

**For information**

**LEGISLATIVE COUNCIL  
PANEL ON PLANNING, LANDS AND WORKS**

**Area Improvement Plan for Tsim Sha Tsui -  
Proposed Planning Framework**

**Purpose**

This paper informs Members of the proposed Planning Framework for the Area Improvement Plan for Tsim Sha Tsui and the three proposed Priority Improvement Schemes for early implementation.

**Background**

2. Planning Department and Transport Department have jointly commissioned the Area Improvement Study for Tsim Sha Tsui (thereafter referred to as 'the Study') in January 2004. The objective of the Study is to formulate a comprehensive plan covering improvements to the pedestrian environment, landscape, streetscape and urban design for the area in an integrated manner. Plan 1 shows the boundary of the Study area, together with some key issues identified in the Study.

**Planning Framework**

3. To address these key issues, the Study has proposed a Planning Framework (*Plan 2*) to serve –

- (a) as a basis for public consultation; and
- (b) as a guide for more detailed studies in respect of the individual proposals after duly incorporating views received in the public consultation.

4. The proposed Planning Framework comprises six major components, namely –

- (a) Enhancement of Pedestrian Linkages and Circulation;
- (b) Designation of Pedestrian Priority Area;
- (c) Strengthening the attraction of Nathan Road Corridor;
- (d) Introduction of Urban/Landscape/Streetscape Design Schemes;
- (e) Improvement on interface with the future West Kowloon Cultural District; and
- (f) Implementation/Institutional set-up for the improvement schemes.

5. A more detailed description of the possible measures to be explored under each of the above components is at **Annex**.

### **Priority Schemes**

6. To bring about early results and to secure public support, we shall adopt a phased approach. The following three schemes (*Plans 3-5*) will be taken forward on a priority basis –

- (a) Hart Avenue (eastern section) – part-time pedestrianization and streetscape enhancement;
- (b) Area outside MTR Tsim Sha Tsui Station entrance at Haiphong Road – urban design and streetscape enhancement; and
- (c) Granville Road (western section) – footpath widening and streetscape enhancement.

### **Way Forward**

7. The public will be consulted on the proposed planning framework and Priority Improvement Schemes between November 2004 and January 2005. During this period, the Planning Department and Transport Department, with the support from their consultants, will brief relevant statutory and advisory bodies including the Town Planning Board, the Transport Advisory Committee, and the District Council. A public forum will also be organized. All views received will be duly examined and a Public Consultation Report will be published at the end of the consultation exercise.

8. Subject to the feedback received, the three Priority Improvement Schemes will be taken forward immediately. Other improvement schemes will be identified in the course of the Study, which will also cover the implementation timetable and the mechanism for implementing such schemes.

### **Attachments**

Annex	Details of the Major Components of the Planning Framework
Plan 1	Key Issues of the Study Area
Plan 2	Area Improvement Planning Framework
Plan 3	Priority Improvement Scheme at Hart Avenue (Eastern Section)
Plan 4	Priority Improvement Scheme at Area outside MTR Tsim Sha Tsui Station Entrance at Haiphong Road
Plan 5	Priority Improvement Scheme at Granville Road (Western Section)

**Housing, Planning and Lands Bureau  
Planning Department**

**October 2004**

**Area Improvement Plan for Tsim Sha Tsui**  
**Major Components of Planning Framework**

**Enhancement of Pedestrian Linkages and Circulation**

1. The following measures will be explored to enhance pedestrian linkages across major roads to better integrate different parts of the Study Area, and to form a convenient and safe pedestrian network:
  - (a) enhancement to the key pedestrian crossings at Nathan Road, Canton Road, Austin Road and Chatham Road South;
  - (b) strengthening of pedestrian access across Salisbury Road to link up the harbourfront with the hinterland and various attractions (e.g. the former Marine Police Headquarters site);
  - (c) addition of a new pedestrian crossing at Chatham Road South;
  - (d) reduction of vehicle/pedestrian conflicts at the vehicular access points along Canton Road;
  - (e) improvement to pedestrian access to adjoining districts including Jordan and Hung Hom;
  - (f) provision of circular/hop-on service to link up various attractions/places of interest; and
  - (g) promotion of a barrier-free access for the disabled.

