

ST. IVES TOWN CENTRE PEDESTRIAN ADVANTAGE SCHEME

BY
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On Wednesday 10th December 2008, St. Ives Town Council voted to reject all three Market Hill Environmental Improvement options put forward by Huntingdonshire District Council in favour of a design containing major elements of Mr Townsend's Pedestrian Advantage Scheme.

On or around 17th February 2009, a report was published by Huntingdonshire District Council based on an analysis of the results of a public consultation questionnaire. From the results it was evident that there was no clear majority preference in favour of any of the options put forward by Huntingdonshire District Council.

The St. Ives Access Group have produced their own plan that incorporates many of the features already contained in this Pedestrian Advantage Scheme.

The Civic Society of St. Ives have recommended deferring the project for a year provided the time gained is used for a major re-think of the HDC schemes. Their wish is for HDC to look at the whole scheme afresh.

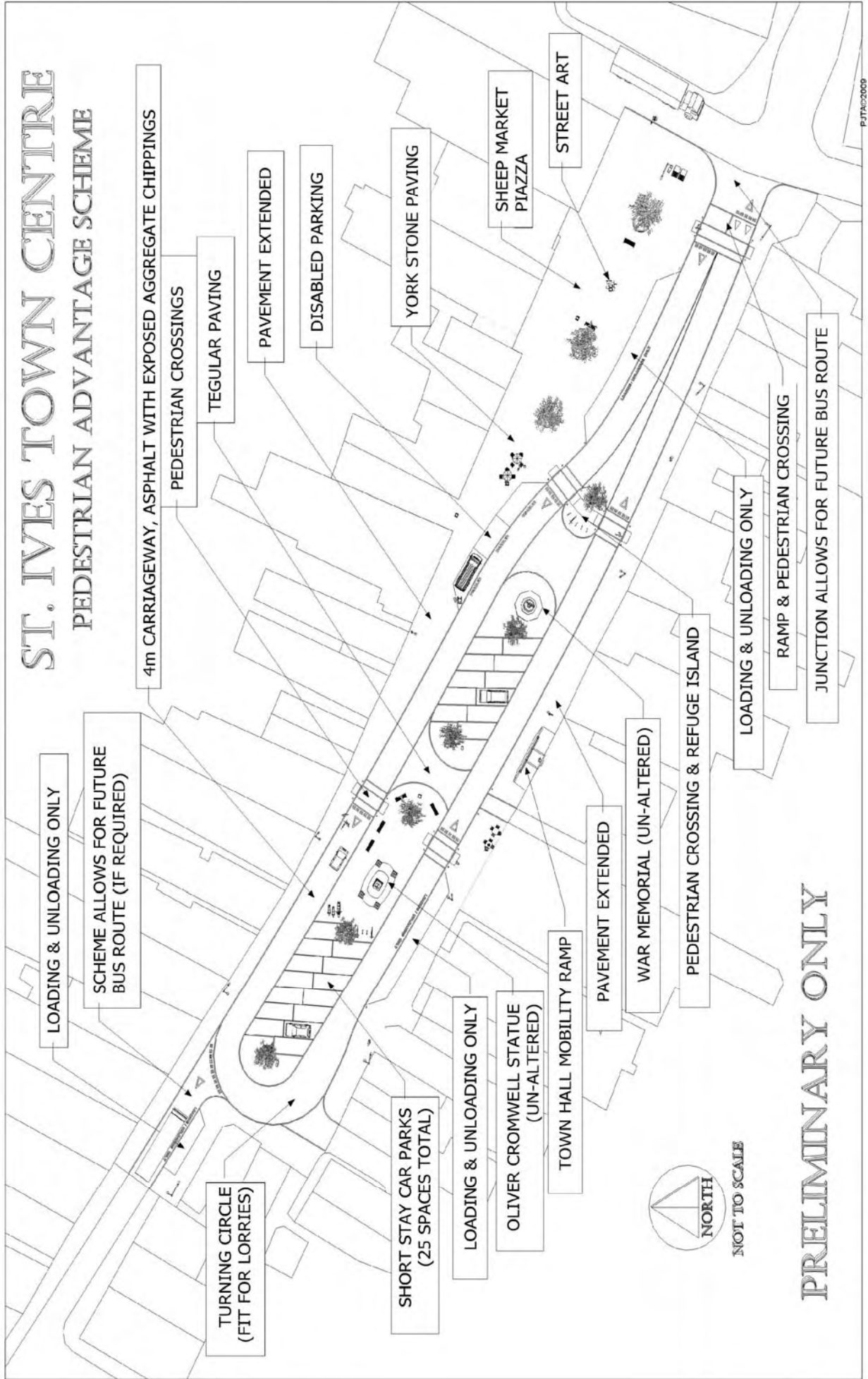
St. Ives Town Initiative are in favour of HDC option 1, but without moving the Statue or War Memorial and recommend deferral of the project to await an alternative along these lines.

