



Magdalen Green Footbridge

Support for Stages 3 & 4 – Final Report

On behalf of **Dundee City Council**



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1 Introduction

1.1 Project overview

1.1.1 Stantec has been appointed to provide consultancy services to help Dundee City Council (DCC) with the community engagement required as outlined in Sustrans Places for Everyone Design Principles (Stages 3-4), for the proposed Magdalen Green Footbridge replacement. The design of the bridge itself had been developed by DCC and Nicoll Russell Studios prior to the commencement of Stantec’s appointment.

1.1.2 Increasing the number of people choosing to travel around the city by active travel is an important factor in improving the city’s health and economic prospects. By developing a network of walking, wheeling and cycling routes, putting in place infrastructure improvements and delivering a programme of supporting initiatives, the Council want to create opportunities to bring about a shift in the city’s travel habits and to generate a more sustainable future that encourages people to travel on foot and by bike.

1.2 Study extent

1.2.1 In terms of the bridge and connecting paths (responsibility of bridge engineer contractor), and the requirements for stakeholder and community engagement, this is limited to the area as shown by the red-line boundary in Figure 1-1.

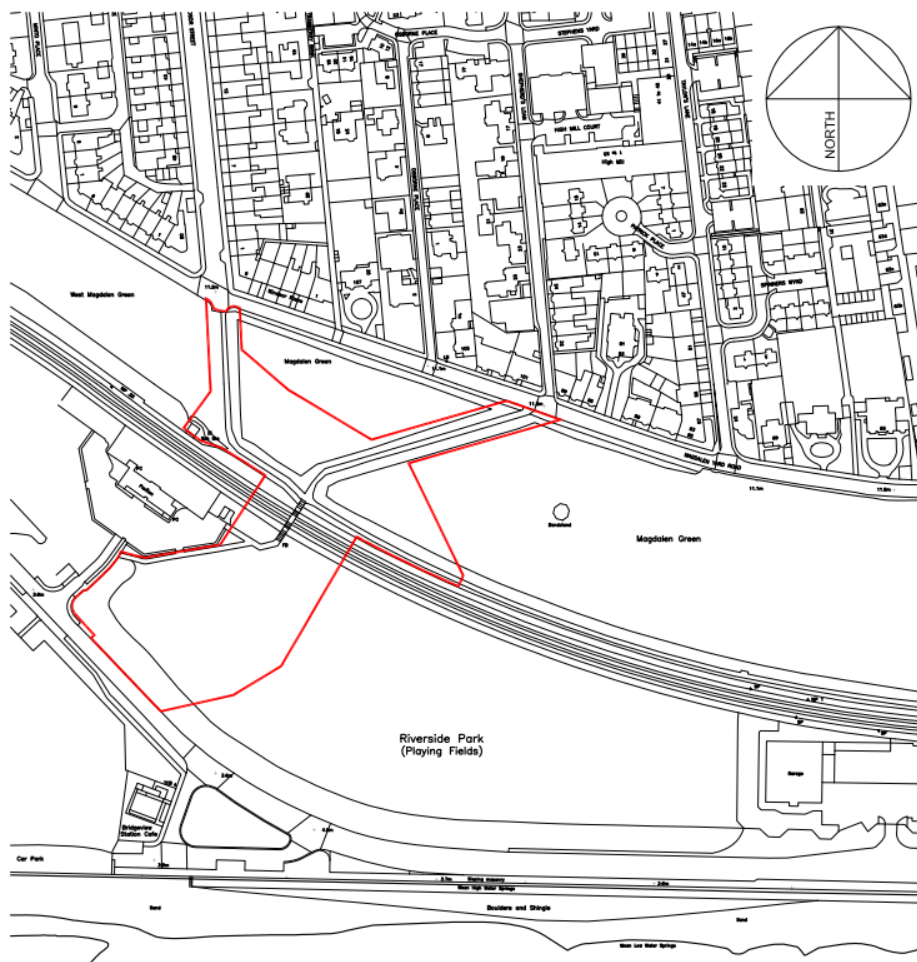


Figure 1-1: Study extent; Magdalen Green

1.3 Objectives

- 1.3.1 The replacement of the existing footbridge over the railway line to become an active travel bridge aims to deliver on a range of objectives which are aligned to the objectives of the National Transport Strategy 2 (NTS2).
- Equality – Improve accessibility for those using the crossing of the railway line who have mobility impairments, or are less able to use steps.
 - Climate – Support active journeys by creating seamless access for cycle users, as well as pedestrians.
 - Economy – Support access to local businesses, and contribute to ‘joining up’ Dundee’s active travel network. The economic benefits of active travel are rightly recognised in [‘Walking & Cycling: the benefits for Dundee’](#).
 - Health and wellbeing – Support active travel, and improve access to Magdalen Green and sports pitches for leisure and sports purposes. The health benefits of active travel are rightly recognised in [‘Walking & Cycling: the benefits for Dundee’](#).
- 1.3.2 Overall, the bridge contributes to and helps to support a healthier, greener Dundee, delivering on the key goals of national, regional and local strategy.

1.4 Structure of this report

- 1.4.1 The report contains the Stage 3 & 4 deliverables shown in Table 1-1. These deliverables form part of the full list of outputs required to support an application to Sustrans Places for Everyone.

Table 1-1: Summary of deliverables presented in this report.

Deliverable	Section
Community Engagement Report	Section 2
Behaviour Change Plan	Section 3
Equality Impact Assessment (EqIA)	Section 4

2 Community Engagement Report

2.1 Previous Engagement

- 2.1.1 Stantec assisted DCC with engagement for this project in 2022. Details of this engagement are included as Appendix A , and summarised below:
- Email and MS Teams-based engagement with key stakeholders, including Network Rail, Tactran, DCC Planning Officer and DCC Neighbourhood Services.
 - Email and MS Teams-based engagement with key equality and accessibility stakeholders including North East Sensory Services and DCC Corporate Access Officer.
 - An online survey which received 602 responses.
 - An in-person walk-through event with representatives from the Community Council, several community groups (including Dundee Access Group and, Dundee Cycling Forum and Friends of Magdalen Green), as well as local elected members.
 - A public drop-in event, held on 10th August 2022 at the bandstand on Magdalen Green from 5pm to 8pm.
- 2.1.2 Overall, the engagement that was carried out in 2022 showed strong support for the scheme (83% of respondents to the online survey supported the proposed scheme), with a small number of people who had strong negative feelings about the proposals. The main themes of the negative feedback were:
- Overall length / land-take of the proposed bridge
 - Potential cycle speeds and cycle / pedestrian conflicts
 - Construction time and disruption
 - Tree loss (particularly Cherry trees)
 - Parapet design
 - Event space (south-side)

Design updates

- 2.1.3 The Principal Designer reviewed the potential for alterations to the designs to be made in response to the stakeholder and community engagement feedback. The extent to which most of the main concerns that were raised during the previous engagement can be mitigated is limited. The length / land-take of the proposed bridge is necessary to allow the shallow gradient that will ensure the new bridge is fully accessible, and construction of the bridge will cause at least some disruption regardless of the design that is taken forward.
- 2.1.4 A number of mitigation commitments have been made in response to concerns raised by members of the local community:

Table 2-1: Mitigations that have been developed to deal with the main concerns regarding the proposed bridge

Concern	Mitigation
Potential cycle speeds and cycle / pedestrian conflicts	Provision of signage to encourage users to 'share the space'. Potential exploration of the use of 'rumble strips' or other similar physical speed calming measures, although these must not reduce the accessibility of the bridge, or create a trip hazard.
Construction time and disruption	Phased construction methods will be used to minimise construction time and disruption as far as possible. The construction of the proposed bridge will be carried out while the existing bridge is in place, leaving the connection open for as long as possible. A Construction Traffic Management Plan is likely to be required as a condition of planning consent for the scheme.
Tree loss (particularly Cherry trees)	The community will be involved with developing the plan for replacement of the trees that are lost, with a focus on biodiversity net gain, maintaining the 'avenue' of the cherry trees, and increasing the number of native species.
Parapet design	This is under review at present.
Event space (south-side)	Alternative options for the alignment of the bridge on the south side are being considered to enable the space to continue its use as an event space (e.g. for the Carnival) as this is important to both DCC and the local community.

2.2 Community Engagement Plan

- 2.2.1 Feedback from the initial round of community engagement led to comments from Sustrans focused on trying to improve the view of the project by the small number of local community groups that did not support the replacement of the bridge.
- 2.2.2 A community engagement plan was developed in collaboration with the Sustrans Senior Communications Officer, who approved the proposed approach to engagement. The Plan is included as Appendix B .
- 2.2.3 An online information hub was prepared and hosted using ArcGIS Storymaps which provided a large amount of information and detail about the proposals, including responses to the questions received through the first round of engagement. The hub gave respondents an opportunity to submit additional questions or comments, and the Q&A portion of the website was updated frequently to address these where possible.
- 2.2.4 The community engagement plan also set out an approach to hold a number of in-person and online workshops with smaller groups of people from interested community groups, with the goal of promoting communication between groups (i.e. tackling polarisation of views) and allowing the project team to have higher quality conversations with attendees. This was prioritised following the experience of earlier engagement where the quality of engagement was reduced by the less structured nature of the public drop-in.
- 2.2.5 The development of the Community Engagement Plan also included updating the Stakeholder Register, which is included as Appendix C .

2.3 Communications

Online information hub

- 2.3.1 The online information hub aimed to increase the transparency of the engagement by sharing all available project information and answers to frequently asked questions (FAQs) with the public in one place. The hub introduced the project and set out the timeline, summarised the

outcomes of the previous engagement, answered FAQs and connected the project with DCC's wider active travel network aspirations, through the following tabs:

- Introduction
- Timeline
- Previous Engagement
- Engagement Summary
- Support
- Concerns/Questions
- Existing Active Travel Routes
- Potential Active Travel Links
- Next Steps

2.3.2 The introduction page of the online information hub, hosted on ArcGIS Storymaps, can be seen in Figure 2-1 below.

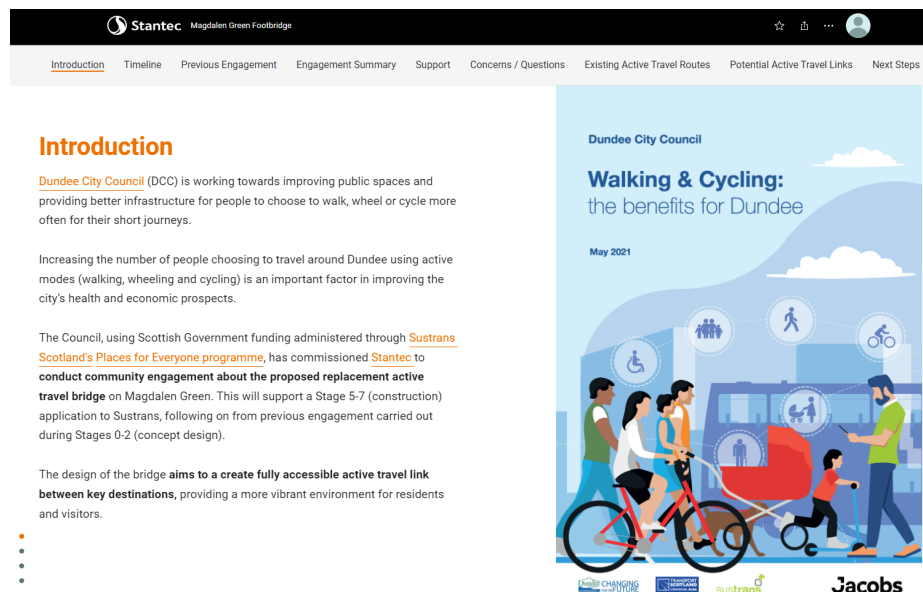


Figure 2-1: Introduction page of the public online information hub.

2.3.3 The online information hub was widely publicised across the West End of Dundee. This included:

- DCC Website and Facebook;
- Posters on local noticeboards;
- Posters specifically developed to illustrate the view of the proposed scheme from the lampposts they were attached to; and
- A leaflet drop to more than 3,000 households.

- 2.3.4 Hard copies of the same information were also made available for collection via Blackness Library. A project email address (the same as used for the previous iteration of engagement) was displayed on all forms of communication allowing people to send emails directly to the project team. These were responded to individually on a case-by-case basis.

Press Release on DCC website

- 2.3.5 DCC shared a brief introduction to the project, linking readers to the project webpage for further information, on the Council website (see Figure 2-2).



Figure 2-2: Project press release shared through DCC's website.

Social Media

- 2.3.6 DCC posted about the project on their Council Facebook page, encouraging people to visit the project information hub. This post received 97 reactions, 58 comments and 12 shares, some of which were 'shared' to local community group pages.



Figure 2-3: Dundee City Council Facebook post.

Posters

2.3.7 Posters were displayed on lighting columns and in notice boards around Magdalen Green, on Perth Road and on connecting routes in between. Some images of the posters displayed can be seen in Figure 2-4 below.



Figure 2-4: Posters were displayed prominently around the Green and on connecting routes.

2.3.8 Additionally, four posters displayed visualisations of the proposed footbridge from the specific lighting columns that they were attached to, on Magdalen Yard Road. This was to allow people to compare their in situ (current) view to what the view would look like, if the proposed active travel bridge was built. Figure 2-5, shows a map of where the four posters were located.



Figure 2-5: Map of the locations of the four posters which included visualisations of the proposed footbridge to compare to the existing view.

Leaflet drop

2.3.9 A double sided A5 leaflet was developed to introduce the project and link people to further information through the online information hub, the hard copies at the Blackness Library, or the project email address. The front and back of the leaflet are shown in Figure 2-6.



Figure 2-6: Front and back of the leaflet used for the public leaflet drop.

2.3.10 This leaflet was delivered to addresses near Magdalen Green to directly inform local residents of the engagement and point them towards further information about the project. The area identified for the leaflet drop, shown in Figure 2-7 below, includes 3,372 addresses. The

delivery company successfully reached 3,331 households, but some addresses were left out due to access issues.



Figure 2-7: Area identified for leaflet drop.

Workshops

- 2.3.11 The majority of communications for the workshops were carried out directly by email, as the engagement for this stage of the project was targeted at specific groups, rather than open to the general public. In order to ensure the correct email addresses were being used, Stantec also contacted stakeholders by telephone where no response had been received.
- 2.3.12 For the key community groups, three in-person workshops were organised at Blackness Library on 22nd February 2024, and an online workshop was held using Microsoft (MS) Teams on 27th February 2024. One to two representatives from each community group were invited to attend a specific workshop based on their perception of the project, if known, to allow groups from different segments of the community to hear from one another in a constructive way and to encourage a collaborative discussion about the future of the footbridge. However, when group representatives were not available for the workshop they were invited to, they were offered alternative sessions for attendance.
- 2.3.13 Additionally, separate workshops were run online via MS Teams for internal and political interest stakeholders. A workshop for Council Officers and Tactran was run on 28th February 2024 and another workshop for local Elected Members was run on 5th March 2024.
- 2.3.14 The workshops were attended by representatives from Stantec and DCC, and a number of community groups, internal stakeholders and elected members. A list of the stakeholder groups who were invited to and attended each workshop can be found in Table 2-2 below.

Table 2-2: A table of stakeholders who were invited to, attended and any additional relevant notes for each workshop.

Workshop	Invited	Attended	Notes
Workshop 1 – Mixed community groups (in-person)	VisitDundee Dundee City Disability Sport Cherry Blossom Nursery School Bridge View House Care Home Priority Care - Magdalen House West End Lawn Tennis Club	None – workshop cancelled due to no response from the stakeholders invited. Invitees were invited to the following workshop instead, to account for	(Note: attendees were invited to Workshop 2 to account for groups who may not have responded but did wish to attend)

	Parent / toddler groups at Blackness Library Guru Nanak Gurdwara Dundee Dundee Hindu Cultural and Community Centre (Taylor's Ln) Dundee Blind and Partially Sighted Society	any groups that had not responded but did wish to attend.	(Note: Dundee City Disability Sport asked to attend an alternative session)
Workshop 2 – Mixed community groups (in-person)	West End Community Council Dundee Cycling Forum Dundee BRAW Forum Dundee Independent Living Centre North-East Sensory Services (NESS) UoD Student Union St Peter's Free Church Gate Church International Magdalen Green Private Allotment Association (MGPAAs) Dundee West Church Capability Scotland - Dundee centre Riverside Pavilion Community Group (RPCG) Dundee Civic Trust Dundee Pensioners Forum	West End Community Council Dundee Cycling Forum UoD Student Union Magdalen Green Private Allotment Association (MGPAAs) Riverside Pavilion Community Group (RPCG) Dundee Pensioners Forum	
Workshop 3 – Mixed community groups (in-person)	Friends of Magdalen Green Dundee Access Group Transition Dundee Roseangle House Nursery Blackness Primary School (parent council) Blackness Primary School (parent council) Dundee Islamic Society University of Dundee Sports pitches Brittle Bone Society	Friends of Magdalen Green Dundee Access Group	
Workshop 4 - Mixed community groups (online)	University of Dundee Dundee Learning Disability Providers Forum The Riverside Inn - Pub & Grill Tayside Aviation Gauldie Wright & Partners (Architect) Barnetts Volkswagen Dundee Airport / Industrial Estate Bridgeview Station Restaurant Disability Sport - Leisure and Culture	Dundee City Disability Sport/Dundee Dragons Wheelchair Sports Club Disability Sport - Leisure and Culture	
Workshop 5 – Council Officers & Regional Transport Authority (online)	Dundee City Council Access Officer Dundee City Council Environment Team Dundee City Council Principal Planning Officer Dundee City Council Equalities and Fairness Officer Dundee Partnership Bulletin Dundee City Council Community Empowerment Team	Dundee City Council Access Officer Dundee City Council Planning Officer Dundee City Council Environment Team Dundee City Council Neighbourhood Services Tactran	

	Tactran Dundee City Council Neighbourhood Services		
Workshop 6 – Local Elected Members (online)	All (4x) Ward 3, West End Elected Members	3x Ward 3, West End Elected Members	

2.4 Outcomes of engagement

Online information hub

- 2.4.1 Overall, 2,804 visits to the information hub were recorded during the period it was open for, from Monday 15th January to Monday 18th March 2024. This figure includes any repeat visits, but also reflects the high level of engagement achieved by the widespread communications about the hub.
- 2.4.2 The hub received 35 submissions through the online form. These were anonymously provided, however six of the submissions were also sent via email to the project email address. Of the comments received, 13 (37%) were unsupportive of the proposed footbridge, 12 (34%) were supportive and 10 (29%) were neutral. The themes of these submissions can broadly be categorised as shown in Figure 2-8.

Themes mentioned in the Q&A form

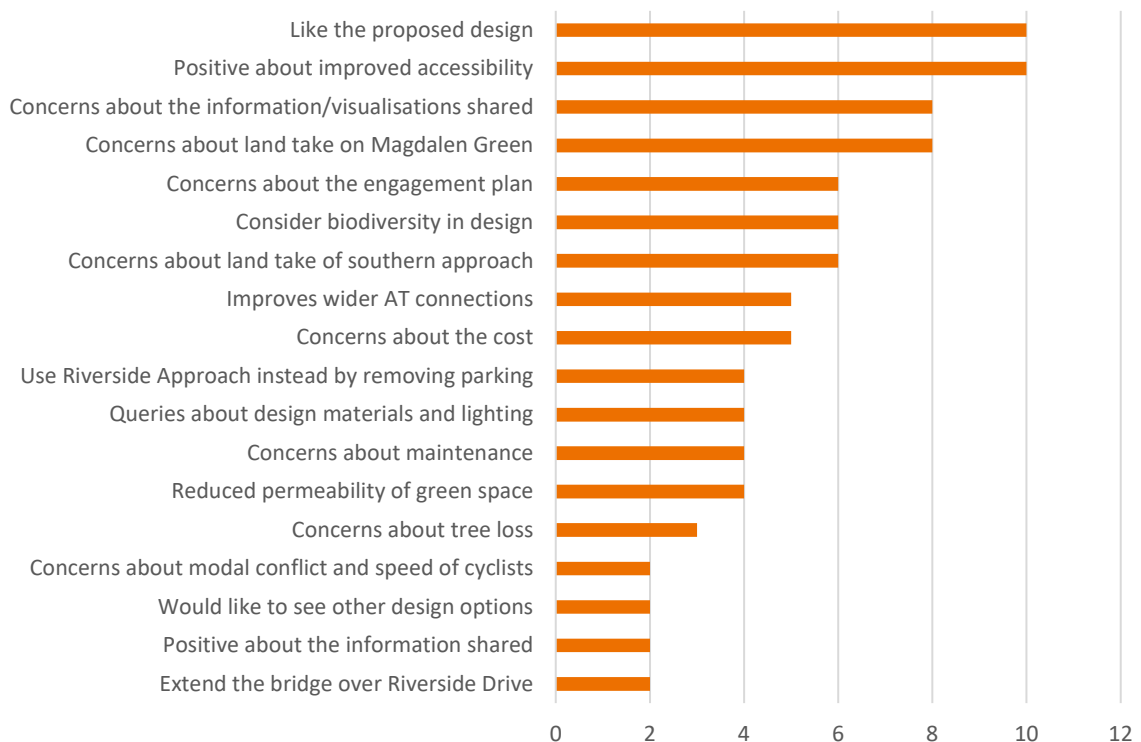


Figure 2-8: Themes mentioned in the comments submitted via the Q&A on the information hub.

Emails

- 2.4.3 The project email address received 69 emails providing comments on the project. Some of these emails came from the same people with 47 unique respondents represented. The

content of the emails was split between feedback on the proposed footbridge (41 emails) and feedback on the content of the StoryMap and engagement plan (28 emails). Out of the 41 emails focussed on the proposed footbridge, 83% (n=34) were unsupportive of the proposed footbridge design, 12% (n=5) were supportive and 5% (n=2) were neutral. The themes of these emails can broadly be categorised as shown in Figure 2-9.

Themes mentioned in the emails received

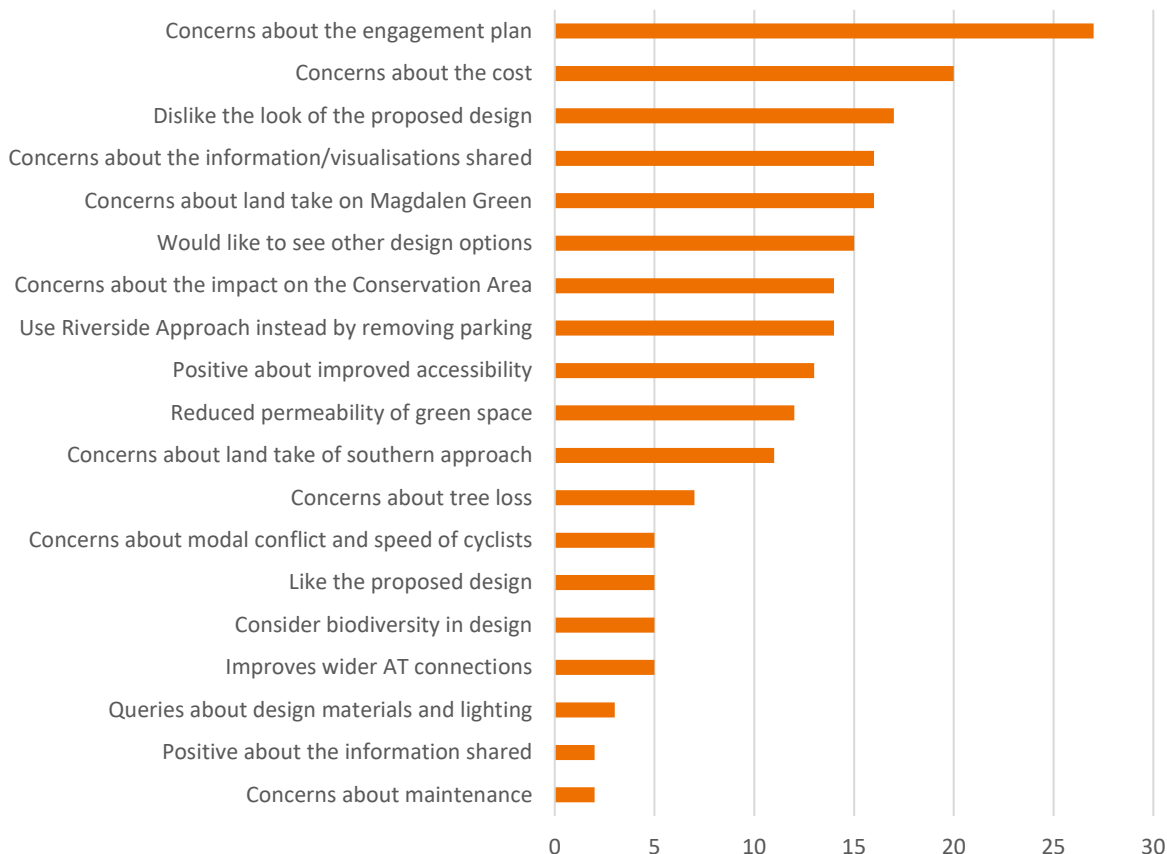


Figure 2-9: Themes mentioned in the emails sent to the project email address over the course of the consultation period.

2.4.4 Emails were responded to specifically and directly, and where possible updates were made to the online information hub to reflect the comments that were received.

Note: Informal promotion

2.4.5 One of the community groups that had been engaged with during the project also produced a flyer, which was circulated locally on the weekend of 9th and 10th March 2024. This flyer is shown in Figure 2-10.

Save Magdalen Green

Proposed Replacement Footbridge and Active Travel Route



Friends of Magdalen Green are concerned about Dundee City Council's proposal to replace the footbridge over the railway lines with a much larger bridge. DCC propose creating a new active travel route across the Magdalen Green to/from Riverside. DCC has commissioned Stantec to conduct community engagement about this proposal.



About the proposed bridge

- a metre wider and over a metre higher than the existing bridge
- over three times as long as the existing footbridge
- would also have embankments on both sides of the railway to support access ramps

Comparison of the dimensions of the two bridges			
	Width	Height	Length
Existing footbridge	2.5 m	6.1 m	21 m
Proposed bridge	3.5 m	7.15 m	66 m

Data source: Stantec

Save Magdalen Green

Proposed Replacement Footbridge and Active Travel Route



"Magdalen Green has the distinction of being Dundee's oldest city park having been in use for some 400 years and has long been used for both meeting and recreational purposes." Dundee City Council website

This proposal is presented in Dundee City Council's **Magdalen Green Footbridge website** <https://storymaps.arcgis.com/stories/ff6434e36d9c426391507acf66d7a773>



We believe that insufficient information has been provided and that consultation with members of the public has been inadequate and unsatisfactory.

