



Welcome

Waverley Station is a key transport interchange serving Edinburgh and Scotland. Passenger numbers are estimated to more than double over the next 30 years. Network Rail, City of Edinburgh Council, Transport Scotland and our partners want to plan for this growth with a Masterplan that considers what changes are needed over the next 30 years.

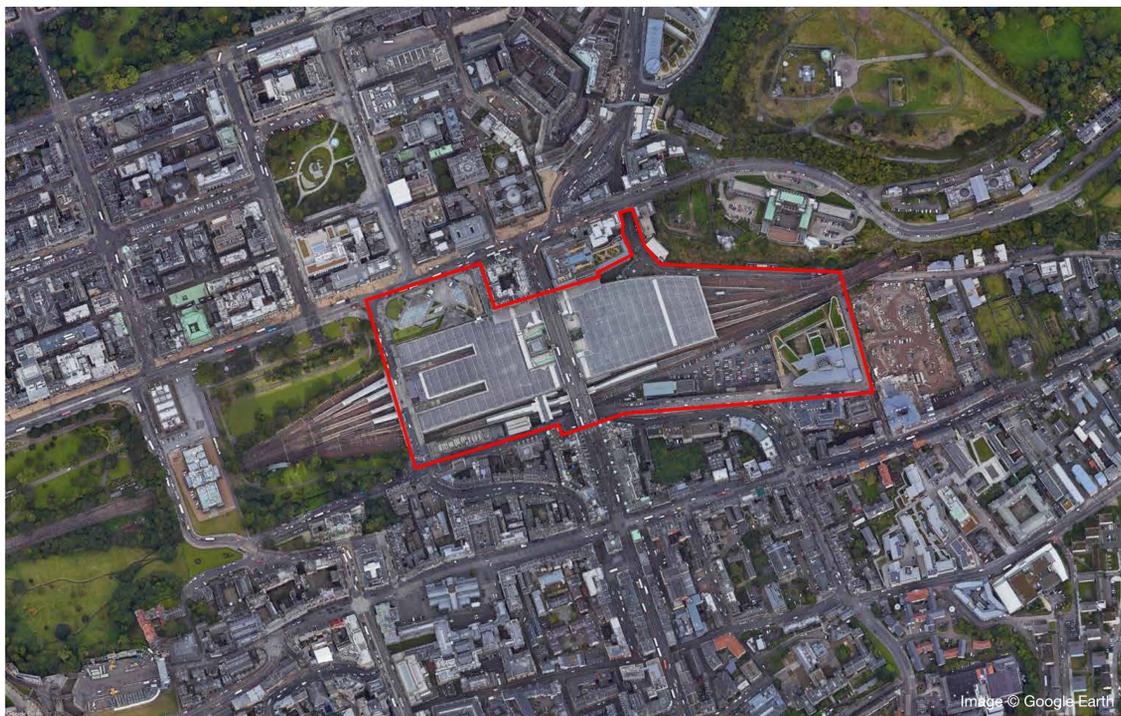
The Masterplan process sets out a route map to develop the station and the adjacent areas to ensure it can accommodate this growth, and to do it in a way that is fitting for the prominent location it holds within the city.

This is a pre-design consultation. The Masterplan proposals set out a range of ideas to improve your experience of the station and adjacent areas. We want to know what you think of the current station and of our ideas for improvement.

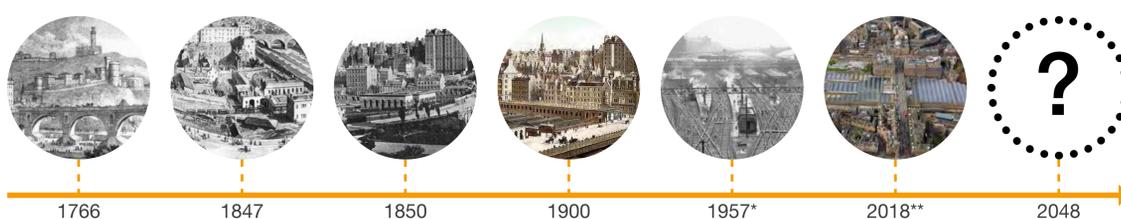


The station today is very busy and footfall is predicted to increase significantly. We need to plan for this to avoid congestion and overcrowding.

The Masterplan - Planning for the Future



Masterplan study area outlined in red.



The station has changed over time and we would like your input on its future development.