Huntingdonshire District Council has yet to undertake a study to assess the effects of varying degrees of pedestrianisation on the economy of St. Ives and so the benefits of any scheme remain unproven. Studies of other Towns have shown increasing pavement widths and restricting traffic flow to be of benefit.

The following scheme changes the balance of the St. Ives Town Centre environment in favour of the pedestrian. My intention was to increase the pedestrian footfall by increasing pavement widths and restricting traffic flow by reducing carriageway widths and introducing tabled pedestrian crossings as traffic calming. My aim was to enhance the environment for shoppers and tourists alike by increasing overall pedestrian areas, yet retain short stay car parking, thus maintaining the vibrant hustle and bustle characteristics of this historic Market Town.

The following Pedestrian Advantage Scheme has been refined and revised since its conception in December 2008. I believe this to be a viable alternative to those put forward by HDC.

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PRELIMINARY ONLY



IMAGE 1: An overall view that is at first glance just the same as it is today, but note the width of the footpaths and the narrowing of the carriageway. One other thing to notice is the row of mature London plane trees that run down the centre of Market Hill. An enhanced environment for the shopper and the tourist.



IMAGE 2: This view shows the first of five tabled crossings (crossings, the surfaces of which are flush with the footpaths each side). The carriageway ramps up here to form a traffic calming feature. Bollards are positioned to prevent vehicle overrun at this point.



IMAGE 3: This is a view on the sunny side of the street, outside Budgens. This continues to be the ideal location for the Monday market and smaller Friday market. The sun and shadow in our computer model (from where these images have been captured) has been set to 12 noon on 21st June 2009.



IMAGE 4: The Sheep Market Piazza. A Public open space for the use of markets, special events and fairs. The block work bay to the left is for loading and unloading during the day and reverts to vehicle parking during the night.



IMAGE 5: Outside the White Hart Public House. A well defined safe environment for the introduction of tables and chairs, close to designated disabled parking and a tabled pedestrian crossing point to the opposite side of the street.



IMAGE 6: A view of another tabled pedestrian crossing leading to a central refuge island. The island incorporates cycle parking and the first of six mature London plane trees. As before bollards are positioned to prevent vehicle overrun. Note the wider pedestrian friendly pavements.



IMAGE 7: St. Ives Town Hall mobility ramp. This will give disabled access to the main entrance. The design will incorporate cast iron railings similar to those found along The Quay. Note the wider pedestrian friendly pavements.



IMAGE 8: A view of Cromwell's Statue. The central square incorporates two further tabled pedestrian crossings outside Mackay's and The Golden Lion Hotel. Note the carriageway width near W. H. Smith (top of picture). The design gives vehicles the maximum turning circle achievable at this point.



IMAGE 9: This view shows three large designated disabled parking bays outside Barclays Bank (left of picture). In addition it is suggested that a further 20 to 30 designated disabled parking bays are provided within the Cattle Market car park. These should be as close as possible to the Town Centre.



IMAGE 10: A view from the shadows of the Free Church. This shows a block work loading and unloading bay outside the Free Church. As with all other loading bays within the Town Centre this will revert to vehicle parking during the night.



