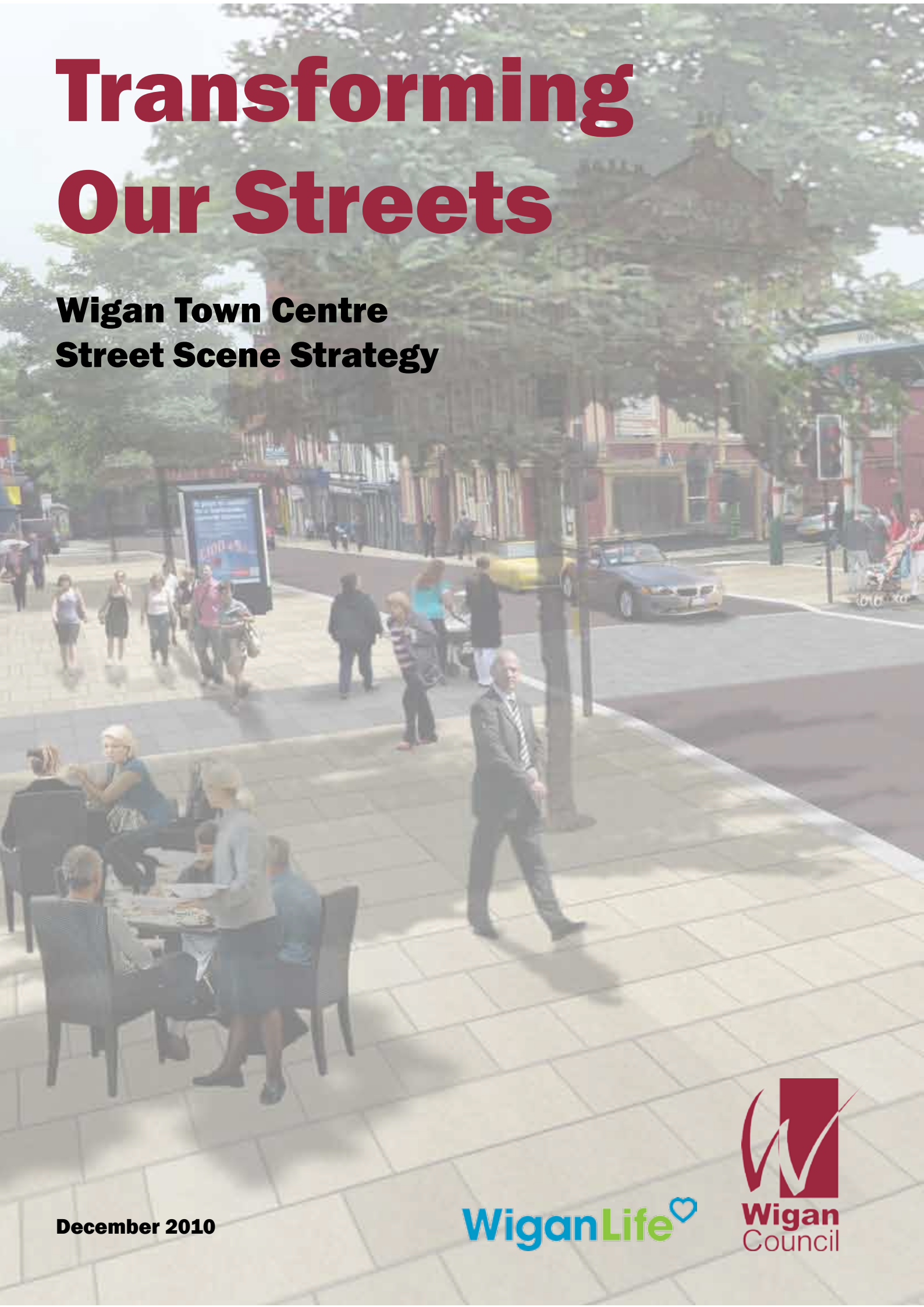


Transforming Our Streets

Wigan Town Centre Street Scene Strategy



December 2010

WiganLife 


Wigan
Council

Foreword

Public streets and spaces are a vital part of our town centre environment. They are used by many thousands of people, including local residents and visitors to Wigan. We recognise that the quality of our streets affects people's decisions about visiting the town and whether to invest in the local economy.

Wigan has many fine historic buildings and has retained a lot of its traditional streets and spaces such as the Market Place. New developments such as the Wigan Life Centre will also create new public spaces for people to enjoy. Whilst we have improved the town centre environment over recent years, we accept there is more to do to create the really high quality environment that Wigan deserves and which will help us to compete with other towns.

The Wigan Town Centre Street Scene Strategy shows how we will work with our partners to create a town centre environment that is clearer, greener, safer and recognisable. Through the strategy, over the next 10 years we will:

- More than double the amount of trees in the town centre to add greenery, create shade and help with climate change
- Remove over 200 bollards which act as obstructions and clutter our streets
- Remove and reduce the excessive use of paint, columns and signage
- Start to install white lighting which helps people to feel safer in the evenings
- Replace heritage style street furniture with a palette of contemporary street furniture

One of the first streets to be improved will be Wallgate, using funding from the Heritage Lottery Fund and others. This scheme will create a more attractive 'gateway' to the town centre and will set the standard for future schemes.

The strategy is supported by our partners, including local businesses, who are already starting to play their part in improving the town centre by introducing hanging baskets and brightening up streets such as Hallgate. We will continue to work with local traders, property owners and residents to create a town centre environment which we can all be proud of.

Cllr. David Molyneux

Cabinet Portfolio Holder for Environment and Regeneration
and Deputy Leader of Wigan Council



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Introduction

Public streets and spaces are used by everyone. In the larger town centres such as Wigan, these areas are the focus of cultural activities and create a vital part of the overall town centre experience for visitors.

The town centre environment is constantly evolving and has seen many changes in recent years with major developments such as the Grand Arcade and new schemes including the Wigan Life Centre. These changes, particularly the pedestrianisation of Standishgate and other streets, have helped to create a better environment for town centre activities and reduced the impact of traffic within the area but more needs to be done.

The appearance of the town centre is affected by a wide range of factors including the quality of paving materials and street furniture, the design of public spaces and the maintenance of the area. In addition to these local authority functions, the approach of businesses to their own housekeeping, public behaviour regarding litter, graffiti etc. and the actions of utility companies and other agencies also impact on the quality of the town centre street scene.

The strategy has been produced in response to a number of issues identified as affecting the quality of the street scene and the need to effectively coordinate the necessary action and investment to properly address such issues. Creating a high quality environment needs to be an ongoing working partnership between all these parties, where everyone is aware of their own roles and responsibilities.

This strategy sets out a clear vision for the area, highlighting short term actions and longer term aspirations. It also establishes key principles for design, material specifications, maintenance and inspection. The document is intended to be used as a basis and reference point for all agencies involved in town centre street scene works. It is not to be overly prescriptive, as the roles of individual town centre areas can change as new materials and technologies become available in the future. The strategy will help the preparation of the Area Action Plan for the central area of Wigan, currently being produced as part of the Local Development Framework.

This is the first street scene strategy produced for our town centres and it is intended to introduce similar strategies for the other principal town centres of Leigh and Ashton.

