Southey Owlerton Streetscene: Public Realm Guidelines and Proposals

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INTRODUCTION

1.0 INTRODUCTION

1.1   PURPOSE OF STUDY

In November 2004 Sheffield City Council appointed Roger Evans Associates Ltd. to work on the Streetscene Project. The aim of the project is to create guidelines and proposals for public realm improvements within the Southey Owlerton regeneration area. It is intended to apply across the whole Housing Market Renewal Programme in Sheffield. The study is to refer to and integrate with other environmental and development initiatives that SOAR has undertaken in the area. The proposals focus on two aspects:

- Guidelines for residential streetscapes typical of various street types across the estate

- Public realm improvements at local centres within five neighbourhoods

The proposals aim to update the existing street environment to meet the needs of modern users, strengthen neighbourhood identity, express the hierarchy of streets across the area and aid in the creation of vibrant local centres. Enhancement measures include highways improvements, paving treatments, street furniture, lighting, signage, and tree planting. All ideas and illustrations have been discussed with the city's highway engineers, but are subject to further detailed design, traffic modelling, community consultation, etc.

Based on the proposals outlined in this report, one or more pilot projects will be implemented by Sheffield Council's Transport and Highways Department and Streetforce Services. In addition the study provides standards and models for streetscape improvements to guide future projects. Future projects will be implemented as funding becomes available and as part of the Council's regular work over the next years and decades.

1.2   BACKGROUND TO STUDY

Southey Owlerton Regeneration Area comprises a large inter-war Council housing estate built on garden city principles in the north of Sheffield. The area has a total population of 50,000 people and makes up about one tenth of the geographical area of Sheffield. The area is divided into six neighbourhoods: Foxhill, Longley, Parson Cross, Shirecliffe, Southey and part of Hillsborough.

Since May 2000 Southey Owlerton Regeneration Board (SOAR) has been working jointly with Sheffield City

Council's Area Panel, local people and other stakeholders and partners to devise a community led neighbourhood planning process called 'Neighbourhood Strategies'. The outcome of this process is a series of neighbourhood based Regeneration Plans and an overarching Regeneration Framework which draws together the issues and themes across the area.

The framework identified a number of different projects that could collectively change the image of the area. This commission is the first step in implementing one of these projects, street-scene improvements in dealing with streets and spaces that interconnect the whole area. It has a crucial role in cementing together regeneration schemes throughout Southey Owlerton, contributing to a distinctive character for this part of Sheffield. Major funding for the streetscene programme comes from Liveability Funds and Housing Market Renewal Funds.

1.3   STRUCTURE OF THE STUDY

Following this introduction:

Section 2 considers the wider context for this study through a review of the historical development of Southey Owlerton and the Garden City movement, a review of previous research, studies and initiatives for Southey Owlerton, and analysis of the existing area-wide framework of streets, spaces and neighbourhood centres.

Section 3 provides a palette of appropriate materials, furniture and signage, as well as identifying opportunities for art in the public realm. It has been developed within the context of the existing Sheffield Design Palette as outlined in the Sheffield Urban Design Compendium. It is expected the design palette will be used as a tool to guide the design language of current and future street enhancement schemes.

Section 4 sets out a series of design guidelines for street improvements, based on more detailed consideration of the existing street hierarchy, condition and issues affecting streets in the area.   The guidelines aim to create a more legible street system whilst addressing detailed issues such as on-street parking and verge treatments.

Section 5 illustrates a number of design options for five identified sites. These options have been developed as an iterative process with the client team and stakeholder groups.

Leafy character of Longley Four Greens

CONTEXT **2**

2.0 CONTEXT

2.1 HISTORIC DEVELOPMENT

Prior to the construction of Southey Owlerton estate in the early 20th Century, the area was part of the rural hinterland north of Sheffield. Located north of the Don Valley, the area was physically and topographically isolated from the rest of the city. It was predominantly farmland incised by wooded river valleys, crossed by a number of historic routes linking Sheffield with towns to the north, such as Halifax.

Southey Owlerton did not develop organically over time but was created as a 'set piece' to provide for the increasing housing needs of the neighbouring industrial city. Although some of the historic routes are still identifiable within today's street network the area has very few historic references and bears little relation to its underlying topographic and physical characteristics.

Garden City Movement

Ebenezer Howard, founder of the Garden City Movement, based his idea of the 'Garden City' on a simple principle of 'combining the best of town and country in the creation of new communities'. The physical concept he developed set a network of small towns around a central larger town which provided specialist facilities and services. Green space formed a key part of the town structure, with a pedestrian network ensuring all facilities were within walking distance.

Based on Howard's thinking, Abercrombie's plan for Sheffield (developed in 1924) set out a series of satellite communities around the central city centre. The Southey Owlerton estate is an example of one of these communities, designed on garden city principles. The first phase of construction of the estate began in Longley in the late 1920's with construction of the district continuing into the 1950's.

The Garden City Movement could not anticipate the changes in urban living that have occurred since the original ideas were conceived. In the Southey Owlerton Plan, the interpretation of Garden City Principles varies significantly from the original ideas set out by Howard.

- Housing densities are much lower,
- House frontages do not address areas of open space,
- There are limited local facilities.

The decline of industrial cores of cities such as Sheffield and the massive growth in car travel and ownership have added to the flawed interpretation of Howard's ideas, and have had a major effect on the success of these communities.

Recent Years

With the adjacent Don Valley acting as the major employment base for the Southey Owlerton population the decline of the steel and engineering industry in the early 1980's had a major impact on the community resulting in high levels of deprivation in the area. Declining public investment in the area over the years has exacerbated the problem.

The condition of housing and the quality of the external environment illustrate how the estate has suffered from years of inadequate maintenance. The garden city plan, characterised by large areas of open space and wide verge lined streets, creates a streetscape which is costly to maintain and which did not anticipate the level of car ownership seen today.

2.2 REGENERATION FRAMEWORK AND NEIGHBOURHOOD STRATEGIES

The Regeneration Framework identifies a strategic vision for Southey Owlerton and sets out ideas to transform the area through a process led by local people with support from other partners. The strategy recognises that the physical environment is a major factor in the regeneration of the areas through its "5 Big Ideas", which are core design principles for all regeneration projects.

The 5 Big Ideas are:

1. Park city
2. See and be seen
3. Identity from landform
4. From city to country and back again
5. Green arteries

The condition and appearance of the streetscape emerges as a major theme within the report. Community concerns about the poor state of verges, parking problems and the look of the streets throughout the area highlights a general dissatisfaction with the external environment as a whole.

The framework identifies a number of projects that collectively could change the image of the area, but only if a step change in design quality is achieved. These projects are divided into four categories:

- Redevelopment sites
- Community hub buildings
- Green spaces
- Streetscene
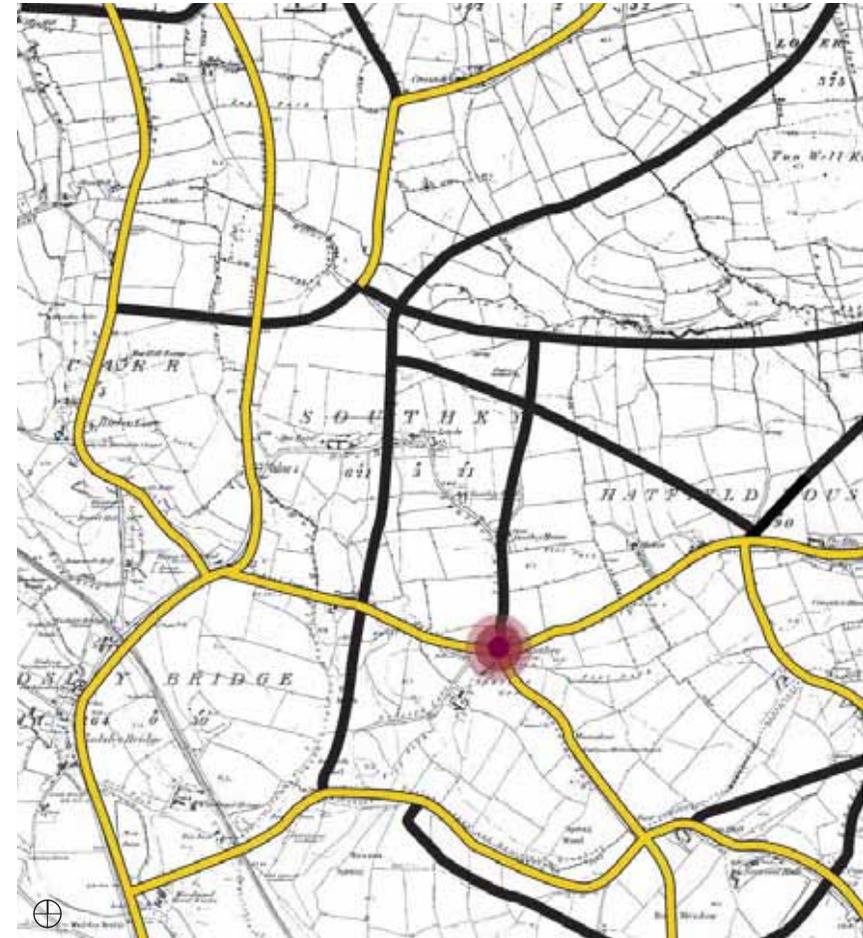
Figure 1: Remnant historic features

The aim is that streetscene proposals, through the quality of their design and implementation, will not only aesthetically improve the external environment but also change external perceptions of the area and attract inward investment in Southey Owlerton.

Historic routes

20th Century routes

Present day location of Southey Magnet Centre
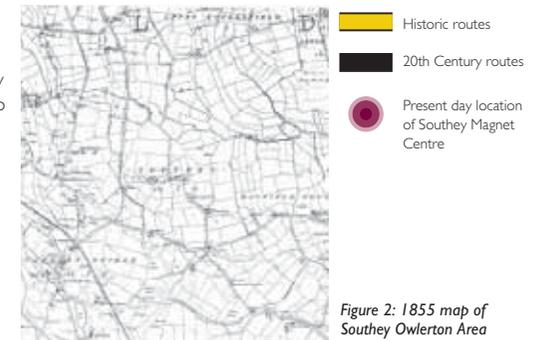
Figure 2: 1855 map of Southey Owlerton Area
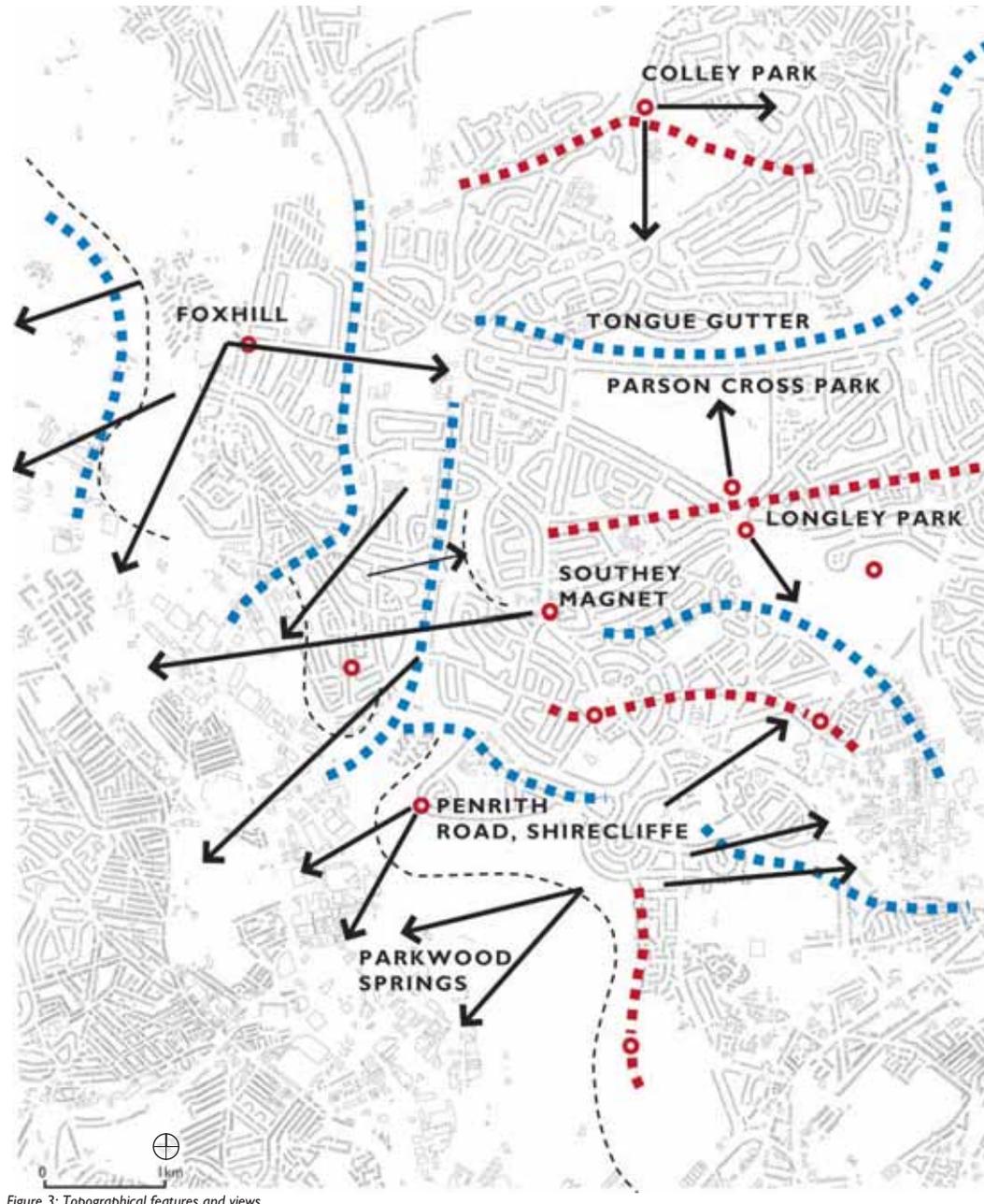
Figure 3: Topographical features and views

COLLEY PARK

FOXHILL

TONGUE GUTTER

PARSON CROSS PARK

LONGLEY PARK

SOUTHEY MAGNET

PENRITH ROAD, SHIRECLIFFE

PARKWOOD SPRINGS

Ridge line
Valley line
Scarp edge
High point
Prominent views

2.3 ENVIRONMENTAL CONTEXT

Topography and Views

The topography and associated views to and from Southey Owlerton are among the main features of the area and contribute significantly to its character (see figure 3, left). Defining the Don Valley, the ridges of Back Edge at Foxhill and Parkwood Springs at Shirecliffe are key features affording magnificent views across Sheffield. They are also easily distinguished in views to this area. These landforms strongly contain Southey Owlerton, physically separating it from the adjacent valley and neighbourhood of Hillsborough to the south.

The north east of the Southey Owlerton area is characterised by higher land and simple topography, which gives way to more undulating landforms in the south west. Here, the valleys of Tongue Gutter and the wooded tributaries of the Don incise the area adding to the complexity of the landscape. There are a number of key views across the area particularly from highpoints such as Southey Magnet, Foxhill and across Longley Park. To the south views are more contained by the landscape offering glimpse views and wooded vistas.

Green Web

The major open spaces of Back Edge and Parkwood Springs bound Southey Owlerton to the east and south. Parkwood Springs forms part of a regional open space network and is a major recreational resource for Sheffield as a whole. Back Edge provides an important connection to the open Pennine countryside for the population of Southey Owlerton.

A substantial network of green spaces exists within the Southey Owlerton area. The wooded river valleys are key green assets and create a distinct character particularly in the South. Longley Park and Parson Cross Park are major formal open spaces in the area whilst other parks such as Wolfe Road and Cookson Park provide important recreational resources for individual neighbourhoods.

The Green Web is crucial to the concept of "Park City", one of the 5 Big Ideas. It's main aim is connecting all green spaces in a high quality network.

The key objectives to the Green Web study are:

1   Contribute to the 5 Big Ideas;

2   Establish an overall design framework

3   Identify and prioritise projects for funding

The study finds that a primary issue is accessibility to the Green Web network: green areas are hidden away, poorly maintained, subject to abuse, physically uncomfortable and hard for wheelchairs / prams.

Because of the hidden nature of Green Web routes, there are too few interfaces with the overall street network. Wherever possible, Streetscene proposals should incorporate green web ideas, e.g. where streets run alongside parks and open space, and where redevelopment allows opening up of green space to better access and surveillance.

Green Web proposals especially promote:

•   extension of the green web into housing areas;

•   enhancement and establishment of local greens in the street scene;

•   primary street approaches into the area at Halifax Road, Herries Road and Barnsley Road where tree planting should relate to the broader strategies of the Green Web;

•   making the Green Web visible where it crosses roads.

Figure 4: The Green Web

Informal green space
Formal open space
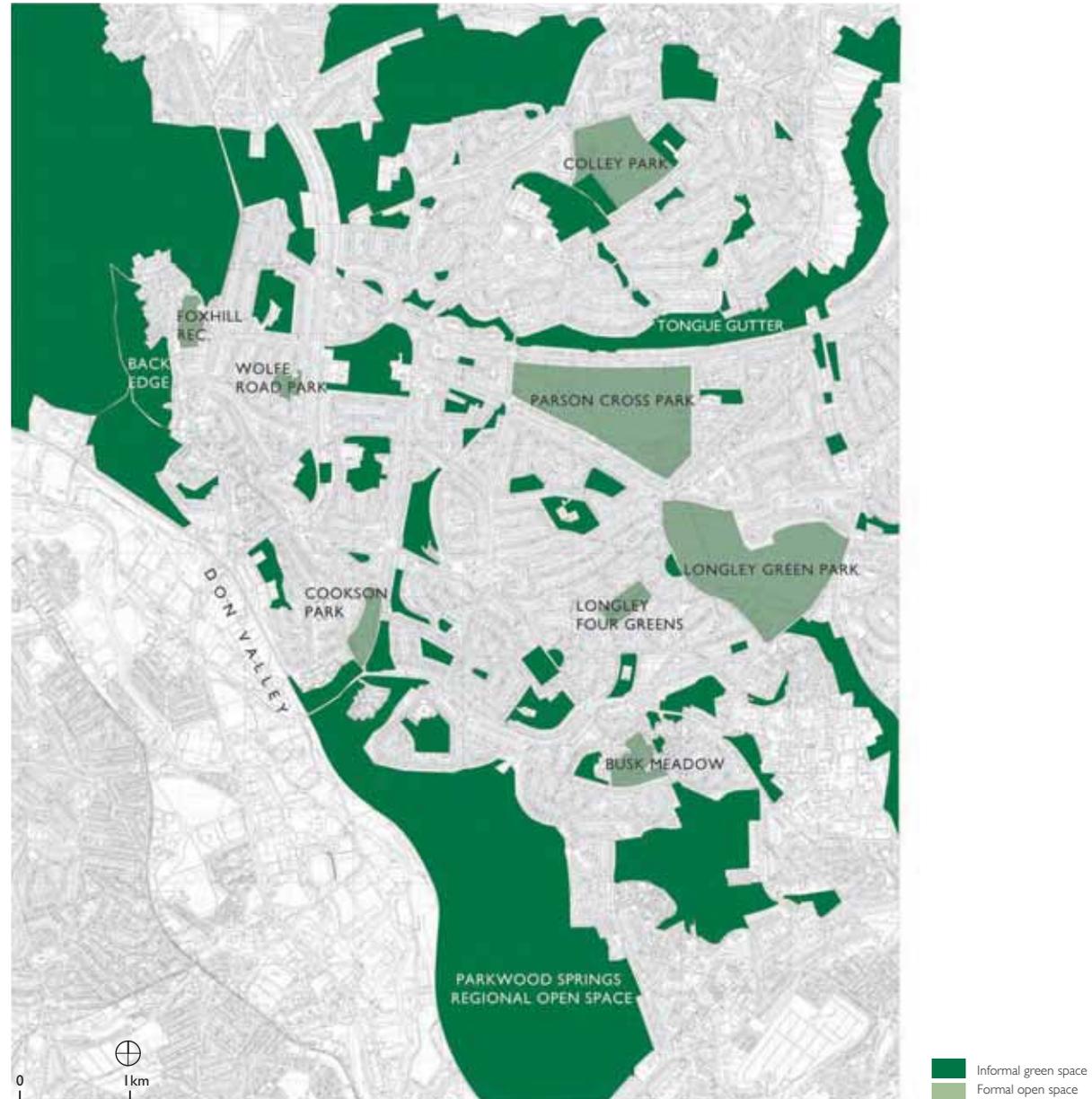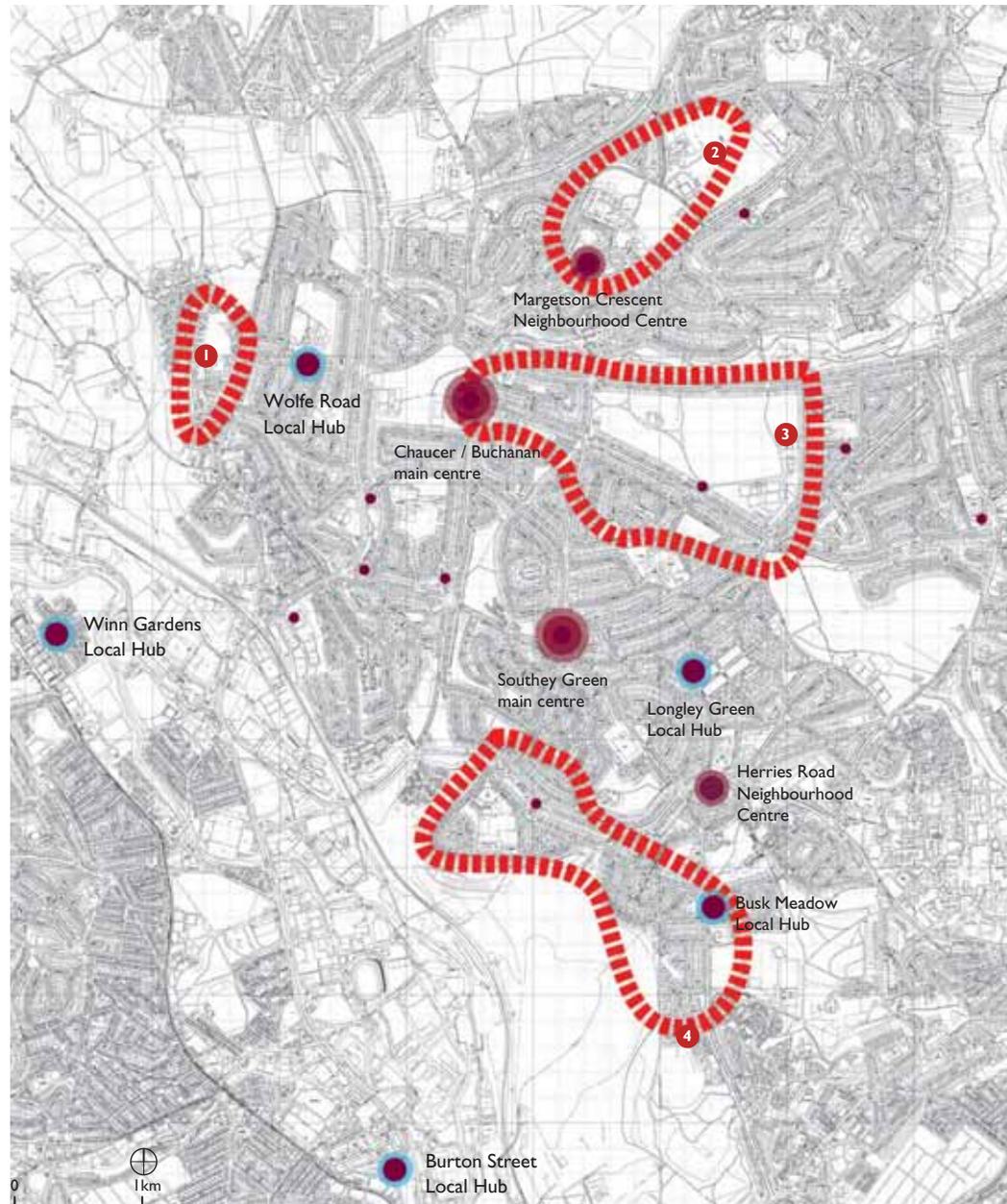
Figure 5: Centres, hubs and redevelopment areas

Centres, Hub and Community Facilities

Local retail and community facilities are distributed across Southey Owlerton without a strong neighbourhood structure. In many cases, facilities are disconnected from each other, their setting and the public realm. This results in an incoherent network with few areas of strong focus.

Housing redevelopment areas have been identified as part of the regeneration process, and aim to provide higher housing densities, balance the vehicular/pedestrian relationship and improve the public realm. Nodes or hubs associated with these neighbourhoods should be the key focus for neighbourhood activity and identity based on local shopping, community facilities and distinctive design. Existing centres and hubs can contribute to a strong legible hierarchy of neighbourhood and local centres.

Existing Street Network

Streets within the study area lack variation. A local residential street serving a few dwellings, in many cases, is indistinguishable from a street that may serve an entire neighbourhood or a neighbourhood centre. This can be directly related to the design of the public highway. Most streets, irrespective of their location or role, have similar highway dimensions and a similar character.

This results in the absence of a perceivable street hierarchy, making navigation and orientation through the area difficult and leading to a lack of neighbourhood identity. There are also obvious signs of misuse, and a general lack of maintenance of the public realm.

Main centre

Neighbourhood centre

Local centre

Local hub

Main re-development areas

1 Foxhill

2 New Parson Cross

3 Parson Cross

4 Shirecliffe

2.4 ISSUES

2.4.1 THE OVERALL STRUCTURE

One of the most important factors in making good urban development is "legibility" – the ease with which you can tell where you are and where you are going.   Street design is a crucial part of this idea; in particular, the way in which character changes with the relative importance of the street in the wider network. Thus main streets look and feel like main streets, leading you unambiguously where you want to go, while more minor streets should be organised for convenient and easy use related to people's homes. This makes the link, too, with the way in which people use different street types, so that the quiet residential street encourages more careful, slower driving and more pedestrian usage, while main streets can safely accommodate more traffic and larger vehicles passing through the area. Whether related to engineering or visual design standards, these levels of function are commonly described as the "street hierarchy".

Street hierarchy can be based on a set of interrelated criteria including:

- The role of the street in the overall network – i.e. whether it serves the region, connects two neighbourhoods, serves a neighbourhood or is one of the many residential streets within a single neighbourhood;

- The level of interconnectivity that it has – i.e. how many and what levels of routes it connects to;

- The kinds of land uses it serves – i.e. industrial, commercial, residential. If residential, the number of dwellings it serves.

In Southey Owlerton, there is a lack of variation between streets within the hierarchy - a lack of legibility - and this is the main issue for the overall street structure. It makes navigation through the area difficult and creates neighbourhoods of undistinguished character. A local residential street serving a few hundred dwellings, for example, is in many cases indistinguishable from a street that may serve an entire neighbourhood or one that leads to a neighbourhood centre. Many existing streets have similar highway dimensions and a similar appearance, irrespective of their role, within the overall hierarchy.

Figure 6, right, shows the street hierarchy, and locates study locations for each street type examined in 3.3 (keyed 1 to 4).

Figure 6: Street hierarchy

1 Primary Street:
Herries Road

2 Inter-neighbourhood Street:
Wordsworth Avenue

3 Neighbourhood Street:
Buchanan Road

4 Residential Street:
Boynton Road

- Primary streets
- Inter-neighbourhood streets
- Neighbourhood streets
- Major gateway
- Minor gateway
- Main centre
- Neighbourhood centre
- Local centre
- Informal green space
- Formal green open space
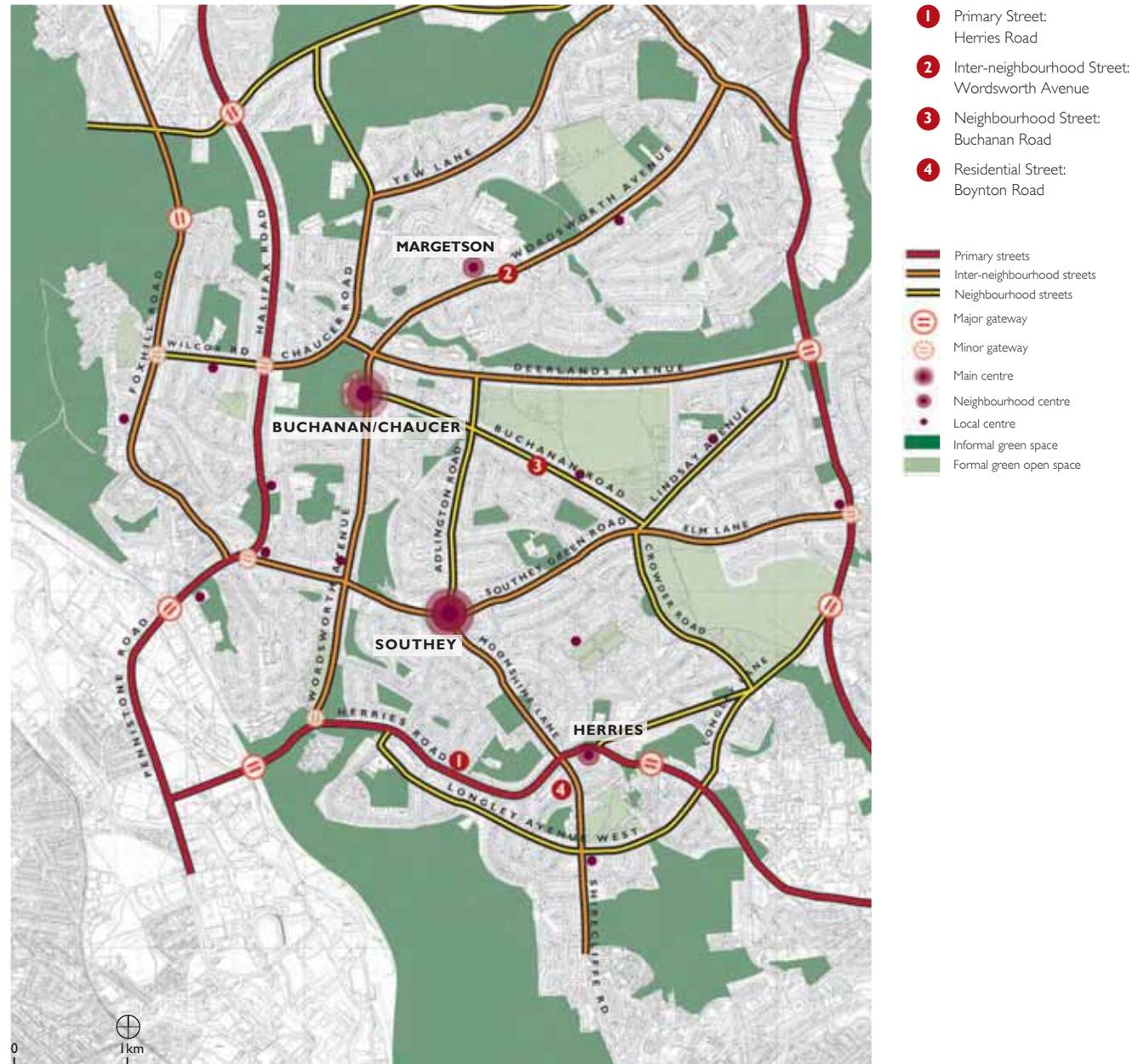
2.4.2 THE STREET

At the level of the street itself, the main issues relate specifically to the existing design of the public highway and to use and management of the public realm: for example, a primary concern is the use of verges for car parking.

The key issues at the local level are:

- Dominance of the car (or the perception of it) within the public realm;
- Car parking – use of undesignated areas and inadequate provision;
- Pedestrian crossings – location and safety;
- Verges – use and maintenance;
- Lack of street trees;
- Physical condition of the public realm; and
- Lack of maintenance.

2.5 APPROACH

Recognising that Southey Owlerton suffers from a tendency to "sameness" in the character of both neighbourhood areas and streets, Streetscene seeks to draw out and emphasise the different characters of the whole area through different treatments to street types and local centres.

Design guidelines set out in this section aim to:

- Express a legible street hierarchy, working within the constraints of the existing street structure and public highway dimensions;
- Improve the quality of the street through selection of materials and thoughtful design of the street itself;
- Allow the application of general design principles to specific locations and conditions, in order to express distinctive local character;
- Encourage street activity and emphasise the importance of the pedestrian;
- Produce a strategy and proposals that are sustainable to maintain and manage;
- Create a public realm that is accessible, comfortable to use and safe;
- Create a strategy to help prioritise and focus investment.

The guidelines propose generic solutions for different streets within the hierarchy, highlighting key interrelationships between elements of the public

highway. They are based on actual locations, picking up specific conditions of road and corridor width, access points to private drives and other features, so that they are realistic and tested solutions. They do not, however, take account of the precise position of underground services, which might affect tree locations, for example, and any scheme to be implemented must first undertake detailed physical surveys. Response to the particular location will always generate exceptions and one-off situations, and the guidelines are not intended to resolve every single possible situation. In fact, these variations will make each street that they are applied to different and distinctive.

2.5.1 STREET HIERARCHY AND STREET TYPES

On the basis of their role in the overall network, four broad street types have been identified in the Southey Owlerton area:

Primary Streets

These are the main city wide routes providing Sheffield's radial and orbital routes. Most of the area falls between them: the only two examples within the area are Halifax Road, which is a special case that presents city-level issues, and Herries Road. Herries Road is used as an example for possible treatments in the following examples.

Inter-neighbourhood streets

These are major routes between the main neighbourhoods. Examples are Wordsworth Avenue, Deerlands Avenue and Shirecliffe Road. They are characterised by relatively high levels of traffic, they are main bus routes, and they are typically in wider road corridors. As with all streets in the area, they have primarily residential frontages with a high degree of car access to individual properties.

Neighbourhood streets

Neighbourhood streets are the main streets within recognisable neighbourhoods. Examples are Buchanan Road in the Buchanan / Falstaff neighbourhood and Longley Avenue West in the Shirecliffe neighbourhood. They act as a kind of local "Main Street", and may include shops or other facilities; the general character is otherwise residential.

Residential streets

These are streets intended for access only to housing, with no through traffic. They are the majority of streets in the area and are, in fact, quite varied in their character. Generally, they are in narrow road corridors, presenting issues for car parking and private access to properties.

The guidelines aim to enhance variation in character for each street type based on the following simple parameters:

- Type and volume of traffic flows;
- Appropriate design speed and possible traffic calming measures;
- Pedestrian / vehicle priority;
- Key dimensions for carriageway, footway and cycleway;
- On-street parking;
- Requirements for direct drive access to plots;
- Street trees;
- Materials;
- Play space, pedestrian priority areas, where appropriate

These parameters apply differently to each street type within the hierarchy, generating clearer differences in street character.

2.5.2 USE TYPES

Residential Areas

The Southey Owlerton area is primarily residential - indeed all street types up to primary level have a dominant residential component – and considerations for residential streets are therefore the basis for the guidelines. In residential areas, housing with private front gardens forms the edge of the street, where activity is primarily that of private individuals accessing their homes. The need for permanent car parking spaces both on the street and on plot has a strong influence on street design. However, two other distinct scenarios exist – the neighbourhood centre and the green edge. The main distinction that these situations present is in the type and level of activity that they promote along the public highway. Design of the public realm needs to accommodate these variations.

Neighbourhood Centres

The character of neighbourhood centres varies depending on their location, the area they serve and their size. However, in each case, the public highway is defined by a public edge of shops or community facilities along at least one side of the street. These create more activity, generally supporting a larger number of users during certain times of the day. Frequent access and short-term parking for cars is characteristic, and opportunities should be created for more extensive areas for pedestrians and communal space.

Each situation is unique, so that generic solutions are inappropriate: however, techniques illustrated in Neighbourhood Streets, below, which create shared surface street areas with parking, can be adapted for hub areas such as Margetson Crescent, Longley Green and Wolfe Road. Examples of specific locations are included in section 5 of these guidelines.

Green Edge

In Southey Owlerton, a green edge to streets occurs primarily where neighbourhood and inter-neighbourhood streets run alongside parks. Typically the opposite side of the street is residential. Usage is characterised by informal pedestrian access to open space, often involving crossing the road and requiring attention to safety for children in particular. In redevelopment areas, opportunities will be created to open up space currently hidden behind existing housing for access, views and surveillance from adjacent roads: e.g. Parson Cross Park and Deerlands Avenue. In these situations, street character is determined more by the scale and character of the green space than by special street design, and the street should be incorporated into concepts for design of the open space.

Details illustrated for Neighbourhood and Inter-neighbourhood Streets, below, will apply. Measures should be used to create safe crossing points, improve visibility into open space, and possibly to provide informal parking for users of open space that does not conflict with adjacent residents' needs.

2.5.3 STREETSCENE CHARACTER

Figure 7 illustrates the possible variety that may occur as generic solutions are applied at different locations along neighbourhood and inter-neighbourhood routes in the area. There is frequent change as routes pass local centres, hubs, green space, crossings with the pedestrian network (the green web) and street junctions into residential areas. Deerlands Avenue, for example, would be characterised by frequent crossings and links into Tongue Gutter and Parson Cross Park, which would be made more visible as a green edge by housing redevelopment, while Wordsworth Avenue would have more built development and street junctions. Both could be enhanced by avenue trees. The choice of materials, street furniture and trees will overlay further variation as

it reflects hilltop, valley or the main landscape palettes.

Key

Main neighbourhood centres:
Areas of intense activity (see also section 5). Parking areas and access managed in shared surface areas off the main street, as shown at figure 11 (Primary Streets) and illustrative photographs.

Local hubs:
Areas of high activity. Street managed as a shared surface, accommodating car parking, as shown at figure 19 (Neighbourhood Streets) and illustrative photographs.

Green edges:
Relatively quiet, but with need for general public access on foot and for car parking. Street managed as a shared surface, but with softer approach than for local hubs: also see figure 19 (Neighbourhood Streets) and illustrative photographs.

Gateway junctions:
Focal locations on the main routes, in many cases associated with intensive development (e.g. main neighbourhood centres). Each condition is potentially a special urban design exercise.

Residential gateways:
Junctions into residential areas. Busier locations may be managed as junction tables on the main street (see figure 12, Inter-neighbourhood Streets); others with gateway treatments as shown on figure 21 (Residential Streets).

Green Web crossings (Country into City):
Features such as carriageway narrowings and offsets, tables combined with junctions or shared pedestrian / vehicular surface areas. See illustrative photographs to figure 12 (Inter-neighbourhood Streets).

Avenue trees:
Providing greenness where verges have been lost or re-designated for car parking.

General divide between hilltop character and valley character

Figure 7: Streetscene character

CHARACTER AREAS AND DESIGN PALETTE **3**

3.0 CHARACTER AREAS AND DESIGN PALETTE

Figure 8: Hilltop imagery

Figure 9: Valley imagery

Figure 10: Green imagery

3.1   REFLECTING LOCAL CHARACTER

Southey Owlerton and its individual neighbourhoods lack identity. The public realm is undistinguished and offers little 'sense of place'. This shortcoming emphasises the need for a design palette to guide design so that, as future projects are implemented, a strong identity for Southey Owlerton can evolve.

What makes Southey Owlerton special is not the built environment, but its underlying landscape and dramatic topography. Within Southey Owlerton land form, open spaces and views define the character of individual neighbourhoods. For example, the ridge-top, countryside feel of Foxhill is easily distinguishable from the wooded, valley character in Longley. Public realm design should reflect this 'spirit of place' with reference to the local vernacular of surrounding areas. Streets and spaces will become more rooted in their local surroundings through the range of materials and colours set out in the design palettes on the following pages.

3.2   SHEFFIELD WIDE CONTEXT

The palettes relate to the city materials palette set out in the Sheffield City Centre Urban Design Compendium. Carriageway treatments, kerbs and lighting are the same, so that road users travelling through the area will see a link between the area and the rest of Sheffield. Other materials within the public realm, such as paving, trims and edges, complement the Sheffield palette whilst acknowledging local variations in character and creating a distinct identity for Southey Owlerton.

3.3   VARIETY WITHIN CHARACTER AREAS

It would be neither feasible nor desirable for all areas to be constructed to the highest possible specification of materials and street furniture. Key areas such as neighbourhood centres and local hubs should be the focus for higher quality materials, recognising their importance and use within the community. Similarly, quiet, less-used residential streets may justify a simpler specification of materials. For this reason a main palette and two special palettes have been developed. A simple, robust and economical palette will be used in the majority of streetscape areas to create a distinct Southey Owlerton identity. At key areas special palettes use high quality materials such as stone and stainless steel to reflect local variations in character across the estate.

3.4   DESIGN PALETTES

Main Materials Palette

The main materials palette acknowledges the urban yet 'green' character of much of the estate. It uses a limited palette of robust materials in light neutral tones and references the enclosure, shelter and simplicity of cultivated landscapes.

Trees are selected from the core of species common to both the Special Design Palettes, and offer a range of small to medium size trees at maturity, that have root, canopy and growth characteristics suitable for planting in Neighbourhood and Residential streets where the ground conditions are often congested. The trees offer a variety of individual seasonal interest, such as attractive

flower, autumn leaf colour, berries and overall shape, and are mostly cultivars of native species - strengthening the link with the countryside and green wedges of landscape.

Special Design Palettes

The special design palettes recognise the north-south transition in the area from 'ridges' to 'valleys'. In this context key northern sites in the neighbourhoods of Foxhill, Parson Cross and the northern part of Southey are 'ridges' and key southern sites in the neighbourhoods of Longley, Southey and Shirecliffe are 'valleys'.

Particular species of trees have been selected to reflect the hill or valley palette locations respectively. Trees are proposed for the range of amenity open spaces, more formal neighbourhood centres and squares, as well as the full hierarchy of roads and streets.

