

# Workshop on Urban Living: Mobility, Sociability and Wellbeing

Jan 8-9, 2015  
Shenzhen, China



*Programme Book*



社會科學院  
FACULTY OF SOCIAL SCIENCES



中國城市與區域研究中心  
Centre for China Urban and Regional Studies



# Contents

**Workshop Timetable .....1**

**Abstracts.....3**

**Venue and Other Information.....13**

## Workshop Timetable

**Date: Friday 9th January 2015**

**Venue: 6/F, Shanshui Hotel**

**9:00-11:00**

**Session 1**

**Paper**

**Chair: Donggen Wang**

	<b>Authors</b>	<b>Affiliation</b>	<b>Discussant</b>
The association between travel and satisfactions with travel and life: Evidence from Twin Cities	Jason Cao*	University of Minnesota	Junyi Zhang Yubing Xiong
	Donggen Wang	Hong Kong Baptist University	
Mobility and quality of life of the elderly in urban China: the role of household structure	Jianxi Feng*	Department of Urban Planning and Design, School of Architecture and Urban Planning, Nanjing University	Pu Hao
Moderating effect of community interaction on individual well-being under heat wave	Pei-Shan Liao*	Center for Survey Research, RCHSS, Academia Sinica	Zhigang Li
	Su-Hao Tu	Center for Survey Research, RCHSS, Academia Sinica	
	Shih-Chun Candice Lung	Research Center for Environmental Changes, Academia Sinica	
The Challenges of Land Use and Transport Planning on Urban Residents' Quality of Life: A Panel Data Analysis	Yubing Xiong*	Graduate School for International Development and Cooperation, Hiroshima University	Jianxi Feng
	Junyi Zhang	Graduate School for International Development and Cooperation, Hiroshima University	

**11:00-11:30**

**Coffee break**

**11:30-12:30**

**Session 2**

**Chair: Donggen Wang**

Place, Geographical Context and Subjective Wellbeing: State of Art and Future Research Directions	Fenglong Wang*	Department of Geography, Hong Kong Baptist University	Dick Ettema (comment will be read out)
	Donggen Wang	Department of Geography, Hong Kong Baptist University	
ICT, Mobility and Smart: the Ways to more Livable Cities	Feng Zhen*	Nanjing University	Donggen Wang

**12:30-14:00**

**Lunch**

**14:00-16:00**

**Session 3**

**Chair: Shenjing He**

Reappropriate through Occupation: Interrogating On-street Parking in Chinese Cities	Yannan Ding*	School of the Humanities, Shanghai Jiao Tong University	Shenjing He
	Shuqun Wang	Anhui Urban & Rural Planning Design Institute	
Urban Villages and the Contestation of Urban Space: The Case of Shenzhen	Pu Hao*	David C Lam Institute for East-West Studies, Hong Kong Baptist University	Yannan Ding
Disciplined mobility and migrant subalternity: sketching the politics of motorcycle taxis in Guangzhou	Junxi Qian*	Centre for Cultural Industry and Cultural Geography, South China Normal University	Shanshan Lan (comment will be read out)
The state of being healthy in social housing communities of urban China: A case of Guangzhou	Zhigang Li*	School of Geography and Planning, Sun Yat-sen University	Feng Zhen
	Jiaxuan Feng	School of Geography and Planning, Sun Yat-sen University	

**16:00-16:30**

**Coffee Break**

**Workshop Timetable**

**16:30-18:00 Session 4**

**Chair: Shenjing He**

China's new generation migrant workers' urban experience and well-being	Shenjing He*	Geography and Planning School of Sun Yat-Sen University	Junxi Qian
Between mobility and immobility - Undocumented African migrants living in the shadow of the Chinese State	Shanshan Lan (presented by Pu Hao*)	Department of Sociology and Anthropology, University of Amsterdam	Junxi Qian
Planning and urban plagues	Chris Webster	Faculty of Social Sciences, the University of Hong Kong	Pei-Shan Liao
	Chinmoy Sarkar*	Medical School, Cardiff University, UK	

