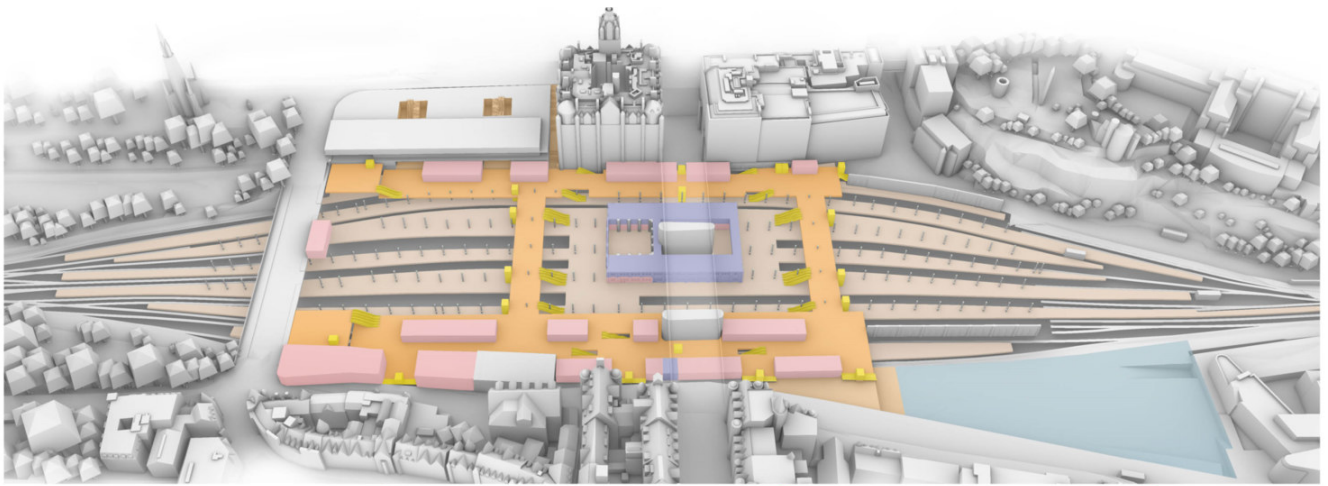


Waverley Masterplan Pre-Design Consultation

Active Travel Partnership Stage 4 Engagement Workshop Comments & Feedback

August 2019



Introduction



Sustrans is a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.



Living Streets Scotland is part of, the UK charity for everyday walking, formally the pedestrians association founded in 1929. We want to create a walking nation, free from congested roads and pollution, reducing the risk of preventable illness and social isolation where walking is the natural choice.



Paths for All is a Scottish charity founded in 1996. Our vision is for a happier, healthier Scotland where physical activity improves quality of life and wellbeing for all. Our aim is to significantly increase the number of people who choose to walk in Scotland - whether that's leisure walking or active-choice walking to work, school or shops. We work to create more opportunities and better environments not just for walking, but also for cycling and other activities, to help make Scotland a more active, more prosperous, greener country.



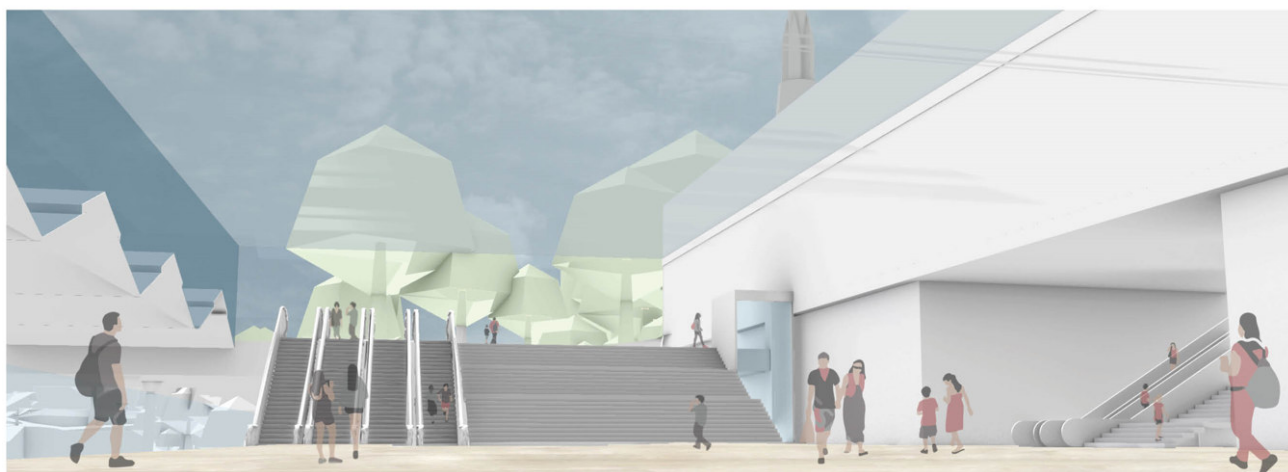
Spokes - The Lothian Cycle Campaign is a non-party-political volunteer group pressing for safer and more pleasant cycling conditions and aims to promote cycling for everyday transport, by persuading councils and government to provide for this, including through high quality infrastructure.

