



LDĀDESIGN Ryder

Streetscape Interventions Aberdeen Market



Aberdeen Market
Analysis

West End

Union Street West



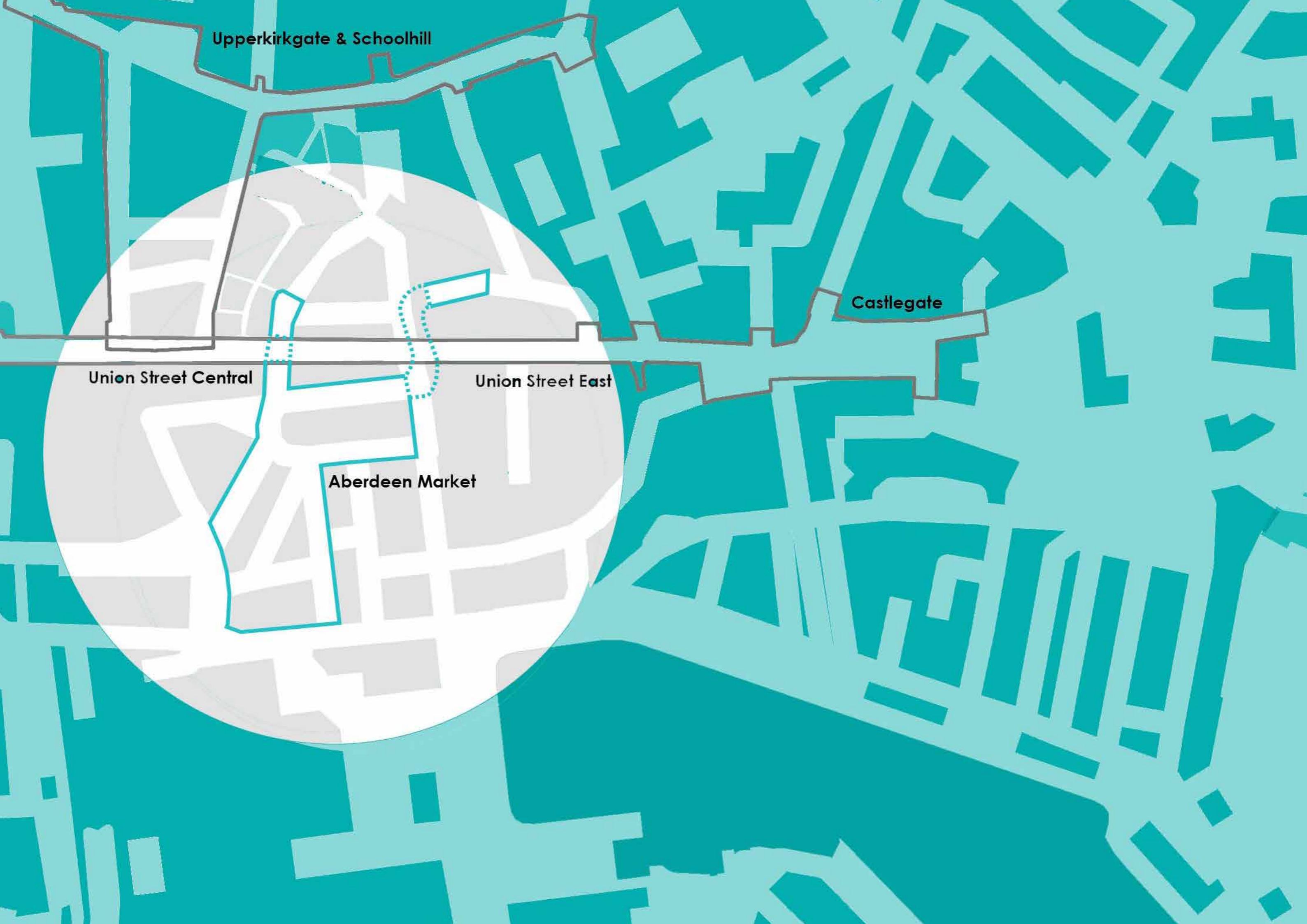
Upperkirkgate & Schoolhill

Castlegate

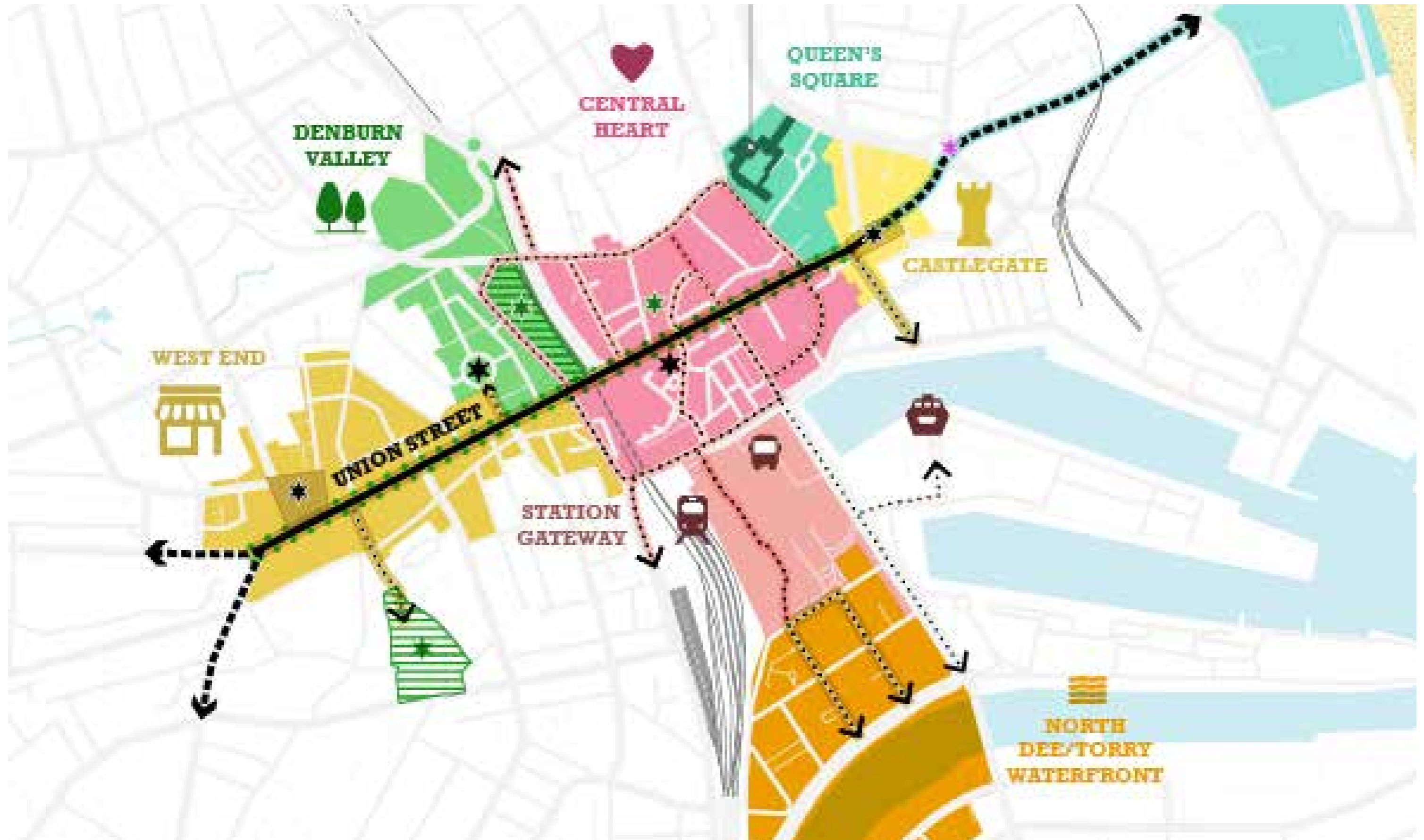
Union Street Central

Union Street East

Aberdeen Market



Aberdeen City Centre Vision



Project brief, key characteristics, opportunities and challenges

Project Brief

The site presents a significant connectivity, wayfinding and accessibility opportunity for the city, directly linking Union Street to the new Market development, down into The Merchant Quarter and onwards to Aberdeen's rail and bus stations. The chosen streetscape interventions will address the need for improved wayfinding along this route and encompass an 'access for all' outlook.

Consideration will also be given to a mix of uses including retail and food & beverage outlets that better address The Green, encouraging people from the new Union Street Central pedestrianised zone, as well as enhancing the overall vibrancy and attractiveness of the area.

A key project objective is generating greater footfall and economic activity in the area. Commercial and social activities on the site must create an enlivened street scene particularly on East Green, Carnegies Brae and Hadden Street alongside expanding existing connections with The Green and Market Street, ensuring access to all being a key factor.

The Green and its neighbouring street network are among the oldest known parts of the city. This can be appreciated from the architecture, street typologies and character of the spaces. It is vital any intervention appreciates and respects this, celebrating its key role in the shaping of Aberdeen City Centre.

Key Characteristics

- The Merchant Quarter retains much medieval character, reflected in the very tall buildings around The Green and the narrow streets and alleys surrounding it.
- Street art projects have been sensitively sited to bring cohesion to disparate elements within the area, as well as to bring colour, life and contemporary cultural interest.
- Scattering of active frontages, most definitively of the area being traditional pubs, independent retailers, and restaurants. There is also a larger proportion of residential ground floor use.
- Currently a quiet area which lends itself to being stumbled upon and explored rather than a key tourist destination.

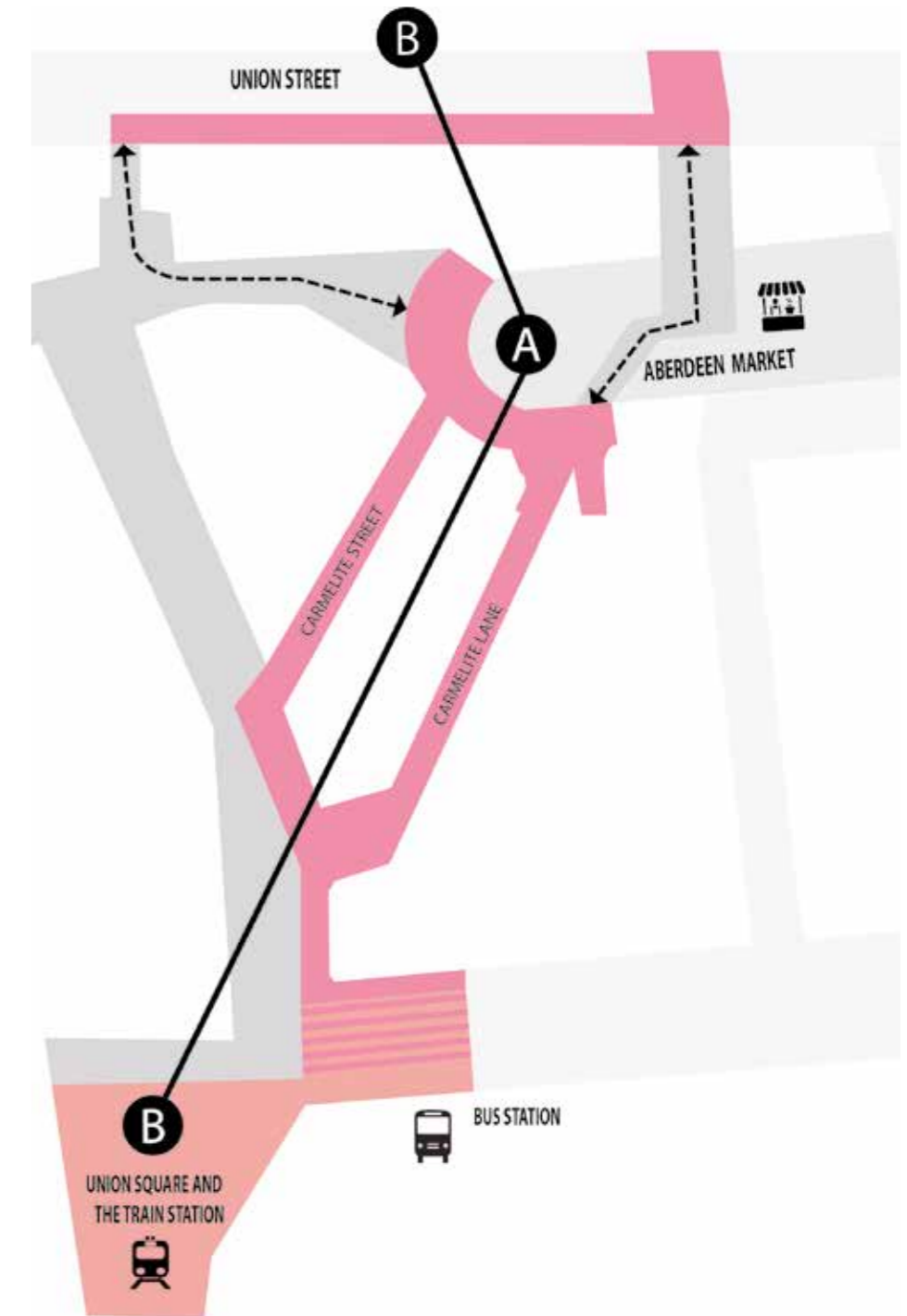
Opportunities

- Improved connectivity and wayfinding for pedestrians between bus and railway stations, the Market Quarter, and Union Street

- Improve accessibility between these destinations for wheelchair users, visually impaired and prams.
- Encouraging exploration through minor streets in the Market Quarter
- Upgrade public realm in order to facilitate increased footfall associated with the new market building
- Improve connections to the railway and bus station, creating a better experience for residents and visitors
- Utilise existing street art culture to enhance and ground the character of the Merchant Quarter
- Encourage cycling within the Merchant Quarter
- Create a safer environment for pedestrians in underpasses (Correction Wynd, Carnegie's Brae)

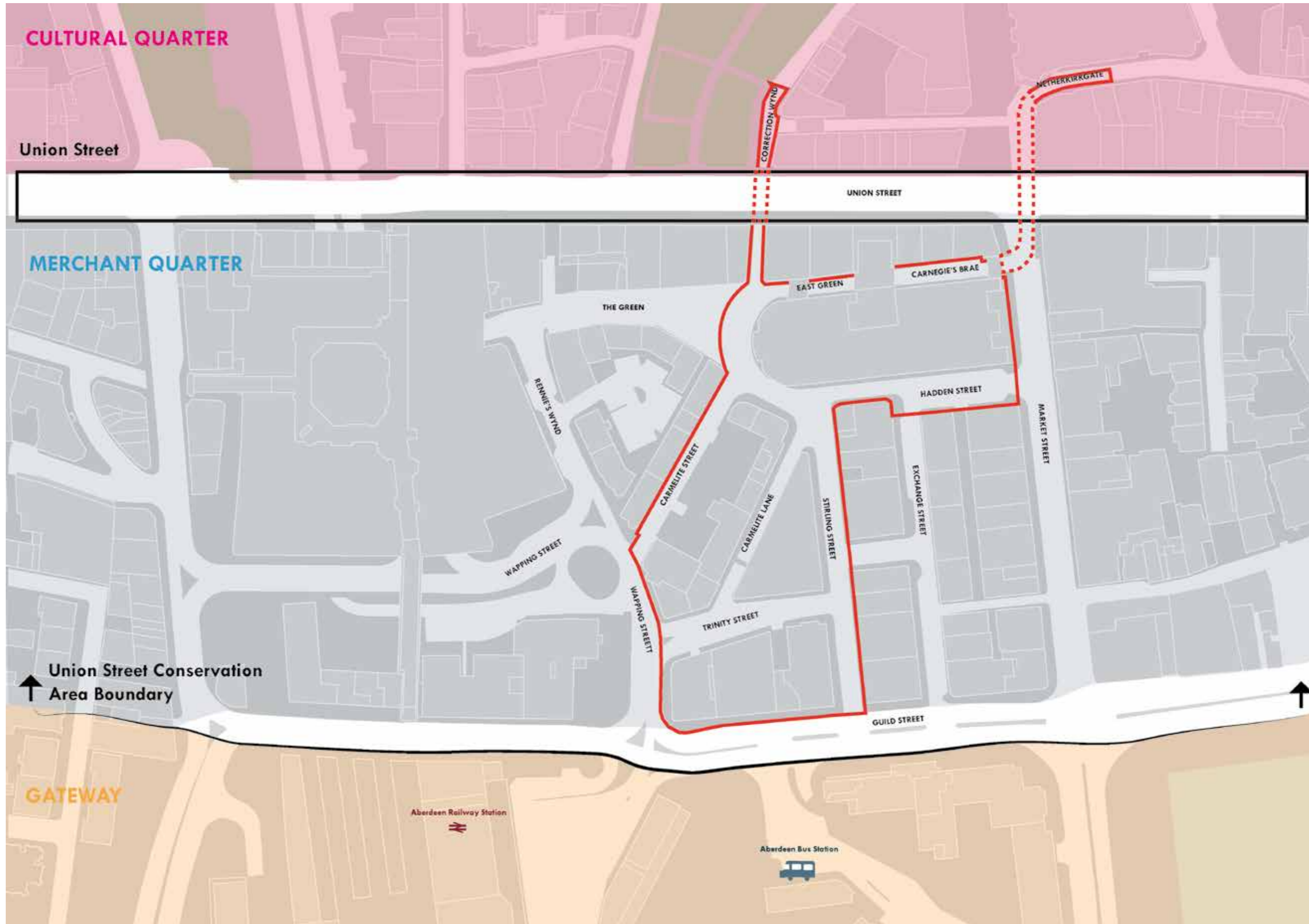
Challenges

- Streetscape may be read as stark and uninviting due to predominantly grey tones, hard edges and lack of soft landscaping
- Narrow streets offer less opportunity for rezoning due to a lack of usable width
- Servicing requirements for the market building and neighbouring businesses
- Significant topography change between the railway station, Merchant Quarter and Union Street
- Much needed blue badge provision, electric car charging points, car club and taxi rank requirements must be incorporated but are difficult to integrate given lack of space and scale of streets
- Currently, the area is highly reliant on on-street car parking, which takes up space and poses issues to footpath widening. This must eventually be balanced with increased pedestrian and streetscape needs following the new market development



Principal objective: improved wayfinding and connectivity between key points, such as A-B and from B-A

Townscape character



Ground floor uses

The area around Aberdeen Market and The Green retains much of its historical character and feel, whilst forging a strong identity as a centre for high quality street art. Street art projects have been sensitively sited to bring cohesion to disparate elements within the area, as well as to bring colour, life and contemporary cultural interest. Currently, the market area and The Green are 'off the beaten track' and are more likely to be stumbled across when exploring the city than as key destinations. However, the redevelopment of Aberdeen Market will see a much greater footfall in the area, altering the existing character.

Street-level uses

A scattering of active frontages can be seen throughout, most definitive of the area being traditional pubs, independent retailers, and restaurants. There is also a larger proportion of residential ground floor use than can be seen in other street in the surrounding area.

The area retains much medieval character, reflected in the very tall buildings around The Green and the narrow streets and alleys surrounding it.

Ground floor uses

- Culture
- Retail
- Residential
- Food/drink
- Office
- Hotel
- Car park
- Transport hub



Fronts and backs



Currently, the market building backs on to The Green, with very little active frontage along its façade on Hadden Street and East Green. Although, this has facilitated murals and street art, the proposed market building will activate the area creating a more vibrant atmosphere and increased footfall. This means the public realm adjacent to the new building must be approached in a manner which will facilitate this increase in activity.

The Green itself features mostly active frontages creating interest for users. In contrast, a lack of active frontage along East Green creates an uninviting environment in which people do not want to dwell. Most streets heading north-south towards the train station are comprised of some active frontage on the ground floor, mainly commercial, except for Carmelite Street which has no active frontage apart from one shop.

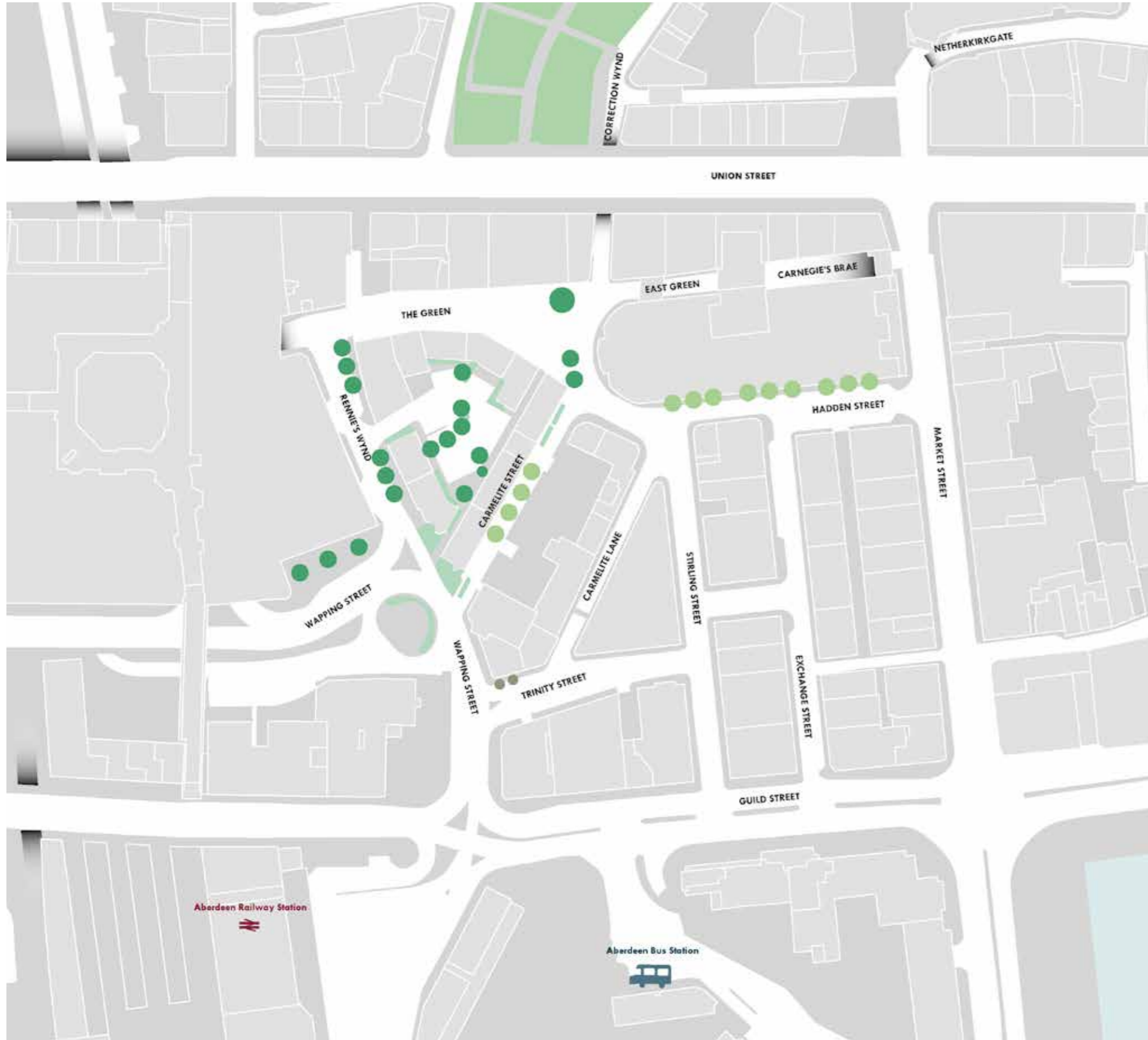
This leads to a decreased footfall, despite being one of the most aesthetically considered streets, however blank facades offer the opportunity to integrate arts and wayfinding along the street in a strategic manner.

