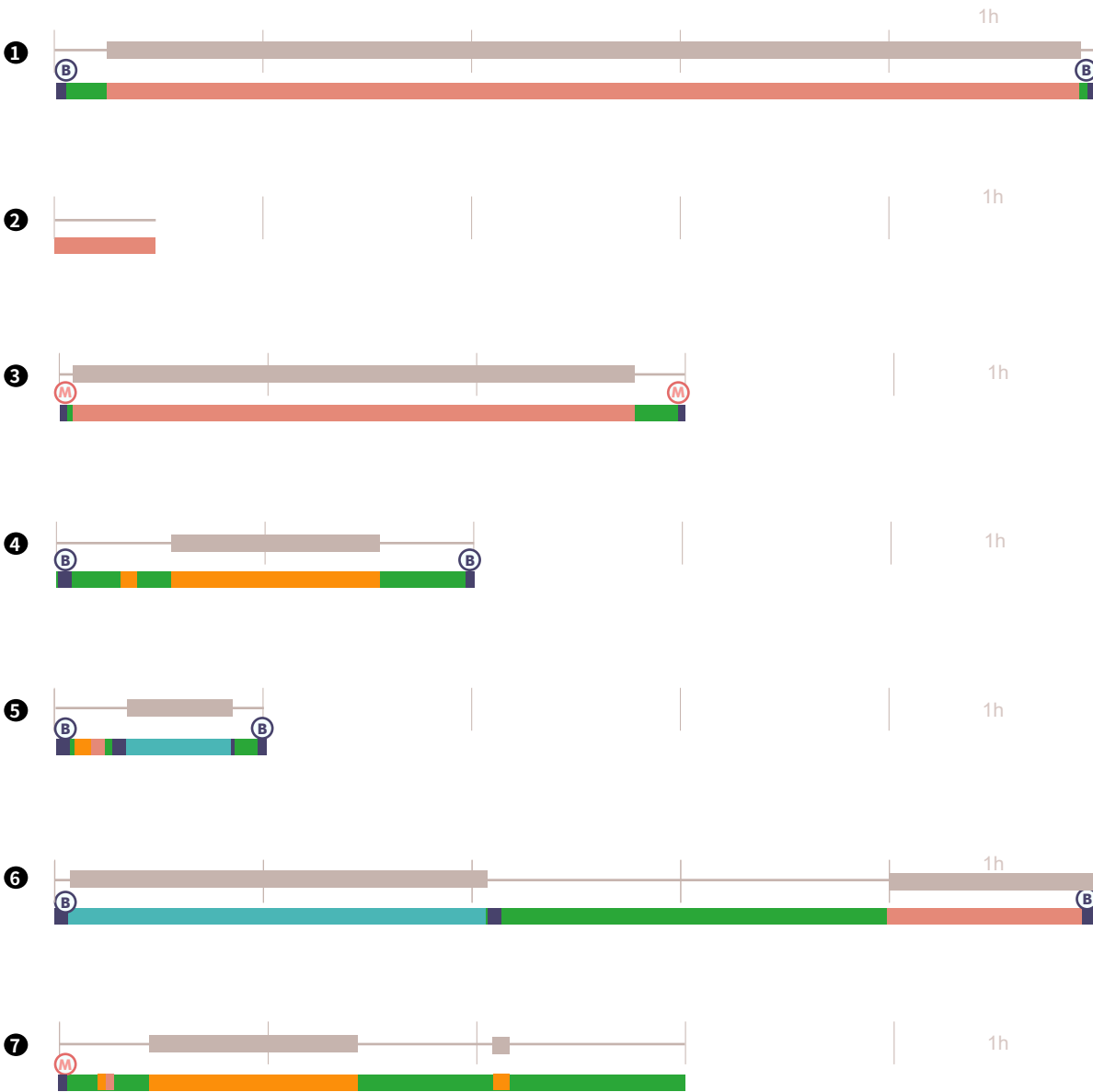
the spatial attribute on the route

transportation-entrance
attached parks
catering & shopping
heritages
show/event
water(on boat)

B   bus station

M   metro station

Type C
Random wanderer

Locals   Tourists

Type C: Random wandering
No plan and flexible calendar
Random wanderers can be either tourists or residents. They have flexible time for the visits. It is not a problem for them to extend their exploration time if they meet something interesting if not, they don't mind having seen any starring places but merely walking around. A typical answer from this group in the survey can be: wandering around the Beishan Road, casually walk along the Yongjin Park, to see whether something is unusual around the lakeshore area--A fuzzy range of area rather than settled and direct destinations(see Figure 51).

Detours and surprises
This group of people are the one who relies on the arrangement on the site. They are not very much concern about specific destinations; rather, they care more about the relaxing status for the whole visit. They quickly change their route while in and around the tourist area.

Inaccessible and boring areas turn the people of this type down, for example, the detours. An awkward and chaotic area can easily disturb them because that is seeing the starring heritage after the area is not essential for them.

From the graphic, it tells that they only cross one entrance though their visiting route is not short, as the entrance areas are always full of detours and dull.

Instead, small and cosy places which may never be able to put in tourism magazines can directly catch their eyes. Events, activities and other surprises attract them the most and can let them stay. If they find something interesting, no matter it is an un-known heritage, a small shop or a path to the outside, they are the group to try.

Figure 51. Behavior patterns (mapping+graphic) of the random wandering visitors in the West Lake scenic area
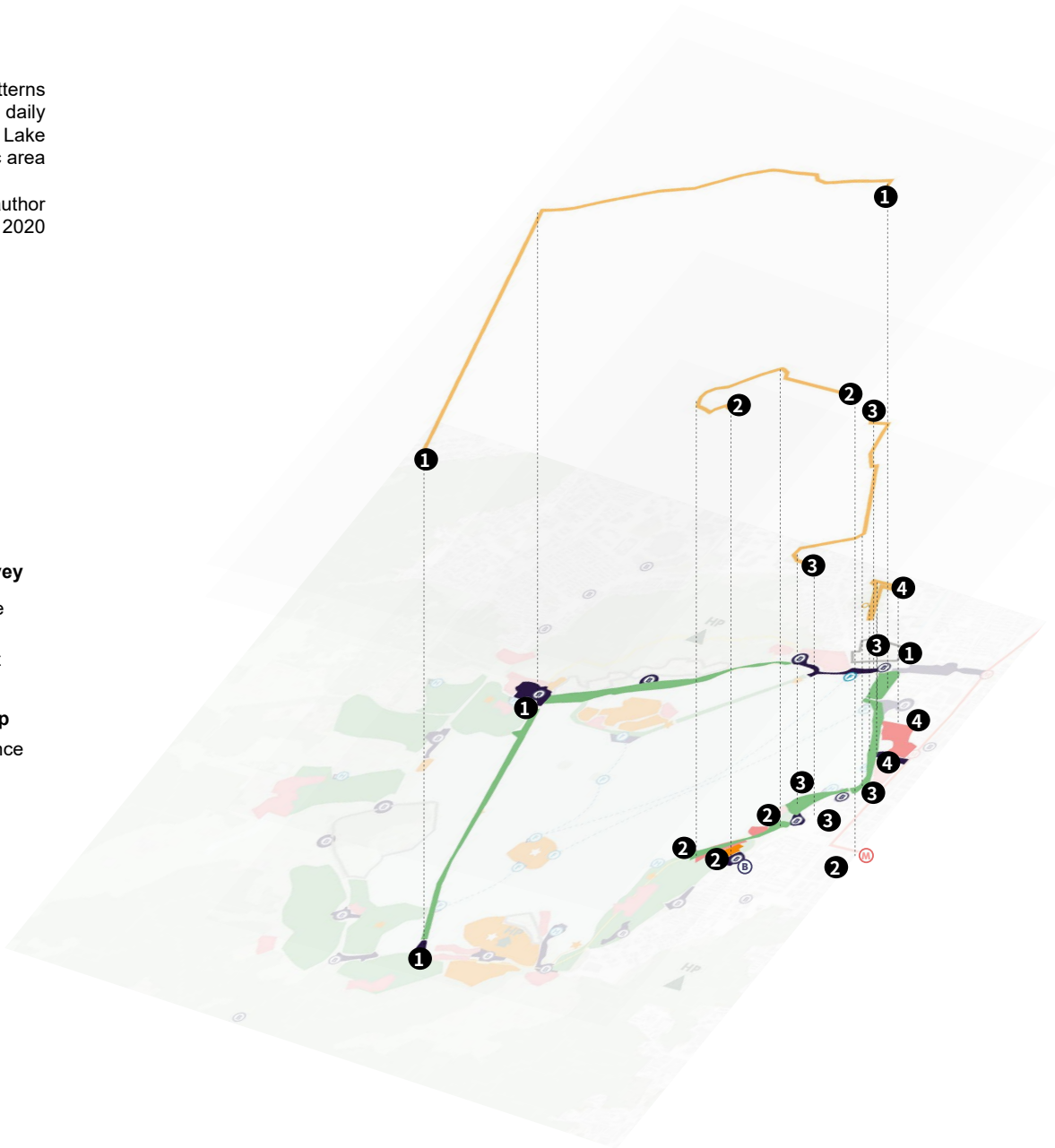
author
2020

Legend

Infomation from the survey

— the moving route

● the staying point

Patterns on the base map

- transportation-entrance
- attached parks
- catering & shopping
- heritages
- show/event
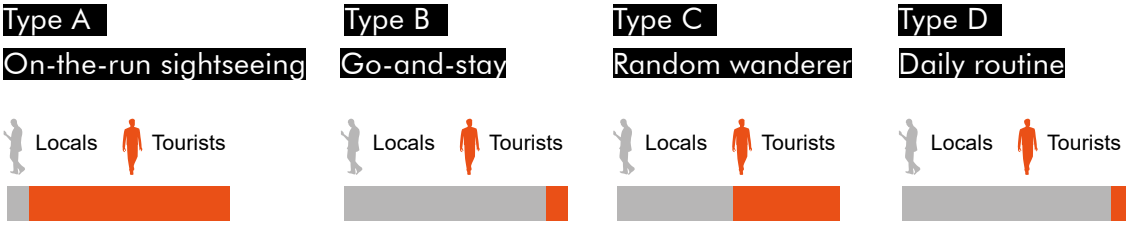- water(on boat)

Ⓑ bus station

Ⓜ metro station

Legend

— moving
staying

staying time duration

1h

the spatial attribute on the route

- transportation-entrance
- attached parks
- catering & shopping
- heritages
- show/event
- water(on boat)

Ⓑ bus station

Ⓜ metro station

Type D

Daily routine

Locals   Tourists
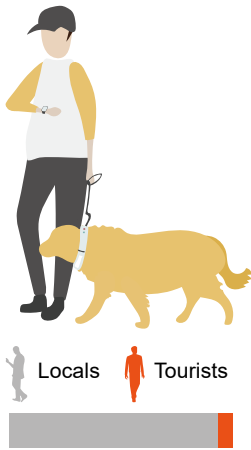
Type D: Daily routine

A repetitive visit

The daily routine, spatially, can be summarised into the types that already discussed. However, these daily routines give more information on where there are repetitive visits from nearby residents(Figure 52).

A fixed building or a route connecting their offices, home and schools are always the anchor points of this type of visits. The purposes can range from regular exercising, dog-walking, commuting, waiting for the school buses, and a walk during the break hour from work. Starring heritages and the networks of touristic attractions are only a background image for them. The comforts and convenience are their reason to organise the route. They specially mention the shades, the quietness, the facilities, the length of the route for exercising, and the easiness of parking in the survey.

Stickiness to the route and the facilities

The type of visitors has a stickiness to the route, amenity and facilities. It is very different from the other types of people who only pay several visits to the area.

Social bonds can be developed between the space and the people. Bonds are forming among the people who use the same area regularly for the same reason, such as morning exercises or dog walking. It can also develop between the sellers and the customers who regularly buy a coffee on the weekend morning. Those needs suggest more needs and the possibilities of the place.

Figure 52. Behavior patterns (mapping+graphic) of the daily routine visitors in the West Lake scenic area

author
2020

Legend

Infomation from the survey

— the moving route

● the staying point

Patterns on the base map

- transportation-entrance
- attached parks
- catering & shopping
- heritages
- show/event
- water(on boat)

Ⓑ bus station

Ⓜ metro station

❶ Jogging

1h

❷ Waiting for school bus to the campus

1h

❸ Working as a teacher on weekend

1h

❹ Walking after working meals

1h

Legend

— moving

▬ staying

staying time duration

1h

the spatial attribute on the route

- transportation-entrance
- attached parks
- catering & shopping
- heritages
- show/event
- water(on boat)

Ⓑ bus station

Ⓜ metro station

Figure 53. Behaviours of four the types of visitors in the different spaces in the West Lake scenic area

author
2020

	Type A On-the-run sightseeing	Type B Go-and-stay	Type C Random wanderer	Type D Daily routine
	Locals Tourists	Locals Tourists	Locals Tourists	Locals Tourists
Entrances/Exits	Crowding in, Crossing by several entrances in one visit	Cross one entrance, close to the staying point	If the entering is easy, they will cross, if not, they don't	Stable routine, usually avoid the crowds
Park necklace	Crossing through many parks	Short walking distance, usually within one park Long staying at the amenity/on the boat	Walking without destinations Short stays when found interesting things	Stable routine in a changeless range Social bonds
Catering & Shopping	Short stops	Long Staying; the core of the staying	Depends	Depends, can have customer stickiness Social bonds
The network of Must-visits	The main route	Not interested in finishing the network in one visit	There are no must-visits	Not interested
Extra Ticket	Short stays, important stops	Might be the only destination and stay long	Depends	Not interested
Private Property (No Entry)	No visit, detours	No visit, detours	No visit, detours	Might be the destinations or start point for the visit; the office/home

3.1.2 THE SPATIAL PATTERNS
-TRANSPORTATION: ENTRANCES

Entrances/Exits
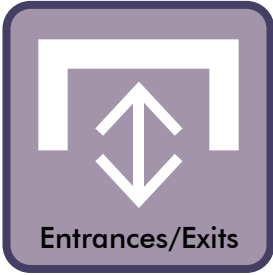
Legend

■ Entrances

- - - Tourist bubble
boudndary

Ⓑ Bus station

Ⓜ Metro station

Ⓕ Ferry stops

Ⓗ Harbours

- - - Ferry lines
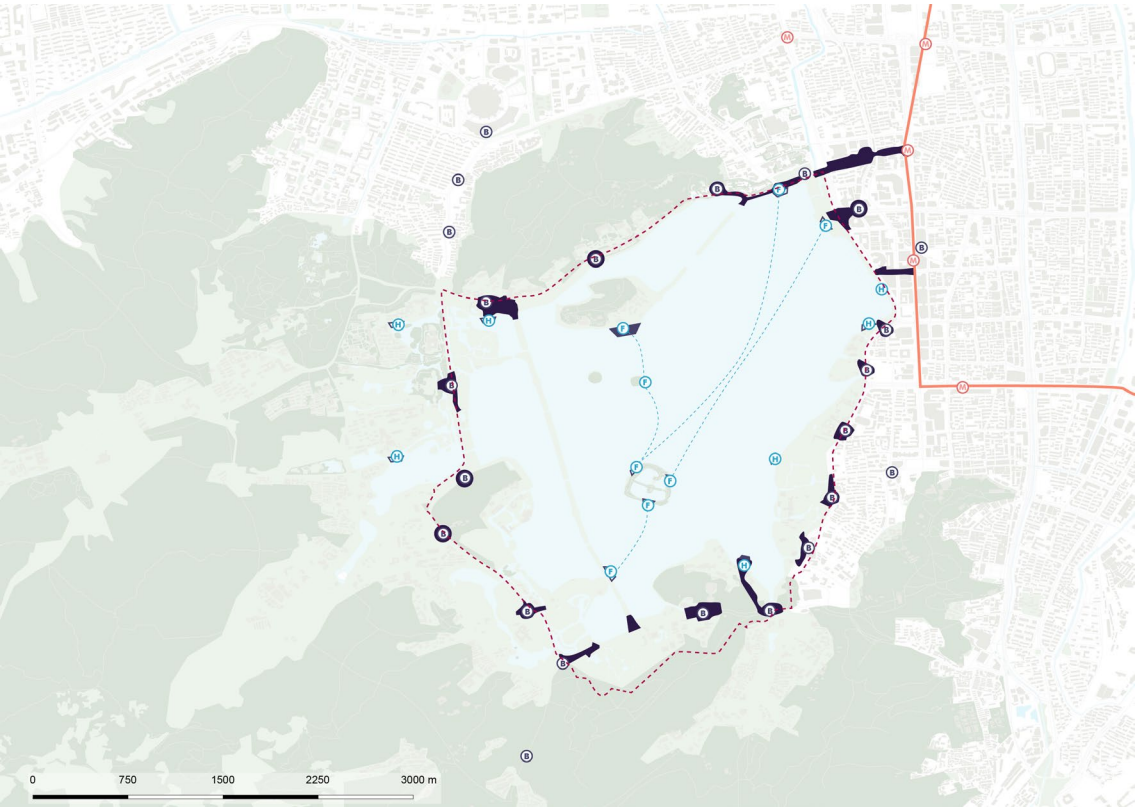
Figure 54. The Entrances of
the West Lake Urban Scenic
Area(Lake Zone)

author
2020

0   25   50   75   100 m

Detour to cross

Fences, semi-fences,
checking point

Figure 55. The Entrance of
Temple Yue and its surrounding

author
2020

Image 34-37. The fences and
underground detour pass around
the entrance of Temple Yue

Right Top: Wufujinkong, 2020
https://www.bilibili.com/video/
BV1J7411672A

Others: KatAndSid, 2017
https://www.bilibili.com/video/
BV1ks411y7NY

Efficient but not experienceable: entrances are for flows

The edge-to-edge transition does not exist for people to experience. People enter the scenic area from the main entering points. Those entering places follow the needs of the transportations for the efficiency of management.

The entrance is a transmitting area from the city to the scenic area. Via it, people leave the city system(usually the city transportation system which carries them there, see Figure 54), take out their maps and quickly head to the attractions.

It is an area for quick flows. All types of visitors cross the entrance with little staying time. It guides and controls the flows of people with the management purpose. People, following the spaces, naturally concentrate at the entering points.

Efficiency is emphasised here. However, it disturbs the people's experience. Here, very densely fences can be observed, human-made or naturally formed, permanent or temporary (see more about fences on Page 135). The intersection of different streamlines is not encouraged

(e.g. people vs bicycles vs vehicles). The planners do not welcome direct crossings. They prefer the detours which separate the people flow to cross with other people flow and traffic flows. Maximum safety and patency can be achieved if all people walk in one direction. An analogy of the flowing water can help to imagine the situation. A curved pipe, rather than a shortcut that requires waiting and the risk of clogging, is more efficient for high-speed water flow.

Putting efficiency at the highest priority means a sacrifice in the experience of the visitors. Firstly, the crossings are all arranged in the most manageable way but not the most convenient way. A narrow road was lined by several layers of railings, replaced by an underground pass that triggers many detours for people aiming to reach either side(see Image 34-37). Pedestrians are often the most detour groups because the zebra crossing is not combined with the community or public buildings, but with the location of the bus station. Secondly, the entrance itself loses the attractions as space; it is only a function node. The entrance places are with little greenery, and no place to stay or
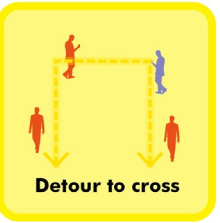
rest, which is a hint to the people: do not stay, go quickly. Finally, the entrance can influence nearby spaces. The crowdedness gathered around the entrances place may step into the bicycle lanes.

The entrances, although in terms of spatial location they are in the transition area between the city and the scenic area, it doesn't reflect in any aspect the idea of a gradient transition for the organising model. On the contrary, this functional traffic space strengthens the boundary between the city itself and the natural ground.
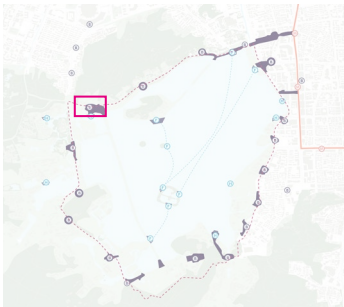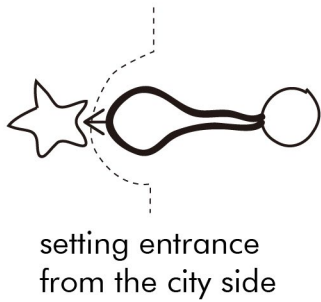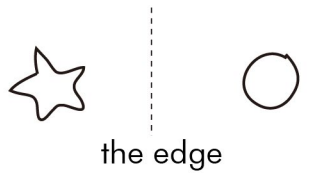
Entrances strengthened the edge

The entrance pattern strengthens the edge between the city and the scenic area, the tourist bubble.

The entrance is a one way connected node. It is strongly associated with the scenic area, but there is not much connection to the city behind it in the aspects of psychology, facilities connections, and physical barriers(Figure 56-57). The slow, relatively sparse crowd and the rapid one-way large-scale crowd form a psychological barrier. The attributes of the facilities are designed with a default that most people are following the one-direction flow, that they are heading to the scenic area. The potential daily needs for the surrounding residents when using the public transportation station are ignored. Surely, fences and decorated barricades are easy to see around.

The entrance area entangles with a series of functional spaces related to transportation. The core is either public parking lots, the metro station, or bus stations; and the surrounding is bike parking and walking paths. "Transfer" is another big topic in the large-scale scenic area with internal traffic. Concentrating the transfer at one point add to the functional characteristics of those areas.

Bicycles, especially in recent years the mo-bikes, gives more pressure to the entrance(Figure 58). People can park their bicycles freely without taking their bikes back so that mo-bike will pile up disorderly at the transition point between external traffic and the starting point of on-foot visiting, the entrances. The accumulating parking of Mobikes forms a fence. It strengthens the partition one more time and further promotes the one-way flow of people, which is a lousy feedback cycle. The current management method for that is to add temporary fences on one side of the scenic area and force Mobike to park elsewhere. People do not pay for this; they just park the mo-bike on the other side of the road, forming the edge on the other side, pushing the edge even further into the city.(See the figure on the left page)
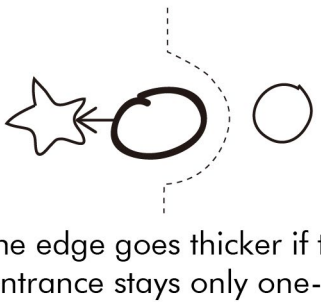
The repeatedly strengthened edge makes the residents on the other side of the entrance more challenging to enjoy the natural area of the centre through this entrance facing the wider public.

Some famous scenic spots have an extra entrance or checking points, such as the site of the Broken Bridge(Figure 59) and Su Dike (non-additional ticket), Leifeng Tower and Yuefei Temple (additional ticket)(Figure 55). It shares the same spatial pattern of the entrance that discussed here.

the transfer point from cycling to walking

people parking mobikes at the transfer place

the bikes form a stronger edge

adding fences=pushing the edge further

the edge
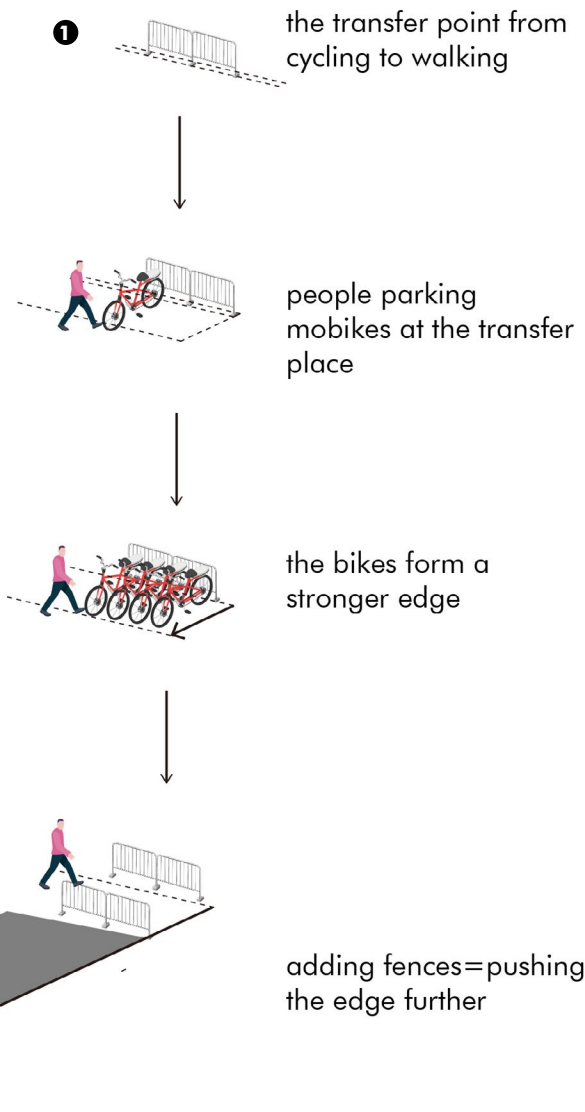
Mobikes

Figure 58. Mobike/bike parking positive circle pushing the boudary of the tourist bubbles further towards the city

author
2020

the edge

setting entrance from the city side

the edge goes thicker if the entrance stays only one-way

Left: Figure 56. The Entrance pushing the boundary of the bubble further towards the city

author
2020

Right: Figure 57. Longxiangqiao station as am example

YiFan, 2019
https://www.bilibili.com/video/BV1ZE411v73n

metro station

to the city

to the bubble
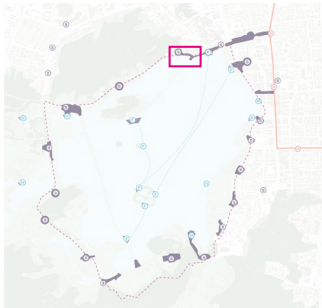
Figure 59. The Entrance area of Dike Bai

author
2020

COMMERCIALS & AMENITIES
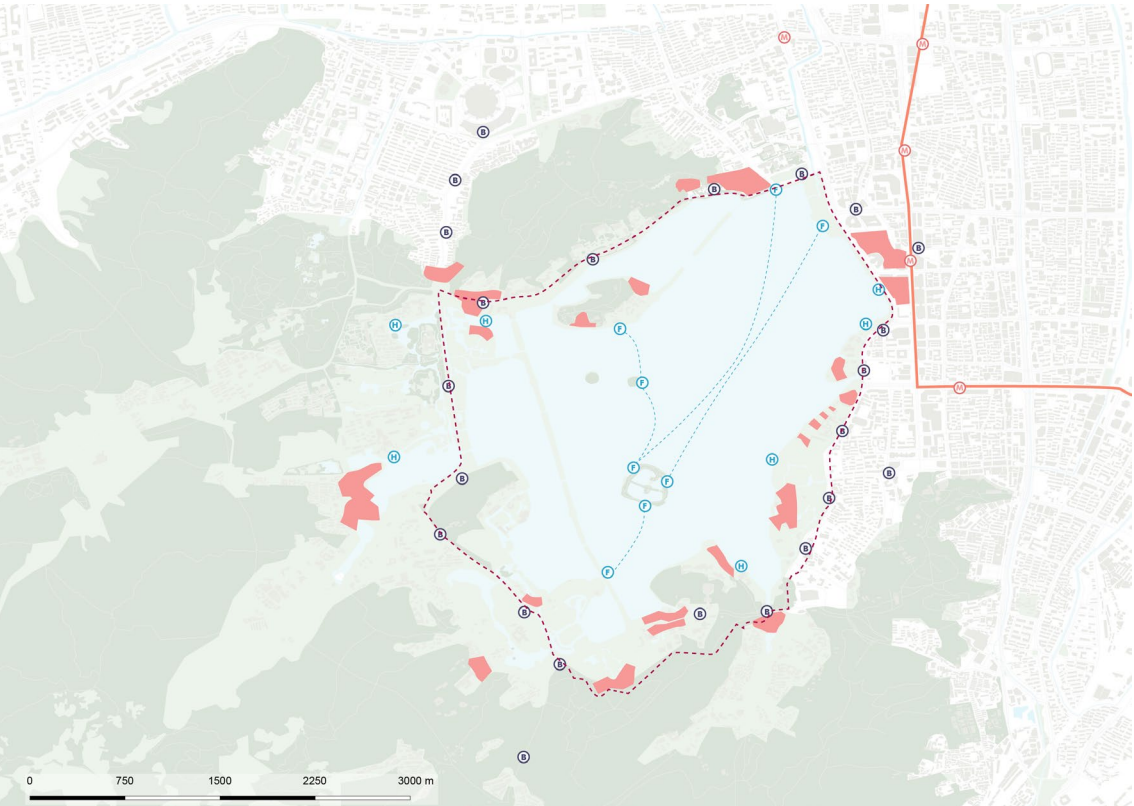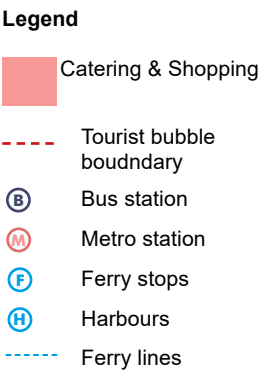
Figure 60. The Amenities of
the West Lake Urban Scenic
Area(Lake Zone)

author
2020

What keeps the steps slow

This study focuses on the spatial patterns of the amenities in and around the tourist bubbles. It is from the view of spatial composition, rather than the business model(attribute, pricing, and the target group) for many research already address the topic thoroughly.[1].

In the tourist area, international and homogeneous business formats and products have impacted local brands and local stores. The rent increase caused by the gentrification around the scenic area has crowded out the old shops and the facilities for the residents. The residents criticise the commercialisation and loss of daily functions.

What spatial forms support those commercial and leisure activities? Do the spatial patterns trigger specific business while pushing away other types?

The catering and shopping places, if viewed from the perspective of space and behaviour, have many forms in tourism-

1   The Upgrading Planning for the Business Mode of West Lake Scenic Area, 2014, has a detailed overall survey on how residents think about the facilities in and around the area. Yet it studied very little about the spatial aspects.

related areas. What they have in common is the provision of services, staying space, and attraction.

Crossing and glancing: Shopping cross along the must-pass route

Those are the commercial buildings/streets set along the entrance and the must-pass path from one attraction to the other. A series of shops ,such as retail, restaurants, takeaway food and souvenirs, line up in a long pass. People cross this shopping pass at a fast speed as it always combines with the Entrance/Exit Pattern.

Streets of different scales trigger different ways of organising spaces to attract the passing by customers. Also, whether they are spontaneously formed commercial streets or they are designed to the needs of tourists also makes a difference.

40m wide street: using big brand to tell information

Banners and visual symbols transmit information. The store's brand logo and huge commercial advertisements on the facade quickly attracted attention and guided people going into the store for purposeful visits and purchases. The streets with only closed brand stores lose a particular atmosphere and liveness.(Figure 61)

15m wide street: using details and atmosphere to encourage trails

People are attracted to the atmosphere and product display. The open facades welcome the passerby to have a quick step in. The attractions are in front of the gate for people to experience. Products being displayed to fresh to the street, free trials for food and drink, live production, and other atmospheres and events to attract the attention of people passing by. The main street of the traditional historic neighbourhood also follows this pattern. Sections explain those areas in details(see Figure 62 on the next page).

A commercial cluster for the tourists: only for universal shops

Quickly addressing the needs of tourists is the purpose of this type of business cluster. Well-known and cheap brands such as KFC and Starbucks are widely used here for shortening the time to evaluate the price and the quality of the products.

Figure 61. The shopping
pass with shopping malls at
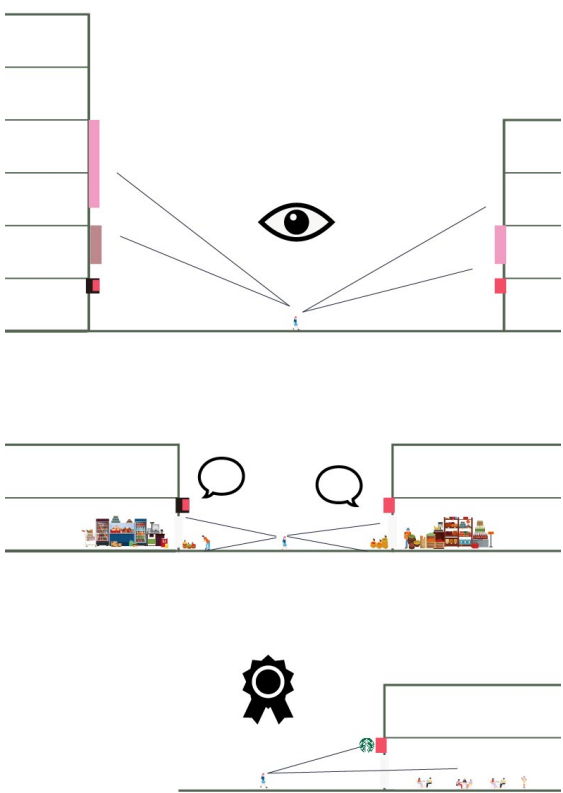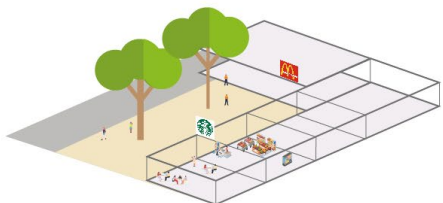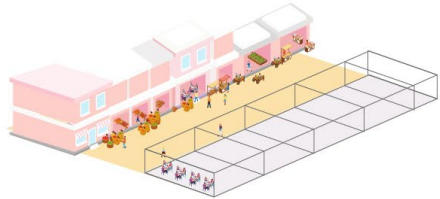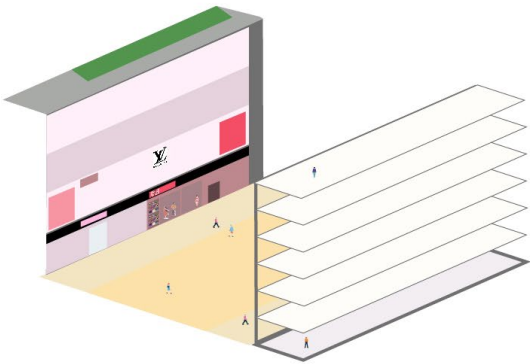the Lake Shore area
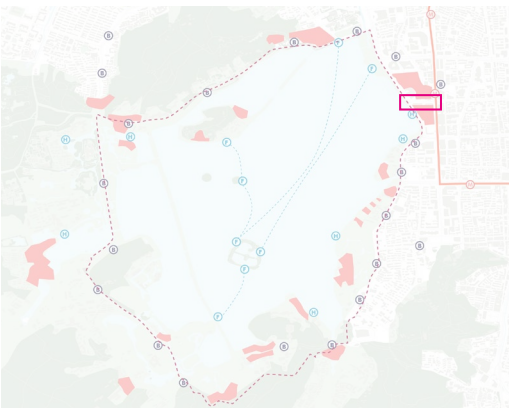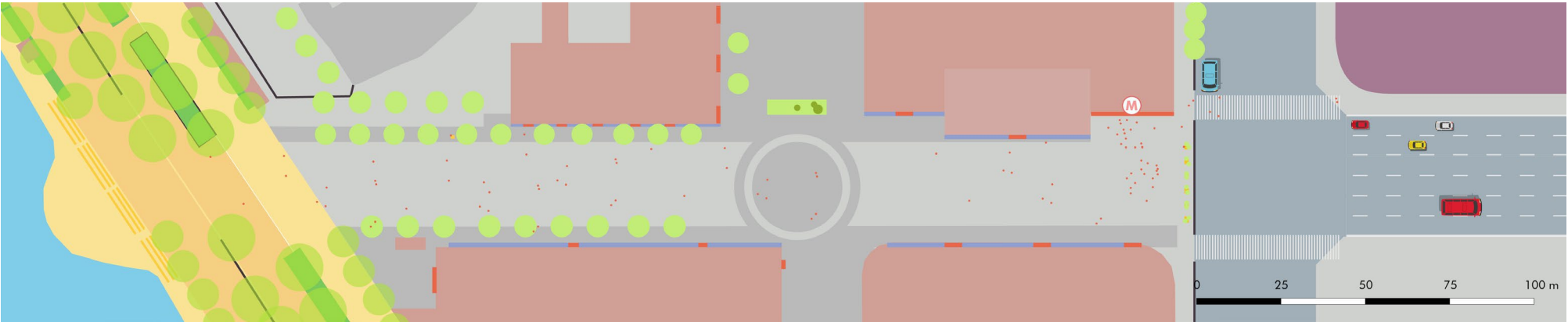
author
2020

The staying point: Stores/Catering in the green

The independent commercial spots scatter in the scenic area isolated. Opposite the shopping pass, the isolated commercial shops offer a chance for people to stay and rest(Figure 63).

Retails point along with the scenery

Retail points are popped up along the scenic walkways or at the corner of the square where are easy to see and reach on the main moving line.

They are planned to be around the place that people might feel tired, and seating areas are designed often around the small facility.

Fancy restaurants/cafés

The fancy restaurants which remained in the Scenic Area are the traditional ones. They occupied the excellent view as they have been at the spot for long. It is a complete system with its connections to the city (the road and private parking lots) and the scenic view with semi-private gardens. For the locations, cafes and restaurants will have different tendencies to expose themselves to the views of the crowd. Cafes will appear around densely populated places, while restaurants will hide aside, creating a small environment away from the crowd.

Cafés bus with seats outdoor

Outdoor cafes have a 360-degree view in the public area. The view might not be as good as the fancy restaurants, but the location is suitable for diverse types of people. They are the right place for short staying, especially for the people who already finish the visiting and wait for the Ubers to leave the scenic area.

Shopping pass

Isolated retails

isolated restaurants

GREENS: THE ATTACHED PARKS AND THE PARALLEL WALKS

Park necklace

Legend
- Park necklace
- Tourist bubble boundnary
- B Bus station
- M Metro station
- F Ferry stops
- H Harbours
- Ferry lines

Figure 64. The free parks in and attached to the West Lake Urban Scenic Area(Lake Zone)

author
2020

Playground/-free-field

Parallel walkways

Stages for locals

Figure 65. A conceptual drawing of one park in the park necklace

author
2020

One big park vs A series of parks

The West Lake is not planned as a large urban park at one time, but a group of urban parks gradually formed in history(See Figure.66).

Eighteen parks are in the big green area. The lakeshore area, where now a wholesome green park, is composed of six old parks established in the time of the Republic of China, named after the numbers-from Park No.1 to Park No.6. The northernmost end, Park No.6, which is across the road from the Children 's Palace and connected to the broken bridge site through a long walkway to Bai Dike, Gushan Park, and Zhongshan Park. The southernmost end is Park No.1. Further south is a hotel; south to it is the West Lake Tiandi Business District. It connects to Yongjin Park, Liulang Wenying Park, Bachelor Park, Changqiao Park. Passing by the Leifeng Tower Scenic, Prince Bay Park is on the other side of the road, while the other side is the entrance of Sudi, which is followed by Huagang Guanyu Park at its west. At the other end of Sudi is Quyuan Fenghe Park, crossing the four-lane road, opposite Hangzhou

Flower Garden, Hangzhou Botanical Garden is within 5 minutes by car.

However, for tourists, the West Lake Scenic area is one big green area as all the propaganda materials only brand the West Lake as a whole

The different understanding of the big green leads to various ways of using it. The people who see it as a prominent green place, are mainly using the continuous path system, the parallel paths, while people who have a better understanding of the area as many small parks, use the staying areas and the route linking the outside of the bubbles(see Figure 65).

The West Lake as one big park

The West Lake as a series of parks

Figure 66. One park vs a series of parks

author
2020

Figure 67. A part of the park necklace in the West Lake Scenic Area

author
2020

Parallel walkways
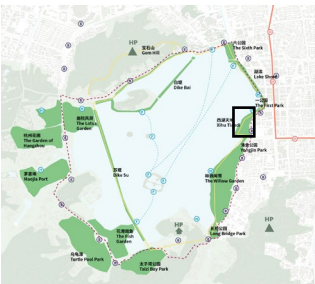
The parallel routes with bottle-necks

A series of diverging paths of the lake is the connecting system that constructs the one big park. For the visitors who want to tour around the lake or visiting multiple destinations, they must experience the parallel walkways.

The walkways are of different characteristics. From the main scenery, the water, to the city, the parallel paths have different characteristics. They are of attributes and connect to different facilities and venues. From the lakeside to the city, five main paths can be identified: the heritage path, the waterfront path, the mainstream path, the wandering path in the green and the city sidewalk(See Figure.69).

Bottlenecks

Bottleneck points are where parallel paths intersect and crowds of people from multiple roads gathering into one path. Those points are the strategic points during peak hours. They are apparent from the map. (See Figure.68)

In the area around the West Lake, as shown in the picture, the intersection of Yongjin Park, Changqiao Park, Baidi,

Su Xiaoxiao's tomb, Huagang, and Sudi, these areas have multiple paths confluence into one. Some overcrowded areas have been observed in daily management, yet the measurements only think about the crowds, not about the flowing crowds. For example, Yongjin Park and Lingying Bridge is a bottlenecked area. The city planner designed a square without links to other parts to release the pressure of crowdedness, which does not work in solving the problem of this kind of crowd(see Image44-45).

Leading the crowd to use other parallel roads (urban walking paths) would be a better solution to the bottleneck problem, and those routes should still tangential path to the lake, not the ones just going into or merely escaping from the lake area.

More parallel routes at both sides?

Can we find more parallel routes to handle the bottlenecks? There are hidden parallel routes have not yet been developed as identifiable options for people to use. It is easy to find such hidden parallel routes with a slightly enlarged view on both sides. For West Lake itself, there are at least the following three:

1. Water connection, most of the current water routes are rental entertainment boats and the water buses only connect the island (a scenic area that requires additional fees), and are operated with a one-stop way, rather than a real water bus around the lake;

2. the path cut off by cultural buildings, restaurants, and office areas. When a route crosses many functional areas, but this crossing is not designed, people will not choose this route. Most of these areas are historical. Belongs to a particular unit and will be commercialised later;

3. The boundary block the attractants on the other side of the road have not entered the public's view. However, they are unique, such as the viewpoint on top of the Gem Mountain and the hiking path, other hidden heritages in the city such as Confucius Temple, big commerc
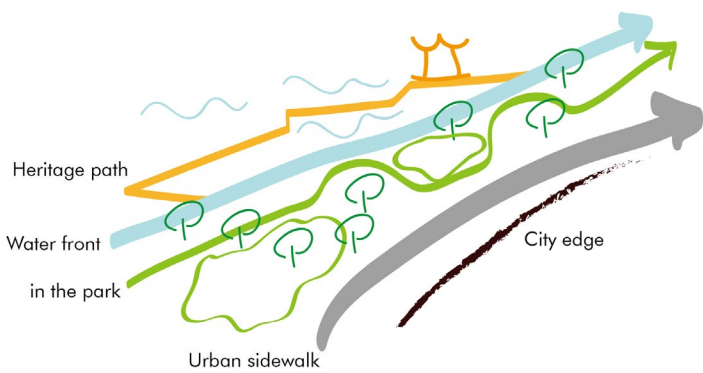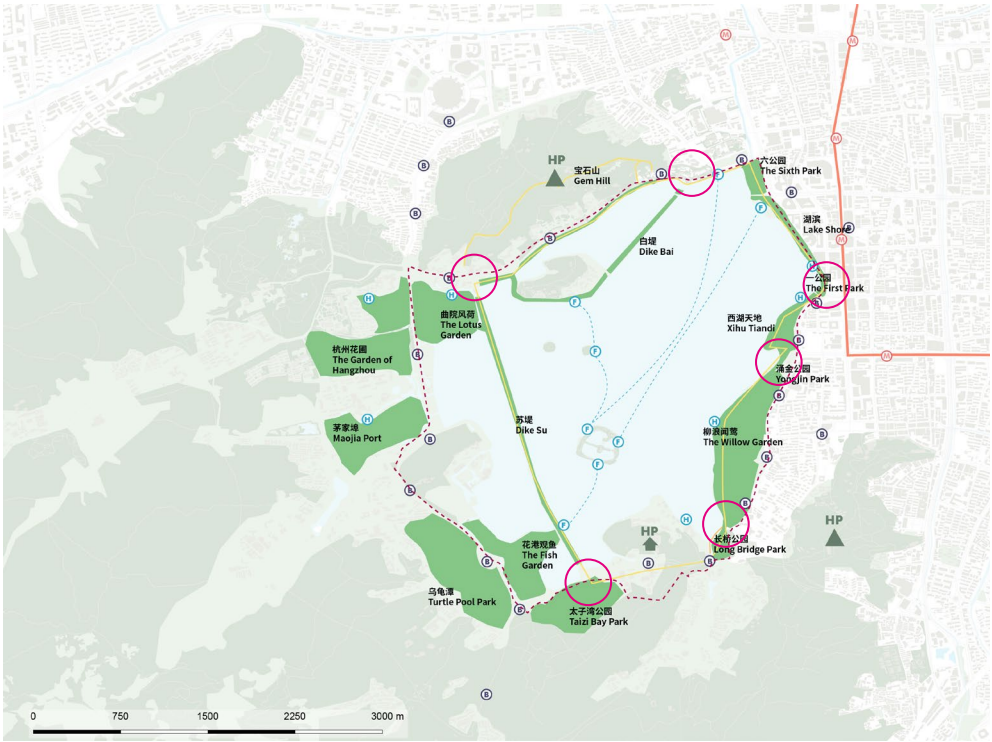

Figure 69. The parallel routes

author
2020

Figure 68. The location of the bottle necks with the parallel route networks

author
2020

Image 44. The Yongjin Square attached to the bottle neck of the historical bridge

Lingerlaodingdang, 2020
https://www.bilibili.com/video/
BV157411z75B

Image 45. The historical bridge as one of the bottle neck

Ted xiongshiwo, 2019
https://www.bilibili.com/video/
BV16W411M712
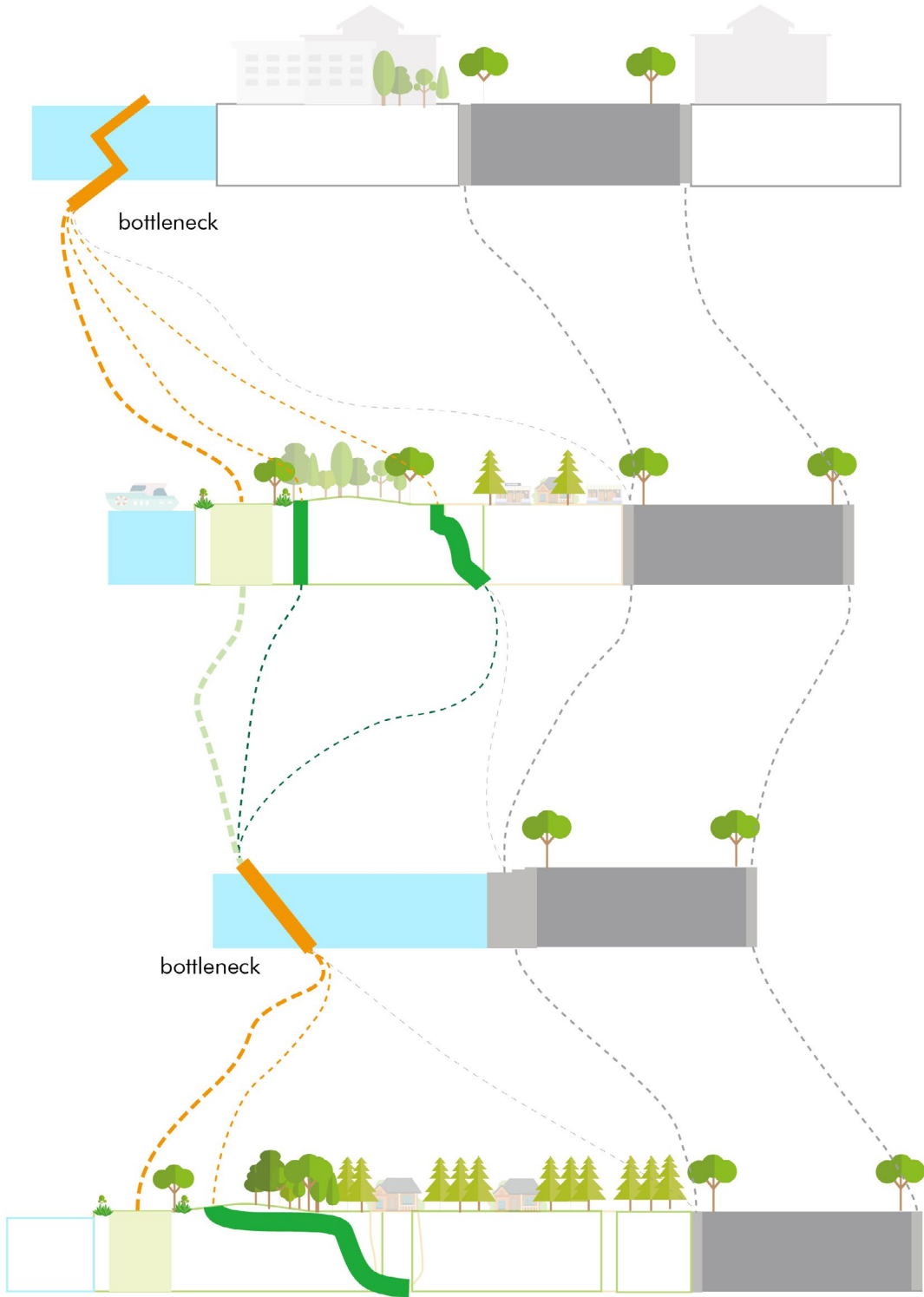
bottleneck

bottleneck

Figure 69. Bottle necks with
the parallel route networks

author
2020

Play fields and local stages

Playfields and the local stages are two local-oriented spaces take place on a natural field, artificial fields and small pavilions(see Figure 70). The visitors who aim at a round tour of starring heritages ignore and cross by; the people who want to stay can spend most of their visiting time here. There are always lively activities taking places which catch the eyes of the people who are simply wandering around, and those show which attracts their eyes are part of the daily life of some residents.

The open lawns (not all lawns are accessible in Chinese parks; most of the lawns are not encouraged to step onto) are a place where residents love to relax on the weekends(Image 46). They locate at places far away from the mainstream of tourists.

The hard pavement squares are full of activities during morning and evening. Locals dance, assemble, roller skate, play games, and chat while tourist groups gather there during the day time.

Pavillions and small spaces formed by the trees offer a place where people

to entertain themselves for a whole day(Image 47). Such activities may include chorus, opera, instrument playing, morning exercise of Tai Chi, standard dance practising. Those spontaneous performances are not for money. They are daily activities of a group of older adults after their retirement, meeting friends in the park, and spending a whole day in one place. The comfort is essential. They seldom use lawns or natural stones where it may be humid. Neither too hot nor too cold is acceptable. The need to gather people make them choose somewhere iconic and easy to be found as a meeting place, while not being disturbed by tourists.

Some small objects can stimulate unexpected activities. For example, the stone pillars of the lakeside fence are suitable for stretching the legs because of its height(Image 48). Square pavements attract the people who practice handwriting with a big brush(Image 49).

Stages for locals

Playground/-
free-field
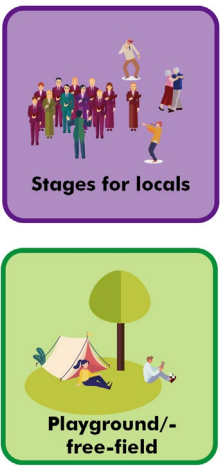
Figure 70. Different types of
the playfields and activities

author
2020

Image 46-49. Different types of
the playfields and activities

Top (left,right):
Overseas watching China, 2018
https://www.bilibili.com/video/
BV1YW41197rx

Bottom left:
China Grand Canal
NHK, 2019
https://www.bilibili.com/video/av53734855/

Bottom right:
Different young, 2020
https://www.bilibili.com/video/
BV197411q7YE

HERITAGES WITH AND WITHOUT EXTRA TICKETS

The network of Must-visits

Extra ticket heritage

Legend

- Heritages need extra tickets
- - - - Tourist bubble boundnary
- Ⓑ Bus station
- Ⓜ Metro station
- Ⓕ Ferry stops
- Ⓗ Harbours
- - - - Ferry lines

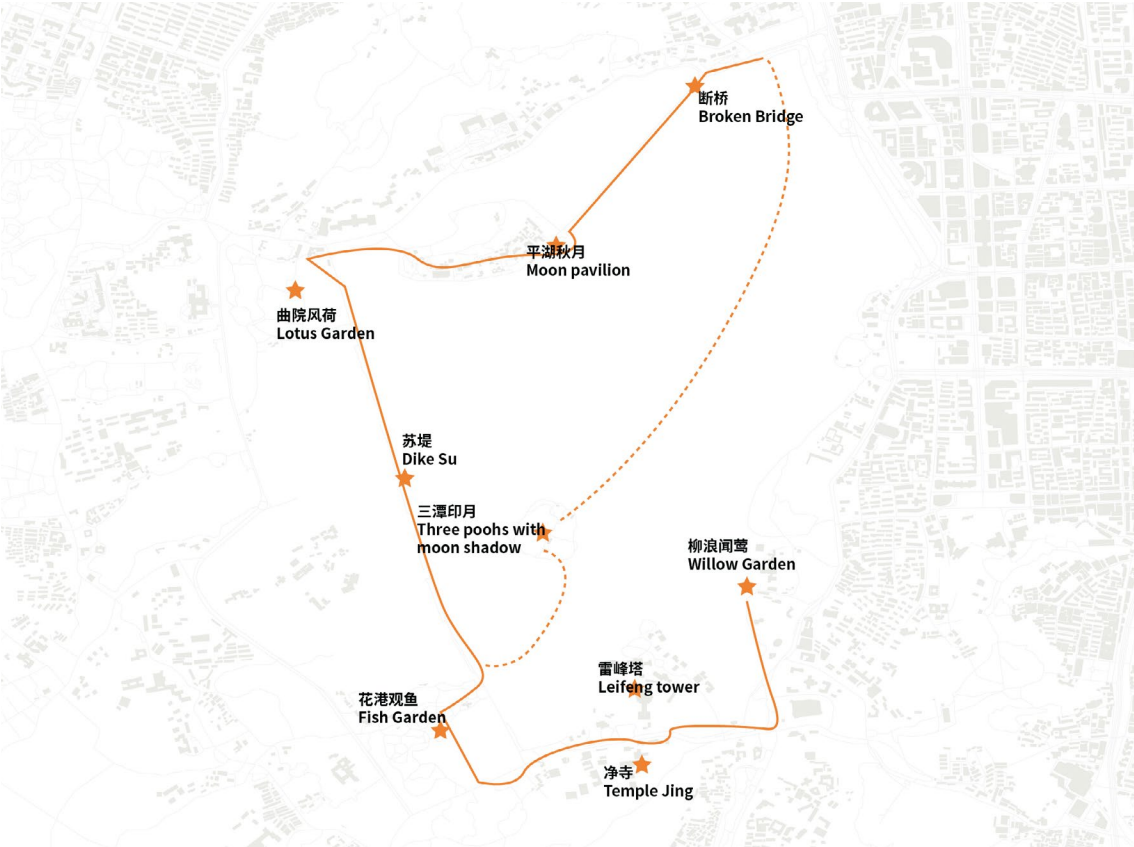Figure 71. The heritages needs extra tickets in the West Lake Urban Scenic Area(Lake Zone)
author
2020

Figure 72. The 10 starring scenery in the West Lake Urban Scenic Area(Lake Zone) of Song dynasty
author
2020
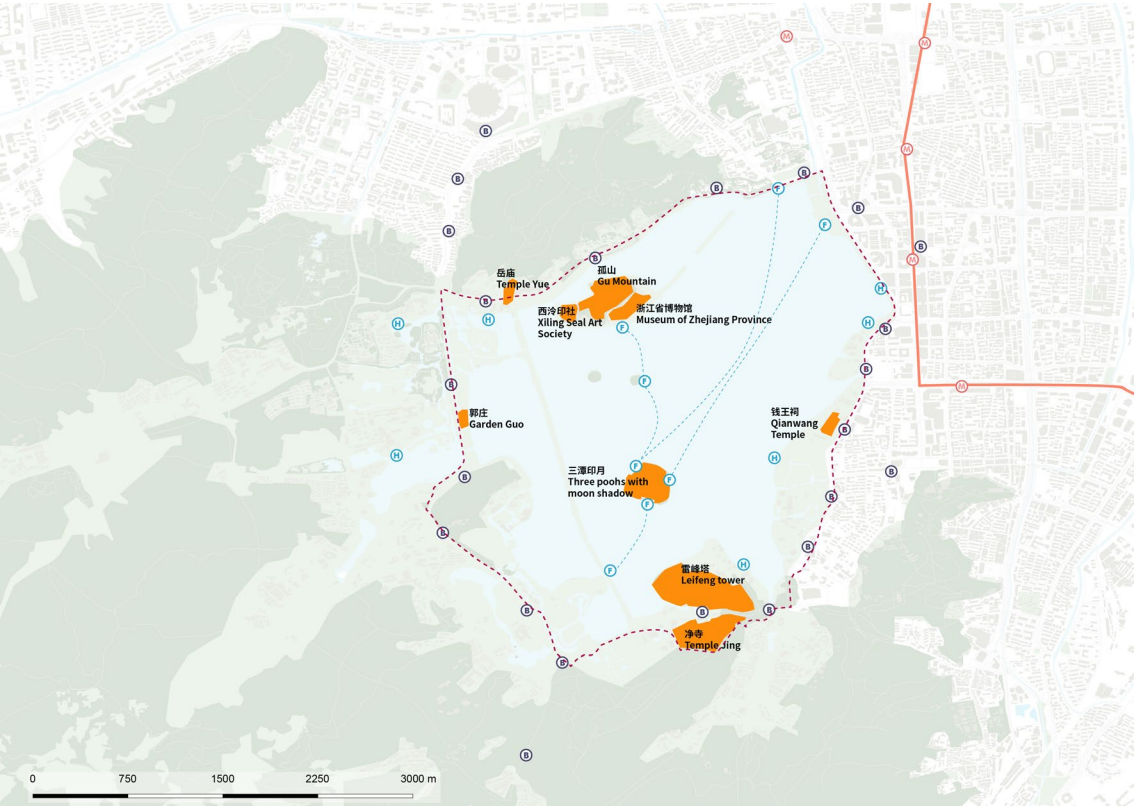
In these culturally-oriented tourist attractions, visiting the heritages (whether it is stopping to take photos or taking a serious study tour) seems to be a must for visiting tourists. The locations of the heritages influence the route and the planning of the visitors. It also impacts on the potentials for the heritage to be used by the locals.

On the city scale, the heritage network branded by the city offers the tourists a basic framework to organise the visit. Most of the old buildings located in important nodes were formerly public buildings (bell towers, pavilions). There are very few private houses that belong to historic buildings. They generally locate in the alleys, and some of them are open for visits, and the rest is personal offices or residential places.

On the scale of every heritage, the heritage has different original spatial form and importance, which leads to different management. That determines whether the place is fenced up, with walls, or fully open to the public. The management of historical heritages involves exclusive department of the heritage with plannings from the layout to the materials. The spaces and the management influence the

way people to feel and use them.

The network of must-visit

The heritages are branded together on the media to the tourists. In history, it is a tradition in Chinese gardens to inscribe a series of scenery with poetic names for them. The planning of scenic spots and the route arrangement from travel agencies still base on the old branding by the people from hundreds of years before.

The Ten Sceneries of the West Lake from the Song Dynasty scatter around the lake. When the concept of the West Lake Scenic area extended to the mountains on its west side, the sceneries grew into 30 in the Qing Dynasty. After the West Lake was completely free and the surrounding commercial facilities restructured, the New West Lake Ten Scenery became a new visiting route for young people.

The connection of the concepts stimulates the connection of the physical spaces. It pushes the redesign of the spaces in between the heritages to be more enjoyable for the tourists.

The heritages in and out of the fence

The nature of the site itself affects its management model.

Small bubbles: Heritages need extra tickets -

The Courtyards are the smallest units for most traditional temples, workplaces and the residential places. They all have walls around the multiple courtyards. In the selected area, Yuefei Temple, Leifeng Pagoda(and the garden), Guozhuang, Jing Temple, Hu Xueyan's former residence, Qian Temple, Xiling Conseal Clubs, all belonging to this type of site.

Their gates connect to the outside world, and the remaining interfaces are the one-story or higher walls. If the gate is directly facing the urban area, it will generally connect to the entrance that is dominated by traffic(Yuefei Temple); when facing the natural scenic spot, it will connect to the squares.

This heritages need extra tickets are like smaller tourist bubbles. They are dense with tourists. Moreover, the entering fee makes them rarely used by residents as a place for daily activities. The only spaces that influence the residents are the entrance of the heritages bubbles, where many barriers are formed and crowded(It is the same idea of the entrance, see Entrance on page 75).

