

YAU TSIM MONG DISTRICT COUNCIL 2004-2007

Area Improvement Plan for Tsim Sha Tsui

Purpose

1. This paper seeks Members' views on the draft Area Improvement Plan for Tsim Sha Tsui (AIP) and the design of two additional Priority Projects proposed under the AIP.

Background

2. The Planning Department and Transport Department in 2004 commissioned a consultancy study to formulate an AIP for Tsim Sha Tsui (TST). Public consultation for the proposed Planning Framework for the AIP and three Priority Projects was carried out between November 2004 and January 2005. The Yau Tsim Mong District Council (YTM DC) was consulted on 16.12.2004 (Paper No. 140/2004). Major public comments received are summarized as follows:
 - general support for the initiatives to improve the pedestrian environment and streetscape quality
 - the Planning Framework largely acceptable;
 - consensus on the need for better pedestrian linkages;
 - concerns on the traffic impacts of pedestrian proposals;
 - general support for bringing early improvement to TST through the implementation of priority projects; and
 - general agreement to the two Priority Projects relating to the streetscape enhancement of the area outside the MTR TST Station Entrance at Haiphong Road and the footpath widening at Granville Road; but divided views from local community on the Priority Project relating to the part-time pedestrianisation of Hart Avenue.

3. Based on the public comments received, we have refined and developed the ideas in the Planning Framework to formulate the draft AIP; and have conducted technical assessments to ascertain the feasibility. In parallel, we have also formulated the design of the two Priority Projects at the area outside MTR TST Station Entrance and Granville Road for further consultation. The YTM DC was consulted on the design of these two projects on 27.10.2005 (Paper No. 100/2005).
4. The AIP is now substantially completed. Before it is finalized, we would like to invite Members' views on the draft AIP. In addition, two other proposed Priority Projects at Ashley Road and Kimberley Road respectively have been identified. We would also like to invite Members' views on these two projects before taking them forward.

Area Improvement Plan

5. The draft AIP is shown on Figure 1 and proposals are briefly explained below.

Pedestrian Area Improvement

6. The AIP recommends a series of pedestrian proposals to promote a safer and more comfortable walking environment; while without unduly compromising the drivers' needs and interests. The locations of the proposals are shown in Figure 1 and a brief account on them is given below.
7. Taking into account the pedestrian and traffic conditions in TST, we mainly adopt traffic calming measures including narrower traffic lanes, build-outs and speed tables etc. to slow down vehicles. Besides, footpaths are widened and on-street parking spaces are reduced as far as possible. Using this approach, the traffic will not be greatly affected, but pedestrian mobility and safety can be improved. Opportunities for streetscape enhancement can also be provided. The following streets are proposed for having traffic calming measures:

- Kimberley Road (between Nathan Road and Carnarvon Road);
- Granville Road (between Nathan Road and Chatham Road South);
- Granville Circuit;
- Cameron Road;
- Prat Avenue;

- Hart Avenue;
 - Minden Row;
 - Blenheim Avenue;
 - Parkes Street (between Jordan Road and Austin Road);
 - Woosung Street (between Jordan Road and Austin Road);
 - Temple Street (between Jordan Road and Austin Road); and
 - Bowring Street (between Shanghai Street and Kwun Chung Street).
8. Realising the need for vehicular access by many activities in the area, the AIP identifies that few pedestrianisation proposals are technically feasible. Four local streets namely, Hau Fook Street, Minden Avenue, Hart Avenue and Bowring Street, having relatively less traffic are proposed for part-time pedestrianisation; and Humphrey Avenue is proposed for full-time pedestrianisation proposal so as to enhance the east-west pedestrian linkage in TST.

Pedestrian Linkage Enhancement

9. The AIP also puts forward some enhancement proposals for at-grade crossing facilities to tie in with the aforementioned pedestrian area improvement proposals. They can help overcome the barriers imposed by the major roads and enhance pedestrian linkages in TST. The measures like widening pedestrian crossing, signaling crossing or introducing new crossing, are proposed in the AIP to improve at-grade crossing facilities on Nathan Road, Canton Road, Chatham Road South and Austin Road as shown in Figure 1.
10. After assessing the current provision of barrier-free access in TST, the AIP includes proposals to provide or improve the access facilities, like provision of disabled lifts, street corner widening and at-grade crossing, signalization of existing crossing, etc. at appropriate locations.

Streetscape Enhancement

11. Streetscape enhancement measures include the provision of tree planting, new paving and street furniture design such as railing, lighting, etc. The study has identified areas in TST requiring streetscape improvement and where enhancement/greening opportunities is offered by the pedestrian proposals. Given that, a Streetscape Design Masterplan is prepared to set out the conceptual design framework for these areas. The masterplan will form the basis for formulating detailed design proposals in the future by the

implementation agents, in consultation with the local stakeholders. The major elements of the masterplan are briefly explained below (Figure 1).

