

June 2016



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Introduction



INTRODUCTION- Scope and Purpose

re-form Landscape Architects have been appointed by Lincoln City Council to develop a public realm strategy for the city centre district. The origins of this document came to light when it became apparent that a series of initiatives involving public realm elements were emerging, and there was no over arching masterplan that tied the initiatives together.

This need for a strategic approach to the city’s public realm was identified through the Lincoln Public Spaces Delivery Group (LPSDG) following a wider partner workshop event held on 27th of January 2016 and to support the delivery of the Group’s purpose and objectives as set out in their Terms of Reference summarised below.

LPSDG’s Purpose

- To identify priority projects to be delivered as part of the group to maximise opportunities for funding & inward investment.
- To work collectively on delivering the identified public realm schemes through the public realm delivery group to seek a change in the area and achieve best financial value.
- Enhance existing public space provision within the City.
- Ensure connectivity between projects, to make the City easier to navigate and enhance the pedestrian priority routes.
- Support future proposed developments.
- The partnership will seek to add intellectual value to appropriate partnerships and programmes supporting work and delivering against local objectives.



BACKGROUND

Over recent years there has been several documents produced for and on behalf of the city that illustrate the City’s aspirations for development, expansion, and enhancements.

Part of the research for this strategy included understanding the role of these key documents (amongst others);

- Linking Lincoln; City Centre Masterplan 2012
- Lincoln Growth Strategy 2014
- Revitalising Lincoln High Street
- Design Report: Revitalising Lincoln High Street Pedestrianisation – St Mary’s to St Mark’s (March 2015)
- Central Lincolnshire Local Plan (Submission Consultation Draft)
- Parking Strategy 2014
- Transport Strategy Revision 2007/2008
- Lincoln Townscape Assessment 2012
- GLLEP – SEP
- <http://heritageconnectlincoln.com/>
- Cathedral connected proposals
- Background information in respect of existing projects outlined in the position statement



APPROACH

To understand the city, its opportunities and constraints we have considered it at two key scales. Firstly from a city wide perspective understanding its layout, how the city is organised, including infrastructure and key designations; and secondly from a human perspective. How do people spend time in the city, what are the major conflicts with movement, both walking and getting around in general? How does the current network of spaces and public realm support that?

Chapters

- **Lincoln:- The City and People**

Consideration of the layout of the city, where are the public streets and spaces. What infrastructure is present? How is it linked? What are the successes of the city? Where are the shortcomings?

- **Lincoln:- The Vision**

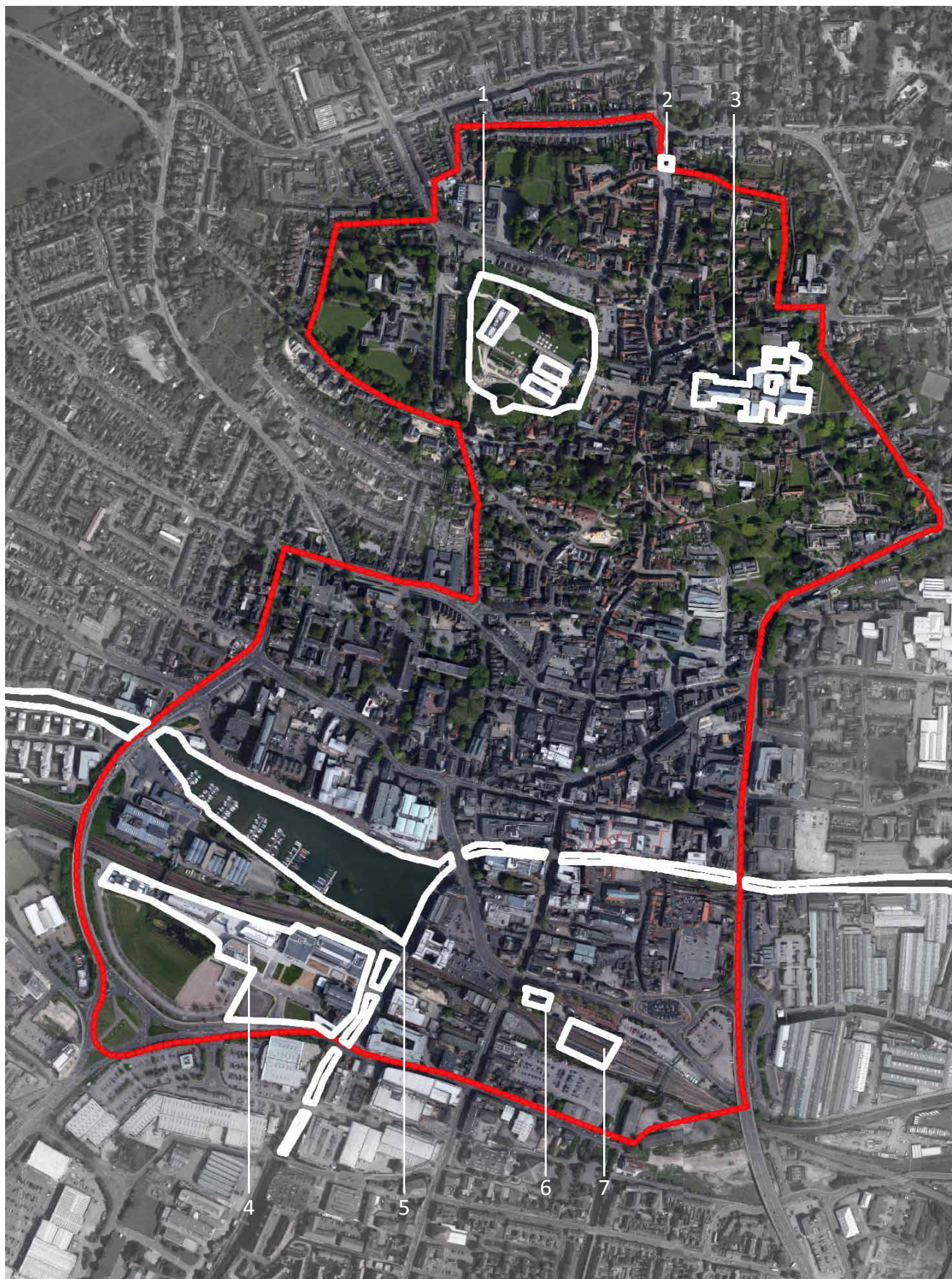
These will be set out as a series of simple recommendations that illustrate the strategic response. They act as a simple series of guidelines establishing a fix for the broken parts.

- **Lincoln:- The Strategy**

Establish a strategy outlining how the vision can be applied through a series of projects to improve selected streets and spaces.



THE STUDY AREA



Lincoln is a great city to visit, live and work in. It has a vibrant local population, with good quality homes and excellent schools. Residents of Lincoln have good access to leisure activities, shops and restaurants, all within the heart of the city. Hospitals and health facilities are a short walk outside.

Within its city centre, Lincoln has a number of good, inherent qualities and assets already established. These include;

- A large number of historic buildings and listed architecture;
- An established historic urban grain with interesting streets, alleys and spaces;
- A historic market quarter and market;
- Successful key cultural, retail and leisure assets that are already well established;
- An accessible city centre, both in terms of public transport and road links;
- Home to two Universities, University of Lincoln and Bishop Grosseteste University. Along with Lincoln University Technical College and Lincoln College.
- A compact and walkable centre, despite the “Steep Hill” stretch of the High Street.

The assets provide a unique basis upon which a strategy for creating a distinct, high quality public realm can be developed.

Lincoln has the ingredients of a great city, it just needs a little help binding them together.

The strategy aims to enhance and link the individual existing assets, joining them together, to ensure that the whole is greater than the sum of its parts.

- 1 Castle and Grounds
- 2 Newport Arch
- 3 Cathedral
- 4 University of Lincoln
- 5 Brayford Pool
- 6 St Mary le Wigford Church
- 7 Railway Station

THE SITE



Lincoln Cathedral



Lincoln Castle



High Street



Clasketgate



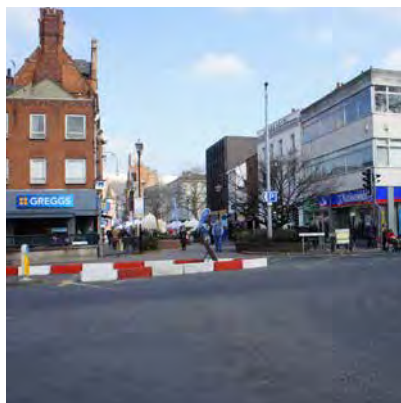
River Witham



St. Benedict's Church



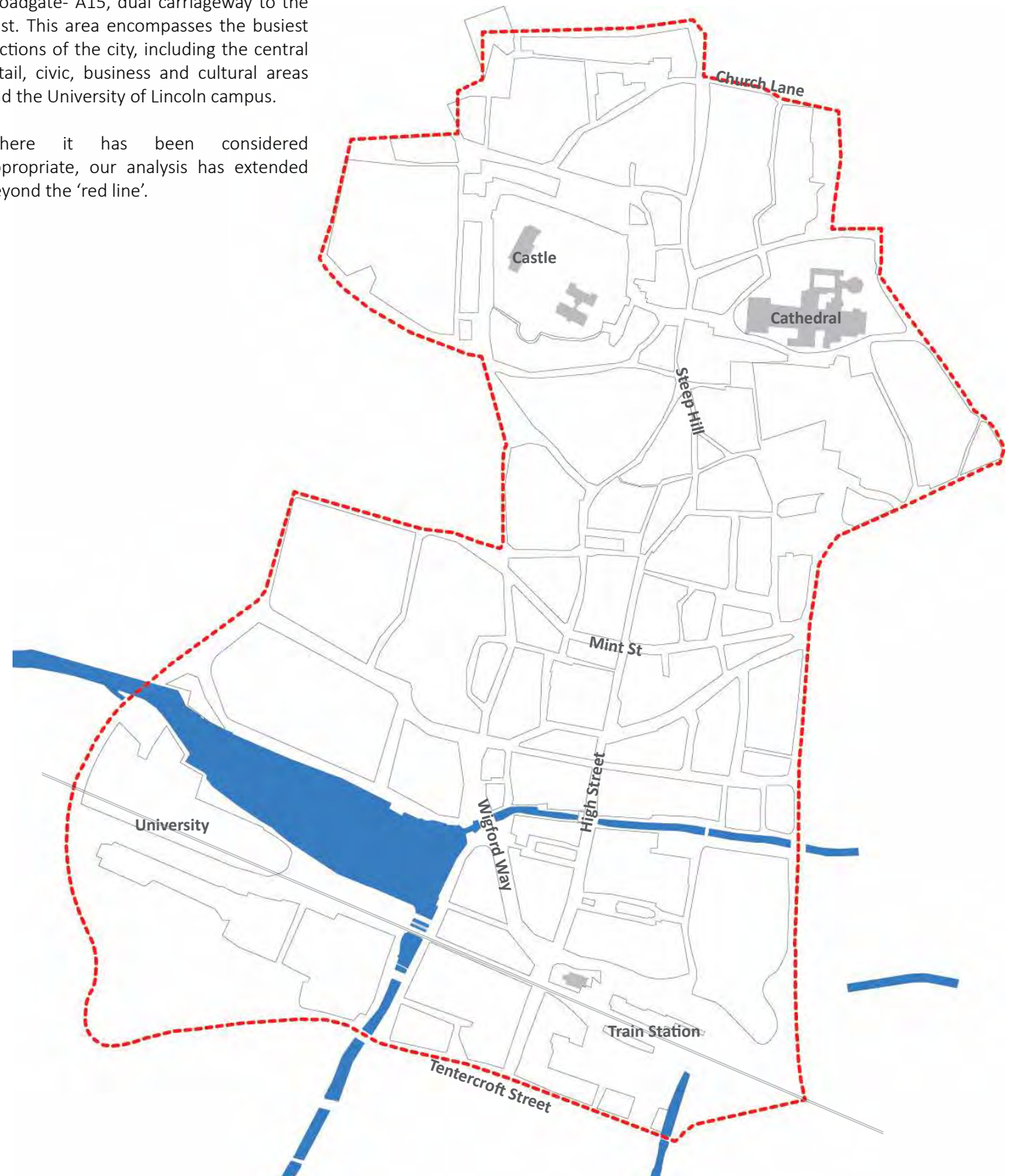
St. Mary le Wigford Church



St Mary's St & Wigford Way

The study area focuses on the city centre, stretching from Tentercroft Street in the south, to Newport Arch in the north and Brayford Way to the west through to Broadgate- A15, dual carriageway to the east. This area encompasses the busiest sections of the city, including the central retail, civic, business and cultural areas and the University of Lincoln campus.

Where it has been considered appropriate, our analysis has extended beyond the 'red line'.



KEY CHARACTERISTICS

Lincoln benefits from 3 key characteristics that further enhance it’s identity and make it a unique place.

- Landform



- Heritage



- Waterfront

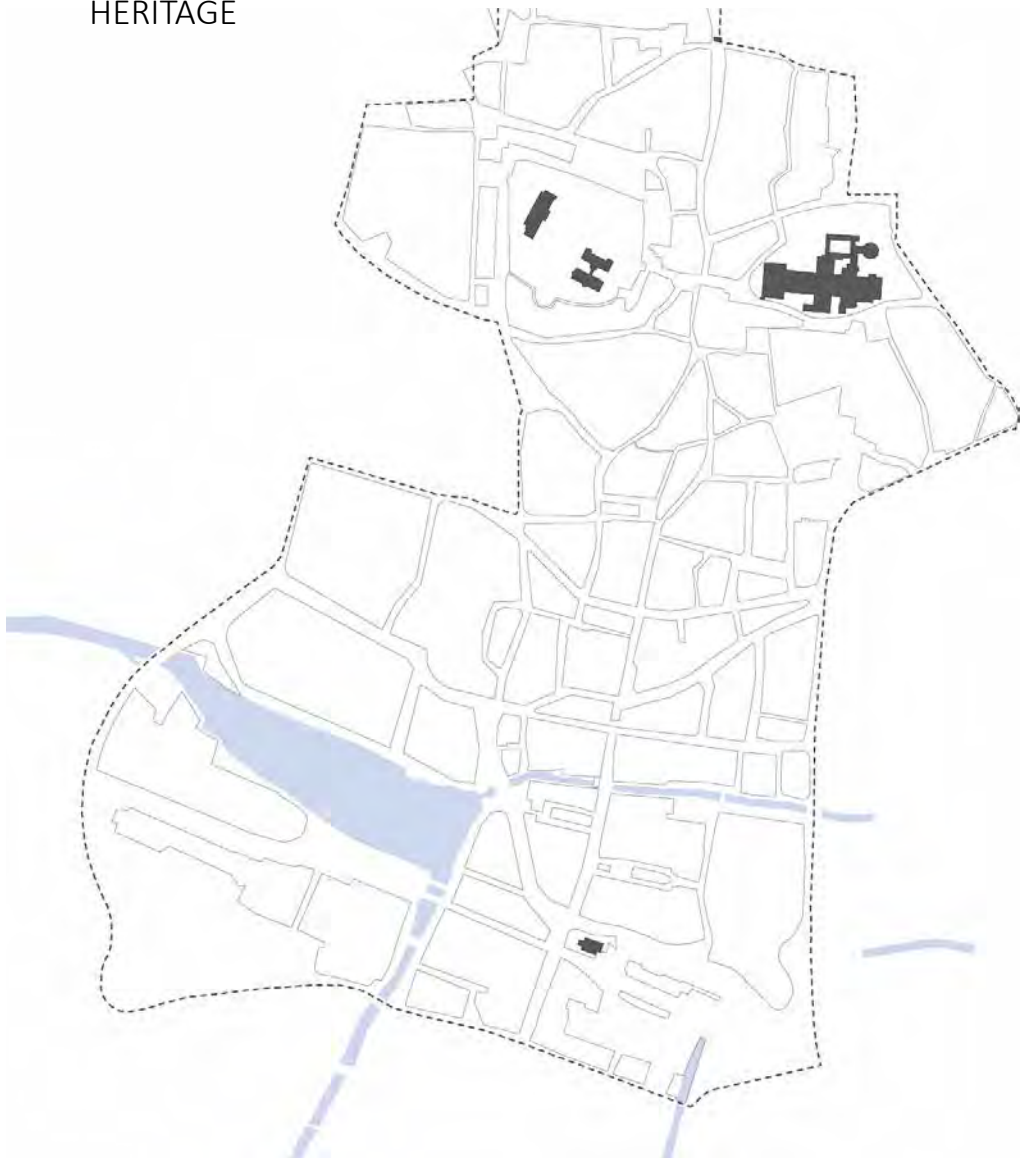


LANDFORM



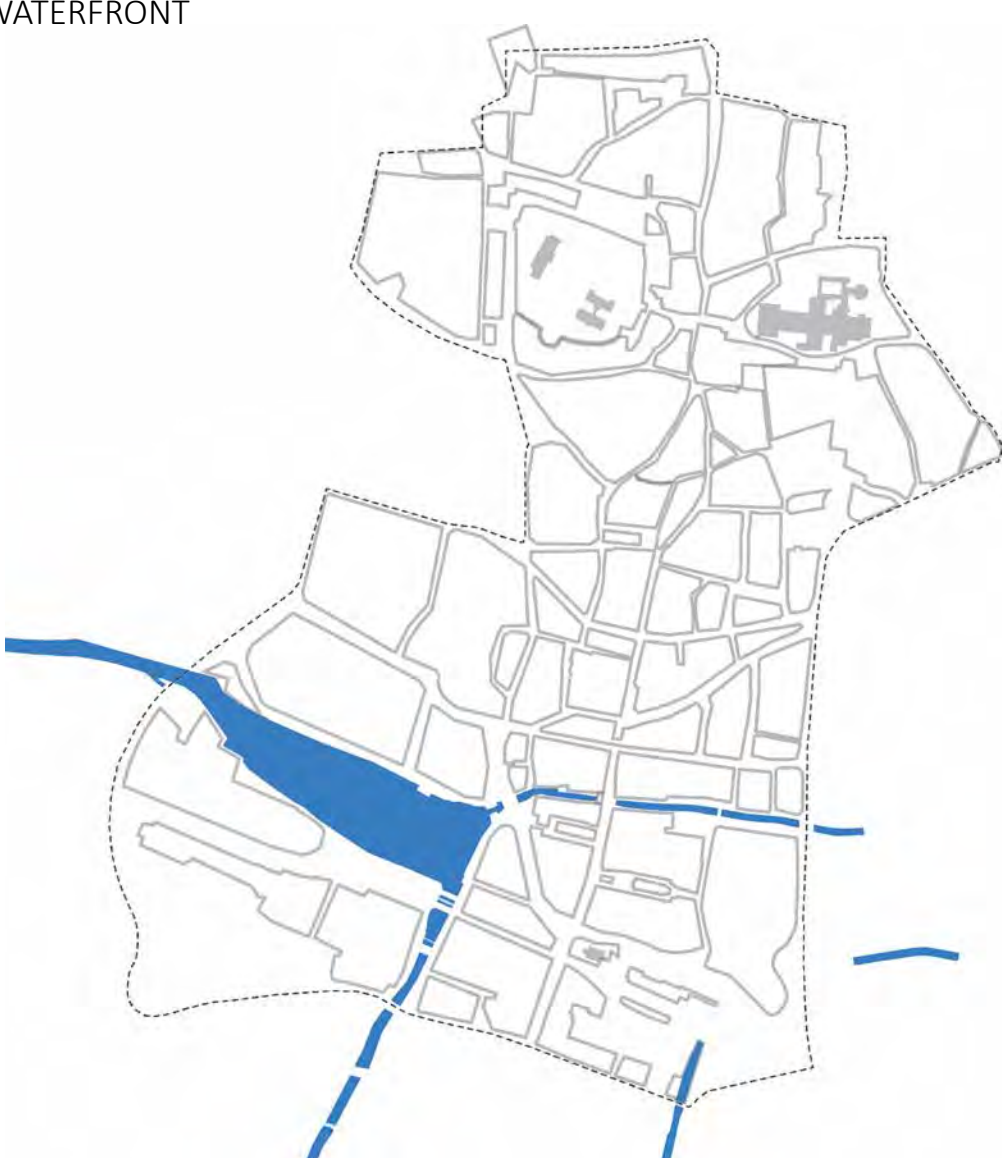
- Lincoln’s landform is hugely important to the city’s character, both from a current and historic perspective. The northern section of the city is positioned at the crest of the hill and the southern extents drop down to the low lying plains, synonymous with this part of the country. The City’s alignment with the landform provides the basis of it’s unique character and for the unique long range views of the City as one approaches from the South and West.
- Settlements dating back to Roman times, have made use of the natural topography, with fortifications making use of the distant views over the low lying fens of Lincolnshire.
- The elevated landform is evident for miles around, emphasising the city’s importance as one of the key centres in the east midlands.
- Even today the iconic landform of the city plays an important role in drawing in tourism, with many visitors coming to walk ‘Steep Hill’ and visit the Cathedral and Castle upon it.
- The topography strengthens the identity of Lincoln, providing a strong, distinctive, landscape setting.

HERITAGE



- Lincoln’s heritage is arguably its most important asset. It attracts international visitors due to the significance of the Cathedral and the Castle and has a wealth of important historic buildings.
- The city’s heritage is also clearly evident through its tight urban grain particularly in the north of the city.
- Narrow, winding streets with small alleyways surrounding Steep Hill create a very distinctive character and identity unique to the city.
- Boasts the greatest Gothic Cathedral in Europe.
- The strong heritage of the city is complemented with a contrasting vibrant modern cityscape. (*Destination Management Plan-2015*)

WATERFRONT



- The waterfront in Lincoln is one of it’s hidden gems. Made up of the Fossdyke Navigation, the Brayford Pool and the River Witham, the waterspace runs through the centre of the city from the west through to the east.
- The waterspaces create a strong link across the city however, they are not supported by a good pedestrian infrastructure and there are limited routes connecting Brayford Wharf with the transport hub and the main retail area.
- The River Witham is very pleasant in it’s appearance and creates a real positive for the city.
- The Brayford Pool and associated rivers and navigation offer fantastic opportunity to the city for waterside spaces, dwellings and leisure offers.
- The water spaces are navigable and boat trips and boat hire are available year round
- The waterways also provide corridors from the City centre to the National cycle network both to the west and east of the city.

Understanding the place

Lincoln: The City & The People





THE CITY & THE PEOPLE

Key to establishing a successful approach to the city's public realm, is understanding its current layout.

Where are the public spaces, how do the streets link together, where does the traffic go?

Movement is generated through several user groups, students, commuters, shoppers, residents, and tourists. Each have different wants and needs so understanding where the key destinations and draws within the city lie is very important.

Where do people live in the City? or where do they stay? How do visitors approach the city and where do they arrive? What is their experience like? Where are the transport hubs? Are they independent of the destinations- if so how are they linked?

Posing these questions and understanding the answers creates a clearer picture of the successes and the failures of the city's infrastructure.

FIRST IMPRESSIONS

On many levels, the visitor’s first impressions of Lincoln are of a busy, vibrant and successful place. There are plenty of things going on, a diverse offer of shops, culture, restaurants and a clear physical manifestation of the city’s heritage.

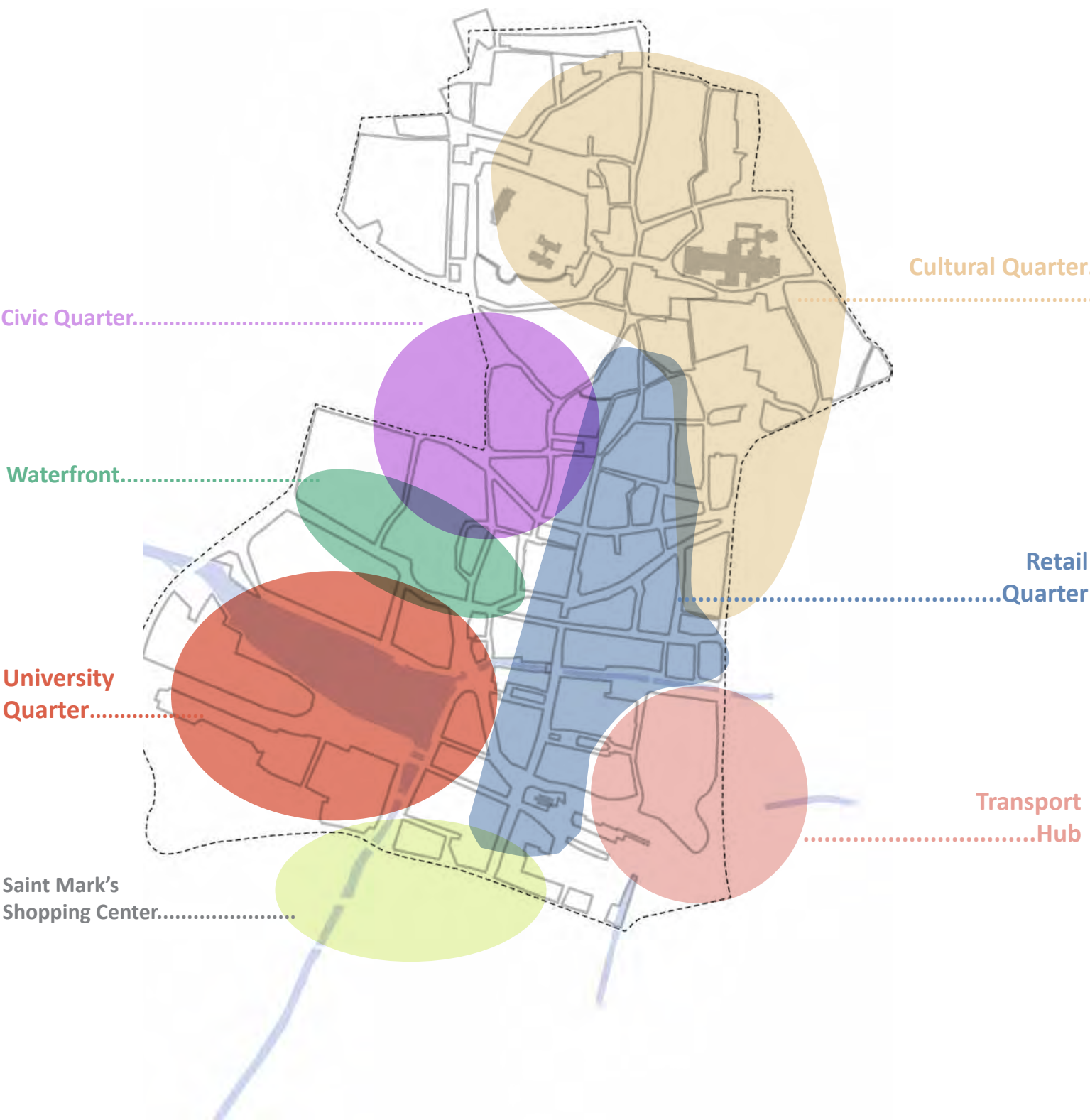
It is a colourful and dynamic place that appears to cater well for both domestic and international visitors.

The heritage offer is very visible and includes attractions of national significance such as the Castle and Cathedral (amongst others). It is a year-round destination and has a broad offer that can be equally attractive to the young as the old, the family or the couple. Yet there are many aspects, in-particular the ‘outside bits’, that can detract from the first impressions, whether that is fighting for a space while the railway barriers are down or dashing across Saint Marys Street.

The following pages look at the layers, initially physical but later experiential that consider how we feel about Lincoln as we arrive and then navigate our way around and through it.

“Markets.....
.....Heritage
Railway.....
Steep Hill.....
.....Castle
.....Cathedral
.....Views
Cobbles.....
.....Churches
Water.....”





CITY CENTRE CHARACTER & USE

The city centre consists of different areas with their own individual character. In Lincoln it is rather simple to determine these characters as they translate very directly to their use.

The diagram to the left outlines the main district uses within the city area. These edges however, are not prescriptive as their edges blur from one area to another.

The changes in predominant use have a significant impact on the public life in the city during the day and night. Areas with one primary use eg. offices (civic area) tend to only be lively in the morning, during lunch time and again during evening rush hours. Outside of these periods the areas can appear isolated and deserted and do not act as pleasant destinations for visitors.

The result of this is that large sections of the city can become perceived obstacles. The civic area, isn't the most attractive space to walk through, particularly at times of day where there are few people there, such as at night. Therefore people tend to avoid walking there and find alternative routes.

The City has a busy programme of seasonal events that temporarily change the use of an area. Student graduations, freshers week, the annual 10 K and cycle races all create different shifts in activity throughout the city. Most importantly is Lincoln's annual Christmas Market which is an important commercial event for the City that transforms the uphill area throughout December.

Key Findings

- Districts have differing activity at different parts of the day.
- The civic area is busy during morning and evening rush hours, with a flurry of activity at lunch, but is quiet throughout the weekend.
- The university quarter becomes very quiet outside of term time.
- Seasonal events are successful and breathe life into different parts of the city

DESTINATIONS: WHERE DO PEOPLE GO?

There are numerous destinations throughout the city that cater for tourists, students and residents. They include cultural, leisure, retail, transport and heritage based offers.

The draw for each destination vary depending on the user group.

