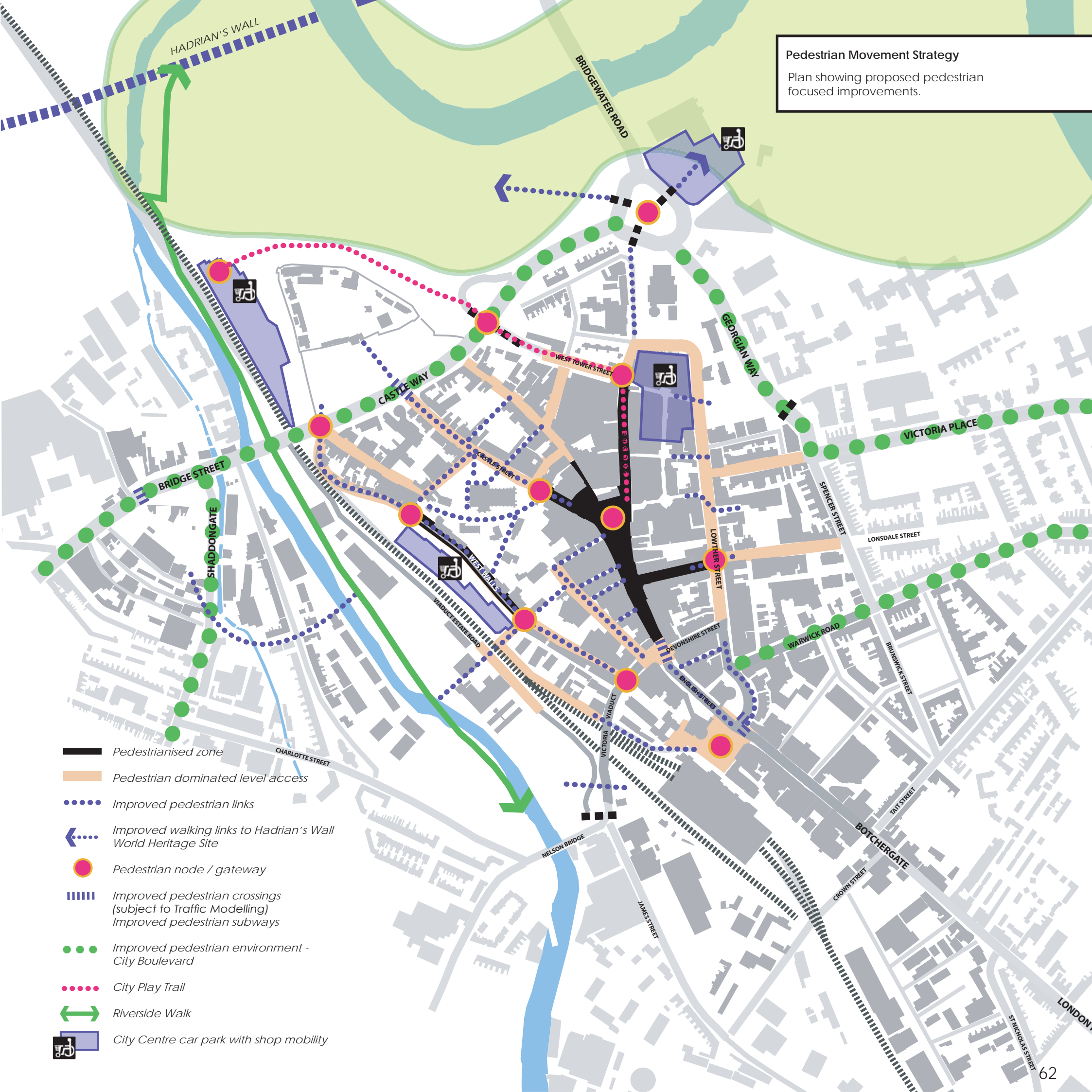


**Pedestrian Movement Strategy**

Plan showing proposed pedestrian focused improvements.



- Pedestrianised zone
- Pedestrian dominated level access
- Improved pedestrian links
- Improved walking links to Hadrian's Wall World Heritage Site
- Pedestrian node / gateway
- Improved pedestrian crossings (subject to Traffic Modelling)  
Improved pedestrian subways
- Improved pedestrian environment - City Boulevard
- City Play Trail
- Riverside Walk
- City Centre car park with shop mobility

# MOVEMENT - CYCLING IN THE CITY



## Introduction

The compact, relatively flat nature of Carlisle makes the City Centre a potentially excellent cycling environment. At present, busy vehicle dominated streets, congestion, traffic speeds and a lack of cycle facilities make the City Centre unsafe and unattractive for cyclists. A separate study into Cycle Route Improvements is being carried out for the County Council and will be incorporated into developing proposals.



Safe, interconnected cycle routes and convenient, high quality cycle facilities are necessary to encourage cycling and change the public attitude towards cyclists [1]. In addition, improved cycle connections to the rivers, parks and national cycle network will improve the visitor and leisure offer [2]. There are two key issues to address:

- cycle and vehicle conflicts - the safety of cyclists on strategic routes and city streets;
- cycle and pedestrian conflicts - the safety of pedestrians in the City Heart, ie those areas where traffic vehicular traffic is minimised and the pedestrian is given priority.

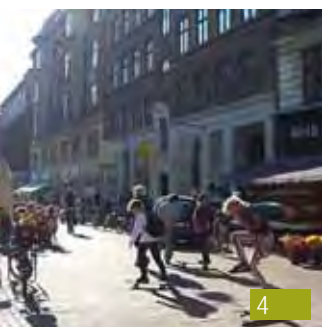


## Integrating cyclists

### 1. Cycling on Strategic Highways & City Streets

Strategic Highways should provide fast, efficient cycle ways that circumnavigate the City. City Streets link pedestrian priority areas:

- Strategic routes which accommodate through traffic should be made safer for cyclists with designated cycle routes and soft landscaping to remove conflicts between vehicles and cycles [3];
- Slowing and reducing traffic on City Streets will improve cycle safety around the City Heart.



be designed to slow cycle (and vehicle) speeds in these areas. Cycle access will be unrestricted [4].

- In the pedestrianised heart, cycling should be managed to contain it within certain streets and regulated during busy shopping hours [5].

### 3. Connecting to the wider cycle network

Improved links to the wider cycle network will encourage passing tourism, diversify Carlisle's offer and make the most of its assets:

- Improved links to the wider network. Utilising the River Caldew corridor to connect the City to the countryside and Hadrian's Wall. The proposed cycle link under Castleway will link to the National Cycle Network Route 72 - Coast 2 Coast 'Hadrian's Cycleway';
- Improve existing cycle routes. Better surfacing, lighting and signage. Potential public art interventions in conjunction with flood defence works;
- Provide Rent-a-Bike facilities for short term hire of cycles. Improve connections from Court Square and the station to the Caldew Riverside and river cycle path to encourage leisure activity.



### 4. Improved cycle facilities

High quality, well located, abundant cycle facilities will encourage local and visitor cycling.:

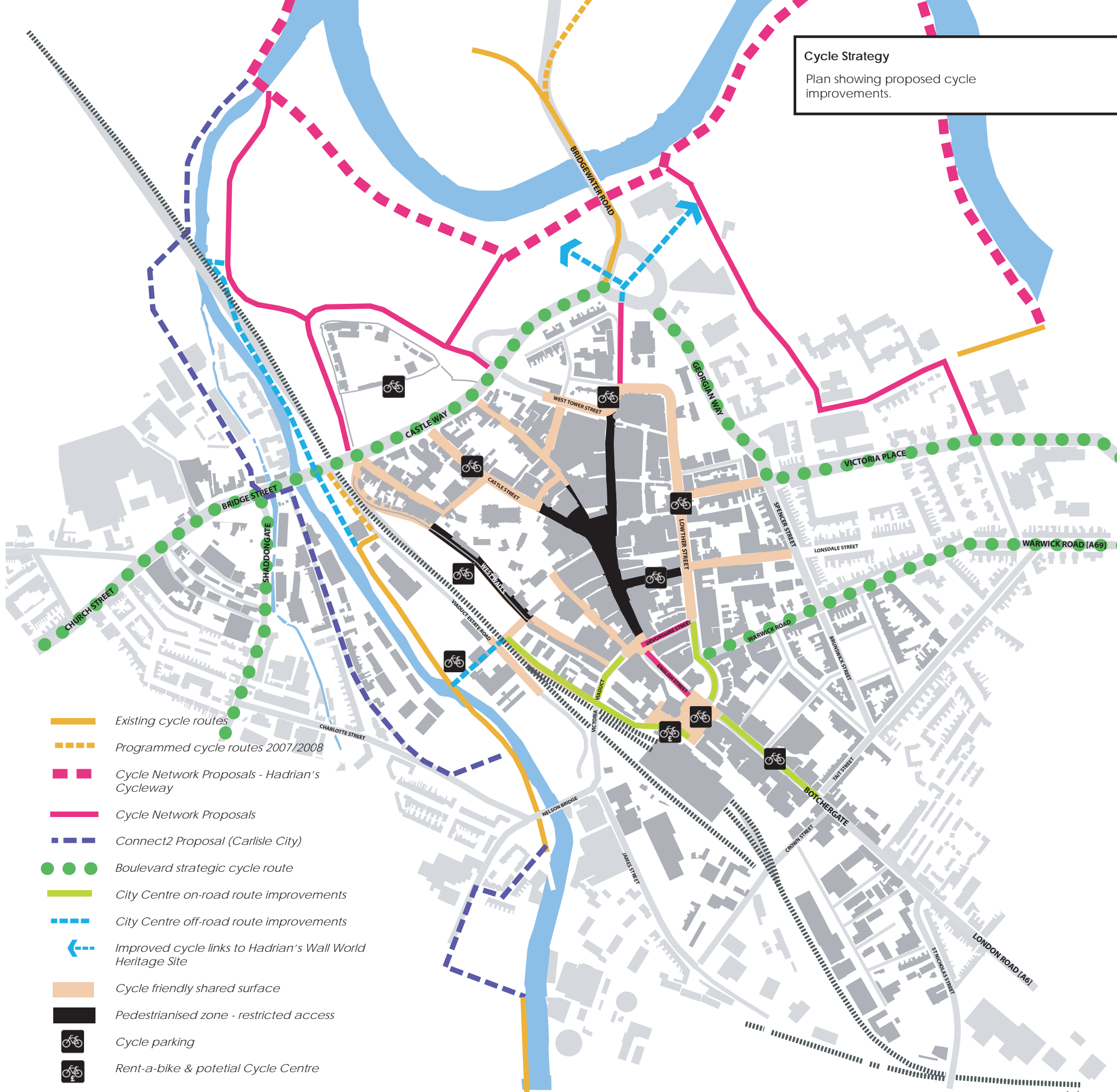
- Short term cycle parking should be located on the periphery of the pedestrianised zone to enable close, easy access on foot into the City Centre core during restricted cycling hours;
- Secure long term parking should be located at Court Square. A Cycle Centre could provide a secure storage area, changing facilities, showers and lockers as well as additional, complementary services such as a bike repair shop, bike rental and guided bike tours. These excellent facilities, well connected to the wider network will encourage cyclists on the Hadrian's Wall route to visit Carlisle.

