

**MANCHESTER SCHOOL
OF ARCHITECTURE**

RECLAIM OUR BACKSTREETS



Visit msa.ac.uk for more information



Team

Juliette Floch M.Arch 1

Junjie Tao M.Arch 1

Lateefat Alimi M.Arch 1

Alessia Maierna M.Arch 1

Tao Yang M.Arch 1

Zhihao Wang M.Arch 1

Irina Dragomir BA 1

Omer Ibrahim BA 1

Zixin Peng BA 1

Syeda Abid BA 1

Angeliki Kouvela BA 2

Eleanor Francis BA 2

Hannah Jones BA 2

Man-Zhe Fan BA 2

Shreya Omprakash Divate MLA 1

Rucha Jayant Nalawade MLA 1

Partners

Platt Claremont Residents Association is a residents' group in Moss Side; their aim is to support local people to improve the neighbourhood.

Two local activists based in Moss side, Anne and Hafsa are fighting to have safer streets and reduce the number of cars passing fast in their neighbourhood in Moss side. Another problem is the parked car on the pavements, aggravating the safety of pedestrians.

Defining herself as a green socialist and activist, Anne is retired and very active on Twitter. She organises regular neighbours meetings and helps make each household feel part of the community.

Hafsa is a young mom and the founder of 'Moss Side Eco Squad', for which she received the Prime Minister's UK daily Points of Light award.

Agenda

Reclaim Our Backstreets

Located South of Manchester, Moss Side is a residential area where traffic and cleanliness is problematic. With speeding cars, schools and a hospital nearby, streets are not safe for kids to play outdoors and go to school on their own. Cars are parked on pavements, which leaves pedestrians in danger when walking on streets. Additionally, drivers speed down residential streets to avoid traffic on the main road, very busy in the mornings and evenings. Those are problems the Backstreets Guys are gonna tackle and try to fix with this MSA Live project 2023.

As future architects, we have been tasked to find innovative solutions to slow down traffic and provide a better environment for residents in Moss Side. After choosing a specific street, our team came up with ideas to respond to the issues mentioned. Our collaborators have come to us to develop their project and submit it to the council in the hope of changing the future of Moss Side.

Week 1 - We presented the project to the students joining the project. On the first day, we started researching the area to do the site analysis and in the afternoon we went on site. We met with Anne, one of the collaborators representing the residents. We interviewed the residents by knocking on doors, this was a good exercise to explain the project quickly and estimate the number of cars, kids and other factors which could impact the project design. Throughout the week, we split in two groups to develop two proposals to present to the residents and found a precedent in Manchester, which we could visit on week 2. Using sketching and softwares like AutoCAD and Photoshop, we were able to complete the drawings we would present. Additionally, we produced a draft model with our two proposals.

Week 2 - Monday was dedicated to the event happening on site with the residents, we printed the panels, made sure kids would have activities to do... It was an interesting event, we took the model and transported it in the bus. Adults showed up and a lot of kids, all eager to improve and discuss our work. On the second day, we went to visit Northmoor Homezone, the precedent we had studied in Week 1. We took measurements to apply it to the street in Moss Side and figure out a better way of redrawing it. This week we are finalising the design and drawing all the required drawings for the planning application. We will meet one last time on Friday with the collaborators to give them all the work we produce and have a final chat.

Visit msa.ac.uk for more information



QR code to our blog!