Stage 3 Short List Options

The development of Option C2B as the preferred Short list concept is welcomed by Sustrans as it provides more intuitive access and wayfinding for passengers to the North and South from Princes Street and Market Street, ensures that the Waverley Mall has the potential to be more fully integrated with the station whilst providing stronger links to the Gardens and a more open, airier aspect to the platform level.

The largest proportion of people accessing the station do so on foot and we would expect the plans to encourage and increase this by prioritising walking in and around the station. We also have an expectation that access by cycle should be more attractive and safer in line with wider aspirations to increase travel by this mode.

Understanding that it is challenging to achieve a fully level mezzanine, the Active Travel Partnership (ATP) encourages further exploration to avoid the need for the terraced mezzanine floor level at the two entrances from Waverley Bridge. The current design requires those with awkward luggage, a bike, buggy, wheelchair or other mobility aid to use two lifts from platform level to Waverley Bridge.

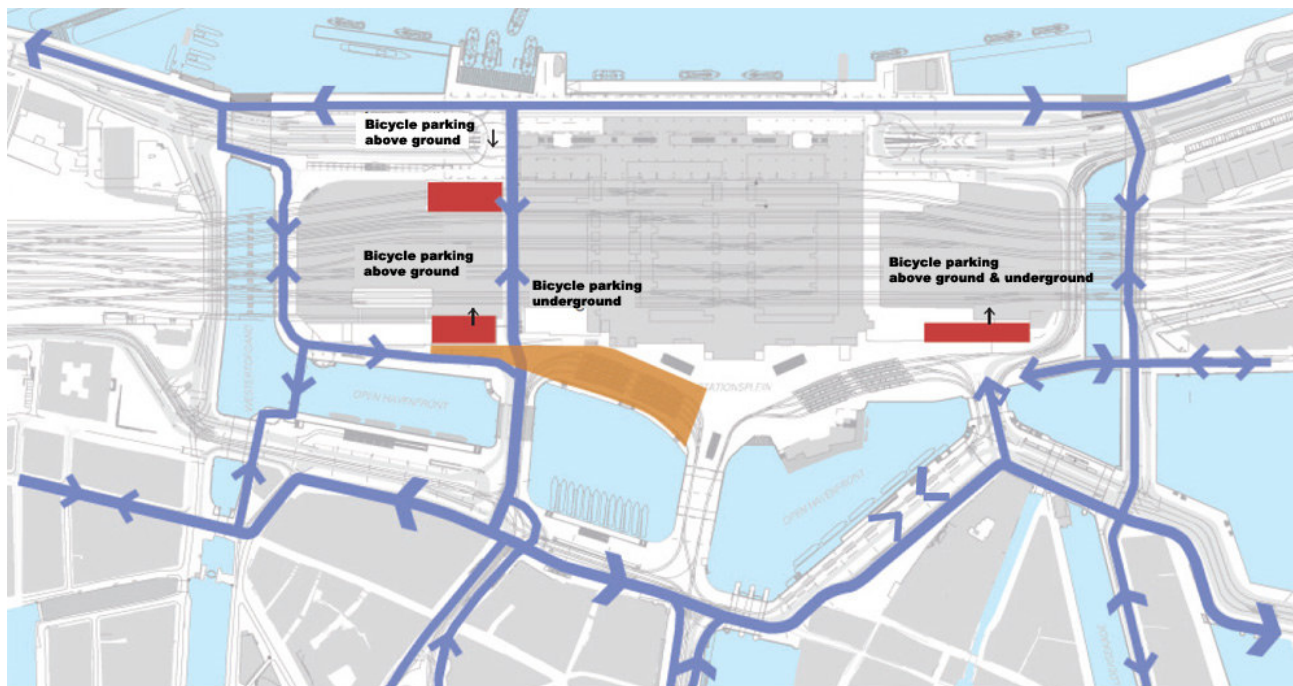


This masterplan needs to reflect the expected growth in passenger numbers as rail becomes a more attractive transport choice by an ageing population. Unrestricted by budget, concept designs put forward must comply with the Equality Act so as to not discriminate against these station users by making their use more difficult and time-consuming. Lifts inherently require ongoing maintenance and break down, which means circuitous diversions for those who will find walking further most challenging.

With this in mind, the ATP encourages the design team to explore alternative solutions to reduce the dependency on lifts and stairs to tackle the change in height from street level to the concourse mezzanine (a suitably graded concourse with travellators and handrails are alternative examples-drawing on the Victorian design of Glasgow Centrals main concourse, and airport gate access interventions).

We do welcome the use of lifts in creating a direct connection from the station concourse to North Bridge. This, in combination with the strategic placing of a future tram stop and the numerous bus services with stops on the bridge, add positively to the stations purposed role as a connected public transport hub for everyone. Ensuring these lifts are high capacity and large enough in volume to accommodate buggies, luggage, cycles, and specialist mobility chairs is important in making the most of this great connection.

Cycle Parking and cycle Hire