**Designation of Pedestrian Priority Area (PPA)**

2. Congested footpaths and lack of street amenities are common problems in the areas bounded by Kimberley Road/Middle Road/Nathan Road/Chatham Road South, and Haiphong Road/Kowloon Park Drive/Peking Road/Nathan Road respectively than other parts of Tsim Sha Tsui (TST). Moreover, the pedestrian density is high in these areas where shops and restaurants concentrate. In the recent public consultation on the “Pedestrian Plan for Causeway Bay”, the community generally supported the concept of “pedestrian priority” to make “walking the streets” more enjoyable. Therefore, the Study will explore the application of this concept to enhance pedestrian comfort and safety in these areas. Measures to be explored are as follows:
  - (a) full/part-time pedestrianization;
  - (b) footpath widening and scope for tree planting and beautification schemes;
  - (c) traffic calming measures (speed table, colour paving, etc.);
  - (d) provision of more convenient access to/from the existing and future railway stations entrances; and
  - (e) maximization of area improvement opportunity brought by the URA redevelopment scheme in respect of better pedestrian flow and enhanced open space provision.

**Strengthening the attraction of Nathan Road Corridor**

3. Nathan Road is presently a major traffic route but also a key visual corridor in

the Study Area. There are also clusters of major shopping/ dining outlets in the southern end, which is the most vibrant and attractive part of TST, or perhaps even in Kowloon. To consolidate its attractiveness, the following possible ideas/measures will be explored:

- (a) thematic urban/landscape/streetscape design scheme;
- (b) traffic management measures to reduce/streamline traffic flows, e.g. reorganization/rationalization of bus routes;
- (c) footpath widening for pedestrian safety and street furniture/tree planting;
- (d) crossing improvements of the junctions with side streets;
- (e) possible long-term pedestrianization of the southern part of Nathan Road into a landscaped square for better integration and urban design, of which the preliminary feasibility has been ascertained; and
- (f) possible grade-separated pedestrian connection across Salisbury Road (e.g. innovative landscaped bridge or retail subway) for better integration of the Nathan Road corridor with the harbourfront.

### **Introduction of Urban/Landscape/Streetscape Design Schemes**

4. The physical conditions of some of the major pedestrian corridors and shopping/dinning areas in the Study Area are running down and their streetscape has also become less attractive. The Study will therefore explore the following measures to beautify these areas:

- (a) application of urban design schemes for Canton Road, Austin Road and Salisbury Road;
- (b) landscape/streetscape enhancement schemes involving provision of greening, decorative street furniture, quality street paving and systematic/legible signage for; i) major pedestrian corridors; ii) pedestrian schemes to be identified in the Study; iii) shopping/dining areas; and iv) public areas in TST East (excluding the promenade and Centenary Garden covered by other on-going improvement projects) which lack an attractive environment;
- (c) footpath widening/ pedestrianization opportunities to create space for street furniture and tree planting; and
- (d) use of public art in area improvement.

