

Newby, Elizabeth

From: Pam Jones [REDACTED]
Sent: 06 July 2022 15:56
To: licensing
Subject: Consultation Response

This email is from an external email address

Do not click any links or open attachments unless you know the content is safe.
Never disclose your password to anyone.

Re Licensing of pedicabs on Morecambe Prom.

As a resident of Bare, I walk daily along the prom and am well aware of the number and types of users. We have walkers, cyclists, mobility scooters, kids scooters, roller blades and the occasional horse - if it has wheels and/or feet, we have it.

With the width of the prom, we have very little problem that I have been aware of, most users are entirely sensible and capable of taking into account other users.

No doubt the validity of this could be checked via accident records for the prom.

The biggest nuisance is cyclists riding too fast and failing to give warning of their approach using a bell.

So I have no objection to the idea of pedicabs in principle as they are surely not much bigger than a mobility scooter, with the caveats that

- numbers are strictly controlled (as I presume they will be via licensing arrangements)
- they are required to have a means of warning pedestrians of their approach
- they adhere to some kind of speed limit if such a thing is enforceable
- thought is given to their use during busy times eg weekend festivals (like the kite festival) or when sections of prom may be closed or restricted eg during The Bay filming or similar.

I have some reasons I think they are a great idea to be encouraged

- an excellent potential small business with resulting employment opportunities
- great tourist attraction
- a lovely way for people with limited mobility to enjoy the amenity of the prom
- eco friendly.

So I am in favour.

Thanks

Pam Jones
[REDACTED]

Newby, Elizabeth

From: Louise Ash [REDACTED]
Sent: 06 July 2022 15:03
To: licensing
Subject: Consultation Response

This email is from an external email address

Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

Good afternoon License team.

I wanted to give some feedback on the proposed use of Rickshaws on Morecambe Prom and around the Midland Hotel area.

I fully support their use. Environmentally friendly, great fun and new to the town.

As a youngster I hired a twin bike with a sun canopy that could be peddled around the prom in Spain. They were marketed at tourists and hired out by the hour. This scheme seems similar, but you don't have to peddle yourself, so can take in the wonderful views.

Safety is always top of mind, so a way of ensuring that the operator can be seen, heard and avoided at busy times would make sense. Maybe a sensible speed limit, a fun horn to honk, and a cheerful operator? Having local businesses advertise on them might help them be colourful?

If their implementation is well advertised, in advance of launching, so locals know they're going to be on the Prom, then I'm pretty sure they'll be well received by most people.

I hope this helps, and wish you and the new entrepreneur well.

Kind regards
Louise Ash

Newby, Elizabeth

From: Wendy Sanders [REDACTED]
Sent: 06 July 2022 13:16
To: licensing
Subject: Consultation Response

This email is from an external email address

Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

Hi I think it's hard enough to walk up and down the prom with all the cyclists and scooter riders as it is . I just think these are going to make it even more difficult for people . I think it's a nice idea just not very practical . Soon people won't be able to go for a lovely walk for fear of being run over by a cyclists. Iv had quite a few close encounters whilst out with my grand children .

Yours wendy wilson x

[Get Outlook for Android](#)

Newby, Elizabeth

From: Kirsty Macmillan [REDACTED]
Sent: 06 July 2022 10:45
To: licensing
Subject: Consultation Response

This email is from an external email address

Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

I don't think the pedicabs would be a good idea on the pedestrianised prom. They are too large. There are huge numbers of people that walk along there all the time. Families can spread across the whole prom as it is. People walk their dogs there and kids run and play along there. It's bad enough as it is just trying to walk along the prom without getting hit by cyclists, roller bladers, dogs not on leads or on extendable leads with owners just letting them run. Pedicabs would only make things more dangerous. Besides, there's plenty of buses that go all the way along the prom and there is also the land train now that the summer holidays are coming.

Sent from Samsung Mobile on O2
[Get Outlook for Android](#)

Newby, Elizabeth

From: Rachael Allar [REDACTED]
Sent: 06 July 2022 11:08
To: licensing
Subject: Consultation Response - rickshaws

This email is from an external email address Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

Hello,

I have just seen a link to this on social media and think it is a great idea for over the summer, very much like the road train that operates between happy mount park and the car park by the winter gardens.