Hilltop Palette

The exposed and airy nature of the hilltop is reflected in the use of smooth materials, reflective surfaces and light colours. Whitworth blue sandstone references the grey/blue/silvery colours of the hilltop landscape. Stainless steel street furniture and the use of steel and glass in structures reflect expansive skies. Gabion walls suggest the dry stone walls found in the surrounding countryside. Many of these elements can also be incorporated into art projects to accentuate this character. The tree species and cultivars selected have compatible qualities: silvery blue/grey green foliage, white leaf undersides, white flower, and fresh yellow autumn leaf colour.

Valley Palette

The river valley and its historic association with industry in the area are reflected in the use of textured materials, rusted surfaces and warm, earthy colours. Rough-cut yorkstone paving and pink granite creates a rustic feel and references erosion processes associated with river landscapes. Valley vegetation informs the use of greens and earthy tones in street furniture and special paving materials. Remnant features of an earlier industrial age often display rich natural processes on man made materials. The tree species and cultivar options have attributes that match the palette including fresh greens, red foliage, yellow/orange and red autumn colour, strong pink flowering, and red berries.

3.5   OPPORTUNITIES FOR THE CREATIVE ARTS

The creative arts can add beauty and meaning, interest and fun, to the street-scene. They can impart historic or local information to passers-by, provide memorable focal points or 'incidents', and can be excellent means to engage communities in the improvement of their environment. Architects and developers, landscape architects and urban designers, artists, schools or community groups could carry such initiatives forward. Existing or future funding and delivery mechanisms for creative art projects should be integrated and dovetailed with public realm development initiatives at all opportunities.

HILLTOP	IMAGE	KEY AREAS - LOCAL CENTRES / HUBS SPECIAL PALETTE
PAVING		
Shared surface	A	Conservation Sett Paving, Colour: Silver Grey
Carriageway	B	Stone Mastic Asphalt
Paving	C	Johnsons 'Crossland Hill' Slab paving, shot sawn finish Resin bound aggregate surface, Colour: Buff
Special Paving	D	Whitworth Blue Sandstone Slab paving or Setts, Sawn Dry
Edge/ trim	E	Silver Grey granite setts
Kerb	F	Mid Grey granite kerbs, flame textured, laid flush or with upstand (or appropriate alternative as determined by SCC)
Step tread	G	Mid Grey granite Kerbs, flame textured
Tactile	H	Natural granite tactile paving
Specials	I	Recycled glass block setts, 100x100x50 Colour: Blue
FURNITURE		
Seat / bench	J	Benkert 400TE, Powder coated frame RAL 9007
Bollards	K	Broxap BX47 9002 Sabre stainless steel
Structure/ shelter	L	Stainless steel, glass
Signage	M	Woodhouse Campus finger posts, Extruded anodised aluminium
Bin, cyclestand:	N	BX50 2550-SS Perforated version Broxap BX/MW/SH Sheffield cycle stand
Tree Grille / guard	O	Stainless steel tree grille with uplight fitting
Gullies	P	To match paving unit size, stainless steel
Lighting	Q	Urbis columns & opticon lantern: powder coated silver grey RAL 9007

A and D *A and D* *C* *E*

E *F* *H* *I* *J*

K *L* *L* *L* *L*

N *N* *O* *Q*

TREES / PLANTING	Street trees to be semi-mature. Species options; see below.		
HILLTOP		IMAGE	TREE TYPES
STREETS	**Primary**	1	Tilia cordata 'streetwise'
	Neighbourhood	2	Sorbus aucuparia 'Streetwise'
	Residential	3	Sorbus aria 'Majestica'
PARKS	**Edges / avenues**		
	Specimen	4	Quercus palustris
SPACES	**Square/local hub**	5	Pinus nigra

TREES/ PLANTING	Street trees to be semi-mature. Species options: see below		
VALLEY		IMAGE	TREE TYPE
STREETS	**Primary**	1	Acer Rubrum 'Armstrong'
	Neighbourhood	2	Corylus colurna
	Residential	3	Acer campestre 'Streetwise
PARKS	**Edges / avenues**		
	Specimen	4	Platanus x hispanica
SPACES	**Square/local hub**	8	Ginkgo biloba

HILLTOP TREES

1 2 3 4 5

VALLEY TREES

1 2 3 4

VALLEY	IMAGE	LOCAL CENTRES / HUBS/KEY AREAS SPECIAL PALETTE
PAVING		
Shared surface	A	Concrete sett paving, colour: red charcoal multi
Carriageway	B	Stone mastic asphalt
Paving	C	Chevin new riven Yorkstone, Slab paving Resin bound aggregate surface, Colour: buff
Special Paving	D	Chevin new riven Yorkstone Slab paving or setts, sawn dry
Edge/ trim	E	Pink granite setts, laid in perpendicular rows
Kerb	F	Mid grey granite kerbs, flame textured. laid flush or with upstand (or appropriate alternative as determined by SCC)
Step tread	G	Mid grey granite kerbs, flame textured.
Tactile	H	Concrete tactile paving: natural
Specials	I	Recycled glass block setts, 100x100x50 colour: greens
FURNITURE		
Seat / bench	J	Benkert 400TE seat, timber slats and powder coated steel frame
Bollards	K	Woodhouse Campus, powder coated, colour red
Structure/ shelter	L	Timber, corten steel
Signage	M	Woodhouse Campus finger posts, Extruded anodised aluminium
Bin, cyclestand:	N	Woodhouse Campus cycle stand, steel powder coated. Metropolitan circular freestanding bin by Furnitubes, powder coated finish
Tree Grille / guard	O	Cast iron tree grille with uplight fitting
Gullies	P	To match paving unit size, cast iron or steel powder coated
Lighting	Q	Powder coated column to be approved (Urbis shown) Urbis opticone: colour red

A and D   *A and D*   *C*   *E*   *E*

F and G   *F and G*   *H*   *I*

J   *K*   *L*   *L*
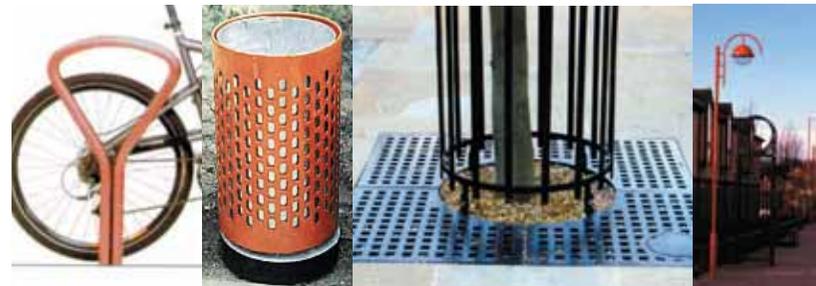
N   *N*   *O*   *Q*

MAIN	IMAGE	GENERAL AREAS RESIDENTIAL MAIN PALETTE
PAVING		
Shared surface	A	Concrete sett paving, colour: red charcoal multi
Carriageway	B	Stone mastic asphalt
Paving/footway	C	Fire cold asphalt / bitmac
Special Paving		N/A
Edge/ trim	E	Tegula concrete sett paving: traditional colour Conservation setts: silver grey
Kerb	F	Conservation kerb: silver grey
Step tread	G	Conservation kerb: silver grey
Tactile	H	Concrete tactile paving: natural
Specials	I	N/A
FURNITURE		
Seat / bench	J	N/A
Bollards	K	To match Sheffield City Council specifications
Structure/ Shelter	L	N/A
Signage	M	N/A
Bin, cyclestand	N	Sheffield cycle stand - steel powder coated.
Tree Pit	O	Concrete sett paving trim
Gullies	P	N/A

A *B and C* *E and F* *E and F*

G *H* *K* *N*

O

DESIGN GUIDELINES 4

4.1 STREET GUIDELINES

4.1.1 GENERIC DESIGNS

The purpose of the guidelines is to show how the range of street types, from the smallest to the largest in the SOAR area, can be organised to create safe, distinctive, people-friendly environments. In reality, redesign of existing main streets is unlikely in the absence of significant associated new development, especially where reduction of the capacity of main routes might result. The greatest opportunities will be where streets are at the lower end of the spectrum within housing redevelopment areas, and for specific junction and gateway improvements.

The types set out on the following pages show typical treatments for each street type, showing an aerial view, the existing Ordnance Survey plan and the design proposal. They are based on carefully chosen locations, so that as broad a range of conditions as possible is illustrated.

Residential Streets and Cul-de-sacs

Residential Streets are only for access to individual properties. Within the SOAR area, some are cul-de-sacs, but many link into a local network of streets. This is important in giving people options to walk or cycle as directly as possible to nearby destinations, and any new housing development should similarly be based on a network of streets rather than cul-de-sacs. Better walking and cycling options should encourage less unnecessary car use, but the detail of connected streets should discourage through-movements for cars or "rat-runs". Layouts should emphasise street space for pedestrians and play, and be carefully designed for car access to park both on-street and on-plot. Principles of a Home Zone or 20 m.p.h. zone should be adopted for both new streets or existing streets.

The example at 4.2 illustrates design ideas for streets that have very low traffic levels, such as cul-de-sacs, and includes a number of typical elements:

- Narrowing the entrance onto the main neighbourhood street and using a rumble strip / ramp to emphasise it and give a clear indication of entry into a pedestrian priority area;

- Narrow (4.8 metre) carriageways, further visually narrowed by granite edge strips and limited in length with parallel parking and access to private drives;

- Shared surface areas for parking separated by ramp and carriageway offsets: in appropriate places such areas could alternatively be play-spaces with appropriate seating and planting.

Residential Through-Streets

The SOAR area has many long residential streets that serve significant numbers of dwellings and connect through to adjacent areas. There can be a problem in these cases of excessive traffic speed, rat-running and parking on verges. The example at 4.3 shows a treatment over the whole street width, creating a lateral and vertical shift in the carriageway to protect a parking area. It is acceptable on such streets to have vehicles reversing into controlled areas for parking and, indeed, such arrangements contribute to traffic calming. This kind of street layout can be the basis for a local focus distinct from the general residential character. Again, the design must take account of the particular circumstances of access, levels, etc., and in this case the space coincides with a strategic footpath joining the street from a neighbouring area.

The example also shows where the existing verge was steep and hard to maintain and had been concreted over (a typical situation throughout the SOAR area). A metre-high retaining wall is introduced, with grass on the upper level, and parallel car parking below with a 1.2 metre alighting strip. Steps allow residents to walk conveniently from their cars: disabled access can be provided along the length of the footway.

Neighbourhood Street

Neighbourhood streets are generally more significant streets within a residential neighbourhood, distributing traffic to residential streets and to local facilities. In the SOAR area they often have relatively narrow corridors similar to residential streets, but may also carry heavy traffic and buses. This allows less flexibility to incorporate different traffic calming and on-street parking solutions, but the general design approach should still favour pedestrians.

The design example at 4.4 proposes to accommodate car parking in parallel spaces each side of a minimum 6.3 metre carriageway. Tree planting is shown between parking bays to add greenness where verges have been lost. The positions of parallel parking are dictated to a large extent by the positions of driveway accesses and the most significant opportunities are in front of terraced rows, where there are fewer private driveways.

Allowance should be made for cars to park on house plots beside (preferably not in front of) houses - i.e. in every semi-detached case - but reversing parked cars into the street is not generally acceptable.

Some neighbourhood streets in the SOAR area are long and straight, but sudden vertical or horizontal changes to calm potentially speeding traffic could create problems for buses and similar vehicles. Calming measures include visual narrowing of the street through tree planting and the use of granite edge trims, and the treatment of street junctions and pedestrian crossing points in contrasting surfaces.

Inter-neighbourhood Street

Wordsworth Avenue, for example, is typical of main streets in the area: its character is still residential and not very visually distinct from other roads in the hierarchy. It has a typical problem of residential car parking, which has destroyed former grass verges and tree planting. Inter-neighbourhood streets must allow the smooth flow of vehicles and accommodate buses but, again, this must not equate to high speed. Some of the devices illustrated for neighbourhood streets may be effective for inter-neighbourhood streets, but overall traffic management considerations are likely to take precedence, and proposals for such streets are not developed further in this document.

Primary Streets

The main characteristic of a Primary Street is a very broad corridor: Halifax Road is dual carriageway, while Herries Road is single carriageway but relatively fast and very busy. The Primary Street must maintain the smooth flow of vehicles but, because it is passing through a residential area, this must not equate to high speed. Primary Streets are special cases and subject to overriding traffic management considerations. Future development may allow some of the design ideas illustrated for neighbourhood street types, but would also require special traffic control and safety techniques.

4.2 RESIDENTIAL STREETS
(CUL-DE-SAC, VERY LOW TRAFFIC LEVELS)

4.2 RESIDENTIAL STREET

① On-street parking for terraced housing

② Crossovers for existing on-site parking

③ Entry to residential street marked by raised table and street trees

④ Verges retained where there are high levels of on-site parking

⑤ Sections of street treated as shared surface with parking or play square

KEY

	Carriageway: stone mastic asphalt
	Footway: stone mastic asphalt
	Shared surface: resin bound aggregate
	Tegula concrete sett paving
	Edge trim: Conservation sett
	Conservation kerb
	Grass verge

Figure 11: Residential Street: typical plan condition (Scale 1:250)

Figure 12: Residential Street: typical section@AA

Figure 13: Residential Street: typical section@BB

Figure 14: Residential Street: view from the south

Figure 15: Residential Street: view from the west

Very narrow streets can accommodate diagonal parking and play areas in one space - Leicester

Informal parking in tight-knit residential areas – Delft, Netherlands

Play equipment in street space – Rotterdam, Netherlands

LEVEL IN STREET HIERARCHY	RESIDENTIAL
Context	**Residential use**
Guidelines	
Carriageway width	4.8m - 5.5m
Footway/cycleway width	Min 2.0m for footway Min 4.0m for combined footway/cycleway
Verge width	Verges used for designated parking areas Verges retained along green edge
Possible traffic calming	If junction spacing is more than 30m on the same side or 15m on opposite sides, external traffic calming measures should be adopted.
Vehicle type to be accommodated	Cars, fire appliances, service vehicles
On-street parking	Parallel (2.4m x 4.8m) A maximum of 4 spaces
Direct access to plots	Yes
Street lighting	Note: Position and numbers need to be verified by engineers from the Highways Department
Street trees	10.0m-12.0m centres Adjust to accommodate parking areas
Material	Refer to the Materials and Colours Palette in section 4

4.3 RESIDENTIAL STREETS
(THROUGH STREETS, MODERATE TRAFFIC LEVELS)

4.3 RESIDENTIAL STREETS

KEY

Carriageway: stone mastic asphalt

Footway: Stone mastic asphalt

Shared surface: resin bound aggregate

Tegula concrete sett paving

Edge trim: Conservation sett

Conservation kerb

Grass verge

1 On-street parking with adjacent access path

2 Sett edge detail delineates edge of carriageway

3 On-street parking for terraced housing

4 Sett rumble strip to slow traffic entering shared surface area and provide pedestrian crossing point

5 Verge and tree planting between access points to on-site parking

6 Crossover for existing on-site parking

7 Sections of street treated as shared surface with parking

8 1m retaining wall and verge deals with grade change between properties and carriageway

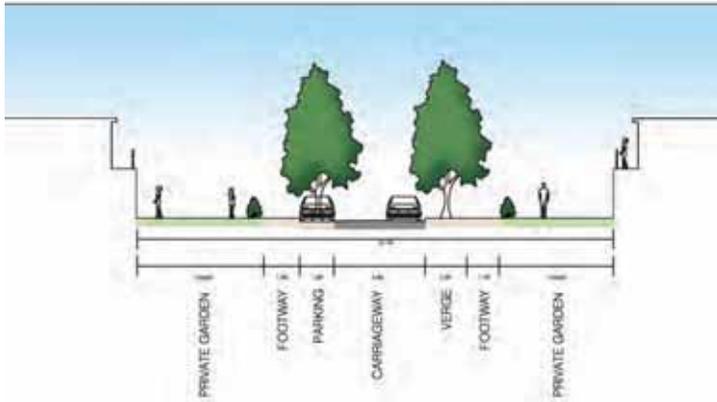*Figure 16: Residential Street: typical plan condition (Scale 1:250)*

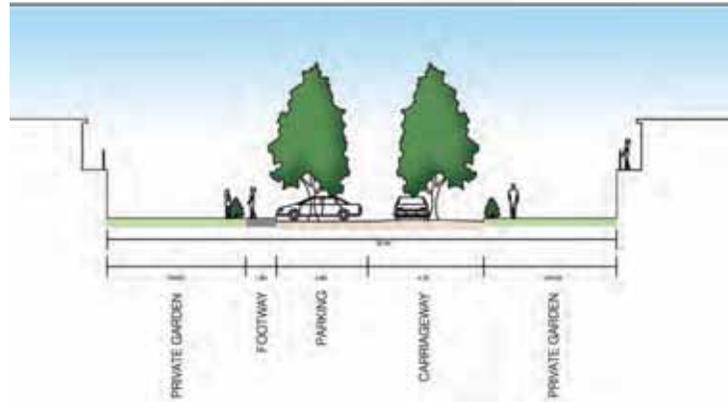*Figure 17: Residential Street: typical section@AA*
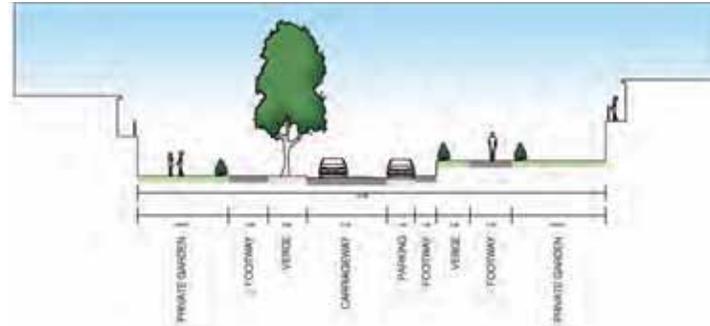
Figure 18: Residential Street: typical section@BB

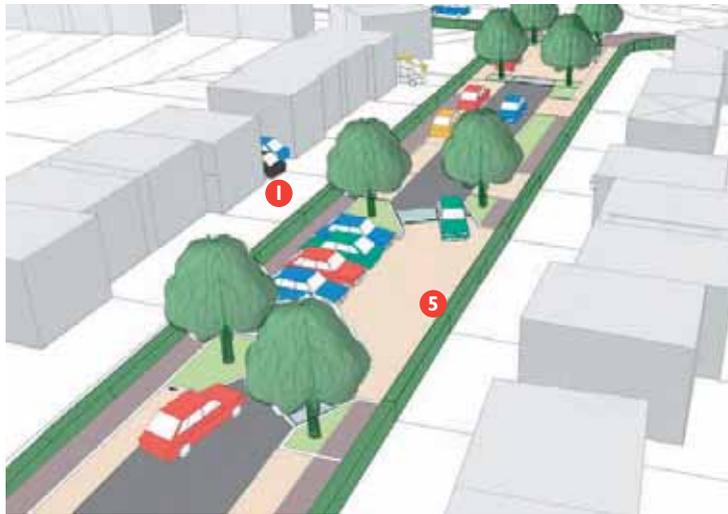*Figure 19: Residential Street: view from the south-east*

Figure 20: Residential Street: view from north-west

LEVEL IN STREET HIERARCHY	RESIDENTIAL THROUGH STREET
Context	**Residential use**
Guidelines	
Carriageway width	4.8m - 5.5m
Footway/cycleway width	Min 2.0m for footway Min 4.0m for combined footway/cycleway
Verge width	Verges used for designated parking areas
Possible traffic calming	If junction spacing is more than 30m on the same side or 15m on opposite sides, external traffic calming measures should be adopted.
Vehicle type to be accommodated	Cars, fire appliances
On-street parking	Parallel (2.4m x 4.8m) A maximum of 4 spaces, echelon (2.4m x 4.8m) A minimum of 4 and a maximum of 6 spaces
Direct access to plots	In certain cases
Street lighting	Note: Position and numbers need to be verified by Highway Engineers
Street trees	10.0m-12.0m centres Adjust to accommodate parking areas
Material	Refer to the Materials and Colours Palette in section 4

Long residential streets with parking bays and street trees – Buxtehude, Germany

Head-on parking for residential streets and park edges - Delft, Netherlands

Wolfe Road is an example of a Residential Street

4.4 NEIGHBOURHOOD STREETS

4.4 NEIGHBOURHOOD STREETS

KEY

- Carriageway: Stone mastic asphalt
- Footway: stone mastic asphalt
- Shared surface: resin bound aggregate
- Tegula concrete sett paving
- Edge trim: Conservation sett
- Conservation kerb
- Grass verge

1. On-street parking adjacent to footway
2. Crossover for existing on-site parking
3. Pedestrian crossing point at junction with drop kerb and tegula paving
4. Raised kerb at junction separates pedestrian and vehicular movement
5. Junction marked by paving treatments on carriageway and footway
6. Tree planting and verges between access points to properties

Figure 21: Neighbourhood Street: typical plan conditions (Scale 1:250)
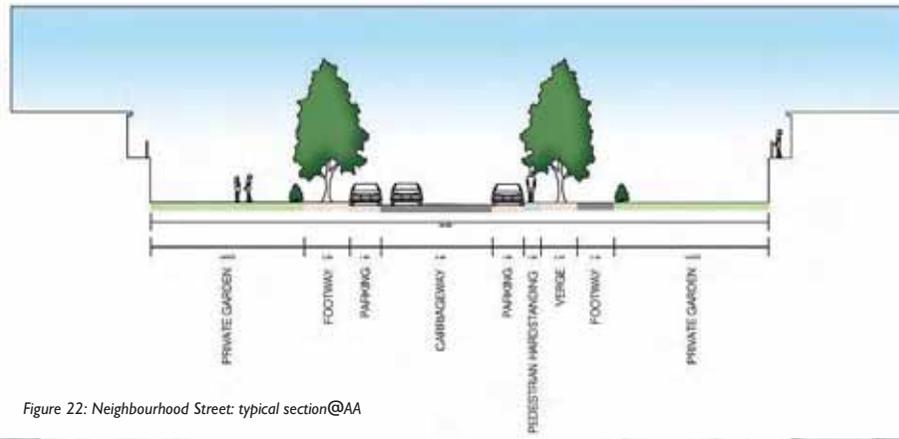
Figure 22: Neighbourhood Street: typical section@AA

Figure 23: Neighbuorhood Street: view from the east

Figure 24: Neighbourhood Street: view from the west

LEVEL IN STREET HIERARCHY	NEIGHBOURHOOD
Context	**Residential use**
Guidelines	
Carriageway width	6.3m - 7.5m
Footway/cycleway width	Min 2.0m for footway Min 4.0m for combined footway/cycleway
Verge width	Verges used for designated parking areas
Possible traffic calming	If junction spacing is more than 30m on the same side or 15m on opposite sides, external traffic calming measures should be adopted.
Vehicle type to be accommodated	Buses, service vehicles, cars, fire appliances
On-street parking	Parallel (2.4m x 4.8m) A maximum of 4 spaces
Direct access to plots	In certain cases
Street trees	10.0m-12.0m centres Adjust to accommodate parking areas
Street lighting	Note: Position and numbers need to be verified by Highway Engineers
Material	Refer to the Materials and Colours Palette in section 4

Main street with easy crossing point at local centre using central refuge, Langenfeld, Germany

Through route calmed by planted island for crossing points on the green web and open space edges – Auckland, New Zealand

Wilcox Road is an example of a Neighbourhood Street

NEIGHBOURHOOD DESIGN OPTIONS **5**

5.0 NEIGHBOURHOOD DESIGN OPTIONS

Following the initial research stages, a series of neighbourhood workshops for neighbourhood groups and the wider community as a whole were carried out. The workshops provided the opportunity to discuss the streetscape of Southey Owlerton in general, within the neighbourhood context and at a detailed street-by-street level. The issues and opportunities identified as part of this process informed the design options developed for key areas within five of the six neighbourhoods. A summary of the workshop findings is provided in Appendix 1.

