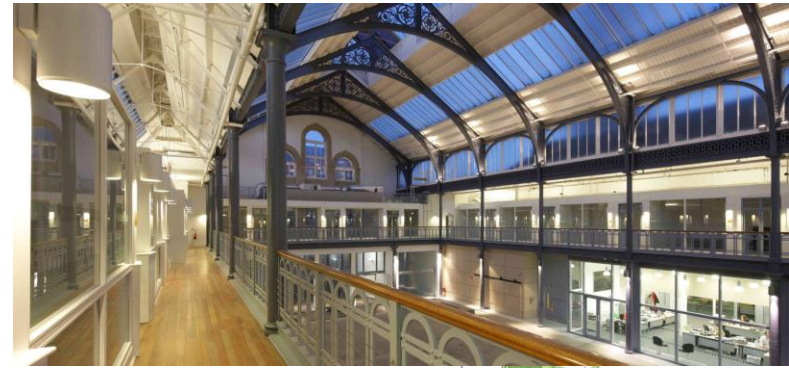
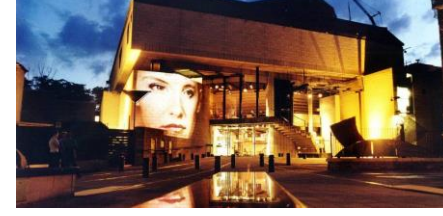
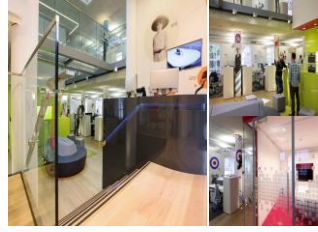
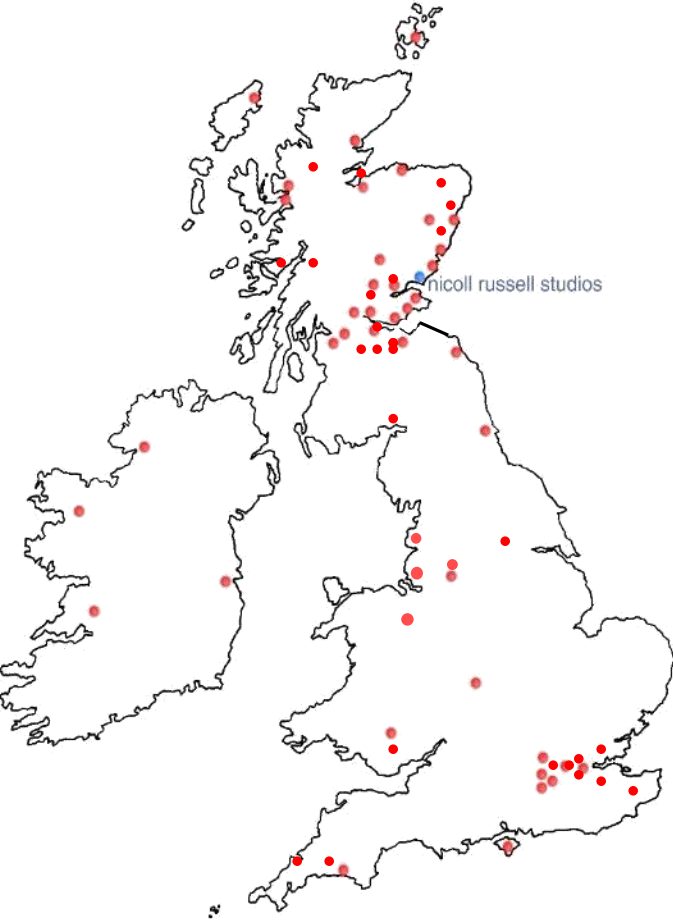


Why Are We Here?



