

1.6 Riverside



ABOVE: Riverside Gardens, Contemporary bridge designs
ABOVE RIGHT: EEDA Bridge Design Competition, Urban Initiatives

1.6.1 General Principles

It is important to capture and develop a distinctive cultural atmosphere for the paths and cycleways which pass beside the River Derwent as it is intended that the riverside should become a key focus for pedestrian activity within the City Centre. Specific recommendations for materials and equipment to be used are set out below. Detailed Product Reference Sheets are provided in Part 2.

1.6.2 Paving

Bound gravel, laid on a bituminous base, edged with stainless steel strip, bent to follow smooth curves as required by changes in direction of the riverside path.

1.6.3 Lighting

To distinguish and entice people to use the riverside, during the day and hours of darkness, special consideration must be given to the design of lighting effects.

A white light source is recommended for principle lighting, supplemented by pockets of colour at significant features to provide interest and delight to the pedestrian it is recommended that a white light source be used for the rest of the City centre. To provide a visually dramatic effect, it is recommended that the 'Direct Parklight' range of lighting, by Woodhouse is selected.

Tree planting should be illuminated through the use of pin lights located in the trees, connected by armoured cable to underground, waterproof joint boxes.

1.6.4 Cycle Facilities

Cycling along the riverside is permitted in certain locations. The network should be extended as new routes are constructed or improved to enhance the cyclist's journey to and from the City Centre. Some design measures may be required to slow cyclists down at danger points. The new connection to the river as a result of the bus station development will be particularly attractive to cyclists and future plans should capitalise on this link.

1.6.5 Surface Water Drainage

From discussion with Council Officers, it is understood that the River Derwent is subject to flooding in times of prolonged rainfall. It is recommended that even gradients are provided across the riverside footways in order to ensure surface water drains directly into the river. This is in order to avoid the need for channels or pits which can cause hazards to pedestrians, become mud filled, retain debris and do not contribute to the aesthetic qualities of the proposed paving materials.

1.6.6 Habitat Creation / Landscaping

It is understood that at present, rats are a potential problem associated with the naturally developed banks and vegetation that occur along the riverside. The problems associated with rodents must be recognised in this urban context and it is recommended that the design of the public realm should not create areas which could act as a haven for rodents. Particular regard also needs to be given in the riverside area to the protection and enhancement of the continuous linear green corridor that the banks of the river provide.

1.6.7 Railings

Railings are not generally a requirement along the riverside. However, at exceptional locations that are considered dangerous for the public they will be required. These will include;

- pinch points (narrower sections of the footpath),
- locations where there is a significant level difference between path and water level;
- ramps and steps, and
- places where there will be large numbers of pedestrians gathered for events or entertainment.

Railings should be designed in accordance with BS 7818:1995 and finished in BS18 B 29. As for public highway, the Geo range by Woodhouse is considered suitable.



1.6.8 Crossing the River Derwent

The Masterplan proposes a number of new bridges across the River Derwent connecting the City core with its eastern hinterland and development sites on the northern bank of the river. The construction of new bridges provide a once in a generation opportunity to create new landmarks for the city and the bridge design should reflect Derby's history of being at the forefront radical engineering design. Derby Cityscape are currently preparing briefs for design teams to take these forward.

The new bridges should;

- Embrace innovative design, positively expressed in the bridge structure,
- Be located on key pedestrian / cycle desire lines,
- Provide strategic links which contribute to the overall permeability of the footway / cycle network,
- Provide access for all,
- Conform to requirement for current and future river transport, and
- Be robust and easy to maintain.

02 CONCEPT DESIGNS FOR CITY SPACES

2.1 Concept Design

2.1.1 Six City Spaces

Building on the Derby Cityscape Masterplan and other relevant design and planning guidance and through consultation with the key stakeholders and Council officers, together with analysis of each site’s intrinsic qualities, we have prepared concept designs at 1: 500 scale, indicating the proposed character, principle components, materials and layouts for the six City Spaces.

Market Place, Memorial Gardens and Osnabrück Square form a sequence of key civic spaces arranged around the historic core. Spatial design issues include poor definition and demarcation of the spaces which do not display strong sense of place, variety or uniqueness. The spaces lack clear enclosure and tend to merge into one another, particularly at the boundary with Memorial Gardens which is poorly enclosed by the inactive frontages of adjacent buildings.

A key objective of the concept designs for the city core is to resolve these disparate spaces into a more integrated and coherent whole which celebrates the relationship between the spaces and the uniqueness and character of the individual spaces themselves.

The following section presents;

- Outline highway design which aims to rationalise the current highway alignment and improve walkability, and
- Concept designs for the following seven City Spaces in accordance with the brief;
 - Market Place
 - Memorial Gardens
 - Osnabrück Square
 - Victoria Street
 - Cathedral Green
 - Castleward Boulevard and Square



Highway Design Plan

2.2 Highway Design

The following City Spaces are bounded by the Corporation Street, Full Street and Albert Street;

- Cathedral Green,
- Market Place,
- Memorial Gardens, and
- Osnabrück Square.

The Full Street / Corporation Street / Morledge corridor is characterised by the two roundabouts forming junctions at Derwent Street and Albert Street. The roundabout layouts are 'unfriendly' to pedestrians and cyclists, and are inefficient in terms of minimising the amount of land dedicated to highway space. In urban design terms they tend to create irregular spaces which interrupt the linearity of the street pattern. Roundabouts impact negatively on the creation of efficient development parcels and are not appropriate to city centre locations, being more commonly associated with post war suburban development. Given the lack of other opportunities for pedestrians to cross Corporation Street safely, the corridor represents a significant barrier to pedestrian movement creating severance between the town centre and the riverside.

In view of the above, key highway design objectives are;

- The replacement of the two roundabouts with signalised junction control, including direct pedestrian facilities on all arms,
- Where possible, a reduction in carriageway width with a corresponding increase in footway width,
- All turning movements accommodated at junctions except access to car park which is left in / left out, and
- Highway parameters to reflect urban environment: traffic lanes 3.25m / crossing widths 5.0m / traffic islands 1.5 – 1.8m.

The following benefits can be derived from the proposals shown in the adjacent plan;

- Widened footways,
- Improved walkability,
- Reduced severance, and
- The creation of potential development parcels.

The concept street design should be further developed and modelled to ensure that the signalled junctions would operate efficiently within capacity and that any queuing would be within acceptable parameters.

Albert Street is restricted to public transport vehicles. Vehicles accessing the Market Hall will enter via Tenant Street. Taxi ranking facilities are also currently located here. The proposed design allows for realignment of Tenant Street and the reconfiguration of the junction with Albert Street and the relocation of the taxi rank to Corporation Street. The effect of any proposals on bus operations in this area will need careful consideration.

- 1. Corporation Street
- 2. Roundabout at the Junction of Corporation Street and Derwent Street
- 3. Bus stops at Corporation Street



2.3 Market Place

2.3.1 Introduction

The historic Market Place is enclosed by key civic buildings including the Market Hall, Guildhall, Assembly Rooms and Council House. Market Place is Derby's primary civic space, accommodating large-scale events, outdoor exhibitions, large art installations etc. The space, which is home to a war memorial and a contemporary sculpture: 'The Waterfall', measures approximately 8,000 sq.m.



IMAGES:

1. Existing landscaping severs the space and creates clutter
2. Waterfall Sculpture
3. Aerial photograph of Market Place
4. View east looking towards the Council House

2.3.2 Design Objectives

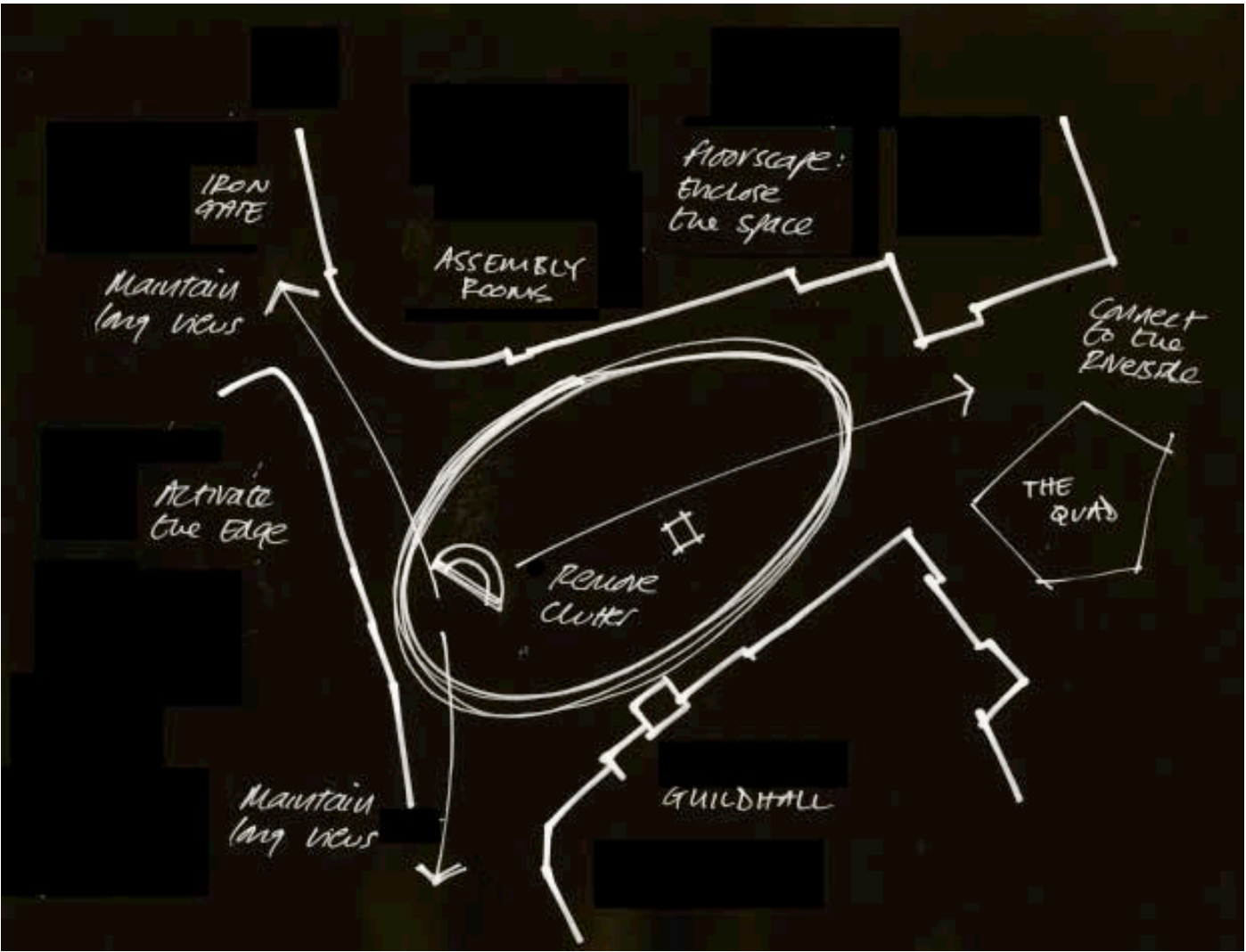
Market Place is one of the grandest and yet most undefined and under utilized of public spaces in the city. The vision for the Market Place is to promote it as Derby's primary civic space, the City's Main Civic Square, the City's Main Civic Square.

The site needs to address its sense of scale. The current layout divides the space and blocks long views across the space. The lack of organizational structure means that the space leaks out toward the river instead of inviting further exploration. What is required is the restating of its grandeur, giving the city a heart, maximising views, making strong clear links that also take into account the new arts building; The Quad.

Key objectives include;

- Improve enclosure and visually unify the space,
- Create an active edge to the space,
- Retain the market function, and
- Promote art and cultural events.

Activity is central to this space and the arts and cultural programme needs to generate new uses and reinforce existing ones. The space should become the location for large public events and a site for civic expression and celebration as well as market trading, agricultural and crafts show. Performance events and outdoor cinema and other screen / projection events and interactions could also be provided here.



Concept Design



Market Place

Further considerations for the design of the Market Square following public consultation

- Public seating is to be included in areas where it will not be a barrier to the visually impaired and where it will not compromise the ability of the space to host major events
- Further consideration is to be given to the type of public art within the square and to its positioning, including the existing water feature
- Detailed designs will be expected to address the antisocial behaviour that currently occurs around the Tourist Information Centre
- Further consideration is to be given to the quality of existing trees and retention of any important specimens
- Further consideration is to be given to the kind of events that will be held in the square and to how spectators, a stage, and pedestrian movement will be managed

2.3.3 Design Response

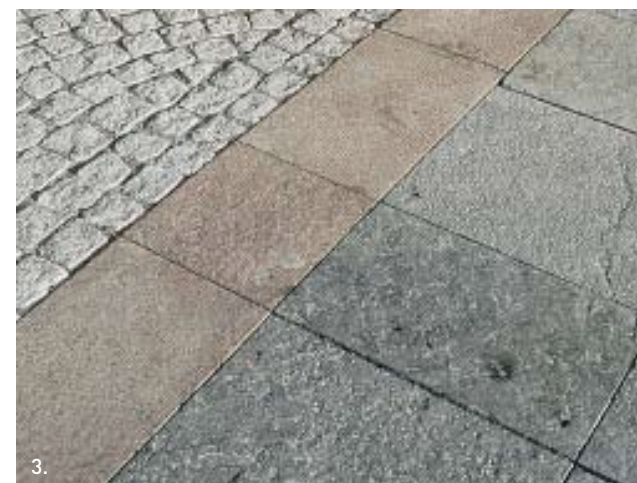
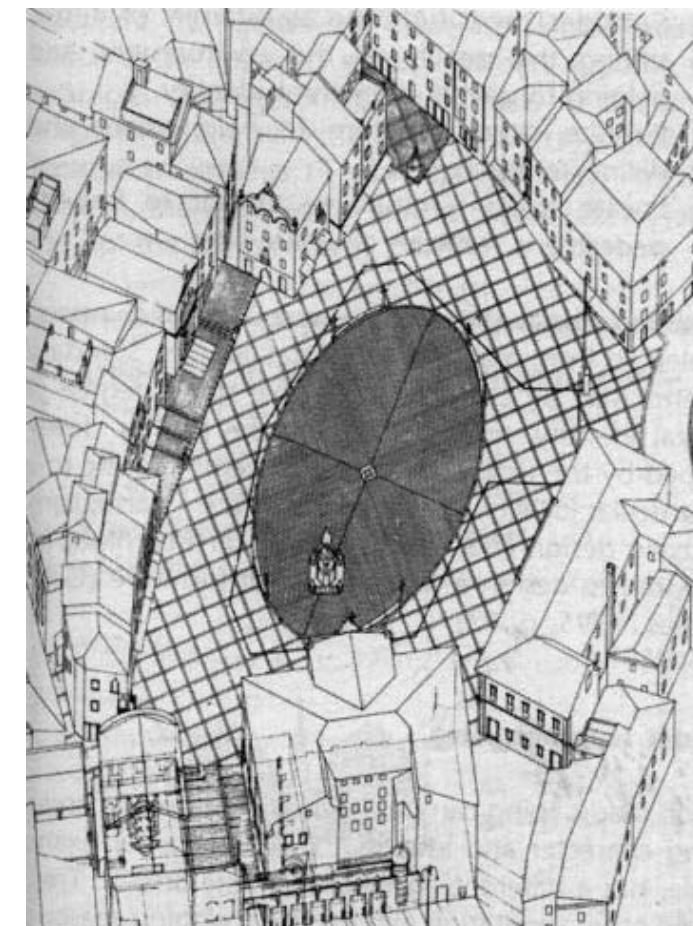
The Market Place is not well enclosed by its surrounding buildings which are of varying architectural quality. It is recommended that the Market Place is unified through the removal of existing street furniture / raised planters / telephone boxes etc and the provision of a simple paving design. The proposed floorscape is laid out as a simple oval to provide a visually coherent space which encloses the space. The edge of the oval will accommodate bespoke light columns to illuminate the Market Place.

The public realm design principles outlined in the previous section of this report promotes the specification of high quality materials. Paving materials will need to be capable of accommodating heavy loading associated with markets and public events. It is therefore proposed that the Market Place is constructed of granite paving units laid on a rigid bed. A variety of paving dimensions and finishes may be employed to provide contrast between the oval and the edge. The stone colour should be chosen to complement the facade of the Guildhall and a limited colour palette may be employed to provide variety.

The existing York Stone paving would be taken up and stored at the Council depot and used for repaving streets within the historic core of the City which are not subject to such extensive vehicle loading.

The existing water feature needs to be addressed as it currently blocks significant views without being seen itself. Relocation of the sculpture to a more appropriate location is recommended. Other water features could be considered but are not key to the overall design and need to be sympathetic to the spaces primary function as a gathering place for civic events and markets. A simple granite rill may be constructed to provide a connection to the Riverside evoking the presence of water in the Square - 'The river Derwent runs by the town and turns many mills..... there is also fine stone conduit in the Market place'. Celia Fiennes 1698 P31 (Derby Past, Evelyn Lord). The rill may be aligned with Exeter Bridge.

The edge will be treated with contrasting paving, and shops and businesses will be encouraged to colonise the edge with outdoor licenses permitting the setting out of tables and chairs. It is not currently envisaged that public seating will be provided in Market Place, however should this be required it should be formally arranged at the edge of the space and located with respect to facades / entrances of adjacent buildings at natural position for pause and respite associated with key thoroughfares. The seating should be bespoke, designed for the Market Place, and materials should complement the stone paving. The seating design should also incorporate timber slats for warmth and comfort.



IMAGES:

1. Active frontages activate the public realm
2. Somerset House, City of London
3. Granite paving, laid in a variety of unit sizes
4. Granite paving and rill, London Borough of Southwark

ABOVE: Piazza Giuseppe Tartini, Slovenia



2.3.4 Art Brief - “Set In Stone Yet Light”

In juxtaposition to the quiet grandeur of this space are the events that will energize and animate it. It is the regularity and generosity of the events that will further connect Market Place to the people that use it, and seek it out, just to see what might be on. The addition of a screen for projection, free standing or incorporated into the surface of one of the buildings brings 21st century technology into play, key to connecting the space is the use of such technology for events.

Architectural lighting can be used to great effect to highlight building façades, both traditional and modern. There is an opportunity at the Market Place to create a lighting scheme which highlights the variety of architectural styles in Market Place whilst unifying the public realm during the hours of darkness. The dominant building in Market Place is the Guildhall which would benefit from a lighting scheme which emphasising its dominance and highlighting its landmark qualities.

New feature lighting would help to create a more distinctive place and improve the night time legibility of the City centre as well as providing an outward expression of civic pride. High quality lighting will also help create a safer and less threatening environment and encourage the public to make greater use of the City’s public realm for leisure activities in the evening.

In view of the conservation area status and presence of listed buildings, a sensitive architectural lighting scheme is proposed through the use of distinctive and contrasting lighting which aims to selectively reveal and enhance the important building façades. Distinctive architectural elements are to be highlighted in preference to an overall wash of light across the building façade.

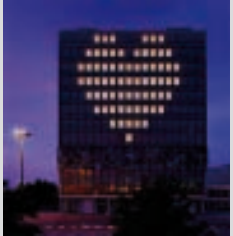
Highly coloured lighting should generally be avoided for historic buildings and it is recommended that ‘cool’ white lighting be proposed for the Guildhall façade. This would contrast with the ‘warm’ white metal halide building mounted lighting proposed for the general illumination of the public realm.

Listed building, planning consents and agreements will be required for the proposed lighting works. The lighting design should aim to avoid: light pollution; excessive energy consumption, light trespass onto adjoining buildings, and sky glow.

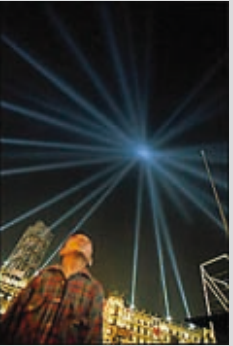
The lighting design should also consider the visual impact of the lighting equipment during the day and provide an appropriate management and maintenance programme.

BEST PRACTICE

Surface lighting design: Urban Projects Limited produced a scheme for Armada Way as part of Plymouth’s urban regeneration. The lighting project encourages the occupancy of the street after dark. Eight motion sensing sensors buried in the space detected movement and feed back to a control system that provides 256 different lighting shows according to the people moving through the space. Allowing an interaction with the scheme, changing the colour of the lighting by their presence and actions.



Lighting design: Blinkenlights Chaos Computer Club is a large abstract interactive computer display using the window of a building as a giant bitmap the screen. The lights of each window are animated by the program “Blinkenpaint”. People could send patterns to the editorship for installation in the computer programme. When standing in front of the building with a mobile phone one could play ‘Pong’ across the animated surface. (see www.blinkenlights.de)



Performance and interactive arts lighting: Artist Rafael Lozano-Hemmer vectorial elevation for performance lighting. (www.lozano-hemmer.com)

Surface design: Map of the world by the Padrao dos Descobrimentos near Mosteiro dos Jeronimos, Lisbon/ Portugal

IMAGES:
1. Photograph of Integrated streetlighting scheme Buchanan Street, Glasgow
2/3/4: Examples of contemporary light columns employed to illuminate public spaces
5/6: Examples of contemporary architectural lighting schemes for historic environments

2.4 Memorial Gardens

2.4.1 Introduction

Memorial Gardens is located to the south east of Market Place. It is bounded to the east by Corporation Street and the Council House, and the Market Hall extension and Tenant Street to the west and measures approximately 4,320 sq.m. Traffic roundabouts lie to the north and south. The Registrars Office is located at the northern end of the Gardens adjacent to the site of the new Quad development scheduled to begin construction in 2006. The space is not an historic city space and appears to have developed further to the demolition of buildings on the site.

The Gardens are currently under utilised despite their location close to The Market Hall and the centre of the city. This is due to a number of factors including;

- The surrounding buildings provide inactive frontages to face the space, particularly The Market Hall, limiting overlooking and creating a space which lacks natural surveillance,
- The highways arrangement provides poor relation and definition of the space particularly at the roundabouts and Tenant Street, and
- Tenant Street is an access road for the Market Hall and taxi rank. This severs the Memorial Gardens from Albert Street and Osnabrick Square to the south west.

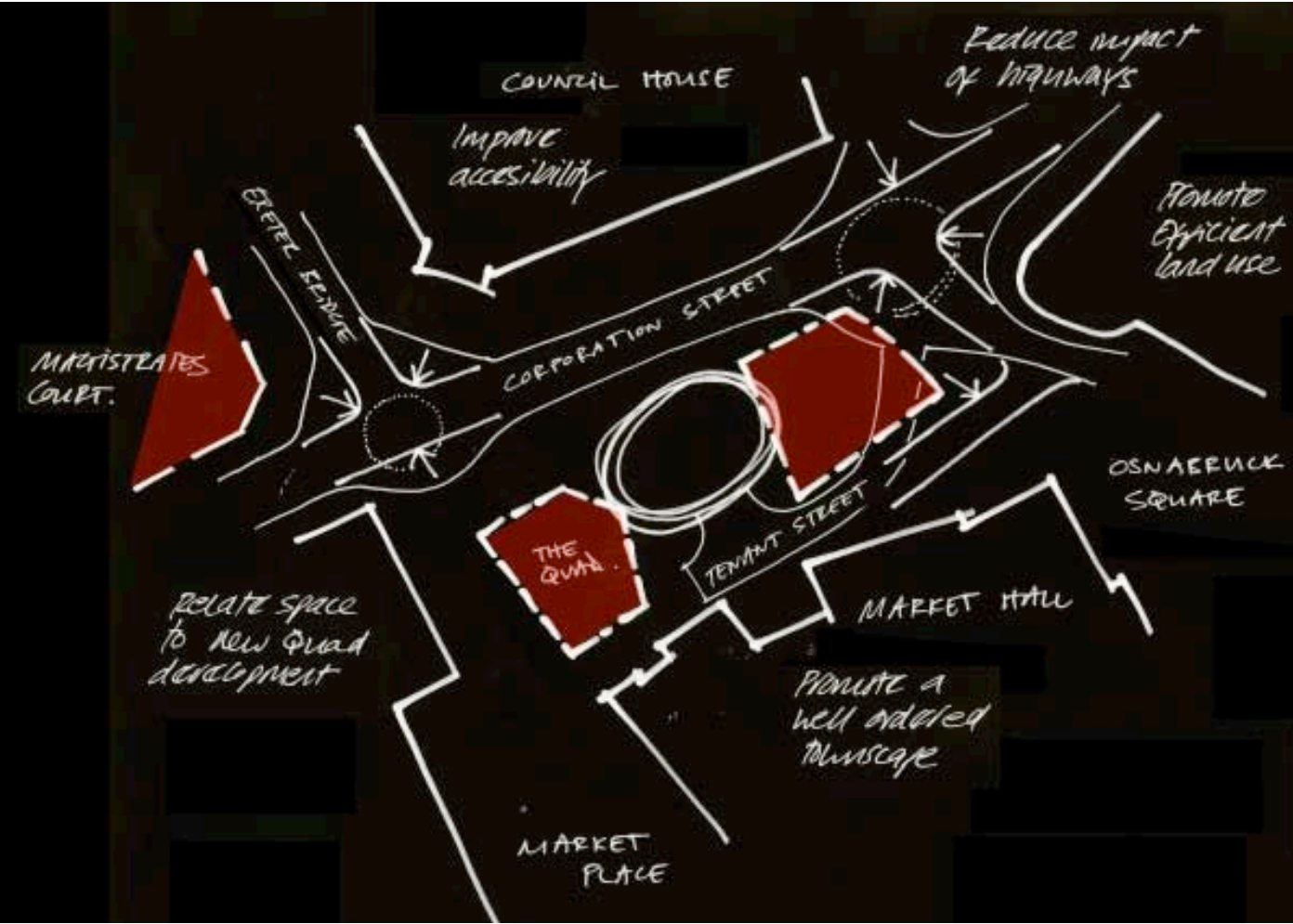
The Garden have been laid out with formal raised planters and sunken footway accessed via ramps and steps in a manner which attempts to mitigate the fall of levels across the site. The layout exacerbates a sense of dislocation from the surroundings and is subject to anti social activities particularly during the evening. The Gardens also house two memorials; the Korean War Memorial and a memorial to Sir Peter Hilton and veterans groups host regular remembrance services in honour of fallen comrades.