Isolate buildings

Separate heritage buildings mostly locate in nature, such as mountain pavilions and waterside pavilions, which were designed at the best viewing locations by the ancient garden designers. Because of the design intent, those isolated ancient pavilions in the landscape are often the most touristic spots. They do not have fences around them, and they are always free to enter.

In urban areas, the separate heritage buildings are relatively rare than in nature. The remaining traditional buildings may be a bell-drum tower, outdoor opera stage and remaining city gate tower, and non-traditional buildings may be churches, schools, and workshops built in the 20th century. Some of them are still playing their original roles as public buildings, but some others are occupied by the administrative authority that people can not enter. Nevertheless, the surrounding of those buildings are always open, and the building is used as a landmark.

Paths and bridges

When choosing from the parallel walkways, the heritage route and the bridge are the heated choices from the visitors who come to visit the area.
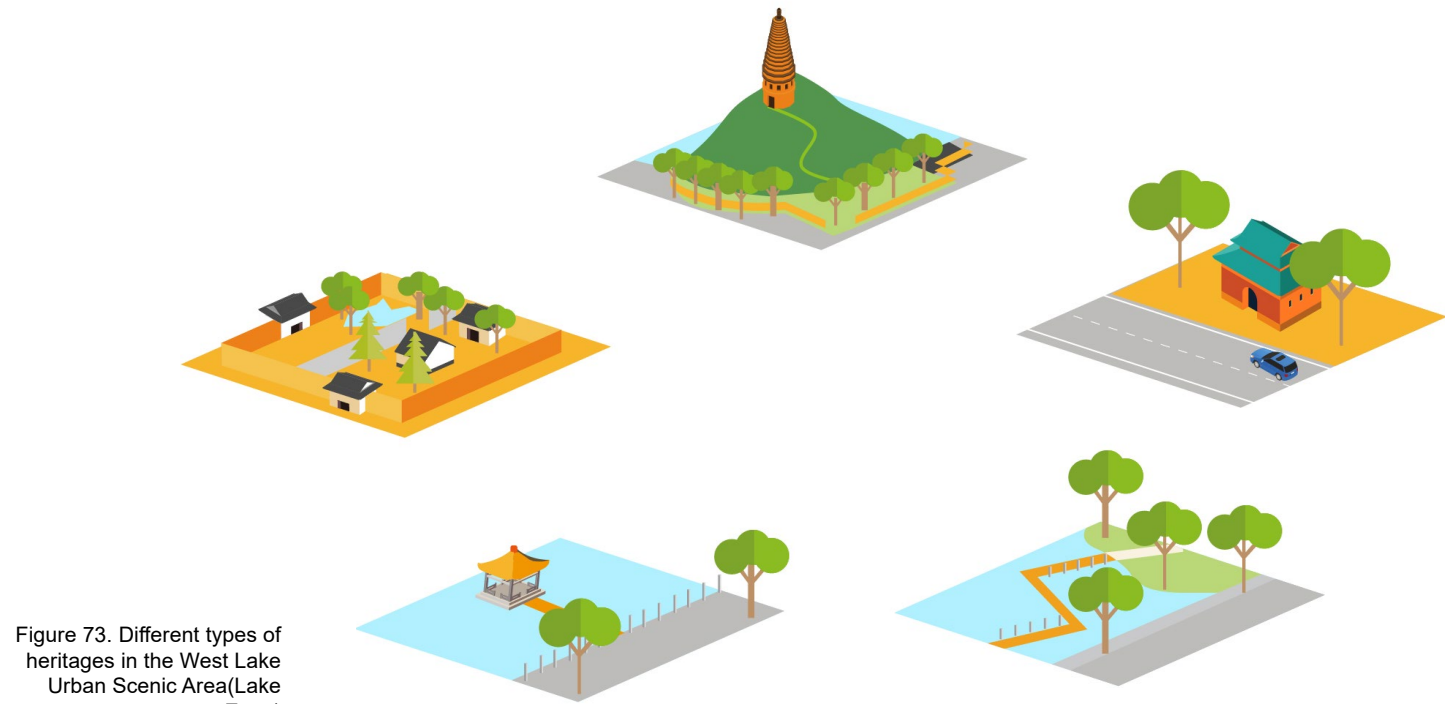
Figure 73. Different types of heritages in the West Lake Urban Scenic Area(Lake Zone)

author
2020

Touristic behaviours, such as taking pictures on both ends of the path/bridge and in the middle of it, adds more pressure to the route which is used initially only for commute and wandering.

Figure 74. Spot marks of famous/unfamous area

author
2020

Sculptures, spot marks, and other structures

They are used as signs for tourists to show on the social media that they have visited the area. Tourists take photos, meet, and gather around such related sites. Always crowded with people taking pictures but not a staying point for the tourists. Especially for group tourists, they instead choose the not-so-famous but conspicuous landmarks for assembly rather than a well-known but busy one, because they often require more staying and rest spaces.

* Outside the scenic area?

The heritages located outside the main scenic area are not in the package on the route for the tourists. They hide in the corners. They are more like a pure museum than a tourist destination entwined by the crowd. Their physical spaces are similar, except that the scale

used for circulation is smaller and with fewer barriers to the surroundings: no multiple fences or large squares.

4.2.5 PRIVATE PROPERTIES

Private property
(No Entry)

Legend

Private properties

Tourist bubble boudndary

Ⓑ Bus station

Ⓜ Metro station

Ⓕ Ferry stops

Ⓗ Harbours

Ferry lines

Figure 75. The private properties in the West Lake Urban Scenic Area(Lake Zone)

author
2020

No entry

This type of land exists because of the tortuous development history of the protection on the Scenic Areas. As a resource, the scenery will be occupied by different land uses in the process of urban development.

Taking West Lake as an example, it is surrounded by military sanatorium, hospitals, companies, colleges, and research institutes, staring hotels. Although some are public buildings, ordinary tourists and most residents will not go there.

Fences or heavy vegetations separate these spaces from where the public will pass. They will cut off parallel trails, make the trails gather together, or form the end of the trail, and require people to detour (these detours are often away from the scenery and mixed with urban traffic).

3.1.3 SUMMARY: THE PATTERN COMPOSITION, PROBLEMS AND POTENTIALS

The pattern compositions of Urban Scenic Area as a tourist bubble
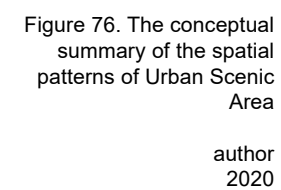
Figure 76. The conceptual summary of the spatial patterns of Urban Scenic Area

author
2020

OUT   **ON THE EDGE**   **IN**

The current situation: the stays & moves in the urban scenic area

Legend

⟷ the moving route of fast sightseeing visitors

⟷ the moving route of the go-and-stay visitors

⟷ the moving route of wandering visitors

⟷ the moving route of daily routine visitors

Figure 77. The conceptual summary on the cirulation of the four types of visitor in the Urban Scenic Area

author
2020

OUT ON THE EDGE IN

Legend

● the staying point of fast sightseeing visitors

● the staying point of the go-and-stay visitors

● the staying point of wandering visitors

● the staying point of daily routine visitors

Figure 78. The conceptual summary on the staying area of the four types of visitor in the Urban Scenic Area

author
2020

OUT ON THE EDGE IN

Problems & Reasons behind the tourist bubbles

1. Spaces for long-distance flowing contribute the most to the tourist bubble of the urban scenic area

Strengthening the edge
The pattern of Entrance changes the openness of the edge, and strengthen the separation of the tourist area to the surrounding;
The Shopping Pass reinforces the Entrance with commercial mode targetting at the tourist flows;

Causing the pressure point
The confluencing of Parallel Routes causes bottlenecks which disturbs the random visiting and daily routines;

Encourage the flowing mode further
The current Must-visit network ecourages the long-distance moving which strengthen the flowing place.

2. Heritages need extra tickets form small tourist bubbles in the urban scenic area

Repeat the large bubble
The Entrance pattern repeats at the Extra Tickets area. Edges within the bubbles are formed;

Detours
Detours without leisure is around the area with fences in the urban scenic area, where the fenced-up heritages always create.

Potentials under the tourist bubbles

1. Potential of the scattering staying areas is undeveloped

Staying areas are isolated
The Playfield, Outdoor-cafes, Isolated Restaurants work separately with the Greens as Blockings. They, however, have the potential to be linked together to offer a wholesome experience for the local visitors;

2. The small staying areas are the meeting points
Local Stages fancy being along the tourist flows
The Local Stages locate along the tourist flows and facing the opposite direction of the main flows encourage locals to stay and show;

Seats and fences are the surprising elements
Residents uses the seats and fences where overlaps with their social life creatively to form functional places by themselves;

Spot marks can make the separation and leave the space out
The Must-visits consists of the spot marks, which is photo-taking area for the flows, while the area itself can be leave out for stay;

3. Transportation is the overlapping area

Buses, metros, and internal ferries
The Transfer and Waiting pattern collect all types of the visitors yet giving a role further than a functional spot.

3.2 TRADITIONAL NEIGHBOURHOOD TOURIST BUBBLE AT THE NEIGHBOURHOOD SCALE

Traditional neigh-bourhood

Legend

▬	Main street
▬	Back street
▬	Branch street
▬	Urban edge
▬	Nature link
★	Heritages

Figure 79. The spatial structure of Hefang Traditional Neighbourhood

author
2020

Hefang Neighbourhood represents traditional Chinese neighbourhoods as the tourist bubbles. Such blocks are easy to find in cities with a long history and have ambitious in the tourism industry. The well-known traditional streets in China are Nanluogu Alley, Qianmen Street, Dashilan, Yandai Xie Street in Beijing, Confucius Temple Neighbourhood in Nanjing, Kuanzhai Alley in Chengdu, Sanfangqixiang Neighbourhood in Fuzhou. However, those streets are often dismissed by residents of the local cities. Over "commercialised" is the chief complaints. The products sold are only for tourists, and there is no suitable place for residents. Also, tourists are too dense.

The traditional neighbourhoods survive under the idea of protecting the city tissue. With the protection boundary, the neighbourhood is throughout regenerated. The old structure of the neighbourhood is preserved. However, most buildings are newly designed and renovated, and original residents usually prefer to rent the house out. While around the preserved neighbourhood, the old blocks are turned down, and the city tissue is modern. (See Image 50)

The place displays the old physical identity of the city together with the idea of tourism promotion, which leads to a commercial pedestrian zone. It

Figure 80. The conceptual structure of Hefang Traditional Neighbourhood

author
2020

gathers old shops that initially existed, and it introduces new businesses.

From the online survey, the main street is the most perceivable part of the neighbourhood, while other parts of the neighbourhood gain less attention in the description(elaborated in 3.2.1). However, if studying the neighbourhood from bird view, it is composed of two west-east and one north-south bone streets, and several small branch streets---much more than the main street that mentioned by the public(Figure 79-80).

How do different types of people perceive and visit the neighbourhood?
Why the crowds only concentrate on the main street?
What is the role of the spatial pattern in its image of over-commercialisation?

Image 50. The Hefang Traditional Neighbourhood

Zhejiang TV Channel
Hangzhou Documentary film
2016
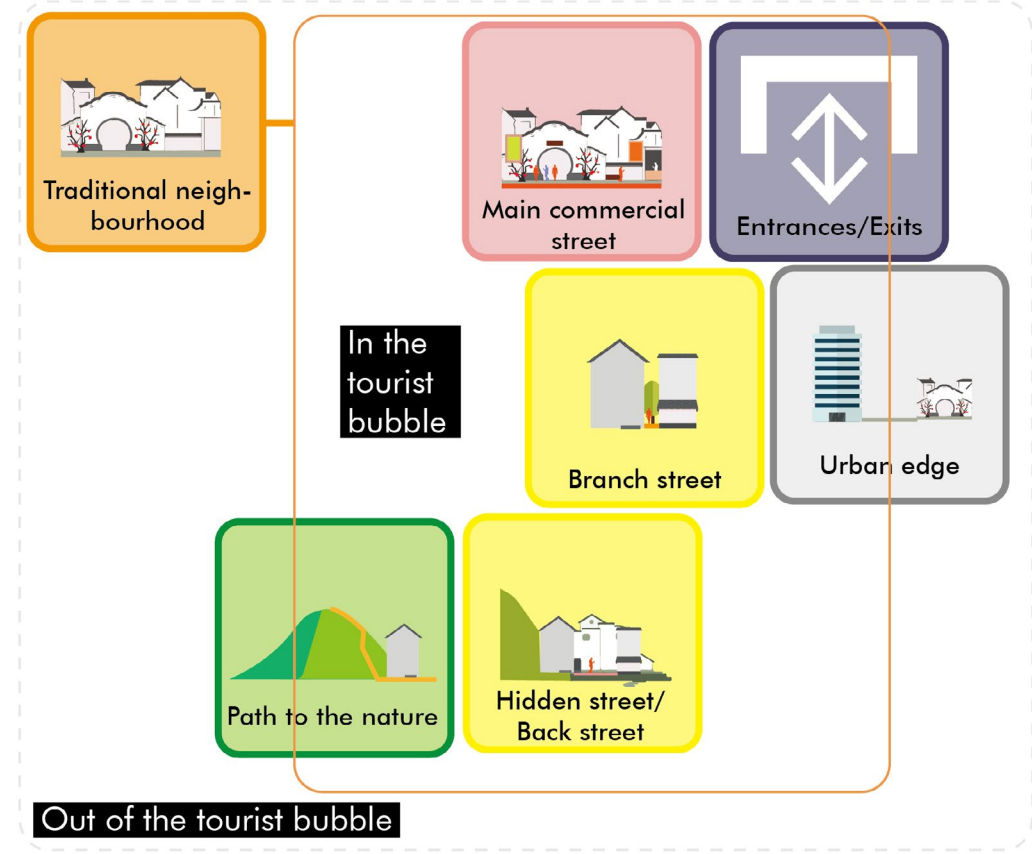
Figure 81. Patterns consist of the Hefang Traditional Neighbourhood and their relationships with the tourist bubble

author
2020

Image 51-54. The main street, back street, branch street and the urban edge

Left Top:
TESTV Channel, 2017
https://www.bilibili.com/video/BV1oW411a7fE

Right Top:
1213550207, 2019

Left Bottom:
YiFan, 2019
https://www.bilibili.com/video/BV1JJ411S7JE

Right Bottom:
Chenshui de yu01, 2019
https://www.bilibili.com/video/BV1AE411h73W

Type A

On-the-run sightseeing

3.2.1 VISITOR BEHAVIOURS IN AND OUT THE TRADITIONAL NEIGHBOURHOOD

ifferent types of visitors have various understandings in Hefang Neighbourhood. However, all visitors concentrate in the main street(except for residents nearby). The residents close by, on the contrary, do not step in the street. They only have their daily activities around at the edge of the neighbourhood. Back streets and the branch streets rarely show in the answers from the survey. It is strange to imagine that they are still in the management zone of the touristic zone with the shops targetting to the tourists.

The four mappings all show that the transportation node is a vital gathering area at the edge of the traditional neighbourhood(pedestrian street).

Type A: Crossing the main street for its old facade

The type of visitors who plan a structure visiting see the neighbourhood as one big spot. Crossing the essential part is enough for their visit to feel that they have visited it. From this idea, the main street becomes their choice.

The local visitors hold a larger plan of sightseeing with one-stop of the neighbourhood(See Figure.82). They only cross by the neighbourhood for it is on the route from the metro station to the Mountain Wu behind the neighbourhood.

However, seldom tourists discover this route of mountain hiking.

Type B: Staying around+main street wandering

No matter where the visitors may stay, either in the neighbourhood in a fancy restaurant, or in the museums nearby, or the flower market close to the entrance, their route, again, only appear in the main street if they consider a step in the neighbourhood area(See Figure 83).

Type B   Go-and-stay

Locals   Tourists

Figure 83. Behavior patterns (mapping+graphic) of the go-and-stay visitors in the Hefang traditional neighbourhood

author
2020

Legend

Infomation from the survey

—— the moving route

● the staying point

Patterns on the base map

main commercial street
natural links
backstreet/branch street
heritages
urban edges

Ⓑ bus station

Ⓜ metro station

Legend

moving
staying

staying time duration

1h

the spatial attribute on the route

main commercial street
natural links
nature area out of the toursit bubble
backstreet/branch street
heritages
urban edges
urban area out of the tourist bubble
show/events out of the tourist bubble
Ⓑ bus station
Ⓜ metro station

Locals   Tourists

Figure 82. Behavior patterns (mapping+graphic) of the on-the-run sightseeing visitors in the Hefang traditional neighbourhood

author
2020

Legend

Infomation from the survey

—— the moving route

● the staying point

Patterns on the base map

main commercial street
natural links
backstreet/branch street
heritages
urban edges

Ⓑ bus station

Ⓜ metro station

Legend

moving
staying

staying time duration

1h

the spatial attribute on the route

main commercial street
natural links
nature area out of the toursit bubble
backstreet/branch street
heritages
urban edges
urban area out of the tourist bubble
show/events out of the tourist bubble
Ⓑ bus station
Ⓜ metro station
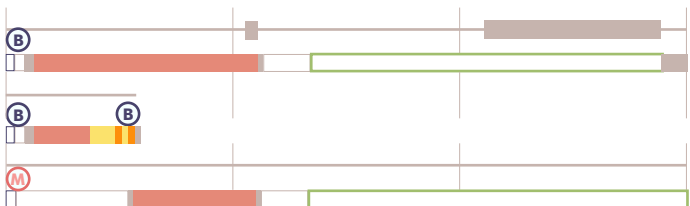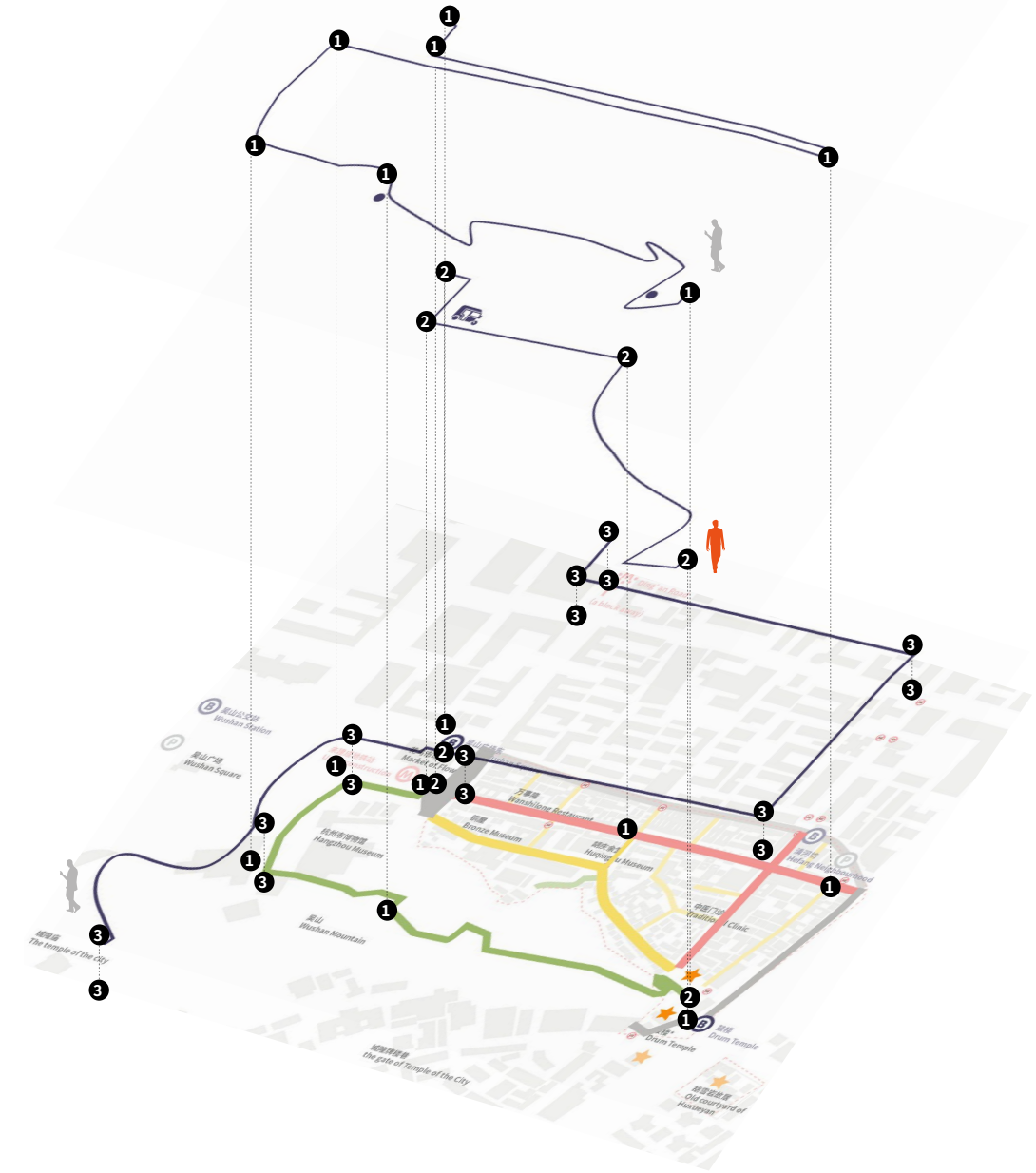
Type C

Random wanderers

Locals | Tourists

Type C: Hunting for food

The traditional neighbourhood gathers around many street food restaurants for tourists. Tourists have no destinations for a dinner place visit the neighbourhood for that food. The public transportation stops define the wandering range. The main structure of this neighbourhood for the wanderers still concentrate on the m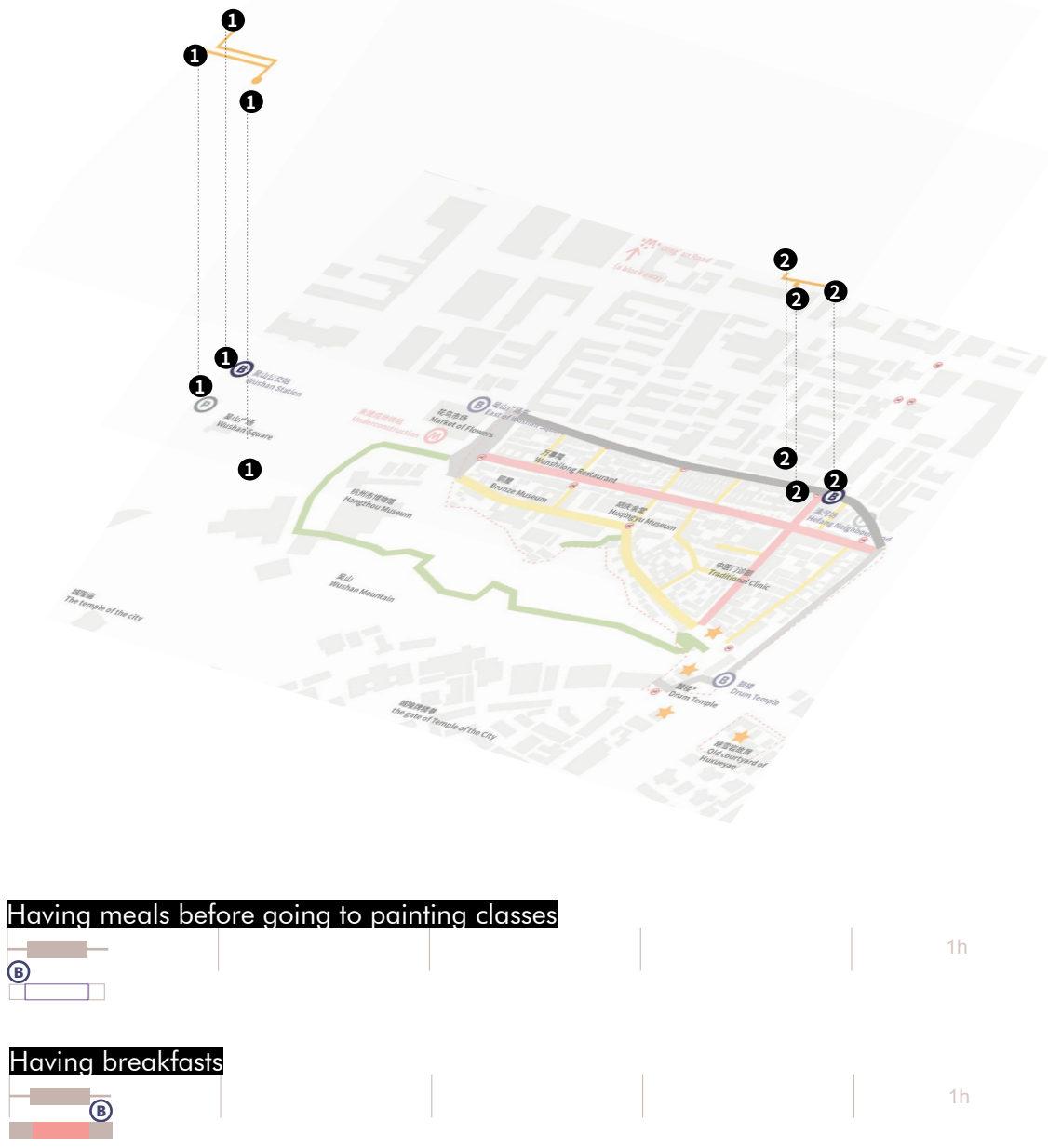ain street. Between the bus stop in the west to the bus stop in the north-east is where they wander for some street food(See Figure.84).

Unlike the natural area, the current wanderers in this neighbourhood are mainly tourists. Locals complain about the spatial quality and the price of the goods in the neighbourhood. Those make little reason for them to wander around in this area either.
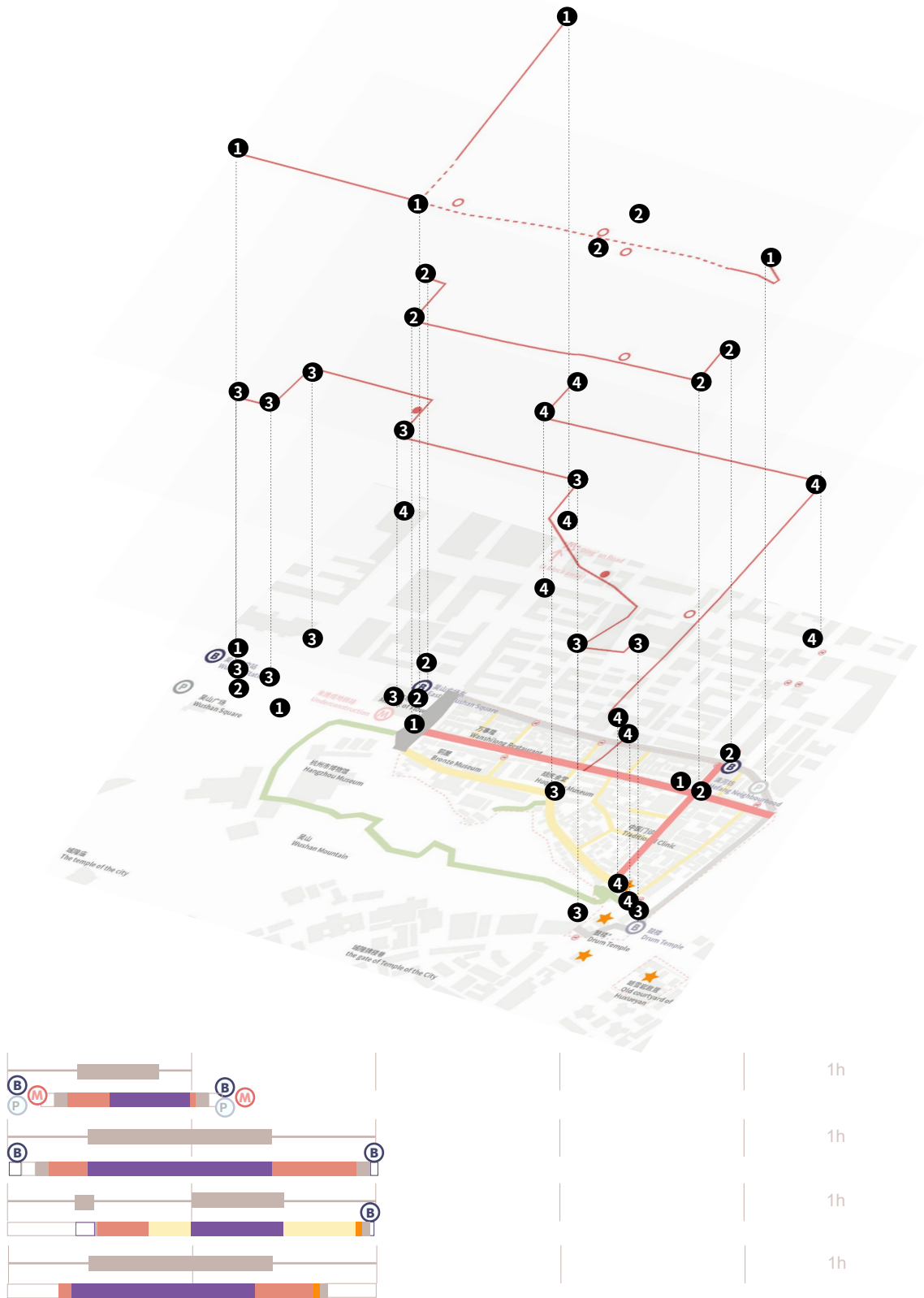
Type D: Daily activity on the edge with public transportation

Little local activities are happening in the traditional neighbourhood where is a tourism area. Though there is a residential zone to the north of the neighbourhood, the residents rarely cross the road to use the neighbourhood(see Figure 85). The only routines happen at the edge of the neighbourhood at the transportation nodes to have fast food before catching a bus or go to school. The stays are all within 30 minutes.

Type D

Daily Routine

Locals | Tourists

Figure 85. Behavior patterns (mapping+graphic) of the daily routine visitors in the Hefang traditional neighbourhood

author
2020

Figure 84. Behavior patterns (mapping+graphic) of the random wandering in the Hefang traditional neighbourhood

author
2020

Legend

Infomation from the survey

—— the moving route

● the staying point

Patterns on the base map

- main commercial street
- natural links
- backstreet/branch street
- heritages
- urban edges

Ⓑ bus station

Ⓜ metro station

Legend

moving

staying

staying time duration

1h

the spatial attribute on the route

- main commercial street
- natural links
- nature area out of the toursit bubble
- backstreet/branch street
- heritages
- urban edges
- urban area out of the tourist bubble
- indoor shops/canteens
- indoor shops out of the tourist bubble

Ⓑ bus station

Ⓜ metro station

Legend

Infomation from the survey

—— the moving route

● the staying point

Patterns on the base map

- main commercial street
- natural links
- backstreet/branch street
- heritages
- urban edges

Ⓑ bus station

Ⓜ metro station

Legend

moving

staying

staying time duration

1h

the spatial attribute on the route

- main commercial street
- natural links
- nature area out of the toursit bubble
- backstreet/branch street
- heritages
- urban edges
- urban area out of the tourist bubble
- show/events out of the tourist bubble

Ⓑ bus station

Ⓜ metro station

Having meals before going to painting classes

Having breakfasts

Figure 86. Behaviours of the four types of visitors in different spaces in the Hefang traditional neighbourhood

author
2020

	Type A On-the-run sightseeing	**Type B** Go-and-stay	**Type C** Random wanderers	**Type D** Daily Routine
	Locals / Tourists	Locals / Tourists	Locals / Tourists	Locals / Tourists
Traditional neighbourhood	A node in the visit/ a glance on the traditional street	Staying around the neighbourhood	Hunting for street-food	Not interested in the neighbourhood at all
Main commercial street	Passing by	Stay for restaurants/heritages	Wandering around and stay for food	No visits
Branch street	No visits	No visits	No visits	No visits
Hidden street/ Back street	No visits	No visits	No visits	No visits
Urban edge	Crossing by from the public transportation	Route to other staying areas (Museums, markets)	Public transportation defines the wandering range	Public transportation as the daily need facility
Path to the nature	Into consideration by the locals but not the tourists	No visits	No visits	No visits

Findings

- Locals have minimal interests to visit the neighbourhood, especially the nearby residents. Their activities are around the neighbourhood.
- Passing by is the main behaviour people act in this neighbourhood no matter what type the visitors belong to.
- Indoor staying is the only staying that mentioned.
- Food and the commercial is the dominant reason for people to come to the neighbourhood; the other characteristics are fading.
- Public transportation nodes gathered different types of visitors.
- The main street is the only highlighted street, the branch streets and the back street receives little attention.

3.2.2 THE SPATIAL PATTERNS IN AND AROUND THE BUBBLE
MAIN COMMERCIAL STREET

Keep flowing and don't stop

The main commercial street is a pedestrian street with a total length of about 1km, and a street width of 15m flanked by open and easy-to-access retail shops, restaurants, and snack food takeaway windows.

Following the flow of people is an essential spatial hint of the main street, which is similar to the idea of the "15m width shopping pass". The main street creates an atmosphere that pushes people to keep going forward. Shopping windows are very rare. The shops use the whole facade to welcome the passing by people to flow in. No shop owners want to keep the customer standing in front of the shop and hesitating. Exploring new objects and experience the lively atmosphere is the primary purpose of walking on this street. However, that "exploration" is interesting for a one-time visiting, but it is difficult for the surrounding residents to have relaxing and meaningful daily repetitive activities.

In the online survey, a resident complains that this street is sweltering(Image 55) in summer for the street does not have trees for shades, either urban arrangements for a proper stay outdoor. Similar complaints can are inferred from the pictures of people struggling to find shade in this block and sitting at the roadside in the shade of

the building(Image 56). It is still under a confusion why the design of Hefang Street fails to put proper trees into the overall layout. Is it because of the need to restore the original appearance of the historical block, or because it is unwilling to break the continuous commercial atmosphere? For whatever reason, the lack of comfort in this outdoor space has again successfully accelerated the flow of people. It has strengthened the model of its targetting the fast-moving people.

Try and step in: Shops with open facades

The main street offers a spatial form for a commercial mode, which profits from low prices with a significant amount of sales(Figure 87, Image 57-58). The more people they might attract, the more profit they get. The continuous stores of this type constitute a united atmosphere and ensure that the crowd can flow quickly from one shop to another. The shops trigger positive feedback. The form of the people moving pattern encourages the type of commercial spaces, and the commercial spaces in return attract the same type of people. It means difficulty in having another type of shops here targetting at slow-moving and daily visiting people here. The massive flow of people might easily skip
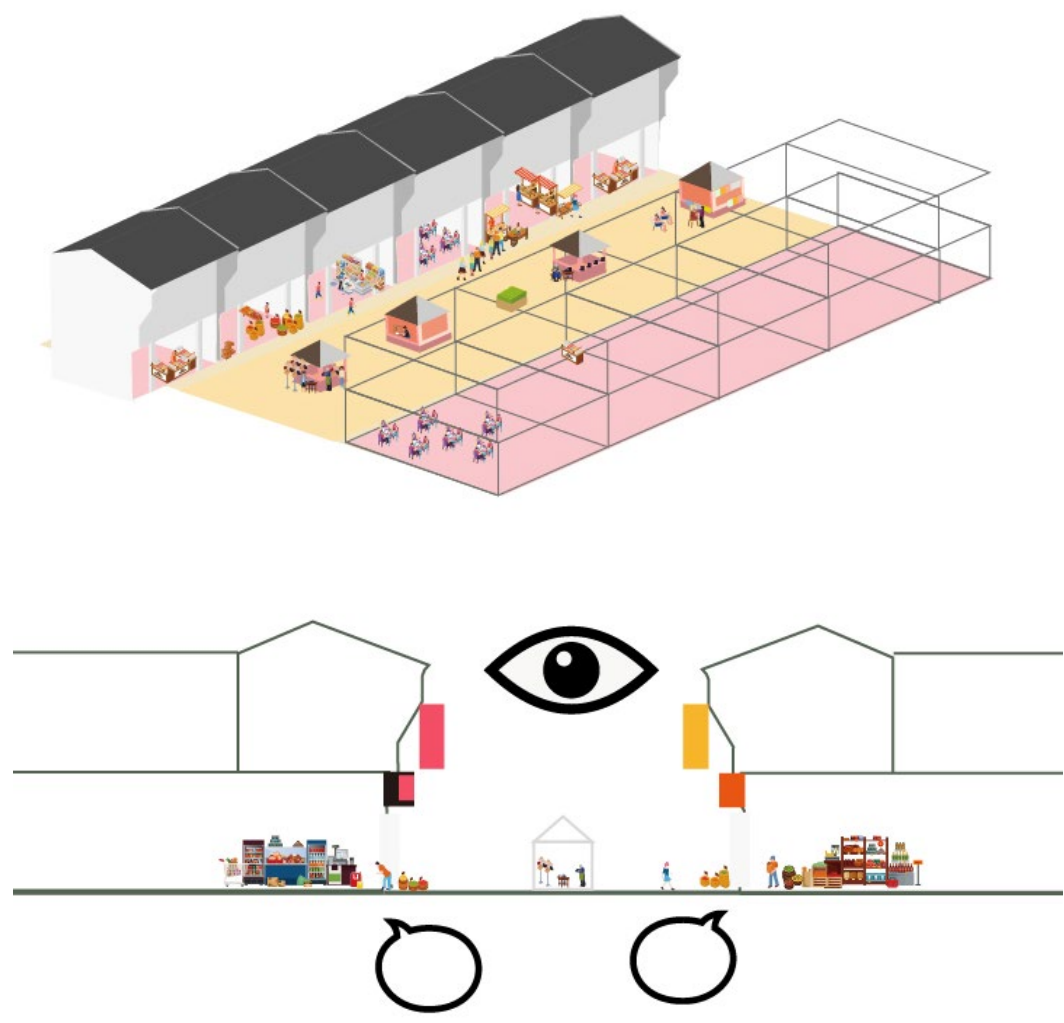
Figure 87. The main street
(conceptual model and sections)

author
2020

Image 55. The main street

Guage Melon, 2019
https://www.bilibili.com/video/
BV1Pt411w7wU

Image 56. The main street lacking of seats

Sumilakesi, 2017
from bilibili video platform

Legend

- Open facade commercials
- Paved pedestrain street
- Heritage building as the visiting spot
- Building cannot enter from the street

0   10   20   30   40   50m

Figure 88. A fragment of the Main Street in Hefang Traditional Neighbourhood

author
2020

this shop, and the other types of visitors do not bother to join in the flows---they might not even want to step in this street.

Dynamic shop in the middle: painting, live produced handicrafts and small plays

The small pavilions in the middle of the streets are shops of handicrafts(Image 61-62). Only the people who produce crafts on the site and sell them directly can rent the places.

From the map, it seems like a dynamic space around the small spot; however, the actual status is very different from the physical appearance. The shop owner occupies some space out of the pavilion to display the products and give a live show, where will not invade the people flows. They, in this way, makes the middle part of the street another "facade", the cutting flows are difficult to form, and people have not enough space to come to stay in the middle part of the street, which also strengthens the flowing mode of the two sides.

Takeaway food window and gathering people

Takeaway food only requires a small facade to display food and relies on the queuing to earn the interest of others.

The phenomenon of queuing is impressive for its dynamic impacts on the space. In places where space is narrow, the queue spreads into other functional spaces and causing chaos. In contrast, in places big enough, queued people can form particular barriers and spaces for better-staying possibilities. It should note that a popular food-taking window can trigger the crowd to gather and stay outside in an orderly manner. It is a unique commercial model to behavioural senses.

❶ Try and Step-in
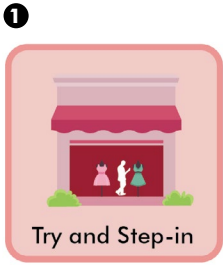
Image 57-58. Open facade commercials
Left:
Yifan, 2019
https://www.bilibili.com/video/BV1AJ411m7Sx

Right:
Guage Melon, 2019
https://www.bilibili.com/video/BV1Pt411w7wU

❷ Take away window
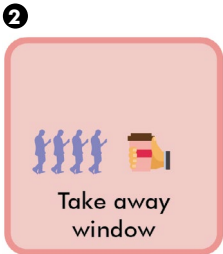
Image 59-60. Take away food
Left:
night Nanyin, 2019
https://www.bilibili.com/video/BV1AJ411m7Sx

Right:
YiFan, 2019
https://www.bilibili.com/video/BV1AJ411m7Sx

❸ Show and sell
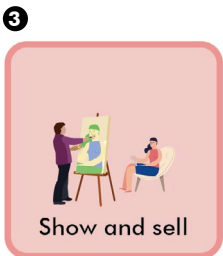
Image 61-62. Artisits and handcrafters
Left:
Xixihongzhen, 2019
https://www.bilibili.com/video/BV1AJ411m7Sx

Right:
Sumilakesi, 2017
from bilibili platform

❹ Seats

Image 63. Seats in the middle of the street
Pangyou laichitang fa, 2019
https://www.bilibili.com/video/BV1V4411Y7Ta/

❺ Statues/fountains/flowerbeds
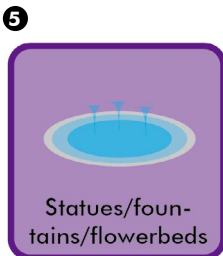
Image 64-65. Statues
Left:
1213550527,2017
Right:
Yifan, 2019
https://www.bilibili.com/video/BV1zJ411U7dj

❻ Spot mark

Image 66-67. The landmark of the neighbourhood

Guage Melon, 2019
https://www.bilibili.com/video/BV1Pt411w7wU

Hidden street/
Back street

HIDDEN STREET/BACK STREET

Backstreet: Fragmented street surface and indoor commericals

The width of the back street is about 10m, and the two-story buildings are on both sides(See Figure 89). It is not a straight street like the main street, but a curved arc. People rarely go through the whole back street. They only visit part of it as wandering away from the main street or the Drum Tower. It is quiet but receives far less attention from any type of visitors. It is lack of attractions for the structural visitors, and have no hints for the wanderers. It lacks daily functions, and it is too many burdens for residents on the north side to come to this street.

Compared to the main street, the back street is dominated by shops with closed facades and doors, such as indoor restaurants, indoor cafes, bookstores, clothing stores, and hand-crafted shops that people can try to make their product.

There are small hidden heritages on the back street, but they have not received any attention in terms of design or peripheral functions(See Image 68). The ruins on the main street will become a place for a few to visit and stay.

Figure 89. The back street
(conceptual model and sections)
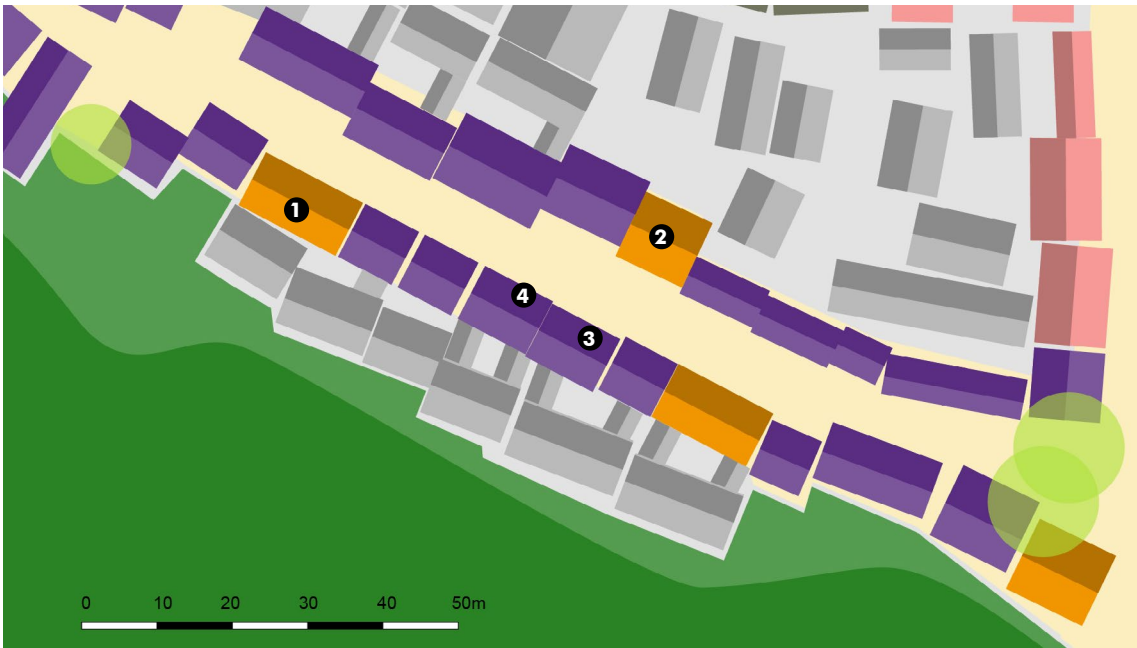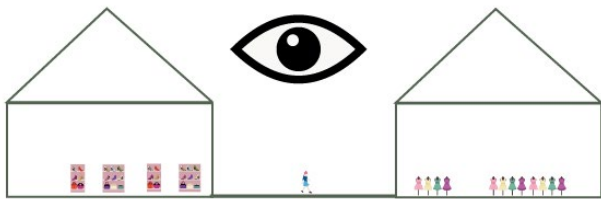
author
2020

Figure 90. A fragment of the Back Street in Hefang Traditional Neighbourhood

author
2020

Legend
- Open facade commercials
- Closed facade commercials
- Heritage building
- Building cannot enter from the street
- Paved pedestrain street
- Mountain edge

0 10 20 30 40 50m

❶ Heritages gate/Hidden heritage

❷ Traditional shop

❸ Shopping windows

❹ Indoor catering

Image 68-69. The back street with closing facades and hidden heritages

1213550527,2017
from bilibili video platform
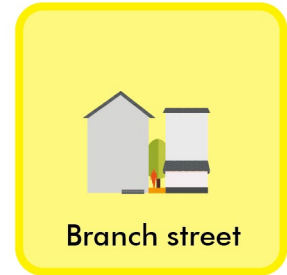
BRANCH STREET BEING AN UNLINK

Branch street

The links? The unlinks?

The branch street refers to these streets that connect the edge of the city with the main street, and the north-south connects between the main street and the back street. Though on the maps they look like links, in reality, they carry hints of "not coming close"(See Image 70).

The branch road is trying to reduce its presence as much as possible, and undertake some urban furniture that the main street does not want to appear. Visual blocks are the first reason for people's hesitation to step in those alleys. Although the branch road is not long (50-100m), it is not able to see through the street from either side. The green in this street hides the street from people's view, rather than attract people to visit. Potted shrubs often sit at the connecting point

of branch street to the main street, which blocks branch street behind(See Image 73-74). Undesirable content for the main street are all arranged in the branch street, such as garbage bins, cleaning machines, and decoration residues of the shops. Those arrangements concentrate the people in the main street and make the branch street to function as the unlinks.

Figure 91. The branch street
(conceptual model and sections)
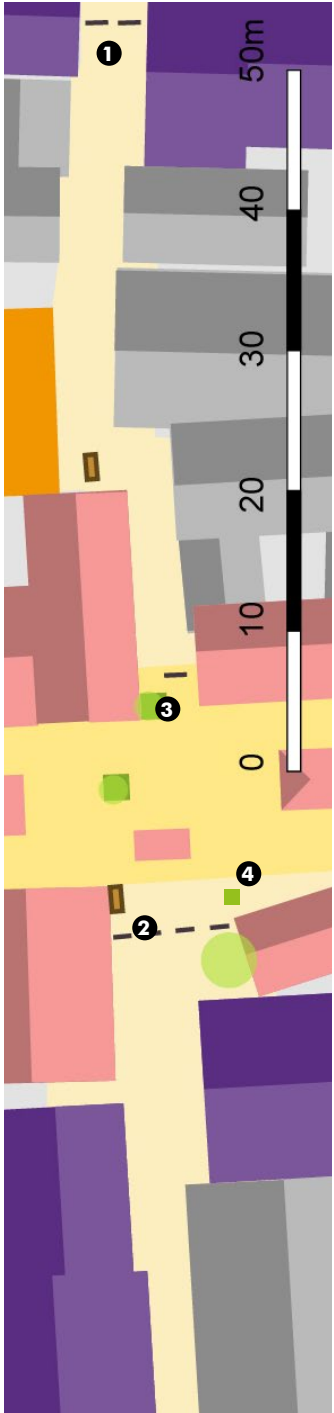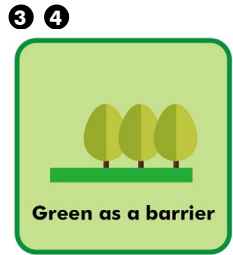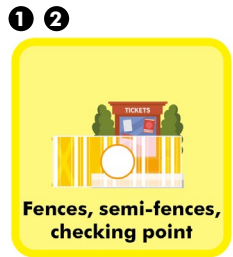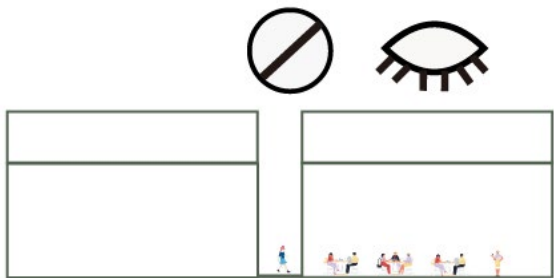
author
2020

**Fences, semi-fences,
checking point**

Green as a barrier

Legend

	Open facade commercials
	Closed facade commercials
	Heritage building
	Building cannot enter from the street
	Paved pedestrain street
	Garbage bins
	Barricades

(Right) Figure 92.
A fragment of the Branch Street in Hefang Traditional Neighbourhood

author
2020

(Left) Image 70-74
The brach street as unlinks

Top 2:
Chenshui de yu01, 2019
https://www.bilibili.com/video/BV1AE411h73W

Bottom 2:
Fengzhongsuoyi, 2019
https://www.bilibili.com/video/BV1zJ411U7dj

URBAN EDGE

Urban edge

Backs facing outward

The focus of this part is the standard interfaces to the city besides the entrance (for Hefang Neighbourhood, mainly the west and north interfaces, see Figure 93). The entrances which (connecting the traffic nodes and blocks) is very similar to the Entrance pattern discussed in the chapter of the city scale(See on page 75). The same pattern repeats here with the edges strengthened by mo-bike bicycles and multiple fences. Three such entrances locate in Hefang Neighbourhood. They are on the east and west sides(Figure 96) of the main street and the Drum Tower(Figure 95)at the east-south corner.

Those outward-facing interfaces are the back of Hefang Street. The sidewalk is very narrow (within 1.5m). Pedestrians have to walk on bicycle lanes from time to time as the sidewalk is easily occupied: a parked motorcycle, a queue of a take-out window, and an open door of the restaurant with a waiter attracting customers can take place(See Image 75-77). Furthermore, for this reason, the bicycle lane and the motor vehicle lane are separated by traffic barriers to prevent a further influx of pedestrians into the motor vehicle lane. The fence undoubtedly strengthened the barrier, making the interface less permeable(See Image 79).

Interestingly, there are some resident activities at the outward-facing back of the neighbourhood. In the questionnaire, an interviewee states a regular route of having a quick breakfast at the edge and commuting to the work by bus. This type of amenity, together with the transportation facilities, can be an essential starting point in turning the back of the street to a proper functional front to the surrounding residents.
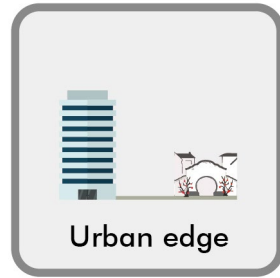
Figure 94. The urban edge (conceptual model and sections)

author
2020

Legend

- Open facade commercials
- Closed facade commercials
- Heritage building
- Building cannot enter from the street
- Paved pedestrain street
- Parking lots
- ─── Fences
- Bus station

Legend

- Open facade commercials
- Closed facade commercials
- Heritage building as the visiting spot
- Paved pedestrain street
- ─── Fences

Figure 93. A fragment of the Branch Street in Hefang Traditional Neighbourhood (North edge)

author, 2020

Figure 95. A fragment of the Branch Street in Hefang Traditional Neighbourhood

author, 2020

❶ Take away window
❷ Indoor catering
❸ Parking & Logistic

❹ Mobikes
❺ Heritages gate/Hidden heritage
❻ Fences, semi-fences, checking point

Image 75-77 The chaotic urban edge

Chenshui de yu01, 2019
https://www.bilibili.com/video/
BV1AE411h73W

Image 78-79. the urban edge with parkings and fences

Baidu street view, 2016

Legend

■ Open facade commercials
■ Closed facade commercials
■ Heritage building
■ Building cannot enter from the street
■ Paved pedestrain street
■ Parking area for bikes

— Fences

Ⓜ metro station

Figure 96. A fragment of the Branch Street in Hefang Traditional Neighbourhood
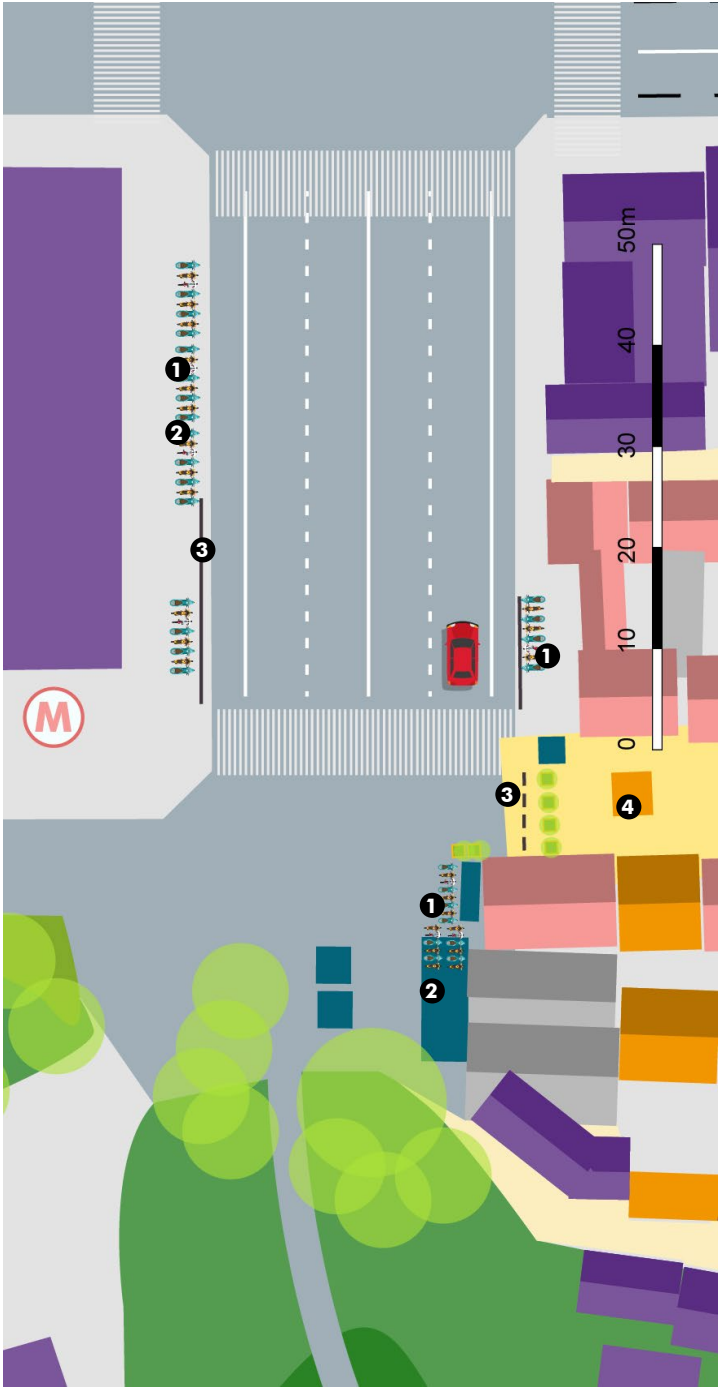
author
2020

❶ Mobikes

❷ Parking & Logistic

❸ Fences, semi-fences, checking point

❹ Spot mark

The hidden portrays to the bigger network

On a higher level, the traditional neighbourhood is just a crossing-by attraction for many people, especially the residents. The route to link them together as a tour network is crucial to trigger more residents in using the neighbourhood. For this traditional neighbourhood, the close by the network is the link to the mountain on its south side, the Mountain Wu (an open city hill with heritages, Temple of the City, and a good view).

There are three entrances near the neighbourhood, yet none of them is apparent to the people who first visit the place(See Figure 97 below). One is the on the west side of Hefang Street passing through the Hangzhou Museum Complex, and the other is the mountaineering road behind the shops near the entrance of Drum Tower(See Image 80).[1] The other is 100 meters southwest from the Drum Tower entrance. No spatial or visual marks can guide people to those mountain paths, only if they are familiar with the area or have planned the visit to the mountain.

Gateway to the nature

Image 80. A hidden link to the nature

Baidu street view
2016

1 It is doubtful whether the road exists. It does not exist on the Baidu map but exists on OpenStreetMap.

Figure 97. The hidden links to the nature

author

data source:
map.baidu.com
2016

openstreetmap.org
2019

3.2.3 SUMMARY: THE PATTERN COMPOSITION, PROBLEMS & POTENTIALS

PROBLEM 1
FLOWING ONLY IN THE MAIN STREET

Main commercial street

Forming a spatial-commercial-people positive circle
The Main Street offers a spcae for fast flowing people, which leads to a continuous commercial facade to fit the flows, and it in turn narrows the visiting group to be attracted;

Crowding in only from the main entrance at two ends of the Main Street
Linear flows give pressure at both ends of the street and the area it connects to the public transportation;

Blocking the Back Streets behind
The Back Streets are hidden behind the Green as Barriers to form the continuous feeling of the main street though there are many interesting elements.

PROBLEM 2
COMMERCIAL DOMINANCE

Strengthening the quick flows of people who only pay one visit
There is no outdoor staying place with green, amenity, or heritage attributes;

Only aim for money from tourists
It is a place only having indoor staying areas aims for money from the tourists, but not for the social potentials to the daily visits/routine visitors
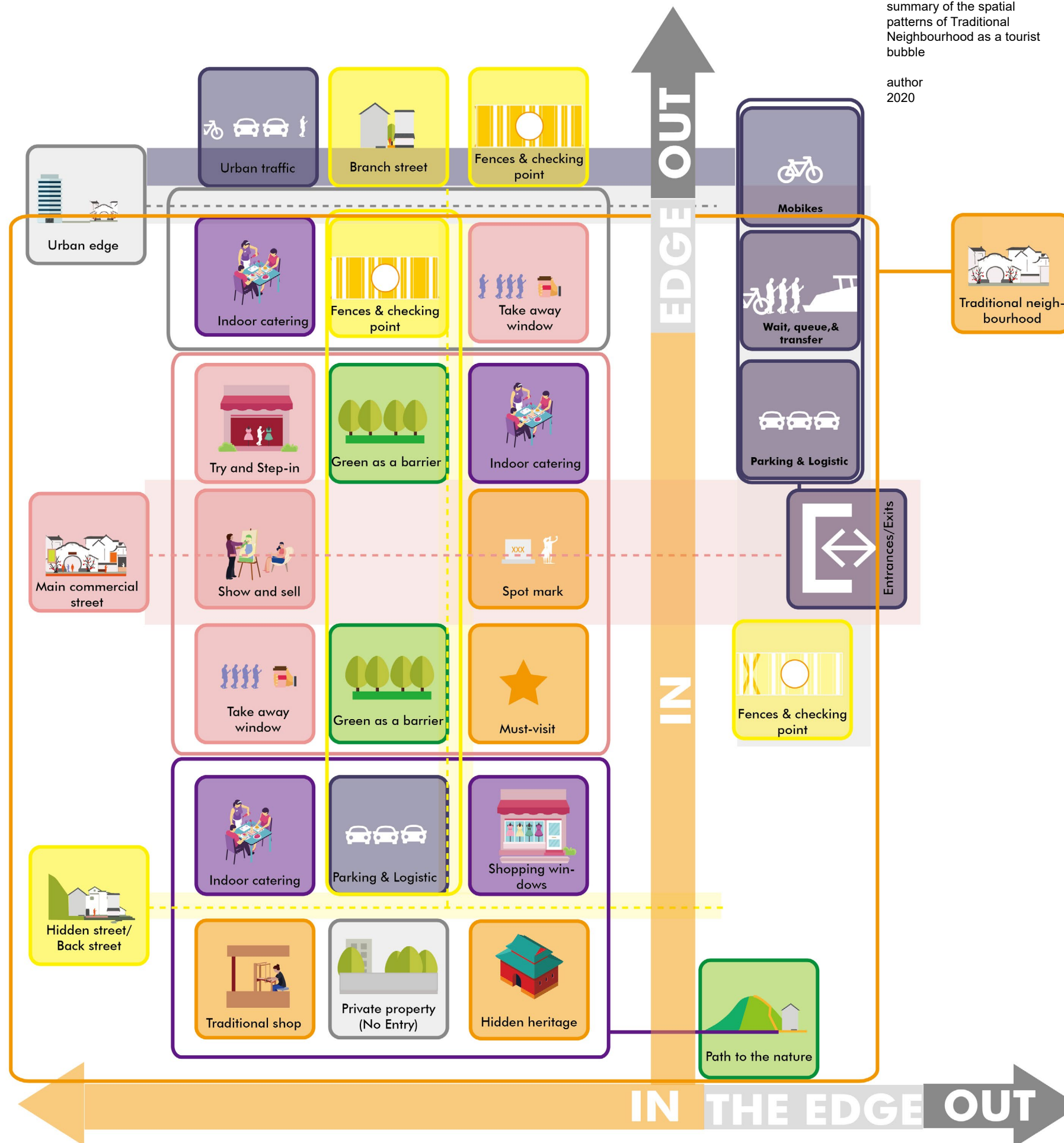
Figure 98. The conceptual summary of the spatial patterns of Traditional Neighbourhood as a tourist bubble

author
2020

EDGE OUT

IN

IN THE EDGE OUT

Urban edge

Urban traffic | Branch street | Fences & checking point

Indoor catering | Fences & checking point | Take away window

Mobikes

Wait, queue,& transfer

Parking & Logistic

Traditional neighbourhood

Main commercial street

Try and Step-in | Green as a barrier | Indoor catering

Show and sell | | Spot mark

Take away window | Green as a barrier | Must-visit

Entrances/Exits

Fences & checking point

Hidden street/ Back street

Indoor catering | Parking & Logistic | Shopping windows

Traditional shop | Private property (No Entry) | Hidden heritage

Path to the nature

PROBLEM 3
PUTTING THE BACKS TO THE CITY

Backs at the front
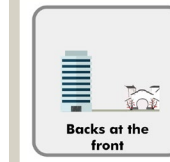
Abandoning the Urban Edge
The Urban Edge becomes a linear parking place for the mo-bikes and other logistic activities;

Entrances/Exits
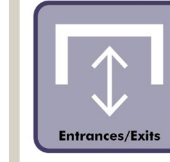
The Branch Streets are disturbing
Branch Streets are hidden behind the Green as Barriers to form the continuous feeling of the main street. It is a supporting street for the main street and the urban edge with no activity and bad spatial experience walking in it.
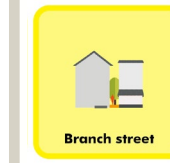
Branch street

POTENTIALS
HIDDEN RESOURCES BESIDES THE COMMERCIALS

Heritages as a covered identity
The heritages being forgotten
Heritages which are not on the Main Street are hidden in the dust;
Larger heritage network
Traditional neighbourhood can be seen as one stop in the Must-Visit network on a city level;

Green as an untouched element
The whole pattern group lacks of green
Green is not used in the neighbourhood at all in forming spaces and triggering activities;
The hidden links to the large green network
The Links to the Nature is far away from the active area of the neighbourhood, and not in an inviting status to the visitors;

Public transportation nodes as the natural daily areas
Commuters
The Transfer and Waiting pattern have daily commuters who uses the edge of the neighbourhood.

