

# Barnsley Town Centre Public Spaces Strategy

September 2010  
FINAL



**BARNSLEY**  
Metropolitan Borough Council

# Foreword

Barnsley Metropolitan Borough Council (BMBC) has in partnership with Yorkshire Forward, the regional development agency for Yorkshire and Humber, worked to produce a Public Spaces Strategy for Barnsley Town Centre. This document supports the Remaking Barnsley Programme and sets out an ambitious strategy for improving the town centre environment

This document has been developed through a process of consultation and engagement involving stakeholders, community groups and local residents.

The production of this document would not have been possible without the efforts of the project steering group who have guided the strategy on behalf of various Barnsley Metropolitan Borough Council departments and interest groups.

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# Who is this document for?

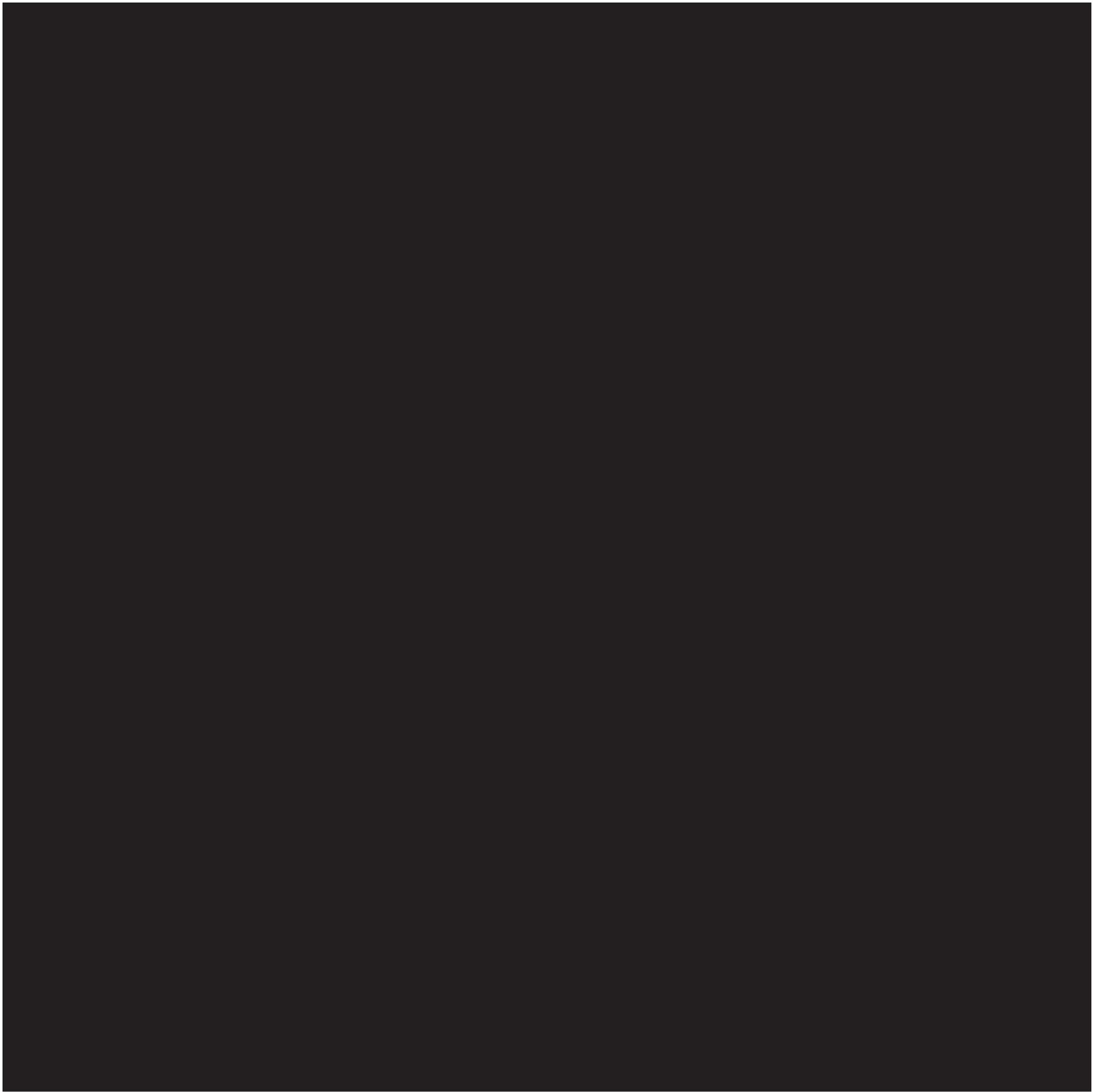
The purpose of this document is to provide a clear strategy for public spaces in the town centre and provides Barnsley Metropolitan Council (BMBC) with a resource to guide current and future improvements.

The strategy will support:

- The establishment of Council policy for both BMBC led projects and developer led schemes
- The production of future development briefs
- Planning negotiations and the setting of quality expectations
- Funding efforts and coordination with funding bodies

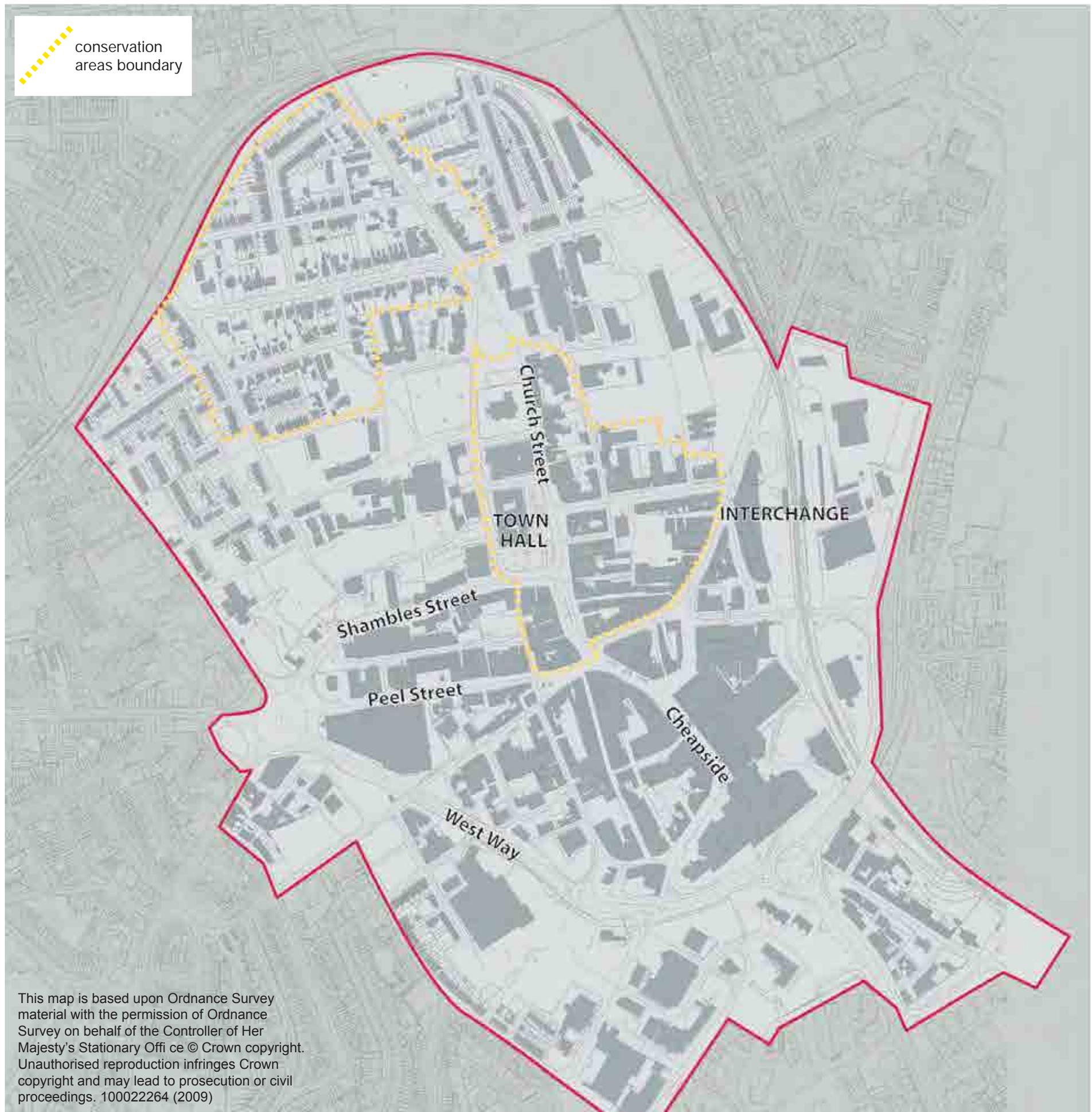
contents

<b>Barnsleys 'public spaces' story</b>	<b>7</b>
Introduction	9
What are public spaces?	10
How to use the Public Spaces Strategy	11
The story so far	12
Capturing a place on the move	13
<b>Transforming public space</b>	<b>15</b>
What do we mean by quality public spaces?	17
<b>Barnsley's 'public spaces' today</b>	<b>19</b>
The headlines	20
The character of Barnsley	21
A Tuscan hill village?	23
Existing network of streets, squares, parks and gateways	25
Existing pedestrian activity hotspots	29
Existing surface materials	30
Existing furniture, features and lighting	31
Consultation overview	32
Questionnaire results summary	33
SWOT Analysis of Barnsley's Public Spaces	34
<b>Barnsley's 'public spaces' future</b>	<b>37</b>
A 21st century market town	38
'Public Spaces' vision & principles	40
Wider aims	43
Public space functions 2009 - 2029	45
Proposed network of streets, squares, parks and gateways	47
Public space function 2019	49
Public space functions 2029	51
Green space layer	53
Identification of priority and gateway sites	55
<b>The palette</b>	<b>57</b>
Inner & outer core	61
<b>Surface materials palette</b>	<b>63</b>
Specification sheet submission	71
Street rules	73
<b>Furniture, public art &amp; planting</b>	<b>74</b>
Furniture & elements	75
Signage & wayfinding	83
Features & public art	85
Planting & street trees	87
Lighting	89
<b>References</b>	<b>91</b>



# Barnsley's public spaces story

 conservation areas boundary



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Study area



# Introduction.....

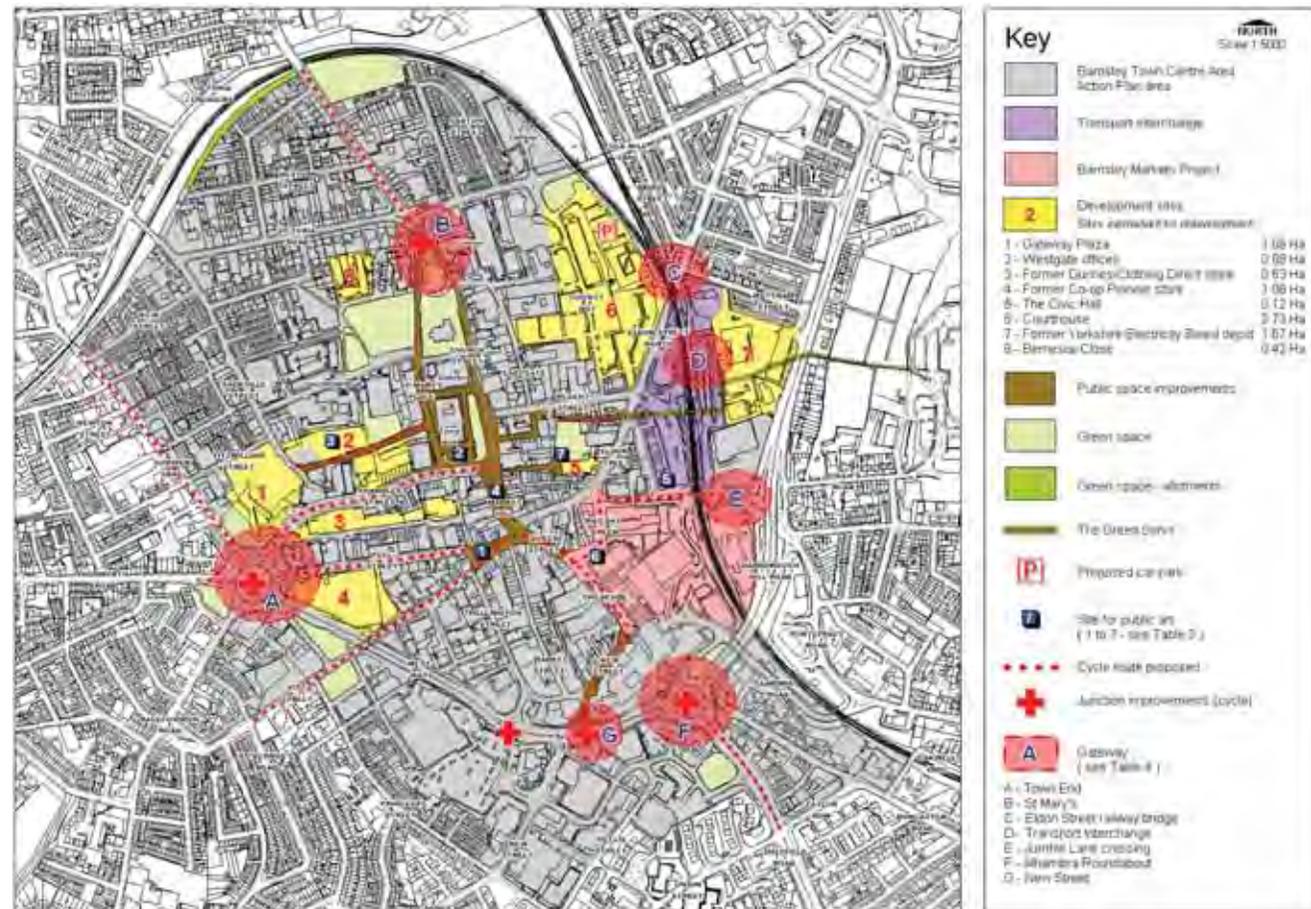
## What is the study?

### What we are doing

Barnsley Metropolitan Borough Council (Barnsley MBC) commissioned urban designers Gillespies\* to prepare a Public Spaces Strategy for Barnsley Town Centre in 2007. By providing a vision, priorities for investment, design guidance and briefs this strategy will make it possible for the creation of a unique, sustainable, high quality town centre environment of beautiful, user-friendly public spaces.

### Area of study

The area covered by this strategy is shown in the plan to the left. It covers the town centre area shown in the Area Action Plan and includes two Conservation Areas.



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left:

Red line boundary showing the area of study

above:

The Barnsley Town Centre Area Action Plan Area

\* Gillespies are the UK's premier public spaces design consultancy, with over 40 years experience that has resulted in the creation of a raft of distinctive places that bring renewed value to towns and cities. As the authors of 'Streets for All', Gillespies also have an affiliation with CABI as members of the Design Codes Enabling Panel. Gillespies have also produced Public Spaces Strategies/Urban Design Guides for Sheffield, Wakefield, Glasgow, Leeds and Mansfield, and have delivered over 50 major public spaces during the last five years alone, including the RTP1 award winning Grainger Town, Newcastle and civic trust award winning St. George's Square, Luton.

# What are public spaces ?

What  
are we  
focusing  
on?

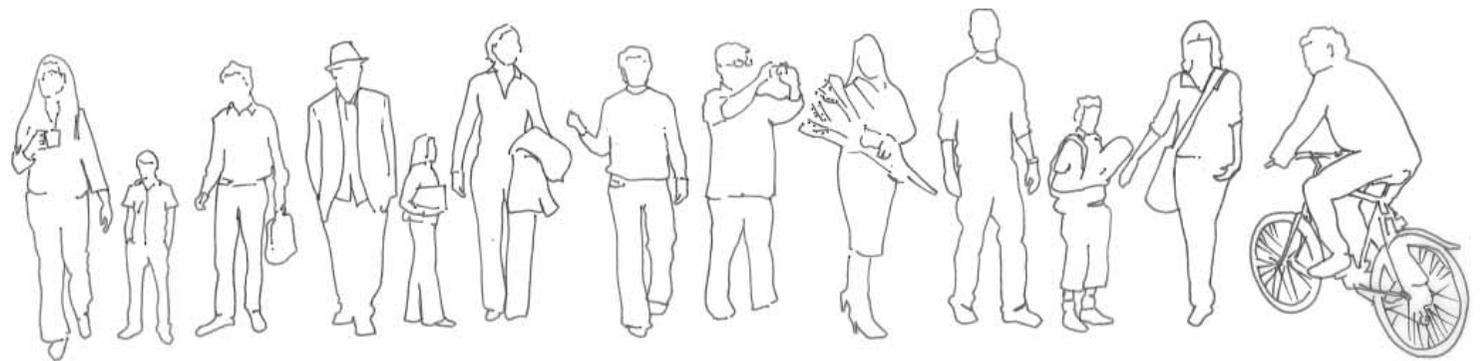
Public spaces are the places that we all use, to walk, to drive and to stop and watch the world go by.

They are the places in-between buildings, including streets, alleys, arcades, squares and parks, which provide cohesion and connectivity. They shape and create the character of a town.

Their environment and character is inspired by adjacent buildings and the arrangement of trees and planting, paving, street furniture, signage, lighting and art. The best 'Public Spaces' lift the spirit, are easy to use, inspire activity and investment and, above all, are **great places for people.**

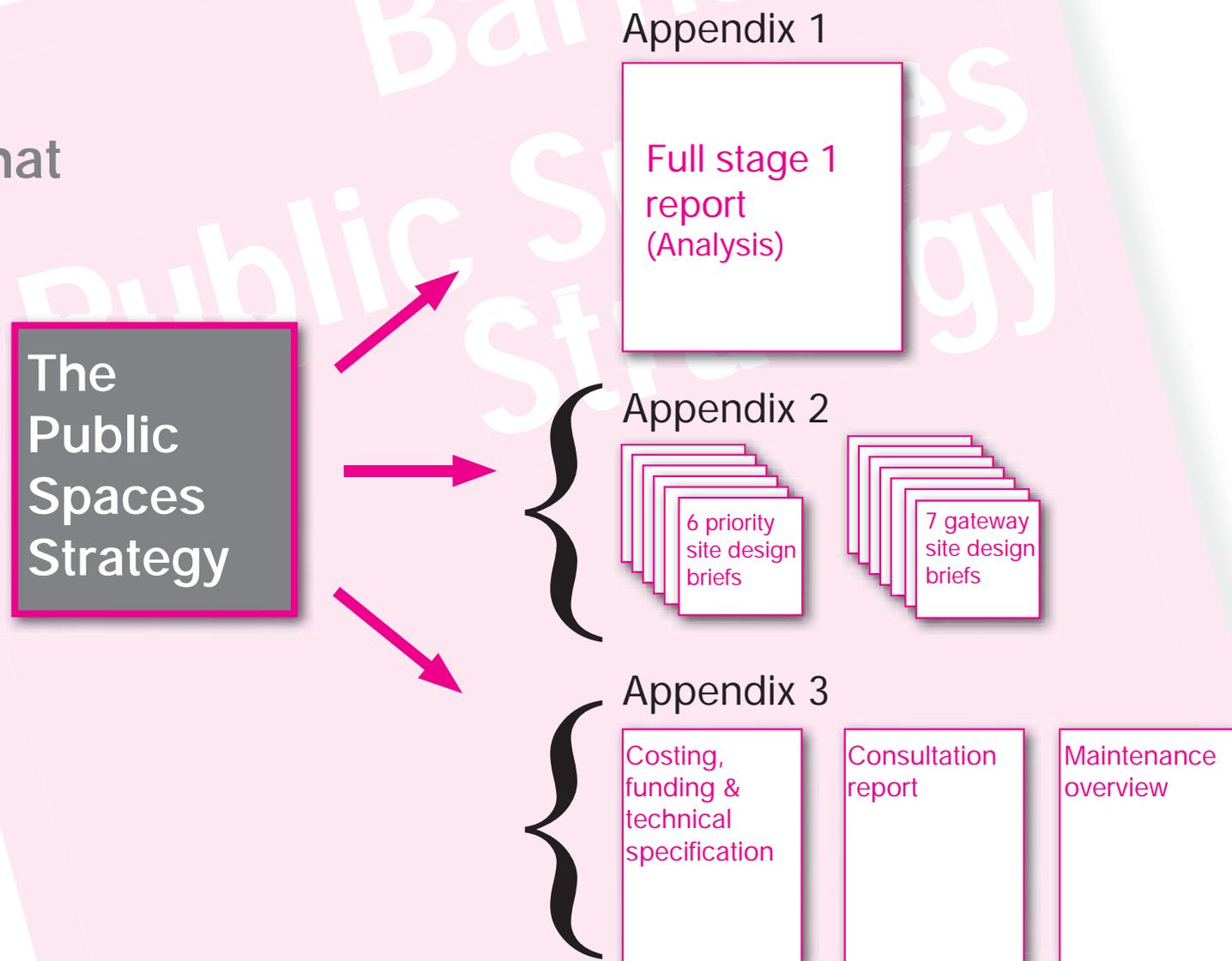
*"People dream of something better for Barnsley"*

(Simpson and others, 2002, p26)



# How to use the Public Spaces Strategy

A guide to finding what you need



This document outlines a vision for the future of Barnsley's Public Spaces. The first section analyses Barnsley's streets and spaces as they are at the moment. The second section describes how Barnsley could look and function in the future.

Appendix 1 contains the full stage 1 report, (which contains a more detailed analysis). Appendix 2 contains the design briefs for the six priority sites and seven gateway sites as identified at the end of this document, (The Public Spaces Strategy).

Appendix 3 contains detailed information about funding, (including capital & lifetime costs and possible funding sources), the full consultation report which includes responses from the public consultation, and an overview of town centre maintenance.

# The story so far

## Understanding the process

Prior to the Public Spaces Strategy a number of important documents have been produced. Will Alsop's Remaking Barnsley Strategic Development Framework (SDF) 2003-2033 sets out an ambitious vision for the town centre and part of its goals included the creation of 'Connected Public Spaces'.

Alsop's SDF was a high profile document in the community and it led to the advancement of a number of projects and initiatives. This included the 2003 'Public Realm Strategy' commissioned by BMBC to guide public spaces improvements.

In the past few years the national, regional and local planning system has undergone major change. This has led to the production of a Regional Spatial Strategy (RSS) being prepared for each region including the Yorkshire and Humber region and a Local Development Framework (LDF) prepared by each local authority, which is under development by BMBC. National and regional planning policy encourages the development and improvement of public spaces. Both PPS 1: Delivering Sustainable Development and PPS6: Planning for town centres are clear that this is an important priority. PPS 6 says that local planning authorities should seek to 'improve the quality of the public realm and open spaces'. The RSS also supports this and

policy YH5 of the Secretary of States Proposed Changes draft says plans and strategies should 'develop a strong sense of place with a high quality public realm.....within a clear framework of routes and spaces'.

BMBC have recently prepared a Town Centre Area Action Plan (TCAAP) specifically focused on the Town Centre. This will set out a number of statutory planning policies and in addition identifies 11 aims for Barnsley Town Centre including:

- *Establishing a more family based environment*
- *Enabling a wide range of functions and activities in the day and in the evening*
- *Providing a more interesting and attractive environment by securing important landmark and groundbreaking buildings and good quality public spaces*
- *Securing public art in appropriate locations*
- *Encouraging the use of sustainable design principles*

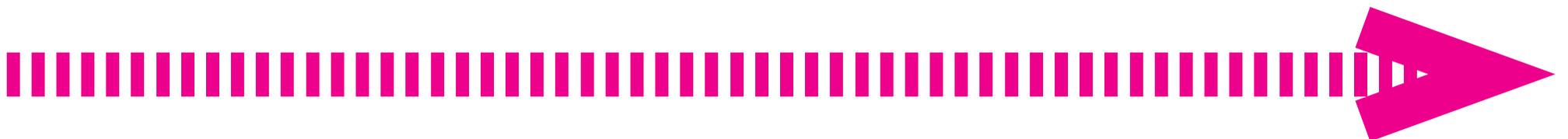
Therefore, four years on from the Remaking Barnsley, Alsop's SDF and the initial Public Realm Strategy, the need has arisen for a new look at Barnsley's Public Spaces within the evolving planning framework and Barnsley's ambitious development context.

