

dominance, and facilitating increased use of public transport, in particular 500 bus movements per day.

The project has addressed an extensive variety of urban streets and spaces within the historic 'Old Town' of Inverness. The design focused on the creation of a series of civic



LUC developed a proposed hierarchy of public space with clear criteria. Primary civic spaces are pedestrianised areas, representing important gateway and landmark spaces where people can congregate, partake in cultural activities, orientate and appreciate artworks or temporary displays. These spaces will also have potential for street markets and outdoor café culture. Artworks were incorporated at key 'gateways' or transitional routes, and as focal features within new civic spaces

pedestrian-orientated spaces to accommodate informal and formal social events. The street patterns of Inverness represent the legacy of the medieval town, modified significantly by Victorian interventions in the middle to late 19th century.

Typically, the older streets are less consistent in their width, building lines and the scale and age of buildings. They include a variety of building types dating from the 14th century but also many modern infill developments. The Victorian streets are conversely straight and consistent in width, building line and scale, creating different spatial and visual characteristics.

The streetscape design sought to respect these characteristics by adopting formality on the Victorian streets, but allowing informality of street geometry and the use of materials in streets, lanes and closes of earlier origins.

TOWARDS SHARED, PEOPLE-FRIENDLY SPACES

The project sought to achieve improved pedestrian access and movement, and to facilitate safe access, by discouraging through traffic, particularly car traffic, narrowing the carriageway to facilitate road crossings at key locations on pedestrian routes, and creating shared and pedestrianised civic space areas where pedestrian priority is to be introduced.

Footway areas were increased, obstacles and clutter removed, and new, clearly defined road crossing points legible to pedestrians (including the blind and partially sighted) and to motorists were created. The obvious choice of the main paving material was 'historic' Caithness stone, procured from within 100 miles of the site. White granite was used as the main kerb and trim material to provide contrast. Pink and brown granite cubes and setts were used in parking, loading and bus bays to provide an element of colour.

The clearly defined design principles that led this project have resulted in a greatly enhanced city centre, supporting distinctiveness and added vitality, as well as encouraging environmentally sustainable travel choices.

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Secondary civic spaces relate to important buildings and access routes. They have generous pedestrian areas but are subject to through traffic. Pedestrian priority is increased in these areas and road crossing is facilitated by low kerbs and paved carriageways as traffic calming devices. The widened footways accommodate furniture components enabling these areas to function as congregation/orientation places. The design pioneers philosophies contained within the Department of Transport Manual for Streets (2007) and the Scottish Government Designing Streets (2010) in advance of their publication

