Why Are We Here?

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Stations Are At Times Dislocated & Literally On The Wrong Side Of The Tracks & Roads
They Can Lack A Sense Of Gateway
They Can Suffer From Poor Functionality
A Station Has To Be More Than Just Engineering

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All Of Their Gears Have To Mesh With Their Host Community
It’s Fundamentally About People & Placemaking To Harness Sustainability & Economic Impact – There Is A Lot Of Good Guidance
Stakeholders and context have to define the scope.
To Step Beyond Silos, Blur Boundaries & Create Win-Win Solutions For Everyone
Collaborative Walking Workshops Can Resolve Challenges And Harness Opportunities

- Development potential - Could a station access point be created?
- Access point to Trinity Centre
- Pedestrian desire line
- Trusses create visual & physical barriers
- Station hall roof relatively invisible
- Current access to Station lacks clarity
- Existing pavilion has some presence on Guild Street, could this be enhanced?
- Existing canopies in dilapidated condition now removed
- Pedestrian routes are concealed & intimidating
- Former Station access
- Diagonally lined

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We Must Resolve Issues Around Connectivity And Modal Shift

Drop Off
1. Drop off in the northern carpark accessed off Burghmuir Road (A9). 2. Drop off in northern car park accessed off Goosecroft Road. 3. Drop in shared but managed layby on the station forecourt. 4 & 5. Variously sited Drop off in southern car park accessed off Burghmuir Road (A9)

Pedestrian Desire Lines
1. Access to northern carpark via extended forecourt. 2. Access to City Centre over traffic calmed speed table. 3. Uninterrupted access to 'spikey' bridge via extended pedestrian realm on southern forecourt. 4. Uninterrupted access to bus station via extended pedestrian realm on southern forecourt. 5. New covered pedestrian access to southern & southernmost carparks, potentially connecting to existing pedestrian network beyond Craigs Roundabout.

Taxis
1. Dedicated Taxi loop situated in northern carpark area accessed off Goosecroft Road. 2. Taxi loop to northern forecourt accessed off Goosecroft Road. 3. Taxi loop to southern carpark north of 'Spikey' bridge accessed off Burghmuir Road. 4. Taxi loop to southern carpark south of 'Spikey' bridge accessed off Burghmuir Road.

General Parking
As We Must, Sequencing And Phasing

**OPTION 1**

**CONCOURSE LEVEL**
1. Establish site compounds, erect hoardings. Maintain existing passenger access and ensure fire escape routes.
2. Relocate ticket machines to area B.
3. Take down travel centre partitions to open up ticket office to concourse.
4. Erect new roof over stairs to platforms 2 & 3, working from outside.
5. Construct prefabricated steel stairs over existing, working out with station hours.
6. Erect hoardings and temporary roof to form safe and secure passenger access corridor.
7. Take down entrance canopy.
8. Construct extension adjacent ticket office and columns to support new concourse roof on line A.
9. Crane in new roof structure spanning between A & B.
10. Complete all concourse works maintaining passenger access and safety at all times.
11. Complete all concourse works maintaining passenger access and safety at all times.
12. Reconfigured forecourt as a temporary arrangement pending future pedestrian bridge/Muir Street improvement works.

**PLATFORM LEVEL**
13. Remove staff parking.
14. Establish site compound at north end of platforms 2 & 3.
15. Site access for construction traffic and emergency vehicles to be via controlled existing ramped access from Muir Street. Passengers safety at platform 3 will require permanent safety officer controlling site traffic.
16. Relocation of staff lockers, etc., and refurbishment works to be planned to suit staff operations and safeguard passengers at all times (working out of station hours as necessary).
17. Cross over area works (removal of waiting screens, new doors, etc.) to be planned to avoid disruption to passenger access and with safety barriers and out of station hours working as necessary.
18. Reconfigured forecourt as a temporary arrangement pending future pedestrian bridge/Muir Street improvement works.

**OPTION 2**

**CONCOURSE LEVEL**
1. Remove station smoke bar.
2. Establish site for preparatory civil construction works for extension of the forecourt platform to accommodate the station extension. Construction access via forecourt and ramped access road to platform 3 from Muir Street.
3. Passenger and staff safety to be maintained at all times and establish fire escape routes.
4. Establish station extension construction site on completion of civil works.
5. Open up retail unit to provide temporary station access and establish parallel safe corridor to separate construction site from circulation.
6. Remove existing canopy and roof over concourse.
7. Carry out construction works including column installation on lines A & B for the roof construction. Crane in roof structure and complete concourse roof and glazing.
8. Complete concourse new entrance and screen, installations, finishes, etc. and new accommodation construction/fit out.
9. Remove hoardings to allow access via the new entrance and concourse. Hoarding on line B repositioned to complete retail and cycle hub accommodation.
10. Reconfigured forecourt as a temporary arrangement pending future pedestrian bridge/Muir Street improvement works.

**PLATFORM LEVEL**
- (to commence on completion of preparatory civil works as above)
1. Remove staff parking.
2. Site establishment at north end of platforms 2 & 3.
3. Site access for construction traffic and emergency vehicles to be via the existing ramped access from Muir Street. Passengers safety at platform 3 will require permanent safety officer controlling site traffic.
4. Relocation of staff lockers, etc., and refurbishment works to be planned to suit staff operations and safeguard passengers at all times (working out of station hours as necessary).
5. Cross over area works (removal of waiting screens, new doors, etc.) to be planned to avoid disruption of passenger access and with safety barriers and out of station hours working as necessary.
6. Bollard removal and platform resurfacing to be phased to suit station operations and passenger access.
7. Reconfigured forecourt as a temporary arrangement pending future pedestrian bridge/Muir Street improvement works.
PHASE 1
1. Remove staff parking from platforms. Establish temporary ScotRail facility off station.
2. Fit out vacant building on platform 3 south as temporary staff / BTP accommodation with additional portacabin accommodation as necessary.
3. Establish site compound, erect site offices including temporary essential rail staff accommodation on platform 3 north. Decant staff to temporary accommodation.
4. Erect hoarding around station buildings. Establish banksman’s control gate.

PHASE 2
5. Erect hoarding on line of corridor at concourse level to separate new building from existing accommodation which will be in operation during phases 1 and 2 to service passengers. Temporary portable toilet accommodation to be installed in the forecourt.

PHASE 3
6. Carry out demolition and construction of phase 1 of the new building.
7. On completion of phase 1 take down internal hoarding and connect existing with new build phase 1.
8. Establish site compound and erect hoardings for phase 2 – civil works – the extension of the forecourt.
9. On completion of phase 2 erect temporary passenger station access into phase 1 new build and install temporary ticket office and kiosk in new concourse.
10. Establish phase 3 site compound and erect hoardings including hoarding separating new build/existing.
11. Carry out demolition and construction of phase 3 of the new building.
12. Access station via new entrance/concourse and complete where temporary access removed.
13. Reconfigured forecourt as a temporary arrangement pending future pedestrian bridge/Muir Street improvement works.

Option 3 Phase 1

Option 3 Phase 2

Option 3 Phase 3

Option 3 Phase 4

To Ensure Ongoing Safety, Asset Protection And Continuous Operation

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We Must Work With Listed Buildings
We Need To Use Innovative Structures To Maximise The Development Envelope & Facilitate Buildability To Minimise Possessions
We Need To Make Sure That Stations Are Connected & Linked
Creating Intelligent Public Realm To Catalyse Footfall & Welcome Passengers

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We Have To Create The Right Retail, Food And Beverage Opportunities In The Right Places
Co-ordinating Residential Opportunities, Entrances And Emergency Egress
Creating Hotels, PRS, Leisure & Co-Living Opportunities

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Complimented by Office & Co-Working Spaces
With Functions Which Reach Out To The City
To Fix The Link Between Stations And Their Host Cities, Whilst Harnessing Development Potential Above & Around The Station

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Enhancing Connectivity From Platform To Street

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Creating A Gateway To The City, Celebrating A Sense Of Arrival, Via Highly Legible Places & Spaces
As Well As Departure
Stations Must Work in the Round Engaging with the City Around Them
Activating Streets, With Distinct Entrances For Each Function
Celebrating The Railway & Acting As A Gateway To The Network
Providing Passengers With A Great Experience 24 - 7, 365 Days A Year
Our Approach To Stations

Willie Watt  PPRIAS
Director
Nicoll Russell Studios
M:  07738 800415
T:  01382 778966

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