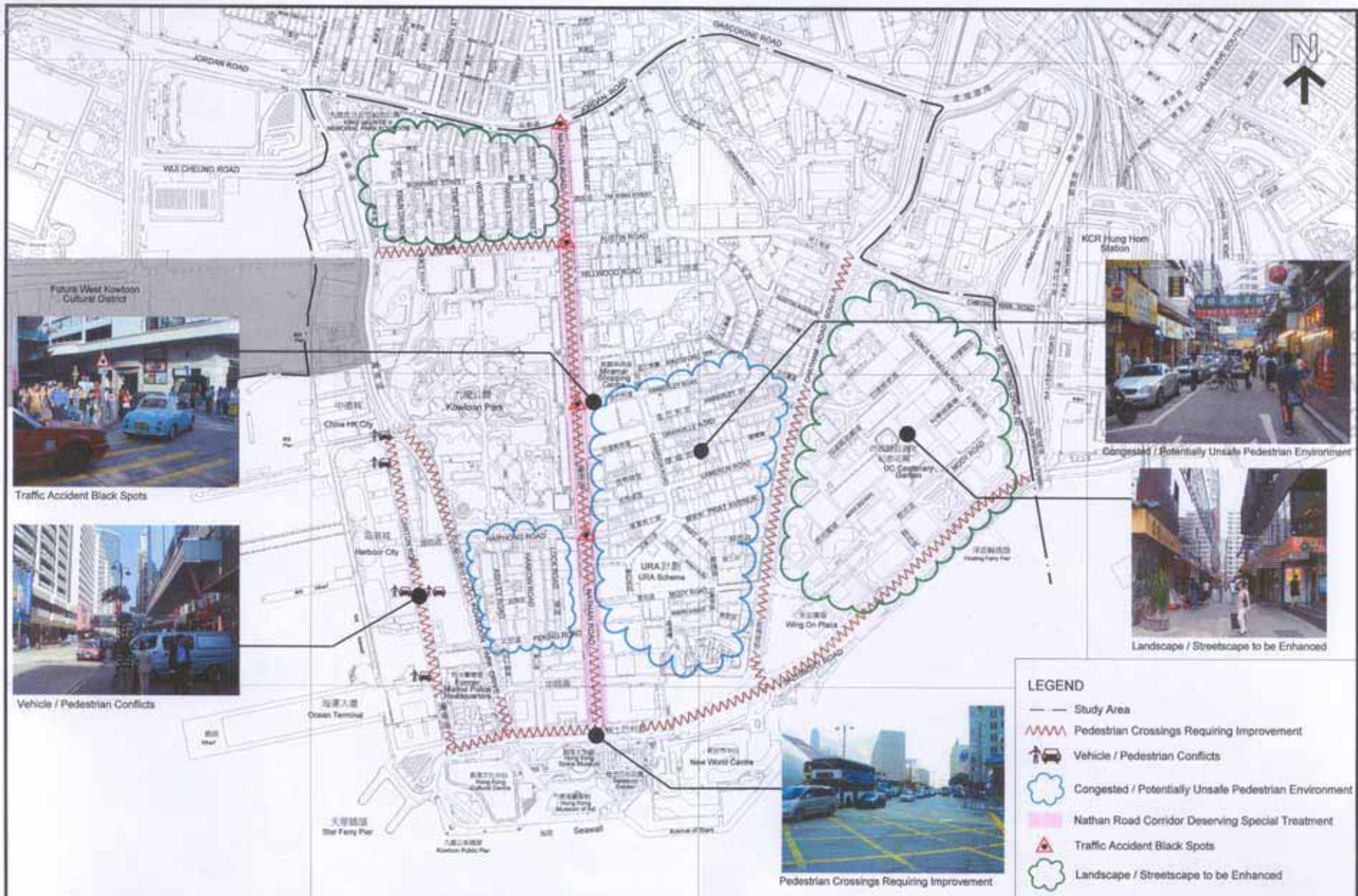
### **Improvement on interface with the future West Kowloon Cultural District (WKCD)**

5. Pending the outcome of the current "Invitation for Proposals for the Development of WKCD", the interface issue will be carefully examined toward the latter part of the Study or beyond. The tasks may include:

- (a) to ascertain adequacy of pedestrian access;
- (b) to devise special urban/landscape/streetscape design schemes for the surrounding areas; and
- (c) to explore any opportunity for minor land use restructuring in the surrounding areas.

**Implementation/Institutional set-up for the improvement schemes**

6. Under the existing mechanism, area improvement projects are implemented by different works departments. There may be benefits to have a dedicated agent within the Government to champion the implementation. On the other hand, whilst area improvement is usually a Government-led initiative, overseas and local experiences show that participation of the private sector and the local community is helpful in the process. As such, the planning framework will explore whether and how the implementation/ institutional set-up can be strengthened in these aspects:
- (a) scope for private participation in landscaping works/tree planting/management of pedestrian areas, e.g. corporate/individual sponsorship of trees/street furniture;
  - (b) possible institutional measures for area promotion and activity organization, including the waterfront area;
  - (c) review of implementation arrangement for area improvement plans; including programming/coordination of area improvement projects; and
  - (d) need for dedicated funding for area improvement schemes.