The proposed Quad building provides a welcome new venue for arts and culture in the City. The building fronts onto Market Place and presents an inactive facade to the Gardens further reducing opportunities for surveillance of, and meaningful interaction with, the space.

IMAGES:

1. Tenant Street
2. View of the Registrars Office
3. Aerial photograph of Memorial Gardens
4. Photomontage of Memorial Gardens





TOP LEFT:
Concept Plan Memorial Gardens

IMAGES ABOVE:
Three views of the Sheffield Winter Gardens

LEFT:
The Orangerie, Kew Gardens

2.4.2 Design objectives

Designs for Memorial Gardens should;

- Promote a well ordered townscape,
- Provide more efficient land use.
- Reduce impact of highways and traffic.

2.4.3 Design response

We recommend the construction of two significant new buildings on the site;

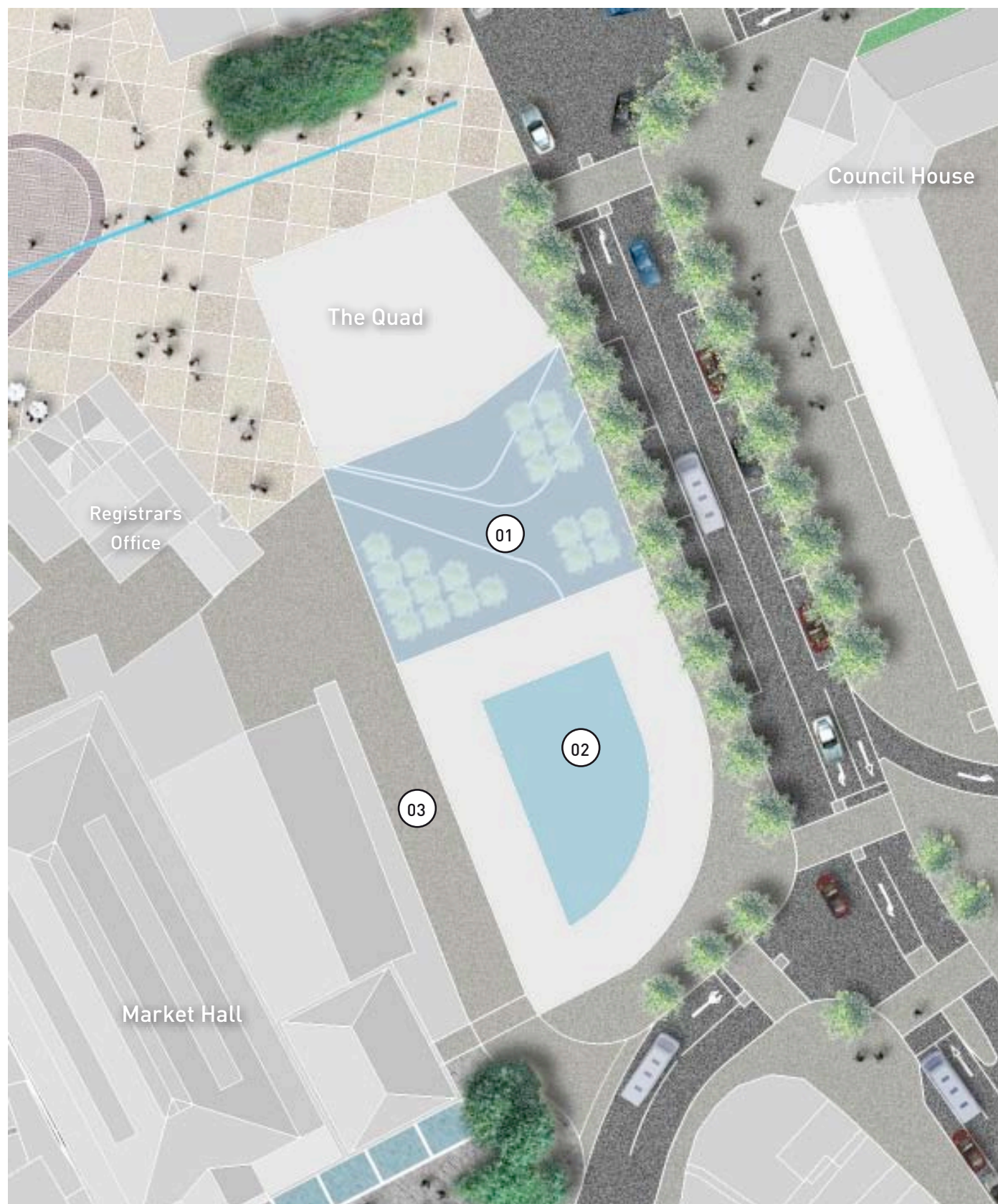
- A memorial Orangerie, adjacent to The Quad, and
- A commercial building at the junction of Albert Street and Corporation Street.

The revised highway alignment, outlined in the previous section, provides an efficient development site at the junction of Albert Street and Corporation Street which provides the opportunity to create a landmark which;

- Occupies a key corner site,
- Provides continuous frontage to Albert Street, and
- Terminates long views from Morledge Street and Albert Street.

The location would suit a wide range of uses including residential, commercial and retail uses. The precise scale, height, massing and building use mix, would be determined through a Development Brief for the site, although the building should incorporate active ground floor to promote activity and footfall.

We recommend that the Memorial Gardens are reinvented to create an exemplar public space which is very different from other City Spaces: The Orangerie: A hothouse for orange trees / citrus trees. The Orangerie should provide a calm and peaceful resting place, the perfect counterpoint to the hubbub of the market places. It would be open to the public throughout the year and may be used as venue for possible events or functions. No specific programmed events are proposed for The Orangerie, however, the proximity to the Registrars Office suggests that it would be a great location for wedding photographs and a possible location for weddings themselves. A public route would lead through the Orangerie towards the Registrars Office as indicated in the Plan.



2.4.4 Art Brief 'Still Waters'

A place of contemplation, the Orangery may include still calm water in the form of a pond. So near to the river, this site is a counterpoint to nature, it is calm and ordered. Water is used to the benefit of Derby citizens in another way, to provide peaceful contemplation and gentle animation through the play of light on water across the façade of the Quad building.

The waiting area for the buses should also become integral to the design for the Orangery, so that waiting time is pleasant and calming.

The engagement with the city folk can be deepened by a pond life education and endowment scheme supporting the care of the resident fish (decorative Koi) by adoption and gift from local residents, schools, businesses and the civic community. This will assist in the sense of ownership and create a desire to help protect and to visit the space.



Further considerations for the design of Memorial Gardens following public consultation

- Proposals are to include an architectural and townscape analysis to show the relationship between Quad, the proposed new Orangery and the proposed new third building. The Orangery structure should mark the public space in a visually prominent way
- Provision of seating and potential provision of public toilets which are accessible to all
- All routes through and beside the proposed new Orangery are to be designed with due regard to "Secured by Design" and the objective is to create a safe and secure environment
- The existing War Memorials are to be incorporated into the new design with an appropriately dignified setting
- The servicing and access arrangements as shown from Albert Street to the rear of the Market Hall

- 01 Memorial Orangery
- 02 New 'landmark' development
- 03 Tennant Street - access controlled service route

LEFT:
Memorial Gardens
ABOVE:
Water Temple, Japan, designed by Tadao Ando

2.5 Osnabrück Square

2.5.1 Introduction

Osnabrück Square is located to the south west of Memorial Gardens and measures approximately 2,420 sq.m. The space is well located as the forecourt to the imposing Market Hall building. Although the Market Hall frames the square, the Hall also provides a long blank frontage to the space. The square is bounded by Albert Street and the Corn Exchange to the south and the space benefits from a relatively high foot fall between the Market Hall and the shopping mall along Albion Street. The Square is named after the town of Osnabrück in east Germany, Derby's twin city. The Square currently accommodates a number of permanent kiosks which dominate the space.



IMAGES:

1. View towards the Market Hall from Albion Street
2. View towards the Corn Exchange from Osnabrück Square
3. Aerial photograph of Osnabrück Square
4. Panoramic view of Osnabrück Square

Definition datum: pl. da-tums
A point, line, or surface used as a reference, as in surveying, mapping, or geology

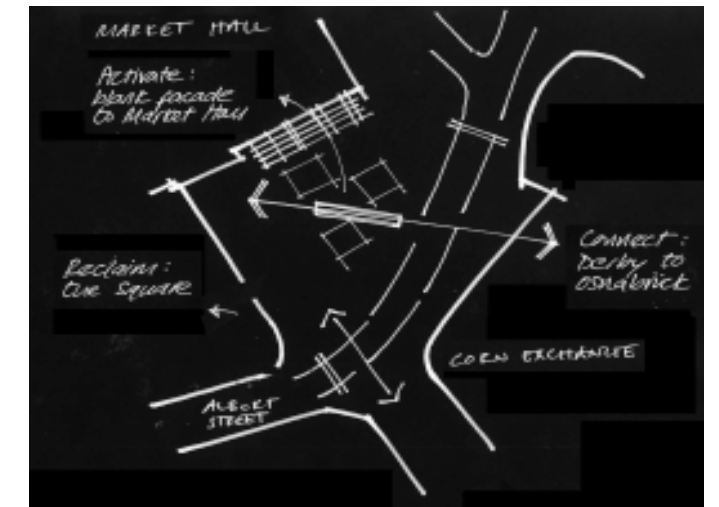
askoxford.com

Coordinates:
Derby: 52.92 degrees North / -1.50 degrees East
Osnabrück: 52.28 degrees North / 8.05 degrees East
Angle of 94.61° from Derby – Osnabrück

2.5.2 Design objectives

The key design objectives for Osnabrück Square seek to;

- Removal of clutter,
- Reclaim the space,
- Resolve blank / inactive building facades,
- Improve pedestrian crossings, and
- Build on the City's link to the town of Osnabrück.



ABOVE: Osnabrück Square Concept Plan
RIGHT: Market Hall - blank facade

2.5.3 Design Response

This proposal includes the removal of the kiosks from the square and the relocation of the businesses to new units created in the square by punching through the blank façade of the Market Hall. The new units may also incorporate glazed canopies which extend into the square providing weather resistant outdoor seating area.

Osnabrück Square is ideal for providing food stalls and accommodating spill out from the covered market. This recreation space would provide a site for street entertainers and events which are smaller and more intimate than large scale events suggested for Market Place. Opportunities exist for extended use by market traders, as long as this activity is not detrimental to the re establishment of trading activities in the Market Place. Clubs may also be encouraged to use this space for outdoor and table top games such as cards, chess, chequers or Mah Jong.

The floorscape may incorporate a 'Datum line' struck between Derby and Osnabrück. The specified paving materials would be required to take loading for events etc and granite is proposed for this location. Lighting would be provided in the form of building mounted lighting. Pedestrian crossing would be improved through the reduction of carriageway width at Albert Street and provision of a raised / shared surface to reduce the vehicle dominance and encourage pedestrian movement across the entire space. The effect of these proposals on bus operations in the area will need careful consideration.

Further considerations for the design of Osnabrück Square following public consultation

- Careful consideration is to be given to the design of a partly glazed extension off the Market Hall and the openings through the original historic fabric will be kept to the minimum necessary
- Specific uses for the square are to be identified including potential for an outdoor market trading area
- Provision of public seating
- More thought is to be given to public art and this could better relate to the "Hidden river" central theme rather than the datum time line shown

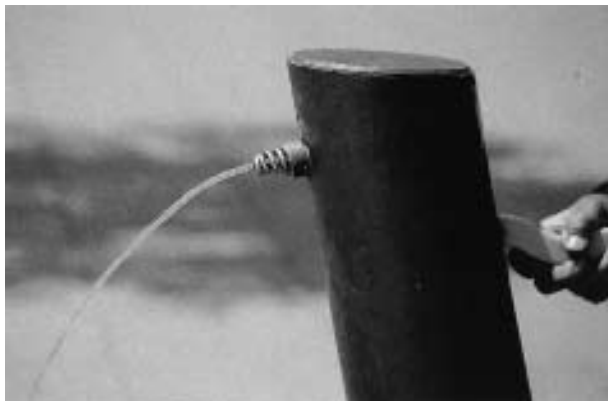


01 New units

02 Artworks: Datum Line

03 Shared surface

Market Hall

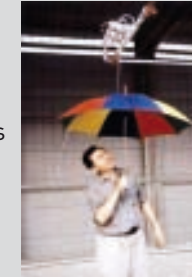


2.5.4 Art Brief 'Hold Water'

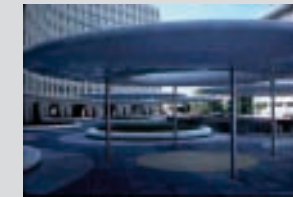
The theme Hidden Rivers explores the sense of touch at this site, in the water rill, orientated along the Datum line to Osnabrück in Germany. The rill would provide water to drink, to play and to wash with before or after eating something purchased at the market. Touch is also present in the contact with the objects of street games. This could be a site where large scale chess is part of the street furniture or at the Memorial Gardens. Artworks would include a site specific commission for the rill or an interactive / responsive weather piece.

BEST PRACTICE

Raindance by Paul DeMarinis.
A temporary event designed to encourage visitors to the pavilion and into a playful interactive situation, during which they, and their umbrellas become an animated feature of the facade of the pavilion.



HUD Plaza Improvements by Martha Schwartz, Inc. were designed for the space in front of the Dept of Housing and Urban Development building (HUD) to 'reactivate and make habitable the public space in front of the building. Unconstrained by urban context it relies on its own arguments in an endeavour to give the place character and get round the imposing presence of the building'



Flying Saucer Grove. Martha Schwartz adds unusual shapes and bright colours to energise the space. (gsd.harvard.edu)



Street games

Chess is not famous for being a spectator sport but the outdoor game seems to draw a crowd. If you have ever walked down past Leeds City Art Gallery on a sunny day you would have noticed small gatherings of people in the main square, huddling around large chess boards with novelty-sized pieces. It could be the attraction that players are from all walks of life. Some are experienced chess players who compete for local teams. When the season ends in time for the good weather they find a retreat in the friendly outdoor game. Other players might be taking a break from shopping or work or just playing for fun. The grids are set in the concrete and people have been congregating there for at least the last ten years. Leeds City Council own the pieces and loan them out daily. (www.bbc.co.uk/Leeds/features)

Boule or petanque

Found in the town square, edge of market or close to a favourite cafe or bar in many European town and city. This game is surprisingly popular and when the good weather allows it can make a pleasant addition to English urban landscape.

(See www.petanque.org)

FROM TOP
Rill / Drinking Water fountain
Drinking fountain

2.6 Victoria Street

2.6.1 Introduction

The Victoria Street / Strand / St. James Street junction serves as a night time hub for the City with several bars and nightclubs located in the area. The space benefits from good quality materials and street furniture installed during the recently completed Connecting Derby Project, with the exception of the site earmarked for public art which has a temporary macadam surface. The space lacks identity, and the odd levels and planes, created though kerb build outs into the former highway accentuate this.

2.6.2 Design Objectives

The space accommodates movement and interchange and must be robust. The design objectives relate to the artworks only as the Connecting Derby project has recently been completed for this site and additional public realm design advice is not required.



IMAGES:
1. 'The map stone'
2. Aerial photograph of Victoria Street
3. Bus stops at Victoria Street
4. Site at Victoria Street identified for public art

2.6.3 Art Brief 'Power Beneath'

The artwork concept 'power beneath' addresses the visionary theme of Hidden River outlined previously in the PRS. Artworks for this site should address industrial links and heritage in a contemporary way and promote local community engagement.

As a night time gathering point, there is a preference for the removal of any objects that could become the target for damage or the means by which people can damage themselves. However this space requires a focus for some daytime character and events. Light and sound commissions exploring the power of water visually or through sound via an acoustic design that generates resonances of the water below would address this. But the site requires a strong intervention to give it a personality and this site is perfect for a celebration of the industrial inventiveness of the city.

The hidden river is given a presence at this site, beginning the route that will lead you down the visible river itself. There are a number of different ways of expressing it: through sound, vision, smell, touch or symbolically through projections or lighting displays or explored as a concept to stimulate creative response.

The most inspired response to this site will come through a commissioning process that incorporates consultation and collaboration. What is required is a strong individual installation which echoes the engineering sophistication and grandeur of the statement piece at The Spot.

BEST PRACTICE

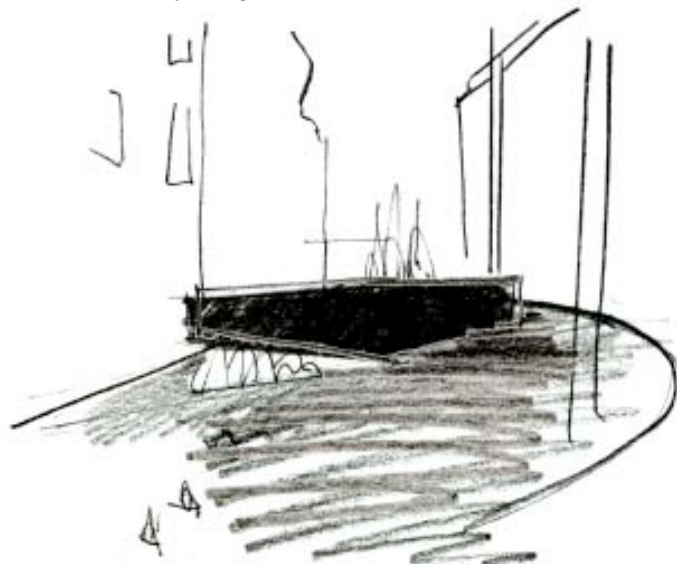
Johnny White and a team of graduates from Rolls Royce together with school and community groups created four water powered kinetic sculptures for sites in the Derwent Valley accompanied by events at selected venues in the Derwent Valley Mills World Heritage Site. The project leaves as a legacy not only the art-works themselves but also in memories of the workshops and a greater understanding and appreciation of the history of the Derwent Valley mills and the contribution they made to the development of British, and world-wide, textile industries. (www.derwentvalleymills.org)

Thames Path Residency: Simon Read undertook this commission which was intended to encourage the artist to become an explorer of the river, walking its length making contact with the working community. His research drew him toward a study of the levels and controls and resulted in a number of pieces of work both on paper and in the landscape.

Ebb and Flow: Peter Randal Page presents a Carved Granite Bowl for the tow path at Newbury Lock that uses gravity and the changing levels in the lock to fill and empty.

Luminous Motion: Peter Freeman created a Lighting Sculpture for Winchester City Centre is which responds to text messages but maintains a more traditional sculptural physicality.

IMAGES: Concept design for Artworks



2.7 Cathedral Green

2.7.1 Introduction

Cathedral Green or Silk Mill Park enjoys an impressive location on the banks of the River Derwent. The space measures approximately 8,600 sq.m and is bounded by 2 significant landmarks; the Silk Mill Museum on the River Derwent and the Church of All Saints Cathedral to the west.

The site slopes approximately 7m from the Cathedral / Full Street to the riverside although direct views of the river are limited by the sites topography. The Green accommodates a statue of Bonnie Prince Charlie.

The space is 'green' in character, comprising close mown grass with stands of semi mature tree and shrub planting. More formal shrub planting is located at the riverside where stepped terraces have been constructed to provide riverside access although access to the riverfront is generally poor. The courtyard on the western side of the Silk Mill Industrial Museum building was originally occupied by the mill race. The course of the flume (artificial watercourse), which carried water back to the River Derwent, can still be seen in the landscaped gardens to the south of the Mill.

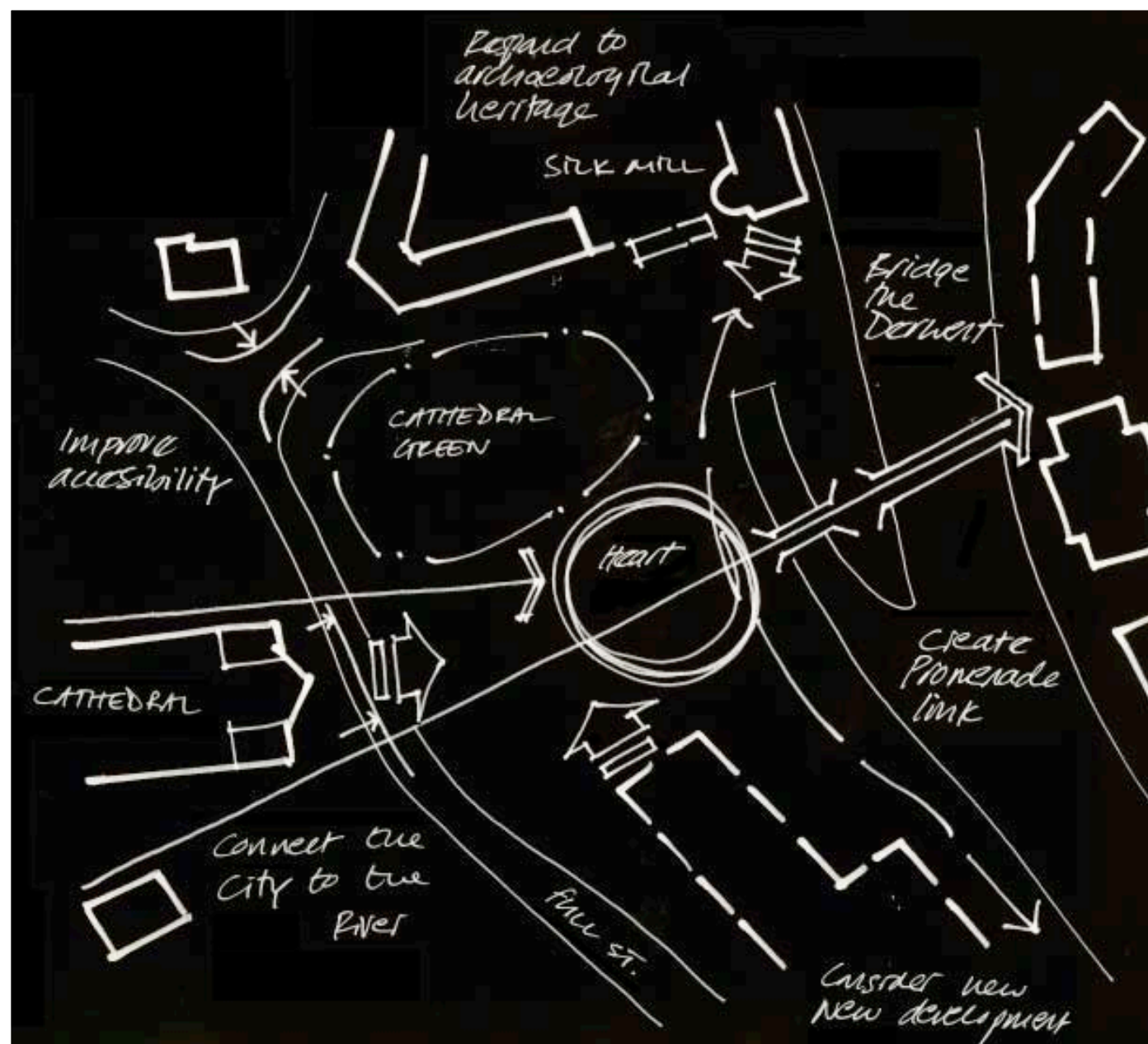


IMAGES:
1. All Saints Cathedral from Cathedral Green
2. View east along Amen Alley
3. Aerial photograph of Cathedral Green
4. Photomontage showing Cathedral Green

Derwent Valley Mills

In December 2001, the Derwent Valley Mills in Derbyshire became inscribed as a World Heritage Site. This international designation confirms the outstanding importance of the area as the birthplace of the factory system where in the 18th Century water power was successfully harnessed for textile production. Stretching 15 miles down the river valley from Matlock Bath to Derby, the world Heritage Site contains a fascinating series of historic mill complexes, including some of the world's first 'modern' factories.

