

Leicester City Centre Public Realm Strategy

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FOR INFORMATION ONLY

SUBJECT TO CABINET APPROVAL

| | | |
|---|---|---------|
| ■ | Introduction..... | page 3 |
| ■ | History Informing the Future..... | page 7 |
| ■ | Movement Patterns..... | page 14 |
| ■ | Spatial Qualities of the City Centre..... | page 22 |
| ■ | Public Realm Strategy..... | page 28 |
| ■ | Materials..... | page 37 |
| ■ | Gallowtree Gate..... | page 45 |
| ■ | Consultation Process..... | page 52 |

Contents

Introduction

INTRODUCTION

The city of Leicester is changing. The physical fabric of the city is evolving as new developments and city initiatives are realised. A major opportunity for the city of Leicester to re-define its public realm has been the redevelopment and expansion proposals of the Shires Shopping Centre. The Shires West is set to open in October 2008. The Council, in response to this redevelopment, has undertaken to embark upon a three-year public realm improvement programme which, combined with major retail and commercial investment, will regenerate and transform the appearance of the city centre.

AIMS OF THE PUBLIC REALM STRATEGY

This Strategy intends to inform and guide public realm improvements within the city centre over the next ten years. The aims of the Public Realm Strategy require that a coherent design approach is created as a framework that enables the city centre to be appreciated as a totality. The Strategy explores and expresses the complexity of Leicester's city centre by addressing the following:

- Improve the city's image by creating an attractive public realm, that encourages greater use, sustains and enhances economic development.
- Define and re-iterating the intrinsic urban qualities and characters of the city centre through a coherent design approach.
- Creating a legible and accessible city centre by improving connectivity and visual order, complementary with a spatial hierarchy.
- Establishing a restrained and timeless palette of materials and street furniture, that is robust, with low maintenance, easily repaired / replaced, vandal resistant and affordable.
- Creating a memorable city centre with high levels of legibility underpinning the city's existing urban complexity.
- Creating a vibrant and dynamic public realm that can be enjoyed by residents and visitors alike, that is celebratory of Leicester's diversity, success and future.



APPROACH TO THE PUBLIC REALM STRATEGY

The development of the Public Realm Strategy has been based upon robust research into understanding and identifying the intrinsic urban qualities that make Leicester the city it is. The approach to the Strategy has included:

- Extensive consultation with officers and key stakeholders in the city.
- Site visits to survey and record the current condition of the public realm.
- Historic research.
- Research into paving materials, construction and best practice.
- Understanding the existing management and maintenance programmes.
- Contributing to the Places & Spaces public consultation exercised managed by Leicester City Council.

As well as the above methodology, photographic records have been made and plans have been prepared to illustrate the evolution of the Strategy.



CITY CENTRE CONTEXT

Leicester is a regional destination within the context of the East Midlands and the city centre, a destination within the context of the city.

The city centre context is defined by:

The ring road

- The ring road acts as a barrier to movement and cuts the city centre off from Leicester. An important component of this strategy is to reconnect the city centre with the city.

The River Soar and Grand Union Canal

- This is a valuable recreation and ecological asset for the city centre. Long term planning should look at ways of connecting the city centre to the river side through ecological corridors, tree planting or linked routes.

Manufacturing and industry

- For a large portion of Leicester’s history, the banks of the River Soar and Grand Union Canal have been the site of manufacturing and industry. The importance of the river and canal as valuable assets to the city is now realised and new waterside developments will eventually change the nature of this area.

Residential communities

- Large areas of housing are within a 20-30 minute walk of the city centre. Improving these connections is an important part of this strategy.

Parks and Open Spaces

- Several parks are located within the immediate vicinity of the city centre. These are Castle Gardens, Abbey Park, Victoria Park and Bede Island. There are also several other important open spaces, including the New Walk and Nelson Mandela Park, that surround the city centre. The Public Realm Strategy should look at how these parks can be connected to the city centre.

Universities and Colleges

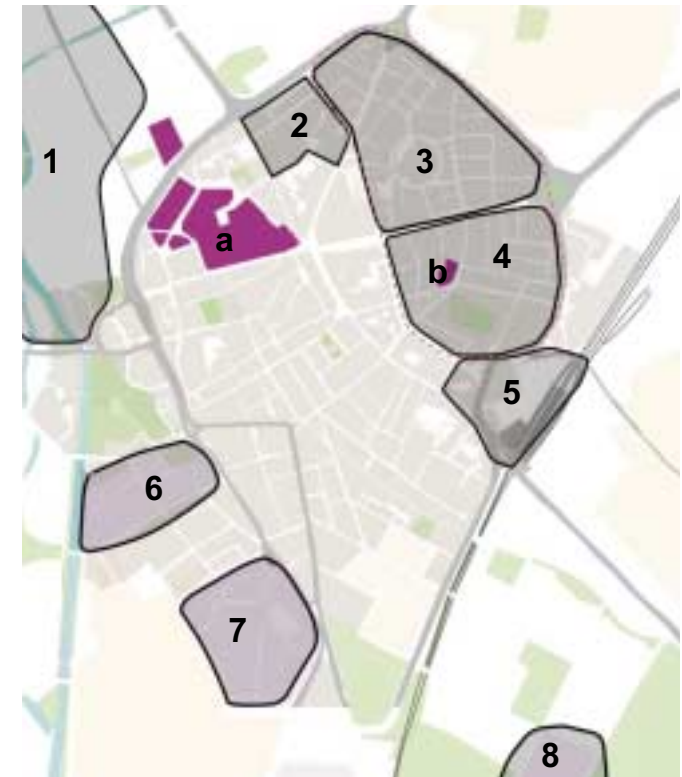
- De Montfort University, University of Leicester and Leicester College are within walking distance of the city centre. Students inject life and vibrancy into the city centre. Their needs, in balance with the needs of the city, should be considered within the remit of the Public Realm Strategy.

Space Centre




- The National Space centre is a city, regional and national destination. Signage and wayfinding should be in place to connect this asset to the city centre.

Leicester Regeneration Company

- The Leicester Regeneration Company (LRC) is a partnership working towards physical regeneration in the city centre. Its goals are to strengthen the cities economy and improve the environment through redevelopment. LRC initiatives will change pedestrian movement to and from the city centre.



City Centre Development

-  Development
 - a. The extended Shires Shopping Centre
 - b. Performing Arts Centre
-  Future Development
 - 1. Waterside
 - 2. Bus Corridor
 - 3. New Community
 - 4. Cultural Quarter
 - 5. New Business Quarter
 - 6. De Montfort University
 - 7. Leicester Royal Infirmary
 - 8. Leicester University
-  Liveability Project

History informs the future

Introduction

Leicester has a long rich history which spans over 2000 years. Many of the structures associated with this history still exist. This is a valuable asset and is drawn upon to inform the future form of the public realm.

Leicester has a distinctive street pattern that has evolved from its beginnings as a late Iron Age settlement along the River Soar to the present day city.

Today, there are clearly identifiable areas of historic character with distinctive street patterns and unique architecture. These include the Roman ruins at Castle Garden, the medieval street pattern of the Lanes, the 19th Century Town Hall Square and narrow streets of St. George's.

Leicester city centre contains a large collection of listed buildings, considerable land designated as Conservation Areas and two Scheduled Ancient Monuments. These are a valuable asset to the city and are key components in shaping this Public Realm Strategy.

There are a number of churches within the city that have distinctive spires. These spires create landmarks and provide the city with legibility.

There is a unique history in the use of local materials, which can also play a vital role in informing the modern selection of paving in the Public Realm Strategy.



Market Place 1903



Gallowtree Gate 1925



Haymarket 1904



Market Place Approach 1930



Market Place 1919



Town Hall Square

Evolution of the street pattern

History has left a distinct legacy of streets and spaces. There are six key periods in the evolution of the streets and spaces of Leicester. They are:

1. The Beginnings

The city is located on the east banks of the River Soar, with the Market Place at the crossing of two routes.

2. The City Wall

Medieval Leicester is a thriving market town within a city wall.

3. The Market

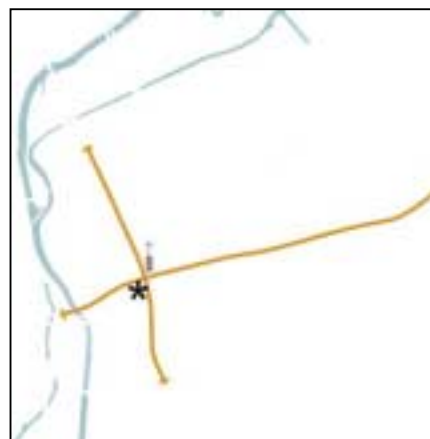
As the market moves to its current position, the central focus of the city shifts to the east.

4. The Railway Era

With the construction of the railway, the streets now shift focus to link in with rail stations.

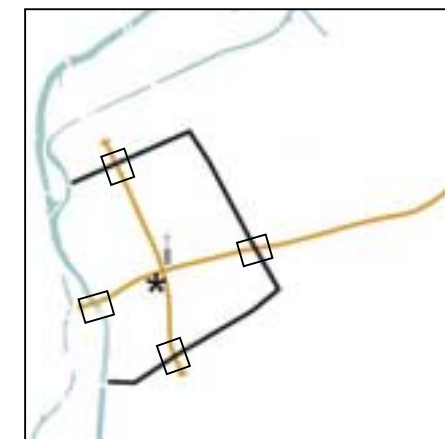
5. The Modern Era

The construction of the ring road cuts the city centre off from Leicester.



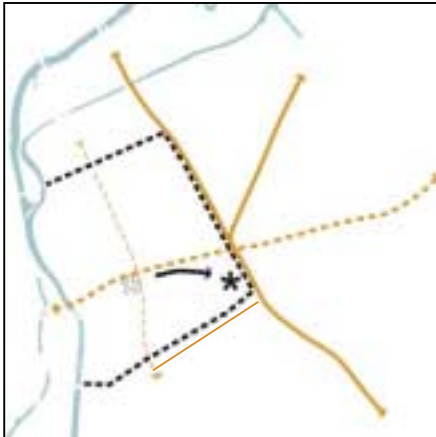
1. The Beginning

- Iron age settlement on eastern bank of River Soar.
- The intersection of Fosse Way & High Cross Street creating the 'market place' also the original site of the High Cross (Located approx. at the intersection of present day High Street and High Cross Street).



