

Safe Routes to Stations

Selection of Stations

Sustrans' fact sheet *Safe Routes to Stations* was circulated to all local authorities in Scotland which included railway stations within their boundaries, together with an invitation to participate in the project. Ten authorities replied, nominating 35 stations in all for consideration.

The stations nominated were:

Council	Stations
Dundee City	Dundee
Edinburgh City	Curriehill
	Dalmeny
	Newcraighall
	South Gyle
Falkirk	Camelon
	Falkirk Grahamstown
	Falkirk High
	Larbert
	Polmont
Fife	Cardenden
	Cupar
	Dunfermline Queen Margaret
	Ladybank
	Leuchars
	Lochgelly
	North Queensferry
Highland	Dingwall
	Fort William
	Invergordon
	Inverness
	Tain
North Ayrshire	Kilwinning
North Lanarkshire	Airdrie
	Cumbernauld
	Greenfaulds
	Motherwell
Perth and Kinross	Dunkeld and Birnam
	Perth
South Lanarkshire	Hairmyres
West Dunbartonshire	Balloch
	Clydebank
	Dalreoch
	Dumbarton Central
	Dumbarton East

Safe routes to stations in Scotland
MAIN REPORT

From this list, twelve stations were selected from eight local authorities.

Some stations were rejected for this study because they were too small, or too remote to be considered as significant commuter stations. Two stations (Dundee and Clydebank) which are the site for future massive redevelopment were rejected because any improvements suggested were likely to be of short-term duration and would be overtaken by massive redevelopment proposed in the vicinity.

The criteria for selection of the final list were:

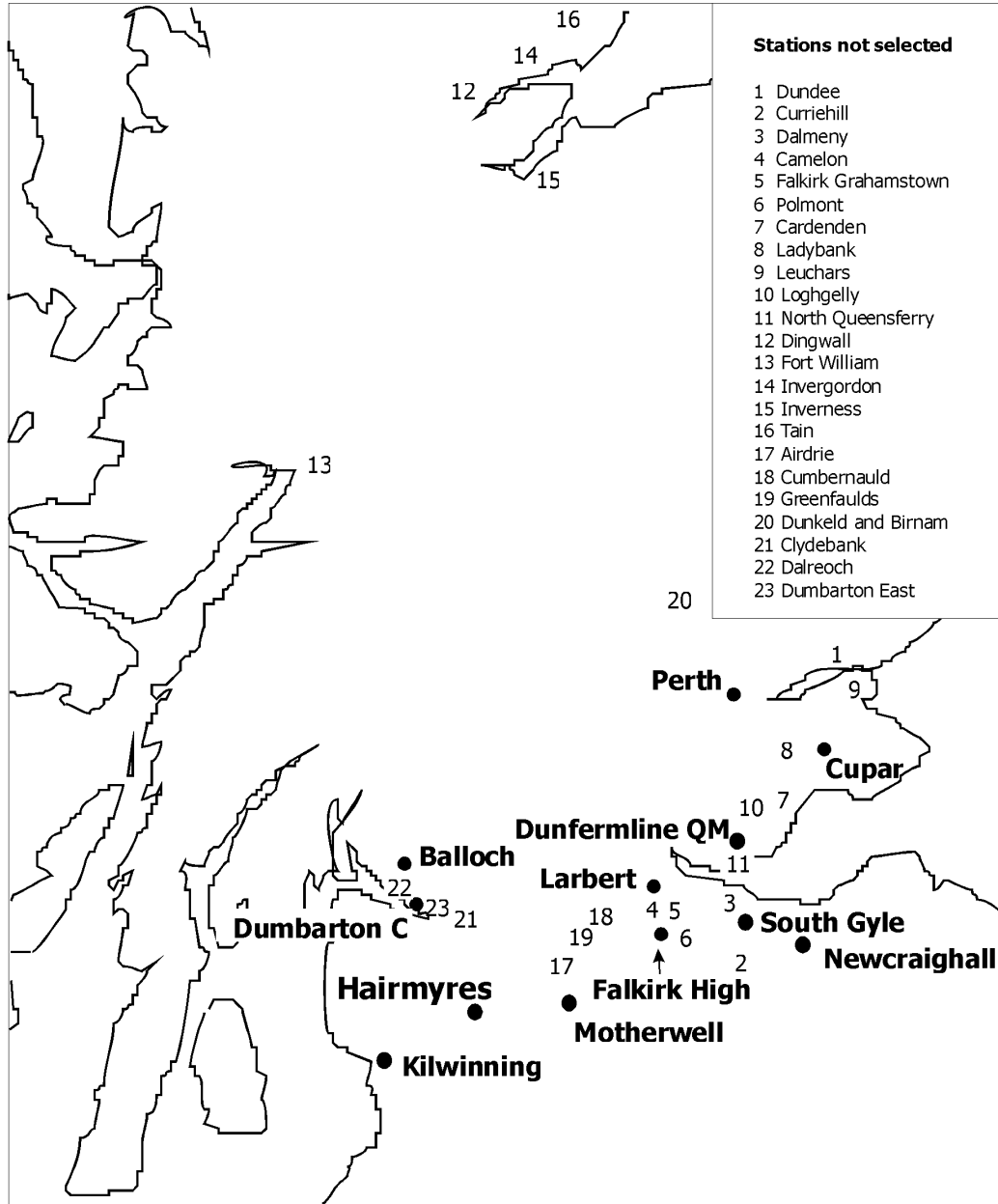
- A substantial commuter base
- The potential for encouraging a modal shift towards walking and cycling.

