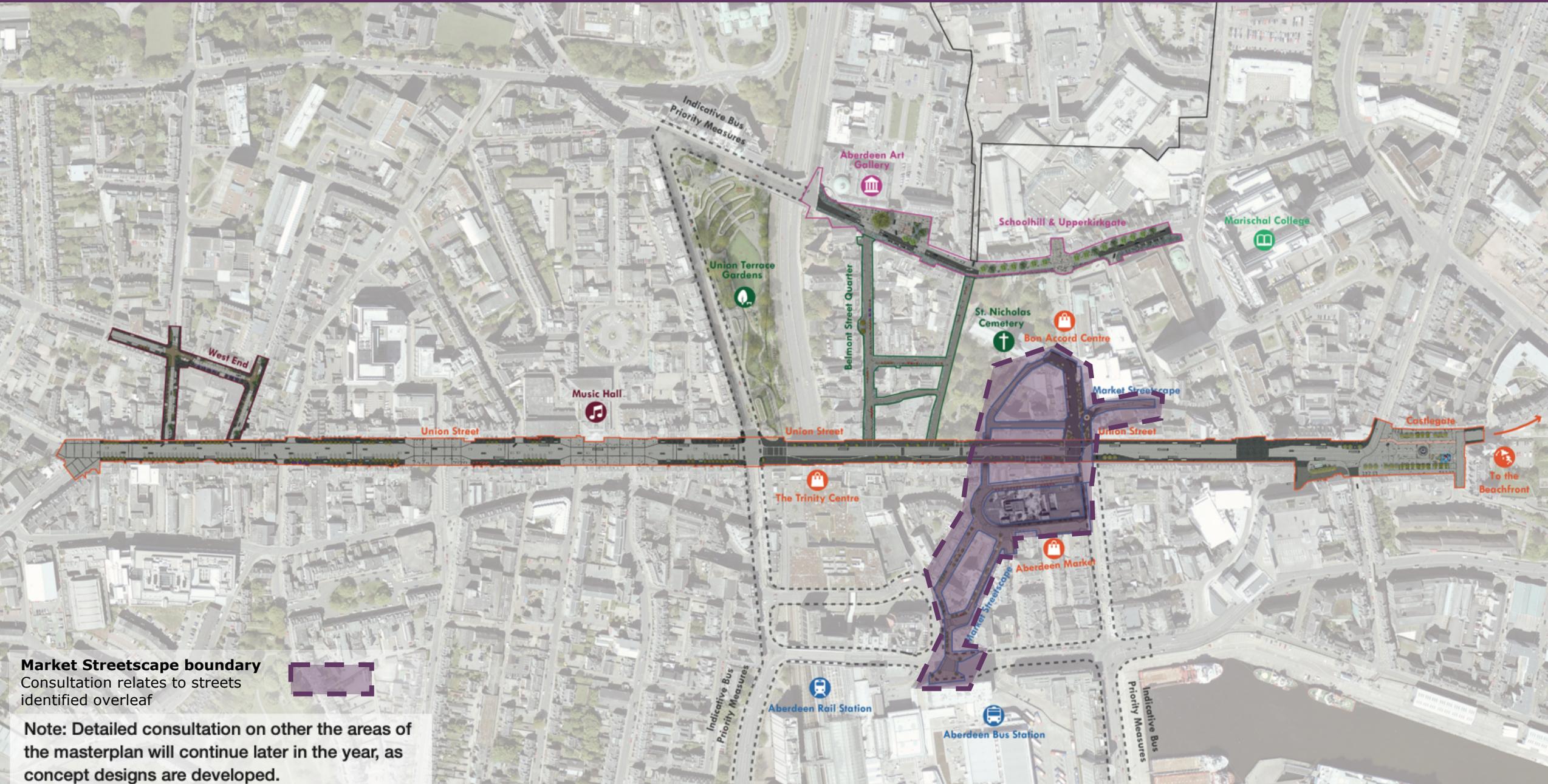




Aberdeen City Centre Masterplan (CCMP) Market Streetscape Engagement Summary of Feedback

July 2022

CCMP: Overall Streetscape Proposals



Market Streetscape boundary
Consultation relates to streets identified overleaf

Note: Detailed consultation on other the areas of the masterplan will continue later in the year, as concept designs are developed.

