

Transport and Environment Committee

10.00am, Tuesday, 15 January 2013

Access To Waverley Station

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| Item number | 7.7 |
| Report number | |
| Wards | 11 – City Centre |

Links

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|--------------------------|----------------------|
| Coalition pledges | P44 |
| Council outcomes | CO19 |
| Single Outcome Agreement | SO4 |

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Director of Services for Communities

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Executive summary

Access To Waverley Station

Summary

The Department for Transport (DfT) has been working with Network Rail to mitigate the risk of any vehicle borne terrorist attack against crowded railway station concourses.

Following discussions between Network Rail and the City of Edinburgh Council (CEC) the proposed solution is to allow access into Waverley Station for taxis and specialised disabled organisation vehicles via a controlled entry system.

Works on Waverley Bridge and Market Street are being proposed to provide replacement facilities for those previously provided within Waverley Station, mainly taxi and passenger drop-off points. This is a direct consequence of Network Rail and the DfT's proposal to manage vehicular access to Waverley Station.

Recommendations

It is recommended that the Transport and Environment Committee:

- agrees to commence the statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and restrictions.
- agrees to commence the statutory procedures to make the necessary Redetermination Order.

Measures of success

Enhancements to Waverley Bridge and Market Street should result in a more attractive environment and better links to and from Waverley Station. The proposals will also improve facilities for cyclists and pedestrians.

Financial impact

Total costs to this project amount to an estimated £1.05M. The costs associated with the taxi rank provision and all measures required to accommodate associated vehicle movements are estimated at £541,000.

The footway, kerb alignment and general pedestrian improvement works costs are estimated at £414,000.

Carriageway resurfacing works on Market Street costs are estimated at £95,000.

Discussions are progressing with Network Rail on the apportionment of cost. Network rail has indicated that the Department for Transport may contribute towards the taxi rank provision and associated works. There is currently no budget provision for the carriageway resurfacing and footway and general pedestrian improvement works. The shortfall in funding will be considered as part of future budget setting processes.

Equalities impact

The new access arrangements proposed by Network Rail could impact negatively on disabled people, the elderly, families with young children and passengers carrying heavy luggage.

However, measures to mitigate negative impacts have already been introduced including:

- Entrances from Princes Street and Market Street into the station are fully DDA compliant. Lifts permit step free access to and from Princes Street while a rebuilt Market Street entrance offers similar facilities on the south side of the station.

Following discussions with Network Rail, additional proposals to improve access as part of the Waverley Station Improvement Project have been identified:

- New DDA compliant access at the Calton Road entrance.
- Disabled parking bays or pick up/drop off point from within the Network Rail's compound on Calton Road.
- New lifts and escalators will also be installed within Waverley Station improving access to and from Princes Street and Market Street.
- Specialised disabled organisation vehicles will be able to drop off via the South Ramp.
- 30 minute free drop off/pick up facility will be available within Waverley Car Park.

Sustainability impact

The proposals in this report should reduce carbon emissions by improving facilities for cyclists and pedestrians.

Consultation and engagement

The Traffic Regulation Order and the Redetermination Order will be the subject of a statutory procedure which will involve consultations with bodies representing persons likely to be affected. This will necessitate the advertising of the proposal in The Scotsman newspaper and by notices on-street.

Additional consultees:

- Network Rail
- ECAS
- Lothian Buses
- Department for Transport
- Transform Scotland
- Living Streets

Background reading/external references

The following drawing is available for reference:

- Drawing RTD-636213-02-03 showing the proposed road layout for Waverley Bridge and Market Street.

Access To Waverley Station

1. Background

- 1.1. In March 2009 a working group was set up with members from Network Rail, DfT, British Transport Police and CEC. The context was the protection of the station concourse from attack by a Vehicle Borne Improvised Explosive Device. The primary purpose of this meeting was to explore alternative locations for private and public vehicles both within and outside the station.
- 1.2. CEC has held discussions with Network Rail regarding its proposals and the mitigation measures required to be put in place in order to accommodate general traffic and taxi stacking on-street. These discussions are ongoing and detailed designs are currently being worked on by CEC.
- 1.3. Design work includes a number of mitigation measures as well as some general improvement works within the surrounding area and is summarised below:
 - Provision for taxi stacking on Market Street to allow controlled access into Waverley Station;
 - A new roundabout at the junction of East Market Street and Jeffrey Street to improve access to the new pick up/drop off bays;
 - Improvements to footways, kerb alignment and pedestrian crossings in order to enhance the pedestrian environment on Waverley Bridge; and
 - Improvements to footways, surfacing and drainage on Market Street.
- 1.4. A meeting was held on 10 August 2012 with Councillor Hinds, CEC and Network Rail; the following main points were agreed in principal:
 - Agreement to allow access for taxis and specialised disabled organisation vehicles via a controlled entry system;
 - Drop off for private vehicles to be located on Market Street in the designated bays and New Street car park, which will extend free access for up to 30 minutes; and

- Discussions to take place involving Network Rail, ECAS and other appropriate organisations on questions relating to access and signage and other associated issues.

