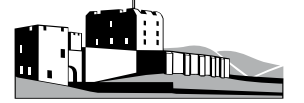


# Urban Design Guide & Public Realm Framework

Supplementary Planning Document (SPD)

CARLISLE  
CITY COUNCIL



[www.carlisle.gov.uk](http://www.carlisle.gov.uk)

**Cumbria**  
**County Council**



# URBAN DESIGN GUIDE & PUBLIC REALM FRAMEWORK FOR CARLISLE

## DOCUMENT GUIDE

**The Urban Design Guide and Public Realm Framework** provides comprehensive guidance on future development in the City and in particular, the future of Carlisle's public realm. This document has been produced as part of the work of Carlisle Renaissance in conjunction with both the Carlisle City Council and Cumbria County Council and in consultation with stakeholders. It seeks to bring together many existing streams of work in a central and cohesive design document. It examines the City's existing buildings, streets and spaces and sets out specific urban design and public realm guidance that aims to create a step change in the quality of future development and the design of Carlisle's public spaces.

The document will provide a tool for those who play a key role in the development of the City and the decision making process, including Developers, Institutions, Local Design Practitioners and the Public. The document is given weight as a Supplementary Planning Document giving additional guidance to that outlined in the existing Local Plan. It will be used to inform and direct the standard, type and quality of the urban design and public realm within Carlisle, guiding Council Officers and Council Members in the approvals process and helping to secure considerable public sector investment together with private sector investment including developer contributions. This document is set out in 5 parts:



Carlisle Castle

### part 1; introduction

1

Introduction and background to the project. The aims of the Urban Design Guide and Public Realm Framework and how the document is set out.

### part 2; the vision

3

This section sets out the overarching 'vision' for Carlisle. It proposes a conceptual plan for the City and visionary aims which include;

- new development and public realm to stitch Carlisle Castle and the eastern and western districts back into the City Centre;
- new City squares and key streets that readdress the balance between vehicles and pedestrians;
- enhancement of City Jewels (the Castle, Historic Core, Market Square and the Citadel);
- new gateways to the City;
- reconnection of the City to its rivers and countryside.

## part 3; urban design guide 7

### Urban Design Principles

The Urban Design Guide begins by identifying key opportunity areas and a strategic framework for the City [p.9].

It sets out 8 general guiding principles for good urban design, these include:

- character [p.11];
- continuity and enclosure [p.13];
- a quality public realm [p.14];
- ease of movement [p.15];
- legibility [p.16];
- adaptability [p.17];
- diversity [p.18];
- sustainability [p.19].

### Levels of Intervention

To ensure that the general guiding principles are implemented appropriately, specific character area guidance is given. The plan on [p.21] shows the Level of Intervention deemed appropriate for each area (high, medium, low).

### Character Area Specific Guidance

In what follows, each character area is examined in detail. An aspirational statement sets out the projected vision for the area and detailed guidance on each of the 8 principles are outlined. Sketch designs and precedent images show how the urban design principles may be applied in practice:

- Rickergate [p.25-28];
- Caldew Riverside [p.29-32];
- Western Approaches [p.33-36];
- Citadel [p.37- 40];
- Retail Core [p.41-44];
- Botchergate [p.45-48];
- Historic Core [p.49-52];
- Eastern Approaches [p.53-56].

### Movement

Finally, the Urban Design Guide examines movement issues in the City Centre. It introduces:

- the various parallel studies and key movement principles [p.57];
- proposes a detailed street hierarchy/ City Centre movement strategy that shows the long term movement vision for the City Centre [p.59];

This is accompanied by more detailed guidance on:

- improving the pedestrian environment [p.61];
- and creating a cycle friendly City [p.63].

## part 4; public realm strategy 65

### Public Realm Principles

The Public Realm Strategy sets out an aspirational framework for the improvement of Carlisle's outdoor environment. It proposes a network of high quality streets and spaces, including 4 City squares, pedestrian priority streets and new primary streets [p.67];

### Public Realm Case Studies

A selection of public realm case studies explore potential solutions for the City's key streets and spaces. They explore the type of uses, aesthetics and public art interventions that may be appropriate and aim to provide aspirational benchmarks for the future development of the City's public realm. They include:

#### Spaces

- Court Square [p.71-74];
- Market Square [p.75-78];
- Historic Core - Cathedral Precinct and Castle Street [p.79- 82];

#### Streets

- Lowther Street [p.83-84];
- English Street Intersection [p.85-86];
- Botchergate [p.87-88];
- Bridge Street [p.89-90].

### Public Realm Component and Materials

The final section of the document sets out detailed guidance and the materials palette for the public realm. Detailed guides to materials, design and application are given for all elements of the public realm: from surfaces and street furniture to water and planting [p.91-109].

Specific guidance is also given on:

- play [p.110];
- lighting [p.111-112];
- signage [p.113-114];
- public art [p.115-118];
- management and maintenance [p.119];
- implementation [p.120].

## part 5; conclusions 121

Final conclusion and Carlisle's Renaissance.

## part 6; bibliography 123

A list of references and further reading.

## part 7; glossary 125

A glossary of key technical terms used in the document.

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# Part 1; INTRODUCTION

## Carlisle's Renaissance

The City of Carlisle is changing. The physical fabric of the City is evolving and new investment is about to kick start the regeneration of the City Centre. With a renewed interest in the city, Carlisle City Council, as Planning Authority, have seized the opportunity to provide comprehensive guidance on future development and in particular, the future of Carlisle's public realm.

## Background

In November 2005 English Partnerships in collaboration with Carlisle City Council and Cumbria County Council commissioned the preparation of a City Centre Development Framework and Citywide Movement Strategy which was published in January 2007.

The City's Council subsequently issued a Development Framework & Movement Strategy Policy Statement that set out the Council's policies with regards to:

- stimulating and guiding investment by the private and public sector in the City's physical environment and infrastructure;
- establishing a physical environment in and around the City Centre that supports economic growth;
- improving accessibility to jobs, services and facilities in the City Centre and throughout Carlisle.

The County Council also subsequently endorsed the outcome of the Movement Strategy by identifying a number of key movement projects to be further investigated and worked up.

It is essential that the Urban Design Guide and Public Realm Framework (UDG&PRF) recognises the necessity of implementing the Movement Strategy as a prerequisite to transforming some areas within the public realm. Fundamental studies which need to be carried out include;

- South Western Inner Relief Route
- Eastern Approaches Route
- City-wide Transport Model

These three particular issues are being addressed during 2008/2009 and without their implementation proposals for some areas, including Court Square/ English Street and Lowther Street, cannot be assessed for viability.



## Aims of the Document

The Urban Design Guide and Public Realm Framework aims to outline the way forward for the City of Carlisle to create a step change in the quality of future development and the design of its public spaces.

The document deals with both the process of bringing projects forward with the support of project champions, stakeholders and the wider public and the product in the form of design guidance.

This document seeks to bring together many existing streams of work to develop a central and cohesive design document. Importantly it has emerged from discussion with groups who are closely involved in the city, whether they live, work or play in the city and wish to invest in its future.

The guidance outlined aims to provide clarity for those who play a key role in the process of making decisions in the city and include;

- Developers; detailing what is required in terms of design quality and function;
- Institutions; defining direction for development within the city centre;
- Council Officers; providing guidance in the approval process;
- Local design practitioners; encouraging visionary and innovative design and precluding mediocre;
- Public; encouraging developments that will improve the quality of life.

This document is given weight as a Supplementary Planning Document (SPD) giving additional guidance to that outlined in the existing Local Plan for specific areas. It will be used to inform and direct the standard, type and quality of the urban design and public realm within Carlisle. This document expands upon policy CP5 of the Carlisle District Local Plan. It should also be used to inform design and access statements submitted alongside planning applications. This will also assist in the application of design as referred to in Planning Policy Statement 1.

## Document Outline

This document falls into the following parts;

Part 1; Introduction to the document

Part 2; The Carlisle Vision

Part 3; Urban Design Guide **Urban**  
Design Principles and character specific guidance

Part 4; Public Realm Strategy  
Aspirational case studies and detailed public realm guidance

Part 5; Conclusions

Part 6; Bibliography

Part 7; Glossary



An aerial photograph of a town, likely in the UK, featuring a prominent tall brick chimney on the left side. The town is densely packed with residential buildings, many with red-tiled roofs. The background shows rolling green hills under a clear sky. The text 'Part 2; THE VISION' is overlaid in a yellow-green color in the upper right quadrant.

## Part 2; THE VISION

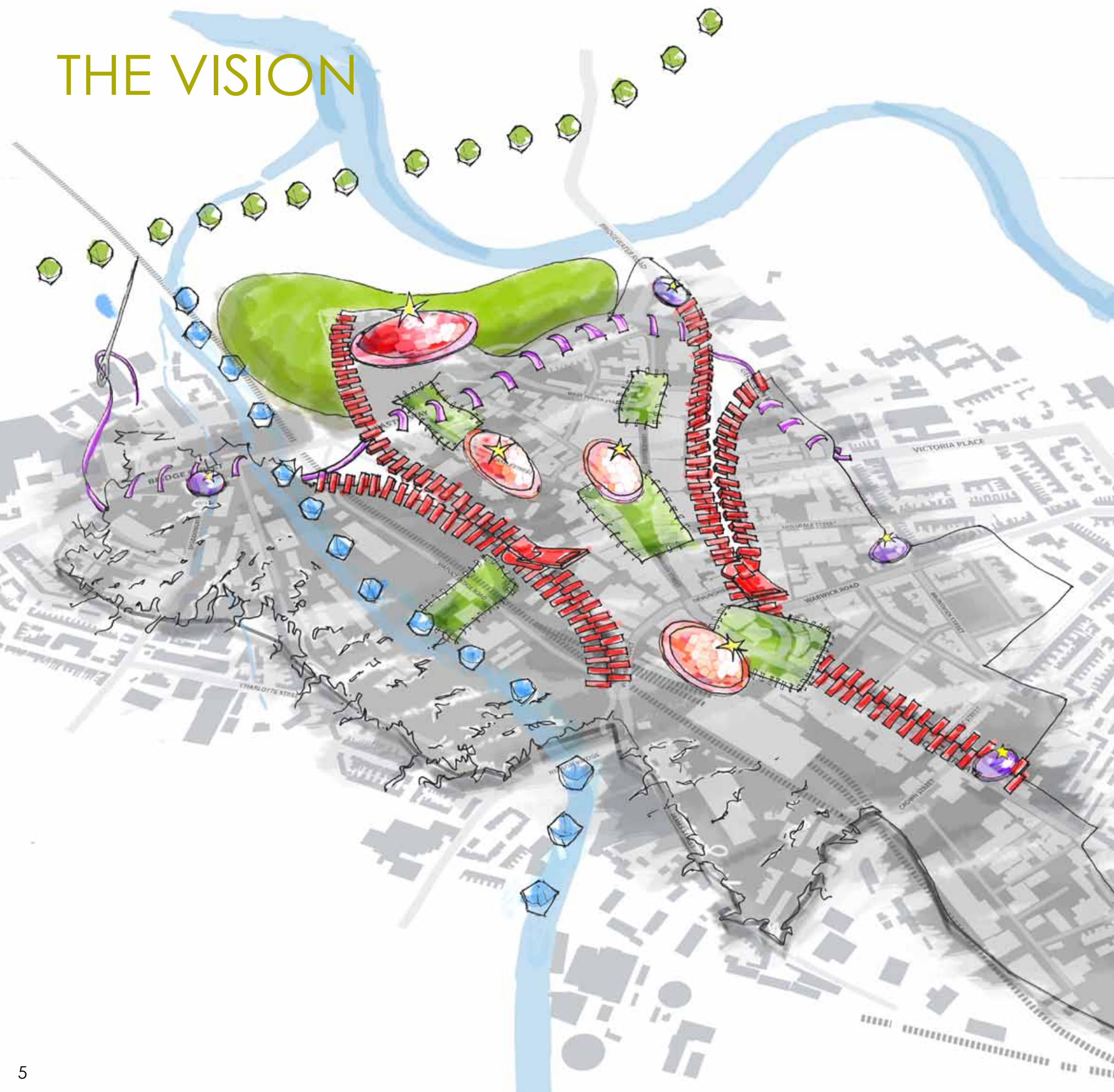


An aerial photograph of Carlisle, showing a dense urban area with a prominent clock tower in the foreground. A large yellow construction crane is visible in the middle ground, spanning across the city. The background features a large, green, wooded hill. The text is overlaid on the left side of the image.

***“ Carlisle is unique in the diversity of its offer. It offers high quality shopping, leisure, heritage and environment in an accessible package. Together, these elements have the potential to make Carlisle one of the UK’s great liveable cities. The Vision seeks to preserve and enhance Carlisle’s strongest assets and repair the weaknesses with visionary urban design and the highest quality, innovative public realm to create a revitalised City Centre. ”***



# THE VISION





# REPAIRING THE CITY FABRIC

Carlisle City Centre is a patchwork of distinct character areas which have built up over time. Together these create a vibrant, attractive City Centre. However, over the years, the City fabric has started to show signs of strain, many buildings have fallen into disrepair and underuse and a lack of investment in the public realm has led to a degeneration in the quality of public space. Physical barriers to movement; the City Wall, rail line, river and busy transport routes have detached many of the City's assets from the City heart, discouraging movement across the City Centre.

The Vision seeks to repair the City fabric through quality urban design and inspirational public realm. Creating a high quality built environment is a key contributor to economic regeneration and aspirational guidance will help generate confidence to raise standards and expectations to create a successful, internationally competitive City.

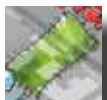
Key visionary aims:



- The **City fabric** has been split along the historic City wall and where traffic dominates (Lowther Street, Castleway/Georgian Way and the Citadel). Over the years, the City Centre has turned its back on areas outside the central core, isolating the City Heart from key assets and City districts;



- Low quality areas, vacant plots and underutilised buildings are **holes and frayed edges** in the urban fabric which will be **repaired** and **patched** together by new high quality development;



- Inspirational, high quality **public realm 'patches'** will readdress the balance between people and vehicles and help to redefine a new image for the City;



- The disconnected east and west City districts will be **zipped back into the City Centre** through the creation of high quality, pedestrian focused streets along West Walls and Lowther Street/Botchergate;



- Key City assets: Carlisle Castle, Bitt's Park and the surrounding countryside will be **stitched back into the City Centre** by improvements to Castle Way and Georgian Way;



- Existing underutilised **City jewels** (Carlisle Castle, the Historic Core, Market Square and the Citadel) will be capitalised upon;



- **New City jewels** will create appropriate gateways to the City Centre;



- The River Caldew, **a hidden gem**, will be reconnected to the City through new top class development and public realm and used to connect the City to the surrounding countryside and Hadrian's Wall.









# Part 3; URBAN DESIGN GUIDE

## Introduction

Urban design is not just about the design of buildings. It is also the complex inter-relationship between different buildings and the relationship between buildings and streets, squares, parks and other spaces that make up the public realm. It is also concerned with the nature and quality of the public realm itself.

## The Value of Good Urban Design

Recent studies show that good urban design has measurable, economic benefits. It can improve the image of a place, stimulating inward investment and the wider regeneration of an area. In addition, it can bring significant social and environmental benefits, which include: a sense of civic pride, greater social inclusion and interaction, improved safety and access to goods and services for the community, enhanced heritage and ecological value, increased energy efficiency and reduced waste and pollution.

Good urban design brings people together and will encourage a vibrant mix of self-supporting uses and activities within the City Centre. It will help create a place which is greater than the sum of the individual parts and allow an urban life and culture to evolve out of a collection of buildings and spaces.



# URBAN DESIGN PRINCIPLES

## Introduction

The purpose of this guide is to support the regeneration of Carlisle City Centre by providing guiding principles for good urban design that all those responsible for its physical improvement can sign up to. The principles and guidelines set out in this document will be taken into consideration by the City Council when reviewing planning applications.

Successful streets, spaces, neighbourhoods and cities tend to have characteristics in common and these form the basis of Carlisle City Centre's Urban Design Principles. These eight principles will be used to guide future development in the City Centre.



### Character

*Reinforce the distinct identity of the City Centre*



### Legibility

*Create a City Centre that both residents and visitors can understand and find their way around*



### Continuity and Enclosure

*Create streets and public spaces that are coherently and attractively defined*



### Adaptability

*Create a City Centre that can adapt to change*



### A Quality Public Realm

*Create public spaces that are safe, comfortable, well maintained, welcoming and accessible to everyone*



### Diversity

*Create a City Centre with variety and choice*



### Ease of Movement

*Make the City Centre easy to get to and move around in, particularly for pedestrians*

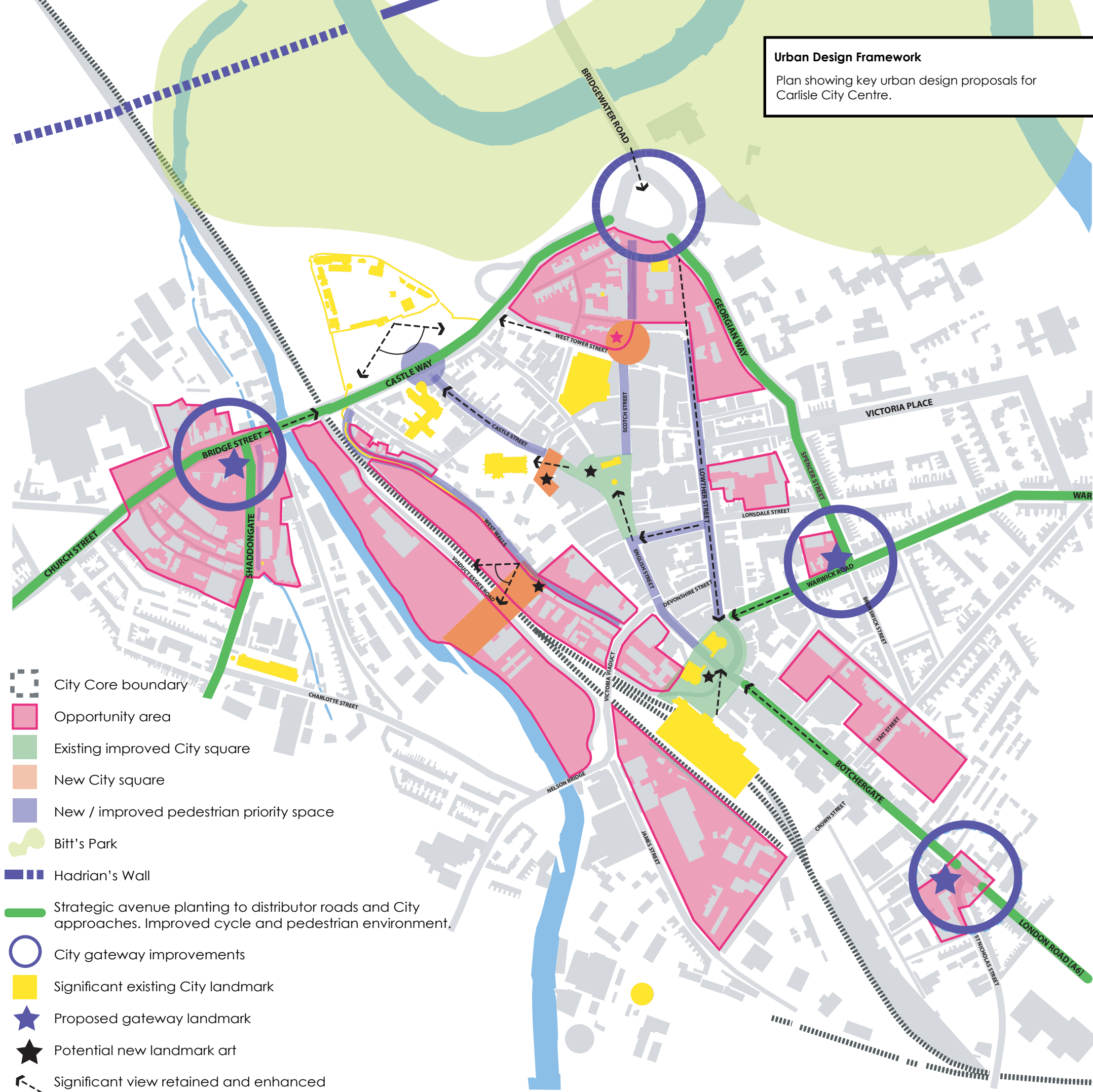


### Sustainability

*Create a social, economic and environmentally sustainable City Centre for the future*

Urban Design Framework

Plan showing key urban design proposals for Carlisle City Centre.



