

Ten

Appendices



Appendix A - Index of Suppliers



Appendix A - Index of Suppliers

Addagrip Surface Treatments UK Ltd

Addagrip House, Bell Lane Industrial Estate,
Uckfield, East Sussex TN22 1QL
Telephone: +44 (0)1825 761333 Fax: +44 (0)1825
768566
<http://www.addagrip.co.uk>

Amberol Ltd

The Plantation King Street, Alfreton, Derbyshire,
DE55 7TT.
Tel: 01773 830 930
Fax: 01773 834 191
Email: info@amberol.co.uk
www.selfwateringplanters.co.uk

Architectural Street Furnishings (ASF):

Priory Road, Armytage Road, Brighouse, West
Yorkshire, HD6 1PY.
Tel: 01484 401414
Fax: 01484 721398
Email: info@asfco.co.uk
Web: www.asfco.co.uk

ATG Access Ltd

Head Office, CoBaCo House, North Florida Road,
Haydock Industrial Estate, Haydock, Merseyside,
WA11 9TP.
Tel: +44 (0)8456 75 75 74
Fax: +44 (0)8456 75 99 55
Web: www.atgaccess.com

Brett Landscaping and Building Products

Head Office, Sibley Road, Barrow upon Soar,
Loughborough, Leicestershire, LE12 8LX
Tel: 0845 6080570
Fax: 0845 6080575
<http://www.brett.co.uk>

B Rourke and Co Ltd

Vulcan Works, Accrington Road, Burnley, BB11 5QD.
Tel: 01282 422841
Fax: 01282 458901
Web: www.rourkes.co.uk

Broxap Ltd

Rowhurst Industrial Estate, Chesterton, Newcastle-
under-Lyme, Staffordshire, ST5 6BD.
Tel: 0844 800 4085
Fax: 01782 565357/562546
Web: www.broxap.com

Charcon

Hulland Ward, Ashbourne, Derbyshire, DE6 3ET.
Tel: 013335 372222
Fax: 01335 370074
Web: www.charcon.com

Cycle-Works Ltd

2 Rances Way, Winchester, SO22 4PN.
Tel: 02392 81 55 55
Fax: 02392 81 55 44
Email: info@cycle-works.com
Web: www.cycle-works.com

Falco UK Ltd

Unit 8, Leekbrook Way, Leekbrook, Staffordshire,
ST13 7AP.
Tel: (01538) 380080
Fax: (01538) 386421
Email: sales@falco.co.uk
Web: <http://www.falco.co.uk>

Greenleaf

Haywood Way, Hastings, East Sussex, TN35 4PL.
Tel: 01424 717797
Fax: 01424 533003/005
Web: www.treesintowns.com

Hardscape Products Ltd – Northern Office

Ashworth House, Deakins Business Park, Egerton,
Bolton, BL7 9RP.
Tel: 01204 590666
Fax: 01204 590620
Email: enq@hardscape.co.uk
Web: www.hardscape.co.uk

Hugh Logan Engineering Ltd

Oak House, Ransom Business Park, Southwell Road
West, Mansfield, Notts, NG210HJ.
Tel: 01623 629295
Fax: 01623 629275
Web: <http://www.jamescowie.co.uk/hughlogan/>

IAE Fencing

Tel: 08451 777200
Fax: 08451 777600
Email: sales@iae.co.uk
Web: www.iaeltd.co.uk

Jacksons Fencing

Web: www.jacksons-fencing.co.uk

Jones of Oswestry

Whittington Road, Oswestry, Shropshire, SY11 1HZ.

Telephone: 01691 653251

Fax: 01691 658222

email: sales@jonesofoswestry.com

Web: www.jonesofoswestry.co.uk

Logic Street Furniture

Peareth Hall Farm, Peareth Hall Road, Gateshead, Tyne and Wear, NE9 7NT.

Tel: 0191 419 0802

Fax: 0191 419 3143

Email: sales@logicstreetfurniture.co.uk

Omos Street Furniture Ltd

Units 1 - 3 Military Road Industrial Park, Naas, Co. Kildare, Ireland.

Tel: 0870 471 3557

Fax: +353 (0)45 899803

Web: www.omos.ie

Orsogril UK

Head Office, Newbridge Industrial Estate, Newbridge, Edinburgh, EH28 8PJ.

Email: sales@orsogril.co.uk

Tel: 0131 441 1255

Fax: 0131 441 4161

Web: www.orsogril.co.uk

Luke Hughes and Company Ltd

182 Drury Lane, Covent Garden, London, WC2B 5PP.

Tel. 020 7404 5995

Fax. 020 7405 1839

Web: www.streetbench.co.uk

Marshalls

Landscape House, Premier Way, Lowfields Business Park, Elland, HX5 9HT.

Tel. Sales: 0845 302 0600

Web: www.marshalls.co.uk

Street Design Limited

Unit 47 Hayhill Industrial Estate, Barrow Upon Soar, Leicestershire, LE12 8LD.

Tel: 01509 815335

Fax: 01509 815332

E-mail:

Sales:

Web: www.street-design.com

SureSet UK Limited

32 Deverill Road, Trading Estate, Sutton Veny, Warminster, BA12 7BZ

Tel: 01985 841180

Fax: 01985 841260

Email: mail@sureset.co.uk

Web: <http://www.sureset.co.uk>

Woodscape Ltd

Church Works, Church Street, Church, Lancashire, BB5 4JT.

Tel: 01254 383322

Fax: 01254 381166

Email: sales@woodscape.co.uk

Web: www.woodscape.co.uk

Zaun Ltd

Steel Drive, Wolverhampton, WV10 9ED.

Email: sales@zaun.co.uk

Tel: 01902 796699

Fax: 01902 796698

Web: www.zaun.co.uk



Appendix B - Useful Contacts



Please note that these contact details are current at the time of the issue (July 2010).

Commissioning Client

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Chester Renaissance
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Postal Address
Chester Renaissance
Cheshire West and Chester Council
HQ, 58 Nicholas Street, Chester CH1 2NP

01244 402040
magnus.theobald@cheshirewestandchester.gov.uk
Web. www.chesterrenaissance.co.uk

Access

Graham Garnett
Senior Access Officer
Cheshire West and Chester Council
Tel: 01244 972 609
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Location: 4th Floor, HQ, 58 Nicholas Street, Chester, CH1 2NP
Visit: cheshirewestandchester.gov.uk

Dave Reeves

Senior Vulnerable Road User Officer
Highways and Transportation Service
Cheshire West and Chester Council
Tel: 01244 973762
Email: dave.reeves@cheshirewestandchester.gov.uk
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Archeologist

Jane Hebblewhite
Senior Archaeologist (Heritage Assets and Community Archaeology)
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Tel: 01244 402009
Mobile: 0777 623 8121
Email: jane.hebblewhite@cheshirewestandchester.gov.uk
Location: Grosvenor Museum, 27 Grosvenor Street, Chester, CH1 2DD

Conservation Officer

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Senior Design and Conservation Officer
Cheshire West and Chester Council
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Tel: 01244 972 829
Mobile: 077 68 338 208
email: charles.meyer@cheshirewestandchester.gov.uk

Chester Civic Trust

Peter Cocker
email: pcocker@bh-chester.demon.co.uk

Conservation Area Advisory Committee (CAAC)

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Principal Design and Conservation Officer
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Cycle Chester

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Highways and Transportation Service
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John Evans

Principal Development Engineer
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David Thomas

Planning and Policy Manager, Planning & Transport Service
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Highways Maintenance*Helena Crawford*

Area Maintenance Engineer
Cheshire West and Chester Council
Tel: 0300 123 7 036
Email: helena.crawford@cheshirewestandchester.gov.uk
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Landscape Architect*John Seiler*

Principal Landscape Architect, Specialist Environmental Services
Cheshire West and Chester Council
Tel: 01244 972 912
Mobile: 07795 602 599
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Lighting*Ian Jones*

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Highways & Transportation Service
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Planning*Fiona Edwards*

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CH1 2HS

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email: fiona.edwards@cheshirewestandchester.gov.uk*Phill Bamford*

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Pedestrian Signage

Jamie Barron

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Edd Snell

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Edd.Snell@cheshirewestandchester.gov.uk
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Mob: 07795 602588

Public Art*Carmel Clapson*

Arts Officer, lead Public Art (Part-time)
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Tel: 01244 972836
Location : Culture & Recreation, 3rd Floor Princess St Wing, The FORUM, Chester, CH1 2HS

Days of work: Monday, Tuesday & Wednesday

Public Transport*Jackie Speakman*

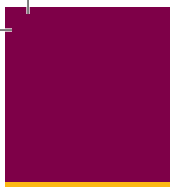
Public Transport Manager (West)
Integrated Transport Service, Rivacre Business Centre, Mill Lane, Ellesmere Port, Cheshire CH66 3TL
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Appendix C - Other Relevant Publications/Reports



As well as the document review provided in Part 2 of the PRDG, the following provides details of other relevant publications.

- BDP, MVA and Donaldsons: ‘Chester – The Future of a Historic City’ (June 1994) (available from Chester Civic Trust Library)
- Campaign for the Protection of Rural England, National Trust and Heritage Link: ‘Recharging the Power of Place – Valuing Local Significance’ (July 2004). <http://www.heritagelink.org.uk/docs/power.pdf>
- Cheshire City Council: ‘Supplementary Planning Document – Sustainable Development’ (July 2008) (available from Cheshire West and Chester Council website: http://www.cheshirewestandchester.gov.uk/planning/spatial_planning/ldf/supplementary_planning_documen.aspx)
- Cheshire City Council: ‘Supplementary Planning Document – Advertisements and Banners’ (June 2006) (available from Cheshire West and Chester Council website: http://www.cheshirewestandchester.gov.uk/planning/spatial_planning/ldf/supplementary_planning_documen.aspx)
- Cheshire City Council: ‘Supplementary Planning Document – Chester Station Gateway Design Guide and Conservation Management Plan’ (March 2008) (available from Cheshire West and Chester Council website: http://www.cheshirewestandchester.gov.uk/planning/spatial_planning/ldf/supplementary_planning_documen.aspx)
- Chris Blandford Associates: ‘Chester Waterways Study’ (1994) (available from Chester Civic Trust Library)
- Department for Culture, Media and Sport and Department for Local Government, Transport and the Regions: ‘The Historic Environment: A Force for Our Future’ (December 2001) (available at <http://www.tourisminsights.info/ONLINEPUB/DCMS/DCMS%20PDFS/HISTORIC%20ENV%20FORCE%20-%201.pdf>)
- Ove Arup: ‘Environmental Capacity and Development in Historic Cities’ (1993) (available from Chester Civic Trust Library)
- The Chester Civic Trust: ‘Urban Design Statement No. 1 – Townscape within the Walls’ (October 2001, reissued June 2008) (available from Chester Civic Trust Library)
- The Chester Civic Trust: ‘Urban Design Strategy Primer: Appendix 2, The City Walls and their Environs’ (July 2002) (available from Chester Civic Trust Library)

Appendix D - Consultation Summary



Appendix D– Summary of Consultation

Extensive consultation has been carried out with a wide range of stakeholders during the course of the commission.

D1 - Stakeholder workshops

This work began with the organisation of four half-day workshop sessions used to gather initial opinion on Chester's public realm. Following this, numerous individual consultations were arranged to meet specific individuals and discuss their priorities further. In addition, a number of council representatives have been involved in commenting on and shaping the PRDG as it has developed through its draft stages. A summary of this consultation process is provided below.

Stakeholder workshops took place on the 7th and 16th October 2009 at Chester Renaissance's Office. Each of the workshops began with introductory presentations on street design, lighting and public art and then involved a number of sub groups putting forward their key issues and priorities for Chester City Centre. There were many similarities in the issues and priorities raised during the workshops. The following summarises the outcome of the workshops and highlights the focus areas which the PRDG must address.

Looking firstly at the Issues, the following were highlighted as problems: Access & Gateways, Palettes of Materials, Connectivity, Antisocial Behaviour & Safety, Signage, Lighting, The Ring Road, Parking, Greenspace & Trees, Cleanliness, Public Art, and also a number of issues relating

to Specific Streets. Of these Access, Gateways & Connectivity were the most commonly raised issues, with particular comments relating to poor gateways, poor links from the station and to the river/canal, the barrier of the Ring Road, dark and dingy subways and narrow footway widths.

