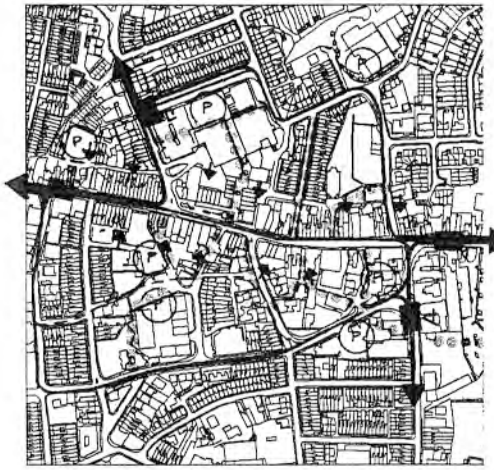
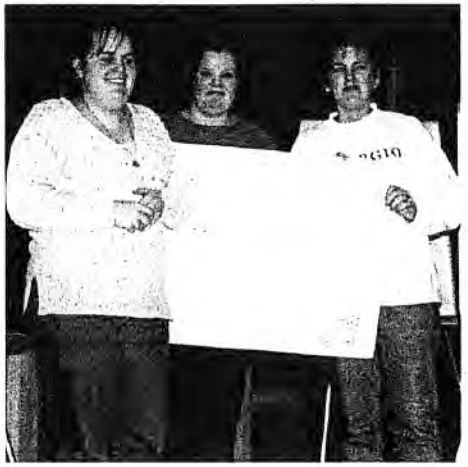
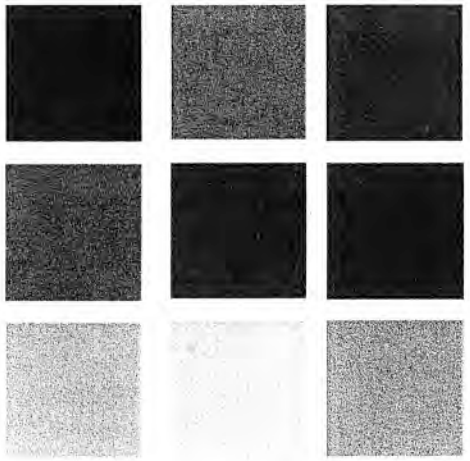






URBAN DESIGN STRATEGY

KINGSWOOD TOWN CENTRE

Kingswood Regeneration Partnership &
South Gloucestershire District Council

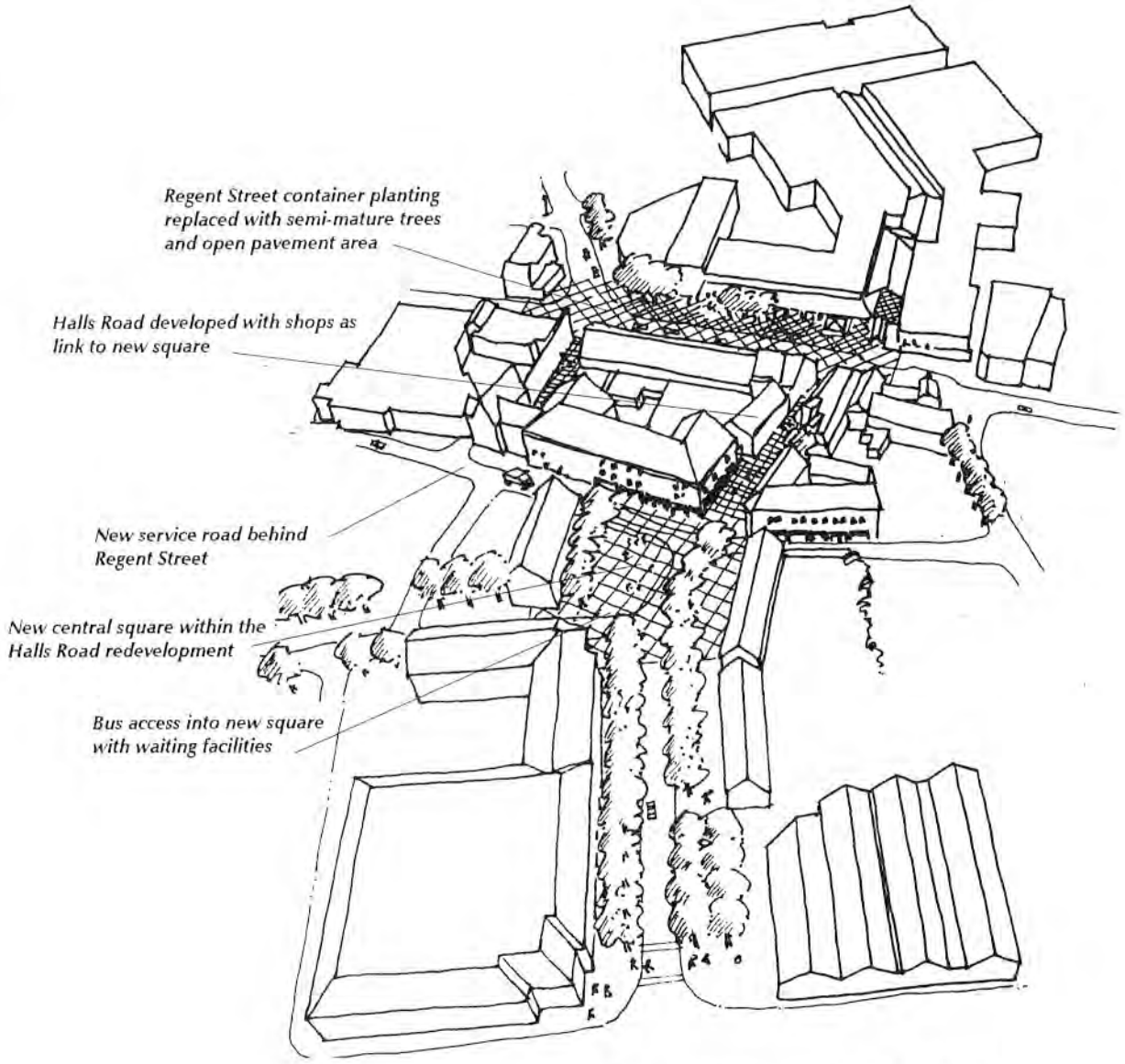
ROGER EVANS ASSOCIATES

Executive Summary
Introduction

1. Identity
2. Traffic Management
3. Car Parking
4. Bus Access
5. Pedestrian Access
6. Servicing Access
   Figure A: Strategic diagram
7. Attractiveness of the 'high street'
   Figure B1: Regent Street
   Figure B2: High street
8. Public Places
   Figure C: People Places
9. Life and Vitality
   Figure D: Security and Lighting
10. Parks
    Figure E: Green routes
11. Implementation
    Figure F: Development Opportunities
12. Managing Change

Appendix A	Trader Consultees
Appendix B	Summary of Trader Questionnaires
Appendix C	Workshop participants
Appendix D	Summary of Workshop SWOT Analysis

Inset 1:1000 Illustration of Proposals



Bird's eye view northwards along Halls Road towards Kings Chase Centre

An urban design strategy has been developed for Kingswood Town Centre based on the following twelve proposals:

1. Identity

Kingswood has grown alongside an arterial road to the City of Bristol. The town centre sprawls along an east-west axis and lacks clear entrance points.

Proposal: Create 'gateways' and 'thresholds' on each approach to the centre.

2. Traffic management

At present, traffic passing through the area in either a north-south or east-west direction must use the 'high street'. This results in unacceptable levels of congestion on what is essentially a shopping street.

Proposal: At each 'gateway' encourage certain categories of traffic to take a defined outer route.

3. Car parking

Car parking in Kingswood is not particularly well sign-posted, convenient or cheap to benefit small traders. Car parking remains a major factor in determining the competiveness of retail centres.

Proposal: Provide a 'necklace' of small attractive, surface car parks on this outer route.

4. Bus Access

Much of the congestion within the 'high street' is caused by buses stopping to pick up or put down passengers.There is little scope to improve this situation due to the narrowness of the street.

Proposal: Provide a 'necklace' of convenient bus stops on this outer route.

5. Pedestrian access

Pedestrian access to the 'high street' is at present poor, because of the fragmented and run down nature of the backland areas.

Proposal: Establish lanes connecting the necklace of car parks and bus stops with the 'high street'.

6. Servicing access

Many 'high street' businesses are serviced directly from the front causing unnecessary congestion to other road uses.

Proposal: Create service mews to assist the rear servicing of 'high street' businesses.

7. Attractiveness of the 'high street'

The 'high street' compares poorly in environmental terms wih other centres. The street suffers from traffic domination, poor design and management and user misuse.

Proposal: Enhance the attractiveness of the 'high street' through environmental, road safety and security improvements.

8. Public places

Public places within Kingswood are either poorly defined or badly detailed. Hence, there are relatively few places where one is able to enjoy sitting out.

Proposal: Locate 'people places' at key points along the 'high street' and 'lanes'.

9. Life and vitality

Kingswood's appeal is currently limited primarily to shopping. It lacks many of the other complementary activities which town centres traditionally provide.

Proposal: Increase the vitality of the town centre through the promotion of new uses throughout the day and evening.

10. Parks

Parks and green open spaces within Kingswood town centre are a much under-utilised asset.

Proposal: Green the centre by creating 'green route' which connect Kingswood Park to new 'pocket parks'.

11. Implementation

Many good proposals never reach fruition due to problems with implementation and resources.

Proposal: Implement proposals incrementally, with a 'flagship' street improvement project in the medium term.

12. Managing change

Public perception appears to be that they are not involved in decision making on matters affecting the town.

Proposal: Build on the initiative to manage the change through a responsive, locally based partnership which reflects a broad section of interests.

Kingswood Strategy
(Drivas Jonas)

Traffic Management Options
(Kingswood and Avon Councils)

Trader Interviews
(Roger Evans Assocates)

Public Workshops
(Roger Evans Associates)

Youth Programme
(Kingswood Bus Project)

URBAN DESIGN STRATEGY
(Roger Evans Associates)

SRB Bids
Lottery Bids
Private Sector Development
Local Authority Capital Spending Programmes
TPP Bid

Component studies within the Kingswood Regeneration Strategy

Background

This study was commissioned by South Gloucestershire Council and the Kingswood Regeneration Partnership in October 1996.

The Kingswood Regeneration Partnership has secured funding under the Government's Single Regeneration Budget for four related studies in connection with the revitalisation of Kingswood Town Centre:

1. A **strategy** for Kingswood Town Centre - to promote the centre and assist in the management of change (Drivas Jonas)
2. **Youth Study** - to ascertain young peoples' perceptions and use of the Centre and open spaces around it (Kingswood Youth Bus Project)
3. The **Clocktower Feasibility Study** - to establish the potential and costs of enhancing Warmley Clocktower as a centre for womens' employment, management and business training initiatives.
4. The **Urban Design Study** - to enhance the appearance and security of the Centre (undertaken by Roger Evans Associates)

This Urban Design Study draws on the Kingswood Strategy, the Youth Study and traffic management options prepared by the local authority, developing a strategy for the physical structure of the town for the benefit of residents, visitors and traders. It sets out concrete proposals, accompanied by cost budgets and a programme for implementation, in sufficient detail for specific projects to be identified, given priorities and funding bids to be prepared where relevant.

Kingswood town centre contains many assets to be exploited

Traffic management option 5c has been partially implemented with mixed success. An opportunity exists to reassess proposals

Summary of other studies

a) Traffic management options

In 1994 a number of traffic management were generated for Kingswood Town Centre by the old Kingswood and Avon Councils. These were put out for consultation. Broadly, the options included:

- Pedestrianisation of Regent Street /High Street
- Minor improvements / do nothing
- One-way.

Option '5c' was finally selected, which involves making a section of Regent Street/ High Street one-way. This scheme has been partially implemented; traffic flow has been reversed in Park Road, Moravian Road has been made one-way and traffic lights have replaced a mini-roundabout at the Downend Road junction.

Re-organisation of the local authority has provided an opportunity to re-visit traffic management options from first principles. Instead of focusing on roads as a traffic issue, we have taken a more 'holistic' approach which recognises that roads serve many other equally important activities such as socialising and shopping. We have set out to describe the type of streets and public spaces which should be promoted. This will form a **design brief** for subsequent stages of the project when proposals are worked up in greater detail. New linkages have been proposed to provide a network of streets which greatly increases options for traffic management. We have not been prescriptive about specific traffic management measures. We view this as a task for highway engineers to undertake within the framework of this design brief. Undoubtedly, there will be different ways to manage the traffic and this proposed framework provides flexibility.

b) Kingswood Strategy

The Kingswood Strategy was completed by Drivas Jonas in May 1996. It provides an overview of the vitality and viability of the commercial elements in the town.

c) Youth Programme

In parallel to the Urban Design study, a youth study has been carried out by the Kingswood Bus Project. The results of the survey of young people within the area have directly fed into physical design proposals contained within this report. Many of the items appearing on the young peoples' wish list are identical to those raised by adults attending the public workshop. Additional items, including places to 'hang out', a young person's cafe and a commercial leisure facility have been commented upon in this report and possible locations and funding mechanisms identified.

Methodology

The study was undertaken over a ten week period. The first four weeks were taken up primarily with gathering information, liaison with the steering group and trader interviews. This culminated in a one-day workshop on Saturday 16 November 1996. Aspirations, concerns and ideas raised at the workshop have been taken into account in the production of this report.

