

# STRAMONGATE



Pleasant pedestrian routes



Vibrant shopping streets



Historic streets accessible to all

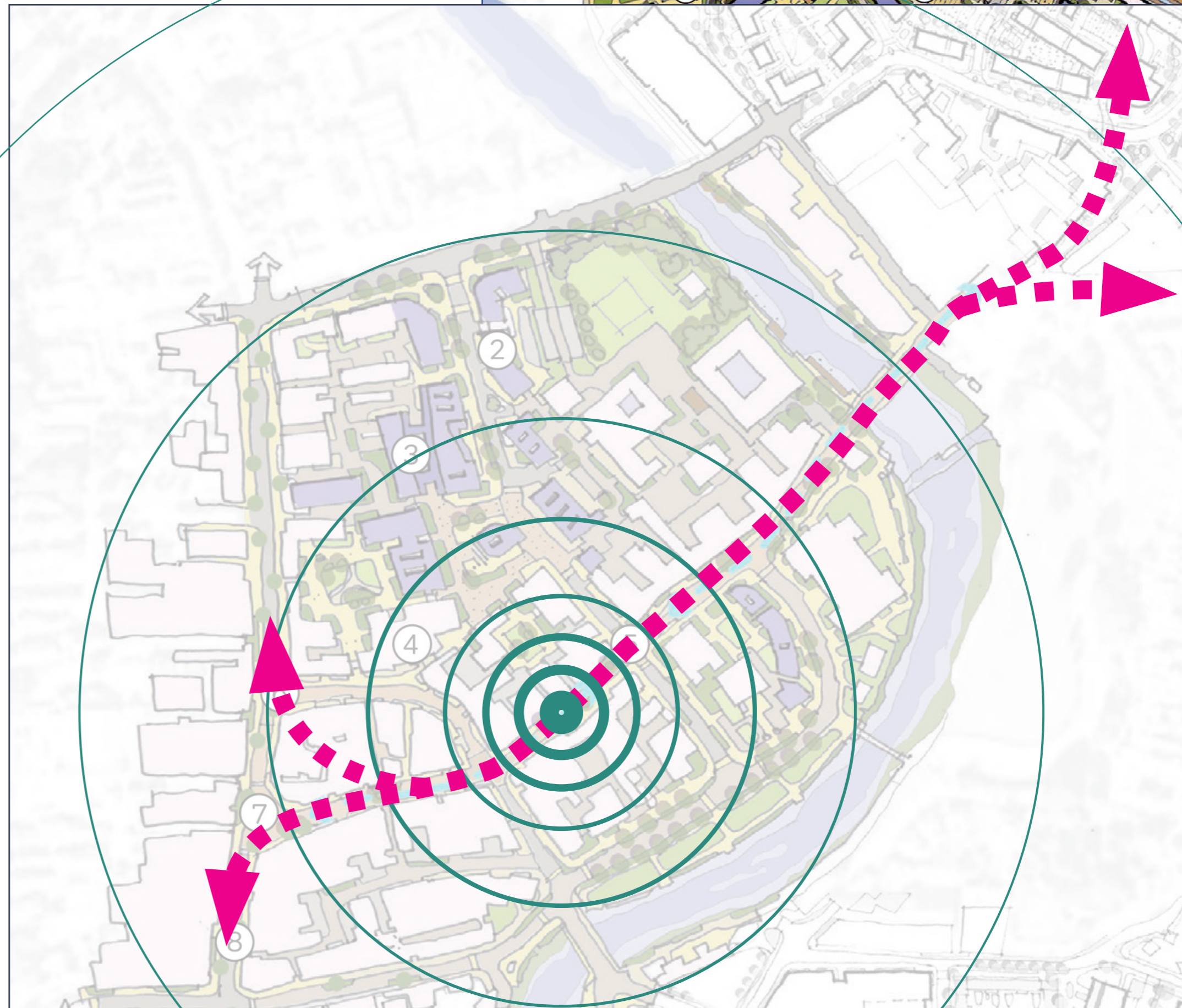
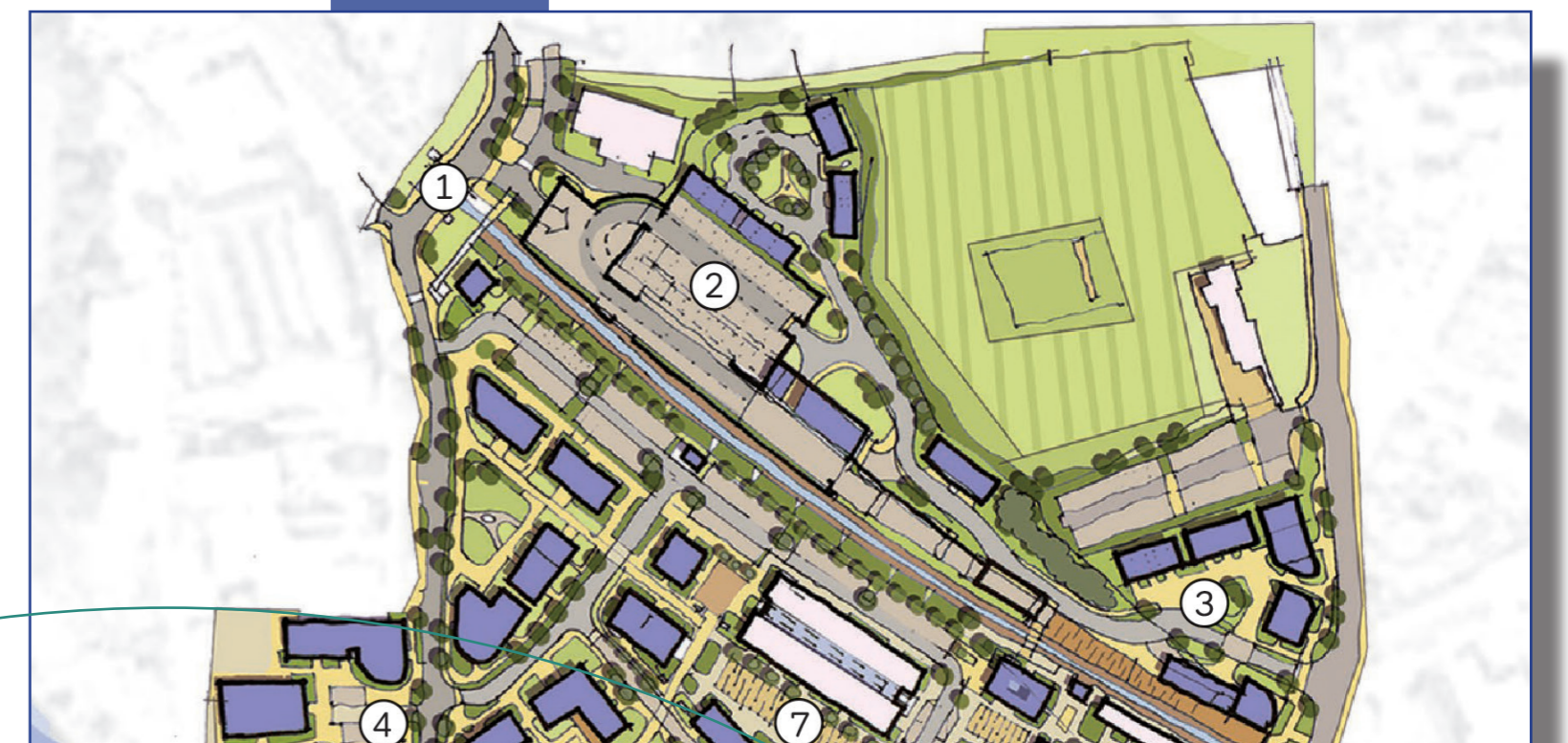