 @nrsarchitects


nicoll russell studios
INTERIOR DESIGNERS · ARCHITECTS ·

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



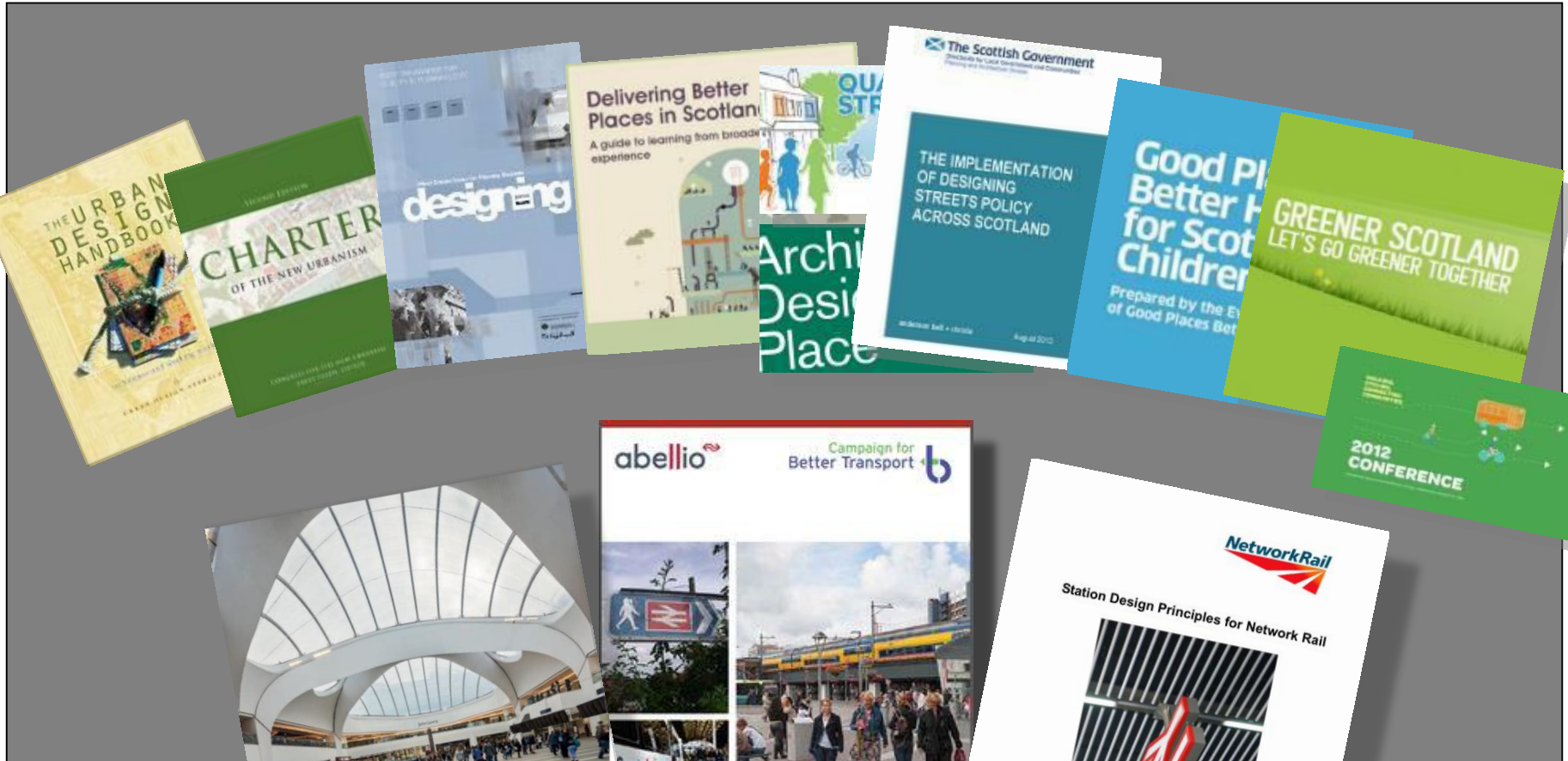
All Of Their Gears Have To Mesh With Their Host Community



- Nr Nursery
- Tr Training entity
- Sw Swimming pool
- Sp Sports facility
- D Dentist
- Doc Doctor
- Ac Accountants
- Ar Architect
- Fs Office/Financial services
- Li Light industry

Broughty Ferry
Services & local amenity

It's Fundamentally About People & Placemaking To Harness Sustainability & Economic Impact – There Is A Lot Of Good Guidance