The current situation: the stays & moves in the traditional neighbourhood

Legend

the moving route of fast
sightseeing visitors

the moving route of the
go-and-stay visitors

the moving route of
wandering visitors

the moving route of
daily routine visitors

Figure 99. The conceptual
summary on the cirulation of
the four types of visitor in the
Traditional Neighbourhood

author
2020
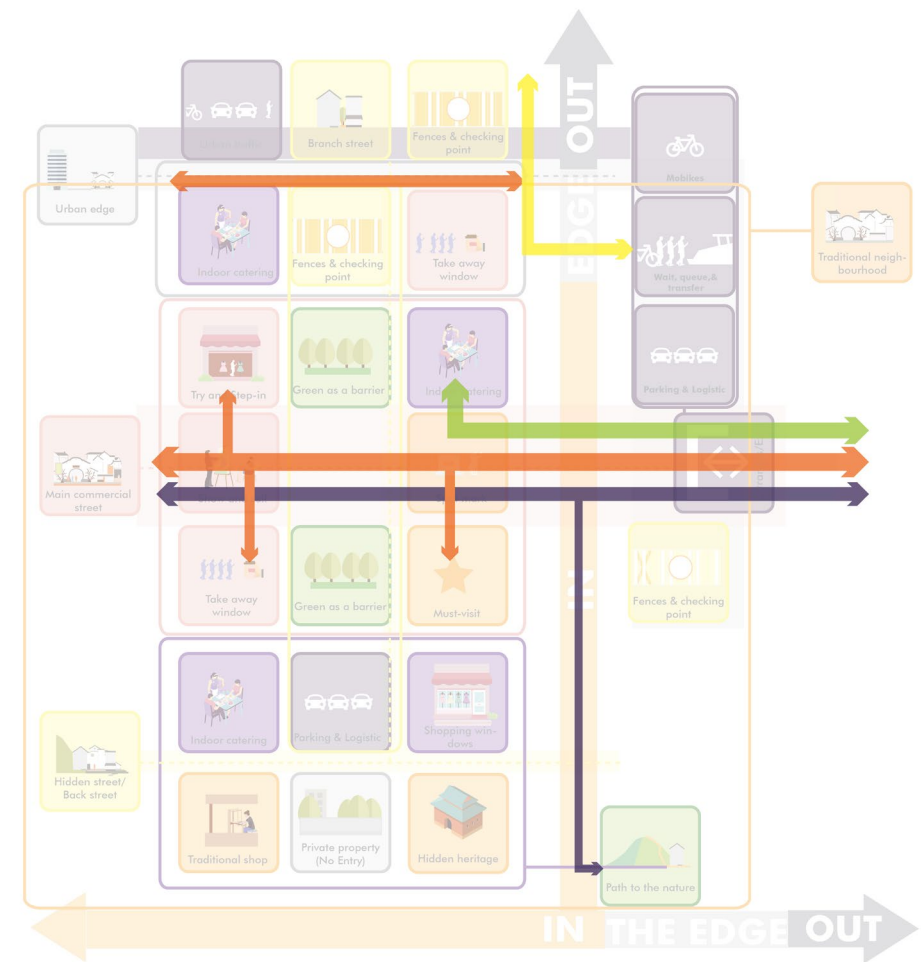
Legend

the staying point of fast
sightseeing visitors

the staying point of the
go-and-stay visitors

the staying point of
wandering visitors

the staying point of
daily routine visitors

Figure 100. The conceptual
summary on the staying
area of the four types of
visitor in the Traditional
Neighbourhood
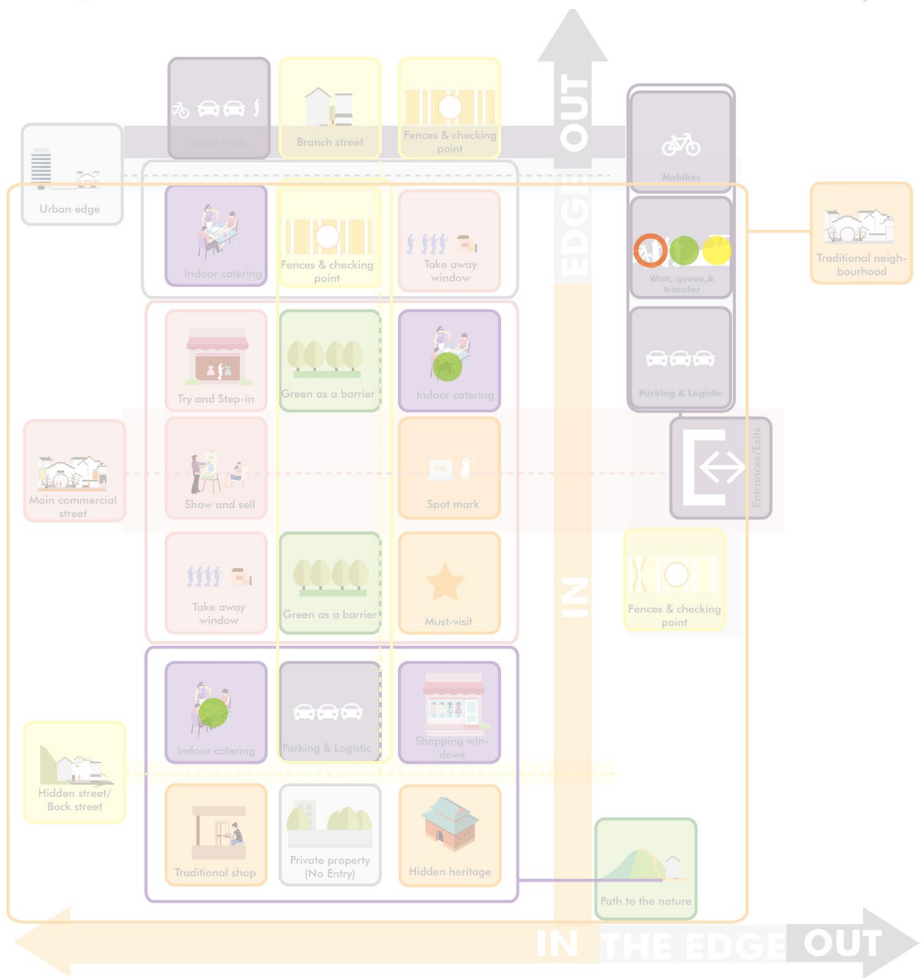
author
2020

3.3 THE MUSEUM CLUSTER: THE TOURIST BUBBLE AT THE BUILDING SCALE

Square as the core

Building as the core

Legend
- Touristic building(The museums)
- Accessable green
- Green as a blocking
- Square
- Heritage
- Other buildings in the cluster
- (B) bus stop
- (F) ferry stop
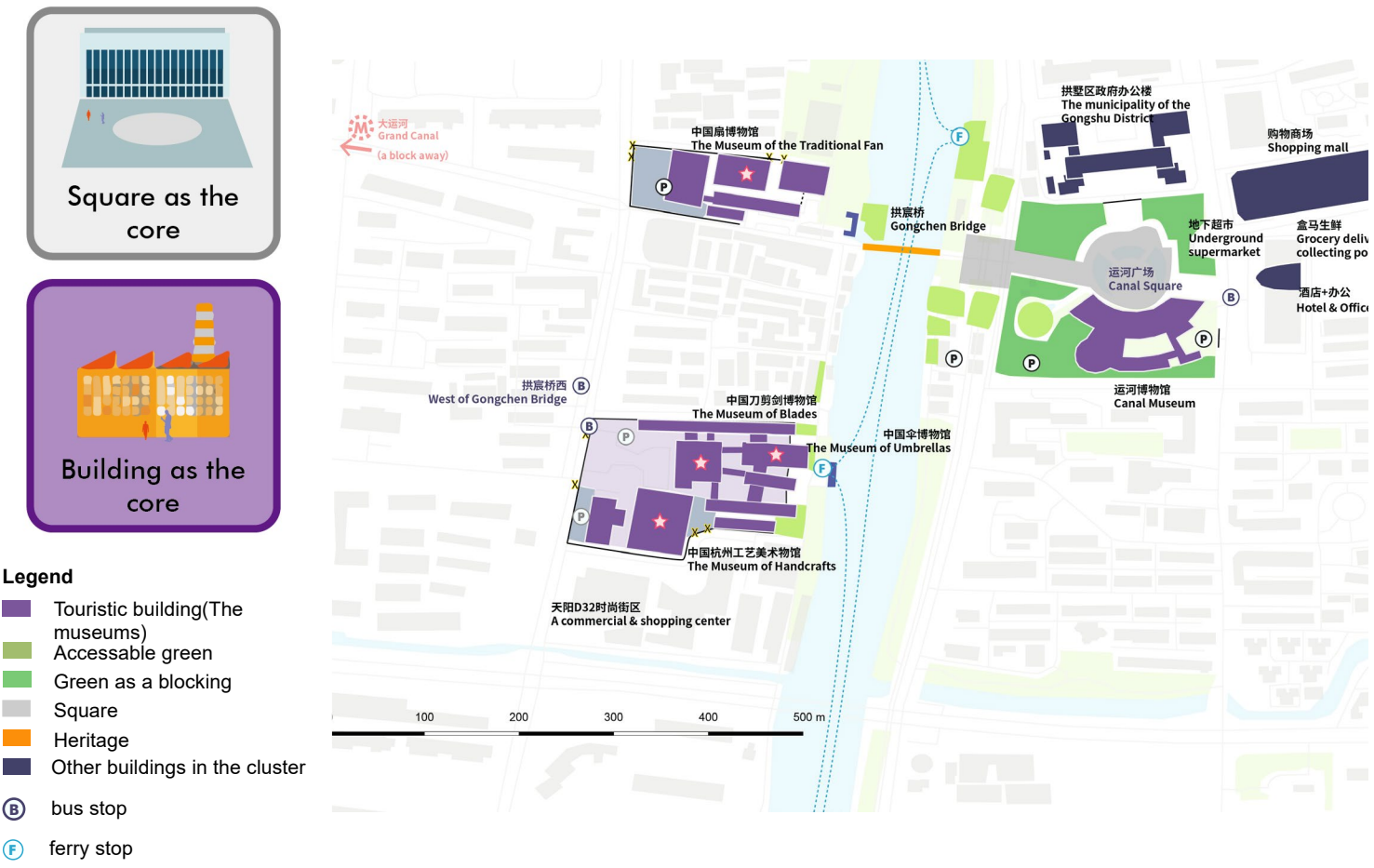
Figure 101. The spatial patterns in Qiaoxi Museum Cluster

author 2020

The tourist bubble because of the buildings are different from the neighbourhoods and a piece of urban nature. It has limited management zone, and the boundary of the bubble is different from buildings' relationships to its surroundings. The role of the touristic building in the surrounding is a decisive factor. Qiaoxi museum cluster and the Canal square offers exactly two different arrangement of the museum building as the tourist attraction.

The west bank and the east bank of Qiaoxi cluster represent two completely different organisation of building clusters, both in spatial and functional aspects. On the west bank, the building is the core of the organisation of the spaces. The small-scale external space becomes a subsidiary of the museums. The museum cluster is in the way to reaching the canal. Its internal paths are the short-cut for people to go to the canal, which unfortunately, close during night. The museum buildings have the fenced up territories. Whether the museum is

open changes the flow for the entire site, it is an edge which the permeability changes from daytime to dark.

On the east bank of the river, on the contrary, the central square is the core. The artificial hard square has a vast fountain as the decorations, with three sides surrounded by the Canal Museum (south), the District Government building (north), the commercial complex (east). An underground parking and underground supermarket can be entered from the east side of the square also. The management scopes of these buildings themselves do not affect the circulation on the square.

Qiaoxi museum cluster is famous for the three museums which regenerated from the old industrial buildings on the west bank along the Grand Canal. The industrial complex has transformed into a series of related handicraft museums, the Museum of Blades, the Museum of Umbrellas, and the Museum of Fans. They share a theme of handicrafts. Two topics in the chapter of the building clusters are

Image 81-82. The Qiaoxi Museum clusters

Left:
Zhejiang TV Channel, 2016
Hangzhou Documentary film

Right:
Xiaonan S, 2019
https://www.bilibili.com/video/BV11E411d7ZT

Square as the core

Building as the core

Building only as background

Edge to the nature

Green as a barrier

Big, empty, grey

Inner courtyard

Fences & checking point

In the tourist bubble

Unattached small spaces

Edge to the commercials

Out of the tourist bubble

Shared theme

Figure 102. Patterns consist of the Qiaoxi Museum Clusters and their relationships with the tourist bubble

author, 2020

going to be discussed under the thinking about tourist bubble: the influence in people's behaviour from the theme, function and the open time of a building in different spatial arrangements.

3.3.1 VISITOR BEHAVIOURS IN AND OUT THE BUILDING CLUSTERS AS A TOURIST BUBBLE

Buildings are the anchors in a touristic area which is famous for the building cluster. They form nodes and links—those places which in between of them are also used by different types of visitors.

Type A: All the museums at once

Cultural buildings naturally stimulate a long time visiting(See Figure 103). When the visitor tries to visit all the museums in one cluster at once, their whole visiting time can be very long (more than 5 hours) in a small piece of urban lands. They stay in the museums and pass through the spaces between the different museums.

The pure sightseeing is infrequent, the majority of the purely walking by people are residents who take the daily routines.

A long-staying time and the network of museums offer a business opportunity for the restaurants and cafés.

Type B: Targeting one museum

They spend the same amount of time in one museum like the ones who visited all the museums at once. The total visiting time shortens.

They can also come to a restaurant or other facilities in the linking area of the museums(See Figure 104).

Locals   Tourists

Locals   Tourists

Figure 103. Behaviour patterns (mapping+graphic) of the on-the-run sightseeing visitors in the Qiaoxi Museum Cluster

author
2020

Figure 104. Behaviour patterns (mapping+graphic) of the go-and-stay visitors in the Qiaoxi Museum Cluster

author
2020

Legend

Infomation from the survey

——— the moving route

● the staying point

Patterns on the base map

- touristic building
- green around
- squares
- traditional neighbourhood
- other buildings

Ⓑ bus stop

Legend

moving
staying

staying time duration

1h

the spatial attribute on the route

- buildings
- green in the touristic area
- green area out of the toursit bubble
- heritages/traditional neighbourhood
- urban spaces
- urban area out of the tourist bubble

Ⓑ bus stop

Ⓕ ferry stop

Legend

Infomation from the survey

——— the moving route

● the staying point

Patterns on the base map

- touristic building
- green around
- squares
- traditional neighbourhood
- other buildings

Ⓑ bus stop

Legend

moving
staying

staying time duration

the spatial attribute on the route

- buildings
- green in the touristic area
- green area out of the toursit bubble
- heritages/traditional neighbourhood
- amenities
- grey spaces
- grey area out of the tourist bubble

Ⓑ bus stop

Ⓕ ferry stop

Type C: Museums are extra spots on the route

The people wandering in a small range of area are not intend to pay a long time visiting. They hesitate to step in a huge building as a museum, which looks time consuming. The natural and heritages in the surroundings, on the contrary, become the structural lines for the wandering people(number 3 following the heritages, and number 4 along the canal, See Figue 105).

Figure 105. Behavior patterns (mapping+graphic) of the random wandering in the Qiaoxi Museum Cluster

author
2020

Legend

Infomation from the survey

the moving route

the staying point

Patterns on the base map

- touristic building
- green around
- squares
- traditional neighbourhood
- other buildings

B   bus stop

Legend

moving

staying

staying time duration

the spatial attribute on the route

- buildings
- green in the touristic area
- green area out of the toursit bubble
- heritages/traditional neighbourhood
- urban spaces
- urban area out of the tourist bubble

B   bus stop

F   ferry stop

eating

shopping   museum

museum

Type D: Other facilities for daily needs

The routines for the daily lives have little to do with the museums in this area. The buildings which share the same open space, but carry different functions are the main visited area to the nearby residents. Those buildings can be a supermarket, shopping mall, the delivery collecting points. The open space which is surrounded by those daily functions are lively, and there are people purely visit the square(See Figure 106).
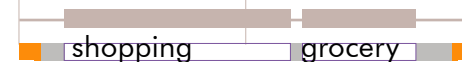
Figure 106. Behavior patterns (mapping+graphic) of the daily routine visitors in the Qiaoxi Museum Cluster

author
2020

Legend

Infomation from the survey

the moving route

the staying point

Patterns on the base map

- touristic building
- green around
- squares
- traditional neighbourhood
- other buildings

B   bus stop

Legend

moving

staying

staying time duration

the spatial attribute on the route

- buildings
- green in the touristic area
- green area out of the toursit bubble
- heritages/traditional neighbourhood
- amenities
- grey spaces
- grey area out of the tourist bubble

B   bus stop

F   ferry stop

Grocery and picking up delivery

shopping   grocery

Morning walks

square   delivery collecting

Social after dinners

square

Shopping per month

grocery

Figure 107. Behaviours of the four types of visitors in different spaces in Qiaoxi museum cluster

author
2020

	Type A — On-the-run sightseeing	Type B — Go and stay	Type C — Random wandering	Type D — Daily routines
	Locals / Tourists	Locals / Tourists	Locals / Tourists	Locals / Tourists
Shared theme	Finish the theme at once	Visit one	Hesitate to step in the museums	No clear interests
Square as the core				
Building only as background	Staying in	Staying in	Crossing by	Crossing by
Statues/fountains/flowerbeds	Crossing by	Crossing by	As an surprise/landmark	As a gathering landmark
Big, empty, grey	Crossing by	Crossing by	Crossing by	Stay during proper hours
Unattached small spaces	No visit	No visit	Main route	Main route
Building as the core				
Edge to the nature	As the link between museums	Staying around	Main route	Main route
Inner courtyard	Crossing by	Staying around	No visit	No visit
Edge to the commercials	Crossing by, search for food/drinks...	Staying around	Crossing by	Crossing by

Findings

- Museums may not be the attracting spots for the residents, but they often use the surrounding of the museums;
- The wandering around people enjoys no surprise from the museums;
- The building networks and nature networks in use differ from the types of visitors.

3.3.2 SPATIAL PATTERNS IN THE BUILDING CLUSTERS

CONNECTIONS AND MORE EXPLORATION BY SHARED THEMES AND PROGRAMS

Shared theme

The shared theme among a group of buildings is certainly a way to stimulate people's exploration for the area, and even triggers the next visit for some residents. It is a similar concept to the heritage network, but the cultural buildings clusters have more ways to hold the connection. They can display the permanent exhibitions of the same theme and hold temporary joint activities.

The spatial connection can be gradually built up by nodes of buildings sharing the same theme, which is a good hint for further exploration for all types of people. Qiaoxi Museum Cluster on the west bank bases on one theme, the handicrafts, and different exhibition halls introduce a famous handicraft industry (the blades, fans, and umbrellas) in Hangzhou. After forming this kind of thematic connections rather than spatial ones, the physical connection between the museums in between become automatically strong and brought more popularity to the business along the connection paths.

It is a model that inspires people to explore the city according to a theme. Long-term ways to form this kind of connection may be the regular exhibition theme of the museum, the joint promotion of the same theme park or building. If the city provides a connection in space and infrastructure, this connection will improve. For short-term connections, casual co-

organising events is a way to let people realise the existence of hidden places.

What is the difference between this method and the method of selling coupons?

The joint ticket directly connects the attractions at the same level of fame, and it is always a tourism promotion method. It gives benefits to tourists who have a limited time-money budget. However, it is not a way to interests people who are willing to re-exploration for their interest in the topic. In contrast, people who are willing to explore the city with a theme may not care whether the related attractions are well-known or worth the time to explore, whether the quality and level of the exhibition are high enough. The relevant content of the related building/spot can be meaningful to the residents. The desire to explore elsewhere has a precise meaning and directs to a targeting market. Such cases have been well used in the Netherlands: The Heritage Open Day is conducted every year on selected themes, and visitors can find the common theme of the heritage by following the map of the heritage.
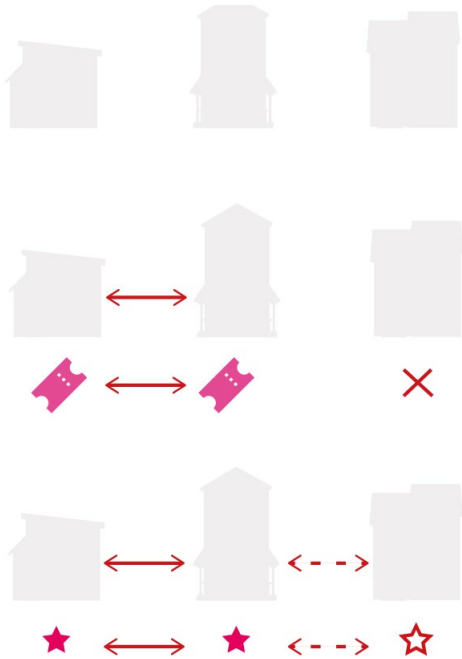
CHANGE OF ATMOSPHERE: BUSINESS HOURS, ARCHITECTURAL FUNCTIONS, POPULARITY

Square as the core

Building as the core

Whether the building is open or not changes people's use of it and its surroundings. If the circulation of the management area of the tourist-attracting building affects the overall circulation of the open space, the building plays a more significant role in the surrounding area.

That building is the core of the place. The atmosphere around the building changes dramatically during the open time and after. It has a lot to do with the existence of the visiting tourists. The building is a changing barrier from open time to closed hours. When the building is open, the circulation is existing and lively. As the central circulation crossing the museum closes with the museum, the whole building and its surrounding become a barrier for the residents to use it as a link from the urban edge to the green.

The building attraction is only a part of the square, but not the determining element, is another situation. The building is the background board of the square—multiple elements such as closed facades, inaccessible green areas, and fences set blockings for people to approach them. The alienation of the building from the square makes the square itself an isolated existence. That limits the impact of the building's opening hours on the public space, for here, the Canal Square. The front square of the Grand Canal Museum is a square that will not be influenced by

the opening hours of the buildings around it. The Grand Canal Museum has a long facade without either window or the entrance, fences and unaccessible woods separate the district government building. The square itself becomes a place that attracts the residents with its attributes of environmental comfort, scale, and the facilities. During the day, residents rarely use it for its heat and lack of rest facilities. However, during the night, because it is far away from the residential area and the surrounding buildings are off the working hours, which suggests the right place for an outdoor party and making noises. A resident nearby comes to sing, dance, chat and walk the dog in big and small groups.

The function of the building itself is also related to such activities. The museum closes at 5 o'clock and mainly faces non-nearby visitors, and the supermarket closes at 10 o'clock, the department store and shops close at 9 o'clock, and the movie theatre that can open at night.

Figure 108. Joint ticket vs Shared themes
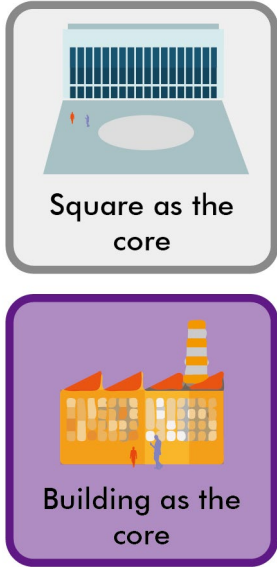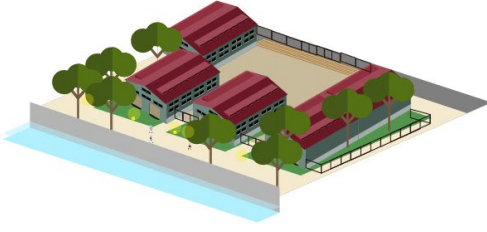
author
2020

Figure 109. Open hours and the change of circulations

author
2020

Building as the core

Legend
- ■ Touristic building(The museums)
- ■ Accessable green
- ■ Green as a blocking
- ■ Square
- ■ Heritage
- ■ Other buildings in the cluster
- Ⓑ bus stop
- Ⓕ ferry stop

Figure 110. The Buidling as the core pattern in Qiaoxi Museum Cluster

author
2020

❶ Fences, semi-fences, checking point

❷ Open edge to the commercials

❸ Open facade to the nature

❹ Inner courtyard
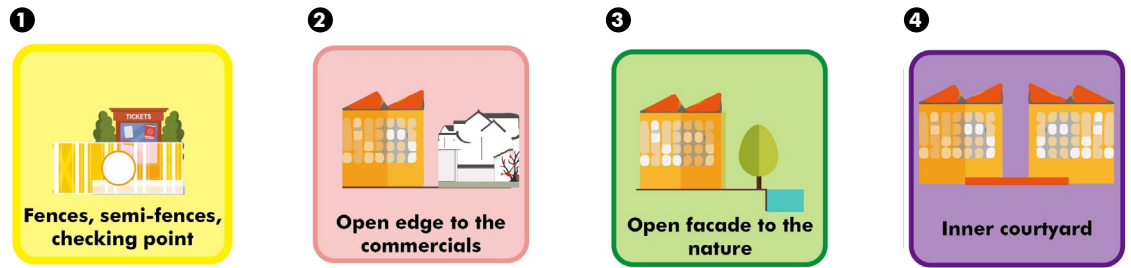
Image 83-84. The Buidling as the core pattern in Qiaoxi Museum Cluster

Left:
Baidu street view, 2016

Right:
CYang166, 2018
https://www.bilibili.com/video/
BV12W411L78e

Square as the core

Legend
- ■ Touristic building(The museums)
- ■ Accessable green
- ■ Green as a blocking
- ■ Square
- ■ Heritage
- ■ Other buildings in the cluster
- Ⓑ bus stop
- Ⓕ ferry stop
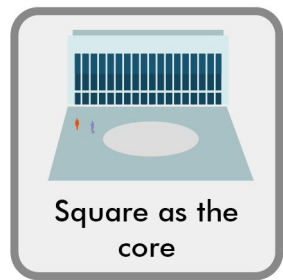
Figure 111. The Square as the Core pattern in Qiaoxi Museum Cluster

author
2020

❺ Building as background

❻ Big, empty, grey

❼ Green as a barrier

❽ Unattached small spaces
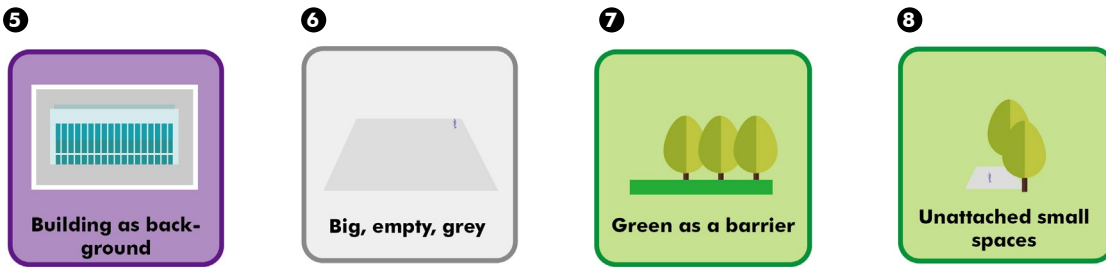
Image 85-86. The Square as the Core pattern in Qiaoxi Museum Cluster

Left:
Zhedao zai Hangzhou paipian,2019
https://www.bilibili.com/video/BV1et411J74v

Right:
Bibibibu bu, 2019
https://www.bilibili.com/video/
BV1C4411a7Z3

3.3.3 SUMMARY: THE PATTERN COMPOSITION, PROBLEMS & POTENTIALS

Figure 112. The conceptual summary of the spatial patterns of Traditional Neighbourhood as a tourist bubble

author
2020

Building only as background

Building as the core

Inner courtyard

Green as a barrier

Big, empty, grey

Edge to the commercials

Fences & checking point

Edge to the nature

IN

EDGE

OUT

Square as the core

Unattached small spaces

Urban traffic

Shared theme
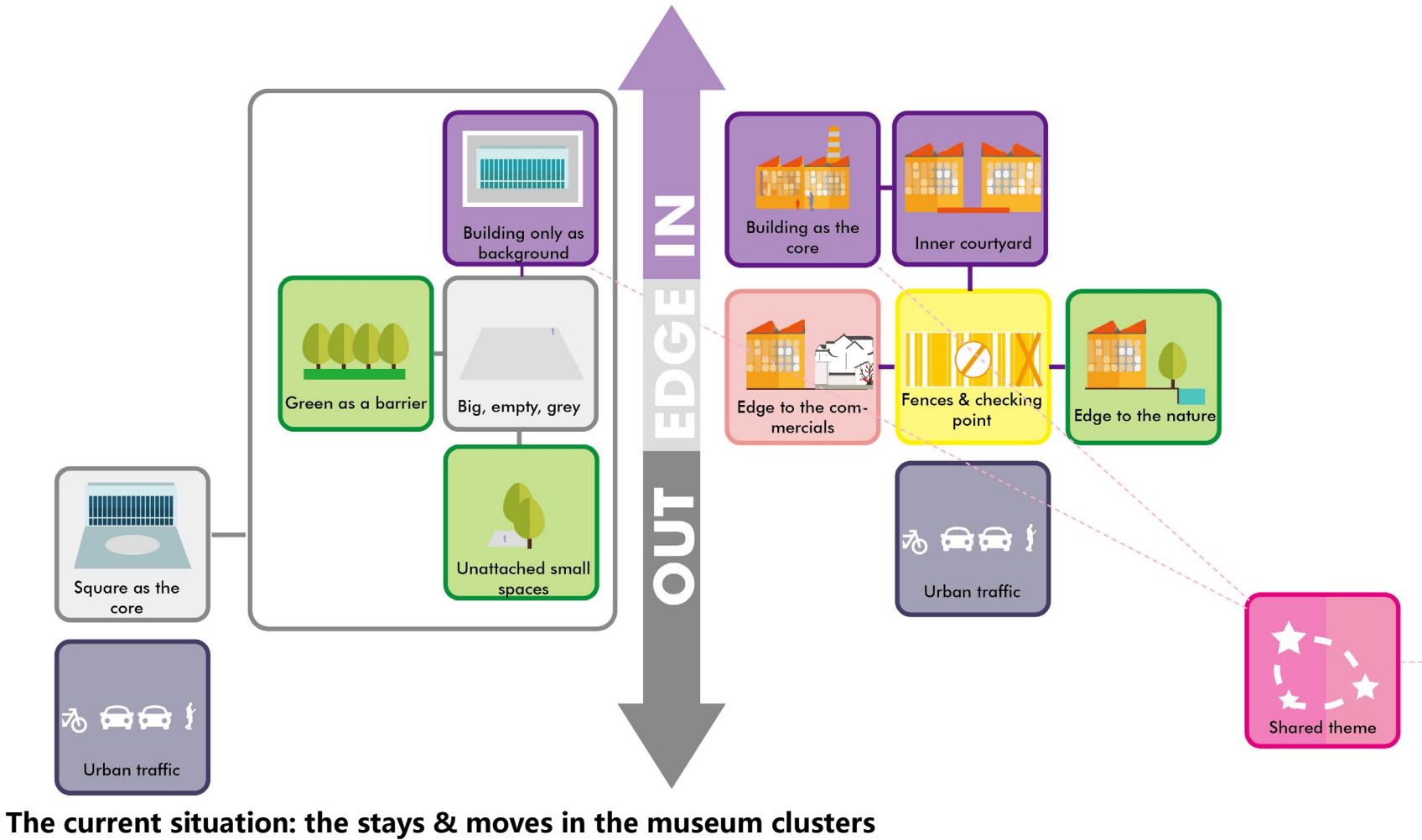
The current situation: the stays & moves in the museum clusters

Left:Figure 113. The conceptual summary on the cirulation of the four types of visitors in the Museum Clusters as a tourist bubble

author
2020

Right:Figure 114. The conceptual summary on the staying area of the four types of visitors in the Museum Clusters as a tourist bubble

author
2020
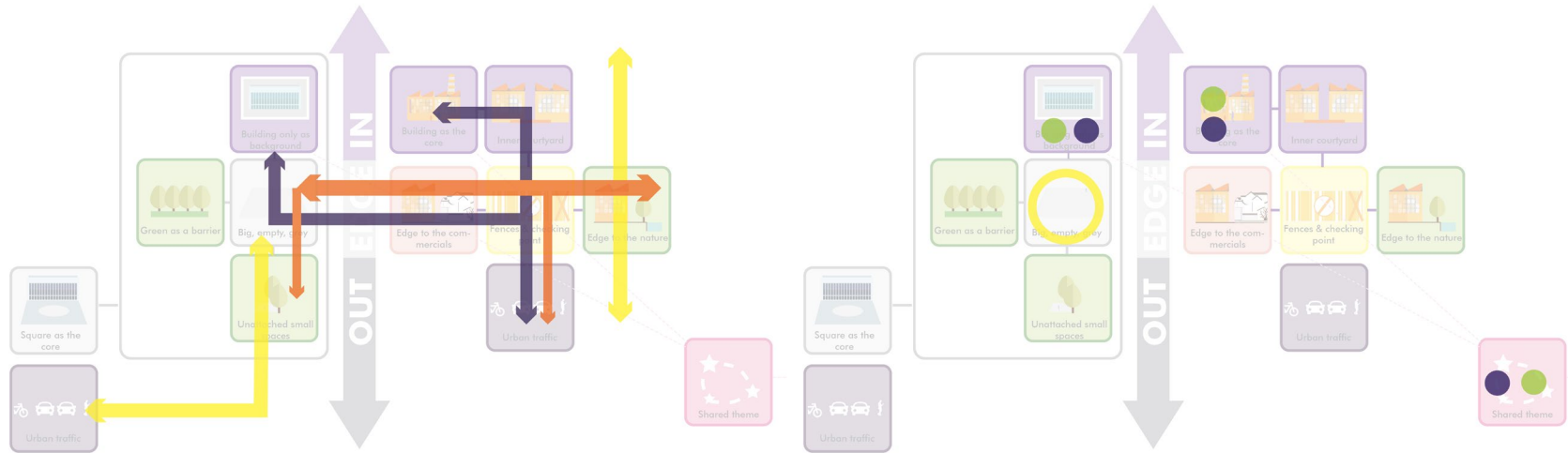
Legend

⟷ the moving route of fast sightseeing visitors

⟷ the moving route of wandering visitors

⟷ the moving route of the go-and-stay visitors

⟷ the moving route of daily routine visitors

Legend

● the staying point of fast sightseeing visitors

● the staying point of the go-and-stay visitors

● the staying point of wandering visitors

● the staying point of daily routine visitors

PROBLEM 1 MANAGEMENT INFLUENCE THE CIRCULATION

Fences, semi-fences, checking point

The internal circulation of the buildings influence the external circulation
A fluctuating pass way
The internal circulation within the museum territory can be influenced by the open hour of the building, which change the using mode by the locals

PROBLEM 2 DISTANCING BUILDINGS FOR THE LOCALS AND RANDOM WANDERERS

Building as the core

The buildings are distancing for the locals and random wanderers
Museum building as the Background
No daily functions are offered from the museum buildings;

Little can the passer-by know what is going on inside the building which is fenced up or with a non-open facade(wanderers just pass by).

POTENTIAL 1 THE LINKING THEME

Shared theme

The Shared theme links the buildings
Buildings in a spatial cluster
The museums with a shared theme encourage visitors to go from one to another, if in a walking distance, in one visits;

Spots in a conceptual cluster
A shared theme gives way for people to explore the city under it

POTENTIAL 2 THE DAILY SQUARE

Huge square + huge buildings
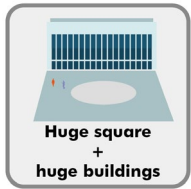
Open area with other buildings is for daily meets.
Other buildings with daily functions in the main circulation can help to form a lively local space

3.4 OTHER ELEMENTS

Various forms and usage of the fence

Permanent fence

place of use: Form the feeling of "territory" around private and specially-managed buildings. Closed communities are still a common form of the residential area in the city. Research institutes, large and elementary schools, hospitals, museums, independent high-end hotels, they have their external areas enclosed by fences (exclusive parking lots, courtyards, Ancillary facilities) to facilitate management.

Traditional Chinese houses are usually with courtyards. Outside the courtyard, only the gate and high walls are visible, and the three-sided fence often appears in the protection courtyard. An example is the north side of the Quyuan Fenghe area: there is a continuous white wall facing the city. Though the buildings in the courtyard are now shops and restaurants, the north side of the wall still stands.

Form: taller walls, railings

*Fence along the lake

There are two types, one is a fence with railings, which plays a role in preventing falling, and the other is a railing without pillars and only chains and iron chains to warn of the water here. This form of fence creates some new interactions with people. For example,

some people use them for morning exercises.

Temporary fence

Place of use: the middle of road bicycle lanes and motor vehicle lanes, the middle of sidewalks and bicycle lanes, entrance checkpoints, areas to guide the pedestrian flow.

Format: Low railing for transportation (line of sight can pass through but is not easy to overturn, suggesting that it should not be overturned), a thin railing of about 1.1m used to guide the flow of people can be moved individually or connected

Roadblock

Place of use: Pedestrian entrances where motor vehicles are prohibited and bicycles are prohibited. Checkpoint.

Form: stone pier, movable green potted plant, police car, barricade pole

Visual block

Place of use: an area that implies that people should not enter, the intersection of the back facade, main street, and side street

Form: Movable large green potted plants, with necessary auxiliary facilities such as trash cans, sanitation vehicles

Fences, semi-fences, checking point

Figure 115. Various fences
author
2020

Image 87-91. Various fences in the tourist bubbles

From top to bottom:
Wufujinkong, 2020
https://www.bilibili.com/video/
BV1B7411r7hB

Chenshui de yu, 2019
https://www.bilibili.com/video/
BV1JJ411S7JE

TESTV Channel, 2017
https://www.bilibili.com/video/
BV1oW411a7fE

(Last two)China Grand Canal
NHK, 2019
https://www.bilibili.com/video/
av53734855/
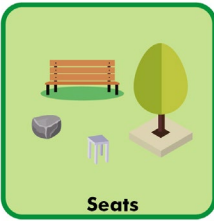
Seats: Everywhere and nowhere to be found

Anything can become a seat in a tourist area. It only needs to satisfy these requirements:

1. the height difference of the structure itself can satisfy people sitting down (legs can be stretched forward from 90 degrees to 180 degrees);

2. the surrounding environment is suitable for stay (No heat, no sun exposure, no humidity,

3. and not excessively affect the progress of others).

In the low season, the number of ordinary tourists, and the peak season, the range of elements that provide sitting function is very different. The following list summarises the seats and variant seats from multiple different off-peak seasons(See image 92-96, Figure 116).

Rows of metal chairs

ocated at the West Lake fountain, the metal seats with armrests are challenging to enter. Except when watching the fountain at night, it will be annoying to use when there are many people;

Figure 116. Various seats

author
2020

Scattered coffee seats

It is part of a commercial facility. If people want to use this type of seat, they need to buy from the in common sense

Pavilion seats

Combined with the seating of the building, the linear corridor seats are more facing the outward interface, and emphasise the flow, it is not easy to form a group of people to communicate, and the pavilion with seats on all sides It can easily become a place where many people gather;

Barstool

All kinds of the most traditional urban furniture, specially designed for 1-3 people, visible with or without backrest, regularly distributed on the side of the trail at a certain distance, and more along the lake trail.

The stone enclosure under the tree

various shapes combine the rest space of the trees on the square, the seat of a single tree is limited to the direction, and multiple trees can define the enclosed space

Steps, road edges, barricade pier, natural stone

where there is height differences, shades, and no crossing people, there is the seating place

Seats brought by the people

As long as there is a suitable space, people can even bring their desktop and chairs into this place for activities.

Image 92-96. Various seats in the tourist bubbles

from top to bottom:
Leishifu, 2019
https://www.bilibili.com/video/
BV19E411C7wN

Yifan, 2019
https://www.bilibili.com/video/
BV1ZE411v73n

Adan bushui jiaojiao, 2019
https://www.bilibili.com/video/
BV1zt411w79v

Daily life of Tiantian, 2019
https://www.bilibili.com/video/
BV1E4411x7S2

Leishifu, 2019
https://www.bilibili.com/video/
BV19E411C7wN

3.5 SUMMARY OF THE CHAPTER: INDEX OF PATTERNS & BEHAVIOURS

The summary index of the patterns with categories

In the chart, the patterns are concluded in the category(green, amenity, heritage, transportation, circulation, buildings/construction, and theme) through the scale from the city level to the element level.
It is a quick checking for each patterns from the analysis.

All the pattern category can be use as the starting point in breaking the tourist bubbles.

*To check the patterns quickly, go to the Appedix 1(Page 240).
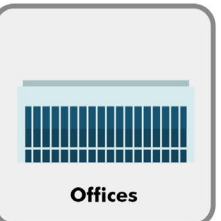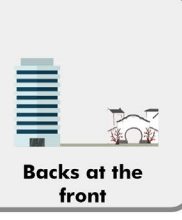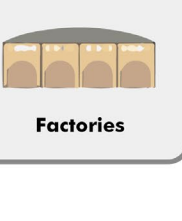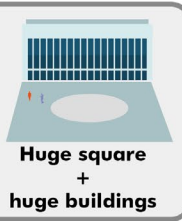
The system of the patterns
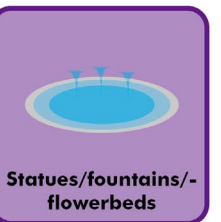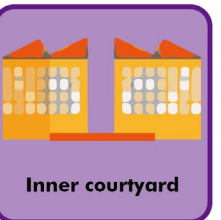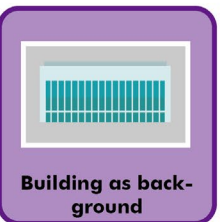
Figure 117. The summary index of the patterns with categories
author
2020

The summary index of the patterns and types of visitors

In the chart, the patterns are concluded with its relationships to the different types of the visitors(the existing situation). The strategies can be generated from this chart. The full coloured ones are the ones with intimate relationships to the specific visitors. The half-coloured ones are the ones which have high potential to interest the certain visitors.

It needs to be mentioned that the patterns should be test on the ground to make sure its relationships with the visitors when it is used in other cases.

* Some patterns are hard to link to the visitor groups directly, they are mostly the patterns from the Scale 1 and the Scale 5.
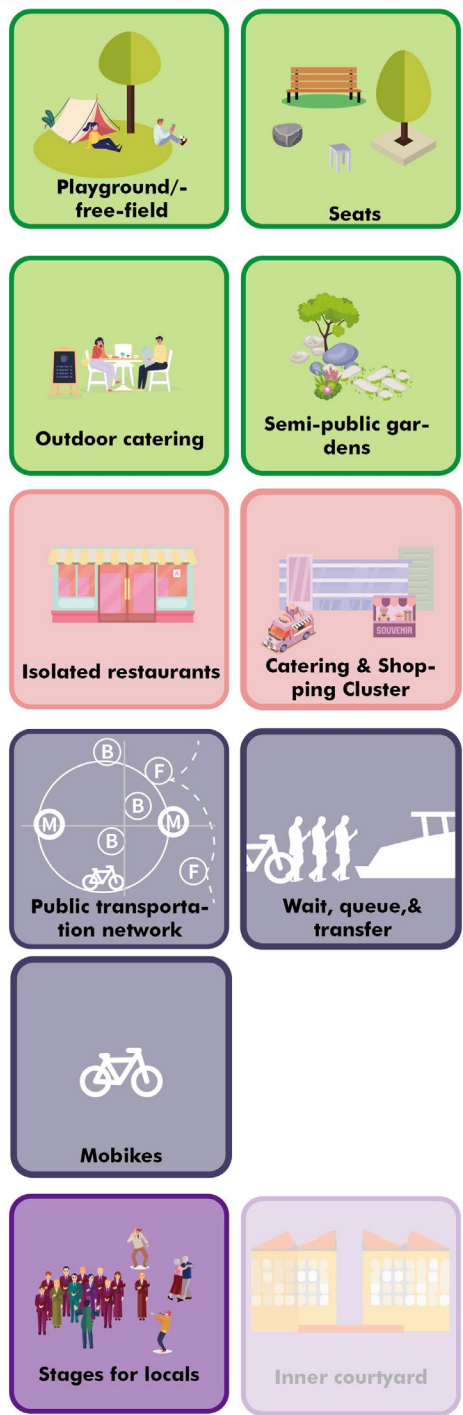
Figure 118. The summary index of the patterns & types of visitors

author
2020

Type A
On-the-run sightseeing

Waterfront | Seats | The whole-view point
Shopping pass | Show and sell | Take away window
Try and Step-in | Isolated retails
The network of Must-visits | Must-visit | Spot mark
Extra Ticket Spots | Heritage path | Tour bus/hop-on, hop-off bus
Entrances/Exits | Wait, queue,& transfer | Public transportation network
Mainstream walkway | Parallel walkways | Building as the core
Events | Activity tour | Exhibitions

Type B
Go and stay

Playground/-free-field | Seats
Outdoor catering | Semi-public gardens
Isolated restaurants | Catering & Shopping Cluster
Public transportation network | Wait, queue,& transfer
Mobikes
Stages for locals | Inner courtyard

Type C
Random wandering

Park necklace | Wandering path in green | Seats
The green network | Semi-public gardens | Gateway to the nature
Isolated retails | Take away window | Shopping windows
Mobikes | Wait, queue,& transfer
Traditional shop | Heritages gate/Hidden heritage
Hidden street/ Back street | Branch street | Statues/fountains/-flowerbeds
Screen and crowds | Shared theme | Events
Open markets | Education course | Exhibitions

Type D
Daily routines

Wandering path in green | Unattached small spaces | Seats
The green network | Gateway to the nature
Isolated retails | Catering & Shopping Cluster | Shopping windows
Parallel walkways | Stages for locals
Parking & Logistic | Wait, queue,& transfer | Mobikes
Public transportation network | Sidewalk & urban traffic | Huge square + huge buildings
Urban Edges | Big, empty, grey | Private Property (No Entry)
Education course | Open markets

The system showing the relationship among different patterns

In the chart, the patterns are concluded with the relationships among them.
It is a quick checking too how patterns through scales and categories are related to each other.

The chart is a remind that to change a patterns will influence the other existing patterns it connects.
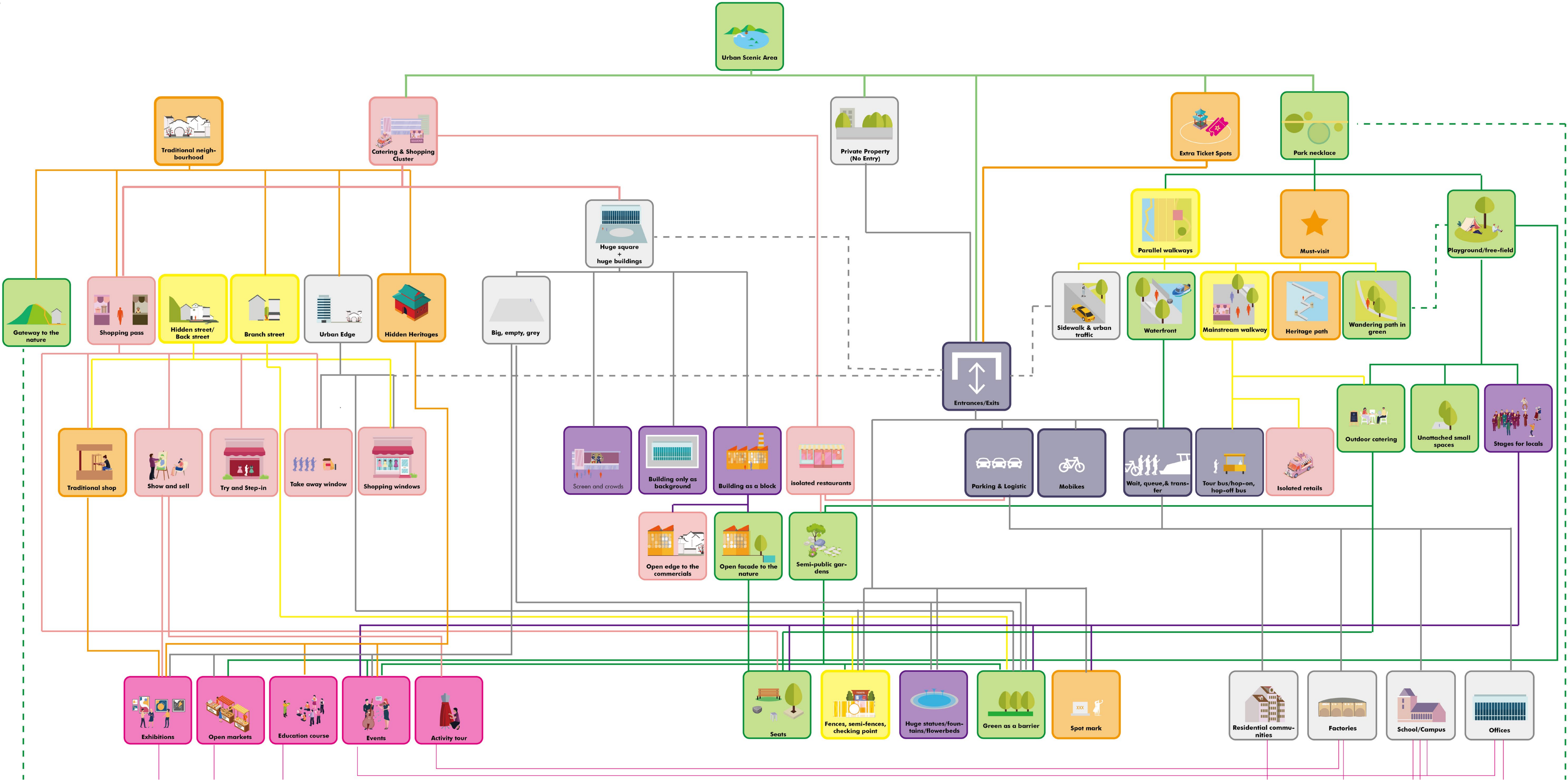
Figure 119. The system showing the relationship among different patterns

author
2020

CHAPTER 4 BREAK THE TOURIST BUBBLES

Based on the spatial patterns through the scales from the city, neighbourhood and the building clusters, this chapter tries to work out principles and strategies from all the scales to breaking the tourist bubble under the requirements that raised:
"...to re-introduce the local in the current tourist bubble, to make the edge permeable and to encourage the tourists to explore further in the city...(see more in Chapter 1)"

The goal is breaking down into details with the categories of the land use and three scales with a series of principles(see 4.1 from goals to strategies). Based on that, the strategies are worked out cross scales and cross categories to the Urban Scenic Area(4.2.1), Traditional Neighbourhood(4.3.1) and the Museum Clusters(4.4.1). The strategies are first on a general level for a broader application to similar tourist bubble problems and flexibility facing the uncertainties in the

real situation. It bases on the pattern compositions from the previous chapter, and the project tries to broad the ambitious in solving more tourist bubble problems.

Then the strategies further develop into spatial interventions with the three tourists bubble in Hangzhou. They are The West Lake(4.2.2), Hefang Neighbourhood(4.3.2), Qiaoxi Museum Cluster(4.4.2). More specific designs are carried out to give a more precise image for the spatial changes under the interventions, strategies and the principles(4.3 spatial interventions and designs).

Wrapping up the chapter, it goes back to the city scale and gives the strategies for the spaces in between the tourist bubbles.

4.1 FROM GOALS TO STRATEGIES
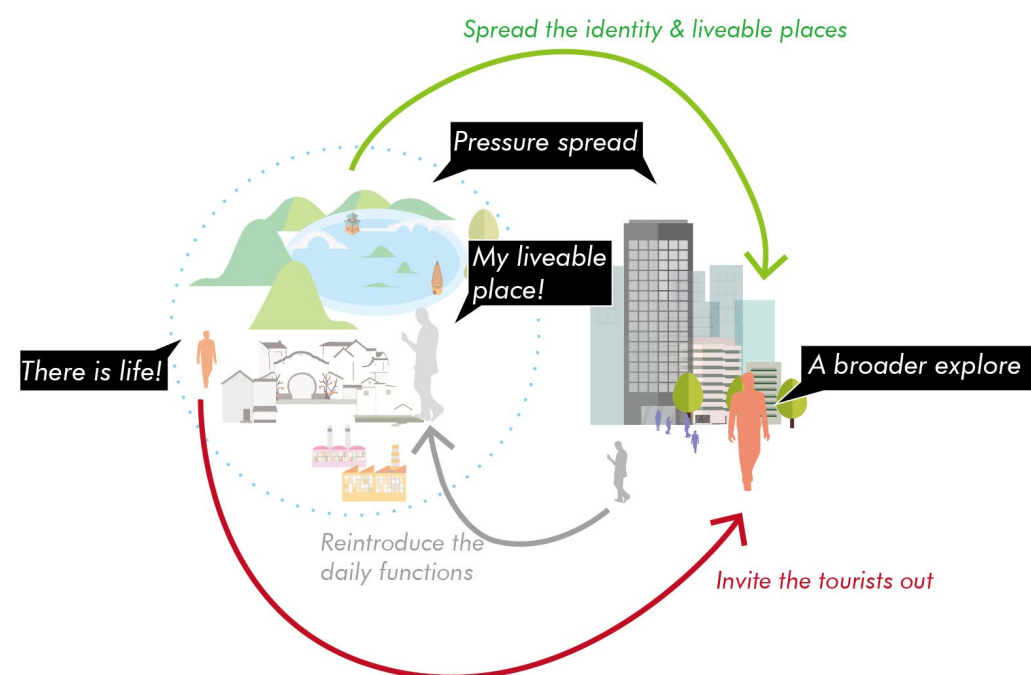
Breaking the tourist bubbles and melt it into the city life!

1. Reintroduce the residents in, offering a shared space for locals and tourists
2. Diminish the edge, sewing the city and tourist bubbles together
3. Invite the tourists out, revealing a bigger exploring map.

Principles: Liveable, permeable and explorable

The principle is clear at the beginning of the thesis, which carries from the city agenda that Tourism Enhance Local Life.

To bring the agenda in the context of breaking the tourist bubbles, it gives three main principles to the area currently separately inside the bubbles, on the edge of the bubbles, and out of the bubbles.

Liveable areas in the bubbles which lead to more enjoyable green, social areas and abundant places to have daily activities;
Permeable edge makes sure the easy access for the residents to use the spaces and tourists to discover more events surround;
Explorable networks out of the bubble lead the tourist and the residents to a larger map to enrich the visit and daily life.

From the principles to the strategies

With the goals and principles, many questions follow.
How to add the liveable area in the tourist bubbles? What kind of liveable areas can be add-in, and where should they be?
What elements are lack of having a permeable edge? What are the ones need not?
How can people discover the broader network and be attracted?

The strategies are going to answer those questions.

Cross-discipline strategies

Changing any of the current patterns, the patterns related to it will also change. It calls for a wholesome strategy(See Figure 119 on page 145).

Cross-scale strategy

Although the tourist bubbles are of different scales, strategies from all the scales

apply to them. The strategy on the city scale can influence the building clusters, while the strategy on the building clusters can be small in the city scale tourist bubbles.

From strategies to interventions and designs

In the following chapters, the strategies are carried out separately for the urban scenic area(a city scaled tourist bubble), the traditional neighbourhood(a neighbourhood scaled one), and the building clusters(the building scaled one).

The strategies are kept on a conceptual level with the pattern language for better transferability. Spatial interventions put the strategies into the real spatial environment with the West Lake representing the urban scenic area, Hefang Traditional Neighbourhood standing for the traditional neighbourhood and Qiaoxi Museum Clusters showing the case of building clusters. Further design is still under the three selected tourist bubbles to bring the project further to the reality of Hangzhou.

Figure 121. Goals into detailed categories and scales

author 2020

	Transportation	Green	Commercials/amenities	Heritages	Buildings/construction	Urban greys	Circulation*	Events/programs
Urban nature scale								
In	Less detours for all types of visitors;	Less crowdedness; Encourage more local activities in the green;	Encourage social bonds of different groups	Heritage both as a network for picture taking, education and social life	-	Less influence on the visiting experience when meeting the private properties	Release the pressure of the bottleneck; More options for the direction of flowing	Raise people's interests in a topic/culture/heritage/...
On	Encourage casual visits to come in to the area Encourage casual exploration out of the area	Easy access for both sides	-	-	-	-	Multi-direction at the entrances	-
Out	All types of transportation in a proper arrangement	Used by different types of people; Uncover the hidden areas	Serve for different types of people	More non-famous heritage being discovered by the tourists and residents	-	More social and daily activities related to the nearby offices and residential areas.	Not be disturbed by the flows going in the tourist area	Raise people's interests in a topic/culture/heritage/...
Neighbourhood								
In		Encourage local activities with green Trigger more stays and wandering Soften the pure commercial atmosphere			Highlight the building identity for residents' need	-	Trigger the discover of the whole neighbourhood	From purely food hunting to more
On	Easier and smoother entering	Attracting people to enter and exit	Jumping out of the tourists oriented commercial mode; Penetrate the local business into the area	-	Safety and comfort have the same importance with identity	Release the barriers	Easy crossing	-
Out	More social possibilities around the public transportation area	Unlock more green paths and fields around	Ensure the local needs	Link with the neighbourhood and reveal larger heritage network	-	More use from all types of people	-	-
Building cluster								
In	-	-	Offer convenient services for all types of people	Encourage more casual visits	More communication from the inside to the outside	More use from all types of people	-	Strenghten the bonds among the buildings for locals
On	-	-	Trigger more casual interact between people and the buildings	-	Having more casual interact possibilities	Release the barriers	Easy passing through all day long	-
Out	-	Make the green as a link for people and the buildings	Ensure the local needs	Encourage more casual visits	-	Encourage activities for communication and social bonds	Not disturbed by the tourist bubbles	Raise people's interests in a topic/culture/heritage/...

STRATEGY 5:
MULTI-DIRECTION ROUTES FOR CASUAL VISITS

Less crowd
Unlock the hidden parallel routes;
Reorganise the circulation around the bottlenecks, adding proper explorable route from both sides;

Freer passing
Create more crossing flows between the different parallel routes;

Soften the dominance of the tourist streamlines
Organise the water lines for more than tourist purpose.

