

COLOUR PALETTE

Introduction

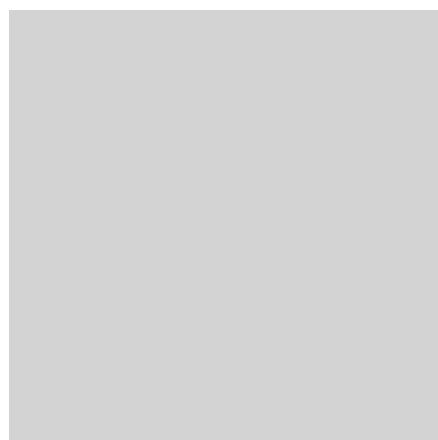
The colour palette shown opposite should inform the selection of materials for the public realm in Carlisle. Surfaces and street furniture should make reference to these colours to ensure that a coherent, legible City Centre that is sensitive to the existing context is created.

The colour palette proposed for the public realm materials is designed to create a distinctive character for Carlisle, reflecting a contemporary identity as well as the local context and geology.

The palette references indigenous colours, such as the warm earth tones of the City's buildings, and the distinctive red and blue purple hues of traditional local materials. These are contrasted with cooler, grey-blue tones associated with contemporary materials such as glass and metal. Together this colour palette will help blend the modern and the historic, preserve the local vernacular and complement existing built form.

The following pages explore materials for public realm elements. These will be informed by the colour palette and should be the dominant street materials. Highlight colours may be used to add vitality and interest such as feature paving, bespoke lighting columns or artworks, however these should be used sparingly and as part of a considered design strategy.





SURFACES

Introduction

Surfaces consist of pavements, kerbs and carriageways. A limited palette of both man made and natural stone paving materials are proposed for Carlisle's public realm in order to establish a cohesive and legible image for the City Centre. Some variation has been built into the palette to provide local visual interest and richness without detracting from the unified approach. Additional materials may be introduced in the key public spaces and streets but these should complement and not dominate the standard paving palette. Paving materials have been selected to:

- Establish a limited colour palette;
- Make reference to local geology and traditional street materials;
- Provide a flexible range of sizes for different street scales, characters and functions;
- Meet sustainability selection criteria;
- Meet performance criteria with respect to durability and trafficking; and
- Reflect the cost hierarchy.

The public realm framework does not reference specific products or manufacturers, but describes the design criteria for the products which can then be used as a basis for further detailed design and procurement.

Natural Stone Paving Materials

Natural stone provides high performance, hard wearing surfaces of fine aesthetics. The range of sizes, colours, finishes and laying options make natural stone an attractive, versatile material for the public realm.

Natural stone paving should be concentrated to prestige environments, in Primary Streets and the City Heart and areas of historic reinstatement.

Natural stone materials have been selected to complement existing materials of local distinctiveness. The colour palette proposes a range of materials that make reference to and complement the warm red/pink tones of local Lazonby Sandstone and the purple/blue hues of Cumbrian basalt.

Generally, natural stone paving should:

- Be robust and durable- tested to BS EN 1341:2001;
- Be available from either the UK or Europe to reduce the carbon emissions generated from freighting products long distances;
- Where possible be locally sourced;
- Reference the site colour palette;
- Reference local context.

A choice of four natural stones have been included in the paving palette to give designers of key spaces flexibility in their selection:

Red Lazonby Sandstone



Quarried locally at Lazonby Fell near Penrith, this fine to medium grained stone, ranges from pale red to dark pink in colour and has an attractive surface sparkle due to the presence of quartz grains.

Red sandstone is used prolifically in Carlisle for both buildings and footways. Traditionally, red sandstone was used to reinforce the hierarchy of civic buildings and public squares and many examples still exist of large sandstone slabs and robust kerbs to streets around the Historic Core and residential streets. A pale pink stone and a white stone are also available.



Blue Basalt

Blue basalt setts are historically used in Carlisle for carriageway surfaces. Their deep purple/blue colour and traditional tumbled finish give historic streets a distinctive rustic appearance. Within

Carlisle, local blue basalt should be used for reinstatement of historic streets and as accent features.



Granite

Sourced from either the UK, Ireland or Europe granites have traditionally been used all over the UK and are very hard wearing and durable. The colour range is particularly attractive with greys,

blues, pinks and blacks available which allows for combinations of colours to be used for a visually stimulating effect in key areas. Within Carlisle they may be used for both paving, kerbs, furniture and steps.



Porphyry

Sourced from Europe, porphyry is a classic, contemporary material that works well with both the traditional and the modern. Its warm earth tones and mottled colouring of reds through greys to

buff and violet complements and enhances the colours of traditional local building materials. Porphyry is suitable for paving flags and setts but is less suited to kerbing.

Application

Natural stone products will be utilised in the primary streets and spaces as the predominant material and will be used in the secondary streets and spaces for kerbing and accent materials. A combination of stone type may be utilised within a space to highlight the different materiality and texture of the materials whilst ensuring a simple un-fussy ground plane.

Man-made Paving Units



Premium quality man-made paving units, incorporating natural stone aggregate offer maximum durability, performance and appearance at an affordable price. These products will be used primarily in the Secondary Streets and

Distributor Roads on the periphery of the City core.

Man-made paving should be limited to two predominant colours to maintain a simple, unified ground plane that makes reference to natural materials used elsewhere in the City. In general:

- light toned silver grey units will be used for the footpaths and pedestrian priority areas in non historic zones;
- Darker toned blue grey units will be used for trafficked areas and accent paving.



Reinforced Concrete

Urban pavements likely to be subject to regular vehicle overrun should consider reinforced concrete flags to prevent uneven hazardous surfaces. Smaller unit sizes are also recommended for trafficked areas.



Eco Concrete

In areas of Reinvention and Reconfiguration, designers should look to use Eco range concrete paving which utilises sustainable resources, recycled aggregates and renewable materials.

Other



Feature Paving

The streets and spaces in Carlisle's City Heart should look to explore unusual paving materials to add visual interest and dynamic features to the floorscape. These accent elements will be

concentrated in their application and may form part of a permanent public art installation.



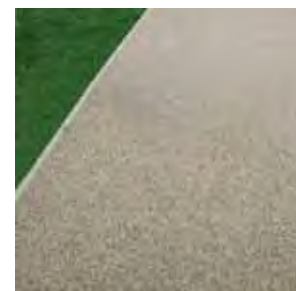
In areas of Reinvention and Reconfiguration, modern media should be explored to create unique new identities. Materials may include for example, wood, metal, rubber, plastics and recycled products.



River Cobbles

River cobbles were traditionally used in Carlisle as carriageway surfaces. A number of examples remain, and these add distinct character to the historic City streets. Traditionally cobbles would be laid in

conjunction with sandstone slabs, which would have accommodated pedestrians to footways and cart wheels in the carriageway. Reinstating river cobbles to historic streets will help enhance unique character but should be limited to areas with restricted vehicle traffic.



Bound Aggregate

It is envisaged that bound aggregate will be used in the Cathedral Precinct and on footpaths close to Bitt's Park and the River Caldew. It is available in many aggregate

sizes and provides a softer more informal appearance. Permeable bound aggregate can also be specified for use around tree pits.

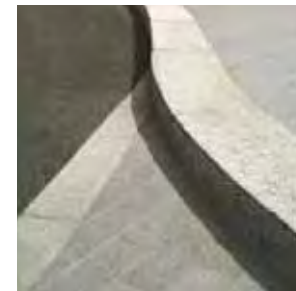


Asphalt With Rolled Aggregate Chippings

To define the carriageway, an alternative surface finish is proposed to reinforce to motorists that the route is a pedestrian priority space. An asphalt base with local

aggregate rolled into the wearing course will provide textural and colour contrast and help differentiate the dedicated vehicular space.

This treatment is particularly appropriate along Castle Way between Abbey Street and West Tower Street where the restitching of Carlisle Castle into the historic core will take place.



Kerbs

There will be three different types of kerbs used within Carlisle to suit different street scales and investment priorities:

- Wide Topped Natural Stone;
- Narrow Topped Natural Stone;
- Kassel Kerbs (to prevent vehicle over-running and at bus stops).

SURFACE DETAILING

Getting the details right

High quality materials alone are not sufficient to create a quality public realm. Excellence in design detailing and workmanship will ensure the floorscape of the public realm is commensurate with Carlisle's architectural and townscape quality [1].

The value of investment in street surfaces is reduced if the physical works are not constructed and maintained to a high standard. Careful attention to detail is essential to ensure a high quality end finish. Particular attention should be paid to:

Implementation

Quality materials are expensive but high initial investment will pay dividends as they have increased longevity and will look better for longer. Where funds are limited, it is preferable to carry out a reduced area of works to the highest possible standard rather than compromise on quality over a greater area.

Laying and construction methods

Skilled labour should be sought to ensure materials are laid to a high standard. Specialists should be particularly sought for areas of unusual paving or feature elements [2].

Careful detailing

- Public utilities, drainage and service covers should be sensitively integrated [3]. Careful detailing will ensure the quality of the groundplane is maintained and enhanced by functional elements [4]. New utilities should be placed within shared trenches with adequate access points in a regular arrangement along the street. This will ensure that maintenance operations are kept to restricted locations to minimise the impact of digging on street surfaces;
- Consideration should be given to facilities for public spaces. Utilities such as power and water should be sensitively integrated into the public realm to ensure a clear, uncluttered ground plane when events are absent [5];
- Junctions between materials should be carefully considered to avoid awkward junctions, cuts and transitions;

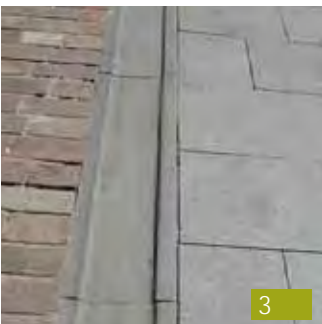
- Road markings are obtrusive, particularly in historic areas and zones of pedestrian priority. If necessary, road markings and delineation should be sensitively integrated into the paving design by a material change [6] or through metal floor studs/details [7].