- City Core boundary
- Opportunity area
- Existing improved City square
- New City square
- New / improved pedestrian priority space
- Bitt's Park
- Hadrian's Wall
- Strategic avenue planting to distributor roads and City approaches. Improved cycle and pedestrian environment.
- City gateway improvements
- Significant existing City landmark
- Proposed gateway landmark
- Potential new landmark art
- Significant view retained and enhanced

# CHARACTER



The appearance of the built environment defines an area's identity and character and creates a sense of place. Many areas of the City Centre have a well-established character that needs to be protected and enhanced.

No site is a blank slate. It will have shape and there will be adjacent development and a history which make it a distinctive place. This context should be established for each site and responded to in order to build something that is recognisable and special to Carlisle City Centre. High quality contemporary design that has evolved from its context is encouraged.

Places that are distinctive are memorable and popular. A common element within an area will distinguish it from adjoining areas and create a sense of place. The use of red sandstone is one such example in Carlisle City Centre.

## Character Areas

Eight distinctive character areas have been identified in the City Centre and these must be recognised and enhanced through any new development or improvement.

Local positive characteristics such as a building line should be reinforced with all new development. However, innovative design that responds to its context in layout and detail is encouraged as long as it reinforces the overall character of the area.

Where characteristics of an area are poor, they should not be used as an excuse for poor design. Poor characteristics will include buildings that back onto the street for example.

## Anchors to the Past

Carlisle City Centre has a rich medieval, Georgian and Victorian heritage. It is fundamental to expressing the character of the City Centre that any building or structure that contributes rather than detracts from either the continuity of the built fabric, local distinctiveness, historic interest or townscape merit is retained. Distinctive buildings should not be demolished unless there is a compelling case to do so and definite proposals to replace with them with development that will substantially improve the area. A new development could be part of the City's fabric for many decades or longer. It is therefore vital to make sure it is not only appropriate for its context but that it actively enhances its surroundings.

Opportunities may arise that allow some interpretation of Carlisle's origin as a Roman town, for example, through public art, public archaeology or interpretation.

## Style, Scale and Context

'Anywhere' type development and standard designs duplicated and brought in from elsewhere erode a sense of place. The design of buildings and spaces should respond to both their context and the character of the City Centre. Pastiche should be avoided however, as poor imitations can weaken the character of a place more than anything. Responding to scale, massing, proportion and the use of local materials and colours are the primary means of reinforcing an area's character.

An area should be visually interesting if people are to enjoy being there. Variety in architectural style can contribute to an area's identity and responding to local context should not restrict innovative contemporary design. "Respecting the best of the past provides a powerful justification for gracing our surroundings with the very best of the new" (English Heritage, *Power of Place*, 2000).

## Visual Character

Landmarks and vistas create the kind of interest that helps enliven and define the character areas. New development should be designed and planned to make the most of vistas along streets and the City Centre as a whole. Existing important and valuable landmarks and views should be protected and enhanced.

One distinctive characteristic of the City Centre is an interesting and varied roofscape. Although the skyline is generally 'flat', the slight variation in the roofscape between individual buildings is most pronounced at street level and this will be encouraged with new development.

There are few tall buildings in Carlisle which has allowed the Cathedral to remain a dominate feature of the skyline over time. Proposals for new or replacement tall buildings over 6 storeys, or taller than the Cathedral, are generally discouraged unless the need can be justified and the impact fully understood. Taller buildings will not be permitted in the Historic Core, Western Approaches, Retail Core or Citadel character areas.







# CONTINUITY AND ENCLOSURE



Every building is just one part of the fabric of the City Centre which is held together by the network of streets and spaces. Well enclosed and connected spaces allow people to use and enjoy the City Centre conveniently and in comfort. The street forms the interface between the public and private realm.

Developing and protecting the urban fabric or structure with strong spatial continuity and a good sense of enclosure will benefit the City Centre over time. It will help remove gap sites and inappropriate developments and severance caused by overly wide roads.

## Continuous Frontages and Boundaries

Continuous street frontages and well defined open areas stimulates activity and brings a greater sense of security to the public realm. The effective treatment of the boundary between the public and private realm is essential to good urban design.

Public spaces are safer and easier to understand when defined by buildings which face onto them with active frontages, especially at ground floor level. Streets must never be defined by blank walls and dead frontages in the City Centre. Service areas and car parks should generally be located behind off street to avoid breaking up and deadening the street frontage.

## Permeability

A key element of good urban design is the recognition that pedestrian 'through movement' is an essential characteristic of a successful place. Where people

pass through an area they provide activity, security through natural surveillance and passing trade for shops and businesses. The continuity of existing pedestrian routes will therefore be preserved and enhanced and cul-de-sacs discouraged.

New development should respond to and connect well with established street form. Where the traditional street structure has been interrupted, the opportunity to re-establish a permeable network should be considered. Similarly, new routes where none have existed before are encouraged to 'knit' new development into the City Centre.

## Fronts and Backs

A clear separation of public and private space should be created by having buildings front onto the street. Buildings with a clearly defined front and back provide better security and privacy, animate the public realm and help people orientate themselves. Entrances to buildings should therefore be from the street and easily defined as such by visitors. Private enclosed areas to the back should be secure.

## Defining the Street

Building lines within the City Centre should be clearly defined to create a largely unbroken urban edge to the street. Projections and setbacks from this line, such as bays, foyers and entrances can be used to aid legibility and add variety to the townscape. Existing historic building lines must be respected with infill development.

A strong degree of enclosure should be provided for all streets in the City Centre. Building heights

should generally be scaled to the proportion of the street. This results in wider primary routes requiring taller buildings. A good street height to width ratio (as measured from building line to building line) will range between 1:1.5 and 1:2.5. Below 1:1, spaces begin to feel claustrophobic and above 1:4, the sense of enclosure progressively diminishes. Street trees are an effective means of creating secondary enclosure where it is difficult to create it primarily with built form.

Where buildings are set back a significant distance from the street, they should still have a significant presence to that street. Although such development is to be discouraged, it should be scaled to relate to the street and incorporate suitable boundary treatment such as railings and trees, which contribute to the enclosure of the street and relate to the building line. This would only be appropriate for edge of centre development.

## Street Planting

Carlisle City Centre still benefits from the foresight of previous generations who provided a great legacy of mature trees in a number of areas. Thoughtful landscaping and planting can enormously enhance the continuity of street form and the comfortable enclosure of public spaces, as well as delivering important environmental benefits.

Street tree and other planting will be encouraged where it will enhance the character of an area, particularly where there is an historic precedent for it.



# A QUALITY PUBLIC REALM

The term 'public realm' means any part of the City Centre that can be experienced by everyone, from buildings to bollards. Everything in the public realm has an effect on the City Centre's image and character.

A key principle is that 'people attract people'. Places which feel good will encourage people to use them and places which are well used stand a better chance of being well cared for. The aim is to produce friendly, vibrant public places where people feel welcome to visit, socialise and go about their business and leisure in comfort and safety.

Buildings define spaces and good architecture is obviously important. However, concentrating on the quality of those buildings alone ignores the fact that it is the public realm above all that most people will experience up close. Quality in the public realm is an investment in the whole City Centre and its future.

## Streetlife

Public spaces should have a clear function and must be pedestrian friendly to be successful. They should act as comfortable focal or meeting points as well as places to pass through. Where new public spaces are planned, it is essential to give full consideration to its use, relationship to adjacent buildings and longer term maintenance.

A street is more than just a road. A road is simply a channel for traffic, whereas a street may still carry traffic, but is first and foremost a social space at the interface of the private and public domains. Spaces that function as lively streets are therefore preferable in the City Centre and even those that carry large volumes of traffic should be redesigned as great streets.

## Space to Breathe

The quality of public open space in the City Centre is more important than the quantity. Too often open space is ill defined and poorly maintained because it is simply left over space.

The creation of a clear network or sequence of quality open spaces throughout the City Centre will provide a focus for many of the character areas and consequently a sense of ownership.

## Activity, Natural Surveillance and Safety

Keeping the public realm animated by the presence of people throughout the day and night helps reduce crime and the fear of crime. Buildings should always offer active frontage to overlook and animate the public realm and provide 'natural surveillance'.

A welcoming public realm is comfortable to be in at any time for people of all ages, gender and background. Street lighting is fundamental to perceptions of public safety and is therefore more than just a highway requirement to be met.

The more animated that spaces are by people and activity, the safer they will feel and the less need for intrusive and expensive security systems such as steel shutters and CCTV there will be. Such systems can have a detrimental impact on the townscape and can increase fear even when the actual risk of crime is low.

## Visual Richness

Vibrant spaces with a variety of uses and richness of detailing will welcome and attract the widest range of people. Imaginative means of enlivening the public realm encompassing public art, lighting, water features, street cafes and entertainment will be encouraged in the City Centre.

## Streetscape & Street Furniture

The integrated management of the quality and maintenance of the public realm is encouraged. At present, the public realm is not treated as a single unified entity, but as a set of unrelated components that are managed separately leading to clutter and overlap of responsibility.

As a general rule, quality comes from simplicity – 'less is more'. Nothing should be placed in the street unless it is unavoidable or highly desirable.

A few of the City Centre's streets still retain their original finishes and detailing and these should be conserved. All materials that appear in the public realm should be selected with reference to their context to ensure they are appropriate for both place and function. Surfaces should complement surrounding buildings and streetscape, thus defining and unifying spaces.





# EASE OF MOVEMENT

Movement of all kinds is the life-blood of cities and Carlisle is no exception. The movement network must operate in a way which brings the City Centre to life, yet high levels of traffic can impact negatively on quality of life and perception of place. Future development in the City Centre should therefore reduce both the need to travel and dependence on the car.

Transport planning should acknowledge that streets have vital social, economic and amenity roles in addition to that of being channels for vehicles. A well designed urban structure will have a network of streets and spaces that can accommodate these roles as well as the traffic.



## Through Movement

Maintaining access to the City Centre for all groups is vitally important for its success, yet excessive through traffic can have a detrimental effect without any benefit. Through traffic should therefore be restricted to public transport and the infrastructure to accommodate this provided.

Traffic should not be allowed to dominate the public realm, but at the same time should not necessarily be excluded all together. Traffic essential for access and servicing should be 'tamed' in order that the street can be shared successfully with pedestrians, cyclists and buses.

## Public Transport

The creation of nodes of activity near public transport stops and the rail station will encourage sustainable transport patterns. Making journeys by public transport should be safe and easy. Clear information, accessible stops and safe pedestrian routes to and from will help achieve this.

## Walking and Cycling

Walking is the main means of movement in the City Centre for short journeys. The quality of the streets must encourage walking and a pedestrian friendly environment is an essential ingredient of attractive, inclusive places and is likely to support their economic success.

It is vital that streets in the City Centre are safe and comfortable for pedestrians to cross. Crossings are more convenient and comfortable for pedestrian when at ground level rather than on footbridges or subways.

Cycling provides a healthy and environmentally friendly alternative to the car and should be encouraged in the City Centre. Dedicated cycle infrastructure should be provided on more heavily trafficked routes and new development should provide good facilities for cyclists, including secure parking and changing facilities. Signage depicting permitted cycling routes and speed limits for responsible cycling should be incorporated throughout the City Centre.

Existing cycle and walking routes between the City and the Hadrian's Wall World Heritage Site are currently weak. Carlisle's potential as a key milestone on this route can be strengthened by clearer routes through The Sands area and Bitts Park. The car park at The Sands offers potential to be remodelled to express this route very clearly.

## Parking

Parking fulfils a valid need for accessing the City Centre but requires careful consideration to support good urban design. Limited on-street parking can assist in reducing traffic speeds, stimulates activity and attracts passing trade. Surface parking areas should be provided in ways that do not affect established building lines such as courtyards within the block. The use of underground parking should be considered on key sites and multi-storey car parks are acceptable in appropriate locations, but should always provide an active ground floor use onto the street.

## Accessibility

Environments that facilitate greater equality of access promote prosperity and fairness. The City Centre will not perform to its full potential if some areas or facilities are perceived to be too difficult to access, particularly for those whose movement and/or sensory perception is impaired in some way.

New development and public realm improvements must be designed to allow access for all.



# LEGIBILITY

Good urban design can help create a city centre that is easy to understand and find one's way about. Streets, buildings, vistas, visual details and activities should be used to give a strong sense of place and to provide an understanding of destinations and routes. A legible urban environment is the sum of many of the urban design principles.

## Routes

The routes people take are a key element in the way the City Centre is perceived. Careful consideration must be given to the sequence of experiences the City Centre offers residents and visitors when moving through.

A clear hierarchy of streets should be established to enable people to orientate themselves in the City Centre. For example, primary routes should generally be wider with taller buildings which enables people to 'read' the City Centre without the need for signage and maps. On such primary routes, people would naturally expect to find a bus stop for example and would not look for one on a more intimate and quiet lane.

Gateway features on key routes can create a memorable sense of arrival to the City Centre and to places within it.

## Landmarks

Gateway and other landmark elements in the urban environment should not only be thought of as physical objects, although these often the most common. They are any kind of reference point that people single out as being memorable that helps orientate themselves.

Aspects of the City Centre a visitor might encounter as landmarks include public art or a unique lighting scheme, traffic signals, a strong element of urban character such as a busy shopping area, a distinctive building or a striking vista.

Some landmarks are distant ones, often visible from many angles and places, such as the Civic Centre, whilst others are local reference points such as a public house on a corner.

New development should reinforce the legibility of its local area and the City Centre by including local features that relate to local circumstances. Some of these will include fine grained details that provide interest to pedestrians, others more striking elements to provide interest to those passing in vehicles. These should always remain appropriate to their context.

## Focal Points

Public spaces are key to the legibility of the City Centre. The best are active areas where people gather and meet and such focal points should be emphasised, given clear definition and purpose. The vitality of street life and the relationship of buildings to the proportion and nature of the street is fundamental to the creation of a sense of place which welcomes residents and visitors.

Junction are 'nodal points' where people decide their route and come to meet. Street junctions should be designed as active spaces and places, not characterless traffic interchanges. Landmarks at nodes reinforce their function by giving good reference points to aid orientation and navigation.

Corner buildings higher than surrounding buildings can serve to emphasise junctions and add to the character of the local area. Strong corners give definition to streets and become easily identifiable minor landmarks. Wherever possible corner buildings should have an active ground floor use in the City Centre.

## Views

Protect key views and create new Vistas and landmarks to help people locate themselves in the City Centre and create links within and beyond the immediate area. New development should protect important existing views, whilst taking opportunities to create new memorable ones.

## Signage

Character areas are the larger areas of the City Centre recognisable as having a particular identity which assist people as they pass through and by them.

The provision of good signage and guidance at key points is important in aiding orientation. Direction signs will always have a role in helping those unfamiliar with the City Centre find their way about, although good urban design should help reduce the need for signage in the first place. Street name plates are another often forgotten piece of street furniture, but are vital to help people locate themselves in the City Centre.

Public transport stops and car parks should provide maps of both the local area and City Centre to help people orientate themselves. As a piece of street furniture, signage should have a coherent design and be of a high quality in the City Centre.





# ADAPTABILITY



Successful city centre's accept change and continually adapt to remain vibrant over time. Carlisle has benefited from the robust nature of much of the historic street pattern and building stock, which has proved able to respond to change many years after its construction.

Thoughtful and good urban design is required to achieve this flexibility. New developments and public realm improvements should be designed both to respect the existing context and to accommodate future change.

## Public Realm

Streets and spaces that connect well to the City Centre's movement network and are relatively simple in design can accommodate and adapt to the widest range of uses and building types. This is why most of the City Centre's oldest streets remain vibrant.

Streets should be more than just access roads to buildings. They should be designed to link with the surrounding public realm. Individual buildings may come and go, but streets last a lifetime and longer.

Even key public spaces should be made easily adaptable for a range of functions such as markets, events and concerts.

## Built Form

New development should be designed and developed to allow for changes in the future. This is supported by buildings having a clear relationship with the street and flexible internal layouts that are capable of being adapted to different patterns of use.

A fine grain urban structure is more adaptable to a coarse grain structure over time. 'Super' or 'mega' blocks that are out of scale with the traditional block size of the City Centre will be discouraged.

## Individual Buildings

Within a smaller block, individual buildings should be made as adaptable as possible to ensure they can change over time. The Georgian townhouse is a good example of an adaptable building which can easily switch uses as circumstances change. Many have gone from residential to office or retail and back to residential over time.

In terms of residential development, the provision of 'lifetime' homes is encouraged. These homes are designed to be capable of straightforward adaptation as residents' needs change.



# DIVERSITY



Housing, leisure, shops, places to work and meet should interrelate to form an identifiable and walkable City Centre that meets the needs of residents. City centre's which benefit from a mixture of good amenities have the means to support their own requirements and reinforce a sense of community. Retaining a good proportion of a city's spending locally is also of great economic as well as social benefit.

## Physical Diversity

A robust and diverse street and block form allows for a wide range of building types to be accommodated in the City Centre.

A mix of building types and forms are encouraged within a block both to support a mix of uses and visual richness. A robust block form, such as the perimeter block, can also adapt well to change.

## Mix of Uses

Providing a mix of uses, whether vertically in a building, in a block or simply along a street, creates vibrancy in an area. The City Centre should be seen as more than just a place to shop or work 9 to 5.

The evening economy also needs to be better integrated into the City Centre. The location of premises contributing to the evening economy do need to be carefully planned, particularly bars and clubs (A4 and A5 uses) which can create nuisance when within or adjacent to residential uses. Restaurants and cafes (A3 uses) should be encouraged throughout the City Centre, particularly in the Historic and Retail Cores.

## Visual Diversity

The principle of diversity applies equally to the style and design of individual buildings. Respect for scale, massing (the shape and size of blocks of development) and a robust street form allows a wide range of architectural styles to be accommodated which is traditional throughout the City Centre. Provided good designers are used, this variety greatly enriches the identity of the character areas and assists legibility. New development should always ensure that it animates the public realm with a rich and diverse visual interest.



# SUSTAINABILITY

Sustainable development is concerned with the overlapping working of the economy, environment and society.

The vision for the City Centre encourages a sustainable and innovative 21st century approach to development that makes use of current best practice to make it more energy and resource efficient whilst encouraging economic development and social equity. Efficiency begins with the overall layout of the City Centre which should be efficient in the use of land by ensuring that the urban form is compact and of a density that maximises the potential of each site or area whilst protecting distinctive character. A variety of building types, uses, sizes and tenure will encourage the creation of a mixed and balanced sustainable City Centre.

## Social and Economic Integration

A key ingredient in diversity and sustainability is a successful mix of tenures where rented, shared ownership and private can co-exist and complement each other in a variety of building types and public realm. The management and maintenance of any new development is fundamental to the sustainability of the City Centre. Tenants, owners and landlords have responsibilities to the wider community.

Good design can assist social inclusion by making social housing in new developments in the City Centre indistinguishable in terms of quality, appearance and site location to private housing.



## Mix of Uses

Sufficient development density and mix of compatible uses lend support to many of the other urban design principles. It encourages long term sustainability by promoting more economic use of land, a critical mass of local population which in turn supports a rich mix of facilities and activities and an efficient public transport system. City Centre residents, workers and visitors should be able to walk to facilities such as a corner shop, primary school and public transport within a matter of minutes. Good urban design supports this by ensuring individual developments contribute to achieving this.

## Reuse and Recycle

The reuse and recycling of existing buildings, particularly historic ones, is encouraged throughout the City Centre. Most existing buildings worthy of retention represent a significant amount of embodied energy and finding new uses where appropriate and renovation to modern standards is encouraged as opposed to demolition and reconstruction.

In addition, all new development should have a waste management strategy to ensure adequately sized storage areas, particularly for recycling, and access for collection is considered at an early stage.

## Efficiency

Individual buildings should be efficient in their use of energy and water by incorporating energy and water saving devices, together with renewable energy technologies where appropriate and practical. Wherever possible, sustainable building materials and techniques should be employed during the construction phase, including waste reduction and recycling.

## Reduce the Risk of Flooding

Reducing the risk of future flooding in the City Centre through sustainable drainage systems (SUDS) is to be encouraged in both new development and improvements to the public realm where possible to reduce the speed and quantity of surface storm water run-off. The incorporation of SUDS can also support increased biodiversity where water is kept at the surface.