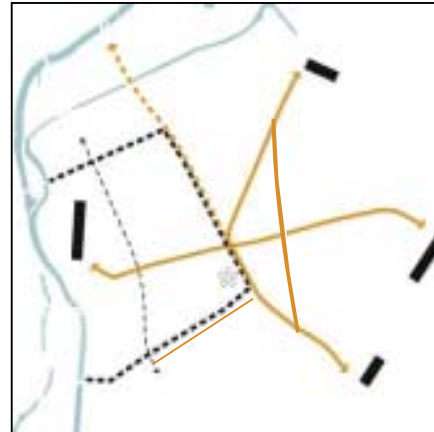
2. The City Wall

- Development of the city walls & gates.
- City Gates
 - East Gate (Humberstone Gate)
 - West Gate (River Soar)
 - South Gate (approx. between Friar Lane & Millstone Lane)
 - North Gate (Northgate Street)
- City orientated around High Street and along north/south axis.



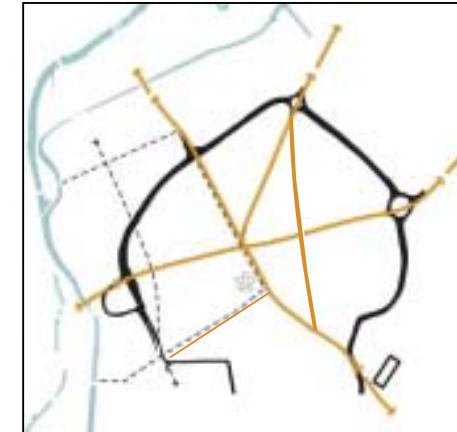
3. The Market

- Market relocates to its present day location and city centre shifts east.
- New routes include Gallowtree Gate and Belgrave Gate.
- Horsefair Street (in its present day location) runs outside of city wall.
- City focus now along Gallowtree Gate with High Street now running east / west.



4. Railway Era

- Freight & passenger stations create new hierarchy within city's historic streets.
- Inner ring road - Charles Street is introduced to act as a bypass route to the city centre.



5. Modern Era

- The ring road severs city centre from its neighbourhoods limiting pedestrian access.
- Historic routes into city are dominated by vehicles.

HISTORIC ZONES OF THE CITY CENTRE

Much of the historic development of Leicester is still evident in the present day streets and spaces. The historic development can be appreciated in three distinct zones:

Roman

Castle Gardens holds a collection of well preserved Roman structures including the Roman Baths and remnants of the Jewry Wall.

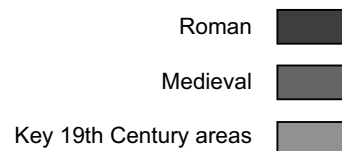
Medieval

During the Medieval period, Leicester was contained by its City Wall with suburbs stretching along the key routes out of the city.

In present day, there is a mixture of building types within this zone, including Georgian, Victorian and 20th Century. However, the location of the medieval walls (along Horsefair Street and Gallowtree Gate) has played a large role in development history and the street network within this zone continues to be distinctive from the rest of the city.

19th Century

Leicester experienced rapid growth. Many of the open spaces disappeared and were replaced with buildings set along long terraces in a distinctive 19th Century style.



CONSERVATION AREAS

Conservation Areas are areas of architectural or historic interest of which the character or appearance is desirable to preserve or enhance.

There are 24 Conservation Areas in Leicester, 10 of which are located in and around the city centre. They are a valuable asset to the identity of tomorrow's city as well as the city's connection to the past and vice versa.

However, the importance and identity of the Conservation Areas are currently not reinforced through the public realm. The public realm can act to reinforce, enhance and define the Conservation Area.

Within each Conservation Area there is a distinctive language of materials and design that can inform future development and use of materials.

There are proposals in place to create a new Church Gate Conservation Area.

SCHEDULED ANCIENT MONUMENTS

Two Scheduled Ancient Monuments are located close to the city centre. They are:

- The Jewry Wall, St. Nicholas Circle
- Leicester Castle and the Magazine Gateway

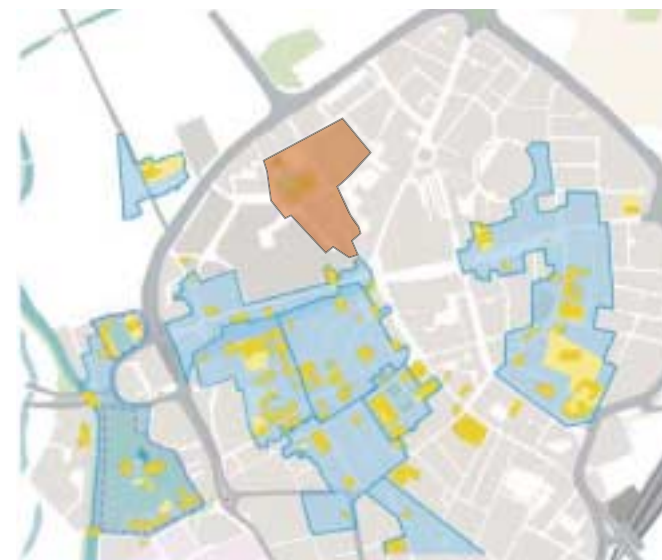
LISTED BUILDINGS

There are numerous Listed Buildings within and around the city centre. Listed Buildings are buildings of special architectural or historic interest. Listed structures can be destination places within the city, provide focal points to character areas, create landmarks and views and orientate or provide legibility.





TREE PRESERVATION ORDERS

Existing trees within the city centre are limited. Of these trees, several have a tree preservation order (TPO) in place to protect them. Almost all trees within conservation areas are protected.

Detailed information regarding the status of all trees and procedures for removal or works to trees is available through the City Council.



Conservation Areas

-  Conservation Area
-  Proposed Church Gate Conservation Area
-  Listed Buildings / Structures
-  Scheduled Ancient Monuments



HISTORY INFORMS THE FUTURE

The use of locally quarried Mont Sorrel pink granite throughout the city as a kerb stone is distinctive to Leicester. The Croft and Underby quarries no longer produce granite for paving materials. The identification of what paving material was used on footways has been undertaken by research, observation and discussions with English Heritage and LCC Conservation Unit.

The out-come of this investigation has been that Yorkstone was not used in Leicester as a paving material, rather the pink granite, locally sourced, was the paving medium.

Around the Cathedral the alleys are laid out in small granite setts. Historic engravings illustrate the use of larger granite paving units. Swithland slate, again locally quarried, from Charnwood Forest north of Leicester has been used in the city as a kerb stone, a threshold and as gravestones.

In summary the paving palette for the city historically has been very limited, confined to pink granite more or less exclusively.

The Public Realm Strategy needs to respect this historic integrity in terms of materials.



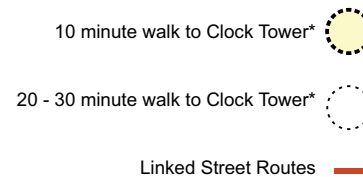
Movement Patterns

MOVEMENT PATTERNS IN THE CITY

The existing movement patterns of the city centre are confused leading to conflicts between movement modes. There are a range of traffic orders across the city centre making traffic management more difficult and as a result making illegal vehicular movements harder to control. The complexity of the traffic movements within the city centre has prevented a completely accessible pedestrian environment from being created. The lack of a rational city wide approach to pedestrian and vehicular movement, particularly the conflict of the buses with pedestrians, has contributed to a city centre that is not legible or accessible and one that is not well connected. This is despite the city centre being compact and accessible within a 10 minute walk from the Clock Tower.

However, the development of Shires West has given the opportunity to the Council to review the movement patterns of the city in a way that creates a coherent approach to traffic and public transport resulting in an accessible, pedestrian dominated environment.

The Public Realm Strategy will reinforce the clarity and definition of the proposed vehicular routes and pedestrian zones.



*Based on English Heritage calculation of 800m in 10 minutes



Walking Distances to City Centre



TRAFFIC MOVEMENT

The construction of Charles Street and later the ring road have determined vehicular access through and into the city centre. As previously discussed both roads have caused physical severance around and within the city. The Public Realm Strategy will address this in order to achieve or improve the urban continuity of the city and its legibility.

Charles Street, constructed as a 1930's bypass to the city centre, is a major vehicular route. It links up with the ring road on the north and south ends, and provides access to several car parks. Charles Street will form the eastern boundary to the pedestrian zone and will be a key route for future bus or vehicle movement.

The proposed extended pedestrian zone within the city centre is complemented by a new traffic management strategy. Vehicular access, including car parking and public transport, defines the periphery of the pedestrian zone and in so doing gives clarity to the demarcation of traffic movement and pedestrian priority or usage.

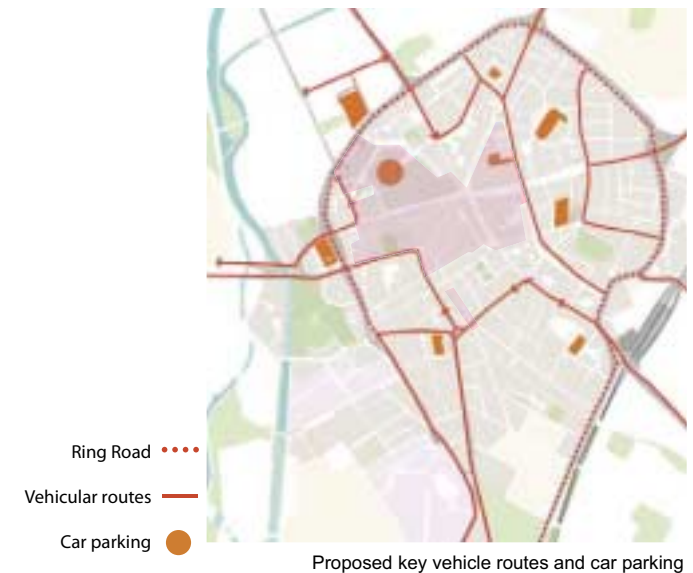
The city centre is connected or 'linked' to its residential hinterland by a series of historic streets which radiate out from the medieval city. Many of the Linking Streets are wide, multi-laned carriageways with pavements on either side. The carriageways accommodate large volumes of vehicular traffic to and from the city centre. The level of traffic along these roads, coupled with flyovers and roundabouts at their junction with the ring road, create a poor quality environment for pedestrians and cyclists.

The Linking Streets are:

- Belgrave Gate
- Humberstone Road
- Highcross Street / North Gate Street
- London Road
- St. Augustine Road
- Aylestone Road / Welford Road
- Church Gate / St. Margarets Way
- Charles Street

Issues:

- A need for increasing the safety and improving the physical environment for pedestrians and cyclists.
- A need to encourage walking to the city centre.
- Key Junctions to be seen as gateway points to create a sense of arrival to the city centre.
- Provide improved pedestrian crossings where there is the actual need, and make underpasses more inviting and legible within the streetscape.
- Key vehicular streets to be in a consistent, high quality design and to be safe and comfortable to pedestrians.



