

LIVING STREETS SCOTLAND

WRITTEN SUBMISSION

Thank you for the opportunity to provide comments to the Committee on the issue of station accessibility.

Living Streets Scotland is the national charity that stands up for pedestrians. With our supporters we work to create safe, attractive and enjoyable streets, where people want to walk. We have previously provided specific responses for Glasgow Queen Street and Haymarket consultations – copies of these accompany this letter.

In response to the Committee's aim to identify shared issues at major urban railway stations in Scotland we suggest the following key challenges and opportunities are considered:

- **Railway stations functioning within urban master plans** - Railway stations in Scotland have not been an integrated part of the master planning process and a boundary mentality has developed; exemplified at Edinburgh Waverley where failure to plan how to integrate rail with other modes has led to a number of poor quality retrofits to the station environment, hindering everyone accessing the station.
- **Proper provision on key pedestrian routes at stations** – The importance of walking as part of the complete journey by rail has not been fully realised and is often reflected in poor quality surfaces, narrow footways and the proliferation of street clutter on the approaches to stations. As the predominant mode for travel to and from many of Scotland's busiest railway stations, walking should be supported and further encouraged with quality, fit for purpose, infrastructure.
- **Stations as pedestrian gateways** – Recent improvements to the public realm, such as those at Kings Cross, demonstrate the opportunities for stations to contribute to wider urban redevelopment plans and serve as pedestrian gateways, rather than inconvenient obstacles, to our major cities.

Living Streets Scotland, along with our partner organisations, is working with Abellio Scotrail to develop Station Travel Plans for Scotland's rail network. Through this, more integrated approach to station accessibility, we hope that there will be further opportunities to improve pedestrian links at many more railway stations across Scotland.

We strongly support the Committee in seeking to identify access issues at major urban railway stations and we would be happy to provide further feedback and information as required.

Chris Thompson
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