Fronts and Backs

— Active frontage

— Back

Existing street greening

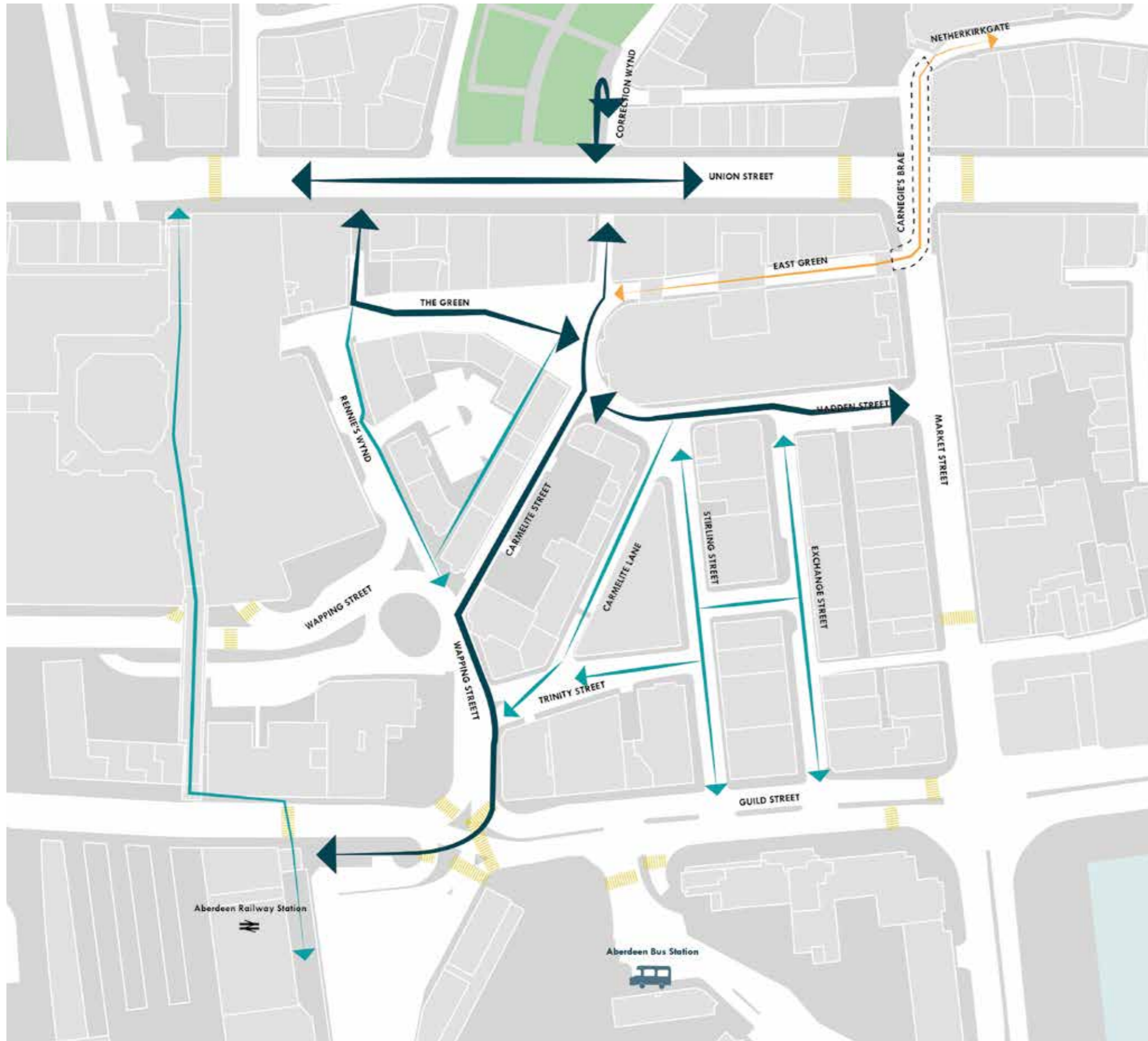


There is existing planting and trees on a number of streets around the Market. At The Green, there are three semi mature street trees adjacent to the footway opposite the existing market building. On Hadden Street, there are nine small trees in planters on the northern side of the footway. The planters also provide an opportunity for seating. There are also a number of semi mature trees on Rennie's Wynd which are in good condition. Along Carmelite Street, there are two large shrub beds at both ends of the street which create traffic calming measures. These are densely planted with low height evergreen shrubs. Midway along the street, there are four small rowan trees in planters similar to those on Hadden Street. The planting helps establish an inviting passage for pedestrians along Carmelite Street and creates a slightly different character than the other streets which run between the railway station and the market.

Generally there is a lack in quality planting and green infrastructure which could enhance the quality of the public realm in the Merchant Quarter. Where footways are upgraded, there may be the potential to add further street greening. There may be potential for street trees to be

- In ground trees
- Trees in planters
- Empty Tree Pits
- Shrub planting
- St Nicholas Cemetery green space

Existing pedestrian movement and access



The streets around the market are noticeably quieter than in the Cultural Quarter, and both are much less busy than Union Street. Accessing Union Street from the quiet Green, the difference in pedestrian presence can be quite striking. Avoidance of crossing the very busy Union Street may be preferable to many people, in which case the Correction Wynd route proves advantageous.

This area presents an opportunity to travel from the railway station to Union Street and the Cultural Quarter, encountering fewest potential difficulties. The route travelling under Union Street at Correction Wynd allows step (stair)-free travel, suitable for those with mobility issues, with the added bonuses of being relatively quiet from traffic. This route encompasses the level change gradually. Drawbacks exist with the sometimes-narrow footways, and older setted roadways creating discomfort for those travelling with wheels; wheelchairs, buggies, cycles.

There are various options for streets to walk along between the railway station and Union Street. Exchange Street and Stirling Street are the widest streets offering footpaths generally around 2m in width, however these streets are lacking vibrance that comes with active frontages. Carmelite Lane is narrow with a significant number of parked cars. Carmelite Street is also fairly narrow, however the implementation of planting and traffic calming measures encourage pedestrians to utilise its full width. The car park on the east side broadens the street out and makes it feel more open.

There is a stark contrast between the character along these streets when arriving at Guild Street which is traffic dominated and difficult to navigate. A lack of pedestrian priority creates an unwelcoming experience. Pedestrians must cross Guild Street at the Carmelite Junction, there are few other pedestrian crossings, this means people must walk longer distances to crossing points in order to appease the traffic dominance in the street.

As mentioned, there is a significant level change between the railway station and Union Street which can be tricky for those with wheelchairs or buggies. However, the new market building will provide a new accessible lift between the lower level of The Green and Union Street so pedestrians can avoid using the busier Market Street. For those with full mobility, the Back Wynd steps present the most direct route between the railway station and Union Street and the Cultural Quarter beyond.

Pedestrian movement

- Pedestrian Crossings
- Primary Routes
- Secondary Routes
- Minor Route through Carnegie's Brae

Existing vehicular movement and access



Many of the roads around the market are one-way systems due to the width of the streets. They are quiet in comparison to Union Street, Guild Street and other main roads and are used mainly for local access. Travel on Carmelite Lane and Stirling Street is north bound only and Exchange Street and Carmelite Street are south bound only. This lack of vehicles within the area provides the opportunity for more space to be allocated to pedestrian priority and public realm.


Problem areas exist at the junctions in the south-west section of the study area around Guild Street, Wapping Street and Carmelite Street. These junctions are the most busy, largely due to traffic ingress and egress to Denburn Road.

Streets within the Merchant Quarter show relatively little use by cyclists. The quietness of these streets could particularly benefit under-confident cyclists, but the limited through routes (Correction Wynd and East Green), and uncomfortable older style setted roadways may be off-putting. Added to this is the navigation of the junction(s) between the station at Union Square across to the Merchant Quarter, with no way across Guild Street and to Carmelite Street for cyclists except by pushing their cycles as pedestrians. The easiest turn to make from Union Square and the station is left onto Guild Street, following which the small but busy junctions on Bridge Street must be navigated.

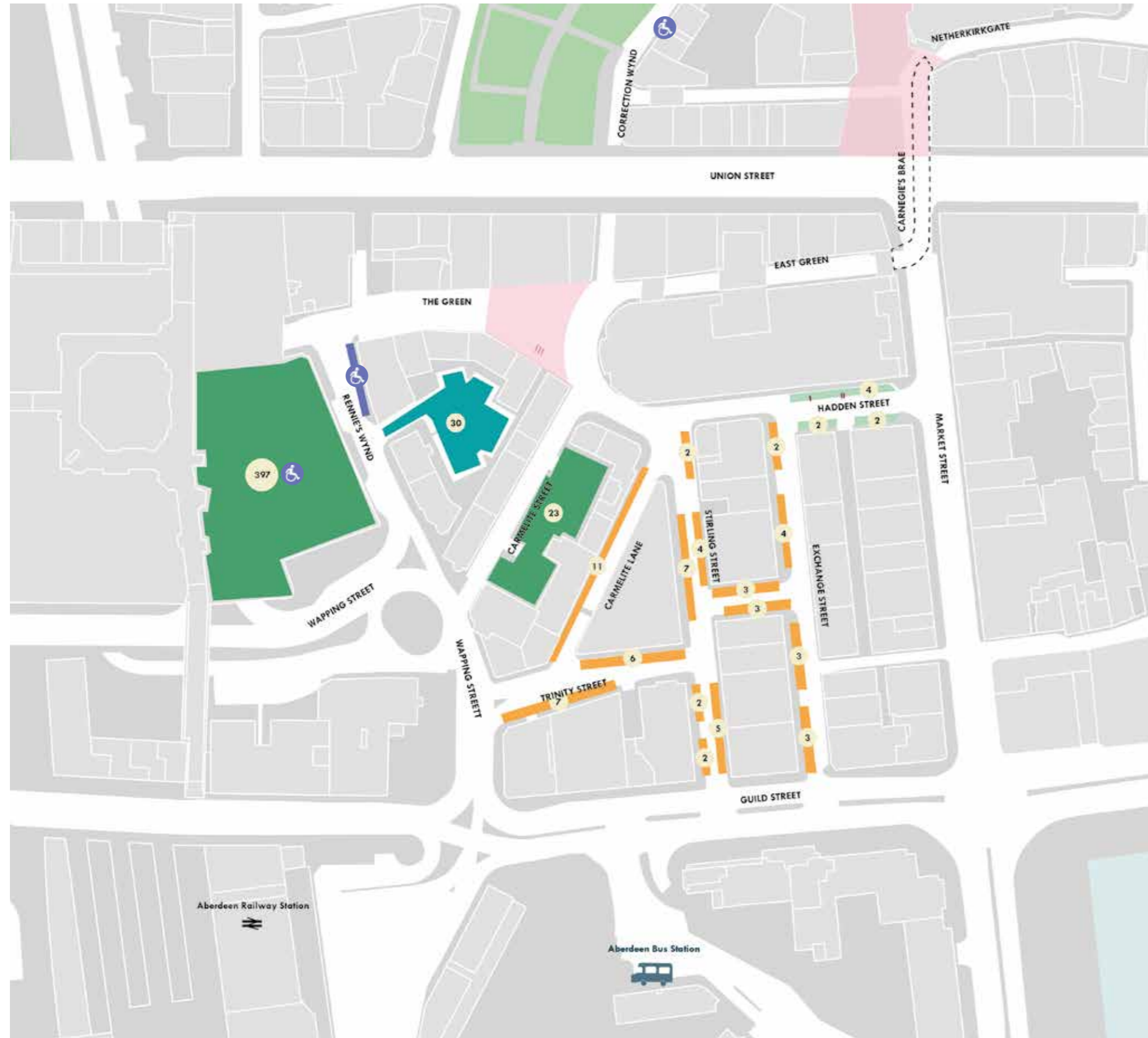
Aberdeen cycling heatmap



Vehicular movement

- | | | | |
|---|----------------------------|---|---|
|  | A Roads/Transport Arteries |  | Dead ends/cul-de-sacs area |
|  | B Roads/Secondary Routes |  | Narrow Lanes |
|  | One way streets area |  | Plazas (limited vehicular access for loading/ services) |

Existing vehicular and cycle parking provision



Currently, several streets within the Merchant Quarter are particularly dominated by on street parking. Stirling Street and Exchange Street have parking on one side of the street throughout their entire length. Carmelite Lane is particularly congested with on street parking, its dominance exacerbated by the narrow street width. Most of the parking is for residential properties in the area, of which there is a higher density than in other areas of the city centre.

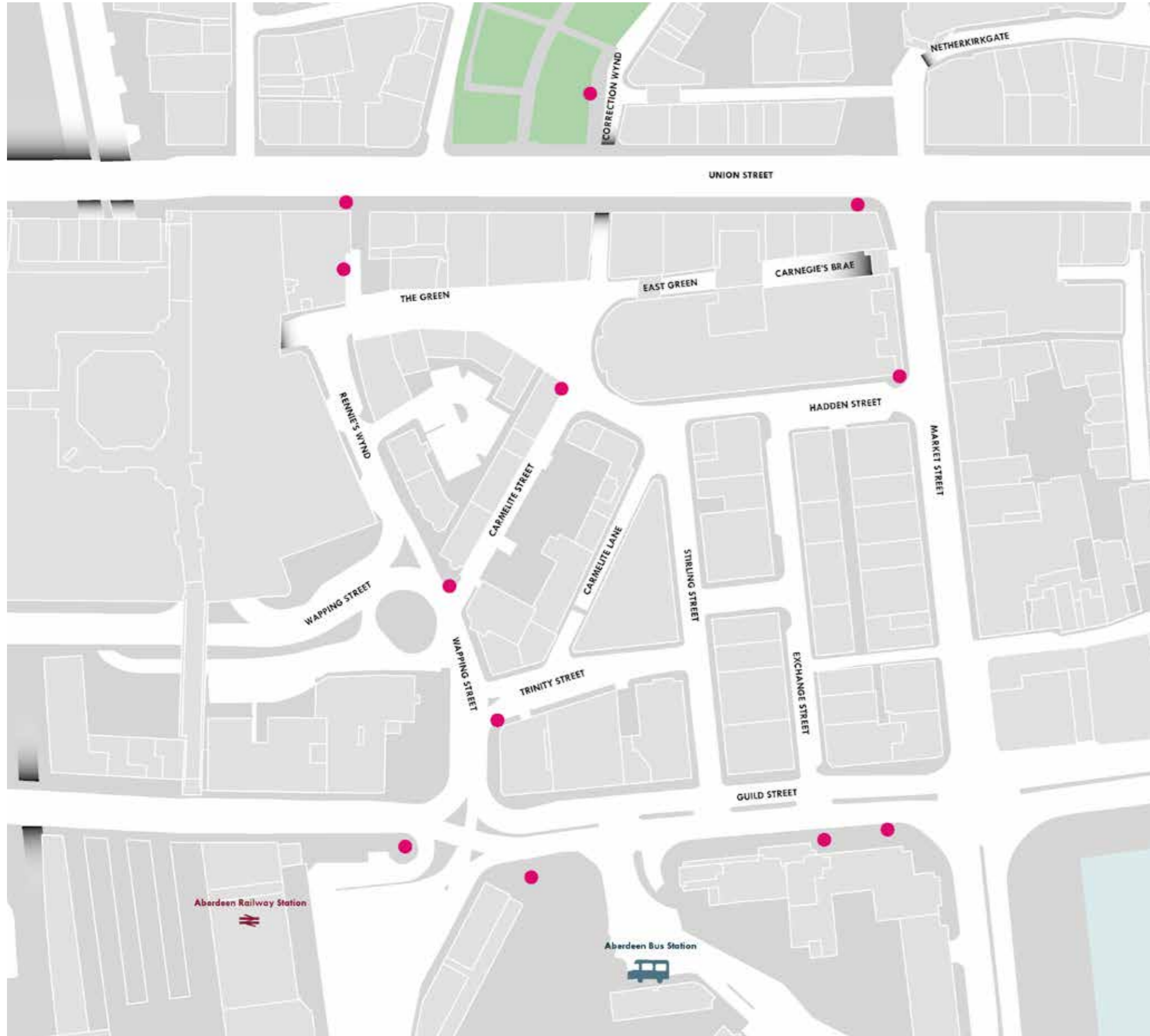
There are a few larger car parks in the area, some residential and others for general use. The high prevalence of parking spaces encourages large numbers of vehicles to move through the Merchant Quarter and emphasises the dominance of vehicles in the area.

There are limited facilities for cyclists in the way of parking in the Merchant Quarter. There are currently a few cycle stands in the Green which are in poor condition and three stands on Hadden Street. The lack of cycling facilities is likely to discourage people from cycling to properties and businesses within the area.

Existing Parking Provision

- On-street parking - 64 total spaces
- Designated car parks - 420 totalspaces
- Residents' off-street parking - 30 total spaces
- Loading
- Taxi rank
- Cycle Parking
- 2 Number of spaces
- ♿ Blue badge parking provision - 13 total spaces

Wayfinding



The topography of the study area is quite dramatic, with a level change of 9m between the station and art gallery, and the character areas being divided by Union Street, which sits above the heart of the Merchant Quarter. There are few places within the city centre where it is possible to see and understand the topography, and visitors to the city may find it difficult to discern. A consequence of this is poor understanding of how lesser streets cross north-south and particularly how these deal with the elevation of Union Street above the Merchant Quarter. Excluding the Trinity Centre, there are three options to make the crossing within the Merchant Quarter; up at the Back Wynd Steps, and under at Correction Wynd and Carnegie's Brae.

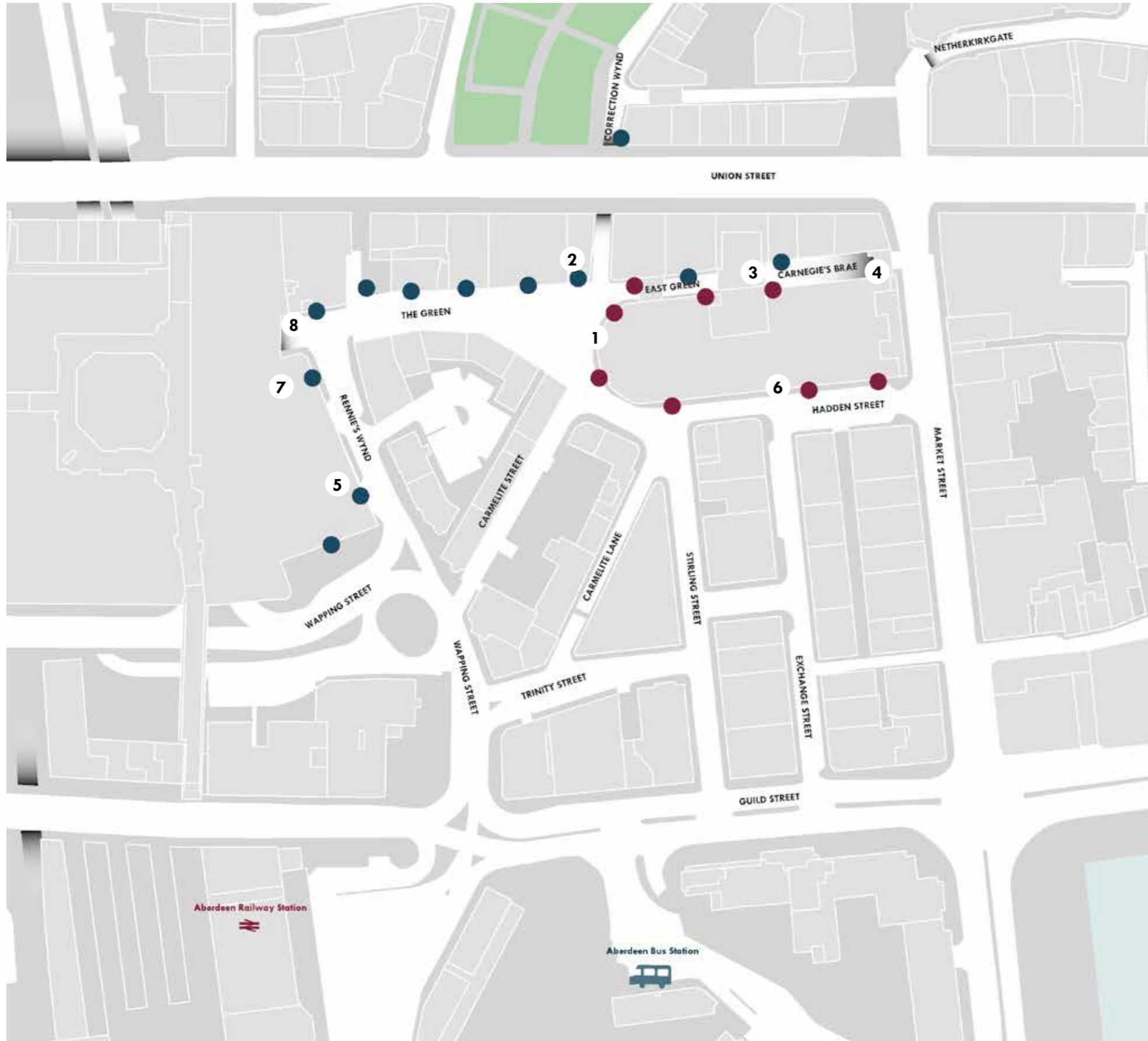
Currently existing are a relatively high number of wayfinding totems in strategic spots to aid city centre navigation between the railway station and the Merchant Quarter, Union Street and Cultural Quarter. These convey a wide range of information, but are quite subtly coloured and placed, making them sometimes easy to miss. Navigation from the railway station interior relies upon station signage, which is extensive. However, the connection between the station and its exterior is not strong, and it is here that we see perhaps the weakest link in wayfinding at this important gateway.

