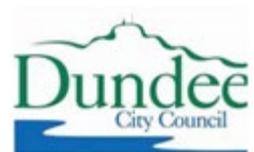




Magdalen Green Footbridge Consultation Support

Community Engagement Report

On behalf of **Dundee City Council**



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

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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.

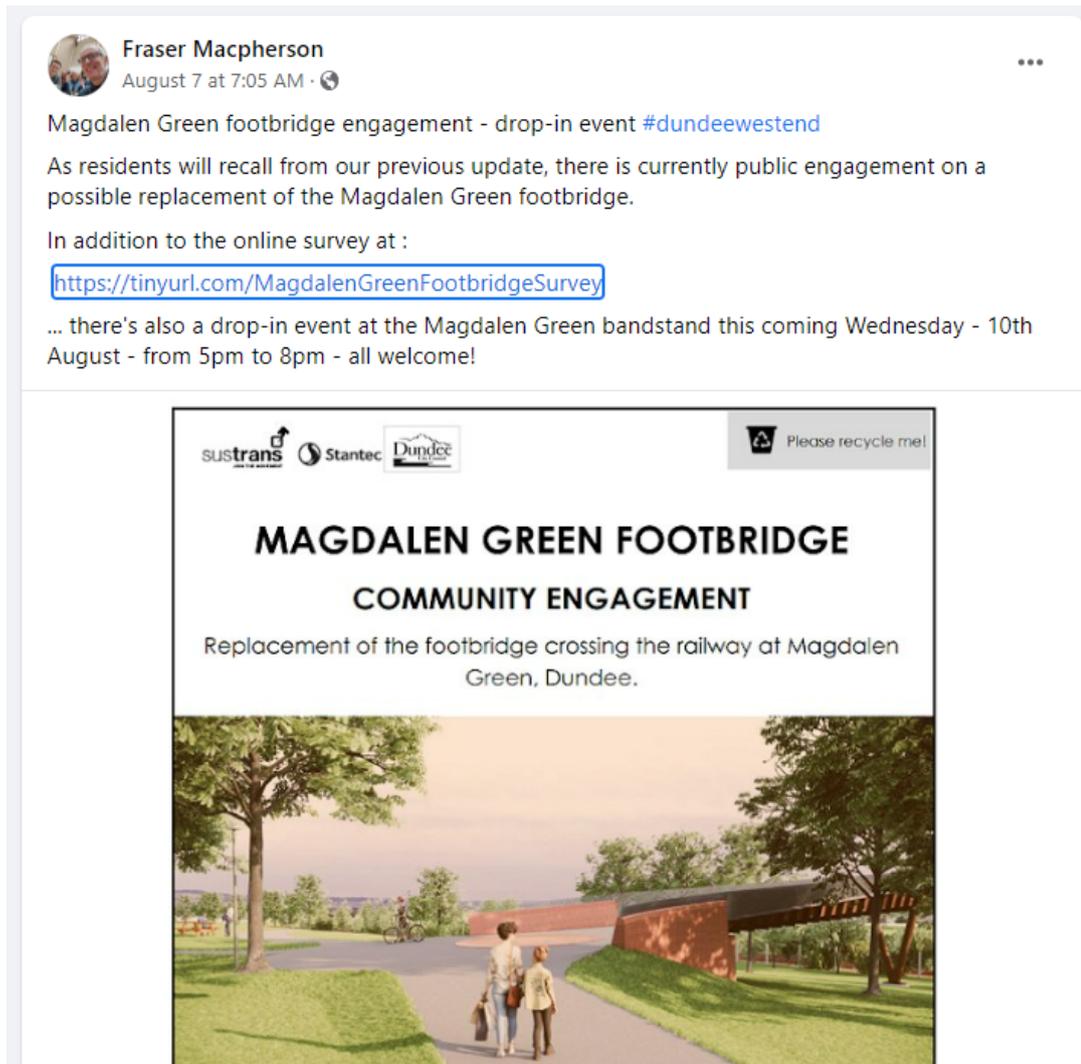


Figure 1: Social media post promoting the online survey and drop-in event by one of the ward's local Councillors



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%).