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a)Traders Questionnaire/Interviews

A number of interviews with traders were carried out by the Practice prior to developing the urban design strategy. Interviews provided detailed information on individual retail and service trades, their commercial viability, current delivery and

Public consultation has highlighted the conflicts which exist within the street

A clear preference has emerged for public realm improvements rather than improvements to individual shop units

parking arrangements, recorded incidents of crime and trader's priorities for improvement. A list of consultees and the results of these questionnaires can be found in Appendices A and B.

b) Consultation Event

Public workshops were held part way through the project with the objective of establishing values and generating ideas which could potentially be worked up into a detailed design and action plan. Almost forty people attended the one day workshop on the 16 November at the Kingswood Civic Centre. A list of consultees and a summary of outcomes from these workshop groups can be found in Appendices C and D.

c) Financial Feasibility

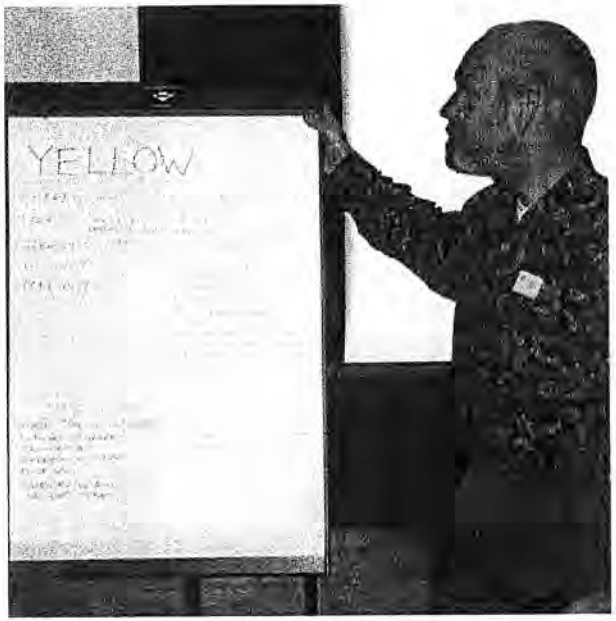
The proposed cost budgets are based on unit costs calculated by the Practice for comparable, though more detailed schemes. They are intended for overall budgeting and bid purposes only, and should be replaced by more precise cost estimates as detailed schemes are prepared for each element.

Study Team

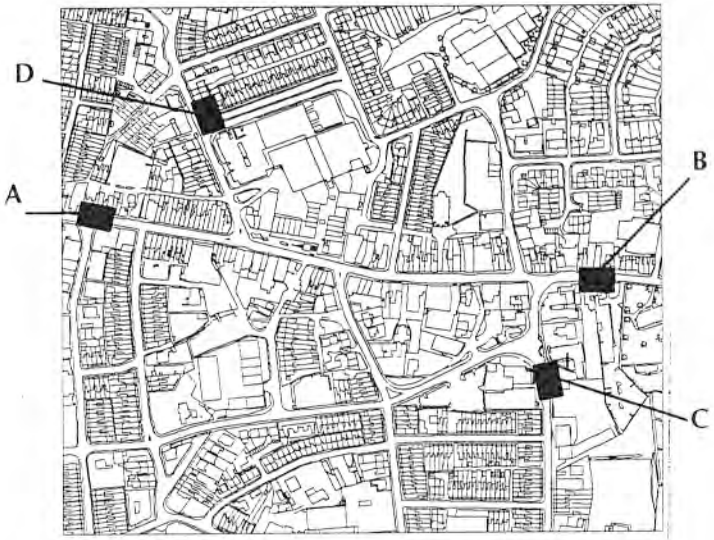
The study team comprised:

Roger Evans	Principal Urban Designer
Robert West	Senior Urban Designer
Julie Witham	Urban Designer
Kathryn Anderson	CGI

We would like to thank members of the Kingswood Regeneration Partnership for their support and advice throughout the study, and in particular Mike Luton of South Gloucestershire Council. We would also like to thank the Urban Design Group Public Participation Programme (supported by the DoE) for their assistance with the public workshop.



Consultation workshop: Kingswood's strengths, weaknesses, opportunities and threats were identified



Create 'gateways'

Kingswood has grown alongside an arterial road to the City of Bristol. The town centre sprawls along an east-west axis and lacks clear entrance points.

Issues

- Kingswood is perceived as a route rather than a place;
- Activity is concentrated along the main 'high street' and does not extend into adjoining streets;
- There is no 'sense of arrival' on reaching Kingswood.

Proposal: Create 'gateways' and 'thresholds' on each approach to the centre

Design brief:

- Gateways mark a distinct change in 'feel' in the surrounding environment. This may involve:
  - a change in surface material from e.g.rolled asphalt to block paviours;
  - a change in lighting from vehicular to pedestrian scale and quality;
  - a change in the designed speed of the street from 30mph to 20mph;
- Gateways are memorable visual features and may be formed by buildings, public art, a welcome sign, or a new scale to the street;
- Gateway features are noticeable to both motorists approaching at 30mph and pedestrians passing at 3mph.

Action

Using either SRB or TPP funds, create the following gateways:

A from the west, at the job centre junction on Twomile Hill Road;

B from the east, at the Telephone Exchange junction on the High Street;

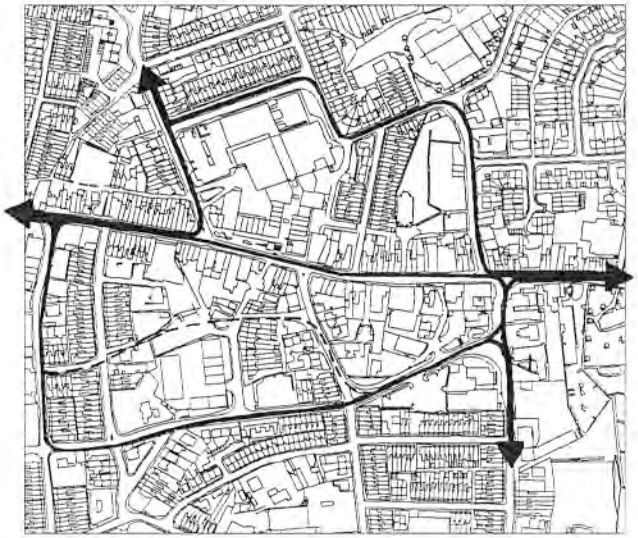
C from the south, at the Post Office along Hanham Road;

D from the north, at the junction of Kimberley Road and Downend Road.

Proposed cost budget

£320,000

At public workshops, small groups worked together to discuss issues and develop ideas



Encourage an outer route

"Its quicker to get to Keynsham than it is to Kingswood and that's much further away" - Police Constable

"You could get old waiting to cross the street" - resident

"People are not coming because of the blockage. What we need is no flow or good flow - no in-between" - trader.

At present, traffic passing through the area in either a north-south or east-west direction must use Regent Street'. This results in unacceptable levels of congestion on what is essentially a shopping street.

A number of alternative traffic management options have been suggested, including partial pedestrianisation and one-way traffic. Option 5c (a one-way option) was finally selected and partially implemented. The elements implemented to date have received a mixed response; the traffic lights on Downend Road almost unanimously condemned, proposals in Park Road having a mixed response and proposals in Moravian Road proving very popular.

Issues

- Traffic congestion in the 'high street' is so severe that many shoppers are choosing to shop elsewhere;
- Traffic congestion is primarily caused by large vehicles such as lorries and buses;
- Traffic movement is erratic causing a number of 'danger-spots' at key crossing points;
- Standing traffic is causing severe localised pollution;
- Excessive traffic volume has reduced pedestrian comfort, and has resulted in narrow pavements and a long waiting time at crossing points.

Proposal: At each 'gateway' encourage certain categories of traffic to take a defined outer route.

Design brief for gateways:

- The outer route concept provides flexibility for traffic management options in conjunction with the main street;
- The outer route is not a rat-run but a traffic calmed, carefully managed alternative to the 'high street';
- The outer route is designed to take two-way traffic wherever possible, one-way traffic being discouraged as it promotes faster speeds;
- Pedestrian comfort and safety is not compromised for improved vehicular movement along this route;
- This route is a proper town centre street rather than a back land by-pass. New infill development along this route would front onto the street;
- Well positioned sign-posting at the gateways encourage buses, delivery vehicles and shoppers to use this route.

Action

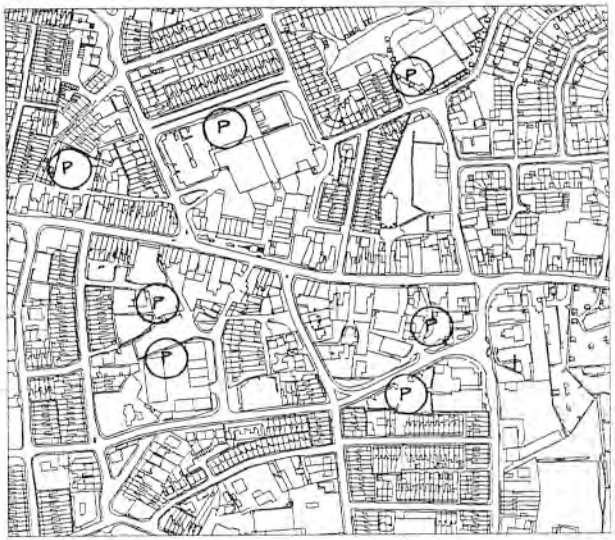
Using TPP funds implement the following traffic management measures on a trial basis:

- ☐ At the gateway from the west, encourage east bound vehicles to avoid the 'high street' by using Downend Road, Kimberley Road, Gilbert Road and Park Road;
- ☐ At the gateway from the east, encourage west bound vehicles to avoid the 'high street' by using Hanham Road, Cecil Road, and Blackhorse Road;
- ☐ At the gateway from the south, encourage north bound traffic to avoid the 'high street' by using Cecil Road and Moravian Road and west bound traffic to use Cecil Road and Blackhorse Road;
- ☐ At the gateway from the north, encourage east and south bound traffic to use Kimberley Road, Gilbert Road and Park Road.

Proposed cost budget

£180,000

Workshop groups, assisted by urban designers, were given an opportunity to re-design their town centre



Provide a 'necklace' of car parks

"Car parks - best kept secret in Kingswood!" - **resident**

"My business is based on illegal parking" - **trader**

"Pay and display is not very popular" - **shopper**

"Free parking needed for the first couple of hours and £10 after that" - **councillor**

"We must maximise the use of the multi-storey car park" - **councillor**

Car parking in Kingswood is not particularly well sign-posted, convenient or cheap to benefit small traders. Car parking remains a major factor in determining the competiveness of retail centres.

Issues

- Higher parking charges for short term parking compared to some adjacent shopping areas;
- There is competition for parking spaces between traders, their customers and residents;
- Car parks are poorly sign-posted;
- Tortuous route to the car parks via the one way system;
- Poor parking provision, particularly on the south side of the street.

Proposal: Provide a 'necklace' of small, attractive, surface car parks on the outer route

Design brief for car parks:

- Shoppers' parking in a number of tree-lined, public squares, well surveilled by adjacent frontage development, linked to the 'high street' by attractive pedestrian lanes;
- Residents' parking along streets adjacent to property;
- Traders' parking in private courts to the rear of their property.

Action

Review Council policy to:

- ☐ Provide shoppers with free short-stay parking within existing and new car parks, discouraging long-stay parking through punitive pricing;
- ☐ Implement a controlled parking zone in the streets adjacent to the 'high street' thus providing traders and local residents with dedicated car parking spaces (South Road, West Street, Downend Road, Moravian Road, London Street, Park Road);
- ☐ Provide a dedicated trader car park in locations that will not take away customer parking

Use SRB funds to:

- ☐ Provide on-street short-term parking and loading bays on wide sections of the 'high street', primarily catering for passing trade;
- ☐ Provide a necklace of small car parks along the outer route;
- ☐ Improve the security, access, appearance and layout of existing car parks

Use private sector funds through Section 106 Agreements to:

- ☐ Create a new public car park to the south of the 'high street'.

Use TPP funds to:

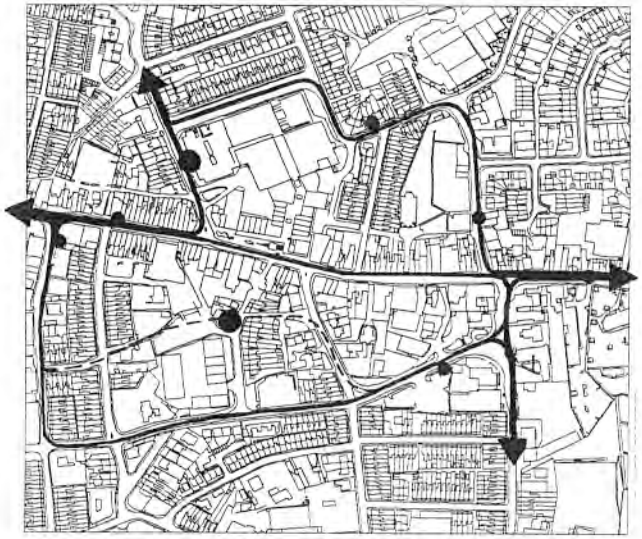
- ☐ Locate advance signage to car parks.

(NB. Some signing to car parks has been implemented recently).

Proposed cost budget

£100,000 + £50,000 CCTV

Young people made a particularly important contribution to the workshop day



Provide a 'necklace' of bus stops

"The High Street is being primarily managed to suit the bus company - they are the key players" - **councillor**

"The problem is both the location of the bus stops and the routing" - **councillor**

Much of the congestion within the 'high street' is caused by buses stopping to pick up or put down passengers. There is little scope to improve this situation due to the narrowness of the street.

Issues

- Buses cause congestion in 'the high street' whilst standing at bus stops;
- Bus passengers cause congestion on the pavements whilst queuing for buses.

