

# **GLASGOW AIRPORT RAIL LINK BILL**

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## **PROMOTER'S MEMORANDUM**

### **INTRODUCTION**

1. This document relates to the Glasgow Airport Rail Link Bill introduced in the Scottish Parliament on 31<sup>st</sup> January 2006. It has been prepared by the Promoter, Strathclyde Passenger Transport Executive, established under the Transport Act 1968 and having its main offices at Consort House, 12 West George Street Glasgow (SPTE) to satisfy Rule 9A.2.3(b) of the Parliament's Standing Orders. The contents are entirely the responsibility of the promoter and have not been endorsed by the Parliament.

2. Explanatory Notes, an Estimate of Expense and Funding Statement, a Promoter's Statement and the Presiding Officer's determination on legislative competence are published together by the Parliament as SP Bill 54-EN. The Promoter's Statement contains details of the other accompanying documents published by the promoter, and where those documents may be inspected and purchased.

3. This Promoter's Memorandum sets out:

- the policy objectives of the Bill;
- the necessity for taking the route of a private Bill in the Scottish Parliament;
- details of the scheme for which powers are being sought;
- the fit of the project within national, regional and local policy;
- the consideration of alternatives; and
- details of the extensive consultation that has been, and continues to be, undertaken on the proposals.

## **POLICY OBJECTIVES OF THE BILL**

4. The policy objectives of the Bill are:

- To stimulate economic growth in the West of Scotland by developing the capacity and capability of the national and regional rail network
- To contribute to a sustainable basis for the future growth of Glasgow and Prestwick Airports in terms of government and regional objectives for airport surface access;
- To support the sustainable regeneration of the M8 corridor and Ayrshire / Inverclyde corridors by developing rail capacity;
- To improve social inclusion and accessibility by connecting areas of low car ownership and high deprivation within west Scotland to economic opportunities at Glasgow and Glasgow Airport ;
- To provide a high quality, high capacity public transport service between Glasgow Airport, Paisley and Glasgow that will attract car and other users through offering a high quality, high reliability, safe, frequent service and competitive journey times; and
- To provide public transport services to Glasgow Airport and in the M8 and Ayrshire Corridors that integrate with the existing transport network and allow for the future development of enhanced interchange opportunities with bus, car, rail, cycling and walking.

5. These objectives were initially developed by a core stakeholder Steering Group of the Scottish Executive, BAA, the Strategic Rail Authority, the Department for Transport and Scottish Enterprise as part of a wider consultation since March 2001. They were further developed by SPTE from 2003 onwards.

6. Growing the economy is a top priority of the Scottish Executive and an effective transport system is central to that objective. This can be achieved through a modern, safe, efficient and sustainable transport system that connects the whole country and connects it to the rest of the world. Airports not only provide national gateways for commerce and tourism but are also significant sources of employment and economic activity. Glasgow Airport provides over 5000 jobs in a variety of professional, skilled and unskilled roles at the site and Prestwick Airport provides a further 500 jobs. Airport jobs support over three times as many other jobs in the wider Scottish economy<sup>1</sup> due to high “job multiplier effects”. Reliable, fast journeys to the airport are a priority for air travellers, particularly business travellers.

7. The Government recognises the economic benefits of airport growth and also its impacts. The Aviation White Paper<sup>2</sup> sets a framework for growth within the context of sustainable development, taking account of the transport demands of expansion so that there is easy and reliable access which minimises environmental and congestion impacts. Improved public transport services are a priority since they meet travel demand in a sustainable way.

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<sup>1</sup> The Impact of BAA Airports on the Scottish Economy, August 2002, Fraser of Allander Institute

<sup>2</sup> The Future of Air Transport - Aviation White Paper, December 2003, Department for Transport, [www.dft.gov.uk](http://www.dft.gov.uk)

8. At Glasgow Airport, air passenger numbers are forecast to grow to 15 million passengers per annum (mppa) by 2030 as estimated in the Aviation White Paper and potentially up to 24mppa as estimated in BAA draft Masterplan for Glasgow Airport<sup>3</sup>. The bus services to the city centre cannot provide the reliability of journey times to meet future demand. At Prestwick Airport, the rail service cannot meet future demand without rail network and rolling stock improvements to provide more frequent, higher capacity services.

9. The Glasgow Airport Rail Link Bill provides a major element of support for the sustainable development of both airports. The road and rail transport corridor between Paisley and Glasgow is already the busiest in Scotland. Lack of capacity is a constraint to future economic development. Without the Glasgow Airport Rail Link, the future development of the corridor would be restrained.

### **NECESSITY FOR A PRIVATE BILL**

10. The Bill is promoted by Strathclyde Passenger Transport Executive. SPTE is under a general duty to secure the provision of passenger transport services in the Strathclyde area in accordance with policies formulated by the Strathclyde Passenger Transport Authority and has been asked by the Scottish Executive to promote the Glasgow Airport Rail Link.

