

To what extent does Hong Kong fit the pattern of decreasing land values with increasing distance from the Peak Land Value Intersection?

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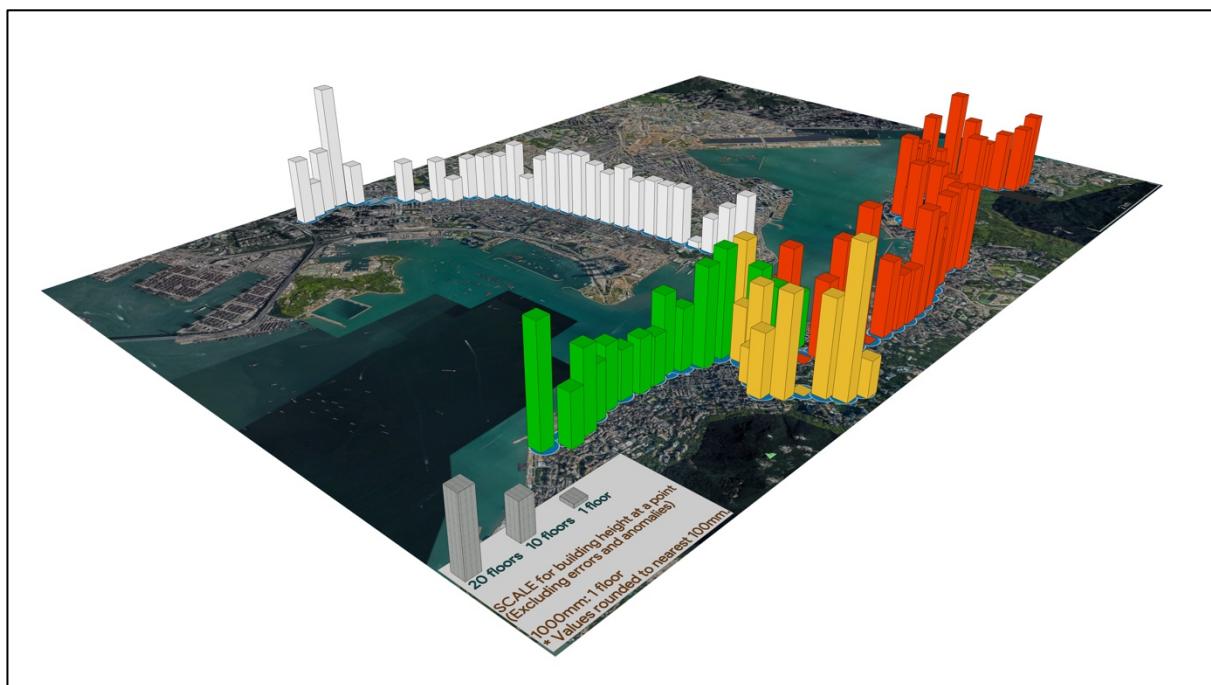


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Abbreviations List

BRT: Bid Rent Theory

CBD: Central Business District

HK: Hong Kong

PLVI: Peak Land Value Intersection

PR: Plot Ratio

S.D.: Standard Deviation

SRCC: Spearman's Rank Correlation Coefficient

2IFC: Two International Finance Centre

Section A: Fieldwork question and Geographic Context

Research Parameters

My research question is “To what extent does Hong Kong (HK) fit the pattern of decreasing land values with increasing distance from the Peak Land Value Intersection (PLVI)?”

Alternative Hypothesis (H_1): The number of floors of buildings in HK will decrease as distance increases from PLVI.

Null Hypothesis (H_0): The number of floors of buildings in HK will not decrease as distance increases from PLVI.

This research is related with “Option G: Urban Environment”, and in this study, the relationship between land use patterns and land values will be examined.

Understanding PLVI

PLVI is the highest point on the urban land-value surface in terms of land value at the core of the CBD (Small and Witherick). However, as outlined by figure 1, concentration of economic activities in the peripheries creates a secondary land value peak.

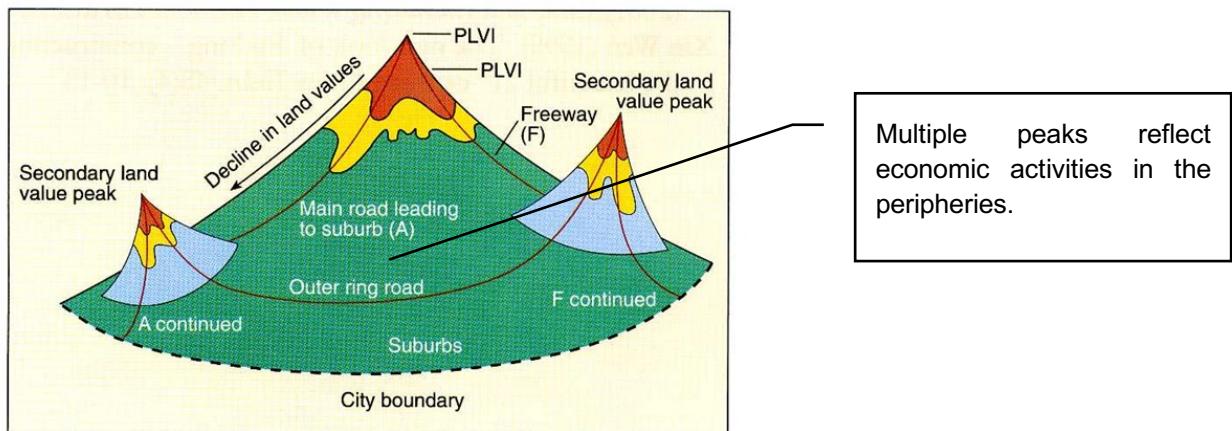


Figure 1 Variations of land value according to the multiple nuclei model. (Small and Witherick)

As land value increases, property owners need to generate higher revenue to compensate for the high price; Increasing the number of floors of a building generates more rent. For the purposes of this study, number of floors is chosen as a proxy indicator for land value.

2IFC at Central's waterfront is the chosen PLVI as illustrated by Figure 6, as it is surrounded by railway terminals, high standing businesses, and commercial buildings. HK's tallest building ICC is not chosen as it is not located in the CBD.

Varying land values according to the BRT and Burgess, Hoyt and Multi-nuclei Models

As outlined by BRT in Figure 2, value of land varies with distance from city centre. For instance, as the retail curve is very steep, distance from centre plays a significant role in the bidding power of its landuse. This is because businesses need to be accessible and they have higher bidding power.

The variation of the land values according to landuse can be outlined by the Burgess, Hoyt and multi-nuclei model, represented by Figure 3,4 and 5 respectively.

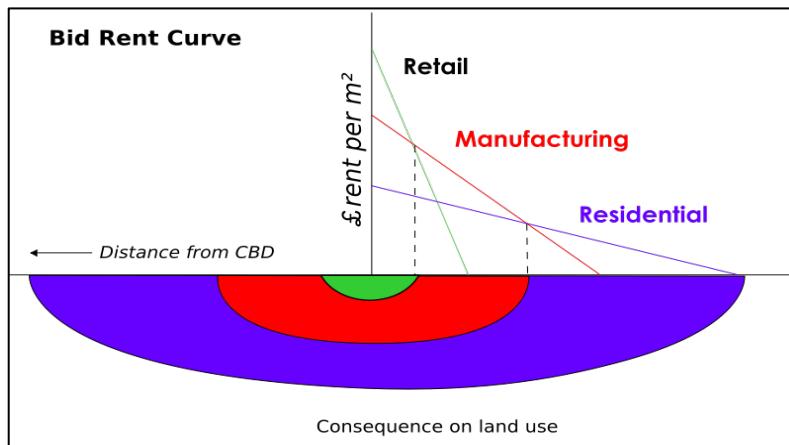


Figure 2 Bid Rent mechanism illustrates distance decay of different landuse on the Burgess landuse model (Syntaxerror 55, 2008)

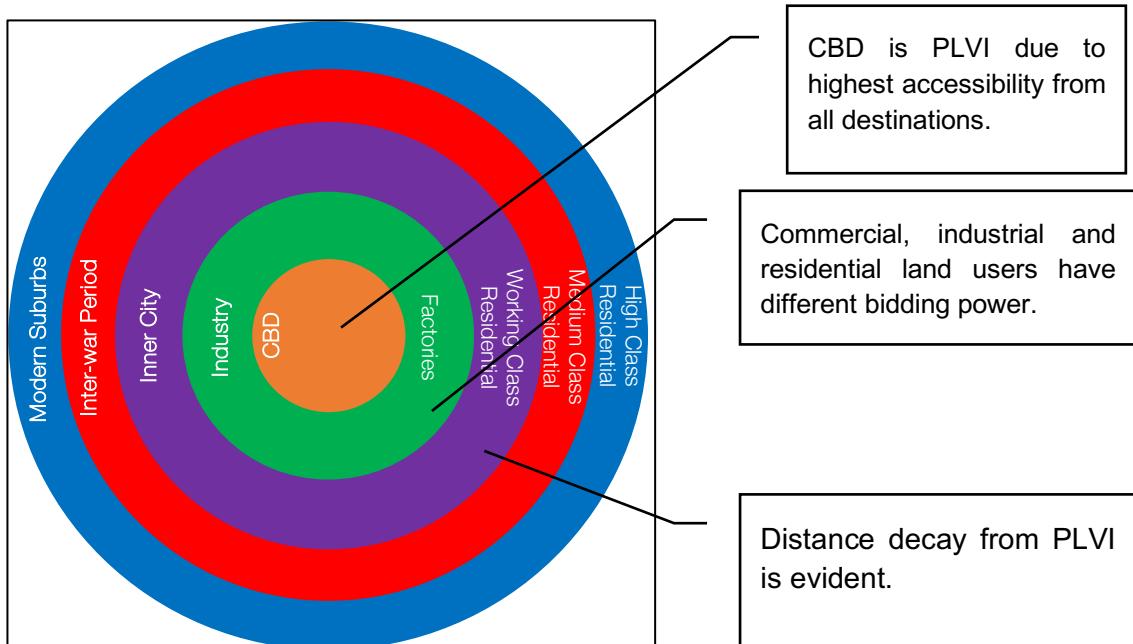


Figure 3 The concentric Burgess Model was developed according to the 1920s Chicago, annotations devised by author.

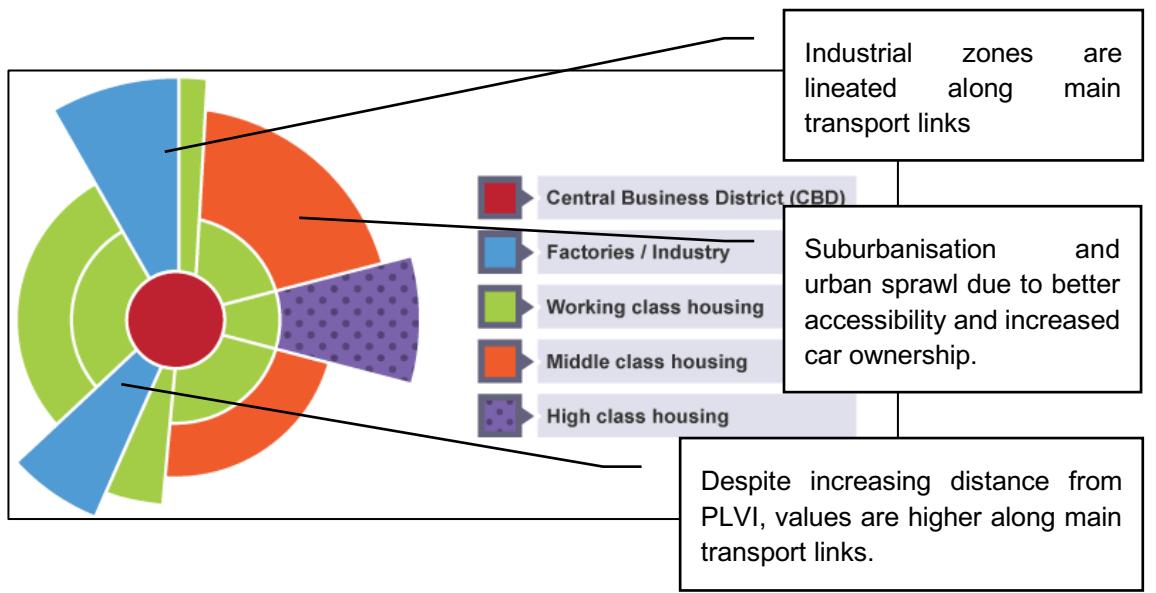


Figure 4 The Hoyt Model modifies the concentric zone model and accounts for rail transport in the 20th century, annotations devised by author. (BBC, 2017)

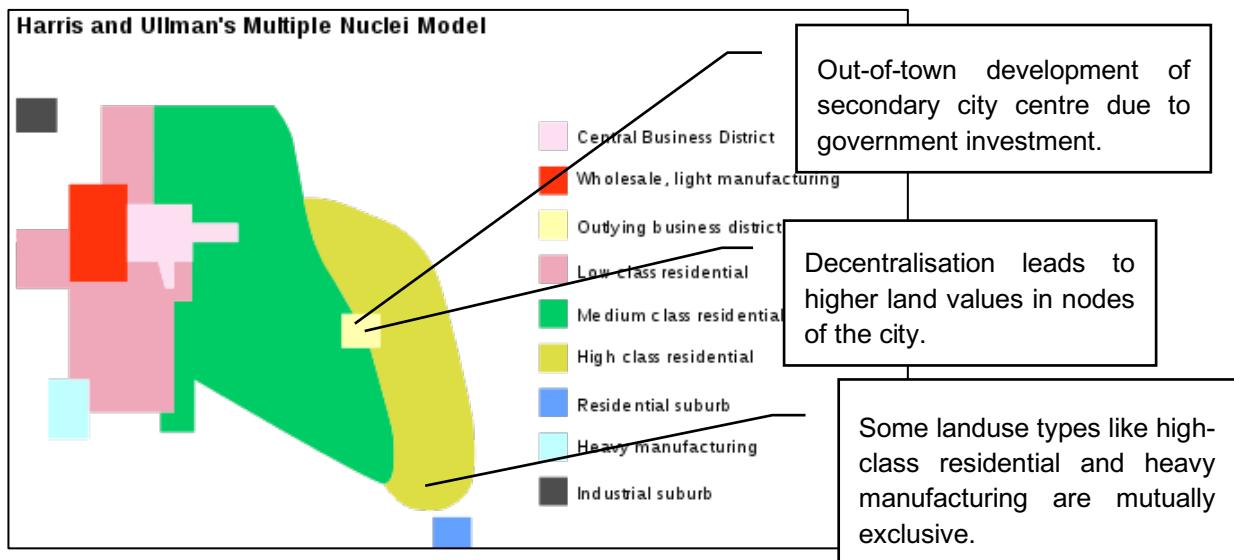


Figure 5 The Multi-nuclei model reflects the diverse nature of large urban areas, annotations devised by author. (SuzanneKn, 2009)

However, HK may not fit into any of these patterns, likely due to the large urban population, and the development of nodes in new towns.

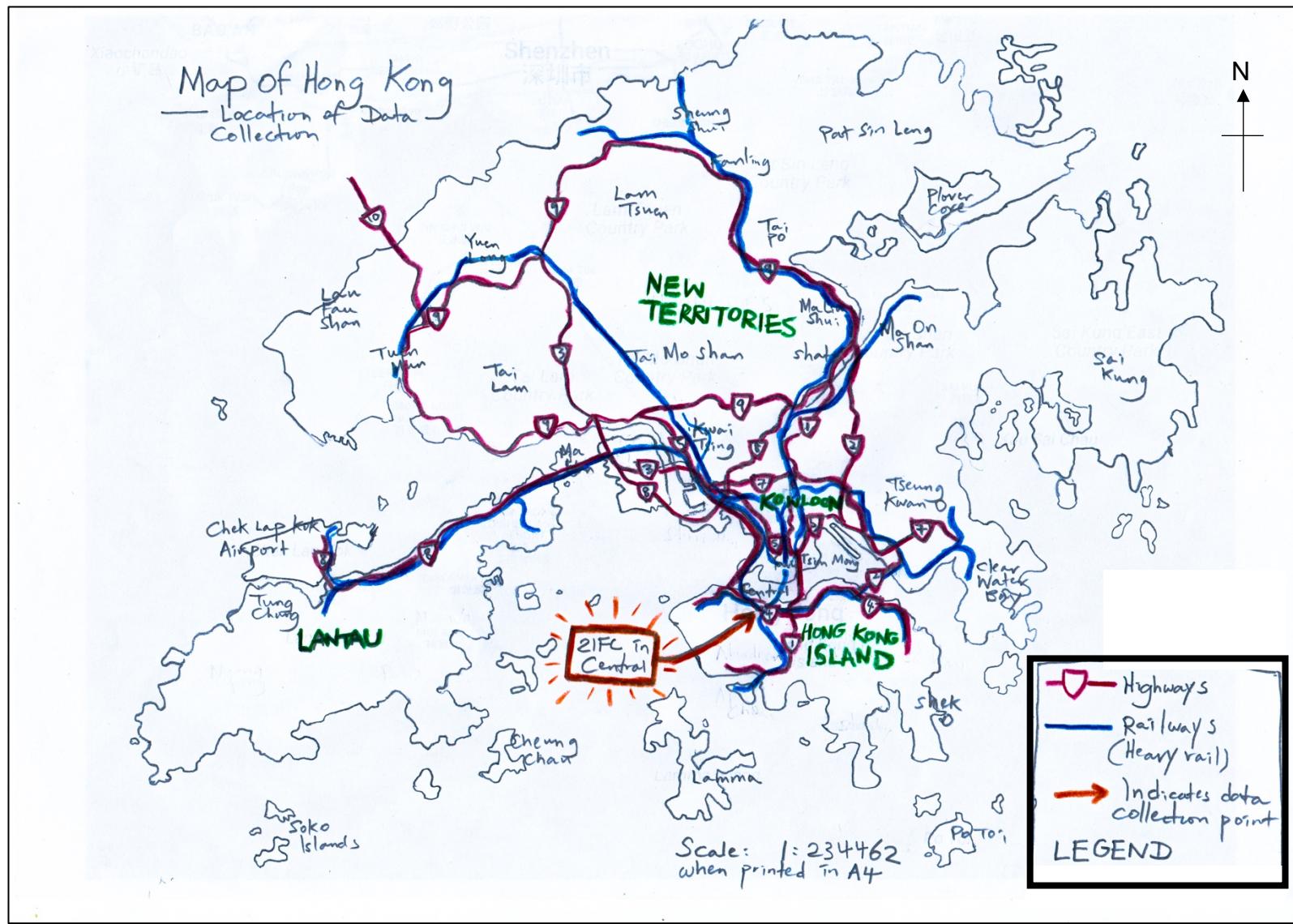


Figure 6 Map of Hong Kong with Data collection location indicated

Section B: Methodology

1) Variables

The 2 variables are number of floors and distance from PLVI; distance will be measured on Google Maps, whereas number of floors will be counted by eye.