Residents	-	Transport, Retail, Work & Leisure
Tourists	-	Transport, Heritage and Cultural (see below)
Student	-	Transport, Retail, Work & Leisure

Trip Advisor Ranking of Destinations- top 10

1. Lincoln Cathedral
2. Steep Hill
3. Museum of Lincolnshire Life (outside of study area)
4. Lincoln Castle
5. Tattershall Castle (outside of study area)
6. Bransby Horses (outside of study area)
7. The Collection/ Usher Gallery
8. Doddington Hall and Gardens (outside of study area)
9. Lincoln Visitor Centre
10. Museum of RAF Firefighting (outside of study area)



Key Findings

- Many of the key destination points lie to the north of the city at the top of the hill
- Key destinations are well linked to one another, particularly the Cathedral, Castle and Steep Hill.
- Those to the east and west that are not on High Street are less well connected.
- All destinations are walkable but not necessarily accessible.
- Signage throughout the city varies in character and appearance but is plentiful and helps it's legibility.

LEGEND

Historic Attractions

1. Water Tower
2. Bailgate Methodist Church
3. Lincoln Castle Wall
4. Lincoln Crown Court
5. Lincoln Castle
6. Lincoln Information Centre
7. Steep Hill
8. Lincoln Cathedral
9. St. Micheal on the Mount
10. Edward King House
11. Bishop's Palace
12. Usher Art Gallery
13. Lincoln Drill Hall
14. St. Swithin's Church
15. Stonebow and Guild Hall
16. St. Benedict's Church
17. St. Mary le Wigford Church
18. Newport Arch

Other Attractions

19. The Collection Museum
20. The Museum of Lincolnshire Life
21. Brayford Pool

University

22. University of Lincoln

Retail

23. St. Mark's Shopping Centre
24. High Street
25. Waterside Shopping Centre

Transport Related

26. Lincoln Train Station
27. Lincoln Transport Hub



KEY HISTORIC ASSETS

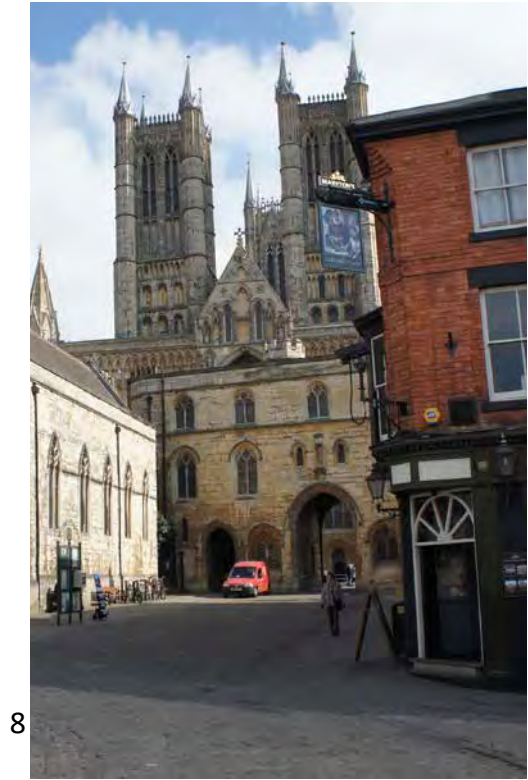
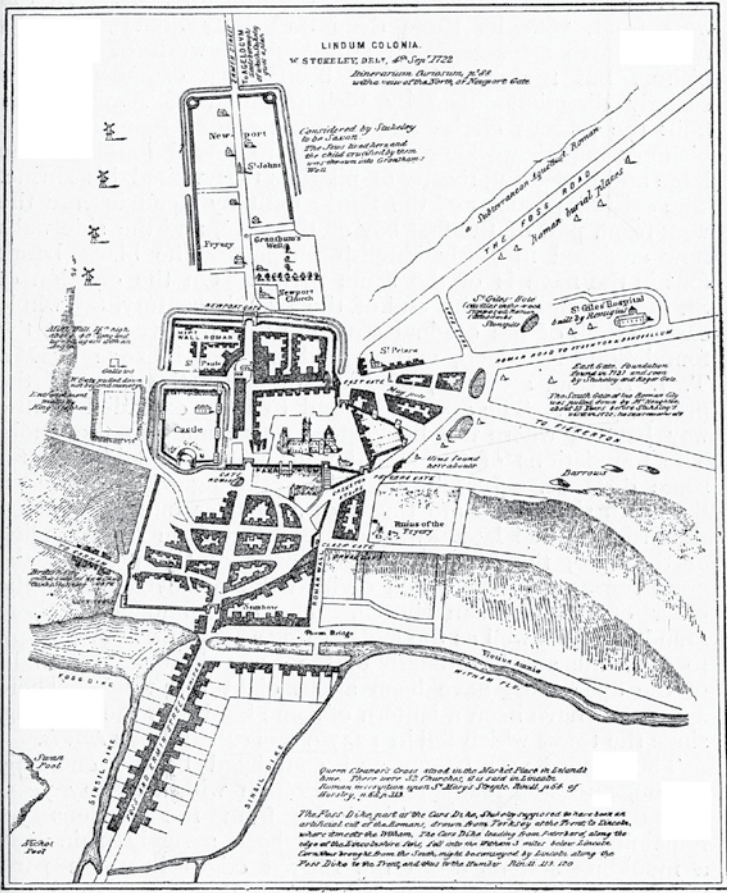
As one of Lincoln's key assets it is no surprise to learn the city has over 418 listed buildings (dating from Roman period to 1950s), 42 scheduled ancient monuments and 11 conservation areas.

Heritage is the city's main tourist draw with the Cathedral alone attracting up to 180,000 visitors a year.

Key Findings

- The City has a huge concentration of heritage elements
- Listed buildings line almost every street.
- The key elements are linked closely to High Street, The Strait and Steep Hill- the historic spine through the centre of the city.

Old map of Lincoln from 1722



LANDFORM

The section below illustrates the significant level change through the city. As one of the key characteristics in Lincoln it contributes greatly to the identity of the city. However, it does become an obstacle to movement for those who are less able. A Walk and Ride bus service is provided by Lincoln BIG to allow easier movement ‘uphill and downhill’

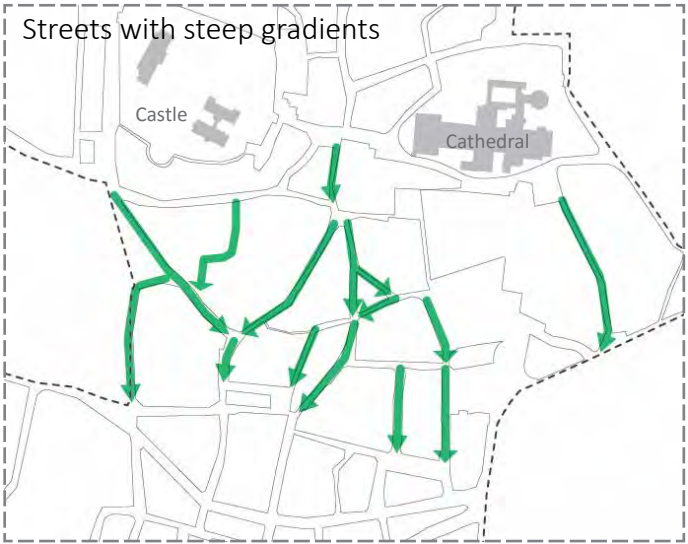
Steep Hill has become an attraction in its own right and people visit it’s narrow paths, independent shops and strong historic character. It is the main route to the upper city leading up to the Castle, the Cathedral and the cultural district.

Key distant views are possible from several locations within the city. A series of identified cones of vision have been determined as part of the Linking Lincoln Masterplan and should be protected.

Key Findings

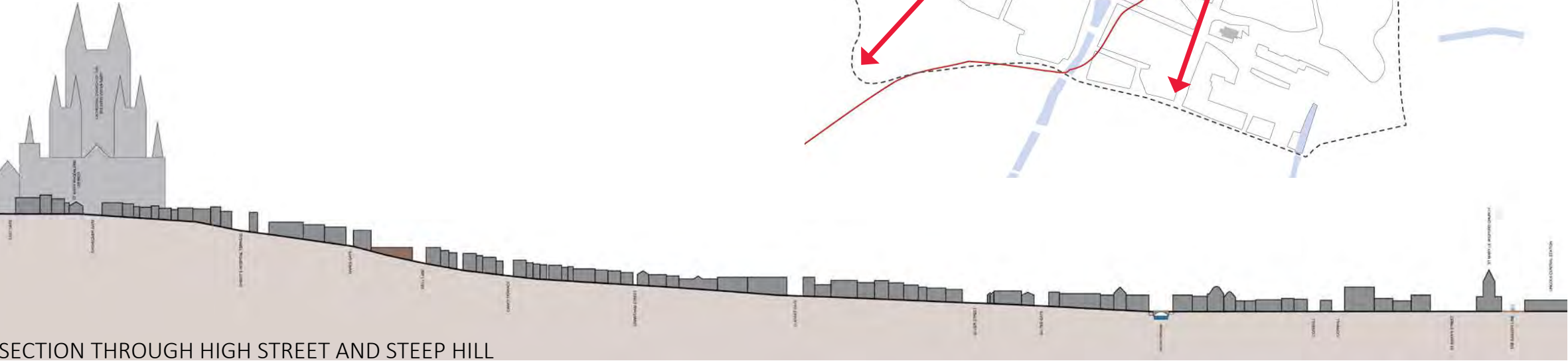
- Key defining feature of the city
- Places a huge importance on the north of the city
- Creates a draw for visitors
- Affords good views to and from the top of the hill.
- Steep Hill Voted the best Street in UK ‘Great Street Award 2012’
- Steep gradients restrict some movement.
- Clear identity high quality materials

TOPOGRAPHY & VIEWS



Key long distant views of the Cathedral.

Other prominent views



SECTION THROUGH HIGH STREET AND STEEP HILL

BLUE INFRASTRUCTURE (Waterways)

This relates to the water spaces throughout the city and includes the Brayford Pool, the River Witham and the Sincil Dike. As expected each of the water spaces sit to the south of the study area, where the landform levels out.

The built form is generally tight up to the edge of the water as it travels through the city centre, particularly along the river edge. This built edge does however, step back beside Brayford Pool. Here the large expanse of water provides a break in the tight knit urban fabric of the city and opportunity for public space.

GREEN INFRASTRUCTURE (trees and vegetation)

Open green spaces are limited within the city and are largely associated with key heritage buildings, most notably, the Cathedral, the Castle and Temple Gardens. These provide welcome breathing spaces within the city centre area but are controlled and do not appear as open public green space.

A series of more local green spaces are dotted throughout the city but are generally of poor quality, with limited seating, lighting and low quality materials. These spaces have little connection with one another and there is a notable absence of street trees throughout the city district.

Street tree planting is generally limited to surface car parks or in small groupings. However, the historic character, particularly around of the upper town is not befitting of tree planting due to its narrow streets and tight spaces.



Key Findings

- Lincoln’s water spaces create a strong east west element,
- Key element of the city’s development and history,
- Green spaces and parks are limited,
- Green spaces focused around managed historic buildings,
- Poor quality network linking green and blue spaces,
- The city is not characterised by street trees.

A WALKABLE CITY

The illustration to the right indicates how accessible the city is by foot. You can walk across (east west) in less than 15 minutes and through the city (north south) in around 20. It's walkability helps reinforce Lincoln as a sustainable city.

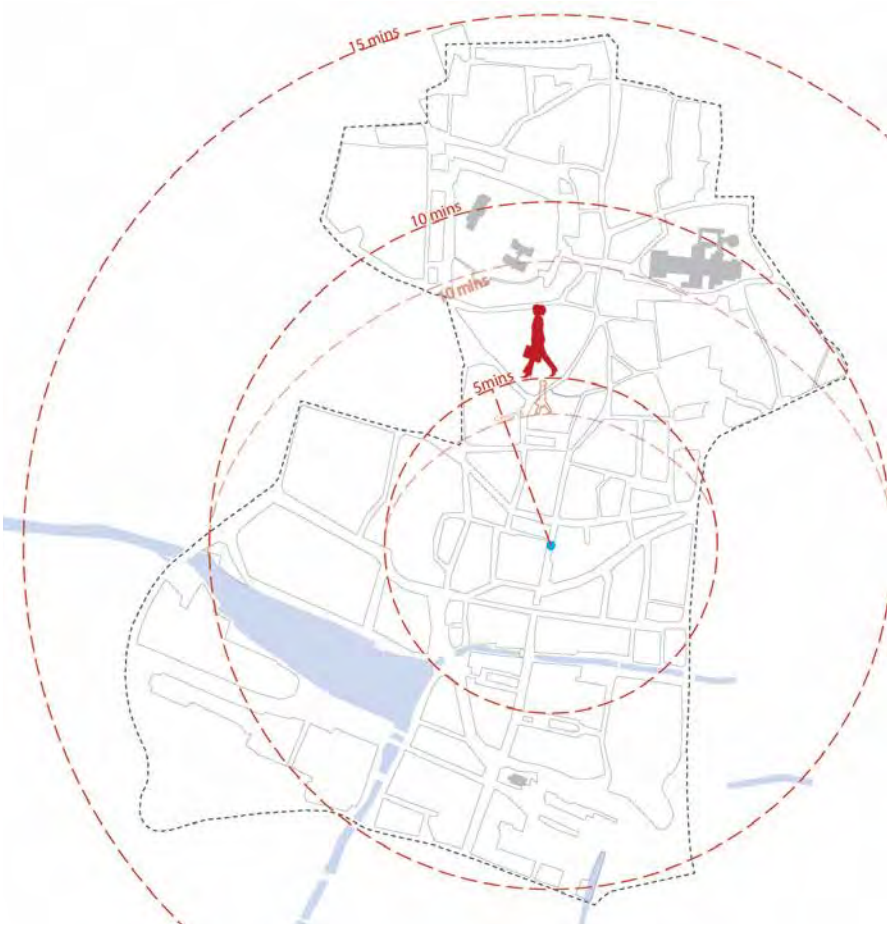
Being 'on foot' helps people engage with the city, encouraging opportunity for social interactions and promotes a heightened sense of wellbeing. Improving the experience of walking through the city is a key objective. Encouraging city users to spend more time there, rather than drive in and then drive back out.

KEY PEDESTRIAN ROUTES

The series of diagrams below illustrate the hierarchy of pedestrian routes through the city. Ranging from the key north south route, to less obvious east west streets and then the finer grain alleyways that feed off High Street.

Key Findings

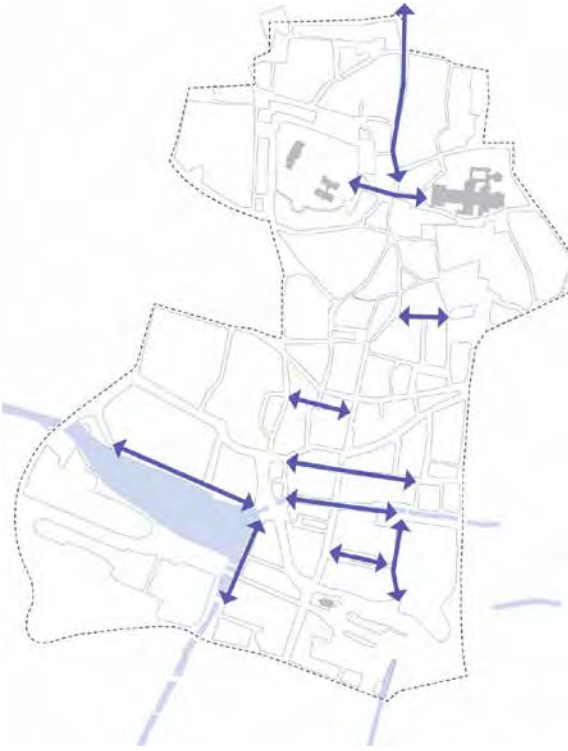
- The city is compact
- It's focus could be pedestrian and not vehicle driven.
- All city centre destinations are accessible on foot.
- Very strong north south link
- Importance focused on High Street
- Weaker east west movement
- Series of interruptions along the routes (Wigford Way, Corporation St, Mint Street, St Mary's Street and the railway line)
- Pedestrians are stopped at regular intervals along both north south and east west routes.
- Pedestrians often subservient to vehicles.



Primary Routes



Secondary Routes

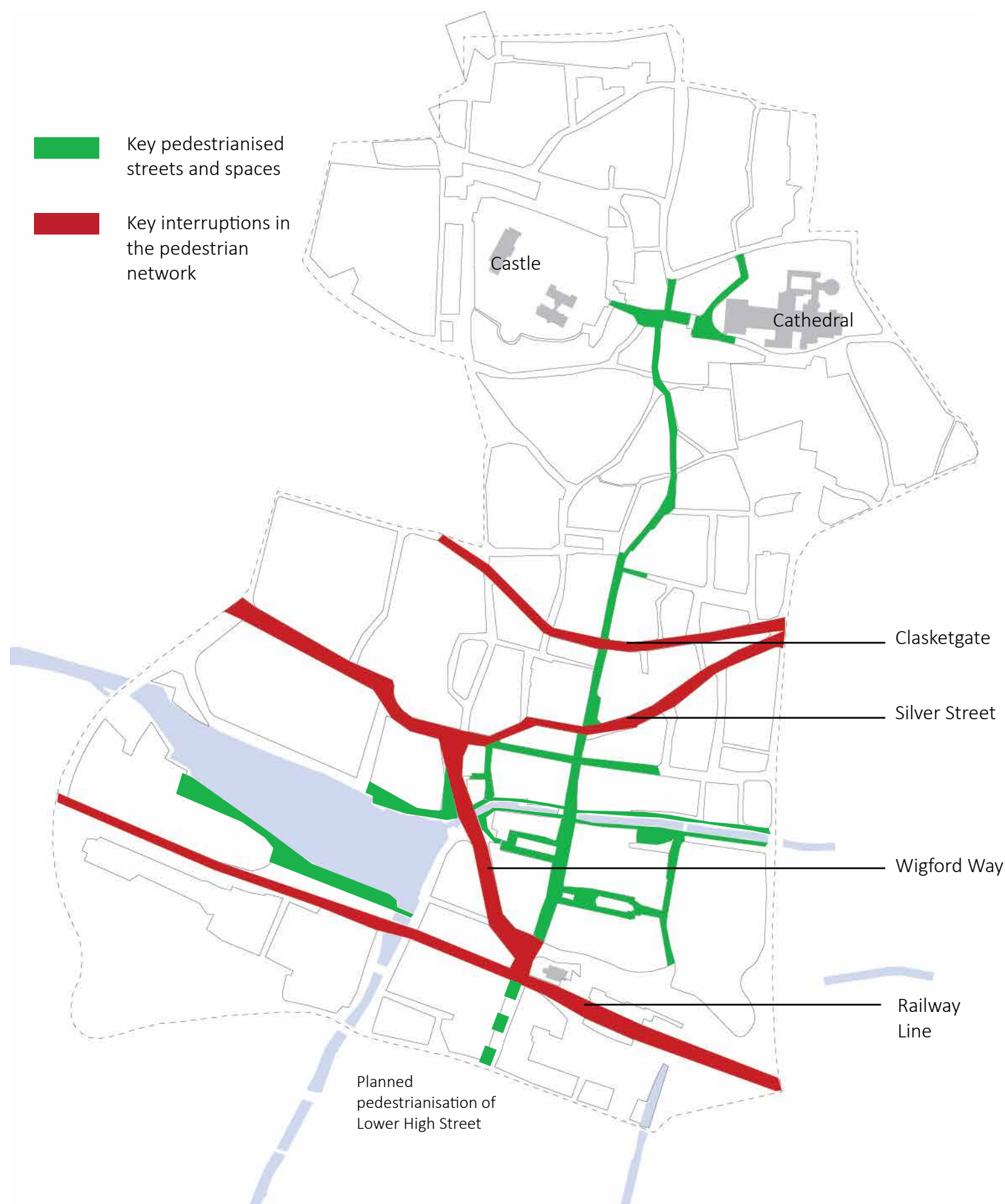


Lanes, Passages and Arcades



Composite





CAR FREE STREETS AND SQUARES

The diagram to the left clearly depicts one of the main issues in Lincoln. Although the city is beginning to develop its public realm infrastructure and placing more emphasis on car free streets and spaces there are gaps. It is these gaps where weak connections occur.

The most well used space is High Street. This linear area of public realm, is predominately used for movement and has very limited opportunity for dwell.

There are several areas that lie along the route of high street that could offer some sense of space to sit and relax, however these tend to be underused and generally low quality. From the south moving north these are Cornhill, Saint Benedict's Square, City Square, St Martin's Square and Castle Hill. These are deemed as the key city spaces because of their location and accessibility.

Key Findings

- Pedestrian network largely focused around the retail core
- Gaps occur at conflicts with vehicles and trains.
- Strong north south connections
- Weaker east west links through to Brayford Wharf because of Wigford Way.

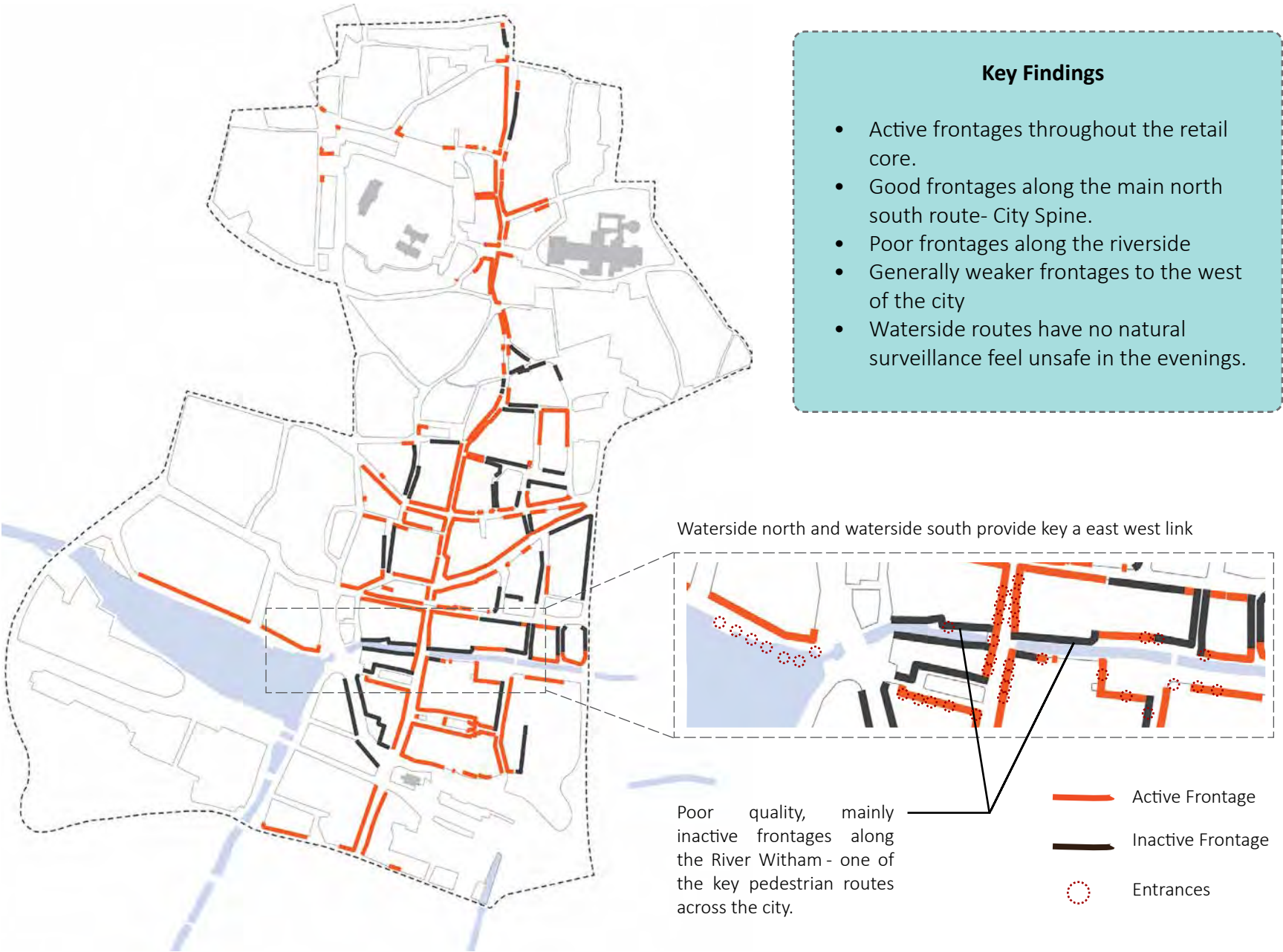
GROUND FLOOR USES

Active ground floor uses create valuable experiences along a street for both pedestrians and motorists and are a key element in creating good city centre public realm.

Active frontages are also hugely important in fostering a safe welcoming street scape. For instance, a row of shops along a street is more interesting and safer to walk by than a blank wall.

When analysing the streets through our study area it is not necessary that all the streets display active frontages, the necessity varies from district to district. However, the areas where it is important are along the primary routes and desire lines.

One of the key routes linking the west and east sections of the city is along the River Witham, along Waterside north and south footpaths. These routes, particularly the north link the Brayford waterside with the High Street. This route is currently poor quality and has little activity along its length, creating a poor quality pedestrian experience.



ACTIVE FRONTAGES



- Active frontages along High Street.
- Open frontage largely transparent
- Ideally provides activity outside of the frontage
- Provides a sense of surveillance.
- No closed or blank faced units.

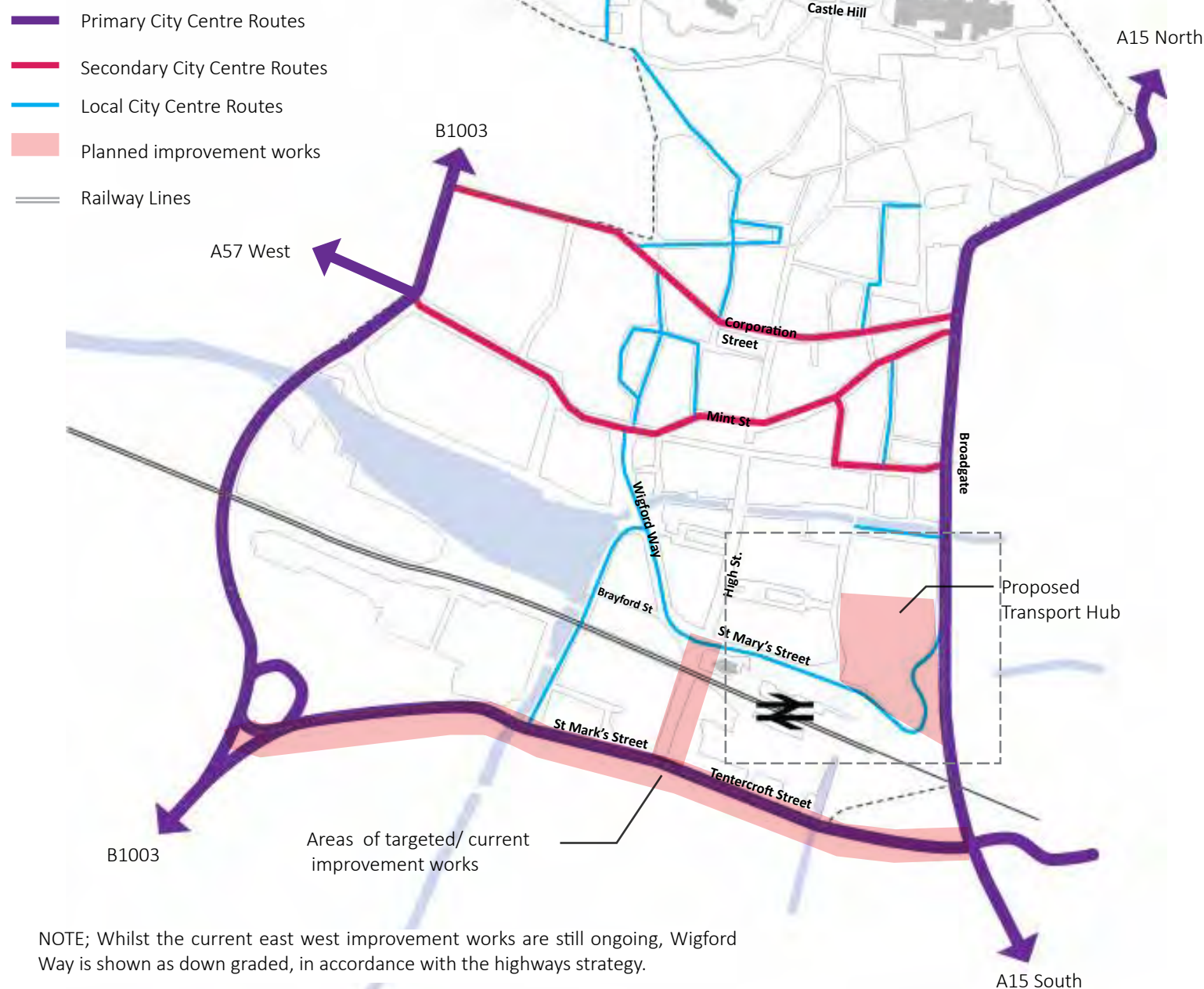
INACTIVE FRONTAGES



- Inactive frontage along the River side
- Closed frontage no transparency
- Poor or no passive surveillance
- Long building blocks with continuous blank facades
- Little or no variation or detail
- Monotonous.

Key Findings

- Targeted pedestrianisation of Lower High Street, between St Mark's Street and St Mary's Street
- Enhanced transport interchange
- New east west link discourages vehicles to drive through the city centre to enhance the pedestrian experience
- Parking and arrival experience by car is generally weak.