Site analysis

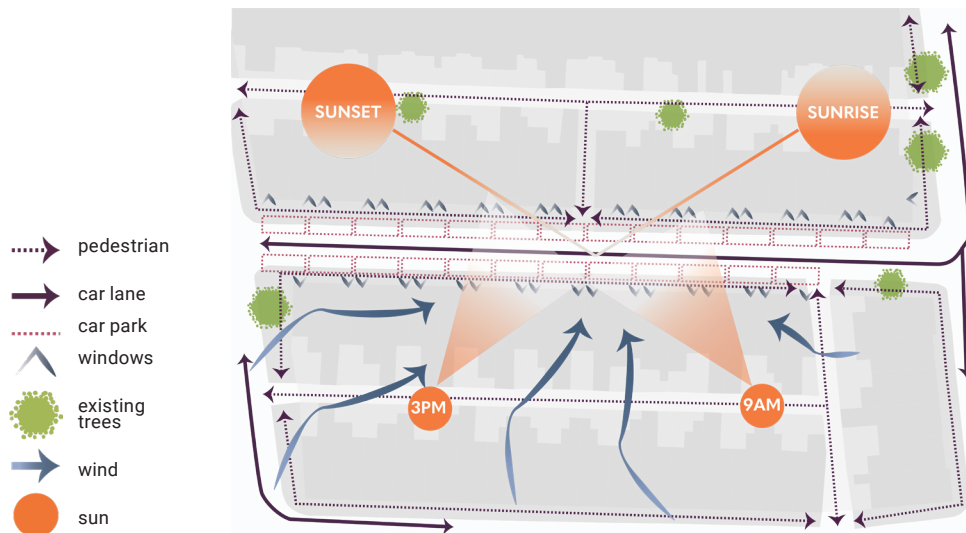
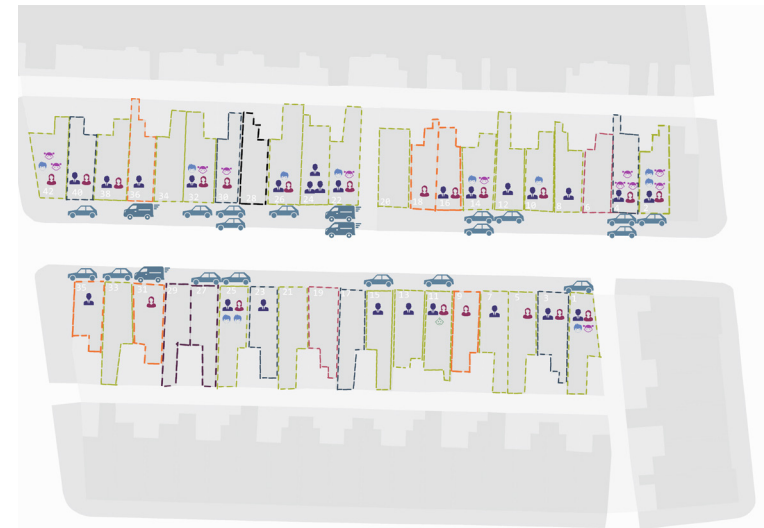
Newlyn Street

Moss side is located south of Manchester. Historically it was a rural area, after the Industrial Revolution it rapidly increased, resulting in a densely populated area. Moss Side has benefited from several redevelopment and regeneration projects, thanks also to the different local communities. Today the neighbourhood is affected by the numerous cars that use the residential streets as a shortcut to go from a main road to another, occupying and making unsafe the space that should be dedicated to residents, communities and kids.

When researching and doing the site analysis, we focused on general factors, such as wind and sun. We pushed the research a bit more with analysing the space reserved for cars, pedestrians, and bike. The time of transportation from the street to the school, to the university campus and the city center. Nowadays, Newlyn Street is in desperate need of greenery and a special arrangements that work for cars and residents use of the space. 23 cars belonged to the residents of the streets and parking is very hard to find. Kids are playing outside until late in the evenings, which is why speeding cars is a problem.

After interviewing the residents, we asked the BA 2 students to produce a drawing with all the information collected, from the number of cars, to how many kids per household.

- private rental
- owned
- mosscare house
- HMO C4
- student house
- unoccupied
- man
- woman
- boy
- girl
- baby
- car
- van