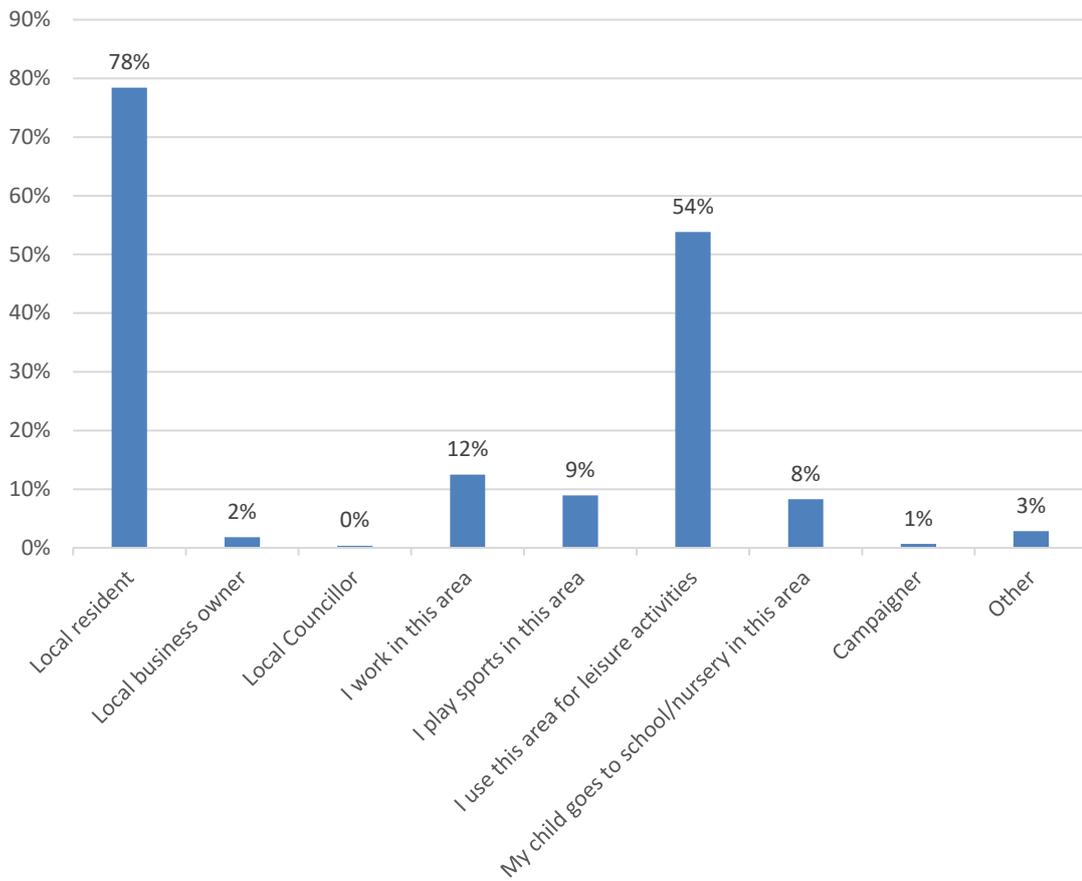


Figure 4: Graph of responses to 'In what capacity are you responding to this survey?'

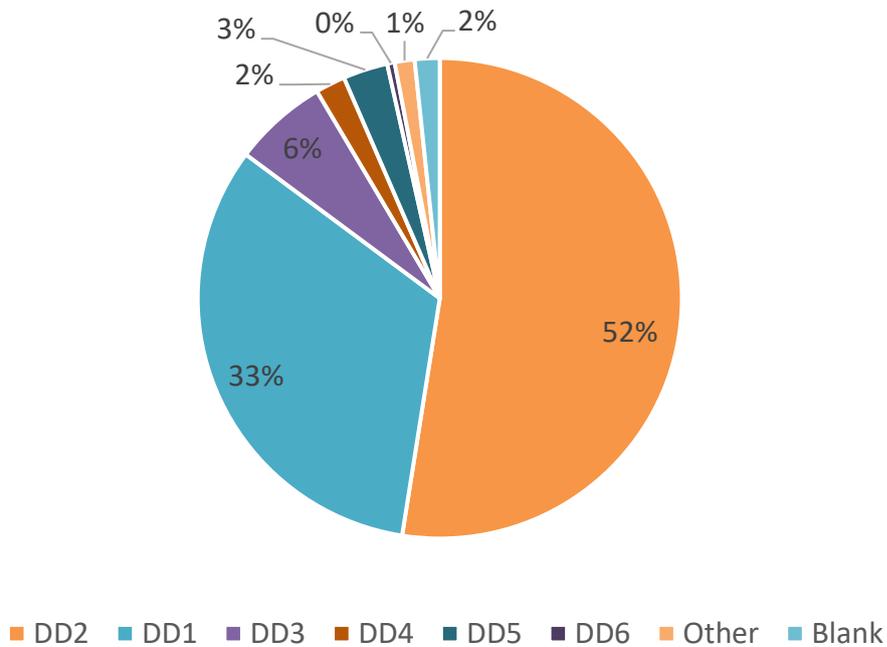


Figure 5: Chart showing responses with different home postcode areas

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%).

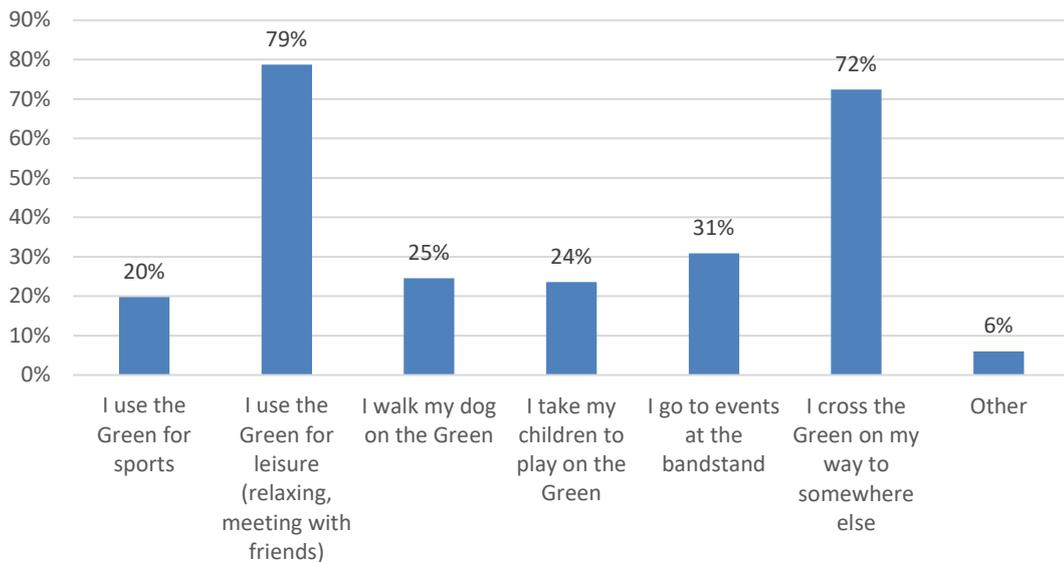


Figure 6: Graph of responses to 'How do you use the Green at the moment?'

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.