IMAGE 11: This view was taken from the loading / unloading bay outside Thomas Morris. This design allows for a future bus route through the Town Centre should there become a need for one. The position of the junction outside HSBC Bank allows smooth passage into Station Road.



IMAGE 12: This view shows the row of mature London plane trees running down the centre of Market Hill. It also shows the restrictive width of the carriageway. Any vehicle parking on the carriageway is likely to cause an obstruction. Any vehicle not parking within a designated parking bay will be liable to prosecution.



IMAGE 13: A view of the War Memorial. Both this monument and the Oliver Cromwell Statue are not to be moved in any way. This pedestrian advantage scheme has been designed around them.

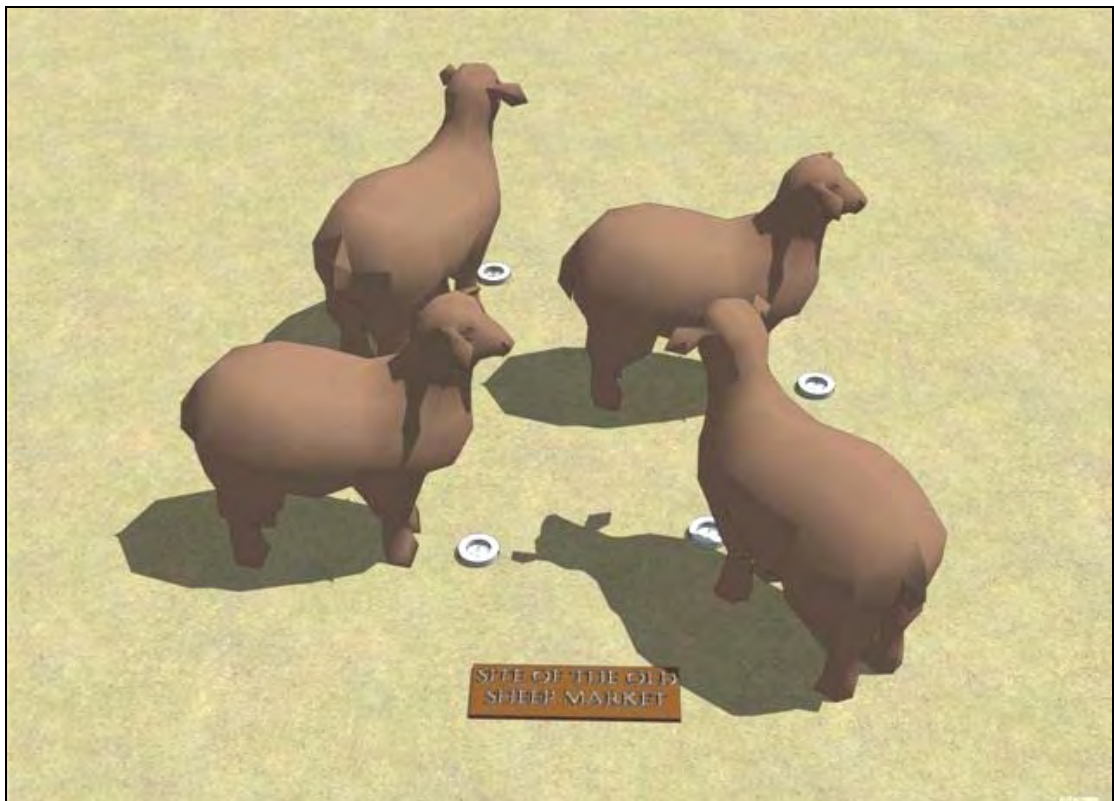


IMAGE 14: Street Art. These bronze sheep memorialise the previous use of this area of the Town Centre as a livestock market. These suggested sculptures are to be lit at night and are low enough to fit under market stalls. Their exact location is highlighted on Image 4.



IMAGE 15: The tabled pedestrian crossing from Budgens to HSBC Bank. All crossings are to incorporate tactile paving and high visibility block work. This view also shows the loading / unloading bay that is to serve this part of Town.