Our Principles of Good Design



abellio Campaign for Better Transport



Fixing the Link
Making good the walking route from station to town centre

www.bettertransport.org.uk

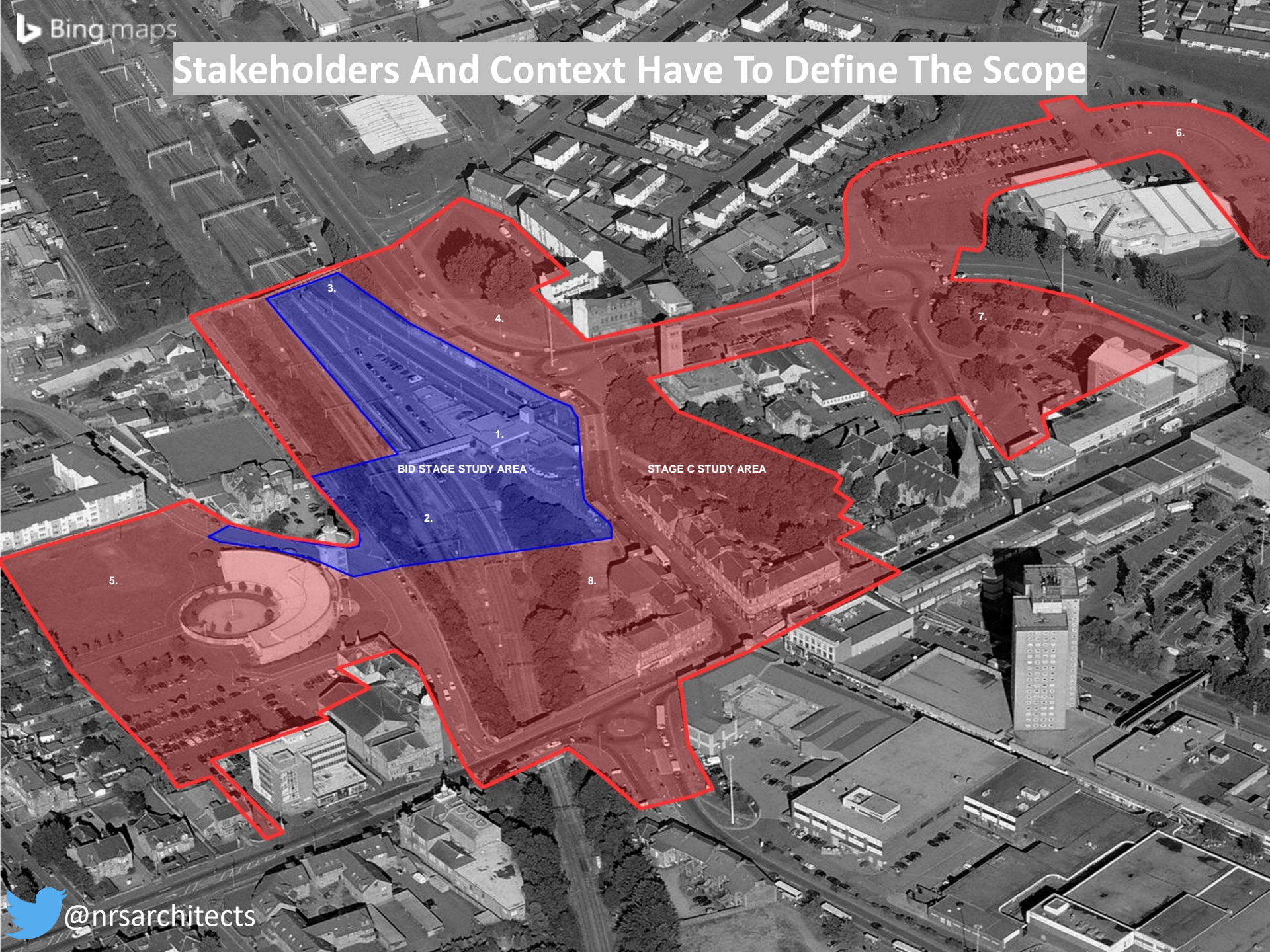
Network Rail

Station Design Principles for Network Rail



Document no. BLDG-SP10-002

Stakeholders And Context Have To Define The Scope



BID STAGE STUDY AREA

STAGE C STUDY AREA

To Step Beyond Silos, Blur Boundaries & Create Win-Win Solutions For Everyone



BID STAGE STUDY AREA

STAGE C STUDY AREA

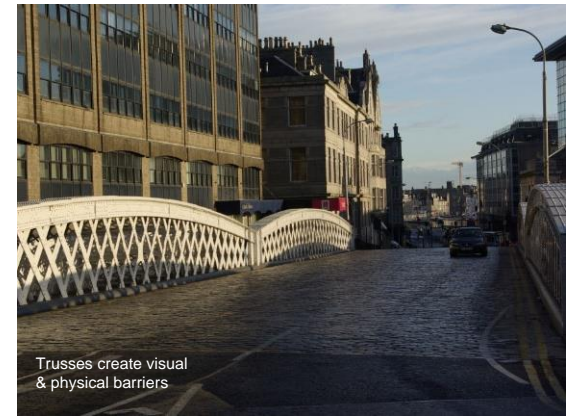
Collaborative Walking Workshops Can Resolve Challenges And Harness Opportunities



View from bridge looking East towards Union Square



View of bridge looking West towards Bridge Street



View of bridge looking Northeast towards Atholl House



View of bridge looking Northeast towards Atholl House



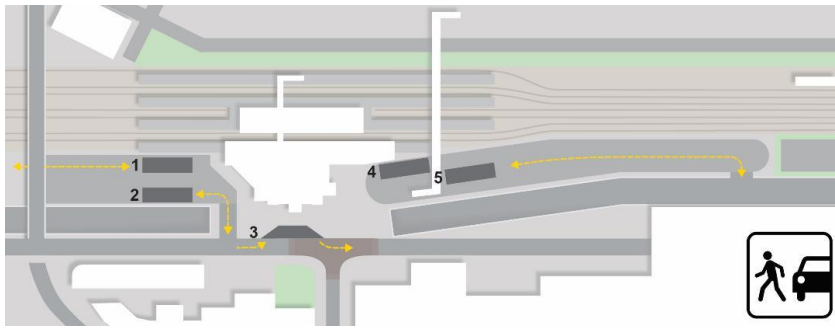
View from Bridge Street towards Guild Street looking East