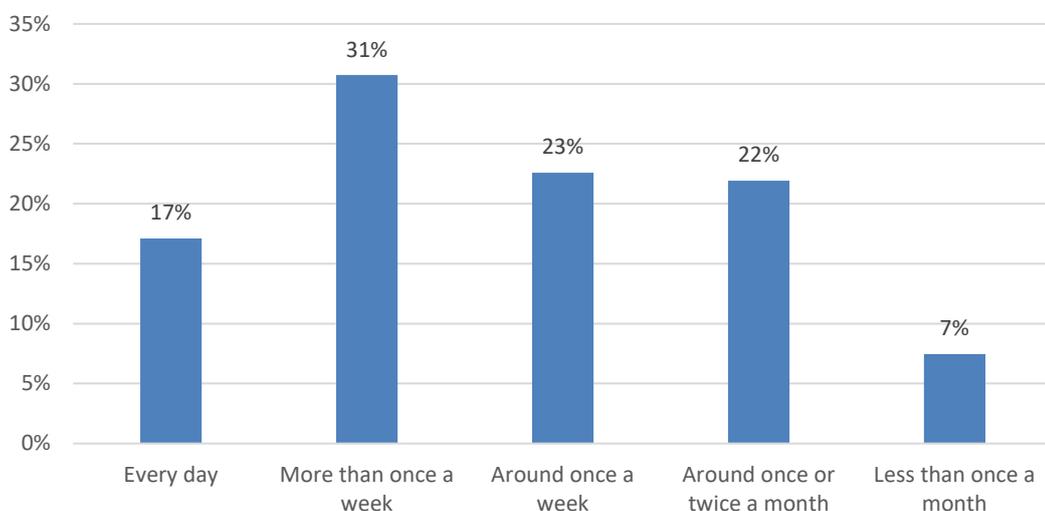


Figure 7: Graph of responses to 'How often do you do this (Use the Green)'

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.

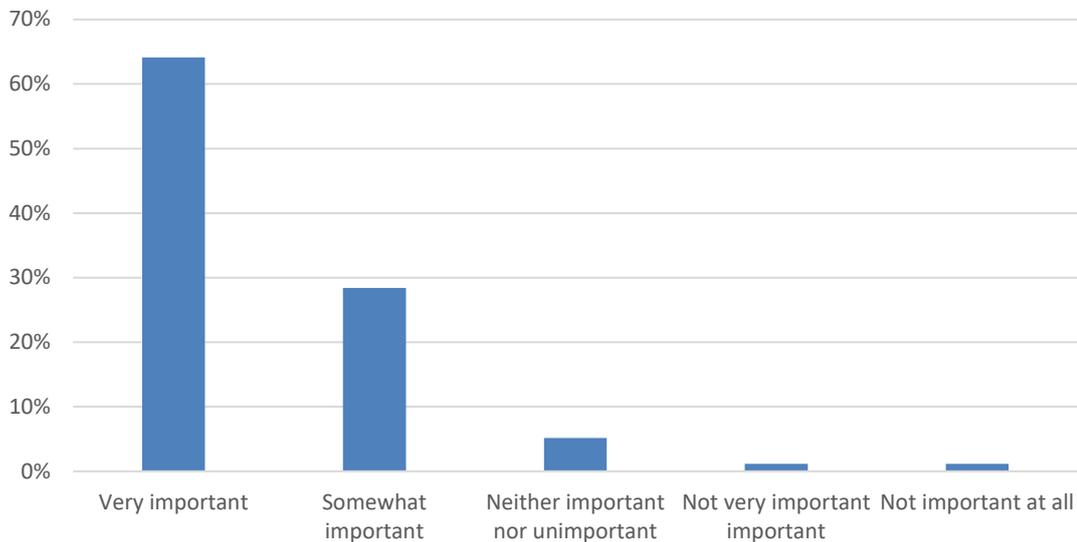


Figure 8: Graph showing responses to 'How important is this connection across the railway for you?'

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'.