Scan to access the website

- We believe that Magdalen Green is recreational park and not a thoroughfare
- We believe the proposed active travel route would change the way that people use and enjoy Magdalen Green
- We believe that the proposed changes are unacceptable for this historic park in a conservation area
- We do not believe that improving access to and from Riverside via Magdalen Green is worth the huge impact that the proposed bridge and ramps will have, or the estimated cost of £3 million

Have your say now Please send your comments and questions to Stantec - email MagdalenGreenFootbridge@stantec.com - by **Monday 18 March 2024**

FRIENDS OF MAGDALEN GREEN www.magdalengreen.org.uk

Figure 2-10: Flyer produced by Friends of Magdalen Green.

2.4.6 This flyer could be directly correlated with the responses received over email and through the online form over the next few days and made a significant impact on the content of the responses, both negative and positive, and the urgency and emotion of the feedback. It should be noted that this flyer also includes a certain amount of information that was not validated by the project team or endorsed by DCC. From 9th March to 11th March, 16 responses were received, eight via the form and eight via email. Out of these responses, nine (56%) were supportive about the proposed bridge and seven (44%) were unsupportive. A breakdown of the general themes from the emails and form responses that were received following the flyer being distributed are shown in Figure 2-11 below.

Themes mentioned in comments received following the FoMG flyer delivery

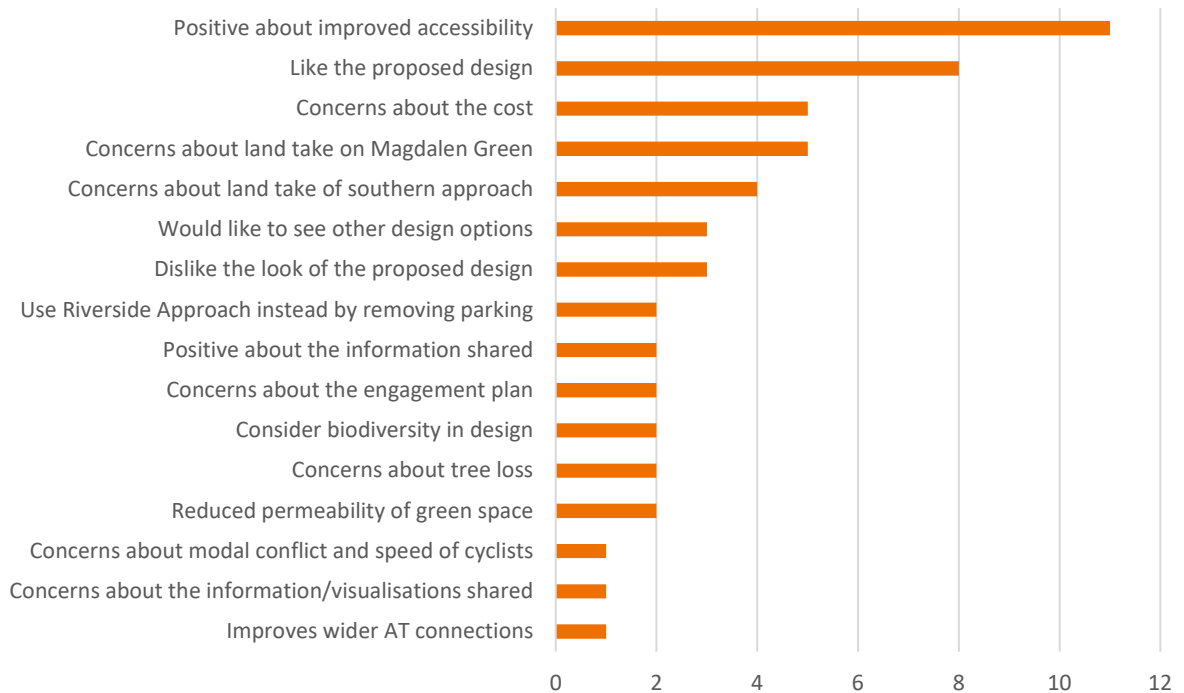


Figure 2-11: Themes mentioned in the three days following the Friend of Magdalen Green (FoMG) flyer delivery.

Workshops

Workshop 1 – in-person

- 2.4.7 No responses were received from groups wishing to participate in this workshop, so it was cancelled. Invitees were invited to the following workshop, to account for any groups that had not responded but did wish to attend.

Workshop 2 – in-person

- 2.4.8 This workshop involved nine community attendees, two representatives from DCC and two representatives from Stantec. The discussion was facilitated by a member of the Stantec team. There were some strong views presented by certain participants, and a wide range of topics were covered. It should be noted that most attendees were also residents of the local area, in addition to representing community organisations. The main points covered, and the stance of different attendees on these points, are provided in Table 2-3 below with any outcomes or response provided by Stantec / DCC.

Table 2-3: Main discussion points covered in Workshop 2

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
Bridge function			
Support for the improved accessibility of the bridge, both for cycles and people with mobility impairments etc.	Most attendees agreed that the improved accessibility of the proposed bridge represented a significant improvement for a large number of people.	Improved accessibility is a major driving factor behind the design of the proposed bridge.	No action
Concerns that the bridge will contribute to conflict between users (cycles, pedestrians, dogs).	This was raised by several different participants, particularly interaction with dogs.	Signage will be considered to encourage users to share the path appropriately. Other options (particularly to slow cyclists) will be considered to ensure all users can use the bridge as comfortably as possible. The bridge is not designed with a segregation between pedestrians and cyclists, partly due to width and consistency with adjoining paths (which are also shared). Providing segregation in line with Cycling by Design standards would require the structure to be wider, increasing costs further.	Ongoing
Concerns that the bridge will exacerbate existing anti-social behaviour (particularly in the space beneath the bridge). This also extends to misuse of the bridge (e.g. motorbikes), and graffiti.	<p>The space beneath the bridge was agreed by attendees to be a concern of the design. Potential solutions suggested include:</p> <ul style="list-style-type: none"> - Community involvement in art project to improve engagement with this space (reference to underpass at Hyndland Station in Glasgow). - Planting of shade-tolerant plant species that would deter loitering in under-bridge areas. - Sufficient lighting in under-bridge areas, potentially including motion-sensitive lights. 	<p>There is an aspiration for the community to be involved with an art project aspect of the scheme (although some attendees from WECC felt this was too prescriptive in terms of what input the community could have).</p> <p>Details of planting will be co-designed with the community.</p> <p>Lighting will be designed carefully to provide maximum feeling of safety, whilst not contributing to significant or problematic light pollution.</p> <p>It is not considered suitable to provide hostile measures to prevent rough sleeping, although planting choices may be able to contribute to making the under-bridge area less appealing. It is noted that there is an</p>	Ongoing

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
	<ul style="list-style-type: none"> - Consideration of hostile measures to prevent rough sleeping in under-bridge areas. 	<p>existing space beneath the southern approach to the bridge which does not appear to be used in this way.</p> <p>Discussions with Police Scotland may be beneficial to address the risk of any increased anti-social behaviour in relation to the scheme.</p>	
Lack of connectivity with surrounding area and wider active travel routes	<p>Some attendees felt that the bridge did not clearly link with the wider active travel network in the area, and that without a connection from Perth Road the bridge would be underused, particularly for cycling.</p> <p>Other attendees responded to this by stating that the bridge is connected to the wider active travel network, referring to DCC's active travel network plans, the improved access to the NCN77 along the waterfront, and the poor condition of Riverside Approach for pedestrians and cycles.</p> <p>Frustration was also expressed at the slow and piece-meal development of the city-wide active travel network.</p>	<p>The bridge forms a connection between the proposed Perth Road active freeway and the NCN77 and/or Green Circular, making it an important connection for walking, wheeling and cycling. This is demonstrated in the map included in the 'Existing Active Travel Routes' section of the Storymap.</p> <p>There has been a connection across the railway in this location for a long time, and pedestrian footfall figures show that it is relatively well used considering its inaccessibility – the accessible nature of the proposed bridge would be expected to unlock significant suppressed demand from cyclists, people with mobility impairments and people with a pushchair, pram or buggy, who currently struggle to use the bridge.</p> <p>The city's active travel network is being progressed in line with the Sustainable Transport Development Plan 2024 - 2034. The replacement of the Magdalen Green bridge is considered to be part of this network.</p>	No action
Connectivity with Riverside Pavilion	<p>The Pavilion on the southern side of the bridge is currently being considered for community asset transfer. Some attendees felt that the proposed bridge would suitably enhance access to the pavilion and tie it more strongly into Magdalen Green itself.</p>	<p>This is not an explicit aim of the proposed bridge, but improvements to the accessibility of the Pavilion may represent an additional benefit.</p>	No action

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
Bridge may potentially alleviate parking issues on the north side of the Green, by allowing better access to the large car park on the south side.	Raised by one attendee, with some agreement from the group.	This is not an aim of the proposed bridge, and is not something that is proposed to be monitored specifically as part of the project.	No action
Bridge design			
Concerns that the bridge design has been rushed	<p>A small number of attendees expressed concern that the bridge design had been rushed, with alternative options not considered.</p> <p>Other attendees expressed frustration that the designs had not progressed further than what was being presented in the session.</p>	<p>The proposed bridge design has been developed to address the wide range of constraints present at the site. This significantly limits the number of options that are suitable in this location.</p> <p>The development of the bridge designs has been stalled slightly due to procurement of a construction contractor, and the multiple stages of funding application as part of the Places for Everyone programme.</p>	No action
Lack of information on comparison of costs for maintenance of existing bridge vs. cost of proposed bridge	Some attendees expressed concern that the replacement of the existing bridge was not necessary, and would have liked full sight of the comparative costs between maintenance of the existing bridge, versus the cost of the proposed bridge.	These costs are not fully comparable as the maintenance of the existing bridge comes from DCC's revenue budget, as opposed to capital funding for the proposed bridge, which would be designed for minimal future maintenance.	No action
Funding / financing of the project	Some attendees expressed concern regarding the transparency of the funding mechanism for the project, including certainty of the amount that would be required for match funding.	The Storymap refers to the project being funded through the Sustrans Places for Everyone programme. As of 2024, it seems likely that by the construction phase of this project, construction funding will be provided at 100% through Transport Scotland's Active Travel Infrastructure Fund, although exact details of this are still forthcoming from the Scottish Government.	No action
Concerns that the design of the bridge is not sympathetic to the Magdalen Green Conservation Area	Some attendees expressed concern that the design of the bridge is not sympathetic to the Magdalen Green Conservation Area, and the rest of the Green.	Initial designs have been shown to the DCC Planning Officer, who has advised that the overall design of the proposed bridge would be viewed as an enhancement to the local area. Specific conversations regarding the	Ongoing

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
		finishes of the proposed bridge (e.g. parapets) are ongoing. The scheme will require planning consent which will consider whether the structure is appropriate for its location within a conservation area.	
Concerns regarding the height of the bridge considering electrification may not occur	Some attendees expressed concern that the height of the proposed bridge may not be necessary, in the event that the railway may not be electrified.	The bridge has been designed in accordance with strict Network Rail specifications, which includes safeguarding sufficient height for potential electrification, regardless of how likely this is to occur (DCC are not privy to information around how likely electrification is to be carried out on this line, or timescales relating to this).	No action
Engagement approach			
Lack of options presented	Some attendees expressed concern that more options had not been presented for the community to better understand how the proposed design had been selected.	The proposed bridge design has been developed to address the wide range of constraints present at the site. This significantly limits the number of options that are suitable in this location.	No action
Lack of community involvement in design	Some attendees expressed concern that the community had not been more involved with the co-design of the project. In particular, the community had not been engaged at the initial outset of the project, and had not been given the opportunity to provide ideas for how the constraints of the project might be overcome.	DCC is not obliged to carry out co-design with the community, particularly where design elements are particularly technically challenging (as in this location). Where high levels of expertise are required at design stages it is not considered appropriate to involve the community in the design process in depth as this can suggest that they may possess more influence over the design than is realistic. Stantec were brought into the project team once the design had been developed with the aim to 'Inform' and 'Gather Information'. There is an aspiration for an art project as part of the north-side 'landing' of the scheme, as well as the details of planting to be co-designed with the community.	Ongoing

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
Inaccessibility of StoryMap format	Some attendees expressed concern that the StoryMap used for online information exchange was inaccessible.	<p>ArcGIS StoryMaps is an industry-standard platform which provides an easy-to-use tool from which to build an information website, easily including maps, text and photos, and in a way that is useable on both screens and mobile phones. Stantec do not have control over all aspects of how ArcGIS StoryMaps is presented. Accessibility enhancements have recently been implemented throughout ArcGIS StoryMaps in the areas of keyboard navigation, focus management, and screen reader support, which were in place when the StoryMap for this project was developed.</p> <p>The StoryMap was checked by the communications teams at Sustrans and DCC, and has undergone frequent updating throughout the live period of engagement. StoryMaps are a recommended software for effective engagement by the Sustrans community engagement team.</p>	No action
Over-focus on online engagement	Some attendees expressed concern that there had been too much focus on online engagement, as opposed to in-person engagement.	<p>The online information hub was publicised widely, both online and via leaflets and posters, with hard copies available for collection from Blackness Library. Members of the public were invited to submit anonymous comments through the online information hub and were provided with an email address for the project team. In-person workshops were held to enable a face-to-face interaction. Workshop invitees who did not respond to online invites were telephoned where a phone number was publicly available.</p>	No action
Clarity on design and construction timescales	Some attendees expressed concern that clarity had not been provided on design or construction timescales, and, for example, how long the existing bridge might require to be closed.	<p>At present, timelines for delivering the project cannot be confirmed as they are subject to funding being awarded and (in the case of construction timescales and bridge closure duration) are subject to additional design considerations.</p> <p>The public will be made aware of construction timescales when these are confirmed.</p>	Ongoing

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
<p>Weighting of different people's opinions</p>	<p>Some attendees felt that the views of certain local residents should be prioritised, with reference in particular to residents on Magdalen Yard Road who frequently call emergency services to incidents on the Green.</p> <p>Other attendees expressed concern at this perspective, particularly when comparing the numbers of supportive responses to the previous online survey to the numbers of people who live on Magdalen Yard Road.</p>	<p>There is limited guidance on weighting the views of specific local residents, however as Magdalen Green is a public asset, it is considered that specific local residents should not have a greater influence over design decisions than other people who might use the bridge and Green from the local area and/or wider Dundee. Residents will be able to submit opposition to the planning application for the bridge, if they feel this is necessary. As part of any planning consent, neighbouring properties within 20 metres of the scheme boundary would be directly notified in writing of the planning application being made in line with statutory requirements.</p> <p>The Equality Act 2010 prohibits discrimination against people who possess one or more protected characteristic, and DCC are also bound by the public sector equality duty, both of which mean that the views of people which disabilities, older people and parents of young children should be supported in their improved access to the proposed bridge.</p> <p>The online survey results gathered in 2022 in relation to the project showed that 83% of respondents (499 of 603) were supportive of the proposals when presented with 3D renderings of the bridge proposals.</p>	<p>No action</p>

2.4.9 Some workshop participants provided written comments on the post-it notes provided. These are shown below:

No.	Comments
1	1) We need more than one design to consider 2) Community involvement must be started now 3) Scale of flyover is too large and will subsume the Green 4) Should not be a fait accompli
2	Still more questions than answers. Looks like fait accompli with no choice of design or location.
3	I feel it is a good design considering the constraints. It will be a much-needed improvement for the accessibility.
4	Great contemporary design. <ul style="list-style-type: none"> - Beware bats in the area – motion activated lights PIR [Passive Infrared]? - Community art essential - Light tolerant planting – reduces anti-social spaces
5	Agree the design is appropriate and an excellent solution which will be of enormous benefit to Dundee. Would like to see PIR lighting on path to Pavilion – safe for people cycling and walking.

Workshop 3 – in-person

2.4.10 This was a smaller group, with four attendees from two community groups, two attendees from Stantec and two attendees from DCC. Again, the discussion was facilitated by a member of the Stantec team. There were some strong views present and some domination of the discussion by certain participants. It should be noted that all attendees were also residents of the local area, in addition to representing community organisations. The main points covered, and the stance of different attendees on these points, are provided in Table 2-4 below with any outcomes or response provided by Stantec / DCC.

Table 2-4: Main discussion points covered in Workshop 3

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
Bridge function			
Support for the improved accessibility of the bridge, both for cycles and people with mobility impairments etc.	Attendees from the Access Panel in particular expressed positivity for the improved accessibility that would be provided by the proposed bridge, as these members currently struggle to use the existing bridge.	Improved accessibility is a major driving factor behind the design of the proposed bridge.	No action
Concerns that the bridge will be misused (e.g. motorbikes), contributing to conflict between pedestrians and cyclists, for example.	Some attendees expressed concern that the proposed bridge design could enable use by motorised dirt bikes, for example, contributing to difficulties for the Police in following people across the Green as this would represent a shortcut to Riverside Approach. Attendees from the Access Panel also raised the potential conflict between users.	Signage will be considered to encourage users to share the path appropriately. Other options (particularly to slow cyclists) will be considered to ensure all users can use the bridge as comfortably as possible. The bridge is not designed with a segregation between pedestrians and cyclists, partly due to width and consistency with adjoining paths (which are all shared). Reactive interventions could be considered if misuse proves to be an issue in this location. Discussions with Police Scotland may be beneficial to address the risk of any increased anti-social behaviour in relation to the scheme.	Ongoing
Impact of construction on use of the Green (including associated timescales and potential damage)	Attendees from FoMG expressed concern regarding the impact of the construction of the bridge on the Green both in terms of usable space on the Green, and the potential damage to the Green caused by construction vehicles. Reference was made to recent works by Scottish Water, which were delayed in completion (10 months extended to 18 months) and the re-instatement of grass had been done poorly.	At present construction timelines for the project are somewhat uncertain as these are subject to additional design considerations. The public will be made aware of construction timescales when these are confirmed. The appointed contractor would be subject to contracts which ensure re-instatement of the Green following any disruption or damage as a result of the construction process.	Ongoing
Scepticism that pushchairs / wheelchairs would use the bridge if it was upgraded due to steep gradients on connecting roads	Attendees from FoMG expressed scepticism that wheelchair users or people with pushchairs would use the proposed bridge, due to the steep gradients on e.g. Windsor Street. Attendees from the Access Panel confirmed that this would not present an issue, particularly for powered wheelchair users.	Based on feedback from the 2022 survey, it is expected that the proposed bridge would unlock significant suppressed demand from those who struggle to use the existing bridge. The Equality Act 2010 prohibits substantial discrimination against people who possess one or more protected characteristic, and DCC are also bound by the public sector equality duty, both of which mean that the needs of people which disabilities, older people and parents of young children should be supported in their improved access to the proposed	No action

		bridge, with no requirement to quantify the number of people this might represent.	
Bridge design			
Loss of event space	Attendees from FoMG expressed concern about the loss of event space on the south-side of the bridge due to the footprint of the proposed bridge. Reference was made to the 2022 Community Engagement Report which referred to the potential requirement to allocate a new space for this, which would be viewed as a loss to the Green.	Further discussions are ongoing between the project team and neighbourhood services to ensure that a solution to this issue is found. It is anticipated that a solution will be identified with the bridge broadly in its currently proposed form.	Ongoing
Loss of trees / vegetation	Attendees from FoMG expressed deep concern about the loss of trees on the north side of the bridge, in particular the cherry tree 'boulevard'. In addition, wildflower planting has occurred in recent years which FoMG originally opposed, however having softened their stance on this they expressed concern at this hard work being sacrificed to the construction of the proposed bridge, and suggested that this planting should be protected as part of the works.	The plans for the proposed bridge will result in the loss of approximately 12 mature trees, eight of which are cherry trees (seen in plan below). A preliminary ecological assessment has been carried out to assess the ecological impact of the bridge. In addition, a total of at least 18 trees will be planted to mitigate the loss of the mature trees, which will help to fill the current role of the existing trees in this specific location. Where cherry trees are lost to allow the construction of the proposed bridge, cherry trees will be re-planted in order to maintain the 'boulevard' effect. Biodiversity net gain will be required as part of the planning application for the scheme. DCC wish for planting details to be co-designed with the community.	Ongoing
New paths	Attendees from FoMG did not support the addition of new paths across the Green, connecting to the north side of the proposed bridge. The reason for this was at least in part relating to dedicating a greater proportion of the surface of the Green to hard landscaping, and reducing the amount of open green space.	The paths to the north side of the proposed bridge reflect anticipated desire lines to the bridge itself. The existing path passing beneath the bridge has been retained as part of the proposals in response to community feedback received in 2022. The percentage increase in hard landscaping is not expected to significantly alter the flood risk of this area, however permeable materials for the construction of these paths will be considered.	Ongoing

Addition of trees / vegetation	Attendees from FoMG did not support the proposed planting of additional trees along the proposed path connecting to the north side of the bridge.	Additional trees are provided as part of the designs to demonstrate possible arrangements for vegetation replacement. DCC wish for planting details to be co-designed with the community.	Ongoing
Lack of confidence in Council contracts / ability to control quality of works	All attendees expressed a lack of confidence in DCC's ability to control the quality of works that are progressed, (with reference to the Olympia swimming pool) and felt concerned about the potential creep of the timeline of works, in addition to the quality of re-instatement following potential damage to the site.	External factors have contributed to the issues that were referenced as part of this concern. It is not expected that significant contractual issues will affect this commission, although the community should be aware that delivery timescales do sometimes change due to factors outside of the Council's control.	No action
Consideration of visual impairments	Attendees from the Access Panel asked whether consideration had been given to ensuring the bridge is accessible for people with visual (or other sensory) impairments.	The initial designs were presented to North East Sensory Services (NESS) who commented that they appeared to offer a significant benefit for potential users with sensory impairments. Lighting will be provided which provides suitable levels of illumination without creating light pollution, and trip hazards will be minimised throughout the design. Tactile paving would be provided at the top and bottom of the stairs on the southern side of the proposed bridge. The sight lines of the proposed bridge are significantly improved in comparison to the existing bridge which provides very little forward visibility for those crossing.	No action
Engagement approach			
Lack of options presented	Attendees from FoMG expressed concern that more options had not been presented for the community to better understand how the proposed design had been selected. This extended to a design that had previously been shared in 2019, which had been broadly agreed upon with the community.	The proposed bridge design has been developed to address the wide range of constraints present at the site. This significantly limits the number of options that are suitable in this location.	No action
Lack of publicity of the engagement	Attendees from FoMG expressed concern that coverage of the leaflet drop had been inconsistent, with some residents having received leaflets, and others not. There was also concern that the posters that had been mounted on lighting columns around the Green, rather than using the noticeboards across the local area.	The leaflet drop was carried out by a specialist distribution subconsultant, with reports made to the project team regarding which streets had received leaflets. A number of buildings (including flats) within the project area were not successfully delivered to due to issues with access. The delivery area covered the 3,000+ households in close proximity to the north of the Green, but there was a boundary	No action

		to the area that was included in this to keep within budget constraints.	
Clarity on design and construction timescales	Attendees from FoMG expressed concern that clarity had not been provided on design or construction timescales, and, for example, how long the existing bridge might require to be closed.	At present timelines for the project are not confirmed as these are subject to funding being awarded and (in the case of construction timescales and bridge closure duration) are subject to additional design considerations. The public will be made aware of construction timescales when these are confirmed.	Ongoing
Petition	Attendees from FoMG stated that if the project were to move forward they would consider starting a petition to demonstrate the strong local feeling against the proposals.	FoMG are able to begin and submit a petition as part of an objection to the planning application for the proposals. This would be noted by DCC as a single objection, as per planning law.	No action

2.4.11 None of the workshop participants left comments in writing at this workshop.

Workshop 4 – online

2.4.12 This workshop was run online for any key community groups who could not attend the in-person workshops the week before. The workshop participants consisted of two attendees from community groups, two attendees from Stantec and two attendees from DCC. The attendees represented the following community groups:

- Dundee City Disability Sport / Dundee Dragons Wheelchair Sports Club
- Disability Sport - Leisure and Culture Dundee

2.4.13 The workshop was facilitated by a member of the Stantec team, but functioned more as an informal discussion where participants steered the discussion to areas of interest for them. A detailed breakdown of the main points covered and the stance of different attendees on these points are provided in Table 2-5 below, along with any outcomes or response provided by Stantec / DCC. The overall feedback from this workshop can be summarised as follows:

- Support the increased accessibility of the proposed bridge, especially for those who cannot use the current bridge.
- Support the visual appeal of the proposed bridge design.
- Against the idea that Riverside Approach is a feasible alternative for those with disabilities to cross the railway.
- Concerned about the speed of cyclists and the safety of interactions between modes on the bridge.

Table 2-5: Main discussion points covered in Workshop 4.

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
Bridge function			
The new bridge will be accessible for all.	All attendees expressed support for the increased accessibility of the bridge, allowing the whole community to use it. Leisure and Culture Dundee run walking groups around the green and some people do not go down to the Green/bridge specifically because the existing footbridge is stepped and inaccessible for them.	Improved accessibility is a major driving factor behind the design of the proposed bridge.	No action
Concerned about other participants feedback that Riverside Approach is a feasible alternative to the bridge for those with disabilities.	All attendees would oppose using Riverside approach as an alternative to the development of the proposed bridge as it is not wide enough or an attractive environment for those with disabilities.	DCC do not consider Riverside Approach as a feasible alternative as it does not create an equally direct route for all over the railway tracks and would not be wide enough for active travel without removing vehicular traffic, a proposal which was rejected during previous engagement exploring the closure of Riverside Approach as a 'Spaces for People' measure during the COVID pandemic.	No action
Interactions between cyclists and pedestrians.	All attendees were concerned about the speed of cyclists crossing the bridge and the potential modal conflict. Would like to see measures to slow cyclists.	Signage will be considered to encourage users to share the path appropriately. Other options (particularly to slow cyclists) will be considered to ensure all users can use the bridge as comfortably as possible. The bridge is not designed with a segregation between pedestrians and cyclists, partly due to width and consistency with adjoining paths (which are all shared). The bridge is designed in accordance with current design standards for active travel infrastructure. DCC to reach out to DBPSS and NESS to confirm best practice and potentially explore co-creation for how people with disabilities could tell they were entering a bridge and maintaining a shared space.	Ongoing

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
Bridge design			
<p>The new bridge is visually appealing</p>	<p>All attendees liked the way the proposed bridge looked in the visualisations.</p>	<p>DCC have designed the proposed bridge with weathered steel to create a more natural finish than synthetic paints can, and the red facing brick was chosen to reflect the nearby historic brick buildings and structures such as the Tay Rail Bridge. This is also the best option for whole life cycle costs due its longevity, reducing costs for maintenance and ensuring the connection is kept open for as long as it can be. DCC appreciate that attendees find the bridge appealing, but understand that design can be subjective and conversations regarding the finishes of the proposed bridge (e.g. parapets) are ongoing.</p>	<p>Ongoing</p>
Engagement approach			
<p>Interest in footfall data, with particular reference to suppressed demand (i.e. people who cannot use the existing bridge).</p>	<p>The Leisure and Culture Dundee Disability Sport Officer expressed an interest in seeing footfall data to show the positive impact the proposed bridge will have.</p>	<p>DCC conducted a baseline footfall survey over a Thursday and Sunday in July 2022 which can be used to monitor and evaluate changes in bridge usage when future footfall surveys are undertaken.</p>	<p>Ongoing</p>

Workshop 5 – Council Officers & Regional Transport Authority (Online)

2.4.14 This workshop was run online for Council Officers from Dundee City Council and Tactran, the Regional Transport Authority. The workshop participants consisted of four attendees from DCC, one attendee from Tactran, two attendees from Stantec and two attendees from the DCC client team. The attendees represented the following internal stakeholders:

- Dundee City Council Access Officer
- Dundee City Council Planning Officer
- Dundee City Council Environment Team
- Dundee City Council Neighbourhood Services
- Tactran

2.4.15 The workshop was facilitated by a member of the Stantec team, but functioned more as a relaxed discussion focussing on key areas of interest for each stakeholder. A detailed breakdown of the main points covered and the stance of different attendees on these points are provided in Table 2-6 below, along with any outcomes or response provided by Stantec / DCC. The overall feedback from this workshop can be summarised as follows:

- Support the increased access and active travel connections afforded by the proposed bridge.
- Support the design of the bridge as it would enhance the local area.
- Support biodiversity net gain on Magdalen Green.
- Queries about the finishes of the proposed bridge.
- Concerns about the speed of cyclists and the safety of interactions between modes on the bridge.
- Concerns about the land take of the southern approach on the Riverside Park.
- Concerns about the maintenance of sloped land build up to the southern approach.