PUBLIC TRANSPORT

A large percentage of people in Leicester rely on public transport to access the city centre. The findings from the Spaces & Places public consultation exercise found that nearly half of respondents travel into the city by bus. At present, buses dominate most of the city centre's streets. This leads to conflict particularly where bus traffic and pedestrian traffic is heavy. Examples include: High Street; Belgrave Gate; Humberstone Gate East; Granby Street and Horsefair Street. The number of buses using the city centre streets has a negative effect on the air quality of the environment and its safety, particular to those with physical and visual disabilities.

Leicester City Council has identified bus corridors to provide access to the city centre. These bus corridors will eliminate bus traffic from within the proposed pedestrian zone. Streets within the pedestrian zone where bus traffic will be removed are High Street and Belgrave Gate (south of Charles Street intersection).

At several of the larger bus drop off areas, including Humberstone Gate, Belgrave Gate and Charles Street there are large volumes of people. Future schemes that link bus corridors and key bus stops could be identified as Gateways or Key Spaces within the Public Realm Strategy.

Satellite Shopmobility points

Leicester Shopmobility is a wheelchair loan scheme which operates to a certain extent in the city centre. Anyone who has difficulty walking can use Shopmobility. Shopmobility points are connected with car parking but could be extended to link up with future development and public transportation. Other schemes could also be considered such as a 'Shoppa Bus,' which will transport disabled people to city centre shops.






Issues:

- Create a safe pedestrian environment.
- Relocation of bus movement to key bus corridors.
- Free up streets from buses within the pedestrian zone. Tree planting, public outdoor seating, outdoor cafes or temporary outdoor restaurant seating can be considered.



Existing public transport routes



- St. Margarets Bus Station 
- Proposed Bus Routes 
- Long term re-routing of buses 
- Main bus set down / pick up areas 
- Scheme to link bus corridor 

Proposed public transport routes



CYCLING IN THE CITY CENTRE

Given the relatively overall small area of the city centre and the high student population, there is potential for the city centre to be cycle friendly. Safe cycle routes and cycle related facilities are necessities to encourage cycling and change the public attitude towards cycling.

The current street environment is not safe for cyclists. Many cycle lanes terminate unexpectedly endangering both the cyclist and the pedestrian. Many cycle lanes are too narrow and not appropriate for streets which are presently congested with large volumes of vehicles and buses.

There are two key issues to consider in addressing issues of cycling within the city centre. They are:

1. Cycle and automobile conflicts - Cycling on streets should be made safe for the cyclist with proper designated cycle lanes.
2. Cycle and pedestrian conflicts - Cycling in the pedestrian zone should be integrated into the shared surface. It should be contained within certain streets and regulated during busy shopping hours.

Currently, the Bike Park acts as a good example of a cycle facility. It is a secure storage area with changing facilities and lockers. It is located within a short walk of the majority of destinations and businesses within the city centre.





Cycling within the pedestrian zone is to be envisioned as an integral part of the shared surface.

Cycle parking locations should be taken into account as a part of the design of the shared surfaces. These can be in open air and should be sited within highly visible locations. Covered cycle parking or an additional cycle park can be considered at locations where numerous bicycles are intended to be parked.

Cycle restrictions can be put into place to govern cycle access to the busier streets during shopping hours.



Existing and proposed cycle routes

-  Existing cycle routes
-  Proposed cycle routes
-  Leicester riverside cycle / footpath
-  Existing cycle route re-located with Shires development

THE PEDESTRIAN IN THE CITY

Arrival and Gateways

Pedestrian routes into the city centre are limited as a consequence of the ring road. Key junction points are located where the pedestrian routes meet with the ring road and could mark pedestrian gateway points into the centre. There are opportunities for pedestrian gateways to be created on existing pedestrian routes into the city centre, for example:

- Railway Station
- Castle Gardens to city centre
- St. Matthew's residential Area
- Transit interchange to car parking
- New Walk to city centre
- St. Margarets Bus Station

Future pedestrian gateways could be formed at the junction along the ring road that will access the new Shires West car park and Waterside development.

Pedestrian in the city centre

The legacy of Leicester's medieval street pattern, with its tight fabric of winding streets, creates a distinctive urban quality that is uniquely Leicester. This street pattern can provide a very enjoyable walking experience where the emphasis is not placed upon clearly defined paths or routes, but instead on creating a zone where the pedestrian can filter through the city at their own will.

Within the city centre there are several pedestrian only streets, but these are fragmented and there is no pedestrian continuity or zones. Currently, there are 5 pedestrian only streets within the city centre:

- Gallowtree Gate
- Market Street
- Applegate Street
- Lower Hill Street
- Humberstone Gate






- Proposed Pedestrian Zone
- No vehicles permitted except for loading
 - Loading only permitted 5am - 11am (and 4pm-6pm around the Market)
 - Cycling permitted (except Gallowtree Gate & Humberstone Gate West during busy shopping periods)



Bus corridors 

Existing vehicle restricted areas - no change proposed except buses relocated from Belgrave Gate/ Haymarket 

Proposed Pedestrian Zone

Physical condition

The physical condition of the existing pavements is generally in poor condition. Across the city centre there are:

- Broken and uneven pavements.
- Drop kerbs along the pavement creating uneven walking surfaces. This is particularly evident along High Street where shops require front loading.
- Clutter along pavements (signage, superfluous posts).

As a part of the public realm strategy, a pedestrian zone is planned for the city centre. This traffic free zone will restrict and/or remove traffic along several streets and minimise vehicle/pedestrian conflict. The design of the streets within the pedestrian zone can focus on providing continuity for the pedestrian experience throughout.

The public realm should be consistently accessible to every person. Effort should be made so that the public realm complies with The Disability Discrimination Act Inclusion (1999). This includes improving the existing street environment by removing, altering or avoiding barriers to movement and following principals within the disability act to ensure new street environments are accessible to all.

Issues:

- There are many key destinations throughout Leicester. Legible pedestrian routes are needed to connect the city centre with these key destinations.
- Pedestrian routes to be given greater definition and legibility.
- Pedestrian gateways at key junctions can provide safe crossing points, sense of arrival, and legibility.
- Identify future pedestrian routes into city centre as a result of new developments. E.g. Waterside, Cultural Quarter, New Community.
- Reduce street clutter.
- Create a pedestrian dominated and accessible environment.
- Explore the opportunity to use the historic legacy of Leicester's urban morphology to create pedestrian areas.



Key Views



Proposed Pedestrianised City Centre



Spatial Qualities of the City Centre

INTRODUCTION

The existing spatial quality of Leicester has been determined by roads. Leicester's city centre is defined by the ring road. The ring road eradicated the urban continuity of Leicester by severing the city centre from its immediate neighbourhoods. An excessively wide carriageway together with the physical and visual barriers created by extensive use of pedestrian guardrail and signage has resulted.

The isolation of the city from its adjacent neighbourhoods has been extenuated by the inclusion of flyovers and underpasses, which not only restrict vehicular and particularly pedestrian access to the city centre but also create negative, alien city spaces that are lost from the urban fabric.

The construction of Charles Street in the 1930's as the city's bypass continues to divide the city centre into two distinct areas. The area to the west of Charles Street is appreciated as being part of the city centre. However, the east of Charles Street is not perceived as part of the city centre and does not function on a city level.

The Public Realm Strategy addresses how these urban severances can be tempered; enabling a re-connected city centre.

Alongside existing urban severance are issues of limited connectivity within Leicester's city centre. These have contributed to a lack of legibility within the public realm. The next sections of this document review the potential to introduce a new spatial hierarchy, to improve and change the current condition of the city's streets and spaces and finally to extend the use of the city's streets and spaces.



EXISTING CITY SPACES AND STREETS

The lack of a sense of arrival within the city centre results from the negative impact of the ring road. There is no sense of moving towards a city core due to a lack of legibility or 'indicators' within the public realm. Within the city centre there is no hierarchy of public spaces or streets from which to orientate or to give expressions of being within a particular part of the city. This sense of being in a distinct place can be discovered in the area around the Cathedral for example, where pink granite setts are used within the medieval alleyways. Another area is the Georgian quarter where slate and Mount Sorrell granite kerbs are found within the narrow streets. Elsewhere in the city recent paving schemes have served to eradicate not only the city's rich past but also the understanding of the city in terms of legibility and connectivity.

The absence of a spatial hierarchy within the city centre is due to the lack of city spaces, which is in part historic. Within the city centre there are two key existing public spaces: the Cathedral Gardens located in the medieval quarter of the city and the Town Hall Square, which is sited within an architectural set piece of civic buildings.

The city does have the potential to develop and hence promote a series of public spaces that would improve its urban qualities of connectivity and legibility. In Leicester city centre there is a new public space associated with the building of the Performing Arts Centre in the Cultural Quarter. As well, a new public space near the Railway Station is proposed for the New Business Quarter and The Waterside development (located to the northeast of the city centre) has also a new public space proposed.

Within the city centre there are four further locations where new public spaces could be developed (Refer to next page). These new public spaces together with the existing and proposed spaces, would introduce a spatial hierarchy into Leicester from which initiatives associated with connectivity and legibility could be developed.

Within the city centre Gallowtree Gate and Humberstone Gate are the key streets for pedestrian activity. Both streets have been pedestrianised, which has created a vibrant, safe and accessible environment for all users. Their pedestrian status enables street events to take place such as the continental markets and fairs. Market Street and Applegate are the other existing pedestrian streets.

In the future, Market Street and Applegate will benefit from being integrated into a pedestrian zone. Gallowtree Gate and Humberstone Gate, together with the High Street, (which is to be pedestrianised in part), will be the routes of pedestrian activity in the city centre between retail and business outlets. The focus of these pedestrian streets will be the Clock Tower and East Gate. This focus will re-affirm the heart of Leicester and is expressed within the proposals for the Public Realm Strategy.



Existing City Spaces



Existing City Streets

POTENTIAL CITY SPACES

The Market

The Market has the potential to be the key public space in Leicester's city centre. Presently the existence of the fixed market does not allow the Market to be used to its potential. Its role within the city can only be realised with the re-evaluation of the extent of the market stalls and their adaptable nature or ability to be removed. As part of the revitalisation of the Market place, there is the opportunity to review not only the vehicle access into the market but also the extent of the covered market.

The proposals for the re-definition of the Market as a useable public space together with the re-design of Granby Street further re-iterates the significance of Gallowtree Gate and gives spatial prominence to the area that links to the Market and Horse Fair.

St. Nicholas Place

Located on the periphery of the city centre, the proposals for this new public space are associated with creating a sense of arrival in the city. St Nicholas Place together with the existing car park offers the opportunity to create a new public space, which will be a gateway not only to the city centre but also to the Shires Shopping Centre and the historic heart of medieval Leicester. This part of Leicester is historically significant. It's the place of Leicester's origin, where Fosse Way, the Roman road crossed High Cross. The new public space has been named The Forum in this report as the Roman forum was built here.

