



5 A Pedestrian Priority Square accommodating vehicles but focussed on social / useable space



6 Flush Surface Street treatment



7 Gateway wall signage feature and surface rumble strip



- Enhanced Street
- Informal Street
- Pedestrian Priority
- Upstand Kerb re-alignment
- Flush Tactile paving
- Natural Stone Shared Surface
- Footpath enhancement / widening
- Carriageway surface treatment
- transitional / traffic calming treatment
- Car Parking (designated bays)
- Pedestrian Seating Area
- Landmark feature
- Formal grid square relating to urban form
- Flat Event Area
- Level Change / Steps

1 Key Gateway / Junction Improvements



2 Public Square with defined carriageway



3 Surface traffic calming Junction treatment



4 Informal seating area / resting spot



**CONSULTATION RESULTS**

**Street Layout**

ZONE	A	B	C	D	E
Standard Street	14	5	1	4	12
Informal Street	13	19	7	9	15
Pedestrian Priority	2	6	22	15	3

**Investment Priority**

ZONE	A	B	C	D	E
No. of votes	38	34	108	84	19

**General Themes From Consultation Comments:**

**Should street layout change to accommodate pedestrians:**  
 - Yes but difficult in narrow street environment and with amount and number of HGV traffic  
 - Pedestrians should be made a priority especially in Zones C & D

**Could the quantity of parking spaces reduce?:**  
 - Car Parking is important for visitors and businesses  
 - Don't want to lose parking numbers  
 - Could reduce parking in Zone C to allow more space for pedestrians  
 - Better delineation and signage to free parking elsewhere

**Other Comments:**  
 - Safety of vehicles and pedestrians should be priority  
 - Better signage is required  
 - Make better use of greenspace at the bottom of Front Street - Green the street  
 - The cobbles should be retained in some form as imperative Alston heritage and tourist trade

**DESIGN PRINCIPLES**

- 1) Enhance Gateway at Front Street / Station Road junction to encourage visitors into Alston Town Centre.
- 2) Create a sense of place and space around the built form
- 3) Better connect key buildings/landmarks to the street. such as the Town Hall, St Augustines Church, Market Cross, Potato Market and Quaker House
- 4) Facilitate and encourage social interaction by providing pedestrian focussed spaces with seating opportunities and rest stops at strategic key locations
- 5) Rationalise car parking through more efficient use of space and delineation of bays
- 6) Create a balance between pedestrian/vehicle safety and preserving Alston's heritage by using appropriate surface materials in specific locations.
- 7) Create Pedestrian Priority spaces around the Market Cross and Potato Market with a focus on pedestrian activity whilst retaining vehicle movement through
- 8) Provide better wayfinding and historical interpretation to improve how people use and interact with the town

**ZONE DESIGN FEATURES**

- Zone A:**  
 - A gateway space associated with adjacent green space  
 - Tighten the kerblines on junction  
 - Widen footways especially on western side of Station Rd  
 - Move cenotaph closer to junction as gateway feature  
 - introduce rumble strips and/or surface treatments  
 - upgrade green space into attractive gardens
- Zone B:**  
 - Raised table up onto Town Hall Space  
 - Treatment across whole width (building to building) but with defined kerblines to delineate footways and carriageway.  
 - widen footway on north side for shops to put tables and chairs out  
 - reduce parking to just disabled bays outside the Town Hall  
 - provide informal seating area to west side as connection to green space
- Zone C:**  
 - Starts outside St Augustines Church with informal seating and gateway feature  
 - Removal of kerbs to create a pedestrian priority space  
 - Spatial layout relates to urban built form  
 - A formal grid defines use of specific areas within the space eg. parking bays  
 - no designated carriageway with parked cars and physical features

defining the space and the route for cars to pass through  
 - A flat pedestrian seating / event area around the Market Cross  
 - steps around event space to address change in level

**Zone D:**  
 - Footpath widened on West side  
 - Flush kerb/tactile strip between footway and carriageway  
 - Delineated parking bays in car park with uniform material  
 - Pedestrian priority treatment to Potato Market and up to Quaker House  
 - Pedestrian seating area / event space in Potato Market  
 - Interpretation artwork into seating wall and bollards

**Zone E:**  
 - Gateway surface treatment / rumble strip  
 - wall gateway signage artwork

ZONE E

A 689