The key areas are located at neighbourhood or local centres or at nodes of activity. In such locations these schemes also link to other areas of investment such as hub projects, redevelopment sites, ALMO investment and/or green spaces.

The key areas are:

> **Foxhill:** Wolfe Road Local Hub and Wilcox Road streetscape
>
> **New Parson Cross:** Margetson Crescent Neighbourhood Centre and Wordsworth Avenue Streetscape
>
> **Longley:** Longley Four Greens Local Centre and Hub
>
> **Shirecliffe:** Busk Meadow Local Hub and Shirecliffe Road Streetscape
>
> **Southey Green:** Herries Road shops, Cookson Park/Herries Road Gateway

Examples of residential streetscape improvements associated with each of these key areas are dealt with in greater detail in the Section 4 of this report.

There are also key centres at the Buchanan Road shops, on the junction of Wordsworth Avenue and at Southey based on the site of the former Magnet Hotel. These have been considered for development options as part of a separate centres study, and proposals are not reiterated here. This study also considered Margetson Crescent and the Herries Road shops. All options have been discussed with the city's highways engineers.
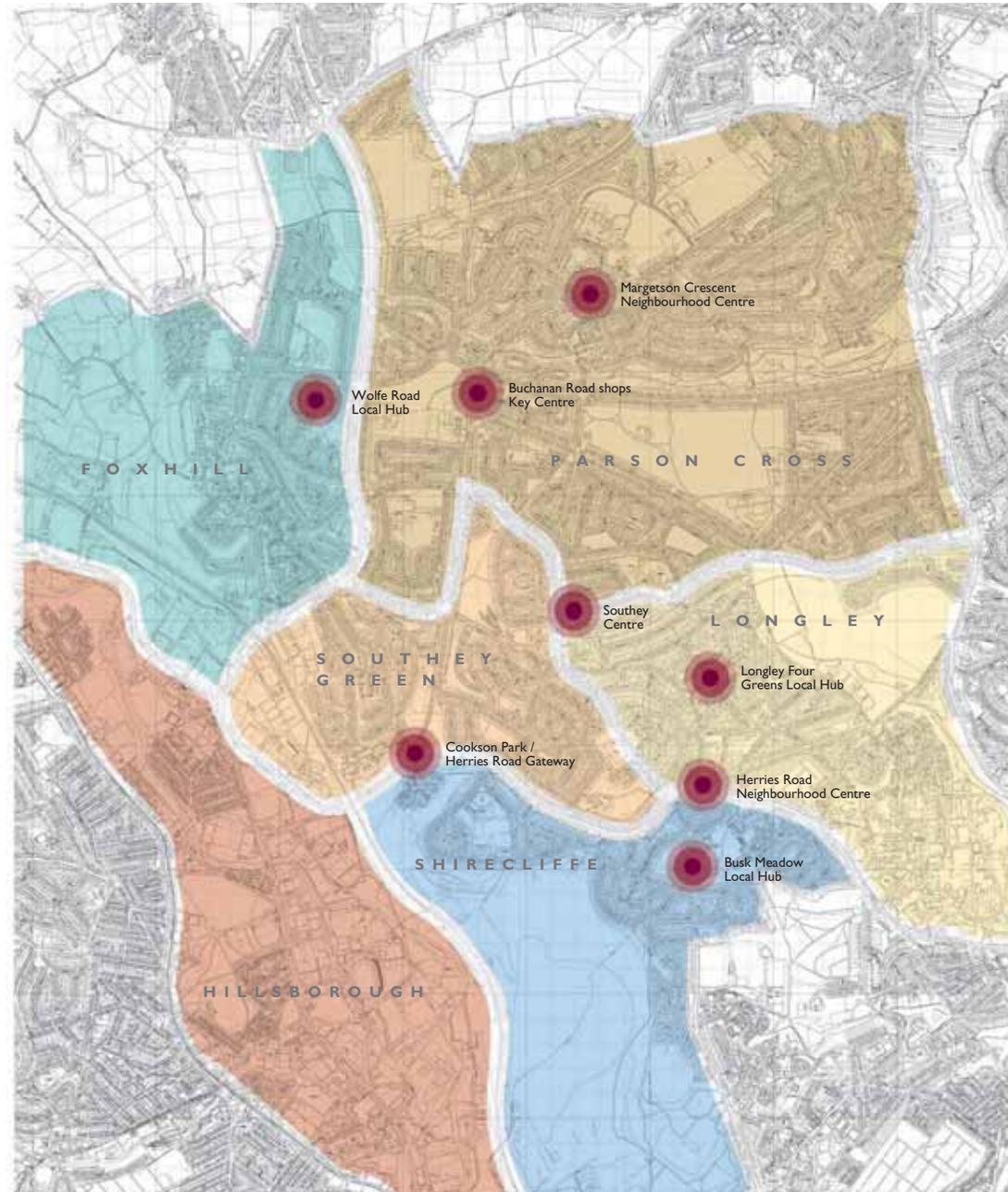

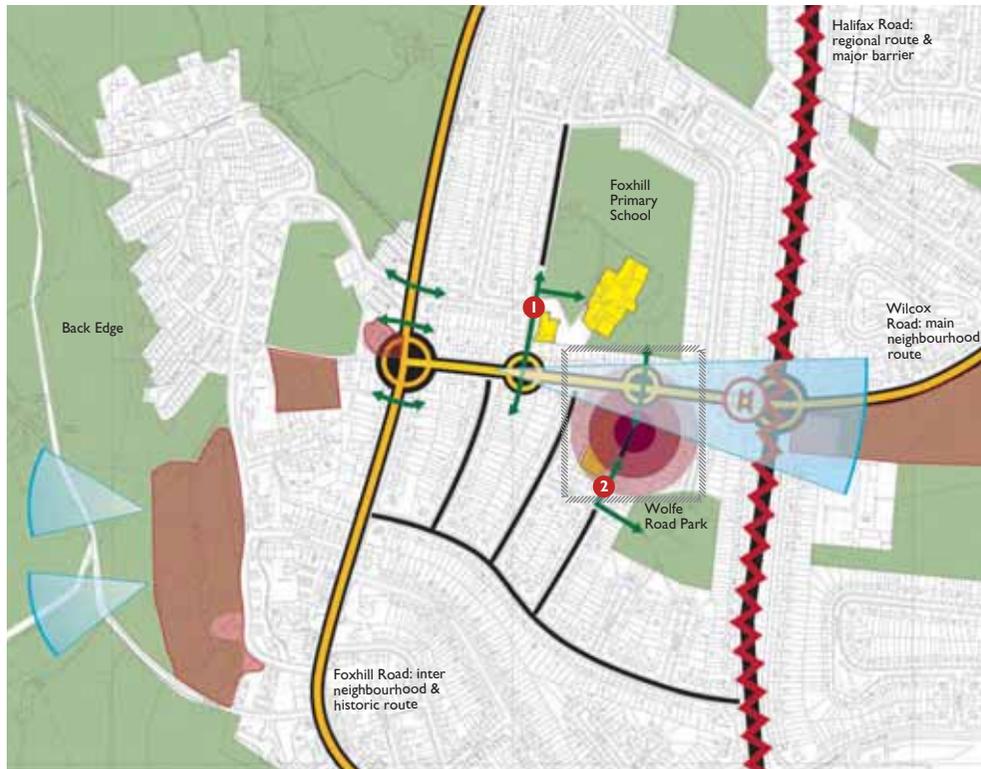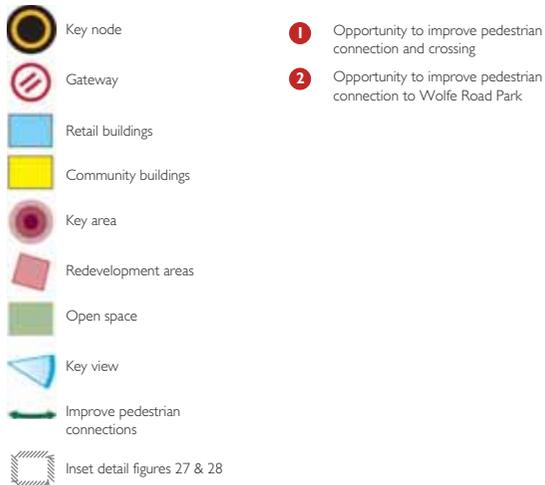*Figure 25: Southey Owlerton neighbourhoods and key areas*

Figure 26: Foxhill neighbourhood structure

Key node

Gateway

Retail buildings

Community buildings

Key area

Redevelopment areas

Open space

Key view

Improve pedestrian connections

Inset detail figures 27 & 28

1 Opportunity to improve pedestrian connection and crossing

2 Opportunity to improve pedestrian connection to Wolfe Road Park

Wilcox Road

Wolfe Road Local H ub

5.1 FOXHILL

Neighbourhood Character and Context

Within the context of Southey Owlerton and the city as a whole, Foxhill feels very isolated. This is partly due to Halifax Road, which forms a major barrier to east-west movement, but also, to a larger extent, to its location on the slopes of a ridge. Back Edge is a major ridge at the city scale and is a key feature in views to Southey Owlerton, and is the most striking feature of this neighbourhood. In addition, its proximity to open countryside makes this one of the most distinctive neighbourhoods in Southey Owlerton.

Two routes define Foxhill - Halifax Road, which contains the neighbourhood to the east; and Foxhill Road, which skirts its western edge. Historically, both routes provided regional links to towns north of Sheffield. Foxhill Road still retains some of its historic character and provides a distinctive spine through the neighbourhood. Halifax Road today acts as a major transport artery connecting traffic from Sheffield, northwards onto the strategic road network.

The main neighbourhood route is Wilcox Road. The road connects Halifax and Foxhill Road. It also connects to a number of residential streets where neighbourhood facilities are situated. The junction with Foxhill Road is a key junction for the neighbourhood particularly in the context of existing development proposals.

Foxhill is identified as a redevelopment area. The proposed housing areas are located on Foxhill Crescent. A neglected row of shops on Wolfe Road is being redeveloped as part of the "New Foxhill" pilot project. A Healthy Living Centre will be the key building in this local hub.

Key Issues and Opportunities

The main issues affecting Foxhill are the poor physical connections it has both to the rest of Southey Owlerton and within the neighbourhood itself.

- The junction of Halifax Road and Wilcox Road is a major issue. Connections across Halifax Road for both vehicles and pedestrians are very dangerous. This needs to be addressed if Foxhill is to be reconnected to Southey Owlerton and the proposed facilities west of Halifax Road.

- Pedestrian crossing points across Wilcox Road and Foxhill Road are poor, exacerbated by high traffic speeds.

- The junction of Wilcox Road and Foxhill Road is an important node, connecting the existing neighbourhood with the redevelopment area at Foxhill Crescent. Public realm and streetscape improvements need to reflect this.

- Existing pedestrian connections between neighbourhood green spaces such as Back Edge and Wolfe Road Park need to be strengthened.

- Wilcox Road is the main neighbourhood route, but it lacks any sense of place. It is important to create a distinct identity for this street in order to strengthen connections between redevelopment areas at Foxhill, Parson Cross and Buchanan Centre.

- A number of neighbourhood facilities, including Wolfe Road Hub, lie off Wilcox Road but are not "signposted" at present.

- Wolfe Road needs to adapt to provide for the needs of residents and the wider neighbourhood. Parking provision needs to be carefully considered to reduce conflicts between these groups. The existing poor quality public realm does not provide an appropriate setting for an emerging local hub.

Wolfe Road Local Hub Design Options

Design options for Wolfe Road Local Hub aim to:

- Improve the physical appearance of the streetscape at an emerging local hub

- Highlight the entrance to Wolfe Road Local Hub on Wilcox Road

- Provide parking facilities for the new health centre

- Formalise on-street parking to allow for resident parking

- Provide frontage space for use by community facilities

- Provide dual use street space

- Create stronger pedestrian connections to Wolfe Road Park

Initial options are shown in Appendix A.

Wolfe Road

Options for Foxhill seek to improve the immediate area around the Wolfe Road hub, and to extend treatments into Wilcox Road. Wilcox Road is a key neighbourhood street connecting Foxhill to the rest of Southey Owlerton: works should both deal with traffic and parking issues on Wilcox Road and use its importance in the street hierarchy to flag up the Wolfe Road hub.

The illustrative sketch is based on elements of options 1 and 2 following discussion with local people and city officers. On Wolfe Road a pedestrian priority parking area is proposed in front of the shops. Some parking is also possible on-street either side of the central area, but access to private drives to houses on the opposite side must be maintained. Street trees and surface changes emphasise the focal nature of the location. Various proposals exist for the use of the spare site on the corner of Wilcox Road, maintaining it as a green space. Some parking could also be retained here.

The junction with Wilcox Road is handled as a table, providing traffic calming and a visual marker. Rumble strips and carriageway narrowing would slow cars as they enter the hub area in Wolfe Road. Art or signage on the corner could advertise the hub. The table could be designed with offsets in the carriageway to add to the calming effect, and bus stops should be located as close to the junction as possible. Generally Wilcox Road should be treated as a neighbourhood street (see section 4.0), with organised kerbside parking, street trees and carriageway shifts.

WILCOX ROAD

Bus stop **N**
Raised table **A**
Feature trees **4**
Granite sett ramps **E**
Green area
Avenue trees **3***
Area for seating **L**
Trees & grilles
Pedestrian area **C**
Parking bays treated as shared surface area, protected by bollards as required
Vehicle crossovers maintained
Area for seating **L**

WOLFE ROAD

Figure 27: Wolfe Road design option

WILCOX ROAD

Hilltop Palette
see section 3 and table of typical materials (p18)

Area	Key / Image	Description
Raised junction table	A	Bound aggregate
	E / I	Granite sett, silver grey / blue glass block
Carriageway	B	Stone mastic asphalt
Parking bay	E*	Delineated by Tegula sett, silver grey *from Main Palette (p22)
Ramps	E	Granite sett, silver grey
Kerbs	F*	Conservation kerb, silver grey *from Main Palette (p22)
Bollards	M	Stainless steel – as required adjacent ramps
Tree grilles	Q	Stainless steel
Trees	3*	Sorbus aucuparia in avenue *from Main Palette (p22)
	4	corylus columa on shared surface
Bus shelters	N	Stainless steel

WOLFE ROAD

Hilltop Palette
see section 3 and table of typical materials (p18)

Central area		
Area	Key / Image	Description
Shared surface	A	Bound aggregate
	E	Granite sett, silver grey
Kerb	F	Mid grey granite laid flush
Pedestrian area	C	Conservation sett, silver grey
	I	Blue glass block
Seating	L	Stainless steel
Bollards	M	Stainless steel – as required at ends of parking bays
Tree grilles	Q	Stainless steel
Trees	8	Pinus nigra

Adjacent street area		
Carriageway	B	Stone mastic asphalt
Ramps	E	Granite sett, silver grey
Kerbs	F*	Conservation kerb, silver grey *from Main Palette (p22)
Paving	C*	Stone mastic asphalt *from Main Palette (p22)

Figure 28: Wolfe Road design option, perspective

1	Wolfe Road Hub Building
2	Wolf Road shops
3	Parking square in front of shops
4	Roadside parking
5	Access to private drives maintained
6	Junction table on Wilcox Road
7	Hub signpost
8	Bus stops
9	Carriageway shift to calm traffic
10	Avenue treatment of Wilcox Road
11	Landscaped area and parking

5.2   NEW PARSON CROSS

Neighbourhood Character and Context

New Parson Cross is the largest neighbourhood in Southey Owlerton. Located on higher land, north of Tongue Gutter, the neighbourhood is clearly defined and self-contained and has a stronger urban identity than other neighbourhoods.

Two main routes run through New Parson Cross neighbourhood - Yew Lane and Wordsworth Avenue. Yew Lane defines the northern edge of the neighbourhood. Wordsworth Avenue is an important inter-neighbourhood route providing a key north-south connection between Parson Cross, Southey Green and Shirecliffe.

Margetson Crescent is a local retail and community centre and is a key component in the redevelopment masterplan for this area. The existing centre is well used by local people, providing retail, community and social facilities. The configuration of Margetson Crescent creates a central open space, which is a key focus for the area. At present the public realm is of a very poor standard because the centre is located away from the main neighbourhood route and access points from Wordsworth Avenue are poorly defined.

Key Issues

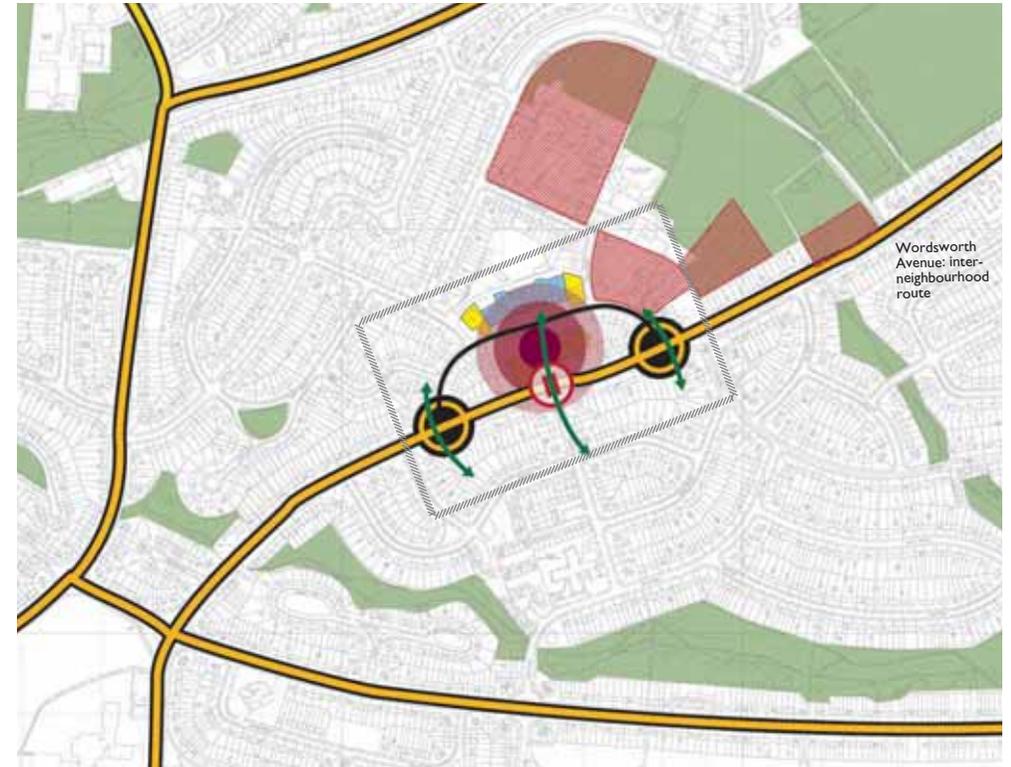A wide range of issues affecting this neighbourhood was identified at workshops. The key issues are:

- Wordsworth Avenue is the main north-south inter-neighbourhood route, yet currently it is not identifiable as such. It is a very busy road with high traffic speeds and there are conflicts in its role as both a main artery and a residential street.