While well served for primary active wayfinding (signage), the opportunity, particularly for travelling between the railway and bus stations to Aberdeen Market and the Merchant Quarter, is for secondary active and passive wayfinding, which is to say design features which intuitively lead a person through a space or along a route. Through a more comprehensive wayfinding strategy it is possible that a more coherent space could be developed around the Gateway area, allowing visitors to move towards Union Street and beyond, whilst encouraging a spirit of confident exploration. Encouraging users to meander along the arguably more pleasant streets such as Carnegie Street or Carnegie Lane rather than using major traffic dominated roads which offer little in terms of quality public realm.

Wayfinding

- Existing wayfinding boards

Street art



Throughout Aberdeen city centre, numerous trails and walking routes have been devised that aim to give visitors to the city a chance to explore and see the city in different ways. These trails often run throughout the wider city and many more exist across the region. In recent years trails have been added to allow visitors to explore the new street art in the city centre.

Within the city centre can be seen a noticeable divide between the districts. The Cultural Quarter is focused on the heritage of Aberdeen with the Sculpture and Jacobite Trails focussed on this part of the townscape. To the south of Union Street the Merchant Quarter is dominated by street art along the east - west Painted Doors Trail. Larger murals forming part of the Nuart trail also draw visitors into this area.

The existing Indoor Market has been used as a canvas for a very large and popular street art mural, which helps to define the more contemporary character of the area, as well as acting as a distinctive landmark, useful for wayfinding. The character that has emerged within the Merchant Quarter has gradually built from the medieval era and has been sensitively enhanced as well as given character and coherence through the street art projects.

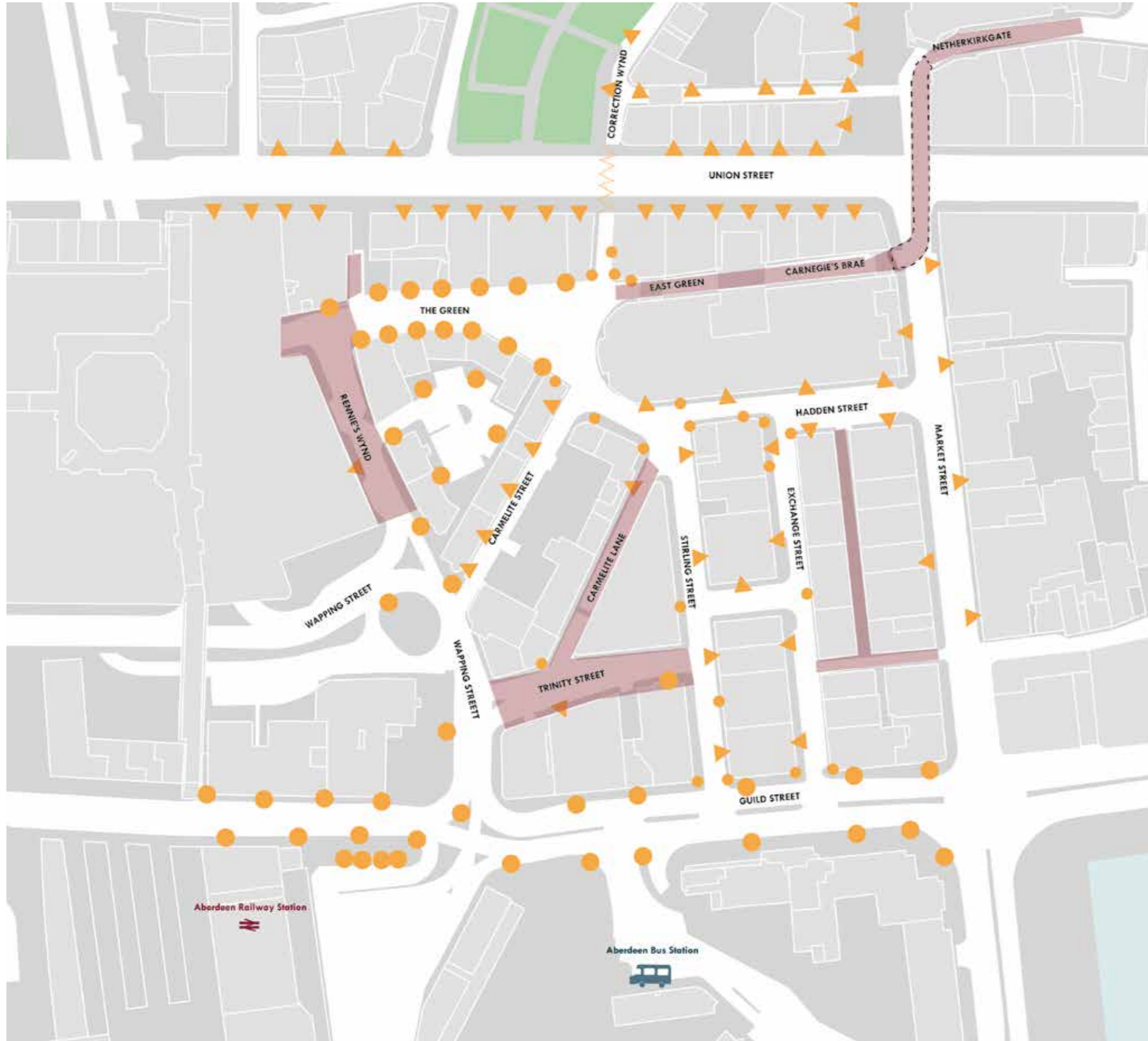
The redevelopment of the Aberdeen Market will change the character of The Green and surrounding areas significantly, however consideration for the existing character may be approached through a cohesive arts strategy within the proposals in order to respect the heritage and culture currently present within the Merchant Quarter.

Street art

- 1 Numbered street art location
- Street art location
- Street art affected by market building demolition



Existing Street Lighting



The lighting of the Merchant Quarter is currently unobtrusive and relatively low-key, which contributes to its understated character.

Whilst a number of businesses operate in the evenings around the core of the Merchant Quarter offering passive lighting, they somewhat lack an enticing and lively atmosphere, thus further exacerbated by the majority of through routes being poorly lit, particularly Trinity Street, Carmelite Lane, East Green and Carnagies Brae. The style and colour tone of the lighting to some streets immediately portrays an unwelcoming aesthetic.

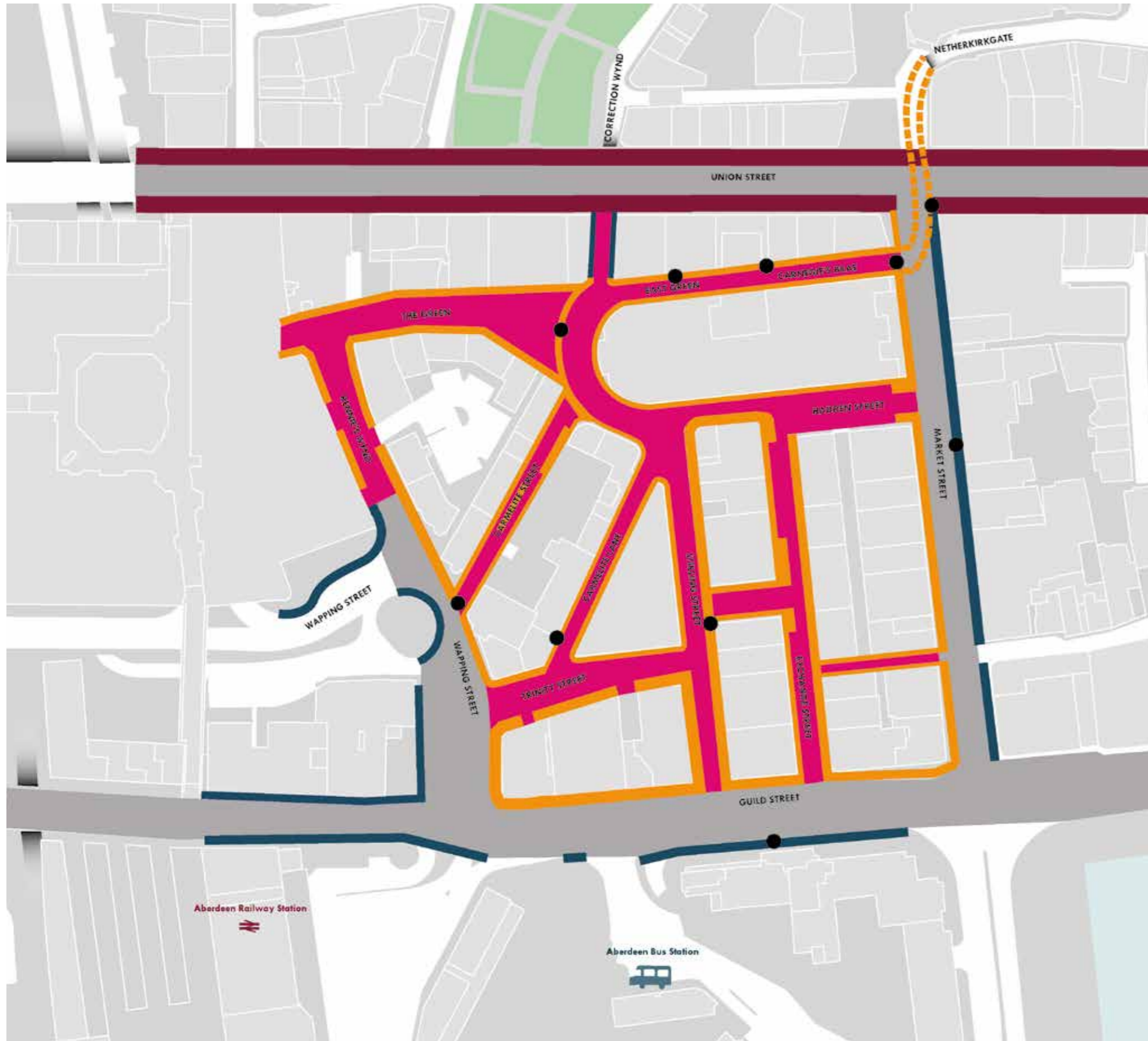
Small lighting interventions have been made recently to the underpass on Correction Wynd. Instantly impacting the footfall and reassuring the comfort of safety and passive surveillance in the area, the evidence is there to see, more of this should be considered.

A great number of Aberdeen's most important buildings and vaults exist in and around the Merchant Quarter and these should be considered for feature lighting or projections, forming a necklace to encircle and define, with this feeding into the creation of a distinctive character for the area.

Street Lighting

- Lamposts
- Signage lighting
- ▲ Building-mounted street lights
- ⋯ Tunnel string lighting
- Poor quality lighting







Materiality



Much of the Merchant Quarter is comprised of natural stone paving, predominantly a mix of granite flags on pavements and granite setts on roadways. Generally, there is a mix of pink and grey granites with a section of solely grey tones in The Green. On Union Street, the pavement is laid in dark caithness stone.

Market Street, Guild Street and the southern section of Carmelite Street have an asphalt road carriage. This is due to their current requirement to accommodate large volumes of vehicular traffic. The asphalt is cracked and damaged in some areas, particularly at Carnegie's Brae, contributing to the unwelcoming environment of the Tunnels. At the Guild Street junction, the asphalt enhances the traffic domination of the area and creates an underwhelming gateway from the railway and bus station into Aberdeen.

Some areas, particularly the eastern footpath of Market Street and the southern side of Guild Street have concrete flag pavements. Concrete slabs are prone to breaking and this can be seen in various areas.

-  Traditional granite setts
-  Granite flags
-  Concrete flags
-  Caithness flags
-  Asphalt
-  Areas of particularly poor paving

Footpath width



In a large proportion of streets within the Merchant Quarter, the streets are narrow with narrow footpaths, particularly East Green, Carmelite Lane and Exchange Street. The narrow pavements add to the character of the area but create issues with accessibility and movement which may discourage them from being used.

The pavements around The Green and Hadden Street are around 2m in width, generally adequate for a normal street, however with the development of the new market and the subsequent increased footfall, wider pavements should be considered to allow for ease of movement around the periphery of the new building.

There is a particularly notable pinch point at the corner of Carmelite Street at the south. At this point, despite being part of a major road, the pavement is less than 1m wide. This means people must walk very close beside significant amounts of traffic. It also forces users to walk on the road in order to pass other oncoming pedestrians, creating a safety risk.

On Guild Street, most of the pavement is of appropriate width for a main road (between 2 and 5m). This allows for pedestrians to move along the street with ease.



- 5m+ width
- 2-5m width
- 1-2m width
- <1m width

Street clutter



As many of the streets in the Merchant Quarter are particularly narrow, it is important that as much space as possible is prioritised for pedestrians. Currently, there are large amounts of street clutter throughout the majority of streets in the area. This mainly consists of large bins which are placed carelessly outside most buildings. These take up large areas of the footpath or road and detract from the character of the area.

If street clutter was rationalised and reduced, with the consideration of shelters to mask the visual impact of large bins, it would greatly improve the visual character of the street and improve movement and



Paving condition survey

	Uneven Surface	Cracked Surface	Mobility/Accessibility - does the paving accommodate access and enhance place value for all users? - are elements such as surface evenness, finishes and tactile paving provision appropriate for all users?	Level of Action Recommended in addition to mobility/accessibility considerations: - is the paving fit for the modern age and will complement future changes to the area? - is the paving of an acceptable aesthetic/structural/physical standard?	Comments
The Green	Yellow		Yellow	Green	Flags and plaza cubes in good physical condition. Suitable for vehicular loading. Cubes are suitable for most pedestrians if not a little uneven for those with additional mobility needs. Bogen pattern important to the area's cultural identity.
East Green	Yellow	Dark Blue	Red	Red	Many flags and setts uneven, poor for mobility. Narrow footpaths. Varying orientation of setts creates a disjointed, unappealing aesthetic. Notably more aged than rest of the Market Quarter. Action required to bring up to a desirable standard of an area adjacent to the new market building.
Hadden Street	Yellow		Green	Yellow	Flush shared surface, some bowed setted areas. High standard all around but extra consideration required in areas adjacent to market building which will regardless be affected by construction and may offer potential to be upgraded to plaza space.
Market Street West			Green	Green	High quality granite flags pavements at a standard suitable for the market building entrance.
Market Street East		Dark Blue	Green	Red	Many cracked concrete paving flags.
Carmelite Lane	Yellow		Red	Yellow	Mobility/accessibility hindered by very narrow footways <1m combined with proximity to parked cars. Generally acceptable overall quality for the current low level of pedestrian usage, road setts partially worn in places.
Carmelite Street			Yellow	Green	High quality mixed layout paving. Use of street as a rat run incongruous with the pedestrian orientated outlook of the paving, and may cause additional wear to materials over time; traffic management solutions required to mitigate this.
Stirling Street			Yellow	Green	High quality flags and setts. Not paving related but pedestrian mobility would be improved with the relocation of street clutter e.g. through the use of bin shelters elsewhere.
Exchange Street			Green	Green	Similar high quality flags and setts to Stirling Street.
Guild Street North			Green	Green	High quality granite flag pavements.
Guild Street South		Dark Blue	Green	Red	Cracked concrete footpath is low quality and is unappealing aesthetically.
Correction Wynd			Yellow	Yellow	Generally good quality flags and setts, steps provide an excellent link to Union St for able-bodied. Very narrow pavements, may prompt reconsideration of street dimensions.
Carnegie's Brae	Yellow	Dark Blue	Red	Red	Poor quality cracked asphalt with uneven pavements where existing. Major remedial work needed if considered a future pedestrian link.
Trinity Street			Yellow	Yellow	High quality flags and setts, although car parking dominant streetscape and street clutter hinder pedestrian mobility. Enhanced pavement widths would offer good future potential to act as a welcome area for the market quarter.
Wapping Street (East Pavement)			Red	Yellow	High quality flags although urgent need to address pedestrian safety issues and pavement widths especially at <1m pinch point.

Paving quality

- Uneven surface
- Cracked surface

Mobility / Accessibility

- Good
- Average
- Poor

Level of action recommended

- Works generally not required outside of regular maintenance
- Initial recommendations may include minor restoration and alteration to street dimensions. Potential to go further depending on long term vision of area.
- Major restoration/resurfacing more likely to be recommended and area should be prioritised to be brought up to a modern standard.

Paving condition survey



It must be noted that on the whole the materiality and condition of the groundscape in the Merchant Quarter is good, so what is considered poor here is only relative to this unusually high (compared to city centre streets throughout Scotland) standard.

As previously discussed, much of the Merchant quarter is paved in high quality natural stone paving. However, significant areas of this is comprised of setts which in a number of areas, is very uneven which creates extreme difficulty in accessibility for wheelchair users, visually impaired pedestrians and prams. In areas where the setts are particularly worn, there is risk of poor drainage. This is a common elements through most of the streets which feature granite setts, with the exception of Stirling Street and Carmelite Street, where the setted areas are of good quality.

Although the condition of the paving in The Green is good, a large area paved only in setts is difficult for mobility and can discourage people from using the area.

East Green and Carnegie's Brae have exceptionally poor quality paving in comparison to other areas of the Merchant Quarter. Setts are very uneven, there are mixed materials erratically laid and many of the slabs on the pavements are lifted or cracked. This creates a particularly unpleasant and difficult access route for even able bodied pedestrians.

Paving on Carmelite Street is of particularly good quality, granite flags across most of the area with some setted areas facilitates easy movement along its length.

In areas with concrete flag paving, such as Guild Street and Market Street, there is some cracking and lifting of slabs which impacts on the visual quality of the street as well as their accessibility.

Generally, there are some key areas where the paving is directly affecting accessibility within the Merchant Quarter. These areas should be considered for upgrading, whilst areas with uneven setts may be considered for re-laying in order to create a ground plane which is easily utilised by all.

Pavin quality

- Works generally not required outside of regular maintenance
- Initial reccomendations may include minor restoration and local alteration to street dimensions. Potential to go further depending on long term vision of area.
- Major restoration/resurfacing more likely to be recommended and area should be prioritised to be brought up to a modern standard.

Paving / carriageway conditions





Carnagies Brae



Carmelite Street & Lane



Wapping & Guild Street



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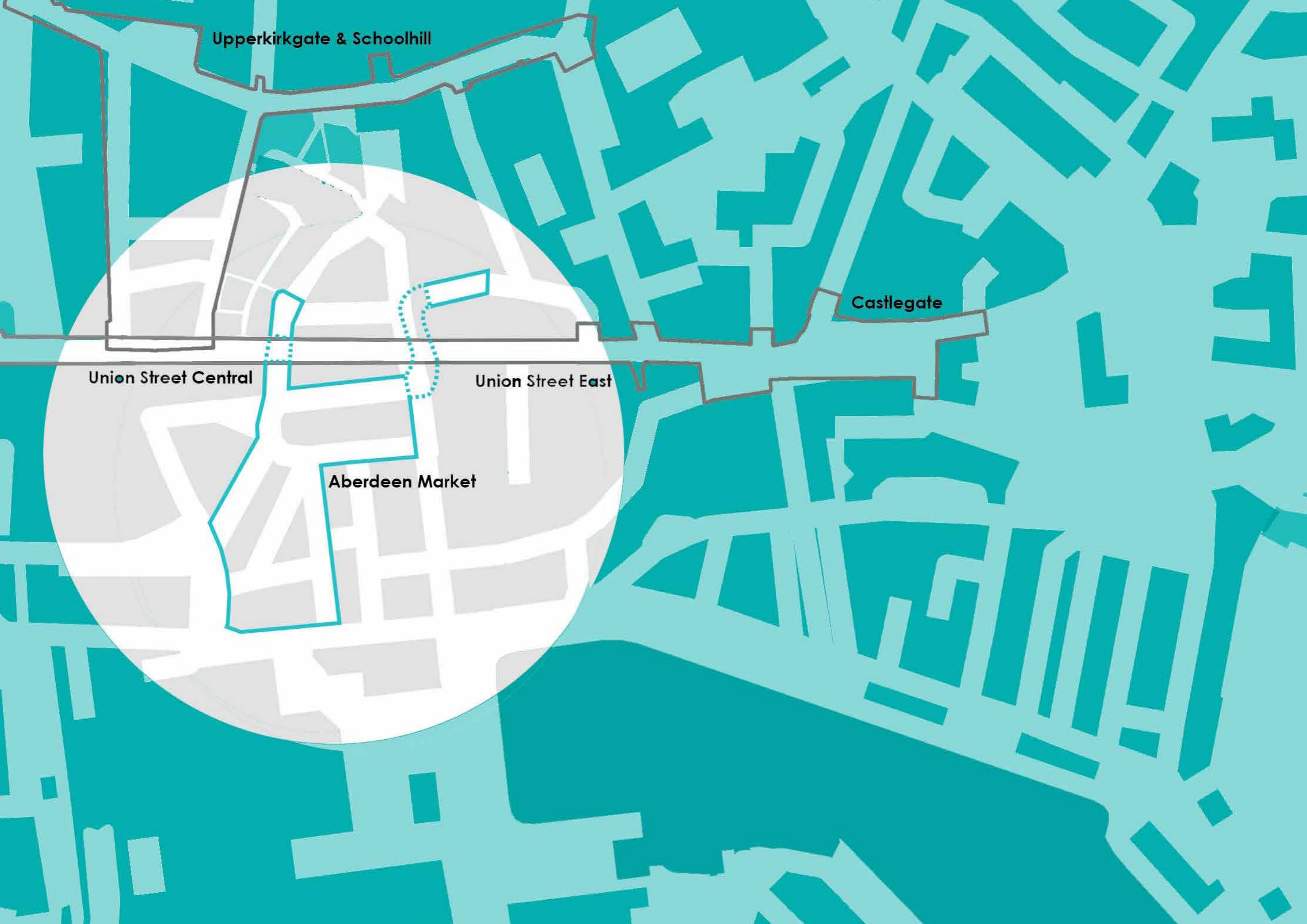
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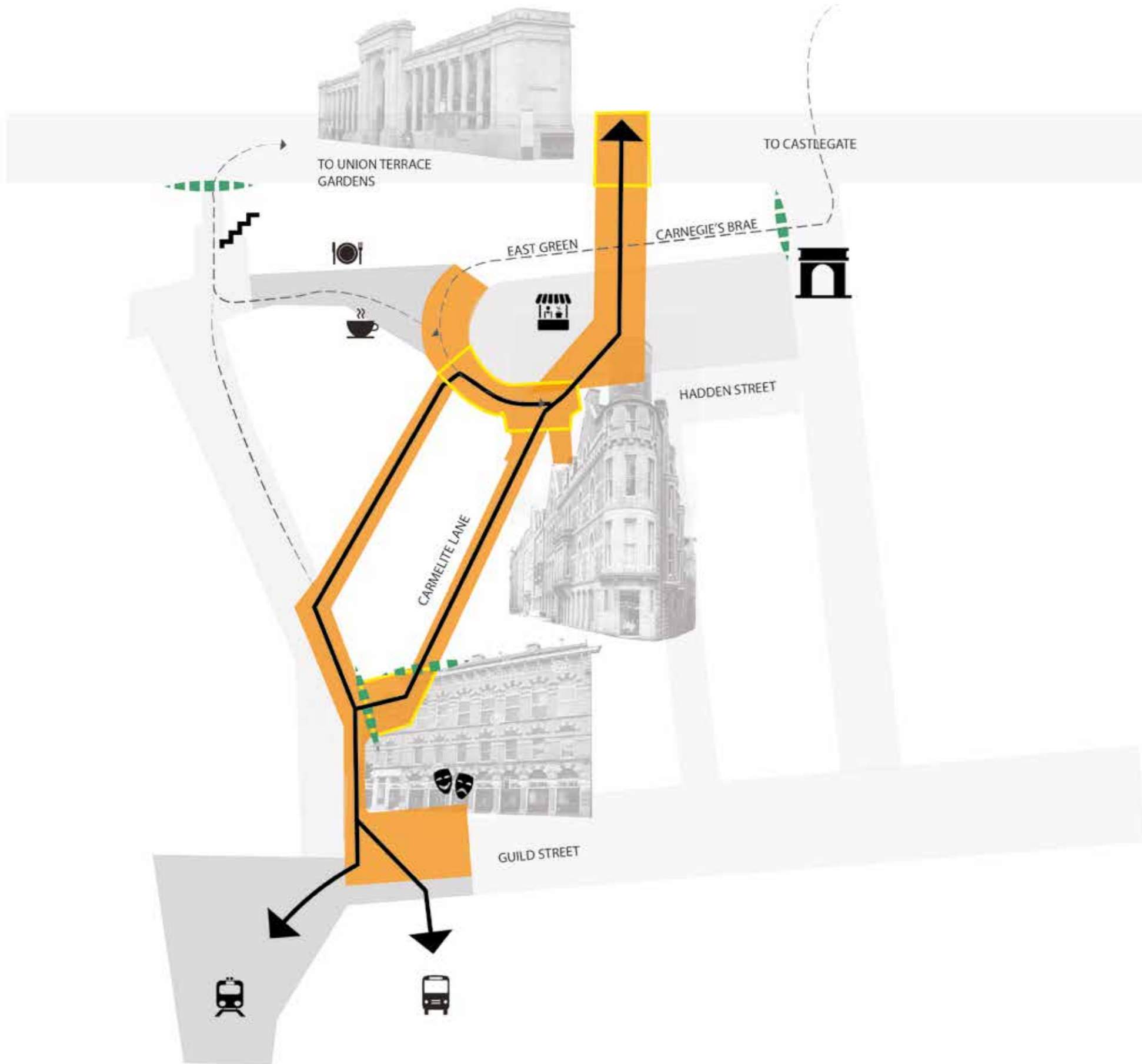
Union Street Central

