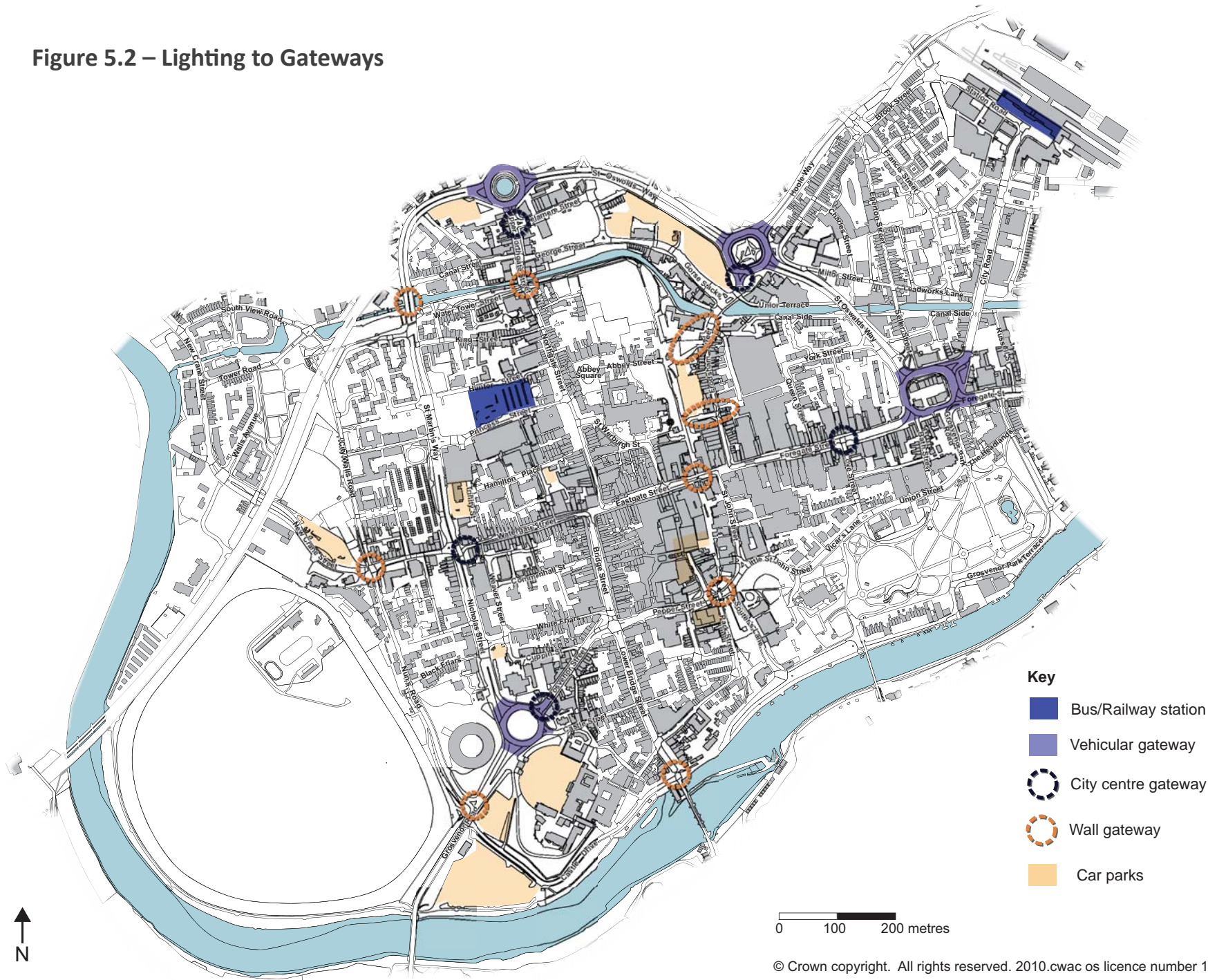


Figure 5.2 – Lighting to Gateways



Lighting Strategy

5.6 ~ Gateways...

Lighting to Gateways

The adjacent Figure 5.2 shows the types of gateways and arrival points which have a significant importance at night-time.

Public Transport Gateways

Railway Station

The area in front of the railway station has been re-lit recently with a white light scheme and the station itself has been lit with an architectural scheme. When arriving at night both these schemes contribute to a high quality environment. In front of the station are two hotels and a pub that also have lighting schemes. It is appropriate that all these buildings should be lit as they contribute to a sense of arrival and welcome. Unfortunately these private schemes are not good examples of architectural lighting and could be improved; this is discussed in more detail in the section on architectural lighting.

