

THE CITY OF EDINBURGH COUNCIL

SUPPLEMENTARY SUBMISSION

Note by the Clerk

At the Infrastructure and Capital Investment Committee's meeting on Wednesday 10 June 2015, Councillor Lesley Hinds, Convener of the Council's Transport and Environment Committee, offered to let the Committee have a copy of the bid from the City of Edinburgh Council for the Scottish Stations Fund Award.

Detailed information on the bid can be found in Sections 7 and 8 of this submission.

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1. Summary

Waverley and Haymarket are significant stations for Scotland as well as Edinburgh. The number of passengers using them has grown substantially in recent years, and is projected to continue doing so. However, the infrastructure providing access to and from the stations is considered to be inadequate and is increasingly struggling to keep pace with this growth.

Both stations have been the subject of major improvement providing additional capacity and passenger facilities, but the continuing growth in passenger numbers has been addressed only within the existing curtilage of the stations. The recent improvements did not address wider accessibility issues, which are widely regarded as inadequate for access on foot, by bike or bus; and were compounded by the recent removal of vehicular access. Neither Waverley nor Haymarket can accommodate

safely and conveniently those seeking to access them without significant improvements to their immediate environs and approaches.

2. Background

Waverley and Haymarket stations are the second and fourth busiest in Scotland by footfall. Waverley in particular is a gateway to Scotland, being a focal point for Anglo-Scottish services.

The Scottish Government is investing significantly in rail infrastructure, notably through the Edinburgh/Glasgow Improvement Programme (EGIP) and associated schemes. Although major improvements are being made to both Waverley and Haymarket stations, this did not address wider access issues affecting those travelling to or from either station on foot, bike and public transport. Access to the stations is currently inadequate qualitatively and quantitatively, as measured against a Station Access Assessment (Network Rail publication 'Investment in stations; a guide for promoters and developers'). The impact of further passenger growth will be significant, and unless access to and from the stations is improved, some routes will go beyond difficult to unsafe.

Members of the public, interest groups and operators also consider access to both stations by walking, cycling and public transport to be inadequate. The need to improve access to stations, particularly by Active Travel, was a theme that emerged from recent consultation¹.

The recent removal, at very short notice, of vehicular traffic from Waverley has exacerbated access problems on adjacent streets. It improved the environment within the station, but only by relocating conflicts onto the surrounding public roads.

Good connectivity is crucial to competing effectively in the global economy and good regional services are necessary to transport growing numbers of commuters. Economic growth will be hampered unless traffic congestion is addressed and Edinburgh equipped with a modern transport system. These themes underpin the Council's Economic Strategy and efforts to attract new inward investment, support business growth and create jobs. High quality infrastructure and public spaces are vital. Furthermore, investment in the City's development and regeneration will improve capital assets and the environment.

These, and the tram services, are transformational projects that contribute significantly to the revitalisation of the Edinburgh's city centre and improve accessibility to

¹ Report to Transport and Environment Committee, City of Edinburgh Council, 27 Aug 2013 'Public and Accessible Transport Action Plan; Report on Consultation'

employment opportunities and essential services. The Council is seeking to build upon the benefits that these projects will bring.

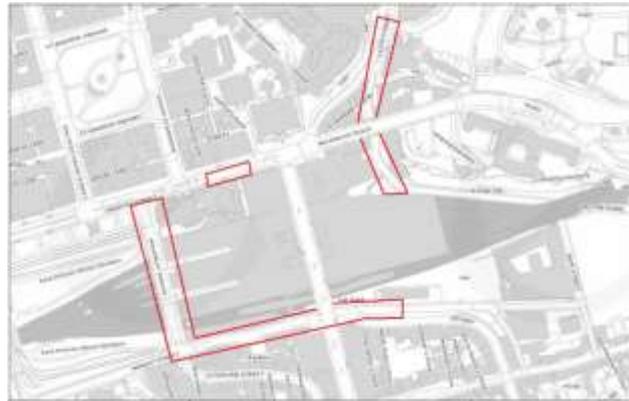
Improving the public realm for passengers using Waverley and Haymarket is critical to realising fully the benefit of the current investment in the stations. This application to the Scottish Station Fund seeks funding to allow the Council, in collaboration with others, to deliver complementary projects that will realise the Council's and Scottish Government's ambitions for the City.

At Haymarket the Council is seeking to create a key multi-modal interchange in the west end of the city centre. The expectation is that the interchange will not only meet connectivity requirements but also support local regeneration and improve the public realm around the station. This expectation is a step closer to being realised following the recent opening of the redeveloped station and the introduction of tram services in May 2014.