2) Sampling Method

The following outlines the justification for using different sampling methods for collecting data regarding number of floors:

- i) Stratified sampling divides the population into 4 subgroups (N,E,S,W) to represent data from different parts of the city in a proportional manner, as outlined by Figure 7:

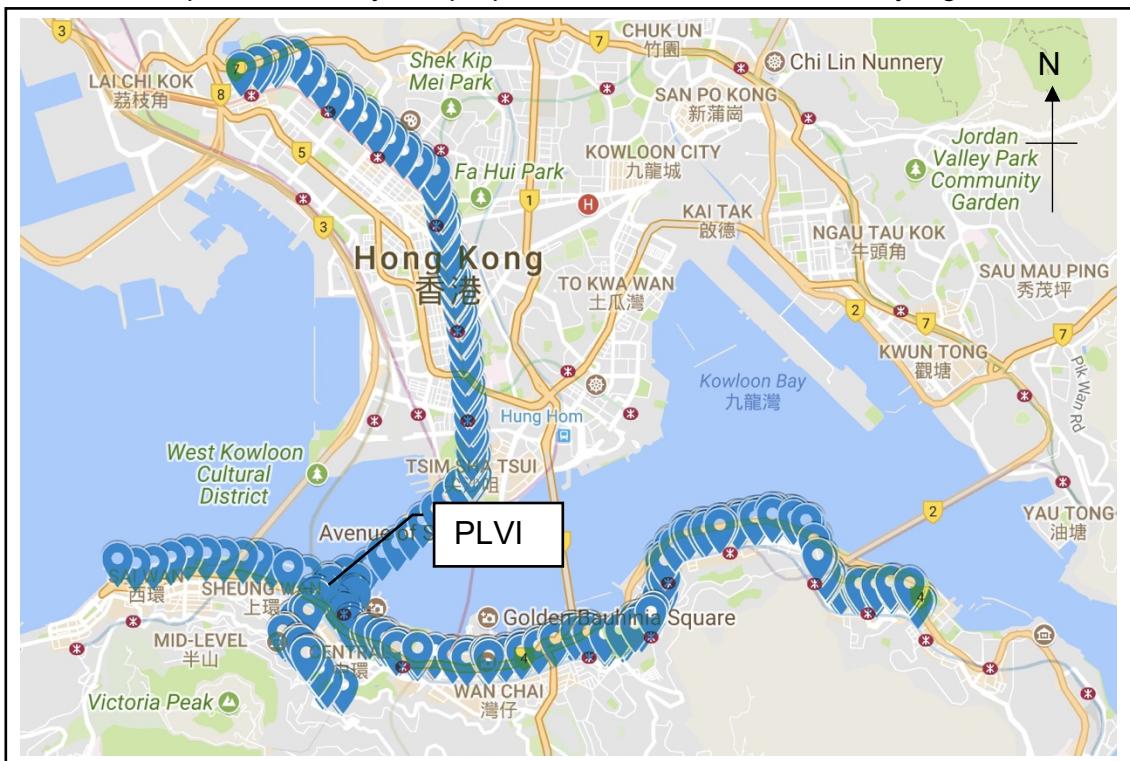


Figure 7 The North, East, South and West Transects with data points (1:75000) (Google, 2018)

- ii) With systematic sampling, data points are placed 200 metres apart from each other along each transect. While it will minimise time for data collection, data will still be statistically sufficient for a fair data collection since there are more than 30 samples. Figures 8, 9, 10 and 11 outlines the northern, eastern, southern and western transects respectively:

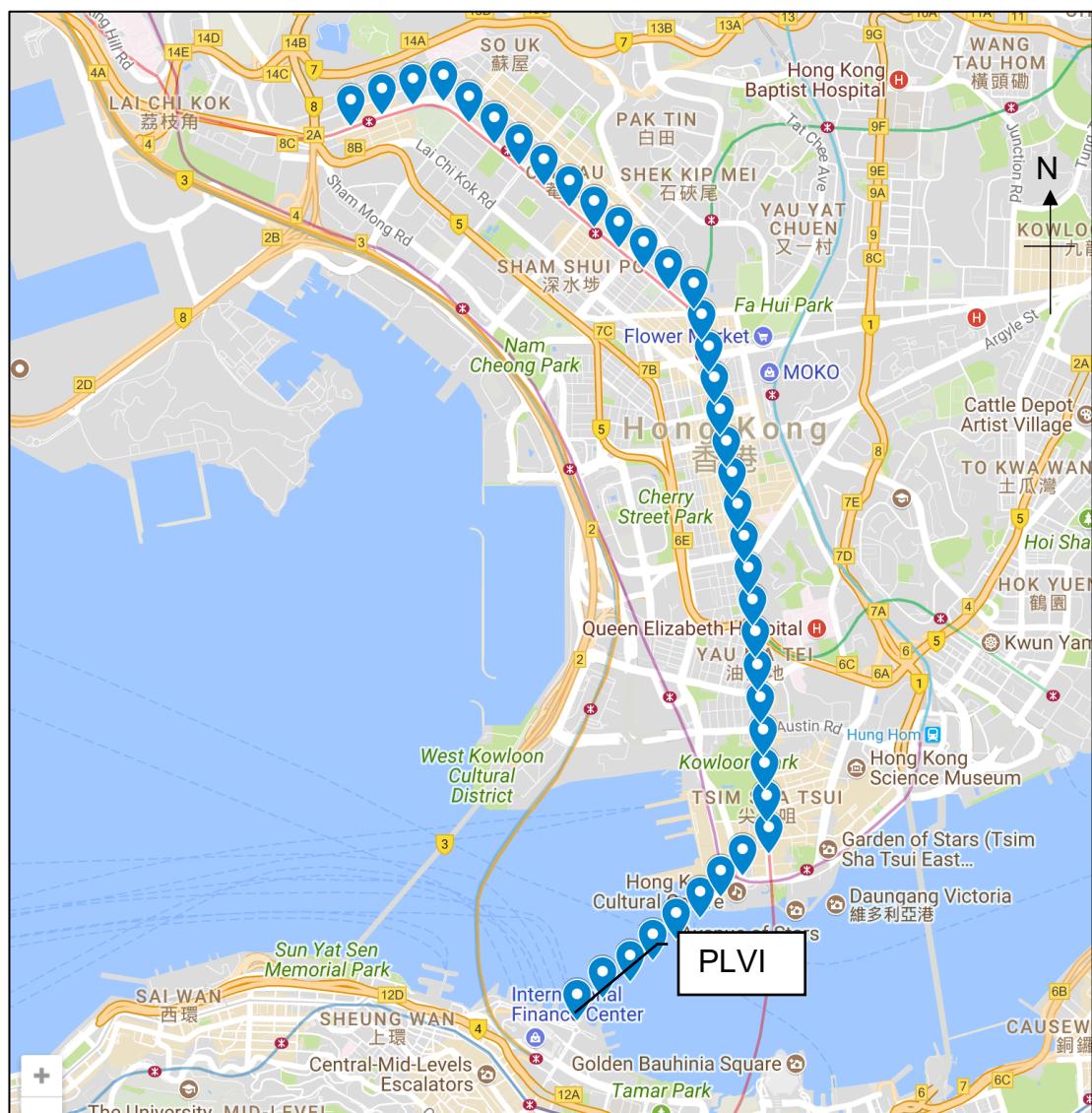


Figure 8 Northern Transect (1:40000) (Google, 2018)

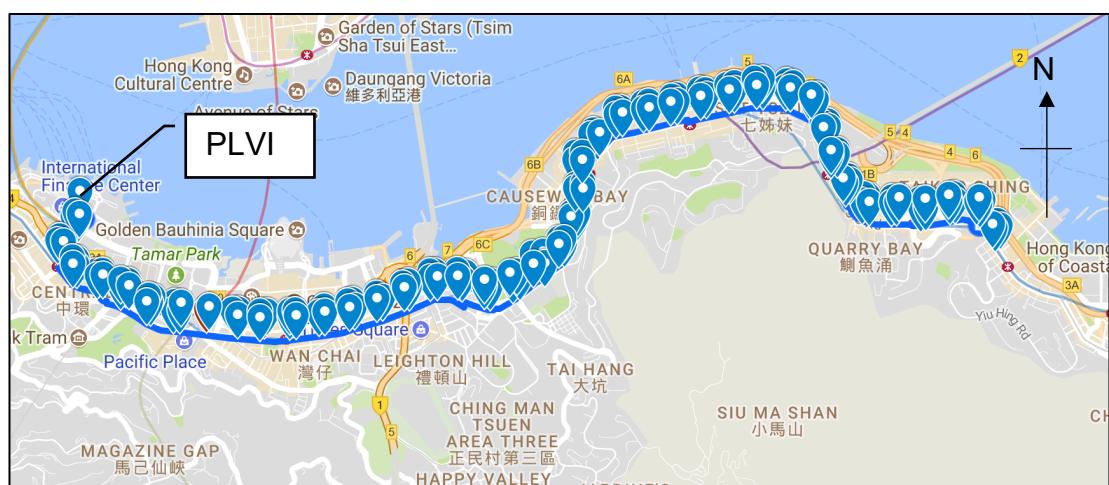


Figure 9 Eastern Transect (1:40000) (Google, 2018)

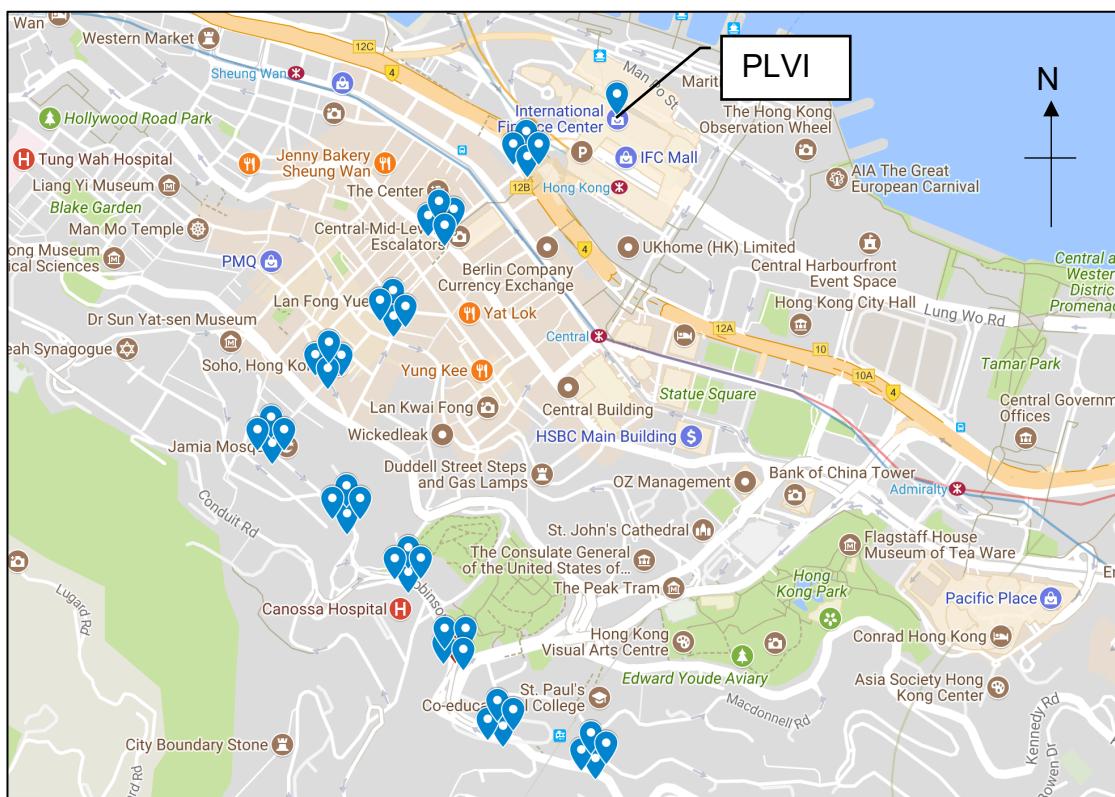


Figure 10 Southern Transect (1:13333) (Google, 2018)



Figure 11 Western Transect (1:181812) (Google, 2018)

- iii) By stratified sampling, buildings at 25 metres NE, SE, SW and NW of the data collection point will be considered as illustrated by Figure 12, thus reducing the spatial bias.

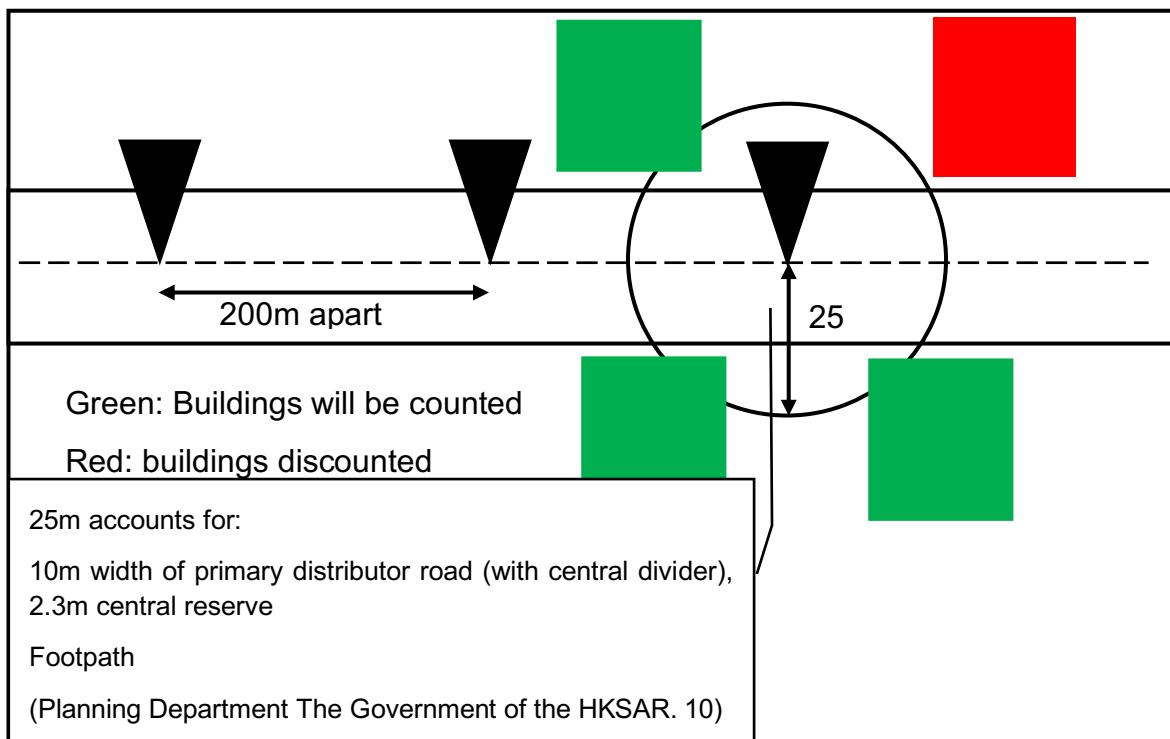


Figure 12 The spacing of data points, and the buildings accounting for each data point.

3) Floor Counting Method

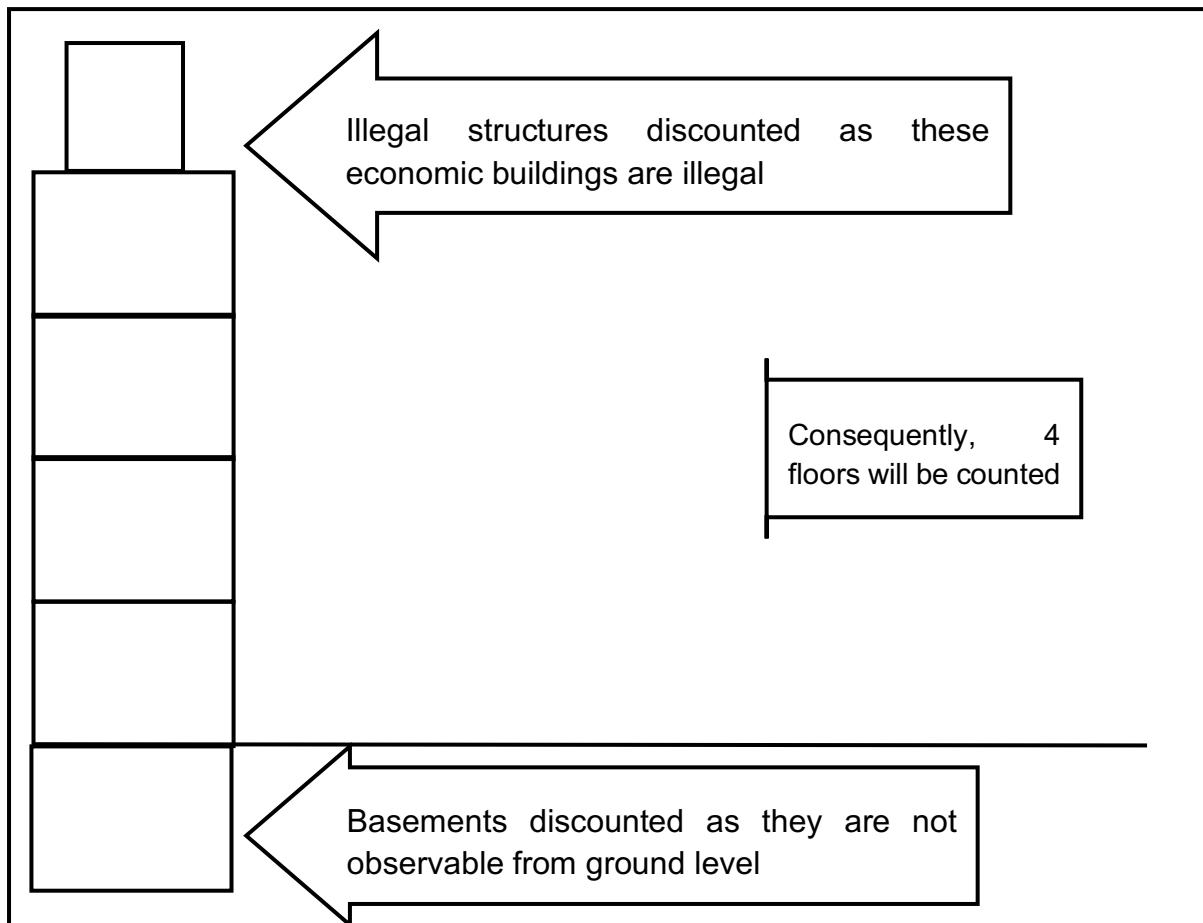


Figure 13 Defining the number of floors to be counted.