11. The Transport (Scotland) Act 2005 provides for the establishment of Regional Transport Partnerships (RTPs). There shall be an RTP for the Strathclyde Passenger Transport area. The powers of the RTP shall include the ability to promote private legislation in the Scottish Parliament or to continue the promotion of such private legislation where the function in pursuance of which the legislation was first promoted is transferred after the introduction of the private bill. It is anticipated that the functions of SPTE, including those relating to the promotion of private legislation, shall be transferred, by Order, to the new RTP with an effective transfer date of 1st April 2006. In terms of the Standing Orders of the Parliament a change in Promoter is possible in such circumstance and the Private Bill Committee considering the Glasgow Airport Rail Link Bill will be asked to approve this change in due course

12. In order to construct a new railway, the promoter needs to acquire the necessary land and avoid claims in nuisance for both the construction and operation of the works. To seek to acquire all the land by agreement would be impracticable, as would reaching agreement with all those potentially affected by nuisance. The only practical method of obtaining these powers is by legislation, and the promoter does not already possess such powers for the purpose of constructing a railway. The promoter also needs various consents, such as planning permission, listed building consent, and consent to stop up and interfere with roads and paths. Each of these could be sought separately but it is convenient for the promoter, those authorising, and those affected by, the Bill, and standard practice, for these consents to be sought together with the principal powers to construct, operate and maintain the works.

13. Before devolution, railways in Scotland were authorised by means of provisional Orders made under the Private Legislation Procedure (Scotland) Act 1936 (c.52) but the 1936 Act no longer applies to “the promotion and construction of railways which start, end and remain in

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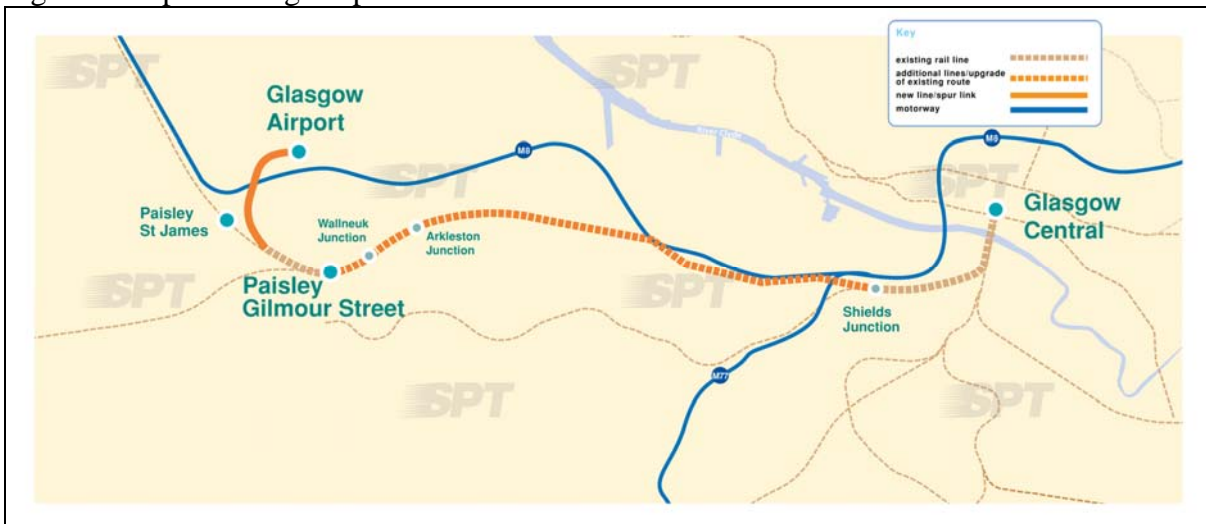
<sup>3</sup> Glasgow Airport Outline Masterplan, Draft for Consultation July 2005, BAA, [www.baa.com](http://www.baa.com)

Scotland”. The Parliament has not prescribed any special procedure for authorising such railways and so they must now be authorised by a private Bill in the Scottish Parliament.

## **DETAILS OF THE PROPOSED SCHEME**

14. The proposed scheme is shown schematically in Figure 1. The scheme (referred to hereafter as GARL) will provide a new rail service between Glasgow Central Station and a new station to be provided at Glasgow Airport. This will allow air passengers, airport employees and other travellers to reach the airport in a fast (16 minute journey time), frequent (4 trains per hour), reliable, high capacity and modern service. It will bring the airport within 1 interchange stop of 143 rail stations in west Scotland and via Glasgow Central and Paisley Gilmour Street bring the benefit of good airport accessibility and related economic benefit to the whole region.

Figure 1 Map Showing Proposed GARL Route



15. The proposal is to have one stop between Glasgow Central Station and the Airport at Paisley Gilmour Street thereby enhancing the existing rail services in the Glasgow – Paisley corridor. Paisley Gilmour Street rail station is the fourth busiest rail station in the Scottish network (in terms of footfall) and by having a stop at Paisley Gilmour Street station passengers will be able to interchange from the Ayrshire and Inverclyde catchment areas. This interchange effectively opens up greater travel choices.

16. GARL will also allow the opportunity to develop extra services for Ayrshire or Inverclyde by utilising the additional capacity that will be available after the works are completed.

17. The proposed services will run to/from Glasgow Central Station where additional platform capacity will be provided by the extension of platform 11a into the main concourse area to form a 300 metre long platform. A third track will be laid between Shields Junction and Arkleston Junction within the existing railway land between the current two tracks. This proposal will not prejudice future development to reinstate a fourth track.

