

Public Realm Framework

3.4 Street Type 1 - Principal Pedestrian Streets ...

Principal Pedestrian Streets have been selected based on the scale, character and importance of streets, as well as their current and potential future role as pedestrian routes connecting key visitor attractions. It is envisaged that these principal streets would support medium to high pedestrian use and would be designed to be pedestrian/cycle friendly, albeit accommodating varying levels of vehicle use.

1a) Pedestrianised Street (high pedestrian use and no vehicles except for access and servicing)

Description of Street Type

Pedestrianised Streets represent some of the most important streets within the city centre in terms of scale, architecture, history and function and as a result are required to support high pedestrian usage. Due to their importance as pedestrian streets and position within the movement framework they are not required to accommodate vehicles, except for access and servicing, allowing for the use of higher quality materials throughout and flush kerbs.



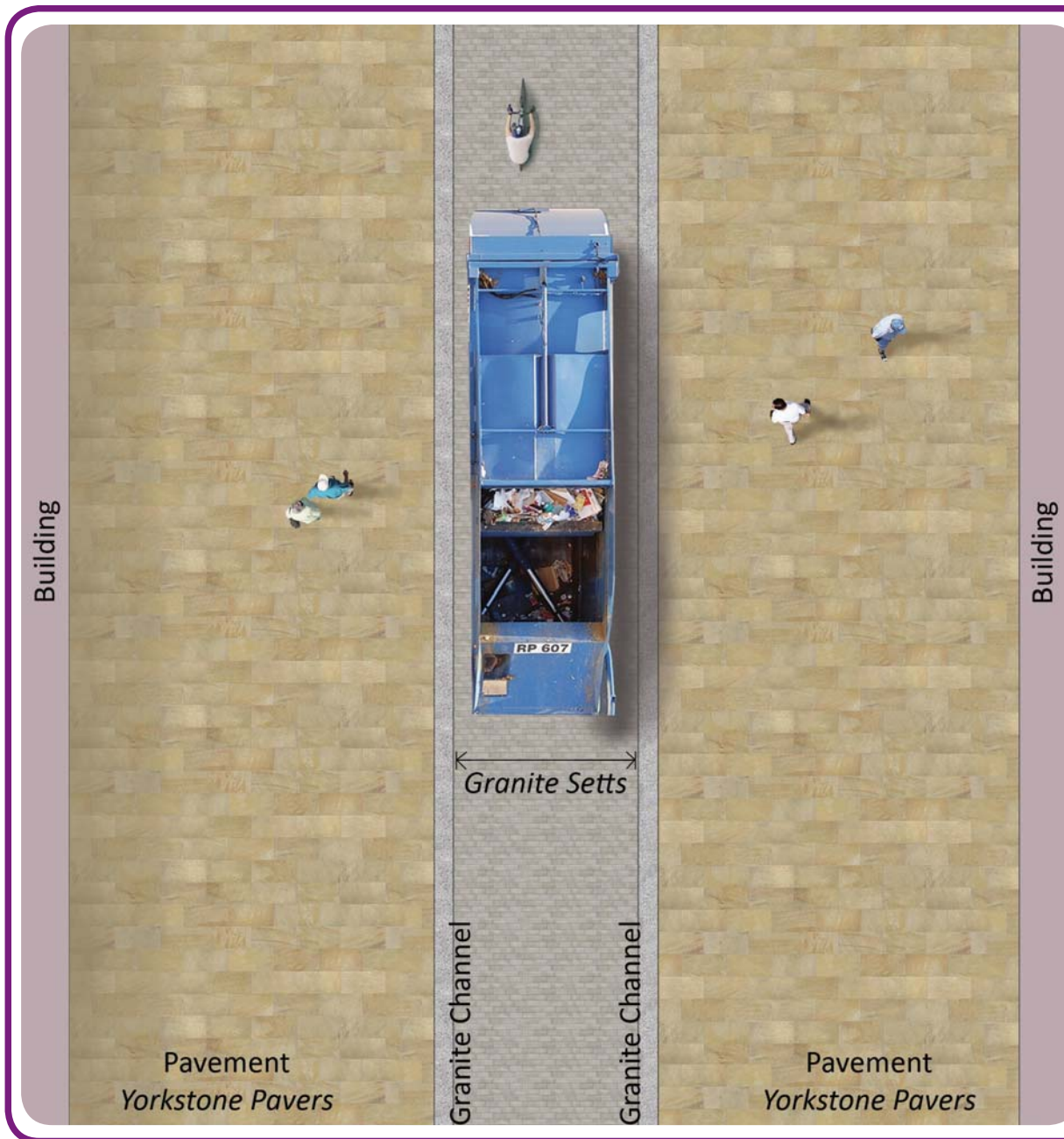
1a Streets within existing street hierarchy: Watergate Street, part of Bridge Street, part of Northgate Street, parts of Eastgate Street and parts of The Groves.



