

Donna Blackney

I am writing to help ensure that my local train service at Maryhill station has a secure future - it is an essential asset to the local community.

The service that runs from Queen Street high level has proved very popular since it was reinstated in 1993 and even more so since it was extended to Anniesland in 2005. The passenger statistics on this line show dramatic increases over this time as it is obvious to anyone who has used the line in recent years. It has also provided an invaluable service to the local community in taking children to Kelvindale station so they can attend Cleveden Secondary school.

I understand the threat to the line is twofold. Firstly, some stations have been highlighted in a list appended to the Rail 2014 consultation. These 14 stations are identified as being those within a mile of another station, but in fact this list is a curiously selected subset of the 60 stations that are within an mile of each other in Scotland. It has been mentioned that closing such stations would save £208,000 per year, but the argument for doing so seems very weak in relation to the benefit they bring to the community and inconsequential in comparison to the £1 billion being spent on the Edinburgh-Glasgow Improvement Project (EGIP).

I also understand that the requirements of the the Edinburgh-Glasgow Improvement Project (EGIP) are such that my local train service may no longer be able to terminate at Queen Street high level, but instead may terminate at Ashfield. All journeys to the city centre would require a change at Anniesland which significantly reduces the usefulness of the service from Maryhill and makes it completely pointless for passengers boarding at Ashfield. Terminating the service at Ashfield will drastically reduce its usage, making it more likely for the service to be withdrawn completely in the future.

Most worryingly, no mention of this was made in the first phase of the EGIP consultation and it seems that a decision has already been made behind closed doors and is being quietly endorsed by senior politicians in the Scottish Parliament, including the minister responsible.

As things stand, there are usually 9 trains per hour from Glasgow to Edinburgh, 6 of which run through Queen street (4 high level, 2 low level) and EGIP may add another 2. ***Does increasing the service to Edinburgh from 9 to 11 trains per hour justify decreasing the trains to Anniesland via Maryhill from 2 to ZERO trains per hour?***

I insist that my local train service is kept and that other ways of improving the train service between Edinburgh and Glasgow are investigated using the £1 billion budget.

I also insist that rather than end the service to and from Maryhill, you instead IMPROVE the service, which would increase the numbers of people using it. I have been inconvenienced many, many times when the service has been cancelled at the last minute with no explanation. When I persisted in asking for an an explanation, I was told by ScotRail that the Maryhill train is the first one to be diverted to other services when engines fail. How can you expect the service to be used by more customers, thereby justifying its operation, when your own policies undermine

consumer experiences and confidence in the service? What on earth was the point of reinstating the service and extending it if you are now just going to turn around a few years later and shut it down???? Before you decide to shut this vital station, please consider that closing it would show nothing but contempt for the rehabilitation of Maryhill at a time when the city is supposed to be actively engaged with it.