A number of street specific issues arose, particularly with regards to Frodsham Street and the bus traffic problems. Other concerns included the poor relationship between Little John Street and the Amphitheatre, traffic using St Werburgh Street, the Grosvenor Park entrance and the poor junctions off Watergate, Bridge and Eastgate Streets. Issues regarding Palettes of Materials used in the public realm rated highly amongst the groups, with a general consensus that there was a lack of continuity in the use of surfacing and street furniture across the city. Some of the comments made included tatty carriageways (e.g. Eastgate Street), a mix street furniture types which degraded from the core outwards, uneven surfaces, maintenance issues and key areas not tying together. Anti-social behaviour, Safety and Lighting again came up regularly in discussions. Night-time culture was considered a problem and key areas like the canal and St John's church, for example, need to be looked at in terms of a new lighting strategy. The night-time economy as a whole needs looking at more closely; particularly developing key pedestrian routes including along the City Walls. The cleanliness of streets, public art and greenspace/trees, although important, weren't mentioned as much within the groups.

Following on from the key issues, groups then had to decide collectively on the key priorities that they wanted to put forward for consideration. The main priority areas included Gateways / Signage / Access, Transport Links, Lighting, Connections to the River, Cathedral & beyond, Balance of Vehicles & Pedestrians and Car Parks. An overwhelming priority coming from almost everyone was the need to sort out the subways and ring road, as these are seen as a barrier to many people commuting or visiting the city. As well as this, signage and wayfinding scored highly as priority to be addressed. Other priorities included better transport links, Lighting (safety and the night-time economy), the need to balance vehicle and pedestrian movement and the use of a more shared surface approach and looking at car parking locations and suitability. Other priorities, although not getting many mentions, but to be aware of, included getting the management and maintenance of spaces right, the importance of the redevelopment of the Gorsestacks area and the provision of spaces for events.

The stakeholder workshops early on in the commission have proved to be a useful tool in gaining understanding of the issues and priorities from a well represented group of people across the city. The following provides the full summary of issues and priorities raised, followed by a list of the attendees.

Most common ISSUES arising from workshops**32****ACCESS / GATEWAYS**

- Pedestrianisation or compromise – remove barriers.
- Access points/gateways to the city.
- Disabled access to core – big problem.
- Link from station to city.
- Main pressure points – A483 'IN' & and A51 'IN'.
- Poor gateway from coach port to city.
- Access to and from station including signage and cycle routes.
- Access by pedestrians from station.
- Access for the elderly.
- Footway widths.
- Accessible routes.
- River / canal – access for pedestrians and cyclists.
- Pedestrian crossings.
- Crossing points.
- Subways.
- Get rid of subways.
- Remove subways.
- Access and legibility from station.
- Accessibility for elderly.
- Enhance gateways.
- Remove subways.
- Permeability of gateways from city centre outwards.
- Accessibility for vehicles.
- Subways – bury cars under the streets (linear space).
- Access to city walls – big issue.
- Ensure suitable public transport.
- Traffic dominated area.
- Public transport interchange.

- Public transport interchange.
- Coach drop off point.
- Traffic.
- Car the king.

19**ISSUES RELATING TO SPECIFIC STREETS**

- South of Bridge Street – different character around cathedral Saturday afternoon – can't walk anywhere.
- Frodsham Street bus problem.
- Frodsham Street poor streetscape.
- Poor junction from Watergate Street / Bridge Street / Eastgate Street.
- Frodsham Street.
- Traffic issue on junction of Watergate Street and inner ring road.
- Arrival in Foregate Street and Frodsham Street.
- Bridget / Pepper Cross Road.
- St Werburgh Street conflicts.
- Traffic through Werburghs Street.
- Buses in Frodsham and Foregate Street should be removed.
- Little Johns Lane relationship with amphitheatre / noise / desire line not addressed.
- Frodsham Street.
- Commercial use of Grosvenor Park – events?
- Developments / awareness or Grosvenor Park - entrance links.
- Pepper Street / Little John Street – unattractive route / barrier.
- Increase visitor footfall in St John's.
- Tourist development in Bridge Street.
- Delamere Street bus station.

17**PALETTE OF MATERIALS**

- Palettes and suitability of existing materials.
- Pedestrianised areas.
- Disabled parking suitability / maintenance / appropriateness.
- Tatty carriageway on Eastgate Street needs replacing.
- Amphitheatre – horrible pebbledash wall.
- The need to tie key areas together.
- Steps down from city not very attractive.
- Town hall square.
- Protection of historic assets.
- Surfacing.
- Street furniture – mix of types / degrades further from city centre core.
- Street furniture not fit for purpose.
- Improved street furniture – maintainable.
- Town Hall Square street furniture – should be a key space.
- Surfaces on roads and pavements.
- Uneven surfaces – concern over use of shared surface approach.
- De-cluttering of the station.

15**CONNECTIVITY**

- Not joined up – legibility of new developments not connected.
- City is like an island – once you step out you don't know where you are.
- Poor connections with historic sites & public art.
- Subway links to station.
- Cycling / permeability – links to Zoo.
- Cycling permeability through city.

- Pedestrian route to railway station.
- Underused canal.
- Lost/hidden opportunities.
- Connection with the river.
- Connectivity and awareness of river.
- Northern approach over bridge.
- Restricted links – connectivity south to the river.
- Access to river.
- Link amphitheatre back to city centre.

15

ANTI-SOCIAL BEHAVIOUR / SAFETY

- Night culture.
- Anti-social behaviour.
- Anti-social behaviour and vandalism along canal.
- Canal – dark and dingy.
- By St John's church – big issues with youth and antisocial behaviour.
- Safety.
- Safety of vulnerable users.
- Anti-social behaviour and vandalism.
- Fill in the subways – they are unsafe.
- Anti-social behaviour at night prevents / discourages use during day.
- Addressing night time economy.
- Safety and access to roundabouts.
- Antisocial behaviour.
- Cycle parking at the moment not safe.
- Night time – alleys and walking.

11

SIGNAGE

- Signage clutter.
- Signage / wayfinding.
- Signposts – connecting areas to main city centre streets.
- No uniformity of signage.
- 'to let' boards – size, location & style needs looking at.
- Signage and street clutter.
- Good wayfinding / maps / landmarks...
- Reinstate street names where missing.
- Signage – rows / walls / groves.
- Signage incorporation lacking.
- Signage into the city.