The primary importance and value of the Derwent Valley Mills relates to developments in technology in the 18th century that introduced the mechanically powered factory system within the textile industry. (www.derwentvalleymills.org)



2.7.2 Design Objectives

The design objectives seeks to;

- Create a premiere new space for the City,
- Promote an active multi-functional space which provides a fulcrum for surrounding development (current and proposed),
- Reconnect the River Derwent to the heart of the City,
- Promote connectivity with the Riverside Promenade, and
- Pay reference to the sites unique archaeology heritage and status as a World Heritage Site.



LEFT: Concept Plan

ABOVE:

1. New pavilion, Brindley Place, Birmingham
2. Access for all
3. River bus services for the World Heritage Site



- 01 Axis
- 02 Terrace
- 03 Pavilion
- 04 Amphitheatre
- 05 Stage
- 06 Steps
- 07 Flume
- 08 Pier
- 09 Silk Mill Museum Annexe

2.7.3 Design Response

The objectives are resolved through the following design interventions;

Axis: Extend the axis of Amen Alley and College Place into the Green and to the riverside.

Terrace: The terrace resolves level differences between the Green / Cathedral and the new development. The terrace provides an 'extension' to the back of Cathedral, which is poorly connected to the Green and severed by Full Street. The connection between Cathedral and Green will be reinforced by calming Full Street, providing priority for pedestrian movement to the riverside. It is proposed that Full Street will be reduced to one traffic lane and raised to footway level between Amen Alley and Market Place.

Pavilion: The two storey pavilion is located at the heart of the Green on key axis drawn from the Cathedral and the Riverside Promenade. A pavilion located as proposed in the heart of the Green promotes activity and serves to unite the open spaces. The terrace will meet the pavilion at 1st floor level providing a viewing platform towards the riverside. Access to ground level will be internally through the pavilion or via the Steps. The northern facade faces the stage area / amphitheatre to the Silk Mill, this façade will continue into the proposed amphitheatre earthworks, striking a key axis to College Place. The eastern façade looks across the Riverside Promenade and bridge over the Flume towards the River Derwent.

Amphitheatre: The site topography includes a fall of some 7m between Full Street to the Derwent. The design capitalizes on this through the creation of sculpted earthworks to provide an amphitheatre / viewing terraces for possible events at the stage.

Stage: This would be a level performance area / possible outdoor seating to cater for the pavilion building.

Steps: Provide steps to front of new development to integrate development with riverside in a manner which reflects the natural geometry of the river and refers to the steps at the riverside gardens. The Steps will incorporate ramping to provide access for all. The suggested line of the steps aims to provide a widened riverside walk as it emerges onto the Green.

Flume: As a key element of the historic mill, the flume should be reinstated and potentially reused for external exhibitions related to the museum. The flume will be crossed via a new footbridge on the 'Cathedral axis'. There is opportunity for sculpture / art work at the terminal point of the axis at the river edge.

Docking: The river edge will be promoted as a stop for river buses and we propose a floating pontoon deck, the landscape works need to respond to the entrance to the Mill and the proposed Derwent crossing.

2.7.4 Art Brief 'Sculpted Earth'

Soil sculpture and simple rhythmic tree planting are suggested as the approach to artworks at Cathedral Green to emphasise the change in level, create an amphitheatre for outdoor performance and unify the space. The undulation in the shapes of the soil sculpture will indicate water flow in the same way as the presence of willow trees. If selected for the planting scheme.

The proposed pavilion building may be used as platform for a sound and lighting rig to support the adjacent performance space which could play host to public events such as outdoor theatre and activities associated with the Silk Mill Museum.



IMAGES:
1. Sculpted earthworks support amphitheatre seating
2. Earthworks as art

Further considerations for the design of Cathedral Green following public consultation

- More green space is to be retained together with existing trees and greater consideration is to be given to the promotion of biodiversity
- Clearly defined routes will connect with the proposed new river bridge and they will follow pedestrian desire lines. Pedestrians will be given clear views towards areas of activity from these routes and from the bridge to provide a safe and secure environment
- The main space for events and activity will be located beside the riverside and the Silk Mill, to increase appreciation of the river and the World Heritage Site
- The operational requirements of a potential river bus service are to be incorporated into proposals for the bridge and the new landscaping

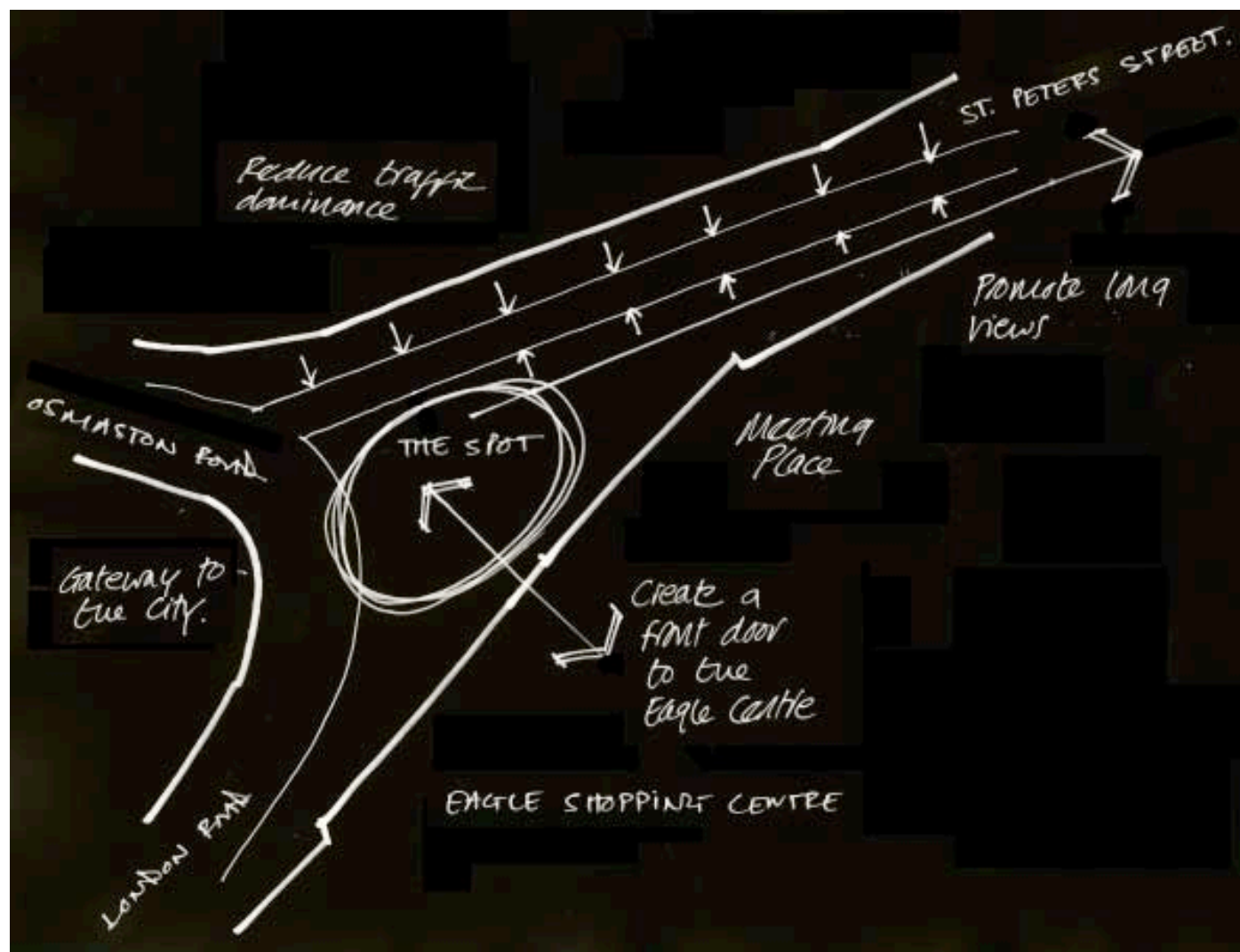
2.8 The Spot

2.8.1 Introduction

The Spot is located at the junction of London Road, Osmaston Road and St. Peters Street. The space is a local landmark with good views along St Peter's Street. The Eagle Centre shopping mall has a key entrance at The Spot which provides a natural meeting and gathering point for visitors. The space is divided into two areas, footways and a small elevated platform developed as a set piece design in the early 1990's and comprises a viewing platform, clock tower and basement public toilets. The design reflects the art deco style of adjacent building facades, however the platform dominates the space, blocking views north and south. The underground toilets are difficult to access for the mobility impaired.



IMAGES: 1-3. Views of The Spot and the viewing platform. 4. Aerial photograph of The Spot

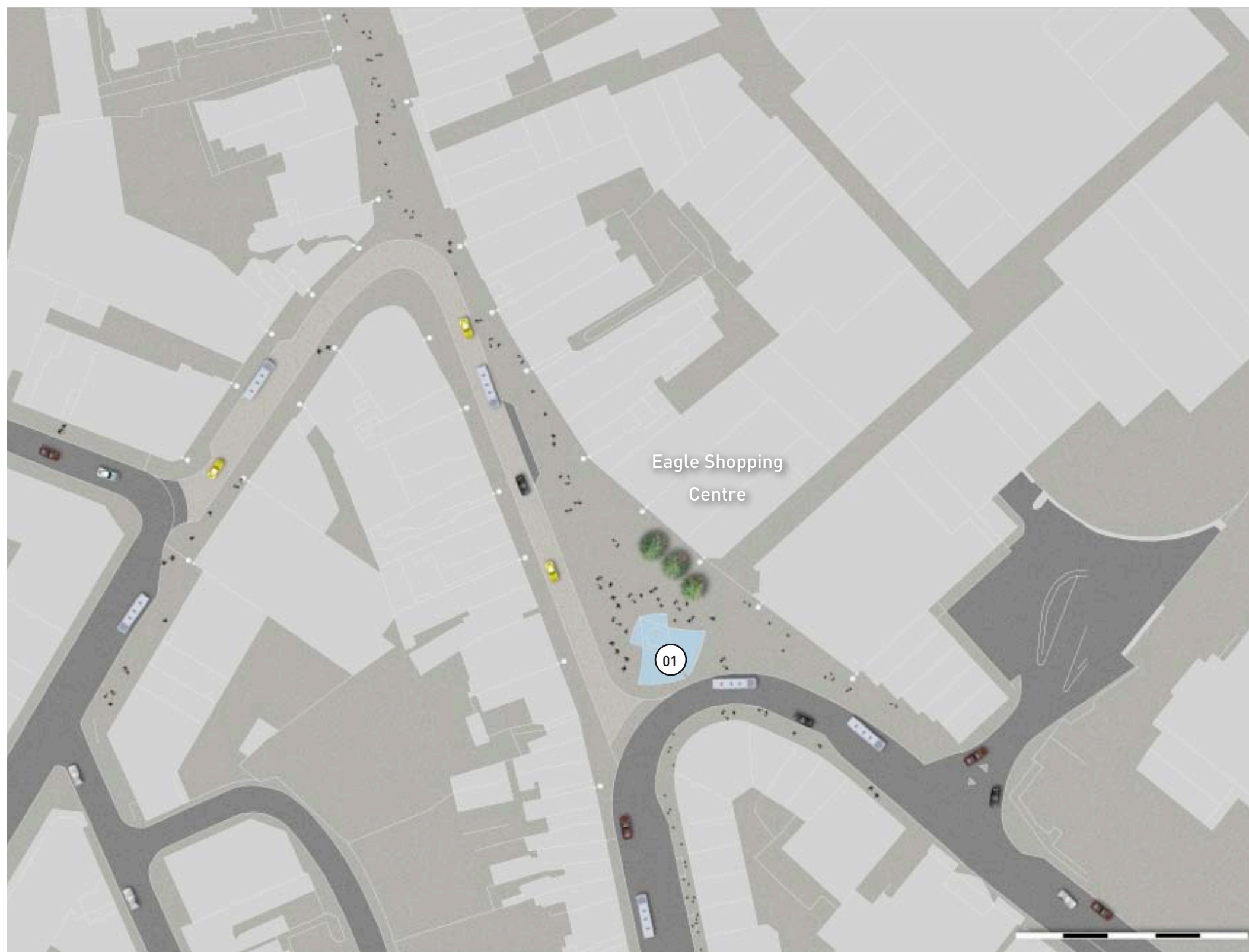


Concept Plan

2.8.2 Design Objectives

Design objectives for The Spot include;

- Highlighting the space as a gateway to the city centre,
- Building on the space's function as a meeting place,
- Strengthening connections and creating an impressive entrance to the Eagle Shopping Centre, and
- Seeking to reduce traffic dominance and redress the balance between vehicles and pedestrians.
- Careful consideration should be given to the overall space at The Spot in terms of function and lines of sight, both of which are influenced by levels.



The Spot

2.8.3 Design Response

An Art / Architectural solution is proposed incorporating a café, an information and orientation point and landmark architecture. The building seeks to harness technological solutions to explore ways of looking across the city centre.

The design response includes the;

- Removal of the existing platform and associated buildings,
- Creation of a new pavilion building with integral 'periscope' artwork,
- Orientate pavilion to the remodelled Eagle Shopping Centre entrance,
- Provision of a shared surface as an extension of existing pedestrianised streets to the north,
- Retention of public transport (Bus / taxi / disabled parking along St. Peters Street)

Further considerations for the design of the Spot following public consultation

Proposals should not include a "spike" but instead include another form of landmark structure which is unique to Derby and symbolic of the city's future

Potential provision of public toilets which are accessible to all
Provision of public seating

01 'Landmark' pavillion building



2.8.4 Art Brief 'Highest Heights'

The height of this site and its position as a directional crossroad and gateway to the city, makes this an important public space and an important site of introduction to the identity of The City. The Spot marks one of the key starting points in the serial visions for the city centre.

The concept theme for this space is "Highest heights" and the proposal includes a land mark spike or tower which houses a periscope mechanism to look across the city, an inversion of the Hidden River theme proposed for Victoria Street.

It is also a celebration of mechanical inventiveness overcoming the limitation of human physical abilities as in the days of industrialization. (In this case seeing over distance). It explores a playful question "how much higher would one need to be to see the other architectural highlights of the city centre?".

This large scale commission should be commissioned via competition.

If developed as a collaborative arts, industry, education project, the use of the periscope can be incorporated into physics or general science classes bringing education out into the city.



Periscope images

BEST PRACTICE

The Dublin Spire known as the 'Dublin Spike':

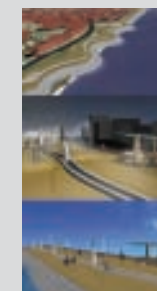
Ian Ritchie Architects won an architectural competition to provide a replacement for Nelson's Pillar, which was blown up in 1966, for a new Landmark for the top of O'Connell Street, Dublin. (www.irish-architecture.com)



BEST PRACTICE

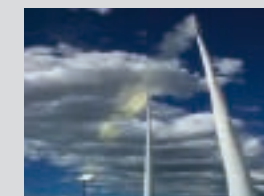
Luminous Threshold:

This piece, by James Carter Design Associates, marks the entrance to the Sydney Olympics 2000. The "Light Threshold" focuses on the ordering and changing nature of light as it interacts with mist, creating an ephemeral landmark in the sky overhead. This threshold uses a sequence of six 23m high misting-masts and one mirror-mast to establish a vertical plane that cuts across the roadway in an open landscape as one approaches the Olympic park site. (www.jcdainc.com)



Cleveleys Promenade:

Seating, lighting and shelters for the promenade also incorporated a public art scheme devised by Stephen Broadbent, that will allow active participation of the local community. A very exciting high quality scheme that will transform the promenade and hopefully assist in the regeneration of the whole town. (www.sbal.co.uk)



2.9 Castleward Boulevard and Square

2.9.1 Introduction

Castleward Boulevard has been identified in the Masterplan as a key route connecting the Railway Station to the city centre through a new mixed-use Castleward sustainable community. The area is the subject of an Area Action Plan (AAP) which will take forward the vision for development of this priority area. The City Council intend to adopt the AAP in 2008 following public consultation.

The proposed Boulevard route travels westward from the Station via Midland Place, Park Street, Liversage Walk and Liversage Street to Traffic Street. It is envisaged that the Boulevard will accommodate a variety of transport modes, including; pedestrians, cycles, private vehicles and public transport - possibly in the form of an environmentally friendly shuttle bus in-between the railway station and Traffic Street. However, the Boulevard will not provide a strategic connection for through traffic which will continue to be accommodated on London Road, Traffic Street and Station Approach.

The Castleward sustainable community will be designed in accordance with current best practice guidance and will be characterised by perimeter block development based on a connected and legible network of streets. The mixed use blocks will include residential, office and retail development with active ground floor uses to provide natural surveillance of the surrounding streets and spaces.

The main public space off the Boulevard will continue to be Carrington Square which is located to the south of the proposed Boulevard. Carrington Square is linked to Basses Recreation Ground to the north via John Street and to The Arboretum to the south via Trinity Street. It is envisaged that these streets will be remodelled to provide well lit pedestrian friendly routes to encourage wider use of the City's network of green spaces. Carrington Square will be remodelled to provide a high quality public space at the heart of the new Castleward community.

The area around the railway station is designated as the Railway Conservation Area and it includes several fine examples of Victorian railway architecture including the former Midland Railway Institute, Midland Hotel, Brunswick Inn and some of the earliest examples of railway workers cottages in the country. This provides a very distinct character to the area which should be preserved and enhanced through delivery of the new Boulevard and the new Castleward sustainable community.



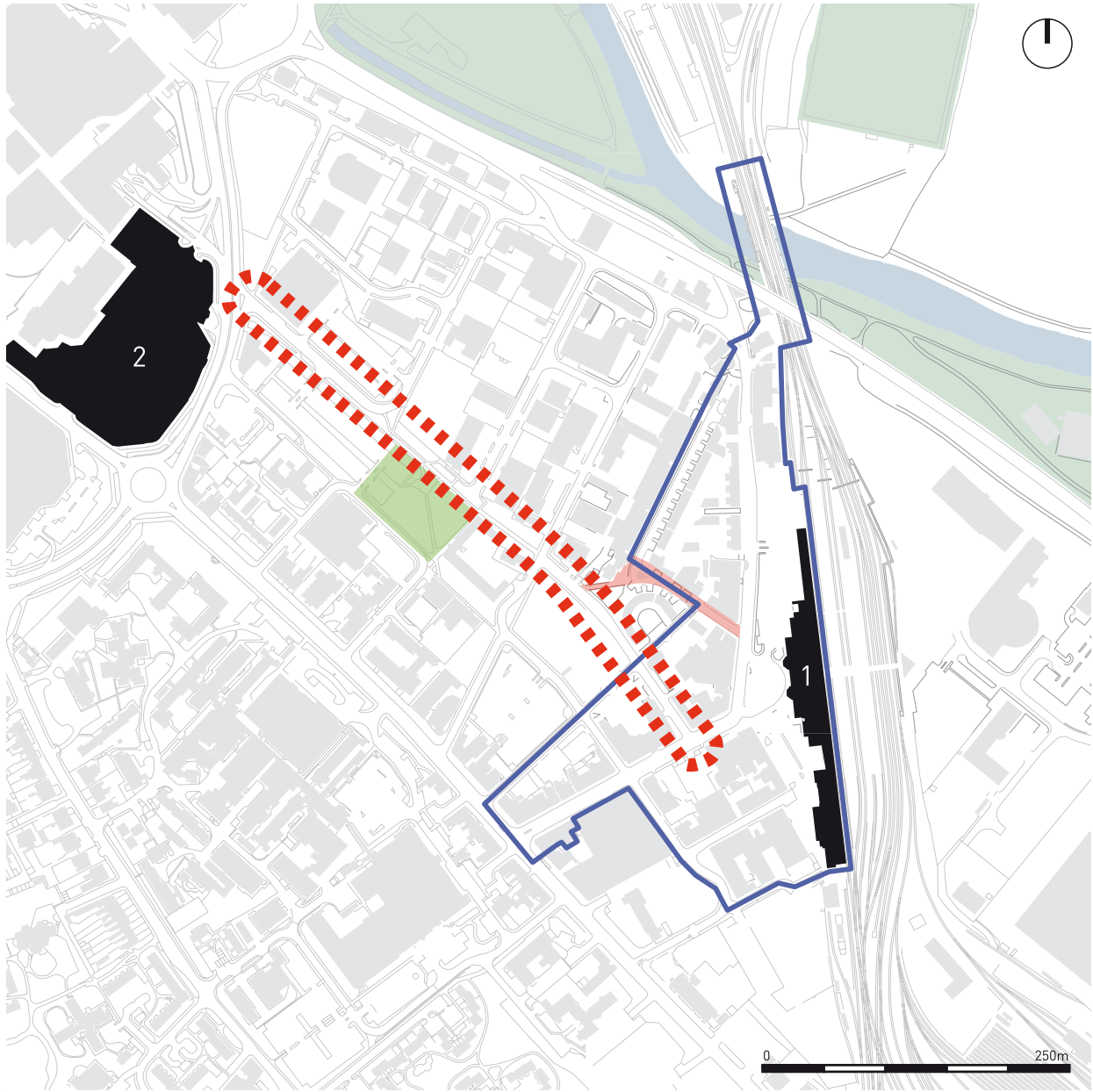
Liversage Street East



Liversage Street West



Canal Street North



Castleward Boulevard Location Plan

- | | |
|----------------------|--------------------------|
| Key | |
| — Railway line | — Railway line |
| — Built form | — Castleward Boulevard |
| — Major green spaces | 1 Derby Railway station |
| — Waterways | 2 Eagle Centre extension |
| — Railway line | — Carrington Square |
| | — Midland Place |



Further considerations for the design of Castleward Boulevard following public consultation

- Further research is to be undertaken to accommodate essential traffic movements in a way that satisfies urban design objectives
- Cyclists and pedestrians are to be accommodated separately as far as possible
- The relationship between the width of the boulevard and the height of buildings is to be reviewed to create an appropriate sense of enclosure

2.9.2 Design objectives

The design concept for the Boulevard is to create the feel of a 'shared' surface street of consistent width along the route from the junction of Traffic Street to Midland Road. The Boulevard would be designed to accommodate a variety of traffic conditions in the following sections;

2.9.3 Liversage Street

This section of Liversage Street, from the junction with the ring road at Traffic Street to John Street, will be designed to accommodate all vehicle modes in a traditional two way street. It is proposed that a new pedestrian crossing, with cycle facilities, is provided across the ring road (Traffic Street), to encourage non vehicular movement between the station and the city centre via the Eagle Centre and Playhouse Theatre.

The existing semi-mature lime trees along Liversage Street are well established and it is proposed that these are retained and incorporated into the design of the Boulevard. The City centre lacks significant tree cover and every effort should be made to retain healthy street trees. However, the trees are densely planted at approximately 5m centres and it is proposed that the trees are thinned out, by removing every other tree, to allow the remaining trees space to grow into large street trees. It is also proposed that the tree canopy is raised to improve long views along the Boulevard and to

allow sunlight through the canopy to the footway. Lime trees are well suited to tree surgery, the extent of which would be subject to consultation with the City's tree officer.

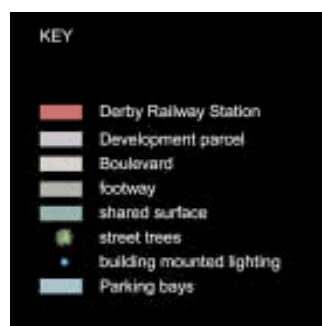
2. Liversage Walk

Liversage Walk, between Liversage Street and Canal Street, will accommodate two way public transport access (possibly in the form of an environmentally friendly shuttle bus in-between the railway station and Traffic Street). There could also be limited access to the Boulevard via John Street. It is proposed that this section of the Boulevard will be restricted to public transport access and signed accordingly. It is envisaged that access to this section will be controlled via subtle signage and/or physical control measures in the form of rising bollards. Rising bollards provide a less visually intrusive alternative to more traditional bus gates.

2.9.4 Park Street

The Park Street section of the Boulevard, from Canal Street to Midland Road, will be laid out as a traditional two way street.

- 01 New pedestrian crossing at Traffic Street
- 02 Bus only section of the Boulevard
- 03 Carrington Square
- 04 New junction at Calvert Street and Park Street
- 05 New shared surface at Midland Place
- 06 Realigned pedestrian crossing to the station



2.9.5 Boulevard design parameters

As noted previously it is envisaged that the Boulevard will be fronted by significant new mixed-use development characterised by 5 storey buildings. The carriageway will be aligned centrally within the Boulevard and demarcated with 'Derby red' granite kerb with 25mm minimum upstand. This provides the 'look' of a shared surface whilst providing clear separation of vehicles and pedestrians and allowing for construction of traditional highway drainage arrangement.

