

REINVENTION & RECONFIGURATION

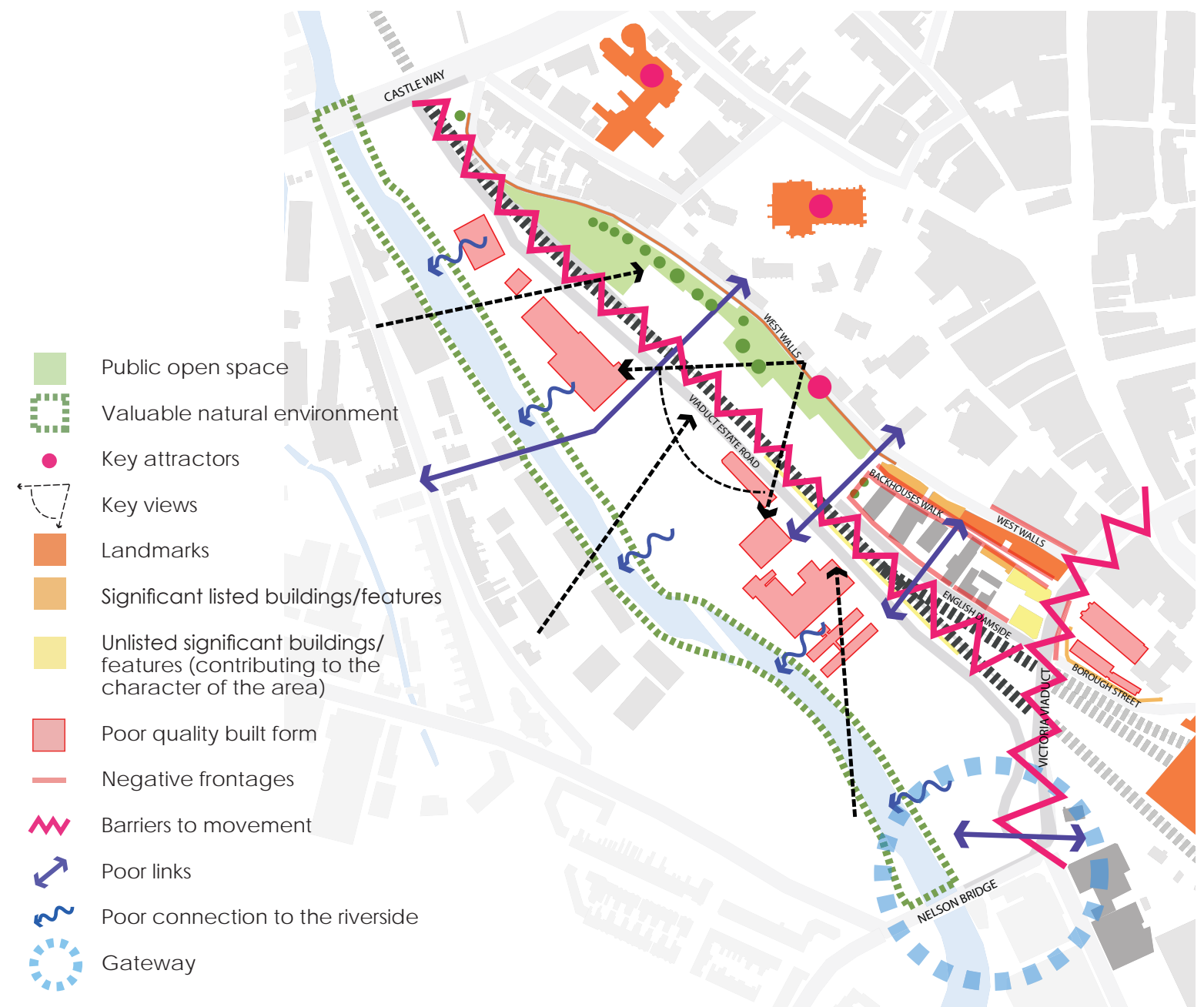
1B CALDEW RIVERSIDE

Key Issues

- Buildings vary in quality from listed buildings, unlisted buildings in a Conservation Area to derelict and vacant plots. Over the years, the City has turned its back on the riverside which is separated from the centre by the Railway and City wall. Large sprawling plots and low value uses have made this area an underutilised asset;
- The area around English Damside has a unique character but the feeling of seclusion and 'back of town' and poor permeability makes the streets feel unsafe and unwelcoming;
- Extant planning permission on key building plots limits opportunities;
- Pedestrian activity is very limited, generated predominantly by the car parks. Permeability and connections to the river are poor. The City is inaccessible from this location for the mobility impaired;
- Currently vehicles have a higher priority than pedestrians who are relegated to unpleasant underpasses and streets that have little groundfloor activity;
- Town Dyke Orchard, one of the City Centre's only green spaces and a key arrival point is currently dominated by car parking which detracts from the heritage value of the City wall;
- Significant panoramic views from West Walls and attractive views to the Cathedral across the site;
- Much of the area is within a flood plain; mitigation of which, will impact upon the character of the area and its relationship with the river. New flood defences along the River Caldew propose raising footpath levels and increasing the height of the existing flood wall which may have impacts upon the visual and amenity value of the river.

Vision

With the proposed University of Cumbria development as its focus, the Caldew Riverside will become *an intrinsic part of the City Centre*. It will have its own unique character and identity and become a 'signboard' that sells the City to those passing through by train. High quality development that reflects the density, form and character of Carlisle City Centre will generate activity and vibrancy. Contemporary architecture will sit side by side with Carlisle's heritage. Views to the Cathedral and West Walls will be enhanced and a new public art observation lift will ease movement and create a new City attraction. Caldew Plaza, a new City square, will improve accessibility and connect to a rejuvenated waterfront. High quality mixed use development will create a vibrant urban neighbourhood and provide a range of activities and animation, day and night.



Degree of Intervention

The potential for substantial intervention within the Caldew Riverside area is put forward in the Local Plan Inquiry Report in that the revised Regeneration Policy DP2 indicates that it is an area that is able to contribute to the regeneration of the economic, social and environmental capital of the City.

The Local Plan Inquiry Report is not prescriptive in future land use within the area but states that a detailed brief should be prepared for proposals for subsequent intervention in the area.. In drawing up such a brief the following principles should be considered

Principles

Character

- Preserve the City's riverside heritage. The existing character of the Citadel, English Damside and Backhouses Walk must be conserved and enhanced. Materials in this area should predominantly make reference to the local vernacular;
- Along the riverside, new development should embrace contemporary architectural styles and materials. Opportunities to develop a sustainable approach and 'green' character would help to create a 21st century image and identity for the quarter;
- It is important to consider the roofscape of any new development and the impact this will have on significant panoramic views from West Walls and the historic core;
- Development on the gateway site should be of a significance and quality that enables it to perform its role as an entrance to the City.

Continuity and Enclosure

- New buildings within the English Damside Conservation Area should reflect existing building massing through a mix of 4, 5 and 6 storey buildings;
- Along the riverside, buildings should be a mix of 2, 3, 4 and 5 storeys to reflect the form and character of the City whilst enhancing and protecting existing views and addressing the river;
- Through their elevations, buildings will need to enhance the character of the area and public realm by strengthening routes and providing good enclosure. Smaller routes or passages should be provided through buildings to increase the permeability of the development reflecting the character of the City's lanes;
- Buildings should be organised to encourage street activity in key locations with groundfloor activity returned to the street;
- New development should have a positive interaction with the river. This may include active groundfloor uses, terraces and connected walkways. Buildings should be set back to enable contact with the water and preservation of significant natural environments.

A Quality Public Realm

- High quality public realm should create a new identity for the area. A new City square will link the City Centre with the riverside, opening up the Viaduct arches for new leisure/retail activities;
- Town Dyke Orchard should be redesigned to provide an enhanced setting to West Walls;
- New development should utilise public realm to create a rich tapestry of streets, courtyards and squares which encourage movement to the riverside. It should also encourage diverse

recreation opportunities along the river front; riverside walks, terraces and squares;

- Flood defences should be sensitively integrated so as not to impact upon the visual and amenity value of the riverside.

Ease of Movement

- Increased permeability of West Walls and Victoria Viaduct and a new City square will reconnect the river to the City. New high quality routes that address issues of accessibility and traffic will ease pedestrian movement through the area;
- Improved pedestrian links to the railway station and across the river to the Western residential areas will stitch the development into the existing City fabric;
- Explore the potential of the river for recreation, improving links to existing cycleways and footpaths;
- Parking should be sensitively integrated. Surface level parking should be softened and integrated into the landscape by quality public realm. New developments should seek to utilise upper ground floor and basement parking which could prove particularly useful in flood risk areas.

Legibility

- The Caldew Riverside requires a transformational image which should be achieved through innovative, forward thinking architecture and urban design;
- Clear, safe routes that are well signposted will aid legibility;
- Existing landmarks should be enhanced through art, lighting and public realm;
- There is an opportunity to create a landmark structure or tall building at the junction of Victoria Viaduct/Nelson Bridge to mark entrance to the riverside. This should be iconic and provide a recognisable

landmark for the area;

- Views to the riverside should be capitalised upon;
- Significant City views from West Walls and from the Western suburbs to the Cathedral should be protected and enhanced.

Adaptability

- Quality buildings to English Damside should be reused and regenerated through new uses that utilise the levels of the site and within the buildings to create multi layered, active street frontages;
- Archways to Victoria Viaduct offer opportunities for innovative reuse;
- Historic small tight plots, now replaced with sprawling buildings should be reinstated where possible to reflect historic urban grain and allow for adaptability;

Diversity

- A mixture of inner City living, education, office, retail and leisure will create a vibrant City quarter;
- New development should have visual diversity. A variety of scales, massing and architectural style applied in a thoughtful manner, will enrich the streets and create a distinct City quarter.

Sustainability

- Reuse and adapt existing buildings and structures to innovative uses;
- Use sustainable materials, locally sourced where possible;
- Promote sustainable technologies and design. Utilise Sustainable Urban Drainage Systems to minimise flood risk;
- Connect new development to public transport and cycle/walking networks.

REINVENTION & RECONFIGURATION

1B CALDEW RIVERSIDE



Caldew Riverside Before

Exemplar Project Caldew Place

Creating links across the City Centre will be key to opening up major development opportunities and hidden assets such as the River Caldew. This view through the railway arches illustrates a new public square defined by new commercial or educational buildings. As well as providing valuable open space, this new public square could incorporate sustainable drainage systems to both manage storm water run off and support biodiversity.



