

THE DEVELOPMENT COMMITTEE (Meeting 82 - 6.02.2006)

Held at the National Tramway Museum, Crich, Matlock, Derbyshire, on Monday 6th February 2006
at 11.00 am.

Issue: 1

Present: Messrs A.W Bond (Chairman), I.M. Dougill, A. Smith, G.C.G. Wilton, M.C. Wright,

Apologies for absence: A. K. Thorpe (Minutes Secretary)

82.1 Woodland Walk

Mr. Wilton had investigated the possibility of a Woolfson Grant to improve the surface of the Woodland Walk. It was agreed that a non slip surface better than hardcore but with a more rustic appearance than tarmac was required, with the wearing qualities of tarmacadam. It needed to be suitable for wheelchair traffic. Dr Minion had measured the length of the path with a pedometer and determined the length as 600 metres. Assuming a 3 metre width, we needed to budget for 1,800 sq metres. Mr. Smith suggested using a figure of £6 per sq. metre, which for 2,000 sq. metres, indicated a cost in the region of £12,000. For a cost of this amount, the Museum would need to find matching funds of about £4,000 if a grant could be obtained. It was suggested that a figure of £7,000 be included in a budget submission, to allow for leveling, signage and contingencies.

Concern was expressed that Mr. Frost had still not produced a sculpture in lieu of 'rent' for the use of his compound. It was agreed that Messrs Dougill and Wilton would visit him on Friday 10th February.

82.2 Museum signage

Mr. Wilton informed the meeting that he had discussed this matter with Dr Minion who would prepare a paper for the next meeting of the Committee.

82.3 Making the Museum more accessible to the visually impaired

It was reported that Dr Minion was progressing his experiments to paint gold bands around street furniture as an aid to the visually impaired. He had also installed Crich Tramway S signs which Mr. Bond felt were too reminiscent of London. Mr. Wright thought they were more 1930s 'art deco' style. Mr. Bond indicated that the accepted 'periods' for signage etc., were: Street – pre 1914; Double track north of the bridge – post 1914 and single line – functional. The Museum and in particular, the street should be 'city neutral' and not show the flavour of any system or city. He felt that we should adhere to this positive scheme of visual control and that any significant signage should be agreed by the Development Committee. He was aware that the emergency lighting outside the Burnley Tramways Office was inappropriate and suggested that its replacement with more suitable lighting should be progressed. Mr. Wright agreed to investigate suitable alternatives. Mr. Smith also agreed to investigate suitable 'retro' items. Mr. Sampson was to be asked to include £1,000 in the budget.

Mr. Wright indicated that he was trying to locate the cast iron 'CONVENIENCE' signs which were removed when Simons were working at the Museum.

82.4 Glory Mine

Mr. Wright had not prepared a scheme but suggested including £50,000 in the next budget. He would prepare a paper after the end of March when we knew how successful Grant Rail had been, stopping the track 'moving'. Mr. Smith suggested preparing two schemes in order that one could be selected by the Board.

82.5 Entrance

The Committee agreed to consider the next steps following the new premises being commissioned. Mr. Wright suggested the removal of the mound of earth adjacent to the Entrance should be progressed at a cost in the region of £60,000. Mr Smith agreed to update Mr. Soper's drawings for possible work over the winter period 2006 /07. He would prepare a specification and a Bill of Quantities in order that we could go out to tender.

It was agreed to use concrete curbs which had the appearance of granite ('Conservation Kerbs') and consider either concrete paving slabs or tarmacadam.

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Messrs Smith and Wright agreed to work up a scheme and carry out a levels survey in order to calculate the spoil to be removed. It was indicated that we might not be able to carry out work both at Glory Mine and the Entrance in 2006 / 2007, but it would provide a choice for our funders.

Mr. Smith agreed to source five flags and flagpoles for the Entrance. He would provide Mr. Sampson with budget estimates.