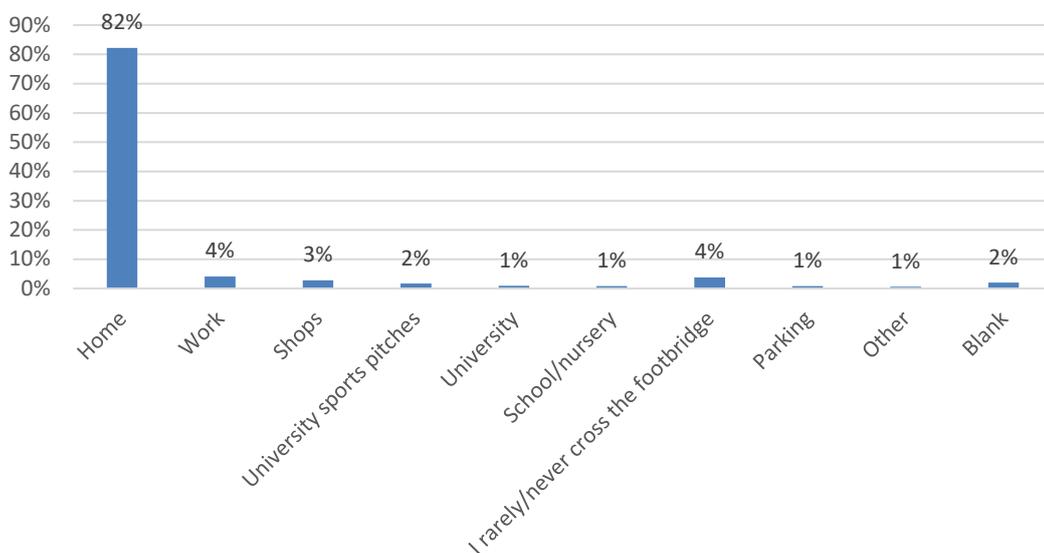


Figure 9: Graph of responses to 'For the most common reason you use the bridge, what place are you travelling from?'

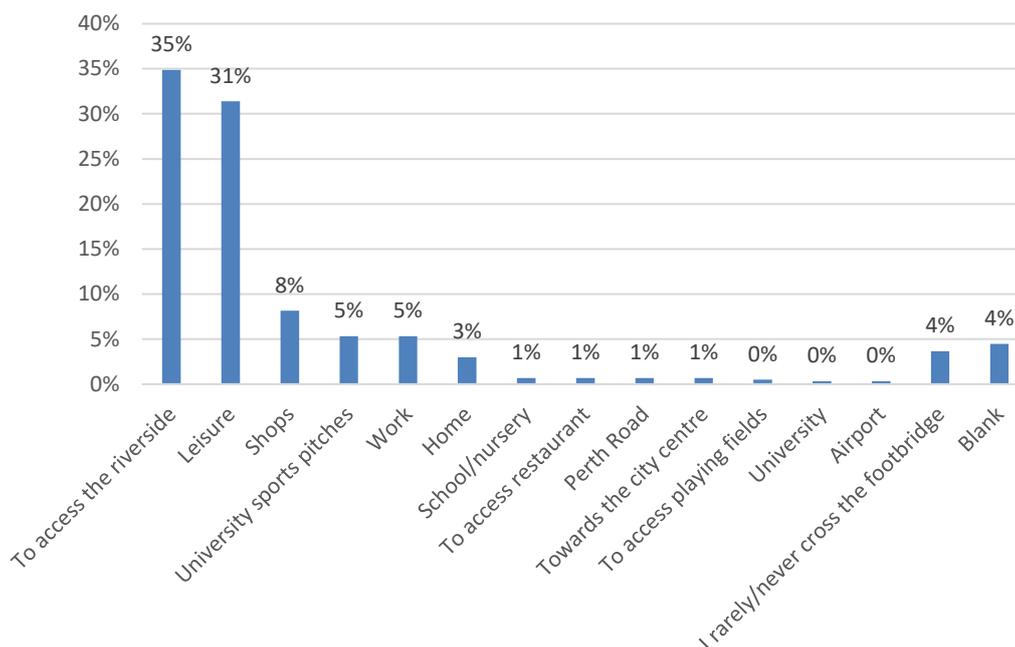


Figure 10: Graph of responses to 'For the most common reason you use the bridge, what place are you travelling to?'