The journey into the city is not well defined with the route via Brook Street being especially poor. The white light street lighting proposed for both Brook Street and City Road will help to clarify the route for pedestrians, however there are also additional measures that can be taken;

The second phase of lighting to the station building should be implemented, as it will promote the route via Brook Street. Proposals for illuminated

way-finding are also included, which could help pedestrians identify this route (see proposals later in the strategy).

The route via City Road is already framed by the lit hotels. It is proposed (later in this strategy) that St Werburgh's Church should also be lit as the elevation of this building will present a beacon guiding people towards the city centre.

Bus Station

High quality lighting at the bus station will help to promote bus travel and increase the perception of safety for those using buses at night.

A white light scheme of increased intensity and uniformity is proposed. Lighting the bus station to standard CE 1 or higher would be appropriate.

The roads and pedestrian routes linking the bus station to adjacent parts of the city centre should be treated as pedestrian friendly routes and lit accordingly.

The bus station potentially also provides an opportunity to locate illuminated public art and or way-finding.

The current bus station is due to be demolished and the new location is as yet undecided. The principles described above should be applied to the new bus station.

Vehicular Gateways

Ring Road Roundabouts

The ring road acts as a significant barrier to pedestrians and cyclists. The pedestrian subways although lit to a high standard do not feel safe, especially when there are fewer people around at night. Lighting could be used to make the subways appear more pleasant, but the perception of safety for users is unlikely to be improved significantly due to the physical nature of the tunnels (being long and curved). Crossing on the surface at the roundabouts is likely to remain the most popular means of crossing the ring road at night.

By lighting the roundabouts or crossings in white light, as discussed in the last section, it is possible to indicate to pedestrians that this is the correct place to cross the ring road and enter the city. This method also signals to vehicle users that they are entering a mixed priority / pedestrian friendly area and will encourage them to slow down.

Car Parks

There are a number of public car parks within the city centre both surface and multi-storey. These are also gateway points where vehicle users become pedestrians. The street lighting hierarchy (Figure

5.1) was developed to ensure pedestrian routes from the major public car parks link into the pedestrian friendly streets. The car parks should also be lit in warm white light to welcome visitors and reduce the perception of crime. Car parks should be lit to the appropriate standard as published by either CIBSE / SLL or within BS4589, as appropriate for the particular location. The exact standard proposed must be approved by Cheshire West and Chester.

Pedestrian Gateways

The pedestrian gateways are identified in the Public Realm Framework (see Part 3, Figure 3.1). There are buildings that can be lit at some of these locations, signalling the importance of, or even framing these entrance points to the city. At other pedestrian gateways there are no significant landmarks that can be used. In these locations opportunities to provide illuminated artworks or wayfinding should be considered.

Designers should ensure that all pedestrian gateways have a good standard of pedestrian-friendly lighting, which does not rely solely upon street lighting. For example, the addition of lanterns on the pavement side of street lighting columns may be appropriate.

Street lighting in these locations would ideally use white light. It would be beneficial at these locations to use the best quality of light source possible, such as ceramic metal halide.

Wall Gateways

The gates in the city walls act as physical gateways to the walled city and three of them as wider city gateways. They should all be lit accordingly. The Northgate gateway is already lit but the lighting here could be improved. The others are currently unlit. As well as providing city gateways they are opportunities to promote the wall itself in an attractive way at night and provide safe opportunities for pedestrians and tourists to enter or exit the city walls route.

The other access points to the walls should also be lit to provide safe points to join or leave the wall and also highlight the presence of the walls. Pedestrian lighting to a high standard should be provided at all the access points to the city walls route.

Bridges

The bridges across the Dee are clearly gateways to the city and there is evidence that at least one of the road bridges has been lit in the past. They are highlighted within the 1996 Lighting Strategy and it would be beneficial to the city to light these bridges. However, the road bridges are large structures that will require significant energy, maintenance costs are also likely to be high and as a consequence they have been considered a lower priority within the context of the PRDG. If the Chester Electric Lighting Station project (see section Environmental Issues) were to proceed then the bridges would be prime candidates for lighting by the renewable energy produced. On the other hand, as technology improves in this field other forms of alternative energy should be considered, for example photovoltaic cells and batteries. Unfortunately due to the high volume of

energy that is likely to be required to light these large structures effectively, the cost of doing this is likely to be prohibitive at the present time.



Wall Gateway - Eastgate, Chester



Festive Lighting on Eastgate