- Margetson Crescent is set back from Wordsworth Avenue and currently there is no clearly identifiable gateway to the crescent.

- The existing public realm at Margetson Crescent creates a poor quality setting for an emerging neighbourhood centre.

- The dominance of cars and parking within the crescent detracts from its character as a community 'square'. There are opportunities to formalise parking to make the most efficient use of space.

- The frontages of key community buildings such as the library, and the surgery do not address Margetson Crescent.

Margetson Crescent Design Options

Design options for Margetson Crescent aim to:

- Create a strong and easily identifiable gateway from Wordsworth Avenue

- Enhance existing frontages to buildings to improve the approach to Margetson Crescent from Wordsworth Avenue

- Upgrade the public realm to provide a high quality setting for the neighbourhood centre

- Provide a pedestrian-friendly 'square' to create a focus to the centre and act as a meeting place for local people

- Integrate existing community facilities with Margetson Crescent

- Formalise parking at Margetson Crescent

Initial options are shown in Appendix A. The scheme shown opposite has been developed in detail and is being implemented in a modified form following consultation with the city's highways engineers.

Wordsworth Avenue: inter-neighbourhood route

Figure 29: New Parson Cross neighbourhood structure

Wordsworth Ave at the entrance to Margetson Crescent

Margetson Crescent

Key node

Gateway

Retail buildings

Community buildings

Key area

Redevelopment areas

Open space

Key view

Improve pedestrian connections

Inset detail figures 30 & 31

Figure 30: Margetson Crescent, detail of design

Legend:
- Site area
- Private ownership
- Silver grey granite setts
- Mid grey granite kerb
- Whitworth blue sandstone slabs
- Silver grey conservation sett paving
- Resin bound gravel
- Whitworth blue sandstone sawn setts
- Stone mastic asphalt
- Silver grey granite sett ramp with mid grey kerbs
- Paving or ground cover
- Semi mature trees

Preferred Scheme

The drawing shows a simple computer model of the arrangement to be implemented at Margetson Crescent following consultation with the public and City Council officers. It is an evolution of option 2, with details to assure the safety of car parking areas and a bus route through the area. The scheme is likely to be funded in stages, with the new pedestrian square and parking implemented first (notes 9 – 12).

1	Car parking under trees
2	St. Thomas More Church
3	Main approach to centre with tree planting
4	Church cross sited on corner
5	New junction at Wordsworth Avenue
6	Margetson Road with car parking and avenue trees
7	Colley Working Men's Club
8	Rumble strip at entrance to area
9	Treatment possibly extended to WMC and church car parks
10	Traffic calmed access
11	Margetson shops
12	Pedestrian square

Figure 31: Margetson Crescent design option, perspective

ROGER EVANS ASSOCIATES FOR SOAR AND SHEFFIELD CITY COUNCIL
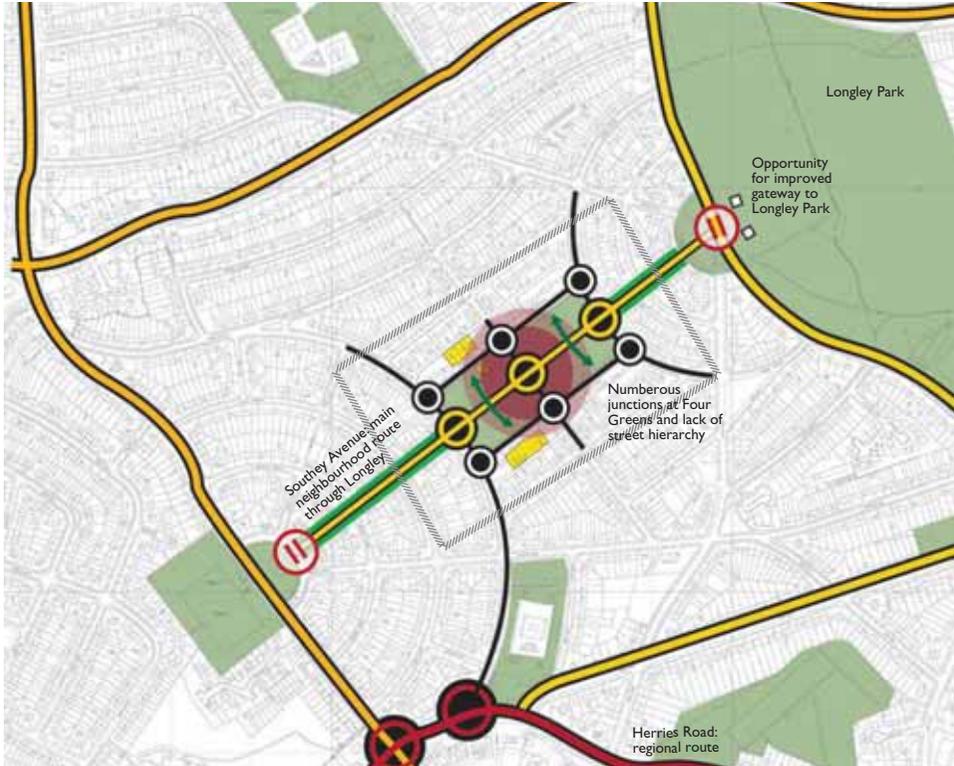
Figure 32: Longley Four Greens neighbourhood structure

Key node

Gateway

Community buildings

Key area

Redevelopment areas

Open space

Key view

Improve pedestrian connections

Inset detail figures 33 & 34

Southey Ave at the southern entrance to the Four Greens

LOCAL centre and retail facilities at Four Greens

5.3   LONGLEY FOUR GREENS

Neighbourhood Character and Context

Longley was the first area of Southey Owlerton to be constructed and provides the best example of the garden city layout on the estate. In contrast to the other neighbourhoods it has a formal sequence of spaces creating clear neighbourhood entrances and a strong public realm centrepiece. Longley is also distinguished from other areas by its mature street trees, which give it its distinct 'green' character.

Southey Green Road, Moonshine Lane and Herries Road effectively contain the neighbourhood of Longley. The main neighbourhood street, Southey Avenue, provides a central spine through the estate. There are formal gateways onto this street from Moonshine Lane and Crowder Avenue.

Longley Four Greens is the main focal point to the estate, and the centrepiece of the Longley Garden City plan. Its location at the centre of a natural amphitheatre physically accentuates its role as the heart of the community.

LOCAL, a neighbourhood hub project, has been set up to provide a focus for community facilities in the Longley area. The four greens are being redesigned with contrasting characters and facilities in each. Proposals for a new community hub building are also being developed.

Key Issues

- Traffic speeds on Southey Avenue cause severance of the four greens, create safety issues and detract from the character of this open space.

- The existing street hierarchy at the four greens is unclear and street and junction layouts are confusing.

- Pedestrian connections between surrounding residential and community facilities and open space in four greens are poor.

- Existing mature trees are a major asset to the neighbourhood and provide a distinct character. Many of the trees are over mature and will need replacing in the near future.

- The hedges that contain each green are currently in poor condition. In their current state they restrict views across and into the greens, making the area feel unsafe. The hedges are, however, a key element that defines the character of this area.

Four Greens Design Options

Options aim to:

- Provide an appropriate interface between the four greens and adjacent community facilities.

- Allow easier pedestrian connections between facilities and the greens.

- Formalise on-street parking associated with community facilities, recreational use of the greens and housing in the area.

- Simplify the existing traffic system and strengthen the street and junctions hierarchy in the locality of the Four Greens.

- Integrate Southey Avenue with Four Greens.

Initial options are shown in Appendix A.

Preferred option

The sketch shows a preferred scheme, arrived at after consultation with residents and City Council officers. There were concerns that closure of the central road would create traffic problems on the outer sections: this option (option 1, see Appendix A) remains open for consideration. It retains a through traffic route on Southey Avenue, with traffic calming tables at the three key street junctions along the centre of the greens. The apparent width of the avenue is reduced by the provision of kerbside parking bays marked by contrasting surfaces, raised tables with pedestrian priority at crossing points and junctions, and bollards at the north and south gateway points into the greens.

Traffic access is also maintained down both sides of the greens, giving convenient access and organised parking for local facilities. The new hub building faces onto a pedestrian priority square (notes 2 and 4), which should be kept free of parking and with the potential for temporary closure to through traffic for local events related to the centre.

Hedges surrounding the greens should be retained as a distinctive feature, but mainlined at a height of a metre or so to allow vision across the whole area.
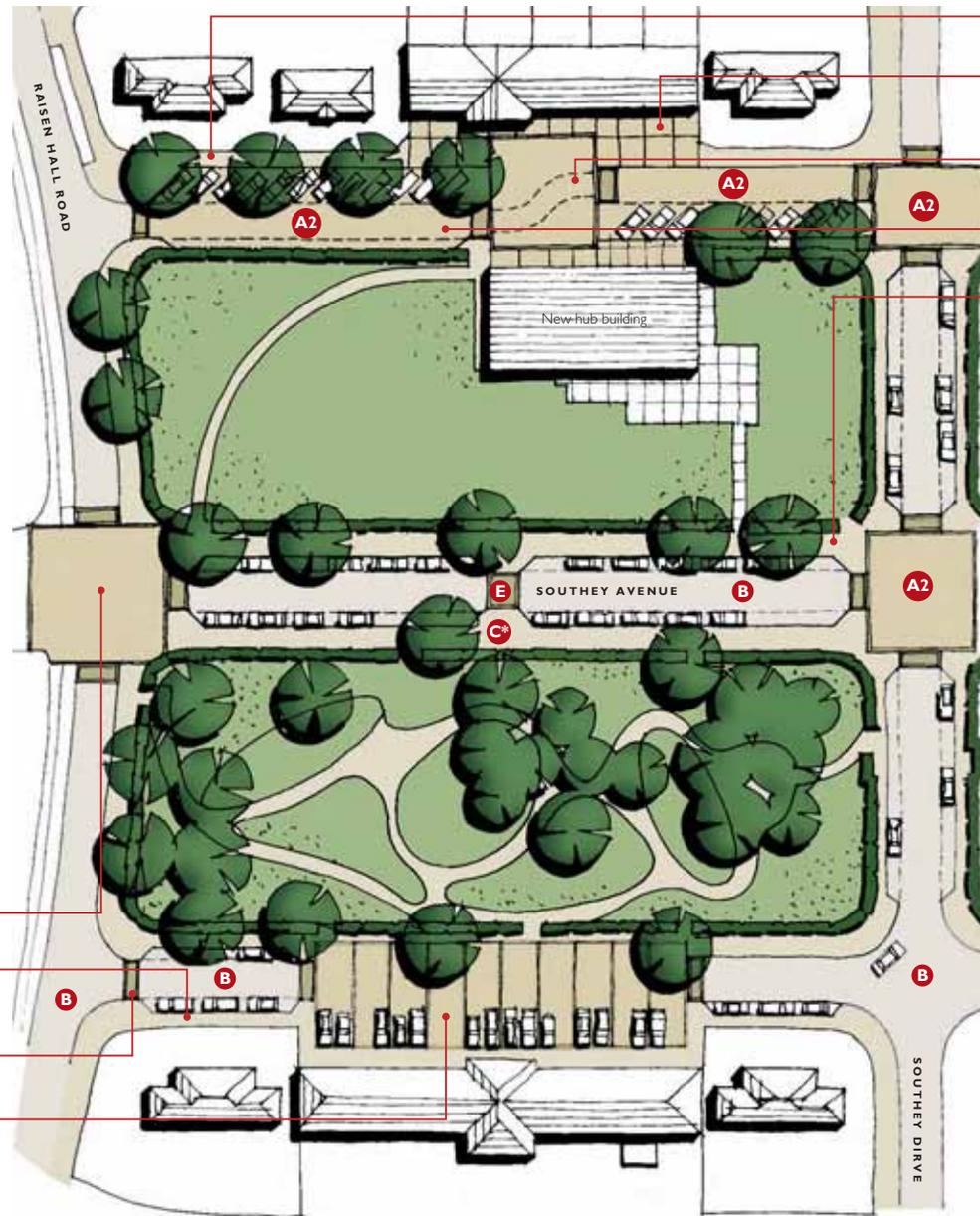
General pedestrian areas around hub: conservation sett — **C**

Pedestrian area: York stone — **D**

Central square: York stone setts — **A1**

Shared surface area: Bound aggregate — **A2**

Adjacent roads SMA carriageway and footway — **B** **C**

New hub building

Raised tables Bound aggregate — **A2**

Pedestrian area: Conservation setts — **C**

Granite ramps — **E**

Shared surface area: Bound aggregate — **A2**

RAISEN HALL ROAD

SOUTHEY AVENUE

SOUTHEY DIRVE

LONGLEY FOUR GREENS

Valley Palette
see section 3 and table of typical materials (p20)

Hub areas		
Area	**Key / Image**	**Description**
Shared surface	A1	York stone setts
	A2	Bound aggregate
	E	Granite sett, pink, delineating parking bays
Kerb	F	Mid grey granite laid flush
Pedestrian area	C	Conservation sett, red charcoal multi
	D	Special: York stone paving in front of hub building
Bollards	M	Powder coated – at entrance to shared surface areas

| Adjacent street area		
Carriageway	B	Stone mastic asphalt
Junction tables	A2	Bound aggregate
Ramps	E	Granite sett, pink
Kerbs	F*	Conservation kerb, silver grey *from Main Palette (p22)
Paving	C*	Stone mastic asphalt *from Main Palette (p22)
Parking bay	E*	Delineated by Tegula sett, silver grey *from Main Palette (p22)

Figure 33: Longley Four Greens design option

Figure 34: Longley Four Greens design option, perspective

1	Parking bays one side of road
2	Shared surface sqaure in front of hub buildings
3	Verges replaced with diagonal parking
4	New hub building
5	Parallel parking in Southey Drive
6	Junction table
7	Parking on street
8	Southey Avenue open through traffic
9	Junction table
10	Parking areas
11	LOCAL Community Buildings

Crowder Crescent:

To discourage unnecessary through traffic through Southey Avenue, improvement schemes for the greens should be carried out in conjunction with traffic calming to the crescents at each end of Southey Avenue. The effect is to slow traffic at the entrance to the Longley Green area, and provide a series of traffic calming interventions through it, including those at the greens themselves. See illustration, right.
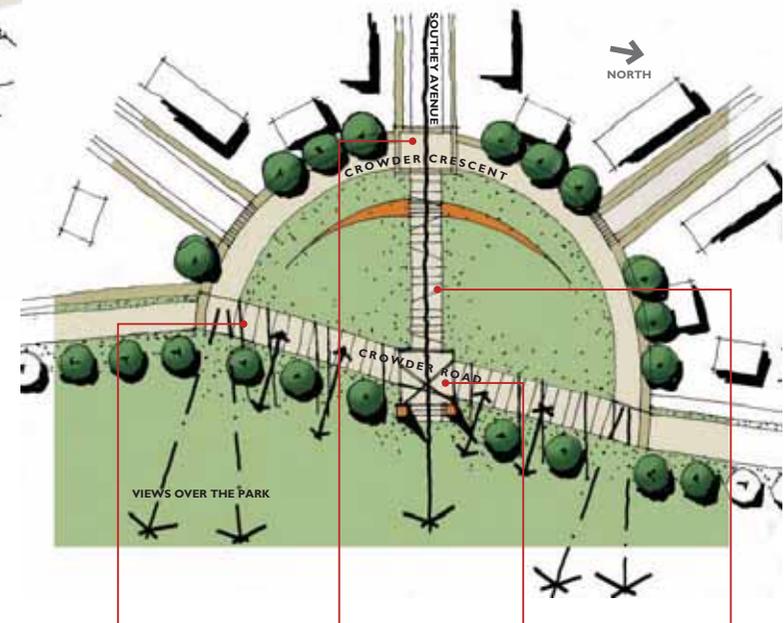
Section of Crowder Road through crescent in contrasting materials

Raised junction table

Raised table pedestrian crossing

Steps/ramps down slope

Figure 35: Longley Four Greens design option, Crowder Crescent

5.4 SHIRECLIFFE

Neighbourhood Character and Context

The neighbourhood of Shirecliffe is defined to the south by a major ridge. To the north, Herries Road separates Shirecliffe from its neighbours. The ridge is a prominent feature in the area and throughout Sheffield. Parkwood Springs, a regional open space, is located on its slopes and provides a major recreational resource. There are expansive views from this ridge across the city. The wooded valleys are also an important feature of this neighbourhood.

Shirecliffe Road provides a north-south connection between Southey Owlerton and the wider Sheffield area to the south. It is a very busy inter-neighbourhood route. Shirecliffe's local community hub and Busk Meadow Park fall on either side of this road and it forms a physical barrier between them. Longley Avenue West is the main route through the rest of the neighbourhood connecting existing and new housing areas.

Community and retail facilities in Shirecliffe are very disconnected. The local community hub is located at Busk Meadow whilst the main retail area for the neighbourhood is located at Herries Road. Pedestrian connections between the two are very weak. Busk Meadow local hub will see a number of key projects in the next two years, including an Extra Care development, a community hub building, a new Children's Centre and a primary school. Improvements to Busk Meadow Park are currently being implemented.

Key Issues and Objectives

- Shirecliffe Road is a very busy and dangerous route with high traffic speeds. The location of community facilities adjacent to it causes major safety issues.

- Busk Meadow is a major asset that could be utilised by community groups. However, connections between the existing community facilities and the park are effectively blocked by Shirecliffe Road.

- Vehicle and pedestrian access points to the school and centre are complicated and confusing. This exacerbates safety issues on Shirecliffe Road..

- The community facilities turn their back on the neighbourhood. Their orientation overlooking the park provides an ideal opportunity to connect the two, but physical connection must also be made

to adjacent housing areas and redevelopment sites.

- There is a desperate need for parking provision in the vicinity of the school to provide for drop-off and pick-up.

- Pedestrian connections between Busk Meadow Local Hub and Herries Road Shops are poor. The major roundabout at the junction of Herries Road and Shirecliffe Road exacerbates this problem.

- The location of Herries Road shops on a major regional route creates serious traffic and safety issues. Vehicular access points to the shop forecourt are confusing and poorly defined; parking provisions are inadequate and cramped resulting in major conflicts between pedestrians and vehicles.

- Pedestrian connections between Herries Road shops and the neighbourhood of Longley to the north are poor.

Busk Meadow Local Hub Design Options

Options aim to:

- Reduce traffic speeds along Shirecliffe Road in the vicinity of the school and community centre

- Provide parking for community uses, particularly pick up/drop off at the school

- Clearly define pedestrian crossing points on Shirecliffe Road

- Highlight pedestrian connections to the park

- Improve the physical appearance of the streetscape

- Simplify vehicular access points to community facilities

- Improve pedestrian linkages along Shirecliffe Road

Initial options are shown in Appendix A. Plans for change to Busk Meadow School are not shown in the following preferred option.