Union Street East








Aberdeen Market



Connectivity



Key

-  Node/plaza
-  Merchant Quarter character area
-  Existing nodes
-  Primary pedestrian route
-  Secondary pedestrian route
-  Key gateways
-  Key destinations

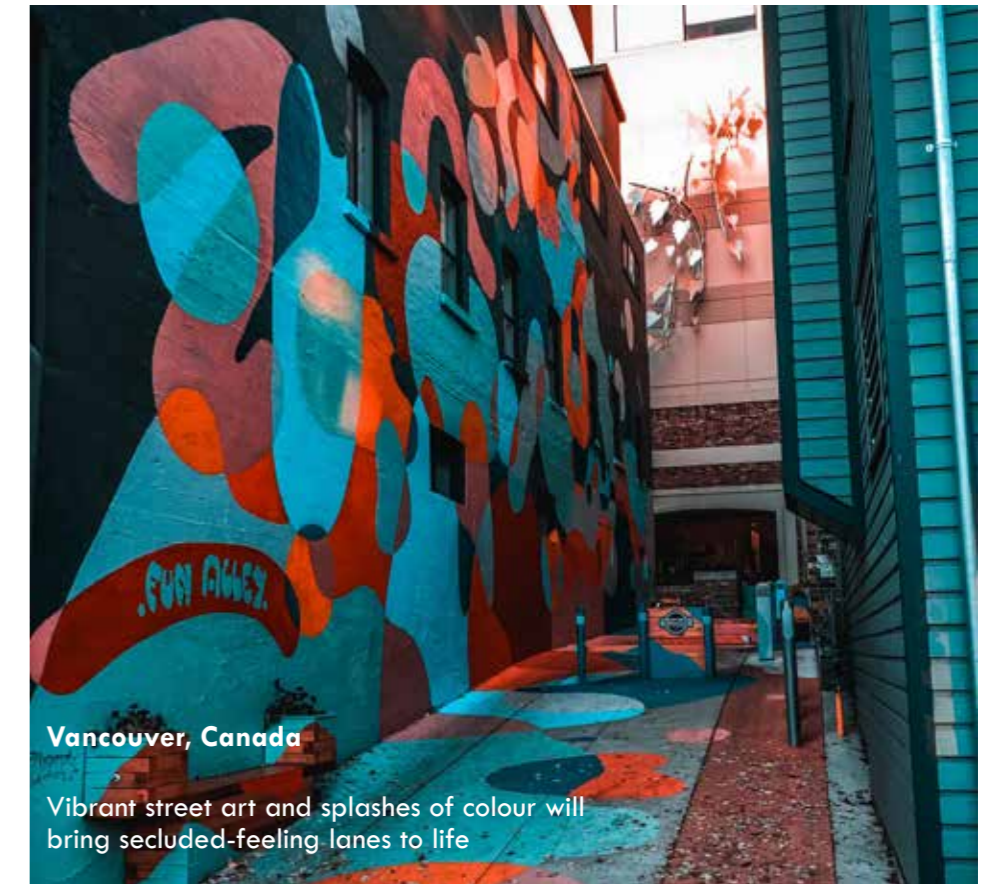
Key moves

- Materiality connection between Union Street Central plaza, through the upper floor of the market, down the escalator and on to the plaza at Hadden Street
- Key route from Market to train and bus station along Carmelite Lane. Through redesign of the current traffic and parking conditions, Carmelite Lane becomes a pedestrianised lane which offers a safe and welcoming route to the train station.
- Widening of the footpath at Wapping Street and round on to Guild Street in order to remove pavement pinch points and to bring people closer to the train station before crossing Guild Street
- Large pedestrian crossing at Guild Street, also facilitating a welcome mat for the Tivoli Theatre.
- Carmelite Lane book-ended with welcome plazas to create a sense of arrival when entering the Merchant Quarter and the Green.



Duke of York, Belfast

Enhanced street life and culture along designated routes between Union Street, the market and the train station



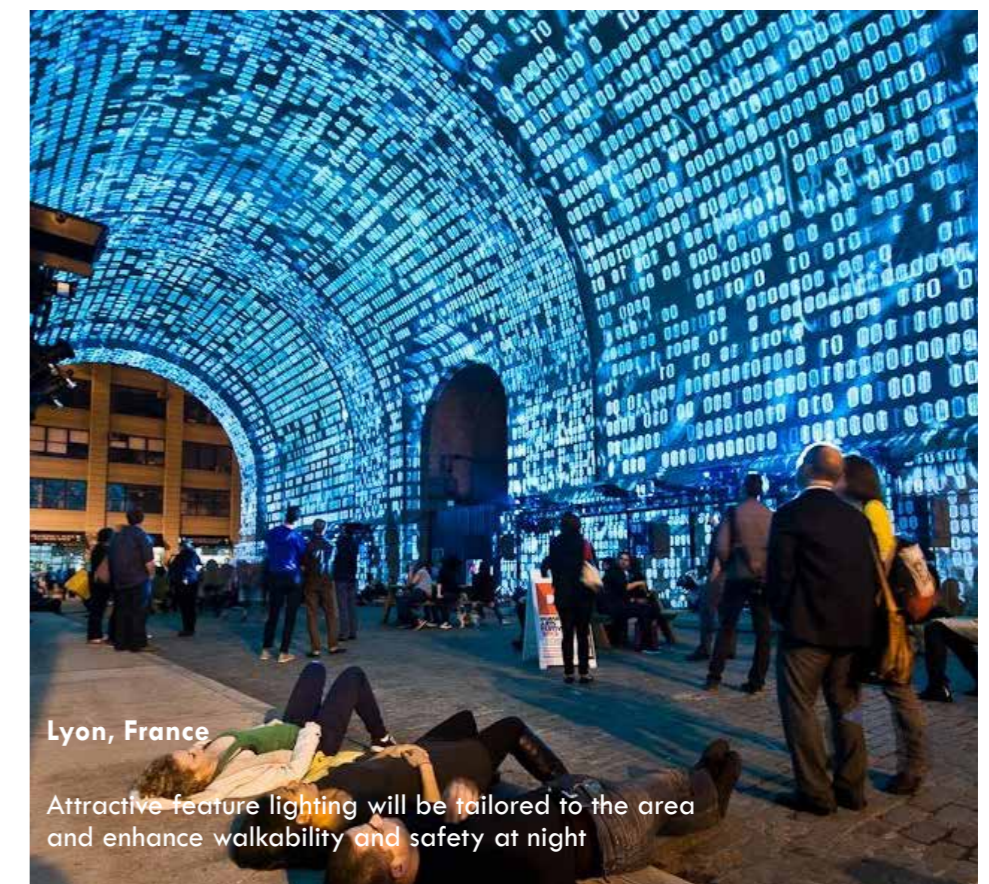
Vancouver, Canada

Vibrant street art and splashes of colour will bring secluded-feeling lanes to life



Cathedral Quarter, Belfast

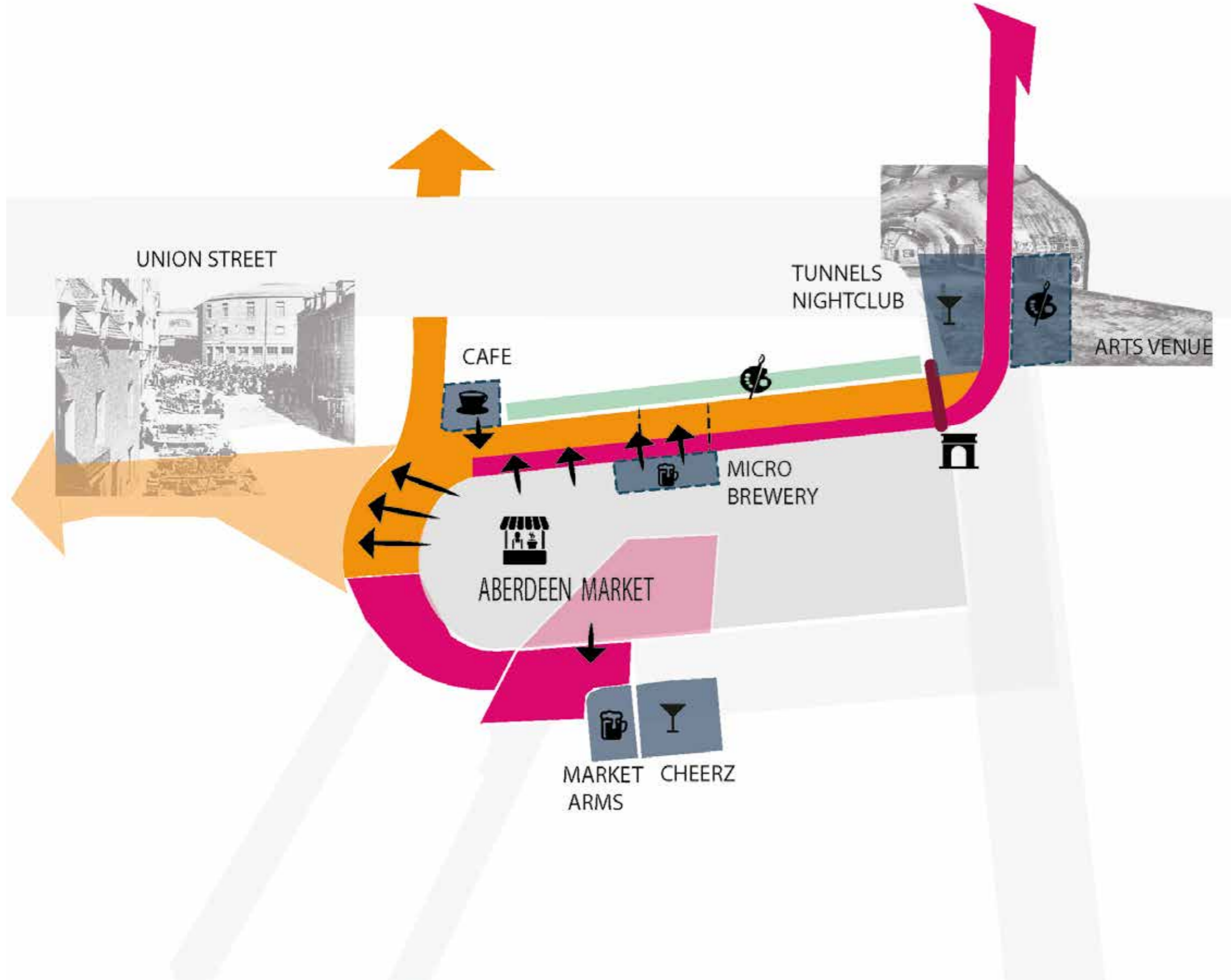
Designated areas will be transformed into attractive routes that feel appropriate for the modern age yet balance the vernacular architecture



Lyon, France

Attractive feature lighting will be tailored to the area and enhance walkability and safety at night

East Green - Celebrate



Key

- Reused natural stone slabs
- internal plaza extension
- Restored setts
- The Green
- Arts or installation in historic arches
- Existing businesses
- Future businesses

Key moves

- Pedestrian activities will contribute to improved vibrancy along East Green contrasting with its current use as a secluded service lane
- Upgrade of existing setts on East Green to improve accessibility and quality of paving.
- Introduction of reused flag paving in the Tunnels and south side of East Green to provide smooth surface to facilitate easier pedestrian movement and the addition of spill-out seating space for proposed
- Lighting and furniture strategy for East Green to activate and enhance the street character.
- Feature lighting and immersive experience within the Tunnels.
- Cleaning of existing stonework and introduction of new art and lighting initiatives.
- Raised table at Carmelite Street to improve connectivity with Market development.



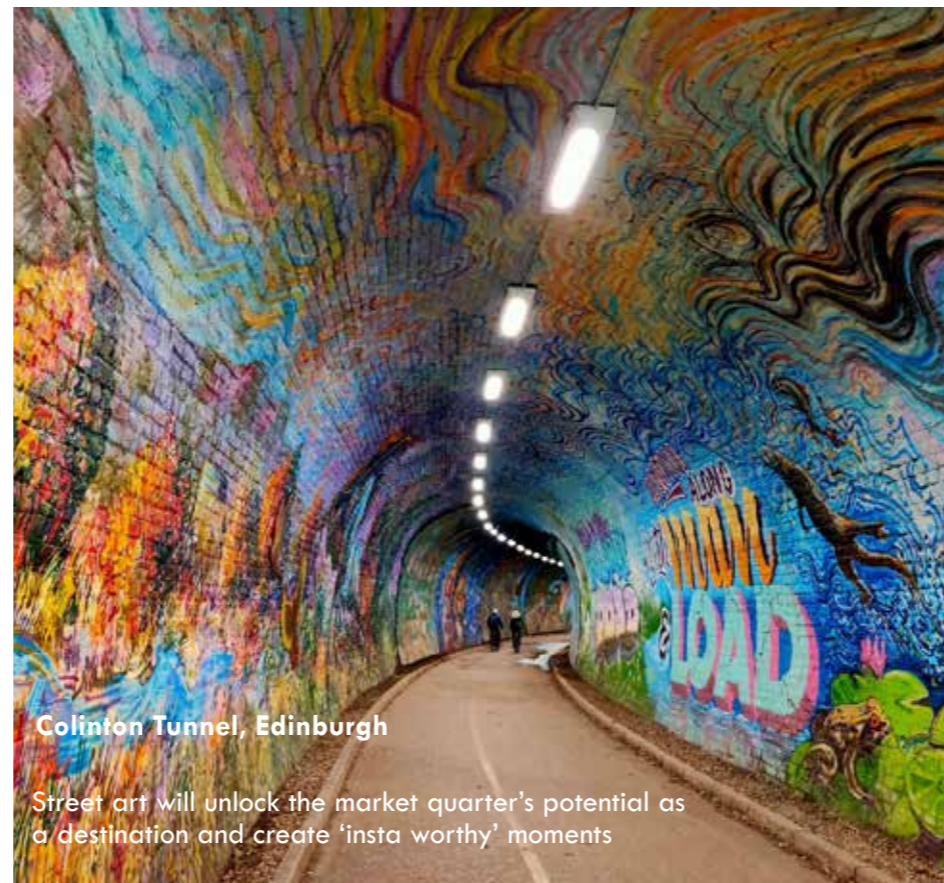
Ashton Lane, Glasgow

Existing and prospective hospitality will activate and ignite street life, attracting visitors to the market



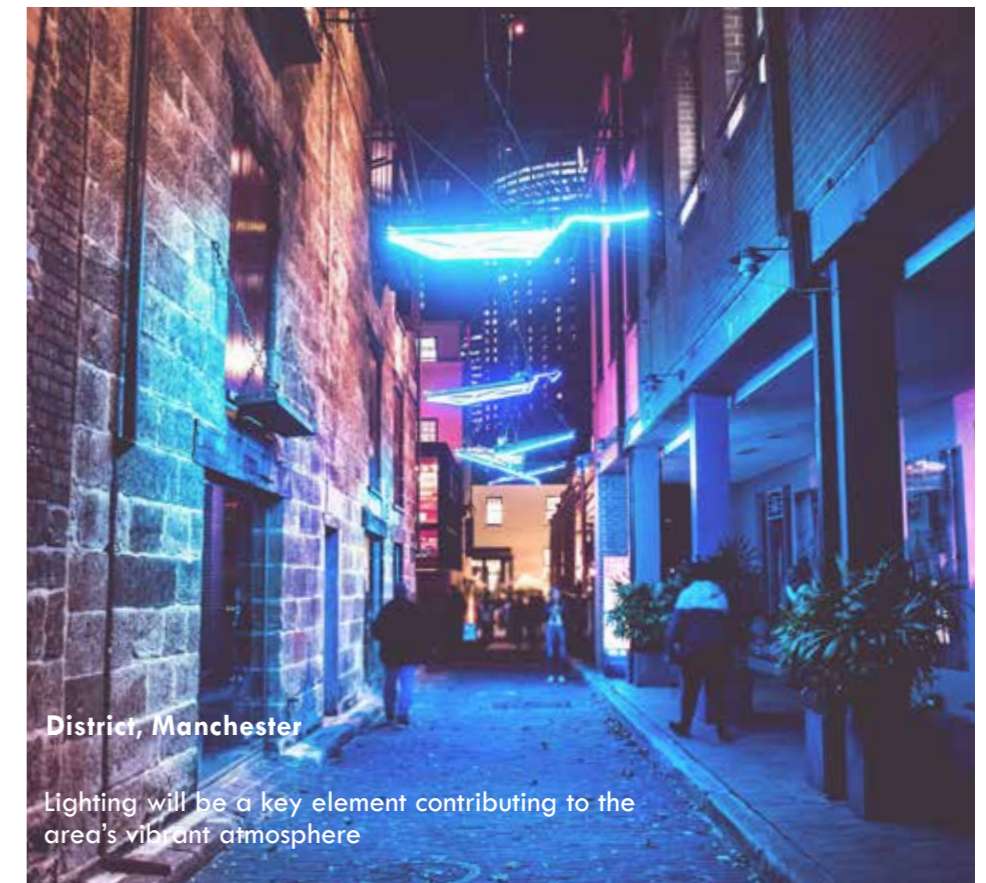
Camden Market, London

Extensive spillout areas will serve local businesses



Colinton Tunnel, Edinburgh

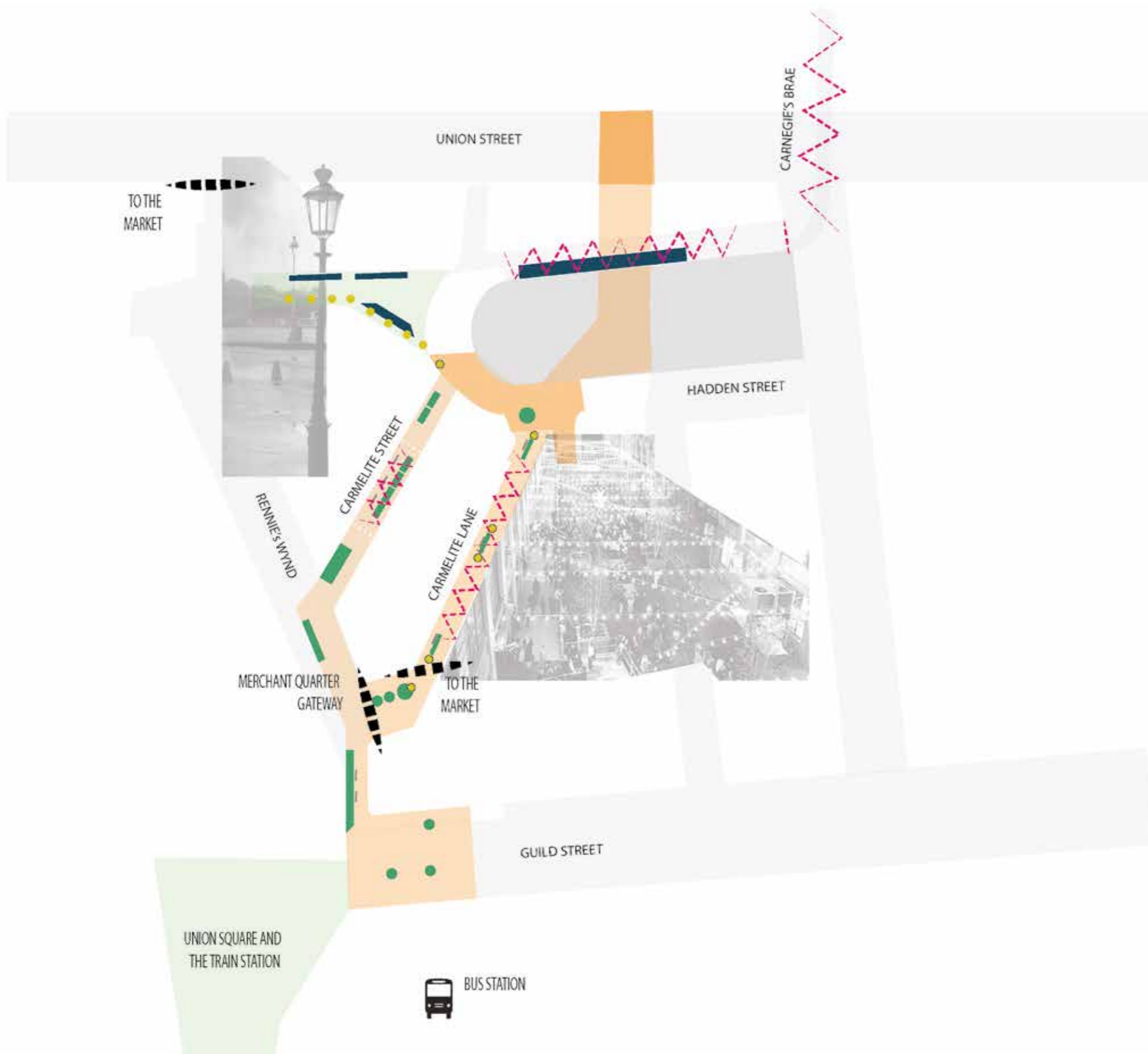
Street art will unlock the market quarter's potential as a destination and create 'insta worthy' moments