Table 2-6: Main discussion points covered in Workshop 5.

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
Bridge function			
The footbridge increases access and active travel connections to the Green Circular and NCN.	From a regional perspective, Tactran is supportive of the proposed bridge as it is accessible to all and links up a wider active travel network.	Improved accessibility and active travel network improvement are major driving factors behind the design of the proposed bridge.	No action
The bridge will provide a positive connection between the green spaces to the north and south of the railway for events like WestFest.	DCC Access Officer expressed support for the bridge as a way to connect the green spaces, especially for events like WestFest.	DCC aims to improve access and mobility across the railway.	No action
Concerns about the safety of bridge users as cyclists could travel at speed over the bridge.	Attendees from Neighbourhood Services expressed concern that there were no measures to slow cyclists. Suggested adding a curve to the approach paths to slow users down.	Signage will be considered to encourage users to share the path appropriately. Other options (particularly to slow cyclists) will be considered to ensure all users can use the bridge as comfortably as possible. The bridge is not designed with a segregation between pedestrians and cyclists, partly due to width and consistency with adjoining paths (which are all shared).	Ongoing
Bridge design			
Concerns about the land take of the southern approach on the Riverside Park.	Neighbourhood services manage the events spaces in Dundee and are concerned about the loss of green space on Riverside Park due to the southern bridge approach as the location hosts events throughout the year, including the Carnival. There is potential to move the events space onto the old football pitches east of the hedge row, but electricity and water access would need to be maintained and more access points through the hedge would need to be created if the site of the carnival were moved. A new vehicular access point to Riverside Park for large vehicles would also be needed for events.	DCC to look at a realignment of a ramp on the south side to align with access road to the Pavilion to increase the green space available for events. DCC to talk to the roads team about possible alternative access points to Riverside Park for large vehicles. Re-provision of electricity and water at a different point to be considered.	Ongoing

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
Concerns about the maintenance of the slope/gradient of build up to the path on the south side of the proposed bridge.	Neighbourhood services questioned the gradient of the land build up to the south approach path to understand if it could be mown.	DCC have ensured that the slope is within an acceptable slope for it to be mown.	No action
The proposed bridge would be seen as an enhancement to the local area.	The Planning Team are supportive of the proposed bridge design in the context of the Conservation Area around Magdalen Green.	Confirmed to DCC that the designs are broadly acceptable to be submitted for planning permission.	No action
Queries about the final parapet designs.	The Planning Team asked if the material used for the parapet could be in-keeping with the surrounding area.	Specific conversations regarding the finishes of the proposed bridge (e.g. parapets) are ongoing.	Ongoing
Biodiversity net gain is important on Magdalen Green.	<p>The Planning Team and Neighbourhood Services expressed the importance of biodiversity on Magdalen Green. There has been a significant increase in biodiversity since sections of the Green were rewilded with wildflowers.</p> <p>Neighbourhood Services are putting forward Magdalen Green for a green flag award in the next couple of years in collaboration with Friends of Magdalen Green. They do not think the bridge will impact their potential to win a green flag award but it will be included as part of the plan that they submit for the award.</p>	<p>There will be a net gain of trees and DCC will look into commissioning a landscape architect to design the future plantings in co-design with the local community.</p>	Ongoing

Workshop 6 – Elected Members (Online)

- 2.4.16 All four local elected members for the West End (Ward 3) were invited to this online workshop. Three of the four elected members participated in the workshop which was also attended by three members of the project team from Stantec and two from DCC. The political party affiliations of the elected members who attended were the Scottish National Party and Liberal Democrats.
- 2.4.17 The workshop was facilitated by a member of the Stantec team, but functioned as a relaxed discussion focussing on key areas of interest for each elected member and the constituents they had discussed the project with. A detailed breakdown of the main points covered and the stance of different attendees on these points are provided in Table 2-7 below, along with any outcomes or response provided by Stantec / DCC. The overall feedback from this workshop can be summarised as follows:
- Concerns relating to the gradient of the bridge and if it will be easy for all to use when there is no handrail provided.
 - Queries relating to whether the proposed footbridge designs align with Network Rail's plans to electrify the railway line.
 - Concerns that people in the West End could not participate in the engagement if they were not part of a community group.
 - Frustration expressed at a community council meeting about the footbridge and that it is a mis-use of funds.
 - Support the look of the proposed footbridge.
 - Support for engagement with and information provided to elected members throughout the project.

Table 2-7: Main discussion points covered in Workshop 6.

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
Bridge function			
Suggestion that a handrail might be provided.	One councillor suggested that providing a handrail might improve the accessibility of the proposed bridge further and ensure it goes beyond inclusive standards.	DCC have designed the gradients of the approach paths in line with disability design standards resulting in gradual approach paths that do not qualify as ramps. The provision of a handrail can be investigated as this would further improve the accessibility of the bridge.	No action
Concerns about whether the proposed footbridge designs align with Network Rail's plans to electrify the railway line.	One councillor expressed concern for the potential waste of money on the bridge redesign if there was no joined up approach with Network Rail. They did not want to see DCC invest in a bridge that Network Rail would need to amend or tear down in the next couple of years.	DCC have discussed the bridge designs with Network Rail and the designs have been confirmed to meet the requirements for rail electrification.	No action
Bridge design			
Support the look of the proposed footbridge.	One councillor liked the look of the bridge and thought it would have a positive impact in the community.	DCC appreciate that attendees find the bridge appealing, but understand that design can be subjective and conversations regarding the finishes of the proposed bridge (e.g. parapets) are ongoing.	Ongoing
Engagement approach			
Support for engagement with and information provided to elected members throughout the project.	One councillor was pleased with the communication of the project information.	The project team have kept in touch with elected members via email throughout the project's lifecycle.	Ongoing
Frustration expressed at a community council meeting about the footbridge and that it is a mis-use of funds.	Two councillors attended a community council meeting where many attendees were frustrated as they thought there were other things that should be financed before the footbridge, but the councillors understand that the funding is	The potential funding source for the project has been explained on the online information portal to hopefully dispel some of the financial concerns.	No action

Main discussion point	Attendees' inputs	Outcomes for Stantec / DCC	Status
	provided by the Scottish Government specifically for this project.		
Concerns that people in the West End could not participate in the engagement if there were not part of a community group.	Councillors expressed a concern with the lack of public engagement during this stage of the project and would like another public drop-in style event to be run. They do recognise that there has been some non-constructive and strongly negative language used by members of the public over email which is not encouraging for a public engagement.	The public were provided with information about the project both online and offline and were provided with the opportunity to send comments or questions to the project email or via the online form on the webpage. The community engagement plan for this stage of engagement set out the approach to hold a number of in-person and online workshops with smaller groups of people from interested community groups, with the goal of promoting communication between groups (i.e. tackling polarisation of views) and allowing the project team to have higher quality conversations with attendees (following the experience of earlier engagement where the quality of engagement was reduced by the uncontrolled nature of the public drop-in).	No action

2.5 Community engagement – Evaluation

2.5.1 To evaluate the engagement that has been undertaken as part of this project, the objectives below are identified in the Community Engagement Plan – the performance of the engagement process is evaluated in the table below:

Table 2-8: Evaluation of community engagement

Objective	Measurement Method	Target	Outcome	Target met?	Notes
Objective 1 - Reach a greater number of people than engaged during the previous round of engagement (approx. 600 – online survey).	Dissemination of information online.	Record more than 650 'hits' on the StoryMap.	More members of the community understand the reasons for the replacement of the bridge, and for the development of the design as it is.	Yes, target has been met	There were 2,804 'hits' on the StoryMap.
	Dissemination of hard copy information.	More than 20 hard copies obtained from Blackness Library.		Awaiting confirmation from Blackness Library on final number of hard copies issued to members of the public	10 hard copies were dropped off at the Blackness Library for the public to pick up. And the Library was provided with the PDF to print more if they ran out.
Objective 2 - Reach those in the local community who have not been engaged previously.	Attendees that have been previously engaged.	At least 30% of workshop attendees to be those not engaged on the project previously.	A wider range of members of the community are aware of the bridge replacement, the proposed designs and the reasons for it.	Yes, target has been met	Of attendees across all workshops, 35% of organisations not previously engaged
Objective 3 - Encourage and enable different groups within the community to listen to each others' views.	Attendees reflect a mix of people from different backgrounds (from both primary and secondary audiences).	Hold at least 2 in-person workshops that bring together people from a range of audiences (as a minimum, 2 people each from Primary and Secondary audiences).	More members of the community understand the range of views on the replacement of the bridge.	Yes, target has been met	
Objective 4 - Develop ideas for the bridge and surrounds collaboratively with the community where possible.	Aspects of the bridge replacement design are completed in collaboration with the community.	At least one aspect of the design is designed collaboratively with the community (planting, parapets	More members of the community feel connected to and invested in the	DCC to take this forward (Summer 2024)	DCC to take this forward (Summer 2024)

		and/or 'landing area'), and is included in construction	constructed bridge and its surroundings.		
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Social media comments

- 2.5.2 Comments on social media, though not sought directly by the project, were also reviewed. There was a range of views expressed including support for the scheme. Specific concerns or queries have been assessed and there were no new issues raised which were not covered by the community group workshops summarised in Section 2.4.

Lessons Learned

- 2.5.3 The engagement for this project has been somewhat challenging. Despite evidence of broad support for the proposals, a relatively small number of respondents have expressed strong negative feelings about the scheme, and this has made constructive engagement difficult at times. The approach taken for engagement during this Stage has aimed to improve this situation, but this has not been fully successful.
- 2.5.4 It had been hoped that engagement through community groups would prove to be a positive way of accessing the communities affected by the proposal, although bias or mis-reporting in the promotion of the materials on social media does appear to be present, as shown in Figure 2-12 below.



Figure 2-12: An example Facebook post by Friends of Magdalen Green presenting the information provided online by the project team. Note that although 12 trees would need to be removed as part of the construction phase, a minimum of 18 trees would be replanted, representing a net gain.

- 2.5.5 Engaging community representatives was thought to be an appropriate method to engage in more depth with a range of perspectives on the development of the proposal. However, there is some evidence to suggest that the representatives that attended the workshops may have been selective in representing the views of their communities. Examples of this from social media are given in Figure 2-13 and Figure 2-14 below.



Figure 2-13: Positive feedback left on social media was not fed back to the project team as part of the engagement with West End Community Council



Figure 2-14: Comments on various posts on the Friends of Magdalen Green Facebook page suggest that people's understanding of the plans is better than portrayed by representatives at the meeting; with a more supportive attitude overall than provided by the representatives that attended the workshop.

2.5.6 The approach taken to engaging in more depth through community groups does mean that although members of the community were invited to submit questions and comments through the StoryMap, which is summarised in section 2.4, not all residents of the West End will have given comments directly on the scheme (particularly if not able to use email or IT). It is, however, considered that the community groups that were engaged provided a good range of views of the scheme from across the community, and provided a clear insight into the main positive and negative points that people had identified regarding the proposal, and this remained broadly in line with the themes that were identified during the Stage 2 engagement.

2.6 Community engagement – Summary

2.6.1 In summary, the community engagement has aimed to improve lines of communication to key stakeholders in the project area. At this stage, it seems clear what the main issues and concerns are with the proposed scheme, and it seems unlikely that these views would change unless significant changes to the proposals could be made. Within the constraints of the project area, there is a limit to how much can be changed within the designs, as they are largely defined by the dimensions surrounding the bridge, and fully accessible and inclusive design requirements.

2.6.2 This round of community engagement has made some progress in terms of establishing lines of communication with certain community groups, however, the aim of improving understanding and ultimately mitigating remaining negative views of the scheme has not been fully successful. This is demonstrated by the negative publicity carried out by certain community groups. However, the positive feedback received in the wake of this negative publicity does help to show that there is significant support in the area, particularly by people with disabilities.

2.6.3 Overall, our recommendations are:

- The bridge design as it stands responds to many of the responses received regarding accessibility for a wide variety of different people (and the large number of responses received regarding the inaccessibility of the existing bridge).
- A bridge design that is truly accessible in this location will result in a certain amount of land-take and tree loss. DCC should ensure that the amount of land-take is minimised as much as possible, and that plans for planting are developed in collaboration with the community. Community art initiatives as part of the design would similarly be beneficial to enable the community to feel more ownership over the design.
- DCC should be prepared for opposition to the scheme going forward. However, in light of the major improvement the scheme would bring for many of the respondents to the engagement carried out, DCC should ensure that opposition is grounded in policy, if it is to be taken into account.

3 Behaviour Change Plan

3.1 Defining the behaviour to be changed

Introduction

- 3.1.1 The behaviour change impact of replacing the footbridge will partly come from the renewal of the infrastructure itself, by allowing a greater number of people walking, wheeling and cycling to use the connection across the railway line. In order to maximise the impact that the footbridge replacement can have, a number of specific behaviours have been identified, which should be targeted for specific behaviour change measures.
- 3.1.2 Two main data sources have been used to identify these behaviours:
- Policy documents – both local and national policy has been considered in the definition of the behaviours to be changed.
 - Community engagement – a range of community engagement activities have been carried out (see separate Community Engagement Report), which have helped to identify the main uses of the Green, the footbridge and the surrounding area.

Context

National policy

- 3.1.3 The Scottish Government published its intention to **reduce car kilometres** travelled by 20% by 2030, within the Climate Change Plan Update 2020. One of the four categories of travel behaviours suggested to achieve this ambitious target is ‘to walk, wheel, cycle or use public transport where possible’. This mode shift is directly supported by the replacement of the footbridge but will be maximised by the implementation of concurrent behaviour change measures.

Wider Dundee

- 3.1.4 In 2019, Dundee City Council declared a Climate Emergency, and developed a partnership Climate Action Plan which aims to achieve a 40% reduction in greenhouse gas emissions by 2030, and achieve net-zero greenhouse emissions by 2045, or sooner. The **mode shift** of journeys within Dundee from private car to active / sustainable modes forms a key part of this strategy.
- 3.1.5 Dundee has seen significant investment and development in active travel infrastructure in recent years, including the Green Circular route, the NCN and the development of the waterfront around the V&A, including the provision of a cycle / active travel hub. The strategic active travel network (presented in Walking & Cycling: the benefits for Dundee) takes account of a number of Active Freeways, including one along Perth Road. The replacement of the footbridge on Magdalen Green provides a **vital continuous link** between existing infrastructure on the waterfront to the developing infrastructure on Perth Road and Hawkhill. Maximising the benefit of all three of these investments will involve careful infrastructure integration, but also a range of behaviour change measures.
- 3.1.6 The Tourism Strategy for Tay Cities (including Dundee) highlights the presence of a variety of established walking and cycling routes which provide access to urban centres and visitor attractions as a key strength for attracting tourism. The strategy also focuses on the benefits of the redevelopment of the waterfront and the role the V&A has in attracting tourism to the city and wider region. This demonstrates the role of the active travel network in attracting economic benefits to the region, and highlights the opportunity for Magdalen Green and its surroundings

to benefit from the flow of visitors to the waterfront, through better connectivity, particularly if **tourists are encouraged to travel actively** around Dundee.

- 3.1.7 Green spaces in cities are extremely valuable, both for wildlife and people's mental and physical health. This is recognised in Dundee, and Magdalen Green features in the city's 'Nature Prescription'. In particular, the Green is home to an avenue of cherry trees, which are well-loved by the local community, and attract visitors from other areas. In addition, the Green is home to several sections of wildflower meadow, which are part of a total of 14 hectares of wildflower habitat across Dundee ahead of the Eden Project in 2024. The replacement of the footbridge will help with providing access to these green space initiatives and combining active travel with an appreciation of nature and biodiversity helps to ensure the **visitor impact of these initiatives is realised sustainably**.

Community Engagement

- 3.1.8 It is clear from our Stage 2 community engagement activities that the current key trip purpose for people using both Magdalen Green and the footbridge is for leisure purposes. Many respondents to our online survey mentioned the benefit of the footbridge in allowing circular walks along the riverside, and this was a hugely valuable aspect of the bridge for the local community. For some respondents, this was combined with accessing specific destinations, such as the Bridgeview Station restaurant.
- 3.1.9 There are also various specific events which take place on or around the Green, including concerts at the bandstand, the popular 'WestFest' event, and funfairs to the southern section on the playing fields. These types of events naturally increase footfall over the existing bridge, but also attract large numbers of people to the Green from other areas, which can contribute to parking problems in the one available car park, and the surrounding surface streets. These events present key opportunities to encourage **people to travel to the Green in a sustainable way**, and to promote the improved footbridge as a connection within wider Dundee's active travel network.
- 3.1.10 From the community engagement activities, it was also clear that the current footbridge presented a significant barrier to a number of groups of people. In particular, people who use prams, have young children, use wheelchairs or have reduced mobility all found the footbridge difficult, or impossible to use. Due to the long alternative route, which presents safety concerns for some users, many of these groups are forced to drive instead of travelling actively. The new, ramped design of the footbridge will enable these groups of people to cross the railway in this location. Targeted behaviour change measures will help to ensure that any ingrained attitudes about crossing the railway at this point are addressed, and families and people with disabilities are **empowered to use active travel modes**.
- 3.1.11 In addition, people cycling found the footbridge at best difficult to use, or at worst impossible to use. This was particularly the case for people with heavy e-bikes, adapted cycles, or cycling with children. Targeted behaviour change measures might help to encourage cyclists to use the new link, and help to emphasise the direct-ness of the new active travel bridge in comparison to the current one. People who have cycled in the area for some time will probably be aware of the inaccessibility of the existing footbridge, and we know from community engagement that many people avoid it. Behaviour change should help to break down these ingrained behaviours so that **all potential cyclists are aware of the new connection opportunity that the active travel bridge will create**.
- 3.1.12 Finally, from community engagement it became apparent that many people feel nervous about the sharing of space between cyclists and pedestrians. This is, in part, due to a perception of cyclist behaviour, particularly that which is displayed along the riverside sections of NCN77. Behaviour change measures to encourage **all users to share the space fairly** might be relevant here, to ensure that the new active travel bridge proves to be attractive and safe for everybody.

Behaviours to be changed

3.1.13 From this context, five key behaviours have been identified as those to be targeted. Table 3-1 below shows the behaviours to be changed against the target audience(s) for each behaviour.

Table 3-1: Behaviours to be targeted for change.

Objectives of behaviour change	Target audience	Relevant policy/engagement findings
Connect seamless cycle journeys across the railway using the Green	Cyclists (current and future)	<p>National policy – The Scottish Government aims to reduce overall car kilometres in Scotland.</p> <p>Wider Dundee – The riverside is a crucially important part of Dundee’s active travel network, with NCN77 and the Green Circular providing a continuous connection into the recent development on the waterfront, and west to Invergowrie.</p> <p>Online survey, in-person events - The current bridge is difficult or impossible to navigate as a cyclist and is often avoided.</p>
Ensure tourism impacts of wider initiatives are based around sustainable travel	Tourists / Visitors	<p>Wider Dundee – Anticipated tourism impact of the Eden Project and V&A, and the strength of the established active travel routes around the city.</p> <p>Improved connections to strategic cycle routes to encourage more commuting and recreational access.</p>
Reduce car travel for leisure trips	Car drivers; visitors to the Green	<p>National policy – The Scottish Government aims to reduce overall car kilometres in Scotland.</p> <p>Wider Dundee – Dundee has greenhouse gas emission reduction targets to meet, and mode shift to active travel is part of achieving this. The Green is appreciated as an iconic location and attracts visitors for both events and more generally.</p> <p>Online survey - Most trips to the Green are for leisure.</p>
Empower families and people with disabilities to travel actively	People with disabilities; families	Online survey, in-person events - People who cannot use the footbridge are often forced to drive, or choose not to visit the Green.
Help different users to share space safely	All users – focus on adult cyclists	In-person events – Some local people are nervous about sharing the bridge, based on their experience of other similar / shared paths.

3.2 Barriers and opportunities

Community engagement

3.2.1 Details of the community engagement that was carried out as part of this stage of the project are covered in Section 2. The activities that were carried out as part of Stage 3/4 were:

- Online information hub
- In-person workshops
- Online workshops

Barriers

3.2.2 The existing footbridge currently provides an important link between the area north of Magdalen Green and the riverside. The community engagement process highlighted a number of barriers to greater levels of active travel posed by the existing bridge design. All of these barriers will be addressed by the replacement of the footbridge. These were:

- Steep steps – the steepness of the steps was mentioned by many respondents as a key barrier to using the bridge. This was particularly stark for people using wheelchairs, or people with prams, or young children.
- Long, dangerous and unappealing alternative – the closest alternative route to the Magdalen Green bridge is the road bridge between Roseangle and Riverside Drive, which represents a detour of approx.1.5km (approximately a 20-minute walk).
- Inappropriate cycle push ramp – the existing channel for bike wheels was highlighted as being too close to the side to be useful for pushing a bike up and was inaccessible to people with non-standard cycles.
- Ice/weather conditions – the current footbridge becomes slippery in cold weather conditions and is not gritted. People avoid using the bridge for this reason.
- Safety concerns – some people mentioned that the bridge does not feel safe in terms of personal safety. This is due to a lack of lighting and the steep gradient blocking the view through to the opposite side.

3.2.3 Some barriers were also related to things other than the bridge itself:

- Bike storage – Many of the tenement flats surrounding Magdalen Green do not have anywhere to store bikes. This was mentioned by one of the local elected members at the in-person site walk-over as a barrier to greater levels of cycling in the area.
- Knowledge of the footbridge – Some respondents mentioned that they had not known the footbridge existed for some time, and others mentioned that it is very inconspicuous. This may be contributing to a lower footfall than might otherwise be expected.
- Speed of cyclists – Some respondents mentioned the fear of walking in shared spaces due to the perceived speed and potential conflict with cyclists. This was particularly highlighted in relation to the riverside path NCN77 / Green Circular.

3.3 Opportunities & Solutions

Opportunities

3.3.1 The community engagement exercise identified a number of opportunities for behaviour change activities. In addition to the replacement of the bridge (which will address the first list of barriers in Section 3), a number of opportunities were identified which could be used to support behaviour change measures:

- Strong community feel – it was obvious from community engagement events that there is a strong community in the area directly surrounding the Green. This is an opportunity for working with the community to ensure that any events within the community are well-attended.
- Strong community organisations – in addition to the West End Community Council, Friends of Magdalen Green are also highly invested in the use of the Green and support its use for events and visitors.

- Bandstand – the Magdalen Green bandstand is an asset providing a venue and obvious hub for events and meetings on the Green. There are ongoing events at the bandstand.
- Heritage – Magdalen Green is the oldest park in Dundee, and various features, including the bandstand and the view of the Tay Bridge, support its status as an important heritage location.
- Green space/biodiversity – Magdalen Green is an important location for urban greenery, and it is also home to multiple biodiversity and wildflower meadow schemes. These assets of the Green could be linked into events.
- Playpark – the Green has a playpark which is located to the east of the main Green, across Riverside Approach / Roseangle. The playpark could be linked into providing behaviour change.

Solutions

3.3.2 Community engagement also suggested a number of potential solutions to the barriers that were highlighted through the community engagement process. These are shown in Table 3-2.

Table 3-2: Key challenges identified through community engagement.

Challenge	Solution	Source (Who suggested this solution?)
Bike storage	Cycle hangars on-street (as part of DCCs 'Bike Storage Boost'); cycle parking on / around the Green ¹	Local Elected Member
Knowledge of the footbridge	Provide signage to direct people to the improved active travel bridge, including journey times to key destinations.	Stakeholder workshops
Speed of cyclists	Poster campaign; pavement treatments; rumble strips	Stakeholder workshops

3.3.3 Furthermore, a number of potential solutions have been suggested in Table 3-3, below, to address the key behaviours to be changed identified in Section 2.

Table 3-3: Behaviours identified with suggested solutions.

Behaviour to be changed	Target audience	Suggested solution(s)
Connect seamless cycle journeys across the railway using the Green.	Cyclists (current and future)	Cycle events to improve knowledge of the proposed active travel bridge, drawing attention to the wider network across Dundee by providing cycle maps of the area; include 'fun' activities, bikes to try out, and a guided / led ride using the new bridge.
Ensure tourism impacts of wider initiatives are based around sustainable travel.	Tourists	Advertise a circular cycle route from the cycle hub at the waterfront, to Magdalen Green, perhaps returning via the Seabraes bridge.
Reduce car travel for leisure trips.	Car drivers; visitors to the Green	Use a poster campaign to highlight the benefits and opportunities of travelling to the Green by sustainable

¹ This is an important consideration, but is considered to sit outside the remit of Behaviour Change and this project more generally.

Behaviour to be changed	Target audience	Suggested solution(s)
		modes. Consider working with schools to produce materials that highlight the dangers to children of parking along the edges of the Green and near the playpark.
Empower families and people with disabilities to travel actively	People with disabilities; families	Cycle events specifically allowing trials of adapted cycles and cargo bikes, centred around the Green and the new active travel bridge, targeted at people with disabilities and families.
Help different users to share space safely	All users – focus on adult cyclists	Use a poster campaign to draw attention to the responsibilities of all users to share space fairly.

Equalities/seldom heard groups

- 3.3.4 A wide range of people have been engaged through this project. For most people, the existing footbridge represents a challenge to crossing the railway, and the majority of respondents felt that the proposed design would be an improvement. 56% of respondents to the online survey felt that they would use the bridge more, or much more if the steep steps were replaced with an inclusive / accessible ramp.
- 3.3.5 More information about the details of who has been engaged can be found in the Community Engagement Report. The main specific comments for some of the most prevalent protected characteristic groups are given below.

