

FBC – Capital Bid 2018/19

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Scheme Title: KIRKHAM PHASE 6

Description of Scheme: The next phase of public realm enhancements to the town centre based around Market Square to include repaving works and the refurbishment of planters and street furniture.

A detailed breakdown of the funding strategy is detailed below –

Capital cost plan:

Cost Heading	Description	Total £
Resurfacing with high quality materials. Full Scheme Cost	Contracting with Lancashire County Council to undertake works based on previous phases to the zoning plan produced by this Council, for Kirkham Town Council	60,000
Overall scheme estimate		£60,000
Overall funding estimate	Contribution from Section 106 agreement.	21,000
	Contribution from Kirkham Town Council	10,000
	Fylde Council capital programme	29,000
Total		£60,000

Outputs (i.e. details of what the investment will specifically deliver):

Enhanced paving market Square by removing unsightly and patched paving
Refurbishment of existing street furniture (bollards) and brick planters
Enhancing the setting of commercial frontage at the heart of the conservation area
Complete the paving to the same high quality undertaken so far along Poulton Street

Outcomes (i.e. details of the broader benefits achieved by the investment, for example community or environmental benefit, health and safety compliance, or statutory obligations):

The scheme if implemented, would complete the full refurbishment of the commercial frontage of Poulton Street between Town End and the Market Square (Freckleton Street/ Church Street/ Preston Street junction). Kirkham is the commercial market town of the rural area and has been, over the last few years the subject of a concerted effort to enhance its character and appearance by refurbishing and therefore enhancing its public realm. This has largely been by way of the repaving of Poulton Street and has also included the incorporation of decorative bollards, trees where possible and other street furniture. The scheme has, in common with similar initiatives in St. Annes, Lytham and Ansdell included the incorporation of forecourts to present the full street with an enhanced overall appearance. The town centre acts as a major source of community activity and provides significant employment within the commercial business sector. It will add to the initiative undertaken so far helping to retain business confidence and maintain and enhance the centre as a sustainable and attractive location for the provision of local services. One of the issues, with a phased approach to regeneration, is the apparent differential of quality between the improved areas and those parts of the same location that have not been improved. The completion of this further section of the town centre will lift its quality of these areas and in doing so enhance the overall quality and public experience of the locality as a whole.

The present paved surfaces were themselves the subject of an 'improvement scheme' dating from the 1980's and undertaken by a former government training initiative. The materials used, i.e. a concrete flag, has now weathered with the edges and joints in a poor condition from a visual point of view. Areas of paving have been patched with tarmac and whilst not constituting a safety hazard, do little to enhance the setting of the Market Square in any way.

The regeneration scheme for Kirkham has been undertaken in a number of phases to a Zoning Plan approved by the Planning Committee (attached). This latest phase would naturally follow on from and compliment the scheme completed to date. Kirkham will be the recipient of Section 106 Public Realm contributions in the future, but this may be some time away as the provision of the funding is tied in with the development of peripheral residential development sites. When the funding is eventually released, it will be used in due course, to refurbish other areas of the commercial area/conservation area.

The proposed refurbishment (Phase 6) will logically complete this broader phase of public realm refurbishment undertaken to date.

The table (above) seeks to explain the proposed sourcing of the scheme cost. The total scheme has been estimated, following detailed discussions with Lancashire County Council, which works in partnership with Fylde Council in respect of the delivery of public realm schemes.

The scheme cost is estimated at £60,000. It will be noted that the capital funding request of The Council is aimed at part funding the scheme. The previous Zone to be undertaken (that part of Zone 6 fronting Poulton Street) and now completed was allocated a budget of £90,000, with the funding provided by way of a commuted Section 106 contribution from the Mill Farm development at Wesham. The outturn scheme cost was in fact £69,000 as savings were made in respect of the procurement of materials, costs savings on labour estimates and little call on contingencies that were placed in the 'bill of quantities' to cater for potential issues with services and basement – a problem often encountered when undertaking these sorts of schemes.

The £21,000 savings sum could be used as a contribution (subject to Planning Committee approval) and Kirkham Town Council has pledged £10,000. If the Council agree to provide the £29,000 it might be contingent on the other contributions being fully secured.

Contribution to corporate objectives (i.e. how does the project achieve or help deliver priorities within the corporate plan):

