

# Extracts from LDA report (Committee report Appendix A)

*John P highlighting in red, comments in blue)*

## 1.0 Introduction

### Executive Summary

A variety of potential options for the design of the square were explored during this design stage and through a collaborative process of iterative testing and consultation they have been distilled into a preferred direction for the design of the square. As a concept design proposal this document focuses on the principle premises of the design rather than their technical resolution. Future stages will explore and develop the design's applicability in more detail and adjustments may be made accordingly

The design of the square has been considered on 3 levels: the landscape design of the public realm, the architecture of the market stalls and the programmatic function of the space. All 3 directly influence each other and have been considered in parallel. While the design addresses a range of aspects, the brief for the redesign of the square revolved around a set of key requirements. Flexible use of the space and the creation of meaningful and noteworthy public realm akin to international benchmarks were perhaps at the top of the agenda.

### Information Base

Amongst historical data and documentation, relevant policies, regulations and guidance that were consulted there was a particularly relevant document that preceded this design stage and which assisted in informing the direction of the design investigations. This was the "Market Square Redevelopment Feasibility Assessment" study that was completed in July 2019. The study set a clear picture of the context in which the redevelopment is to take place. The technical desktop and site specific studies conducted within this assessment are particularly robust and helpful. The ultimate goal of the study was to provide development scenarios for the project with anticipated cost levels. This was also a very helpful bracketing of the development potential. The options explored an adequate range of possibilities allowing for some refinement of the approach to occur at early stages of the concept design such as the consideration of a whole new permanent structure for the market.

### Collaboration

This design proposal is the result of a collaborative process.... However, the most crucial collaboration was achieved in the alignment of the design team with Quarterbridge, the market consultant that was appointed to sit alongside the design team. Quarterbridge have influenced the direction of the design significantly with invaluable benchmarking information and advice throughout the design process.

## Sustainability

In the case of the design for the Market Square an overarching sustainability approach has been considered that influences every aspect and decision taken for the project. The strategy involves the consideration of embodied energy as well as operational energy requirements through the project's life in every aspect of its design. In all decisions taken the least impactful path was chosen.

## Next Steps

This concept design stage (RIBA Stage 2) sets out **the principal concept of the design purposefully avoiding technical detail and aiming for strategic considerations and alignment with the brief and cost expectations.** Each chapter in this report discusses the next steps required to advance the design in the next stage.

## Engagement

**The Market square is one of the city's most important public spaces. As such any design development effort needs to engage with as much of the city as possible. The space has various dimensions of significance to the city: civic, historic, commercial, political and social. Various groups, institutions and even individuals may have a direct relation to each one of these dimensions but combined they concern the public as a whole.**

There are obvious practical difficulties associated with carrying out a engagement exercise across an entire city. To overcome them a combined approach was employed by utilising previous engagement outputs, engaging key stakeholders and sampling advice and opinions from local organisations through the process. The effort was carried out both by the council and the design team's own initiative.

**The market traders were the first group to be approached as the most directly relevant stakeholders. This took place as various informal meetings and discussions at the market and through a dedicated presentation of the design direction and options followed by a Q&A session.** The same presentation format was also extended to other groups at a subsequent event. Both events were held online through video conferencing due to the public meeting restrictions in place during the Covid-19 pandemic. Beyond the meetings at the market and the 2 events, certain key organisations and departments of the council were consulted during the design process through online virtual meetings.

The input to the design exercise has been significant and has informed fundamental aspects of the proposals. In certain cases the design team's thinking was already aligned with views of those consulted and in other cases the team received advice and information that guided the design concept. **It must be noted that this is only the concept design stage of the development of the scheme and the consultation is and will be an ongoing process as the design matures further and to also include any**

groups that were either missed, not extensively consulted or simply have more to add.

Below is a full list of groups and bodies consulted through the aforementioned processes.

Cambridge City Council  
Cambridgeshire County Council  
Greater Cambridge Partnership  
Cambridgeshire and Peterborough Combined Authority  
Cambridge Equalities Panel  
Cambridge Disability Panel  
Smart Cambridge  
Market Traders  
Market Traders Association  
Friends of Cambridge Market  
University of Cambridge  
Gonville & Caius College  
St John's College  
Kings College  
Tenants of Square  
Bidwells  
Cambridge Association of Architects  
CamCycle  
Smarter Cambridge Transport  
FeCRA  
Collusion Cambridge  
Cambridge Live  
Cambridge Business Improvement District

## **2.0 Heritage assessment**

Notes that the underground lavatories and railings were not installed until between 1903 and 1927 – but that this “doesn’t alter the substance of why the railings were included within the listing.”

Fails to quote the Historic Core Appraisal’s assessment of the significance of Market Hill and of the paving

Proposes lifting and relaying the setts

The Fountain:

Whether or not it was a conscious design intent, the fountain, in addition to being generally in the centre of the paved area of the market, is also broadly in line with the east end of the chancel of Great St Mary’s Church and what would have been merchants’ houses on the east side of Market Hill (of which the Grade I listed No. 5 Market Hill is the finest). This inter-relationship of the market, the

main city church and the most prestigious early merchants' houses goes to the heart of the heritage significance of all these assets.

However, the limited height of the current structure compared to the original fountain means it is not general visible above the stalls and skips on the west side. This lack of visibility and pre-eminence reduces its heritage significance.

### **Potential Heritage Impact of Proposed Layout**

The main aspect of the proposed layout options is a clear open axis east-west through the market square. This helps to re-connect the church, market, fountain and houses and is a clear heritage benefit of the scheme as is the removal of the waste skips from this axis line.

The repair of the fountain is a further obvious benefit as would be making it function once again. Allowing people to better understand its original form either through physical works or through some form of interpretation material would similarly enhance the fountain's heritage significance and the ability of people to appreciate it. This reflects the comment in the Historic Core Appraisal that 'any enhancement scheme should attempt to raise its profile'

### **The Setting Of Other Heritage Assets**

Although not completed until many years after the refashioning of the market in 1855, the Guildhall dominates the south side of the space and is the latest (and last) civic building to be provided in the city's commercial heart. The main civic rooms are on the first floor and the balcony allowed civic leaders to address people gathering outside. As a consequence, both the location of the market and the relative openness of the space immediately in front of the Guildhall are aspects of the building's setting which contribute to its heritage significance. The loss of either would harm our understanding of the building and its function within the city.

In terms of the contribution to the character and appearance of the conservation area, the presence of a bustling market in a major civic space is a key characteristic of central Cambridge and the physical and commercial improvement of this has the potential to benefit both the character and appearance of the area.

In terms of the components of the market, the stalls themselves, whilst they add to the colour, are relatively recent structures and so there is nothing of intrinsic significance in heritage terms. Similarly their exact orientation and even permanence has changed throughout the years and certainly in the 1960s the space was as much as car park as it was a market.

That said, it is the sense of informality which they create which is attractive and permanent market stalls or structural elements could run counter to this and give the square an odd appearance in the times when the stalls have been cleared.

Other features within the market have, like the market, evolved over time. In terms of lighting, the regimented perimeter gas lamps of the 1850s appear to have gone by the early years of the C20 (though the posts survived longer) and lighting today is from modern highway columns on the corners and edges of the space. Some discrete lighting of the fountain could help lift its profile at the heart of the space and reduce the gloom in the centre of the market in the hours of darkness.

### 3.1 Market Precedents

A review of other existing markets has been undertaken to understand how different towns and cities in the UK and internationally have approached the design of their market spaces. **This information is supplemented by Quarterbridges report of how the existing market functions and future market opportunities.** The focus has been on other regularly trading markets that operate on multiple days of the week to understand the flexibility of each market and the opportunities for other uses alongside the market stalls

#### Other markets

**To understand the potential for other market uses in the Market Square a review of pop markets, markets with specific food offers and indoor markets was undertaken to see what can be learnt from other types of markets**

The research undertaken has informed the design proposals. It has highlighted challenges specific to Cambridge as well as lessons that can be learnt from other existing markets.

#### Market frequency

Cambridge Market is open everyday of the week, there aren't many other markets that are open this often.

Markets that operate less frequently are more temporary in nature e.g Salisbury.

Other markets have similar operating hours e.g Chesterfield and Norwich and Kingston Upon Thames.

#### Flexibility

Several markets have a core number of stalls with the option of more on special days which creates more flexibility.

All the Markets reviewed had more space than Cambridge Market or less stalls allowing for more space around the market stalls

The type of stalls influence the flexibility. Norwich has permanent stalls and no flexibility. Salisbury market stalls clear away creating a large open space.

Most of the markets either have demountable stalls or an open area dedicated to events e.g Salisbury stalls are demountable and Kingston Upon Thames has a combination of permanent stalls and demountable ones alongside an open area for events. Chesterfield Market has a small area of events but has a similar issue to Cambridge regarding the stalls limiting flexibility of the space.

## **Stalls**

A range of stalls types exist in different markets, some using a mix of stall types e.g Kingston Upon Thames.

Pop Up 3x3m gazebos appear to be the most commonly used temporary stall and can be colour coordinated and branded. When uncoordinated the stalls can end up fighting for attention and appear less unified as a place e.g Salisbury Market.

Permanent fixed stalls limit the flexibility of the space e.g Norwich

A modular/moveable/demountable permanent market stall for outdoor use doesn't yet exist

Visual permeability of stalls and lighting when not in use is important for successful and safe evening use of the space

Sight lines and prominence of stalls can cause issues with traders e.g Chesterfield

Stalls need to provide enough shelter from the weather and provide a suitable modern trading environment to attract the best traders.

Fixing points in paving to tie down stalls are often used on temporary market stalls.

## **Space/surfacing**

All the other market examples have either less market stalls or a larger surrounding area, **Cambridge is a particularly dense market place with a lot of stalls for the space it sits within, this is amplified by it being surrounded by a road.**

Reducing the presence of vehicles and pedestrianising a market place creates more space to dwell and space for pedestrian circulation, this has been successful in many of the examples.