Railway Station

The city's railway station is located on the other side of the ring road from the city centre. A new plaza or public space is needed to orientate the users of the station to the city centre, via Granby Street. The station is a key destination in the city and needs to be physically part of the Clock Tower, Gallowtree Gate, Granby Street city axis. The reconnection of the station to the city would benefit and give prominence to this quarter of the city.

Belgrave Gate / Charles Street

The new junction improvements at Belgrave Gate / Charles Street provide a further opportunity to create a new gateway space in the city, with the focus on public transport. This proposed public space will in the future give impetus to the positive redevelopment of this northern quadrant of the city centre.

Town Hall Square

The upgrading of the Town Hall Square and a more sympathetic design approach to Horsefair will complete the establishment of the key city spaces and their connections.



CONDITION OF THE PUBLIC REALM

The earlier section was concerned with the structure of the public realm within the city centre at a strategic level. This section reviews the condition of the public realm with respect to the experience of using the streets and spaces of Leicester's city centre.

Street furniture

Within the city centre there is a lack of design coherency with respect to the ranges of street furniture, lighting and paving materials used. This lack of design coherency serves to create illegible spaces and streets, which are dominated by street clutter. The street clutter within the city centre is despite much of the street lighting being located on buildings. The level of street clutter in the city centre makes for a public realm environment that is difficult to access for those people who are visually impaired. Accessibility for people with physical disabilities has also been compromised as a result of paving details and the location of street furniture that impedes or obstructs ease of access. The Public Realm Strategy will address these issues in order to create an environment that is accessible and an enjoyable experience to all users and not a challenge.

Lighting

A large percentage of lighting in Leicester city centre is mounted on buildings. Moving away from the heart of the city centre sees an increase in the amount of lamps mounted on columns. There are numerous different types of column. The public realm strategy could benefit from limiting the number of different types and colour of column.

Paving

The paving materials used within the city centre, which is mainly block paving, are not based on historic precedent nor do the materials and their module sizes inform the understanding or legibility of the city centre. The Public Realm Strategy will set out an approach to paving materials, street lighting and street furniture (including signage) that allows the intrinsic urban qualities of Leicester to be expressed, creating a legible and accessible city.

Tree Planting

There are very few street trees within the city centre. Instead, trees are concentrated primarily within the Churchyards, Townhall Square, New Walk. There are a few specimens used at locations throughout the city including Market Approach and Clock Tower. These are usually stand alone or small groups of trees. Movable planters are also used to a certain extent but have additional maintenance requirements.

Tree planting does not provide an overall structure to the city centre and in fact many existing trees block key views and undermine the legibility of the cityscape.

With the plans for increased pedestrianisation in the city centre, there will be carriageway space freed up for tree planting. As a key part of the Public Realm Strategy, tree planting should be considered to provide legibility, create an overall structure to the city and enhance streets and spaces.

Planting

Hanging planting baskets are used to a large extent within the city centre. Although they provide welcomed colour for the summer months, they require considerable maintenance. They are hung off separate posts, which contribute to the clutter the street environment. When hanging baskets are not used, these posts are redundant.

Flower displays are used at key junctions. They have considerable impact and the idea of suitable temporary planting installations can be explored as a part of the Public Realm Strategy. Britain in Bloom is an example of a festival that would benefit from this strategy.



Planting



Clutter



Street furniture



Lighting



Paving



MEANING OF THE PUBLIC REALM: THE TEMPORAL CITY

The understanding and legibility of a place is achieved through a design approach that defines the spatial hierarchy of streets and spaces. This urban structure is re-enforced by adopting a vocabulary of paving materials, complemented by a street furniture strategy that defines the 'meaning' of the place. The public realm has many functions in a town or city. The public realm orientates through its network of streets and spaces, it invites use and occupation by being accessible and safe and it enables civic expression by accommodating events.

The culturally diverse nature of Leicester manifests itself in many festivals and events that take place within the city's streets and public open spaces. Many of the events held in Leicester are not just neighbourhood or city events for example the Leicester Mela and Diwali Festivals are nationally significant. These two festivals are held within Abbey Park and along the 'Golden Mile' in Belgrave respectfully.

The city centre hosts many events throughout the year within Gallowtree Gate, Humberstone Gate, around the Clock Tower and in the Town Hall Square. For example Christmas Festivities including the city's Christmas tree and Christmas streetlights, continental street markets and fairground attractions. The city centre also accommodates a variety of street processions or parades such as the Vaisakhi Parade, Christ in the Centre and the Leicester Pride Parade.



Within the Public Realm Strategy there is the opportunity to provide adaptable spaces and routes that can hold these existing events and more. As discussed the city centre has limited spaces where events can occur or where processions can cumulate. The redefined Market Place or the proposed Forum could be the new city spaces that become the city centre's destination. The new designation of the High Street and East Gate as predominantly pedestrian streets provides new spaces for events and processional routes.

The Public Realm Strategy will explore how cultural events can be used to integrate the city centre with its neighbourhoods. City events are hugely positive elements that need to be encouraged. Their success is dependent upon availability of public spaces as venues and the adaptability of those spaces to accommodate certain numbers of people. Adaptable power sources means the type of events can vary from small to large, and when the events take place whether day or night.

The meaning of the public realm is underpinned by designs that express the intrinsic qualities of a place, identifying what sets the place apart from other places. What elements or place structure make a place unique. For example the Clock Tower, which is the most significant structure in the city, due to its location, which is outside the old medieval east gate and at the junction of the city's historic streets: Gallowtree Gate, Humberstone Gate and Belgrave Gate. Yet this node, which is important historically and will become more important with the development of the Shires, together with the Clock Tower have no urban setting. The Public Realm Strategy will give them a setting and hence meaning within a redefined urban structure for the city centre.

Public Realm Strategy

INTRODUCTION

This strategy is the opportunity for Leicester to re-evaluate the role and meaning of its public realm within the city centre. The re-vitalisation of the public realm will be experienced by all city centre users as well as underpinning existing regeneration initiatives already in place in Leicester.

The Public Realm Strategy will reinforce the significance of the gateways, key destination and connections between and to areas within the city centre. It will support both social and economic development, and provide for quiet enjoyment and active use of public space.

The design approach to the public realm will be developed to deliver a contemporary approach whilst respecting and enhancing the historic built environment; and to create a simple, elegant, and uncluttered street environment and an accessible and inclusive public realm for all users, including appropriate provision of public art, whilst establishing a cohesive framework for the integration of immediate and future development projects.

The Public Realm Strategy will seek to provide a flexible plan with real civic presence, with built-in adaptability of the public realm for a variety of activities and events. It will be established to create sequences of character spaces as part of a legible and successful urban environment, which may be implemented with minimum disruption to business activity, whilst preparing clear guidelines to ensure that quality and design continuity is maintained over time.

CONDITION AND MEANING OF THE PUBLIC REALM

Leicester's city centre is hugely fortunate to have a very rich and complex urban structure, reflecting its historic development, and having a public realm that is pedestrian dominated. The urban qualities or experience of the city centre will be enhanced by this and capture the unique character that collectively creates that sense of place that is Leicester city centre.

In order to develop a public realm strategy an appreciation and evaluation of the existing public realm, its characters and functions within the city centre, its positive and negative aspects and subsequent design opportunities will be undertaken by assessing the following:

- Character Areas
- Character Streets
- City Spaces
- Meeting Places
- Gateways
- Thresholds
- Public Realm Framework



CHARACTER AREAS

Eight character areas have been identified within the city centre. The character areas have been identified on the basis of prominent uses/activity and history.

The elements contributing to the sensory qualities and informing the definition of each area include: sense of enclosure; urban grain; materials; scale; street pattern; textures and colours.

The aim is to respect and strengthen the distinct urban qualities of each area by establishing a series of design guidelines. In so doing the whole of the city centre can be appreciated as one place with a rich complexity of urban experience.

Design guidelines will:

- Provide the selection and treatment of materials for physical definition.
- Provide selection of street furniture and signage.
- Enhance the visual and physical linkages with adjacent character areas.
- Subdivide character areas (where applicable) to highlight areas of unique distinctiveness. E.g. The Lanes, Roman, Guildhall/Cathedral and Market are areas of individual distinction within the Historic Quarter.



Abbey Park Gateway



Shires Retail



Retail Heart

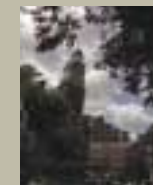


Historic Quarter

Cultural Quarter



19th Century



Business Quarter



New Community



CHARACTER STREETS

Eight streets have been identified as character streets. These streets correspond with the existing movement patterns. Their identification and development as a street network is intended to give a coherent structure and legibility to the city centre. The Character Streets knit together the character areas, provide structure to the city centre and connect key spaces.

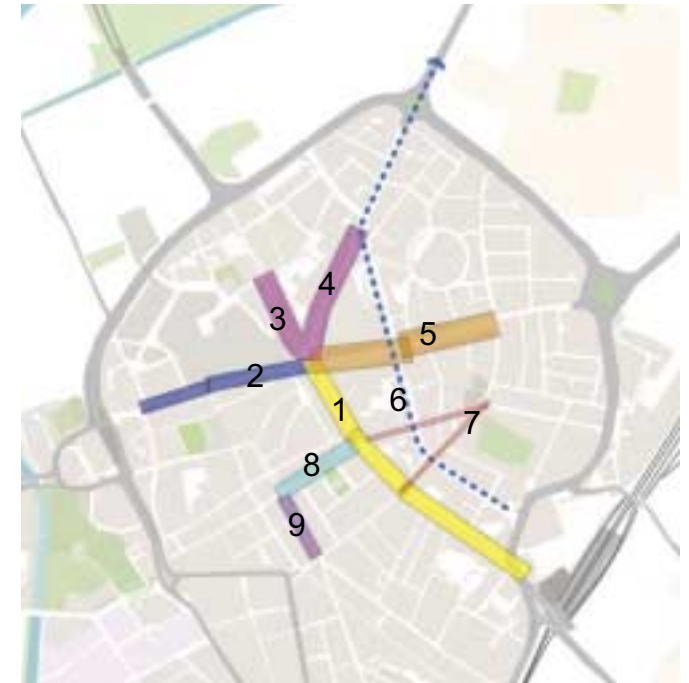
The Character Streets are not the thoroughfares for traffic, instead, they are streets for people.

The aim is to respect and strengthen the distinct urban qualities of each street by the establishment of a series of design guidelines.

Design guidelines for character streets will:

- Identify the aspects of each street to be celebrated and enhanced.
- Provide the selection and treatment of materials for physical definition.
- Identify a selection of street furniture and signage.
- Enhance the visual and physical linkages with adjacent character areas.