The Council's Public and Accessible Transport Action Plan (PATAP) seeks to improve physical integration of sustainable transport at Waverley and Haymarket. This bid aims to fund improved access to both stations.

3. Problems and Opportunities

Waverley Station



The Office of Rail Regulation estimated that 18,879,684 passengers used Waverley in 2012-13, a rise of 4.9% on 2011-12 (17,992,340). Network Rail's Route Plan for Scotland (2011) updated a range of forecasts from the Scotland Route Utilisation Strategy Generation II. From a 2008-9 baseline, 'Edinburgh conurbation traffic' is projected to rise 5.6-7.4%/yr, producing 90–118% growth between 2008 and 2025.

In 2012 the Council commissioned a report on access to Waverley (attached as Appendix 2). It highlighted the inadequacy of access to the station. The study included a review of a 1999 survey of station use for Network Rail. Halcrow undertook a new survey to update this data, primarily to identify any fundamental changes (other than passenger volume growth) between 1999 and 2012. This indicated that modal split for access to/from the station has remained largely unchanged:

	Bus	Walk
All station users arriving at Waverley	15%	27%
All station users leaving Waverley	7%	47%
Pax catching train; arrival at Waverley	28%	38%
Pax getting off train; leave Waverley	11%	81%

19% of those surveyed were bus users (incl. tour/sightseeing). Of these:			
Train pax	68%	Meeting train pax	10%
Of pedestrians surveyed:			
Train pax	54%	Meeting train pax	6%

Bus stop use:

Princes St	44%	Waverley Bridge	10%
Leith St/Leith Walk	14%*	North Bridge	10%
St Andrew Sq/bus station	14%		

*80% of these used the Calton Road entrance

If this modal split is applied to the ORR's figures for rail passengers in 2012-13 (nearly 18.9m), it indicates over 11.2m arrived or left Waverley on foot, and over 3.6m by bus. This does not include those who use the station for other purposes (e.g. meeting train passengers, tickets/information); therefore the total numbers arriving or leaving the station are even higher.

The criteria of a Station Access Assessment (SAA) (appendix 1) are not met, notably:

- Clear signposting at road junctions, especially on pedestrian routes to public transport
- Pavements should be 2m wide, obstacle-free
- Limited footway narrowing at existing obstructions should be at least 1m, not more than 6m long
- Buildings and entrances should be prominently signposted and the 'double arrow' logo placed near the main building. It should be displayed at, or near, all station entrances
- Obstructions should be minimised

Other Access Assessment items e.g. slip resistance, even surfaces; lighting; and drainage gratings are, in this case, the Council's road maintenance responsibility. No additional funding is sought for these items.

Footways and paths which meet lower standards applying to less busy routes become inadequate when they have to accommodate the pedestrian volumes which arise from station access. Combining the ORR data with Halcrow's study indicates that, each year:

- Over 6.9m passengers use the Waverley Steps access
- Over 3.8m passengers use the Market St access
- Over 2.2m passengers use Waverley Bridge
- Nearly 1.2m passengers use Calton Rd



Waverley station; existing access via Calton Rd (off-peak)

Calton Road use by pedestrians is predominantly to and from the station. Counts by Council staff show that in off-peak hours 71% of pedestrians on this section of Calton Road are going in or out of the station. In peak hours the proportion is even higher. Total pedestrian flow is also higher during peak hours. Vehicular and cycle traffic, however, is less dominated by station-related travel.

Pavements do not comply with the Station Access Assessment. Between Leith Street and St Ninian's Row (over a distance of 35m) the width is generally 1.5m, and in places less; see photographs above. On the east side of the road pedestrians use a structure which appears to be primarily protection for the adjacent wall. At 0.75m wide it is not a proper footway.



Under Regent Bridge, sections of pavement are only 1.75m, i.e. less than the recommended 2m obstacle-free passage, but comply with the permitted occasional narrowing to no less than 1m over no more than 6m.



The route is made even more unattractive and hazardous by the complex and confusing Calton Rd-Calton Hill minor road junction (see photographs above and plan right); this would ideally be closed to allow more pedestrian space.



Waverley station; existing access via Waverley Bridge (off-peak but 'high season')

Waverley Bridge and Market Street are more mixed in use, with many non-station users walking and catching buses. The combination of station users and others means that in peak hours throughout the year, and throughout the day during the peak tourist season, footway widths are insufficient for the volume of pedestrian traffic. The Council will finance improvements on Waverley Bridge and Market Street.