Site visit and interviews

Briefing and concept design



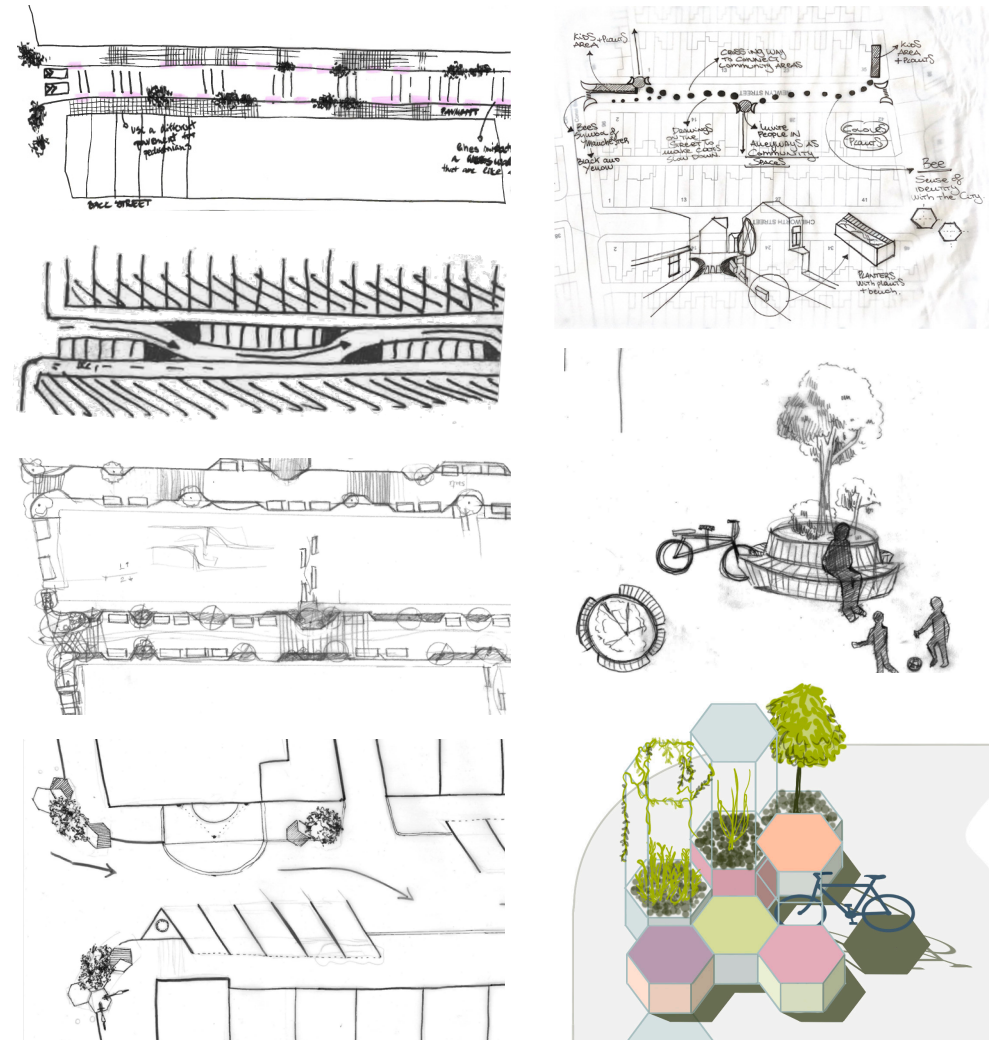
Image top:
Collage by
group 1

Image bottom:
Collage by
group 2

The brief for the project is centered around identity of the neighborhood and the community formed by Moss Side inhabitants, safety between speeding cars and residents and addition of greenery. Streetlife is centered around kids playing outside.

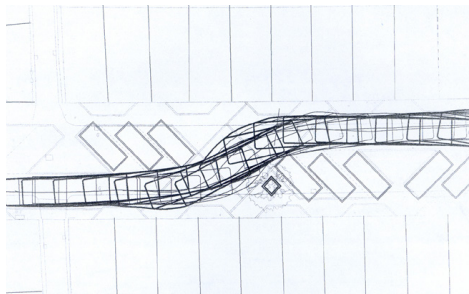
During the design process, we empathise the need of sketches, either hand drawn or digitally made on the iPad, to convey ideas amongst ourselves when brainstorming. Sketches were on the starting point of discussions for big scale, when organising the streets, and when designing smaller spaces such as planters and benches. When coming up with a design, we usually gave the students an hour to come up with sketches and would after discuss and merge the best ideas to create one drawing. In the sketches below, you can see a change of materiality to divide the spaces for cars and pedestrians. A curvy road was also envisioned to force the cars to slow down. The last sketch illustrates the idea of a central place to gather.