1. The Approach
 - Gallowtree Gate
 - Granby Street
2. High Street
3. Church Gate
4. Belgrave Gate
5. Humbertson Gate
6. The Boulevard
 - Charles Street
7. Performing Arts Centre
 - Halford Street
 - Rutland Street
8. Horsefair Street
9. Market Street



Character Streets - High Street



Before



After

CITY SPACES

Currently, the city centre has only two open spaces, the Town Hall Square and the Cathedral (City Green). It is proposed to create a series of City Spaces that will provide focal points, strengthen the identity of the City's Character Areas, and be the key outdoor spaces of the public realm.

The aim is to respect and strengthen the distinct urban qualities of each City Space by establishing a series of design guidelines. Guidelines will set out the principals for selection of the materials and design.

MEETING PLACES

The meeting places are the key junctions of the city, the genius loci, the historic focal points and the image of Leicester. The identification of two meeting points: The Clocktower and Market Approach, is intended to connect the pedestrian streets and provide legibility. A series of design guidelines is also established for the Meeting Places.

Existing spaces

1. Town Hall Square
2. City Garden - Cathedral

New Spaces

3. Waterside Civic Open Space
4. The Forum / Highcross
5. Market Place
6. Belgrave Gate
7. Performing Arts Centre Open Space
8. Railway Station Plaza

Meeting Places

9. Clock Tower
10. Market Approach



GATEWAYS

Gateways are located at key junction places along the linked street routes and along the pedestrian routes. The identification of strategic gateway locations is intended to provide a series of special gateway places with distinctive design, wayfinding and materials. These gateways will provide legibility, enhance the sense of arrival and help to identify the city centre as a destination.

This can be achieved through the arrangement of built form, new public or open spaces, framing key views (Churches), lighting or public art.

Street Gateways are the main entrances to the city centre. These are to have a large enough impact to be noticeable by cars and pedestrians. Pedestrian Gateways are to be of a smaller more intimate scale.

THRESHOLDS

Thresholds are areas of change within the fabric of the city. They are crossing points and boundaries between character areas or character streets. They bring together the different functions of the city. They are small interventions spread throughout, they knit together the whole.

To provide coherence, the threshold treatment will be of high quality and consistent throughout the city centre. A series of guidelines for materials will set out the principles to achieve this.



Street Gateways



Pedestrian Gateways



Thresholds

— Linked Streets

◻ Street Gateways

1. Train Station Gateway
2. New Walk Gateway
3. Castle Gardens Gateway
4. Abbey Park Gateway
5. Belgrave Gate
6. Humberstone Gate

— Pedestrian routes

○ Pedestrian gateways

— Character Streets

— Shires pedestrian route








— Boulevard

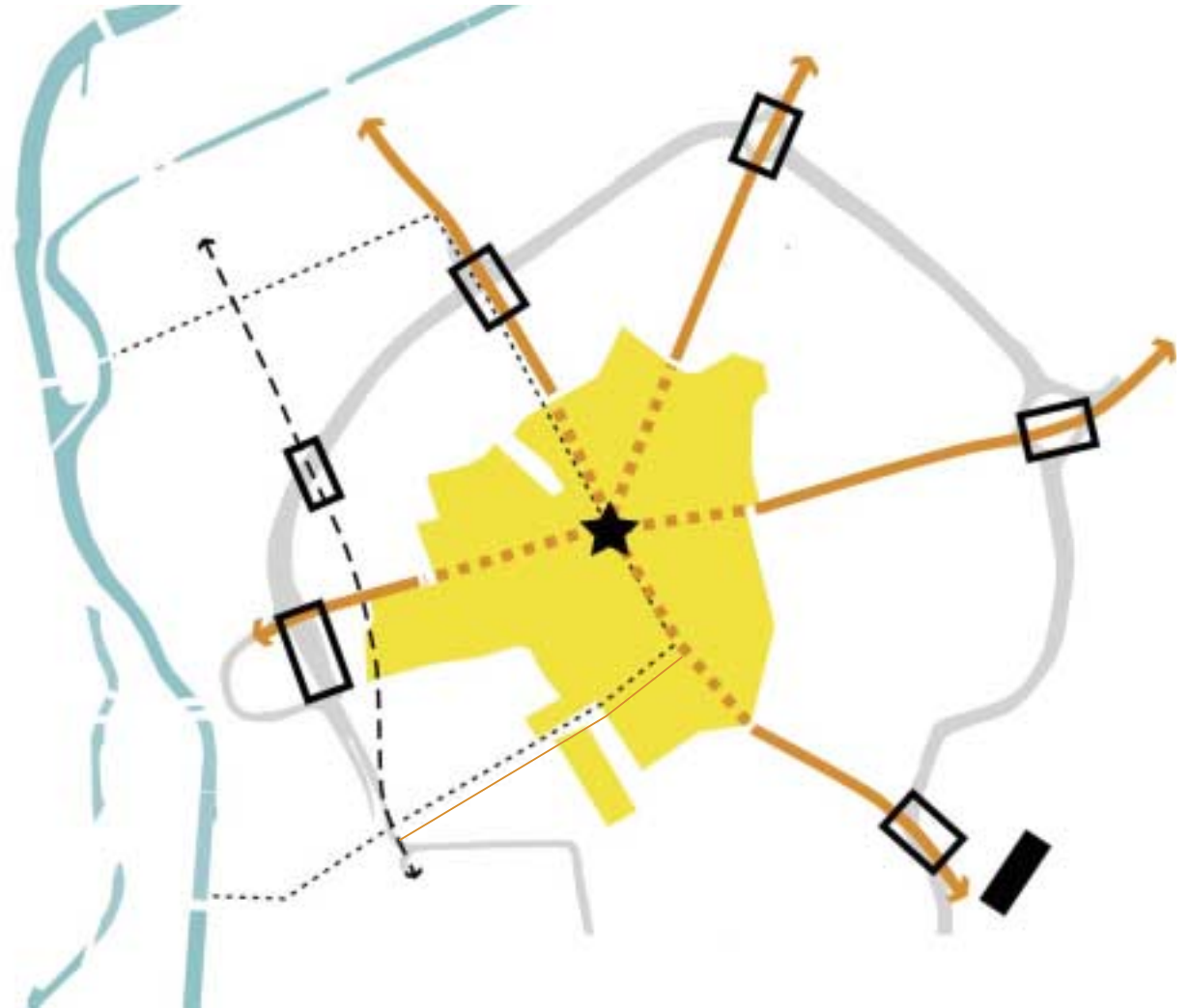
○ Threshold



CITY OF URBAN CONTINUITY











The structure of the new pedestrian environment has been determined by the analysis of the city's movement patterns and historical development to provide a city of urban continuity, legibility and connectivity.

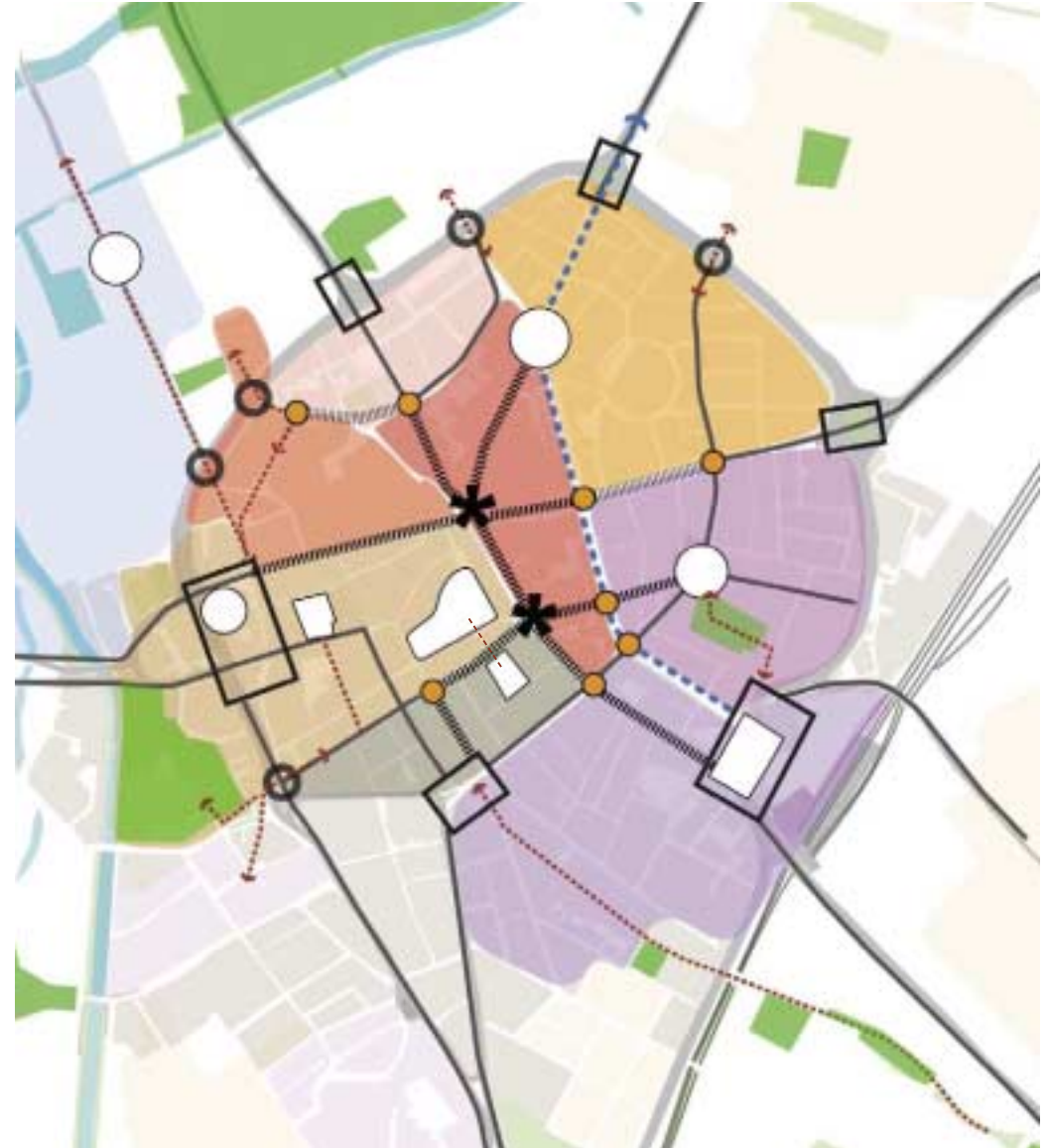
- Proposed pedestrian zone 
- Ring Road 
- Key historic routes to centre 
- Clock Tower 
- Position of city wall 
- Train station 
- Gateway 



PUBLIC REALM FRAMEWORK

Based on the analysis of character areas, character streets, city spaces, gateways/thresholds and meeting places, the Public Realm Framework provides the structure for the future of the public realm.

- Focal Point 
- City Space 
- Street as space 
- Pedestrian connector 
- Gateway 
- Pedestrian Gateway 
- Threshold 
- Boulevard 
- Approach Street 
- Existing open space 



Materials

SURFACE MATERIALS HIERARCHY

From the analysis of the historic areas, together with their present day functions, three city zones have been identified: the Historic Quarter, the Retail Core and the Mixed Use Zone. The choice of paving materials, based on historic research, defines these city zones. Example photos of material treatment are included to illustrate the flexibility within the materials palette.

1. Historic Quarter

Materials in a small unit size to reference the historic streetscape. Combinations of granite to reference traditional use of materials.

Historically locally quarried red granite was the paving material used in Leicester. Today many red granite kerbs remain. To emphasise and embellish the historic significance of this city zone, dark and light red granite will be used. Existing kerbs will be retained wherever possible.

2. Retail Core

The Retail Core is distinct from the small scale medieval street pattern of the Lanes and Historic District. To contrast with the Historic Quarter, the Retail Core will have its own paving vocabulary based on mid grey granite.

The retail core is used for outdoor shopping, events and gatherings, predominantly pedestrian only and shared surface streets.

Generally, paving is to be kept simple to create neutral setting to buildings. Focal points and places can use feature paving.

3. Mixed use

Materials in precast concrete to reference sizes, textures and colour of the retail core and to blend with the historic quarter. Key linked streets to Retail core in high quality materials.

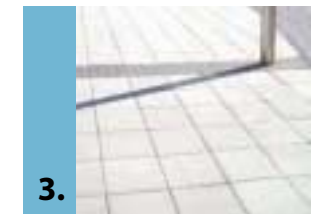
Existing and where needed, red granite kerbs provide the link between the mixed use zone and the other city zones.

The main streets that extend from the Retail Core into the Mixed Use zone will be paved with mid grey granite at key intersections, to unify the city centre.

Tactile Paving and Colour Contrast

Tactile paving and paving with colour contrast is used to inform blind and visually impaired people of a crossing.

Tactile paving should meet the required standard for its specific purpose, have the appropriate colour contrast and be in accordance with the requirements of the department of transportation and highways.



1. HISTORIC QUARTER

The different types of streets and spaces within the Historic Quarter, each with their own distinct treatment, are as follows:

Shared Surface

- Pavements - granite slabs in red or grey/red
- Carriageway - granite setts in red or grey/red
- Existing red granite kerb re-used at grade
- New red granite kerbs used where required

Lanes

- Shared surface in small units
Granite setts in red or grey/red
- Existing red granite kerb re-used at grade
- New red granite kerbs used at grade where required

Arcade

- Private ownership

Street Route

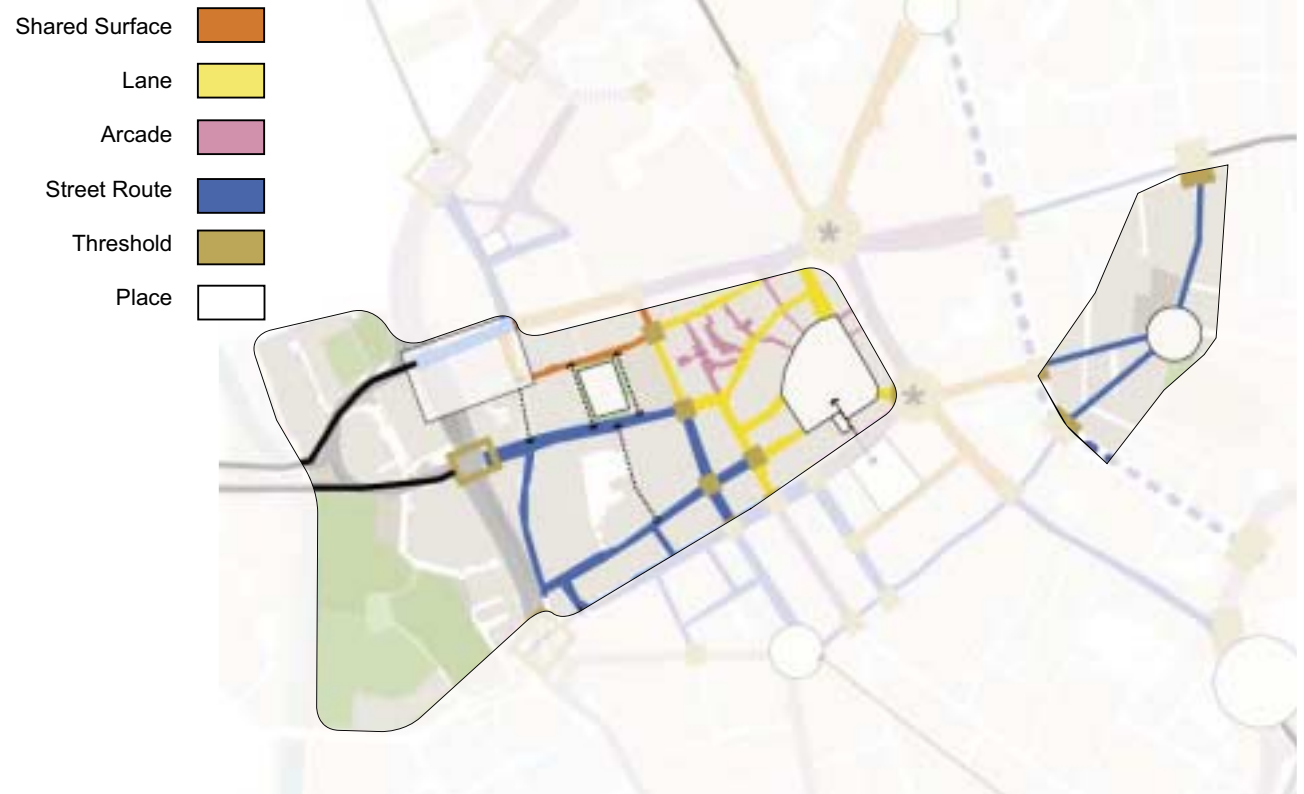
- Pavements - granite slabs in red or grey/red
- Carriageway - black bitumen surfacing
- Existing red granite kerb re-used
- New red granite kerbs used where required

Threshold

- Crossover - mid grey granite setts to carriageway, black granite setts to pavement
- Existing red granite kerb re-used

Place

- Combinations of granites, slate or other suitable high quality paving
- Large units



2. RETAIL CORE

The different types of streets and spaces within the Retail Core, each with their own distinct treatment, are as follows:

Street as Space

- Pedestrianised street
- Granite slabs in mid grey, large units
- Dark slate, black granite or reds used as specials in combination with mid-grey granite

Shared Surface

- Pavements - granite slabs in mid grey
- Carriageway - granite setts in mid grey
- Existing red granite kerb re-used at grade
- New red granite kerbs used at grade where required

Street Route

- Pavements - granite slabs in mid-grey
- Carriageway - black bitumen surfacing
- Existing red granite kerb re-used
- New red granite kerbs used where required

Special paving / focal point

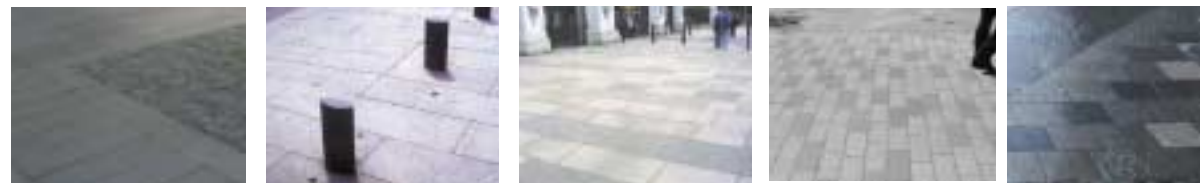
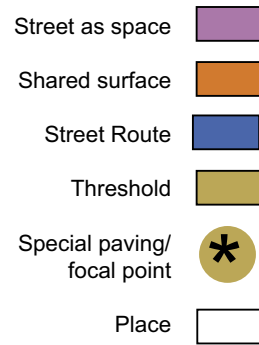
- Combinations of granites, slate or other suitable high quality paving
- Large units

Threshold

- Crossover - mid grey granite setts to carriageway, black granite setts to pavement
- Existing red granite kerb re-used
- New red granite kerbs used where required

Place

- Combinations of granites, slate or other suitable high quality paving.
- Large units



3. MIXED USE

The different types of streets and spaces within the Mixed Use area, each with their own distinct treatment, are as follows:

Boulevard

- Pavements - precast concrete units in mid-grey
- Carriageway - black bitumen surfacing
- Red granite kerb
- Red granite channel

Street Route / Linking Street

- Pavements - granite slabs in dark pink or grey/dark pink
- Carriageway - black bitumen surfacing
- Existing red granite kerb re-used
- New red granite kerbs used where required

Minor Streets

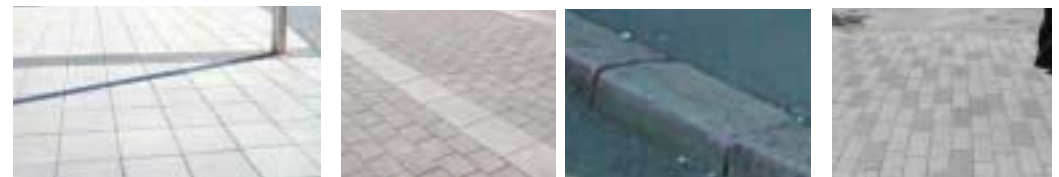
- Pavements - precast concrete units in mid grey. Sizes to reference pavement used on Streets
- Carriageway - black bitumen surfacing
- Precast concrete kerb

Threshold

- Crossover - mid grey granite setts to carriageway, black granite setts to pavement
- Existing dark pink granite kerb re-used

Place

- Combinations of granites, slate or other suitable high quality paving.
- Large units



LIGHTING

Lighting can enhance and highlight buildings, features, spaces and provide delight. Lighting along key streets can also be used to create legibility.

Light fittings should be designed together with the overall street furniture vocabulary. Light fittings, columns, building mounted lamps should be from a 'family range.' The examples illustrated indicate both the style and range of locations and uses where lighting can contribute to the city centre.

Wall mounted lighting

Within the city centre, wall mounted lights should be used wherever possible to reduce street clutter.

