

C000079

I am appalled to read the proposals for so called 'reconfiguration' of rail stations in Glasgow in the Rail 2014 Consultation document.

Firstly, 'reconfiguration' is simply a poor euphemism for closure and not duping anyone.

However, more importantly, Transport Scotland has a responsibility to provide a service to commuters who already pay high prices for a rail service.

The stations under threat of 'reconfiguration' (Ashfield, Barnhill, Duke Street, Gilshochill, Kelvindale, Kennishead, Maryhill, Mossbank and Nitshill) are to be found in areas already considered deprived. It beggars belief that poorer areas of the city- where the people for whom car ownership is not a possibility live- are being most directly affected by proposed station 'reconfiguration'. These areas are densely populated and require decent access to public transport.

The impact on residents from all sections of the community cannot be underestimated. A mile commute on foot to a newly reconfigured station will add another half hour (at least) to workers' days, not to mention precluding those who are older or have mobility problems from accessing efficient travel into the city centre.

To claim reconfiguring stations will do anything other than discriminate against commuters in these areas is a nonsense.

Transport Scotland has a duty to promote public transport and encourage people who do own cars to leave them at home: reducing the amount of train stations on a line runs contrary to this endeavour.

If the aim of the Rail 2014 Consultation is truly to ensure the best possible experience for commuters, then I would urge you to keep the nine threatened stations open (or unreconfigured in the parlance of Rail 2014). The savings made by the 'reconfiguration' are not significant enough to merit the damage in quality of life to the commuters dependent on these services.