People with disabilities

- 3.3.6 For people with disabilities, the main concern with the existing footbridge is the lack of accessibility. The steep steps and lack of ramp preclude most people with mobility impairments from using the bridge altogether. From people who were engaged that had disabilities, it seemed that there was significant support for the improvements in accessibility.

Older people

- 3.3.7 Older people are more likely to have mobility impairments, and in this sense shared some concerns with groups of people with disabilities. In addition, older people seemed to be particularly concerned about ice around the bridge (which becomes more difficult to navigate when present on a slope). They were also concerned about anti-social behaviour and the speed of bikes coming over the proposed bridge. Older people in particular suggested segregation between pedestrians and cycles across the proposed bridge.

Children, parents, and families

- 3.3.8 Parents and families had difficulty carrying children's bikes or scooters, or prams, up and over the existing footbridge. For many respondents this led to avoiding crossing the footbridge altogether. Most of these people felt that the proposed changes would be positive for their future experience of the bridge.

Women

- 3.3.9 Women were well-represented through the community engagement process (numbers). Female respondents seemed particularly concerned about personal safety, for example being able to see other users. Many female respondents suggested good lighting as part of making the bridge feel safer, and there was also an appreciation of the clear sightlines supported by the proposed bridge design.

Community Groups

3.3.10 A number of community groups are active in the local area and should be involved with behaviour change measures regarding the new bridge in order to maximise their effectiveness. These are:

- West End Community Council
- Friends of Magdalen Green
- Dundee Access Group
- Dundee Cycling Forum

3.3.11 These organisations are mentioned in subsequent sections where relevant.

3.4 Behaviour Change Action Plan

Actions and solutions

3.4.1 Through the development of this plan, a number of potential solutions and actions have been identified. This is shown in Table 3-4.

Table 3-4: Identified actions and solutions.

Action/Solution	Description	Who will be responsible?	When will it be done?	Cost
Wayfinding signage	Delivery of local wayfinding signage, which tie into existing signage and provide journey times reflecting the implementation of the new bridge.	DCC	After bridge implementation	Low
'Share the space' poster campaign	Delivery of 20 posters around the Green emphasising the importance of sharing space safely, and tips on how to do so.	DCC / Friends of Magdalen Green / WECC	As soon as possible	Low
Pavement treatments	Delivery of 6 painted pavement treatments which address the issues of safe sharing of space; e.g. Riverside path.	DCC	After bridge implementation	Medium
Cycle rumble strips	Delivery of 2 sets of rumble strips on either side of the bridge approach.	DCC	After bridge implementation	Medium
Cycle event at the bridge	Delivery of a cycle event with fun elements (e.g. smoothie bike) and bike try-out opportunities. Provide maps and information about cycling in Dundee.	DCC / Dundee Cycling Forum	After bridge implementation	Low
Devise and advertise a circular cycle / walking route aimed at tourists	Design of a circular cycle / walking route which uses the riverside, Magdalen Green and the Seabraes bridge to create a tourist attraction. Include information about historical features e.g. Tay Bridge, Magdalen Green bandstand, and direct tourists towards e.g. Perth Road for eating/drinking. Route may require dedicated signage and production of designed leaflets / maps.	DCC / Visit Dundee	After bridge implementation	High
Poster campaign re: benefits and opportunities of active travel/not driving	Delivery of 20 posters around the Green, and near to Roseangle car park and on-street parking, to emphasise benefits of walking and cycling to access the Green.	DCC / Sustrans	Not related to bridge timelines	Low
School children poster campaign	Work with local school children to deliver a series of 4 large banners which incorporate children's artwork to highlight the dangers of on-street parking and car-parks for children, linking to poster campaign encouraging active travel to / from the Green.	DCC / local schools	Not related to bridge timelines	Low

Cargo / adapted cycle event	Delivery of a cycle event allowing local community to try out various adapted and cargo cycles. Benefit of connecting local people with disabilities and / or families with more suitable cycling opportunities, but also an awareness raising activity to improve knowledge of adapted cycles and cycles as mobility aids more widely.	DCC / Dundee Cycling Forum / Cycling UK	After bridge implementation	Low
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Prioritisation

3.4.2 These actions and solutions have been subject to APEASE criteria, as suggested by Sustrans. This provides a rough prioritisation of each intervention in relation to the others. These are shown in order of priority score in Table 3-5.

Table 3-5: APEASE prioritisation.

Action/Solution	Affordability (0-10)	Practicability (0-10)	Effectiveness & Cost effectiveness (0-10)	Acceptability (0-10)	Side Effects/Safety (-5 to +5)	Equity (-5 to +5)	Score	Priority (High, Medium, Low)
Wayfinding signage	Affordable, and necessary	Requires investigation of suitable locations, but generally practicable (precedents elsewhere)	Highly effective and relatively good value-for-money.	Likely to meet with some local opposition, but overall supported.	No anticipated side effects. Supports active journeys to the Green.	Must not create clutter/obstacles. Over-provision of information should be avoided re: Conservation Area.	31	High
	8	7	9	7	0	0		
'Share the space' poster campaign	Affordable – would need a funding source	Would require development with community, and would require graphic design expertise.	Low-cost, unknown effectiveness.	Unlikely to be opposed.	No anticipated side effects. Should positively impact safety by encouraging safe use by all users.	Should positively impact equity by encouraging safe use by all users.	33	High
	7	6	6	9	3	2		

Action/Solution	Affordability (0-10)	Practicability (0-10)	Effectiveness & Cost effectiveness (0-10)	Acceptability (0-10)	Side Effects/Safety (-5 to +5)	Equity (-5 to +5)	Score	Priority (High, Medium, Low)
Pavement treatments	Affordable – would need a funding source	Requires investigation of suitable locations, but generally practicable (precedents elsewhere)	Medium-cost, unknown effectiveness.	Likely to meet with some local opposition, but overall supported.	No anticipated side effects.	Should positively impact equity by encouraging safe use by all users.	28	Medium
	7	7	5	7	0	2		
Poster campaign re: benefits and opportunities of active travel/not driving	Affordable – would need a funding source	Would require development with community, and would require graphic design expertise.	Low-cost, unknown effectiveness.	Unlikely to be opposed.	No anticipated side effects. Should positively impact safety by encouraging safe use by all users.	No specific expected impacts on equity.	31	High
	7	6	6	9	3	0		
Schoolchildren poster campaign	Affordable – would need a funding source	Would require development with community, and would require graphic design expertise.	Low-cost, unknown effectiveness.	Unlikely to be opposed.	No anticipated side effects. Should positively impact safety by encouraging safe use by all users.	No specific expected impacts on equity.	31	High
	7	6	6	9	3	0		
Cargo/adapted cycle event	Affordable – would need a funding source	Would require development with community and admin support.	Low-cost, unknown effectiveness.	May meet with some local opposition, but overall supported. Local community may	Action may bring a higher number of people to the Green, which could have positive or	Positive impact for equity; connecting people with bikes that they are able to use.	28	Medium

Action/Solution	Affordability (0-10)	Practicability (0-10)	Effectiveness & Cost effectiveness (0-10)	Acceptability (0-10)	Side Effects/Safety (-5 to +5)	Equity (-5 to +5)	Score	Priority (High, Medium, Low)
				oppose focus on cycling.	negative side effects.			
	7	6	6	6	0	+3		
Cycle events at the bridge	Affordable – would need a funding source	Would require development with community and admin support.	Low-cost, unknown effectiveness.	May meet with some local opposition, but overall supported. Local community may oppose focus on cycling.	Action may bring a higher number of people to the Green, which could have positive or negative side effects.	Should include non-standard cycles if possible. Must ensure bridge access is not blocked.	25	Low
	7	6	6	6	0	0		
Cycle rumble strips	Affordable – would need a funding source	Requires investigation of suitable locations, but generally practicable (precedents elsewhere)	Medium-cost, unknown effectiveness.	Likely to meet with some local opposition, but overall supported.	No anticipated side effects.	Should positively impact equity by encouraging safe use by all users. May create obstacle for wheelchair users.	25	Low
	7	7	5	7	0	-1		
Devise and advertise a circular cycle/walking route aimed at tourists	Multiple elements contribute to relatively high cost – would need a funding source	Would require development with community, and would require graphic design expertise and definition within tourism strategy.	Medium-cost, unknown effectiveness.	Likely to meet with some local opposition, but overall supported.	Action may bring a higher number of people to the Green, which could have positive or negative side effects.	No specific expected impacts on equity.	23	Low
	5	6	5	7	0	0		

3.4.3 Therefore, this process has identified:

- Four 'high' priority solutions / actions
- Two 'medium' priority solutions / actions
- Three 'low' priority solutions / actions

3.4.4 If funding is received, these actions will be pursued by Dundee City Council in partnership with the identified community partners, in order of priority.

4 Equality Impact Assessment

- 4.1.1 The Equality Impact Assessment (EqIA) was developed collaboratively by Stantec and DCC to ensure all people impacted by the project had been considered. This is a tool to explore, record and manage the impact of the project on certain groups of people as set out in the [Equality Act 2010](#).
- 4.1.2 This EqIA was developed to ensure that what is being proposed does not have a substantial negative impact on specific people or groups, and where it might, mitigations are recommended. The EqIA identified people or groups to be involved in the co-design process and consultation.
- 4.1.3 The EqIA for the project informed the Stakeholder Mapping and the Communications and Engagement Plan to ensure that seldom heard groups and those with protected characteristics are engaged adequately in the project.
- 4.1.4 This document remains a live assessment to be updated as necessary throughout the life cycle of the project. A full EqIA for the project can be found in Appendix D .

Appendix A 2022 Community Engagement Report



Magdalen Green Footbridge Consultation Support

Community Engagement Report

On behalf of **Dundee City Council**



Project Ref: 12345/001 | Rev: AA | Date: September 2022

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Document Control Sheet

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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
V1-0	14/9/22	Draft Community Engagement Report	RS	GS	RM
V2-0	27/9/22	Community Engagement Report	RS	GS	RM

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1 Introduction

- 1.1.1 Dundee City Council is in the process of seeking to secure Sustrans' Places for Everyone (PFE) match funding for the replacement of the Magdalen Green Footbridge.
- 1.1.2 The footbridge has reached the end of its serviceable life and presents a significant challenge to accessibility in a public green space. As such, the Council aspire to replace the bridge with a step-free ramped version, which will improve access and connectivity and provide associated public realm benefits.
- 1.1.3 This vision is to be achieved through a community co-design process which looks at:
- Improving active travel connectivity and accessibility
 - Improving the local sense of place
 - Improving the public realm
 - Delivering more green spaces
- 1.1.4 The replacement of the bridge aims to deliver on a range of objectives which are aligned to the objectives of the National Transport Strategy 2 (NTS2).
- Equality - Improve accessibility for those using the crossing of the railway line who have mobility impairments, or are less able to use stairs.
 - Climate – Support active journeys by creating seamless access for cycles as well as pedestrians.
 - Economy – Support access to local businesses, and contribute to 'joining up' Dundee's active travel network. The economic benefits of active travel are rightly recognised in 'Walking & Cycling: the benefits for Dundee'¹.
 - Health and wellbeing – Support active travel, and improve access to Magdalen Green and sports pitches for leisure and sports purposes. The health benefits of active travel are rightly recognised in 'Walking & Cycling: the benefits for Dundee'.
- 1.1.5 The improvements that are being explored in the project area will provide significant value to the extended community, benefitting people who live in or work around Magdalen Green, those visiting Dundee as well as those using the NCN on more long-distance journeys.
- 1.1.6 This project improves the accessibility of the bridge, which is in line with the wider ambitions of the region and will connect to Dundee's wider cycle network. The bridge also connects to National Cycle Route 77 which runs between Dundee and Perth.
- 1.1.7 This document presents an overview of the community engagement that has been carried out to support this project. Stantec have carried out community engagement on behalf of Dundee City Council, in accordance with a Communications and Engagement Strategy which was agreed with the project's Sustrans officer before engagement commenced. The engagement process has included an online survey (which was kept live for just over one month), in-person events, and online events.

1

https://www.dundee.gov.uk/sites/default/files/publications/benefits_of_active_travel_in_dundee_final.pdf#:~:text=Active%20travel%20in%20all%20its%20forms%20%E2%80%93%20walking%2C,inclusive%2C%20least%20polluting%20and%20most%20sustainable%20transport%20choice.

1.1.8 This document includes:

- Details of the stakeholders that were engaged through this process, their roles and their relationship to the project area.
- Overview of the outcomes of the online survey, including demographics, levels of support for the measures and specific feedback.
- Overview of the outcomes of in-person events, including demographics, levels of support for the measures and specific feedback.
- Overview of the outcomes of online events/workshops, including demographics, levels of support for the measures and specific feedback.
- Recommendations to the Council on how feedback from the public might be incorporated into the design of the footbridge and surrounding area, and how these decisions might be communicated with the public.

2 Stakeholders

2.1 Communications Strategy and Community Engagement Plan

2.1.1 Detail of the stakeholder identification approach is held within the Communications Strategy and Community Engagement Plan which also forms part of the submission. Table 1 provides an overview of the engagement activities and the audience of each activity.

Table 1: Overview of the stakeholders invited to each type of engagement activity

Activity	Audience	Dates
Teams and email-based Strategic Stakeholder Engagement	National or regional-level stakeholders including Network Rail and Tactran were invited to provide comments on the proposals by email. Relevant officers within the Council (including Planning and Neighbourhood Services) were invited to provide comments through email or via Teams meetings.	Throughout August
Online survey	General public including local businesses. Organisations in Dundee to be approached to facilitate communications for survey and provision of hard copy surveys where required.	26 th July – 29 th August
In-person walk-through event	Key stakeholders/gatekeepers – e.g. local councillors, Dundee Cycling Forum, Dundee Access Group etc.	10 th August, 2pm
In-person drop-in session	General public with a focus on those who regularly use the green.	10 th August, 5-8pm
Equalities groups	Relevant representatives of equalities and accessibility groups were invited to provide comments on the proposals via email or through Teams meetings. Members of Dundee Access Group also attended the in-person walk-through event on the 10 th August.	Throughout August

3 Strategic Stakeholder Engagement

3.1 Approach

3.1.1 The proposals to replace the footbridge have some strategic importance. Email communication (with follow-up calls where necessary), was used to gain comments on the proposals from key strategic stakeholders. Comments were sought in relation to the relevance of the stakeholder to the scheme (i.e. suitability for the conservation area, or strategic importance for the wider area).

3.2 Stakeholders

3.2.1 Four key strategic stakeholders were identified:

- **Network Rail** – The proposed footbridge spans the railway, and as such has been designed in line with Network Rail requirements. Conversations with Network Rail have been ongoing throughout the development of the proposals to ensure that the designs are compliant.
- **Tactran** – The proposed footbridge plays a role in the strategic active travel network of Dundee and the surrounding area, making it relevant to the strategy for the Tactran area more broadly.
- **Planning Officer** – The proposed footbridge will require planning permission prior to construction, and perhaps most significantly, is located within a Conservation Area (CA). This is a key consideration for the Council’s Planning team, who are able to judge whether the impact of the proposals will impact on the CA.
- **Neighbourhood Services** – Magdalen Green and the surrounding area, vegetation and amenities are under the care of Neighbourhood Services. Therefore, changes to this area have implications for the maintenance of the Green and footbridge.

3.3 Feedback

3.3.1 The main feedback of each of these key stakeholders is summarised in Table 2.

Table 2: Main comments from each key stakeholder

Stakeholder Relevance	Comments
Network Rail Railway crossing	Network Rail have been given sight of the designs and are in agreement that the proposed bridge meets criteria for this location. The bridge has sufficient elevation above the tracks to support electrification of the line in future, and is designed in-line with standards to prevent interference with the railway from the bridge.
Tactran Strategic Active Travel Network	<p>The proposed scheme aligns with Criteria B for approving active travel projects: <i>Develop and implement key routes within the Tactran Regional Walking and Cycling Network (TRWCN)</i>; and is therefore supported by Tactran as part of the strategic development of the region.</p> <p>A revised Regional Transport Strategy is forthcoming from Tactran, but the existing RTS Delivery Plan supports the proposals for the replacement of the bridge, within policies:</p> <ul style="list-style-type: none"> • AT2.1 (Continue to develop and maintain community links);

Stakeholder Relevance	Comments
	<ul style="list-style-type: none"> • AT3.1 (Enhance active travel networks, taking account of priorities in the TAYplan Green Network Strategy); • AT3.2 (Enhance active travel networks, taking account of priorities in the Central Scotland Green Network Strategy). <p>In addition, TAYplan Policy 8 (Green Networks) also supports the replacement of the bridge.</p>
<p>Planning Officer Design elements (suitability of design for CA).</p>	<p>A key consideration in the assessment of the proposal will be the impact on the Conservation Area – LDP Policy 51. Will it preserve or enhance the character of the surrounding area? From the details submitted so far, although the proposal takes a modern design and is finished in modern materials, it is a high quality design which replaces a dilapidated and unremarkable structure with something that enhances this part of the CA. There is some question of the specific finish for the top of the parapet, but this is in discussion with the design team.</p> <p>A challenge is just how the extended bridge addresses the change in ground levels to enable cycle access. The proposal appears to address this positively and it is not thought that the structure will harm views within or across the park. The indicative tree planting will also help to soften views of the structure from Magdalen Yard Road.</p>
<p>Neighbourhood Services Location and design (implications for maintenance and events)</p>	<p>Existing bridge is very difficult to use, with steep, broken steps, and the channel for bike wheels is difficult to use. The footbridge forms a core path, and the limited number of connections across the railway are vitally important and must be maintained. The exact alignment of the bridge is not important.</p> <p>The Green and the southern area of football pitches are both used periodically for events. For events currently held on the Green (e.g. WestFest), the improved bridge may represent an opportunity to extend the events over to the southern side. However, the proposed alignment of the new bridge significantly impacts on the area currently used for large tented events (e.g. circus), which would require a different location to be identified. Further discussion with Neighbourhood Services to determine the extent of this issue may be required.</p> <p>Neighbourhood Services do not foresee any issues with the maintenance of proposed planting, e.g. grass embankment or trees.</p>

4 Online Survey

4.1 Structure

- 4.1.1 An online survey was designed using Microsoft Forms. The survey consisted of a variety of types of question:
- **Privacy notice** – all respondents were required to agree to the use of their data in line with Stantec and DCC privacy policies.
 - **Connection to the area** – seven questions were included to understand the capacity in which people were responding to the survey, where they live, how often they use the Green and footbridge, and for what purposes, and how important the connection across the railway was.
 - **Comments on existing bridge** – a question was included that invited comments about the existing bridge.
 - **Designs** – respondents were provided with several visualisations of the proposals.
 - **Proposed bridge** – respondents were asked for their positive and negative comments on the proposals. They were asked whether they supported the proposed changes overall, and whether they would use the bridge more if it were ramped instead of steps. Respondents were also asked about their thoughts on what should be included around the redesign of the bridge in terms of public realm.
 - **Access to further information** – prior to the in-person engagement events, the survey included an opportunity for respondents to provide their email address, to be contacted about in-person consultation. This question was removed following the in-person events, as the survey remained live following this.
 - **Demographics** – respondents were asked to answer a number of demographic questions including age, gender and whether they had a disability. This list of demographic questions had initially tried to capture the full range of protected characteristics, but was reduced in response to early comments on the survey. Respondents who said that they had a disability were asked if they would like to attend a workshop specifically relating to accessibility aspects of the proposals.

- 4.1.2 All survey questions are shown in Appendix B .

4.2 Promotion

- 4.2.1 The online survey was promoted through various channels. Emails were sent to a number of key stakeholders and organisations, providing example text to be used in social media posts or emails – several stakeholders including local Councillors created social media posts using these templates. The Council also promoted the survey through social media channels and the website, and the survey was promoted in the local newspaper.

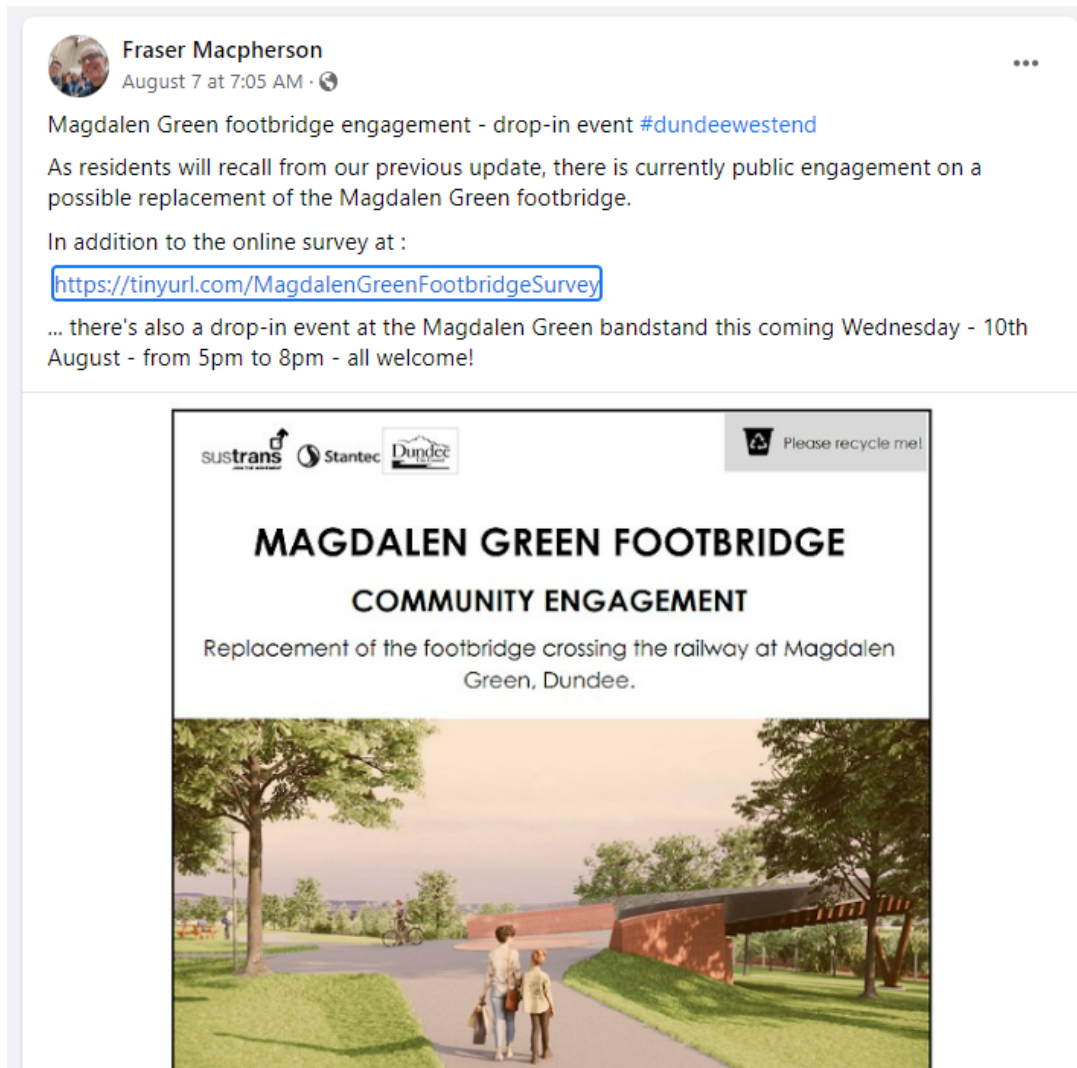


Figure 1: Social media post promoting the online survey and drop-in event by one of the ward's local Councillors



Figure 2: Dundee City Council Website article promoting the online survey

- 4.2.2 Laminated posters were placed around the Green, mainly at entry and exit points but also near notice boards and close to the bridge itself. These posters included a link and a QR code to the survey. The posters also included information about how to access hard copies of the survey, or to complete the survey over the phone.

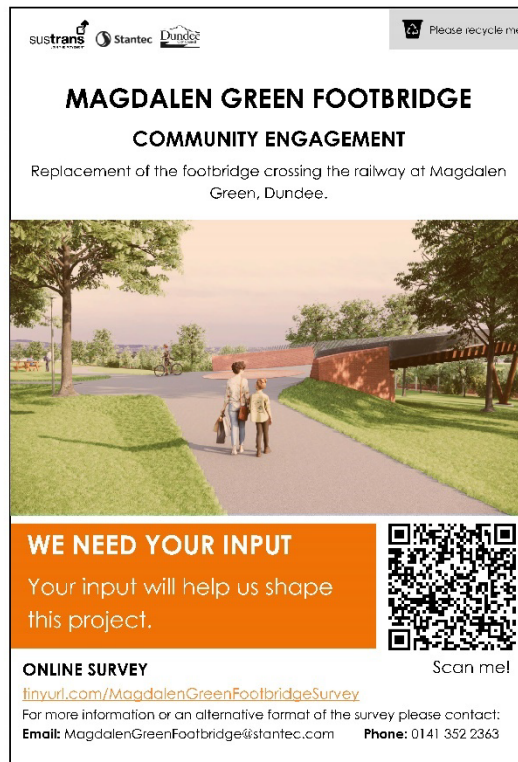


Figure 3: Poster used to promote online survey

- 4.2.3 In addition, the project team liaised with Friends of Magdalen Green to disseminate hard copies of the survey, along with free-return envelopes. These were also available to be picked up from the in-person drop-in event, which was used by some attendees to take hard copies to their neighbours, for example. An iPad was also available at the drop-in event to allow attendees to fill in the online survey, either with or without a member of the project team to help or explain certain questions.

4.3 Responses

- 4.3.1 In total, there were 602 responses to the survey. Of these, 599 were completed online, and 3 were returned by post (using free-post envelopes).
- 4.3.2 Most respondents were residents in the local area, with around 42% of respondents home postcodes within the DD2 1 postcode sector, which directly borders the Green. In total, 78% of respondents said they were a local resident. Although 56% of respondents gave only one answer to this question, respondents were able to select multiple options. After being a local resident, the most common options were 'I use this area for leisure activities' (54%), and 'I work in this area' (12%).