Seven Dials, London - a street on which to linger



People-centred street design

Plans care of Kendal Futures



## Stramongate Resurfacing Works:

Stramongate is a strategic access route identified as one part of the Kendal Vision, linking eastern Kendal and visitors via the train station to the town centre.

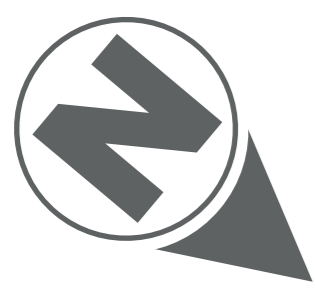
Stramongate is part of a valuable Shopping and Commercial corridor linking key town-centre destinations.

The streets that connect these destinations and attractions are identified in the Kendal Vision as those requiring investment to improve the way people access and enjoy Kendal.

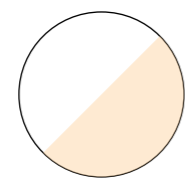
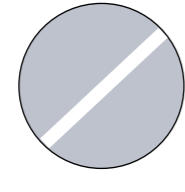
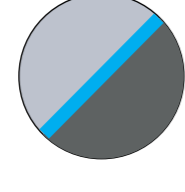
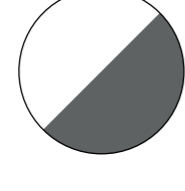
Stramongate is key to the future mobility strategy of Kendal. This project aspires to be the epicentre of change in Kendal's town centre, showcasing the public realm ambitions of the Kendal Vision for businesses, residents and visitors.



# STRAMONGATE



Key:

-  Buildings
-  Existing kerblines
-  Proposed realigned kerbs
-  Proposed tarmac resurfacing and footpath build-outs



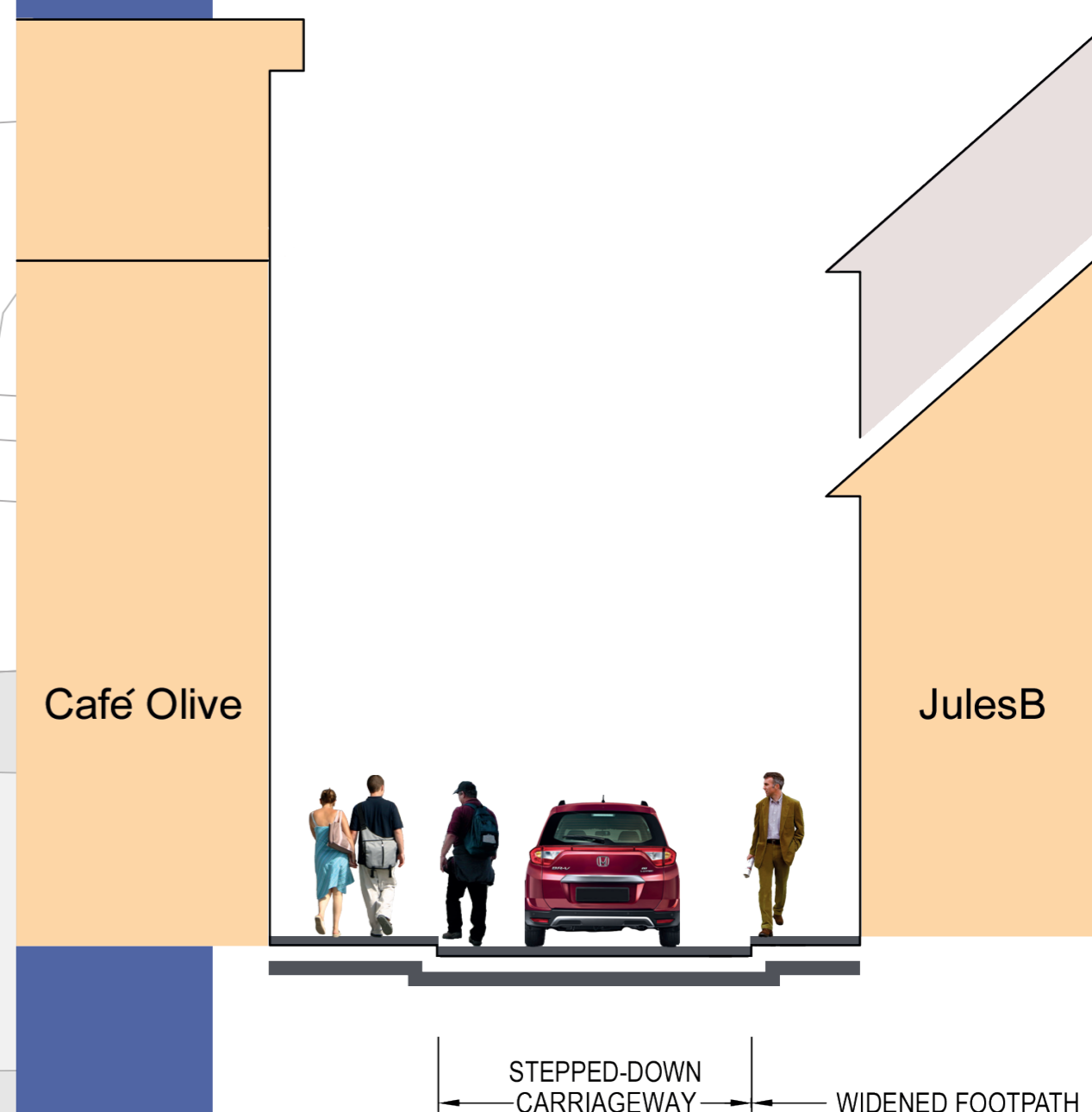
## OPTION ONE

Stramongate Resurfacing Works:

- 1 Resurface Stramongate carriageway with new tarmac to replace existing tarmac, relaid to existing road levels.
- 2 Upper Stramongate carriageway narrowed by realigning existing kerblines to widen existing footpaths.
- 3 Tarmac infilled behind realigned kerbs to create wider footpaths that are level with existing surfaces.
- 4 Existing carriageway markings and parking arrangements to be reinstated along Stramongate (not all markings are shown on sketch plan).



Above: Artist's impression of Option 1 illustrating the proposed widened footpath and narrow carriageway at existing levels



A Section illustrating the existing surface arrangement and street levels to be realigned and reinstated.



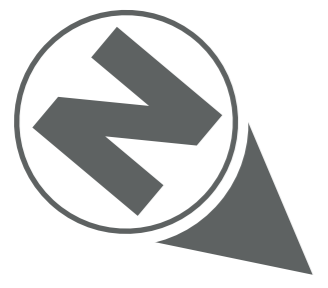
Stramongate market-day

BLACKHALL ROAD

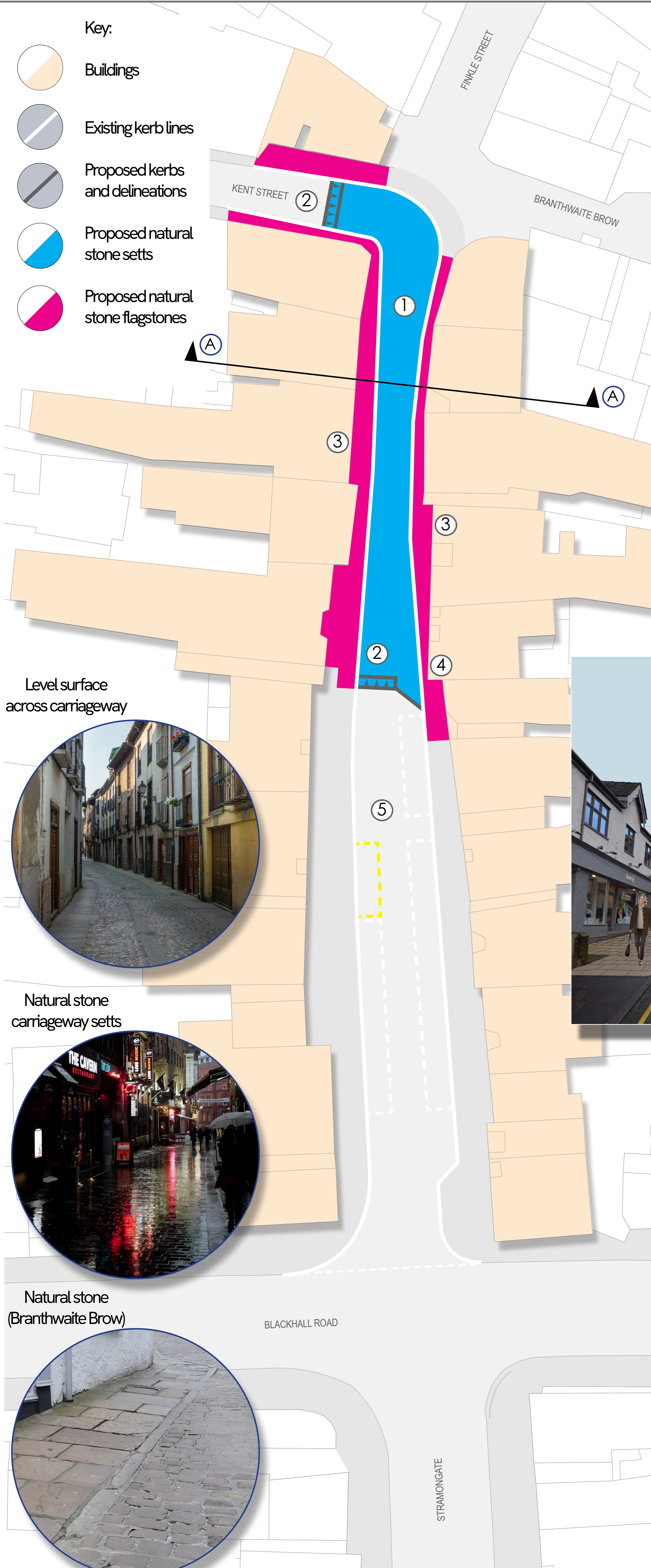
STRAMONGATE



STRAMONGATE



- Key:
- Buildings
  - Existing kerb lines
  - Proposed kerbs and delineations
  - Proposed natural stone setts
  - Proposed natural stone flagstones



## OPTION TWO

### Stramongate Resurfacing Works:

- 1 Raise surface across carriageway from kerbline to kerbline using natural stone setts, whereby pedestrians are provided parity with motorists.
- 2 Roadway ramps at the entrance and exit to the shared space provide gateway thresholds for motorists to understand that vehicles are entering a space where priority is not absolute.
- 3 Resurface existing footpaths with natural stone flags for the continuous footpath access across Stramongate.
- 4 A chamfered kerbline at the existing parking bay widens the footpath and alleviates an existing pedestrian "pinch point".
- 5 Elsewhere along Stramongate, existing highway markings and parking arrangements are unchanged.