Parallel walkways
Pass through

STRATEGY 1:
LIVELY EDGE

Weaken the pattern Entrance/Exit
Use the green and amenity together on both sides to form continuous and experiential spaces;
Soften the big entrances and add more entrances for daily crossing;
Give proper places and arrangement for different means of transportation;
Give proper facilities for the daily commuting people at the transportation nodes;

More for the experience series
Create direct entries for the people who want to stay;
Organising activities/events around;
Add surprises in the necessary detours;

Entrances/Exits
Catering & Shopping Cluster
Big, empty, grey
Green as a barrier

STRATEGY 3:
SOCIAL NODES

Various social nodes
Create for social areas based on different activities;
Forming staying areas along the amenity both for passers-by and stayers;
Create lively sharing places for people with same routines and visiting purpose;
Create places for random meeting and communicating yet not disturbing each other;
Make use of the transportation nodes which naturally mix all types of people;
Create a slowing down commercial node with greens and heritages

Stages for locals
Seats
isolated restaurants
Wait, queue, & transfer

STRATEGY 4:
HERITAGES FOR EACH

Heritage both as a network for picture taking, education and social life
Separate the fast-visitors who wanted to tour around and those who only target for limited destinations;
Make hidden heritages discovered and used as local stages or landmarks for local events;
Make the extra-ticket heritages more tangible and easier access for the people;
Rearrange the must-visit network with new promoted routes.

The network of Must-visits
Extra Ticket Spots
Wait, queue, & transfer

STRATEGY 6:
AN EXPLORABLE NETWORK

Green as links and hints
Link the out and the in as a whole with visual and physical connections with green;
Push the natural identity out of the boundary;
Highlight the existing staying places and paths with green;

Port way for multi-directions
Make the entrance for explorations to multi-directions;
Build up various identities;

Heritage as the attractions and nodes
Enlarge the heritage networks and organise more exploring possibilities with one must visit site;

Events for atmosphere
Hold events at the edge for distracting the main flows.

Gateway to the nature
Unattached small spaces
The network of Must-visits
Stages for locals

STRATEGY 2:
DIVERSE GREEN FOR DAILY LIFE

More green types with more combinations in the park necklace
Create diverse and remarkable areas at different scales and with different pavements;
Form shades and enclosure for small groups of people aiming at long stays;
Combine the accessible green with the paths;
Combine the green settings with heritages, amenities and transportations.

Park necklace

OUT   **ON THE EDGE**   **IN**

The pattern composition after applying the strategies

Figure 122. The spatial patterns of Urban Scenic Area after applying the strategies

author
2020

OUT

ON THE EDGE

IN

The expected result: the stays & moves in the urban scenic area

Legend

⟷ the moving route of fast sightseeing visitors

⟷ the moving route of the go-and-stay visitors

⟷ the moving route of wandering visitors

⟷ the moving route of daily routine visitors

Figure 123. The expected results on the cirulation of the four types of visitor in the Urban Scenic Area

author
2020

Legend

● the staying point of fast sightseeing visitors

● the staying point of the go-and-stay visitors

● the staying point of wandering visitors

● the staying point of daily routine visitors

Figure 124. The expected results on the staying area of the four types of visitor in the Urban Scenic Area

author
2020

Type A On-the-run sightseeing

There are **more entering point** for me to enter;
There are more options for routes
The Must-visit list is growing, there are more spots jumping into my eyes.

There are more place to sit and have a rest, where I see more locals!
Maybe I should plan for another day visiting the place.
Or another trip.

Type C Random wanderer

There are more small crossings to jump in and out in the area for a short visit.
5 minutes walk and I find something surprising.
There is something happening at the other side of the road!
I see new paths and the hidden gardens that I did not know before.
I park the bike, I see some street food, I sit down for a while, and walk, and I leave the place, easily.

Type B Go-and-stay

The open lawn, outdoor cafe, and gardens are in walking distance that satisfied my need just stay and chill.

There are more spaces for me, even those close to the heated spots.

It is easier for me to get to my destination for the rearrangement of the bus stop and parking areas.

Type D Daily routine

I see less tourist flows;
I have more places to stay;
The square I use is surround with more facilities and amenities;
The shopping area is now a good place to have a break also;
The area is more accessible for my daily route;
Commuting places are improved.

4.2.2 THE WEST LAKE URBAN SCENIC AREA WITH THE STRATEGIES APPLIED
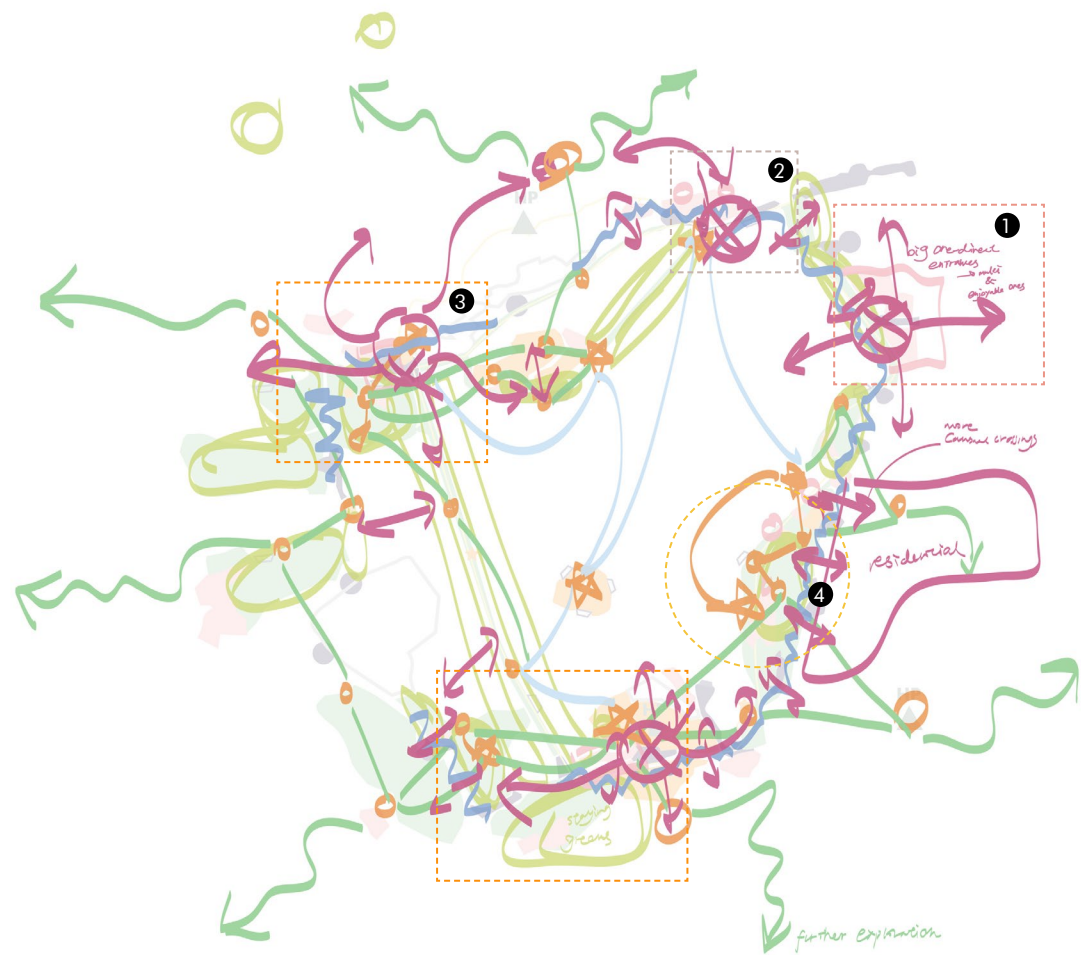
The Entrance and its surrounding are the strategic areas

The current Entrance places with special characters around them become the most overlapping area for the strategies(See Figure 125). There are mainly three bonding types(see the figure below), Entrance with the Amenity(Lakeshore area), Entrance with Green and the Heritages with Extra Tickets(The North-west one and the South one), and the Entrance only with a Must-visit(Dike Bai).

The easy crossing are dominant on the residential part in the east

The quick crossing and bottleneck solutions are concentrated at the east bank where residential places are along with the bubble.

Strategy 1:
Lively edge

Strategy 2:
Diverse Green
for daily life

Strategy 3:
Social nodes

Strategy 4:
Heritages for each

Strategy 5:
Multi-direction routes for casual visits

Strategy 6:
An Explorable network

❶

❷

❸

❹
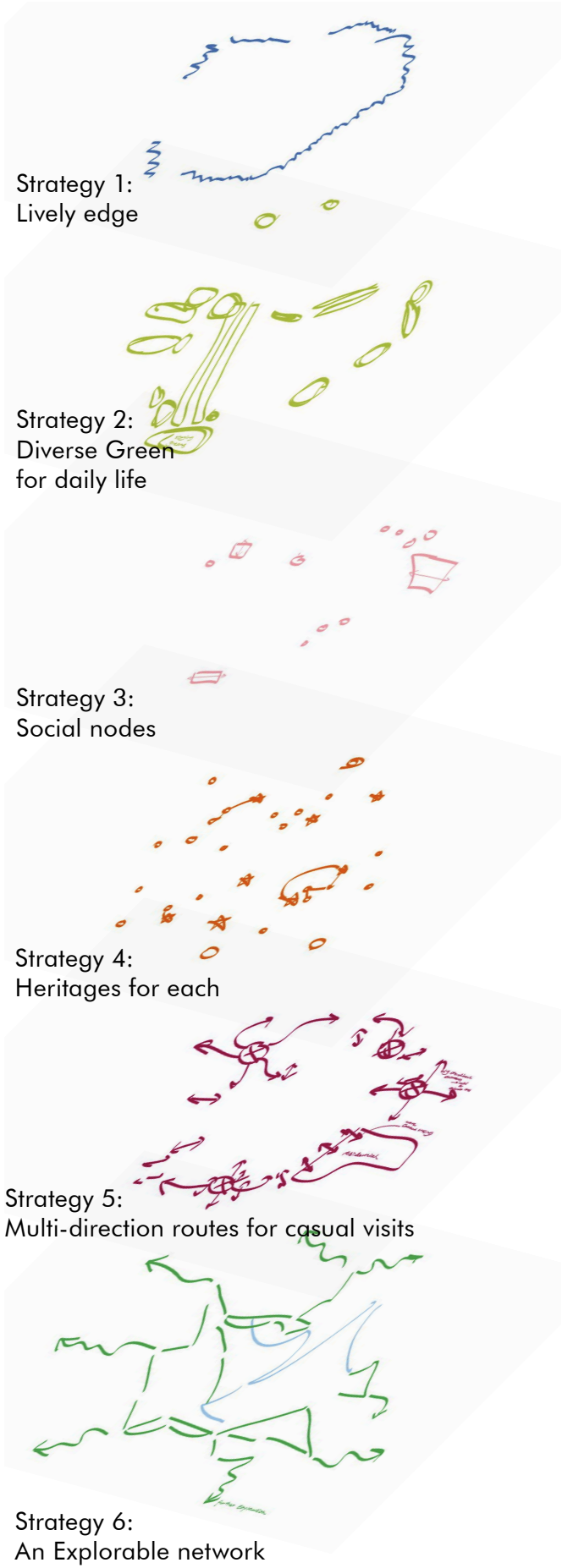
DESIGN AT THE LAKE SHORE ENTRANCE
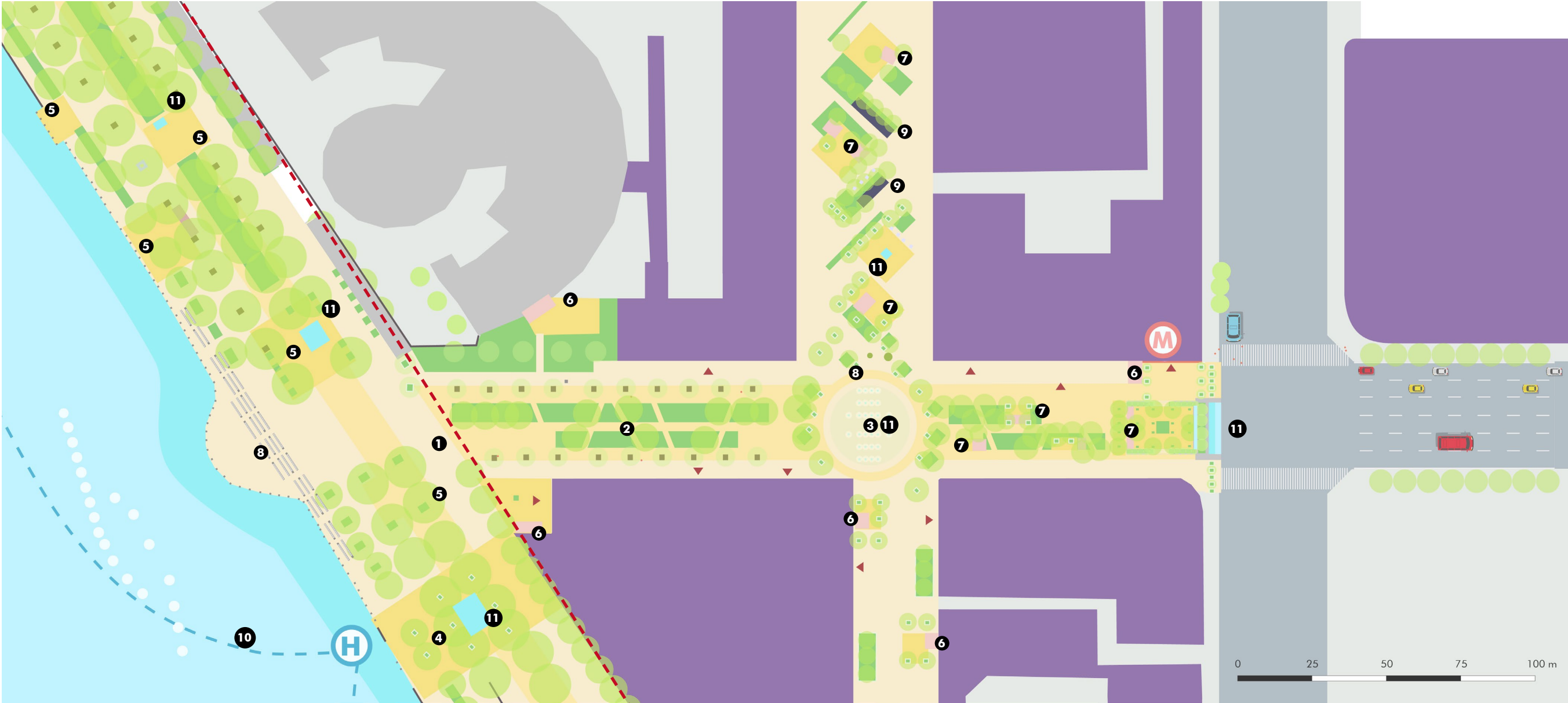
Figure 127. The design of
the Lake Shore area

author, 2020

The design of the Lake Shore area

Daily visitor number:
The peak day in the year-145k
Normal peak-50k
Average day-3k
(Hangzhou tourism authority, 2018)

Patterns related:
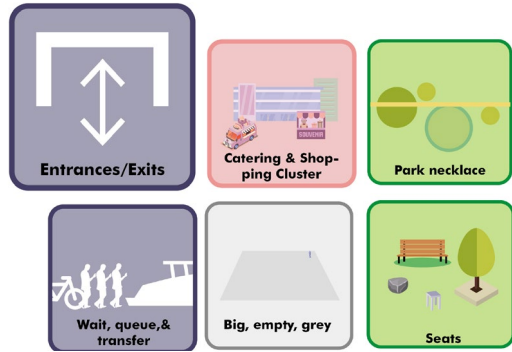
① Square clusters around the egde

② Open green belt

③ Fountain plaza

④ Harbour with a staying square

⑤ Staying places of different scales along the main route

⑥ Lively facade with outdoor cafe/ takeaway windows

⑦ Outdoor cafe/ restaurant in green

⑧ Multiple seats for a quick and easy rest

⑨ Mobike parking area

⑩ Round lake waterline

⑪ Water as the contiuous theme

The existing status

6 Lively facade with outdoor cafe/ takeaway windows

7 Outdoor cafe/ restaurant in green

11 Water as the contiuous theme
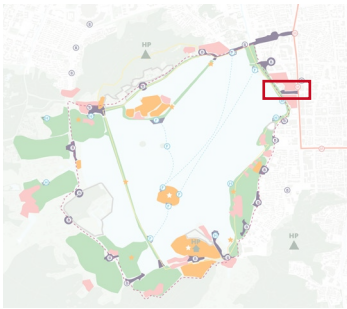
Figure 128. The visualisation of the design: Lakeshore area in the West Lake Scenic Area -1

author
2020

2 Open green belt

3 Fountain plaza as a node

8 Multiple seats for a quick and easy rest

11 Water as the contiuous theme

Figure 129. The visualisation of the design: Lakeshore area in the West Lake Scenic Area -2

author
2020

Figure 130. The visualisation of the design: Lakeshore area in the West Lake Scenic Area -3

author
2020

5 Staying places of different scales along the main route

11 Water as the contiuous theme
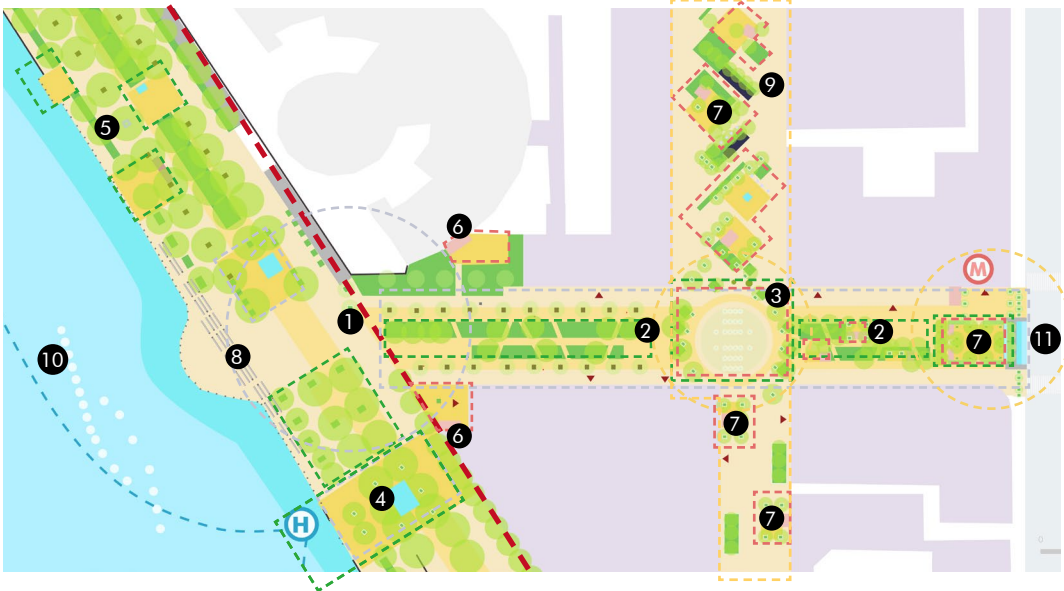
Figure 131. The changes in the West Lake with the design(Lake shore area)

author

2020

Strategy 1 Lively Edge
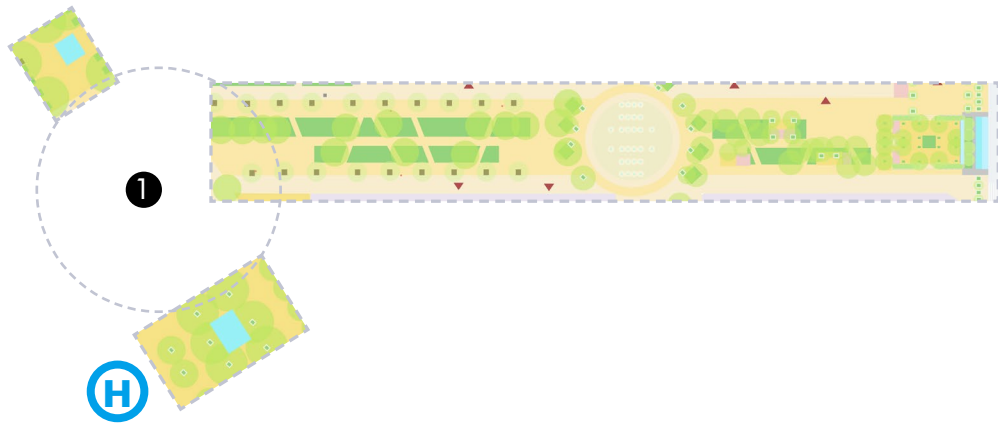
Figure 132. A more lively shopping pass with the design

author

2020

Strategy 2 Diverse green
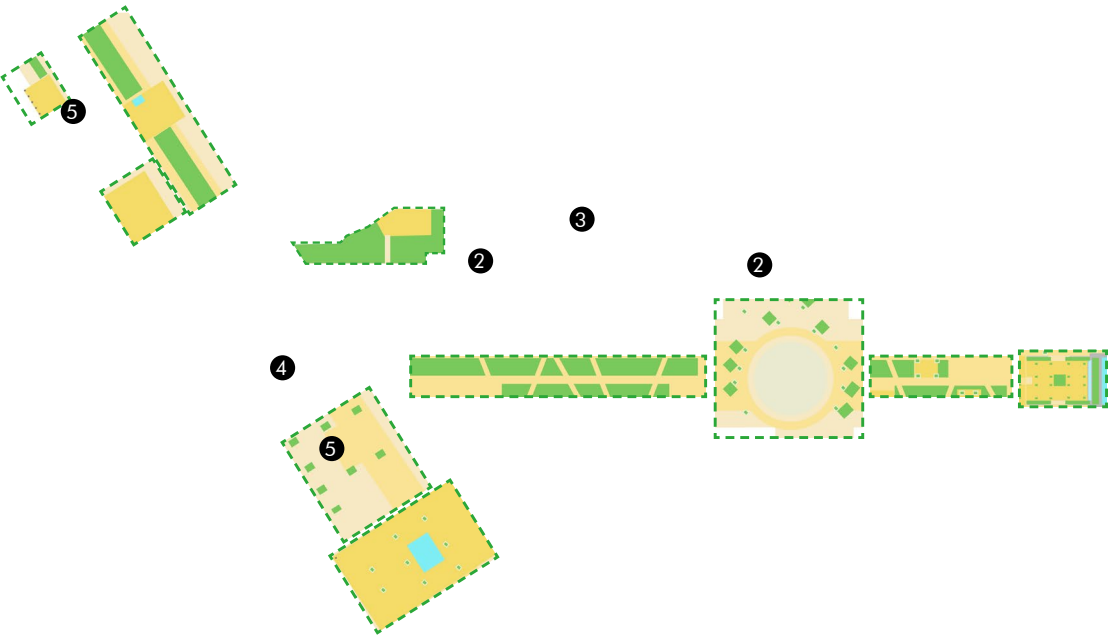
Figure 133. The highlighted diverse green areas with the design

author

2020

Strategy 3 Social Nodes
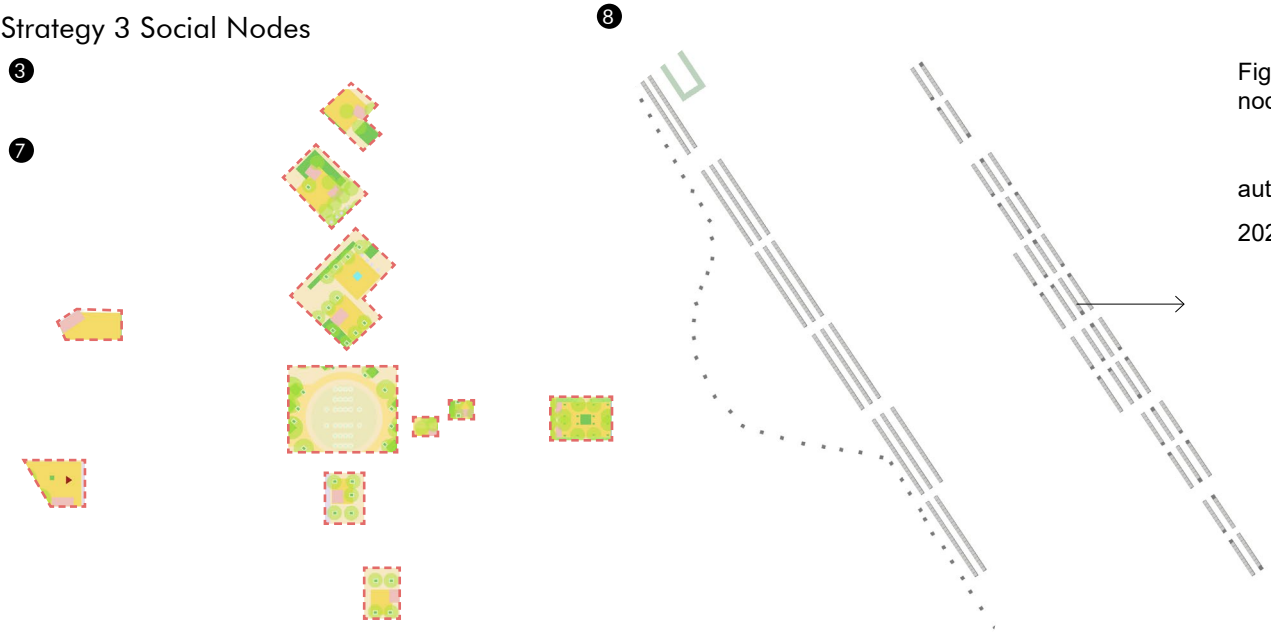
Figure 134. The social nodes with the design

author

2020

Strategy 5 Multi-direction routes for casual visits

Legend

→ The Ggreen Network

→ The passing flows

→ The shopping route

Ⓜ Metro station

Ⓗ Ferry stop

⇢ Ferry line
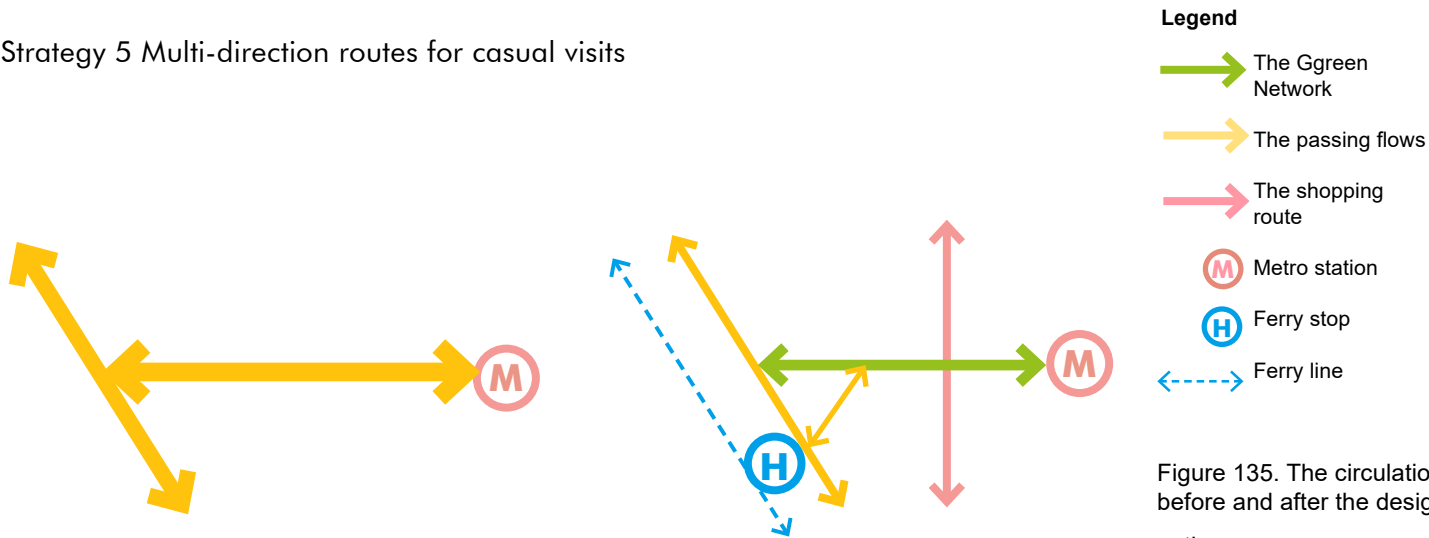
Figure 135. The circulation before and after the design

author

2020

Strategy 6 An explorable network

Legend

→ The Ggreen Network

→ The passing flows

→ The commerical pass

↔ Water attraction

Ⓜ Metro station
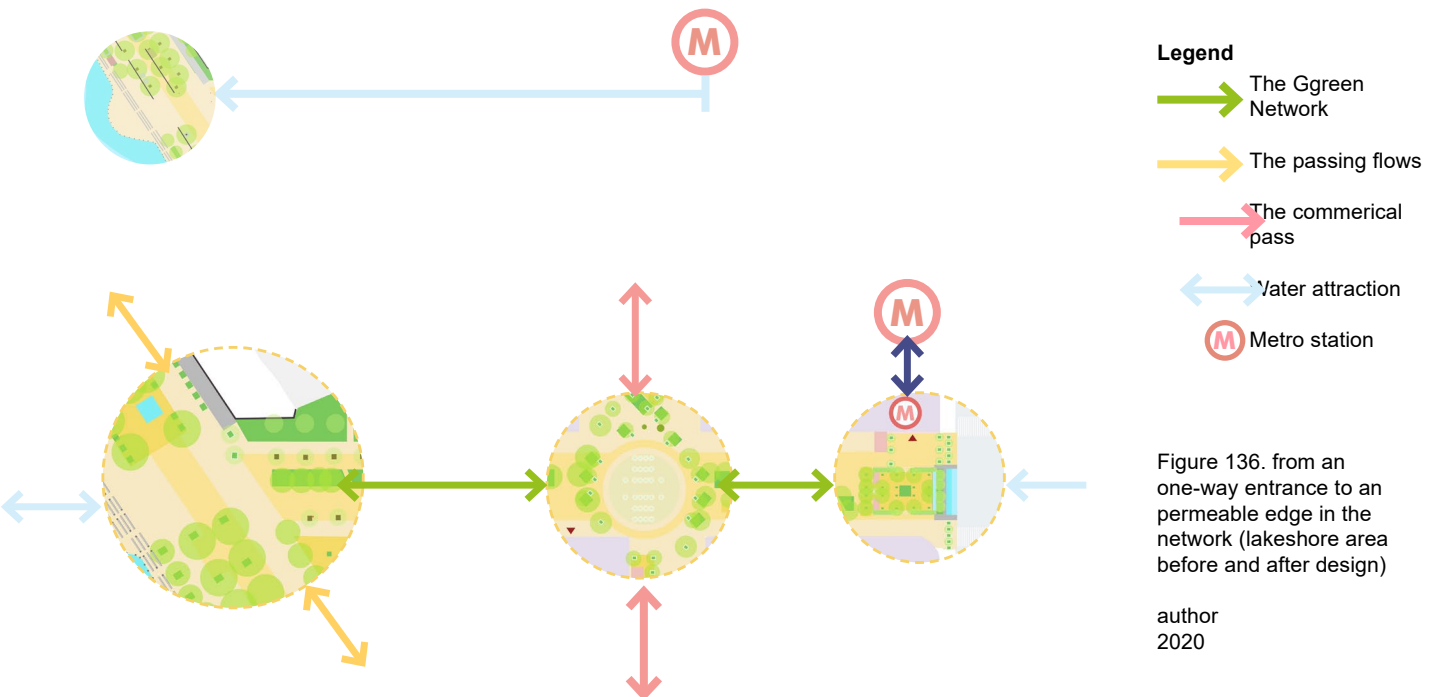
Figure 136. from an one-way entrance to an permeable edge in the network (lakeshore area before and after design)

author

2020

THE EDGE OF DIKE BAI

Figure 137. The design of
the Dike Bai area

author, 2020

The design of the Dike Bai area

Daily visitors:
Peak day in the year-142k
Normal peak-50k
Average day-6k
(Hangzhou tourism authority, 2018)
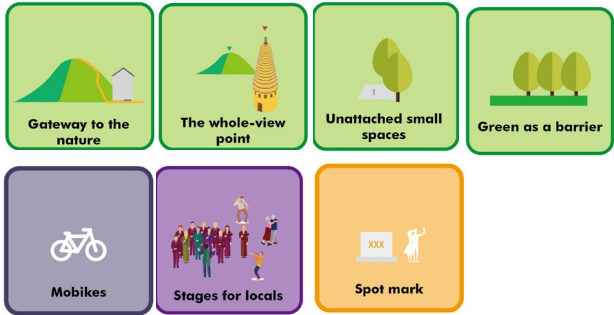
Patterns related:

| Gateway to the nature | The whole-view point | Unattached small spaces | Green as a barrier |

| Mobikes | Stages for locals | Spot mark |

❶ Add mobike parking lots

❷ Events and markets in the square nearby

❸ Add staying point at the view on top of the nearby hill, form a platform

❹ Add pavilion to form a staying area in the nearby square

❺ Remove the hedge at the edge of the nearby square

❻ Add series of photo-taking platform with pavilion to form local stages along the bank facing the heritage bridge

❼ Add hiking lines and linkages, highlight them with spot marks, pavilions and plants

❽ Round-lake water line and a harbour square behind it

The existing status

❶ Add mobike parking lots

❷ Events and markets in the square nearby

❺ Remove the hedge at the edge of the nearby square

❻ Add series of photo-taking platform with pavilion to form local stages along the bank facing the heritage bridge

❽ Round-lake water line and a harbour square behind it

❸ Add staying point at the view on top of the nearby hill, form a platform

❻ Add series of photo-taking platform with pavilion to form local stages along the bank facing the heritage bridge

❼ Add hiking lines and linkages, highlight them with spot marks, pavilions and plants

Figure 140. The changes in the West Lake with the design(Dike Bai)

author

2020

Figure 141. Adding the bike parking area with the design

author

2020

Strategy 1 Lively Edge

Figure 142. The highlighted diverse green areas with the design

author

2020

Strategy 2 Diverse green

Figure 143. The social nodes for locals along the flows of the tourists

author

2020

Strategy 3 Social Nodes
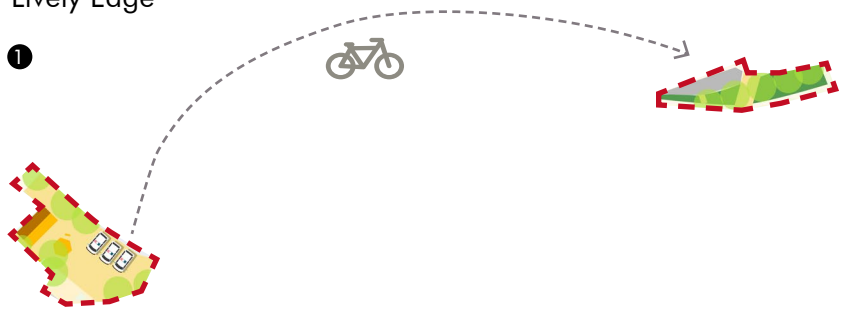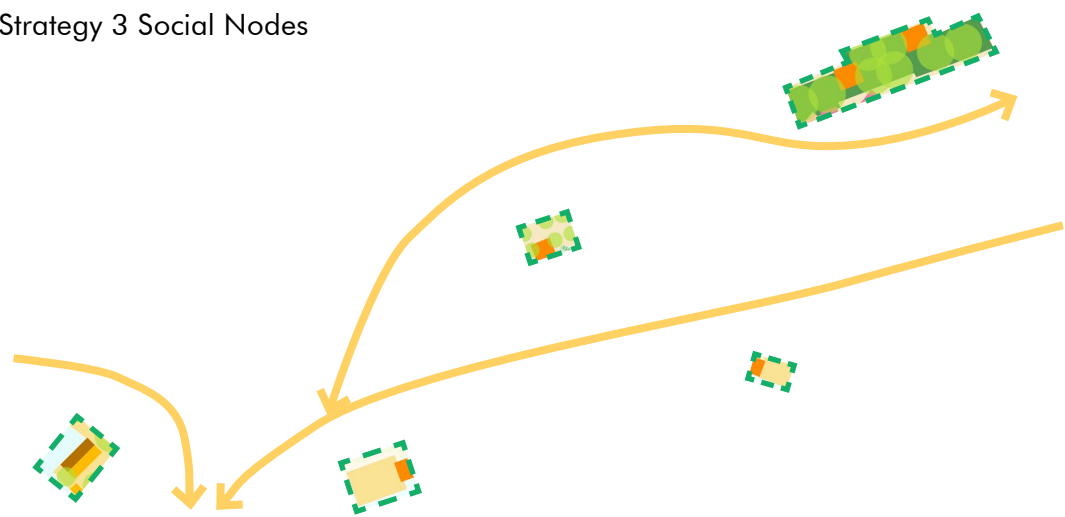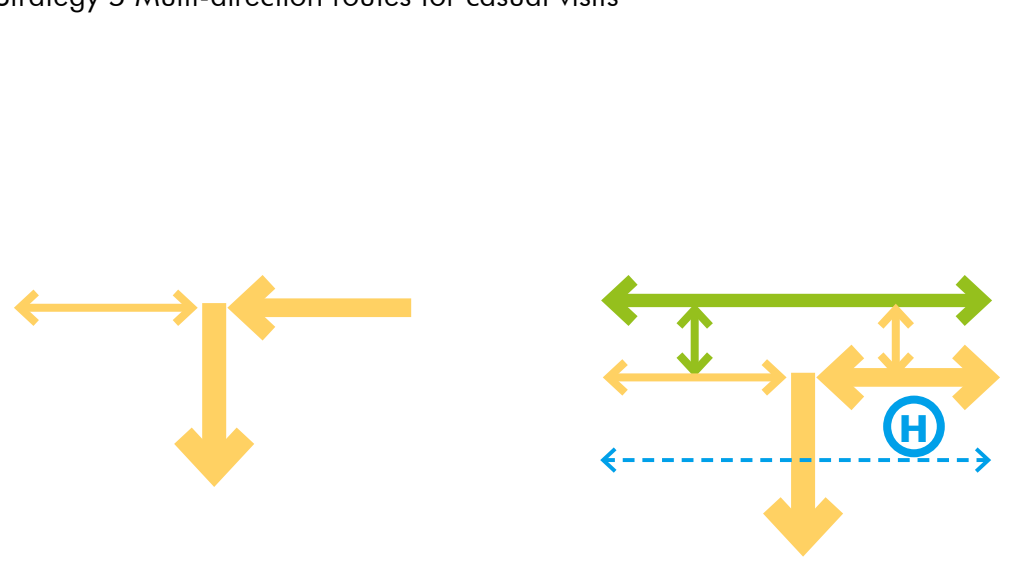
Strategy 4 Heritage for each
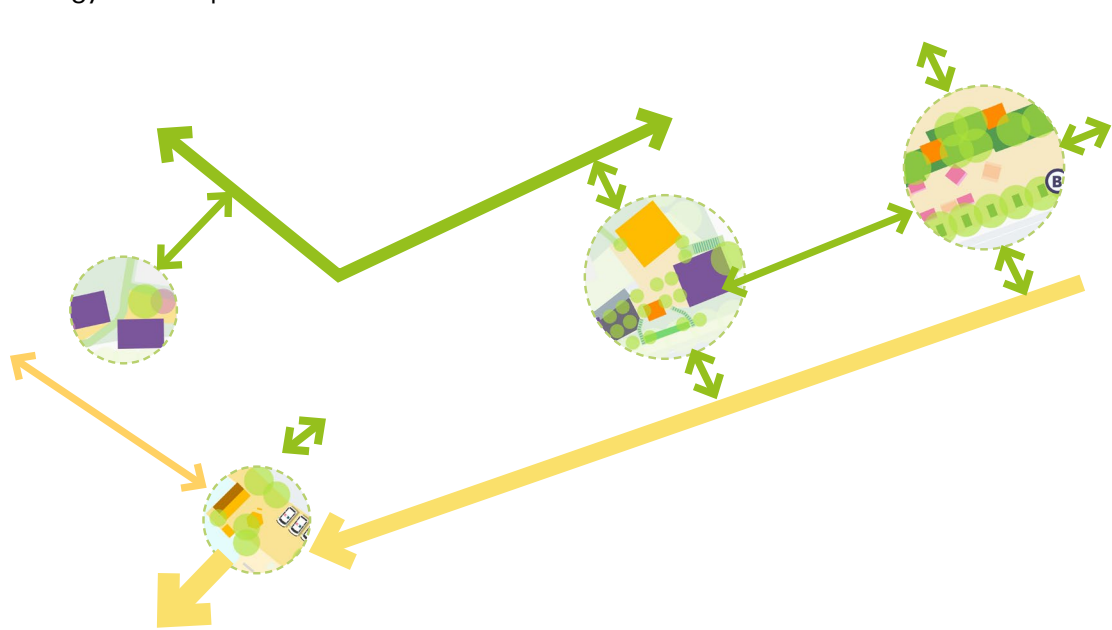
Figure 144. The viewing spots for the staring heritage with the design

author

2020

Strategy 5 Multi-direction routes for casual visits

Legend

→ The Ggreen Network

→ The passing flows

Ⓗ Ferry stop

<----- Ferry line

Figure 145. The circulation before and after the design

author

2020

Strategy 6 An explorable network

Legend

→ The Ggreen Network

→ The passing flows

Figure 145. The explorable network in the West Lake with the design

author

2020

BOTH SIDES OF HERITAGES (FENGHE AREA)

Figure 146. The design of the north-west corner author, 2020

The existing status

The design of the north-west corner

Daily visitors:
The peak day in the year-90k
Normal peak day-36k
Average day-7k
(Hangzhou tourism authority, 2018)

Patterns related:

Gateway to the nature	Unattached small spaces	Stages for locals	Heritages gate/Hidden heritage
Outdoor catering	Playground/-free-field	Parking & Logistic	Fences, semi-fences, checking point

1. Break the continuous wall, add small entrances

2. Change the bus station location, add more bus stops

3. Add parking lots for cars

4. Round-lake water line

5. Add accessible lawns with paved water fronts, add links, form an enclosed of the staying green

6. Add pavilion in the green island for staying

7. Add square with the heritage facing the hiking entries

8. Add paths to the small heritages, add retail/catering functions with it for the commuters

9. Add outdoor cafe/ seats/ a pocket garden under the wall of the fenced up heritage and the exit of the underground pass,

Figure 147. The visualisation of the design: Fenghe park in the West Lake Scenic Area

author
2020

❷ Change the bus station location, add more bus stops

❸ Add parking lots for cars

❺ Add accessible lawns with paved water fronts, add links, form an encloused of the staying green

❾ Add outdoor cafe/ seats/ a pocket garden under the wall of the fenced up heritage and the exit of the underground pass,

Figure 148. The changes in the West Lake with the design(Yongjin Park)

author
2020

Strategy 2 Diverse green

Strategy 3 Social Nodes

Figure 150. The highlighted edge, green area and the social nodes with the design

author
2020

Strategy 4 Heritage for each

Strategy 6 An explorable network

Legend

→ The Must-visit Network

→ The Ggreen Network

→ The passing flows

→ The commercial street

Ⓗ Ferry stop

<----> Ferry line

Ⓑ The bus stop

Ⓟ The parking lots

—— Wall

▨ Shops/caterings

▬ Heritage building

▸ Entering point

Strategy 1 Lively Edge

Strategy 5 Multi-direction routes for casual visits

Figure 149. The circulation before and after the design in the West Lake (Yongjin Park)

author
2020

Legend

→ The Must-visit Network

→ The Ggreen Network

→ The passing flows

Figure 151. The explorable network in the West Lake with the design

author
2020

PARALLEL ROUTES NEXT TO CITY (YONGJIN PARK)

Figure 152. The design of the attached parks with parallel routes

author, 2020

The existing status

The design of the attached parks with parallel routes

Daily visitors:
The peak day of the year-50k
Normal peak-
Average day-5k
(Hangzhou tourism authority, 2018)

Patterns related:

Parallel walkways

Unattached small spaces

Stages for locals

Heritages gate/Hidden heritage

Outdoor catering

Playground/-free-field

Shopping pass

Fences, semi-fences, checking point

Wandering path in green

Waterfront
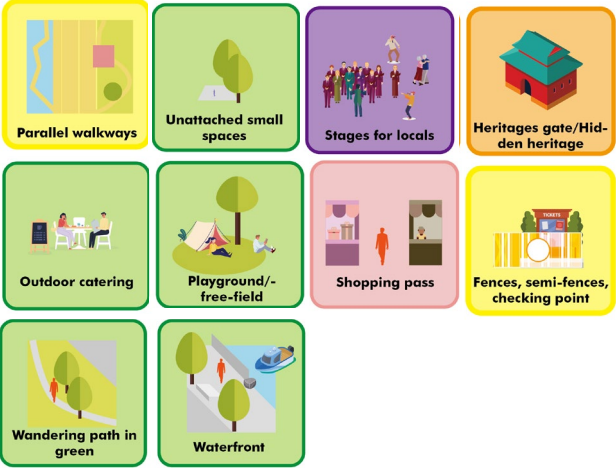
1 Add a crossing and add flourish trees at both sides

2 Add underground commerical with the new development to form a continuos commerical space from east side of the road to the west

3 Form a new path crossing a series the semi-public gardens

4 Open up the woods with outdoor cafes and picnic field in front of the cafes

5 Add another bridge and for a small spaces along the water front with squares, amenities and underground shopping pass

6 Add trees and small squares for events

7 Form pocket garden with the fenced-up heritage

8 Round-lake water line with a harbour square

5 Add another bridge and for a small spaces along the water front with squares, amenities and underground shopping pass

Figure 153. The visualisation of the design: Yongjin park in the West Lake Scenic Area -1

author
2020

2 Add underground commerical with the new development to form a continuos commericial space from east side of the road to the west

5 Add another bridge and for a small spaces along the water front with squares, amenities and underground shopping pass

Figure 154.The visualisation of the design: Yongjin park in the West Lake Scenic Area -2

author
2020

Figure 155.The changes in the West Lake with the design(Yongjin Park)

author
2020

Strategy 1 Lively Edge

Strategy 2 Diverse green
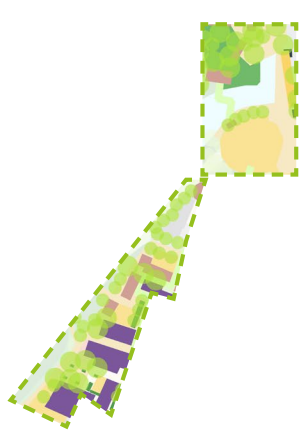
Strategy 3 Social Nodes

Figure 156.The highlighted edge, green area and the social nodes with the design

author
2020

Strategy 5 Multi-direction routes for casual visits

Strategy 6 An explorable network
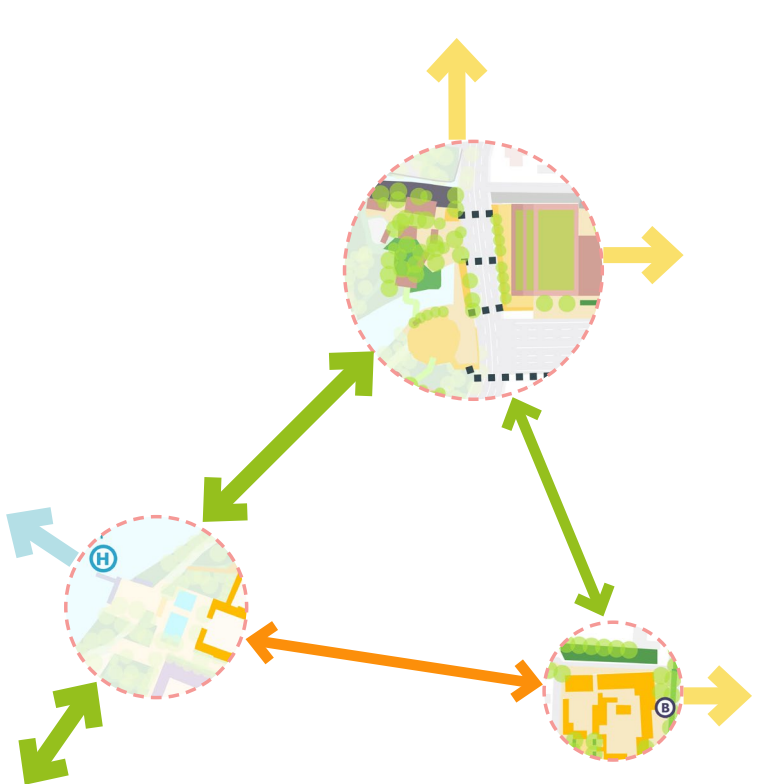
Figure 157.The explorable network in the West Lake with the design(Yongjin Park)
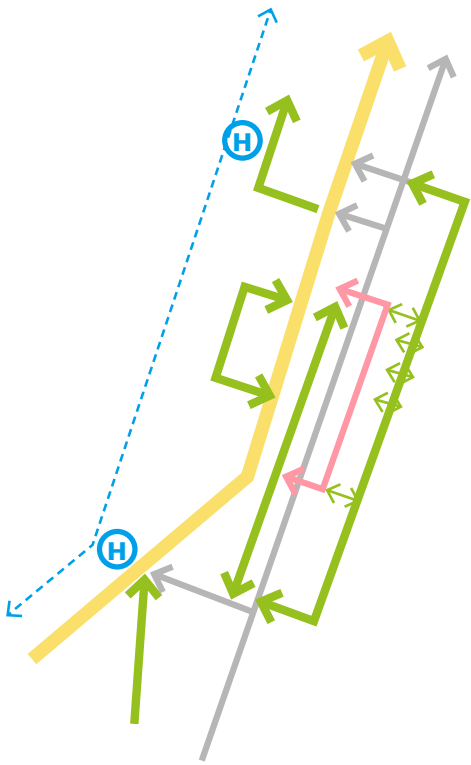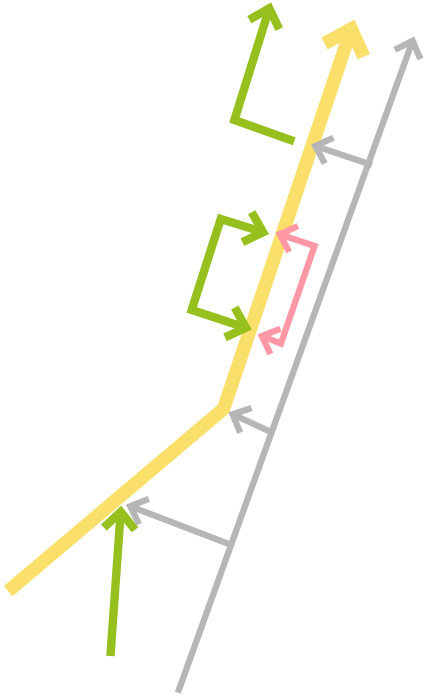
author
2020

Legend

The Must-visit Network

The Ggreen Network

The passing flows

The commercial street

Ferry stop

Ferry line

Figure 158.The circulation before and after the design in the West Lake (Yongjin Park)

author
2020

4.3.1 THE GENERAL STRATEGIES

STRATEGY 1
FROM LINEAR CROSSING TO A SYSTEM

Change the main-street dominant pattern into a network for staying and wandering
Form different loops which connects the main street and other parts of the neighbourhood;
Create nodes for staying at the areas suggesting more routes of the network;
Form visual hints for visitors to feel the whole network;
Open up the atmosphere in the branch streets.

Main commercial street
Hidden street/ Back street
Branch street
Backs at the front
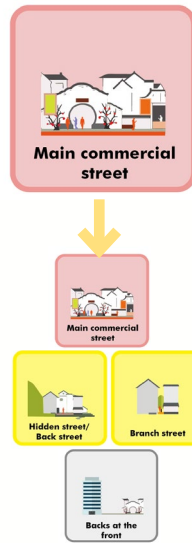
STRATEGY 2
COMMERCIAL → AMENITY + HERITAGES + GREEN

Use commercials to build up other characters of the neighbourhood
Spread different commercial modes with the Strategy 1 to uncover more interesting parts of the neighbourhood;
Form multi-fucntion nodes for residents;

Add historical and green identity to the neighbourhood
Unlock the hidden heritage as new public space for staying around and random wandering;
Arrange green and heritages with educational, sports and daily functions;

STRATEGY 3
TURN THE FRONT TO THE CITY

Backs at the front
Entrances/Exits
Branch street
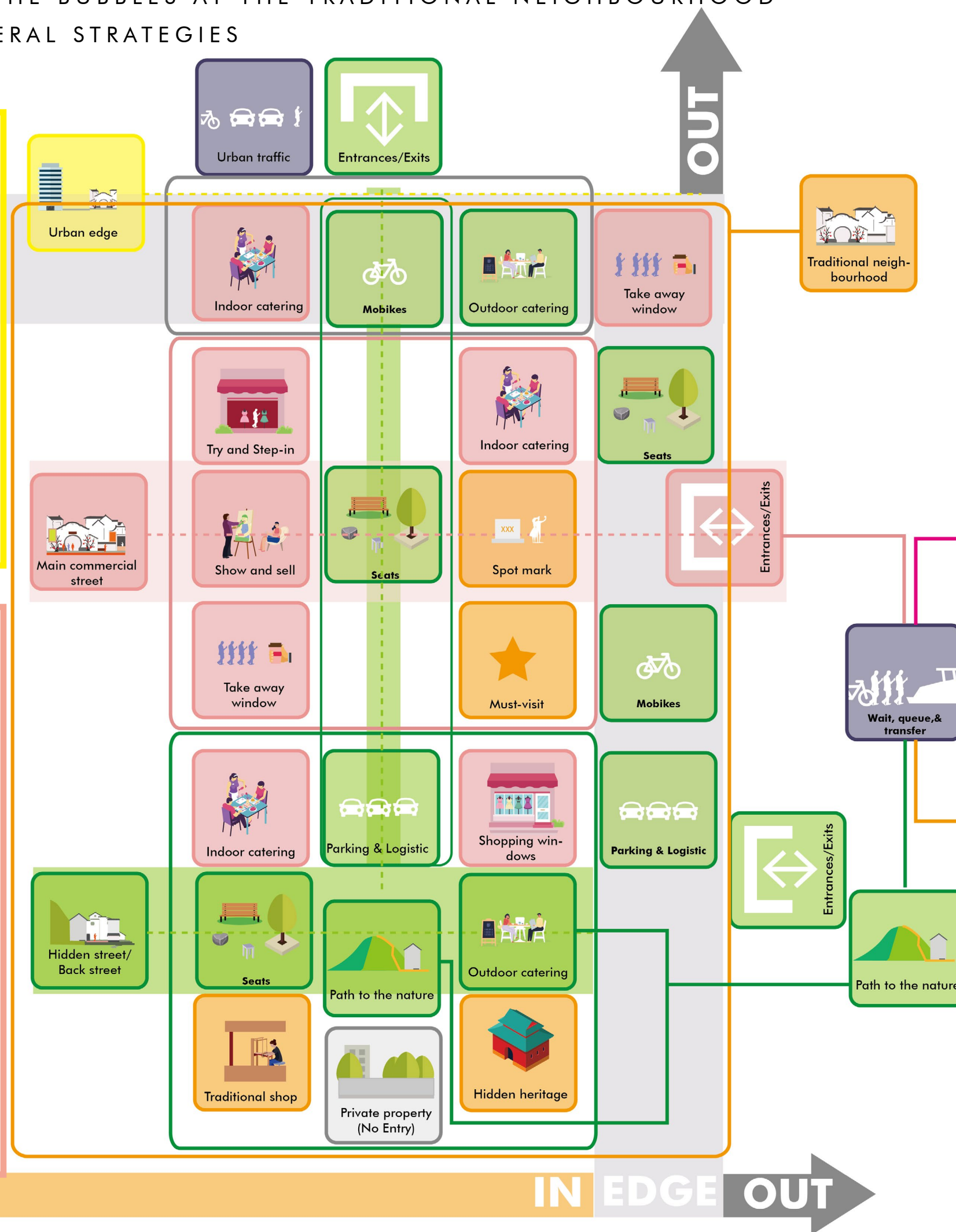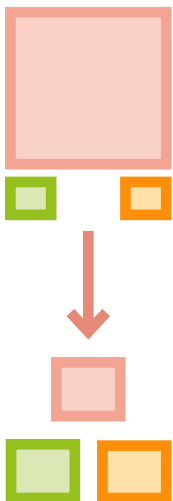
Make the edge a stayable and attractive place
Form attractiveness on both sides of the edge;
Form small meeting spaces on the edge;
Build up visual contacts for both sides;

Highlight the hidden entrances
Make the hidden entrances more inviting;
Arrange proper series of greens and heritages for all points that can be entered;
Give proper places for different types of parking;

STRATEGY 4 *
PUT THE NEIGHBOURHOOD IN A LARGER MAP

Addressing the neighbourhood as a node serving for a exploring network
Add more direct links to the bigger nature;
High light the existing port ways of the surrounding nature;
Making the whole neighbourhood as one stopping facility for the bigger network of other theme's natural exploration;
Make use of the new transportation station as nodes to serve for larger networks;
Promote the outside existing local-business;
Link the heritage with the shared theme/ events;

Wait, queue,& transfer
Gateway to the nature
Heritages gate/Hidden heritage

OUT

Urban traffic
Entrances/Exits
Urban edge
Indoor catering
Mobikes
Outdoor catering
Take away window
Traditional neighbourhood

Try and Step-in
Indoor catering
Seats

Main commercial street
Show and sell
Seats
Spot mark
Entrances/Exits

Shared theme

Take away window
Must-visit
Mobikes

Wait, queue,& transfer
Catering & Shopping

Indoor catering
Parking & Logistic
Shopping windows
Parking & Logistic

The network of Must-visits

Hidden street/ Back street
Seats
Path to the nature
Outdoor catering
Entrances/Exits
Path to the nature

Traditional shop
Private property (No Entry)
Hidden heritage

Figure 159. The conceptual pattern compositions with strategies applied in Traditional Neighbourhood

author
2020

IN EDGE OUT

The expected result: the stays & moves in the traditional neighbourhood

Legend

the moving route of fast sightseeing visitors

the moving route of the go-and-stay visitors

the moving route of wandering visitors

the moving route of daily routine visitors

Figure 160. The expected results on the cirulation of the four types of visitor in the Traditional Neighbourhood

author
2020
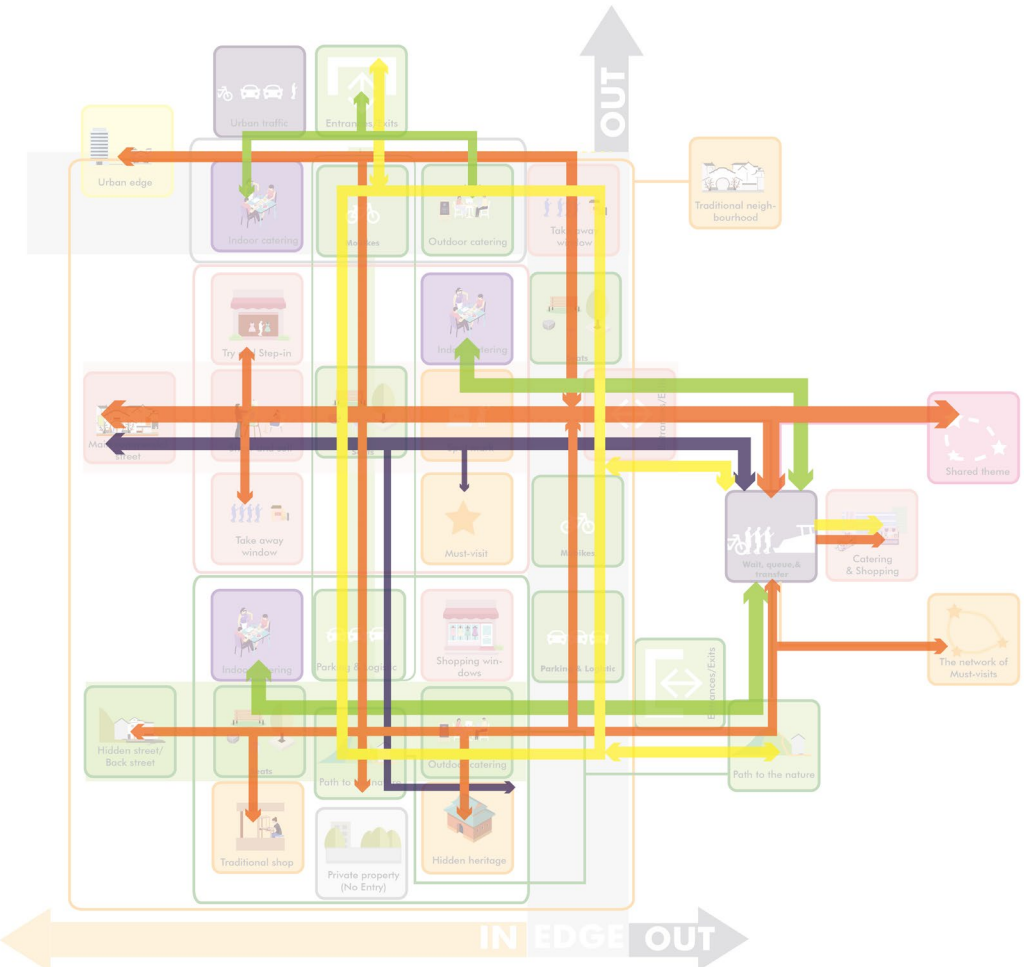
Legend

the staying point of fast sightseeing visitors

the staying point of the go-and-stay visitors

the staying point of wandering visitors

the staying point of daily routine visitors

Figure 161. The expected results on the staying area of the four types of visitor in the Traditional Neighbourhood

author
2020
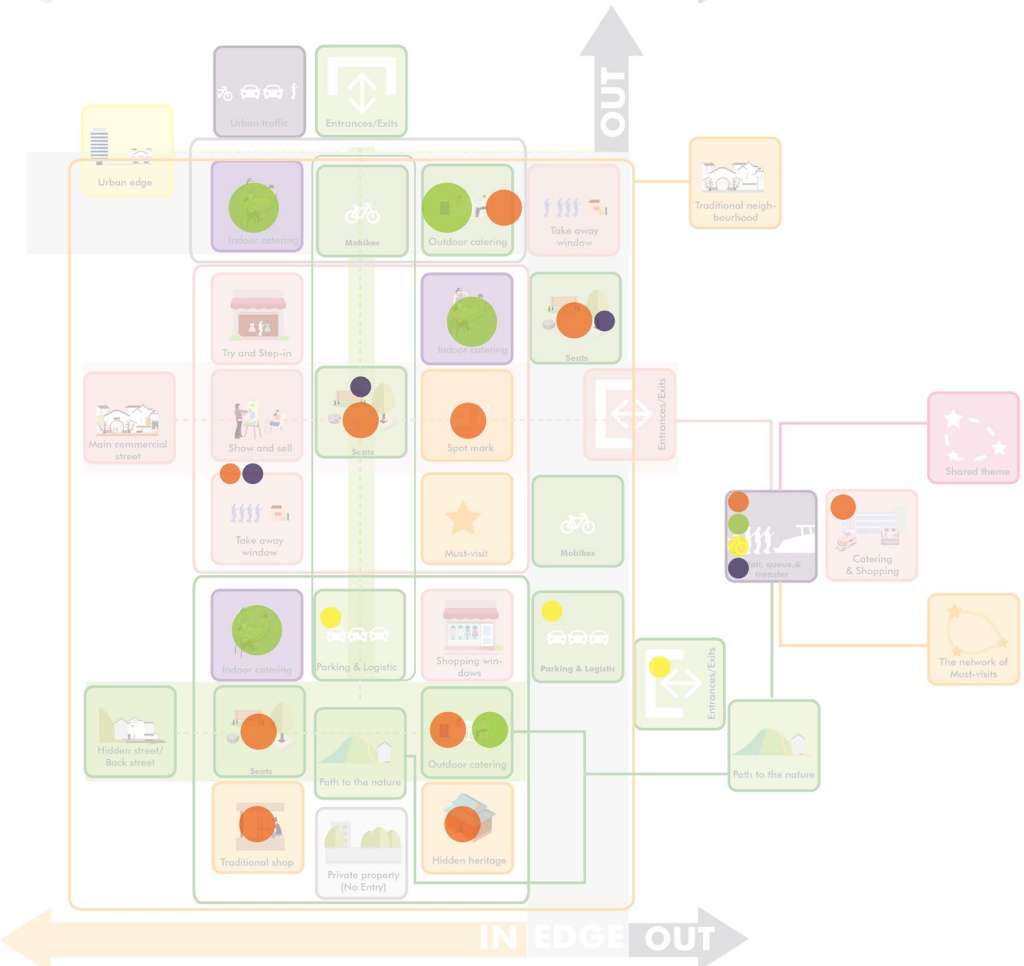
Type A   On-the-run sightseeing

There are more entering point for me;
There are more options for routes
The Must-visit list is growing, there are more spots attract me.