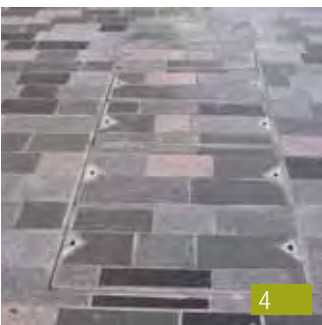
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ACCESSIBILITY

Access for all



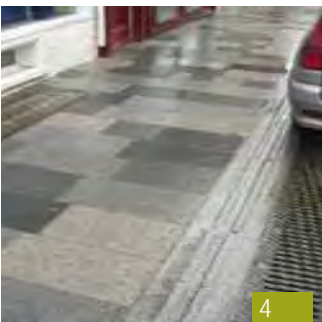
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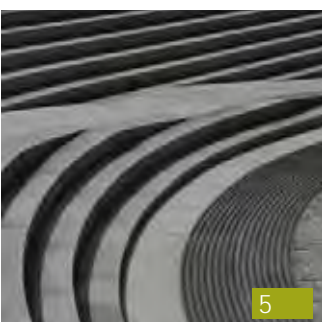
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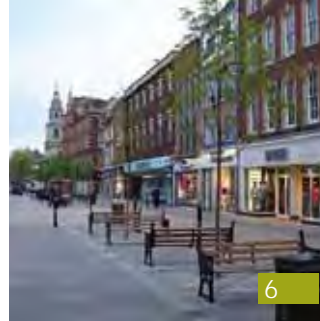
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Under the Disability Discrimination Act (DDA) 2005, the Local Authority has a statutory duty to provide a public realm that is accessible to all users. Creating an inclusive public realm enables everyone to participate equally, confidently and independently in everyday activities. Meeting the access needs of wheelchair users, the less mobile, parents with prams and the visually impaired should be at the forefront of design decisions [1].

Designing for special needs should not have a negative impact on the quality of the public realm. Level changes and hazard warnings should be sensitively and thoughtfully incorporated into the street.

In general, the public realm should seek to:

- Define hazardous elements (roads, crossings, level changes, etc) through sensitive, design led interventions. E.g. high quality tactile paving [2], contrasting material textures, colours and sizes [3];
- In areas of pedestrian dominated level surface, a 'safety zone' of 2m minimum width should be provided to the building facades [4];
- Provide building entrances at grade where possible;
- Where necessary, level changes to building entrances should be accommodated within the building envelope to limit intrusion into the street;
- Ramps and steps should be carefully designed to create attractive additions to the public realm [5];
- Reduce the amount of street clutter and number of potential hazards along the street by placing street furniture in an orderly manner;
- Provide signage and street furniture that is accessible and useable for everyone.



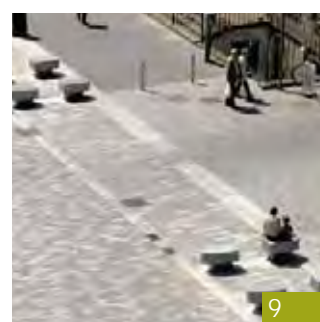
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Reducing Street Clutter

Reducing street clutter is key to creating high quality, legible and accessible public realm. Whilst street furniture is an invaluable element of the streetscene, it must be thoughtfully designed and placed. Streets and spaces filled with excessive, inefficient, ill designed street furniture create difficult and unpleasant environments, particularly for those with mobility or visual impairment. Street furniture should:

- add to the character and function of the place, not hinder movement or make spaces too inflexible [6];
- be aligned in a defined zone along the street to minimise visual and physical barriers to movement and legibility [7];
- be multi-functional where possible, e.g. light columns with integrated bins, banners and signage [8];
- bollards and guard railings should be used sparingly. Other street furniture should perform this role, demarking vehicular routes and protecting footways, e.g. cycle stands and street trees used as alternatives to bollards [9];
- allow for flexibility. Temporary, movable elements should be considered in areas where adaptability for temporary events is required, e.g. street trees in moveable planters [10].

STREET FURNITURE



1

Street furniture and City identity

Street Furniture is a key element of the public realm and plays an important role in the creation of legible cities. A co-ordinated suite of street furniture is a key means to establish a City's unique 'brand' or identity.

Street furniture which includes; seats, litter bins, bollards, railings, cycle stands, tree grilles, kiosks & pavilions, signage and lighting should:

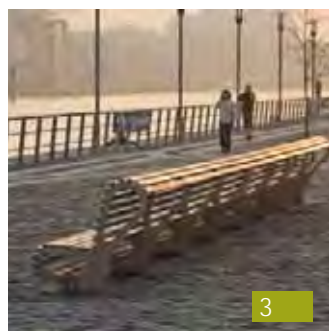
- be part of a co-ordinated 'furniture family', a collection of urban elements that are designed in similar materials and style that complement the hard landscape materials and colour palette [1];
- be developed as part of a citywide branding strategy and include co-ordinated signage and lighting [2];
- be simple, elegant and robust and be inclusive in design;
- be of a contemporary style that is appropriate to both the Historic Core and new City quarters [3];
- be of a design that is easy to maintain and unlikely to date in the near future.

Consideration must be given to the suitability of the materials, design and construction of street furniture with respect to their resistance to damage and vandalism and the ease with which they may be repaired and maintained.

In addition, the location and orientation of street furniture should preserve surveillance opportunities and prevent the concealment of items.



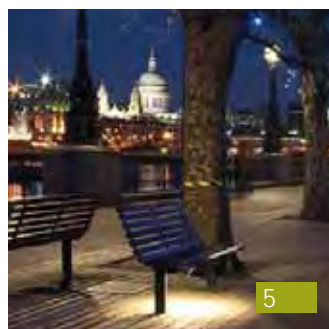
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Street Furniture Suite

Placing a single type of bench or light column everywhere can have a negative effect, making places bland and uninspiring. The co-ordinated street furniture suite should therefore provide a range of benches, lights, tree grilles, etc. that allow for the interpretation of local character and public realm hierarchy. Street furniture should be selected based on:

- the public realm hierarchy (level of significance and investment);
- the local area character (level of intervention).

Sourcing Street Furniture

Street furniture can be procured in a number of ways and this has both cost and aesthetic implications. The street furniture suite must be applicable to all areas of the city, from the City square to the residential street. How street furniture is procured will be determined by the public realm hierarchy (page 91). A standard street furniture quality should be embellished, with investment focused in the City Heart and Primary Streets.

City Heart

In locations where a strong identity is required there are opportunities to develop a detailed brief for a street furniture competition to create bespoke, public art inspired elements. These may introduce new materials and ideas but should make reference to the standard co-ordinated furniture family materials and style [4];

City Heart & Primary Streets

The prime streets in the City core offer the opportunity to develop a unique, exclusive suite of street items, individually designed for the City. These may be based on the standard off the peg catalogue items but embellished specifically for the place. In these areas, lighting of street furniture should be explored [5].

Remaining streets






















In the remaining streets catalogue sourced off the peg units should be used to minimise cost and ease maintenance demands.

Street furniture character

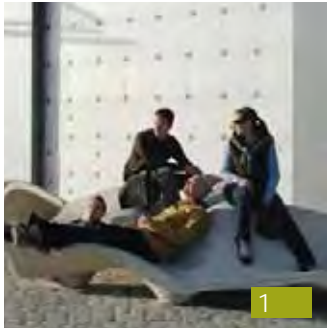
Street furniture will help to define subtle character areas informed by the Levels of Intervention.

A standard materials palette of stone, timber and metal in a contemporary style will be interpreted differently depending on the level of intervention:

- Simple, monolithic stone elements with timber detailing in the **Conservation** areas;
- Elegant timber, metal and stone elements in areas of **Repair and Recovery**;
- Simple designs in modern materials, reconstituted stone and metal, in areas of **Reinvention and Reconfiguration**;
- Embellishments to these standards in the City Heart to add richness to the key City streets and squares.

CONSERVATION	<ul style="list-style-type: none"> • Simple, classic, unobtrusive design; • Monolithic stone; • Robust natural timber; • Painted metal / brushed steel. 	    
REPAIR & RECOVERY	<ul style="list-style-type: none"> • Elegant, chic, contemporary design; • Stained timber; • Smaller stone elements; • Brushed steel/painted metal. 	     
REINVENTION & RECONFIGURATION	<ul style="list-style-type: none"> • Simple modern, minimalistic design; * Stained timber; • Brushed steel/painted metal; • Reconstituted stone. 	    
CITY HEART	<ul style="list-style-type: none"> • Custom additions to key public spaces; • Materials make reference to the standard street furniture suite with embellishments and additions; • In conjunction with public art and lighting. 	    

SEATING



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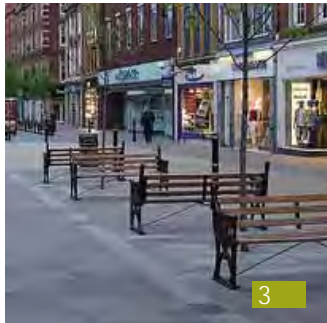
Seating: Comfort & configuration

Seating is an important part of the public realm, offering places for rest and recuperation in our busy City Centres.

