

# Edinburgh Waverley Station Concept Masterplan





# Introduction

Edinburgh Waverley station is a critical part of Scotland’s rail network and of the city’s economy, heritage and infrastructure. In late 2018 Transport Scotland, City of Edinburgh Council and Network Rail commissioned a masterplan concept that would balance predicted increased passenger demand and changing passenger needs with the vision for a thriving, inclusive, zero carbon city.

The masterplan process involved stakeholders, rail users and the wider public and has resulted in a framework for evolution of the station and its immediate surrounds over the short, medium and long term. It proposes a station that puts people first, provides easy access for all and creates vital city connections.

Whilst Covid-19 has increased short term uncertainty, this masterplan is designed to meet the needs of the station, city and Scotland over the long term and the challenges that it seeks to address have not fundamentally changed. If anything, elements may become more pressing as improving connectivity, the transformation of the city centre and the need to facilitate investment and respond to the growth and success of the city region will be of paramount importance as part of the social and economic recovery from Covid-19.

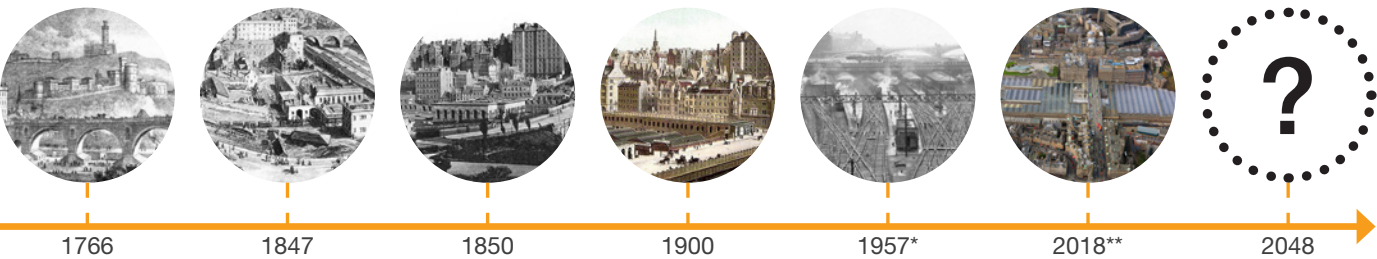


## City and Heritage

Waverley Station occupies a prominent city centre location and significantly influences the way the city operates and the experience of residents, commuters and visitors. It is a Category A listed building in a UNESCO World Heritage site.

The station has had a history of adaption to meet new and growing needs. And so it must continue to adapt to support

growing passenger numbers and a vision for Edinburgh City Centre that places people at its heart. This will involve improving city centre spaces, embracing active travel solutions, and continuing to support the performance and operation of the centre of the city. Waverley Station is at the heart of this transformation, not only by virtue of its central location, but also its vital role as a transportation hub.



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# The Vision

The overarching vision for the masterplan is to create a station for people – both passengers who use the station and people who live, work and enjoy the city.

The steering group set a number of objectives that the masterplan is required to deliver:

## 1. A Functional Station



### A functional station that operates efficiently and effectively as a major railway station

- Significantly improves wayfinding and legibility for passenger orientation
- Simplifies station operations and segregates them from passengers
- Improves accessibility for all
- Includes an appropriate provision of passenger amenities
- Considers how technology and information systems might change and enhance passenger experiences
- Opportunity to improve the station to accommodate the increased numbers of passengers and putting their needs first

## 2. A Connected Place



### A connected place that seamlessly integrates national, regional and local transport modes and optimises connectivity for all users

- Provides multiple entrances to different parts of the city and other transport systems in a legible and understandable way
- Prioritises active travel and public transport and also addresses Market Street taxi provisions
- Complements and aligns with the Edinburgh City Centre Transformation Programme
- Aids permeability through the site for non-station users and considers connection with Princes Street Gardens and North Bridge

## 3. A Distinctive Gateway



### A distinctive gateway that celebrates travel and proudly announces arrival into Edinburgh

- Has greater external visibility as a station
- Provides retail and food and beverage offerings that are distinctly local

## 4. A World Class Environment



### A world class environment that speaks of quality of architecture and design within a historic and urban setting

- Could include striking contemporary architecture to complement the heritage
- Considers the incremental stages to ensure the station is not perceived as a continuous building site
- Provides an opportunity to reinforce the valley setting