I can find places to sit, and the rest area lead me to other places.

Type C   Random wanderer

The area is more interesting.
I start to visit the other streets and take the paths to the city from the area.
It is a neighbourhood easy to drop in and out with mo-bikes, buses and metros.
I find some unique shops and I am thinking to learn something from the shop owners.

Type B   Go-and-stay

There are places for me to sit and spend the day.
Let us meet at the gardens and enjoy a cup of tea from the close by shop.
The parking area is also a good garden during day time when there is no cars.
I see the garden which belongs to the heritage before, and now I like to chat with friends there.
The restaurant on the back street is nice. I will revisit it.

Type D   Daily routine

I can walk my dog in the green loop, and enjoy some quietness for it does not cross the main street, and let the dog run a bit in the natural area nearby.
The transportation node is more convient for me, there are grocery close to it.

4.3.2 HEFANG TRADITIONAL NEIGHBOUR-HOOD WITH THE STRATEGIES APPLIED
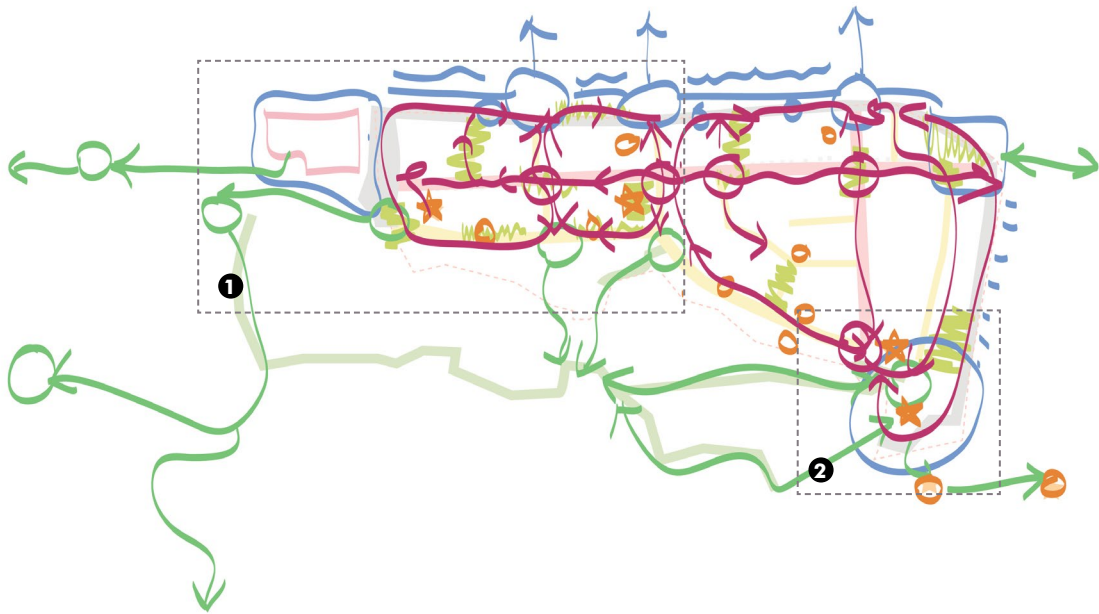
The whole spatial intervention is about to set up two network.

The internal network

The internal network of Hefang Neighbourhood mainly build between the main street, branch street, urban edge and the back street, where the west part of the neighbourhood demonstrate fully.

The external network

Links at the urban edge and the nature paths become the port way of the adventure, where the spot at the Drum Tower(The east south corner) is the most strategic point. The West end of the main street and the west end of the back street together with the Flower Market is strategic connections of the neighbourhood to the out side city.

Strategy 3
Turn the front to the city
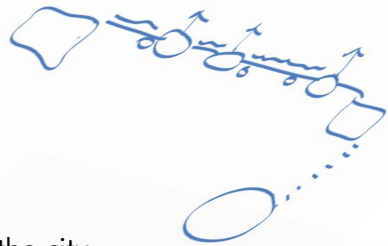
Strategy 2
Green character

Strategy 2
Heritage character

Strategy 1
From linear crossing to a system

Strategy 4*
Put the neighbourhood in a larger map

❶

❷
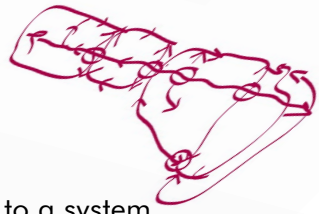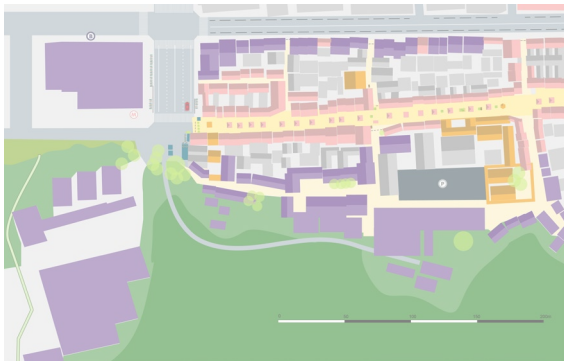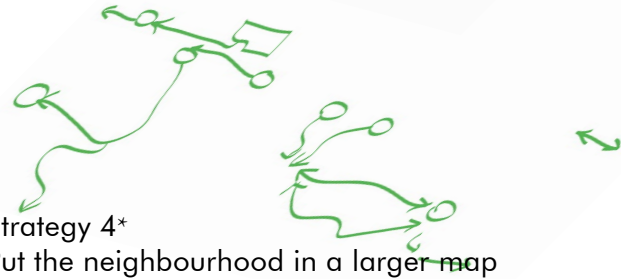
THE WEST ENTRANCE+MAIN STREET+BRANCH STREET LOOP

Figure 164.The design of the west entranc+internal network

author, 2020

The existing status

The design of the west entranc+internal network

Daily visitors:
The peak day of the year-70k
Normal peak-
Average day-(not clear yet,
around 3-5k

Patterns related:

| Hidden street/ Back street | Branch street | Main commercial street | Outdoor catering | Heritages gate/Hidden heritage |

| Backs at the front | Wait, queue,& transfer | Gateway to the nature | Seats |

1. Add trees and seats to form nodes at the crossing of main street and branch street
2. Open up part of the walls of the front yard of the heritage, make it as a node for staying and exploration
3. Add trees, facilities and new amenities in the public space around the hidden heritage
4. Add haning green plants to form an inviting branch street
5. Parking lot garden
6. Garden with pavilion at the entering point of the back street
7. Pocket gardens & front green on the north edge
8. Rearrange the mobike parking
9. Square with the new metro exit facing hiking entry and the neighbourhood
10. Add hiking lines and make small squares at the entry place
11. Outdoor cafe

6 Garden with pavilion at the entering point of the back street

Figure 165. The visualisation of the design: Hefang Neighbourhood-the green entrance for the back street

author
2020

1 Add trees and seats to form nodes at the crossing of main street and branch street

Figure 166. The visualisation of the design: Hefang Neighbourhood-the node in the loop

author
2020

❶ Add trees and seats to form nodes at the crossing of main street and branch street

❷ Open up part of the walls of the front yard of the heritage, make it as a node for staying and exploration

Figure 167. The visualisation of the design: Hefang Neighbourhood-openning up the heritage garden

author
2020

❸ Add trees, facilities and new amenities in the public space around the hidden heritage
❹ Add hanging green plants to form an inviting branch street

❼ Pocket gardens & front green on the north edge

Figure 168. The visualisation of the design: Hefang Neighbourhood-the urban edge

author
2020

Figure 169. The changes in Hefang traditional neighbourhood with the design(West Entrance)

author
2020

Strategy 3 Turn the front to the city

Figure 172. The edge design of the Hefang traditional neighbourhood

author
2020

Figure 170. The circulations in Hefang traditional neighbourhood with the design

author
2020

Strategy 1 from a linear system to an internal circulation system

Strategy 4 A larger network

Legend

→ The Must-visit Network

→ The Ggreen Network

→ The passing flows

→ The commercial street

Ⓑ Bus stop

The bigger nature(Mountain Wu)
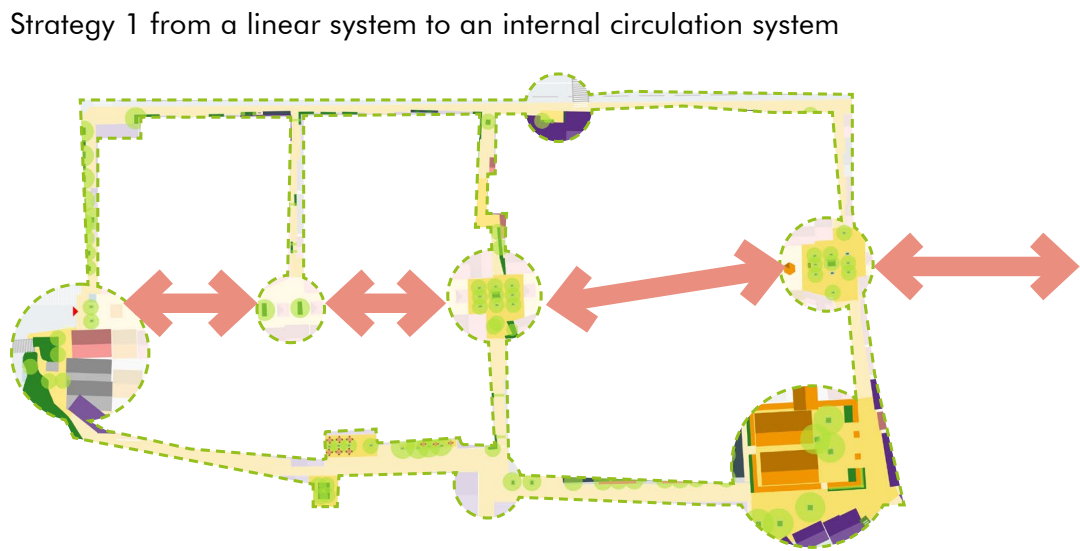
Figure 171. The highlighted heritage and green characters in Hefang traditional neighbourhood with the design

author
2020

Strategy 2 Highlight other characters

Figure 173. The explorable network of Hefang traditional neighbourhood with the design

author
2020

THE EAST-SOUTH ENTRANCE+BACK STREET

Figure 174.The
design of the east
entranc+external
network

author, 2020
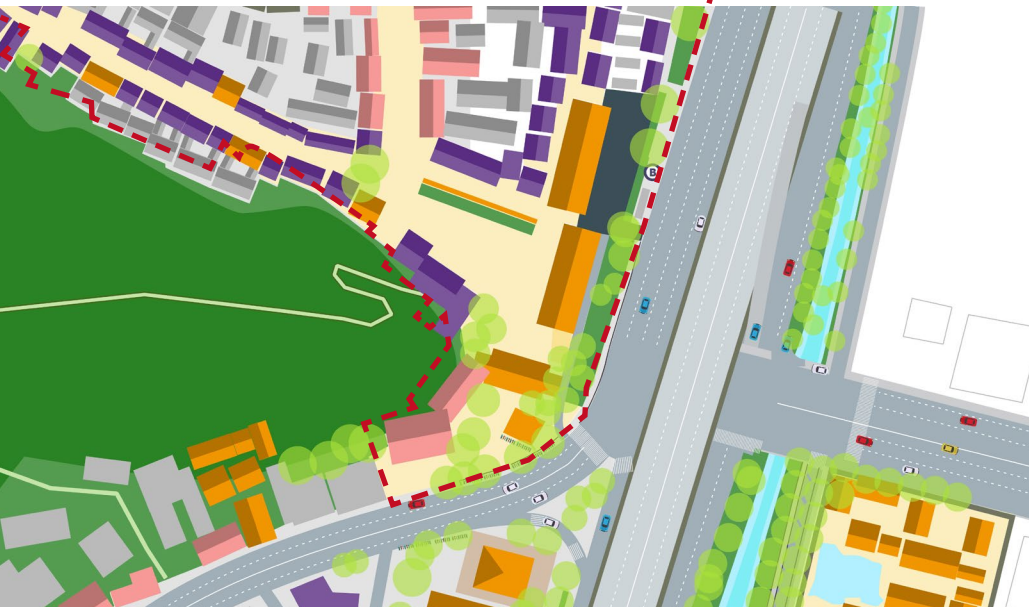
The existing status

The design of the east entrance+external network

Daily visitor number:
The peak day of the year-70k
Normal peak-
Average day-(not clear yet,
around 3-5k

Patterns related:

❶	The parking with more green
❷	Add mobike parking lots in the green
❸	Terrace as the entering point for people from bus station/parking lots
❹	Small garden with seats link the mobike parking and the neighbourhood
❺	More hiking path, and gather squares with outdoor cafe at the entry point
❻	A square with the heritage and catering in front of the entrance
❼	Public transportation at the crossing point to serve for larger exploration
❽	Staying area/outdoor cafe with the hidden heritages
❾	Shared theme/joint events in the nearby culture building/heritages

Entrances/Exits | Outdoor catering | Heritages gate/Hidden heritage | Shared theme

Wait, queue,& transfer | Seats | Gateway to the nature | Mobikes | Parking & Logistic

❷ Add mobike parking lots in the green

❹ Small garden with seats link the mobike parking and the neighbourhood

❻ A square with the heritage and catering in front of the entrance

❼ Public transportation at the crossing point to serve for larger exploration

Figure 175.The visual for the Design of Hefang Neighbourhood- The Drum Tower entrance-1

author
2020

❶ The parking with more green

Figure 175.The visual for the Design of Hefang Neighbourhood- The Drum Tower entrance-2

author
2020

Figure 176.The changes
in Hefang traditional
neighbourhood with the
design

author
2020

Strategy 3 Turn the front to the city

Strategy 2 Highlight other characters

Figure 178.The highlighted
heritage and green
characters in Hefang
traditional neighbourhood
with the design

author
2020

Strategy 4 A larger network

Legend

People coming
by public
transportation

People coming by
car

People coming on
foot

People coming by
bike/mo-bike

B   Bus stop

P   Car parking lots

P   Bike parking lots

Left: Figure 177.The
circulations in Hefang
traditional neighbourhood
before and after

author
2020

before   **after**

Legend

The Must-visit
Network

The Ggreen
Network

The passing flows

B   Bus stop

The bigger
nature(Mountain
Wu)

Figure 179.The explorable
network of Hefang
traditional neighbourhood
with the design

author
2020

Figure 180.The conceptual pattern compositions with strategies applied in Building Culsters
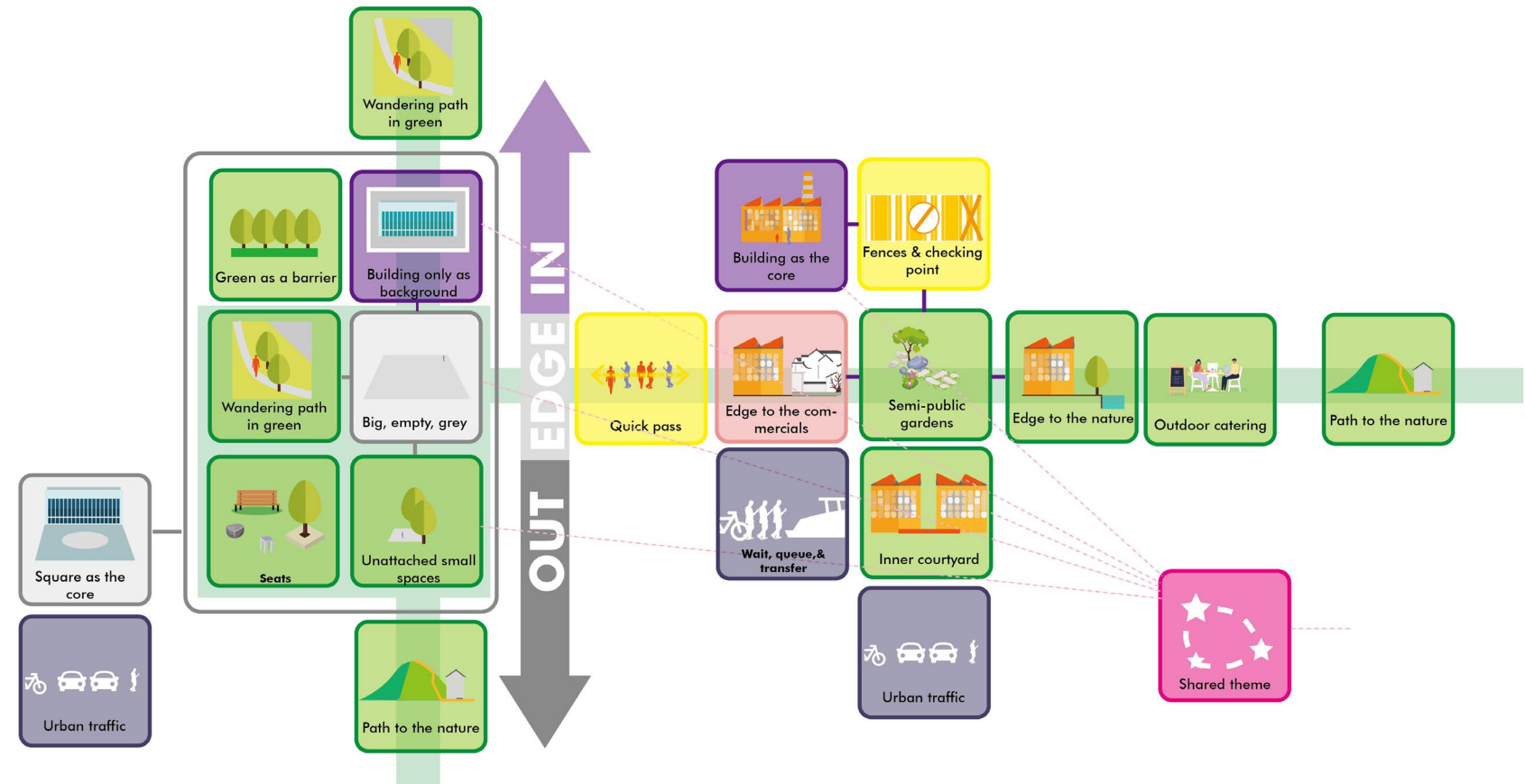
author
2020

The expected result: the stays & moves in the museum clusters

Left:
Figure 181.The expected result of cirulation of the four types of visitors in the Museum Clusters
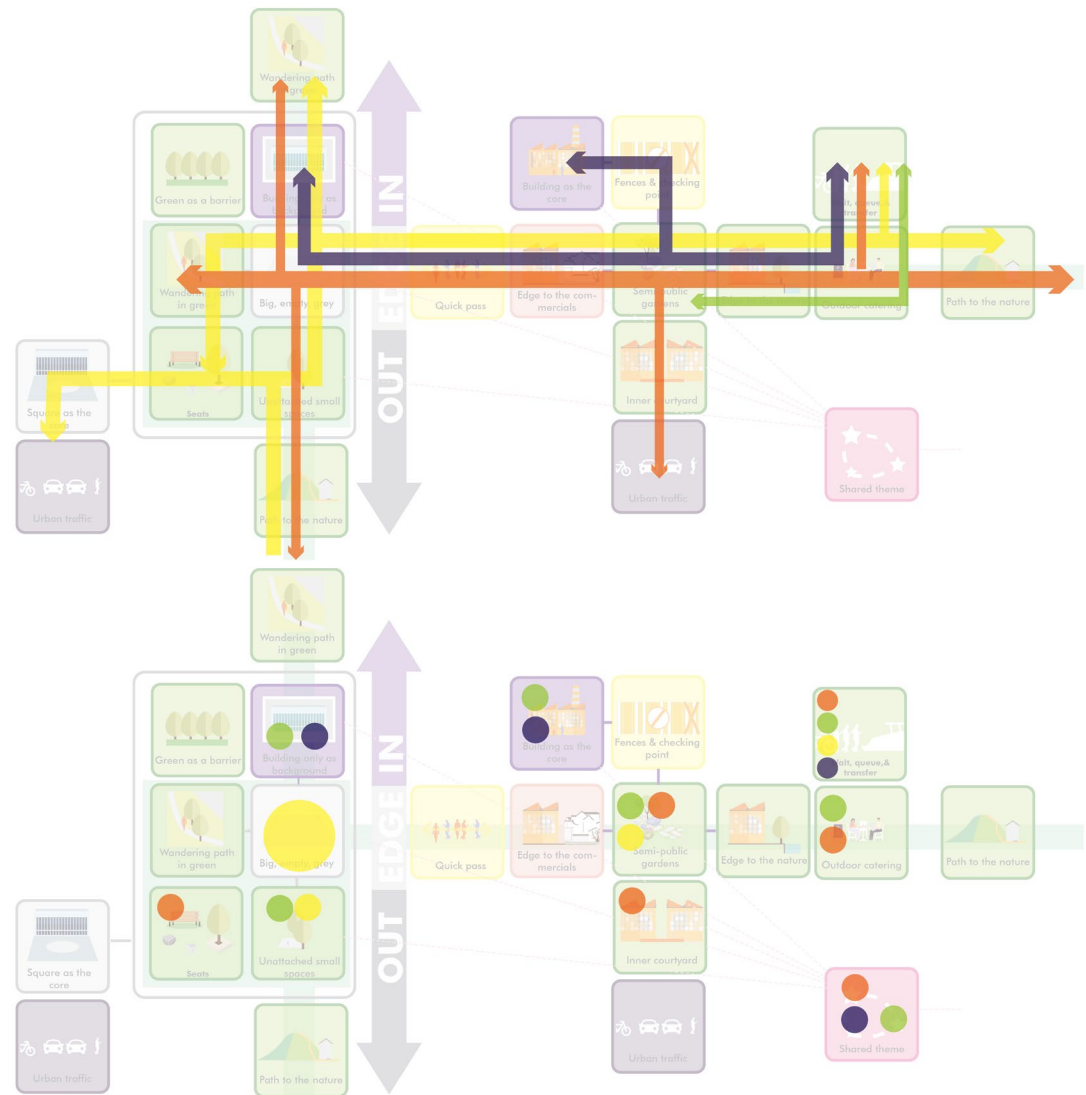
author
2020

Right:
Figure 182.The expected result of the staying of the four types of visitors in the Museum Clusters

author
2020

Legend

⟷ the moving route of fast sightseeing visitors

⟷ the moving route of the go-and-stay visitors

⟷ the moving route of wandering visitors

⟷ the moving route of daily routine visitors

Legend

● the staying point of fast sightseeing visitors

● the staying point of the go-and-stay visitors

● the staying point of wandering visitors

● the staying point of daily routine visitors
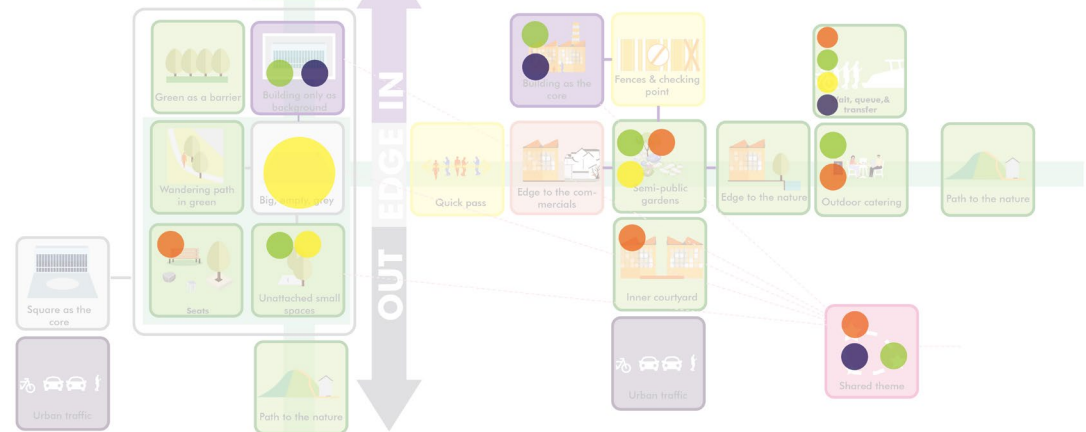
STRATEGY 1
MAKE THE CIRCULATION ALWAYS LIVELY

Daily routine determines the belongings of the site
Put the functions related to daily life at the main circulation which is not distractable by any building's status;

Keep the short cut access always accessible, add parallel access in open spaces if the current crossing is related to one certain building;

Mix the functions of the buildings and the opening time in a building cluster where one building is aiming at tourists.

Glance at the exhibition
Use the semi-indoor area to arrange a quick visit for the wanderers

STRATEGY 2
SPECIAL TIME AND PROGRAMS FOR NEARBY RESIDENTS

More functions to approaching to the residents
Open up part of the building façade, and makes it into daily function use;
Organise the buildings as facilities for daily routines;

Programs after exhibition hours for learning & leisure
Add regular cultural activities after the open hour of the museums, lectures, small concerts, exploration lessons for the young...
Extend the using hour of the outdoor place belonging to the buildings;

Lively evenings
Create lively environment for an evening visit and short walk.

STRATEGY 3
LINK TO THE CITY VIA THE THEME

Culture buildings as the start to explore the city

Use theme to link the museums and galleries together;
Hold joint-event or joint-exhibition.

4.4.2 QIAOXI MUSEUM CLUSTER WITH THE STRATEGIES APPLIED
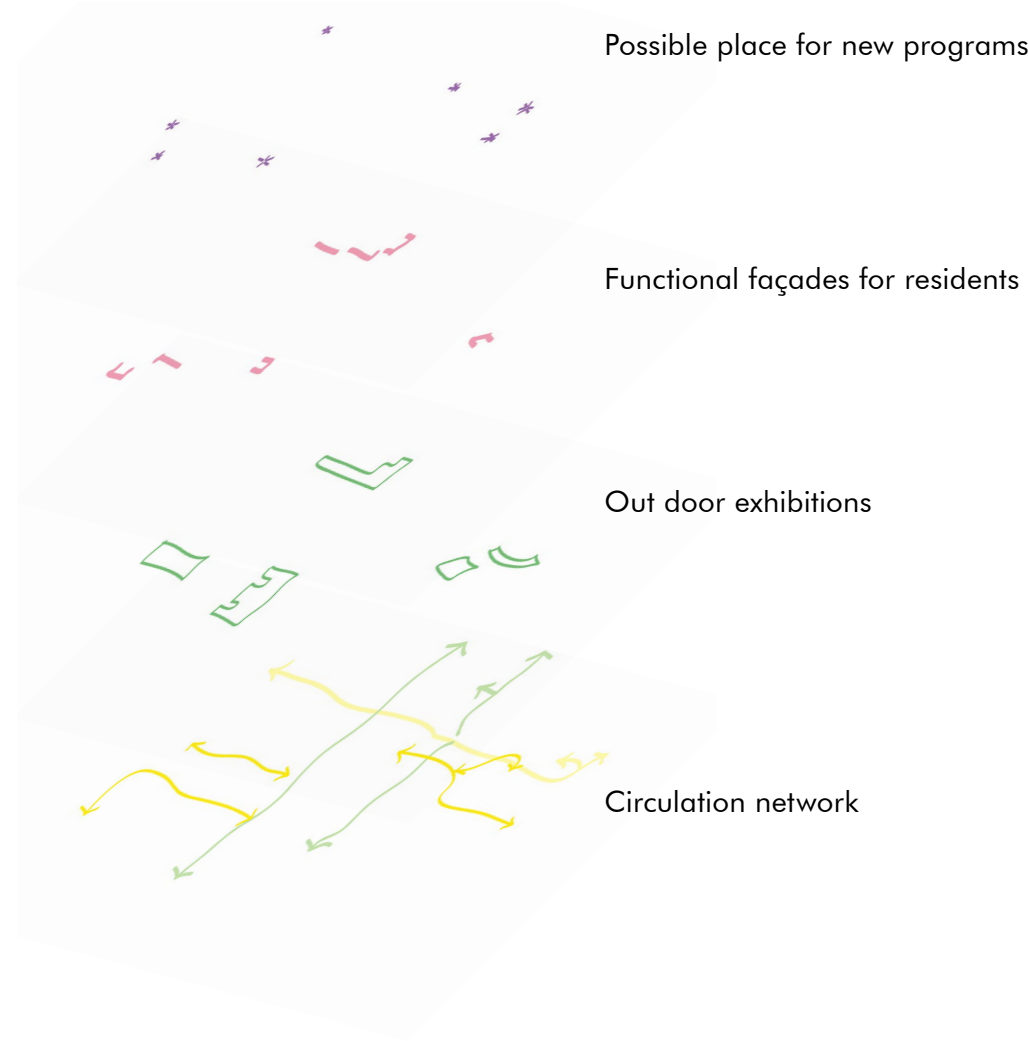
THE CANAL MUSEUM SURROUNDINGS

Possible place for new programs

Functional façades for residents

Out door exhibitions

Circulation network
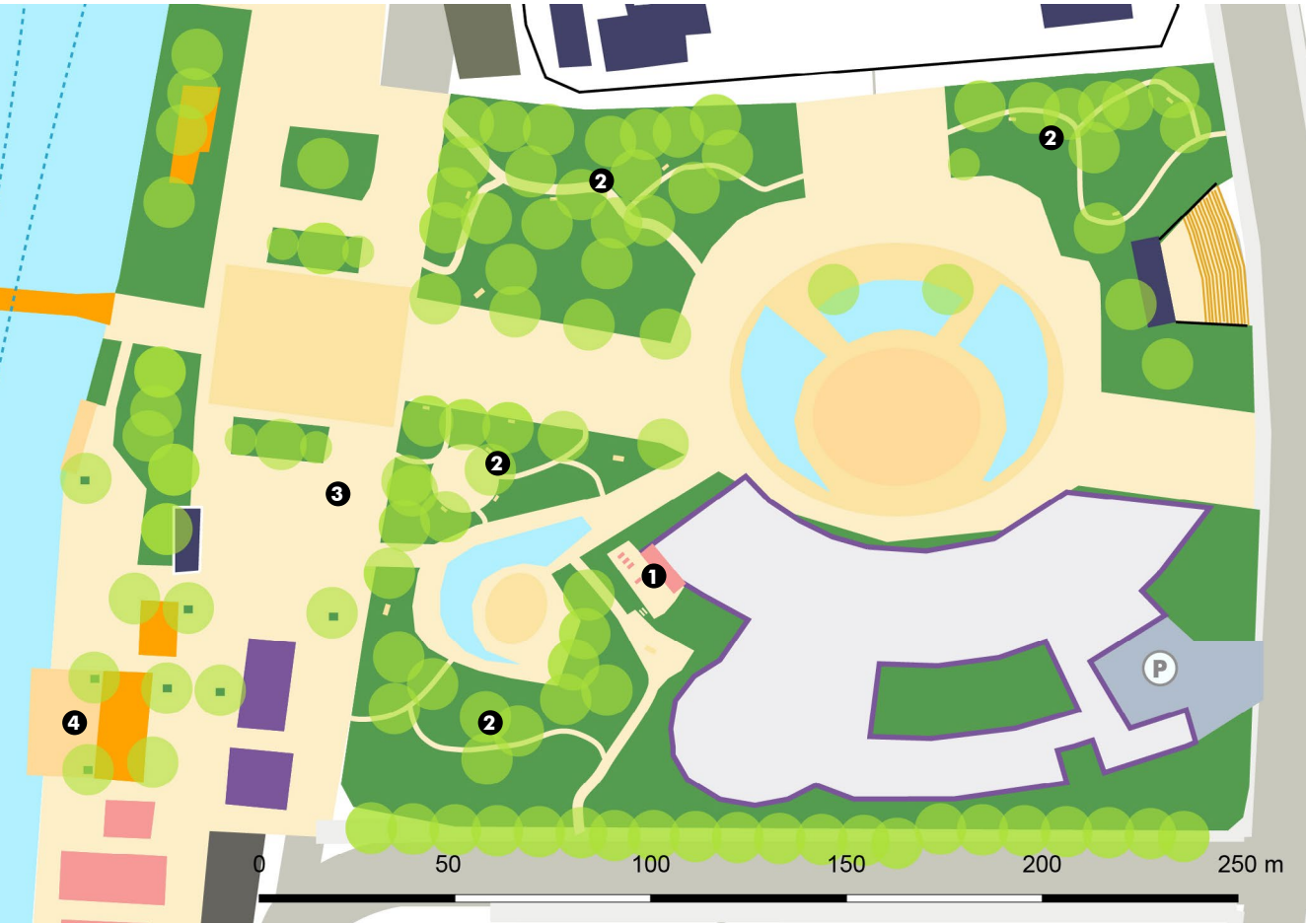
The design of the museum building as the background

Daily visitor number:

The peak day of the year-35k
Normal peak-
Average day-(not clear yet, around 1-3k

❶ Open facade & outdoor cafe facing the lawn

❷ Walking paths and benches in the green area

❸ Small squares link with the big one

❹ Small platform with heritages

Patterns related:

Outdoor catering   Green as a barrier   Huge square + huge buildings

Unattached small spaces   Seats

Wandering path in green   Heritages gate/Hidden heritage
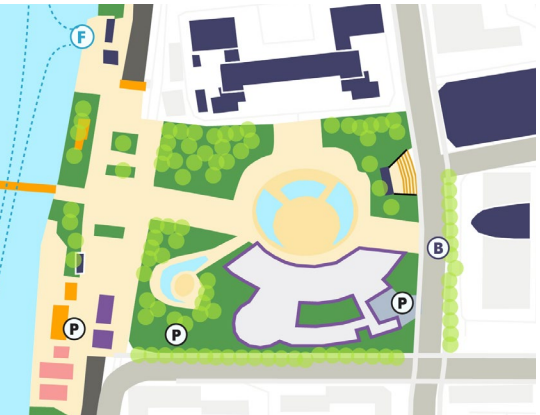
The existing status

THE BLADE MUSEUM SURROUNDINGS
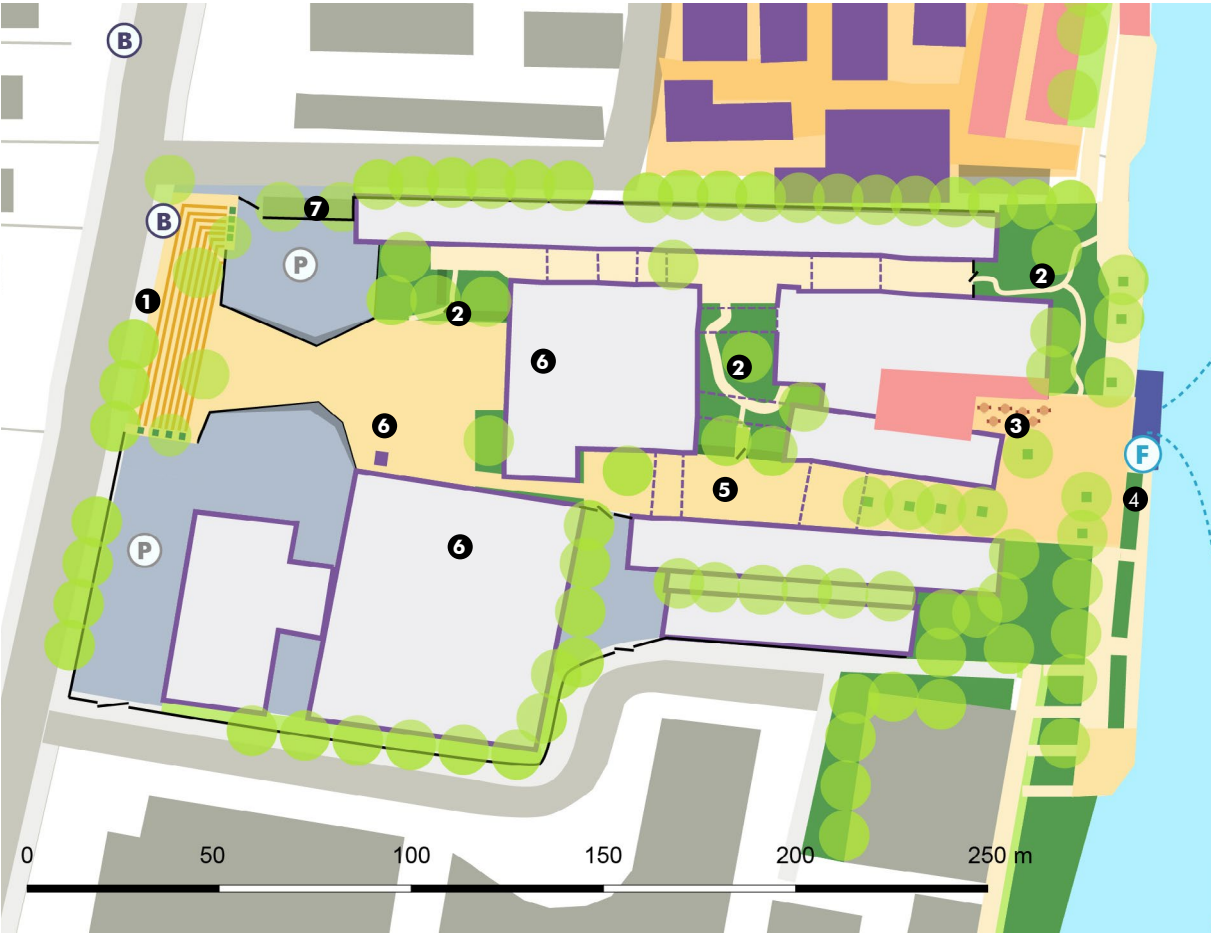
The design of the museum building as the core

Daily visitor number:
The peak day of the year-35k
Normal peak-
Average day-(not clear yet,
around 1-3k

❶   Open stairs linking to the lifting square

❷   Green with gates as management zone

❸   New construction & outdoor cafe facing the canal

❹   Ferry station square

❺   The open passway all day, with statue &lights
     emphasising the way

❻   Local course/activities after openning hour

❼   Bike parking lots

Patterns related:

The existing status

❷   Green with gates as management zone

❸   New construction & outdoor cafe facing the canal

❹   Ferry station square

Strategy 1 Make the circulation always lively
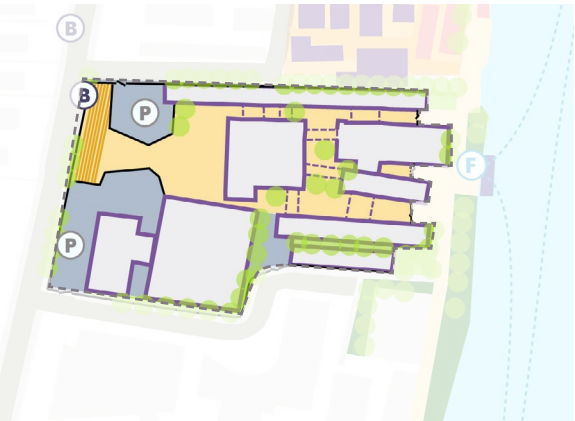
Existing situation: The area with fences and
close after opening time
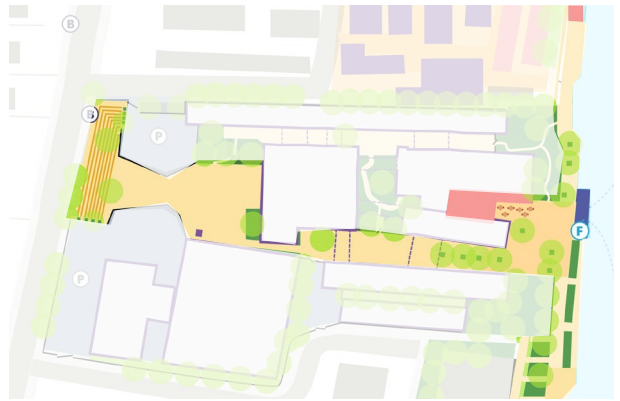
The always accessible path

The area with fences and close after opening time

4.5 A BIGGER EXPLORATION NETWORK FOR AREAS OUT OF THE TOURIST BUBBLES

The goal for the current areas where are out of the tourist bubbles are clear:
to attract some tourists to visit them in a proper way (not forming new tourist bubbles).

There are strategies to absorb some tourists from the current heated area. Also, some things need to pay more attention to avoid creating new bubbles.

"Attract-Distract" Strategies

"Attract-Distract" is the strategy to spread the tourists out of the bubbles. It consists of two strategies at different scales:

1. Attract: Highlight other destinations in the city for visitors to visit. It aims at the city scale. It aims to connect multiple main attractions in the city and offer a better network for the tourists. People know those destinations via media and programs before they arrive.

2. Distract: Guide visitors from the main destinations to its the surrounding area where there are small attractions. It is applied at neighbourhood scales which could reach by walking.

People develop an understanding of the place and explore more than they plan.

Transform the behaviours

More surprises are locked in the city, and the big attractions are only the gateway for people to start the city adventure. Under this strategy, tourist may try to change their behaviours with more casualty. The activities and places to attract them surround the main attractions should be the ones which are focused on locals or can be attended easily by locals.

The physical and non-physical network Both physical networks and non-physical networks are essential to support this system. The non-physical network is the branding and marketing tools that give visitors information about the new places, and the physical networks are the one which leads them to the place and support the experience. (See the chart below)

The public transportation network

Public transportation nodes naturally bring visitors. It is a point-to-point way of linking the attractions. The hidden places can be unlocked when it rearrange with the transportation station and parking areas(for cars and bikes). It is the network to link the big attractions at the city scale.

Adding a new stop or a station bring more people to visit the area. The location of the stop on the real site can also be strategic. The ideal location of a stop/entrance is the crossing place of multiple attractions, rather than the location closest to the major attraction.

Redeveloping the surrounding area of the public transportation stop/station can bring new possible activities and programs. It should mark that the entering places, the stop and station itself are all places of opportunities to form daily recreational areas, such as parks, squares, and commercial clusters.

The green network

The green network has a different way to link the big attractions in the city. Unlike the point-to-point links by public transportation, the green network is continuous and form routes and paths from place to place.

It faces to the people to visit places within a cycling or walking distance. Thus instead of linking the big attractions, it plays a more prominent role in distracting people from the big attraction to the surrounding. Paths, routes, steps to hills, small parks and gardens can all be the elements to push people to discover and have a rest. They are also popular places for locals to enjoy a break from work and daily life. It can help to mix the local and tourist groups.

The heritage network

Heritages, when it comes to tourism-related, are always branded as a must-visit network which might cause a tourist bubble(See Page 89). However, it is because of the way to brand them are mainly from economic perspectives or purely from historical views. Many other perspectives, such as an educational function for different subjects and relationships with local life, can be added to the heritage networks.

The heritages network can be both physical and non-physical. At the city scale, a well-developed heritage digital map with categories on the theme, daily

	Public transportation network	The green network	The network of Must-visits	Shared themes
Attract	Point-to-point linking the attractions	Cycling routes and hiking routes to link the attractions	Branding the staring heritage with diverse views; categorise the heritages with themes and education purposes	Big events and shows, can be combined with factories
Distract	Strategic locating the stops and stations to distract visitors to other areas	Walking paths and parks, and gardens as small distractions for people to explore	Show the unknown heritages on physical map and guiding books at the well-known heritages	Daily events as open markets, small excursions, shows, and courses focusing mainly on locals

functions surrounded, and relationships with educations(especially for students from primary schools to universities) can help the minority tourists who have specific interests in certain fields. On each heritage site, some marks and guides can set to inform visitors about the unknown heritages in the surrounding area.

Shared-theme activities

The activities can be both new attractions on the city scale and distractions on a neighbourhood scale.

Big events such as a live concert, outdoor exhibition, expos, and sports matches can are one-time big attractions, could be a regular long-time attraction. The visits to some famous factory in fashion or handicraft industry can add attractions to some industrial areas. Small activities, which are more daily oriented, can be an excellent plus to link the attractions together, and become the distractions when people arrive at the main spots. Those activities can be weekly/monthly open markets, small shows and lectures/courses for locals.

Avoid new bubbles: to connect the networks with different city zones.

How can those networks serve local life? What network is better connected to the residential area, and what is useful to the workplaces?

In avoiding new tourist bubbles, the Attract-Distract strategy should serve for daily life as well. The spatial arrangement should avoid the tourist bubble patterns, which are detailed discussed in Chapter 3(see page 53). There is more advice to integrate the networks into areas with different urban functions. The diagram on the right side tells the overall strategies.

For the attracting strategy, the Shared-theme Activities and the Must-visit Networks are the main networks to set up the new attraction. There are different activities which are suitable for specific urban area. Together they can form a shared-theme network despite the spatial distance. The heritages network is the same. The scattered hidden heritages can
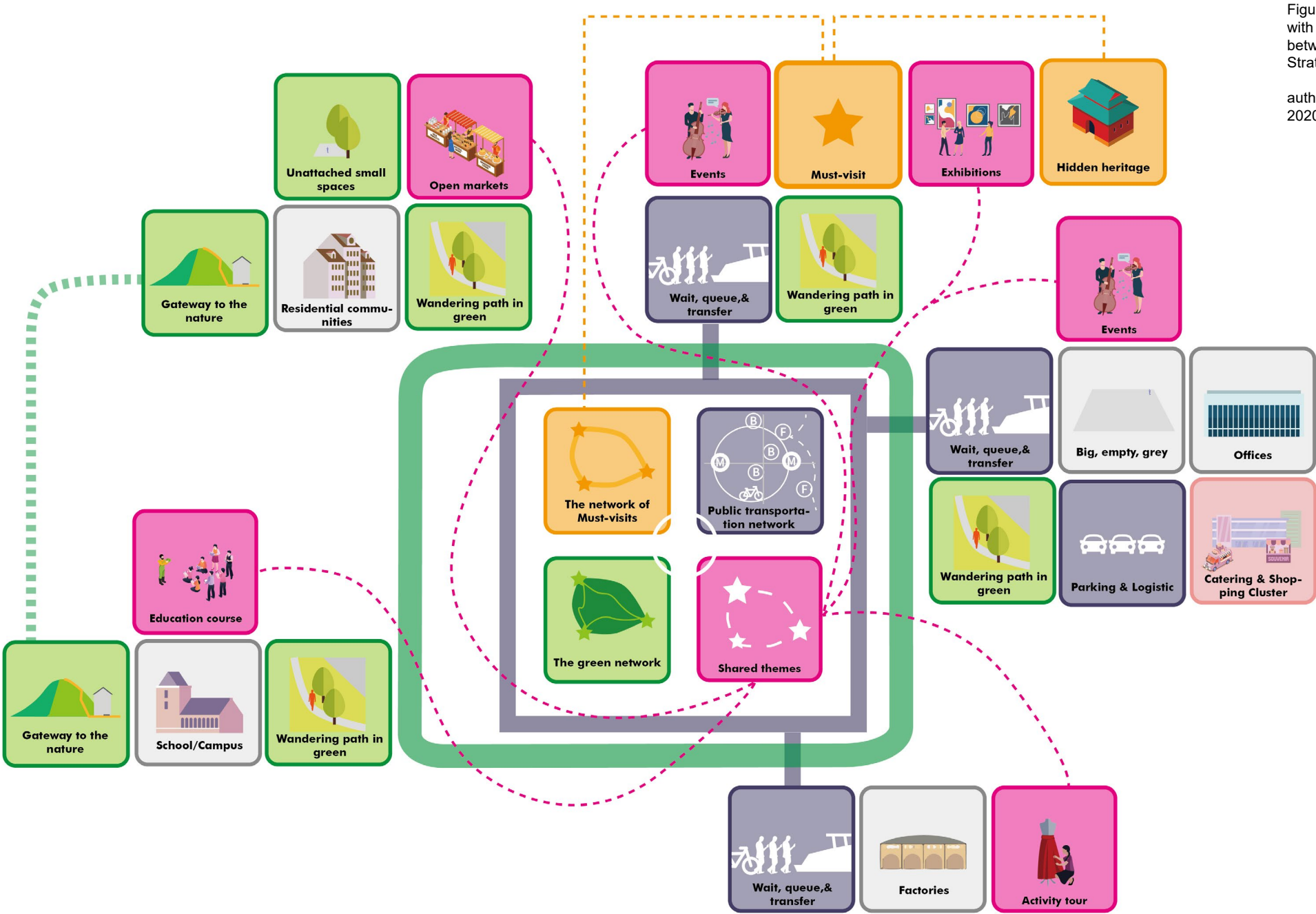
Figure 190. The relationship with other urban functions between "Attract-Distract" Strategy

author
2020

transform into the linking point between different non-attached areas. For the public transportation network, the station areas from the transportation network are the key areas which need well-considered designs.

For the distracting strategy, the activities should be proper for the place, and green networks can play a significant role. It offers wandering and rest areas, which are essential to creating a daily atmosphere. It is a good chance to redesign and link the small unattached staying places and segmented routes into a recreational system for the nearby residents.

Below there are the pieces of advice to

different specific urban zones(See Figure 190):

Residential areas

The pedestrian system is the critical network for the residential area. Make use of the Unattached Green Spaces. Arrange the paths to nature. The priority should be given to the residents. Paths and routes to the nearby nature should be well connected to the residential neighbourhood then the entering place for visitors.

Big transportation nodes are not proper to add to a purely residential neighbourhood. If there is a need to add, it should combine with green, small com-

mercial areas or other public functions. Making parking lots green and enjoyable can also be useful for this area.

Open markets and small gathering events which target the residents are recommending.

Campuses

The campus can be a good passing by area with green and low-density blocks. The green network can be the sharing network for the students and the visitors together.

Lectures and courses which are open to the public can be another attraction for the visitors to the campus.

Be careful that many university cam-

puses in China are closed with fences due to the management purpose, and some famous campus might already be a tourist bubble. The green network and commercial nodes at the entrance and surrounding zones of the campus, rather than in the campus, could be a better choice for new interventions to collaborate with tourism.

Offices and commercials

The public transportation node for the offices and commercial areas are the strategic points. The Big and Empty Squares mostly locate around these

functions. Those are very nice areas for some diverse events on weekends. The public transportation nodes, parking areas, green routes together with the squares lead to the potential of green places for working people to take small breaks and add commercial values to the shopping clusters.

Factories

Factories are not attractive to most tourists. However, some light factories can be attractive to a minority market. Those can be the fashion industry, brewery industry and some traditional handicraft

places. Activity tours to show the producing process and combine with a factory sale can be a big attraction. The factories are always far from the city. Thus there is little to think about a tourist bubble issue. Tourism, instead, can be a reason to develop and bringing more urban function to an industrial area.

The vision for Hangzhou

Hangzhou city, with the strategies applied, can have a more explorable old city area next to the West Lake, and other stretching green networks into the urban neighbourhood from multiple Urban Sce-

nic Areas(See Figure 191). Public transportations, both the ferries and the metro connect different Traditional Neighbourhoods and Museum Clusters. Heritages are put into groups with a leading one each group and small clusters to discover. Multiple activities take places in a different type of urban areas. They can be small separated regular activities in daily life, and they can also be a series of one-time activities in a festival which are more open to the tourists.

Figure 191. The strategies layers for out of the bubbles applying in Hangzhou

author
2020
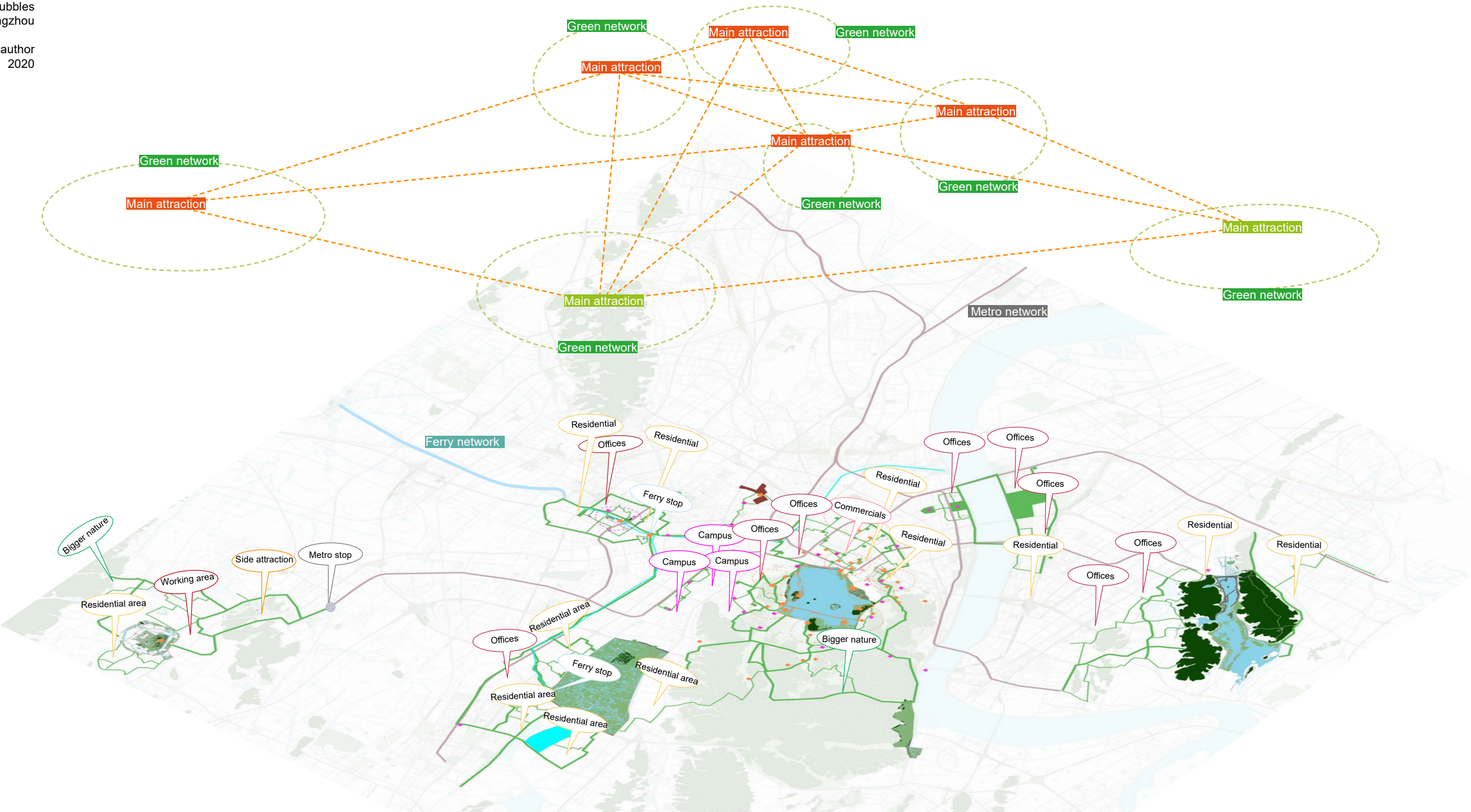
Different visitors have different focuses in the system. However, the system can offer places for them to meet and communicate. Moreover, it triggers the transformation of the typeA visitors in to discover and slow down, and slowly change their behaviours to other types.

Type A On-the-run sightseeing

The metro network

The starring heritage
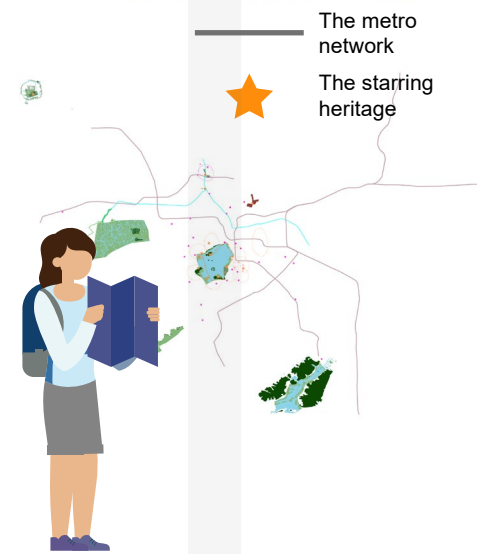
"More attractions and an efficient public transportation system linking them"

Figure 192. The planning for Hangzhou with breaking the tourist bubbles

author
2020

Type B Go-and-stay

The small heritage

The places for activities

Green nodes/ fields
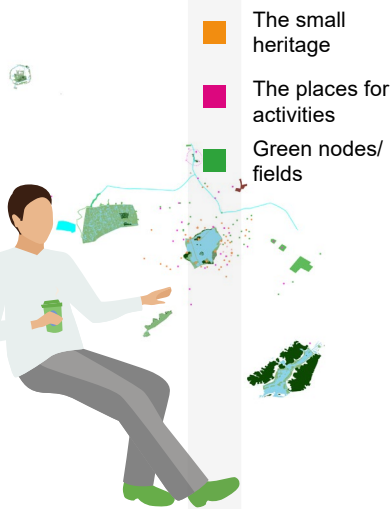
"More places for relaxing and doing nothing!"

Type C Random wanderer

The green network

The heritage distracting circle

The small heritage

The places for activities

"May the new paths lead me to the untouched places for me in the city. Adventures start."