View across Guild Street towards Union Square

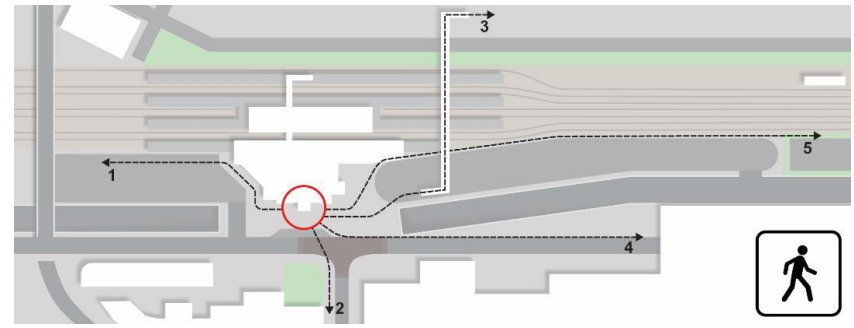
© Nicoll Russell Studios

We Must Resolve Issues Around Connectivity And Modal Shift



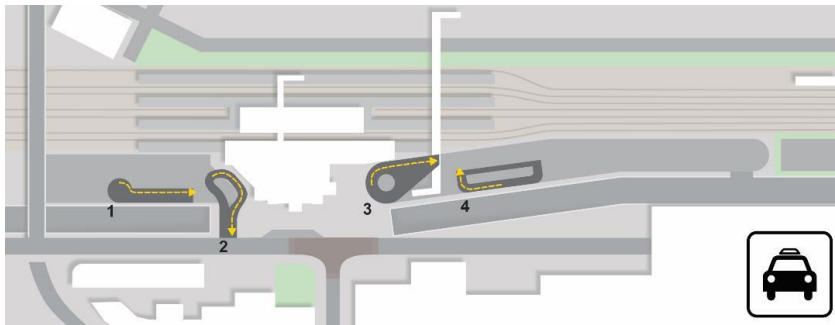
Drop Off

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 off in shared but managed layby on the station forecourt.
- 4 & 5. Various Drop off in southern car park accessed off Burghmuir Road (A9)



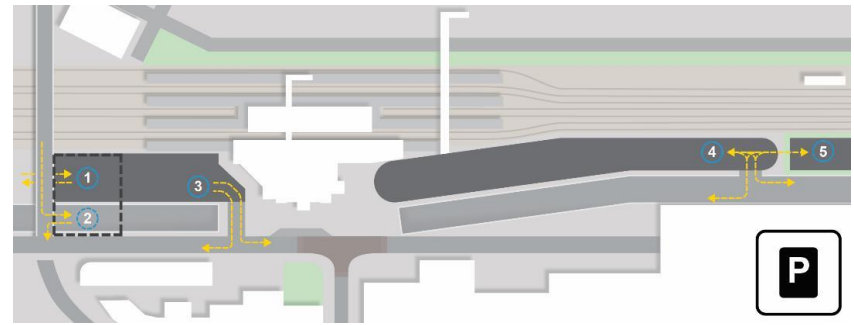
Pedestrian Desire Lines

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

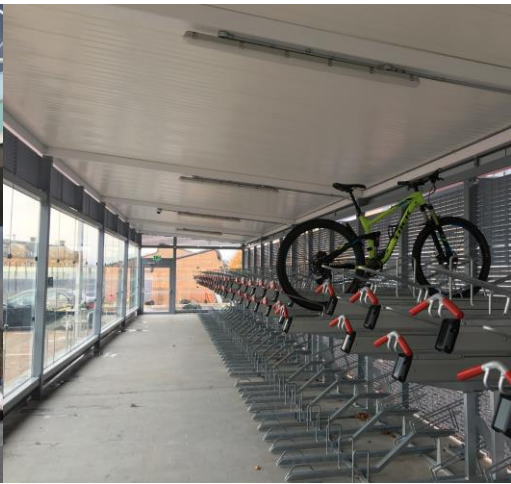
1. Dedicated Taxi loop situated in northern carpark area accessed off Goosecroft Road.
2. Taxi loop to northern forecourt accessed off Goosecroft Road.
3. Taxi loop to southern carpark north of 'Spikey' bridge accessed off Burghmuir Road.
4. Taxi loop to southern carpark south of 'Spikey' bridge accessed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



General Parking

1. Access to northern carpark off Burghmuir Road.
2. Access to decked northern carpark off Forth Place.
3. Access to northern carpark off Goosecroft Road.
4. Access to southern Car park off Burghmuir Road (A9).
5. Access to southernmost carpark off Burghmuir Road (A9)..

In All Their Forms



As We Must, Sequencing And Phasing

OPTION 1

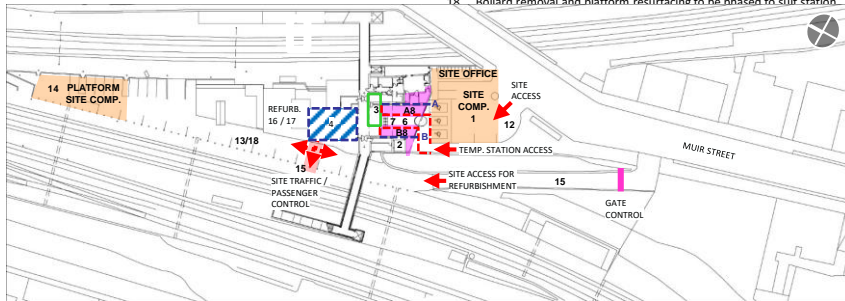
CONCOURSE LEVEL

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 roof over concourse working over safe passenger corridor.
11. Remove safe corridor and relocate passenger access via area B with separating safety hoarding to allow erection of automatic entrance door and installation of floor finishes.