Remaking  
Barnsley  
Strategic  
Development  
Framework

Public Realm  
Strategy  
2003

Planning  
Policy:  
RSS  
LDF  
TCAAP

Public  
Spaces  
Strategy  
2010



# Capturing a place on the move

## Barnsley is changing, the future is exciting

### Ambitious plans

Discussion about change in Barnsley was “liberated by Will Alsop’s audacity.” (Simpson et.al. 2002, 66). Ideas from the Remaking Barnsley Strategic Development Framework (2003) are now being realised. The Interchange and the Digital Media Centre have set a new standard for architecture, which the public spaces must meet. One of the objectives of the Barnsley Community Plan is for Barnsley to be “known for its outstanding urban environment and quality of life.” (One Barnsley, 2005, p6).

### A place on the move

Barnsley has ambitions to become a 21st century market town, an aspirational centre in terms of educational provision, cultural offer and its economic future. Barnsley must become “a vibrant 21st century market town, at the centre of a dynamic prosperous economy .....able to compete successfully with other shopping centres” (One Barnsley, 2005, p8).

Barnsley can become more self-sufficient in service and skills and promote itself to compete with other towns. Barnsley needs to attract people and become a leader within the locality. “We must raise our game, speed-up delivery of outcomes and prepare to leapfrog beyond catching up to setting the pace.” (BDA, 2007, p9).

### Opportunities to grasp

“Public spaces are vital to the future success of Barnsley. A range of public spaces must be created to meet the diverse needs of residents and visitors.” (One Barnsley, 2005, p12)

Barnsley needs its public spaces to have a ‘wow factor’. We need to restore vigour to the town’s heart, it should be bustling with all age groups and activity, restaurants spilling out onto the streets, a busy centre of national, international and local outlets, independent boutiques, theatre, arts, street life and music. Great public spaces can become the ‘glue’ to join everything together, creating a user-friendly place for people.

### Manage the impact of transition

With ambitious plans come challenges and consequences - new developments will have a knock on effect to existing parts of Barnsley. Major projects such as the Barnsley Markets redevelopment will re-invent a large piece of Barnsley’s shopping experience, however in the short term it will disrupt the immediate area as well as having a ‘ripple’ effect on surroundings. It is essential that the eventual benefits lift the wider area and that the new public spaces reinforce this.





# Transforming public spaces

# Transforming public space

Darlington - before



Glasgow - before



Darlington - after

Glasgow - after



Middlesbrough



Glasgow



Newcastle



Sheffield

# What do we mean by quality public spaces?

Those that:

## Celebrate the people and the place

- Design that responds to the location and the community
- Lifting the spirit and making better places for people
- Shift the emphasis of streets towards pedestrians rather than cars

## Use quality durable materials

- Natural stone has longevity, integrity and is grounded in tradition
- Robust construction and high quality materials protect investment

## Have careful detailing

- Brings maximum benefit from schemes
- Designs out future maintenance issues
- Creates an extra layer of interest to bring a design to life

## Display simplicity

- Simple layouts are often best
- Create a stage for people and activity
- Clutter free streets allow flexibility, ease of maintenance and free movement

## Continue to look great over the long term

- A step change in management and maintenance
- Consider potential issues from the start of the design process
- Town centres constantly evolve. Public Spaces should be flexible and set the stage for this.



left:

Examples of transformed public space



# Barnsley's public spaces today

Refer to Appendix 1: Full Stage 1 Report for more details

# The headlines

## A summary of analysis

### 1. Ambition

Barnsley has set a challenge to become a 21st century market town and has demonstrated it can deliver high quality major projects and attract investment. A number of transformational projects are planned soon, keeping momentum going.

### 2. Strong Character

The town centre is a bustling place with a strong community spirit and some great architecture.

### 3. Distinctive Environment

Barnsley has dramatic views towards the Dearne Valley and it's hills and lanes give the town centre a distinctive character. However the hills create a barrier for some people.

### 4. Poor Public Spaces

There are lots of different styles of street furniture and poor quality surface materials. However spaces are busy and seating is well used.

(Please refer to Appendix 1, the full Stage 1 Report for a comprehensive overview of the analysis undertaken in 2007/8. The following pages show some key extracts).

# The character of Barnsley

## Public spaces can celebrate a place

### Industrial heritage

Barnsley has a proud history as a centre of industry and heritage, as a market town of considerable importance. Whilst much of the industry has gone, the market town of Barnsley is still thriving, and the sense of Barnsley as a 'proper Yorkshire' town remains strong.

### Proud architecture

"A strong architectural heritage distinguishes the core of Barnsley," (Alsop Architects, 2003, p15). New architecture is as equally proud and unapologetic as old. Buildings of note include the Town Hall, The Civic, the Transport Interchange and the Digital Media Centre.

### The hills & lanes

Two characteristics stand out when exploring Barnsley Town Centre - its dramatic hills and its network of tight knit lanes, which create a unique identity.

### Busy and vibrant

Barnsley Town Centre is bustling and vibrant. It's a place, not just a shopping centre, and this creates a platform for continued investment and regeneration. Barnsley's market has been identified as "a vital component of Barnsley's future economic success." (Simpson and others, 2002).

### The Town Hall

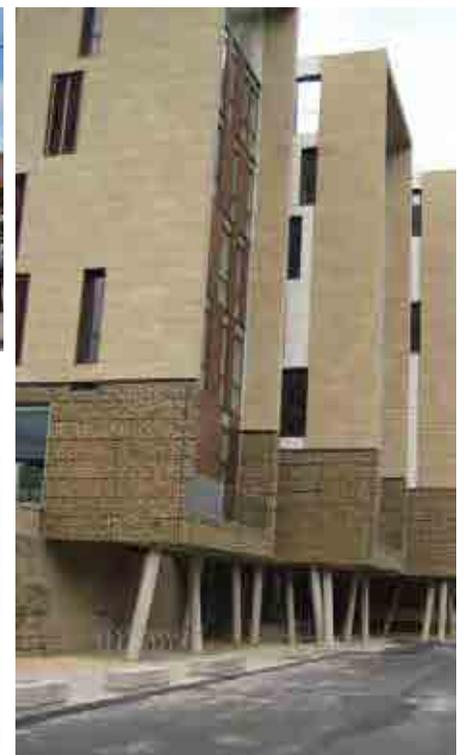
An icon which the people of Barnsley can be proud of, the Town Hall sits tall and white overlooking the town. 'Experience Barnsley' has recently been located in the Town Hall as a public attraction.

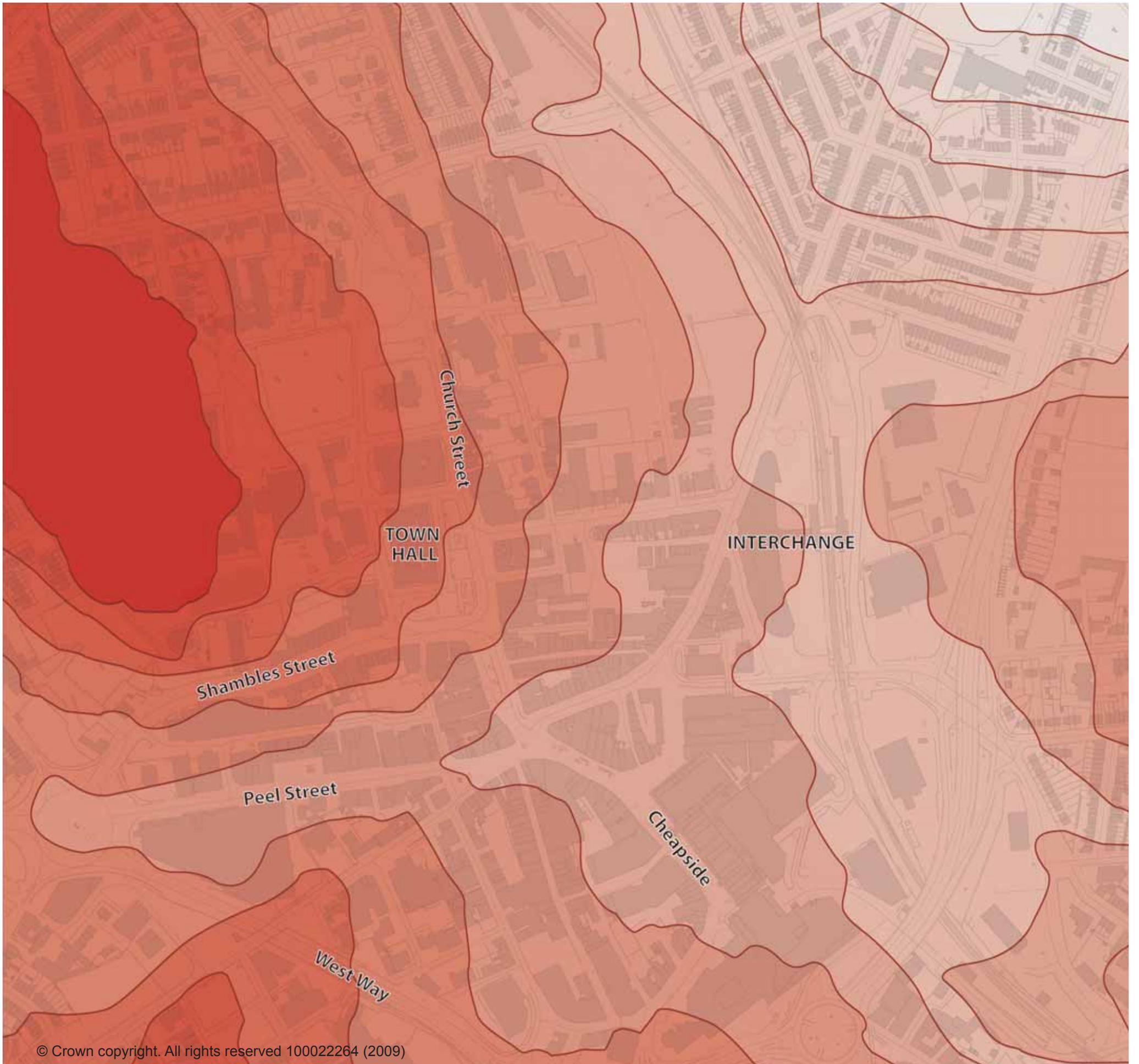
### Connection

Barnsley Town Centre is well connected to where people live with many housing areas within walking distance. Barnsley's sense of place is also achieved through its quality of countryside and its landscape setting which must be preserved and enhanced; there are two major parks on the doorstep at Netherwood and Dearne Valley.

### Ambitious outlook

New developments offer a unique and exciting opportunity to positively develop the public spaces. We can build upon the vibrant community atmosphere and the heritage of Barnsley as a market town of 700 years standing but radically overhaul the quality of the public spaces as market interest in the town awakens. "The environment needs to be improved, protected and maintained both for this generation and the next." (One Barnsley, 2005, p12).





# A Tuscan hill village?

## Public spaces can transform a challenge into an asset

In the Remaking Barnsley Strategic Development Framework document, Will Alsop suggested that Barnsley was like a Tuscan hill village. This is an interesting comparison and has importantly started public debate. Barnsley's hills and views are a fabulous asset, which the public spaces can celebrate.

### Postcard views and vistas

Barnsley has a dense core and is well connected to the surrounding countryside. There are dramatic views and vistas to the surrounding landscape

### Level changes

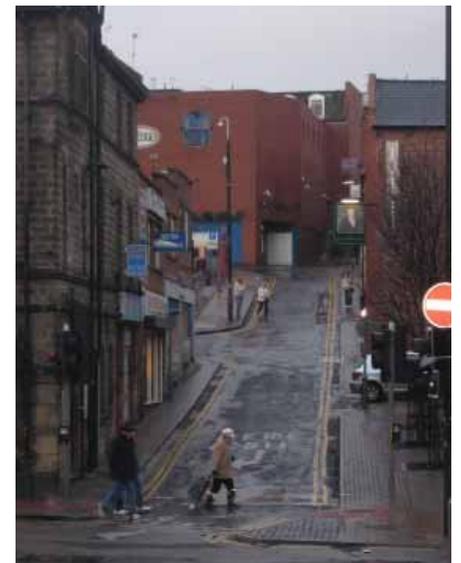
Level changes are challenging for people as they go about their everyday lives but also offer an excellent opportunity to both address level changes imaginatively and showcase the views on offer.



Dramatic views to surroundings



High grip paving on steep slopes



Steep level change



Solutions to level changes are practical and reactive



Slopes fall away to reveal big views

left:  
Barnsley's topography

Shambles Street, Barnsley



Town significance  
vehicular focused streets

Victoria Road, Barnsley



Local significance  
vehicular focused streets

Cheapside, Barnsley



Town significance  
pedestrian focused  
streets

George Yard, Barnsley



Local significance  
pedestrian focused  
streets

Peel Square, Barnsley



Town significance  
parks &  
squares

Magistrates Court, Barnsley



Local significance  
parks &  
squares

# Existing network of streets, squares, parks and gateways

## Definition of different public spaces

The following descriptions outline how we have classified the existing types of public spaces in Barnsley Town Centre. This provides a method to analyse the existing network (p.26) and define a new approach and emphasis for the proposed network (p.47 - p.51). Identification of the two tiers (town significance & local significance) are notional for the purposes of this exercise, based on road classifications, assessment of desire lines, key destinations and local knowledge.

### Town significance vehicular focused streets

- Major roads which link Barnsley to the surrounding major roads and motorways
- Vehicles have priority over pedestrians

### Local significance vehicular focused streets

- Minor vehicular circulation routes
- Vehicles have priority over pedestrians

### Town significance pedestrian focused streets

- Major pedestrian links, often with destinations and lots of activity
- Pedestrians have priority over vehicles
- Pedestrianised or shared surface

### Local significance pedestrian focused streets

- Pedestrian short cuts / minor links
- Pedestrians have priority over vehicles
- Pedestrianised or shared surface

### Town significance parks & squares\*

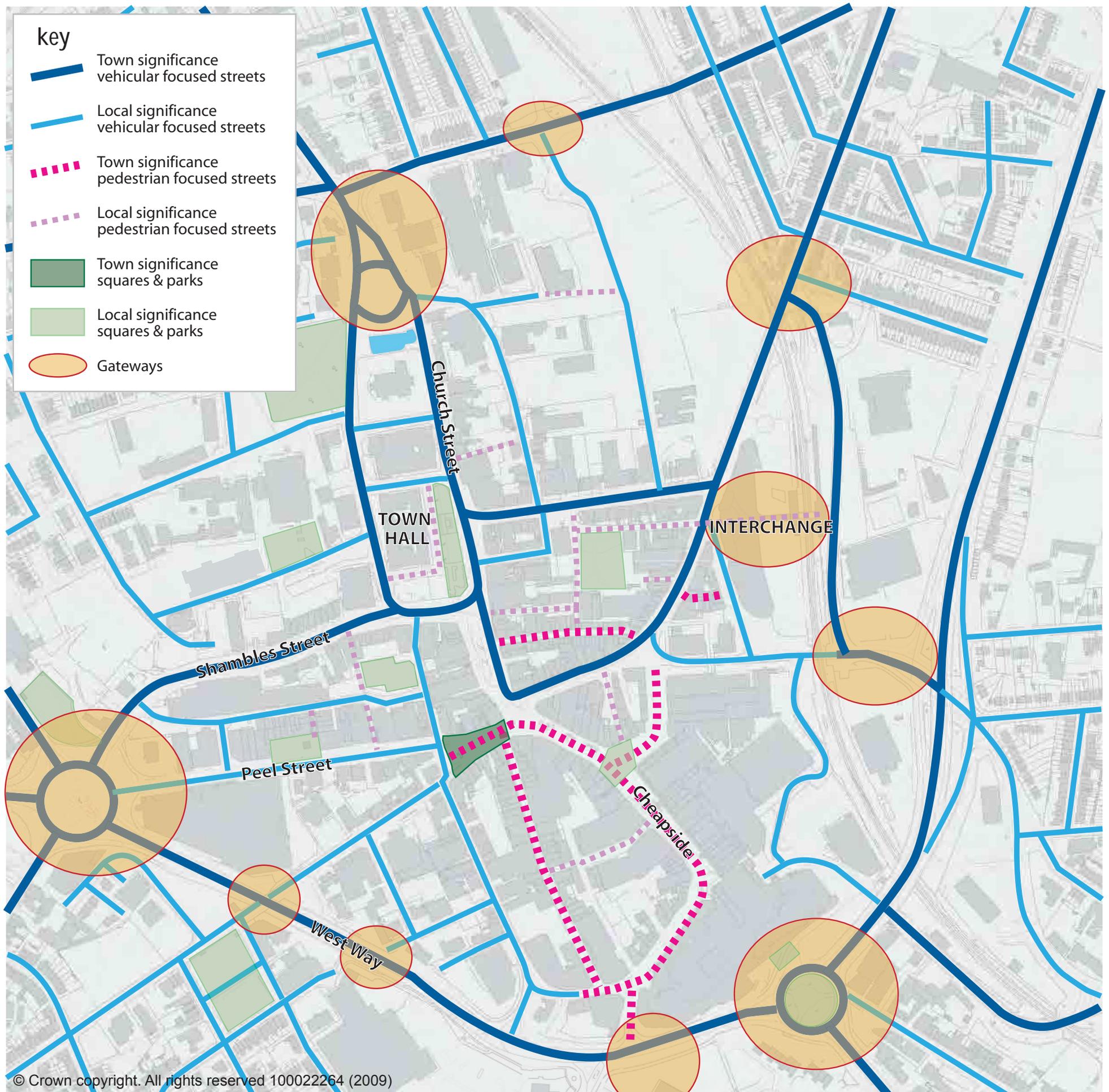
- High profile destinations
- Located within the inner core

### Local significance parks & squares\*

- Lower profile destinations
- Located within the outer core

\*(A park is classified as having mostly soft landscaping while a square is mostly paved)

left:  
Images showing existing street functions



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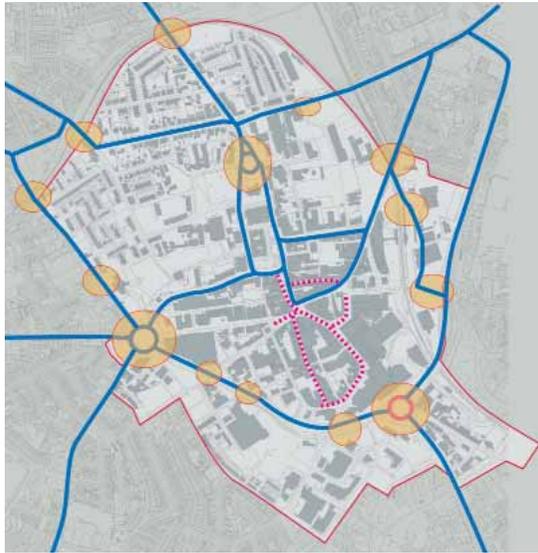
Existing hierarchy



# Existing network of streets, squares, parks and gateways

## Public spaces can create user friendly and well connected places

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above:  
Wider context.

left:  
Plan showing existing network of streets, spaces and gateways (describing hierarchy and emphasis).

### Lack of primary squares and parks

Public squares and parks can provide stages for activity and events. Barnsley is currently more defined by its streets and lacks a proper 'town square'. Barnsley Town Centre lacks greenery - there is a lack of both green spaces and green streets. It "does not have the range, scale and distribution of green spaces to meet the standards set by the Borough wide Strategy." (BMBC part two, 2006, p3).

The recently completed Mandela Square, adjacent to the Civic sets a new benchmark in quality for the town centre to inspire future improvements.

### Rich variety of streets, lanes and yards

Changing scales of places and spaces, streets, lanes, roads and yards provide Barnsley with a rich and varied townscape.

### A strong existing network but public spaces lack the 'wow factor!'

There is a strong network of streets, ranging from wide pedestrianised shopping streets to narrow arcades. The approach to public spaces can add variety and interest.

### The existing network places too much emphasis on cars - the majority of streets are vehicular priority

Currently the emphasis is on ease of movement for the car user - "cars are intrusive and there are no dedicated cycle routes." (One Barnsley, 2005, p13).

Alsop proposed that priority should be decided in the order:

1. People with disabilities
2. Pedestrians
3. Cyclists
4. Bus users
5. Train users

(Alsop, 2003, p35; One Barnsley, 2005, p13)

### Lack of urban limits

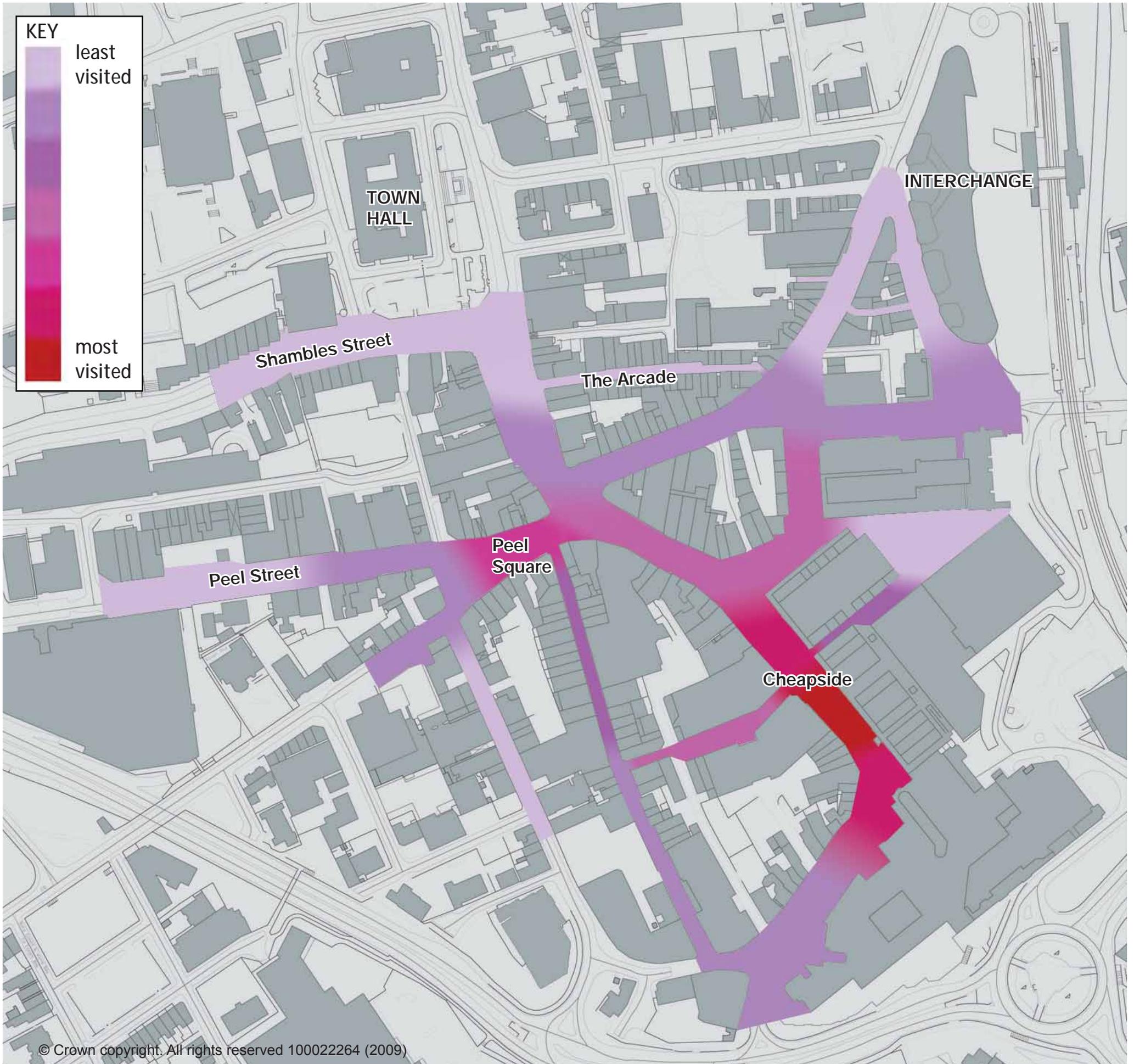
"Gateways tend to be poorly designed, featuring poor quality buildings and lacking public art." (One Barnsley, 2005, p13). There is no real sense of arrival when you enter Barnsley, the tight grain of the town centre dissolves towards the edges - there is currently no real distinction between town and country.

### Lacks of cohesiveness

There are a number of different styles of street furniture and paving which, in certain places, creates a fragmented, confusing environment.

### Further detailed studies

Refer to appendix 1 (full stage 1 report p.30) which explores a variety of existing streets in Barnsley to understand what make them work and their sense of place in order to guide and underpin the proposals.



Existing hotspots of pedestrian activity



# Existing pedestrian activity hotspots

## Public spaces can create an increase in activity and interest

The plan to the left has been produced from data collected by the Pedestrian Market Research Services. This information was collected over a Friday and Saturday in late summer 2007.

