



City Centre and Beach Masterplan Engagement March – June 2022

Overview

The period March to June 2022 has included:

- Online and in person consultation for Belmont Street Quarter.
- In person engagement with Children and Young People for both City Centre & Beach masterplans.
- Engagement with key stakeholders such as Aberdeen Inspired, local Community Councils, Disability Equity Partnership and ACTUP.
- Preparation of an overarching engagement strategy.
- Making initial contact stakeholders to understand if there is interest in establishing a Stakeholder Forum: a group of key stakeholders who would meet on a regular basis to enable a range of views and voices to be heard as designs and implementation of both the City Centre and Beachfront Masterplans progress. Proposed membership included as Appendix 1

Projects engaged on March – June include:

- Belmont Street Quarter
- Beach Masterplan
- Union Street Central
- City Centre ETROs

Looking forward, detailed engagement plans are being prepared for:

- Beachfront Development Framework and Phase 1 investment
- Market Streetscape
- Schoolhill
- Union Street Building Condition
- Queen Street

Key Stakeholder Meetings

The schedule attached as Appendix 2 shows meetings undertaken and upcoming. This planner is under development and is updated when design programmes are confirmed for each project. A summary of each stakeholder engaged with, and topics covered is provided below

Who	ACTUP
When, why, What, Actions, Outcomes	10 th March – Introduction to Beach Design Team. Overview of masterplan Suggestions made by NES and DEP to ensure accessibility of engagement for all. Follow up User Journey Mapping session agreed with DEP.
	14 th April – General update given on city centre and beach masterplan progress. City Centre: Information pack on ETROs and ETRO progress. ACTUP provided with progress update. No specific actions on CCMP required. Beachfront progress: Framework document and consultation update. Agreed to undertake next steps consultation with DEP and taxi operators.
	12 th May- Specific update on Belmont Street Quarter consultation. Members of ACTUP made aware of planned consultation.
	26 th May – Special meeting to consult on Union Street Central Options. Presentation on 4 options made by design team and questions answered. ACTUP members feedback sought by 10 th June

Who	Disability Equity Partnership
When, Why, What, Actions, Outcomes	14 th March – Introduction to streets-UK, engagement lead for CCMP and Beach 28 th March Introduction to Beach Design Team. Overview of masterplan provided. Agreed to follow up User Journey Mapping session
	29 th April Online planning session between DEP and design team for User Journey mapping session. Follow up call agreed final format and attendance at session.
	9 th May Online presentation on Belmont Street Proposals to seek DEP views. String preference for semi-permanent structures and to ensure adequate blue badge parking and taxi rank reintroduced to back Wynd. Agreed to have a follow up on Belmont Street after business and resident engagement concluded at the end of May.
	19 th May – In person workshop to discuss Beach masterplan. Large format plans of Beach “As Is” and “to Be” used to understand current accessibility issues and challenges that may arise from masterplan. Further detail on “Abledeen” bus sought to inform potential mobility hubs in masterplan. Idea of “Park Mobility” discussed.
	6 th June – Follow up meeting to discuss options presented to ACTUP members. DEP agreed to issue its written response to the options presentation. 13 th June – Meeting to discuss DEP’s response to Union Street Central Options and discuss mitigation options.

Who	Aberdeen Inspired
When, Why, What, Actions, Outcomes	18 th April – In person introductory meeting with AI team and engagement lead. Summary given of upcoming projects and engagement.
	18 th April – Networking meeting with Union Street businesses. Update given on City centre and Beach projects underway and upcoming engagement. Request for further information on city centre traffic proposals (ETRO 1&2)
	19 th April – Networking meeting with West End businesses. Update given on City centre and Beach projects underway and upcoming engagement. Sentiment that there wasn’t much in CCMP for West End businesses.
	26 th April - Networking meeting with Belmont Quarter businesses. Update given on City centre and Beach projects underway and upcoming engagement with a focus on Belmont Street. Request that businesses are able to book appointments with the team. This was undertaken.
	17 th May – Presentation of Belmont Street proposals to AI Team. AI supportive of proposals and encouraged by level of businesses engaging and (mostly) positive tone of discussions.