For further details, see page 105, Cycle Facilities.





**Cycle Strategy**  
Plan showing proposed cycle improvements.



- Existing cycle routes
- Programmed cycle routes 2007/2008
- Cycle Network Proposals - Hadrian's Cycleway
- Cycle Network Proposals
- Connect2 Proposal (Carlisle City)
- Boulevard strategic cycle route
- City Centre on-road route improvements
- City Centre off-road route improvements
- Improved cycle links to Hadrian's Wall World Heritage Site
- Cycle friendly shared surface
- Pedestrianised zone - restricted access
- Cycle parking
- Rent-a-bike & potetial Cycle Centre



# Part 4; PUBLIC REALM STRATEGY

## Introduction: A Quality Public Realm

High quality, inspirational public places are not just a desirable element of regeneration, they are essential to creating successful, vibrant, liveable Cities. Creating quality public realm in Carlisle will improve the image of the City and enhance quality of life. It is also becoming increasingly acknowledged that investing in quality public space brings **measurable economic benefits**; stimulating growth in the visitor economy, raising property values and increasing spend for local businesses. It is therefore essential to create a network of quality streets and spaces if Carlisle is to reverse the cycle of decline and bring about transformational change.

The aim of this Public Realm Strategy is to inform and guide public realm improvements within the City Centre over the next 10 years. It aims to set out an aspirational framework and a set of public realm standards that will:

- **Improve the City's image to create** a memorable, distinctive and competitive City Centre;
- **Create a vibrant, dynamic** and inclusive public realm that encourages greater use of the City Centre and its assets;
- **Enhance the City's unique** character areas and built heritage through a coherent design approach;
- **Create a legible, accessible and** permeable City Centre;
- **Establish a restrained, classic** palette of materials and street furniture that is robust, sustainable, low maintenance and realistically affordable;
- **Enhance the sense of place and** community through public art.









# PUBLIC REALM PRINCIPLES

The following key principles underpin the design for public realm in Carlisle City Centre:



- A network of streets and spaces **fronted by buildings and active groundfloor uses** that animate the public realm and provide surveillance and security;



- **4 major public squares:**
  - the rejuvenation of 2 major public spaces - **Market Square**, the Heart of the City and **Court Square**, Carlisle's key arrival/gateway space and;
  - the creation of 2 new City squares at the **Caldew Riverside** and **Rickergate**;



- Linked by **high quality pedestrian priority routes:**
  - **'The High Street'** - English Street and Scotch Street, linking the three principal spaces and the primary focus for retail in the City, and;
  - **Castle Street** - linking the Heart of the City to Carlisle Castle and the Historic Core;



- **2 new linear spaces:**
  - **West Walls** - linking Caldew Riverside and the Western fringe to the City core;
  - **Lowther Street** - reconnecting the eastern area and learning zone;



- **Improved east-west pedestrian links** across the City along enhanced historic lanes;



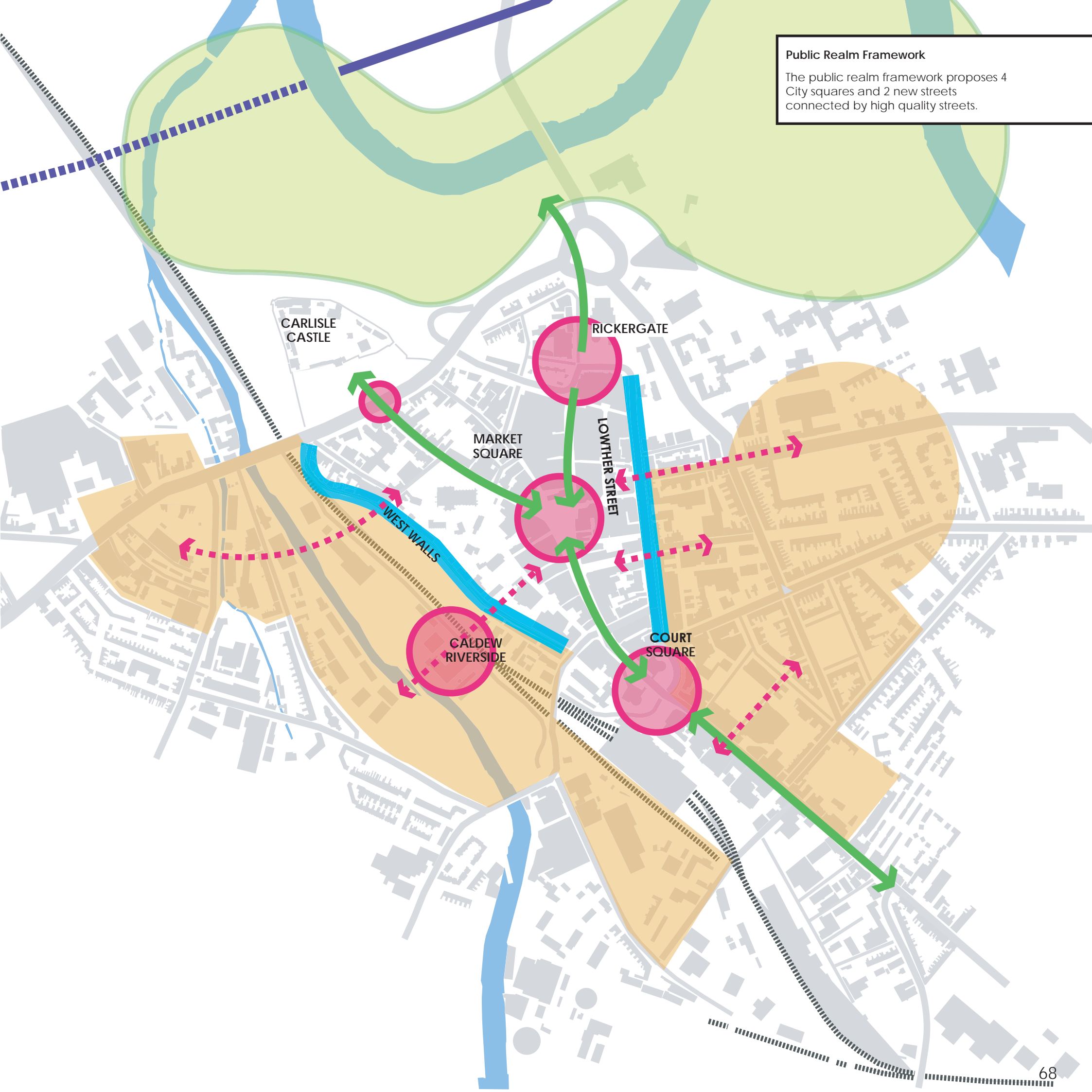
- Improved links to Carlisle Castle, Bitt's Park, the River Caldew, River Eden and Hadrian's Wall, **reconnecting the City to its heritage, rivers, park and countryside.**

### Public Realm Framework

The public realm framework proposes 4 City squares and 2 new streets connected by high quality streets.

### Public Realm Framework

The public realm framework proposes 4 City squares and 2 new streets connected by high quality streets.



# PUBLIC REALM CASE STUDIES

## Introduction

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In what follows, a number of case studies will explore typical designs and potential solutions for the City's key public spaces and street types. These are not intended to provide the 'final' solution but aim to demonstrate how issues may be resolved, how traffic proposals may be incorporated and the types of function and character that these schemes may have. The case studies include:

### Spaces

- Court Square
- Market Square
- Historic Core - Cathedral Precinct & Castle Street

### Streets

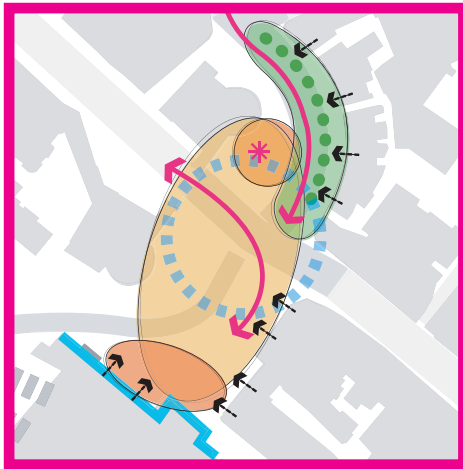
- Lowther Street
- English Street Intersection
- Botchergate
- Bridge Street







# COURT SQUARE



Court Square Concept

## Profile

- Largest City Square - 8636 m<sup>2</sup>;
- Located in front of the City's Rail Station and a hub for public transport;
- Provides the setting to significant, impressive City buildings; the Citadel Towers and Georgian Crescent ;
- The square terminates the City's prime leisure destination Botchergate
- Connects the Rail Station to English Street, the prime pedestrian route to the City;
- Key meeting place and orientation space - the first impression of Carlisle and a key City gateway;
- Accommodates large amounts of through traffic and local vehicle movement. Currently provides short term parking and taxi waiting to the Station.