## 5. An Edinburgh Station



### An Edinburgh station that recognises the architecture and heritage both of the station and the City of Edinburgh, but also looks to the future and considers all deliverable opportunities

- Provides a sense of place in respect of the opportunity to provide views to an iconic skyline
- Explores the contribution the roof could make to the visual setting



# The Case for change

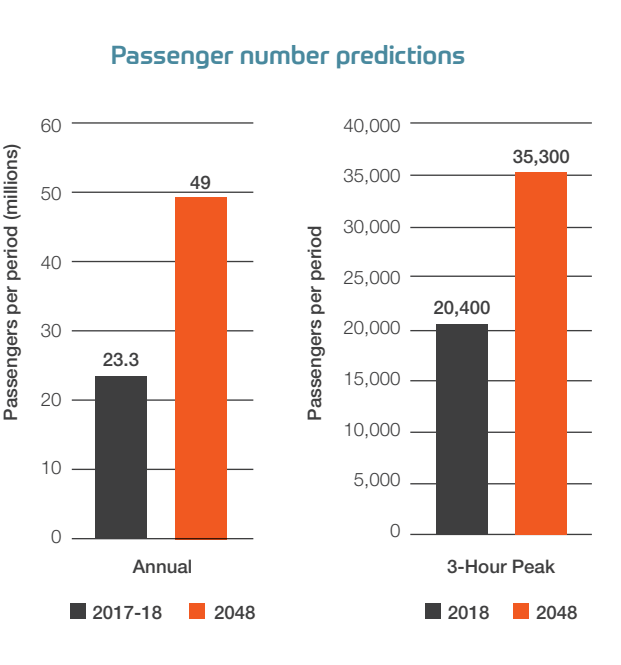
The listed heritage status of the station and scale of the project necessitates that a compelling case for change is made.

**Growth:** Edinburgh city region is one of the UK's fastest growing regions and Waverley's passenger numbers are predicted to continue to grow to 50 million by 2048.

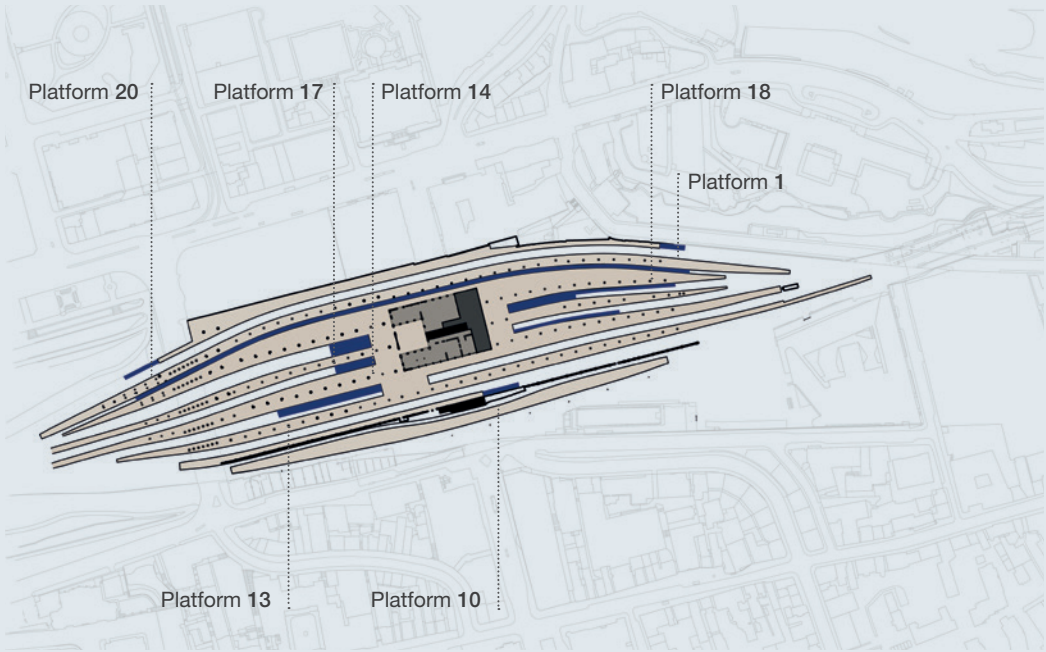
**An Evolving City:** with an ambition for the city to be carbon neutral by 2030, the City Centre Transformation Programme will alter fundamentally how the city centre operates prioritising movement by foot, cycle and public transport.