Level surface across carriageway



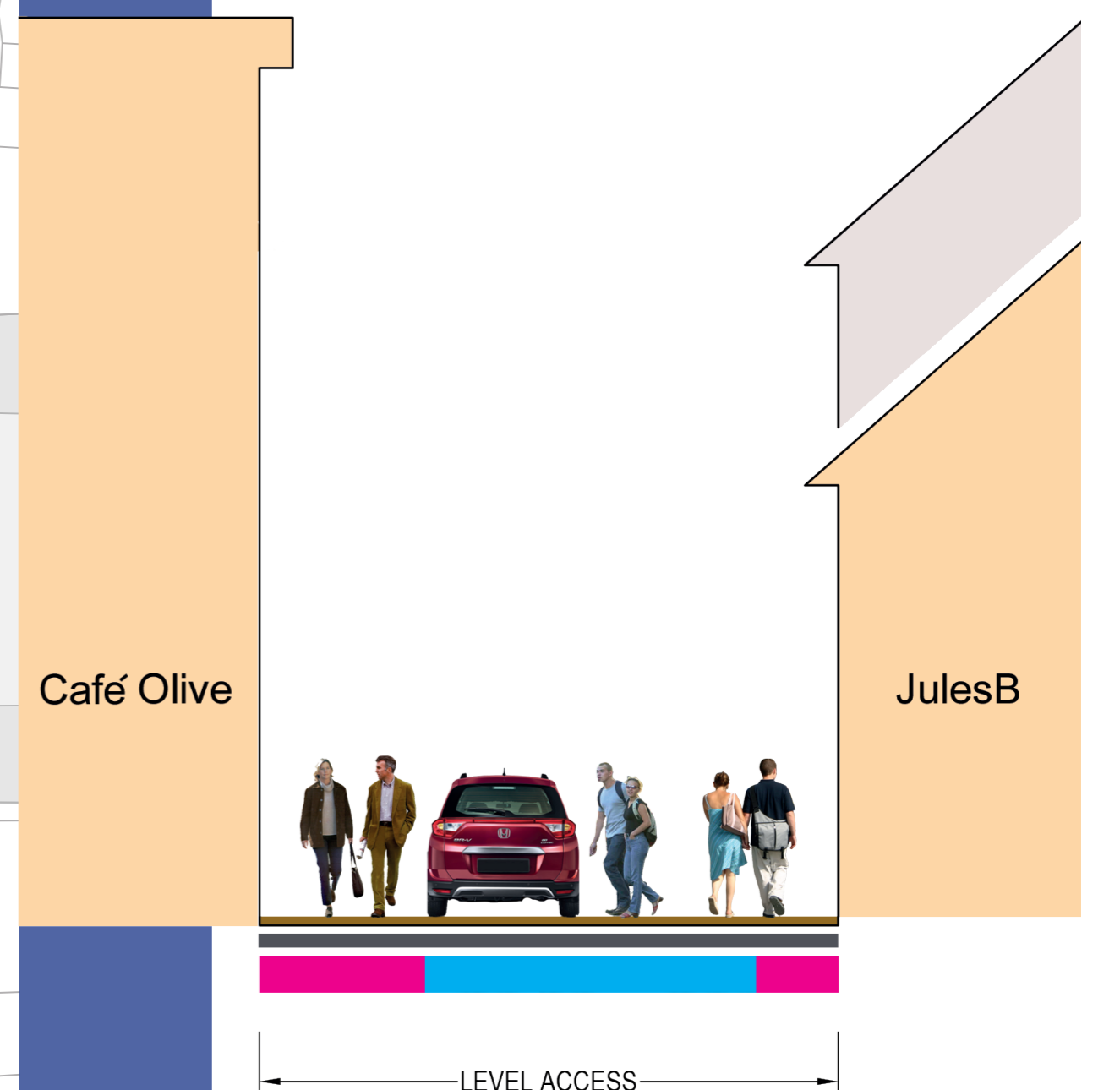
Natural stone carriageway setts



Natural stone (Branthwaite Brow)



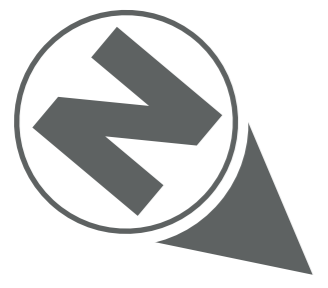
Above: Artist's impression of Option 2 illustrating the widened "pinch point" path and continuous levels across the street



- A Section illustrating the raised carriageway and surface arrangement to present a level walking surface, as it is on Branthwaite Brow.



# STRAMONGATE



Key:

-  Buildings
-  Existing kerblines
-  Proposed kerbs and delineations
-  Proposed natural stone setts
-  Proposed natural stone flagstones
-  Proposed street trees



