

## **BARGOED TOWN CENTRE MANAGEMENT GROUP – 19TH MAY 2010**

**SUBJECT: PUBLIC REALM IMPROVEMENT PROGRAMME TIMETABLE**

**REPORT BY: DIRECTOR OF THE ENVIRONMENT**

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1. Funding has been secured for a £8.35 million programme of improvements to Bargoed Town Centre's 'Public Realm' – that is the streets and pavements and public spaces in the town centre. The funding package is made up approximately as follows;-

EU Convergence Fund	£3,250,000
WAG Targetted Match Funding	£2,515,000
WAG Transport Grant	£ 550,000
Heads of the Valleys programme	£1,530,000
CCBC	£ 457,000
Arts Council (yet to be confirmed)	£ 50,000

2. The improvement programme is scheduled to take place over a three year period – from 2010 to 2012 and will be implemented in four main phases as follows;-

3. **PHASE 1 – NEW BUS STATION AND BREAKTHROUGH TO HIGH STREET**

August 2010 to February 2011.

The landform and road system for the new bus station has already been put in place through the Angel Way contract. The new bus station will be situated on the plateau build over a new railway tunnel and be directly accessed from Angel Way. Together with the existing railway station nearby and the recently constructed 90 space park and ride facility, it will form an 'integrated transport exchange' giving Bargoed excellent public transport accessibility. A drop-off point for taxis and cyclepath links to the Parc Coedtir country park will complement the transport interchange.

4. The bus station will be the focal point of a number of pedestrian routes, including a new ramped footpath to the main Hanbury Road car park to the south and a pavement along what may be described as the 'lower High Street' link road to the north. The most dramatic feature, however will be a 55 metre long three to four metre wide set of steps between the bus station and High Street. Numbers 10 and 11 High Street will be demolished and replaced by a small town square that will link the steps to High Street itself.
5. The original plans envisaged an angled wooden wall enclosing the steps but this would have been very complicated to construct and posed potential maintenance problems. It has therefore been replaced by pennant stone walling, in keeping with the walling constructed around the retail plateau and adjacent to parts of Angel Way.
6. Features of the bus station area will include public toilets located near the foot of the steps, bespoke bus shelters of very modern design and a digital clock that will display not only the time but the arrival and departure times of trains in Bargoed railway station.

## **7. PHASE 2 – HIGH STREET AND HANBURY ROAD AS FAR SOUTH AS CHISOLMS LANE**

January 2011 to July 2011.

The improvements to the main shopping street will start in the north and move south in three further phases. Angel Way has facilitated the implementation of a south to north one-way traffic system along Hanbury Road and High Street. This in turn will allow the pavements to be widened on each side of the street and the carriageway consequently narrowed. The result will be a much more shopper friendly shopping street, less dominated by traffic.

## **8. PHASE 3 – HANBURY ROAD SOUTH OF CHISOLMS LANE AS FAR AS HANBURY SQUARE**

August 2011 to February 2012

This phase will see the majority of Hanbury Road improved in the same way as High Street, although the scope for pavement widening is greater in some parts of Hanbury Road than High Street. This phase will include the area opposite the Hanbury Arms, where a new public square is now proposed as part of the Simons development. This phase will have to be carefully co-ordinated with the shopping development, which should be under construction at the same time.

The bus stops currently at Hanbury Square will be moved and incorporated in this phase, next to the Hanbury Arms, to provide more straightforward access to the new shopping development.

## **9. PHASE 4 – HANBURY SQUARE**

March 2012 to September 2012

This phase is in several respects the climax of the town improvement programme. As well as being the final phase it will also be the most spectacular, restoring Hanbury Square to its former role as a civic space and focal point for the town. There will be a lower square providing a large space for street markets adjoin Hanbury road. This will be linked by a series of steps and platforms to a small upper square.

The above information is the best available at the time of writing (May 2010). Phase 1 has unfortunately been delayed due to redesign of the steps element and the need for party wall agreements with adjacent owners. Phase 1 will now commence on site in August 2010. The dates given for the other phases must be taken as approximations subject to detailed design and contracts.

Phase 3 will share a common boundary with the proposed retail development and, depending on the eventual construction timetable for the Retail Plateau, may be re-scheduled or even 'swapped' with phase 4 in the timetable in order not to prejudice the retail development.

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