



Final Report - May 2004

The North/South Spine

a vision for a people friendly street

"Our challenge is to reinvigorate the High Street and Above Bar Street through the creation of a sequence of memorable places."



KAY BROWN: City Design Manager
CITY DESIGN: CITY DEVELOPMENT & ECONOMY
023 8083 4459 kay.brown@southampton.gov.uk

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For further information please contact

Kay Brown
City Design Manager
City Development & Economy
Southampton City Council
3rd Floor, Marland House
17 Civic Centre Road
Southampton
SO14 7LT

Tel: 023 8083 4459
e-mail: kay.brown@southampton.gov.uk

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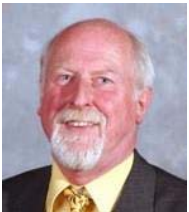
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FOREWORD

In November 2000, the City Council adopted the City Centre Urban Design Strategy, which identified key urban design themes to enhance arrival in and movement through the City, reconnect it with the waterfront and enrich the public realm.

The North South spine strategy sets out a framework for achieving this, by reinvorgrating Southampton's principal streets - Above Bar Street and the High Street, through the creation of a sequence of memorable spaces. It sets out a vision for a 'people friendly street' with public spaces of the highest quality that will stimulate and enrich the senses, reinforcing the distinctive qualities of the City Centre. Although it will give priority to the pedestrian, the strategy will also ensure those arriving by bus or car can easily find their way around and move through the City Centre.

This strategy also addresses one of the City Council's five priorities - to improve the streetscape and environment by setting out new standards for a high quality public realm, which is clean, safe, accessible, and attractive, consistent and clutter free; qualities expected of a successful European city.



Councillor Adrian Vinson
Leader of Southampton City Council

Purpose

To address a stated key priority of the city council to improve the street scene and environment.

To provide Supplementary Planning Guidance to the Revised Deposit Version of the Local Plan in accordance with Policy MSA1 (11.8).

To guide Local Transport Plan (LTP) expenditure within the city centre, and to attract additional match-funding opportunities.

To guide developers and applicants with regard to the quality standards expected of Section 106 Agreements for public realm works.

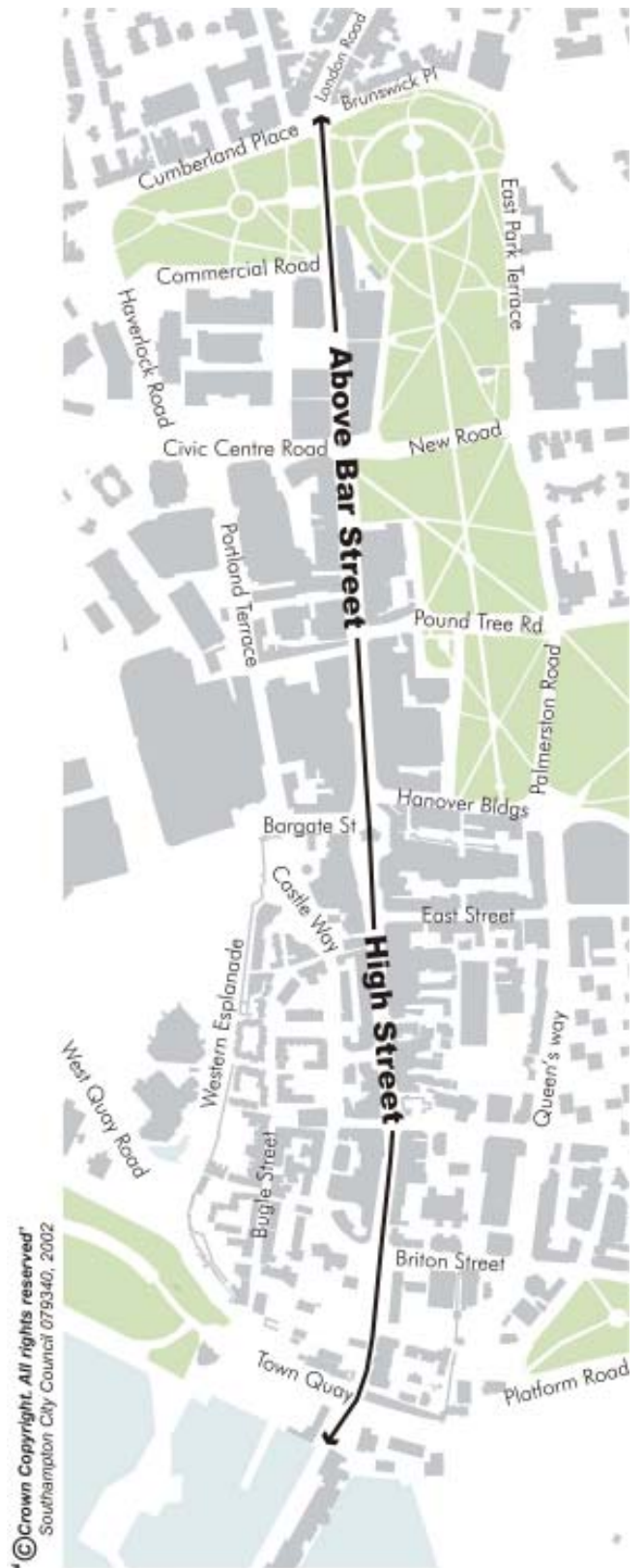
To build upon the Key Themes of the adopted City Centre Urban Design Strategy 2001.

“Fundamentally, the centre will transform itself physically to become a strong, visually stimulating, memorable place with distinctive new buildings, active streets and dynamic public spaces”

(CCUDS 2001)

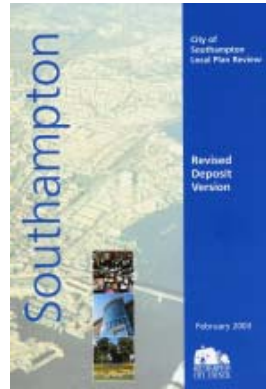
“Urban design is the art of making places for people. It includes the way places work and matters such as community safety, as well as how they look. It concerns the connections between people and places, movement and urban form, nature and the built fabric, and the processes of ensuring successful cities. It is a key to creating sustainable developments and the conditions for a flourishing economic life.”

(CABE/DLTR 2000)



Eight vision principles are explored to shape the development of a people friendly street. Recommendations are then made on how to deliver these principles over the next decade. This strategy seeks to support and build upon the key themes and objectives of:

- The City of Southampton Local Plan: Revised Deposit Version.
- The City Safety Strategy.
- The Local Transport Plan.
- Cycling Plan.



From these city wide policies, the City Centre Urban Design Strategy and City Centre Transport Plan provide more specific terms of reference with regard to The North/South Spine.

The City Centre Urban Design Strategy themes and objectives are:

- To enhance the arrival and movement through the city.
- To reconnect the waterfront.
- To enrich the public realm.
- To create landmarks.
- To reinforce individual character.



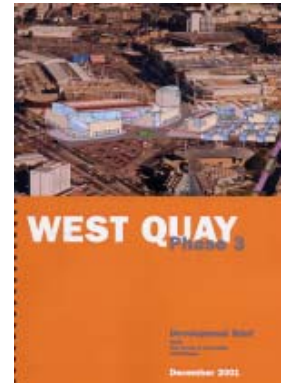
The City Centre Transport Plan themes and objectives are:

- To provide convenient, attractive and safe links into and within the city centre particularly for pedestrians, cyclists and public transport.
- To make improved use of the existing road capacity by improving public transport priority.
- To improve travel conditions for people with mobility impairments.
- To reduce the impact of the private car on the shopping environment, by providing more suitable alternative routes particularly to car parks.
- To minimise the level of commuter movements by car.

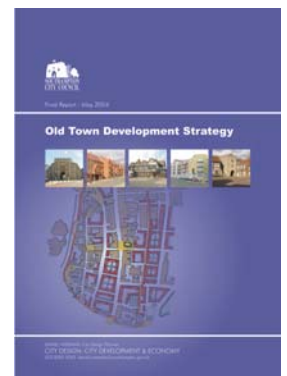


This strategy has also identified further specific objectives:

- To maximise the public realm benefits from developments at West Quay Phase III, Northern Above Bar and Royal Pier, including new public spaces at City Plaza, Town Quay, and a redesigned Guildhall Square.
- To support the wider aspirations of the developing City Centre Vision, Plan for Prosperity and the Night Time Economy Strategy.



This strategy is compatible with both the City's, Development Design Guide and Old Town Development Strategy, It will also provide a companion guide to the forthcoming Streetscape Manual.



These documents are compatible with the Government's urban design agenda set out in By Design: Urban Design in the Planning System, CABE/DTLR 2000, and Paving the Way: How we achieve clean, safe and attractive streets, CABE/ODPM 2002.



In 1635 a Lieutenant Hammond visiting Southampton was so impressed by the High Street that he was moved to write:

“I tooke a full view of all her pretty, well compacted Streets, and Buildings; but one street especially, transcends any other Towne Street in England.”

Visitors’ Descriptions; Southampton: 1540-1956.

Our challenge is to reinvigorate the High Street & Above Bar Street through the creation of a sequence of memorable places.

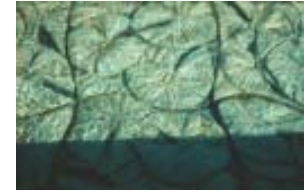
Public streets, and what happens within them, are important because they are shared by all of us. They are a cornerstone of social inclusion as they are available for us to use 24 hours a day, 365 days a year.

As Southampton’s principal street, Above Bar Street/High Street (The North/South Spine) is a key indicator to residents and visitors alike, of the health and well-being of the wider city.

The spine over time must build on its existing strengths to recognisably embody the highest priority and quality of public realm enhancement and maintenance within the city.



Vancouver



Sheffield



Melbourne



London



Copenhagen



Melbourne



Paris



London



New York

Principles for a people friendly street:

A place which is easy to get to and move through.

A place in which it is easy to find your way around.

A place that respects and promotes high quality buildings and features.

A place that encourages a variety of enlivening uses and activities.

A place which stimulates and enriches the senses.

A place that is distinct in its design.

A place that is well looked after.

A place that welcomes all who respect it.