Images: Sketches
by group 1 and 2



Northmoor Street Homezone

Northmoor Street is a regenerated street in a residential area of Manchester. Like many residential area in the city, streets are very narrow and can not accomodate cars and pedestrians at the same time. Homezone is a UK approach to resolve those issues, focusing on meeting the needs of pedestrians and reduce cars speed. Whilst the number of cars are increasing through time, this project was conceptualised in the early 2000s. Shaped and imagined by the community, the site was chosen to pacificated and re-plan the spaces forming the street. It was even one of the first project of this kind in England and Wales. It set the base for Homezones around the UK. As Northmoor has a rich cultural background and community, the design was inspired by the people residing and making the area lively.



Precedent research

Sketch model

1 model, 2 proposals



Context model of the existing



Model of the proposal 1



Model of the proposal 2

Design development

Proposal 1

During the design competition, our group came up with traffic calming strategies that had a strong street art influence. On both ends of the streets where driver turn the corners, we came up with the concept of narrowing the opening the start of the street using stripped curved strips that wrapped around the corners. In between were 3D bright coloured zebra crossing strips, the intention was to create an illusion that there was a 3D object at the start of the street which will further prevent the drivers from the neighbourhood from speeding. As a group, we recognise that Manchester uses the bee as a representation of the city so this had some strong influence in the street art concept that we used to connect the two alleyways together. The hexagon honeycomb idea coloured in yellow and black where two of the main street colour patterns.

Image top:
Axonometry of
the planters

Image bottom:
Render
visualization



Planters and street art on the corners to make cars slow down



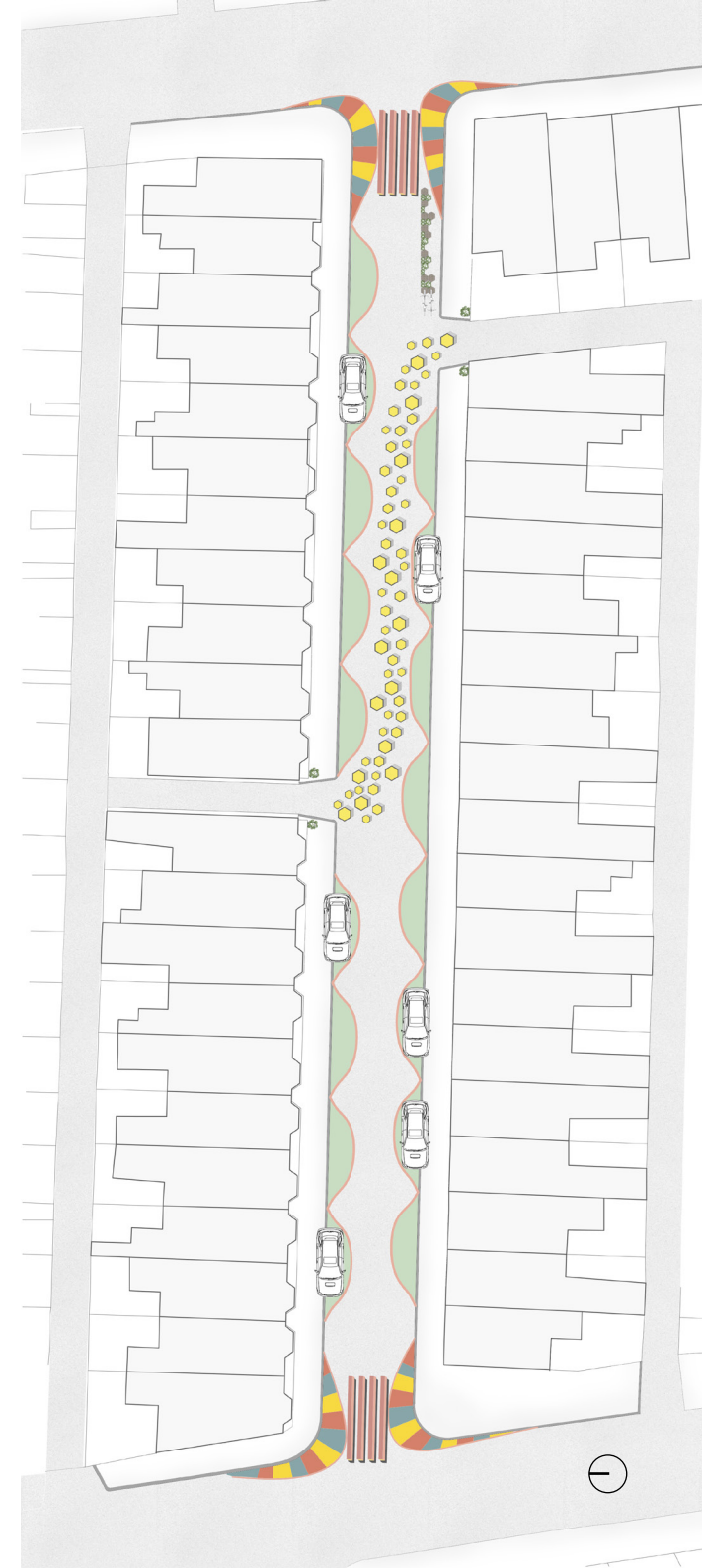
Planters to define the space for cars and the area for kids