18. Further west, the existing Wallneuk Junction (which controls the Ayrshire and Inverclyde Lines and is located just to the east of Paisley Gilmour Street) will be relocated eastwards and four tracks will be provided between Arkleston and Wallneuk. This will provide greater capacity at this location.
19. The total length of main line track to be upgraded is 9 km.
20. The scheme requires the conversion of an existing passing loop on the Paisley to Glasgow line to a fully operational running line. A replacement passing loop will be provided by extending the existing Elderslie passing loop on the Ayrshire line.
21. A new junction will be formed on the Inverclyde line east of Paisley St. James Station for the new branch line to the Airport.
22. The branch line will consist of two tracks and will run for approximately 2 km before terminating at the Airport Station. The branch line will be electrified with gantries supporting the electrified power supply wiring. The branch line will initially run on embankment between Murray Street and Clark Street and then on viaduct through the remainder of the Murray Street Industrial Area and across the St James Playing Fields. Typical spans of the viaduct will be 25 metres and the railway track will run at between 8 and 9 metres above ground level. An integral part of the project is the associated mitigation works, most notably the relocation of the Fuel Farm facility at Glasgow Airport and in respect of the playing fields at St James Park. The Promoter is committed to ensuring there is no overall loss of playing fields. Further details of the mitigation proposal is set out in paragraphs 111 to 113.
23. There will be separate bridge structures carrying the railway over Clark Street and McFarlane Street and the A726. At the northern edge of the St James Playing Fields the railway will cross over the M8 motorway on a single span tied arch bridge of approximately 135 metres clear span. The railway will then continue on viaduct in an easterly direction towards the airport station.
24. The new airport station will be located to the south of multi storey car park number 2 and will have two platforms each capable of accommodating trains up to 8 cars in length. The station will be partially covered with a canopy to provide shelter to cover the concourse and the front four cars of a train. The location of the station offers an opportunity to create a landmark structure and will present a new aspect for the airport when viewed from the M8 White Cart Viaduct. The height of the station canopy will be such that it will effectively shield from view the multi storey car park from the south. A design brief (fully compliant with the requirements of the Disability Discrimination Act 1995) has been agreed between the Promoter and BAA, Network Rail, Renfrewshire Council and the Scottish Executive which will ensure that the station is designed to appropriate standards.
25. The station concourse will be connected to the Airport Terminal building by an enclosed elevated pedestrian link some 130 metres long that will include travelators (moving walkways). The design of this elevated pedestrian link will also be in keeping with the overall design of the airport.

26. The creation of the airport station will allow BAA to develop a new integrated transport hub around the new rail station. This could include facilities for bus, coach, taxi and private cars. The Promoter is committed to working with BAA and other public transport operators to develop a first class facility for travellers.

27. An indicative timetable based on a service of four trains per hour in each direction has been prepared which demonstrates the feasibility of the proposal. The Promoter recognises that a fully working operational timetable will have to be developed in consultation with the Scottish Executive, Network Rail and the Train Operators prior to the introduction of live services.

28. During the development of the scheme extensive transport modelling of the impacts has been undertaken. The patronage forecast for the journeys on the new rail services between Glasgow Central, Paisley and the Airport are estimated to be approximately 1.4 million passengers in the opening year, rising to 1.8 million passengers in the year 2030. In addition to new rail passengers, the forecasts include a re-distribution of passengers from existing services in the corridor, which will help ease congestion and overcrowding that is currently experienced on some trains. The transport modelling has also shown that approximately 80% of the air passengers using GARL will transfer from private car or taxi, along with more than 35% of employees, contributing to the relief of road congestion and the environmental impacts of road traffic.

## **FIT WITH EUROPEAN, NATIONAL, REGIONAL & LOCAL PLANNING AND TRANSPORT POLICY**

29. GARL is wholly consistent with planning and transport policy at all levels. This section demonstrates the fit with European, national, Scottish, regional and local policies. GARL expressly implements policy up to regional, Scottish and national levels.

### **European Policy**

30. The European Spatial Development Perspective<sup>4</sup> seeks to promote the development of “balanced metropolitan areas and a strong network of urban centres and improved transport links and parity of access to knowledge and opportunities.” There is significant European support for regeneration in west central Scotland, including its designation as an Objective 2 region under the European Union Structural Funds Regulations<sup>5</sup>. The EU recognises the role of efficient transport networks in promoting economic development. The Glasgow Airport Rail Link will support access from both the region’s airports to the wider region by making efficient use of the existing west of Scotland rail network and improving access to the travel and job opportunities at the airport from the wider region.

### **UK National Policy**

31. National government transport policy is set out in the White Paper: "A New Deal for Transport - Better for Everyone", published in 1998. The White Paper establishes five over-

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<sup>4</sup> [www.espon.org.uk/development.htm](http://www.espon.org.uk/development.htm)

<sup>5</sup> [www.scotland.gov.uk/Topics/Government/International-Relations/15181/1246](http://www.scotland.gov.uk/Topics/Government/International-Relations/15181/1246) and [www.wsep.co.uk](http://www.wsep.co.uk)

arching objectives of transport schemes: environment, safety, economy, accessibility and integration. The Glasgow Airport Rail Link meets all of these objectives. The scheme provides for the widening of transport choice by the promotion of a rail scheme; developing a more integrated public transport system by linking the airport with rail and bus interchanges; improving the quality and reliability of public transport as a travel mode for airport access; improving accessibility to the airport from Social Inclusion Partnership and regeneration areas and new zones in the Scottish index of multiple deprivation; and improving safety by reducing the numbers using road based modes with their higher potential for accidents in comparison with rail.