As mentioned in the article strict policy's to do with DBS and fitness checks would be a major concern for me, along with some other factors

1. How many rickshaws operating at 1 time, you do not want lots of them monopolising the roads or prom.
2. Hours of operating, limiting times especially Monday-Friday so they aren't on the roads during popular commuting times (7:30-9:30 and 16:00-18:30)
3. Speed, especially when in more pedestrianised areas.
4. Sound, in large cities where they are popular they can be blasting out music but that wouldn't be fair for people trying enjoy walks or spending time on the beach.

I think it's really exciting to see potential plans for things in Lancaster and Morecambe. I look forward to seeing more

Regards
Rachael

Sent from my iPhone

Newby, Elizabeth

From: Carol Alty [REDACTED]
Sent: 06 July 2022 11:27
To: licensing
Subject: Consultation Response

This email is from an external email address

Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

Re the use of pedicabs on the promenade. My response is a great big NO.

This is from a H&S point of view. Recently I have witnessed a few near misses and a couple of contacts with electric scooters and electric version of skateboards being manoeuvred at speed by young teenagers clashing with older people and also young children whose parents felt the prom is still a safe place to let their children run a short distance from them.

A promenade is by its very name to walk on. I am well aware that bikes, scooters, pushchairs, prams, mobility scooters etc are used, these are all great forms to enable exercise and a way of enjoying Morecambes wonderful prom, but with the extra hazard of a pedicab lots of holiday makers will just see it as yet another hazard to contend with. They belong on the road with other taxi type vehicles.

I do not wish to be a killjoy, but Morecambe like a lot of other places has had a lot of negativity about it recently. Such as people being assaulted and killed outside of entertainment venues, children bundled into cars from school etc.

Please don't have it known as the first place to have someone knocked over on the prom by a pedicab and killed, the weight of one of those with 2 passengers and a cyclist could easily do that.

Kind regards

C Alty

Sent from my Huawei phone

Newby, Elizabeth

From: Robinson, Ian
Sent: 05 July 2022 14:10
To: licensing
Subject: Consultation Response

Good afternoon,

Licensing of Pedicabs

I've worked as a city council engineer on Morecambe-Heysham frontage for over 30 years and I hope it is appropriate for me to comment.

The bylaws were changed in 2007 to allow cycling on the promenade. Since then, there have been issues of shared use, speeding cyclists and accidents, some of which I've had to deal with in court.

However my perception is that a suitable balance has evolved and on the whole the promenade traffic currently works efficiently for cyclists and pedestrians.

Introduction of Pedicabs may upset this delicate balance and I can't see the cost/benefit working. And at busy times I anticipate some very annoyed walking visitors.

It's worth noting that the promenade East of MTH is extremely narrow right up to Happy Mount Park, with width restrictions at some access points.

I would anticipate that a 1.2m wide Pedicab would struggle here, particularly when encountering council refuse vehicles and cleaners on their daily rounds.

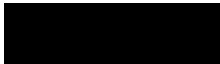
Regards,

Ian..

Ian Robinson

Senior Engineer – Lancaster City Council

Directorate for Economic Growth and Regeneration



Newby, Elizabeth

From: Chadwick, Paul
Sent: 06 July 2022 09:57
To: licensing
Subject: 'consultation response'

Good Morning,

I feel that adding a further mode of transport to the promenade would create another hazard.

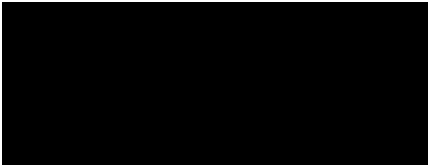
The promenade, in the summer months is already very busy with walkers, dog walkers with extendable leads, cyclists, runners, motorised scooters and skateboards which already fly along at dangerous speeds. To me the purpose of the promenade is to allow people the pedestrianised freedom to enjoy the fresh air and exercise, where toddlers and children are safe to run free without the dangers of a further mode of transport.

regards

Paul Chadwick,

Technical Officer,

Housing Standards,
Lancaster City Council.



Newby, Elizabeth

From: licensing
Sent: 01 July 2022 12:53
To: Curtis, Jennifer
Subject: FW: Consultation response.

From: william riley [REDACTED]
Sent: 01 July 2022 12:52
To: licensing <licensing@lancaster.gov.uk>
Subject: Consultation response.

