



Haverhill Area Working Party 22 April 2010

Public Art in Queen Street, Haverhill: Update

1. **Purpose of the Report**
 - 1.1 **This report provides an update on progress regarding the installation of the gates in Queen Street, Haverhill.**
2. **Background**
 - 2.1 On 15 January 2009, the Working Party approved the Terms of Reference for a task-and-finish group to oversee the commissioning of pieces of art in Queen Street (Report Z466 refers). The group is called Public Art for the Town Centre of Haverhill (PATCH). PATCH is chaired by Councillor Mrs Richardson and comprises:-
 - (a) two members of the Haverhill Area Working Party: Councillors Mrs Richardson and Mrs Rushbrook;
 - (b) one member of Haverhill Town Council: Councillor Mrs Gower;
 - (c) three representatives of local schools: Mick Walker of Castle Manor Business and Enterprise College, Neil Williams of Samuel Ward Arts and Technology College and Jilly Shekleton, Local Schools Representative; and
 - (d) one representative of Queen Street traders: David Doughty of The Gallery Photography.
 - 2.2 On 12 March 2009, the Working Party approved a draft brief and methodology for the public art and agreed that the principal artwork would be incorporated in vehicle restriction gates at both ends of Queen Street and that these would be designed by students from the town's two upper schools (Report Z590 refers). In July 2009, the Working Party received a presentation from the students and approved designs which featured individual Lime leaves arranged to form a crown. These subsequently received considerable publicity in the local media.
3. **Progress**
 - 3.1 In the autumn term of 2009, a considerable amount of work had to be undertaken refining the designs and translating the concepts into a practical specification. Tenders for the gates were sought before Christmas 2009 from four companies, three of whom, all from Haverhill, actually submitted tenders. The lowest tender, by a very

long way, was that from Metcraft. All the companies which submitted tenders were asked to offer advice on the structure and on the way that costs could be reduced. Metcraft explained that the costs would be lower and the structure stronger if the gates were constructed entirely of stainless steel, and were not cast, and made partly of aluminium as originally envisaged. This involved some redesigning by the schools. The processes of value engineering and of redesigning and finishing, including ensuring the schools were entirely satisfied with the design caused further delay; however, the designs have now been completed and are attached as Appendix A to the report.

- 3.2 Fabrication has begun, and a work experience student from Castle Manor school is helping construct the gates at Metcraft by bending the steel bars into the right shape. It is planned that the individual leaves will be presented to the schools following their construction for the students to help with the finishing. The gates will then be returned to Metcraft for final assembly and for the addition of lights to the larger gates that will be erected at the Lower Downs Slade end of Queen Street.
- 3.3 There are plans for displays detailing the construction of the gates to be mounted in Tesco and possibly other venues, such as the leisure centre and Lower Downs Slade, before the gates are finally installed. The launch is provisionally scheduled for Friday 16 July 2010. For health and safety reasons, the tops of the leaves will have small rounded brass finials, and it is planned that these finials should actually be added to the gates by the students at the completion ceremony.

4. Budget

- 4.1 A budget estimate of £20,000 was initially identified for public art in Queen Street, together with £10,000 for the gates at both ends of the street. The cost of the gates is £37,000, to which estimates of £4,000 for installation and £1,000 for contingency have been added. This means that the cost of the gates is above the original budget estimate but the overall Queen Street Enhancement Scheme project has been delivered below the total project budget, therefore, the budget variance to enable provision of the gates can be accommodated within the overall project budget.

5. Conclusion

- 5.1 Members of PATCH have been most impressed by the hard work, creativity and commitment of the schools. The gates have cost more and taken longer than was originally envisaged, but this has been partly because the group wanted to ensure that the schools were fully involved at all stages and were satisfied with any changes in design, therefore, the project had to be fitted in with the schools' timetables. The group is confident that the finished gates will both reflect accurately the work of the schools and be something of which the Haverhill community can be very proud.

6. Recommendation

- 6.1 The Working Party is requested to **NOTE** the current position regarding the installation of the vehicle restriction gates to Queen Street.

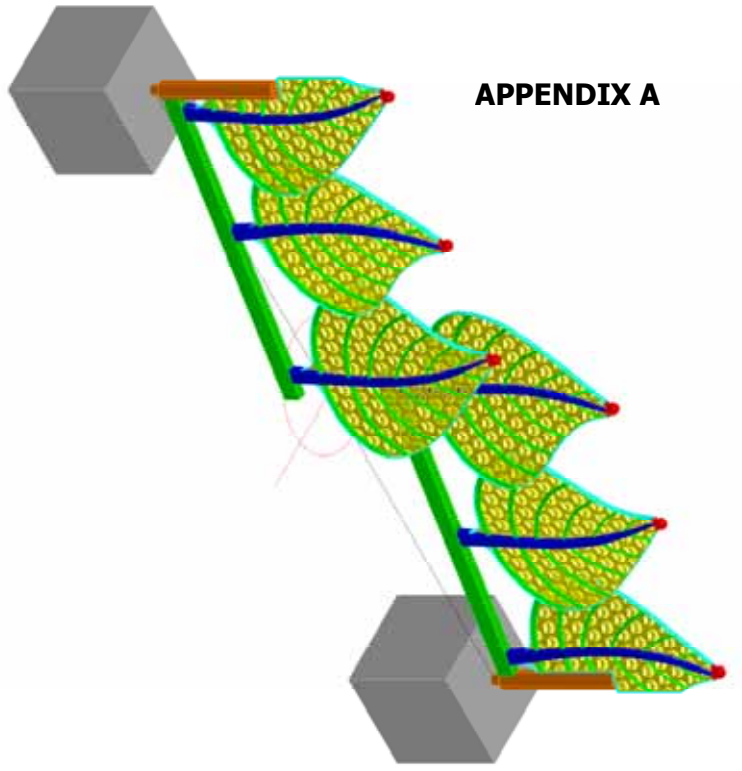
For further information, please contact:-