Flush paving surfacing in the examples is successful in creating more usable pedestrian space and visually connects shops, cafe and surrounding uses, this is evident in most of the examples.

### **Events**

Benefit of having a small flexible open space for everyday pop up small events, this has been achieved in other market that have more space or fewer stalls.

A larger area is needed for big events, other markets have achieved this by having no regular market or limited market days such as Nottingham and Salisbury.

Markets with a similar 6-7 day market have similar issues with events and flexibility of space such as Chesterfield.

Pop up food and drink markets have become very popular.

The option to have themed market days is an attraction in some markets.

### **Key design criteria to incorporate**

Creating some breathing space.

Permanent open spaces with more seating to allow for smaller events to happen more regularly and for people to linger and spend more time in the space.

**A stall design that allows flexibility is critical to enable greater more flexible use of the space**

Reducing the presence of the road and prioritising pedestrians

Connecting the Market Square to its surrounding with flush paving

An events programme

### 3.2 Design Statement

Market Hill is not just one of the city's most important public spaces, **it is the primary civic node of the city's public realm**. Historically it has performed a pivotal function in the political frictions and reconciliations of this university city. *No mention of historic market pre-dating the university!!!* Spatially it is the only public open place with the definition, qualities and proportions akin to the typology of the college courtyards that define so much of the city's structure and grain. While this urban condition has made the square at Market Hill the indisputable centre of gravity for all public life and movement much of its original vigour has been overshadowed by peripheral retail development of a highly competitive growth rate, offer and quality. A place with the significance of the market square will naturally evolve much slower and more deliberately than private retail premises yet there is abundant emerging context and grounds for the regeneration of this key city asset.

The design approach is aimed directly at seizing this opportunity of public realm design to generate a forward-looking concept grounded in its history, contextualised in its present and surroundings and, above all, places people first and at the heart of its vision. **The Market Square is a place of confluence for very diverse types of visitors and inhabitants. The group most present and directly associated with the space are the market stall traders. The traders are not just the key end user group to be consulted but they are themselves part of the definition of the square's character** and therefore an integral part of the approach to the design. Just as much as their focus is on their customers and the market's footfall, the design aims to carefully consider how the square caters for those who visit, live or work in and around it. This includes employees of surrounding buildings, students and members of both universities, city dwellers as well as local and international tourists. An important aspect in analysing users, their movements and behaviours is the temporal aspect of the square's inhabitation from a daily rhythm to a seasonal cycle and how this is defined by the city's transient populations such as the students and tourists as well as by the night time economy and **occasional** public events. In essence, the design approach investigated how to create a place that functions efficiently and is modernised to be in tune with how society has evolved by addressing public life, urban movement, social interaction, communications and consumption.

While people and activity is much of what defines a place, the physical aspect of the space and how this is articulated to host life cannot be overlooked. Externally, the square's open room-like nature needs to be recognised against and in synergy with other key moments of decompression in the public realm network such as the wide length of Kings Parade, the great openness of Parker's Piece, the protected interiority of the Grand Arcade and even the hidden setting of the river. Internally, the square has not only memories to preserve and

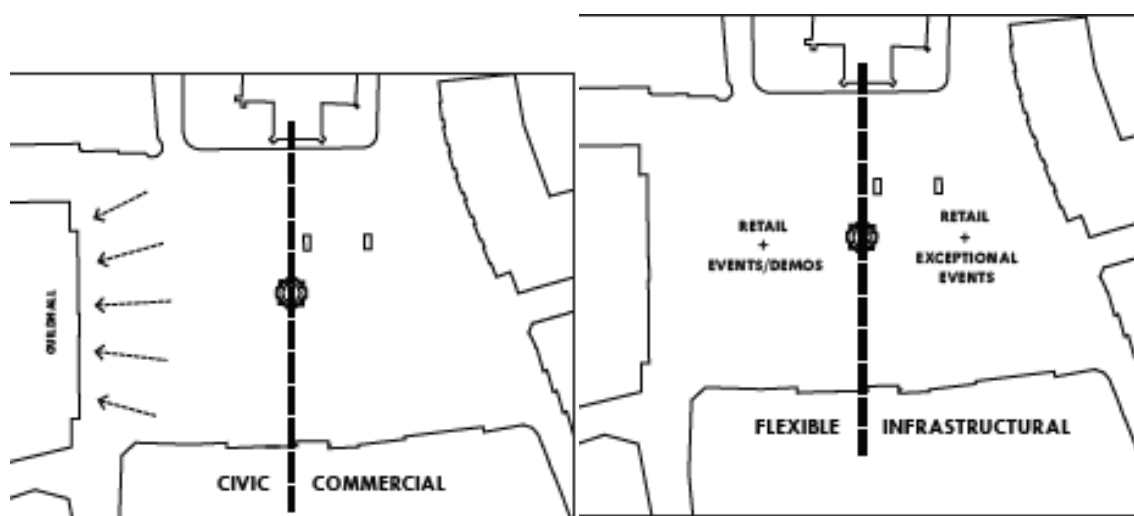


highlight but also inherent characteristics to articulate. Such is the space's orientation and directionality, its programmatic articulation and its temporal utilisation.

The unexpected context of the Covid-19 pandemic has invariably influenced the design for the future development of the Market Square. While it is impossible to determine the length of time the restrictions imposed on everyday life by the pandemic will be with us it also wouldn't be appropriate to design a central public space around them. With that in mind, the design of the square was developed to be adaptable to the new norms of everyday life in a pandemic but also to respond to the effects it has had, and will continue to have, on the operation and vitality of the market. The pandemic has accelerated the decline of the high-street which directly affects the life of city centres. In the case of Cambridge there is also a significant shift in visitor traffic to the centre with the decline of international tourism. **Inversely, the pandemic and decline of traditional retail has also created moments of opportunity with a new wave of entrepreneurship that needs low-risk, testbed environments like markets to experiment in.** The safety of open-air conditions during the pandemic has also revealed a natural advantage of outdoors markets as a retail spaces against their brick and mortar counterparts. **The design endeavours to capitalise on these trends by offering an adaptable space that can accommodate a variety of uses, from market and outdoor dining to public events.** Social distancing, visitor flows and effective queue management have been considered in the structuring of a well organised and permeable layout with generous interstitial spaces.

### 3.3 Design Strategy

#### Spatial Character



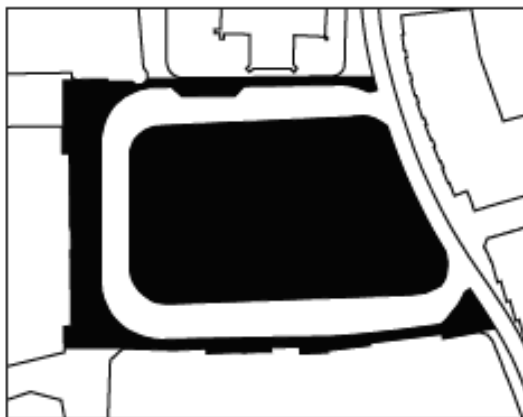
The Guildhall defines a "civic" side of the square

Allocation of flexible and core area of the market

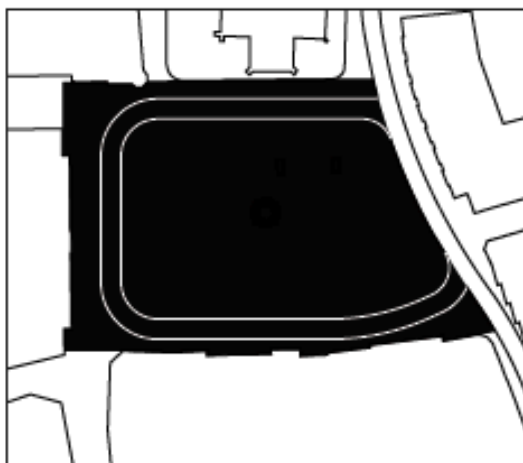
To understand how to articulate the space and explore its flexibility it is necessary to identify its different spatial characters based on the urban context. The Guildhall functionally and symbolically creates a distinct focus on the space of a “civic” character. The main physical object of the space, the fountain, divides the square into 2 halves on either side of an axis aligned with Gt. ST. Mary’s and the grade 1 listed Nr. 5 Market Hill. The “civic” half on the side of the Guildhall relates to events and demonstrations demanding more flexibility from the market whereas the other half is more “commercial” in character and hosts the market’s infrastructure and core functions.

**While the proposals seek to establish a flexible space that can ultimately release in parts or in whole the square from the market,** 2 areas are strategically designated as permanent open spaces. Through an efficient new stall layout a much larger space can be opened up in front of the Guildhall acting as a type of forecourt. The fountain together with the church and Nr. 5 define a strip of open space to be reserved for seating and as a central buffer space.

#### Spatial Cohesion



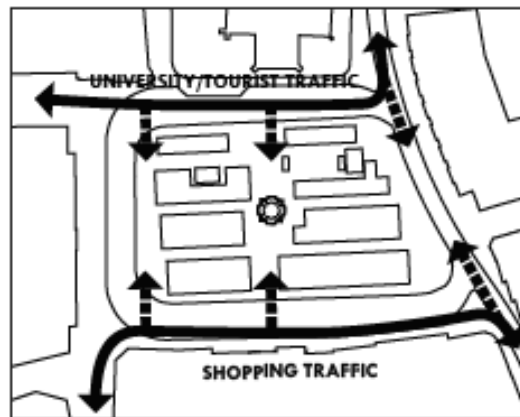
Current fragmentation



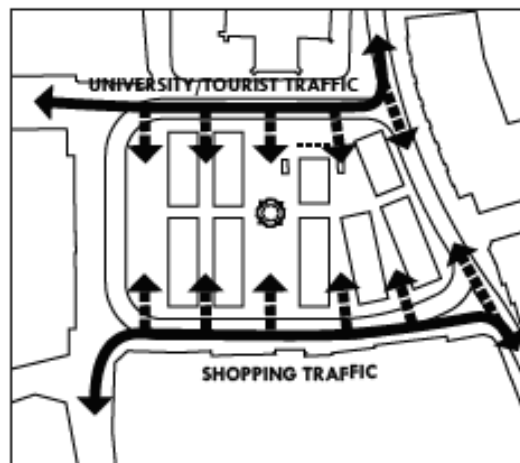
Proposed unification

Currently the square is read and experienced as a fragmented space consisting of a central island, a predominantly vehicular road and surrounding pavements. The design proposal seeks a reunification of the square into a single coherent space.