This email is from an external email address

Do not click any links or open attachments unless you know the content is safe.
Never disclose your password to anyone.

I do not agree with licensing pedicabs on the promenade. Like e scooters, they will not stay there. The promenade should also be cleared of all cycling. There's a clue in the name to promenade. Walk. There is no requirement to insure a cycle or pass any test. Presumably the operator will cycle home. Two drunk hen party goers will be quite a sight, and cause concern.

[REDACTED]

Newby, Elizabeth

From: Camp, Richard
Sent: 28 July 2022 15:40
To: licensing
Subject: Pedicabs proposal - consultation response

Hello

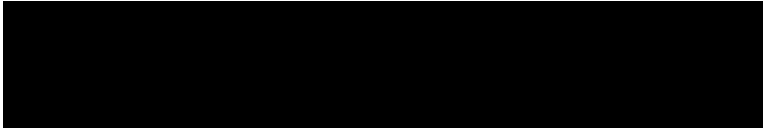
I work in the Planning Policy Team and been involved in developing the cycle network across the district and also in developing polices aimed at encouraging active travel through the Climate Emergency Local Plan Review. Overall the introduction of pedicabs is welcomed as a way to promote cycling and as a sustainable form of transport. It should be noted that the promenade forms part of the districts strategic cycle network and also part of the Sustrans designated Bay Cycle Way. The promenade east of Morecambe town centre can often be congested and there is potential for user conflict between cyclists and pedestrians so the introduction of pedicabs on this section would be an issue. Its noted however that the proposal avoids this section and uses the highway. Its advised that the byelaws effecting the promenade are referred to, to check whether a pedicab is technically a cycle or otherwise.

Kind regards

Richard Camp

Richard Camp BSc, MSc, MRTPI
Planning Policy Officer

Planning & Place I Directorate for Economic Growth and Regeneration | Lancaster City Council



Please note I work part time hours:- Wednesday, Thursday and Friday

Stay informed: sign up to receive our planning policy newsletters, details on our website:
<https://www.lancaster.gov.uk/planning/planning-policy>



Newby, Elizabeth

From: [REDACTED]
Sent: 08 July 2022 10:29
To: licensing
Subject: Consultation Response

This email is from an external email address

Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

Hi

As a resident of Morecambe, I am fully supportive of this idea in theory. I use the prom daily either walking or cycling.

As a walker I have to consider: the cyclists; and those that use mobility scooters; electric scooters; powered long boards, battery powered mini model cars and some who use electric mopeds.

As a cyclist I use the approach of caution by going slower than I would on the road, in all areas. Including and particularly: the Central Clock Tower; the narrow prom after the Sailing Club towards Bare; access areas to the beach and areas where there are play parks.

This is because in my experience: walkers are not always expecting a cyclist to pass them and will step out or move direction without looking; children are not always alert to bikes and will naturally as young children do: impulsively dash out of the parks etc; people walking with dogs on extendable leads are one of my next greatest concern and I believe this could be resolved by having a few polite signs to use short leads for dogs. (I notice there are now some new signs encouraging the use of leads, which hopefully dog walkers will read and abide by, as that has caused me near misses too!). Other concerns as a cyclist are people playing ball on the prom and children on push bikes or scooters who do random 360 turns. These are all potential hazards when bikes are whizzing along.

Therefore, taking all these things into account I agree with the idea and think this will be another great venture for our town, IF the safety concerns are addressed and measures are put in place to ensure every prom user is aware of the possibility of a pedal cab approaching them.

I have read on local social media sites, some believe cycle and walking lanes should be painted on the prom. This may work, but in my experience walkers cross over the prom to access the beaches and car parks etc and therefore whilst designating areas provides a guide it may create a 'false sense of security' and cause similar issues like I've mentioned.

I hope all prom users will be able to continue enjoying this space which benefits general health and wellbeing. And I hope my input helps in this consultation.

Thank you for reading.

Kind regards

Jill Consadine

Newby, Elizabeth

From: Jenny Bowler [REDACTED]
Sent: 07 July 2022 21:46
To: licensing
Subject: Consultation Response

This email is from an external email address

Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

Re rickshaws on Morecambe prom

I think this is a brilliant idea and one to be encouraged. I see no issue using the Promenade in the same way that bicycles already do. We should encourage environmentally friendly business ideas such as this which will add a bit of novelty and encourage visitors to explore more of what Morecambe and Heysham have to offer. Please do agree to this!