Flush natural stone paving for access



Pedestrian-focussed



Continuous access for all



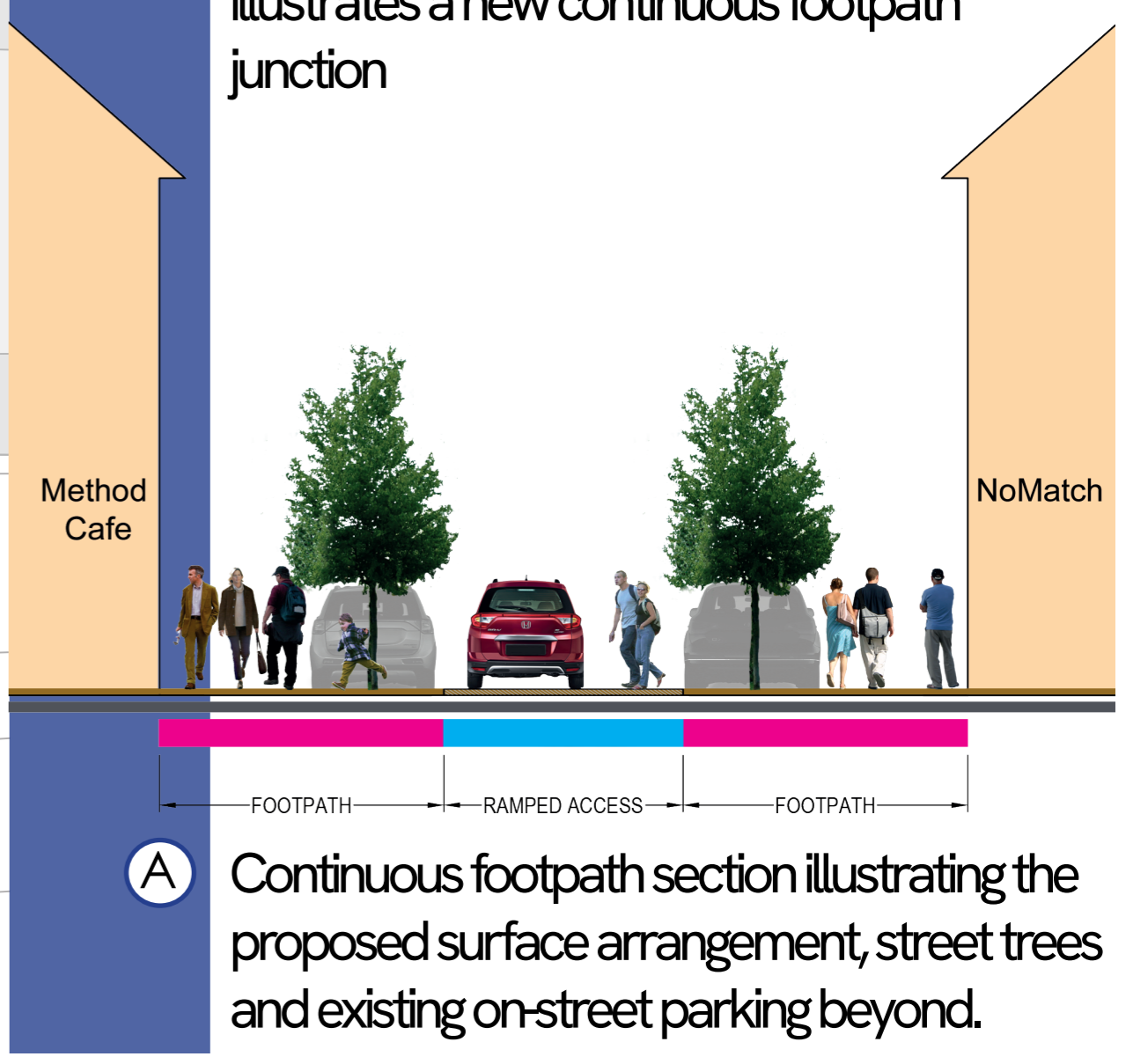
## OPTION THREE

Stramongate Resurfacing Works:

- 1 Raise roadway levels up to create a continuous footpath across Stramongate using a combination of natural stone setts and flagstones. Existing kerb stones remain in position.
- 2 Resurface existing footpaths with natural flagstones to existing levels to achieve continuity across the full width of the street.
- 3 Ramps at the entrance and exit to the continuous footpath constrict the carriageway and slow vehicles down to a crawl, necessitating an understanding that priority is not absolute.
- 4 A chamfered kerbline at the existing parking bays widens the footpath locally for improved mobility across the street. Tree planting in the street surface will frame this part of Stramongate, providing amenity and greenery to an otherwise hard-surfaced shopping street.
- 5 The continuous footpath area will incorporate new signage and approved mobility paving as part of the new streetscape design.
- 6 Elsewhere along Stramongate, existing highway markings and parking arrangements are unchanged.



Above: Artist's impression of Option 3 illustrates a new continuous footpath junction



A Continuous footpath section illustrating the proposed surface arrangement, street trees and existing on-street parking beyond.





## OPTION ONE

Artist's impression of Option 1 illustrating the widened footpath and narrower carriageway at existing levels.

