

# **REVITALISATION OF THE TOWN CENTRE OF ROSE HILL**



## **Preliminary Report**

### **PHASE 1**

Along Main Road

(Between Eden College and Plaza Town Hall)

January 2015

## **Overview**

Among the main conurbations of the island, the town centre of Rose Hill is viewed as a commercial destination having thousands of shopping outlets.

Compared to other town centres, Rose Hill is centrally and strategically located between Beau Bassin conurbation and Quatre Bornes, and having a relatively easy access to Ebene Cybercity and the East of the island. The geographical position is therefore definitely one of the main reasons leading to a flourishing commercial town grown which witnessed a relatively constant growth since the 1980's in terms of the number of shopping outlets.

The Rose Hill town centre also owes its success to the existence of several schools, colleges, offices and banks within its vicinity.

However, during the past years, it is fair to believe that the economic activities are witnessing a downfall due to both dependent and independent factors.

We have now more and more out of town shopping destinations which are more appealing in terms of architecture, shopping hours, variety of services / foodcourts at walking distances and the overall setting, more harmonious, much safer in terms of facilities and segregation of shopping activities and vehicular traffic.

Definitely, such out of town locations absorbed a segment of the market who formally visited the town centre of Rose Hill which mainly comprises of the middle income group, having private transport facilities, and wishing to shop after office hours safely with their family members.

Other towns such as Port Louis and Quatre Bornes are also fast growing in terms of offering new shopping outlets and foodcourts.

The town centre of Rose Hill consists mainly concrete buildings and large tarred surfaces. It is not an outdated shopping environment.

**The town centre of Rose Hill shall definitely compete and requires an urgent re-styling / re-branding process and/or a revitalisation scheme so as not to avoid the foreseeing urban decay effect.**

In view of enhancing the town centre of Rose Hill as a shopping destination, promoting sustainable development, and rendering it a safe and appealing destination in a near future, some processes shall take place.

### **Revitalisation of the Town Centre**

One of the several means to add value to the town centre, is via a revitalisation process whereby some aspects of the town centre are looked into.

To achieve such objectives, the project shall be measurable, manageable and with expected short term results.

The first phase of the project will consist of the review of the Royal Road – from Eden College to Plaza Town Hall. – approximately 1 km

### **Objectives**

The Objectives of the revitalisation process are:

1. To reinforce the identity of the town centre of Rose Hill.
2. To re-style the main artery of the town to a more appealing, human friendly shopping environment.
3. To promote sustainable development and take on board all stake holders including economic operators and government bodies.
4. To render the town centre safe for pedestrians, by segregating vehicular traffic.
5. To differentiate the town centre from other competitor in terms of facilities.

## Survey

A survey has been carried out along the main road and same revealed several problems which are unnoticed to most of us since we are used to the setting of the town centre. The observations are listed below:

1. Unplanned pedestrian accesses:
  - a. Uneven levels,
  - b. Existence of dangerous steps,
  - c. Bed/pavement made of different materials,
  - d. Pavement obstructed by bins, lighting poles, traffic signs, traffic light control box and flower pots,
  - e. Pedestrian access width not regular,
  - f. No delimitation of private and public properties / road reserves,
  - g. Pedestrian accesses are mostly provided by private operators and within private properties,
  - h. Passageway obstructed by hawkers;
2. Pedestrian access and vehicular traffic not segregated – no buffer exist,
3. Some off-street parking encroaches on pavement,
4. Uneven level of the road compared to the level of the pavement and drain covers,
5. Road width varies from 9m to 7m,
6. Existence of several junctions along the road rendering shopping journey difficult,
7. Intervals between zebra crossings not regular,
8. Lighting poles not regular and harmonious,
9. Bins not at regular intervals and not harmonious,
10. No planting at all – only a concrete and bitumen environment with noise and air pollution,
11. No urban / street furniture exist.