IMAGE 16: A high level view of the Oliver Cromwell statue. This shows an uncluttered approach to the central square with cycle and motor cycle parking behind the statue and an open area in front. This seated area could be used for small events, exhibitions and the like.



IMAGE 17: Two of the Town's most historical and architecturally pleasing buildings, The Town Hall & The Golden Lion Hotel. This view shows the Town Hall's mobility ramp and the central square with its cycle / motor cycle parking and mature London plane trees.



IMAGE 18: A view from the Help The Aged shop. This view shows the large loading / unloading bay outside the Free Church. This bay could also be used by the Free Church for weddings and funerals. The view also highlights the row of mature London plane trees.



IMAGE 19: Although the war memorial is not to be moved in any way, it is our intent to worship from the Eastern side of the sacrificial cross. This view shows a worship area away from parked vehicles with a mature London plane tree as a backdrop to the cross. The sun and shade has been set to 11:00am, 11th November 2009.

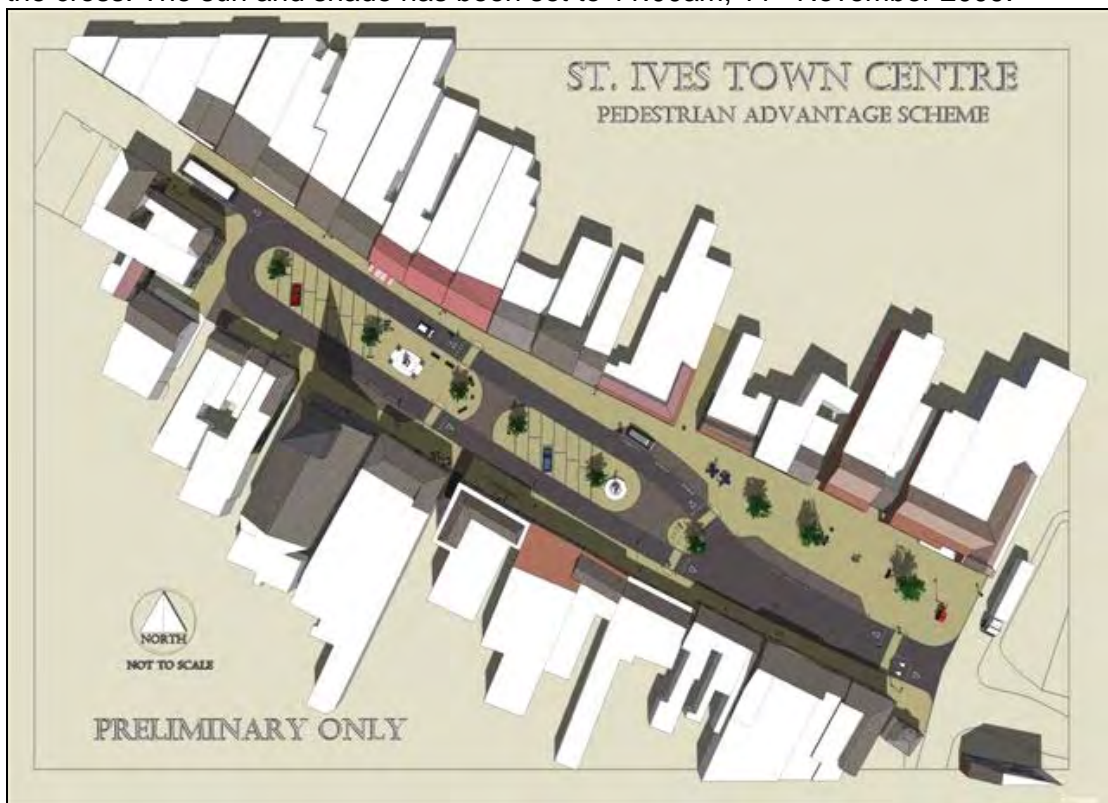


IMAGE 20: A 3D plan view of the Pedestrian Advantage Scheme.

We welcome any comments you may have. If you wish to view any image in high resolution we are able to send these via email. A video walk through of the scheme is also available on CD. Our contact email is: design@pjta.co.uk