#### Access and Circulation



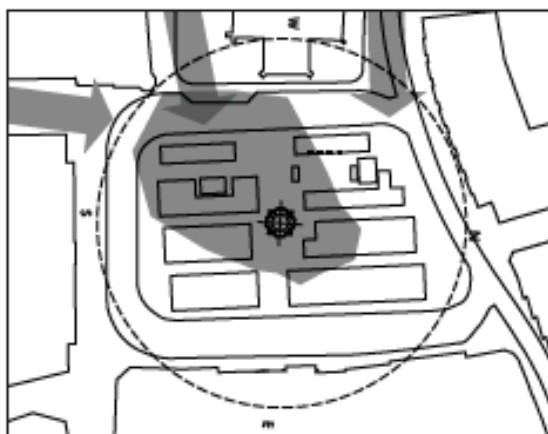
Current row orientation



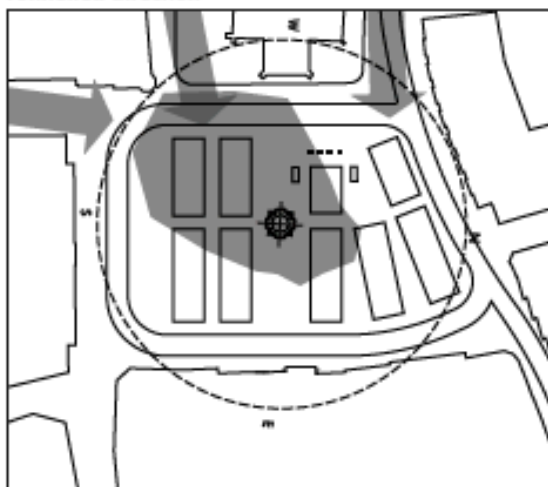
Proposed row orientation

In contrast to the historical function of the city centre, today there are 2 main strands of circulation of a N-S orientation. The current stall row orientation is at odds with these traffic flows and hinder the permeability of the market area. The proposal will seek to align with these flows to improve on the circulation flows.

## The Elements



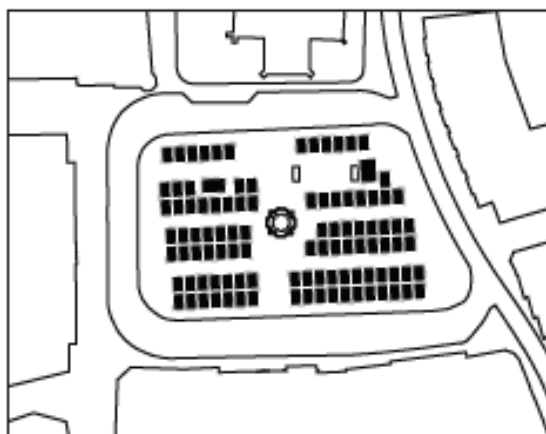
Current rows with wind rose and prevalent wind funnelled direction



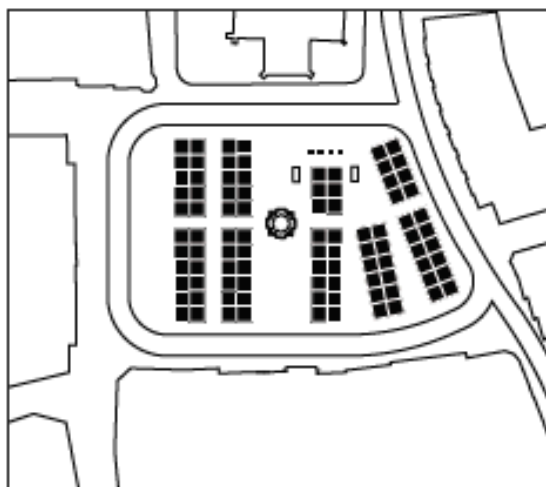
Proposed rows with wind rose and prevalent wind funnelled direction

Weather conditions and sunlight are important factors for an open-air market. The prevalent wind direction and how it funnels between buildings is particularly important for the proposal of the market arrangement. The new orientation of the stalls facilitates the prevalent wind directions and utilises them to ventilate the market corridors.

## Stall Definition



Current stall structures



Proposed stall modules

The stalls on the market and their occupation has developed over time into a mix of different and uncoordinated structures. Additionally, the stall size currently defined is below the size of contemporary standards. The new stalls will be defined as a modular (variable but consistent) solution of modern size standards.

### 3.4 Flexible Use

#### Existing flexibility

The Market Square is currently limited to accommodate other uses beyond the market stalls. A key part of the brief for this project includes making the space more flexible. Spaces that can be adapted provide greater flexibility and opportunities than a static fixed space. By creating a flexible layout and fixtures that can respond to the users needs will allow the space to accommodate other uses.

To understand the current issues discussions with the Market Team and BID have provided information on how the space is currently used other than for the market stalls. This illustrates how flexible the space currently is and what the challenges are to make the space more adaptable whilst responding to all the Market Square users needs.

**Flexibility of fixtures** - The market stalls aren't moveable which means there is no flexibility in the central area. Market traders are allowed to trade until 6pm.

**Performance space** - The only performance space is in front of the Guildhall. The space between the Guildhall and the road can be used for small events, larger events require the road to be closed with 13 weeks notice.

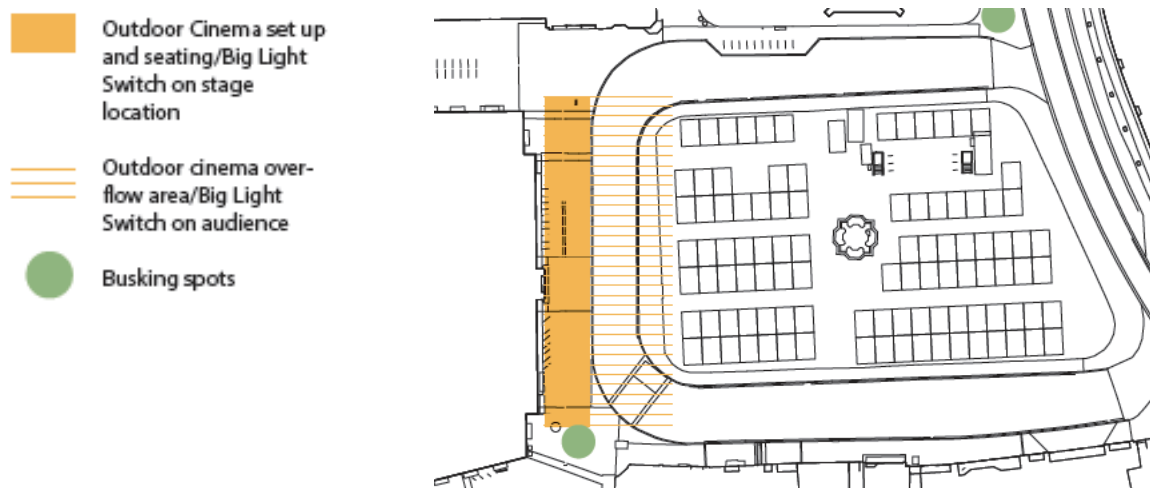
**Programming of events** - Currently events take place about twice a year due to road and market restrictions. It takes about 13 weeks notice to close the road currently.

**Events organisation and funding** - Events on Market Square are currently organised by Cambridge City Council (Market Team) with BID. Events are run not for a profit and are free to attend.

**Types of events** - Currently events include Big Light switch on (5000-7000 ppl) and outdoor cinema with night market, buskers and demonstrations.



Big Switch On - Stage in front of the Guildhall with a standing audience (night market)



## Future flexibility aspiration

Further discussions with the Market Team, BID and Cambridge Live have helped inform the future aspiration of how the space could become more flexible and adaptable to accommodate other uses including events within the Market Square.

**Flexibility of fixtures** - Desire for the market stalls to be able to be cleared away from 6pm to create a clear space that would lend itself to things happening such as live music or theatre or dance performance during the summer.

**Performance space** - Aspiration for a permanent performance area with seating that would lend itself to impromptu performances at short notice that could be advertised on social media plus a larger formally organised event requiring the space to be booked out

**Programming of events** - Desire for them to be more regular and space to allow for 'spontaneous events' and trial some 'pop up'.

**Events organisation and funding** - Events to continue to be organised by Cambridge City Council and BID but with opportunities for other to host other uses and events. Cambridge Live feel that they could add the market square to their programme and include it when they have the Big Weekend and run fringe events. The University's may also use it for their events programmes. Option for free uses and events and potentially ticketed ones. There may be opportunities for arts funding for arts events and installations.

## Types of uses and events

The desire is for uses and events that cater for a range of tastes and audiences. Ideas included but are not limited to the following:

- \* Arts events
- \* Book Signings
- \* Buskers and street performers
- \* Cambridge Live Big Weekend
- \* Choirs
- \* Concerts
- \* Eating areas
- \* Family Fun Day Event
- \* Home comings
- \* Interactive light projections
- \* Lectures/demonstrations
- \* Lights switch on
- \* Live Music
- \* Mass Dining
- \* Night market
- \* Outdoor cinema
- \* Pop up events
- \* Protests
- \* Science Festival
- \* Seating areas
- \* Speakers
- \* Sports Events
- \* Staged events
- \* Theatre performances
- \* University events



## Potential uses

Based on the potential uses these have been grouped into 4 themes based on the type of use:

### Arts and technology uses

- \* Light projections
- \* Interactive arts events
- \* Festival of Ideas, University of Cambridge
- \* Open Cambridge
- \* Hidden Nature
- \* Science Festival, University of Cambridge

### Seasonal entertainment event uses

- \* Film nights/film festival
- \* Seasonal events
- \* Christmas lights
- \* Sporting events
- \* Big news screenings e.g. Space missions
- \* Family Fun days
- \* Live music
- \* Concerts
- \* Theatre
- \* Comedy
- \* Choirs

### Market Stall Holder uses

- \* Night markets
- \* Themed markets
- \* Workshops/demonstrations

### Buskers

- \* Street performers

## Scale of uses

The type of use, combined with the scale of use, will inform the degree of flexibility required to accommodate it. To test this the uses have been grouped into three categories of scale to inform how the space can be flexible to accommodate them.

