



Figure 3.18 Medieval Nottingham.

car parking facilities. The developments extended the centre along a north-south axis reducing the viability of shopping in the vicinity of Market Square and the Lace Market. The massive gyratory road system associated with the southern shopping pole, Broadmarsh, virtually cut off the direct pedestrian connection between the city's main rail entry point and its heart at Market Square. (Figures 3.23 and 3.24). These three developments of the 1960s and 1970s, Maid Marian Way, Victoria Centre and Broadmarsh, together with the accompanying facilities for the motor car, are totally out of scale with the grain of the city and must be classed amongst the ugliest urban developments in Europe. The

commercial and symbolic heart of the city was further damaged by moving the market to the Victoria Centre and by the building of 'edge of town' developments such as Castle Marina, about a mile from Market Square, together with a number of large commercial and retail 'out of town' developments (Figures 3.25 to 3.27).

An interesting transport planning experiment was carried out in Nottingham during the 1970s. A restraining collar was placed round the city centre, the purpose of which was to control the numbers of private cars entering the city centre while giving bus movements priority. Influenced by the change to a Conservative-controlled local authority in



Figure 3.19 Castle Gate, Nottingham.



Figure 3.20 Castle Gate, Nottingham.