It highlights areas of the town centre which attract the most pedestrian footfall and those areas which are less visited. The most visited areas are consistent with those areas which people identified as top priority for refurbishment during the public consultation. (Refer to p.33)

The busiest areas are Cheapside and Peel Square but the footfall quickly falls away with the area around the Town Hall being one of the least visited places. The Public Spaces Strategy aims to 'glue' together Barnsley's streets and spaces and encourage more activity, animation and vitality through improved links towards the areas which currently suffer from a lack of footfall.

Barnsley's hills cause a physical barrier to movement and this is reflected in the diagram. Comfort can be improved through the inclusion of high quality resting areas and a more attractive public realm.

Shopping areas such as Shambles Street appear to receive a low level of pedestrian flow. This may indicate that shoppers prefer to drive to this area and it is not pulling the pedestrian flow from the retail core.

The diagram also highlights a need to attract more pedestrian flow through The Arcade. Currently a lack of pedestrian flow may be due to Market Hill and Eldon Street both having insufficient pedestrian crossings and a high flow of vehicular traffic.

Improving pedestrian movement and reducing the dominance of cars would help to significantly alter this snapshot.

# Existing surface materials

## Public spaces can become a platform for activity and investment

### Majority is bitmac or buff concrete slabs

This treatment is typical for much of the town centre. It is a simple efficient approach, both cost effective and easily maintained. However, large slabs are inappropriate for Barnsley's hills and levels and are more easily broken. Clay bricks define the majority of pedestrianised areas in a variety of colours and patterns, which appear dated in some locations.

### Few examples of higher quality investment

There are glimpses of natural stone through the town centre. Recent schemes such as George Yard are good examples of higher quality investment.

### A 'clean slate' offers opportunity

There is not a strong precedent in Barnsley of quality surface materials, creating a great opportunity to create a sense of place and quality through the use of well chosen materials.



Standard bitmac &/or buff concrete slabs in the majority of town centre



Concrete slab with concrete / clay block infill (Found in wide pedestrian streets)



Concrete / clay block (Found in tight pedestrian streets)



Natural stone

- Yorkstone Slabs and Setts
- Granite Setts (Found in a few selective areas)

# Existing furniture, features & lighting

## Public spaces can put a place on the map

### Public spaces lack personality and are too cluttered

The existing street furniture and features say very little about the character of Barnsley. They are uncoordinated and of varying colours. Public spaces have the opportunity to bring a place to life, to showcase community, culture and art and strengthen the identity of Barnsley.

### Seating is well used

Seating appears well used and appreciated throughout the year. However the hills of Barnsley demand a need for resting places and the strong community spirit suggests a greater need for places to sit and gather. These points were especially highlighted through the public consultation.

### Opportunity for signature furniture range

The existing furniture is uncoordinated and comes in all shapes, sizes and colours. This creates a disjointed feel, which is dated in appearance. There is opportunity to create a signature furniture range which creates a cohesive appearance across Barnsley.

### Features & public art

The Town Centre Area Action Plan outlines various opportunities throughout the town centre for the introduction of public art. It concludes that “the town centre will enjoy a wide range of public art.” (TCAAP, 2005, p.31).

Mandela Gardens showcases some good examples of public art, however, elsewhere there are limited examples of public art in Barnsley. A statement can be made through public art, echoing Barnsley’s unapologetic approach to architecture and ambition. This can create talking points, attractions for visitors, tell a story and perhaps become a much loved icon (such as The Angel of the North). Public art should be site specific and sensitively located.

### Lighting

There is a mixture of different types of pedestrian and vehicular lighting, of varying design and age, throughout Barnsley. There is generally a focus on ‘functional lighting’. Opportunities for feature lighting have not been taken, with the notable exception of the Town Hall which is illuminated and The Arcade’s fairy light canopy.



# Consultation overview

(For the full consultation report please refer to Appendix 3).

## A clear plan

To ensure consultation and engagement with a wide cross section of local people the following approach to community consultation was taken:

- A four stage consultation plan was drawn up under the headings:
  1. Promotion and awareness raising
  2. Direct contact with key community groups and organisations
  3. An interactive exhibition of emerging ideas and themes
  4. Feedback to local people
- A representative list of community groups and organisations was prepared
- A media contact plan was drafted
- The idea of a major public exhibition was agreed, and
- A project timescale within which to work was approved.

It was also agreed that the engagement process should include community organisations already party to existing regular BMBC communication strategies and also a number of so called 'hard to reach' groups.

Over 250 people participated in the 'warm up' process and some 200 people attended the public exhibition in June.

## Groups consulted

Barnsley Access Select Committee / Learning Disabilities Group / Barnsley Youth Council / Barnsley Federation of Tenants and Residents Associations / Sure Start/Children's Centres / Age Concern / Voluntary Action Barnsley / Barnsley Civic Trust / Barnsley Black & Ethnic Minority Initiative / Town Centre Communities Partnership / Willow Bank Community Partnership / Town Centre Executive

A small group of Youth Council members collected digital images of the town centre to capture and present a 'young person's view' and these were used as part of the display

material at the public exhibition.

## The first public exhibition

The public exhibition was held on two days in the middle of June 2009, based upon an agreed exhibition consultation plan. A town crier was employed to shout about the event in Barnsley Town Centre.

During the course of the two days over 200 people attended the exhibition with the majority spending three quarters of an hour to an hour engaged with the display materials, in discussion with BMBC and Gillespies staff and completing a short questionnaire. A concerted effort was made to meet and greet all visitors and explain what was on display, who was available and why completing a questionnaire was important. Some 70% of visitors left their written comments and these are summarised in the full consultation report.

## The results

There were clear emerging themes which came from the questionnaires and verbal responses. These are summarised on the following page.

## Continued Consultation

Following the success of the public exhibition an additional event took place in November 2008, to consult on the proposed design briefs, which are described in Appendix 2.

The second public exhibition was designed specifically to show the emerging design principles relating to the six town centre 'priority' sites and the seven 'gateway' sites. The priority sites are the most well used places in the town centre and were highlighted by those attending the first public exhibition in June 2008. The gateway sites are primary entry points and have been selected to ensure that the arrival experience into Barnsley is the best that it can be.

The full consultation report is contained in appendix 3



# Questionnaire results summary

It emerged that most people come to Barnsley during the day to shop

**What would encourage you to use the town centre at other times?**

- o More varied/cultural/quality entertainment and activities
- o Family eating places, open cafes, restaurants
- o Better variety of shops/department stores/boutiques

**What discourages you from visiting the town centre?**

- o The drinking culture and unpleasant behaviour/rowdy/intimidating
- o Car parking, lack of and expensive
- o Not enough seating
- o Lack of diversity/activities in the evenings/Sunday

**What do you think would improve the parks and squares?**

- o Improve appearance, things of interest, place to relax
- o Better seating and covered areas to encourage cafes, picnics
- o Distinct lack of green space, planting trees, flower beds, seating to attract people to area

**Do you think there is enough seating?**

70% of respondents said no, and more was needed in:

- o Peel Square, Cheapside, Mayday Green
- o Town centre and markets – better seating
- o More open air cafes would be good

**How should the arrival points and routes into the town centre be improved?**

- o No welcome signs saying you are in Barnsley, how about a flower display on roundabouts like Doncaster or public art
- o Better, clearer signage
- o Pathway/subway from Alhambra/town centre to bus station is not very inviting and should be improved

**What do you think about the condition of the paving?**

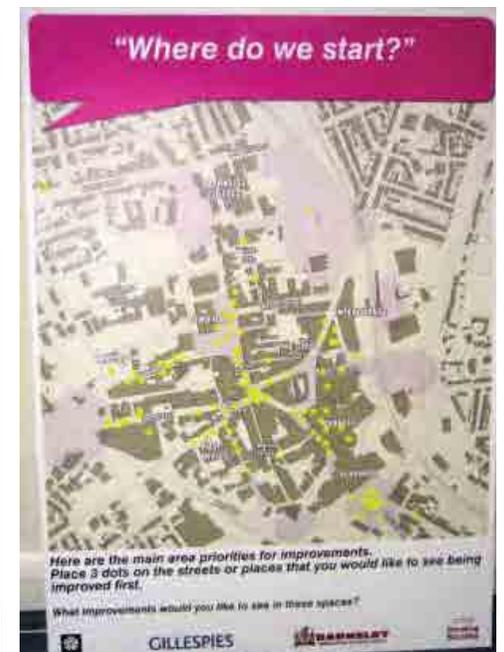
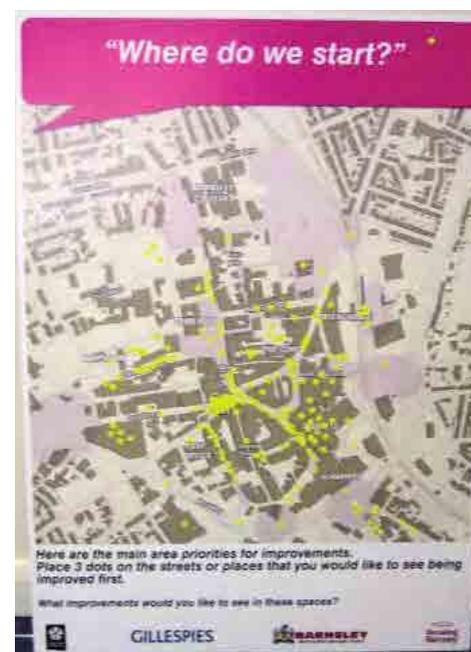
- o As with most town centres nice when first done then constantly being dug up and resurfaced
- o Unlevel/cracks/sticking up
- o Lots of chewing gum

**Do you think the new choice of materials and furniture will improve the town centre?**

75% of respondents said yes, because

- o Brighter natural colours
- o Modern feel but traditional materials
- o A breath of fresh air! Modern, clean and safe and well lit.

Participants were asked to place three yellow stickers onto the areas which should be improved as a priority. There were two copies of this board on display and the photos below show the results:



Both boards show a similar pattern with participants focusing their priorities on Peel Square and the surrounding town centre core. Key routes/streets were highlighted such as Church Street, Market Hill, Cheapside, Shambles Street and Market Street. The Alhambra roundabout emerged as the highest priority gateway into the town centre.



# SWOT Analysis of Barnsley's public spaces

## Strengths

Strong renaissance vision with high quality public spaces linking new development projects

Walkable town, easy, and for most routes relatively safe, to walk into from residential areas close by

A hilly place with an interesting configuration of streets, arcades and lanes, good for exploring

Well connected centre, busy with people at particular times

Covered shopping areas and arcades out of the elements

CCTV coverage - relatively safe centre

Some spaces with greenery and trees

Some recent public spaces well designed and high quality - Arcade and George Yard

A bold approach to redevelopment

A good spread of open spaces and potential open spaces in the town

Town centre with a good human scale and urban grain

Despite sparseness of soft landscaping the town centre does not have a 'hard' feel

Some nice architectural lighting of some buildings

Conservation areas and older buildings of good architectural merit

Various public spaces improvement schemes in the pipeline

Excellent interchange close to the retail area and providing a central portion of the 'green sprint' concept

Seating is well used, especially in shopping areas

Mixed availability of car parking

## Weaknesses

No 'wow' factor in the public spaces and no sense of sophistication (lacks a high profile place to inspire)

Some wide carriageways used by motor traffic unnecessarily severing the centre and causing disconnection

Level changes difficult for old people and those with disabilities

Generally poor quality and worn public spaces, aesthetically unappealing

Public space improvements have been ad hoc in the past and lack personality

Lack of green spaces and green streets in much of the centre

No coordinated use of materials in public spaces which could give rise to a Barnsley character / style

Lack of shared surfaces (vehicular dominant outside pedestrianised zones)

Too much priority to vehicles in some locations, some areas of critical conflict, e.g.- outside interchange, no shared surfaces

Some poor quality development and shop fronts frame some public spaces

Lack of coordination of street furniture

Pending serious disruption of town centre when redevelopment schemes commence

Litter occasionally a problem

Lack of seating in some areas

Lack of permeability in some locations

Poor lighting of some buildings at night

Poor network of street lights

Lack of public art and interest

Not much for the senses- smell (eg planting), sound/ touch (eg water features)

Does not encourage daytime promenading

Lack of sense of arrival at gateways

Lack of ownership from community

Lack of spaces suitable for young people (e.g. play areas)

Not a multi dimensional, multi user place and between 6-8pm tends to lack activity

Inappropriate placement of car parking eg. Town Hall, Grahame's Orchard

# Opportunities

Commitment to the Renaissance programme and design quality by the Council and others

High quality new architecture demonstrates to the public that ideas can be delivered in the real world

Support from Yorkshire Forward with grant funding

The Town Team and other supportive local organisations and groups

The new town centre management approach

Major new developments and redevelopment in the centre including the markets redevelopment with associated public spaces

Belief in the vision of a 21C market town by the general public and organisations

New Yorkshire Forward spending programmes

The Barnsley Urban Renaissance Design Advisory Panel

CABE Space facilitators

The Council's Design Champion

Demonstration projects and experimentation in making places

Knowledge/ skills/ best practice from other areas

LDF Town Centre Action Area Plan

The Public Spaces Strategy

A clean slate and strong appetite for quality public spaces

A truly distinctive place to inspire great public spaces

Mobility assistance offered in new markets carpark

Scope for recreational open space, such as play area & trim trails

# Threats

Scale of change proposed (development and public spaces). A once in a generation chance to get it right for Barnsley.

No clear plan, strategy or programme for public spaces works at this stage

Upcoming/current schemes have not benefited from a 'Public Spaces Strategy'.

Downturn in the economy may defer the development of some sites and hence any associated public spaces improvements

Key retailers move to new markets development leaving serious problem of shop voids fronting public spaces

Lack of coordination of some decision making and clear and publicised responsibilities

Lack of public funding for maintenance

Lack of commitment to achieving the highest quality design solutions in some quarters

Loss of good connectivity to the residential areas close to the town centre by suburban style, non linked or loose knit development

No achievement of grant funding from Yorkshire Forward towards major public spaces improvements as SYRIP comes to an end

A new SYRIP after March 2009 which does not favour the Renaissance Programme

Lack of respect for improvements in the centre leading to vandalism

Themes not developed from local character

Difficult to get private developers to coordinate their public spaces proposals with the rest of the town. Needs an adopted strategy to strengthen BMBC position

Parking demands on spaces which have potential for improvement as public spaces

Conflict between aesthetics and practicalities such as health and safety

Funding streams are ad-hoc, leading to a lack of comprehensive coverage and a patchwork of improved public spaces



**Barnsley's  
public spaces  
future**

# A 21st Century market town:

## What is a 21st Century market town?

The headline for Remaking Barnsley is 'a 21C market town'. This has been embraced by Barnsley and its people but how does this translate physically into the town centre?

Remaking Barnsley is about acting as a magnet for investment in the town centre, which will be the catalyst for new jobs. It's about attracting new visitors and businesses and it's about improving the quality of life for Barnsley's citizens.

The 'themes' below explain some of the key components of a successful 21st Century market town within the context of the Public Spaces Strategy. These essential components can be encouraged and supported through public space improvements. Their application can be seen throughout the Public Spaces Strategy and the priority and gateway site design briefs.

## A retail destination:

- Barnsley should punch above its weight and attract shoppers from around the region
- The new Barnsley Markets should celebrate local produce and products and embrace innovation and technology
- Quality streets can be designed to help retain existing offer, attract investment and a new retailers
- A range of national & internationally recognised shops and a place for locally owned independent & unique shops

## Create a place for businesses to grow and prosper:

- A range of business units to enable businesses to start up, grow and stay in Barnsley
- Enable businesses to network in venues across Barnsley
- The needs of businesses should be met locally (financial / service)
- Thrive on being a centre of a different kind (an essential support to the core northern cities)

## A centre for jobs, learning & skills:

- Barnsley College at the heart of a learning Campus with links to employers
- Increased learning opportunities for Barnsley residents
- Links with the private sector to provide specific skills training
- Support systems to match jobs to local people

## Encourage more visitors and user groups:

- Family Friendly (a day out in Barnsley Town Centre)
- Youth Facilities and ownership of public spaces (e.g. Youth hub/café)
- A place for students (A new and unique offer to add excitement and energy)
- Access for all (implement a clear design language for clarity)
- Encourage people from the wider region to come to Barnsley (Improved accessibility / great destinations / a day & evening economy)
- A network of interested parties who act as patrons of the arts and culture and strive to increase the cultural offer

## Increased activity and diversity:

- Arts/Culture/Education (Year round programme for new and upgraded public spaces)
- Events (build on current success and implement the necessary infrastructure into public spaces)
- Evening economy (broadening the appeal and offer)
- Café culture (Encourage on Peel Square and through other key spaces)

## Innovation — pushing the boundaries as a 21st Century Market Town:

- Embrace new technology (e.g. Opportunity for Wi-fi hubs to allow free internet in key public spaces)
- Environmental excellence (green roofs, SUDS, energy, productive systems, urban agriculture)

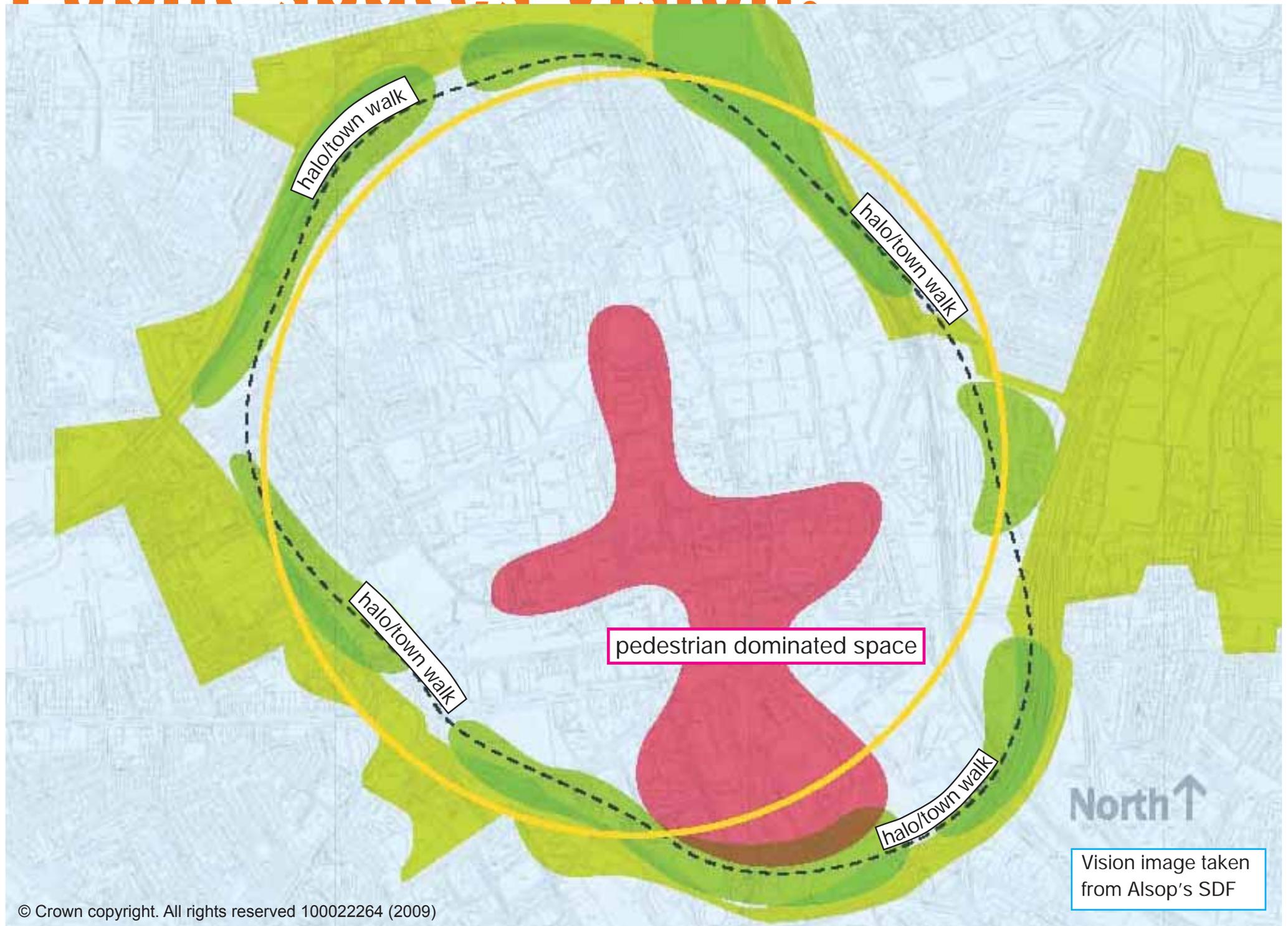
## Ease of movement and improving the everyday experience:

- Towards a pedestrian focused town centre (streets should become people places)
- Healthy living (link up greenspace assets and encourage walking/cycling into town)
- Public transport/cycle routes (Continue to encourage practical alternatives to cars)
- Parking strategy (public space priorities cannot be dominated by car parking - convenience for visitors requires innovative use of land)
- Quality gateways and routes through the town centre (clear visual clues, wayfinding and convenience)
- Making the most of the surrounding landscape (Improved connections)

## Links with the surrounding towns & villages to make a successful borough :

- Improved gateway experiences
- Great public (and other) transport connectivity
- Efficient distribution of goods and services

# Public spaces vision:



## Vision statements from Alsop's SDF:

*Barnsley: The 21st Century market town, the key to a successful borough*

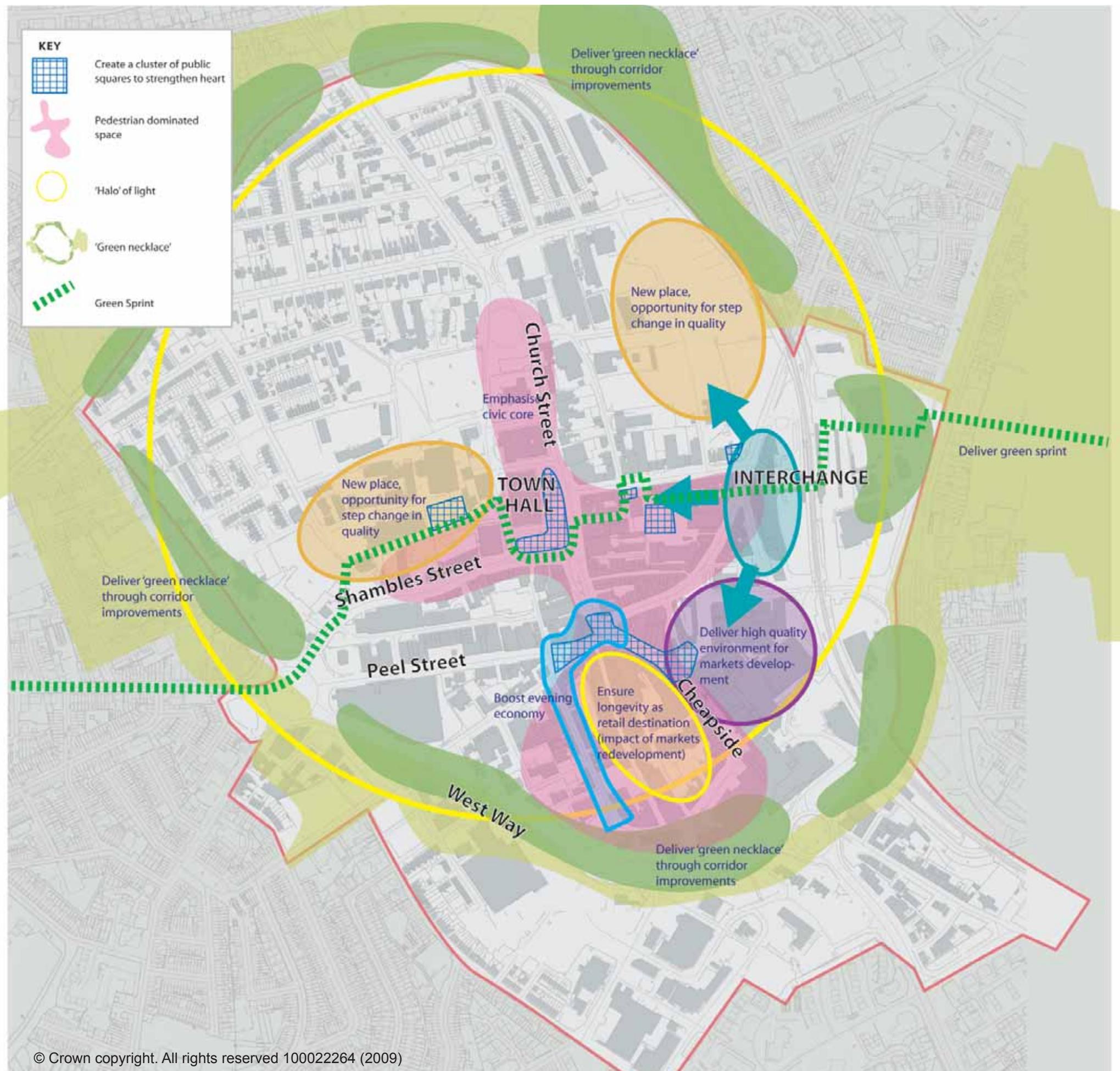
## Objectives

- To create a successful town centre which works together with its surrounding towns and villages to make a successful borough
- To make a clear definition between town and countryside
- To make a town centre which is a leading economic driver in the sub-region
- To create a dynamic, mixed-use town centre for everybody
- To create a town centre which is clearly defined as a different place
- To make Barnsley beautiful

# Public spaces principles:

The following three principles have been developed to support the proposals throughout this strategy:

- 1. To create cohesion and 'glue' Barnsley Town Centre together**
  - To link old and new
  - To fill in missing links
  - To enhance the relationship between nearby housing and the central areas
  - To create a visually greener centre with changing seasons, texture and colour
- 2. To create user friendly, comfortable, clutter free streets, spaces and gateways**
  - To create a people place, improving the 'everyday' experience
  - To provide a place to promenade and to pause
  - To remove barriers
  - To create a safe and secure environment
- 3. To celebrate Barnsley**
  - To celebrate the place with strong architecture, hills, lanes and arcades
  - To provide a 'stage' for events and activity
  - To lift the spirit and add the 'wow factor'
  - To provide a platform for investment
  - To use best environmental practice



# Wider aims

## Wider aims - showing how the public spaces meet Barnsley's future plans

### Purpose of 'Wider Aims'

Barnsley is a place on the move. Public spaces need to deliver more than attractive places, in addition they play a key role in supporting Barnsley's strategic aims. "If the borough cannot meet customer expectations people and business will look elsewhere.....Remaking Barnsley will transform not only the town centre but also have a positive knock on effect on the entire borough economy." (One Barnsley, 2005).