Colored bumpers to define the car parkings



Street art to connect the 2 alleyways



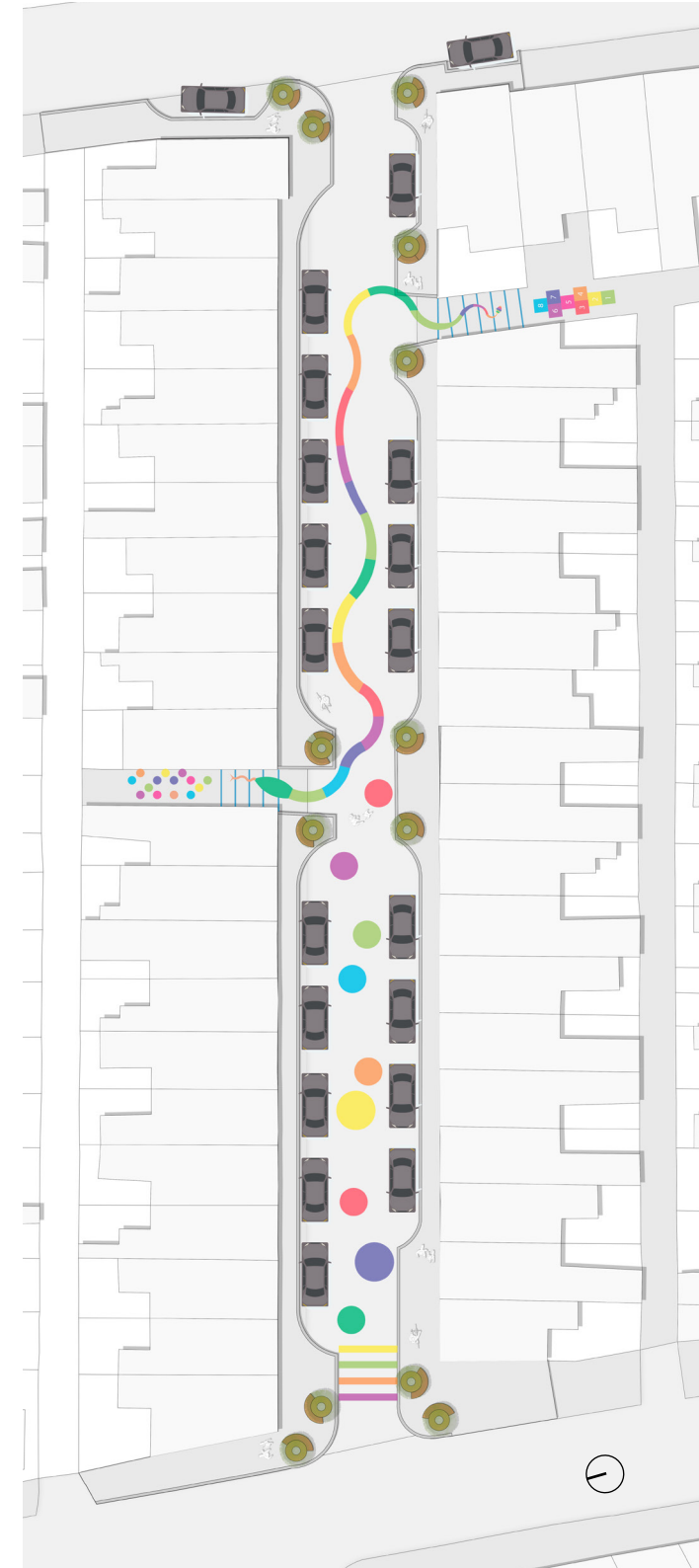
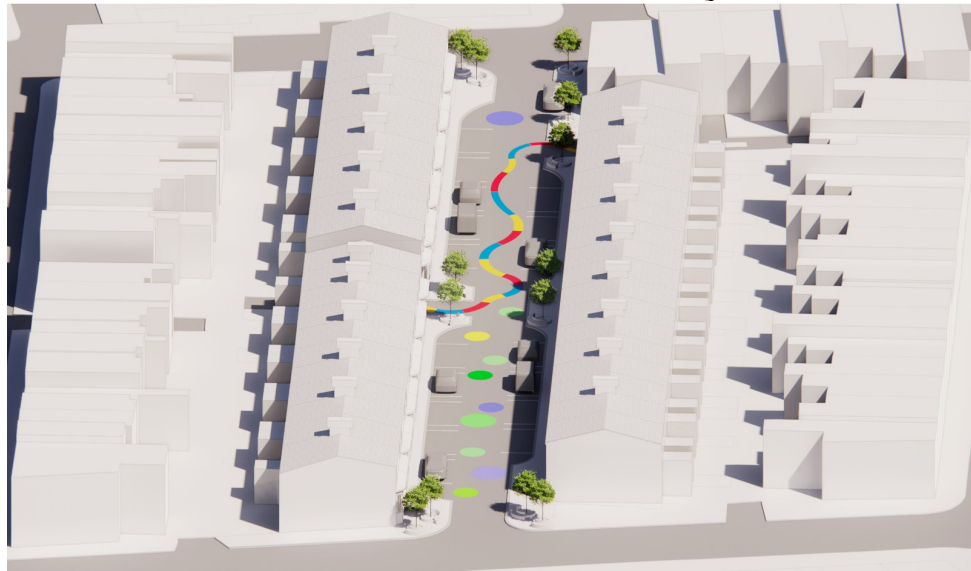
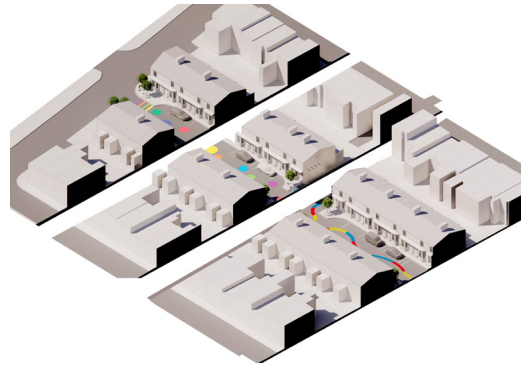
Design development

Proposal 2

During the design competition, we came up with two concepts focusing on tactical urbanism, bringing greenery and color to the street. The second proposal was imagined around the idea of childhood, and developing spaces for kids when playing outside. As a team, we came up with what the shapes should be as well as color picking. The snake and the ladder, a classic drawing used in schools, as well as a hopscotch and colored circles to fill up the spaces unused, painted directly on the road and pavement.