Jenny Bowler

Sent from Yahoo Mail on Android

Newby, Elizabeth

From: Katy Lord [REDACTED]
Sent: 08 July 2022 01:55
To: licensing
Subject: Consultation Response

This email is from an external email address Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

To whom this may concern,

I would be against licensing pedicabs (rickshaws) for the promenade. Mainly due to working and living part time in London and having seen them in action here, I know the untold stress and aggravation they cause.

The promenade is a wonderful place enjoyed by us all, the land train would be a far better novelty to enjoy the views with. Pedicabs can be down right dangerous to pedestrians and road users alike, I strongly urge you to decline licensing.

Kind regards,
Kathryn Lord

Newby, Elizabeth

From: Kerry O [REDACTED]
Sent: 07 July 2022 22:16
To: licensing
Subject: Consultation Response

This email is from an external email address

Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

Hello.

I'm torn between a yes as I can see many benefits to morecambe even though I physically couldn't board them and a no, mainly due to public safety.

As an ambulatory wheelchair user (who is using her powerchair more and more, verging on being a full time user I'm concerned they will be moving too fast for me to get out of the way safely, especially if I have my deaf dog with me, it's hard enough some days with current users without adding larger vehicles who will be wanting to get from a to b as fast as possible in order to make money. Perhaps a speed limiting device could be added?

Please consider a painted cycle lane for them to be in, along with other cyclists some of whom zoom down it like its a race track and make it feel unsafe. I feel a physical barrier between the cyclists and pedestrians would be safer but a 50 50 split wouldn't work as it wouldn't be wide enough for families, wheelchair users to walk side by side plus it would spoil the aesthetic.

It definitely needs careful consideration.

Thank you

Kerry Ollerenshaw

Newby, Elizabeth

From: charlotte barker [REDACTED]
Sent: 07 July 2022 17:27
To: licensing
Subject: Consultation Response

This email is from an external email address

Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

Dear sirs

With reference to the request for views on the licensing of rickshaws on the prom areas in Morecambe I think it is a brilliant idea. I also hope the person who is setting up this business moves to offering green carbon free travel from the park and ride by the motorway to Lancaster and Morecambe via the cycle path if the Eden project ever happens.

Yours faithfully

Charlotte Barker

Newby, Elizabeth

From: Anne Holloway [REDACTED]
Sent: 07 July 2022 09:48
To: licensing
Subject: Consultation response

This email is from an external email address

Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

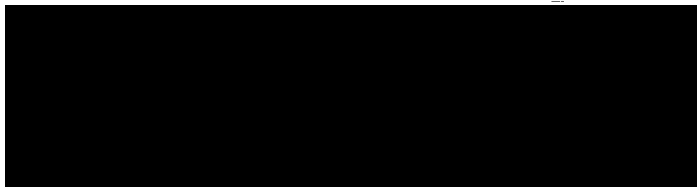
As a relatively new resident and business owner (12 months) in Morecambe - Edgelands Gallery on Yorkshire St in the West End - I would welcome pedicabs on the Prom. We are working really hard to encourage new visitors to the area and I believe pedicabs would be a positive edition to the vibe of Morecambe.

In terms of safety I think licensed users, following, as you suggest, a code of conduct, would cause no nuisance. We manage to navigate the bikes and a scooters and the guy in sunglasses on the segway without issue! The prom, particularly from The Midland Hotel to Heysham, has a real continental feel to it, and I think the pedicabs would really add to it - and from our point of view in the West End - would encourage more footfall to our businesses, which would benefit the regeneration of this area and the town as a whole.

Kind regards

Anne

Anne Holloway ■



Newby, Elizabeth

From: Jane Dale-beaumont [REDACTED]
Sent: 06 July 2022 22:08
To: licensing
Subject: Consultation Response

This email is from an external email address Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

Absolutely brilliant idea , I can no longer push my Disabled son in his wheelchair, due to health issues , he would love this so would my grandchildren. Great fun down our beautiful prom .

Jane Dale-Beaumont

Sent from my iPad

Newby, Elizabeth

From: Powell, Jonathan [REDACTED]
Sent: 06 July 2022 18:4
To: licensing
Subject: Consultation Response

This email is from an external email address Do not click any links or open attachments unless you know the content is safe.