Type D Daily routine

The green network

The metro network

The canal (ferry) network

The places for activities

Green nodes/ fields
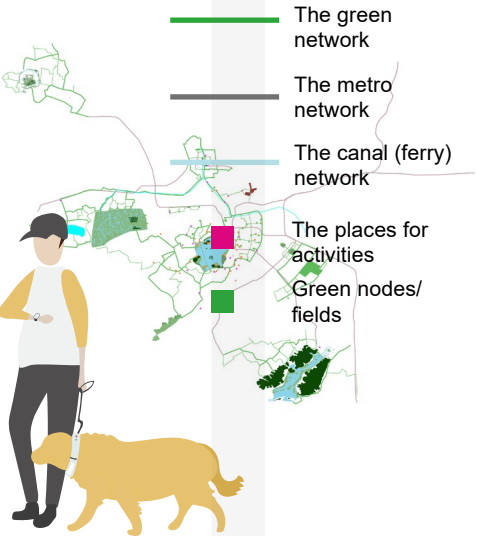
"Exercising route, check!
Commuting route, check!
Daily shopping area, check!"

The planning for Hangzhou with breaking the tourist bubbles

0   5   10   15   20   25 km

Legend

The green network

The metro network

The canal (ferry) network

The heritage distracting circle

The starring heritage

The small heritage

The places for activities

Green nodes/ fields

CHAPTER 5 CONCLUSIONS

Hangzhou is a city with enormous tourists in the city. The spaces where tourists concentrated to and their behaviour already formed a feedback loop which casues the tourist bubbles. Locals are disturbed by the spaces which are shaped by the tourists and gradually quit using the tourist places.

The project targets three main types of the tourist bubbles in Hangzhou, the Urban Scenic Area, the Tradtional Neighbourhood, and the museum clusters. It tries to break the tourist bubbles with rearranging the public spaces, aiming at reintroducing the locals back to the areas occupied by the tourists and spreading the tourists to the city. The project focuses on reasoning the strategies which based on setting up the link between the visitors and the tourism spaces, in which uses the patterns and the moving-staying behaviour analysis as the bridges to reveal how those public work as tourist bubbles.

The behaviour-space feedback loop contributes to the bubbles

The visitors are not a simple crowd. The project categorises four types of visitors by their staying and moving mode in and around the tourist bubbles. They are on-the-run sightseeing visitors(type A), go-and-stay visitors(type B), random wanderers(type C) and the daily routine visitors(type D). The tourists are mainly falling in type A and C, while locals are following type B, C and D.

The tourist bubbles are way more complicated than common urban areas adding an extra management boundary. They consisted of a series of public spaces with complex relationships between each other. They have different functions and work out for different groups of people. In the project, three different types of tourists bubbles are examined: The urban scenic area with the case of the West Lake, the traditional neighbourhood with the case of Hefang Neighbourhood and building clusters with the case of Qiaoxi Museum Clusters.

Spaces are designed and shaped to fit the needs for the type A visitors (a high percentage of tourists) in all the tourist bubbles. It shows in the Entrance/Exits which encourages a one-way flow,

the Parallel Paths with little crossings to go out, and the Must-Visit Network which mainly promotes the Extra Ticket Spots in the Urban Scenic Area. In the Traditional Neighbourhood, it means the concentration on the Shopping Pass (the main street) with all commercial patterns suits for quick flows, which are the Try and Step-in shops, Take Away Windows, and Show and Sell peddlers. The Green as Barriers blocks the paths to explore the neighbourhood, which strengthened the people's stream in the main street. Qiaoxi Museum clusters used the Shared Themes to lead tourists to visit all the museums at once.

Other categories of visitors are crowded aside and disturbed by the significant amount of sightseeing flows. Still, there are some spatial patterns for them in and around the tourist bubbles. For the staying people, there are the Social Stages, the PlayGround/Free Fields, Outdoor Cafe, Semi-Public Gardens. For the random wandering people, there are Hidden Heritages and the Gateways to Nature which are interesting for them, but it lacks Quick Pass and nodes to lead them away from the main paths. The daily routine visitors require the areas of green and daily shopping places on the route of their daily life. The Wait, Queue and Transfer areas(Public transportation stops), Wandering Path in Green, Water Fronts, and commercial areas for the daily needs are the patterns they use.

Now those places are scattering around in the tourist bubbles and not in a designed system, which gives many chances to relink and offer a recreational network for other types of visitors.

Break the loop with changing spatial patterns

The strategies for breaking the bubbles start from changing the spatial patterns. The logic is straightforward: weakening the patterns which work for the sightseeing tourists; adding, rearranging and strengthening the patterns that work for the other types of the visitors; or changing relationships between the patterns to make them for multi-groups of visitors. It needs a more mixed pattern combination.

The ways to weakening the patterns are:

1.Eliminating the patterns;
2. Breaking the links of the elements in the patterns;
3.Introducing elements from other domain to the pattern.

The ways to promote the patterns are:
1. Adding the patterns;
2. Setting up the links and connecting them with other patterns to form a network;
3. Being the leading role in a group of patterns.

Out of the bubbles for more exploration

The external areas of the tourist bubbles are not the focusing area of the project. As side advice with breaking the bubbles, the Attract-Distract strategy is applied. It aims at a quick spread among different main attractions in the city by public transportation and branding, and a slow exploration network with the main attraction as a starting point with the green network and activities. The networks and the transition node from the network to the attractions are the strategic sites, and local activities should be put on the first place.

Encourage certain the behaviour type
Trigger the change on the change of behaviours

Tourists
Locals

Moving
Staying

Online survey   Mapping & Field work*

*Video watching

Stimulating internal fast crossing+planned visiting

Change!
Mix!
Eliminate!

Stimulating stays short and long+casual visiting/daily visiting

Add!
Mix!
Encourage!

Figure 193. The logic of the strategies

author
2020

Change the relationship between the locals & tourists & the touristic area

CHAPTER 6 DISCUSSIONS
BREAKING TOURIST BUBBLES TO THE GROUND, TO THE BIGGER WORLD AND TO THE FUTURE

6.1 A STEP TO THE REALITY

Fit in the changing system: stakeholders, management and cooperation

How can the pattern system help different departments to cooperate/take actions in the tourism field with the changing planning system?

The tourism planning/design: under a changing planning system with an unclear future

The planning system of China is under reformation. The governing departments are changing, and the process of land-development is adjusting to the planning system. Though the slogan of the reformation is "one master plan to do it all", in reality, it is very confusing how to organize all the department to discuss and cooperate through all the scales. To make a "one big master plan", it requires much more detailed discussions and negotiations between different stakeholders than before when those kinds of discussions could take place with different master plans from different departments.

It is a tricky time now. The future of the reformation is still unclear. This unstable condition calls for a more flexible system that can give help to different negotiation and action procedures, especially to tourism, a domain related to many departments and authorities. If the reform works, the system should work for the cooperation from conceptual discussions to action plans, and even to daily maintenances. If the reform does not work out, which means different departments will still work on plannings from city-scale to neighbourhood actions, the system needs to tell where in the tourism domain should different departments pay attention to, and who else they need to deal with.

Can patterns help?

The pattern system can be that flexible platform. The patterns tell the links behind different public spaces in the tourism area, and it reveals the relationships between

the natural areas.

In the space-oriented way of planning that the reform promotes, people can use the pattern system like this:
1. Choose the specific space, figure out the pattern related;
2. follow the linkages and see what and whom are around it;
3. invite all the related stakeholders to join the discussion.

The framework helps to structure a wholesome picture from the beginning, which fits the purpose of the reformation.

On the other hand, at the same time, it is also workable for any department if they want to work out the strategies alone(if the planning system goes back to the old procedure). It is easy for whichever stakeholder or department to get a good picture of who is related to the spaces that they are interested in designing. In this situation, the working steps are:

1. Choose the domain(the colour);
2. find all related patterns in the domain(the patterns in the same base colours);
3. know where the position should the department be in the complicate system, work out the strategies with a more wholesome view.

Do individuals as stakeholders benefit from the patterns?

The patterns in tourism help the individuals, which include the owners of the small shops, residents, and visitors to know the complexity of their benefits, which are covered by the old planning procedures.

The individuals, in the Chinese planning procedures, are always the group with little power comparing to the government and the commercials. They were the passive groups in the old planning system, and their position might not change much even with the reformation. They are the people interviewed by the planning institutes. They are the people accepting the compensate money from the developers. Moreover,
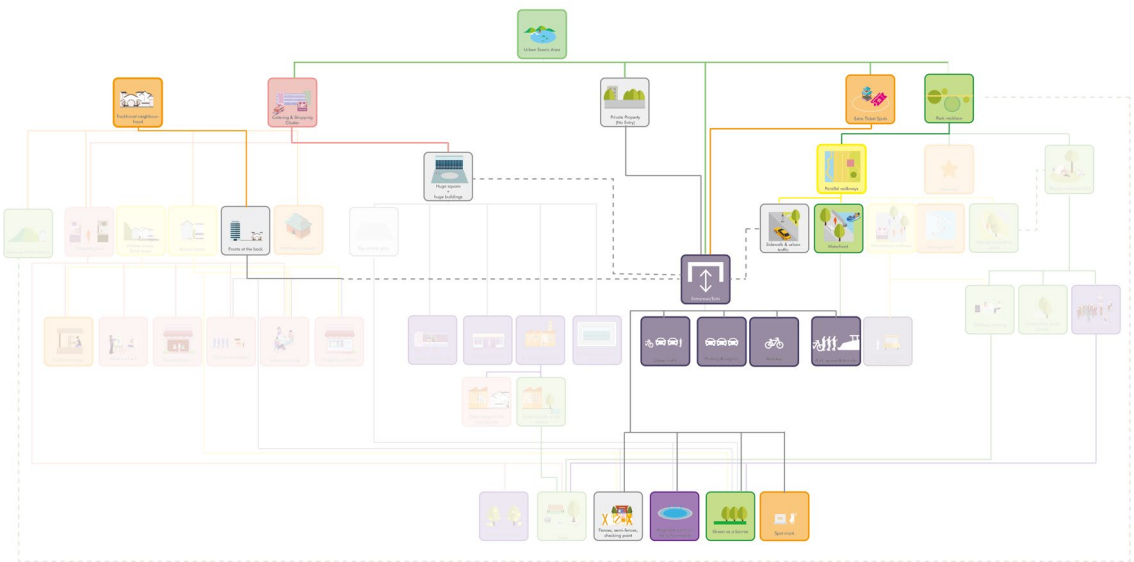
Figure 194. The patterns related with the starting point of Entrance/Exits

author
2020
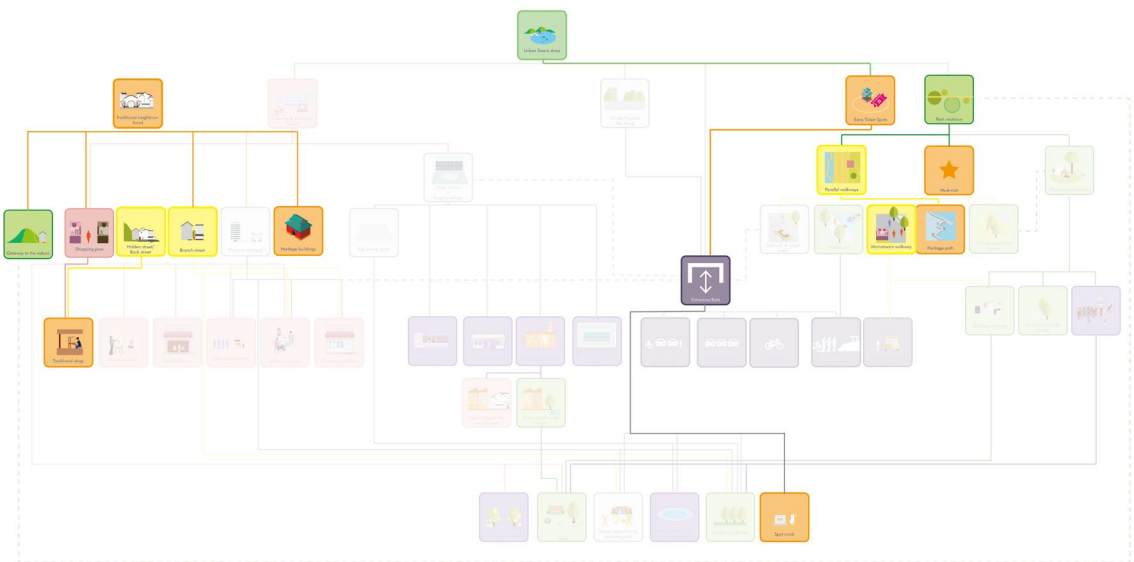
Figure 195. The patterns related with Heritage domain

author
2020

they are the people who can only give opinions when the planning is in the stage for advice collecting. With professional drawings, they are unclear about what is going to change in their life.

The patterns can give individuals a simple way to know what might influence their daily life and how the influence might come. This understanding can help them transform themselves into an active role in the planning and public space development, that they know what might be a threat and what will be a benefit with the big picture.

Possible role of this project in the practice

The project aims to reveal the complexity behind the tourism bubbles in the spatial domain. It is not an action plan for the Hangzhou government to carry on directly, but it is a good discussion platform for different groups to start the conversation.

6.2 A STEP TO THE BIGGER WORLD

Fit in other places: the transferability

How can we use the project to break the other tourist bubbles in Hangzhou, in other Chinese cities, and around the world?

The project concludes the strategies to break the tourist bubbles with patterns based on the analysis in behaviours of different visitors. Other cases can use three different levels: the strategies(direct product), the patterns(the system to generate the strategy), and the methodology.

Before using the project, it needs to check how much the bubbles/city in the other projects are dealing with fit the studied bubbles/city in this project. Two questions can guide the people who are willing to use the project:

1. How similar are the scale and spatial composition?

2. How similar is the social and cultural context?

Use the strategies

If both the answers are "very similar", the strategies in the project can be directly taken as a reference to the other bubbles.

The strategies are in two big groups: IN(and on the edge of)and OUT of the tourist bubbles. For the IN part, it needs to select what type of bubble it is: the urban scenic area, traditional neighbourhood, and museum clusters(culture-building clusters) or others. For the OUT part, it is easy to deliver it in other cities with the same problem.

Use the patterns

If the answers for the second question is "very similar", while for the first one is "not similar", the patterns concluded in the project are still useful separately.

The reason behind the links of the patterns is the same, which means the framework is still useful. Based on the framework, it is not difficult to draft a new spatial pattern maps(like the ones on page 93, 117, and 133) and start the development of the strategies based on them. Check the index of the Summary of Patterns(page 139) and Index of Patterns in Appendix 1(page 240) to select the related ones for other projects.

Use the behaviour-space analysis methodology

If the answer to the second question is "not similar ", it is risky to use either the strategies or the patterns without careful examines.

A different social or cultural context means local people have different behaviour habits in using the spaces, which is the base for the project. The change of this can lead to a very different outcome. For example, the Stage for Locals, in the Chinese context, is prevalent for older adults in small groups, and it is related to pavilions facing green. However, in the western context, it may link to the corner of the street and young artists. In this situation, it needs to start from the behaviour-spatial part to examine or even reset the patterns.

6.3 A STEP BACKWARD: MAY IT CAUSE LARGER PROBLEMS?

May it cause larger problems?

It sounds beneficial to break a tourist bubble and create a shared place for both tourists and locals. However, does it mean that all cities need to break every tourist bubble? Will breaking the tourist bubble be a starting point for larger problems?

Separation hides the conflicts, integration uncovers them

Breaking a tourist bubble can be risky and sometimes unnecessary. Though locals have the right to use the space, and it will be ideal and pleasant for them to enjoy the currently over-tourism area, it is only a small part of their city life if those tourists bubbles do not overlap with their daily life.

For example, it is okay for a local being disturbed by locals and not visiting the landmark museum area if they are not addicted to culture and history. However, it is not acceptable for them to find the tourists occupy their new-designed daily spaces next to the museums. The conflicts are natural to exposed when the locals are back to those tourist bubbles. Those are the unavoidable process for creating a new balance between the locals and tourists.

Timeline & Action Plan needs discussions with the local community with the status

The timing, locations for the new designs, the process of transformation, and a smart action plan are essential to ease the possible tension in the transforming. The risk will be reduced to start non-spatial elements and small scale elements, and gradually have changes in physical features and larger scales patterns. Generally, it can begin with Shared Theme Activities(and the activity group), The Must-Visit Heritage Network, and the patterns in Scale 4(building scale) and Scale 5 (constructions and small elements).

Not all bubbles need transformation

Not all the tourist bubbles need to be broken at once. More elements need to take into consideration in reality, which includes the economic landscape of the area and the role the bubble play in the surrounding area.

The needs for transformation varies a lot from an outlets factory in the suburban area to a piece of nature in the city centre. It is also important to mark that not all kinds of tourists are willing to see and explore more about the area, for this reason, the resorts area as tourist bubbles in areas rely on tourism incomes need to be dealt very carefully. Time can be added as another dimension to solve the problem: it is better to create local uses of the spaces in the time in the day of the year when there are little tourists around than simply using spaces as the only tool.

A larger tourist bubble? Explorable city but not a touristic city

A dilemma of spreading tourist strategies in many touristic cities is: How can it avoid creating a giant tourist bubble while breaking the current ones?

For the new attractions as destinations to absorb the tourists, the key does not lie in the spatial domain. It lies in the residents' life and economy landscape in the area. It is crucial to keep the residents the leading customer group and event participation when creating new attractions. If the places are with a proper percentage of residents and the sites are shaped for locals, it is not easy for the tourists to occupy the area.

The policy makes a difference. Regulations in commercial attributes, house renting price and Airbnb tax are necessary if the residential areas show the sign in being the pure supportive area for tourism.

The risky areas are those places with no residents and using tourism as the engine to redevelop, for example, the abandoned factories. In this situation, a mix of development can be settled top-down from the city planners to avoid the tourist bubble.

6.4 A STEP FORWARD: FURTHER RESEARCHES

There are three main directions for further researches with the project. There are all linked with the methodology of the project: the Patterns with Tourist Bubbles.

Computer modelling with patterns

The pattern language and the people's behaviour suggest a possibility in computer modelling and analysis for further analysis and evaluation of the spaces.

Coding and computer programming can bring patterns to further uses in real decision making and design testing. The patterns, which try to discover the rules between the behaviours and spatial arrangement, have the potentials in setting them into models in the computer. The behaviours of people triggered by these places can be programmed to test the effect of different designs on visitor behaviours. It can generate more specific designing guidelines, for example, best location selections(for example, where are the best location for adding bike parking lots, a ferry station and small squares).

More patterns & better systems

Another possible research is to discover more patterns to enrich the system. As the limitation of time and view, it is tough to conclude all the spatial patterns related to the tourist bubbles. There are more types of tourist area which are not covered by this project but are still representative, for example, the resorts, the shopping street, the campuses, and ancient mountains/ lakes in the suburban areas.

The system needs to be sharpened and be more logical. The current pattern system is just a trail. Many links and relationships among the patterns need further tests and adjustments with the voices from the practice field.

Besides the system, each small pattern mentioned in the project deserves a more insightful look. It is valuable for this project and other urban tourism which tackle spatial aspects.

Other contexts

It is valuable to do the same work in different backgrounds. For example, it is helpful for students and researchers who in the urbanism/tourism domain to do the work in Amsterdam, New York, Queen Town, Bangkok, and all the other places with tourist bubble problems. More discoveries are on the way by the compares and comparisons with the same methodology and the same set of patterns. Academically, it offers a better understanding of visitors' behaviours in different culture's destinations, which can lead to culture-related researches. Practically, it offers a solid base for local tourist agencies and global tourism groups to develop more localisation strategies.

The collection of the work across the context brings people from destinations across the world on the same table of conversation and learn from each other's experiences both in the academic field and practical field.

THE NEW CHALLENGES AND NEW CHANCES

"Tourist bubbles" and the world after COVID-19

De-globalisation, localisation, and robustness: it is a high time to break the tourist bubbles

It has been a special time recently. Covid-19 forces people to re-examine human society and re-understand the cities--the important nodes of human societies. Globalisation, the masterpiece of human cooperation and exchanging systems in the modern age, has become the very media for spreading the virus, and it may be eventually destroyed by the virus. Border control, flight cuts, and visa austerity, the virus forces the world to group people with nationalities and territories. Start from the virus, different countries start to blame each other, and tensions are set over the whole globe. Globalisation is under threat. Tourism is under threat. Tourist bubbles are in the strategic time.

Tourism has benefited greatly from globalisation. It has been growing and glowing with the trend. The past 20 years of the rapid development of the tourism industry in the world is also the 20 years that the world has accelerated its connection in material and information. The cheap flight ticket, online booking, and easy visas give the industry a great chance to develop. The tourist area is the most "denationalised" and shared urban area for the non-locals from all over the world. The residents who make the living around the touristic area may highly rely on the large number of people who only quickly glance at the place, but not on the people who live here and develop daily uses and emotions for the land itself.

However, Covid-19 put the tourism industry in an extreme situation. Tourist areas are in sharp contrast to the common days even in the period when the lockdown measures were not strict. Examples are easy to be found in every city which has a page in the tourist handbook Lonely Planet. The streets of Venice are empty. The souvenir shops in Hangzhou have no customers and one the edge of bankrupt. The liveliest streets before become the quietest ones. The obstruction of the tourists has led to the vacancy of these areas, which proves that those local enclaves to some extend are occupied by the outsiders. And though local people are allowed to go out of the home, they have little interest in those tourist bubbles which have been shaped for the out visitors.

The economy of the tourism industry has been hit hard. Take Hangzhou as an example, the number of the visitors in the first quarter of 2020 to the West Lake has been decreased by more than 60% than that in 2019(The West Lake Finance Bureau, 2020). The visitor number of San Tan Yin Yue (The island in the lake which needs an extra ticket to visit, a tourist-oriented area) is only 1/8 of that of the previous year (The West Lake Finance Bureau, 2020). The city's hotels and catering industry meet 35.5% of decreasing in the quarter's GDP (Hangzhou government, 2020), which is the first decrease in the recent 10 years.

Both the images and the data give a warning to the tourism: Too much reliance has been put on the external visitors and global economy. And it is a time to re-think and re-position tourism in the global-local axis, both in the physical domain (the tourist areas) and the economy domain (the market and customer groups). Before the COVID-19, the discussions on this topic are mainly into the culture and resident rights, which interests little to the tourism agency and other profit-making groups in the industry.

Now, the virus adds more motivations and bring more stakeholders to the shifts. It is a very rare opportunity to re-plan and redesign the relationship of tourism in the city because people are in the same line. Robustness, rather than quick profits could be the new keyword. It is a chance to change the percentage of the global economy and the local economy in the tourist-oriented neighborhood. Some commercial areas, which only targeted at tourists before, now have to reintroduce the residents to the place to survive. The cost to do so is not high either, for many shops are right in the need for new possibilities. Not only the market but also the government are releasing policy and planning to the shift. Many countries are changing the

Image 97. The Hefang Traditional Neighbourhood in the Spring Festival of 2020 under covid-19

Fengshang tourism, 2020
https://www.bilibili.com/video/BV1i7411r7GG/

Image 98. The Hefang Traditional Neighbourhood in the Spring Festival of 2019

Wogui Pangmao, 2019
https://www.bilibili.com/video/BV1Tb411S7yu/

recreational industry plans to local visitors. They first considered the use of these urban areas for residents. And gradually expand to visitors in cities, larger regions, and then inside the country (OECD, 2020). The public, at the same time, plans more short distance traveling or even stay home for the coming vacation.

Tourism in the future still as the bond for the social-cultural understanding of the world

But tourism should still promote globalisation. More specifically, it is the platform for a better social-cultural understanding among the different parts of the world. The pandemic reveals a bad hint in the world going to separation based on cultural differences and nationalities. With the COVID-19, a series of conflicts start to show the signs. Tensions are set between countries. The politicians stop using soft methods in external affairs, instead, they use extreme words to blame each other, regardless of the influences to the public. The cases can be seen in China vs India, the US vs China, the US vs EU, and also in North and South Korea. The public is trapped in the words and actions from political views and big media. Individuals are also under threats in the foreign countries for the differences of traditions, a simple example will be the use of masks.

Tourism, though it is a nice time to go to localisation, has tasks to still stand in the line of global cooperation. With culture, education, social care and sports, it can be a strong force from the public side to confront politics and conflicts.

Tourist concentrated areas should still be the node for the external world to know the city. Tourism is still a nice window and bond for people all around the world to understand and accept each other. It allows the individuals to see, feel, and step into the other cultures, which gives them the first-hand impression of the people from the other part of the world. This personal experience can be strong for individuals to be more open. It could spread via social media by individuals. They are the tips in traveling websites; they are famous trip guidebooks; from the beautiful pictures on Instagram to the conversations between the friends about the trips, memory of them in other countries may one day be the reason for them to ease the conflicts and stand for peaceful cooperation.

REFLECTIONS

The project studies the issue of a special land which generated from the tourism industry during the fast-urbanisation in China---the tourist bubble (the enclave that occupied by the tourists in the city). It analyses 1) the behaviours of tourists and locals in and out of the tourist bubbles; 2) the spatial combination and arrangement under the touristic management; 3) the relationship between the people's behaviour and the spaces. Based on those, the project works out the ways to break the bubbles with general strategies and designs for the specific nodes.

Relationships of the project and the Planning Complex City, Urbanism track, and the world

The focus on the complexity of the people links the project to the Urbanism disciplines and Planning Complex Cities, the graduate studio dealing with complex issues where chaos and conflicts appears between different groups of people under governing and management. Different ways of looking at the people trigger different urban spaces and structures. The existence of tourist enclaves or tourist bubbles in cities reflects is one of those issue—a segregation of groups of people in spaces under the logic for the efficiency on tourism industry. Many researches discuss about this topic in mapping out the tourists, revealing the bad behaviours from the tourists, arguing the economy and social effects of the tourists to the surrounding residents, and directly giving strategies on a management level.

This project, however, starts from taking a step back to re-understand the two groups of people around the existing tourist bubbles. Is it most reasonable to simply categorize the people who use this area as locals and tourists? How exactly do people use those touristic urban areas? By watching the videos uploaded by individuals on the internet and the on-line survey with the tourists and the locals, it shows that tourists and locals share many behaviour types in the touristic area. The spaces that the current tourist bubble repeats showing the logic

of organising mainly one types of the visitors. The understanding of the space uses the systematic thinking from A Pattern Language (Christopher Alexander, 1977) as the reference. The book abstracts the spatial patterns across scales, revealing problems and strategies with the system where spatial elements of different scales can interact with each other.

The project enriches the researches on the topic on urban tourism's spatial forms by offering studies of the Chinese tourist bubbles in Hangzhou. It reveals the spatial-behaviour patterns in and out of the tourist bubbles under the city management with Chinese planning and governing system: those urban touristic area are open to the city while in the planning systems they are categorised in tourism land-use or other special lands that put tourism on a high priority (scenic area). For the societal value, the project records the spatial patterns around the touristic areas in Hangzhou from the view of people behaviours, figuring out the spatial reasons behind the segregation and offers strategy in pushing those areas back to the city's life.

Relationships between research and design

The design and research form an endless loop in this project. The project tries to provide a systematic perspective to reorganise the people in the urban tourism-related space with design.

Researches offer the base to the design. The main researches the project carries are the online-survey to the visitors and a detailed spatial analysis of the specific sites. By examining the existing environment and doing surveys with the visitors, a better understanding on "why" those spaces exist are formed in my mind. The researches offer a path from spaces to the re-establish the relationships among people, which leads the strategy for the further design.

Design is a tool to test whether the ideas from the researches make sense in the real spaces. At the same time, while doing design, more ideas are generated to enrich the analysis part. Many strategies

are refined and developed after the first-round of the design. Systematisation is another goal of the project that approaching from both the research and the design side.

Limitations: the cancelled fieldwork and quickness in setting patterns

The project has many limitations for it is only a one-year individual research.

Quick adjustments on methods have been set throughout the whole process of the project. The old methodology schedules a field work to Hangzhou with interviews with random people on the site in February. Because of the outbreak of covid-19, the trip is cancelled. An online-survey is the quick make up for the sudden cancel of the field visit. The questions in the survey are designed in a very short time for spreading it out in the spring festival vacations, thus the questionnaire is chaotic and time-consuming for people to fill, which leads to some invalid answers. The representative of the survey is not good enough though more than 300 cases have been collected. Quality data rather than quantitative data is put into use from the survey in the end. In the previous plan, an interview to a tour guide can represent a regular and stable behaviour pattern of the mass tourists, while from the individual on-line survey, each person's route and behaviour can only represent themselves. The same logic applies to the pity of lacking interviews from the management people on the site, who witness the space every day.

The interviews with different government departments are cancelled as well. It leads to a turning in the outcome of the project, from management oriented to spatial-design oriented. The absence of the stakeholders holds the project in an abstract level, where there are still many big gaps from this project to an on-the-ground project. The very key step to push the project further can be a small round-table discussion on the strategies and designs with stakeholders from different departments, commercial groups and

individuals.

The understanding on the spatial environment is based on second hand materials. After cancelling the fieldwork, I tried to use Baidu Street view and Google Earth to understand the areas. However, most places in the project are pedestrians only, which is a blank zone for the street view which rely on automobiles and the trees block the view from above. While, the difference between the peak hours and the common days are hard to be captured in that way. To handle this situation, I collected hundreds of videos from the internet filmed by the locals and the tourists in the recent 5 years, as well as watching the documentary movies about the city. Those videos show many different personal perspectives. Following their route, the spaces can be set up in my mind. But it depends highly on where those people have been to---the heated touristic areas have more films while the ugly corner have a little.

The structure of the spatial patterns now relies on my own understanding and analysis from the online survey and the spatial management. There is huge space for the pattern system to be re-organised and refined. It is not abstract and systematic enough. A confusion in putting scales in the consideration results in a chaos in explanation and strategies. The patterns are crossed scales, and in explaining it, many lower scale elements are explained in the upper scale's chapter. It is unknow whether it is helpful for a cross discipline's work in the real world, as the lack of feedback from the world. More voices from the stakeholders are needed for the system.

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APPENDIX 1
THE INDEX OF THE PATTERNS

G01
Scale 1
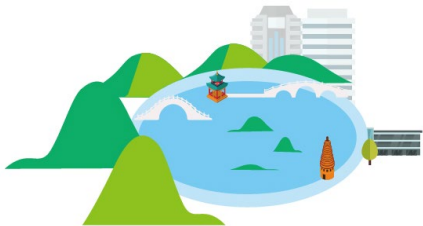
Urban Scenic Area

Description
Historical cultural landscape in urban area.
Heritage x Green x Commercial area.

Causing problems in
The city
Occupied by the tourists during peak time or even common days
Congestions and traffic pressure on the edge
Giving solutions to
-
Stakeholders
Scenic Area Commision,
Green and Heritage Department,
Natural Resource Department,
World Heritage, Tourism and Culture Department,Commerical areas next to it
Residents in and around

G03
Scale 2

Park necklace

Description
A series of attached parks linked with paths

Causing problems in
-

Giving solutions to
Spreading tourists out to some of the parks

Stakeholders
Green and Heritage Department

G02
Scale 1

The green network
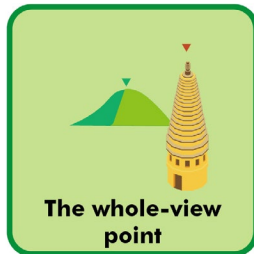
Description
Green network of cycle paths, pedestrain path and hiking routes, together with squares and parks
Causing problems in
-

Giving solutions to
Spreading the tourists out of the bubbles

Stakeholders
Green and Heritage Department
Transportation Department

G04
Scale 3
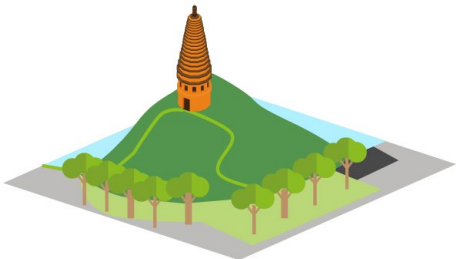
The whole-view point

Description
A path to the top of the hill where there is a bird-view point to see the overall scenery
Causing problems in
-

Giving solutions to
Be an optional path for visitors to ease the pressure on the Parallel Paths
As a distraction for the visitors to get away from the pressure area
Stakeholders
Green and Heritage Department
Management office of the certain park
People live

G05
Scale 3

Playground/-free-field

Description

Green open field for people to relax on, lawn under woods without the fences, free to camping and hold small events, many activities happen here

Causing problems in

-

Giving solutions to

Open up the Green as Barrier patterns

Stakeholders

Management Office of the certain park,
Green and Heritage Department
Maintenance group
Ecology groups

G07
Scale 3

Waterfront

Description

Walk-able edge attached to the water, many different forms, linked with ferry and harbours, always with benches along

Problems

Occupied by tourists, congestions at harbour and ferry area

Potentials

Possible for multiple activities for locals and tourists

Stakeholders

Water bureau
Green and Heritage Department
Harbour and boat renting company
Commercials
Ecology groups

G06
Scale 3

Wandering path in green

Description

A wandering and continuous path in the green and under the woods, link different Play Grounds, with benches or sittabe fences

Problems

Detours

Giving solutions to

Distract people from the main path
Releasing the pressure of Parallel Paths

Stakeholders

Green and Heritage Department
Owners of the Isolated Retails
Ecology groups

G08
Scale 4

Gateway to the nature

Description

The starting point of the hiking paths to the big nature(mountains, forestry park, river, canals...)

Problems
Too hidden

Giving solutions to

Building up the Green Network
Setting up the explorable network
Spreading the tourists to the nature area

Stakeholders

Nature Resource Department
Residents close by
Ecology groups

G09
Scale 4

Outdoor catering

Description

Out door cafe, out door fast food...with seats for people to stay

Problems

Potential of pollutions
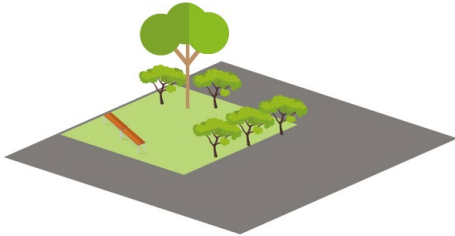
Potentials

Link the Semi-public Gardens and the Play Ground
Extend the staying time for the visitors
Generate profits and add lively atmosphere

Stakeholders

Shop owners
Ecology groups
Management Office of the park/scenic area

G11
Scale 5

Unattached small spaces

Description

Small green area but without any links to other places

Problems

Hard to use, not easy to be found

Potentials

Be a node in the Green Network together with the Wandering Path in the Green
Places for Events and other activites

Stakeholders

Ecology groups
Management Office of the park/scenic area
Green and Heritage Department

G10
Scale 4

Semi-public gardens
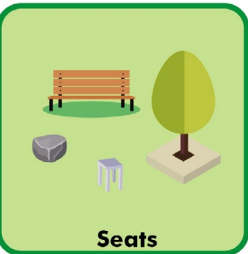
Description

Gardens with fences or in front of the private property but still open to the public

Problems

Hidden
Hard to judge whether it is open for the public from outside

Potentials

Be the link of the Hidden Heritage and the paths
Encourage the long time staying

Stakeholders

Owners behind the garden(always are catering place/heritages)

G12
Scale 5
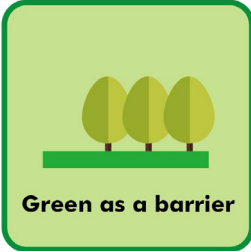
Seats

Description

Multiple constructions to sit onto

Problems

The amount is not enough

Potentials

Be the node to change the circulation where in need of Seats

Stakeholders

City Maintenance Group

G13
Scale 5

Green as a barrier

Description
Green used as visual blocks or circulation blocks to form circulation

Problems
Hiding the possibility for different green areas
Blocking and covering the problems behind it(Branch Street)

Potentials
Possible to adding Wandering Paths and Playfield if the barrier is the dense woods

Stakeholders
Green and Heritage Department
City Maintenance office if it is small blocks as the Axo show

G14
Scale 5

Open facade to the nature

Description
The facade of the tourist building facing the big green area(lake, lawns, river, canals...)

Problems

Potentials
Places for Outdoor Catering, Semi-Public Gardens, and attach the building to the Wandering Paths and the Green network

Stakeholders
Owners of the building(always)

C01
Scale 2
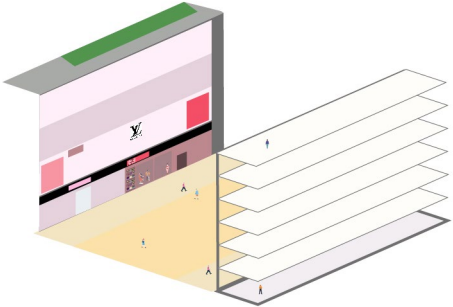
Catering & Shopping Cluster
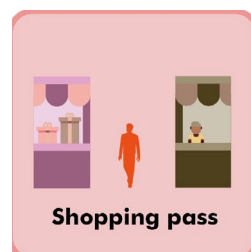
Description
Big shopping mall/commercial complex

Causing problems in
Encourage too much the flowing behaviour though it is for locals
Only enjoyable indoor

Potentials
Big areas in between the buildings to design
Profit generating

Stakeholders
Commercial developers
Shop owners

C02
Scale 3
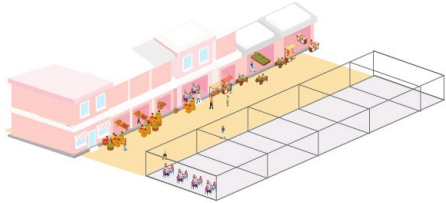
Shopping pass

Description
A pedestrian street with shops on both side, in tourist area, always occupied by shops only target at tourists

Problems
In the bad feedback loop of only serving for quick flows and tourists

Potentials
A Parallel Route to release the pressure
Good place for events and other activities

Stakeholders
Shop owners

C03
Scale 4

Isolated retails

Description
Isolated small shop in the middle of the park/scenic area, selling basic food and drinks and funny products like soap water for bubbles

Problems
Mainly targeting at the tourists

Potentials
Can form social bonds with locals
Location makes a difference

Stakeholders
Shop owners

C05
Scale 4

isolated restaurants
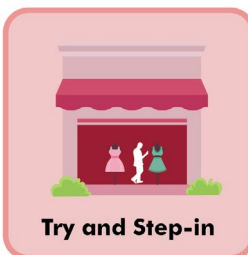
Description
Isolated restaurants with good views and quiet environment and private parking and auto lanes linking it with the city,
Always historical restaurants that locate at the site for long

Problems
May have Green as Barriers surround but not needed

Potentials
The auto lanes can be convenient to introduce another parking area as entering point for common visitors coming by cars

Stakeholders

Restaurant owners

C04
Scale 4

Try and Step-in

Description
The shop with open facade and encourage people to flow in and quickly shop or leave

Problems
Mainly targeting at the tourists
Contributing to the patten of Shopping Pass

Potentials

Stakeholders
Shop owners
The commercial street

C06
Scale 4

Shopping windows

Description
Shops with close facade but have display windows

Causing problems in
A not lively shopping atmosphere, easy to be ignored

Giving solutions to
Encourage staying, good to combine with other patterns of commercials

Stakeholders

Shop owners
The commercial street

C07
Scale 4

Show and sell

Description
Small shops with handicraft people; people can watch the process of making the product

Problems
Occupying more space than the constructed building/pavilions, blocking the way and reducing the dynamic moving/staying possibility of the street;
Not interesting for repetitive visits

Potentials
Good atmosphere, encourage small staying
Many opportunities with the Seats and other small nodes

Stakeholders
The handicraft people,
Green and Heritage Department
The commercial street

017
Scale 4

Open edge to the commercials
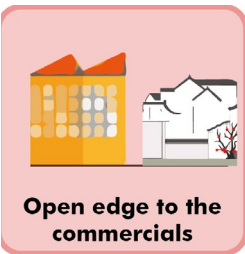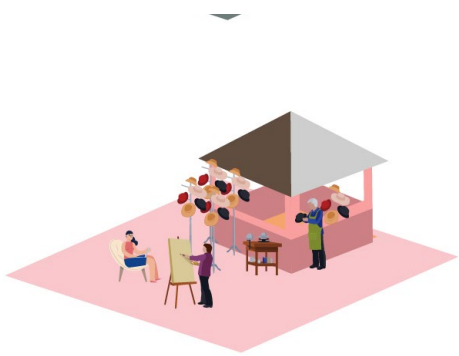
Description
The facade of the cultural building/tourist building facing the commercial street

Problems

Potentials

Good linking place for activities such as Open markets

Stakeholders
The owner of the building
The commercial street

C08
Scale 4

Take away window

Description
Take away food or drinks, it is a small window but influence people behaviours a lot by queueing

Causing problems in
The queue may block the path

Giving solutions to

Good atmosphere
Many opportunities with the Seats and other small nodes for people's stay with digital queue nowadays

Stakeholders
The shop owners
The commercial street

H01
Scale 1

The network of Must-visits
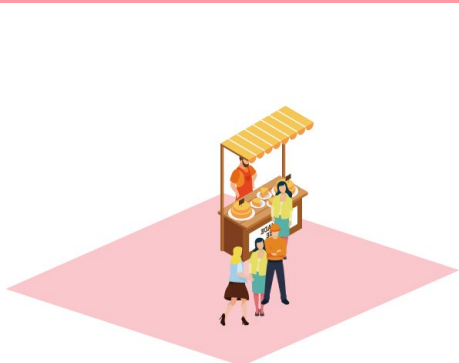
Description
A network to bond heritages together, physically and non physically

Problems

Current network only branding the staring heritages and encouraging the a on-the-run sightseeing

Potentials

Could be a link between Must-visits and Hidden Heritages

Stakeholders

Green and Heritage Department
Tourism and Culture Department
Heritage research groups
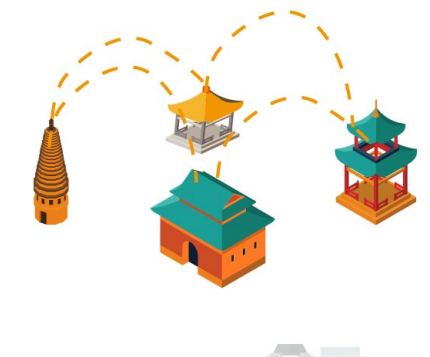
H02
Scale 2

Extra Ticket Spots

Description

Heritage areas with fences and need extra tickets to get in

Problems

It is a small tourist bubble
Tourists oriented purely
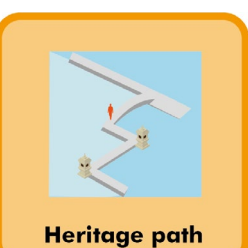
Potentials

As a Must-visit in the network to other heritages
Areas around it can be add more functions
The gardens can be changed into Semi-Public Gardens to have more daily visits

Stakeholders

Green and Heritage Department
The Management Office of the place

H04
Scale 3

Heritage path

Description

Paths, routes and bridges which are heritages themselves
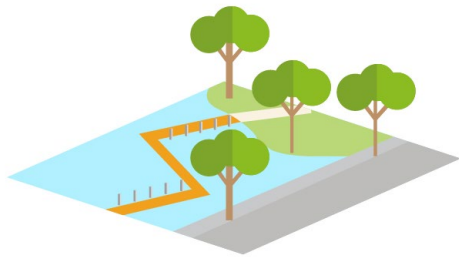
Problems

Always being the bottle neck in the Parallel Routes,
too many people concentrated on the paths,
people stay in the path to take photos and block the paths

Potentials

Stakeholders

Green and Heritage Department

H03
Scale 2

Traditional neighbourhood

Description

Historical neighbourhood which are persevered and are always transformed into commercial streets for tourist needs

Problems

Tourists oriented purely
The locals have bad experience and simply give up using the place

Potentials

The Hidden Heritages and Green Networks are not into considerations yet

Stakeholders

Green and Heritage Department
The management office of the neighbourhood
Shop owners
Residents and working people nearby

H05
Scale 4

Must-visit

Description
The famous spots(always the heritage)

Problems
causing a small congestion of tourists

Giving solutions to
It is a good place to start the distracting strategy
Good point of reminding visitors the existence of the Hidden Heritages

Stakeholders

Green and Heritage Department

H06
Scale 4

Heritages gate/Hidden heritage

Description

Non-famous heritages, the ones not aim at tourism

Problems

Too hidden, lack of links to the heritage

Potentials

As a small attraction in the Heritage Network
Spots to spread the tourists to
Areas around it can be add more functions
Nice place to have Education Courses and local uses with Seats and Playgrounds and Outdoor Catering

Stakeholders

Green and Heritage Department
The Management Office of the place

H08
Scale 5

XXX

Spot mark

Description

A mark to introduce the heritage. People always take photos with it to prove that they have been to the place

Problems

Causing a segment, tourists taking photos and blocking the heritage, bad visiting experience

Potentials

It can be separated from the real heritage, and be put at a good photo taking view, which separate the sightseeing tourists from the cultural tourists

Stakeholders

Green and Heritage Department

H07
Scale 4

Traditional shop

Description

Historical shops, the owner of the shops are always the people with non-physical heritage skills

Problems

Hidden and hard to get to

Potentials

It serves for the locals, and can be further developed with Education Courses;
It interests the tourists and can be further developed with Activity Tours.

Stakeholders

Green and Heritage Department
The shop owners

T01
Scale 1

Public transportation network
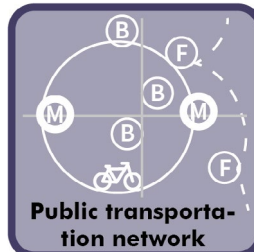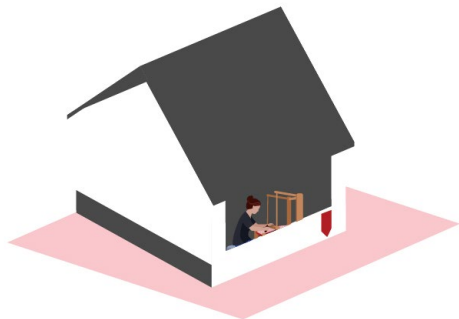
Description

The public transportation network with bus system, metro system and ferry system

Problems

-

Potentials

The important physical system to spread the tourists from the current tourist bubbles;
Adding a line/ a stop will be helpful

Stakeholders

City government
The Transportation Department

T02
Scale 3

Entrances/Exits
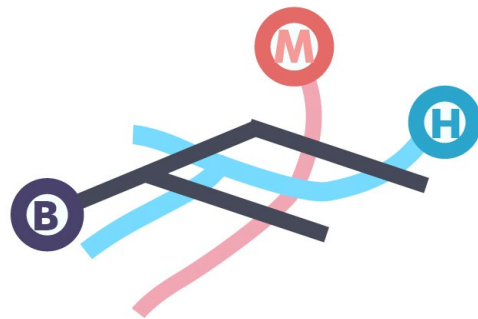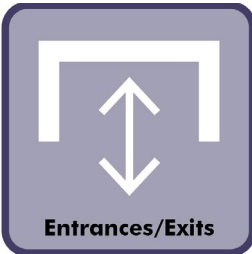
Description
The entering point of the tourist bubbles from the city; places between the transportation station to the tourist area

Problems
It is a strong one-way edge that strengthened by the mo-bikes and the public transportation;
Not inviting for people to go to the other side of the edge;
Not enjoyable, only encourage people to quickly flow to the tourist area

Potentials
Concentration of people flows

Stakeholders
Tourism and Culture Department
Transportation Department

T04
Scale 4

Parking & Logistic

Description
Parking lots for cars

Problems
Boring and not sacrifice the green
The amount of the parking is not enough

Potentials
It is a special entrance for mainly the locals with cars and people who prefer a long staying in the area

Stakeholders
Transportation Department
Green and Heritage Department
The Management office of the place

T03
Scale 4

Wait, queue,& transfer

Description
The transferring place between the transportation; Public transportation stops

Problems
Boring
too crowded
Lack of rest area

Potentials
All type of visitors gather here

Stakeholders
Transportation Department
The company running the buses, metros, and the ferries

033
Scale 4

Tour bus/hop-on, hop-off bus

Description
The sightseeing small bus in the big natural area as tourist place. Wave and it will stop for you.

Problems
It shares the lane with pedestrians. The lane can be very crowded during peak time.

Potentials
Help people discover some Hidden Heritages if the route is re-organised

Stakeholders
The company running the buses,
Urban Scenic Area Commission/
Management office of the park

T06
Scale 5

Mobikes

Description

The mo-bikes accumulating at the entrance area of the tourist bubbles, where stops the bike entering in

Problems
Forming the edge
Blocking the way
Disturbing the spaces

Potentials

Proper mobike parking areas can guide people with bikes to another entering point
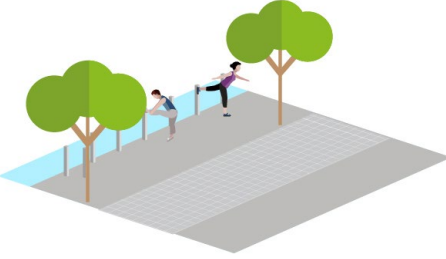
Stakeholders
Mo-bike company
City Maintenance group

C02
Scale 3

Mainstream walk-way

Description
The main route in the Parallel Routes; wide and paved routes for pedestrains, with Isolated Retails and Seats

Problems

Always fenced into more narrow paths to ensure the flowing of the people

Potentials

The area is big enough to put small squares and gathering places

Stakeholders

Management office of the park/
Urban Scenic Area Commision

C01
Scale 2

Parallel walkways

Description
Parallel routes with different features which lead people from the same one place to the other

Problems
Bottle necks are easy to form when the routes are less;
Lack of crossing routes for people to get out of the Parallel routes

Potentials

More routes can be discovered using the pattern,
Another dimension can be added, changing the parallel lines to a web of routes

Stakeholders

Green and Heritage Department

C03
Scale 3

**Hidden street/
Back street**

Description
The back street of the traditional neighbourhood, though there are shops, people hardly come thus it is only a path now

Problems
Too hidden
Lack of signs to guide people to come
Only for flows and indoor commercials

Potentials
There are Hidden Heritages
It is always close to the Gateway to the Nature

Stakeholders

The Management office of the place
Shop owners
Green and Heritage Department

C04
Scale 3

Branch street
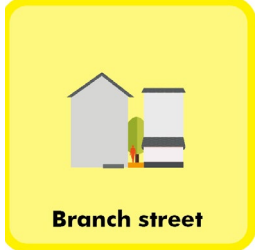
Description

The streets link the urban edge and the main street, or the ones link the main street and the back street

Problems

It does not function as a link
Uninviting and dim
It is a back area for the main street to have garbage bins
the Green as Barrier block them from the main views of the public

Potentials

Be the important links in forming the Green network of the neighbourhood;
Hidden Heritages are on the branch streets

Stakeholders

Shop owners
The Management Office of the place

C06
Scale 5

Detour to cross
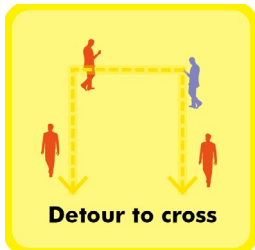
Description

A detour which might caused by underground pass, the dead ends of paths, or the paths which avoid crossing the private property

Problems

Disturbing for locals and wanderers

Potentials

Guide people to discover more if the detour route is good;
The underground pass can be combined with Commercial Clusters

Stakeholders

C05
Scale 5

Pass through
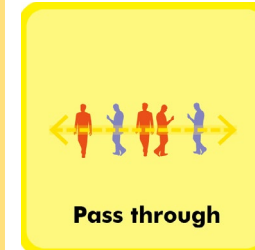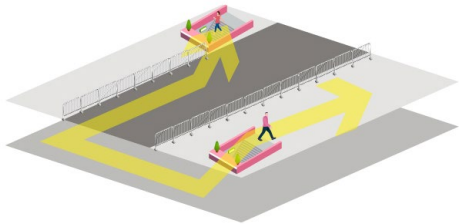
Description

A quick pass, direct pass

Problems

Potentials

Strong links

Stakeholders

C06
Scale 5

Fences, semi-fences, checking point
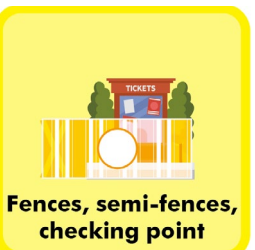
Description

Fences, walls, obstacles, checking points

Problems

Disturbing for locals and wanderers

Potentials

The fences/walls with plants can offer a back for some activities such as Social Stages, Outdoor Catering
Fences themselves can be designed to form gathering places and for daily activaities

Stakeholders

The owners of the property in the fences
The management office of the place

U01
Scale 3

Huge square + huge buildings
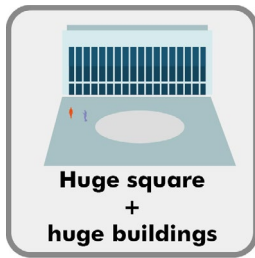
Description
A big square surrounded by big buildings(one/several in which are museums or other tourist attractions)
Problems
The combination helps little for locals to use the museum/tourist attracting building;
The building is distanced for people;
People have no idea what is going on inside the building
Looks very time consuming to pay a visit
Potentials
The square itself can be interesting for the locals to use
Mix function of other buildings give opportunities for locals to use the square
Stakeholders
Owners of the building, and other buildings around

U03
Scale 3

Sidewalk & urban traffic

Description
The sidewalk along the auto road

Problems
Occupied by bike parking, interrupted by urban traffic, always fenced up

Potentials

It is always the interface of the tourist area and the urban area

Stakeholders
Urban traffic, driving people
Transportation Department

U02
Scale 3

Big, empty, grey

Description
A big paved square

Problems
Empty and not enjoyable during day time for lack of shades

Potentials

Many activity possibilities during night time

Stakeholders

Owners of the building around

U04
Scale 3

Backs at the front
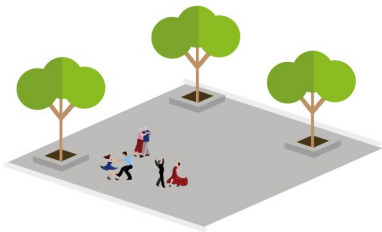
Description

The continuous facade of the traditional neighbourhood towards the city

Problems

Occupied by parkings, narrow sidewalk, uninviting

Potentials

It is always the interface of the tourist area and the urban area
It is the facade facing the residents

Stakeholders
The management office of the neighbourhood, shop owners
Residents around

U05
Scale 4
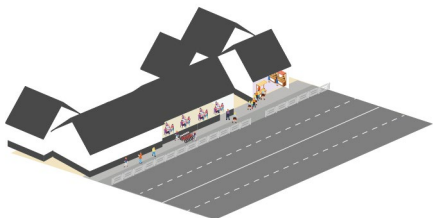
Private Property (No Entry)

Description
Fenced up private territories in the tourist area with no tourism function

Problems
Causing detours

Potentials
There are working people and residents start from the territory to use the tourist area

Stakeholders
The owner of the territory,
working people and residents there

A02
Scale -

Activity tour
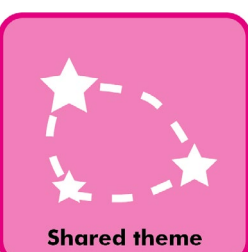
Description
A visiting to the factory or handicraft place and experience the producing procedure

Problems
-

Potentials
Could combine with the sale & outlets

Stakeholders
Tourism and Culture Department
Event hosts
Owner of the shops/factory

A01
Scale 1

Shared theme

Description
The activity network which links diverse activities, events, acts together with a shared theme

Problems
-

Potentials
It spreads tourists around
It interests people without changing too much of the physical environment

Stakeholders
Tourism and Culture Department
Event hosts
Owner of the places

A03
Scale -

Events

Description
A one-time event
Festival activities, live concerts, sport events...

Problems
Noises maybe, a short time congestion

Potentials
It interests people without changing too much of the physical environment
Helping people to discover more places in the city

Stakeholders
Tourism and Culture Department
Event hosts
Owner of the places

A04
Scale -

Education course

Description

The activity with the purpose of education, could be offer to students, professionals, kids or the common public;
Could be one lesson, or several times

Problems

-

Potentials

Longer stays
It offers a long-term repetitive visit with people and the place

Stakeholders

Tourism and Culture Department
Campus, schools, educational institutes
Research organisations
Owner of the places

A05
Scale -

Open markets

Description

Open market with temporary construction, people can sell their own stuff;
Could be one time event, or regular market

Problems

Blocking the place, occupy the public space

Potentials

It interests both groups
Lively atmosphere

Stakeholders

Tourism and Culture Department
Event hosts
Sellers and residents
City maintenance group

A06
Scale -

Exhibitions

Description

Exhibitions to display arts or other products;
Could be an one-time event, or a long-term exhibition

Problems

Distancing to the locals, always indoor

Potentials

Could combine with the outdoor place of the cultural buildings

Stakeholders

Tourism and Culture Department
Event hosts
City maintenance group

B01
Scale 4

Building as background
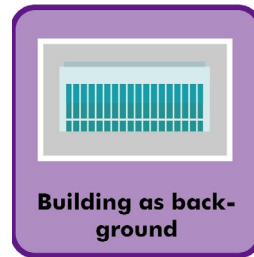
Description

Big buildings which most people only passing by or stay on the outside area of it

Problems

-

Potentials

-

Stakeholders

Owners of the building
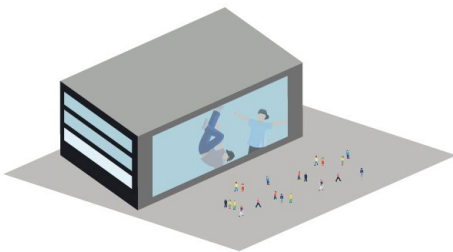
B02
Scale 4

Building as the core

Description

The building as a core of the block, always with fences all around for management purpose

Problems

Change the circulation of the place

Potentials

Building itself has a territory to be redesign, could easily combined with Semi-public Gardens

Stakeholders
Owners of the building
Residents live around

B04
Scale 5
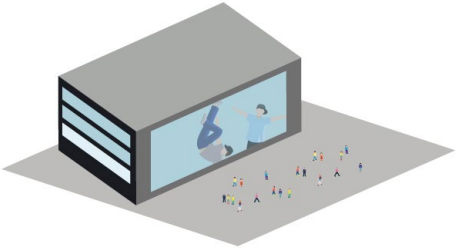
Screen and crowds

Description

The Building as Background with a huge screen on the facade, always be the commercial buildings

Problems
?

Potentials

People gathering around when there are live show or sport matches on the screen

Stakeholders
Owners of the building
the TV

B03
Scale 4

Stages for locals

Description

Small pavilions scattering around in the parks or tourist area, locals gather and sing/dance/play acts for fun; could last for day time; the people area always the elderlies

Problems

-

Potentials

It is a local-dominant pattern exists well in the current tourist bubbles

Stakeholders
Green and Heritage Department
Management office of the park/scenic area
Residents

B05
Scale 5

Inner courtyard

Description

The inner courtyard of the buildings under the management regulation of the buildings it belongs to

Problems

Hidden for people

Potentials

Places for outdoor activities attached to the building;
Possibility to have a separate management from the building

Stakeholders
The owner of the building

B06
Scale 4

Indoor catering

Description

The indoor restaurants

Problems

No contribution to the atmosphere for a commercial street

Potentials

The food encourages repeating visits of locals

Stakeholders

The owners of the restaurants

---

*U01
Scale 2

Residential communities

Description

Residential places, in Chinese context, always with fences around the community
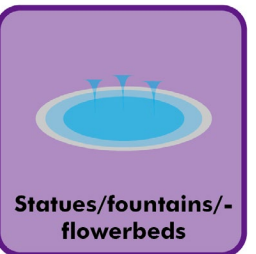
Needs

Daily routine supports
Green, public transportation, daily shopping area in a convenient combination

Potentials

Stakeholders

Residents
Developers

B06
Scale 5

Statues/fountains/-flowerbeds

Description

Constructions, fountains, flower beds, statues...

Problems

Sometimes not accessible and only as visual attraction

Potentials

A good landmark to gather people around, can be combined with all patterns in the Activities group(AXX group)

Stakeholders

Green and Heritage Department
City Maintenance group

---

*U02
Scale 2

School/Campus

Description

University places, in Chinese context, always with fences around the community, big area inside with all kinds of facilities and greenery for students

Needs

Quiet
Not too many tourists
It is needed to remark that many campus is facing the problem with tourists
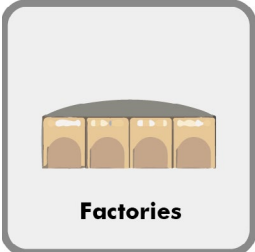
Potentials

Many heritages in, and could combined with Educational Courses

Stakeholders

Students, professors, working people in the campus
The university

*U03
Scale 2

Factories

Description
Factories, far away from the living area; the regenerated old factories become the new tourist attractions these years

Needs
Functioning, high efficiency(the still running ones)

Potentials
Old factory regeneration
Could combine with Activity Tour and sells

Stakeholders
Working people, the owner of the factory

*U04
Scale 3

Offices

Description
Office buildings, or office clusters

Needs
Quiet
Not too many tourists
Good public transportation

Potentials
Could combined with Events and Exhibitions, and Commercial group

Stakeholders
Working people there
The owner of the building

XXX
Scale X

Description

Causing problems in

Giving solutions to

Vistors

Stakeholders

XXX
Scale X

Description

Causing problems in

Giving solutions to

Vistors

Stakeholders

APPENDIX 2
THE INTERVIEW PLANS

The groups of people which are contributive for the thesis:
A.   Planning related
B.   Tourism related
C.   Locals

Maps of the tourist bubbles are prepared for understand the daily route for tourists and the locals.

A.   Planning related

A1: Master Planning Related

The government department which takes charge of the integrated planning
Y. Chen
From Tianjin Natural Resources Department

The planning institute which works out the city master planning
L. Lu
From Beijing Planning Institute

Questions:
1. How integrated planning is operating now?
2. What has been changed from the previous working procedure?
3. How different planning are integrated? Leading planning?
4. How can tourism planning be integrated into the city agenda from the systematic view?
5. How liveability now placed in the city planning and city design? Are there any research needs from the planning system views?
6. What are the stakeholders' operating mode now under the integrated planning?

A2: Tourism Planning Related

The tourism planning institutes which work out tourism planning

B. Wang
From Dadi Landscape Planning Institute of Peking University, they carried out the latest tourism planning of Hangzhou and the management plan of the Westlake

M. Yang
From Tongheng Planning Institute of Tsinghua University

D. Wu and Y. Zhuang
From Tsinghua University

Questions:
1. What is the current tourism planning focused on?
2. What has been changed since the integrated planning strategy was launched?
3. Is the liveability of the residents considered into the tourism planning? How? Is the way of consideration changing with the integrated planning?
4. What is the mode of dealing with the relationship of tourists and the locals? And what are the current problems in the practice?

B.   Tourism/tourist related

Due to the lack of time, the interviews focused on the experts and people whose jobs are related to tourism market and management, which offers a general idea of how tourist interreact with the different tourist bubbles.

B1: The Tourist agency in Hangzhou

Seeking the tourist agency now, better a guide

Questions:
1. How different kinds of tourist group (Big tourist group with a guide, one day trip, two-day trip, 3-day....) tour in the tourist bubble areas? What are the routes?
2. Where do they stop, where do they go quickly?
3. What are the tourist products you recommend tourists to consume?
4. How do they eat/ shop/ enjoy other amenities?
5. How many groups will you have per day/month/year?
6. When is the peak time during the day/month/year?

B2: People who work in the tourist areas (Tourist area managers)

Seeking the tourism managers /polices /safeguards in the tourist area, hopefully from all types of the tourist areas
If not, seek scholars who did the researches on the topic

Questions:
1. How do you manage the edge of the tourist area now? Why?
2. How does the edge evolve through the history, and the management behind it?
3. From your view and daily observation, what is the behaviour pattern of the tourists in daily mode/ peak season?
4. From your view and daily observation, where is the concentrate area and time of the tourists?
5. From your view and daily observation, what is the behaviour pattern of the locals in daily mode/ peak season?
6. From your view and daily observation, where is the concentrate area and time of the tourists?
7. What changes do you think will happen to those groups' behaviour pattern if the edge changes?
8. Are there any tension of tourists and the locals? What strategies do you have on tourists and locals? (Special events? Discounts?)

B3: Random tourists

Random interviews on the streets, try to find day-tripper from the city and the tourists from far away
Try to interview at least 10 people from different bubbles (if possible)

Questions:
1. What do you think of the tourist area you are visiting? What expectation you have? Are you satisfied?
2. What do you think of the edge of the tourist area? Are you satisfied?
3. What do you think of the surrounding of the tourist area? Are you interested to visit it?
4. If yes, what are you going to visit? If not, what will interest you do make the visit?

The groups of people which are contributive for the thesis:
A.   Planning related
B.   Tourism related
C.   Locals

C.   Tourism/tourist related
C1: Random locals

Random interview in/ around the tourist bubbles, nearby students…

Questions:
1. Where do you prefer to go in the leisure time in the tourist area? If not going, why?
2. What is the route?
3. What do you do in the tourist area, when do you daily visit them (in a day/month/year)?
4. What do you think of the area you are visiting? What expectation you have? Are you satisfied?
5. What do you think of the tourists in the area/the city, and the tourist related management?
6. Have the tourist areas brought any troubles to your life?
7. What do you want to do, if possible, in and out of the current tourist areas?

C2: Local people who are interested in city exploration

Under seeking (Ask T. Xu maybe, who is a city explorer in Beijing and Chongqing)

Questions:
1. What do you put important in the authenticity of Hangzhou?
2. Where can tourists experience it?
3. What do you think of the tourist areas in Hangzhou now? Are they authentic? What is the remaining authenticity in those areas, what are the bad trends which are losing it? Examples?
4. Where are the covered interesting areas?
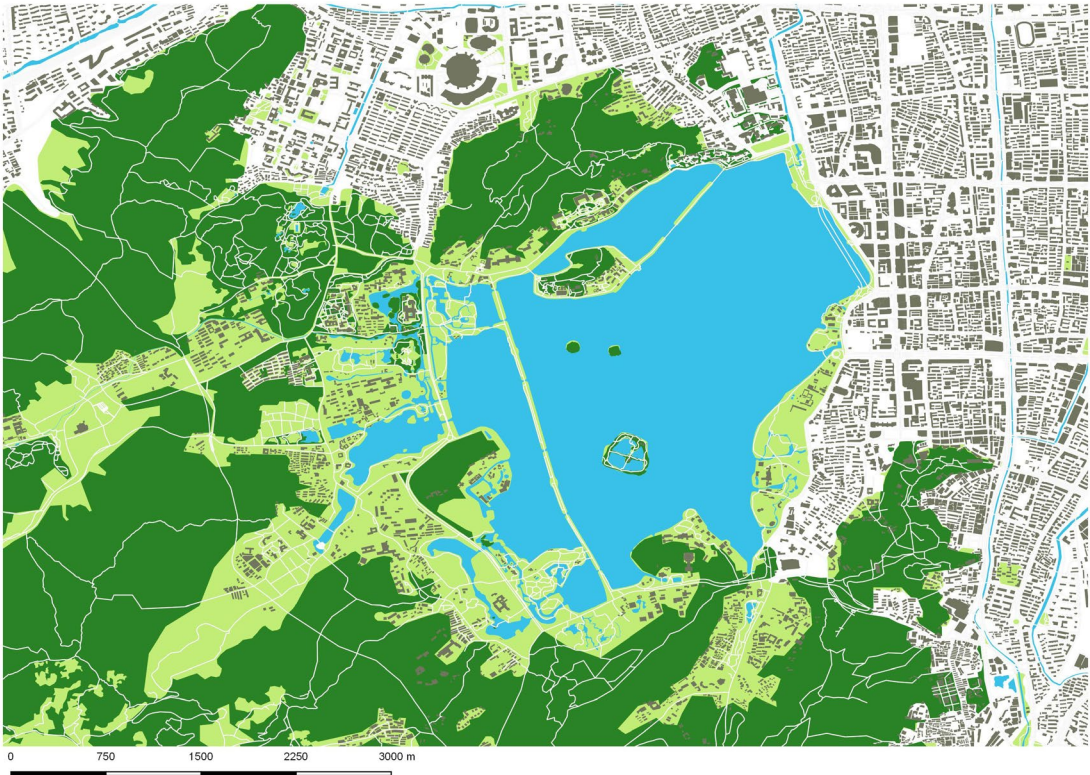
Bubble type A

The cultural landscape

The west lake

* The prepared maps
Draw your visiting route. Mark the spots you will stop with a star. Mention the way you move inside the tourist bubble(walking/cycling...), and the activity you do.

Bubble type B

The traditional neighbourhood

Hefang Street
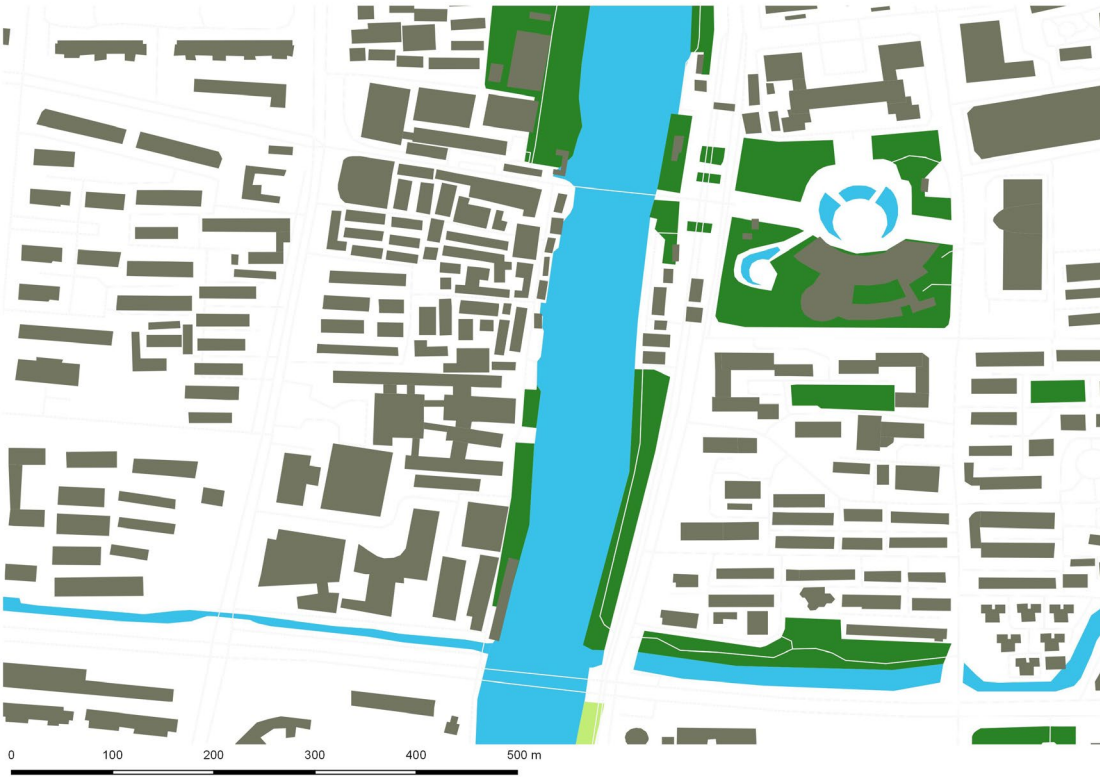
Bubble type C

The culsters of buildings (industry heritage)

Qiaoxi neighbourhood

APPENDIX 3
THE ONLINE SURVEY QUESTIONNAIRE

Resident and tourist behaviour pattern of Hangzhou West Lake / Hefang Street / Qiaoxi Historic District

This is an online questionnaire, which has automatically skip by the choices, for the origin questionnaire (in Chinese), please go to: **https://www.wjx.cn/jq/54943418.aspx**

Below starts the translated questionnarie:

Hello!
I am a graduate student in urbanism track at TU Delft in the Netherlands. I am working on a master's thesis project related to the behavior mode of tourists and locals in the tourist areas in Hangzhou, which aims to understand the interactions between different groups of people in the city with the tourist areas and the business model behind them. Optimize the urban space based on the understanding of the needs of tourists, residents, and staff for the space inside and outside the scenic area.
The results of this survey are for my graduation project only, and are for academic research and analysis only. Please answer truthfully, thank you for your support!

You are [[Single-choice question]] *
 Visitor to Hangzhou
 Hangzhou residents (or long-term work and study in Hangzhou)

Your age: [Single-choice question] *
 Under 18   18 ~ 25   26 ~ 30   31 ~ 40   41 ~ 50   51 ~ 60
 60 or more

Skip this question if you are a resident
Your trip to Hangzhou at the time was: [Single-choice question] *
 Free walking
 Group tourists
 Study tours
 Work/business tours
 Other _____ *

Have you visited the following scenic spots

around the West Lake,

Hefang Street

Arch Bridge, Canal Plaza, Qiaoxi Historic District, Museums [Multiple Choice Questions] *
 West Lake
 Hefang Street
 gongchenqiao, museums, Canal Place, west of the historic district
 above have never visited attractions

Skip this question if you are a visitor
Have you volunteered in the above scenic spots? [Single-choice question] *
 Yes
 No

Part 1 the West Lake
(skip this part if you never been to the West lake)

Please choose the following description and describe the case that best represents your daily visit to the West Lake and the surrounding experience (resident), or describe your last visit to the West Lake of experience (tourists)
in this study to you in scenic routes, location of residence, residence time, Communicate with others (such as singing and dancing, rowing together, etc.) and interested in changing modes of transportation .

How long will it take you to reach the West Lake Scenic Area from your home / hotel / office location? [Single-choice question] *
 Within 10 minutes
 10-30 minutes
 30 minutes-1 hour
 1 hour or more

Your time to visit the West Lake Scenic Area is [Matrix Text Question] *
If this time interval does not significantly affect your activities, such as daily exercise, you can fill in "-" for one year and one week
Throughout the year (fill in the month)   _____
During the week (example: Monday-Friday, Wednesday, Saturday)
_____
During the day (eg morning: 6: 00-8: 00, evening) _____

What transportation method did you choose to reach the West Lake Scenic Area? [Multiple choice questions] *
If possible, please indicate the name of the subway station and bus station
 Subway _____
 Bus _____
 Private car
 Taxi
 Bicycle
 Walk
 Others: _____ *

After you arrive at the scenic area, the live activity route is:
[fill in the blank] *

Example 1: After arriving Nanshan Road volunteer service points
Example 2: Community walk to the nearby lake Wushan by the New Garden Park seat Bachelor of
Example 3 :: from the hospital song He Feng, the Jade Belt Bridge, Sir Georg Solti wraparound Wangmiao
Example 4: Children's Palace to the Kerry Center, Children's Palace after returning
If you can not remember the route, please fill out the extent possible impression locations visited, or fill: not remember

    _____

Your activity in and around the West Lake Scenic Area is [multiple choice questions] *
▢ Work related (work place is in or around the West Lake Scenic Area)
▢ Passing by commute
▢ Daily exercise, leisure, entertainment
▢ Scenic spot
▢ Watching performances, participating in festivals
▢ Shopping and shopping
▢ Eating dinner
▢ Accompany others to the surrounding West Lake
▢ Other : _____ *
please note

Is there a stop in one area of the activity route after you arrive at the scenic area (rest, waiting, boating, visiting the museum, etc.): [Single-choice question] *
▢ Yes
▢ No (Skip the 2 latter questions)

The place where you stay is [fill in the blank] *
For activities such as running, walking, etc. where there is no fixed place to stay, please indicate: random rest seats on the roadside, etc.

_____

Your longest stay is [fill in the blank] *
For non-stop activities such as running and walking, please indicate: None

_____

The length of stay at the longest stop is [multiple choice questions] *
▢ 10 minutes or so
▢ 10 minutes to 30 minutes
▢ 30 minutes to 1 hour
▢ 1 hour to 2 hours
▢ 2 hours or more

How many people did you associate with at your event in the West Lake? [Multiple choices] *
▢ Alone
▢ Two people in a group
▢ Three people traveling
▢ Three to five people
▢ Five people or more

What mode of transportation do you choose to leave the West Lake Scenic Area? [Multiple choice questions] *
Please indicate the name of the subway station and bus station
▢ Subway _____
▢ Bus _____
▢ Private car
▢ Taxi
▢ Bicycle
▢ Walk
▢ Others: _____ *

The total time from when you enter the area around West Lake to when you leave the area around West Lake is: [Single-choice question] *
▢ Within 30 minutes
▢ 30 minutes to 1 hour
▢ 1-2 hours
▢ 2-3 hours
▢ 3-5 hours
▢ 5 hours or more

Your favorite aspects of the West Lake Scenic Area in this activity are: [Multiple choice questions] *
▢ With shade ▢ The scenery is good
▢ Adequate rest seats ▢ Fewer people
▢ lively ▢ Neighborhoods are all here
▢ Near bus / subway station ▢ Easy shopping
▢ There are large stores nearby ▢ There are cafes, restaurants, tea shops
▢ Where children have fun, etc. ▢ Relaxing
▢ Other _____

Skip this question if you are a visitor
The frequency of your excursions is [matrix multiple choice] *

	Above weekly average	Once a week	Once a month	Quarterly	Once a year	Less than once a year
visit the museum		▢	▢	▢	▢	
Visit West Lake attractions and take photos	▢	▢	▢	▢	▢	▢
Visit the scenic spots outside the Lake Scenic Area	▢	▢	▢	▢	▢	▢
Cycling around the lake	▢	▢	▢	▢	▢	▢
boating	▢	▢	▢	▢	▢	▢
other:	▢	▢	▢	▢	▢	▢

Skip this question if you are a visitor

Your frequency of leisure activities is (please select the closest one) [matrix multiple choice question] *

	Above daily average	Once a day	Once a week	Once a month	Quarterly	Once a year or less
Exercise (morning exercise, running, etc.)	▢	▢	▢	▢	▢	▢
Singing, playing musical instruments, etc.	▢	▢	▢	▢	▢	▢
Dance	▢	▢	▢	▢	▢	▢
Walking along the lake and walking the dog	▢	▢	▢	▢	▢	▢
Sketch	▢	▢	▢	▢	▢	
Scenery photography	▢	▢	▢	▢	▢	▢
other:	▢	▢	▢	▢	▢	▢

Skip this question if you are a visitor
How often do you accompany others to activities around West Lake (please select the closest one) [matrix multiple choice question] *

	Once a day or more	Once a week	Once a month	Quarterly	Once a year or less
Play with children	▢	▢	▢	▢	
Pick-up and drop-off of children	▢	▢	▢	▢	▢

Accompany friends and relatives in the field to visit the lake ☐ ☐ ☐
☐ ☐
other: ☐ ☐ ☐ ☐ ☐

Skip this question if you are a visitor

How often do you watch performances and shop around the West Lake (please select the closest one) [matrix multiple choice questions] *

	Once a week	Once a month	Quarterly	Once a year or less
Watch fountain show	☐	☐	☐	☐
Watch art performance	☐	☐	☐	☐
Participate in other festivals	☐	☐	☐	☐
Shopping	☐	☐	☐	☐
Dinner	☐	☐	☐	☐

Do you think the public facilities and commercial configuration in the West Lake Scenic Area can meet your daily activities? What problems do you think it has [multiple choice questions] *
☐ Yes, I think it meets all my needs ☐ Too few public toilets
☐ Cross the road   ☐ No retail service suitable for me nearby
☐ No catering service nearby for me   ☐ Need children's play space
☐ Lack of places for neighbors to rest   ☐ Lack of rest seats
☐ Lack of equipment or bag ☐ Fence restriction restricts detours
☐ Others _____ *

Skip this question if you are a visitor
Do you think tourists have affected your daily use of the West Lake Scenic Spot? [Single-choice question] *
☐ Yes, in what ways are these effects reflected? _____ *
☐ No

Skip this question if you are a visitor
Does the management of the scenic area affect your daily life? [Single-choice question] *
☐ Yes, in what ways are these effects reflected? _____ *
Example: The fence makes people have to detour into the scenic area, and the bicycle parking is not reasonable.
☐ No

Part 2 Hefang street
(skip this part if you never been to Hefang street)

Please choose the following description and describe the case that best represents your daily visit to Hefang and around from your everyday experiences (residents), or describe your last visit Hefang experiences (tourists)
in this study your routes, enter the name of the shop , residence location, residence time, and exchange status to others , and vehicle conversion side comparator interest.

How long will it take you to reach Hefang Street from your home / hotel / office? [Single-choice question] *
☐ Within 10 minutes
☐ 10-30 minutes
☐ 30 minutes-1 hour
☐ 1 hour or more

Skip this question if you are a visitor
Have you ever opened or worked in Hefang Street? [Single-choice question] *
☐ Yes
☐ No

Your visit to Hefang Street is [matrix text question] *
If this time interval does not significantly affect your activities, such as daily bending, you can fill in "-" for one year or one week.
Throughout the year (fill in the month)   _____
During the week (example: Monday-Friday, Wednesday, Saturday)
_____
During the day (eg morning: 6: 00-8: 00, evening) _____

What transportation method did you choose to get to Hefang Street? [Multiple choice questions] *
Please indicate the name of the subway station and bus station
☐ Subway _____
☐ Bus _____
☐ Private car
☐ Taxi
☐ Bicycle
☐ Walk
☐ Others: _____ *

Your activity route after arriving at the scenic area is [fill in the blank] *

For example: from Wushan Square to Hangzhou Museum, to Wanshilong, to Drum Tower,
if you can't remember the route afterwards , please fill in the place where you visited with an impression, or fill in:

_____

Your activity in and around Hefang Street is [multiple choice questions] *
☐ Work related (work locations are around) ☐ Daily exercise
☐ Leisure   ☐ Sightseeing
☐ Watch performances and participate in festivals ☐ Shopping
☐ Dinner   ☐ Others: _____ *
please note

Skip this question if you are a visitor
What is your activity and frequency on Hefang Street? [Matrix multiple choice question] *
If nothing else, select the lowest frequency option elsewhere
        Once a day or more Once a week Once a month Quarterly   Once a year or less

Work related (work place in or around Hefang Street)　　☐　　☐　　☐　　☐
☐
Learning related　☐　　☐　　☐　　☐　　☐
Commuting by　　☐　　☐　　☐　　☐　　☐
Daily exercise ☐　　☐　　☐　　☐　　☐
Leisure (play chess, sing and dance, etc.)　☐　　☐　　☐　　☐　　☐
Scenic area　☐　　☐　　☐　　☐　　☐
Watch performances and participate in festivals　☐　　☐　　☐　　☐　　☐
Shopping　　☐　　☐　　☐　　☐　　☐
Dinner ☐　　☐　　☐　　☐　　☐
Accompany others　☐　　☐　　☐　　☐　　☐
other:　☐　　☐　　☐　　☐　　☐

Is there a stop in one area of the activity route after you arrive at the scenic area (rest, wait, eat, visit the museum, etc.): [Single choice question] *
☐ Yes
☐ No (Skip the 2 latter questions)

The place where you stay is [fill in the blank] *
For activities such as running, walking, etc. where there is no fixed place to stay, please indicate: random rest seats on the roadside, etc.

_____

Your longest stay is [fill in the blank] *
For non-stop activities such as running and walking, please indicate: None

_____

The length of stay at the longest stop is [multiple choice questions] *
☐ 10 minutes or so
☐ 10 minutes to 30 minutes
☐ 30 minutes to 1 hour
☐ 1 hour to 2 hours
☐ 2 hours or more

How many people did you visit with Hefang Street this time? [Multiple choice questions] *

☐ Alone
☐ Two people in a group
☐ Three people traveling
☐ Three to five people
☐ Five people or more

What mode of transportation do you choose to leave Hefang Street? [Multiple choice questions] *
Please indicate the name of the subway station and bus station
☐ Subway _____
☐ Bus _____
☐ Private car
☐ Taxi
☐ Bicycle
☐ Walk
☐ Others: _____ *

Your total time from entering the neighborhood of Hefang Street to leaving this time is approximately: [single choice question] *
☐ Within 30 minutes
☐ 30 minutes to 1 hour
☐ 1-2 hours
☐ 2-3 hours
☐ 3-5 hours
☐ 5 hours or more

Your favorite aspects of Hefang Street in this activity are: [Multiple choice questions] *
☐ With shade ☐ The architectural urban space has cultural characteristics
☐ The scenery is good　☐ Adequate rest seats
☐ Some people are quiet　☐ lively
☐ Neighborhoods are easy to communicate　☐ Convenient public transportation
☐ Good connection of various entertainment activities　☐ Complete product categories
☐ Products have characteristics　☐ There are large stores nearby
☐ There are cafes, restaurants, drink shops, etc.　☐ Where children have fun
☐ Relaxing　☐ Others _____ *

Do you think the public facilities and commercial configuration in Hefang Street can meet the needs of your activities? If not, what do you think is the problem? [Multiple choice questions] *
☐ Yes, I think it meets my activity needs　☐ Few public toilets
☐ Cross the road　☐ No retail service suitable for me nearby
☐ No catering service nearby for me　☐ Need play space suitable for children
☐ Need space for the elderly ☐ Lack of seats and rest facilities
☐ Lack of bag and camera equipment　☐ Fence restriction restricts detours
☐ Others _____ *

Skip this question if you are a visitor
Do you think tourists have affected your daily use of Hefang Street? [Single-choice question] *
☐ Yes, in what ways are these effects reflected? _____ *
☐ No

Part 3 Qiaoxi Museum cluster
(skip this part if you never been to Qiaoxi Museum cluster)

Please choose the following description and describe the case that best represents your daily visit to the historic district west, Gongchen Bridge, Canal Place, museums and the surrounding everyday experience (resident), or describe your last visit to the scenic experience (tourists)
in this study your walking route into the shop name, residence location, residence time, the exchange situation with others, and vehicle conversion mode of interest.

How long will it take you from your home / hotel / office to reach the scenic area around Gongye Bridge? [Single-choice question] *
☐ Within 10 minutes

☐ 10-30 minutes
☐ 30 minutes-1 hour
☐ 1 hour or more

Your arrival time to the scenic area around Gongchen Bridge is [matrix text] *
If this time interval does not significantly affect your activities, such as daily exercise, you can fill in "-" for one year and one week
Throughout the year (fill in the month)   _____
During the week (example: Monday-Friday, Wednesday, Saturday)

_____
During the day (eg morning: 6: 00-8: 00, evening) _____

What mode of transportation did you choose to arrive? [Multiple choice questions] *
Please indicate the name of the subway station and bus station
☐ Subway _____
☐ Bus _____
☐ Private car
☐ Taxi
☐ Bicycle
☐ Walk
☐ Water bus
☐ Others: _____ *

Your activity route after arriving at the scenic area is [fill in the blank] *

Example 1: From Gongqiao Bridge Pier, to the Canal Museum, to the West Bridge Historical District, to Umbrella Museum.
Example 2: Cross the Gongqiao Bridge to Canal Plaza, dance, and return after the original road.
If you cannot remember the route, please fill in as much Places visited by impression, or fill in: can't remember

_____

Skip this question if you are a visitor
What are your activities and frequencies in the Qiaoxi Historic District, museum culsters, Gongchen Bridge, Grand Canal Plaza and surrounding areas? [Matrix multiple choice question] *
If nothing else, select the lowest frequency option elsewhere

	Once a day or more	Once a week	Once a month	Quarterly	Once a year or less
Work related (work locations around)		☐	☐	☐	☐
Learning related	☐	☐	☐	☐	☐
Commuting by	☐	☐	☐	☐	☐
Daily exercise	☐	☐	☐	☐	☐
Leisure (play chess, sing and dance, etc.)	☐	☐	☐	☐	☐
Scenic area	☐	☐	☐	☐	
Watch performances and participate in festivals	☐	☐	☐	☐	☐
Shopping	☐	☐	☐	☐	
Dinner	☐	☐	☐	☐	
Accompany others	☐	☐	☐	☐	☐
other:	☐	☐	☐	☐	

Your activities in and around Qiaoxi Historic District, museum complex, Gongpi Bridge, Grand Canal Plaza and surrounding areas are [multiple choice questions] *
☐ Work related (work locations are around) ☐ Daily exercise
☐ Leisure   ☐ Sightseeing
☐ Watch performances and participate in festivals ☐ Shopping
☐ Dinner   ☐ Others: _____ *
please note

Is there a stop in one area of the activity route after you arrive at the scenic area (rest, wait, eat, visit the museum, etc.): [Single choice question] *
☐ Yes
☐ No (Skip the 2 latter questions)

The place where you stay is [fill in the blank] *
For activities such as running, walking, etc. where there is no fixed place to stay, please indicate: random rest seats on the roadside, etc.

_____

Your longest stay is [fill in the blank] *
For non-stop activities such as running and walking, please indicate: None

_____

The length of stay at the longest stop is [multiple choice questions] *
☐ 10 minutes or so
☐ 10 minutes to 30 minutes
☐ 30 minutes to 1 hour
☐ 1 hour to 2 hours
☐ 2 hours or more

How many people did you associate with your activities in this area? [Multiple choice questions] *
☐ Alone
☐ Two people in a group
☐ Three people traveling
☐ Three to five people
☐ Five people or more

What mode of transportation do you choose to leave? [Multiple choice questions] *
Please indicate the name of the subway station and bus station
☐ Subway _____
☐ Bus _____
☐ Private car
☐ Taxi
☐ Bicycle
☐ Walk
☐ Water bus
☐ Others: _____ *

Your total time from entering this area to leaving this time is approximately: [Single-choice question] *
☐ Within 30 minutes

 30 minutes to 1 hour
 1-2 hours
 2-3 hours
 3-5 hours
 5 hours or more

Your favorite activities in this event include the West Bridge Historical District, the museum complex, the arch bridge, the Grand Canal Plaza and surrounding areas .
With shade   Good walking environment
 The scenery is good   Hangzhou characteristics
 Museum cluster, convenient for one-time visit   Adequate rest seats
 The square is spacious   Some people are quiet
 lively   Facilitate the exchange of neighborhood neighbours
 Near bus, subway and water bus stations There are large stores nearby
 Special restaurants, businesses, etc.   Where children have fun
 Relaxing   Others _____ *

Do you think the public facilities and commercial configuration of Qiaoxi Historic District, Museum District, and Grand Canal Plaza can meet your event needs? What else do you think is wrong? [Multiple choice questions] *
Yes, it meets my needs   Few public toilets
Cross the road   No retail service suitable for me nearby
No catering service nearby for me Lack of children's play space
Lack of seats Lack of equipment or bag
Fence restriction restricts detours   Bus and bus stops need detours
Others _____ *

Skip this question if you are a visitor
Do you think tourists have influenced you in your daily use of the area? [Single-choice question] *
 Yes, in what ways are these effects reflected? _____ *
 No

Part 4

Skip this question if you are a visitor
What other daily activities do you want to do inside and outside these scenic spots? [Fill in the blanks]

 _____

Skip this question if you are a visitor
If you are recommended to visit Hangzhou as a niche place for tourists, where would you recommend it and why? [Fill in the blanks] *
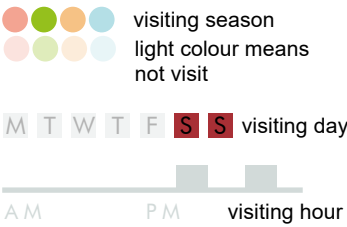

 _____

Thanks for supporting!

Volunteers in Hangzhou! !! !!

I really need your help. If you are convenient, can you add WeChat arch_woer, or send an e-mail to chenshuangyun29@sina.com, I hope to have more communication with you about the use of Hangzhou Scenic Area and residents and tourists and the current management methods!
The main questions I want to know are:
1. How is the boundary between the scenic area and the city now managed? (Whether fences, shrubs, and personnel are provided.) What is the time period for these facilities and personnel to appear (will some of the fences be removed during the day, time-sharing management, etc.)? Will there be a peak season management mode and a low season management mode?
2. How has the management of these boundaries evolved in recent years? What is the reason behind this?
3. According to your daily observations, what is the daily behavior path of tourists? What time do they usually appear, where do they appear, and what do they do?
4. According to your daily observations, how do local residents use this area, when do they often appear, where do they go and what?
5. If the management boundary of the scenic spot changes (for example, removing some fences? Changing the main entrances and exits of the scenic spot, etc.), do you think any changes will occur in the gathering of tourists and residents?
If you are convenient, can you transfer this questionnaire to other volunteers?
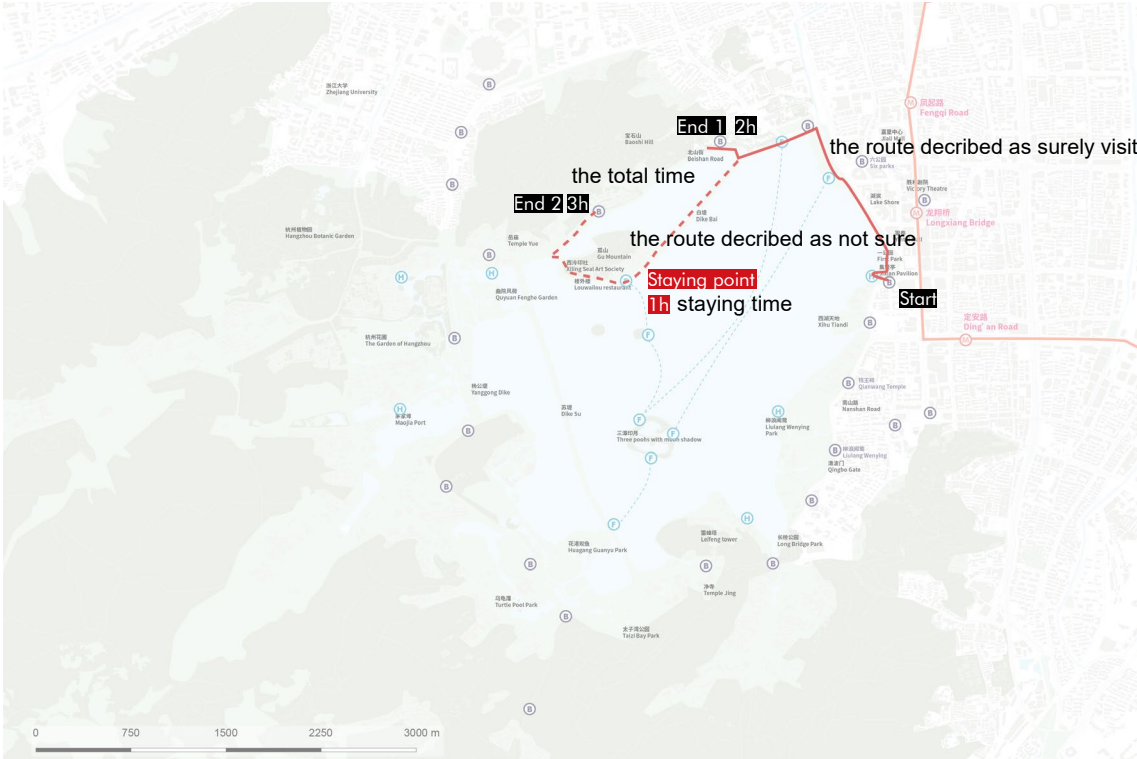Thank you very much!

The owner and staff of Hefang Street! !! !!
I need your help. Due to the nature of its commercial pedestrian street, Hefang Street will have certain specialities in the daily workflow and loading and unloading. If you are interested in this research, please go to another questionnaire to continue to fill in. Thank you very much!
Questionnaire address: https://www.wjx.cn/jq/54804737.aspx

APPENDIX 4
THE ROUTE SELECTION FROM ONLINE QUES-
TIONNAIRE

The West Lake (Type A: on the run sightseeing visitors)

visiting season
light colour means
not visit

M T W T F **S S** visiting day
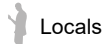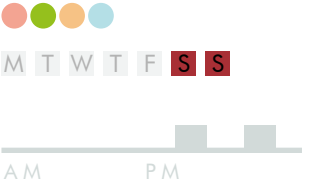
AM PM visiting hour

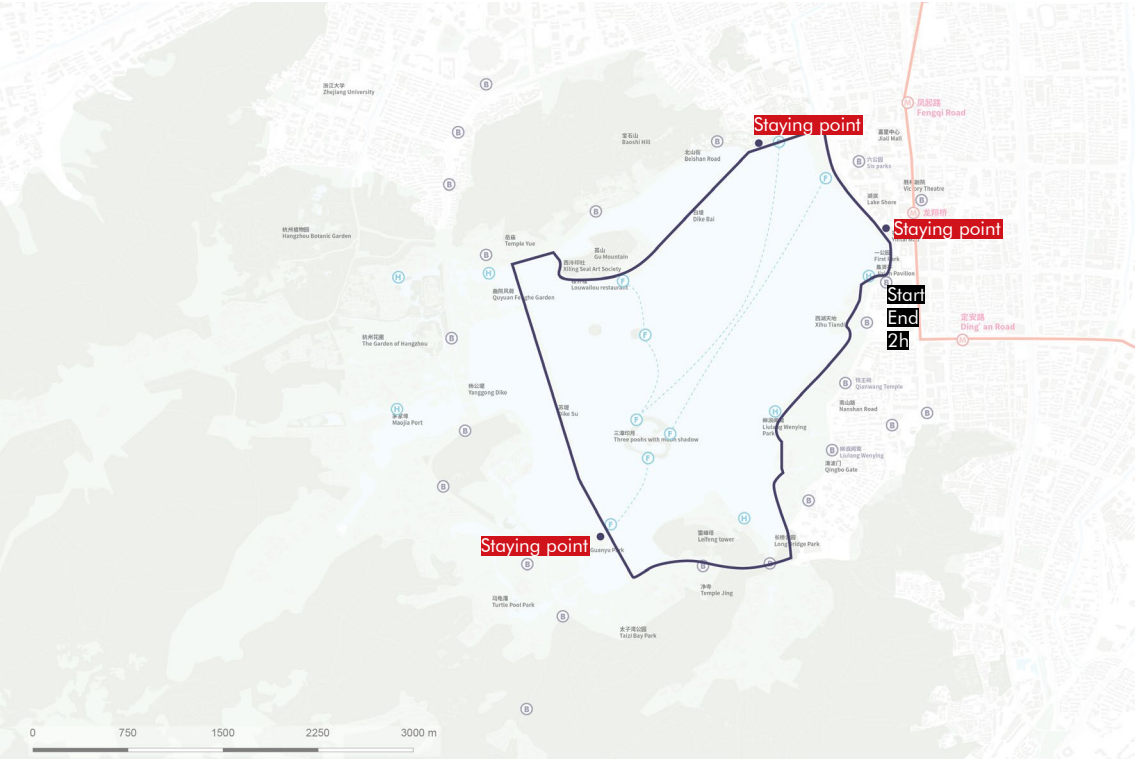local or tourist

Locals   Tourists
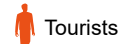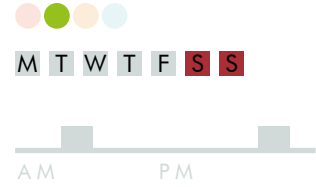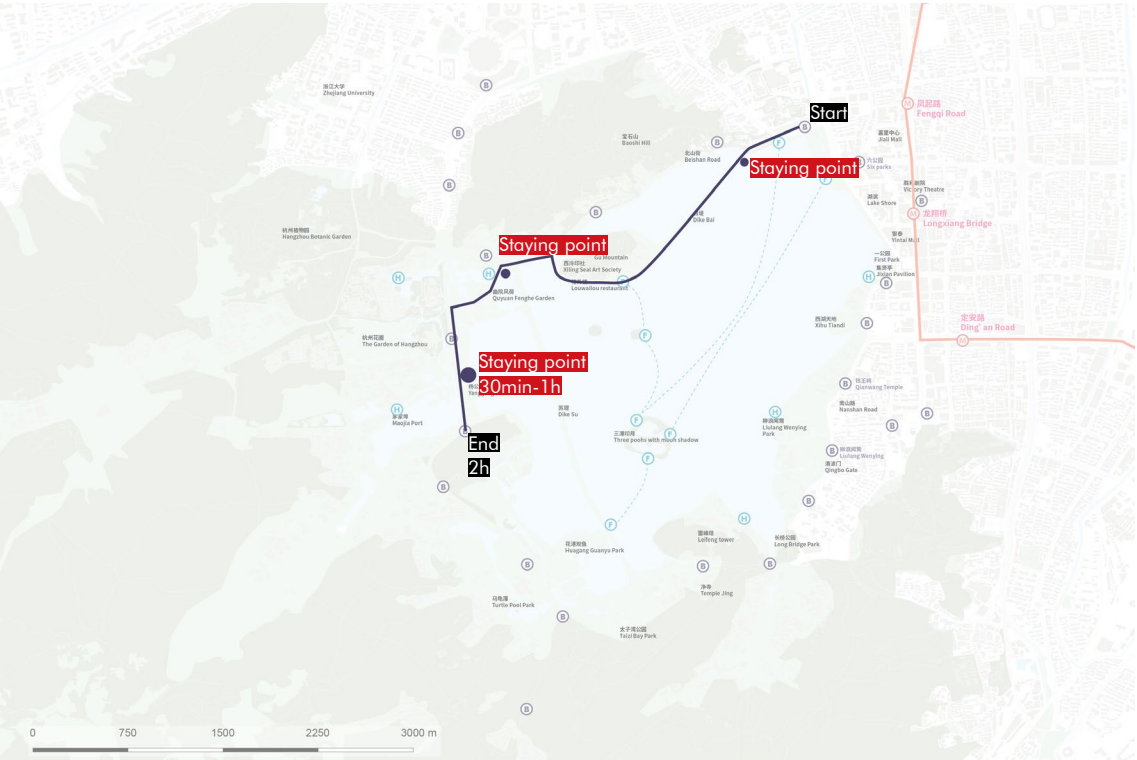
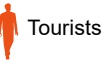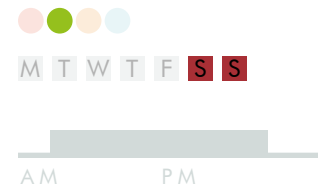The description of case
No.X in the West Lake
area

author
2020

move

stay

*If all the blocks suggesting
seasons/days/hours are
not chosen(light colour), it
means time is not important
for the people who answer
the survey, or they just
forget.

End 1 2h
the route decribed as surely visit
the total time
End 2 3h
the route decribed as not sure
Staying point
1h staying time
Start

0 750 1500 2250 3000 m

1h

Staying point
Staying point
Start
End
2h
Staying point

M T W T F **S S**

AM PM

Locals

The description of case
No.7 in the West Lake
area

2020

0 750 1500 2250 3000 m

1h

Start
Staying point
Staying point
Staying point
30min-1h
End
2h

M T W T F **S S**

AM PM

Tourists

The description of case
No.47 in the West Lake
area

author
2020

0 750 1500 2250 3000 m
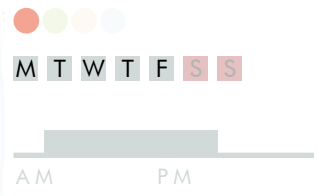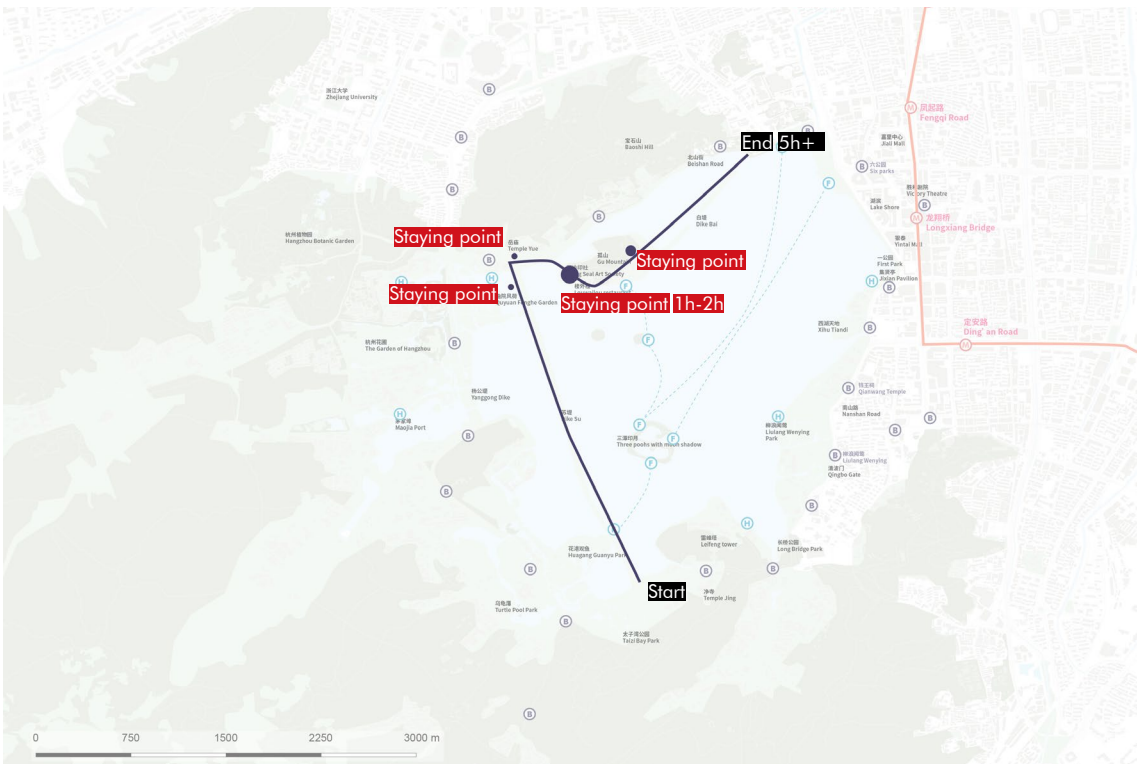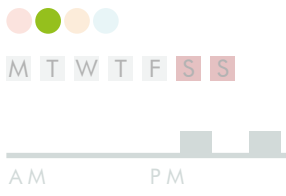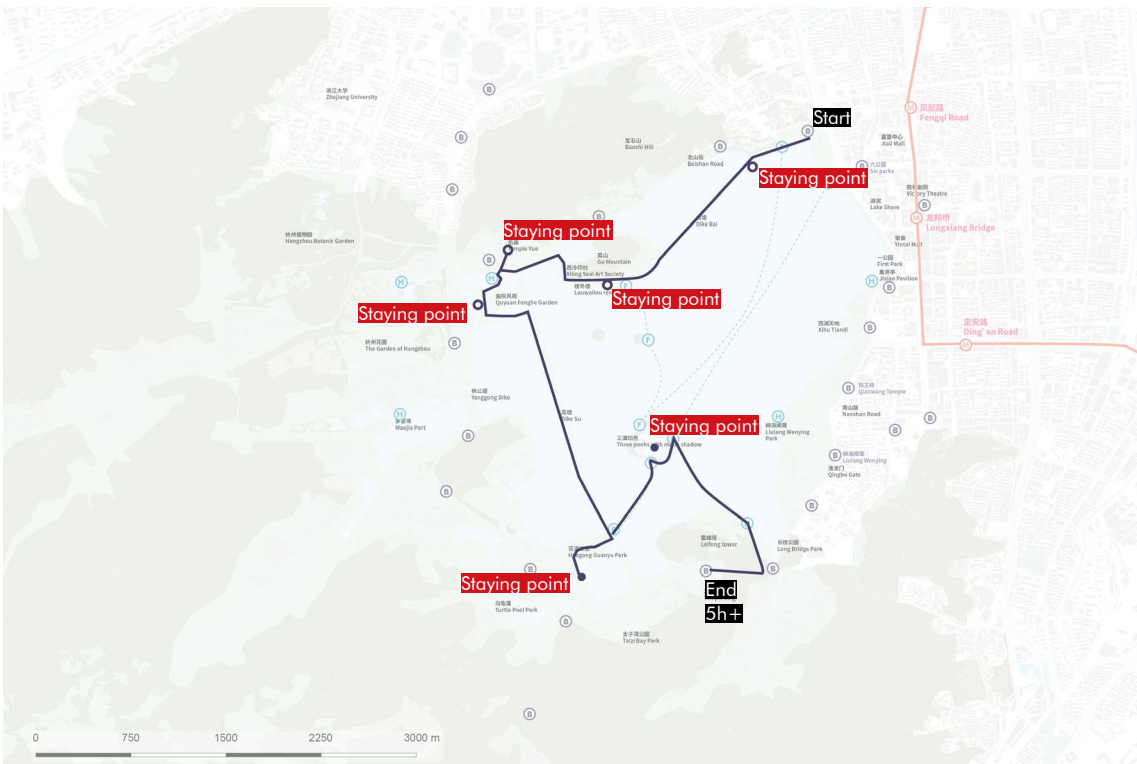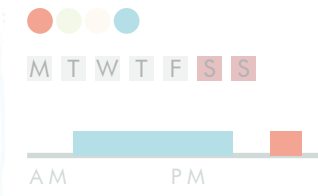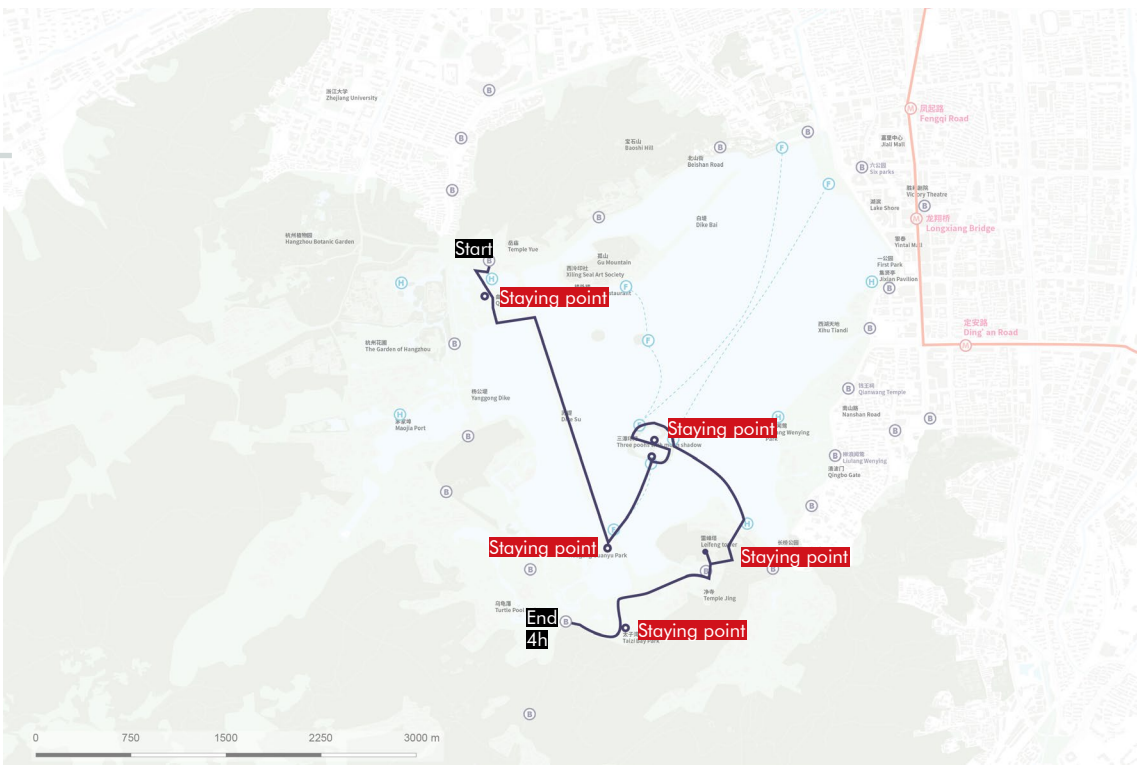
1h

M T W T F **S** **S**

AM PM

Tourists

The description of case No.293 in the West Lake area

author 2020

Staying point
Staying point
Staying point
Staying point 1h-2h
End 5h+
Start

M T W T F S S

AM PM

Tourists

The description of case No.49 in the West Lake area

author 2020

Start
Staying point
Staying point
Staying point
Staying point
Staying point
Staying point
Staying point
End 5h+

M T W T F S S

AM PM

Tourists

The description of case No.303 in the West Lake area

author 2020

Start
Staying point
Staying point
Staying point
Staying point
Staying point
End 4h

M T W T F S S

AM PM

Tourists

The description of case No.89 in the West Lake area

author 2020

Visit2 End 2h
Visit1 Start
Staying point
Staying point
Staying point
Staying point
Day1 End 5h
Staying point
Staying point
Day2 Start
Staying point
Staying point

Locals

The description of case
No.184 in the West Lake
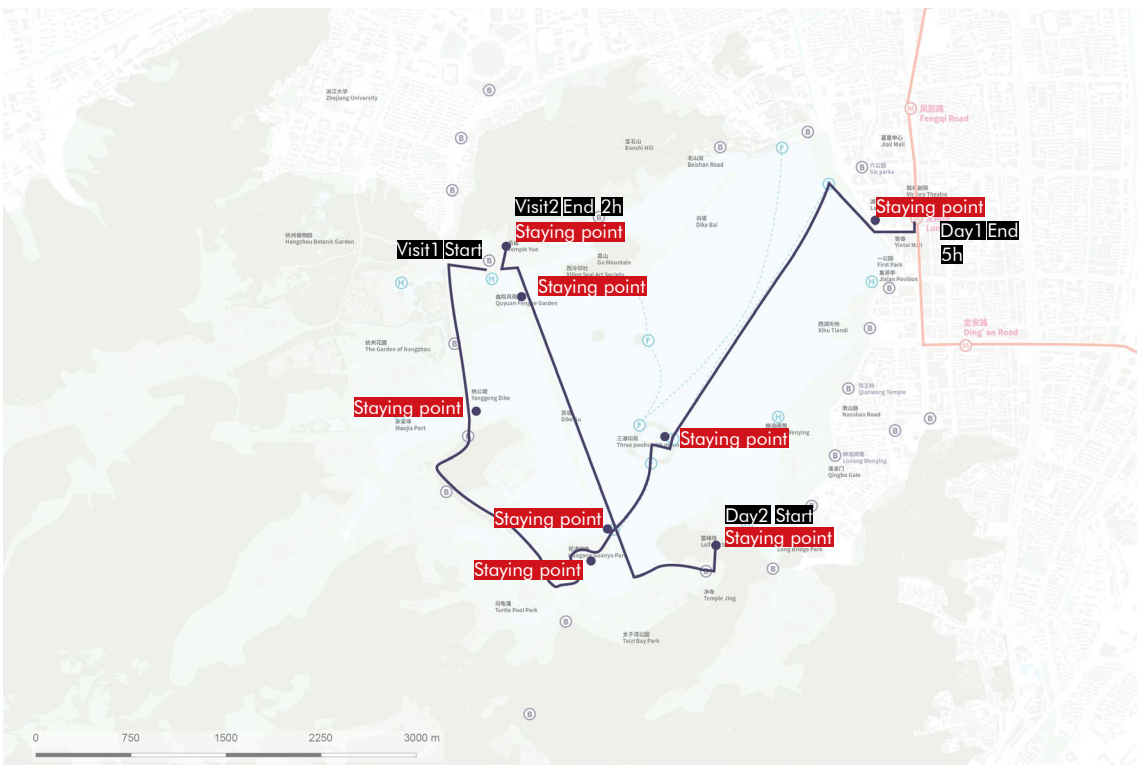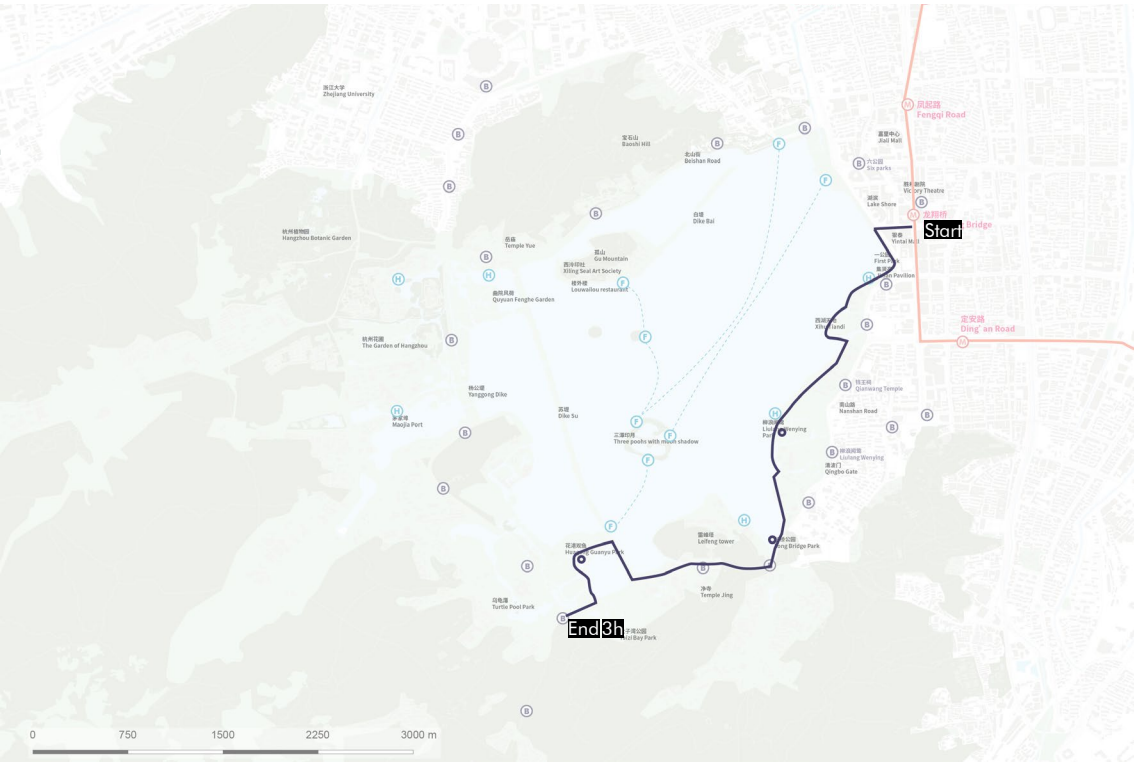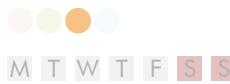area

author
2020

Cycling the whole round

Tourists

The description of case
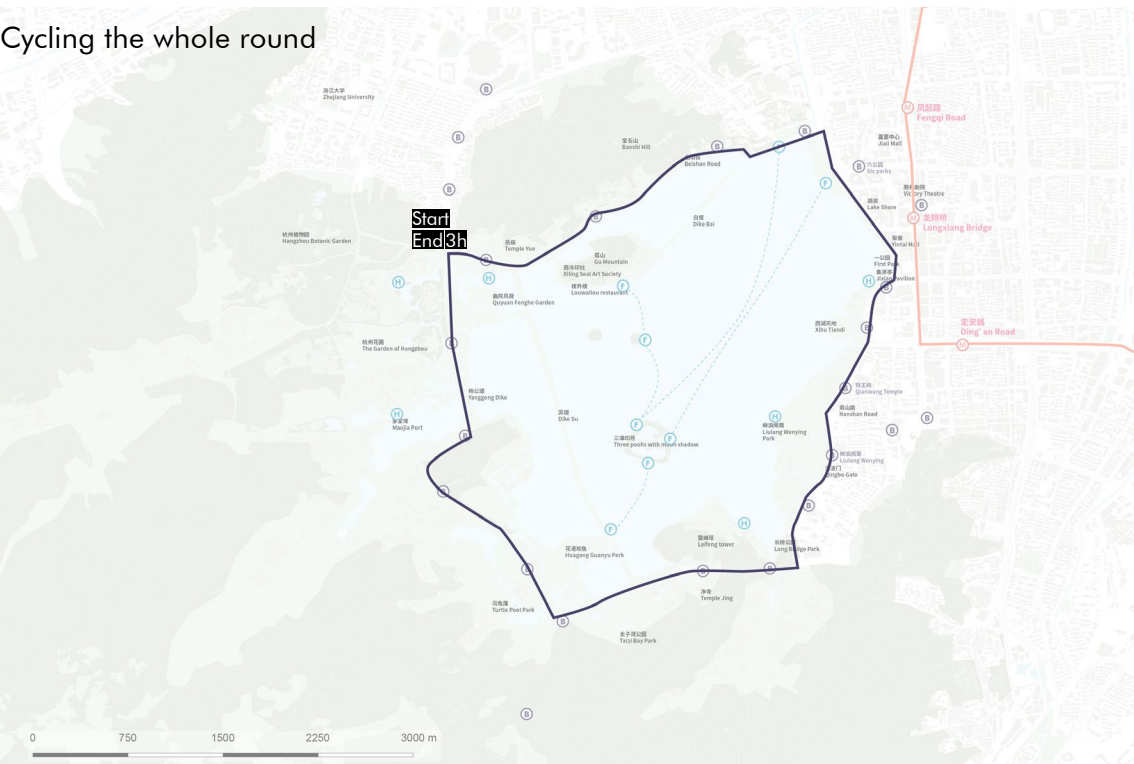No.250 in the West Lake
area

author
2020

Locals

The description of case
No.200 in the West Lake
area

author
2020

Sightseeing on a car before and after the show
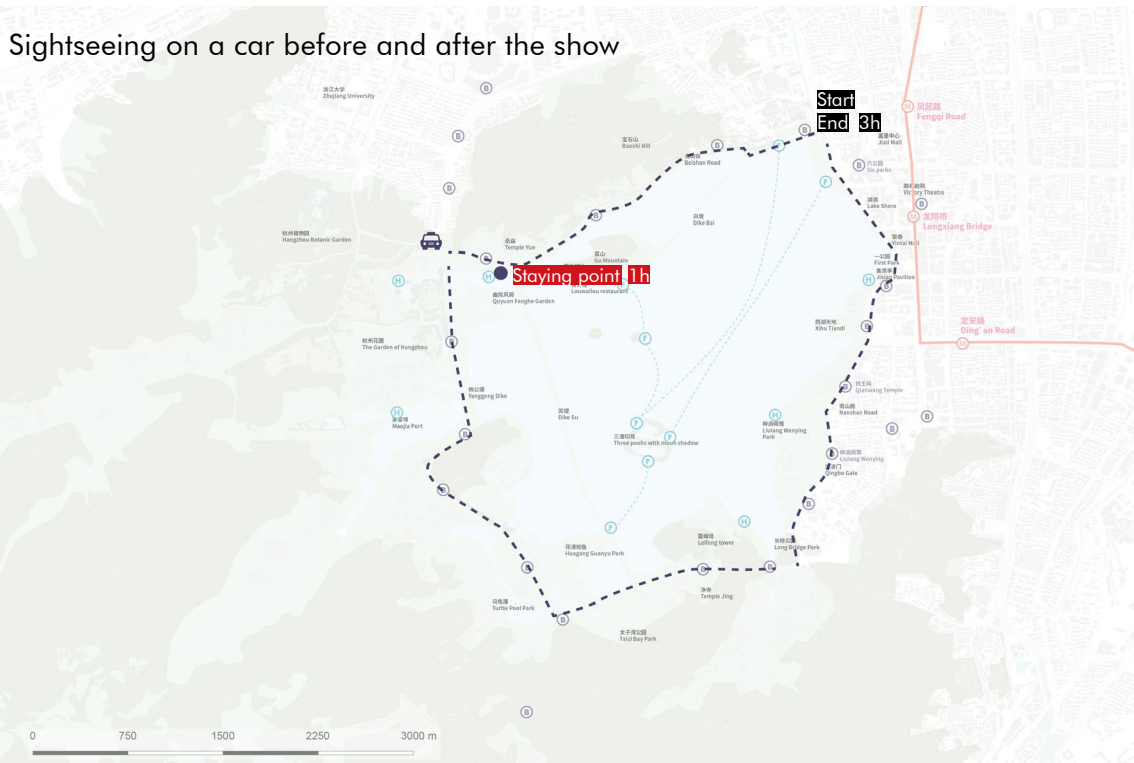
Tourists