4) Errors

Landuse	Justification
Industrial, Institutional, Transport	They do not reflect concentration of major economic activities.
Any other recreational landuse	Land value affected by government intervention.
Buildings under constructions	Number of floors may be affected by building progress.
Vacant Land	Land may be vacant due to geographical limitations, i.e. relief or terrain.

Figure 14 Justification for landuse anomalies.

5) Identification of anomalies using S.D. of a normal distribution

$$\sigma = \sqrt{\frac{\sum_{i=1}^n (x_i - \mu)^2}{n}}$$

where

$$\sigma = SD$$

x_i = value of the individual data point

μ = mean

n = number of data points in sample (Martin et al. 721)

In other words, S.D. measures how far, on average, each data points disperses from the mean in a normal curve. For instance, a large S.D. suggests a wide spread of data from the mean.

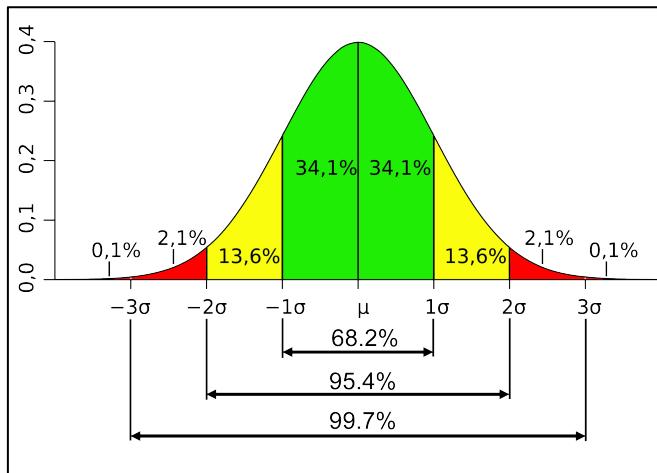


Figure 15 The normal distribution curve, also known as "bell curve".

In this investigation, for each data set, only values within 2 S.D., or within 68.2% from the mean will be considered.

6) Measuring and validating correlation

i) SRCC

While the Pearson correlation assumes and is conformed to a normal distribution for the bivariate population, the non-parametric is based purely on the nature of the data. Hence, SRCC has been selected to demonstrate the correlation between two variables. (Oxford University Press, 2017)

Independent Variable	Rank	Dependent Variable	Rank	Difference between Ranks (d)	d^2
Total:					

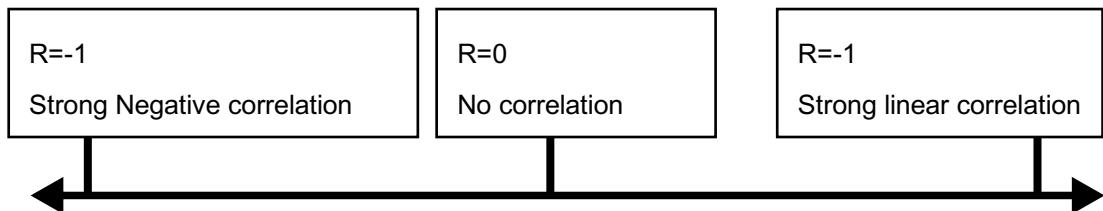
$$R = 1 - \frac{6 \sum d^2}{n^3 - n}$$

where

$R = SRCC$

$d^2 = Difference\ squared$

$n = number\ of\ data\ sets\ or\ pairs$



ii) Hypothesis Testing with t test

By Definition, the t test measures how significant the correlation is (that is, whether it occurs by chance), whenever the population variance is estimated from the sample variance. In Geography, since strong correlation refers to 95% level of confidence, the rejection level (α) is:

$$\alpha = \frac{100 - 95}{100} = 0.05$$

The test statistic (t-value) is

$$t = \left| R \sqrt{\frac{n - 2}{1 - R^2}} \right|$$

On a side note, the polarity (positive or negative sign) of the R-value and t-value may contradict each other since SRCC is non-parametric,

iii) Comparing test statistic and critical value

The bivariate population has a two-tailed student's t distribution $t(n-2)$ with degree of freedom $n-2$. The corresponding critical value for the 5% rejection level is $t_{\frac{\alpha}{2}}$,

which defines the two tailed critical region. If the test statistic is greater than the critical value, the test statistic is in the rejection region as illustrated by Figure 16, which means correlation between the variables is very strong. (Quin et al. 108)

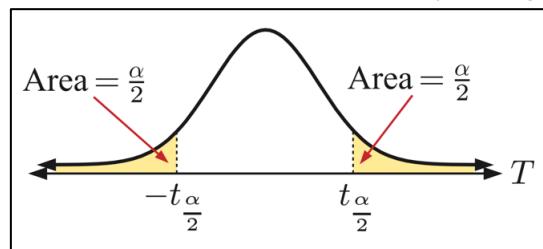


Figure 16 If test statistic lies within yellow region, reject null hypothesis in favour of alternative hypothesis. (Quin et al.108)

Overall, the combination of justified sampling methods and removal of anomalies will validate the correlation between the variables and help me validate my hypothesis.

Section C: Data Analysis

Refer to [bracket] for respective appendix of raw data.

Northern Transect [3a]

Northern transect has 31 data collection points with t distribution $t(31-2)$ or $t(29)$. Figures 17 and 18 show the raw and processed data respectively, with the outliers indicated in red:

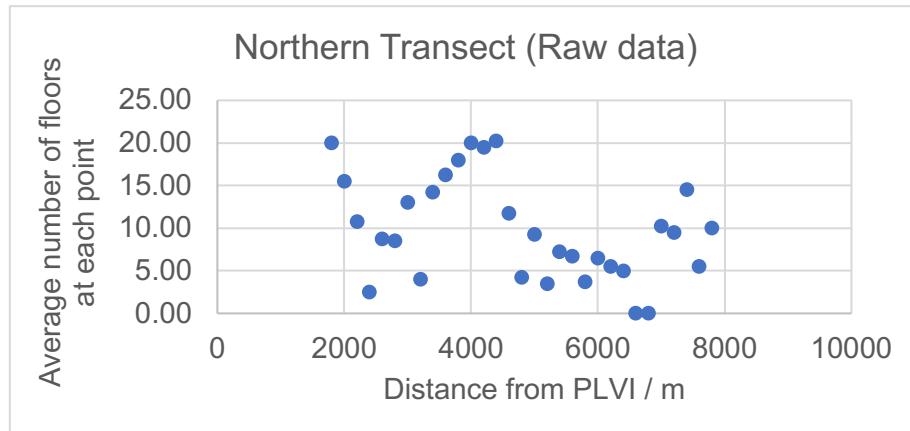


Figure 17 Northern transect raw data graph

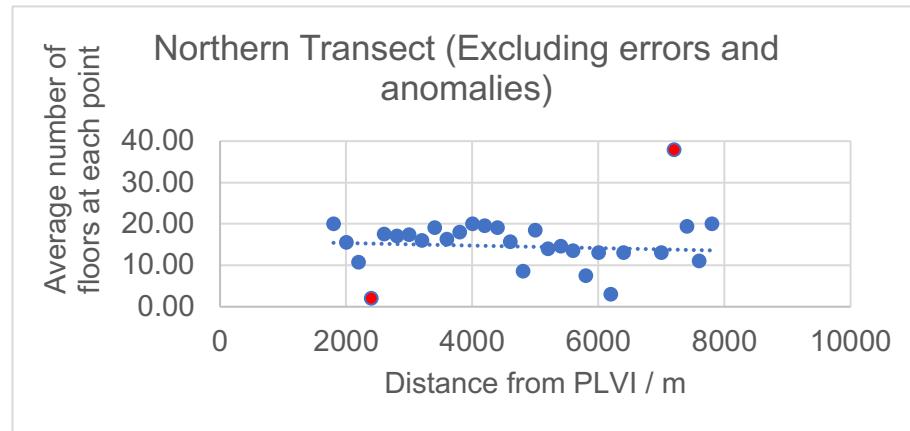


Figure 18 Northern transect processed data graph, with outliers indicated in red.

Figure 19 summarises the key findings of the northern transect:

Average number of floors (RAW)	8.01
Average number of floors (excluding errors and anomalies)	15.53
From all transects: to exclude anomalies	Standard Deviation
	Upper range of number of floors
	Lower range of number of floors
R-value	-0.085960591
T-value	0.448323787
Critical value from T-table	2.052
Reliability of R-value	No

Figure 19 Key findings of the northern transect.

Figure 20 offers a spatial data representation of the processed data.

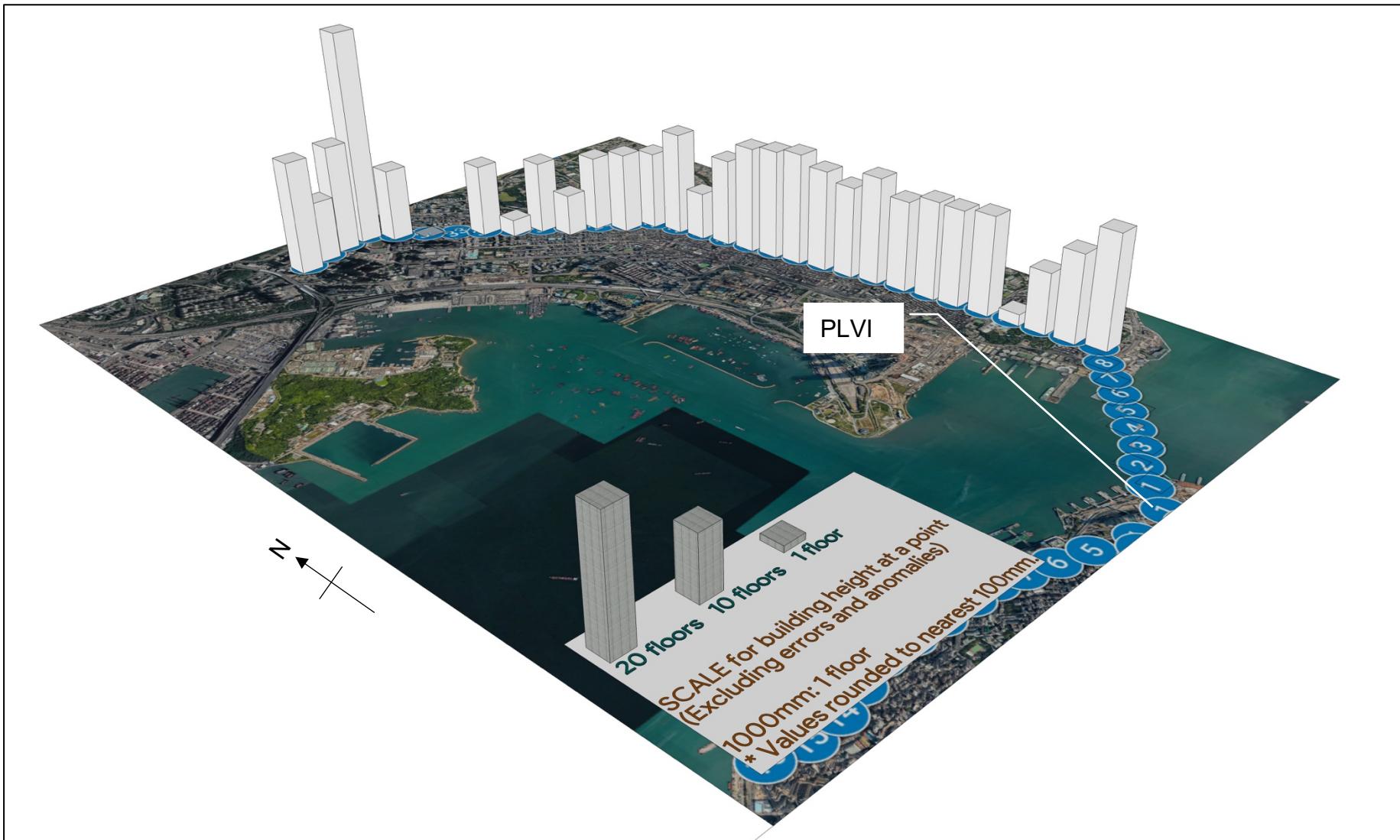


Figure 20 Spatial data representation of number of floors along the northern transect

There is a weak negative correlation between number of floors and distance from PLVI on the Northern Transect as indicated by the R value of -0.08596, which is in line with our hypothesis. However, at 5% confidence level, the t-value 0.4483 is not within the rejection region, so the null hypothesis should not be rejected.

This weak negative correlation can be explained through a number of factors:

- 1) Historically, Tsim Sha Tsui, the beginning of the transect, has always been a populated region due to its proximity to the harbor; To adapt to the increasing business activities in the region in the late 20th century, tall commercial blocks have been built in places like Mong Kok, as illustrated by Figure 21. However, there are also some low height buildings like the red point (outlier) in between 2000 and 4000m; these landmarks and open spaces are conserved for heritage or civil purposes, such as museums, and they are meant to increase third places for citizens and to improve accessibility for maximized pedestrian circulation. ("Urban Design Guidelines" 11)



Figure 21 (N22) Mong Kok: a busy region in the commercial area.

- 2) Prior to 1997, there was an airport in Kai Tak, east of the Kowloon peninsula. Building height had been regulated according to concentric zones from the airport to ensure the safety of landing and take-off airplanes.
- 3) As illustrated by Figure 22, there are many old-style buildings (Tong Lau) in Sham Shui Po, the middle section of the transect; Many were built before the adoption of lifts, which made tall buildings unfeasible.



Figure 22 (Between N29 and N30) Sham Shui Po: entering the inner city, where buildings are older.

- 4) The end of the transect, Cheung Sha Wan (Near Lai Chi Kok Station), has experienced gentrification, a range of urban renewal projects to revitalize the inner city to be specific; Therefore, building height soared with the construction of new residential blocks, like the outlier between 6000 and 8000m.

Eastern Transect [3b]

Eastern transect has 39 data collection points with t distribution $t(39-2)$ or $t(37)$. Figures 23 and 24 show the raw and processed data respectively, with the outliers indicated in red:

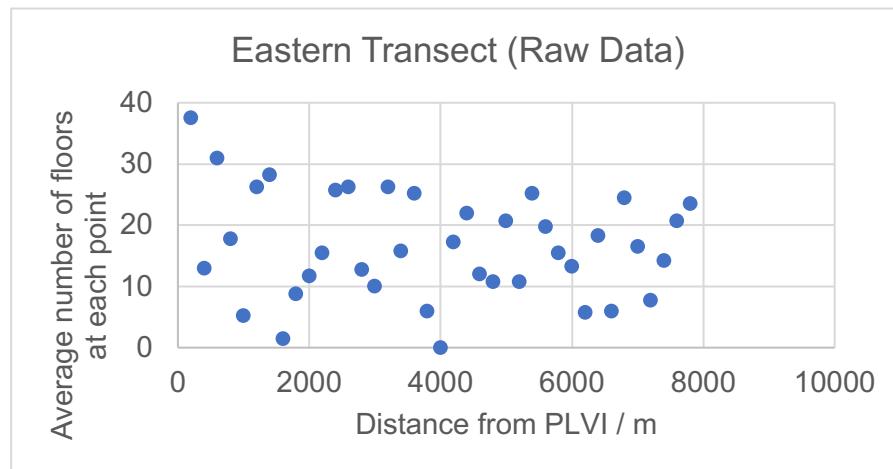


Figure 23 Eastern transect raw data graph

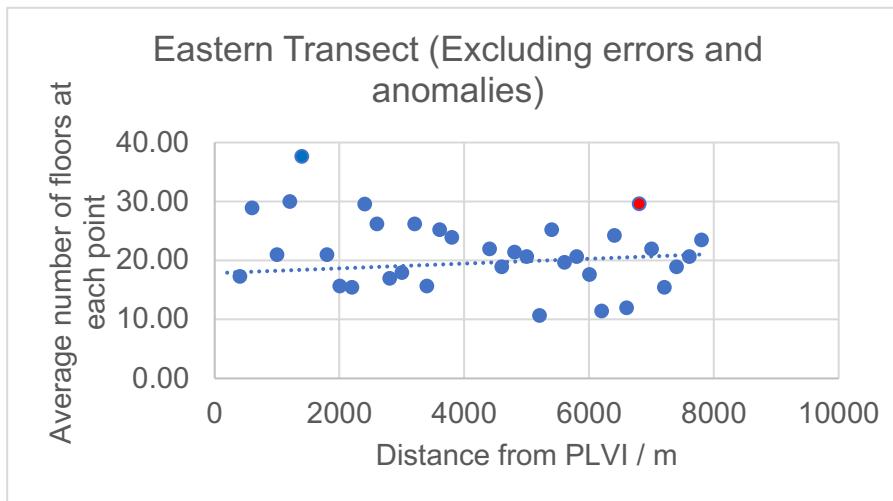


Figure 24 Eastern transect processed data graph, with outliers indicated in red.

Figure 25 summarises the key findings of the eastern transect:

Average number of floors (RAW)		16.64
Average number of floors (excluding errors and anomalies)		21.04
From all transects: to exclude anomalies	Standard Deviation	10.3
	Upper range of number of floors	41.26
	Lower range of number of floors	0.06
R-value		-0.2396358543
T-value		-1.417917257
Critical value from T-table		2.021
Reliability of R-value		No

Figure 25 Key findings of the eastern transect.

Figures 26 and 27 offers a spatial data representation of the processed data.