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** Image © Above-It All Ltd

Understanding the site

The Station Challenges

There are a number of key challenges we have identified with the current station layout:

Station Operation & Servicing

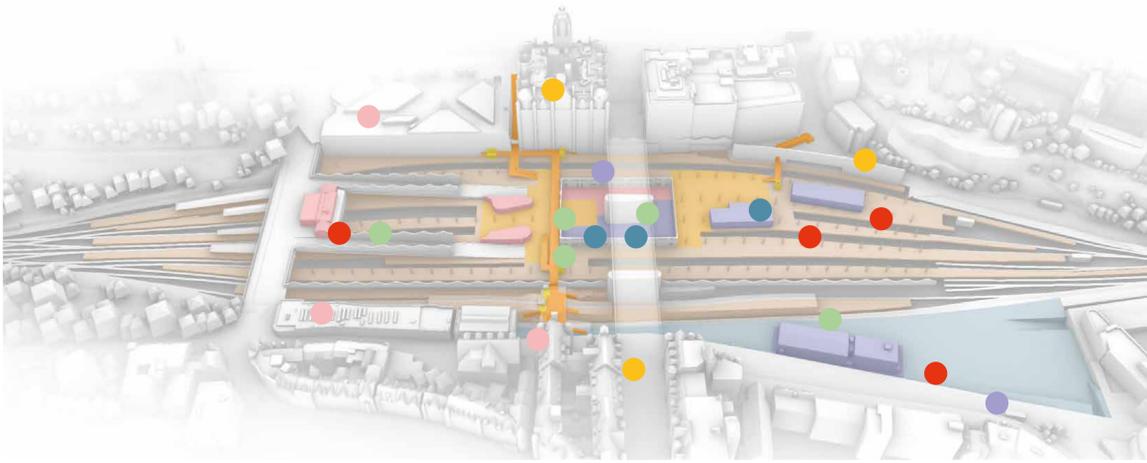
- Poor separation between pedestrians and service vehicles.

Quality of Passenger Areas

- It is very busy in some parts of the station and dwelling space isn't well laid out.

Circulation & Accessibility

- Finding your way around the station is difficult with lots of changes in level.



Arrival & Departure Experiences

- Onward connections by bus, tram, taxi or bike are not straightforward.

Circulation & Entrances

- Lack of clear entrances from street and no distinctive Gateway to the city.

Passenger and Customer Services

- Facilities are limited and not ideally located.

The City Challenges

The Masterplan proposals must recognise the architecture and heritage value of both the station and the surrounding area. Wherever possible, it should improve and enhance this.

Connectivity & Accessibility

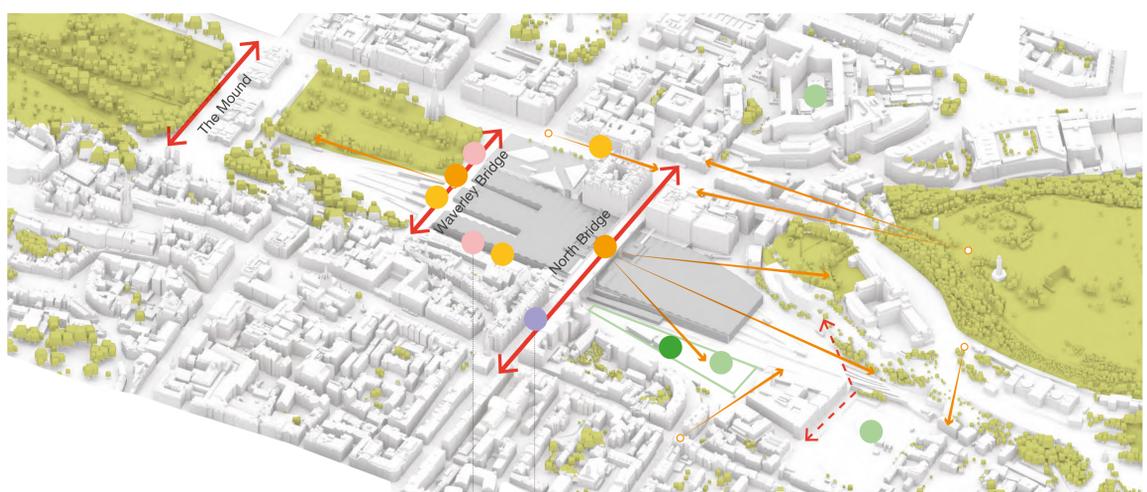
- Poor connectivity between Old and New Town and change in levels is challenging.