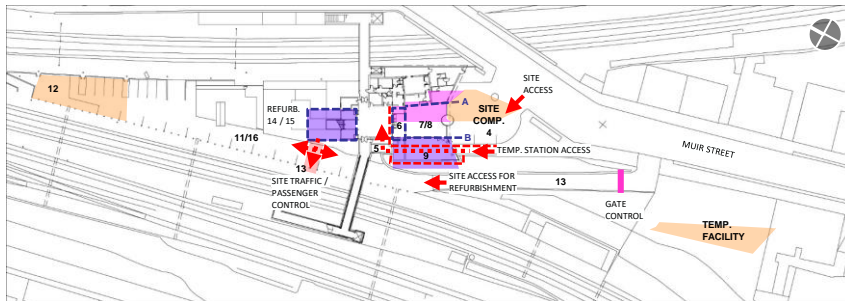
11. Complete all concourse works maintaining passenger access and safety at all times.
12. Reconfigured forecourt as a temporary arrangement pending future pedestrian bridge/Muir Street improvement works

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.
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. Bollard removal and platform resurfacing to be phased to suit station



Option 1



Option 2 Phase 2

OPTION 2

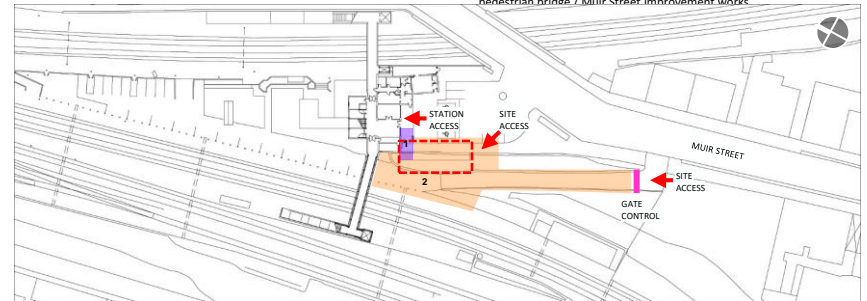
CONCOURSE LEVEL

1. Remove station snack bar
2. Establish site for preparatory civil construction works for extension of the forecourt platform to accommodate the station extension.
3. Construction access via forecourt and ramped access road to platform 3 from Muir Street.
4. Passenger and staff safety to be maintained at all times and establish fire escape routes.
5. Establish station extension construction site on completion of civil works.
6. Open up retail unit to provide temporary station access
7. Erect hoarding parallel to line of corridor to separate construction site from circulation.
8. Remove existing canopy and roof over concourse.
9. 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.
10. Complete concourse new entrance and screen, installations, finishes, etc. and new accommodation construction/fit out.
11. Remove hoardings to allow access via the new entrance and concourse.
12. Hoarding on line B repositioned to complete retail and cycle hub accommodation.

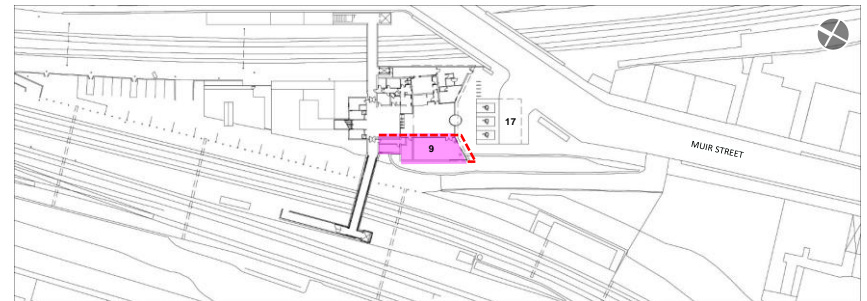
10. Reconfigured forecourt as a temporary arrangement pending future pedestrian bridge/Muir Street improvement works.

PLATFORM LEVEL (to commence on completion of preparatory civil works as 2 above)

11. Remove staff parking.
12. Site establishment at north end of platforms 2 & 3.
13. 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.
14. 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).
15. 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.
16. Bollard removal and platform resurfacing to be phased to suit station operations and passenger access.
17. Reconfigured forecourt as a temporary arrangement pending future pedestrian bridge / Muir Street improvement works



Option 2 Phase 1



Option 2 Phase 3

To Ensure Ongoing Safety, Asset Protection And Continuous Operation

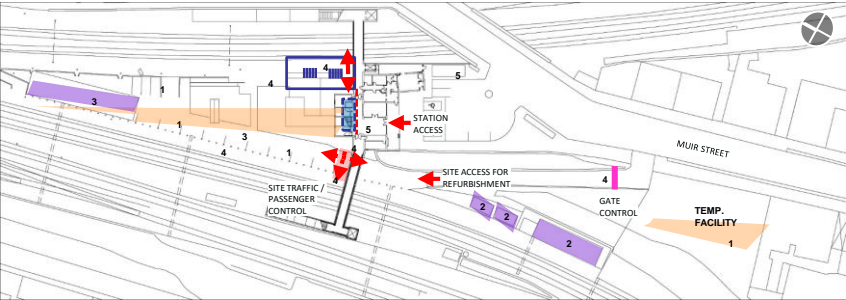
PHASE 1

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 bankman's control gate.