The description of case
No.262 in the West Lake
area

author
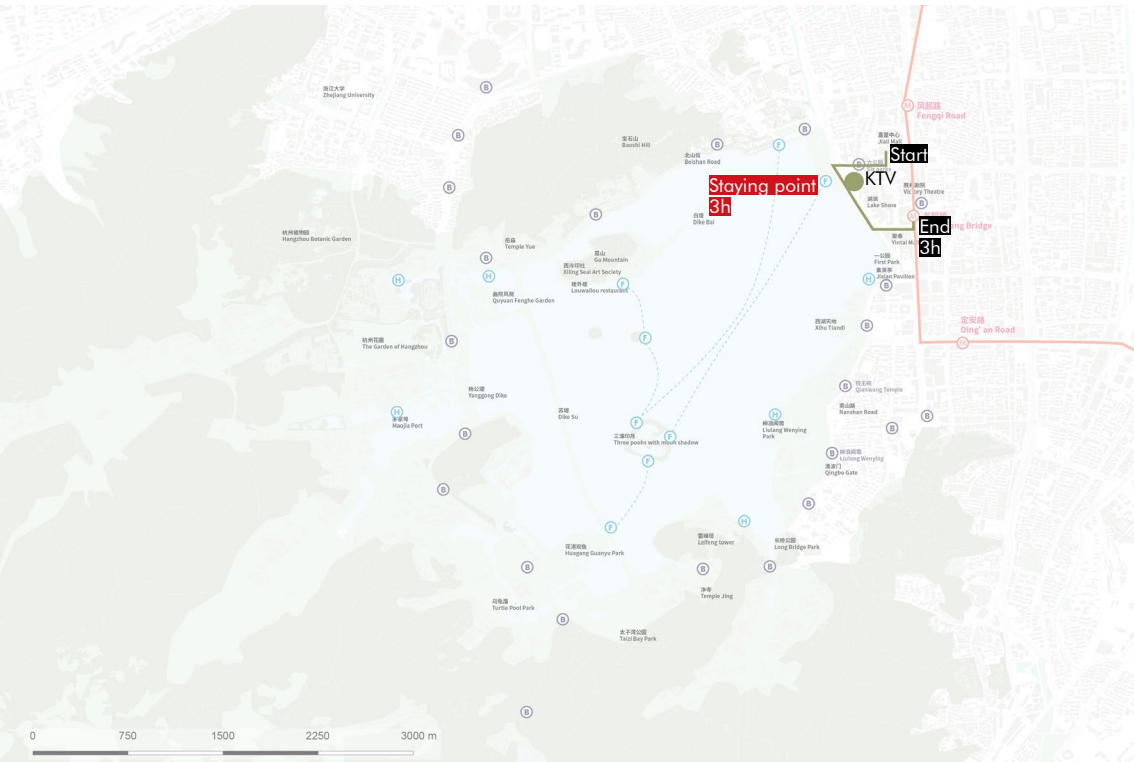2020

The West Lake (Type B: go-and-stay visitors)

Locals

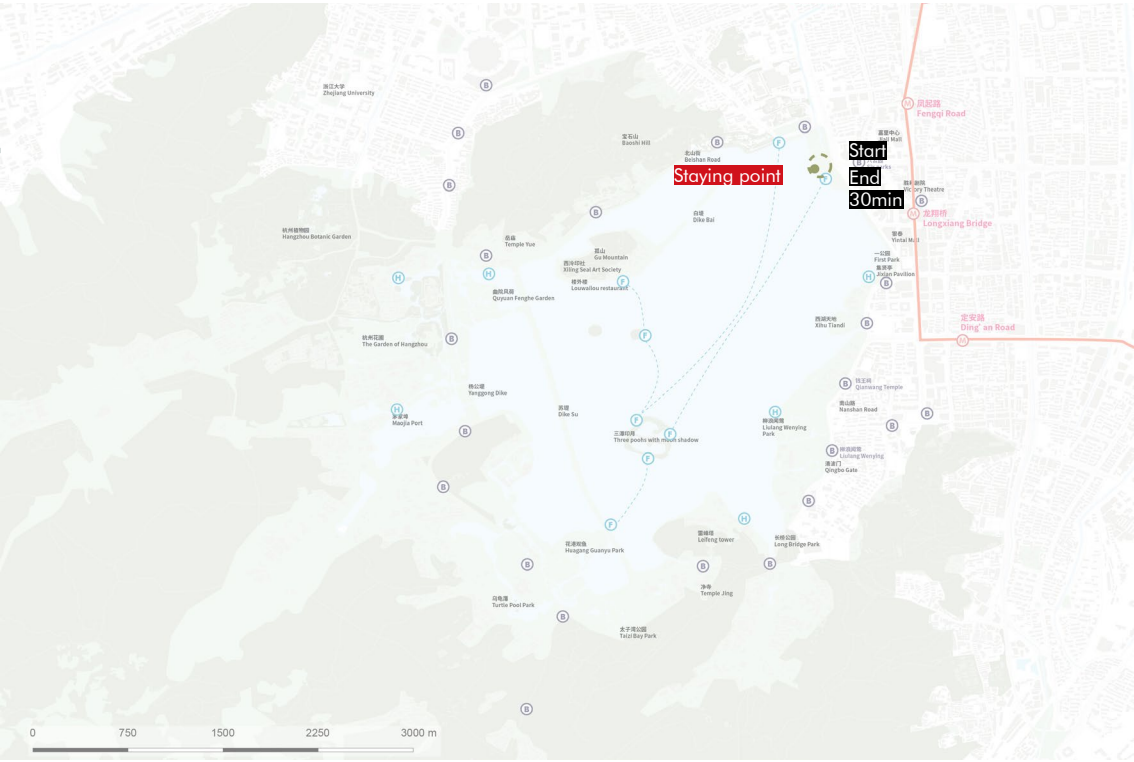The description of case No.30 in the West Lake area

author
2020

Locals

The description of case No.52 in the West Lake area
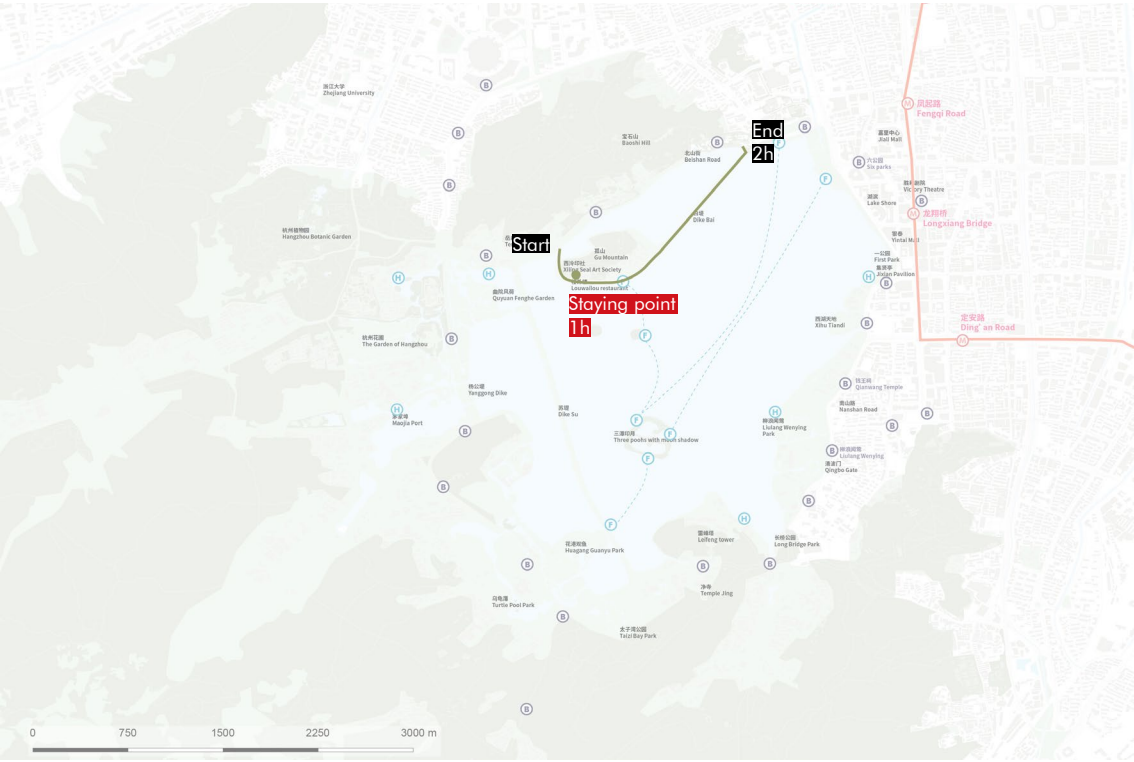
author
2020

Tourists

The description of case No.45 in the West Lake area

author
2020

Locals

The description of case No.83 in the West Lake area

author
2020

M T W T F S S

AM   PM

Locals

The description of case
No.94 in the West Lake
area

author
2020

Start
Staying point

Staying on the boat
2h

Theatre show
End 5h

1h

M T W T F S S

AM   PM

Tourists
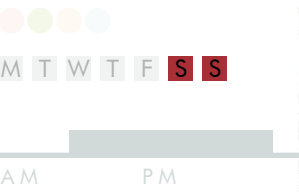
The description of case
No.107 in the West Lake
area

author
2020

Start

Staying point
1h

Staying point

Staying point

Taxi
End 3h

1h

M T W T F S S

AM   PM

Tourists

The description of case
No.97 in the West Lake
area

author
2020

Staying point 30min

Start
End
3h

1h

M T W T F S S

AM   PM

Locals

The description of case
No.271 in the West Lake
area

author
2020

Staying point
30min

Start
End 1h

1h

The West Lake (Type C: random wandering visitors)

Locals

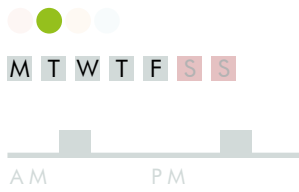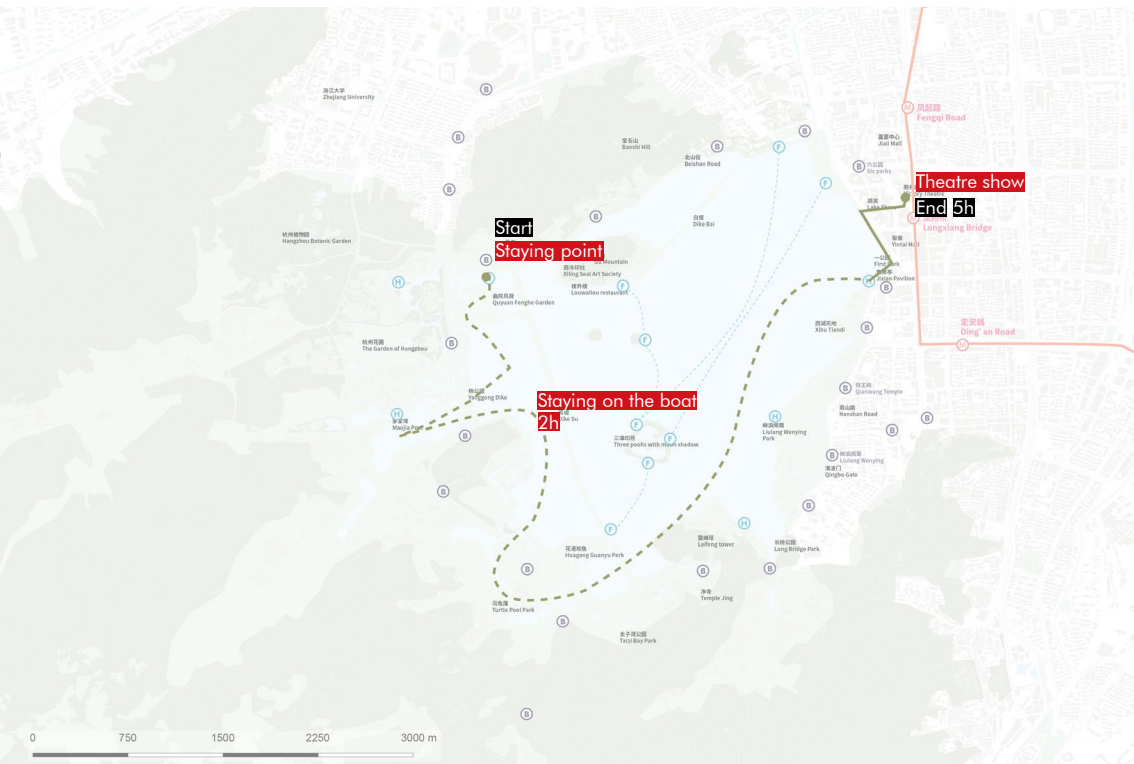The description of case No.2 in the West Lake area

author
2020

Locals

The description of case No.64 in the West Lake area
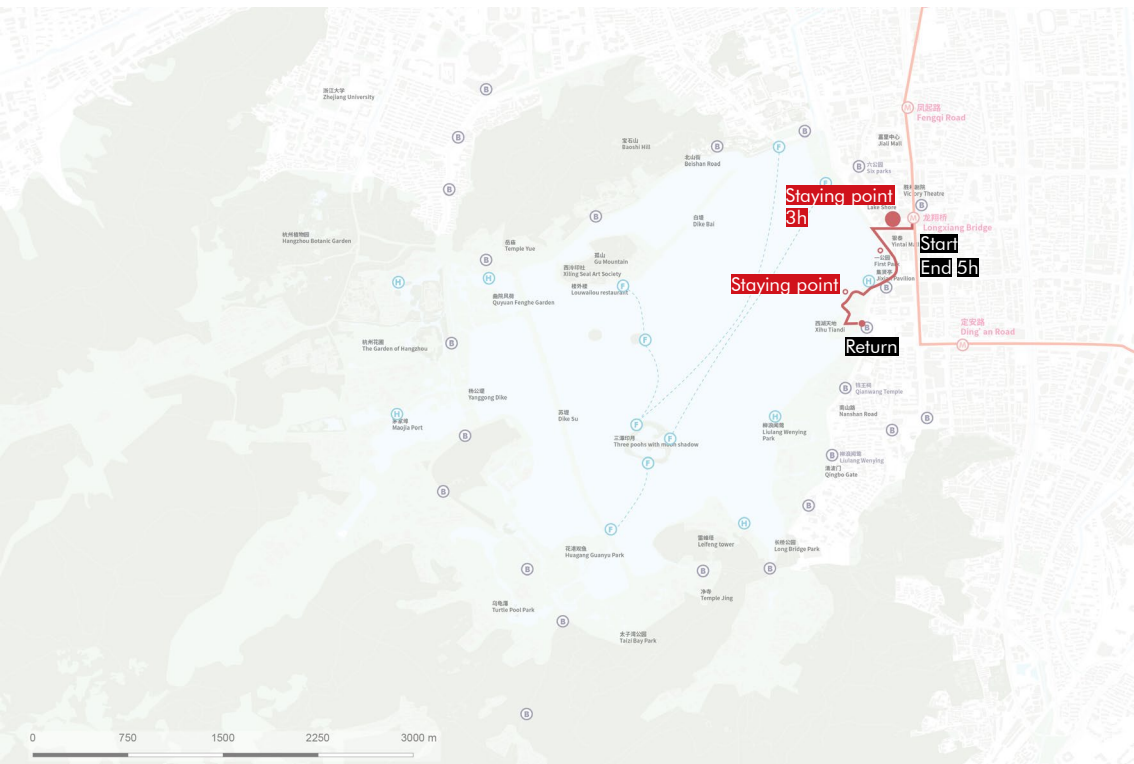
author
2020

Locals

The description of case No.5 (PartA) in the West Lake area
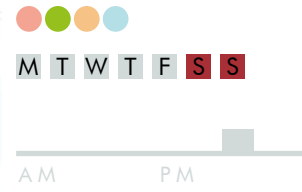
author
2020

Locals

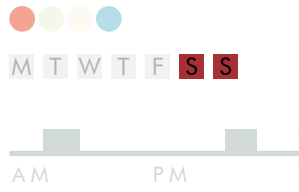The description of case No.81 in the West Lake area
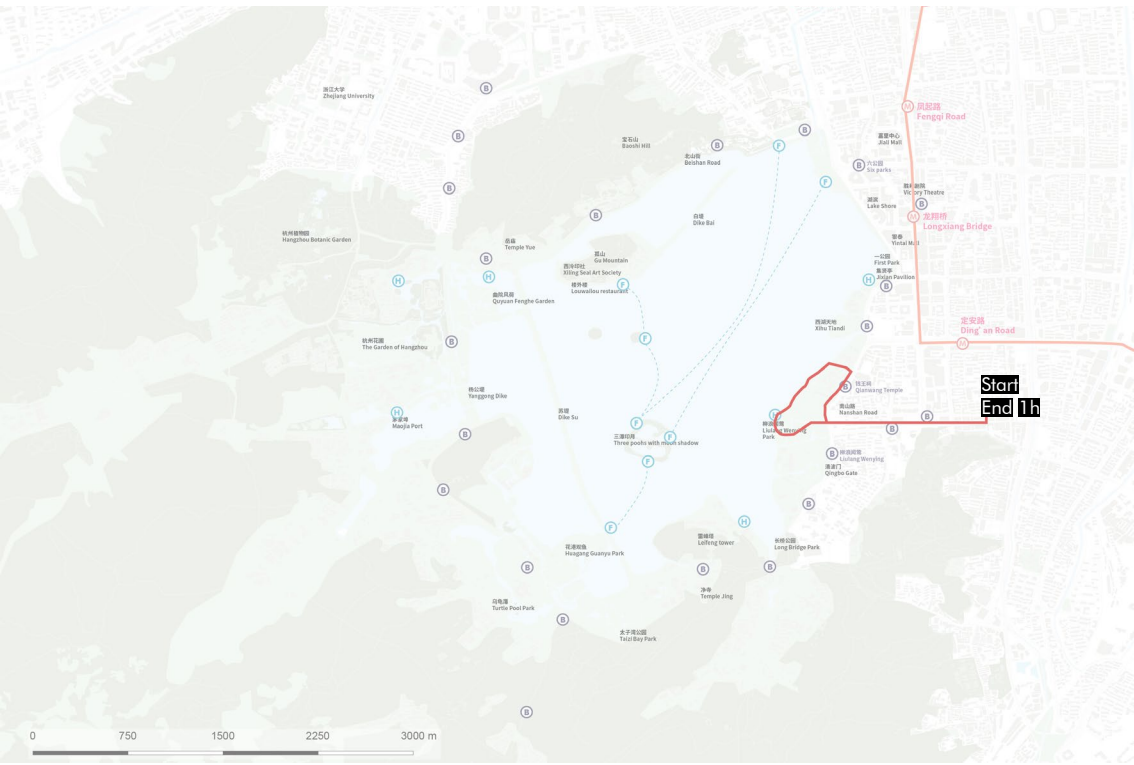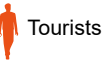
author
2020

Tourists

The description of case
No.88 in the West Lake
area

author
2020

Locals

The description of case
No.172 in the West Lake
area

author
2020

Locals
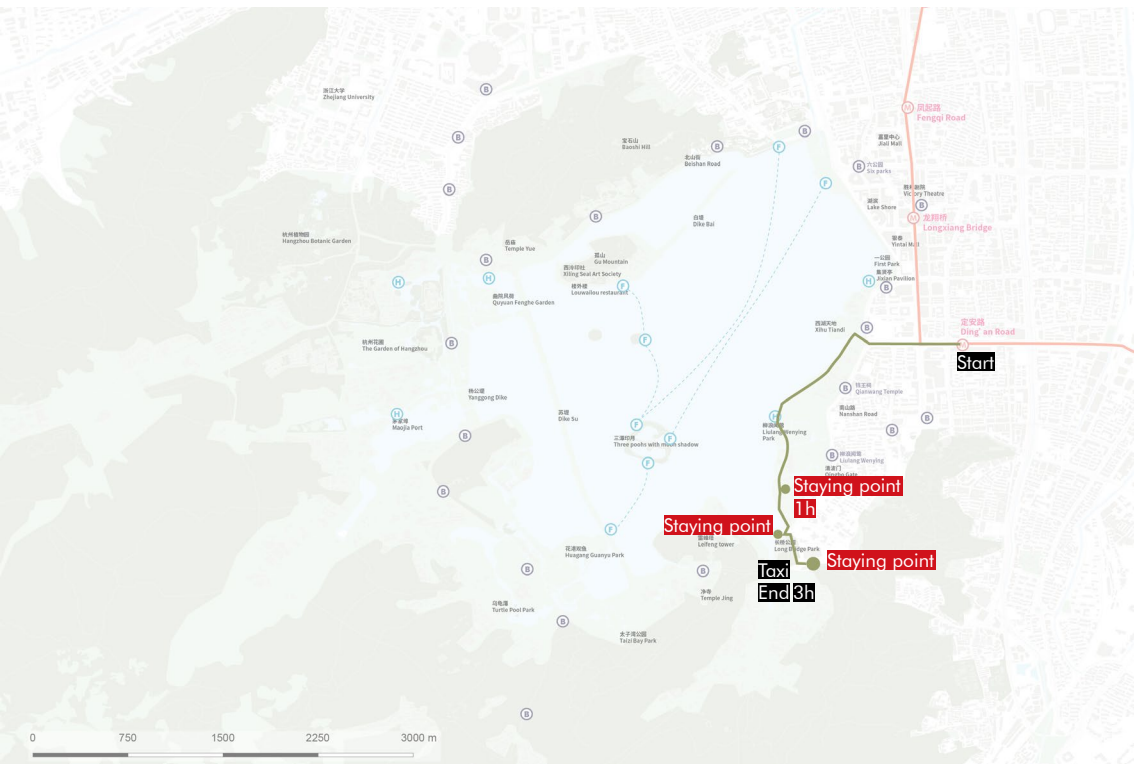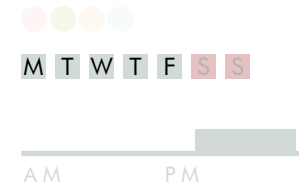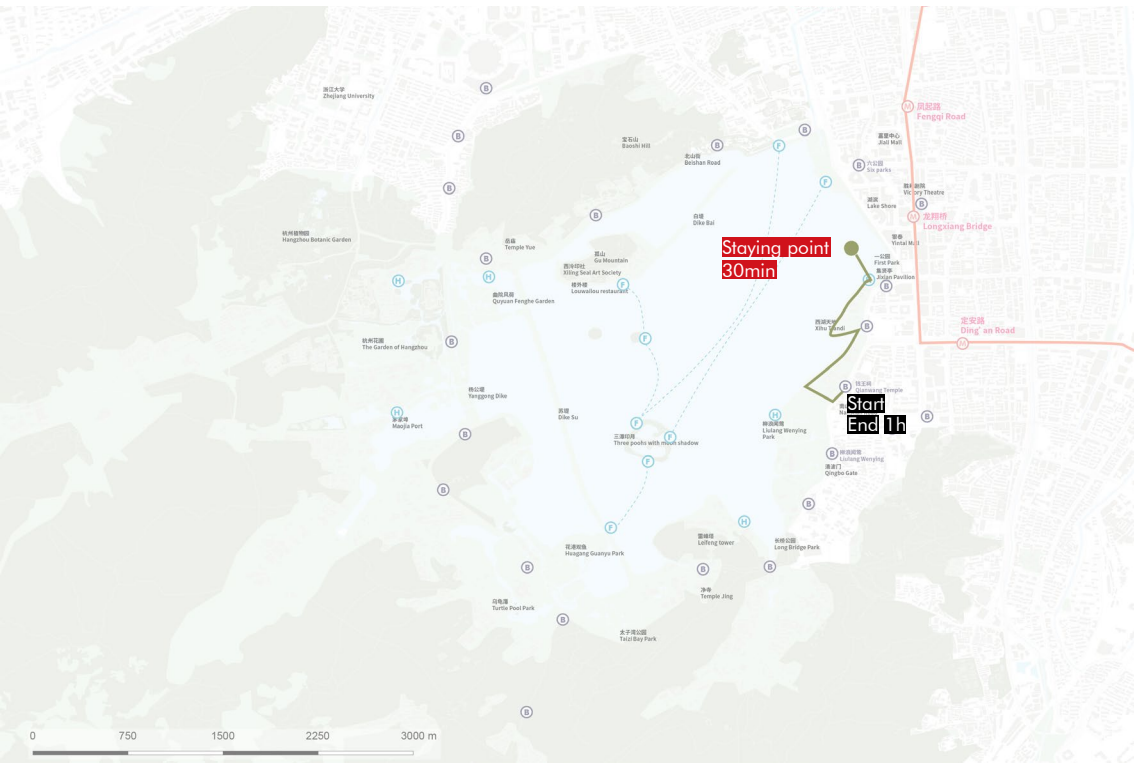
The description of case
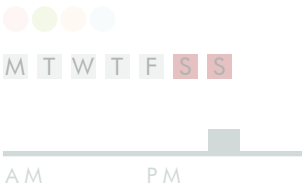No.119 in the West Lake
area
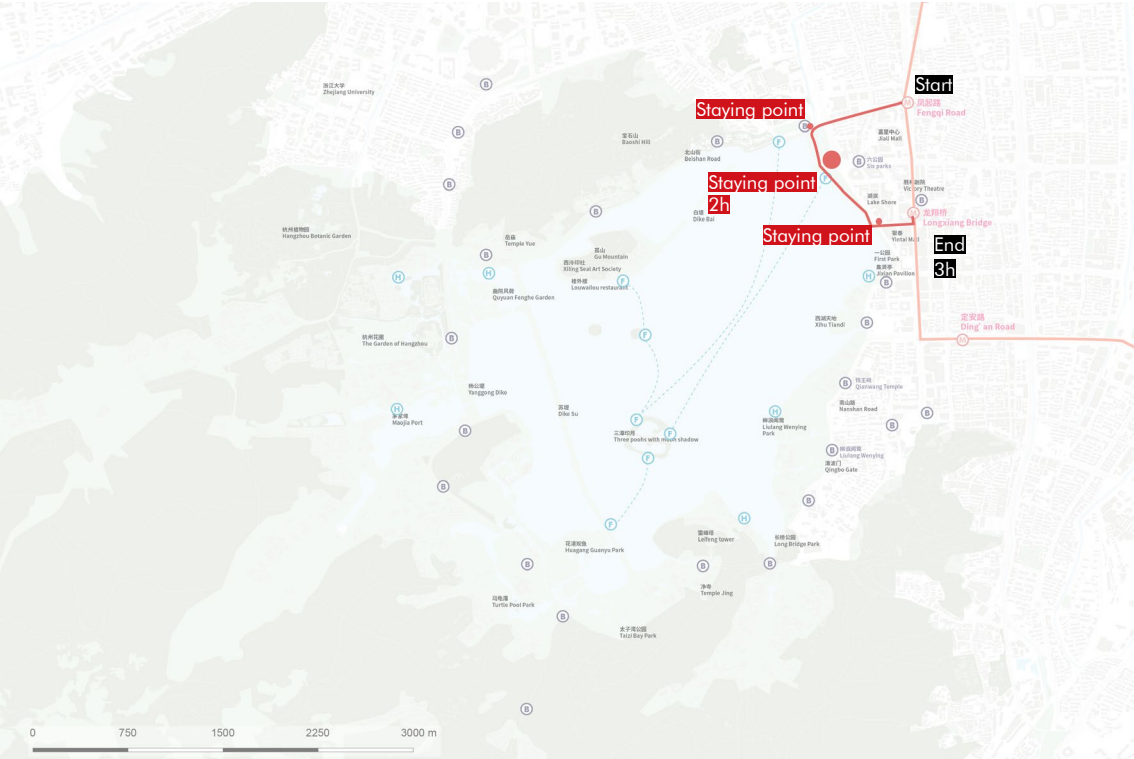
author
2020

Locals
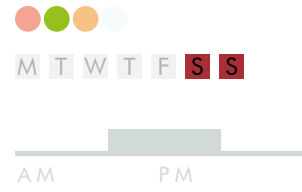
The description of case
No.216 in the West Lake
area

author
2020

The West Lake (Type D: daily routine visitors)

Working as a teacher on weekend

Workplace
Return

Home
Start

End 30 min

Locals

The description of case No.? in the West Lake area

author
2020

Jogging as exercise

Car
Start
End
1h

Return

Locals

The description of case No.201 in the West Lake area

author
2020

Waiting for school bus to the campus

Start

End
<30min

Locals

The description of case No.100 in the West Lake area

author
2020

Walking after working meals

Start
End <30min

Locals
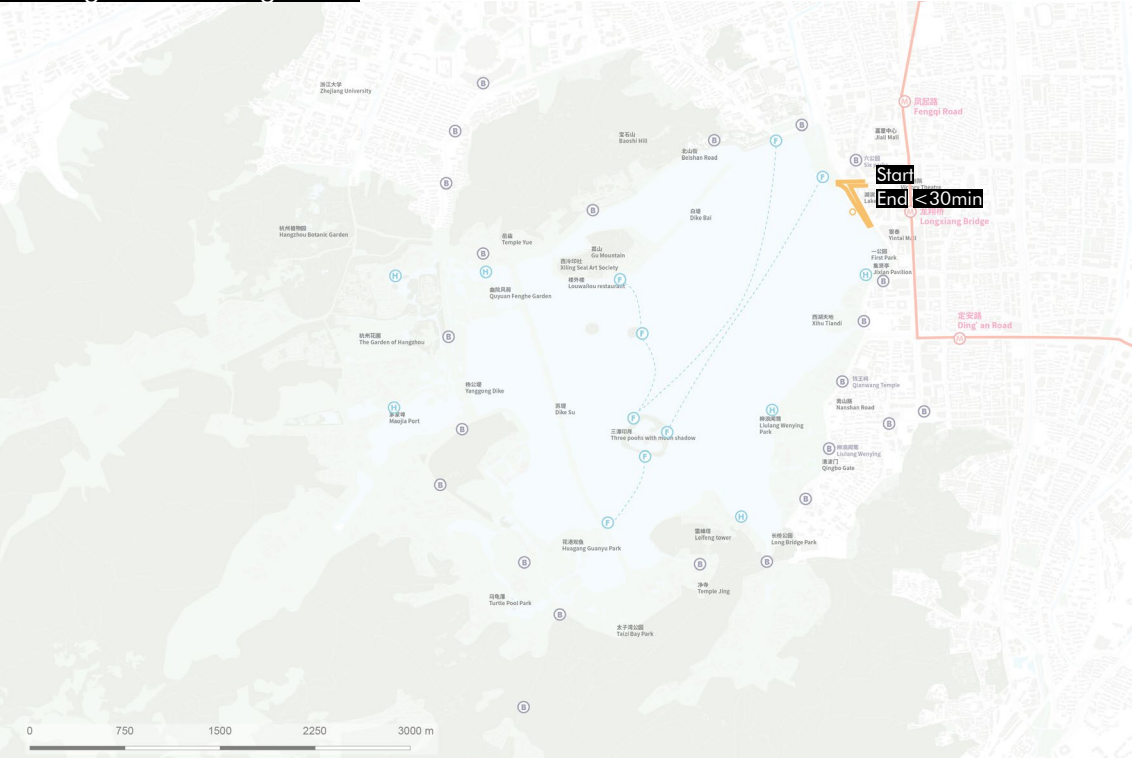
The description of case No.255 in the West Lake area

author
2020

Hefang Neighbourhood (Type A: on the run sightseeing visitors)

MTWTF S S

AM   PM

Locals
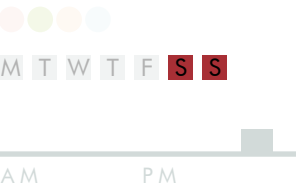
The description of case
No.3 in Hefang Traditional
Neighbourhood

author
2020

1h

MTWTF S S

AM   PM

Tourists

The description of case
No.202 in Hefang Traditional
Neighbourhood

author
2020

1h

MTWTF S S

AM   PM

Tourists
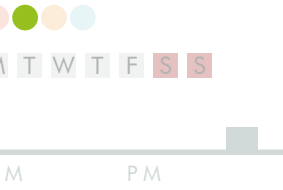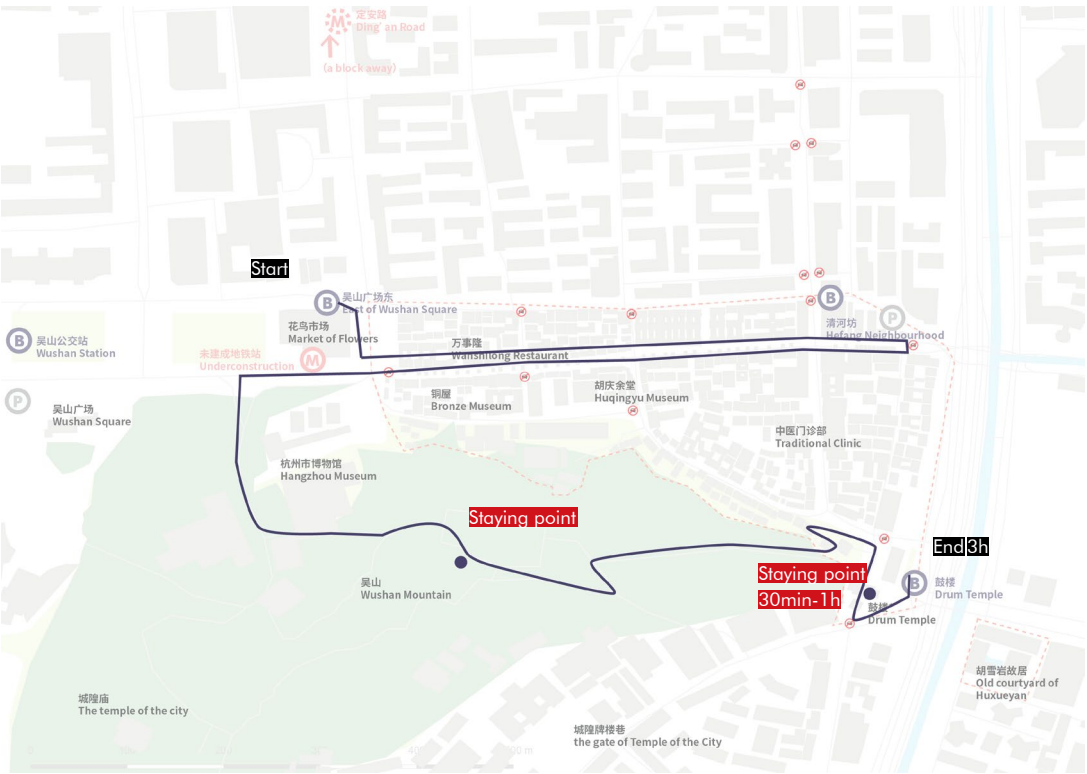
The description of case
No.47 in Hefang Traditional
Neighbourhood

author
2020

1h

MTWTF S S

AM   PM

Locals
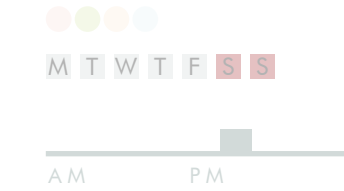
The description of case
No.273 in Hefang Traditional
Neighbourhood

author
2020

1h

Hefang Neighbourhood (Type B: go-and-stay visitors)

M T W T F S S

AM   PM

Tourists
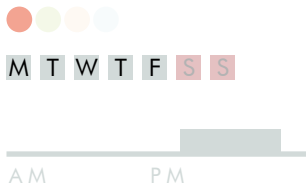
The description of case
No.49 in Hefang Traditional
Neighbourhood

author
2020

Start
End 5h

Staying point
2h

Return

1h

M T W T F S S

AM   PM

Locals

The description of case
No.64 in Hefang Traditional
Neighbourhood

author
2020

Start
End
2h

More

Staying point
1h

1h

M T W T F S S

AM   PM

Locals
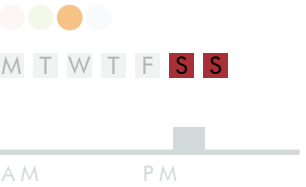
The description of case
No.54 in Hefang Traditional
Neighbourhood

author
2020

Start

Staying point 2h

End 2h

1h

M T W T F S S

AM   PM

Locals

The description of case
No.122 in Hefang Traditional
Neighbourhood

author
2020

Start

Staying point
Based on online ranking

End
1h

1h

Hefang Neighbourhood (Type C: random wandering visitors)

MTWTF S S

AM PM

Locals

The description of case
No.184 in Hefang Traditional
Neighbourhood

author
2020

Start wherever easy to park and have public transportation(metro)

A Start
End 1h

C Start
End 1h

B Start
End 1h

Staying point
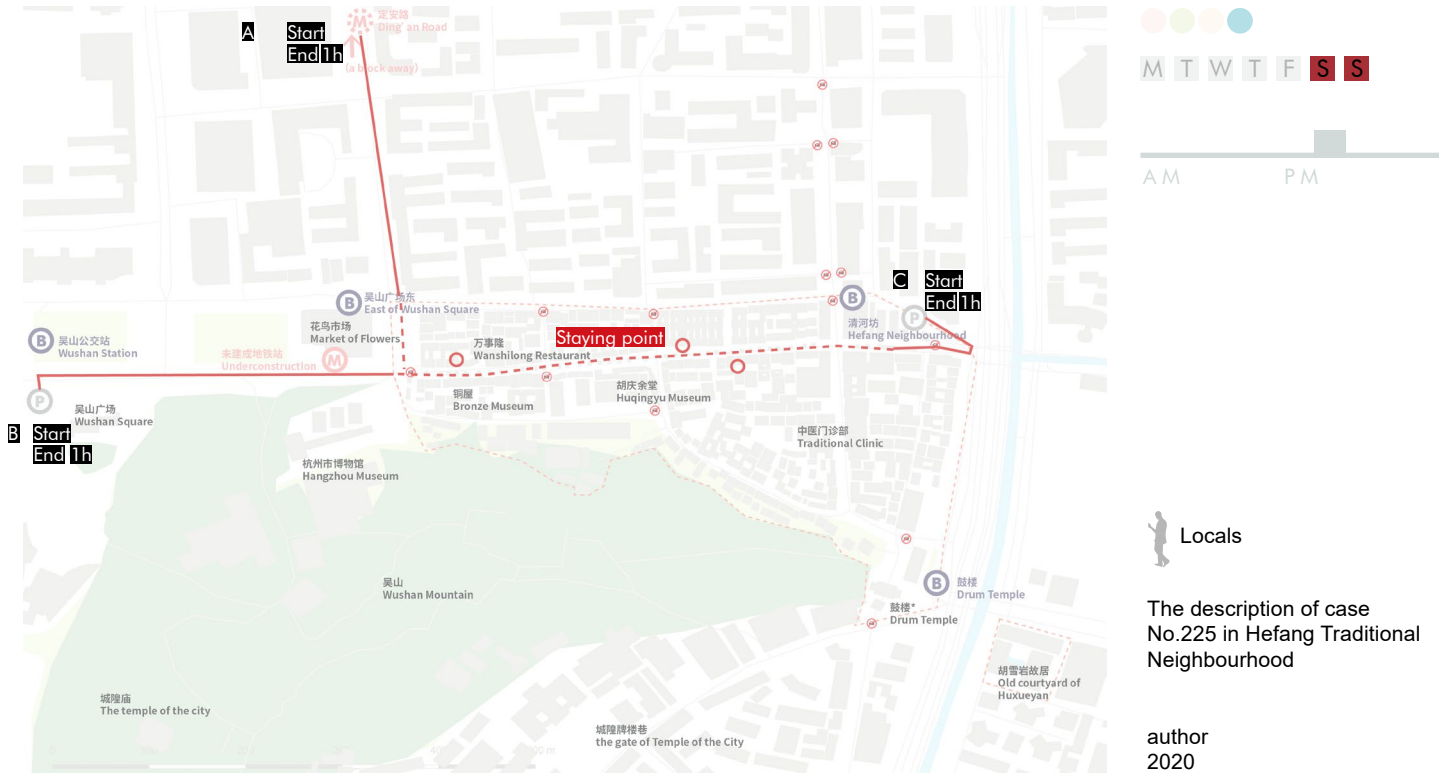
MTWTF S S

AM PM

Locals

The description of case
No.225 in Hefang Traditional
Neighbourhood

author
2020

1h

Start

Restaurant 1h
Staying point

End 2h

MTWTF S S

AM PM

Locals

The description of case
No.186 in Hefang Traditional
Neighbourhood

author
2020

Restaurant 1h
Staying point

End 2h

Staying point

Continue to the West Lake
2h

Staying point
30min Old book shop

Start
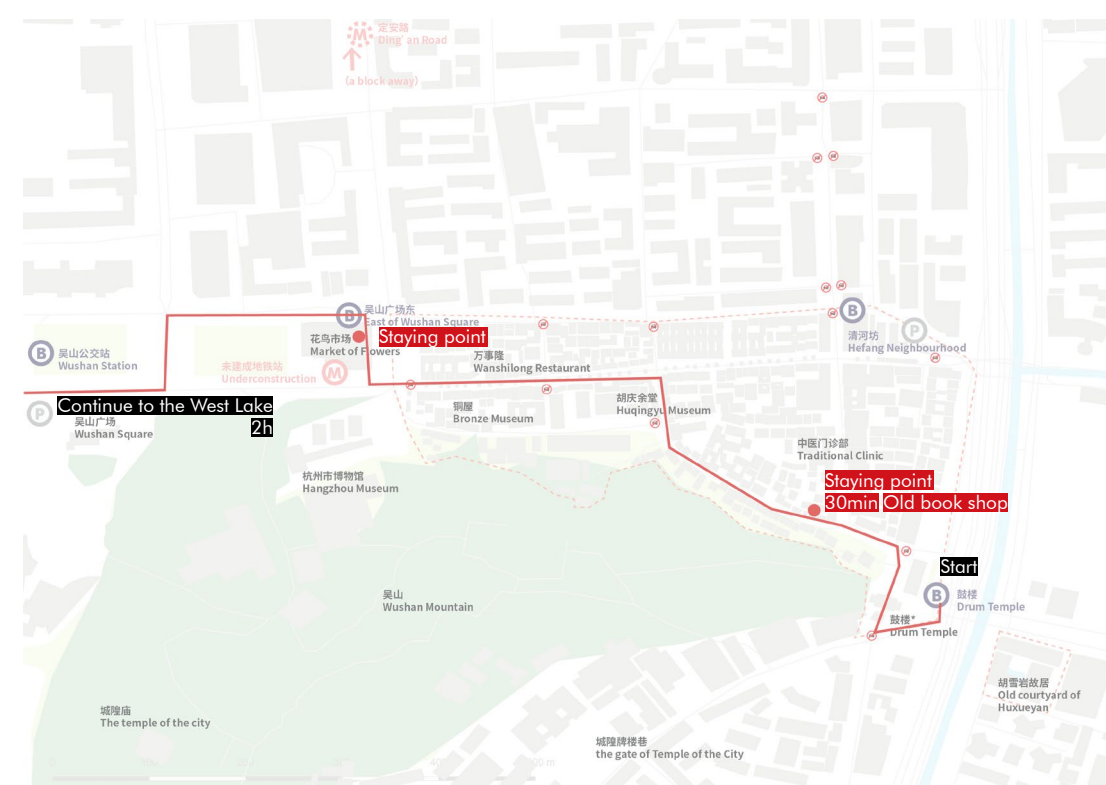
MTWTF S S

AM PM

Tourists

The description of case
No.249 in Hefang Traditional
Neighbourhood

author
2020

1h

Start
End 1h
Restaurant 1h
Staying point

Hefang Neighbourhood (Type D: daily routine visitors)

Having meals before going to painting classes

M T W T F **S** **S**

A M   P M

Locals

The description of case
No.100 in Hefang Traditional
Neighbourhood

author
2020

Start
Continue
walking
1h

Staying point
<30min

1h

Having breakfasts

M T W T F **S** **S**

A M   P M

Locals

The description of case
No.123 in Hefang Traditional
Neighbourhood

author
2020

Start
End 30min

Staying point
<30min

1h

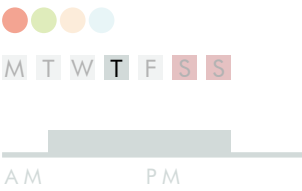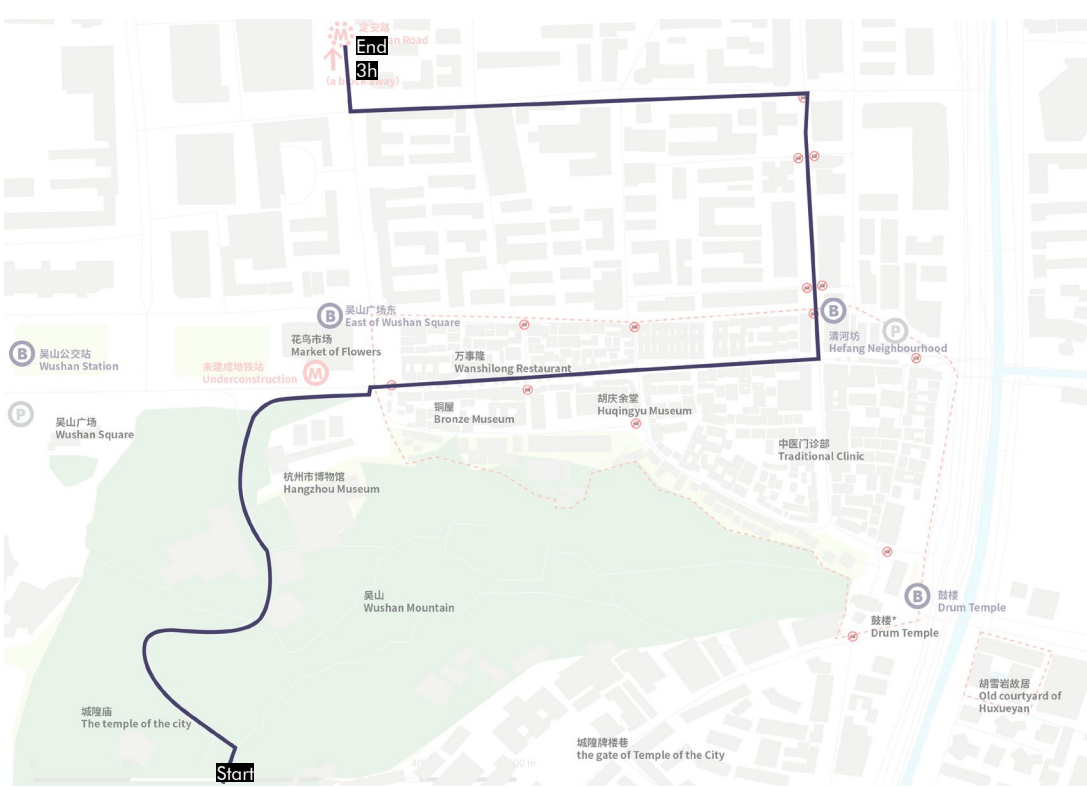## Qiaoxi Museum Cluster (Type A: on the run sightseeing visitors)

Qiaoxi Museum Cluster (Type B: go-and-stay visitors)

Top-left map (case No.177):

M T W T F S S
AM PM

大运河 Grand Canal (a block away)

中国扇博物馆 The Museum of the Traditional Fan

拱墅区政府办公楼 The municipality of the Gongshu District

购物商场 Shopping mall

盒马生鲜 Grocery delivery collecting point

拱宸桥 Gongchen Bridge

地下超市 Underground supermarket

酒店+办公 Hotel & Office

运河广场 Canal Square

运河博物馆 Canal Museum

Staying point 1h

End 5h

拱宸桥西 West of Gongchen Bridge

Start

中国刀剪剑博物馆 The Museum of Blades

Staying point 1h

杭州工艺美术物馆 The Museum of Handcrafts

Staying point 1h

天阳D32时尚街区 A commercial & shopping center

Locals

The description of case No.177 in Qiaoxi Museum Cluster

author 2020

1h

Top-right map (case No.67):

M T W T F S S
AM PM

大运河 Grand Canal (a block away)

中国扇博物馆 The Museum of the Traditional Fan

拱墅区政府办公楼 The municipality of the Gongshu District

购物商场 Shopping mall

盒马生鲜 Grocery delivery collecting point

拱宸桥 Gongchen Bridge

地下超市 Underground supermarket

酒店+办公 Hotel & Office

运河广场 Canal Square

Start Cycle End Taxi 3h

运河博物馆 Canal Museum

Targeting point

拱宸桥西 West of Gongchen Bridge

中国刀剪剑博物馆 The Museum of Blades

中国杭州工艺美术馆 The Museum of Handcrafts

天阳D32时尚街区 A commercial & shopping center

Tourists

The description of case No.67 in Qiaoxi Museum Cluster

author 2020

1h

Bottom-left map (case No.232):

M T W T F S S
AM PM

大运河 Grand Canal (a block away)

中国扇博物馆 The Museum of the Traditional Fan

拱墅区政府办公楼 The municipality of the Gongshu District

购物商场 Shopping mall

盒马生鲜 Grocery delivery collecting point

拱宸桥 Gongchen Bridge

地下超市 Underground supermarket

酒店+办公 Hotel & Office

运河广场 Canal Square

End 5h

Staying point 30min-1h

Staying point 30min-1h

运河博物馆 Canal Museum

拱宸桥西 West of Gongchen Bridge

中国刀剪剑博物馆 The Museum of Blades

Staying point 30min-1h

Start

Staying point 30min-1h

中国杭州工艺美术馆 The Museum of Handcrafts

天阳D32时尚街区 A commercial & shopping center

Locals

The description of case No.232 in Qiaoxi Museum Cluster

author 2020

1h

Bottom-right map (case No.259):

M T W T F S S
AM PM

大运河 Grand Canal (a block away)

中国扇博物馆 The Museum of the Traditional Fan

拱墅区政府办公楼 The municipality of the Gongshu District

购物商场 Shopping mall

盒马生鲜 Grocery delivery collecting point

拱宸桥 Gongchen Bridge

地下超市 Underground supermarket

酒店+办公 Hotel & Office

运河广场 Canal Square

Return

Staying point 30min-1h

运河博物馆 Canal Museum

拱宸桥西 West of Gongchen Bridge

Start End 2h

中国刀剪剑博物馆 The Museum of Blades

中国杭州工艺美术馆 The Museum of Handcrafts

天阳D32时尚街区 A commercial & shopping center

Tourists

The description of case No.259 in Qiaoxi Museum Cluster

author 2020

1h

Qiaoxi Museum Cluster (Type C: random wandering visitors)

M T W T F S S
AM PM

Locals

The description of case No.2 in Qiaoxi Museum Cluster

author
2020

1h

M T W T F S S
AM PM

Locals

The description of case No.226 in Qiaoxi Museum Cluster

author
2020

1h

M T W T F S S
AM PM

Locals

The description of case No.186 in Qiaoxi Museum Cluster

author
2020

1h

M T W T F S S
AM PM

Locals

The description of case No.229 in Qiaoxi Museum Cluster

author
2020

1h

Qiaoxi Museum Cluster (Type D: daily routine visitors)

Grocery and picking up delivery

M T **T** F S S

A M   P M

拱宸区政府办公楼
The municipality of the
Gongshu District

大运河
Grand Canal
(a block away)

中国扇博物馆
The Museum of the Traditional Fan

购物商场
Shopping mall

Staying point 30min

地下超市
Underground
supermarket

盒马生鲜
Grocery delivery
collecting point

Start

End 2h

Staying point 1h

拱宸桥
Gongchen Bridge

酒店+办公
Hotel & Office

运河博物馆
Canal Museum

运河广场
Canal Square

拱宸桥西
West of Gongchen Bridge

中国刀剪剑博物馆
The Museum of Blades

中国杭州工艺美术馆
The Museum of Handcrafts

天阳D32时尚街区
A commercial & shopping center

Locals

The description of case
No.71 in Qiaoxi Museum
Cluster

author
2020

1h

Morning wandering

M T W T **F** S S

A M   P M

大运河
Grand Canal
(a block away)

中国扇博物馆
The Museum of the Traditional Fan

拱宸区政府办公楼
The municipality of the
Gongshu District

购物商场
Shopping mall

Return

盒马生鲜
Grocery delivery
collecting point

地下超市
Underground
supermarket

拱宸桥
Gongchen Bridge

Staying point 1h

酒店+办公
Hotel & Office

运河博物馆
Canal Museum

运河广场
Canal Square

拱宸桥西
West of Gongchen Bridge

中国刀剪剑博物馆
The Museum of Blades

中国杭州工艺美术馆
The Museum of Handcrafts

Start

End 2h

天阳D32时尚街区
A commercial & shopping center

Locals

The description of
case No.197 in Qiaoxi
Museum Cluster

author
2020

1h

Social after dinners

M T W T F **S S**

A M   P M

大运河
Grand Canal
(a block away)

中国扇博物馆
The Museum of the Traditional Fan

拱宸区政府办公楼
The municipality of the
Gongshu District

购物商场
Shopping mall

地下超市
Underground
supermarket

盒马生鲜
Grocery delivery
collecting point

拱宸桥
Gongchen Bridge

Return
Staying point
1h

酒店+办公
Hotel & Office

运河博物馆
Canal Museum

运河广场
Canal Square

拱宸桥西
West of Gongchen Bridge

中国刀剪剑博物馆
The Museum of Blades

Start
End 1h

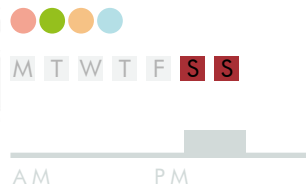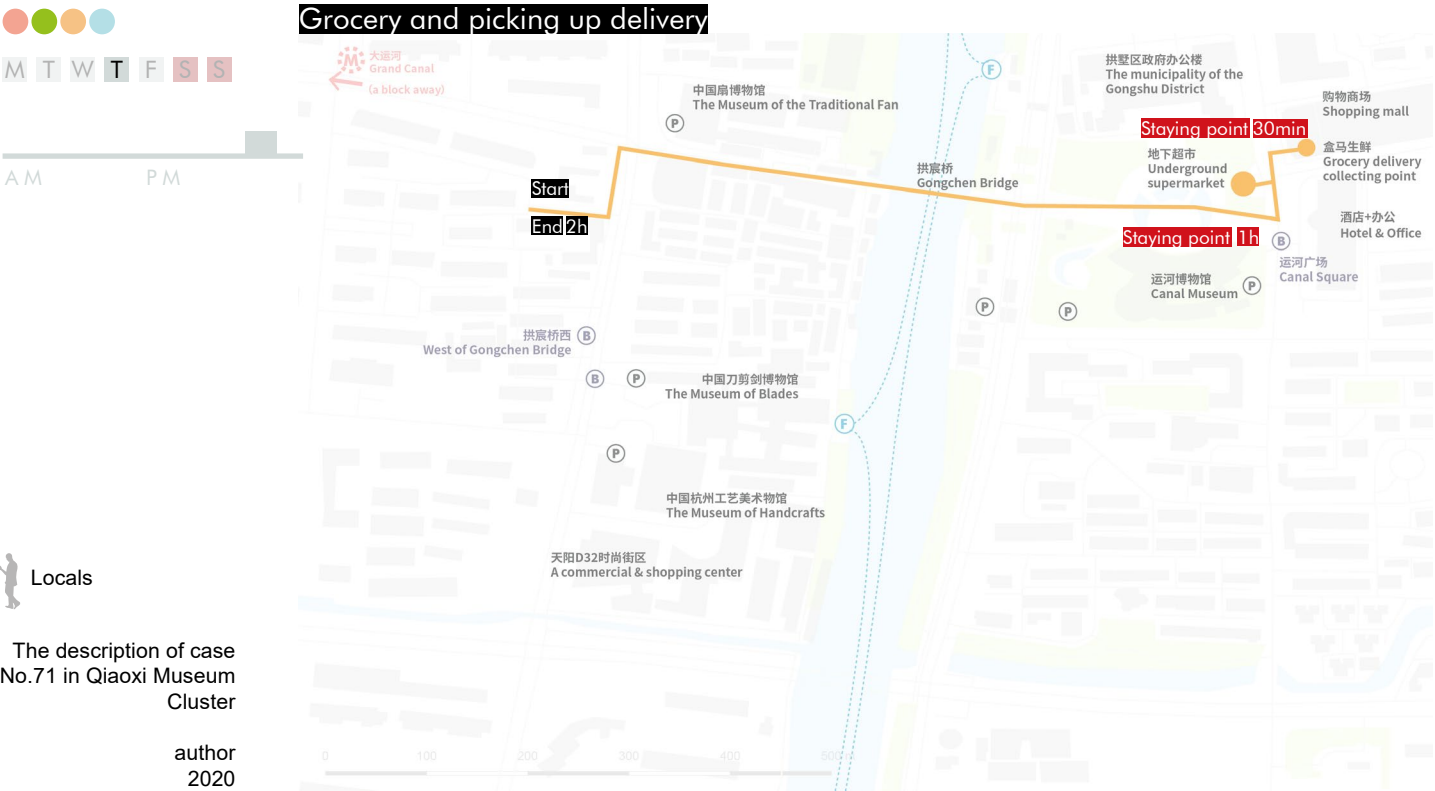中国杭州工艺美术馆
The Museum of Handcrafts

天阳D32时尚街区
A commercial & shopping center

Locals

The description of case
No.79 in Qiaoxi Museum
Cluster

author
2020

1h

Shopping per month

M T W T F **S** S

A M   P M

大运河
Grand Canal
(a block away)

中国扇博物馆
The Museum of the Traditional Fan

拱宸区政府办公楼
The municipality of the
Gongshu District

购物商场
Shopping mall

Staying point
1h

地下超市
Underground
supermarket

盒马生鲜
Grocery delivery
collecting point

拱宸桥
Gongchen Bridge

End 2h

酒店+办公
Hotel & Office

运河博物馆
Canal Museum

运河广场
Canal Square

拱宸桥西
West of Gongchen Bridge

Start

中国刀剪剑博物馆
The Museum of Blades

中国杭州工艺美术馆
The Museum of Handcrafts

天阳D32时尚街区
A commercial & shopping center

Locals

The description of
case No.307 in Qiaoxi
Museum Cluster

author
2020

1h

Stay

Planned

Casual

Cross

Green

Path

Amenity

Heritage

Transportation

Grey

isolated restaurants

Playground/-free-field

Big, empty, grey

Stages for locals

Outdoor catering

Catering & Shopping Cluster

Hidden street/ Back street

Traditional neighbourhood

Extra Ticket Spots

Shopping pass

Isolated retails

Parallel walkways

Branch street

Mobikes

Heritage path

Entrances/Exits

Fences, semi-fences, checking point

Sidewalk & urban traffic

Hidden heritage

Must-visit

The summary patterns with people's staying/moving patterns

author
2020