City Movement

- Inadequate travel interchanges: poor relationship between tram stop and station and congested taxi pick up at Market Street.

Spaces for People

- Lack of quality arrival space adjacent to station and no clear route to nearby public spaces.



Poor Interchange experience

Changes in height creates challenging accessibility

Quality of Place

- Areas between the station and surrounding streets, particularly Market St and Calton Rd, are poor quality and unpleasant places to walk through.

Frontages

- Generally poor quality frontages around the station which lack activity and interest.

Heritage

- The station site is incredibly rich in heritage assets with unique views that need to be preserved and which could be enhanced.

The Vision

Project Objectives

Network Rail, City of Edinburgh Council, Transport Scotland and our partners have set a number of ambitious objectives for the Masterplan strategy. The station has an increasingly important role to play

in the sustainable economic growth of both the City and Scotland. For Waverley Station to achieve its full potential in an inclusive way, the Masterplan strategy must deliver:



1. A Working Station



2. A Connected Place



3. A Distinctive Gateway



4. A World Class Environment



5. An Edinburgh Station

The Ambition

Many stations in the UK and abroad have undergone significant improvement in recent years.

London Bridge Station, London

- Improvements needed to meet passenger growth.
- Creation of grand new street level concourse.
- Filled with natural light.



BEFORE



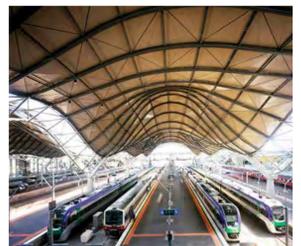
AFTER

Southern Cross, Melbourne

- Station is successfully accommodating significantly increased passenger numbers and improved passenger circulation.
- Station interior is a vast hall with uninterrupted vistas in every direction.
- Design focus is the dune like roof that covers an entire city block and works as a visual bridge.



BEFORE



AFTER



BEFORE



AFTER

King's Cross, London, UK

- Creating a premier transport hub while retaining all the key parts of the existing structure
- Formation of a new and substantially enlarged concourse
- Historically sensitive repair of the grade 1 listed trainshed and its adjoining buildings
- The scheme was pivotal to the regeneration of this whole area of London

Fulton Station, New York

- Organised around a new civic space at its core.
- Streamlines passenger transfer providing intuitive wayfinding.
- Successful rehabilitation of historic buildings.



BEFORE

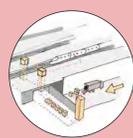
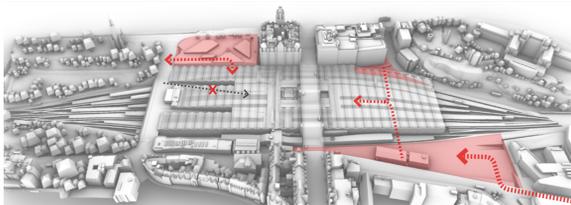


AFTER

Improvement Strategies

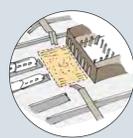
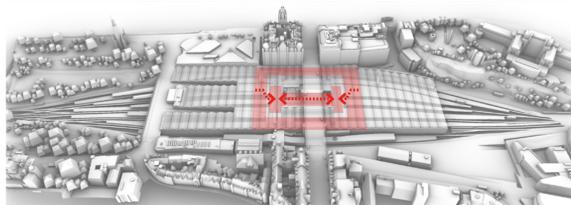
Opportunities

Station Operations & Servicing



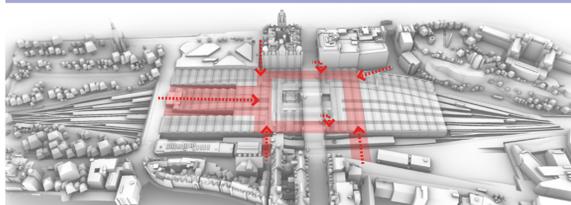
Providing underground servicing will make the station a more pleasant passenger experience and will be safer and more efficient.

Quality of Passenger Areas



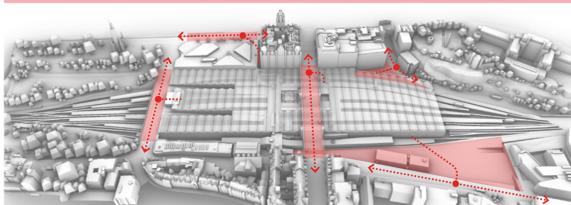
Creating a large, accessible and well connected concourse area separate from platforms below.