## Biodiversity

New landscape features and green spaces should ensure they have wildlife value wherever possible to support increased biodiversity across the City Centre. Individual buildings can also support increased biodiversity through the incorporation of green roofs and bird and bat boxes where possible.

It should be noted that a Habitat Regulations Assessment (HRA) is required for pre-application work on any proposals that would impact sites of significant nature value.

## Environmental Standards

Carlisle City Council are currently considering policies covering a range of environmental standards which will subsequently be applied to the City Centre. This will include the Code for Sustainable Homes Level 3 or above, the aspiration to achieve BREEAM 'Excellent' for non-residential development and renewable energy production targets.

In addition, the application of a 'green space factor' for new development is being considered to maximise the amount of greenspace in the City Centre and minimise sealed areas. This is to create an attractive and healthy environment for residents, workers and visitors, promote biodiversity and minimise storm water run-off.







# LEVELS OF INTERVENTION

This document accepts in principle the character areas set out in the DFMS. Following detailed analysis and identification of opportunities for change, the boundaries of some character areas have been amended. For example, the bringing of areas to the east of Lowther Street into the Retail Core.

To ensure the 8 Urban Design Principles are implemented appropriately in the various and different character areas, a simple three tier graded approach has been developed to guide the successful regeneration of Carlisle City Centre. These degrees of intervention determine the extent of development or conservation required.



## Reinvention and Reconfiguration

- areas lack distinctive character or have fundamental issues in terms of urban design;
- they can accommodate a high degree of change in terms of land use and urban form;
- create a new identity within overall urban design principles.



## Repair and Recovery

- areas with elements of distinct character and quality, but require 'repair';
- innovative and creative interventions possible to reinforce the area's character.



## Conservation

- areas of reasonably intact and robust urban form;
- generally located in the Conservation Areas of the City Centre;
- innovative and creative interventions possible, but must respect context.

In addition, gateway sites have been identified on key approach routes to the City:



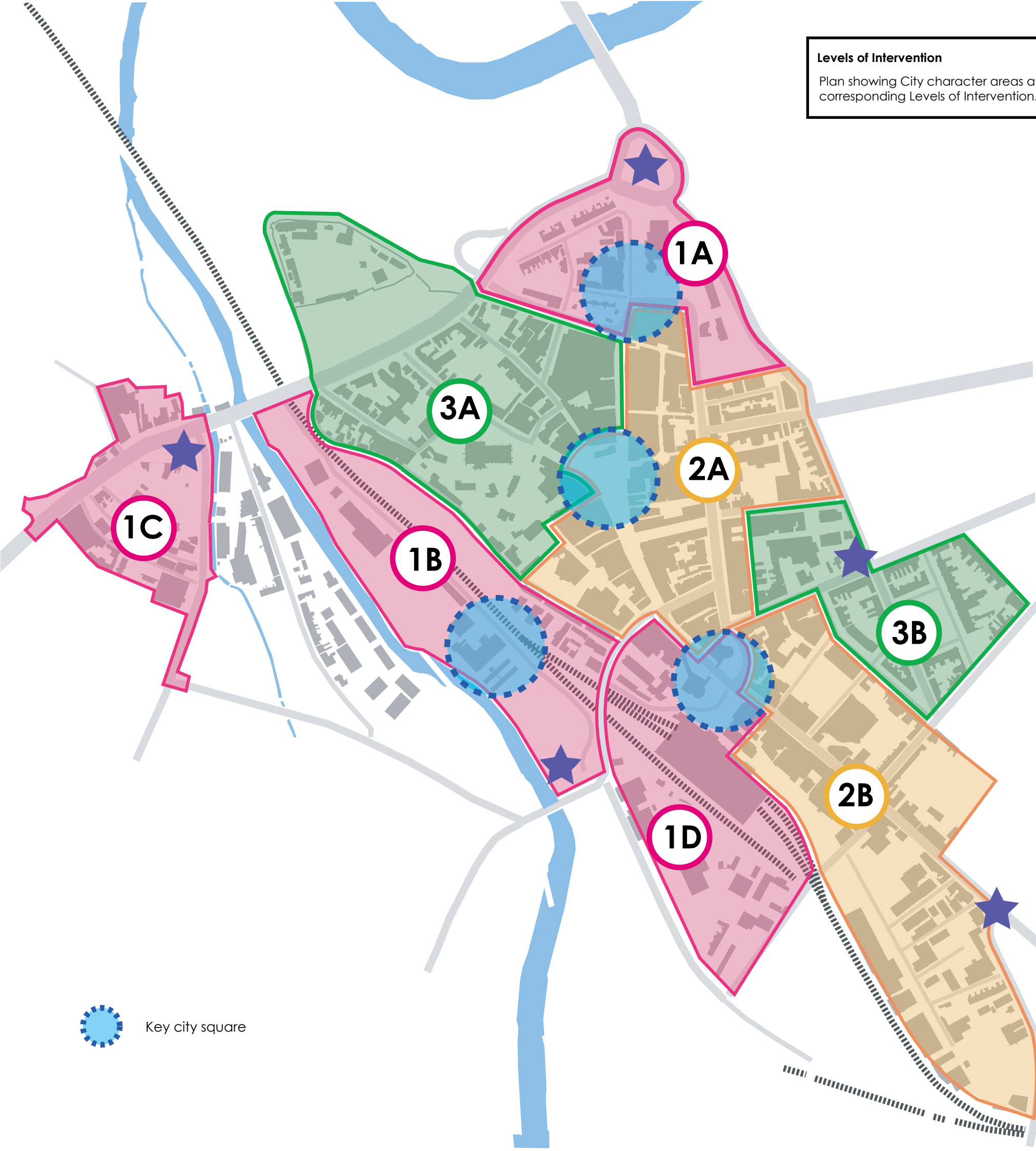
## Gateway Sites


- key sites and approaches which create a sense of arrival in the City Centre;
- several are currently inadequate or leave a poor impression;
- opportunity to improve in line with urban design principles.

Intervention areas are illustrated on the plan opposite. These cross reference the amended character areas shown on the following page.



**Levels of Intervention**  
Plan showing City character areas and their corresponding Levels of Intervention.



 Key city square

# CHARACTER AREA SPECIFIC GUIDANCE

The purpose of the Urban Design Guide is to provide general guidance on strategic issues and area design guidance for the City's individual character areas (see plan opposite), based on the detailed analysis carried out in the baseline study.

In what follows:

## **Key Issues**

A summary of key issues outlines the current situation and depicts key issues that must be resolved by future development of the City quarters;

## **Vision**

An aspirational statement describes the projected vision for the area with scenarios for future use, form and character;

## **Design Principles**

The principles set out criteria to encourage positive intervention with specific guidance for the character area based on the 8 Urban Design Principles of:

- Character
- Continuity and Enclosure
- A Quality Public Realm
- Ease of Movement
- Legibility
- Adaptability
- Diversity
- Sustainability

## **Comparator Projects**

Images of similar projects across the UK have been included to illustrate successful implementation of these principles in comparative City's that set a benchmark for Carlisle's regeneration.

## **Exemplar Projects**

A number of exemplar projects look at how these principles may be applied to Carlisle. These are not final proposals but ideas to stimulate future development opportunities within the City.











**Character Areas**

Plan showing City character areas, as amended from the DFMS.



**Character Areas**

-  Rickergate
-  Historic Core
-  Western Approaches
-  Caldew Riverside
-  Citadel
-  Eastern Approaches
-  Retail Core
-  Botchergate South

# REINVENTION & RECONFIGURATION

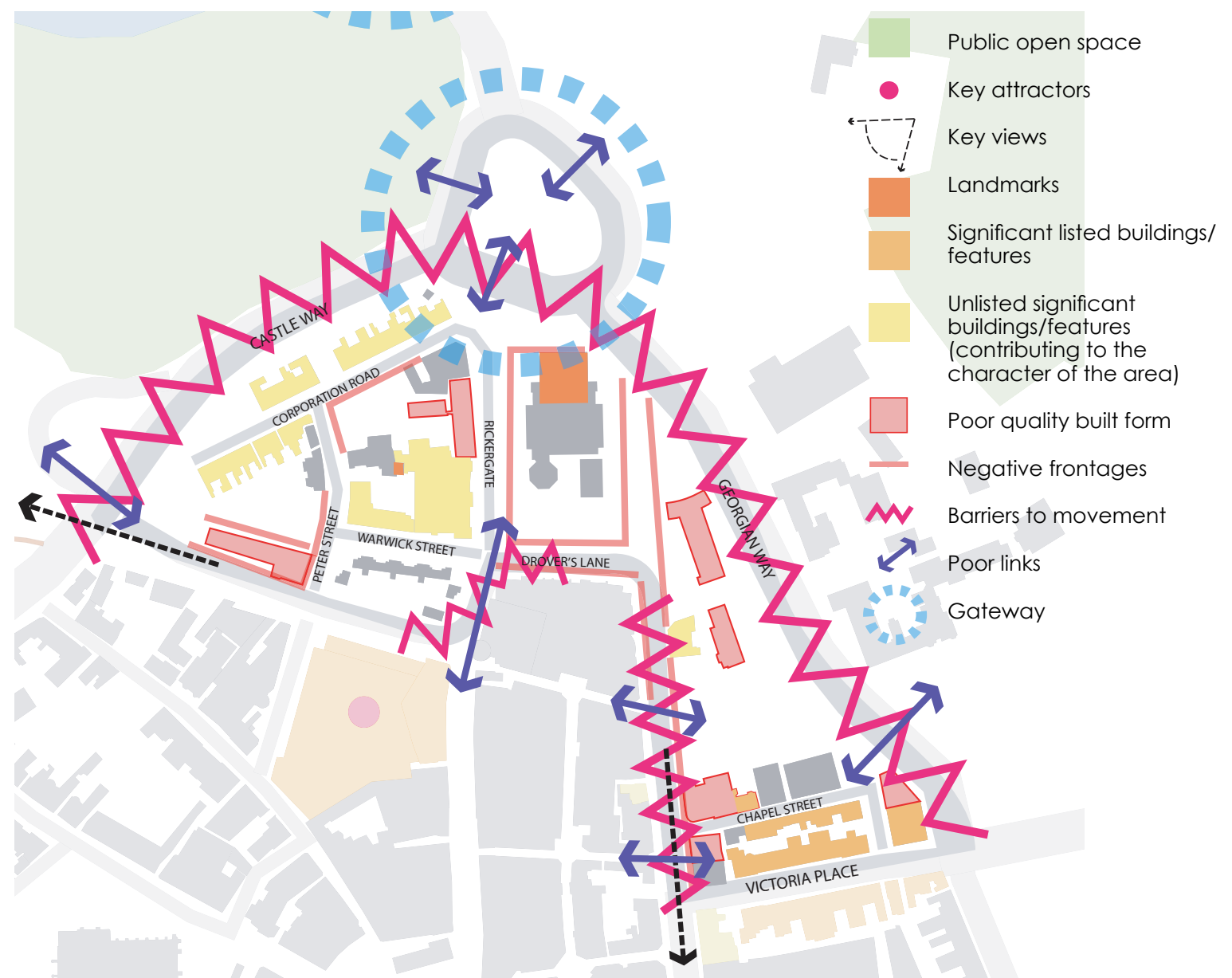
## 1A RICKERGATE

### Key Issues

- Diverse building types, scales, characters and landuses of variable quality that lack a sense of coherency;
- The area lacks a distinct identity and function. It currently creates a weak edge to the Northern City extent and requires significant transformational change;
- Local community interest;
- Streets lack a sense of enclosure and definition. Low quality, weak frontages to West Tower Street and Peter Street detract from the significance of the Market Hall, Magistrates Court and Fire Station buildings;
- Castleway and Georgian Way sever Rickergate from Bitt's Park, northern residential areas and the education village to the east. Poor existing pedestrian links via subways;
- Poor legibility of the northern gateway and entrances to the Retail Core and Historic Quarter. Potential landmark buildings lack prominence and are devalued by poor public realm;
- No significant public space, despite being the location of key civic facilities;
- Unattractive street environment, dominated by traffic, car parking and street clutter;
- Traffic to West Tower Street and inactive groundfloor uses creates poor pedestrian links along Rickergate to the City Centre.

### Vision

*Transformational change in Rickergate will make this area of diverse architectural styles a vibrant and integral part of Carlisle's City Centre. A diversification of uses and substantial redevelopment will enhance and rejuvenate the area. Existing buildings of outstanding quality will work with new development and public realm to create a distinct character and identity. The primary routes will become mixed use streets, providing activity and amenities for residents, workers and visitors to the City. Public art, signage and lighting to existing subways will create dynamic pedestrian links to surrounding areas, reuniting the City Centre with its adjacent communities. Spectacular views to the Castle and Bitt's Park will be maximised with new public realm that embraces the green character on its fringes. Redevelopment of the area will include a new civic space at its heart that will become a focus for activity for the surrounding community and the City as a whole.*





## Degree of Intervention

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

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

## Principles

### Character

- Retain buildings of significant architectural quality that will not restrict the successful regeneration of the area to maintain a sense of local identity;
- In the vicinity of retained buildings, the scale and materials finishes of new development should reflect that of the surrounding context if appropriate;
- Otherwise, innovative and contemporary infill developments should be encouraged. The use of modern materials such as steel, timber, aluminium and glass should be explored;
- New landuses should improve animation at the street level. Mixed use office, retail, leisure and residential development should work in harmony with retained existing uses.

### Continuity and Enclosure

- Generally, developments adjacent to existing buildings should respect their scale;
- New development should not hinder views or encroach upon the setting of significant character buildings. New additions should be sensitive to retained building heights and scale;
- New development should aim to redefine streets and create strong active edges to public space;
- Higher buildings up to 5 storeys may be sited along Lowther Street to create street enclosure in scale with Debenhams and Georgian Way;
- New development should respond to the surrounding strategic routes and create a strong edge to the City. Buildings should help emphasise the northern gateway;
- Active frontages at street level should be created to increase pedestrian activity and provide natural surveillance to enhance safety on key routes;
- Attractive views to Carlisle Castle and Bitt's Park should be maximised. New development should frame views and make the most of Rickergate's location on the edge of the City.

### A Quality Public Realm

- Create a new City square that is fronted by quality architecture and animated by events and activities associated with rejuvenated uses. This innovative urban landscape will become an important node for play, leisure and interactivity;
- Rickergate will become the areas primary street.

New public realm and revitalised frontages and uses will assert its status, making it a hub for street activity;

- Soft landscaping and public realm improvements to Castleway will help reconnect Rickergate to Bitt's Park and the River Eden.

### Ease of Movement

- Improve pedestrian links to Bitt's Park and the wider countryside from the City Centre. Improved street quality and safety along Rickergate and West Tower Street in addition to public art and lighting installations to subways will enhance these routes;
- Public transport should be better integrated at the new Rickergate Square. Activity to the squares edge will encourage sustainable transport use;
- Car parking should be rationalised and consolidated in the quarter. On street parking should be limited, with the majority provided at basement or above groundfloor level in new developments.

### Legibility

- Rickergate should be defined as the quarter's primary street;
- New built form, public art and lighting should emphasise the a sense of gateway at the Eden Bridge crossing and Hardwicke Circus roundabout;
- Attractive views to Bitt's Park and Carlisle Castle should be maintained and enhanced;
- Strengthen views to key city landmarks;
- Improve signage and interpretation to aid navigation;
- Improve views and connections along Lowther Street;
- A major gateway landmark is

required in the area either with the retention of the Civic Centre or a new development;

- The potential impact from reflectivity should be carefully considered when selecting materials for new buildings.

### Adaptability

- The new Rickergate square should be clearly connected to the City Centre through clear routes. A simple design will enable it to adapt to changing events and activities;
- New development should respect the overall fine grain of the City Centre.

### Diversity

- Mixed use development will create a vibrant City quarter that can successfully integrate with retained uses;
- Rickergate offers opportunities to promote the 'full day out' by providing City living, retail, evening and daytime activities, with strong walking and cycling links to the countryside;
- New development should have visual diversity. A variety of scales, massing and architectural style applied in a thoughtful manner, will enrich the streets and create a distinct City quarter.

### Sustainability

- New residential development should aim to build upon the existing community and seek to accomodate a positive mix of tenure types to create an inclusive community;
- Reuse and adapt existing buildings to innovative uses;
- Use sustainable materials, locally sourced where possible.
- Incorporate Sustainable Urban Drainage Systems.

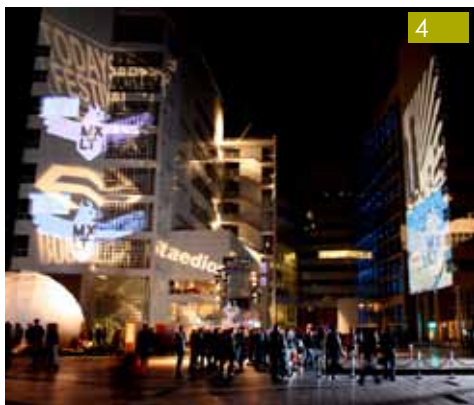
# REINVENTION & RECONFIGURATION

## 1A RICKERGATE



Rickergate Before

### Precedent Images



1. High quality public realm  
5. Simple contemporary design

2. A place for public art  
6. Gathering space

3. Quiet recreation space  
7. Cafe culture

4. Dynamic evening environment







# REINVENTION & RECONFIGURATION

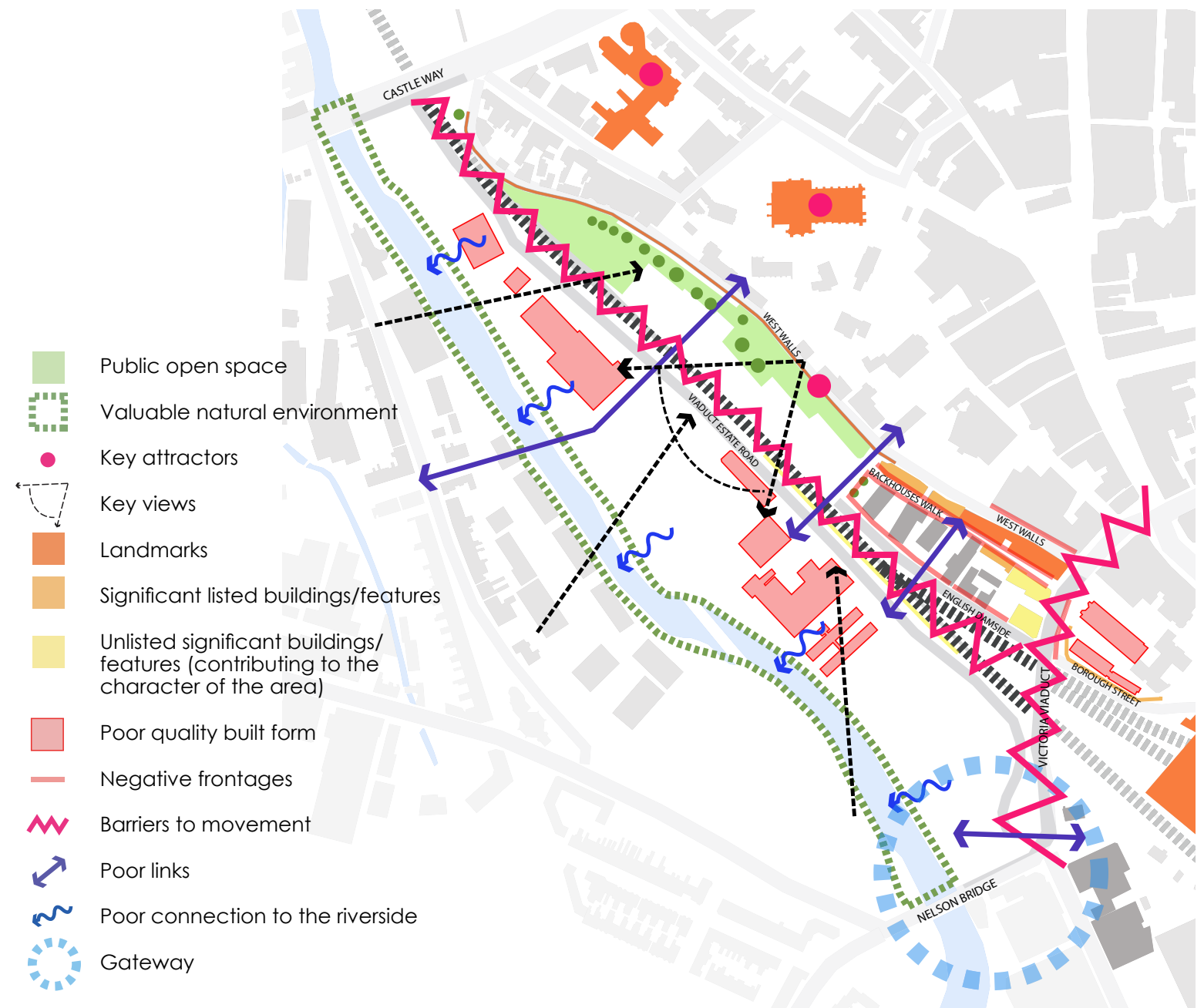
## 1B CALDEW RIVERSIDE

### Key Issues

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

### Vision

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





## Degree of Intervention

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

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

## Principles

### Character

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

### Continuity and Enclosure

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

### A Quality Public Realm

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

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

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

### Ease of Movement

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

### Legibility

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

landmark for the area;