11

LIGHTING

- Event/Christmas lighting.
- Lighting along city wall.
- Lighting on Brook Street Development – needs looking at.
- Lighting issue around King Charles Tower.
- Poor lighting.
- Lighting does not reflect how the city could be lived in at night.
- Improve lighting and feel of the city – change behaviour.
- Inadequate lighting across city (perception that it is unsafe).
- Illuminated signage.
- Lighting the city walls.
- Lighting – link to city walls.

9

RING ROAD

- Connectivity to ring road.
- Ring road / navigation and legibility.
- Ring road – an artificial obstacle.
- Ring road – impact on connectivity to the city.
- Ring road problem.
- Roundabouts on ring road.
- Ring road.
- Permeability of ring road, notably Brook Street, Fountains, St Nicholas.
- Inner ring road.

5

GREEN SPACE / TREES

- Lack of green spaces.
- Greening.
- Very little green planting / trees on street.
- Street trees.
- Not green – more trees.

5

PARKING

- Parking.
- Car parks for retail – free parking.
- Access from peripheral car parks.
- Parking – visitors struggle / disabled parking.
- Parking generally.

3

CLEANLINESS

- Cleanliness of streets.
- De-cluttering – surfaces that can be easily cleaned.
- Cleanliness.

3

PUBLIC ART

- Public art – lack of pieces to generate tourism.
- Take out poor public art already in place.
- Art trail.

OTHER

- Rear of city could be widened.
- Isolation of zoo.
- Drainage on streets.
- Improving views.
- Hidden assets.
- Permanent and temporary art spaces within the walls.
- Public ownership and responsibilities.
- Street sellers – how they appear / attract or detract.
- Implications on running costs of properties.
- Bus station – do we need one?
- Amphitheatre underused.
- No presence of amphitheatre.
- Amphitheatre / environs – narrowness of path, view from road.
- Disjointed approach to implementation.
- General presentation of public buildings – tatty buildings/rows.
- Poor visual appearance.

Most common PRIORITIES arising from workshops

22

GATEWAYS / SIGNAGE / ACCESS

- Ring road / roundabouts.
- Gateways – welcome.
- Ring road.
- Ring roads and subways.
- Barrier of ring road.
- Underpasses / northern quarter at roundabout.
- Crossing ring road (Bridge Street & Watergate Street & bridge over walls) ☐ could be gateway.
- Improve accessibility.
- Improved routes along Bridge Street, Pepper Street & amphitheatre.
- Gateways.
- Signage.
- Signage.
- Improve signage / way-finding.
- Way-finding – tie together signage.
- Way-finding.
- Connecting theme across whole city.
- Legibility – finding park, river, station.
- Signage and interpretation.
- Permeability / access into city from station.
- Extending city to include rivers and gateways.
- Accessibility / conservation balance with shared surfaces.
- Subways and accessibility – safety.
- Signage/wayfinding.

8

TRANSPORT LINKS

- Train station.
- Physical link to railway station.
- Transport strategy.
- Traffic movement – traffic / buses on Frodsham Street.
- Traffic flow by HQ and road adjacent to Grosvenor Park.
- Transport links.
- Public transport interchange (particularly improvements to Frodsham and Foregate Street.
- Transport – access, parking, coach, train.

6

LIGHTING

- Lighting – safety and night time economy.
- Lighting.
- Lighting / personal safety.
- Lighting.
- Lighting and safety.
- Lighting.

5

CONNECT to RIVER, CATHEDRAL and beyond...

- Connect River Dee.
- Physical link to river.
- Cathedral quarter.
- Links to cathedral.
- Connections outside city walls.

5

BALANCE VEHICLES & PEDESTRIANS

- Change balance to favour pedestrians over cars.
- Town square and public spaces for events and arts projects.
- Town square and public spaces for events and arts projects.
- Find a balance between traffic and pedestrians in the city.
- Balance between pedestrian use.

4

CAR PARKS






- Car parks.
- Sort out parking either side of Pepper Street.
- Enhance Coach park and Gateway.
- Parking.

OTHER




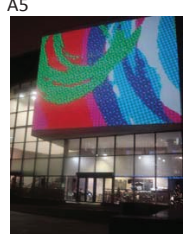

- Management and maintenance.
- Looking after services.
- Paving materials suitability / appropriateness.
- Gorsestacks.
- Cleansing.
- Public realm.
- Maintenance and use of good quality materials
- Tackle night culture.
- Street furniture and materials (quality / clutter / maintenance).
- Space for events.
- Materials.
- Public art.

The final part of the workshop involved stakeholders giving their views (like or dislike) on a range of public realm materials and street furniture in order to gauge opinion on what was considered suitable and appropriate for Chester. Photo image boards presented a range of artworks, features, seating, street furniture, 'quiet traffic streets' and 'busy traffic streets'. Workshop attendees were each given 5 green stickers (like) and 5 red (dislike) stickers to place against images they liked or disliked on each board. It was left entirely up to the individual how they distributed these stickers. It was assumed that images they chose not to sticker were images they did not mind. The following presents a summary of the overall likes and dislikes under each category.

Art Examples Consultees Liked

ART EXAMPLES (A) (CODE)	LIKE	ART EXAMPLES (A) (CODE)	LIKE
A12 	37	A10 	21
A8 	29	A4	20
A2 	28	A9	18
A3 	28	A11	15
		A1	8
		A7	5
		A6	4
		A5	4


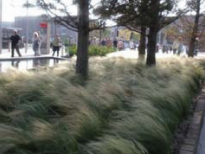



Art Examples Consultees Disliked

ART EXAMPLES (A) (CODE)	DISLIKE	ART EXAMPLES (A) (CODE)	DISLIKE
A7 	39	A3	10
A6 	36	A11	9
A1 	26	A8	7
A5 	25	A4	7
A10 	13	A12	4
		A9	4
		A2	3






Features Consultees Liked

FEATURES (F) (CODE)	LIKE	FEATURES (F) (CODE)	LIKE
F2 	36	F5	16
F14 	28	F3	14
F1 	24	F12	11
F9 	20	F7	10
F4 	18	F15	10
		F10	8
		F13	7
		F11	6
		F6	6
		F8	4


Features Consultees Disliked

FEATURES (F) (CODE)	DISLIKE	FEATURES (F) (CODE)	DISLIKE
F8 	23	F12 	15
F13 	19	F10	14
F11 	16	F6	13
F3 	16	F15	13
		F1	13
		F4	5
		F7	3
		F14	2
		F2	2
		F5	2
		F9	1