### Everyday Small Scale Uses

Uses that can happen when all the market stalls are in use at anytime of day.

- \* Seating and eating areas
- \* Spontaneous small events such as pop up events
- \* Street performers
- \* Small protests

### Medium Scale Uses

Uses that need a dedicated area but can operate with some or most of the market stalls in place. Involving reduced market stalls in the day or evenings. Depending on the event these could happen alongside everyday small scale uses.

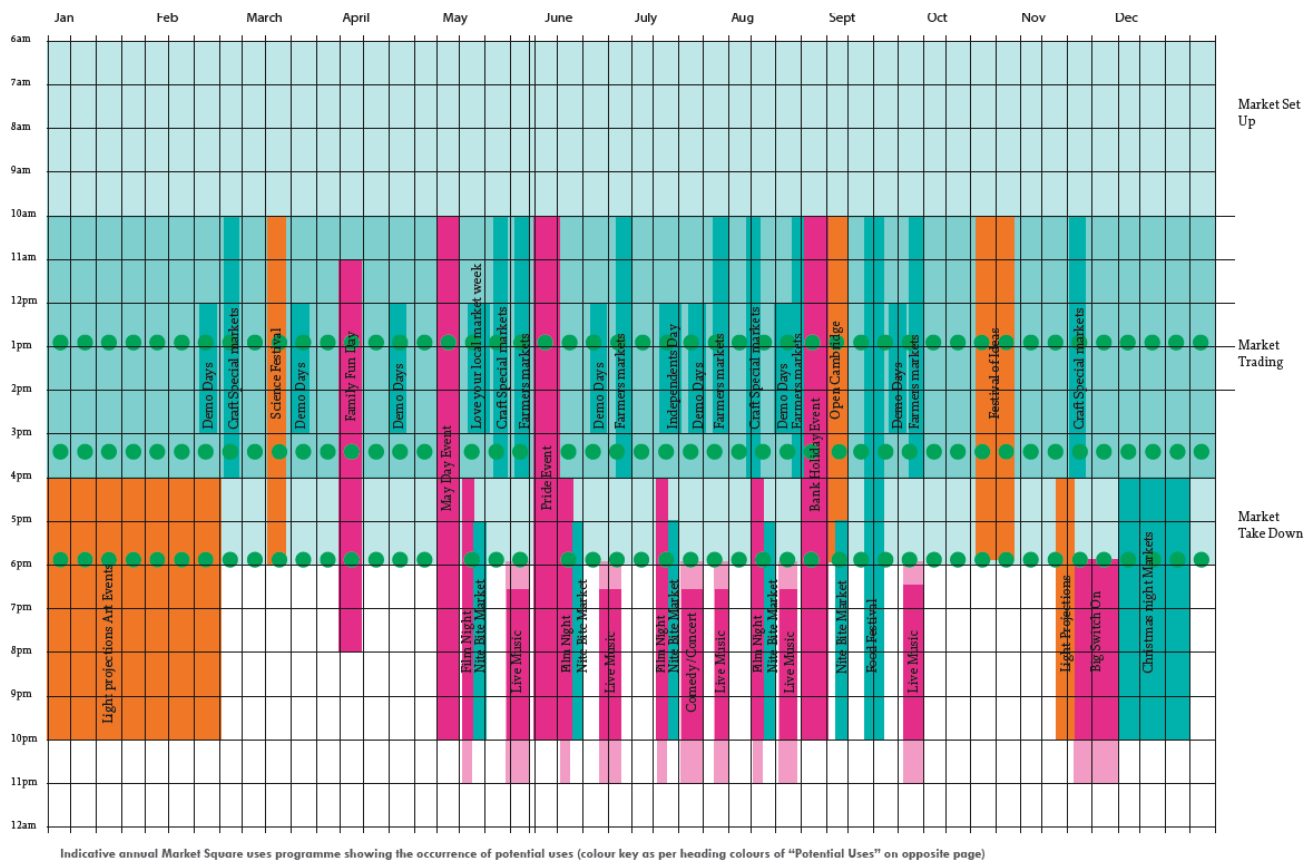
- \* Book Signings
- \* Speakers
- \* Lectures/demonstrations
- \* Small staged events
- \* Medium outdoor cinema
- \* Choir
- \* Homecomings
- \* Medium scale organised protests
- \* Lights switch on
- \* Mass Dining
- \* Medium Sports Events
- \* Family Fun Day Events
- \* University events
- \* Arts events/Interactive light projections

## Large Scale Uses

Uses that need a large open area that would generally happen after 6pm. Reduced market stalls or all the market stalls cleared to create a larger events space.

- \* Large open air cinema
- \* Large staged events such as concerts, live music, Cambridge Live Big Weekend, theatre performances
- \* Large scale organised protests
- \* Large Sporting Events

The following page displays a potential distribution of events programme through the year against daily market function and annual calendar events.



*(no recognition of disturbance to residents, especially students during lead up to exams – April-mid June)*

*No assessment of actual number of potential events of each type*

*This shows market trading until 4pm – inadequate for take down (who does?) and set up of event staging /stalls etc.*

*No allowance for rehearsals etc*

*No take-down set-up time between daily and special Christmas markets*

**OVERALL- HIGHLY QUESTIONABLE!**

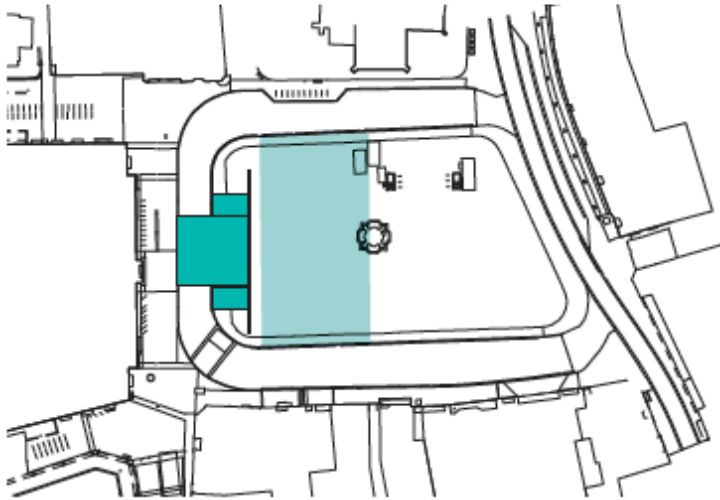
*Large staged event illustration (next page) - 4 people 2.5 hours to set up  
How many, and how long, to set down?*

*Late night disturbance to residents due to set-down after events?*

*Lorry illustrated appears too big to get to the square!!!*

*Where are the chairs stored??*

## Large staged event

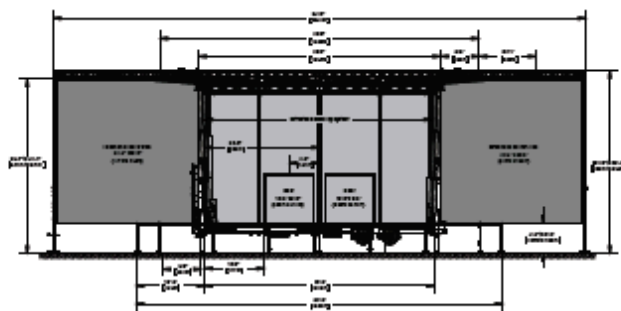


### SL320 stage layout

- \* 21m maximum audience depth from stage
- \* 2m offset between stage and audience
- \* Back of house area/crossover area behind stage
- \* 12x12m stage floor

### Capacity of audience

- \*  $680\text{m}^2$  at  $0.3\text{m}^2$  per person = Approx. 260 people standing
- \*  $680\text{m}^2$  at  $0.6\text{m}^2$  per person = Approx. 1130 people sitting
- \*  $680\text{m}^2$  at  $2\text{m}^2$  per person = Approx. 340 people socially distanced



SL320 stage dimensions and options



Indication of time and people required to set up SL320 stage



SL320 example



SL320 stage arrives on a lorry and unfolds

## Proposed Flexibility

Discussions have established the need for a space that has the flexibility to cater for everyday small uses that can be fairly spontaneous, medium scale uses that can be programmed in and happen on regular intervals as well as larger scale uses such as staged events that are booked in and require a greater degree of organisation and logistics.

The proposal layout of the Market Square create 3 permanent open spaces alongside a flexible and adaptable approach to the market stalls. This provides a range of flexibility to respond to different potential uses.

These spaces are:

### 1. Guildhall Forecourt (1,160m<sup>2</sup>)

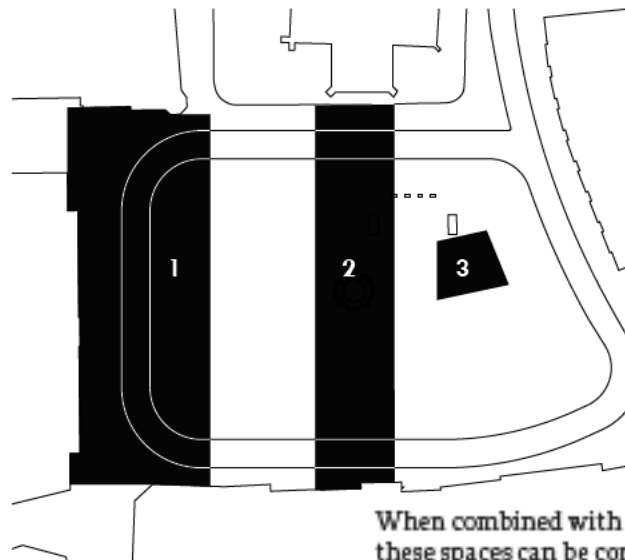
This provides for permanent spaces everyday on either side of the road that can combine to create a larger space when the road is closed. When also combined with flexible market stalls this allows for this space to meet space 2.