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

### Adaptability

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

### Diversity

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

### Sustainability

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

# REINVENTION & RECONFIGURATION

## 1B CALDEW RIVERSIDE



Caldew Riverside Before

### Exemplar Project Caldew Place

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



### Precedent Images



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





Caldew Riverside After

# REINVENTION & RECONFIGURATION

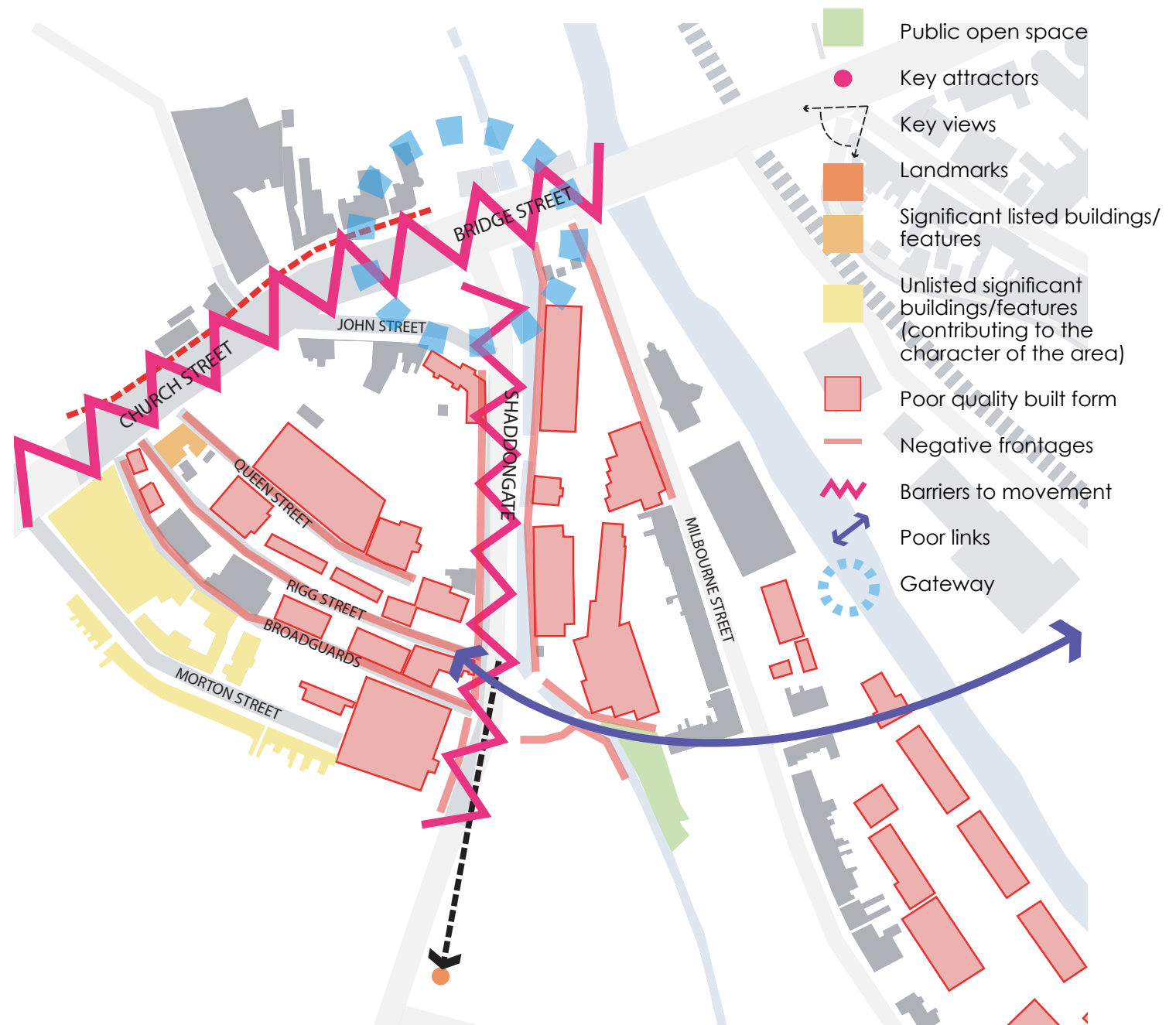
## 1C WESTERN APPROACHES

### Key Issues

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

### Vision

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





## Degree of Intervention

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

## Principles

### Character

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

### Continuity and Enclosure

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

should be no higher than 5 storeys;

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

### A Quality Public Realm

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

### Ease of Movement

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

improve integration with the City Centre and the riverside;

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

### Legibility

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

### Adaptability

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

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

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

### Diversity

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

### Sustainability

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

# REINVENTION & RECONFIGURATION

## 1C WESTERN APPROACHES



Bridge Street Before

### Exemplar Project Bridge Street

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

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

### Precedent Images



1. Landmark building  
4. Strong street frontages

2. Attractive cycle and footways  
5. Landmark art

3. Innovative architecture







# REINVENTION & RECONFIGURATION

## 1D CITADEL

### Key Issues

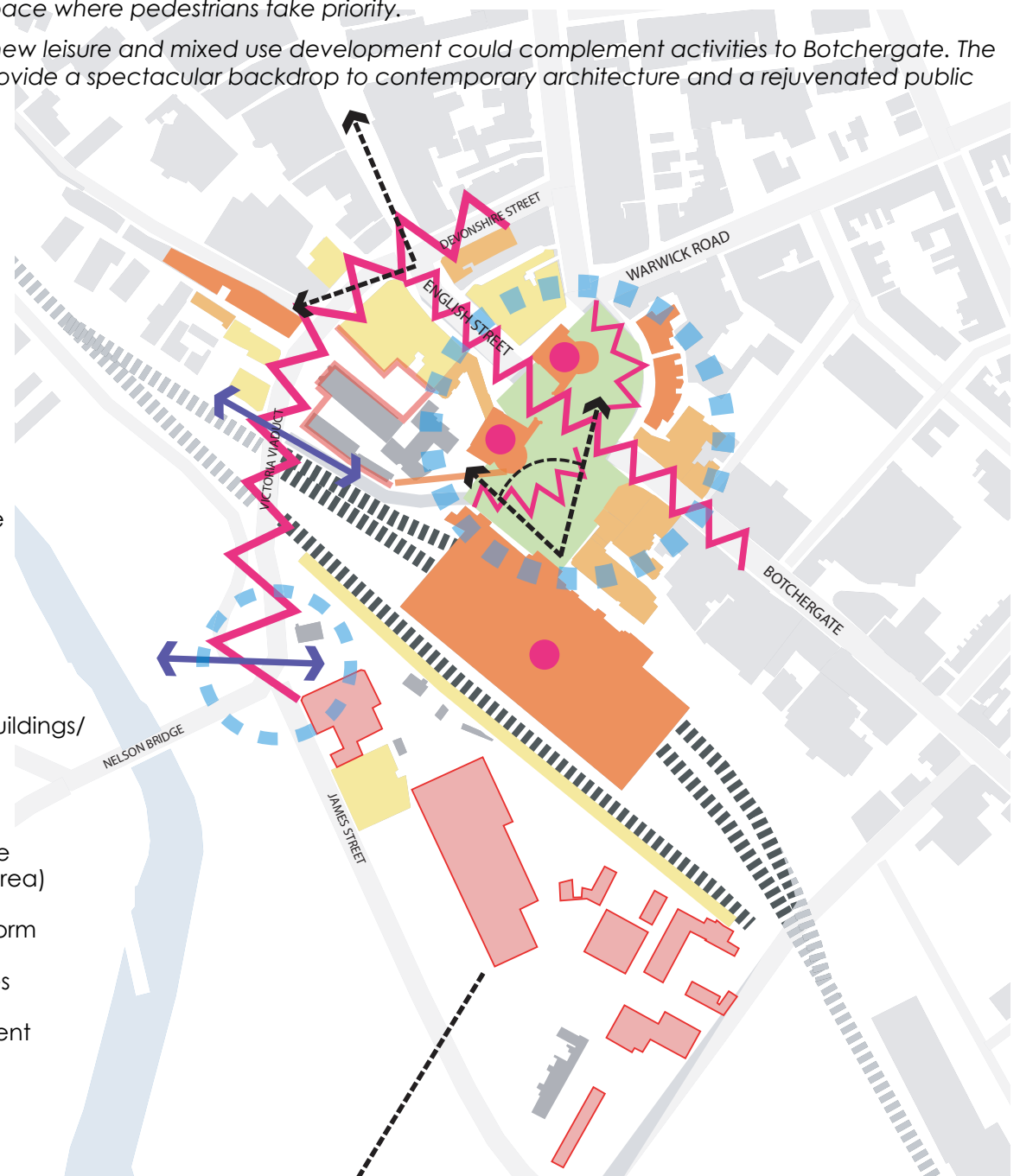
- The Citadel character area is severed down its centre by the railway which has created a zone of low quality retail and industry on the potentially valuable fringe of the City core to the south;
- To the north, Court Square is dominated by traffic, car parking and street clutter and lacks any sense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

### Vision

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

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

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





## Degree of Intervention

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

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

## Principles

### Character

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

### Continuity and Enclosure

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

### A Quality Public Realm

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

### Ease of Movement

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

### Legibility

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

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

### Adaptability

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

### Diversity

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

### Sustainability

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

# REINVENTION & RECONFIGURATION

## 1D CITADEL



Court Square Before

### Exemplar Project Carlisle Station/Court Square

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

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



### Precedent Images



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





# REPAIR & RECOVERY

## 2A RETAIL CORE

### Key Issues

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

### Vision

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

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

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





## Degree of Intervention

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

## Principles

### Character

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

### Continuity and Enclosure

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

### A Quality Public Realm

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

### Ease of Movement

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

### Legibility

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

signage, art and lighting.

### Adaptability

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

### Diversity

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

### Sustainability

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

# REPAIR & RECOVERY

## 2A RETAIL CORE



Heads Lane Before

### Exemplar Project Heads Lane

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

### Precedent Images



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





Lonsdale Street Bus Station After

Retail Core Before

### Precedent Images



Before

Lonsdale Street Bus Station Before

### Exemplar Project Lonsdale Street Bus Station

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



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

# REPAIR & RECOVERY

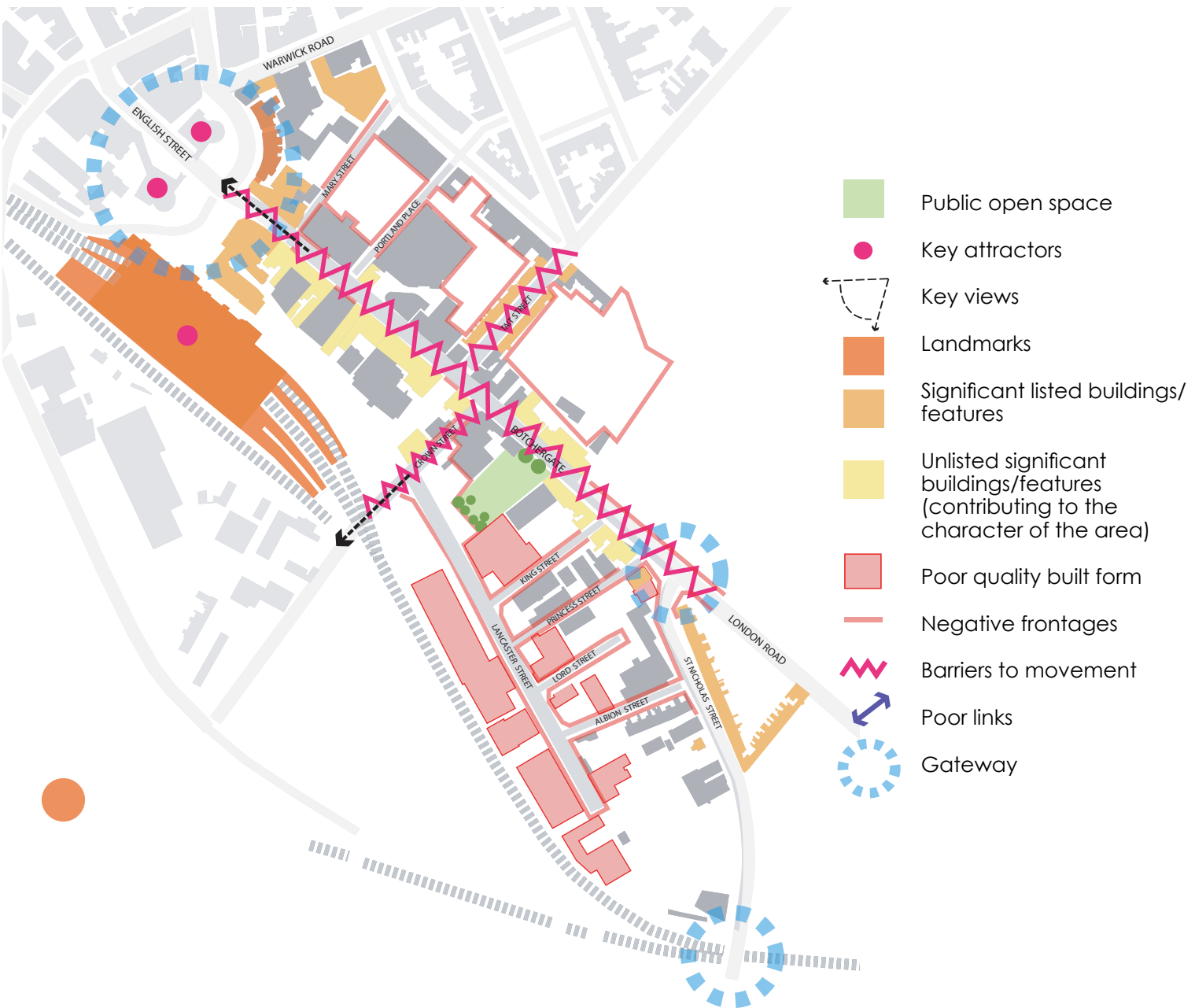
## 2B BOTCHERGATE

### Key Issues

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

### Vision

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





## Degree of Intervention

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

## Principles

### Character

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

### Continuity and Enclosure

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

### A Quality Public Realm

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

### Ease of Movement

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

### Legibility

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

### Adaptability

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

### Diversity

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

both daytime and evening activities to create a vibrant Botchergate.