The strategy uses these specific principles in order to determine the priority of different movement modes, such as walking, cycling, public transport, servicing and the private car, within the physical confines, and developing land use aspirations of the existing street.



Estella



Melbourne



Birmingham



London



Oxford Street, Southampton



London

A place which is easy to get to and move through.

The design emphasis of the street should clearly promote pedestrian priority when resolving conflicts with other forms of traffic.

Virtually all our journeys begin and end on foot. It is important that once out of the car, or off the bus, that we are not unduly hindered in walking between activities as we go about our day-to-day business. If we are, this will significantly reduce our desire to visit the city centre.

The easier it is for us to walk between different activities within the city centre, the more likely it is that we will choose to make those short trips by foot. The greater the numbers of people walking between activities, the greater the trading opportunities for those businesses that are attempting to attract our custom. Increased trading opportunity leads to increased attraction to even more people to visit the centre. Critical to this, is maintaining clear direct routes, which provide priorities for pedestrians at junctions, on high quality paving surfaces. These routes must connect conveniently between public transport hubs, public car parks and the attractions of the city centre.

The High Street and Above Bar Street present a gently sloping route, with no significant change in level, which represents an easy walking route through the city centre in a North/South direction. The majority of the City's social, economic, cultural and environmental attractions and activities are also arranged conveniently along it.



Copenhagen



Above Bar Street, Southampton



Above Bar Street, Southampton



Cheltenham

The Town Walls have a dramatic impact on the ease of East-West movement. It is all too easy to forget that the original purpose of the walls was to control and restrict the free access to the town that we have come to expect.

To the west of the spine, significant level changes occur, which present a major challenge to the ease of movement.

In more recent times, the engrossing scale of many modern re-developments has further contributed to this impact either by redirecting original street patterns away from the natural desire line of those on foot, or by internalising streets through covered malls, which are not available for us to use all of the time. Combined, this has generated significant challenges to the ease of pedestrian movement that need to be addressed if the benefits of these land-use assets are to be fully realised.

The continuing growth in road traffic has led to the gradual erosion of space for pedestrians both along the street, and most particularly at junctions, which needs to be reversed.

The future possible extension of the South Hampshire Rapid Transit system to Southampton provides further opportunity, in combination with continuing public transport improvements, to provide viable alternative means of commuter transport to the city centre



Town Quay, Southampton



Vincent's Walk, Southampton



Above Bar Precinct, Southampton

A place in which it is easy to find your way around.

The design emphasis of the street should be to promote a legible understanding of place.

Rather than by maps and signs, most of us find our way around town by recalling landmarks and features that are familiar to us. This is often how we give directions to others who may ask the way.

Memorable places are therefore ones that have a variety of these landmarks. The city centre is fortunate in having a number of these, at a variety of scales, of which the Bargate is the most significant along the spine.

South of the Bargate many such examples already exist, including the spire of St. Michael's, the ruin of Holy Rood, the clock tower on Harbour House, and the magnificence of the Town Walls.

To the north of the Bargate, the completeness of the building style of the Civic Centre complex represents a key reference point, but between the two the challenge must be to increase the number of memorable, yet complimentary experiences.

As well as buildings, activities themselves can often be used to build up our understanding of a place. From the very large, such as WestQuay, through the diverse specialities of East Street, right down to an individual use, such as a pub, museum or post office, all have a role to play in our understanding of a readily legible city centre.

When directional signing is used it must be of a clear design and be consistent at regular intervals along the entire length of the desired route. Ideally a contemporary bespoke approach to signing should be commissioned for the spine and it's key spaces. The use of common elements that can carry through to future directional signing around the city centre should also be explored.



The Bargate, Southampton



St. Michael's Church, Southampton



Holy Rood (ruin of), Southampton



Harbour House, Town Quay
Southampton



The Civic Centre, Southampton



WestQuay Shopping Centre,
Southampton

A place that respects and promotes high quality buildings and features.

The design emphasis of the street should be to respond and enhance areas associated with existing built quality.

Part of what associates us with Southampton is the familiarity with cherished buildings and features from the past. It is critical however that we don't try to 'wrap the city centre in cotton wool', as change and adaptability have always been the very lifeblood of cities, and Southampton is no exception.

We need to ensure that quality buildings from our past are respected and that new buildings seek to be both of high quality, and of their time, in order to continue this legacy for future generations.

New development should start from the basis of seeking to creatively re-use existing buildings of character, even if those buildings are not necessarily recognised by statutory protection. This is not only important for retaining character, but also for assisting sustainability through the conservation and recycling of precious earth resources.

The Bargate and its setting, as a key symbol of the City, must be a priority for enhancement. Old Town itself, within the area defined by its walls, marks a distinctly different character, and this distinction needs to be reinforced by enhancements to the High Street from the Bargate to Watergate.

Although the consistent quality of the buildings fronting the eastern side of High Street is admirable, regrettably the same cannot be said of the quality of the physical streetscape, which is poor.

Northern Above Bar has an incremental row of buildings of a human scale facing West Park, which provides a reminder of the diversity, richness and choice of the everyday architecture of towns from a previous, and people friendly era.



Above Bar Precinct, Southampton



The High Street, Southampton



The High Street, Southampton



Above Bar Street, Southampton



Bradford



Melbourne

Edinburgh



York



A place that encourages a variety of enlivening uses and activities.

The design emphasis of the street should increase the potential for temporary activity, but guard against the permanent privatising of public space.

The street provides the backbone that uses and activities can arrange themselves along to capture our attention, and trade. Put simply, the greater the range and diversity of uses along the street, the more active that street becomes, and in general, the safer and more enjoyable the street feels.

Levels of public activity fluctuate both along the route and at different times of the day. This fluidity provides the opportunity for different businesses to trade successfully based on location to potential customer footfall.

Major trip generating uses such as WestQuay, the Civic Centre, the Post Office, high street banks, the Quays Leisure Centre, along with the location of major car parks, offer the opportunity for complimentary uses to attract trade.

An illustration of this dynamic is the relationship of East Street, to two multi-storey car parks, and the attractions of WestQuay and Debenhams, which help to guarantee the street its footfall during the trading day. This provides in part, the market niche for the diverse mix of small businesses which face the street.

As well as the uses that provide activity edging the street, activities within the street, such as street vendors, florists, cafe tables and chairs, can all help in temporarily colonising parts of the street to increase activity levels.

Where more space permits opportunities for events, performances and occasional, or seasonal specialist markets can all add an extra level of enjoyment when visiting the city centre.



Oxford Street, Southampton



Above Bar Precinct, Southampton



Melbourne



Melbourne



Melbourne

A place which stimulates and enriches the senses.

The design emphasis of the street should increase positive sensory experiences

Along the street, our principal sense of sight, in particular, should be constantly stimulated by the changing styles of buildings and the street trees that remind us of the changing seasons. At pavement level, shop displays, advertising and directional signing tempt us with all manner of goods, although sometimes these can be insensitive to the qualities of the building backdrop.

Often we under play the importance of our senses of smell, sound, and touch, which all help determine the overall quality of our city centre experience.

A pleasant smell of food, the aroma of coffee, or the fragrance of flowers when passing a florist can all heighten our enjoyment of a place. In contrast exhaust fumes, discarded fast food, inappropriately sited extractor fans, and poorly stored rubbish can quickly erode our enjoyment.

Sounds, from the running water of a fountain, conversation and laughter, and unamplified music can also all increase our enjoyment of the street. Although a certain degree of noise is always to be expected, and for many city dwellers this can be comforting, or indeed part of its very attraction, constant or excessive noise, for instance of revving engines, or the raucous behaviour of revellers on a night out, can quickly be off putting to others. This can prevent people from regularly returning to the centre, particularly after dark, which can quickly contribute to a deadening of the street that can make it appear less safe.

Touch is important as we partly use it to assess the quality of materials and finishes such as stone, brick, metal, and wood, which are frequently used materials of seats, bins, bollards and paving used within the street.



London



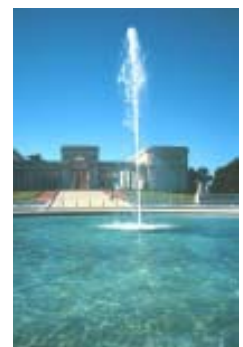
Paris



New York City



Melbourne



San Francisco



Paris

A place that is distinct in its design.

The design emphasis of the street should create memorable and distinct places, which become nationally identifiable with Southampton.

As our world becomes more of a global market place, the range of shops and services in our towns and cities have increasingly become the same. Many people feel that one place is very much like another.

With the growth of retail and leisure led tourism, many people value places that although having all the necessary shopping centres and national chain stores, appear to have some distinctly different and independent areas as well, such as the Lanes in Brighton, the Calls in Leeds, or the Arcades in Grainger Town, Newcastle.

Within the city centre we have the makings of similar embryonic areas that need encouragement, such as East Street, London Road, Bedford Place, Oxford Street, and the proposed activities around the new City Plaza.

One way to create a different identity is through the promotion of high quality bespoke design to key spaces, such as around the Bargate, Guildhall Square and the new City Plaza, which are designed to be adaptable to public uses and activities. These spaces should signify through the use of high quality, distinct, and predominantly natural materials, the culture and identity of a particular area.

Art and architecture manifest in many forms and based around locally relevant design themes should be integrated throughout the street and in each of the key public spaces arranged along it. This will help stimulate public interest in, and affinity for, the enhanced street.

The imperative must be to design and maintain a place, which over time transforms the public perception of the city centre from the ordinary to the exemplary.



The Civic Centre, Southampton



Wellington



Birmingham



Sydney



Melbourne



Los Angeles



Birmingham



Alice Springs



Sheffield



Toronto



Sydney



Melbourne

Barcelona



London

Bristol



A place that is well looked after.

The design emphasis of the street should be to create clean, simple proposals, using consistently high quality materials to aid the ease of maintenance.

There is no such thing as a maintenance free street. The public, whether as locals or visitors, appreciate well-maintained streets and public spaces, and in this respect The North/South Spine represents the shop window for the wider city.

Although there is a national disparity between the capital spent on regenerating areas, and comparable revenue increases for maintaining those areas, keeping civic spaces clean, tidy and well maintained is one way that a city is able to demonstrate its pride in the place.