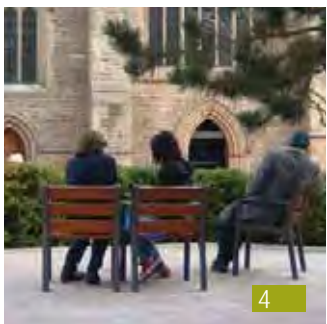
- Seating should be comfortable and accessible for all users. Consideration should be given to the materials, seat height, water run off as well as location and micro climate to ensure seating is comfortable and therefore well used [1];
- Seating should be arranged in clusters, overlooking activities and orientated towards key views [2];
- Seating should be most plentiful in the City Heart streets and spaces and well placed along Primary Streets to create the most pleasant sitting environments;



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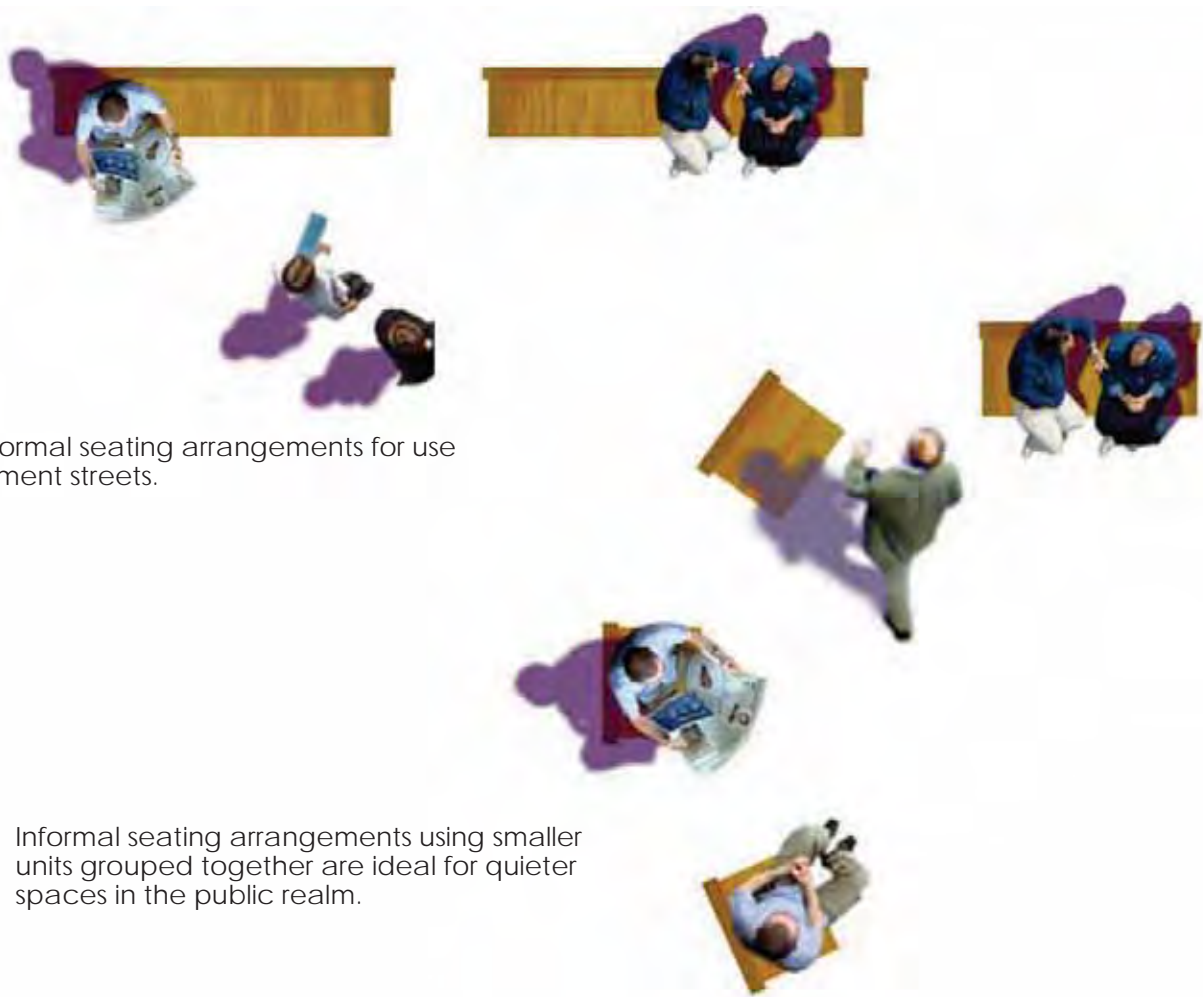
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- A variety of seating configurations can be employed in Carlisle. General rules for application of the seating configurations relate to the formality of the street or space. Formal, linear arrangements of seating will be used along the Primary Streets and High Street, where movement is the primary activity [3]. The key public spaces should use a combination of seating types and layouts with seating concentrated around areas of activity and interest. More informal groupings of smaller seating units can work well in these areas [4].
- Seating should be suitably robust. Arm rests and skate guards or integrated design features should be used to protect benches from damage [5];
- Opportunities to incorporate public art into seating in the City Heart should be explored. Bespoke designs created by local artists and craftspeople can enrich the seating experience.

Example of formal seating arrangements for use along movement streets.



Informal seating arrangements using smaller units grouped together are ideal for quieter spaces in the public realm.

BOLLARDS, RAILINGS & BARRIERS



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Bollards

Bollards, railings and barriers determine and limit vehicle access and protect footways from vehicle overrun.

- Bollards should only be used only where necessary as they add to street 'clutter' and can be an impediment to partially sighted people;
- Alternative methods to restrict access should be explored such as tree planting, strategically placed furniture [1] or innovative groundplane solutions [2];
- Integrated lighting may offer opportunities for alternative lighting to pavements, where bollards are necessary;
- Manual or automatic drop down bollards to be used where emergency or service vehicle access is required;
- Where bollards are required a simple design approach should be pursued. Two options should be considered for the bollards across Carlisle City Centre:
 - Stone monolith, which may also function as occasional seating, in the Historic Core and areas where visual obtrusion is most sensitive [3];
 - A simple tubular section brushed stainless steel or powder coated steel bollard [4] with optional additions, such as timber posts or integrated signage or lighting [5].



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Barriers

- Wherever possible the use of barriers and pedestrian guardrails should be limited by good urban design with street layouts that are designed to encourage safe vehicular speeds [6];
- Use of barriers will sometimes be necessary when there is a level change or busy traffic scenarios. In these instances a high quality guardrail designed to complement the furniture suite should be used [7];
- Materials for the barrier should be either brushed stainless steel or powder coated steel (in a standard colour);
- Vehicle security barriers should be of a specification in line with British Standard PAS 68:2007.

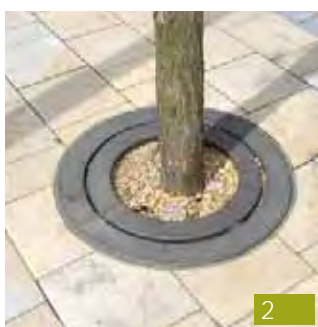
LITTER BINS, TREE GRILLES & CYCLE PARKING



Litter Bins

Litter bins should be plentiful and conveniently located close to seating, events areas and busy pedestrian routes.

- Litter bins should meet the requirements of Carlisle City Council's waste management department if they are within adopted highway;
- Bins should be sensitively integrated, of attractive design and form part of the furniture family [1].



Tree Grilles

Tree grilles should be used in hard urban areas, particularly in locations with high pedestrian flows. Tree grilles help to protect the tree and allow for easier foot and wheelchair traffic at its base. They also contribute to the street furniture palette and offer opportunities for embellishment of the footway. Tree grilles should:

- form part of the street furniture family and have aesthetic qualities that are in keeping with the high quality materials and design form of other street furnishings [2];
- be of a limited number of designs to ensure a legible groundplane in the City Centre;
- be easy to maintain and not trap litter;
- protect the roots and base of the tree, whilst allowing adequate aeration and water ingress to promote healthy growth.

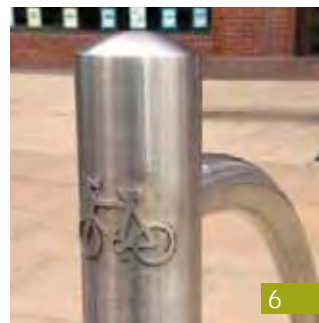


Existing Mature Trees

Surface treatments at the base of existing mature trees should be enhanced. Porous bound gravel infill to tree pits, defined edging and retrofit tree grilles will improve the quality and safety of the street environment [3].

Feature Tree Grilles

There are opportunities to integrate bespoke, public art inspired tree grilles in the City Heart streets and spaces [4]. These may incorporate signage and wayfinding elements or feature lighting [5].



Cycle Parking

Cycling in Carlisle City Centre should be promoted through clear, safe, attractive cycling routes and ample, well placed, quality cycle facilities to increase provision in some locations [6].

Short Term Public Cycle Parking

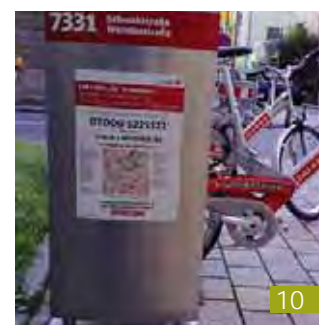
Short term cycle parking should be provided in convenient locations throughout Carlisle City Centre. Secure cycle stands:

- should be located with care to provide convenience for cyclists without obstructing pedestrian movements;
- should be placed at entrances to the pedestrianised City Heart or other arrival points;
- should be located where they benefit from passive surveillance [7];
- should be grouped together and used where possible as bollards to reduce street clutter [8];
- should be fabricated from hard wearing stainless steel to provide a robust and durable stand resistant from scratches;
- should be consistent with the furniture family in terms of design, materials and finish.



Long term public cycle parking

Cycle lockers and shelters are recommended for long term parking and security [9]. These should generally not be located within the streetscape and should be provided within development blocks or at key facilities such as the Cycle Centre and rent-a-bike point at Court Square [1].



PAVILIONS, KIOSKS & STRUCTURES



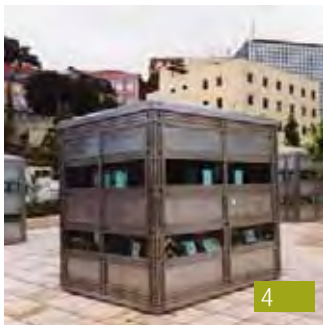
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Pavilions, kiosks & structures

Pavilions, kiosks and special structures can add drama, activity and interest to the City's streets and spaces, reinforcing local identity and providing local landmarks. They can provide shelter and shade and become hubs for activity. Structures in the public realm may include:

- kiosks [1];
- public transport shelters [2];
- small architectural commissions - cafes, information pods, market stalls [3];
- arcades;
- covered walkways;
- colonnades and cantilevered canopies to building entrances and frontages.

Any small buildings or structures:

- should be sited along busy pedestrian routes or in key public spaces in the City Heart and Primary Streets;
- should enhance and complement townscape character;
- should be of the highest quality design and materials. Opportunities to commission competition led pieces as part of the public arts strategy should be explored;
- should be designed to enhance the environment when closed [4] and after dark [5]. Lit structures can provide exciting evening environments and improve the perception of safety in the City Centre.

The design, construction, location and orientation of buildings and structures should ensure that:

- surveillance opportunities are preserved;
- the structure is reasonably secure when not in use;
- they prevent the concealment of items;
- they are sufficiently resistant to damage and vandalism.