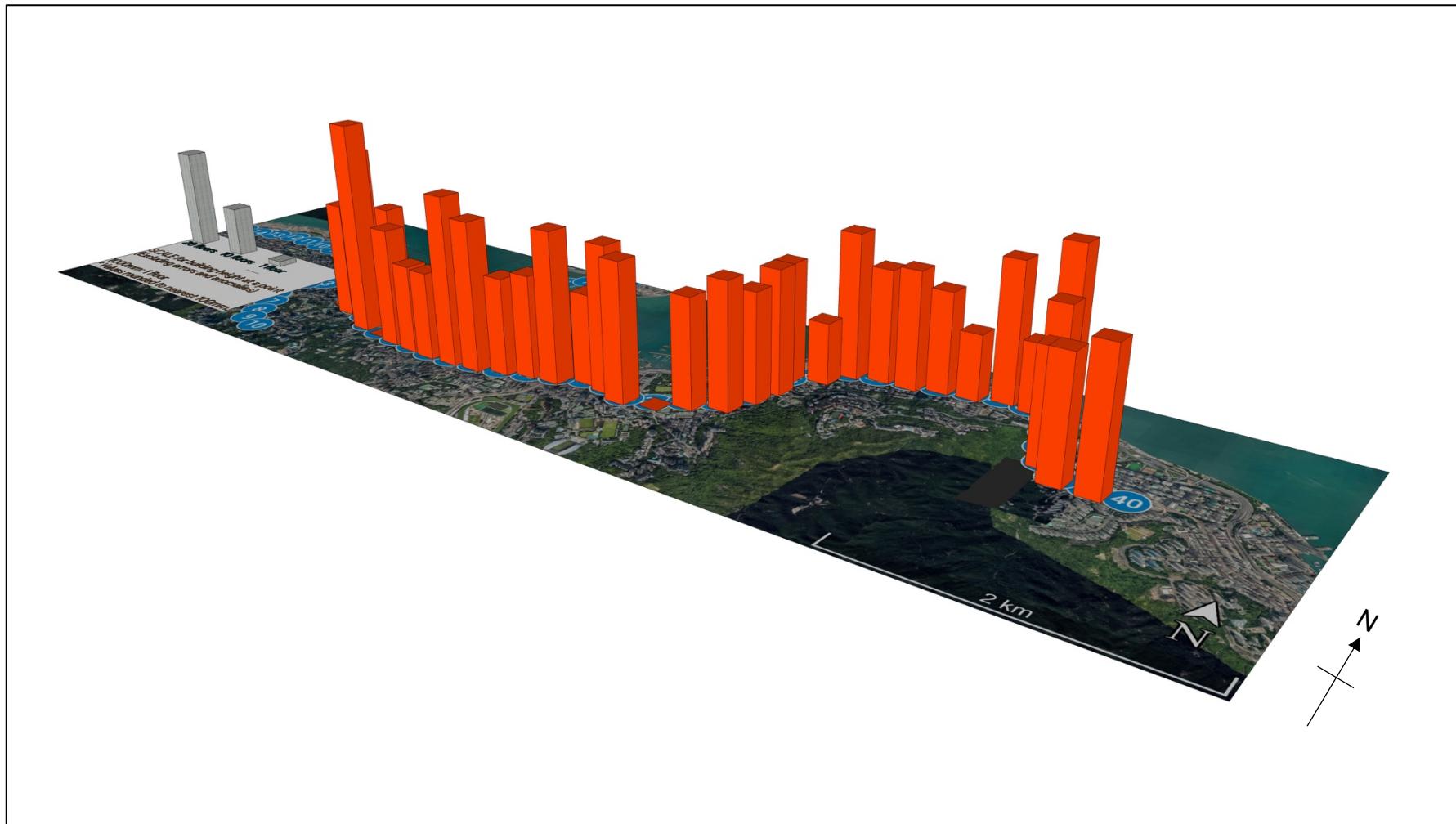


Figure 26 Spatial data representation of number of floors along the eastern transect.

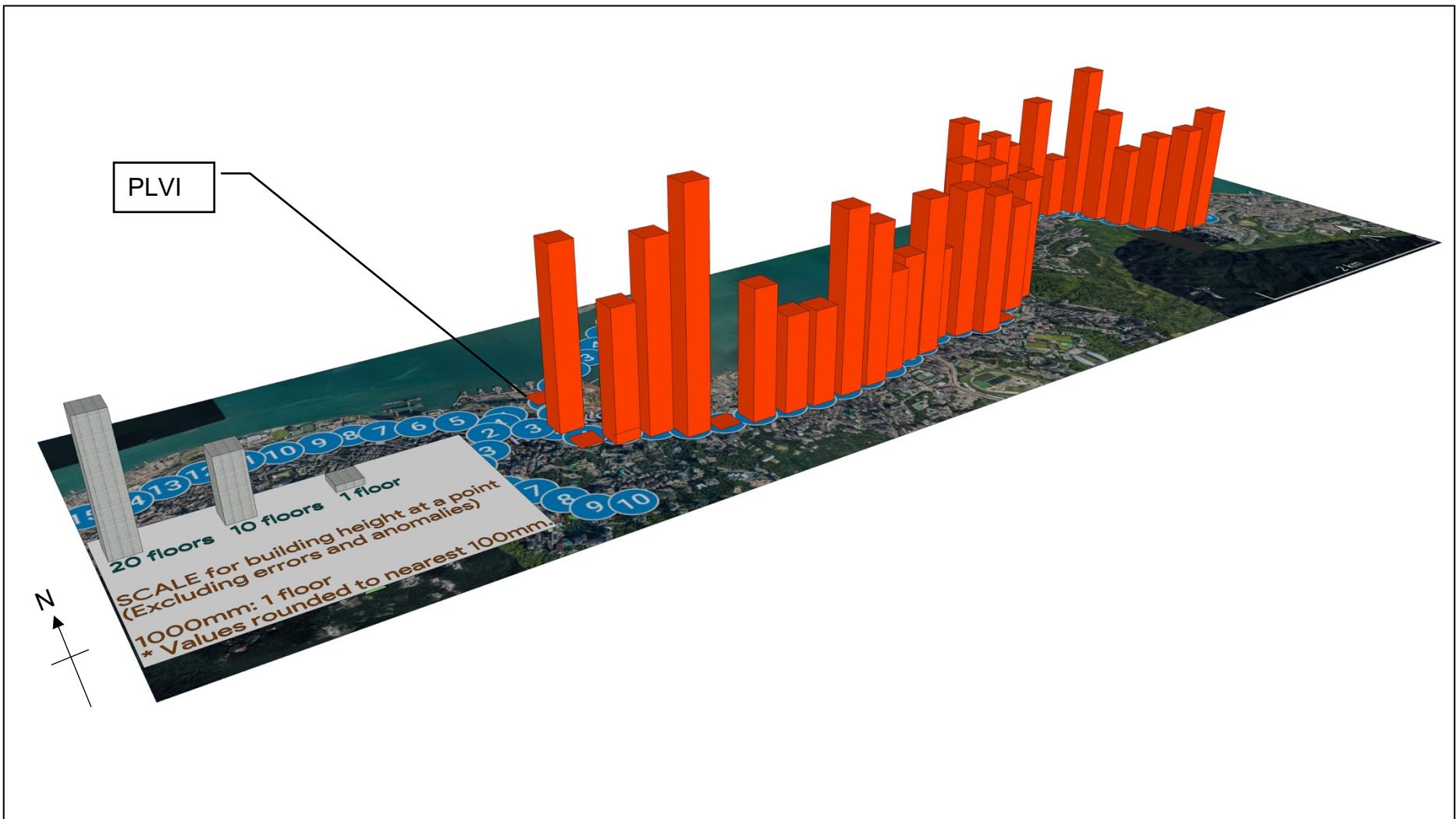


Figure 27 Alternate view of figure 19 is given for a more wholistic overview.

There is a weak negative correlation between the two variables as indicated by the R value of -0.2396; At a 5% confidence level, the t-value -1.418 is not within the rejection region, so the null hypothesis should be accepted.



Figure 28 (E15) View of Hennessy Road from Canal Road Flyover, Wan Chai

This weak negative correlation can be justified with a range of factors:

- 1) Buildings are as a whole taller in Central due to the high density of businesses in the CBD and its role of a transport hub.
- 2) Causeway Bay, around 4000m from the PLVI, has been historically an excellent location for residential development due to its panoramic views. The government has introduced building height restrictions in the past few decades to avoid the “wall” effect and to retain a coherent gradation in building height profile of the cityscape along both sides of the Victoria Harbour; Combined with the high costs of urban renewal, buildings in that region have more or less retained a medium height. (Lands Department)



Figure 29 (E21) Tin Hau Station in Causeway Bay

- 3) Yet, building height is once again higher at the end of the transect due to the development of large, dense private residential estates like Taikoo Shing in Kowloon, the outlier at the end of the transect. These development projects were previously initiated by large property developers and overseas conglomerates like Swire Pacific.

Southern Transect [3c]

Southern transect has 10 data collection points with t distribution $t(10-2)$ or $t(8)$. Figures 30 and 31 show the raw and processed data respectively, with the outliers indicated in red:

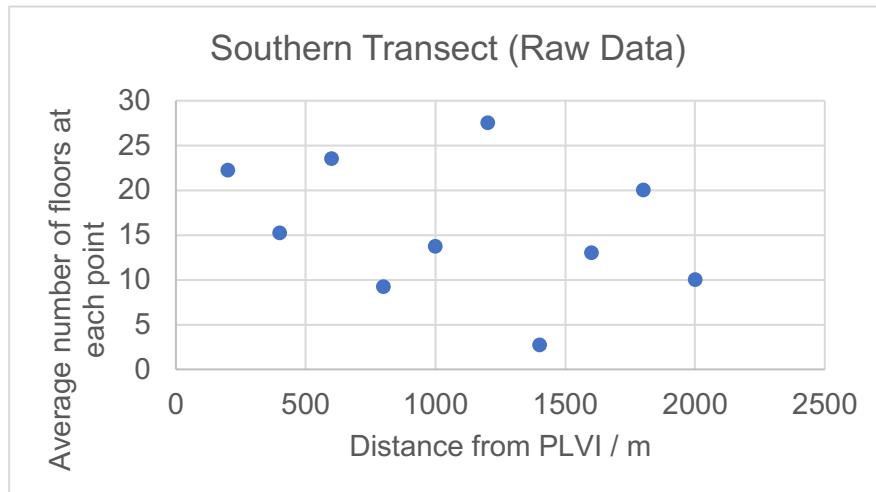


Figure 30 Southern transect raw data graph

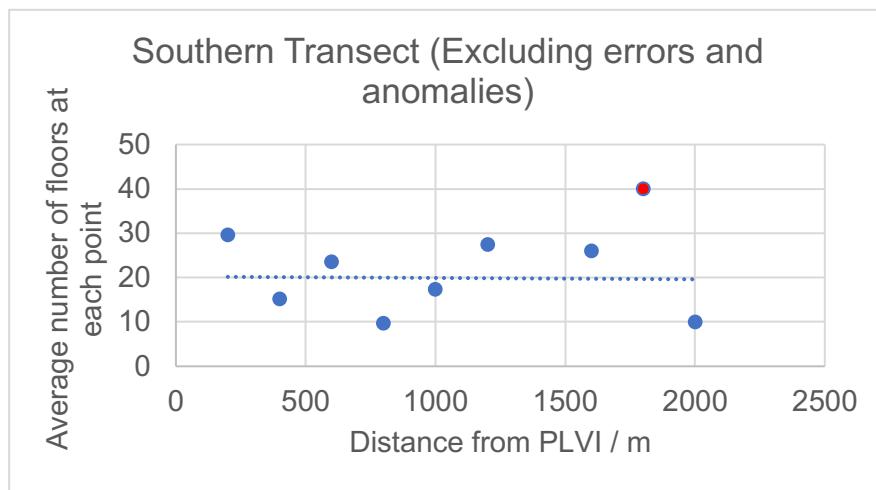


Figure 31 Southern transect processed data graph, with outliers indicated in red.

Figure 32 summarises the key findings of the southern transect:

Average number of floors (RAW)	15.725
Average number of floors (excluding errors and anomalies)	22.10
From all transects: to exclude anomalies	Standard Deviation
	Upper range of number of floors
	Lower range of number of floors
R-value	0.03333
T-value	0.08824
Critical value from T-table	2.365
Reliability of R-value	No

Figure 32 Table for key findings of Southern transect.

Figure 33 offers a visual presentation of the data.

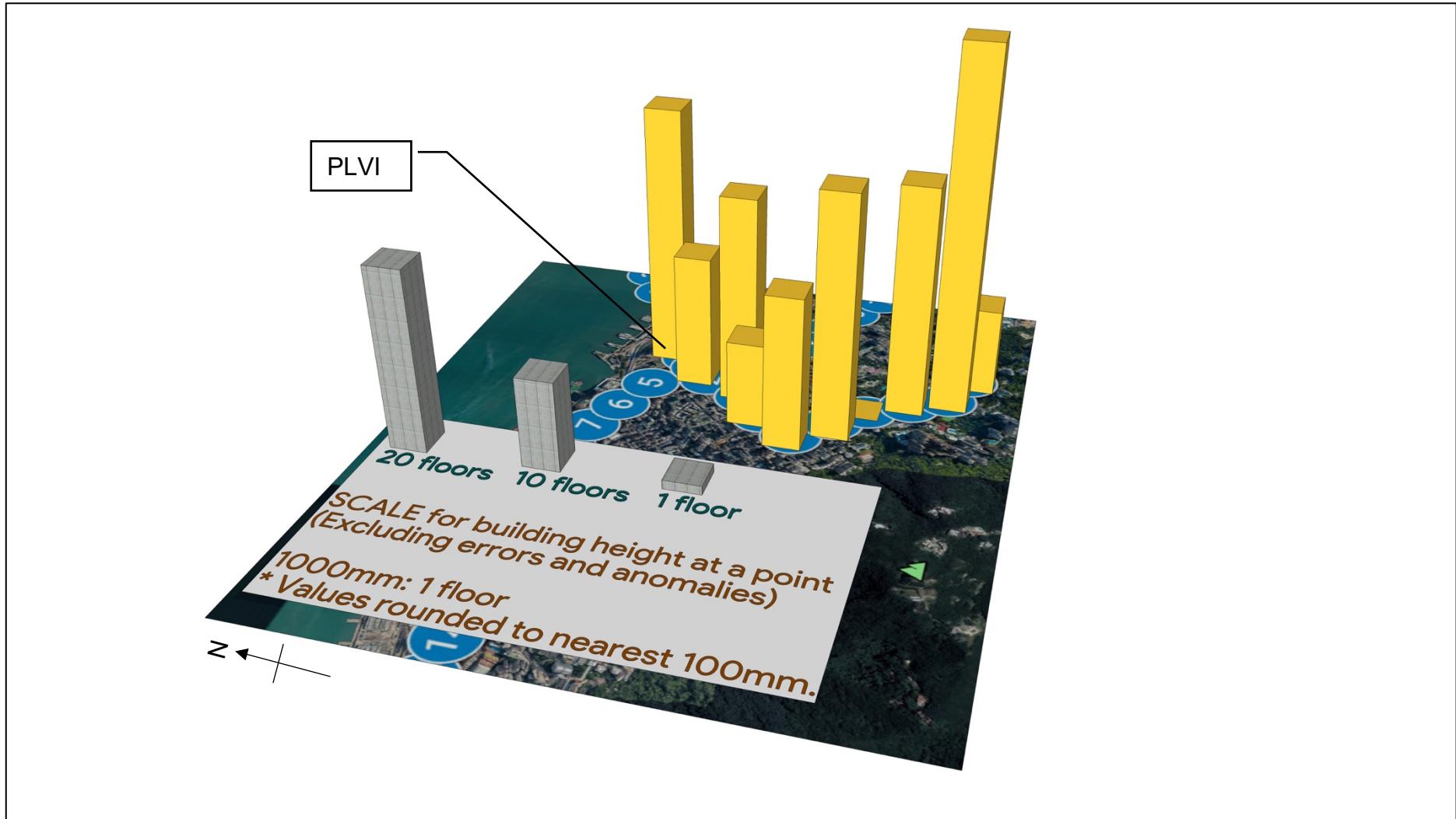


Figure 33 Spatial data representation of number of floors along the southern transect.

Overall, there is a weak positive correlation between the two variables as indicated by the R-value of 0.03333, which is in line with our hypothesis. However, at 5% confidence level, the t-value 0.8824 is not within the rejection region, so the alternative hypothesis should not be accepted.



Figure 34 (around S4) Low height buildings at mid-levels.

Several factors explain this phenomenon:

- 1) Building height at the middle of the transect is typically low to medium due to the impracticality and cost of building high rises on a mountainous terrain.
- 2) However, the introduction of the mid-level-escalators has increased accessibility for hilly locations, resulting in large scale private estates like the 40-floor-high Estoril-Court at 55 Garden Road at the end of the transect, which is the outlier near the end of the transect.

Western Transect [3d]

Northern transect has 16 data collection points with t distribution $t(16-2)$ or $t(14)$. Figures 35 and 36 show the raw and processed data respectively, with the outlier indicated in red:

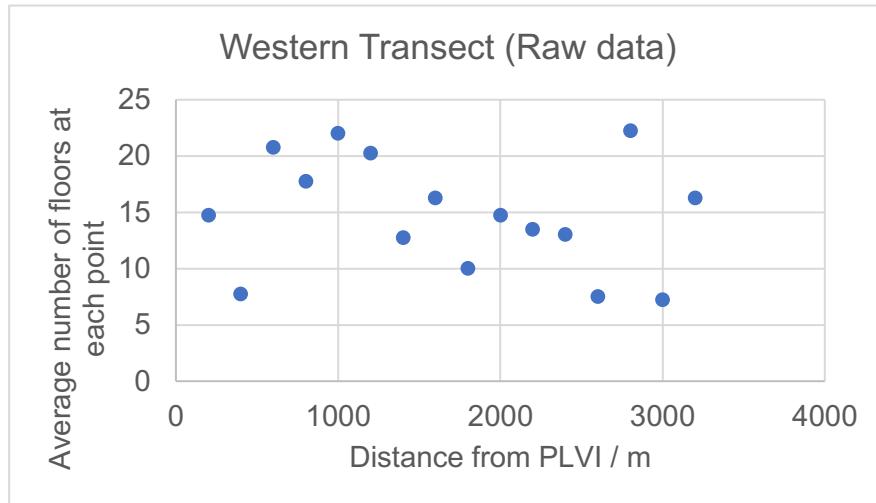


Figure 35 Western transect raw data graph

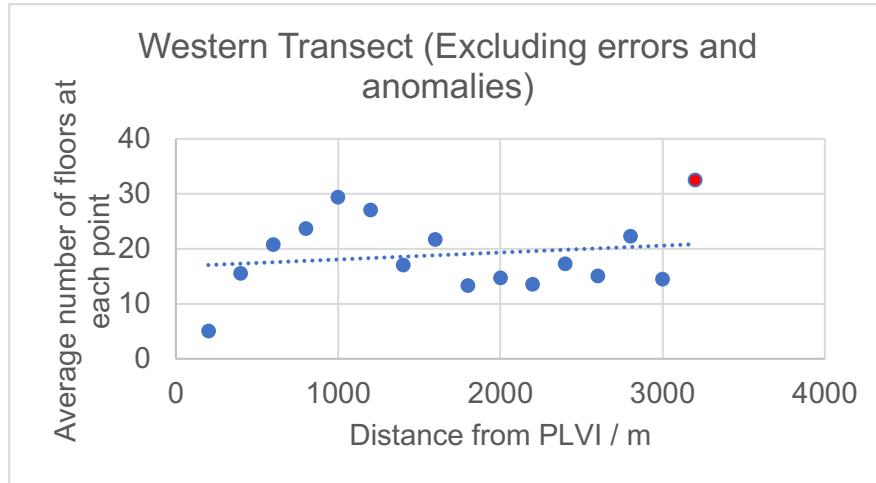


Figure 36 Western transect processed data graph, with outliers indicated in red.

