



GLASGOW BUILDING PRESERVATION TRUST

Tobacco Merchant's House, 42 Miller Street, Glasgow G1 1DT

T 0141 221 6061 F 0141 221 8007 info@gbpt.org www.gbpt.org

Consultation
Rail Performance Team
Transport Scotland
7th floor
Buchanan House
58 Port Dundas Road
Glasgow
G4 OHF

5 January, 2009

Dear Mr Reed,

Consultation on the initiatives related to the ScotRail franchise extension

Glasgow Building Preservation Trust has become involved in scoping out, via options appraisals funded by the Architectural Heritage Fund and the Railway Heritage Trust, the possible re-use of two Category B listed Stations in Glasgow. These came about via interested community groups who were aware of the Adopt-a-Station scheme run by First ScotRail. The Stations in question are Maxwell Park Station and Pollokshaws West. We would therefore like to take the opportunity to respond to the above consultation.

Being specifically interested in the repair and re-use of the buildings as opposed to wider service usage the questions that we can answer are very specific and are listed below.

Q6 . To make the best use of available space at stations, how should we balance the use between commercial outlets and other facilities that offer further passenger benefits?

We believe the aspect of considering community-based initiatives supported by the Stations Community Regeneration Fund apply to these two projects.

Both proposed adaptive re-uses would conserve the listed fabric of the stations and the charitable re-uses proposed, would involve the immediate and wider community whilst benefitting the passengers by providing a presence in these currently empty and dark station buildings.

Q7. How could the station environment be improved? Please consider:

- **Lighting**
- **Availability of seating / furniture**
- **Safety (e.g. through technology such as CCTV, 'Help-Points')**
- **A visible staff presence.**

The community re-uses that are proposed for these buildings would make for an immediate improvement in the passenger environment in terms of all the aspects listed above. The day to day usage proposed would ensure visible inside presence which would improve safety, both physically and psychologically. The end users' community 'ownership' of the buildings would result in them being kept tidy and litter free, provide immediate reporting of any graffiti and support initiatives to improve the platform environment such as planting in flower beds, boxes and baskets. All of these would raise the quality of the passenger environment as well as benefit the community using the facilities within.

Q9. How can we improve assisted travel at stations? In particular, please consider:

- **Station access (such as wheelchair ramps, facilities for light scooters, facilities for passengers with assistance dogs)**
- **Assistance for people with hearing or learning difficulties**

Both proposals have examined and allowed for fully DDA compliant access (should funding be forthcoming) to the platforms at these stations, which are currently inaccessible for those in wheelchairs and challenging for the ambulatory disabled and those requiring other assistance. At Maxwell Park Station in particular the interested charities are charged with providing support for those with a variety of physical and learning disabilities and advance their inclusion with the community.

Q14. How could we improve the travel interchange at stations?

The proposals for both stations would be able to *provide accessibility for disabled passengers*. Please see our response to Q9 above.

The proposed re-use of Pollokshaws West would provide a centre for South West Community Cycles a local charity promoting cycling and offering a free bicycle repair service for children, Dr Bike. They have ambitious plans for providing facilities for cyclists young and old.

Q21. What should we consider in station and community regeneration?

GBPT has helped facilitate many community led regeneration projects that have ensured the future of listed buildings, previously considered beyond repair. We

therefore believe that the repair and conservation of the listed stations around Scotland should and can be provided, via sensitive and appropriate adaptive re-uses. These would be especially effective when driven by community led regeneration projects such as the two we are advancing in Glasgow. Such re-uses would not only provide *facilities which reflect the needs of each community* but ensure the long term sustainable re-use and maintenance of the listed building stock. Scotland's listed railway buildings are excellent and very accessible public examples of the architectural prowess and innovation of their time. They are valuable assets to the environment of passengers – commuters and tourist alike.

Q22. Where should we concentrate our efforts on the Station Community Regeneration Fund?

In funding sustainable and appropriate re-uses for the Scotland's listed railway buildings - in particular Maxwell Park Station and Pollokshaws West Station which have already had appropriate end uses identified.

We have attached Annex 'C' to our response.

I hope that our responses above prove useful and look forward to receiving any feedback you may have.

Yours sincerely

Gill Stewart
Senior Project Development Officer

cc. Jim Cornell, Railway Heritage Trust
David O'May, Network Rail
Colin Whyte, First ScotRail
John Yellowlees, First ScotRail
Fraser Scott, Chief Executive, Forward Scotland