## The Vision

*Court Square will form the gateway to Carlisle and as such it will represent the City to the world at large. The new square will be a 24 hour urban space, that expands upon the leisure offer of adjacent Botchergate. The largest of the City squares, it will become a place for year round activity, a multi-functional space that will accommodate large civic and cultural events.*

## Key Proposals

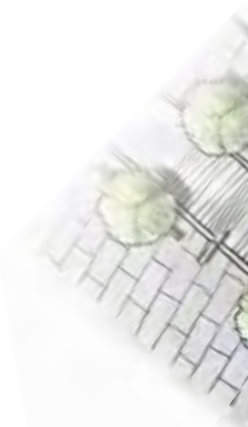
*The delivery of a transformational project for this important square is an important aim of the UDG&PRF, however the proposals shown here are illustrative only and should not be seen as a developed scheme. The proposals indicate a level of aspiration for future change in the area but are reliant on enabling projects being carried forward and resolved as part of the Movement Strategy, with the aim of reducing traffic flows through the Square. The development of Court Square, English Street and the Crescent must therefore be seen as a longer term aim and not a 'quick win' project.*

### Traffic & movement

- The main square will be a pedestrian dominated level surface. Pedestrians will be given priority, making movement to the City core easy and pleasurable;
- Through traffic will continue to be accommodated on the City street to the east along The Crescent. This will however, be softened and vehicular speeds reduced by carriageway narrowing, tree planting and surfacing;
- Local vehicle movements to Caldew Riverside across the square will be discouraged;
- Bus only traffic will be considered along English Street with buses passing over the level surface to slow vehicle speeds;
- The removal of existing short term parking and taxi waiting from the front of the station will be considered with potential relocation to the Station's side car park.

### Public Realm

- The square will be made up of predominantly hard surfacing to allow for flexibility and large events with soft landscaping to its edges to enhance the setting of the Citadel Towers and Lonsdale Statue;
- An uncluttered space, largely free from cars will allow for the creation of an impressive setting to the surrounding architectural jewels;
- Surrounding frontages will be reinvigorated, with cafes, bars and restaurants linking directly with the leisure destination at Botchergate. The Crescent Promenade and potential reactivation of the station frontage will become the hub for cafe culture;
- Memorable features with a strong image which convey the spirit and identity of Carlisle should be incorporated. Design excellence and features of iconic quality will help enhance the sense of arrival and 'gateway';
- Signage and legibility is particularly important here, orientating the city visitor at the start of their journey;
- Space to wait and meet and a strong entrance to the Station is a key function of the square;
- Lighting and leisure uses will create a strong evening environment and 24 hour space;
- Cycle parking and facilities will be sensitively integrated.







'Marking the City wall'  
art/light installation.  
(See Lowther Street)

1. The Crescent promenade.

2. Citadel Gardens.

3

New English Street  
bus super stop.

3. Citadel Gardens -  
Mounded sun terrace.

2

4

BOTCHERGATE

1

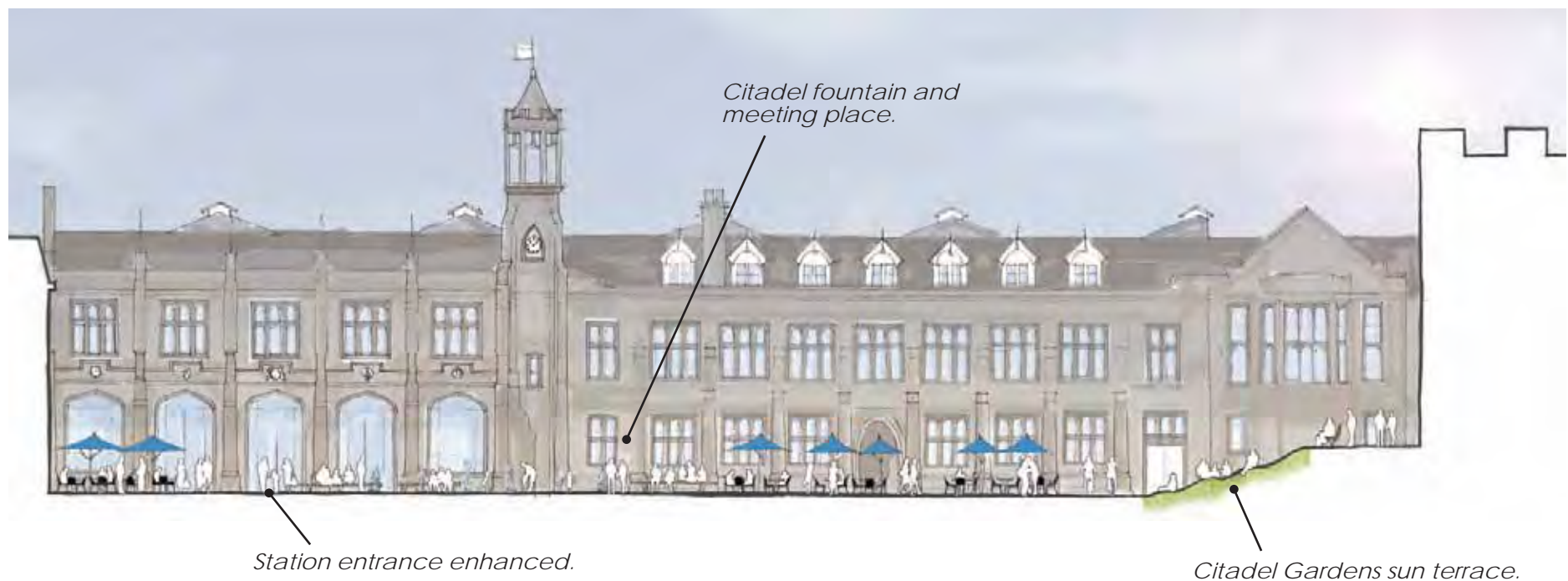
4. Court Square

5. Citadel fountain  
and meeting place.

Rent-a-bike and  
cycle parking.

6. Enhanced Station entrance.





## Public Art



1

**Multi Functional Gateway** - flexibility for temporary performance space, including a:

- Cosmopolitan City gateway;
- Programmable civic celebratory arena;
- Interactive information technology;
- Performance and live arts events;
- Public meetings space.

*Becks Futures proposed public event for Trafalgar Square in September 2008 [1]*



2

**Interactive Information Pod** giving information on the city whether for arriving tourists or advertising events:

- New media Wi-Fi portal;
- Interactive interpretation and information;
- Populistic, iconic and sculptural;
- Created through international design competition;
- Potential integration with water feature.

*Pancinema by Kinecity [2]*

*Crown Fountain in Chicago Millennium Park by Jaume Plensa [3]*



3

**Architectural lighting** - first in a series of lighting commissions for primary buildings within the city:

- Blend of architectural lighting and temporary 'animations';
- Theatrical historic backdrop to public realm activity;
- Interactive or time-controlled lighting;
- Curated programme of light projections;
- Possible annual Festival of Light.

*Time Zone Clock for Coventry Millennium Square by Françoise Schein [4]*

*Lyon's annual Festival of Lights [5]*



4

**Sculptural Icon** - major sculptural commissioning project sited within the main square:

- Permanent contemporary sculptural work. Potential of a major artist-designed 'floorscape' to main square;
- Changing curated programme of art commissions on 'empty' plinths around the city.

*Alison Lapper Pregnant by Marc Quinn for 4th Plinth project at Trafalgar Square [6]*



6



## Precedent Images

1. **The Crescent Promenade** new cafe/restaurant destination.



2 & 3. **Citadel Gardens** formal square, ornamental gardens and sun terrace create a setting to the Citadel towers and provide opportunities for quiet recreation.



4. **Court Square** a place of arrival and orientation, the grand entrance to the City and a location for large city events.



5. **Citadel Fountain** a meeting place and welcome space for City visitors.

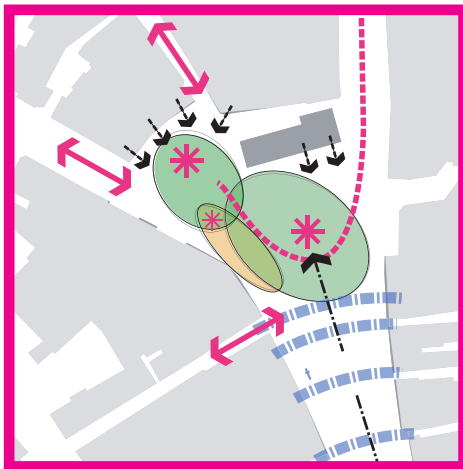


6. **Carlisle Station** grand approach. New active frontage provides a hub for travellers and visitors.





# MARKET SQUARE



Market Square Concept

## Profile

- Existing City Square - 7058 m2;
- Located in heart the City at the convergence of the High Street and Castle Street, the route to the Historic Core and Carlisle Castle;
- Surrounded on all sides by prime retail and fronted to the north by impressive historic buildings, the Guildhall and Old Town Hall;
- The City's primary civic space and location for medium sized events and temporary markets;
- Currently pedestrianised but with limited disabled parking and unrestricted service access.

## The Vision

*Market Square is the heart of the city. It is a place to move, meet and market and a key destination for City visitors. The new Market Square will promote interaction and activity, facilitate performance and enhance the shopping experience. It will encourage exploration of the Historic Core and a playful waterscape and stimulating 'forum' will boost vitality and provide recreation for all ages. Flexibility and adaptability is key, accommodating a range of events and activities from the intimate to the grand. Removing car parking and restricting servicing hours will return the space to the pedestrian and allow for the creation of an impressive setting to the Market Cross and historic buildings.*

## Key Proposals

*The delivery of a transformational project for this important square is an important aim of the UDG&PRF, however the proposals shown here are illustrative only and should not be seen as a developed scheme.*

### Traffic & movement

- The pedestrianised zone will be extended to include Bank Street and the southern extent of Castle Street;
- Increased shopmobility provision in the city centre car parks.
- Service access will be allowed but at restricted hours;
- Cycling will be permitted in the pedestrianised zone but restricted during busy shopping hours.

### Public Realm

- The new square aims to retain flexibility whilst promoting activity and making better use of the whole space, rather than just the edges;
- Proposals respect and enhance the existing buildings and monuments;
- Water fountains and lighting provide an interactive and stimulating environment that can be turned off to accommodate events;
- The existing City War Memorial will have a new setting, a tree lined approach and quiet seating area;
- An iconic public art project, 'The Forum' will provide a place for interaction, performance and events. New technology; lighting, sound and digital media will engage the City visitor and become a hub for interactivity;
- Outdoor cafe and restaurant seating will be promoted along Greenmarket and St Alban's Row, where events at 'The Forum' can be viewed;
- Paving, lighting and street elements will make reference to history and local materials but will be complemented by modern interventions. Light columns, trees and street furniture arrangements will allow for temporary outdoor markets to English Street;
- The historic City Lanes will be represented in the groundplane, the paving helping to reconnect the alleys and lanes to the City Heart.