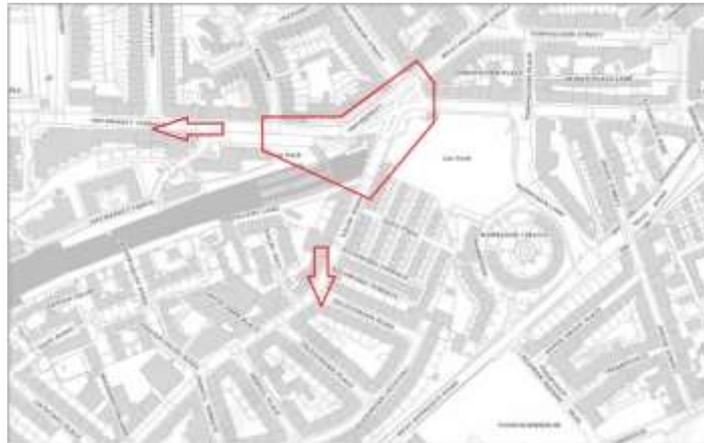
On Princes Street, the footway between Waverley Steps and South St Andrew Street is congested at peak hours throughout the year, and all day in the peak tourist season. Off-peak, 52% of pedestrians go in/out



of the station; in the peak the proportion is higher. There is also congestion, though less severe, between Waverley Steps and North Bridge. About half of those using Waverley Steps use this section. In total around two-thirds of all pedestrians in this general area are using Waverley Steps. Observation shows that whilst these flows are generally just manageable, when a large group arrives at the top of Waverley Steps (e.g. having all just got off the same train) the flow rapidly breaks down. The photographs above illustrate that even a pavement complying with the SAA (minimum width 2m) may be inadequate for high pedestrian flows.

Network Rail closed Waverley to vehicular traffic after the data above was gathered, resulting in the relocation of all vehicular pick-up/drop-off activity to the streets around the station. Consequently more vehicle/pedestrian/passenger conflicts must be managed on these streets; and the need to encourage access to Waverley by non-vehicular modes is even greater.

Haymarket Station



Network Rail's Project website states 'Passenger numbers are expected to more than double to approximately 10 million by 2030'. These figures, developed specifically for Haymarket, are more appropriate for assessing the station accesses than the RUS Generation II, ORR and survey data that was available for Waverley.

Estimates for the Haymarket Urban Space Initiative Short Term Working Group predicted morning and afternoon pedestrian flows to/from the station in 2031. Based on a more conservative assumption of Haymarket patronage (i.e. 8-9m by the mid 2030s), it predicted that in the peak (8-9:00), 9,808 passengers will head east towards the city centre, 13% of whom would head to/from the tram, and approximately 87% to/from Morrison Street or Shandwick Place. On Haymarket Terrace this means a peak flow of 163 passengers/min (more than 2.5/sec), not including those heading in the contra-peak direction.

Currently, counts by Council staff show that, off-peak, 58% of pedestrians on Haymarket Terrace at the station are going to or from the station. In peak hours the

proportion is even higher. On the west side of Dalry Road 65% of pedestrians walk to/from Haymarket Terrace².

Only a high-level SAA has been undertaken (see below); a full SAA will be undertaken later in the design process. Nevertheless, the footways at Haymarket Terrace and Dalry Road in their present state are constraints to achieving safe and convenient access to the station.

On the east side of Dalry Road (upper right picture below) there is a section of pavement exceeding 11m long which is less than 2m wide, thus non-complaint. Elsewhere, footways are wider than 2m, albeit generally only just. There are, however, multiple obstructions.

However, passenger volumes at Haymarket are such that even a clear 2m width is not sufficient at peak hours. The projected peak flow of 2.5 passengers/sec in one direction on Haymarket Terrace would have to negotiate a bottleneck 18m long which is around 2.2m wide.



Haymarket station; existing access via Dalry Rd and Haymarket Terr (off-peak)

² The proportion accessing the station cannot be confirmed, but it is likely to be very high.

Safety

The Council has reviewed its Road Safety data from December 2009-12 for areas around both Waverley and Haymarket stations. At Waverley, although there were 32 accidents involving pedestrians, cyclists, and bus users, it is not possible to distinguish those accidents involving station users from those associated with the many other destinations in the area.

At Haymarket, the station is a primary (but not the only) source of movement in the area. Data indicates 17 accidents involving pedestrians or cyclists in 3 years, even though for much of the period local traffic flows were constrained by Tram construction works.

Station/road network interface

Recent improvements significantly enhanced access within the stations. They include:

- Waverley; installation of lifts and/or escalators serving Waverley Steps, Market St, and Calton Road. It is now a 'step free' station.
- Haymarket; redeveloped during 2012-13. New entrance on Haymarket Terrace, but access to/from the station essentially unchanged.