Precedent Images



- 1. Bringing the river into the development
- 2. Dynamic architecture
- 3. Safe routes
- 4. Sustainable landscapes
- 5. High quality contemporary design
- 6. Gathering space
- 7. Cafe culture
- 8. New links



Caldew Riverside After

REINVENTION & RECONFIGURATION

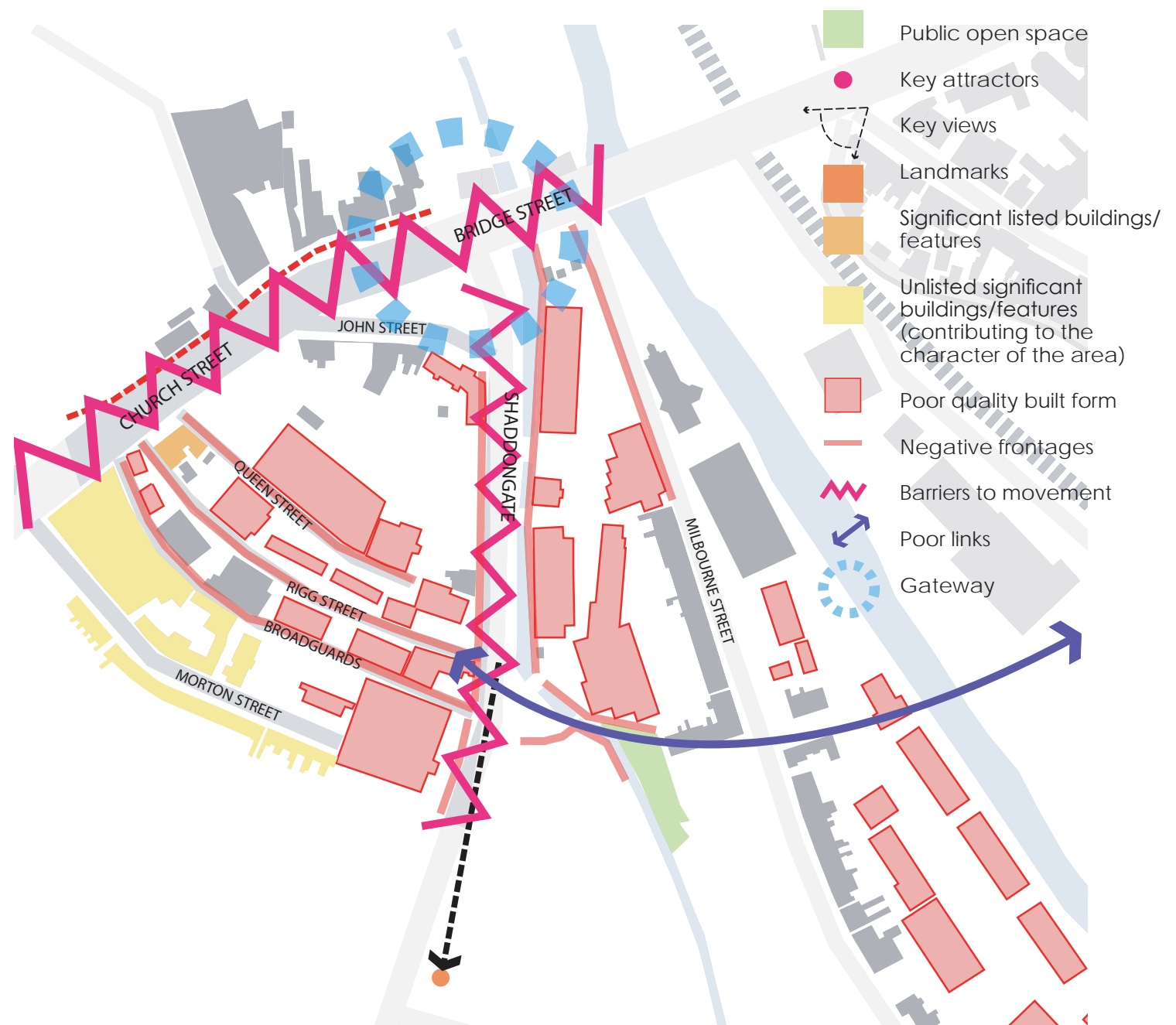
1C WESTERN APPROACHES

Key Issues

- Poor quality, fractured urban form, vacant plots, car parks and forecourts create a poor Western City approach;
- Bridge Street is a poor quality street environment, dominated by fast moving traffic or congestion with weak, out of scale frontages that generate little street activity;
- The important Western gateway at the junction of Bridge Street and Shaddongate is dominated by traffic and lacks any definition;
- Views to the Castle and Millennium Bridge are detracted from by traffic and poor public realm;
- Streets within the Western Approaches area lack definition, active frontages and permeability. A poor quality environment, low building quality and a lack of natural surveillance make for an unpleasant and unsafe neighbourhood;
- Although located close to the Riverside and City Centre core, pedestrian links are poor and leave the area relatively isolated;
- Existing landuses; industrial, residential, commercial and retail are incongruent and of poor to moderate quality;
- The area has minimal townscape value, although attractive Victorian warehouses, industrial buildings and housing to Morton Street/Rigg Street/Broadguards add to the character area and could be usefully retained. These are currently underused and neglected.

Vision

Major developments will see significant changes to the Western Approaches area. Bridge Street corridor will form a revitalised approach to the City Centre with new strong building frontages, landmark architecture and public realm improvements. The current lack of continuity and enclosure will allow for bold contemporary architecture and urban design. Streets will be redefined, with reactivated frontages that bring animation at street level. A new urban village will provide affordable housing, closely connected to the City, riverside and learning quarter. Studio space and incubator units will encourage entrepreneurial commercial ventures based on traditional skills and industries in conjunction with new uses. The area's remaining industrial heritage will be rejuvenated and adapted so as to retain a connection with the areas past.



Degree of Intervention

Major regeneration of the Western Approach requires a Reinvention and Reconfiguration programme.

Principles

Character

- Bold contemporary architecture and urban design are appropriate in this location. The use of modern materials such as steel, timber, aluminium and glass should be explored;
- Encourage the innovative reuse and refurbishment of the Morton Works buildings to preserve architectural heritage whilst establishing a new identity for the area. Reference should be made to the recent Shaddongate Mill refurbishment. Building materials used in new developments adjacent to the retained historic buildings should be sensitive to the character of the area;
- Retained modern factory developments must be refurbished to a standard of design that ensures they do not negatively impact upon new development in the area.

Continuity and Enclosure

- Gateway and perimeter sites to Bridge Street and Shaddongate should present a distinct built form to the roadway edge with bold detailing. The groundfloor environment should be of a human scale that contributes positively to public realm and street activity;
- Building heights within internal streets should be 2-3 storeys. Bridge Street can accommodate buildings of greater heights, but these

should be no higher than 5 storeys;

- There is scope to introduce an iconic/landmark building at the pivotal gateway location of Shaddongate and Bridge Street;
- New building should re-establish a street network, providing permeable routes that connect Bridge Street to Shaddongate.

A Quality Public Realm

- Redesign Bridge Street as an attractive City street. Reduce the impact and dominance of vehicles through street greening, widened footways, human scale lighting and active groundfloor elevations;
- A new network of streets and small public spaces should be pedestrian focused, of a high quality and promote a sense of place and ownership;
- Public art and feature lighting should be used to emphasise the sense of approach and gateway;
- Little Caldew should be deculverted to reveal the hidden waterway and rejuvenated as a 'green finger'. New development should capitalise upon this distinctive local feature.

Ease of Movement

- Reduce the impact of traffic and parking to promote a walkable neighbourhood;
- Reinforce pedestrian links through the area. Promote new east-west connection across the River Caldew to

improve integration with the City Centre and the riverside;

- The impact of traffic on major arterial routes should be minimised. At grade crossings, integrated cycle lanes, street greening and new public realm will help readdress the balance, making cyclists and pedestrians equally important street users.

Legibility

- Views to the Castle and Irish Gate Bridge provide attractive landmarks for road users at the western gateway and should be protected;
- There is an opportunity to create a landmark structure or building at the junction of Shaddongate and Bridge Street to mark the Western gateway. This should be iconic and provide a recognisable landmark for the area;
- Routes to the City Centre and riverside should be well signposted and legible.

Adaptability

- All new or refurbishment development should be flexible and adaptable to ensure they can accommodate changing circumstances over time. Large scale new development blocks should be avoided. Smaller blocks with activities at street level will allow for greater adaptability;
- Large industrial buildings and courtyards offer opportunities for renovation and regeneration;
- Flexible internal layouts are encouraged to accommodate a range of studio, workspace

and office sizes, to promote new small business start up and traditional and new industries;

- Streets should allow for changing uses at the ground level, including live/work.

Diversity

- Mixed uses will meet the needs of the existing local community and help to create a walkable neighbourhood;
- Diversity of architectural styles, scale and materials will create a rich, vibrant, environment.

Sustainability

- A mix of tenures including affordable housing in addition to local services and facilities and walkable streets will help to create a sustainable neighbourhood;
- Existing character buildings should be retained and reused;
- Flood risk should be reduced through integrated SUDs systems;
- Building materials should be locally sourced or from sustainably managed resources, where possible;
- Deculverting the Little Caldew and improvement of the waterway will help to increase biodiversity. Tree planting and green roofs to new building will also contribute significantly.

REINVENTION & RECONFIGURATION

1C WESTERN APPROACHES



Bridge Street Before

Exemplar Project Bridge Street

Landmark architecture at the junction of Bridge Street/Shaddongate will create the western gateway to the City Centre and help define a new identity for the character area.

New public realm and pedestrian/cycle friendly streets with strong building frontages and active ground floor uses will reduce the impact of vehicles on the street environment and create a more liveable, walkable neighbourhood.