The following key design parameters are proposed for the Boulevard;

- Footways - 3m
- Carriageway - 6.5m
- Parallel parking bays - 2m
- Building set back - 1.5m
- Building to building depth - 21.5m
- Avenue tree planting on both sides of the Boulevard.

In terms of building interface it is proposed that all ground floors are built to a minimum floor to ceiling height of 3.7m to promote attractive, adaptable, robust development. First floor heights should be set at an agreed height for all development blocks fronting the Boulevard to accommodate building mounted lighting. Residential blocks should be designed with ground floor entrances fronting onto the Boulevard, and plot widths will be controlled to limit the extent of any blank façades.

2.9.6 Boulevard materials palette

The following materials are proposed for the Boulevard;

- Footways - York stone paving.
- Carriageway and parallel parking bays - asphalt carriageway dressed with bound gravel / bauxite chippings to match the York stone, to create a visually integrated floorscape.
- Kerbs - 'Derby red' granite kerb, 300mm wide.
- Street trees - Lime (Tilia x euchlora) planted at 15m centres.
- Street lighting - Building mounted lighting will be provided on all new blocks fronting the Boulevard.

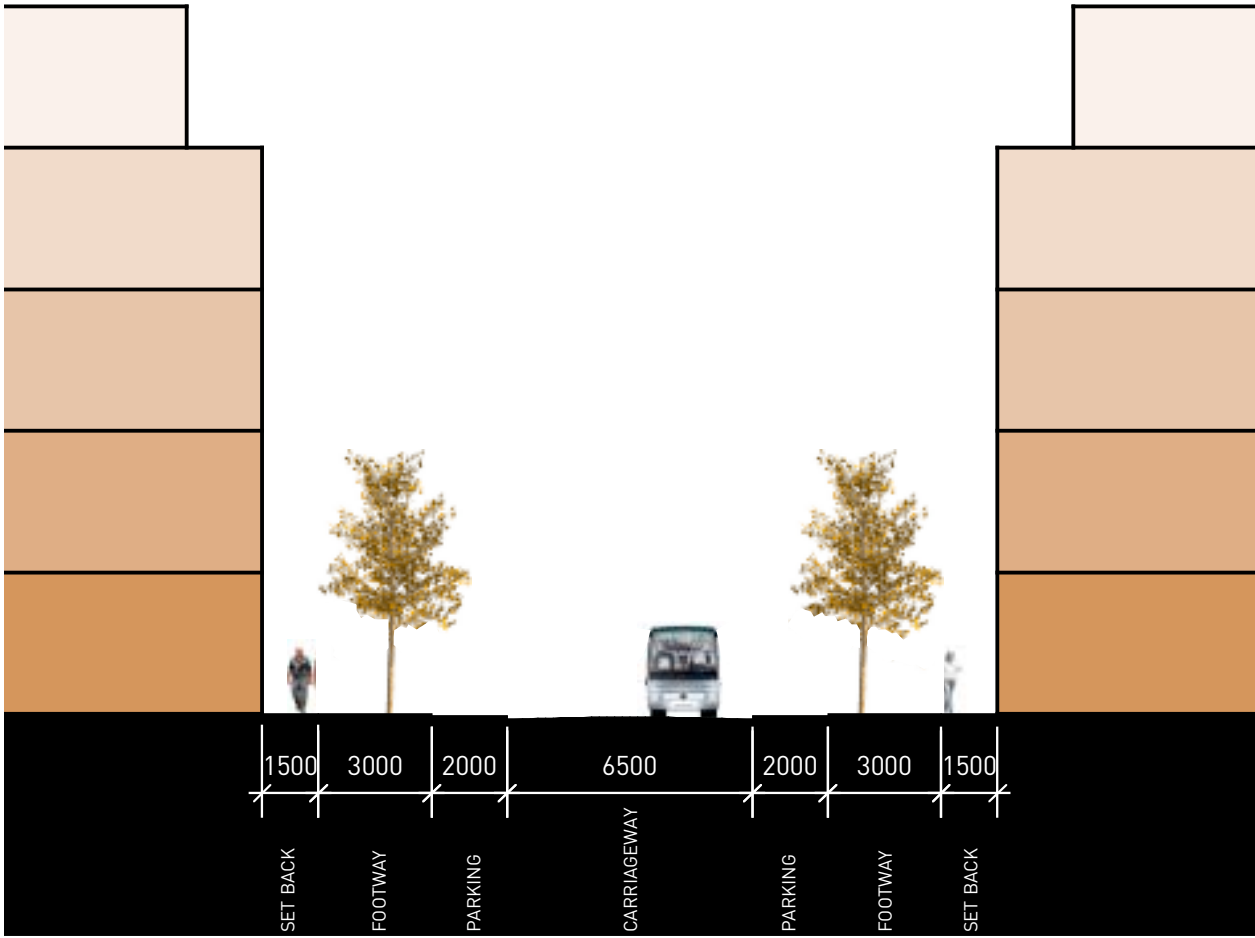
All street furniture, traffic signage and road markings will be kept to an absolute minimum along the Boulevard to minimise clutter.



Residential perimeter blocks, Glasgow



Model of 5 story mixed use developments, Dublin



Typical section design, Castleward Boulevard

2.9.7 Carrington Square

Carrington Square will be an attractive, welcoming and inclusive space laid out as a contemporary high quality urban square. The Square will be predominantly hard surfaced with raised lawns and significant street tree planting. The Square will be enclosed by the adjacent buildings which will be designed with active frontages overlooking the space to encourage natural surveillance. The Masterplan indicates a community facility in this area which should front directly onto the space.

The proposed layout accommodates pedestrian desire lines with generous, uninterrupted footways through the lawns and around the perimeter of the Square. The sinuous geometry of the central lawns contrasts with the formal layout of the surrounding buildings. The lawns will be bounded by low stone steps providing opportunities for informal seating. High quality materials will be specified throughout, including York stone footways and steps. Tree species will be selected to provide flowering interest and form which contrasts with the avenue of lime trees provided along the Boulevard. Suitable species include; Amelanchier lamarkii 'robin hill' and Prunus species. There are opportunities for placing contemporary sculpture within the square and public art may be incorporated within the floorscape and steps in the form of feature lighting.



High quality streetscape



Lighting design, Finsbury Square, London



Carrington Square Concept Plan

2.9.8 Midland Place

The Railway Conservation Area provides a challenge in terms of encouraging movement through the area via Midland Place whilst preserving and enhancing the area’s character and providing access to dwellings and businesses. The Midland Place / Calvert Street / Wellington Crescent area is primarily residential with domestic scale architecture and street pattern with considerable perpendicular on plot parking which serves to break up opportunities for providing clear and unobstructed footways. In addition the more recent development at Wellington Crescent could better address the street and the poor siting and design of Florence Court has created an area of ‘left over’ land which currently accommodates a short section of cycle way.

A new shared surface is proposed at Midland Place to provide clear visual clues to the visitor wishing to access the city centre from the railway station. The existing pedestrian crossing at Railway Terrace will be re-aligned to provide a straight across crossing to Midland Place to encourage pedestrian movement through Midland Place towards the Boulevard.

The junction at Midland Place and Railway Terrace provides vehicle access for the dwellings along Calvert Street, Wellington Street and Midland Place. In order to relieve this section of road of vehicle traffic it is proposed that Midland Place is closed to through traffic between Wellington Street and Railway Terrace. Vehicle access will be provided via a new junction at Calvert Street/Park Street and Wellington Street/Park Street. This will create an opportunity for a new development site to the south of Florence Court. This landmark development will provide a point of orientation for pedestrians travelling from the station via Midland Place and it will provide a new friendly frontage onto the Boulevard.



View of Florence Park from Park Street



View looking east along Midland Place towards the Station



View along Midland Place looking towards the station

2.9.9 Midland Place materials palette

The Conservation Area underwent major environmental improvements in the 1980's with the implementation of a 'traditional' palette of materials including Victorian lighting columns and luminaires and footways of blue pavements. These materials have informed the palette of materials for Midland Place which are proposed as follows;

- Midland Place - shared surface and pedestrian crossing at Railway Terrace to be sawn granite setts (Sawn and textured finish, colour - predominantly mid grey with limited number of randomly laid red setts to compliment red brick terraces).
- Traditional Derby red kerb to demarcate extent of public carriageway.
- Private parking areas to be blue pavements with diamond pattern texture.
- Carriageway to be laid with granite setts, colour as before.
- Footways to be York Stone flags to compliment stone detailing in building facade.
- Landscape treatment

Frontage treatment of properties in the Conservation Area vary widely in terms of quality and consistency, the best examples maintain a well-kept boundary with the public realm in the form of low growing hedges, poorer examples are overgrown and poorly maintained. It is suggested that a Frontage Design Guide is prepared to encourage a consistent application of boundary treatment which promotes overlooking and passive surveillance of the street.



Calvert Street



View looking west along Midland Place



Brunswick Inn

2.9.10 Art brief

The development of the Castleward Sustainable community provides an exciting opportunity to create new buildings of exceptionally high quality and artistic vision. The previous section has set out the design parameters and building interface for the Boulevard to ensure that the route is connected, legible and uncluttered. It is recommended that designs are developed for each block, or possibly longer sections of the route, through architectural competition involving world class design teams briefed to ensure a truly integrated approach to art and architecture. The following section provides examples of award winning projects conceived and delivered with that in mind.

BEST PRACTICE

Crown Street, Gorbals, Glasgow, Hypostyle Architects

This new residential development by Hypostyle Architects comprises a total of 203 town houses, flats and duplex apartments. The development has a balanced contemporary feel in form, materials and scale. The gateway building is further enhanced and celebrated with the incorporation of one of Glasgow's largest new civic artworks 'The Gatekeeper', by artist group Heisenberg.

www.hypostyle.co.uk



Goldsmiths College, Alsop and Partners

Alsop and Partners were selected to design the Ben Pimlott Building for Goldsmiths College. The building has an industrial aesthetic to reflect the tough studio space within, three sides of the box are clad in metal with punched windows for daylight and ventilation. A layer of metal surface relief breaks up the mass of the silver coloured metal cladding and casts shadows during the day. At night, industrial light fittings scattered across the elevations throw pools of light and shadow across the metal surfaces. A high level roof terrace has been created for external displays and wrapped with a metal structural 'scribble' making the building a landmark on the south east London skyline.

www.goldsmiths.ac.uk



The Home Office, Marsham Street, London. Terry Farrell 2000-2005

The artist Liam Gillick, was chosen to create works for the Art Enhancement Strategy of the building's façade in association with Terry Farrell Architects. Drawing on his interest in the built environment and architectural history, Gillick designed coloured glass elements for the main entrance canopy, and the ground floor recessed window spaces. Other elements that he integrated into the architectural design were the striking entrance icon based on rural and urban street plans; text "hidden" within the façade, and distinctive mirrored steel sculptures on the adjoining lawns.

www.homeoffice.gov.uk



Prada Aoyama Tokyo, Herzog & de Meuron 2001-2003

Herzog & de Meuron Architects are responsible for the design of the flag ship Prada store in Tokyo. The architects often cite Joseph Beuys as an enduring artistic inspiration and collaborate with different artists on each architectural project. Depending on where the viewer is standing, the body of the Prada building looks more like a crystal or like an archaic type of building with a saddle roof. The ambivalent, always changing and oscillating character of the building's identity is heightened by the sculptural effect of its glazed surface structure. The rhomboid-shaped grid on the façade is clad on all sides with a combination of convex, concave or flat panels of glass. These differing geometries generate faceted reflections, which enable viewers, both inside and outside the building, to see constantly changing pictures and almost cinematographic perspectives of Prada products and the city.

www.en.wikipedia.org / www.nai.nl



St. Martins Lane Hotel Phillipe Starck 1999

This 7 storey Hotel was re-modelled by Phillipe Starck to provide dramatically lit façades which highlight the building during the hours of darkness.

www.stmartinslane.com



03 MANAGEMENT PLAN

3.1 Raising the Profile of the Public Realm

3.1.1 Introduction

The quality of the public realm is an important factor in the perception of the quality of life. The importance of the public realm has also risen up the political agenda. When towns or Cities are competing for business investment, shopping or tourism, the quality of the public realm can affect decisions about choice of destination. The quality is affected by the level of investment in this important asset, how it is managed, the level and ease of maintenance and the care that is exercised by those who make use of it.

In order to maximise the benefit of future capital investments in the public realm, and to retain and enhance the vision for Derby City, the following arrangements are suggested;

- A street design strategy is adopted, to deliver a high quality street scene and ensure that it is reflected in other Corporate Plans such as the Unitary Development and Local Transport Plans,
- Strengthened management responsibility and coordination is established, including introducing an audit trail for all decisions relating to the design and improvement of the streetscape, and
- Introduce a Public Realm Improvement Review Group (PRIR Group), led by the Public realm Champion.

The terms of reference for such a group could include;

‘We will introduce a coherent and integrated approach to managing the physical assets of the streetscene, we will treat the street as a single entity, not divided by our different responsibilities across the Council. The first step will be the adoption of a Public Realm Champion who will have responsibility for the overall strategy as well as managing some services and assuring coordination with others.’

It is suggested that the Public Realm Champion is the Cabinet Member for Planning and Transportation. To support this position, a ‘City Centre Action Team’ should be set up, led by a City Centre Chair. The City Centre Chair will act at a more local level, representing the needs and interests of the City centre, not the whole City. We suggest Assistant Director, Highways, Transportation and Waste is assigned this role.

To assist in providing this focus all policies for the area, proposals for improvement and maintenance, Town Planning Applications would pass through the Chair’s office. The individual would be responsible for coordination of design and maintenance standards, budget allocation and expenditure monitoring. It is likely that this would convene at monthly intervals.

It is recommended that the City Centre Action Team would;

- Be responsible for the creation of a coordination and management culture so that issues, problems and proposals derived within the area are raised in a Council forum and that appropriate action is identified and taken to protect, enhance and improve the city centre.
- Under this arrangement, Maintenance functions for the city centre would remain within the control of the various Heads of Service but the Chair is consulted on standards and service level agreements, and is made aware of changes;
- Be made aware of all correspondence, communication or complaints received from members of the public, communication with Councillors, reports to Committee or other matters relating to the area, are copied to or routed through, the Chair, so that the public’s perception of the public realm is understood;
- produce City Centre plan, on an annual basis, recording previous achievements and future proposals, budget and funding arrangements, expenditure on each service provided, with Appendices containing information about appropriate and agreed standards of inspection, maintenance and improvement together with details of all complaints from the public and responses;

- be able to review contract arrangements, review and revise them as necessary to ensure that common standards are achieved, conflicts removed and cross fertilisation of knowledge takes place;
- ascertain where there is underspend in budgets, so that funds can be redirected instead of lost;
- and consider other initiatives where a visible difference can be made to the streetscene, for example by the introduction and management of shop front grants or local improvement grants
- Create a Forum where the aims and aspirations of the Public Realm Champion can be promoted in the wider context and to include Local Councillors, resident and business representatives, landowners or managing agents for retail and commercial premises. Once established, it is recommended that this Forum would meet twice annually.

The proposal brings together two key strands;

- A new overall strategy to manage the streetscene, and
- The identification of a number of improvements to the management, performance, cost – effectiveness and customer focus of the services.

3.1.2 Management and Maintenance Protocol

From discussion with Council Officers and from observation of completed projects it is evident that much care, thought and consideration is given to the design and construction of highway and environmental projects. The application of resources to maintain and enhance the capital investments which have been made is not always as apparent.

As a result of this investigation, the following is proposed;

Cabinet To Adopt The Public Realm Strategy.

By adoption of the Public Realm Strategy, maintenance functions will be limited the agreed range of palette of materials and street furniture. This will preclude the need for “one-off” maintenance requirements due to the existence of non-standard items being specified by designers.

Inclusion in the Local Plan

The Local Plan (3 April 1998) makes no reference to the Council’s aims and objectives for the preservation and enhancement of its highway infrastructure. A Policy for the Maintenance and Management of the Public Realm should be prepared which recognise this resource, the effect on the quality of life and the programme of proposals for the maintenance regime. A target standard could be set, for example relating to condition ratings. This information should be shown in the next draft of the Local Plan. Examples of text from the Local Plan of other Local Authorities are included in the Appendix.

Annual Report

Following the preparation of a public realm maintenance policy, as listed, above, the Chair should then, on an annual basis, prepare a report to Cabinet on the steps to achieve this policy. The report will comprise an audit of the condition of the public realm, using agreed indicators, the expenditure against budget, and make recommendations for the following financial period.

Integration With Town Centre Manager Activities

The events programme as organised by the Town Centre require coordination with the City Council’s public realm improvement programme. The integration of these programmes should be monitored and reviewed by the PRIR Group. In this way, the needs of event coordinators, for example electricity supplies, may be built in to public realm project briefs, resulting in an integrated design of features.



PART TWO:

Manual for City Streets

This part of the Public Realm Strategy is designed to be of practical use to Derby City Council. The objective is to create a robust and enduring stage for the public life of the city and improvements explore opportunities to remove existing visual barriers and unnecessary clutter.

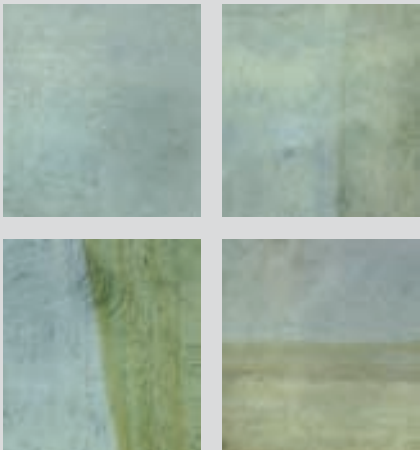
The Manual includes a simple palette of materials and street furniture designs that will become a recognisable Derby style and indicative General Arrangement plans.



04 MANUAL FOR CITY STREETS

5.1 Materials Palette

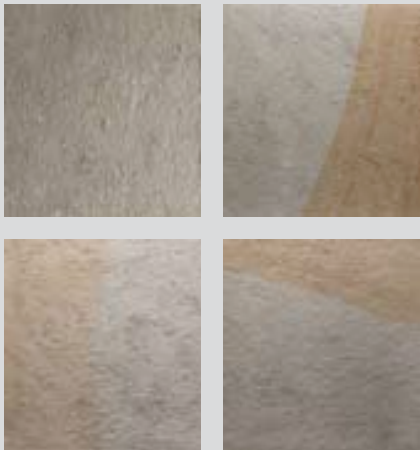
PAVING



Item	Paving – Scoutmoor York Stone by Marshalls
Description	York Stone flag paving
Material	Scoutmoor York Stone
Finish	All faces to be diamond sawn
Colour	Scoutmoor range: varies from blue grey to buff brown
Dimensions	600mm gauge x random length between 400mm and 1200mm, 70mm thick.
Pointed 1: 3 cement:	sand mortar
Supplier	Marshalls Plc, Hall Ings, Southowram, Halifax, HX3 9TW Tel: 01422 306 400 Commercial Sales Office: Tel: 08704 112266 Technical Advisory Service: Tel: 08704 113344
Contact	Rachel Waugh Paving Specialist Tel: 01422 312 000

General note for all paving: If for any reason Marshalls PLC are unable to supply the required materials then the closest possible match may be sought from another company


PAVING



Item	Paving – Greenmoor – Rustic, York Stone by Marshalls
Description	York Stone flag paving
Material	Greenmoor York Stone
Finish	All faces to be a rustic finish
Colour	Greenmoor range: varies from blue grey to buff brown
Dimensions	600mm gauge x random length between 400mm and 1200mm, 70mm thick.
Pointed 1: 3 cement:	sand mortar
Supplier	Marshalls Plc, Natural Stone Division, Lower Brier Lodge, Brookfoot Lane, Southowram, West Yorkshire, HX3 9SY Commercial Sales Office: Tel: 08704 112266 Technical Advisory Service: Tel: 08704 113344
Contact	Rachel Waugh Paving Specialist Tel: 01422 312 000

Note: York stone paving is the first choice material for all retailing streets and significant public spaces in the city centre, but on secondary non retailing streets with low footfall an alternative lower cost paving option is Charcon Appalacian paving 600 x 600 mm. To retain a design unity only one paving type should be used on any single public space or length of street


PAVING



Item	Red granite kerb and setts to match existing 'Derby kerb'.
Description	Random length granite kerbs to BS 435:1975.
Material	Red granite.
Dimensions	300mm x 200mm deep various length or for setts 100 x 100 x70mm
Finish	Fine picked.
Options	Radius kerb and Quadrants.
Supplier	Brittannia Granite, PO Box 6425, Nottingham, NG2 6TL
Contact	Trevor Estrop Tel: 07885 305 421

Note: If the cost of pink/red granite is prohibitive and/or supply is restricted to distant quarries requiring unsustainable transportation, then silver/grey granite may be used as a substitute in accordance with the size specifications given above and this should include a "flamed" textured finish

PAVING



Item	York Stone setts by Marshalls.
Description	Greenmoor range.
Material	Natural York Stone.
Colour	Varies from blue grey to rust brown.
Dimensions	100mm x 100mm x 75 mm thick or alternatively more random lengths of setts may be considered to match the Victoria and Albert Street cross-over areas but with the same general thickness
Finish	Diamond sawn on all faces.
Supplier	Marshalls Plc, Hall Ings, Southowram, Halifax HX3 9TW Tel: 01422 306 400 Commercial Sales Office: 08704 112266 Technical Advisory Service: 08704 113344
Contact	Rachel Waugh Paving Specialist Tel: 01422 312 000

Silver/grey granite setts may also be used within a carriageway as an alternative for York Stone setts. The surrounding context will need to be assessed to guide the choice of material.