Image top:
Axonometric
section

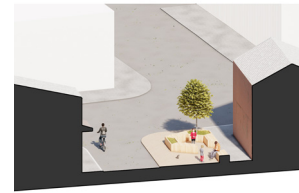
Image bottom: 3D
visualization



Design development

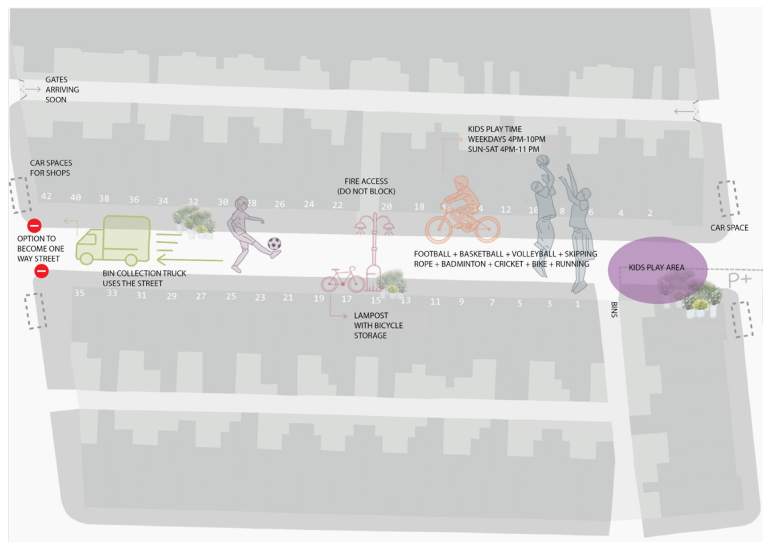
Designing together

We held a community event on site where we were able to show the residents of Moss Side the two design ideas. We made the environment comfortable enough for them to take as long as they feel they needed to explain to use different ways that we can help improve their neighbourhood. Our collaborator had strong opinions on the two options and particularly wanted a design where we take away the pavement and make the street completely one level. The main comments from the children revolved around wanting more spaces that they use to play, store their bikes and use for sports. Whilst the adults gave more information on how many cars each neighbour had and whether they parked on Newlyn Street. This allowed us to redesign the final proposal with more knowledge of the site.