DRIVING IN THE CITY

The county council are currently part way through revising the strategy of vehicle movement through the city. Broadly speaking the aim is to shift vehicles in an east west movement from St Mary's Street and Wigford Way further south to Tentercroft Street and St Mark's, thereby reducing the vehicle numbers driving through the heart of the city. This will improve the pedestrian experience along St Mary's Street and the crossing towards High Street in particular.

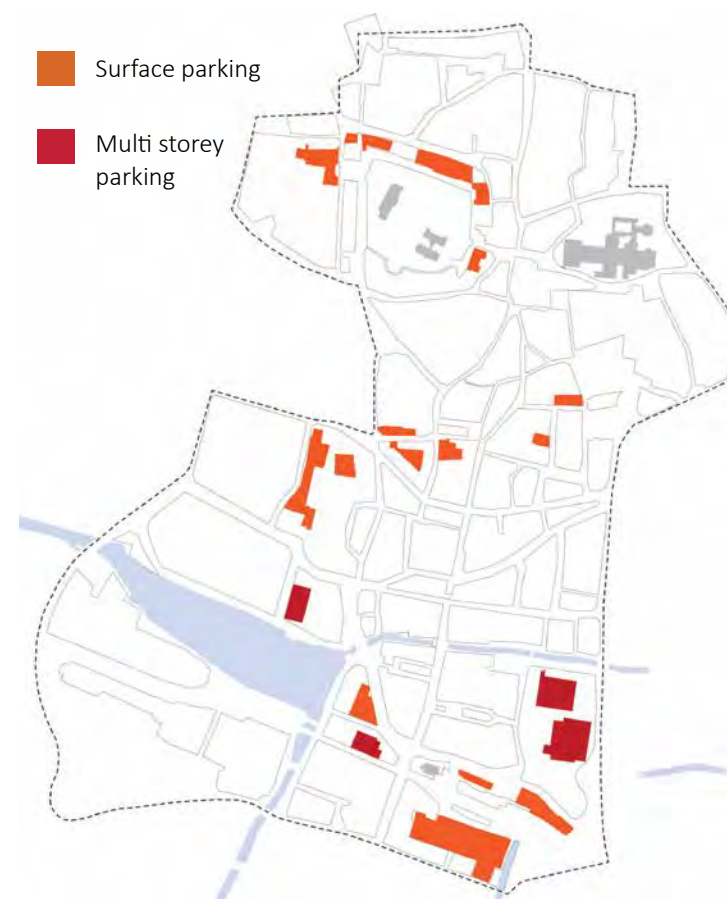
Future improvements aim to pedestrianise the section of High Street between St Mary's and St Mark's Street.

CAR PARKING

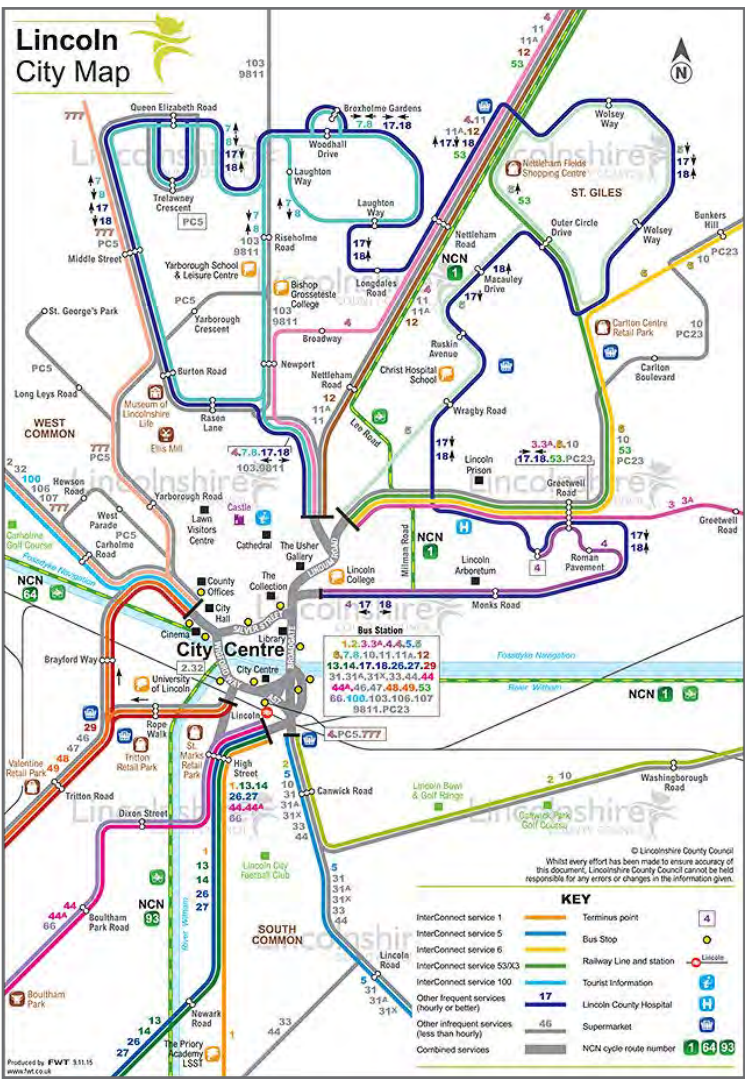
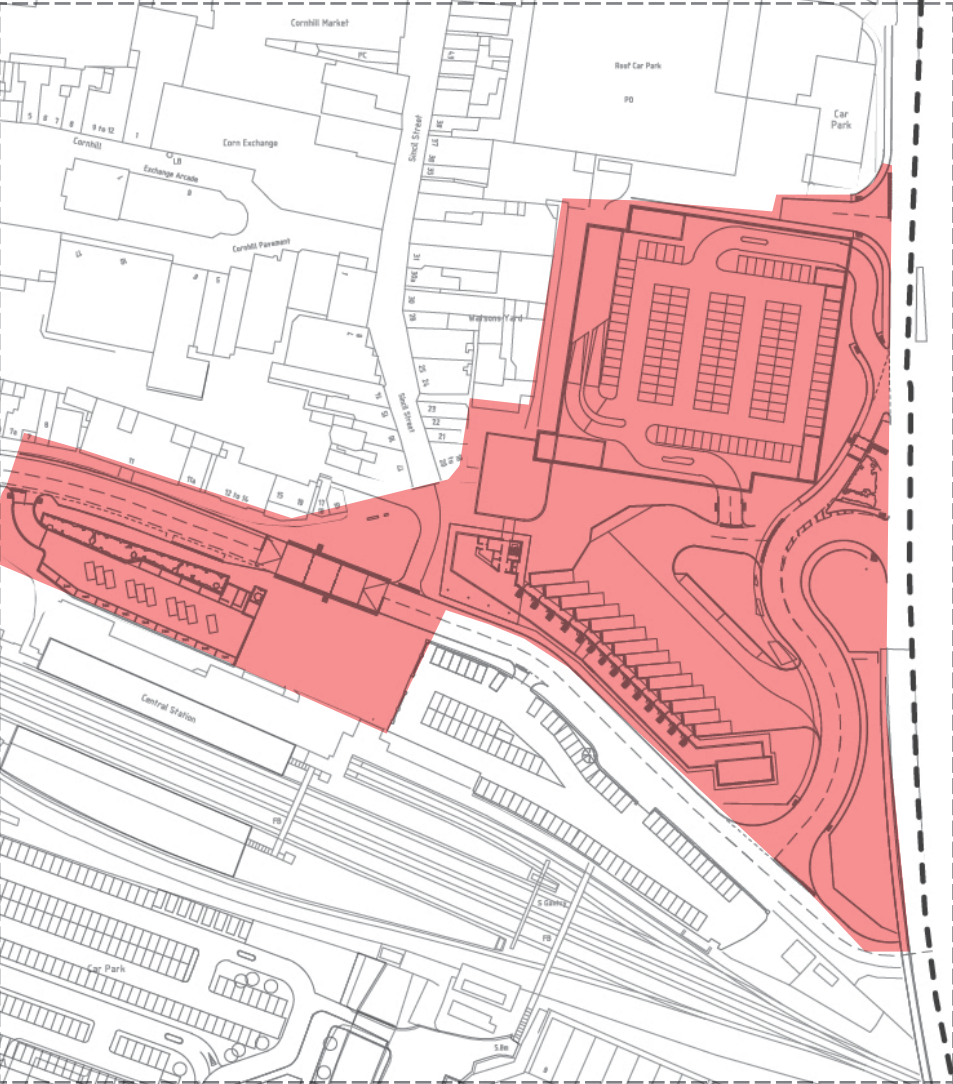
Surface parking tends to be located away from the main retail district, but is still within a short walking distance of the city centre.

Arrival and parking in the south of the city is accessed off St Mary's and St Mark's Street. Surface parking off Brayford St creates a poor quality area between the university and retail core.

Surface parking to the north of the castle also creates a weaker quality setting for the castle area.



NEW TRANSPORT HUB



PUBLIC TRANSPORT

Lincoln is a well connected city and generally has a good public transport network. Current proposals to redevelop the transport interchange and link with the train station will further improve this.

Public transport is key to how visitors and residents arrive in Lincoln.

Whilst the transport network is good currently the experience of arriving in Lincoln is poor, with weak sense of arrival and legibility.








The new interchange will create a more open, bright facility that will further improve the public transport experience. Better connections with the train station will create a synergy between public transport options.

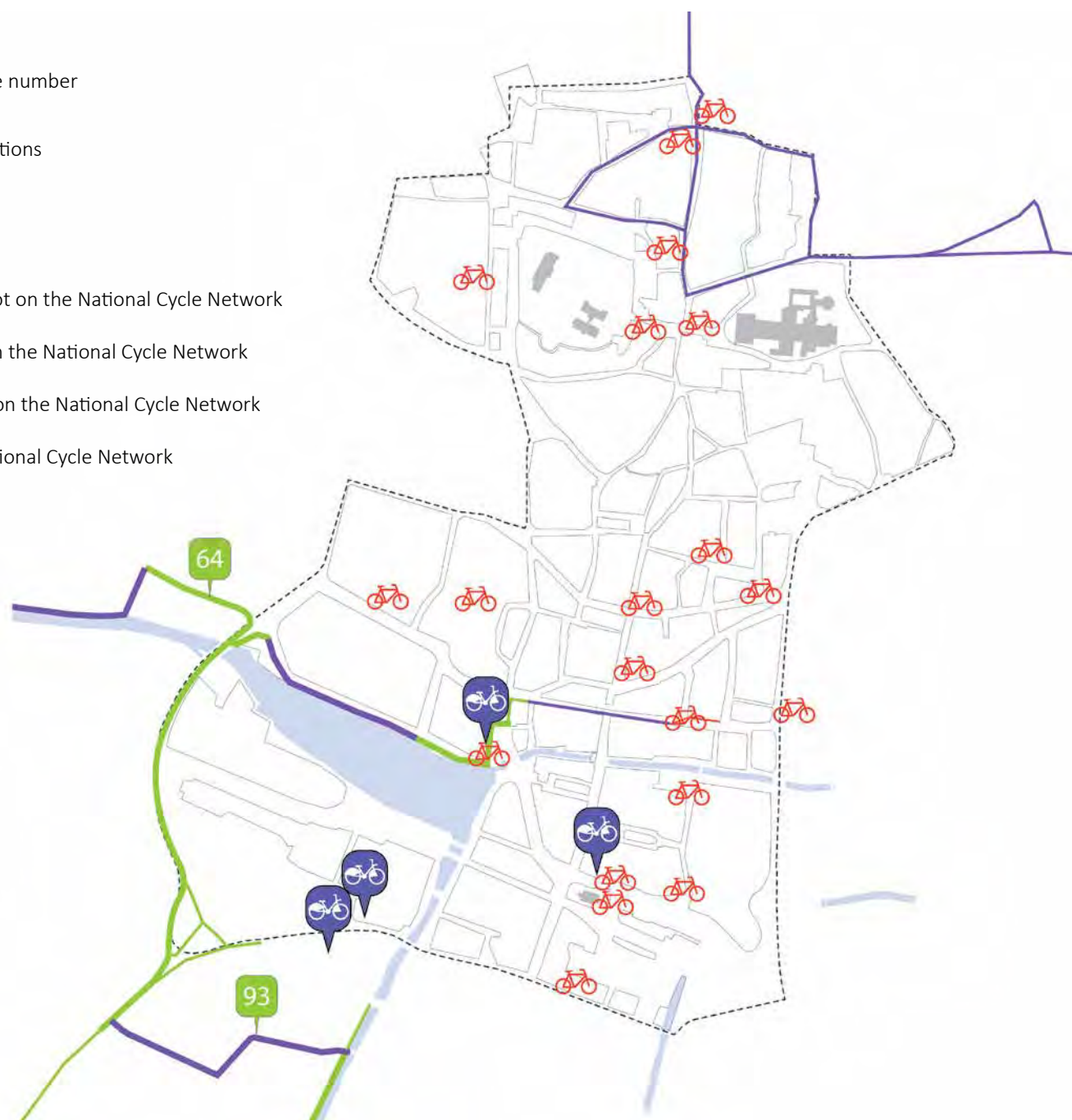
VISUALISATIONS



Key Findings

- New bus interchange with sheltered waiting areas.
- Improved street frontage to Saint Mary's Street.
- Enhanced arrival experience from the east
- Improved crossing linking to the Train station and new public arrival space.
- Better legibility within the public realm and sense of place

-  National cycle route number
-  Bicycle parking locations
-  Hirebike locations
-  Traffic-free route not on the National Cycle Network
-  Traffic-free route on the National Cycle Network
-  On-road route not on the National Cycle Network
-  On-road on the National Cycle Network



HOW LINCOLN HIREBIKE WORKS



CYCLING IN THE CITY

The wider cycle links leading in to Lincoln are good with major national cycle routes leading into the edge of the city.

There are several cycle parking locations throughout Lincoln, as illustrated on the plan to the left, and generally the city is well catered for.

Recently a cycle rental scheme has established itself. "hirebike" is the public cycle hire scheme in Lincoln with bikes available for short-term rental.

Currently there are bikes available to hire in nineteen locations across the city centre and the LN6 postcode area. "hirebike" offer an App and interactive mapping that illustrates all of the hirebike station locations throughout the city.

All of the above suggest that Lincoln is very accessible by bicycle. The short comings however are that cycling is not well promoted through the city and the limited paths that there are do not successfully link with the National Cycle trails.

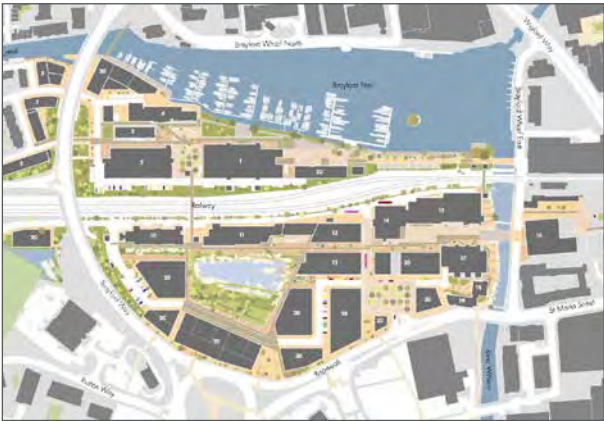
Key Findings

- The city centre is well served with cycle parking locations.
- The cycle hire scheme is focused around the university and south of the city.
- Opportunity for expansion of the cycle hire scheme.
- Desire to improve the east west cycle network improving clarity and links with the wider national routes.
- Potential to promote Lincoln as a cycle friendly city.

FUTURE CITY GROWTH

Whilst considering a strategic approach to dealing with the public realm, it is important to understand the planned future growth and potential city wide projects currently being considered in and around Lincoln.

The plan to the right indicates the key projects set out within and just outside the site area. These are a mix of education, commercial, cultural, retail and employment lead schemes and show the appetite for growth that Lincoln and its stakeholders aspire to.



1. Above: Lincoln University Aspirational Masterplan



2. Above: Lincoln Science and Innovation Park (LSIP)



3. Above: Cornhill Development



4. Above: Cathedral Connected



5. Above: The Lawn development

Key Findings

- Potential shift of employment focus further south west with Lincoln Science and Innovation Park (LSIP).
- Expansion of the University further increasing pedestrian movement to the west of the city.
- Development enhancements and retail improvements to Sincil St and Cornhill
- Cathedral Connected and the Lawn development further enhancing the cultural/ tourist draw to the north of the city.

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TO LET
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One way

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Waterstone's



LIVING IN THE CITY

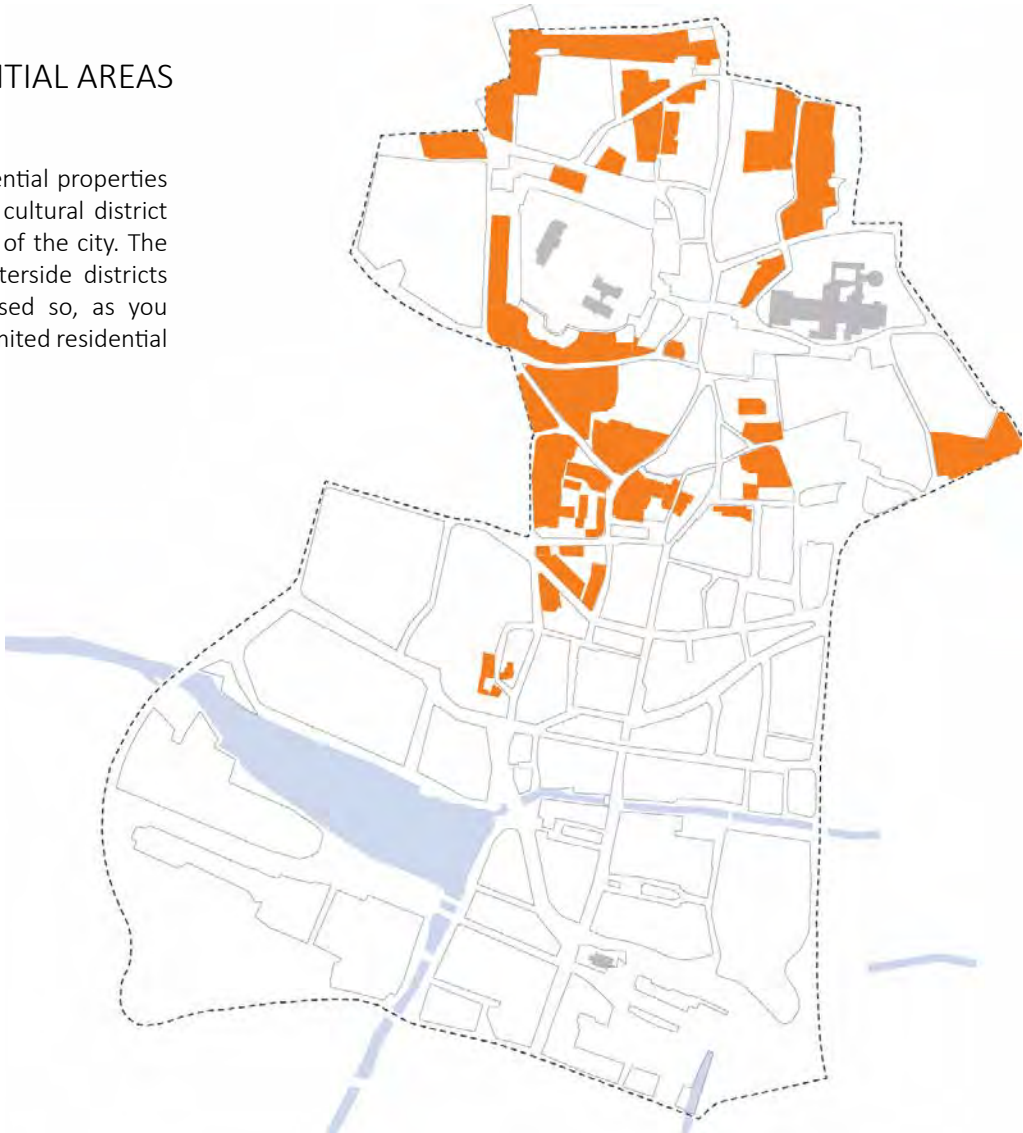
Whilst the majority of people visiting, working or shopping in Lincoln live within the surrounding conurbations, outside the city, there is also a community who live within the centre. It is important to understand where these residential areas are because they have a direct impact on the city scape and the character of certain areas.

Alongside the more permanent residencies in Lincoln there is also a substantial number of student rental properties. Given the success of the higher education sector within the city, student numbers are increasing year by year, and as a result so too is the student property rental market. These offer up a more transient resident, with needs that may differ from the permanent residents so again, it is important to know where they sit within the city.

A range of hotels, B&B's and guest houses are also present within the study area. These support, the business and tourism in Lincoln. These often become the initial point of call for people visiting Lincoln so first impressions can be made at these locations.

GENERAL RESIDENTIAL AREAS

A concentration of residential properties surround the Castle and cultural district within the upper section of the city. The retail core, civic and waterside districts are all commercial focused so, as you would expect there are limited residential blocks



RESIDENTIAL PROPERTIES



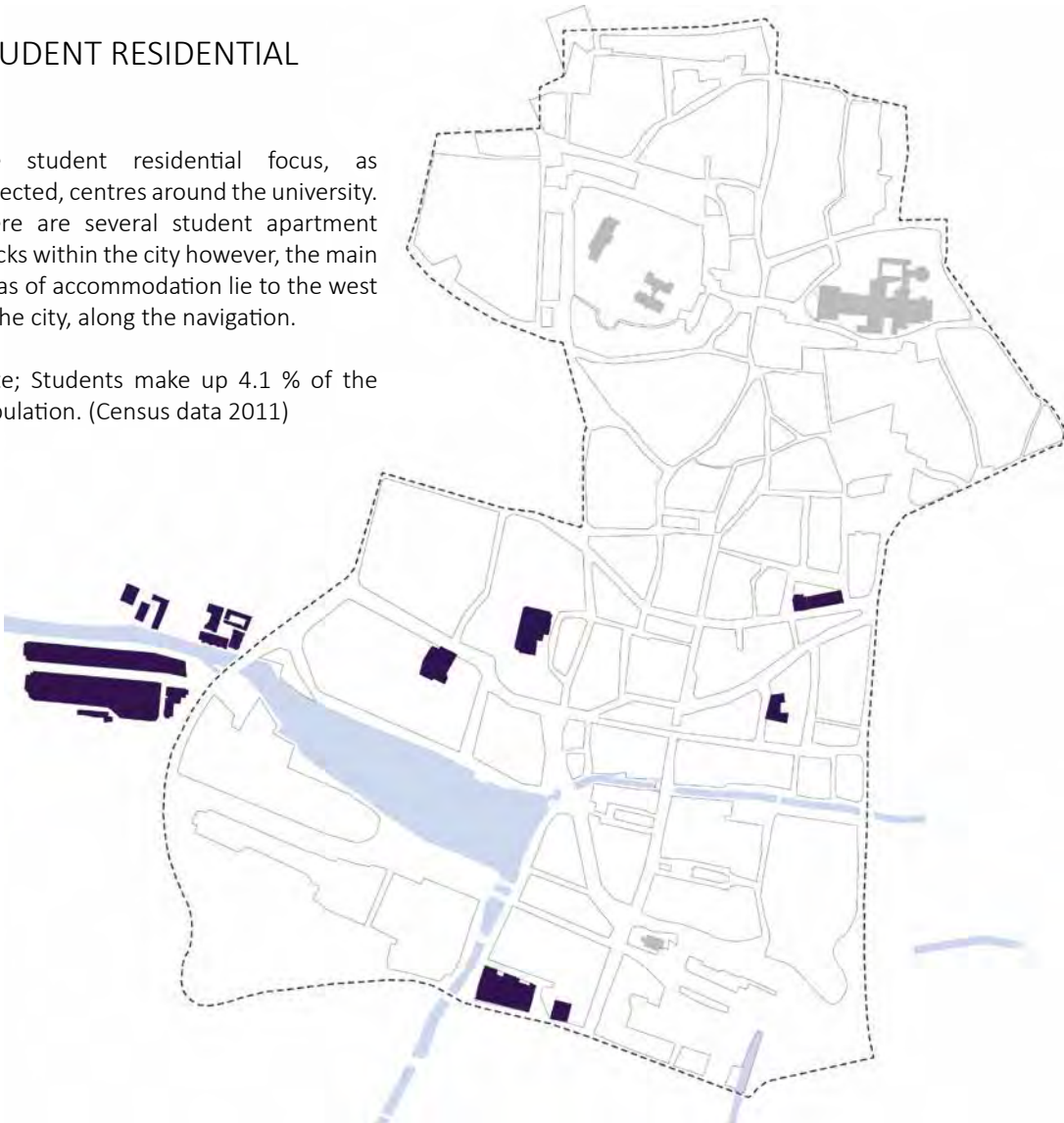
Key Findings

- Strong residential focus to the north west of the city,
- Larger residential communities lie outside of the study area.
- Just beyond the site boundary are denser collections of residential properties areas- closest are those north west of the city.
- Residential properties tends to be historic terraces or cottages and are of high value.

STUDENT RESIDENTIAL

The student residential focus, as expected, centres around the university. There are several student apartment blocks within the city however, the main areas of accommodation lie to the west of the city, along the navigation.

Note; Students make up 4.1 % of the population. (Census data 2011)

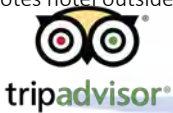


HOTELS

Top 10 Trip advisor hotels

- 1 Washingborough Hall Country House *
- 2 Premier Inn Lincoln City Centre
- 3 The Castle Hotel
- 4 Best Western Plus Bentley Hotel Spa*
- 5 Double Tree by Hilton Hotel
- 6 The Lincoln Hotel
- 7 Holiday Inn Express Lincoln City Centre*
- 8 The Tower Hotel
- 9 Holiday Inn
- 10 White Heart Hotel

* Denotes hotel outside of site boundary



STUDENT RESIDENTIAL

Key Considerations



- Student focus associated with the university.
- Main halls of residence lie west of the university district.
- A collection of student focused apartments lie adjacent to the University off Brayford Wharf East.
- Generates a strong movement from the south west towards the High St and transport hub.

HOTELS

Key Considerations



- Focus of larger chain hotels around Brayford Wharf.
- Smaller, boutique and guest house offer is situated in the Cultural quarter, surrounding the Castle and Cathedral to the north.

GATEWAYS; ARRIVING IN THE CITY

The arrival experience when visiting any city is hugely important. Capturing people in those initial moments can be the difference between a family wanting to stop and explore, or drive on.

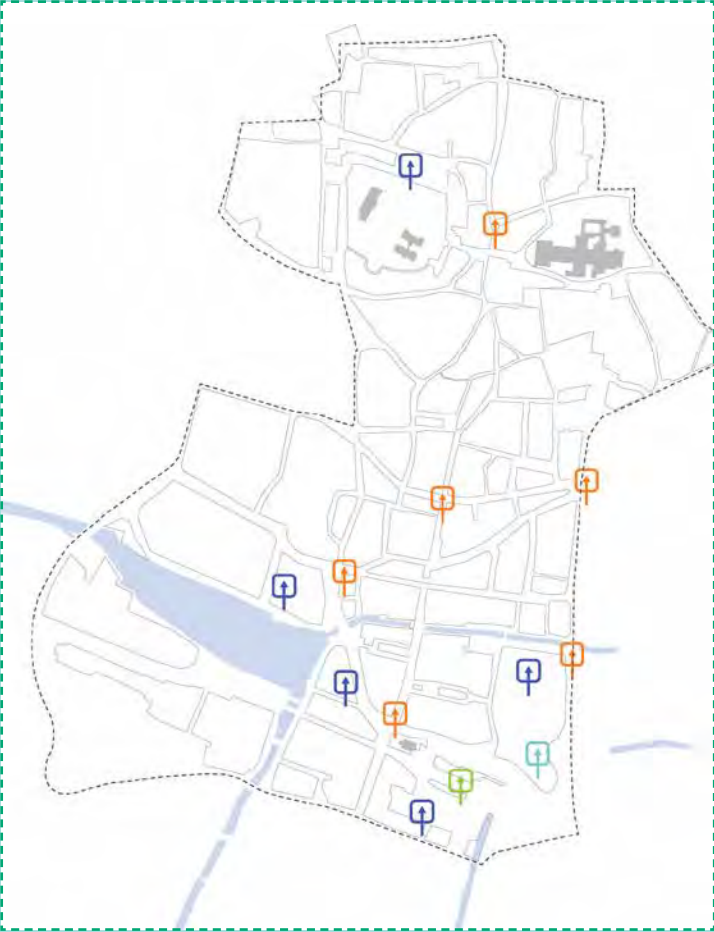
Currently the experience varies greatly depending on where you arrive and by what mode. Below is a plan identifying the main arrival points for the city.

In general your experience on foot is better in the north of the city, where the identity of the city is strongest with the Cathedral, Castle and public realm of good quality.

Arriving by both Bus and Train is currently a poor quality experience, with weak connections to the High Street and the city’s key destinations. Definite lack of legibility.

By car it varies, the surface and multi storey parking off Brayford Street is poor, but beside the Castle it is a better experience. This is predominantly due to the good pedestrian links and quality of the built form and character of the area.