SIGNAGE




Item	Pedestrian Finger posts Stylos from William Smith
Description	Stylos pedestrian signage system
Specification	Conical; diameter 90mm; height 3.2m
Finish	Finger, rectangular; 660mm long; maximum depth 390mm and maximum 6 lines/destinations; polyester powder coated to BS 18 B 29
Fixing	Base fixed in accordance with manufacturers instructions
Options	White text in Transport medium 30mm height, left justified on both sides. No arrows symbols or logos. lower case letters
Supplier	W Smith & sons Ltd, Grove Works, Queen St, Barnard Castle, Co Durham DL12 8JG

TACTILE PAVING



Studs individually fixed into the paving slabs and laid in a grid pattern, orientated in the direction of crossing and to be used in inset inspection covers are considered the most effective and least intrusive option but these should not be in stainless steel. Stud dimensions and spacing is to be in accordance with DETR "Guidance on the Use of Tactile Paving Surfaces, Figure 2." Research is being undertaken to establish the most acceptable alternative to stainless steel studs and until this is known, pink granite or York stone tactile paving may also be used but without arms cutting into the pavement. No concrete tactile paving is acceptable in the city centre. Drawing number 2171-021 in the final section of this report illustrates details of installation of tactile paving

BOLLARDS/GUARD RAIL

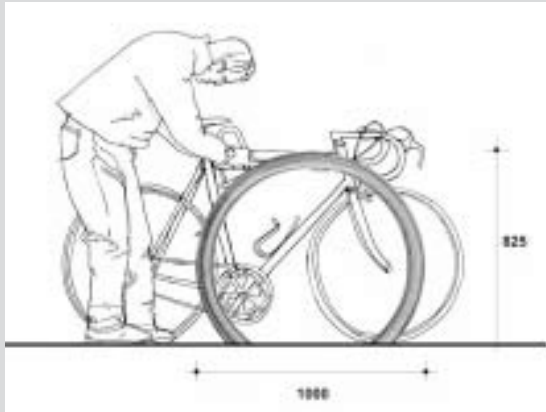


There is a general presumption against the use of bollards or guard rails in Derby city centre and the following bollard is to be used only in exceptional circumstances

Item	Bollard.
Description	Broxap, BX1593A-RT
Specification	Overall height: 900 mm
Finish	Painted dark gun metal grey BS18 B29.
Supplier	Voss Street Furniture Ltd. 11 Chancellors Pound Redhill Bristol BS40 5TZ
Contact	Sonia Burgess Sales Team Leader, Midlands, Telephone number 01782 564411


“Removable bollard ref. BX1593 – RM – painted BS18 B29; each removable bollard to include an additional lidded socket to house the bollard when access is required

CYCLE RACK



Item	Cycle rack.
Description	Voss cycle rack CS 30.
Specification	Overall height: 825mm Width: 1000mm
Finish	The painted colour finish is to be dark gun metal grey, BS18 B29
Supplier	Voss Street Furniture Ltd. 11 Chancellors Pound Redhill Bristol BS40 5TZ
Contact	Richard Woolerton Tel 01934 861 007 Fax 01934 861 060 Email enquiry@vossstreetfurniture.com

LITTER BIN



Item	Litter bin
Description	The Derby Standard bin by Broxap, round in shape (not square); reference BX45 2554 to include cigarette stubbing plate and ashtray to lid. “Litter Please” to be written in a contrasting cream colour
Specification	130 or more litre capacity, side opening with key and slam shut.
Finish	Finish Polyester powder coated to colour dark gun metal grey BS18 B29
Options	Constructed entirely of stainless steel, the bin has a protective hood and lockable openings (hinged panel on the long side of the bin).
Supplier	Broxap
Contact	John Makeham, Sales Manager, telephone 01782 571 631

SEATING



Item	Street seats.
Description	Seat 'Geo' from Woodhouse
Material	Painted steel frame. Back-rest and seat of F.S.C. approved timber slats.
	1800mm length bench as standard, with two end armrests and two interim
Colour	Grade 304 stainless steel to be painted to BS 18 B 29 : 1 contrasting base coat and 2 No finishing coats;
Supplier	The Woodhouse Co Ltd. Spa Park Leamington Spa CV31 3HL Tel 01926 314 313 Fax 01926 883 778 www.woodhouse.co.uk
Contact	Richard Wignall Mobile 07977 240 292 rwignall@woodhouse.co.uk

A backless version of the "Geo" may also be acceptable in some locations. Alternative seats of a very similar design may be considered from other suppliers, but there must be a close match in relation to dimensions and with similar metal and timber components. All metal work to be painted dark gun metal grey BS 18 B 29

LIGHTING



Item	Feature lighting unit (for riverside walk & Osnabruck Sq.
Description	Geo Direct Parklight conical steel column.
Specification	Luminaire: Cast aluminium body, and finished in powder coat to BS18 B 29. Lamps: 70w CDM-T with integral gear, and photocell. Column: 5m conical pole with polyester powder coated finish to BS18 B 29. Protection IP65, lamp and gear compartment, in situ.
Supplier	The Woodhouse Co Ltd. Spa Park Leamington Spa CV31 3HL Tel 01926 314 313 Fax 01926 883 778 www.woodhouse.co.uk
Contact	Richard Wignall Mobile 07977 240 292 rwignall@woodhouse.co.uk

LIGHTING



Item	Road lighting unit - Polo by Aquila Design/Urbis
Description	Polo street lighting unit for mounting up to 12m on a conical column..
Specification	Luminaire Polo 400, 440mm diameter Polo 600, 652mm diameter Polo 800, 838mm diameter Ultra low profile cast aluminium body finished to BS18 B 29 or other specified with polycarbonate or glass protector. Optical compartment IP66.
Lamps	Metal halide / high pressure sodium up to 250W.
Column	8m, 10m or 12m conical column, with bracket length 800mm. Painted finish to BS18 B 29.
Wall mounting	By use of wall bracket with integral connection box, 800mm bracket length.
Supplier	Urbis Lighting Ltd, Telford Road, Houndmills, Basingstoke, Hampshire. RG21 6YW Tel 01256 354446 Fax 01256 841314
Contact	Nic Winter 07966 445237 NicW@urbislighting.com

BUS SHELTER



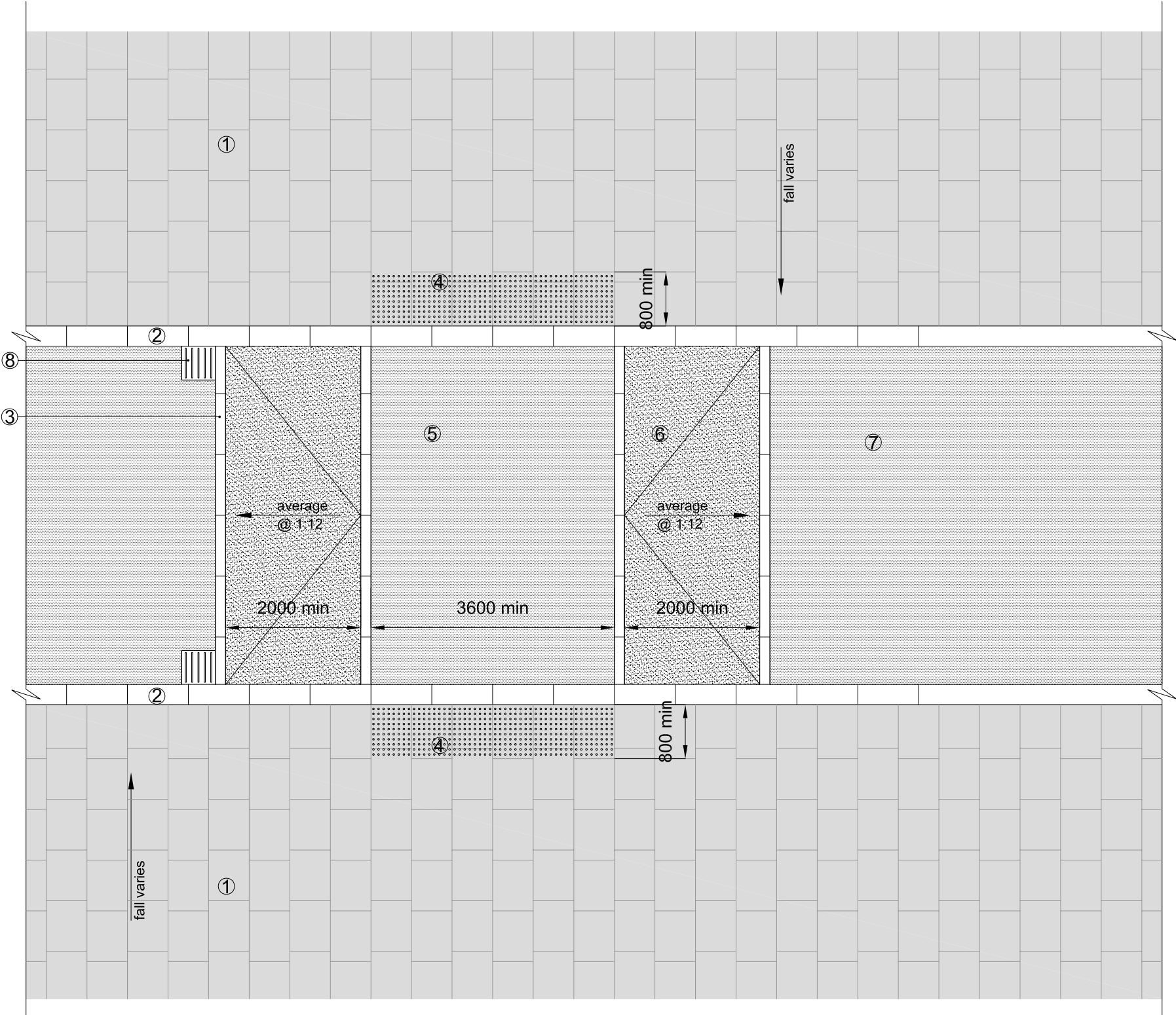
Item:	Bus shelter
Description	'Landmark' bus shelter from Adshel, with double-sided, back-illuminated advertising panel on one end.
Specification	All bus shelter metalwork to be powder coated colour finish to RAL 7024.
Supplier	Adshel 33 Golden Square London W1R 3PA England
Contact	Derby City Council

GENERAL ARRANGEMENT PLANS

TYPICAL RAISED PEDESTRIAN CROSSING PLAN

NOTES

Carriageway surfacing to be specified in accordance with DCC requirements.

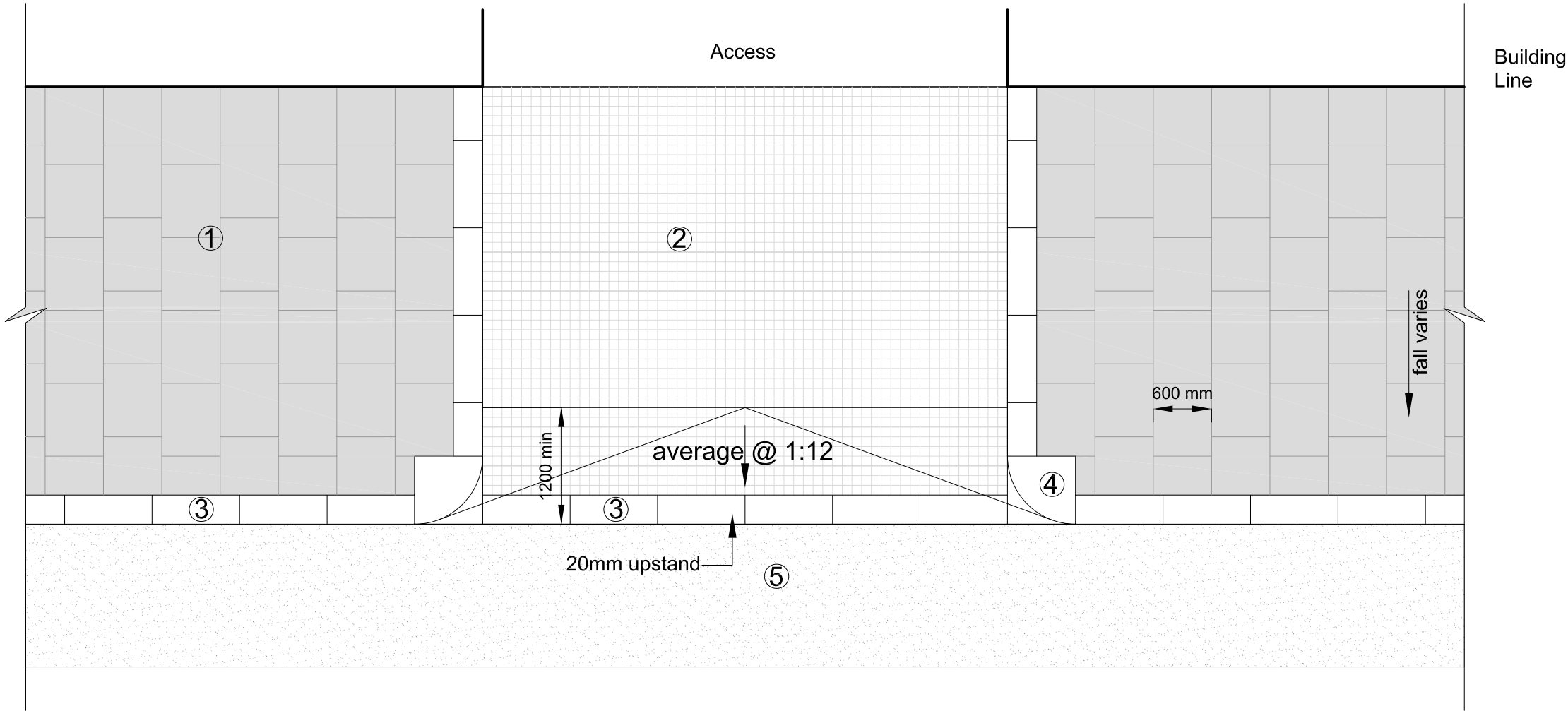


- KEYS
- 1 Yorkstone flag paving (600mm wide)
 - 2 Red granite kerb (300mm wide)
 - 3 Red granite edging (150mm wide)
 - 4 Stainless steel studs to specialist's specifications
 - 5 Dark grey anti-skid surface dressing on asphalt carriageway
 - 6 Asphalt ramps
 - 7 Asphalt carriageway
 - 8 Road gully to be connected to existing sewer if required

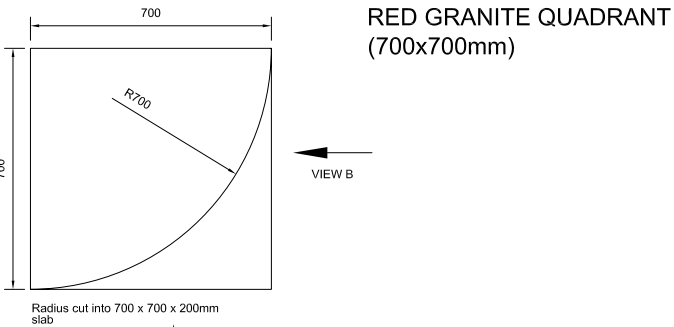
Rev	Description	Date	Auth
Client			
Job		Scale	
DERBY CITY CENTRE PUBLIC REALM STRATEGY		NTS	
Title		Date	
STANDARD DETAIL: RAISED PEDESTRIAN CROSSING		Feb. 2006	
Drawing No.		Revision	
2171 - 021		.	

TYPICAL FOOTWAY CROSSOVER PLAN

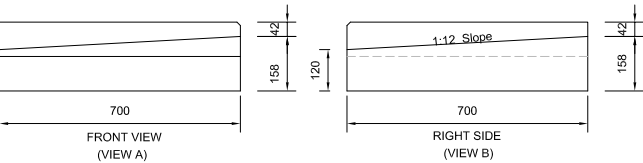
NOTES
Carriageway surfacing to be specified in accordance with DCC requirements.



PLAN

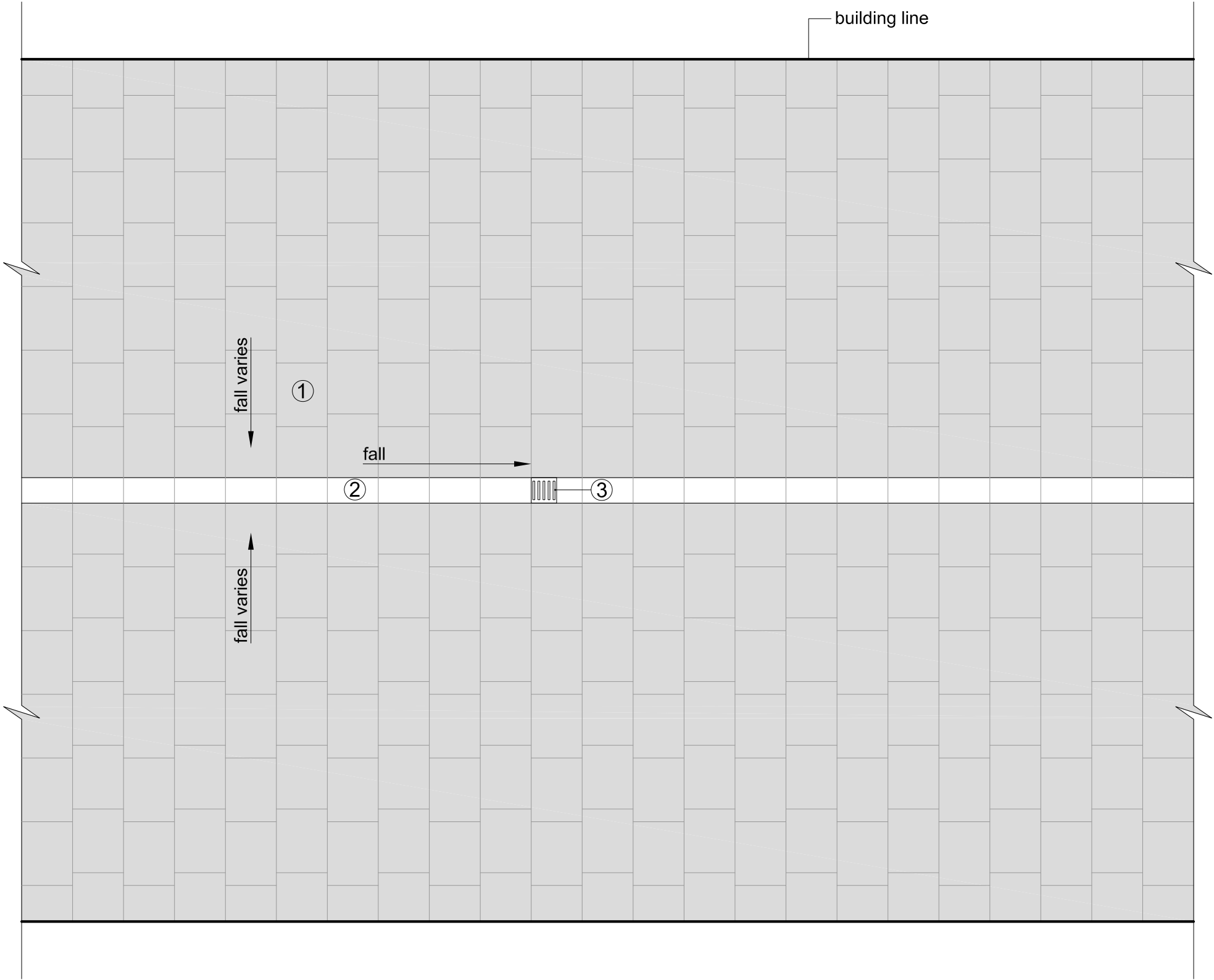


ELEVATIONS



- KEYS
- 1 Yorkstone paving: Greenmoor rustic slabs
 - 2 Granite setts: (100mm x 100mm)
 - 3 Red granite kerb (400x400x65mm)
 - 4 Red granite quadrant (see inset for detail)
 - 5 Asphalt carriageway

Rev	Description	Date	Auth
Client			
Job		Scale	
DERBY CITY CENTRE PUBLIC REALM STRATEGY		NTS	
		Date	
		Feb. 2006	
Title		Drawn	
STANDARD DETAIL: FOOTWAY CROSSOVER		KW	
		Checked	
		PD	
Drawing No.		Revision	
2171 - 022			




- KEYS
- 1 Yorkstone flag paving (600mm wide)
 - 2 Red granite drainage channel
 - 3 Road gully

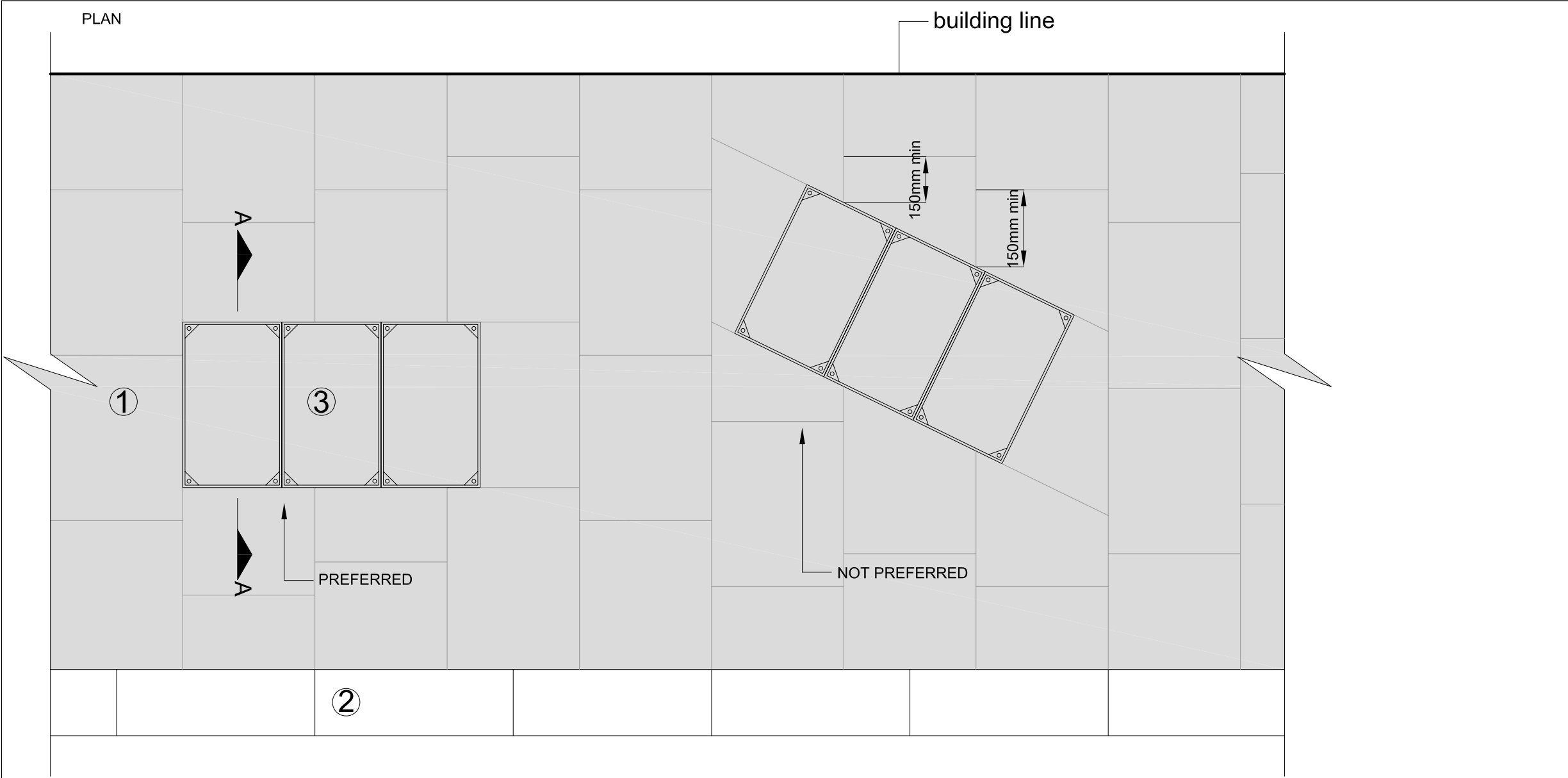
NOTES

Carriageway surfacing to be specified in accordance with DCC requirements.

central drainage channel only for pedestrianised area.

For footways beside carriageway, no drainage channel; fall towards carriageway (where possible) see drawing 2171-021.

Rev	Description	Date	Auth
Client			
			
Job		Scale	
DERBY CITY CENTRE PUBLIC REALM STRATEGY		NTS	
		Date	Feb. 2006
Title		Drawn	KW
STANDARD DETAIL: PAVING AND DRAINAGE		Checked	PD
		Revision	.
Drawing No.		2171 - 023	

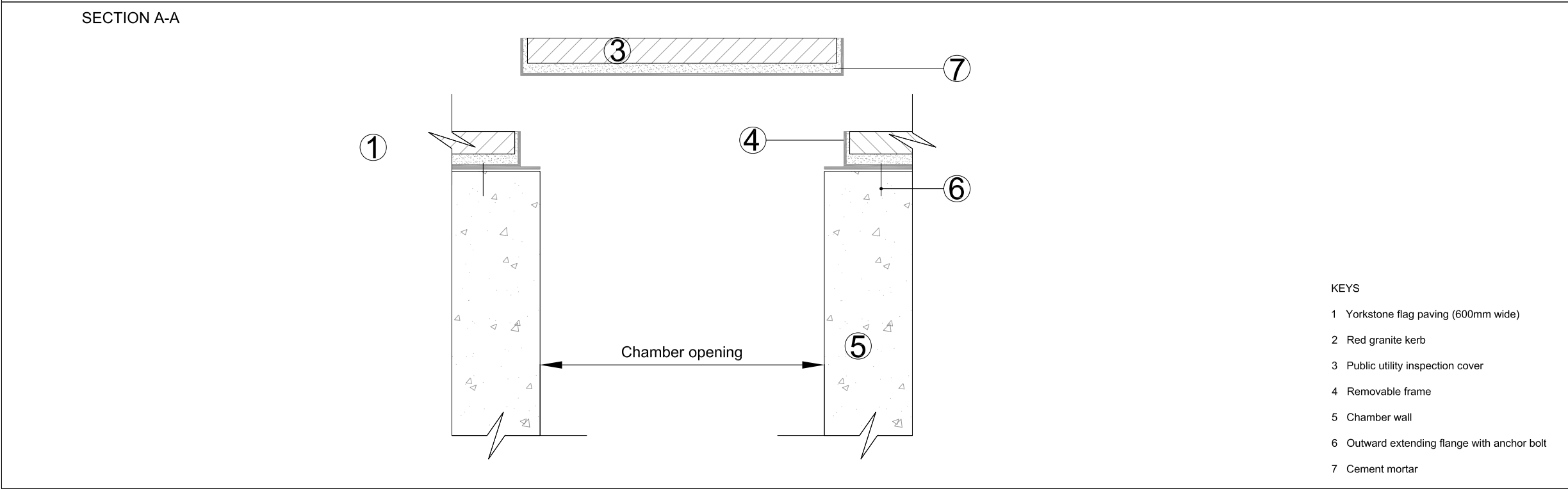


urbaninitiatives

NOTES

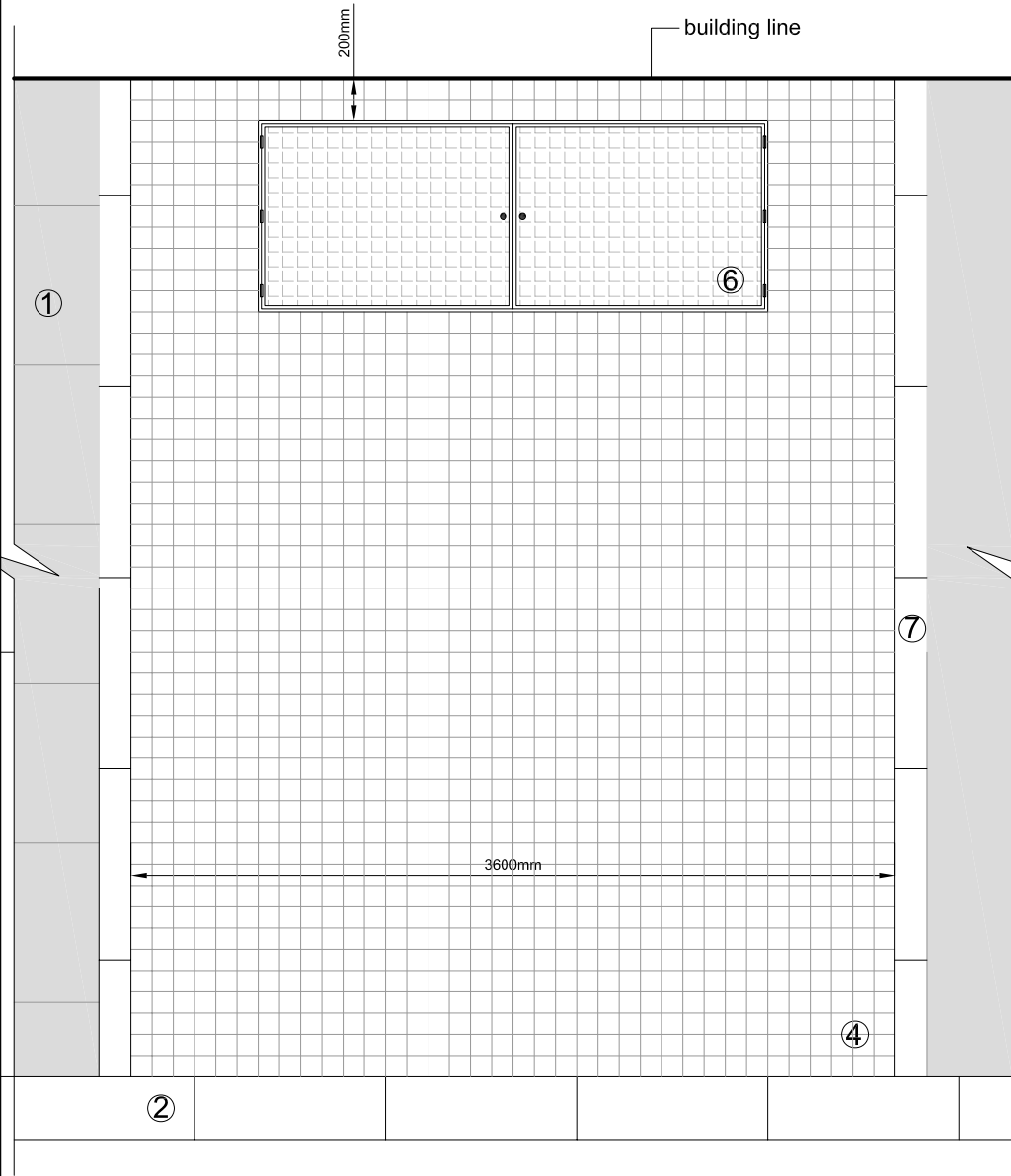
Carriageway surfacing to be specified in accordance with DCC requirements.