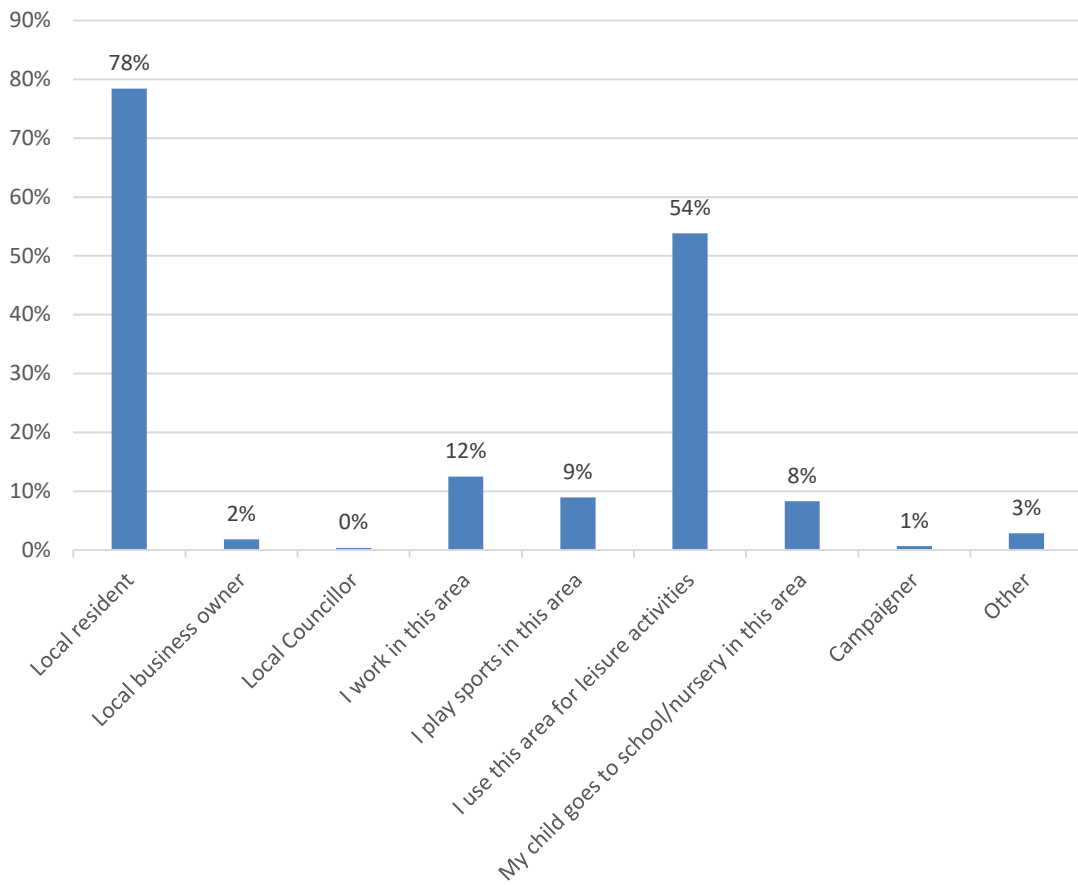


Figure 4: Graph of responses to 'In what capacity are you responding to this survey?'

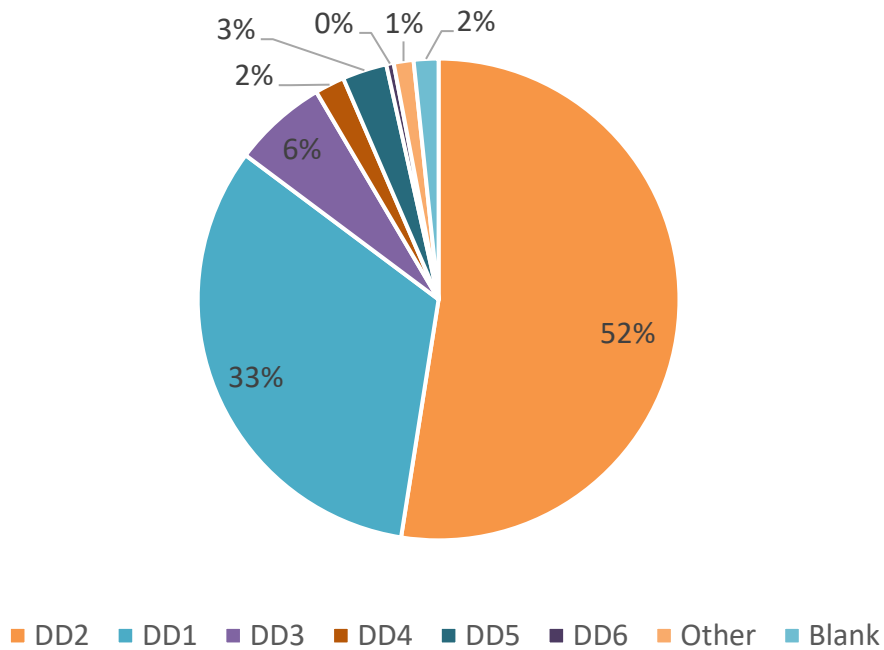


Figure 5: Chart showing responses with different home postcode areas

4.4 Findings

Use of the Green

4.4.1 To understand how the types of journeys the footbridge is used for, respondents were asked how they currently made use of the Green. The majority of respondents selected more than one option (80%), with the most common reasons being 'I use the Green for leisure' (79%) and 'I cross the Green on my way to somewhere else' (72%).

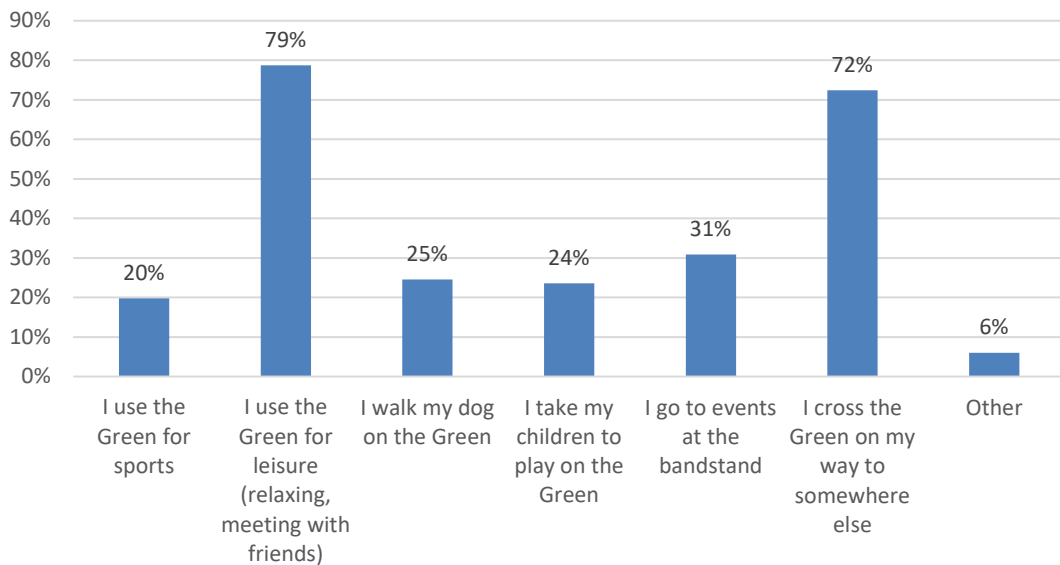


Figure 6: Graph of responses to 'How do you use the Green at the moment?'

Frequency

4.4.2 In addition to how people use the Green, the survey also sought to understand how frequently respondents visit the Green. Most likely due to most respondents living locally, the majority of respondents use the Green more than once a week (31%). Respondents could select one option for this question.

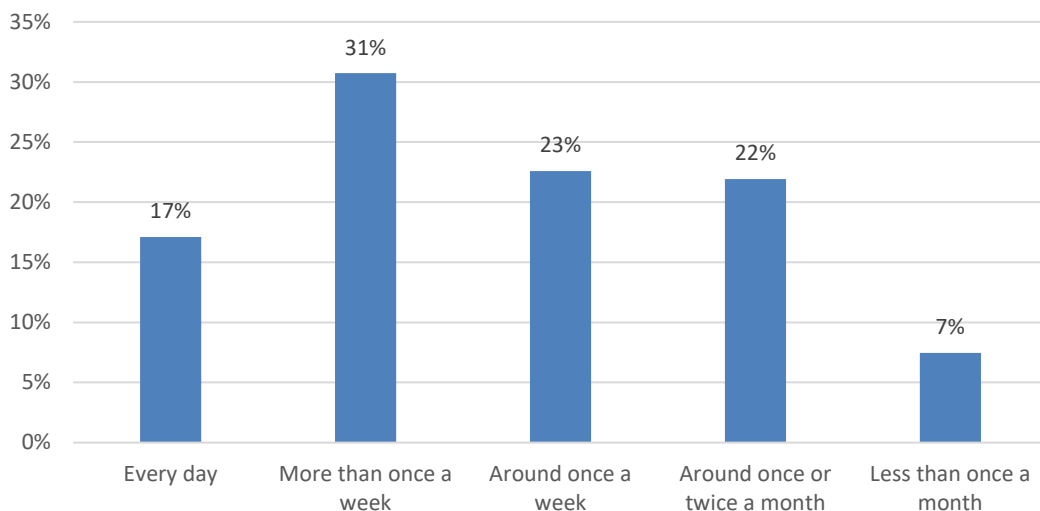


Figure 7: Graph of responses to 'How often do you do this (Use the Green)'

Importance of the footbridge

4.4.3 From the responses to the survey, it is clear that the connection that the footbridge provides is important to many people. In total 93% of respondents said that the connection across the railway was somewhat or very important to them.

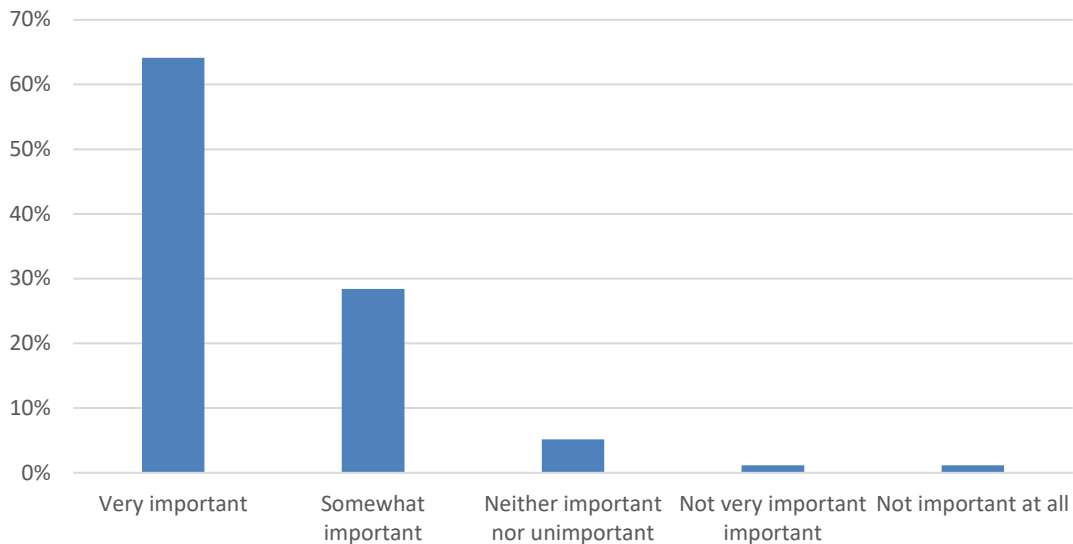


Figure 8: Graph showing responses to 'How important is this connection across the railway for you?'

Origin and destination

4.4.4 To help inform decisions around how the proposed bridge should connect to the wider network, and to understand what types of journeys the footbridge is used for, the survey gathered information on respondent's origins and destinations when crossing the bridge. Interestingly, the most common reason for crossing the bridge was for leisure purposes, generally crossing the footbridge to access the riverside (35%) or for 'leisure', mostly as part of a circular walking or running route from home (31%). For 82% of respondents, the starting point of their journey crossing the footbridge was 'home'.

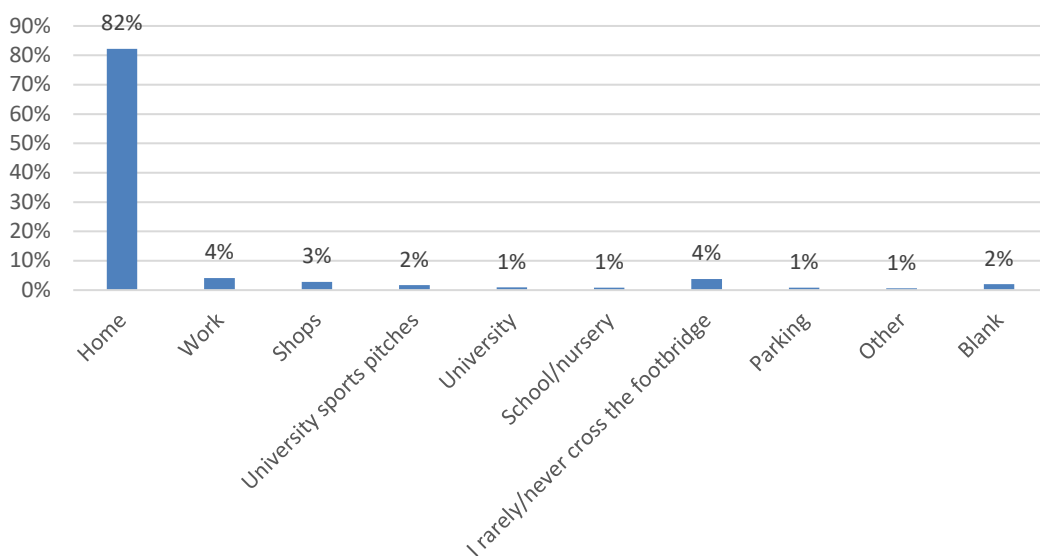


Figure 9: Graph of responses to 'For the most common reason you use the bridge, what place are you travelling from?'

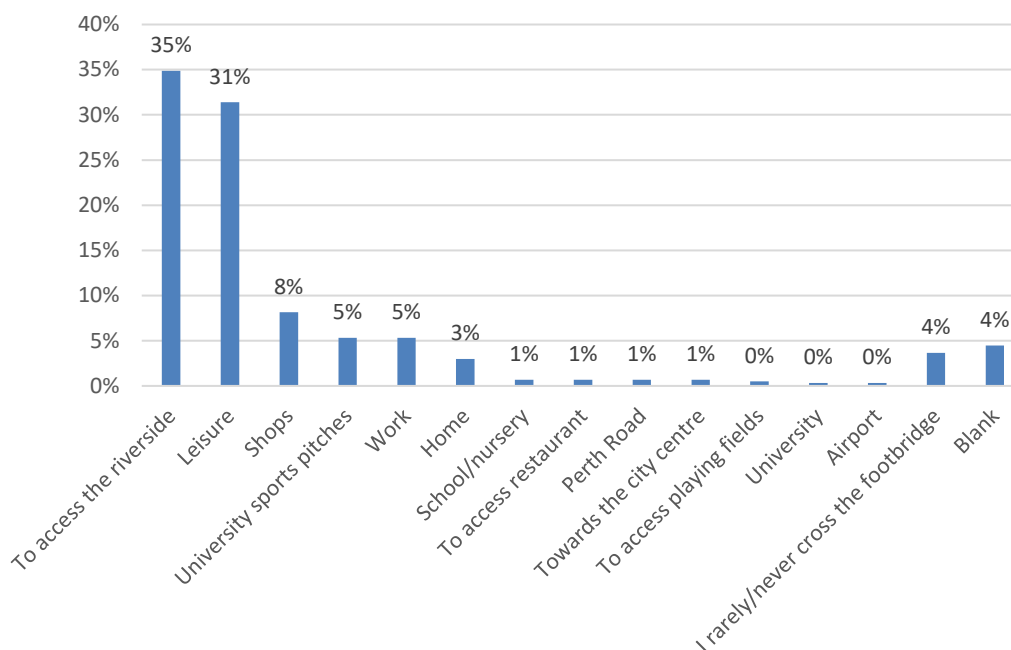


Figure 10: Graph of responses to 'For the most common reason you use the bridge, what place are you travelling to?'

Existing bridge

4.4.5 Respondents were asked 'Do you have any other comments about the existing bridge?'. This was an open format question, where respondents could write anything. There were 338 responses to this question, representing 56% of all respondents. These open responses were subject to thematic analysis and coded into recurring themes. All themes with more than 1% of respondents mentioning them are shown in Appendix C. The most popular themes (mentioned in over 10% of responses to the question) were as follows:

- The existing bridge is **not accessible for cycles** (mentioned in 87 responses; 26%)
- The existing bridge is **not accessible for wheelchairs** (mentioned in 66 responses; 20%)
- The existing bridge is **not accessible for other mobility impairments or disabilities** (mentioned in 58 responses; 17%);
- The existing bridge is **not accessible for prams** (mentioned in 57 responses; 17%)
- The existing bridge provides an **important connection** to the riverside (mentioned in 55 responses; 16%)
- The existing bridge looks **tired, dated or shabby** (mentioned in 37 responses; 11%)
- The existing bridge **needs to be replaced** (mentioned in 36 responses; 11%)

Proposed bridge

4.4.6 Respondents were shown several of the prepared visualisations showing the proposals for the new bridge. Respondents were then asked, 'What do you think will be good about the proposed bridge designs?'. Again, this was an open format question, and responses were subject to thematic analysis. All themes mentioned by more than 1% of responses are shown

in Appendix C . There was a total of 517 responses to this question, representing 86% of all respondents. The most popular themes (mentioned in over 15% of responses to the question) were as follows:

- The proposed bridge will **improve accessibility generally** (mentioned in 219 responses; 42%)
- The proposed bridge will **improve accessibility for cycles** (mentioned in 164 responses; 32%)
- The proposed bridge will **improve accessibility for people with disabilities** (mentioned in 143 responses; 28%)
- The proposed bridge will **provide step-free access** (mentioned in 109 responses; 21%)
- The proposed bridge **looks good or is visually appealing** (mentioned in 85 responses; 16%)
- The proposed bridge will **improve accessibility for people with prams** (mentioned in 74 responses; 14%)

4.4.7 Next respondents were asked 'Do you have any concerns about the proposed bridge design?'. There were a total of 495 responses to this question, representing 82% of the total respondents. Again, all themes mentioned by more than 1% of responses are shown in Appendix C . For this question, themes were varied and some concerns were quite detailed. A large proportion (176 responses; 36%) of responses to this question said that the respondent had no concerns at all about the proposed design. If these responses are removed from the total (n=319), the most common themes (mentioned by more than 10% of responses, excluding 'no concerns') were as follows:

- The proposed bridge is **too long, or takes up too much space on the Green** (mentioned in 67 responses; 21%);
- The proposed bridge might **contribute to conflict between pedestrians and cyclists** (mentioned in 36 responses; 11%);
- General dislike of the design for the **proposed bridge** (mentioned in 35 responses; 11%).

Support and opposition

4.4.8 Respondents were asked 'Overall, do you support the proposed changes to the bridge?' and given a closed likert style answer, from 'Strongly Support' to 'Strongly Oppose'. Most respondents support the proposed changes, with a total of 83% of respondents saying they 'Support' or 'Strongly Support' the proposed changes.

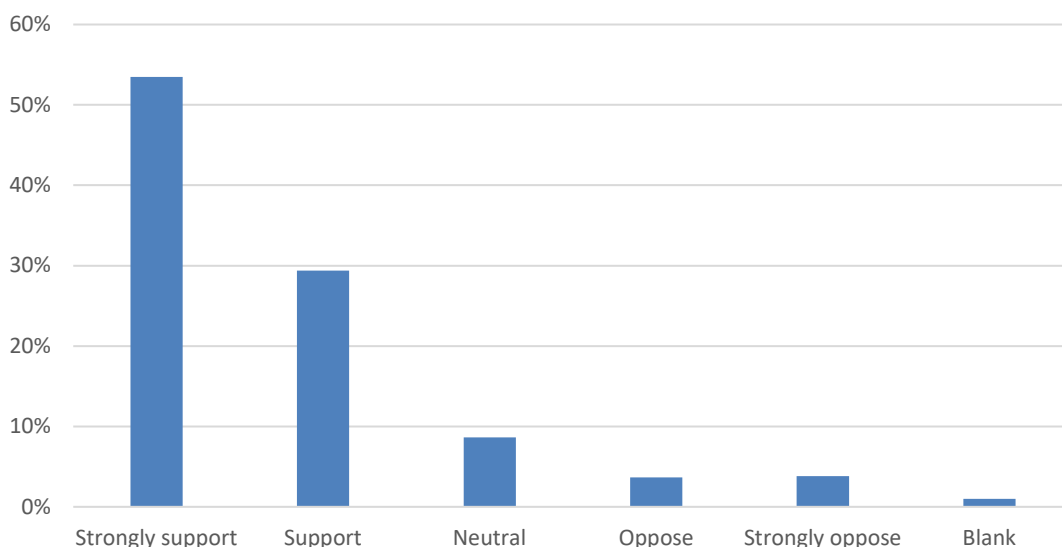


Figure 11: Graph of responses to 'Overall, do you support the proposed changes to the bridge?'

4.4.9 Furthermore, respondents were asked 'Do you think you would use the bridge more if it was ramped, rather than steps?'. Most (56%) respondents felt that they would use the bridge 'much more' or 'somewhat more'. Most remaining respondents (42%) felt that they would use the bridge the same amount.

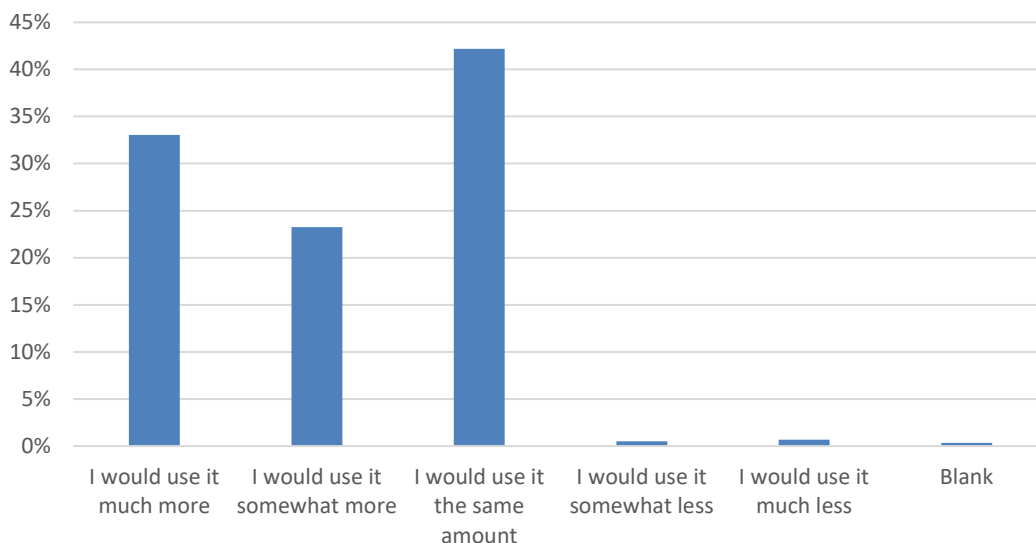


Figure 12: Graph of responses to 'Do you think you would use the bridge more if it was ramped, rather than steps?'

Demographics

4.4.10 The survey included a number of demographic questions, to help with understanding the types of people who were responding to the survey, particularly with regard to protected characteristics. These questions were all optional and included a 'prefer not to say' option, which possibly was the reason for a reduced the number of responses to some questions.

Age

4.4.11 Respondents were asked what age category they are in. This was benchmarked against National Records of Scotland 2021 Mid-year estimates for Dundee, showing that:

- People under 18 and over 65 are under-represented in the sample
- The proportions of people between 18-25, 26-35 and 55-65 are broadly representative of the wider population
- People aged 36-45 and 46-55 are over-represented in the sample.

Table 3: Comparison of age groups as collected through the online survey and in NRS Mid-year estimates

Online survey			NRS 2021 Mid-Year estimates		
Under 18	2	0%	Under 19	30,271	20%
18-25	50	8%	20-24	12,833	9%
26-35	115	19%	25-34	25,509	17%
36-45	148	25%	35-44	17,988	12%
46-55	118	20%	45-54	16,234	11%
56-65	92	15%	55-64	18,642	13%
Over 65	57	10%	Over 65	26,243	18%
Prefer not to say	19	3%	It should be noted that NRS Estimates use slightly different category bands for this purpose.		
Blanks	1	0%			

Gender

4.4.12 Respondents were asked what gender they identified as. The options provided were male, female, non-binary or prefer not to say. The proportion of males appears to be low, although this may be accounted for by 'Prefer not to say'.

Table 4: Respondents gender as collected through online survey

Online Survey		
Male	233	39%
Female	320	53%
Non-binary	12	2%
Prefer not to say	34	6%
Blank	3	0%

Disability

4.4.13 Respondents were asked 'Do you have a disability?'. Most respondents (60%) left this question blank, and 32% answered 'No'. In total, 31 respondents (5%) answered 'Yes' to this question. This is lower than the expected level of around 15% in the general population.

4.4.14 Respondents who answered ‘Yes’ to this question were then asked ‘What type of disability do you have?’. Respondents were able to select as many options as they wanted for this question, particularly as many disabilities are co-morbid with other conditions.

Table 5: Count and percentage of respondents with different types of disabilities

Type of disability	Count	% of Respondents with a Disability
Long-term illness, disease or condition (a condition, not listed above, that you may have for life, which may be managed with treatment or medication)	11	35%
Physical disability (a condition that substantially limits one or more basic physical activities such as walking, climbing stairs, lifting or carrying)	11	35%
Deafness or partial hearing loss	5	16%
Blindness or partial sight loss	1	3%
Developmental disorder (a condition that you have had since childhood which affects motor, cognitive, social and emotional skills, and speech and language)	3	10%
Learning disability (a condition that you have had since childhood that affects the way you learn, understand information and communicate)	2	6%
Learning difficulty (a specific learning condition that affects the way you learn and process information)	5	16%
Mental health condition (a condition that affects your emotional, physical and mental wellbeing)	12	39%
Prefer not to say	1	3%
Other	1	3%

4.4.15 Respondents who answered that they did have a disability were also asked ‘Do you have any further comments on the existing bridge or proposed changes that you have not already mentioned that relate specifically to your disability?’. There were seven comments in response to this question:

- *“Not having steps will help me use the bridge more easily as I often trip over due to my dyspraxia.”*
- *“I have a connective tissue disorder that can make stairs difficult, so a ramped bridge would be a huge improvement. I also think being able to cycle over the bridge and connect to the green circular would help me cycle more, which improves my mental health.”*
- *“Prefer ramps to steps, but other[s] I know prefer the opposite! Please consider both.”*
- *“Important to be accessible for exercise e.g. bikes + runners”*
- *“It’s hard to climb up and down the existing stairs”*
- *“Relaxing environments are hugely helpful in allowing me to cope with a normal job’s workload.”*

- *“It will definitely be used more”*

4.4.16 The demographics collected through the survey have been referenced in the EqIA that accompanies this application.

5 Walk-through event

5.1 Approach

- 5.1.1 The route around the Green was designed to take in a range of views of both the bridge and the Green. The walk-through was carried out on a sunny afternoon in August. The group met at the bandstand in the centre of Magdalen Green.
- 5.1.2 Two attendees were unable to cross the bridge, but also unable to walk around using the closest available alternative route (1.5km). These two attendees asked if they could split from the main group for a rest after the first 40 minutes, while the rest of the group crossed the bridge to view the area from the south side. The entire group reconvened at the bandstand at the end of the session.

