



PREFERRED OPTION FOR PUBLIC REALM



PREFERRED OPTION FOR PUBLIC REALM

- 9.1 It has been identified that the quality of public spaces and gateways in the Town Centre needs to be improved to create a more attractive and inviting centre. Much of this will be delivered through redevelopment and construction of high quality buildings. However, the change presented by the introduction of the tram and the redevelopment of key Town Centre sites opens up opportunities to create an enhanced public realm.
- 9.2 There are two key green open spaces in the Town Centre and they are Broadgate Park in the east and land surrounding St John the Baptist Church in the west. However, both these spaces have not been used to their full potential by the public. The recent improvements to Broadgate Park and High Road have opened up the entrance to Broadgate Park through more attractive landscaping and more accessible routes. The Masterplan proposals aim to build on this concept and maximise the use of Broadgate Park for people who live, work and shop in Beeston.
- 9.3 There is a strong need to define the Town Centre by creating attractive gateways and approaches to the central area. The implementation of mixed use development (retail / office / residential) will provide natural surveillance during the day and night and enhance the vitality of the Town Centre.

The key principles of the public realm strategy are to:

- Define the eastern and western ends of High Road through better connections into public space
- Create a defined public space and public transport arrival point at The Square
- Maximise the use of Broadgate Park through its integration with the Town Centre
- Enhance the southern approach to the Town Centre by creating a high quality tree lined route adjacent to the redeveloped Square Shopping Centre
- Creating a public square outside the Town Hall to create an environment that reflects the building's status



Priority Public Realm Improvements

9.4 The following public realm improvements are seen as initial key priorities that will need to be seen in the context of a programme to refurbish the entire length of High Road.

1) The Square Styring Street Bus and Tram Interchange

9.5 Styring Street will become the main arrival point for bus and tram passengers travelling to Beeston. The presence of the redeveloped Square Shopping Centre will enhance this arrival point. Continued footway surfacing and street furniture and landscaping and the creation of a public space in front the Church will create an inviting, attractive and modern Town Centre. (see Figure 9.1)

9.6 A pedestrian link is proposed in between The Square north and south developments. This pedestrian link will connect to a pedestrian crossing on Station Road through to Tesco and the High Road. Figure 9.1 shows an aerial view of the area with the presence of a tree lined boulevard along Station Road.

2) Station Road/ High Road Crossing

9.7 The eastern and western ends of the High Road are connected by a pedestrian crossing across Station Road. Although well used, this crossing can be perceived as a barrier between the two core shopping areas of The Square and the High Road. As part of the public realm strategy it is proposed to unify the pedestrian area with continuous surfacing that reflects the rest of High Road and Broadgate and continues the theme across Station Road to enhance the pedestrian route and link The Square and the High Road. The proposals show a raised table across High Road to improve the pedestrian environment and reduce vehicle speeds at the crossing. (see Figure 9.1)

3) Eastern Extension of High Road Pedestrian Area

9.8 This is one of the key arrival points for pedestrians and cyclists into the Town Centre. There is currently an on street cycle route on either side of Broadgate that continues west through the High Road.

9.9 The proposals to extend the pedestrianisation of High Road up to Regent Street will greatly enhance the appearance of the area and assist integrating the east and west sections of the High Road. This would remove the need for a full signalised junction and the pedestrian crossing facilities can be improved with surface treatment through the crossing and a simple signalled crossing.





► Figure 9.1 - Public Realm Proposal for The Square and High Road Crossing



► Figure 9.2 - Proposed Extension of High Road Pedestrianisation

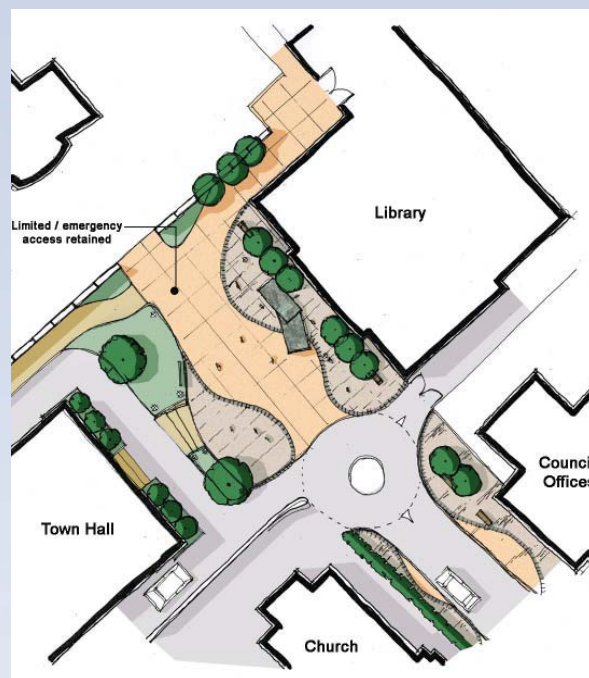


Other Public Realm Opportunities

a) Town Hall Square

The north end of Foster Avenue is a key civic area with the Town Hall, Council Offices and Library all accessible from Foster Avenue. In addition Round Hill Primary School is currently accessed from Foster Avenue although future aspirations are that vehicle access to the school is from Glebe Street and / or Nuart Street.