### Sustainability

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

# REPAIR & RECOVERY

## 2B BOTCHERGATE



Botchergate Before

### Exemplar Project Botchergate

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

### Precedent Images



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









# CONSERVATION

## 3A HISTORIC CORE

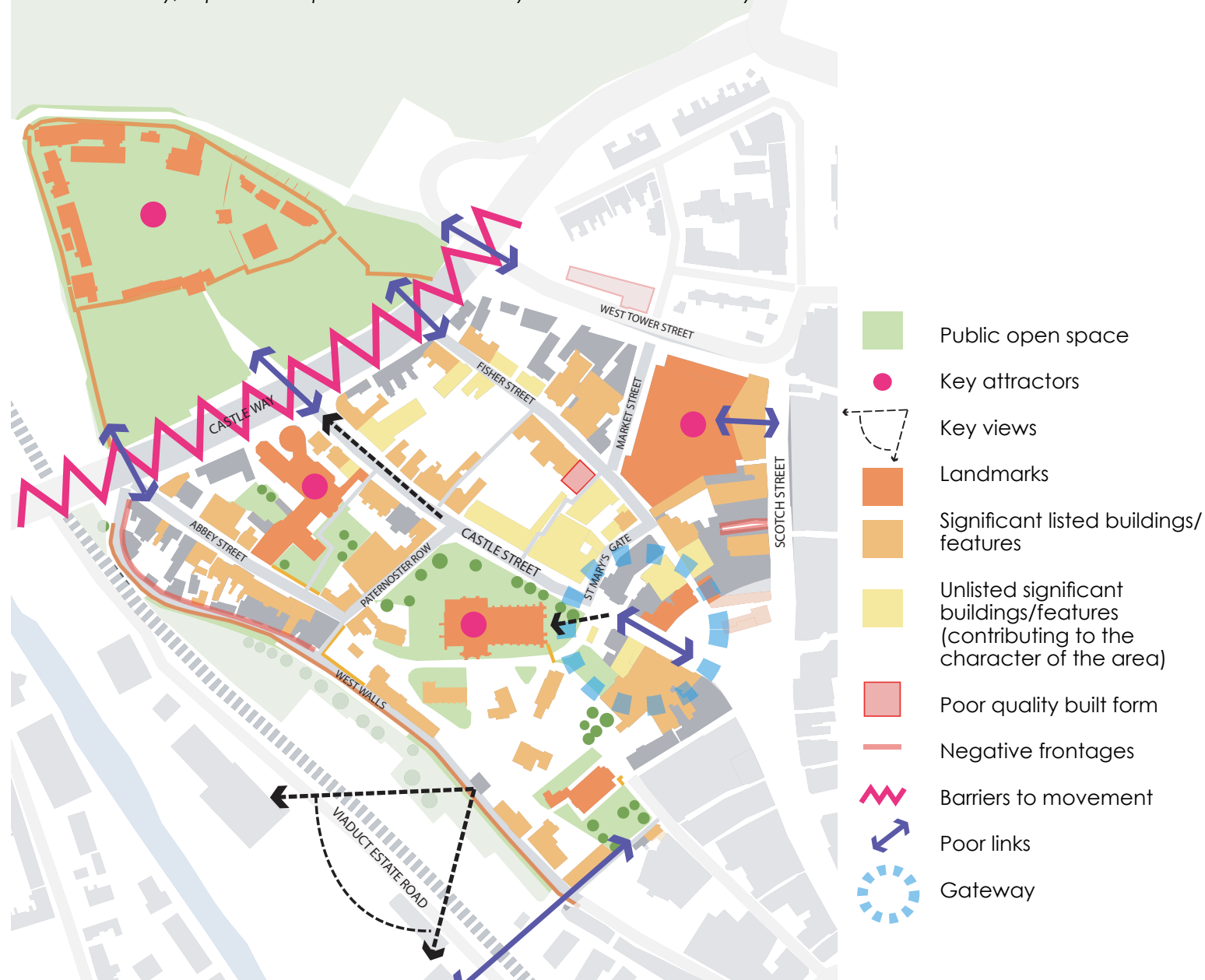
### Key Issues

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

### Vision

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

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





## Degree of Intervention

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

## Principles

### Character

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

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

### Continuity and Enclosure

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

### A Quality Public Realm

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

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

### Ease of Movement

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

### Legibility

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

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

### Adaptability

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

### Diversity

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

### Sustainability

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

# CONSERVATION

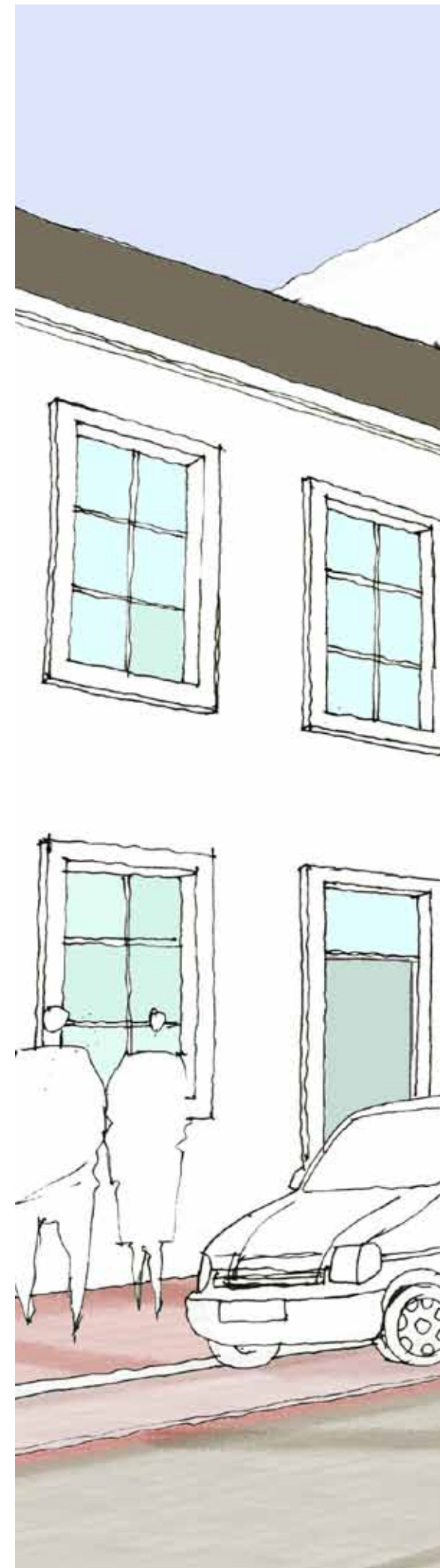
## 3A HISTORIC CORE



Abbey Street Before

### Exemplar Project Abbey Street

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



### Precedent Images



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





# CONSERVATION

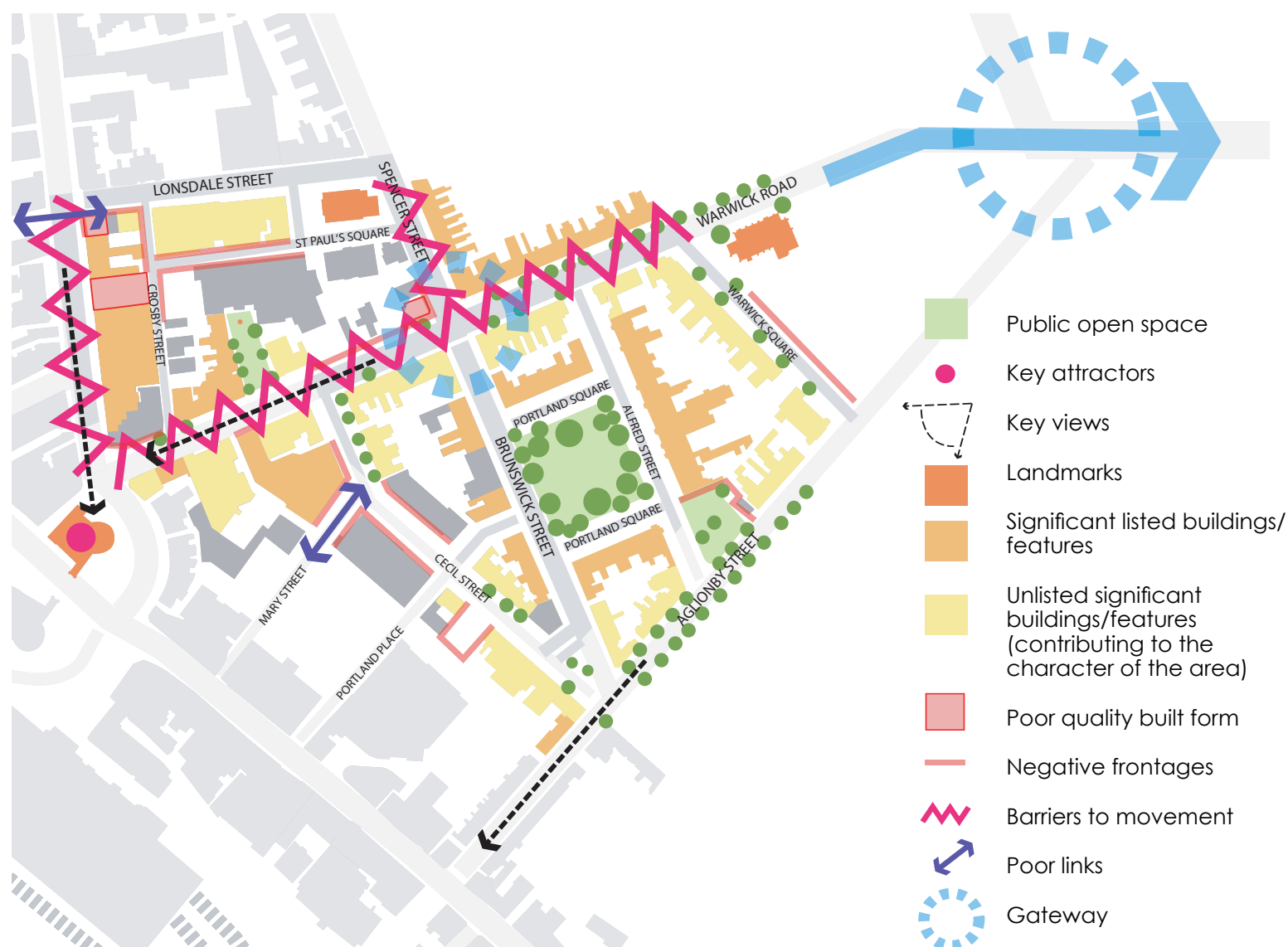
## 3A EASTERN APPROACHES

### Key Issues

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

### Vision

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





## Degree of Intervention

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

## Principles

### Character

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

### Continuity and Enclosure

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

### A Quality Public Realm

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

urban fabric.

### Ease of Movement

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

### Legibility

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

### Adaptability

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

### Diversity

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

### Sustainability

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

# CONSERVATION

## 3A EASTERN APPROACHES



Warwick Road Before

### Exemplar Project Warwick Road

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

### Precedent Images



1 & 2. High quality landmark corner buildings







# MOVEMENT - STRATEGIC HIGHWAY ISSUES

## Introduction

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

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

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

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

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

## Key Movement Principles:

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







# MOVEMENT - CITY CENTRE & INTEGRATION WITH PUBLIC REALM

## Introduction

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

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

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

## Street Hierarchy

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

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

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

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

## Key highway proposals

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

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



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



# MOVEMENT - A CITY FOR PEOPLE



1

## Introduction

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

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

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

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



2



3

## Improving the pedestrian environment

### 1. Readdressing the balance - creating a pedestrian friendly City

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

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



4

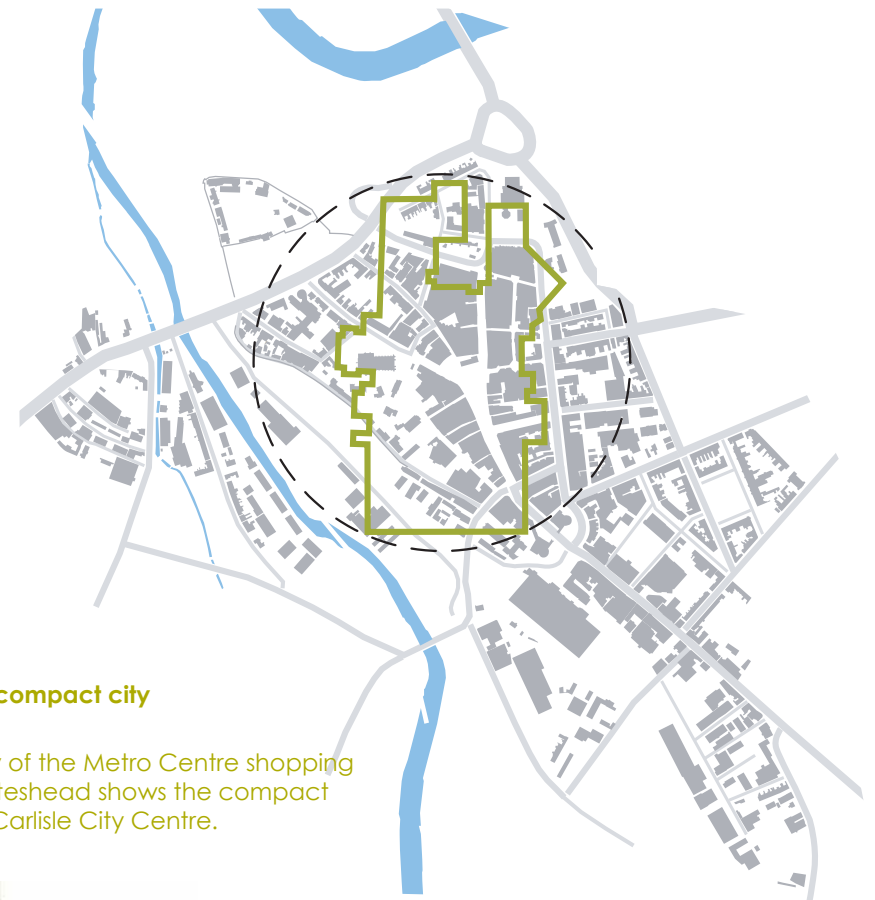
### 2. A City for everyone

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

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



5



### 6 The compact city

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



7

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

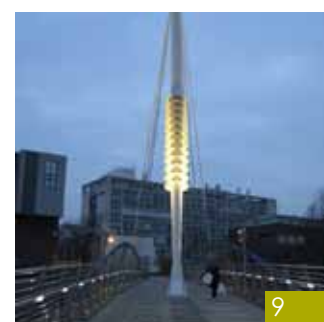
### 3. Improve pedestrian links to the City Centre

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

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



8

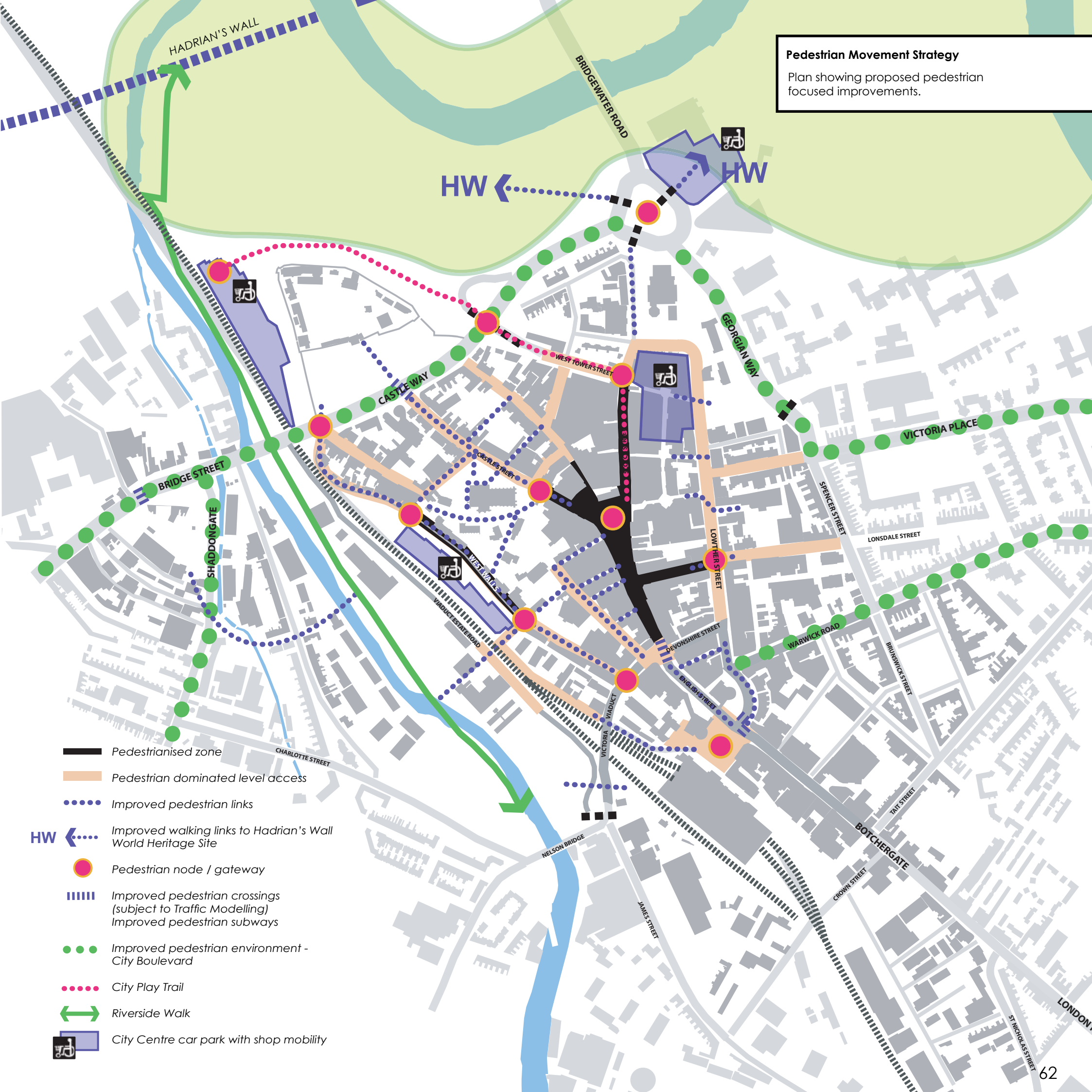


9



**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.



### 2. Cycling in Pedestrian Priority Zones

Cycle lanes should not be marked in these areas and should be an integral part of the shared surface:

- Where Pedestrian Dominated Level Surfaces are indicated, cyclists will share the street with pedestrians and vehicles. The street will



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.

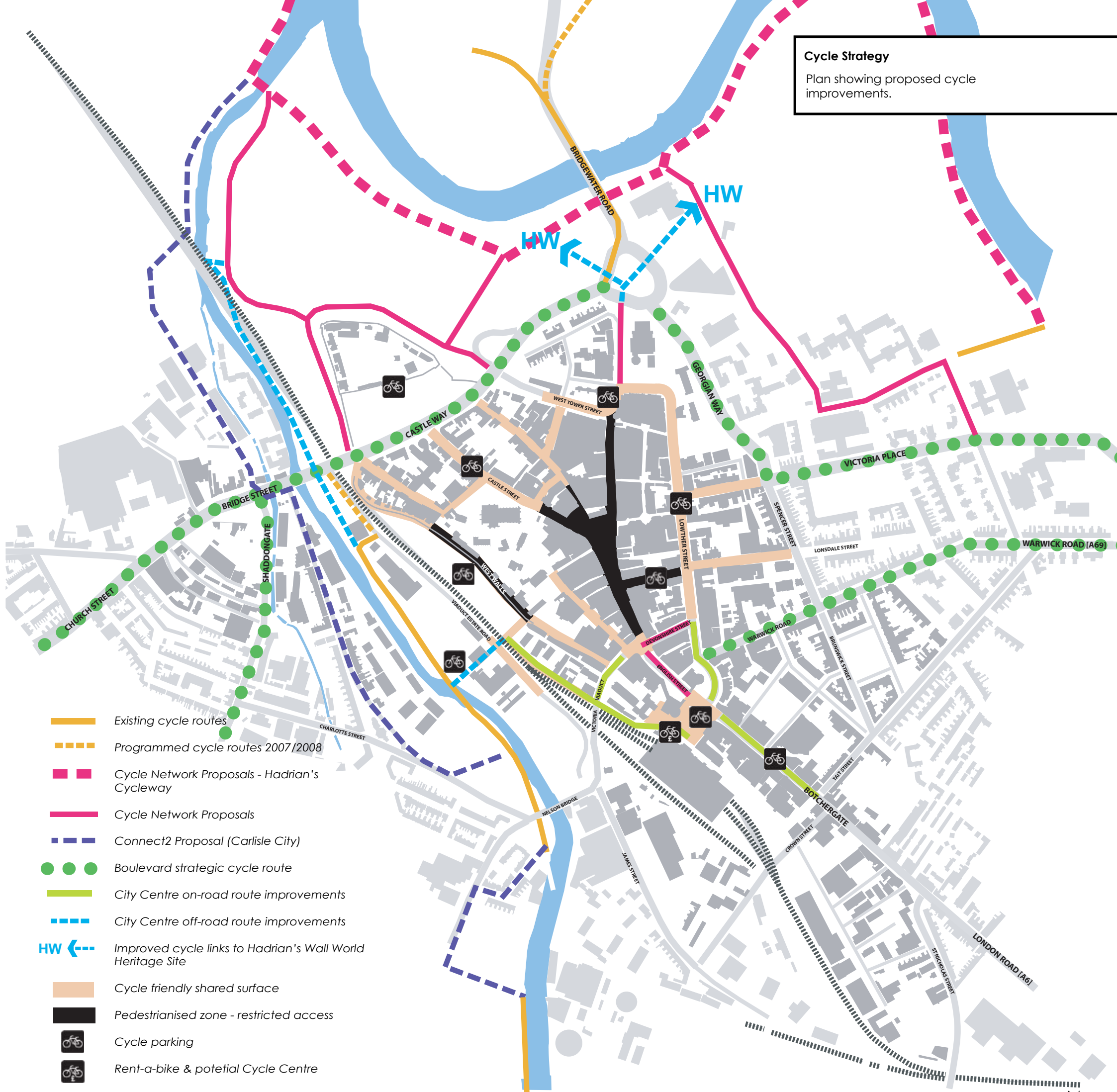
For further details, see page 105, Cycle Facilities.





**Cycle Strategy**

Plan showing proposed cycle improvements.





# 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;



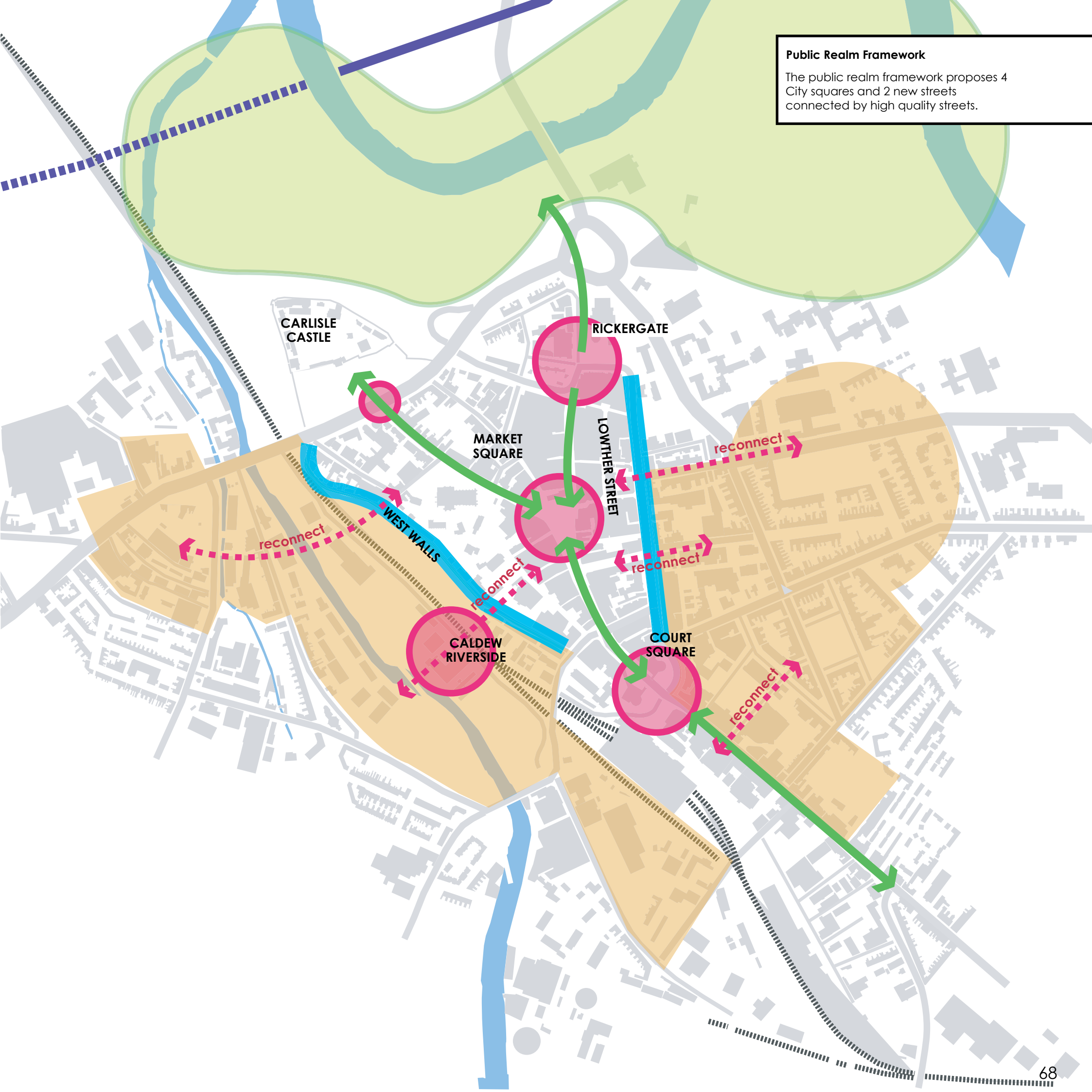
- **Improved east-west pedestrian links** across the City along enhanced historic lanes;



- 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 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**

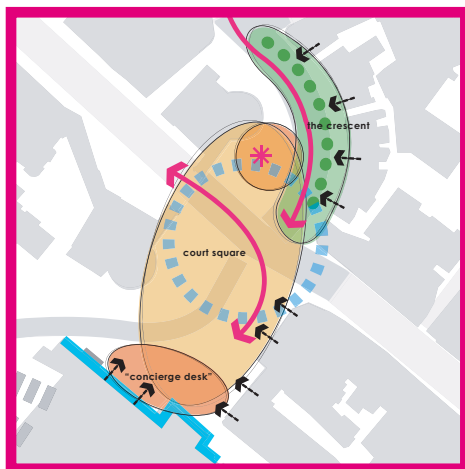
- Lowther Street
- English Street Intersection
- Botchergate
- Bridge Street







# 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

B

B'

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.

