

Rail 2014  
Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow G4 0HF

3 Jordanhill Drive  
Glasgow G13 1RZ

Tel/Fax: 0141 959 7965

14<sup>th</sup> February 2012

Dear Sir  
**Rail 2014 – Kelvindale Station**

We write in connection with the consultation document Rail 2014

We are the owners of undeveloped residential land site immediately to the north of Kelvindale Station.

In 2005 we made our land available to the railway authority's contractor in order for the line between Maryhill and Anniesland to be reconstructed and a station built at Kelvindale.

The local authority gave assurances to the community council that pedestrian access over Kelvindale Bride, serving the park and places of employment to the north, would come with the reopening of the line. We pressed for the installation of a footbridge at the time but none was provided. This has been counterproductive for the viability of the station and the rail link to Queens Street.

It now appears that the Railway Authority is considering closure of the new station and possibly the line itself despite the great cost incurred in 2005 not to mention the whole process of taking parliamentary powers dating back to 1991.

Instead of closing a new line and station it would make more sense to for Network Rail to agree a mechanism for new developments such as the one we propose, to provide financial support for the maintenance of the station as well as the physical cost of improving the pedestrian access that was overlooked at the time when the station was opened.

We remain keen to assist in improving access to the station as long as it is going to stay open. We attach a visualisation of the benefits that this would bring connecting both Kelvindale Station and the Forth and Clyde Canal to Dawsholm Park, Dawsholm Recycling Centre and the neighbouring businesses.

We have also attached the relevant part of the Respondent Form and Questionnaire.

Yours faithfully



David Robertson  
Director

## Respondent Information Form and Questions

Please Note this form **must** be returned with your response to ensure that we handle your response appropriately

### 1. Name/Organisation

#### Organisation Name

Robertson McIntosh Co Ltd

Title Mr ☐ Ms ☐ Mrs ☐ Miss ☐ Dr ☐ *Please tick as appropriate*

Surname

Forename

### 2. Postal Address

3

Jordanhill Drive

Glasgow

Postcode G13 1RZ Phone

Email robertd7@btconnect.com

### 3. Permissions - I am responding as...

Individual

☐

/

Group/Organisation

*Please tick as appropriate*

☒

- (a) Do you agree to your response being made available to the public (in Scottish Government library and/or on the Scottish Government web site)?

*Please tick as appropriate* ☐ Yes ☐ No

- (b) Where confidentiality is not requested, we will make your responses available to the public on the following basis  
*Please tick ONE of the following boxes*

Yes, make my response, name and address all available ☐

or

Yes, make my response available, but not my name and address ☐

or

Yes, make my response and name available, but not my address ☐

- (c) The name and address of your organisation **will be** made available to the public (in the Scottish Government library and/or on the Scottish Government web site).

Are you content for your **response** to be made available?

*Please tick as appropriate* ☒ Yes ☐ No

- (d) We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

*Please tick as appropriate*

☒

Yes

☐

No

## **Scottish stations**

24. How should we determine what rail stations are required and where, including whether a station should be closed?

Q24 By considering the full range of costs and benefits to the community

25. What are the merits or issues that arise from a third party (such as a local authority or local business) being able to propose, promote and fund a station or service?

Q25 comments: Survival of the station

26. Should only one organisation be responsible for the management and maintenance of stations? If this was the franchisee how should that responsibility be structured in terms of leasing, investment, and issues relating to residual capital value?

Q26 comments: Yes but financial contributions from more than one should be possible where businesses, developers stand to benefit

27. How can local communities be encouraged to support their local station?

Q27 comments: By ensuring access to the station is adequate

28. What categories of station should be designated and what facilities should be available at each category of station?

Q28 comments: Commuter stations are a legitimate category and in serving residential areas the distance apart between stations should not be a key criterion

## **Cross-border services**

29. Should cross-border services continue to go north of Edinburgh? In operating alongside ScotRail services, how do cross-border services benefit passengers and taxpayers? And who should specify these services, the Department of Transport or the Scottish Ministers?

Q29 comments:

30. Or should the cross-border services terminate at Edinburgh Waverley, allowing opportunities for Scottish connections? And if so, what additional benefits would accrue from having an Edinburgh Hub?

Q30 comments: