

Gogar Rail Interchange consultation exercise.

Response from Mobility & Access Committee for Scotland (MACS).

General Comments:

1. This project offers to provide considerable benefits for those travelling between east and north Scotland and Edinburgh Airport in the saving of time and effort going via Edinburgh Haymarket or Waverley.
2. There will also be local benefits with the provision of a subway link to the Gyle Shopping Centre which has a Shopmobility Scheme for people with reduced mobility. There are also bus services to and from the centre. The facility to book taxi and hire car services from the interchange should also be provided.
3. A major feature of the interchange is the bridge linking the rail and tram stations. This will be a covered walkway which will be served by stairs, elevators and lifts at the south end tram platform and the two rail platforms . These features are all essential and there must of course be adequate handrails, lighting, signage etc to modern standards, scrutinised by qualified access auditors and approved by the local Access Panel. Our main concerns are the length of the route for people with difficulties in walking to negotiate, and its width to accommodate a rush of people with luggage at peak times travelling in opposite directions which will also present elderly and disabled people with problems. As matters stand, it is impossible to predict how long it would take for a person with reduced mobility to walk along this bridge, particularly in the midst of a crowd of people.
4. Another serious concern is that the tram lines will apparently have to be negotiated via a level crossing, the tram station entrance/exit being on the south side only. This will be a major hazard especially for sight and hearing impaired people but also for those who need completely level ground, take a longer than average time to cross, are very likely to have luggage or have children to care for. trams are planned to pass in either direction every 10 minutes. Either a crossing control system or, preferably (and if services are not to be disrupted) additional access to the walkway bridge will be needed. The crossing will need to be carefully monitored and controlled to avoid the risk of accidents.
5. I believe that that there should be a single management organisation responsible for this joint facility and this must be made clear to the public in order to allow for any comments/complaints to be taken forward. It is believed that Scotrail will be managing the railway station and therefore they should be in a position to manage the whole facility.

**Mobility and Access Committee for Scotland
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