1a Streets within aspirational street hierarchy: Watergate Street, Bridge Street, southern half of Northgate Street, Eastgate Street, Foregate Street, Frodsham Street, St John Street, Souter's Lane, The Groves and eastern part of Castle Drive.

Key Design Principles

- Use of the highest quality natural stone materials and street furniture throughout.
- Potential to accommodate bespoke detailing and local variations in material detailing to add a richness and distinctiveness to individual streets.
- Maintain the appearance of a traditional street using flush kerbs/channels, in a contrasting colour to the surrounding surfacing materials, in order to reinforce the building lines.
- Respect historic kerb alignments and carriageway proportions in the setting out of flush kerbs.
- Setts used in the flush carriageway must be laid to a smooth finish to allow ease of use by all pedestrians.
- Although only accommodating occasional vehicle access, the carriageway construction must be sufficient to withstand heavy loading by delivery and service vehicles.
- Pavement flags must also be able to withstand occasional vehicle overrun.
- The scale of paving flags should reflect the scale of principal streets.
- Provision for loading/unloading should generally be accommodated within the width of the carriageway.



Street Type Materials

(see Part 7 for further detail on material specification, including sizes and finishes)

Function	Recommended Material	Potential Alternative Material
Flush kerb/channel	Granite	-
Flush carriageway	Granite setts	Porphyry setts
Pavement	Yorkstone flags (must be capable of withstanding vehicle overrun – see Part 7.1 for more detail)	-
Street intersections/ pedestrian crossings	Yorkstone setts	Granite setts
Tactile Paving	Granite	-

Street Type 1a – Pedestrianised Street

1b) Semi-Pedestrianised Street

Description of Street Type

Semi-Pedestrianised Streets also represent some of the most important streets within the city centre in terms of scale, architecture, history and function and as a result are required to support medium to high pedestrian usage. However, due to their position within the movement framework they are also required to accommodate low to medium vehicle flows and low bus use, which requires the use of a traditional kerb upstand. However, the low intensity of vehicle use allows for a high quality setted carriageway.



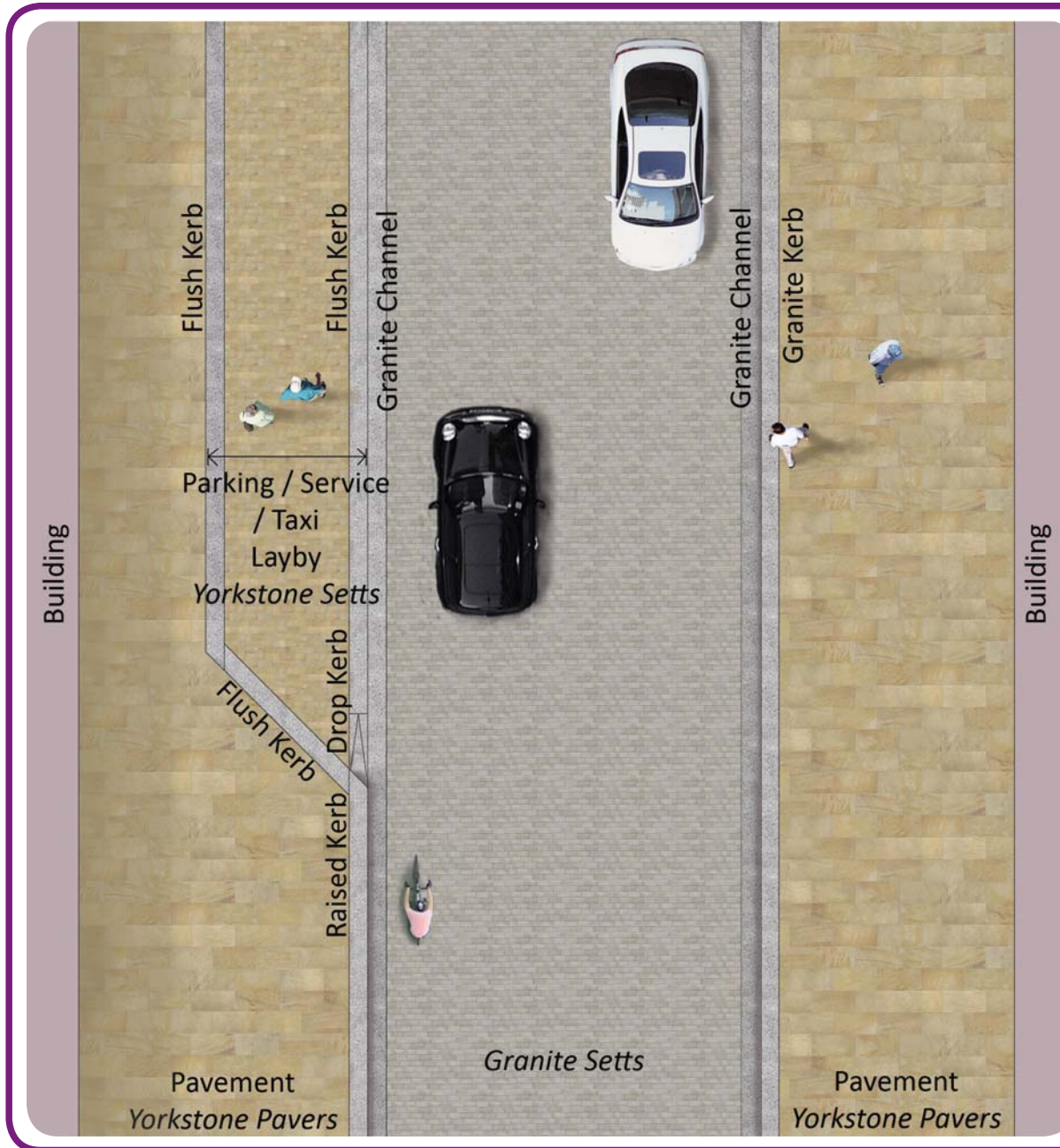
1b Streets within existing street hierarchy: Part of Bridge Street, part of Northgate Street, part of Eastgate Street, St Werburgh Street and parts of The Groves.