12. The use of robust and responsive design style is proposed for the areas in the central TST, bounded by Haiphong Road and Kimberley Road to the north, Chatham Road South to the east, Salisbury Road to the south and Canton Road to the west, to achieve a distinctive character reflecting the existing vibrant character and also to maximize the greening opportunities offered by the pedestrian schemes for creating a more comfortable shopping area. Red, orange and brown pavers will be used for the major streetscape colour palette in combination with grey paving highlights and darker brown railings and light posts.
13. An “International Walk” theme is proposed for TST East with the agglomeration of hotels there. This theme could be achieved through the use of modern design style on paving, lighting and street furniture in combination of design motifs showing symbolic picturesque of famous cities in the world. A neutral colour palette with polish finishes will be used on the paving, light post, railing and other furniture design. This design treatment will also respond to the existing hotel facades. The part of Mody Road in TST East will form the gateway corridor leading to the area. Feature lighting and rows tree planting are proposed along Mody Road to strengthen the boulevard effect.
14. Bowring Street and adjacent areas will be designed with a borrowing theme from Temple Street to reflect its market street character extending from Temple Street. Existing streetscape could be enhanced through the use of reddish brown paving colour with grey paving strip in combination with orange coloured light post and railing.
15. A reddish brown paving is recommended for the Observatory Hill area in combination with grey coloured railings and light posts. Paving highlights responding to the appearance of the existing historical buildings is added to show the historical significance.

16. The masterplan also identifies a number of popular pedestrian gathering areas and established dining areas where special design approach should be applied. Site specific design approach responding to their existing character will enhance their legibility and assist visitors navigating these places in TST. Sense of these unique spaces could be achieved through the uses of feature paving and lighting and provision of new planting at suitable locations.

Nathan Road Enhancement

17. Because of its long history, prominent location and unique character, Nathan Road has been identified as a gateway corridor deserving special enhancement. For the pedestrian safety, the AIP proposes safety enhancements to the crossings along Nathan Road corridor (Figure 1).
18. On the streetscape design front, a “Silhouette of Green Leaves” theme is recommended for the section between Austin Road and Haiphong Road responding to the existing Banyan Tree corridor. This theme could be achieved through the use of rustic style in combination with ornamental accents with raw material finishes in street furniture design. Given this design approach, natural colour palette mixing various green and grey colour tones will be used for the main body of paving. Green leaf design motif imprinted on paving block is also proposed to strengthen this “Green” theme. These feature paving symbolises the shade of Banyan Tree. Extending further north and south, this theme will diffuse and vary at where the “Green” character becomes less significant. Primary colour highlights will be added to the natural colour palette of paving and street furniture responding to vibrant streetscape character of these portions.

Implementation

19. The AIP will be taken forward by concerned Government departments under the existing mechanism. Before implementation of individual proposals, stakeholders, particularly the local community, will be consulted on further details. Subject to the consultation results and resource availability, the proposals can be progressively implemented later this year at the earliest. However, from our past experience, it is considered more desirable to confirm the actual implementation timetable in consultation with the local stakeholders so as to minimize any possible disruption.

Priority Projects

20. We further identify two Priority Projects which are briefly explained below.

Ashley Road

21. Ashley Road is the famous dining area in TST. The northern section is a cul-de-sac with 31 motorcycle parking spaces. It is proposed to relocate these motorcycle parking spaces for providing opportunities to convert the northern end of 40m long to a small landscape piazza.

22. Having considered the demand for motorcycle parking in TST, we will re-provide 40 motorcycle parking spaces in total resulting in 9 spaces more than the existing supply. The following reprovision arrangement is shown in Figure 2:

- 22 numbers at the eastern kerbside of Kowloon Park Drive; and
- 18 numbers at the eastern kerbside of Lock Road.

23. The Civil Engineering and Development Department (CEDD) plans to carry out greening and associated streetscape works at this location under their greening works contract for TST, forming part of the priority project. However, to suit the emergency vehicular access requirements, the greening works to be taken by CEDD at this stage will be confined to a 10m-long section of the road. The conceptual design of the greening works by CEDD is shown in Figures 3 and 4.

Kimberley Road

24. Kimberley Road provides access to a large shopping arcade, hotels and also the famous dining area "Knutsford Terrace". This priority project is to enhance the streetscape of Kimberley Road as well as the pedestrian safety.

25. To enhance pedestrian safety and effectiveness in regulating the traffic at Kimberley Road (between Nathan Road and Carnarvon Road), conversion of two-way traffic to one-way eastbound at Kimberley Road and signalization of the pedestrian crossing across Kimberley Road near Nathan Road are proposed. With this arrangement, the left turn traffic from Carnarvon Road to Kimberley Road will be banned. However, the anticipated traffic impact would be minimal as the existing traffic flow is low and the diversion routing as shown on Figure 5 can be provided.

26. With one-way traffic arrangement, space will be available for footpath widening at both sides of Kimberley Road and hence the streetscape enhancement e.g. tree planting. The conceptual design of the project is shown in Figures 6 and 7.
27. Whilst the project is technically feasible and ready for implementation, we understand that local stakeholders' acceptance should be a material consideration in deciding the way forward. Subject to the Members' views, discussion with the local stakeholders on further details will be initiated.