Precedent Images



1. Landmark building
4. Strong street frontages

2. Attractive cycle and footways
5. Landmark art

3. Innovative architecture





REINVENTION & RECONFIGURATION

1D CITADEL

Key Issues

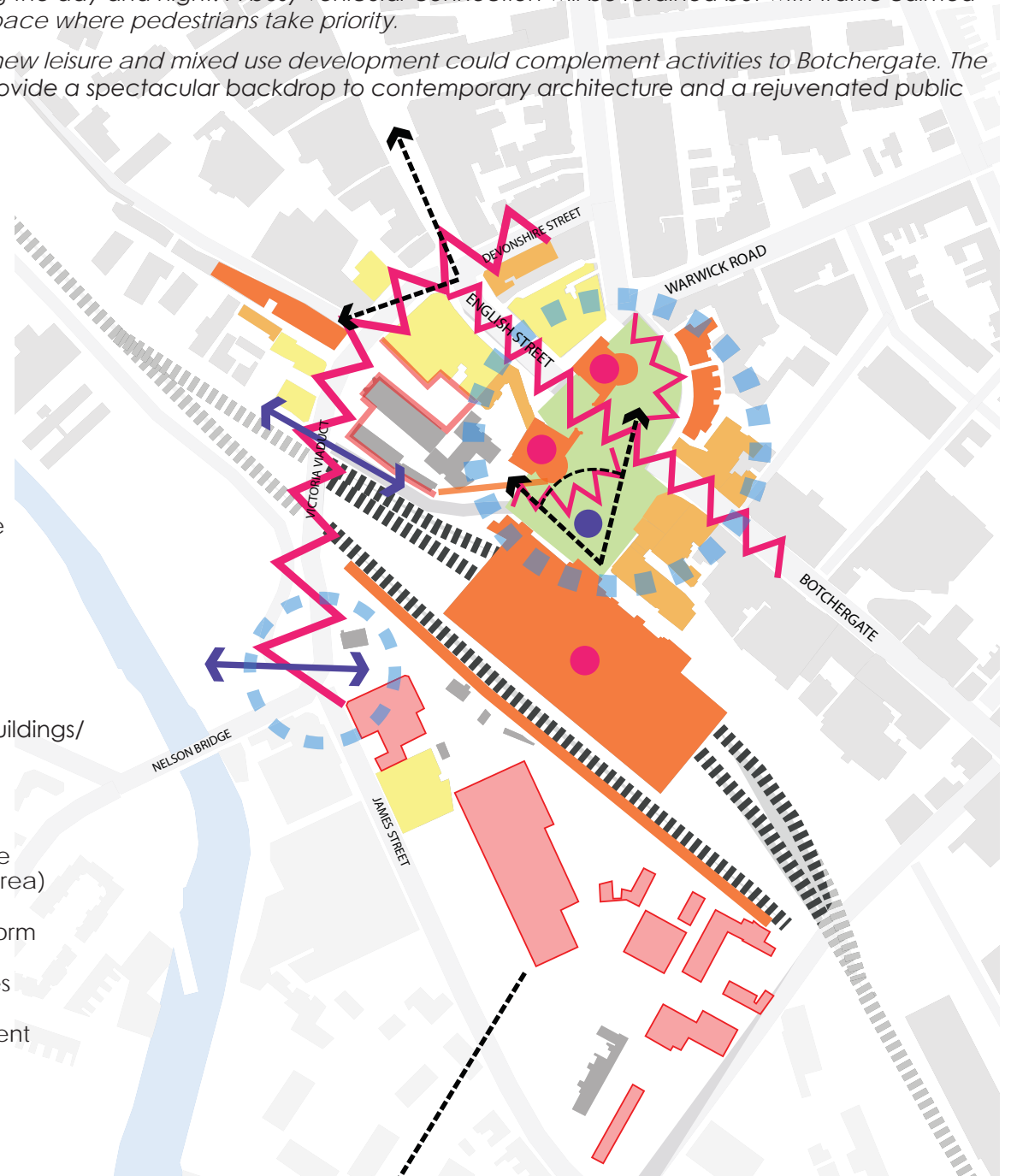
- The Citadel character area is severed down its centre by the railway which has created a zone of low quality retail and industry on the potentially valuable fringe of the City core to the south;
- To the north, Court Square is dominated by traffic, car parking and street clutter and lacks any sense of gateway, identity or function;
- Congestion to English Street and The Crescent severely devalues the architectural quality and significance of landmark buildings;
- Leisure uses and active frontages are not promoted through street and public realm design;
- A strong gateway in the form of the Citadel lacks impact. Poor pedestrian crossings, an ill defined primary street and a lack of signage makes navigating to the city centre difficult;
- A poor environment and low quality fringe retail to English Street detracts from the significance of the street to the City;
- To the south, vacant properties, fragmented urban form, surface parking and low quality retail/ industrial landuses define this rundown, neglected part of the City;
- Traffic dominates movement with poor pedestrian environments and links to the City core.

Vision

As the most significant arrival point to the City Centre, the railway station will be developed as an interchange for rail and bus transport. The historic station building will be revitalised and reconnected back with the square. Servicing (buses, parking and taxis) will be relocated, freeing up the station entrance to create Court Square, the City's prime civic space. Designed to create a strong link to the City Centre, it will become the new focus for large City events and leisure activities. In the longer term the reduction of traffic around Court Square will allow the Crescent and Citadel to provide revitalised, animated edges. Court Square will be surrounded by cafes, bars and restaurants that bring vibrant street life to the space during the day and night. A busy vehicular connection will be retained but with traffic calmed and restricted to create a space where pedestrians take priority.

To the rear of the station, a new leisure and mixed use development could complement activities to Botchergate. The impressive station wall will provide a spectacular backdrop to contemporary architecture and a rejuvenated public realm.

- Public open space
- Key attractors
- Key views
- Landmarks
- Significant listed buildings/features
- Unlisted significant buildings/features (contributing to the character of the area)
- Poor quality built form
- Negative frontages
- Barriers to movement
- Poor links
- Gateway



Degree of Intervention

The potential for substantial intervention within the Citadel area is put forward in the Local Plan Inquiry Report in that the revised Regeneration Policy DP2 indicates that it is an area that is able to contribute to the regeneration of the economic, social and environmental capital of the City.

The Local Plan Inquiry Report is not prescriptive in future land use within the area but states that a detailed brief should be prepared for proposals for subsequent intervention in the area. In drawing up such a brief the following principles should be considered

Principles

Character

- Two distinct character areas should be defined by new development;
- To the North, existing landmark architecture must be conserved and enhanced. All new development in this area should respect the scale and prominence of these buildings so that they remain landmarks;
- The quality of shop fronts and the setting of the buildings should be improved through an iconic contemporary public realm that creates a strong identity and sense of arrival;
- To the North, new interventions will be small and likely to involve upgrading of shopfronts and infill development to Bush Brow. For properties adjacent to historic buildings, these should be done using building materials that reflect the area's character;
- To the South, the west wall of the station and historic public baths to St James Street should be conserved and enhanced. New development should complement and work with the station structure to create a unique identity for the area;
- New development should embrace contemporary styles and materials and promote design excellence and innovation.

Continuity and Enclosure

- To the North, building heights should be generally 3-4 storeys to reflect the existing urban scale and minimise impact on surrounding historic buildings;
- Strong enclosure to Court Square and English Street should be retained and enhanced through public realm;
- New buildings should respect the scale and massing of the existing urban fabric and reinforce and express the historic street pattern;
- In some instances, split level solutions to sloping topography may be appropriate, particularly to Bush Brow where animation at street level is necessary to activate the street;
- Recreate a strong street frontage to Victoria Viaduct and English Street. Servicing and parking should be hidden at the back of buildings to ensure active frontages to the street;
- To the south, the streets should be given a sense of enclosure and continuity with solid and strong built form. The scale and form of the industrial warehouses in this area could be adopted as a basis for new building;
- Boundary treatments should be developed to give uniformity and quality to the streets;
- Buildings should be 4-5 storeys with active groundfloor uses and sensitively integrated parking;
- Vistas to the station wall should be preserved and new buildings should be sensitive to the structure. Opportunities to open up and animate the lower archways and create a new promenade to the wall footing should be explored.

A Quality Public Realm

- Create an iconic, inspirational public space and world class gateway at Court Square;
- Create a prestigious shopping environment to English Street that provides legible, pleasurable access to the City Centre;
- Enhance the setting of the station wall and create new walkable streets that have a sense of place and identity.

Ease of Movement

- Enhance the approach to the retail core along English Street;
- Reverse traffic dominance to Court Square and English Street to give the public realm back to the pedestrian;
- Reunite the north and south with new connections through the station and improved pedestrian environment over the Victoria Viaduct;
- Encourage walking, cycling and public transport use by consolidating and improving facilities at Court Square and the station. The station should become a sustainable transport interchange, connecting to wider cycle, walking and bus routes;
- Parking should not affect the quality of the public realm. Surface parking should be limited, new developments should provide sensitively integrated parking solutions that do not negatively impact upon street character.

Legibility

- Key routes to the City Centre and Caldew Riverside should be clearly marked through public realm and signage;
- A clear hierarchy of streets should be established that places English Street at the top;

- The Citadel is a pivotal location for arrival by car and train. The new City square, lighting and public art should reinterpret and emphasise the historic gateway;
- Key views to landmark buildings and structures should be protected and enhanced.

Adaptability

- Find innovative new uses for character buildings and structures;
- All new developments should be flexible and adaptable to ensure they can accommodate changing uses as the market dictates. Large scale new development blocks should be avoided. Smaller blocks with activities at street level will allow for greater adaptability;
- Court Square should be designed as a flexible space that can accommodate a range of activities from small festivals to City scale events. The Citadel towers provide a unique opportunity to form a backdrop to performances with back stage to English Street.

Diversity

- Mixed use new development will create a vibrant City quarter.

Sustainability

- Encourage sustainable transport through the promotion of a transport interchange at Court Square.

REINVENTION & RECONFIGURATION

1D CITADEL



Court Square Before

Exemplar Project Carlisle Station/Court Square

A new active frontage to the station building and iconic public space to Court Square will create an impressive gateway and memorable arrival into Carlisle.

A modern materials palette to the square will enrich the area's character and enhance the setting of significant historic buildings. A simple square, free from vehicles and clutter will open up views to the station and Citadel landmarks and allow the space to accomodate a range of City events. Lighting to buildings and Court Square in addition to evening uses to its edges will animate the space throughout the day and night.