**Chapters not to be presented** (authors will not be able to attend the workshop)

Travel Mode and Subjective Well-Being	Dick Ettema	Utrecht University	Jason Cao
	Margareta Friman	Karlstad University	
	Tommy Gärling	University of Göteborg and Karlstad University	
	Lars E. Olsson	Karlstad University	
Modeling Satisfaction Amongst the Elderly in Different Chinese Urban Neighborhoods	Bingqiu Yan	University of Chinese Academy of Sciences	Donggen Wang
	Xiaolu Gao	Key Laboratory of Regional Sustainable Development Modeling, Institute of Geographic Sciences and Natural Resources Research, Chinese Academy of Sciences	

\* Presenter

**18:00**

**Dinner**

**The association between travel and satisfactions with travel and life: Evidence from Twin Cities**

Jason Cao  
University of Minnesota

Donggen Wang  
Hong Kong Baptist University

Satisfaction with life (SWL) is a global judgment of life, which includes family, work, social life, etc. Although previous studies have explored the impacts of the domains on SWL, few have focused on travel. Travel is expected to be directly and indirectly associated with SWL. It facilitates the participation of daily activities, which explain about 40% of SWL. Travel presumably affects satisfaction with travel (SWT), which in turn contributes to SWL. Using data from residents in the Minneapolis-St Paul metropolitan area, we employ structural equations models to explore the relationships between travel and SWT/SWL. As we expected, SWT has a positive association with SWL. Vehicle miles driven is positively associated with SWL but negatively associated with SWT, so its total effect on life satisfaction is insignificant. Most measures of travel have negative associations with SWL through SWT, consistent with the theory of disutility of travel. However, the detrimental effect is not large. Because driver's license is positively associated with SWL, it is a key mobility instrument in enhancing SWL in an auto-oriented society.

*Presentation Time Slot: 09:00 – 11:00*

**Mobility and Quality of Life of the Elderly in Urban China: The Role of Household Structure**

Jianxi Feng  
Nanjing University

Mobility is a core factor of quality of life for the elderly. A Substantial body of research shows that loss and low level of mobility is generally related to low quality of life. However, these conclusions are based on data from North America, North-western Europe and Australia. Very little is known about the relationship between mobility and quality of life in China. As the concept of quality of life is, to some extent, a 'culturally and geographically variable and socially constructed', the relationship between mobility and quality of life of the elderly in urban China could show different picture, given the different economic, social and cultural contexts of China. Based on the dataset of Nanjing Residents Travel Survey (2008) and in-depth interviews with the elderly, this chapter therefore attempts to investigate the relationship between mobility and quality of life of the elderly in China and specifically we will focus on the role that the special household structure of China-coresidence of the elderly and their married children-plays in the relationship. The analyses show that the elderly co-resided with their adult children generally experience low level of mobility, i.e. making much fewer trips and travel shorter distances while spending less time on travel than seniors who live alone or as couples since coresidence makes them share household responsibilities such as chores and taking care of grandchildren. However, low level of mobility is not necessarily related to low quality of life for these old people. The relationship between mobility and quality of life is rather mixed. The results of the interviews indicate that the elderly of low educated, without post-retirement plans in extended families generally satisfy with their life since acting as childcare givers gives them a sense of esteem and happiness, while for the seniors of high educated, with post-retirement plans tend to complain about the low level of mobility since they have to sacrifice their own plans and freedom for taking care of their grandchildren.

*Presentation Time Slot: 09:00 – 11:00*

**Moderating Effect of Community Interaction on Individual Well-being Under Heat Wave**

Pei-Shan Liao  
Academia Sinica

Su-Hao Tu  
Academia Sinica

Shih-Chun Candice Lung  
Academia Sinica

Environmental issues due to global climate changes have important impacts on individual well-being. For example, the elderly and those who live in disadvantaged communities are more likely to be vulnerable under heat wave. The associated heat and pollutants exposure increases their risk of having illness. Previous studies have demonstrated the association of demographic and social-psychological characteristics with individual well-being. However, the moderating effect of community factors in the relationship between the impact of heat wave and individual well-being has yet been fully examined.