District, Manchester

Lighting will be a key element contributing to the area's vibrant atmosphere

Appreciation and activation

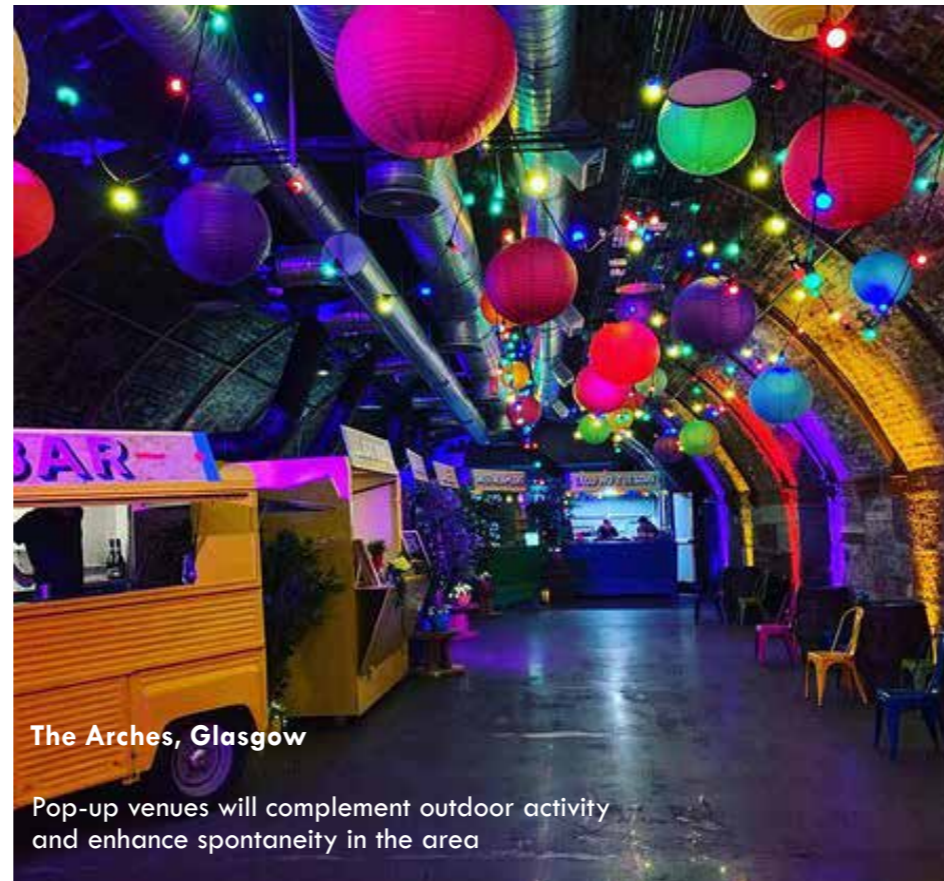


Key

-  Cafe spill-out seating
-  Improved wayfinding and streetscape interventions zone
-  Welcome mat/plaza
-  Existing plaza
-  Proposed street lanterns
-  Existing street lanterns
-  Proposed greening
-  Proposed seating
-  Wayfinding
-  Feature lighting

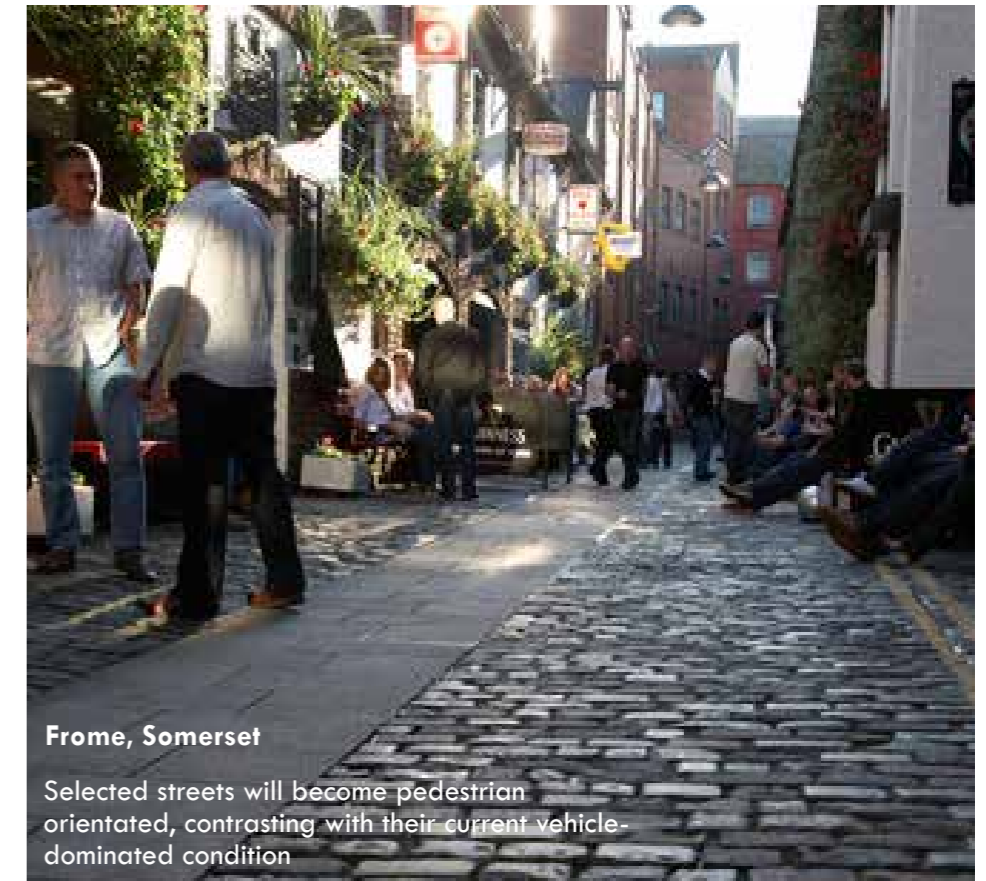
Key moves

- Enhanced wayfinding and a series of streetscape interventions from the train and bus stations to the market development via Guild st crossing, Wapping st, and both Carmelite St/Carmelite Ln
- Rationalisation of cafe spill-out space and addition of spill-out space to East Green
- Continuation of historic street lanterns along the Green and down Carmelite Lane
- Greening and seating opportunities along Carmelite St/Ln to improve atmosphere and character of route.
- Feature lighting to listed arches at East Green/Market Street
- Feature lighting to the Tunnels to create immersive experience
- Catenary lighting to East Green, Carmelite Lane and Carmelite Street



The Arches, Glasgow

Pop-up venues will complement outdoor activity and enhance spontaneity in the area



Frome, Somerset

Selected streets will become pedestrian orientated, contrasting with their current vehicle-dominated condition



Camden Stables, London

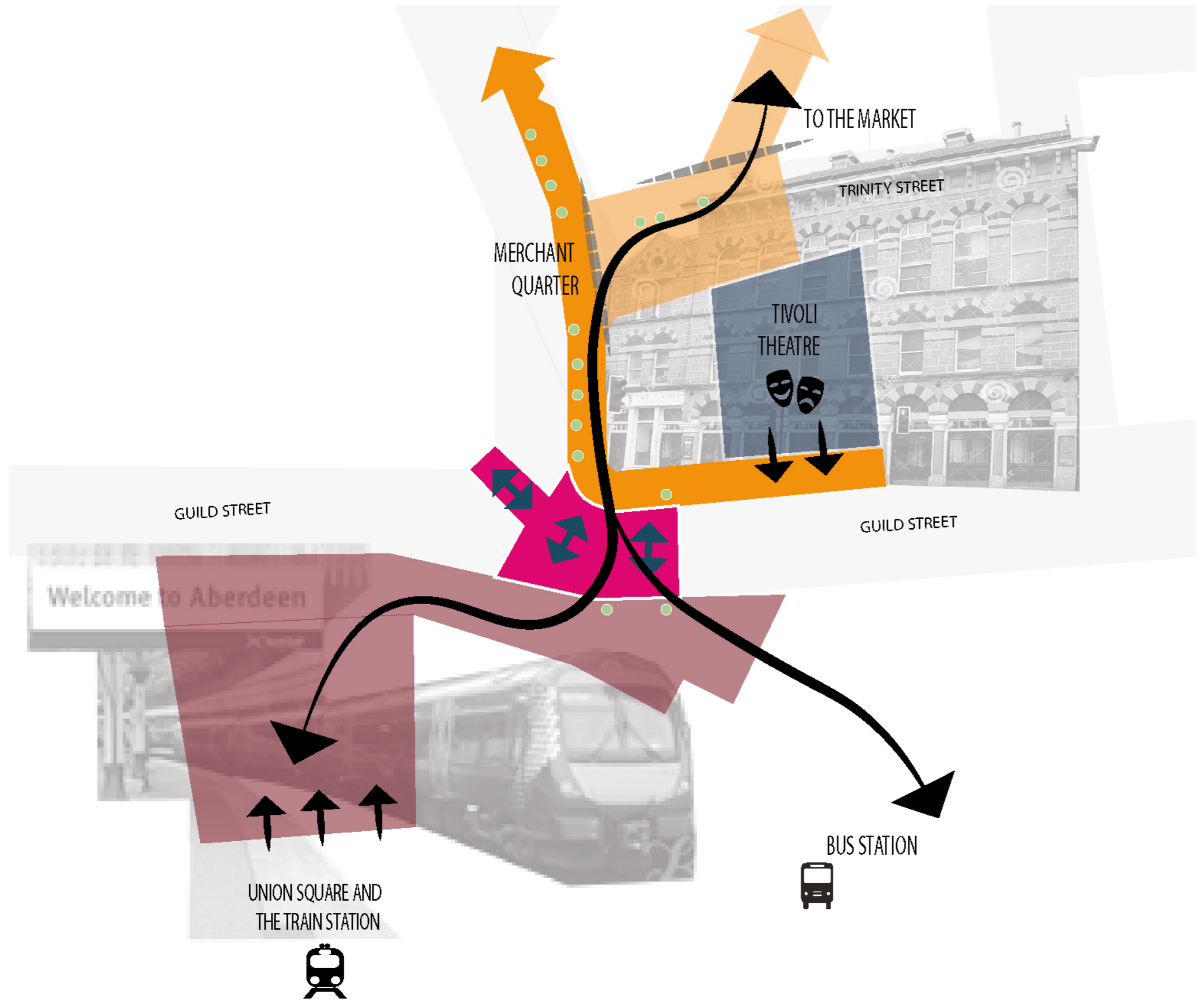
Streets will have improved verticality, with more of a focus to how what's overhead and our walls can make the area more attractive



Berlin, Germany

Paving inlays will reflect the market quarter's heritage and act as a visual guide for pedestrians

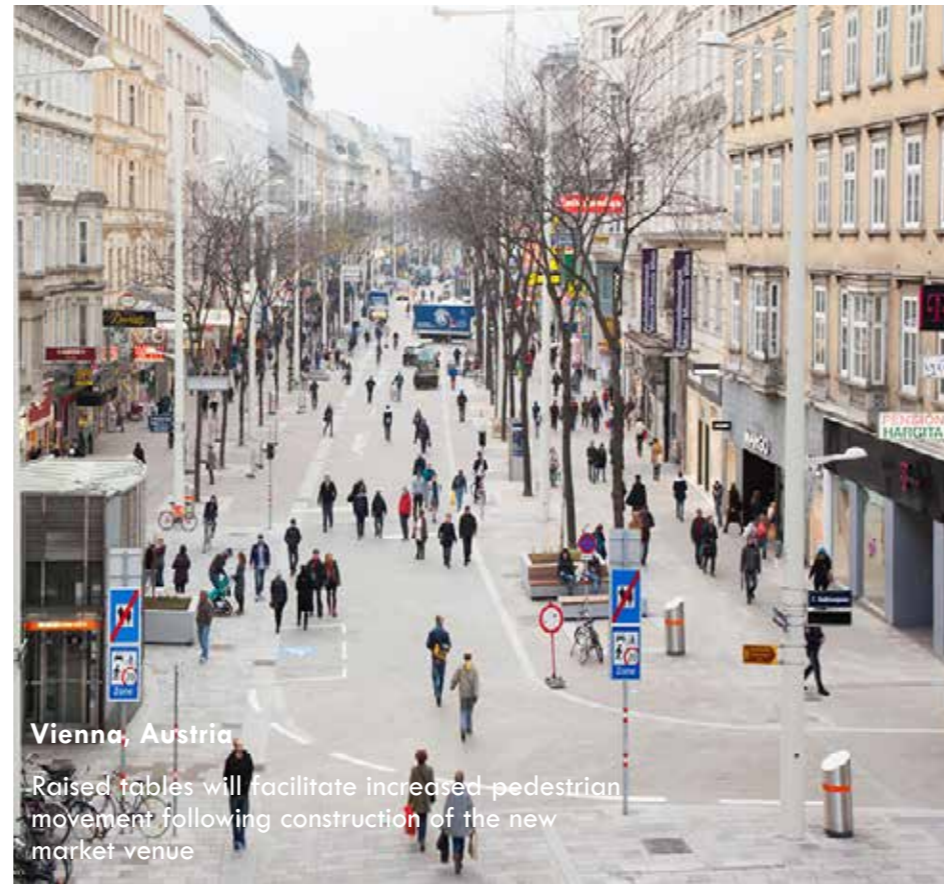
To and fro the stations



- Key**
- Carmelite Lane and Trinity Street node
 - Widened footways
 - Guild Street crossing
 - Existing footway and Union Square
 - Tivoli Theatre
 - Proposed street greening
 - Wayfinding signage
 - Spill out
 - Visual connection from Wapping Street to station
 - Key pedestrian route

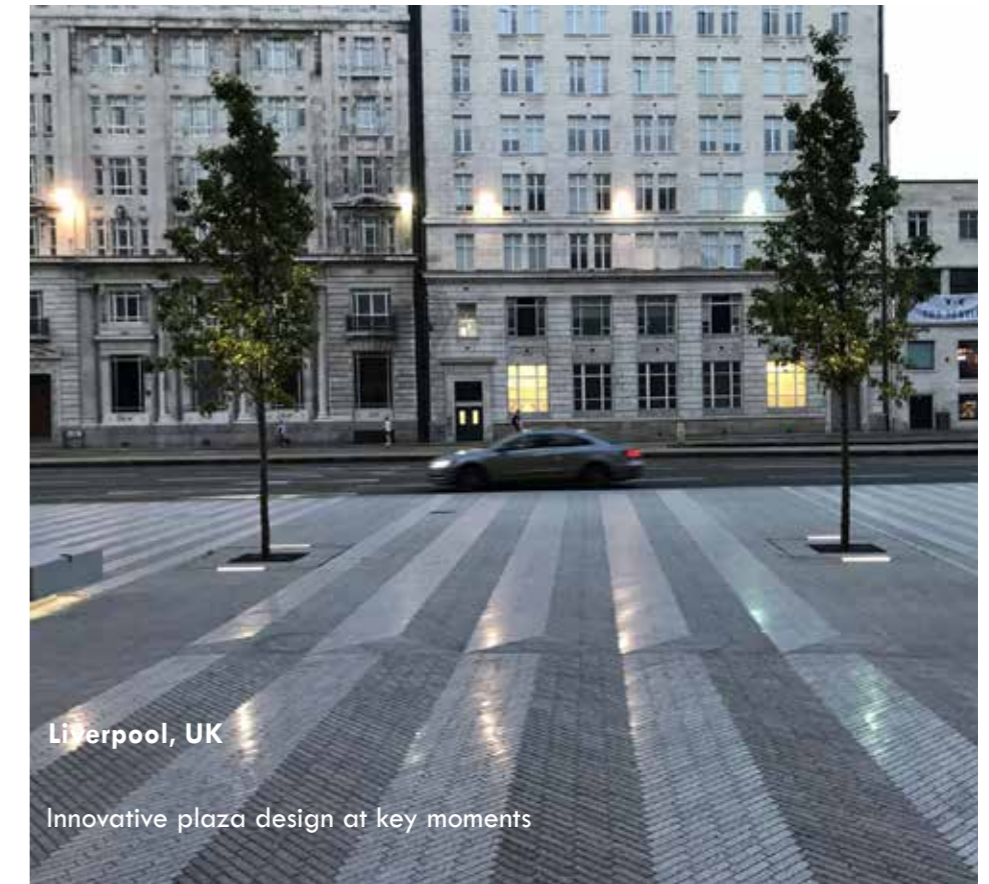
Key moves

- Widening of footpaths along Wapping Street and Guild Street
- Complete connection to train station from Trinity Street node
- Improve legibility of the station and enhance wayfinding
- Creation of a welcome mat outside the Tivoli Theatre to improve user experience and celebrate building
- Implement strategic street greening to improve quality of the public realm for pedestrians.



Vienna, Austria

Raised tables will facilitate increased pedestrian movement following construction of the new market venue



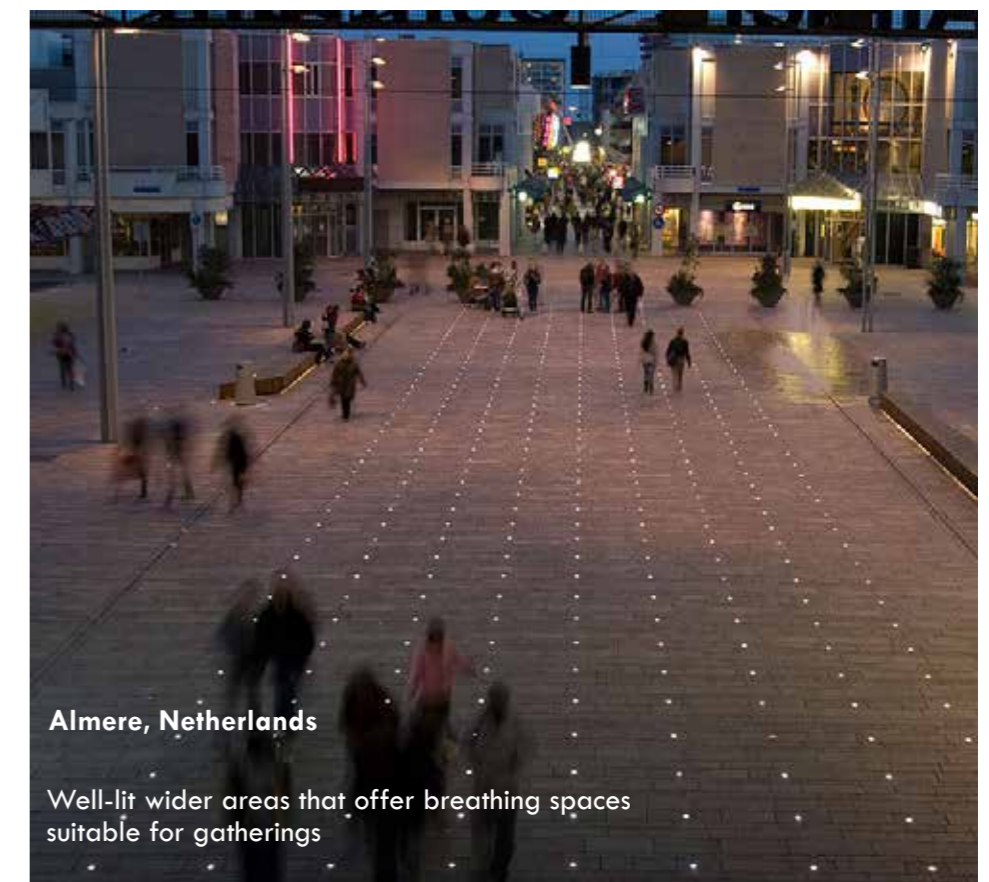
Liverpool, UK

Innovative plaza design at key moments



London, UK

Additional crossings will be denoted by modern materials and improve safety



Almere, Netherlands

Well-lit wider areas that offer breathing spaces suitable for gatherings

The projects - Phasing



The scope area is split into four key projects which can be undertaken within different time-scales. They are ranked by importance and urgency in regenerating the Merchant Quarter into a safe, vibrant and exciting area of Aberdeen City Centre.

The key project is creating the connection between Union Street, the market and down to the station via Carmelite Street. This is where we propose to improve the through-route from the market across Hadden Street, down Carmelite Street onto Wapping Street, Guild Street and into the train/ bus station. This initial phase will also see accessible parking provision improved on Hadden Street for ease of access to the Market.

The second project is the regeneration of Carmelite Lane, implementing street greening and enhanced lighting along with improved surfacing for ease of access. Carnegie's Brae also forms part of phase 2, rejuvenating a currently dangerous and unwelcoming route, there is an urgent need to improve the character and environment within the tunnel to encourage safe passage by the public.

East Green will also form part of phase 2. The project is concerned with the restoration of historic setts, improvement of accessibility and the activation of the street with spill-out seating and lighting to compliment the Market's ground floor uses.

Phase 3 will see Hadden Street and Market Street works progressed giving the market building a civic presence to Market Street. Street greening, cycle, taxi and car club provision all being incorporated on Hadden Street.

The fourth project deals with the widening of footways and improvement of surfacing to allow easier accessibility on Correction Wynd. It will also deal with the rationalisation and coordination of various spill out spaces currently habiting The Green along with the re-conditioning of the Union Street staircase.