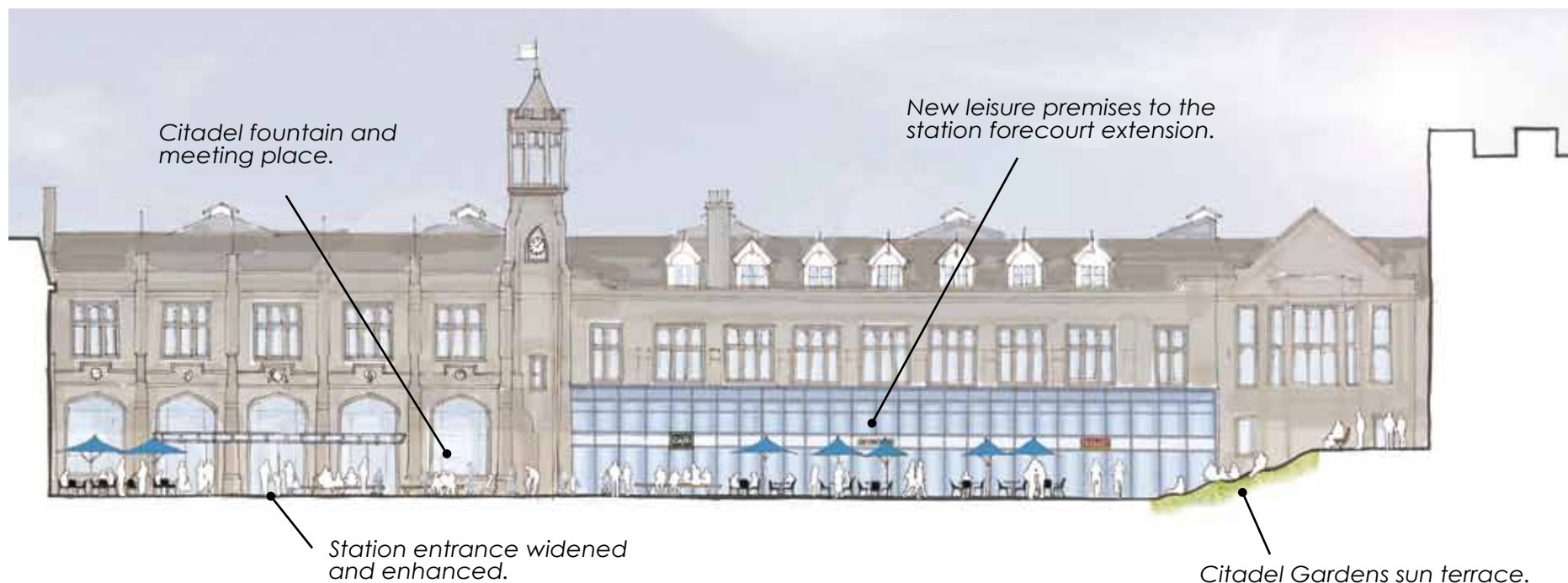
A'

Rent-a-bike and  
cycle parking.

New station extension.

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]*





## Precedent Images

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



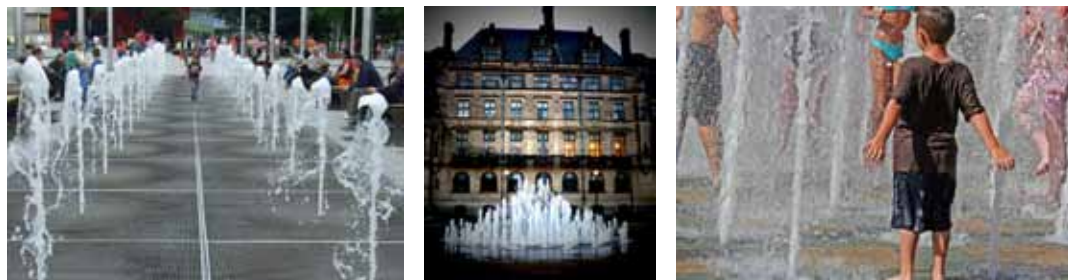
**2 & 3. Citadel Gardens** formal square, ornamental gardens and sun terrace create a setting to the Citadel towers and provide opportunities for quiet recreation.



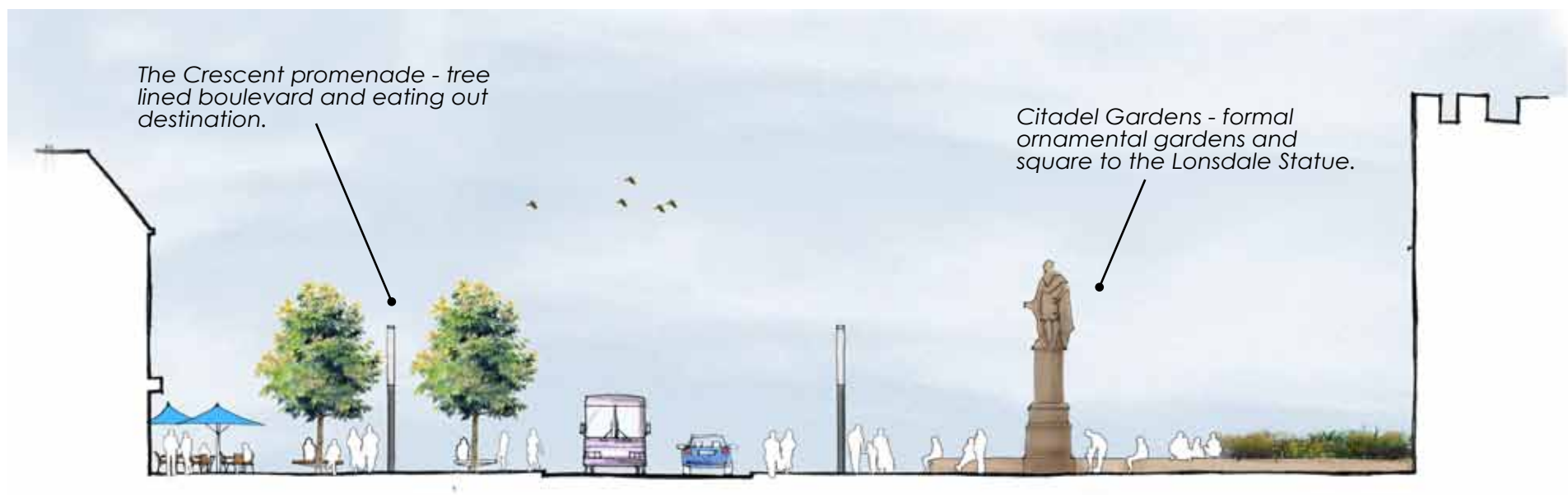
**4. Court Square** a place of arrival and orientation, the grand entrance to the City and a location for large city events.



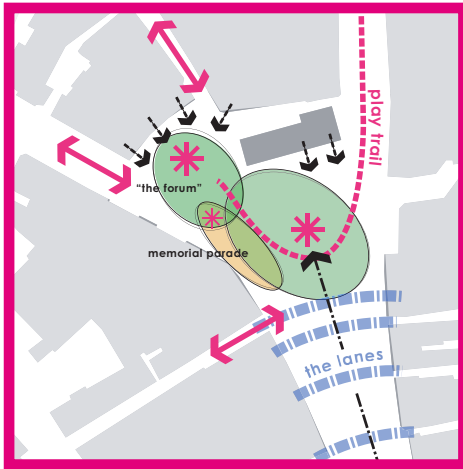
**5. Citadel Fountain** a meeting place and welcome space for City visitors.



**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.

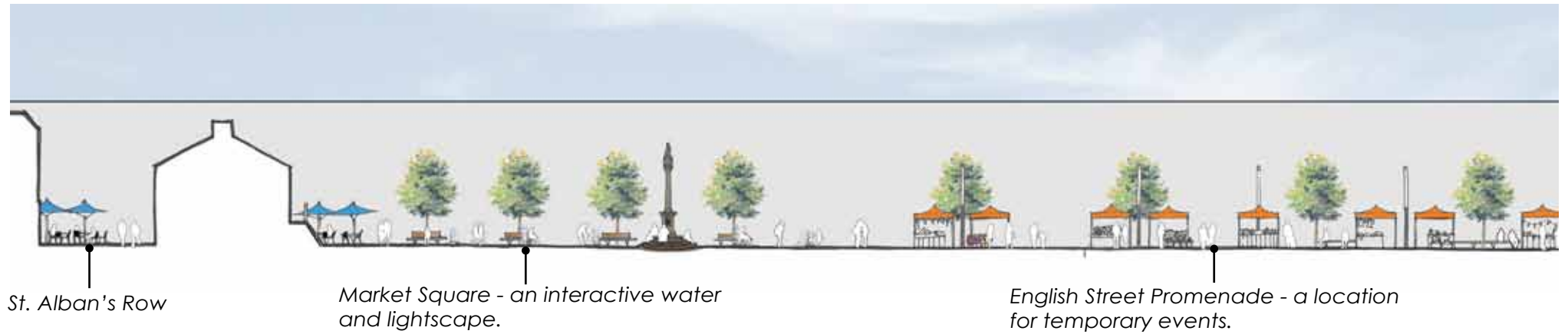
### Public Realm

- 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]*

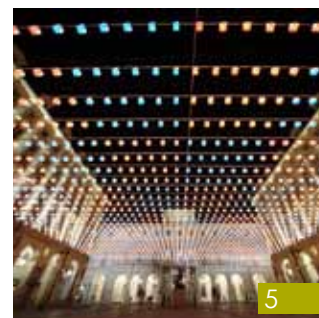
*Luci d'Artista Lighting Festival in Turin [5]*

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.



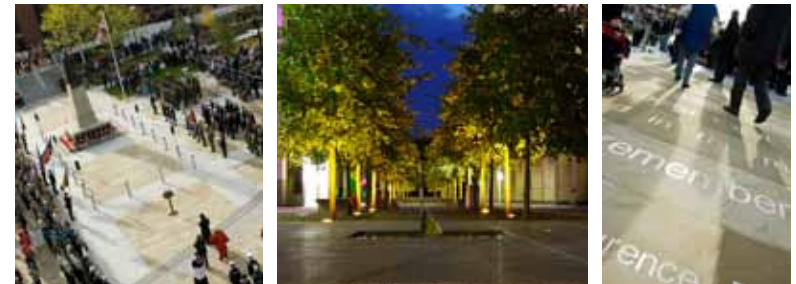
**2. Interactive water playscape.** Fountain jets and light grid can be turned off to accommodate events.



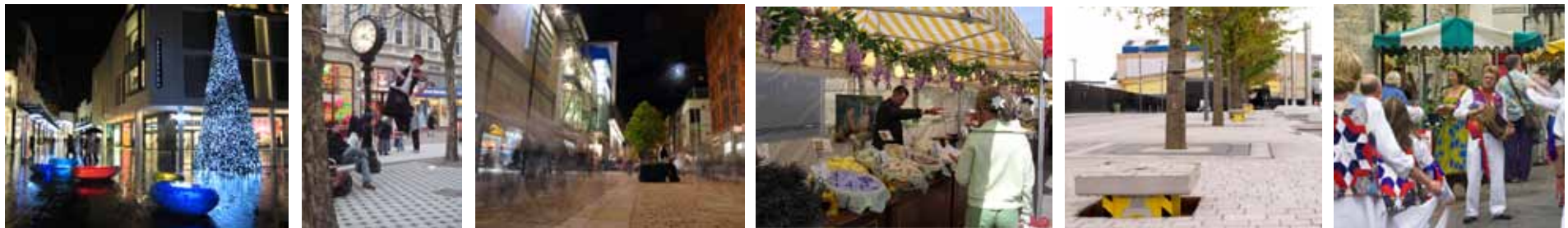
**3. Market Square** Improved setting to the Market Cross. High quality paving, trees, seating and feature lighting.



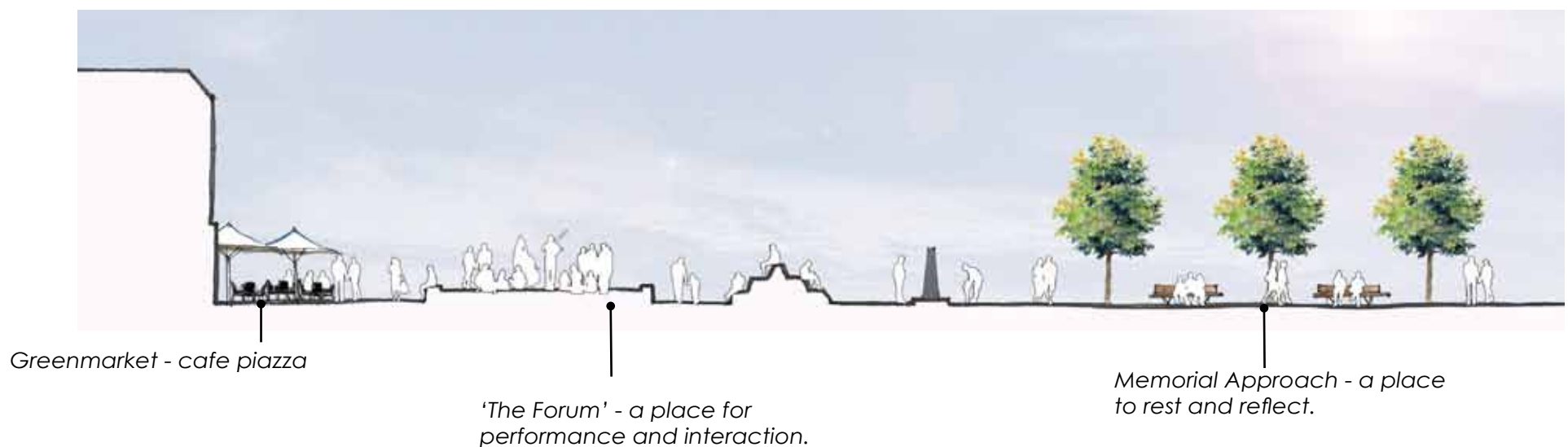
**4. Memorial Approach** tree lined square creates a formal setting to the City war memorial.



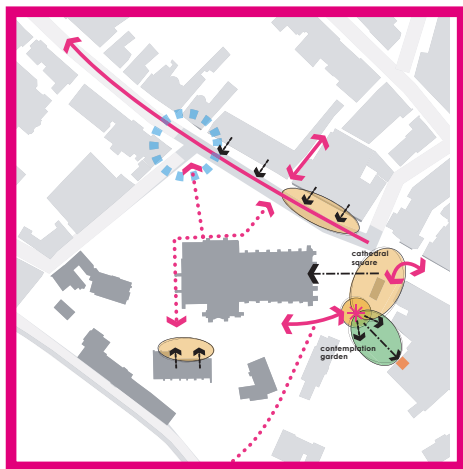
**5. English Street Promenade** Seating, lighting and trees located to allow temporary markets and events. Paving reconnects the alleys and lanes to the City core.



## 2 Section BB' : 'The Forum' & Memorial Parade



# 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

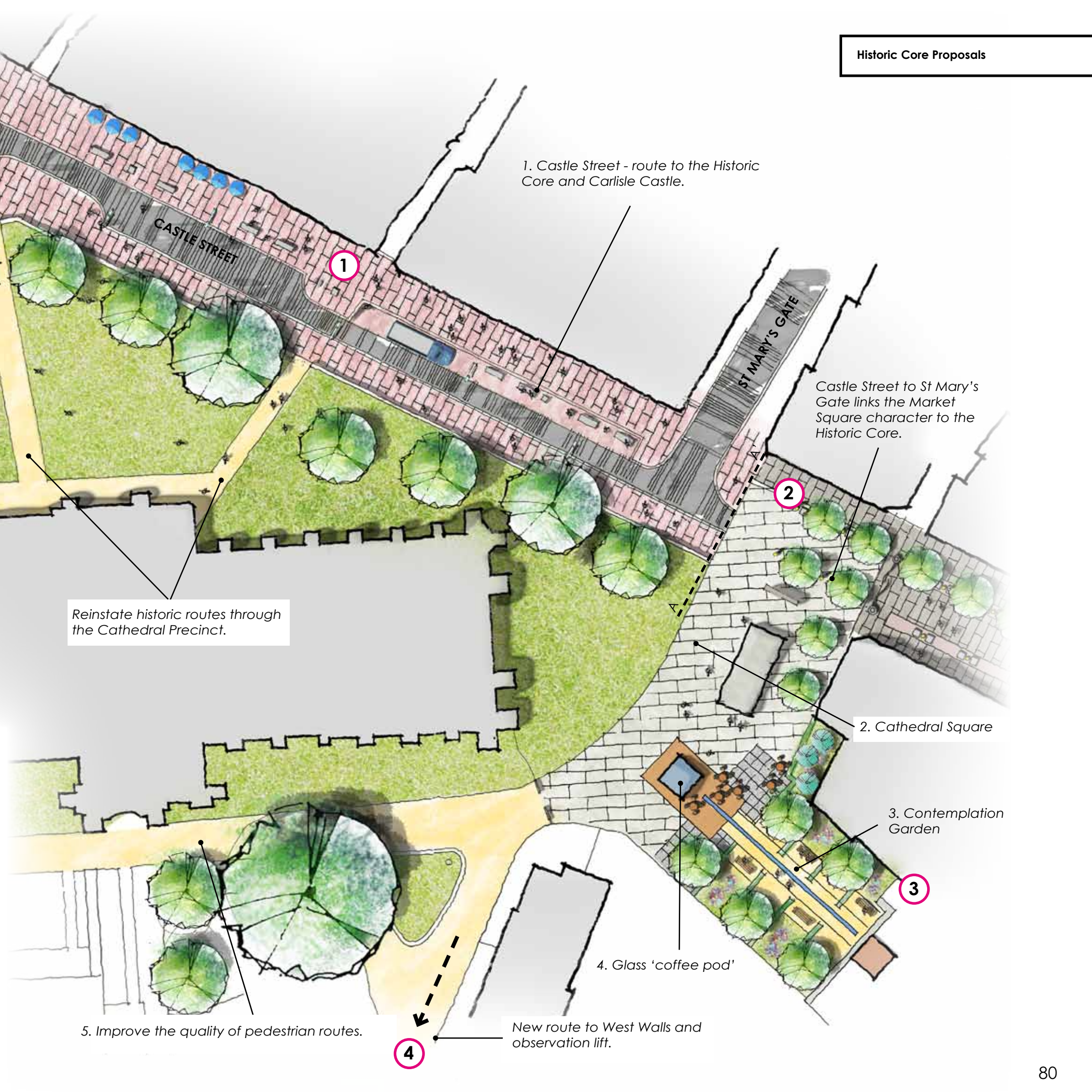
- Two way traffic will continue to be permitted along Castle Street to St Mary's Gate. Street design and materials will be used to slow traffic speeds and encourage driver and pedestrian interaction;
- Loading will be permitted at regulated hours, with loading bays sensitively integrated so that they 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.