### 2. Central Seating Area (640m<sup>2</sup>)

The Central Seating Area provides space for extended dwelling time on the square with the long tables and seating where Market produce may be consumed.

### 3. The Meeting Place (80m<sup>2</sup>)

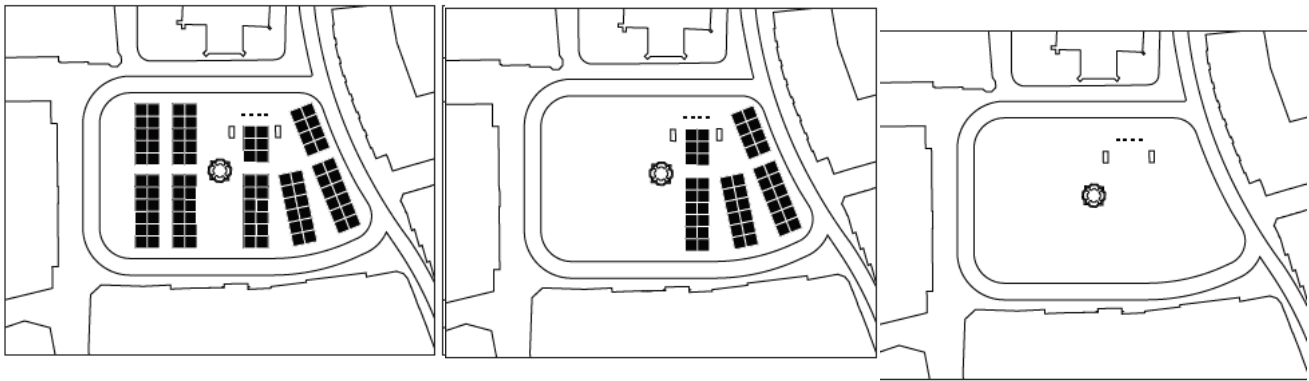
A smaller space within the market with informal seating, suitable for small everyday uses such as seating, eating and street performers.



Plan illustrating 3 permanent open spaces

When combined with the flexible market stalls approach these spaces can be combined to make larger open spaces.





#### Everyday scale uses mode

This mode accommodates all the market stalls along with the everyday smaller uses by utilising the flexibility of the 3 permanent spaces.

- Seating and eating areas provide places to meet, eat and socialise.
- Buskers and street performers can use the current locations or any of the 3 permanent spaces depending on the type of space they require.
- Pop up and small events such as market demonstrations can be accommodated in front of the Guildhall, the Central Axis or northern triangle.

#### Medium scale uses mode

This mode accommodates a proportion of the market stalls such as on quieter market days or for an evening event. The amount of stalls cleared away would depend on both the market and other uses requirements and would need to be agreed based with both parties depending on the type of use and time of day.

- Some uses may require very minimal alterations to the market stall layout such as book signings, speakers or demonstrations which could operate on quieter market days or with only a couple of stalls being cleared away.
- Other uses such as small staged events, medium outdoor cinema, homecomings would require a larger proportion of stall to be cleared away and can mean blocks to be open outside of core market hours.

#### Large scale uses mode

This mode accommodates uses that need a large open area that would generally happen after 6pm. Providing as much open space as possible with either a large proportion of the market stalls cleared away or all the market stalls cleared such as on sunny summer evenings or for large events.

- This would be suitable for large staged events such as concerts and live music.

## 3.5 Layout

### Existing Layout

Currently the market is arranged in a mixture of single and double stall rows of a north-south orientation. Some stalls are extended with makeshift canopies and umbrellas while some larger cabins have acquired more permanent positions in between the stalls. The central area between the fountain and Great St Mary's is dominated by waste disposal infrastructure and storage. The market trading grounds are defined by the extent of

the Grade II listed granite setts and is surrounded by a wide asphalt surfaced road leaving narrow pavements in the periphery.

There are currently 99 frame stalls (40 at premium locations and 50 in standard locations) covering a total area of 808m<sup>2</sup> and 2 trailers.



View of existing layout from the Guildhall

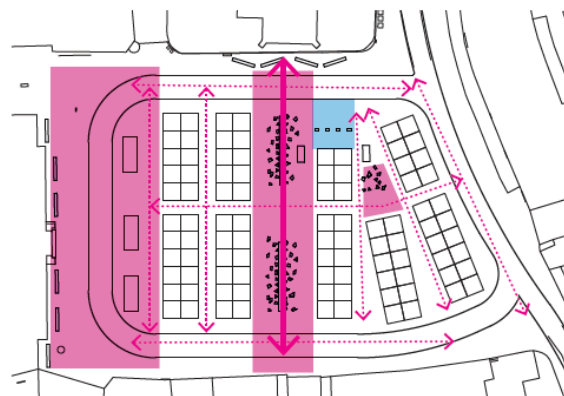
### Proposed Layout

Several options of layout arrangements have been considered. While these options considered layouts with the existing stall module and road layout it quickly became apparent that the most successful arrangements were being achieved by a narrower road width and a more consistent stall dimensioned at the modern standard of 3m x 3m.

The defining characteristic of the preferred option is the east-west stall row orientation. This new alignment answers better to the pedestrian circulation patterns of the city centre, the prevalent wind direction (see "3.3 Design Strategy") and creates shorter corridors with more entrances into the market that is more conducive to set-up and take-down processes for the traders.

The most important achievement of the layout is the opening up of the central corridor pivoting on the fountain and focusing on Great St Mary's re-introducing the church to the square. This space is reserved for seating and extended dwelling time on the square. A larger opening is also created in front of the Guildhall as a type of forecourt allowing for a more generous pedestrian environment at the head of the square, offering more prominence to the building and creating an apron space at the edge of the market for trader vehicles during set-up and take-down of their stalls. The enlargement of the open space in front of the Guildhall also offers the opportunity for smaller events to take place without disturbing the market operation.

In the proposed layout there are 92 stalls (48 at premium locations and 44 in standard locations) covering a total area of 828m<sup>2</sup>.

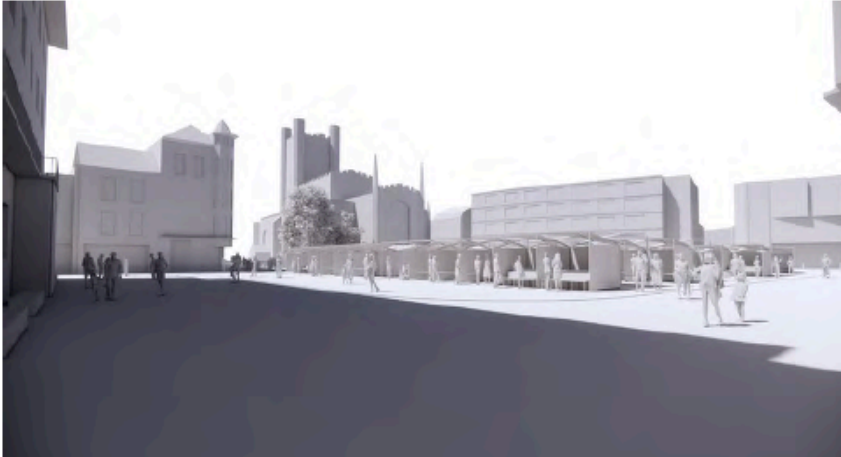


Plan illustrating proposed layout



View of the central seating area with Gt St Mary's in the background

The removal of all of the waste collection infrastructure (bins, compactors and containers) allows for Great St Mary's to step back into the market. For the first time in many years the Boer War Memorial on the church's chancel will be visible again not just from the fountain but from the diametrically opposite side of Market Hill. The opening will create a heritage corridor that links the 2 Grade I listed buildings on the square, the church and No 5 Market Hill, with the Grade II listed fountain at the midpoint. Two long tables will sit on either side of the fountain open to public use as a place to consume food and drinks purchased on the market as well as places to rest, work and socialise at the very heart of the city. Conceptually the tables are public interpretations of the long dining tables found in college dining halls.



A new extended forecourt for the Guildhall is established not only by narrowing the road between the building and the square and moving the first line of stalls further away but crucially by connecting the sidewalk and road surface and lowering the kerb thresholds.

## 4.2 Existing Setts

The existing setts consist of several different sizes and laying patterns. The setts appear to be Mount Sorrell granite, also known as Leicester pinks, which would have come from Leicester from the Mount Sorrell quarry transported on the midlands train line. This is to be confirmed with further on site investigations at the next stage.

The central area of setts located under the market stalls date back to c1850 and have been Grade 2 listed. This means listed building consent is required for any works to the setts.

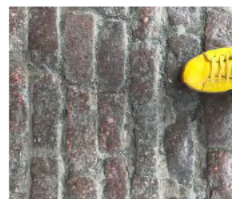
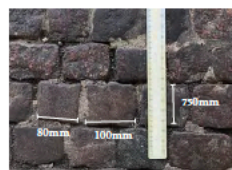
The setts in the two access junctions and the lay by to the north of St Marys Street were laid later as part of the redesign of the central triangle and do not form part of the listed setts.

The existing surface of the setts are uneven and causes accessibility issues, some areas of setts are missing or damaged and may present safety issues.