CCMP: Market Streetscape – summary of proposals Consulted on

The plan below shows the concept designs for Market Streetscape.



Parking and transport

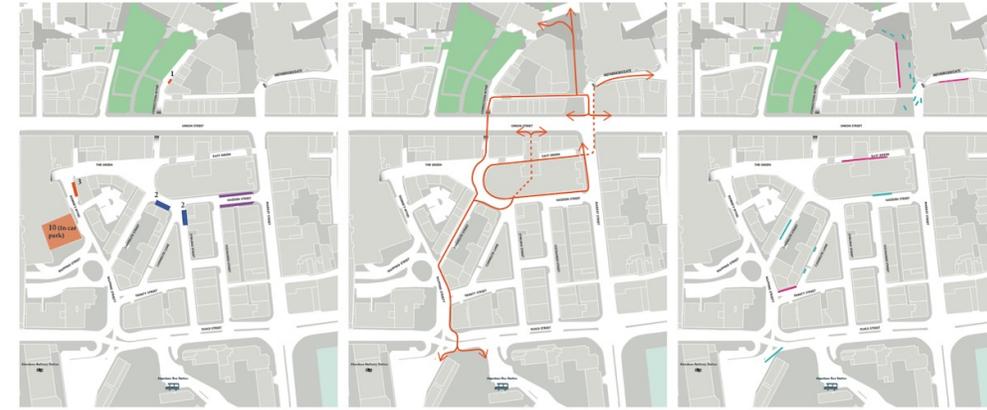
Two new accessible parking spaces are proposed directly opposite the market building on The Green between Carmelite Street and Carmelite Lane. A further two accessible spaces are proposed on Stirling Street by re-purposing existing general parking spaces. The existing accessible parking space on Correction Wynd is retained. The existing taxi rank on Hadden Street is also retained as is.

Surfacing

Key areas are resurfaced to improve walking and wheeling accessibility between Union Street and the train and bus stations. A light touch approach is taken through linking up areas where the paving is already smooth and in good quality, such as Wapping Street and Carmelite Street. New raised table crossings at The Green, Trinity Street and Guild Street ensure that it is easy to cross the historic setted streets at junctions.

Rest

Benches and seat walls are proposed on Carmelite Lane, Carmelite Street and Hadden Street to ensure there are opportunities to rest on key routes between Union Street and the stations. There is a significant amount of seating currently on St Nicholas Street which is well used, this is considered in the new proposals, ensuring there is plenty seating for those who dwell in St Nicholas Street.