Good spaces take account of maintenance in their design. Simple spaces that avoid being over designed, and use a consistent, high quality palette of materials, are recognised as easier to look after, last longer, and often appear to improve with age.

Minimising and reducing unnecessary signing, along with the careful positioning of street furniture, such as seats, litter bins and cycle-stands can all assist in helping a space to be well maintained.

The rapid addressing of maintenance issues for both publicly and privately owned land is vital, as otherwise a cycle of decline can become established and the quality of the urban environment can be rapidly eroded.



A place that welcomes all those who respect it.

The design emphasis of the street should be to promote a feeling of affinity with, and responsibility for, the City's public spaces.

Arranged along the street are all the major activities and enterprises that are a part and parcel of the life of the city. Each day, thousands of people use the street in order to access the range of attractions the city centre has to offer. Lots of chance encounters occur, with friends, or business associates, which help to enliven the street and make it a safe, pleasurable and positive experience.

Most people respect the street, valuing its role, in allowing them to get to, and use, the facilities they need. This welcoming nature of the street can sometimes be diminished if undesirable elements are allowed to creep in. If not addressed quickly, this can undermine the confidence in, and attractiveness of, the centre.

Anti-social behaviour can often lead to others being intimidated when using the city centre, particularly after dark. This type of behaviour can take many forms, from the damage caused to public seats and the trees in the precinct, dangerous or irresponsible parking, through to the over-exuberance of youths intent on showing off on a night out.

This needs to be managed before activities reach levels where public property is likely to be damaged and individuals begin to feel unwelcome in the centre.

Although good design can go a long way to help mitigate against such behaviour, the major challenge is to encourage our community to value and respect their public spaces rather than taking them for granted.

One way of achieving this must be to design new spaces that function to meet the needs and requirements of a broad range of users, and avoid dominance by any one single interest.



Having identified a vision and explained a set of vision principles to be applied, it is necessary to look at the existing physical character of the city centre which will shape the re-design of the city's streets and spaces.

The figure and ground plan opposite shows the pivotal character change in the urban grain of the city at the Bargate.

To the south, the grain becomes a finer network of streets and spaces which demonstrates the human scale and incremental nature of it's Old Town origins.

To the north, a far coarser grain is evident which represents the increasing scale and amalgamation of predominantly post-war developments.

The Town Walls, and most significantly the Bargate represent a transitional boundary, which in essence, defines the symbolic spatial distinction between the historic Old Town, and modern Southampton.



The following broad character influences have been identified, which will impact on the design of street enhancements along the spine:

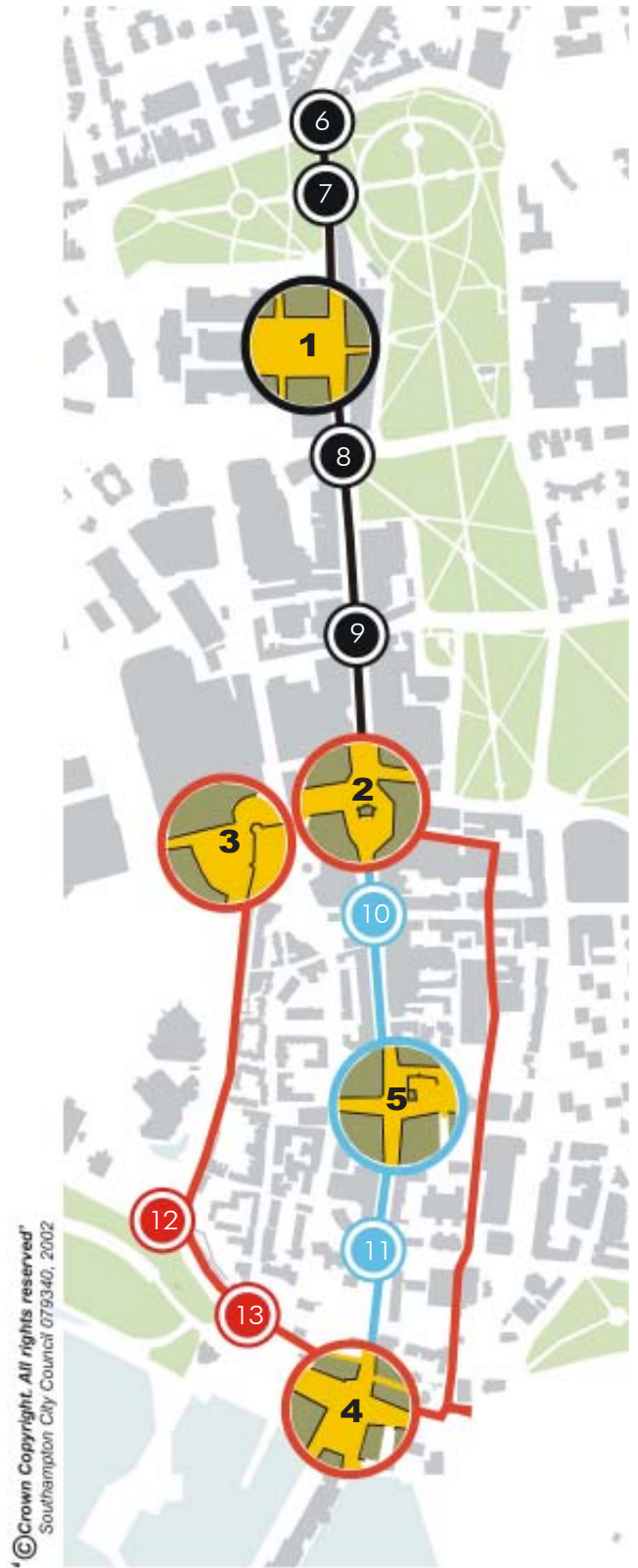
- Above Bar.**
- High Street.**
- Town Walls.**

Within these areas the following key spaces in need of public realm enhancements have been identified:

- Above Bar**
- Guildhall Square [1]
- Town Walls**
- Bargate [2]
- City Plaza [3]
- Town Quay [4]
- High Street**
- Holy Rood [5]

In addition to these key spaces, the following street junctions along the spine are in need of pedestrian priority enhancement:

- Above Bar**
- Cumberland Place [6]
- Cenotaph [7]
- Civic Centre Road [8]
- Pound Tree Road [9]
- High Street**
- East Street [10]
- Briton Street [11]
- Town Walls**
- Western Esplanade/Mayflower Park [12]
- Bugle Street/French Street [13]



- Above Bar character influence
- Town Walls character influence
- High Street character influence

Above Bar.

Extend the established design philosophy of the Above Bar Precinct.

Above Bar is associated with the pedestrian precinct, the principal retail area of the city , a hub of public transport operations, and at its northern end, the Civic Centre, a well known landmark. The Central Parks fringe the street on its approach to Cumberland Place, and to the eastern side of Above Bar Street abutting New Road. This provides ready access for city centre users to this major public asset. In the main, footpath widths are generous and pedestrian crossings are provided in the places where people need to cross. There is little impact on pedestrians of the street being shared with vehicles, except for the effects of traffic noise, and air quality from exhaust emissions. The exception to this is in front of the Bargate where those vehicles illegally passing through the space seriously interferes with the pedestrian function of the Above Bar Precinct, which weakens the quality of the precinct and prevents the Bargate from being fully appreciated.

Town Walls.

Enhance the setting of the Bargate as city gatekeeper by uniting this key space with the Above Bar Precinct, City Plaza and the Central Parks

The Town Walls at the Bargate, and at the Watergate represent a transitional point between the character within, and outside of the walls. This affords the opportunity to treat the design of the public realm with a distinctly different approach to materials and finishes.



Above Bar Street, Southampton



Above Bar Precinct, Southampton



Hanover Buildings, Southampton



The High Street, Southampton



Winchester



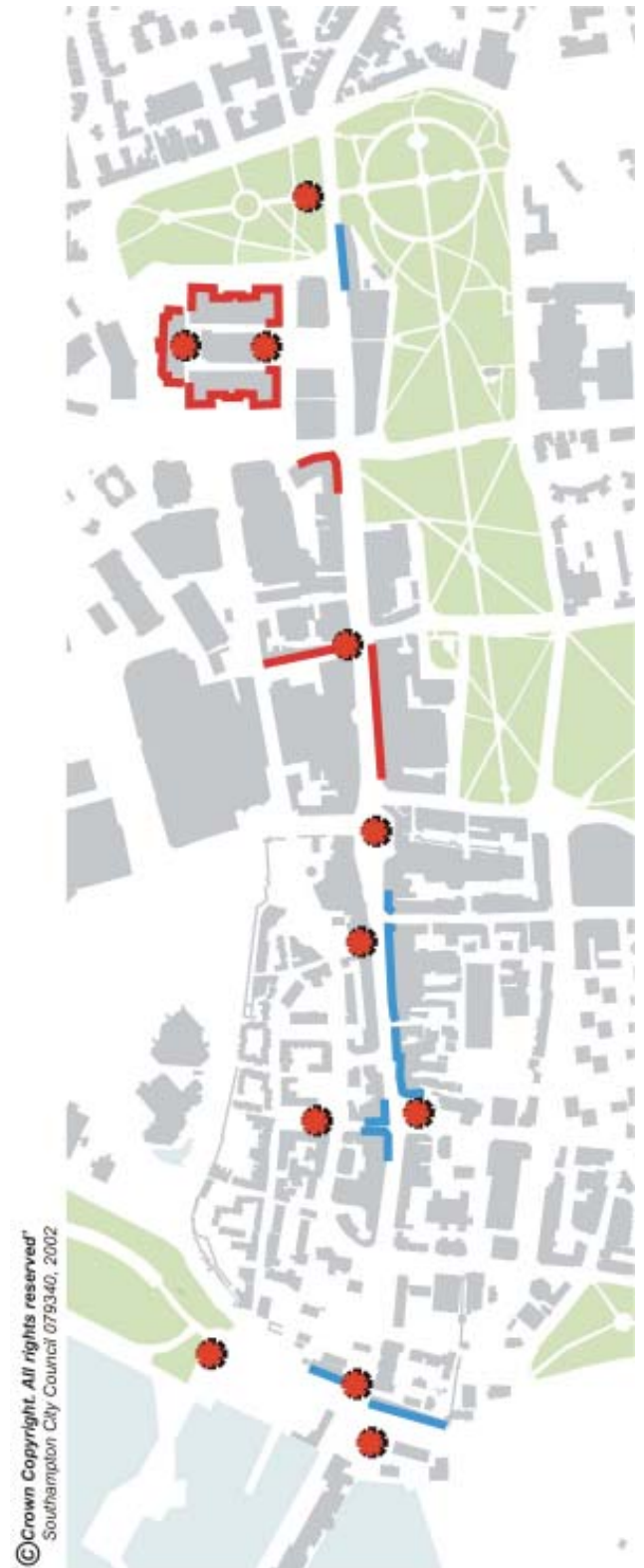
Bristol




Regrettably the importance of both these historic gates is eroded and denuded by the impact of vehicular traffic. That impact is most significant at the Bargate where today the principal movements of pedestrians is around rather than through the building, which reduces its public experience to one of sculptural element rather than City 'gatekeeper'. As part of any enhancement proposal the opportunity should be taken to re-establish, in a contemporary manner, high level links between the Town Walls and the Bargate.

