



## Cally Bridge Integrated Public Art Lighting Project

### Artist Brief

#### Introduction

The London Borough of Islington is inviting proposals from artists for a significant public art lighting scheme at the rail bridge on Caledonian Road and Barnsbury Overground station, as part of planned urban streetscape improvements to the area.

A commission for cycle racks (with a separate brief) close to the bridge will run concurrently. Islington Council's Spatial Planning and Transport Services have secured funding from Transport for London to develop and implement both projects.

The project is an opportunity for an artist to use lighting technology to respond to the environment beneath of the bridge and in the surrounding area, creating a compelling illuminated space. The work should also help to improve lighting levels, creating a strong sense of 'place' and a welcoming environment for the Caledonian Road area, known locally as 'The Cally'.

#### Context

The Caledonian Road rail bridge is around two kilometres north of King's Cross. The urban improvements are outlined in the Cally Plan Supplementary Planning Document (SPD) covering the area from Regent's Canal north to Pentonville Prison. With its proximity to King's Cross the area is a focus for regeneration, developing the local economy and urban fabric.

The area is easily accessible from the West End and the City, and close to major cultural centres near King's Cross, including UAL Central St Martin's school of art, Kings Place Music Foundation, artist-led studio and gallery organisation Cubitt, The Young Actors Theatre, and the London Sinfonietta.

The Cally Plan cites the arts as a means to 'help shape and define places and communities and make exciting places to live, work and visit.' The growing annual Cally Festival brings together local people, businesses and visitors. Cubitt runs an active education and community programme and Cally Calls, led by Central St Martin's AIR programme, pairs artists with people who live and work in the Cally to look at how the area is defined by the lives of local people.

The Caledonian Road (named after the Caledonian Asylum, founded in 1815, for the children of Scottish sailors and soldiers) was an important route and toll road into the city, passing through undeveloped countryside before the area was developed, mostly in Victorian times. The area became a commercial centre as the front gardens of terraced housing in the street were converted into shop-fronts. The road was used by cattle drovers until the mid 19<sup>th</sup> century taking livestock to Smithfield Market. Later, cattle were traded at the local Caledonian Market.

Improvements to the rail bridge were completed in 2013, with a new dark blue paint finish and the distinctive Ferodo lettering replaced with 'The Cally' name in the same font on both sides of the bridge.

## **Aims and Objectives**

The integrated public art lighting project should aim to create improvements which have an immediate positive impact, and retain their intensity in the longer term with minimum maintenance and running costs. The scheme design should therefore reflect the following aspirations:

- Create a compelling, illuminated space, and a welcoming feature for all new and existing users promoting a positive image of The Cally
- Promote a coherent and strong sense of place for The Cally by improving and enhancing the look and feel of the bridge, the streetscape underneath and on either side
- Actively engage The Cally's diverse local communities in the development of the local streetscape, creating a shared sense of ownership and pride in the works and the public space they occupy
- To be vandal and weather resistant and simple and affordable to run and maintain
- Achieve appropriate lighting levels in accordance with BS5489-1:2013 using energy efficient equipment
- To improve the perception of safety in the area during both day and night.

## **Scope of the Work**

Upon appointment the commissioned artist will be required to work closely with Islington Council's Streetworks team. The commission will comprise of the following stages:

### **Stage 2: Detailed design**

- Delivery of a modest community engagement/education outreach process to engage The Cally's diverse local communities
- Further research and consultation with key stakeholders to ensure the smooth delivery of the scheme (e.g. LBI, Network Rail, TFL)
- Production of a detailed, fully worked-up proposal including a detailed description of the vision of the project to include;
  - Detailed visual representations of the final lighting scheme and any other treatments to the bridge and the surrounding area
  - A detailed technical and maintenance schedule for the scheme
  - A detailed de-commissioning schedule for the scheme
  - A detailed budget describing all fees, costs and expenses for all aspects of the project.

### **Stage 3: Implementation**

At this stage it is envisaged that the implementation of the works will be managed by Islington Council's Streetworks and Lighting team. The appointed artists will be required to support;

- Production of detailed proposals for final approvals (LBI Planning, Network Rail and TFL)
- Production of tendering/procurement information for specialist contractors
- Practical completion by June 2015.

## **Budget and Fees**

A project budget of £52,000 has been established for this scheme. This budget must cover:

- the artist/design team fee (to be agreed)
- all other professional fees
- suppliers and contractors fees
- consultation and outreach costs for a modest engagement programme
- insurances, licenses and permissions costs,
- fabrication and materials costs
- site preparation and installation costs (including the removal of any existing lighting)
- research fees and transport costs

## **Planning and Legalities**

A planning application will have to be submitted for the design and will be subject to the due processes.