32. National aviation policy is set out in the White Paper “The Future of Air Transport” published in December 2003 by the Department for Transport. This sets out a comprehensive review of future airport requirements by providing the framework for airport growth within the context of sustainable development. This confirms the need to make best use of existing airport capacity, encourages growth at regional airports such as Glasgow and Prestwick, sets environmental conditions for airport development and sets out the basic principles for surface access. The White Paper states that “ensuring easy and reliable access to airports which minimises environmental, congestion and other local impacts, is a key factor in considering any proposals for new airport capacity” and “road and rail capacity must be sufficient to cope with the transport demands of expansion”. The White Paper provides further advice on funding, where there are public beneficiaries in addition to the needs of the airport to mitigate its growth impacts. The White Paper requires airports to produce master plans and BAA has produced a draft outline master plan for Glasgow Airport.

33. The White Paper required that SPT work up plans for a rail link to the airport in response to its findings that "the proposed increase in terminal capacity at Glasgow Airport would need to be supported by improvements to the surface transport infrastructure". GARL is a direct response to national policy affecting the future growth of the airport.

34. The Glasgow Airport Rail Link also takes forward the conclusions of the White Paper for Prestwick Airport in that “enhanced capacity may also be needed on rail services connecting the airport to central Glasgow, especially as a significant proportion of passengers (currently around 30%) already access Glasgow Prestwick in this way”. Our studies confirm that the increased track and service capacity provided by our scheme provides an opportunity to help meet this growing demand.

35. Passenger numbers at Glasgow Airport have grown by nearly 60% in the 10 year period between 1995 to 2004. The Aviation White Paper envisages a continued increase in demand from 6.5 million in 2001 (the base year for White Paper forecasts) to 10.4 million in 2015 and to 15.4 million in 2030.

36. It should be noted that 8.6 million passengers used Glasgow Airport in 2004 and this trend would seem to suggest that airport growth could outperform the Aviation White Paper forecasts.

37. The DfT central estimates of air passenger growth as set out in the Aviation White Paper have been used as the basis for patronage and revenue forecasts for GARL – that is 10.4 million

by 2015 and 15.4 million by 2030. BAA's outline master plan presents a range of forecasts based on their econometric model and best estimates of economic growth, real fares and other variables. For 2015, the BAA forecasts range between 12.1mppa to 14.4 mppa. For 2030, the forecasts range between 16.9mppa and 24.3mppa. Both the DfT and BAA forecasts assume that the rail link will be provided by 2008 /2009. GARL studies have tested the implications of these forecasts as a scenario of future demand for the rail service.

38. In addition to the forecasts for Glasgow Airport, the Aviation White Paper forecast that Prestwick will grow to 6 million by 2030. Like Glasgow Airport, Prestwick's growth is outperforming the forecasts with a passenger throughput of 2 million in 2004.

39. Strategic Rail Authority (SRA) - The planning functions of the SRA are passing to the Scottish Executive although its Strategic Plan published in 2002 remains relevant as a statement of national rail policy. The Strategic Plan highlights the SRA's short, medium and long term priorities. Medium term priorities are focused on delivering major investment projects needed to address the Government's core targets for the railways and further developing longer term investment projects. Improved rail access to airports is identified as a key medium term priority, and SRA's "Major priority investment projects" includes improved links to Heathrow, Glasgow and Edinburgh Airports. Developing the GARL project through to obtaining Parliamentary powers supports the SRA's overall aims.

### **Scottish Executive Policy**

40. GARL both matches and helps to deliver Scottish Executive policies for the economy, planning, transport, and social inclusion.

41. Scottish economic policy is set out in the Framework for Economic Development, 2004 which confirms transport will continue to be a high priority, with a focus on strategic planning, infrastructure investment, reducing road congestion and improving public transport. The Glasgow Airport Rail Link scheme accords with this policy since it supports the growth of the airports and the capacity of the rail network.

42. The National Planning Framework for Scotland published in 2004 outlines the Scottish Executive's strategy for Scotland's spatial development to 2025, including both Glasgow and Prestwick Airports as international gateways and links to them as key strategic routes. Improving surface access to Glasgow Airport is noted as a national priority. GARL meets key strategic priorities for a better transport system with strong external links, improved internal connectivity and more sustainable patterns of transport and land use.

43. SPP 17 Planning for Transport published in August 2005 provides a statement of Scottish Executive policy on nationally important planning matters. It confirms the overarching role of the Aviation White Paper regarding the development of airports and notes the Scottish Executive's decision on GARL. It requires planning authorities and operators to address the surface access needs of airports by planning for a modal shift from car to more sustainable modes. GARL is a key delivery mechanism of airport planning policy.