## Public Art

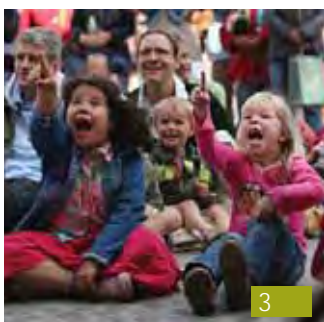
1

**The Forum** reflecting the historic function with a modern interpretation of a small scale performance space:

- Intimate multi-functional performance space;
- 'Open-mike' system capability;
- Integrated wired and wireless technology;
- Spot light projection and sound system;
- Potential for add-on temporary installations such as vox-pop video booth;
- Potential integration with programmable water playscape installation.

*Comment Wall by Kinecity [1]*

*Freedom of Expression: National Monument in New York by Creative Time [2]*



2

**Art-Lighting-Water** commissioned installations. Festivals, events and calendar inspired programmes:

- Programmable lighting and projection;
- Artist inspired, working with designers and contractors;
- Recurring annual lighting and other one-off installations;
- Artscape - permanent water and light installation to Market Square.

*Niagara falls Winter Festival of Light [4]*

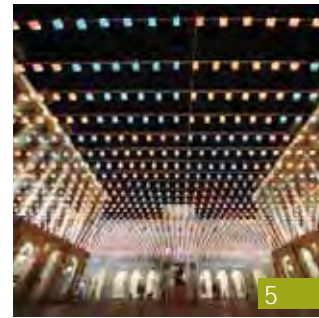
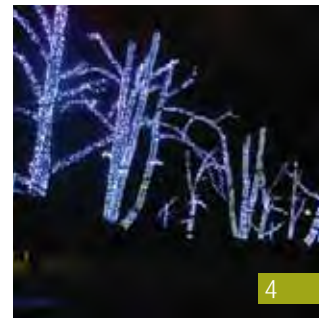
*Luci d'Artista Lighting Festival in Turin [5]*

3

**Trading pods** - artist-designed stalls. Creative market stalls that include practical necessities within a well designed structure:

- Artist/Architect designed market stalls;
- Potential for mobile, inflatable, demountable proto-typing;
- Complimentary 'animation' programmes – lighting and live arts;
- Beautiful, elegant, sustainable. Practical but inspiring brief.

*Bathing Beauties by Michael Trainor - Beach-hut Competition exhibition [6]*





Precedent Images

1. **Greenmarket /St Alban’s Row Promenade** leisure destination - a place to watch performance.



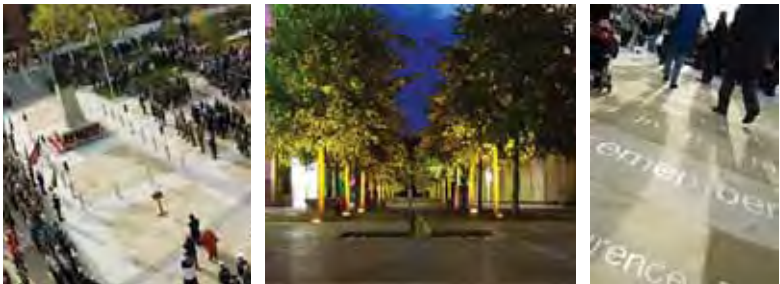
2. **Interactive water playscape.** Fountain jets and light grid can be turned off to accommodate events.



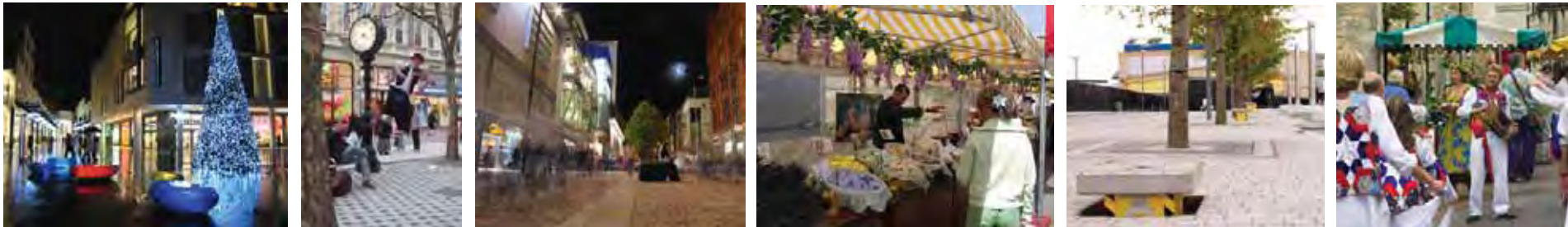
3. **Market Square** Improved setting to the Market Cross. High quality paving, trees, seating and feature lighting.



4. **Memorial Approach** tree lined square creates a formal setting to the City war memorial.



5. **English Street Promenade** Seating, lighting and trees located to allow temporary markets and events. Paving reconnects the alleys and lanes to the City core.



2 Section BB’ : ‘The Forum’ & Memorial Parade



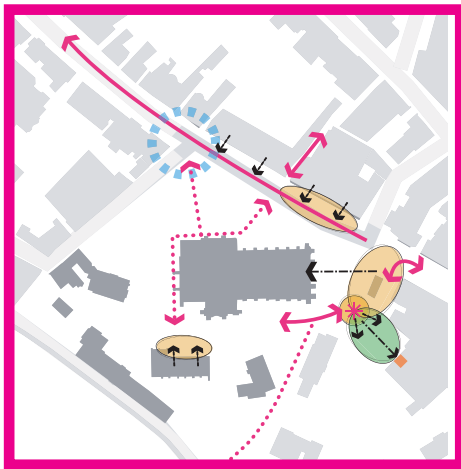
Greenmarket - cafe piazza

‘The Forum’ - a place for performance and interaction.

Memorial Approach - a place to rest and reflect.



# HISTORIC CORE



*Historic Core Concept*

## Profile

- New City square (1266 m2) and gardens (620 m2)
- Castle Street - 15m wide - A significant historic street and the key pedestrian link from Market Square to the Historic Core and Carlisle Castle;
- Entrance to the Cathedral Precinct accessed from Castle Street;
- Fronted by flagship local department store and small retail/cafe uses;
- Currently 2-way traffic to St Mary's Gate with restricted access to the pedestrianised zone.

## The Vision

*Castle Street is a place of historic significance, connecting the Market Square to the Historic Core and Carlisle Castle. The proposed scheme aims to reassert Castle Street's significance, making it one of the City's finest destinations, encouraging exploration of the Historic Core and relinking Carlisle Castle with the City to the north. Contemplation Gardens and Cathedral Square will form an impressive entrance to the Cathedral Precinct, providing a place for quiet recreation and recuperation at the heart of the City. Improved walking routes through the Cathedral grounds will open up the Historic Core and link the City Centre with West Walls and Caldew Riverside.*



## Key Proposals

*The delivery of a high quality public realm that responds to the historical character of this area and the historic cora as a whole is an important aim of the UDG&PRF, however the proposals shown here are illustrative only and should not be seen as a developed scheme. The proposals indicate a level of aspiration for future change in the area but will continue to be developed with all interested parties.*

### Traffic & movement

- Two way traffic will continue to be permitted along Castle Street to St Mary's Gate. Street design and materials will be used to slow traffic speeds and encourage driver and pedestrian interaction;
- Loading will be permitted at regulated hours, with loading bays sensitively integrated so that they become part of the footway;
- The pedestrianised core will be controlled beyond the junction of Castle Street and St Mary's Gate by automated bollards;
- Footways and carriageway will be delineated by contemporary small lipped kerbs and street furniture. Bollards and traditional street safety measures will be discouraged and vehicle signage will be sensitively integrated;
- The dominance of vehicles on the Cathedral Precinct will be reduced.

### Public Realm

- Castle Street will retain its historic character but will be complemented by contemporary design and street furniture;
- Wider footways, reduced traffic and an attractive street environment ease pedestrian movement and promote street activity (cafes and outdoor street events);
- New leisure and boutique retail uses will be encouraged along Castle Street to create a distinctive City quarter;
- Castle Street south of St Mary's Gate will bring the character of Market Square into the Historic Core, encouraging movement north to the Castle and Cathedral Precinct;
- The new Cathedral Square and Contemplation Garden will create an impressive entrance and setting to Carlisle Cathedral and provide a leafy oasis for quiet recreation;
- A contemporary glass coffee pod will contrast to the magnificent Cathedral architecture and offer a new destination;
- Local artisan crafts and small public art interventions will reinterpret the history of the City;
- Improved routes through the Cathedral Precinct will increase footfall to the Historic Core, West Walls and Caldew Riverside.





1. Castle Street - route to the Historic Core and Carlisle Castle.

Castle Street to St Mary's Gate links the Market Square character to the Historic Core.

Reinstate historic routes through the Cathedral Precinct.

2. Cathedral Square

3. Contemplation Garden

4. Glass 'coffee pod'

5. Improve the quality of pedestrian routes.

New route to West Walls and observation lift.





1 View along Castle Street towards Market Square

## Public Art



### 1 Interpretation of the heritage through small or ethereal arts interventions:

- Subtle interpretations of historic environments through artist residencies;
- Less is more approach to artist commissioning;
- Blend of permanent and temporary; new media and traditional;
- Discovery by serendipity.



### 3 Artisan Crafts - contemplation in the Cathedral Precinct:

- Designer-makers and craftspersons to create contemporary works;
- Stone-carving, glass and wood;
- Linked also to historic and newly commissioned typography and poetry;
- Creative use of text through letter-cutting ;
- Contemplative, emotive and subtle works.