2. Main report

- 2.1 CEC and Network Rail have continued to discuss the proposals listed above in detail; however the biggest challenge remains developing a workable solution which allows controlled taxi access to the station concourse.
- 2.2 The security barrier position at the top of the south ramp is fixed due to the potential blast radius; this leaves minimal space for taxis to stack on the south ramp, approximately five spaces.
- 2.3 Due to the high volume of taxis entering the station (approximately three vehicles per minute, during peak hours) and the barrier processing time required to avoid tailgating (approximately 80 seconds per vehicle) there is insufficient space to meet the demand for access without causing vehicles to stack onto Waverley Bridge.
- 2.4 To avoid the potential of vehicles stacking onto Waverley Bridge the following solutions are being proposed:
 - A controlled taxi stacking area will be created on Market Street (opposite No 6), which will be used to hold taxis with station permits until space is available within Waverley Station. Further investigation will be required into how this will be achieved;
 - 30 minute free drop off/pick up facility will be available within Waverley Car Park;
 - 84m of drop off/pick up bays will be available on Market Street;
 - Specialised disabled organisation vehicles will be able to drop off via the South Ramp;
 - Further consultation will be held with the various disabled groups, Network Rail and all affected businesses;
 - The existing taxi rank on Waverley Bridge will remain in its current location and an additional nine taxi spaces will be available after 8pm at the Edinburgh Tour bus stop on the west side;
 - A new cycle lane on Market Street will be installed in a westbound direction from the junction of Waverley Bridge to the junction of the Mound; and

- Relocate the existing pedestrian crossing on Waverley Bridge to outside Jimmy Chung's and install a new pedestrian crossing on Market Street opposite the Lothian Buses office.

2.5 A pedestrian and cycle audit will also be carried out and the results will be available by the end of February 2013. The audit will include:

- Review of passenger access by bus, taxi, foot, cycle and tram to/from Edinburgh Waverley station.
- Identify from the passenger's perspective, gaps in provision for inbound and outbound travel, taking account of projected future growth.
- Outline appropriate improvements that are **a)** essential and **b)** desirable over the following periods:
 - 2012-2015
 - 2015-2023
 - 2023-2035
- Review existing signing to, from and within the station and develop a signing strategy integrating with the recommendations on access/egress arrangements for different groups of users.
- Undertake a detailed audit of the plans to improve roads in the vicinity of Waverley station taking cognisance of all users' need; in particular pedestrians and cyclists.
- Identify order of magnitude costs of these improvements.