Figure 36 summarises the key findings of the western transect:

Average number of floors (RAW)		14.796875
Average number of floors (excluding errors and anomalies)		18.284375
From all transects: to exclude anomalies	Standard Deviation	10.3
	Upper range of number of floors	41.26
	Lower range of number of floors	0.06
R-value		0.044117647
T-value		0.165234001
Critical value from T-table		2.145
Reliability of R-value		No

Figure 37 Table for key findings of the western transect

Figure 38 offers a visual presentation of the data.

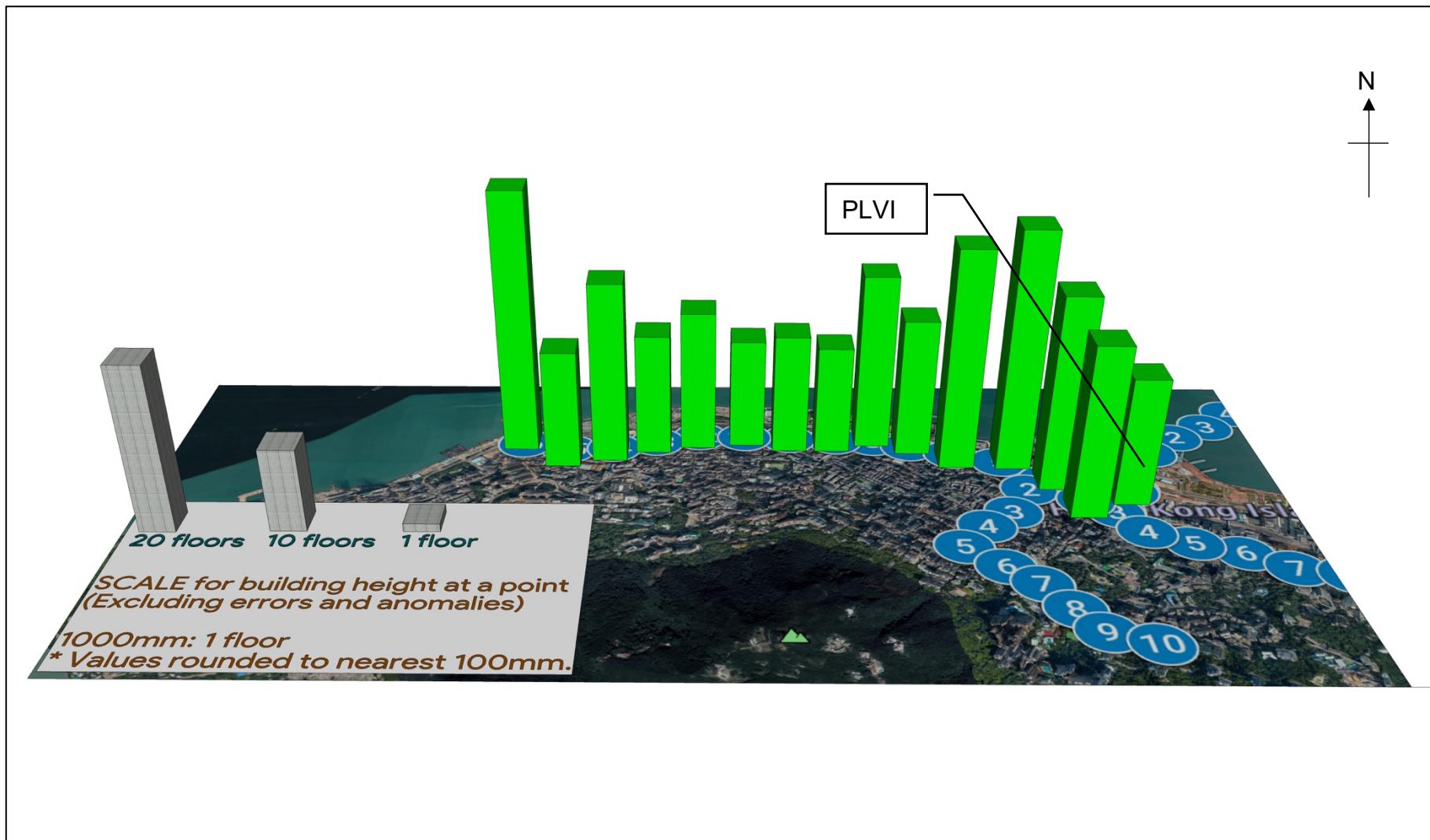


Figure 38 Spatial data representation of number of floors along the western transect.

Overall, owing to the weak positive correlation between the 2 variables, at 5% confidence level, the t-value is not within the rejection region, so the alternative hypothesis should not be accepted.

Several factors explain this weak positive correlation:

- 1) Very tall buildings near the PLVI has been eliminated as they are beyond 2 S.D.
- 2) As illustrated by figure 39, there are panoramic views of the harbour from buildings between W12 and W16; To take advantage of the saleability of these units, property developers have built even taller buildings.



Figure 39 (Between W13 and W14) Tall buildings near the waterfront.

- 3) A construction of a new railway station typically increases accessibility and hence the saleability of property in a region; Due to the construction of the West Island Line in late 2014 as illustrated in figure 40, many property developers have taken the opportunity to demolish their older buildings (Tong Lau's) in the Western District in favour of newer high rises to maximise their profit. This leads to higher buildings like the outlier near the end of the transect



Figure 40 Map of the western extension of the island line.

All Transects Combined [3e]

This part involves taking the mean for average number of floors at 200, 400, 600...and up to 7800 m at all transects branching from the PLVI. This results in 39 data collection points with t distribution t(39-2) or t(37). Figure 41 shows the processed data for the combined transects:

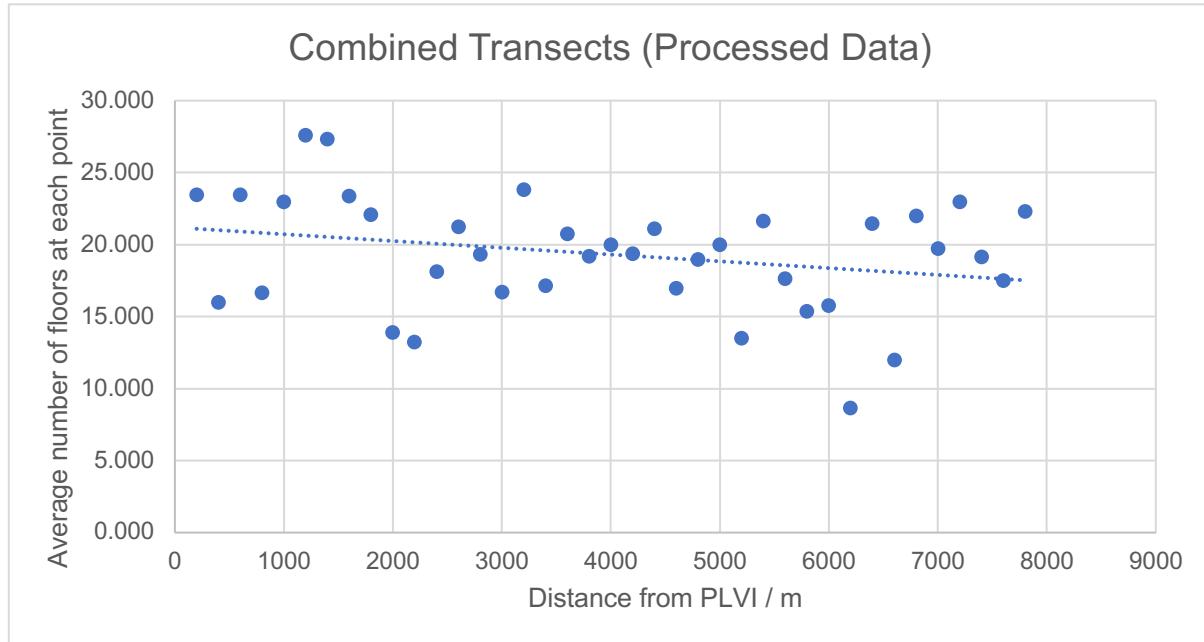


Figure 41 Combined transect processed data graph

Figure 42 summarises the key findings for all transects:

Transect(s)	N	E	S	W	Combined
Average number of floors (RAW)	7.81	16.64	15.73	14.79	12.93
Average number of floors (excluding errors and anomalies)	15.53	21.04	22.10	18.94	19.31
Number of Floors *From all transects: to exclude anomalies	SD	10.3			
	Upper range	41.26			
	Lower range	0.06			
R-value	-0.08596	-0.2396	0.03333	0.04412	-0.2286
T-value	0.4483	-1.4179	0.08824	0.1652	-1.4286
Critical value from T-table	2.052	2.035	2.365	2.145	2.0262
Reliability of R-value	No	No	No	No	No

Figure 42 Table for key findings of all transects.

Figures 43 and 44 offers a visual presentation of the data.

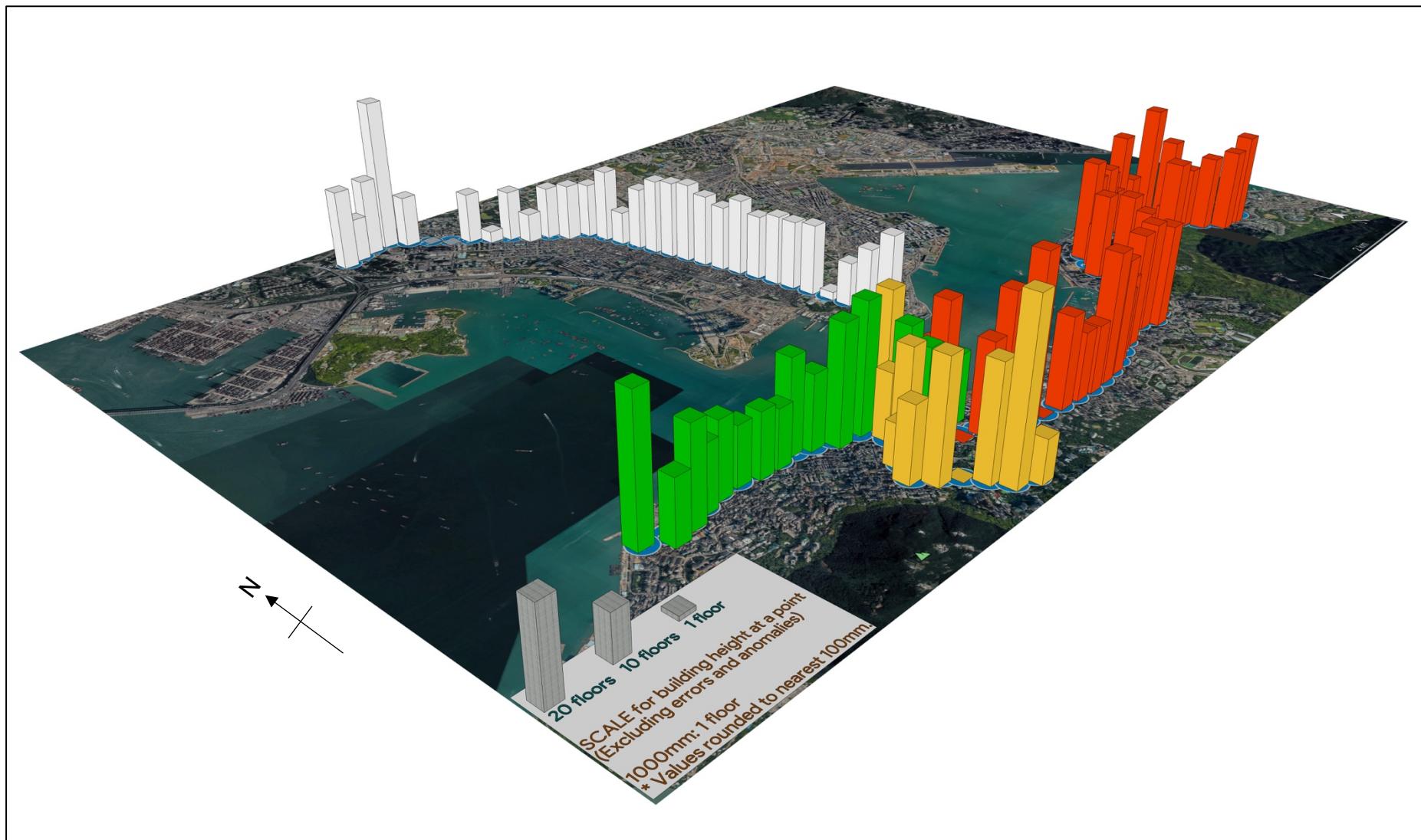


Figure 43 Spatial data representation for all transects, NESW transects represented in white, red yellow and green respectively

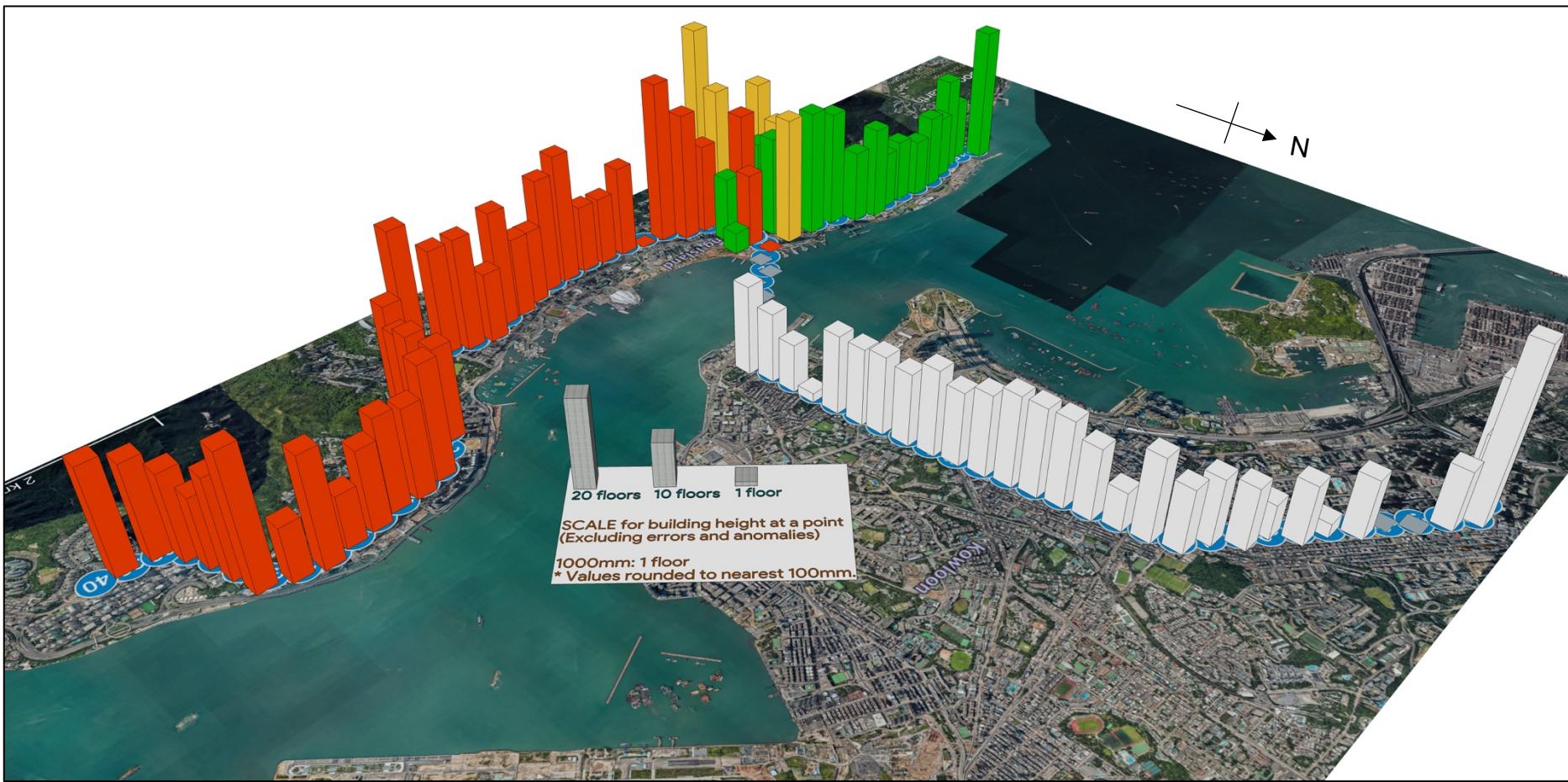


Figure 44 Alternate view of figure 43 is given for a more wholistic overview.

Overall, as indicated by the -0.22 R-value, there is a weak negative correlation between the 2 variables in our study. However, at 5% significance level, the t-value is less than the critical value, so the null hypothesis should not be rejected; or in other words, at 5% significance level, the number of floors of buildings in HK will not decrease as distance increases from PLVI. Hence, to a weak extent, Hong Kong fits the pattern of decreasing land values with increasing distance from PLVI.

Section D: Conclusion

Correlation of the 2 variables

The aim of this study was to validate the statement “the number of floors of buildings in HK will decrease as distance increases from PLVI”. This involved:

- 1) Collecting data for number of floors along the 4 transects;
- 2) Using SRCC to deduce the correlation between the two variables
- 3) Performing hypothesis testing to prove or disprove my hypotheses.

Although the R-value (-0.2286) showed a weak negative correlation between the two variables, which is in line with our alternative hypothesis, performing hypotheses testing gave a t-value of -1.4286 which is less than the critical value 2.0262 and hence within the confidence interval of the null hypothesis; this meant that at a 5% significance level, the null hypothesis should be accepted. In other words, number of floors of buildings in HK will not decrease as distance increases from PLVI.