These improvements highlight the contrast with some of the routes to and from the stations. Indeed, the inadequacies of some routes constrain the benefits of improvements within the station. The Council's proposals to improve the routes will have the following benefits:

- An improved environment
- Better local air quality (by facilitating sustainable travel to/from the stations)
- Better road safety

Changes in passenger satisfaction associated with these factors are, however, unquantifiable, and would probably not be the major driver of demand. There is no database quantifying the detailed relationship between environment, access, and patronage. Passenger satisfaction surveys focus on train/on station data (National Passenger Survey/Passenger Focus surveys may also be inappropriate due to small samples at some locations).

The Passenger Demand Forecasting Handbook offers uplift values for environmental improvements mainly relating to cleanliness, passenger information, waiting facilities and security. It does not, therefore, address the issues of physical access which concern this bid. However, improving the passenger experience of local air quality, and road safety, will have a positive qualitative impact. There will be no impact on ongoing costs to the rail industry or its funders.

4. Objectives

The Council's Public and Accessible Transport Action Plan states: 'During this PATAP, physical integration issues will focus on Waverley, Haymarket, Edinburgh Park and Edinburgh Gateway. The Tram will add significant capacity at Haymarket; bus connections are critical at Haymarket and Waverley.' A theme that emerged from consultation in early 2013 on the Action Plan was that access to these stations, particularly by Active Travel, needs to improve.

It sets out the following actions:

W7v Review and upgrade pedestrian and cycle routes to Haymarket Station and, if feasible, increase the number of access points

W7v2 Review and upgrade bus stops at Haymarket Station

W8 Review and upgrade pedestrian and cycle routes to Waverley and upgrade the access points, particularly underused routes

W8v Review and upgrade bus stops at Waverley

E1 Complete a wayfinding audit (Tram, bus, walk, cycle) on access routes to/from Edinburgh Gateway, Edinburgh Park, Haymarket and Waverley stations, and implement recommended actions

E2 Identify interventions needed at Edinburgh Gateway, Edinburgh Park, Haymarket and Waverley stations to accommodate predicted long term growth

C59 Work with rail industry to provide/improve bike parking at stations/bike hubs

The objectives of the schemes comprising the Council's bid to the Scottish Stations Fund are:

to complete the actions set out above at Waverley and Haymarket.

The timescale for completion is 2018.

5 Option generation, sifting and development

In 2010 the **Haymarket** Urban Space Initiative Short Term Working Group, comprising representatives of the Scottish Government, Transport Scotland, Network Rail, the Council's Planning and Transport functions, and the developers of the former Morrison Street Goods Yard (immediately south-east of Haymarket station), considered options for improving the Haymarket area, emphasising better basic conditions for pedestrians and cyclists. In December 2010 it published the Haymarket Urban Space Initiative (HUSI) report, describing Options ranging from minimal interventions to comprehensive change.

The Short Term Working Group then developed the Options for improving the area around Haymarket Station. This focussed on incremental changes that could be delivered to address, in the first instance, the principal pedestrian movements between

the station and the city centre. Further work confirmed the feasibility of creating improved and additional public space around the station, including a second access. Broad costings for raising ground levels and the bridge parapet were prepared, and published in July 2011³.

Option 1b is the easiest to achieve, and costs under £3m whereas the others are between £10m and £20m+. Option 1b is concerned with station access, whereas the other Options are not limited to access improvements. Furthermore, the cost of the Options other than 1b is very high relative to the total SSF budget. They have therefore been excluded from further consideration, and 1b comprises the basis of this application. This does not preclude further enhancements associated with wider regeneration objectives at a later date. To maximise its benefits, the bid also seeks to reduce local traffic volumes, enhancing access by sustainable modes.

During 2012-13 Network Rail redeveloped the station to accommodate the expected doubling in passenger numbers. This project focussed on access and pedestrian circulation issues within the station to a defined budget, within EGIP. The completion of work at the station leads to a refocusing on equivalent issues around it.

Planning and construction is more advanced at **Waverley**. A scheme driven by the requirement to exclude some vehicles from the station was required on Waverley Bridge and Market Street; detailed options were considered during its development. In order to meet deadlines determined by Network Rail/Transec, some aspects of the work have already been completed. The Council also commissioned a study by Halcrow to examine other routes to Waverley, in effect completing part of Action E1, the wayfinding audit to/from Waverley (Appendix 2). (This has not yet been carried out at Haymarket.)