Proposal: Provide a 'necklace' of convenient bus stops on this outer route

Design brief for bus stops:

- New bus stops to be located just off the 'high street', and linked to it by attractive pedestrian lanes;
- New bus stops to be positioned on wide sections of pavement, in areas where they are well-surveilled by adjacent frontage development and close to public facilities;
- Bus lay-bys to be provided to prevent congestion in streets adjacent to the 'high street';
- Bus shelters to be robust, well-lit and spacious;
- Pavements to be built up at bus stops to aid access and egress from buses particularly for the elderly and people with pushchairs;
- Some bus stops retained in the 'high street' primarily for evening use.

Action

Enter negotiations with the Highway Authority and the Bus Companies to:

- ☐ Re-route buses during the day;
- ☐ Re-locate bus stops;
- ☐ Provide a more extensive bus service to the area.

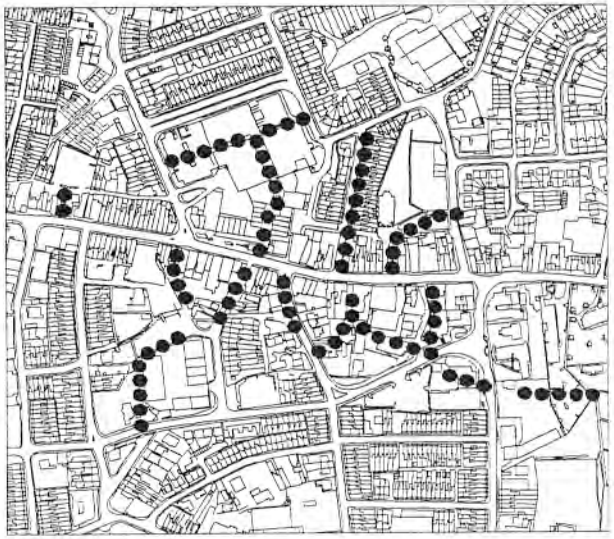
Use SRB funds to:

- ☐ Re-locate and replace bus stops and shelters.

Proposed cost budget

£170,000

Workshop groups were made up of a variety of interests, including residents, traders, youth leaders and council officers



Establish connecting lanes

Pedestrian access to the 'high street' is at present poor, because of the fragmented and run down nature of the backland areas.

Issues

- Poor pedestrian routes from adjacent residential areas to the 'high street';
- Poor pedestrian routes from the existing car parks;
- Activity is concentrated on the 'high street' and does not extend into the approach roads.

Proposal: Establish lanes connecting the necklace of car parks and bus stops with the 'high street'.

Design brief for lanes:

- Busy, pedestrianised routes linking arrival points with the 'high street';
- Clear lines of vision along short, straight paths;
- Small shops and cafes grouped along the route;
- Natural surveillance from dwellings at first floor level;
- Clusters of seating under tree canopies;
- Intimate street lighting;
- High quality paving schemes;
- Clear pedestrian-scale sign-posting.

Action

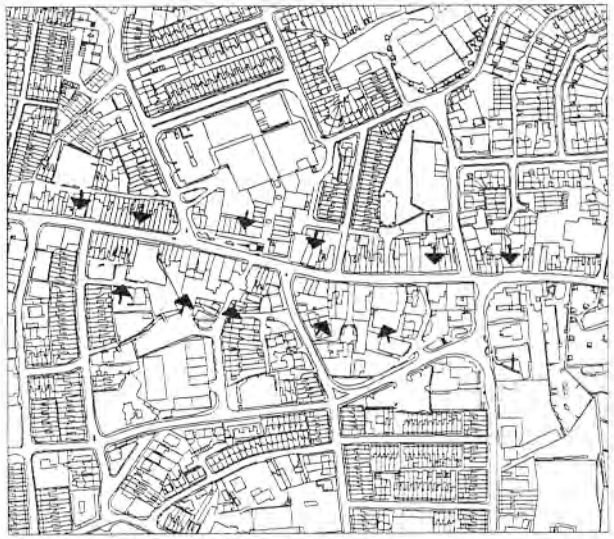
Use a combination of SRB, TPP and private sector funds to:

- ☐ Re-design Halls Road as a shopping lane, re-aligning it and providing new, infill development where necessary;
- ☐ Re-design the Regent Street end of Moravian Road as a lane, providing new, infill development where necessary;
- ☐ Enhance Bank Street and the lanes which currently lead to the Moravian Church and the United Reformist Church;
- ☐ Create a totally new lane from Regent Street through to the South Road Surgery, by buying up a small shop unit somewhere close to Bewise;
- ☐ Enhance the route passing through Kings Chase; consider 24 hour access to parking.

Proposed cost budget

£450,000

As the day proceded, a number of key themes emerged



Create service mews

"We can't service from the rear lorries park around the back and we wheel cages to the front" - trader

"Illegally parked cars to the rear makes access difficult" - trader

"Pedestrianising the 'high street' would make deliveries impossible" -trader

Many 'high street' businesses are serviced directly from the front causing unnecessary congestion to other road uses.

Issues

- The majority of businesses along the 'high street' are serviced from the front rather than the rear, which causes congestion;
- Along some parts of the street, accessibility to the rear of shops for deliveries is very poor;
- Most deliveries take place within the core working day when congestion is already at its worst;
- Current delivery restrictions, such as double yellow lines, are ineffective in preventing illegal deliveries.

Proposal: Create service mews to assist the rear servicing of 'high street' businesses;

Design brief for service mews:

- New routes to the rear of property;
- Used by delivery vehicles;
- Used by first floor dwellings for access and parking;
- Used by new small businesses and workshops;
- Designed to be discreet, but visually pleasing.

Action

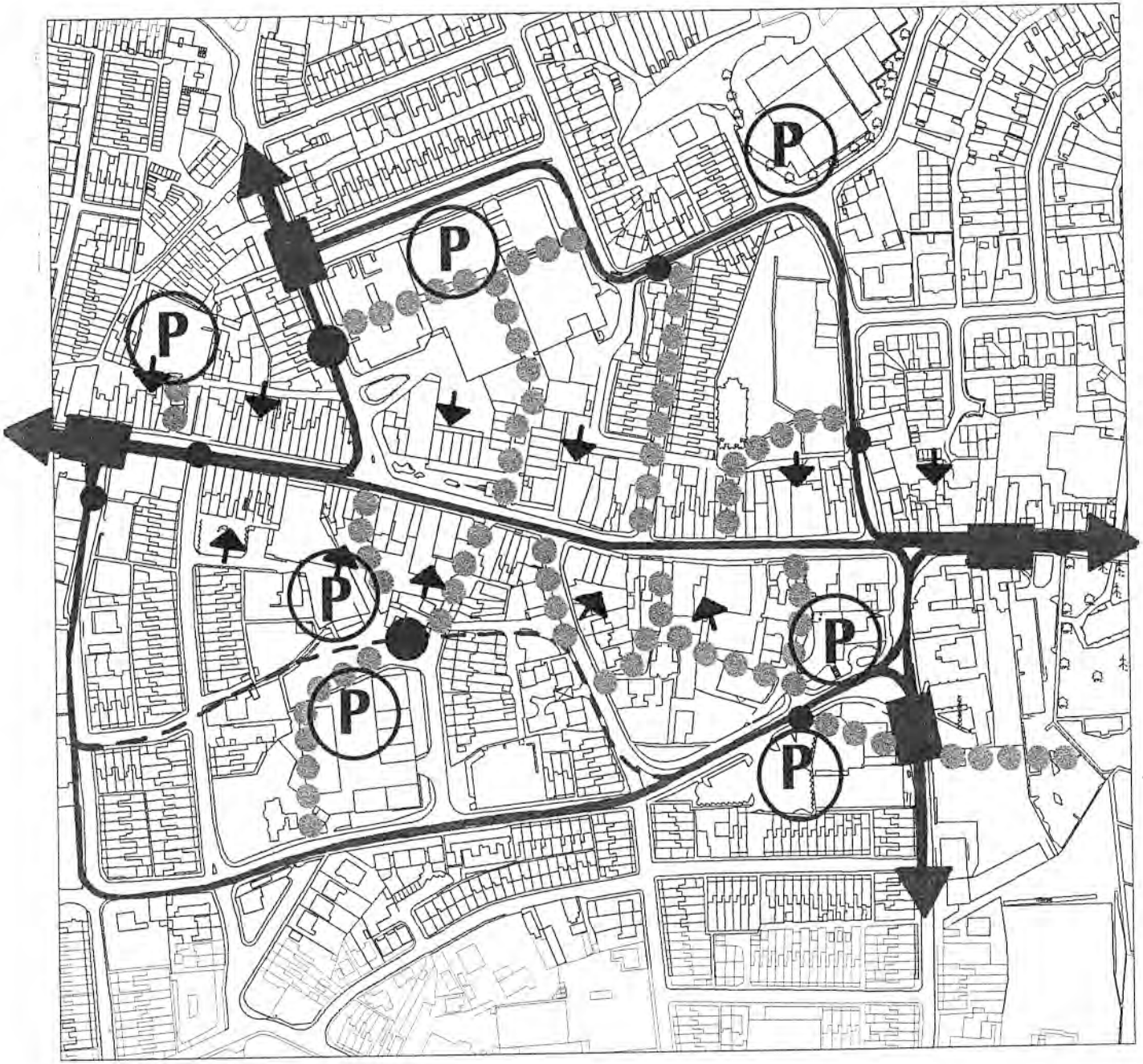
Use SRB funds to:

- ☐ Create a service mews serving the properties south of Regent Street and property north of High Street;
- ☐ Widen existing service mews such as Boulton's Road;
- ☐ Enlarge existing service courts e.g. Woolworths;
- ☐ Create on-street service bays where it is difficult to improve rear access.

Proposed cost budget

£370,000

FIGURE A: STRATEGIC DIAGRAM



KEY:

The numbers relate to key design proposals.

1 Create **gateways**

2. Encourage an **outer-route**

3. Provide a necklace of **car-parks**

4. Provide a necklace of **bus stops**

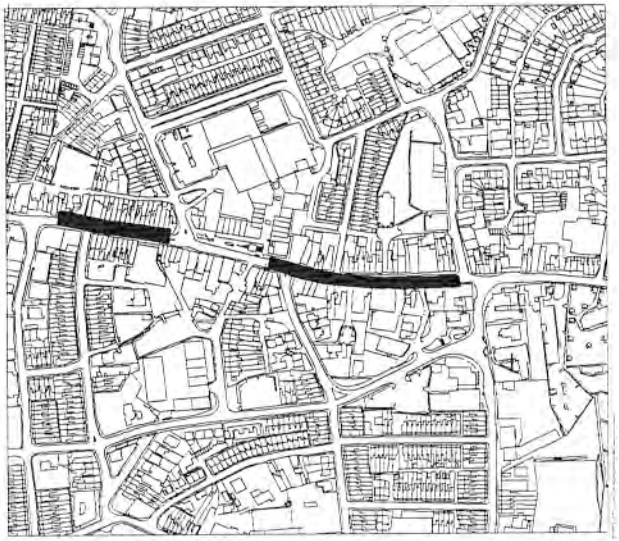
5. Establish connecting **lanes**

6. Create **service mews**

N

0 10 50 100m

The public were invited to place their comments on a 5m long collage of the main street



Enhance the attractiveness of the 'high street'

"Old fashioned but not quaint" - **resident**

"Traffic is either stopped standing or scorching - there should be steady flow" - **resident**

"We don't want pedestrianisation - it has made Bedminster a ghost town" - **trader**

"A lot of towns near by have spent a lot of money and are nearer to what they want - Kingswood has done nothing" -**resident**

The 'high street' compares poorly, in environmental terms, with other centres. The street suffers from traffic domination, poor design and management, and user misuse. This has led to a general decline in trade, particularly in the secondary shopping areas along the High Street and Twomile Hill Road.

Issues

- Local pollution;
- Narrow, congested pavements;
- Dangerous pedestrian crossing points, particularly at the Downend Road junction;
- Vehicular scale of lighting and signage;
- Poor shop front design;
- Obtrusive security shutters;
- Tired and dated architecture of Kings Chase;
- Poorly positioned and unco-ordinated street furniture;
- Vanadalism particularly caused by late night revellers e.g.smashing shop windows.

Proposal: Enhance the attractiveness of the 'high street' through environmental, road safety and security improvements

Design brief for the high street:

- Lively, bustling, and colourful street, throughout the day and into the evening;
- Activity spilling out from shops and cafes onto newly paved, widened pavements;
- Conveniently located pedestrian crossing points along pedestrian desire lines;
- Road junctions re-designed and turning radii decreased to ensure that motorists take caution and consider other road users;
- High quality streetscape design which seeks to reduce the amount of clutter within the environment e.g. wherever possible street lights and signs are attached to buildings rather than pole mounted;
- High quality, well designed and co-ordinated street furniture, positioned within 'people places' rather than cluttering pavements;
- Natural surveillance improved by increasing the number of people both visiting and living in the area;
- Additional security provided by strategically placed CCTV cameras, for example, opposite Chasers (this is a cheaper and less obtrusive alternative to shutters).

Action

Use SRB funds to:

- ☐ Produce a high quality streetscape scheme including re-paving, tree planting, better lighting, well-designed street furniture and festive features such as Christmas lighting;
- ☐ Provide grant assistance for shop front improvements in line with the existing guidance.