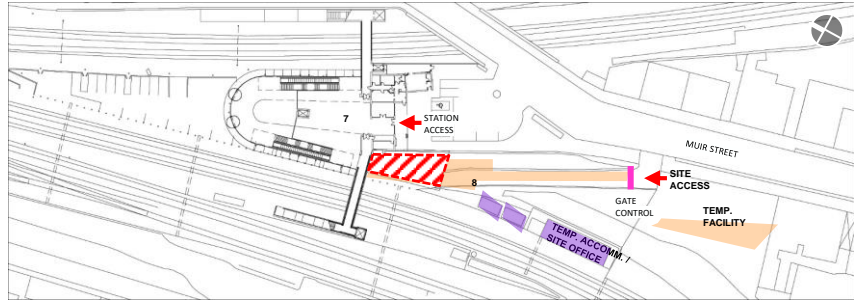
- Install temporary stair to platform 2 and create safe and secure passenger corridor with crash deck roof linking platforms 2 & 3. Passenger /site traffic control at platform 3 to be maintained during construction.
5. Erect hoarding on line of corridor at concourse level to separate new building from 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.
 6. Carry out demolition and construction of phase 1 of the new building. PHASE 2

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.
- PHASE 3**
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

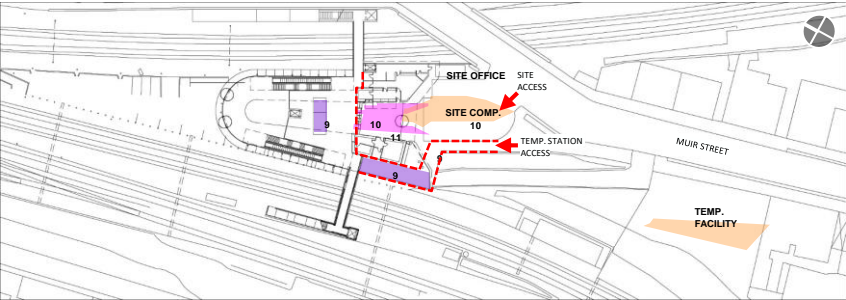
- separating new build/existing.
11. Carry out demolition and construction of phase 3 of the new building.
 12. Access station via new entrance/concourse and complete where temporary access removed.
 13. Reconfigured forecourt as a temporary arrangement pending future pedestrian bridge/Muir Street improvement works.