Carol Rowntree, Economic Development Officer

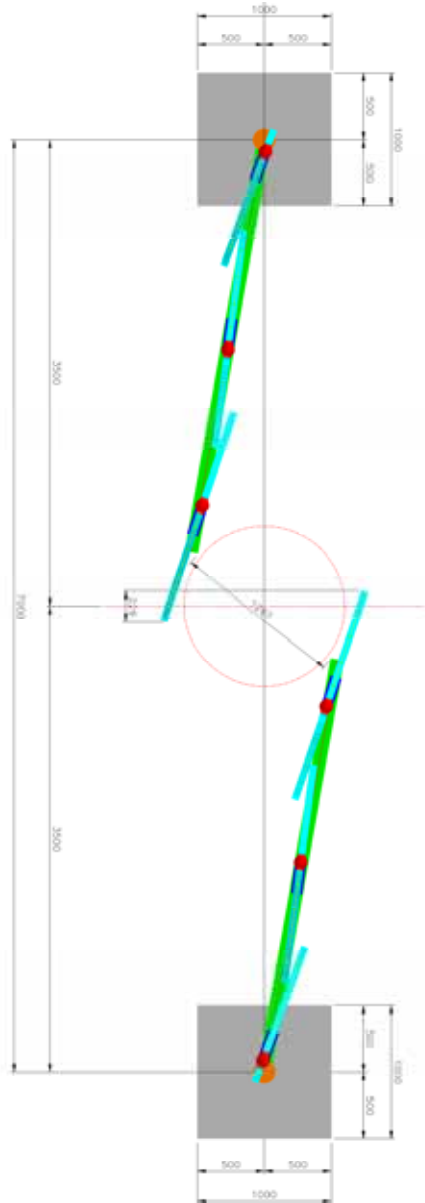
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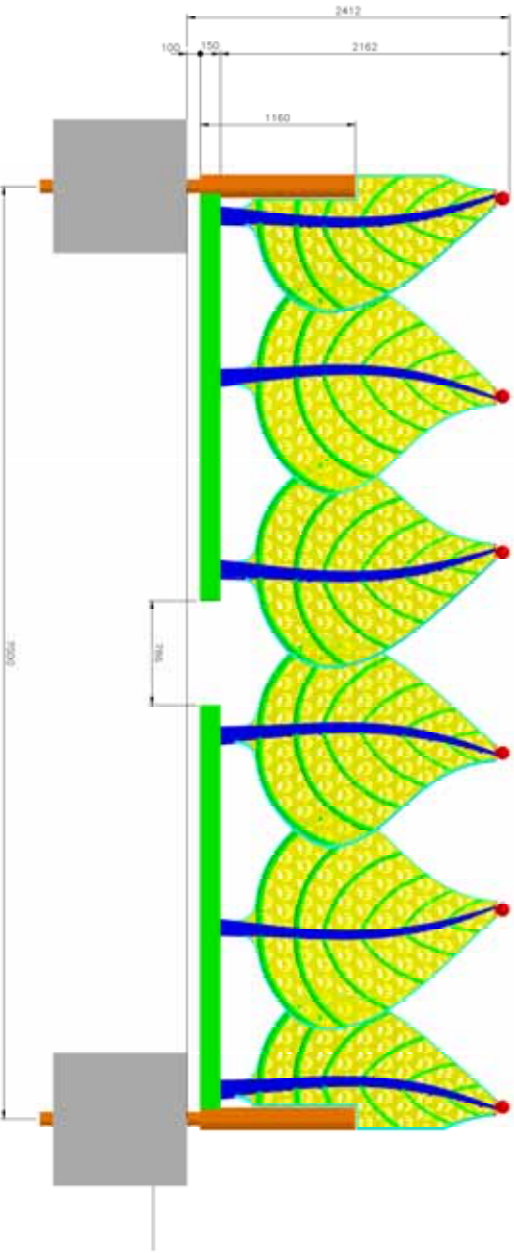
APPENDIX A



3D VIEW



PLAN



ELEVATION FROM WRATING ROAD

- NOTES
1. DO NOT SCALE - IF IN DOUBT ASK
 2. THIS DRAWING IS TO BE READ WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS

26.02.10 (19) INITIAL PRELIMINARY ISSUE
 ASSUMPTIONS

NAVYBOND ROAD CARBRIDGE ROAD JUNCTION
 NEW GATES
 WRATING ROAD END.
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