This paper aims to explore the moderating effect of community attachment on individual well-being under heat wave. Data are drawn from a large-scale survey collected in 2013 by using face-to-face interviews on a representative sample of Taiwanese adults aged 18 or older. Individual well-being is measured by a five-item scale to indicate self-reported physical and mental conditions. Demographic characteristics and variables of cognitive evaluation and conditions associated with health are found to have significant effects on well-being. In addition, the moderating effect of community interaction on individual well-being under heat wave is confirmed. Findings of this paper are expected to contribute to reducing impact of heat wave on those with high risk of vulnerability.

*Presentation Time Slot: 09:00 -11:00*

**The Challenges of Land Use and Transport Planning on Urban Residents' Quality of Life:  
A Panel Data Analysis**

Yubing Xiong  
Hiroshima University

Junyi Zhang  
Hiroshima University

Residents' life choices are closely linked with the quality of life (QOL), which can be roughly captured from the perspective of life domains residence, health, social, education and learning, employment, family life, financial, and leisure and recreation, as well as relevant travel behavior. Since different life choices are interdependent, transport and land use policies may have influences on residents' various life aspects and sequentially on the QOL. Especially with time goes on, residents' life choices may not remain unchanged over time, particularly in response to the residential location change or vehicle ownership change, this may have an impact on the prospective travel needs and activity patterns change such as social and leisure activities engagement, further potentially change residents' QOL as well. Considering that residential choices and travel decisions are a part of residents' life choices, it is better to conduct a comprehensively and systematically investigation of life choices. Therefore, this study penetrates the concept of other life choices change into the residential choices and travel behavior dynamic modelling. The system was preliminary done by estimating a structural equation model based on a panel data. As a result, first from a static viewpoint, it successfully captured the considerable significant effects of other life choices on residents' quality of life, compared with the minor effects of residential choices and travel behavior. Secondly from a dynamic viewpoint, the results identified that the current other life choices and past other life choices play the prominent role in current quality of life achievement, followed by the slight influences of current and past residential choices, as well as the least effect of current travel behavior. It is suggest that ignorance of reflecting other life choices relevant to residents' key life domains such as health and leisure, emphasizing the straightforward impacts of land use and transport policies on QOL may not be fruitful and effective as residents' QOL is greatly affected by other life choices rather than changes in residential and transport situations.

*Presentation Time Slot: 09:00 -11:00*

**Place, Geographical Context and Subjective Wellbeing: State of Art and Future Research Directions**

Fenglong Wang  
Hong Kong Baptist University

Donggen Wang  
Hong Kong Baptist University

Wellbeing has recently become a focus in both public policies and academic studies. Among the different perspectives (e.g. objective vs. subjective; hedonic vs. eudaimonic) of wellbeing, the hedonic and subjective view of wellbeing has drawn much scholarly attention, especially in economics and psychology. While studies in geography are still in their infancy, a number of studies have reported the spatial differences in subjective wellbeing and pointed out the importance of place-based context for subjective wellbeing. To promote the studies on the multifarious links between geographical context and subjective wellbeing, this chapter aims to review the geography studies of subjective wellbeing. It firstly systematically introduces the concepts, measures and theories on subjective wellbeing and then gives an overview of present studies concerning geographical context and wellbeing. We conclude this chapter with suggestions on future directions of investigating the linkages between subjective wellbeing and geographies.

*Presentation Time Slot: 11:30 -12:30*

**ICT, Mobility and Smart: the Ways to more Livable Cities**

Feng Zhen  
Nanjing University

Chinese urbanization has entered a new phase to emphasize the quality of urban development. At this time, urban economic and social development is undergoing new transformation, which would induce the change of urban spatial structure. Whether the city is livable or not become an important index to evaluate the quality of urban development. In the process of China's urban development, livability would become more and more important, which put the people into the center of urbanization. However, livability is still a new topic in Chinese literatures. China has got great progress in informatization in recent years. ICTs have been applied into many aspects of urban economic, social and environmental development. Meanwhile, the construction of high speed railway and metro-line, promotes a more mobile urban development context. With the construction of smart city in China, how to improve the developmental level of livability needs to be considered. Therefore, the paper tries to discuss the relationship between ICTs usage and urban livability, and the spatial outcome of ICTs usage. Combined with mobility and smart, useful suggestions are also given to urban development policy on improving urban livability.