Some visitors also arrive by boat, which is generally a good quality experience, although the frontage to Brayford Pool could be improved.



ARRIVING ON FOOT



- Good experience north
- Weaker to the south and east

Poor quality experience at St Mary’s St.



High quality experience at Eastgate.



ARRIVING BY BUS



- Poor quality arrival experience
- New hub will improve arrival & connection to the town

Poor quality transport interchange



Weak links to Sincil st and the train station



ARRIVING BY TRAIN



- Weak connection to bus interchange and main destinations.
- Link across Saint Mary’s needs to be addressed

Excellent architecture and identity



Poor first impressions



ARRIVING BY CAR



- Weaker in the south than the north of the city.
- Poor legibility.

Poor quality link to destinations



Poor arrival experience



CONSIDERATION OF SELECTED GATEWAY POINTS



Saint Mary's Street & High Street

- Vehicle dominated
- Poor waiting experience
- Lack of views down the High Street



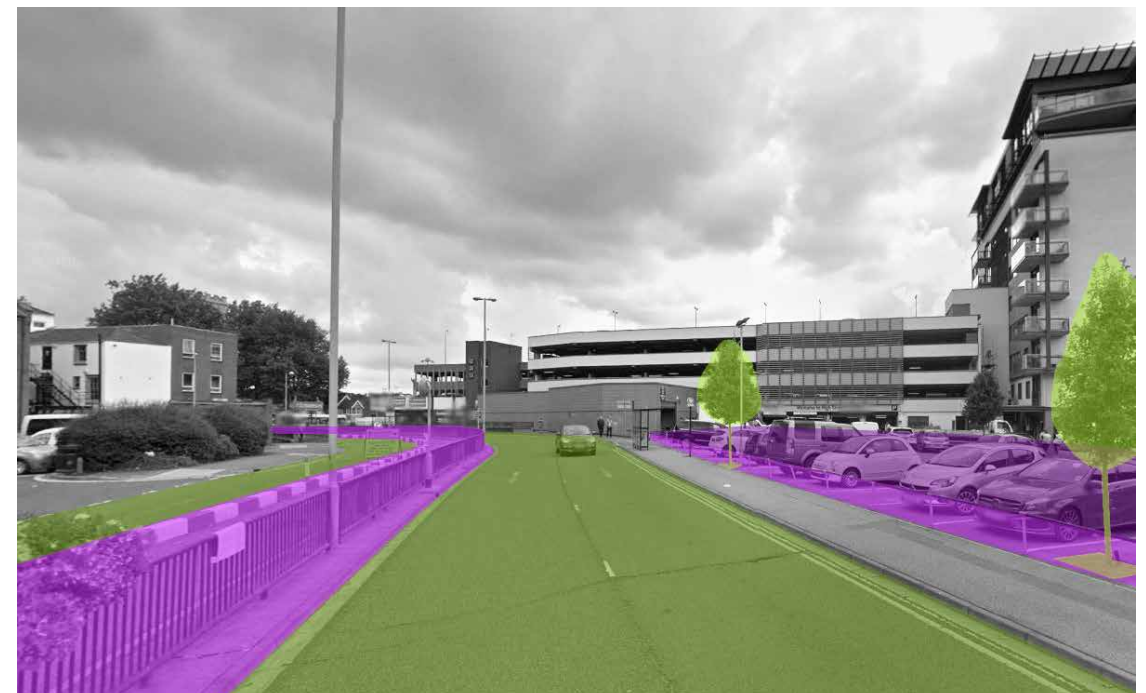
Waterside South, beside the River Witham off Broadgate

- Unnecessary street clutter
- Vehicle presence is dominant
- Poor quality surface materials



Surface parking north, beside the Castle

- Surface car park dominates the view of the Castle
- Poor setting for the heritage elements but clear legibility and sense of arrival



Surface parking south, beside Wigford Way

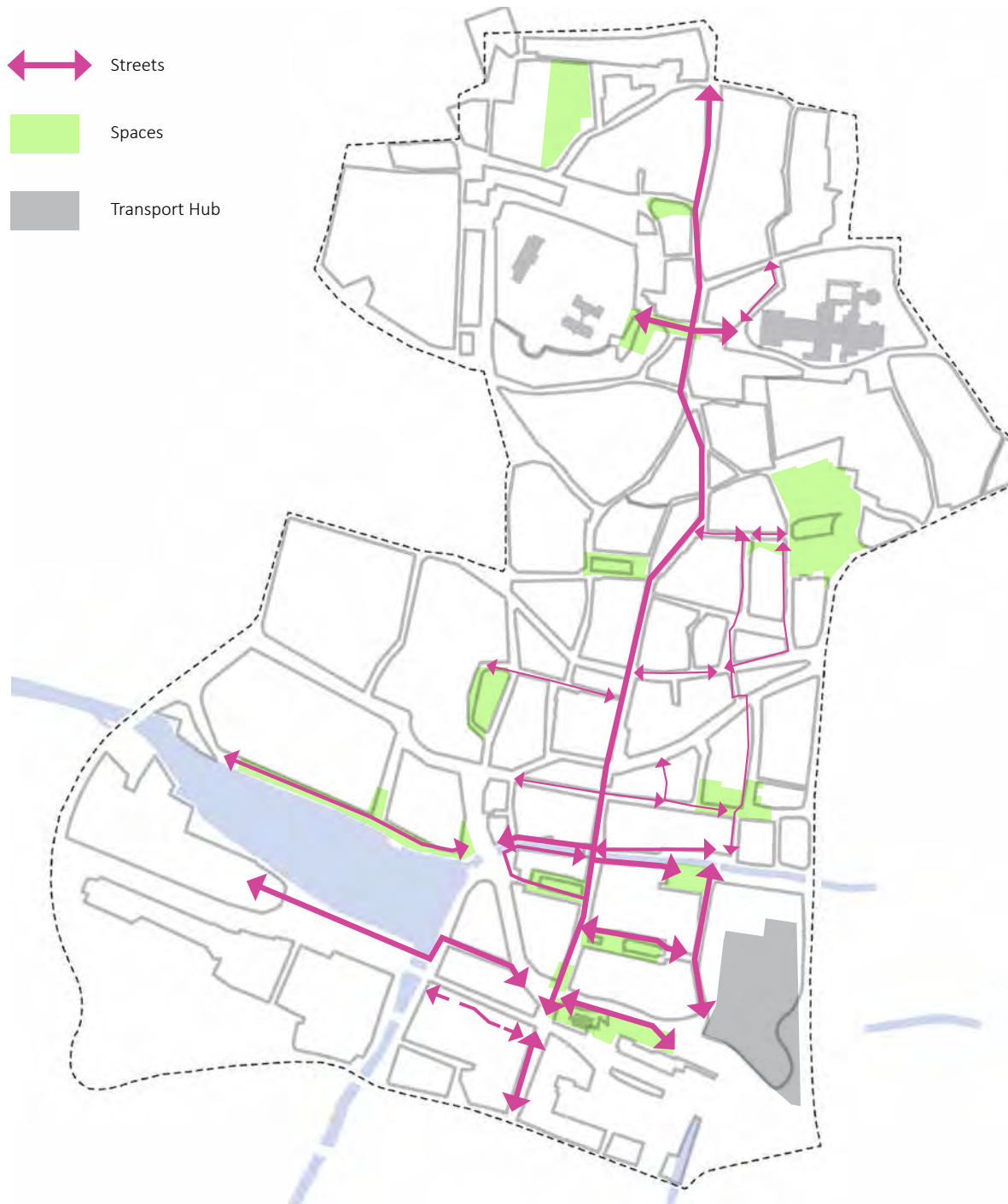
- Barriers prevent movement from the car park through to the High Street.
- Visually and physically detached from the pedestrianised city centre.
- Legibility is poor.

MOVEMENT NETWORK

People move through a city via it's streets and spaces.

Currently the city centre lacks a coherent network of spaces, with each seeming isolated from another with generally poor connections between.

This leads to a weak legibility through the city. Improving these connections provides better permeability and flow through the streets, creating a more active lively street scape.

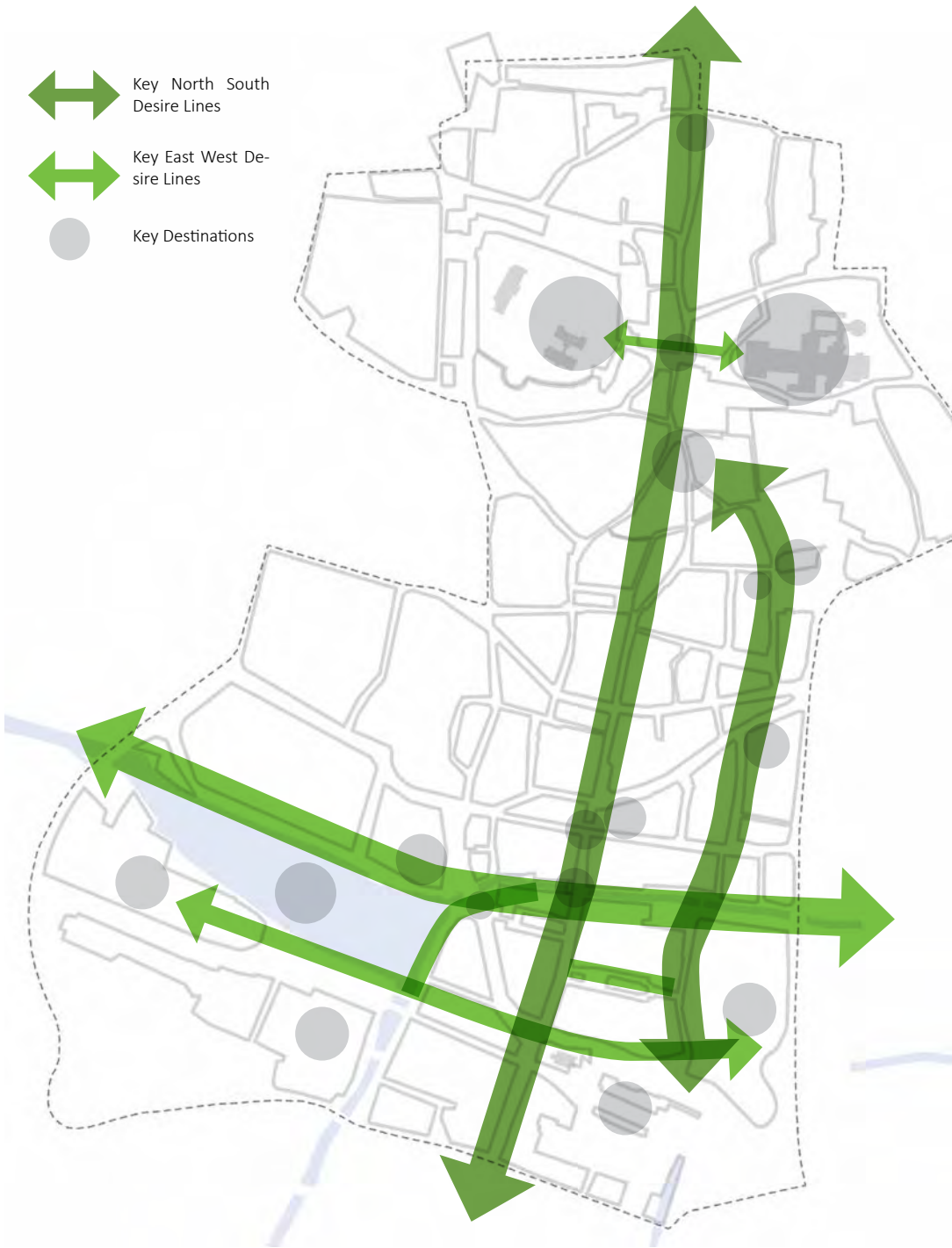


PEDESTRIAN CONNECTIONS

Through understanding the arrangement of destinations, key infrastructure, streets and spaces, a series of clear desire lines begin to emerge.

The diagram below outlines these key desire lines.

These link north with south and east with west. However some of these current desire lines function more successfully than others.



SUMMARY OF ANALYSIS	KEY FINDINGS	OPPORTUNITIES
CHARACTER & USES	<ul style="list-style-type: none">Districts have very distinctive usesSingle uses often create lulls in activity during the day/ year	<ul style="list-style-type: none">Promote improved connectivity between districts to encourage movement and street level activity.
FIRST IMPRESSIONS	<ul style="list-style-type: none">Historic CharacterHeritage focused identity	<ul style="list-style-type: none">Improve sense of arrivalCreation of defined arrival points in the city
DESTINATIONS	<ul style="list-style-type: none">Weak connections to transport destinationsHeritage destinations generally well linked	<ul style="list-style-type: none">Improve links to and from the transport hub
HISTORIC ASSETS	<ul style="list-style-type: none">418 listed buildings through the cityMajor destinations of national significance.	<ul style="list-style-type: none">Enhance the setting of historic assetsConsider reworking the public realm to improve the visitor experience.
LANDFORM & VIEWS	<ul style="list-style-type: none">Strong views due to elevated Cathedral and Castle	<ul style="list-style-type: none">Frame and protect key views using landscape elements
BLUE AND GREEN INFRASTRUCTURE	<ul style="list-style-type: none">Strong east west elementLimited street trees to the northGreen spaces often private	<ul style="list-style-type: none">Improve connection to the water spacesEncourage seating and activity beside the water.Where appropriate accomodate street trees.
WALKABLE CITY	<ul style="list-style-type: none">Compact city centre, easily walkable	<ul style="list-style-type: none">Improve links through to Brayford PoolEnhance pedestrian experience to main routes.
KEY PEDESTRIAN ROUTES	<ul style="list-style-type: none">Dominant north south routeEast west has less emphasis	<ul style="list-style-type: none">Improve east west linksEnhance public realm on main routes
CAR FREE STREETS	<ul style="list-style-type: none">Good north south networkSuffers from transport links creating interruptions	<ul style="list-style-type: none">Improve balance between pedestrians and vehiclesImprove crossing points
GROUND FLOOR USES	<ul style="list-style-type: none">Activity is focused throughout the High Street and retail areas.Weak frontages along the riverside	<ul style="list-style-type: none">Consider enhancements to blank frontages along the river & open up poor quality facadesPublic realm enhancements inc. Art to improve routes
DRIVING & PARKING	<ul style="list-style-type: none">Vehicle dominance in the city is currently being reducedMain east west traffic flow is moving south of the city centre area.	<ul style="list-style-type: none">Enhance surface parking areas and arrival experienceImprove relationship between pedestrian and vehicle
PUBLIC TRANSPORT	<ul style="list-style-type: none">Currently poor links from Train and Bus to the central areas.Future hub creates improved arrival experience	<ul style="list-style-type: none">Create better legibility and links into the central areas
CYCLING IN THE CITY	<ul style="list-style-type: none">Need to extend the cycle routes through the CityImprove the east west route along the waterside	<ul style="list-style-type: none">Further integrate cycle network into city to improve connectivity to the wider region
FUTURE GROWTH	<ul style="list-style-type: none">Potential shift in employment area to the south westCornhill proposals aim to enhance retail and public realm offer to the east of High Street.	<ul style="list-style-type: none">Create stronger links from the city to the south west to cater for the new draw
LIVING IN THE CITY	<ul style="list-style-type: none">Seasonal / term time nature of student populationWeak links from the university core to the centre	<ul style="list-style-type: none">Better improve links across the city from south west to central
GATEWAYS & ARRIVAL	<ul style="list-style-type: none">Poor quality arrival experience at public transport destinationsWeak legibility from car parking areas, where do you go?	<ul style="list-style-type: none">Improve public realm and wayfinding from transport hubsAnalysis of existing signage from arrival points.

Lincoln: The Vision

Strategic Recommendations:- Guiding Principals





VISION

This section sets out a series of simple and overall strategic recommendations for the city.

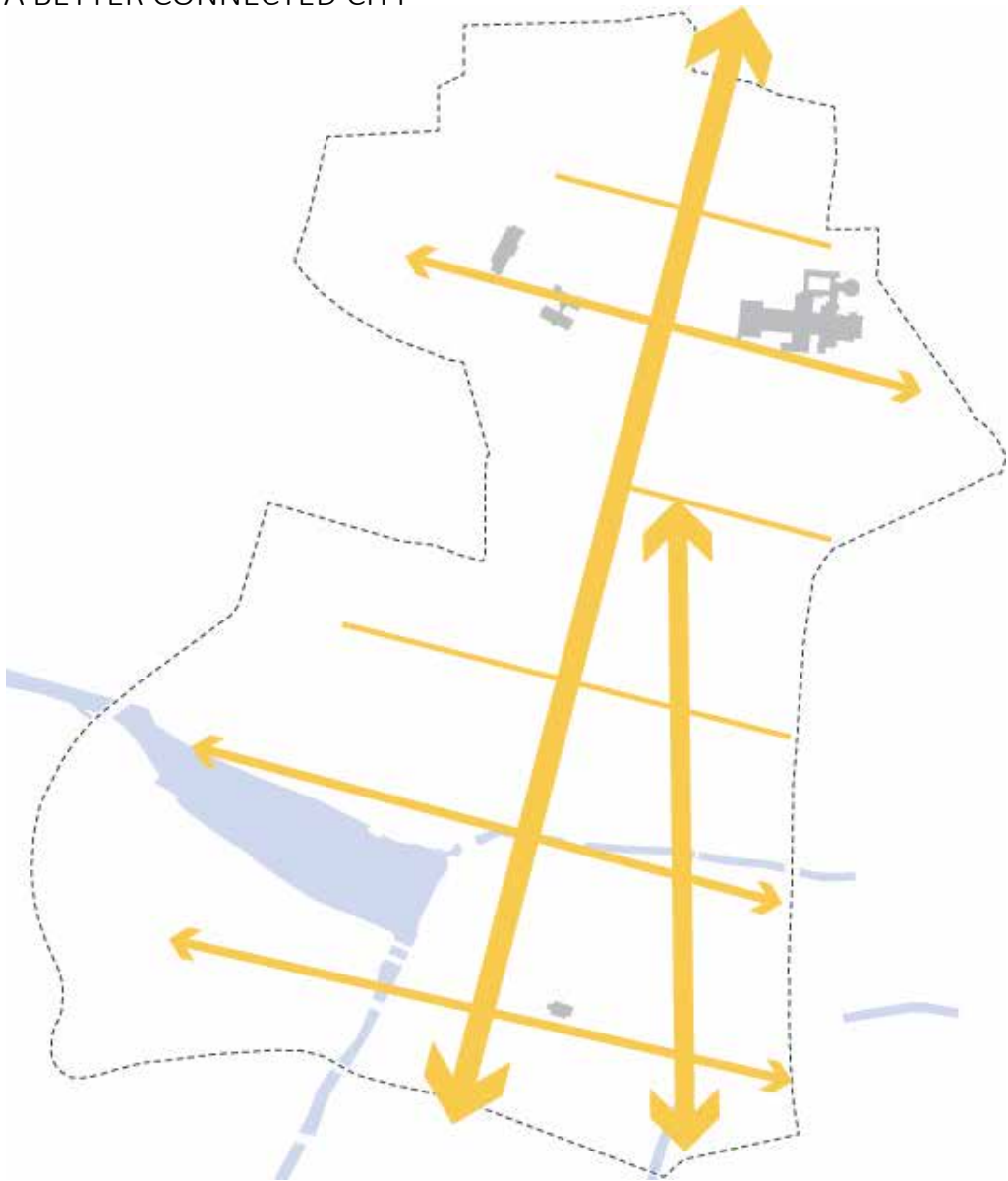
Following the detailed analysis of the city and its component parts, with particular focus on public realm, it is possible to draw up a series of key objectives.

These objectives aim to address the main issues of the city's public realm and become a series of guiding principals that should be aspired to when considering city wide public realm enhancements.

Whilst still strategic, they form the drivers for improvement. A more detailed guidance as to how they can be applied is outlined within the strategy.

Left; The River Witham as it runs beside the Waterside shopping centre

A BETTER CONNECTED CITY



The Walkable City

Aim

- Improve east-west links
- Relieve/ resolve congestion points in the city
- Encourage cycling within the city
- Improve pedestrian links to the transport hub
- Consider more significant interventions to Wigford Way

Key Constraints

- Wigford Way
- Waterside North and The Glory Hole pathway
- Brayford Street
- Passage from St Benedict's Square

A CITY WITH SPACE TO BREATHE



Enhance the City's Green spaces

Aim

- Enhance existing public spaces to provide spaces to dwell
- Consider a green network through the city
- Introduce street tree planting, where appropriate, to better connect certain spaces
- Celebrate the limited number of soft spaces in the city

Key Constraints

- Opportunities for open space is limited
- Existing connections between spaces is challenging

A CITY WITH A WATERFRONT



Celebrate the Waterfront

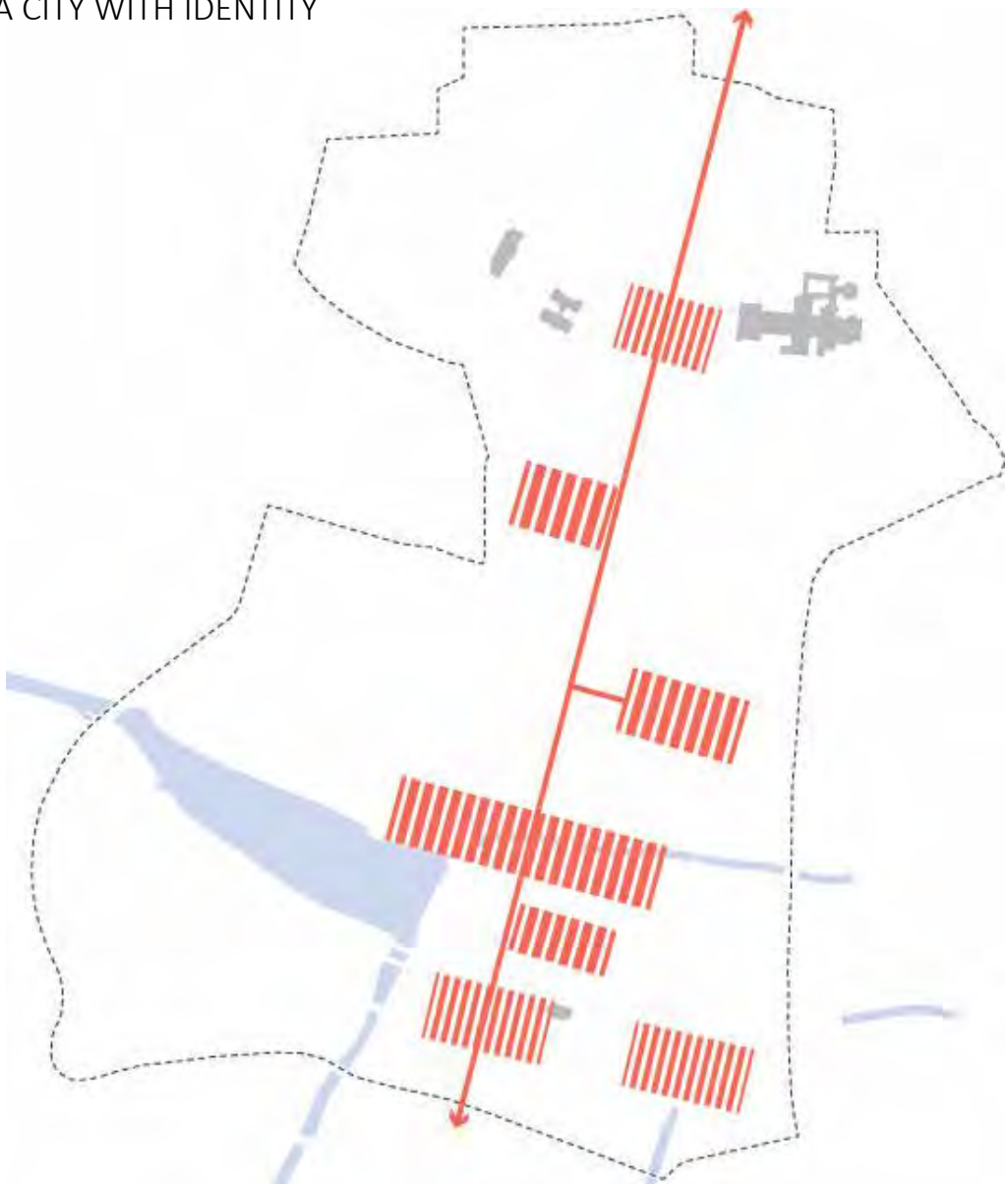
Aim

- Improve connections to the waterfront
- Frame views through to Brayford Pool
- Further activate the water, and the water's edge
- Improve public spaces on the waterside
- Consider the use of Water within the wider public realm

Key Constraints

- Wigford Way
- Narrow pathways and links
- Poor relationship with the water front

A CITY WITH IDENTITY



Rediscover Lincoln's identity as a Market Place

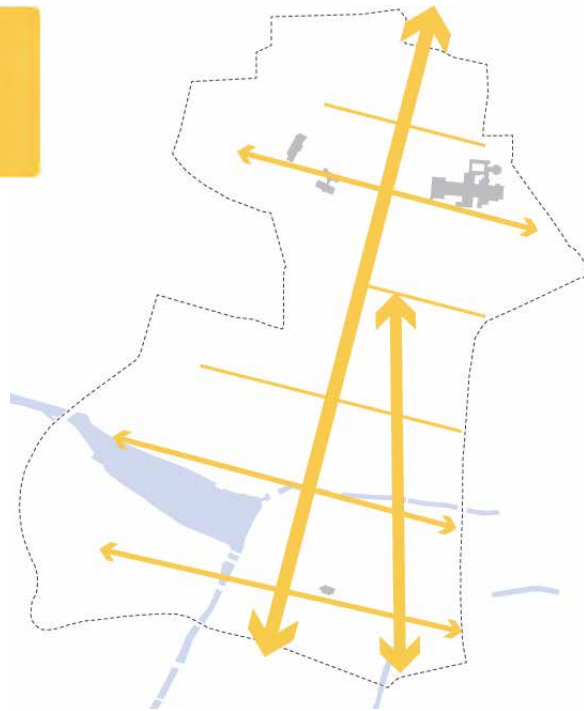
Aim

- Create a network of flexible spaces that could be used for seasonal markets or programmed events.
- Establish a hierarchy of spaces.
- Consider the development of a single key, high quality public market place.

Key Constraints

- Ensuring the spaces retain the identity of Lincoln and its surrounding character.