Within these criteria, the stations selected represent a wide variety of situations:

- Three large towns with important inter-city rail links (Falkirk High, Perth and Motherwell)
- Four small towns (Dumbarton Central, Balloch, Kilwinning and Cupar) each representing a different degree of detachment from major centres of population.
- Three residential areas within larger towns (Hairmyres in East Kilbride, Larbert in Falkirk, Dunfermline Queen Margaret)
- A suburban station developed specifically as a park-and-ride facility (Newcraighall in Edinburgh)
- A suburban station which functions predominantly as a destination station for in-commuters (South Gyle in Edinburgh).

Safe Routes to Stations for Cyclists and Pedestrians

Stations nominated and selected for survey



Facility and Route Survey

In most cases, two visits were made to each station to determine the existing facilities at each station, to locate existing routes for pedestrians and cyclists and to identify potential facilities and routes for future development.

At each station, the facilities noted were booking office arrangements, platform accessibility, cycle and car parking facilities, and the extent to which they were being used, interchange with other public transport, and information about public transport, cycling and pedestrian routes

The potential for improving facilities, including platform accessibility and cycle parking was noted at each station.

Existing pedestrian and cycling routes to the station were identified by empirical means as there was very little signing at any station or along any route. For pedestrian routes, note was made of footway width, traffic-free routes away from roads, and the facilities for crossing busy roads *en route*. For cycle routes, note was made of quiet roads with low traffic counts, gradient, traffic-free routes away from or alongside roads, on-road cycle facilities and the treatment of the crossing places and junctions with busy roads.

Potential new routes and the potential for improved facilities along existing routes were identified for each station. These include the opportunity to create new traffic-free routes, improved crossings of main roads for both pedestrians and cyclists, and improved facilities along main roads and at junctions for cyclists.

Customer Surveys

The existing situation of usage of the stations was identified by interview surveys of customers conducted at each station during June 2004. Customers arriving at the station to travel onwards by train between the hours of 7am and 10am were interviewed on a random sampling basis to ascertain the following:

- Mode of transport by which they had arrived at the station
- Postcode of journey origin
- An opinion as to whether the development of a safer route to the station would encourage them to walk or cycle more often
- Journey time to the station
- Final destination
- For cyclists, whether the customer was planning to park at the station or take their bike on with them by train.

The following table summarises the attitudes of all users as to whether a safer route to the station would encourage them to walk or cycle more frequently

	All users		Users already walking or cycling		Car drivers and passengers	
	Number	Percent	Number	Percent	Number	Percent
Yes, walk	662	37.2	386	62.0	212	24.1
Yes, cycle	23	1.3	4	.6	14	1.6
Yes, walk and cycle	106	6.0	26	4.2	57	6.5
No	989	55.6	207	33.2	596	67.8
Total	1780	100.0	623	100.0	879	100.0

In the case of cycling, it was found that there is no existing “culture” of cycling to the Stations and the installation of adequate cycle parking facilities at the stations must be integral to any programme to encourage cycling.