1b Streets within aspirational street hierarchy: Central part of Northgate Street, Lower Bridge Street, western part of Watergate Street, Hunter Street, Princess Street, western part of Castle Drive, Nun's Road, City Walls Road, Canal Street, George Street, Grosvenor Park Terrace, Russell Street and Canal Side

Key Design Principles

- Use of the highest quality natural stone materials and street furniture throughout.
- Potential to accommodate bespoke detailing and local variations in material detailing to add a richness and distinctiveness to individual streets.
- Lay-bys should be designed so that the continuity of the main kerb-line is maintained (reinforcing building lines).
- The use of setts within lay-bys to match the pavement material will reduce their visual impact and the use of flush kerbs to the rear of lay-bys (where they are not bus stops) will allow them to be used by pedestrians as part of the pavement.
- The width of pavements should be maximised, wherever possible through the narrowing of carriageways.
- Setts used in the carriageway must be laid to a smooth finish to allow ease of use by all pedestrians.
- The scale of paving flags should reflect the scale of principal streets.



Street Type Materials

(see Part 7 for further detail on material specification, including sizes and finishes)

Function	Recommended Material	Potential Alternative Material
Kerb/channel	Granite	-
Carriageway	Granite setts	-
Pavement	Yorkstone flags	-
Lay-bys	Yorkstone setts (with flush granite kerbs)	-
Street intersections/ pedestrian crossings	Granite setts	-
Tactile paving	Granite	-

Street Type 1b – Semi-Pedestrianised Street

1c) Traditional Street

Description of Street Type

Traditional Streets also represent some of the most important streets within the city centre in terms of scale, architecture, history and function and as a result are required to support medium to high pedestrian usage. However, due to their position within the movement framework they are also required to accommodate medium to high vehicle flows including bus use. This requires the use of a traditional kerb upstand and suitably robust carriageway surface.