**Connectivity:** a major factor in a city's competitiveness, essential for city centre transformation and the top issue raised by the public. Waverley needs to be better integrated into the city's active travel and public transport network.

**Railway Capacity:** will require longer trains and extensions of existing platforms which significantly reduces the available area for passenger concourse space at platform level requiring this space to be replaced elsewhere.



Proposed platform extensions



# Passenger Experience

Railway stations should be accessible, safe, functional, comfortable and enjoyable. At present, Waverley Station suffers from many challenges.

Difficult to access and get around the station, not accessible to all



Conflicting uses of shared space raise safety and security issues



Congestion causes a poor passenger experience



Surrounding streets busy and constrained, poor transport interchange experience



# Consultation

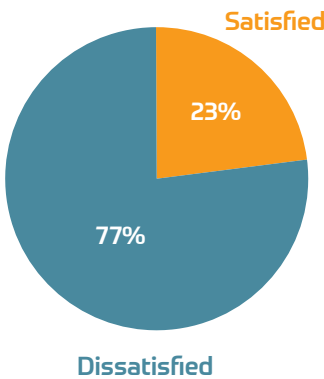
Engagement on the masterplan concept commenced in late 2018 and continued for over a year. Heritage, Active Travel, Access & Inclusion and Transport stakeholders were engaged throughout to enable issues and opportunities specific to their interests to be explored. The wider public was engaged through Community Councils, transport user groups, public events and online allowing feedback on three masterplan options including the preferred masterplan strategy.

The consultation asked about current experiences of Waverley and whether the preferred masterplan would address existing station issues. Over 500 responses were received with 77% of respondents being dissatisfied with the current station and 70% believing that the preferred

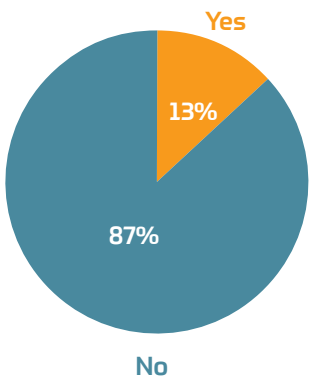
masterplan would address problems. The consultation was explicit about the need to balance heritage preservation with modern replacement. Only 13% of respondents believe that Waverley's heritage is currently shown to its best advantage.

Consultees were also given the opportunity to raise their own priorities with the most popular issues being transport connectivity, accessibility, heritage, making the station easier to navigate and customer facilities. All comments were considered in the final development of the masterplan concept. The extent to which the station's heritage will be impacted will be the subject of ongoing engagement and discussion.

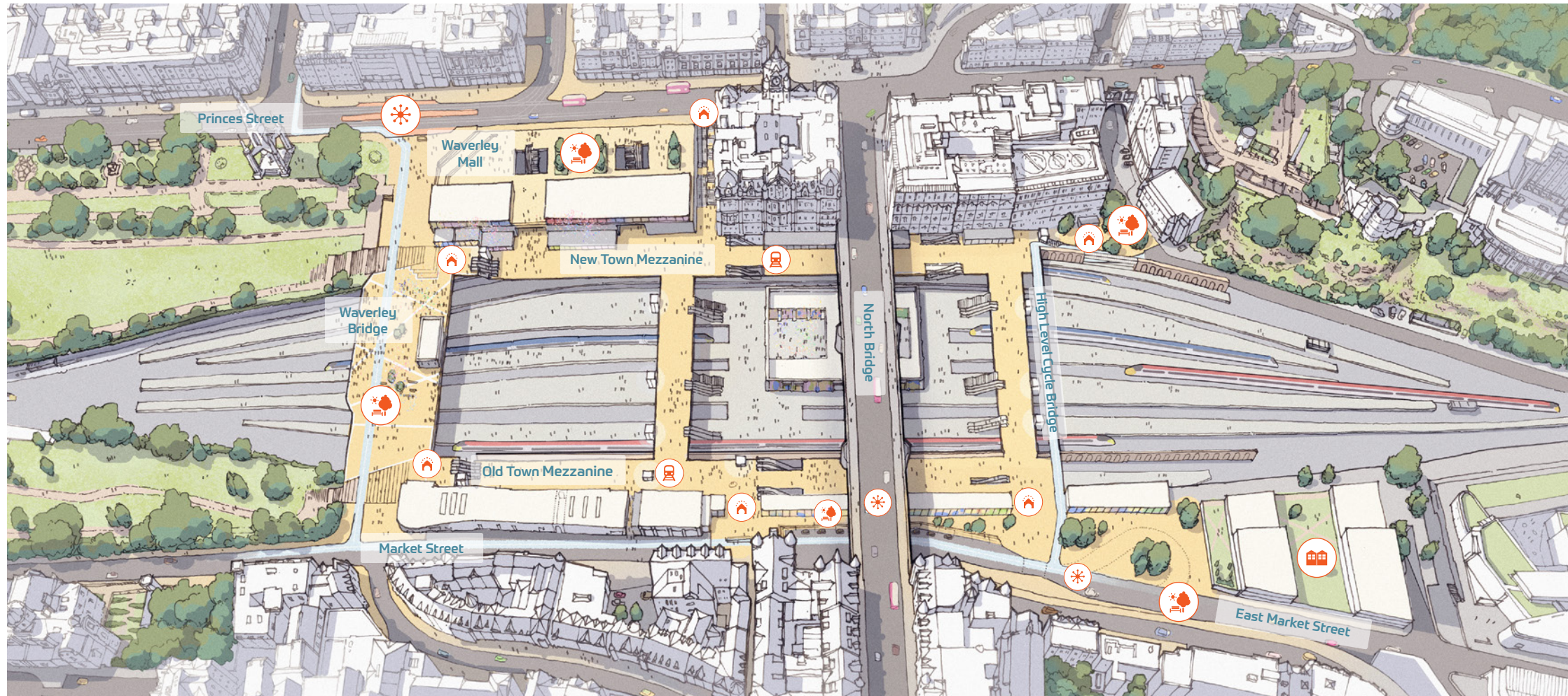
Overall satisfaction with current station situation