Option 1 improves mobility for pedestrians but would require additional future investment as there is very little flexibility in the street design to accommodate future walking and cycling facilities as part of a wider planned mobility network.

Priority is intrinsically expressed towards motor vehicles in the street design which incorporates raised footpaths that separate pedestrians and clear carriageway roadmarkings that imply "vehicular space" over "public space".



## OPTION TWO

Artist's impression of Option 2 illustrating the widened "pinch point" path (right) and continuous levels across upper Stramongate towards Branthwaite Brow and Finkle Street.

This design takes Option 1 a stage further to implement a shared natural stone surface that can accommodate future cycling provision without redesigning the streetscape or requiring additional major reinvestment.

It also sets out the design aspirations for the rest of Stramongate and surrounding streets, where vehicle speeds are reduced and the hierarchy of road users is addressed within the streetscape.



## OPTION THREE

Artist's impression of Option 3 illustrating the new continuous footpath design.

Left-turning vehicles negotiate the sharp left turn and ramp onto a natural stone paved surface which signifies that priority for vehicles is not automatic. Trees provide a soft visual gateway for vehicles and people entering the shopping street and trees reduce traffic noise from Blackhall Road for a more conducive shopping and visitor environment.

With the opening of the new Gooseholme bridge in summer 2022, access from New Road by pedestrians and cyclists is likely to increase the number of people moving through this part of Stramongate into and out of the town centre.