(Above- Seamlessly connected cycle network and integrated cycle parking at Amsterdam Centraal Station)

Safe, quality and self-promoting cycle parking is vital in making those choosing to travel by bike feel as equally valued as others using Waverley Station.

The ATP welcomes the placement of cycle-parking facilities in and around the station, and asks that further provision in capacity, and design to include seamlessly connected mass cycle parking within the station be explored. It would be helpful to understand the calculation undertaken to determine the cycle parking spaces depicted, and more importantly what these look like, how they are incorporated into the design and how their delivery will be phased.



(Above- High quality covered, integrated cycle parking with Rotterdam Central Station)

Cycle parking at transport interchanges was the biggest underestimated need of the Netherlands cycling model and it's vital for Waverley station to learn the lesson of providing sufficient capacity for cycle parking to at least meet forecasted growth over the 35 year masterplan period.



(Above: Utrecht Stations new seamlessly connected, self-promoting mass cycle parking facility)

For more information on the internationally renowned cycle parking facilities at Utrecht, see here

<https://www.thecivilengineer.org/news-center/latest-news/item/1412-world-s-largest-bike-parking-lot-opens-in-utrecht>



It is important to learn from the lessons of European cycle friendly cities where the organic growth of on-street cycle parking detracts from the place function of the streetscape. With walking being the majority modal share for accessing the station, it is vital to protect the space and place around the station for walking, meeting, greeting and lingering.

The City of Edinburgh has the political will and transport strategies in place that will lead to significant growth in cycle numbers over the Masterplans delivery period. Bike Life Edinburgh forecasts that growth in cycling trips will double approximately every 8 years, taking the number of trips made by bike per person in a week from 0.6 to 4.7. Cargo bikes are becoming more popular with this growth trend set to continue and ebikes are increasingly more affordable and mainstream. Accommodating charging and parking beyond the traditional bicycle should be included in the masterplan.

The ATP encourages the masterplan to provide large capacity for the provision of cycle hire schemes within the masterplan design. Hi Visibility Strategically placed master docking points for Edinburgh's cycle hire scheme will make it a real option for rail passengers' onward journeys, and reduce the number of private cycles stored purely for journeys in the city by rail passengers.