A BETTER CONNECTED CITY



Vision

- Enhance east west links
- Remove obstacles to movement
- Relieve congestion points
- Streets link seamlessly
- Improve links to transport hub

Key Principles

- Clutter free streets
- Rebalance pedestrian and vehicle hierarchy within the city
- Directional and clear spaces
- High Quality materials
- Simple palette with robust details
- Improve cycle links

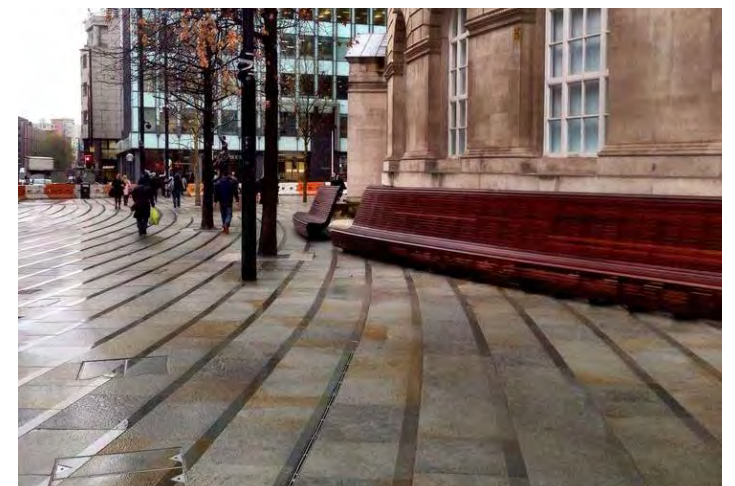
Improve pedestrian links; Clear clutter free spaces



Pedestrian & vehicle balance; More balanced approach to pedestrian and vehicle use and priority



Improved Legibility; Well defined spaces, directional and clear



A CITY WITH SPACE TO BREATHE



Vision

- Opportunity for dwell, rest, socialise
- Opportunity for events
- Opportunity for Green infrastructure

Key Principles

- Spaces link with Street network
- Flexible spaces to support the city's event calender
- Seating opportunities
- Consider the inclusion of soft elements where appropriate

Opportunity for seating; Consider more informal seating offers



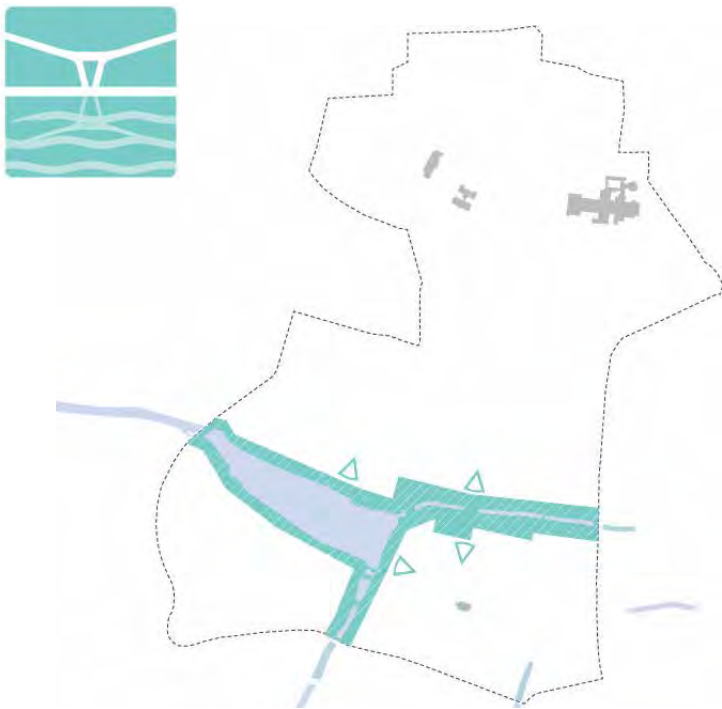
Green City Spaces; Appropriate character for appropriate spaces



Street tree planting; Consideration of additional tree planting



A CITY WITH A WATERFRONT



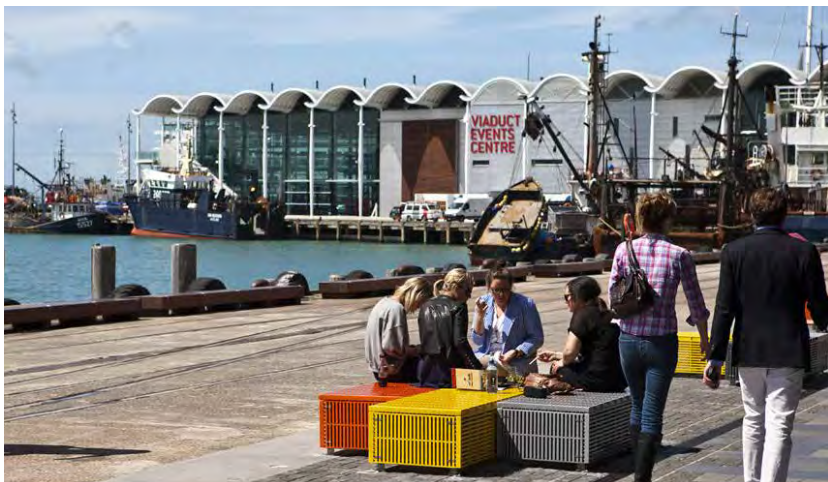
Vision

- Enhance links to the Waterfront
- Improve relationship with the Water
- Create opportunity to interact with the waterspace
- Use the water space as an event space

Key Principals

- Create better visual links
- Create better physical links
- High quality public spaces along the waterfront
- Active spaces and temporary uses along the water front.
- Improve physical relationship with the waters edge

Access to the Waters edge; Interaction with the water through activating its edges



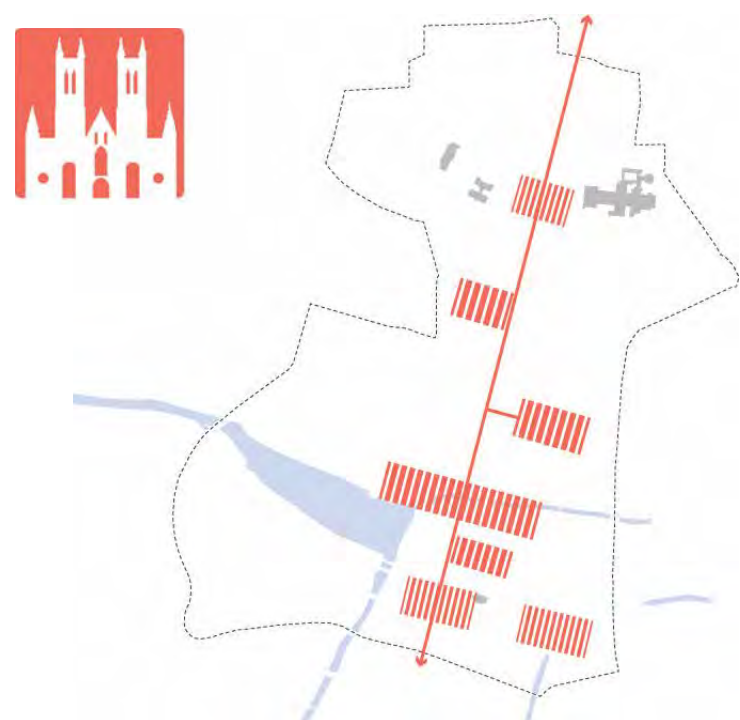
Programming the Water; Using the water as a unique event space



Presence of Water in the Public Realm; Expressing Lincoln's link with water within the public realm



A CITY WITH IDENTITY



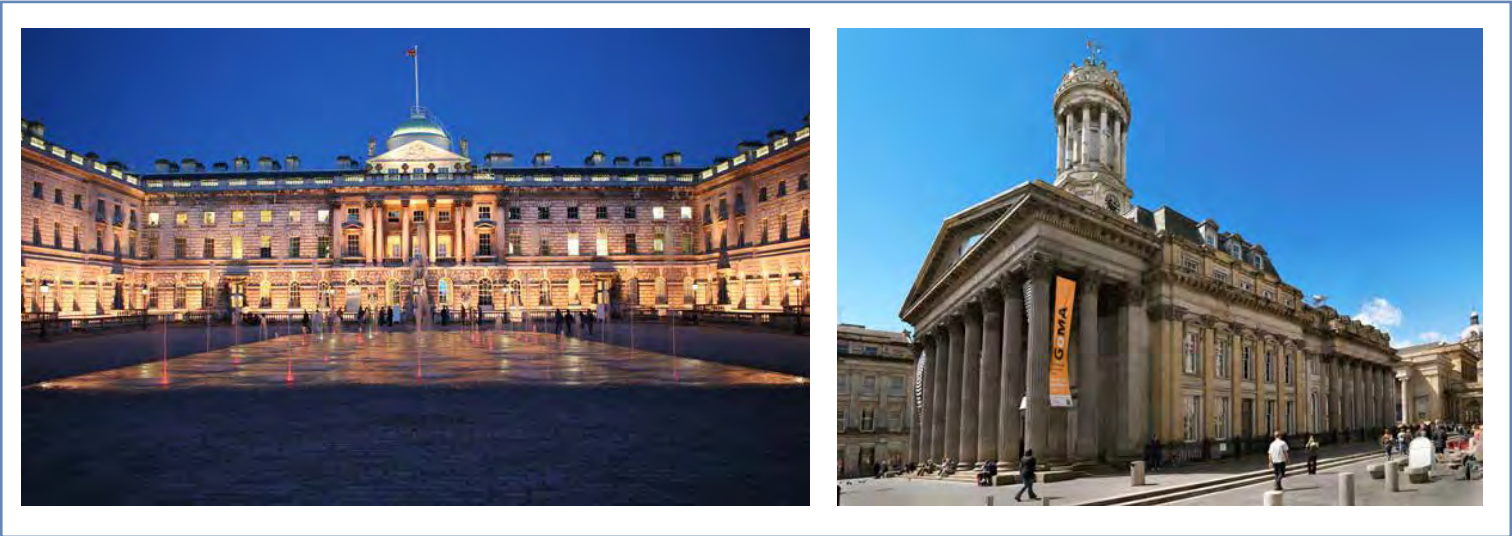
Vision

- Identity of the city expressed through its public spaces
- Heritage focus with a modern approach

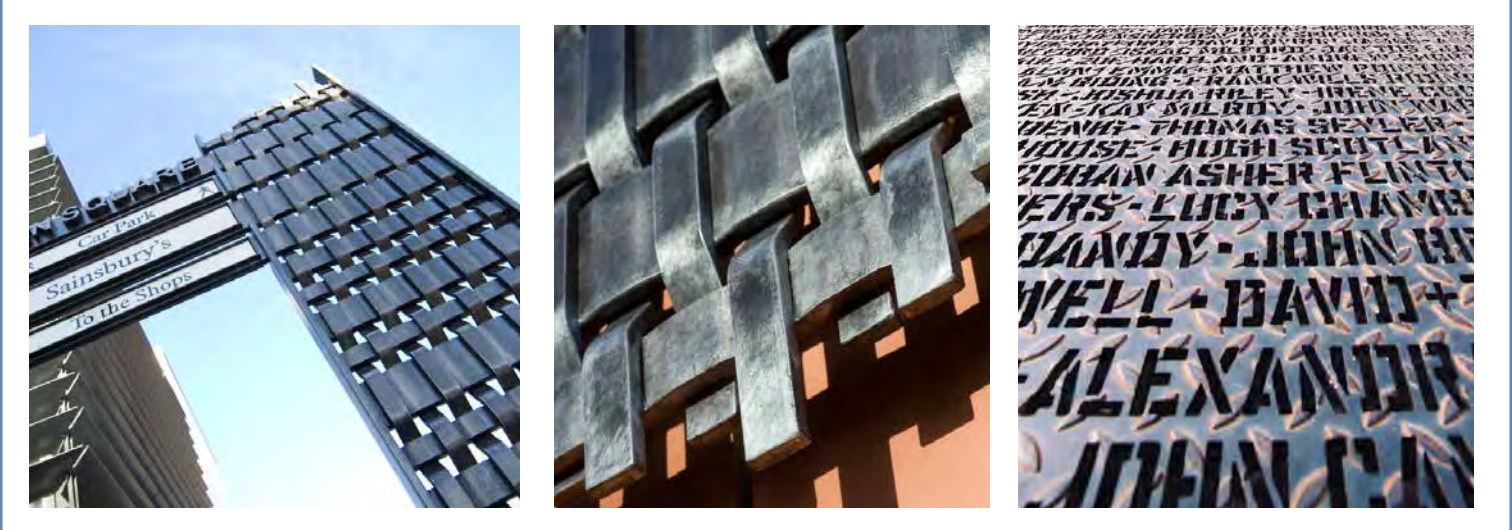
Key Principals

- Identify use and character of city spaces
- Range of spaces with a range of offers
- The thread of identity in public spaces.

Refresh the City Spaces; Simple clean approach allowing the buildings to breathe



Emphasising Identity; Street furniture can express heritage and identity



Interpretation in the Public Realm; Artwork elements express the unique quality of the city



Lincoln: The Strategy

The Next Steps





STRATEGY

This section of the document explores how the Vision can be implemented through a series of targeted projects throughout the city.

Whilst this section aims to capture the key projects within the study area, it is not exhaustive and should be seen as a tool to spark discussion and debate as to whether other areas within the city should also be considered within the strategy.

Key to establishing a successful approach to the city's public realm, is understanding how people use the streets and spaces.

What are the major conflicts with pedestrian movements? What are the successes? Which streets work? Which don't? Where do people spend time? What does the public realm currently offer?

Understanding how the spaces function now, will help us plan better for the future.

IDENTIFYING KEY PROJECT AREAS

THE CITY SPINE

- Steep Hill
- The Strait
- Upper High Street
- The Crossings
- Central High Street
- St Marys Crossing *
- Lower High Street *

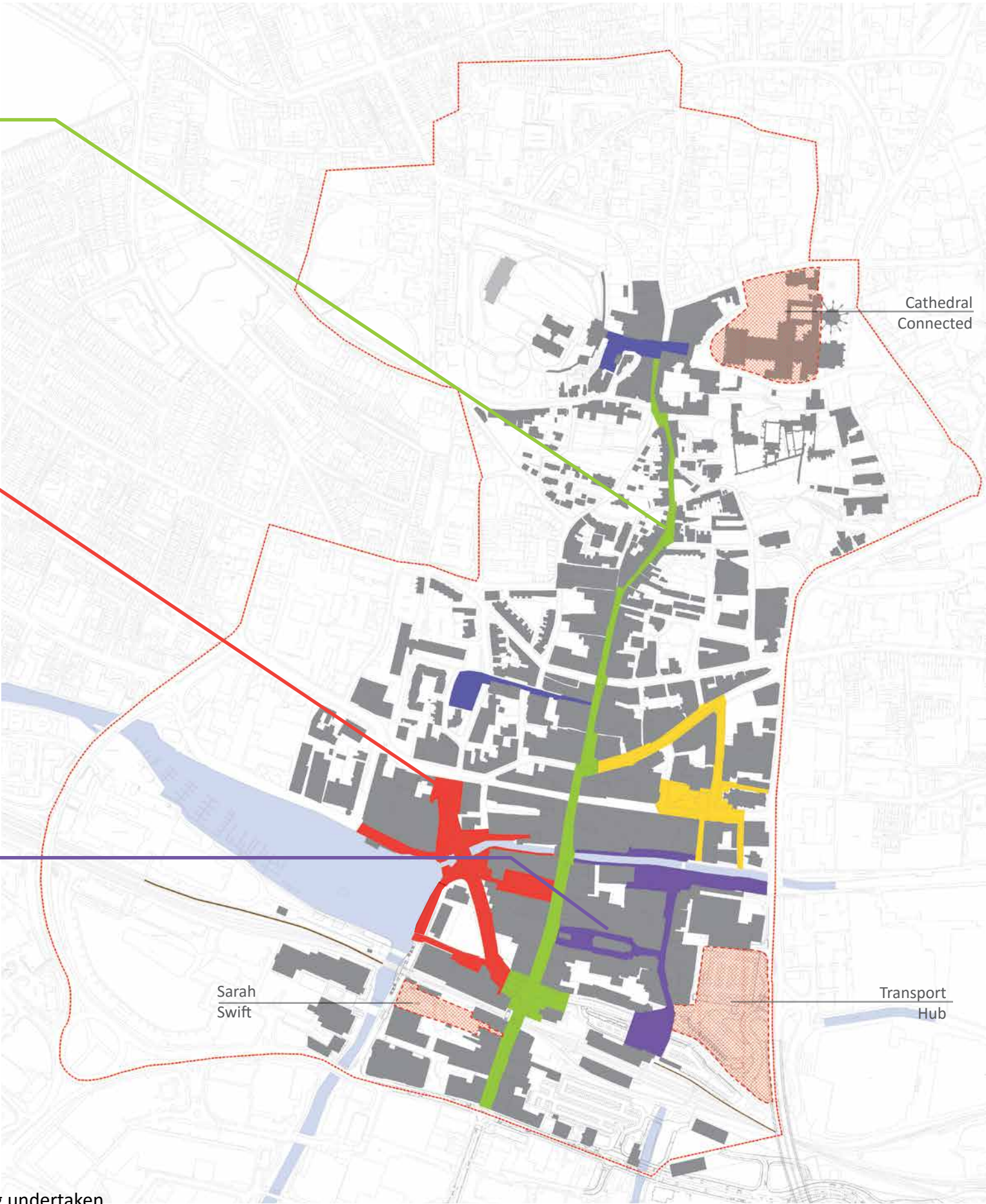
WIGFORD WAY & WATERSIDE

- Wigford Way
- Brayford Street
- Brayford Wharf East
- The Glory Hole & Brayford Wharf North
- St Benedicts Square

CORNHILL & CITY SQUARE

- Transport Hub link *
- Crossing & Station Arrival *
- Cornhill *
- Exchange Arcade *
- Sincil Street
- City Square
- Waterside North and South (from Broadgate to High Street)

* Denotes projects proposed or currently being undertaken



CASTLE HILL



- Castle Hill
- Castle Hill surface car park
- Exchequergate

SAINT MARTIN'S SQUARE



- Saint Martin's Square
- Garmston Street
- St Martin's Lane

PARK STREET LINK



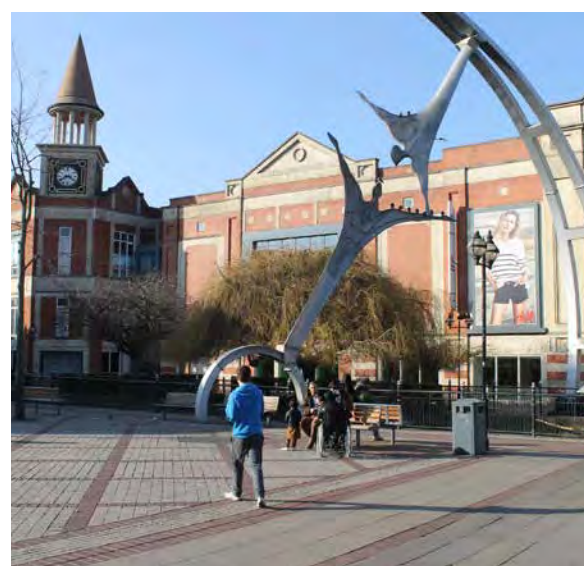
- Park Street
- Crossing point over Beaumont Fee
- Green Space at City Hall

SAINT SWITHIN'S SQUARE



- Link to the River
- St Swithin's Square
- Saltergate
- Bank Street
- Free School Lane
- Silver Street (between Free School Lane and High Street)

PROJECT AREAS



THE CITY SPINE

Identified as the key street within the city, High Street, (leading into The Strait and then Steep Hill) is certainly the busiest. It links the retail core of the city with the Cathedral Quarter to the north.

The Strait, Steep Hill and upper High Street have been resurfaced in natural stone with good detailing that is appropriate to this historic section of the street. It is not intended that this section of the city spine is targeted as a key projects.

Central and lower High Street remain surfaced in several different lower quality materials. It is along this section where there is a large amount of street furniture, notably planters, telephone boxes, CCTV columns and bollards, all adding to the visual and physical street clutter.

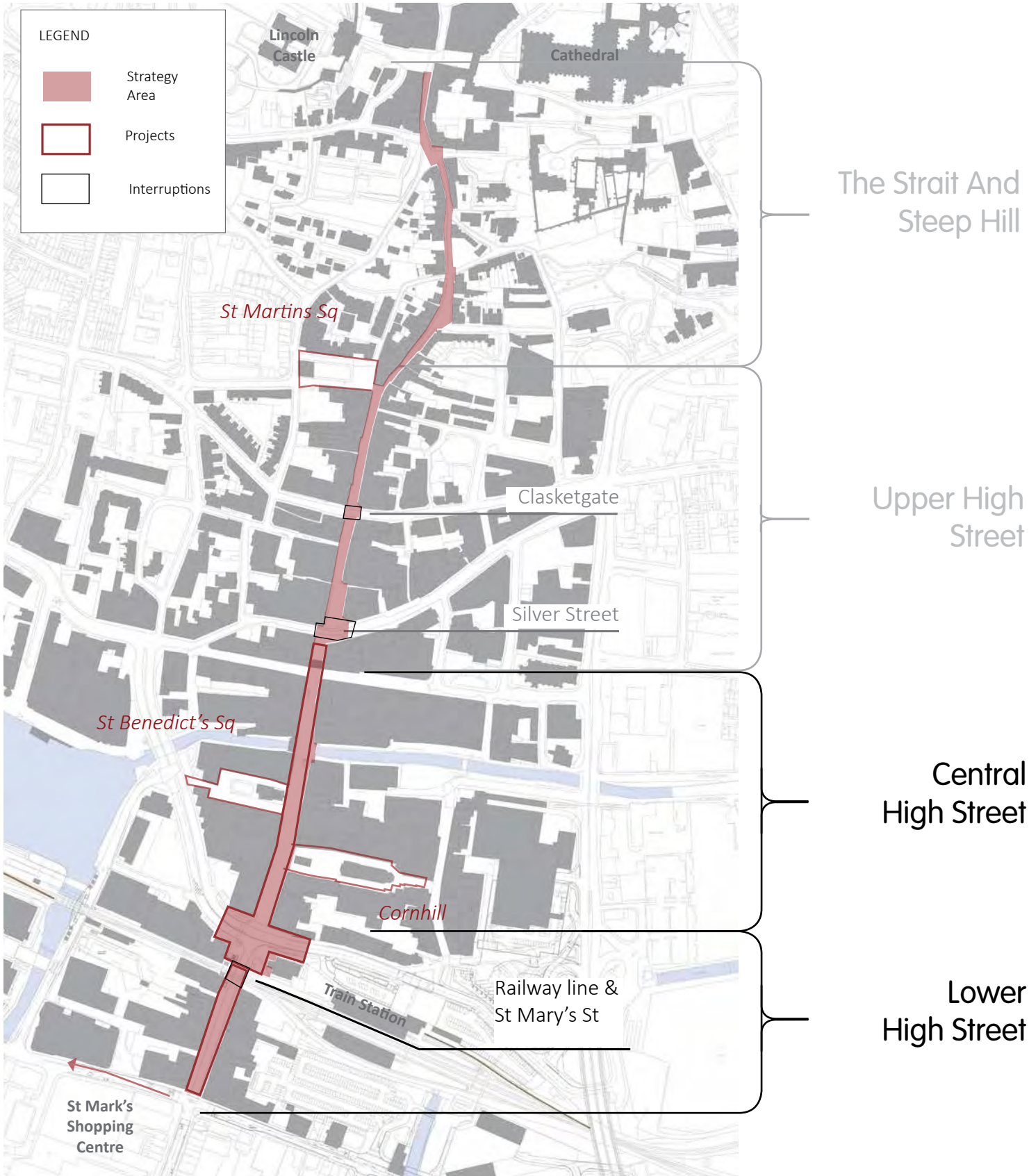
The City Spine is all about movement and has a processional character to, the excessive street furniture detracts from this and creates a cluttered street scape.

A series of spaces lie along the High Street, but have weak connections. These spaces are generally underused.

Along the length of the City Spine there are several interruptions. Most notably the railway lines and St Mary's Street that sever the link between lower and central high street.

The vehicle junctions at Silver Street and Clasketgate also break the movement up and down High Street.

KEY PROJECT AREAS



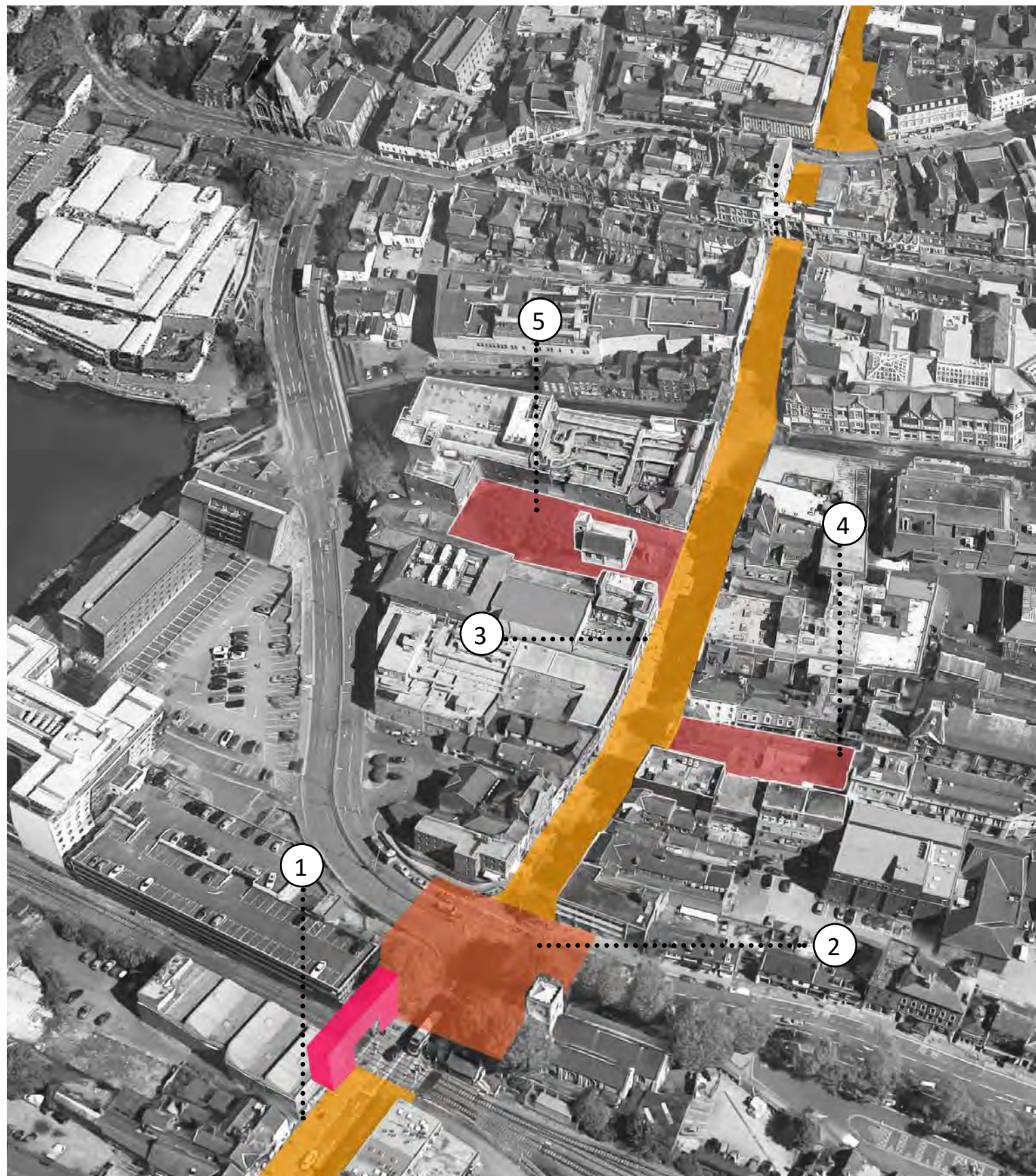
CONSTRAINTS & OPPORTUNITIES

Key Constraints

- Vehicle character to lower High Street
- Poor quality crossing point
- Cluttered High Street
- Inappropriate planting along the main shopping street
- Connection to adjacent spaces could be improved
- Poor quality and overly fussy surface materials

Key Opportunities

1. Pedestrianisation of Lower High Street
2. Creation of a new gateway point in the city, linking lower and upper High Street and an improved crossing experience.
3. De-clutter the High Street.
4. Improve engagement with Cornhill and links to Sincil Street (see Cornhill section)
5. Better links to Saint Benedict's Square and Brayford Wharf (see Wigford Way section)



CENTRAL HIGH STREET



KEY VISION ELEMENTS



CONNECTIONS



IDENTITY

ASPIRATION

The creation of a clutter free, high quality street

DESIGN OPPORTUNITIES

1. Remove the raised planters and telephone boxes along the High Street opening up views and providing clearer movement up and down the street.
2. Consider the introduction of street trees at the wider section of the street to create shade and screen some of the poorer building frontages.
3. Introduce a simple surface palette avoiding unnecessary changes in material and detailing that create visual confusion.
4. Better design the thresholds to spaces to make them more engaging.
5. Mark the crossing of High Bridge and celebrate the connection with the river through a better viewing area.
6. Create an arrival space at the Stonebow, better reflecting its importance as a key building in Lincoln's heritage.

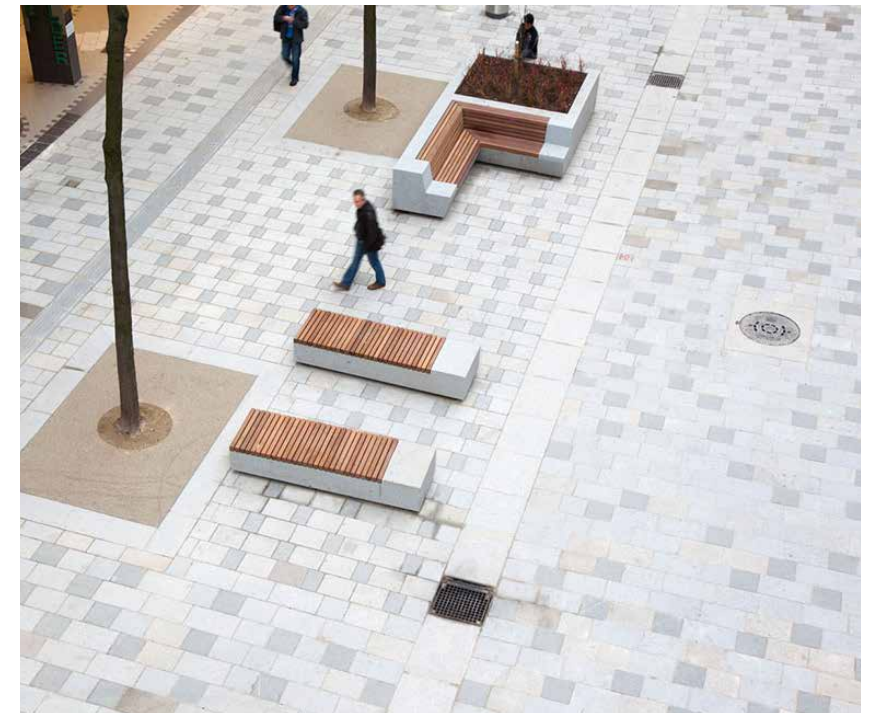
Decluttering High Street



Materials should be simple, using natural stone to better reflect the importance of High Street. Street furniture such as seats & bins should express Lincoln's identity.



Precedent Image: Mariahilfer StraÙet, Vienna



LOWER HIGH STREET



KEY VISION ELEMENTS



CONNECTIONS



IDENTITY

ASPIRATION

Linking lower and upper High Street and creating a gateway presence.

DESIGN OPPORTUNITIES

1. Remove obstructions at the entrance to central High Street.
2. Lower traffic speed by reducing the carriageway width to a minimum two way traffic street. Create a crossing space with flush kerbs to better link upper and lower High Street and consider removing signals.
3. Consider the introduction of street tree planting to enhance the east west link along St Mary's Street.
4. Open up the setting for the Mary Le Wigford church and create clearer visual and physical links to the train station.
5. Pedestrianise lower High Street, upgrade surfacing to footpaths and allow opportunity for shop/ cafe spillout onto the street.
6. Remove unnecessary street clutter

Creating a new gateway in the City



The character of the highways should be made more pedestrian focused. Barriers should be removed and a more free flowing movement across the junction encouraged. Tree planting should be considered to mark the arrival at High Street, but care taken to ensure views of the Cathedral are not obstructed.