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

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



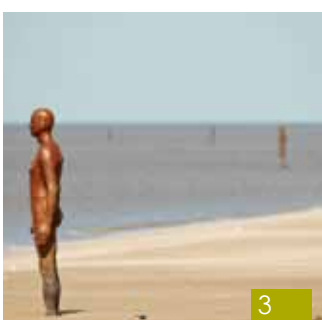
### **2** Sculptural Gateways

into the Historic Core marked by selective commissions:

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

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

*Minds Eye by Peter Randal-Page*



### **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.

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

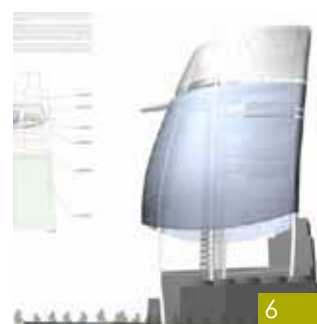


### **4** Observation Lift

– 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.



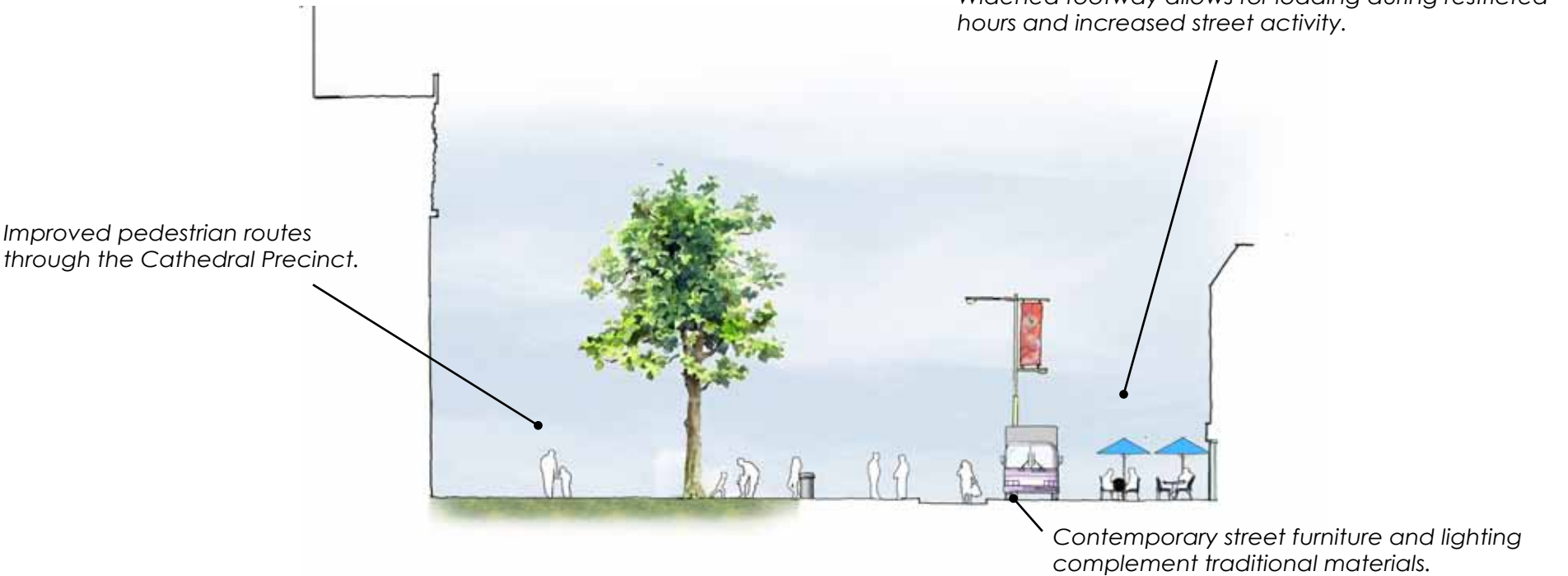
**4. Coffee Pod** - contemporary glazed kiosk, an outpost for the Priory Cafe, offering refreshments to Historic Core visitors.



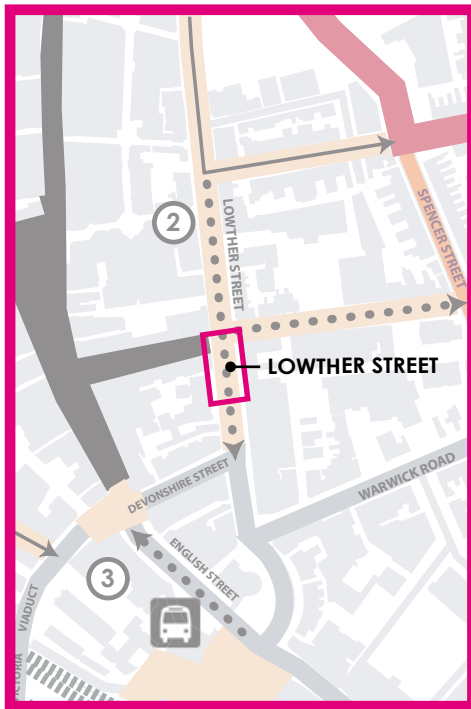
**5. Improved pedestrian routes.** Resurface with bound gravel and reduce the dominance of vehicles in the precinct.



2 Section AA' : Castle Street



# 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.

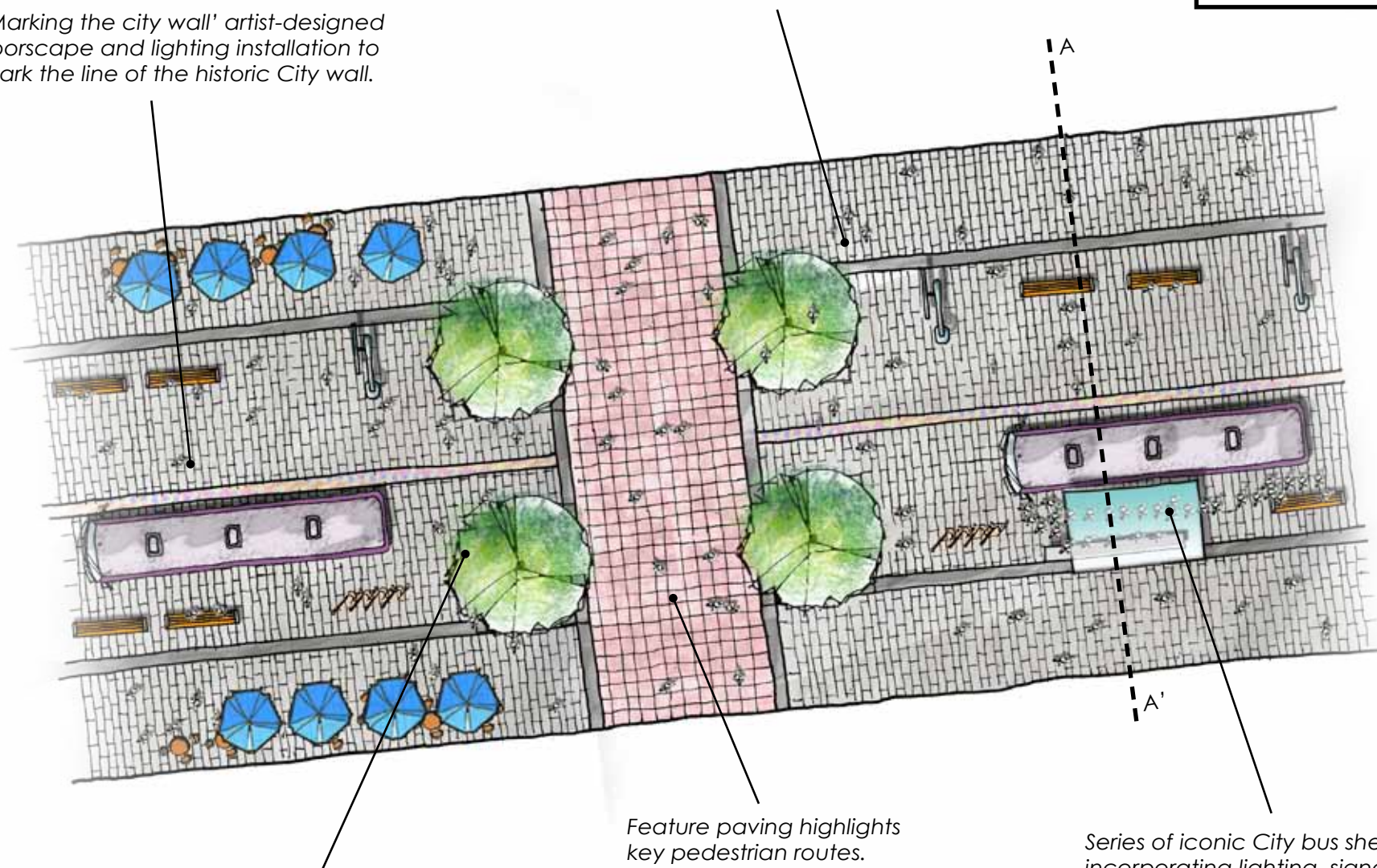
## Precedent Images





'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.

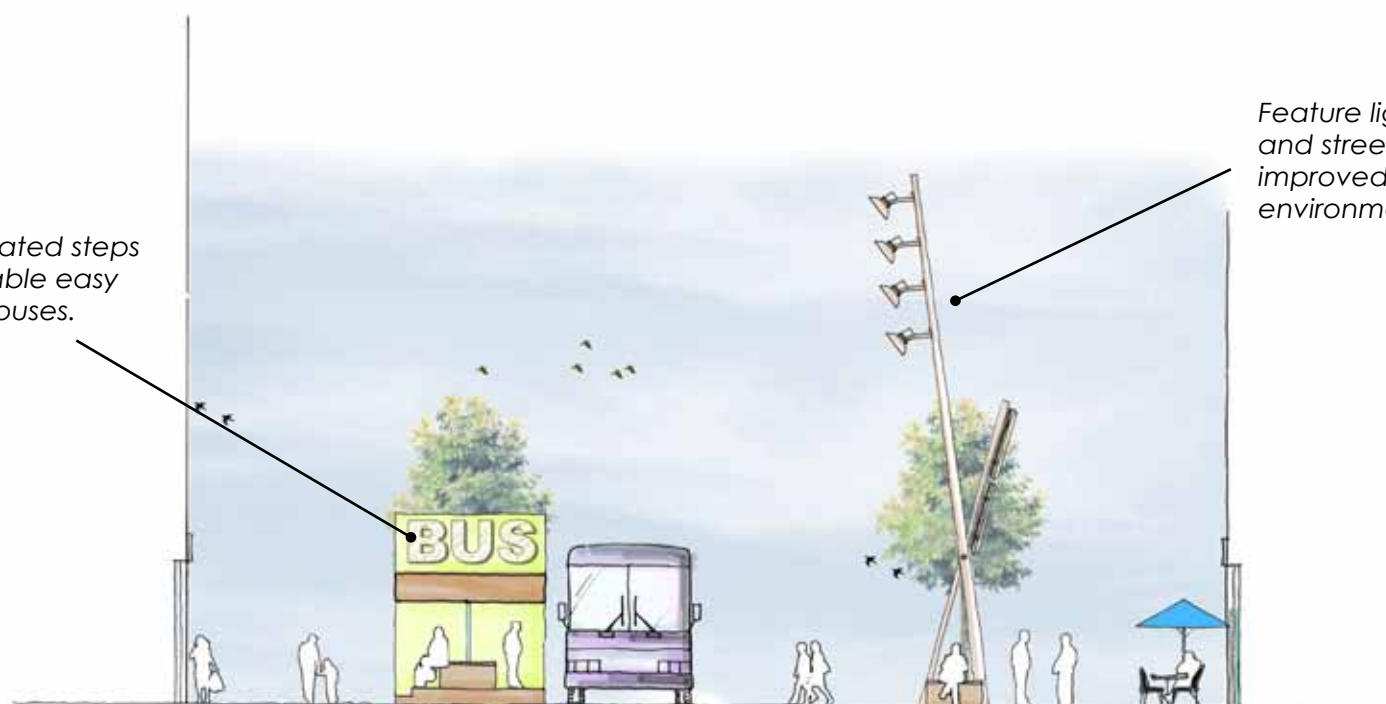


Street furniture and tree planting narrow the carriageway to slow bus traffic.

Feature paving highlights key pedestrian routes.

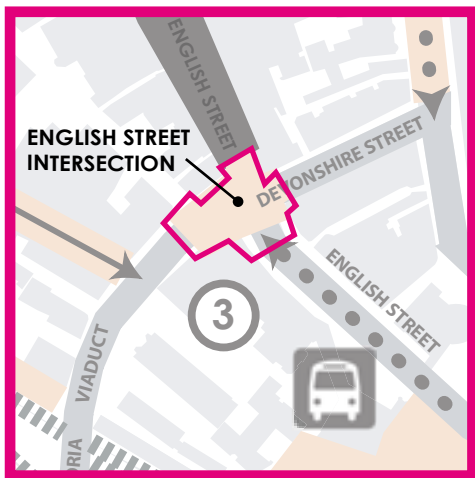
Series of iconic City bus shelters incorporating lighting, signage and seating to aid legibility of public transport in the City.

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.

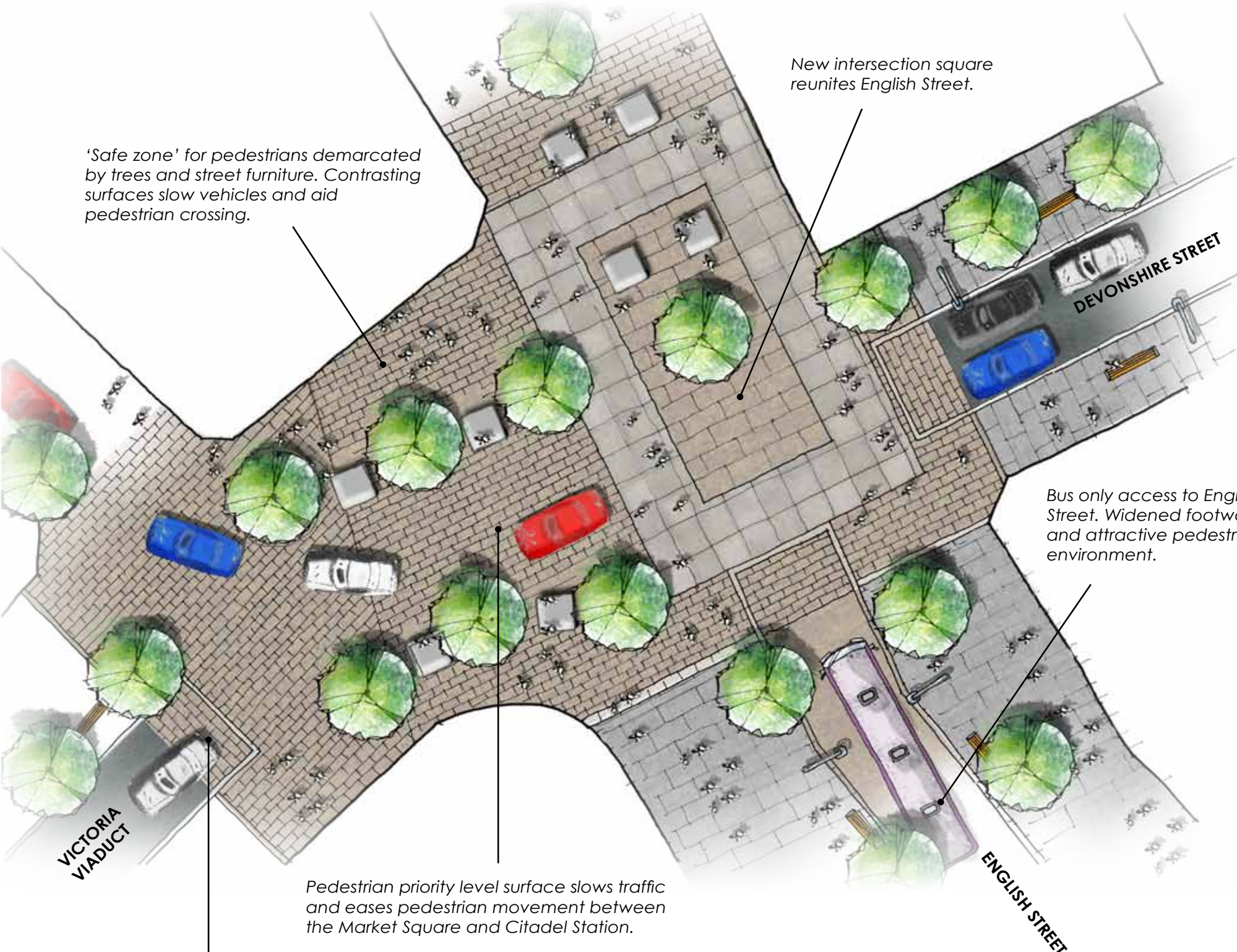
### Public Realm

- 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**

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

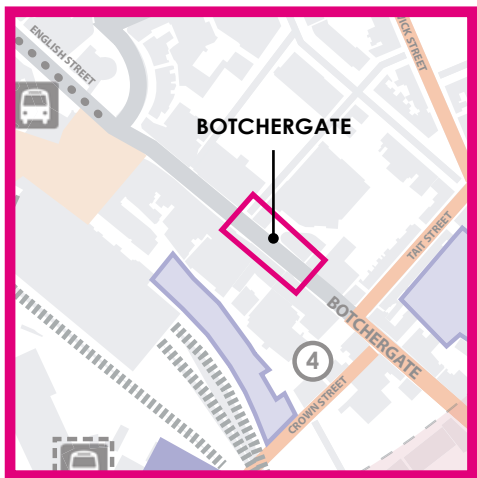
*Ramps up to the level surface square from the traditional City street slow vehicle movement through the area.*

**ENGLISH STREET**

**DEVONSHIRE STREET**



# 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.

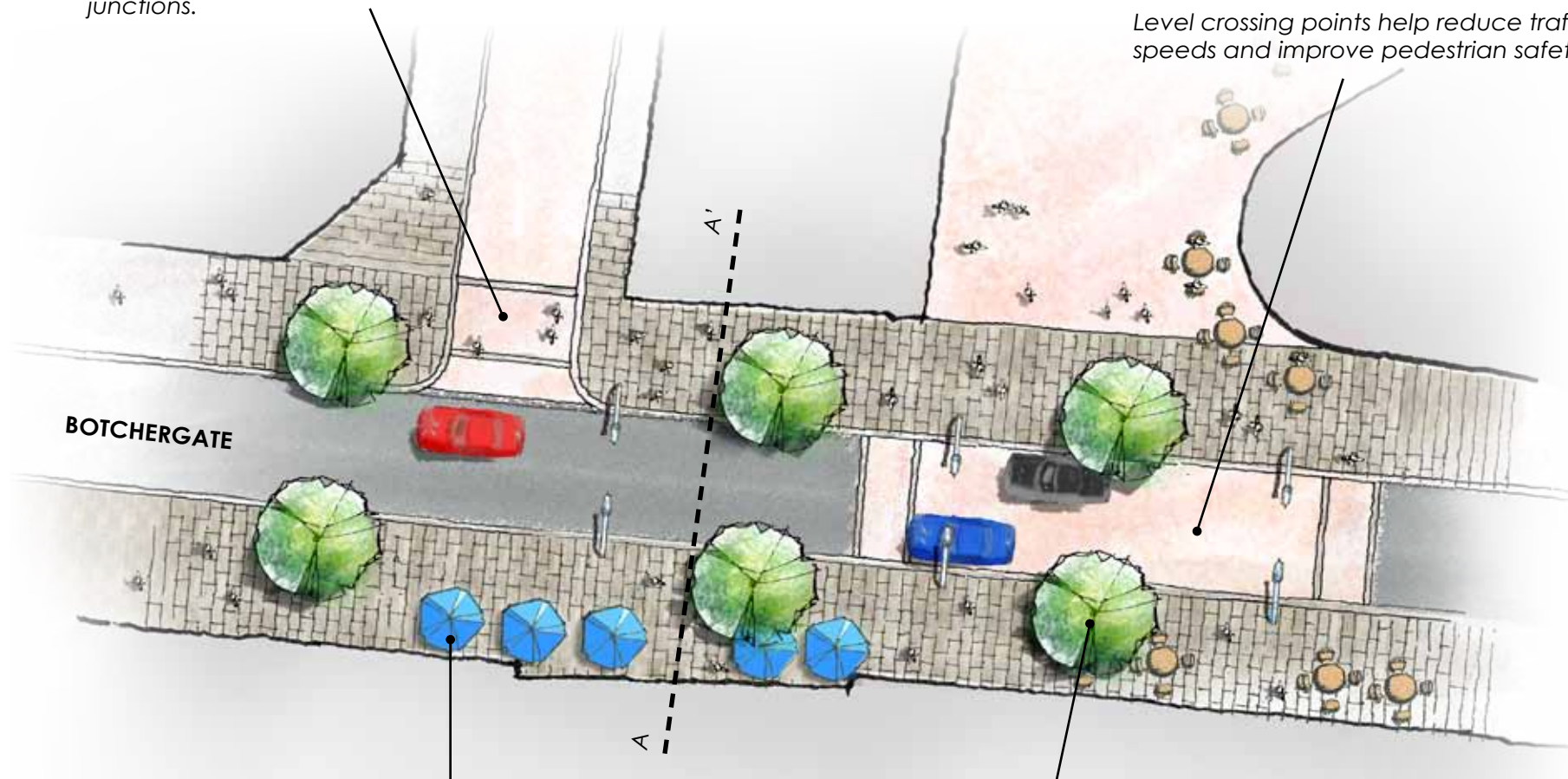
## Precedent Images





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.