Never disclose your password to anyone.

I am in support of the pendicabs licensing proposal. As a sustainable and green initiative I feel this would be welcome in the District.

Best Regards,

Jon Powell
Head of Enterprise and Innovation Services Lancaster University And President of Lancaster and District Chamber of Commerce

Sent from my iPhone

Newby, Elizabeth

From: Adam Hanlon [REDACTED]
Sent: 06 July 2022 18:34
To: licensing
Subject: Consultation Response

This email is from an external email address

Do not click any links or open attachments unless you know the content is safe.
Never disclose your password to anyone.

Dear Sir for Madam,

I am strongly OPPOSED to the idea of licensed pedicabs operating on the Promenade.

The council's (historical) decision to allow wheeled traffic on the Promenade is flawed in general. it is interesting to note that it was railroaded through the approval's process with no consultation at the time...

The Promenade should be a recreational facility for residents and visitors to stroll and enjoy Morecambe's amazing sea views. Instead, it has become a traffic thoroughfare for wheeled traffic, that is intent on getting to their destinations with the utmost despatch. This means that those enjoying the Promenade now need to be constantly aware as they run a real and quantifiable risk of being struck by said traffic.

Adding to this by allowing a fee paying service seems short-sighted, and counter to the very nature of the Promenade (cf. "*a paved public walk, typically one along the seafront at a resort*")

I hope that, unlike previous consultations, all viewpoints, rather than only those of non-elected office holders will be actually taken into account in this instance.

Yours

Adam Hanlon

Adam Hanlon

Underwater Photographer
[REDACTED]



On behalf of the Visual Impairment Forum for the LCC Area

To whom it may concern

Firstly, please may I introduce myself, I am the chair of the Visual Impairment Forum, we are a group of blind and visually impaired people from across Lancashire facilitated by a business support officer at LCC. We share our wider range of knowledge to help improve services that impact members of the blind and visually impaired community in our area.

Having become aware of the consultation being carried out regarding Pedicabs in the Morecambe Area and knowing there is a number of visually impaired and blind residents living in the area and visitors to the area likely to increase with the exciting plans for the Eden Project, we would like to share our experience in the hope the team may find it beneficial as they look at the licensing of future cabs;

- Please can we ask for assurances that all operators will be monitored regarding training to improve safety.
- Can we also ask will the Pedicabs have high contrast livery on the cab, so residents who are elderly with mobility issues and those who are partially sighted can see them easier to avoid collision.
- Visually impaired and blind people often don't hear cyclists can we please ask bells are fitted and it's mandatory for operators to use them. Pedicabs will be heavier than a bicycle, so this is an important feature to avoid potential accidents involving the operator, passenger and pedestrians.
- As the cabs are going to travel on the pedestrian area between The Midland Hotel and Happy Mount Park can we please offer a suggestion, would it be possible to mark the cycle lane allowing enough room for the width of the pedicab improving Access for All.

We hope you don't mind us raising the above points on behalf of the visually impaired community, please let us know if we can assist you further. We are more than happy to share our lived experience to help others.

Kind Regards
Denise Wilkinson (chair of the VI Forum)

RNIB's response to Lancaster County Council's consultation on pedicabs

About RNIB:

We are the Royal National Institute of Blind People (RNIB), the UK's leading sight loss charity and the largest community of blind and partially sighted people. Everyday 250 people begin to lose their sight. RNIB has a crucial role to play in creating a world where there are no barriers to people with sight loss. We want society, communities and individuals to see differently about sight loss.

Our response

Blind and partially sighted people consistently tell us that barriers to journey-making, including streets and transport, are one of the biggest issues they face. This is why RNIB campaign for the right of blind and partially sighted people to maintain independence and dignity in all journeys. We welcome the opportunity to respond to this consultation on the licensing of pedicabs in Morecambe.

RNIB is concerned about pedicabs on Morecambe's pedestrianised promenade, as we are about all cyclists in pedestrianised areas, because these shared use areas negatively impact blind and partially sighted people and potentially compromise their safety.

Public spaces where bikes are not separated from pedestrians can become no-go zones for blind and partially sighted people. 78 per cent of respondents to an RNIB survey said they would avoid a shared route with bikes.

