

# Waverley masterplan for the next 30 years unveiled

The rail body has prepared a masterplan in collaboration with the council and Transport Scotland setting out what they intend doing at Waverley Station over the next three decades.

This plan will have to dovetail with the council's own overarching proposals including the City Plan 2030, the City Mobility Plan as well as the Edinburgh City Centre Transformation proposals and the Waverley Valley study.

All of these are council proposals for the city centre which are either already agreed or in the process of being drawn up. At present with the Covid-19 emergency closure in place, Waverley Bridgee looks much as it would do if the CCT was implemented, but there are other elements such as lifts involved too.

Network Rail will require planning permission from The City of Edinburgh Council for any changes they wish to make to the capital's main railway station. The SNP/Labour coalition propose that there is a members' briefing on the financial contribution to the partnership project. The financial contributions thus far have been dealt with by way of waiver, not committee approval. Any future financial liabilities will require approval by the Finance and Resources Committee. So far this has cost the council £170,000. The contribution of £170,000 was made towards the cost of developing the plan which cost a total of £500,000. The report says that there

will be no further payment, only officer time.

Waverley Station was built in the 1840s, it is a Category A listed building and of course lies within the Edinburgh World Heritage site. In 2018, 23 million passengers used station and that number may well double in the next 30 years.



Courtesy of Network Rail

It is probably fair to say that the changes made to the station over the last few years by removing vehicles from the interior, have not been best managed. It is much better not to have the fumes from vehicles inside the station but accessibility has been compromised. This is not the easiest station to arrive at if you have any mobility issues or simply require to take other public transport or a taxi.

## **There are 10 key components:**

Operations – To provide the required length of platforms and station operational layout, it is necessary to remove the existing western ramps. This allows platform extensions to occur into the station. In turn, this requires enhanced passenger circulation space to be created thus a mezzanine solution is the only option to deliver the space required

Station Layout – A mezzanine level solution is proposed allowing connectivity and space for passengers. This is achieved by a southern “Old Town” mezzanine concourse connected by two bridges on a north south axis to a northern “New Town” mezzanine concourse.

The Roof – The introduction of a new mezzanine concourse requires greater headroom. Initial options of roof modification or replacement are considered. This requires careful thought as the existing roof is of historic value and forms part of the station’s Category A listing.

Entrance Strategy – Increased accessibility to and across the station by creating multiple entrances is proposed with sufficient capacity and simplified level changes, including step free access.

Accessibility, Walking and Cycling – Priority is proposed for 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 near key entrances.

Transport Interchange – Improved inter-connectivity is proposed including 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 also proposed to connect Market Street to North Bridge above.

Public Space Strategy – Five public spaces immediately around the station have been identified which create ‘breathing room’ for passengers and city users.

Passenger Amenities – The ticket office will remain within the refurbished and repurposed 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 also proposed.

Servicing – A dedicated new service yard is proposed 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.

Development Opportunity – There is potential for limited commercial development on the Market Street side of the station subject to future detailed development of the operational requirements for the station

Councillors will be told of the outline plans when they meet later this morning, but Network Rail and Transport Scotland

will work alongside the council to improve the station and its surroundings.

The [Policy and Sustainability Committee](#) will meet this morning at 10am.



Loading...



Taking too long?

 Reload document

|  [Open in new tab](#)

[Download \[138.00 B\]](#)