*Underglow Drains lighting commission by Susan Collins [1]*

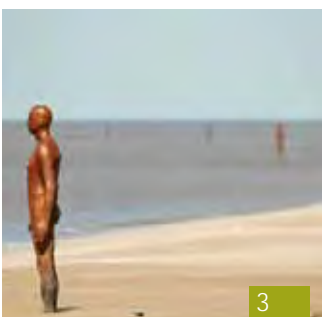
*Poetry on manhole covers in New York by Public Art Fund [2]*

### 2 Sculptural Gateways into the Historic Core marked by selective commissions:

- Quality-led and integrated sculptures;
- Deliberately accessible.



*Stony Path Bridge at Little Sparta near Edinburgh by Ian Hamilton-Finlay [4] & [5]*



*Another Place at Sefton Beach by Antony Gormley [3]*

*Minds Eye by Peter Randal-Page*

### 4 Observation Lift – enhanced lift to provide additional cultural experience and views over Carlisle:

- Created as a sculptural art-engineering hybrid. Lift to be housed in a new/ refurbished building on West Walls;
- Potential to rise up as short observation tower to view the City;
- Potential high-profile competition project;
- Lighting installations applied.



*Ames Landmark Tower Competition for the City of Ames by EYP [6]*



Precedent Images

1. **Castle Street** - wider pavements encourage street activity. Traditional street character retained and complemented by contemporary lighting and stone benches.



2. **Cathedral Square** formal square and lawn. Gateway to the Cathedral Precinct.



3. **Contemplation Garden** - formal walled garden with ornamental planting, water and seating, a place for rest and relaxation. Courtyard character to reflect that of Tullie House Gardens.



4. **Coffee Pod** - contemporary glazed kiosk, an outpost for the Priory Cafe, offering refreshments to Historic Core visitors.



5. **Improved pedestrian routes.** Resurface with bound gravel and reduce the dominance of vehicles in the precinct.



2 Section AA' : Castle Street

Improved pedestrian routes through the Cathedral Precinct.

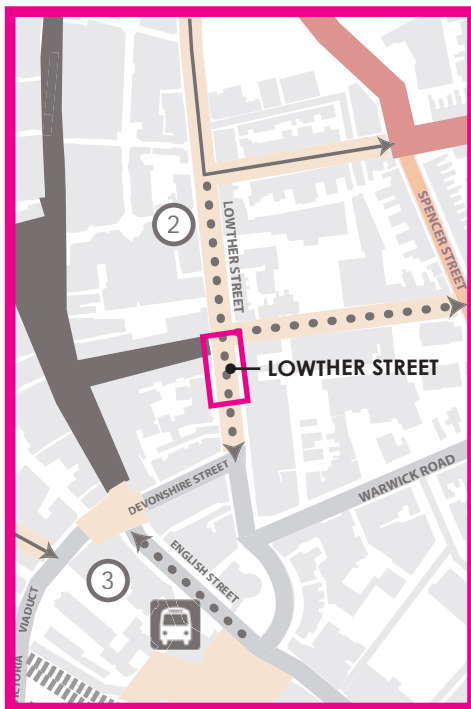


Widened footway allows for loading during restricted hours and increased street activity.

Contemporary street furniture and lighting complement traditional materials.



# LOWTHER STREET



Location Plan

## Profile

- Pedestrian dominated level surface with restricted vehicles access.
- 20m street width
- Buildings 8-10m high
- Currently fronted by secondary retail and limited leisure premises
- Key movement corridor for private vehicles and public transport. Many strategic through traffic journeys undertaken.

## The Vision

*Lowther Street will become a premier retail and leisure destination, a primary street linking the business district of Eastern Approaches with the Retail Core. Private vehicles will be reduced, giving the environment back to the pedestrian. It will become a hub for public transport, with buses and cyclists sharing the street with shoppers. Street cafes, bars and restaurants will animate the street, retail stores will expand upon the existing High Street offer and at night, the street will be buzzing with evening activity. A new public art and lighting installation will mark the line of the original City wall, connecting Lowther Street back to the Citadel gate towers.*

## Key Proposals

*Changes in the design and use of Lowther Street are an important aim of the UDG&PRF, however the proposals shown here are illustrative only and should not be seen as a developed scheme. The proposals indicate a level of aspiration for future change in the area but are reliant on enabling projects being carried forward and resolved as part of the Movement Strategy, with the aim of reducing traffic flows along the Street. This project must therefore be seen as a longer term aim and not a 'quick win' project.*

### Traffic & movement

- Pedestrian dominated level surface. Lack of formal delineation, street furniture, trees and paving design reduce traffic speeds and encourage interaction between pedestrians, motorists and cyclists and give people walking the priority;
- Vehicle access restricted - bus and cycles only to the south and private vehicles access only to the north;

- Key pedestrian links across the street connect the Retail Core to the Eastern Approaches area.

### Public Realm

- Level surface gives pedestrians the freedom to use the whole street, making movement easier and more pleasurable and encouraging animation to the street;
- Trees, street furniture and paving help slow traffic speeds, create a 'Safe Zone' footway and make drivers and cyclists aware of pedestrian desire lines (e.g. at key east-west crossing points);
- Feature light columns and bus shelters and high quality materials define a unique identity for the street helping reinstate the street's status as a primary shopping and leisure destination;
- A new public art / light installation reinterprets the history of the street, marking the historic city wall, guiding visitors to Lowther Street from Court Square and the Citadel and animating the street at night.

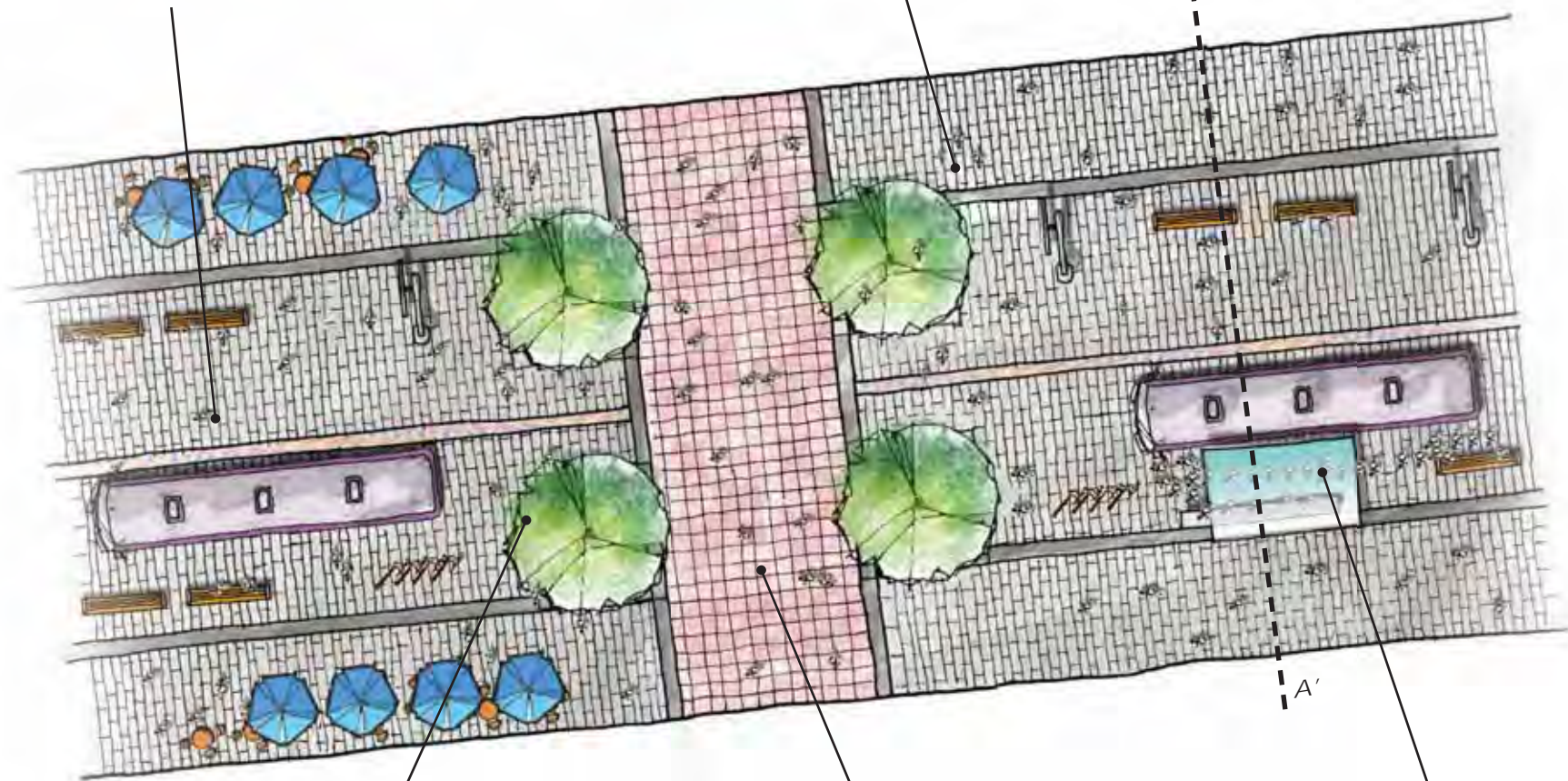
## Precedent Images





*'Marking the city wall' artist-designed floorscape and lighting installation to mark the line of the historic City wall.*

*Shared street. Pedestrian 'Safety zone' defined by street furniture and paving.*



*Street furniture and tree planting narrow the carriageway to slow bus traffic.*

*Feature paving highlights key pedestrian routes.*

*Series of iconic City bus shelters incorporating lighting, signage and seating to aid legibility of public transport in the City.*

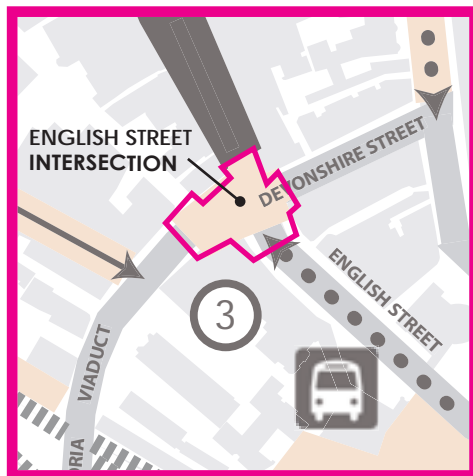
*Bus shelter. Integrated steps and platform enable easy movement onto buses.*

*Feature lighting, seating and street trees create an improved pedestrian environment.*





# ENGLISH STREET INTERSECTION



Location Plan

## Profile

- Pedestrian dominated level surface intersected by three City Streets - English Street, Devonshire Street and Victoria Viaduct and the pedestrianised zone;
- 16-25m street width;
- Buildings 10-12m high;
- English Street provides the primary pedestrian route to the Retail Core and heart of the City from Carlisle station;
- Lower quality 'High Street' retail;
- Currently intersected by congested, fast moving City Streets. Poor pedestrian crossings at their intersection.