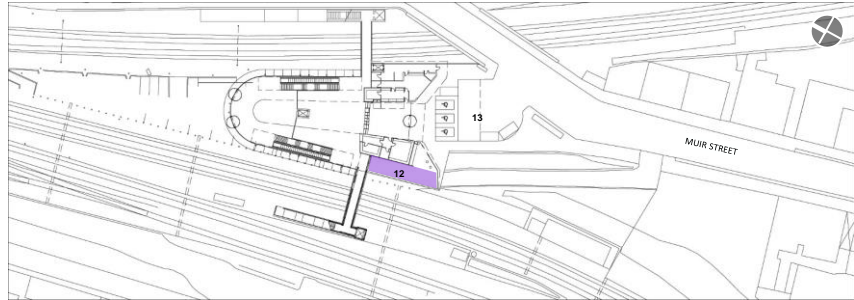
Option 3 Phase 1



Option 3 Phase 2

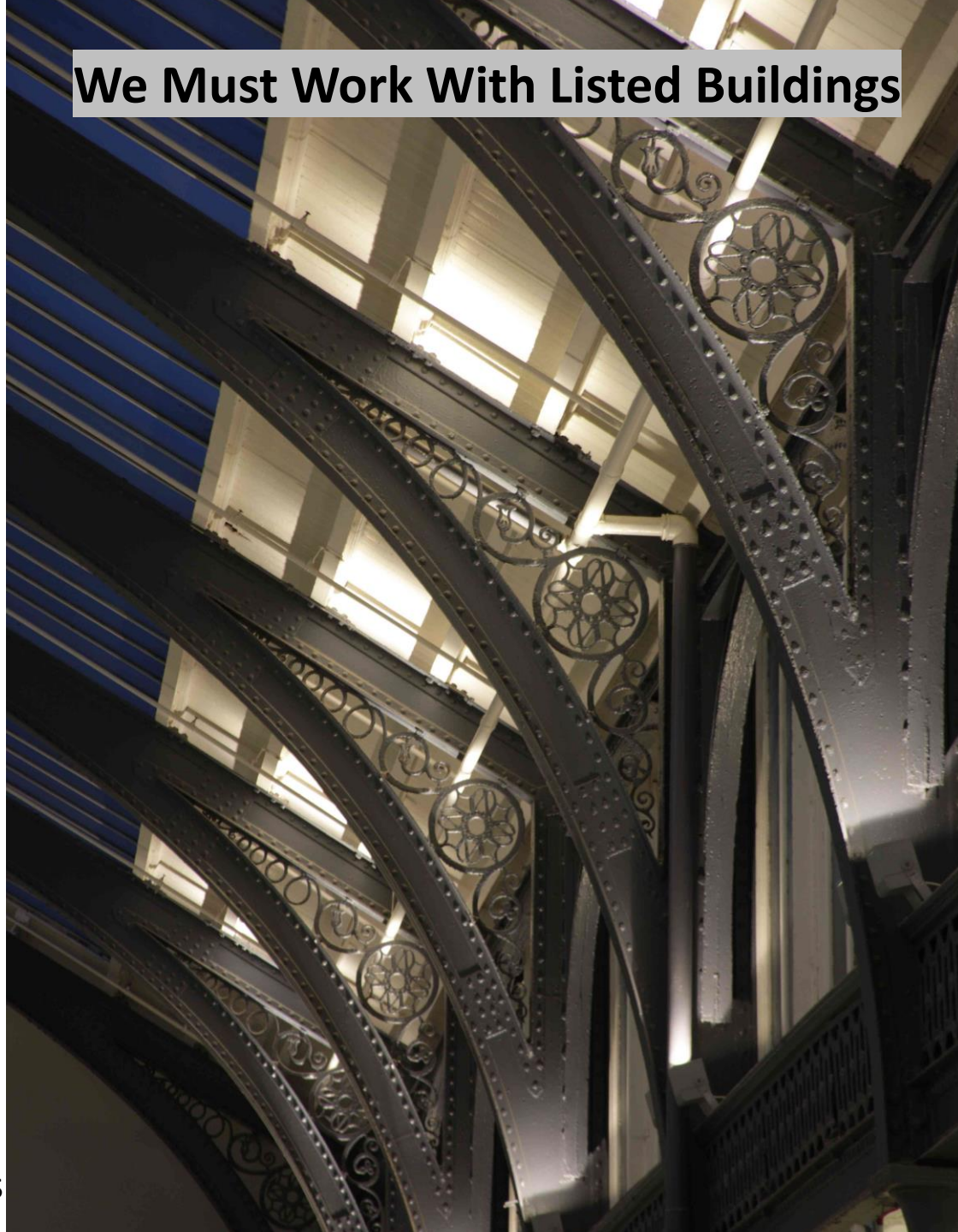


Option 3 Phase 3



Option 3 Phase 4

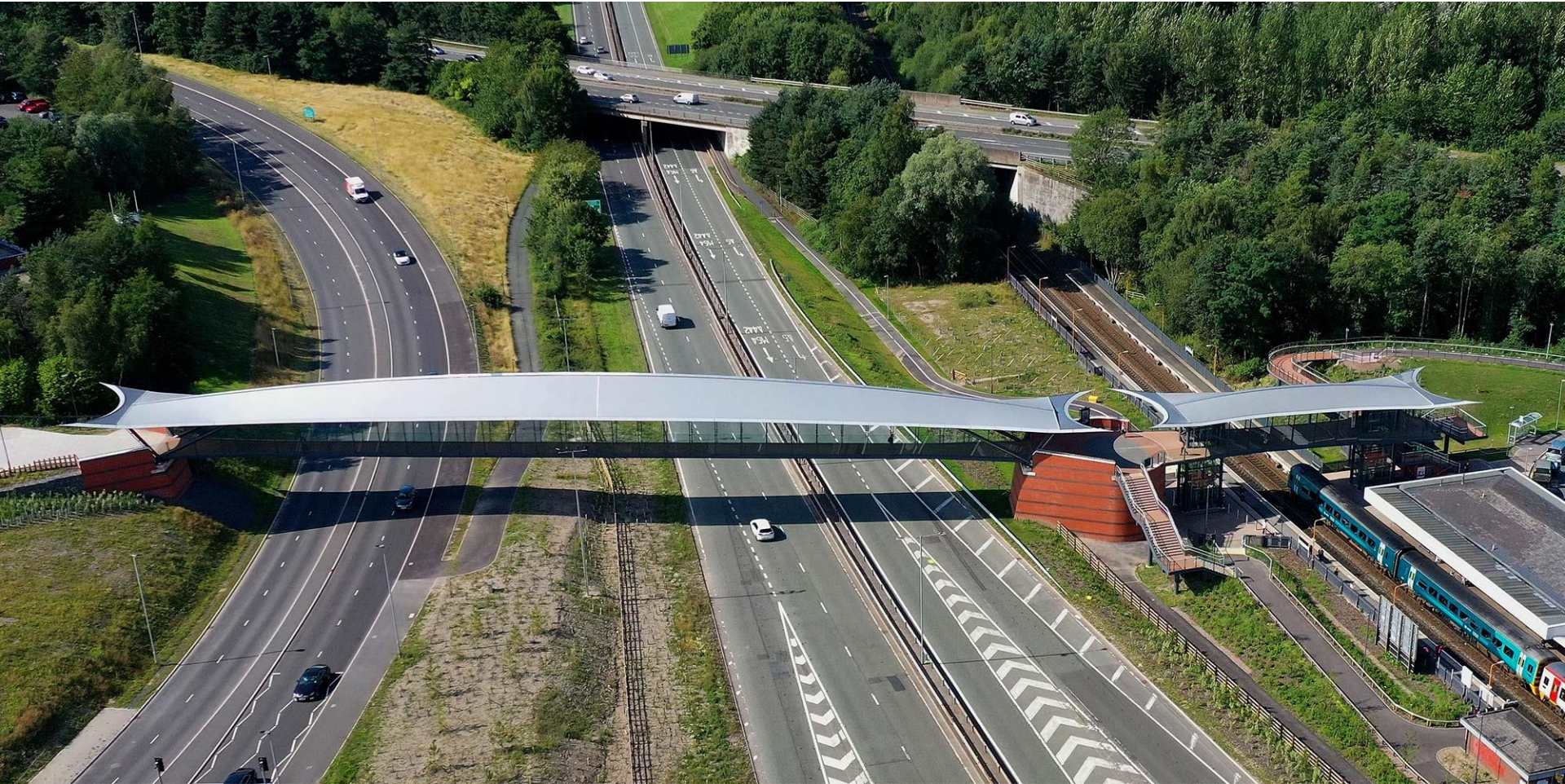
We Must Work With Listed Buildings



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



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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DESIGNERS • ARCHITECTS