Figure 36: Shirecliffe neighbourhood structure

Shirecliffe Road approaching Busk Meadow local hub

Entrances to community facilities at Busk Meadow local hub
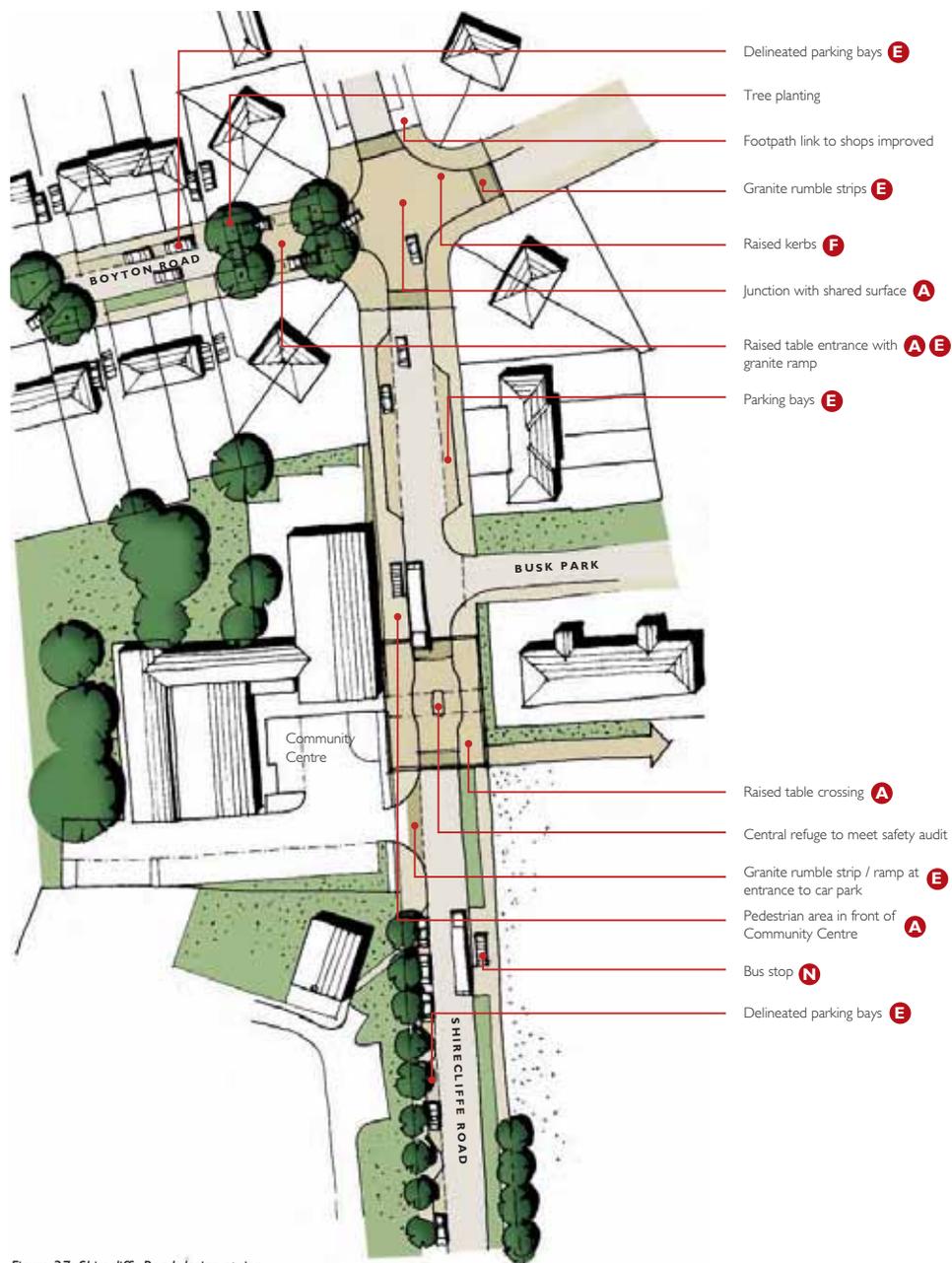
Key node

Gateway

Retail buildings

Community buildings

Key area

Redevelopment areas

Open space

Key view

Improve pedestrian connections

Inset detail figures 37 & 38

Inset detail figures 39 & 40

1 Opportunity to improve pedestrian connection between community buildings and Busk Meadow

2 Poor pedestrian connection from Shirecliffe to Herries Road shops.

View of possible traffic calming interventions on Shirecliffe Road.

Incorporating current community centre proposals.

Developments to the Busk Meadow school are likely to change its relationship with Shirecliffe Road: at present significant danger is posed by heavy traffic conflicting with needs for pedestrian crossing and cars parked on the road for the school and community centre. Nevertheless, an expanded community centre will mean that this section of Shirecliffe Road remains a hub of activity, and the illustration shows the key components of an improved street-scene. In particular, it is important to mark entry into the area with treatments to the street junctions at Boynton Road and Longley Avenue West (as shown on both options 1 and 2). A prominent pedestrian crossing is shown, which links with footpaths through Busk Meadow, with a raised table and distinctive changes of surface materials. Damaged verges should be replaced with parking bays in a contrasting surface, to reduce the width of the road both perceptually and, where acceptable, physically. Bus stops should be positioned to serve the community centre, with shelters. Bus lay-bys are not suggested, as the stationary buses themselves act as traffic calming and they can find it difficult to pull out into busy traffic.

Delineated parking bays **E**
Tree planting
Footpath link to shops improved
Granite rumble strips **E**
Raised kerbs **F**
Junction with shared surface **A**
Raised table entrance with **A** **E** granite ramp
Parking bays **E**

Raised table crossing **A**
Central refuge to meet safety audit
Granite rumble strip / ramp at **E** entrance to car park
Pedestrian area in front of **A** Community Centre
Bus stop **N**
Delineated parking bays **E**

Figure 37: Shirecliffe Road design option

BUSK MEADOW – BOYNTON ROAD

Main Palette
see section 3 and table of typical materials (p22)

Area	Key / Image	Description
Raised junction table	A	Bound aggregate
	E	Conservation sett, silver grey
Carriageway	B	Stone mastic asphalt
Paving	C	Stone mastic asphalt
Parking bay	E	Delineated by Tegula sett, silver grey
Ramps	E	Conservation sett, silver grey
Kerbs	F	Conservation kerb, silver grey
Bollards	M	As required adjacent ramps
Tree pit	Q	Concrete sett paving trim
Trees	3	Sorbus aucuparia in avenue
	5	Acer campestre on shared surface

BUSK MEADOW – SHIRECLIFFE ROAD

Valley Palette
see section 3 and table of typical materials (p20)

Central area		
Area	Key / Image	Description
Shared surface	A	Bound aggregate
	E	Granite sett, pink
Kerb	F	Mid grey granite
Pedestrian area	C	Conservation sett, red charcoal multi
Bollards	M	Powder coated – as required adjacent ramps
Bus shelter	N	Timber

Adjacent street area		
Carriageway	B	Stone mastic asphalt
Ramps	E	Granite sett, pink
Kerbs	F*	Conservation kerb, silver grey *from Main Palette (p22)
Paving	C*	Stone mastic asphalt *from Main Palette (p22)
Parking bay	E*	Delineated by Tegula sett, silver grey *from Main Palette (p22)

Figure 38: Shirecliffe Road design option, perspective

1	Traffic calming by tables at junctions into Busk Meadow section of Shirecliffe Road
2	Pedestrian crossing table at community centre
3	New community centre complex
4	Bus stops
5	Parking bays on existing verges
6	Pedestrian path into Busk Meadow
7	Footpath to Herries Road shops improved

Figure 39: Herries Road shops, detail of design

Herries Road Shops Design Options

The two options aim to:

- Simplify vehicular circulation and access points to parking at Herries Road shops

- Resolve pedestrian and vehicular conflicts

- Improve the public realm to enhance the setting of a major retail centre

- Reduce traffic speeds on Herries Road and improve pedestrian connection to the centre

- Create a focus area as a setting for a future landmark building

The scheme shown here developed the options for the purpose of preliminary costing. Implementation will depend upon agreement with forecourt owners and a safety audit of the highway. Earlier options (shown in Appendix A) considered more extensive interventions on Herries Road, which would require lengthy assessment, safety auditing and consultation, and which are therefore excluded from this preferred option.

Labels on figure: Public parking, Public parking, Public parking, Public parking, Bollards, Facelift treatment to shopfronts, Steps down to pub carpark

Legend:
- Site area
- Private ownership
- Silver grey granite setts
- Mid grey granite kerb
- Whitworth blue sandstone slabs
- Silver grey conservation sett paving
- Resin bound gravel
- Whitworth blue sandstone sawn setts
- Stone mastic asphalt
- Silver grey granite sett ramp with mid grey kerbs
- Paving or ground cover
- Semi mature trees

Figure 40: Herries Road shops design option

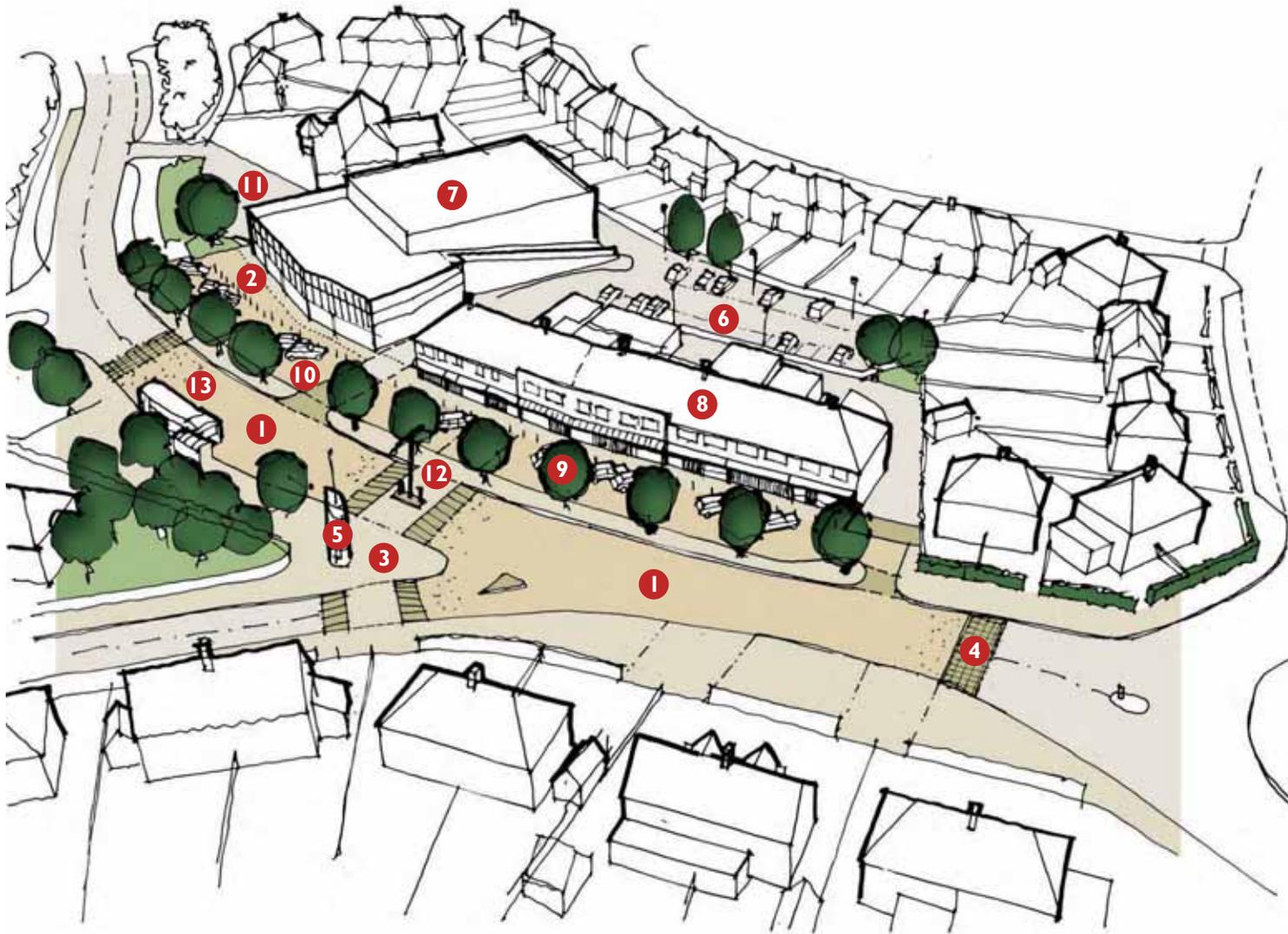|	
1	Bound aggregate: distinctive carriageway surface through core area
2	Bound aggregate parking area: bollards to protect sett paving to pedestrian strip in front of shops
3	Sett paving to central pedestrian areas
4	Granite sett approach ramps and rumble strips
5	Marker / signpost visible on outside of curve in Herries Road
6	Car park improved with surfacing, marked bays and lighting
7	Tesco: facelift improvements, roof car park possibly re-opened
8	Unit shops: facelift improvements, e.g. awning structure and new signage and shopfronts
9	New street trees (refer to valley palette)
10	Cars parked in echelon - one way circulation
11	Steps provided to pub car park and garden
12	Level pedestrian crossing and lighting
13	New bus shelter in existing position

Figure 41: Southey neighbourhood structure

Legend:

Key node

Gateway

Key area

Redevelopment areas

Open space

Improve pedestrian connections

Inset detail figure 42

I Improve pedestrian connections across Wordsworth Avenue to Cookson Park

Intersection of Herries Road and Wordsworth Ave

Herries Road adjacent to the potential redevelopment site

Map labels:
Wordsworth Avenue: main north-south inter neighbourhood route

Cookson Park

Herries Road: regional & historic route

Wooded valley character

Viaduct creates physical gateway to area

5.5   SOUTHEY

Neighbourhood Character and Context

Southey has a varied and interesting character. The combination of hills and valleys creates a complex topography. The valleys contain views, creating interesting vistas whilst Southey Magnet enjoys panoramic views across Sheffield. Green spaces range from large open areas to wooded valleys and hollows. There is a clear contrast between key urban areas such as Southey Magnet and the numerous open spaces in this neighbourhood.

Herries Road is a major historic regional route. It skirts along the southern boundary of Southey following the valley bottom. Although degraded in sections, it passes through significant areas of woodland, particularly around its intersection with Wordsworth Avenue. This junction is a significant gateway to Southey and Southey Owlerton as a whole. The intersection is located in a wooded valley bottom and is surrounded by a number of open spaces including Cookson Park and Oxspring Ponds creating an interesting character that could be better exploited.

Wordsworth Avenue and Southey Green Road are main inter-neighbourhood routes. They both pass through Southey and as such this neighbourhood is probably the best connected. Both are busy roads with high traffic speeds, neither have a strong identity or character and each has conflicts in its role as a main traffic artery and a residential street.

Southey Magnet serves as a retail and community centre for both the neighbourhood and the wider area. It has been identified as a main centre within the proposed hierarchy and major redevelopment proposals are being developed.

Wordsworth Avenue/Herries Road Gateway

Key Issues

*   The junction between Herries Road and Wordsworth Avenue is extremely busy and very dangerous. A blind junction with Scraith Wood Drive exacerbates this condition. The junction is not only a key gateway to Southey Green but also a major gateway to Southey Owlerton as a whole.

*   Wordsworth Avenue is the main north-south inter-neighbourhood route, yet currently it is not identifiable as such. It is important that this route has a strong identity particularly at this major entrance to the estate.

*   The vacant site at the intersection of Wordsworth Avenue and Herries Road is visually unattractive. This site provides a major redevelopment opportunity to introduce a key landmark building at this important gateway.

*   Pedestrian connections between open spaces in the area such as Cookson Park and Parkwood Springs are poor. Herries Road and the junction with Wordsworth Avenue are particularly dangerous and difficult to negotiate by pedestrians.

*   Wordsworth Avenue creates a significant physical barrier between Cookson Park and adjacent residential areas.

Cookson Park/Herries Road Gateway Design Options

*   Reduce vehicular dominance and traffic speeds at the junction of Herries Road and Wordsworth Avenue.

*   Improve pedestrian accessibility and pedestrian crossing points at Herries Road and Wordsworth Avenue.

*   Introduce a key gateway space associated with a landmark building on the redevelopment site.

*   Introduce design features at this gateway space that reference and emphasise the important historic and natural assets of this area.

Note

A second option for the Herries Road Gateway is shown in Appendix A. A preferred option has not been developed as the technical difficulties of any intervention at this major road junction make any significant scheme very difficult to achieve. A housing scheme has now been built on the landmark redevelopment site.

Herries Gateway: Option 1

1	A raised table junction is introduced at the junction of Herries Road and Wordsworth Avenue to reduce the dominance of vehicles at this intersection and create a key gateway to Southey Owlerton.
2	Feature paving on Herries Road identifies a major pedestrian crossing point. Glass blocks within the paving provide an artistic reference to the watercourse beneath the road. This simple element creates a key focus for the gateway.
3	Streetscape improvements along Herries Road highlight the approach from the viaduct, which acts as a physical gateway to the area. Artistic elements/sculptures provide references to the historic topography of area.
4	Tree planting and verge treatments signal the entrance to the focus area and emphasise the wooded valley setting.

Figure 42: Cookson Park / Herries Road gateway design option 1

CONCLUSION **6**

6.1   CONCLUSION

The design guidelines provide a framework for long-term investment in the Southey Owlerton streetscape through redevelopment and the regular cycle of maintenance and replacement. They are intended to inform proposals for other Housing Market Renewal areas across the city, providing a best practice document that will have wider influence.

The options for key areas have been considered for the choice of a pilot scheme to be implemented through the Liveability Fund. To help evaluation, broad costings were undertaken by Hall and Partners (see Streetscene draft report, April 2005). Following consultation with SOAR, community groups and Sheffield City Streetforce, a scheme based on Margetson Crescent option 3 is to be carried forward for implementation. This choice was based on the positiveness of its likely impact for the community in bolstering the local centre and improving an area of poor visual quality, and on an assessment of technical feasibility with particular reference to highways safety audit procedures.

The scheme will provide visible evidence that the regeneration of Southey Owlerton is under way, kick-start other redevelopment projects in the locality and provide a precedent for future streetscape enhancement projects. It is also possible that a version of the Longley Green scheme will be implemented. It is also hoped to take forward schemes at Busk Meadow and Herries Road shops as part of delivering the Centres Strategy, along with a major scheme for a centre at Chaucer Road and the Buchanan Road shops, and another at Southey (Magnet).

Shirecliffe Road at Busk Meadow - location of a neighbourhood hub on a busy inter-neighbourhood street

SCHEME DEVELOPMENT OPTIONS A

A SCHEME DEVELOPMENT OPTIONS

Wolfe Road, Option 1

1	A raised table junction on Wilcox Road highlights the entrance to Wolfe Road and reduces traffic speeds. High quality structures at this junction (which could act as bus shelters) further emphasise the gateway to Wolfe Road Local Hub. These structures could be designed as artistic interventions accentuating the hilltop palette proposed for this area.
2	An off-street parking area is provided to serve the needs of the new health centre.
3	The entire width of the street in front of the hub is treated as a shared use space for pedestrians and vehicles. Parking for residents and users of the community facilities is formalised as end-on parking. The configuration of parking creates a central plaza/square. A sculpture provides a focal point to the square.
4	A raised table at the junction of Wolfe Road and Wolfe Drive provides a traffic gateway to the hub in order to reduce traffic speeds. The raised table also highlights the entrance to Wolfe Road Park and strengthens the pedestrian link between the nursery and the park.
5	Street tree planting at either end of the street further reduces traffic speeds through the area. The trees also visually contain the residential side of the street, creating a sense of privacy adjacent to these properties.

Figure 43: Wolfe Road local hub design option 1

Wolfe Road, Option 2

1	On-street parking on both sides of the street serves the health centre, nursery and adjacent housing. The majority of parking is located adjacent Wilcox Road junction. This helps to slow traffic down as it enters the area.
2	Small squares are located at either end of building frontage to provide small focus areas for activities. Street tree planting defines these areas. This configuration effectively breaks the street down into a series of small spaces.

Figure 44: Wolfe Road local hub design option 2

Figure 45: Margetson Crescent design option 1

Margetson Crescent, option 1

1	A raised table on Wordsworth Avenue highlights the main gateway to Margetson Crescent. Paving treatments, rumble strips and tree planting define secondary gateways to the crescent. Bus shelters further highlight the gateway, and these artist-designed elements help to define a new identity.
2	The carriageway along the approach to the crescent is narrowed and resurfaced. High quality paving is used to highlight entrances to buildings on either side of the street and to define pedestrian crossing points. Tree planting creates an avenue leading into the crescent and a pleasant foil to the buildings.
3	New hedge planting along the boundary of the St. Thomas More Church and the Colley Working Men's Club screens views from the crescent and encloses the eastern side of the 'square' .
4	The entire space between the crescent building facades and the parking areas is treated as a single shared use area. The main vehicular route is delineated through the subtle use of bollards or sculptural elements. A central 'square' is defined by paving treatments. Within this central area an artist-designed structure creates a formal meeting place and focal point for the square. Parking is formalised and restricted to end-on parking on the eastern side of the crescent.
5	The settings of the two community buildings at either side of the crescent are highlighted by paving treatments. Essentially shared-surface junctions, they also reduce traffic speeds and allow for easier pedestrian movement.

Margetson Crescent, Option 2

This option assumes that the existing church and club parking areas will be incorporated into the crescent public realm. This option is being explored in detail as part of the Centres Strategy.

1	Raised table junctions and paving treatments as in Option 1, create a hierarchy of gateways to Margetson Crescent.
2	The carriageway along the main approach to the crescent is narrowed to reduce traffic speeds and allow for end-on parking. A different surface treatment is used to highlight the entrances and pedestrian crossing points between the two adjacent buildings.
3	Car parking areas associated with the church and club are incorporated into the central open space. The entire space between the facades of the buildings is treated with a simple shared-surface. Parking is formalised in bays delineated by paving treatments and tree planting. A central pedestrian square has seating and a sculpture to create a focal point. Vehicular movement through this area is delineated by the subtle use of bollards.
4	Entrances to the community buildings that anchor the crescent are highlighted by different surface treatments to the pavement.