Vibrant Economy Enhance and improve town and village centres

Great Place to Live Recognise the significance of Heritage Assets

Budget Resource Requirements

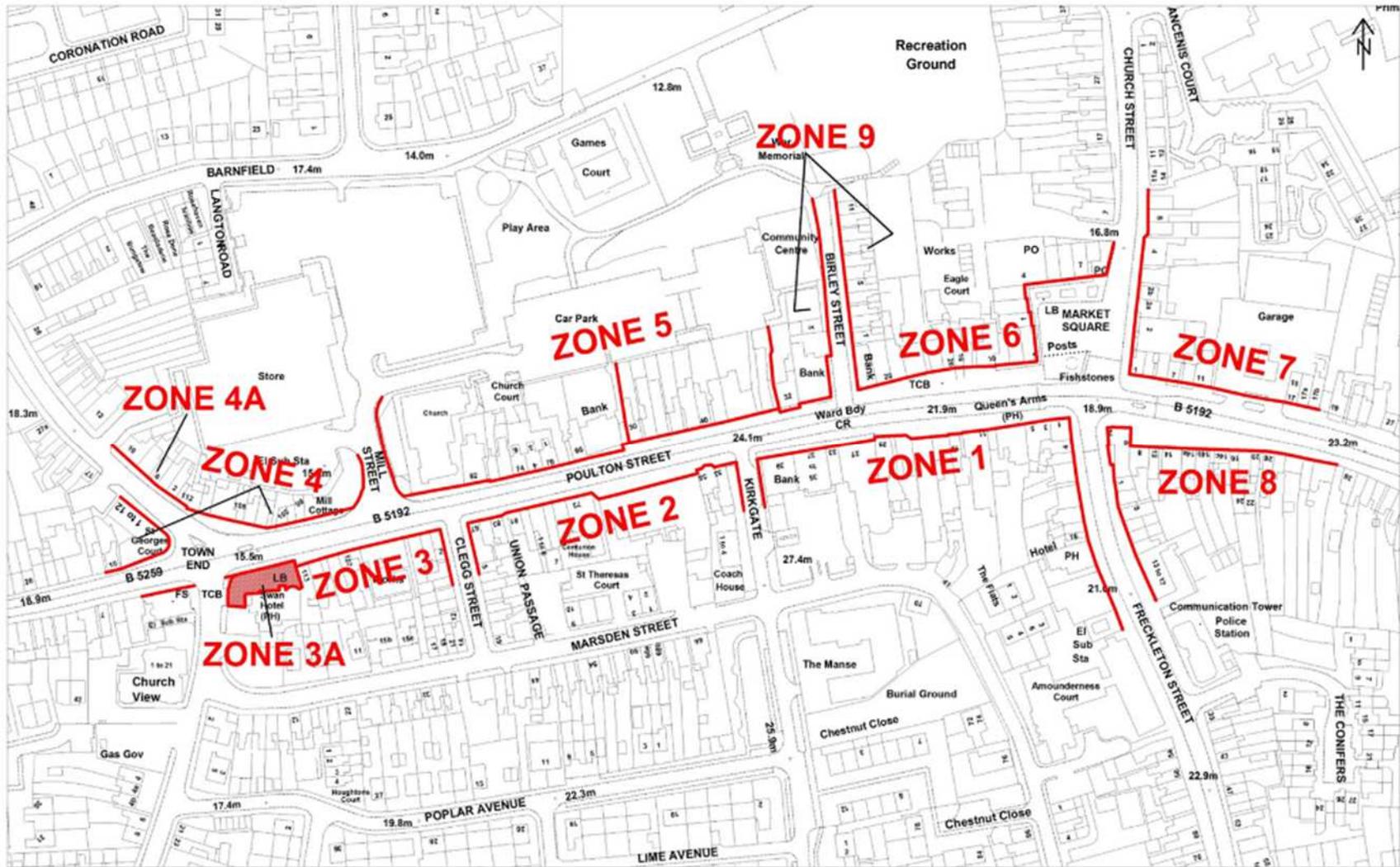
Breakdown of initial capital costs and future revenue implications

Estimated Total Capital costs of bid (£000's): £29,000

Annual **additional Revenue costs** arising from the bid (£000's): The materials of construction are hard wearing and should be maintenance free. The 'adoption' of the completed scheme will be the responsibility of Lancashire County Council as the highway authority. Consequently, any future revenue implications for Fylde Council are assumed to be zero. An important factor to bear in mind is that as the completed works lie within a designated conservation area. As such, it is the policy of Lancashire Council to maintain/replace the same high quality materials.

Value and phasing of bid:				
2018/19	2019/20	2020/21	2021/22	Additional capital investment required (i.e. the value of the bid)
£29,000	£000	£000	£000	
Existing resources in the Capital Programme relating to this scheme:				
2018/19	2019/20	2020/21	2021/22	Existing capital resources in the approved Capital Programme
£21,000	£000	£000	£000	
Estimated timescales for the bid:				
Start Date : Spring 2018			Completion Date: Summer 2018/19	

Project Risks (outline any risks to delivery of the project and how these will be mitigated)		
Risk	Impact	Mitigating Action
Lancashire County Council Partnership Arrangement	A successful contractual arrangement has been in place for some time in respect the undertaking of a number of public realm schemes across the Borough. This has resulted in good value, close monitoring and financial controls and cost savings. Though this is very unlikely LCC may not be able to fulfil the contract due to other capital scheme commitments.	The scheme would have to be re-tendered but all the implications as to the scheme being undertaken by a third party contractor would be known about. These matters would be reported to the Council explaining the implications prior to any decision being made as to whether the scheme should be implemented or not, or what the consequences might otherwise be.
Significant increase in the costs of materials and labour costs	An increase in the costs of the scheme	These factors would be reported to the appropriate Committee of The Council prior to the contract being agreed thus safeguarding the Council's position and liabilities.
Third parties not wishing to participate in the scheme	As far as can be ascertained through extensive research, is that all of the areas for repaving are in public ownership (Highway designated)	The areas in question could be left out although positive discussion with owners would be undertaken. However, this is not an anticipated issue in the context of this proposed Phase.



Scale 1:2000