*Presentation Time Slot: 11:30 -12:30*

**Reappropriate through Occupation: Interrogating On-street Parking in Chinese Cities**

Yannan Ding

Shanghai Jiao Tong University

Shuqun Wang

Anhui Urban & Rural Planning Design Institute

Since the turn of this century, there have been some important developments in the study of automobility, and parking is one of the dimensions that have attracted an increasing amount of interest. Coincidentally, it is also the period when China undergoes mass automobilization. In this paper, we focus on the on-street parking problem in Chinese cities and present the actual situation on typical urban road by the means of diagrams. Theoretically, we refer to Solomon Benjamin's 'Occupancy Urbanism' for the explanation of the actual situation related to on-street parking. Yet, we distinguish the Chinese case from Benjamin's thesis by pointing out the difference of practitioners of the occupying act, and that in China it is the urban middle class who is occupying the urban road with their cars. The outcome of this 'Occupancy Urbanism', i.e. the fragmentation of urban streetscape, is beyond the effort of professional urban planners. Only through the revision of the role of urban public space could the road be redeemed from occupancy.

*Presentation Time Slot: 14:00 -16:00*

**Urban Villages as Contested Social Spaces in Urban China**

Pu Hao

Hong Kong Baptist University

In China approximately 90 million rural migrants are working and living in urban areas, but most of these migrants are excluded from essential urban amenities such as affordable housing. In many cities, so-called urban villages emerge and grow to satisfy the enormous demand for migrant housing. Through physical transformation, these multifaceted spaces of informality have shaped a landscape that is clearly contrasting with the formal city. However, the transformation cycle of any urban village continuously responds to market-driven demands, resulting in a contested social space. This chapter explores the roles of major actors in the dynamics of urban villages in Shenzhen. In particular, individual concerns of and collective power relations between landlords, village companies, developers, migrant tenants and the government are examined against the backdrop of different development stages of urban villages from their incremental growth to wholesale redevelopment into upscale private estates.

The early spatial growth of urban villages reflects a rational behaviour of the landlords to exploit economic values of village land; while the wholesale redevelopment at a later stage is a measure to release the hidden land value constrained by the informal status and unregulated development of urban villages. Nonetheless, a direct consequence is that even though redevelopments turn what is considered a run-down neighbourhood into a better quality estate in terms of the built environment, the process diminishes a substantial amount of affordable housing stock in the central city further marginalizing low-income groups. This also has a domino effect in which the redevelopment of one urban village drives the process for other nearby urban villages to follow the same redevelopment path. This process of market-driven redevelopment continues to restructure the housing pattern and drive the low-income population from the urban core. The large-scale relocation of low-income households entails a high impact displacement process that questions the overall inclusiveness of a city that had long welcomed people for manufacturing and tertiary jobs. Moreover, in this dramatic historical process, the changing phases of the contested social spaces reflect an ongoing contestation for the use of village land. This contestation is neither a trivial decision nor a negotiation, and it has conceivably become a barrier to both individual wellbeing and long-term social sustainability.

*Presentation Time Slot: 14:00 -16:00*

**Disciplined Mobility and The Experience of Migrant Subalternity:  
Sketching The Politics of Motorcycle Taxis in Guangzhou**