44. Travel Choices for Scotland: The Scottish Integrated Transport White Paper 1998 sets out the overall aims of the Scottish Executive transport policy. These can be summarised as seeking to achieve a strong economy, a clean environment and an inclusive society. The White Paper recognised that "A sustainable environment requires, above all an effective and integrated transport policy at UK, Scottish and local level that will provide genuine choice to meet people's transport needs". GARL promotes genuine choice for airport access journeys and effectively integrates rail/ air travel, rail /rail travel and rail/bus travel at the schemes' interchange station.

45. "Scotland's Transport: Delivering Improvements", published in March 2002 highlights 10 priority projects including GARL to open up direct access to the rail network for business and travellers by developing rail links to Glasgow and Edinburgh airports. The strategy document also identifies GARL as one of the nationally significant "Major Projects to Reduce Congestion".

46. The Scottish Executive's White Paper "Scotland's Transport Future"(June 2004), refers to the value of effective external links providing direct flights to and from Scotland to promote trading connections with the rest of the world. Scottish businesses can increasingly access new and established markets directly, avoiding extra flights and consequent delays via a hub airport. Tourism is a major building block of the economy, and the Executive's White Paper sees this set to expand by 50% over the next ten years, with a strong linkage between tourism and good transport gateways/international links. GARL complements airport growth.

47. The White Paper heralds a statutory National Transport Strategy and a Regional Transport Strategy for the west of Scotland.

48. Social Inclusion - Car ownership in the Glasgow conurbation, Ayrshire and Inverclyde remain low in relation to the rest of Scotland and 40% of households in Strathclyde have no access to a car, compared with 33% throughout Scotland. GARL widens the opportunity of affordable travel for work or air travel at the airport and within the enhanced rail corridors to Paisley and Ayrshire.

49. Safety - All tiers of transport policy set safety as an overriding objective during design, construction and operational phases and GARL has been developed within this context. Rail travel is, inherently, one of the safest forms of transport.

50. Environment and Sustainability - The policy context for environment and sustainability has been incorporated within the development of Planning and Transport policy frameworks at all levels. The climate change and local air quality benefits of rail in comparison with car based travel have been described in the environmental impact statement. Construction and site specific environmental impacts, particularly noise, heritage, and visual amenity vary from minor impacts to significant impacts. In all cases the scheme has identified mitigation measures to minimise such impacts.

## **Regional Policy**

51. Joint Transport Strategy to 2025, published in 2005 by SPT and WESTRANS, (the West of Scotland Transport Partnership comprising 13 local roads authorities) sets the regional transport context for the West of Scotland. The Strategy highlights the road and rail capacity

restraints on the Paisley to Glasgow and Ayrshire to Glasgow corridors as key issues for the Strategy in its aim to sustain the regeneration of west Scotland and maximise public transport accessibility across the region. GARL and the M8 corridor capacity, together with three other issues (Crossrail, mass transit and demand management) are at the heart of the JTS strategy.

52. SPT Policies 2002, SPTS 2000-2004 and Implementation Plan - SPT is responsible for forming public transport policy for west Scotland. The SPT vision for public transport is “that people choose public transport because it is easy to use, safe, reliable, efficient and cost effective. Public transport takes people where they want to go, when they want to go there. People travelling in West Central Scotland have the choice of public transport for most journeys.” GARL realises that vision by increasing mode choice for airport passengers, providing infrastructure to improve the operation of the rail network to make public transport more reliable and meeting current and future demand for transport to the airport to meet a growing need.

53. GARL accords with each of SPT’s General Policies and takes forward its Strategy and Implementation Plan as described in the following paragraphs.

54. *Policy 1 Access for all – to work to secure public transport provision that is accessible and affordable to all sections of the community.* GARL would help provide access to employment opportunities to the airport and its hinterland. The new rail link would ensure, where practicable and reasonable, compliance under the Disability Discrimination Act 1995). The Promoter intends to deliver a modern, fully accessible transport system.

55. *Policy 2 Attractive public transport services – to promote, maintain and enhance the attractiveness and reliability of public transport services throughout west central Scotland and provide an alternative to car travel and hence a reduction in the volume of road traffic.* GARL extends the existing rail network to serve a new rail station at Glasgow Airport which includes a direct pedestrian link to the terminal building. This will directly contribute to the attractiveness and convenience of the existing public transport network. It increases track capacity on the Glasgow to Paisley corridor and platform capacity at Central Station increasing the effectiveness of the network. It provides an increasingly competitive journey time for airport journeys as an alternative to an increasingly congested road network. Staff and passenger journeys by rail will reduce the volume of road traffic on the Ayrshire and Paisley to Glasgow corridors.

56. *Policy 3 To promote, maintain and implement co-ordinated public transport arrangements and the enhanced integration of public transport provision, both between different services and types of transport, and with existing and planned patterns of land development.* A new rail station at Glasgow Airport would help to maximise the opportunities for interchange at Scotland’s busiest airport. More intensive and sustainable land development opportunities at Glasgow Airport and in Paisley could be created by enhanced public transport provision. In the ongoing development of GARL, the Promoter is committed to working in partnership with BAA to develop their masterplan proposals for a public transport interchange located at the new airport rail station.

57. *Policy 4 Improved public transport information – to promote reliable, accurate and timely public transport information that is available and accessible before and during journey.* A

new Glasgow Airport Station and the intermediate stop at Paisley Gilmour Street would provide opportunities for increased information provision on all public transport facilities.