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Climate & shelter

Many outdoor activities can be made more pleasurable by reducing the impact of wind, rain, heat or cold. Window shopping, waiting for public transport, gathering outside places of leisure or entertainment and waiting or using services such as cash machines and information points can be made more comfortable by providing canopies and shelter from the elements. The recent smoking ban has seen an increased need for shelters, particularly to leisure premises [6].

- Streets and spaces should be designed to make the most of good climatic conditions. For example, south facing aspects, and sheltered spots;
- Shelters should be provided in exposed locations and where activity is concentrated, e.g. shopping streets and public transport hubs [7].

CCTV

Where design and natural surveillance is not enough to tackle crime and disorder, CCTV may be the most appropriate response. The positioning of new cameras or the creation of new public realm should ensure that:

- visibility is maintained (i.e. trees, street furniture and structures should avoid blocking sight lines with clutter minimised);
- lighting is well designed and well sited. White light should be used where possible to highlight true colours which will aid recognition and identification by CCTV surveillance;
- CCTV is sensitively integrated into the street design;
- resources are in place to maintain the CCTV system, including staff to monitor and respond to the pictures, in future years;
- CCTV is part of a wider package of crime prevention measures.

Designer's and developer's should consult with the Local Authority, local crime prevention officer and town centre manager to ensure a holistic approach to crime and safety. Refer to Secured by Design for additional guidance.

SOFT LANDSCAPE & SUSTAINABLE URBAN DRAINAGE



1

Introduction

Trees and plants are critical to creating a liveable, cleaner, greener City [1]. They provide many benefits; improving micro-climates and air quality, increasing biodiversity, as well as enhancing the visual and amenity value of our urban environments and promoting a sense of ownership and civic pride [2].

Trees

Street trees are important design tools for the public realm. They can be used to soften and screen undesirable features, give built form human scale [3], provide important points of interest, frame views and reinforce the form and structure of streets and spaces [4]. In addition, they can minimise the need for bollards and street clutter, be used to calm traffic, reinforce the street hierarchy and assist wayfinding [5].

Trees in Carlisle City Centre should:

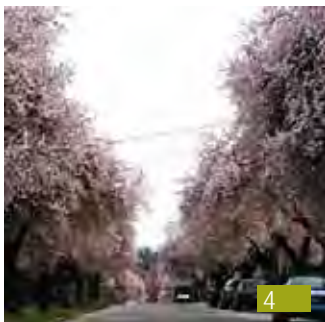
- be carefully considered and strategically placed to ensure that they contribute to the character and function of the space;
- not obscure lighting, signs or important views and buildings;
- only be placed where there is sufficient footway width;
- be planted as extra heavy standard as a minimum and carefully detailed in their application;
- be selected from a limited specimen selection of low maintenance, hardy, drought and pollution tolerant species;
- have a 2m clear stem to prevent vandalism and preserve natural surveillance, vehicular and CCTV sight lines.



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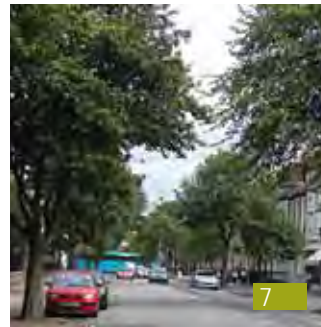
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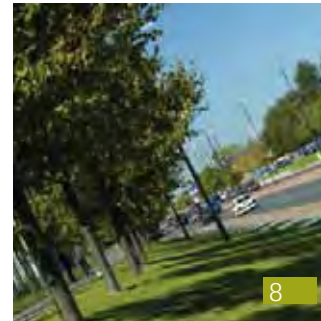
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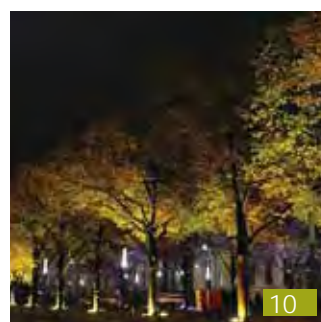
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Implementation and maintenance

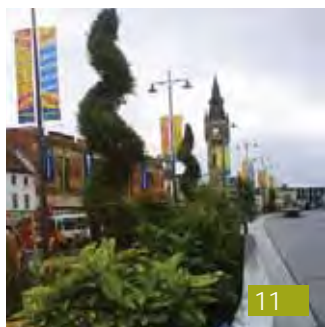
- Tree pits should be of a sufficient size to support trees in their maturity and have adequate watering facilities, root protection and drainage;
- Tree grilles should be used in busy areas to protect the tree, reinforce its stature and allow accessible foot and wheelchair traffic [6];
- Future maintenance should be considered from the outset;
- Care should be taken to avoid disturbance of public utilities. Root control should be investigated where this may be an issue.

Tree boulevards and avenues

- Existing tree avenues in the Eastern Approaches character area should be protected and enhanced [7]. Particular attention should be paid to improving tree base surrounds, protecting trees during public realm works and replacing trees where gaps exist;
- New tree boulevard planting should be promoted along key approaches and distributor roads to soften vehicle dominated environments, ameliorate pollution, enhance the sense of arrival and journey and connection between the City and its rivers, parks and countryside [8].

Specimen trees in the public squares

- Many of the existing specimen trees in the City Heart are short lived species and coming to end of their natural lives. It is proposed that the majority of these are removed and replaced with specimens of a form, scale and aesthetic that is better suited to the urban situation [9];
- Trees in planters may be appropriate in areas where flexibility is key. Moveable planters should be well designed and capable of sustaining healthy growth and trees at maturity;
- Uplighting and pea lights to significant trees should be considered as part of the City's lighting strategy [10].



11

Ornamental Planting & Manicured Soft Landscape

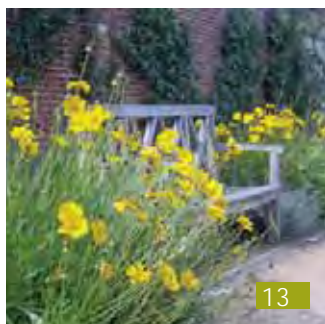
Ornamental planting; shrubs, groundcover and perennials and manicured lawns help create attractive, memorable places [11]. Seasonal planting displays create dynamic environments and managed lawns and gardens offer opportunities to relax and recuperate in the busy city [12].

Ornamental planting and manicured soft landscape should:

- be limited to the key public spaces in the City Heart to ensure viable long-term maintenance and funding;
- be particularly encouraged in the Cathedral Precinct where traditional walled gardens and greenspace are characteristic and a more contemplative environment is appropriate [13].



12



13

Floral Displays

The controlled use of soft landscape elements such as bedding displays and hanging baskets can add seasonal colour and promote a sense of ownership and civic pride.

- Temporary floral displays should be limited to the modern City Heart, along the key pedestrian routes of English Street and Scotch Street;
- Hanging baskets and planters should not impact upon the integrity of the Historic Core and are not appropriate in areas of Conservation and Reinvention and Reconfiguration, where they will detract from the character of these areas;
- Light columns which allow for temporary integration of hanging baskets, will ensure displays do not have a negative visual impact when absent [14];
- Bedding display planters should not be promoted. Seasonal planting should be integrated into larger areas of ornamental planting to ensure the greatest impact



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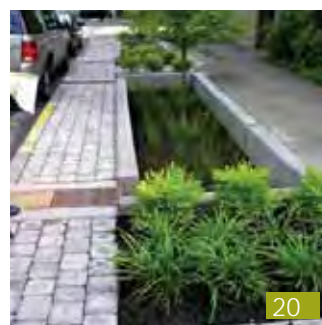
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Sustainable Urban Drainage

Urban development and vast areas of impervious surfaces in our City Centres has reduced the opportunity for water to drain naturally through the ground. During heavy rainfall storms, water is discharged directly into local watercourses, putting huge pressures on drainage systems, exacerbating flooding and polluting watercourses.

Landscaped planters and swales [16], permeable paving [17] and greenroofs all help to attenuate stormwater run-off, filter out pollutants, and slow and reduce the dissipation of stormwater into rivers and streams. SUDs systems also positively contribute to street character, improving visual amenity and biodiversity [18].

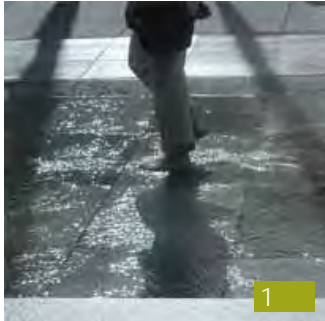
Carlisle has a history of flooding and therefore reducing the impact of stormwater on the system is an essential method of reducing flood risk in the City.

In addition, improving water quality and reducing surface water run-off into the local river system will help to protect the Rivers Caldew and Eden which are of significant conservation value, in line with the Water Framework Directive.

Sustainable Urban Drainage Systems (SUDS):

- should be a fundamental element of new development in Carlisle and should be positively integrated in areas of Reinvention and Reconfiguration [19];
- should be retrofit to existing streets, where possible and appropriate [20].

WATER



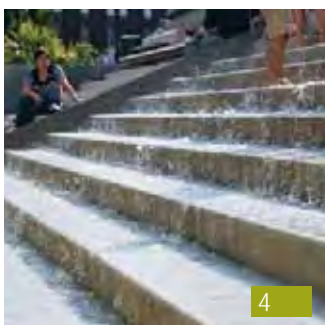
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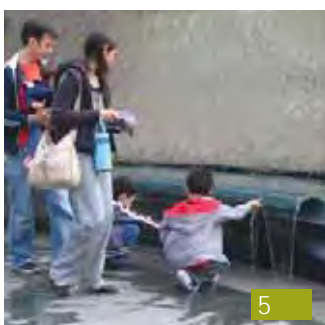
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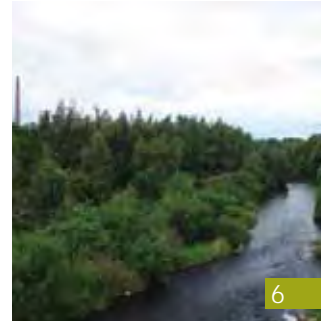
Water Features

Water should be incorporated into the design of key public spaces to create visual interest and delight. Water features are an important tool for creating memorable places, their sound and movement qualities providing interactive environments that can soothe and invigorate [1].