Junxi Qian

South China Normal University

This chapter examines the regulation of motorcycle taxis in Guangzhou and its implications for both the construction of migrant identity and the right to the city. The motorcycle taxi refers to a motorcycle used to provide commercialised, highly flexible and door-to-door transport service; and in Guangzhou, this informal taxi service plays a notable role in sustaining the livelihood of a subgroup of urban migrants. However, alongside the ambition of local officials and elites to win the city a place with the ranks of modern global cities and the subsequent obsession with the rationalization and sanitisation of urban public space, motorcycle mobility has fallen victim to discourses and representations which produce its unruliness, incivility and disorderliness. Eventually, the use of motorcycles was outlawed from the central city of Guangzhou in 2007 by the municipal government. As a result, the motorcycle taxi, as the only form of motorcycle mobility which has largely persisted on Guangzhou's streets to this day, has become a primary object of state disciplinary power. This chapter first outlines the context of the regulation of motorcycle mobility in Guangzhou, with a specific focus on the ways in which discourses and knowledge rendered the problematic of motorcycle mobility visible and intelligible. It then moves to document and reflect upon state regulatory practices directed towards motorcycle taxis, which are nowadays operated almost exclusively by rural-to-urban migrants. Engaging with the notion of *motility*, this chapter interrogates how the curtailing of *physical mobility* at the street level constrains migrants' access to socioeconomic resources and hence sabotages their prospect of *social mobility*. This chapter also investigates the street-level, largely improvised tactics deployed by motorcycle taxi drivers to eschew state regulation. However, instead of celebrating such tactics as romantic resistance to hegemonic power and hence empowerment, it contends that negotiation with state power contributes to the consolidation, rather than alleviation, of a subaltern identity experienced among migrant motorcycle drivers.

*Presentation Time Slot: 14:00 -16:00*

**The state of being healthy in social housing communities of urban China:  
A case of Guangzhou**

Zhigang Li  
Sun Yat-sen University

Jiaxuan Feng  
Sun Yat-sen University

This chapter examines the state of being healthy for residents of social housing communities in Guangzhou. In the last decades Chinese governments have built several million units of social housing, as now above 20% of housing in urban China are affordable or rental housing. The growth of social housing estates or communities is phenomenal. Few, however, are known about the sociospatial implications of this large-scale accumulation of social housing settlers. For example, what is the level of their quality of life? what are the physical or psychological conditions of social housing residents? What sociospatial factors may impact their healthy conditions? In this vein, this chapter fills the gap in the literature by shedding lights upon the healthy conditions for social housing residents in urban China. With a case study of four typical communities of social housing together with three typical commodity housing estates in Guangzhou in 2014, this chapter applies both quantitative and qualitative approaches to examine the state of being healthy in such communities. First, it figures out that the average level of both physical and psychological conditions of social housing residents are lower than that of commodity housing residents. The socioeconomic status of residents is correlated to their healthy conditions. Moreover, to those above 50 years old the impacts of socioeconomic status upon their healthy conditions are the most prominent. Thus along with the ageing of residents, the effects of socioeconomic status upon their healthy states will also increase or enhance. A major contribution of the study to the literature is the examination of neighbouring upon healthy status. It identifies a high level of neighbouring among social housing residents in China. It confirms that neighbouring will contribute to the improvement of both physical and psychological conditions of social housing residents. Importantly, the model indicates that neighbouring will decrease the negative impacts of low-status residential accumulation upon the healthy state. Nevertheless, it is not able to completely demolish the impacts of socioeconomic status. In this vein, the impacts of the accumulation of low-profile residents upon the healthy state will be a long yet lasting process in social housing communities. Such efforts as neighbouring, social interactions or those related to the cultivation of social capitals may pave a way for the improvement of the healthy conditions of these residents.

*Presentation Time Slot: 14:00 -16:00*

**China's New Generation Migrant Workers' Urban Experience and Well-being**

Shenjing He  
The University of Hong Kong

Kun Wang  
Sun Yat-Sen University

Among the tens of millions of migrant workers in Chinese cities, new generation migrants have taken up a substantial proportion. Yet, their distinction from the older generation and their unique urban experience and their well-being have not been fully explored in existing literature. Referring to Bourdieu's concepts of field and habitus, this chapter is to unfold the stories of China's new generation migrant workers through examining their predicaments and well-being, changing imagination and representation of city and home, and life prospects under a confluence of forces from the state, market and society. Compared with the first generation migrants, the new generation is better educated, and is more willing and adaptable to stay in the city. Unlike their predecessors, most of them do not have farming skills, while are more creative and full of adventurous and enterpreurial spirit. Nonetheless, their urban lives suffer from the same level of precarity as their predecessors do, sometimes even worse, since the rigid *hukou* system and rural-urban dichotomy endure, while competitions among themselves become much fiercer. In the highly unequal and contested urban field, self-stigmatization and ambiguous identity are the common "habitus" for new generation migrants, and reflected in their imagination and representation of the city and home. To a large extent, the field and habitus faced by migrants are shaped by state institutions. Yet, market and social forces have added new dimensions to migrants' urban experience. *Presentation Time Slot: 16:30 -18:00*