Who	Passenger Transport Operators Meetings
When, Why, What, Actions, Outcomes	1st April 2022 (Teams). Introduction to Beachfront proposals. Discussion of present day Aberdeen network. Consideration of future network and facilities – welcomed proposals in principle
	6th April 2022 (Teams). Introduction to Beachfront proposals Discussion of present day First Aberdeen network. Consideration of future network and facilities – welcomed proposals in principle.
	7 th April - Introduction of upcoming city centre traffic changes and Union Street Central bus stop options. Discuss provisional bus stop locations for both pedestrian and bus & taxi options with First bus. Ensure additional stops are allocated to Guild Street in the pedestrianised scenario. Model stop capacity along central Union Street for the bus & taxi scenario. Organise an in-person collaborative meeting with all operators, ACC and LDA.

	27th April 2022 (Teams). Introduction of upcoming city centre traffic changes and Union Street Central bus stop options. Present bus stop location and receive feedback. Make amendments to the maps according to the meetings discussions. Sign off on amendments to be complete in the next two weeks.
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Who	CCMP Public Transport Form
When, Why, What, Actions, Outcomes	20th April 2022 (Teams). Monthly update meeting for bus operators, taxi and ACC. Update on project progress. Await outcome of the collaborative meeting on 27th April.
	18th May 2022 (Teams). To finalise amendments in the last consultation and sign-off bus stop locations. Minor amendments to be made on bus stop locations. Proposed bus stop locations to be formally proposed to ACC committee once minor amendments have been made.

Who	Direct Cycle Groups
When, Why, What, Actions, Outcomes	10th May 2022 (Teams). Introduction to Beachfront. Outline of general principles to Beachfront re-design and discussion on access for bicycles, including present day constraints and issues. Further updates to be given as Beachfront project progresses. Introduction to the project and considerations for ongoing design captured. Welcomed proposals in principle

Who	North East Sensory Services (NES)
When, Why, What, Actions, Outcomes	18 th May – introductory meeting. Overview of plans and discussion about how to ensure all engagement is as accessible as possible. Agreed to explore having an accessible event designed specifically for NES Users.

Who	Aberdeen Civic Forum
When, Why, What, Actions, Outcomes	19 th May – Introductory Meeting Overview of plans and discussion about future engagement/. Agreed to attend October Civic Forum meeting.

Who	City Centre Community Council
When, Why, What, Actions, Outcomes	18 th May – Meeting with Chair to understand Community Council issues – women’s and young persons safety are priorities. Agreed to attend upcoming meeting.

Who	City Centre Policing Team
When, Why, What, Actions, Outcomes	19 th May – Meeting to understand key issues for Belmont St Quarter and City Centre in general. Traffic enforcement is main issue in Belmont St. Anti social behaviour amongst those misusing substances and young people requires a more coordinated approach.

Key Engagement and Consultation Events

Children and Young People – City Centre & Beach
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Permission obtained to take photographs