Precedent Images: Fishergate, Preston



HIGH STREET : THE CROSSINGS



KEY VISION ELEMENTS



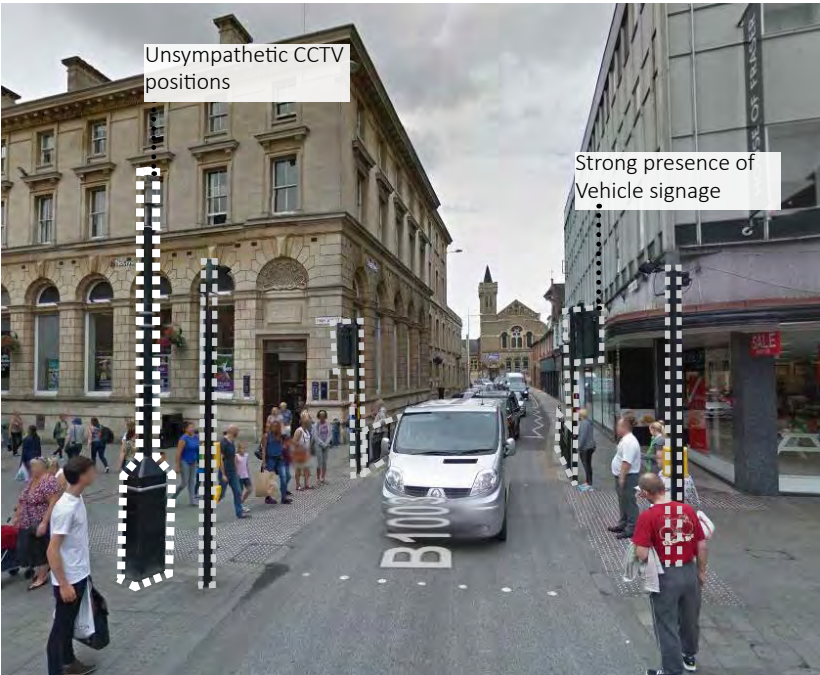
ASPIRATION

Further enhance the pedestrian crossing experience, reducing any interruptions along the length of upper High Street.

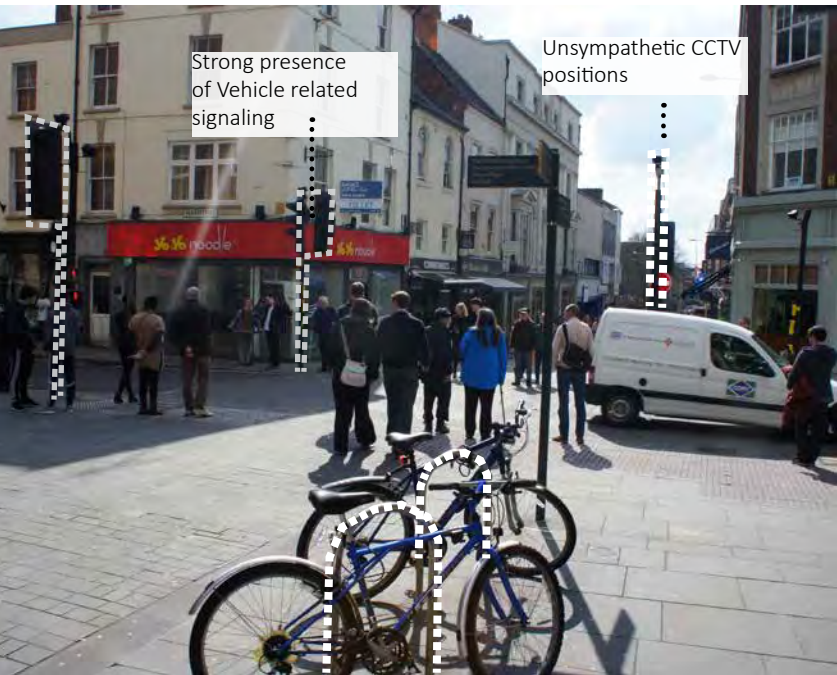
DESIGN OPPORTUNITIES

- Consider decluttering the streetscape surrounding the junctions
- Remove unnecessary pedestrian barriers.
- Reposition CCTV cameras away from crossing points, or consider building mounted positions.
- Consider removing traffic signals and the introduction of a shared surface junction to minimise standing traffic and improve pedestrian flow.

Silver Street



Clasketgate



Slow vehicles as they approach the crossing, consider removal of the pedestrian barriers and the traffic signals. Allow a more natural flow of people and traffic.

Relocate unsympathetic furniture such as CCTV columns and road signs.



WIGFORD WAY

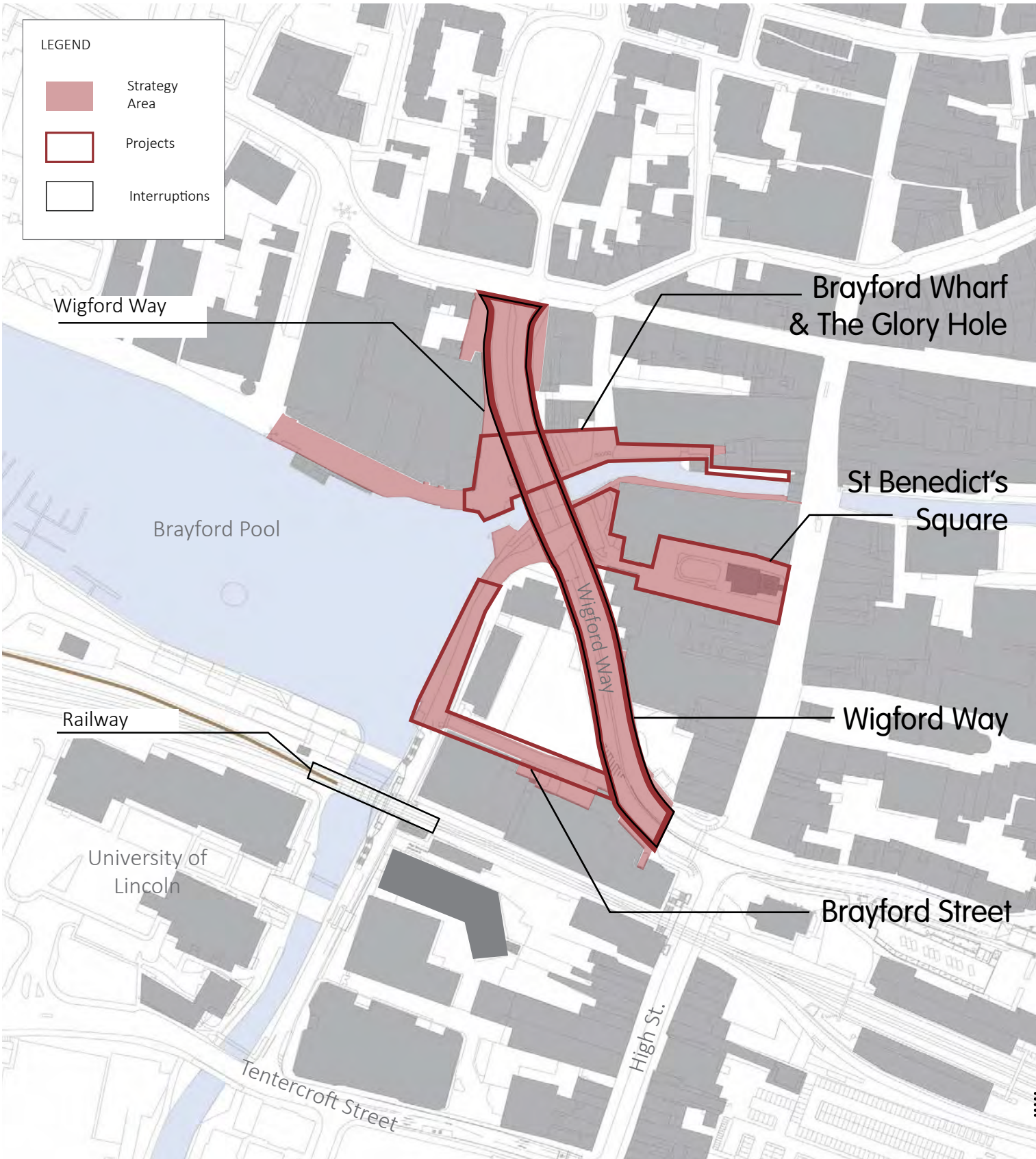
East to west movement is equally as important as north to south. There is a strong desire line that runs east west across the city. The importance of this movement is increased when considering the future expansion of both the University of Lincoln and Lincoln Science and Innovation Park (LSIP).

The east west movement from the High St is interrupted by Wigford Way, which forms both a physical and visual barrier between the heart of the city and the waterfront.

The current pedestrian movement from east to west is either via a series of staggered crossing points over Wigford Way, Brayford Street or the footpath along the River Witham. All of these routes have the opportunity to be pleasant experiences, but currently are underwhelming and detract from the arrival at the waterside.

A new link from the University to Lower High St, is proposed as part of the Sarah Swift development. This will help address some of the movement across the city but the link from Brayford Wharf to High St. needs to be addressed.

KEY PROJECT AREAS



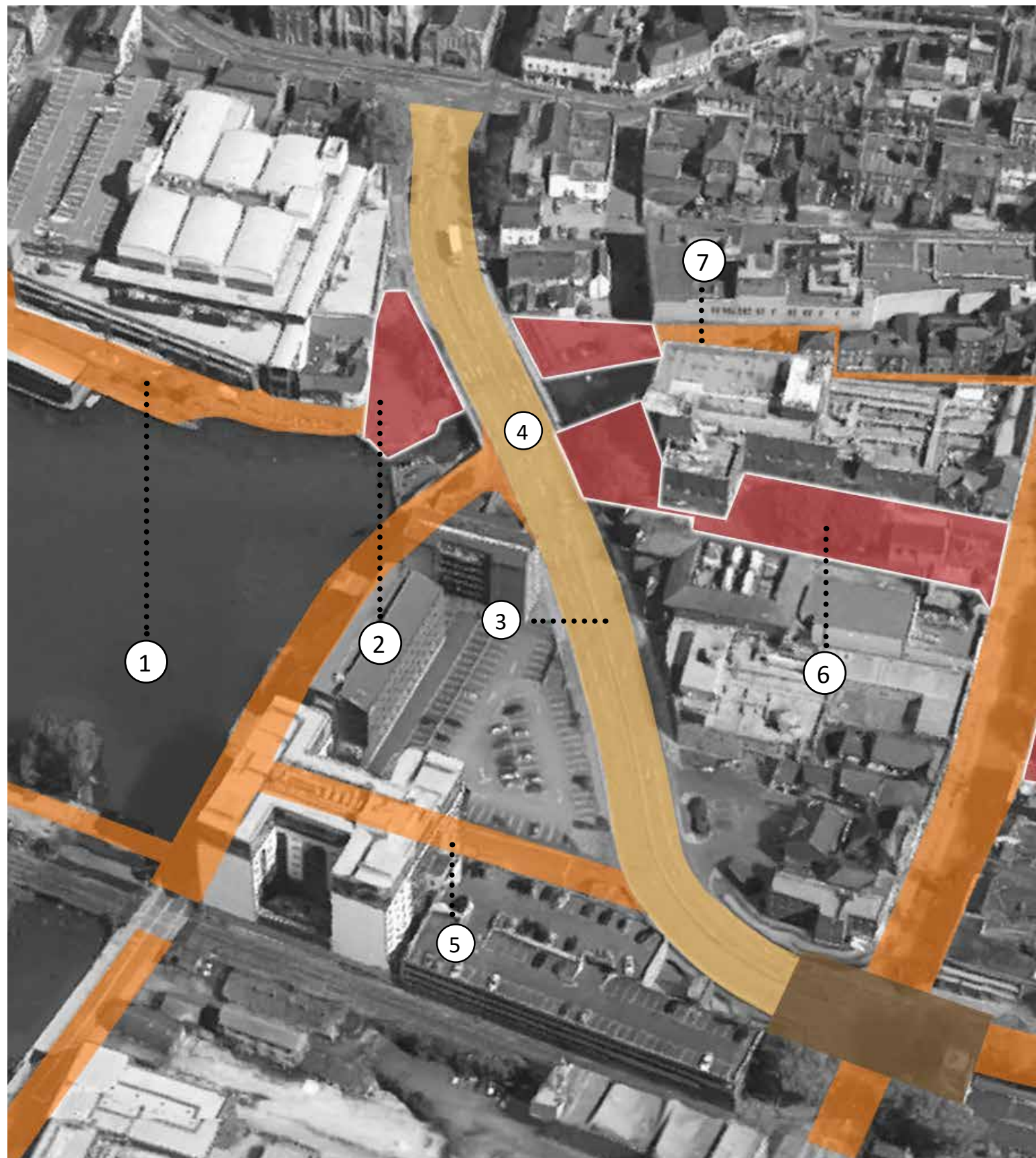
CONSTRAINTS & OPPORTUNITIES

Key Constraints

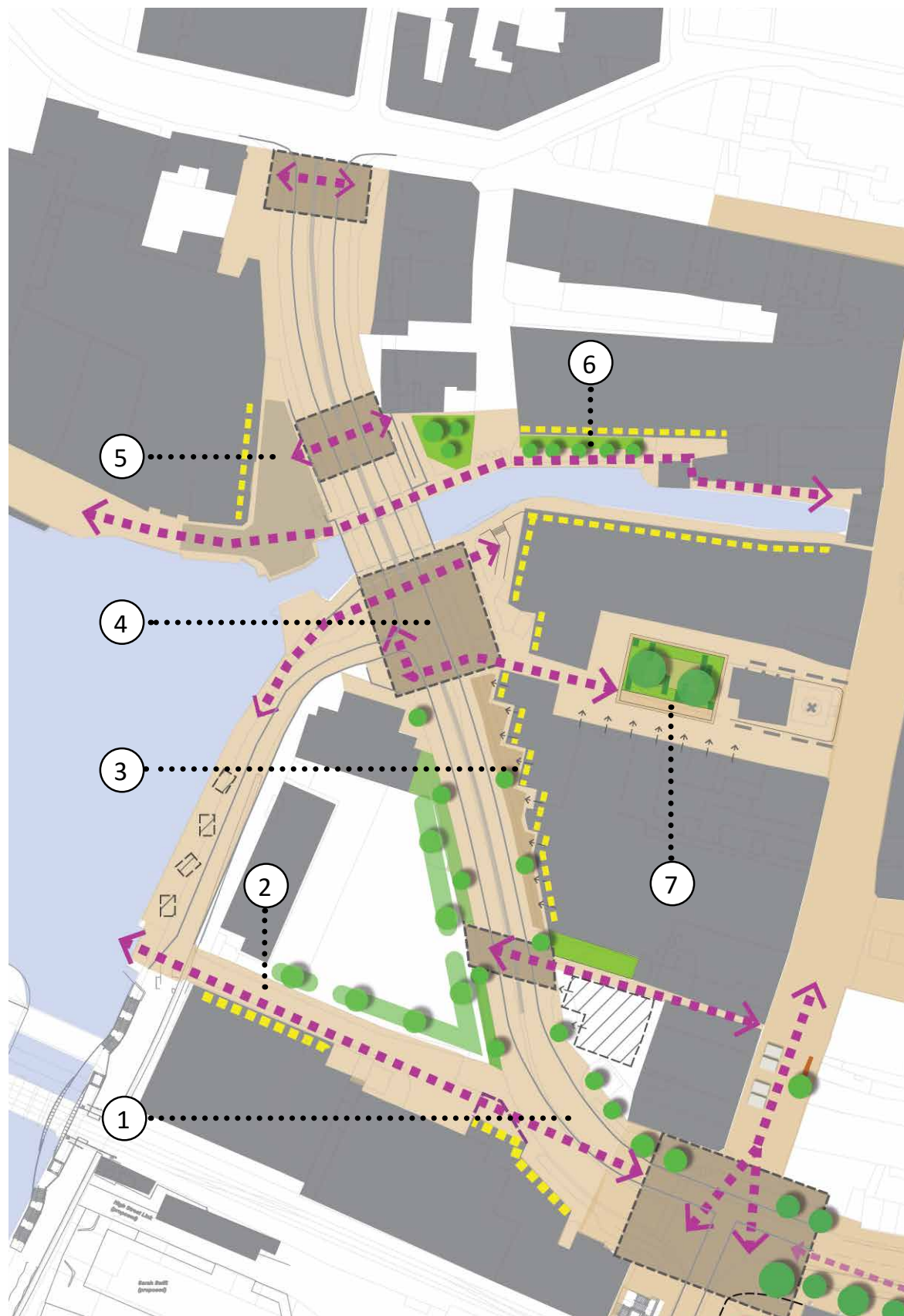
- Wigford Way blocks east west movement
- Generally a poor pedestrian experience moving west across the city.
- Narrow poor quality paths along the riverside.
- Limited visual connection with Brayford Pool and the city centre.
- Surface parking and back of house areas create a poor quality frontage to Wigford Way.

Key Opportunities

1. Maximising the waterfront public realm
2. Celebrating the arrival to Brayford Pool
3. De-engineer Wigford Way and create a new boulevard through the city.
4. Viewing point along the river and overlooking the Brayford Pool.
5. Improve visual and physical links along Brayford Street to the High Street.
6. Create better links from St Benedict's Square to Brayford Wharf.
7. Improve the pedestrian experience through the Glory Hole.



WIGFORD WAY



KEY VISION ELEMENTS



CONNECTIONS



SPACE



WATERFRONT



ASPIRATION

Creating a new green street for the city that connects the Brayford Pool with High Street and the Transport Hub.

DESIGN OPPORTUNITIES

1. Reduce the carriageway width to a minimum two way traffic street and introduce a series of crossing areas to create better pedestrian access across Wigford Way. Consider street tree planting to change the character and create a boulevard stretching through the city centre.
2. Create a shared surface street and improve visual and physical links between Brayford Pool and the High Street.
3. Create a new active frontage to the street with entrances addressing Wigford Way.
4. Improve the junction with Brayford Wharf East and mark the crossing point of the river by allowing viewing points and a better pedestrian space.
5. Create a new arrival space at Brayford Wharf
6. Improve the pedestrian experience through the Glory Hole by widening the pathways and activating the building frontages.
7. Create a new green space at St Benedict's Square linking Wigford Way to High Street

Creating a new city boulevard



Lane widths should be reduced, barriers removed and trees planted. The introduction of cycle lanes should provide better links across the city and encourage cycling as a viable means of getting across the city. Greening the edge of Wigford Way creates a more pedestrian focused street.



Precedent Images: Sonner Boulevard, Copenhagen



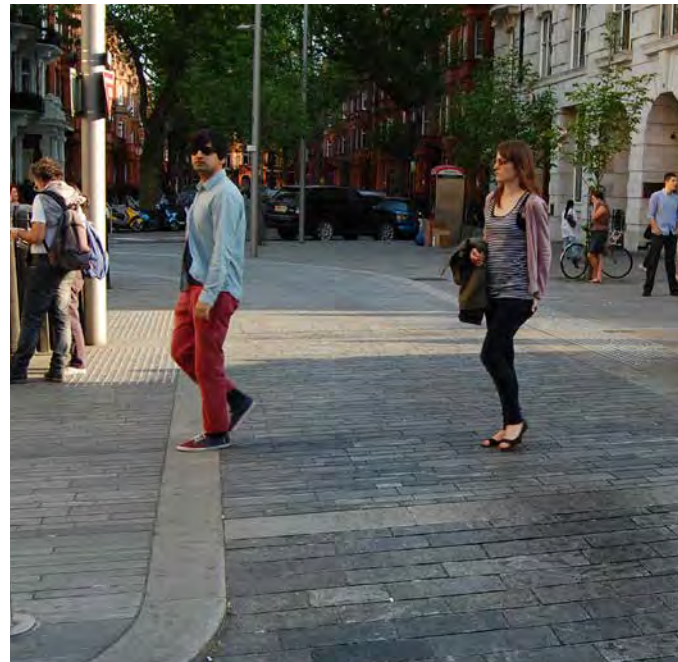
Punching through to High Street.

Precedent Images: Holbein Place, London

Norland Road, Shephards Bush, London



Initiate a shared surface approach,
encouraging east west pedestrian flow.
Improve the environment surrounding the
surface car park. Pull back the building line
to allow views to High Street.



The Green at St Benedict's



Creating a new offer in the City. Open up the space to better address the shop frontages. Remove the edges and creating a series of terraces that open up views and access through the Square. Introduce appropriate planting through the centre of the space creating a central garden encouraging people to sit and socialise.



Precedent Images: Green terraced steps, London City Garden, St Louis



CORNHILL & CITY SQUARE

The north south route along Sincil Street offers up an important connection from the train and bus station into the heart of the retail centre of Lincoln. Future proposals to enhance the transport hub will further improve these links particularly the connection to the train station. These new proposals include an enhanced crossing to the train station which will further emphasise Sincil Street as a key route within the city.

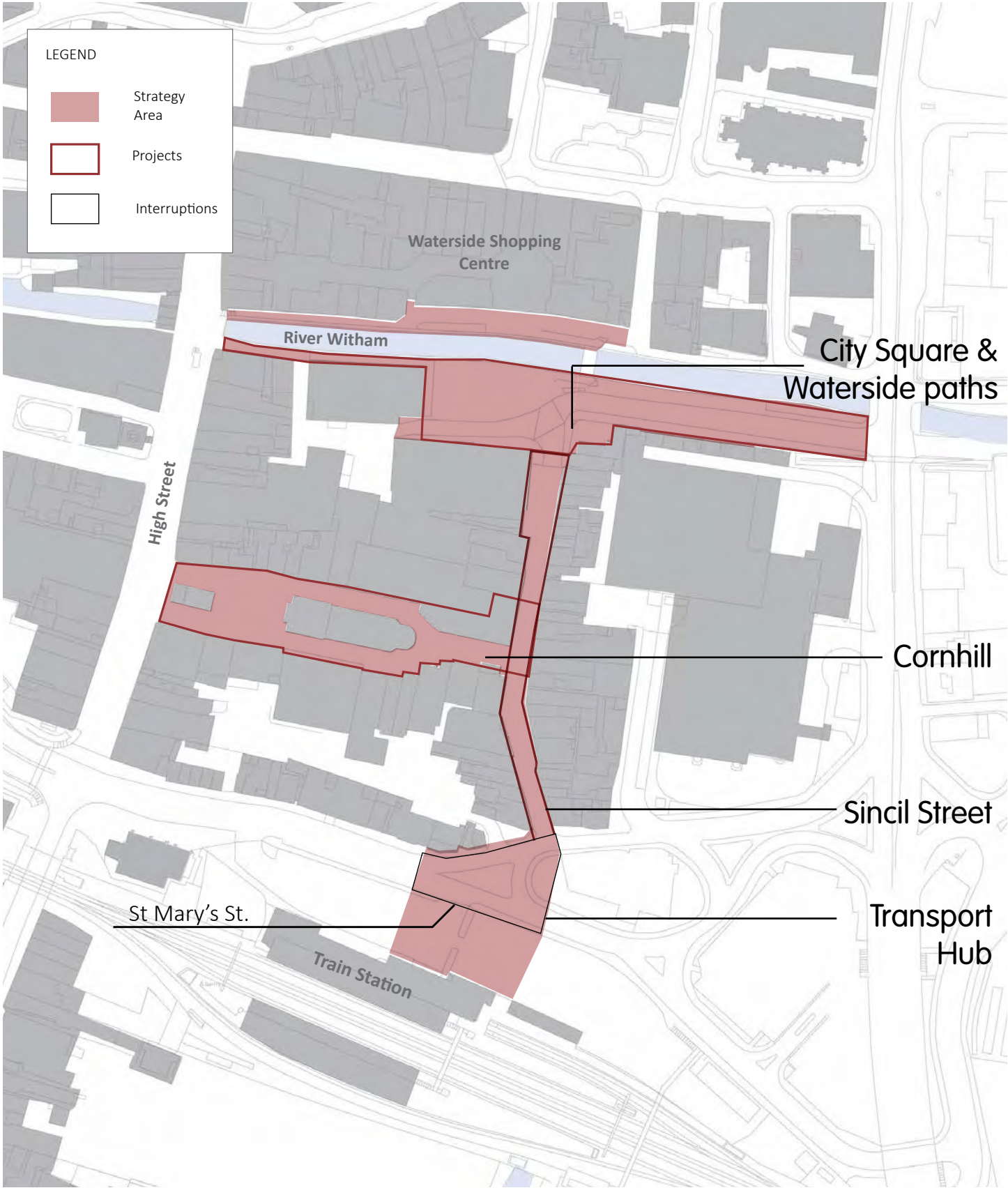
Currently people move up Sincil St, arriving by the riverside in City Square. This should be a fantastic piece of public realm offering seating, harnessing the southern aspect and creating opportunity to engage better with the River. However, the space is rather tired and offers little respite for weary shoppers.

From City Square there is a definite desire to continue north past the shopping centre towards St Swithin's Sq. Whilst this is physically possible, it is a very poor quality experience due to the back of house servicing area for the Waterside centre.

Footpaths line both sides of the river linking the square with High Street but offer little in terms of a good quality pedestrian experience. There is little or no active frontage addressing these paths.

Cornhill offers further links between Sincil Street and High Street. The surfacing is rather tired and due to the narrowing of the building alignment at the Sincil St end, there are no direct views between the two streets.