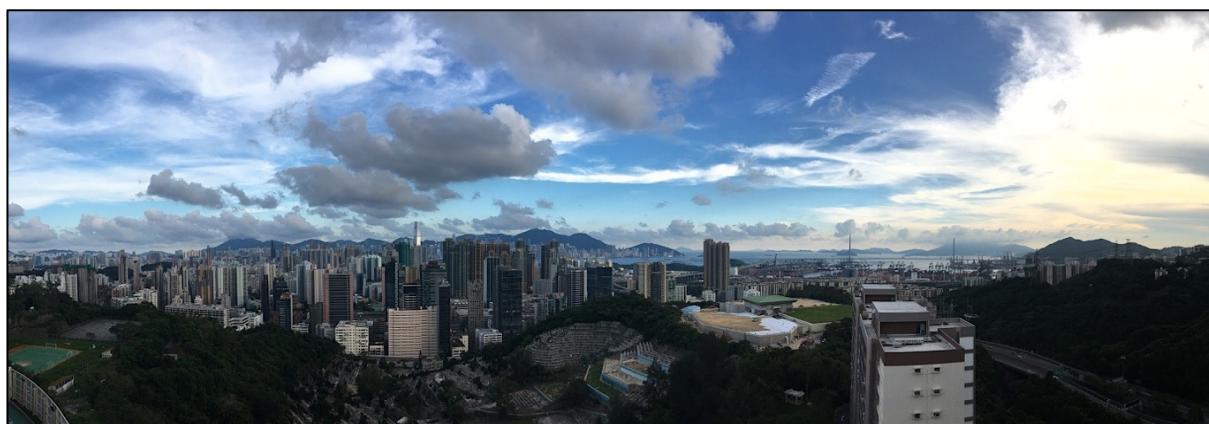


Figure 45 A far glimpse of the cityscape and mountainscape along both sides of the Victoria Harbour

Justification for the correlation

There are several justifications for this conclusion:

- 1) Despite the fact that HK does not fit into any of the 3 landuse models outlined in the introduction, it resembles a few distinct features from the multi-nuclei model. For example, due to the development of new transport networks that link the PLVI with distant locations, the saleability of property in these regions increase, which alters the slope on the bid rent curve; This leads to secondary land value peaks in the city. As a result, when property developers perform urban renewal, the number of floors of buildings in the region increase.
- 2) Various historical reasons affect the height of buildings along the transect. For example, prior to 1997, to ensure the safety of landing and take-off airplanes at Kai Tak Airport, building height regulations were implemented, which involved concentric zones of increasing building height from the airport.
- 3) In an attempt to create a more inclusive and appealing environment for the general public, the government has:
 - a. Developed a height profile to retain the overall topography along the Victoria Harbour, as illustrated by Figure 45.

- b. Regulated waterfront development to allow visual permeability into areas further from the harbour and to better the micro climate of crowded urban environments.
- c. Preserved heritage landmarks and created open spaces to encourage recreational activities and to strengthen societal bonds ("Urban Design Guidelines". 7-15)

As a whole, the complexity of the interdependence among these factors have contributed to a diverse cityscape in HK; or in other words, the relationship between distance from PLVI and varying number of floors of buildings is minimal, or to a certain extent, nonexistent. Since number of floors has been chosen as a proxy indicator for land value, it can be justified that to a weak extent, HK fits the pattern of decreasing land values with increasing distance from the PLVI.

Section E: Evaluation

Revising our collection and analysis tools

Though not necessarily evident in our data analysis, there are several issues that lies within our data collection and analysis process that can be improved upon:

- 1) Number of floors is to a certain extent a flawed method, as some buildings with many floors do not have economic activity. In addition, although asking the security for number of floors was easier, there were likely inconsistencies due to the existence of other ill-defined structures like mezzanines which we did not anticipate for. Using plot ratio (PR) rather than number of floors as a proxy indicator for number of floors may be more appropriate since PR reflects the floor area available for potential economic activity in a building. For instance, the higher the PR, the higher the land value since property developers are likely increasing the PR to compensate for the high price of the land.
- 2) While the magnitude of R-values for the individual transects are very small, the magnitude of R-value for the combined transects was nearly three times that of the largest-value among the 4 transects. Our calculation is therefore an unreliable and perhaps invalid summary for the 4 transects.

There are two ways to approach this problem:

- a) Ensuring that there are same number of points along each transect such that the transect has the same length: Currently there are different number of points along each transect, which mean some values are averaged from only 1 or 2 transects. If there are same number of points, this will avoid the distortion of data and the averaged value would become indicative of the data along all transects
 - b) Accumulating all the data in one distribution: Refer to page 30 for current method. When all 91 points is listed in a two tailed t(89) distribution, average values from only 1 or 2 transects would be avoided. This would give a result which is more indicative of the individual transects
- 3) The transect design does not reflect a concentric pattern of distance decay as explained by the BRT and Burgess model landuse model. Increasing the number of transects and reducing the distance between collection points to 100m would possibly allow us to map a concentric spatial pattern of number of floors around the PLVI and the increased population size would give us a more wholistic overview of the correlation.

Section F: Appendices

Appendix 1: Word Count

A: 314

B: 379

C: 1027

D: 444

E: 331

Total: 2495

Note: The number discounts words in tables, graphs, text boxes, in-text citations, captions and any other visual material.

Appendix 2: Works Cited

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Appendix 3a: Data for Northern Transect

Interval	Distance from PLVI (metres)	Address	Building name	Number of floors	Average number of floors at transect point (RAW) (4 sig. no.)	Average number of floors at transect point (excluding errors)	Average number of floors at transect point (excluding errors and anomalies)	Rank for distance from PLVI	Rank for average number of floors (excluding errors and anomalies)	Difference in Ranking (d)	Difference in ranking squared (d^2)
N1a (NE)	200	Victoria Harbour	No Building	0	0.000	0.000	0.000				
N1b (SE)		Victoria Harbour	No Building	0							
N1c (SW)		Victoria Harbour	No Building	0							
N1d (NW)		Victoria Harbour	No Building	0							
N2a (NE)	400	Victoria Harbour	No Building	0	0.000	0.000	0.000				
N2b (SE)		Victoria Harbour	No Building	0							
N2c (SW)		Victoria Harbour	No Building	0							
N2d (NW)		Victoria Harbour	No Building	0							
N3a (NE)	600	Victoria Harbour	No Building	0	0.000	0.000	0.000				
N3b (SE)		Victoria Harbour	No Building	0							
N3c (SW)		Victoria Harbour	No Building	0							
N3d (NW)		Victoria Harbour	No Building	0							
N4a (NE)	800	Victoria Harbour	No Building	0	0.000	0.000	0.000				
N4b (SE)		Victoria Harbour	No Building	0							
N4c (SW)		Victoria Harbour	No Building	0							
N4d (NW)		Victoria Harbour	No Building	0							
N5a (NE)	1000	Victoria Harbour	No Building	0	0.000	0.000	0.000				
N5b (SE)		Victoria Harbour	No Building	0							
N5c (SW)		Victoria Harbour	No Building	0							
N5d (NW)		Victoria Harbour	No Building	0							

N6a (NE)	1200	Victoria Harbour	No Building	0	0.000	0.000	0.000				
N6b (SE)		Victoria Harbour	No Building	0							
N6c (SW)		Victoria Harbour	No Building	0							
N6d (NW)		Victoria Harbour	No Building	0							
N7a (NE)	1400	Victoria Harbour	No Building	0	0.000	0.000	0.000				
N7b (SE)		Victoria Harbour	No Building	0							
N7c (SW)		Victoria Harbour	No Building	0							
N7d (NW)		Victoria Harbour	No Building	0							
N8a (NE)	1600	Victoria Harbour	No Building	0	0.000	0.000	0.000				
N8b (SE)		Victoria Harbour	No Building	0							
N8c (SW)		Victoria Harbour	No Building	0							
N8d (NW)		Victoria Harbour	No Building	0							
N9a (NE)	1800	32-34 Nathan Rd, Tsim Sha Tsui	Imperial Hotel	19	20.00	20.00	20.00	1	26	25	625
N9b (SE)		26 Nathan Rd, Tsim Sha Tsui	26 Nathan Road	29							
N9c (SW)		19-21 Nathan Rd, Tsim Sha Tsui	The Kowloon Hotel	19							
N9d (NW)		27-33 Nathan Rd, Tsim Sha Tsui	Alpha House	13							
N10a (NE)	2000	72 Nathan Rd, Tsim Sha Tsui	Cheong Hing Building	13	15.50	15.50	15.50	2	13	11	121
N10b (SE)		66-70 Nathan Rd, Tsim Sha Tsui	Golden Crown Court	16							
N10c (SW)		83-97 Nathan Rd, Tsim Sha Tsui	Tsim Sha Tsui Mansion	17							
N10d (NW)		101-99 Nathan Rd, Tsim Sha Tsui	Hai Phong Mansion	16							
N11a (NE)	2200	118 Nathan Rd, Tsim Sha Tsui	The Mira Hong Kong	19	10.75	10.75	10.75	3	5	2	4
N11b (SE)		100 Nathan Rd, Tsim Sha Tsui	The One	20							

N11c (SW)		111-181 Nathan Rd, Tsim Sha Tsui	Park Lane Shopper's Boulevard	2							
N11d (NW)		111-139 Nathan Rd, Tsim Sha Tsui	Park Lane Shopper's Boulevard	2							
N12a (NE)	2400	136 Nathan Rd, Tsim Sha Tsui	Heritage Resource Center of The AMO	3	2.500	2.000	2.000	4	1	-3	9
N12b (SE)		136 Nathan Rd, Tsim Sha Tsui	Heritage Resource Center of The AMO	3							
N12c (SW)		181-165 Nathan Rd, Tsim Sha Tsui	Park Lane Shopper's Boulevard	2							
N12d (NW)		181-165 Nathan Rd, Tsim Sha Tsui	Park Lane Shopper's Boulevard	2							
N13a (NE)		198 Nathan Rd, Jordan	Po On Commercial Building	21							
N13b (SE)	2600	Austin Rd, Jordan	No Building	0	8.750	17.50	17.50	5	19	14	196
N13c (SW)		Astin Rd, Jordan	No Building	0							
N13d (NW)		219 Nathan Rd, Jordan	Chuang's London Plaza	14							
N14a (NE)		Jordan Rd, Jordan	No Building	0							
N14b (SE)	2800	240-252 Nathan Rd, Jordan	National Court	17	8.500	17.00	17.00	6	17	11	121
N14c (SW)		241-243 Nathan Rd, Jordan	Everest Building	17							
N14d (NW)		Jordan Rd, Jordan	No Building	0							
N15a (NE)	3000	348 Nathan Rd, Jordan	Novotel Nathan Road Kowloon Hong Kong	19	13.00	17.33	17.33	7	18	11	121
N15b (SE)		328-342A Nathan Rd, Yau Ma Tei	Kim Tak Building	18							
N15c (SW)		337-339 Nathan Rd, Yau Ma Tei	Harvest Moon Building	15							

N15d (NW)		Nathan Rd, Yau Ma Tei	No Building	0								
N16a (NE)	3200	Nathan Rd, Yau Ma Tei	Gascoigne Road/Nathan Road Rest Garden (Stage I)	0	4.000	16.00	16.00	8	15	7	49	
N16b (SE)		Nathan Rd, Yau Ma Tei	Gascoigne Road/Nathan Road Rest Garden (Stage I)	0								
N16c (SW)		383-389C Nathan Rd, Yau Ma Tei	Alhambra Building	16								
N16d (NW)		West Kowloon Corridor, Yau Ma Tei	No Building	0								
N17a (NE)	3400	466 Nathan Road, Yau Ma Tei	Yun Kai Building	22	14.25	19.00	19.00	9	22	13	169	
N17b (SE)		458 Nathan Rd, Yau Ma Tei	Mee King Building	14								
N17c (SW)		Yau Ma Tei	Playground	0								
N17d (NW)		469-471 Nathan Rd, Yau Ma Tei	Sunbeam Commercial Building	21								
N18a (NE)	3600	524 Nathan Rd, Yau Ma Tei	Kiu Kong Mansion	12	16.25	16.25	16.25	10	16	6	36	
N18b (SE)		514-516 Nathan Rd, Yau Ma Tei	Kam Wah Building	17								
N18c (SW)		503-507 Nathan Rd, Yau Ma Tei	Man Wing Building	15								
N18d (NW)		515-517 Nathan Rd, Yau Ma Tei	Good Harvest Commercial Building	21								
N19a (NE)	3800	554-556 Nathan Rd, Yau Ma Tei	Bonds Mansion	14	18.00	18.00	18.00	11	20	9	81	
N19b (SE)		546-548 Nathan Rd, Yau Ma Tei	Mong Kok Building	15								
N19c (SW)		555 Nathan Rd, Yau Ma Tei	Kowloon Building	22								
N19d (NW)		557-559 Nathan Rd, Yau Ma Tei	Wing Wong Building	21								

N20a (NE)	4000	582-592 Nathan Rd, Mong Kok	Sino Centre	21	20.00	20.00	20.00	12	26	14	196
N20b (SE)		580G-580K Nathan Rd, Mong Kok	Nathan Centre	22							
N20c (SW)		587-589 Nathan Rd, Mong Kok	Kwangtung Provincial Bank Building	17							
N20d (NW)		601 Nathan Rd, Mong Kok	Chong Hing Square	20							
N21a (NE)	4200	628 Nathan Road, Mong Kok	King Wah Centre	17	19.50	19.50	19.50	13	25	12	144
N21b (SE)		628 Nathan Road, Mong Kok	King Wah Centre	17							
N21c (SW)		639 Nathan Rd, Mong Kok	Grand Tower/Plaza	22							
N21d (NW)		639 Nathan Rd, Mong Kok	Grand Tower/Plaza	22							
N22a (NE)	4400	678 Nathan Rd, Mong Kok	Hua Chiao Commercial Centre	21	20.25	19.00	19.00	14	22	8	64
N22b (SE)		666 Nathan Rd, Mong Kok	Shanghai Commercial Bank Centre	22							
N22c (SW)		677 Nathan Rd, Mong Kok	Hang Seng Mongkok Building	22							
N22d (NW)		683-685 Nathan Road, Mong Kok	May May Building	16							
N23a (NE)	4600	732 Nathan Rd, Mong Kok	Foon Shing Building	13	11.75	15.67	15.67	15	14	-1	1
N23b (SE)		Nathan Rd, Mong Kok	No Building	0							
N23c (SW)		688 Nathan Rd, Mong Kok	Belgian Bank Building	17							
N23d (NW)		731-733 Nathan Rd, Mong Kok	Chun Yee Building	17							
N24a (NE)	4800	760 Nathan Rd, Mong Kok	Allied Plaza	3	4.250	8.500	8.500	16	4	-12	144
N24b (SE)		No buildingah Rd, Mong Kok	No Building	0							

N24c (SW)		Arran Rd, Mong Kok	No Building	0							
N24d (NW)		745-747 Nathan Rd, Mong Kok	Golden Plaza	14							
N25a (NE)	5000	Nathan Rd, Prince Edward	No Building	0	9.250	18.50	18.50	17	21	4	16
N25b (SE)		Nathan Rd, Prince Edward	No Building	0							
N25c (SW)		761 Nathan Rd, Prince Edward	Prince Edward The Lamma City	23							
N25d (NW)		769 Nathan Rd, Mong Kok	Grandwin Court	14							
N26a (NE)	5200	6-8 Tai Po Rd, Sham Shui Po	Fook Yiu Building	14	3.500	14.00	14.00	18	11	-7	49
N26b (SE)		Boundary St, Sham Shui Po	No Building	0							
N26c (SW)		Boundary St, Sham Shui Po	No Building	0							
N26d (NW)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							
N27a (NE)	5400	52-54 Cheung Sha Wan Rd, Sham Shui Po	Kwong Hing Building	15	7.250	14.50	14.50	19	12	-7	49
N27b (SE)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							
N27c (SW)		47-55 Cheung Sha Wan Rd, Sham Shui Po	Tung Shing Building	14							
N27d (NW)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							
N28a (NE)	5600	102-108 Cheung Sha Wan Rd, Sham Shui Po	Shek On Building	12	6.750	13.50	13.50	20	10	-10	100
N28b (SE)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							
N28c (SW)		119 Cheung Sha Wan Rd, Sham Shui Po	Cheung Hong Building	15							
N28d (NW)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							

N29a (NE)	5800	168-170 Cheung Sha Wan Rd, Un Chau	Li Shing House	6	3.750	7.500	7.500	21	3	-18	324
N29b (SE)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							
N29c (SW)		179 47-55 Cheung Sha Wan Rd, Sham Shui Po	Nameless-	9							
N29d (NW)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							
N30a (NE)	6000	226-224 Cheung Sha Wan Rd, Sham Shui Po	Kam Wah Mansion	14	6.500	13.00	13.00	22	7	-15	225
N30b (SE)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							
N30c (SW)		241-249 Cheung Sha Wan Rd, Sham Shui Po	Kwai Cheung Building	12							
N30d (NW)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							
N31a (NE)	6200	286-300 Cheung Sha Wan Rd, Sham Shui Po	South Ocean Building	3	5.500	3.000	3.000	23	2	-21	441
N31b (SE)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							
N31c (SW)		303 Cheung Sha Wan Road, Sham Shui Po	Cheung Sha Wan Government Offices	19							
N31d (NW)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							
N32a (NE)	6400	332-334 Cheung Sha Wan Rd, Sham Shui Po	Kowloon Technical School	7	5.000	13.00	13.00	24	7	-17	289
N32b (SE)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							
N32c (SW)		329 Cheung Sha Wan Rd, Sham Shui Po	Yee Kok Court	13							
N32d (NW)		Cheung Sha Wan Rd, Sham Shui Po	No Building	0							

N33a (NE)	6600	Un Chau St/ Cheung Sha Wan Rd, Cheung Sha Wan	Un Him House (Un Chau Estate Auxillary Facility Block)	28	0.000	0.00	0.00					
N33b (SE)		Cheung Sha Wan Rd, Cheung Sha Wan	No Building	0								
N33c (SW)		391 Cheung Sha Wan Rd, Cheung Sha Wan	Cheung Sha Wan Estate Ancillary Facility Block	4								
N33d (NW)		Cheung Sha Wan Rd, Cheung Sha Wan	No Building	0								
N34a (NE)	6800	Cheung Sha Wan Rd, Cheung Sha Wan	No Building	0	0.000	0.000	0.000					
N34b (SE)		Cheung Sha Wan Rd, Cheung Sha Wan	No Building	0								
N34c (SW)		Cheung Sha Wan Rd, Cheung Sha Wan	Cheung Sha Wan Playground	0								
N34d (NW)		Cheung Sha Wan Rd, Cheung Sha Wan	No Building	0								
N35a (NE)	7000	Un Chau St/ Cheung Sha Wan Rd, Cheung Sha Wan	Un Hong House (Un Chau Estate)	28	10.25	13.00	13.00					
N35b (SE)		Cheung Sha Wan Rd, Cheung Sha Wan	No Building	0								
N35c (SW)		681 Cheung Sha Wan Rd, Cheung Sha Wan	Trade Square	13								
N35d (NW)		Cheung Sha Wan Rd, Cheung Sha Wan	No Building	0								