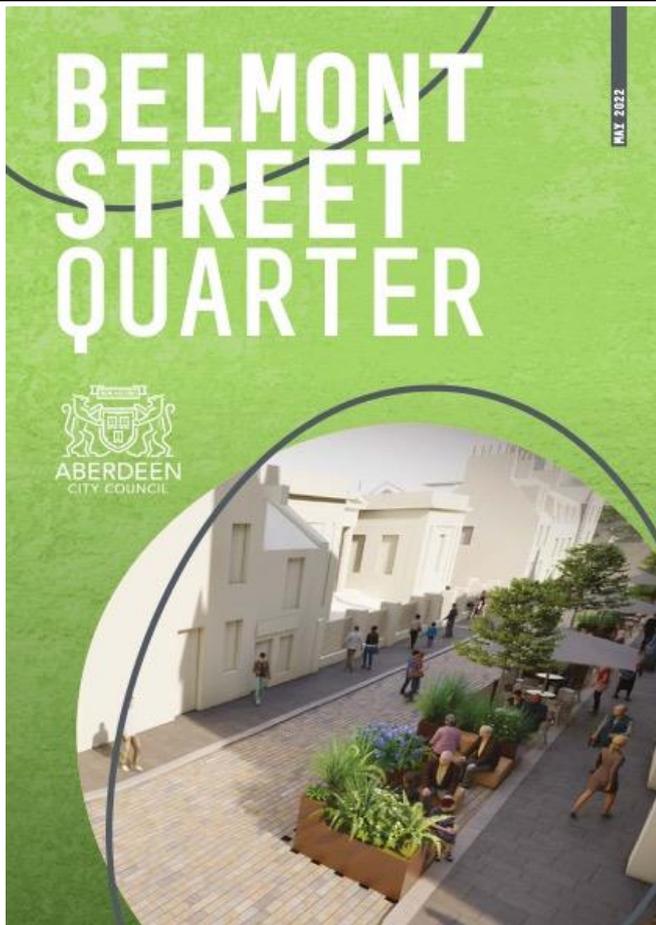
<p>When, Why, What, Actions, Outcomes</p>	<p>9th -13th May</p> <p>450 P6 pupils from Hanover Street, Seaton, St Peters, Ferryhill, Ashley Road, Gilcomstoun and Skene Square schools</p> <p>Young people were “on site” at Beach and in City Centre. Aim was to contributing further to more detailed design elements now being considered by the design teams, particularly around play and street furniture.</p> <p>The children became ‘urban explorers’, choosing locations to focus on and working with the design team members and facilitators to understand the design process and clarify what is important to them in these spaces. The exploring was followed by discussion and debate using giant maps of the locations and the children’s thoughts and feedback gathered by the team. As well as being of enormous benefit to the design teams, the process was also beneficial to the children’s learning around elements of geography, sustainability, citizenship, participation and creativity. The findings of the exercise will be shared with the schools through a bespoke website that the children can contribute to and utilise to share with other pupils and family members and can be updated on an ongoing basis as the design process continues.</p>
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<p>Belmont Quarter Businesses and Resident Engagement</p>	
<p>When, Why, What, Actions, Outcomes</p>	<p>17th -27th May.</p> <p>Local businesses and residents were asked to comment on proposed design options for Belmont Street Quarter and to state their preference between umbrella/barrier or semi permanent structure. Those interested in operating outdoor spaces were asked to note interest.</p> <p>Online, newsletter drop and in person activity undertaken. Newsletter distributed to 500 businesses and residents within the area. The Council communications team issued press and social media releases to raise awareness.</p> <p>People attended drop in events in the City Art Galley over 2 days. Events were staffed by ACC officers and design team. A project webpage was set up to enable people to book an appointment and view and comment on plans online.</p> <p>Outcome of the consultation:</p> <ul style="list-style-type: none"> • 55 people attended the drop-in sessions over the two days • 44 people responded to the online survey or via email • There is overall support for the proposals. However, there are a few objectors • The preference is for semi-permanent structures (two thirds of those who expressed an opinion preferred this option even although implementation timescale is longer) • 14 businesses expressed interest in operating outdoor space • Concerns were raised about

- Traffic enforcement & delivery times
- How outdoor spaces will be allocated
- Maintenance and use of public seating areas
- Safety of semi-permanent structures overnight
- Public seating attracting anti-social behaviour
- Including/excluding pavements in the outdoor seating areas
- Moving taxis back to Back Wynd
- Not installing Bollards
- Location & numbers of blue badge parking

Several businesses are interested in doing more for the area: for example, running young persons events, holding street events to create interest and excitement and collaborating on joint initiatives.

The team will now issue feedback addressing the above issues and explaining next steps including the process/timescales.