- 1** Guild St Crossing, Wapping St, Carmelite St, Market Plaza
- 2** Carmelite Ln, East Green, Carnegie's Brae, Netherkirkgate
- 3** Hadden St, Market St
- 4** The Green, Correction Wynd, Steps to Union St

1. Carmelite Street



2. Carnegie's Brae



3. East Green



4. Hadden Street, Correction Wynd, The Green



Indicative project phasing

Implementation commencement

Guild St Crossing, Wapping St, Carmelite St, Market Plaza

+6months

+1 year

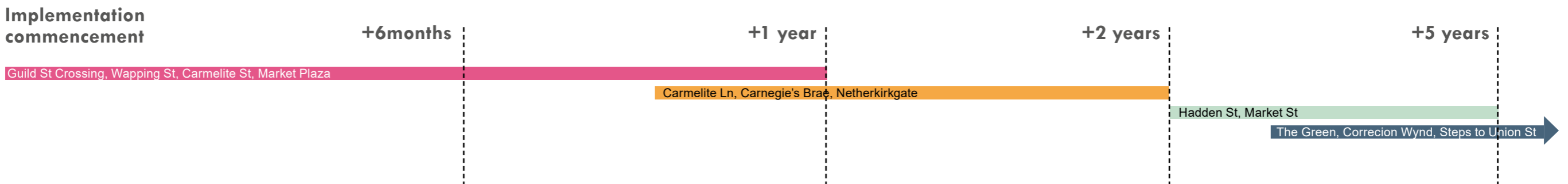
+2 years

+5 years

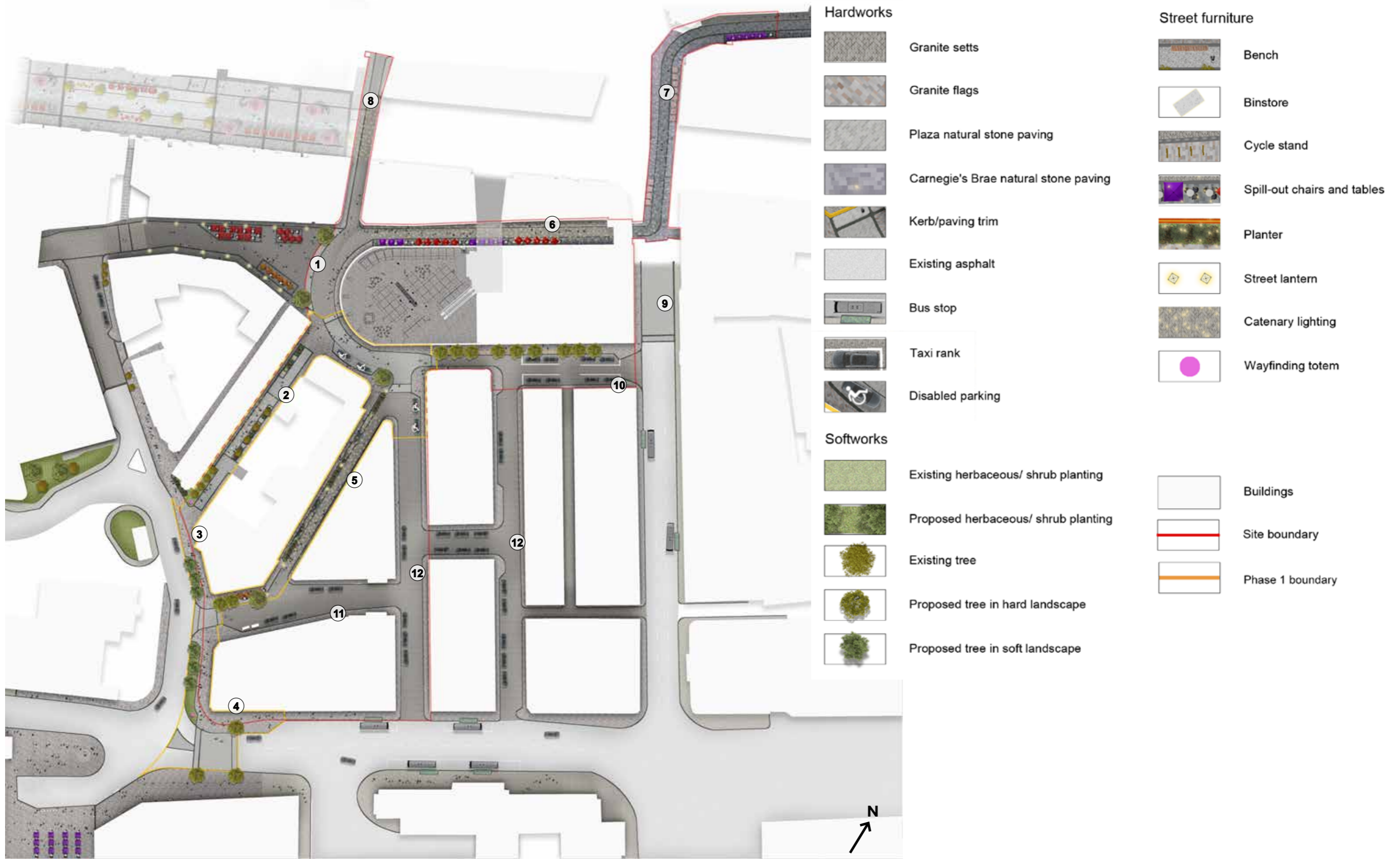
Carmelite Ln, Carnegie's Brae, Netherkirkgate

Hadden St, Market St

The Green, Correction Wynd, Steps to Union St



Landscape Masterplan - The long term vision



- 1 The Green**
- Existing natural stone setts retained, restored and made good where required.
 - New natural stone paving to market building edge tying with the internal floorscape
 - Rationalisation of outdoor seating in The Green to improve circulation and facilitate events
 - A new natural stone, raised table plaza creating a sense of arrival into the Merchant Quarter from the Market
 - Addition of cycle stands and feature tree at head of Carmelite Lane
 - 2no. accessible parking bays included

- 2 Carmelite Street**
- Existing paving and planting retained
 - Through route stopped up by the introduction of bollards. Access to private car-park retained for residents.
 - Benches added to provide refuge within the central streetscape now free of vehicle movement.
 - Catenary lighting spanning from building to building
 - Enhanced greening and existing planting replaced where needed

- 3 Wapping Street**
- A lane of traffic given over to footpath widening, promoting safe active travel on the eastern edge
 - Street greening introduced through street trees and robust low-maintenance planting
 - Opportunity to dwell with the introduction of street side furniture

- 4 Guild Street Crossing**
- Pedestrian priority crossing point, widened footways creating a plaza like space as a welcome matt to the city
 - Street greening introduced through street trees and robust low-maintenance planting
 - A widened footpath giving the theatre a street presence

- Opportunity to dwell with the introduction of street side furniture
- The start and end of an intuitive wayfinding paving inlay, totem, art trail

- 5 Carmelite Lane**
- Option 2 represented - see later section 'Carmelite Lane Optioneering' for alternatives
 - Existing natural stone setts retained in part, complimented with areas of new natural stone paving
 - Street greening incorporated through low level, robust, low maintenance planting
 - 8 retained car parking spaces, open to one way traffic
 - A continued street furniture and lantern lighting language as per those in The Green
 - Catenary lighting spanning from building to building
 - Wayfinding through paving inlays, totems and signage tying with Hadden St plaza & Trinity Street

- 6 East Green**
- Existing natural stone setts retained, restored and made good where required
 - A new natural stone edge to the Market tying with Carnegie's Brae materials whilst also being better suited to outdoor seating opportunities
 - Lighting through the use of catenary lights & appreciating the listed arch structure above on Market Street bringing the space to life

- 7 Carnegie's Brae**
- New natural stone paving throughout tying to the Merchant Quarter material palette
 - Existing sandstone arches and associated architecture, cleaned to reveal its original character
 - Lighting & art installations bringing the space to life. Alongside flexibility to host cultural events
 - Outdoor seating opportunities to Netherkirkgate considered and integrated

- 8 Correction Wynd**
- Restoration of existing setts where required
 - Extended pavement width on western side of the road to improve accessibility for all

- 9 Market Street plaza**
- A new natural stone materiality to the carriage and footways, recognising the arrival at the Market building and giving it a street presence

- 10 Hadden Street**
- Footways widened, carriageway narrowed promoting pedestrian movement and offering outdoor seating to surrounding businesses
 - Materiality continuity with the internal Market floor and connection at upper level to Union Street
 - Wayfinding a key thread through artistic paving inlays, totems & lighting
 - Street greening introduced through street trees
 - Taxi rank provision retained as existing

- 11 Trinity Street**
- Vehicular junction with Wapping Street re-configured to prioritise pedestrian movement, social opportunity, retail engagement and street greening
 - Trees introduced into existing tree pits and new feature tree implemented at foot of Carmelite Lane
 - Signage introduced to capture station foot traffic and intuitive wayfinding
 - Street furniture enhanced to provide seating, cycle parking, bin storage.

- 12 Stirling Street, Exchange Street**
- 2no accessible parking bays included to the north of Stirling Street
 - No proposed streetscape works other than making good of natural stone surfaces where required.

Aberdeen Market
The Proposals

West End

Union Street West



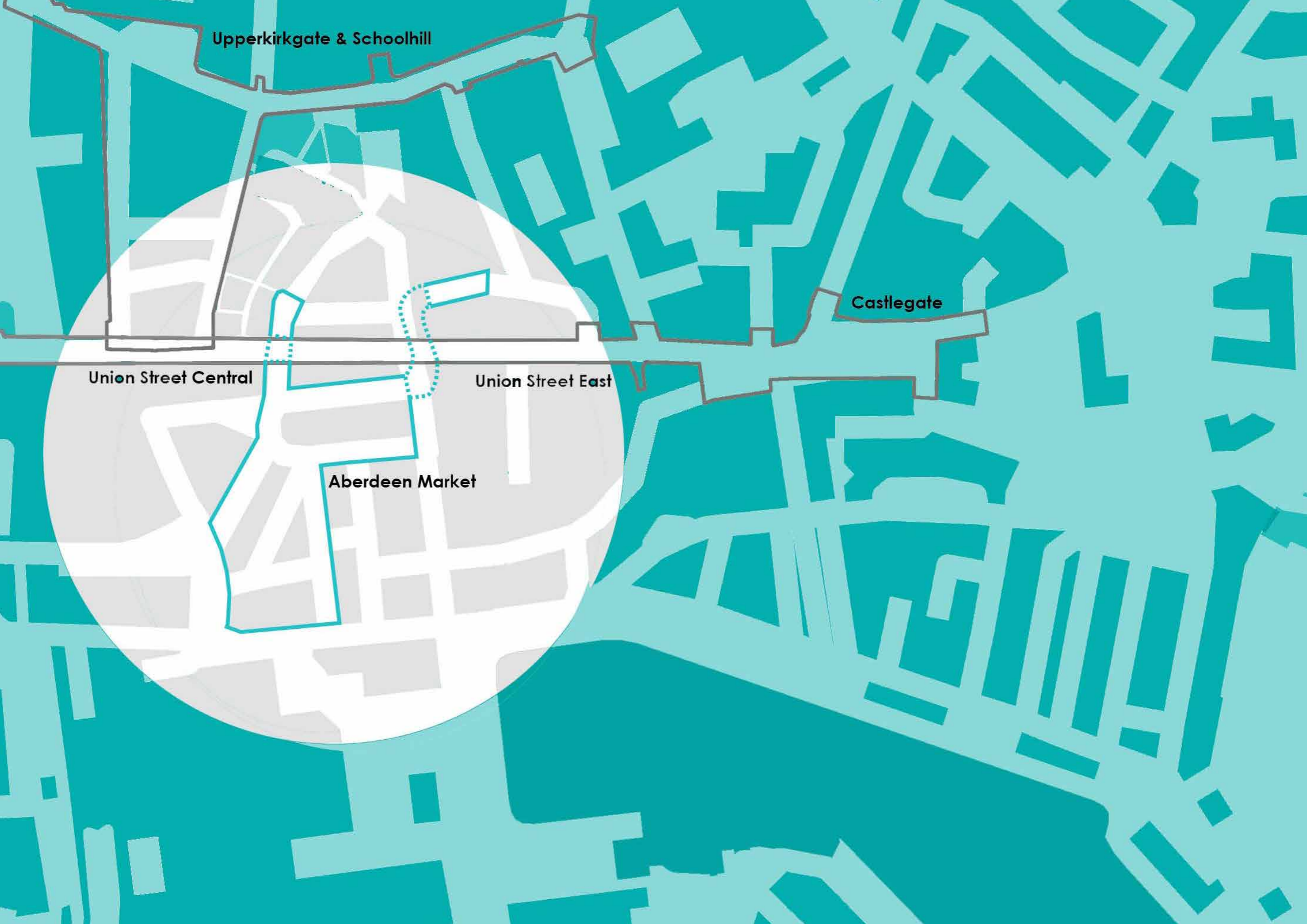
Upperkirkgate & Schoolhill

Castlegate

Union Street Central

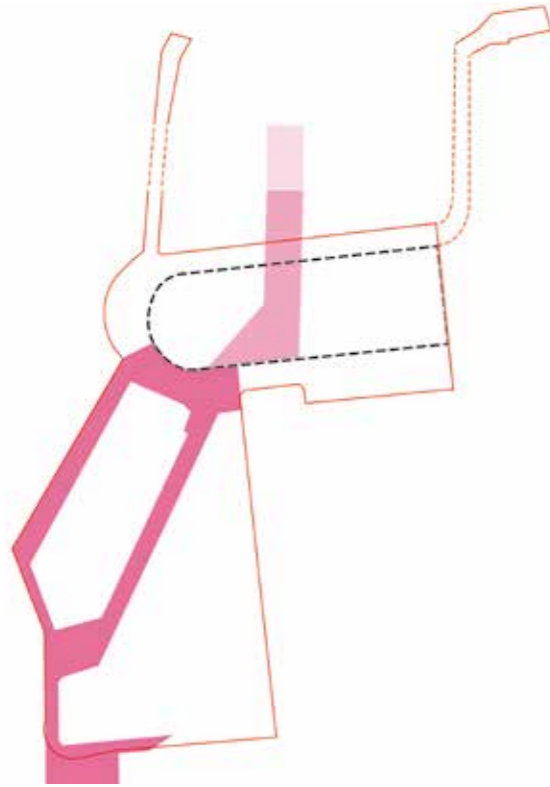
Union Street East

Aberdeen Market



Phase 1

Carmelite Street, Carmelite Lane, Hadden Street, Trinity Street, Wapping Street & Guild Street



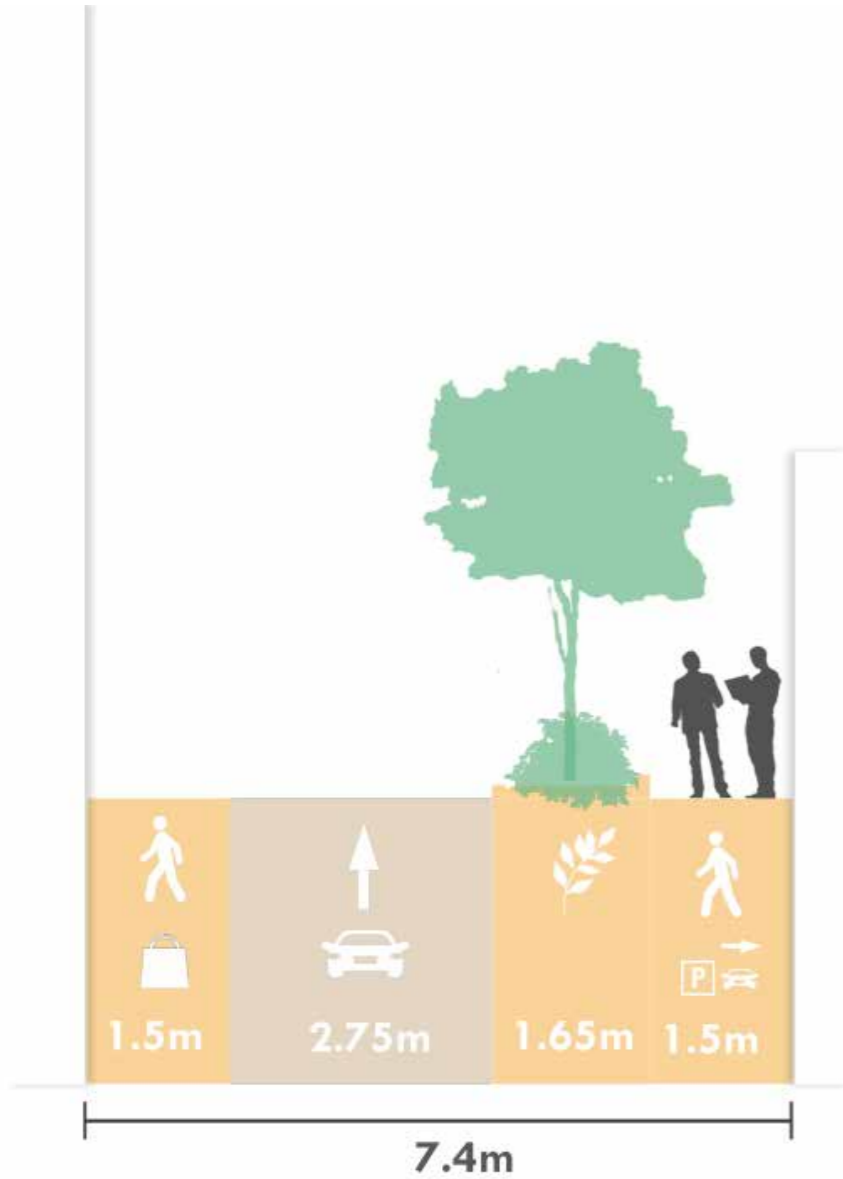
Key Moves

- An improved public realm experience and through-route along Carmelite Lane & Street
- A new raised table plaza outside the Market on Hadden Street, improving pedestrian connection to Carmelite Lane & Street
- Existing natural stone flag paving and sett restoration as required through-out
- Implementation of way-finding through artistic totems and paving inlays
- Enhanced street furniture provision (benches, cycle stands, bins)
- Integration of suspended feature lighting and street lanterns
- Introduction of street greening and tree planting
- A consistent paving material palette tying the public realm into the Market and up onto Union Street



Carmelite Street - Existing v. proposed sections

Existing conditions A



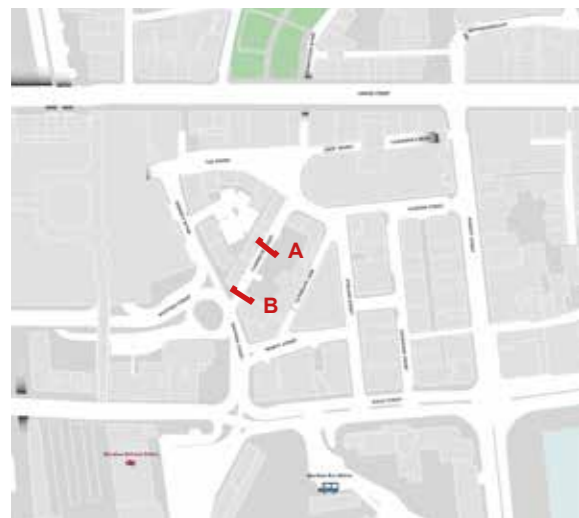
Proposed conditions A



Proposed conditions B



Section location



Key

- Pavement
- Paved carriageway/Raised table
- Greening

Key Moves

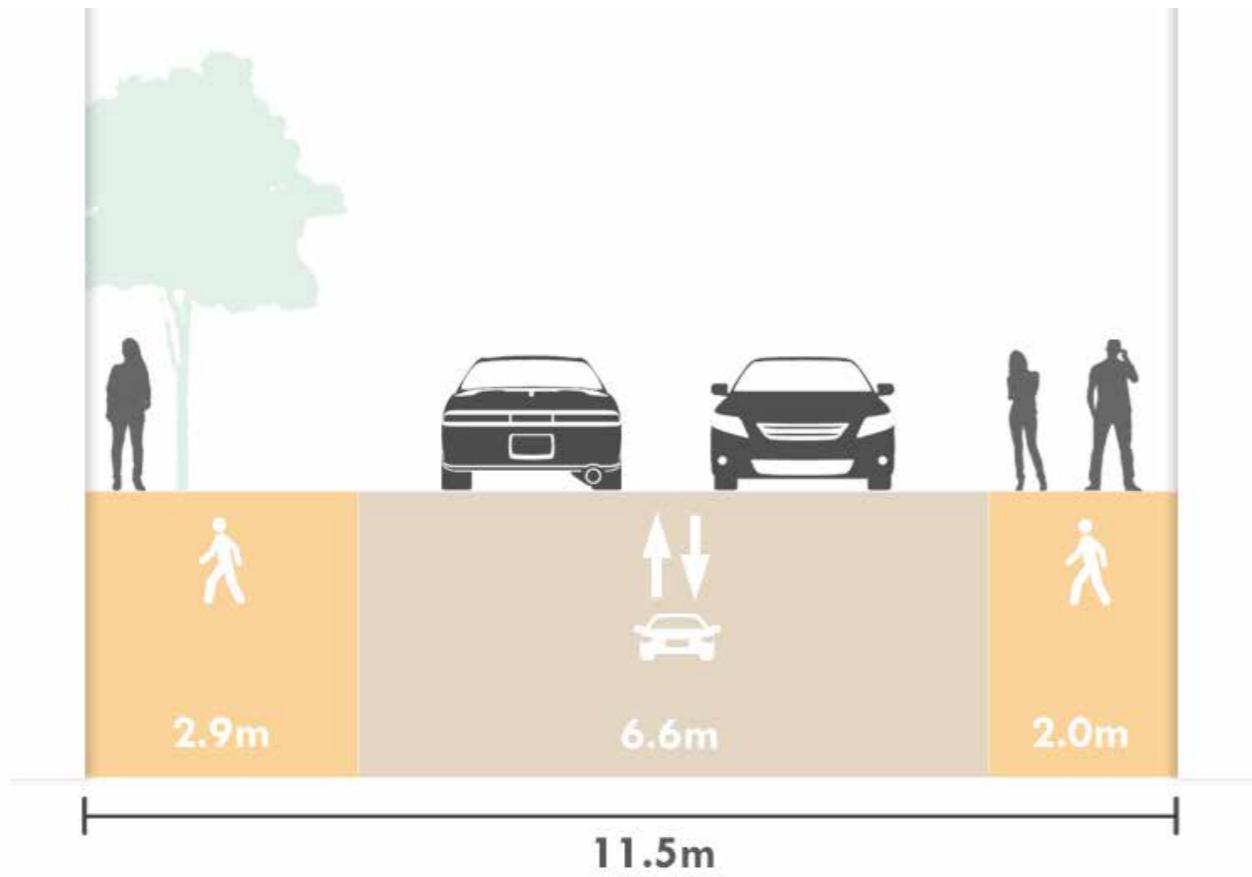
- Additional street furniture added with new seating provided in central pedestrian area
- Catenary lighting intervention introduced to improve night-time use
- Through vehicle movement removed through the introduction of bollards (car park access retained)