5.2 Attendees

- 5.2.1 Thirteen people in total attended the walk-through. This included:
- Two representatives from Stantec
 - Two representatives from Dundee City Council
 - Three local Councillors
 - Two representatives from Dundee Access Group
 - Two representatives from Friends of Magdalen Green (FoMG)
 - One representative from West End Community Council (WECC)
 - One representative from Dundee Cycling Forum
- 5.2.2 Three attendees had mobility impairments of varying types – one attendee was a powered wheelchair user. Four attendees were male, nine were female.



Figure 13: Representatives from Stantec and DCC show attendees visualisations of the proposed bridge during the walk-through event

5.3 Feedback

- 5.3.1 For both the walk-through event and the in-person drop-in event, notes on what points had been raised were collated from the project team attendees (i.e. Stantec and DCC). These notes were made soon after the event, and in isolation to minimise the extent to which attendees biased each other's findings, but the notes made by each attendee covered broadly the same key findings. These can be split into positive and negative comments about the proposed designs, and comments on the engagement approach itself. These are summarised below. Where comments related specifically to one organisation, this has been highlighted.

Positive comments

- 5.3.2 The main positive comment (shared by all attendees) was that the bridge would become **more accessible**. For the three attendees with mobility impairments, this was particularly emphasised, especially for the member of Dundee Access Group who uses a powered wheelchair, and another attendee who uses an electric tricycle as a mobility aid. Although the existing bridge has a channelled ramp for bicycles to use, attendees highlighted that the use of this is available only for standard bicycles and people with the physical strength to push a cycle up a steep slope, excluding many cyclists from using the bridge. In addition, the existing bridge is completely inaccessible for anybody using a wheelchair, and the shortest alternative route is an additional 1.5km.

Negative comments/concerns

- 5.3.3 Negative comments and concerns from this event can be categorised into several categories:
- **Loss of cherry trees** – Friends of Magdalen Green were particularly concerned about the loss of cherry trees from the iconic 'Avenue' of mature trees on the north side of the

footbridge. WECC mentioned (and this has been confirmed by the DCC Environment team) that a small number of the trees that would be removed are diseased and would need to be removed in due course. The project team assured FoMG that there will be a net gain of cherry trees, as any trees removed will be replaced with a higher number of trees of the same species. It was understood that the key concern with the loss of the trees is heritage/the iconic view, rather than related to biodiversity or ecology.



Figure 14: Friends of Magdalen Green sent through some photos of the 'iconic' avenue of cherry trees on the Green.

- **Land-take on the Green** – Several attendees (particularly FoMG) were concerned about how far the proposed bridge would extend into the Green on the north side of the bridge. These concerns seemed eased by the walk-through which allowed the group to see where the proposed bridge would reach to on the Green, and the explanation that this length is necessary due to the required height and gradient of the proposed bridge. This concern was not echoed on the south side of the bridge.
- **Vandalism/anti-social behaviour** – There has recently been graffiti of the existing bridge, and attendees expressed concern that this might be an ongoing issue for the proposed bridge. In addition, some attendees were concerned that the space beneath the bridge might present opportunities for anti-social behaviour. The proposed bridge design is intended to deter vandals and takes into consideration Network Rail requirements to try to ensure that access to the outside of the bridge is difficult. In addition, it is not expected that a new bridge would necessarily either increase or decrease the amount of vandalism in this area. The area beneath the bridge would be lit, and there was also a discussion of whether increased footfall because of the improvements might discourage anti-social behaviour in itself.



Figure 15: Graffiti on the existing bridge is an issue

- **Surfacing and icy conditions** – Attendees were concerned that the gradient of the bridge might present a hazard in icy conditions. There was discussion of whether this

could be ameliorated through surfacing or inclusion of the bridge for gritting (see also, Maintenance Considerations).

- **Maintenance considerations** – Attendees (particularly WECC) were concerned about the investment in the bridge not being followed up with maintenance budget. There was a general feeling that improvements around the Green and the West End in general had been piecemeal over recent years. This maintenance concern pertained particularly to the removal of graffiti, lighting and gritting. Future maintenance requirements will be considered further through the design process and a maintenance plan prepared.
- **Addition of steps** – FoMG had been contacted by a person who has a family member with Parkinson's disease, which makes using steps easier than using a ramp. Therefore, FoMG suggested adding steps to the ramped design. In addition, there was a more general discussion of steps being easier to use under icy conditions than a ramp. The gradient of the proposed bridge is very gradual (1:20), and fits within guidance for people with Parkinson's disease to use. It was generally agreed among attendees that adding steps to the design should be considered, but the ramped element of the design will benefit the greatest number of people and should be retained.

Comments on engagement approach

5.3.4 In general, this event was well-received and attendees left feeling satisfied with the information they had been provided with. The main comments can be categorised as:

- **Timing** – Attendees felt that they were not rushed and were able to raise all questions and comments within the available time (1 hour).
- **Format** – Attendees felt that moving around the Green itself made it significantly easier to visualise the proposals than the images alone.
- **Presence of City Engineer** – Attendees appreciated the presence of the City Engineer who was able to respond to more technical questions.

6 Drop-in event

6.1 Approach

- 6.1.1 A drop-in event was held at the bandstand in the centre of Magdalen Green on the 10th August between 5pm and 8pm. The bandstand is a locally significant landmark, used for local events throughout the summer. The existing footbridge is visible from the bandstand, and the bandstand also provided cover in the event of poor weather conditions.



Figure 16: Magdalen Green Bandstand; the location for the drop-in event

- 6.1.2 Several activities were provided at the event, in addition to attendees being able to speak directly to a member of the project team (two representatives from Stantec, one representative from DCC). Three A1 boards were prepared, the first of which provided an introduction to the project, with images of the existing and proposed footbridge.

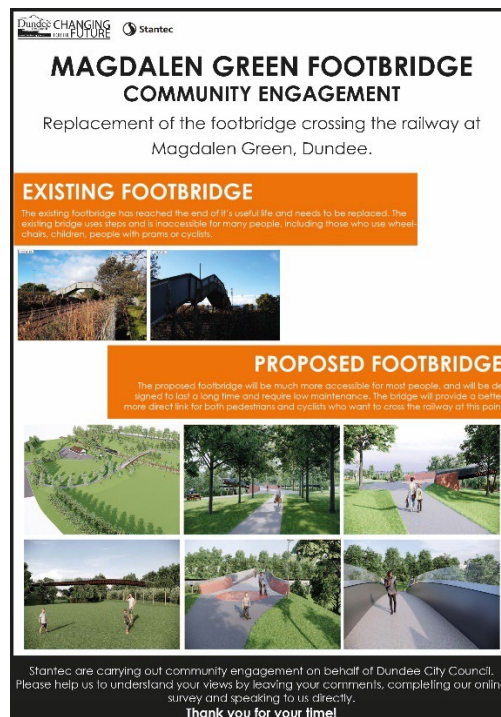


Figure 17: 'Introduction' board used to show the existing and proposed footbridge designs



Figure 18: Attendees at the drop-in event on the 10th August

- 6.1.3 A further two A1 boards replicated some of the questions from the online survey. Attendees were encouraged to add sticky notes to the boards as a way of leaving their comments. A number of A3 sheets were provided with a greyscale version of the 3D visualisations of the bridge were provided, allowing attendees to draw their additions or labels to the designs.
- 6.1.4 A sheet of FAQs (drawing on key comments from the survey at the point of the event) was also prepared. This is included as Appendix D .
- 6.1.5 An iPad was provided to allow people to fill out the survey who had not yet done so, and for several people this was done whilst discussing with a member of the project team. This was particularly valuable for attendees with visual impairments. Hard copies were also available along with free-return envelopes, which were given to a representative from Friends of Magdalen Green for dissemination, and another member of the public who asked for hard copies for neighbours who were not online.

6.2 Promotion

- 6.2.1 A variety of methods were used to promote the in-person event. Emails were sent to a number of key stakeholders and organisations, providing example text to be used in social media posts or emails – several stakeholders including local Councillors created social media posts using these templates. Direct emails were also sent to anyone who had completed the Online Survey and provided an email address to be contacted about in-person events. Direct emails were also sent to various local businesses and organisations that were identified during the stakeholder mapping exercise.
- 6.2.2 Laminated posters were placed around the Green, mainly at entry and exit points but also near notice boards and close to the bridge itself.



Figure 19: A total of 10 laminated posters were displayed prominently around the Green

6.2.3 Feedback from attendees suggested a broad range of ways that people had found out about the event, including seeing the group of people from a distance, word of mouth, social media posts, posters and direct emails.

6.3 Attendees

6.3.1 Approximately 50 attendees were directly engaged at the event across the entire three-hour period. The project team made an effort to balance answering attendee's questions with ensuring that all attendees had an opportunity to speak to a member of the project team. There was a mix of ages, and approximately 65% of attendees were female. Many attendees knew each other, which demonstrated the strong community presence in this part of Dundee. Several attendees had mobility impairments and used walking sticks, for example, but there were no attendees to this event who were wheelchair users. It seemed that the vast majority of attendees lived in the area immediately surrounding Magdalen Green.

6.4 Verbal feedback

6.4.1 As stated, for both the walk-through event and the in-person drop-in event, notes on what points had been raised were collated from the project team attendees (i.e. Stantec and DCC). These notes were made soon after the event, and in isolation to minimise the extent to which the project team biased each other's findings, but the notes made by each member of the project team covered broadly the same key findings. These can be split into positive and negative comments about the proposed designs, and comments on the engagement approach itself. These are summarised below.

Positive comments

6.4.2 The main positive comments can be categorised as follows:

- **More accessible** – Most attendees appreciated that the proposed design would be accessible to all users, and this was generally perceived to be a positive change. For attendees with mobility impairments, and to a lesser extent cyclists, this was considered a particularly urgent improvement. Parents with prams or buggies also mentioned that this would be a particularly significant improvement for them. Most of these attendees

(mobility impaired, cyclists and parents) talked about the poor alternative of crossing the railway using the road bridge, which was perceived to be dangerous, difficult and an unnecessarily long detour.

- **Modern design** – Many attendees liked the modern design of the bridge. One attendee highlighted that it seemed appropriate for the recent modern development along the waterfront to continue into the West End. The open design was perceived to provide a strong feeling of safety.
- **Glass panelling** – Some attendees appreciated the inclusion of glass panelling in the design which would allow sight of the trains beneath the bridge.
- **Existing design** – Most attendees agreed that the existing bridge was not appropriate and needed replacing.

Negative comments/concerns

6.4.3 Negative comments and concerns highlighted through this event can be categorised into several categories:

- **Width of bridge** – Many attendees were concerned that the width of the proposed bridge would not allow multiple users to comfortably use the bridge at once. This was particularly highlighted in relation to cyclist speeds (see also, Cyclist speed). It should be noted that the narrowest point of the bridge is designed at 3 metres.
- **Cyclist speed** – Many attendees were concerned that the shape and slope of the bridge would encourage cyclists to travel over the bridge at high speeds, creating conflict between pedestrians and cyclists. There was also limited concern about the use of the bridge as a 'rat run' for motorbikes or electric scooters. Attendees suggested a number of potential solutions to these issues, including: 'Cyclists dismount' signage; curving/spiral approach to bridge; wider bridge; segregation of pedestrians and cyclists in two clear lanes. Some of these options could be considered at a later design stage.
- **Land-take on the Green** – Many attendees were concerned about the land the bridge is proposed to cover on the north side. This is partly related to the **loss of the existing cherry trees**, but also the loss of open green space by the connecting desire line paths that proposed to connect to the bridge, cutting east and west across the Green. It was perceived that these paths would bisect the Green and were not wanted. Many attendees suggested a curved or spiral design (or would somehow approach from the side) for the bridge that would take less land. Unlike the walk-through, this concern also extended to the south-side of the bridge (although to a lesser extent than on the north side), where it was considered that the proposed design would remove available space from the playing fields. Part of the reason for the proposed alignment is that it makes use of existing gradients in the park, which reduce the length of the bridge itself, which would need to be considerably longer if the ramp did not make use of these levels on the Green. In addition, it is considered that a curved or spiral design would have a considerably larger visual impact on the Green.
- **Access to bridge** – Some attendees expressed concern about the alignment of paths shown in the visualisations, with particularly concern about the east-west paths across the Green on the northern side, which would reflect the desire lines to access the bridge. These were perceived to be 'cutting the Green in two'. In addition, there was some concern with the path leading north from the bridge connecting to Shepherd's Loan, with some suggestion it should instead connect with Windsor Street (consideration of this connection is continued in the Option Appraisal Report also submitted as part of this application).

- **Aesthetic design in a Conservation Area** – Approximately four attendees felt strongly that the designs were not aesthetically cohesive with the Green and the surrounding Conservation Area. In particular:
 - The red-brick was thought of as out-of-place, and neutral colours would be preferred.
 - A more uniform style of construction with other elements surrounding the Green would be preferred.
 - The proposed bridge was not seen to represent Magdalen Green and it was felt that a more characterful and unique design would be preferred.
 - Requests from one individual that necessary signage be minimal and in-keeping with the Conservation Area (period design) – this would include ‘cyclist dismount’ signage.
 - There was a general feeling from a small number of attendees that design elements across the Green (benches, bins, lighting, signage) lacked a unifying design and were not appropriate for the Green’s Conservation Area status.
- **Anti-social behaviour** – Some attendees expressed concern that the area beneath the bridge might present an opportunity for anti-social behaviour.
- **Lighting** – Many attendees asked whether lighting would be included, with a strong preference for the in-ground uplighting that is currently present on paths throughout the Green. In general, this is a consideration for a later design stage.

Comments on engagement approach

6.4.4 In general, this event was well-attended and people seemed happy to have the opportunity to speak to the project team and see the designs for the proposed footbridge. It is clear that there is a strong community in the area, and many attendees knew each other. It was also clear from this event that there were a small number of vocal members of the community who were not satisfied with the engagement approach. Most comments in this category referred to:

- **Visualisations / plans** – A small number of attendees did not feel that the 3D visualisations that were shown gave a full picture of the Green and what would be changing. Other attendees were positive about the visualisations and felt they were a good way of visualising the proposals. In addition, some attendees suggested they would have liked to see a more detailed set of plans for the proposals, and a greater level of detail with reference to utility lines and the condition of trees, and how this would affect and change with the proposals. In addition, some attendees felt that more detail of the optioneering process would have helped with their understanding of the designs.
- **Format** – Some attendees expressed appreciation at being able to complete the online survey on the iPad at the event, and many attendees expressed appreciation of being able to talk to someone about their thoughts and concerns in-person. Attendees generally also liked the location of the event, which allowed a direct view onto the area that would be affected by the proposals. However, a small number of attendees would have preferred a presentation and walk-through, and felt that the event followed too similar a format to the online survey. Some reference was made to larger scale consultations that had taken place e.g. V&A. A small number of attendees suggested that it was unclear what type of feedback was being sought, and whether they were being asked for ideas or feedback.

6.4.5 Overall, the engagement activities made use of the available materials and were considered to be proportionate to this small, localised scheme. Some attendees had clearly appreciated the in-depth engagement carried out with the development of projects such as the V&A and

Waterfront development, but this was considered entirely out of scope for a project of this scale.

- 6.4.6 Nevertheless, the strong engagement of local people with issues in their area is an opportunity for the Council for future schemes, and the consideration of the wider impacts of this scheme (and others) will be considered in more detail in the context of future projects, including the Active Freeways projects that are forthcoming over the next few years. The approach taken to engagement was prepared in a Community Engagement Plan which was shared and agreed with Sustrans ahead of any activities. These comments on the engagement approach have been addressed in Section 8.

6.5 Activity feedback

- 6.5.1 One of the main benefits of a drop-in event such as this is the opportunity for members of the public to speak to the project team. In this case, the majority of feedback was given verbally, and engagement with activities was comparatively low. Although this limits the quantitative data collected, it did seem to reflect attendees desire to engage directly with members of the project team. Weather conditions (i.e. wind) also limited the attractiveness of the activities that had been prepared, as this limited the extent to which paper materials could be freely available to attendees, and boards were unstable at times may have also impacted their attractiveness.



Figure 20: Attendees were encouraged to leave sticky notes with their feedback

Sticky notes


- 6.5.2 As mentioned, two A1 boards were used to replicate questions from the online survey. These questions and the number of sticky notes left for each question are shown below.
- How do you use Magdalen Green at the moment? (1)

- For what reason do you cross the footbridge at the moment? (1)
- What do you think will be good about the proposed footbridge? (4)
- Do you have any concerns about the proposed footbridge? (38)



Figure 21: Images of the boards used for attendees to leave comments

6.5.3 For the first three questions, where a limited number of comments were left, these have been reproduced below.

MAGDALEN GREEN FOOTBRIDGE COMMUNITY ENGAGEMENT

Replacement of the footbridge crossing the railway at
Magdalen Green, Dundee.

WHAT PURPOSES DO YOU USE MAGDALEN GREEN FOR AT THE MOMENT?

At the moment, what do you use the Green for? This might include walking your dog, meeting friends or using the football pitches. Add a sticky note in the box below.

Walking,
sitting,
meditation,
peace,
cherry
picking!

FOR WHAT REASON DO YOU CROSS THE FOOTBRIDGE ON MAGDALEN GREEN?

At the moment why do you need to cross the footbridge? This might include going to work, going for a walk, or to reach the football pitches. Add a sticky note in the box below.

Access to
riverside
paths, on
foot and
cycle

WHAT DO YOU THINK WILL BE GOOD ABOUT THE PROPOSED BRIDGE DESIGN?

Have a look at the visualisations of the proposed bridge designs - what do you like about them? Add a sticky note with your thoughts in the box below.

Good design;
tasteful; in-keeping with area

Better access for wider range of users

Easier access across railway

River access

Stantec are carrying out community engagement on behalf of Dundee City Council. Please help us to understand your views by leaving your comments, completing our online survey and speaking to us directly.
Thank you for your time!

Figure 22: Responses to first three questions on A1 boards (re-created using exact wording)

6.5.4 The fourth question (concerns) attracted the most response with 38 comments. However, it was not felt that this fairly represents the opinions of all attendees, as 18 of these comments appeared to be left by just four attendees. In total an estimated 19 attendees left at least one

comment on this board. For brevity, a summary of themes mentioned in the sticky notes on the 'Concern' board are summarised in Table 5.

Table 6: Summary of comment themes from 'concerns' board

Comment theme	No. of comments
Conflict between cyclists & other users	9
Aesthetics/conservation area	6
Paths	4
Length/land-take	3
Alternative design shape/alignment	3
Signage	3
Consultation approach	3
Crossing point (i.e. where the bridge crosses the railway)	2
Anti-social behaviour	2
Loss of trees	2
Accessibility	1
Ice	1
Length of closure	1
Cost	1
Pavilion	1

Drawings

- 6.5.5 As mentioned, mainly due to wind conditions, relatively few attendees were able to use the prepared materials for drawing their thoughts about the bridge designs.
- 6.5.6 In addition, in response to the consultation publicity, one member of the public provided his own, alternative designs for the bridge. Several attendees liked the designs, particularly where they included curved or spiral ramps, which were perceived to take up less space on the Green. Although well-researched, this member of the public had not had full access to the constraints at the site, and so the designs were not appropriate for implementation.

7 Equality & Accessibility

7.1 Approach

- 7.1.1 Equality and accessibility considerations have been brought into the community engagement approach throughout the process. Key points of this have been:
- Involvement of Dundee Access Group in attending in-person walkover event;
 - Consultation via email with North East Sensory Services;
 - Consultation via Teams call with Dundee City Council Corporate Access Officer;
 - Invitation of survey respondents with disabilities to Teams workshop;
 - Emails to identified organisations with information regarding survey and in-person events.
- 7.1.2 These insights have also been applied through the Equalities Impact Assessment where relevant.

7.2 Promotion

- 7.2.1 Equality and accessibility stakeholders were invited through direct emails and emails to organisations. Where relevant, stakeholders were asked to recommend other groups or individuals who would be willing to participate in this engagement process.

7.3 Feedback

- 7.3.1 The feedback gathered through the methods highlighted above is summarised in Table 6.

Table 7: Main feedback from equality and accessibility stakeholders

Stakeholder	Relevance	Comments
Dundee Access Group	The primary aim of Dundee Access Group is to ensure that people with disabilities can enjoy as many of the facilities of Dundee as possible.	Two members of Dundee Access Group attended the in-person walkover event. Both members had mobility impairments, and one was a powered wheelchair user. Both members of the Access Group were in full support of the proposed designs, and highlighted how much they would value the connection that it would provide. The wider Access Group were given sight of the prepared visualisations and were broadly happy with the proposals.
North East Sensory Services	NESS provides support for people with visual and hearing impairments.	NESS asked whether lighting would be included in the design – it was confirmed that lighting would be included, both as lamp posts on the approaches, and integrated into the structure on the bridge itself. NESS considered it a positive that lighting was integrated into the structure and enables illuminated passage during darker hours as this would assist those with limited, but still some functional vision. NESS considered that the design looks aesthetically pleasing and provides ease of access across all disability groups and

Stakeholder	Relevance	Comments
		<p>should be a great asset to the area, replacing the old stepped bridge which is inappropriate.</p>
<p>Dundee City Council Corporate Access Officer</p>	<p>Position sits within the Capital Projects Team and brought comments in conjunction with the Council's corporate Equalities & Fairness Officer</p>	<p>A few key points were raised and discussed through this conversation.</p> <p>Slope: Terminology should not use 'ramp' as gradient of less than 1:20 is sufficiently gradual to not require handrails, level sections etc. This is a key positive of the proposed bridge design (maximum 1:20 gradient).</p> <p>Parapet angle: The slope of the parapets (15 degrees), could be confusing, disorienting or misleading, particularly for people with visual impairments. Tonal contrast (as in visualisations) should be used to ensure this delineation is as clear as possible. Use of red brick at entrance and exit to bridge could be considered useful for this purpose.</p> <p>Lighting: Lamp-posts must not create obstacles (agreed that this has been considered in proposals), and set-in lighting across structure should be approved as no-glare, and sufficient brightness to support people with visual impairments.</p> <p>Connecting paths: Care should be taken to ensure that paths connecting to the bridge from east/west are not 'accidentally' made too steep due to the banking and gradients being used for the bridge and approach paths.</p> <p>Segregation of cyclists and pedestrians: Although users with disabilities might prefer segregation, this is considered desirable but not reasonably necessary beyond the requirements of Cycling by Design and should be treated in the same way as a path. The bridge is considered wide enough not to require segregation.</p>

8 Summary & Recommendations

8.1 Summary

- 8.1.1 In summary, community engagement has been carried out with a broad spectrum of the local community, including local and city-wide groups and individual members of the public. In addition, consultation has been carried out with relevant Council Officers, including within the Planning department and regarding equalities and accessibility.
- 8.1.2 Generally, across all engagement that has been carried out, respondents have been supportive of the scheme. There are no specific concerns raised by any methods of community engagement or consultation that have given reason to significantly alter the proposals for the replacement of the bridge.

8.2 Evidence of support

- 8.2.1 The table below provides the levels of support demonstrated through each channel of community engagement and consultation.

Table 8: Summary of evidence of support for scheme

Source	Evidence
Network Rail	Network Rail are supportive of the proposals as they reflect the strategic and specific aims of the organisation, and present minimal disruption to the railway line.
Tactran	Tactran are supportive of the proposals and consider that the proposed replacement of the bridge delivers on several strategic objectives for the region.
Planning Officer	The Planning Officer's comments were supportive of the scheme, considering the proposals appropriate for the Conservation Area and providing an enhanced environment for users of the Green.
Neighbourhood Services	Neighbourhood Services are supportive of the proposals, considering the replacement of the existing bridge to be necessary, and the level of maintenance required to be well within their capacity.
Online Survey	83% of respondents Support or Strongly Support the proposed changes
Walk-through event	Three of the nine attendees strongly supported the proposals for the bridge; no attendees opposed the bridge, and all attendees were highly supportive of the improved accessibility provided through the proposals
Drop-in event	Attendees supported the improved accessibility of the proposals, although a greater proportion of attendees at this event expressed concerns or opposition to the proposals than through other channels.
Dundee Access Group	Dundee Access Group were highly supportive of the proposals, and highlighted the significant benefits that the replacement of the bridge would bring for people with disabilities in Dundee.
NESS	NESS were supportive of the proposals and highlighted the sensitive design features that would benefit people with sensory impairments.
Equalities/Access Officer	The Access Officer was supportive of the proposals and highlighted the significant benefits that the replacement of the bridge would bring for people with disabilities in Dundee.

8.3 Recommendations

8.3.1 There are a small number of concerns and questions raised through these activities which will need to be responded to by the Council in order to provide a more thorough explanation to the public on the rationale behind the design decisions, or in some cases may require minor changes to the proposed designs. These have been selected where issues were raised strongly by a small number of individuals or a group.

Table 9: Summary of issues and actions to be taken

Issue/Concern	Raised by who through what channel of engagement?	Action required	Responsibility for action	Timescale
Length/land-take	Online survey (14% of all question respondents); drop-in event; direct emails	Consideration of suggestions from the public on alternative alignments should be undertaken. Rationale behind optioneering of the preferred design should be clearly communicated with the public, using insights / content from Option Appraisal Report.	DCC	Before next design phase
Cycle speeds and cycle / pedestrian conflict	Online survey (7% of all question respondents); drop-in event	Design team should consider the implementation of speed calming measures or campaigns to mitigate issues where appropriate. Further detail of this is considered in the Behaviour Change Plan.	DCC	Before next design phase
Construction time	Online survey (6% of all question respondents)	The design team should seek to 'firm up' projected timelines as soon as possible, and these should be communicated with users of the Green (through various channels) as early and transparently as possible.	DCC	Before next design phase
Tree loss	Online survey (5% of all question respondents); Friends of Magdalen Green	Consideration of whether the removal of trees can be further minimised should be undertaken. It should be emphasised to the local community that for the bridge to have the desired benefit for accessibility, the proposed alignment will necessitate the loss of a small number of trees. It should be emphasised to the public that these trees will be replaced with a greater number of trees of the same species. A PEA has been undertaken and the findings of this will also be communicated with the public.	DCC	Before next design phase
Parapet design	Planning Officer	Parapet design was highlighted by the Planning Officer as potentially requiring some further design work – this should be considered by the design team and the decisions fed back to the Planning Officer / Team.	DCC	Before next design phase

Issue/Concern	Raised by who through what channel of engagement?	Action required	Responsibility for action	Timescale
Event space (south-side)	Neighbourhood Services	Further consultation with the Neighbourhood Services Team will be necessary to ensure that an alternative events space can be found. This is not expected to cause a significant issue.	DCC	Before next design phase

8.4 Next steps

8.4.1 As detailed in the Community Engagement Strategy and Communications Plan, the general public will be kept informed of the outcomes of the community engagement. This will be achieved by:

- Developing a short desktop-published report summarising the findings of the community engagement process – this will clearly show ‘What you said’ and ‘What we did’.
- Communicating with stakeholders, organisations and individuals via email about the findings of the community engagement process.
- Using the Council website to publish the findings of the community engagement process and using social media and posters / fliers to promote this.
- Ensuring information about the next stages of design, and associated timescales, are communicated with the public using all of the available channels, ahead of the next phase of development.