 An aerial photograph of the Belmont Street Quarter development, showing a wide pedestrian walkway with outdoor seating areas, trees, and modern buildings. The text 'BELMONT STREET QUARTER' is prominently displayed in large white letters on a green background.

WHAT NEXT?

A team of designers and engineers are developing detailed designs for the area alongside the overall operational plans and how these changes will be implemented as well as look.

Both businesses and residents will continue to be consulted on the draft design over the coming weeks.

A drop in surgery will take place in the Seminar Room, Level 2, Aberdeen Act Gallery Schoolhill, from 2pm until 5pm on Tuesday 17 and Wednesday 18 May. Members of the public and businesses can either drop in or book an appointment in advance to talk to one of the team. You can book an appointment via www.stceats-uk.com/belmont

From Tuesday 17th May you will also be able to view the proposals online at www.stceats-uk.com/belmont and comment. You have until 27th May to submit your comments via the website or in person on the 17th/18th May. Council officers will be available from 2pm until 4pm each day to answer specific licensing and planning questions.

GET IN TOUCH

Should you have any queries you can contact us at:-

CCMP@aberdeencity.gov.uk

If you require this leaflet in an accessible format please get in touch.

Extract from Initial New sletter

Union Street Central Stakeholder Engagement

When,
Why,
What,
Actions,
Outcomes

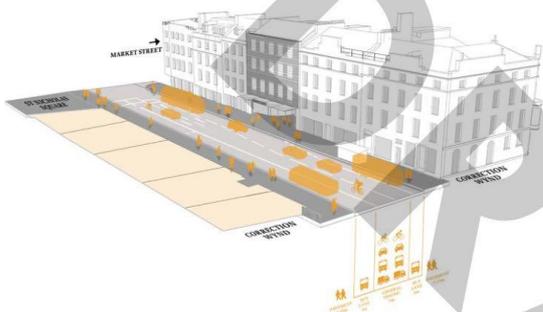
26th May – ongoing

A special meeting of ACTUP was held on 26th May to consider 4 options for Union Street Central. The 4 options were prepared from a long list of initial options considered by ACC officers and the design team. The diagram below summarises the 4 options.

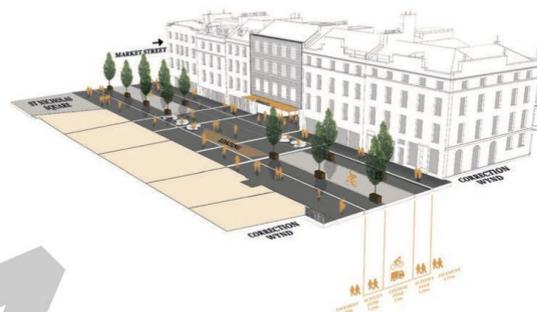
A full presentation pack was prepared and issued in advance to ACTUP members. An audio description accompanied the pack issued to DEP. The diagram below provides an overview of the 4 options.

Proposed Union Street Central Options

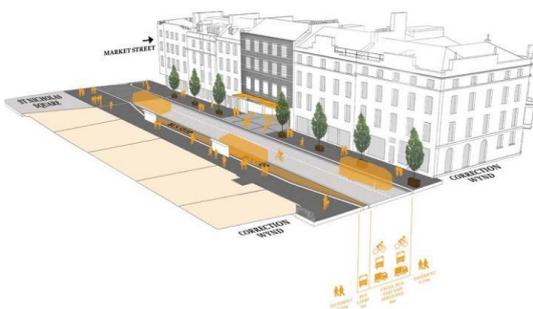
Option 1 - Do minimum



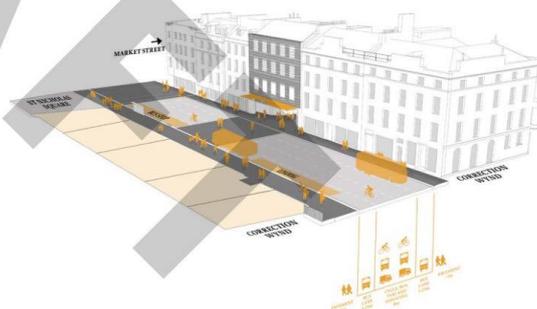
Option 2 - Pedestrianisation



Option 3 - 2 lanes with bus stop laybys



Option 4 - 4 lanes



ACTUP members were asked to issue initial feedback by 10th June. Aberdeen Cycling Forum, DEP and Grampian Cycle Partnership all took the opportunity to provide written feedback which can be summarised as follows:

Aberdeen Cycling Forum: Option 2 preferred

DEP: Option 3 preferred

Grampian Cycle Partnership: Option 2 preferred

Appendix 3 to this paper provides more detail on Union Street Central recommendations.

Representing	Organisation	Contact
Active Travel	Aberdeen Cycle Forum	Rachel Martin
	Grampian Cycle Partnership	Jon Barron
Accessibility	DEP	Katrina Michie
	North East Sensory Services	Libby Hillhouse
Community	Community Council Forum	Jonathan Smith,
	City Centre Community Council	Fiona Rennie
	George Street Community Council	Michele Macleod
	Rosemount & Mile End Community Council	TBC
	Castlehill & Pittodrie Community Council	Jacob Campbell/ William Rae
Net Zero	Aberdeen Climate Action	Alison Stuart,
Heritage	Aberdeen Civic Society	Dominic Fairlie
Tourism	Visit Aberdeenshire	Chris Foy
Business	Aberdeen Inspired	Adrian Watson
	Chamber	Russell Borthwick
	FSB	David Groundwater
	Property Industry Group	Darren McRae
Seniors	Aberdeen Voice of Experience	Via GREC
Young People	Aberdeen City Youth Council	Martin Carle
Equality	Grampian Racial Equalities Council	Dave Black
	Equalities Participation Network	Myshele Hayward



Aberdeen City Council - City Centre & Beach Masterplan
Engagement Planner March to June 2022

Key	
	Stakeholder Meetings
	Engagement & Consultation Events
	Council Boards & Committee

	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu														
Mar-22						1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st							
																	CC Forum		BOARD	ACTUP				DEP		CCMP Public Transport Forum																	
Apr-22						1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th								
May-22						1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st							
Jun-22						1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th								

	Pros	Cons	Feedback	Response
Option 1 Do minimal	<ul style="list-style-type: none"> • Cost • Public transport access • Access by all transport modes • Space for buses, taxis and servicing to stop without impeding traffic 	<ul style="list-style-type: none"> • Vehicle dominated space • Wide distance for pedestrians to cross • Narrow pavements • Wide carriageways encourage traffic speed • Cycling safety • LEZ • Air quality management • Noise 	Only option to mention access for all (DEP)	Design team and ACC officers met DEP to clarify 'Access For All' in the response at a meeting on 13.06.22 – DEP's response notes specifically that 'access for all' is mentioned in the 'Pros' listed in this option, whilst in reality, access for all modes of transport.
			provides the best access to everyone but is unlikely to be a viable option (DEP)	This option provides maximum transport access, not necessarily 'best access for everyone'. Option reverts to pre-covid access for all modes of transport. Providing direct bus and vehicular access should be considered in parallel with impact this has on overall safety, comfort and accessibility. Limited footway width restricts accessible movement with pinch points, street obstacles and an overall lack of spatial quality negatively impacting the walking and wheeling.
Option 2 Pedestrianisation	<ul style="list-style-type: none"> • 4m clear pavement for pedestrians on either side of street • planting and street trees improve environmental quality and 	<ul style="list-style-type: none"> • Buses/taxis removed from this section • Closest drop off for pedestrians would be from bus hubs at either Market Street or Bridge Street 	This is not a pedestrianised area, it is a shared space. (DEP)	4m clear pavement for pedestrians at all times on either side of street with kerbs, road markings and tactile paving. Cycling and servicing restricted to central "carriageway" space to minimize conflict and promote safety. Raised tables and hazard warning at plazas to slow down cyclists. Technical details to be agreed with DEP
			This option unacceptable to disabled people requiring on site drop off, bus	Taxi and blue badge vehicle access offset by the provision of a net increase of 13 accessible parking bays and 21 taxi