High Street.

Create an impressive 'processional way', reconnecting the City with its waterfront.

The High Street is associated with a mix of commercial, retail and increasingly residential uses. The eastern side of the street as far as Holy Road represents arguably the highest visual quality of continuous and complimentary building frontages along the spine. Approaching the High Street from Bernard Street the view is dominated by the landmark spire of St. Michael's, with the ruin of Holy Road acting as an impressive junction marker. Well-defined buildings mark the other street corners but remain subservient to the dominance of the church. The total composition has all the essential ingredients of a readily legible urban space, which needs reinforcing through improvements to the quality of the public spaces between those buildings. The street itself is given over to a very large expanse of highway which could be significantly reduced without compromising vehicle movements. This in turn may provide the opportunity for businesses to put out tables and chairs to further help enrich street life.



-  Significant Marker Building
-  Cohesive architectural style of dominant character
-  Incremental architectural style of a pleasing character

Character objectives for the key city spaces.

To create a memorable identity for The North/South Spine it is important to define the envisaged character of the key public spaces. These will share, in common with the street, the need to be designed in a way that does not restrict the ease of pedestrian movement through them. Unlike the street, the greater space available affords the ability to provide greater opportunity to rest and relax, and to incorporate elements of planting, sculpture and water to increase sensory stimulation, and most importantly the flexibility needed to allow a wider variety of activities to take place.

Guildhall Square.

The design concept should seek to reflect the developing aspirations for this space as the heart of the City’s Cultural Quarter. It is one of the entrance spaces to the Civic Centre complex, which, combined, represent the principal civic spaces of the city. The space needs to respect the primacy of the portico of the Guildhall and unite the physical space by visually reducing the segregating impact of both Above Bar Street and West Marlands Road.

Bargate.

In one sense the Bargate is a false space within the city as originally buildings came right up to the gatehouse. Today, however, close up, we read it as a pavilion building standing in the space created by those buildings set back from it. The proposal for this space is designed to re-establish the transitional qualities between the Old Town and the modern city centre.

The objective is to provide as simple a space as possible, in order to respect the role of this area as a pivotal pedestrian link from other areas and activities of the city centre. A contemporary walkway is proposed to re-establish the link between the building and the Town Walls, and additionally to help visually re-enclose the street to further reinforce the transitional experience. To the south side of the space cafe operators should be encouraged to temporarily colonise the central area leaving desire line routes clear for ease of pedestrian circulation.



Los Angeles



Birmingham



France



Netherlands



Shrewsbury



Melbourne

As part of the overall lighting concept, the Bargate should be imaginatively floodlit. Bargate Street will need to create an air of expectancy and curiosity in of Holy Road. This space is an important meeting point of the east-west connection from the activities of Oxford Street, through to St. Michael’s Square and the Town Walls. Opportunity further exists to contrast the activity and liveliness of the street junction, with the relative tranquillity within the ruin of the former church.

Town Quay.

This space needs to celebrate the anticipation of arrival and departure at this linking space to the water, the ferries to the Isle of Wight and Hythe, and the entrance to the High Street at the Watergate . The design of this space will need to reconcile the challenge of affording direct and ready pedestrian access from the High Street across Town Quay Road. This is necessary in order to visually unify the Town Walls with Harbour House, and proposed new buildings of the Royal Pier development.

City Plaza

This is the first genuinely new public space in the city centre for over a generation. Whilst its design will need to reflect its events function, and setting abutting the Town Walls, it must also seize the opportunity to create a distinct contemporary space, providing a public heart to West Quay Phase III, an evolving new place within the city. Critical to its public success will be reconciling the ease of pedestrian access between the significant levels difference from the Bargate to the Plaza. This will also be vital if Western Esplanade is genuinely to succeed as a desirable public route to a re-invigorated Mayflower Park. This space should develop as the focus of medium scale events within the city.



London

Estella



New York City



Sydney



London

London



The enhancement of The North/South Spine to a high quality public realm of European standing will have impacts on the land-use pattern of the city centre.

Over time, new activities are likely to be attracted to the pedestrian improved environment, and indeed new businesses which can demonstrate their ability to positively enhance street life, and the trading day, should be actively encouraged.

The City will seek to maintain or promote a balanced mix of uses within development elevations fronting the street, in order to facilitate greater use of the public spaces over a wider daily time period

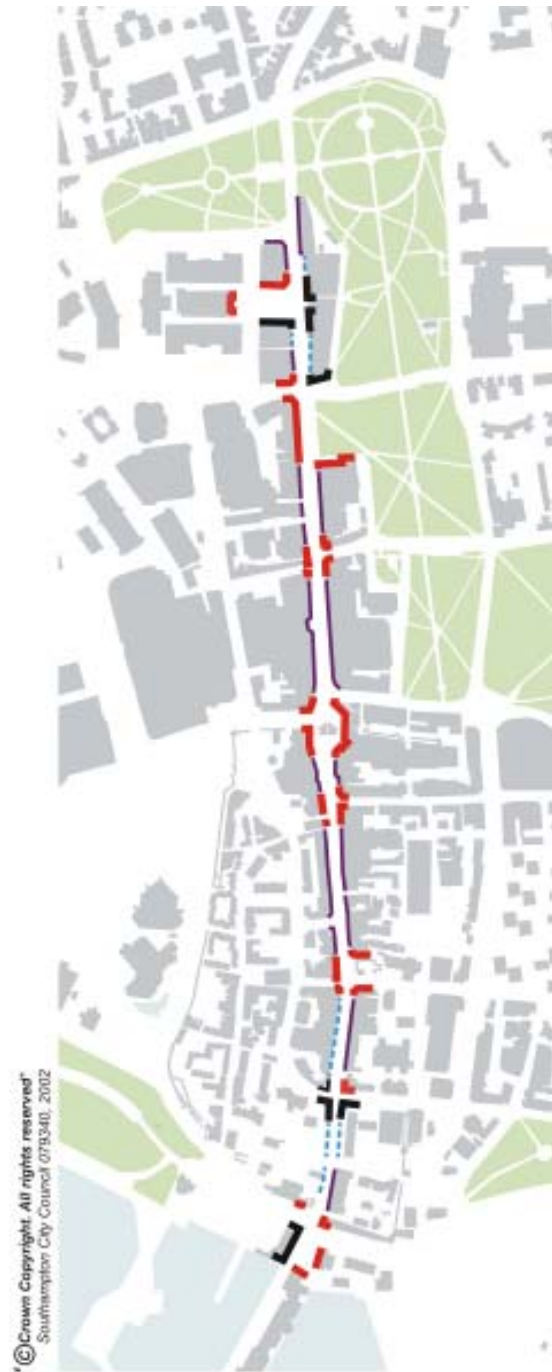
The City will seek to generally maintain the existing diversity of plot widths at street level in order to afford the opportunity for a broad and complementary mix of trading activities.

Developments will be expected to maintain or provide the main access to the building directly from the street in order to contribute to street activity and vibrancy.

Upper Floor uses will be expected to provide natural surveillance opportunities to the street from living, working or retailing spaces.

The City Council appreciates that for smaller independent retailers, who are important for the diversity and difference of attraction, change can often appear particularly threatening. King Sturge Consulting were appointed by the City Council to give an independent assessment of the impact on smaller businesses of the enhancement proposals. This assessment concluded that the proposals were likely overall to be beneficial to trading activity and rental values within the city centre.

City Centre Management will continue to canvass the views of businesses with regard to issues and desired improvements, and the Council remains committed to working in partnership with the business community to bring about well informed change.