Futura West Kowloon Cultural District



Traffic Accident Black Spots



Vehicle / Pedestrian Conflicts



Congested / Potentially Unsafe Pedestrian Environment



Landscape / Streetscape to be Enhanced



Pedestrian Crossings Requiring Improvement

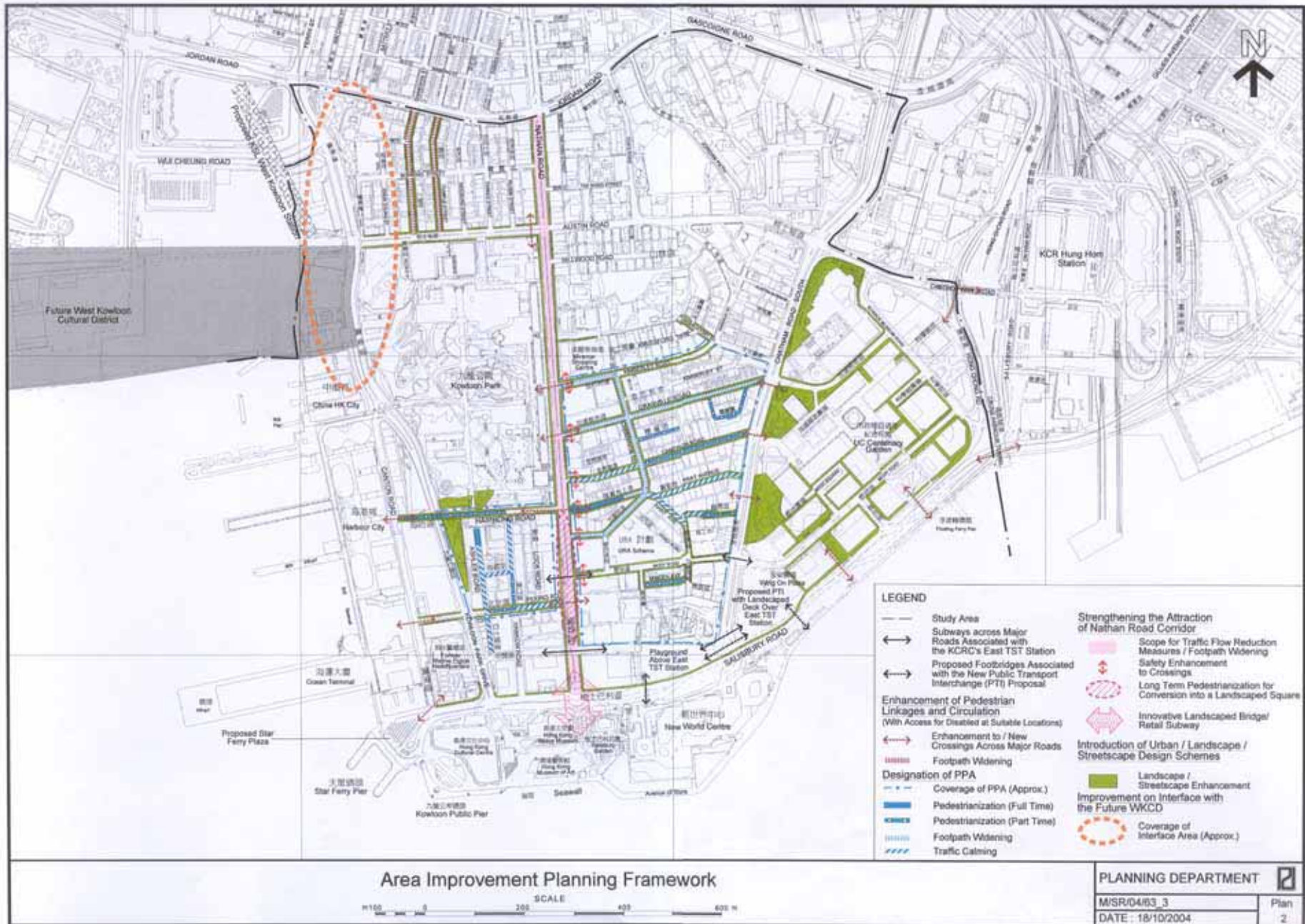
**LEGEND**

- Study Area
- ~ Pedestrian Crossings Requiring Improvement
- 🚗🚶 Vehicle / Pedestrian Conflicts
- 🌸 Congested / Potentially Unsafe Pedestrian Environment
- 👤 Nathan Road Corridor Deserving Special Treatment
- 🚦 Traffic Accident Black Spots
- 🌿 Landscape / Streetscape to be Enhanced

**Key Issues**



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M/SR/04/63_2	Plan	
DATE: 18/10/2004	1	