N36a (NE)	7200	72-74 Cheung Sha Wan Rd, Cheung Sha Wan	Charming Garden	38	9.500	38.00	38.00	26	29	3	9
N36b (SE)		Cheung Sha Wan Rd, Cheung Sha Wan	No Building	0							
N36c (SW)		Cheung Sha Wan Rd, Cheung Sha Wan	No Building	0							
N36d (NW)		Cheung Sha Wan Rd, Cheung Sha Wan	No Building	0							
N37a (NE)	7400	760-762 Cheung Sha Wan Rd, Cheung Sha Wan	Hong Kong Spinners Industrial Building Phase V	11	14.50	19.33	19.33	27	24	-3	9
N37b (SE)		Cheung Sha Wan Rd, Cheung Sha Wan	Sham Shui Po Sports Ground sitting-out area	0							
N37c (SW)		777-779 Cheung Sha Wan Rd, Cheung Sha Wan	Tin On Industrial Building	11							
N37d (NW)		778-784 Cheung Sha Wan Rd, Cheung Sha Wan	Clifford Centre	36							
N38a (NE)	7600	Cheung Sha Wan Rd, Cheung Sha Wan	No Building	0	5.500	11.00	11.00	28	6	-22	484
N38b (SE)		833 Chenug Sha Wan Road, Cheung Sha Wan	Cheung Sha Wan Plaza (Tower 1)	13							
N38c (SW)		Cheung Sha Wan Rd, Cheung Sha Wan	No Building	0							
N38d (NW)		800 Cheung Sha Wan Rd, Cheung Sha Wan	Hong Kong Spinners Industrial Building Phase I & II	9							
N39a (NE)	7800	Cheung Sha Wan Rd, Lai Chi Kok	No Building	0	10.00	20.00	20.00	29	26	-3	9

N39b (SE)		889 Cheung Sha Wan Rd, Lai Chi Kok	Cre Centre	27							
N39c (SW)		Cheung Sha Wan Rd, Lai Chi Kok	No Building	0							
N39d (NW)		489-491 Castle Peak Rd, Lai Chi Kok	Hong Kong Industrial Centre Block A	13							

Average number of floors (RAW)	8.01
Average number of floors (excluding errors and anomalies)	15.53
From all transects: to exclude anomalies	Standard Deviation
	Upper range of number of floors
	Lower range of number of floors
R-value	-0.085960591
T-value	0.448323787
Critical value of two-tailed t(29) from T-table	2.052
Reliability of R-value	No

Appendix 3b: Data for Eastern Transect

Interval	Distance from PLVI (metres)	Address	Building name	Number of floors	Average number of floors at transect point (RAW) (4 sig. no.)	Average number of floors at transect point (excluding errors)	Average number of floors at transect point (excluding errors and anomalies)	Rank for distance from PLVI	Rank for average number of floors (excluding errors and anomalies)	Difference in Ranking (d)	Difference in ranking squared (d^2)
E1a (NE)	200	2 Connaught Place, Central, Hong Kong	Ifc	88	37.5	69.00	0.00				
E1b (SE)		8 Finance Street, Central, Hong Kong (Mtr Hong Kong Station Exit F)	General Post Office	6							
E1c (SW)		Hongkong Land Limited One Exchange Square, 8th Floor	HSBC Exchange Square Branch And Premium Centre	50							
E1d (NW)		8 Finance Street, Central, Hong Kong (Mtr Hong Kong Station Exit F)	General Post Office	6							
E2a (NE)	400	8 Connaught Road Central Hong Kong	Chater House	3	13	17.33	17.33	1	9.0	8.00	64.00
E2b (SE)		15 Queen's Road Central, Landmark, Central, Hong Kong	Landmark Hong Kong	21							
E2c (SW)		Vacant Land	No Building	0							
E2d (NW)		Pacific Terrace 5-13	Universal Building	28							
E3a (NE)	600	Hongkong Land Limited One Exchange Square, 8th Floor	Princes Building	24	31	34.33	29.00	2	32.0	30.00	900.00
E3b (SE)		1 Queen's Road Central	Hsbc Main Building	45							

E3c (SW)		28/F, Ccb Tower, 3 Connaught Road Central, Central	China Construction Bank Central Bank	34								
E3d (NW)		16-20 Chater Road, Central	Alexandra House (Police)	21								
E4a (NE)	800	Chater Road	No Building	0	17.75	71.00	0.00					
E4b (SE)		Main Road	No Building	0								
E4c (SW)		Main Road	No Building	0								
E4d (NW)		No.2A Des Voeux Road Central, Central, Hong Kong	Bank Of China Building	71								
E5a (NE)	1000	Murray Road	No Building	0	5.25	21.00	21.00	3	19.0	16.00	256.00	
E5b (SE)		Cotton Tree Dr	No Building	0								
E5c (SW)		1 Garden Road, In Central And Western	Bank Of China Tower	21								
E5d (NW)		Qween's Way	No Building	0								
E6a (NE)	1200	18 Harcourt Road	Admiralty Centre	30	26.25	30.00	30.00	4	34.0	30.00	900.00	
E6b (SE)		Low Block, Queensway Government Offices, 66 Queensway	Queensway Govenment Offices Low Block	54								
E6c (SW)		38 Queensway, Hong Kong.	The High Court	21								
E6d (NW)		Queensway	No Building	0								
E7a (NE)	1400	Queensway	No Building	0	28.25	37.67	37.67	5	35.0	30.00	900.00	
E7b (SE)		88 Queensway, Admiralty	Pacific Place,	35								
E7c (SW)		88 Queensway, Admiralty	Pacific Place,	40								
E7d (NW)		95 Queensway, Admiralty	United Centre,	38								
E8a (NE)	1600	Police Headquarters, 3	Police Station	6	1.5	0.00	0.00					

		Arsenal St, Wan Chai, Hong Kong										
E8b (SE)		66th Floor, High Block, Government Offices, 66 Golden Bell Road, King's Road, Hong Kong	No Building	0								
E8c (SW)		38 Queensway, Admiralty, Hong Kong	No Building	0								
E8d (NW)		Queensway	No Building	0								
E9a (NE)		33 Hennessy Rd, Wan Chai, Hong Kong	Empire Hotel	21								
E9b (SE)	1800	Hong Kong, Wan Chai, Hennessy Rd, No 36	No Building	0		21.00	21.00	6	19.0	13.00	169.00	
E9c (SW)		Hennessy Road	No Building	0								
E9d (NW)		Duke Of Windsor Social Services Building, 15 Hennessy Rd, Wan Chai, Hong Kong	Duke Of Windsor Social Services Building	14								
E10a (NE)		Hong Kong, Wan Chai, Hennessy Rd, No 89	Warner Building	9		15.67	15.67	7	6.0	-1.00	1.00	
E10b (SE)	2000	Hennessy Road	No Building	0								
E10c (SW)		Hong Kong, Wan Chai, Hennessy Rd, No 68-76	Sun Hey Mansion	17								
E10d (NW)		71-85 Hennessy Rd, Wan Chai	Hay Wah Building	21								
E11a (NE)	2200	Hennessy Road 163	On Cheung Building	22		15.50	15.50	8	4.0	-4.00	16.00	
E11b (SE)		Hennessy Road 172	Woon Yin Building	11								
E11c (SW)		Hennessy Road 156 ~ 162	Lee Wing Building	16								

E11d (NW)		Hennessy Road 149-151	Main Pole House	13							
E12a (NE)	2400	G/F 299a Hennessy Road, Wan Chai, Hong Kong	Eastman Court	26	25.75	29.67	29.67	9	33.0	24.00	576.00
E12b (SE)		Hennessy Road No 250	Itc Building	35							
E12c (SW)		Po Wah Building, 46-56 Queen's Rd E, Wan Chai	Po Wah Building	28							
E12d (NW)		225 Hennessy Road, Wan Chai	Lokhart Road Mnucipal Services Building	14							
E13a (NE)	2600	303 Hennessy Rd, Wan Chai	Office Plus @ Wan Chai	26	26.25	26.25	26.25	10	30.0	20.00	400.00
E13b (SE)		Hennessy Road, 302 To 308	CC Wu Building	29							
E13c (SW)		Chung Pont Commercial Building, 300 Hennessy Rd, Wan Chai	Chung Point Commercial Building	23							
E13d (NW)		Ckk Commercial Centre, 289 Hennessy Rd, Wan Chai	Ckk Commercial Centre	27							
E14a (NE)	2800	Hennessy Road	No Building	0	12.75	17.00	17.00	11	8.0	-3.00	9.00
E14b (SE)		380-394 Hennessy Rd, Wan Chai	Tsai On Building	19							
E14c (SW)		364-366 Hennessy Road, Wan Chai, Hong Kong	Kai Ming Building	17							
E14d (NW)		Yee Hing Mansion, 13-19 Leighton Rd, Causeway Bay	Yee Hing Building	15							
E15a (NE)	3000	435 Hennessy Road	Wan Chai Fire Station	4	10	18.00	18.00	12	11.0	-1.00	1.00
E15b (SE)		432-436 Hennessy Road	Yan Wo Yuet Building	16							

E15c (SW)		No Building	No Building	0							
E15d (NW)		427-429 Hennessy Road	Cheung Bo Hing Buildings	20							
E16a (NE)	3200	501-501 Hennessy Road	Monarch House li	23	26.25	26.25	26.25	13	30.0	17.00	289.00
E16b (SE)		500 Hennessy Road	Hysan Place	37							
E16c (SW)		488-490 Hennessy Road	Hennessy Apartment	20							
E16d (NW)		489 Hennessy Road	Causeway Bay Plaza	25							
E17a (NE)	3400	2 Great George Street	Causeway Place	19	15.75	15.75	15.75	14	7.0	-7.00	49.00
E17b (SE)		22-28 Jardine's Bazaar	Kwong On Building	13							
E17c (SW)		2-6 Yee Wo Street	Ying Kong Mansion	14							
E17d (NW)		555 Hennessy Road	East Point Center (Old Wing)	17							
E18a (NE)	3600	19-31 Yee Wo Street	Lok Sing Building	24	25.25	25.25	25.25	15	28.0	13.00	169.00
E18b (SE)		88 Yee Wo Street	Regal Hotel Hong Kong	30							
E18c (SW)		68 Yee Wo Street	68 Yee Wo Street (No Actual Name)	23							
E18d (NW)		19-31 Yee Wo Street	Lok Sing Building Tower A	24							
E19a (NE)	3800	Causeway Road	No Building	0	6	24.00	24.00	16	26.0	10.00	100.00
E19b (SE)		Causeway Road	No Building	0							
E19c (SW)		11-33 Moreton Terrace	Bay View Mansion	24							
E19d (NW)		Causeway Road	No Building	0							
E20a (NE)	4000	Causeway Road	No Building	0	0	0.00	0.00				
E20b (SE)		Causeway Road	No Building	0							
E20c (SW)		Causeway Road	No Building	0							
E20d (NW)		Causeway Road	No Building	0							

E21a (NE)	4200	Causeway Road	No Building	0	17.25	34.50	19	17	12.0	-5.00	25.00
E21b (SE)		180 Tung Lo Wan Road	Pak Lok Commercial Building	19							
E21c (SW)		No Building	No Building	0							
E21d (NW)		1 Kings Road	Park Tower Block 1	50							
E22a (NE)	4400	31 Tin Hau Temple Rd, Causeway Bay	Venetian Tower	22	22	22.00	22.00	18	22.0	4.00	16.00
E22b (SE)		26-36 King's Rd, Causeway Bay	Hing Hon Building	28							
E22c (SW)		25 King's Rd, Causeway Bay	King's Commercial Centre	19							
E22d (NW)		25 King's Rd, Causeway Bay	King's Commercial Centre	19							
E23a (NE)	4600	51 Tin Hau Temple Rd, North Point	Beliliros Public School	5	12	19.00	19.00	19	12.0	-7.00	49.00
E23b (SE)		51 Tin Hau Temple Rd, North Point	Beliliros Public School	5							
E23c (SW)		59-65 King's Rd, Causeway Bay	Cheong Shing Mansion	19							
E23d (NW)		59-65 King's Rd, Causeway Bay	Cheong Shing Mansion	19							
E24a (NE)	4800	King's Rd	No Building	0	10.75	21.50	21.50	20	21.0	1.00	1.00
E24b (SE)		Comfort Terrace	No Building	0							
E24c (SW)		101 King's Road, Causeway Bay	101 King's Road	25							
E24d (NW)		125-133 King's Rd, Causeway Bay	Yuet Ming Building	18							
E25a (NE)	5000	250 King's Rd, North Point	Jardin Engineering House	23	20.75	20.75	20.75	21	17.0	-4.00	16.00
E25b (SE)		250 King's Rd, North Point	Fortress Tower	23							
E25c (SW)		165-175 King's Rd, North Point	Princess Mansion	20							
E25d (NW)		177-191a King's Rd, North Point	Rialto Mansion	17							

E26a (NE)	5200	293-299 King's Rd, North Point	Empire Apartments	10	10.75	10.75	10.75	22	1.0	-21.00	441.00
E26b (SE)		310 King's Rd, North Point	Winner House	11							
E26c (SW)		294 King's Rd, Fortress Hill	Continental Mansion	19							
E26d (NW)		279-291 King's Rd, North Point	State Theatre Building	3							
E27a (NE)	5400	355-361 King's Rd, North Point	Aik San Mansion	25	25.25	25.25	25.25	23	28.0	5.00	25.00
E27b (SE)		368 King's Rd, North Point	Supreme Commercial Building	21							
E27c (SW)		338 King's Rd, North Point	Two Chinachem Exchange Square	35							
E27d (NW)		343-349a King's Rd, North Point	Sentact Building	20							
E28a (NE)	5600	395 King's Rd, North Point	Kiu Kwan Mansion	24	19.75	19.75	19.75	24	15.0	-9.00	81.00
E28b (SE)		416-430 King's Rd, North Point	Metropole Building	13							
E28c (SW)		416-430 King's Rd, North Point	Metropole Building	18							
E28d (NW)		396 King's Rd, North Point	Kiu Kwan Mansion	24							
E29a (NE)	5800	469 Kings Road, Tsat Tsz Mui,	No Building	0	15.5	20.67	20.67	25	16.0	-9.00	81.00
E29b (SE)		486-488 Kings Road, Tsat Tsz Mui	Ying Wah Court	12							
E29c (SW)		480 Kings Road, Tsat Tsz Mui	King's Tower	25							
E29d (NW)		457 King's Rd, Tsat Tsz Mui	Kingsfield Mansion	25							
E30a (NE)	6000	King's Road Playground	King's Road Playground	0	13.25	17.66	17.66	26	10.0	-16.00	256.00
E30b (SE)		560 King's Rd, Tsat Tsz Mui	Healthy Gardens Block A	22							
E30c (SW)		510 King's Rd, North Point	Island Place Tower	26							

E30d (NW)		82 Marble Rd, North Point	Chan's Creative School	5							
E31a (NE)	6200	611 King's Rd, Tsat Tsz Mui,	Water Supplies	0	5.75	11.50	11.50	27	2.0	-25.00	625.00
E31b (SE)		630 King's Rd, Tsat Tsz Mui	Elegance House	12							
E31c (SW)		614-628 King's Rd, Tsat Tsz Mui	Ruby Court	11							
E31d (NW)		King's Road	No Building	0							
E32a (NE)	6400	651 King's Rd, Tsat Tsz Mui	Technology Plaza	24	18.25	24.33	24.33	28	27.0	-1.00	1.00
E32b (SE)		720 King's Road, Quarry Bay	Kut Cheong Mansion Block A	0							
E32c (SW)		692-702 King's Rd, Tsat Tsz Mui	North Point Mansion	14							
E32d (NW)		635 King's Rd, Tsat Tsz Mui	Island Ecc	35							
E33a (NE)	6600	679 King's Rd, Tsat Tsz Mui	Hong Kong Funeral Home	5	6	12.00	12.00	29	3.0	-26.00	676.00
E33b (SE)		No Building	No Building	0							
E33c (SW)		762-774 King's Rd, Hong Kong	Model Housing Estate Block C Man Hong House	19							
E33d (NW)		King's Rd	No Building	0							
E34a (NE)	6800	933 King's Rd, Quarry Bay	Royal Terrace	34	24.5	29.67	29.67	30	22.0	-8.00	64.00
E34b (SE)		885-939 King's Rd, Quarry Bay	Ritz Garden Apartments	10							
E34c (SW)		888 King's Rd, Quarry Bay	North Point Government Primary School	9							
E34d (NW)		880 King's Road, Quarry Bay	Casa 880	45							
E35a (NE)	7000	969-971 King's Rd, Quarry Bay	Tor Po Mansion	8	16.5	22.00	22.00	31	22.0	-9.00	81.00
E35b (SE)		969-971 King's Rd, Quarry Bay	King's House	20							

E35c (SW)		898 King's Rd, Quarry Bay	Wa Shun Gardens	38							
E35d (NW)		King's Rd	Quarry Bay Station	0							
E36a (NE)	7200	90 Pan Hoi St, Quarry Bay	Seaside Mansion	8	7.75	15.50	15.50	32	4.0	-28.00	784.00
E36b (SE)		989 King's Rd, Quarry Bay	Sunway Gardens Block A	23							
E36c (SW)		King's Rd	No Building	0							
E36d (NW)		King's Rd	No Building	0							
E37a (NE)		1015-1021 King's Rd, Hong Kong	Kam Shan Building Block A	0							
E37b (SE)	7400	1032-1044 King's Rd, Quarry Bay	Fok Cheong Building,	18	14.25	19.00	19.00	33	12.0	-21.00	441.00
E37c (SW)		1014 King's Rd, Quarry Bay, Hong Kong	Oceanic Building,	17							
E37d (NW)		1015-1021 King's Rd, Hong Kong	Kam Shan Building Block B,	22							
E38a (NE)	7600	1067 King's Road, Quarry Bay,	Zung Fu Industrial Building,	15	20.75	20.75	20.75	34	17.0	-17.00	289.00
E38b (SE)		1090-1094 King's Rd, Kornhill	Bo Fung Gardens Block B,	24							
E38c (SW)		1090-1094 King's Rd, Kornhill	Bo Fung Gardens Block A,	24							
E38d (NW)		1065 King's Rd, Quarry Bay	Eastern Centre,	20							
E39a (NE)	7800	1-2 Kornhill Road, Quarry Bay	Kornhill Plaza North Side,	17	23.5	23.50	23.50	35	25.0	-10.00	100.00
E39b (SE)		1-2 Kornhill Road, Quarry Bay	Kornhill Plaza South Side,	30							
E39c (SW)		1-2 Kornhill Road, Quarry Bay	Kornhill Plaza South Side,	30							
E39d (NW)		1-2 Kornhill Road, Quarry Bay	Kornhill Plaza North Side,	17							