Precedent Images



1. Animated station frontage 2. Dynamic lighting of historic architecture 3. Lawn and planting to soften the public realm
4. Water and trees create a welcoming entrance 5. A space shared by pedestrians, cyclists and vehicles



REPAIR & RECOVERY

2A RETAIL CORE

Key Issues

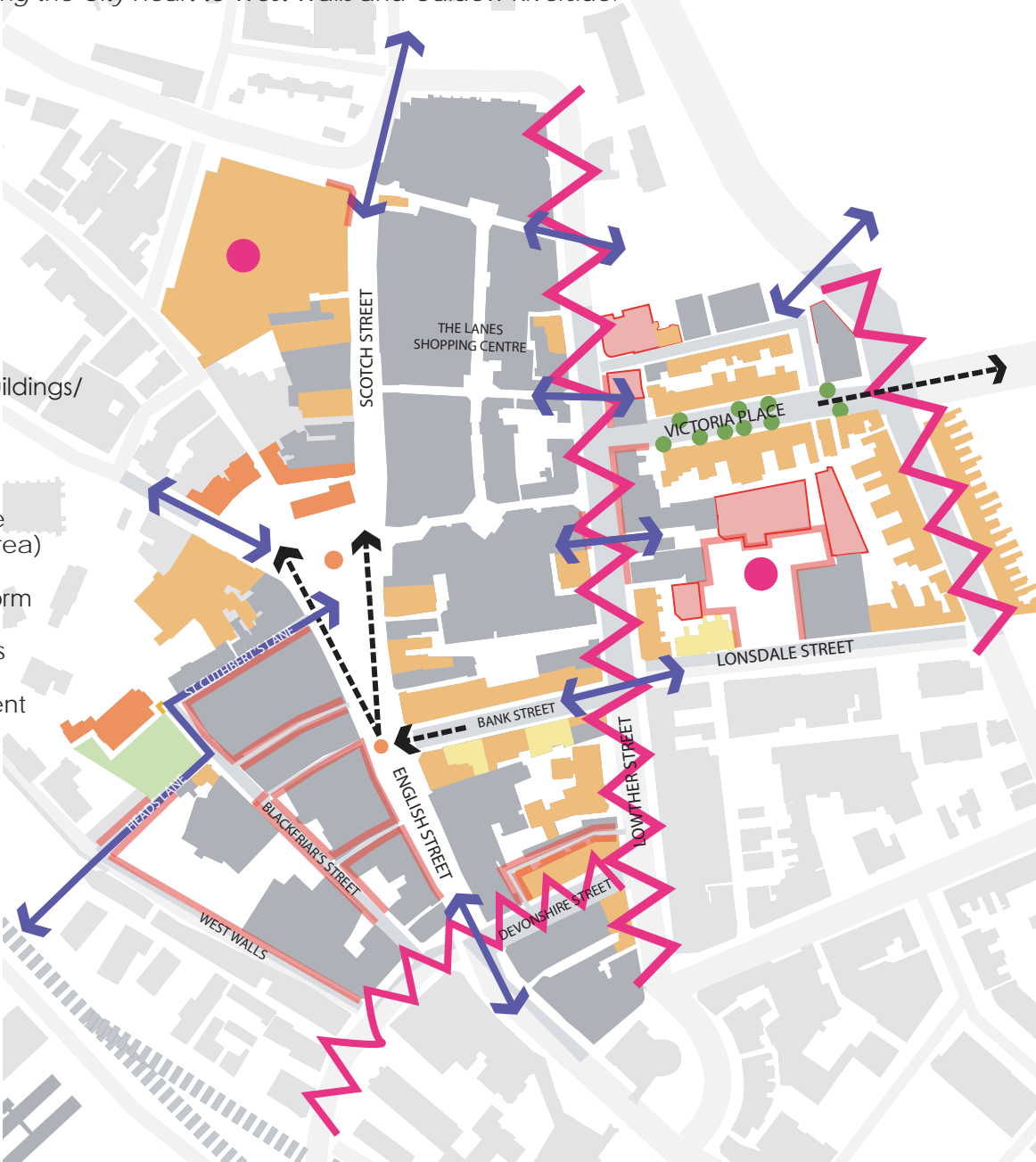
- Buildings of a moderate to high quality are detracted from by a poor public realm, traffic and low quality shopfronts;
- Buildings to English Street have turned their backs on the City wall. Blackfriar's Street and West Walls now function as service streets with negative frontages and low quality street environments;
- A strong 'high street' but quality reduces dramatically as you move away from the centre. Demand for larger floorplate retail cannot currently be accommodated by city core buildings;
- Traffic on Lowther Street is a major barrier to movement, substantially reducing retail quality and disconnecting the east of the City;
- The City Heart lacks a diversity of uses and retail types. A low number of leisure and food establishments create a 'ghost town' after 5.30pm;
- Street clutter, on street parking and poor traffic management make pedestrian movement difficult. Existing streets detract from the quality of the buildings and City experience;
- The Market Square located around the Market Cross has a good sense of identity and civic pride with seasonal lighting and floral displays. However, the outdated public realm lets the space down and does little to enhance the sense of place;
- Low quality public realm and lack of active groundfloor uses to the connecting lanes create poor east-west pedestrian links;
- Poor legibility, particularly on pedestrian links from the Market Square to the station, Historic Core, Eastern area and Caldew Riverside.

Vision

Carlisle's revitalised City Heart will provide a prestigious shopping environment that mixes mainstream retail with quality independent and boutique shopping. The new shopping destination of Lowther Street will enhance the retail offer and reconnect the City core with its office district. Building on Bank Street's cafe culture, the City Centre will thrive day and night, becoming a hub for socialising and leisure.

A public realm worthy of the built heritage will create a new identity for the City, re-establishing Market Square as the Heart of the City. The vibrant square will become a focus for civic events and City activities. English Street, Scotch Street and Lowther Street will provide shopping destinations of the highest quality which will be connected by quality pedestrian routes. Redundant streets, once the back of buildings, will be rejuvenated with new diverse uses, and active frontages, reconnecting the City Heart to West Walls and Caldew Riverside.

- Public open space
- Key attractors
- Key views
- Landmarks
- Significant listed buildings/features
- Unlisted significant buildings/features (contributing to the character of the area)
- Poor quality built form
- Negative frontages
- Barriers to movement
- Poor links
- Gateway



Degree of Intervention

The regeneration of the Retail Core requires a programme of Repair and Recovery. Interventions will be concentrated on small opportunity areas, particularly Blackfriar's Street and West Walls and the Lonsdale Street bus station, with an emphasis on rejuvenating existing built form and improving streets, spaces and connections.

Principles

Character

- Conserve and enhance historic buildings, improve the quality of shop fronts and enhance the setting of the buildings and key landmarks through a distinctive, contemporary public realm;
- Rejuvenate historic lanes through new active ground floor uses and public realm improvements;
- New interventions will be small and likely to involve upgrading of shopfronts and building elevations. For properties adjacent to historic buildings, these should be done using building materials that are sensitive to the area's character;
- For new building frontages to the west, contemporary architectural styles should be encouraged to strengthen the relationship with the new development emerging on the riverside. Modern materials would be permitted here, but these should make reference to the local vernacular;
- New buildings to the east should be sensitive to the Conservation Area, employing contemporary influences in a palette of natural local materials.

Continuity and Enclosure

- Building heights should be generally 2-3 storeys to reflect the existing urban scale and minimise any negative impact on surrounding historic buildings;
- The medieval and 19th century street pattern and the variation of scale should be retained;
- Recreate strong street frontages to Blackfriar's Street and West Walls. These should be of 3-4 storeys with active groundfloor uses, rear servicing and retention of east-west permeability;
- The Lonsdale Street development should make reference to the areas urban form of courtyards and squares fronted by 2-3 storey buildings. Terminating views with either new or existing landmarks helps draw people through spaces and across Lowther Street.

A Quality Public Realm

- Create a rejuvenated Market Square with new contemporary character that reinterprets the history of the square, defines a strong identity for the quarter and reinstates its status as the Heart of the City;
- English Street/Scotch Street should have a public realm worthy of their status, as the City's most prestigious shopping streets;
- Lowther Street should be given back to the shopper, designed as a place for activity and pedestrian movement;
- Improved lighting and public realm to the lanes and connecting streets that enhance their unique character.

Ease of Movement

- Vehicular access to the City Heart should be minimised. Parking should be removed and service access restricted to ease pedestrian movement in the core;
- Traffic to Lowther Street should be reduced, with pedestrians given priority to create better walking connections to the east;
- Create strong pedestrian links to the train station, Historic Core and Caldew Riverside;
- Improve east-west pedestrian movement through rejuvenated lanes. Active frontages should line all pedestrian routes to increase the perception of safety in the City Centre;
- Disabled parking will be removed from the pedestrian core to give the streets back to the pedestrian. Improved shopmobility to City Centre car parks will allow disabled parking to be limited in the City Centre;
- Create a new lift within buildings on West Walls to provide access for all between the City Heart and Caldew Riverside. Opportunity to integrate an iconic viewing point within the City.

Legibility

- Create a public realm which establishes a clear hierarchy of streets with English Street/ Scotch Street as the City's prime shopping streets, and a network of smaller connecting routes;
- Use public realm to enhance significant views to the Market Cross, Cathedral and Citadel;
- Encourage exploration of adjacent quarters through

signage, art and lighting.

Adaptability

- New buildings should be accommodated within the fine grain of a small block size to respect the existing built form, and accommodate a range of landuses that allow for future change;
- Market Square should be highly adaptable to allow for a range of activities and events.

Diversity

- Maintain the strong retail offer. Complement with smaller boutique and local independent retail / services off the main shopping thoroughfares;
- Encourage mixed use in new developments;
- Encourage a residential population to the City Centre with high quality apartments above existing and new shops;
- Promote the evening economy. Encourage a greater mix of landuses, particularly cafes, restaurants and leisure in the centre;
- Create a public realm that encourages café culture, markets, civic, seasonal and temporary events.

Sustainability

- Encourage a mix of uses;
- Rejuvenate smaller premises to the alleys and lanes to accommodate smaller / local businesses;
- Reuse and adapt existing buildings;
- Use sustainable materials, locally sourced where possible.

REPAIR & RECOVERY

2A RETAIL CORE



Heads Lane Before

Exemplar Project Heads Lane

View across St Cuthbert's Church yard down Heads Lane, with possible new retail/leisure development across from the conserved Tithe Barn towards a new lift at West Walls down to the Caldew Riverside area. Improving this key link with additional active frontage from the heart of the City Centre will assist in opening up the major redevelopment opportunity of Caldew Riverside and access to the river itself, and connect directly from English Street and the Market Square to West Walls, including a new lift within buildings on West Walls.

Precedent Images



Heads Lane After

1. Gathering space with active shopfronts 2. Contemporary glass lift 3. Vibrant cafe/shopping destination



Lonsdale Street Bus Station After

Retail Core Before

Precedent Images



Before

Lonsdale Street Bus Station Before

Exemplar Project Lonsdale Street Bus Station

The urban design principles will be central to the redevelopment of opportunity sites throughout the City Centre. This example illustrates the possible redevelopment of the bus station and shows a view from a new public square defined by active retail and leisure frontage through to St Paul's Church on Lonsdale Street. Terminating views with either new or existing landmarks helps draw people through spaces and along the street. The realisation of this project is dependent upon the longer term relocation of the bus station to an alternative location.