## **Recommendations**

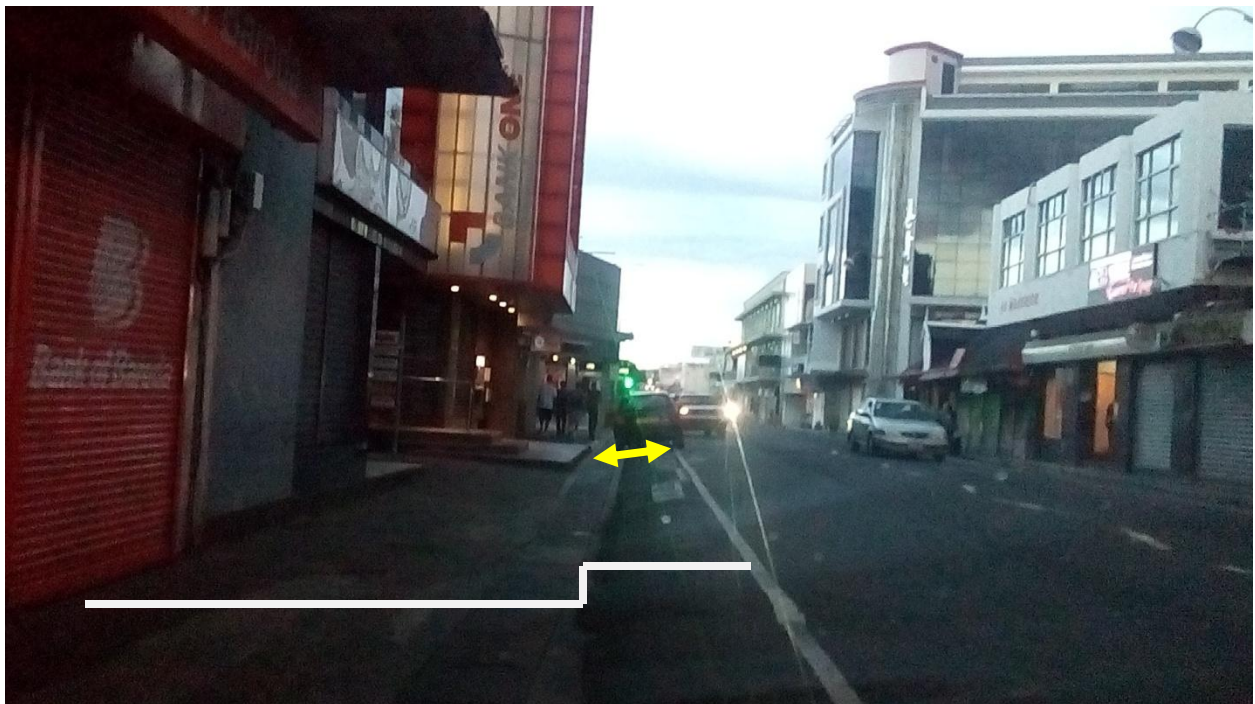
As clearly spelt out above, the revitalisation process shall be done in phases at a manageable and measurable scale, and the recommendations are as follows:

1. Realignment of the main road to a regular width of 7m, to encourage slower but fluent traffic movement thereby causing less nuisances and pollution.
2. Phasing out of the off-street parking on both sides of the main road from Rose Hill Police Station to Plaza Town Hall – 50 nos; removal of parking signs, (many of them are reserved parking and such prime space may be put for other uses). Allowing only delivery bays at regular intervals.
3. Re-arrange the zebra crossings to regular intervals.
4. Implementation of appealing, safe and friendly pedestrian access – including the use of the spaces gain after phasing out of off-street parking for planting, wider and harmonious passageway, benches and erection/placing of urban/street furniture, leveling of pavement, leveling of drain cover, and segregating traffic and mitigate hazards.
5. Implementation of regular and harmonious lighting poles, bins benches and planting.
6. Implementation of artist corners, educational corners, resting areas.