Key Moves

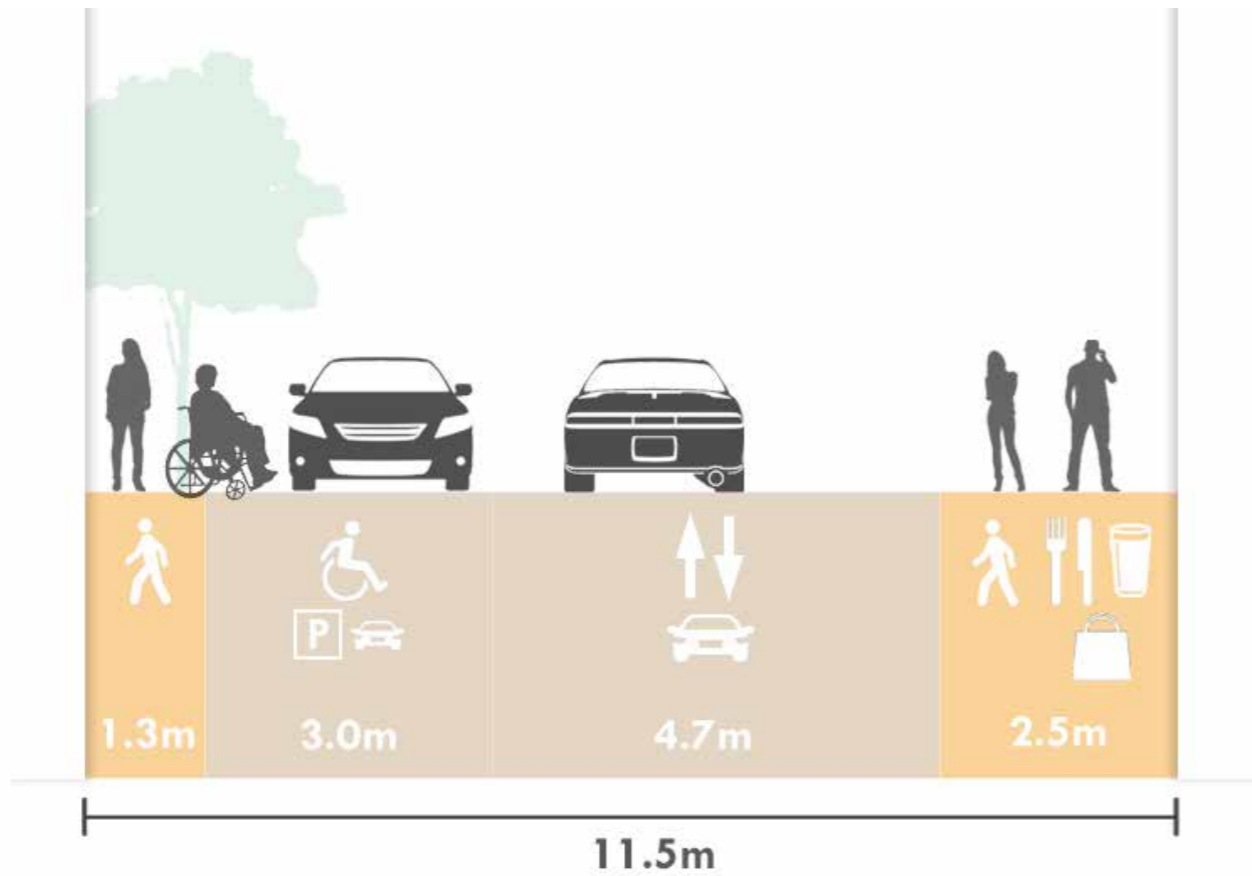
- Enhanced street greening with additional tree planting with existing shrub and herbaceous planting replaced
- Paving refurbishment/ making good progressed throughout where needed to ensure ease of access for all

Hadden Street - Existing v. proposed sections

Existing conditions






Proposed conditions



Key Moves

- Paving refurbishment/ making good progressed throughout where needed to ensure ease of access for all between the Market, The Green, Carmelite Street & Carmelite Lane
- 4no. accessible parking bays included within close proximity to the Market. Smoothness of paving quality upgraded along direct routes
- Increased footpath width adjacent the Market building to encourage footfall and spill-out of Market activity into The Green.

Key

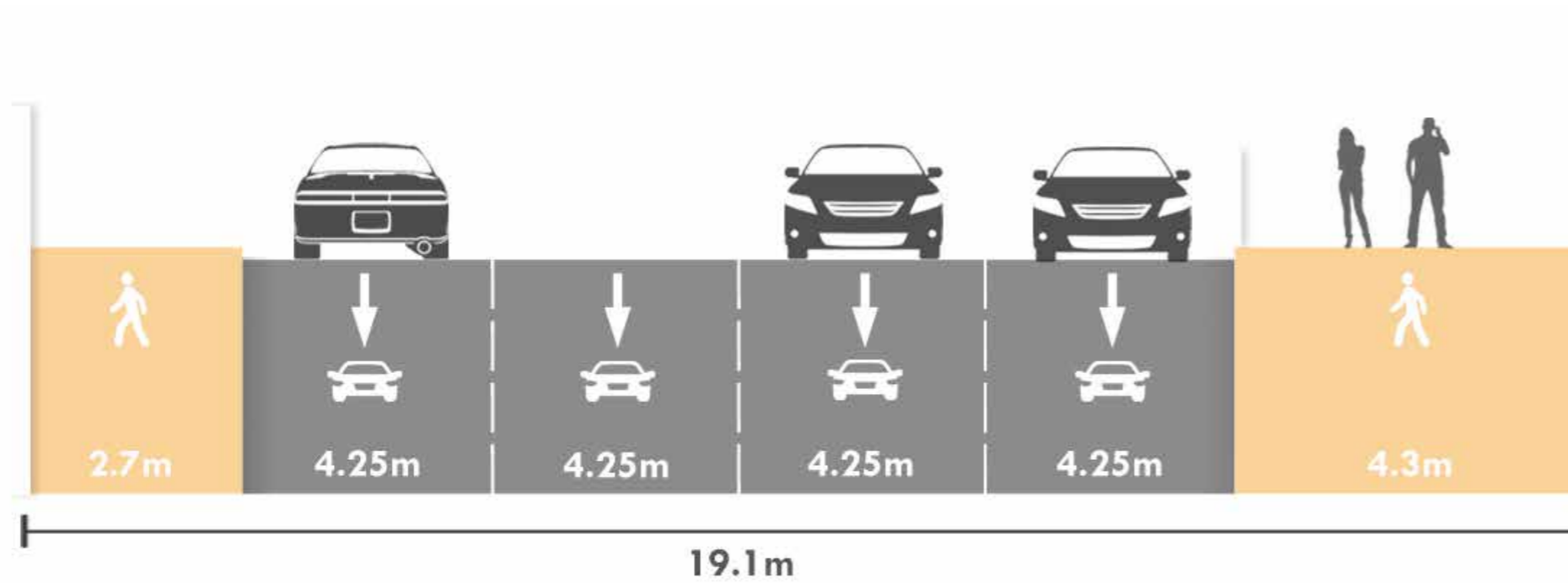
-  Pavement
-  Paved carriageway/Raised table
-  Greening

Section location

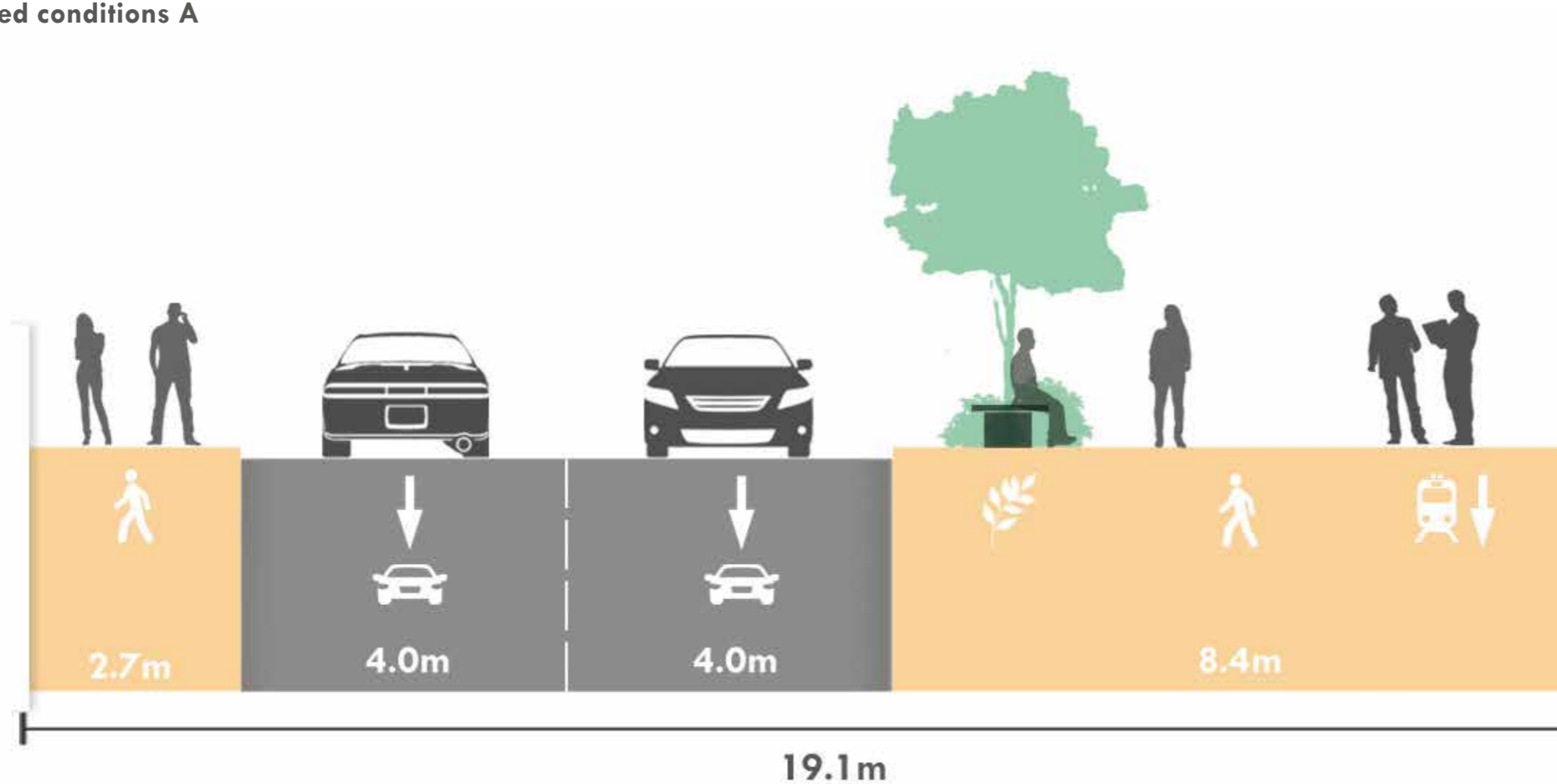


Wapping Street - Existing v. proposed sections

Existing conditions A



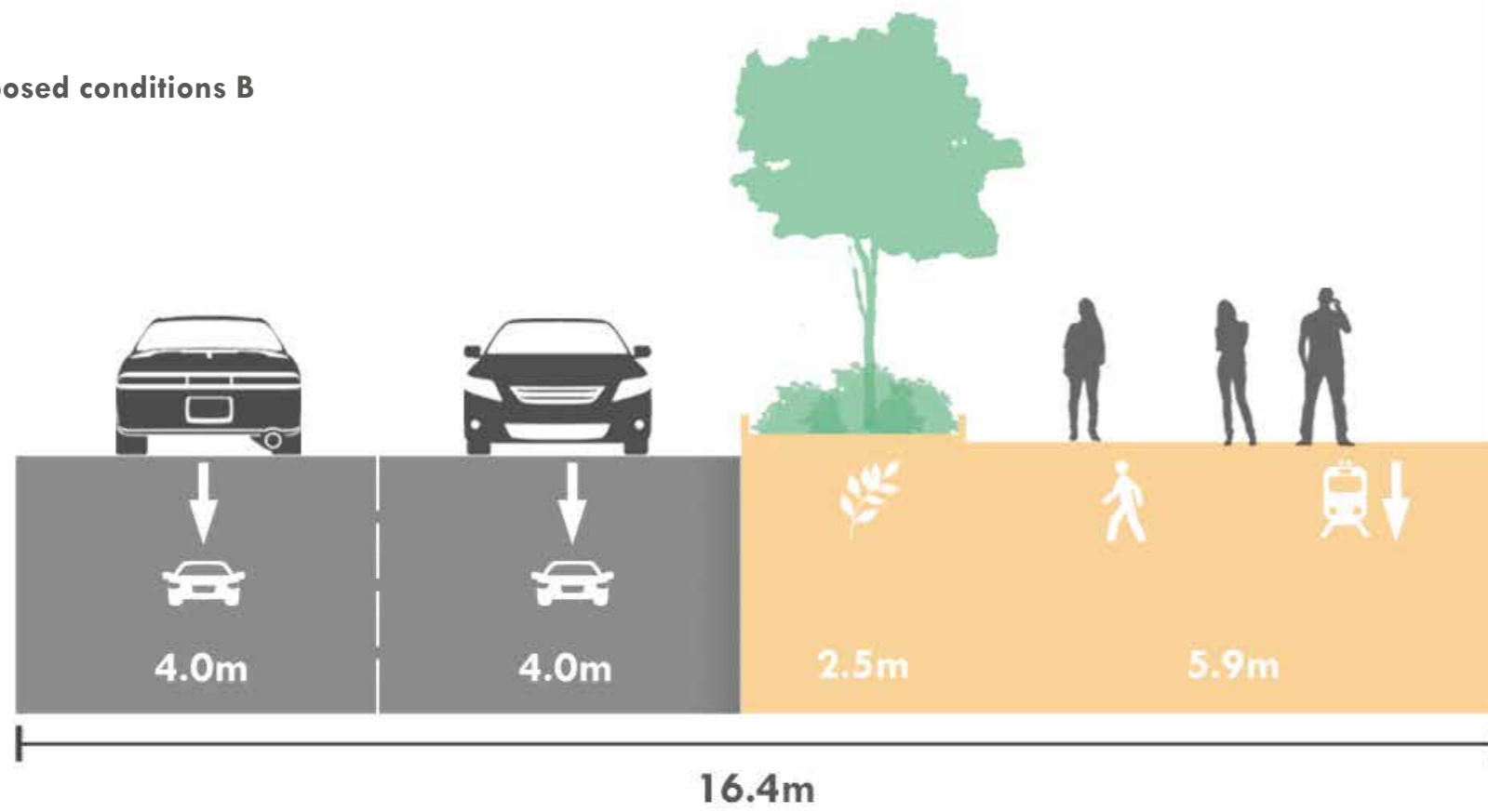
Proposed conditions A



Key Moves

- Safe pedestrian movement and connectivity opportunities introduced through the widening of the eastern footway
- Street greening and tree planting introduced to improve the streets visual amenity, provide considered separation between pedestrians and vehicles and deliver intuitive way-finding
- Street furniture locations considered with new seating provided at key locations

Proposed conditions B




Key Moves

- Safe pedestrian movement and connectivity opportunities introduced through the widening of the eastern footway. Removing the current pinch point at the end of Carmelite Street.
- Street greening and tree planting introduced to improve the streets visual amenity, provide considered separation between pedestrians and vehicles and deliver intuitive way-finding

Section location

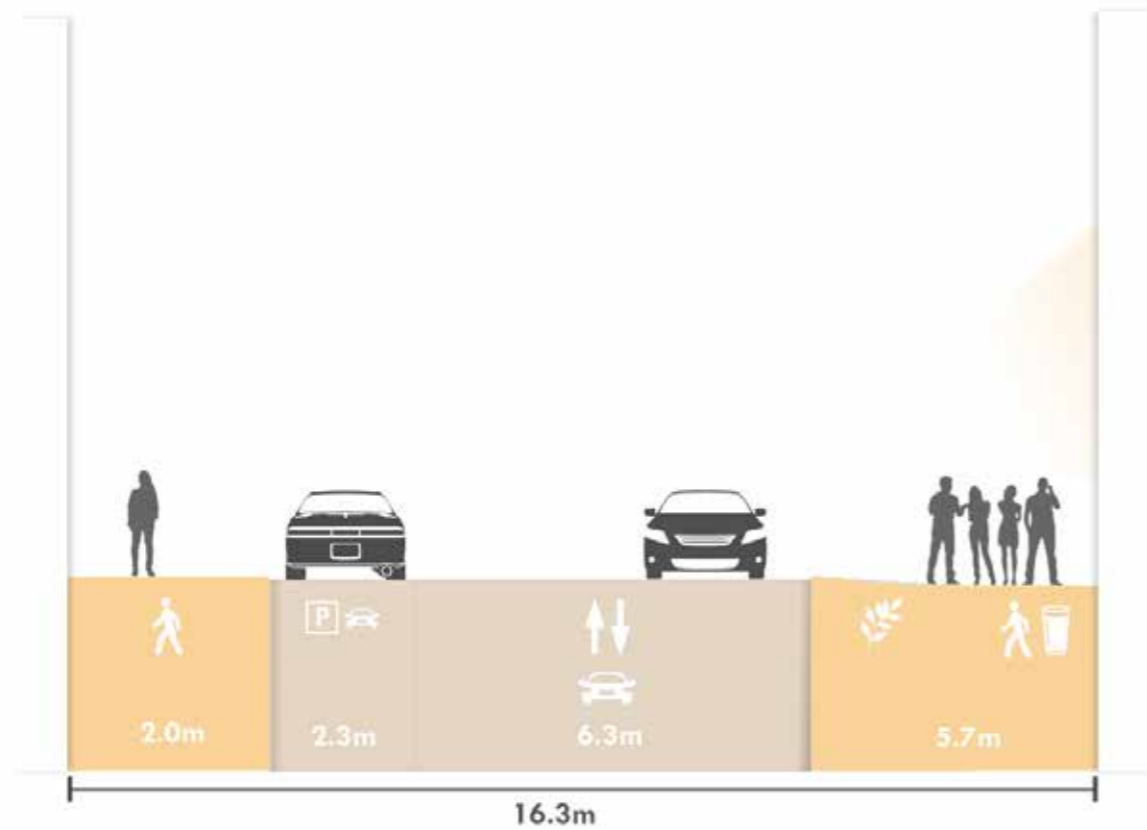


Key

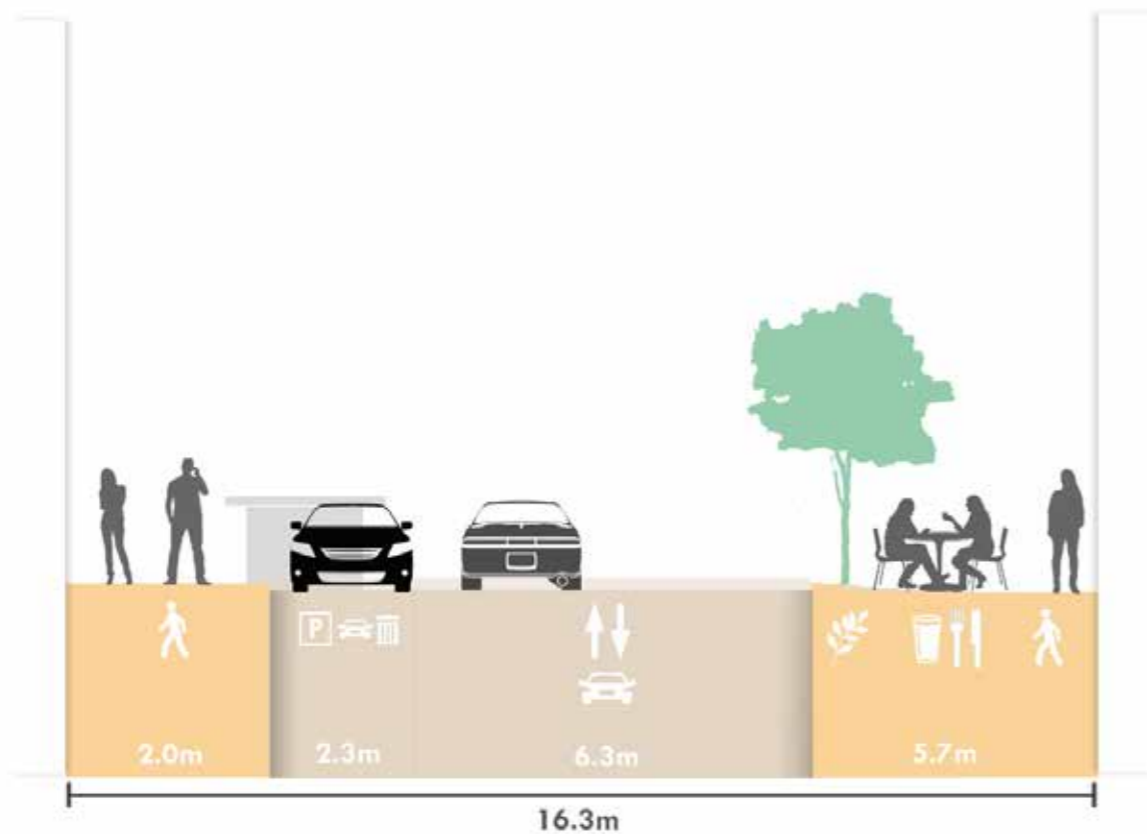
-  Pavement
-  Asphalt Carriageway
-  Paved carriageway/Raised table
-  Greening

Trinity Street - Existing v. proposed sections

Existing conditions



Proposed conditions



Key Moves

- Street greening replenished with street trees added to existing tree pits on northern footway
- Outdoor seating and spill-out space made available for local food & beverage businesses
- Reinstatement of natural stone paving to the existing raised table at Trinity/ Wapping St junction to improve free wheeled movement and accessibility for all
- Considered bin storage locations and containment to reduce on- street commercial waste clutter