Market Place



Pre 19th Century: A market defines the space



20th Century: The space is dominated by traffic



Today the space is pedestrianised but suffers from street clutter

Vision

“to transform our town centre streets and spaces to create an attractive, safe and accessible environment that all people want to use.”

The aims are to:

- **Co-ordinate investment in the town centres streets and spaces**
- **Raise the bar in terms of street design and maintenance**
- **Create streets and spaces which are people friendly and give pedestrians priority**

We will achieve this by:

- **Prioritising areas for action and investment**
- **Setting out a clear set of design principles and maintenance standards for the council and our partners**
- **Highlighting longer term opportunities for improvements to our streets and spaces**

The Character Areas

To enhance local distinctiveness and ensure the successful coordination of available resources, different levels of action and investment will be prioritised depending on where the street or space is located in the town centre. Streets and spaces have been characterised based on their usage, importance and historic significance. As a result three character areas have been identified within the town centre, which are shown below.



The Historic Civic Core

The focus of commercial and cultural activities. The area includes streets such as Standishgate and spaces such as Market Place.



Secondary Retail and Commercial District

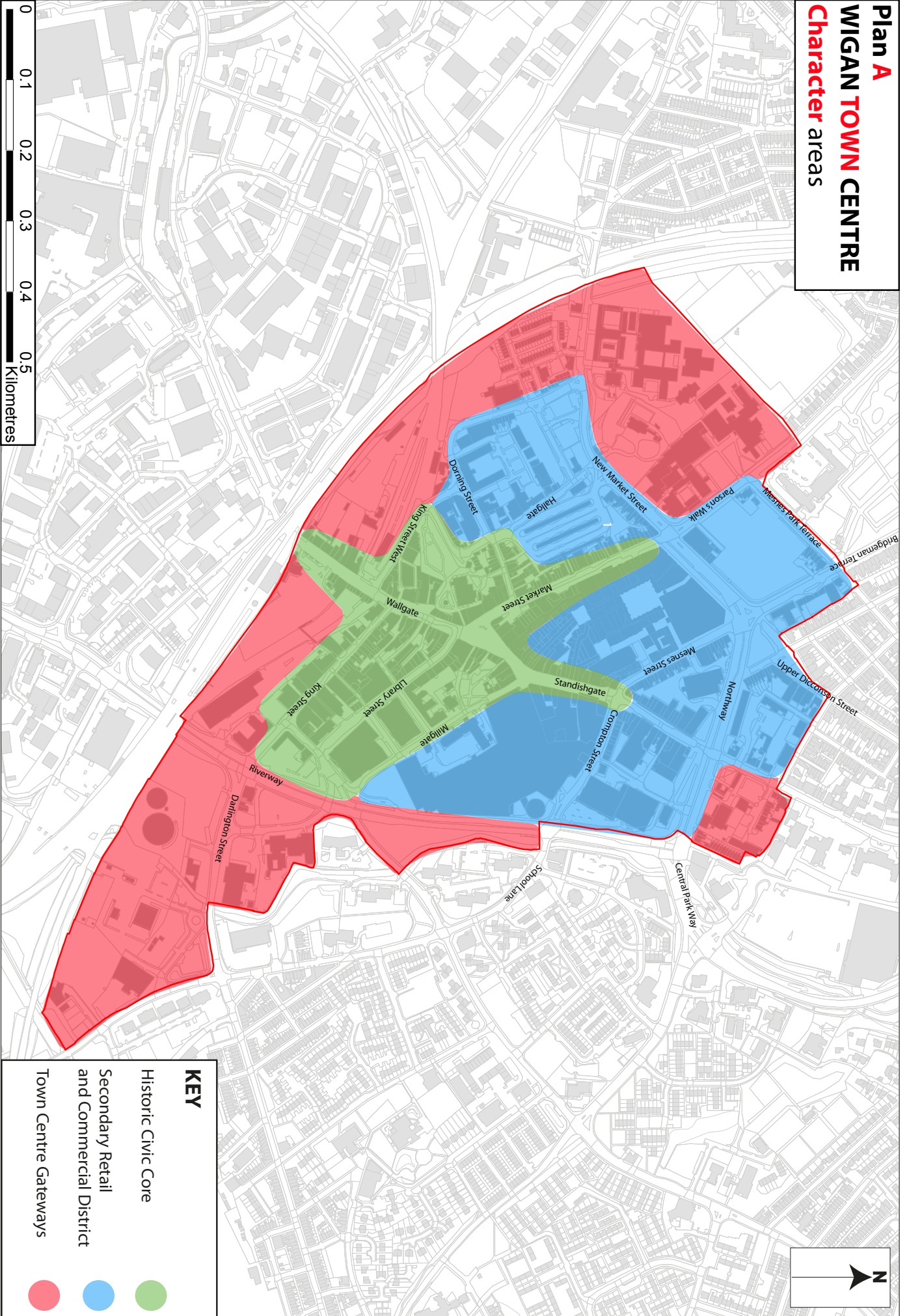
A mix of retail, commercial and residential activities. The area includes streets such as Crompton Street and spaces such as Mesnes Playing Fields.



Town Centre Gateways

Consists of a number of the town's main gateways but also includes lower value activities and vacant sites. The area includes streets such as Riverway and spaces such as Darlington Street car park.

Plan A
WIGAN TOWN CENTRE
 Character areas



KEY

- Historic Civic Core
- Secondary Retail and Commercial District
- Town Centre Gateways



The Character Areas

Within each character area, a number of specific action areas have been identified.

The Historic Civic Core

As shown on plan B, the majority of the town centre's key buildings and structures are in the historic civic core. These should be emphasised or highlighted through physical improvements or architectural lighting schemes, to enhance the town centres legibility.

As part of the Saddle Junction improvement works and the successful allocation of Heritage Lottery Funding, the Wallgate corridor will be the first street to benefit from investment and action. This corridor is the main town centre gateway from the south, and for the first impressions visitors coming by rail have of the town centre. Works will involve strengthening the links between the two train stations and between them and the town centre. This will be achieved by reducing the number of pedestrian and vehicle conflict points and creating an attractive environment to entice people to use the town centre.

The Market Place forms the main public space within the town centre but is in need of refurbishment. This key public space will be redesigned so that it is more useable and practical for all people to use and enjoy.

The Wiend is another key public space within the town centre which is in need of renovation. The space will be enhanced so as to provide an attractive access to the new Wigan Life Centre, whilst respecting its historic context.

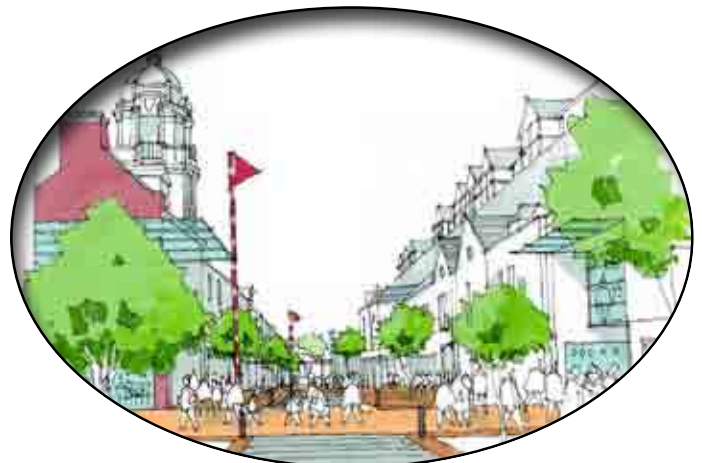
King Street, Library Street and Market Street are other key town centre corridors, which are in need of environmental improvement, in terms of removing clutter, planting trees and using high quality materials.