## Photographs - Survey

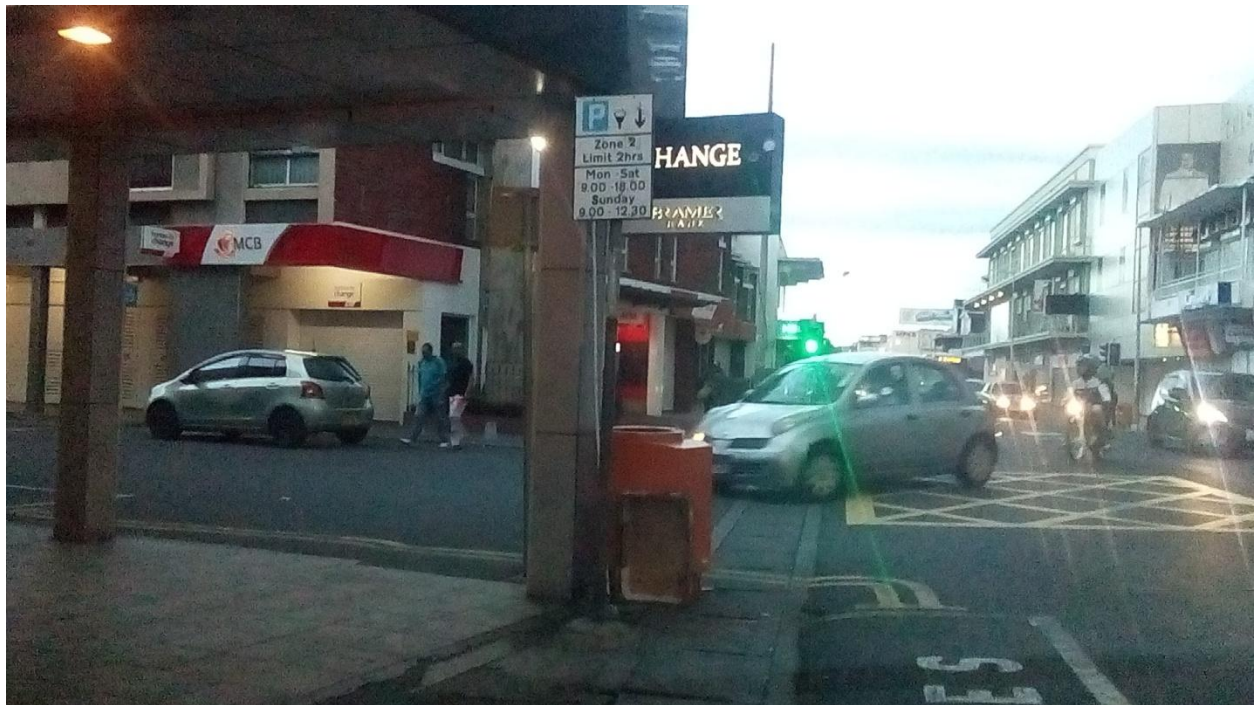


Extensive tarred surfaces may be reduced to the strict standards and promoting a more appealing environment