Figure 46: Margetson Crescent design option 2

Option 3 limits enhancement measures to Margetson Crescent and the approach from Wordsworth Avenue. Option 3 has been developed to coordinate with the Centres Strategy Proposals.

Longley Four Greens, Option 1

|	
1	Southey Avenue through the Four Greens is resurfaced to create a shared use avenue. Raised tables are introduced at junctions to reduce traffic speed, highlight gateways and create pedestrian crossing points. Gateways are further emphasised through sculpture and feature walls.
2	'Downgrading' Southey Avenue encourages traffic to use the streets along the edges to the greens. On these streets different paving treatments are used in front of community and retail facilities as traffic calming measures, and to create community meeting places. On-street parking is accommodated along the length of these streets.
3	End-on parking is introduced along Southey Drive.
4	The existing hedges are removed from all of the greens to improve visual and physical connections in order to create a safer environment. The greens themselves are maintained as simple informal open spaces.

Figure 47: Four Greens design option 1
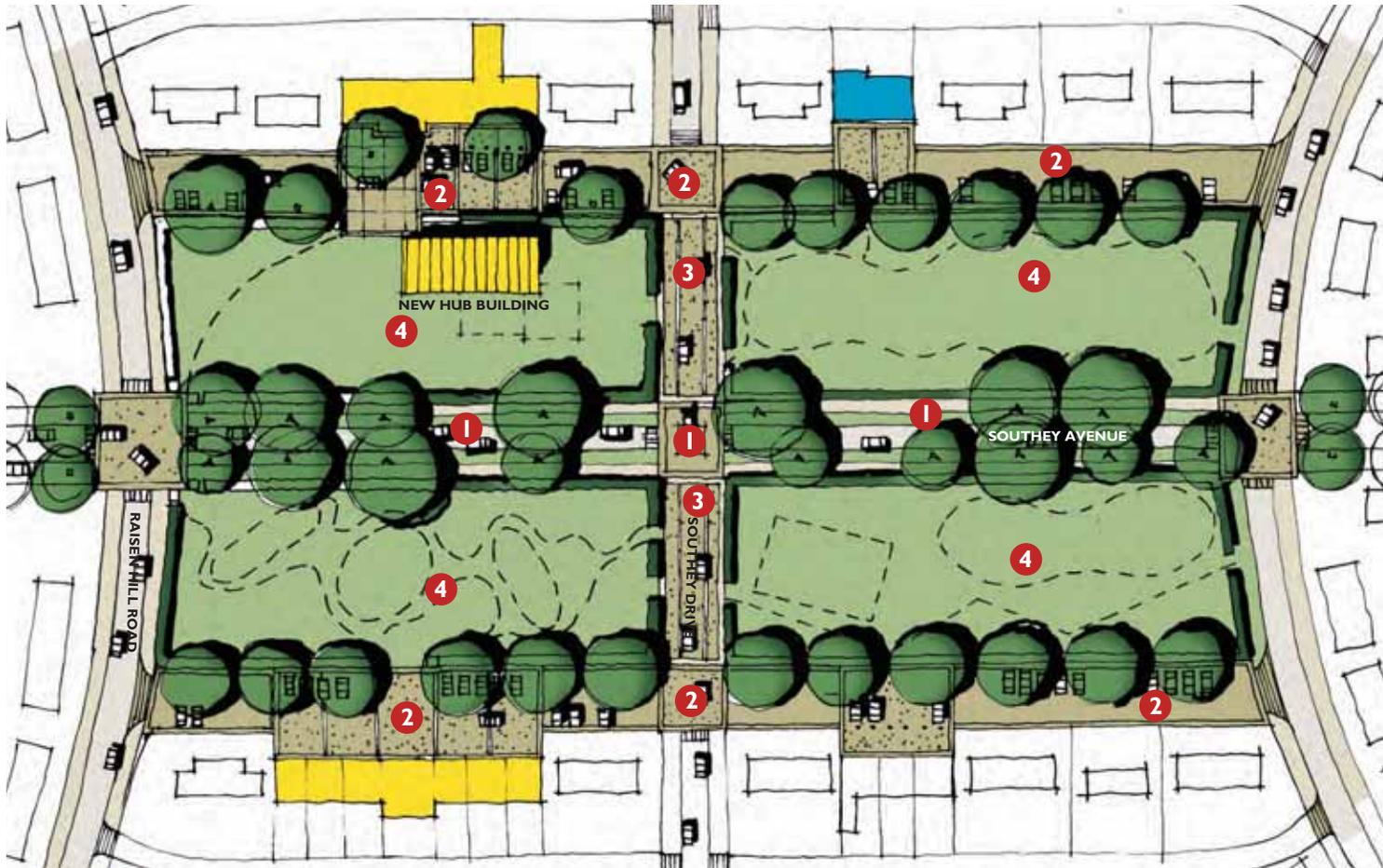
Figure 48: Four Greens design option 2

Longley Four Greens, Option 2

The second option acknowledges existing and proposed uses for the greens:

1	Southey Avenue is maintained as the main route through the area. Raised table junctions highlight the main entrance points to the greens. Carriageway widths are reduced along this stretch of the avenue to allow for a wider footpath. A grass verge is maintained to accommodate existing mature trees and reflect the surrounding 'green' character.
2	The streets on either side of the greens are resurfaced and raised along their length to create shared-use routes and discourage through-traffic. End-on parking is formalised along the street. High quality paving treatments define community 'squares' to serve adjacent community facilities.
3	Southey Drive becomes a secondary route through the area. The entire street is resurfaced with a simple delineation between pedestrian and vehicular priority areas.
4	Tree planting is introduced where necessary to maintain the existing avenues and ensure the continuity of the distinctive 'green' character. Hedges are kept as a unifying element. They are maintained to reduce their height allowing views across and into the greens.
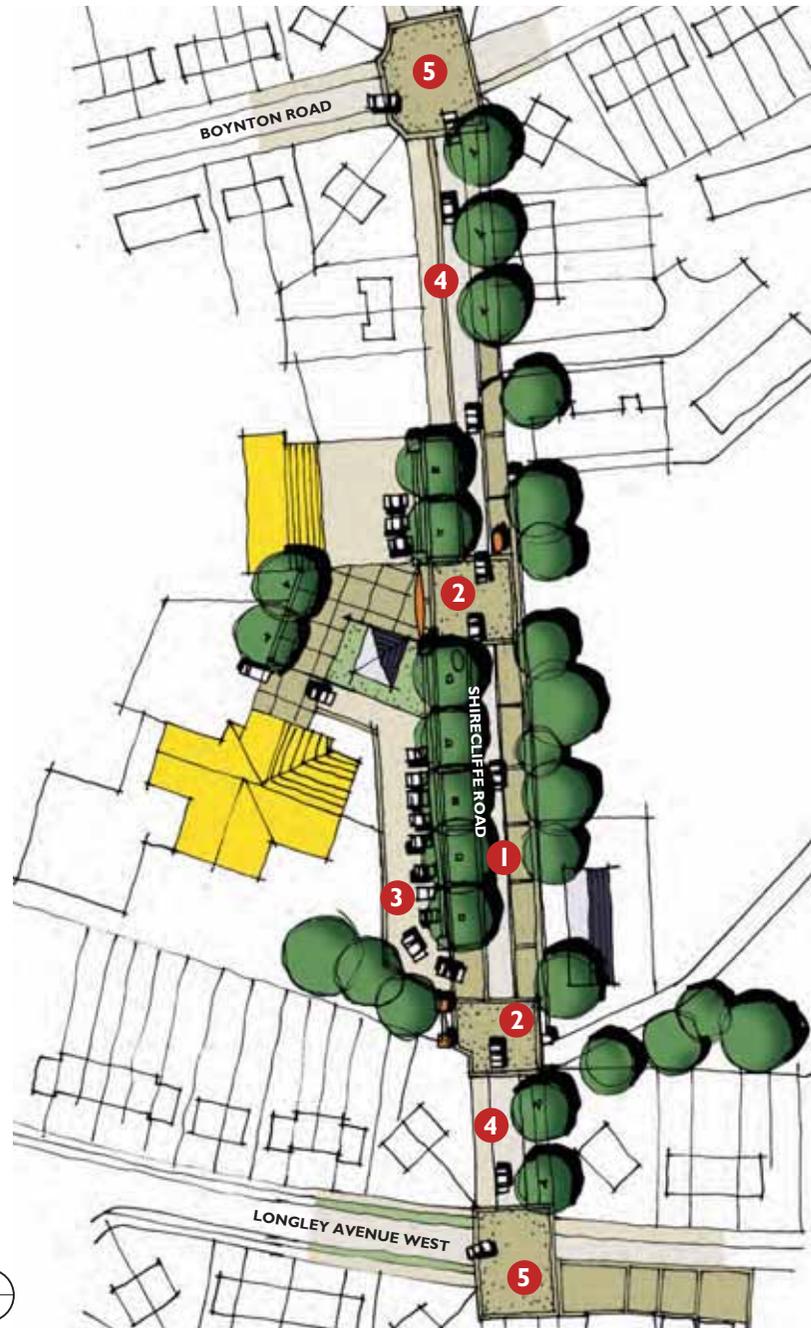
Busk Meadow, Option 1

This option is based on the existing conditions at the Busk Meadow Local Hub prior to any future redevelopment of the local hub.

1	Carriageway widths on Shirecliffe Road are reduced to limit traffic speed and to allow for wider pavements on both sides of the street. New surface treatment to the pavements and formal tree planting enhance the streetscape setting at the local hub. Bus shelters/structures are introduced adjacent to the main pedestrian crossing points. The structures provide the opportunity to reference the valley setting of this area.
2	Variations in surface treatments and rumble strips highlight the main entrance to the School and Community Centre, creating a shared use access point for both pedestrians and vehicles. A sculptural gateway provides a focal point at the entrance. A secondary pedestrian crossing point is treated in the same materials to provide easier pedestrian access to the existing entrance to Busk Meadow.
3	A secondary vehicular entrance to the school and associated parking provides for pick up and drop off at the school.
4	Away from the main focus area, reduced carriageway widths and wider pavements are maintained using simple surface materials.
5	Shared surface raised table junctions at Longley Avenue West and Boynton Road allow for pedestrian crossing points and calm traffic before it enters the main focus area.

BOYNTON ROAD

SHIRECLIFFE ROAD

LONGLEY AVENUE WEST

0   5   15   25   50m

Figure 49: Busk Meadow design option 1

Busk Meadow, Option 2

This option takes into account future expansion proposals for the community centre:

1	A central vehicular/pedestrian gateway serves both the school and community centre. The carriageway is a raised bound gravel surface. Pavements are surfaced in high quality materials that tie into those used in the central 'community' plaza, visually extending this space into the street. There are opportunities to improve pedestrian links from this area into Busk Meadow by removing a stretch of the existing railings and relocating the main gateway to the park to this location.
2	Adjacent to the central gateway, carriageway widths are reduced to allow for end-on parking along Shirecliffe Road. Wider pedestrian routes are created, enhanced by formal tree planting.
3	The existing entrance to the park is maintained as a secondary link. A raised table calms traffic and allows for a pedestrian crossing point.
4	Rumble strips are introduced at the intersections of Shirecliffe Road with Longley Avenue West and Boynton Road.
5	A central shared use community 'plaza' is created between the school and community centre. Vehicular circulation is simplified and delineated by bollards where necessary allowing for a strong pedestrian connection between the entrances of the two buildings. The existing caretaker's building could be maintained within this space or possibly used as a community building or introduced as a focus to the community hub.
6	Separate access points to reconfigure parking area. As shown in development proposals.
7	Pedestrian links are provided between the community hub and the proposed redevelopment areas outlined in the neighbourhood masterplan.

Figure 50: Busk Meadow design option 2

0   5   15   25   50m

RAISEN HILL ROAD

HERRIES DRIVE

HERRIES ROAD

SHIRECLIFFE ROAD

0   5   15   25   50m

Figure 51: Herries Road shops design option 1

Herries Road, Option 1

This option is being explored in detail as part of the centres strategy.

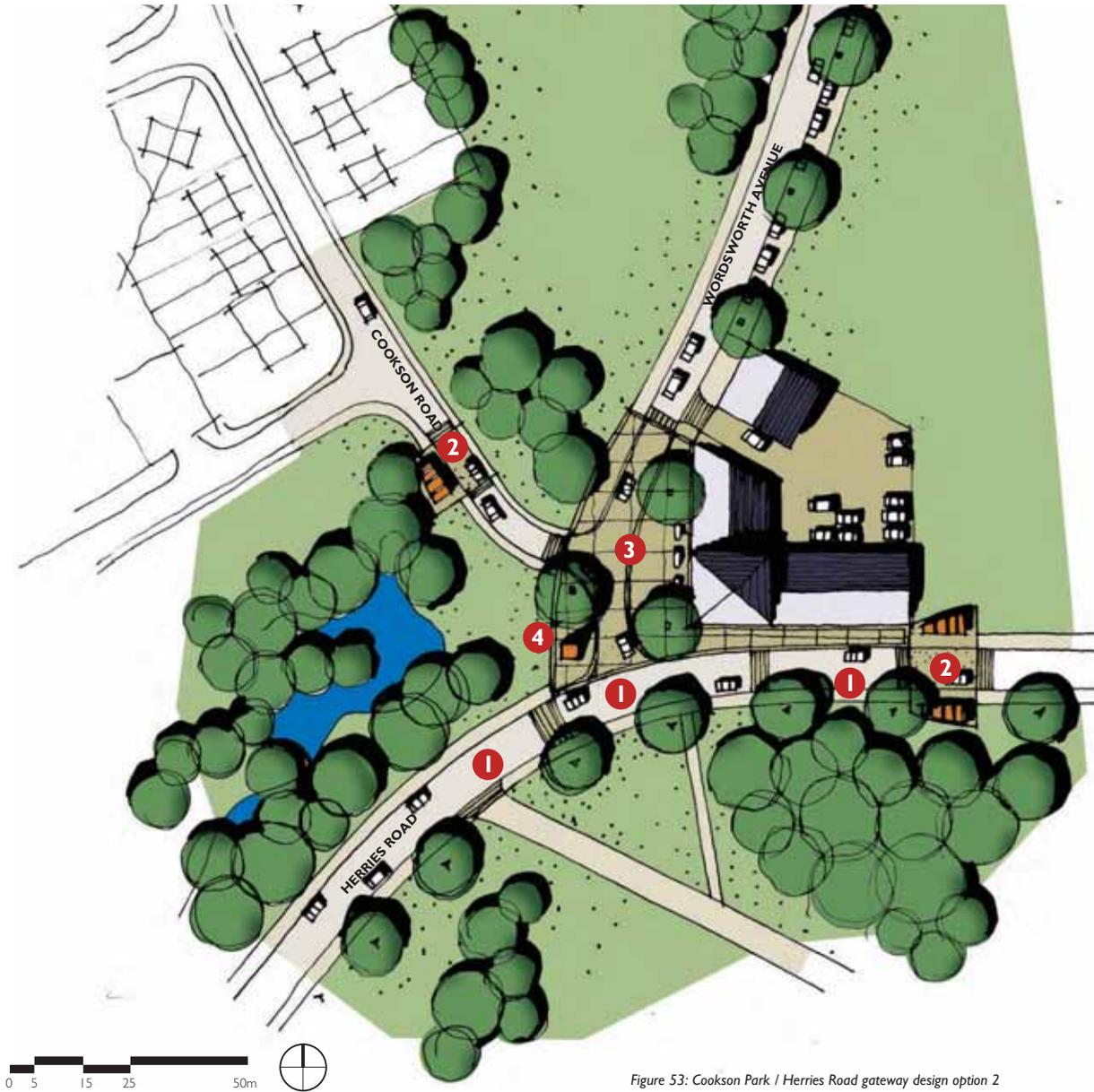|	
1	Reducing the width of Herries Road carriageway allows for wider pavements and shop forecourts. Rumble strips are incorporated into the carriageway and at junctions with other streets. The existing pedestrian crossing point is widened and resurfaced.
2	The entire forecourt from the shop facades to the realigned curb edge is resurfaced to created a high quality setting to the retail centre. A one-way traffic system and echelon parking simplifies traffic movement through the area. Paving treatments and bollards delineate a pedestrian only space in front of the shops. Formal tree planting contains the space and separates it from Herries Road.
3	The existing car park behind the shopping area is resurfaced, parking bays formalised and tree planting introduced.
4	On the north side, the pedestrian area created in front of a possible new landmark building is surfaced in high quality materials with seating and tree planting to create a pedestrian focus space.

Herries Road, Option 2

1	Herries Road is realigned and the carriageway width reduced to create a wider shop forecourt that allows for end-on parking. As with option 1, vehicular movement is simplified using a one-way system, with surface treatment defining key pedestrian and vehicular spaces.
2	The junction with Raisen Hall Road is reconfigured and treated with a simple shared use surface. Paving treatments define the area as a 'square' within which pedestrians and vehicles are given equal priority. Tree planting and bollards mark vehicular routes through the area. The 'square' provides a high quality public realm setting for a new landmark building.
3	The existing car park behind the shopping area is resurfaced, parking bays formalised and tree planting introduced.
4	A new structure serving as a bus shelter offers opportunities for artistic interpretations of the design palette for this area.

Figure 52: Herries Road shops design option 2

Herries Gateway, Option 2

1	Road carriageway widths are reduced along Herries Road and the junction with Wordsworth Avenue reconfigured. Rumble strips and surface paving treatment reduce traffic speeds, highlight the focus area and delineate crossing points.
2	New bus shelters/structures linked to crossing points adjacent to the new development provide opportunities to artistically reference the valley setting.
3	A central shared use paving area is created on Wordsworth Avenue integrating the gateway space and redevelopment site with the adjacent park. Seating is introduced in front of the landmark building overlooking the park and Oxspring Ponds. There is the opportunity to reconfigure the pedestrian network within the park to allow for a new park entrance linked to this space.
4	A sculpture referencing the valley setting forms a focus to the new gateway space. It is located on the southern side of the space to allow views from approaches along both roads.

Figure 53: Cookson Park / Herries Road gateway design option 2

CONSULTATION SUMMARY **B**

B CONSULTATION SUMMARY

Table of consultation findings.

Consultations with local people and steering groups were carried out in November and December 2004 to ascertain key issues. The findings are set out in the following table.

I. NEW PARSON CROSS		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES/DESIGN THEMES**
General • Graffiti and vandalism (2). • Litter (3). • Better lighting needed (4). • Dog fouling (3). • Reinstate the no.97 bus! (2). • Better youth club needed. • After-school club needed. • Better childrens play needed (2). • Replace concrete roads with new paving (2). • More trees. • Pave over grass verges for parking.	• Static community, low turnover of houses. • 'Always two or three groups talking on the Crescent. They might not know each others names but they've been standing in the same queue at the post office for 25 years'. • There is a financial burden on the community; it remains poor with problems of drugs and vandalism. • 'It's all about traffic and not about people'. • 'There are two kinds of welcome- 'people welcome' and 'place welcome''. • New housing needs to be integrated with existing, not gated communities. • Timing of public realm improvements critical to programme for new housing construction- if improvements are not complete when people move in, they may get into the habit of shopping elsewhere. • There is a possible demand for workspaces, many businesses operate from back gardens. • Reinstate the 97 bus! (ceases with college closure). • First generation to own cars- cars a status symbol. • Paving surfaces are generally poor. • Foot crossings at Chaucer Road (to Newlands and Maunsell schools are dangerous- one of the busiest roads in the area. • Lack of local green space. • Parks unused except by vandals. • Parks used for football at weekends. • Gateways to parks need improvement. • Incidental green spaces unused. • If kids do use the incidental spaces for football, locals call the police. • Kids need to be involved in the design of new places.	

I. NEW PARSON CROSS		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES/DESIGN THEMES**
Margetson • Poor image, better community attitude needed. • More seating needed. • Better/ replacement for railings needed. • A fruit shop is needed (2). • Better choice of shops needed. • The library should be bigger. • Take the shutters off the shop windows. • A better boundary treatment for the pub at Margetson/ Wordsworth is needed. • More and better parking needed for the shops. • Traffic calming/ one-way route needed. • Kids hanging around cause safety issues.	• People visit the Post Office then wait for a bus but have nowhere to sit / wait / shelter. • Not enough benches. • Benches are vandalised. • Old people use the benches. • Post office is key to the area's success. • The back lane and depot site need developing. • Shop canopies attract kids at night. • Café / somewhere to sit and have a cup of tea. • Nursery is thriving in the church, wants to double it's size. • Pub at Margetson/ Wordsworth wants to expand. • Shopfront improvements are needed. • Space for shop spill-out/ markets needed. • Sheffield has long-term covenant for no markets/ spill out outside the city. • The diversity of the shops gives a special identity. • Shops likely to suffer for 2-3 years before new residents replace lost student trade from closed college. • Can shops such as the Co-op and Spar contribute to project funding (eg. Public art with local schools)? • Public/ private boundaries to shops require definition. • Key buildings could be illuminated, such as the Church. • Heavy service vehicles ruin the paving. • P1 and P2 buses park on the pavements. • Bus service to Morrisons at Ecclesfield well used. • Not enough parking spaces. • Library parking spaces are used by shoppers. • Club car park is insecure. • People park on roads instead. • Flexible arrangement of daytime/ nightime parking at Church and club needed. • Church parking needs improvement. • Lighting for Church/ club parking needed. • Youth club has closed down. • Youth shelters are needed. • Library closes early due to kids. • Kids hang around outside the library at night. • Kids kick balls at the library wall. • Kids hang around mainly until 7.30pm when club opens. • Kids hang around in the club car park because they are intimidated by older kids in the park. • Doctors surgery has been heavily vandalised by kids.	**Hierarchy: Neighbourhood Street** **Role: Local centre** • Small town centre • Key transit hub • Place of social and retail exchange • College brings people from further afield • Sense of a hollow, surrounded by ridges • Exploit levels to create terraces, steps • A south facing 'square' • Poor enclosure to square • Central feature/ focus lacking • Improve the setting of key community buildings; the church, the WMC and the library. • Scarp/ plateau materials: stone, millstones, birch.