**Between Mobility and Immobility**

**Undocumented African Migrants Living in The Shadow of The Chinese State**

Shanshan Lan  
University of Amsterdam  
(presented by Pu Hao)

With China's accession to the World Trade Organization in 2001 and the enormous growth of Sino-African trade, Guangzhou, a mega city in South China, has become the Promised Land for many African migrants seeking wealth and fortune in the global economy. Differing from previous generation of Africans who were mainly from elite background and traveled to China for higher educational purposes, this recent wave of African migrants are mainly from grassroots origins. Many of them are petty entrepreneurs who have small capital and tend to operate their businesses in the informal economy. On July 15<sup>th</sup>, 2009 an undocumented African migrant was severely injured after jumping from a trade mall in order to evade passport check by the Chinese police. Later that day, more than 100 African traders launched a protest outside a local police station. The event has drawn world-wide attention to the presence of undocumented African migrants in China. Based on ethnographic fieldwork within the African communities in Guangzhou, this paper examines the structural constraints faced by undocumented Africans in urban China and their various coping strategies. Specifically, it focuses on illegal residence as a business strategy in maintaining vital transnational trade networks between China and Africa. For many African migrants, illegal residence in Guangzhou is just one special phase of their life for the purpose of capital accumulation. It enables them to maintain a transnational advantage over traders in Africa. By voluntarily choosing a life style of circumscribed mobility in Guangzhou, undocumented African migrants have been playing an important role in facilitating transnational trade activities between China and their home countries. *Presentation Time Slot: 16:30 -18:00*

**Planning and Urban Plagues**

Chris Webster  
University of Hong Kong

Chinmoy Sarkar  
Cardiff University

In this chapter, Chris Webster and Chinmoy Sarkar present a survey of historical 'urban plagues', showing how the health risks of living in cities has been variously conceptualised as miasma, pathogen, gene-environment interaction, and social and neighbourhood effect models; then comment on the modern urban plagues of obesity, mental health, cardio-vascular and other sedentary-related diseases. Using data from the world's biggest gene-social-(built) environment study of individual health, they illustrate some of their findings that demonstrate the importance of urban morphological configuration for individual health-related wellbeing. Remarkably, urban design can be shown to have a measurable effect on mental health, obesity and CVD, largely, it may be supposed, through the intervening influence of walkability. Some urban configurations of roads, green spaces and land uses encourage more walking than others, other things being equal. This means that it is, in principle, possible to plan and design neighbourhoods and whole cities in away that can be expected, with some statistical degree of certainty, to reduce the incidence of modern urban plagues; just as a earlier urban interventions such as separating homes from heavily polluting industries and separating potable and waste water reticulation systems reduced the severity of former 'urban plagues'.

*Presentation Time Slot: 16:30 -18:00*

**Travel Mode and Subjective Well-being**

Dick Ettema  
Utrecht University

Tommy Gärling  
University of Göteborg

Margareta Friman  
Karlstad University

Lars Olsson  
Karlstad University

Strongly increasing car traffic in industrialized and developing countries over the past decades, has led to adverse effects in terms of pollution, traffic unsafety, greenhouse gas emissions, congestion and health problems related to a lack of physical exercise. It is therefore important that travel by other modes, such as walking, cycling and public transport is encouraged. When aiming to achieve such a shift by means of land use or transport policies, the costs and benefits for individuals should be properly described. Although econometric methods suggest a reduction in utility when shifting from car to other modes, due to longer travel times, other approaches may come to different conclusions.

This chapter will describe implications of mode choice and mode change from the perspective of subjective well-being (SWB). Key to this approach is that well-being associated with travel is directly measured (using psychometric scales) instead of being solely derived from observed choices. The paper will first introduce the construct of SWB and outline measurement issues in the context of travel.

Next, we will review the theoretical relationships between characteristics of travel modes and SWB. This involves functional considerations, such as the opportunities offered by travel modes to engage in activities during travel, but also affective qualities of travel modes related to safety and comfort, sensory sensations (noise, light, odor) and physical activity (when walking or cycling) will be discussed.