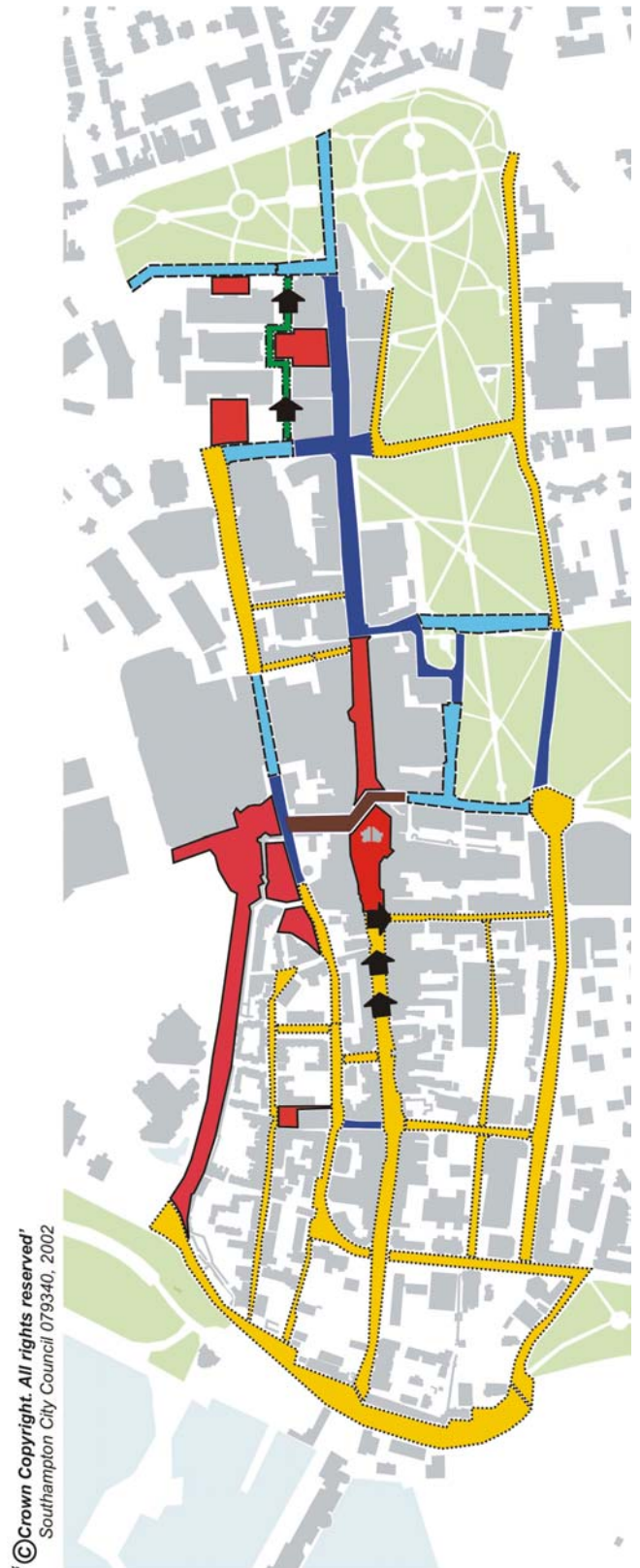
- Maintain and enhance a concentration of active frontages/socially beneficial uses around key spaces and junctions, at ground floor
- Maintain and enhance plot widths of 6-9m with main doorways directly from the street
- Seek through new development to concentrate active frontages/socially beneficial uses around key spaces and junctions, at ground floor
- - - Seek through new developments to promote plot widths of 6-9m with main doorways directly from the street

General Access Principles.

The plan opposite shows the general access principles which will be applied to the traffic management of the central area. This seeks to ensure that through traffic uses the cities ring road network, and within the city centre priority is given to the movement of pedestrians, followed by cyclists, buses, servicing of businesses and access to public car parks.

Approaching the Bargate from either the North or South, measures to improve the pedestrian priority of the street will increase, culminating in pedestrianisation around the Bargate.

-  General vehicle exclusion at all times
-  Buses only at all times
-  Buses and Taxis only at all times
-  Buses and Taxis at all times
Service vehicles between specified times
-  Service vehicles only between specified times
-  Traffic calming measures to improve pedestrian movement appropriate to the physical characteristics and capacity of the highway
-  Direction of proposed One-Way traffic flow



Walking



- Principal walking routes
- Not available 24 hours
- ↔ Important route to future Arena/MPF development

The spine will be significantly enhanced to become a pedestrian priority route. Significant associated routes connecting to the spine particularly from public transport stops should subsequently be enhanced.

Cycling



- Principal Cyclepaths

Cycling access to the city centre will be maintained and enhanced in accordance with the adopted Cycling Plan.

Bus & Taxi Access

The major impact on the existing movement pattern of the city centre is the proposal to pedestrianise a section of the High Street south of the Bargate to the junction with East Street. In addition Bargate Street and Hanover Buildings will have a bus only section enforced by a physical control mechanism to prevent access by other vehicles.

Introducing these measures is an essential requirement to allow not only the improved pedestrian linkage to the existing Above Bar Precinct, but also to improve air quality, reduce noise pollution, and allow Bargate Street and Hanover Buildings to provide an attractive link to and between City Plaza and the Central Parks, which would otherwise be isolated from the Bargate and The North/South Spine.

A new Taxi rank 'corral' is to be temporarily located south of the Bargate on the High Street. This location will be reviewed when the area is pedestrianised. The location of other Taxi ranks within the city centre remains unchanged, although clearly the inability to drive around the Bargate will necessitate the use of an alternative route when approaching from the north to the rank in the High Street.

Access to both multi-storey and surface car parks remains unchanged from that outlined in the City Centre Transport Plan.

On-street parking will be phased out along the spine in line with enhancement works to improve the walking environment. Optimum provision for 'blue badge' holders will be made.

Access to service businesses remains unchanged from that outlined in the City Centre Transport Plan.

South Hampshire Rapid Transit

The proposal for the SHRT, likely to travel through the city centre between the Itchen Bridge and Southampton Central Railway Station, clearly presents a major opportunity to improve access to the city centre from the east, and proposals for the North/South Spine will need to seek to respond positively to these opportunities as they materialise in the period post 2006. At this time however, work has not yet commenced on dedicating a route through the city centre for the SHRT.



Car Park Access



Service Access



-  Car Park
-  Ring Road
-  Access route to car park

-  Ring Road
-  Service access routes

Concept Proposals

(pages 34-37)

The following designs are achieved by marrying the principles for a pedestrian friendly street, and subsequent character analysis, with the physical limits of the street and its spaces. This is achieved in the following ways:

Increased pedestrian priority measures are proposed around the Bargate to enhance the setting of this key historic structure, physically helping to unify the space with the existing Above Bar Precinct, improve air quality, reduce noise pollution and allow for an improved link from the Central Parks to the proposed City Plaza.

The other key spaces of Guildhall Square, Holy Rood and Town Quay are unified within the context of the buildings, both existing and proposed, that are adjacent to these key spaces. This will provide greater space for those on foot and increased opportunity for formal and informal activity within these spaces. Each of the spaces is proposed to have a different character from the other to help them become place markers for the urban character of their surrounding area. This will allow a sequence of experiences for those moving through, working and living along the spine.

Footpaths are proposed to be widened along the spine by reducing highway widths to generally a maximum of 6.0m wide for two-way traffic (6.75m on bus routes) and a maximum of 4.5m wide for one-way traffic, with 3.65m pinch points, where appropriate along the High Street and Above Bar Street. Existing taxi ranks are maintained, but on-street vehicular parking will be gradually phased out (allowing suitable provision for 'blue badge' holders) to assist footpath widening for pedestrians, encourage trading activities to help enrich and enliven the street, and reduce air and noise pollution by the needless circling of traffic searching for a limited number of on-street parking spaces, in comparison to the numbers of available spaces in the multi-storey carparks.

Vehicular junctions with streets connecting to the spine are proposed to be narrowed to the minimum radii permissible in order to assist ease of pedestrian crossing. If necessary, this will be combined with a weight restriction on vehicles.

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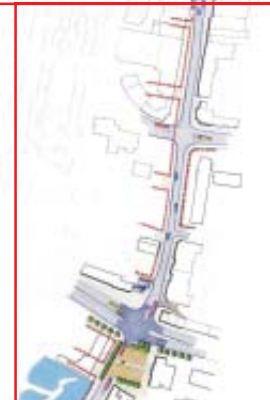
Page 35



Page 36



Page 37



Cumberland Place

- Identify the northern entrance to the spine by change of surfacing.
- Introduction of pedestrian and cyclist facilities.

Cenotaph

- Introduce raised table to facilitate easier pedestrian crossing between West and East Park.

Above Bar Street

- Repave and widen footpaths in Yorkstone and explore the feasibility of an avenue of trees linking from East and West Parks to Palmerston Park.
- Introduce buses and taxis only vehicle regulation southbound from junction with Commercial Road.

Commercial Road

- Introduce raised table from West Marlands Road to Above bar Street to facilitate pedestrian crossing.

Guildhall Square

- Transform this key public space at pedestrian level into a flexible space which can hold temporary/seasonal events, but also incorporates water features and public art projects which respect and focus upon the visual primacy of the Guildhall portico.
- Retain existing Plane tree.

West Marlands Road

- Explore introduction of one-way access northbound for service vehicles only between specified times, with no right turn into Commercial Road.
- Replace on-street parking bays with service bays for Guildhall and adjacent businesses to facilitate introduction of street paving improvements to Gibbs Lane.





Above Bar Street

- The section of street from Pound Tree Road to Civic Centre Road was the subject of a redesign in 2000. However, the following works need to be considered:
- Formally close the Ogle Road junction and improve the footpath to match in with the existing design style.
- Explore auditing of street furniture to ascertain whether this can be rationalised to reduce visual clutter.
- Explore the feasibility of lighting the street off adjacent buildings.

Above Bar Precinct

- The Precinct was the subject of a redesign in 2000 and no additional major works or expenditure is anticipated.
- Explore the provision of a public art commission to 'finish off' the precinct scheme in front of the entrance to WestQuay Shopping Centre.





WESTQUAY SHOPPING CENTRE

SITE OF WEST QUAY PHASE III & CITY PLAZA 2004-6

PORTLAND TERRACE

BARGATE STREET

HANOVER BUILDINGS

BARGATE SHOPPING CENTRE

EAST STREET

CASTLE WY

HIGH STREET

EASTGATE STREET

WEST STREET

ST. MICHAEL'S CHURCH

HOLY ROOD

Bargate

- Pedestrianise from south of the Bargate to the East Street junction.
- Introduce a contemporary bridge link to create a sense of re-enclosure of the walls.
- Purbeck paving to be used in association with the Town Walls to reinforce historic significance.
- Encourage pavement cafe activity to temporarily colonise the south side of the space.

Bargate Street

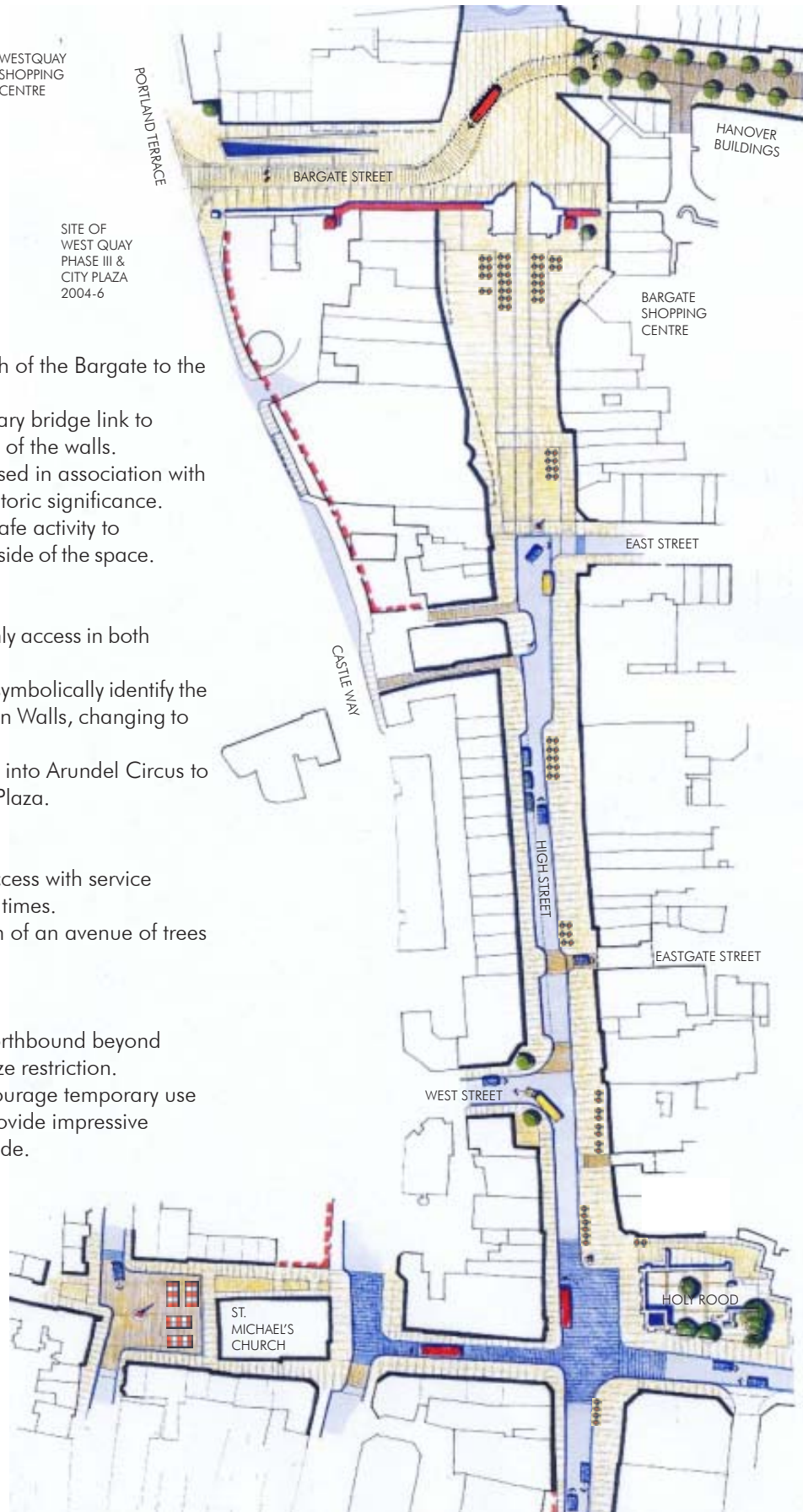
- Allow controlled Bus-only access in both directions.
- Use Purbeck paving to symbolically identify the limit of ditch in front of the Town Walls, changing to Yorkstone beyond the ditch.
- Explore a flight of steps into Arundel Circus to improve access to future City Plaza.

Hanover Buildings

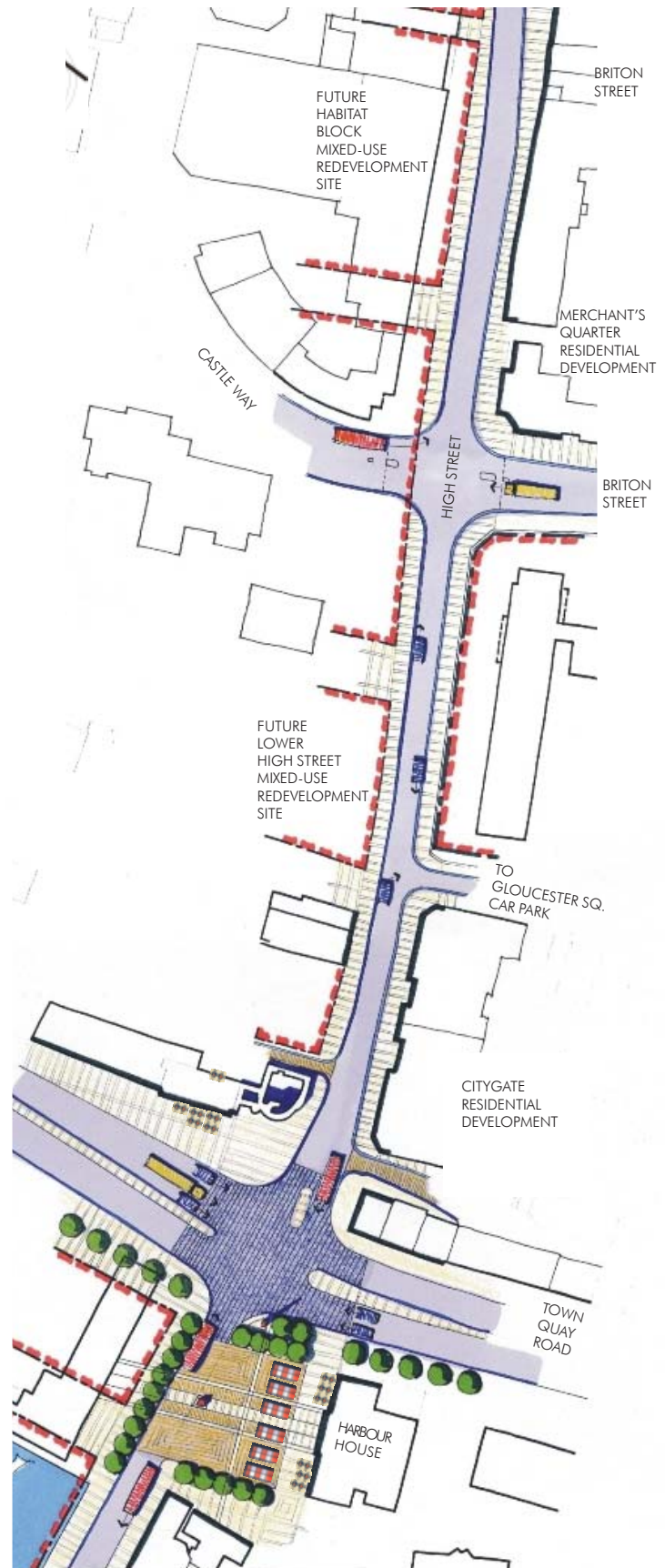
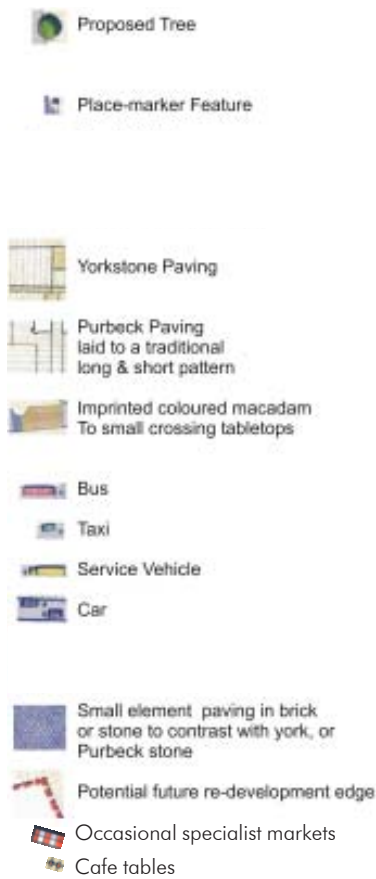
- Allow controlled bus access with service access only between specified times.
- Explore the introduction of an avenue of trees to connect to Houndwell Park.

High Street

- To become one-way northbound beyond Eastgate Street, with vehicle size restriction.
- Widen footpath to encourage temporary use for outdoor trading, and to provide impressive pedestrian dominant promenade.



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Southampton City Council 079340, 2002



Holy Road (previous page)

- Re-align the footpath and change carriageway surfacing to spatially signify this key space.
- Complete up-grading works within the existing churchyard.
- Explore St. Michael's Street to become one-way buses only in an westbound direction, with widened and repaved footpaths to signify the important townscape qualities between Holy Road, St. Michael's and the Town Walls.

St. Michael's Church (opposite page)

- Explore unifying the Square between the church and the Tudor House Museum with appropriate materials on a raised pedestrian table to act as a traffic calming device to vehicular traffic in Bugle Street.

Town Quay

- Revise junction and create arrival square to be secured through developer contributions as part of future Royal Pier re-development.

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Paving Materials

Paving materials at a variety of scales through tones of creams, pale buffs and greys should be used in general through the streets and spaces along the spine.

To reinforce the identity and character of Old Town the use of locally relevant Purbeck stone paving laid to a long and short pattern is proposed around the Bargate, Watergate and Town Walls.

The use of this material will be controversial, as in it's rivened and scabbled forms it may be considered by members of the public as an uneven surface to walk on. In it's smooth form the material can become slippery when wet, and does not meet recognised slip resistance standards.

Despite these difficulties the material has been used successfully for centuries in many places in the south of England. It is extremely hard-wearing, and as a locally occurring material is most appropriate to be used around the Town Walls.

It's local occurrence means that the distance from quarry to site is as short as possible, which is important in reducing the amount of energy used in its transportation.

Limiting the use of this material to the Town Walls will assist in defining the special identity of this key historic asset.

In Above Bar Street a different materials approach will be needed to compliment the works already completed in the Precinct. One approach would be to continue the existing combination of Pennant Sandstone, Alta Quartzite and Cornish Granite aggregate paving.

The Pennant Sandstone however, is no longer available in sufficient quantities to use for the rest of the street, so an alternative material will need to be sourced.

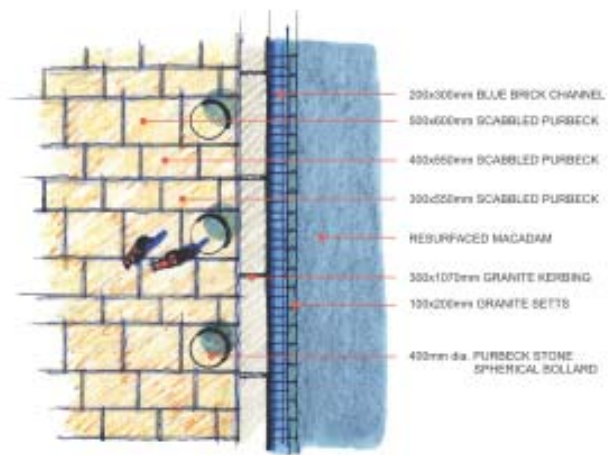
It is proposed that dressed York stone, as flags, pavers and setts of fine texture, with an even pale-buff colour consistency be used as the paving material along Above Bar Street.

York stone is one of the most widely used paving stones in English towns and cites. It's popularity is largely due to it's fine appearance, durability, supply size consistency, excellent walking surface, and it's relatively ready availability. This material, although superior in quality, will also have a compatibility of

colour, when dry, with the existing pre-cast concrete aggregate buff paving used in Portland Terrace around WestQuay.

An alternative approach would be to continue the use of pre-cast concrete Cornish Granite aggregate paving slabs from Civic Centre Road, north along Above Bar Street to the Cumberland Place junction, which would be consistent with the recent paving works in Above Bar Street from Pound Tree Road to the Civic Centre Road junction. However the quality of this material would not be appropriate for use in Guildhall Square

It is proposed that the existing wide granite kerbs are retained, and where necessary added throughout the spine to provide both an element of paving consistency, and to define the importance of the principal street of the city.



POSSIBLE PAVING DETAIL: Town Walls



Street Furniture

Stainless steel, stone, and timber materials should generally be used for street furniture, which should be kept to a minimum to reduce clutter, by providing it where it is most needed.

Where timber is used the material must be a temperate northern hemisphere hardwood, from a managed forestry source.

When timber is used for seating, appropriate measures, such as the use of stainless steel studs, should be used to try to reduce the potential for damage from skateboarding.

Opportunities will be taken throughout the spine to increase the amount of informal seating available. Generous south facing steps, low level plinths and dwarf walls for example, can all offer additional resting opportunities.

Seating should offer a range of types from benches in busy open locations for short rest-stops, to seats with backs for longer periods of relaxation. Arms on some seats can assist those less able to safely get up after rest.

Metal street furniture should be made generally of stainless-steel. The design, whether bespoke or standard production, should be consistent along the whole length of the spine to reinforce its identity. Litterbins must always be associated with areas of seating and at junctions, as these are the places where people are most tempted to drop litter.



Bristol



Street furniture, Southampton



Bristol



Portsmouth



Sheffield



Advertising signing, Southampton



Cycle stands, Southampton

Street Trees and Planting

Although the planting of an avenue of trees along the length of the spine is both impractical and inappropriate given the need to respect and heighten important street views and maintain CCTV surveillance, some significant opportunities do exist to introduce street trees.

Trees are important in the urban environment as they provide a recognisable link to the changing seasons, provide food and shelter for a variety of bird and insect life, can in time provide a natural feature of comparable scale to buildings, and of particular relevance in urban locations, can mitigate the extremes of micro-climate, and act as nature's vacuum cleaners and air purifiers, for a considerable number of pollutants.

Ultimately smaller, shorter lived trees are increasingly being planted in urban areas, which do not possess the ability to harmonise with the surrounding urban scale. One, well placed, ultimately large tree, can have a more dynamic impact on the street scene, than a whole avenue of a lesser species.

The temptation to plant new trees of large supply size is understandable on the grounds of immediate impact and protection from vandalism. However, if possible the planting of young trees is desirable as the tree is likely to adapt far more readily to the constrained growing conditions below ground.

Planting street trees to provide a link between West Park/East Park and Palmerston Park could significantly enhance the character of Above Bar Street north of the junction with Civic Centre Road.

In other areas of the spine opportunity should be taken to plant individual trees just beyond the street edge. These will then develop canopies which will in time appear to cascade into the street, as do trees in the Central Parks which fringe Above Bar Street. The corners of High Street and West Street represent such a potential location.

The planting of shrubs within the street scene should be generally avoided in order to maintain the focus of such public attention and resources, on the continual upgrading of the city's magnificent legacy of Central Parks.

When shrub planting is proposed as part of the overall design of the key public spaces, it is important that the design takes account of the need for interest throughout the season's. It is also necessary that such planting does not prohibit clear sight lines for pedestrians moving through the space, and that the location of the beds does not hinder the spaces potential flexibility of use and maintenance.



East Park, Southampton



Carlton Crescent, Southampton



Barcelona



Amsterdam

Water Features

People are naturally drawn to water and perhaps in a port city like Southampton, it should be expected to find water celebrated as a feature in many different ways.

The movement and sound of running water can give a dynamic momentum to public spaces. As a minimum, new public water features should be incorporated within the designs for Guildhall Square and City Plaza.

The design should take account that people, especially children, will be drawn to these features and should therefore allow for safe play, rather than inhibit it from happening, to help enrich and enliven the use of these public spaces.

Perhaps during the Christmas period, the provision of a commercially operated temporary outdoor ice-rink could be considered as part of a wider winter festival to help stimulate public activity.

Street Lighting

Street lighting in the first instance should be provided off the buildings, and where this is not possible lighting columns should be moved back hard against the building face to avoid them remaining an unnecessarily dominant element of the street during daylight hours.

Aesthetic, and dramatic lighting of key features such as the Bargate, elements of the Walls, the spire of St. Michael’s, and the Civic Centre should be used to enhance the night-time experience and legibility of the street.

Signing

Bespoke co-ordinated signing should be explored for The North/South Spine and the key spaces to signify the pre-eminence within the city of this route. Directional finger posts should coordinate with other street furniture and have easily legible lettering.

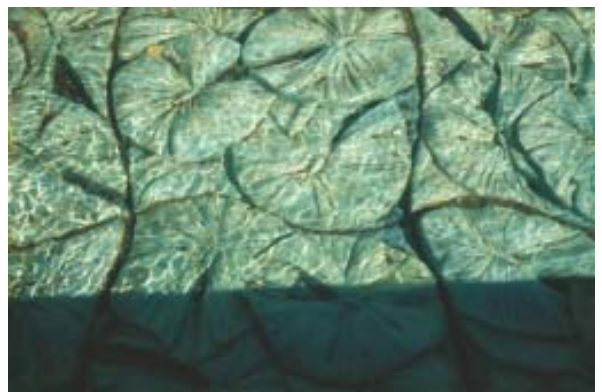
Regulatory traffic signing should be reduced to a minimum and special dispensation sought to reduce the level of signing clutter by grouping signs together to reduce the incidence of pole proliferation.



Los Angeles



London



Sheffield



Bristol



Vancouver



Wellington



Canberra

Bus shelters

The provision of high quality, customer orientated bus shelters are an important element of the total bus service experience, and as such are a significant component of increasing the desirability of public transport use, and reducing the reliance on the private car for commuter journeys.

Shelters are large pieces of street furniture, which if not handled with care and sensitivity of siting and design, can become too dominant within the streetscene, such as on the east side of Castle Way at Albion Place.

New shelters should be of stainless steel design, in a form which seeks to compliment the existing contemporary style of street furniture in the Above Bar Precinct.

If a bespoke approach to street furniture for the city centre proves feasible, then this should include a design for new bus shelters.

The design should feature significant areas of glazing in order to allow good views of buses approaching the shelter, and also views through the shelter for passers by, to improve pedestrian safety as well as reducing visual clutter.

The shelters should provide seating for waiting passengers, be well lit, and provide shelter from the elements. Bus shelters should be kept clean and tidy.

Raised kerbs should be provided in association with shelters to assist the ease of boarding.

Shelters should incorporate or be associated with real-time service information.



Kensington High Street, London

Spaces by themselves do not create activity. It is the combination of the uses that edge the street, pedestrian movement along the street, and activities encouraged within the street, that combine to enrich our city centre experience.

Streets and Squares that have a lot of permanent or specialised elements placed within them tend to be less flexible than those that encourage temporary colonisation, by activities such as festivals, parades, cafe tables, markets, street-vendors and performers.

Spaces need to be managed and maintained in order to encourage this activity and diversity within the street and its key spaces.

The procurement of implementation works along the spine will involve a range of contracts, either by direct works by the city council, private sector developers or by design competitions for key spaces.

It will be vital for the quality and consistency of projects that a focused city council team involving designers, maintainers and stakeholders be formed. The team should be responsible for approving the design and maintenance regimes of all works, however small, along The North/South Spine and the associated key spaces, in order that these works realise the agreed Vision contained within this document.

At the outset it will be necessary for the city council to clearly identify which officers are responsible for the design and maintenance of works within the city centre as at present much confusion appears to exist.

A checklist should be developed to assist the auditing and appraisal of the design and maintenance regimes of proposed schemes.

The City Centre Manager, in collaboration with key stakeholders, should prepare an annual street events programme at a variety of scales to seek to assist the animation of public spaces.

The concept of Street Wardens should be piloted for The North/South Spine. The warden would become the first port of call for members of the public and shopkeepers for seeking assistance and reporting problems.

Decisions will need to be taken as to whether the role of the warden is largely to be one of 'meeting and greeting' users and visitors of the street, or an enforcement based approach, as evidence from elsewhere suggests that attempting to combine both functions fails.

One approach might be to see the training of council staff, such as cleansing officers, to provide help and information for visitors and users, for instance to provide directions, thereby allowing the warden to concentrate on an enforcement role.

The hours of operation of the warden are also critical, as the maximum public benefit could be outside of the normal 9am-5pm environment, particularly if the warden is to assist in developing the night-time economy of the city centre.

The council will need to form a dedicated rapid response team with a target to respond, repair or remove graffiti, dumped rubbish, damaged street furniture, lighting and paving within 48 hours of notification.

The phasing of works along the spine will inevitably be influenced by the processes and constraints on achieving funding from different sources, and the programmed start on-site of the major projects at West Quay Phase III., Northern Above Bar/Cultural Quarter and the Royal Pier.