The Wallgate corridor will be the first street to benefit from public realm improvement works



Market Place will be redesigned to create a more useable and practical space for all



Key streets, such as Market Street will benefit from environmental improvement works

The Character Areas

Secondary Retail and Commercial District

New Market Street and Northway act as barriers to pedestrian and cycle movement between the town centre and the residential periphery. This barrier effect will be reduced with the removal of guard rail / visirail, the planting of trees and shrubs and the improvement of pedestrian access and safety with plateaux crossings.

Crompton Street, Mesnes Street and lower Standishgate are popular streets for retail and services, but suffer from street clutter. Street clutter will be significantly reduced with the removal of bollards, columns, signs and coloured surfacing for bus lanes. These streets will be redesigned with wider footway widths to create space for pedestrians, tree planting and co-ordinated street furniture.

Streets such as Wigan Lane, Dorning Street, Parsons Walk and Mesnes Park Terrace have suffered from environmental degradation due to extensive utility works and / or the difficulty in maintaining streets with the available resources. Therefore, where appropriate such streets will benefit from the reinstatement of natural or historic features and the installation of more durable materials. We will also more pro actively manage the works undertaken by utility companies.



To enhance streets like Mesnes Street, footpaths will be widened and coloured surfaces will be removed



The entire length of Standishgate will be pedestrianised to create a better shopping experience



Streets such as Mesnes Park Terrace will benefit from pro active management of future works

The Character Areas

Town Centre Gateways

This area includes the principal gateways to the town centre. To enhance the image of Wigan and entice people to visit the heart of the town centre it is essential that the town centre gateways are clutter free, attractive and pedestrian friendly. Improvement works will include, public art features, lighting schemes, landscaping treatments and / or welcome signs.

Riverway acts as a barrier to pedestrian and cycle movement, whilst enabling motorists to drive past the heart of the town centre, without knowing it is there. As the street name suggests the River Douglas runs adjacent to the road but this key natural feature is hidden from view. To create a more distinctive public realm, glimpses of the river will be achieved through better use of landscaping including taking opportunities to improve views and reference to the river through subtle works of public art. To create a more pedestrian friendly environment street trees will be planted and pedestrian access and safety will be improved, with the use of plateaux crossings.

The Town Centre Gateway area also comprises of car parks and under utilised sites, such as the former old town hall and the police station sites, hence it is an area of transition. Therefore, there is scope for new routes to be created within these areas, which should maximise permeability with the rest of the town centre. There may also be scope for new links to be punched through the railway viaduct to stitch the town centre with the Wigan Pier area. It is important that steps are taken to green these sites through the implementation of appropriate soft landscaping schemes. This will enhance the appearance of the area and help to change peoples perception of Wigan town centre.



Key gateways will be clutter free, attractive and pedestrian friendly

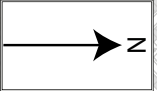
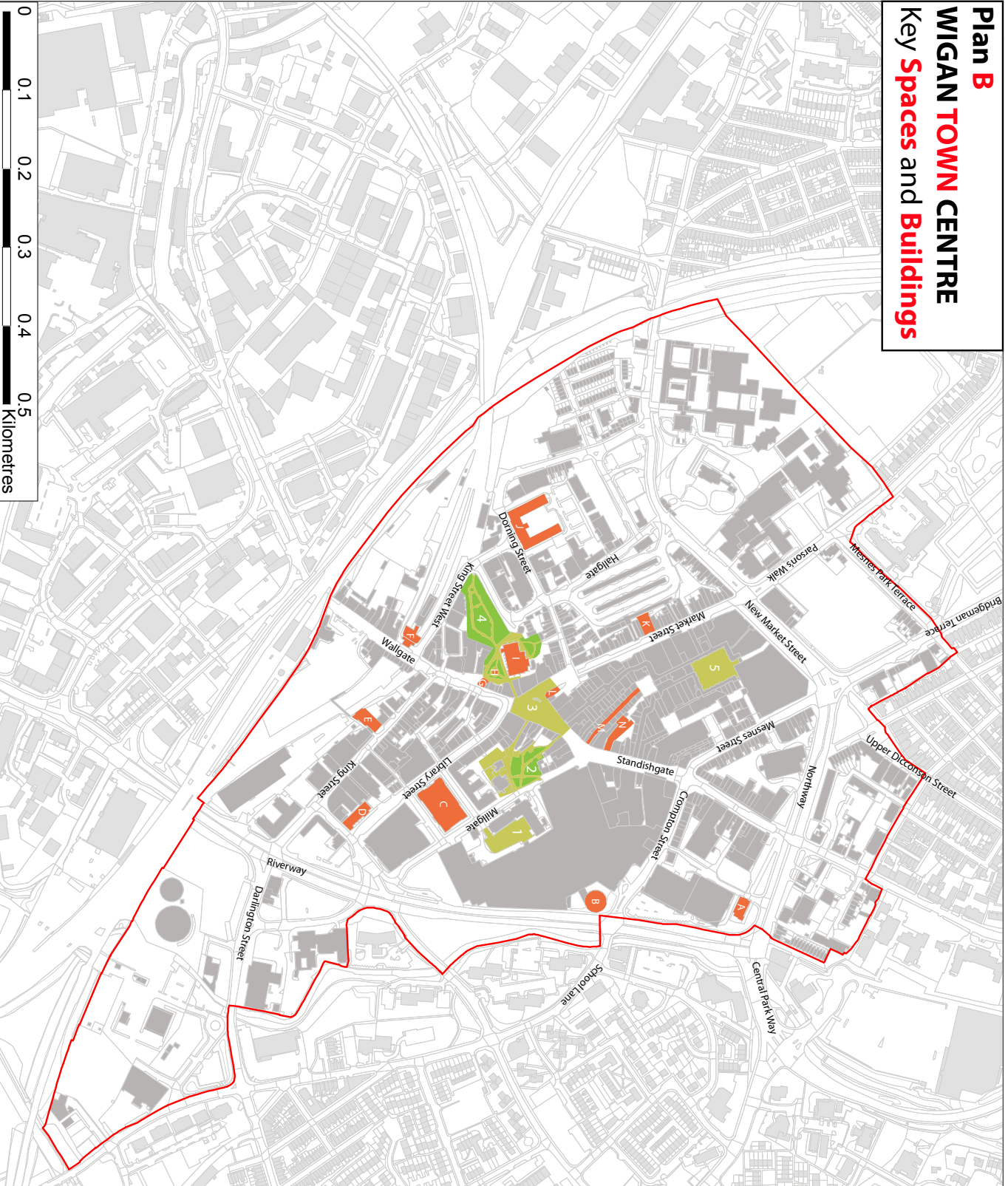