Use private sector funds to:

- ☐ Re-develop the market site with buildings of a similar character and scale as the town's smaller shops and architectural gems;

Use TPP funds to:

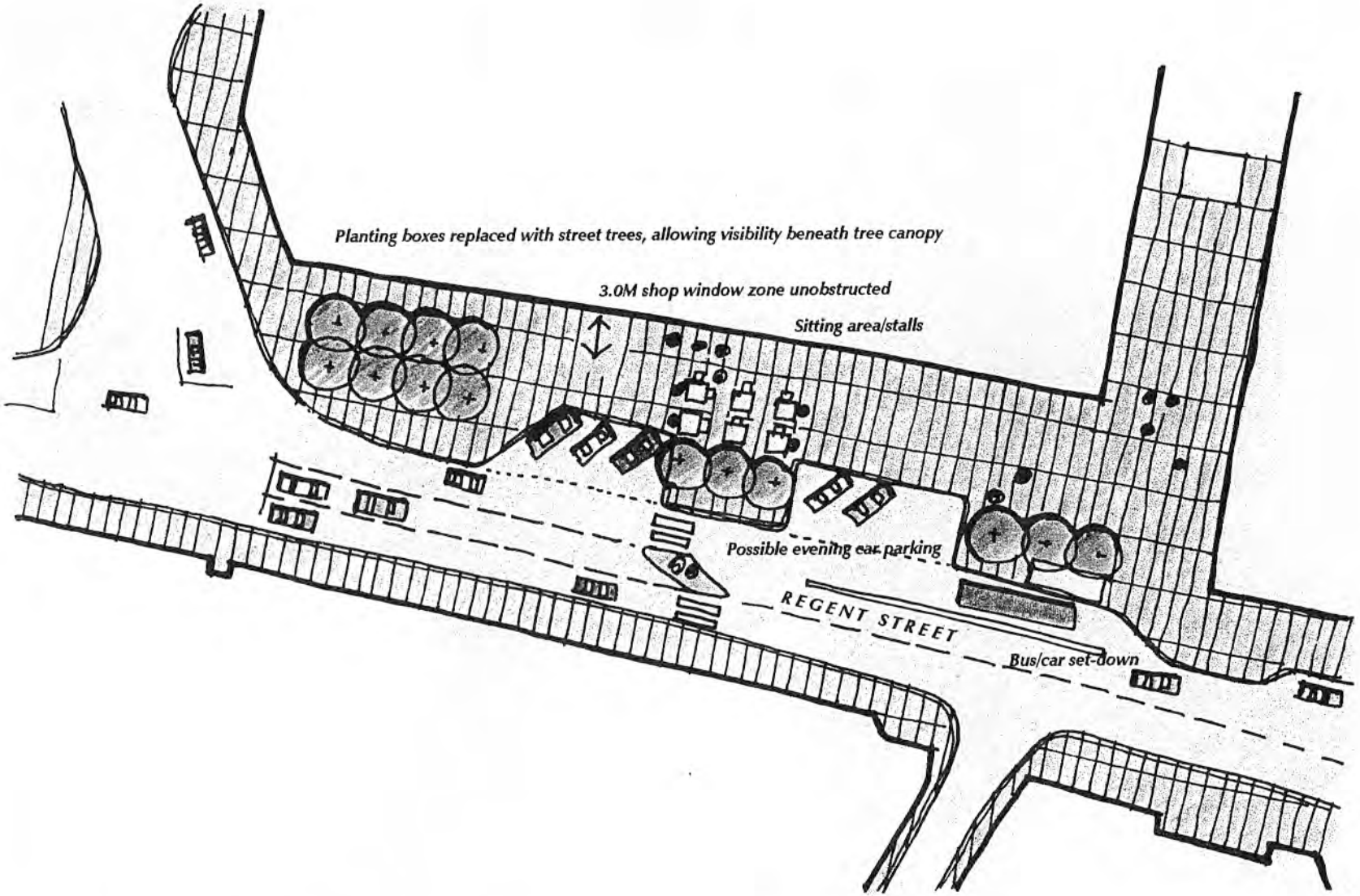
- ☐ Improve pedestrian comfort and accessibility through pavement extensions, enhanced crossings and improved traffic light phasing;
- ☐ Improve traffic flow through carriageway re-alignment, and filter lanes;
- ☐ Provide on-street parking where space permits (particularly for evening use).

Proposed cost budget

£180,000 + £100,000 for CCTV

FIGURE B1 REGENT STREET

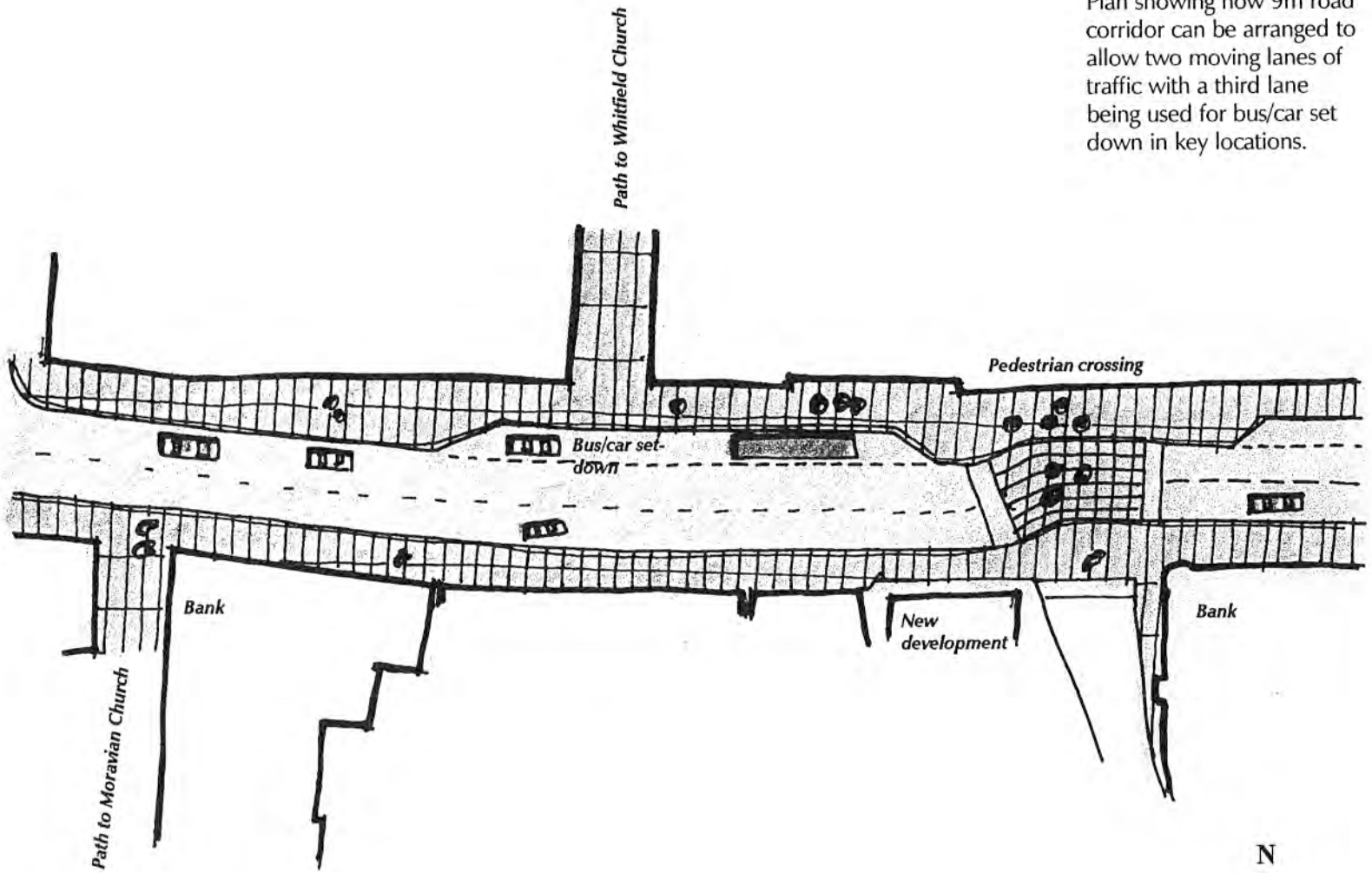
Alternative plan arrangement for Regent Street Junction showing how a dedicated turn-right lane could be provided with a new square in front of Kings Chase Centre.



Scale 1:5(

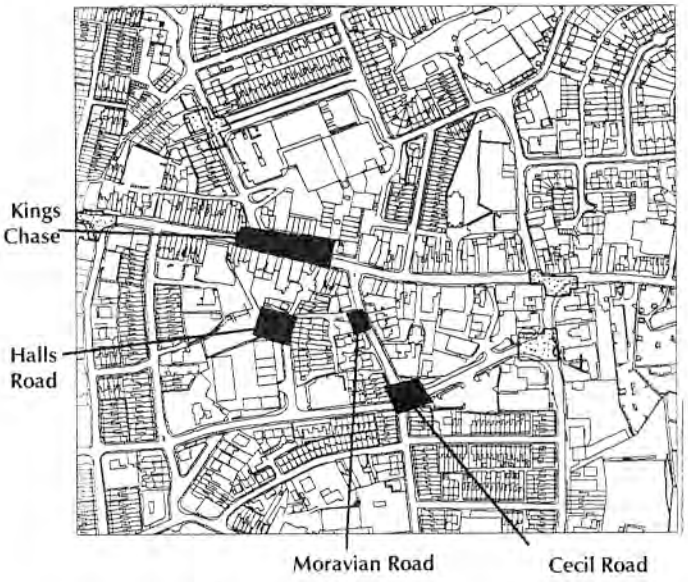
FIGURE B2 HIGH STREET

Plan showing how 9m road corridor can be arranged to allow two moving lanes of traffic with a third lane being used for bus/car set down in key locations.



Scale 1:500

The Urban Design Group Public Participation Programme assisted with facilitating workshops



Locate 'people places' at key points

"I can't sit outside and enjoy Kingswood - no way" - **resident**

Public places within Kingswood are either poorly defined or badly detailed. Hence, there are relatively few places where one is able to enjoy sitting out.

Issues

- Lack of civic spaces;
- Lack of informal, well-designed gathering spaces;
- Space to the front of Kings Chase is badly designed (planters breaking up the space, collecting rubbish and concealing shops and seating poorly located);
- Spaces within Kings Chase are inaccessible at night;
- Open, green space is perceived by some as being dangerous, e.g. Kingswood Park.

Proposal: Locate 'people places' at key points along the 'high street' and 'lanes'

Design brief for people places:

- Small, intimate, well-surveilled, memorable spaces;
- Situated along pedestrian routes where paths join up;
- Linked by pedestrian paths to other 'people places';
- Focal points for meeting friends and 'hanging out';
- Activity within surrounding buildings encouraged to 'spill out' into the space;
- Potential to use as car parking outside the core shopping day;
- Accessible both day and night;
- High quality hard landscaping and street furniture;
- Pedestrian scale lighting;
- Ideal location to site public art.

Action

Use SRB funds to undertake public realm improvements to the front of Kings Chase,

- ☐ Provide high-quality paved surfaces which can be use for parking, a market or for outdoor cafes, reducing changes in level where possible;
- ☐ Remove planters and replace with semi-mature 'urban' trees);
- ☐ Re-locate seating underneath the bandstand canopy;

Use SRB funds to create new 'people places' along Halls Road, Moravian Road and Cecil Road.

- ☐ Provide high-quality paved surfaces which can be use for parking, a market or for outdoor cafes;
- ☐ Define the spaces through careful siting of building facades and tree planting;
- ☐ Create as many routes into the spaces as possible;
- ☐ Provide a memorable landmark where paths/ visibility splays intersect;
- ☐ Provide a low level ledge or steps for people to informally sit around and gather;

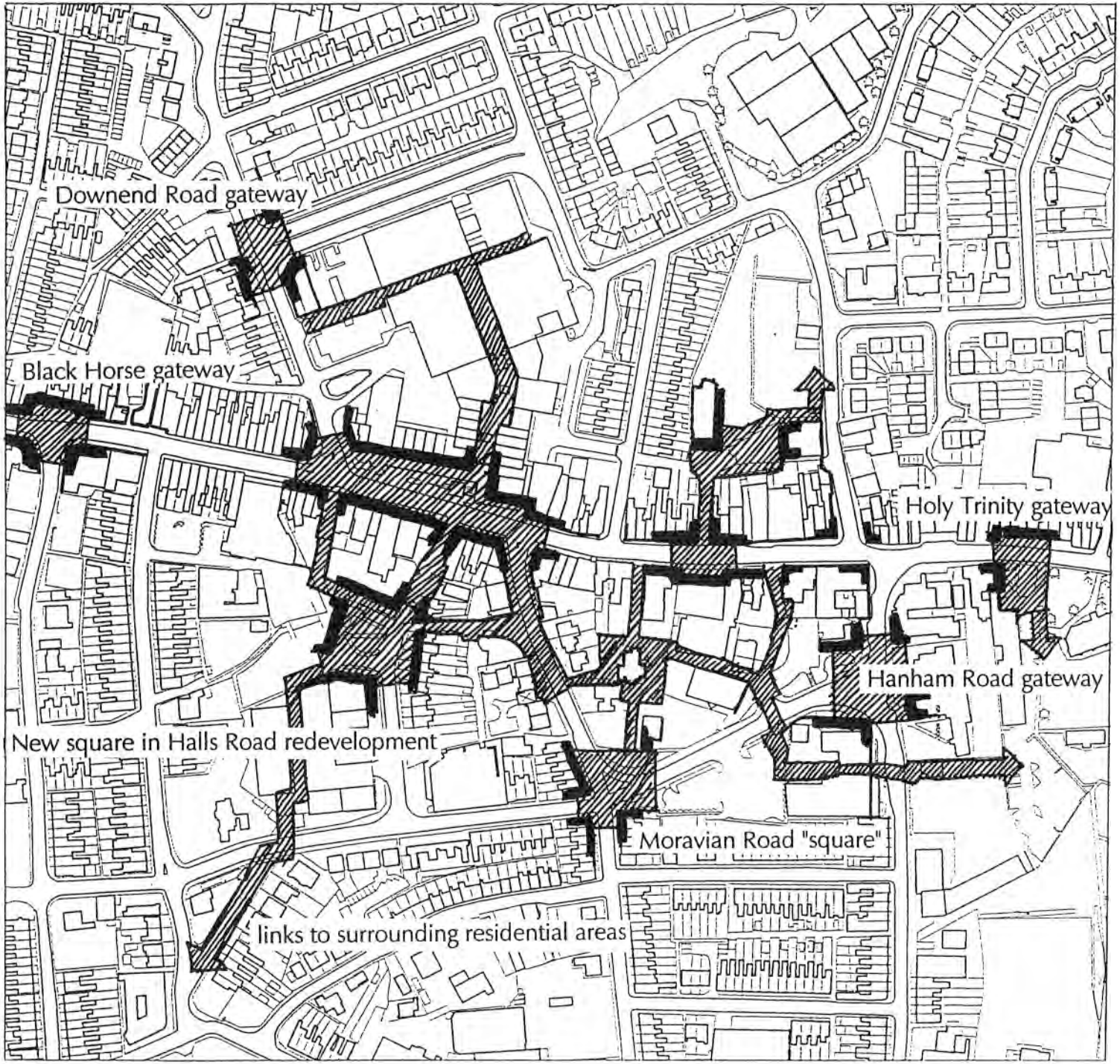
Encourage the private sector to enhance development to the edge of the 'people places'

- ☐ Re-vamp the facade of the Kings Chase Shopping Centre, removing the 'top-heavy' GRP panels;
- ☐ Re-design the facade of Chasers Night Club making it look more accessible and friendly.

