

DUMBARTON STATIONS IMPROVEMENT TRUST

MINUTES OF THE 9th ANNUAL GENERAL MEETING HELD AT AFTON COTTAGE,
BONHILL ROAD, DUMBARTON, ON THE 6^h JANUARY 2025 at 6:00pm.

[REDACTED]

APOLOGIES : .

MINUTES OF THE ANNUAL GENERAL MEETING 2024 : The Minutes of the Meeting held on 9th January 2024 had been circulated in advance of the meeting with the Agenda and were approved, They were corrected with [REDACTED] recorded as having been present. Proposed : [REDACTED].

CONVENER'S REPORT 2024 : This was approved subject to three corrections . (See attached). Proposed [REDACTED]

TREASURER'S REPORT 2023-2024 : [REDACTED] noted that there had not been any further outlay since the last AGM as there not being any further meetings in the church hall after that. Cash in the bank as at 30th April 2024 = £175.05.

IR reiterated his wish to step down as treasurer with immediate effect due to other heavier commitments. He was thanked for his efforts to date. There are sufficient funds for the foreseeable future, but the process of changing the signatories needs to be restarted. Similarly we need renewed contact with WDCVS re potential funding. As noted below, the activities of DSIT that may require expenditure are dependant on mutual, cooperation between the railway authorities and the Council. With DSIT being the catalyst, motivator and coordinator rather than the body implementing most actions, it is anticipated that these other two bodies will bear such costs.

Post meeting note : [REDACTED] has forwarded all the relevant bank statements to the convener as well as the contact details of [REDACTED] who has reviewed the accounts in the past.

ELECTION OF OFFICE-BEARERS 2024-2025 : In accordance with Clause 27 of the constitution, all office-bearers need to stand down, but can be re-elected for another term. The following were reappointed *nem con* : Convener : [REDACTED] ; Secretary : [REDACTED] ; Treasurer : [REDACTED] ; Two other trustees : [REDACTED] and [REDACTED] . Currently done by the convener; Treasurer : This post is now vacant. In the interim, this will be handled by the convener.

ANY OTHER COMPETENT BUSINESS :

1. ACCESS FOR ALL : [REDACTED] of Network Rail contacted DSIT to arrange a site visit on 31st October 2024 with the objective of finding ways to implement the objectives of **Network Rail's Access for All Strategy** at Dumbarton Central Station. This was attended by [REDACTED]. Various officials also attended including representatives of West Dunbartonshire Council. The visit included the lower areas so long isolated. The response to the suggestions by DSIT that improved access needs to include lifts was very positive.
 - DSIT emphasised the need to see **access for all** broadly inclusive of lifts maintained lighting and improved signage. This was generally agreed although Network Rail also noted that the current allocated funds do not cover such a wide spectrum.

- DSIT reminded those present of their **Conservation Management Plan** commissioned some years ago for Dumbarton Central Station. This highlighted the fact that the current access ramps were not intended for people to use and are far from meeting current access standards. In fact they are dangerous.
 - This meeting had been reported to the Dumbarton Town Centre Forum on which [REDACTED] represent DSIT. The Forum is chaired by [REDACTED] who again agreed to chair any meetings of mutual benefit between the railway authorities and the Council. This would meet the objectives of DSIT as instigator and coordinator and of its envisaged **Implementation Strategy**.
 - DSIT will need to follow all of this up with Network Rail's Access for All Strategy officer, [REDACTED], over the course of 2025.
2. PROMOTION OF DSIT'S OBJECTIVES : [REDACTED] had written an illustrated article for the local Clydesider magazine. This focused on the ornate lower areas so long abandoned. Unfortunately its editor had used alternative photographs of little relevance to the text.

The meeting ended at 7:30pm

[REDACTED] : Convener



DUMBARTON STATIONS IMPROVEMENT TRUST [DSIT]

Convener's 8th report for the period 2023 – 2024.

This report reflects a reduction in activities of the Trust over the year. This has been due to the lack of interaction with the railway authorities and the Council. However, as is noted below, there has recently been renewed interest in Dumbarton Central Station in particular and the Trust envisages fresh opportunities to promote its objectives during 2025.

The TRUST, DSIT, had been meeting on Tuesday evenings every alternate month at St. Augustine's Church Hall, St. Mary's Way, Dumbarton. Contact between Trust trustees has continued online.

The objectives of the Trust remain as important as ever, yet we find it frustrating when endeavouring to take them further. There are several reasons for this, but a key one is lack of support from those who we would expect to at least show interest. As noted in our previous reports, several key posts within NR, ScotRail, the Railway Heritage Trust, West Dunbartonshire Council and other bodies that we had had contact with over previous years, have changed. Then in October last year we were contacted by Jenna Clark, newly appointed to Network Rail, who is sponsoring **“the Access for All” (AFA) scheme for Scotland’s Railways**. This delivers step free access at nominated stations. Dumbarton Central has been nominated for this control period (i.e. the funding period running from 2024 to 2029)”.