<p>climate resilience</p> <ul style="list-style-type: none"> • prioritises active travel and promotes walking/ wheeling as transport modes by making the experience more enjoyable • dedicated cycle provision • space for events, street furniture, play and art creating and enhancing public realm experience • air quality improvement • noise pollution improvement 	<ul style="list-style-type: none"> • Potential for conflict between pedestrians and cyclists and service vehicles in the cycle zone 	<p>access or Blue Badge access for drop off and collection (DEP)</p>	<p>bays proposed throughout the city centre (compared to 2019). Bus drop off/pick up proposed to be located at north ends of both Market Street and Bridge Street as close to Union Street Central as possible.</p>
		<p>Does not allow for the 50m of traversal as per BB eligibility criteria. Minimal BB spaces on the periphery leaves it likely that those needing close proximity parking may not get it - e.g. for those using support worker/taxi driver assistance. (DEP)</p>	<p>50m travel distance from accessible parking spaces does not have any formal basis in planning or transport policy. 50m is a good generally guide to support those with mobility issues that require the aid of a stick but is impossible to achieve throughout any city centre, although rest stops can be provided with that frequency and are proposed in Union Street Central. This should be considered in conjunction with the positive impacts of limiting vehicle access, including increase in footway widths, obstacle-free unimpeded access for walking, wheeling and clarity of movement, benefiting the legibility, orientation and navigation of the street for all users. Seating throughout provides rest points, beneficial to older people and those with mobility impairments, and generally for all users unable to attempt the walk along the pedestrianised section, whilst street greening provides evidenced benefits to mental health and general wellbeing.</p>
		<p>Shared space presents conflicts with cyclists and service vehicles especially where there are only informal crossing points. (DEP)</p>	<p>Shared space conflicts: as detailed above – the option provides clear delineation of movement zones to minimise conflicts. Service vehicle access also limited to servicing windows</p>

				during restricted hours. Existing controlled crossings are retained at the junctions with Market Street and Bridge Street.
			Regardless of how many times we revisit this option, there are no mitigations which could be put in place which deal with the central issue of the area being too large for those who qualify for a Blue Badge to access. (DEP)	Blue badge spaces are proposed in various locations adjacent to Union Street Central with a net increase of 13 spaces across the city centre.
			Implementation of bus priority measures on Market Street, Guild Street and Bridge Street, is critical. (BUS)	Agreed and to be implemented.
			Bus Operators have engaged with ACC Traffic Management consultant on bus stop locations, should this option be implemented, to ensure the most appropriate levels of accessibility. (BUS)	Locations captured and agreed.
			Bus operations and accessibility issues may arise with this option, depending on what is determined for Union Street east and west, i.e. this could result in delays around the Adelphi and Music Hall if traffic lanes are removed due to increased dwell time at these locations. (BUS)	To be picked up in the forthcoming design stages on Union Street East and West. Sufficient capacity in either section to ensure that effective bus lanes and stops are integrated.
Option 3 2 lanes with bus stops and laybys	<ul style="list-style-type: none"> • Bus access • In areas without bus laybys, 	<ul style="list-style-type: none"> • Only possible to position bus shelters where 	Reduced number of bus stops and multiple buses in laybys presents a high potential for confusion and a more difficult to use transport system. We would ask that the investment which	Bus operators would decide which services access Union Street Central. Enhanced information provision will be provided in whichever option is taken forward to ensure clarity of service for all.