Promote appropriate development within the Halls Road area through a design brief.

Proposed cost budget (excluding private sector investment)

£430,000 + £50,000 CCTV



ROGER EVANS ASSOCIATES - Kingswood Revitalisation Project for the Kingswood Regeneration Partnership

FIGURE C PEOPLE PLACES

Plan shows key gathering places hatched. Important building frontages, both existing and proposed, are indicated by bolder lines.

KEY:

The numbers relate to key design proposals.

5. Establish **lanes** for comfortable pedestrian access to the main street

8. Locate **'people places'** at key points: using both existing building frontages and new development

FIGURE C PEOPLE PLACES

Workshop groups presented their ideas back to the other workshop groups

Increase vitality through new development

"'High street' dies at night"- resident

"Improve the mix of shops and we hope to attract more shoppers to Kingswood - not afraid of competition from new shops" - trader

"We want something cooler than a community centre for under 18's. Convert churches - get kids involved in doing it. Ask kids - how can a 50 year old know what kids want?" - young trader

"Create a new shopping street along Halls Road" - workshop group

Kingswood's appeal is currently limited primarily to shopping. It lacks many of the other complementary activities which town centres traditionally provide.

Issues

- Lack of activities for young people;
- Lack of 'family' activities;
- Leisure provision is increasingly being located at 'out of town' locations e.g. Longwall Green;
- Lack of cheap, informal leisure provision;
- Inadequate library facility;
- Declining local employment, e.g. Lucas is re-locating.

Proposal: Increase the vitality of the town centre through the promotion of new uses throughout the day and evening;

Design brief for new uses:

- Complementary facilities and activities to those already existing;
- Located in prominent positions along the 'high street' and lanes, well served by public transport;
- Used to introduce evening activity into the area and thus provide natural surveillance;
- Activity within these facilities encouraged to spill out into places where gathering is acceptable;
- Public frontage addressing the street;
- Private internal courts;
- Closely grouped buildings forming a continuous frontage as opposed to single buildings sitting in a sea of space or car parking;
- 2-3 storeys;
- Memorable, landmark buildings at key corners;
- Consideration might be given to reducing parking standards in the centre: 1 car parking space per 40sqm development for offices, retail and workshops and 1 car parking space per 2 dwellings.

Action

Use SRB funds to provide a drop-in facility for young people:

- ☐ Possible locations include the market site, the Lindon Hotel or any vacant shop unit within the central area (see workshop summary for brief);

Use private sector funds to provide a multi-purpose leisure facility:

- ☐ Possible locations are the vacant warehouses on Gilbert Road (see workshop summary for brief);

Use lottery funds to provide a new high-tech, innovative library facility:

- ☐ Possible location is the Whitfield Church;

Use LOTS grants to promote 'living over the shop'.

- ☐ A number of locations have been identified (see trader's questionnaire);

Use business start up grants to encourage the establishment of small, locally owned businesses and workshops:

- ☐ Possibly located along the service mews to the rear of property along the 'high street';

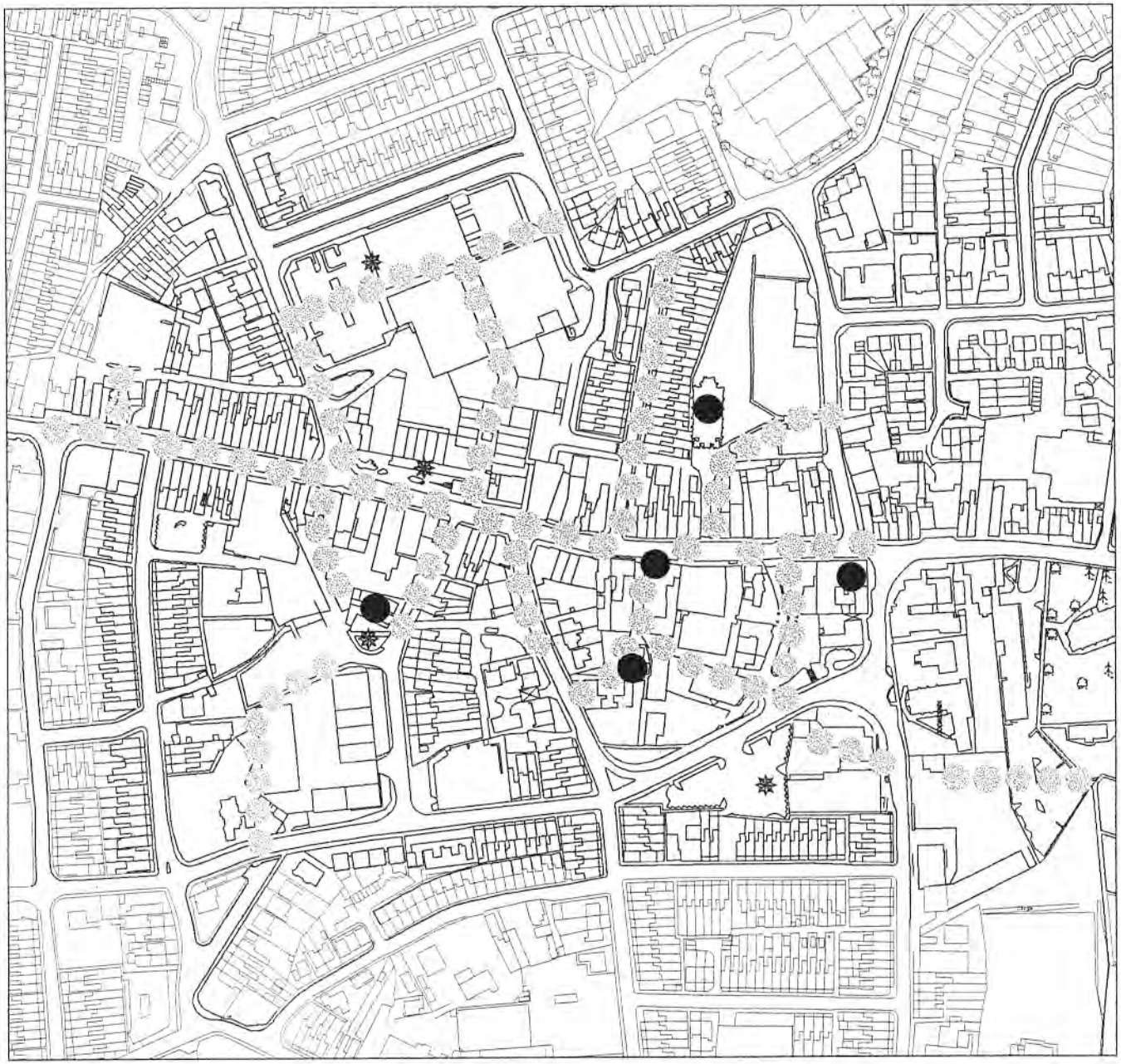
Use private sector funds to provide a greater diversity of shops

- ☐ Redevelop the Halls Road Area, creating a north-south axis to complement the main east-west axis.

Proposed cost budget

Youth cafe/drop-in centre £600,000

FIGURE D SECURITY AND LIGHTING



Plan shows a security and enhancement strategy based on appropriate lighting and positioning of CCTV

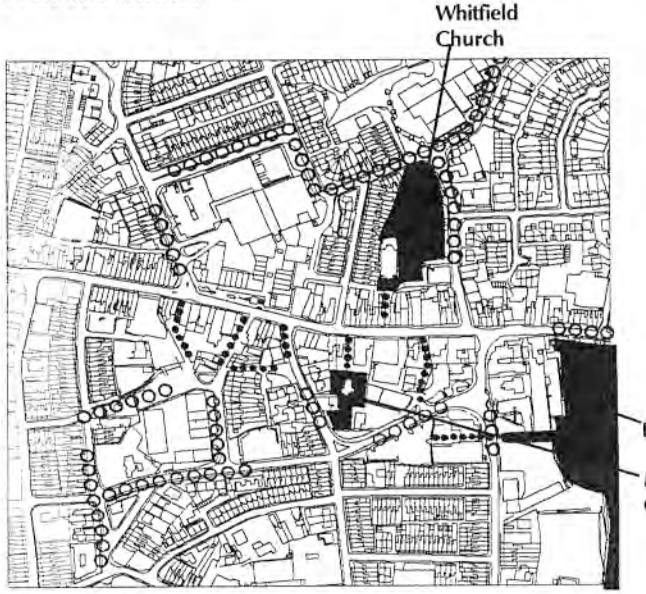
KEY:

- Floodlighting of key building
- Pedestrian lighting within pedestrian priority areas
- CCTV

N

0 10 50 100m

At the end of the day, comments placed on the collage of the street were recorded



'Green' the centre

"Nice to see flower beds, but if kids are ripping them up, what's the point"- trader

Parks and green open spaces within Kingswood town centre are a much under-utilised asset.

Issues

- Kingswood Park is an under-utilised asset with a reputation for illicit drinking and drug use;
- Kingswood town centre lacks mature trees;
- Existing green spaces (e.g. adjacent to the Whitfield Church) are poorly maintained and under-utilised;
- Planters along the 'high street' have been poorly designed and require a high level of maintenance;
- The 'high street' suffers from a high level of localised pollution.

Proposal: 'Green' the centre by creating 'green routes' which connect Kingswood Park to 'pocket parks'

Design brief for green routes:

- Tree-lined paths, well-surveilled by adjacent frontage development;
- Pedestrian and cycle priority;
- Careful design of landscaping to maintain visibility splays, thus 'designing out' opportunities for crime;
- Pedestrian scale lighting with flood-lighting at known danger spots.

Action

Use SRB funds to:

- ☐ Improve security within Kingswood Park through more linkages, well designed lighting and greater surveillance;
- ☐ Create a cultural and social dimension to Kingswood Park through the organisation of an annual programme of events;
- ☐ Create tree lined avenues extending from the park to the town centre;
- ☐ Remove planters in front of Kings Chase, and plant semi-mature trees that allow free movement and vision around the pavement area.