9 Other relevant documents

9.1 Community Engagement Strategy and Communications Plan

9.1.1 The Community Engagement Strategy and Communications Plan provides further detail on how stakeholders have been selected and engaged.

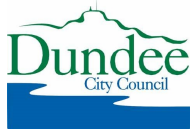
9.2 Option Appraisal Report

9.2.1 The Option Appraisal Report provides further detail on how the preferred proposed design has been developed and selected.

Appendix A Stakeholder Mapping



Appendix B Online survey structure



Magdalen Green Footbridge Replacement - Hard Copy Survey

Thank you for taking part in this community engagement survey. **Dundee City Council** are applying for funding to replace the footbridge on Magdalen Green, as the existing bridge has now reached the end of its useful life. The Council have commissioned Stantec to carry out community engagement on their behalf, and this survey forms part of that process. This is the first phase of community engagement and there will be further opportunities to influence the process in later design phases.

We would like to know about how you use Magdalen Green and the current footbridge, and what you think about the proposed future bridge. The survey also asks some demographic questions about you to help us understand how the proposed changes impact different people.

The results of the survey will inform the process of applying for funding for the replacement of the bridge and will be used to help with future design phases for the bridge and the surrounding environment.

This survey will run for 5 weeks until **Monday, 29th August**.

There will also be a drop-in community event at the Magdalen Green Bandstand on **10th August, 5pm – 8pm** open to all.

Please allow up to **10 minutes** to complete the survey.

All responses will be treated in accordance with GDPR regulations and the Privacy Notices of both Stantec and Dundee City Council.

Full details of Stantec's Privacy Policy can be found

here: <https://www.stantec.com/en/copyright>

Dundee City Council's Privacy Policy can be found

here: <https://www.dundee.gov.uk/service-area/chief-executive/chief-executives-services/privacy-statement>

If you would like to receive this survey another format, please contact Stantec at MagdalenGreenFootbridge@stantec.com or on 0141 352 2363.

* Required

1

I wish to participate in the **Magdalen Green Footbridge Replacement - Online Survey**. I understand that the information I provide will be processed by Stantec on behalf of the Council and will be used by Stantec to provide feedback and recommendations to the Council in the context of replacing the bridge. *You will not be able to continue if you do not give consent.* *

Yes

Current Bridge

2

In what capacity are you responding to this survey? *tick all that apply*

- Local resident
- Local business owner
- Local Councillor
- I work in this area
- I play sports in this area
- I use this area for leisure activities
- My child goes to school/nursery in this area
- Campaigner
- Other, please specify:

3

What is the first part of your postcode? (e.g. DD1 1)

- DD1 1
- DD1 2
- DD1 3
- DD1 4
- DD1 5
- DD2 1
- DD2 2
- DD3 6
- Other, please specify:

4

How do you use Magdalen Green at the moment? *tick all that apply*

- I use the Green for sports
- I use the Green for leisure (relaxing, meeting with friends)
- I walk my dog on the Green
- I take my children to play on the Green
- I go to events at the bandstand
- I cross the Green on my way to somewhere else
- Other, please specify:

5

How often do you do this?

- Every day
- More than once a week
- Around once a week
- Around once or twice a month
- Less than once a month

6

How important is this connection across the railway for you?

- Very important
- Somewhat important
- Neither important nor unimportant
- Not very important important
- Not important at all

For the most common reason you use the bridge, what place are you travelling from?

- Home
- Work
- Shops
- School/nursery
- University
- University sports pitches
- I rarely/never cross the footbridge
- Other, please specify:

8

For the most common reason you use the bridge, what place are you travelling to?

- Home
- Work
- Shops
- School/nursery
- University
- University sports pitches
- Leisure
- To access the riverside
- I rarely/never cross the footbridge
- Other, please specify:

9

Do you have any other comments about the **existing bridge**?

Proposed Bridge: Concept Designs

These visualisations represent concept designs for the new footbridge – they do not necessarily reflect the detailed elements of the final design. All elements of the final design are dependent on Sustrans funding being awarded.

10

Overview



Northern Approach



Southern Approach



On the Bridge



14

East Elevation



15

What do you think will be **good** about the proposed changes to the bridge?

16

Do you have any **concerns** about the proposed changes to the bridge?

17

Overall, do you support the proposed changes to the bridge?

- Strongly support
- Support
- Neutral
- Oppose
- Strongly Oppose

18

Do you think you would use the bridge more if it was ramped, rather than steps?

- I would use it much more
- I would use it somewhat more
- I would use it the same amount
- I would use it somewhat less
- I would use it much less

19

What would you like to see included in the redesign of the area surrounding the bridge? *tick all that apply*

- More benches
- More trees
- More litter bins
- More play equipment
- More landscaping/plants/flowers
- More cycle parking
- Improve personal safety (e.g. CCTV, lighting)
- Other, please specify:

20

Would you be interested in attending an in-person engagement event on this topic?

- Yes
- No

21

Please provide your email: *

Please answer the following demographic questions:

It is helpful for us to understand the characteristics of the people who respond to this survey, so that we know whether we are engaging with a diverse group of respondents who are representative of the entire community. This is so that we can ensure our engagement reflects the views of as many people as possible who use the bridge, but also to support our commitment to equalities under the Equality Act 2010. All demographic questions are optional.

22

What is your age?

- Under 18
- 18-25
- 26-35
- 36-45
- 46-55
- 56-65
- Over 65
- Prefer not to say

23

What gender do you identify as?

- Female
- Male
- Non-binary
- Prefer not to say
- Other, please specify:

24

Which of these categories best describes your sexual orientation?

- Straight/heterosexual
- Gay or Lesbian
- Bisexual
- Prefer not to say
- Other, please specify:

25

Do you have a disability?

- Yes
- No
- Prefer not to say

What type of disability do you have? *tick all that apply*

- Deafness or partial hearing loss
- Blindness or partial sight loss
- Full or partial loss of voice or difficulty speaking (a condition that requires you to use equipment to speak)
- Learning disability (a condition that you have had since childhood that affects the way you learn, understand information and communicate)
- Learning difficulty (a specific learning condition that affects the way you learn and process information)
- Developmental disorder (a condition that you have had since childhood which affects motor, cognitive, social and emotional skills, and speech and language)
- Physical disability (a condition that substantially limits one or more basic physical activities such as walking, climbing stairs, lifting or carrying)
- Mental health condition (a condition that affects your emotional, physical and mental wellbeing)
- Long-term illness, disease or condition (a condition, not listed above, that you may have for life, which may be managed with treatment or medication)
- Prefer not to say
- Other, please specify:

Do you have any further comments on the existing bridge or proposed changes that you have not already mentioned **that relate specifically** to your disability?

28

Would you be interested in attending an online workshop about the proposed changes to the footbridge in relation to disabled access?

Yes

No

29

Please provide your email: *

30

Do you have children or are you pregnant at the moment?

Yes

No

Prefer not to say

Thank you for completing this survey! Your feedback will be combined with the feedback we have received from our different engagement events. If you are completing this at home, please post the completed survey back to us using the pre-paid envelope.

Appendix C Detailed Thematic Analysis Findings

Question: Do you have any other comments about the existing bridge?		
n = 338	% of all responses: 56%	
Theme	Count	%
Blanks (% of 602)	264	44%
Not accessible for cycles	87	26%
Not accessible for wheelchair users	66	20%
Not accessible for other mobility impairments/disabilities	58	17%
Not accessible for prams	57	17%
Bridge provides an important connection to the Riverside	55	16%
Bridge looks tired/dated/shabby	37	11%
Bridge replacement is necessary	36	11%
Design of the current bridge is good	32	9%
Current bridge condition is poor	32	9%
It works for me'	26	8%
Bike rails are not appropriate	25	7%
Steps are steep	21	6%
Current bridge condition is good	16	5%
Bike rail is good/useful	15	4%
Alternative route is dangerous/inappropriate	15	4%
Graffiti on current bridge	13	4%
Not accessible generally	10	3%
Safety concerns (lighting, sight lines)	7	2%
Bridge is historic/nostalgic	7	2%
Replacement of bridge is not necessary	7	2%
Replacement would be a waste of money	5	1%
Ice makes the bridge inaccessible	4	1%
Would use proposed bridge more often	4	1%
Neutral/unrelated comment	2	1%
Links to wider cycle infra	2	1%
Replacement with historic design maintained	2	1%
Issues relating to ped/cycle conflict	2	1%

Question: What do you think will be good about the proposed bridge designs?		
n = 517	% of all responses: 86%	
Theme	Count	%
Blanks	85	14%
Accessibility (General)	219	42%
Accessibility (bikes)	164	32%
Accessibility (disabilities)	143	28%
Step-free access	109	21%
Looks Good/visually appealing	85	16%
Accessibility (prams)	74	14%
Gentle slope	31	6%
Design is in-keeping/will enhance local area	24	5%
Design is modern (positive)	21	4%
New design is wider	18	3%
Encourage more users/attract visitors	17	3%
Accessibility (children)	15	3%
New design is safer	15	3%
Access to river	13	3%
Connection is important	12	2%
No Good Comments (excluding blanks)	10	2%
Negative comments	10	2%
Suggestions	10	2%
Replacement (or repair) is necessary	9	2%
Improved sight-lines	9	2%
General positive comment	6	1%
Paths joining to bridge	5	1%
Views of trains/Views from bridge	5	1%
Access beneath bridge	5	1%
Functional	4	1%
Links two sides of Green	4	1%

Will positively impact planting etc	3	1%
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Question: Do you have any concerns about the proposed bridge design?			
n = 495		% of all responses: 82%	
Theme	Count	%	% Excluding 'no concern'
Blanks	107	18%	N/A
No Concerns (excluding blank)	176	36%	N/A
Length/land-take	67	14%	21%
Conflict between cyclists + other users	36	7%	11%
Dislike design - general	35	7%	11%
Suggestion	28	6%	9%
Length/impact of closure	28	6%	9%
Loss of trees	27	5%	8%
Space beneath bridge	23	5%	7%
Cycle segregation	18	4%	6%
Lighting	16	3%	5%
Dislike design - not appropriate for conservation area	15	3%	5%
Paths	14	3%	4%
Loss of space for events/sports pitches	13	3%	4%
Proposed bridge is too narrow	13	3%	4%
Loss of views from bridge	13	3%	4%
Cost	13	3%	4%
Consultation approach	12	2%	4%
Unrelated negative comment	11	2%	3%
Positive comment/part of comment	11	2%	3%
Safety concern	11	2%	3%
Anti-social behaviour/graffiti	9	2%	3%
Cycle calming/speed reduction measures	8	2%	3%
Signage	6	1%	2%
Dislike design - colours	5	1%	2%

Dislike - design not appropriate for green space	5	1%	2%
Changes to views of the Green	5	1%	2%
Crossing point / alternatives	5	1%	2%
Use of bridge by motor vehicles	5	1%	2%
Lack of surrounding cycle infra	5	1%	2%
Does not need replacing	4	1%	1%
Dislike design - proposals are generic	4	1%	1%
Impact of banked areas	4	1%	1%
Maintenance	4	1%	1%
Dislike design - 'slicing park in two'	3	1%	1%
Alternative design shape/alignment	3	1%	1%
Accessibility	3	1%	1%
Loss of steps	3	1%	1%

Appendix D FAQ Sheet

MAGDALEN GREEN FOOTBRIDGE COMMUNITY ENGAGEMENT

Replacement of the footbridge crossing the railway at Magdalen Green, Dundee.

FREQUENTLY ASKED QUESTIONS

Our online survey regarding the replacement of the footbridge has been live for a couple of weeks now. There is still plenty of time to respond to the survey, but these are the answers to some of the main questions and concerns people have raised through the survey so far.

DESIGN OF THE NEW BRIDGE

- The new design is not in keeping with the area/history/protected area.
- The design is too bright and does not blend in with the green space.

The design material being used is weathered steel, this gives an authentic look to the bridge in the conservation area. This is the best option for life cycle costings due to the minimal maintenance. This will last a long time, reducing costs for maintenance and ensuring the connection is kept open for as long as it can be.

LENGTH OF THE NEW BRIDGE

- The new design is too long/takes up too much space for recreation and events on the green.

The proposed bridge design is longer than the existing bridge for several reasons. The replacement of steps with a fully accessible ramp (with a suitable gradient and clearance of the railway) requires a greater distance for the slope. In addition, building on the south side of the bridge is significantly constrained by the presence of utilities lines (major sewer, gas pipes etc) that cannot be built close to. Building is also prohibited too close to the railway tracks.

WIDTH OF THE NEW BRIDGE

- The proposed width appears too narrow to accommodate both pedestrians and cyclists/scooters.
- Could measures to slow down cyclists and scooters be included, like access barriers or textured pavement?

The narrowest part of the bridge is 3 meters wide which complies with Sustrans Cycling by Design guidance for a shared footway/cycleway. Increasing the width of the bridge would increase the cost considerably. Specific design features to control flows of cyclists can be considered in the later detailed design stages.

STEPS FOR THE NEW BRIDGE

- Could steps be added to the side to shorten the bridge for some users/increase directness?

The new ramped design allows significantly improved accessibility for all types of users, including people who use wheelchairs or mobility scooters, parents with prams, or people riding cycles (including children). There is no desire line in the area to include for steps due to the existing connections. (East-West connections non-existent on the south side) There is a need to link to the toucan crossing to cross Riverside Drive to join NCN 77.

VIEWS AND BARRIER HEIGHT

- Could lower or transparent walls be used for the sides of the bridge to allow people to see the trains below?

Network Rail require a minimum 1.8m parapet height crossing the rail network. This is a minimum requirement to ensure the safety of all users of the bridge. Transparent walls are difficult and expensive to maintain as they are easily broken and made dirty. The proposed materials for the bridge are easy to maintain and will last a long time.

GREEN SPACE AND TREES

- Will the new bridge remove existing green space, landscaping and trees?

Some trees and green space will be removed to make space for the new bridge. They will be replaced with a higher number of trees of the same species - so there will be a net gain of individual trees. Later stages of the project will also look at how community gardens or other landscaping can be provided and supported through the project. A Preliminary Ecological Assessment is being carried out at this stage of the project as well.

LIGHTING

- Could lighting be provided on and under the bridge to improve safety during hours of darkness?

Yes - specific design features such as lighting can be considered in the later detailed design stages of the project.

TIMESCALES

- How long will the connection across the railway be unavailable while the bridge is replaced?

The planned timeline for the bridge will have people on site for about a year working on the bridge. However, the existing bridge will be kept in place for as long as possible. It is currently predicted that there will be around 3 months where there is not a connection across the railway. As we know the bridge connection is important to the local community, this is the smallest possible amount of time the bridge can be completed in.

Stantec are carrying out community engagement on behalf of Dundee City Council. Please help us to understand your views by leaving your comments, completing our online survey and speaking to us directly.

Thank you for your time!

Appendix B Community Engagement Plan

Magdalen Green Footbridge Replacement

Community Engagement & Communications Plan

Ruby Stringer

Georgina Steel



29/11/23

Date of issue	Author	Version
29/11/23	RS / GS	V1-0

1. Objectives of the plan

A short summary/statement of the plan objectives and scope including beginning and end dates.

This round of engagement aims to counter the negative feedback that was generated by Stages 0-2 engagement.

Having carried out engagement at Stage 0-2, the aim of the engagement programme at Stages 3-4 is largely focused on continuing to build and improve the relationship between the Council and the West End community, and addressing any issues and/or opposition raised through the previous engagement process. A key element of this is to communicate clearly the scope and nature of the project, and the aspects of the project that are 'set in stone' and not available for community influence.

The expected outcome of this will be that the majority of the community understand the need for the replacement of the footbridge, the reasons for the decisions that have been made in relation to its design, and what elements of the design are suitable for community input.

Through this engagement programme we aim to:

- Reach a diverse cross-section of stakeholders, using a variety of methods to help reach audiences that are seldomly heard. In particular, we aim to engage those who will benefit from the replacement of the bridge but have not yet been engaged, or do not feel there is a direct relevance to them..
- Identify and feedback on the key issues, the challenges we can address through this project and areas of consensus/conflict.
- Develop ideas collaboratively with the community wherever possible, and clearly communicate areas where collaboration is not appropriate, and explain why.
- Keep people informed about how the information gathered through the engagement is being used, and how they can continue to be involved.

2. Communications and marketing aims and objectives

A clear detailed statement of the aims and objectives of your communications and marketing activities (the overall aim should be as clearly defined as possible, and the objectives will be key ways of achieving this).

TIP: Remember to make your objectives S (Specific) M (Measurable) A (Attainable) R (Relevant) and T (Time-Bound)

Objective 1	<p>Reach a greater number of people than were engaged during the previous round of engagement (approx. 600 – online survey).</p> <p>Specific – Record more than 650 'hits' on the StoryMap. Have more than 20 hard copies picked up from Blackness Library.</p> <p>Measurable – Compare numbers against those engaged in the previous engagement</p> <p>Attainable – Ensure wider promotion of information than during previous engagement, including leaflet drop, social media, press release etc.</p> <p>Relevant – Ensures a wider reach than previous engagement.</p> <p>Time-bound – To be completed by end of engagement process</p>
Objective 2	<p>Reach those in the local community who have not been engaged previously.</p> <p>Specific – At least 30% of workshop attendees to be those not engaged on the project previously.</p> <p>Measurable – Through engagement ask/record whether people have previously provided feedback on the scheme</p>

2. Communications and marketing aims and objectives

A clear detailed statement of the aims and objectives of your communications and marketing activities (the overall aim should be as clearly defined as possible, and the objectives will be key ways of achieving this).

TIP: Remember to make your objectives S (Specific) M (Measurable) A (Attainable) R (Relevant) and T (Time-Bound)

Attainable – Working with organisations beyond those specifically engaged with Magdalen Green, possibly including local library groups, schools, religious organisations, healthcare facilities

Relevant – Ensures a wider reach than previous engagement.

Time-bound – To be completed by end of engagement process

Objective 3

Encourage and enable different groups within the community to listen to each others' views.

Specific – Hold at least 2 in-person workshops that bring together people from a range of audiences (as a minimum, 2 people each from Primary and Secondary audiences – see section 3 below).

Measurable – Attendees reflect a mix of people from different backgrounds (from both primary and secondary audiences, as set out in section 3 below).

Attainable – Working with organisations beyond those specifically engaged with Magdalen Green, possibly including local library groups, schools, religious organisations, healthcare facilities

Relevant – Ensures a wider reach than previous engagement; ensuring listening between groups should help to reduce opposition / lack of support.

Time-bound – As part of workshops

Objective 4

Develop ideas for the bridge and surrounds collaboratively with the community where possible.

Specific – At least one aspect of the design (planting, parapets and/or 'landing area')

Measurable – Community input can be demonstrated

Attainable – To be pursued separately through artist and landscape designer procurement

Relevant – Vital for community to feel included in scheme design

Time-bound – To be completed in time to allow scheme construction to be planned

3. Key audiences

Who are you communicating with – a detailed description of the key audiences you want to engage. Who are your priorities?

Primary audiences	Friends of Magdalen Green	These groups are highly vocal, displeased with the previous engagement and the scheme as a whole and have been engaged previously.
	WECC	Their concerns need to be addressed and (hopefully) reduced, but they also need to hear alternate viewpoints on the scheme. Preventing these groups from dominating workshops will be key to achieving the aims of the engagement.
	Dundee Access Panel and North East Sensory Services (NESS)	Dundee Access Panel and NESS were engaged during the previous round of engagement and were highly supportive of the scheme and engagement

3. Key audiences

Who are you communicating with – a detailed description of the key audiences you want to engage. Who are your priorities?

		approach. It is vital that they are included again in this round of engagement.
	Walking and cycling advocates (e.g. Dundee Cycling Forum)	These groups were engaged during the previous round of engagement and were highly supportive of the scheme and engagement approach. It is vital that they are included again in this round of engagement.
Secondary audiences (targeted engagement with specific groups of people who were underrepresented during previous engagement, but would be likely to benefit from the replacement of the footbridge)	People with disabilities	People with disabilities were underrepresented in the previous round of engagement. Including other groups of people with disabilities outside of those represented by Dundee Access Panel would be beneficial for the project, particularly if this included more people who are local to the area. People in this category would be identified by contacting local organisations, which might include the care homes around the perimeter of the Green.
	Parents of young children	<p>This is a group that was not engaged in a targeted manner during the previous engagement, but based on the responses received, would benefit significantly from the replacement of the bridge.</p> <p>People in this category could be identified by contacting local organisations which might include baby and toddler groups at Blackness Library, Roseangle House Nursery or Blackness Primary School.</p>
	Younger people (under 18 and students)	<p>People under 18 were under-represented in the previous round of engagement. It is expected that people in this category will benefit from the replacement of the bridge as it will contribute to their independence (e.g. safe pedestrian and cycling environment) and access to leisure facilities to the south of the bridge). People in this category could be identified by contacting local high schools or colleges.</p> <p>Students represent a significant proportion of the population in the West End of Dundee, making them another category to be targeted through engagement activities.</p>
	Older people (over 65)	People over 65 were underrepresented in the previous round of engagement. People in this category could be identified through local community groups and organisations. This might also include the care homes around the perimeter of the Green.
	Carers	People with caring responsibilities (particularly those who care for people with mobility impairments) are expected to benefit significantly from the replacement of the bridge. People in this category would be identified by contacting local healthcare organisations, which might include the care homes around the perimeter of the Green.

4. Key messages	
What messages are you communicating – a detailed description of your key messages in order to achieve the desired communications aims and objectives.	
Necessity	The existing bridge has come to the end of its serviceable life, and needs to be replaced as soon as reasonably possible. It fails to provide an accessible connection for all users.
Complexity	There are a wide range of competing priorities and stakeholders, which have impacted the design of the bridge as it is.
Policy landscape	This project will contribute to the delivery of national, regional and local strategies, and particularly in respect of promoting sustainable travel.
Community relationships	The West End has strong community bonds, and these should be nurtured and protected – care for members of the community with different types of needs is at the heart of why this scheme is being pursued.
Community input	There are a few aspects of the designs that can be influenced by the community – we want to understand the priorities of the community to shape these aspects of the designs.

Objective	Activities	Deadline	Who
Objective 1 - Reach a greater number of people than engaged during the previous round of engagement (approx. 600 – online survey).	StoryMap – Widespread publicity of information, including social media, leaflets, posters and a Press Release	To coincide with StoryMap launch; completed before workshops	Stantec
Objective 2 - Reach those in the local community who have not been engaged previously.	StoryMap – Targeted engagement with a mix of people who represent different viewpoints, including those who will benefit in particular from the scheme, in addition to widespread publicity of information, including social media, leaflets, posters and a Press Release.	To coincide with StoryMap launch; completed before workshops	Stantec
	Workshops – Targeted engagement with a mix of people who represent different viewpoints, including those who will benefit in particular from the scheme.	Completed before workshops	Stantec
Objective 3 - Encourage and enable different groups within the community to listen to each others' views.	StoryMap – include a detailed Q&A with comments and questions received during previous engagement. Include 'good news' stories / comments received from positive respondents (particularly where this reflects an accessibility improvement).	Completed before StoryMap launch; Q&As updated throughout	Stantec

Objective	Activities	Deadline	Who
	Workshops – Ensure workshop participants represent a range of backgrounds / audiences, with a diversity of viewpoints. Ensure that workshop facilitation enables everybody to speak and listen.	Completed before workshops	Stantec
Objective 4 - Develop ideas for the bridge and surrounds collaboratively with the community where possible.	Workshops – introduce idea of community collaboration for both planting and artwork for the bridge. Highlight that this will come through in the future and will be delivered by a separately procured artist and / or landscape architect/arborist.	During workshops	Stantec
	Future collaboration workshops – community work by artist and /or landscape architect / arborist to collaboratively design planting and artwork around the replacement bridge.	Summer 2024; completed before construction commences	DCC / External contractors

5. Risks	
What issues might arise through the delivery of the project? What solutions are there to these?	
Strong objection from community groups	Careful and open engagement with community groups that have been previously engaged. Focus on developing understanding within these groups of why choices have been made, and how their views have been taken into account.
Accusation of slow and/or insufficient engagement	Communication of reasons for delays. Careful communication of why engagement has been carried out in the way it has, which is largely due to design requirements which have defined the design relatively narrowly.
Objection / dissatisfaction from local Councillors	Careful and open engagement with local Elected Members to show that the concerns of their community are being heard and addressed wherever possible. Demonstrate overall support for the scheme.
Some voices are heard louder than others / some community members voices are not heard	Careful management of group dynamics in workshops to ensure all participants are heard clearly and fairly. Design the mix of workshop participants to represent a group of people with different perspectives on the replacement of the bridge, to ensure that different voices are heard not only by the project team, but by other members of the community.
Timescales of engagement begin to impact on construction timeline	Commence engagement as soon as reasonably possible. Communicate engagement timescales with project team / construction contractor to ensure changes have been taken into account.

6. Budget

Set a budget and estimate how much your planned activities will cost.

Total budget available: £28,555.55

Scope alteration note: The quote provided to DCC included a Community Engagement fee of £9,855.78, which included for up to five online workshops with community stakeholders. We have prepared a StoryMap to provide a platform for information sharing (not accounted for in this fee). We also propose to hold the workshops in-person (rather than online) and include a feedback form as part of the StoryMap. The methodology for identifying participants for workshops is also likely to involve a higher level of labour intensity than initially expected. We also propose a more intense promotion of the information platform than initially expected. We propose to use the submitted fee against Option Appraisal (which we believe to be unnecessary) of £10,206.48 to cover these additional tasks.

7. Evaluating success

How will you know if you have succeeded and met your communication and marketing objectives? How are you going to evaluate your success, what performance indicators and evaluating measures will you use.

Objective	Measurement Method	Target	Outcome
Objective 1 - Reach a greater number of people than engaged during the previous round of engagement (approx. 600 – online survey).	Dissemination of information online.	Record more than 650 'hits' on the StoryMap.	More members of the community understand the reasons for the replacement of the bridge, and for the development of the design as it is.
	Dissemination of hard copy information.	More than 20 hard copies obtained from Blackness Library.	
Objective 2 - Reach those in the local community who have not been engaged previously.	Attendees that have been previously engaged.	At least 30% of workshop attendees to be those not engaged on the project previously.	A wider range of members of the community are aware of the bridge replacement, the proposed designs and the reasons for it.
Objective 3 - Encourage and enable different groups within the community to listen to each others' views.	Attendees reflect a mix of people from different backgrounds (from both primary and secondary audiences).	Hold at least 2 in-person workshops that bring together people from a range of audiences (as a minimum, 2 people each from Primary and Secondary audiences).	More members of the community understand the range of views on the replacement of the bridge.
Objective 4 - Develop ideas for the bridge and surrounds collaboratively with the community where possible.	Aspects of the bridge replacement design are completed in collaboration with the community.	At least one aspect of the design is designed collaboratively with the community (planting, parapets and/or 'landing area'), and is included in construction	More members of the community feel connected to and invested in the constructed bridge and its surroundings.

