



## Report to the Chief Officer (Highways and Transport)

**Date:** 22 May 2018

### **Subject: Improvements to St George's Bridge**

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): Little London and Woodhouse		
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, Access to Information Procedure Rule number:		
Appendix number:		

### **Summary of main issues**

1. The Clarendon Road/ St George's Road bridge (aka St George's Bridge) is one of a number of bridges over the Inner Ring Road that enable safe passage over the ring road for pedestrians and cyclists. This is a key gateway into the city centre and employment and training centres of the LGI and the University of Leeds. Footfall over the bridge is increasing, and the bridge's status as a key gateway will only become more important as the city's plans for an Innovation District start to come to fruition.
2. The bridge provides one of the very few traffic-free direct links to the city centre and has a high footfall and cycle usage. However, the environment of the bridge has deteriorated over the years and the neglected feel of the bridge contributes to concerns over personal safety and acts as a deterrent to more walking journeys being made.
3. Leeds City Council received a S106 contribution of £31,274.13 as part of the planning application number 13/04862/FU to enable improvements to highway infrastructure, including improvements to St George's Bridge; it is proposed to use this contribution to achieve an uplift in the environment on and around the bridge.
4. Key Performance Indicators (KPIs) for the Best City Plan 2017-18 include an increase in city centre travel by sustainable transport (bus, train, cycling, walking). Leeds is

also working to introduce a Clean Air Zone where modal shift is seen as a necessary element to ensure compliance. Improvements to the ambience and the environment of the bridge will make walking and cycling journeys more attractive and therefore contribute towards the above wider objectives.

## **Recommendations**

4. The Chief Officer ( Highways and Transportation ) is requested to :

- i) give approval to the proposals outlined in this report; and
- ii) give approval to inject £31,274.13 into the capital programme, to be fully funded from a section 106 receipt.
- iii) give authority to incur expenditure of £ £31,274.13 (comprising £6,000 staff fees and £ 25274.13 works costs) to be fully funded from a section 106 receipt.

## **1 Purpose of this report**

- 1.1 The purpose of this report is to obtain approval for a range of improvements to the environs of the bridge, to be funded through the S106 developer contribution.

## **2 Background information**

- 2.1 The bridge linking Little Woodhouse with Great George Street is one of the few traffic free routes for pedestrians and cyclists to access the city centre, part of the University of Leeds campus and Leeds General Infirmary. It carries a steady flow of people throughout the day. Footfall over the bridge is increasing, and the bridge's status as a key gateway will only become more important as the city's plans for an Innovation District start to come to fruition.
- 2.2 Potentially, this could be a very attractive walking and cycling gateway into the city centre. However, there are issues around the humped design of the bridge deck that affords poor end-to-end visibility. The environment of the bridge has also deteriorated over the years, and the feeling of neglect contributes to concerns over personal safety and security, especially after the hours of darkness.
- 2.3 The Little Woodhouse Community Association, an active group of residents, businesses and local stakeholders, have a longstanding aspiration for improvements to the bridge and its environments, recognising it as their gateway to the city centre. The group organised a stakeholders' workshop which has identified a range of issues and potential improvements to the bridge. The issues identified included limited sight lines, gradient, poor condition of surfacing, damaged and redundant street furniture, potentially unsafe interaction between pedestrians and cyclists, litter and lighting. All of the above are recognised as factors impacting on the attractiveness of walking.

## **3 Main issues**

- 3.1 Whereas there are structural limitations that dictate the height of the deck of the bridge that impacts on sight lines and gradient which are not easily resolved, a range of smaller-scale improvements can achieve some realistic benefits for the current and future users of the bridge by uplifting the walking and cycling environment.
- 3.2 Leeds City Council officers from City Centre Management, Bridges and Transport Strategy have been working with the Little Woodhouse Community Association and other stakeholders, including St George's Crypt, the LGI, Joseph's Well, to identify a range of feasible improvements to be delivered in the short and medium term, using the Section 106 monies. These include:

In the short term (Summer and Autumn 2018):

- Resurfacing of the bridge in a material to be determined.
- Replacement of the existing, out of date wayfinding information with a modern wayfinding unit.
- Repainting and repairing the street furniture, including bollards and handrails.
- Removal of the existing BT phone kiosk which acts as a magnet for graffiti and other anti-social behaviour.
- Replacement of existing bin with a new bin.
- A deep clean including cleaning of the stone copings.
- Provision of artwork on the walls to both brighten up the environment, cover existing graffiti, and deter future graffiti.