Use lottery funds to:

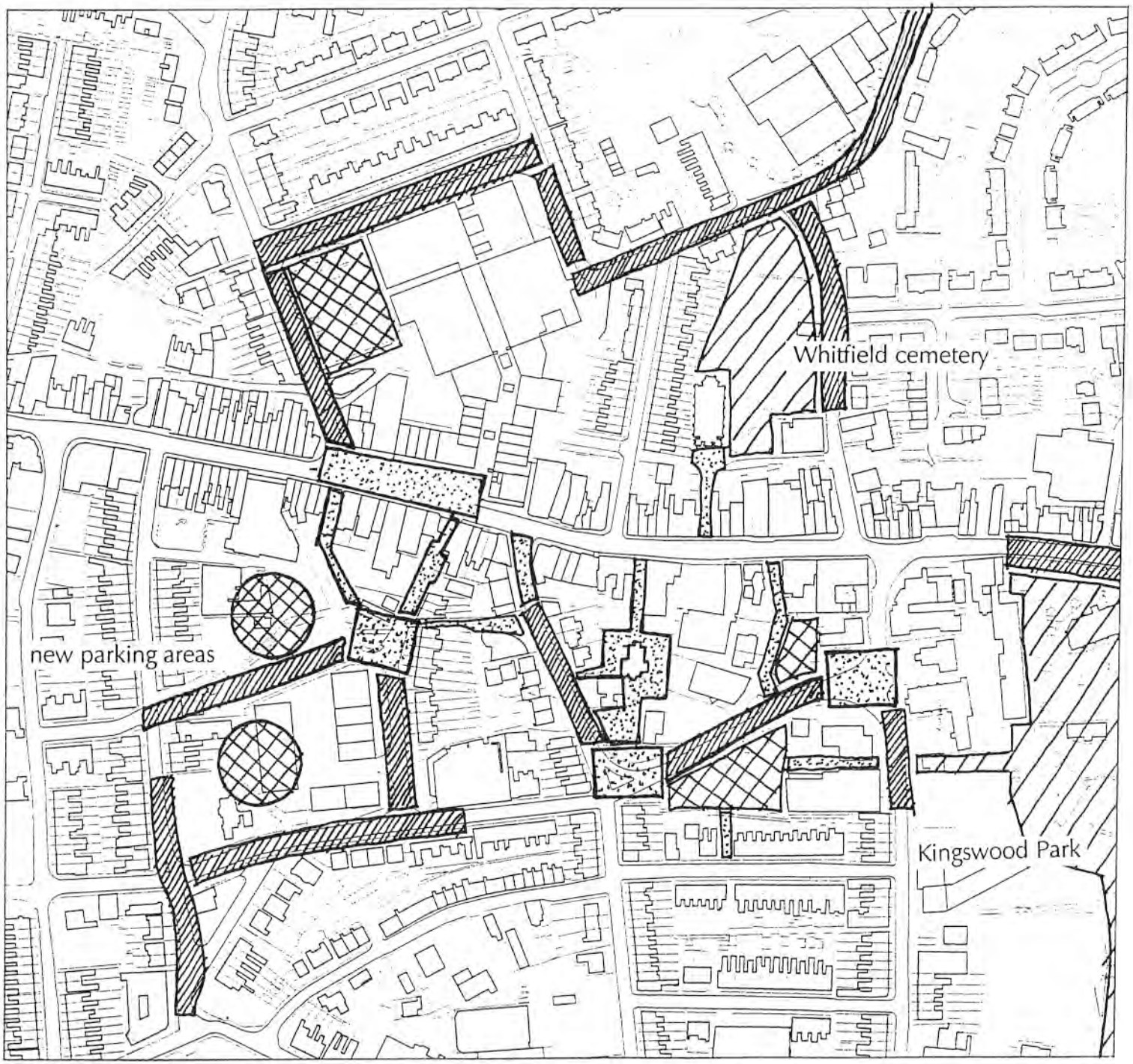
- ☐ Enhance sports recreation provision within Kingswood Park (football pitches, basketball courts and playgrounds).

Proposed cost budget

Security £100,000

Recreation £100,000

FIGURE E GREEN ROUTES



Plan shows the greening of the main open spaces in Kingswood as design proposal 10.

KEY:

Avenue treatment to roads

Small scale pedestrian spaces and key 'people places'

Major open space

Landscape in car parks

N

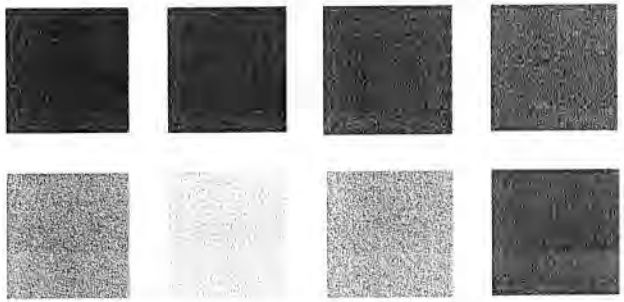
0 10 50 100m

The workshop day provided an opportunity for the those involved in the Youth Study and the Urban Design Study to meet and share ideas

"We need a good flagship project to get things going"- resident

"We need to implement traffic management changes on a trial and error basis until the right solution is found" - resident

Implement proposals incrementally



A preliminary study shows a very disparate range of materials and colours. A colour palette to guide redevelopment would make a substantial impact in the longer term. In the short term, street furniture could be given some unity by a single accent colour to contrast with the dominant building materials of dressed stone and red brick.

Many good proposals never reach fruition due to problems with implementation and resources.

Issues

- Previous attempts to improve Kingswood have been piecemeal and uncoordinated;
- The finance is not available to deliver all the desired improvements over night.

Proposal: Implement proposals incrementally, with a 'flagship' street improvement project in the medium term

Phasing:

- Short term measures can be implemented immediately through current budgets and serve to demonstrate that the Council 'means business';
- Medium term measures can be implemented once the public funding has been secured through the bidding process;
- Long term measures can be implemented as and when private finance becomes available. However, action to promote development opportunities within the area can begin straight away.

Action

Action using current council budgets:

- ☐ Initiate a series of low-cost, 'good house-keeping measures' such as re-painting street furniture;
- ☐ Improve street signage to inform people how to get to the existing car parks and how to avoid using the 'high street';
- ☐ Re-examine the phasing of the traffic lights prior to a more comprehensive traffic strategy being implemented;
- ☐ Build partnerships;
- ☐ Consider taking members of the Kingswood Regeneration Partnership and other interested people on a coach trip to see environmental improvements which have been made to other similar areas.

Action using public finance secured through bids:

- ☐ Create gateways;
- ☐ Implement an outer route;
- ☐ Provide a necklace of car parks;
- ☐ Provide a necklace of bus stops;
- ☐ Create lanes;
- ☐ Create service mews;
- ☐ Enhance the 'high street';
- ☐ Create people places;
- ☐ Promote new uses e.g. young people's drop-in centre and new library;
- ☐ Create green routes and pocket parks.

Action using private finance investment:

- ☐ Promote new uses e.g. new shopping, leisure and housing development.

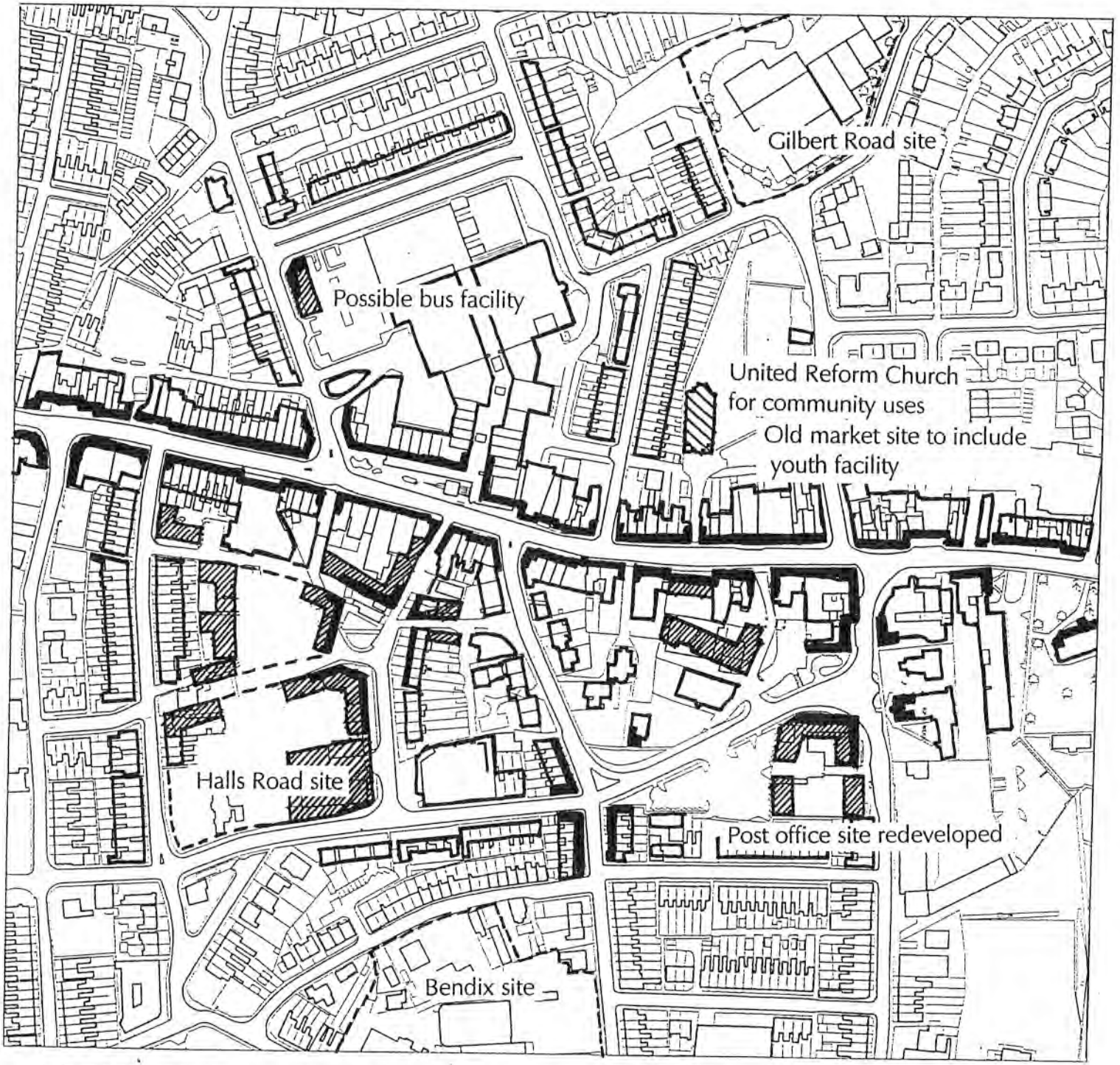


FIGURE F
DEVELOPMENT OPPORTUNITIES

Plan shows a potential development framework which forms the public realm shown on Figure C.

KEY:

The numbers relate to key design proposals

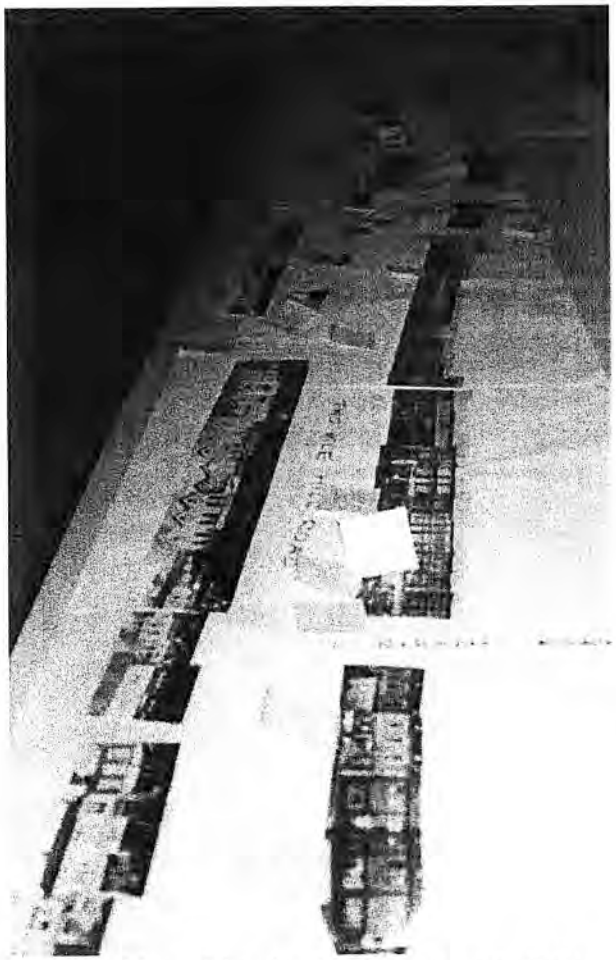
9. New uses in exisiting buildings

11 Possible future development

Major development sites

N

0 10 50 100m



By the end of the workshop day, the urban design consultants had been given a clear indication of local concerns and aspirations

"Council have ignored our views in the past" - trader

"Nobody ever tells us what's happening " - young person

Manage the change through a responsive, locally based partnership

Public perception appears to be that they are not involved in decision making on matters affecting the town.

Issues

- No town council;
- No formally constituted residents associations;
- Few neighbourhood-watch schemes;
- No locally based resource centre for voluntary sector groups;
- Encouraging dialogue between policy makers and young people;

Proposal: Build on the initiative to manage change through a locally based partnership which reflects a broad section of interests.

A number of possibilities exist:

- Development Trust managed by a steering group representing all interests;
- Town council led by elected council members;
- Public/private partnership co-ordinated by a Town Centre Manager

Action

- ☐ In the New Year, exhibit proposals in the Kings Chase shopping centre;
- ☐ Hold further public workshops on a weekday evening to discuss proposals and their implementation;
- ☐ Investigate the possibility of establishing a development trust with a charitable status, to be overseen by the Kingswood Regeneration Partnership;
- ☐ Investigate alternative funding mechanisms such as PFI, Capital Challenge and Lottery funds;
- ☐ Enter into negotiations with key players such as the bus company, highway engineers and developers and encourage them to join the partnership
- ☐ Establish a 'caretaker' role for the town centre. This person would be centrally located (possibly within Kings Chase) and would be responsible for the day to day smooth running of the shopping centre, including administering parking fines and managing maintenance.
- ☐ Establish a town centre manager's role, responsible for a number of towns within South Gloucestershire.