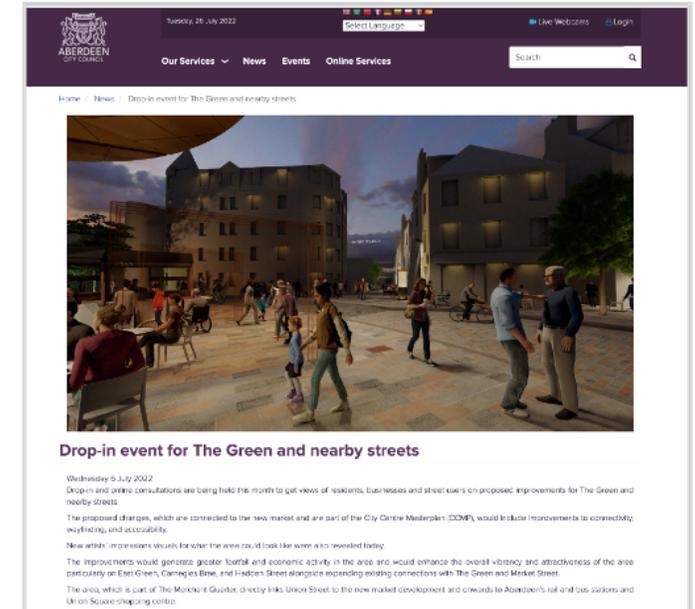


Summary of the proposed works

- 1 The Green**
 - Existing natural stone setts retained, restored and made good where required
 - New natural stone paving to market building edge lying with the internal floor-scape
 - 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 stepped up by the introduction of bollards. Access to private car-park retained for residents.
 - Benches added to provide refuge within the central streetscape
 - Catenary lighting spanning from building to building
 - Enhanced greening and existing planting replaced where needed
- 3 Wapping Street**
 - A line of traffic green 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 mat 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**
 - Existing natural stone setts retained in part, complemented 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
 - Raised tables at underpasses to create share with care zone to prioritise pedestrian movement
- 9 Market Street**
 - A new natural stone materiality to the east footway, recognising the arrival at the Market building and giving it a street presence
- 10 Hadden Street**
 - 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
 - Cycle stands introduced
- 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 St Nicholas Street**
 - Upgraded plaza with planting, street furniture and trees
 - New natural stone surface to improve accessibility and enhance pedestrian priority of space, retaining service access
 - Integration of murals or art within plaza
 - Improved wayfinding and signage
- 13 St Nicholas Lane**
 - Introduction of strip of carriageway repaved in smooth surface to encourage use by cyclists travelling from Merchant Quarter to Union Street
 - No other proposed streetscape works other than making good of natural stone surface where required
- 14 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.

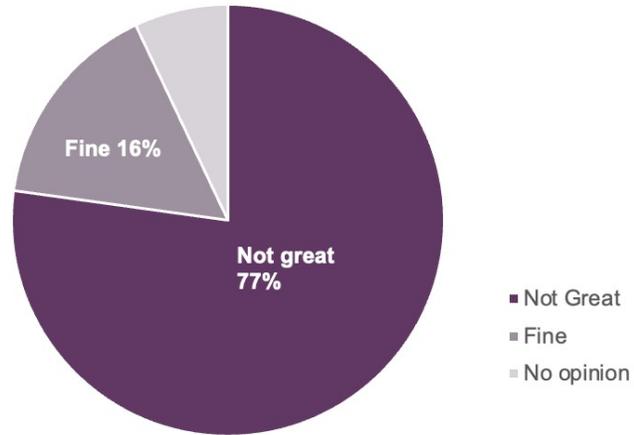
Market Streetscape Engagement Activity

- Consultation publicised 6th July by direct letter drop to 450 properties and supporting PR from ACC Comms.
- Consultation ran from 8th July – 12 noon 25th July
- Consultation information available online www.streets-uk/marketstreetscape
- Drop in events held in Maritime Museum 13th and 14th July from 2pm-6pm
- 44 people attended drop in events
- 114 written submissions made in total
- Stakeholder meetings held as follows:
 - DEP 11th July
 - City Centre Community Council 11th July
 - ACTUP 14th July
 - Aberdeen Inspired (at Merchant Quarter Networking Event 19th July)