Complimented By Office & Co-Working Spaces



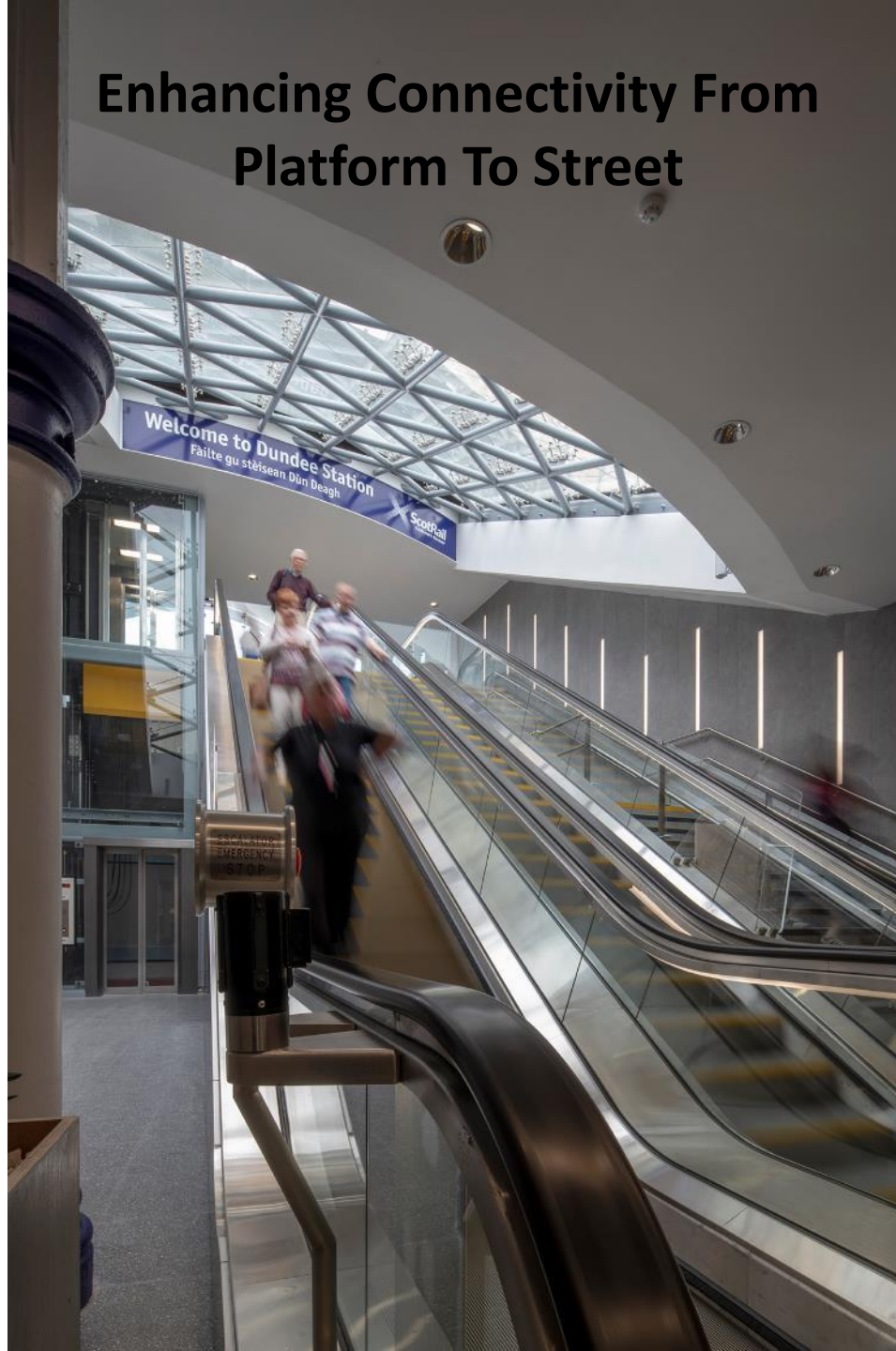
With Functions Which Reach Out To The City



To Fix The Link Between Stations And Their Host Cities, Whilst Harnessing Development Potential Above & Around The Station



Enhancing Connectivity From Platform To Street



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

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