Many of the proposals developed by Halcrow are very specific and only one option is available (e.g. installation of a double arrow sign). However, options allowing for signage decluttering will be refined during scheme development. The most significant variation from Halcrow's proposals is the decision not to adopt one-way operation on Calton Rd (it introduced some risks and disbenefits to the station). Nevertheless, there will be significant improvements to cyclist and pedestrian access including footway widening on Calton Rd, and facilitating right turns by cyclists onto Leith St. Network Rail plans to establish a Cycle Hub at the Calton Rd entrance to Waverley.

6. Costs

The total programme cost is £4,182,350, of which £3,060,750 is requested from the Scottish Stations Fund (detailed in Sections 7 and 8 below). Planning for detailed work

³ Haymarket Urban Space Initiative Short Term Working Group. Outcome Document (2) (Final Draft) 1/7/2011

at Haymarket is not as far advanced as it is at Waverley; costs are therefore not so detailed.

The third party funding (which the SSF requires of any proposal); has a total value of £1,121,600. At Waverley it comprises:

- £1,000,000 from the Council for works on Waverley Bridge and Market St
- £14,000 cost of Halcrow study, met by the Council
- £7,600 pedestrian provision (e.g. dropped kerbs, tactile paving); funded by the Council

The Council will also carry out detailed design and other work in-house; this cost has not been quantified, but will be met by the Council. The Council’s contribution at Haymarket consists entirely of detailed design and related work in-house.

Further contributions from local development via Section 75 have been considered. The only imminent development at either station is at Haymarket (Morrison Street), where a mixed use commercial development has begun. The Council has secured £100,000 towards a pedestrian crossing to link the site to the north side of Dalry Road. Given the extensive high quality public realm work associated with the development, mainly within the site, the Council did not seek an additional contribution to wider public realm improvement at Haymarket.

Further financial contributions or public realm improvements may be secured in future. For example close to Waverley the Caltongate development opportunity comprises a major office, residential, hotel and other leisure development. Such contributions cannot be quantified or secured in the short term, but allow for future further improvement. Nevertheless, the scale of development will place further demand on access routes to and from the station.

7. Bid part 1 Waverley

The bid is largely based on the ‘Waverley Station Access Study’ by Halcrow. Some of its recommendations were amended during Option sifting (see above).

Item	Purpose of intervention	3 rd party contribution	Net cost
Waverley Bridge, Market Street and other pedestrian infrastructure	Improve access for pedestrians and cyclists, access for disabled persons, reduce traffic conflicts		£1,007,600
Pedestrian Signage	Signage (as set out by Halcrow)		£5,750
3 ‘you are here’/	Information, wayfinding		£90,000 (3

Navigator style signs			items)
Cycle Signage; as set out by Halcrow	Information, wayfinding		£500
Cycle and pedestrian infrastructure on Calton Rd	Calton Rd options redefined		Currently estimated as £100,000
Road Signage; as set out by Halcrow	Information, wayfinding		£5,000
Footway widening at westbound bus stops, Waverley Steps. Needs agreement with Princes Mall for building over roof	Improve access for pedestrians, bus users travelling to/from station. Reduce conflicts with other pedestrians.		£100,000
Halcrow study	Identify essential improvements		£14,000
Detailed design	Design solutions		Unquantified
Total			£1,322,850
Halcrow study		£14,000	
Detailed design		Unquantified	
Waverley Bridge, Market Street and other pedestrian infrastructure		£1,007,600	
Total Offsets		£1,021,600	

8. Bid part 2; Haymarket

Based on Option 1b identified by the Haymarket Urban Space Initiative Short term Working Group, with additional emphasis on reducing traffic volumes.

Item	Purpose of intervention	Net cost
Task 1 works: <ul style="list-style-type: none"> • Demolish existing wall between public space and rail corridor • Modify existing Starbucks terrace area • REDACTED (Commercial reference) • Relocate ATM machine • Install new metal pedestrian deck to form hard-standing linking station forecourt-Dalry Rd 	<ul style="list-style-type: none"> • Create additional pedestrian space • Especially providing new route on main desire lines 	£1,259,500 (2011 figure [£1,145,000]+10%)

<p>Task 2 Traffic reduction and other improvements in wider area:</p> <ul style="list-style-type: none"> • Signalling, signing, satnav and routing alterations • Consider traffic routes at Haymarket • Dalry Rd, increase and improve footway space, bus/cycle lanes where gaps at present • Morrison St widen footway/cycle lanes • Haymarket Terr to west: cycle and pedestrian improvements as part of the Council's Family Network, with amended bus priority. • Dalry PI ped/cycle route towards south east • W Maitland St/Shandwick PI • Grosvenor St/Palmerston PI/Rosebery Cr; cycle facilities? • Wayfinding audit 	<ul style="list-style-type: none"> • Reduce traffic flows in Haymarket area, enhancing environment for sustainable transport users • Enhancing environment for sustainable transport users • Improve facilities for pedestrians, cycling • Improve wayfinding 	£1,600,000
Total		£2,859,500
Offsets:		
Design work, cycle budget		Unquantified
Tiger Developments		£100,000