Street trees will be planted and pedestrian access and safety will be improved, with the use of plateaux crossings along Riverway



Where possible new links will be created through the railway viaduct, connecting the Wigan Pier area with the town centre

Plan B
WIGAN TOWN CENTRE
Key Spaces and Buildings



KEY

Key spaces

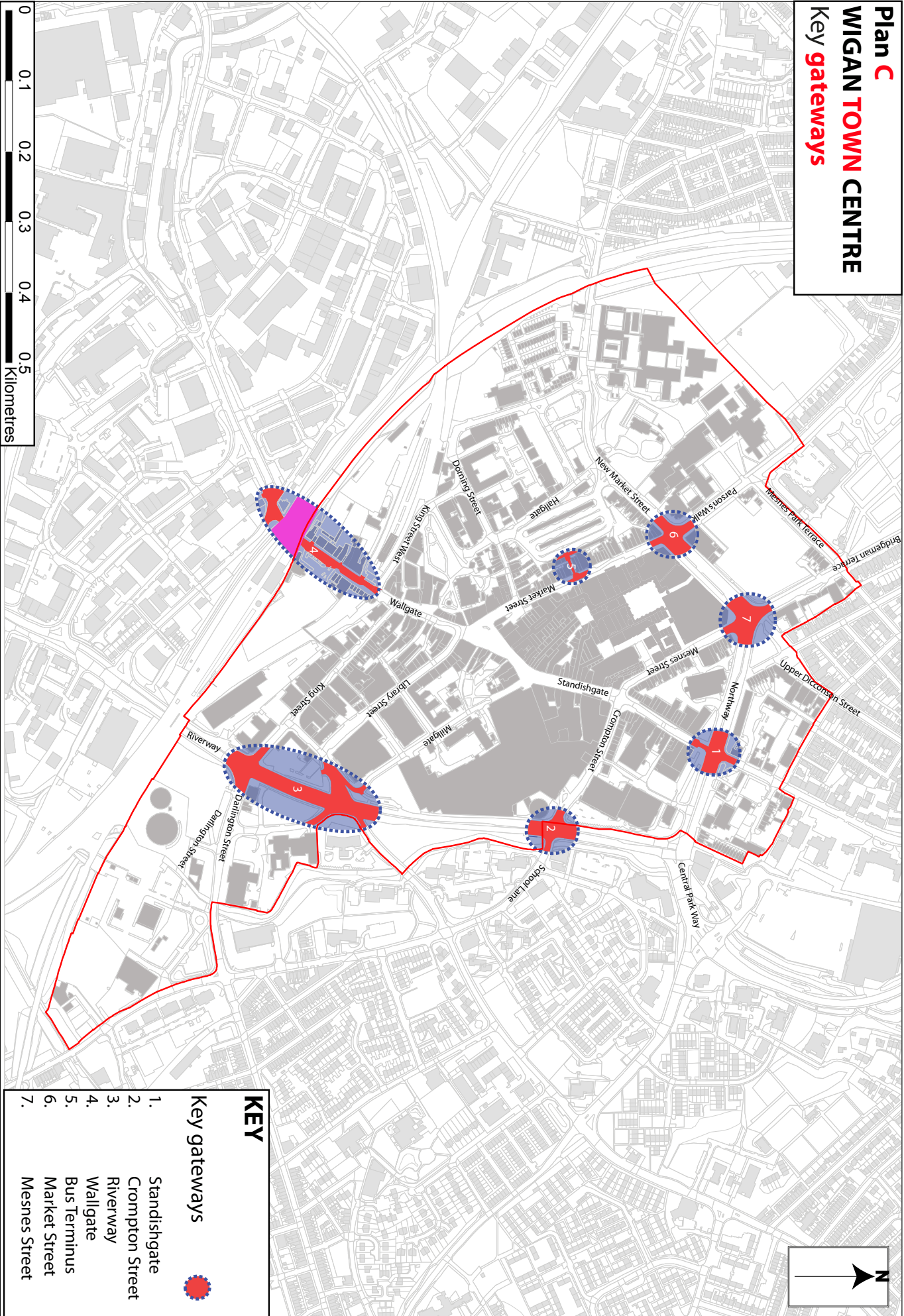
-hard landscaping

-soft landscaping

Key buildings

1. Grand Arcade Sq
 2. The Wiend
 3. Market Place
 4. Church Yard
 5. Market Square
- A. St George's Church
 - B. Grand Arcade Drum
 - C. Town Hall
 - D. History Shop
 - E. Playhouse
 - F. Wallgate Station
 - G. The Tote
 - H. The Monument
 - I. All Saints Church
 - J. Coops
 - K. Queen's Hall
 - L. Market Place Cupola
 - N. Natwest

Plan C
WIGAN TOWN CENTRE
Key gateways



- KEY**
- Key gateways**
- 1. Standishgate
 - 2. Crompton Street
 - 3. Riverway
 - 4. Wallgate
 - 5. Bus Terminus
 - 6. Market Street
 - 7. Mesnes Street

0 0.1 0.2 0.3 0.4 0.5
 Kilometres



The 4 Design Principles

The following design principles will apply across the town centre:

1. Clearer Streets

Excessive clutter creates barriers to pedestrians and gives undue priority to vehicles. We will carry out a street audit to help identify and remove unnecessary street clutter and road markings. This will create simpler, uncluttered streets, which give the perception that pedestrians can move around the town centre more freely. In particular, the use of controlled parking zones to define traffic management areas and the wall mounting of street lights and parking signs is seen as the way forward. The use of bollards and extensive pedestrian guardrails will be avoided and other methods of preventing vehicles using footway areas will be used. These methods will include using street trees and strengthening the enforcement regimes.

The current varied palette of paving materials within the centre creates a confusing environment and makes repair and reinstatement more difficult. A smaller, more consistent palette of high quality paving materials and street furniture will be used. Suitable materials will depend upon the identified priority area and these are set out in Appendix A.



CLEARER

2. A Greener Town Centre

The centre contains limited greenery, with only a small number of street trees and a lack of a permanent landscaping scheme.

A landscaping strategy will be carried out to identify where and what types of street trees can be introduced into the main town centre streets, with priority being given to the Historic Civic Core. This will help to soften the urban environment and provide shade, as well as help counter the urban heat island effect.

As part of the approach to green the town centre temporary or seasonal planting will be introduced. Through the implementation of a landscaping strategy, we will ensure that the number, size and design of hanging baskets or planters are appropriate to the overall design of the street or space.



GREENER

The 4 Design Principles

3. A Safer Place

The town centre needs to be a safe place for everyone. The town centre already benefits from an extensive CCTV coverage, which helps to make the town centre feel safer.

Where opportunities arise streets and spaces will be redesigned to reduce the fear of crime by increasing levels of activity and natural surveillance. This will be achieved by allowing town centre uses such as, cafes, restaurants and bars to use streets and spaces throughout the day. It will also be achieved with the provision of the necessary space and facilities for events to take place.

To make people feel safe at night lighting levels within the town centre will be improved through the implementation of a lighting strategy. This will be achieved through the street lighting of key buildings and spaces, as well as through the increase use of white light to improve facial recognition.

The needs of people with disabilities will be considered to ensure they feel safe within the town centre. Wherever possible we will create 'shared spaces' where pedestrians have priority, with features such as a kerb for navigation and guidance.



SAFER

4. A Distinctive Environment

Wigan is an historic market town which has a distinctive pattern of streets and spaces defined by a number of interesting buildings. As set out in Appendix A, streets and spaces will be redesigned to complement these buildings to create a more distinctive environment.

To enhance the quality of the town centre's streets and spaces, street lighting and other street furniture will be of a high quality contemporary design. Robust steel or stone features will be introduced and these will be finished in black or in a broadly consistent colour and style across the town centre.

Where appropriate public art, landscape and other vertical landmark features will be used to define and enhance the town centre's key streets and spaces. The setting of the town centre's landmark buildings will be enhanced by creating more open and attractive spaces.



DISTINCTIVE

Standards

Town centres are the main focus of activity within the borough. As the largest centre, Wigan attracts the largest number of visitors during both daytime and the evening. In this situation, the town centre street scene requires the greatest attention to detail and concentration of effort and resources.

In this respect the town centre will be treated as a priority to cover both the capital investment in terms of quality of materials and street furniture, and also ongoing inspections, maintenance and repairs. It is recognised that some of the work carried out in the town centre is by other agencies and utility bodies and this strategy looks to set out standards and principles that will be adhered to by both the council and these partners. The standards of workmanship within the town centre areas must be consistently high. Subject to available resources, key staff will be offered specialist training to ensure the highest quality public realm is achieved.

There are three designated conservation areas within the town centre, wholly or in part. Proposals that fall within them will need to protect and enhance the architectural and historic character of that conservation area. Each has been / or will be subject to a separate character appraisal.

As part of this good practice the following standards are highlighted:

- Utility covers will not visually dominate the street scene, instead they should be effectively integrated into the street surface with the use of the same material.
- Large mortar borders around utility covers, paving flags and street furniture are unsightly and unacceptable. Therefore, appropriate size flags will be used, cut accurately and fitted with a flush appearance.
- The amount of cuts to flagged footways must be minimised and flags will be laid flat as far as possible.
- Flags and other surfaces will be capable of taking vehicle loads and laid on an appropriate base. This will reduce the need for bollards in town centre streets.
- Vehicular signage and parking signs will be wall mounted wherever possible and kept to a minimum.



Utility grates and paving flags should not be 'plastered' with mortar



Yellow lines should not be visually obtrusive



Appropriate materials should be used and cut to positively respond to obstacles



Street furniture should be effectively assimilated into the street surface

Standards

Safety inspections of the town centre are carried out on a monthly basis with identified works reported for repair according to their severity. This service is supported by a town centre caretaker initiative where the crew carry out repairs daily on a find and fix basis. This approach gives a clear priority to the town centre and is supported under this strategy.

The strong inspection regime means that identified repairs are carried out quickly. The key is to ensure that these are carried out to a high standard to maintain a high quality environment. In particular, the following principles must be applied:

- Matching materials must be used and a stock of paving materials and street furniture kept in the local depot.
- Temporary reinstatements will only be permitted in emergency situations.
- Replacement street furniture must be of a similar style and painted to match.



Streets must be capable of accommodating street cleansing vehicles



Imaginative schemes should be encouraged to solve issues such as skate boarding damage



Staff should be offered specialist training



A strong inspection regime should be implemented

Action Plan

The action plan below sets out the individual projects which will deliver the strategy over the next ten years.

Whilst the council has a small budget for street scene works, in many cases, the implementation of these works will be linked to the availability of other sources of funding (including external funding) in order to maximise resources.

The action plan includes a number of larger high profile schemes along with some early wins which will signal that a change of approach is taking place.

Schemes within the area will need to be designed and accurately priced in consultation with relevant partners. To help in the effective implementation of this strategy the following documents will be developed in the next 3 years:

- Street Scene Audit
- Lighting Strategy
- Landscaping Strategy

Whilst the council has responsibility for the majority of public spaces and street furniture, the strategy also needs to be adopted by our partners, including the utility providers who carry out maintenance and repair works to town centre streets. The strategy provides a template for maintenance work, renewal and investment.



10 Year Action Plan

Street / Area	Proposed Works	Potential Funding	Approximate time	Information
Standishgate / Market Place / Market Street	Removal of unnecessary signs and columns, road markings / thinning out of bollards	Wigan Council	In the next 3 years	Part of the Controlled Parking Zone
Wallgate	Repaving / Installation of additional lighting / Planting of street trees	Local Transport Plan / Heritage Fund / Green Streets programme	In the next 3 years	Major scheme within the Wallgate Townscape Heritage Initiative
Market Place	Remodelling of central space / seating / tree planting	Green Streets Programme / Section 106 contributions / Heritage Lottery Fund	In the next 3 years	Major scheme to create an attractive and usable public open space
The Wiend	Extending the public open space / Relaying of historic routes / Upgrading of street furniture	Heritage Lottery Fund / Land-fill Tax Credits / Wigan Council	In the next 3 years	To provide an appropriate setting for the Wigan Life Centre setting whilst enhancing the historic setting of the Wiend
King Street	Traffic Management / Greening / Lighting upgrade	Developer contributions / Wigan Council / Local Transport Plan	In the next 3 years	Upgrading of the street environment to effectively accommodate the evening economy
All streets and spaces	Replacement of heritage style street furniture with contemporary style street furniture	Wigan Council	Between 3 - 6 years	Rejuvenate the image of the town centre with the implementation of the palette of street furniture outlined in this document
Library Street	Repaving / Lighting upgrade	Developer contributions / Wigan Council / Local Transport Plan	Between 3 - 6 years	Improvement of this link to under utilised areas of the town centre
Riverway, New Market Street and Northway	Removal of guardrail and visirail / Planting of trees and shrubs / Traffic management / Pedestrian priority	Developer contributions / Wigan Council / Local Transport Plan	Between 3 - 6 years	Reduce the barrier effect to pedestrians and open up key features such as Mesnes Park fields and the River Douglas
Crompton Street, Mesnes Street and lower Standishgate	Traffic Management / pedestrian priority works	Developer contributions / Wigan Council / Local Transport Plan	Between 3 - 6 years	Pedestrian priority scheme
Market Street	Repaving with the use of natural stone	Developer contributions / Wigan Council / Local Transport Plan	Between 7 - 10 years	In line with enhancing the Historic Civic Core, in line with Appendix A
Lower Standishgate	Pedestrianisation / Planting of trees / Installation of lighting / seating	Developer contributions / Wigan Council / Local Transport Plan	Between 7 - 10 years	Create a pedestrian friendly environment which people will use and enjoy
All streets and spaces	Pro actively manage utility works undertaken by utility companies	Wigan Council	Ongoing	Ensure that all streets and spaces in the town centre are maintained to a high standard by all key stakeholders

Appendices

This area is Pedestrian
Mon - Sun
10.30am - 4.00pm
Barriers restrict
access/egress
between these times



Appendix A: Recommended Materials

This section builds on the key principles within the main document and provides guidance on the specific materials and types of street furniture which are acceptable within these areas.