58. *Policy 5 Safety and security – to work with stakeholders to maintain and improve the safety and personal security of passengers and staff on public transport services and infrastructure.* Rail travel is one of the safest modes of transport available (per kilometre travelled).

59. *Policy 6 Seeking environmental improvement – to work with local and strategic planning authorities and other stakeholders to ensure sustainable development practices and improve environmental outcomes, especially where these interact with travel choices.* The Aviation White Paper has identified GARL as an essential component for the sustainable growth of Glasgow Airport. Rail services improvements have been identified to support the sustainable growth of Prestwick Airport. Rail travel has relatively less emissions than road traffic.

60. *Policy 7 Supporting economic growth – to support the sustainable economic development of west central Scotland by seeking to ensure that a high standard of public transport provision is maintained throughout the region that gives good access to employment, tourism and other aspects of economic activity, and by working with others, to implement strategies that enhance overall transport efficiency.* GARL is firmly focussed on supporting economic growth. It supports economic opportunity at the airport, Paisley and Glasgow city centre and quantified benefits have been identified for jobs, tourism and wider economic activity (see para 117).

61. The following Regional Planning documents:

- Glasgow and the Clyde Valley Joint Structure Plan 2000;
- consultative draft Glasgow and the Clyde Valley 2025;
- 2004 Airport Alteration;
- The emerging 2005 Structure Alteration - the 2000 Structure Plan, approved Second Alteration (for Glasgow Airport); and
- The emerging 2025 Structure Plan

together establish a positive policy context for GARL with the scheme being supported and progressed to safeguarded status. The strategic need for GARL is emphasised and linked to national aviation policy by supporting growth at Glasgow Airport while taking account of environmental concerns, such as surface access.

62. The Consultative Draft of the Glasgow and the Clyde Valley Joint Structure Plan 2005 confirms the validity of the core economic strategy and the status of Glasgow Airport. It identifies the need for major improvements in access to the airport and the national road and rail networks. GARL, together with Crossrail and a mass transit network are identified as the three priority schemes for delivering the 2005 Plan - the "Agenda for Sustained Growth", supported by congestion management and parking controls. The Structure Plan accords with the WESTRANS/SPT Joint Transport Strategy.

63. A future replacement Renfrewshire Local Plan will require to take full account of the Structure Plan in safeguarding for the rail link in the Local Plan.

64. Ayrshire Joint Structure Plan 1999 and emerging Ayrshire Joint Structure Plan 2025 - the emerging Ayrshire Structure Plan seeks to address the problems of a declining economy and growing demand for housing. It allocates significant land for housing that will attract commuting journeys between Glasgow and the Ayrshire communities. This requires good transport links and the GARL proposal directly supports this policy direction. The existing Ayrshire rail market is the second busiest on the Scottish network. The 2004 Scottish Household Survey indicates that 42,000 trips each day are currently made between Glasgow and the Ayrshire coastal sub-region. The Structure Plan recognises the role of both Glasgow and Prestwick airports as key gateways and improving sustainable access from them to the Ayrshire region is a priority, with the corridors recognised as investment corridors. The Structure Plan supports the rail capacity improvements in GARL in underpinning its land use strategy. The Ayrshire rail market has the potential for growth but is constrained by rail capacity, one element of which will be resolved by the GARL proposal.

65. Glasgow Local Plan and Local Transport Strategy - Glasgow City Council aims to develop the city's transport infrastructure to reduce the need to travel by car and to meet the needs of visitors, residents, commerce and industry. The City Plan recognises that "*the absence of a rail link to Glasgow Airport places it at a disadvantage compared with other UK and European airports...*" and that "*A direct rail link to the airport .... would consolidate and extend the Airport's Scottish catchment and enhance its contribution to the economic well-being of the city.*" Glasgow City Council supports GARL and recognises that the scheme would be beneficial for accessibility to business locations accessibility to higher education institutions, and would thus provide greater competitiveness resulting from enhanced accessibility.

66. Renfrewshire Local Plan and Local Transport Strategy - The Renfrewshire Council Local Transport Strategy recognises Glasgow Airport as a key industrial and commercial operator with a particular need for strategic accessibility. Furthermore, a fundamental issue is the congestion on the M8 motorway which acts as a barrier to the rest of the motorway network and national and international market places. The Airport employs 5,000 jobs directly and an estimated further 15,500 jobs indirectly and is the key economic driver in the area. Renfrewshire Council believe that any project which is able to support or assist in the Airport's growth and development will be of immense assistance to the Renfrewshire economy. The Council considers that the speed of access from the airport to Glasgow city centre will be of benefit to the wider conurbation and the intermediate stop at Gilmour Street would be of particular benefit to the Renfrewshire area.

67. BAA Airport Masterplan, consultation draft July 2005 - Airport master plan guidance was issued in July 2004 from the DfT and Scottish Executive following the Aviation White Paper requirement for all large airports, including Glasgow and Prestwick, to produce master plans for 2015 and 2030. The guidance emphasises that the impact of the continuing growth of an airport on the surrounding transport network needs to be rigorously addressed by the airport operator. The Aviation White Paper states that:

- Road and rail capacity must be sufficient to cope with the transport demands of expansion.