Active Travel Infrastructure



Direct connections and seamless access to onward active travel is imperative. It is important to get close synergy with the City Centre Transformation project to ensure both projects are working towards an aligned programme for delivery. The station and its immediate surroundings, should prioritise walking and promote cycling and wheeling. The masterplan must provide safe, direct connections through high quality, high capacity infrastructure, designed to prevent conflict between active travel modes, prioritising these most vulnerable users ahead of trams and other motorised road traffic.

It is welcoming to see the creation of high quality space for people walking and lingering, with the inclusion of an east- west cycle route along East Market Street which will connect with the Meadows to George Street Community Links Plus project, and the North- South links, both over Waverley Bridge, connecting with the City Centre East West Link (CCWEL) Community Links Plus project via St Davids Street; and the inclusion of the active travel link from East Market Street to Calton Road, connecting with existing infrastructure on Leith Street and onwards to Leith Walk.

Five key public space locations are identified in the masterplan. We are encouraged to see these places identified, realising a more accommodating, and enjoyable welcome to Edinburgh, improving user experience, no matter which direction their onward travel takes them.

With some of the highest station access user numbers, incorporating an improved place at Waverley Steps is critical and should be included in this model. The ATP recommend working with Transport for Edinburgh and City of Edinburgh Council to encourage Tram line 3 alignment on Princess Street that will allow road space reprioritisation and the creation of an increased place area at the head of Waverley Steps.



Reliance on the developer of Waverley Mall to create the proposed Square could be mitigated through Network Rail purchasing the Mall, gaining control of its refurbishment in line with the Masterplan.

Waverley Bridge

The ATP is supportive and pleased to see the repurposing of Waverley Bridge as an active travel corridor and flagship civic space welcoming rail passengers to Edinburgh. Our preferred option of the two presented is the one below, for its green space and amphitheatre viewing platform. We welcome the concept of connecting people on foot to the Gardens on the North and South side of the Bridge.



Careful consideration needs to be given to the following: The above proposal encourages people on foot to enjoy the fantastic views accentuated by the welcomed transparent parapet on the west side. This will take them across the path of the proposed north/ south cycle route. This layout and design should be reconsidered to limit the risk of conflict between pedestrians and people on bikes.



(Above- Visualisation shows no defined cycle route over Waverley Bridge)

Good design techniques making use of colour, texture and level change to allow prioritised safe and enjoyable walking with cycling on Waverley Bridge is recommended. The below example from Amsterdam central station indicates what can be achieved at a rail integrated transport hub in a capital city.



(Above- North connection to bus and ferry terminal from Amsterdam Central station)

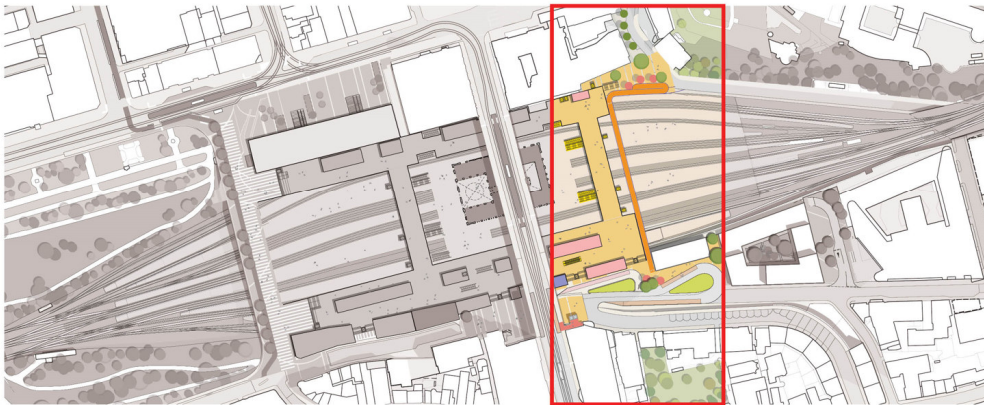


(Above- Stepped public realm concept is not inclusive by design)

Many of the slides depict stepped level changes at the north end of Waverley Bridge. Wherever possible to ensure equality through design, stepped levels in public realm should be avoided. In addition, one of the slides shows Waverley Bridge as a place to sit and enjoy a coffee, with tables and chairs at the south entrance to the station. This shows mixed use, with the area being demonstrated as a place for lingering in close proximity to the station entrance. This will interfere with its primary purpose as a movement corridor and access point.