Seating Consultees Liked

SEATING (S)(CODE)	LIKE	SEATING (S)(CODE)	LIKE
S18 	24	S7	6
S23 	20	S5	5
S1 	18	S13	5
S2 	18	S20	5
S16 	14	S15	4
S10	12	S4	4
S14	9	S12	4
S11	8	S9	4
S17	8	S21	3
S22	8	S24	2
S19	6	S6	2
S3	6	S8	2

Seating Consultees Disliked

SEATING (S) (CODE)	DISLIKE	SEATING (S) (CODE)	DISLIKE
S4 	19	S6	6
S8 	18	S3	6
S17 	16	S19	6
S20 	12	S24	5
S7 	10	S5	5
S13	10	S9	5
S16	10	S1	3
S15	10	S22	3
S10	10	S11	2
S21	8	S2	2
S14	8	S23	2
S12	6	S18	1

Street Furniture Consultees Disliked

STREET FURNITURE (FU) (CODE)	LIKE	STREET FURNITURE (FU) (CODE)	LIKE
FU7 	29	FU15 	19
FU6 	25	FU2	14
FU4 	22	FU13	13
FU17 	20	FU10	9
		FU5	8
		FU3	6
		FU11	6
		FU1	4
		FU12	3
		FU16	2
		FU8	1
		FU9	1
		FU14	1
		FU18	0






Street Furniture Consultees Disliked

STREET FURNITURE (FU) (CODE)	DISLIKE	STREET FURNITURE (FU) (CODE)	DISLIKE
FU14 	31	FU17	4
FU18 	27	FU11	4
FU1 	24	FU12	4
FU3 	20	FU10	4
FU16 	18	FU4	3
FU12	11	FU7	2
FU8	9	FU6	1
FU5	8		
FU13	7		
FU2	6		
FU15	4		






'Quiet Traffic Streets' Consultees Liked

QUIET TRAFFIC STREETS (Q) (CODE)	LIKE	QUIET TRAFFIC STREETS (Q) (CODE)	LIKE
Q4 	31	Q6	5
Q3 	29	Q10	5
Q1 	28	Q8	5
Q13 	22	Q14	1
Q12 	20	Q15	1
Q14	9		
Q2	8		
Q7	8		
Q5	6		
Q11	6		





'Quiet Traffic Streets' Consultees Disliked

QUIET TRAFFIC STREETS (Q) (CODE)	DISLIKE	QUIET TRAFFIC STREETS (Q) (CODE)	DISLIKE
Q14 	46	Q8 	10
Q15 	34	Q5	9
Q7 	20	Q10	8
Q2 	13	Q12	7
		Q6	7
		Q13	6
		Q9	5
		Q1	3
		Q11	3
		Q3	2
		Q4	1

'Busy Traffic Streets' Consultees Liked

BUSY TRAFFIC STREETS (B) (CODE)	LIKE	BUSY TRAFFIC STREETS (B) (CODE)	LIKE
B11 	35	B10	1
B12 	31	B2	0
B13 	27	B7	0
B6 	25	B9	0
B14 	23		
B1	22		
B3	19		
B8	14		
B15	12		
B5	5		
B4	4		

'Busy Traffic Streets' Consultees Disliked

BUSY TRAFFIC STREETS (B) (CODE)	DISLIKE	BUSY TRAFFIC STREETS (B) (CODE)	DISLIKE
B10 	40	B8	2
B7 	31	B1	1
B2 	31	B6	0
B9 	31	B11	0
B15 	17	B12	0
B13	16		
B4	13		
B5	10		
B14	10		
B3	4		

The stakeholder workshops early on in the commission have proved to be a useful tool in gaining understanding of the issues and priorities from a well represented group of people across the city. The following provides a list of the attendees.

Workshop Attendees

Stakeholder Workshop Number: - AM – Group 1

Date: - 07/10/09

Attendees: -

- Mike O’Kell
- Russ Millhouse
- Alistair McNee
- Carmel Clapson

Stakeholder Workshop Number: - AM – Group 2

Date: - 07/10/09

Attendees: -

- John Sutcliffe
- Magnus Theobald
- Christopher Burnham
- John Healey

Stakeholder Workshop Number: - Group 2

Date: - 07/10/09

Attendees: -

- Paul Parry
- Sue Hughes
- Paul Harrison

Stakeholder Workshop Number: - PM - Group 2

Date: - 07/10/09

Attendees: -

- Edwin Christmas
Grosvenor Estates Assistant Agent
- Helena Crawford
Cheshire West & Chester Maintenance Engineer
- Ian Jones
Cheshire West & Chester Principle Engineer

Stakeholder Workshop Number: - PM – Group 3

Date: - 07/10/09

Attendees: -

- John Seiler
- Roz Munslow
- Beth Fletcher

Stakeholder Workshop Number: - AM – Group 1

Date: - 16.10.09

Attendees: -

- Mike Solari
- Dave Owens
- Jamie Barron
- Julie Powel
- Charles Meyer

Stakeholder Workshop Number: - AM – Group 2

Date: - 16.10.09

Attendees: -

- David Pickering
- Martin Thornehill
- Sue Fernandez
- Sally Flitter
- Sally Williamson

Stakeholder Workshop Number: AM – Group 3

Date: - 16.10.09

Attendees: -

- Dave Reeves
- John Wolfenden
- Adrian Sumner
- Edd Snell
- John Evans

Stakeholder Workshop Number: PM - Group 1

Date: - 16.10.09

Attendees: -

- Peter Webb
- D. Atkinson
- Michelle Talgam
- Jackie Speakman
- Kevin Day

Stakeholder Workshop Number: - PM – Group 2

Date: - 16.10.09

Attendees: -

- Graham Garnett
- Phil Wilding
- Bethan Vaughan
- Phillip Harrison
- Jennifer Gill

Stakeholder Workshop Number: PM – Group 3

Date: - 16.10.09

Attendees: -

- Rachael Jesson
- Steve Kirkham
- Kay Foster
- Jane Hebblewhite
- David Thomas

D2 - One-to-one meetings

Following the workshops a series of one-to-one meetings were arranged with key stakeholders that had either not been able to attend the workshop or were considered of particular importance as to require a separate discussion to fully understand their priorities and views. The following provides a summary of these meetings.

The following comments summarise a series of meetings with key stakeholders and Cheshire West and Chester officers which took place during the compilation of this document.