The chapter will illustrate the theoretical points with empirical findings based on previous work by others and the authors themselves. It will be shown that affective factors play an important role in travellers' evaluation of commutes and that this has impacts on SWB, higher for commutes by slow modes than by car, that public transport is valued less than car and slow modes but still leads to positive SWB.

Based on the reported findings the paper will draw conclusions regarding the implications of modal shift for well-being and conditions for policies that aim at modal shift to be successful.

*(Chapter not presented)*

### **Modeling Satisfaction Amongst the Elderly in Different Chinese Urban Neighborhoods**

Bingqiu Yan

University of Chinese Academy of Sciences

Xiaolu Gao

University of Chinese Academy of Sciences

Rapidly ageing populations constitute a critical issue for researchers and policymakers across the world; the challenges of a shifting demographic structure are particularly pertinent in the case of China. Population control strategies implemented in China in the late 1970s have substantially changed the social and demographic structure of Chinese cities and the traditional role of families in caring for elderly people. To meet the growing needs of elderly residents “ageing in place,” age-friendly environments and new types of senior services are required and encouraged. This research examines the satisfaction of seniors in relation to the elderly services and living environments available to them, through empirical studies of six types of neighborhoods in Beijing. Using structural equation modeling (SEM), a satisfaction model under the Person-Environment Fit (P-E Fit) model framework was developed. This model considered the senior respondent’s health status, economic attributes, family and social support networks, and neighborhood living environments. Social support was found to be the primary factor affecting satisfaction amongst the urban elderly in Beijing. The research also highlights the need to differentiate between different types of neighborhoods, which can differ significantly in terms of the socio-economic attributes (i.e., family structure, income, and education) of their senior residents. As such, based on the path coefficients revealed by different structural equation models of various neighborhoods, four types of neighborhoods were identified: in Type 1 neighborhoods, the neighborhood environment and the senior services provided by communities were primary factors in elderly satisfaction; in Type 2 neighborhoods, the satisfaction of inhabitants was strongly influenced by personal attributes such as health and income; Type 3 neighborhoods were residence of low-income people where the level of social support was the foremost factor; and in Type 4, social support and the environment were both essential. *(Chapter not presented)*

**Workshop Venue and Map**

深圳市福田区新闻路 61 号山水宾馆 (Shanshui Hotel, 61 Xin Wen Road, Xiang Mi Hu, Futian District, Shenzhen)



**Transportation Information**

- ❖ **From Shenzhen Bao'an International Airport to Shanshui Hotel**  
By Taxi: About 30mins, RMB150
- ❖ **From Shenzhen Train Station or Luohu Control Point to Shanshui Hotel**  
By Taxi: About 20mins, RMB40  
By Metro: About 40mins, RMB4
- ❖ **From Xiangmihu Metro Station to Shanshui Hotel**  
Please take exit A and follow the walking path in the map above. It takes about 8 minutes.

**Registration**

Date: 8 Dec 2015

Time: 3-6pm\*

Venue: Hotel lobby

\*For registration other than 3-6pm, please contact Miss Lyn LIN at 852-91540253.

**Hotel Check-in**

For check in, please kindly tell the front desk that your room is reserved by Hong Kong Baptist University (香港浸会大学).

**Meals Information**

- ❖ Breakfast (9, 10 Jan): 2/F, Shanshui Hotel (breakfast is available from 0700)
- ❖ Lunch (9 Jan) and dinners (8, 9 Jan): 2/F, Shanshui Hotel

**Useful Numbers and Resources**

- ❖ Workshop Secretary and Helper  
Miss Lyn LIN  
Tel: 852-91540253  
Mr. Kun WANG  
Tel: 86-15989188395
- ❖ Emergency  
Ambulance: 120  
Police: 110
- ❖ Info Lines  
Telephone Directory Enquiries: 114  
Weather Information: 12121  
Tourist Hotline: 1258033  
On-call Taxi Service: 96511
- ❖ Internet Access in Hotel  
Please connect the cable in the guest room to your laptop. Wifi is not available.