1



2

- 1. Views to important buildings/landmarks enhanced
- 2. New development in a historic setting

REPAIR & RECOVERY

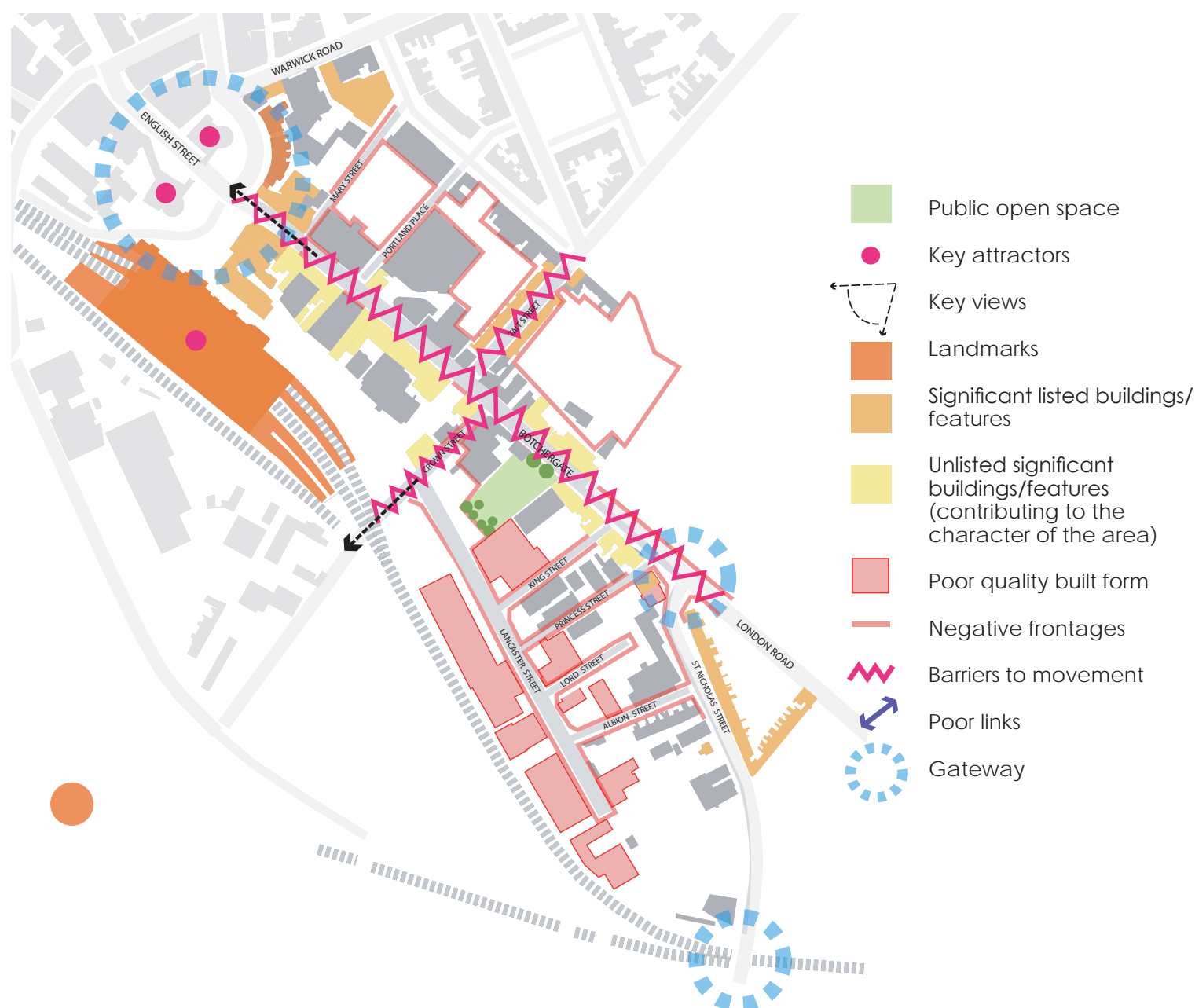
2B BOTCHERGATE

Key Issues

- Botchergate is Carlisle's key evening destination, lined with pubs, bars and restaurants from Crown Street to the Citadel;
- High quality Victorian architecture to Botchergate is devalued by insensitive shopfronts, poor public realm and traffic congestion;
- The current street layout does not accommodate leisure uses or encourage animation of the street. As a result pedestrian safety and enjoyment is reduced;
- The quality of buildings and uses deteriorates rapidly from Crown Street. Local traders and small businesses have been lost with vacant or neglected premises increasing in frequency towards the southern end of Botchergate. Gaps in building frontages and insensitive infill development compound the negative image;
- To the rear of Botchergate servicing, car parks and access dominate creating poor frontages to connecting streets;
- The Lancaster Street industrial estate is well populated but has a very poor street environment
- The St Nicholas Street/London Road gateway lacks definition, as does the Botchergate approach, a significant route to the Centre from the south;
- The potentially valuable urban greenspace Christchurch Gardens, lacks surveillance and animation to its edges making this an underutilised community asset.

Vision

Botchergate will diversify its offer and become known as a cultural entertainment destination with high quality bars, cafes, restaurants, specialist music clubs, nightlife and evening venues. A mixture of uses and inner City residential accommodation will create a vibrant, thriving City quarter. Visitors and residents will enjoy a bustling cafe culture and attractive, pedestrian focused streets. A programme of City events will further add to the cultural offer, with key festivals and concerts hosted along Botchergate and in Court Square. Botchergate's heritage will be restored and enriched with quality contemporary interventions. Lighting, art and new landmark buildings will create a new image for the area and announce arrival to the City from the south. The future Area Action Plan will help shape future uses in the Lancaster Street area.



Degree of Intervention

Botchergate's variable quality and character requires a Repair and Recovery approach that will build upon existing built form and uses.

Principles

Character

- Along Botchergate, within the vicinity of high quality buildings, new infill development should respect the scale, character and material finishes of the area;
- New infill architecture would be promoted where the integrity of the built form has been lost. High quality contemporary designs should be sought;
- Encourage the innovative reuse and refurbishment of existing character buildings to preserve architectural heritage whilst establishing a new identity for the area;
- General improvement to shop frontages to be in keeping with the character and style of the buildings;
- New landuses should improve animation at the street level. Mixed use office, retail, leisure and residential development should be encouraged along Botchergate to work in harmony with retained existing uses;
- New commercial buildings to Lancaster Street should be of a standard of design that ensures they do not negatively impact upon new development in the area;
- High quality public realm should be focused along Botchergate. This should be of a contemporary character that complements the historic frontage.

Continuity and Enclosure

- The boundary treatments to Lancaster Street and others should be utilised to provide a high quality and consistent street frontage;
- Building frontage should be strengthened along Botchergate to provide a solid face to the street at the back of pavement. Generally, building heights should not exceed 4 storeys;
- Edges to the urban greenspace should be fronted by mixed use buildings that provide active edges and natural surveillance;

A Quality Public Realm

- Streets should be safe, attractive and people friendly;
- High quality public realm and a boulevard character to Botchergate will help and promote cafe culture and leisure uses;
- Christchurch Gardens should be enhanced and positively integrated into the urban fabric.

Ease of Movement

- Widened footways, reduced street clutter, traffic calming and at grade pedestrian crossings to Botchergate will ease pedestrian movement and strengthen connections to Court Square and the City Centre;
- Parking to the rear of properties should continue to reduce the impact on the street environment.

Legibility

- Reinforce Botchergate as a significant City street;
- Protect and enhance significant views to the Citadel;
- Retain character vistas off Botchergate to the Rome Street gasholder and tree lined streets;
- Improve the southern city gateway at the St Nicholas Street/London Road junction to provide a landmark building within a new development.

Adaptability

- Simple street design will allow Botchergate to accommodate a range of buildings, uses and activities;
- Temporary pedestrianisation of Botchergate at weekends and evenings will continue to enable Botchergate to foster its evening economy;
- Find innovative new uses for character buildings and structures;
- New infill blocks should be made as adaptable as possible to ensure they can change over time.

Diversity

- Strengthen and diversify the leisure/entertainment offer. Mixed uses will ensure there are

both daytime and evening activities to create a vibrant Botchergate.

Sustainability

- New residential development should provide for a mixture of tenures and housing affordability;
- Botchergate should support a rich mix of facilities and activities;
- Reuse and refurbish existing historic buildings;
- Use sustainable materials, locally sourced where possible.

REPAIR & RECOVERY

2B BOTCHERGATE



Botchergate Before

Exemplar Project Botchergate

Botchergate is a key corridor into the City Centre, but past low quality infill development creates a poor impression. The design of future redevelopment opportunities will need to respond to the urban design principles in terms of scale, mix of uses, materials, etc. This example illustrates a new three storey building with retail on the ground floor and residential development above.



Precedent Images



1. Infill of a similar scale, design, materials and use 2. Space for cafes to spill out 3. Wider footways and tree planting
4. Street festivals 5. Animated streets 6. Strong building facades of a consistent scale and style