## The Vision

*English Street is the most significant of the City's streets. Proposals will build on recent improvements on English Street and make this one of the UK's finest High Streets and give Carlisle a grand approach to the City Heart. The retail offer will be expanded, making stronger connections between the station and the Market Square. Pedestrians will move freely and vehicles will be encouraged to slow and give way to shoppers. A hub for public transport, a new superstop to English Street will provide convenient access to the City Centre.*

## Key Proposals

*Changes in the design and use of English Street are an important aim of the UDG&PRF, however the proposals shown here are illustrative only and should not be seen as a developed scheme. The proposals indicate a level of aspiration for future change in the area but are reliant on enabling projects being carried forward and resolved as part of the Movement Strategy, with the aim of reducing traffic flows along the Street. This project must therefore be seen as a longer term aim and not a 'quick win' project.*

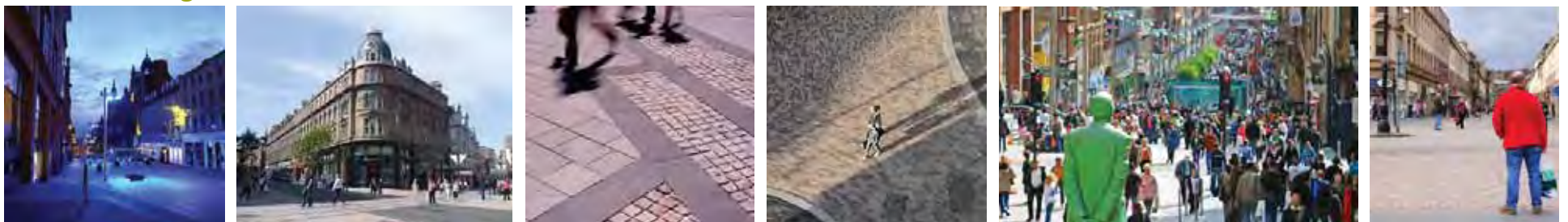
### Traffic & movement

- English Street will retain its traditional street character but access will be limited to bus only. A new superstop at the Citadel will provide convenient access to the City Centre and station;
- City Streets - English Street, Devonshire Street and Victoria Viaduct will intersect at a raised level surface. The new square will lack formal delineation; street furniture, trees and paving design will reduce traffic speeds and encourage interaction between pedestrians, motorists and cyclists and give people walking the priority.

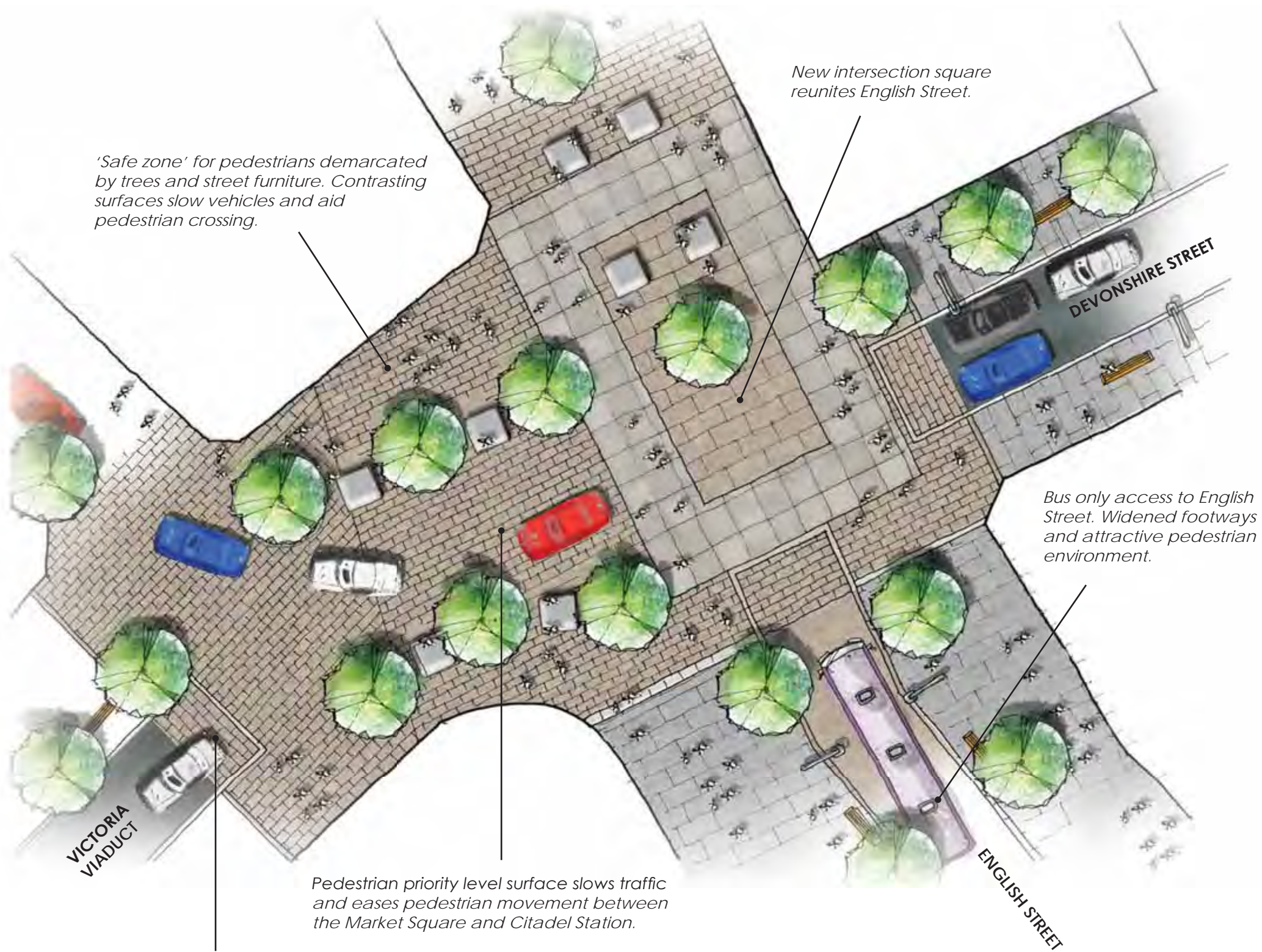
### Public Realm

- Wider footways, reduced vehicle access, and a level crossing square will create a pleasurable, pedestrian friendly approach to the City Heart;
- High quality, pedestrian focused public realm and rejuvenated retail premises make English Street the City's top retail destination;
- Trees and street furniture define pedestrian safety zones and delineate carriageway from footway at the intersection;
- A change of materials and removal of kerbs and traditional delineation slow traffic and discourage unnecessary through movement;
- At night, a contemporary lighting scheme leads visitor from Market Square to Court Square and Botchergate.

### Precedent Images







*'Safe zone' for pedestrians demarcated by trees and street furniture. Contrasting surfaces slow vehicles and aid pedestrian crossing.*

*New intersection square reunites English Street.*

*Bus only access to English Street. Widened footways and attractive pedestrian environment.*

VICTORIA VIADUCT

DEVONSHIRE STREET

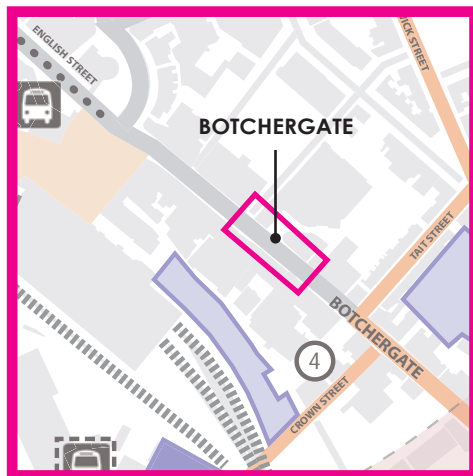
ENGLISH STREET

*Pedestrian priority level surface slows traffic and eases pedestrian movement between the Market Square and Citadel Station.*

*Ramps up to the level surface square from the traditional City street slow vehicle movement through the area.*



# BOTCHERGATE



Location Plan

## Profile

- City Street;
- 16m street width;
- Buildings 8-10m high;
- Southern vehicle approach;
- The City's prime leisure destination.

## The Vision

Botchergate is the City's prime leisure destination; bars, restaurants, pubs and entertainment establishments line the street, creating a buzzing evening environment. The new streetscape aims to accommodate these uses, encouraging outdoor seating and street animation. A key vehicle route, vehicle priority will be retained but pedestrians will be better served by a safer, enhanced street environment.

## Key Proposals

Changes in the design and use of Botchergate are an important aim of the UDG&PRF, however the proposals shown here are illustrative only and should not be seen as a developed scheme. The proposals indicate a level of aspiration for future change in the area but are reliant on enabling projects being carried forward and resolved as part of the Movement Strategy, with the aim of reducing traffic flows along the Street.

### Traffic & movement

- Vehicle movement will continue to be the priority with traditional delineated carriageways retained. Reduced carriageway width and raised table crossings slow vehicle speeds at key locations;
- Pedestrian guardrails, excess signage and other street clutter will be kept to a minimum;
- Crossing points will be uncontrolled to encourage user interaction;
- Pedestrianisation after certain hours

### Public Realm

- Wider footways allow comfortable pedestrian movement and encourage street activity;
- Raised crossings and crossovers make streets safer for people;
- New tree planting and lighting help enhance the sense of approach and gateway;
- Building frontages and signage will be improved to enhance the streetscape.