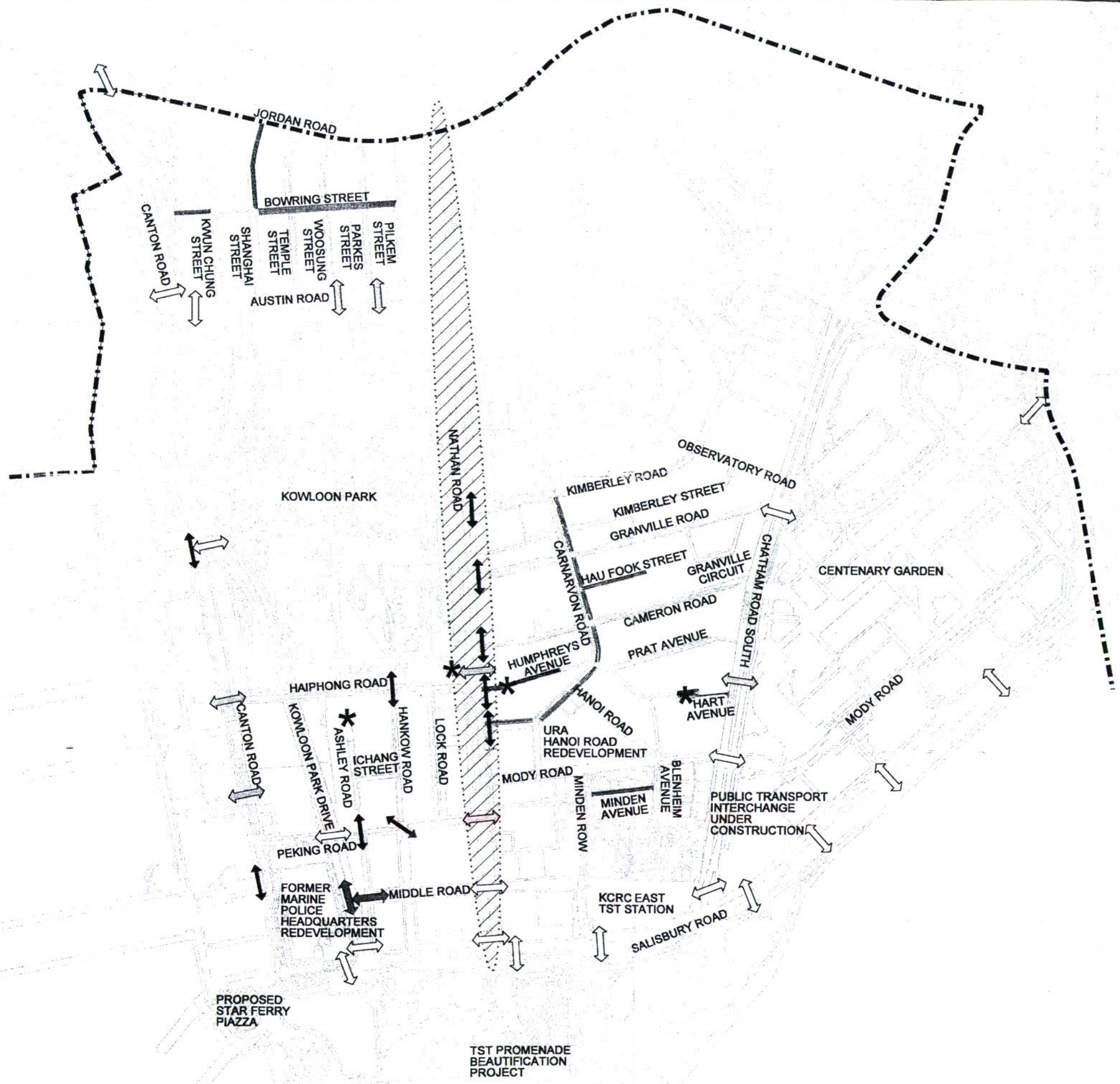
Advice Sought

28. Members are invited to offer any views on the draft AIP and the two additional Priority Projects.

Attachments

- | | |
|---------------|--|
| Figure 1 | Draft Area Improvement Plan for Tsim Sha Tsui |
| Figure 2 | Reprovision Arrangement for Motorcycle Parking at Ashley Road |
| Figures 3 & 4 | Conceptual Design and Perspective View of the Greening Works of the Priority Project at Ashley Road |
| Figure 5 | Diversion Routing of Banned Left Turn Traffic from Carnarvon Road to Kimberley Road for the Priority Project at Kimberley Road |
| Figures 6 & 7 | Conceptual Design and Section of the Priority Project at Kimberley Road (between Nathan and Carnarvon Roads) |

**PLANNING DEPARTMENT
TRANSPORT DEPARTMENT
June 2006**



LEGEND:

- AREA OF STUDY
- EXISTING PART-TIME PEDESTRIANIZATION
- ENHANCEMENT TO EXISTING TRAFFIC CALMING STREET
- EXISTING/NEW SUBWAYS OR FOOTBRIDGES UNDER CONSTRUCTION
- SUBWAYS PROPOSED BY KCRC