Date of interviews: 31 October, 7 November, 14 November 1996

High street multiples

- Building Society, 27 Regent Street
- Lunn Poly Travel Agent, 31 Regent Street
- British Gas Showroom, 21 Kings Chase (Susan Derrick)
- Super Drug, 56-58 Regent Street, (Steve Hall)
- Woolworths, 52-54 Regent Street (Richard Stevens/Margaret Archer)
- Clarks Shoe Shop, 4-5 Kings Chase Shopping Centre
- Boots the Chemist, 10-11 Kings Chase Shopping Centre

Local traders / service providers

- Smart Set Sports, 2A Kings Chase Shopping Centre (Steve James)
- Friends Record Shop, 344 Two Mile Hill (Lee)
- Parker Sports, 68 Regent Street (Mrs. Harris)
- CM Lea Opticians, 70 Regent Street (Daphne Barnes)
- Ace Cameras, 12 Regent Street (M. Lear)
- Dunn and Co, menswear, 44 Regent Street
- J.A Zahringer, jewellery and leather goods, 3 Regent Street
- Kingswood Auto Spares, Vehicle Parts Distribution, 2-6 Regent Street
- Newsagents, 34A Regent Street
- Regent Design, gift shop, 17 Regent Street
- Greens Pet Shop, 121 Regent Street (Mr. Young)
- Coes Ltd, Bags and Accessories, 31 High Street (Mrs. Wendy Cook)
- Collins Gents Hairdressers, 47 High Street (Colin Millard)
- Bakers Dolphin Travel Agent, 21B Kings Chase Shopping Centre
- Greengrocers, 9 Kings Chase Shopping Centre

Charity Shops

- St. Peter's Hospice, 5 Regent Street (Mr. F. Overton)
- Imperial Cancer Research, 39 Regent Street (J. Coffin)
- Age Care, 21 Regent Street (Mrs. Ralph)

1.0 Your Premises

1.1 Do your business premises require improvements?

NO =20 YES = 6

Better facia, covered mall for shoppers

1.2 Do you have any intentions to carry out any shop front or other improvements? If so, what for?

NO = 21 YES =4

Most making internal rather than external improvements

1.3 Are the floors above your business in use? If so, what use?

NO = 8 YES = 16

stockrooms (9) office (3) dwelling (5)

1.4 Is your back yard in use? If so, what use?

NO = 7 YES = 15

parking (7) deliveries (5) storage (3)garden(1)

1.5 What are your hours of trading?

core hours 9.30-5.30 with exceptions e.g. a couple of large stores have recently experimented until 7pm (unsucessfully) and a number have half days on Wednesday and Saturdays)

1.6 Would you consider increasing your hours of trading on certain days?

NO = 17 YES = 6

although only up until Christmas

"Bulk of my trade 20 years ago was in the evening- now I just open mornings. The employment structure was different then- workers used to walk pass my door. The number of industries which have closed down is huge" Colins Gents Hairdressers

2.0 Vitality and Viability of your Shop and the Centre

2.1 How many full- and part-time staff are employed?

UNDER 10 = 16 10 AND ABOVE = 15

2.2 Is your trade increasing or decreasing?

INCREASING = 5 DECREASING= 9

SAME = 10

2.3 Would you say the area is in decline or on the up?

DECLINE = 20 UP = 2 SAME = 2

2.4 What can be done to help the area attract more shoppers?

Get rid of the traffic lights (most) Free parking (8) Improved parking (5) Relieve congestion (6) Reduce taxes/rents (2) Promotion (2) Improved security (2) Christmas decorations (1) Modernise the Chase (2) Support form the LA (1) Change traffic flow in Park Road (2) Better access to car park(2) Wider pavements(1) No right turn ino Downend Road (1)

2.5 What do you see as the biggest threat to your trade?

Accessibility worsening (6) Changing locations of some bus stops (1) Out of town shopping centres (9) More charity shops (1) Lack of retail diversity (1) Increasing business rates (1) Stopping passing trade (2) Competition from other similar stores opening (1) Sunday trading in Bristol (1) Other shops closing down (1) New supermarket (2)

3.0 Accessibility

3.1 At what time do you currently have deliveries to your store?

All within the core day with the exception of Woolworths who have deliveries before 6.30am

3.2 Do you have any delivery problems?

YES = 9 NO = 12

"Lorries park around the back and cages are wheeled around to the front " Super Drug

"illegally parked cars to the rear cause problems" Imperial Cancer Research

"Have to drag goods up the road as there's no parking outside" Dunn & Co

"Can't get a lorry to the back because of illegally parked cars" Greens Pet Shop

"No delivery problems-short deliveries whilst parked on double yellow lines" Coes

3.3 Is your business serviced from the front or the rear?

FRONT = 15 REAR = 8

Measures could be taken in a number of areas to improve rear access e.g. Woolworths and Bolton Street

3.4 If deliveries to your business from the High Street were prevented between 8.00am and 6.30pm, how would this affect your business?

PROBLEM = 11 NO PROBLEM = 7

REQUIRE RE-ORGANISATION = 1

"We would not have anything to sell and we would close!" Dunn & Co.

3.5 Where do you and your staff park your vehicles whilst at work?

REAR = 12 CAR PARK = 8 ANYWHERE POSSIBLE = 3

3.6 Do your customers load their vehicles whilst parked on the High Street?

YES = 5 NO = 14

"Lots of custom from passing trade" Parker sports

3.7 Are you aware of proposals for traffic management in the Centre? If yes, have you any comments on them?

YES = 10 NO = 8 VAGUE IDEA = 1

"Current proposals are making traffic worst" Age Care

"They're a joke and potentially dangerous" Photographic shop

"Too many bends which are difficult for lorries" Woolworths

"Council have ignored the public's views"Imperial Cancer Research

"People are not coming now because of the blockage. No flow or good flow- no inbetween" Woolworths

"Traffic management is in a mess" Dunn & Co.

"Get rid of lights and revert back to a roundabout so the traffic flows better" Travel agent

"Good access must be maintained and parking improved" Kingswood Auto Spares

"Shouldn't have double yellow lines on Church Road" Colins Gents Hairdressers

"Ill concieved-half implementation of a scheme is bound to lead to chaos- which it has - but when there is no timetable of change people become despondent" Boots

"One way system with no exception for buses thus enabling wider pavements the length of Regent Street" Regent Design

"Reverse the flow on Park Road-its not easy to explain the way to our shop now" Greens Pet Shop

3.8 What is your preferred strategy for dealing with the traffic?

A. Partial pedestrianisation **(6)**

B. Traffic calming (with restrictions on parking/ loading) **(4)**

C. Maintain present situation **(1)**

D. One-way system **(1)**

E. Road widening **(1)**

F. Return to the previous situation before the lights **(3)**

G. Reposition bus stops **(1)**

4.0 Safety

4.1 Has your business ever been burgled? If so, when?

YES = 17 (many over 10 times)

NO = 4

WINDOWS SMASHED BUT NO THEFT = regular occurence

"Most businesses are burgalled from the back rather than the front" Parker Sports

4.2 What can be done to make the area more safe and secure?

More policing (8)

CCTV (8)

More youth activities (3)

Shutters (2) although some claimed that shutters make the area look like Beirut at night

Security men (1)

Lights (1)

"Police patrols as the late revellers leave Chasers" Giftshop

"Shutters too expensive and make the place look ugly" Colins Gents Hairdressers

"Develop a sense of worth, so that people take a pride in the area. Then people will move back into the area above the shops" Boots

5.0 Priorities

5.1 What do you consider to be priorities?

A. Environmental improvements to the street and Centre **(16)**

B. Improvements to individual shopfront **(0)**

C. More facilities e.g. toilets, parking **(6)**

D. Youth facilities **(1)**

E. Promotion **(1)**

Residents
- G.T. Meridith
- Mrs. Wintle
- Shiela Biggs
- Peter Robbins
- Tony Verso
- Lorna Verso
- Mr. C. D Ford
- Paul Britton
- Mrs Wirttle

Traders
- Martin Chugne
- Mike Booth
- Mr. P. Long
- Mrs. Long

Youth leaders
- Linda Amos
- June Yeomans
- Christine Brownlie
- Martin James
- Jamie Rawlings

Young people
- Lisa Earrey-Ford
- Denise Clifford
- Kelly Stiddard
- Kerry Davies
- Steve Green
- Lee McMurray
- David Lee
- Neil Surman

Council employees
- Mike Luton
- D. Sutton

Councillors
- Cllr. John Hunt

Environmental group
- Rex Parry

Urban designers
- Roger Evans
- Robert West
- Julie Witham
- Arnold Linden
- Dave Nash
- Emma Collier

STRENGTHS

- diversity of shops;
- location along a through route;
- high bus usage;
- shopping precinct;
- compactness (shops within an easy walk of residential areas);
- "liveliness" at certain times;
- character of smaller shops and architectural gems.

WEAKNESSES

- loss of specialist shops;
- too many shops of one type;
- shopping core shrinking;
- many essentials are inaccessible for non-car users e.g. local pet shops do not carry the range of goods available at out of town stores such as Pet City;
- too many banks, estate agents, charity shops;
- lack of fast-food restaurants e.g. MacDonalds;
- dies at night;
- no civic spaces;
- no baby changing facilities;
- poor seating;
- old fashioned but not quaint;
- poor parking provision (particularly to the south side of the main street);
- poor access;
- disastrous reversal of priorities along Park Road;
- dangerous traffic lights on Downend Road;
- high parking charges compared to other shopping areas;
- vehicles have greater priority than people (both in terms of movement and space);
- no space to read in library and limited access to computer;
- nothing for young people to do;
- under-age drinking and drug pushing in Kingswood park;
- lack of employment locally;
- lack of work training facilities.

OPPORTUNITIES

Retail

- create an identity for the 'high street';
- create a new shopping street along Halls Road;
- create 'people places' within central area e.g. Kings Chase and market;
- make 'pocket parks' and link via paths to main parks and churches;
- encourage evening activities e.g. restaurants;
- provide a fast-food restaurant e.g. MacDonalds;
- provide more cafes e.g. in unit previously owned by G. A. Owens;
- attract more specialist shops.

Traffic

In the short term implement trial traffic management schemes followed by a longer term comprehensive management scheme.

Pedestrians

- develop 'lanes' into central area from gateways;
- provide north/south crossings;
- replace traffic lights on Downend Road;
- improve walking routes from residential areas;
- change pedestrian crossing arrangements;
- better public information/ signage;
- subway/bridge over Regent Street;
- provide a crossing connecting Kings Chase and the South Road surgery.

Buses

- access by bus to a necklace of stops off the main street;
- provide a better bus service to out-lying areas.

Lorries

- divert heavy lorries;
- improve access to the rear of shops.

Cars and parking

- divert non-essential traffic;
- access by cars to a necklace of small car parks;
- smaller parking areas close to smaller shops;
- improve entrance to Kings Chase car park;
- advance signing to car parks;
- increase parking on side streets;
- traffic calm side streets;
- no charges for short term parking.

Social

Facilities to complement shops

- provide baby changing facilities;
- provide clean and accessible toilet facilities;
- create and fund youth and adult social, educational and recreational activities re-using redundant buildings where possible e.g. Whitfield Church, warehouses, market site, post office and job centre;
- provide a multi-activity library, conference centre, high-tech centre, drop-in centre, community centre, cinema, bowling, sports facility;
- provide a flagship project

Security

- encourage more flats over shops (requires better access and car parking);
- provide close circuit TV (as a last resort);
- provide better lighting and more overlooking.
- promote see-through shutters rather than solid shutters;
- encourage traders to stay open into the evening e.g. Mountstevens;
- put a fence aroung Kingswood park and improve lighting.

Residential areas

- traffic calm residential side streets;
- use existing employment area for housing.

Youth facilities

Drop-in youth facility

- Informal drop in centre for 12-18 year olds, very different from existing centres;
- cheap, fairly small;
- central location close to Kings Chase with a high profile on the main street;
- open weekdays from school closing time until 11pm;
- open all day at weekends;
- open during the day for the young, unemployed people of Kingswood;
- managed by a paid worker working to community and leisure guidelines;
- give young people a say in the running of the centre;
- quiet room/ noisy room/ kitchen/ toilets;
- cafe/ TV/ video/ pool tables/ training programmes/ discussion groups/ information/ young people's rights/ disco once every 3-4 weeks;
- possible locations: market site, Kwik Save, Lindon Hotel, Clarkes Shoe Shop, vacant shop unit but not the Whitfield Church.

Kingswood Park improvements

- first make it safe and then invest in recreation facilities etc.;
- open during the evening;
- make safer using floodlights;
- provide sheltered seating;
- revamp band stand as a venue for bands for young people;
- hold an open-air disco in the summer;
- create a bigger and better play area;
- manage a play scheme for very young children;
- provide football nets and basket ball hoops which are very robust;
- stage free events.

Skate centre

- provide a leisure facility for adults and young people;
- subsidise youth activities through charges on adults;
- centre could comprise skating, cinema, sports facilities, fast-food, under 18's disco;
- provide a car park;
- provide good public transport access;
- provide a creche facility;
- create jobs;
- possible locations: Kwik Save and the warehouses on Gilbert Road.