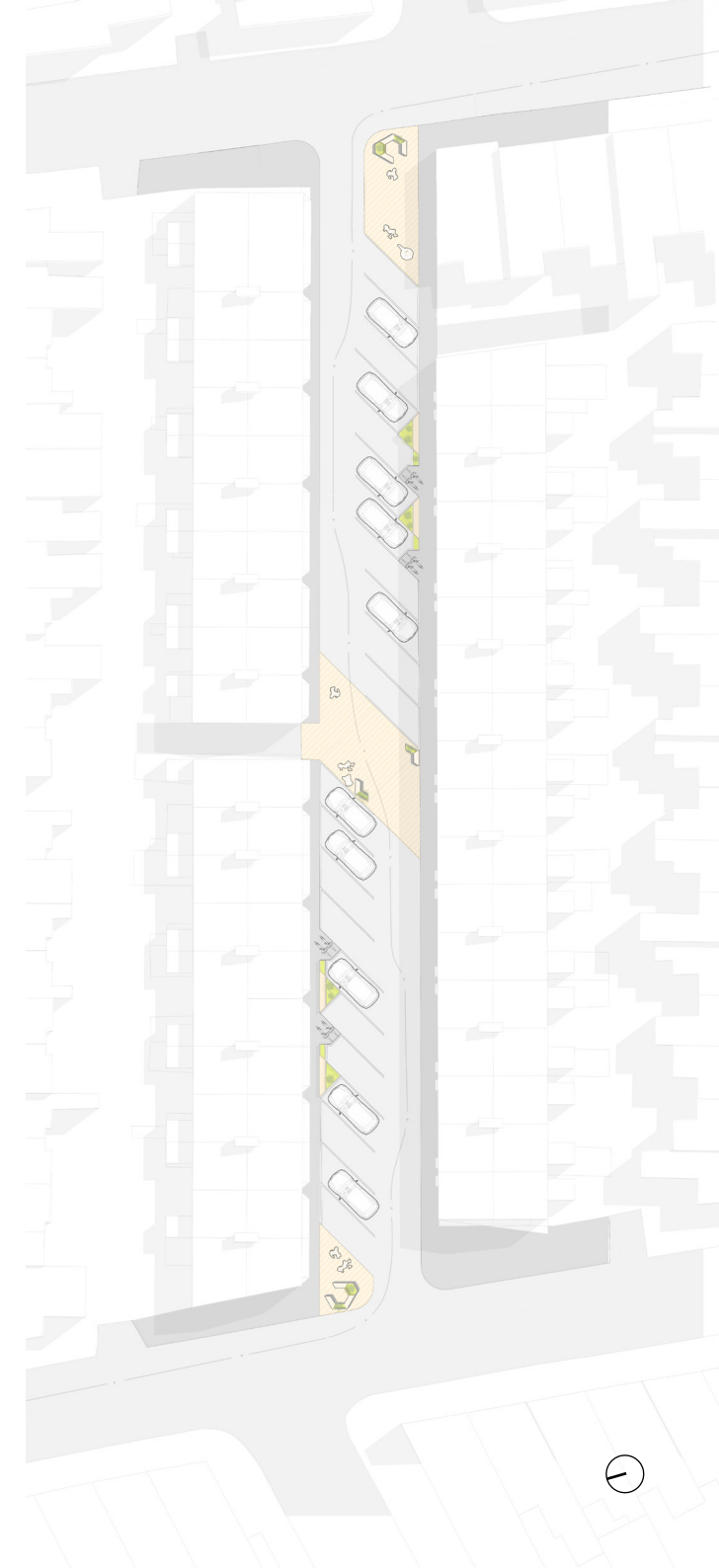


Final proposal for the Planning Application

After discussing our ideas with the residents on Monday evening, we decided to think more radically about our approach to the design of the street. The design is inspired by the Northmoor Homezone project located in Longsight, Manchester. The pavement and the road are at the same level compared to a standard street design. For Newlyn Street, we removed the existing pavement to recreate a new one at road level. We added diagonal parking to fit all the cars. In front of the 22 car spaces, planters and bike parking are provided to accommodate the needs of residents. The main problem is the car speed, a serpentine design will leave the drivers no choice but to slow down.



Plan made with the help of the residents, showing the actual usage of Newlyn Street and the possible improvements.





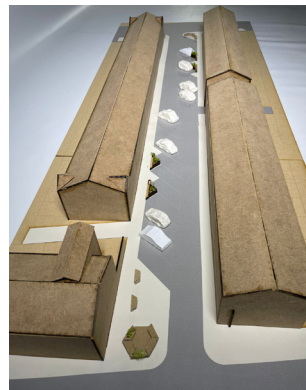
There will be two sets of car park spaces on the street, a few spaces in the centre have been pushed back to allow drivers to slow down as they approach the other end of the street. Where we have car parking spaces that have been pushed back, the front of the space will also have planters/ greenery and spaces for bikes spaces.



Image top: Planters details



Image bottom: Render visualization



A central space is delimited with a pattern on the ground alongside planters on the perimeter to ensure that the car spaces and central space have been clearly defined. Benches and planters are positioned at the end of the streets and a second space has been allocated on either end for kids to use as play spaces.



ABOUT