Average number of floors (RAW)

14.80

Average number of floors (excluding errors and anomalies)		18.28
From all transects: to exclude anomalies	10.3	10.3
	41.26	41.26
	0.06	0.06
R-value		0.04411765
T-value		0.1652340123
Critical value of two -tailed t(37) from T-table		2.145
Reliability of R-value		No

Appendix 3c: Data for Southern Transect

Interval	Distance from PLVI (metres)	Address	Building name	Number of floors	Average number of floors at transect point (RAW) (4 sig. no.)	Average number of floors at transect point (excluding errors)	Average number of floors at transect point (excluding errors and anomalies)
S1a (NE)	200	47 Connaught Road Central, Central	Southland Building	27	22.25	29.67	29.67
S1b (SE)		Connaught Road Central	Connaught Road Central	0			
S1c (SW)		1 Harbour View Street	1ifc	38			
S1d (NW)		83 Des Voeux Road Central	Hang Seng Bank Head Office	24			
S2a (NE)	400	122-126 Queen's Road Central	Icbc Tower	17	15.25	15.25	15.25
S2b (SE)		1 Jubilee Street	Haleson Building	21			
S2c (SW)		2 Jubilee Street	Central Market/ Mid-Level's Escalator	4			
S2d (NW)		110 Queen's Road Central	Wings Building	19			
S3a (NE)	600	35-37 Hollywood Road, Central	C Wisdom Centre	23	23.5	23.5	23.5
S3b (SE)		27 Lyndhurst Terrace, Central	Cheung Fai Building	27			
S3c (SW)		38 Lyndhurst Terrace, Central	The Mood Lyndhurst	23			
S3d (NW)		23 Hollywood Road, Central	Amber Lodge	21			
S4a (NE)	800	Hong Kong, Central, Elgin St, 中環蘇豪 49 號地下	Kam Tong Court	5	9.25	9.66	9.66
S4b (SE)		38 Elgin St, Central, Hong Kong	Choy Lee Lau	4			
S4c (SW)		20 Shelley St, Central, Hong Kong	Hong Kong Swatow Christian Church	8			
S4d (NW)		Upper Ground Floor (UG/F), The Elgin, 51 Elgin Street, Soho, Mid-Level, Hong Kong	The Elgin	20			
S5a (NE)	1000	Between Mosque Junction And Mosque Street	Chuk Siu House	4	13.75	17.33	17.33

S5b (SE)		Hong Kong, Central, 29 Shelley St, Mid-Levels, Central 中環蘇豪些利街 29 號地下	Shelley Court	12			
S5c (SW)		30 Shelley St, Central, Hong Kong	Jamia Mosque	3			
S5d (NW)		21 Mosque St, Mid-Level, Hong Kong	Ka Yee Court	36			
S6a (NE)	1200	Robinson Road	Roc Ye Court	27		27.5	27.5
S6b (SE)		Hong Kong, 羅便臣道 8	Robinson Height	31			
S6c (SW)		4 Robinson Rd, Central, Hong Kong	Bishop Lei International House	22			
S6d (NW)		Robinson Road	Regal Crest	30			
S7a (NE)	1400	Robinson Road	Robinson Road	0		2.75	0
S7b (SE)		Robinson Road	Park	0			
S7c (SW)		Robinson Road	Robinson Road	0			
S7d (NW)		1 Old Peak Rd, Mid-Level, Hong Kong	Canossa Hospital	11			
S8a (NW)	1600	8a Old Peak Road	Garden Terrace	32		13	26
S8b (NW)		1 Robinson Rd Mid-Level	Villa Elegance	20			
S8c (NW)		Beside Robinson Road	Vacant Land	0			
S8d (NW)		Garden Rd	Garden Rd	0			
S9a (NW)	1800	Beside Bypass Of Magazine Gap Road	Vacant Land	0		20	40
S9b (NW)		Bypass Of Magazine Gap Road	Road	0			
S9c (NW)		55 Garden Rd, Mid-Level	Estoril Court Block 2	40			
S9d (NW)		55 Garden Rd, Mid-Level	Estoril Court Block 3	40			
S10a (NW)	2000	1 Magazine Gap Rd, Mid-Level	Grenville House Block E	12		10	10
S10b (NW)		1 Magazine Gap Rd, Mid-Level	Grenville House Block G	12			
S10c (NW)		5E-5F Po Kwong Apartments Mid-Level	Po Kwong Apartment	11			
S10d (NW)		Bowen Rd	View Mansion	5			

Actual distance	Rank for distance from PLVI	Rank for average number of floors (excluding errors and anomalies)	Difference in Ranking	Difference in ranking d^2		
200	1	1	8	7		
400	2	2	3	1		
600	3	3	5	2		
800	4	4	1	3		
1000	5	5	4	1		
1200	6	6	7	1		
1400	7					
1600	8	7	6	1		
1800	9	8	9	1		
2000	10	9	2	7		
Average number of floors (RAW)			15.725			
Average number of floors (excluding errors and anomalies)			22.10			
From all transects: to exclude anomalies	10.3		10.3			
	41.26		41.26			
	0.06		0.06			
R-value			0.03333			
T-value			0.08824			
Critical value of two-tailed t(8) from T-table			2.365			
Reliability of R-value			No			

Appendix 3d: Data for Western Transect

Interval	Distance from PLVI (metres)	Address	Building Name	Number of floors	Average number of floors at transect point (RAW) (4 sig. no.)	Average number of floors at transect point (excluding errors)	Average number of floors at transect point (excluding errors and anomalies)	Rank for distance from PLVI	Rank for average number of floors (excluding errors and anomalies)	Difference in Ranking (d)	Difference in ranking squared (d^2)
W1a (NE)	200	Connaught Street	No Building	0	14.75	28	5	1	1	0	0
W1b (SE)		2 Connaught Street	General Post Office	3							
W1c (SW)		Harbour View Street	Exchange Square 1	51							
W1d (NW)		8 Finance Street	Ifc Mall	5							
W2a (NE)	400	Approx Pedder Street	No Building	0	7.75	15.5	15.5	2	7	5	25
W2b (SE)		8 Connoaht Road Central	Landmark Charter	3							
W2c (SW)		Des Vouex Road	No Building	0							
W2d (NW)		19 Des Voeux Road Central	World Wide House	28							
W3a (NE)	600	33 Des Voeux Road	33 Des Voeux Road Central	30	20.75	20.75	20.75	3	10	7	49
W3b (SE)		29 Des Voeux Road	Siberian Fur Store	12							
W3c (SW)		28 Des Voeux Road	Bangkok Bank Building	20							
W3d (NW)		38 Des Voeux Road	Fubon Bank Building	21							
W4a (NE)	800	99-105 Des Voeux Road	Dah Sing Life Buiding	19	17.75	23.67	23.67	4	13	9	81
W4b (SE)		83 Des Voeux Road	Hang Seng Bank Head Quarter	25							
W4c (SW)		Approx Jubilee Street	No Building	0							
W4d (NW)		88-89 Des Voeux Road	Central 88	27							

W5a (NE)	1000	189 Des Voeux Road	Li Po Chun Chambers	31	22	29.33	29.33	5	15	10	100
W5b (SE)		Approx 173 Des Voeux Road	No Building	0							
W5c (SW)		181 Queens Road Central	Grand Millenium Plaza	29							
W5d (NW)		170-188 Des Voeux Road	Golden Centre	28							
W6a (NE)	1200	255-257 Des Voeux Road Central, Sheung Wan	Kam Sang Building	25	20.25	27	27	6	14	8	64
W6b (SE)		246-248 Des Voeux Rd Central, Sheung Wan	Tung Hip Commerical Building	27							
W6c (SW)		50 Wing Lok Street, Sheung Wan	Cs Tower	29							
W6d (NW)		Des Voeux Road Central	No Building	0							
W7a (NE)	1400	323 Des Voeux Rd Central, Sheung Wan	Western Market	3	12.75	17	17	7	8	1	1
W7b (SE)		New Market Street	No Building	0							
W7c (SW)		128-130 Wing Lok Street, Sheung Wan	Hang Lok Building	12							
W7d (NW)		8 New Market Street, Sheung Wan	Hongway Garden	36							
W8a (NE)	1600	184-186 Wing Lok Street, Sheung Wan	Cheong Loong Building	11	16.25	21.67	21.67	8	11	3	9
W8b (SE)		Wing Lok Street	No Building	0							
W8c (SW)		59-67 Bonham Strand West, Sheung Wan	Golden Sun Centre	26							
W8d (NW)		235 Wing Lok Street, Sheung Wan	235 Wing Lok Street Trade Centre	28							

W9a (NE)	1800	25 Des Voeux Road West, Sai Ying Pun	Des Voeux Building	17	10	13.33	13.33	9	2	7	49
W9b (SE)		46-50 Des Voeux Road West, Sheung Wan	Western Centre	12							
W9c (SW)		52-58 Des Voeux Road West, Sheung Wan	Winsing Building	11							
W9d (NW)		Des Voeux Road West	No Building	0							
W10a (NE)	2000	103 Des Voeux Road West, Sheung Wan	Lucky Commerical Centre	27	14.75	14.75	14.75	10	5	5	25
W10b (SE)		111-117 Des Voeux Road West, Sheung Wan	Lee Wah Mansion	12							
W10c (SW)		132-136 Des Voeux Road West, Sheung Wan	Tak Yan Building	13							
W10d (NW)		118 Des Voeux Road West, Sheung Wan	Hoi Cheong Ho	7							
W11a (NE)	2200	187-189 Des Voeux Road West, Sai Ying Pun	Koosing Building	22	13.5	13.5	13.5	11	3	8	64
W11b (SE)		196-200 Des Voeux Road West, Sai Ying Pun	Wai Tak Building	16							
W11c (SW)		210-212 Des Voeux Road West, Sai Ying Pun	Glorious Commercial Building	9							
W11d (NW)		205a Des Voeux Rd W, Hong Kong	Hing Koon Building	7							
W12a (NE)	2400	Bank Building, 259-269 Des Voeux Rd W, Sai Ying Pun, Hong Kong	Bank Building	14	13	17.3	17.3	12	9	3	9
W12b (SE)		268-270 Des Voeux Road West, Sai Ying Pun	Ming Hing Building	12							

W12c (SW)		Open Area Near Des Voeux Rd West	No Building	0								
W12d (NW)		158a Connaught Road West, Sai Ying Pun, Hong Kong Kwan Yick Building Phase 3	Kuan Yik Building Phase 3	26								
W13a (NE)	2600	Bohemian House. 321 Des Voeux Road West.	Bohemian House	24	7.5	15	15	13	6	7	49	
W13b (SE)		308 Des Voeux Rd W, Sai Ying Pun	Best Western Plus Hotel Hong Kong	6								
W13c (SW)		Water Street	No Building	0								
W13d (NW)		Bohemian House. 321 Des Voeux Road West.	Bohemian House	0								
W14a (NE)	2800	180 Connaught Rd W, Shek Tong Tsui	Upton	41	22.25	22.25	22.25	14	12	2	4	
W14b (SE)		382-388 Des Voeux Road West	Kam Wa Building	4								
W14c (SW)		421 Queen's Rd W, Sai Wan	Wah Ming Centre Block C	21								
W14d (NW)		347-349 Des Voeux Rd W, Sai Wan	Fung Yip Building	23								
W15a (NE)	3000	Hill Road	Road	0	7.25	14.5	14.5	15	4	11	121	
W15b (SE)		443-453 Queen's Rd W, Sai Wan	Yip Cheong Building	15								
W15c (SW)		430-440a Des Voeux Road West, Shek Tong Tsui	Kuan Yik Building Phase I	14								
W15d (NW)		Des Voeux Rd West	No Building	0								
W16a (NE)	3200	Connaught West	No Building	0	16.25	32.5	32.5	16	16	0	0	
W16b (SE)		444-452 Des Voeux Rd W, Sai Wan	Hong Kong Industrial Building	22								
W16c (SW)		458 Des Voeux Rd W, Sai Wan	Habour One	43								

W16d (NW)		Connaught West	No Building	0							
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Average number of floors (RAW)	14.80
Average number of floors (excluding errors and anomalies)	18.28
From all transects: to exclude anomalies	Standard Deviation
	Upper range of number of floors
	Lower range of number of floors
R-value	0.044117647
T-value	0.165234001
Critical value of two-tailed t(14) from T-table	2.145
Reliability of R-value	No

Appendix 3e: Data for combined transects

Key Errors Anomalies			Average number of floors (for all transects)						SRCC for all transects				
			Distance from PLVI (m)	RANK for distance from PLVI	Direction	Northern Transect	Eastern Transect	Southern Transect	Western Transect	TOTAL Raw Average (for each interval)	TOTAL Average excluding errors and anomalies (for each interval)	RANK (for floors, excluding errors & anomalies)	Difference between ranks (d)
200	1	NE	0	88	27	0	18.63	23.500	35.00	-34.00	1156		
		SE	0	6	0	3							
		SW	0	50	38	51							
		NW	0	6	24	5							
400	2	NE	0	3	17	0	9.00	16.000	8	-6	36		
		SE	0	21	21	3							
		SW	0	0	4	0							
		NW	0	28	19	28							
600	3	NE	0	24	23	30	18.81	23.500	35	-32	1024		
		SE	0	45	27	12							
		SW	0	34	23	20							
		NW	0	21	21	21							
800	4	NE	0	0	5	19	11.19	16.670	9	-5	25		
		SE	0	0	4	25							
		SW	0	0	8	0							
		NW	0	71	20	27							
1000	5	NE	0	0	4	31	10.25	23.000	32	-27	729		

		SE	0	0	12	0					
		SW	0	21	3	29					
		NW	0	0	36	28					
1200	6	NE	0	30	27	25	18.50	27.625	39	-33	1089
		SE	0	54	31	27					
		SW	0	21	22	29					
		NW	0	0	30	0					
1400	7	NE	0	0	0	3	10.94	27.333	38	-31	961
		SE	0	35	0	0					
		SW	0	40	0	12					
		NW	0	38	11	36					
1600	8	NE	0	6	32	11	7.69	23.400	34	-26	676
		SE	0	0	20	0					
		SW	0	0	0	26					
		NW	0	0	0	28					
1800	9	NE	19	21	0	17	14.69	22.100	30	-21	441
		SE	29	0	0	12					
		SW	19	0	40	11					
		NW	13	14	40	0					
2000	10	NE	13	9	12	27	13.00	13.90	5	5	25
		SE	16	0	12	12					
		SW	17	17	11	13					
		NW	16	21	5	7					
2200	11	NE	19	22		22	13.25	13.25	3	8	64
		SE	20	11		16					
		SW	2	16		9					
		NW	2	13		7					

2400	12	NE	3	26		14	13.75	18.125	15	-3	9
		SE	3	35		12					
		SW	2	28		0					
		NW	2	14		26					
2600	13	NE	21	26		24	14.17	21.3	26	-13	169
		SE	0	29		6					
		SW	0	23		0					
		NW	14	27		0					
2800	14	NE	0	0		41	14.50	19.33	19	-5	25
		SE	17	19		4					
		SW	17	17		21					
		NW	0	15		23					
3000	15	NE	19	4		0	10.08	16.71	10	5	25
		SE	18	16		15					
		SW	15	0		14					
		NW	0	20		0					
3200	16	NE	0	23		0	15.50	23.833	37	-21	441
		SE	0	37		22					
		SW	16	20		43					
		NW	0	25		0					
3400	17	NE	22	19			15.00	17.14	12	5	25
		SE	14	13							
		SW	0	14							
		NW	21	17							
3600	18	NE	12	24			20.75	20.75	24	-6	36
		SE	17	30							
		SW	15	23							

		NW	21	24							
3800	19	NE	14	0				12.00	19.2	18	1
		SE	15	0							
		SW	22	24							
		NW	21	0							
4000	20	NE	21	0				10.00	20.00	22	-2
		SE	22	0							
		SW	17	0							
		NW	20	0							
4200	21	NE	17	0				18.38	19.4	20	1
		SE	17	19							
		SW	22	0							
		NW	22	50							
4400	22	NE	21	22				21.13	21.125	25	-3
		SE	22	28							
		SW	22	19							
		NW	16	19							
4600	23	NE	13	5				11.88	17.00	11	12
		SE	0	5							
		SW	17	19							
		NW	17	19							
4800	24	NE	3	0				7.50	19.00	16	8
		SE	0	0							
		SW	0	25							
		NW	14	18							
5000	25	NE	0	23				15.00	20	22	3
		SE	0	23							

		SW	23	20								
		NW	14	17								
5200	26	NE	14	10				7.13	13.50	4	22	484
		SE	0	11								
		SW	0	19								
		NW	0	3								
		NE	15	25								
5400	27	SE	0	21				16.25	21.67	28	-1	1
		SW	14	35								
		NW	0	20								
		NE	12	24								
5600	28	SE	0	13				13.25	17.67	14	14	196
		SW	15	18								
		NW	0	24								
		NE	6	0								
5800	29	SE	0	12				9.63	15.40	6	23	529
		SW	9	25								
		NW	0	25								
		NE	14	0								
6000	30	SE	0	22				9.88	15.80	7	23	529
		SW	12	26								
		NW	0	5								
		NE	3	0								
6200	31	SE	0	12				5.63	8.67	1	30	900
		SW	19	11								
		NW	0	0								
6400	32	NE	7	24				11.63	21.50	27	5	25

		SE	0	0							
		SW	13	14							
		NW	0	35							
6600	33	NE	28	5				7.00	12.00	2	31
		SE	0	0							
		SW	4	19							
		NW	0	0							
6800	34	NE	0	34				12.25	22.00	29	5
		SE	0	10							
		SW	0	9							
		NW	0	45							
7000	35	NE	28	8				13.38	19.75	21	14
		SE	0	20							
		SW	13	38							
		NW	0	0							
7200	36	NE	38	8				8.63	23.00	32	4
		SE	0	23							
		SW	0	0							
		NW	0	0							
7400	37	NE	11	0				14.38	19.17	17	20
		SE	0	18							
		SW	11	17							
		NW	36	22							
7600	38	NE	0	15				13.13	17.50	13	25
		SE	13	24							
		SW	0	24							

		NW	9	20								
7800	39	NE	0	17				16.75	22.33	31	8	64
		SE	27	30								
		SW	0	30								
		NW	13	17								