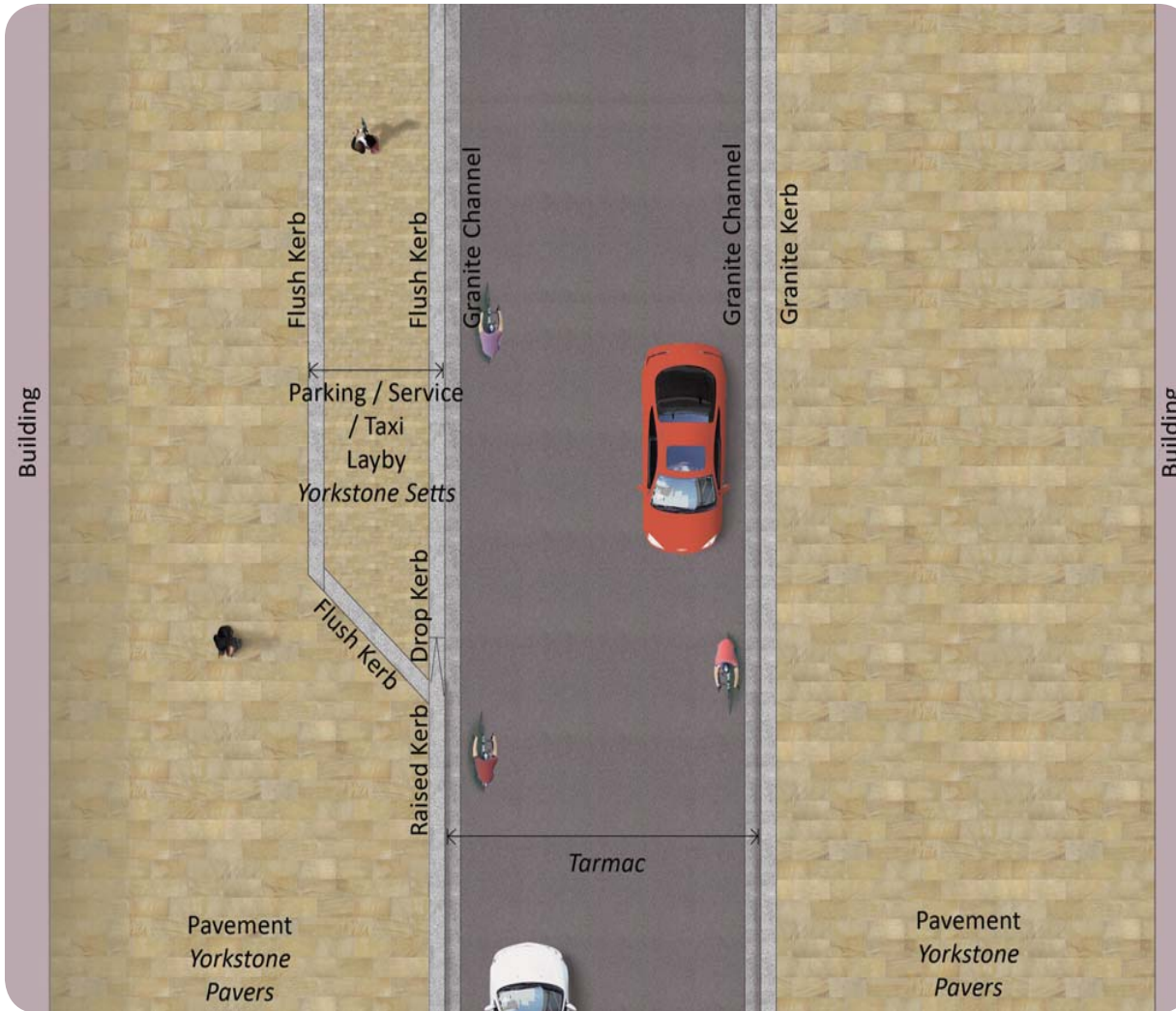
1c Streets within existing street hierarchy: Western part of Watergate Street, northern part of Northgate Street, Upper Northgate Street, Lower Bridge Street, Frodsham Street, Foregate Street and Station Road.



1c Streets within aspirational street hierarchy: Station Road, St Martin's Way, Nicholas Street, Grosvenor Road, Grosvenor Street, Pepper Street, Newgate Street, Little St John Street, Vicar's Lane, Love Street, Union Street, eastern part of Foregate Street, Bath Street, Grosvenor Park Road, northern part of Upper Northgate Street, Delamere Street and Gorse Stacks.

Key Design Principles

- Use of the highest quality natural stone materials and street furniture to pavements.
- Potential to accommodate some bespoke detailing and local variations in material detailing to add a richness and distinctiveness to individual streets.
- Lay-bys should be designed so that the continuity of the main kerb-line is maintained (reinforcing building lines).
- The use of setts within lay-bys to match the pavement material will reduce their visual impact and the use of flush kerbs to the rear of lay-bys (where they are not bus stops) will allow them to be used by pedestrians as part of the pavement.
- The width of pavements should be maximised, wherever possible through the narrowing of carriageways.
- The scale of paving flags should reflect the scale of principal streets.
- Wherever possible, two-way streets should function without central white lines in order to encourage a more cautious response from drivers and reduce traffic speeds.



Street Type 1c – Traditional Street

Street Type Materials

(see Part 7 for further detail on material specification, including sizes and finishes)

Function	Recommended Material	Potential Alternative Material
Kerb/channel	Granite	-
Carriageway	Tarmacadam	Mastic asphalt imprint
Pavement	Yorkstone flags	-
Lay-bys	Yorkstone setts (with flush granite kerbs)	-
Street intersections/ pedestrian crossings	Mastic asphalt imprint	-
Tactile paving	Granite	-