1. NEW PARSON CROSS		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES/DESIGN THEMES**
Wordsworth Avenue • Difficult to cross on foot. • Easy to cross on foot. • Roundabouts at Chaucer are good.	• Shops not visible or 'connected' to main route at Wordsworth Avenue. • Bus stop needed on north side close to club. • Bus stops are too far away from centre. • All buses should be diverted into the crescent. • Parking on verges is a problem. • Traffic speed is a problem.	**Hierarchy: Inter-neighbourhood Street** **Role: Bus and local traffic distributor** • Strengthen north-south connections across. • Roundabouts are neighbourhood 'gateways'. • Improve the setting of key community buildings; the church and the WMC, and their relationship with the road.
Residential streets- north of Wordsworth • People park on double-yellows at Monteney.	• At present the college is a barrier between the shops and the estate. • New private drives and boundary walls to council housing are an improvement. • Parking on verges a problem.	**Hierarchy: Residential Streets** **Role: Housing access only** • Play in the streets.
Residential streets- south of Wordsworth • Deerlands difficult to cross. • Halifax Road dangerous to cross.	• Traffic is slower where streets and parking not modernised. • Parking on verges a problem. • Better pedestrian/ visual connections between Holgate Road/ Tongue Gutter and Margetson Crescent needed, including crossing at Wordsworth. • Tongue Gutter only used by dog walkers and motorcyclists who vandalise barriers for access.	**Hierarchy: Residential Streets** **Role: Housing access only** • Strengthen green connections between Tongue Gutter and Colley Park. • Play in the streets. • Nadir /valley materials: Timber, water, valley vegetation, rusted (coreten) steel, oxidised copper, textured (picked) stone, layered slate, earth colours, absorption, stillness, heaviness.

2. FOXHILL		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES/ DESIGN THEMES**
General • Vandalism (2). • Graffitti (3). • Litter (2). • Lack of toddlers play (2). • Problems of policing and youth (5). • Youth shelters needed. • Poor shopping facilities. • Poor bus services. • Extra public consultation needed. • Consultation with kids needed.		**Strategic** • Edge of the city, interface with countryside. • Only neighbourhood enclosed by two key inter-urban routes. • Strong north-south connections, weak and fragmented east-west connections. **Character concepts** • Pennine character • Progression from hilltop/ fields at Foxhill Road to wooded valley bottom at Halifax Road. • Series of progressively naturalising spaces from open rock to woodland. • Contrast formal (urban, estate) space and informal (countryside). • Contrast contemporary character (newer urban routes) with traditional (historic route at Foxhill). • Exposure, wind, weather at hilltop versus enclosure, stillness shelter at valley bottom. • Paved square at summit, formal green at valley bottom bringing the country into the town and town into the country. **Detail** • Stepped structures to emphasise landform. • Two-way gateway; to the countryside, to the town, differing treatment in each direction. • Different finishes on stone, (picked, sawn) and steel (stainless, rusted).
Wolfe Road • Play equipment needed in the park. • Motorbikes a problem in the park.	• Connection could be made between the new nursery and Wolfe Road park. • Better street lighting needed. • Difficult street cross levels. • Unsafe at night. • Parking conflicts between residents and visitors to the new community facilities.	**Hierarchy: Neighbourhood/residential street** **Role: A mixed-used street - part access to local facilities, part residential access only** • Contemporary styling of new community building. • Improve the setting of the new medical and community buildings. • Relation of buildings to spaces- café terrace is in the shade. • North to south progression of street spaces / characters relating to Wilcox Road, new medical centre, nursery, park, housing. • Play in the street. • Nadir /valley materials: timber, water, valley vegetation, rusted (coreten) steel, oxidised copper, textured (picked) stone, layered slate, earth colours, absorption, stillness, heaviness.

2. FOXHILL		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES/DESIGN THEMES**
Wilcox Road • Foxhill School kids present crossing and assembly problems. • Traffic speed and severance (2). • Lollipop ladies needed.	• Poor bus waiting areas. • Traffic speed and severance. • Dangerous junction at Halifax Road.	**Hierarchy: Neighbourhood street** **Role: A residential street, but also a local access street to the Foxhill neighbourhood** • A key entrance to the estate. • Connect green spaces (The Rec, Wolfe Road park, Chaucer school, with green streets. • Landmark structure at highpoint at Bullen Road. • Improve the setting / entrance of Foxhill School. • Stoop stones. • Narrow the street to create wider verge / path on sunny side of street.
Foxhill Road • Steps to new flats are difficult for the elderly. • P1 and P2 bus service poor. • Pedestrian crossing and severance.	• Difficult crossing / severance. • Dangerous crossing for kids to Foxhill School.	**Hierarchy: Neighbourhood street** **Role: Local access street to the Foxhill neighbourhood** • Historic route. • Seam between neighbourhoods. • Seam between new and old development. • Gateway to the city. • Key junction at 'crossroads' of Wilcox and Halifax Roads. • Topography and views, visual connections to other parts of the city- series of citywide hilltop; beacons' as landmarks. • Apex / hilltop materials: heather and birch, stainless steel, glass, sawn/ finished stone, silvery granite, blue, white, silver, ceramic, reflective, movement, lightness, wind sculpture, soaring birds. • Weather-vane, pointing to and naming distant peaks, driven by the wind. • A series of hilltop look-out points and structures throughout the city, colour-coded, telescope connected, colour-illuminated at night. • Sand blasted glass shelter walls, with clear 'windows' to key views, or etched stainless steel.
Halifax Road • Bus stops are important and well used. • Crossing to schools very dangerous for kids. • Crossing to St Cecilia's Church difficult.	• Difficult and highly dangerous to cross, both on foot and by car- many drivers opt to use alternate routes to avoid this junction.	**Hierarchy: Primary route, inter-city** **Role: City level traffic distributor** • Significant barrier. • Reinstate green east-west connection from Back Edge to Tongue Gutter. • Nadir /valley materials: timber, water, valley vegetation, rusted (coreten) steel, oxidised copper, textured (picked) stone, layered slate, earth colours, absorption, stillness, heaviness. • Coreten steel and oxidised copper shelter walls, with aperture windows.

3. LONGLEY		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES/DESIGN THEMES**
General • Vandalism of play equipment. • Dangerous at night due to gangs. • Poor street lighting. • Trees obscure street lighting. • No buses in the area. • Some streets have no pavements. • Cross-street levels are a problem (severe in places). • Tree roots damage pavements. • Hedges are overgrown. • Blocked gullies cause localised flooding.	• Residents want traffic calming. • Rat-running is a problem. • Accidents increasing at junctions. • Longley Sixth Form College contributes to amount of traffic. • Area has lower than average car ownership, pedestrians need to be made priority. • Lighting throughout the area is poor. • Pedestrian and vehicular lighting should be combined. • Street hierarchy, legibility, signage and sense of 'entrance' are poor. • Regional connections to pedestrian and cycle routes (CPOG, five key walks) to be made. • Street and garden trees are central to the character of Longley. • Some trees ageing, in poor condition. Replacement programmes should be developed. • Garden boundary treatments and hedging are also important to local identity.	• Formality, geometry • Wooded character. • A hierarchy of tree forms? • Green and natural spaces to the east, urban functions and shops to the west.
Raisen Hall Road • Traffic speed at school is dangerous. • Parking causes blockage at school drop-off and collection times. • Junctions and public spaces at Herries Road shops are traffic dominated and unsafe for pedestrians. • Junction at Southey Avenue highly dangerous. • Not enough seating (2). • Shelter needed. • Basketball surface needed	• Traffic calming needed at school. • Stronger pedestrian link needs to be made between Four Greens and Herries Road shops.	**Hierarchy: Neighbourhood/residential street** **Role: A connective residential street** • Improve the setting of the school.
Crowder Close • No pavement and speeding traffic.	• Entrance to Longley park is unannounced. • Junction(s) with Southey Avenue are confusing. • Difficult to cross road to park on foot.	**Hierarchy: Residential street** **Role: Minimal residential access**
Southey Hall Road • Dangerous and unprotected level change between street and pavement, worsened by overgrown garden hedges. • Parking a problem. • Access to houses difficult / impossible with prams.		**Hierarchy: Residential street** **Role: Residential access** • Play in the streets.

3. LONGLEY		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES/DESIGN THEMES**
Longley park • No facilities for kids. • Lighting needed. • Benches in poor condition. • Create a connection / pedestrian link between Longley Park and Parson Cross park.	• Schools don't use the park.	**Hierarchy: Key landmark space** **Role: Neighbourhood facility, related to new hub** • Reconnect the entrance to the park with the geometric alignment of Southey Avenue. • Remove the railing between road and park- what is it for? • A gateway for the park.
Four Greens (Southey Avenue) • Kids cause trouble at the shops at night. • Intimidating at night • Poor lighting (2).	• Central Southey Avenue was scheduled for closure in 2003, but decision reversed following consultation. • Potential closure / partial closure of roadway adjacent to LOCAL as a car free space for markets, car boot sales. • Shops rely on passing traffic. • Traffic counts were undertaken in 2000 and 2003. • Taxi rank located in central Southey Avenue. • Roads used extensively by learner drivers. • People prefer to park directly outside shops and are reluctant to walk even from the central part of Southey Avenue. • People do walk between the four greens, desire lines are reflected in new design layouts. • Existing hedges reinforce the four greens landscape concept of distinct and separate spaces. • There is debate surrounding the value of these hedges, they contribute to issues of safety and surveillance.	**Hierarchy: Neighbourhood streets** **Role: Local access to key neighbourhood facility** • A clearing in the wood? • A natural amphitheatre. • Seclusion, shelter and containment. • Improve the setting of the LOCAL building. • Play in the streets. • Geometry, arcs, concentric circles, tangents and lines (from street pattern). • Segmental arcs and fantails. • The unique collision of geometry and topography. • South-facing arced seating terraces reflect contours and overlook the greens. • Remove the hedges; this is a unique and unified space. This will allow the roads to sit proud of the greens, providing vantage and curved banks down to greens. • Nadir /valley materials: timber, water, valley vegetation, rusted (coreten) steel, oxidised copper, textured (picked) stone, layered slate, earth colours, absorption, stillness, heaviness. • Coreten steel / textured stone shelter walls with aperture windows to key local views.
Crowder Road • Crowder Road / Elm Lane is a dangerous junction.		**Hierarchy: Neighbourhood streets** **Role: Local distributor within the neighbourhood** • Exploit interaction of crescent form and landform / slope as terraces or slopes. • Simplify road layouts at crescent. • Nadir /valley materials: timber, water, valley vegetation, rusted (coreten) steel, oxidised copper, textured (picked) stone, layered slate, earth colours, absorption, stillness, heaviness.

3. LONGLEY		
Moonshine Lane Path from gennel to Watermead school is poor.		**Hierarchy: Inter-neighbourhood street** **Role: Links neighbourhoods within Southey Owlerton; serves Southey centre** • Exploit interaction of crescent form and landform / slope as terraces or slopes. • Extend treatment across Moonshine Lane carriageway. • Improve the setting of the church.

4. COOKSON PARK/ HERRIES ROAD		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES/DESIGN THEMES**
General • Problems with gangs, violence, police (3) • Unsafe for young kids to play in the street. • Better lighting, especially in gennels (3). • Litter. • Dog fouling. • Parks need improving. • More incidental play areas needed. • Traffic much worse at rush hours and on match days.	• There were different views about the extent of 'their neighbourhood' amongst residents. Some felt that it stretched as far as Chaucer Road, others felt that it stopped at Southey Green Road. • Others felt that the ridge lines surrounding the Wordsworth 'valley' and containing views were the edge of their area. • Parking impossible on match days and upon pavements and verges, not possible to walk on pavements with a pram at these times. • Verges should therefore be concreted. • Verges and footways left in poor condition by utility trucks. • Gradients of verges is a problem . • Potential footpath connections into Trans Pennine Trail, Don Riverside Walk and Parkwood Springs. • Parkwood Springs dangerous to use at present. • Path from Scraith Wood to Penrith needs lighting.	• Meandering valley bottom • Junction of rivers, of valleys. • Key estate entrance • Roadways sever and disconnect green spaces: Parkwood Springs, Scraith Wood, Oxspring Dam, Cookson Park. • Rivers: Toad Hole Dike, Oxspring • Character sections of Herries Road. • Meandering valley bottom.
Buchanan Road • Best place to catch a bus to Hillsborough.		**Hierarchy: neighbourhood street** **Role: local access traffic for area south of Parson Cross park**
Chaucer Road • Difficult and dangerous to cross on foot.		**Hierarchy: Inter-neighbourhood street** **Role: links Halifax Road (city distributor) to neighbourhood distributors (Wordsworth Ave, Yew Lane)**
Doe Royd Crescent • Green needs improving. • Play area needed. • Traffic is fast despite speed humps. • Most people park on their own drives.		**Hierarchy: residential street** **Role: residential access** • Play in the streets.

4. COOKSON PARK/ HERRIES ROAD		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES/DESIGN THEMES**
Herries Road	• People take the P1 and P2 buses to Tesco at Herries/ Shirecliffe Roads. • Viaduct is natural gateway to the area. • Oxspring Dam popular, owned by the council, leased by private club.	**Hierarchy: Primary Street** **Role: City level distributor, providing vital east-west links between main city radial routes** • Reflect different character sections of Herries Road to the east and west of the 'hinge' at Wordsworth Avenue. • Trace the route of Oxspring crossing beneath the road at railway bridge and at Wordsworth junction with corresponding aerial structures as sculptural gateways to the area. • Trace the route of Toad Hole Dike and its confluence with Oxspring at Herries Road / Worsdworth Avenue with ground plane design, a ford, a local arts project. • Downgrade the width/ capacity of Cookson Road at this point. • Fish, toad symbols, meandering forms. • Gauge the depth of the original ground level (the road is raised, hence the streams in cutting) with sculptural mechanism- a line of vertical coreten steel rods following the roadside exhibiting the 'reverse' landform by protruding into the sky to the same distance as the depth of original ground plane, providing a linking element between viaduct and park entrance. • The same approach for the shape of the Toad Hole valley at Cookson Park prior to being filled (as play structures, etc.?). • Nadir /valley materials: timber, water, valley vegetation, rusted (coreten) steel, textured (picked) stone, oxidised copper, layered slate, earth colours, absorption, stillness, heaviness. • Coreten steel or picked stone shelter walls with aperture windows to frame local views.
Southey Green Road	• Shops and facilities at Moonshine Lane / Magnet site are well used. • Wadsley Bridge shops less well used, no direct bus and walking routes, interrupted by the quarry.	**Hierarchy: Inter-neighbourhood street·** **Role: provides key east-west link between neighbourhoods across the Southey Owlerton area**

4. COOKSON PARK/HERRIES ROAD		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES/DESIGN THEMES**
Wordsworth Avenue	• Shops at Wordsworth Drive deteriorating and poor. • Wordsworth Avenue 'chocked' at rush hours. • Traffic travels at 60-70mph. • Junction at Herries Road highly dangerous, blind junction from Scraith Wood. • General poor condition of road and verges. • Additional parking needed for flats at Binsted Road.	**Hierarchy: Inter-neighbourhood street·** **Role: Provides key north-south link between neighbourhoods across the Southey Owlerton area:** • Potential 'framework' of open spaces following Wordsworth, including the park, roundabout., Maggies Fields, and Hall Crescent, Doe Royd Crescent. • Recognise key viewpoint to distant 'peaks' southward from the Forty Foot pub possibly with beacon structure, colour-illuminated at night (what does Forty Foot refer to?- perhaps the buried depth of Toad Hole Dike?) • A boulevard. • Different qualities and cross-sectional relationship of streets fronting onto Cookson park. • Redevelopment opportunity for vacant flats at Wordsworth Drive and The Ritz site, to create a strong connection across, and including, Southey roundabout. • Potential 'beacon' or landmark at Maggies Fields as part of wider system. Illuminated in coloured light at night. Views colour coded for quality? • Contour-wall / path as a sculptural feature following the curve of Maggies Field, and related structures at Southey roundabout and along Wordsworth Avenue to Herries Road. • Apex / hilltop materials at Maggies Fields: stainless steel, glass, sawn/ finished stone, silvery granite, blue, white, silver, ceramic, reflective, movement, lightness. • Sand blasted glass shelter walls, with clear 'windows' to key views, or etched stainless steel. • 'Hollywood' sign at Maggies Fields, in lights.

4. COOKSON PARK/HERRIES ROAD		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES / DESIGN THEMES**
Youth workers comments **(Southey-wide)** • Dialogue between youths and adults is poor. • The police are perceived by kids as being 'on the side of' adults. • In Longley, kids became involved in a successful area 'clean-up' to avoid ASBOs. • There are many gangs with a high sense of territoriality. A youth club would be needed on every corner to cater for them all, they will not share facilities. • Youth shelters could be provided for different gangs / territories. • Graffiti walls are a good way for kids to mark their territory. This is a sign of pride in their area, not disenchantment. • The demolition of vacant buildings should be speeded up. They attract some kids and intimidate others. • Question: Why do the kids hang around the shops? For safety? • Question: Why do kids respect certain areas and not others? Because they are cared for by others?		

5. SHIRECLIFFE		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES / DESIGN THEMES**
General • Narrow streets create parking problems, but fit in with the character of the place Whose responsibility are hedges? • Street pattern allows short-cuts and rat-runs. • Traffic calming needed on Longley Avenue West and Shirecliffe Road. • Poor pram / wheeled access. • Concern about the No. 33 bus service on Penrith Road. • Lack of trees on streets – but also concern about trees blocking light and maintenance issues (on balance, probably a majority against trees rather than for).	• Outlook over Parkwood springs to the south. • Links from schools to open space. • Public realm and street scene need revitalisation. • Opportunities for pedestrian priority and high quality surfaces. • General street scene. • Problems with narrow streets and cars. • Parking overrides kerbs and verges turn to mud. • No street trees.	• Contrast between treatment of apex viewpoints at football academy, at shops and at Boynton Road, and nadir / valley bottom at Busk Meadow.

5. SHIRECLIFFE		
PUBLIC WORKSHOP	**STAKEHOLDER GROUP**	**SITE NOTES / DESIGN THEMES**
Shirecliffe Road • Dangerous pedestrian access across Shirecliffe Road from Community Centre to Busk Meadow. • Better linkage needed to Herries Road shops. • Query re future of Longley Avenue / Shirecliffe Road shops – many vacancies give poor impression. • Situation seems to have deteriorated since traffic calming measures introduced on Longley Avenue (bus gate) • Very busy route from city centre to the Southey Owlerton area.		**Hierarchy: inter-neighbourhood street** **Role: An extension of Moonshine Lane southwards – has city level functions as a route to the city centre** • Slow traffic, improve pedestrian condition. • Exploit landform to create a series of terminated vistas, a sense of serial vision. • Stoop stones. • Busk meadow sits in a 'hollow'. • Higher points at junctions with Longley Avenue West and Boynton Road are 'gateways'. • Phenomenal views east across the valley from these junctions. • Possible 'beacon' landmark at Shirecliffe Road / football academy, illuminated in coloured light at night. • Apex / hilltop materials: stainless steel, glass, sawn/ finished stone, silvery granite, blue, white, silver, ceramic, reflective, movement, lightness, wind.
Busk Meadow • Promote paths through Busk Meadow towards Herries Road.		**Hierarchy: landmark open space** **Role: focal facility for Shirecliffe neighbourhood** • Improve the setting of the school and community buildings. • Slow traffic, improve pedestrian condition. • Heighten the role of the space as an arrival and departure point by transit, to school, the park. • The park and school present a shallow valley perpendicular to the road. • Let the road become the park, not the park become the road, by vegetation spanning the road. • Widen Shirecliffe Road to create a central, planted reservation. • Sculptural structures spanning the road, possibly related to transit hubs / waiting areas. • Nadir / valley materials: timber, water, valley vegetation, rusted (coreten) steel, oxidised copper, textured (picked) stone, layered slate, earth colours, absorption, stillness, heaviness.