PEDESTRIAN AREA IMPROVEMENT

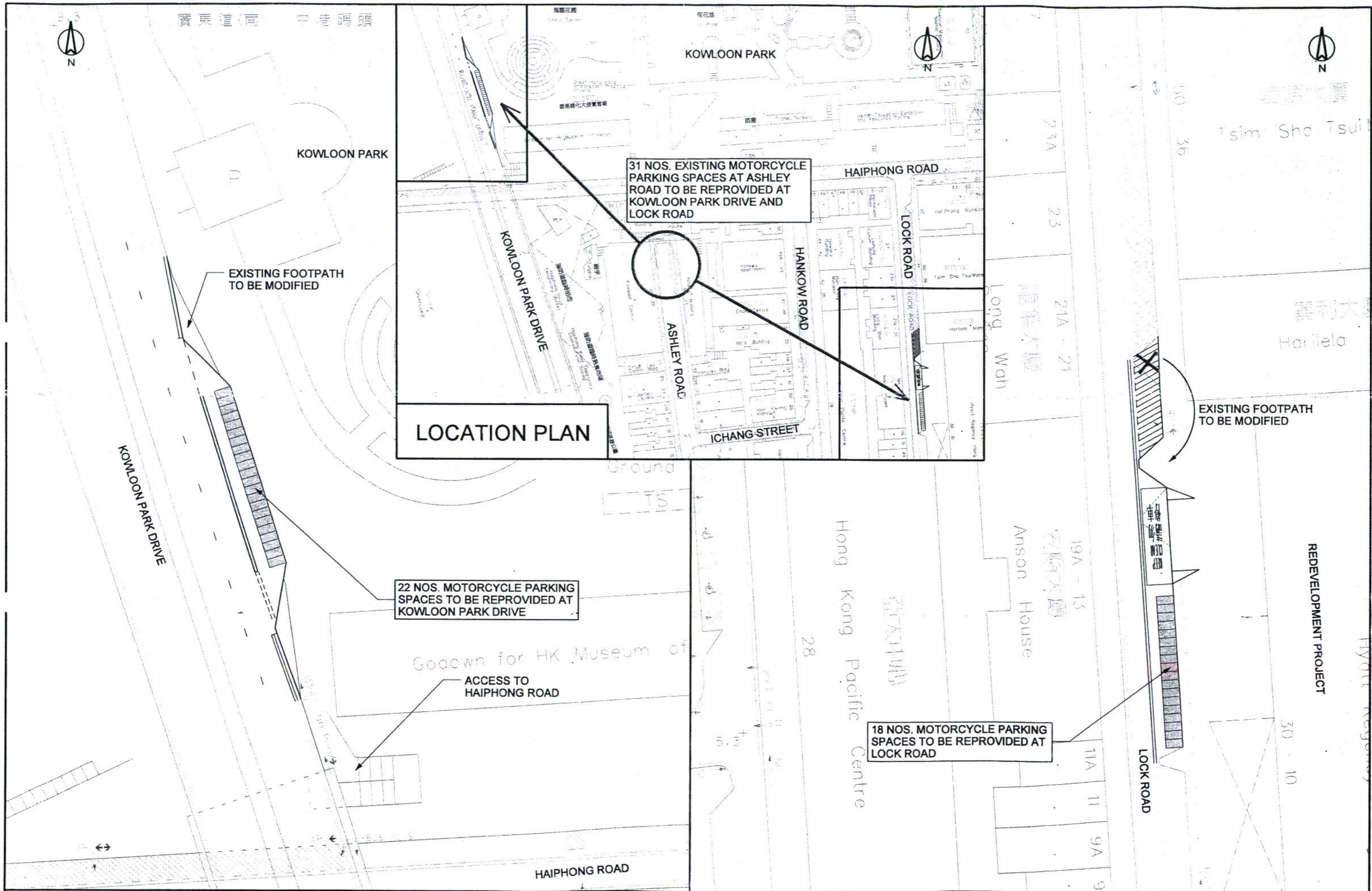
- FOOTPATH WIDENING
- TRAFFIC CALMING
- PART-TIME PEDESTRIANIZATION
- FULL-TIME PEDESTRIANIZATION
- ENHANCEMENT TO/NEW CROSSINGS ACROSS MAJOR ROADS
- SAFETY ENHANCEMENT OF CROSSINGS