Detailed design

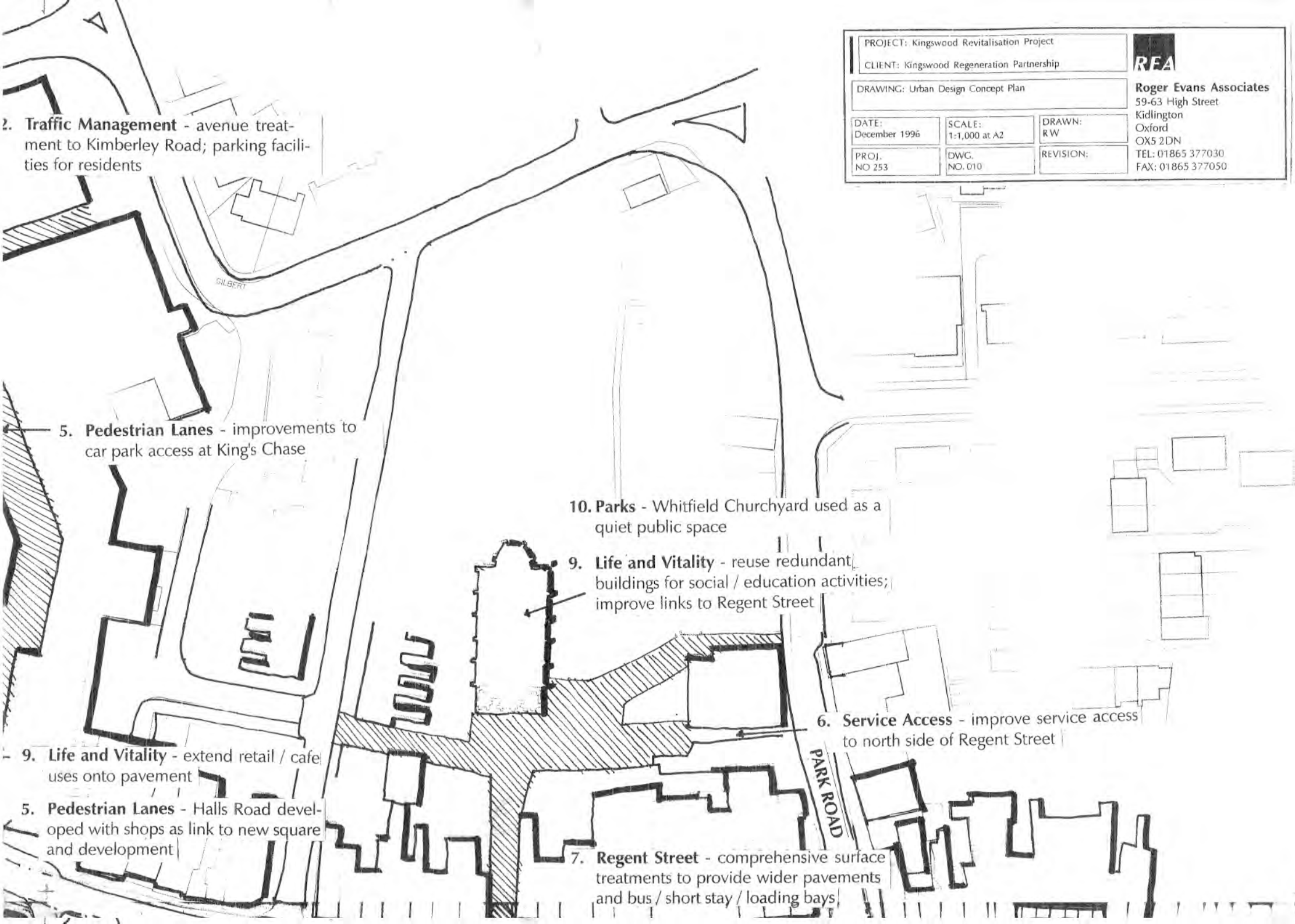
- improve key shop fronts;
- improve the front elevation to Kings Chase;
- move seats in Kings Chase under-cover;
- place seats in clusters rather than lines;
- use the band stand in front of Kings Chase for street entertainment;
- enhance gateways into the centre;
- repave key streets and public areas;
- widen pavement outside Taylors-Mountstevens;
- make external improvements to telephone exchange;
- clean facade to Lloyds Bank;
- make the change in level to the front of Kings Chase easier for push chairs, shopping trolleys etc.

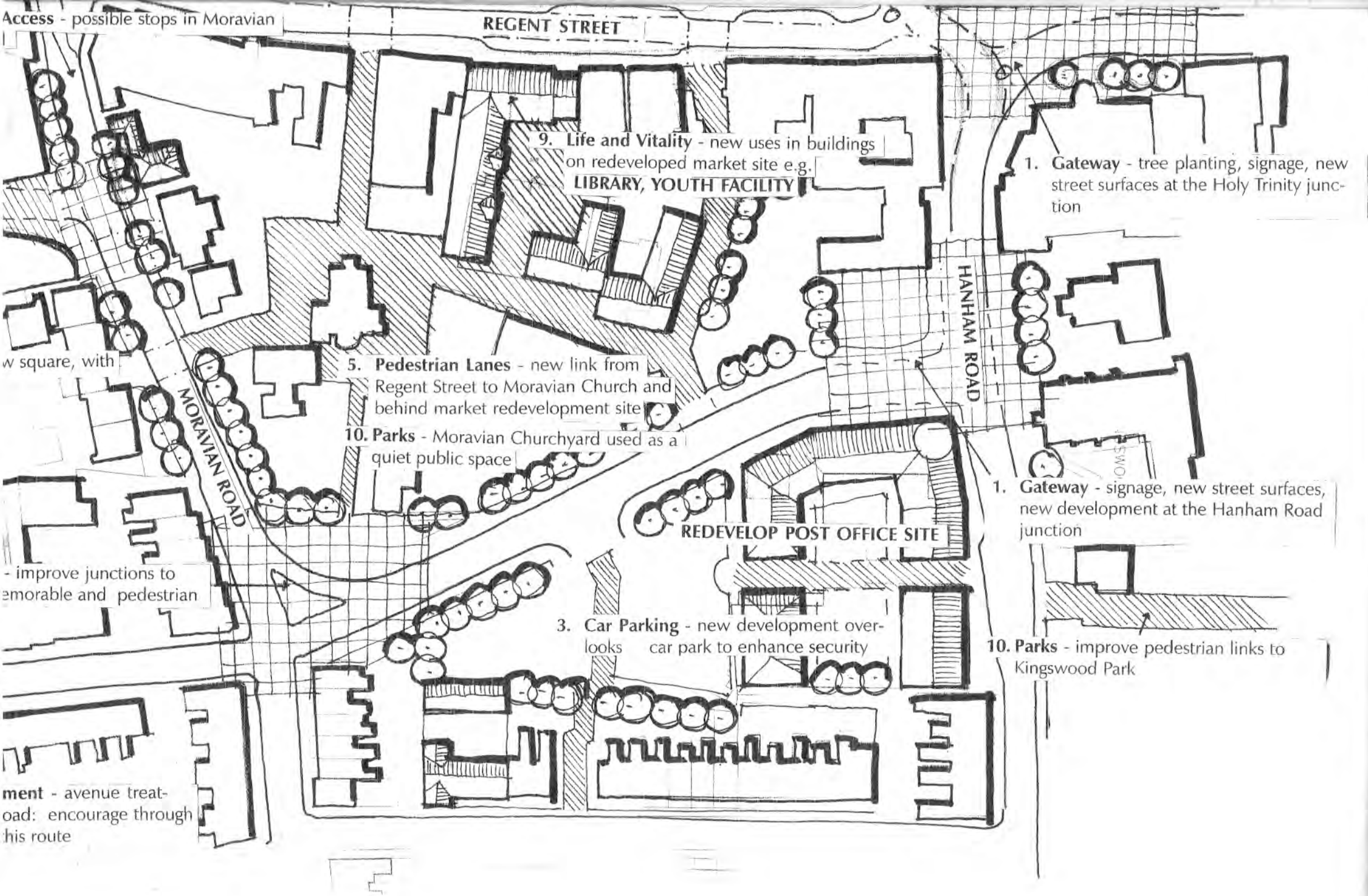
Implementation, management, local democracy

- run a bus tour to let participants see what's been done elsewhere;
- set up a town council;
- consult young people before taking action;
- promote Kingswood using logos, events etc.;
- expand membership of traders association;
- set up a residents associations;
- use people to manage centre e.g. collecting litter.

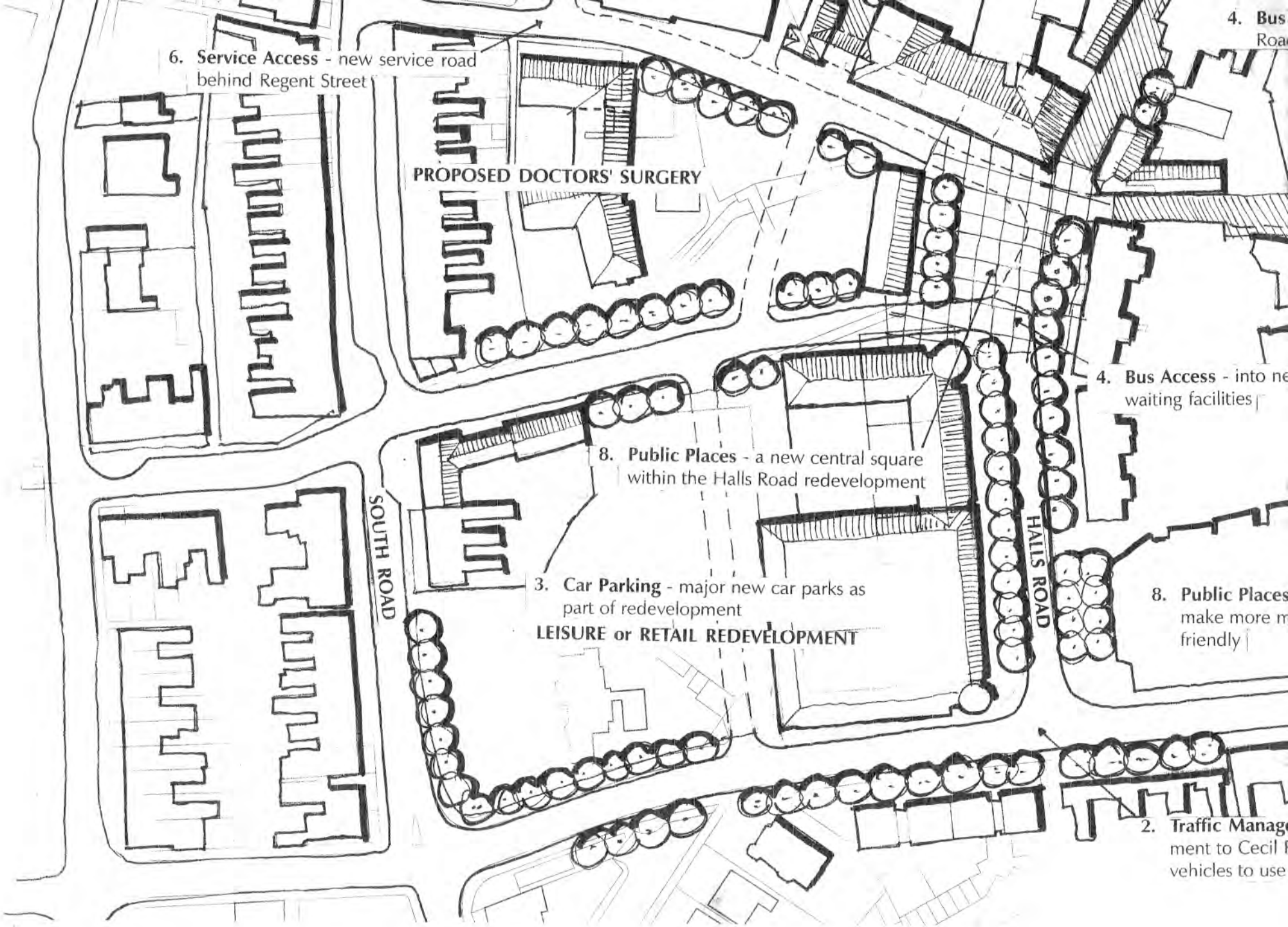
THREATS

- Bristol city;
- Re-focusing on other town centres in South Gloucestershire;


PROJECT: Kingswood Revitalisation Project
CLIENT: Kingswood Regeneration Partnership
DRAWING: Urban Design Concept Plan
DATE: December 1996
SCALE: 1:1,000 at A2
DRAWN: RW
PROJ. NO 253
DWG. NO. 010
REVISION:
RFA
Roger Evans Associates
59-63 High Street
Kidlington
Oxford
OX5 2DN
TEL: 01865 377030
FAX: 01865 377050
2. Traffic Management - avenue treatment to Kimberley Road; parking facilities for residents
GILBERT
5. Pedestrian Lanes - improvements to car park access at King's Chase
10. Parks - Whitfield Churchyard used as a quiet public space
9. Life and Vitality - reuse redundant buildings for social / education activities; improve links to Regent Street
6. Service Access - improve service access to north side of Regent Street
PARK ROAD
9. Life and Vitality - extend retail / cafe uses onto pavement
5. Pedestrian Lanes - Halls Road developed with shops as link to new square and development
7. Regent Street - comprehensive surface treatments to provide wider pavements and bus / short stay / loading bays


Access - possible stops in Moravian
REGENT STREET
9. Life and Vitality - new uses in buildings on redeveloped market site e.g. LIBRARY, YOUTH FACILITY
1. Gateway - tree planting, signage, new street surfaces at the Holy Trinity junction
HANHAM ROAD
w square, with
MORAVIAN ROAD
5. Pedestrian Lanes - new link from Regent Street to Moravian Church and behind market redevelopment site
10. Parks - Moravian Churchyard used as a quiet public space
1. Gateway - signage, new street surfaces, new development at the Hanham Road junction
REDEVELOP POST OFFICE SITE
- improve junctions to emorable and pedestrian
3. Car Parking - new development overlooks car park to enhance security
10. Parks - improve pedestrian links to Kingswood Park
ment - avenue treatoad: encourage through his route

KIMBERLEY ROAD
DOWNEND ROAD
KINGS CHASE
1. Gateway - tree planting, signage, new bus facility at the Kimberley Road junction
4. Bus Access - new waiting facility associated with King's Chase
7. Regent Street - remove planting and replace with semi-mature trees to open pavement area for movement and vision
1. Gateway - signage, new street surfaces at the Black Horse junction
5. Pedestrian Lanes - possible new link from Regent Street to new development


6. Service Access - new service road behind Regent Street
PROPOSED DOCTORS' SURGERY
4. Bus
Roa
4. Bus Access - into ne
waiting facilities
8. Public Places - a new central square within the Halls Road redevelopment
SOUTH ROAD
HALLS ROAD
3. Car Parking - major new car parks as part of redevelopment
LEISURE or RETAIL REDEVELOPMENT
8. Public Places
make more m
friendly
2. Traffic Manage
ment to Cecil
vehicles to use

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