2.6 Network Rail are currently developing a Travel Plan for Waverley Station.

3. Recommendations

3.1 It is recommended that the Transport and Environment Committee:

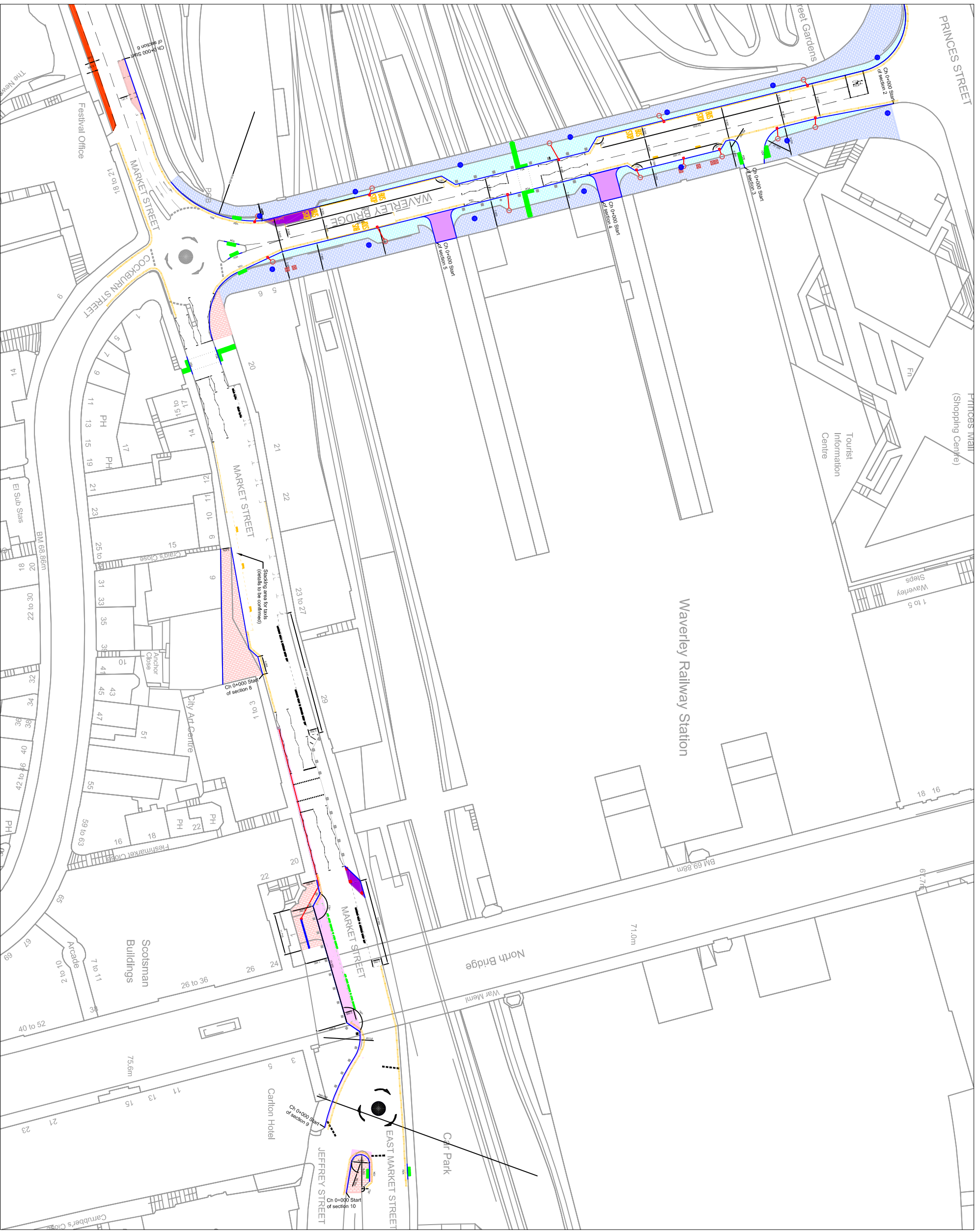
- agrees to commence the statutory procedures to make the necessary Traffic Regulation Orders to introduce the prohibition and restrictions.
- agrees to commence the statutory procedures to make the necessary Redetermination Order.

Mark Turley

Director of Services for Communities

Links

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|---------------------------------|---|
| Coalition pledges | P44 – Prioritise keeping our streets clean and attractive. |
| Council outcomes | CO19 - Attractive Places and Well Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. |
| Single Outcome Agreement | SO4 – Edinburgh’s communities are safer and have improved physical and social fabric. |
| Appendices | Drawing RTD-636213-02-03 |



- NOTES:**
1. All changes are in meters.
 2. Changes are to be signed on site with the Services Manager prior to commencement of construction.
 3. The drawing is to be read in conjunction with 'Draw Order'.
 4. This drawing is to be read in conjunction with 'Draw Order'.
 5. The Contractor is required to record the position of all ironwork and rebar as required.

- Existing Layout
- Lift existing with kerb and relay to Std Drg 11604.
- Excavate Footpath to a depth of 150mm below new finished level. Retain with 150mm DBM and 40mm HFA surface course.
- Remove existing Footpath bulk out and substitute original kerbs. Excavate to a depth of 150mm below new finished level. Retain with 150mm DBM and 40mm HFA surface course.
- Remove slabs and excavate to a depth of 250mm below new finished level. Lay 150mm S14, 30mm bedding & 70mm Scoutmoor flags to Std Drg 11506.
- Excavate existing surface to a depth of 250mm below new finished level. Lay 150mm S14, 30mm bedding & 70mm Scoutmoor flags to Std Drg 11506.
- Excavate existing surface to a depth of 250mm below new finished level. Lay 150mm S14, 30mm bedding & 70mm Calibness flags to Std Drg 11507.
- Excavate existing surface to a depth of 250mm below new finished level. Lay 200mm DBM base, 50mm bedding & 150mm kerb to Std Drg 11507.
- Install new precast concrete channel to match existing to Std Drg 11294.
- Remove existing gully.
- Install new gully.
- New drop kerb crossing to Std Drg 11313 with granite coloured tactile paving to Std Drg 11506/11507.
- FDK Install footway drop kerb.
- VDK Install vehicle drop kerb.
- Gully bulkout to be installed as per Drg 02211 with 450mm offset from the kerb face.
- Remove existing footpath bulk out (and bollards as required). Retain to original carriageway level. Relocate existing with kerb to new position.
- New red clipped cycleway
- Existing phonebox location
- Proposed lighting column position

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| REVISION | DETAILS | BY | DATE | CHECKED |
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EDINBURGH
THE CITY OF EDINBURGH COUNCIL

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WAVERLEY BRIDGE AND
MARKET STREET

FOOTPATH ALTERATIONS
OPTION A

Date: 22 November 2012
Scale: 1:1000 A1
Job No.: 09273
Drawn by: MW
Checked by: DM