Circulation & Entrance



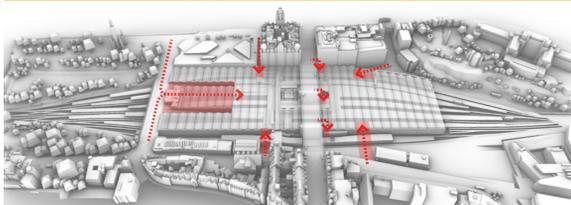
Improving entrances from street level on all sides of the station and making circulation in the station much more accessible to all.

Improving Connectivity



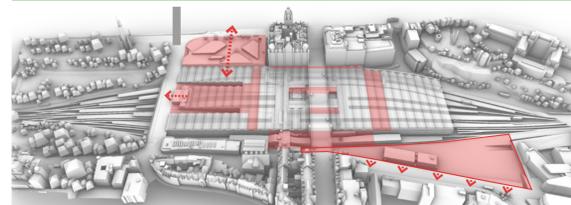
Improve connectivity by creating integrated transport hubs for tram, bus, taxi, cyclist and pedestrian. Options at Waverley Bridge, North Bridge and East Market Street.

Arrival & Departure Experiences



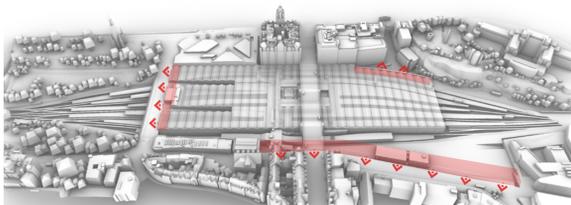
Improving street and pavement areas adjacent to the entrances to provide a better quality arrival experience.

Supporting Uses



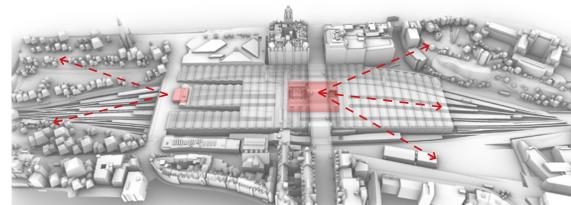
Providing an appropriate scale of supporting uses within station and on adjoining sites such as East Market Street to create vibrant new public spaces.

Frontages



Improving and providing new active frontages around station.

Heritage



Enhancing the existing unique rich heritage assets and views and creating space for people to enjoy them. Within the station, celebrating the Grade A listed ticket hall.

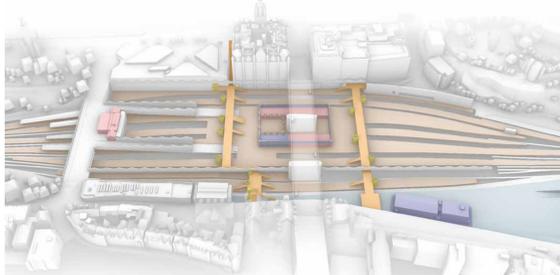
Development of Masterplan Approach

A wide range of approaches has been explored to understand the level of re-development that will be required to accommodate the forecast growth of passengers and to create

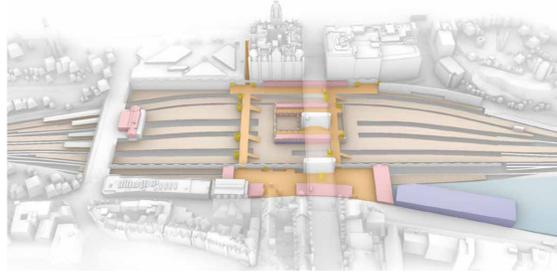
a world-class station fitting of its central City location. This has shown that a significant redevelopment will be required to meet these aspirations.

Minimum Development

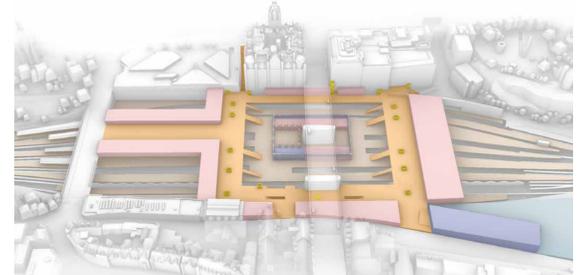
Significant Development (Preferred Strategy)



- Accommodates growth ✗
- Efficient operations ✗
- A world class environment ✗
- A distinctive Gateway ✗
- A connected place ?