Total Waverley		£1,322,850
Total Haymarket		£2,859,500
Total Offsets		-£1,121,600 plus cost of detailed design work
Total bid		£3,060,750



Haymarket station; site of proposed decking

There will be no impact on network and service operations at either station. This has been noted by First Scotrail. As indicated above, the impact on customers and patronage is likely to be positive but indirect.

The project promoter, the City of Edinburgh Council, is the relevant roads authority. As noted above, pedestrian traffic is predominantly station-related (varying from over 50% to 71%), but almost all of the works are on the public highway, except:

- the extension of the footway over Princes Mall.
- the installation of a deck over the railway at Haymarket.

The bid does not facilitate any station improvements that Scotrail is required to implement under the franchise agreement.

The proposal has little relationship to branding. However, signs including the National Rail double arrow will be installed where relevant, as recommended in 'Accessible Train Station Design for Disabled People: A Code of Practice' Version 03 (November 2011).

The proposal has no impact on SQUIRE requirements.

First Scotrail has welcomed the Council's proposals, noting they improve provision for passengers and potential passengers by making access to two major Scottish stations safer and more attractive. It is happy to work with the Council and assist in any way it can to help achieve the project objectives.

9. Alignment with local, regional and national priorities

This proposal complies with the Council's PATAP, ATAP, and Local Transport Strategy. The relevant references in the PATAP and ATAP are set out in section 4 above.

The LTS includes, inter alia, policies

- 'Walk 1: The Council will seek opportunities to improve pedestrian facilities and consider partial or complete pedestrianisation in appropriate streets with high levels of economic and pedestrian activity.'
- 'Int2: The Council regards the existing physical integration between Waverley Station and the existing bus stops as essential to the successful operation of the Station and the 22.5 million passengers who use it every year, and will work to improve the existing stop provision.'

The overall aim for public transport is 'To facilitate an integrated, safe, modern, sustainable public transport system that provides effectively for all major medium and longer distance journeys to, from and around Edinburgh, which is accessible to all.'

'We will work with the rail industry on access to rail stations, including seeking to safeguard taxi access and improving provision for cycle storage. We will work with Network Rail to improve the streets around Waverley station, with particular emphasis on pedestrian and cyclist access to the station.'

The Council's aspirations for Waverley and Haymarket stations and their contribution to region and city-wide planning and transport objectives are described in its development plan.

SEStran's Regional Transport Strategy seeks to deliver, inter alia, the following:

- Key connectivity on the transport networks
- Improved public transport
- Encouragement of walking and cycling
- A reduction in car dependency
- ...improve opportunities for those with mobility difficulties...
- Reduction of greenhouse gas emissions
- Improved road safety

Policy 19 Where improvements in accessibility are...required, the RTS will seek... these by enhancing conditions for pedestrians, cyclists and public transport users

Policy 23 Schemes that improve the accessibility by public transport, walking and cycling of key development areas will be afforded higher priority.

Policy 24 The RTS will prioritise interventions that promote the use of more sustainable modes...

Topic 24; Improved pedestrian and cycle access to major stops, stations and interchanges

Topic 25; Improved infrastructure at bus stops

The relevant national priorities are the strategic railway services outcomes set out by the Scottish Government:

- Improving journey times and connections
- Reducing emissions
- Improving quality, accessibility and affordability

This proposal impacts on the first (by improving bus connections) and third of these. It makes access by walking, cycling, and public transport more attractive and convenient.

10. Appendices

A1. Station Access Assessment

The SSF guidance refers to the Network Rail publication 'Investment in stations; a guide for promoters and developers' (May 2011) which states '...a transport needs assessment will... consider issues such as proximity to local public transport provision, access to existing local roads...'. It refers to 'Accessible Train Station Design for Disabled People: A Code of Practice' Version 03 (November 2011) which states:

C1. Locating and approaching the station

- Station operators are encouraged to work with local authorities to ensure that stations are clearly and consistently signposted at street junctions, especially on pedestrian routes between public transport facilities.
- It is recommended that pavements provide a 2000mm obstacle-free, clear passage and have a maximum cross-fall of 2.5%.
- Where it is necessary to introduce occasional narrowing of the footway to avoid existing obstructions (for example, trees) the restricted width should not be less than 1000mm and should extend no more than 6000mm.
- Pavements should have a good level of slip resistance, with a smooth consistent texture and should have a well-defined kerb edge.
- Paving slabs should have an even surface to avoid the risk of tripping and be smooth enough for wheelchairs.
- Lighting should be even and consistent.
- The buildings and accessible entrances should be prominently signposted and the 'double arrow' railway logo should be displayed near to the main building, so that passengers can find the station easily. It is recommended that local

authorities use the 'double arrow' railway logo to accompany pedestrian signage....It should be displayed at, or near, all entrances to stations....