Environment Directorate Director, Steve Kent:

- The document must be ambitious and produce a step change improvement in the quality of the public realm in Chester.
- Chester should aim for the highest quality in its public realm for the people of Chester as well as to attract visitors and new investment.
- The impact of highway infrastructure should be reduced and cycle and pedestrian movement better catered for.

Chester Cathedral, Chief Executive Annette Moore:

- Create a setting for the Cathedral within the city.
- Promote high quality infrastructure, retain cathedral's access arrangements, ensure views to the cathedral are protected and not impeded (such as by inappropriately placed trees).
- The Cathedral Masterplan was not available at the time of this discussion.

Conservation Area Advisory Committee:

- The document needs to mark a turning point in how the public realm is treated in Chester.
- Chester's public realm has to be of the highest quality if it is not to detract from the architecture.
- Highway infrastructure must not dominate the public realm as it does at present.

Chester City Community Forum:

- A draft of the document was presented to the Chester City Community Forum, the main concern was that the city centre should be designed primarily for residents.

CWAc, Highways and Transportation: Richard Nickson, Network Strategy Manager; David Thomas, Planning and Policy Manager, Planning & Transport Service CWAc; Kevin Day Technical Services Manager. Extensive discussion took place with highway and transportation engineers, some of the key points are:

- Keen to promote pedestrian and cycle modes of transport whilst accommodating motor vehicles without reducing network capacity.
- Essential that materials and constructions are durable, conform to Cheshire West and Chester highway standards and can be maintained within the constraints of maintenance budgets.
- Materials should be sustainably sourced and readily available.
- Would like to see less pedestrian guard rail used and address the central reservation barriers on the ring road.

- Carriageway widths must accommodate existing traffic functions and conform to Cheshire West and Chester highway standards. This would encourage lower vehicle speeds in appropriate locations.
- Trees should be planted only in appropriate locations.
- Signage clutter should be minimised but a level of signage will still be required.
- Must look very critically at the function of the southern section of the ring road.

Wayfinding - Jamie Barron, Senior Traffic Engineer (Cheshire West and Chester) and Edd Snell, Landscape Architect (Cheshire West and Chester):

- Encourage an exploratory approach to wayfinding where a legible city is created which orientates visitors with the help of map based signage in key locations.
- Minimise the use of fingerposts.
- Ensure signage does not detract from the historic environment.

Local Development Framework Manager, Phil Bamford, Cheshire West and Chester:

- Promote a high quality environment.
- Ensure a sustainable approach to design.

Development Control Manager, Fiona Edwards, Cheshire West and Chester:

- Promote a high quality environment.
- Understand that if the document is to be adopted it will have to go through the appropriate consultation procedure.

Chester Renaissance, Karl Connolly Special Projects Senior Manager:

- The document needs to be very ambitious and create a dramatic improvement in the public realm to present a better environment for potential investors.
- The pedestrian subways at roundabouts are unacceptable and improvements to the pedestrian environment are essential.

Cheshire West and Chester Access Officers (Senior) Graham Garnett and Senior Vulnerable Road User Officer David Reeves:

- Ensure road surface are smooth particularly where sett treatments are used.
- Any shared surface must have a safe route through it for vulnerable road users.
- Accessible parking bays are easily identifiable and disabled people are easily able to transfer in/out of vehicles.
- Kassel kerbs should be used at bus boarding points.
- A thorough assessment of current disabled parking provision in Chester needs to be carried along with assessment of current parking patterns on St Werburgh Street to determine which services and destinations users are trying to reach.
- Tactile paving must be of a strong contrasting colour to be effective for people with vision impairment.

Cheshire Eye Access Group:

- If shared surfaces are proposed they must have a safe route through them which can be easily navigated by the partially sighted, this would generally mean that there should be a raised kerb edge of at least 60mm height protecting what would be regarded as a traditional pavement area.

Principal Lighting and Traffic Signal Control Engineer, Ian Jones:

- Light pollution must be kept to a minimum
- Low energy use is an important factor
- Long-term maintenance should be considered
- The quality of fittings and their style must be appropriate to their function and surroundings

Cycle Chester Programme Manager, Bethan Vaughan:

- The document must relate to the permeability masterplan currently being produced.
- The masterplan may be looking to promote contra-flow cycling on one way streets in the City Centre.
- Cycle parking must fit in with permeability masterplan proposals.
- Proposals for wayfinding must consider cyclists and link into proposals for the city-wide network of cycle paths.

Arts Officer, Carmel Clapson:

- Artwork should be of the highest quality.
- Currently in the process of reviewing the Public Art Strategy for Cheshire West and Chester.
- Public art commissioned in Chester, as a result of the PRDG, should not be commissioned in isolation but as part of a strategic overview.
- Commissions could act as a catalyst to join up important sites in Chester and circulate a flow of visitors.
- A consistency in commissioning which allows for a contemporary interpretation that draws on the historic importance of the city and the wealth of primary sources available.
- To bring to the fore this contemporary interpretation of the city's identity, thus creating a USP.
- A consistency in commissioning in future developments.
- Keen to see range of approaches towards commissioning that have regard to quality and appropriateness, rather than commissioning bronze figurative or literal works.

D3 – Consultation on draft reports

The process of producing the PRDG document led to the issue of three draft reports. These were circulated to the following individuals for comment. These comments were collated and addressed in the revision of each draft. Those names marked with an asterisk were also consulted on the outline and detailed designs for key streets through two draft stages, along with Jackie Speakman.

- Jane Hebblewhite
- Mike Solari
- Edd Snell
- John Seiler
- Magnus Theobald
- Graham Garnett
- George Ablett
- Jamie Barron
- Charles Meyer
- Kevin Day*
- Ian Jones
- Carmel Clapson
- Adrian Sumner
- Helena Crawford*
- John Evans*
- Graham Lowe
- Bethan Vaughan*
- David Thomas
- Dave Reeves*
- Fiona Edwards
- Kieran Collins
- Phill Bamford
- Roz Munslow
- Steve Woolfall
- John Healey
- Richard Nixon
- Peter Johnson

Appendix E - Existing Functions of Chester's Streets



Appendix E - Existing Functions of Chester's Streets

The existing functions of the key streets in the City Centre are provided below. This background information should be used to assist future designers in decision making over the future function of streets and choosing the most appropriate street layout, materials and features. It is important to note that this commentary relates to existing arrangements and does not reflect the aspirational street hierarchy presented in Part 3.