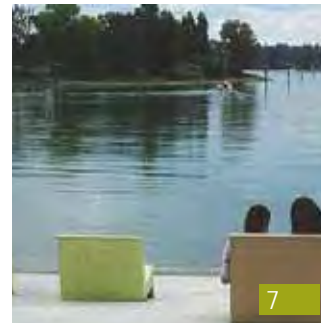
- Water should be introduced into streets and spaces in a form which is appropriate to the individual setting;
- Careful consideration must be given to its siting, form and micro climate as well as its long term maintenance to ensure longevity;
- Water elements are expensive items and should therefore be focused in the principal spaces in the City Heart;
- Water features should be well designed and crafted, constructed of robust, high quality materials and incorporated carefully into the overall street or space layout;
- The design of water elements must take into account the long term supply of water and where possible minimise water volumes;
- Opportunities to include public art and lighting into water installations should be explored through an integrated approach to animating the public realm;
- A diversity of water experience will create a fun, attractive City Centre and encourage play and interaction with the urban environment [2]. Water should be used to enhance the City's Play Trail, with particular emphasis on its termination at Market Square.

Water elements may include:

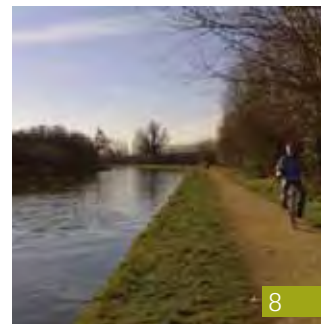
- Channels;
- Fountains & jets [3];
- Pools;
- Water steps [4];
- Waterfalls;
- Special features - public art [5].



6



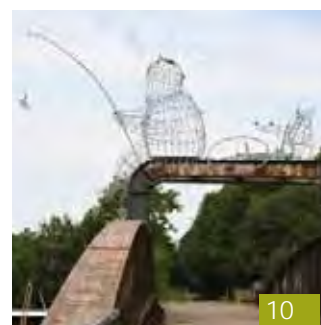
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Natural water environments

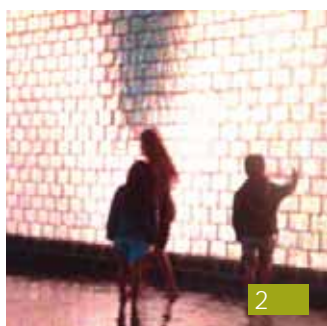
Carlisle is fortunate to be located close to two beautiful natural riverscapes. The River Eden Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) which includes the River Caldew [6] are a significant asset for the city. The public realm in these areas should aim to enhance and promote the waterside as a place for recreation and relaxation [7].

- Make the most of the City's green corridors and natural assets. Improve cycle and pedestrian routes and associated signage and lighting [8];
- New development located close to the River Caldew should make the most of its riverside location. New public realm should promote views and routes to the riverside and encourage recreation along the river [9];
- New interventions should ensure habitats and biodiversity is protected. Any impact upon the natural water environment may require a Habitats Regulations Assessment. Public realm should seek to enhance the natural environment whilst improving access;
- Opportunities to sensitively integrate flood defences through public art and public realm to ensure the city's connection with the river is promoted [10];
- Any new lighting must be sensitively installed and avoid the lighting of the actual river corridor to protect important species from disruption.

PLAY



1



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Play in the City

Young people, with little money to spend and limited means of travel depend on our City's free public realm. The City's streets and spaces offer opportunities for play, informal recreation, socialising and moving from place to place. However, in many cities children and young people are excluded from public spaces. Attractive activities are often designed out and groups of youngsters are seen as nuisances and moved on [1].

A welcoming public realm gives young people positive experiences and makes them feel valued citizens [2]. Engaging them in the formal consultation process creates a sense of ownership, helping to protect spaces from vandalism and neglect. Stimulating environments and diverse activities bring vibrancy to the City Centre. They promote health, aid education and development and facilitate social inclusion of the City's young population.

Play in the public realm

Play should not just be confined to designated parks and playgrounds, it should be an integral part of the built environment.

"Play means what children and young people do when they follow their own ideas and interest, in their own way and for their own reasons."

'Getting Serious About Play', Department for Culture, Media and Sport 2004

Play does not have to be confined to a piece of play equipment. Play should be part of the every day experience, a part of the Cityscape [3]. Play can be facilitated through interaction with stimulating surroundings; public art, lighting, water, soft landscape, performance, events and street activities [4].

Carlisle's public realm should provide stimulating 'playable space' with risk managed but not eliminated [5].



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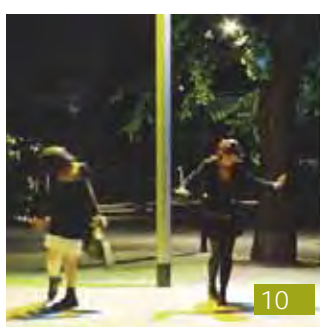
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City Play Trail

Carlisle City Council Children's Play Project 'Play for today, Play for tomorrow' is a BIG Lottery funded scheme that aims to deliver a new out reach play service for children and young people in the City.

Developed in consultation with local children and young people, the City Play Trail aims to bring young people back into the City Centre and create a stimulating public realm. The project proposes a series of interventions along the children's most used and preferred City route from the Skatepark to the City Centre [6]. A variety of play elements and public art will create an interactive play trail terminating at the new Market Square.

The design of the City's new public realm should aim to integrate interactive elements along this route and develop public art, lighting, water and signage with play in mind.

Key elements

Bitt's Park and Carlisle Castle

Designated play equipment and youth shelters should be restricted to this area, which are in keeping with the park function [7].

West Tower Street

West Tower Street should be made a safer walking environment through wider, enhanced footways, reduced traffic speeds and improvements to the Castleway underpass [8].

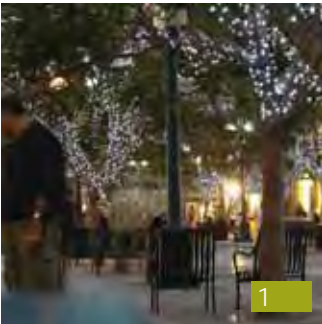
Scotch Street

Smaller interventions and temporary installations should be integrated along Scotch Street.

Rickergate Square & Market Square

Iconic play spaces should be created at these high profile locations to challenge expectations of where play can take place [9]. Innovative designs integrating water, lighting, sound, performance and public art should be explored [10].

LIGHTING



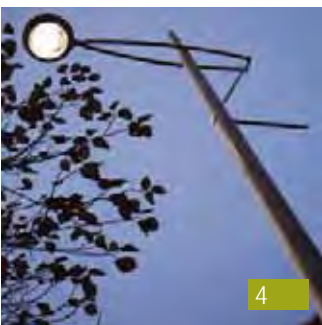
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Introduction

The social uses of our city centres has developed dramatically over the last few decades. With the extension of the night-time economy and the 24 hour city urban centres have been transformed into vibrant living and leisure spaces after dark [1].

Large areas of towns and cities have been pedestrianised and traditional indoor activities, such as socialising, dining and entertainment, have moved partially outdoors [2]. At the same time, lighting has become a major feature in the competition between towns and cities for both visitors and public funding – and is now a powerful tool in creating a distinctive urban identity [3].

Good quality lighting not only allows the appreciation of skin tones, facial expression, colours and the surrounding urban fabric it can have strong benefits for wayfinding, city micro and macro identification, public safety and building security [4]. Better quality lighting is also proven to encourage more pedestrians onto the streets, which in turn leads to greater ‘informal surveillance’ of antisocial behaviour and less opportunity for crime [5].

Landscape Lighting

The first question people ask regarding exterior lighting is “why light at all?”. Excluding street lighting, most unplanned exterior lighting installations appear as a decorative indulgence which consume valuable energy resources and result in potential glare and light pollution.

By contrast, good exterior lighting can play a positive role in the way people feel about their environment; it can reveal and enhance our buildings aesthetically [6], improve our sense of local identity [7], safety and civic pride [8] and make people more willing to use the streets, squares and parks after dark [9]. Used correctly exterior lighting can thus boost an area's night-time use and commercial viability. For all these reasons it is generally accepted that effective, varied lighting of buildings and townscapes, both public and private, is a sound investment, that well justifies the relatively small capital and energy costs involved.



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Aspirational Lighting

Although the City has different character areas (or Levels of Intervention), the overall design intent should be to light the City Centre in a holistic way to create a coherent evening environment. The lighting suite should complement both the historic and modern environment and be of a style and material that makes reference to the over arching furniture family;






The lighting suite should in summary include:

- Wall mounted lighting, predominantly in the City Heart and Historic Core to minimise street clutter;
- Column mounted lighting, along key streets to provide a sense of prominence and legibility;
- Feature lighting, concentrated in the City Heart and primary streets and spaces;
- Gateway lighting, to mark arrival and the sense of approach;
- Seasonal and temporary lighting in line with the Public Art Strategy;
- Lighting of key buildings and structures. Including Court Square and the Citadel, Carlisle Cathedral and Carlisle Castle [10].

The size and type of light fitting will be determined by the street and space function, as indicated by the street hierarchy plan on page 59.

Additional interventions and alterations to standard elements will be encouraged in the key streets and spaces to reinforce their importance and unique identities. Areas should be given levels of illumination in accordance with their importance, making reference to the public realm hierarchy on page 91. This will prevent the site from becoming uniformly floodlit and give the spaces a more intimate feel.

Lighting examples shown opposite are aspirational examples only, demonstrating intent rather than a defined street lighting suite.