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.

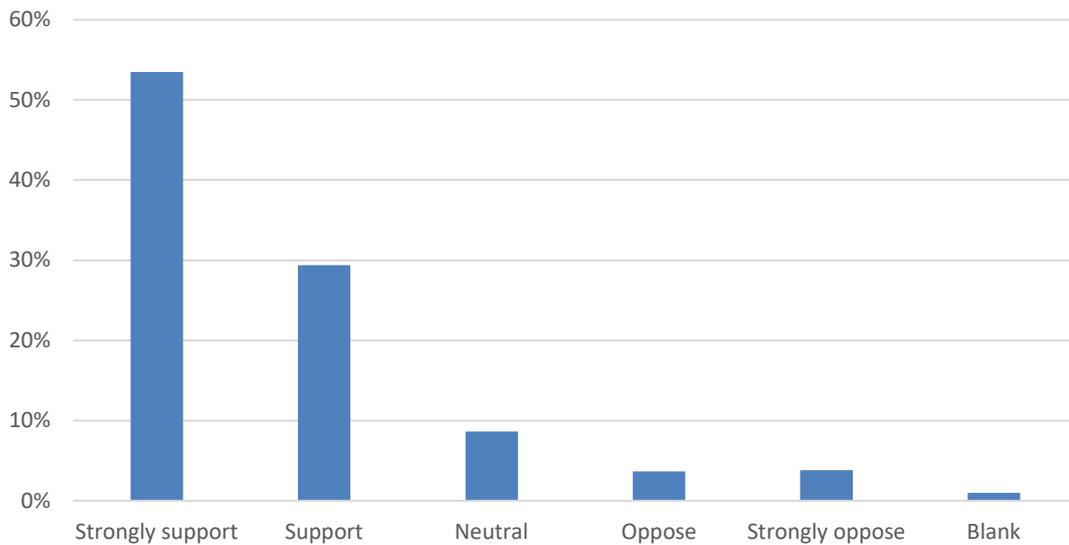


Figure 11: Graph of responses to 'Overall, do you support the proposed changes to the bridge?'

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.

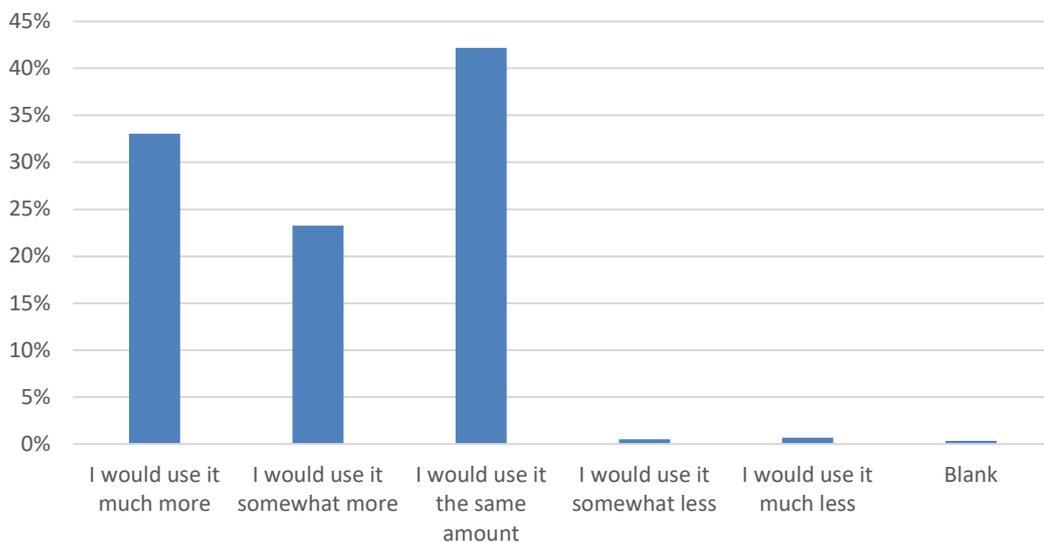


Figure 12: Graph of responses to 'Do you think you would use the bridge more if it was ramped, rather than steps?'