Column mounted lighting to Key Streets

Key Streets within the city centre are to be lit using column mounted lamps to provide a sense of prominence and legibility. An adaptable column can allow mounting of banners, signage, or litter bins where necessary. These streets are:

- High Street
- Charles Street
- Belgrave Gate
- Granby Street
- Humberstone Road

Feature Lighting to Streets and Spaces

Streets with prominence as pedestrian areas and spaces are to have special lighting. This can include:

- Low level lighting as art
- Uplighters set into pavement. LED or fibre optic
- Uplighters to trees
- Lighting integral to seats
- Light as art
- Light to define routes and locations

Gateway Lighting

Bold and distinctive lighting installations can be used at the gateways to the city centre to mark arrival and provide a sense of place.





Floodlighting

Floodlighting can be used to accentuate landmark buildings and structure, further reinforcing legibility within the city centre.



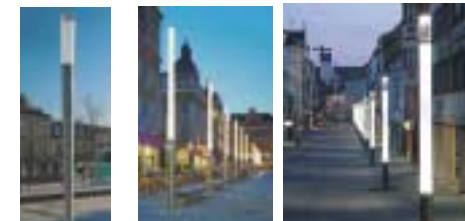
Street lighting



-  Gateway lighting
-  Floodlit landmarks
-  Feature lighting to Streets
-  Column mounted lights to Streets



Gateway lighting



Columns as feature lighting



Uplighting



Accent lighting

STREET FURNITURE - SEATING

Street furniture is to be of a contemporary family. There should be flexibility to allow local variations, reflecting the distinctive character within the different areas of the city centre. Seating will be of the following types:

Formal areas of seating

A standard seat in timber or metal is to be used throughout the city centre. Various configurations of the standard seat could be used to provide formal seating for different situations in pedestrian concentrated areas or reflect the character of special places. Seats with backs and arm rests, usable by all members of the public, are to be provided for resting, extended seating times or people watching.

Informal seating

Generally, seating in the pedestrian area is to be informal. A standard seat should match with the formal seat, and specials can be used in the key pedestrian areas. Informal seating could be multi-directional and without a back. Materials could be in stone, wood or steel.

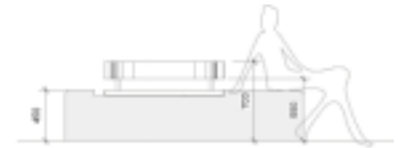
Landscape features with integrated seating

At the main focal points of the city centre, is where the highest concentration of gathering and seating is to be concentrated. Seating is to be considered as integral to the space. An example of where this works successfully is in Copenhagen where many people often sit and meet around a feature element such as a water feature or landmark. Raised platforms, steps or seating as art can be considered for the following areas:

- East Gates
- Market Approach Square

STREET FURNITURE - SIGNAGE

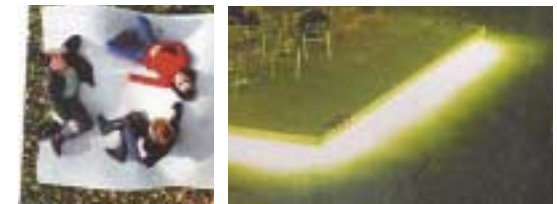
All signage should be integrated with the streetscape, but at the same time be clear, legible and easily seen. Signage should be considered within an overall wayfinding strategy to create a well connected city centre. Traffic signage, directional signage, interpretive signage and structural features with signage can become a part of a 'related family' and integrated throughout the whole of the city centre.



Informal seating



Signage family



Landscape features with integrated seating

Gallowtree Gate

GALLOWTREE GATE - THE VISION

Gallowtree Gate is one of the key shopping streets in Leicester. In combination with the High Street, Belgrave Gate and Humberstone Gate, it will form a network of streets for pedestrian activity. The focus of these pedestrian streets will be the Clock Tower and Market Approach Square.

Gallowtree Gate will be of a high quality design and detailing to create a vibrant, safe and accessible environment for all users.

GALLOWTREE GATE - USE

Gallowtree Gate is a pedestrianised shopping street with restricted loading hours and restrictions on cycling. During shopping hours, this street is crowded with people. In the evening, Gallowtree Gate, as with large areas of the city centre, becomes quiet.

Gallowtree Gate is host to a multitude of uses including shopping, street events, continental markets, fairs and processions.

It is intended that the redesign of Gallowtree Gate will continue to facilitate these uses and events as well as providing the flexibility for new uses as they present themselves.

GALLOWTREE GATE - EXISTING CONDITION

The existing block paving units are of a yellow / buff tint. Their colour is quite distinctive and does not necessarily match with the adjacent building fabric.

The camber of the street causes accessibility problems for wheelchair users.

Street furniture, litterbins, tree planting and signage, clutter the street and obstruct accessibility.

Gallowtree Gate needs an identity.



Existing paving

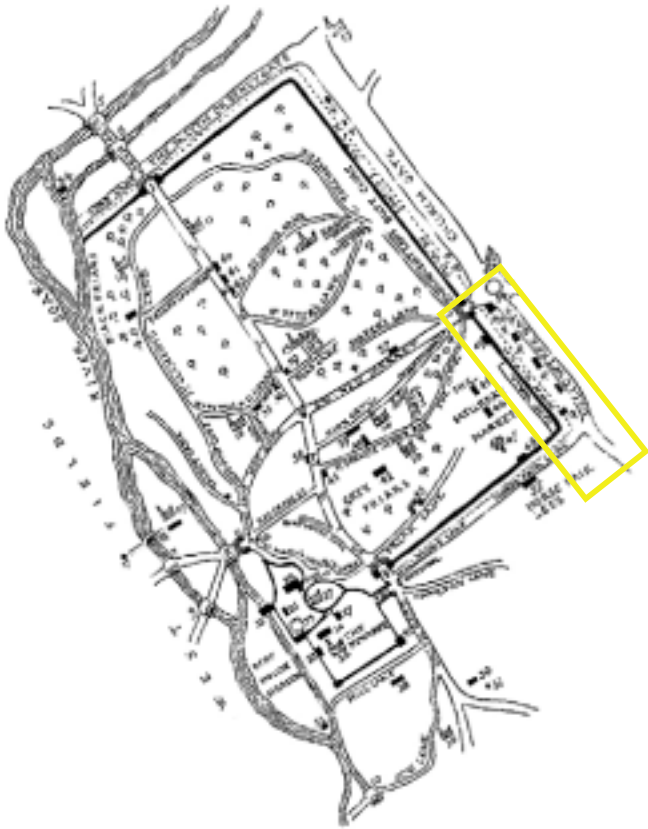


Existing street furniture

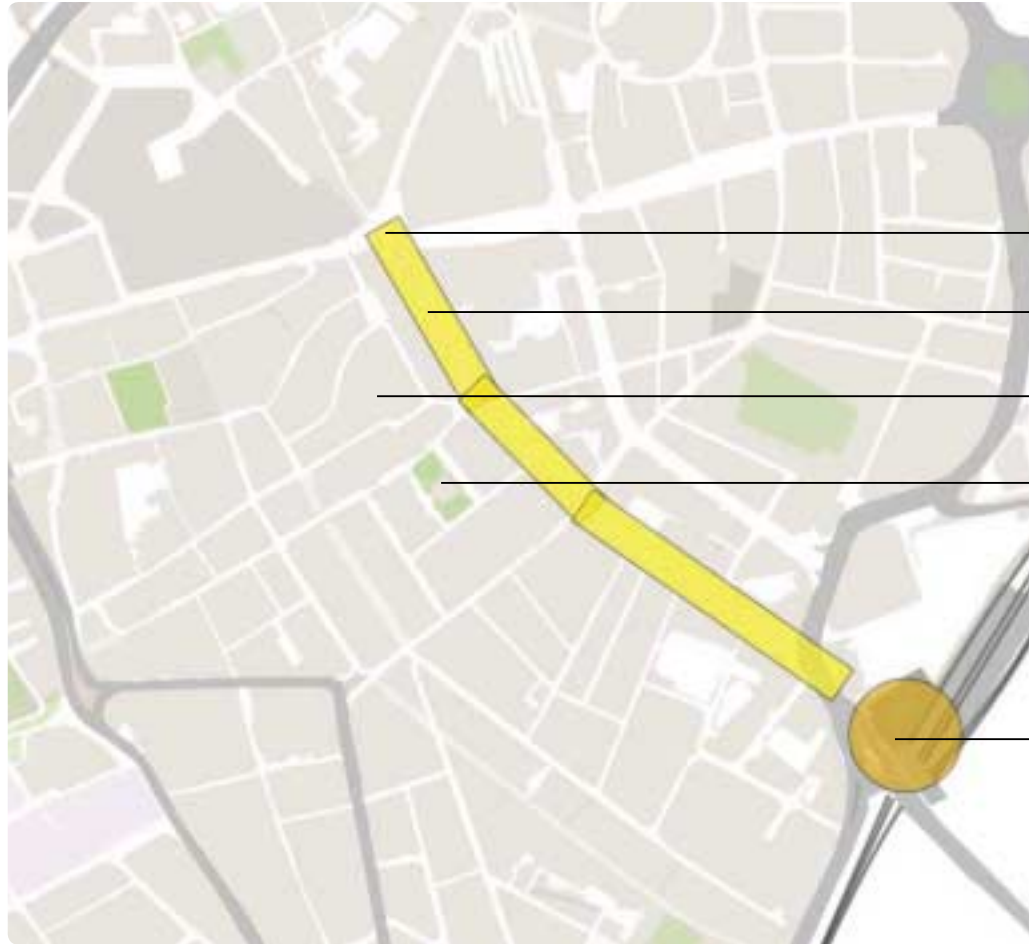


Existing planting





Historic Context



Modern Context



Focal Points

- Create a setting for the city's main focal point - the Clock Tower.
- Create a new focal point at the entrance to the Market Place.



History

- Reference to the historic importance of Gallowtree Gate as the location of the Medieval wall and City Gates.