<p>CITY HEART</p> <p>1</p>	<ul style="list-style-type: none"> • High performance, timeless appearance • Highest quality luminaire; • White light in a warm colour temperature; • Predominantly pedestrian use; • 6-8m column mounted with decorative element and area light distribution optic; • Wall mounted fittings; • Special feature lighting to buildings, trees, water elements, street furnishings, public monuments and public art; • Potential bespoke light columns; * Opportunity to integrate seasonal and temporary lighting displays. 	
<p>PRIMARY STREETS</p> <p>2</p>	<ul style="list-style-type: none"> • High performance, timeless appearance; • Mid tier luminaire category; • White light in a cool colour temperature; • Mixed use – vehicle & pedestrian; • 10m column mounted for vehicle bus routes • 6m column mounted for pedestrian; • Special feature lighting to street furnishings, trees and public art. 	
<p>SECONDARY STREETS</p> <p>3</p>	<ul style="list-style-type: none"> • White light in a cool colour temperature; • Mid tier luminaire category; • Mixed use – vehicle & pedestrian; • 10m column mounted for vehicle bus routes • Mixed use at 8m height; • Pedestrian use at 6m height; • City approaches to have distinctive light columns. 	
<p>DISTRIBUTOR & RING ROAD</p> <p>4</p>	<ul style="list-style-type: none"> • Functional quality fittings; • White light in a cool colour temperature; • Predominantly vehicular usage; • 10m column mounted • City approaches to have distinctive light columns; • Feature lighting to pedestrian underpasses and gateways. 	
<p>RESIDENTIAL STREETS</p> <p>5</p>	<ul style="list-style-type: none"> • Functional quality fittings; • White light in a cool colour temperature; • Mixed use – vehicle & pedestrian; • Pedestrian through-ways and parks to have pedestrian-focused lighting; • 10m column mounted. 	

SIGNAGE



1

Introduction

An urban signage strategy is fundamental to improving people's understanding and experience of the City. A clear suite of carefully co-ordinated signage will give visitors the confidence to explore Carlisle [1].

Signage Suite Principles



2

A unique signage family should be developed for Carlisle City Centre. This should be designed in conjunction with the City's street furniture palette to create a coordinated suite of urban elements that have visual continuity. In summary:

Establish a 'brand' or identity

- Signage materials and design style should make reference to the City's co-ordinated street furniture family [2];
- Street signs should use a common, recognisable language and 'brand' developed uniquely for the City. This should include standard typeface, colours, icons, pictograms, mapping system, naming hierarchy and product design [3].



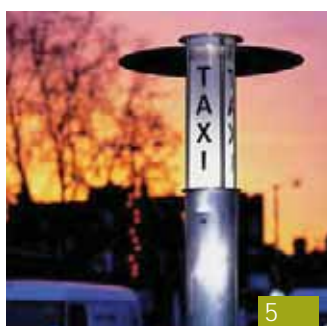
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Good design

- Signage should enhance rather than detract from the street environment. Signs should be carefully designed and located to minimise visual and physical obstruction. This is particularly true for vehicular signs which should be carefully and sensitively integrated. Traffic signs should be incorporated into existing light columns, walls, buildings and bollards to reduce street clutter [4];
- Signage must be sustainable, easy to maintain and adaptable in the long term, e.g. signs should enable permanent (street maps, fingerposts) and temporary (event lists, timetables) information displays;
- Lighting signage is important for promoting night time usage of the City Centre. Integrated lighting can add a different dimension to street signs after dark [5];
- A clear funding and maintenance contract to ensure regular cleaning and updating of the system is imperative to the long-term success of the signage strategy.



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Understood by everyone

- Signs should be clear, concise, easily understood and contain accurate, quality information;
- Consideration should be given to the needs of all the community [6]. Consider text size, alternative signing systems (e.g. Braille, pictograms for foreign visitors).

Well Located

- Visitor signage should be located at important pedestrian nodes, at key arrival points (car parks and public transport hubs) and destinations (City squares). Court Square is the major arrival point for visitors to Carlisle and a focus for public transport. Orientation and visitor information should therefore be a key focus of this space [7].



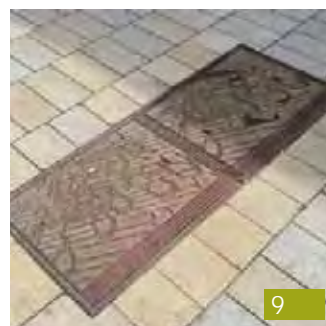
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Enhance City heritage and local character

- Historic street nameplates should be retained and enhanced. Modern additions should be replaced with high quality, reproduction nameplates based on the existing simple font and style. Nameplates should be wall mounted as standard to discourage vandalism and maintained to ensure clarity [8];
- The existing Heritage Trail should be enhanced through interpretative materials, public art and alternative signage systems;
- Feature signage can help create a sense of local distinctiveness and identity [9].



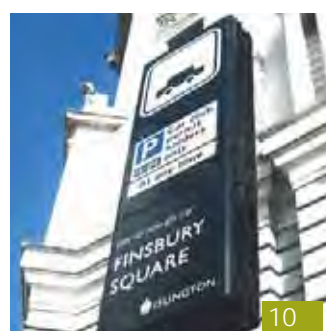
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An integrated system

- Integrate all transport mediums. Make the interfaces simple, convenient and co-ordinated to give confidence to the traveller [10];
- Explore direct access electronic information systems for public transport. This could include interactive bus timetables, individual journey planning, and links with real time rail information.



10

Signage and Public Art

- Public art may inform signage to create a rich public realm. Public art intervention may be particularly appropriate for feature signage and alternative signing in association with the Heritage Trail and City Play Trail.

Welcome, orientation, direction and information

Carlisle's urban signage suite should provide a range of directional and informational material. A standard set of signage should be used throughout the public realm. This should include:

- street nameplates;
- directional finger posts for cycle and pedestrian routes
- vehicular road signs;
- signs for public services – car parks, toilets, taxis, public transport facilities, parks & gardens;
- digital media – web based visitor planning;
- interpretation.

In addition, the standard signage suite should be complemented by special feature signage assigned to specific public realm areas:

Special Features		
<div>CITY HEART</div> <div>1</div> <div>PRIMARY STREETS</div> <div>2</div> <div>SECONDARY STREETS</div> <div>3</div> <div>DISTRIBUTOR & RING ROAD</div> <div>4</div> <div>RESIDENTIAL STREETS</div> <div>5</div>		
	<ul style="list-style-type: none"> • On street information kiosks; • Tourist information hub to Court Square; • Signs for public services – car parks, toilets, taxis, public transport facilities; • City maps • Feature signage;; • Interpretation materials that provide unique historical and cultural information about the city; • Interactive media, e.g. audio visual guides; • Alternative, public art based signage systems for the Heritage Trail and City 	   
	<ul style="list-style-type: none"> • Signs for public services – car parks, toilets, taxis, public transport facilities; • Bus and taxi information particularly significant to Lowther Street; • Interpretation materials - particularly to the Historic Core; • Alternative, public art based signage systems for the Heritage Trail and City Play Trail. 	  
	<ul style="list-style-type: none"> • Temporary light column mounted banners to city approaches; • Clear cycle lane signing. 	 
	<ul style="list-style-type: none"> • Clear pedestrian signage to car parks and subways; • Temporary light column mounted banners to city approaches; • Clear cycle lane signing along Bridge Street / Castleway / Georgian Way. 	 
	<ul style="list-style-type: none"> • Feature signage to greenspaces and squares. 	 

PUBLIC ART



Vision

The vision of the public art strategy for Carlisle is to create an integrated and sustainable strategy for arts and cultural commissioning in the public realm. The aim of this Street Gallery is to help facilitate and build upon the excellent work already undertaken in the city by Tullie House Arts Unit and a number of key arts agencies, studios and individual artists. The active participation of these and other stakeholders in the future commissioning programme is seen as a key for its future sustainability – i.e. through a Public Art Think-Tank or other collaborative mechanism.

Street Gallery



The key principle to the notion of the Street Gallery is to complement the planned design improvements and to try and elicit a more enhanced cultural engagement between the public realm of the city and its transient communities using it. These targeted communities include local residents and regional visitors, as well as cultural tourists drawn from much further afield.

Commissioning Approach

The over arching vision is to propose a number of pilot projects which a specialist Think-Tank and/or the Design Team can evaluate as part of a Street Gallery commissioning mechanism. It is suggested that in time, this commissioning strategy develops a two-tier approach. It could embrace a range of activities that include both 'Public Art' and something we have given the working title of 'Art in Public':

Public Art

Art forms would be drawn from a broad portfolio of the visual arts – including sculpture, craft based pieces, music/sound, new media, lighting, sound, and even web access. Commissions can be:

- Permanent, temporary or ephemeral;
- Made as place specific or brought in as pre-existing studio based work;
- Long-term or time-limited;
- Made in reference to a small commissioning group or by wider consultation with public/community.



It should be noted that highway safety is a prime consideration when considering any physical art intervention located in, on or over the highway and due care should be given to any piece that may endanger road or footway users.

Art in Public

Art in Public can include all of the above - especially if it is a piece which is not made specifically for a particular location. i.e.: not all 'public art' has to. But can also involve:

- Street theatre, performance, spectacle;
- Festivals of any art form;
- Music, dance, theatre, literature events;
- Processions and Carnivals;
- Altering a space for a period of time;
- Community based activity which embraces a place-specific and place-making ambition.





PUBLIC ART



Phasing

The simple vision is a long-term plan to sustainably grow the capacity of the city to consider the public realm as a public gallery and to use arts and culture to explore its deeper meaning,

In the first phase, this would be through a series of integrated and iconic commissioning, as the physical masterplan begins to develop into real, live projects. Artist placements would look to be established as early-on in the process, and be genuinely collaborative wherever possible.



In the second phase, it would begin to involve a much more artist and community engaged support programme. Here, arts and culture would be valued as action research to feed into future design developments. It could have potential linkage to Carlisle's 'Statement of Community Involvement'. Elements of the first phase would also merge into this second phase.



The third phase is seen as not having a specific start or end point per se, but is simply seen as the eventual establishment of arts and cultural legacy that can begin to truly sustain a rolling programme of both permanent and temporary arts and cultural initiatives as part of the Street Gallery. Elements of the first two phases would also merge into this longer term phase.



Method

Think-Tank

The formal establishment of a Street Gallery Steering Group should be established, allied to Tullie House Arts Unit and working alongside the City Council, Carlisle Regeneration, Carlisle College, University of Cumbria – as well as local artists and wider creative industries.



Funding

It is strongly recommended that a regular draw-down should be established from Percent for Art and Section 106 revenue. The Arts Council are prioritising public realm work and there is the opportunity for Carlisle to benefit from this. The 'message' this would also send out to artists regionally would be that Carlisle is a city keen to invest in artistic risk-taking and its cultural future.