Eastgate Street

- The pedestrianised section of the street between Northgate and Saint Werburgh Street junctions is one of the main shopping areas and an important setting for the Rows.
- Eastgate is one of the key cross streets and its alignment dates from the Roman City.
- The section between St Werburgh Street and Frodsham Street ends in the Second Cross, this section of the street has one of the highest footfalls in Chester and accommodates blue badge vehicular access, service vehicles and access to the Grosvenor Hotel.
- The 'second Cross' is defined as a City Square and is an important orientation point from where the Eastgate Clock is viewed and where pedestrians should be encouraged to access the amphitheatre along Saint John Street.

Northgate Street

- The pedestrianised section between The Cross and the St Werbergh Street junctions is one of the main shopping areas and an important setting for the Rows but must accommodate vehicles serving the shops.
- The section of Northgate between St Werburgh Street and Hunter Street is identified in this guide as a City Square, Market Square (Town Hall) and described as the largest civic space in the City where civic gatherings may take place as well as markets and events. Large parts of the space are used for outdoor drinking and dining.
- Vehicle access is required to St Werburgh St for Blue Badge holders, taxi, service vehicles and for access to the Grosvenor Hotel, access is currently controlled by a manned barrier.
- The Cathedral require access to Abbey Square busses and general access is required on Princess Street and Hunter Street.
- Between Hunter Street and the City Wall the street is narrow with a contra-flow cycle lane and kerb-side parking.
- This is a busy shopping street with many interesting independent shops with some of the most historic buildings in Chester.
- Between the walls and the fountains roundabout are a number of road junctions which impede pedestrian movement and the fountains roundabout itself is a particular obstacle to pedestrian access from the north. This route is going to become more important as the University develops in the City Centre.

Watergate Street

- The pedestrianised section between The Cross and the St Martin's Way junctions is an important setting for the Rows.
- As a key retail street it must accommodate vehicles serving the shops.
- The junction with St Martin's Way is a poor visual gateway for passing motorists and is an obstacle to pedestrians on this busy route to the racecourse.
- The section of Watergate Street between St Martin's Way and the Wall is an attractive but isolated area which tourists are less likely to visit due to the severance caused by the ring-road.

Bridge Street

- Broad and busy pedestrianised street with a range of retailers and cafes.
- An important setting to the Rows and an approach to the Cross.
- Vehicular access is restricted to morning and evenings.
- Just north of the junction with Grosvenor Street is an area of tarmaced carriageway with a mini roundabout which does not fit with the character of the street to that point. The junction itself underperforms in terms of its social and urban functions.
- The crossing arrangements at the junction do not encourage pedestrians to explore the southern end of Bridge Street to the river or the route to the Castle.
- This junction is identified as a City Square in this design guide and there is an opportunity to improve the urban environment whilst retaining traffic movements.

- The southern half of Bridge Street is full of character with interesting buildings and some shops, bars and restaurants. The carriageway is broad with lots of kerb side parking.
- There is a significant change in level both along and across the street.
- At its southern end Bridge Street passes beneath the city wall and over the River Dee.

St Werburgh Street

- This street is identified in this guide as part of a City Square creating a setting for the Cathedral.
- This would require it to exhibit a sense of space so a simple uncluttered approach would be appropriate.
- The street must accommodate limited traffic: Blue Badge traffic and parking; a taxi rank and service traffic for the shops.
- The stretch of St Werburgh Street running north from Eastgate has a different character, it acts as an axis for views to the cathedral and it is a successful shopping area.

St John Street

- This street is a key link from the Eastgate Clock area at the Second Cross to the isolated amphitheatre.
- It is a relatively broad street which must accommodate limited traffic similar to St Werburgh Street, but also has access from the south.
- There are a varied range of premises along its length.
- The traffic lights and signage at the junction with Little St John Street obscure views to the amphitheatre.

Foregate Street West

- Home to some of the larger primary retail footprints in the city which cannot be accommodated in the Rows, this street also has a number of very busy bus stops and a taxi rank.
- A busy area for pedestrians and traffic resulting in a lot of potential conflicts and creating a less than ideal retail environment for some of the largest national retailers.
- Cyclists regularly cycle against the traffic flow on this street demonstrating a desire line.
- The street and carriageway are both wide.
- The junction with Frodsham Street at the Second Cross is a key urban space identified as part of a City Square but it is dominated by bus turning movements which compromises the pedestrian environment.

Foregate Street East

- Identified in this guide as an important gateway this is also a route used by lots of pedestrian commuters, the carriageway is visually very broad exacerbated by the bus stops and kerb-side parking.
- Secondary shopping area with a number of bars on the southern side of the road.
- The junction with Love Street impedes pedestrian movement.
- There are two street-trees.

Frodsham Street

- This is a very narrow street which is a busy shopping area, a key pedestrian route into the city with two important links to the walls through the kaleyards area.
- It is a very busy bus street which requires servicing access to shop fronts and there may be proposals for a contra-flow cycle facility on the carriageway.
- The pavements are currently narrow, it's a poor pedestrian environment which does not encourage shoppers to linger.
- Kerb lines respond to traffic movement patterns rather than the urban form.
- The junction with Foregate Street at the 'Second Cross' is a key urban space identified as part of a City Square, but it is dominated by bus turning movements which compromises the pedestrian environment.
- The northern end of Frodsham Street is a particularly complex area, this guide identifies a city centre gateway by the roundabout, there is a wall gateway at the Kaleyards junction and between them is the canal crossing, a mini-roundabout with the access to Tesco, a large highway junction at Gorse Stacks and a sizeable public space/parking area in front of the bingo hall.

Grosvenor Street

- A key approach to the city centre plus an important pedestrian link to the Castle, the University at County Hall, the Grosvenor Museum, the council offices at the HQ building, the Little Roodee Coach/Car park and it forms part of the southern ring-road.
- This guide identifies the southern end as a City Centre gateway.
- This is a relatively broad street with good quality architecture and urban form with on-street parking.
- The junction with Bridge Street is identified in this guide as a City Centre Square and Grosvenor Street creates a strong axis up to St Michael's church at the junction.