The following goals should underpin future public space improvements:

- New development brings new opportunities for public spaces
- Connections need to be improved
- New and old destinations need quality settings
- Places can inform and attract investment
- Advancing the 'green necklace' concept as described in Alsop's SDF through green corridor improvements
- Taking forward the 'pedestrian dominated space' concept as described in Alsop's SDF

Great public spaces lift the spirit and "the design of public spaces can have a direct effect on social issues." (Simpson and others, 2002, p26)

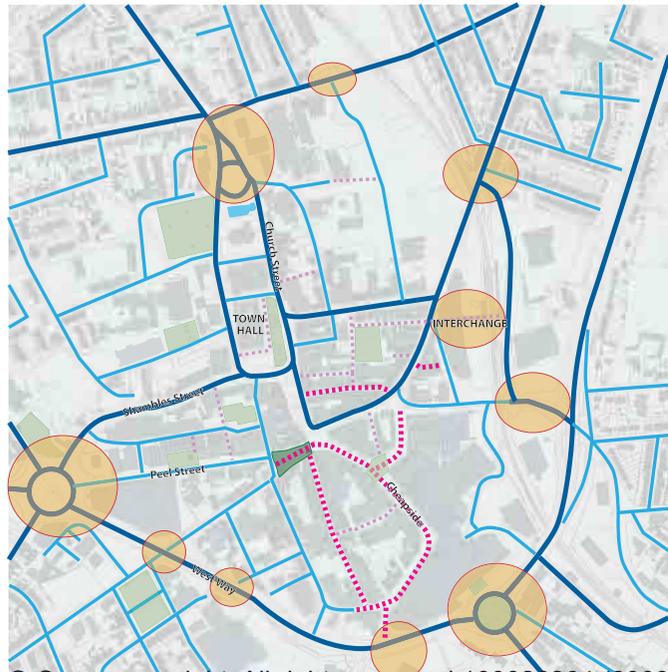
The 'green necklace' concept is described by Alsop as a way to create "the message of clear delineation between town and country ..... a foretaste of the green countryside connecting the villages and towns that make up the Metropolitan Borough of Barnsley", (Alsop, 2003, p37). This can be implemented through corridor improvements and greening, "by landscaping and planting trees next to the 'wall' and symbolically juxtaposing landscape and cityscape" (Alsop, 2003, p37)

The proposed 'green sprint' will provide a pedestrian connection from Town End, through the town centre to the Dearne Valley. This concept is described in more detail on p.53.

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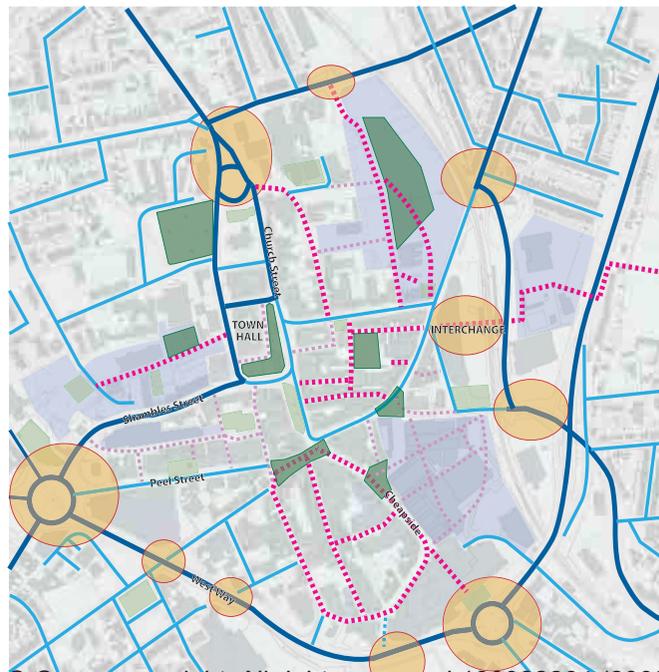
Plan showing Barnsley's strategic aims (inspired by Will Alsop's SDF)

# Towards a pedestrian focused town centre



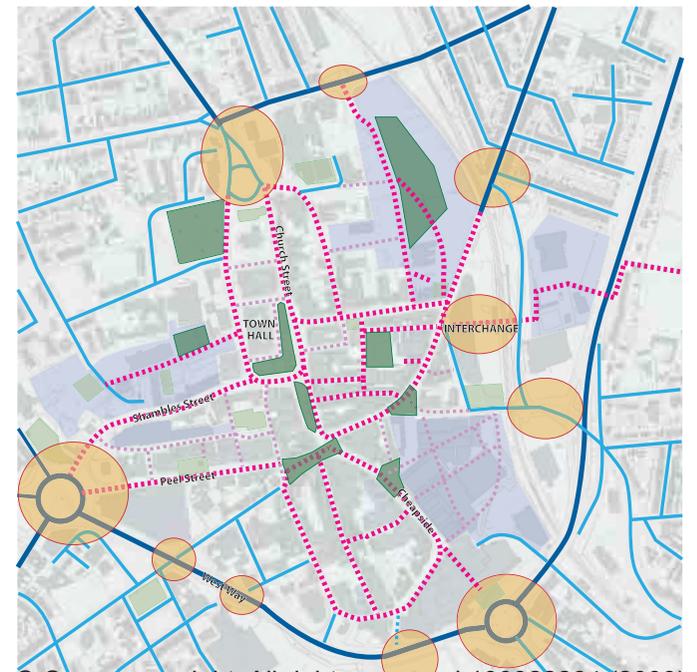
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**Existing** (see p26)  
2009



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**Short term** (see p48)  
2019



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**Long term** (see p50)  
2029

## key

- Town significance vehicular focused streets
- Local significance vehicular focused streets
- Town significance pedestrian focused streets
- Local significance pedestrian focused streets
- Town significance squares & parks
- Local significance squares & parks
- Gateways

## KEY

- Town significance mixed usage streets
- Local significance mixed usage streets
- Town significance pedestrian focused streets
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- Areas of future development

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# Public space functions 2009 - 2029

## A vision for future public space functions

The plans on the left shows the journey proposed for Barnsley from 2009 to 2029. This ambitious vision will see Barnsley Town Centre transformed from a place with an over emphasis on vehicles into a more pedestrian friendly place with a wealth of top quality public spaces.

### Changing terminology

As the functions and emphasis of streets and spaces change, so does the terminology used to describe them.

Routes which today would be described as 'vehicular focused roads' will change into 'mixed usage streets'. These new definitions are described on the following pages.

This implies a new hierarchy of use, with pedestrians and cyclists having as much ownership of space as the car currently enjoys.

### Moving towards a pedestrian focused town centre

As the functions of streets and spaces change to become more pedestrian focused, the town centre will become a place which is a pleasure to walk or cycle around.

The relocation of car parking to new peripheral car parks, as described in the Strategic Development Framework, will free up the town centre and reinforce the central pedestrian dominated space.

### An aspirational vision

The proposals for 2019 are a stepping stone towards the long term plan for 2029 and Alsop's

'pedestrian dominant space' which is shown in the plan on p.40. They are a stepping stone. To fully achieve this aspirational vision a rethink of the strategic highway network in and around Barnsley will need to occur.

### No easy solution

How this challenging goal is achieved throughout our towns and cities has become a national debate. A variety of propositions are being considered and tested through pioneering schemes. Ideas include creating shared surface streets and simplifying streets, which both aim to re-address the balance of power towards pedestrians (without excluding cars). While design can play a role, the real key to this is a cultural change - a shift in people's habits, where people no longer accept the traffic dominant status quo.

The Commission for Architecture and the Built Environment (CABE) have captured this ongoing debate in their publication 'Civilised Streets' (2008).

left:

Plan showing proposed functions.

Refer back to existing plan on p.26

to allow for comparison

Grainger Town, Newcastle



Town significance mixed usage streets

Woonerf - Rijsvijk, The Netherlands



Local significance mixed usage streets

Buchanan Street, Glasgow



Town significance pedestrian focused streets

Ashton Lane, Glasgow



Local significance pedestrian focused streets

Peace Gardens, Sheffield



Town significance parks & squares

Paley Park, New York City



Local significance parks & squares

# Proposed network of streets, squares, parks and gateways

## New definitions and approach for public spaces

The following descriptions outline how we have classified the proposed types of public spaces in Barnsley. This provides a method to compare the existing network, (Refer to p.26), to a new approach for the proposed network, (Refer to p.48 & p.50). Identification of the two tiers, (town significance & local significance), are notional for the purposes of this exercise, based on road classifications, assessment of desire lines and key destinations and local knowledge.

As most of these proposed types of spaces do not yet exist in Barnsley we have used precedent images from elsewhere to illustrate on the opposite page.

### Town significance mixed usage streets

- Major streets which link Barnsley to the surrounding major roads and motorways
- All users have equal priority (pedestrians/cyclists/vehicles). Vehicular use is downgraded and pedestrian use is upgraded

### Local significance mixed usage streets

- Minor circulation streets
- All users have equal priority (pedestrians/cyclists/vehicles). Vehicular use is downgraded and pedestrian use is upgraded

### Town significance pedestrian focused streets

- Major pedestrian links, often with destinations and lots of activity.
- Primarily pedestrian places with minimal vehicular usage

### Local significance pedestrian focused streets

- Pedestrian short cuts / minor links
- Primarily pedestrian places with minimal vehicular usage

### Local significance parks & squares\*

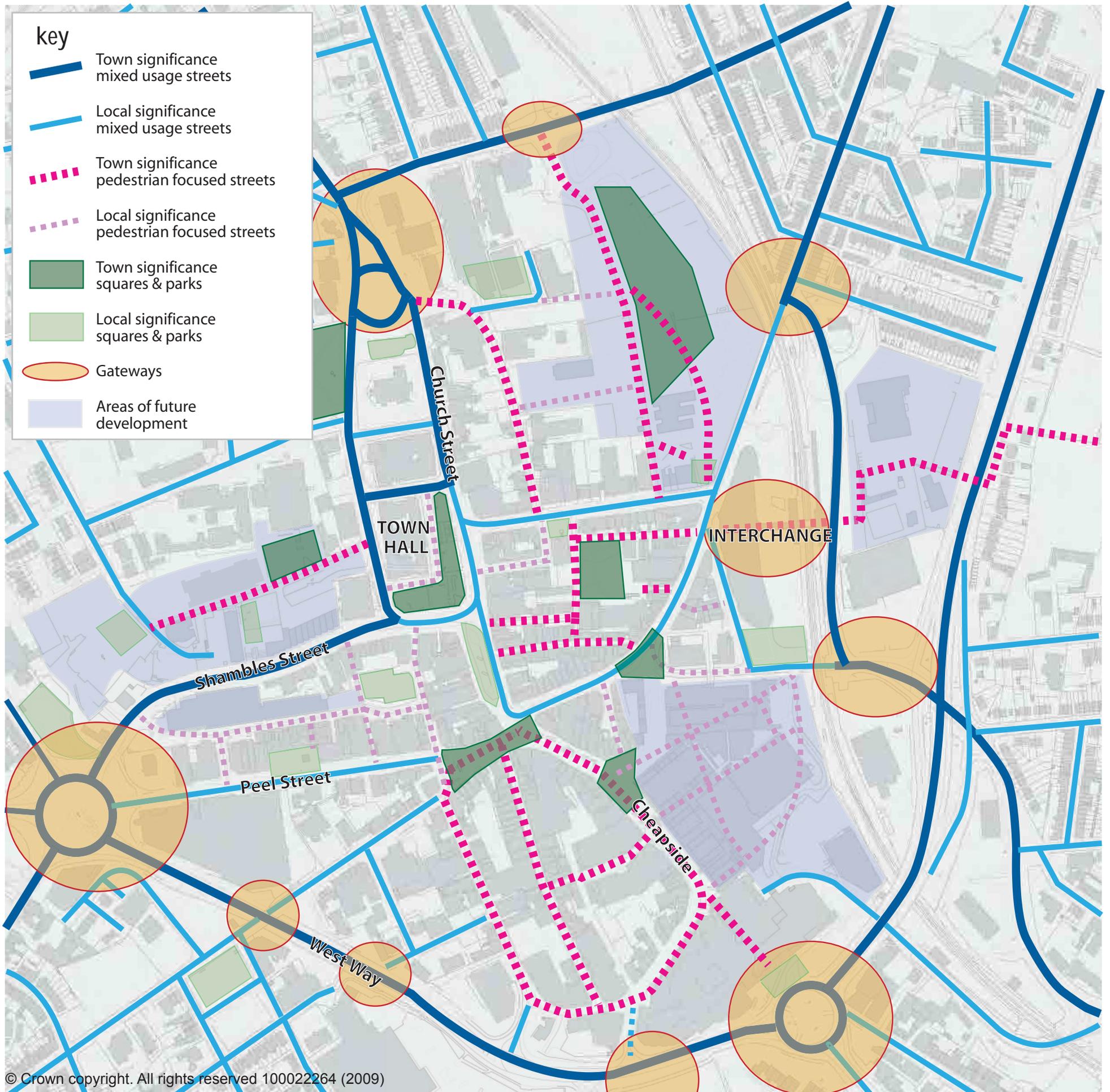
- High profile destinations
- Located within the inner core

### Local significance parks & squares\*

- Lower profile destinations
- Located within the inner & outer core

\* (A park is classified as having mostly soft landscaping while a square is mostly paved)

left:  
Images showing future street functions



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Proposed hierarchy 2019



# Public space functions 2019

## Short term approach based on current highway constraints

### Short term aims

The existing Public Spaces network is shown on page 26. This has been taken forward and considered alongside aspirations of new development to suggest a new network of streets, squares, parks and gateways. It addresses current problems, takes opportunities and considers how new development should weave into the network.

The TCAAP approach to movement and transport aims to think about transport in a different way, and to avoid designing an environment around the needs of the car." (TCAAP, 2005, p19). Barnsley's walking and cycling guide aims "to introduce and maintain walking as the primary mode of transport." (BMBC, 2007, p4).

Phase one includes upgrading pedestrian use of Regent Street, Kendray Street, Eastgate and part of Church Street to set the groundwork for delivering a pedestrian dominant core for the town centre.

Key short term proposals include:

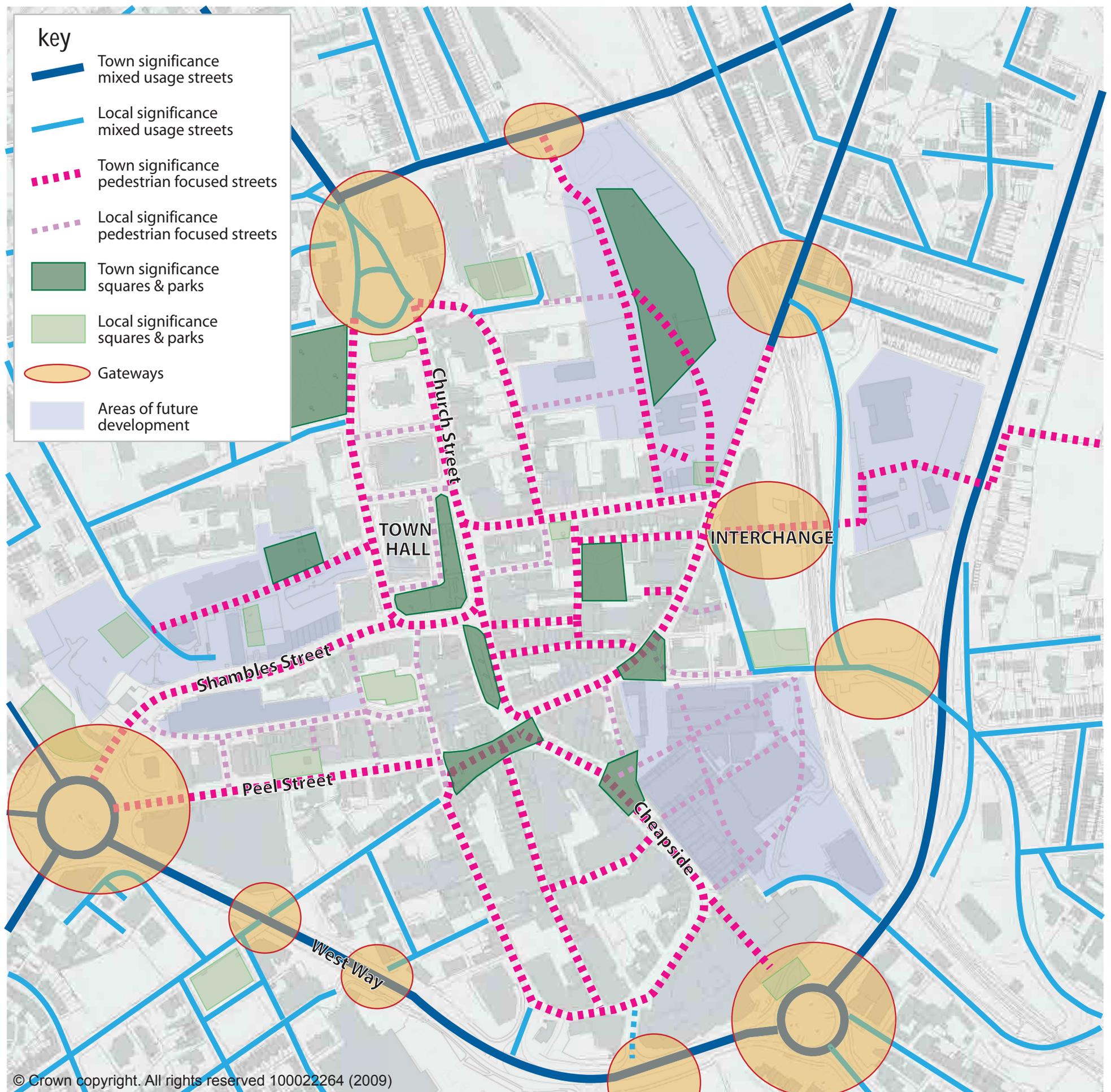
- Re-prioritisation of streets, such as creating a pedestrian priority shared surface along Eastgate.
- More squares and parks to offer a variety of uses and an increase green space
- A cluster of pedestrian dominant spaces around the core, (advancing Alsop's SDF aims)
- Create welcoming gateways, which announce arrival in the town centre. Begin to deliver Alsop's SDF aims of creating a 'green necklace' around Barnsley.

left:

Plan showing proposed functions.

Refer back to existing plan on p.26

to allow for comparison



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Proposed hierarchy 2029



# Public space functions 2029

## Long term aspirations to make Barnsley a 'people place'

### Long term aims

The use and emphasis of our towns and cities will change by 2029. It will become less important to be able to drive through Barnsley, instead streets will be pedestrian focused with vehicular routes acting as delivery arteries. It is time to repair the existing circulation system which is a remnant of a post industrial age and re-prioritise the need to walk/cycle/or take public transport into the town centre.

Over the years we have designed out exercise, and convenience has become king. Barnsley's community spirit would thrive in a pedestrian focused place. Provision and planning must be in place to accommodate the high percentage of disabled drivers, with peripheral parking and mobility centres strategically located. Plans for relocation of car parking facilities are described in Alsop's SDF.

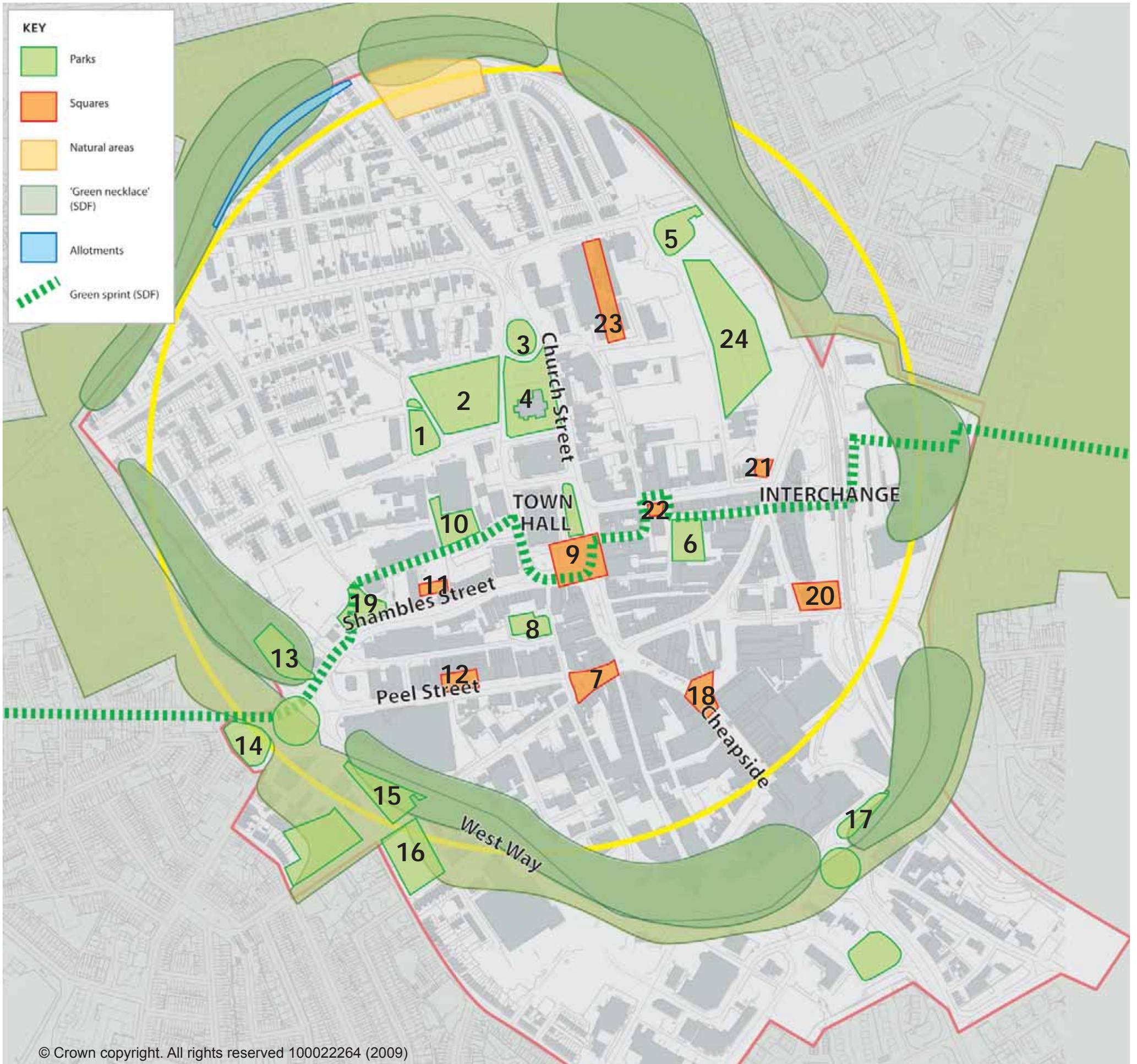
A network of public spaces can increase the provision of green space in Barnsley Town Centre as recommended in the Green Spaces Strategy document 2006. Pedestrian focused streets allow opportunities for green links, green walls and tree planting. Belvedere Park, which will be located in the Courthouse Campus, is an opportunity to provide much needed open green space.