For blind and partially sighted pedestrians, knowing they can be in the same space as cyclists can be intimidating, particularly because bikes are so hard to detect. 82 per cent of respondents said bicycles affected their ability to make walking journeys. Many of our survey respondents who identified bikes as an issue reported being run into by a cycle, had experienced near misses, or had concerns about being knocked over.

Cycles can be difficult or impossible for blind and partially sighted people to see and hear because they are unpredictable, agile and silent. While pedicabs are bigger than normal cycles because of the passenger seating, we are concerned that this will also make them more dangerous to collide with because of the increased weight, momentum, and structure that could cause injury upon collision.

The DfT says in LTN 1/20, "Shared use facilities are generally not favoured by either pedestrians or cyclists, particularly when flows are high. It can create particular difficulties for visually impaired people."

This guidance makes it clear that:

- Cycles must be treated as vehicles and not as pedestrians.
- On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. This separation should ideally be with a kerb of at least 60mm.
- Shared use routes in streets with high pedestrian or cyclist flows should not be used.

Most blind and partially sighted people are unable to carry out the necessary communication with cyclists for negotiating right of way, including any visual gestures or calls. This can cause confusion for the cyclist as to the intention of blind and partially sighted pedestrians. It might not even be obvious to the cyclist that a pedestrian is blind or partially sighted. This affects the cyclist's ability to judge what safety margin to give, to determine whether and how to give way or pass that pedestrian safely. The experience is disorienting and potentially dangerous for the individual with sight loss.

The potential danger and therefore intimidation is even greater with e-bikes as they move at higher speeds. We share Councillor Roger Cleet's reported concern with the proposal being for the pedicabs to be motorised vehicles.

For our walking and cycling infrastructure to be inclusive it must be designed to promote safer cycling and safer walking. We recommend, from the perspective of blind and partially sighted pedestrians, safer walking includes:

- dedicated pedestrian-only footways (no shared use areas),
- detectable kerbs (of no less than 60mm upstand, and high tonal contrast) separating pedestrians from all vehicles includes cycles and cycle lanes, and

- inclusive pedestrian crossings over roads and cycleways to ensure pedestrians are always kept separate from vehicles.

The risk of mobility aids such as white canes interfering with the wheels of bicycles is a further risk to physical safety of both the cyclists and the pedestrian.

73 per cent of blind and partially sighted respondents to a survey carried out by RNIB to inform our response to the Department for Transport Accessibility Action Plan stated that they were not confident sharing paths and spaces with cycles. For a blind or partially sighted person to say they are “not confident” means the un-doing of what will have been considerable efforts to gain and maintain mobility and orientation skills, often the result of professional training by vision rehabilitation officers employed by the Local Authority.

While LTN 1/20 notes that “Research shows that cyclists alter their behaviour according to the density of pedestrians – as pedestrian flows rise, cyclists tend to ride more slowly and where they become very high cyclists typically dismount,” we are concerned that if the pedicab driver was transporting passengers, they wouldn’t be as willing or able to dismount as a regular cyclist. They would be pressured in their role as taxi driver to continue onward even among high numbers of pedestrians. This would give them even less time or space to spot blind or partially sighted pedestrians and make good decisions around them.

The Equality Act (2010) and Public Sector Equality Duty makes it unlawful for public authorities to discriminate in the exercise of a public function. They also have a duty to make reasonable adjustments including changing practices, policies and procedures which have a discriminating effect and to take reasonable steps to enable disabled people to avoid substantial disadvantages.

We also hope consideration will be given to how easy or otherwise blind and partially sighted people will find it to hail or use these pedicabs. Will people be expected to flag them down anywhere on the Promenade (which wouldn’t be accessible to blind and partially sighted people), or is there a plan for “taxi ranks,” dedicated places to go to hire one? And if so, will these areas, which potentially may contain multiple waiting pedicabs, be safely cordoned off and clearly marked to reduce the chances of blind or partially sighted people unknowingly colliding with them? Even a stationary or unoccupied pedicab poses a risk of substantial injury to an individual with sight loss.

Collisions with either stationary or moving pedicabs might be lessened if proper consideration is given to proper contrast in the colours of the pedicabs, particularly the passenger compartment. Colours that highly contrast with their surroundings might help them be visible to partially sighted people.

For further information contact Erik Matthies

Email