CONSERVATION

3A HISTORIC CORE

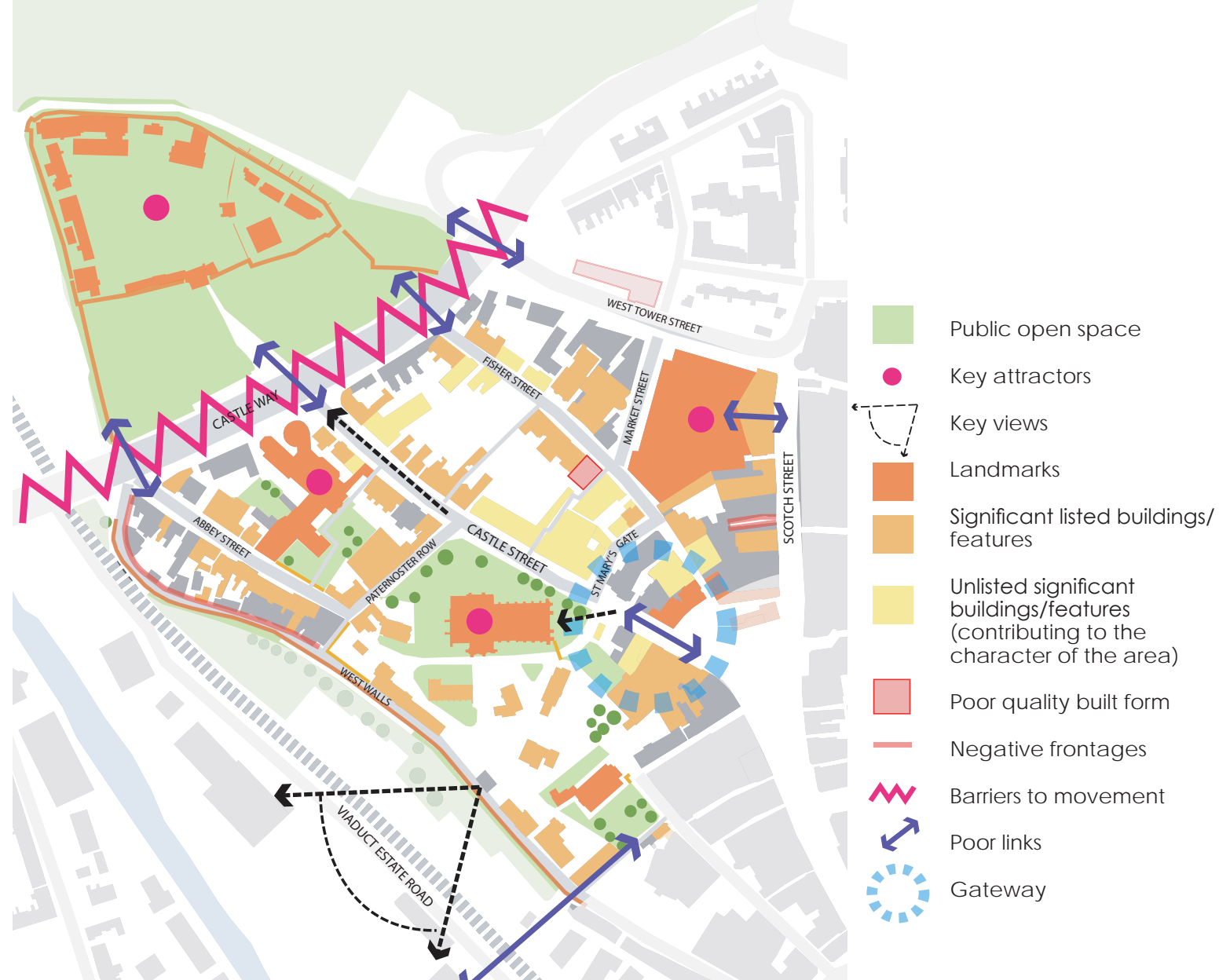
Key Issues

- Architecture of the highest heritage and amenity value is detracted from by poor quality public realm, traffic and on street parking;
- Central streets largely maintain their unique medieval street pattern. A number of insensitive modern additions however, reduce the integrity of the Historic Core;
- Historically, buildings have turned their backs to West Walls and as a result, negative frontages and poor public realm have degraded this key asset to a 'rat run' and service lane;
- Many of the key landmark buildings lack high quality uses. The Historic Core has few visitor attractions and lacks vibrancy or appeal;
- The physical and visual severance of Carlisle Castle from the Historic Core by Castleway is a key issue, reducing the potential of this prime asset;
- Poor legibility and signage, in conjunction with a lack of animation and identity, results in low footfall levels and a 'no-go' area after dark;
- Castle Street, a street of historic significance and a major pedestrian link to Carlisle Castle has a public realm unworthy of its status. Insensitive reinstatements have reduced the character and quality of historic streets;
- Key buildings and nodes lack definition. Links to the Historic Core and Cathedral Precinct from Market Square are poor;
- Tullie House lacks presence on Castle Street and the new entrance on Annetwell Street is let down by the public realm.

Vision

The Historic Core is where the layers of Carlisle's checkered history are revealed. A significant asset and unique City quarter, the Historic Core should be conserved and enhanced. New interventions will be sensitively incorporated, forming the next layer of architectural history. The highest quality contemporary design will make reference to and complement the areas unique character and qualities.

New uses and active frontages will bring vibrancy and a renewed buzz to the area. This proposerous city quarter will be known as a cultural destination, with its speciality shops, boutiques, cafes and galleries. Existing landmark buildings will be injected with new life serving as renewed visitor attractions. West Walls will be revitalised as a heritage street with opportunities to walk the wall and take a view from above and Carlisle Castle will be reunited with the core through the greening of Castleway. Streets and spaces in the Historic Core will be pedestrian focused, with characterful, high quality public realm that encourages street animation and visitor exploration. Subtle artworks of fine craftsmanship will tell the story of Carlisle's history. The new Cathedral Square and Contemplative Garden will provide a green oasis in the heart of the City, a place for quiet recreation away from the bustle of City life.



Degree of Intervention

The revitalisation of the Historic Core requires a Conservation approach, enhancing existing character architecture, with sensitive high quality contemporary infill buildings and public realm.

Principles

Character

- The existing historic buildings must be conserved and enhanced;
- New infill architecture would be promoted where the integrity of the built form has been lost. This infill should however be carefully controlled to ensure buildings are sensitive to their historic context, the grain of the plot and rhythm of the surrounding elevations. Only well considered designs which are of a form, scale, proportion and style appropriate to the urban fabric will be acceptable;
- High quality contemporary designs should be sought rather than pastiche reproductions;
- Materials should predominantly make reference to the local vernacular, Lazonby sandstone, brick and render;
- Historic shopfronts characteristic of the area should be preserved and promoted;
- Historic street character should be reinstated using traditional materials and techniques. Simple, contemporary, high quality interventions are preferable to the pastiche heritage style;
- Expand upon boutique retail, specialist shops, galleries and other quality leisure uses to

complement the existing City Centre uses and create a new identifiable City quarter;

Continuity and Enclosure

- New buildings should show sensitivity to their context and be in scale with the surrounding building heights. Buildings should be usually no greater than 3 storeys;
- New building facades should present a solid face to the street at the back of pavement to maintain the historic street character and sense of enclosure;
- Reinstatement of a strong frontage with active groundfloor uses is to be encouraged along West Walls to generate activity and animation along its length.

A Quality Public Realm

- High quality pedestrian focused character streets that encourage street activity;
- A rejuvenated Castle Street will lead visitors from Market Square through the Historic Core to Carlisle Castle;
- Street greening and new public realm will soften Castleway, reduce the dominance of vehicles, relinking the Castle with the City;
- Cathedral Square and Contemplation Garden will provide a green oasis in the heart of the City and encourage exploration of the Historic Core and West Walls;
- West Walls will become a new recreation space, a place to discover history and the City. Dramatic level changes and panoramic views will be maximised;

- Public art will tell the story of the city, enriching the visitor experience.

Ease of Movement

- Car access and parking will be reduced, although maintaining provision for residents, essential use and limited disabled parking. As a priority, parking should be limited along narrower streets and where significant views to the Castle and Cathedral may be obstructed;
- Access will be limited to service vehicles only and cars partially removed to give the heritage street back to the pedestrian;
- West Walls should be returned to the pedestrian through partial pedestrianisation;
- The completion of the CNDR will reduce traffic on Castleway. Improved public realm, soft landscaping and at grade crossing will improve visual and physical links to the Castle;
- Improve links and increase permeability to West Walls;

Legibility

- Views to the Cathedral and Castle must be protected to reinforce their positions as major City landmarks;
- Enhance routes and gateways and provide better signage and interpretation to encourage exploration of the historic quarter;
- Lighting and public art should

be used to highlight landmarks and tell the narrative of the City.

Adaptability

- Infill buildings should be of a small/narrow footprint to respect historic urban character and promote small business in the quarter;
- Existing landmark buildings have the potential to accommodate a range of attractions. Exploring development opportunities at the Castle is key to unlocking the economic potential of the Historic Core;
- Castle Street should be of a flexible design that can accommodate temporary street markets, festivals and events.

Diversity

- A mix of uses in this area will create a vibrant City quarter;
- High quality contemporary interventions will enrich the character of the streets and complement the historic architecture.

Sustainability

- Sustainable local building materials and techniques should be used for new interventions;
- Reuse and refurbishment of existing historic buildings should be encouraged.

CONSERVATION

3A

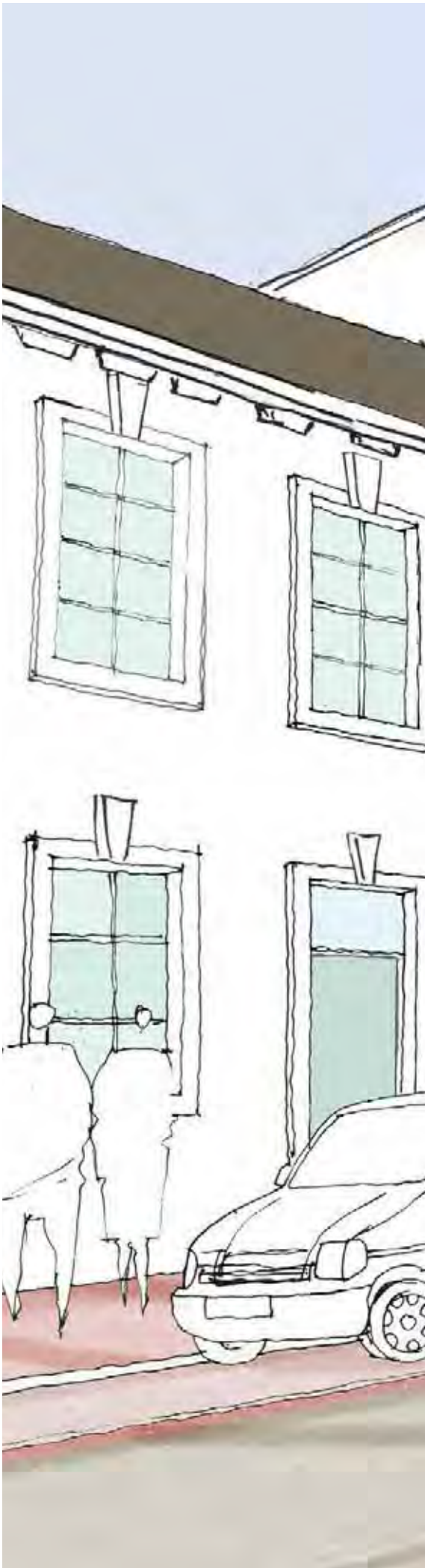
HISTORIC CORE



Abbey Street Before

Exemplar Project Abbey Street

Within the Conservation Areas, responding to character and context will be the key urban design principle for any new interventions or redevelopment. Insensitive infill development in the past has unfortunately eroded the character which makes the Conservation Areas special. This example on Abbey Street illustrates how a more sensitive in fill development in line with the urban design principles could contribute more to the character of the area.