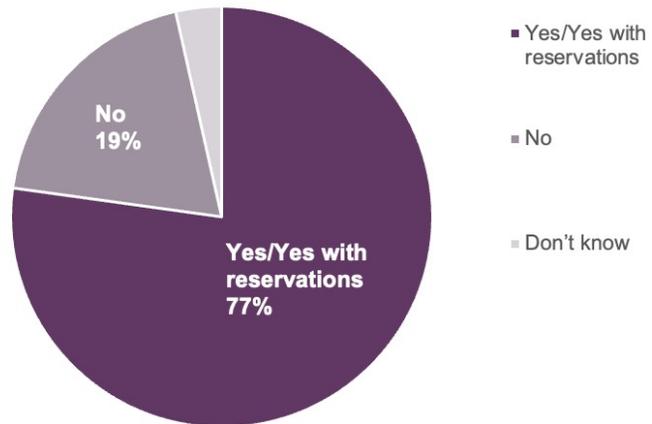


Market Streetscape Feedback

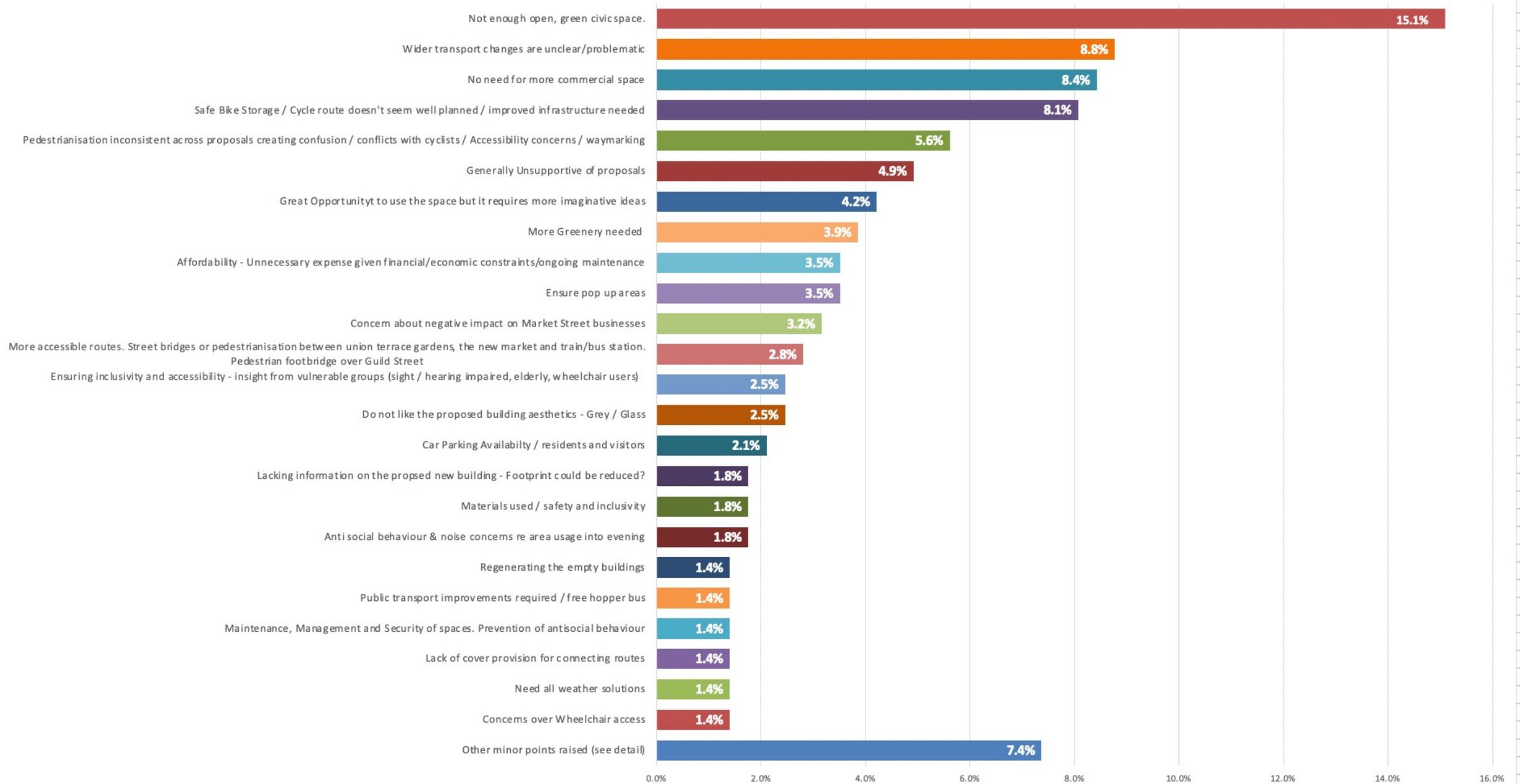
How would you rate the current experience of people arriving at the stations and walking or wheeling to Union Street?