Alignment with paving bond is preferred.

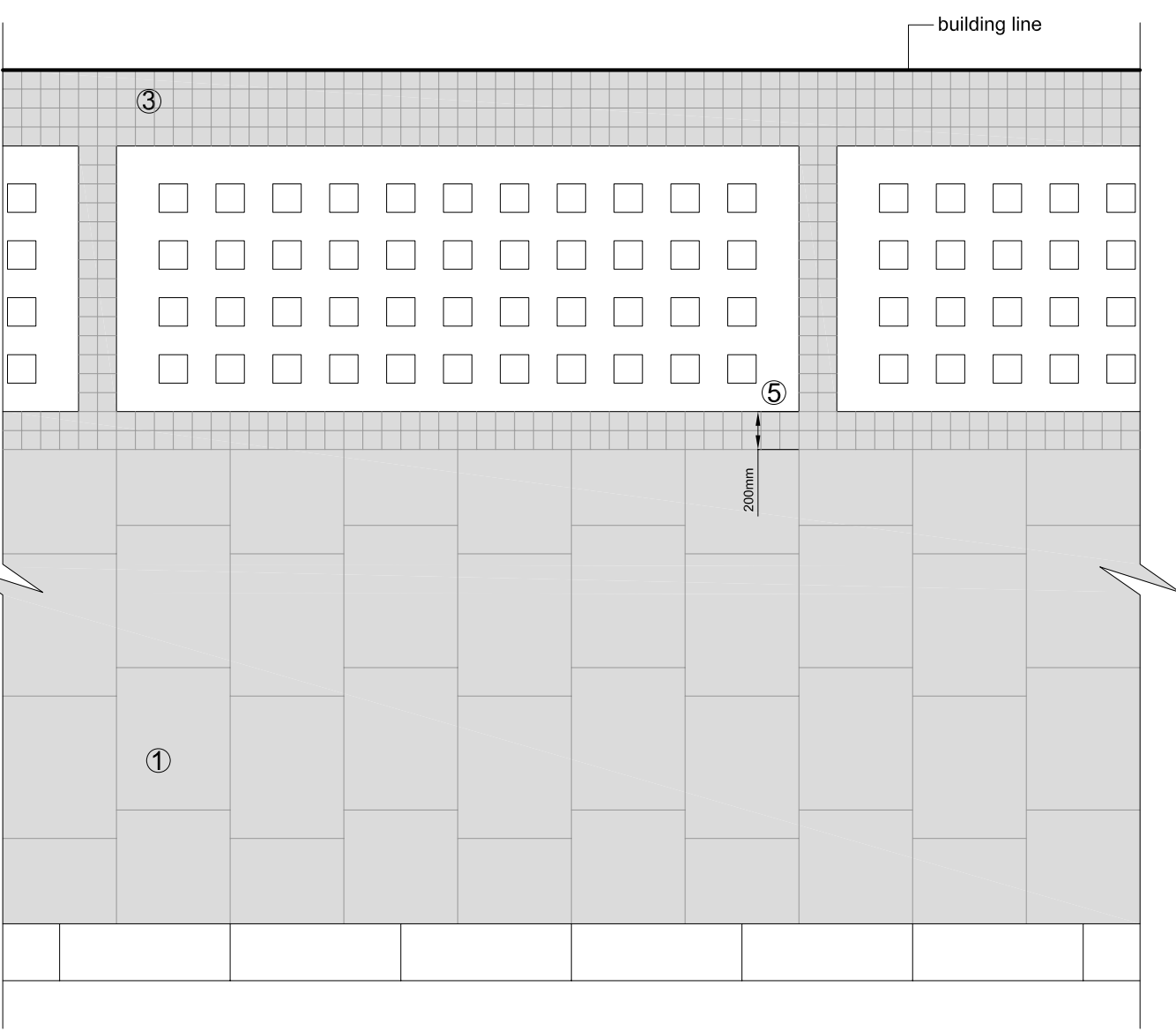


Rev	Description	Date	Auth
Client			
Job		Scale	
DERBY CITY CENTRE PUBLIC REALM STRATEGY		NTS	
Title		Date	
STANDARD DETAIL: PUBLIC UTILITY INSPECTION COVER		Feb. 2006	
Drawing No.		Revision	
2171 - 024		.	

BEER DROPS PLAN




CELLAR LIGHTS PLAN



- KEYS
- 1 Yorkstone flag paving (600mm wide)
 - 2 Red granite kerb (300mm wide)
 - 3 Yorkstone setts in stack bond (100x100mm)
 - 4 Granite setts in stack bond (100x100mm)
 - 5 Cellar lights TBC
 - 6 Beer cellar doors
 - 7 Red granite edging (150mm wide)

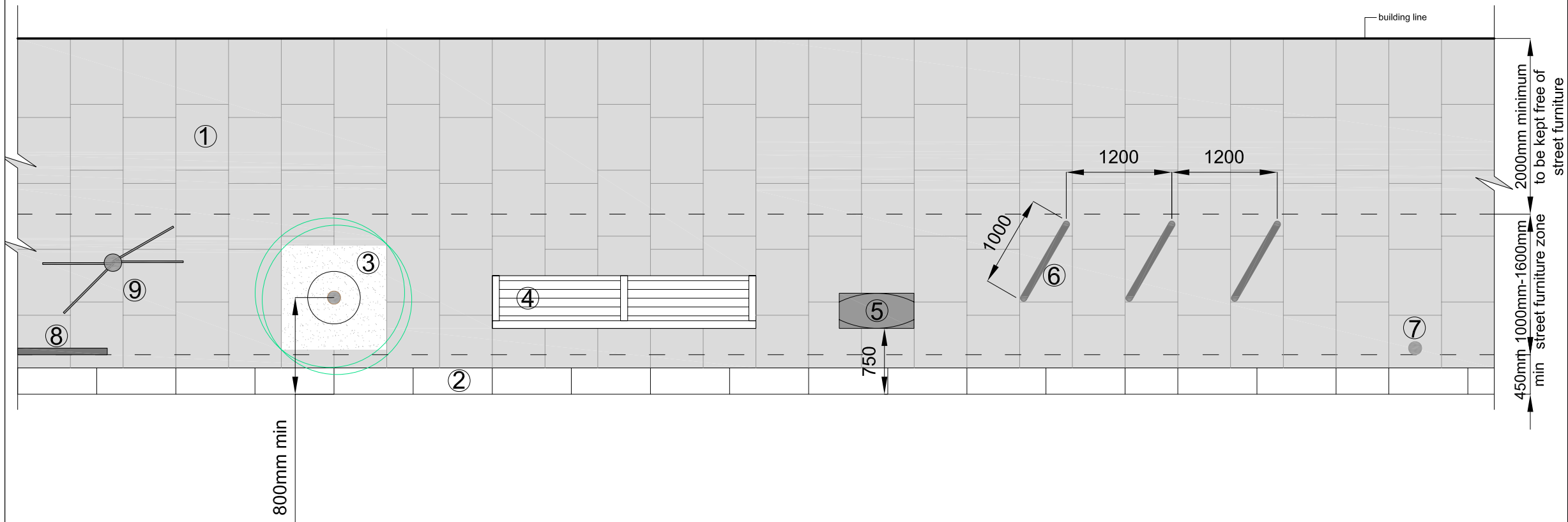
NOTES

Carriageway surfacing to be specified in accordance with DCC requirements.

Rev	Description	Date	Auth
Client			
			
Job		Scale	
DERBY CITY CENTRE PUBLIC REALM STRATEGY		NTS	
Title		Date	
STANDARD DETAIL: BEER DROPS AND CELLAR LIGHTS		Feb. 2006	
Drawing No.		Revision	
2171 - 025		.	

NOTES

Carriageway surfacing to be specified in accordance with DCC requirements.



- KEYS
- 1 Yorkstone flag paving (600mm wide)
 - 2 Red granite kerb
 - 3 Tree pit with 300mm diameter protective ring (stainless steel strip, 6mm x 50mm in section)
 - 4 Seat
 - 5 Litter bin
 - 6 Cycle rack
 - 7 Bollard if required
 - 8 Guardrail if required
 - 9 Pedestrian direction sign

NOTES

Rev	Description	Date	Auth
Client			
			
Job		Scale	
DERBY CITY CENTRE PUBLIC REALM STRATEGY		NTS	
		Date	Feb. 2006
Title		Drawn	KW
STANDARD DETAIL: IDEALISED STREET FURNITURE LAYOUT		Checked	PD
		Revision	.
Drawing No.		Revision	
2171 - 026			

Appendix 1
PRELIMINARY DRAFT
IMPLEMENTATION PLAN

4.1 Economic Analysis

4.1.1 Introduction

This section provides answers to the following questions that were posed:

- 1 What economic outputs and outcomes are likely to be achieved through the delivery of the public realm strategy in general and more specifically, individual projects?
- 2 Where will investment in public realm be likely to achieve the most economic benefits (and in doing so assist in prioritising delivery of individual projects)?
- 3 Does an economic case exists for the use of high quality (but more expensive) materials?
- 4 What cost savings can be made through effective procurement of a new Derby house-style of materials and how can maintenance savings can be made, for example by reducing the amount of street clutter?

1 What economic outputs and outcomes are likely to be achieved through the delivery of the public realm strategy in general and more specifically, individual projects?

It is becoming increasingly clear from recent research findings that the overall attractiveness of a city's public realm really matters in terms of how it impacts on people's quality of life and how it has a bearing on economic growth.

Research by MORI, commissioned by CABA in 2002 , asked people about design of the built environment. This yielded the following responses:

- 81% of people said they are 'interested in how the built environment looks and feels' with over a third saying they are 'very interested' and another third wanting more of say in the design of buildings and spaces.
- 85% agreed with the statement 'better quality buildings and public spaces improve the quality of people's lives' and thought that the built environment made a difference to the way they felt.
- 66% disagreed with the statement 'how streets look and feel makes no real difference to crime' (whilst 22% agreed).

CABA also drew on research conducted by Jan Gehl of University of Copenhagen that has shown that wherever public spaces of good quality are provided an increase in public life also takes place. As a result, despite climatic differences the level of public outdoor activity on a Summer's day in Copenhagen equals that of Rome.

¹ 'The value of good design – how buildings and spaces create economic and social value'

The CABA Report goes on to state 'by contrast, a European survey of people's attitude towards town centres found that by far the highest incidence of disliking town centres was recorded in British towns. The distinguishing factors were the lack of car free spaces to sit and relax, the low desire to participate in social activities and an unstimulating visual environment in the form of shop displays, public activity and street furniture.'

The CABA Report goes on to cite University of San Francisco research that examined a series of case studies across the United States that showed how the preservation and improvement of open land for public use has created a net increase in municipal tax revenues by increasing land values in the surrounding neighbourhoods. These findings were broadly similar to ODPM funded analysis that showed that better designed schemes provided 'a range of economic, social and environmental benefits including higher rental levels, lower maintenance costs, enhanced regeneration and increased public support for the development'.

These themes of creating a place for social interaction, away from cars and creating value to adjoining sites plus an assessment of how each might impact on incidence and fear of crime are central themes to our approach to prioritising each of the projects.

The UK Government also views the quality of public realm as an important issue and has placed it at the heart of its 'Cleaner, Safer, Greener,' programme. Government's use of the term 'liveability' has been adopted as shorthand for creating 'places where people choose to live and work' . In this sense, liveability can be understood as a key competitive element between cities in terms of attracting both people and business to a city.

The economic benefit of public realm was stressed in a 2004 report on Competitive European Cities in the UK which highlighted how the mixture of ingredients that improve the quality of life and make a sustainable city include 'the assets of good environment, distinctive architecture and cultural facilities, diverse housing stock and access to natural amenities are an essential mix to attract the right kind of labour force to make a city economically competitive'

Derby's desire to improve the quality of the public realm is based partly on the findings of some research undertaken in 2005 (see summary of it in the box overleaf) that showed how poorly the centre is perceived.

² Definition of liveability taken from 'The State of English Cities Report' (ODPM March 2006).

Derby's Liveability

In May 2005 research commissioned by the Derby City Growth revealed the following:

"Business views on the quality of the environment in Derby are mixed. In general, it is assumed that there is a good quality of green areas/open space/parks in Derby, with 70% of respondents agreeing or strongly agreeing with this statement. However, the quality of the built environment is not viewed with such high regard. Only 21% either agree or strongly agree that the urban environment in Derby is of a good quality and is attractive, whilst 38% disagree or strongly disagree with this statement."

Table 1: Business Views on Quality of the Environment in Derby (%), 2005					
	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
There is good quality green/open space/parks in Derby	17	53	23	7	0
The urban environment (buildings, public realm) is of a good quality and is attractive	0	21	40	34	4

Source: Derby City Growth Business Survey; Statements Supplied by Regeneris Consulting

The report went on to conclude:

"There are also some fundamental weaknesses in the Derby Liveability offer relative to other UK cities: The cultural infrastructure (arts, restaurants, venues, contemporary museums and galleries) has some clear deficits."

This is clear from the statistical evidence and is backed up strongly from the views of business. More anecdotally it is felt that the city lacks the buzz and vibrancy of competing cities. The growth of the University has injected a degree of vibrancy into Derby and the diversity emanating from the ethnic and sexual mix of the City provides a good platform in this respect. The general feeling from the business community was that the creative classes that are so important to wealth generation and in stimulating cultural advance are not yet present in sufficient volumes in the City.

These structural weaknesses in the Liveability offer may hold back attempts to develop a genuinely diversified and knowledge based economy. More positively they provide a clear rationale for supporting the retail, tourism and creative/ cultural sectors via the CG process and give added weight to the emerging views on cluster priorities.

There is a clear pattern in some of the evidence that the views of local residents out perform the realities of published data (the relatively low stock of museums/galleries in the City versus the apparently high levels of satisfaction from local residents is a prime example). The successful development of Derby as a liveable location will be facilitated, in part, by a general raising of these aspirations for the City amongst local residents. The City Growth board, as the business leaders of the City, have a clear role to play on this."

Source: Derby Liveability Research (May 2005, Regeneris) <http://www.cgderby.co.uk/downloads.php>

As a result of this research, the current poor quality of its city centre is seen as a barrier to achieving an urban renaissance and the creation of a place that will contribute to its economic performance as a sub-regional centre and which properly reflect its status as the home to a number of world-class companies.

In the light of this the Public Realm Strategy has been developed so that a number of outcomes can be realised from the implementation of the individual projects featured within the strategy.

The achievement of these outcomes does however depend on a number of issues – most importantly the extent to which the projects give landowners and developers greater confidence in the viability of projects on individual sites. The likelihood of ‘confidence’ being created by various public realm projects should be seen in the following light:

- **What drives occupier demand** – demand for commercial or residential schemes will be partly driven by the extent to which occupiers believe that more people will be drawn to an area to live, work and spend their leisure time as a result of the improvement in the environment. The CABE Research certainly supports the view that people will respond positively to efforts made to improve their environment and that investment in this area will help attract people and create a ‘virtuous circle’ in which investment in the public realm can help trigger investment in the private realm – shop fronts and interiors and in wider redevelopment of large sites for new uses. It would be wrong however to see the link as a causal one – i.e. spending on public realm = induced investment in privately owned assets. The relationship is far more complex.
- **Development viability** – whilst viability is partly a function of occupier demand which can be boosted by a higher quality of public realm, it is also determined by wider economic issues such as interest rates, the costs of materials, investment yields which determine the value of completed investments (particularly in the commercial sector) and confidence regarding future prospects for income growth.
- **Social trends facing the vitality of towns and cities** – issues such as the incidence of crime, licensing laws, the rise of internet shopping, demographic changes impacting on the interest in city living all have a major part to play in determining the extent to which cities are seen as an attractive place to invest.

Therefore investment in public realm is one of a number of factors, many of which are inter-connected, that can have a bearing on the level of confidence that private investors have in a city centre and in turn trigger investment decisions.

Nevertheless, we consider that there are real grounds for believing that (mostly) public investment in Derby City Centre will act as a catalyst for private investment for the following reasons:

- Investment in public realm can be used to boost the already positive impact of the Eagle Centre extension project (comprising 600,000 sq.ft. of retail plus a 12 screen cinema) by helping to confirm Derby City Centre as a rapidly improving retail and leisure location with an increasing number of occupiers wanting a presence in the city.
- There is strong evidence that public realm really does have a positive impact on people’s well-being and enjoyment of a place. Building on the creation of a better retail and leisure offer, boosted further by the opening of Quad in 2008/9 there is strong reason to believe that investment in public realm will help accelerate the creation of a ‘second round’ investment affect – helped also by the strengthening of the offer out of normal business hours.

Recent research undertaken by the Valuation Office has demonstrated a clear link between investment in the quality of the local environment and property values . Whilst in this case the investment was in urban forestry, the District Valuer was able to prove a real link between the improvements in quality of the local environment and the price of the property within an area after taking into account wider factors that impact on value such as general price trends. We believe that this supports the assertion that investment in the quality of the local environment can have a major impact on local property prices and as a result the viability of new investment in private property.

The outcomes of this process are therefore as follows:

- A more vibrant and attractive city centre that has become a major sub-regional asset that can be used to attract key workers to the area and contribute to the strengthening of the local economy.
- New development that helps bring about an urban renaissance within Derby that includes new homes, commercial and retail floorspace in which people live, work and enjoy their leisure time.
- Furthermore, we believe that the existence of a Public Realm Strategy for Derby City Centre in its own right should deliver considerable benefits if well executed. These include:

³ Bold Colliery Community Woodland. District Valuer’s Report on Property Values available at <http://www.forestry.gov.uk/newlands>

- Bringing a new mind-set to the design and maintenance of the city’s existing public realm – in particular the idea of its active management and that good design matters in terms of how the city centre is seen as an investment catalyst.
- The more effective use of public sector monies that are spent on public realm through a more considered approach to procurement.
- Giving developers greater confidence that a plan exists and that if they are being asked to contribute to its funding (through s.106 contributions) the money will be spent within the context of a clear and attractive vision for the city centre.

It is extremely difficult to attribute investment decisions to any one reason given that a number of factors are at play but we believe that investment in the City’s public realm will play a major part in the delivery of the Master Plan vision. This envisages the delivery of the following outputs:

- 5,500 dwellings within the city centre.
- 1,830,000 sq.ft of commercial floorspace

2 Where is investment in Derby city centre likely to yield the greatest benefit?

To answer this question we have developed four evaluation criteria against which we assess each discrete element / project of the Derby Public Realm Strategy. The criteria used and the scores we applied are as follows:

Criteria A: ‘Potential for private sector funding’: This measure is a way of comparing the extent to which an individual investment in part of the PRS could be fully or partially funded by private sector investment. We consider that there are two possibilities in this regard:

- Projects that create opportunities to develop Council owned sites in a way that would create better spaces in their own right and generate land sales proceeds that could be used to help fund public realm projects.

Project	Score [0-5]*	Comments on whether the project has potential for private sector funding
1. The Spot	3	Possible contributions from the developer of the Eagle Centre although subject to on-going discussions with developer and DCC on the use of s.106 monies already agreed.
2. Market Place	0	Unlikely to be much potential although once Quad is developed and the Square becomes enclosed with an active eastern flank there may be greater potential income from café owners who want to use the square for expanding their outlets.
3. Osnabrück Square	0	Very low after the loss of income from the existing kiosks and the need to re-provide them within the square.
4. Memorial Gardens	5	Strong possibility this could be self-financing as a mixed use development.
5. Cathedral Green	1	Possible private sector ownership and control of the proposed two storey pavilion may enable costs to be off-set OR use of prudential borrowing by DCC based on income stream.
6. Castleward Boulevard	3	Scope for partial funding either by agreement with a developer (due to the high level of publicly owned sites) or via s.106 agreements.
7. Victoria Street	0	Project funding by the public sector already committed.
8. City Pathway 1	0	Small opportunity as a result of greater confidence in the strength of the retail pitch.
9. City Pathway 2	0	Ditto
10. City Pathway 3	0	Ditto
11. City Pathway 4	0	Ditto
12. City Pathway 5	0	Ditto
13. City Pathway 6	0	Ditto
14. Highway Works	0	Unlikely due to the nature of the adjoining site unless the Council House is to be redeveloped in the near future

*5 = potential for 80-100% cost recovery, 4 = 60-80%, 3 = 40-60%, 2 = 20-40%, 1 = 10-20%, 0= 0-10%.

- Projects that will contribute to investor confidence and trigger property development which in turn could result in Derby City Council as the Local Planning Authority capturing ‘planning gain’ through s.106 agreements with developers which could help off-set the costs of the projects.

The table opposite sets our assessment of each project.

Criteria B: ‘Potential for acting as an investment catalyst’: This is a measure of how investment in a location has the potential to trigger investment in the city and in doing so bring about the city’s urban renaissance as a place where people choose to live, work and spend their leisure time. This comes down to an assessment of the following:

- The number and location of known property development projects that are currently being developed in the city centre and the extent to which investment in the public realm would help tip the balance in favour of them being implemented by their promoters – both landowners and developers alike.
- The extent to which investment in public realm can complement known, committed private sector investment and in doing so boost investment confidence further.