NATHAN ROAD ENHANCEMENT

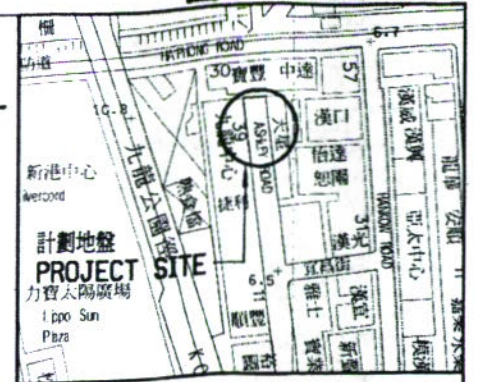
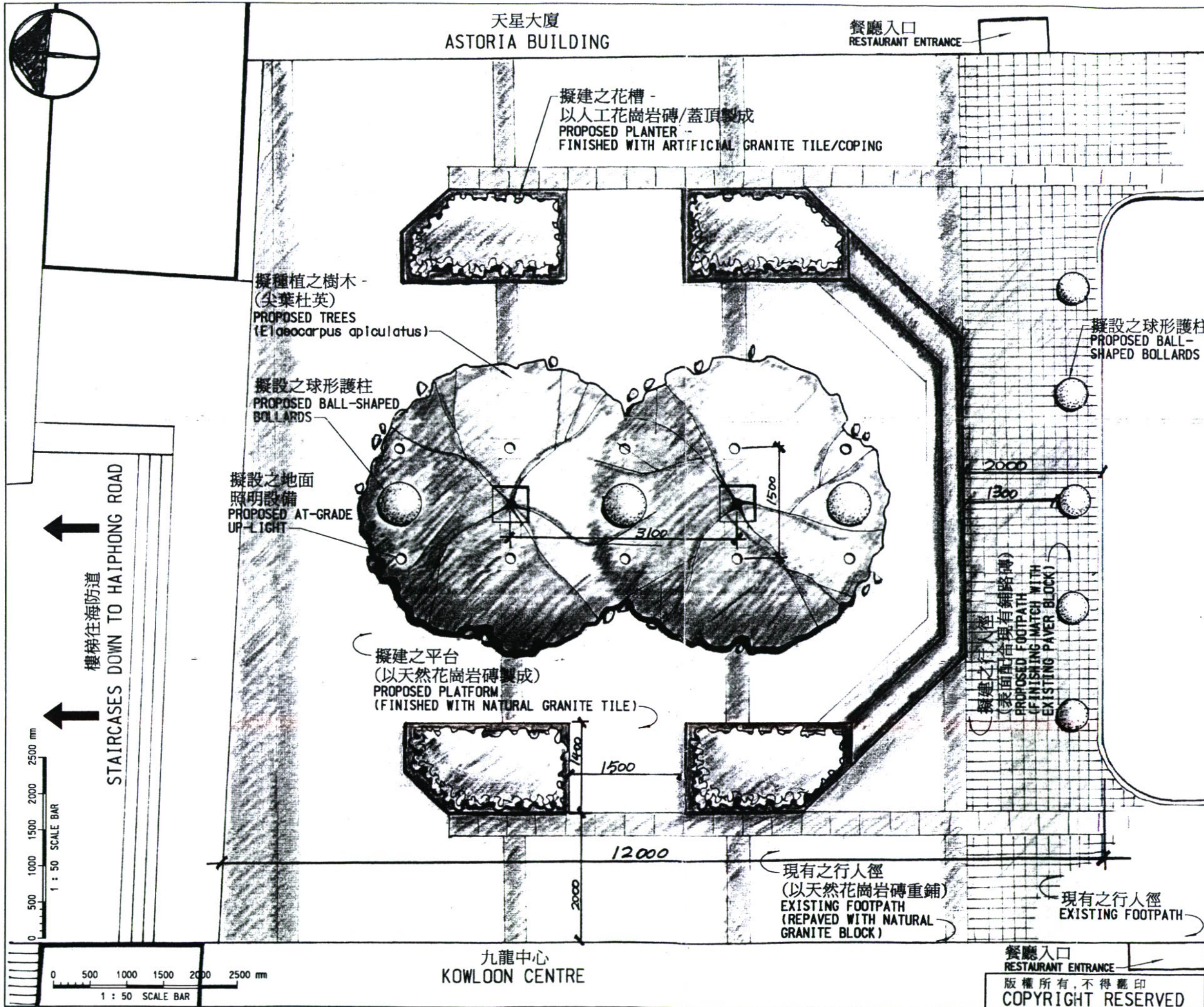
- SPECIAL STREETScape TREATMENT

STREETScape ENHANCEMENT

- FOCAL POINT
- CENTRAL TST SPECIAL STREETScape DESIGN
- TST EAST SPECIAL STREETScape DESIGN
- BOWRING STREET AND ADJACENT AREAS ENHANCED STREETScape DESIGN
- OBSERVATORY HILL AND ADJACENT AREAS ENHANCED STREETScape DESIGN



REPROVISION ARRANGEMENT FOR MOTORCYCLE PARKING AT ASHLEY ROAD



LOCATION PLAN 位置圖
NTS 不合比例

註釋 NOTES :

合約編號 contract no.
檔案編號 file no.
工程編號 project no.
工程名稱 project
尖沙咀綠化總綱圖
GREENING MASTER PLANS FOR
TSIM SHA TSUI AREA