Area 1 - Historic Civic Core

Majority of the historic civic core is within the Wigan Town Centre Conservation Area. Within the historic civic core area, there is a distinction between the pedestrianised areas which form the main shopping streets and other areas.

Within the pedestrianised areas, the carriageway will be constructed of natural stone setts. Outside the pedestrianised core, a suitable coloured tarmac or surface dressing (appropriate to the level of vehicular activity) could also be used.

Footways will be constructed using Diamond Sawn Natural Yorkstone paving and kerbs. (a potential alternative would be a larger unit concrete paving flag such as Marshalls Perfecta (600mmx450mm) in a similar colour with a conservation style grey kerb).

Outside the pedestrianised core, the carriageway will be surfaced in a suitable concrete sett, such as Marshalls 'Tegula' or a coloured or treated asphalt surface.

Footways will be constructed using either natural Yorkstone flags or a suitable alternative (as above).

Natural stone tactile paving is essential to the character of the area but will have sufficient visual contrast with the adjacent natural stone paving materials.

Street furniture should be of a contemporary style, finished in black or in a consistent colour across the town centre. Preferred materials are steel or cast stone.

Area 2 – Secondary Retail and Commercial District

Carriageways will be treated using a standard tarmac surface (unless the site falls within the Mesnes or Dicconson Conservation Areas or there are existing historic surfaces which can be re-used).

Footways will be surfaced using an appropriate larger size paving unit such as the Marshalls Perfecta (600x450) and conservation style grey kerb (unless the above criteria applies).

Street furniture will be finished in black or in a consistent colour scheme across the town centre.

Area 3 – Town Centre Gateways

Carriageways will normally be surfaced in standard tarmac, unless existing historic surfaces exist (unless the site falls within the Mesnes or Dicconson Conservation Areas or there are existing historic surfaces which can be re-used).

Footways will normally be surfaced in bitmac (unless the criteria above applies).

Street lighting will be of a functional type, but finished in black or a consistent colour across the town centre.

Appendix A: Recommended Materials

General Guidelines

It is essential that existing natural stone surfaces should be preserved in situ. This may involve the council taking up and relaying of these to create a more level and comfortable surface. Only in exceptional circumstances should existing historic surfaces be replaced for public safety reasons, where existing materials are unsuitable and cannot be relayed to create a safe and accessible surface.

A consistent approach to street surfacing will be taken to avoid a 'patchwork quilt' effect.

Adequate drainage will be provided to reduce slips and trips on footways.

A mixture of seating types will be provided across the town centre to meet the needs of all users. As part of this approach, some seating with backrests and armrests should be provided.

All sign poles or street furniture will be finished in a consistent colour with a sufficient contrast with surface materials and some contrasting colour bands as part of their design. Wherever possible, sign plates and lighting units will be wall mounted or grouped together to reduce street clutter.

Within the designated conservation areas, any necessary yellow lines should be the 50 mm wide 'primrose yellow' type in line with national standards.

Within the historic town centre core area, the use of adhesive tactile flags will be avoided.

The addition of clear coatings to paving materials may be appropriate to assist cleaning and the removal of gum. These will be tested and considered where regular cleaning is carried out.



Old setts and flags will be retained and maintained as they contribute to the historic character of a street



Signs, security cameras and signs will be mounted to buildings or grouped together to reduce street clutter



Signs and information will grouped together and presented at key locations

Appendix B: Good Practice Guidance

This section highlights the main references, British Standards and Good Practice Guides that are relevant to the town centre. This list is not definitive as others may be relevant, but attempts to highlight the main ones.

The important issue in Wigan town centre is that a high level of care and attention is given to all street scene works and that works adhere to the principles and aims of the document. Much of the town centre has a Conservation Area designation. The Street Scene Strategy follows the general principles of the English Heritage publication, Streets for All.

Paving Materials / Scheme Design

- CABE – Paving the Way - 2002
- DETR – Guidance on the use of tactile paving surfaces – 1988
- Design Manual for Roads and Bridges
- CLG DfT - Manual for Streets 1 and 2 - 2007 and 2010

Laying / Fixing of materials

- Code of Practice for Highway Maintenance Management – Well Maintained Highways 2005
- New Roads and Street Works Act 1991

Drainage

- BS 7903 – Selection and use of manhole covers and gullies
- BS EN 124 – Manholes and gullies in pedestrian areas
- Department of Transport – Roads and Street works Act 1991

Lighting

- BS 5489-1 Code of Practice for the design of road lighting
- BS EN 13201 Road Lighting

Signs and Markings

- Traffic Signs Regulations and General Directions – 2002
- Traffic Signs Manual – 2003
- Highways Act 1980

Access For All

- Access For All Supplementary Planning Document – 2006
- Department of Transport – Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure 2002
- DETR Guidance on the use of Tactile Paving Surfaces
- BS 8300:2009 - Design of Buildings and their Approaches to meet the needs of Disabled People - Code of Practice
- Sight Line: Designing better streets for people with low vision - 2010

Street Trees

- BS 5387 – Trees In Relation to Construction Guidelines
- Trees for Cities / DCLG – Best Practice Guide

Maintenance and Cleansing

- Code of Practice for Highway Maintenance Management – Well Maintained Highways - 2005

Appendix C: Palette of Street Furniture

A palette of materials has been developed to help rejuvenate the character of the town centre and reinforce its identity. This will mean the introduction of a style of street furniture that will provide the necessary coherence whilst still allowing the flexibility for innovation and variation where necessary.

This document provides more detailed guidance on specific types of street furniture to use and shows examples of these. However, similar styles or standards can also be used. It is intended that this document is used to advise staff within the council as well as external organisations or businesses involved in the specification / purchase of street furniture.

The Wigan Family of Street Furniture



Simple and contemporary in style

Stainless steel and/or hardwood

Black or dark colour finish

Appropriate to context

Vandal resistance

Low maintenance

Elegant in form

Fit for purpose

Future proof

Durable

Appendix C: Palette of Street Furniture

Seating

Existing seating in the town centre is of a fussy ornamentation style and due to the number of fixings used, is not easy to maintain. We will instead use seating which is simple and contemporary in style, elegant in form, functional and robust.

Seating will be sited next to other street components to avoid street clutter. Where possible seating will be effectively arranged around trees. This will allow people to take advantage of the tree's shade and shelter as well as give the tree protection from vandalism.

We will use a range of seating types such as those from the company, Citysquared Public Realm Furniture to cater for all needs. For comfort and ease of maintenance seating within the town centre will generally include:

- A flat platform and timber slats
- A simple stainless steel frame
- Maximum of 2 legs
- Backrests and armrests
- Stainless steel studs



Seating will be simple and contemporary in style, elegant in form, functional and robust.

Litter Bins

Existing bins are of a pastiche design, with the use of traditional details and lesser quality materials, providing an image of a town centre which looks tired and dated. Instead, bins will be simple and contemporary in style, elegant in form, functional, robust, with panelled surfaces to discourage fly posting.

