

Submission to Transport Scotland 'Rail 2014 -Public Consultation' from the Kelvindale Court Owners & Residents Association

Introduction

The Kelvindale Court Owners & Residents Association represents owners and residents in over 90 apartments and houses recently built and completed in the Kelvindale area. The members of the Association come from a very broad age and occupation range. The Association welcomes the opportunity to present a submission to the 'Rail 2014 - Public Consultation'.

Outset View

The Association wishes to state at the outset that it will strongly oppose any outcome that would seek to reduce the level of rail service currently provided at Kelvindale rail station, for all the following reasons.

The rail station and the extensive service were a significant factor in deciding to purchase and live in this area because they provide excellent public transport for commuting to work, traveling for pleasure and other needs.

Closeness of stations

Though other stations appear geographically close, in reality very few people would go to Anniesland or Maryhill if Kelvindale was not available, they are distinct communities. The number of stations available along this community suburban line is entirely appropriate and, along with the frequency of services, provides access to rail services for a much wider corridor of communities/citizens through their proximity and availability. If we use the comparison with bus services there would be no question about the need for stops within a mile of each other. Indeed, in a suburban area bus stops every few hundred metres would be a requirement for people.

Varied Usage

The current level of service throughout the day enables a varied usage, eg, commuting for work, etc. The reliability, frequency, early morning and late evening services are vital, providing for and encouraging use. The short journey time is crucial.

We are finding that visitors to the development are using the services because of the proximity to the station. There is also clearly a young generation being enabled and introduced to using public transport via trains. The frequency of the service is absolutely necessary for this.

Local need

Kelvindale station *is* required and is well located. With regard to Glasgow-Edinburgh rail development there are other alternatives, but there are no realistic alternatives for Kelvindale residents. The Anniesland to Glasgow Queen Street line and all its stations must be a significant economic and social enabler for growing and improving living standards in this part of Glasgow.

Historical context

Traffic is buoyant with growth positive or very positive, and social and economic changes in employment, education, retail, homes and leisure now favour rail transport. There are few examples in our transport (particularly rail) history that show anything other than damage and regret when reviewing closures or reductions in service. That could again be the case for Kelvindale unless the current level of service is retained.

In summary

There are many statements within the Rail 2014 consultation document that are powerful arguments and supporting statements for the existence of a station at Kelvindale and for its current level of rail service [eg “..meets passenger needs...increase in the use of public rather than private transport, social inclusion, a reduction in emissions through modal shift from road to rail and sustainable economic growth.”]. It is therefore very disappointing that any question mark has been placed on their future at Kelvindale.

The investment that has taken place on the line over the last ten years are a strength to Glasgow and Scotland. It would be wrong to do other than let that investment grow and deliver the benefits to all.

Kelvindale Court Owners & Residents Association