



Queen Street Station Redevelopment

Part 2 Consultation Response

Response from Transform Scotland

23 December 2014

1. About Transform Scotland

- 1.1. Transform Scotland is the national sustainable transport alliance. We campaign for a transport system which encourages people to travel by walking, cycling, public transport, and the movement of freight by rail and water, and discourages excessive use of private cars and road freight.

2. Consultation response

- 2.1. Transform Scotland welcomes the opportunity for a further consultation on the reconstruction of Glasgow Queen Street station, as one of Scotland's most important transport hubs. We also note the changes that have been made to the plans as a result of the first stage of consultation. In particular, we are pleased to see the following:
 - Placing of the main access ramp from West George Street within the station frontage, giving much improved step-free access, particularly in cold or inclement weather;
 - A better, wider staircase to access the north-east corner of George Square;
 - The improvements to access to the low level station from the west side including a larger concourse area and potential provision of lifts;
 - Further study to enhance the overall access to the low level station;
 - Provision of additional cycle stands and space for a potential enhanced cycle facility.
- 2.2. However, we continue to have significant concerns about the consultation process and outcomes. In general, we feel that the materials provided for the consultation are not especially clear, particularly those giving plans and proposed locations of facilities within the station. These diagrams are small in scale and have a lack of keys and thus are difficult to interpret. We further have specific concerns about the transport facilities to be offered at the re-built station:
 - Although we welcome recognition of the need to enhance links with the low level station, we find it worrying that this important transport link has only been considered at this late stage in the process;
 - Moving the lifts further eastwards will mean poorer access to the low level station from the high level platforms, particularly until the west side lifts are installed;
 - There is still a lack of consideration as to how the rebuilt station will link with the adjacent and soon to be refurbished Buchanan Street Subway station;
 - There is still no indication how the inter-station bus service and Glasgow Airport bus link will be accessed from the station;
 - It is not clear from the plans presented where the potential area for a cycle hub is located and whether or not this will be convenient;

- There is no indication of short-term cycle parking to allow those travelling with bikes to secure their bikes while purchasing tickets and the like;
 - We are also concerned about air quality issues in the station due to exhaust from diesel trains and covering over of existing ventilation gaps at the north end of the station.
- 2.3. Also, while we accept that the location of bus stops outside the station is not the specific responsibility of Network Rail, it is imperative that Network Rail work in close co-ordination with Glasgow City Council and SPT to ensure that links to bus stops are adequately signed and marked. This should include not only those immediately adjacent to the station (which serve the north and east of the city) but potentially more important stops within 200-300 metres of the station which serve areas to the south and west. There also needs to be much improved signage and marking of the pedestrian route to Central Station.
- 2.4. In conclusion, then, Transform Scotland feels that while the proposed changes to the rebuilding plans are generally positive, they do not go anywhere like far enough, and some of the alterations move in the wrong direction. As Scotland's fourth busiest station, as well as Glasgow's main gateway to the east and north of Scotland, Queen Street cannot function in isolation and a high quality means of interchange will enhance the quality of the door-to-door journey, attracting more people out of their cars and onto public transport. The current plans at Queen Street compare unfavourably in this respect with the successful co-ordination between the stations and Edinburgh Trams at Haymarket and Edinburgh Park. Unfortunately, we fail to see evidence that this consideration is at the heart of this project.

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Transform Scotland is the national sustainable transport alliance, campaigning for a more sustainable and socially-just transport system. Our membership includes bus, rail and shipping operators; local authorities; national environment and conservation groups; consultancies; and local transport campaigns. Transform Scotland Limited is a registered Scottish charity (SC041516).

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