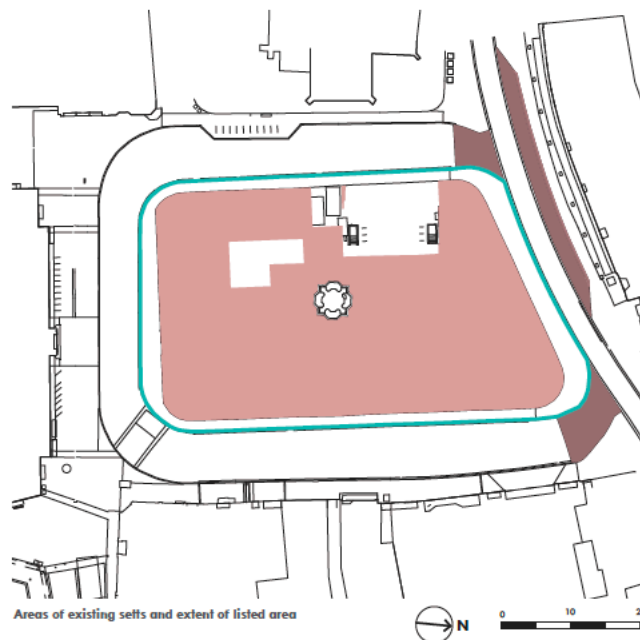
Some areas of the historic setts are no longer visible where they have been covered or removed and replaced with areas of asphalt or concrete.

The council is undertaking a survey of the setts (extent of scope to be confirmed). An accurate record of the locations of the different sizes, laying patterns, edge demarcations, drainage channel details, condition of the setts, areas of infill/repair and the type of bedding and mortar used is a crucial record to inform the next stage proposals.

- Existing historic setts within central market area
- Area shown on Historic England listing
- Existing setts laid at a later date



Photos of existing setts



Areas of existing setts and extent of listed area

## 4.3 Proposed Surfacing

The proposed surfacing is based on the idea of a central historic carpet laid over a new unified floorscape.

The proposals are underpinned by:

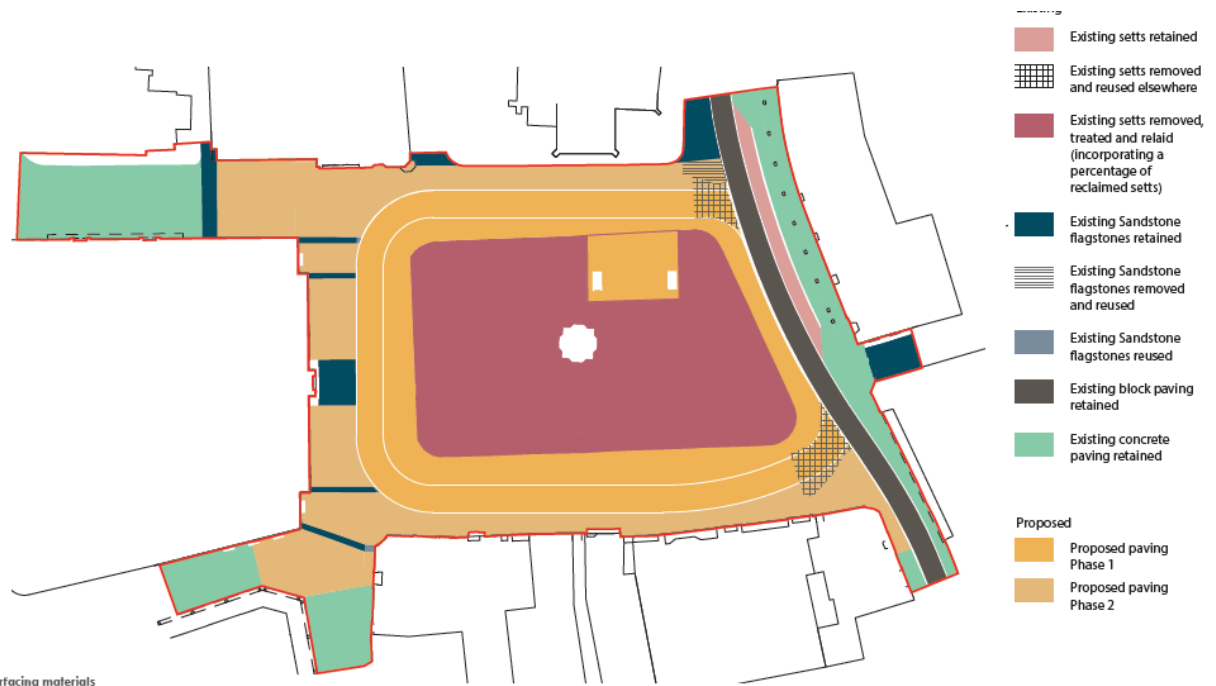
- The aim to retain tradition but meet modern requirements;
- The aspiration of the scheme as a world class cultural square and thriving English market;
- The local attributes of the place as a historic square;
- An understanding of local colour tone and the elements of existing paving which will be retained;
- The users as predominately pedestrians but with the requirement for vehicle loading.

The proposals

- Restore and repair the existing historic setts whilst meeting modern accessibility requirements to comply with the Equality Act Duty;
- Reinstating setts where they have been replaced by concrete under the fishmongers and compactors;
- A strategy to reusing setts and sourcing reclaimed setts to meet any shortfall;
- Removing the concrete, asphalt and lightwell surfacing above the underground toilet block and replacing with proposed granite paving to match the surrounding proposed paving;
- Retain the majority of the existing high quality Yorkstone paving with some alterations to the north east of St Mary's Church removing an area and reusing it outside the Guildhall to allow the existing areas to meet the new road edge;
- Retain the existing surfacing along St Marys Street. The proposed paving starts to the south of this street as any works to St Marys Street would require the whole of the street to be resurfaced, not just a small section adjacent to the market.
- Improved pedestrian accessibility with reduced kerb heights.
- A consistent and continuous approach to the surrounding paving with a phased approach.



Proposed surfacing concept



### Proposed surfacing

The proposed surfacing around the central setts area will provide a continuous and consistent surface, replacing the current uneven and mixed paving. This paving will need to accommodate daily traffic of small vans and cars from market traders and occasional HGVs and large emergency vehicles. Large events may also require paving areas to accommodate large stages or event equipment.

The existing colour tones of the square and local materials have influenced the choice of surface materials. The existing setts that will be retained have a pinky purple hue and the surrounding buildings and materials contain a range of buffs, oranges and browns.

Grampian Granite is proposed which is a buff grey granite which suits the local colour tones and contrasts against the existing setts.

#### Size

- A consistent size that provides a change in scale from the existing setts;
- A larger size than the existing setts but small enough that it can be trafficked;
- A size based on the proportions of the existing rectangular setts e.g twice as big 380mm x 150mm
- An appropriate depth to be trafficked (60mm depth).

#### Laid

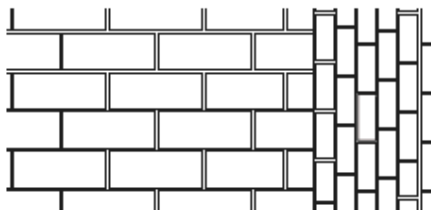
- Bound, set on concrete bed using quality mortar
- Staggered bond laying pattern

#### Origin

- British – north Scotland quarry



Grampian granite



Proposed size and laying pattern in relation to existing setts

### Paving details

#### Recess covers

- Existing covers to be replaced with recessed covers to achieve a continuous surface.
- All new covers to be specified as recessed covers.

### Next Steps Surfacing

- Meeting with Historic England to discuss historic setts proposals.
- Check proposed materials against sustainability requirements and supply chain availability.
- Develop technical information for granite paving for adopted public highway approval.



## 5.1 Existing stalls

The existing market stalls are rectilinear areas defined by repurposed scaffolding frames. The frames have been heavily adapted and modified over time and they have been bolted directly on to the granite setts through the metal plates of their footings. This fixing, the roof covering tying method and the electricity supply units make it impossible for the stalls to be dismantled temporarily for any occasion.

The shape of the frame originates in the historic timber frames but the striped tarpaulin cover appears to be a later addition of unknown origin. The frames are equipped with simple swivelling angled arms that can support boards horizontally for the use as tables.

Certain traders keep large benches and other display objects overnight at the market which have become permanent fixtures and extensions of the stalls.



The four main types of stalls available today are:

### 1. The Traditional Frame

This is a product that is a simple upgrade to the existing frames and wouldn't offer more to the market beyond a refurbishment of the existing condition.



### 3. The Gazebo

There are some exceptional gazebo products in the market but despite their high quality gazebos always convey a temporary character and wouldn't be a robust solution for a 7 day/week market in the long run.



### 2. The Frame Kits

These kits are similar to the traditional frames but offer a more flexible solution at the price of robustness and appearance.



### 4. The Folding Stand

Originating in medieval stall designs, this product is particularly simple, flexible and elegant. Unfortunately it doesn't meet the required space standards and is not suited for all trading types. It is also not designed to perform well in rough weather conditions.



## 5.2 Stall Design

Beyond a much needed renovation and de-cluttering, the design options for the stalls were developed to address specific requirements of the brief such as flexibility in their deployment, an appearance appropriate for the city centre of a city like Cambridge, modern space standards and to work with a new and improved utility infrastructure. In achieving all of these, the proposed stalls should not miss any of the practicality of their predecessors.

Certain attributes and assumptions are shared among the proposed options:

- The stalls are provided by the market, not the traders.
- The stall module size will be 3x3m across the market
- The stalls provide the roofing but the traders are responsible for the side separation material (frames are provided)
- The stalls are flexible in being joined up to form trading stalls larger than 1 module.
- The stalls do not include any horizontal surfaces such as benches and tables which will be provided by the traders as required.

Following an iterative design process the design of the stalls has concluded on 2 potential options that will be carried on to the next stage for further appraisal until one is chosen. These options represent the 2 broad categories that were investigated at the beginning of this design stage: Modular and Framework.

The Modular option employs a single unit of a frame that repeats across the market to form rows and the Framework option comprises of larger groups of trading areas within a larger frame.