圖則名稱 sketch title
亞士厘道北端 - 設計概念圖
NORTHERN SECTION OF
ASHLEY ROAD -
CONCEPT PLAN

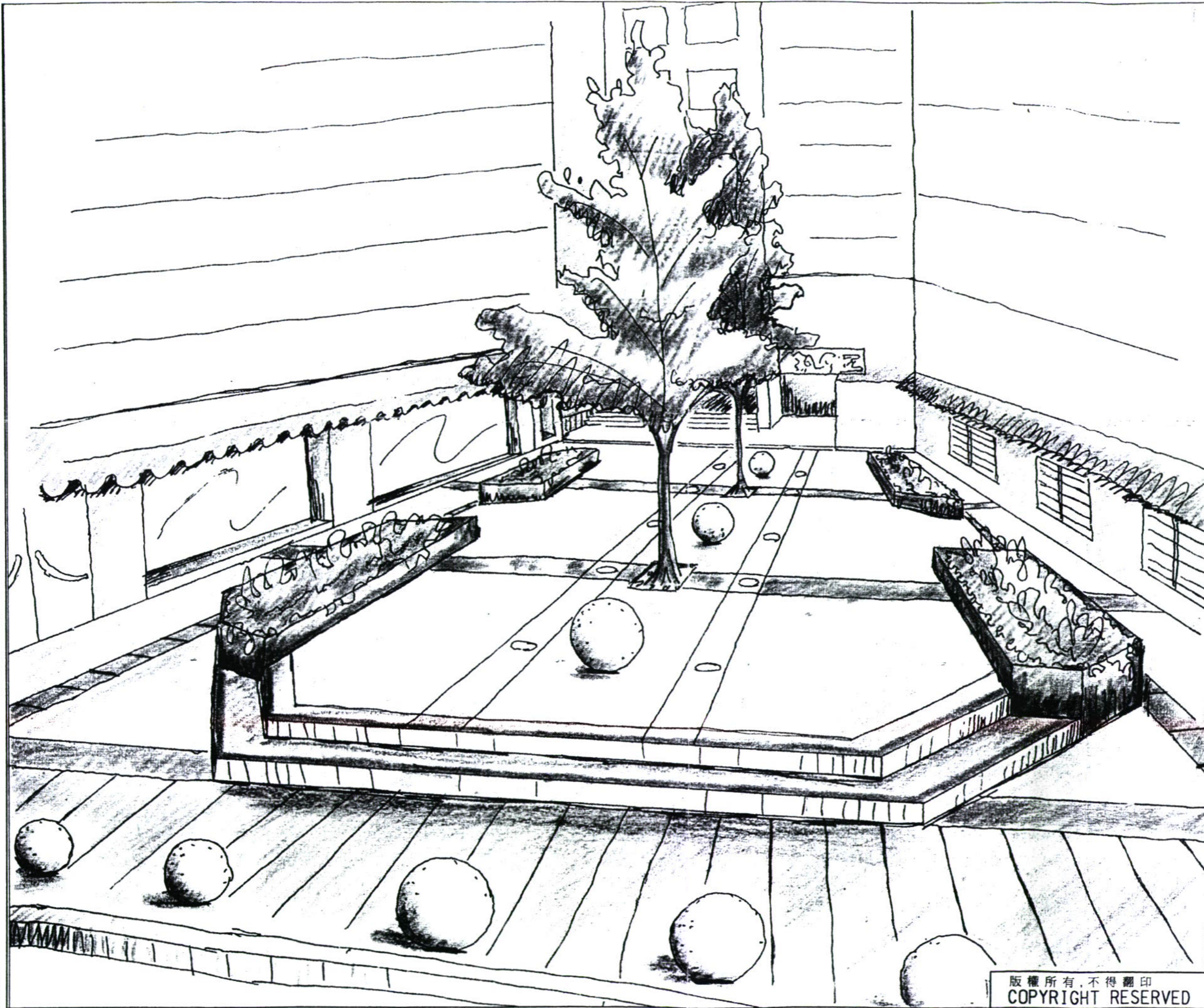
圖則編號 sketch no. 比例 scale
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土木工程處 土地工程處
LAND WORKS DIVISION
CIVIL ENGINEERING OFFICE

土木工程拓展署
CEDD CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

10/6/2006

註釋 NOTES :



合約編號 contract no.

檔案編號 file no.

工程編號 project no.

工程名稱 project

尖沙咀綠化總綱圖
GREENING MASTER PLANS FOR
TSIM SHA TSUI AREA

圖則名稱 sketch title

亞士厘道北端 - 透視圖
NORTHERN SECTION OF
ASHLEY ROAD -
PERSPECTIVE VIEW

圖則編號 sketch no.

ST/TST33W/012

比例 scale

NTS

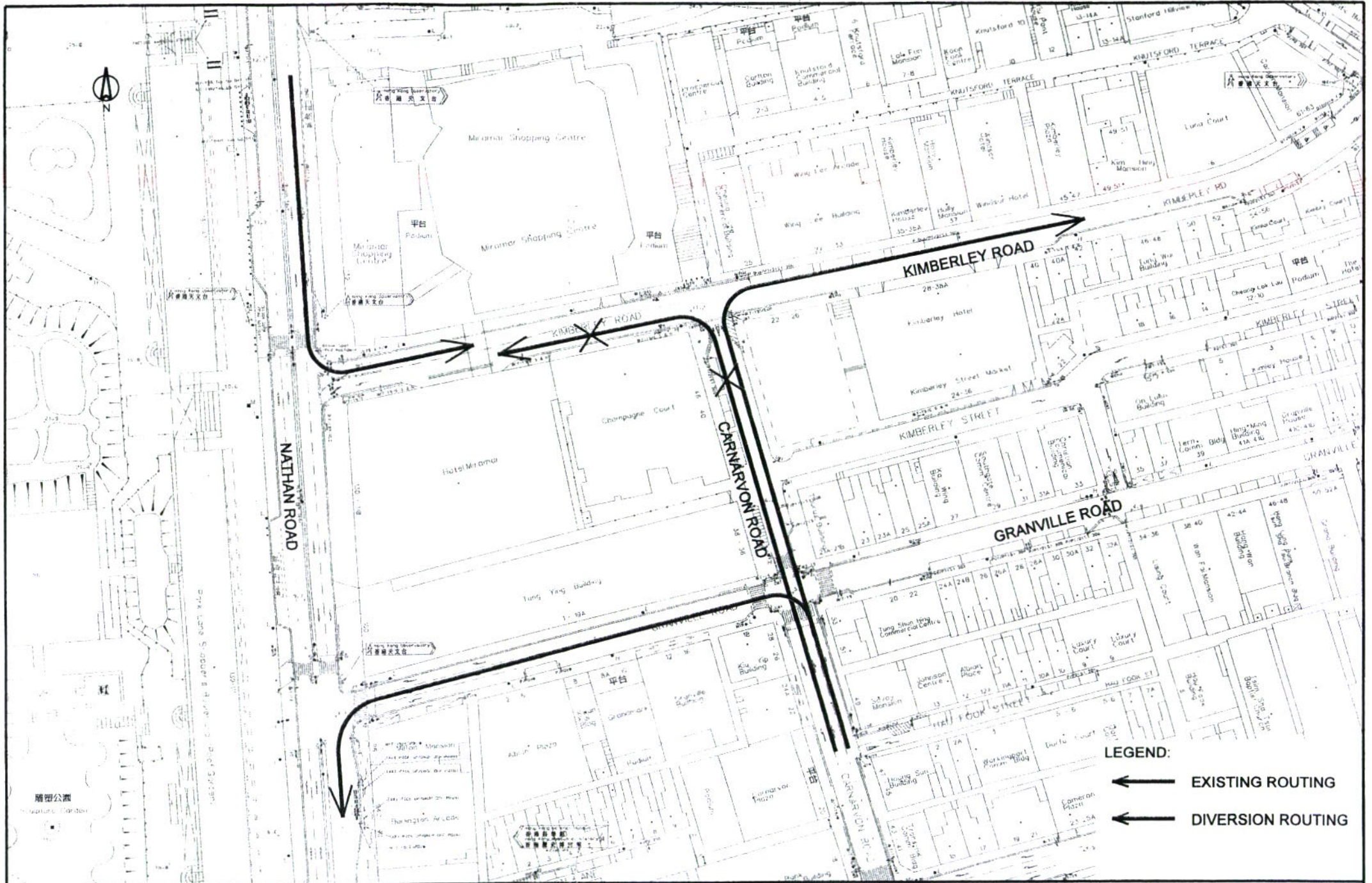
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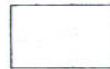
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DIVERSION ROUTING OF BANNED LEFT TURN TRAFFIC FROM CARNARVON ROAD TO KIMBERLEY ROAD FOR PRIORITY PRC EFFECT AT KIMBERLEY ROAD

