

## CAMPAIGN TO OPEN BLACKFORD RAILWAY-STATION AGAIN (COBRA) COMPARATIVE STUDY of BLACKFORD and GLENEAGLES STATIONS



N.B We are not campaigning for the closure of Gleneagles Station, we are campaigning for the opening of a complimentary station which will provide safe access for all users.

	BLACKFORD	GLENEAGLES
APPROACH/EXIT/ROAD SAFETY	<p>Station would be within the village</p> <p>Access possible via quieter "B" roads</p> <p>The local bus operator is quite happy to have an integrated bus and train service</p>	<p>The A9 has to be crossed to gain access to the station. The approach road is liable to flooding throughout the year and also severe icing in the winter months.</p> <p>Traffic from Blackford/Auchterarder from the Loaninghead side has to cross two busy lanes of fast moving traffic to get to the turn-off lane for the station.</p> <p>On exiting the station, vehicles are very vulnerable because there is fast-moving traffic coming round a blind bend - drivers of this traffic do not anticipate slow-moving vehicles in front of them.</p> <p>It is not accessible for pedestrians from any of the local settlements and it is unsafe to access by car or bus via the dual carriageway for the reasons stated above.</p>
PERSONAL SAFETY	<p>Station in sight of staffed signal box and within the village</p> <p>Village has good street lighting</p> <p>There is the reassurance of other people in the vicinity</p> <p><b>NB</b> Bridge of Allan and Dunblane (part-time) Stations are both unmanned but there is no</p>	<p>The station is isolated (over a mile from the nearest town and 200 metres from the main road) and unstaffed.</p> <p>Trains are often late resulting in excessive waiting time at the station with no-one to give information re expected arrival time - the perception of risk to personal safety is very high.</p> <p>Commuters leave and arrive in the dark in the winter months.</p>

	<p>perception of risk to person safety at either because they are near houses/shops/other people</p>	<p>When meeting a passenger off a train, the platforms are well-lit, as is the car park but the surrounding area (shrubs, trees) is in darkness - again the perception of risk to personal safety is high.</p> <p>CCTV cameras may be introduced but these are only as good as the person watching the 'other end' - where would this be Blackford (some three miles away) Perth or even further away?</p>
<p>DISABLED ACCESS</p>	<p>Access is LEVEL, therefore, there would be no need for staff to be brought to the station or for an over-bridge</p> <p>The station is on a straight section and access is not hindered by the cambering of the tracks</p> <p>Train staff could help with ramps for boarding exiting trains</p>	<p>There is a stepped slope to access the Northbound platform. There is access up a ramp at the far end of the station - not lit and not well maintained.</p> <p>Access to the Southbound platform is up stairs, along the bridge and down stairs or over the tracks.</p> <p>Customers who require disabled assistance can call the dedicated disabled helpline and book any assistance required, ie ramps or physical assistance. However, 24 hours notice of travel is required, so that assistance can be guaranteed. If any disabled traveller requires assistance at Gleneagles station ie to depart the station First ScotRail will take them to the next manned station (Perth/Dunblane) and arrange free transport, usually a taxi, back to Gleneagles station. The Disability Act 2005 requires that treatment of disabled passengers should be no different from those without a disability.</p> <p>The height of the train from the platform is such that even those without a disability have great difficulty boarding or leaving a train.</p>

PARKING/VANDALISM	Station would be within the village, therefore, less opportunity for vandalism  Ample room for parking on both sides of the track	As stated, the station is isolated and unstaffed, so vandalism, both actual and perceived, is high - see note re CCTV in Personal Safety.  Many people travel to Dunblane (over 10 miles away) because of this, thus occupying a great proportion of parking spaces both at the station and Tesco.
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