

Rich Mitchell

I am emailing to express concern about the potential for station closure hinted at by the Rail 2014 Consultation document and accompanying fact sheets. I am writing both as a regular user of Kelvindale station, and as a Professor of Health and Environment who knows from existing research that public health benefits from a dense and effective public transport network.

Proper provision of public transport encourages physical activity as part of people's journeys (they walk to and from the station or stop), it also reduces air pollution and saves energy. Glasgow is currently facing the prospect of breaching EU air quality standards. Doing anything that will drive more people into their cars would be very silly. I remind you that we are all committed to the Government's strategic priorities; including a desire for our nation to be healthier and greener. Reducing access to public transport in Glasgow hardly contributes to these! Maryhill has one of the worst public health records in Europe and is widely known to be socially and economically deprived. The rail system attracts residents here and keeps them connected to the wider city. Reducing public transport access for some of the poorest people in the city would directly contradict the aspiration for Scotland to be fairer.

I am aware that our area is well served by railway stations; that is a good thing and shouldn't been seen as an opportunity to cut. The reality is that having to walk further to a station will discourage use of the railway. Kelvindale and Maryhill stations are well used and with the recent opening of Kelvindale trumpeted as a bold move for Scotland, it would seem highly retrograde to close it again.

I trust this proposal will not be pursued.