- Obstructions should be minimised, with any unnecessary street furniture removed and the remaining facilities grouped together.
- Where bollards are necessary to separate and protect pedestrian areas, they should be consistently spaced away and from the general lines of pedestrian travel.
- Particular care should be taken to ensure bollards can be seen by visually impaired people. Bollards should be a minimum 1000mm high, should, ideally, be of a colour which contrasts with their surroundings and should have a prominent, colour-contrasting top or band within the top 33% of at least 150mm width.
- Bollards should never be linked with a chain or rope.
- It is recommended that bollards contain a light fitted with louvres (to direct the light downwards to prevent glare) if they are placed in areas that are dark at night.
- Temporary street furniture such as A-boards and street-café tables should be controlled to maintain free passage and be located in accordance with Section 137 of the Highways Act 1980. Street furniture should also contrast with surroundings to aid people with visual impairments.
- If feasible, drainage gratings should be positioned beyond the boundaries of the access route. Gratings within an access route should be set flush with the surrounding surface. Slots in gratings should not be more than 13mm wide and should be set at right angles to the dominant line of travel. The diameter of circular holes in gratings should not be more than 18mm.

A2. Halcrow report

Document previously submitted separately to Infrastructure and Capital Investment Committee.

Edited out here for Committee to save file space.

A3. Haymarket data; from Haymarket Urban Space Initiative Short Term Working Group Output Document 10/12/10

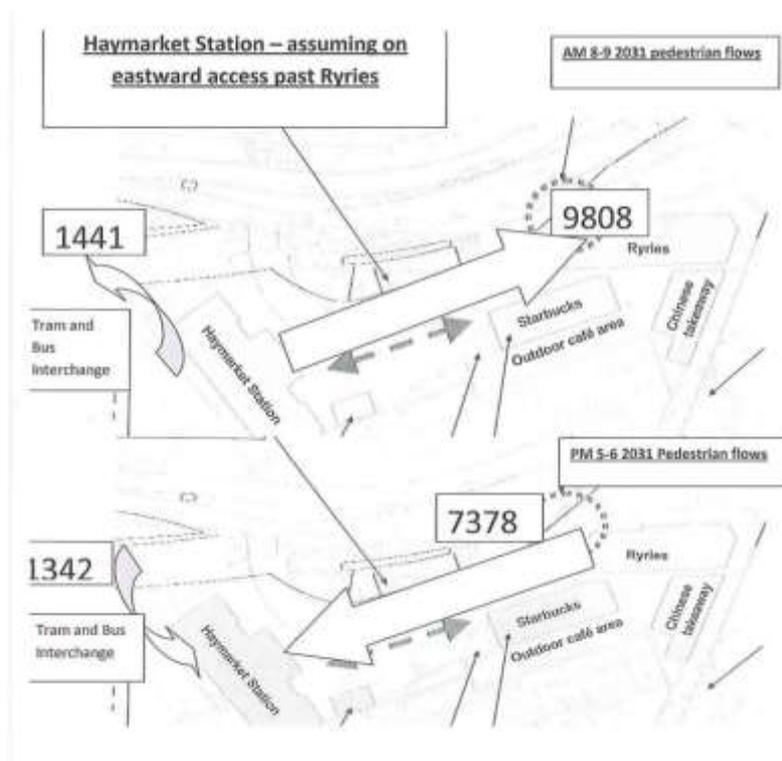
The maps below show predicted future morning and afternoon pedestrian flows to/from the station. Development on the adjacent Morrison St site has been scaled back since this modelling was carried out, but the data indicates the scale of future demand.

Haymarket rail patronage is predicted to increase from 4 million passengers to 8-9m/yr by the mid 2030s. 13% of station users are projected to head towards the tram, approx. 42% towards the Morrison St site and 45% to Shandwick Place.

In the peak hour 87% (9,808) of the emerging passengers are predicted to head east towards the city centre; 20% (1,990) of these towards Shandwick Place and 80% (7,818) up Morrison Street towards The Exchange financial district.

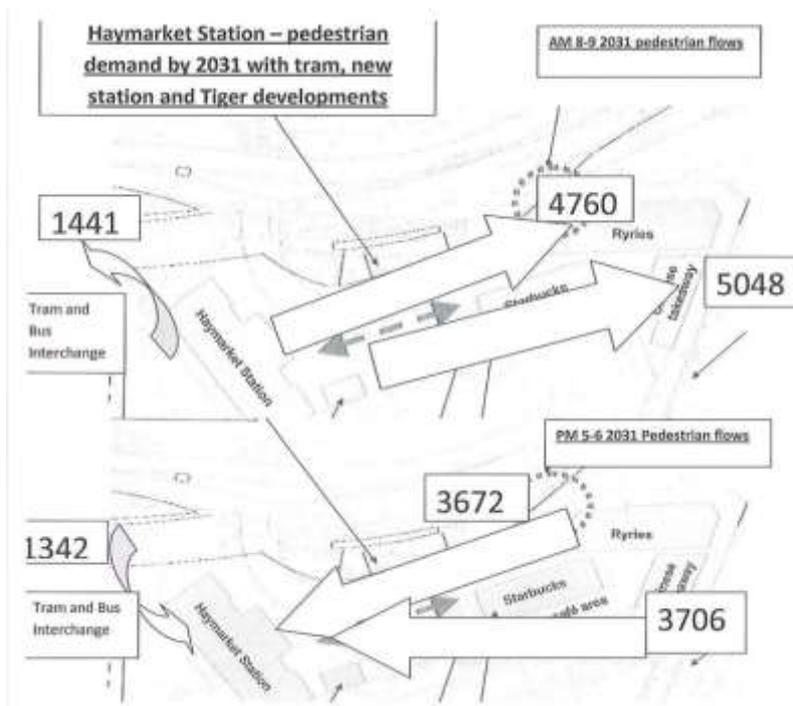
From Haymarket Pedestrian Facilities March 2007 (Halcrow); Aggregated flows past Ryries

Upper map 8:00-9:00am ped flows in 2031. Lower map 17:00-18:00 ped flows in 2031



From Haymarket Pedestrian Facilities March 2007 (Halcrow); Disaggregated flows past Ryries

Upper map 8:00-9:00am ped flows in 2031. Lower map 17:00-18:00 ped flows in 2031



A4. STAG reporting

Transport Scotland’s guidance on bids for Station Improvements (29 November 2012) indicates that ‘if applicable the promoter should provide a proportionate STAG appraisal’. This bid has been set out in compliance with STAG, although it is not considered that an extensive STAG assessment, beyond pre-appraisal, is appropriate.

Pre-Appraisal

Analysis of Problems and Opportunities

See Section 3 ‘Problems and Opportunities’, which sets out this analysis.

Objective Setting

See Section 4 ‘Objectives’. The objectives reflect the Council’s Public and Accessible Transport Action Plan. This was developed from 2011 onwards following an initial stakeholders’ workshop, followed by extensive detailed development within the Council. A consultative draft was approved by the Council in January 2013.

This was circulated to key stakeholders for comment. A clear message from this consultation was that access to stations, particularly by Active Travel, needs to improve. In light of this consultation, the PATAP plans for improving station access were refined, resulting in objectives set out in this bid. These were reported to the Council in August 2013, and hence subject to further public scrutiny; and approved.

A broad outline of the Waverley programme has also been discussed with a subgroup of Edinburgh’s Transport Forum (comprising experts, interested parties and citizens to give a voice to stakeholders and users of the city’s transport).

Option generation, sifting and development

See Section 5 'Option generation, sifting and development'. At Waverley, the options developed were appraised against a do-minimum option which would comprise a marginal improvement on the status quo (e.g. ensuring tactile paving at all dropped kerbs). However, this clearly does not meet the objectives, which require more substantial improvement. Smaller-scale improvements on a scalable range could comprise an alternative approach to those set out in the bid. However, these evidently would not meet the aspirations of respondents to consultation on the Council's PATAP regarding improved access to stations.

Some detailed option sifting can continue as the programme is implemented, for example allowing for signage decluttering.

At Haymarket, another level of option generation, sifting and development also took place. As set out above, the Haymarket Urban Space Initiative Short term Working Group, previously developed various options for improving at Haymarket. The cost of most of these (£10m, rising to £20m+) caused them to be excluded. The options proposed in this bid, therefore, are based on the lowest cost option, with an additional component of reducing local traffic volumes. This delivers significant benefits, at relatively low cost.

As indicated above, it is not considered that STAG assessment beyond pre-appraisal is appropriate.

**City of Edinburgh Council
June 2015**