**Area Improvement Planning Framework**

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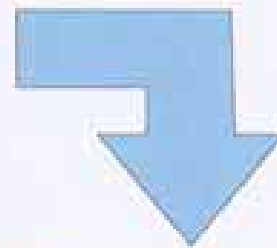
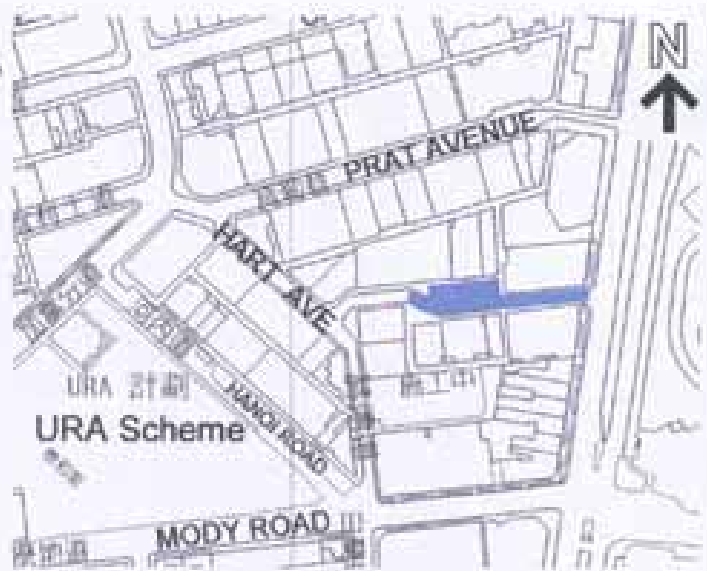
**PLANNING DEPARTMENT**

M/SR/04/83\_3  
DATE: 18/10/2004

Plan  
2



- ↻ Eastern end of Hart Avenue leading to Chatham Road South, presently occupied by on-street parking and the general environment quite run-down
- ↻ Complementary with the improvement brought by the URA Redevelopment Scheme
- ↻ Removal of the on-street parking and part-time pedestrianization for creation of a landscaped piazza



**Priority Improvement Scheme -  
Hart Avenue (Eastern Section)**

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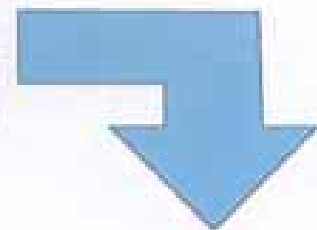
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Plan

DATE: 12 - 10 - 2004

3

- Unattractive hard-paved streetscape at this key meeting point with very high pedestrian density
- Setting back of the existing staircases leading to the station entrance, street repaving and provision of greening and street furniture



Priority Improvement Scheme - Area outside  
MTR Tsim Sha Tsui Station Entrance at Haiphong Road

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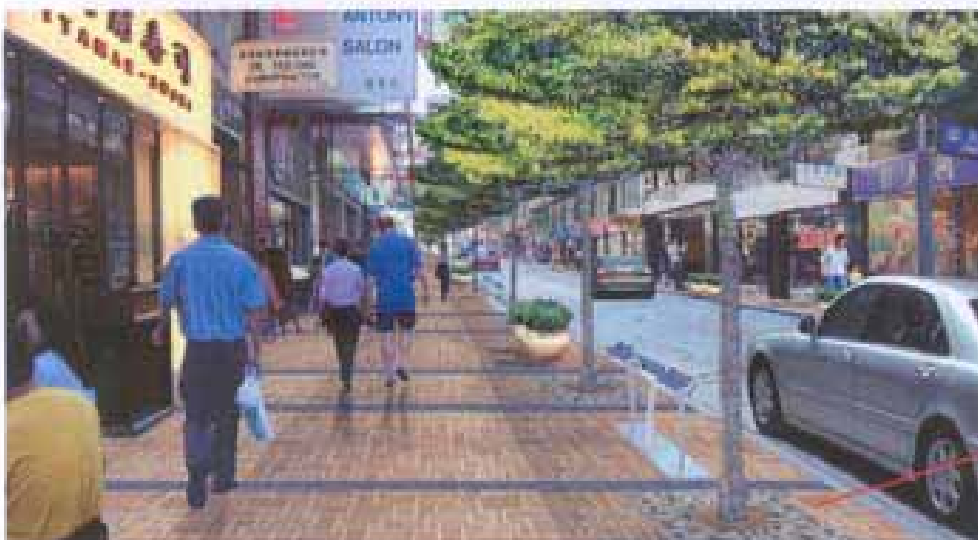
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Plan

DATE: 12 - 10 - 2004

4

- ☞ An important corridor between Nathan Road and TST East but the footpaths are narrow and only hard-paved
- ☞ Widening of southern footpath between Nathan Road and Carnarvon Road, repaving and providing tree planting / street furniture



**Footpath Widening**

**Priority Improvement Scheme - Granville Road (Western Section)**

PLANNING DEPARTMENT



PLAN REF: MSR04/63\_0

Plan

DATE: 13 - 10 - 2004

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