Lead City Artist

Woven into the over arching concept of a Carlisle Street Gallery, should be a rolling exploratory programme of resident lead 'city artist', commissioned to work alongside the masterplanning and architectural teams.



Artist Residencies

A secondary tier of collaborative residencies should also be commissioned to specifically link into key initiatives, design team members and clients. Artists selected should be drawn from a range of backgrounds and levels of experience.



Linkages

It is suggested that immediate connections exist with projects such as the Environment Agencies flood defence inspired public art on the River Caldew; the Carlisle City Trail Project and the events and festivals strategy by DCA.

Phase One - Commissioning Opportunities

- **Iconic / Gateway commissions** – including targeted, select (and curated) micro architecture and public art commissioning to act as gateways, performance venues, market stalls, meeting places and focal points;
- **Public Forum** – including commissioning of art works to explore and encourage more public exchange and interaction;
- **Creation of multi-functional public realm** – including spaces and places designed specifically to facilitate wide-ranging cultural activity in the future;
- **Linkage facilitation** – including joint collaborations with existing arts and cultural programmes and initiatives;
- **Design Competitions** – including collaborative competitions (open access or invited) to explore art-infused architectural and engineering design briefs;
- **New Media Street Furniture and Signage** – including an interactive, sustainable and new media theme running through design strategy;
- **Art Lighting strategy** – including interactive and temporary lighting and projection;
- **Water & Lighting Themes** – including creative use of water and underwater illumination;
- **Transport & Movement** – including cultural linkage into developing transport and gateway strategies;
- **Sustainable approach to public art** - including linking into any developing green approaches;
- **Micro Art & Design** – including reduction of ‘art clutter’ through a sensitive micro approach to arts and design commissioning.

Phase Two – Arts Engagement Programmes

- **Lead Artist Residencies** – including rolling bursaries programme running parallel to all future masterplanning and design process;
- **Arts Action Research** – including supporting programme for temporary commissioning of art to explore site opportunities, as well as community desires and aspiration;
- **New Media Networks** – including use of arts-based community radio and web to inform and engage future and existing residents as community network and consultation tool;
- **Archaeology, History & Environment** – including artist placements to explore the unique historical, environmental and archaeological aspects continually being uncovered;
- **Image and Identity** – including rolling arts residency programmes, set up to work closely with design teams, planners, engineers, marketing, tourism and PR agencies to explore notions of Carlisle.

Phase Three - Arts & Cultural Legacy

- **Contemporary Festivals and Live Street Arts** – including the development of a rolling programme of curated art events and happenings as on a par with other major cities;
- **Cultural and Creative Industries** – including links made into any developing (or aspirational) cultural and creative industry programmes, networks and initiatives;
- **Educational and CPD programmes** – including arts networking, mentoring, advocacy, and training programmes set up in conjunction with stakeholders;
- **Sustainable Street Gallery Delivery Mechanisms** – including long term investigation into issues of project management, commissioning, funding, delivery, support, advocacy and maintenance.

MANAGEMENT & MAINTENANCE

Introduction

To maximise the social and economic benefits of an improved quality in both urban design and public realm it is vital to ensure that effective management and maintenance regimes for the City Centre are developed. There are various mechanisms for how this can be achieved, however the key components under which such a regime needs to develop are:

- Collaboration of all interested parties including City and County Councils, Chamber of Trade, property owners, City Centre traders, utility companies, law enforcement agencies and community groups;
- Civic pride engendering a sense of public awareness and ownership of the improved city centre environment;
- A dedicated team to oversee management and maintenance with clear leadership and accountability;
- Sustainable and adequate funding to ensure high quality management and maintenance, cleansing, staging of festivals and events and promotional activity.

Whilst not within the remit of a Supplementary Planning Document to develop this issue in any great detail, the key points that need to be tackled by such a City Centre management regime to ensure adequate and ongoing investment is attracted into the City Centre environment are:

Management

It is highly recommended that a dedicated City Centre management team and Manager, working in partnership with the City and County Councils, shopkeepers, businesses and the general public should be promoted to maintain an attractive and clean urban environment and encourage the continuing economic success and attractive appearance of streetscape projects.

Public Awareness

Litter is a problem for many City Centres particularly in pedestrian through routes, and around late night bars and clubs. A lack of pride in the urban environment can be reversed through awareness campaigns promoted in the City's schools, local press, and at public events.

Street Management

Some UK cities have introduced 'City Centre Ambassadors' to help manage the streets and help visitors find their way around. Such initiatives raise the profile and public awareness of street management. Partnership working, particularly with the local police force, community groups and businesses should be encouraged.

Design Manuals

A Management Plan with a clear focus, outlining short, medium and long term maintenance requirements should be compiled and approved prior to implementation of the works. Regular monitoring and review will ensure management policies evolve with the scheme as it matures and changes. Designers should be involved in the aftercare of streetscape projects to ensure design continuity.

Maintenance

The maintenance of the public realm is two-fold

1. The maintenance of the materials in the streets, including; reinstatement of paving surfaces, co-ordination of public utilities and maintaining a stockpile of quality paving materials.
2. The general upkeep of the environment, including; litter and refuse collection, removal of flyer postings, cleaning of the street and removal of graffiti.

It should be noted that where enhanced materials that differ from the standard palette of highways materials are used, any additional maintenance costs will need to be addressed when considering whole life scheme costs.

Cleanliness Zones

Litter jeopardises the success of projects and visually detracts from the street environment. The City Council should consider the introduction of zones, broadly in line with the materials hierarchy and use patterns, that set out the level of cleanliness to be achieved for various areas.

Impact of Cleaning Methods

The impact of cleaning methods must be considered when establishing a cleansing regime for the streets. Many materials and laying methods need time for the joints to seal and for the pavements to become more impervious. Vacuum suction and high pressure hoses should not be used in the initial months of a project's life, with operations restricted to manual sweeping.

'Streets Ahead', a publication produced by ScottishEnterprise, offers technical guidelines for quality streetscape projects.

IMPLEMENTATION

Collaboration

Successful Public Realm schemes are developed from a holistic co-ordinated approach and the establishment of strong, mutually beneficial working partnerships. Collaborative working and co-ordinated decision making from the client, design team and stakeholders ensure positive integrated working.

Strong leadership can encourage teams to work together with a partnering approach. Commitment to a quality outcome is critical and having a strong vision with aspirational aims encourages innovation and high standards.

Funding Approach

The Urban Design Guide and Public Realm Framework forms part of a suite of documents under which funding for improvements to the City Centre infrastructure is to be based upon, whether it be public or private sector investment.

Developer Contributions

This document is part of the Local Development Framework through which private developer contributions will be sought. Section 106 agreements and other emerging planning instruments are both valid ways in which private sector investment will be sought for public realm and public art projects.

Grant Funding

In addition to contributions from the private sector, opportunities to capture investment from a range of public sector agencies should be seized. These may include the County and City Councils, Northwest Development Agency, Heritage Lottery Fund including the Townscape Heritage Initiative and the Heritage Economic Regeneration Scheme as well as the new ERDF Competitiveness Programme for the North West, the Arts Council and any other appropriate bodies.

Use of Existing Public Sector Resources

Better use of existing capital and maintenance budgets administered by the Local Authority can more effectively contribute to the wider objectives. This may have as much to do with timing as it does with reallocation of expenditure (i.e, works already proposed may be reprogrammed to respect the wider aims set out in the strategy).

Phasing of the works

The Public Realm Framework sets out a series of guidelines which should ensure the effective implementation of the proposals on a project by project basis over a period of time as funds and procurement processes allow. Adherence to these guidelines is fundamental in assuring quality and consistency of approach over time.

As a general principle, when funds are limited it is preferable to carry out a reduced area of works to the highest possible standard rather than compromise on quality over a greater area.

The whole life costs of materials and products should also be considered. For example natural stone may have a high initial cost but its innate robustness and longevity coupled with its unique visual quality, can in some locations be a better long-term investment. However its use should be limited to key public spaces and streets or areas of historical strength. Elsewhere it is recommended that high quality man-made products are used.