Key long term proposals include:

- Re-prioritisation of streets, pedestrian priority streets dominate with vehicular routes acting as delivery arteries
- Squares and parks mature and offer a variety of uses and increase the amount of green space
- Alsop's 'green necklace' concept around Barnsley begins to take shape, defining the boundary between town and country (p.40).

left:

Plan showing proposed functions.  
Refer back to existing plan on p.26  
to allow for comparison



# Green space layer

## Green space layer showing how more green spaces could be introduced

1. Berneslai Court
2. Churchfields
3. Huddersfield Road Roundabout
4. St. Mary's Church
5. County Way site
6. Mandela Square
7. Peel Square
8. Graham's Orchard
9. Town Hall Square
10. Magistrates Court
11. Rideal space
12. Peel Street square
13. Town End Park
14. Plumber Street Park
15. York Street Space
16. St.. George's Square
17. Wesley Street Space
18. Cheapside
19. Westgate Park
20. Interchange square
21. Belvedere gateway
22. Regent Street square
23. Barnsley college
24. Belvedere Park

left:

Plan showing green spaces.

*Barnsley's Green Spaces Part Two: In Your Neighbourhood* (Draft) 2008 has shown that central Barnsley does not have enough quality green space. The Barnsley Green Spaces Strategy outlines a commitment to "provide, manage and maintain a green environment that improves everyone's quality of life." (BMBC, 2006, p11).

Barnsley should have a wide range of quality green space, from pocket parks and city squares to open parkland and children's play areas. Belvedere Park, civic spaces at Westgate, Peel Square, and Market Hill will join Mandela Gardens and Churchfields, (the two existing parks), to create a network of spaces to ensure that everyone has access to quality green space.

### Parks and open spaces

More parks and public squares will be created to provide choice, and proximity to green space, for all. Belvedere Park, Westgate, Peel Square, Market Hill and Town End park improvements will be added to what's currently on offer.

### Child and youth facilities

There is a lack of green spaces for young children and teenagers in Barnsley Town Centre. Churchfields offers an opportunity as this is located next to a large residential area. There is a lack of provision towards the east therefore facilities should also be provided in Belvedere Park. New facilities should be developed through consultation to create ownership.

### Outdoor sports facilities

Belvedere Park has the scale to offer outdoor sports/leisure facilities and there may be potential for promoting a more recreational use of the associated streets.

### The 'green sprint' concept

The 'green sprint' concept emerged from the Alsop's SDF and will provide an east/west link, a strong pedestrian friendly route from Town End through the town centre to the Metrodome & the Dearne Valley. A network of green streets will connect in Belvedere Park, Barnsley College and the St. Mary's area with the 'green sprint'.

The 'green sprint' concept can become a distinctive feature in the townscape and should be applied in variety of ways along its route to create interest and a sense of discovery.

In key locations such as the Town Hall it should be bold and large scale and in other locations can be picked up in subtle details. This will create a feature which evolves as various schemes occur and promotes an imaginative response from designers.

### Natural areas

Alsop's SDF 'living wall' concept is described as a variety of structures that would define the limits between town and country, these structures would be surrounded by a 'green necklace'. This 'green necklace' provides excellent opportunities to introduce natural areas into Barnsley. Natural areas are spaces that contain plants and trees and are used by wildlife, these areas could form part of the green ways and reach towards the town centre. Belvedere Park also offers opportunity for the introduction of some natural areas.

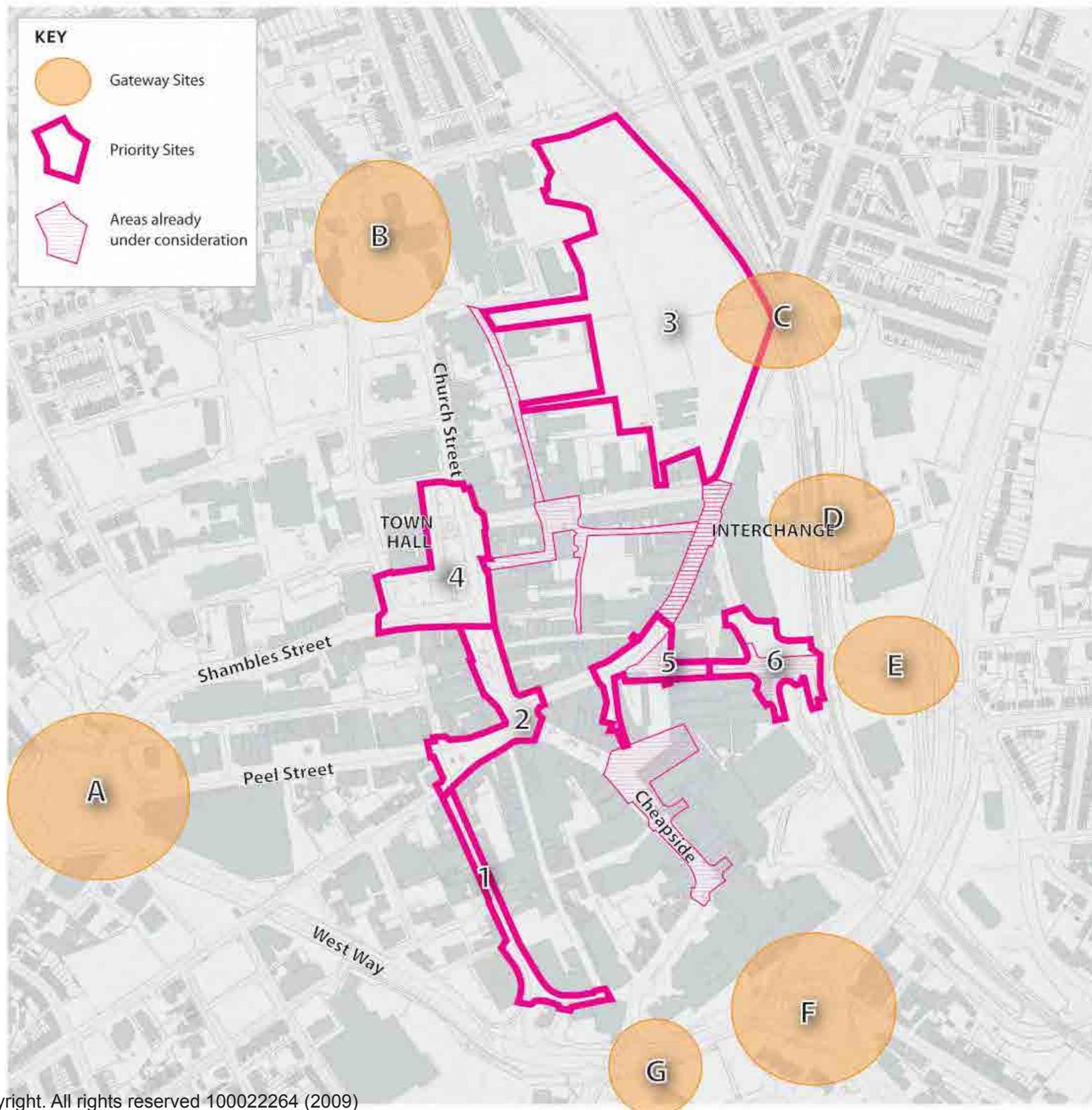
### Planting and street trees

Refer to p.87

### Allotments

Allotment provision for personal use could be supplemented with elements of community urban agriculture. Pockets of productive growing space throughout urban centres have proven to be socially and environmentally sustainable and provide many health benefits.

# Identification of priority & gateway sites



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Priority and gateway sites



# Public Spaces to focus on

1. Wellington Street
2. Peel Square & Market Hill
3. Courthouse Campus

4. Town Hall Square
5. Kendray Street (Eldon Place)
6. Kendray Street (Interchange Square)

	Provides missing links	Removes barriers	Supports new development	Provides public space (destination)	Brings new uses or activity	Improves comfort (e.g. level changes)	Boosts evening economy	Creates a platform for investment	Delivers Alsop's SDF aims	Meets the TCAAP planning policies
1		Opportunity to give priority to the pedestrian				Introduce comfort and resting places	Wellington Street has the potential to become a showcase evening destination	Public spaces could be a driver for regeneration	'Create a broader leisure offer....the commercial and civic core'	TCAAP 9 TCAAP 11 TCAAP 17 TCAAP 22
2		Create a cohesive and clutter free space		Potential to create a new high quality public space	New high quality active public space will be a platform for activity	Resting places and easier passage up and down Market Hill	Form a link space with Wellington Street	Public spaces will compliment and enhance Markets development and Wellington St..	'Historic centre of town.....Investment is required to this important area'	TCAAP 13 TCAAP 17
3	Provides new routes open access	Existing walls and barriers will be removed	Substantial new development is proposed	The creation of Belvedere Park	Belvedere Park will open up a new range of recreational activities	Existing level changes are difficult to navigate and make access difficult		New high quality green space will increase adjacent land values	'Facilitates an involvement with green.....a cutting edge learning environment'	TCAAP 2 TCAAP 3 TCAAP 17 TCAAP 21
4		Opportunity to create an open and accessible space		Public space to create a stunning setting for the Town Hall	Creates a usable space	Introduces comfort and resting places		Opportunity for showcase development	'An amphitheatre instead of a carpark.....and informal performance space'	TCAAP 17 TCAAP 21
5	New links will be created to link the markets development with the wider town	New links will create a more accessible area with better access	The markets is a major new development	Areas of new public space will be created	New public space will provide areas of different use	Introduces comfort and resting places		Public spaces will compliment and enhance major new development	'The essence of the town....the hub....theatre, animation....bustling activity'	TCAAP 8 TCAAP 17 TCAAP 21
6	New links will be created to link the markets development with the wider town	New links will create a more accessible area with better access	The markets is a major new development	Areas of new public space will be created	New public space will provide areas of different use	Introduces comfort and resting places		Public spaces will compliment and enhance major new development	'The essence of the town....the hub....theatre, animation....bustling activity'	TCAAP 8 TCAAP 17 TCAAP 21

## Priority Sites

Six Priority Sites have been selected in coordination with the project Steering Group, the criteria for this selection is outlined above. These sites have been developed into Design Briefs, which are contained within Appendix 2. Please note that the number allocated to each site does not refer to their relative importance or likely order of delivery (e.g. Site 1 Wellington Street).

In addition to these, the following areas are shown due to their importance and are already under consideration outside of this strategy as follows;

Landscape architects Camlin Lonsdale are currently preparing a masterplan for the public spaces associated with the new markets development.

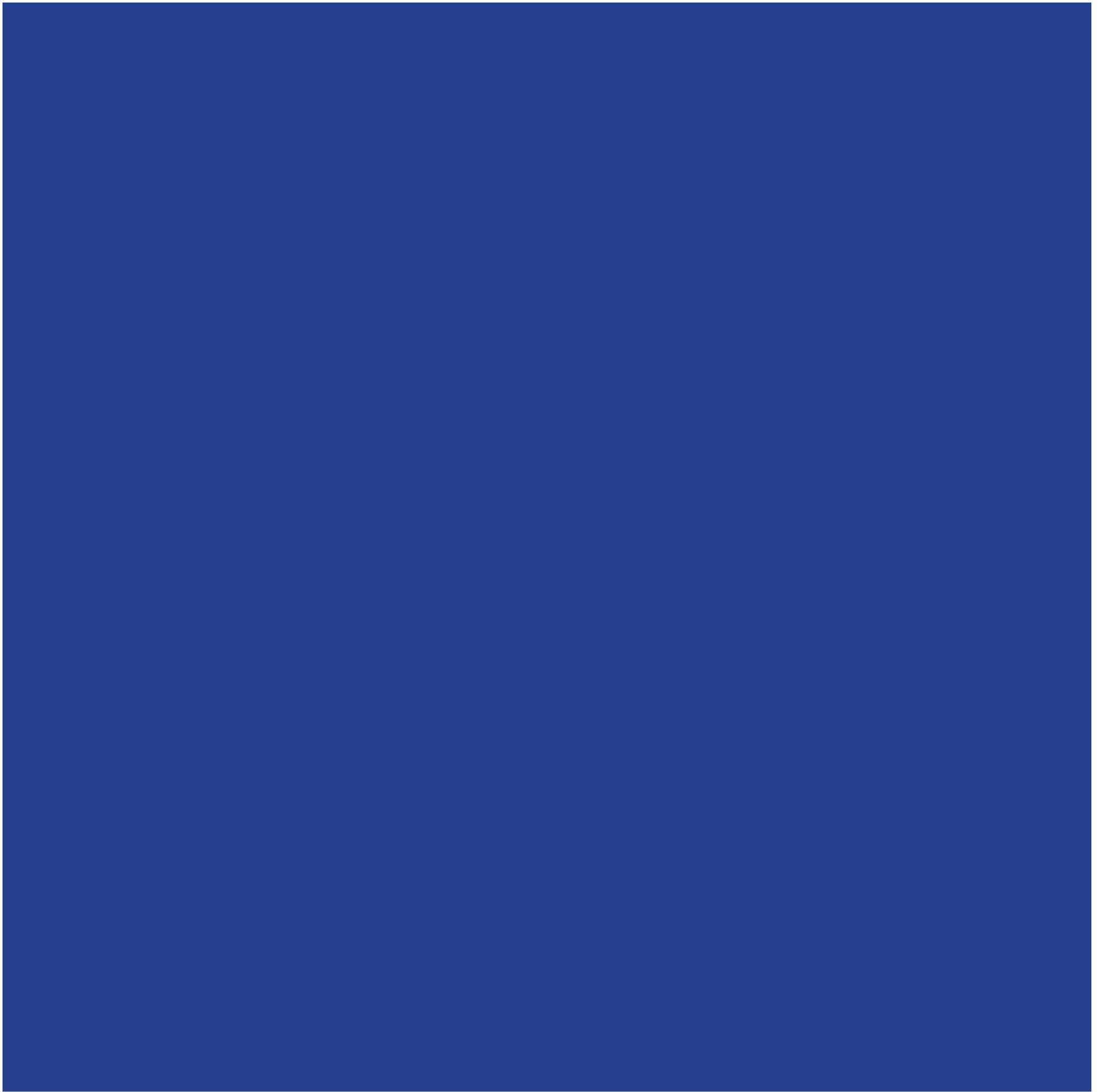
Landscape architects Estell Warren have been commissioned by BMBC to carry out a public realm design study for Eastgate, Royal Street, Regent Street South & Hanson Street.

## Gateway Sites

The Seven Gateway Sites are the main points of entry into Barnsley Town Centre as defined by the draft Town Centre Action Plan (TCAAP)

Our brief is to improve the aesthetic appeal, safety and legibility of the gateway sites without major re-engineering of their structure. The Gateway Site Design Briefs are contained within Appendix 2.

Delivering the 'living wall' concept as outlined in Alsop's Strategic Development Framework can be achieved through corridor and gateway improvements. Improving and strengthening the gateways are a first step towards achieving that vision. The draft TCAAP requires gateways to create a sense of arrival and be clearly defined by such things as landmark developments, public art and high quality landscaping.



# The Palette



Barnsley's distinctive architecture



A unifying choice of furniture



Bright & uplifting foliage



High quality natural products

# The Palette

## A unified, local and distinctive choice of materials

Barnsley is a place of yorkstone and granite. The local geology, coal mining heritage and the regions' traditional construction practice underpins this approach.

Traditional materials are prominent in Barnsley's buildings, however they are noticeably absent in its streets. Exceptions to this include historic yorkstone slabs and granite setts around the Town Hall and more recent tumbled setts in Barnsley's arcades and lanes.

The proposed palette for the inner core promotes the use of natural stone and applies yorkstone and a sparkly mix of grey granite to suit the variety of public space characters and functions throughout the town centre. This relatively understated backdrop allows buildings, public art and planting to do the talking.

A unified approach to furniture and tree planting is intended to complement and lift the cool tones proposed in the granite surface materials. Steel and timber furniture and planting with vivid bright foliage with pinks and greens create drama.

This creates an overall unity to the town centre without prescribing an overly restrictive one size fits all approach. Each of the five proposed palettes include variations on the theme to suit different applications and importantly can sit alongside each other creating cohesion and consistency.

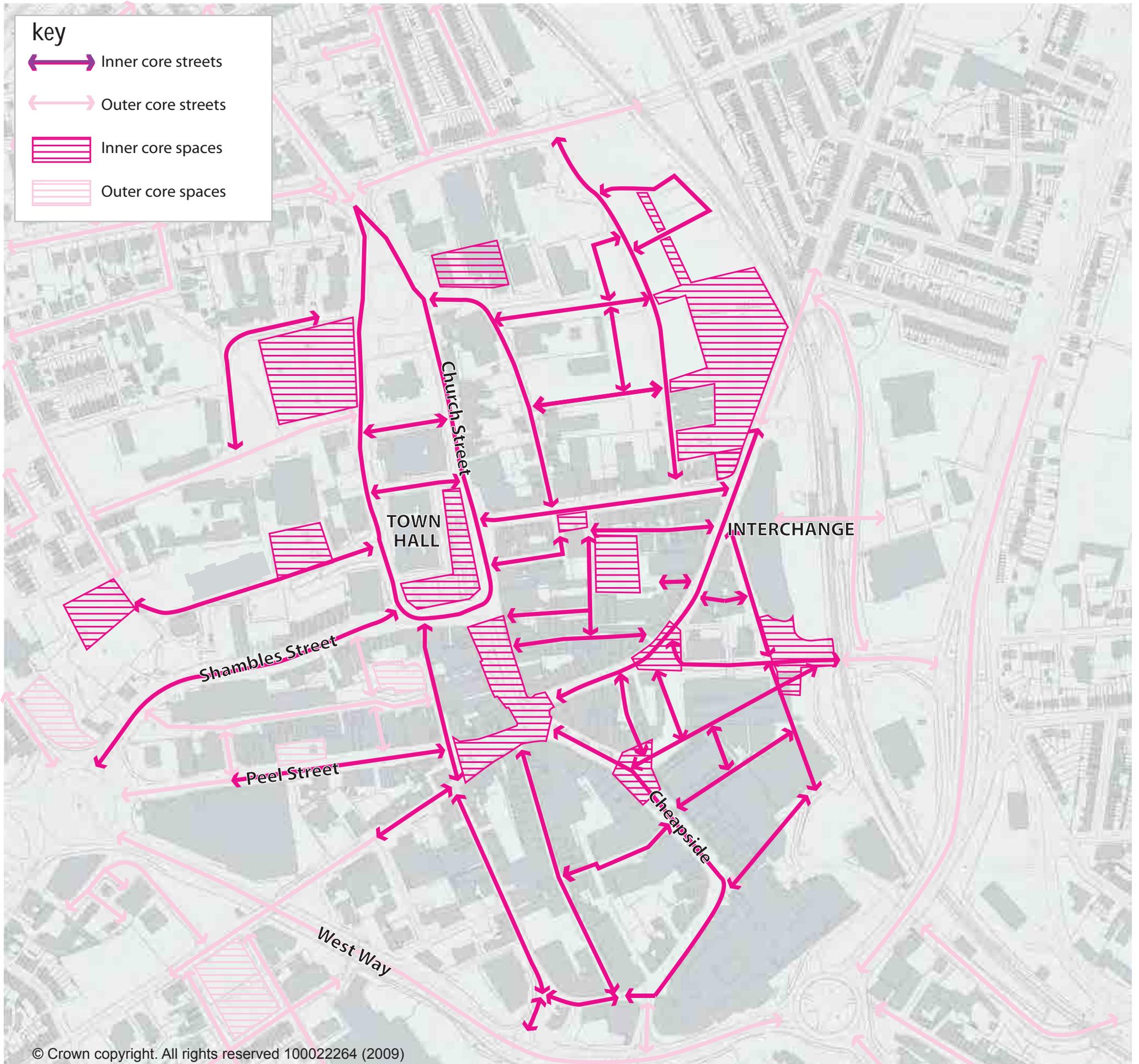
Currently surface treatment in Barnsley is generally poor, there is a lack of cohesion throughout the town centre and the materials say nothing about Barnsley. The following pages outline the five proposed surface treatment for Barnsley; a simple, robust and elegant palette for inner core areas and outer core areas. (Refer to p60 for location of inner core and outer core areas).

**Subsequent to the publication of this Strategy the Council will produce any revisions to the surface materials palette and the furniture palette through 'Technical Updates'. Please therefore check with the Council for the latest Technical update.**

Surface Materials p.65

**Furniture, public art & planting p.74**

left:  
The Barnsley palette



# Hierarchy of public space investment



# Inner and outer core

## A simple two level hierarchy of public spaces investment

### Unified Public Spaces

The plan opposite shows a simple two level hierarchy of public spaces investment within Barnsley Town Centre, investment should be concentrated in the town centre core as a healthy heart leads to a healthy town. The inner core will highlight a “clear change of character as you travel into the town.” (One Barnsley, 2005, p17).

The ‘Outer Core’ is defined as the transition area between the ‘Inner Core’ and the study area boundary, (the boundary of the LDF TCAAP). In the ‘Outer Core’ streets, consideration will be given as opportunities arise to utilise a palette which will compliment the ‘Inner Core’, using similar colours and textures.