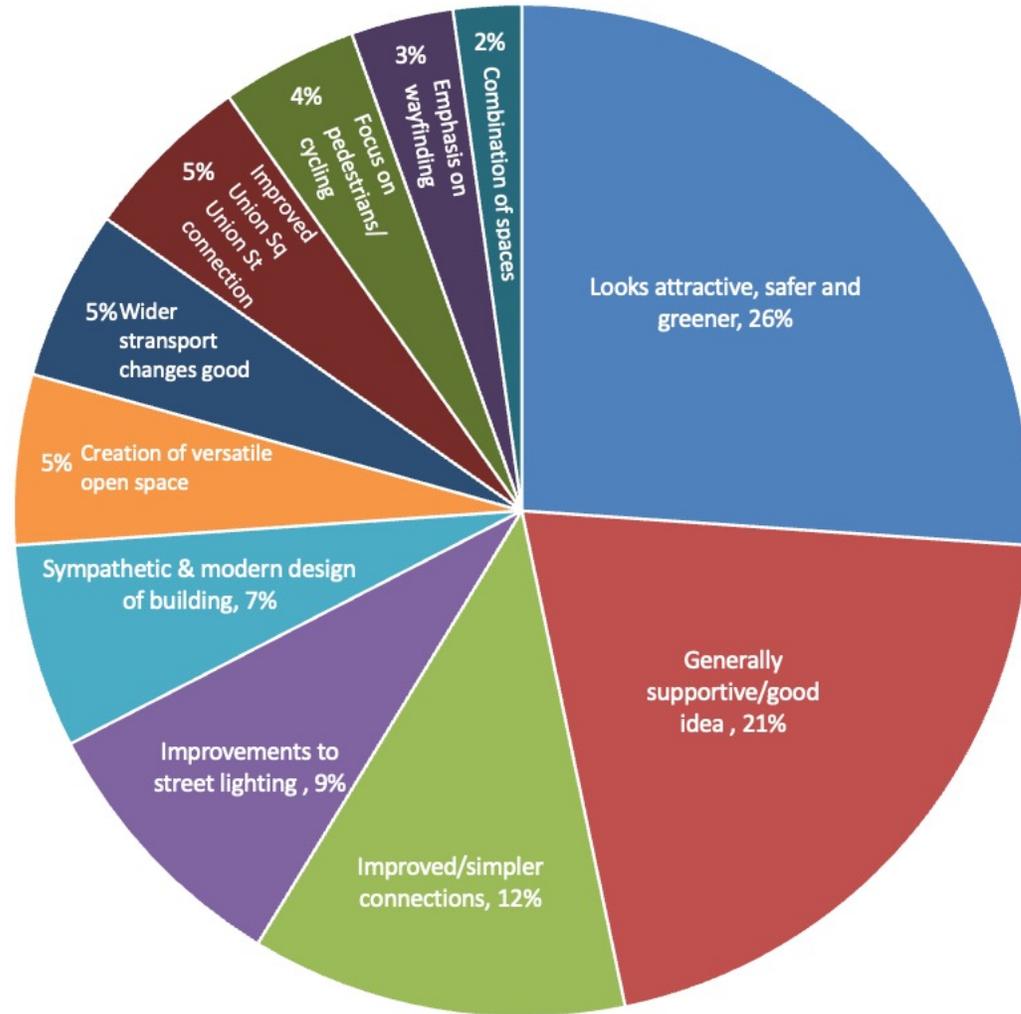
Do you think the proposals will create a more pleasant walking and wheeling route between the stations and Union St?