In the medium term (End of 2018 – 2019)

- Re-landscaping of existing soft landscaped area on the western side of the bridge
- Removal of part of the wall structure, if possible, to afford better sight lines and to increase the visual permeability.

In tandem with these physical improvements:

- Understand the long term aspirations as part of the emerging Innovation District work in partnership with NHS Estates Management.

- 3.3 The seven short term measures listed above have an associated cost of approximately £26,000 (including fees), with the remainder of the monies to be spent on the medium term improvements.
- 3.4 The Little Woodhouse Community Association has developed a long term vision and aspirations for further improvements to the bridge; it is expected that these may be enabled by future developments in the vicinity of the bridge.

## **4 Corporate Considerations**

## **4.1 Consultation and Engagement**

- 4.1.1 The proposals within this report arise directly from the local community and stakeholders, who have been proactive in formulating the vision for the bridge as a key local gateway. The Little Woodhouse Community Group have been instrumental in gathering local stakeholders together and organising workshops and meetings that helped identify the range of improvements for the bridge. The proposed improvements will help meet community expectations. At a meeting of the Little Woodhouse AGM in March 2018, they agreed to the use of the funding as per the proposals in this report.
- 4.1.2 Ward members have been involved in discussions over the proposals involving the bridge and are supportive of the improvements being carried out.

## **4.2 Equality and Diversity / Cohesion and Integration**

- 4.2.1 The proposals to improve the environment of the footbridge will benefit all users. There may be specific benefits for older people and disabled people, as well as people with children in pushchairs, through improved surface and minimising street clutter.

## **4.3 Council policies and City Priorities**

- 4.3.1 Improving the environs and the ambiance of the bridge can make a positive contribution to the following Best City Outcomes, allowing local communities to:

- Be safe and feel safe
- Enjoy happy, healthy, active lives
- Move around a well-planned city easily

- 4.3.2 Enabling and encouraging active modes is also consistent with the Leeds City Centre Package aiming to reduce vehicular traffic in the City Centre and with the aims of the proposed Clean Air Zone.

## **4.4 Resources and value for money**

### **4.4.1 Full scheme estimate:**

The Section 106 contribution received is £31,274.13. It is anticipated that the short and medium term work proposed is tailored to suit this budget. It is not envisaged that significant additional funding be required to deliver the proposed schemes, at this stage.

### **4.4.2 Capital Funding and Cash Flow:**

**Parent Scheme Number :** 32961

**Title :** St George's Bridge

## **4.5 Legal Implications, Access to Information and Call In**

- 4.5.1 No significant legal implications. The scheme has a potential to contribute to the safety and well-being of residents by providing improvements to remove existing barriers to walking.

## **4.6 Risk Management**

- 4.6.1 There are no significant risks associated with the delivery of the project. The main risk is in NOT carrying out the works identified, because this will contribute to the unsafe and unmaintained feel of this key gateway.
- 4.6.2 The project is community led and this should effectively remove risk of any delays resulting from objections to proposals.
- 4.6.3 Stakeholder involvement should also minimise any risk of negative publicity, or the risk of missing opportunities, especially associated with potential future developments in the area. However, there is a risk of raising expectations of the members of the Little Woodhouse Community Group for more substantial improvements which are outside the scope of the available funding.
- 4.6.4 Should improvements not materialise, there is a risk that the contribution will have to be repaid to the developer.