Appendix C Stakeholder Register

Magdalen Green Footbridge Stages 3&4 Stakeholder Register							
Stakeholder Organisation	Stakeholder Type	Specific interests	Interest	Influence	Stakeholder's role	Potential contribution	Engagement approach
Sustrans		Funder	High	High	Decision-maker		Engage throughout
Tactran	Services	Strategic interests	Medium	High	Contributor		Share webpage and invite to workshop
Dundee Cycling Forum	Advocacy	Interest in Dundee cycle infrastructure	High	Medium	User and beneficiary		Share webpage and invite to workshop
Dundee Biking, Riding and Walking Forum	Advocacy	Interest in Dundee cycle and pedestrian infrastructure	High	Medium	User and beneficiary		Share webpage and invite to workshop
Elected Members	Political	Interest in local matters	Medium	High	Decision-maker		Share webpage and invite to workshop
Elected Members	Political	Interest in local matters	Medium	High	Decision-maker		Share webpage and invite to workshop
Elected Members	Political	Interest in local matters	Medium	High	Decision-maker		Share webpage and invite to workshop
Elected Members	Political	Interest in local matters	Medium	High	Decision-maker		Share webpage and invite to workshop
Elected Members	Political	Interest in local matters	Medium	High	Decision-maker		Share webpage and invite to workshop
Friends of Magdalen Green	Social	Interest in issues that affect Magdalen Green; responsible for maintenance of the green and bandstand	High	Medium	User and beneficiary		Share webpage and invite to workshop
West End Community Council	Political	Interest in local matters	High	Medium	User and beneficiary		Share webpage and invite to workshop
Dundee Access Group	Equalities	Interest in local accessibility issues	Medium	Medium	User and beneficiary		Share webpage and invite to workshop
Dundee City Council Access Officer	Equalities	Interest in local accessibility issues	High	Medium	Adviser		Invite to workshop
Dundee City Council Environment Officer	Services	Interest in local accessibility issues	High	Medium	Adviser		Invite to workshop
Dundee City Council Principal Planning Officer	Services	Decisions on planning permission for bridge	Medium	High	Decision-maker		Invite to workshop
Dundee City Council Equalities and Fairness Officer	Equalities	Interest in local equalities issues	Medium	Medium	Adviser		Invite to workshop
Dundee Partnership Bulletin	Social	Unknown					Invite to workshop
DCC Community Empowerment Team	Equalities	Unknown	Medium	Medium	Adviser		Invite to workshop
DCC Community Empowerment Team	Equalities	Unknown	Medium	Medium	Adviser		Invite to workshop
DCC Neighbourhood Services	Services	Interest in Maintenance burden	High	Medium	Adviser		Invite to workshop
Dundee Airport / Industrial Estate	Commercial	Commercial interest in local access (esp access for staff)	Medium	Low	User and beneficiary		Share webpage and invite to workshop
University of Dundee (Estates & Campus Services)	Educational	Interest in access to playing fields	Medium	Low	User and beneficiary		Share webpage and invite to workshop
University of Dundee (Institute of Sport and Exercise)	Educational	Interest in access to playing fields	High	Low	User and beneficiary		Share webpage and invite to workshop
University of Dundee (Student Union)	Educational	Interest in access to playing fields	Medium	Low	User and beneficiary		Share webpage and invite to workshop
University of Dundee (Student Union)	Educational	Interest in access to playing fields	Medium	Low	User and beneficiary		Share webpage and invite to workshop
Bridgeview Station Restaurant	Commercial	Interest in access to restaurant	Medium	Low	User and beneficiary		Share webpage and invite to workshop
University of Dundee (Equality and Diversity)	Educational/ Equalities	Interest in access to playing fields	Medium	Medium	Adviser		Share webpage and invite to workshop
University of Dundee (Equality and Diversity)	Educational/ Equalities	Interest in access to playing fields	Medium	Medium	Adviser		Share webpage and invite to workshop
University of Dundee (Equality and Diversity)	Educational/ Equalities	Interest in access to playing fields	Medium	Medium	Adviser		Share webpage and invite to workshop
The Riverside Inn - Pub & Grill	Commercial	Commercial interest in local access (esp access for staff)		Low	User and beneficiary		Share webpage and invite to workshop
Tayside Aviation	Commercial	Commercial interest in local access (esp access for staff)		Low	User and beneficiary		Share webpage and invite to workshop
Barnetts Volkswagen / Nissan Dundee	Commercial	Commercial interest in local access (esp access for staff)		Low	User and beneficiary		Share webpage and invite to workshop
Dundee City Disability Sport	Equalities	Unknown importance of playing fields		Low	Adviser		Share webpage and invite to workshop
Dundee Learning Disability Providers Forum	Equalities	Unkown importance of area/bridge		Low	Adviser		Share webpage and invite to workshop
Dundee Independent Living Centre	Equalities	Unkown importance of area/bridge		Low	Adviser		Share webpage and invite to workshop
Capability Scotland - Dundee centre	Equalities	Unkown importance of area/bridge		Low	Adviser		Share webpage and invite to workshop
Enable - Dundee ACE Group	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Dundee Islamic Society	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Revival Church (Taylor's Ln)	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
St Peter's Free Church	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop

Magdalen Green Footbridge Stages 3&4 Stakeholder Register							
Stakeholder Organisation	Stakeholder Type	Specific interests	Interest	Influence	Stakeholder's role	Potential contribution	Engagement approach
Gate Church International	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Dundee West Church	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Guru Nanak Gurdwara Dundee	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Dundee Hindu Cultural and Community Centre (Taylor's Ln)	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Cherry Blossom Nursery School	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Roseangle House Nursery	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Bridge View House Care Home	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Priority Care - Magdalen House	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Gauldie Wright & Partners (Architect)	Commercial	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
West End Lawn Tennis Club	Social	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Dundee Blind and Partially Sighted Society	Equalities	Unkown importance of area/bridge		Low	Adviser		Share webpage and invite to workshop
Brittle Bone Society	Equalities	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
VisitDundee	Visitors	Unkown importance of area/bridge		Low	Adviser		Share webpage and invite to workshop
Blackness Library	Social	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Blackness Primary School	Education	Unkown importance of area/bridge		Medium	User and beneficiary		Share webpage and invite to workshop
Transition Dundee	Advocacy	Interest in 'making Dundee a more sustainable, healthy and happy place to live through various climate projects'		Medium	User and beneficiary		Share webpage and invite to workshop
Magdalen Green Private Allotment Association (MGPA)	Social	Interest in access to allotments; close proximity to bridge		Low	User and beneficiary		Share webpage and invite to workshop
Riverside Pavilion Community Group (RPCG)	Services	Unkown importance of area/bridge			User and beneficiary		Share webpage and invite to workshop
North East Sensory Services (NESS)	Equalities	Unkown importance of area/bridge			Adviser		Share webpage and invite to workshop
Dundee & Angus Cycle Hub	Advocacy	Unkown importance of area/bridge		Low	User and beneficiary		Share webpage and invite to workshop
Dundee Civic Trust	Services	Unkown importance of area/bridge	Low	Low	Adviser		Share webpage and invite to workshop

Appendix D Equality Impact Assessment

Equality Impact Assessment form (EqIA)

Section 1 - Project Details		
1.1	Scheme name:	Magdalen Green Footbridge Replacement
1.2	Revision number:	2
1.3	Names of persons involved in the EqIA.	Georgina Steel – Assistant Transport Planner (Author)
		Ruby Stringer – Principal Transport Planner (Reviewer)
1.5	Date EqIA started	20/07/22 (Previous Stage 2 project)
1.6	Date EqIA completed	22/03/24

<p>1.7</p>	<p>What is the purpose and aims of the project?</p>	<p>Dundee City Council (DCC) is in the process of seeking to secure Sustrans' Places for Everyone (PfE) funding for the replacement of the Magdalen Green Footbridge.</p> <p>The footbridge which crosses the Perth to Dundee railway line has reached the end of its serviceable life, and presents a significant challenge to accessibility in a public green space. As such, the Council aspire to replace the bridge with a step-free bridge, which will improve access and connectivity and provide associated public realm benefits.</p> <p>This vision hopes to contribute to DCC's wider aims of:</p> <ul style="list-style-type: none"> ■ Improving active travel connectivity and accessibility ■ Improving the local sense of place ■ Improving the public realm ■ Delivering more green spaces <p>The replacement of the bridge also aims to deliver on a range of objectives which are aligned to the objectives of the National Transport Strategy 2 (NTS2).</p> <ul style="list-style-type: none"> ■ Equality - Improve accessibility for those using the crossing of the railway line who have mobility impairments, or are less able to use stairs. ■ Climate – Support active journeys by creating seamless access for cycles as well as pedestrians. ■ Economy – Support access to local businesses, and contribute to 'joining up' Dundee's active travel network. The economic benefits of active travel are rightly recognised in '<u>Walking & Cycling: the benefits for Dundee</u>'. ■ Health and wellbeing – Support active travel, and improve access to Magdalen Green and sports pitches for leisure and sports purposes. The health benefits of active travel are rightly recognised in '<u>Walking & Cycling: the benefits for Dundee</u>'. <p>The improvements that are being explored in the project area will provide significant value to the extended community, benefitting people who live in or work around Magdalen Green, those visiting Dundee as well as those using the National Cycle Network (NCN) on more long-distance journeys.</p>
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1.8	Who does the project impact?	Local residents, local businesses, Dundee University, people who go to school nearby, leisure users (e.g. for picnics on the Green or access to the waterfront), visitors to Dundee / the local area, people attending events at the bandstand or on the Green
1.9	Are there any aspects which explicitly address discrimination, victimisation or harassment? Please detail.	<p>Not explicitly.</p> <p>However, the existing footbridge is inaccessible for a relatively wide range of users, including people with mobility impairments, pram-users, and many cyclists.</p>
1.10	Are there any aspects which explicitly promote equal opportunities? Please detail	<p>Not explicitly.</p> <p>However, the existing bridge is inaccessible for a relatively wide range of users, including people with mobility impairments, pram-users, and many cyclists.</p>
1.11	Are there any aspects which explicitly foster good relations? Please detail	Not explicitly.

Section 2 – Evidence

Please outline **what is known currently** about the experiences of people under each characteristic

Source
2.1
Age
Stage 2 engagement (2022)

- Online survey respondents were asked for their age bracket.
- Comparing this data with National Records of Scotland 2021 Mid Year Population Estimates for Dundee shows that:
 - People under 18 and over 65 are under-represented in the sample
 - The proportions of people between 18-25, 26-35 and 55-65 are broadly representative of the wider population
 - People aged 36-45 and 46-55 are over-represented in the sample.

Online survey (2022)			NRS Estimate (2021)		
Under 18	2	0%	Under 19	30,271	20%
18-25	50	8%	20-24	12,833	9%
26-35	115	19%	25-34	25,509	17%
36-45	148	25%	35-44	17,988	12%
46-55	118	20%	45-54	16,234	11%
56-65	92	15%	55-64	18,642	13%
Over 65	57	10%	Over 65	26,243	18%
Prefer not to say	19	3%			
Blanks	1	0%			

- In general, people over 65 felt that the safety and accessibility of the existing bridge was poor (and experienced a higher proportion of physical disability themselves), and supported the replacement of the bridge. This is shown in the table below.

2022 Community Engagement – Online Survey

NRS Mid-year population estimates

Section 2 – Evidence

Please outline **what is known currently** about the experiences of people under each characteristic

Source

	Strongly support	Support	Neutral	Oppose	Strongly oppose
OVERALL	54%	29%	9%	4%	4%
Under 18	50%	50%	0%	0%	0%
18-25	54%	38%	6%	2%	0%
26-35	55%	30%	11%	3%	2%
36-45	56%	33%	5%	3%	3%
46-55	59%	26%	11%	3%	2%
56-65	47%	32%	10%	4%	8%
Over 65	60%	22%	9%	7%	2%
Prefer not to say	21%	21%	16%	5%	37%

- Many respondents mentioned that the existing bridge is inaccessible for children, or when travelling with young children or prams. This is largely due to the steep steps on the existing footbridge.

Stage 3-4 Engagement (2024)

- The focus of the 2024 engagement was on the proposed scheme, rather than the existing bridge.

2024 Community Engagement

Section 2 – Evidence

Please outline **what is known currently** about the experiences of people under each characteristic

Source
2.2
Disability
Including the experiences of people with long-term limiting health conditions.
Stage 2 engagement (2022)

- The existing footbridge is fully inaccessible for wheelchair users and people with mobility impairments. The necessary detour is a significant distance (approx. 1.5km in total)
- Cyclists who use non-standard cycles or do not possess enough physical strength are unable to use the wheel channel that is provided on the existing footbridge.
- Steps are steep and in poor condition, which presents a trip-hazard, and they are found to be slippery in winter when conditions are icy.
- When asked for comments on the existing bridge (open response), many respondents to the online survey highlighted the experience of users when accessing the existing bridge (n=335):

Not accessible generally	10	3%
Not accessible for wheelchair users	66	20%
Not accessible for other mobility impairments/disabilities	57	17%

- 56% of respondents to our online survey said they would use the bridge more or much more if it was sloped instead of steps (n=602)

Stage 3-4 Engagement (2024)

- The focus of the 2024 engagement was on the proposed scheme, rather than the existing bridge.

Community engagement – in-person walk-through (representatives from Dundee Access Group and Dundee Cycling Forum)

Community engagement – online survey

2024 Community engagement

Section 2 – Evidence		
Please outline what is known currently about the experiences of people under each characteristic		Source
2.3	Ethnicity <i>Including impact relating to skin colour, nationality, language spoken and country of origin. People identifying as Gypsy / Travellers are protected by this characteristic.</i>	N/A
2.4	Gender	A small number (7 respondents) mentioned concerns about a lack of lighting on / around the existing footbridge and how this impacted their feelings of safety. <u>Stage 3-4 Engagement (2024)</u> The focus of the 2024 engagement was on the proposed scheme, rather than the existing bridge.
2.5	Gender Reassignment <i>Where someone is living part / full time as the opposite gender to their assigned sex at birth.</i>	Although not mentioned explicitly, concerns around lighting and safety may also be relevant to people who are transgender.
2.6	Marriage and Civil Partnership <i>This characteristic is only applicable in contexts where the scheme relates to employment / employees. An employee or job applicant</i>	N/A

Section 2 – Evidence					
Please outline what is known currently about the experiences of people under each characteristic		Source			
2.7	<p>Pregnancy / Maternity <i>This covers women as soon as they become pregnant. In the workplace this includes pregnancy-related illness. When a woman gives birth or is breastfeeding, this characteristic protects them for 26 weeks.</i></p>	<ul style="list-style-type: none"> When asked for comments on the existing bridge (open response), many respondents to the online survey highlighted the experience of users when accessing the existing bridge (n=335): <table border="1" data-bbox="743 518 1684 560"> <tr> <td>Not accessible for prams</td> <td>57</td> <td>17%</td> </tr> </table> <p><u>Stage 3-4 Engagement (2024)</u> The focus of the 2024 engagement was on the proposed scheme, rather than the existing bridge.</p>	Not accessible for prams	57	17%
Not accessible for prams	57	17%			
2.8	<p>Religion / Belief <i>Including the experiences of people with no religion or belief.</i></p>	N/A			
2.9	<p>Sexual Orientation</p>	Although not mentioned explicitly, concerns around lighting and safety may also be relevant to people who are LGBTQIA+.			
2.10	<p>Other marginalised groups <i>Including but not exclusive to the experiences of unpaid carers, homeless people, current and ex-offenders, people with addictions, care experienced people, people living in rural areas.</i></p>	N/A			

Section 2 – Evidence			
Please outline what is known currently about the experiences of people under each characteristic			Source
2.11	Have people who identify with any of the characteristics been involved in the development of the scheme?	The Principal Designer has reviewed the potential for alterations to the designs to be made in response to the stakeholder and community engagement feedback throughout the development of the scheme. Due to the site constraints, there are significant limits on what changes can be made to the scheme. The proposed bridge complies fully with the guidance included in Cycling By Design 2021 to design for all users, particularly those with protected characteristics.	
2.12	Please outline any involvement or consultation which has been carried out or is planned for this project stage.	Details	Date
		Community engagement – Online survey	26/07/22 – 29/8/22
		Community engagement – in-person walk-through	10/8/22 – 2pm
		Community engagement – in-person drop-in session	10/08/22 – 5-8pm
		Within-council consultation (Planning, Equalities etc)	Throughout August 2022
		Community engagement – workshops x5 (various community organisations, council officers and Elected Members)	Throughout late February and early March 2024
		Online submission form	15/01/24 – 18/03/24
		Emails	Throughout project
			Source
			Stantec – see Community Engagement Report (Stage 2)
			Stage 3-4 Final Report

Section 3 – Impact				
Based on what is known in Section 2, please outline the impact you expect the		Possible positive (+) impact	Possible adverse (-) impact	Neutral impact likely (□)
3.1	Age <i>Including impact relating young people (age 18 and over) and older people.</i>	<p><i>Older people (Over 65)</i> Older people are more likely to experience a range of disabilities, including hearing loss, sight loss and physical disabilities. The replacement of the footbridge will improve conditions for people in these categories, by removing the need for steps and providing a smooth, low-gradient slope. The slope of the proposed bridge is sufficiently gentle as to be suitable for people with a variety of conditions including Parkinson’s disease.</p>	<p>The change from steps to a slope does increase the length of the approach, which may be problematic for some people (e.g. physical impairments or fatigue). Providing benches/rest areas is not appropriate given the proposed width of the bridge.</p> <p>During the period when the bridge is closed (between closure of the existing bridge and opening of the proposed bridge), the loss of the connection will require users to take a detour of around 1.5km, which may create a significant barrier for some people.</p>	
		<p><i>Young people (Under 18)</i> Currently young children find the steep steps on the existing footbridge difficult to use. The proposed new bridge would provide barrier-free access for young children.</p>	<p>As the gradient is very shallow, a handrail is currently not proposed as part of the scheme – this represents a lost opportunity for some users.</p>	

Section 3 – Impact				
Based on what is known in Section 2, please outline the impact you expect the		Possible positive (+) impact	Possible adverse (-) impact	Neutral impact likely (□)
3.2	<p>Disability</p> <p><i>Including impact relating to long-term limiting health conditions.</i></p>	<p><i>Physical disability</i></p> <p>People with physical disabilities (particularly wheelchair users) are unable to use the existing footbridge, or may do so with difficulty. The replacement of the bridge will improve conditions for people in these categories, by removing the need for steps and providing a smooth, low-gradient slope. The slope of the proposed bridge is sufficiently gentle as to be suitable for people with a variety of conditions including Parkinson’s disease.</p>	<p>The change from steps to a slope does increase the length of the approach, which may be problematic for some people (e.g. physical impairments or fatigue). Providing benches/rest areas is not appropriate given the proposed width of the bridge.</p> <p>During the period when the bridge is closed (between closure of the existing bridge and opening of the proposed bridge), the loss of the connection will require users to take a detour of around 1.5km, which may create a significant barrier for some people.</p> <p>As the gradient is very shallow, a handrail is currently not proposed as part of the scheme – this represents a lost opportunity for some users.</p> <p>Interventions may be explored to mitigate conflict between pedestrians and cyclists – these must avoid creating a potential trip hazard.</p>	

Section 3 – Impact				
Based on what is known in Section 2, please outline the impact you expect the		Possible positive (+) impact	Possible adverse (-) impact	Neutral impact likely (□)
		<p><i>Sensory Impairment (sight & hearing)</i> The existing bridge presents a barrier to people with sight loss, and is presents various dangers in this context (steep steps, corners on barriers, low visual contrast). The proposed replacement bridge combats many of these issues, by replacing the steep steps with a gentle slope (no trip-hazards), contrasting colours/textures and good indicators of approach to the bridge. Lighting is also incorporated within the design, and is integrated within the structure to prevent any additional trip-hazards being introduced.</p>	<p>During the period when the bridge is closed (between closure of the existing bridge and opening of the proposed bridge), the loss of the connection will require users to take a detour of around 1.5km, which may create a significant barrier for some people.</p> <p>As the gradient is very shallow, a handrail is currently not proposed as part of the scheme – this represents a lost opportunity for some users.</p> <p>Interventions may be explored to mitigate conflict between pedestrians and cyclists – these must avoid creating a potential trip hazard.</p>	
		<p><i>Mental Health</i> The replacement of the bridge will improve the overall feel of the local area, and provide a seamless link through to the waterfront.</p>	<p>During the period when the bridge is closed (between closure of the existing bridge and opening of the proposed bridge), the loss of the connection will require users to take a detour of around 1.5km, which may create a significant barrier for some people. This change may also be distressing for people with certain cognitive disabilities including autism.</p>	

Section 3 – Impact				
Based on what is known in Section 2, please outline the impact you expect the		Possible positive (+) impact	Possible adverse (-) impact	Neutral impact likely (□)
		<p><i>Learning Disability</i></p> <p>The proposed bridge will occupy the same crossing point over the railway, minimizing the level of change that comes with the proposed replacement.</p>		

Section 3 – Impact				
Based on what is known in Section 2, please outline the impact you expect the		Possible positive (+) impact	Possible adverse (-) impact	Neutral impact likely (□)
3.3	<p>Ethnicity</p> <p><i>Including impact relating to skin colour, nationality, language spoken and country of origin. People identifying as Gypsy / Travellers are protected by this characteristic.</i></p>		<p>The proposed bridge design has a space beneath the bridge deck that could potentially provide a space for anti-social behaviour, potentially including racist abuse. This may contribute to reducing the perceived or actual safety of the area near the bridge.</p> <p>The proposed bridge will impact on the events space that is currently used periodically by travelling carnivals. Although the ethnicity of the people involved with the carnival is not known, changes to this space could have potential adverse impacts on people identifying as Gypsy/Travellers.</p>	

Section 3 – Impact				
Based on what is known in Section 2, please outline the impact you expect the		Possible positive (+) impact	Possible adverse (-) impact	Neutral impact likely (☐)
3.4	Gender		The proposed bridge design has a space beneath the bridge deck that could potentially provide a space for anti-social behaviour, potentially including sexist abuse or sexual harassment. This may contribute to reducing the perceived or actual safety of the area near the bridge.	

Section 3 – Impact				
Based on what is known in Section 2, please outline the impact you expect the		Possible positive (+) impact	Possible adverse (-) impact	Neutral impact likely (□)
3.5	<p>Gender Reassignment</p> <p><i>Where someone is living part / full time as the opposite gender to their assigned sex at birth.</i></p>		The proposed bridge design has a space beneath the bridge deck that could potentially provide a space for anti-social behaviour, potentially including anti-trans abuse or sexual harassment. This may contribute to reducing the perceived or actual safety of the area near the bridge	
3.6	<p>Marriage / Civil Partnership</p> <p><i>This characteristic is only applicable in contexts where the scheme relates to employment / employees. An employee or job applicant must not receive unfavourable treatment because they are married or in a civil partnership.</i></p>	N/A		

Section 3 – Impact				
Based on what is known in Section 2, please outline the impact you expect the		Possible positive (+) impact	Possible adverse (-) impact	Neutral impact likely (□)
3.7	<p>Pregnancy / Maternity / Paternity</p> <p><i>This covers women as soon as they become pregnant. In the workplace this includes pregnancy-related illness. When a woman gives birth or is breastfeeding, this characteristic protects them for 26 weeks.</i></p>	<p>Pregnant people may struggle with the existing bridge. The replacement of the bridge will improve conditions for people in this category, by removing the need for steps and providing a smooth, low-gradient slope. Similarly, the difficulty of using prams/pushchairs on the current bridge has been highlighted, as well as cycling with cycle trailers or child-seats attached, or young children with their own bikes. The proposed replacement of the bridge will improve all of these issues.</p>	<p>During the period when the bridge is closed (between closure of the existing bridge and opening of the proposed bridge), the loss of the connection will require users to take a detour of around 1.5km, which may create a significant barrier for some people.</p>	
3.8	<p>Religion / Belief</p> <p><i>Including the experiences of people with no religion or belief.</i></p>		<p>The proposed bridge design has a space beneath the bridge deck that could potentially provide a space for anti-social behaviour, potentially including racist abuse / graffiti. This may contribute to reducing the perceived or actual safety of the area near the bridge.</p>	

Section 3 – Impact				
Based on what is known in Section 2, please outline the impact you expect the		Possible positive (+) impact	Possible adverse (-) impact	Neutral impact likely (□)
3.9	Sexual orientation		The proposed bridge design has a space beneath the bridge deck that could potentially provide a space for anti-social behaviour, potentially including anti-LGBTQIA+ abuse. This may contribute to reducing the perceived or actual safety of the area near the bridge.	
3.10	Other marginalised groups	N/A		

Section 4 – Assessment			
	Select the assessment result, 1-4, which applies	1. No major change <input type="checkbox"/> <i>If this is selected you are confirming that the EQIA demonstrates the proposal is robust and there is no possible adverse impact.</i>	Justification:
		2. Continue the scheme	

4.1	and give a brief justification	3. Adjust the scheme <input type="checkbox"/> <i>If this is selected you are confirming that the EqIA identifies possible adverse impact or missed opportunities which suggest the scheme needs to be adjusted.</i>	Justification: <i>If this is selected, you must set out the reasons why an adjusted scheme is required. For example, to remove unjustifiable barriers or address opportunities that cannot be missed on the balance of proportionality and relevance.</i>
		4. Stop and remove the scheme The scheme shows actual or possible unlawful discrimination. It must be halted or significantly changed.	Justification: <i>If this is selected, you must set out the reasons for halting the scheme or significantly changing it to avoid unlawful discrimination.</i>

Section 5 – Actions						
5.1	Please outline how you will monitor the impact of the scheme	A baseline footfall survey was carried out in July 2022. The results of this are provided below:				
			Thursday 21st July		Sunday 24th July	
			NB	SB	NB	SB
		Child	27	28	13	16
		Adult	91	149	127	164
		Mobility Impaired	0	0	0	0
		Cyclist	11	15	2	10
		Total	129	192	142	190
		Footfall data will be collected for comparison following scheme implementation.				
5.2	Please outline action to be taken in order to: <ul style="list-style-type: none"> Mitigate possible adverse negative impact (listed under Section 3); Promote possible positive impacts and; Gather further information or evidence 	Action	Lead	Timescale		
		Minimise length of time connection across railway is unavailable by using pre-fabricated structure. Ensure public are made aware of timescales for closure.	DCC	Pre-construction		
		Behaviour Change Measures (see further detail within Behaviour Change Plan)	DCC	Before and following construction of proposed bridge.		

5.3	When is the scheme/proposal due to be reviewed?	Following the successful award of PfE construction funding.
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