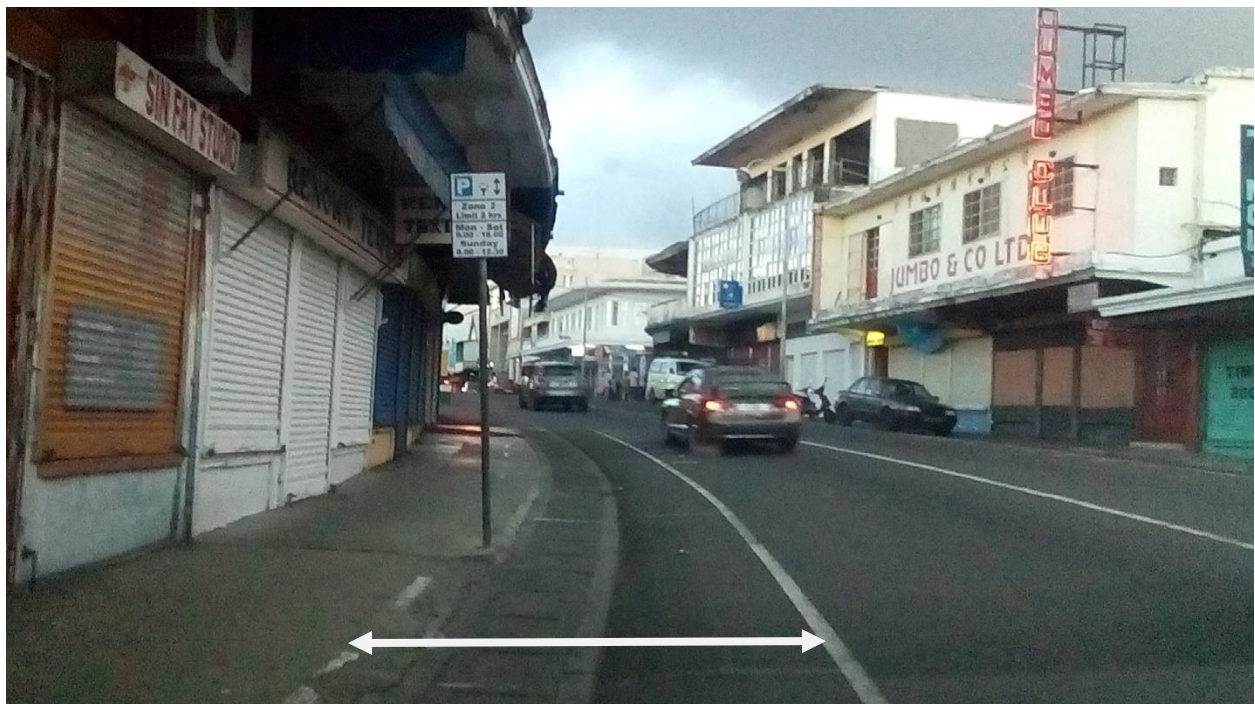


To find solutions regarding level of pavement, drain covers and road surface





Public pavement inexistent – only a 600mm covered drain available and same obstructed by a bin and a sign



Off-street parking encroaching over verandah – Actually priority to vehicles rather than pedestrians



Implementation of a green buffer strip along the main road to segregate vehicular traffic and pedestrians



## Street sculptures / artist works

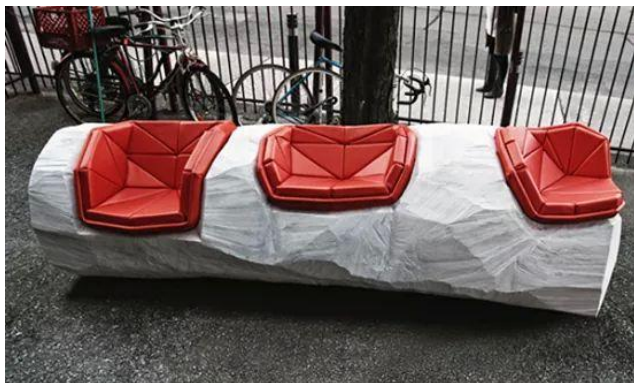
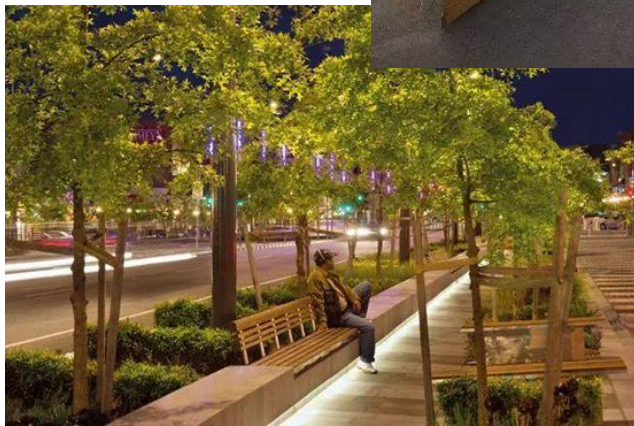
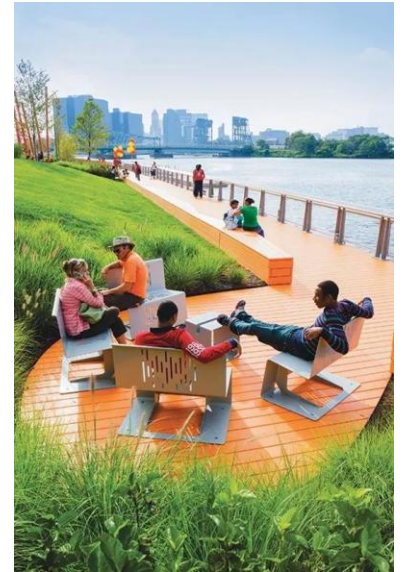
... giving a place an identity and rendering it more attractive





## Street Furniture / Benches

...creating human attachment to a place





## Examples

Large tarred surface

Restricted pedestrian movement

Unsustainable – heat absorbing



Limited vehicular movement

Wide public space

Sustainable and safe



Objectives of Revitalisation projects



Priority to vehicles

Priority to pedestrians