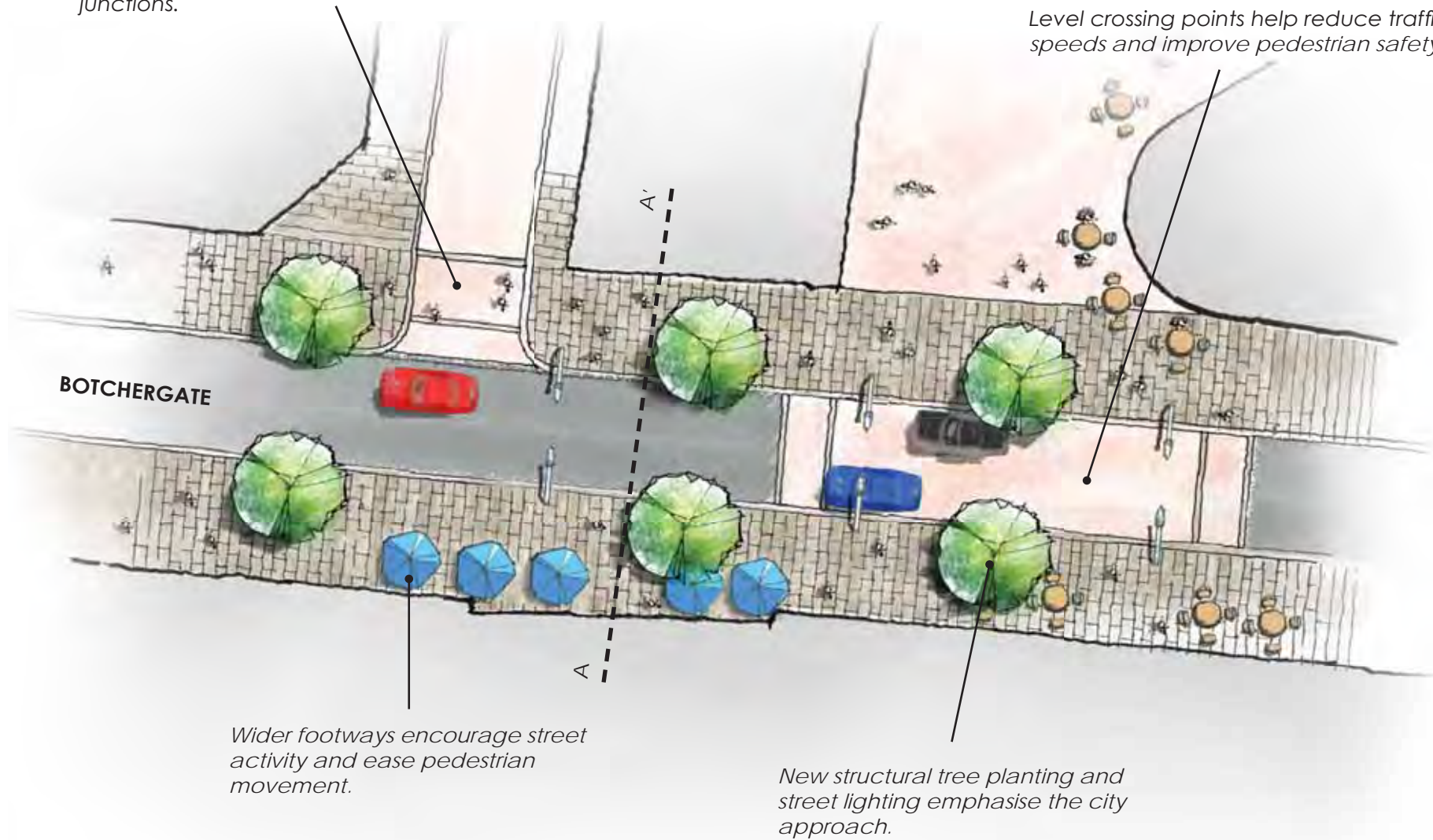
## Precedent Images





*Raised crossovers slow traffic and ease pedestrian movement at junctions.*

*Level crossing points help reduce traffic speeds and improve pedestrian safety.*



*Wider footways encourage street activity and ease pedestrian movement.*

*New structural tree planting and street lighting emphasise the city approach.*

*Wider footway allow for animated streets.*

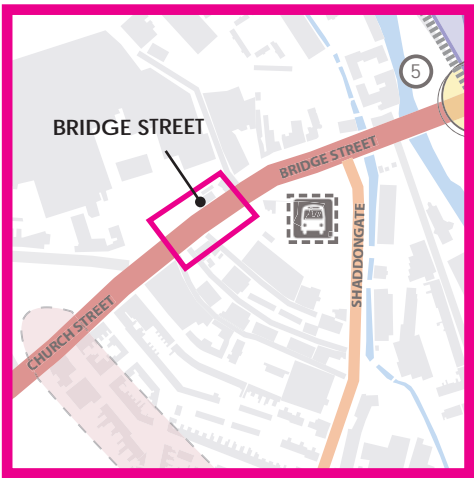
*Pedestrian and highway scale light columns enhance the sense of approach.*



*Traditional kerb delineation.*



# BRIDGE STREET



Location Plan

## Profile

- Strategic route to accommodate through traffic;
- 20-25m street width;
- Buildings 7-10m high;
- Western vehicle approach;
- Currently light industrial and secondary retail.

## The Vision

*Bridge Street, part of the City ring road will continue to accommodate large volumes of strategic through traffic. Pedestrian and cyclist movement will be positively integrated with pedestrians given priority at key desire routes. Trees and soft landscaping will soften the dominance of the road, relinking Bitt's Park, the countryside and Carlisle Castle with the City Centre. New frontages will activate Bridge Street and in conjunction with tree planting, lighting and public art, redefine the Western approach to the City.*

## Key Proposals

*Changes in the design and use of Bridge Street are an important aim of the UDG&PRF, however the proposals shown here are illustrative only and should not be seen as a developed scheme. The proposals indicate a level of aspiration for future change in the area but are reliant on the construction of the CNDR and enabling projects being carried forward and resolved as part of the Movement Strategy. This project must therefore be seen as a longer term aim and not a 'quick win' project.*

### Traffic & movement

- Retain the dual carriageway and continue to accommodate the current volumes of traffic with a view to reducing traffic numbers in the future upon completion of the South Western Inner Relief Route and Carlisle Northern Development Route (CNDR);
- Positively integrate cycle routes. Provide fast, efficient delineated cycle lanes;

- Provide at grade, signal controlled crossings at key locations to ease pedestrian movement across the road.

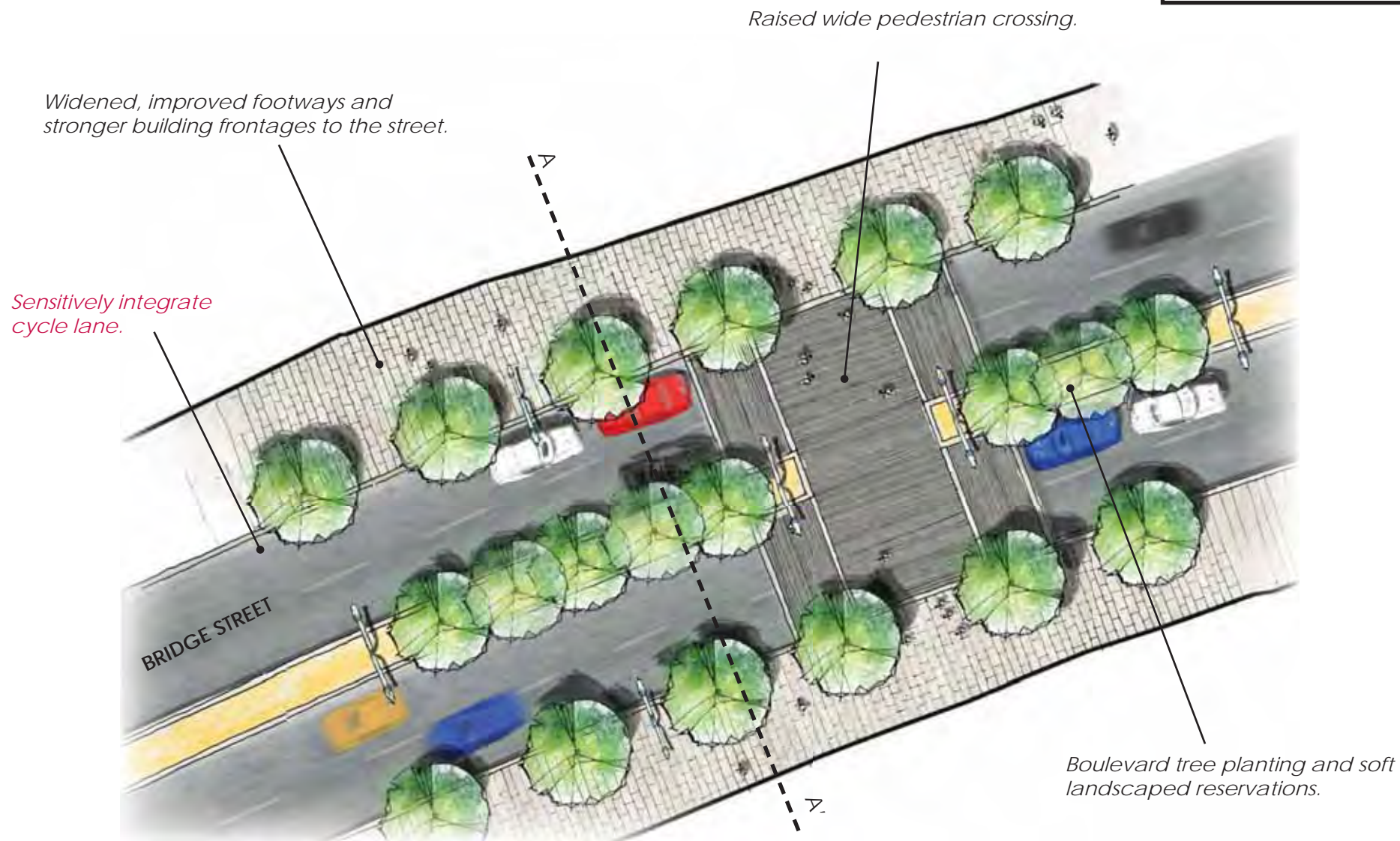
### Public Realm

- Wider footways allow comfortable pedestrian movement and provide better walking links to the City;
- At grade crossings help reconnect the northern extent of the City; Carlisle Castle, Bitt's Park and Willow Holme, with the City Centre;
- Structural tree planting and landscaped reservations soften the vehicle dominated environment and integrate the dual carriageway into its green surroundings;
- Quality public realm enhances the street environment;
- Pedestrian scale lighting, street furniture and trees give the walking environment a human scale;
- New building frontages, feature lighting and public art to gateways will enhance the sense of approach.

