

# THE FRIENDS OF LUCY'S MILL BRIDGE

## 2018 Report

In 2017 The Friends of Lucy's Mill Bridge Project Team undertook a year of consultation about a potential solution to the problem that Lucy's Mill Bridge cannot be used by everyone. We have shown people an option for ramps which can be built on public land. We have surveyed residents and visitors and counted numbers of people presently using the bridge. We have produced a model so to show how many more people could use the bridge.

**With all this evidence, feedback and now an ability to project  
the potential increase in use of Lucy's Mill Bridge,  
can we NOW make a decision on its future –  
as a BRIDGE FOR EVERYONE**

# INTRODUCTION

There has been a bridge at Lucy's Mill since Shakespeare's times. It was there before the railways and when 'Old Town' was part of Stratford's Industrial areas.

Lucy's Mill Bridge has been rebuilt several times. In the 1930s, the present incarnation was designed and erected and of note for its Art Deco features, and innovative use of concrete in its construction.

That bridge is still allows people to cross the River Avon, people who can climb its steep steps. It certainly isn't Disability Legislation compliant, nor does it cater for people who are of more 'senior' years, and those who have young families they push around in push-chairs or ride along the riverbank on children's bikes. This is the Westerly point where a wonderful river side walk turns back on itself so that residents and visitors alike can enjoy a walking tour of Stratford that takes less than an hour – that is if you don't stop for all the beautiful vistas, call in at the historic Holy Trinity Church or sit in the special gardens that look out over the River Avon.

With the invaluable and incredible help of Hawkes Edwards, a noted Stratford Chartered Architects and Historic Buildings practice, people have been able to see and comment on options for ramps that would not compromise the integrity of the present bridge, but ramps which would give access to everyone, and be built on land in public ownership.

What people have seen, and you can find and see in this report, is the basis of a design from which these ramps could be designed, manufactured and then erected. All the 'detail' is to be decided, such as the detailed design and materials to be used, and possible minor changes to the routing.

This report summarises much of the evidence and consultation. You will be able to have a digital version which includes access to all the work done and will obviously allow you to do your own investigation of surveys and potential use modelling from the spreadsheets it contains.

This does include some very rich data that is available from the bridge use counts the Friends undertook. We looked at where people came from to reach the bridge and where they went. We profiled them by age and who they walked with, if they weren't alone. This data can be used to add to modelling how people presently use the bridge and how many more could use the bridge if it were fully accessible.

You can find out an estimate of cost. You can see all the feedback that came from social media posts that reached into a group of more than 20 000 people. We did not though forget or ignore those who cannot or do not access the internet. There was paper based consultation and a public exhibition. NHS Warwickshire have given us disability data. Warwickshire Insights have profiled parts of Stratford with the latest results from their consultations, including the national census.

We've done all we can to give you, and the general public (this report will be publicly available), the opportunity to make a decision about making Lucy's Mill Bridge a bridge which everyone can use.

THANK YOU – The Friends of Lucy's Mill Bridge

# INDEX GUIDE

## 1) A Professional Technical Analysis of the present bridge

*This is all about the detail of the ramps, how they would integrate with the present bridge and the integrity of this structure as of now. Please note, it does include the nominal options for funding of this project. These could be added to – or have as an option - if the general public would like to be involved.*

## 2) Online and hard copy surveying results (from the questionnaires)

*A questionnaire was made available online and in hard copy (at local public buildings) for two months. This is a summary of the feedback from near 300 responses. The survey was very kindly publicised by the Stratford Herald in 'Minding the Gap'.*

## 3) The direct feedback from Facebook plus a summary of the engagement we generated

*We have been allowed to post on the Stratford Facebook Forum. These reports (2 off) are the engagement statistics and the actual direct feedback that came from this exposure*

## 4) Counting People using Lucy's Mill Bridge

*We have spent over 30 hours, at least three hours for each day of the week, obtaining very rich data about how and when people use the bridge, or turn back if they cannot cross. We recorded where people came from and where they went when they left the bridge, their age, who they were with, if they had a push-chair or bike. Data was recorded at 8am on weekday mornings and at the busiest times and numbers of people crossing - per hour – ranged from 60 (on a cold wet day) to over 300.*

*This data is 'rich' because it can be analysed to show all the different user types for the bridge, and when they access this river crossing. This printed precis is a summary of the counting done on both sides of the river.*

## 5) Open Day Feedback

*All the attendees at our Open Day could give as much feedback as they wanted, on the seven presentations that were on display. It really was a horrible afternoon but Stratford visitors and residents came, a number who live in close proximity to where the northern ramps would be built.*

## 6) A Spreadsheet Model of the future use of the bridge

*One of the key needs is to be able to model how many more people could use the bridge – were it accessible by everyone. When (for decades) a bridge is a barrier to people, then those who cannot use it obviously never consider going anywhere near it. Our physical counting (No3) did not record any residents turning back from the bridge, but on over 10 occasions, visitors arrived and had to change their plans.*

*Stratford can be broken down into some very specific areas – such as Old Town, the area along the Evesham road and South of the river, people who live on Trinity Mead, or along the Shipston Road.*

*With the wonderful help of Warwickshire Insights, the County organisation who offer invaluable statistics on populations and activities, this model will give you a very good idea of who lives where – ages etc. You, as an individual, can then decide on what percentages of age groups in each area could use a fully accessible bridge. You can do this for the whole of the town and then see a final total of a projection for future bridge use.*

## **7) A Cost Analysis**

*When this outline design was prepared, it was given to professional Quantity Surveyor so that they could prepare an estimate of the cost for these two ramps. This is that estimate.*

## **8) Regulations**

*There are many regulations that will need to be covered if this option goes ahead. These are some of the most important.*

## **9) Cycling**

*People do walk bikes across the bridge – those who can carry them up and down the steps. This proposal is not a design to allow people to cycle across the bridge, indeed at present there are no cycle routes that connect directly to either side of the existing bridge. It will make everyone's lives a lot easier though and increase the connectivity for people to use a bike to go further and more often.*

*This section includes a map of the cycle routes in and around Stratford, and a copy of the by-laws for the Recreation Ground that do actually prohibit cycling.*

## **10) A Radio Interview**

*You may well have questions that are covered in the above, or maybe not. This is a transcript of a Radio interview we gave last December, as part of listening to the feedback form Facebook and the questionnaires. Your questions may well be answered if you read this.*