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.

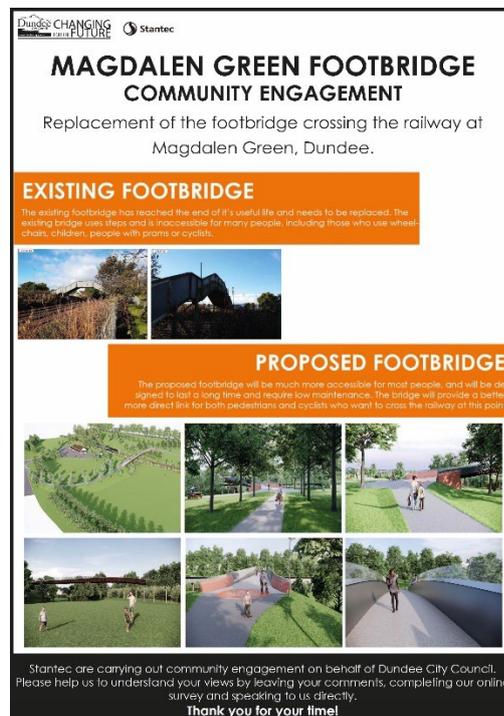


Figure 17: 'Introduction' board used to show the existing and proposed footbridge designs



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.

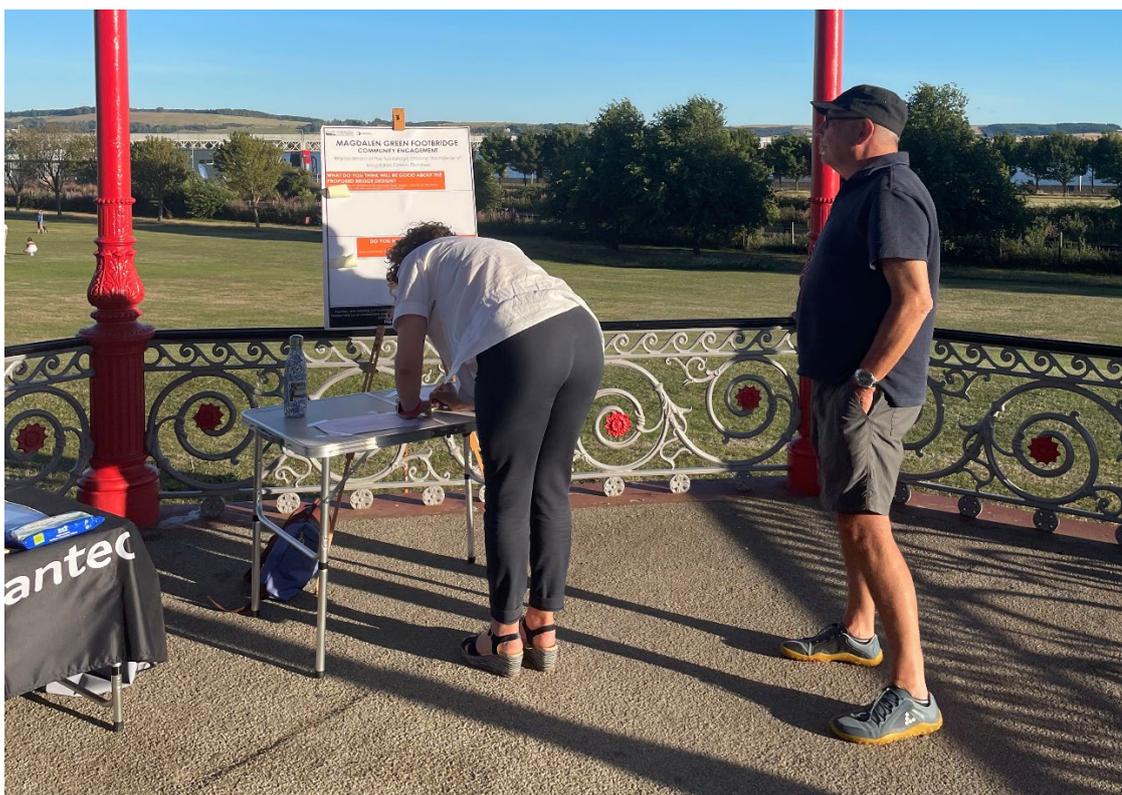


