

# SPOKES *The Lothian Cycle Campaign*

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## **SPOKES response to Network Rail (NR) consultation on the future development of Waverley Station.**

*Spokes, the Lothian Cycle Campaign, welcomes the opportunity to comment on the Waverley Station Development Plan proposals.*

Active travel journeys to and from Edinburgh stations by bicycle are likely to increase significantly in future as a result of active travel policies, including:

1. *City of Edinburgh (CEC) City Centre Transformation plan*
2. CEC's continued development of segregated cycle routes in Edinburgh. With several passing close Waverley and increasingly becoming a connected network.
3. *Scottish Government's Cycling Action Plan* active target of 10% journeys by cycle by 2020.
4. *Abellio/ScotRail's Cycle Innovation Plan* target to increase sustainable access to and egress from the rail network and a major shift in modal share away from cars and towards public transport, cycling and walking. It aims to achieve 5% cycle access to *ScotRail* stations by 2021-22 and 10% cycle access by 2025-26.

It is therefore very important that the Waverley plans anticipate and promote substantial modal shift.

Not all cycling journeys to Waverley Station are the same and consideration should be given when redesigning the station to fully addressing the journey experience need of these different types, such as:

Utility everyday active-travel journeys to/from the station, involving:

- Bike parking at the station, for the day or longer
- Might want to securely store a helmet or clothing
- Taking the bike on a train

Tourist cycle-touring journeys connecting to/from long distance trains, involving:

- Likely to be unfamiliar with station layout
- Assistance with onward journeys
- Bike parking/ luggage storage, perhaps combined.
- Access to showers.
- May be changing trains.

Travellers using hire bikes (such as *Bike and Go* and *Just Eat*) to and from the station

- Wayfinding assistance

In terms of the current published proposal options:

1. We prefer the full *Significant Development* option, to either of the minimum or medium options.
2. We welcome that the review is to be carried out in conjunction with *City of Edinburgh Council* (CEC) and will cover a larger area than the strict NR curtilage. That said, we consider that there may be a danger of “silo” thinking by concentrating only on future growth at Waverley Station and we submit that there is merit in reviewing how all of Edinburgh’s main line stations could contribute by spreading the demand beyond Waverley. Passengers are usually travelling on to somewhere in greater Edinburgh, so other stations such as Haymarket and Gateway should be considered as alternative termini for some services and as alternative interchange points.
3. Similarly, we welcome that the proposals are to be integrated with the forthcoming CEC Transformation Plan proposals.
4. We consider it is essential that high quality fully segregated cycle routes be created from the wider street network to **all** of the proposed station entrances:
  - Paying particular attention to connections with the several planned new cross-town cycle routes which will pass close to the station, including the CCWEL, Meadows to George Street including NCN Route 1 on the Mound. Further routes and/or pedestrian/cycle priority streets may be developed under the Council's Transformation proposals, early details of which are expected at the Council's May Transport and Environment Committee.
  - As well as to future cross-town routes. Waverley must have integrated accessibility from all directions. Note our comments in 5 below.
  - These cycle access routes should be fully segregated, with no use of shared space with pedestrians. If at any point outside the station it is considered that there is a shortage of space to accommodate full segregation, segregation should be achieved by taking space from the carriageway.
5. We are disappointed that reinstatement of the active travel bridge from Jeffrey Street to Calton Road across the east side of the station is not currently included in these proposals. We strongly recommend that it be included, as it:
  - will provide good quality active travel station access to/from the otherwise poorly served east side of the station, the Old Town and Leith Walk
  - will provide a much needed through route between Leith Walk and the Old Town.
  - will contribute very substantially to integrating the station into the surrounding area and provide passing trade for the extensive retail unit space proposed for the east concourse.

In addition to the above north-south route, an east-west cycle route through and connecting into the station should be considered, between Waverley Bridge and Calton Road.

Provision of both of the above north-south and east-west cycle routes would be a major integration of the station into the city centre. It would enable cyclists to avoid some difficult road junctions and would undoubtedly attract additional cyclist trade to the station, to its retail sales and to the bike hub. It would also be exceptionally useful for visitors and others hiring bikes at the station. Ideally, these routes would have pedestrian/cycle separation.

6. We are pleased to see that Waverley Bridge and Market Street/East Market Street are included in the area under review, with consideration being given to at least partial vehicle exclusion and active travel priority, which we support and would love to see fully implemented.

- Market Street is currently a particularly hostile environment for walking and cycling and we are concerned about the traffic implications of the proposed Transport Interchange in East Market Street.
- Although less hostile, Waverley Bridge's use as an airport bus and city tour on-street bus station is problematic for cycling and walking and merits review.
- Other bounding streets such as Princes Street, Calton Road and New Street should also be part of the area under detailed review

7. We are pleased to note that lift access from the station to North Bridge is proposed and recommend that it be to both sides of the street and be sized to easily accommodate different bike types such as tandems and cargo bikes. Similar consideration should also apply to all lift access between the concourses and platform levels.

8. Policy driven modal shift means that it will be very important to assess the future requirement to deal with a very large number of rail users arriving by bike. Topics for detailed review include:

- How large volume bike parking will be provided and recognition that a "one size fits all" parking solution is unlikely to be optimal. Ideally, bike parking should be accessible without dismounting, or at the least without long walks.
- Provision of "Bike Hub" facilities, which would include secure parking, bike servicing, retail, information point, bike hire etc. We note that a Bike Hub was promised by *Abellio*, and hopefully is still to be installed. See 2.1.1 at [www.spokes.org.uk/wp-content/uploads/2009/12/1506-ASR-Cycle-Innovation-Plan-June-20151.pdf](http://www.spokes.org.uk/wp-content/uploads/2009/12/1506-ASR-Cycle-Innovation-Plan-June-20151.pdf)
- Wayfinding and logical flow through the station will be very important, with consideration being given to understanding typical flow patterns/activities for the different types of travellers with a bike, such as ticket purchase or retail unit visit - such as by providing convenient short-term bike parking at retail units/ticket areas.
- Similarly, by providing ticket purchase and collection facilities at all entrances.
- We recommend that station exits indicate what is beyond the exit, not just the name of the street, such as to Old Town, not just Market Street and to Princes Street, not just Waverley bridge

9. City bike hire schemes, such as *Abellio Bike & Go* and *Just Eat* will require to be accommodated at well thought out locations. This should include at the Bike Hub and adjacent or easily connected to the routes we propose in (5) above, should these be built.

10. We understand that re-purposing the Scotland Street tunnel is considered to be outwith the scope of this redevelopment. However, it is important that this redevelopment does not include anything which would preclude its development in future.