### Inner core should receive:

- High Quality Paving
- The signature family of Street Furniture as a baseline and explore opportunities for bespoke elements where appropriate
- High investment in public art and feature lighting

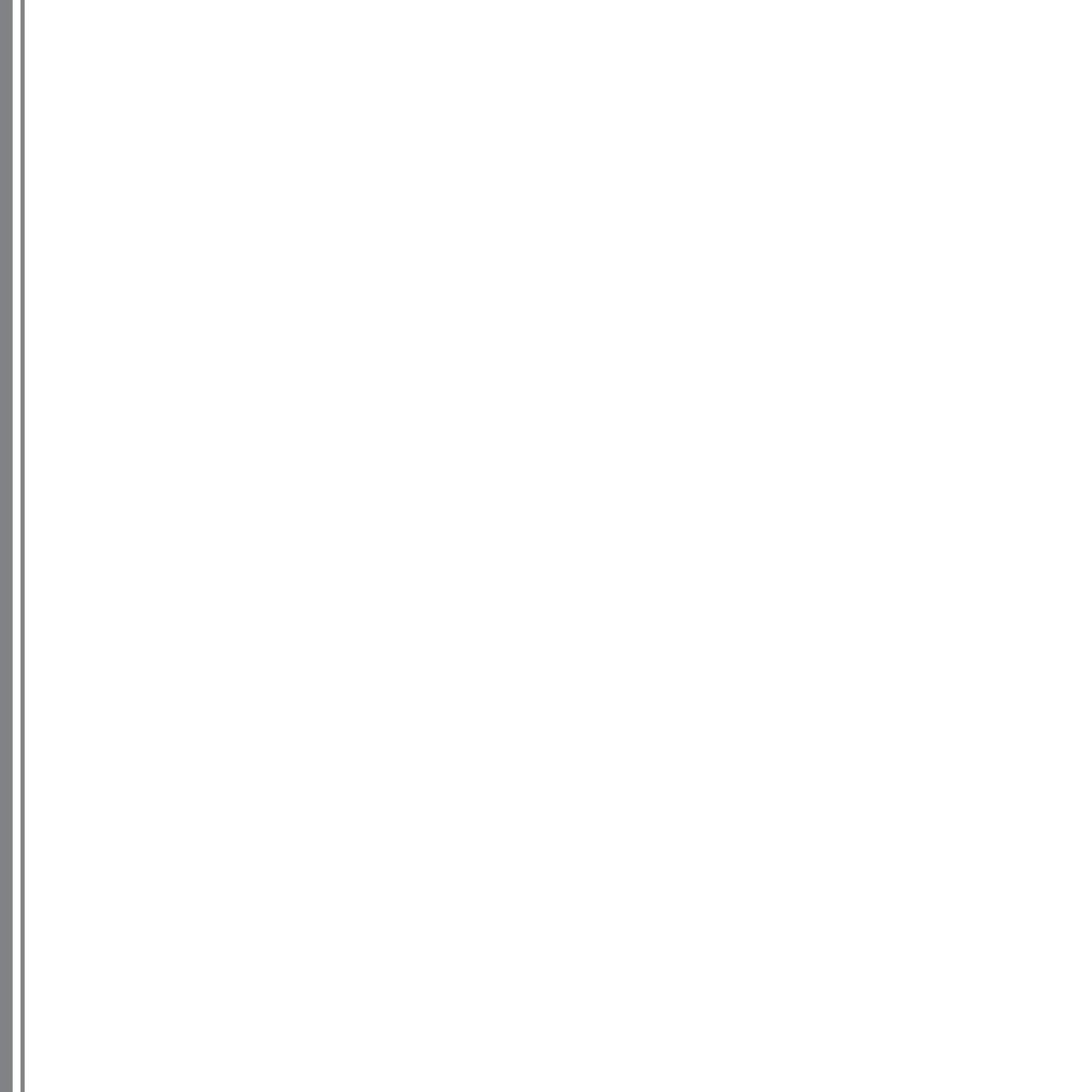
### Outer core should receive:

- Standard Quality Paving
- The signature family of Street Furniture as a baseline
- Focused investment in public art and feature lighting



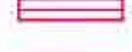
left:  
Plan showing proposed  
investment

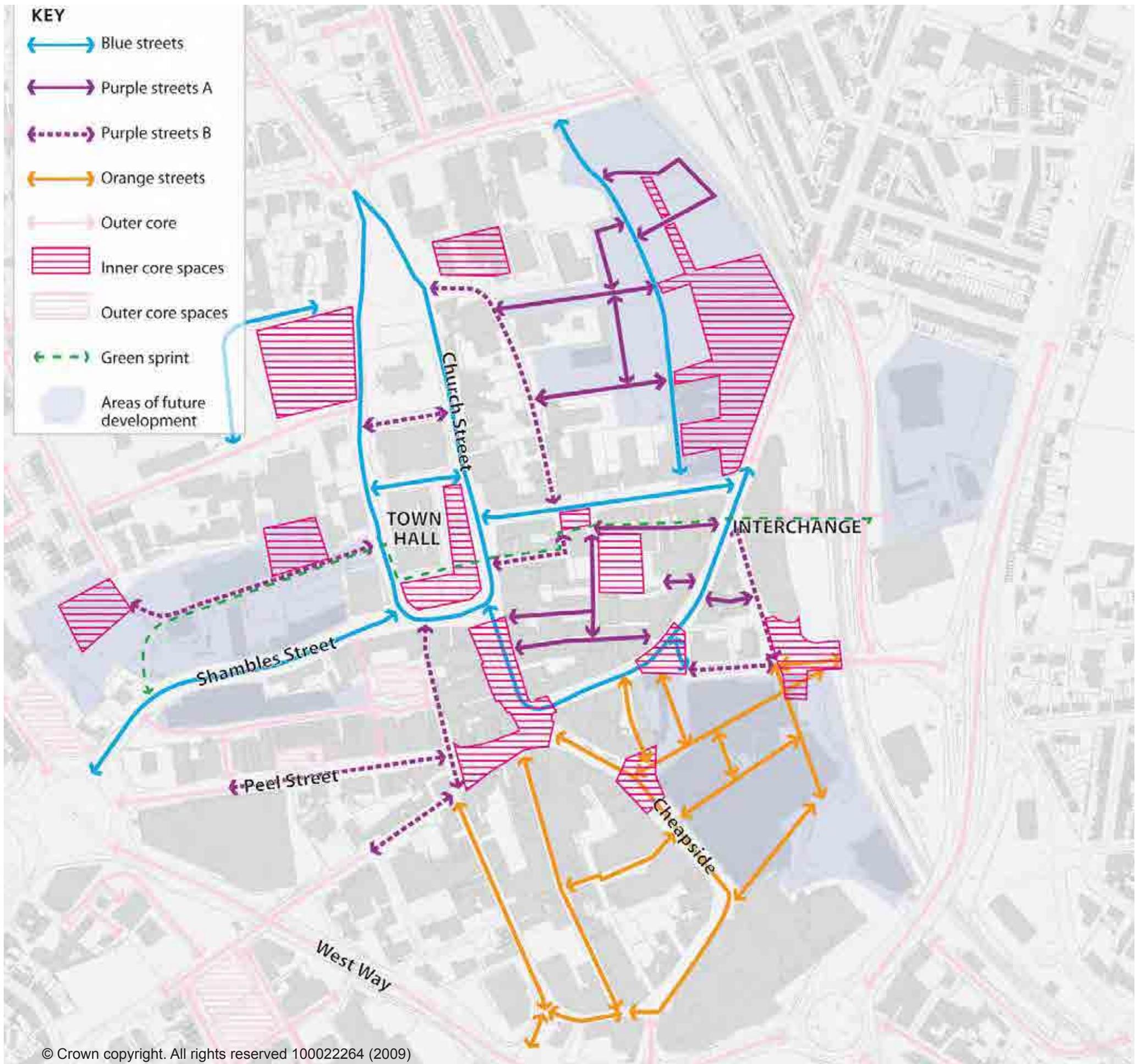
Inner Core investment develops the pedestrian dominated space concept as indicated in Alsop's SDF



# Surface materials palette

**KEY**

-  Blue streets
-  Purple streets A
-  Purple streets B
-  Orange streets
-  Outer core
-  Inner core spaces
-  Outer core spaces
-  Green sprint
-  Areas of future development



# Surface materials palette

## A simple, robust and elegant palette

The surface materials plan (left) has been developed as part of the Public Spaces Strategy and is intended as a working tool for BMBC. The following pages provide a designers toolkit for inner core streets (blue, purple, orange) and outer core streets. This is not intended to act as a full specification but instead provides guidance on design intent and character (please note that the exact quarry/trade name of materials stated in this surface material palette is only given to help give a guide to the visual aesthetic. It is not an endorsement of this particular product for use in the highway).

**Subsequent to the publication of this Strategy the Council will produce any revisions to the surface materials palette and the furniture palette through 'Technical Updates'. Please therefore check with the Council for the latest Technical update. Please note that for all materials proposals for surfacing in the publicly adopted highway a 'Specification Sheet' needs to be submitted to the Council's Highways and Engineering Service for their consideration, before approval can be granted (refer to p.71 for required content).**

### Inner core streets

The inner core areas have been chosen due to their location and importance to the town centre.

#### Blue streets:

Blue streets are the civic, wide streets through Barnsley.

Traditional yorkstone pavements with wide granite kerbs for wide streets that accommodate vehicular use. The kerb can be raised or flush to allow for various uses. Likely to receive heavy traffic in the short to medium term.

#### Purple streets A & B:

Purple streets are the narrow streets, lanes and arcades in Barnsley which benefit from a warmer palette

Wall to wall yorkstone is a traditional palette already used very successfully in Barnsley's tight lanes and arcades. Wide flush kerb lines add structure and definition. Mostly pedestrianised, but tools have been provided to apply this character to streets with light vehicular use.

#### Orange streets:

Orange streets are the main core of Barnsley's shopping & entertainment district.

This treatment will be used on both wide and narrow streets so must be flexible and adaptable. Wall to wall granite is a more contemporary palette and the flush finish allows for the flexibility that retail areas demand. Mostly pedestrianised, but tools have been provided to apply this character to streets with light vehicular use.

### Outer core streets

The outer core palette will compliment the inner core areas with similar colours and textures, using quality man made materials. This palette is also intended to tie in with recent improvements to create continuity. This incorporates tools to meet the variety of streets which occur in the outer core (from major highway to residential street)

### Approach to Spaces, Parks and Squares

Public spaces, parks and squares surface treatment should generally reflect their context and be consistent with adjacent streets. Individual spaces may demand a bespoke palette to highlight them or instead become a transition point blending palettes where streets converge. For example Eldon Square is at the convergence of the blue, purple and orange palettes.

Therefore the surface materials plan (left) focuses on streets. Spaces, parks and squares should be considered on an individual basis.

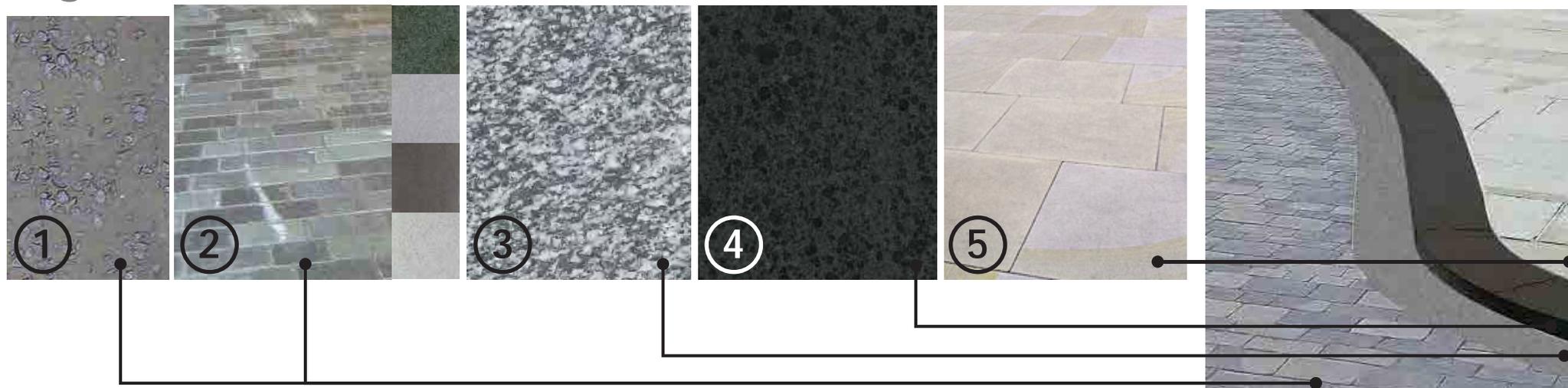
A number of key streets, spaces, parks and squares are considered in greater detail within the design briefs (refer to Appendix 2 for further guidance).

# Inner core - blue streets



## Yorkstone Pavement & granite kerb

Traditional yorkstone pavements with wide granite kerbs for wide streets that accommodate vehicular use. The kerb can be raised or flush to allow for various uses. Likely to receive heavy traffic in the short to medium term.



No.	Item	Use	Typical Material	Colour / Finish*
①	Carriageway (Typical)	To be used as typical approach on carriageways (due to heavy traffic in short to medium term)	Bituminous macadam (surface course to receive granite chipping aggregate)	Colour: Grey aggregate.
②	Carriageway (Accent)	To highlight key civic locations (where traffic levels are low) or to mark key pedestrian crossings.	Natural stone setts (To be demonstrated to be appropriate for use in carriageway) Laid in 100mm course. Random lengths to be no greater than 250mm and no less than 150mm	Colour: Mid/Light Grey Mix (to create contrast with black kerb)  Finish: Bush Hammered
③	Vehicular channel		Natural stone channel 150mm wide	Colour: Mid Grey (to create contrast with black kerb)  Finish: Bush Hammered
④	Kerb		Granite kerb To be no narrower than 300mm wide Riser typically 125mm (but should be lowered to 50mm where possible).	Colour: Hardscape's stardust (PT black) or similar  Finish: Bush Hammered, bullnose.
⑤	Pavements		Yorkstone paving slabs laid normally in 300mm course (coursing width to be reduced in high loading areas due to construction depth). Random lengths to be no greater than 500mm and no less than 200mm	Colour: Predominantly buff with some colour variation (larger grain) eg. Woodkirk Buff/Crossland Hill or similar  Finish: Sawn / Shot Blasted
	Tactile paving (general use and uncontrolled crossings)	See DDA guidelines regarding use of hazard paving	Blister / corduroy paving to meet DDA guidelines	Natural stone (To create a colour contrast with adjacent paving material).
	Tactile paving (controlled crossings)	Contrasting blister paving to be used at controlled crossings, refer to DDA guidelines	Blister paving to meet DDA guidelines	Natural stone - subtle red tone (to create a colour contrast with adjacent paving material).

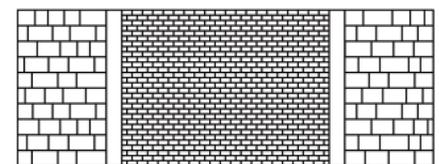
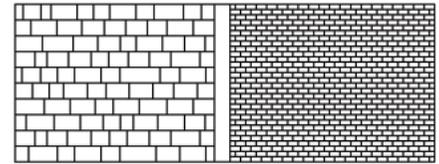
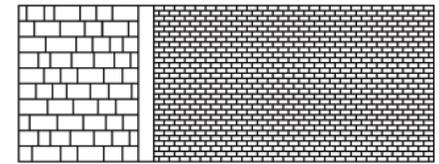
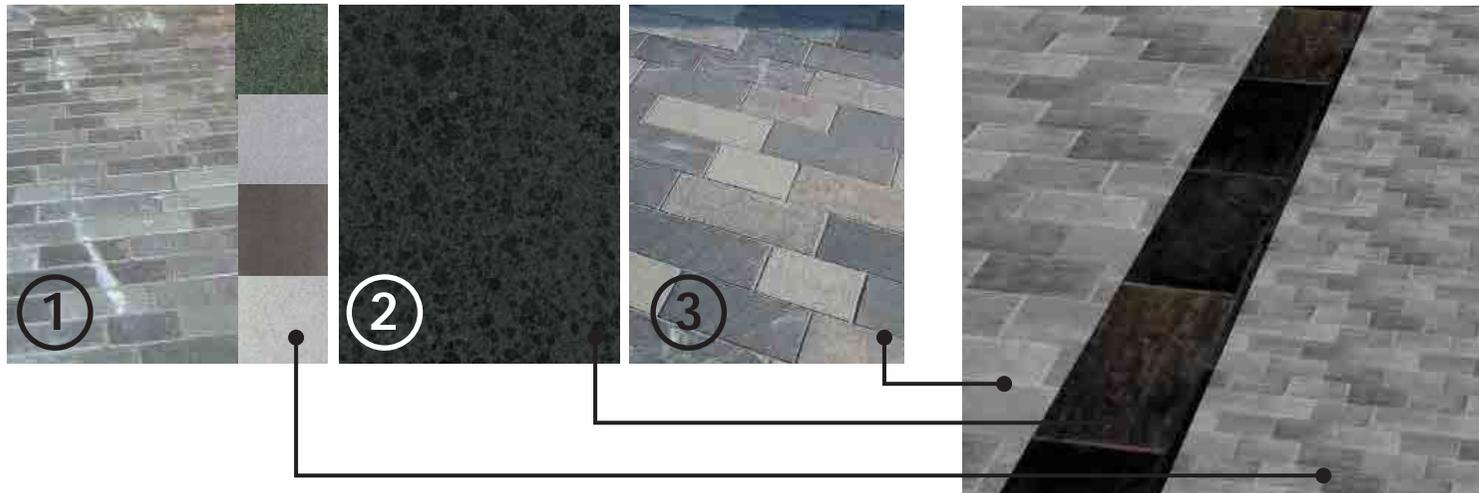
The above sets out typical guidelines (refer to BMBC Technical Updates for current details). There is scope for variation due to site specific considerations with agreement from Barnsley Metropolitan Borough Council.  
\* The exact quarry/ trade name of the materials given are used only to give a guide to the visual aesthetic. For all materials proposals for surfacing in the publicly adopted highway a specification sheet needs to be submitted to the Council's Highways and Engineering Service, further details are given on page 71.

# Inner core - orange streets



## Granite carpet

This treatment will be used on both wide and narrow streets so must be flexible and adaptable. Wall to wall granite is a more contemporary palette and the flush finish allows for the flexibility that retail areas demand. Mostly pedestrianised, but tools have been provided to apply this character to streets with light vehicular use.



This palette offers a flexibility of approach to accommodate for the use on both wide and narrow streets

No.	Item	Use	Typical Material	Colour / Finish*
①	Pavement / Carriageway (Smaller units)	Used to define faster paced areas of the street. Used to define spaces such as squares	Granite setts 'Barnsley Mix' Laid in 100mm course. Random lengths to be no greater than 250mm and no less than 150mm	Colour: A mixture of Hardcape's classic grey (G655), mist grey (G633) and pacific black (G505) or similar. Where a single colour is proposed use classic grey (G655) or similar. Finish: Textured finish (not sawn or cropped)
②	Kerb line	Minimal use (An additional design tool where needed to delineate streets or highlight a particular space)	Granite kerb To be no narrower than 300mm wide Flush by default	Colour: Hardscape's stardust or (PT black) or similar Finish: Bush Hammered, bullnose.
③	Pavement / Carriageway (Larger units)	Used to define slower paced areas of the street	Granite slabs 'Barnsley Mix' laid in 300mm course, or a mixture of 200mm and 300mm coursing. Random lengths to be no greater than 600mm and no less than 200mm	Refer (above) to Pavement / Carriageway (smaller units)
	Tactile paving (general use and uncontrolled crossings)	See DDA guidelines regarding use of hazard paving	Blister/corduroy paving to meet DDA guidelines	Natural stone (To create a colour contrast with adjacent paving material).
	Tactile paving (controlled crossings)	Contrasting blister paving to be used at controlled crossings, refer to DDA guidelines	Blister paving to meet DDA guidelines	Natural stone - subtle red tone (to create a colour contrast with adjacent paving material).

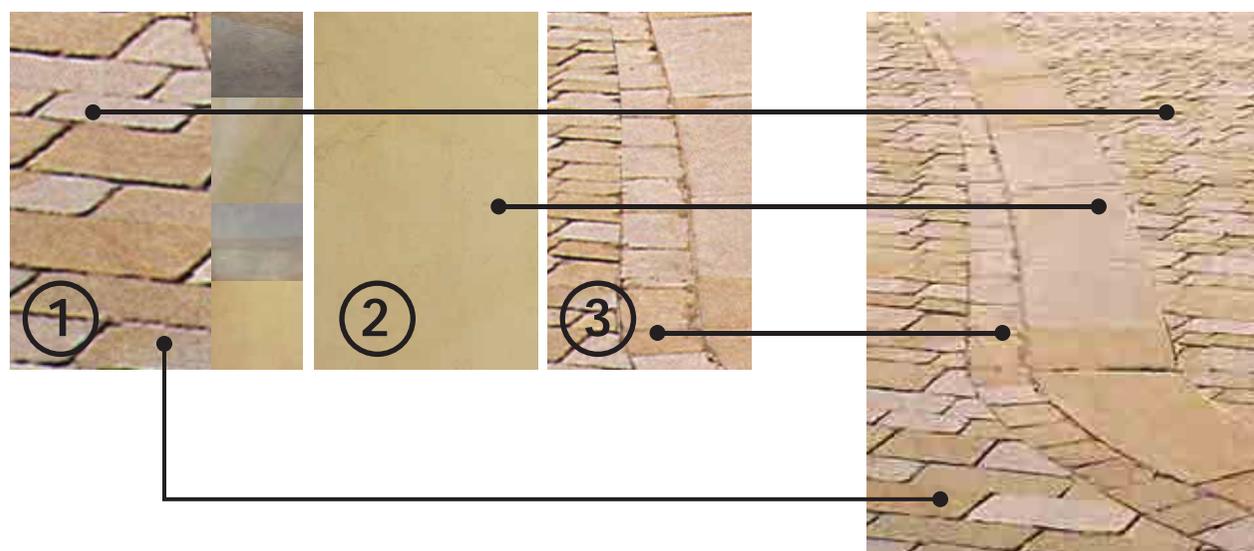
The above sets out typical guidelines (refer to BMBC Technical Updates for current details). There is scope for variation due to site specific considerations with agreement from Barnsley Metropolitan Borough Council.  
\* The exact quarry/ trade name of the materials given are used only to give a guide to the visual aesthetic. For all materials proposals for surfacing in the publicly adopted highway a specification sheet needs to be submitted to the Council's Highways and Engineering Service, further details are given on page 71.

# Inner core - purple streets A



## Yorkstone carpet

Wall to wall yorkstone is a traditional palette already used very successfully in Barnsley's tight lanes and arcades. Wide flush kerb lines add structure and definition.



The images above show the existing use of yorkstone in Barnsley Town Centre.

Yorkstone is used from wall to wall, with a combination of both raised and flush wide yorkstone kerbs.

No.	Item	Use	Typical Material	Colour / Finish*
①	Carriageway / Pavements	Sawn setts to be used by default, sawn tumbled to be used to accentuate historic character where appropriate	Yorkstone setts Laid in 100mm course. Random lengths to be no greater than 250mm and no less than 150mm	Colour: Predominantly buff with some colour variation (larger grain) eg. Woodkirk Buff/Crossland Hill or similar Finish: Sawn or sawn tumbled
②	Kerb		Yorkstone kerb To be no narrower than 300mm wide Predominantly Flush, where riser is needed it should not exceed 50mm.	Colour: Predominantly buff with some colour variation (larger grain) eg. Woodkirk Buff/Crossland Hill (or similar) Finish: Sawn / Shot Blasted
③	Channel		Yorkstone setts Laid in 100mm soldier course. Random lengths to be no greater than 250mm and no less than 150mm	Colour: Predominantly buff with some colour variation (larger grain) eg. Woodkirk Buff/Crossland Hill or similar Finish: Sawn or sawn tumbled
	Tactile paving (general use and uncontrolled crossings)	See DDA guidelines regarding use of hazard paving	Blister / corduroy paving to meet DDA guidelines	Natural stone (To create a colour contrast with adjacent paving material).
	Tactile paving (controlled crossings)	Contrasting blister paving to be used at controlled crossings, refer to DDA guidelines	Blister paving to meet DDA guidelines	Natural stone - subtle red tone (to create a colour contrast with adjacent paving material).

The above sets out typical guidelines (refer to BMBC Technical Updates for current details). There is scope for variation due to site specific considerations with agreement from Barnsley Metropolitan Borough Council.

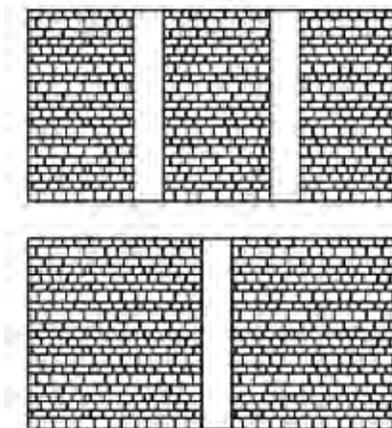
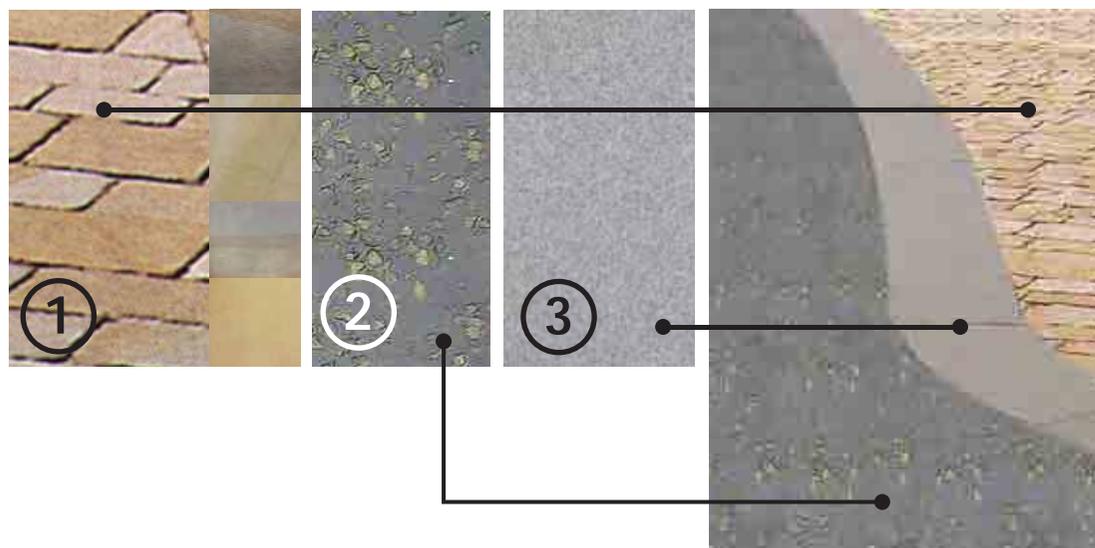
\* The exact quarry/ trade name of the materials given are used only to give a guide to the visual aesthetic. For all materials proposals for surfacing in the publicly adopted highway a specification sheet needs to be submitted to the Council's Highways and Engineering Service, further details are given on page 71.