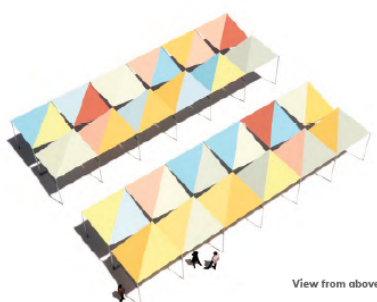
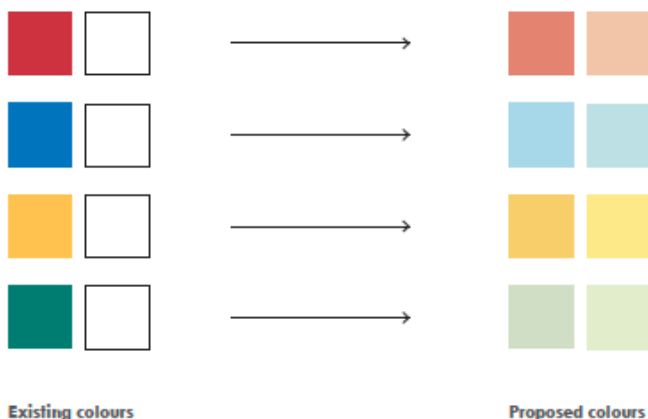
## Research

Prior to developing the design options a market research was carried out to determine what existing solutions are available to use off the shelf that could fulfil the brief's requirements. The result of the research is that existing market stall products do not offer much versatility or respond adequately to the brief.

## 5.6 Canopies and Colours

The existing stall canopies are made out of single sheet of thick vinyl tarpaulin with a semi-gloss top side that features a pattern of alternating coloured and white stripes. Looking at historical photographs and prints of the square, the stalls appear to have carried fabric canopies of single colours. The stripe pattern begins to appear in photographs later on also with thinner stripes. It is unclear exactly when the current roof was installed but it is equally vague whether and to what extent the design and material was considered at the time of the installation beyond addressing the covering of the stalls as a practical exercise.

As a result, the current canopies sport a selection of the 3 primary colours and green of an unjustifiably bold, primary hue. The strong tones create stark contrasts with the white stripes and together with the selected material of the canopies produce an effect of crudeness and artificiality that is at odds with the architectural fabric of the square. The stripes are grouped together in batches of the same colours but they do not always align with the structure or the modularity of the stalls producing a visually inconsistent result across the market. The broad width of the stripes is less forgiving with this misalignment than a finer density pattern or a solid colour would have been. The canopy is mostly translucent with the darker stripes being more opaque than the rest of the surface. The pattern is particularly visible from under the stalls often clashing with the traders' own visual set up and branding resulting in interiors with a cluttered appearance.



View from above

# ?????

Regardless of the pattern or the material, the canopies have always shared the common attribute of being colourful and bestowing the market square a visual vibrancy. The proposal aims to refine the existing colours into hues that originate in the 4 colours in use today. The primary colours are mixed with the white to result in more softened hues achieving an improved visual synergy with the more natural palettes of the surrounding architecture but without depriving the stalls of their colourfulness.

The option of sampling some stripe patterns in the swatch mix is not completely abandoned but it may be more difficult to achieve technically with a cotton canvas without incurring high costs. This option will be explored further on the next design stage where technical feasibility and cost implications will be explored further.

A potential mix and arrangement of the canopy colours is shown in the next pages for both of the stall options.



Aerial view of the canopies today



## 6.1 Road Layout

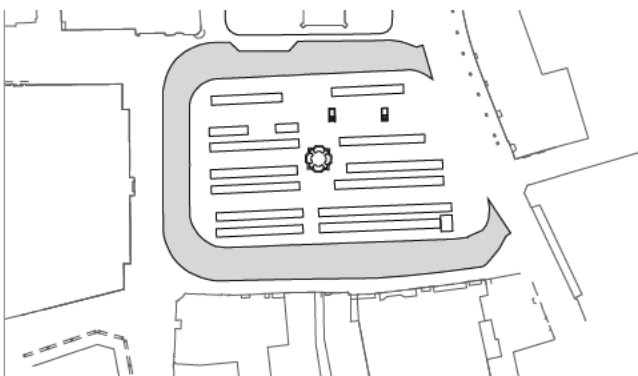
One of the overarching ambitions of the scheme is to create a more pedestrian, cycle and disabled friendly environment for Market Square. The vision is that the market square should be considered as a pedestrian-orientated civic space and people should be able to move around the market stalls and shops with as little interaction with motor vehicle traffic as possible. Over the years, however, the Market Square has been used by a combination of motor vehicles and pedestrians with limited success; there are issues including congestion, safety, efficiency, security, air quality and noise pollution. Therefore, the intention is to address the layout of the roads and their design in order to prioritise pedestrian movement across and around Market Square. The ambition is that people will visit the marketplace because it has been designed in a way that makes it a pleasant place to be. To encourage pedestrian footfall, the proposal is to minimise the disruption caused by loading/unloading of motor vehicles through a number of inset parking bays with restricted use at certain times of the day.

### Proposed Changes to Road Layout:

Principally, the proposal is to reduce the width of the road to 4.25m all the way around market square. The route taken by the motor vehicles will need to accommodate the correct size of motor vehicles and be suitably constructed for the weight of the trucks including the impact of power steering on the surfaces. The kerb drops will be reduced from 100mm to 25mm with a 45 degree chamfer which will help avoid physical damage to the street when motor vehicles drive up them to park, which can be potentially hazardous and incur additional costs for repair of over time.

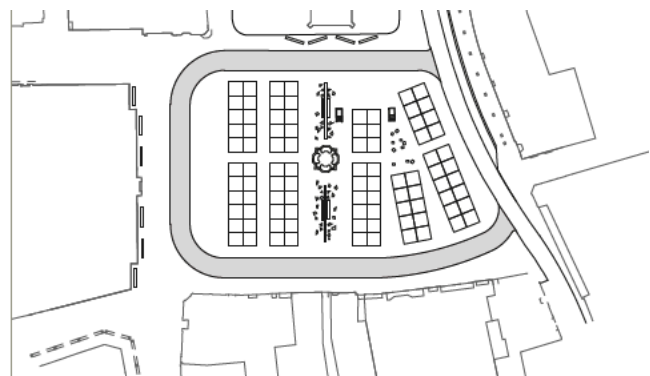
The introduction of a number of specific inset parking bays will create a safer pedestrian environment. The location of the loading facilities and their availability are critical to the successful performance of the market square. Facilitating inset parking bays at the right place and at the right time can smooth traffic flow at key times while still benefitting the local shops and market traders. Inset bays allow motor vehicles to be loaded and unloaded without effecting the flow of traffic around the market square while also maintaining a minimum space for pedestrians to pass.

The overall layout has been rationalised to provide cleaner kerb lines to delineate between what is considered a road surface and pedestrian only surfaces.



Existing Road Layout

The existing road surrounding the market varies in width at different parts of the road. The kerbs are typically around 100mm in height and there is no designated parking around the square apart from a small taxi rank in front of Great St Mary's Church.



Proposed Changes to Road Layout

The proposed road layout will consistently be 4.25m all the way around the square and thereby aid efficiency and improve ease of accessibility for pedestrians, cyclist and motor vehicles within the Market Square.

The proposal reduces the amount of road surface, thereby increasing the pedestrian area and it simplifies the road by removing some of the existing lay-bys and widening the footways around the square.

## 6.2 Inset Parking Bays

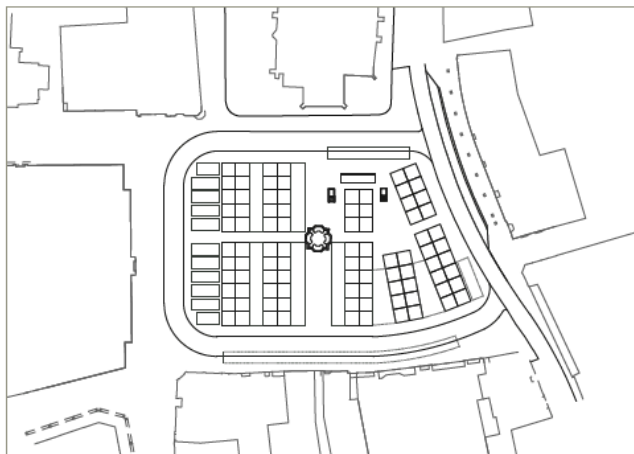
Part of the proposed highways strategy is to review and improve the current road layout for motor vehicle access around market square. Motor vehicles are vital for delivering goods to the shops and in setting-up or taking-down the market stalls. The current condition, however, is such that motor vehicles stop to load or unload where and when they are not intended to, which has a detrimental effect on road reliability and the safety of other users. This strategy provides a design response and guidance on improving the loading/unloading environment around market square by considering and balancing the needs of a variety of stakeholders. The type of vehicles delivering goods to market square ranges from a van or small truck while an articulated truck will deliver to M&S. On occasion a 26 tonne waste collection truck will enter Market Square to collect the waste bins.

The location of the loading facilities and their availability are critical to the successful performance of the market square. Facilitating inset parking bays at the right place and at the right time can smooth traffic flow at key times while still benefitting the local shops and market traders. Inset bays allow vehicles to be loaded and unloaded without effecting the flow of traffic around the market square while also maintaining a minimum space for pedestrians to pass thereby improving overall safety for all market users.

On-footway loading involves a vehicles mounting the kerb and parking across part of the sidewalk. Fundamental to this strategy is the need to ensure sufficient space remains for pedestrians to pass safely. The strategy we are proposing restricts this scenario to two specific time periods in the day – 07:00-08:00am and 15:00-16:00pm - when the market traders are expected to set-up and take-down their stalls.