The Proposed East Market Street Calton Road Bridge

Active Travel - Cycle Lane Route Planning



It is excellent to see this additional north-south link included in the masterplan. The ATP urges that the bridge allows for walking cycling and wheeling and does not exclude any mode of active travel. With CCT looking to ensure a high quality traffic-free walking, cycling and wheeling link from Old Town to New Town, we encourage a joint venture to realise this using the above bridge is explored.

The goals should be to ensure no groups are discriminated against through the links design. Ensuring: level increase and gradients are minimised for users; good connections at either end & along its length to the station; and a well-lit and weather protected route that is highly visible; will improve the safety, comfort and attractiveness to everyone.

It is crucial to make the connection points as inviting and free flowing as possible. Further thought needs to be given to the way these connections are illustrated in the concept design. A prioritised clear connection to tie the bridge to the proposed cycle infrastructure on East Market Street/ Jeffrey Street and Calton Road is required. The use of striking architectural design, contrasting colours and textures for surfacing are encouraged in achieving this.



(Above- North/South underpass on West side of Amsterdam Central Station demonstrating deliberate design features such as lighting, art, level change, colour and texture to make the corridor inviting and highlight the difference in use, alerting pedestrians and cycles to the interaction point)

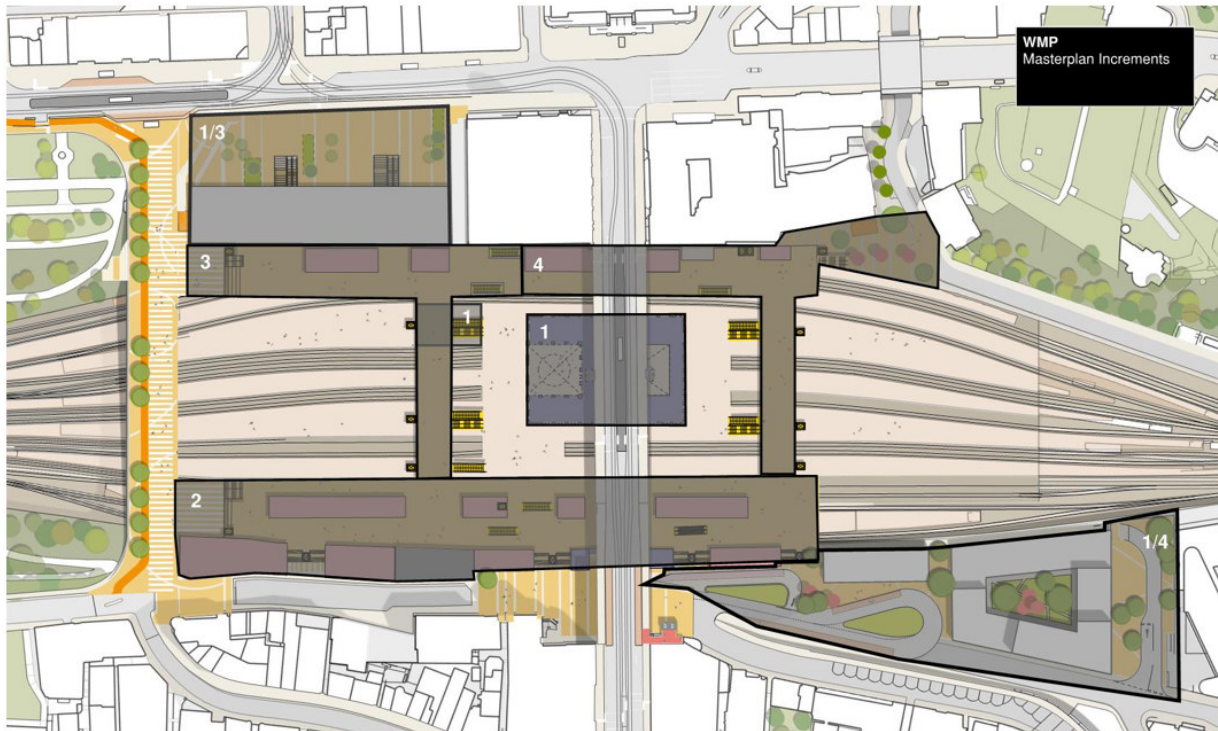


(Above- Nelson Street Cycle way bridge, Auckland- an example of self-advocating cycle infrastructure design using colour to make the route more visible and attractive to use).