A detailed proposal will also need to be sent to Network Rail for approval prior to the submission of planning permission.

## **Constraints**

Nothing can be fixed to the underside of the bridge above the road.

Network Rail will require access to both abutments for structural inspection - the degree of access required is to be confirmed by Network Rail but it is likely that any intervention fixed to the walls will have to be de-mountable to enable inspection of the abutments.

The Caledonian Road is a busy transport highway. As a result interventions should not present unnecessary distractions to drivers using the highway or Network Rail. Animated lighting installations for example would be unlikely to meet approval from TFL.

The intervention must not interfere with the operation of the space. Thus the work should not cause obstruction, or extend into spaces where it is liable to get damaged.

Thought should be given in particular to any impact it might have in terms of health and safety or on-going maintenance issues for the bridge and its surroundings.

## **Durability**

The lighting installation should be made of appropriate and durable materials, fit for purpose in a busy public realm. The equipment used must be energy efficient and require minimal maintenance, have a lifetime of at least 20 years, with suitable warranty arrangements in place to ensure there are minimal changes to maintenance costs throughout the lifetime of the scheme (consideration should be given to insurance backed warranties) and must conform to relevant health and safety guidelines.

## **Maintenance**

The installation should require only minimal maintenance and be resistant to vandalism and any potential degradation caused by its environment.

The artist/design team should consider the issue of sustainability when formulating proposals, aspiring for a long-life/low energy installation.

Lighting equipment should have a minimum IP66 rating and an Elexon Charge code for calculation of unmetered supply costs. In order to ensure future maintainability equipment manufacturers should be members of HEA wherever possible.

## **Community Engagement**

The appointed artist will need to engage with the local community in the development and delivery of the final works in order to help create a sense of ownership of the work, reduce the potential risk of vandalism and the support Islington Council's broader community cohesion and place-making plans.

A modest programme of community engagement activities and consultation will be proposed by the artist and either delivered by them or an artist selected specifically for this work within the agreed budget. The programme will be supported by the Islington Council's Arts Service.

## **Management**

The project's design and consultation stages will be managed by the Public Art Project Manager. The artist's direct line of management will be a representative of the Arts Service, Islington Council.

## **Submission Process**

Artists are invited to submit outline proposals for the project in accordance with this brief. Three artists will then be shortlisted and asked to produce more detailed proposals with a fee of £1,000 each to cover the costs of the process. The successful submission will be selected in February 2015.

The initial submission should include:

- A profile of the artist and any collaborating professionals including their CVs and examples of previous work.
- An outline concept proposal including:
  - initial visual/conceptual ideas of the proposed lighting scheme for the bridge and any other proposed treatments/recommendations to the bridge and the surrounding area
  - a written statement explaining the approach and proposed methodology
  - initial ideas for community engagement activities
  - consideration of maintenance issues and durability of the proposed works
  - consideration of de-commissioning of the installation.
- A suggested timetable for the design and implementation of the scheme.
- An indicative budget proposal including anticipated fees, costs and expenses demonstrating that the proposals are viable within the budget.
- Artists undertaking the commission will be required to show evidence of relevant insurances to the values required by the borough, including: Public Liability Insurance to the value of £10,000,000 and Professional Indemnity Insurance to the value of £5,000,000

## **Selection criteria**

Track record	25%
Quality of the concept proposal	35%
Quality of proposed project planning and management	15%
Quality of proposed community engagement process	15%
Fee proposal	10%

The submitted proposals will be judged by panel of key stakeholders including the Public Art Project Manager, representatives from TFL, and representatives from Islington Council's Arts Service and Lighting and Streetworks team.

All submissions must be received in both hard copy and electronically by 5pm on Tuesday 16<sup>th</sup> December 2014.

Shortlisted artists and collaborating professionals will then be contacted to develop their designs further and invited to interview in February 2015.

Please direct all enquiries and send your submissions via email and post to:

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London N1 2UD

Tel: 0207 527 7531

Email: [Wilf.Langridge@islington.gov.uk](mailto:Wilf.Langridge@islington.gov.uk)

APPENDIX 1 - Images



Caledonian Road Rail Bridge

## APPENDIX 2 – Cally Plan area

[http://www.islington.gov.uk/services/planning/planningpol/pol\\_supplement/Pages/Cally-Plan.aspx](http://www.islington.gov.uk/services/planning/planningpol/pol_supplement/Pages/Cally-Plan.aspx)

