

David Betteridge

I find it hard to believe that any rail authority would want to close Kelvindale, Maryhill, and/or Gilshochill stations so soon after they were opened, as part of the fairly new Anniesland to Queen Street service. If there were good reasons for creating these three stations in the first place, what has changed to make them candidates for the axe now? None that I can see.

The station that I myself use is Kelvindale, as do many local residents who have no car, or who choose not to clog up the city centre with their cars; and as do many pupils at Cleveden Secondary School, who travel from miles around. Closing Kelvindale Station would require all of these users either to walk much further - to Anniesland Station - or to switch from travel by train to travel by bus.

Have you considered what extra buses might be needed to compensate for closing Kelvindale Station, and what new routes might have to be established? Have you considered how many OAPs (and others) might find the extra leg-work required for the walk to Anniesland Station beyond them? Have you counted the savings that closing the station might make, and considered whether it is so substantial as to justify all the inconvenience it would cause?

Note: For every traveller who switches from train to bus, and for every one who reverts to car, revenue will be lost to rail. Have you calculated how much this loss may be?

I would have thought that you wanted to maximise travel by rail - for reasons of speed, efficiency, reducing pollution, over-crowding of car parking places, etc. - rather than making it less feasible and attractive. It follows then that you should keep Kelvindale, Maryhill, and Gilshochill Stations open.