KEY PROJECT AREAS



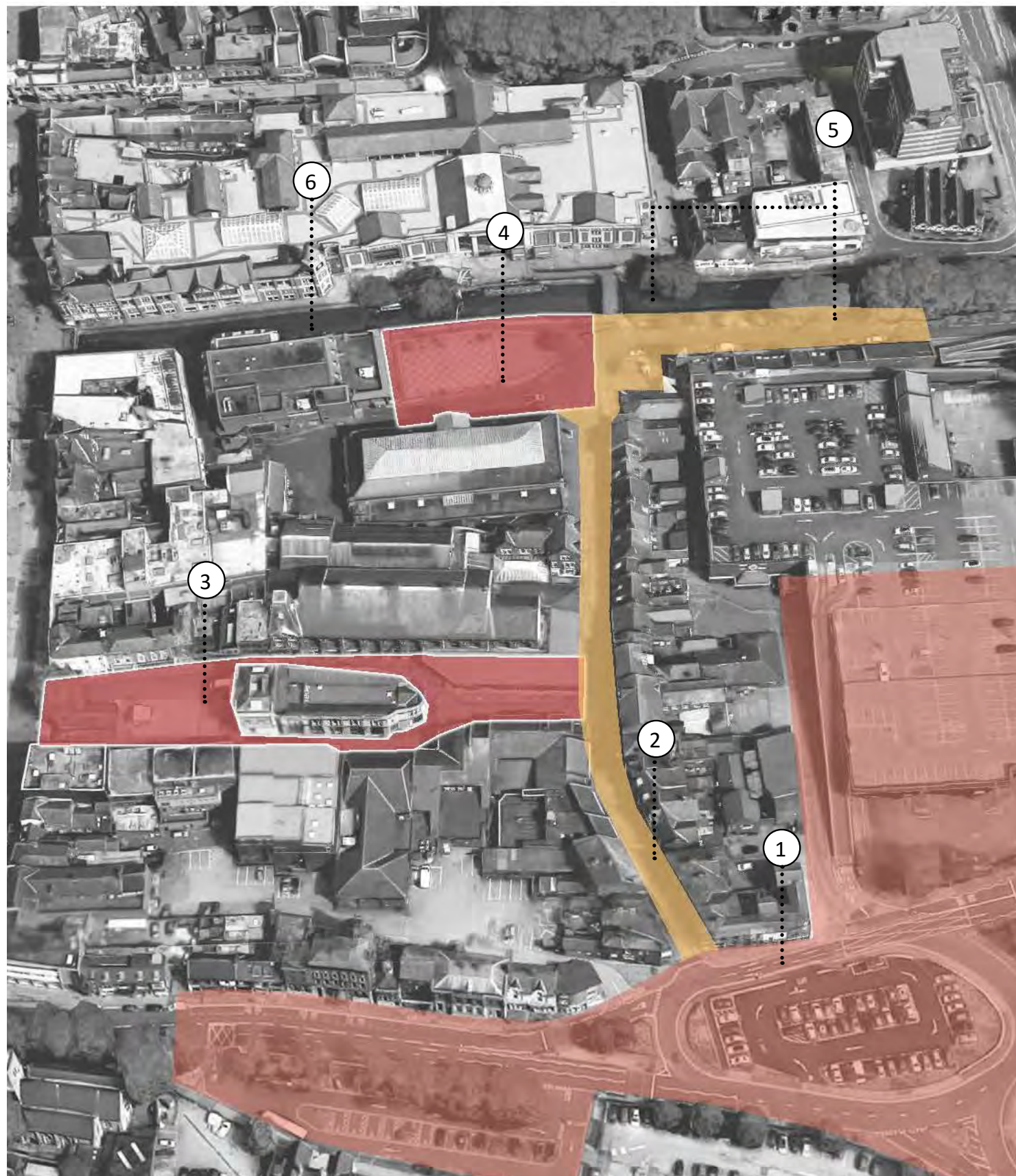
CONSTRAINTS & OPPORTUNITIES

Key Constraints

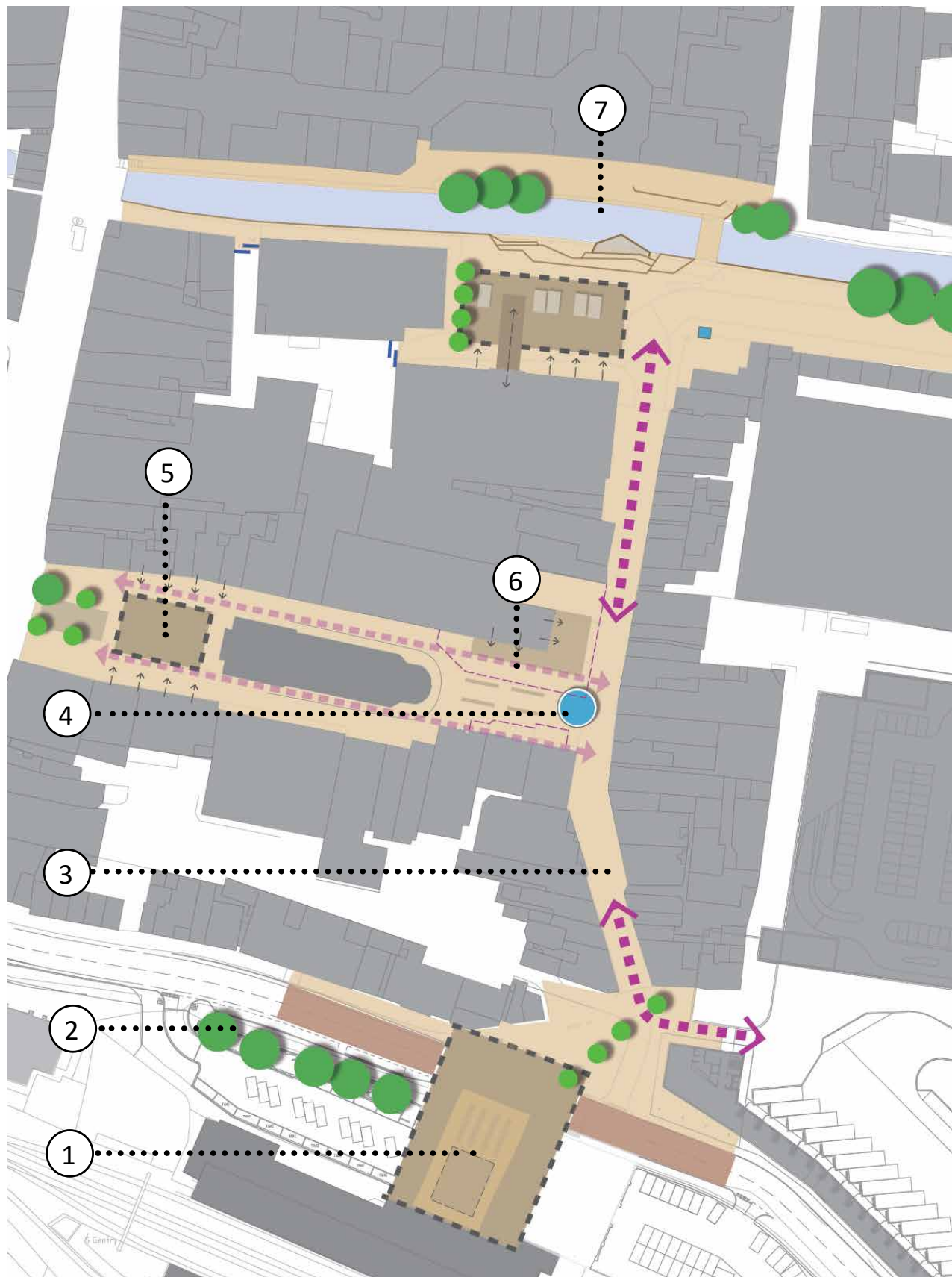
- Weak sense of arrival at both the bus and train stations.
- Generally a poor pedestrian experience along Sincil Street
- City Square displays poor connections
Limited visual connection with the river.
- City Square has a poor sense of arrival
- Generally weak connections along Waterside north and south.

Key Opportunities

1. Create a new arrival point as part of the new transport hub
2. High quality streetscape linking the transport hub and the river side.
3. Create improved links through Cornhill
4. Improve the relationship with the waters edge through replanning City Square.
5. Enhance waterside routes.
6. Consider enhancements to the covered walkway along waterside south.



CORNHILL & CITY SQUARE



KEY VISION ELEMENTS



CONNECTIONS



SPACE



WATERFRONT



IDENTITY

ASPIRATION

A network of high quality pedestrian streets and spaces that engage better with the water front.

DESIGN OPPORTUNITIES

1. Creation of a new arrival space to the front of the station
2. Retain the green character and approach into the City
3. Resurface Sincil Street creating a better connection with the future transport hub, Cornhill and City Square.
4. Consider the introduction of a water element at the junction of Sincil and Cornhill.
5. Newly refurbished square, with flexible open space
6. Building demolition opens up views and better links through to High Street.
7. Contemporary public space with opportunity for markets and spillout from the Market Building. Allow better engagement with the water, on both North and South watersides.

Engaging with the River

Precedent Images: Rhone River Bank Lyon

Poitiers Town, France



Considering the relationship with the square and the river could open up a series of new seating terraces that better address the water space, opening up views along the river side.



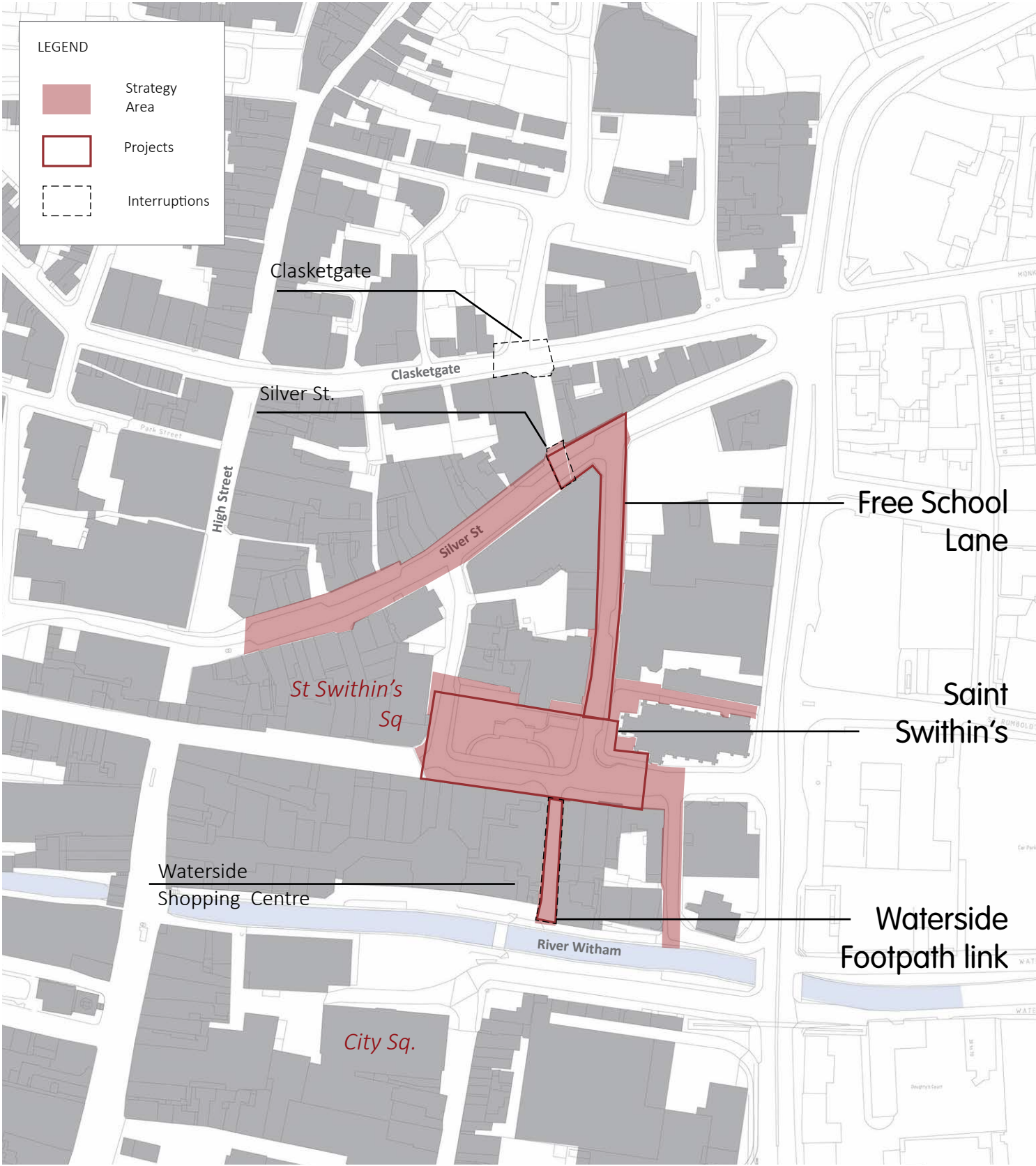
SAINT SWITHIN'S

Improvement works have been undertaken to the area around Danesgate and the Collection museum with natural stone material creating a high quality streetscene to the east of the city. These improvements extend to Silver St but do not link any further south.

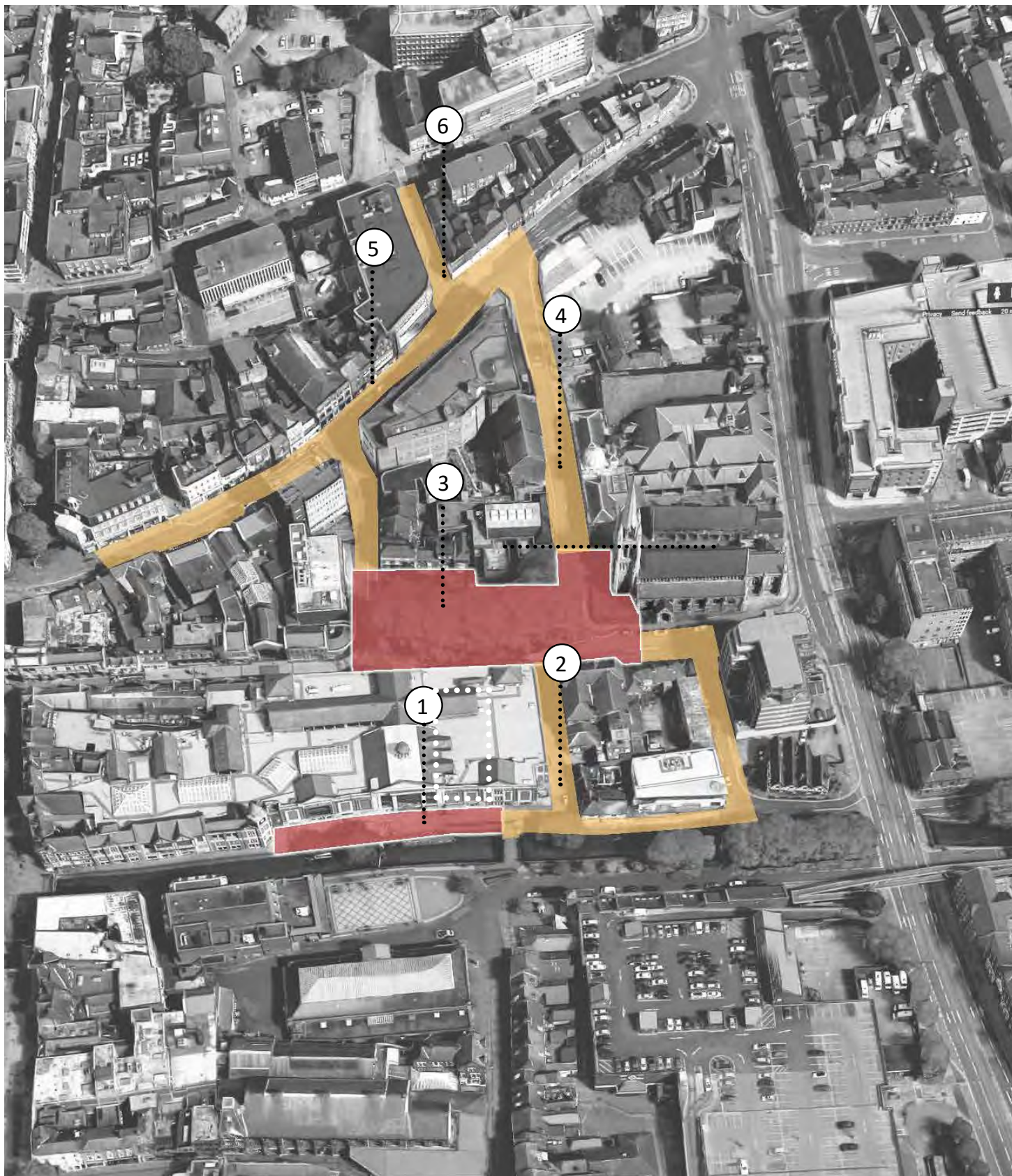
Continuing south across Silver Street and along Free School Lane the character of the street reverts to that of a vehicle dominated route. Cars line the road beside the Drill Hall, the Library and St Swithin's Church and create a congested feel to the street. Given there is such a strong civic and arts focus with the public buildings that are present, the public realm does little to support it.

St Swithin's Square is one of only a few green spaces in the heart of the city and does not address the surrounding street scape in a positive manner. Some work has been undertaken to reduce the vehicle dominance around this space but is limited to areas outside the Waterside shopping centre.

KEY PROJECT AREAS



CONSTRAINTS & OPPORTUNITIES



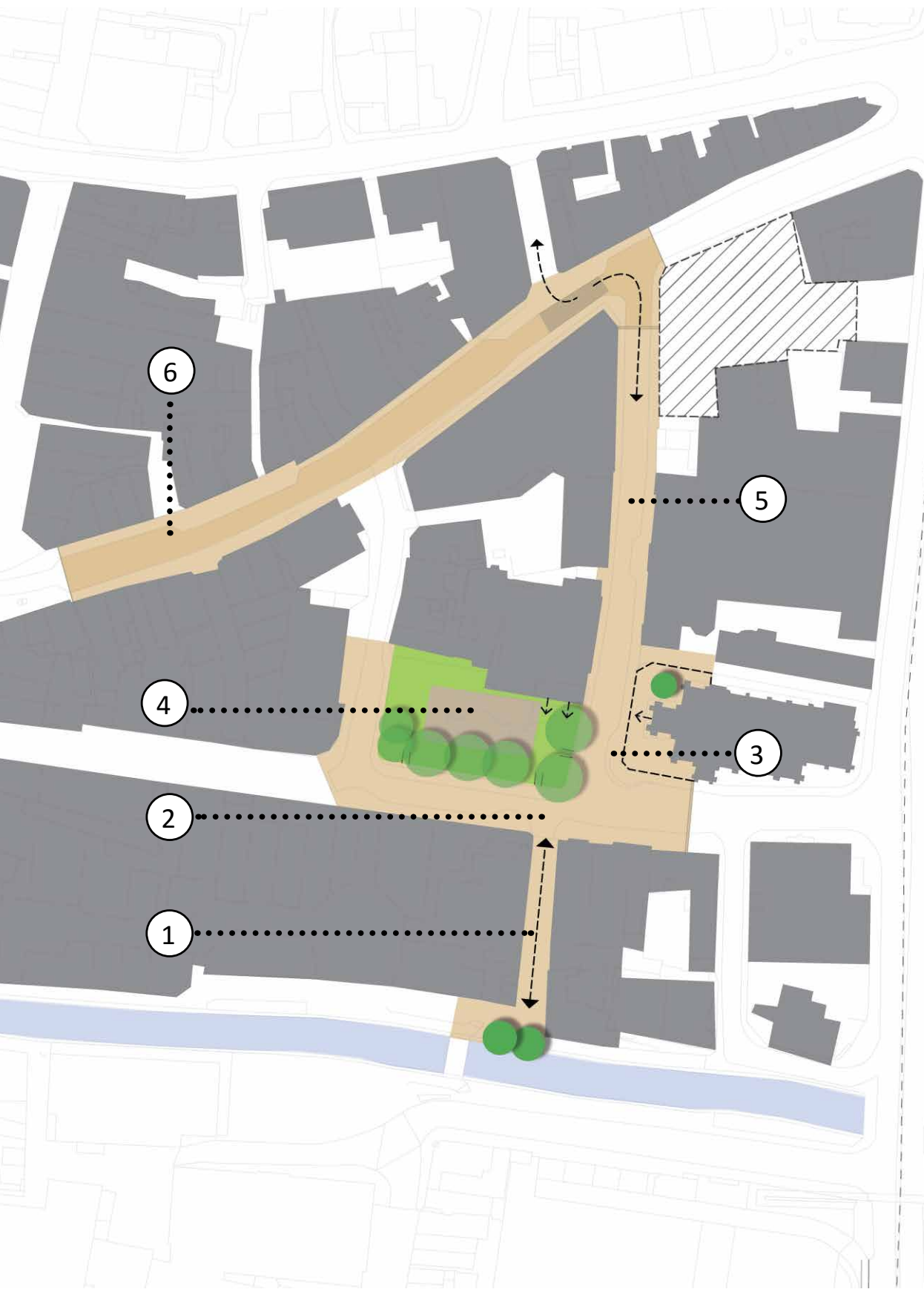
Key Constraints

- Weak pedestrian link from the riverside.
- St Swithin's Church has a poor relationship with the square.
- Streets are very vehicle focused given the public and civic buildings present.
- The Architecture is a draw for visitors but the public realm does not encourage dwell.
- The link through to the Collection museum and gallery should be more obvious and pedestrian friendly.

Key Opportunities

1. Creating a better relationship with the waterside.
2. Introduce a more pedestrian focused route.
3. A square that engages better with the surrounding streets, and creates a new frontage to the church.
4. Pedestrianise Free School Lane.
5. Improve junction with Free School Lane and Silver Street.
6. Establish a clear pedestrian link tying in with the pedestrian route up Flaxengate.

SAINT SWITHIN'S



KEY VISION ELEMENTS



CONNECTIONS



SPACE



WATERFRONT



IDENTITY

ASPIRATION

Placing the church on the Square and the pedestrianisation of Free School Lane.

DESIGN OPPORTUNITIES

1. Reduce the vehicle related clutter, unnecessary signage and barriers and create a wider pedestrian route linking in to the Square.
2. Improve the arrival by extending the pedestrian surfacing across the carriageway incorporating the church frontage.
3. Remove pedestrian guard rails and church railings to allow the building address the space better.
4. Retain and enhance the green space with improved planting to a central garden area and introduce better seating areas. Introduce a series of new stepped entrances to encourage movement and activity through the square.
5. Pedestrianise Free School Lane, with a level surface and control vehicle access.
6. Extend footpath improvements to link with High Street.

Pedestrianising Free School Lane

Precedent Images: Norfolk Street, Sheffield

Landemaerket, Copenhagen



Creating a pedestrian focused space and street that links Saint Swithin’s Square with the cultural quarter to the north. Remove the pedestrian barriers and church railings allowing the building to sit within the square.



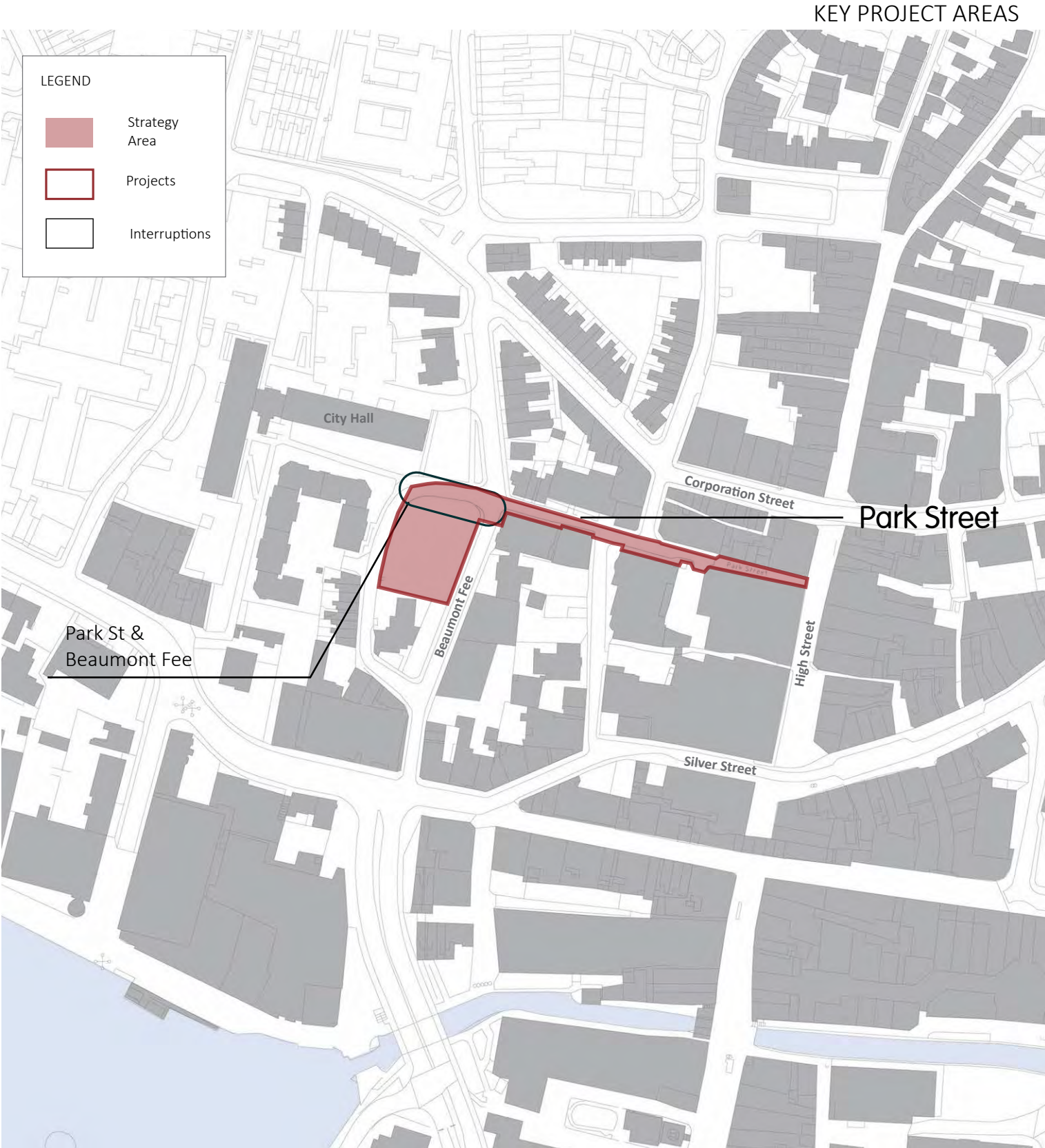
PARK STREET

The Civic area of the City is linked directly to the heart of High Street via Park Street however it is not a good pedestrian experience.

Beginning from High Street the route is purely pedestrian but this quickly changes to a vehicle dominated road with footpaths squeezed along its length.

The junction with Beaumont Fee breaks the route with a notional drop crossing, that is not befitting of a key approach to the council buildings. On street parking dominates the remaining length of Park Street beside City Hall and creates a poor quality arrival experience. These vehicles not only block the approach but also create a visual obstruction to the entrance creating poor legibility.

Aiming to improve this link will help tie the Civic quarter back into the centre of the city and improve the flow of east west movement across the city.



CONSTRAINTS & OPPORTUNITIES

Key Constraints

- Poor pedestrian connections to the Civic quarter.
- Pedestrian route becomes secondary to vehicles, even from the heart of the High Street.
- Arrival space is a car park.
- Public green space is underused and has a weak connection with the street.
- Low canopy of mature trees creates shadowing.
- Limited visual links through to City Hall entrance.

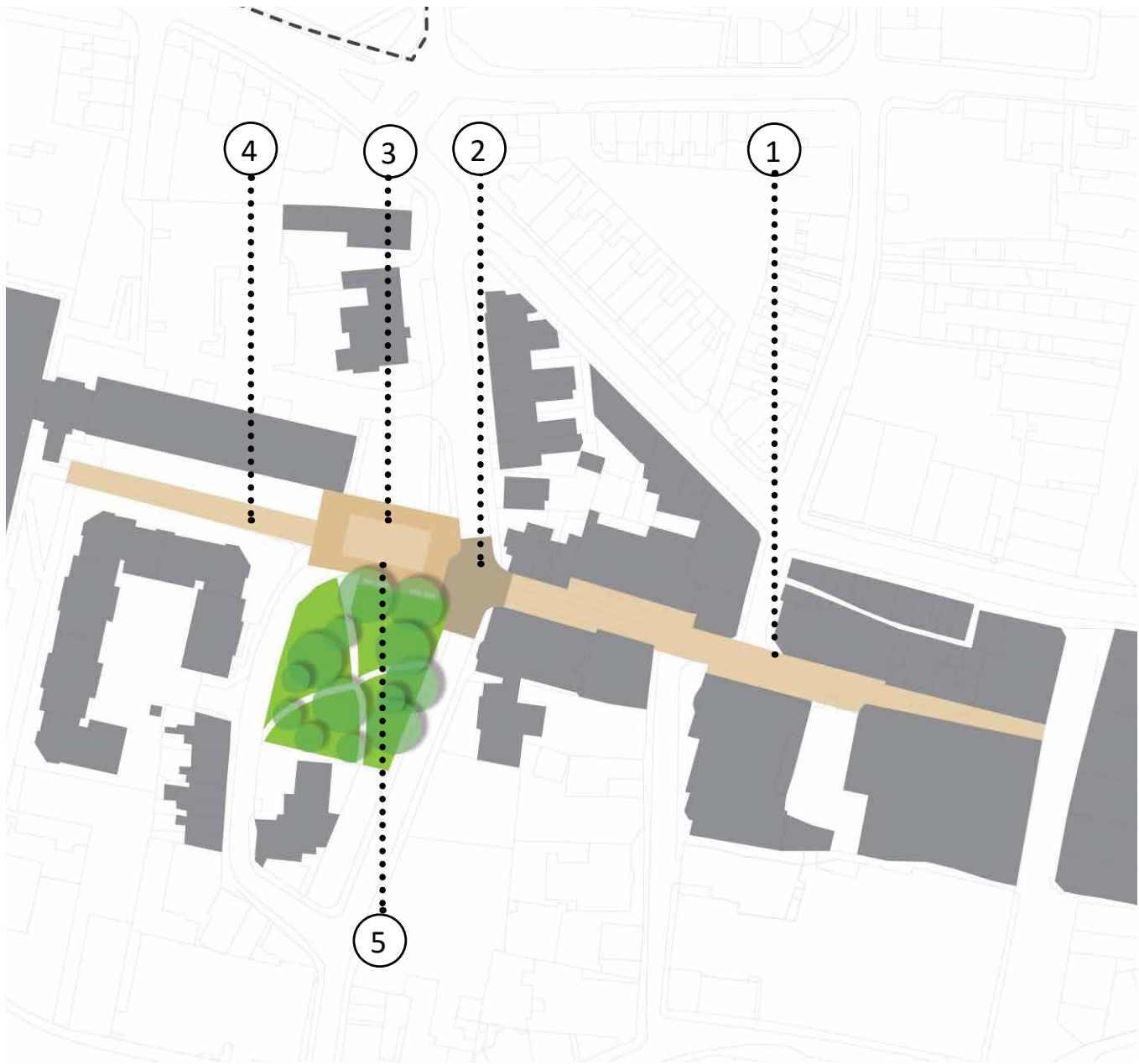


Key Opportunities

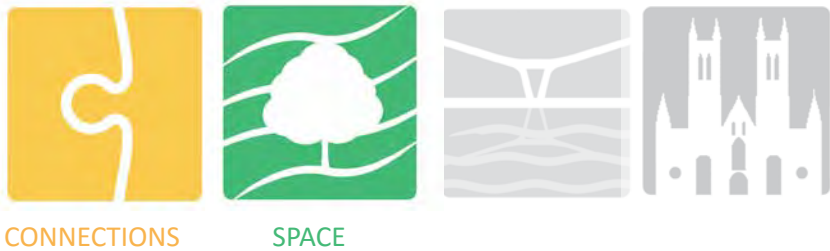
1. Create Park Street as a pedestrianised route.
2. Consider changing Park St to a one way route along its length.
3. Lift canopies of mature trees to open up views and reduce over shadowing.
4. Harness the green space at Park Street as an opportunity for respite.
- 5.
6. Open up views to City Hall approach and entrance.
7. Improve junction with Free School Lane and Silver Street.
8. Establish a clear pedestrian link tying in with the pedestrian route up Flaxengate.



PARK STREET



KEY VISION ELEMENTS



ASPIRATION

Linking the Civic Quarter back to the heart of the City

DESIGN OPPORTUNITIES

1. Address the balance between vehicles and pedestrians by creating a pedestrian priority street along Park Street, removing the kerbs to create a flush shared surface.
2. Create a new crossing area across Beaumont Fee. Introducing a raised table crossing point to allow a better pedestrian link to the council offices.
3. Remove the cars from the top of Park Street and create an arrival space on the edge of the green. Extend the pedestrian surface over the carriageway and introduce new seating.
4. Open up views along the link to City Hall through crown lifting and selective thinning
5. Introduce seating on the north edge of the green whilst maintaining the mature plane trees

Linking the Civic quarter & the City



Creating a pedestrian focused route that links the High Street with City Hall and the Civic quarter. Changing the character of the street, removing the kerb upstands and widening the pedestrian footpaths will improve the character and appearance of the route.