Figure 20: Attendees were encouraged to leave sticky notes with their feedback

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

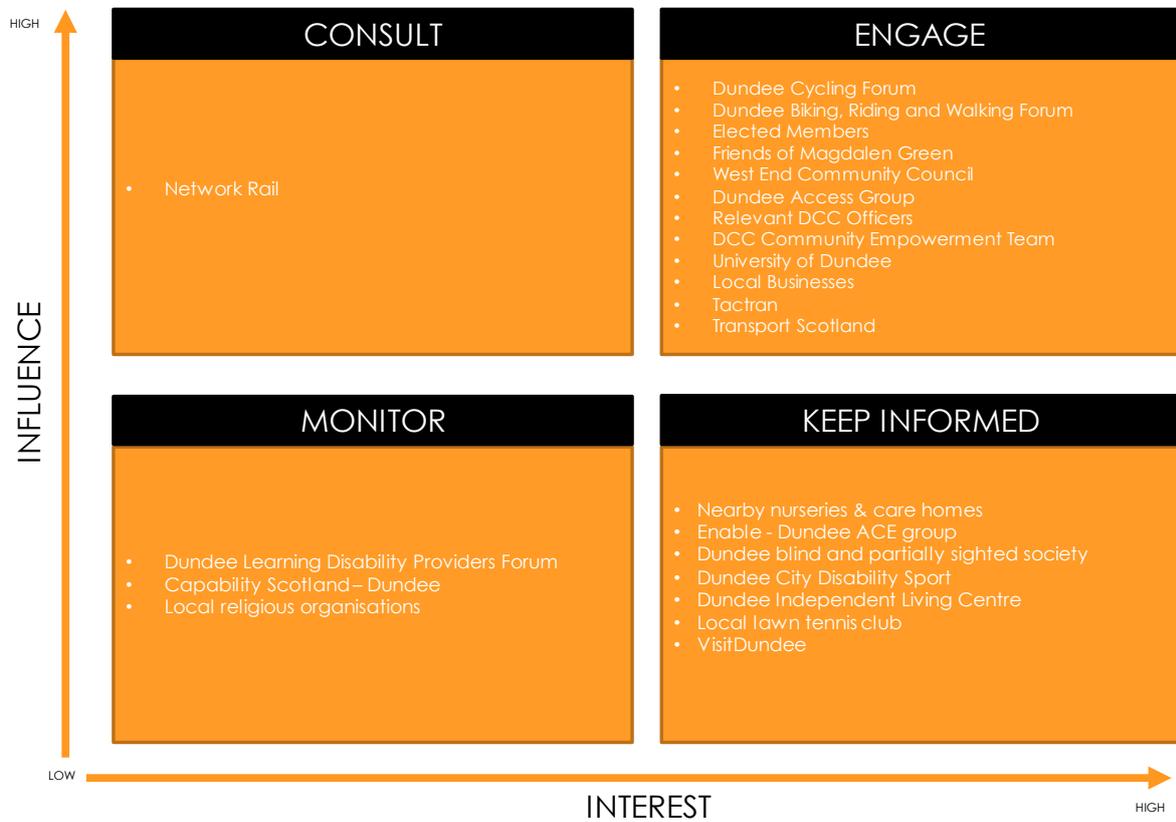
9.1 Community Engagement Strategy and Communications Plan

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!