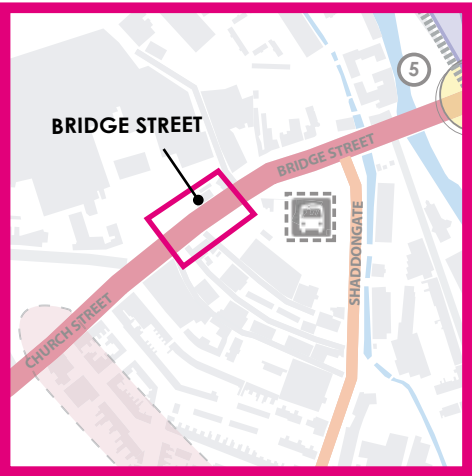
Wider footway allow for animated streets.



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.

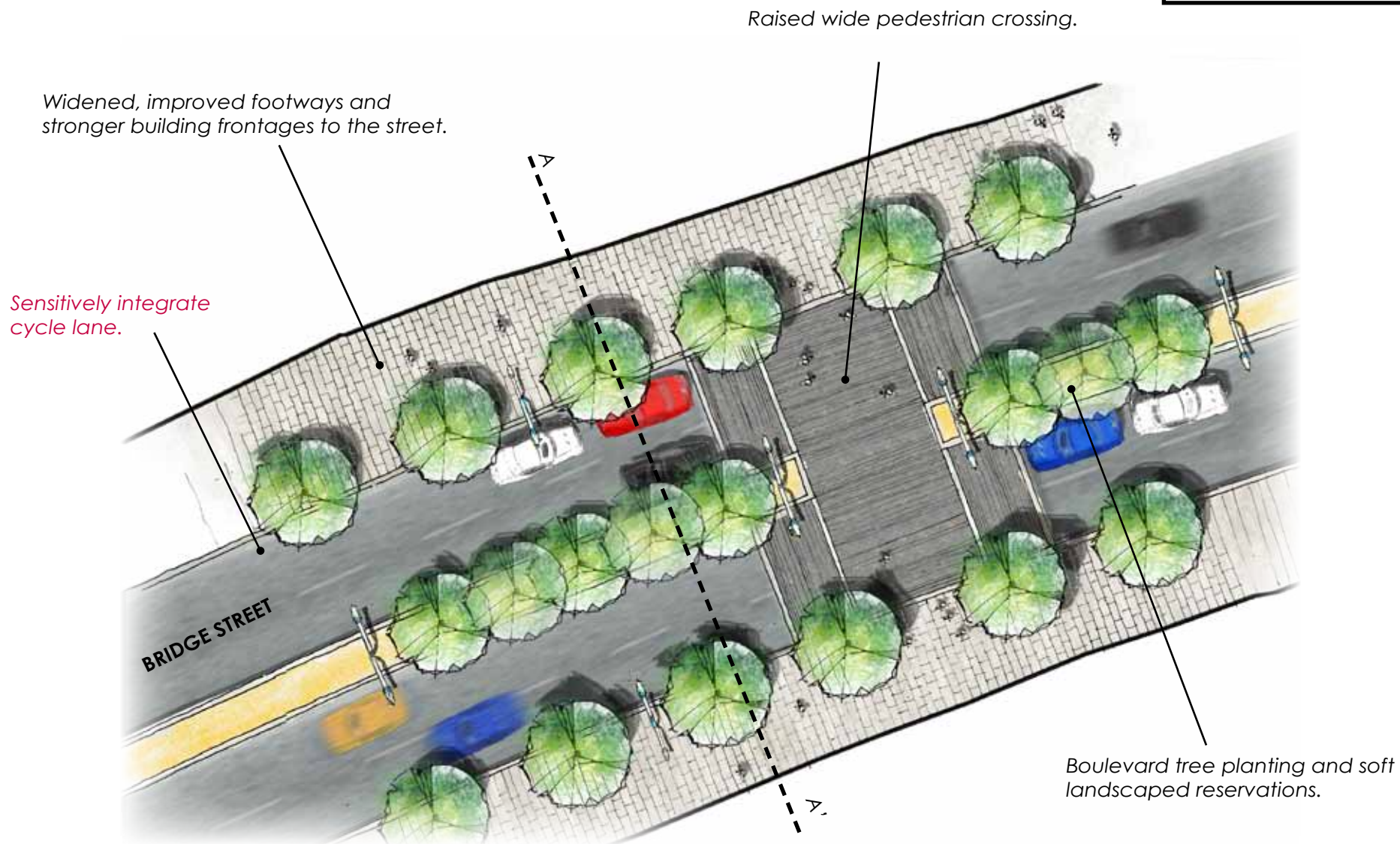
### Public Realm

- 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







# 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.

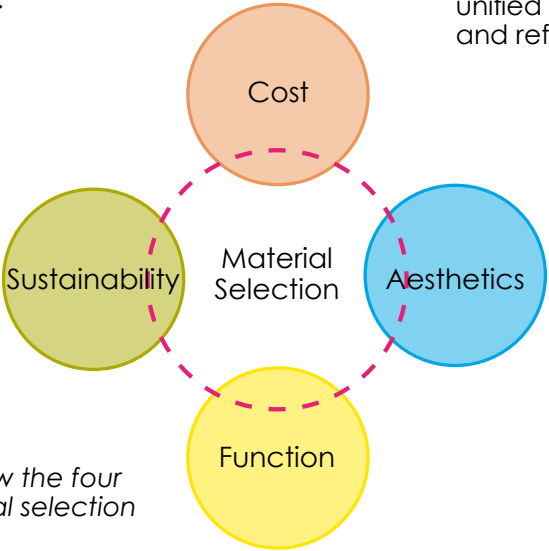


Diagram showing how the four criteria affect material selection



**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.

**Materials hierarchy**

	City Heart
	Primary streets
	Secondary streets
	Ring road and distributor
	Residential streets

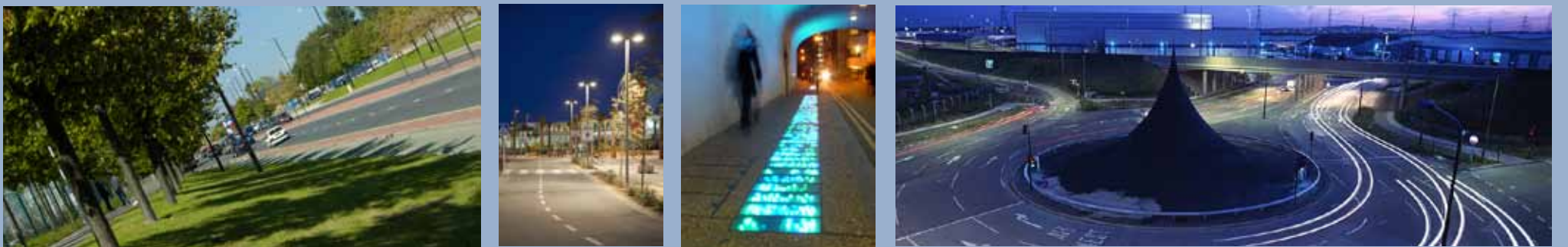


Principles

Special Features

<div>CITY HEART</div> <div>1</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>	<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> <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>PRIMARY STREETS</div> <div>2</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>	<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> <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>SECONDARY STREETS</div> <div>3</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>	<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> <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>DISTRIBUTOR &amp; RING ROAD</div> <div>4</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>	<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> <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>RESIDENTIAL STREETS</div> <div>5</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>	<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> <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>







# 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.

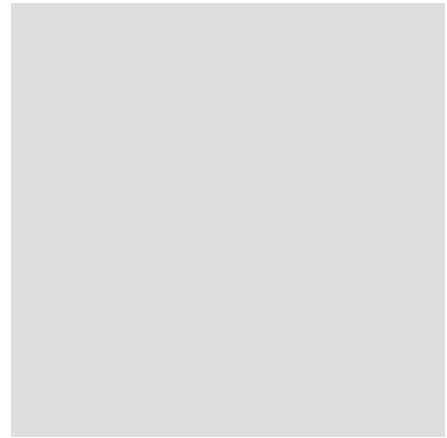
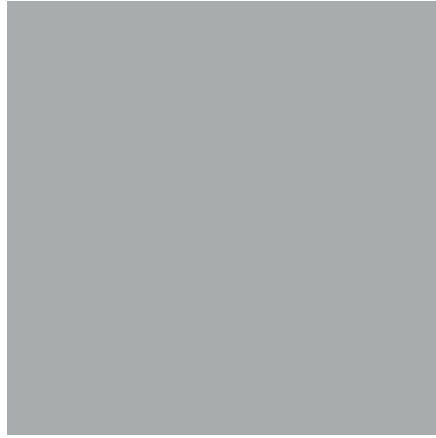
The colour palette proposed for the public realm materials is designed to create a distinctive character for Carlisle, reflecting a contemporary identity as well as the local context and geology.

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].





# ACCESSIBILITY

## Access for all



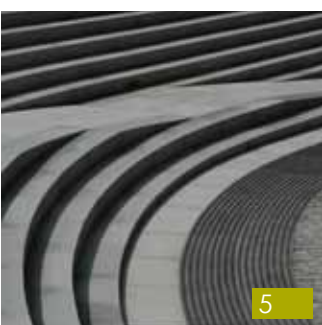
Under the Disability Discrimination Act (DDA) 2005, the Local Authority has a statutory duty to provide a public realm that is accessible to all users. Creating an inclusive public realm enables everyone to participate equally, confidently and independently in everyday activities. Meeting the access 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.



## 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



## Street furniture and City identity

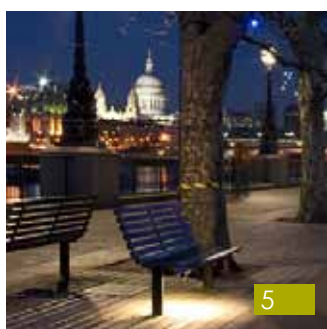
Street Furniture is a key element of the public realm and plays an important role in the creation of legible cities. A co-ordinated suite of street furniture is a key means to establish a City's unique 'brand' or identity.

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.



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

# SEATING

## 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;

- 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.



1



2



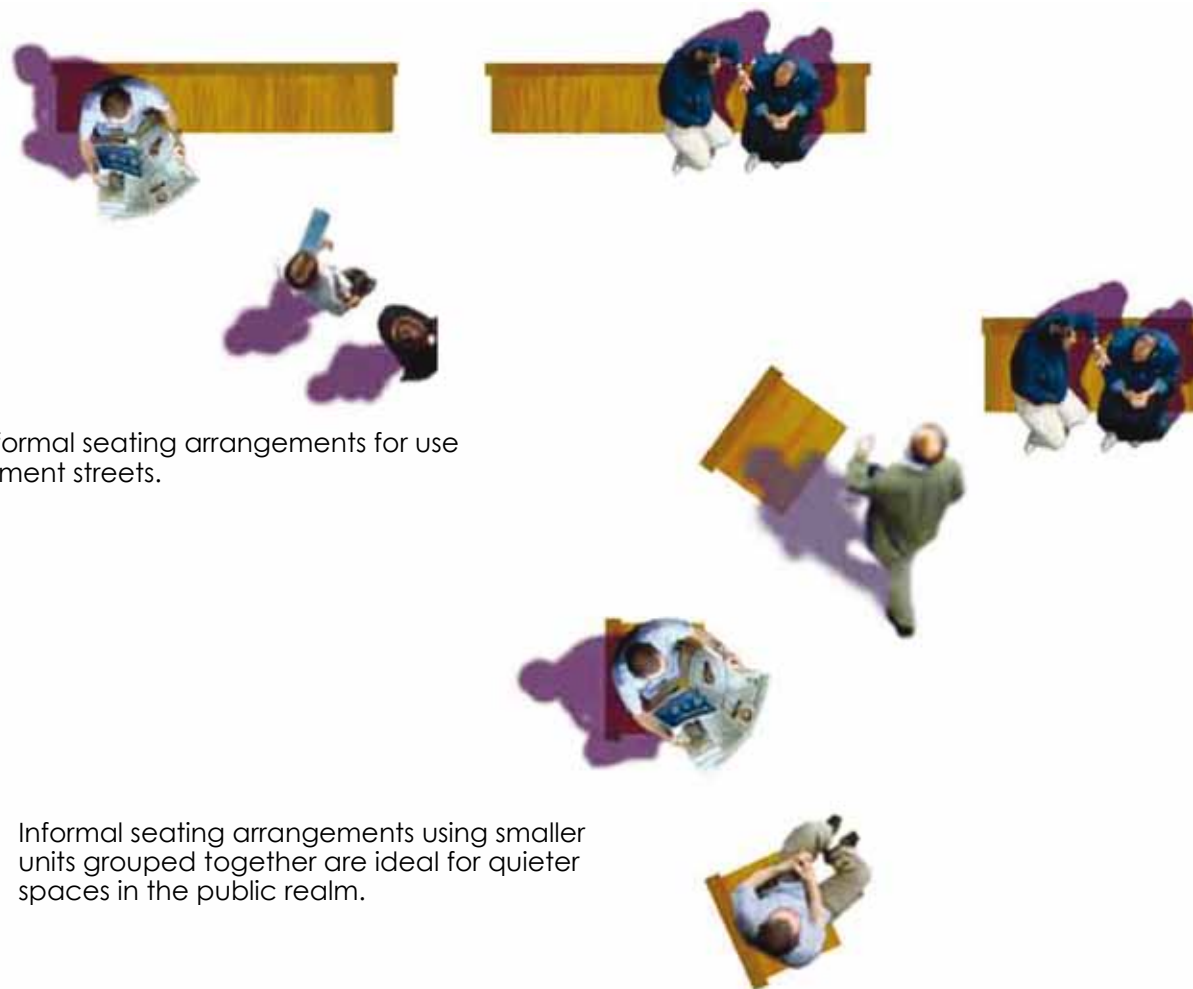
3



4



5



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



1



2



3



4



5

## 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].



6



7

## 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



1

## 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].



2

## 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.



3



4

## 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].



5



6

## 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.



7



8

### 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].



9



10



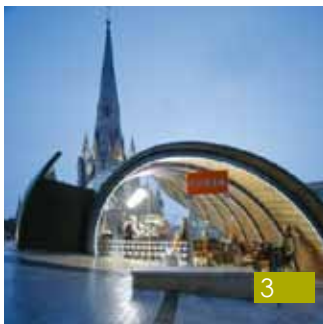
# PAVILIONS, KIOSKS & STRUCTURES



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4



5

## 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.



6



7

## 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



## 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.



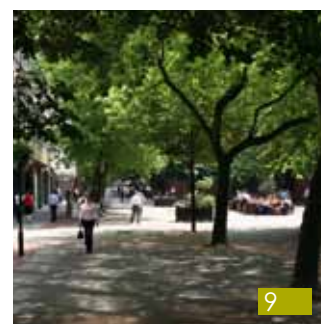
## Implementation and maintenance

- 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].

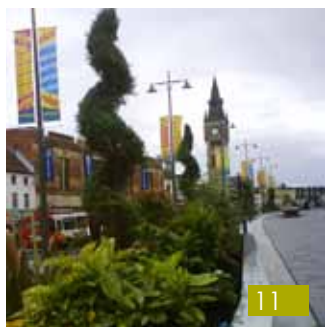


## Specimen trees in the public squares

- 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

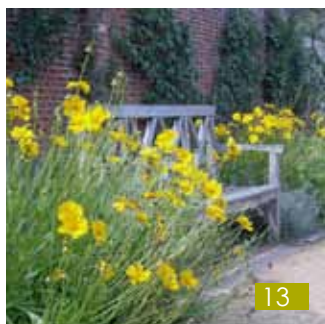
Ornamental planting; shrubs, groundcover and perennials and manicured lawns help create attractive, memorable places [11]. Seasonal planting displays create dynamic environments and managed lawns and gardens offer opportunities to relax and recuperate in the busy city [12].

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



14



15



16



17



18

## 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].



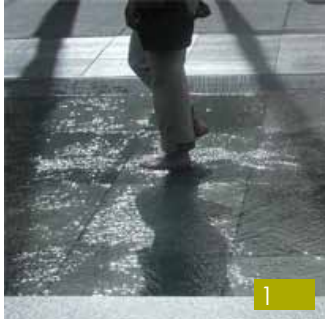
19



20



# WATER



## 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].



## 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.

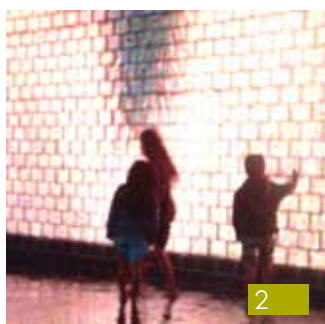


# PLAY



## 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].



## 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

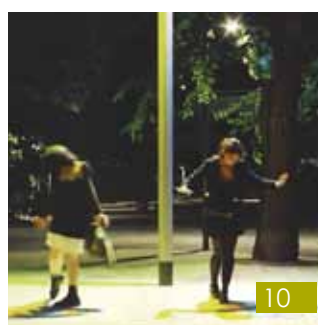
West Tower Street should be made a safer walking environment through wider, enhanced footways, reduced traffic speeds and improvements to the Castleway underpass [8].

## Scotch Street

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

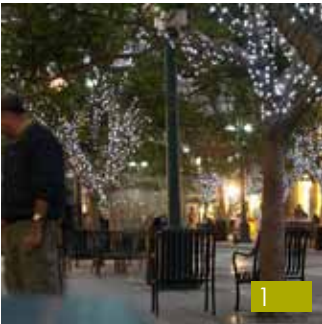
## Rickergate Square & Market Square

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



## 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].

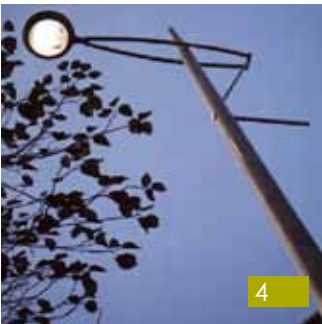
Large areas of towns and cities have been pedestrianised and traditional indoor activities, such as socialising, dining and entertainment, have moved partially outdoors [2]. At the same time, lighting has become a major feature in the competition between towns and cities for both visitors and public 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.



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



# 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].



3

### 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.



4



5



6

### 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].



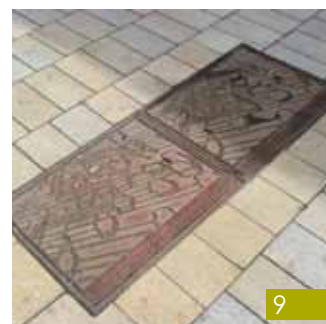
7

### 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].



8



9

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

# 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

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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

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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

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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**

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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**

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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**

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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.