Key

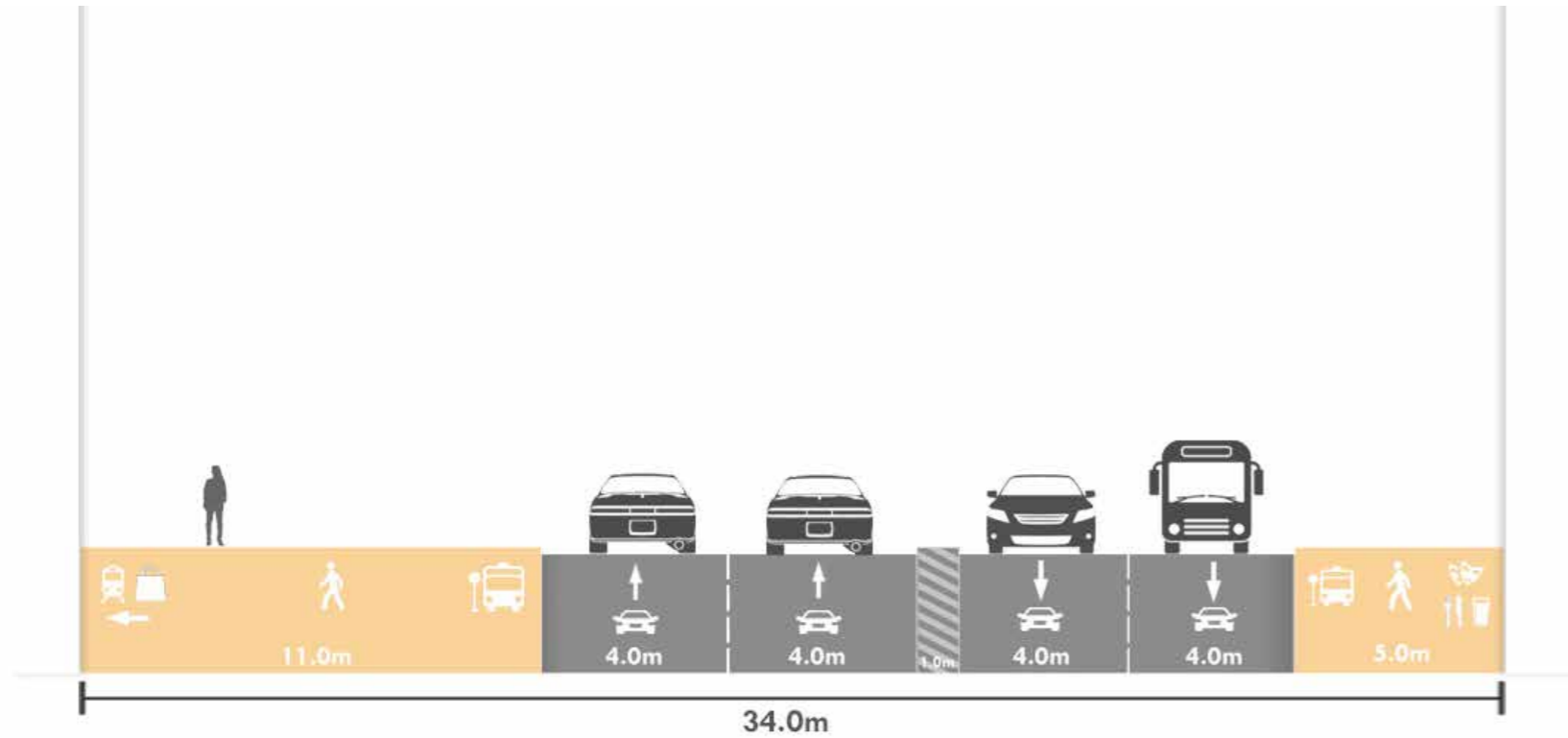
- Pavement
- Paved carriageway/Raised table
- Greening

Section location

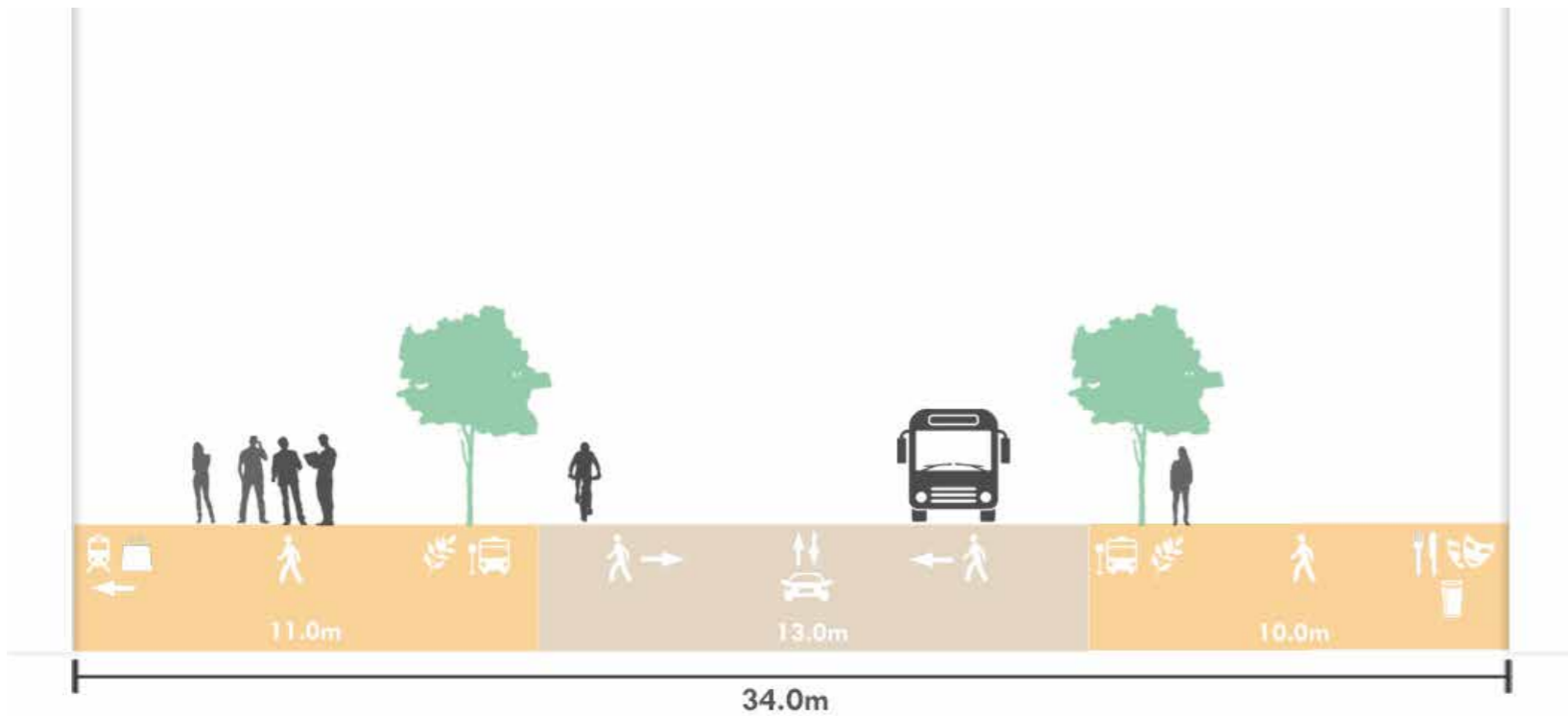


Guild Street- Existing v. proposed sections

Existing conditions







Proposed conditions



Key Moves

- Pavement widening on north side of street to improve pedestrian movement and civic presence of theatre as part of the streetscape
- Introduction of a large raised table pedestrian crossing, creating a strong connectivity link between the bus/ train station and the Merchant Quarter
- Street greening introduced through the use of specimen street trees

Key

-  Pavement
-  Asphalt Carriageway
-  Paved carriageway/Raised table
-  Greening

Section location



Carmelite Lane - Optioneering

Option 1

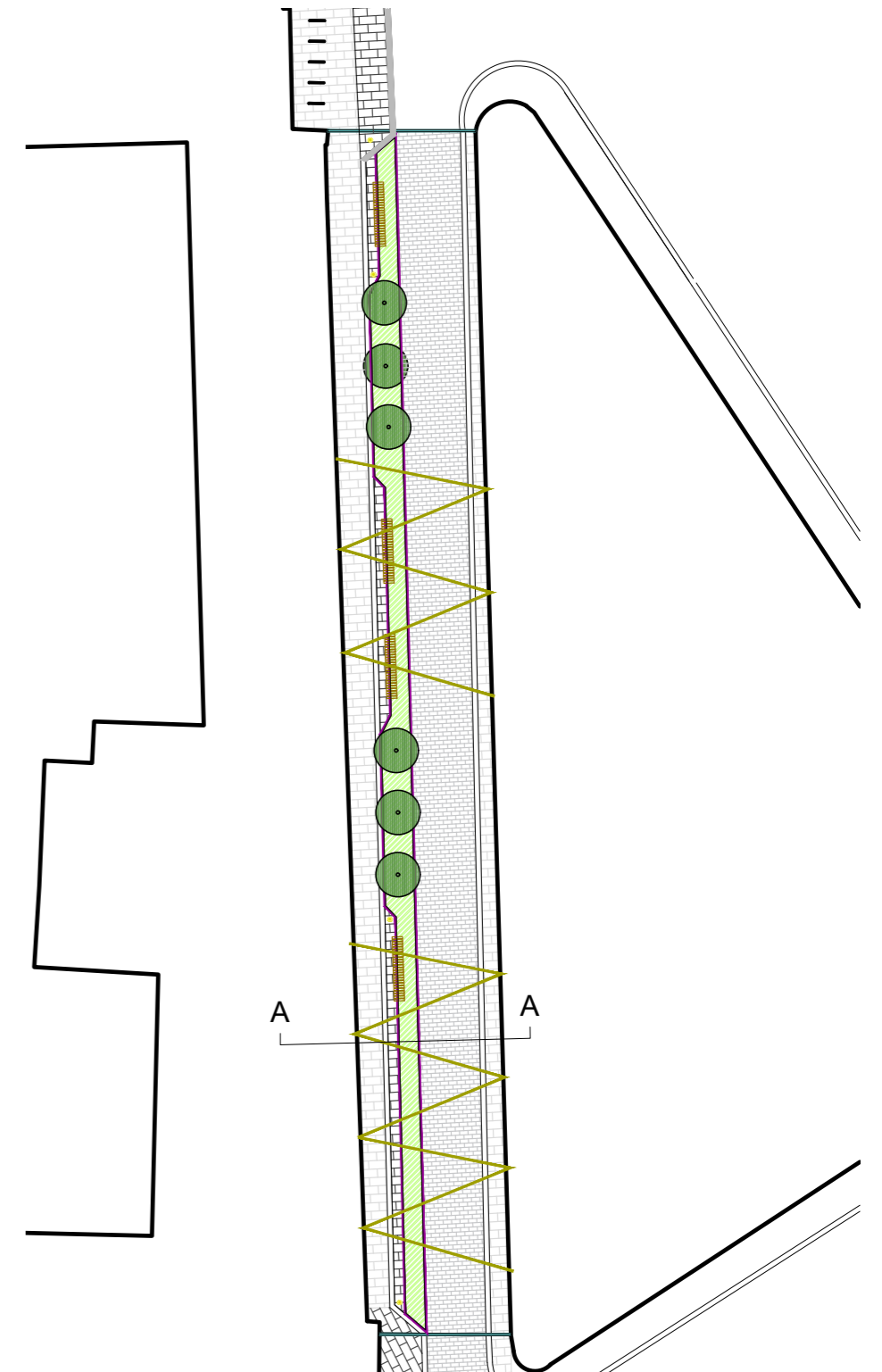
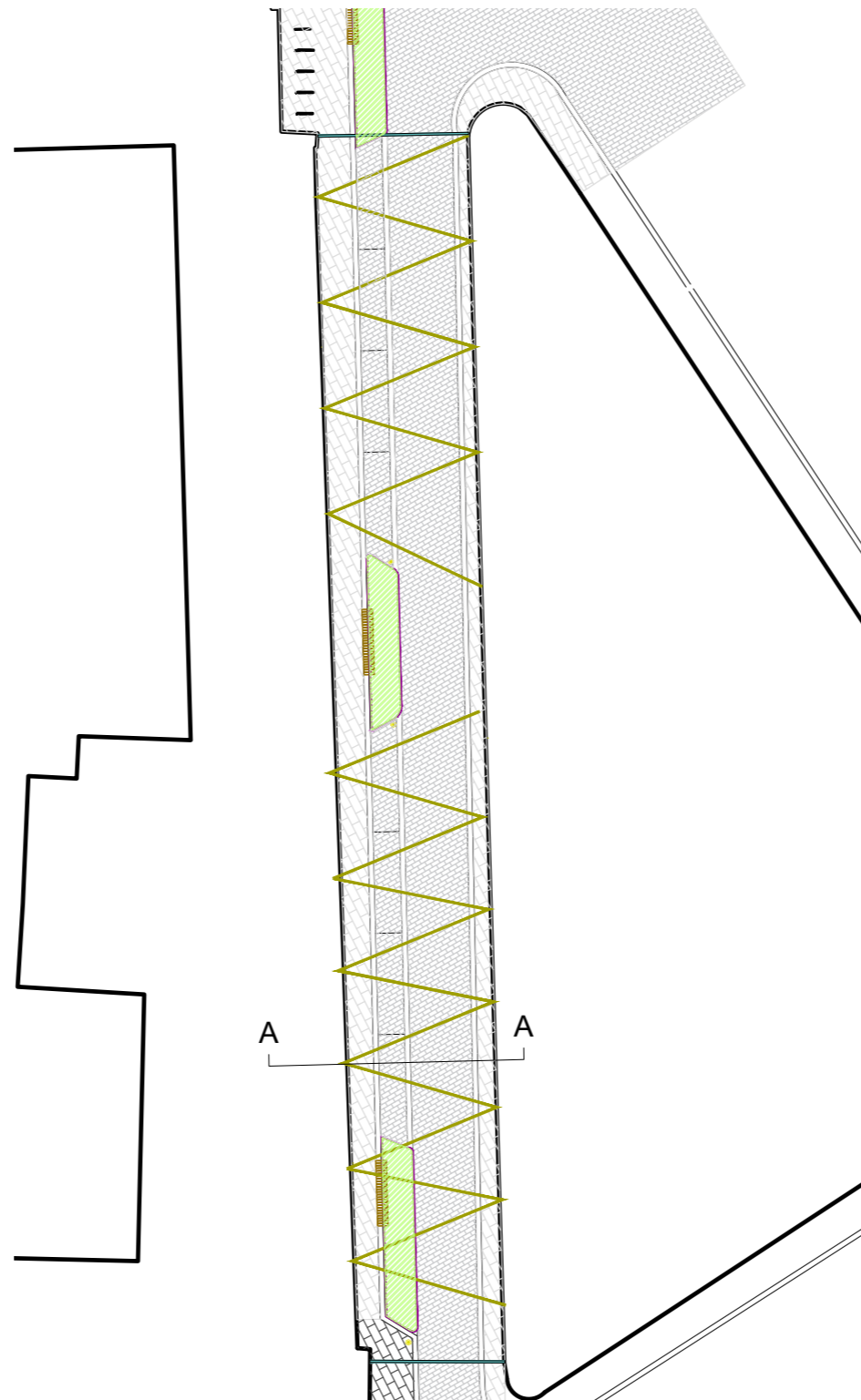
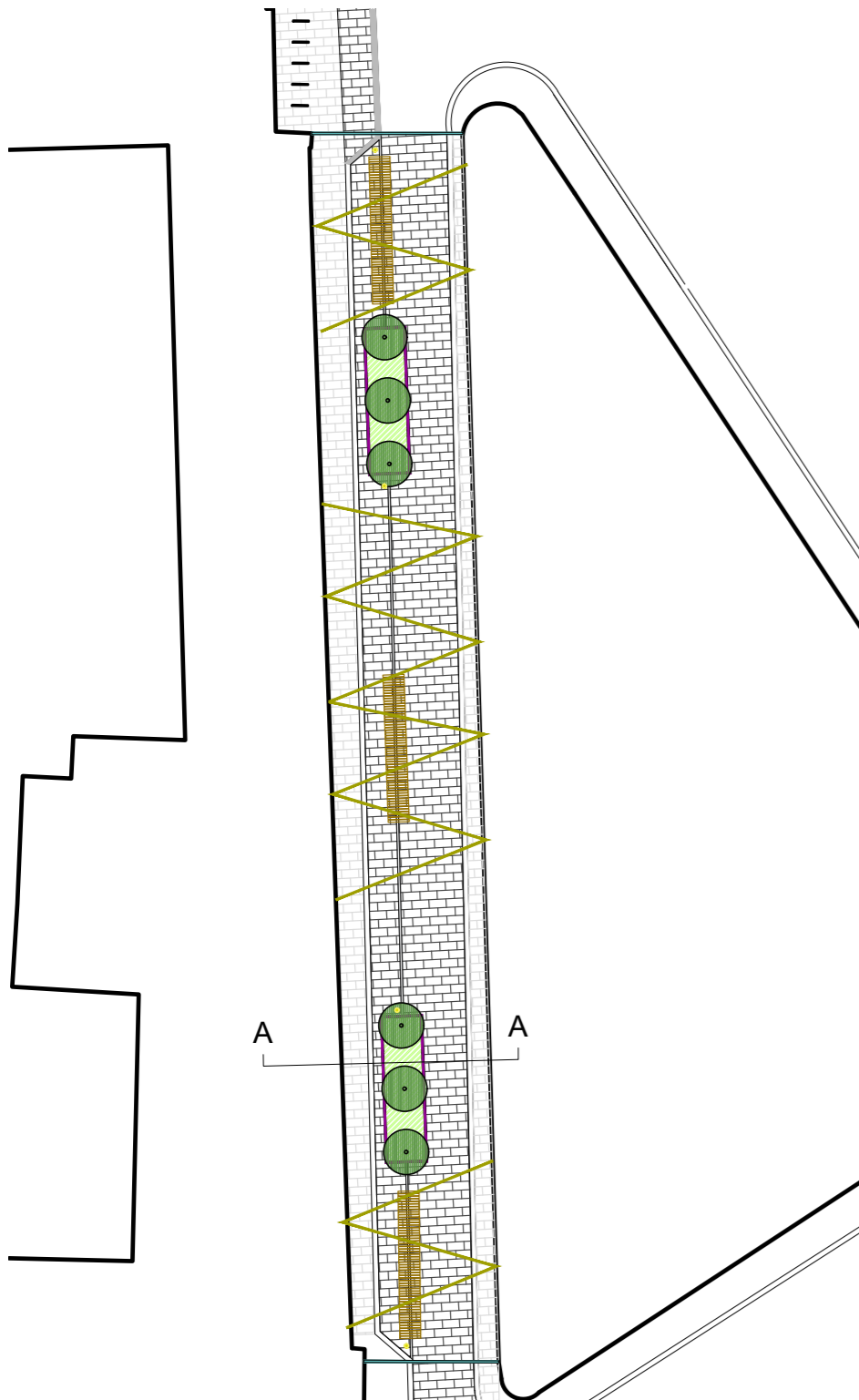
An enhanced pedestrian route through the pedestrianisation of the lane. Inclusive of raised planters, street trees, enhanced lighting and seating opportunities. Service and emergency service access retained to the eastern edge.

Option 2

A pedestrian through route retaining one-way vehicle movement and 8 no parking spaces. Medium level intervention through street greening and enhanced lighting.

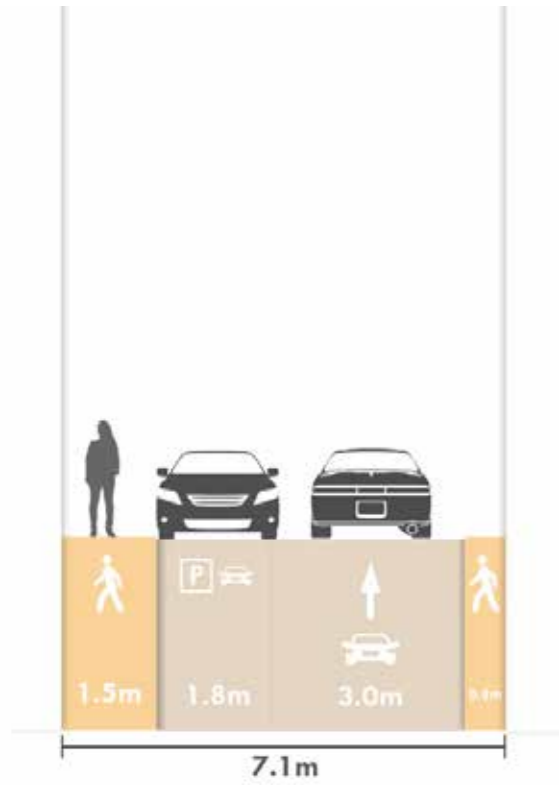
Option 3

An enhanced pedestrian route focussed on linear greening, enhanced lighting, intermittent footpath widening and seating pockets. All existing car parking provision removed but one-way vehicle traffic retained.



Carmelite Lane - Existing v. proposed options

Existing conditions



Proposed Option 1



Key moves

- Complete pedestrianisation of lane
- Integration of street furniture, street greening and trees
- Lighting and wayfinding strategy to improve intuitive connectivity through the Merchant Quarter
- Retain existing kerb lines
- Relaying of carriageway to create smooth surface for pedestrians

Proposed Option 2



Key moves

- Enhanced pedestrian experience through the integration of street furniture, street greening and trees
- Improved lighting and wayfinding strategy to improve intuitive connectivity through the Merchant Quarter
- Retain existing kerb lines
- Making good of setts where required
- Retention of 8no. car parking spaces, through traffic one way retained

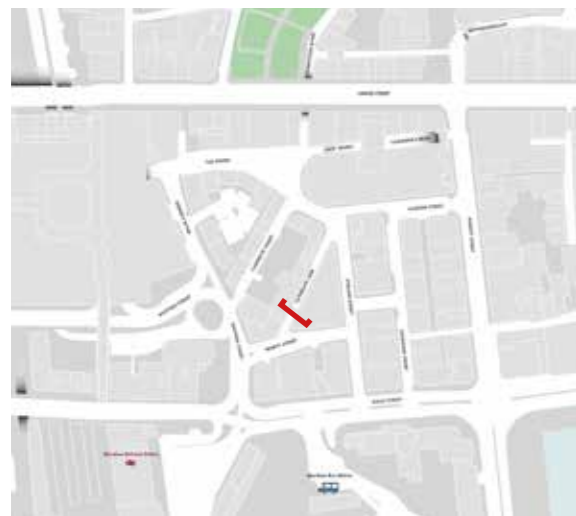
Proposed Option 3



Key moves

- Enhanced pedestrian experience through:
- Sections of widened footpath
- Integration of street furniture, street greening and trees
- Improved lighting and wayfinding strategy to improve intuitive connectivity through the Merchant Quarter
- Retain existing kerb lines
- Making good of setts where required
- All car parking removed, through traffic one way retained

Section location



Key

- Pavement
- Paved carriageway/Raised table
- Greening

Looking south towards Carmelite Street from the Market



Aberdeen Market

Enhanced wayfinding through lit signage

Increased accessible parking provision

Heritage inspired paving inlays

Pedestrian priority raised table plaza connecting Carmelite Street and The Market

Paving upgrades throughout to improve accessibility for all

Enhanced street greening and lighting to Carmelite Street

Enhanced outdoor table and chair opportunities to the Green

TO THE STATION

Looking north from Wapping Street towards the Market, via Carmelite Street





West End

Union Street West

Upperkirkgate & Schoolhill

Castlegate

Union Street Central

Union Street East

Aberdeen Market