## Precedent Images







*Pedestrian and highway scale street lighting.*

*Wider footways and tree planting help soften the vehicle dominated environment.*





# PUBLIC REALM COMPONENTS & MATERIALS

## Introduction

This section of the document sets out the materials palette for Carlisle’s public realm and gives guidance on its application to the key streets and spaces. These proposals are an enhancement of existing standards as utilised throughout the City by both Carlisle City Council and Cumbria County Council and both parties are being fully involved in the development of these proposals.

## Public Realm Standards

The principle aim of the Public Realm Framework is to define a set of ‘standards’ that set a minimum benchmark for Carlisle’s public realm. The standards, as outlined in the following guidelines, propose a co-ordinated suite of street furniture, urban elements, lighting, signage and surface materials that:

- form a distinct ‘family’ that have visual continuity and a consistency of materials and design;
- are of a high quality classic design that respects and enhances both the modern and historic City;
- are suitably sustainable, robust and maintainable;
- establish a unique ‘brand’ for Carlisle;
- create a seamless City Centre but allow for individual interpretation of character, function and status in the public realm.

In summary, material selection for all public realm elements has been influenced by four criteria which will need to be evaluated with equal weighting when specified:

- Sustainability
- Cost
- Aesthetics
- Function

## Sustainability

As part of a holistic and sustainable approach to site design, all materials used within Carlisle’s public realm should be subjected to a sustainability review. This information will enable developers, contractors and design professionals to lower the environmental impact of projects, improve upon existing benchmarks at the same time as monitoring build cost.

The sustainability credentials used in selecting materials should be broken into five performance indicators which take into account the total life span of a product.

- Embodied energy (including raw material processing, manufacturing and transportation to site);
- Energy consumption during a products lifetime and choice of responsible materials;
- Choice of environmentally responsible materials;
- Sourcing ‘locally’;
- Durability/Reusability/ Recycle-ability.

In addition, the permeability of hard surfaces should be considered to ensure that future flood risk from surface water run-off is reduced where possible.

## Cost

### Public Realm Hierarchy

Whilst the Public Realm Standards set a minimum quality that should be achieved in all areas of the City, a hierarchy of public realm materials has been developed to guide additions to the standard palette. It is not realistic to suggest that all areas of Carlisle’s public realm should be of the same quality. Investment in the public realm should be focused on areas of the City which are the most significant, attract the highest public usage and are most visually prominent.

This investment hierarchy proposes the highest quality of materials in the ‘City Heart’, the main public squares and streets, including:

- Rickergate Square;
- Castle Street and Cathedral Gardens;
- Scotch Street;
- Market Square;
- English Street;
- Court Square;
- Caldew Place.

Investment should be focused in these areas and gradually reduced as you move away from the City core.

## Aesthetics

### Public Realm Character

The aesthetics of the materials, furniture and lighting elements of the public realm are outlined in detail on the following pages. The components and materials that have been selected aim to create a revitalised, contemporary City whilst respecting and enhancing the existing historic character and identity.

Whilst Carlisle has some areas of significant character, as a whole, the City’s identity lacks definition and coherence. The aesthetics and character of materials for individual streets and spaces will be informed by proposed Levels of Intervention (see page 21). The materials palette aims to:

- enrich existing assets, building upon strong character in areas of Conservation;
- redefine and revitalise the identity of dated and tired areas in zones of Repair and Recovery;
- create new identities for areas of Reinvention and Reconfiguration.

By implementing this graded approach through a co-ordinated materials ‘family’, the materials palette aims to create a coherent unified image for Carlisle, revitalised and refreshed for the 21st century.

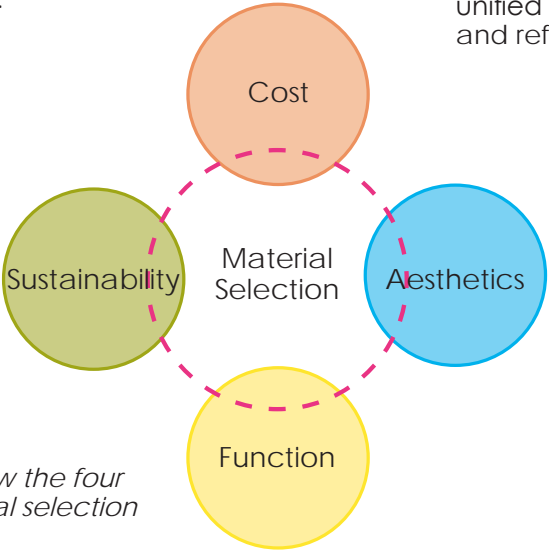


Diagram showing how the four criteria affect material selection



Materials Hierarchy

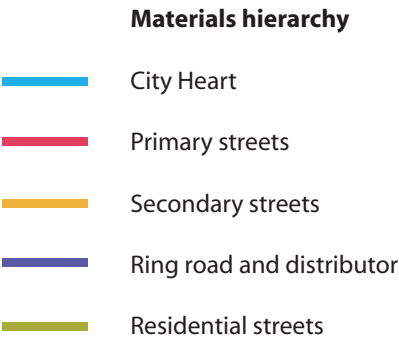
The materials hierarchy plan sets out a graded approach to public realm investment for the City's key streets and spaces.

Function

The function of materials, furniture and lighting is inextricably linked to the sustainability of the City's public realm.

The 'Street Hierarchy' as outlined in the Movement Principles on page 59 will ultimately inform the type, size and implementation of materials. In general materials should be:

- simple, robust and fit for purpose;
- maintainable;
- carefully detailed and implemented;
- multi-functional, and thoughtfully designed.





Principles

Special Features

<div>CITY HEART</div> <div>1</div>	<div><ul style="list-style-type: none"><li>• Major City streets and public spaces of significant importance;</li><li>• Largely pedestrianised or with pedestrian priority;</li><li>• Key locations for City events and street activity;</li><li>• Profile raising places. The most visited and most recognisable that define the City's identity.</li></ul></div>	<div><ul style="list-style-type: none"><li>• Highest quality design, natural materials and bespoke items;</li><li>• Exceptional light installations and displays;</li><li>• Highest quality street furniture;</li><li>• Ornamental planting, specimen trees and manicured soft landscaping;</li></ul></div> <div><ul style="list-style-type: none"><li>• Information kiosks, city maps and interpretation materials;</li><li>• High profile, competition led public art pieces and a programme of temporary installations;</li><li>• Water features, interactive media, kiosks, pavilions and landmark structures.</li></ul></div>
<div>PRIMARY STREETS</div> <div>2</div>	<div><ul style="list-style-type: none"><li>• Streets in the heart of the City Centre;</li><li>• Prime leisure and tourist attractions;</li><li>• These streets accommodate reduced traffic flows and give pedestrians the priority;</li><li>• Primary streets include the City's character lanes and alleys.</li></ul></div>	<div><ul style="list-style-type: none"><li>• High quality design and materials;</li><li>• Exceptional quality limited to feature areas;</li><li>• High quality street furniture;</li><li>• Feature street and architectural lighting;</li><li>• Specimen trees to enhance routes and spaces;</li></ul></div> <div><ul style="list-style-type: none"><li>• Local landmark structures and smaller scale public art intervention;</li><li>• Opportunities to develop a unique treatment to the City's lanes and passageways should be explored to enhance these character links.</li></ul></div>
<div>SECONDARY STREETS</div> <div>3</div>	<div><ul style="list-style-type: none"><li>• Streets on the periphery of the City core;</li><li>• These streets balance City Centre vehicles with pedestrian needs and street activity;</li><li>• Greater vehicle priority on City approaches and through roads.</li></ul></div>	<div><ul style="list-style-type: none"><li>• Standard tarmac surfacing to carriageways;</li><li>• Reinstate areas of historic importance to sandstone;</li><li>• Bollards and guardrails rationalised to create an attractive walking environment;</li></ul></div> <div><ul style="list-style-type: none"><li>• Vehicular signage sensitively integrated;</li><li>• Public art concentrated to landmark gateways;</li><li>• Lighting of both pedestrian and highway scale;</li><li>• Street trees.</li></ul></div>
<div>DISTRIBUTOR &amp; RING ROAD</div> <div>4</div>	<div><ul style="list-style-type: none"><li>• Streets with an emphasise on vehicle movement and fast transit;</li><li>• Important pedestrian subway connections to the City Centre;</li><li>• At surface crossings to slow traffic / ease pedestrian movement.</li></ul></div>	<div><ul style="list-style-type: none"><li>• Tarmac carriageways and functional footways;</li><li>• Minimal street furniture;</li><li>• Structural boulevard tree planting and soft landscaped reservations to soften the vehicle dominated environment;</li><li>• Functional, highway focused lighting;</li></ul></div> <div><ul style="list-style-type: none"><li>• Feature lighting to pedestrian underpasses;</li><li>• Large public art to key vehicle orientation points (roundabouts and bridges);</li><li>• Clear pedestrian signage and attractive routes to City car parks. Signage to City Core and areas of interest.</li></ul></div>
<div>RESIDENTIAL STREETS</div> <div>5</div>	<div><ul style="list-style-type: none"><li>• These streets provide pedestrian and vehicular access to office and residential properties;</li><li>• On street parking;</li><li>• Character tree boulevards and historic street materials;</li><li>• Grand Victorian squares, attractive historic streets.</li></ul></div>	<div><ul style="list-style-type: none"><li>• Reinstate areas of historic street surfacing - red sandstone, basalt setts and river cobbles;</li><li>• Street tree planting to be enhanced;</li><li>• Seating limited to squares and greenspaces;</li><li>• Reinstate tree grilles to existing street trees;</li></ul></div> <div><ul style="list-style-type: none"><li>• Functional pedestrian scale lighting;</li><li>• Feature lighting to significant mature trees;</li><li>• Special signage to greenspaces and squares.</li></ul></div>



