

Chippenham Streetscene Enhancements

1. Purpose

- 1.1. To inform the Committee of options for expenditure of the 2005-6 Capital Budget for the continuation of Streetworks.

2. Recommendations

- 2.1. **The Area 3 2005-6 Capital Budget for Streetworks be allocated as a partnership contribution towards both the Bus Station safety works and The Causeway pedestrian amenity works to secure the inclusion of environmental enhancements and natural materials within the works.**

3. Links to the corporate/business area objectives

- 3.1. Streetscene enhancements accord with the District Council's 2005-6 Corporate Priorities of Cleaner, Safer and Better Streets, and Partnership Working; and the Wiltshire Strategic Partnership's priority theme of *Improving Wiltshire's Streetscene*. Streetscene enhancements conserve and enhance the District's built environment and landscape setting and assets and resources, protect and promote the local distinctiveness of North Wiltshire's heritage, and are prepared in consultation with (and where possible include partnership funding from) other local organisations and Councils.
- 3.2. Business Area/Team Plan Objectives: Authorisation to expend the available budgets will maintain performance against the agreed Urban Design work programme 2005-6. Expenditure of the Streetworks capital budgets this financial year will maintain the objective to deliver 80% of projects within design brief predictability by March 2006.

4. Background Information

- 4.1. Several potential options for allocation of 2005-6 Capital Budget for Streetworks were presented to the 10th October 2005 Area 3 Committee, which resolved that;

The report be noted and that options for allocation of the Area 3 2005-6 Capital Budget for Streetworks be reported to the next Area 3 Committee.

- 4.2. The 2005-6 Streetworks capital budget totals £50,000, but has been divided for the 5 Area Committees to decide where each £10,000 is to be expended. It should be noted that for streetworks in the public realm and the need for safe working methods, various consents, licenses, notices and public consultation, the professional fee element rises as the scale of works reduces. Therefore, where possible, proposals presented include an element of partnership funding, or are associated with works to be progressed by others, to maximise value for money. Otherwise the available balance for actual works will be reduced by up to 35%.

5. Current Position

- 5.1. Using potential partnership funding as a priority - and considering other factors including cost effectiveness and deliverability this year – a number of options for the allocation of the 2005-6 Capital Budget of £10,000 for the Continuation of Streetworks, were presented on 10th October; including:

1. Pedestrian and loading improvements in lower New Road, Chippenham.
Contribution for natural materials within WCC-planned works.
 2. Pedestrian improvements in The Causeway, Chippenham.
Contribution for natural materials within WCC-planned works.
 3. Further removal of pedestrian barriers, The Viaduct, Chippenham.
Contribution for environmental enhancements within WCC-planned cyclewayworks.
 4. Replacement streetlighting in lower New Road, Chippenham.
Contribution for heritage lamp fittings to match High Street.
 5. Access improvements to commercial premises in upper New Road, Chippenham.
Scheme of grant-aid for improved publicly accessible forecourt materials
 6. New railings at The Viaduct, Chippenham.
Potential RHT grant-aid towards securing closed arches within the structure.
 7. Safety improvements at Chippenham bus station
Contribution for natural materials and landscaping within WCC-planned works.
- 5.2. After further investigation of partnership funding availability, public consultation programmes and implementation programmes, options 2 (The Causeway) and 7 (Bus Station) above appear to have the greatest potential for delivery during this financial year, and the additional funds could have the greatest visual and amenity impact within this scheme. For other schemes, public consultation is at an early stage or the schemes require co-ordination of a number of partnerships and consents. Some of these may be potential candidates for the allocation of any available Chippenham Streetworks budgets for 2006-7.
- 5.3. After public consultation earlier in 2005, officers at Wiltshire County Council are detailing a scheme for pedestrian improvements within The Causeway with a programme for implementation in Spring 2006. Discussions are underway regarding the desirability of natural materials at this prominent historic location.
- 5.4. Further to the 13th October 2005 NWDC Executive Committee, this Council have appointed consultants to evaluate the current design options for the Bus Station and it is expected that an agreed proposed layout will be decided by the end of November. However, all safety design options under consideration would equally benefit from natural surfacing materials in the area of Lords Lane and landscaping treatment at the site frontage. The visual effect of such a 'shared' surface would provide a safer area for pedestrian use.

5.5. Officers are not aware of other streetscene enhancement opportunities within Community Area 3 with identified partnership funding, and that are programmed for implementation this year.

6. Financial Implications

6.1. The 2005-6 Capital Budget for the Continuation of Streetworks of £10,000 is currently unexpended and uncommitted. The proposals would utilise and commit that budget during this financial year.

6.2. By utilising this budget as a partnership contribution, in-house design involvement and fees are reduced, and it is estimated that £9,000 of the £10,000 budget can be passed on as a contribution for works, allowing for some continued design liaison time.

7. Human Resources and Equal Opportunities implications

7.1. Continuation of Streetworks and expenditure of related budgets are identified in the Urban Design work programme and therefore progressing them will have no impact upon internal human resources. Contributing the budget as partnership funding will enable a higher value of works to be implemented.

8. Community and Environmental Implications

8.1. Streetworks enhancements have significant community and environmental benefits. The bus station is both a prominent and well-used facility in a particularly historic part of the Conservation Area. The additional enhancements proposed will improve the visual quality and amenity of this busy town centre location.

Documents Used in Preparing this Report

Reports and Minutes of previous NWDC Committees.

REPORT FROM THE DESIGN AND ESTATES TEAM LEADER TO AREA 3 COMMITTEE 5TH DECEMBER 2005

Author

Julian Kashdan-Brown
Principal Urban Designer
Tel: 01249 706503
jkashdanbrown@northwilts.gov.uk