Litter bins will be carefully sited near to bus shelters, seating and key streets and spaces so that they are used. However, they will not be positioned so close that their odour and nuisance to deter users.

To ensure the necessary robustness is achieved bins as illustrated below from the company, Citysquared Public Realm Furniture will be used, which will have a:

- Secure fixing to the ground
- Aperture width of no less than 12 inches
- Cigarette stubbing facility
- A chewing gum dispenser
- Volume no less than 100 Litres
- Self locking door
- Closed top

Aperture widths and volume sizes may be reduced for bins with a recycling compartment as well as a litter compartment but other principles will still apply.



Bins will accommodate most types of street litter and help contribute to a modern town centre image

Appendix C: Palette of Street Furniture

Bollards

There are currently too many bollards within the town centre. Furthermore, the heritage style Manchester bollard has contributed to the town centre looking dated. Therefore, all the Manchester bollards within the town centre will be taken out as opportunities arise.

Bollards will only be installed as a last resort to control vehicular movement or access.

Alternatives such as, higher quality kerb definition, a change in level and controlled street widths will be used as well as trees, bins or cycle racks that need space.

Bollards as shown below from the company, Furnitubes will be used, as they are simple and contemporary in style, elegant in form and where possible multifunctional. To assist visually impaired persons they will be a minimum of 1 m in height, with some contrast in colour.



Bollards will be simple and contemporary in style, elegant in form and where possible multifunctional

Cycle Racks

There are few cycle racks within the town centre. Where they do exist, they are not obvious and are in locations which impede pedestrian movement. Therefore to encourage cycling more facilities will be provided. These will be provided in convenient locations, which benefit from natural surveillance and lighting, without impeding pedestrian circulation.

Cycle racks such as those from the company, Furnitubes will be used, as they appear minimal and unobtrusive, with the use of a simple, robust, easy to use hoop shape. Cycle racks will have a powder coated finish to resist damage to cycles and the rack itself. Also, they will include a tapping rail for visually impaired persons.



Cycle racks should appear minimal and unobtrusive, with the use of a simple, robust, easy to use hoop shape

Appendix C: Palette of Street Furniture

Traffic Signs

The visual attractiveness and legibility of Wigan town centre has been undermined by the over provision of traffic signs and notices. Therefore, signs will be restricted to those that convey essential information and any redundant signs will be removed.

New signs will be concise, no bigger than necessary and carefully positioned. Careful consideration will also be given to illumination, backing panels and yellow warning backing boards due to their visual obtrusiveness. Where possible signs and traffic signals will be combined into one panel, like those illustrated below from the company, Woodhouse will be used and sited at key locations.

Ideally, signs will be placed onto existing lamp columns, posts or buildings. Where a supplementary pole has to be installed, they will be sited to the rear of the footway, clear of any circulation routes and have tapping rails for visually impaired persons.



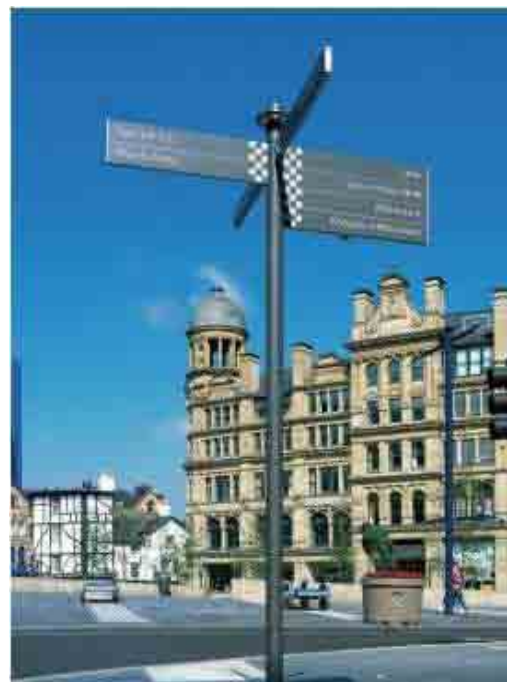
Groups of signs should be coordinated or combined into one panel to avoid clutter

Finger posts

There is currently an inconsistent approach in the design of finger posts within our town centre in terms of styles, colour and materials. These finger posts have little relationship with other street components and do not complement their surroundings, adding to street clutter.

All finger posts within the town centre will be removed and replaced by a simple, high quality, contemporary style of finger post.

To reduce street clutter, the number of finger posts will be limited and carefully positioned. Where possible pedestrian and cycle finger posts will be grouped together and mounted onto existing street furniture, such as CCTV or lamp columns. Where this is not possible, finger posts attached to a stainless post with a black or dark colour finish, as illustrated below from the company, Woodhouse will be used.



All finger posts within the town centre should be of a clear, simple, high quality, contemporary style

Appendix C: Palette of Street Furniture

CCTV

There are a number of CCTV cameras within the town centre, some of which are contributing to street clutter. To reduce the need for additional columns, CCTV cameras will be mounted on buildings or shelters, or combined with other items of street furniture, such as lighting columns.

As a last resort, where a separate pole is required, the pole will not obstruct pedestrian circulation and be plain, simple and black. Also, associated equipment will be at its base or underground, rather than requiring a separate cabinet and larger support columns.



The design of security cameras will avoid contributing to street clutter and being visually obtrusive

Lighting

The town centre currently has a variety of styles of street lighting, some of which are of a fussy ornamentation style. To help rejuvenate the image of the town centre, light fittings will be simple and contemporary, elegant in form, finished in a black or dark colour,

To reduce clutter light fittings such as those from Woodhouse will be mounted to buildings or combined with other items of street furniture, such as CCTV cameras. Where this is not possible, lighting columns like those illustrated below from companies such as, Aquilla Designs or Woodhouse will be used. These columns will have the opportunity to have brackets fitted for hanging baskets, christmas lights and banners.

There will also be varying types of illumination to suit the function of the space and to help generate pedestrian and cyclist activity.



Light fittings should be simple and contemporary, elegant in form, finished in a black or dark colour

Appendix C: Palette of Street Furniture

Planters

Planters have become litter traps and contribute to street clutter in the town centre due to their size, siting and over provision in relation to their context. Furthermore, the use of a heritage style planter has contributed to the town centre looking dated.

Therefore, preference will be given to permanent planting schemes within the street surface. When we do use planters we will ensure that they complement other street components and are sited so that they do not impede pedestrian flow. Also, planters as illustrated below from the company, Citysquared Public Realm Furniture will be used, which are simple and contemporary in style, elegant in form, functional, and robust.



High quality, modern planters should be used to enhance the image of the town centre

Tree Grilles

Open, cast iron tree grilles with gravel filled gaps are currently used in Wigan town centre. However, these types of grilles are prone to collect rubbish, difficult to clean and can be problematic for push chair or wheel chair users.

Depending upon the area preference will be given to the use of either a permeable resin bound tree pit mix like those from the company, UL Resin Bonded Surfaces or natural stone tree grille from the company, Greenleaf Horticulture will be used. Tree grilles will be adequately supported so that paving at the surface is not supported by the tree soil. This will prevent the tree from being compacted and avoids any potential subsidence.