Legend

 Project works boundary

1 New paving design

4 New pedestrian signage design

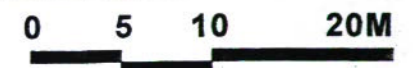
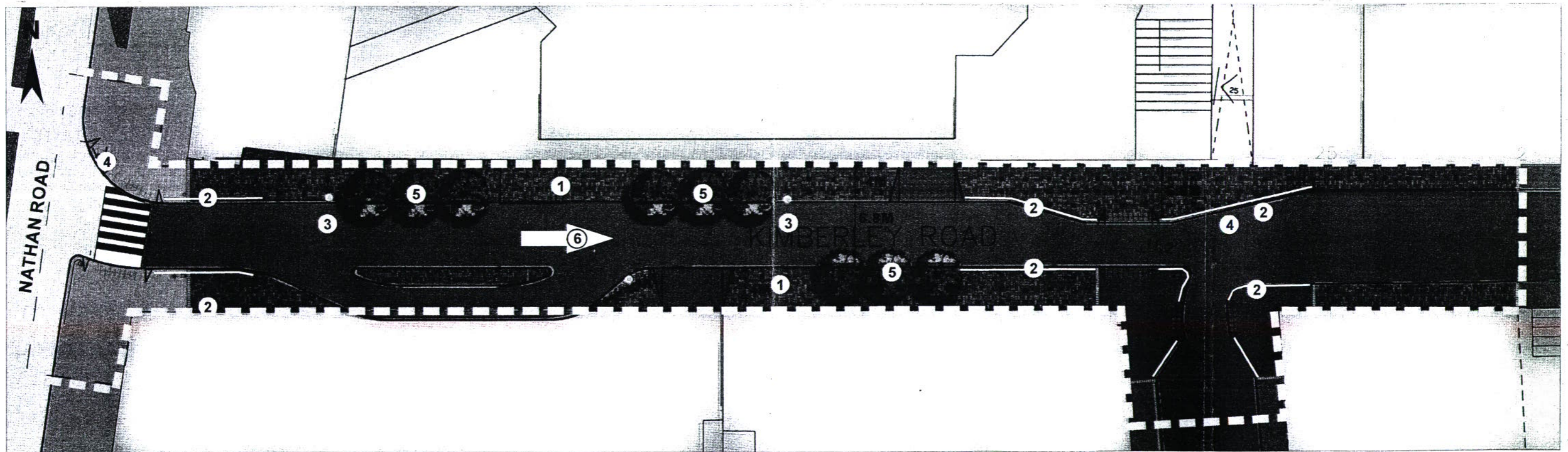
Note: Layout is indicative only and subject to detailed design.