- Ensuring easy and reliable access to airports which minimises environmental, congestion and other local impacts is a key factor in considering any proposals for new airport capacity.
- The Government expects airport operators to develop appropriate access plans and to contribute to the cost of the additional infrastructure or services needed.

68. BAA's draft master plan sets out the development strategy for the sustained growth of Glasgow Airport to 2030. BAA's vision is for Glasgow Airport to become Europe's most successful regional airport, supporting Glasgow and Scotland, and promoting social and economic prosperity. It proposes incremental growth by making maximum use of existing airside and terminal capacity, investing in the airport's infrastructure and keeping pace with demand and continuing to develop a strong air route network, particularly for international services

69. The airport had not completed the surface access content of its master plan prior to the publication of the 2005 draft master plan. The airport has a published 5 year surface access strategy (Years 2001 to 2006) developed with the support of a range of public agencies and transport operators and GARL is consistent with that strategy. GARL and the airport station location are identified in the draft master plan and provide an excellent fit with master plan aims and objectives. Indicative land use layouts are included in the draft master plan and the land required for the track and station are identified. Land would also appear to be available for the walkway to the airport and to accommodate uses displaced by the project.

70. Few projects demonstrate such a powerful synergy with policy. GARL is one such project; it delivers policy priorities at a local, regional and national level.

## **CONSIDERATION OF ALTERNATIVES**

71. GARL has evolved over a considerable period of time and this section sets out a description of the alternatives considered, which in summary were:

- a 'People Mover' (small scale metro) linking Paisley town to the airport by SPT in 2002 (MVA)<sup>6</sup>;
- a more frequent bus service was also considered by SPT in 2002 (MVA)<sup>6</sup> and is also an objective of the Airport Surface Access Strategy (BAA);
- the Central Scotland Transport Corridor Study (CSTCS 2002)<sup>7</sup> led by the Scottish Executive considered car access to the airport and specifically a car park and ride facility serving the airport;
- a light rail (LRT) system linking a proposed major car park at Ferguslie was considered under the Rail Links to Glasgow and Edinburgh Airports (RLGEA, SKM 2003)<sup>8</sup> Study;

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<sup>6</sup> Rail Links to Glasgow Airport: Appraisal of Infrastructure and Services, Final report November 2002, SPT (MVA)

<sup>7</sup> Central Scotland Transport Corridor Studies, Decisions January 2003, Scottish Executive (MVA), [www.cstcs.co.uk](http://www.cstcs.co.uk)

<sup>8</sup> Rail Links to Glasgow and Edinburgh Airports, Assessment of Mr Wallwork's Proposals, December 2002 Scottish Executive (SKM)

- light rail (LRT) links to the airport by various routes by SPT in 2002 (MVA)<sup>6</sup>;
- heavy rail route options have been considered by SPT and finally by the Scottish Executive (RLGEA, SKM 2003)<sup>9</sup>.

72. All but the last option of a heavy rail link via Paisley St James were rejected for various reasons as explained in the following paragraphs.

73. A People Mover Link between Paisley Gilmour Street Station and the airport has been looked at by the SPTE in November 1998 and reported in 2002 (MVA). This option took the form of a fixed monorail system, which would shuttle between the airport and Paisley Gilmour Street providing a frequent and reliable connection. It was found that this option would prove to be less attractive to air passengers in comparison to a direct rail link because of the need to interchange at the main line rail station. The consultants undertaking this work (MVA) also suggested that this option would have significant environmental disbenefits depending on the route through the Paisley environs.

74. The option of more frequent bus services between Glasgow City Centre and the airport was also examined by MVA for the SPTE. They reported that given the existing frequency of the Airport bus service (approximately every 7.5 minutes), any marginal frequency enhancements would attract little additional patronage from either air passengers or Airport employees. It was considered that the service was probably operating at its optimum level and that there would be little purpose to analyse this option further.

75. There is an obvious constraint suffered by bus transport for this market in that buses must compete for road space within a context of road congestion on the M8 motorway and within the supporting road network. Although solutions may be found through dedicated bus lanes, additional motorway lanes or indeed hard shoulder running these suffer from end point congestion. Motorway and slip road congestion at the M8 Junctions 27 to 29 (Paisley St James) and at the Glasgow end of this corridor, especially at the Kingston Bridge approach, introduces significant travel time delays (bus journey time at peak can be well in excess of 30 minutes) that are otherwise avoided by rail travel.

76. The CSTCS considered the provision of a park and ride facility close to the airport and dismissed it for reasons that it contributed to the congestion on the M8 Motorway. Congestion on the M8 is currently a feature between junctions 26 and 29 and on the approaches to the Kingston Bridge. A Park and Ride facility on the scale required would only exacerbate this unsustainable situation.

77. A number of light rail (LRT) routes were considered by MVA (1998) in the study undertaken for SPT and ultimately rejected in 2002. These options envisaged light rail (LRT) vehicles capable of running on the existing heavy rail network, operating on the St John's curve and stopping at Glasgow Queen Street station and at the airport. The routes considered include Paisley St James via Paisley Gilmour Street, Arkleston branch, Renfrew and Braehead with an alternative combining a people mover from the airport to Paisley Gilmour Street and LRT to

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<sup>9</sup> Rail Links to Glasgow and Edinburgh Airports, Final report, January 2003 Scottish Executive (SKM)

Glasgow City centre. They were rejected on grounds of higher capital costs while the Arklestone and Renfrew/ Braehead routes did not offer accessibility improvements for South West Scotland in comparison with an interchange at Paisley Gilmour Street.