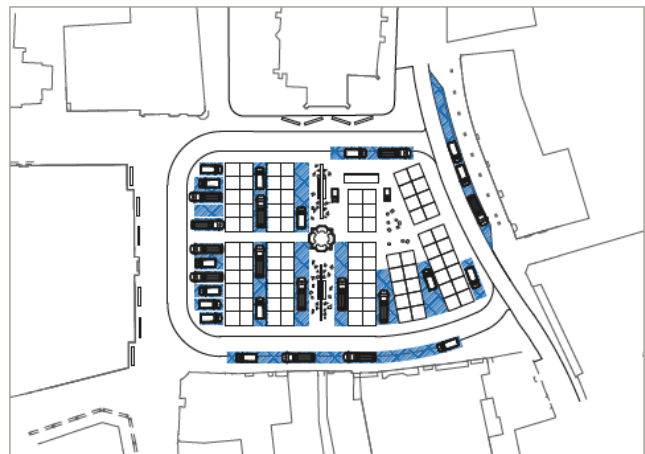
### Next Steps:

- Test motor vehicle tracking for the larger articulated truck and the waste collection truck on the proposed 4.25m carriageway.
- Review and engage stakeholders to consider how deliveries can be consolidated to reduce motor vehicle traffic. A number of issues including congestion, safety, efficiency, security and air quality and noise pollution can be addressed by managing and coordinating the delivery and servicing trips of the different stakeholders to market square. Frontages, land-use and deliveries all change over time so timings and strategies that were appropriate a number of years ago may not be applicable today.



Market during normal operating hours

Outside of the designated loading and unloading hours for deliveries and market traders, the market square will have minimal vehicular traffic. The intention of having subtly demarcated parking bays is that the space and surfaces will feel like they are intended for pedestrians, rather than the pedestrians are encroaching onto parking spaces.



Proposed parking inset bays during loading/unloading hours

The inset parking bays are located around the Market Square to provide the market traders with as quick and easy access to their stall as possible, which will be particularly important if they have to carry heavy goods. It is expected that the traders will drive their motor vehicles between the stalls to drop off their goods and equipment before driving off and parking their motor vehicles elsewhere. Although they run the risk of becoming congested, it is intended that these internal thoroughfares provide quick and easy access to the stalls allowing the traders to set up as efficiently as possible.



## 6.3 Cycle Access

### Existing Cycle Access

Currently the market square is littered with bikes parked in ad-hoc ways, attached to fences, lampposts, market stalls etc. In order to rationalise what is currently happening and de-clutter the market square it is proposed to move a number of the cycle parking racks to streets that run adjacent to market square.

### Proposed Cycle Access

Part of the overarching strategy is to minimise the potential accidents between pedestrians and other forms of transport and that involves reducing the number of bikes which cycle around Market Square. This is in part achieved by repositioning a number of bike racks away from the central market area so that those who are visiting Market Square by bike don't need to traverse the square in order to find somewhere to park their bikes.

### Next Steps:

- Further investigation of the proposal to move some of the cycle racks to Peas Hill will require undertaking a detailed study looking at the exact proposed locations and ascertain any possible conflict from a technical perspective. For example, whether it will create a problem with the light wells which run alongside the Guildhall building on the Peas Hill side.
- Review existing bike racks and compare with other options for a more space-efficient alternative

## 6.4 Pedestrian & Disabled Access

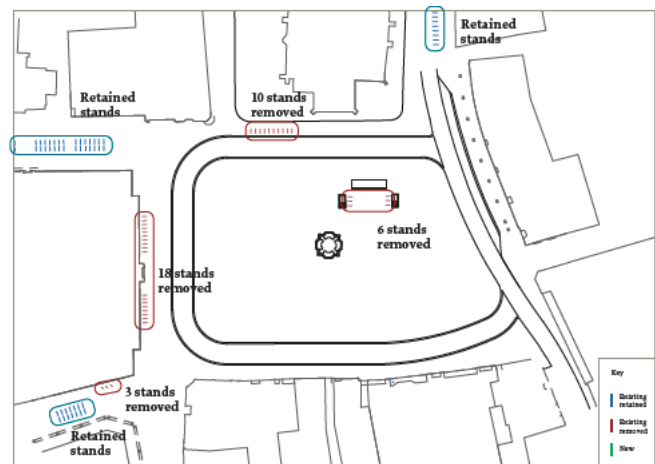
The Market Square can be an inaccessible space for people with disabilities. Despite being intended as a pedestrian environment there are particular difficulties in navigating the existing market, such as uneven surfaces, high kerbs, obstacles, large and disjointed setts, slopes and slippery surfaces. As a result some users are unable to access the square safely or lack the confidence to use it.

Therefore, it is important to create an inclusive pedestrian environment that facilitates dignified and equal use by everyone in full compliance with the Equalities Act of 2010.

### Proposed Accessibility:

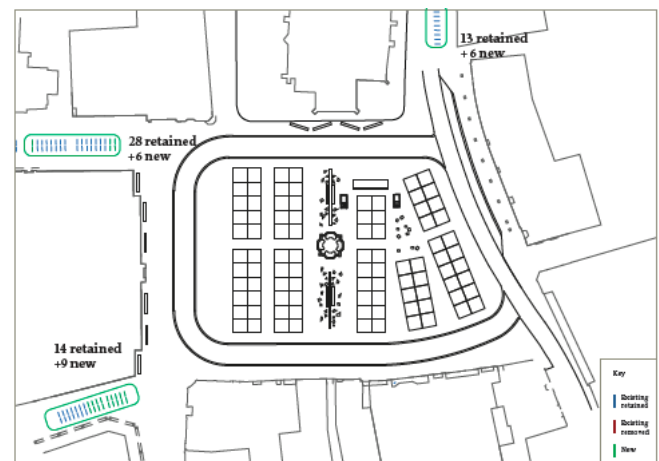
The project aims to create an inclusive environment that recognises and accommodates the difference in the way people will use the Market Square. This will be done by creating a space that is simpler, with clear and distinct features that aid navigation for all users without discrimination in accordance with all aspects of the Equalities Act.

In order to make the square as accessible as possible there are a number of strategies proposed. As set out earlier in the report these include; reviewing the surface treatment of the existing granite setts with Historic England and technical experts, dropping the kerbs heights to 25mm with a 45 degree chamfer (without tactile paving) so they can be mounted more easily and creating a tonal contrast between the surfaces thereby enabling users to transition between the carriageway and strictly pedestrian areas. It must be noted that it was a conscious design decision to avoid the creation of a single shared space in the Market Square by leveling all areas into one continuous surface as there is enough evidence to suggest that such treatments may create unequal conditions in navigating the public realm. Instead, the intention is to preserve a distinction between carriageway and sidewalks while making the former more inviting to walk on establishing across the square the prioritisation of pedestrians over vehicles.



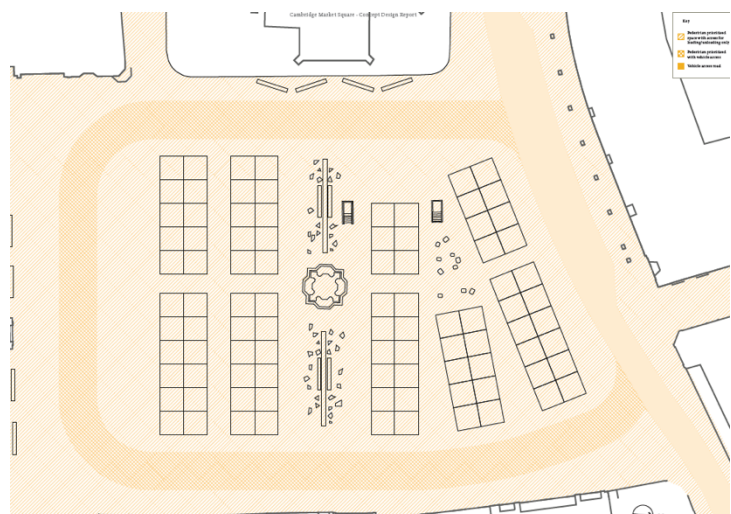
Existing cycle stands

A number of the racks being removed include the ones that sit directly in front of the Guildhall, also a those which are in front of Great St Mary's Church and some which are near to the entrances for the toilets.



Retained cycle stands and proposed cycle stands

The removed stand will be reprovied on the streets surrounding market square, including Peas Hill, St Mary's Street and Guildhall Street.





## 7.5 Market Waste Removal

### Existing Waste Removal System

(See street furniture chapter for public waste removal proposals)

For market waste, there are currently five general waste 1100L waste bins. These are collected daily or every other day. These bins alone currently provide an inadequate amount of waste disposal for the waste generated by the market stall traders. The recycling waste is collected twice a week.

### Proposed Waste Removal System

The proposal for the management strategy of the waste created by the market stall traders is to use an innovative underground storage and removal system. An example of a similar scheme is found at the Eddington site of West Cambridge.

The system houses a number of underground bins with access to them via an above ground chute. The proposal is for no. 2 of 5m<sup>3</sup> capacity bins for general waste and a further no. 2 of 3m<sup>3</sup> - one for recycling and one for food waste. As part of the system the market traders will each be given a smart card which allows them to 'tap-in tap-out' of the waste bins whenever they deposit waste and will be charged proportionally to how much waste they drop.

It is proposed to locate this waste system within the existing underground toilet and storage facility in

the corner of the site near St Mary's church. There are two principal reasons behind this decision; one is to minimise costs by utilising the existing structure as much as possible. The second is to avoid excavating new areas of Market Square and potentially unearthing land with archaeological significance.

The sealed subterranean units have a number of benefits over above ground waste storage.

- There is a significantly higher capacity than regular bins.
- It is expected that the increased waste capacity combined with the smart collection technology will reduce the number of times a waste truck will be required to enter market square, increasing efficiency and reducing emissions.
- They have been shown to minimise the bad odours associated with traditional bin systems.
- Limited chance for vandalism
- They are more aesthetically pleasing than the cluttered on-street bins currently in operation and can therefore play a real role in improving the space facing St Mary's church which is currently littered with various bins and waste elements.
- Smart access card provides a good level of security and minimises risks to general public.



**Proposed Waste Removal Locations**

The proposal is to have no. 2 of the 5m<sup>3</sup> capacity bins for general waste and a further no. 2 3m<sup>3</sup> - one for recycling and one for food waste.

Finish proposed to be matt black to integrate with other existing and proposed street furniture while the square plate will be integrated with the same paving treatment as the surfaces around it.