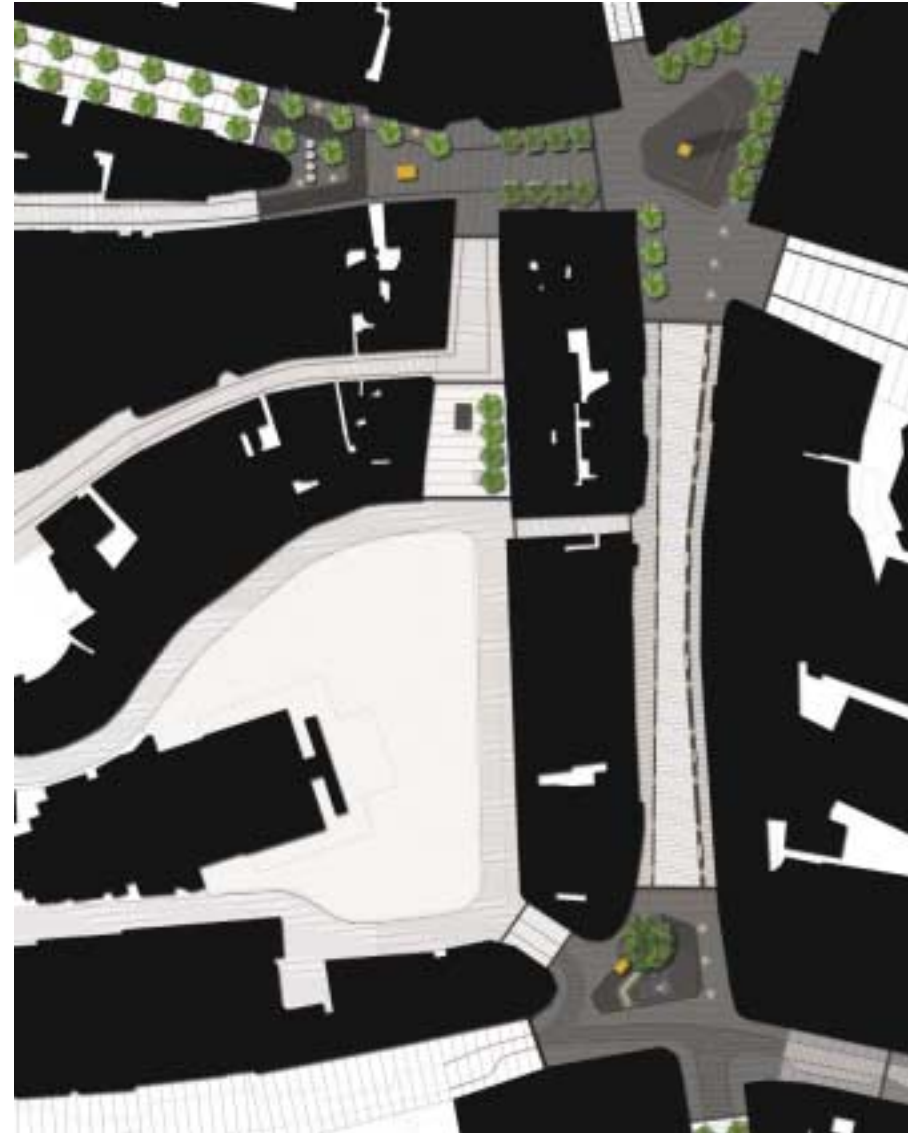
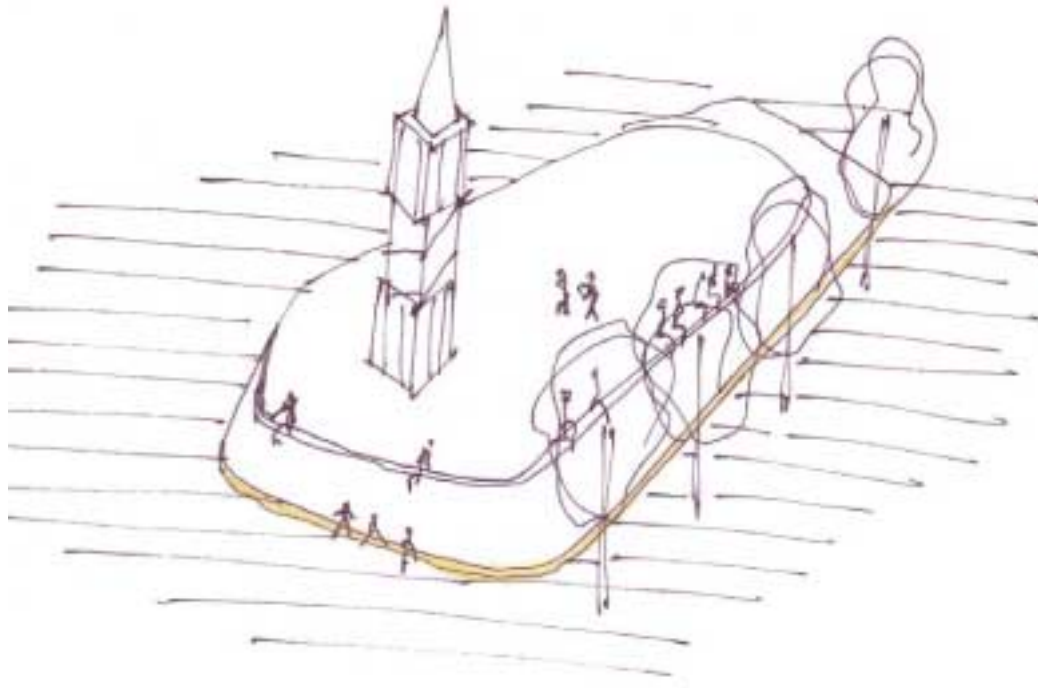


Places & Connections

- Provide clear open views for orientation and legibility.
- New focal points link Gallowtree Gate to city spaces.

GALLOWTREE GATE

Gallowtree Gate is one of the most significant streets within the city. Historically, it ran adjacent to the city's medieval walls. Today, it is a vibrant and busy pedestrian shopping street; it connects with key spaces, and hosts many city events. As a part of the Streets and Spaces Strategy, improvement work will begin on site in early 2006.





before

after >



- Create a setting for the Clock Tower.
- Create a place to gather and meet around the Clock Tower.
- Use planting to create a backdrop to views of the Clock Tower as well as providing comfortable places to sit underneath.
- Link the High Street and Shires with Gallowtree Gate and Haymarket shopping.



< after before

- Create a new street environment that is adaptable to a multitude of uses including events, shopping, and gatherings.
- Remove existing street clutter.
- Introducing high quality paving, contemporary street furniture and feature lighting elements to give this street a distinctive character.
- The drainage system will be rationalised to achieve an even surface which allows increased accessibility.
- Reinforce Leicester's history by referring to the location of the city's wall and town ditch through unique paving details on Gallowtree Gate west side.
- Reference the curved shape of Gallowtree Gate east side buildings with distinctive lighting.
- The legibility of Gallowtree Gate, to those with visual impairment, has been improved by the location of all street furniture within a defined strip, which runs along the east side of the street.

Consultation Process

The Public Realm Strategy has been developed in consultation with the following:

- Officers from Leicester City Council with particular responsibility for the management and maintenance of the public realm.
- Those involved with the redevelopment of The Shires.
- Leicester Regeneration Company.
- English Heritage.
- Members of the public who visited the two public exhibitions and completed questionnaires.
- The local newspaper, the Mercury, who promoted the public exhibition events and ran articles on the city centre and contributions from the public.

| Public Realm Strategy (Streets and Spaces)- Consultation Process | |
|---|---|
| Burns and Nice appointed as Public Realm (PR) consultants | Early July |
| Consultants visit; Site walk with Barry Pritchard, Carol Clark, Alex Millar, Adrian Pringle | 13 th July |
| Consultants visit; Workshop 1 - Transport Issues : <ul style="list-style-type: none"> • Disabled Access Officer; Pat Midson • Cycling Officer; Andy Salkeld • Pedestrian Officer & general transport issues (Barry/Carol) | 21 st July |
| Consultants visit; Workshop 2 <ul style="list-style-type: none"> • Highway Maintenance, Alan Adcock • Street Cleansing; Ian Lomas • Street Lighting; Clive Roberts • Building Conservation; Judith Carstairs, June Gray • English Heritage; Steve Bowyer • LRC; Steve Bowyer • City Archaeologist; Chris Wardle | 4 th August |
| Consultants visit; Workshop – <ul style="list-style-type: none"> • Cultural Strategy Partnership members • Liz Blythe, David Fenshaw | 8 th August |
| Consultants visit; Workshop 3 – Other consultants working on Public Realm Projects; <ul style="list-style-type: none"> • Liveability Project and Cultural Quarter; Glyn Tully, Rummey Associates • Shires West; Mark Langston, Langston Gollifer (Working for developers - Hammersons) • LRC/English Heritage; Steve Bowyer | 11 th August |
| Consultants visit;Town Centre Manager; David Best | 11 th August |
| Phase 1 Public Consultation: <ul style="list-style-type: none"> • Leicester Mercury articles – A week long run of articles around public realm such as – Introduction to public realm works (streets and spaces) High Street, Gallowtree Gate, Clock Tower, particular topics such as lighting or planting • Leaflet with questionnaire • Access via Webpage www.leicester.gov.uk/streetsandspaces • Manned display boards at The Market Place, Gallowtree Gate and The Shires • Return date for consultation | w.b 8 th August 16-20 th August 31 st August |
| Consultants visit – <ul style="list-style-type: none"> • Presentation to Access Group • Liveability Project and Cultural Quarter; Mike Candler | 18 th August |
| Liaison with Liveability Project and Cultural Quarter team | 21 st September |
| Consultation (2 nd phase); <ul style="list-style-type: none"> • return to members and internal consultees then public • maintain interest with poster campaign 13-27th September | end Sept – mid Oct |

| | |
|--|-----------------------------|
| Consultants visit;- Workshop 4 – Presenting findings; <ul style="list-style-type: none"> • Garry Scott, Eddie Tyrer, Highways Special Projects • Alan Adcock, Ian Lomas • LRC/English Heritage; Steve Bowyer | 3 rd October |
| LRC liaison meeting; <ul style="list-style-type: none"> • Adrian Pringle met staff from the LRC. | 11 th October |
| Key Stakeholder Meeting <ul style="list-style-type: none"> • Samantha Rowntree John Lewis Partnership • Phil Gould Hammerson • Richard Boyce Hammerson • Martin Hunt Chapman Taylor (Architects) • Mark Langston Gollifer Langston • Simon Gregg Cyril Sweett • David Best City Centre Manager • John Weir Divras Jonas • David Whelan Divras Jonas • Nigel Stevenson Architects for the Market • Nick Rhodes Markets Manager | 13 th Oct |
| Draft Public Realm Strategy distributed to the following for comment; <ul style="list-style-type: none"> • Frazer Robson, Jeff Miller, Service Directors • Eddie Tyrer, Alan Adcock, Barry Pritchard, Garry Scott, John Gillam, Mark Wills, Mike Pepper, Satish Shah • Liz Blythe, Cultural Strategy Mgr • Sylvia Wright, Head of Arts Services • Nick Rhodes • Brian Wheeler • Jim Orobine, David Best; Leicester Promotions • Mike Richardson Bharti Chauhan, David Cotton Martin Castle; Development Control Team • Niles Holroyde, David Beale; Development Plans • The Urban Design Group | mid November |
| 2 nd Public Consultation; <ul style="list-style-type: none"> • Articles in Leicester Mercury • Manned display in Gallowtree Gate | 17/18 th October |
| Consultants visit; <ul style="list-style-type: none"> • Clive Roberts, Street Lighting | 1 st November |