Precedent Images



- 1.A high quality contemporary addition
2. New materials in a historic setting
3. Buildings that respond to surrounding architecture
4. Streets designed for people
5. Contemporary and old in harmony
6. Historic interpretation
7. New materials



CONSERVATION

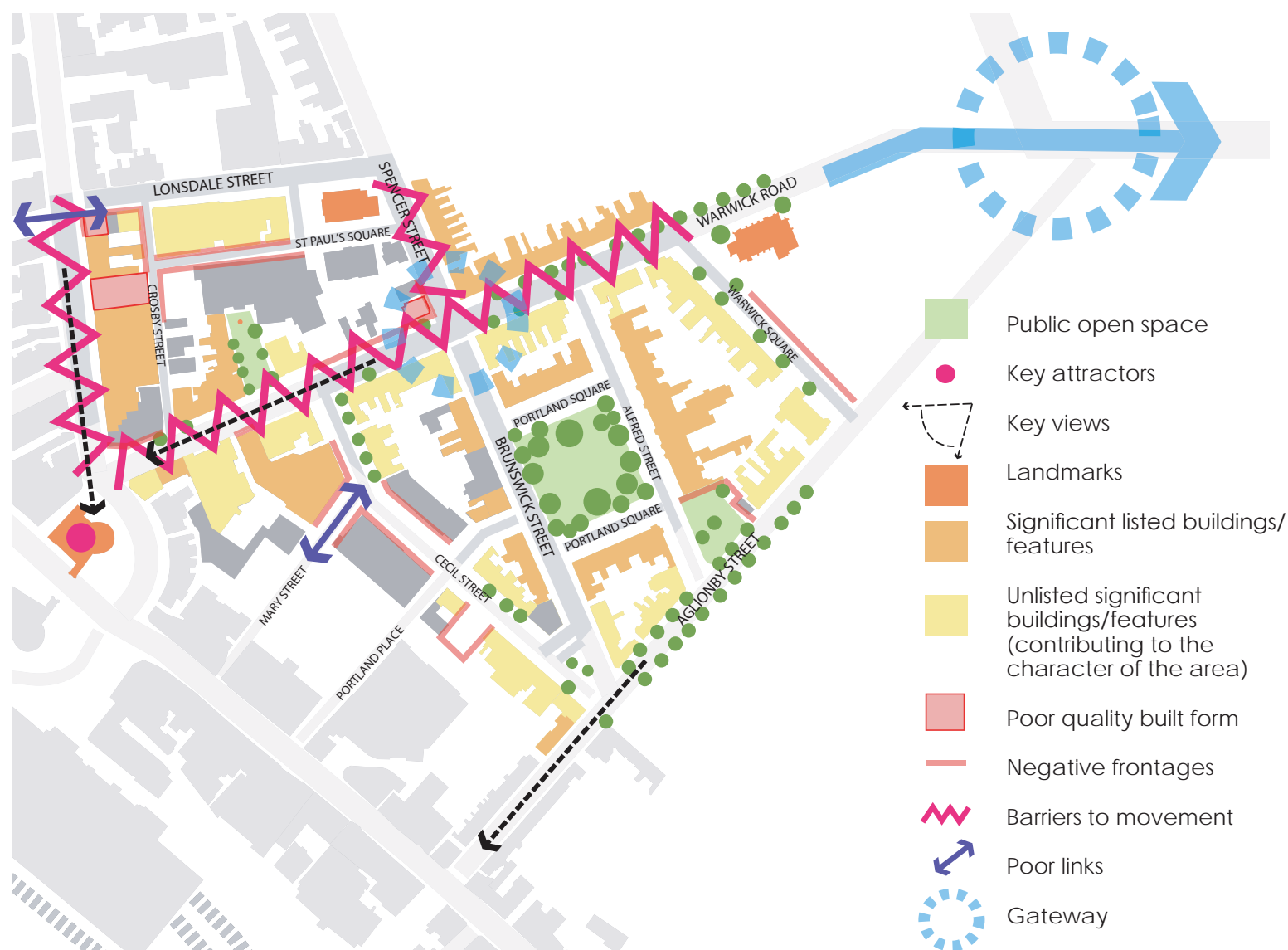
3A EASTERN APPROACHES

Key Issues

- Eastern Approaches is an attractive City neighbourhood with character streets and squares;
- At present the area is detached from the City Centre by the congested Lowther Street. Pedestrian links to the City Centre are therefore unpleasant and arduous;
- Warwick Road provides the key eastern approach to the City. Heavy traffic, poor public realm and ill defined gateways at Botcherby Bridge and Warwick Road/Spencer Street decrease the sense of arrival;
- Congestion, traffic, low quality reinstatements, on street car parking and poor quality infill have a negative impact upon the Conservation Area and devalue the historic street/square characters. These issues are particularly critical along Spencer Street and Warwick Road;
- Unoccupied, run-down listed buildings to Warwick Street are underutilised assets;
- Traffic, street clutter and low quality footways create a poor pedestrian environment, particularly along Warwick Road;
- General loss of original street features.

Vision

Eastern Approaches, which lies partly within both the City Centre Conservation Area and the Chatsworth Square/Portland Square Conservation Areas, should be preserved and enhanced. Improvements to Lowther Street and Lonsdale Street will reconnect the area with the City Centre. Exploration of the quarter will reveal a network of grand Victorian streets and formal squares, a nod to the industrial successes of Carlisle's past. Amongst carefully conserved historic buildings and streetscapes, a mix of professional, business and residential activities will take place. Its proximity to the Law Courts on Warwick Road will continue to grow the area as the 'legal quarter' of Carlisle. With reduced traffic to Lowther Street; Warwick Road will become the focus of the quarter, a grand tree lined parade that will service businesses and residents and create an impressive Eastern approach to the City Centre.



Degree of Intervention

The revitalisation of the Eastern Approaches area should follow a programme of Conservation.

Principles

Character

- The existing historic buildings must be conserved and enhanced;
- New infill architecture and facade upgrading would be promoted where the integrity of the built form and character has been lost. Infill buildings must be carefully designed to ensure they are sensitive to their historic context. High quality contemporary designs should be sought rather than pastiche reproductions;
- Materials should predominantly make reference to the local vernacular, sandstone and brick. Gateway buildings may sensitively incorporate modern materials to positively enrich street character;
- Historic shopfronts should be preserved and promoted;
- Historic street character should be reinstated using traditional materials and techniques. Simple, high quality contemporary, street furniture and lighting are preferable to the pastiche heritage style;
- Expand upon boutique retail, cafes and restaurants along Warwick Road to complement business and residential uses. A mix of legal and professional services, business and residential should be promoted to strengthen the existing legal quarter.

Continuity and Enclosure

- Strengthen frontages between listed buildings, particularly along Warwick Road and Spencer Street. New buildings must show sensitivity to their context and be in scale with surrounding building heights. These should generally be 2-3 storeys high with scope for 4 storeys to corner gateway sites;
- New buildings should present an active frontage to the street and respect the existing building line. This is particularly crucial along Warwick Road and Lonsdale Street;
- Reinststate tree boulevards to enhance the sense of enclosure, particularly along Warwick Road, Aglionby Street and Cecil Street.

A Quality Public Realm

- 'Green' streets characteristic of the area should be protected and enhanced. Streets should be upgraded and historic character reinstated using a traditional palette of materials and techniques. This should be complemented by contemporary street furniture and lighting in line with the City Centre image;
- Warwick Road should be developed as a pedestrian focused parade, with widened footways and quality public realm that encourages street animation and activity;
- Existing squares and gardens that add significantly to the local character should be preserved and enhanced. Re-establish the area's character red sandstone churches as key landmarks and public realm assets. Create new attractive squares that reconnect the churches into the

urban fabric.

Ease of Movement

- Walking, cycling and public transport should be encouraged through traffic reduction, slowed vehicular speeds and public realm improvements. Clear, safe links to the City Centre, station and Lowther Street bus stops will help reconnect the quarter with the wider City network;
- Warwick Road in particular should provide an attractive pedestrian environment. At grade crossings and a raised square to the Spencer Street/ Warwick Road gateway will help readdress the balance between vehicles and pedestrians;
- On street parking should not detract from the quality or character of the Conservation Area.

Legibility

- Views to the Citadel along Warwick Road should be protected to reinforce its position as an important City landmark;
- Gateways at Botcherby Bridge and the Warwick Road/Spencer Street junction should be enhanced through built form, public realm, art and lighting;
- Attractive vistas to historic squares, streets and local landmarks should be preserved;
- Landmark red sandstone churches on key nodal sites should be enhanced through new public realm. A holistic building lighting strategy should use landmark churches along Warwick Road to enhance the City approach.

Adaptability

- Infill buildings should be of small footprint to respect historic urban character and allow for future change of use;
- Find innovative new uses for vacant listed buildings such as the White House (?) Public House & the former Lonsdale Cinema to Warwick Road;
- Simple street design will allow Warwick Road to accommodate a range of buildings and activities.

Diversity

- Reinvigorated, diverse building uses to Warwick Road will help create a vibrant street, full of character and activity;
- Mixed uses create vibrant neighbourhoods. Existing residential and office accommodation should be complemented by leisure/ evening uses and local facilities;
- New buildings should respect the scale, massing and character of existing buildings, however sensitive contemporary architecture can greatly enrich the identity of the area and assist legibility, particularly at gateway sites.

Sustainability

- Mixed, compatible uses, a rich mix of facilities and activities and good pedestrian and cycle links to the City Centre and public transport system will ensure the long term sustainability of the area;
- Sustainable local building materials and techniques should be used for new interventions;
- Reuse and refurbishment of

CONSERVATION

3A EASTERN APPROACHES



Warwick Road Before

Exemplar Project Warwick Road

Gateways into the City Centre are important to create a sense of arrival. Landmark corner buildings also help people find their way about. This example illustrates a new three storey office or civic building on Warwick Road at Spencer Street and responds to the urban design principles in terms of scale and massing and reinforces the existing building line.

Precedent Images



1



2

1 & 2. High quality landmark corner buildings





MOVEMENT - STRATEGIC HIGHWAY ISSUES

Introduction

The Urban Design and Public Realm Framework has developed in response to the Design Framework and Movement Strategy as published in early 2007. Importantly the Urban Design Guide and Public Realm Framework sets out key movement principles for the city which are based on the vision set out within that Development Framework and Movement Strategy.

Cumbria County Council and Carlisle City Council are working together to address traffic movement in and around the City and a number of separate transport based studies which were commissioned based on the recommendations made in the DFMS, have been fundamental to the development of the proposals set out in this document. These studies include:

- The Bus Improvement Strategy;
- The Car Parking Strategy;
- The South Western Inner Relief Road;
- Reducing Severance Effect of Lowther Street;
- Improved Pedestrian Links to City Centre;
- Improved Cycling and Pedestrian Routes.

The results of these studies are coming forward now and over the following months and their findings will be assessed and incorporated into the developing Public Realm Framework. The Framework sets out an aim for the long term future for the city and therefore some projects will take time to come to fruition as they are reliant on the removal of unnecessary traffic from the city centre.

Easing Movement is a key urban design principle which must be achieved to unlock the City and readdress the balance between vehicles and other users to allow the implementation of the Public Realm Framework. In order to allow a reduction in vehicular traffic and an improved pedestrian environment, the vehicular traffic which currently uses the streets within the City Centre will need to be redistributed across the network. This redistribution will need to be supplemented by a change in behaviour with more people being encouraged to choose alternative means of transport.