Precedent Images: Altrincham Town Centre, Cheshire



SAINT MARTIN'S SQUARE

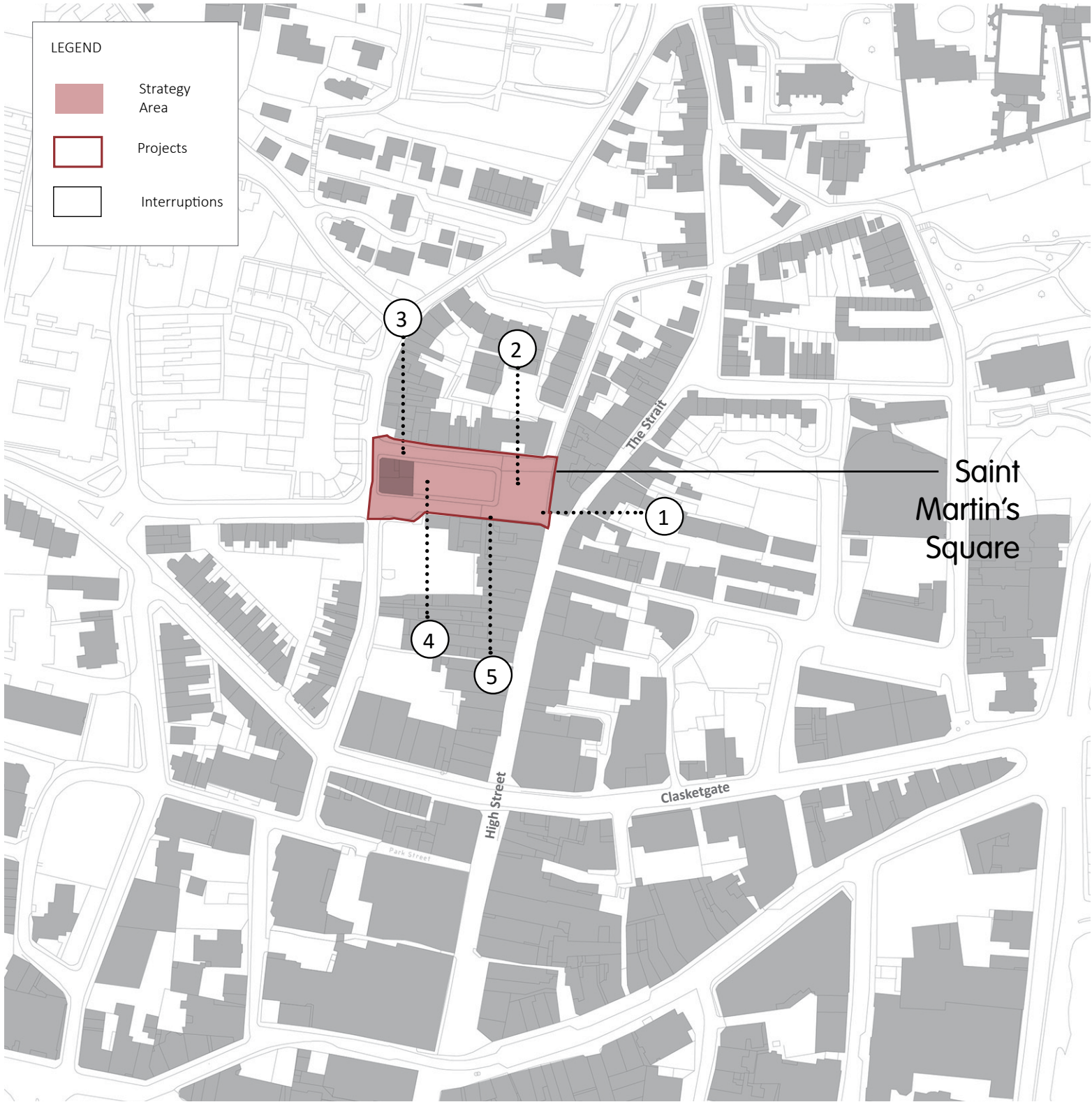
Saint Martin's Square creates opportunity for a respite space at the top of the High Street.

The current square has two characters, firstly a raised green with mixed shrub and hedge planting with mature trees and the second a surface car park. The arrangement of the surface car park within the square means it is the first element you see when approaching from High Street. This is not welcoming and does little to suggest the offer of a tranquil garden space and seating beyond.

The raised green provides opportunity for respite from the busy High Street, but is of average quality and due to the level change on the lower side relates poorly to the surrounding streetscape.

Considering the removal of a number of the surface parking spaces would open up the area addressing High Street creating opportunity for a more welcoming space.

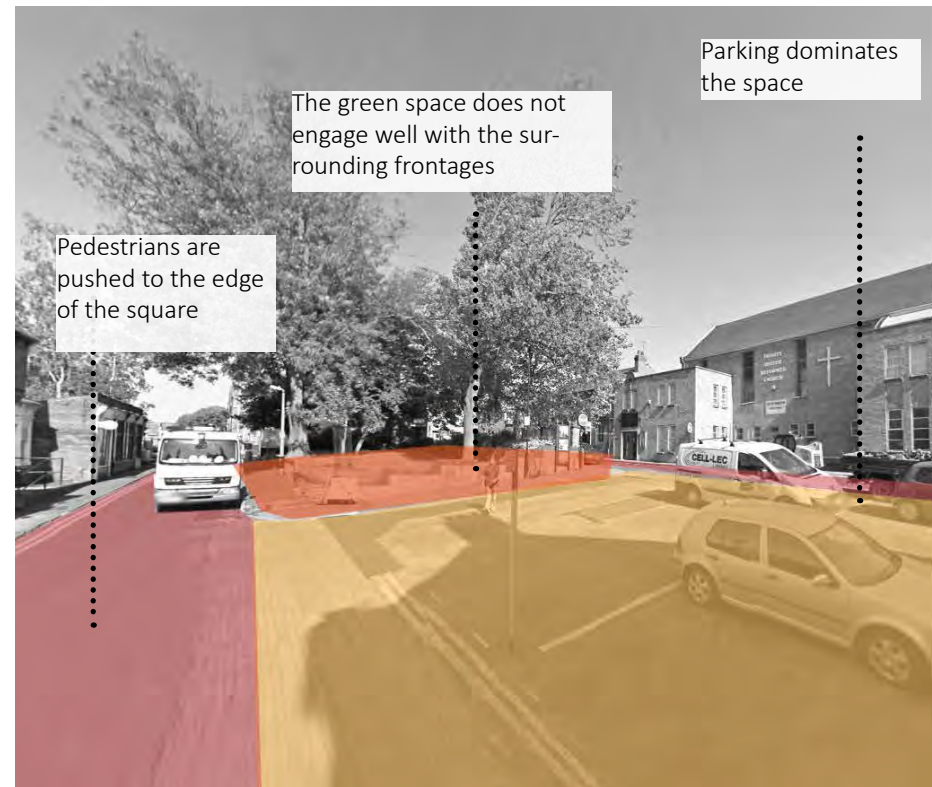
KEY PROJECT AREAS



CONSTRAINTS & OPPORTUNITIES

Key Constraints

- Entrance space is dominated by cars and is not welcoming
- Pedestrian route becomes secondary to vehicles, even from the heart of the High Street.
- Arrival space is a car park.
- Public green space is underused and has a weak connection with the street.
- Low canopy to mature trees creates overshading.
- Limited visual links through to City Hall entrance.

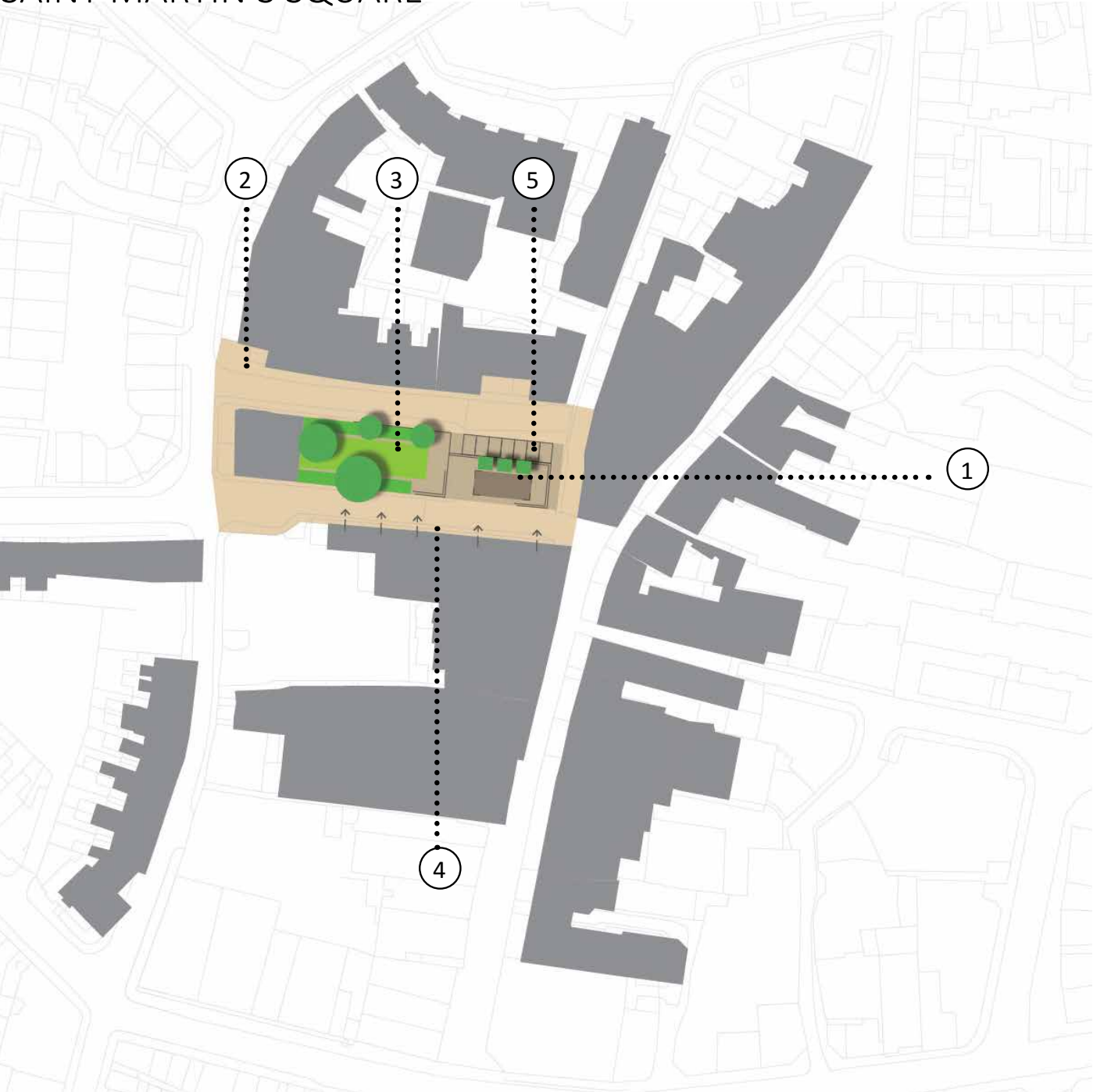


Key Opportunities

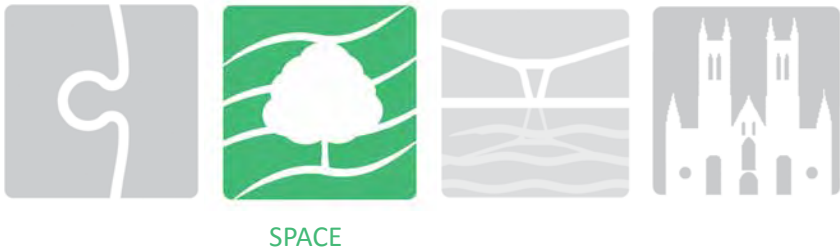
1. Create a pedestrian focused arrival.
2. Remove the cars and create a new space.
3. Creation of a shared surface space surrounding the green.
4. Enhance the central green
5. Create opportunity for shop and cafe spillover.



SAINT MARTIN’S SQUARE



KEY VISION ELEMENTS



ASPIRATION

Reinvigorating Saint Martin’s Square as a space off High Street.

DESIGN OPPORTUNITIES

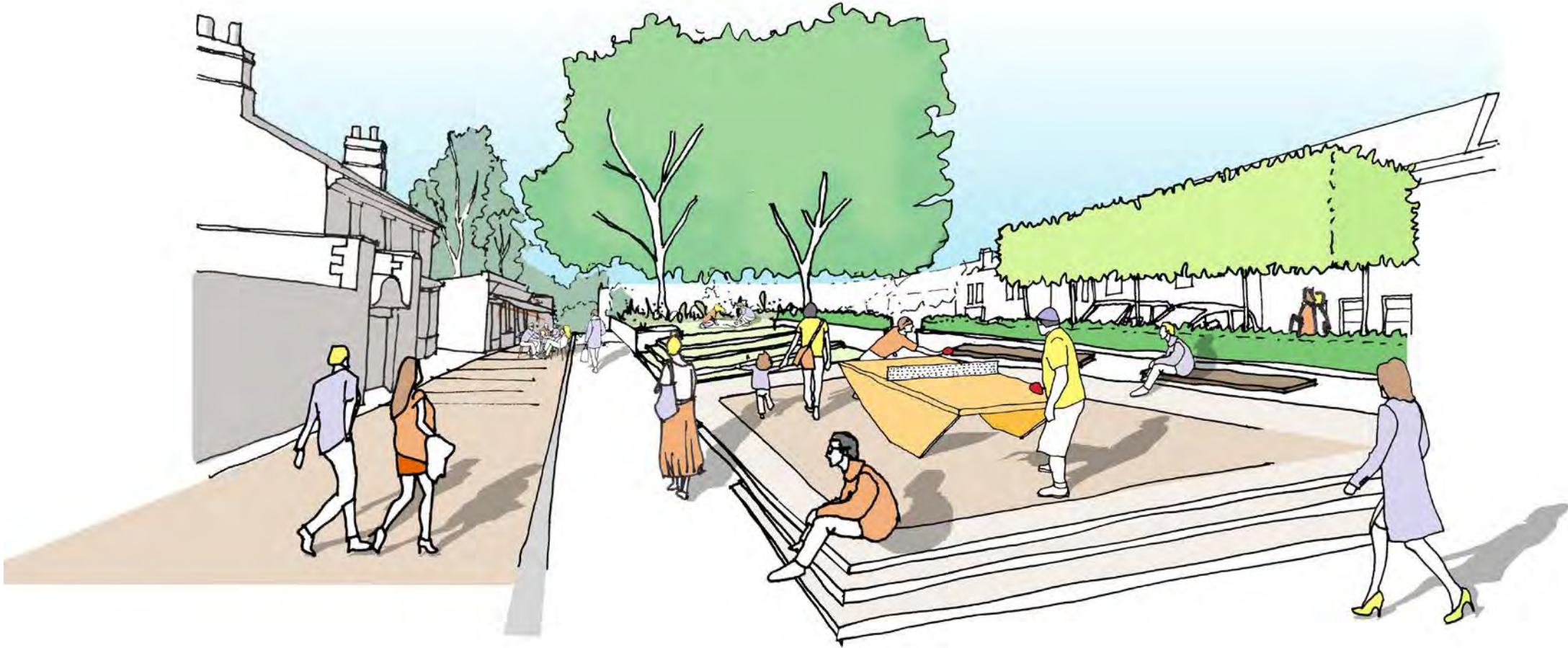
1. Reduce the number of parking spaces and create small plaza with seating and tree planting.
2. Re-surface the carriageway to create ‘the square’, a space that is more pedestrian in character and use, whilst still allowing vehicle access.
3. Restructure the planting so the space becomes more inviting, with clear visibility and seating areas.
4. Offer spillout to retail units facing the space
5. Relocate disabled parking bays opposite the church.

Create a breathing space off the High Street

Precedent Image: Jubilee Square, Leicester



Reducing the parking numbers in St Martin's Square allows the creation of a more pedestrian focused space at the top of High Street.



CASTLE HILL

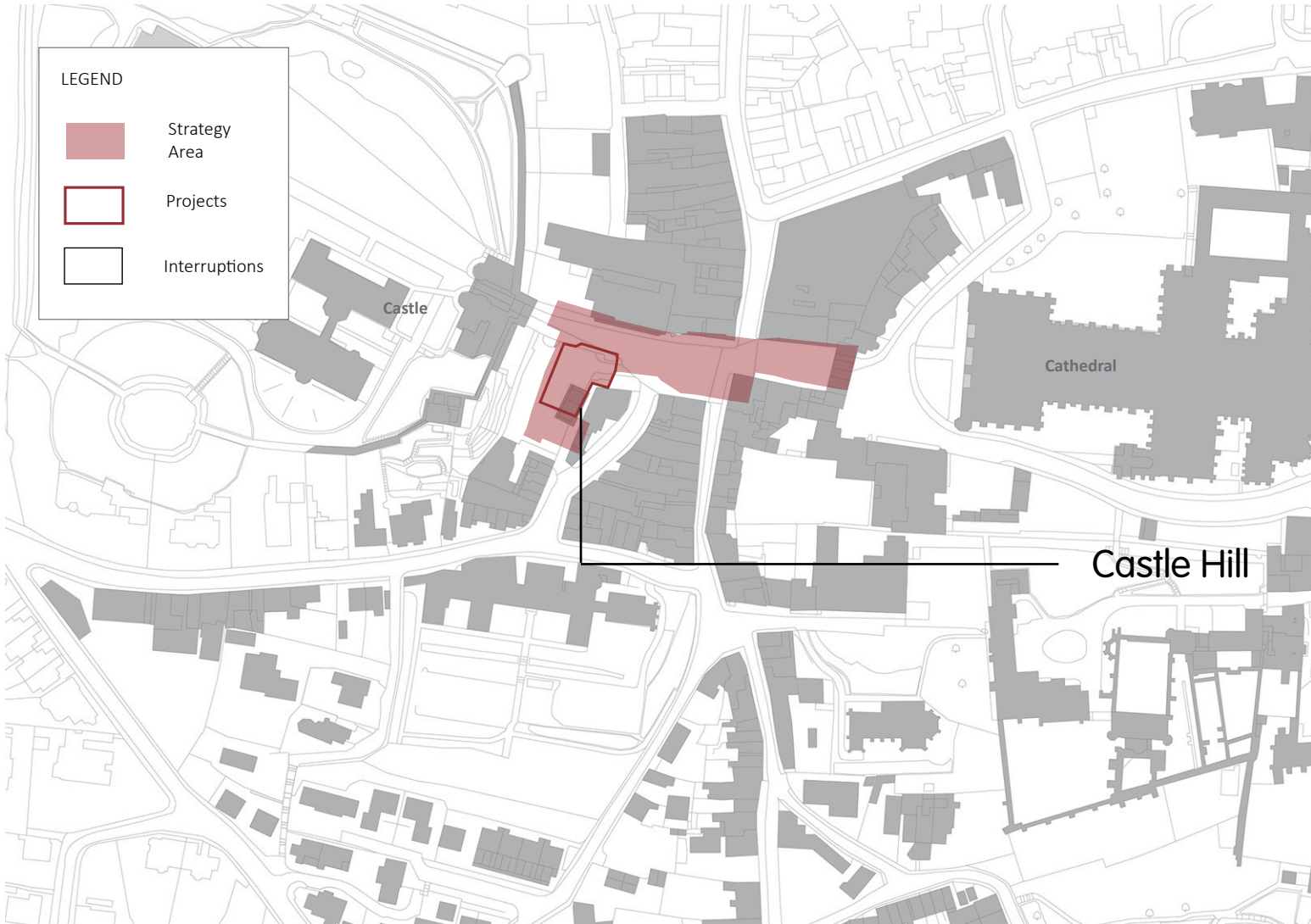
Castle Hill is historically one of the key spaces within the City.

It is positioned between two of the key heritage elements in Lincoln, the Castle and Cathedral. The space is surfaced in natural stone paving materials with finishing and detailing befitting of the space. The area displays a strong character and identity however, the presence of the surface car parking beside the Castle, detracts from this.

The car park, located directly adjacent to the Castle entrance is not appropriate in such a historically sensitive area and works to reduce its presence or relocate it completely should be considered.

The other element that detracts from the quality of the space is the street furniture. Benches, bins and signage are all “off the shelf” products and are not befitting of the unique setting of Castle Hill. A more bespoke palette of furniture could be appropriate here.

KEY PROJECT AREAS



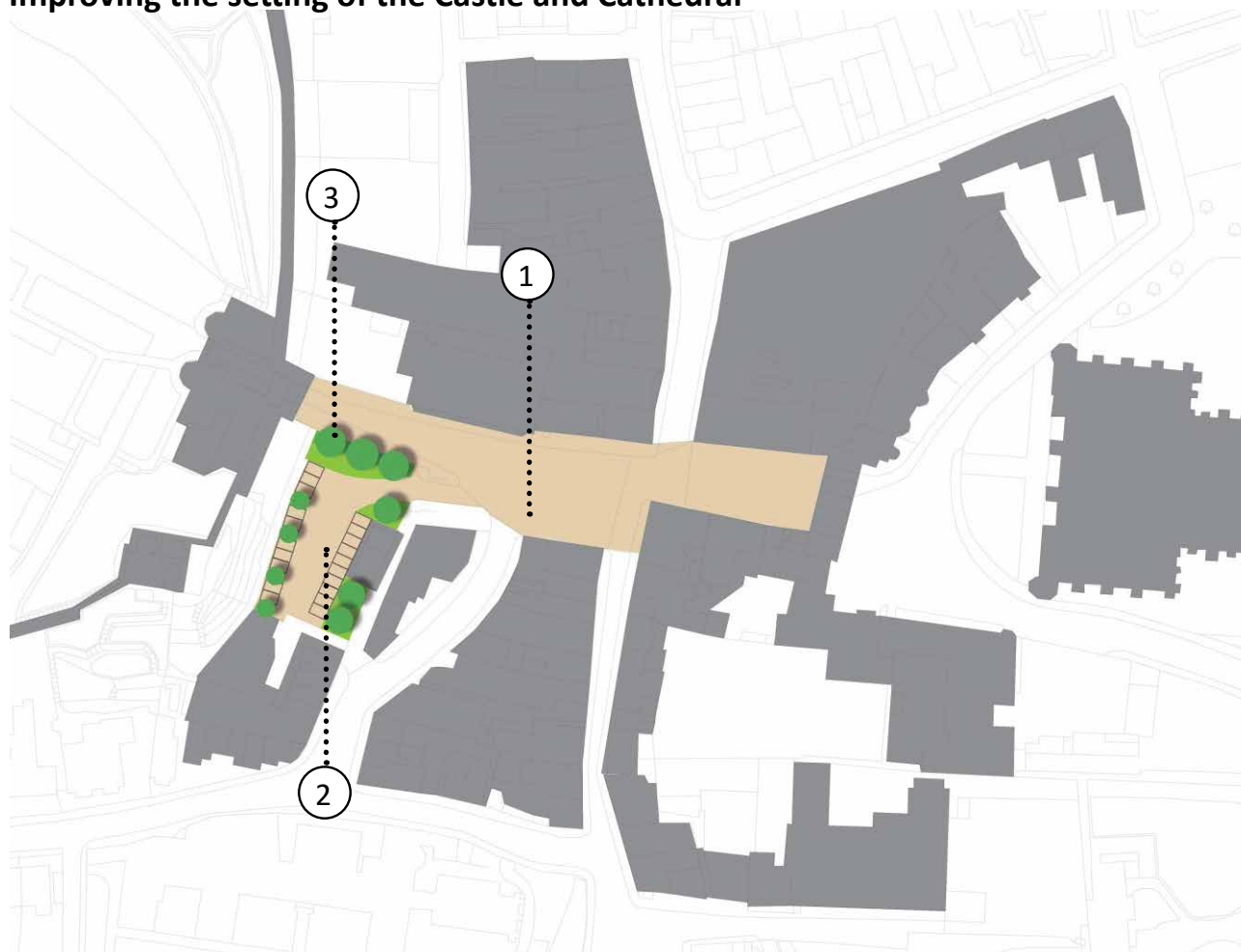
Key Constraints

- A hugely unique space.
- Fantastic heritage assets surround the space.
- The surface car park detracts from the quality setting of both the Castle and Cathedral.
- Street furniture is not in keeping with the character of the area.

Key Opportunities

- Consider a more appropriate furniture palette for such a unique space.
- Consider removal or screening of the car park area.

Improving the setting of the Castle and Cathedral

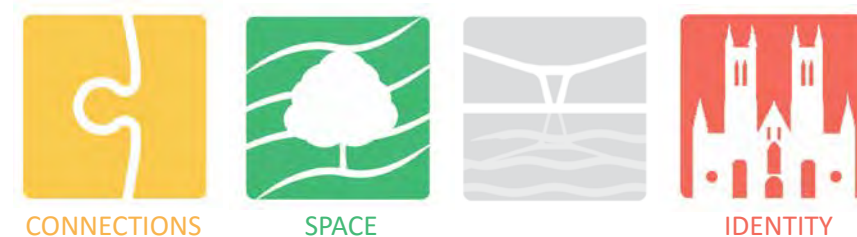


Precedent Images:

Bespoke benching, Leopold Square, Sheffield



KEY VISION ELEMENTS



ASPIRATION

Improve the setting of the Castle.

DESIGN OPPORTUNITIES

1. Consider suitability of street furniture, remove the standard benches and consider a more bespoke approach. The identity of the place should be expressed through the public realm materiality and furnishing.
2. Consider removing the surface car park and creating a new park for the City. Alternatively redesign the car park layout, considering alternative access points to reduce the existing impact making it more discrete.
3. Tree planting and low level hedge planting could better screen the surface parking area.

OUTLINED AS PRIORITY PROJECTS

PROJECT

KEY TARGETS & TIMESCALES

VISIONING ELEMENTS

THE CITY SPINE



CENTRAL HIGH STREET:
SHORT TERM

De-clutter and refresh the street using new surface materials and new furniture.

- * **ST MARYS & HIGH STREET JUNCTION:**
SHORT TERM
Pedestrianise the street, create a level surface and consider introducing tree planting.

- * **LOWER HIGH STREET:**
SHORT TERM
Pedestrianise the street, create a level surface and consider introducing tree planting.
- CROSSINGS:**
MID-LONG TERM
Remove unnecessary street clutter and consider the removal of the traffic signals creating a shared surface.



WIGFORD WAY



WIGFORD WAY:
SHORT TERM

Reduce carriageways and creating a street with new active frontages.

- BRAYFORD WHARF AND THE GLORY HOLE:**
SHORT TERM
Improve the pedestrian links along the river arriving at a new space beside Brayford Pool.

- BRAYFORD STREET:**
SHORT TERM
Creating a pedestrian focused link, with better visual connections between High Street and the waterfront.
- SAINT BENEDICT’S:**
MID-LONG TERM
Improve the square as a garden space and open the space to address the shop frontages.



CORNHILL & CITY SQUARE



- * **CORNHILL PAVEMENTS:**
SHORT TERM
New surfacing with opportunity for spillout and a focus at the edge of Sincil Street
- SINCIL STREET:**
SHORT TERM
Enhance the street with new surfacing to link the transport hub with the centre of the city.

- * **TRANSPORT HUB LINK:**
SHORT TERM
Creating a pedestrian focused space linking the hub with the train station and Sincil Street.
- CITY SQUARE AND WATERSIDE PATHS:**
MID-LONG TERM
Create better engagement with the water front, introduce new surface materials and declutter the space.



OUTLINED AS SECONDARY PROJECTS

PROJECT	KEY TARGETS & TIMESCALES	VISIONING ELEMENTS
<div>ST SWITHIN'S</div> 	<div>* SAINT SWITHIN'S SQUARE: SHORT TERM</div> <p>Open up the space to better link to the church and surrounding streets.</p> <div>WATERSIDE PATH LINK: SHORT TERM</div> <p>New surfacing & removing barriers to improve the pedestrian experience</p>	<div>FREE SCHOOL LANE SHORT TERM</div> <p>Pedestrianise the street, create a level surface, remove pedestrian barriers and open up the frontage of the Church and Drill hall to better address the street.</p> 
<div>PARK STREET</div> 	<div>PARK STREET: MID TERM</div> <p>Create a single surface space allowing vehicle access but with a pedestrian focus. New surface materials with flush kerbs.</p>	<div>BEAUMONT FEE SHORT TERM</div> <p>Creation of a new raised crossing point linking into a new car free space beside City Hall.</p> 
<div>ST MARTIN'S SQUARE</div> 	<div>* SAINT MARTIN'S SQUARE MID TERM</div> <p>Reduce parking area, creating a new flexible space for events, activities or seasonal markets.</p>	
<div>CASTLE HILL</div> 	<div>CASTLE HILL MID TERM</div> <p>Reduce or remove parking area to improve the setting of the Castle, consider the introduction of a green verge to the parking area to improve screening,</p>	

* Denotes projects proposed or currently being undertaken or considered





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