# Inner core - purple streets B



## Yorkstone & granite blend

Wall to wall yorkstone is a traditional palette already used very successfully in Barnsley's tight lanes and arcades. Wide flush kerb lines add structure and definition. Tools have been provided to apply this character to streets with light vehicular use.



There is flexibility in the placement of the wide flush yorkstone kerb, which can be laid either centrally or in a traditional street pattern. Drainage design should align with kerb lines to avoid additional detailing.

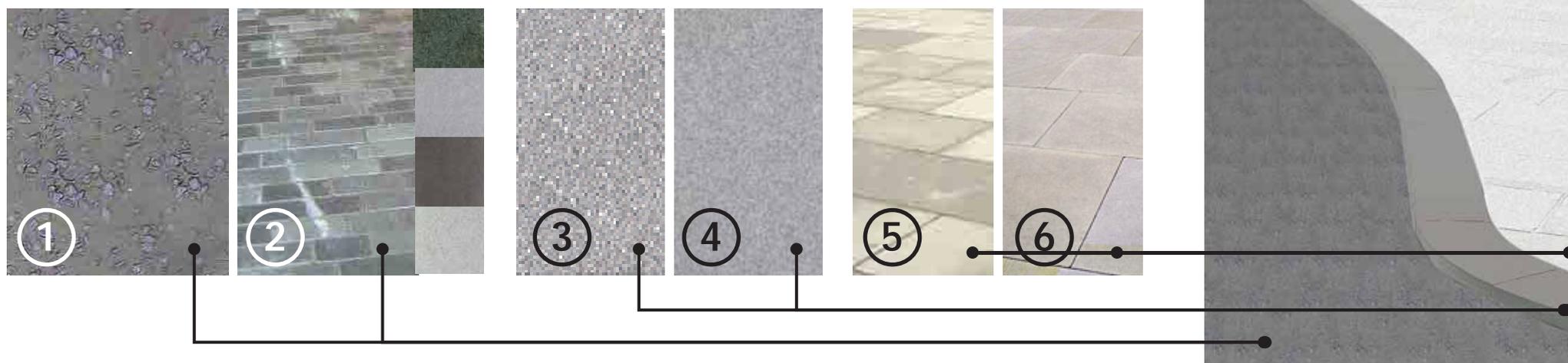
No.	Item	Use	Typical Material	Colour / Finish*
①	Pavements / Carriageways	Sawn setts to be used by default, sawn tumbled to be used as needed for definition	Yorkstone setts Laid in 100mm course. Random lengths to be no greater than 250mm and no less than 150mm	Colour: Predominantly buff with some colour variation (larger grain) eg. Woodkirk Buff/Crossland Hill or similar Finish: Sawn or sawn tumbled
②	Carriageway	Where yorkstone is not appropriate (Less prominent location or high vehicular use).	Bituminous macadam (surface course to receive chipping aggregate)	Colour: Buff aggregate.
③	Kerb	To be used as a kerb where delineation is needed or to define a space	Granite kerb To be no narrower than 300mm wide Predominantly Flush, where riser is needed it should not exceed 100mm.	Colour: Classic Grey (G654) (or similar) Finish: Bush Hammered
	Tactile paving (general use and uncontrolled crossings)	See DDA guidelines regarding use of hazard paving	Blister / corduroy paving to meet DDA guidelines	Natural stone (To create a colour contrast with adjacent paving material).
	Tactile paving (controlled crossings)	Contrasting blister paving to be used at controlled crossings, refer to DDA guidelines	Blister paving to meet DDA guidelines	Natural stone - subtle red tone (to create a colour contrast with adjacent paving material).

The above sets out typical guidelines (refer to BMBC Technical Updates for current details). There is scope for variation due to site specific considerations with agreement from Barnsley Metropolitan Borough Council.

\* The exact quarry/ trade name of the materials given are used only to give a guide to the visual aesthetic. For all materials proposals for surfacing in the publicly adopted highway a specification sheet needs to be submitted to the Council's Highways and Engineering Service, further details are given on page 71.

# Outer core streets

## A complementary palette



No.	Item	Use	Typical Material	Colour / Finish*
①	Carriageway (Typical)	As typical	Bituminous macadam	To meet BMBC standard specification.
②	Carriageway (Accent)	To be used for high profile pedestrian crossings	Natural stone setts (To be demonstrated to be appropriate for use in carriageway) Laid in 100mm course. Random lengths to be no greater than 250mm and no less than 150mm	Colour: Mid/Light Grey Mix  Finish: Bush Hammered
③	Kerb	As typical	Concrete kerb Standard width Kerb face to be 125mm.	Colour: standard
④	Kerb	To be used in high profile locations within conservation areas	Granite To be no narrower than 300mm wide Kerb face to be 125mm.	Colour: Classic Grey (or similar) Finish: Bush Hammered
⑤	Pavements	As typical	Exposed aggregate flagstones laid in random course, widths to be no greater than 450mm	Colour: Buff / natural Finish: Textured
⑥	Pavements	To be used in high profile locations within conservation areas	Yorkstone paving slabs laid normally in 300mm course (coursing width to be reduced in high loading areas due to construction depth). Random lengths to be no greater than 500mm and no less than 200mm	Colour: Predominantly buff with some colour variation (larger grain) eg. Woodkirk Buff/Crossland Hill or similar Finish: Sawn
	<b>Tactile paving (general use and uncontrolled crossings)</b>	See DDA guidelines regarding use of hazard paving	Blister/corduroy paving to meet DDA guidelines	To create a colour contrast with adjacent paving materials
	<b>Tactile paving (controlled crossings)</b>	Contrasting blister paving to be used at controlled crossings, refer to DDA guidelines	Blister paving to meet DDA guidelines	To create a colour contrast with adjacent paving material
	<b>Blister paving for use at controlled crossings</b>	Contrasting blister paving to be used at controlled crossings, refer to DDA guidelines	Blister paving to meet DDA guidelines	Colour: Contrasting colour, material to match adjacent paving surface Finish: To match

The above sets out typical guidelines (refer to BMBC Technical Updates for current details). There is scope for variation due to site specific considerations with agreement from Barnsley Metropolitan Borough Council.

\* The exact quarry/ trade name of the materials given are used only to give a guide to the visual aesthetic. For all materials proposals for surfacing in the publicly adopted highway a specification sheet needs to be submitted to the Council's Highways and Engineering Service, further details are given on page 71.

# Specification Sheet Submission

## Council Requirements

**For all materials proposals for surfacing in the publicly adopted highway a specification sheet needs to be submitted to the Council's Highways and Engineering Service for their consideration, before approval can be granted.**

Information required for specification sheet for materials:

Initial parameters:

1. slip/skid resistance (PSV)
2. durability (for installation/use)
3. resistance to dirt contamination, and
4. resistance to frost damage and salt damage

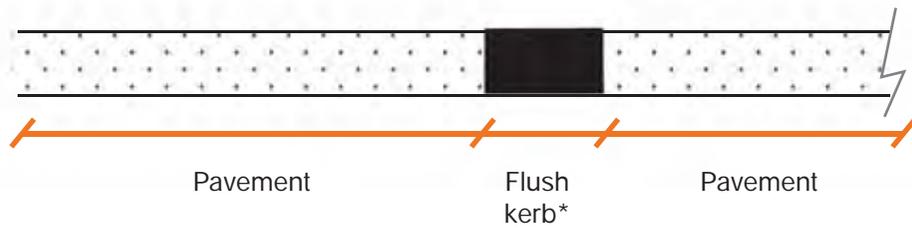
Further information required:

1. Will the material stain?
2. How do you intend to seal the material?
3. What is the advised gradient for drainage?
4. Will the material all come in one batch from the supplier?
5. Is the material easily repeatable from the supplier?

You will need to provide construction details in accordance with relevant British and European standards.

Also if the material has been used before in a similar way elsewhere please give us the details of the local authority contact.

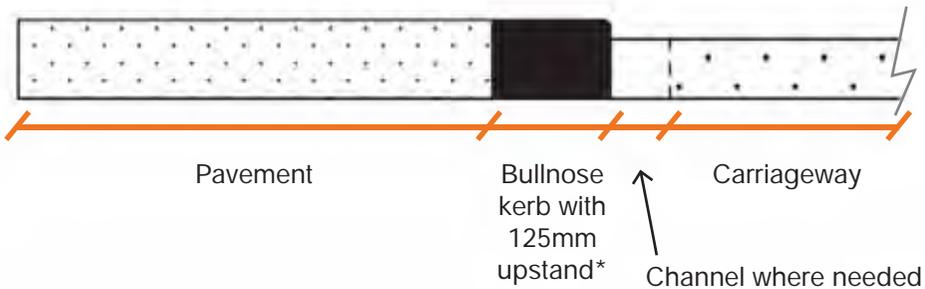
## A fully pedestrianised street



\*Use of a kerb line should only be used in exceptional circumstances for delineation or to highlight a particular space. The preferred option would be the use of street furniture to delineate.



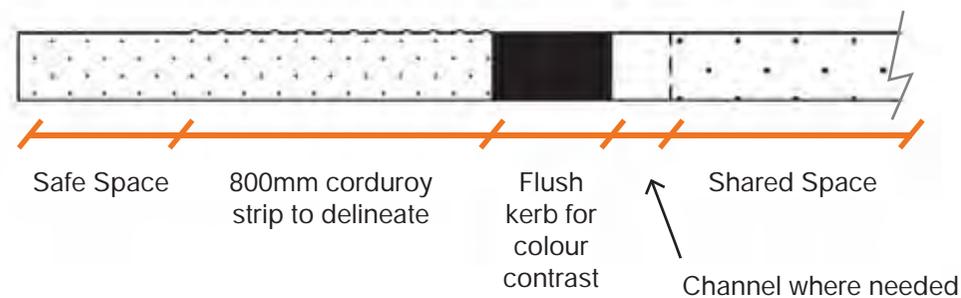
## A traditional street



\*125mm upstand to be used as typical for heavily trafficked streets. Where possible this should always be decreased to 50mm to create a less highway dominant character.



## A shared surface street



A flush corduroy strip and visually contrasting flush kerb shall run the full extents of a shared surface street to mark the transition between the Safe Space and Shared Space. For more vulnerable users a formal pedestrian crossing will still be provided within a shared surface street using the rules opposite.



# Street rules

## A set of paving standards

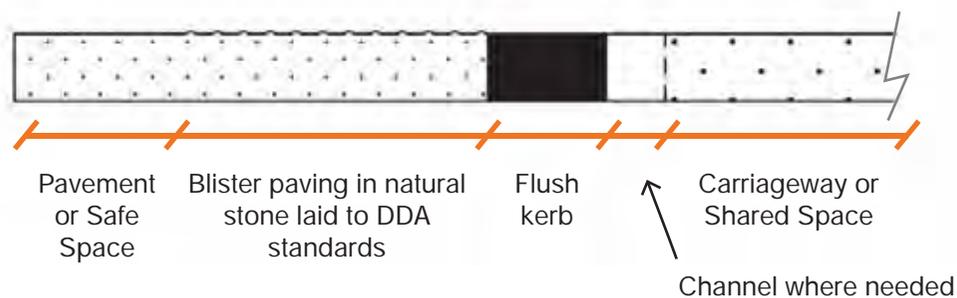
A series of street rules have been developed through the Public Spaces Strategy process to help guide improvements. This creates a cohesive approach to dealing with the configuration of carriageway, kerbs, pedestrian crossings and DDA compliant hazard paving whether in a Blue, Orange, Purple or Outer Core Street.

The layouts (refer left and below) are simple, logical and provide consistency and reassurance for all user groups. This will enable people to memorise environments that they use regularly and predict and interpret environments that they are encountering for the first time.

This consistent approach is especially important as Barnsley begins to join the national effort to reclaim streets for people and create pedestrian priority town centres. Pioneering schemes are emerging throughout the UK to create shared surface and simplified streets and it is widely acknowledged that it is early days both in terms of design, education and culture.

Various research has been undertaken nationally to consider user groups including visually and physically impaired and whilst consensus has not been gained, a common goal of civilising our streets must be achieved as the solutions that are currently used are clearly a poor legacy to leave future generations. Within this context the rules for Barnsley aim to consider needs of all user groups and future schemes will need to be monitored on this basis.

## Formal pedestrian crossings (consistent for traditional and shared surface streets)



The following principles are proposed (in accordance with DDA):

- Blister paving defines the limits of a formal crossing (whether controlled or uncontrolled)
- The kerb shall be flush with the Carriageway or Shared Space
- In a traditional street either:
  - the carriageway shall rise to meet the kerb creating a road table at the crossing point
  - the pavement will ramp down to be flush with the carriageway

**Furniture,  
public art &  
planting**

# Furniture & elements

## A single style of furniture and elements

Street furniture will be a key feature in Barnsley, it will have a functional role and help to create a distinctive sense of place. A single style of furniture will unite the inner core and outer core areas creating a cohesive town centre. Within this style it may be appropriate to vary the quality of finish depending on location (ie stainless steel vs. powder coated)

A single choice of street furniture will allow for a simpler management plan. A consistent treatment of furniture can create opportunities for bulk buying/stockpiling and facilitate higher quality implementation and maintenance, leading to longer design life and less frequent replacement.

The palette should be seen as a baseline for all public spaces improvements and the table illustrates a style and performance specification. This approach is intended to create a step change in quality and not intended to stem creativity, therefore higher profile schemes should explore opportunities for bespoke elements that are in keeping with the palette.

The majority of elements are chosen to allow some supplier flexibility, as multiple suppliers will be able to meet both the proposed style & performance specification. (These are noted as **Agreed Style**). This creates a competitive environment for BMBC for the majority of the furniture.

A small number of key elements require complete consistency and have therefore been directly specified and agreed by the steering group (These are noted as **Agreed Product**). The preferred supplier and product is therefore given for the following:

- Benches
- Litter Bins
- Finger posts

The following matrix sets out BMBC requirements for both street furniture style and performance. **Subsequent to the publication of this Strategy the Council will produce any revisions to the surface materials palette and the furniture palette through 'Technical Updates'. Please therefore check with the Council for the latest Technical update.**

# Street furniture requirements

Item	Style	Additional Information
<b>Benches</b>	Robust, simple contemporary form, brushed stainless steel or galvanised steel structure with timber seat	To include options for arm rests, backs and backless benches Bench will often be sited on sloping ground and therefore should work well on sloping terrain. Options for curved seats should be incorporated
<b>Litter bins</b>	Robust, simple contemporary form:  3 finishes in same style:  1. High grade Stainless steel (silk finish) in high profile areas  2. Grey powder coated (satin finish) in lower profile areas  3. Black powder coated (satin finish) minimal use if required for heritage uses.	Minimum requirements for stainless steel litter bin: <ul style="list-style-type: none"> <li>• 120 litre standard wheelie bins to be supplied.</li> <li>• Grade of Stainless Steel: 304</li> <li>• Type of "Lid" / top - Pyramid.</li> <li>• Key Type: Hexagonal</li> <li>• Large 12" Pizza slot. (on four sides).</li> <li>• Ashtray Facility, Opens and drops contents into bin when door opened. Self closing ashtray when door shut.</li> <li>• Rodent Bait Base: hole to front and rear, with two bait Spikes and positioned under the wheelie bin accessible for baiting by opening door, removing bin and lifting up flap (floor)</li> <li>• Base: 10 mm thick with 4 fixing holes Adjustable feet to cope with modest slopes (define see note above)</li> <li>• Heavy duty door with Stainless Steel Slam Lock (20 mm heavy duty), and heavy duty Stainless steel pivot hinges. Piano hinges not likely to be acceptable</li> <li>• Sloping entrance lips to also ensure waste can only go into wheelie bin,</li> <li>• External Banding design: Not Required</li> <li>• Laser cut "Tidy man" on two opposite sides- Complete with black Backing Plate.</li> <li>• Finish: Silk Polish Finish</li> </ul>
<b>Recycling bins</b>	Robust, simple contemporary form	Minimum requirements for stainless steel litter bin: <ul style="list-style-type: none"> <li>• 120 litre standard wheelie bins to be supplied.</li> <li>• Type of "Lid" / top - Pyramid.</li> <li>• Grade of Stainless Steel: 304</li> <li>• Key Type: Hexagonal</li> <li>• Laser cut 'LITTER and FOOD' complete with black backing plate Large 12" Pizza slot. (on three sides).</li> <li>• Laser cut GLASS BOTTLES and CANS - Complete with Brown backing plate. - Large round aperture 130mm. (on three sides).</li> <li>• Ashtray Facility, Opens and drops contents into bin when door opened. Self closing ashtray when door shut. One, on, Litter and food waste side.</li> <li>• Rodent Bait Base: hole to front and rear, with two bait Spikes and positioned between the two wheelie bins (so bins sit at ground level), accessible for baiting only from either door end and secure with its own internal access door</li> <li>• Base: 10 mm thick with 4 fixing holes Adjustable feet to cope with modest slopes</li> <li>• Heavy duty doors at each end with Stainless Steel Slam Lock (20 mm heavy duty), and heavy duty Stainless steel pivot hinges which are not to be handed - both hinged at same side to enable siting next to wall. Piano hinges not likely to be acceptable. (OR double FRONT doors may be acceptable subject to design detail)</li> <li>• Sloping entrance lips to also ensure waste can only go into wheelie bin,</li> <li>• External Banding design: Not Required</li> <li>• Laser cut "Tidy man" to both doors - Complete with black Backing Plate.</li> <li>• Finish: Silk Polish Finish</li> </ul>
<b>Bike rack</b>	Robust, simple contemporary form, brushed stainless steel	

# Street furniture options

Item	<b>Zenith- Furnitubes (Agreed Product)</b>	
Benches		<ul style="list-style-type: none"> <li>zenith satin polished stainless steel and timber seat with end arms</li> </ul> <p>www.furnitubes.com</p>
Litter bins	 	<p><b>Derby Bin - Broxap (Agreed Product)</b></p> <ul style="list-style-type: none"> <li>Based on the Broxap BX50 2550-SSS Derby</li> </ul> <p>Other manufacturers who are able to meet the specification will be considered</p> <p>www.broxap.co.uk</p>
Recycling bins		<p><b>Double Derby Recycling bin - Broxap (Agreed Product)</b></p> <ul style="list-style-type: none"> <li>Double bin based on the Broxap Derby</li> </ul> <p>Other manufacturers who are able to meet the specification will be considered</p> <p>www.broxap.co.uk</p>
Bike rack		<p><b>Stainless Steel Cycle Rack (Agreed Style)</b></p> <p>The Fin satin polished stainless steel cycle rack shown is supplied by Furnitubes, similar style cycle racks can be obtained from a number of suppliers eg.</p> <ul style="list-style-type: none"> <li>S304 satin polished stainless steel- Steel Line (www.steelline.co.uk )</li> <li>294 Cycle stand- Blueton (www.blueton.co.uk )</li> </ul> <p>www.furnitubes.com</p>

# Street furniture requirements

Item	Style	Additional Information
<b>Tree grilles</b>	<p>Resin bonded infill creates a simple and robust finish while allowing water to permeate</p> <p>Robust, simple contemporary form, cast iron - Finish to tie in with adjacent material</p>	<p>2 approaches are shown for the tree grilles.</p> <p>The resin bonded solution is preferred, however, the cast iron solution may be appropriate in some locations.</p> <p>Note: Tree pit/grille should be appropriate for proposed trees and generous in size to encourage healthy growth.</p>
<b>Bollards</b>	<p>Robust, simple contemporary form, brushed stainless steel</p>	<p>To include options for removable bollards and illuminated bollards</p>
<b>Finger posts</b>	<p>Robust, durable, simple contemporary form. Brushed and anodised aluminium post (ties in with stainless steel). Sign to be white lettering on dark background.</p>	<p>Vandal proof - hidden fixings, 6mm toughened aluminium posts, protective film placed over vinyl letters</p> <p>Re positionable.</p>
<b>Highway signage</b>	<p>Posts to be matt grey finish to be cohesive with stainless steel furniture.</p>	<p>To meet highway regulations</p> <p>Consider new technology including back lit signs to avoid down lighting (refer to image)</p> <p>National policy such as manual for streets which is advocating the agenda for simplified streets such as the redevelopment of Kensington High Street (refer to image). Therefore best practice examples should be considered in order to minimise the quantity of signage and combine where possible to reduce clutter.</p>

# Street furniture options

Item	Resin bonded gravel infill (Agreed Style 1)		Tree Grille (Agreed Style 2)	
Tree grilles		<p>This method of filling a tree pit allows a continuous permeable surface</p>		<p>The UE tree grille shown is supplied by Urban Elements, similar tree grilles can be obtained from a number of suppliers.</p> <p><a href="http://www.urbanelements.co.uk">www.urbanelements.co.uk</a></p>
Bollards	<p><b>Stainless Steel Bollards (Agreed Style)</b></p>  <p>The Zenith sloped stainless steel bollard shown is supplied by Furnitubes, similar style bollards can be obtained from a number of suppliers eg.</p> <ul style="list-style-type: none"> <li>• S304 grade satin polished steel bollards- Steel Line (<a href="http://www.steeeline.co.uk">www.steeeline.co.uk</a>)</li> <li>• UE 1020 MITRE- Urban Elements (<a href="http://www.urbanelements.co.uk">www.urbanelements.co.uk</a>)</li> <li>• YPL 554- YPL Street Furniture (<a href="http://www.ypl-streetfurniture.co.uk">www.ypl-streetfurniture.co.uk</a>)</li> </ul> <p><a href="http://www.furnitubes.com">www.furnitubes.com</a></p>			
Finger Posts	<p><b>Stylos Finger Post - William Smith (Agreed Product)</b></p>  <p><a href="http://www.williamsmith.co.uk">www.williamsmith.co.uk</a></p>			
Highway signage	<p><b>Backlit sign - one2see signs</b></p>  <p>Signage which incorporates lighting within the structure creates cleaner lines and a more attractive product</p>	<p><b>Reduced clutter - Kensington High Street</b></p>  <p>Where possible different elements should be placed to combined poles such as signage/ traffic signal.</p>		