The table overleaf sets our assessment of each project as follows:

Project	Score [0-5]*	Comments on whether the project has a potential to act as a catalyst for private sector investment
1. The Spot	3	Reasonably good due to the combined impact of the Eagle Centre extension opening.
2. Market Place	3	Low due to the lack of property development opportunities available on three sides of the square. However we note that the recent review of Performing Arts venues in the city suggested that the Assembly Rooms could become surplus. If this were the case, improvements to the Market Square would contribute to their attractiveness as a development site.
3. Osnabruck Square	3	Low as the site is surrounded by existing medium quality retail space (with the exception of Morledge) which should be positively impacted by the forthcoming Riverlights development. Nevertheless, it is possible that some of these poor quality, low density schemes could be redeveloped if the Eagle Centre Extension ignites demand from occupiers – some of which could be attributed to the improvement of this area. These sites might also benefit from the proposals for Memorial Gardens.
4. Memorial Gardens	3	Apart from the site itself, potential low-medium as a development on the site could benefit the Full Street residential site (assuming it hasn’t been started in the next 2 years. This could help facilitate the re- development of other adjacent site for commercial/resi
5. Cathedral Green	5	Very high – 10 known sites with developer interest within 350 metres could accommodate 950 dwellings if their promoters were more confident that their planned product has a market.
6. Castleward Boulevard	5	Very high – will transform the visibility and profile of this area of the city.
7. Victoria Street	0	Possibly too small to make any impact at all.
8. City Pathway 1	1	Small opportunity as a result of greater confidence in the strength of the retail pitch.
9. City Pathway 2	1	Ditto
10. City Pathway 3	1	Ditto
11. City Pathway 4	1	Ditto
12. City Pathway 5	1	Ditto
13. City Pathway 6	1	Ditto
14. Highway Works	2	Possible – likely that it could facilitate the re-development of the Memorial Gardens site and Full Street.

*5 = Very high potential, 4 = High potential, 3 = Reasonable potential, 2 = Low Potential, 1 = Very low potential, 0= No potential.

Criteria C: ‘Potential for reducing crime and the fear of crime’: This is a measure of the extent to which changes to the physical design of parts of the city could result in there being a real reduction in crime and the fear of crime in the city centre – which would in turn contribute to the city’s urban renaissance. This is based on a discussion with Derby’s Crime Prevention Design Officer and is based on two key issues that can have a major bearing on the level of actual criminal behaviour:

- Places that are in frequent and active use by pedestrians and those where there are good natural forms of surveillance will tend to suffer less from criminal activity compared to those where illegal activity can go un-observed.

- Designing out’ places where criminal activity can go un-observed or where people feel vulnerable (e.g. through not having a means of escape from a specific location) can also play a major part in reducing a fear of crime. Tackling a fear of crime in certain locations can create a virtuous circle in which areas are ‘re-peopled’ leading to private sector investment that can in turn increase activity in an area – thereby initiating a virtuous circle of investment and regeneration.

The table below sets our assessment of each project as follows:

Project	Score [0-5]*	Comments on whether the project has a potential to reduce crime or the fear of crime
1. The Spot	3	Yes – when added to the Eagle Centre Extension (including the proposed new cinema) has great potential to generate greater footfall and activity over a longer period of the day. Good chance that this will transform a nearby area known for high incidence of drug and vice related crime.
2. Market Place	4	Yes – removal of barriers to natural surveillance will have a major impact – particularly visibility and sense of surveillance
3. Osnabruck Square	3	Yes – removal of poorly positioned kiosks and left over spaces will improve visibility and sense of surveillance
4. Memorial Gardens	5	Yes – considerable improvement to this area suffers from a high incidence of criminal activity and antisocial behaviour due to sunken and hidden areas.
5. Cathedral Green	5	Yes – this area suffers from a high incidence of criminal activity and antisocial behaviour due to sunken and hidden areas.
6. Castleward Boulevard	5	Yes - the Boulevard will bring far more pedestrian activity to the area due to the provision of active street frontages, reduction in poorly lit landscaped areas and better street lighting.
7. Victoria Street	1	Low – area already reasonably active which acts as a natural deterrent to criminal behaviour.
8. City Pathway 1	1	Ditto
9. City Pathway 2	4	Yes – as involves the improvement of the riverside walkway which suffers from a high incidence of criminal activity and antisocial behaviour
10. City Pathway 3	1	Low – area already reasonably active which acts as a natural deterrent to criminal behaviour.
11. City Pathway 4	1	Ditto
12. City Pathway 5	1	Ditto
13. City Pathway 6	1	Ditto
14. Highway Works	2	Possible way of bringing greater activity to this area.

*5 = Very high potential, 4 = High potential, 3 = Reasonable potential, 2 = Low Potential, 1 = Very low potential, 0= No potential.

Criteria D: ‘Potential for improving the quality of people’s lives’. This ultimately comes down to assessing the extent to which investment in certain locations will open up new and attractive possibilities for enjoying the natural and built heritage of Derby. This measure is also closely linked to the extent to which investment might help improve the perception and image of the city and in doing so help boost the city’s ability to attract individuals that are going to make a positive contribution to the city’s economy.

Therefore, simply by creating an attractive and welcoming place in which people can enjoy the city’s built and natural heritage, a lot can be done to improve the perception of Derby in the minds of the general public and the business community as a place where people want to live, work and spend leisure time.

In the light of this we have classified each project as follows:

Project	Score [0-5]*	Comments on whether the project has a potential to improve the quality of people’s lives
1. The Spot	5	Yes – a high profile location in the city and the creation of a high quality place at the entrance of the main shopping area would generate a major impact on people’s perception of the city and provide an excellent ‘bridge’ between the private space (Eagle Centre) and the public spaces in the rest of the city centre.
2. Market Place	5	Potentially the main civic square in the city and events space which is likely to complement the Quad project
3. Osnabruck Square	3	High visibility and well connected. Footfall is likely to rise
4. Memorial Gardens	4	Medium level of profile / footfall. The introduction of the Orangery also provides a great new space for the city and if used as part of the Registry offices can contribute to the strength of the city’s civic offer.
5. Cathedral Green	5	High impact as it would create a green area close to the city centre of a quality and safety that is not provided at present. The link with the adjoining Full Street development has very considerable potential to create a high quality destination for riverside recreation within a high quality setting.
6. Castleward Boulevard	4	Currently medium level of footfall in this area but the link (plus the opening of the Eagle Centre extension) is likely to transform the ‘walkability’ of this area.
7. Victoria Street	1	Small scale project upon a primary retail street .
8. City Pathway 1	3	Net impact relatively low due to the area being reasonably active already.
9. City Pathway 2	5	Big impact as riverside currently hugely under-utilised as a resource.
10. City Pathway 3	3	Net impact relatively low due to the area being reasonably active already.
11. City Pathway 4	3	Ditto
12. City Pathway 5	3	Ditto
13. City Pathway 6	3	Ditto
14. Highway Works	3	Improvement to this location with potential to provide a safer and more attractive location.

*5 = Very high potential, 4 = High potential, 3 = Reasonable potential, 2 = Low Potential, 1 = Very low potential, 0= No potential.

The summary of these assessments are as follows plus the total scores and a ranking based on no weighting of each criteria:

Project	Criteria (Scores out of 5)				Total	Rank
	A	B	C	D		
1. The Spot	3	3	3	5	14	4
2. Market Place	0	3	4	5	12	5
3. Osnabruck Square	0	3	3	3	9	7
4. Memorial Gardens	5	3	5	4	17	1=
5. Cathedral Green	1	5	5	5	16	3
6. Castleward Boulevard	3	5	5	4	17	1=
7. Victoria Street	0	0	1	1	2	13
8. City Pathway 1	0	1	1	3	5	9=
9. City Pathway 2	0	1	4	5	10	6
10. City Pathway 3	0	1	1	3	5	9=
11. City Pathway 4	0	1	1	3	5	9=
12. City Pathway 5	0	1	1	3	5	9=
13. City Pathway 6	0	1	1	3	5	9=
14. Highway Works	0	2	2	3	7	8

The table reveals the following:

- The high benefits associated with projects at the Memorial Gardens and Castleward Boulevard where both projects provide strong potential for being both partially funded and inducing private sector investment in the immediate area. Both are also located in areas that have high levels of existing pedestrian footfall or a potential to see considerable increases.
- The high (but slightly lower) levels of benefits of projects at Cathedral Green and ‘The Spot’ where the likelihood of stimulating higher levels of investment are particularly high.
- Both City Pathway No.2 and the Market Place have strong. City Pathway No. 2 – the Riverside Promenade has a high score due to the high impact on quality of life and high potential to reduce crime / increase safety due to the poor quality of the area at present.

⁴ No detailed assessment of the viability has been undertaken of any of the retail, leisure and commercial floorspace has been undertaken as part of this study. However, it is quite possible that the Memorial Gardens project (including the Orangery) could be a viable, self-financing project which will not require any public funding.

3 Does an economic case exists for the use of high quality (but more expensive) materials?

We have spoken to the Building Research Establishment, English Heritage and The Stone Federation and have not been able to find any primary research on the economic case for purchasing more expensive materials.

There is however strong anecdotal evidence that suggests that high quality materials such as Yorkstone has a longer design life than cheaper materials such as concrete paving although the overall management regime is important too – particularly with respect to the monitoring of statutory undertakers who can often cause considerable damage to pedestrian surfaces.

4 What cost savings can be made through effective procurement of a new Derby house-style of materials and how can maintenance savings be made, for example by reducing the amount of street clutter?

From our discussions with suppliers its is clear that considerable benefits lie in arranging long term, predictable supply agreements for the provision of specified types of street furniture and surface materials. Invariably the list price for an item is negotiable with the ultimate price being highly dependent on volume purchased – both now and in the future.

We also spoke with Derby City Council on the current costs of maintaining the public realm. They responded by providing us with details of the costs of ‘grounds maintenance’ is £105,000 per annum. We were unable to obtain any detailed cost data on maintaining the existing system of street furniture – i.e. bollards, lighting columns, surfaces, signage, CCTV infrastructure etc.

We have noted that the most recent Audit Commission’s review of the City Council’s street cleaning (May – October 2001) awarded a 2 Star Category and described the ‘streets being kept clean and tidy throughout at a reasonable cost’.

Given that since then Derby’s overall performance as a Local Authority has improved we do not envisage that the opportunity exists for reducing operating costs to below that currently incurred for the following reasons:

- There does not appear to be a particularly intensive management regime in place at present in the first place.
- The most recent external assessment of the Council’s management performance shows that it is sound and that the service is provided at a reasonable cost.
- The introduction of more and better (i.e. ‘white’) lighting into areas is likely to increase operating costs – particularly due to the recent rise in energy costs.

Other sources of savings

We have obtained a recent evaluation of the safety of an improvement scheme carried out to Kensington High Street in the Royal Borough of Kensington and Chelsea that took place in 2002/3. The project comprised the removal of large areas of guard railing, combining traffic signals with lamp columns, improvements to street-lighting and rationalising signage. In addition a number of pedestrian controlled crossings were added whilst all layouts and kerb build outs were removed. Coloured materials were replaced by two materials – York stone and granite and white lighting introduced.

The key messages of relevance to the Derby Public Realm Strategy are as follows:

- There was an overall reduction in injuries to pedestrians who crossed the road at locations where guard-railing had been installed. Observations of driver and pedestrian behaviour suggest that the former drive more slowly and are more alert to the presence of pedestrians. Pedestrians too seem more aware of traffic and prepare to cross by looking for approaching traffic.
- It appears that the new lighting has also helped reduce accidents. Before the project the proportion of accidents that occurred during the Lighting Up Period was 30.8% whilst after the project the accident rate fell to 21.1%.
- The insertion of cycle stands in the middle of the road has resulted in no accidents.

Whilst the study has only been able to capture the impact over a relatively short period it is clear that the Royal Borough of Kensington and Chelsea’s work is extremely valuable as source of data on the impact of a major re-modelling of a busy High Street location that is characterised by a combination of high volumes of pedestrians and road users.

In time, it is likely that this ex post evaluation will help provide the basis of ex ante appraisals for public realm projects like those that are being proposed for cities like Derby that incorporate significant changes to street signage, layout and the use of guardrails. In the meantime it provides one of the best assessments of the impact of investment in the improvement in public realm have on safety.

In the meantime we believe that the study shows that the street improvements could have a beneficial impact in helping to reduce health care costs as a result of improvements made in public safety.

4.2 Schedule of Works

No.	Scheme	Description	Area (m2)	Cost (£/m2)	Cost estimate	Project total	Total
1	The Spot	City Space					
	Paving and furniture		5,350.00	500	2,675,000		
	Demolition and service diversions		Item		200,000		
	New Pavilion, single storey		175.00	1600	280,000		
	Artwork		Item		500,000	3,655,000	
2	Market Place	City Space					
	Paving and furniture		8,000.00	500	4,000,000		
	Demolition of waterfall and capping services		Item		250,000		
	Building facade illumination		Item		150,000	4,400,000	
3	Osnabruck Square	City Space					
	Paving and furniture		2,420.00	500	1,210,000		
	Demolition		Item		50,000		
	Alterations to Market Hall		Item		500,000	1,760,000	
4	Memorial Gardens	City Space					
	Commercial development, 4 storey		4,320.00	1400	6,048,000		
	Orangery, single storey		1,000.00	1600	1,600,000	7,648,000	
5	Cathedral Green	City Space					
	Earthworks, paving and furniture		8,600.00	300	2,580,000		
	Full Street crossing		435.00	500	217,500		
	New Pavilion, 2 storey		265.00	1600	424,000		
	Silk Mill Museum annexe, single storey		100.00	1600	160,000		
	New Bridge R.Derwent		Item		1,500,000	4,881,500	
6	Victoria Street	City Space					
	Artwork		Item		150,000		
	Paving and service provision		200.00	500	100,000		
	Building facade illumination		Item		100,000	350,000	
7	Castleward Boulevard	City Space					
	Boulevard		9,240	300	2,772,000		
	Signal Crossing (Traffic Street)		Item		100,000		
	Signal Crossing (Railway Terrace)		Item		50,000		
	Midland Place		1,625	300	487,500		
	Carrington Square		2,900	500	1,450,000	4,859,500	27,554,000
8	City Pathway 1: Heritage Walk (The Spot to St Marys)	City Pathway	15,100.00	500	7,550,000		
	New Bridge across ring road		Item		1,500,000	9,050,000	
9	City Pathway 2: Riverside Promenade	City Pathway	1,440.00	500	720,000	720,000	
10	City Pathway 3: Hidden River (Victoria Street to Riverside Gardens: via Albert Street)	City Pathway	1,140.00	500	570,000		
	New Bridge across R.Derwent		Item		1,500,000	2,070,000	
11	City Pathway 4: East Street: (Beckett Well to the Riverside Promenade, Performance Centre)	City Pathway	7,270.00	500	3,635,000	3,635,000	
12	City Pathway 5: Friargate Bridge to Riverside Promenade / Exeter Bridge via Sadler Gate / Market Square	City Pathway	8,090.00	500	4,045,000	4,045,000	
13	City Pathway 6: Cathedral Link, Cathedral to Riverside	City Pathway	2,915.80	500	1,457,900	1,457,900	20,977,900
14	Highway Works (Full Street / Corporation Street)	Highway Works	15,680.00	500	7,840,000	7,840,000	7,840,000
					51,512,400		56,371,900

Notes on Cost Estimation

City pathways – notes relating to preparation of estimates of cost of improvements.

Within the brief, a task of preparing estimates of cost of proposed improvements of major links within the City is included. In the event that improvements are undertaken, the designs will be based on the use of the materials and furniture which have been described in the Public Realm Strategy.

The purpose of this note is to give guidance on the matters considered in deriving unit cost rates for each of the pathways.

The unit cost has been chosen at £500/m2. This takes account of;

- Excavation for and carting to tip of existing highway materials, disposal including tip charges;
- Removal of existing street furniture, disconnection or sealing of service connections;
- Supply and installation of new natural stone footways or shared surfaces on foundations sufficiently strong to support vehicle loading;
- Supply and installation of manufacturers standard ranges of furniture, finished to specified colour, installed and reinstated in paved surface;
- Supply and installation of street lighting equipment, as a variation within the proposed PFI street lighting contract, including an allowance for the maintenance requirements of the new equipment for the life of the contract;
- Abandonment of existing and supply of new highway drainage system where necessary;
- New connections to electrical and other mains and services, including utility company charges;
- Design, commissioning and installation of special or ‘one-off’ features, for example items of public art, façade lighting, mechanical means of vehicle control,
- Supply and planting and maintenance of semi mature or mature trees, including tree pit and reinstatement of surfaces. Inclusion of tree watering point;
- Works which affect access and traffic flow and which will be required to be carried out in stages, to retain access (or partial access) during the course of the works;
- Replacement of traffic signs and carriageway markings;
- Additional items such as preliminaries, health and safety, traffic management and control, maintenance and handover; and
- An allowance for contingencies.

Items not allowed for include;

- Land acquisition;
- Public utility diversions;
- Structures; and
- Compensation

Appendix 2
Public Realm Strategy
Report on Public Consultation

01 SUMMARY REPORT ON PUBLIC CONSULTATION 18TH SEPTEMBER – 31ST OCTOBER 2006

Statistical summary for each key area

The table below shows a summary of the feedback received sourced from feedback forms, letters, e-mails, web site voting and meetings. This indicates the level of support for each area during the consultation period.

	Yes	No	Total
Castleward Boulevard	67%	33%	205
Memorial Gardens	67%	33%	202
The Spot	66%	34%	235
Osnabrück Square	65%	35%	205
Market Place	63%	37%	205
Cathedral Green	61%	39%	228
Materials Palette	62%	38%	205
TOTAL Responses	1485		

Recommendation :

Following Public Consultation : No change to the draft Public Realm Strategy in view of the strong support received.

Cathedral Green

More green space is to be retained together with existing trees and greater consideration is to be given to the promotion of biodiversity

Clearly defined routes will connect with the proposed new river bridge and they will follow pedestrian desire lines. Pedestrians will be given clear views towards areas of activity from these routes and from the bridge to provide a safe and secure environment

The main space for events and activity will be located beside the riverside and the Silk Mill, to increase appreciation of the river and the World Heritage Site

The operational requirements of a potential river bus service are to be incorporated into proposals for the bridge and the new landscaping

Memorial Gardens

Proposals are to include an architectural and townscape analysis to show the relationship between Quad, the proposed new Orangery and the proposed new third building. The Orangery structure should mark the public space in a visually prominent way

Provision of seating and potential provision of public toilets which are accessible to all

All routes through and beside the proposed new Orangery are to be designed with due regard to “Secured by Design” and the objective is to create a safe and secure environment

The existing War Memorials are to be incorporated into the new design with an appropriately dignified setting

The servicing and access arrangements as shown from Albert Street to the rear of the Market Hall

Castleward Boulevard

Further research is to be undertaken to accommodate essential traffic movements in a way that satisfies urban design objectives

Cyclists and pedestrians are to be accommodated separately as far as possible

The relationship between the width of the boulevard and the height of buildings is to be reviewed to create an appropriate sense of enclosure

Osnabrück Square

Careful consideration is to be given to the design of a partly glazed extension off the Market Hall and the openings through the original historic fabric will be kept to the minimum necessary

Specific uses for the square are to be identified including potential for an outdoor market trading area

Provision of public seating

More thought is to be given to public art and this could better relate to the “Hidden river” central theme rather than the datum time line shown

The Spot

Proposals should not include a “spike” but instead include another form of landmark structure which is unique to Derby and symbolic of the city’s future

Public toilets are to be included which are accessible to all

Public seating is to be included

Market Place

Public seating is to be included in areas where it will not be a barrier to the visually impaired and where it will not compromise the ability of the space to host major events

Further consideration is to be given to the type of public art within the square and to its positioning, including the existing water feature

Detailed designs will be expected to address the antisocial behaviour that currently occurs around the Tourist Information Centre

Further consideration is to be given to the quality of existing trees and retention of any important specimens

Further consideration is to be given to the kind of events that will be held in the square and to how spectators, a stage, and pedestrian movement will be managed

Materials Palette

York stone is to be the predominant paving material in the city centre, but some streets within the none retail core area and with low footfall may opt for a second alternative of Charcon Appalacian (600 mm x 600 mm)

A dark gun metal grey painted finish will be used as an alternative to stainless steel street furniture

The use of granite sets may be specified as an alternative to York stone sets where very heavy use is expected to result in excessive stains and scuff marks

Further consideration is to be given to eliminating the use of bollards and other potential obstacles for the visually impaired (including A-boards)

With regard to tactile paving, studs individually fixed into the paving slabs are considered the most effective and least intrusive option but these should not be in stainless steel. Pink granite or York stone tactile paving may also be used but without excessive areas cutting into the pavement

2 OUTLINE BRIEF

Derby Cityscape is the urban regeneration company responsible for the physical regeneration of Derby’s city centre. Derby Cityscape Ltd was formed by the Government in April 2003 in response to relatively low investment and low performance within Derby’s city centre. Recognising the need for significant and co-ordinated change, local and regional partners from the private and public sectors joined forces to enable the delivery of comprehensive change.

Following comprehensive consultation involving local communities, public sector agencies, Derby City Council, businesses, landowners and developers, the Derby Cityscape Masterplan was developed and launched in January 2005.

Derby Cityscape has been funded by Derby and Derbyshire Economic Partnership (DDEP), to appoint urban design specialist, Urban Initiatives, to prepare a proposed strategy outlining the key facts and delivery mechanisms for improving public space within Derby’s city centre, namely the Draft Public Realm Strategy.

The main aim of the public consultation was to present the first draft of the public realm strategy document to key stakeholders within the city centre for feedback. The first draft was ready for beginning of September 2006 and this is the version that was initially consulted on.

The key sites that were identified as below:

- Market Place
- Cathedral Green
- Castleward Boulevard
- Osnabrück Square
- The Spot
- Memorial Gardens

A palette of materials and street furniture has also been proposed.

Methodology

- Consultation period of 6 weeks from w/c 18.9.06 to 31.10.06
- Marketing support for display
- 6 key areas highlighted for consultation
- Participation from key groups through arrangement of individual participation events/presentations
- Findings to be collated and a second draft of the public realm strategy document will be produced

The following shows an overview of the consultation and program of events:

Date	Event
6.9.06	Notification of events to Area Panel 1 and 2
18.9.06	Launch of Public consultation
18.9.06	Launch on Derby Cityscape web site
18.9.06	Derby Evening Telegraph feature
18.9.06	Radio Derby Feature
18.9.06	Presentation to Korean War Veterans
20.9.06	Area Panel 3 display and feedback forms
21.9.06	Derbyshire Wildlife Trust meeting
27.9.06	Area Panel 4 display and feedback forms
28.9.06	Children and Young Peoples Shadow Board
3.10.06	Derby Heart – Local interest group
4.10.06	Area panel 5 display and presentation
9.10.06	Derby Civic Society display and presentation
10.10.06	DPAC (Disabled Peoples Advisory Committee) MECAC (Minority Ethnic Communities Advisory Committee) WAC (Women’s Advisory Committee) presentation and display
11.10.06	Community Safety Partnership display and presentation
17.10.06	Walking Tour of the city for general public
17.10.06	DPAC (Disabled Peoples Advisory Committee) MECAC (Minority Ethnic Communities Advisory Committee) WAC (Women’s Advisory Committee) presentation and display
19.10.06	Bemrose School – presentation and events
23.10.06	Walking Tour of the city for general public
27.10.06	Progress and Opportunities Event – local stakeholders
28.10.06	Progress Festival Event – open to the general public
Additional consultations	Derby City Council – ongoing liaison with Nick Corbett Osnabrück Square kiosk owners – ongoing with DCC and Nick Corbett Seniors Forum – information included in newsletter and meetings Community Network – information provided for newsletter and meetings Community Voluntary Sector – information provided for newsletter and meetings City Centre Management – City council workshops Groundwork Derby and Derbyshire – presentation provided

In summary there were various events throughout September and October with opportunities for members of the public to feedback their views. The main events were held on the 27th and 28th October at a 'Progress Festival' at the Joseph Wright Sixth Centre on Cathedral Road, where information boards were displayed and members of staff were on hand to answer any queries. This event was attended by over 600 visitors.

Marketing support included the following;

- Display boards for each key site
- PowerPoint presentations
- Feedback forms
- Web site – opinion poll on Derby Cityscape web site
- Local media
- Individual sessions with established groups where requested
- Derby Cityscape Progress Festival 28th October family fun day
- Schools and colleges

CATHEDRAL GREEN

Total responses – 228

On the whole do you support the concept design proposals?

61% yes – 39% No

The following points are taken directly from public comments from meetings and feedback forms and are direct response to the design proposals. Comments are colour coded and sorted into positive, negative and additional suggestions.

- Generally positive about the design concepts
- Generally negative about the design concepts
- Additional comments and suggestions

The comments provided are a summary only and are intended to provide the key reoccurring points and individual comments that stand out.