Key Movement Principles:

- Reduction in the volume of vehicular traffic on Carlisle's city streets. Through traffic, especially heavy vehicles should be encouraged to take strategic routes around the City Centre; only necessary vehicular journeys should be accommodated, and at low speeds;
- Improvement of public transport links, such that a cost effective efficient alternative to the car is available to all potential users. Improvements to both bus and rail provision should be considered to encourage the modal shift away from the private vehicle;
- A long term aim to replace the existing bus station at Lonsdale Street has been identified to allow for improvement in the urban design and increased retail activity and commercial activity and greater footfall on the east side of Lowther Street. This is dependant on the identification of a suitable alternative site combined with a series of super stops around the City Centre which aims to reduce the congestion associated with bus traffic converging on a central terminus and reducing the amount of unnecessary through traffic;
- Promotion of gateway car parking at key locations around the City Centre combined with supplementary facilities such as information points, cycle hire and shop mobility should remove the need for visitors to enter the City Centre in their cars, other than in extraordinary circumstances;
- Improvement of pedestrian and cycle links to and through the City Centre and along the River Caldew to the Hadrian's Wall footpath and surrounding countryside. The provision of improved cycle facilities within the City Centre will encourage visitors and commuters to use cycles for shorter journeys and so reduce the use of private cars within the City Centre.



MOVEMENT - CITY CENTRE & INTEGRATION WITH PUBLIC REALM

Introduction

The more detailed consideration of the use and design of streets within the City Centre will recognise the principles set out in the DFMS and the emerging studies for the County Council. The development of the city streets should also be seen as a long term strategy where change can be made incrementally over a number of years as changes in the management of traffic allow.

The design of Carlisle's Streets should draw on the principles established in the Department for Transport's design guidance, the Manual for Streets. Whilst the Manual for Streets is focused predominantly on the design of residential streets, the approaches advocated can be applied to any street where vehicular transit is not, or should not be the primary consideration:

- Provide a legible network of connected streets where the most vulnerable user has priority. City Centre streets should be designed such that pedestrian movements take priority, followed by cyclists, public transport and private vehicles;
- Level access should be possible along all key pedestrian routes, with raised tables at junctions contributing to reduced speeds, whilst ensuring that there is no need for pedestrians to step down into carriageways;
- The key principle in ensuring a pedestrian friendly, safe streetscape is the reduction of vehicular speeds. The design of the street should be such that vehicle users travel at reduced speeds intuitively;
- Where possible streets should be self enforcing, with layouts that encourage the desired uses, whilst discouraging those uses which will detract from the pedestrian experience;
- Street design should respond to the buildings, and street frontage;
- Provide only necessary on street parking, where parked cars will offer a benefit to the streetscape and will not detract from the public realm.

Street Hierarchy

The plan opposite proposes a street hierarchy that places pedestrian needs first in the heart of the City, with a network of pedestrian priority streets around the City core.

Pedestrianised Area - The existing pedestrianised area will be retained and expanded to include Bank Street and part of Castle Street. Vehicle movement in this area will not be permitted, except during specified hours for deliveries and servicing. Cycle movement through this area will be restricted during busy shopping hours to minimise cyclist/pedestrian conflict. The street surface will be level, without demarcated carriageway or cycle routes. The emphasis will be on encouraging street activity and accommodating pedestrian movement.

Pedestrian Dominated Level Surface - A pedestrian dominated level surface is designed primarily to accommodate pedestrian movement and activity. Through traffic is permitted but at low speeds. Streets within the City core will be predominantly of this type to discourage private vehicle through traffic and create a more walkable, cycle friendly City Centre. These streets will have level surfaces, with no upstand nor flush delineation of the carriageway. Tactile paving will be provided near the face of buildings to create a 'safe zone' for the visually impaired. Removing street user segregation, in combination with carefully considered design and materials will ensure low vehicular speeds, increased driver awareness and a create a comfortable pedestrian environment. The maximum vehicular speed in these streets should be 5 m.p.h.

City Street - City Streets allow vehicular movement within traditional delineated carriageways. Reduced carriageway width and raised table crossings slow vehicle speeds to a maximum of 10-20m.p.h. Wider footways allow comfortable pedestrian movement and encourage street activity. Pedestrian guardrails and other street clutter should be kept to a minimum. Crossing points should be uncontrolled where possible to encourage user interaction.

Key highway proposals

Studies being carried out by the County and City Councils include options for the South West Inner Relief Route and the Eastern Approaches and the Reduction in Severance Effect on Lowther Street will need to address issues outlined below to enable the long term development of the Public Realm within the City Centre.

- ① Significantly reduce vehicular pressure on the City Centre by redistribution of unnecessary traffic to other routes;
- ② Allow bus and service traffic only on Lowther Street to enable connection of eastern side of Lowther Street to the City Centre. Private vehicle access will need to be redistributed across the network;
- ③ Allow bus and service traffic only on English Street to facilitate the implementation of a quality public realm and discourage through traffic;
- ④ Improve connection to the existing station car park to allow two way vehicular movement and rail replacement buses in order to reduce the impact of traffic on Court Square;
- ⑤ Improvements to junction to allow access and egress to Caldew Riverside from the North;
- ⑥ Potential new connection to Georgian Way (in conjunction with development of Rickergate) to reduce vehicular pressure on the City Centre.

Street Hierarchy

Street hierarchy plan and key highway proposals for Carlisle City Centre.



MOVEMENT - A CITY FOR PEOPLE



1

Introduction

The legacy of Carlisle's medieval street pattern, creates a distinctive urban quality and a uniquely walkable City Centre. At present private vehicles parking close to the retail core and through traffic associated with this, exacerbated by poor strategic links create congested city streets.

The proposed movement strategy aims to readdress the balance, giving the street back to the pedestrian and reducing the dominance of the motor vehicle on the urban environment [1].

In addition, it is necessary to overcome barriers to movement; the river, rail, wall and roads, to make east-west movement pleasurable and easy, encouraging activity and vitality outside of the central retail area or City Heart.

A separate study into Improved Pedestrian Links to the City Centre is being carried out for the County Council and will be incorporated into developing proposals.



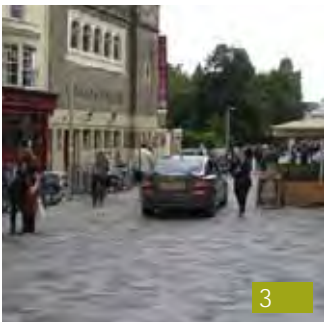
2

Improving the pedestrian environment

1. Readdressing the balance - creating a pedestrian friendly City

The City's streets and spaces will be radically transformed to alter the balance, putting the pedestrian and cyclist before the motor vehicle. This will be achieved by:

- Extending the pedestrianised core, removing disabled parking from these areas to free up the available space for high quality public realm [2];
- Creating pedestrian priority spaces to the City Heart, which will employ shared space principles to put people and activity before vehicles [3].



3



4

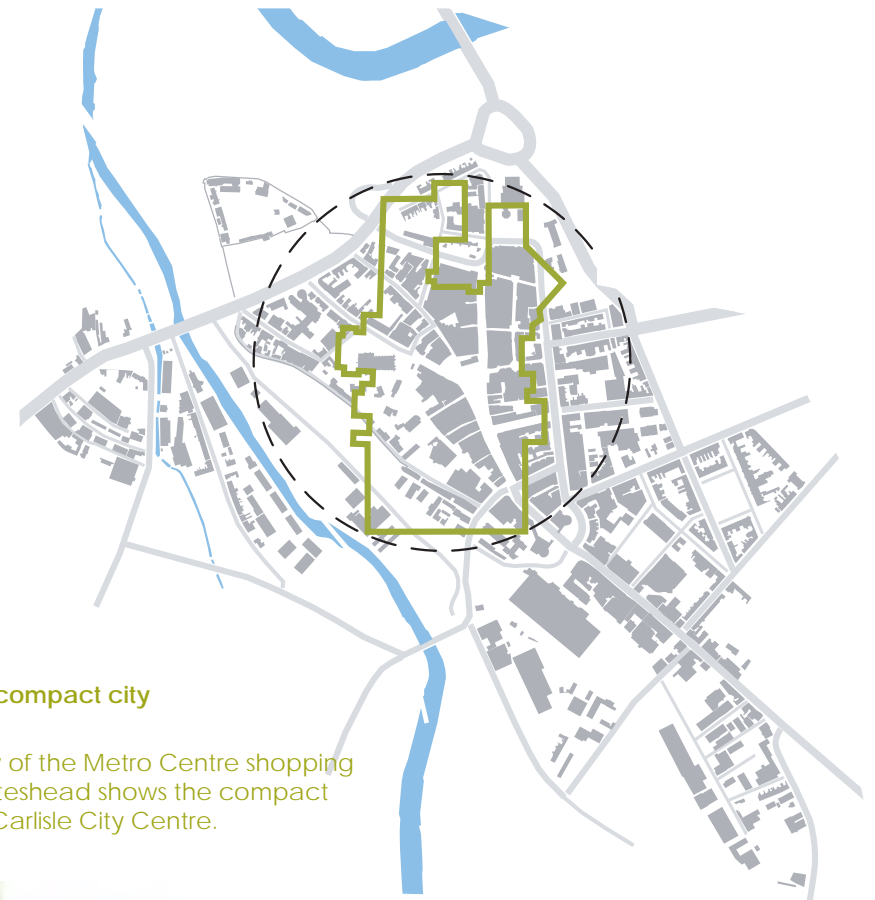
2. A City for everyone

The City should be available for everyone to use and it should offer attractions that appeal to the whole community. This is key to bringing activity to the City's streets and spaces. This will be achieved by:

- Creating a City Centre for everyone by ensuring safe, easy access for all. Providing shop mobility at City car parks [4];



5



6 The compact city

An overlay of the Metro Centre shopping mall in Gateshead shows the compact nature of Carlisle City Centre.

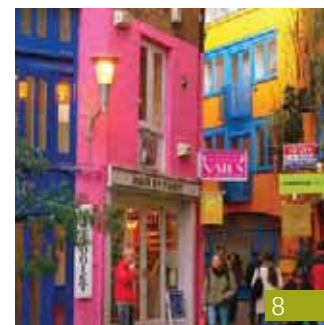


- Encouraging young people into the City Centre through the incorporation of a city Play Trail [5].

3. Improve pedestrian links to the City Centre

The reduction of on-street parking in the City Heart will make getting people from and to gateway car parks a key priority. In addition, overcoming barriers to movement is critical to improving footfall across the City and regenerating the eastern and western fringes of the City Centre. This will be achieved by:

- Providing better signage and improved legibility at key pedestrian gateways and nodes [7];
- Improving lighting and encouraging active frontages to provide passive surveillance and an increased perception of safety [8];
- Improving pedestrian subways;
- New pedestrian routes to connect key parts of the City;
- Opening up structures, overcoming level changes and bridging the River Caldew to increase permeability [9].



8



9