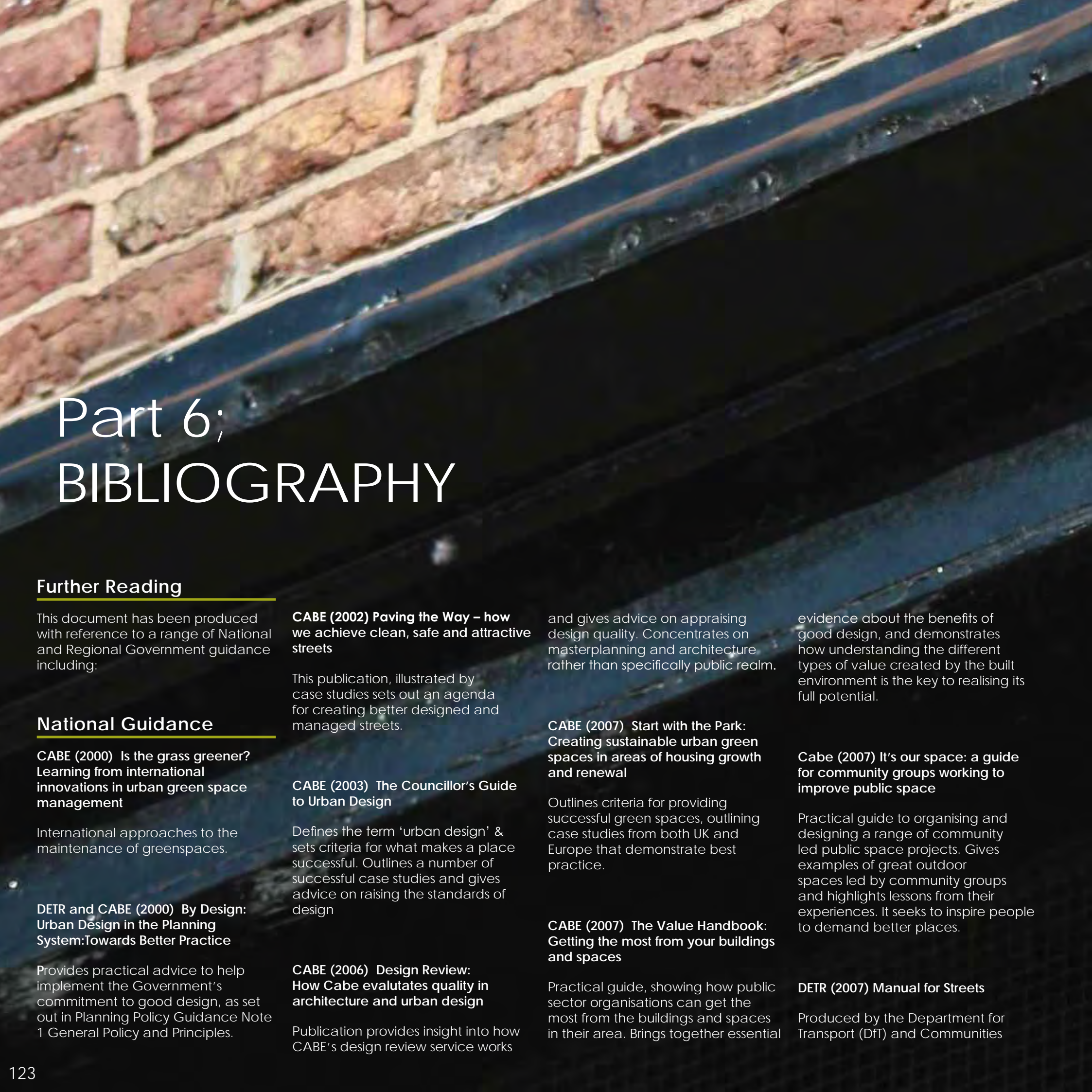
Part 5; CONCLUSIONS

Carlisle's Renaissance

The principles and guidance set out in the Urban Design Guide and Public Realm Framework will enable Carlisle City Council, as Planning Authority to positively nurture the development of the City and its public spaces. This document sets up a framework for securing public and private sector investment and seeks to challenge existing methods of working and inspire decision makers to aim high and seek the best design solutions and quality to make Carlisle one of the UK's greatest cities.

This document has been designed to be an useful, accessible tool for all parties involved in the creation of the built environment. It is envisaged its use as a guide and tool will not only assist developers, designers and members of the public but also give weight and gravitas to decision makers when considering proposals. It is a 'living' document and will **have considerable influence as the City undergoes the transformational change envisaged under the developing Carlisle Renaissance programme.**





Part 6; BIBLIOGRAPHY

Further Reading

This document has been produced with reference to a range of National and Regional Government guidance including:

National Guidance

CABE (2000) Is the grass greener? Learning from international innovations in urban green space management

International approaches to the maintenance of greenspaces.

DETR and CABE (2000) By Design: Urban Design in the Planning System: Towards Better Practice

Provides practical advice to help implement the Government's commitment to good design, as set out in Planning Policy Guidance Note 1 General Policy and Principles.

CABE (2002) Paving the Way – how we achieve clean, safe and attractive streets

This publication, illustrated by case studies sets out an agenda for creating better designed and managed streets.

CABE (2003) The Councillor's Guide to Urban Design

Defines the term 'urban design' & sets criteria for what makes a place successful. Outlines a number of successful case studies and gives advice on raising the standards of design

CABE (2006) Design Review: How Cabe evaluates quality in architecture and urban design

Publication provides insight into how CABE's design review service works

and gives advice on appraising design quality. Concentrates on masterplanning and architecture rather than specifically public realm.

CABE (2007) Start with the Park: Creating sustainable urban green spaces in areas of housing growth and renewal

Outlines criteria for providing successful green spaces, outlining case studies from both UK and Europe that demonstrate best practice.

CABE (2007) The Value Handbook: Getting the most from your buildings and spaces

Practical guide, showing how public sector organisations can get the most from the buildings and spaces in their area. Brings together essential

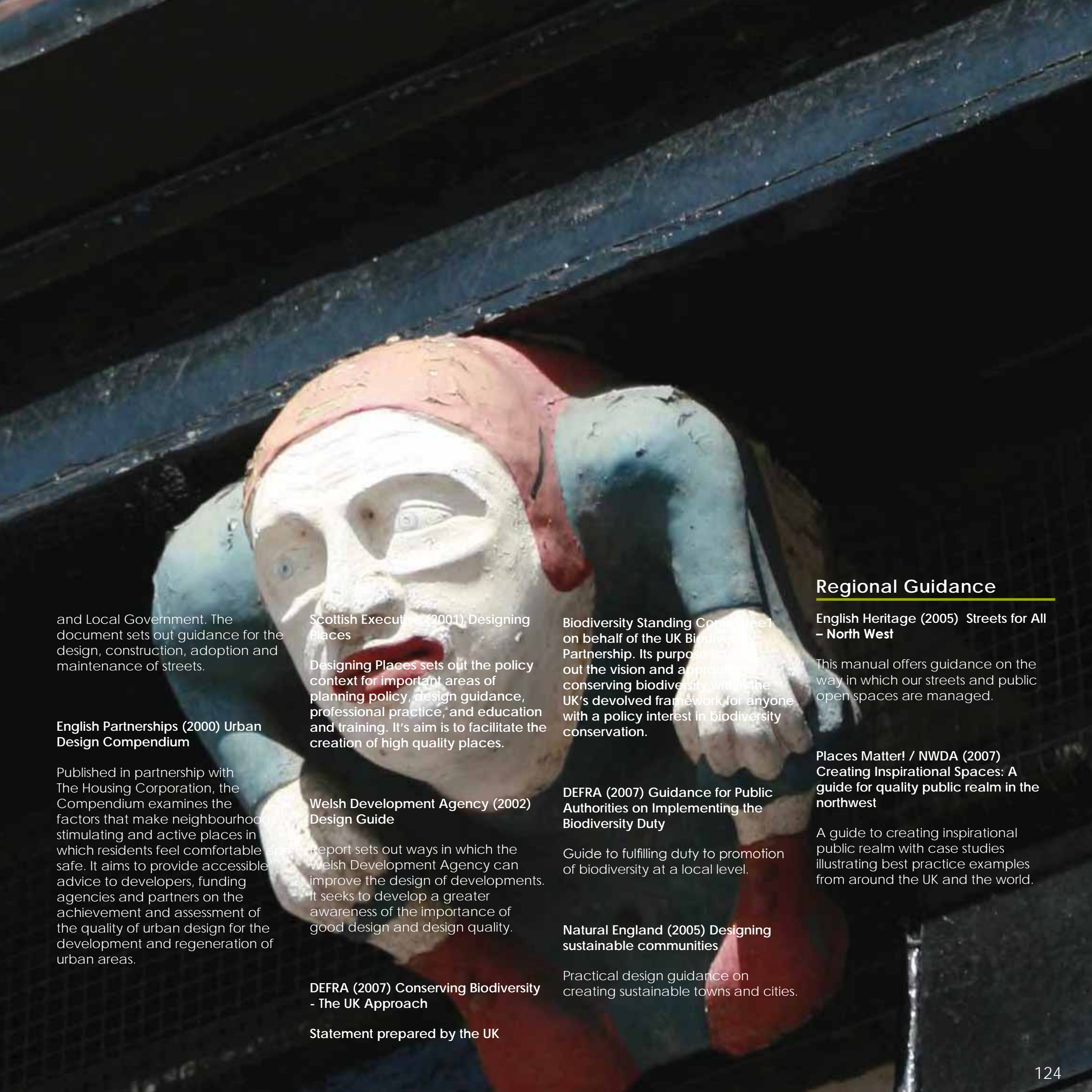
evidence about the benefits of good design, and demonstrates how understanding the different types of value created by the built environment is the key to realising its full potential.

Cabe (2007) It's our space: a guide for community groups working to improve public space

Practical guide to organising and designing a range of community led public space projects. Gives examples of great outdoor spaces led by community groups and highlights lessons from their experiences. It seeks to inspire people to demand better places.

DETR (2007) Manual for Streets

Produced by the Department for Transport (DfT) and Communities



and Local Government. The document sets out guidance for the design, construction, adoption and maintenance of streets.

English Partnerships (2000) Urban Design Compendium

Published in partnership with The Housing Corporation, the Compendium examines the factors that make neighbourhoods stimulating and active places in which residents feel comfortable and safe. It aims to provide accessible advice to developers, funding agencies and partners on the achievement and assessment of the quality of urban design for the development and regeneration of urban areas.

Scottish Executive (2001) Designing Places

Designing Places sets out the policy context for important areas of planning policy, design guidance, professional practice, and education and training. It's aim is to facilitate the creation of high quality places.

Welsh Development Agency (2002) Design Guide

Report sets out ways in which the Welsh Development Agency can improve the design of developments. It seeks to develop a greater awareness of the importance of good design and design quality.

DEFRA (2007) Conserving Biodiversity - The UK Approach

Statement prepared by the UK

Biodiversity Standing Committee on behalf of the UK Biodiversity Partnership. Its purpose is to set out the vision and approach to conserving biodiversity within the UK's devolved framework for anyone with a policy interest in biodiversity conservation.

DEFRA (2007) Guidance for Public Authorities on Implementing the Biodiversity Duty

Guide to fulfilling duty to promotion of biodiversity at a local level.

Natural England (2005) Designing sustainable communities

Practical design guidance on creating sustainable towns and cities.

Regional Guidance

English Heritage (2005) Streets for All – North West

This manual offers guidance on the way in which our streets and public open spaces are managed.

Places Matter! / NWDA (2007) Creating Inspirational Spaces: A guide for quality public realm in the northwest

A guide to creating inspirational public realm with case studies illustrating best practice examples from around the UK and the world.

Part 7;

Glossary of Key Terms

BREEAM

BREEAM (BRE's Environmental Assessment method) is the world's longest established and most widely used environmental assessment method for buildings. It sets the standards for best practice in sustainable development and demonstrates a level of achievement. It has become the defacto measure of a building's environmental performance.

From 1 May 2008, the code is mandatory, meaning that all new-home buyers will be given clear information about the sustainability of the property.

Greenspace Factor

The "green space factor" is a method developed out of Sweden that ensures that each new building plot has a minimum amount of greenery.

Code for Sustainable Homes

The Code for Sustainable Homes is a single national standard, offering a guide to key elements of the design and construction of sustainable homes. It is a means of driving continuous improvement, innovation and achievement in sustainable homebuilding, and as environmental awareness amongst consumers grows it offers developers a tool to differentiate themselves.