It is noted that there is an inconsistency and disconnect in East Market Streets design, with a number of iterations in the presentation slides, none of which illustrate concepts for the tie in of the bridge. Clarity on the concept is required to allow full understanding of the coherent connection to East Market Street cycle infrastructure and the interaction with the taxi and coach stance. The Calton Road connection could be illustrated in a way to encourage a more inviting and free flowing ramp design.

Phased delivery plan for the active travel network



It is useful to see the proposal for incremental delivery of the masterplan plans over the 35 year period.

It is noted that the increments do not include the Waverley Bridge, the proposed active travel link to the east of the station, the tram stop on Princes Street, the lift connections to North Bridge, Princess Street Stairs entrance or East Market Street. Given the timescale for delivery, the 'temporary' states of the station and their impact on transport connections and onward active travel will be significant and exist for long periods.

Isolating these areas of delivery from the masterplans incremental delivery is not acceptable. A partnered strategically phased strategy with the City Centre Transformation must extend to include walking cycling and public transport connections through and around the station. The masterplans phased delivery should impact as little as possible on safety, quality of experience, ease of use and journey time of those coming to and from the station, and passing in close proximity to it on their journeys. This will only be possible if the programme for delivery incorporates the surrounding streets in its incremental phasing plan and is developed in synergy with CCT and major public transport stakeholders.

The demands on Market/ East Market Street

From looking carefully at these designs, the masterplan is heavily reliant on Market and East Market Street being able to meet the demands of multiple and conflicting uses:

- Public plaza creation under North Bridge to create a meet greet and linger point at the main south pedestrian access to the station,
- An access and egress route to and from a taxi rank proposed at the current car park
- Access and Egress route and collection & Drop off point for rail replacement Bus services
- Access and Egress route for private coach collection and drop off,
- A private car thru-way which inevitably will lead to private car collection and drop off,
- A quality cycle route from the mound to Waverley Bridge and onwards to connect with the proposed north/ south cycle bridge.
- An access and egress point to the proposed north south cycle bridge link, necessary to form an intuitive route for those on bike heading to the North East towards the Leith area that discourages people on bikes from using Princess street with its busses, trams and their tracks.
- A large parking facility for 500 cycles
- Act as a shopping street, encouraging lingering and high pedestrian numbers to support reactivated shop frontages,
- An access and Egress route for station service vehicles,
- At least three crossing points providing access by foot to and from the Old Town connecting the station with Cockburn Street, Craigs Close, Fleshmarket Close, The Scotsman Stairs, and Jeffrey Street.
- Supporting construction traffic throughout the delivery of the 35 year masterplan to what was earmarked in the stakeholder meeting as the main delivery site at the current car park.

This is a concerning cocktail of large motorised vehicles and potentially significant traffic volumes combined with place creation, active travel movement corridors, retail lingering demands and key crossing points for people on foot accessing the Old Town from the station. Furthermore, the stakeholder meeting slides show a range of varied design solutions and are not consistent with one another making it difficult to understand the masterplans intentions around the Street. Further clarity is required to allow a full understanding and reassurances on how the masterplan in partnership with the city centre transformation team plan to support the many demands on the street and the phased delivery logistics.

The ATP encourages the Masterplan team to consider the future strategy for the stations delivery and servicing needs, as this is intrinsic in driving design decisions. Creating an offsite consolidation logistics hub would allow smaller items to be delivered by E Cargo bike, and to significantly reduce the number of LGV's on the surrounding road network. Moving materials to the construction site by rail would drastically reduce pressures on East Market Street for the entirety of the masterplan delivery.

Implementing measures like the above would have a positive effect on the environment of the wider inner city road network, removing the frequency of LGV's and need for HGV's to travel into the city, making it a safer, more friendly and encouraging place to enjoy actively.

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