82.6 Stone Workshop

Mr. Wilton outlined details of the proposals. It was agreed that we should try to include a foul drain under the pavement to serve the Workshop. A pavement with differing levels was discussed in order to allow the main door to the existing premises to remain usable. Removal of the bay windows and their replacement by more appropriate windows was also agreed.

It was noted that 'working space' close to the track might mean that the tram service would need to be curtailed, but it was hoped that this could be kept to a minimum by carrying out the external works to the frontage of the building over the winter period.

As part of the scheme it was also agreed that the existing doorway to the Workshop Gallery needed to be improved and better signage provided to indicate that it was a main public entrance. One thought was a cast iron canopy. It was noted that the existing gate would move to the rear of the 'alley'.

82.7 Ramp to the Red Lion

It was noted that Mr. Pennyfather had not yet managed to bring Mr. Braddock to the Museum to advise on disability matters.

It was agreed that the ramp needed improvement and that a plan needed to be prepared to show the way forward. It was agreed that a plan should have regard to matters, including cost. Mr Wright indicated that all that could be done in the short term was to resurface the ramp. It was agreed that Mr. Smith would discuss matters with his consultant in disability matters and seek costs for detailed advice etc.

82.8 Visitor improvements

Mr Wilton outlined his proposals for signs giving interesting facts and reproductions of newspapers and trade journals in various buildings, exhibitions and toilets. These ideas were welcomed by the Committee.

82.9 Stephenson Place Area – Proposals for the future development of the Red Lion / Tea Rooms / Sweet Shop area and uses**Introduction**

At the request of the Board, the Committee considered the 'Garage List' of possible projects which could be progressed at short notice should the need arise or the opportunity present itself.

In discussion it became apparent that the future commercial operation of the Red Lion / Tea Rooms / Sweet Shop area is the most intractable item on the list. It is also an area where we must know what we require in order that we can act quickly should the need arise from any destruction etc.

Potentially the most expensive of our potential schemes, consideration must avoid us wasting capital on palliative measures. However it is possible that if our facilities are correctly re-organised, new revenue streams could become available. This will however require the application of serious cost / benefit analysis.

Proposal

It is suggested that a series of 'concepts' are prepared for the use of the area, should either the need require or the opportunity arise to implement a scheme at short notice.

Use of space and opportunities for development of trading

The committee envisages that it should draw up a brief for consultants to advise upon the best and proper use of the space having regard to the differing levels of access which are required to serve the Red Lion together with the opportunities presented by the differing levels between the street and the quarry road at the rear. The brief for the

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consultants would be drawn up by the committee in conjunction with the retail / catering and finance officers of the Museum.

The consultants would be retained to advise upon both the use of the space and the retail and catering opportunities. The committee envisage that part of the brief would be to consider the business needs of the Museum and the feasibility of operating certain facilities in the evening, when the Museum is closed or out of season. E.g. conferences, evening meals and use outside normal operating hours.

Incremental development

Consideration would be given to the feasibility of incremental development, so that should financial considerations preclude immediate comprehensive development, an overall scheme would not be compromised.

External appearance

It is considered that the external appearance should be dealt with after the commercial operational requirements / principles have been established.

Red Lion

The Board needs to know what is necessary to enable the Red Lion to operate in a financially satisfactory manner. It could be that a development of the Tea Rooms could include significant modification to the southern elevation of the Red Lion.

Consideration of concepts for development

Historically the Development Committee have developed concepts of this nature and are willing to act as the body to carry forward these thoughts on behalf of the Board, in conjunction with the relevant officers.

Recommendation

The Board is recommended to instruct the committee in conjunction with the relevant officers, to prepare a brief and identify consultants to look at the commercial aspects of such a scheme and to put forward a budget proposal in order that matters may be progressed in the next budget to take advantage of the experience of the summer trading season.

82.10 Development schemes

The committee intend to consider other items from 'the garage list' at its next meeting.

82.11 Date of next meeting

This was agreed as Monday 10th April at 10.30am