# Street furniture requirements

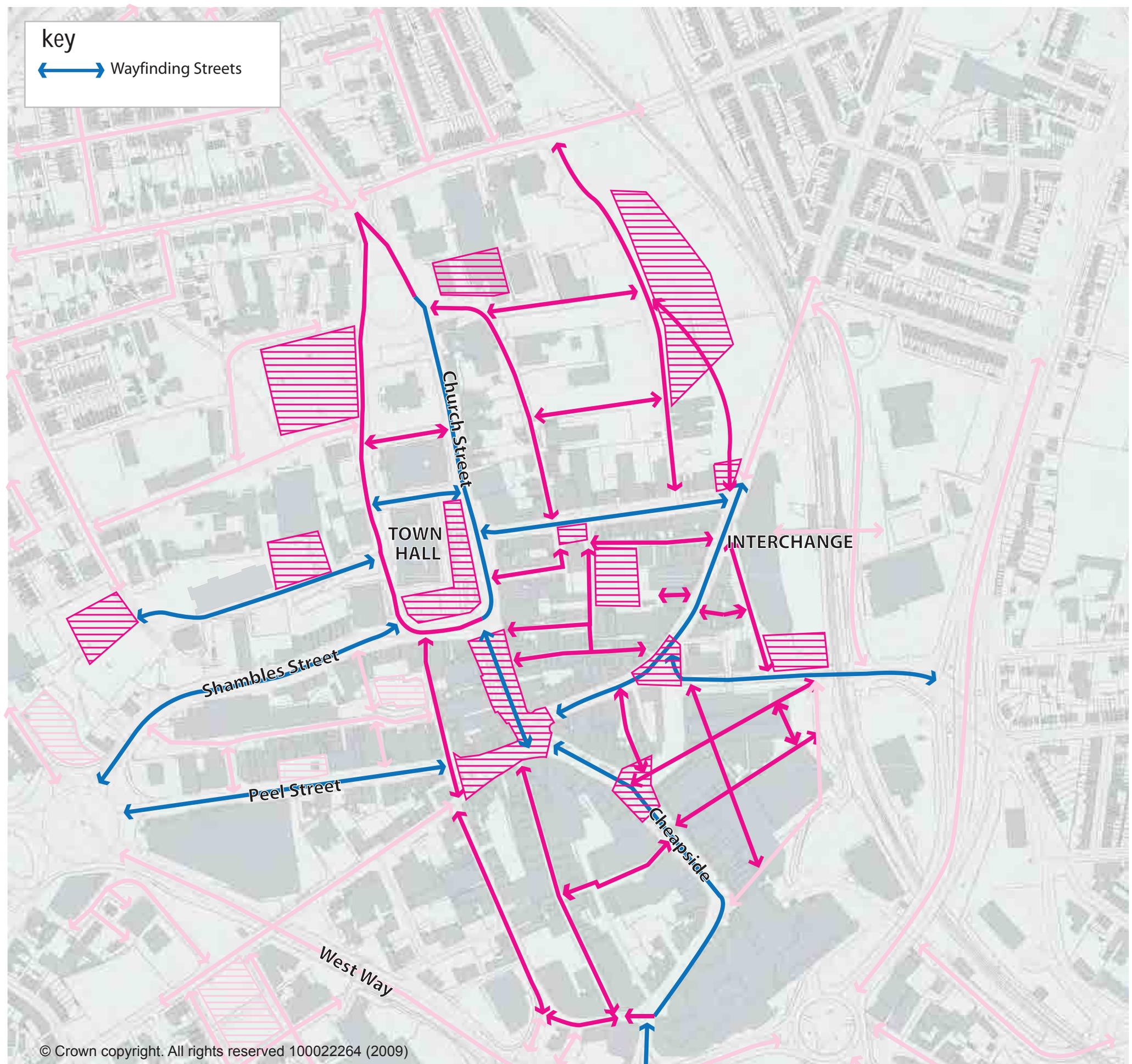
Item	Style	Additional Information
<p><b>Pedestrian scale lighting</b></p>	<p>Pedestrian scale lighting can be used as a site specific feature to highlight certain elements.</p> <p>The images opposite represent high quality and interesting fixtures which may be appropriate</p> <p>(options to enrich and complement schemes with feature lighting should be encouraged. Options may include low level bollards, uplighters, building mounted.)</p>	<p>Pedestrian scale lighting should be considered as a feature on a site by site basis. The strategy includes 2 styles for consideration through detailed design, with style 1 being more appropriate for wide usage. The following specification should be met by all pedestrian scale lighting:</p> <p>Columns are designed to accommodate the additional loading of banners where required.</p> <p>Lighting design to be to BS EN 13201 and BS 5489.</p> <p>White light is the preferred light source.</p> <p>All electricity supplies to be phase and neutral and provided by Regional REC.</p> <p>Lanterns to have an ingress protection of IP65 and have electronic control gear with dimming and remote monitoring facilities</p> <p>Operating times to be controlled by an integral Photo electric control unit, with a negative differential and 55 lux switch on level</p> <p>Lighting columns to be to BS EN 40</p> <p>All columns and lanterns to be accessible by a mechanical hoist for servicing.</p>
<p><b>Vehicular scale lighting</b></p>	<p>Posts: Simple elegant post and fixture with matt grey finish to tie in with stainless steel furniture.</p> <p>Light Fixture/Lamp: 1 style of fixture (disc style) is proposed to be rolled out to provide a cohesive appearance to lighting.</p> <p>(In short term until new lights are implemented existing posts should receive a matt grey finish as part of the existing programme of maintenance)</p>	<p>Technical spec as shown above</p> <p>To meet highway regulations</p> <p>Combine signage where possible to reduce clutter.</p>
<p><b>Street name signs</b></p>	<p>Existing style to be continued</p>	

# Street furniture options

Item	Canto G - Hess lighting (Agreed Style 1)	Escofet Kanya - Woodhouse (Agreed Style 2)
Pedestrian scale lighting	  <p data-bbox="479 840 784 869"><a href="http://www.hess.eu/en/Homepage/">www.hess.eu/en/Homepage/</a></p>	  <p data-bbox="1319 844 1568 873"><a href="http://www.woodhouse.co.uk">www.woodhouse.co.uk</a></p>
Vehicular scale lighting	<p data-bbox="423 965 1182 1003"><b>Disk Style Vehicular Scale Lighting (Agreed Style)</b></p>   <p data-bbox="938 1050 1570 1120">The Geo Disk light shown is supplied by Woodhouse, similar lights can be obtained from a number of suppliers eg.</p> <ul data-bbox="938 1126 1384 1193" style="list-style-type: none"><li>• Cito - Aquila (<a href="http://www.aquiladesign.co.uk">www.aquiladesign.co.uk</a>)</li><li>• Canto - Hess (<a href="http://www.hess.eu">www.hess.eu</a>)</li></ul> <p data-bbox="374 1440 622 1469"><a href="http://www.woodhouse.co.uk">www.woodhouse.co.uk</a></p>	
Street name signs	<p data-bbox="465 1547 913 1585"><b>Existing Signs (Agreed Style)</b></p> 	

key

↔ Wayfinding Streets



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Streets to aid navigation



# Signage & Wayfinding

## Creating a legible Barnsley

Signage and wayfinding can help create a user friendly, welcoming place to visit and spend time. Wayfinding signage should be located at key gateways and pedestrian junctions throughout the town centre.

A number of other elements can help direct people, especially when unfamiliar with the town centre. In Barnsley landmarks such as the Town Hall, the Markets and the Transport Interchange help create a 'mind map'. Main routes can be highlighted through the use of lighting, direct pedestrian crossings, the creation of vistas, street trees and public art. This can help direct people along busy routes which can be an important consideration, especially during evenings. The streets shown (left) in blue are important routes which should be highlighted.



Highlighting a route through a change in surface material



Finger post signage



Direction through the use of lighting within the paving



Direct crossings, a boulevard of trees and continuous materials emphasise a strong route

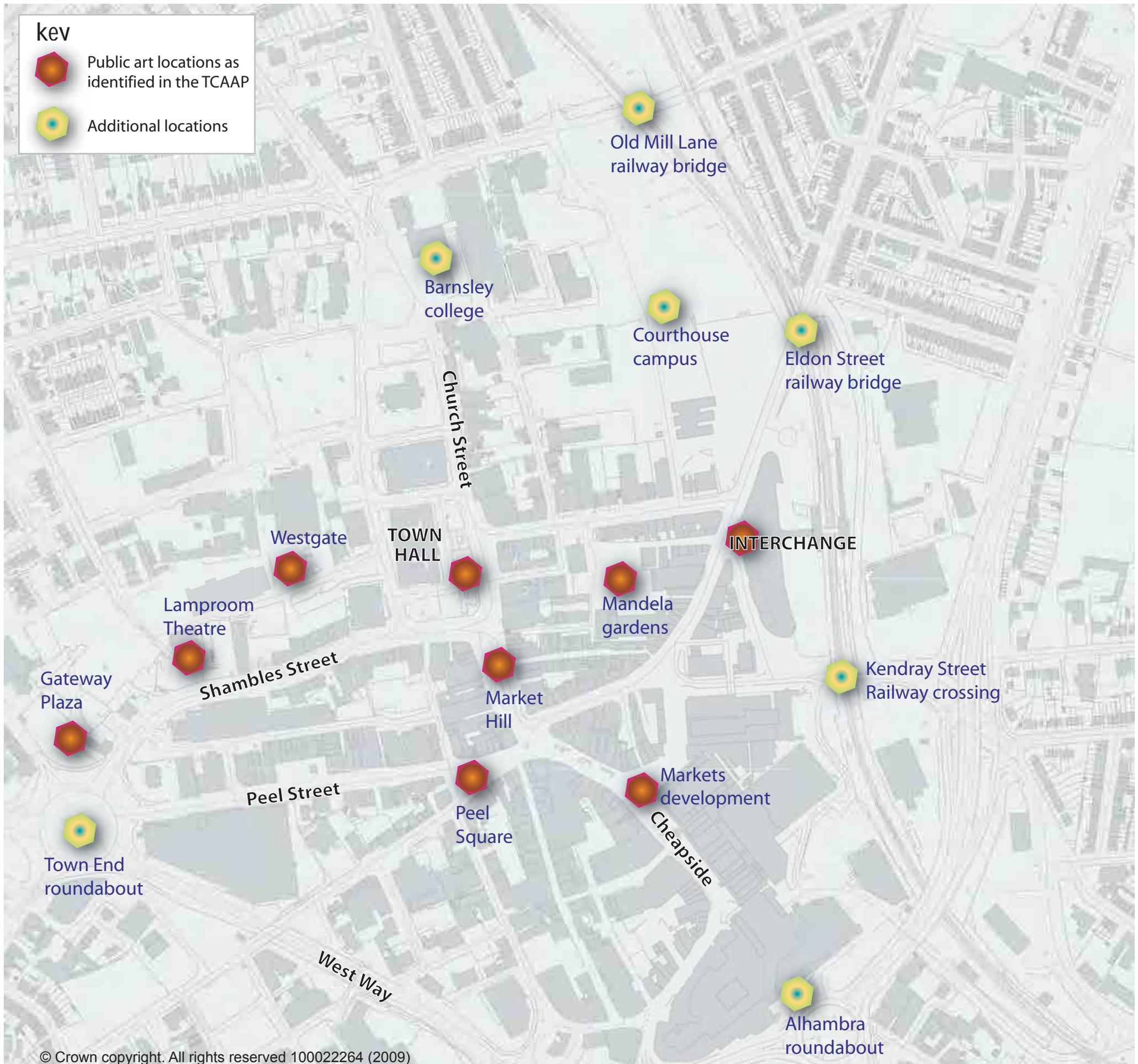


Public art can create new landmarks and aid navigation

key

 Public art locations as identified in the TCAAP

 Additional locations



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Public art locations



# Features & public art

**A wide range of public art and features to celebrate Barnsley.**

The TCAAP outlines specific areas of Barnsley Town Centre where there are opportunities for the introduction of public art. The map on the left also recommends additional areas which would benefit from the introduction of public art and features. Some reference to history and heritage are important but the 21st Century Market Town concept presents a real opportunity to be forward thinking. Installations should aim to inspire and challenge perceptions with a mix of local and international artists, permanent and temporary pieces all aiming to create a vibrant art and culture scene.

Within the **inner core** investment should provide both high impact installations and smaller scale surprises.

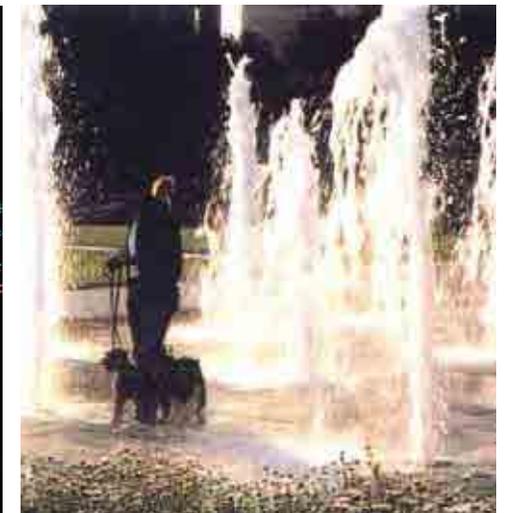
**Outer core** investment should be focused on gateway improvements.



Celebrating history through subtle paving inscriptions



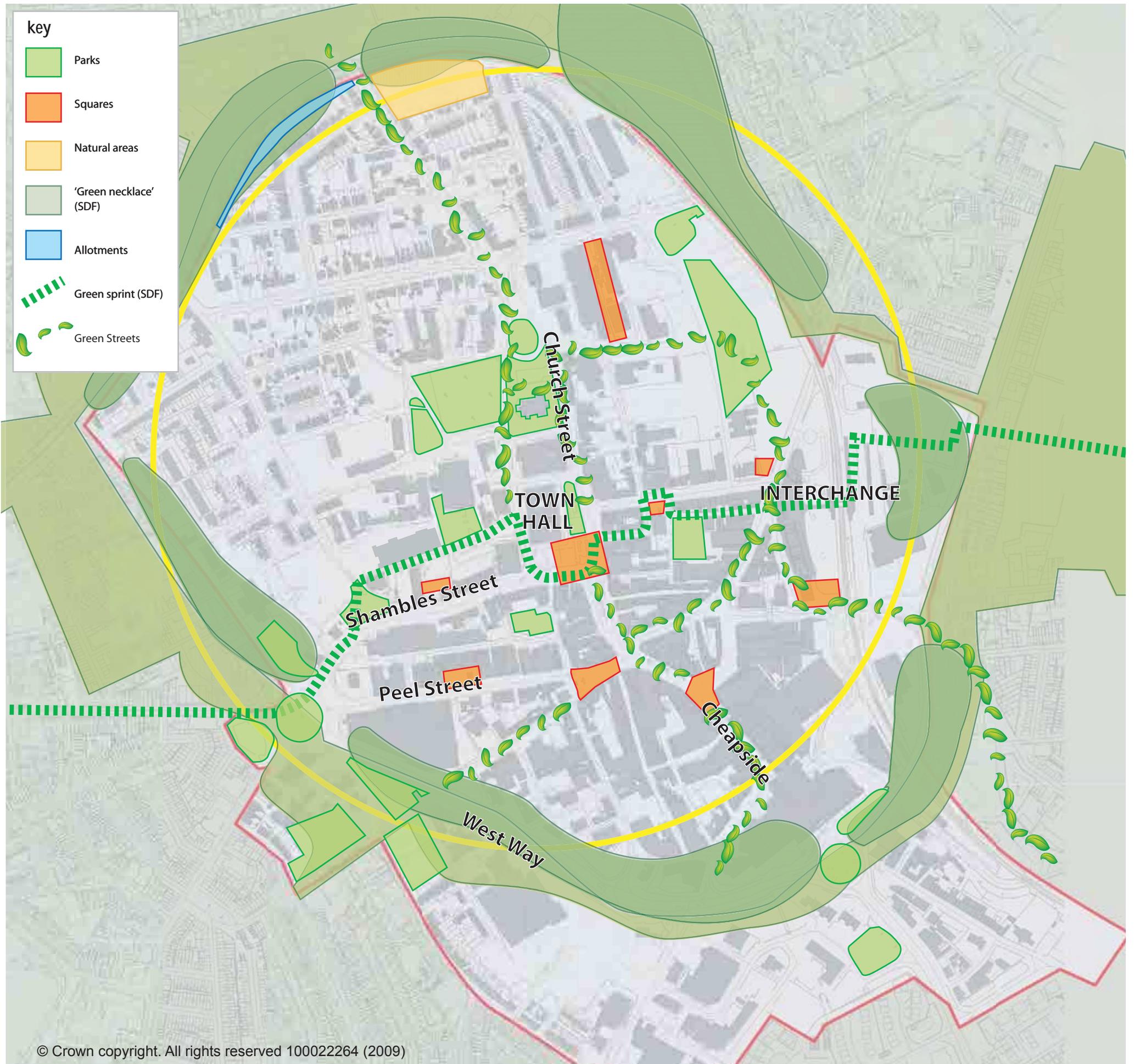
Hidden light installations to discover



Playful water features can add another dimension to Barnsley Town Centre



Bespoke street furniture can also help to emphasise sense of place and should be encouraged at certain locations within the inner core.



**key**

- Parks
- Squares
- Natural areas
- 'Green necklace' (SDF)
- Allotments
- Green sprint (SDF)
- Green Streets

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# Planting and street trees



# Planting & street trees

## A series of green streets

Barnsley Town Centre needs quality green infrastructure including green space, street trees and planting. Page 53 describes the proposed network of green spaces and the plan (left) overlays a series of green streets, (including the 'green sprint'), which is intended to link these spaces. This is a challenging proposition for any town centre due to constraints including maintenance, buried utilities, access and building locations. However, when successful the benefits in terms of public space quality, health and well being, environment and inward investment are well documented. Therefore trees and planting must be considered creatively from the beginning of each project, to ensure success.

- Lines of trees and splashes of bold planting can create greater impact than spreading investment too thin.
- Bright and vibrant foliage is proposed to lift and complement the cool tones of the proposed surface materials.
- Creative uses of planting such as green walls should be encouraged especially where more traditional methods of planting cannot be achieved due to site constraints.



Tree lined road corridors and avenues could become a signature of the character of Barnsley. Street trees can break up the expanse of road and bring activity and interest into public space.



left:  
'Green Streets' and planting to knit together the network of green spaces.

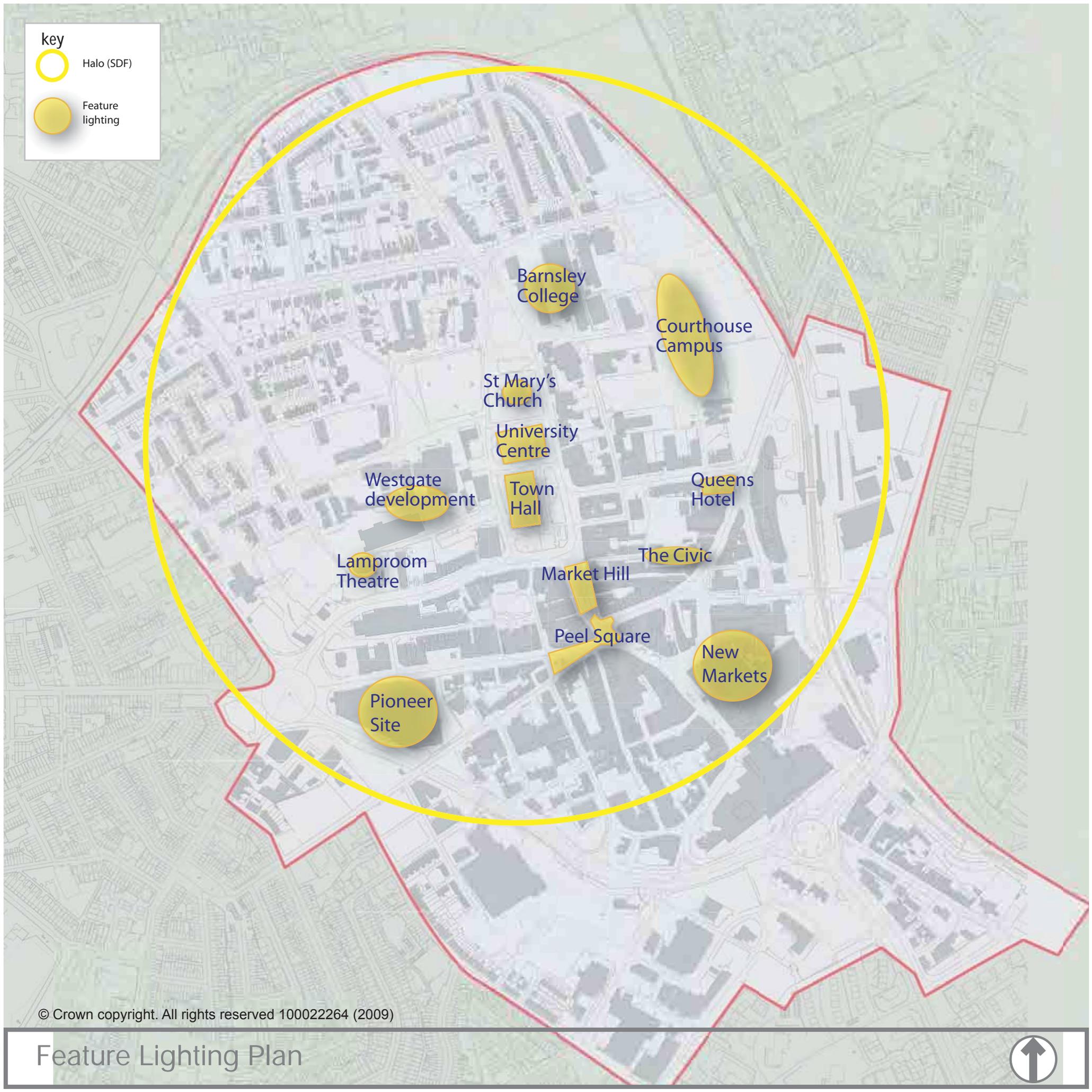


Street trees can reflect seasonal change, keeping public spaces fresh.

Green walls can hide poor quality facades and increase the efficiency of buildings.

key

-  Halo (SDF)
-  Feature lighting



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# Feature Lighting Plan



# Lighting

## Lighting for necessity and lighting for impact

Lighting has an important influence on the character, safety and feel of streets and spaces at night and on dark winter evenings. Lighting can encourage pedestrian activity and influence social behaviour. Two layers of lighting is proposed:

- Everyday Lighting, (vehicular scale and pedestrian scale), provides a necessary function. Refer to p.80 for guidance for everyday lighting fixtures.
- Feature Lighting can express the town's ambitions and celebrate its public spaces and architecture. The following images illustrate feature lighting from large through to small scale:



Projected colour or images can dramatically enhance architectural features or give pattern to floors and walls.



Alsop's SDF envisages a 'halo of light' to be a landmark of light poised above the town.



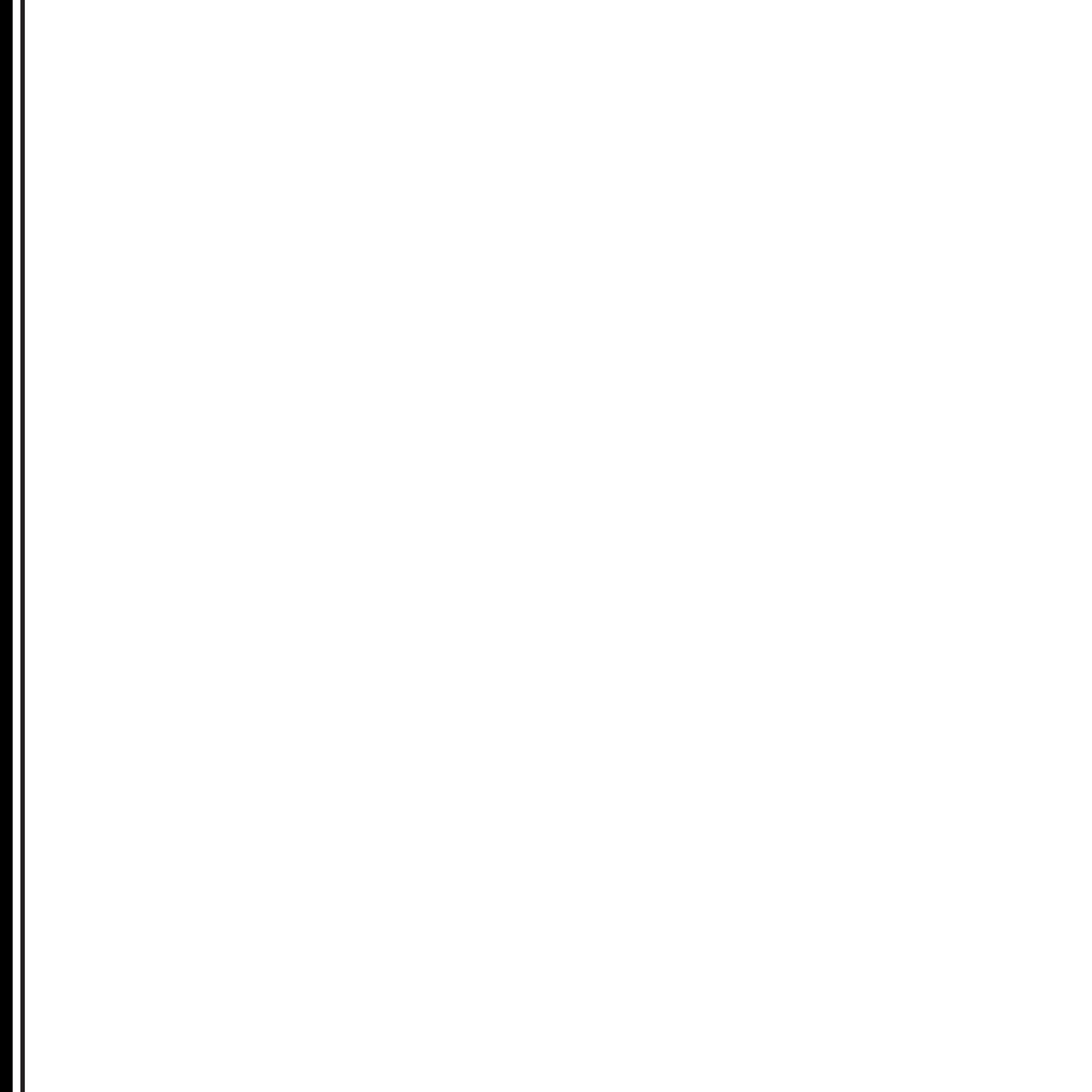
Different types of lighting should be carefully combined to create a seamless landscape.



Ground level lights can influence movement.



Lighting can blur the boundaries between the functional and the distinctive.



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