Heritage is currently shown to its best advantage







Station drawn without the roof to enable layout to be shown

## Masterplan Components

Ten key components form the Waverley Station Concept Masterplan, each one is focussed on putting the needs of passengers and station users first.

The sketch below shows platform level with views to New Town mezzanine above and Princes Street beyond. A refurbished booking hall is shown on the right.



**Accessibility, Walking & Cycling** – prioritising those arriving or departing on foot or by cycle with generous pavement widths and new public space. Cycling facilities connect directly into the existing and proposed cycle network with storage for 1,800 bikes at key entrances.



**Transport Interchanges** – providing improved inter-connectivity by proposing bus and tram hubs on Princes Street and North Bridge and consideration of a new tram stop as part of the Princes Street hub. A vertical “urban lift” is proposed to connect Market St to North Bridge above.



**Public Space Strategy** - defines five public spaces immediately around the station which create ‘breathing room’ for passengers and city users.



**Passenger Amenities** –the ticket office will remain within a refurbished and opened up central booking hall with toilets, waiting facilities, quiet spaces, faith and workspace areas at mezzanine level. An improved selection of retail and food facilities is proposed.



**Servicing** – creating a dedicated new service yard on the site of the current surface car park and redevelopment of the basements of East Market Street removes all service and delivery vehicles from the station.



**Operations** – removing the western ramps enables the required platform improvements and refurbishing and opening up the central booking hall improves the east west balance of the station.



**Station Layout:** a mezzanine level solution - allowing connectivity and space for passengers. A southern “Old Town” mezzanine concourse connected by two bridges on a north south axis to a northern “New Town” mezzanine concourse.



**The Roof** - introduction of a new mezzanine concourse requires greater headroom. The existing roof is of historic value and forms part of the station’s Category A heritage listing. The masterplan concept has considered initial options of roof modification or replacement.



**Entrance Strategy** - increases the accessibility to and across the station by creating multiple entrances with sufficient capacity and simplified level changes, including step free access.



**Development Opportunity**- the a deck structure over the existing surface car park enables modest development at Market Street level.

### Next Steps & Timescales:

Transport Scotland, City of Edinburgh Council and Network Rail will now progress the masterplan from concept to outline design.

Further work to be undertaken over 2020/21 will include:  
 Technical review and appraisal of masterplan options  
 Preferred option selection and outline design  
 Outline business case

As we progress we will once again involve key stakeholders, rail users and the public to enable a final preferred outline design.



Find out more and register for updates  
[www.scotlandsrailway.com/projects/waverley-masterplan](http://www.scotlandsrailway.com/projects/waverley-masterplan)

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