It was reassuring to learn of her approach. As she notes :“As you will be aware Dumbarton Central has some lovely heritage features, including the old entrance from Church St. The AFA funding is limited to scope to provide step free access, however with some additional funding this would be a good opportunity to see what else could be done at the station”.

She subsequently arranged a visit to Dumbarton Central Station on the 31st October with invites going to a number of interested and affected parties including the Dumbarton Stations Improvement Trust. Two of our trustees attended.

While the intention had been to discuss improved access to trains from the platforms, DSIT emphasised the need for a broader approach. The station platforms currently have access to the two platforms at the upper level only via a pair of ramps that were not intended for pedestrian access. They do not meet current standards and many find them not only a hindrance, but dangerous. The **Conservation Management Plan (CMP)** commissioned by DSIT some years ago investigated the need for public lifts and means of installing them. At that point the existing lower ground floor was (and remains) completely inaccessible to the public. The potential for lifts from here to the platforms at the level above was therefore not as fully assessed as would have been wished.

The Trust persuaded Network Rail to include the lower levels in the site visit and this was readily agreed. Discussion about alternative access from here was surprisingly positive. The budget period is from 2024 to 2029. Much can be done within this period, but as solutions across a broader spectrum would also entail considerable restoration work, water ingress control and some structural stabilisation, not all work here may be included in the current Access-for-All budget. However it

was felt that this was an opening to further longer term solutions. A photographic record was undertaken during the visit by one of our DSIT trustees. As this area was only recently cleared of accumulated debris and other items that had limited full survey and assessment during the CMP, this is a very valuable record. It can be found here : [Explore West Dunbartonshire | LOWER GROUND FLOOR PHOTOS 2024](#)

DUMBARTON CENTRAL STATION CONDITION: The condition of this A-listed station is well documented in our Conservation Management Plan (CMP). No further work has been done on the station, maintenance or otherwise over the past year save for some “cleaning of debris” in the aforementioned closed off lower areas.

The Council have completed upgrading the area immediately to the town side of the station as part of their Connectivity Project linking the station with the town centre. This excludes the underpasses which form part of the road and cycleway / pedestrian through access system. They are all in dire condition and DSIT continues to promote the need for work on them.

Over the years DSIT has discussed the development of an **Implementation Strategy** based on the findings and recommendations in the CMP. This would be initiated by DSIT, but coordinated through the West Dunbartonshire Council, this station forming an integral part of the **Dumbarton Town Centre Conservation Area**. As noted in our previous report, the Council is currently endeavouring to fulfil the proposals of the Conservation Area Appraisal and has reached the second stage of its application to HES for funding for The Heritage & Place Programme (H&PP). The Planning Officer concerned is including Dumbarton Central Station in the application. This in turn would provide an opportunity for DSIT to play a key role in the envisaged process. This application has not progressed.

DSIT is represented on the **Dumbarton Town Centre Forum** run by the Council. This is chaired by [REDACTED]. We reported the fresh and positive reaction by Network Rail as part of their Access for All programme. [REDACTED] has confirmed his agreement to chair any mutual meeting between the railway authorities and the Council which we see as part of the envisaged Implementation Strategy.

ENVISAGED ACTIVITY FOR 2025 – 2026: As is reflected above, the Trust sees its objectives as essential to the suitable operation of the town's 3 stations in terms of promotion, proper access and conservation – all as reflected in the DSIT constitution. Endeavouring to follow through the opportunities presented by Network Rail's Access for All project will be our main focus. As a Trust, we continue to keep in contact with each other online, but will meet in person as the need arises.

TREASURER : [REDACTED] has held the post of treasurer over the past few years, but has now stepped down. The role will be continued in the interim by the current convenor with one other trustee as signatory. Meetings over the past year have been limited to those with railway and council officials at other venues or through contact online. Similarly the promotion of the Trust's objectives has been through local printed and online media. There have therefore not been any meetings of the trustees at the church hall as previously and this means that there have also not been any financial outlays over the past year.

[REDACTED] : DSIT Convener
January 2025

DUMBARTON STATIONS IMPROVEMENT TRUST

STATEMENT OF ACCOUNTS FOR THE YEAR ENDING 21st APRIL 2024.

BANK SUMMARY

INCOME:

£ -

EXPENDITURE:

Audit Fee - David Ward

£ -

Trustees' Expenses

£ -

Meeting Room Hire (St Augustine's Church) 13/11/23

£ 62.50

Total Expenditure

£ 62.50

Cash in Bank at 22th April 2023

£ 237.55

Plus Income during the period

£ -

Less Expenditure during the period

£ 62.50

Cash in Bank at 21st April 2024

£ 175.05

I have reviewed the bank statements and certify that this account is correct to the best of my knowledge