<p>space to widen the pavement</p> <ul style="list-style-type: none"> • Intermittent laybys in key areas allow buses to drop off • Crossing points out with layby areas means shorter distances for pedestrians • Potential for street greening and street furniture on widened pavements 	<p>pavement width permits</p> <ul style="list-style-type: none"> • Bus shelters reduce pavement space and introduce clutter • Bus stops could be at less desirable locations along the street due to width constraints • Potential conflict between cyclists and buses pulling out of laybys • Pedestrians crossing points will be limited 	<p>would otherwise have been used for greenery/play areas etc. be used to improve bus stop provision, accessibility, usability and enhanced information provision. (DEP)</p>	<p>Greenery and play benefits of all users and encourages families and children to the city centre. There are evidenced benefits to mental health and general wellbeing.</p>
		<p>Attention to detail re stopping patterns and revised routes is needed to prevent overcrowding for bus stops on surrounding streets. (DEP)</p>	<p>This is within the control of the bus operators. Bus priority measures will ensure more efficient movement of public transport.</p>
		<p>There is high potential to combine bus stop infrastructure improvements with taxi provisioning. Depending on bus flow/dwell time there is a risk drop off spaces may be unavailable, especially at busy times. Bus shelters should not be seen as clutter, they are an important amenity and, with better design, could provide shelter, seating and information/wayfinding for the benefit of everyone. (DEP)</p>	<p>The necessity for seating and shelter at bus stops is understood, the limitation is the restricted space available to provide adequate provision exists within the footway width. Drop off space is also a concern for bus operators.</p>
		<p>Restricting people to crossing points is not necessarily a bad thing, formal crossing points can be used as wayfinding points, and are a familiar way to navigate for people with visual impairments, dementia, neurodiversity, learning disabilities etc. (DEP)</p>	<p>Noted and agreed.</p>
		<p>Looking at all the options available to us, the only viable option which would afford adequate access for disabled and elderly people is option three. This option requires much more work in order to get the best out of it. (DEP)</p>	<p>Noted</p>

		Concern around whether the laybys would be sufficient for the volume of services and demand and whether this would impact on bus operations, i.e. queues of buses. (BUS)	Extra layby was added and is presented in Option 3. Potential conflict with service access to the same spaces during peak hours.
		Creativity required to provide shelter provision, but in recognition that this shouldn't take up a lot of the footway. (BUS)	Agreed – potential conflict with (DEP) requirements for seating at bus stops which will use more space on narrower footways.
		Union St Central could become a bus park given the volume of busses stopping. (BUS)	Bus operators would have to choose which services access the space.
		It was requested that ACC provide reassurance that the network can cope when at capacity. (BUS)	This is addressed through the traffic management plan.
		It was noted that the viability of this option depends on the bus priority measures being in place. (BUS)	Noted and agreed. Priority measures will be implemented.
		ACC were asked to consider restricting the service window further to night-time only, to allow bus laybys to be used as service laybys when fewer buses are running. (BUS)	Challenging and potentially cost prohibitive for businesses to accept deliveries and servicing to be undertaken overnight.

<p>Option 4 4 Lanes</p>	<ul style="list-style-type: none"> • Bus access allows drop off /pick up • Space for cyclists and buses to overtake static buses • Presents improvement to pre Spaces for People in place/movement functionality with reduced number of vehicles • Greater operation of public transport network, with buses able to dwell or route without being impeded. 	<ul style="list-style-type: none"> • Large carriageway means wide distance for pedestrians to cross • Less space for pedestrian movement • Bus shelters reduce pavement space • Wide carriageway encourages vehicles to travel faster, reducing safety for pedestrians • Little change from pre-covid conditions • Conflict with cycles/buses/ servicing 	<p>This option has all the drawbacks of options 1 and 3 with the added disadvantage of making footpaths narrower. (DEP)</p>	<p>The design team concur with the comments regarding the disadvantages of this option.</p>
<p>General comments</p>	<p>TAXIS</p>	<p>None of the options 1-4 has considered taxi and private hire vehicles exiting the Back Wynd rank to turn left or right onto Union Street in a manageable fashion without impeding the flow of buses or cyclists. (TAXI)</p>	<p>Restricting taxi access within the Union Street Central area is offset by the provision of a net increase of 21 taxi bays proposed throughout the city centre (compared to 2019 provision).</p>	