Pepper Street

- Significant shops lie either side of Pepper Street this includes an entrance to the Grosvenor Shopping Centre.
- This street is an important link between the two City Squares identified in this guide at the Bridge Street junction and the amphitheatre, as well as the Wall gateway next to the amphitheatre and as such this is an important route for tourist but it is not an attractive street.
- The architecture is generally weak apart from isolated buildings and the city wall which is a defining element in the streetscape.
- This street is part of the ring road and access is required to two major car parks, residential streets to the south and service vehicle to the shopping centre along Newgate Street. A number of bus stops are located here.
- There is an important access route to the Groves and the river through the Roman Gardens and along Souter's Lane.

Little St John Street

- Creates the setting to the amphitheatre, one of the most historic and precious parts of Chester.
- Part of the ring-road with highway guard rail and railings around the amphitheatre restricting pedestrian movement.
- The junction with St John Street has a significant amount of highway infrastructure attached to it such as lights and signs, these obscure views to the amphitheatre from St John St and Eastgate.
- There are important links to the Groves and the river through Grosvenor Park, Souter's Lane and the Roman Gardens.
- This street is part of the amphitheatre city square as defined in this guide and has a city wall gateway at its western end.

Union Street

- Important part of the setting of Grosvenor Park also part of the ring-road with bus stop locations.

City Walls Road and Nun's Road

- Part of the historic city walls as well as taking general traffic.

Castle Drive

- Part of the City Walls, the setting to the Castle, the river and County Hall with links to the Little Roodee car/coach park.

The Groves

- Important setting to the river with limited vehicular access and car parking. In places the highway design detracts from the setting.

Grosvenor Road

- Key approach to the city centre over the river.
- The city wall crosses this street.
- The main vehicular access from the south of the city.

City Road

- Major link between the city centre and the station taking significant pedestrian traffic and limited vehicular traffic.
- A broad boulevard with recent tree planting and parking demarcated.
- There is a key link to the canal which can be an alternative route to the city centre.

Brook Street

- Major link to the city centre from the station lined with small retail premises and car parking along a narrow street.
- Limited through traffic.

Alleyways

- There are a number of alleys and passageways in Chester which link parts of the rows to the streets behind the rows.
- These alleys are sometimes pedestrian only sometimes require vehicle access and are of mixed quality, sometimes their appearance deters people from exploring them.

St Nicholas Way (ring-road)

- Defined street formed in part by attractive Georgian houses generally used as offices.
- A dual carriageway urban street with central barriers.
- Highway infrastructure can dominate this street, the urban environment created does not convey the impression of this being a 30mph stretch of road.

St Martin's Way (ring-road)

- Poorly enclosed street with few functions other than traffic movement along its dual-carriageway.
- Highway infrastructure dominates street scene and becomes a fly-over at its northern end.
- The urban environment created does not convey the impression of this being a 30mph stretch of road.

St Oswald's Way (ring-road north of Hoole Way roundabout)

- Residential area, sports centre and car parks create strong pedestrian desire lines across the dual-carriageway.
- Pedestrian movement is impeded by pedestrian guard rails which can result in pedestrians making dangerous choices in how they cross the road. The guard rails reinforce
- the perception of this as an urban motorway encouraging high traffic speeds. The urban environment created does not convey the impression of this being a 30mph stretch of road.

St Oswald's Way (ring-road south of Hoole Way roundabout)

- There are signalised pedestrian crossings at either end of this stretch of road, otherwise it is little used by pedestrians as it is a fly-over for much of its length.
- The pedestrian crossing at the Bars roundabout end has a lot of pedestrian guard rails which creates a circuitous route for pedestrians crossing the street, this also requires the pedestrians to wait at lights separately to cross each carriageway.
- The urban environment created does not convey the impression of this being a 30mph stretch of road.

Grosvenor Roundabout

- Creates indirect movements for pedestrians trying to cross the roundabout and an intimidating environment for cyclists who have to make bold manoeuvres to negotiate the lane changing required around the junction.
- Attractive trees and sculpture are isolated in the middle of the highway infrastructure. The setting to Chester Castle and the approach to the city from the south.

Fountains Roundabout

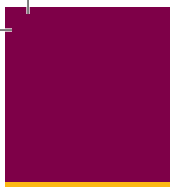
- On a key pedestrian route from the University and the north, pedestrian movement is impeded by pedestrian guard rails, which can result in pedestrians making dangerous choices in how they cross the road for those who choose not to use the underpass system.
- There are no surface crossing facilities at this location.
- Guard rail creates an increased hazard to cyclists.

Hoole Way Roundabout

- On an important route from the Station and Brook Street to the city centre, pedestrian and cyclists generally prefer to use the surface crossing than the underpass system.
- The crossing is located on the pedestrian desire line.

Barrs Roundabout

- On the important approach to the city centre from the station and the east.
- The underpass system is particularly intimidating and complex, the surface pedestrian crossing routes are indirect.
- Pedestrian movement is impeded by pedestrian guard rails which can result in pedestrians making dangerous choices in how they cross the road.
- Guard rail creates an increased hazard to cyclists.



Appendix F - Chester City Lighting Strategy 1996 - Overview



Appendix F

Chester City Lighting Strategy 1996 – Overview

Produced in conjunction with Chester Action Partnership, Chester City Council and Cheshire County Council its aim was to develop a coordinated lighting strategy focusing on the City's historic character and identity.

Following an analysis of the existing lighting within the city the topography of the area the history of the city and its architecture the following opportunities were identified;

- Views of and within the city could be improved by selective lighting of specific buildings and features.
- Create a more distinct focus in the City centre
- Create links between the spaces that make up the urban design of the City.
- Upgrade the lighting to the Rows
- Lighting to the City walls and the walls pathway
- Reduce the dominance of the street lighting by creating more emphasis on the lighting of buildings.
- Creating more variety by easing the controls on shopfront lighting.

Strategy Aims

The Lighting Strategy will assist in the development of Chester as a major tourism centre of international significance by improving the visual qualities of its night-time environment. The resulting use of lighting will be sympathetic to the needs of the City and its residents and will take as its theme City Walls as the unifying feature of the City's structure.

The Purpose:

- Enhance the standing and facilitates of Chester as a visitor attraction.
- Conserve and enhance the environmental and architectural quality of Chester.
- Promote economic benefits for Chester.

The Aims:

- Unify the structure of the City by an emphasis on the lighting of the City Wall and its pathway.
- Highlight the architecture and history of the City by the controlled lighting of its civic and historic buildings.
- Enhance the legibility of the City by the identification of key buildings to illuminate.