Issues Raised



People told us they like...



- Looks attractive, safer and greener
- Improvements to street lighting
- Wider transport changes are good
- The emphasis on wayfinding
- Generally supportive/good idea
- Sympathetic & modern design of building
- The 'Green' connecting Union Square to Union Street
- Combination of internal and external spaces
- Improved/simpler connections
- Creation of a versatile open space.
- Increased focus on pedestrian / cyclists / wheeling



Stakeholder Feedback

This is a great initiative to get people arriving in Bus and Train stations to realise just streets away get you to the shopping centres, pub and restaurants and to enjoy the history and culture of Aberdeen.

Chair, City Centre Community Council

- The Market redevelopment could significantly improve accessibility to the eastern end of Union St - predicated on accessible blue badge space provision in the streets surrounding The Green
- Welcome the opportunity to change the existing urban realm and discuss balancing accessibility and place along the historic East Green which is in dire need of refurbishment (in circa 1840's materials and layout within the conservation area and to balance out requirements)
- Welcome Carnegie's Brae to be included as the urban realm is in v poor condition and part of the city centre routes to the stations

Disability Equity Partnership

Aberdeen Inspired support the continued investment in the City Centre Masterplan and will continue to provide the BID business networks as a vehicle for engagement and communication with our levy payers and other businesses.

Aberdeen Inspired

There is no obvious cycle-specific infrastructure in the form of delineated lanes or surfacing. The visualisation of Carmelite St shows a cyclist emerging from a narrow space. Shared use, especially in constrained spaces like this does not work for cyclists or for pedestrians, it leads to conflicts. In Carmelite St, more useable space could be created if there was one row of planters and seating, rather than two. Surfacing proposed may look nice but is it slippery when wet, in comparison with conventional road surfacing.

Aberdeen Cycle Forum



Our response to the top 10 issues raised

You said...	We will...
Not enough open/green civic space as part of the plans	Aim to incorporate as much greening and open space into the proposals and will continue to review this as designs develop. There may also be opportunity to incorporate more greening within The Green, this doesn't form part of the initial phase 1 & 2 of the market streetscape and will be explored at a later date.
Wider transport changes unclear and problematic	Ensure a more detailed access and circulation plan for the Market area has been prepared. Traffic changes proposed to support market streetscape will be the subject of a separate statutory consultation, called an Experimental Traffic Regulation Order (ETRO,) to commence in the last quarter of 2022. Any traffic comments made as part of the market streetscape will be reviewed by the Council as part of the preparation of the ETRO.
No more commercial space is required	Note this. However, the market building was not part of this consultation. The proposed new market will be a destination venue that attracts additional footfall to the city centre.
Safe bike storage/improved infrastructure needed	Review these comments as designs progress. Cycle parking and bike tool stations will be incorporated into the proposals. Traffic changes being promoted by the wider City Centre Masterplan will support an increase in cycle and wheeling activity, with through car trips removed. The Market area ETRO proposals specifically seek to reduce through traffic, rationalising routes and movements. Many of these changes will contribute towards an environment which is more conducive to cycling activity.
Pedestrianisation is inconsistent across the proposals	Ensure the Market area ETRO proposals specifically seek to reduce through traffic, rationalising routes and movements. Many of these changes will contribute towards an environment which is more pedestrian friendly.
Generally unresponsive	Note this.
Great opportunity to use the space but required more imaginative ideas	Explore, with partners, opportunities to curate events and activates that will animate and activate the improve public streetscape that supports the vibrancy of The Green and Merchant Quarter.
More greenery needed	Aim to incorporate as much greening into the proposals as is possible.
Affordability	Note this comment. The Council is committed to investing in the future of the City Centre.
Ensure pop up space	Deliver pop up space. The plans will accommodate this:Pop up space is available in The Green and St Nicholas Street. Carnegie's Brae also, depending on the type of pop up.