- Links and access to the riverside is improved
- The proposals for a new bridge is good
- Making more of the most significant heritage feature is encouraged
- Looks like a great meeting place with defined areas and improvement of activities
- Excellent idea but needs more green space
- This will bring the space more useable as part of the city centre - an underused area of our city
- Opening up the space is welcomed and should have been done a long time ago
- The bridge is a great idea there are not enough links to the other side of the river
- A very important area and a priority to develop
- Will bring many visitors back to the river side
- The area is un-inviting and not safe at night
- Would love to see more activities brought to the area
- Improving this area will bring a much needed recognition of the World Heritage Site
- River Taxi’s would be a great attraction
- Looks great but hope it doesn’t take too long to create
- With the new designs it can be ‘used’ by the public, rather than just stared at
- Looks great, definitely one of the better ideas that have been put forward. Perhaps more grass though
- Like the idea of the amphitheatre but there has to be more of a reason to visit than the museum
- Concerns are echoed throughout many of the comments regarding the lack of green space provided
- Would be a disaster to wildlife and biodiversity if this was concreted over
- It is imperative that the green oasis that is Cathedral Green be preserved as a green open space
- There is a proposed loss of over half of the green space to make way for hard landscaping
- Too much concrete
- Why not have something that is more in keeping with the historical area in which its being placed. It needs plenty of greenery flowers and pleasant seating areas near the waters edge
- One of the few green areas left in the city centre
- What will happen to the Peregrine Falcons? The potential of disturbing the falcons would be devastating as they are a protected species
- Concerns expressed about the placement of the bridge link and the clearance for boats - Where will the bridge lead to?
- Bland design with little imagination and respect for the wildlife
- There does not appear to be much disabled access

- No public toilets
- Too many new trees proposed
- A total waste of money and it will not deliver anything like the river gardens. It will destroy a lot of wildlife
- This area is prone to flooding
- Full Street is a very busy road and difficult to cross
- All of the work that would take place may well permanently drive away what wildlife there is
- Yet another green space disappearing – the design lacks imagination and looks to ruin the wildlife

- There is a lot of traffic on Full Street so this aspect would need to be addressed in some detail
- Suggestions to screen the sub-station wall
- There are a number of concerns from established groups that need to be addressed in more detail, specifically – Derbyshire Wildlife Trust, Derwent Valley Mills Partnership
- Derbyshire Wildlife Trust strongly oppose the proposals to reduce green space and state that ‘this strategy conflicts with a whole range of City Council, regional and national policy and legislation, for example;’
 - The Natural Environment and Rural Communities Act 2006
 - PPS9 Biodiversity and Geological Conservation
 - PPS17 Open Space Sport and Recreation
 - UK Sustainable Development Strategy
 - English nature (now Natural England) Access to Natural Green Space Standards
 - Regional Spatial Strategy 8; Policy 4, Policy 27, Policy 28, Policy 33, Policy 34
 - Regional Economic Strategy
 - Green Infrastructure
 - Local Plan Policies E5
 - Derby City Council’s Nature Conservation Strategy
- Derbyshire Wildlife Trust also state ‘ We ourselves have recorded over 20 species of bird using it...The Green’s proximity to the river make it an ideal opportunity to develop it as a green and pleasant area for people, while increasing the wildlife value of the river corridor
- There have been many suggestions to look carefully at the design of the new bridge and where it will lead to
- Boating activities would be a great attraction and has been suggested many times
- The Derwent Valley Mills Partnership fully support the proposals specifically ‘welcome the principal of reinstating the historic watercourse that served the Silk Mill
- The Derwent Valley Mills Partnership also highlighted the possibility of a river bus service and a feasibility study has supported this subject to an initial capital set up cost
- Attention should also be drawn to the proposals put forward by the Derby Museums Group
- Groundwork Derby and Derbyshire ‘whole heartedly agree with the outlined design objectives.’ Although the loss of green space is a concern ‘The balance of hard to soft landscaping should be reconsidered, with, in our opinion, additional smooth/ level soft green space being provided...We object strongly with the removal of all the existing mature trees to the south of the space, seeing this as an unnecessary loss of valuable habitat that would add a maturity to the space and balance its overall composition.’
-

MEMORIAL GARDENS

Total responses - 202

On the whole do you support the concept design proposals?

67% yes – 33% no

The following points are taken directly from public comments from meetings and feedback forms and are direct response to the design proposals. Comments are colour coded and sorted into positive, negative and additional suggestions.

- [Generally positive about the design concepts](#)
- [Generally negative about the design concepts](#)
- Additional comments and suggestions

The comments provided are a summary only and are intended to provide the key reoccurring points and individual comments that stand out.

- [Like the idea of the Orangery](#)
- [The Orangery building should be the same height as the QUAD building to look uniform](#)
- [Access to gardens that are covered for the winter is a great idea](#)
- [Like the idea of managed space](#)
- [Will be more open and welcoming](#)
- [The Orangery is really good and the area will get used a lot more](#)
- [Skateboarders and rats use it a lot](#)
- [Distinctive trees and plants would be a real attraction](#)
- [Great to have somewhere to sit in the winter](#)
- [Could work with the right access and surveillance](#)
- [Good to see the garden theme and will hopefully stop the anti social behaviour](#)
- [The trees look as though they will restrict visibility from corporation street](#)
- [There are too many trees around QUAD – could be tree-less to prevent it being ‘sectioned’ and therefore prevent it being an area for misuse](#)
- [It is unclear how the building will be joined onto QUAD building](#)
- [Will be too closed off and intimidating to walk into](#)
- [Why have another building on the corner – can’t it just be left as grass?](#)
- [Concern over the safety and cost of vandalism](#)
- [It will be too hidden away](#)
- [It would be better if the Orangery incorporated the new ‘proposed building’ on the left](#)
- [What will the access be like for disabled visitors?](#)
- [Access should be maintained to the Market Square through Tenant Street](#)
- [This area was originally planted as an area for the blind – consideration for all memorials must be incorporated into the new proposals](#)
- [Without acknowledgment of the new building it is difficult to understand how the three buildings will sit together architecturally](#)
- [Groundwork Derby and Derbyshire – the two new buildings and the Orangery effectively remove another open green space...to re-impose the importance of the memorial gardens we feel that the Orangery should dominate the two adjoining buildings not hide between them as a small glazed atrium. This would emphasise its importance as a civic green space...](#)
- [Some form of calm water feature would be great and reflect the peaceful nature of a memorial gardens](#)
- [Korean war Veterans – The memorials must remain and the proposals to improve these gardens and make them more attractive is welcomed](#)

CASTLEWARD BOULEVARD

Total responses – 205

On the whole do you support the concept design proposals?

67% yes – 33% no

The following points are taken directly from public comments from meetings and feedback forms and are direct response to the design proposals. Comments are colour coded and sorted into positive, negative and additional suggestions.

- Generally positive about the design concepts
- Generally negative about the design concepts
- Additional comments and suggestions

The comments provided are a summary only and are intended to provide the key reoccurring points and individual comments that stand out.

- Direct and accessible route welcomed
- Would make it much safer and more inviting to walk down
- Definitely needed Derby looks awful when arriving by train
- Vital in terms of first impressions and getting to the city centre safely and easily
- Don't like to use this area as it is – not very safe needs improving
- The new planned crossing at the train station should improve visitor safety and orientation
- Anything to sort out the train station
- Excellent plan.
- Retain the surface car parks
- Would be too far to walk – needs a transport link
- Will only work if there is a direct shuttle bus from the train station to the city centre
- The definition between cycle track and pedestrian route need to be clearly defined
- Buildings are too high will feel oppressive and reduce the amount of sunlight
- This is only a direct route to the Eagle centre not the rest of the city centre
- It just looks like a road
- Unclear of what route is being proposed
- What will be at the other end when arriving
- Developments of the buildings look too high and too close to the boulevard
- Skateboarders will be encouraged to use the boulevard because it will be too tempting to miss
- Dependant on designs of the surrounding buildings
- Could there be improved connectivity with the river? Alternative routes could be explored in addition to the proposal to offer visitors another journey into the city
- Careful thought should be given to the crossing on Traffic Street – will it be an underpass or pedestrian crossing?
- What kind of tree planting will there be?
- Good street lighting would help disabled and visually impaired people navigate their way from and to the train station
- Sign posts must be clearly displayed around the area

OSNABRÜCK SQUARE

Total responses – 205

On the whole do you support the concept design proposals?

65% yes – 35% no

The following points are taken directly from public comments from meetings and feedback forms and are direct response to the design proposals. Comments are colour coded and sorted into positive, negative and additional suggestions.

- Generally positive about the design concepts
- Generally negative about the design concepts
- Additional comments and suggestions

The comments provided are a summary only and are intended to provide the key reoccurring points and individual comments that stand out.This really needs sorting out – it is a large area and under utilised

- It is very outdated looking and a waste of space
- Good idea but needs careful design
- Anything would look better than those cabins
- Removal of the unsightly kiosks is a very good idea
- Relocation into the Market Hall could work well so long as the 'punching through the façade of the Market Hall' is done sympathetically
- A water fountain would be welcomed
- The suggested narrowing of the road will make this area more accessible and clearer links to the Market Hall traders
- Will be more accessible and enjoyable
- Like the water feature
- Desperately needs improving
- Good to open it up and remove those temporary buildings
- Needs cleaning up – currently it is a disgrace
- What is Osnabrück?
- The 'Datum line' is confusing and doesn't mean anything
- The future use of the space is unclear
- The planned relocation of the kiosks to the long inactive frontage
- Don't like the datum line
- Glazed unit will not look good against the Market Hall building it is not sympathetic to the building
- The landscaping is too hard and there is no soft landscaping or interesting features at all
- Where is the seating?
- Waste of space leave it as it is
- Retain the view of the Market Hall
- The kiosks in the open area have revealed the full beauty of the Market hall and this should not be lost by placing a row of lean-to sheds along the wall
- It doesn't make the most of the space
- Unsure how it would fit in
- Looks like a greenhouse against the Market hall
- Why glass – it will get vandalised

- The links with Osnabrück should be made clearer
- Currently the traffic flow prevents opportunity for pedestrians of the adjacent road, careful traffic management needs to coincide with plans for this area
- Overall this design requires additional consideration of its planned use and how the central space is laid out to make it an active, functional place rather than just another plain hard surfaced area
- Open up the blind windows
- Would be interesting to know what Osnabrück think about the way it looks now

THE SPOT

Total responses – 235

On the whole do you support the concept design proposals?

66% yes – 34% no

The following points are taken directly from public comments from meetings and feedback forms and are direct response to the design proposals. Comments are colour coded and sorted into positive, negative and additional suggestions.

- Generally positive about the design concepts
- Generally negative about the design concepts
- Additional comments and suggestions

The comments provided are a summary only and are intended to provide the key reoccurring points and individual comments that stand out.

- Much needed redesign
- Plenty of free seating and toilets needed as part of the design
- Get rid of that awful clock
- More people will use the space if changed
- Good but no spike
- In desperate need of revamp it is an intimidating area to sit
- Go for the Spike – put Derby on the map
- Just what we need – anything is better than it is now
- Like the idea of the periscope – links with Flamsteed and Wright
- The toilets at the moment are no good with a pram or wheelchair
- Great idea with an oval café to go with it
- Something as impressive as the Dublin Spike would be great but a short pipe periscope just above the roofline will not
- This would be brilliant – it made Dublin famous
- This would be a city centre landmark that would be clearly visible for miles around and from all routes to Derby
- Would be great to have such a unique perspective on the city
- Like the idea of making a simplified area with an iconic land mark
- The noise the clock makes at the moment is terrible and irrelevant
- It just needs brightening up with some flowers and trees
- Spike is a waste of money
- No to the periscope idea
- Like the deigns but not the idea of the spike at all
- The periscope is a ridiculous idea
- There are not many public toilets in Derby so those at the Spot should be retained
- The toilets have disappeared without any kind of notification
- Don't get rid of the toilets
- Why should we have to pay in a café – that is not a public space
- Café is a gross over supply of this type of establishment
- Periscope would be a very short lived attraction
- Having a café will not improve the area
- Profiteering with a café must not happen in Derby's public spaces
- The spike looks very aggressive
- Would be better to have a Derby related feature

- A £3m snooker cue yet we have a derelict bus station
- The money would be better spent on providing solar panels on council buildings
- Spend the money where it is needed
- Would be a detriment to Derby's skyline
- Considering Derby's size it will be out of place
- Total lack of originality and the people of Dublin hate the Dublin Spike
- Fully glazed buildings are a problem for crime
- Taxi ranks must remain in this area it is one of the main disabled access points to the city centre
- The Spot is cluttered and needs clearing but will a café make the relatively small area look cluttered? Keep the space as open as possible there is a great view down St Peter's Street from here
- Should not remove the toilets or the public seating
- Create a clutter free space do not fill with 'another café'
- An alternative to a café – could this be a covered seating area
- Possibly a statue or waterfall as a landmark feature rather than a spike
- Keep the feature local to Derby – Aerospace engine
- It is unclear how the new building will look against the improved Eagle Centre entrance
- The building on the Spot is a fantastically wasted opportunity, it could be great at the head of the main thoroughfare
- The only way you can tell Derby's skyline at the moment is by the cranes and they will soon be gone

MARKET PLACE

Total responses – 205

On the whole do you support the concept design proposals?

63% yes – 37% no

The following points are taken directly from public comments from meetings and feedback forms and are direct response to the design proposals. Comments are colour coded and sorted into positive, negative and additional suggestions.

- Generally positive about the design concepts
- Generally negative about the design concepts
- Additional comments and suggestions

The comments provided are a summary only and are intended to provide the key reoccurring points and individual comments that stand out.

- The Market place needs sorting out and the waterfall needs moving or replacing
- The new water feature could be made from plexi-glass
- The water fall should be re-located as it currently cuts off the Market Square
- Best improvements would be the removal of the waterfall
- Get rid of the planters is a great idea it will make it more open
- Looks great. It is a good space to make more use of. Really needs to be improved
- Great to see more space for entertainment
- The water feature would be slippery
- It will look very barren
- Non fixed seating will cause too many problems for disabled
- Strongly object to the removal of trees
- Loss of the trees is unacceptable – it looks like the design of a 6 year old the lines of the paving will look even more angular with the QUAD
- Don't like the lights on the oval
- Don't change what works – add some more features
- Needs more public seating
- Like the fountain as it is
- Should be better lighting
- Don't understand the new water feature and why this is a good idea
- Don't like the oval and the idea of a rill is silly. What is the point?
- The design is bland and lacks any planting
- Needs a focus in the centre of the space – it will not always have events on it
- How long will this idea last until we get bored of it?
- No to the big screen – no point

MATERIALS PALETTE

Total responses - 205

On the whole do you support the concept design proposals?

62% yes – 38% no

The following points are taken directly from public comments from meetings and feedback forms and are direct response to the design proposals. Comments are colour coded and sorted into positive, negative and additional suggestions.

- Generally positive about the design concepts
- Generally negative about the design concepts
- Additional comments and suggestions

The comments provided are a summary only and are intended to provide the key reoccurring points and individual comments that stand out.

- Will make Derby look smarter
- Pleased to see York stone paving proposed
- Quality materials will help raise Derby's profile to visitors
- The current mixture of paving and street furniture is very poor – improvements welcome
- Like the street light design
- Good to see a distinctive style for the whole Cityscape More practical than the current ones
- Very positive and exciting to see Derby smarter
- There is no consideration at all for disabled peoples needs
- Metal studs do not work for the purpose intended
- Steel studs are dangerous
- There is a lack of contrast with tactile surfaces and bollards
- York stone paving is not a good surface for wheelchair users
- Visually impaired people cannot see stainless steel furniture
- Street signs are not very elegant
- Street signs are not easy to read and are not in prominent positions
- We need better lighting
- Stone sets should be granite sets they will not show scuff marks and chewing gum so readily
- More attention needed to drainage of pavements
- They will look tatty after a couple of years
- Bland and mass produced
- The benches don't seem to fit in at all
- The cycle racks are not secure
- Don't like the bins they look so dirty on Victoria Street already
- Needs to high quality and maintained properly
- No to any bollards they cause an obstruction
- Tactile pavements need careful design the current red slabs used by pedestrian crossings are a nightmare
- As the streets will be looking smarter can we exclude the use of A Boards – they create such a big problem for visually impaired, wheelchair users, pram users and most people who walk down the streets
- Victoria Street, street furniture looks out of place in that setting, even unsightly, things have to blend in with each other
- People feel safer in cleaner environment and more likely to respect their surroundings. It is vital that the materials used are easy to clean

- Cultural City Executive - endorse the statement that Derby Market Place represents 'a great opportunity to add value to the city centre as a venue'. We particularly endorse the function of public realm and public art in establishing a sense of identity
- War memorial should be moved to a more prominent space
- Materials are key to not let the square look boring and bland
- How does the proposal for the big screen fit in?
- Can the memorial be fenced off to protect from vandalism?
- Why not invest in an iconic water feature?
- Derby is a pretty boring place so it needs livening up – there is already one too many water features in the Market Place lets get rid of some features before we spoil Derby any further
- There are a lot of problems around the tourism information centre with regards to anti social behaviour
- Derby and Derbyshire Groundwork – 'We fear that the proposals will do little to assist in the definition of the space and will in effect reduce its utilisation. While the activation of the perimeter is fine, insufficient feature or focus in the central space will place a huge demand on generating sufficient level of public events. The existing trees help to define the structure of the space. The planned water rill physically cuts the space in half. The use of architectural lighting will add grandeur to the space.'
- What about an ice rink?

- Will the street lights use low energy bulbs?
- Are they vandal proof?
- So much chewing gum on our streets
- Why can't trees be part of the materials palette
- Derby and Derbyshire Groundwork – our main concern is that they are of universal city style and do little to evoke Derby's distinctiveness
- Derby Association for the Blind – need more consultation on the palette of colours to be used. Dogs do not like steel studs on tactile paving. There are guidelines that should be adhered to, keep our members involved we can work together. Sign posts need to be more prominent

- The Cultural City Executive looks forward to working closely with Derby Cityscape as a key partner in the work of transforming this Public Realm Strategy into reality as a long term project
- Construction of a 10 ft high Orrery as in Joseph Wrights picture that is used as a local piece of art. There is one in Alexaderplatz in Berlin
- There have been a number of suggestions to have additional water features in the city centre public spaces
- Nowhere specifically mentions the addition of public art – Derby does not have many significant areas of public art
- There is a great opportunity to have Derby's artists feature in public art

- At last Derby is coming into the 21st century
- There is concern that everything that is old will be destroyed
- Derby is great at great ideas but very rarely does anything about it
- Derby has more pressing issues than this. The City Council should be concentrating on improving public services
- The ideas are great but they will never happen – we have seen it all before
- When new developments are being planned new and old buildings should be matched more
- These changes are long overdue – Derby needs to be brought into the correct century
- The city has changed very little over the years and is certainly due for some regeneration
- Many of the areas have been 'transformed' over the years – why will these proposals work better than 10-15 years ago
- The city centre has a lack of information points
- A general lack of public toilets and good signage to conveniences

ADDITIONAL COMMENTS

Disabled groups

- Many things very pleased to see, however very disappointed about the message that has come across. There is no reference to the DDA and an impact study should be done to show more detail
- A sensory garden would be key to helping disabled people understand and appreciate their surroundings
- There is not enough detailed consultation on these proposals with disabled groups. There seems to be a lack of understanding of and awareness of disabled groups and the implications of the DDA in the proposed designs
- A boards on the streets create a big access problem

Young people

- Not many activities
- There is a distinct lack of play areas for children and young adults
- Skateboarding is ever popular and will continue in the city centre would like to see this catered for

Senior Citizens

- There are not many spaces to sit and relax – would like to see more seating
- Public conveniences

Environment

- There is no mention of bio-diversity in any of the proposals. The whole scheme looks rather like an identikit and homogenous
- It is on the understanding that the City Council has resisted CAAC recommendations mainly on the grounds of costs and their inability to manage any increase in Conservation Areas. It would be sensible to act in sympathy with CAAC and avoid future expense by installing the most appropriate heritage street furniture
- There are many concerns expressed about the loss of green open spaces and trees
- There is not much emphasis on the riverside as an asset
- There is a complete lack of greenery of which our mental health depends – do not want a 'gritty urban environment'

Public Art

- The Cultural City Executive looks forward to working closely with Derby Cityscape as a key partner in the work of transforming this Public Realm Strategy into reality as a long term project
- Construction of a 10 ft high Orrery as in Joseph Wrights picture that is used as a local piece of art. There is one in Alexaderplatz in Berlin
- There have been a number of suggestions to have additional water features in the city centre public spaces
- Nowhere specifically mentions the addition of public art – Derby does not have many significant areas of public art
- There is a great opportunity to have Derby's artists feature in public art

General comments

SUMMARY OF RESULTS

Proposals that have been mostly supported;

- Improving public open spaces all schemes have received majority support with responses received
- Opening up of the riverside
- Careful consideration for designs
- Opportunity to give overall vision whilst preserving the character of individual areas
- Orangery has had majority of specific support

Main concerns are;

- Lack of support for disabled users of the city centre
- Loss of green open space and removal of trees
- Cost of the schemes
- Length of time the works will take place
- Split of Derby into 2 areas – the old and the new
- Not enough places for children to play
- Too much glass
- Too many café’s
- Too much hard landscaping
- Lack of confidence in turning plans into reality
- Things have already been decided upon before consultations started
- There is a lack of consultation understanding and awareness of all groups
- Will the designs stand the test of time
- None of the designs are unique to Derby

Statistical summary for each key area

	Yes	No	Total
Castleward Boulevard	67%	33%	205
Memorial Gardens	67%	33%	202
The Spot	66%	34%	235
Osnabrück Square	65%	35%	205
Market Place	63%	37%	205
Cathedral Green	61%	39%	228
Materials Palette	62%	38%	205
TOTAL Responses			1485

EVALUATION OF CONSULTATION

The proposed designs have all - without exception - received a majority of support for their general feel. The designs are only outline concepts and clearly each area would need additional consultation.

FEEDBACK FORM

Please use the form below to let us know what you think of the public space design concepts as listed below.

1. On balance do you support the following concept design proposals shown overleaf:
- | | | |
|----------------------|----------------------------------------------------------|----------------|
| Cathedral Green | <input type="checkbox"/> Yes <input type="checkbox"/> No | Comment: _____ |
| Castleward Boulevard | <input type="checkbox"/> Yes <input type="checkbox"/> No | Comment: _____ |
| The Spot | <input type="checkbox"/> Yes <input type="checkbox"/> No | Comment: _____ |
| Osnabrück Square | <input type="checkbox"/> Yes <input type="checkbox"/> No | Comment: _____ |
| Market Place | <input type="checkbox"/> Yes <input type="checkbox"/> No | Comment: _____ |
| Memorial Gardens | <input type="checkbox"/> Yes <input type="checkbox"/> No | Comment: _____ |
| Materials | <input type="checkbox"/> Yes <input type="checkbox"/> No | Comment: _____ |

2. The things that I most like about these proposals are:

3. The thing that concerns me the most about these proposals are:

4. Are you: ☐ Male ☐ Female

5. What was your age at your last birthday?

6. I consider that I am a disabled person as defined by the Disability Discrimination Act

☐ Yes ☐ No

7. To which of these groups do you consider you belong:

☐ Asian or Asian British ☐ Black or Black British ☐ Dual Heritage ☐ White ☐ Other

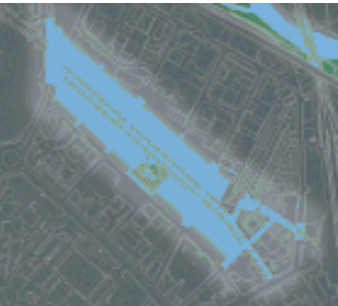

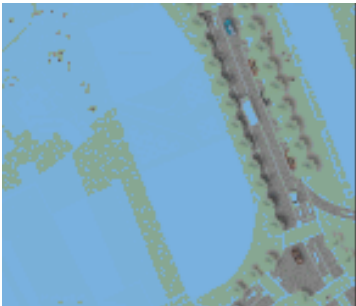
Thank you for taking the time to complete this questionnaire, all comments are valuable to us. If you would like information about the results of this survey or to participate in more Derby Cityscape surveys in the future please tell us how we can keep in touch.

Name _____


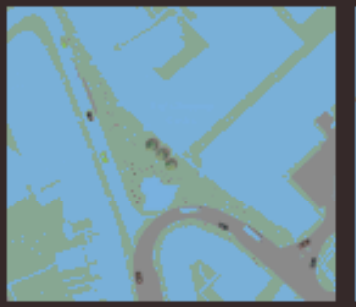

Address _____

Email _____



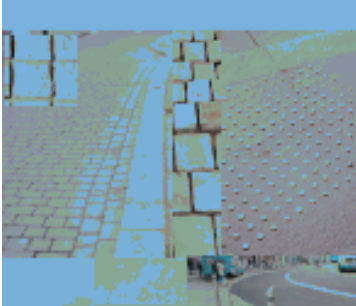
All information provided will be treated in accordance with the Data Protection Act 1998.
Derby Cityscape, 3rd Floor, Peat House, Stuart Street, Derby DE1 2EQ.
Tel: 01332 204104 Email: info@derbycityscape.co.uk



Memorial Gardens Cathedral Green Castleward Boulevard



Osnabrück Square The Spot Market Place



Materials

DerbyCityscape
www.derbycityscape.com