The closure of Foster Avenue at the southern end will enhance the pedestrian links between the Town Centre and civic space (see Figure 9.3). The redevelopment of Foster Avenue car park and adjacent buildings will define this edge of the Town Centre. Vehicle access is needed for residents of Foster Avenue and some business and it would therefore be unachievable to restrict traffic altogether. The proposal is that the Council offices car park and access to Foster Avenue is taken from a new route via Commercial Avenue and as existing from Wilkinson Avenue.



► Figure 9.3 - Proposed Civic Space in front of Town Hall

The ideal is for a creation of a public space adjacent to the Library and Town Hall maximising existing landscaping and improving the streetscape as appropriate to surrounding uses. The introduction of public art in this location could create a sense of place as could an art feature undertaken by pupils of Round Hill School (such as a colourful mural).

b) Sainsbury's link

There is a need to provide an improved pedestrian connection between the proposed new multi-storey car park on Albion Street and the High Road. It is proposed that this provides a direct route across Sainsbury's car park, alongside Sainsbury's to Stoney Street.

c) Link between transport interchange and Tesco's

It is proposed to have a direct pedestrian route between the proposed new Styring Street transport interchange and Tesco's. This will be an important desire line and will also encourage shoppers to consider using public transport rather than only driving to the store.

d) Station Road

It is proposed to have a tree lined boulevard into the town centre on Station Road between the proposed new Tesco's and The Square Development. This will help to both screen Tesco's surface level car park and the service entrances into the square. It will also help to give an improved impression of the town centre.

e) Church Street

Historically Church Street was connected to the town centre. It is proposed to re-establish this connection through the redevelopment of the existing Square shopping centre. This will enable both a view and desire line to the Styring Street transport interchange.

f) St John the Baptist Church

St John the Baptist Church grounds are an important green space within the town centre. The redevelopment of the Square and the relocation of Wilkinson's will open up views of the church. This green space will provide an opportunity to provide a quiet seating area in contrast to the creation of a more vibrant urban square as part of the proposed transport interchange.

g) Broadgate Recreational Ground

Broadgate Park itself will be enhanced through the planting of trees and flowers to brighten up its appearance and increase its use as a public space and children's play area. Pedestrian and cycle links are to be more defined through the Park and increased lighting where necessary to improve safety in the dark.

The entrance to Broadgate Park has recently been improved through landscaping and an improved accessible environment with modern street furniture.

The public realm theme adopted by the recent Broadgate scheme is to be continued through the High Road, including the extension of the pedestrianised area to create a modern shopping street with reduced street clutter.



Materials and Street Furniture

9.10 Beeston has many mature trees through the High Road, Broadgate Park and Church Street that will be retained where possible and new trees of similar appearance will be planted in prominent places such as along Styring Street and Station Road to complement the existing.



► Existing Trees on High Road

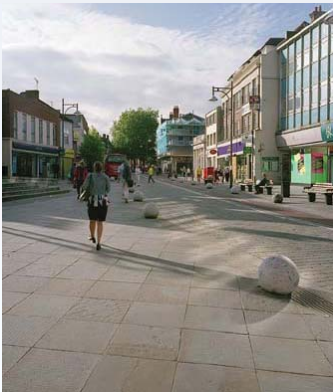


► New Cycle Parking at Broadgate Park



► Improvements to High Road at Broadgate Park

9.11 The materials used in the Broadgate scheme could be continued through the High Road and into The Square to create a modern town centre public realm that reflects the new development. In order to reduce street clutter some street furniture and landscaping can be combined such as providing circular seating around trees. Barriers and bollards should only be implemented where vital to maintain traffic management and safety. Cycle parking locations should be created at key locations on the High Road and The Square to prevent the use of alternative street furniture as cycle stands.



► Examples of Street Furniture and Materials



The Role of Public Art

- 9.12 The existing public art in Beeston is the Beehive / Seating statue on High Road and the redundant water fountain in The Square. The Beehive / Seating statue is a fun and quirky piece of public art that should be retained although there are views that this should be relocated to a more prominent location than existing. The fountain in The Square is to be replaced with a more modern, simple water feature and landscaping.
- 9.13 Public art can be introduced within The Square shopping centre and adjacent bus and tram hub. In addition, a central location for public art is the proposed civic space adjacent to the Library and Town Hall.



► Examples of Existing Public Art in Beeston