The completion of a set of design proposals for the entire length of The North/South Spine, including the identified key spaces, will both allow a budgetary cost estimate to be produced, and provide the necessary degree of phasing flexibility for the on-site delivery of projects.

The following represents a potential phasing scenario:



Completed Works

Above Bar Precinct
Above Bar Street to Civic Centre Road



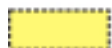
2003-6

Capital Expenditure: Guildhall Square
LTP: Cumberland Place Junction and Northern Above Bar
Developer: City Plaza and Western Esplanade



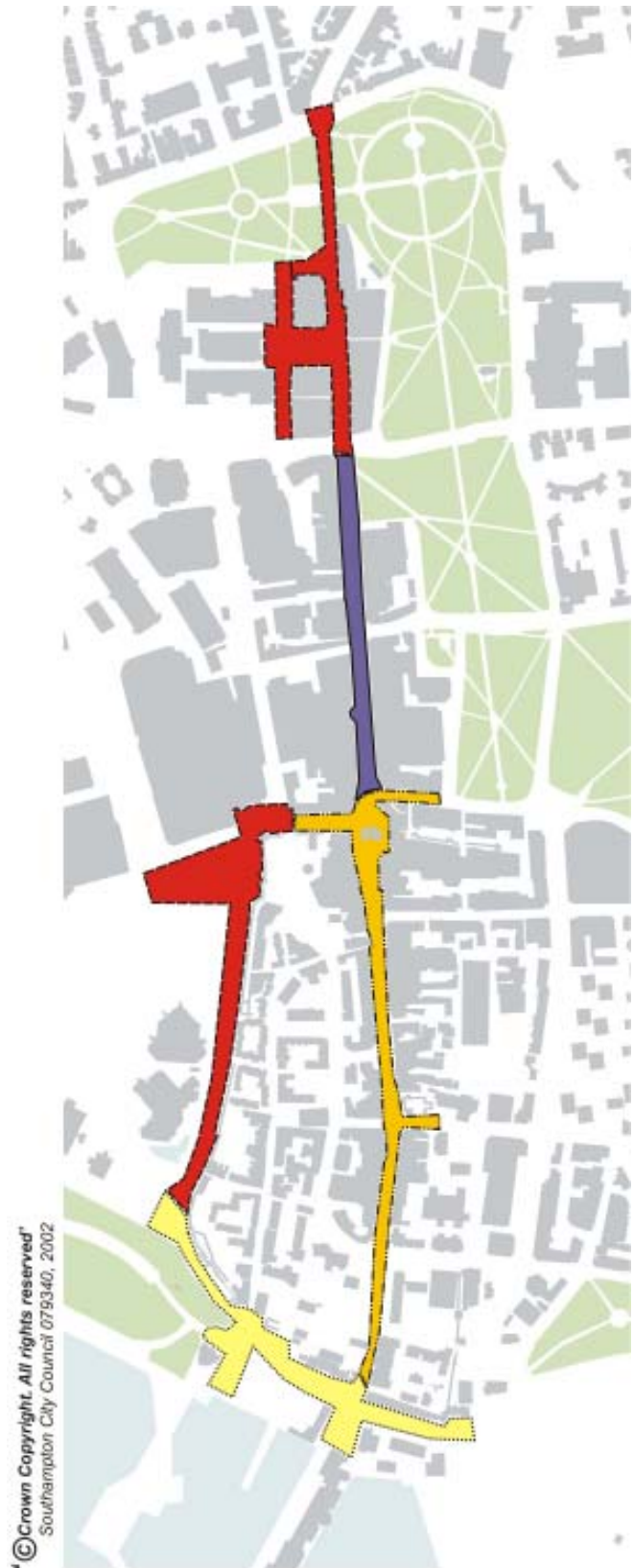
2006-9

Capital Expenditure: Bargate Pedestrianisation
Developer: Bargate Pedestrianisation
LTP: High Street
Heritage Enhancements Regeneration Scheme: High Street /Holy Road
Section 106: High Street
Arts and Heritage Lottery bids: Town Walls link to Bargate



2009-

Capital Expenditure: Town Quay Road
LTP: Town Quay Road
Developer: Town Quay Square



Local Transport Plan (LTP)

£980,000 has been identified in the LTP phased over three financial years from 2003-2006 and gives an established base from which to seek additional match- funding.

Section 106 Agreements

Significant developments of many different use types and forms are continuing to take place in the city centre. The one common theme for all of them is the importance of The North/South Spine to their accessibility and potential success. Through planning and transport requirements funds can be secured for the enhancement of the street.

The preparation and costing of concept proposals will allow not only the city council to develop a mechanism for contributions based on the size and impact of the proposed development within the city centre, but also provide transparency in the process by allowing developers/contributors to see the bigger picture of what they are directly assisting in. This will also have the benefit of creating greater stakeholder affinity with, and management of, the city centre.

Major projects

The NAB/Cultural Quarter Development Brief identified the need to carry out significant improvements to regenerate Guildhall Square as the focus for the new quarter and improve the quality of surrounding streets, estimating £1.5 million as a cost for this work.

£3.5 million has been estimated as the cost for the implementation of City Plaza to be provided by the developer of West Quay phase III.

Royal Pier Development Brief identifies the need for the enhancement of Town Quay. Funding for this work is envisaged through the developers contributions.

Heritage Lottery

Not only does the spine run through the heart of the Old Town Conservation Area, interfacing with the scheduled ancient monument of the Town Walls and a significant number of listed buildings, but also via Above Bar Street the spine interfaces with the Civic Centre a listed building, and the Central Parks.

Given these significant historic assets it is necessary to discover if any of the proposals for environmental enhancement or development along the spine might be eligible for lottery funding.

English Heritage

English Heritage have made the City aware of a potential new fund from the EU called the Heritage Enhancements Regeneration Scheme. This scheme has been identified as an important source of potential funding for public realm works within the Old Town. It will be necessary to ascertain the degree of assistance such a scheme may bring to the provision of street enhancement works along High Street, and around the Town Walls when more is known about this new initiative in Mid-2003.

Arts Lottery

The development of the key public spaces along the spine, and within the enhanced street itself will lead to the opportunity for the integration of art and architecture. This may well bring forward projects which could be eligible for submission for arts lottery funding.

City council capital budgets

£1.5 million has been identified in the Capital Programme for to assist the regeneration of Guildhall Square as the focus of the developing Cultural Quarter.

In addition, as a major landowner, the city council will seek to ensure that any partnership development will deliver contributions to support public realm works to act as an exemplar to others.

City council revenue budgets

The principal source of funding for the maintenance of the improved public realm will be through revenue budget allocations of the city council. An assessment of the required increase in revenue support over and above the existing provision for the street and its spaces will need to be quantified in order that the implemented schemes can be maintained to a high standard.

Portland Terrace-creating a user friendly public transport street.

With increased pedestrian priority around the Bargate the emphasis of public transport in this area may shift to Portland Terrace. As West Quay Phase III, and the new Arena/multi-purpose facility are developed, this route will become part of the most logical public transport corridor to serve these new economic, social and cultural assets of the city.

It is recommended that the council in collaboration with the bus operators explore and develop proposals for turning this route into a public transport showcase for consumer accessibility.

Civic Centre Road/New Road/Railway Station-integrating the centre with the station.

An enhanced pedestrian-friendly spine will need convenient, desirable and direct access from the railway station to assist in the viability and vitality of the city centre and in particular to support the development of the Northern Above Bar Cultural Quarter.

It is recommended that a development framework is prepared for the Northern Character Area defined in the City Centre Urban Design Strategy, in partnership with the major stakeholders, including Network Rail, the Station Franchise Operator, and the Train Operating Companies. This should set the vision for a revamped district of the city, centred around a flagship place-making public transport interchange at the existing rail station that integrates with, and supports aspirations for, the Cultural Quarter.

City Plaza/Western Esplanade/Mayflower Park-creating an attractive alternative route between the water and the city.

Part of the rationale for the new City Plaza and revamped Mayflower Park is to create an attractive alternative route from the Bargate to the waterfront, via Western Esplanade.

It is recommended that as West Quay phase III and the Royal Pier development head toward the detail design stage, that an integrated approach is taken to the style of the proposed new public realm, which maximises the pedestrian accessibility and desirability of this route.

East Street/London Road/Oxford Street/Bedford Place-reinforcing and supporting areas of speciality.

These areas have distinct characters in their own right but are influenced, to a greater or lesser extent, by the attractiveness of The North/South Spine of the city.

It is recommended that each would benefit from the development of an initiative to involve the local stakeholders in identifying the issues and responsibilities in improving their specific area as an appropriate means of engaging and empowering all sides in an understanding of a place and its needs.

Section 106 Agreements

Although major projects within the city centre include contributions to public works, there is a need to develop an enforceable planning mechanism to secure contributions from redevelopment within the city centre, which requires planning approval. This mechanism needs to develop a contributory principle to a single pot which allows for a consistent and co-ordinated approach to street enhancement schemes within the city centre. This mechanism needs to be open, transparent and above all else pragmatic in its aspirations. The feasibility of securing contributions to public realm enhancements of the streets and spaces along the spine needs to be assessed, based on the related character areas of Old Town, Central and Central Parks defined in the adopted CCUDS

Licences for temporary on-street trading

A review of the legal requirements to gain permits to trade or hold events in the street or public spaces needs to be carried out, and an approach sought which is designed as far as is practically possible to encourage activities taking place that contribute to the quality, vibrancy, enjoyment and feeling of safety of the city centre.

Traffic Regulation Orders

Proposals within the strategy will necessitate the formation and publishing of new TRO's within the central area, which will need to be commissioned well in advanced of scheduled works to allow for a potential Public Inquiry

Acknowledgements

The multi-disciplinary nature of the Officer Working Party allowed a wide ranging assessment to be carried out into the issues impacting upon the future enhancement of The North/South Spine.

Thanks go to; Andy Sanger (Traffic Engineering), Simon Bell (Transport Planning), Bernie Miles (Transport Strategy), Helen Gregory (Planning Policy), Paul Mansbridge (Property Services), Will Rooke (Police Liaison Officer), Ian Rothwell (City Centre Manager), Kay Brown (City Design Team) and Darren Shorter (City Design Team) who have helped shape this document.

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