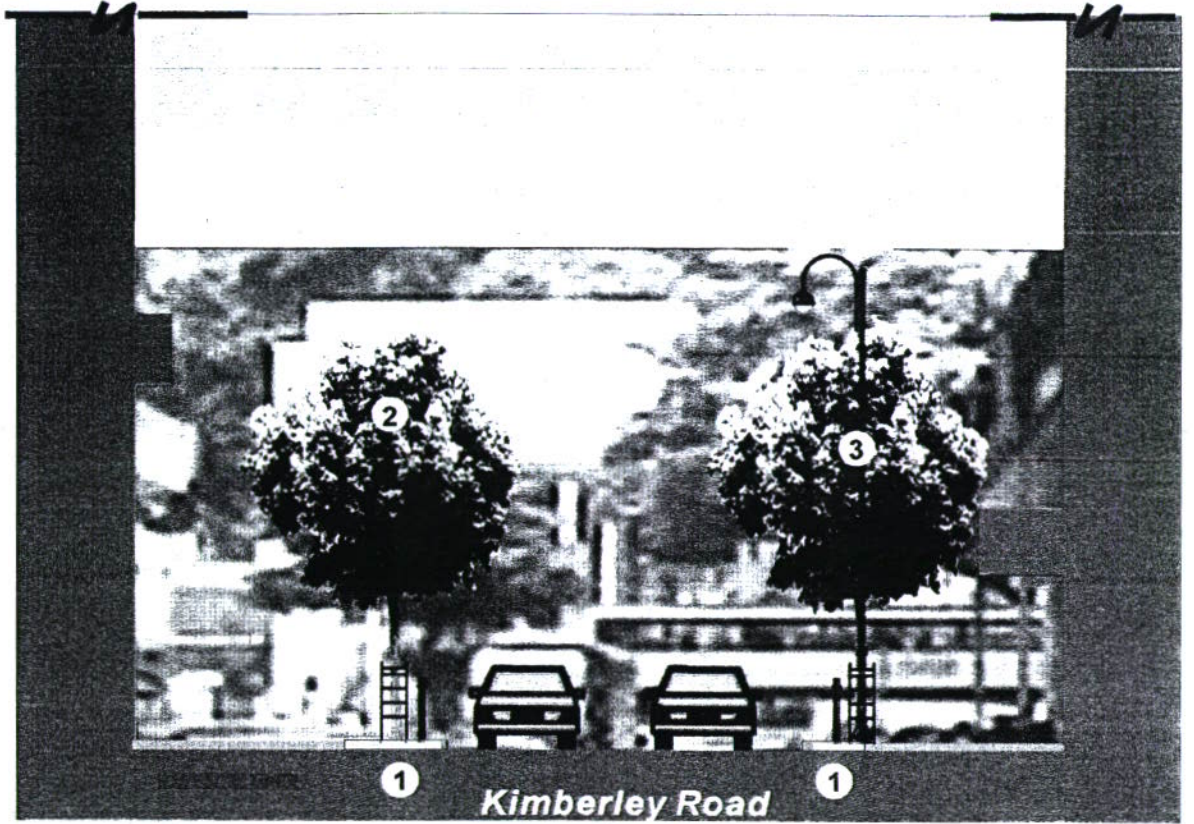
2 New railing design

5 New tree planting
(Exact location to be confirmed at detailed design stage)

3 New road lighting design

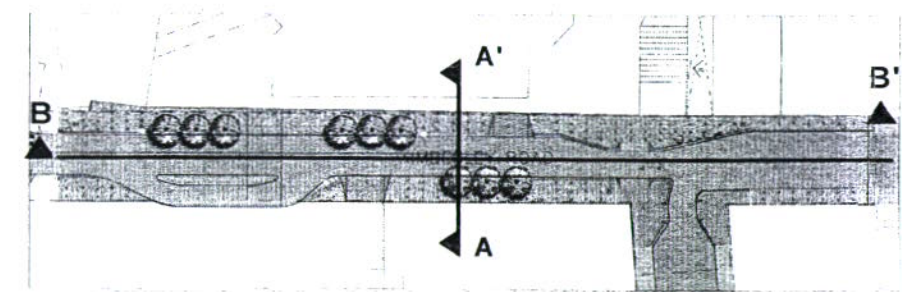
6 One-way eastbound traffic





Section A - A'

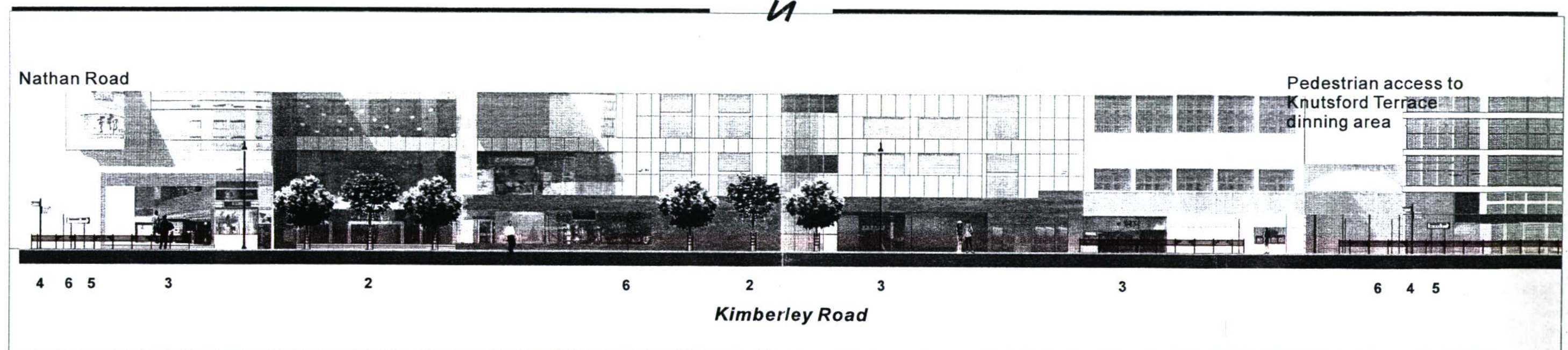
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Legend

- 1 Widened footpath
- 2 Street tree planting (Exact location to be confirmed at detailed design stage)
- 3 New street furniture design for railing and lighting
- 4 New pedestrian signage
- 5 New street name plate
- 6 New traffic sign

Note: Layout is indicative only and subject to detailed design.



Section B - B'

0 2 4 12M