For ease of maintenance tree grilles should be either permeable resin bound tree pit mix or yorkstone

Appendix D: Street Trees

Trees are a valuable part of Wigan's urban environment. They have a significant impact on climate change, the quality of life and the public realm. They provide the people of Wigan with a distinctive, valuable and attractive resource. They contribute to the overall visual quality of the town centre's public spaces and travelling environment. The use of street trees will help emphasise the creation of innovative, sustainable and cared-for streetscapes which are green and clean and contribute to making Wigan a quality place within which to live, visit and work.

Street trees will be planted to enhance the town centre's hierarchy of public spaces, especially the historic centre, gateway sites, main road corridors, major roundabouts, central reservations and prominent roadside sites, to help strengthen links between local communities and the town centre. Street trees will contribute to the creation of diverse and pleasant spaces by integrating nature into the surrounding built environment.



Lighting' trees in key spaces ensures that they can continue to add visual interest throughout the day



Trees can add visual variety and interest throughout the year as well as provide people with shelter from the sun

Appendix D: Street Trees

Species Choice

Choice of species is important and so, care must be taken in the correct choice, having regard to form, habit and characteristics. In addition, consideration must be given to their location and purpose in the landscape. It is important to select the right tree to do the job for which it is planted and ensure that it will grow with reasonable vigour and in good health. Species need to be carefully selected to harmonise with and compliment the surrounding landscape, and to be in proportion with the scale of the surrounding streets and spaces in which they are planted. In this way real impact on the street scene can be achieved quickly. In addition, by restricting the species used to a particular type, the network of open spaces in an area will be unified to achieve an overall cohesive landscape effect.

Ensuring Safety

Particular care will be taken in locating trees in the urban environment particularly in relation to street lighting, CCTV cameras, screening of important features and buildings, sight lines and public safety.

Size, Form and Character

Street trees should have a strong form and character, generally upright and compact habit although this may vary given different highway locations and the available space.

To reduce vandalism and the need for tree guards where possible trees should be planted with a minimum size 18-20cm girth and root balled with a 'Platypus' type anchor system.

In some locations ornate conservation tree guards can be used but these must be installed with a small gap at the base to prevent an accumulation of litter.

For more prestigious projects where initial impact and physical maturity is required semi mature trees should be planted minimum size 25cm girth.

Larger specimen trees will require a greater amount of aftercare to ensure successful establishment and watering must be carried out at the most appropriate time of year following planting and increased during periods of drought.

Tree Pits

All trees must be planted to the standard nursery depth within a minimum size tree pit of 1000 mm², constraints of planting in different locations may require a more detailed specification.

There must be adequate rooting space to a minimum depth of between 800 mm and 1000 mm, backfilled with good quality friable topsoil to allow roots to breath and absorb water.

Highway and urban tree pits must include the installation of modular root protection systems for example 'The Root Director' and include under ground anchorage systems similar to the Platypus System.

To ensure establishment a suitable irrigation system must be installed during planting operations this must be Greenleaf's 'Root Rain Metro' or similar product.

Surface Finish

Tree pits must be finished flush and sensitively constructed to ensure seamless integration with the surrounding paving.

A tree grill of the type 'Bush Hammered Granite' must be used although in some instances a block paver surround to highway specification and permeable resin bound aggregate may also be used.

To ensure that the street remains safe, predictable and accessible particularly for people with disabilities, paving over planting pits needs to be clearly distinguished by means of texture and contrasting colour. In addition a minimum clear unobstructed width of 1800 mm must be maintained between the tree and building frontages.

Appendix D: Street Trees

Watering and Maintenance

The maintenance of street trees is a critical factor, particularly during the early establishment period and so, consideration needs to be given to the inclusion of a proprietary irrigation system to enable watering in the first years after planting. A suitable watering regime must be introduced as part of any routine maintenance schedule. Although care needs to be taken in the selection of appropriate species, street trees do require good aftercare, particularly in the early years during establishment. Watering in times of drought, clearance of leaf litter from drains and gullies, removal of fruit pulp from pavements and careful pruning of hazardous branches will all need to be incorporated into seasonal grounds maintenance work, to ensure the acceptance of street trees in the street scene.

Suitable tree species

The table below outlines a number of tree species that are appropriate to Wigan town centre. These have been selected due to their key characteristics, which would enhance local distinctiveness and / or due to their ease of maintenance.

Location

A landscaping strategy will be carried out identifying which species of trees are appropriate where. It will also highlight how many trees will be planted along which street or space.

Species	Common Name	Form and Habit
Acer platanoides 'Columnare'	Norway Maple	Erect form, columnar, habitat, yellow autumn colour.
Acer campestre 'William Caldwell'	Field Maple	Fastigate upright tree, unusual orange red autumn colour.
Alnus cordata	Italian Alder	Narrowly pyramidal, glossy green foliage.
Betula pendula 'Fastigiata'	Birch	Columnar habit does not broaden with age.
Capinus betulus 'Frans Fontaine'	Hornbeam	Narrow upright form. Specify the standard form and not the feathered.
Malus tshonoskii	Ornamental Crab	Conical habit excellent autumn colour.
Platanus x hispanica	London Plane	Majestic tree, wind resistant, pollution tolerant.
Prunus schmittii	Flowering Cherry	Conical habit pale pink flowers, attractive bark.
Prunus 'Spire'	Flowering Cherry	Vase shaped, narrowly conical, soft pink flowers, autumn colour reddish purple.
Pyrus calleryana 'Chanticleer'	Flowering Pear	Upright tree, profuse white blossom, glossy green leaves and brilliant autumn colour.
Quercus robur 'Fastigiata'	Cypress Oak	Columnar upright habit.
Sorbus aucuparia 'Fastigiata'	Mountain Ash	Small columnar habit upright shoots. White flowers and fruits.
Sorbus aucuparia 'Sheerwater Seedling'	Mountain Ash	Upright tree ascending branches, large orange-red fruit.

Suitable tree types for the town centre

Appendix E: Consultation Report

Equality and Diversity issues have been considered in the preparation of the document. This ensures that no specific groups are adversely affected by the strategy and any works proposed.

The general aim is to create attractive, safe and welcoming streets where all groups within society are made welcome. The creation of simpler, less cluttered spaces will help to achieve this.

We have taken into account the issues raised by the Wigan Access Committee. Although the document was generally welcomed, a number of issues were raised with regards to people with disabilities and concept of shared spaces.

Therefore, it is recognised that whilst the principle of shared space, makes streets more people friendly and reduces the dominance of motor vehicles, there are some safety concerns about the use of shared surface streets to do this. These remove the physical cues, usually traditional kerbs, which blind and partially sighted people use to identify safe areas. Therefore, the use of shared surface streets without suitable navigational aids will not normally be acceptable.

As part of this approach to create pedestrian friendly shared spaces, the current contrasting paving strip found in some town centre streets is to be removed as opportunities allow and when the appropriate width of clutter free environment has been achieved for that location. This contrasting paving strip is incomplete and does not comply with national guidance. It is felt to have limited value, creates maintenance difficulties and conflicts with Design Principle 1.



Create a clutter free town centre environment that is accessible to all