		Options 1-4 do not include night-time taxi rank opposite the old BHS which is scheduled to be re-introduced. (TAXI)	Night-time taxi rank options will be included in technical design
		All of the plans favour buses/cycling with no real consideration given to the taxi and private hire industry which is an integral part of the transport network in the city and how this integrates with those other modes of transport. (TAXI)	As above, net increase of 21 taxi spaces in more frequent locations across the city centre improve choice and accessibility.
	NORTH EAST SENSORY SERVICES (NESS)	Being able to get a bus as close to where they are going as possible, minimising the distance to walk. This isn't about physical ability but about orientation, know where you are, and how to get to where you want to be. The shorter the distance, the less likely you are to get disorientated. This also has implications about being able to identify clearly bus stops and which bus is which. Some of this will have to come from good customer service from bus company as well as the design of the environment.	Comms campaigns will be actioned in partnership with all stakeholders, a clearly ordered plan gives legibility, certainty and user comfort/awareness in place
		Where they have to walk, making the route as free of obstacles as possible, with clear markings to feel safe navigating the space e.g. crossing roads.	Kerbs are retained as guide, clutter-free is an objective throughout
		Pavements as smooth and without trip hazards would be good.	Flat rather than smooth - with fine-picked finish to provide sufficient friction wet and dry – all spec and jointing in accordance with draft Urban Realm Manual and will be agreed through the technical design stage.

		<p>Access to taxi pick up and drop off points for easy access that can get as close to where they are going. It might be useful to think of the taxis being able to get closer than the buses, as taxi use may be more likely where someone has greater difficulty with mobility and orientation, and so chooses a taxi over bus travel.</p>	<p>Taxi rank to be reinstated in Back Wynd and in other locations within the city centre – revised mapping and support with queue management technology. Also, a net increase of 21 taxi bays is proposed throughout the city centre (compared to 2019 provision).</p>
		<p>Minimal street clutter and making sure that logical way-finding routes about the space do no present obstacles that disorientate, confuse or present a physical hazard.</p>	<p>As above</p>
		<p>Access to Blue Badge parking that also enables all of the above, as referred to in the response from DEP.</p>	<p>The provision of accessible blue badge spaces is crucial to the city centre plans and any loss of pre-covid spaces will be augmented by new spaces to enable access. A net increase of 13 accessible parking bays is proposed throughout the city centre (compared to 2019 provision).</p>
		<p>Clear use of tactile paving to indicating safe crossing points and corduroy paving to indicate steps or stairs.</p>	<p>Per DDA/ Equalities Act requirements will be incorporated in technical design stage.</p>
		<p>Use of clear colour contrast to mark areas. Shades of grey do not present enough colour contrast, particularly when wet.</p>	<p>Draft Urban Realm Manual requires near black slab footways and contrasting white/pale grey granite kerbs in the city centre to provide clear legibility when wet/dry.</p>
		<p>Thought should also be given to areas for guide dogs – they occasionally need some grass.</p>	<p>UTG, Castlegate, Schoolhill, Broad St are all place opportunities – need to clarify why grass particularly other than for a comfortable rest.</p>

		Thought should also be given to people who use long canes. Big planters that are narrower at the bottom and wider at the top could pose a problem for a long cane user.	Noted –the spec for planter opportunities will be picked up through the technical design stage.
		Many of our service users are elderly and so come with the additional health issues and frailties that come as we get older. Many people with a visual impairment (stats suggest 78%) have at least one other health condition or disability. Seating areas would also be appreciated by many.	Agreed – see above and a commitment to provide wherever possible – As an early action Belmont St quarter will provide public seating in addition to that to be given over to businesses.
		DEP's recommendation has been for Option 3 which would seem to the best compromise, with a little thought about all of the above issues.	Noted.