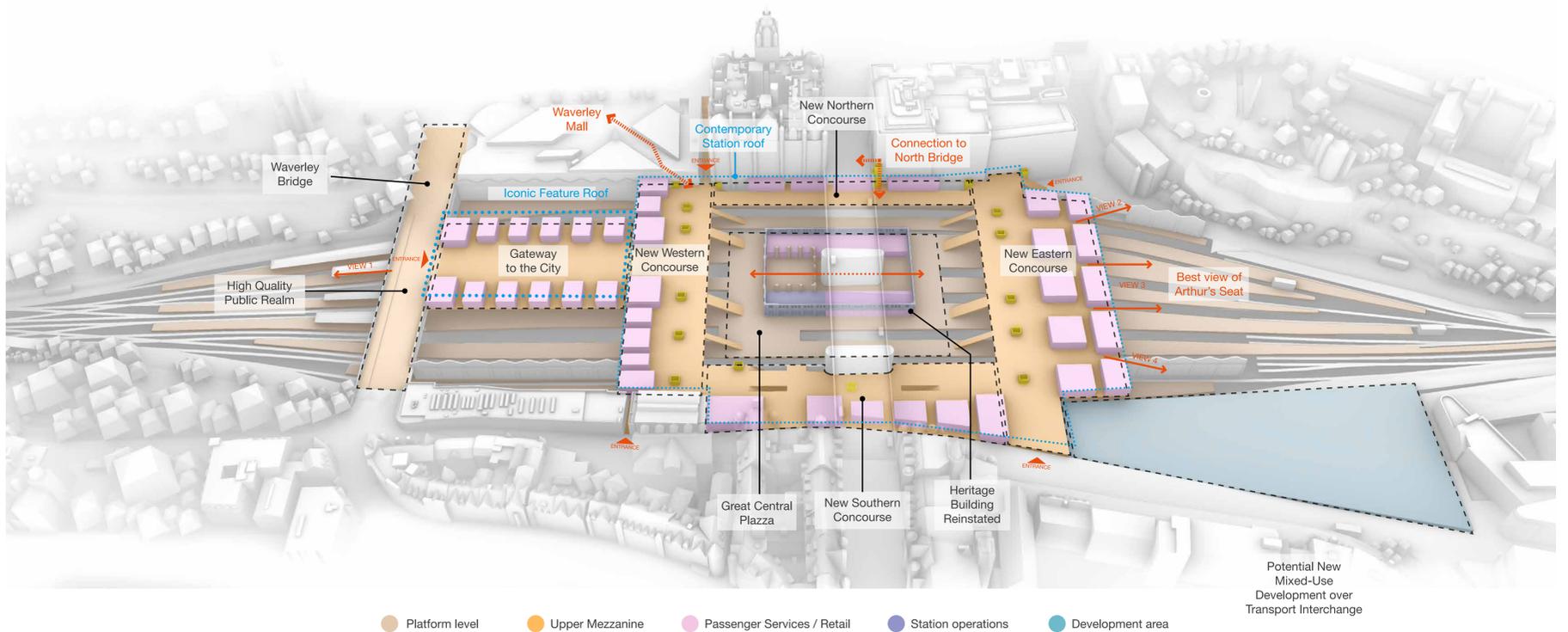


- Accommodates growth ?
- Efficient operations ?
- A world class environment ✗
- A distinctive Gateway ✗
- A connected place ✓



- Accommodates growth ✓
- Efficient operations ✓
- A world class environment ✓
- A distinctive Gateway ✓
- A connected place ✓

Preferred Masterplan Strategy



Heritage and Existing Station Building

The preferred approach will change the station from one which operates on one-level to a station that has two distinct levels. To create the quality of space desired, it will be necessary to remove substantial parts of or all of the existing roof and replace it with a new one at a higher level.

At this pre-design stage, no decision has been taken on how this would be achieved or look, but it will need to be within height restrictions set out in various Acts of Parliament which protect important views of Arthur's Seat and the Old Town. Creating more space within the station will provide the opportunity to show off the Grade A listed ticket hall to full benefit. A new roof of high architectural quality could complement the important built and natural landmark features that surround the station.