## **5 Conclusions**

- 5.1 Leeds City Council has secured a £31,274.13 developer contribution for improvements to St George's Bridge and its immediate surroundings, and is proposing to spend the contribution on making improvements to this community gateway through a phased approach. Short-term improvements are intended to achieve an immediate uplift in the ambience of the bridge as a well-cared for and well maintained gateway, with the medium-term proposals securing a general uplift in the character and the environments of the bridge, as far as its structure allows.

## **6 Recommendations**

- 6.1 The Chief Officer ( Highways and Transportation ) is requested to :
- i) give approval to the proposals outlined in this report; and
  - ii) give approval to inject £31,274.13 into the capital programme, to be fully funded from a section 106 receipt.
  - iii) give authority to incur expenditure of £ £31,274.13 (comprising £6,000 staff fees and £ 25,274.13 works costs), to be fully funded from a section 106 receipt.

## **7 Background documents<sup>1</sup>**

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<sup>1</sup> The background documents listed in this section are available for download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

# Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

<b>Directorate: City Development</b>	<b>Service area: Highways and Transportation</b>
<b>Lead person: Kasia Speakman</b>	<b>Contact number: 87533</b>

<b>1. Title:</b>					
Is this a:					
<input type="checkbox"/>	<b>Strategy / Policy</b>	<input checked="" type="checkbox"/>	<b>Service / Function</b>	<input type="checkbox"/>	<b>Other</b>
If other, please specify					

<b>2. Please provide a brief description of what you are screening</b>
The use of Section 106 monies to provide improvements to the footbridge over the Inner Ring Road, linking the Little Woodhouse area and Great George Street.

<b>3. Relevance to equality, diversity, cohesion and integration</b>
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All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	X	
Have there been or likely to be any public concerns about the policy or proposal?		X
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>	X	

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

#### 4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?** (**think about** the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

Improvements to the footbridge and its environs have been a longstanding objective of the Little Woodhouse Community Association. The Association have engaged a range of local stakeholders in developing a vision for the bridge as a community gateway to give it a sense of place and to enhance its accessibility and safety and security.

The bridge links the communities to the West of the IRR with the LGI and its function as a Leeds Teaching Hospital and the City Centre as well as providing a link to the Park Lane College and the University of Leeds campus. Consequently it is well used by all sections of the community. It also provides access for cyclists.

Despite being a well-used asset liked for its traffic free environment, the design of the bridge is not ideal. The high deck of the bridge results in a rather severe gradient and limited intervisibility, generating concerns over accessibility, safety and security, particularly for older people, people with disabilities and women. The area could potentially be very attractive but it has suffered from underinvestment that produced the air of neglect, which contributed to the feeling of the lack of security.

A range of short, medium and long-term improvements have been earmarked for delivery, including a 'deep clean' of the bridge, removal of out of date signage and information board and replacement with modern wayfinding signage, removal and replacement of old street furniture and repainting of existing furniture, re-surfacing and provision of a mural to resolve the long-term graffiti problem.

- **Key findings** (**think about** any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

Disabled people and older people:

Whilst not fully resolving the issues around accessibility (gradients will remain) the scheme will improve disabled access through refurbishment and re-painting of handrails and minimising the negative effect of uneven surface. Refreshing the cycle lane markings will help all users respect the segregated provisions, thus having a positive impact on partially sighted and blind people.

Environmental improvements will enhance the use and the feeling of safety and security for all users; this is likely to have a positive effect on older people and women, and potentially other groups who may consider themselves more at risk from hate crime such as LGBTQ+ and BAME.

No negative impacts have been identified.



- **Actions**

(think about how you will promote positive impact and remove/ reduce negative impact)

**The project is a community led initiative and the Little Woodhouse Community Association will be involved in the implementation which will ensure that positive impacts are promoted and built upon.**

**5. If you are *not* already considering the impact on equality, diversity, cohesion and integration you *will need to carry out an impact assessment*.**

Date to scope and plan your impact assessment:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

**6. Governance, ownership and approval**

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Gwyn Owen	Principal Transport Planner	14/05/2018

**7. Publishing**

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

Date screening completed	14/05/2018
Date sent to Equality Team	14/05/2018
Date published (To be completed by the Equality Team)	