Each year the MSA LIVE programme unites Masters Architecture year 1 students with those in BA year 1 and year 2 and Masters Landscape Architecture 1 in mixed-year teams to undertake live projects with external partners to create social impact.

LIVE PROJECTS

All MSA LIVE projects are live. A live project is where an educational organisation and an external partner develop a brief, timescale, and outcome for their mutual benefit.

SOCIAL IMPACT

All MSA LIVE projects have social impact. Social impact is the effect an organization's actions have on the well-being of a community. Our agendas are set by our external collaborators.

EXTERNAL PARTNERS

MSA LIVE projects work with many organisations: charities, community groups, social enterprises, community interest companies, researchers, practitioners and educators.

STUDENT-LED

Our MSA masters students take the lead in the project conception, brief development, delivery and co-ordination of a small project. Other cohorts joined for an eventful 2 weeks of activities at the end of the academic year.

KNOWLEDGE TRANSFER

Working in teams within and across year groups and courses; MSA students participate in peer to peer learning. In addition, collaborators, participants and students engage in the transfer of tangible and intellectual property, expertise, learning and skills.

LARGE SCALE

This year approximately 650 students from 4 cohorts in MSA have worked on 42 projects with partners.

QUESTIONS

For questions about MSA LIVE please contact the MSA LIVE team:

msalive@mmu.ac.uk

BLOG

live.msa.ac.uk/2023

SOCIAL

#MSALive23

@msa.live.23

@TheMSArch

@MLA_TheMSArch

WEBSITE

www.msa.ac.uk