78. A different system of Light Rapid Transit (LRT), a monorail system, from St James to the Airport was examined under the RLGEA Study (SKM 2003). This option relied upon a car based access to a park and ride site in close proximity to the airport. Passengers would travel by the LRT system into the airport. This alternative suffers from the fact that it is fundamentally a car based transport solution and will exacerbate the local and motorway congestion problem and travellers will experience travel times well in excess of the alternative rail proposal. This option was not taken forward.

### **CHOICES WITHIN RAIL OPTIONS: THE SKM REPORT**

79. A review (Rail Links to Glasgow and Edinburgh Airports Study, 2003) of options for establishing a direct rail link was commissioned and reported in 2002 by the Scottish Executive from the Sinclair Knight Merz (SKM) consultancy. A steering group was established to oversee the study whose composition included the Scottish Executive, BAA, the Strategic Rail Authority, the Department for Transport and Scottish Enterprise.

80. As part of this work SKM re-examined the economic and engineering viability of linking Glasgow Airport to the rail network. The study was conducted in 4 phases:

- During phase 1, a wide range of infrastructure options were reviewed, and appraised using simplified Scottish Transport Appraisal Guidance (STAG) Part 1 appraisal summary tables.
- In phase 2, a shortlist of infrastructure options was used to develop a series of service options, which were appraised in full STAG Part 1 appraisal summary tables.
- In phase 3, a full STAG Part 2 appraisal was undertaken, with options assessed with respect to robustness against input assumptions. Advice was provided on funding and procurement;
- Phase 4 of the study related to reporting

81. The SKM study had a pessimistic conclusion (section 8.5), however it noted (para 686) that there were “a number of factors that could materially improve the case for a rail link to Glasgow Airport”. On completion of the study and in recognition of the Promoter’s arguments based on the wider benefits that were explained, the Scottish Executive concluded that the Central Station option would be worthy of taking forward provided the factors and benefits as noted could be adequately demonstrated. In further developing the proposal the Promoter has established that GARL is economically efficient, socially and environmentally beneficial, and operationally deliverable.

82. The following paragraphs describe in detail the work of the SKM study and the rationale behind the justification for GARL.

83. Within the RLGEA study, Planning objectives were developed in the first phase of the study. These were established to provide a framework so that options could be taken forward on a rational and objective basis. The Planning objectives were as follows:

- Operating costs, should, at least, be covered by revenues, or be supported by third party contributions based on other benefits;
- Any public sector contribution to capital costs should, at least, be matched by non-user benefits (such as decongestion benefits experienced by motorists who remain on the road network after the introduction of the rail link);
- Options should be compatible with potential long term development strategies being considered at each airport as part of the preparations for the UK Aviation White Paper and should address the specific market and strategic functions being identified for each.

84. In the first phase of the study the options previously identified under the MVA (2002) study were reviewed. In total, seven options were examined for the development of a rail link at Glasgow airport and eight options for the Glasgow City Centre end.

85. The seven options were made up of the following four options from previous studies:

- Airport by Heavy Rail from Paisley St James (GA1);
- Heavy Rail along Arklestone branch (GA2);
- Heavy Rail from Cardonald via Braehead and Renfrew (GA3); and
- Heavy Rail from Jordanhill via tunnel under the Clyde (GA4);

plus the following three new variants developed by SKM:

- Tunnelled heavy rail link via Braehead, Renfrew and Paisley (GA6)
- Tunnelled heavy rail link via Paisley St James (GA7)
- Heavy Rail from Jordanhill via Clyde Tunnel, combined with St James Tunnel (GA8)

86. Options GA2 and GA3 were ruled out on the ground that they were in conflict with the current plans for the airport. They involved property demolition, significant cost risks and potentially high cost solutions. GA3 also did not provide a direct fast non-stop service for air passengers. GA4 involved property demolition, involved risk and potentially high cost solutions and did not provide a direct fast non-stop service for air passengers. GA7 and GA8 were ruled out on the basis of technical risk and the potential for cost escalation. GA8 also did not provide a direct fast non-stop service for air passengers.

87. The eight option variants considered within the long list of options for the Glasgow City end of the rail link were:

- Glasgow Central Station High Level (GC1)
- St John's Link to Queen Street Low Level (GC2)
- Glasgow International Link to New Cowlairs International Station (GC3)

- City Centre Tunnel between Queen Street and Glasgow Central (GC4)
- St John's Link and Strathbungo Link (GC5)
- Barnhill Link to Cumbernauld Line (GC6)
- Glasgow Central – Shotts – Edinburgh (GC7)
- Glasgow Queen St High Level via Cowlares Chord (GC8)

88. The seven options for the airport end of the link and the eight options for the Glasgow end of the link were appraised using a simplified STAG Part 1 Appraisal. From this work it was recommended that the Paisley St James Link options (GA1- surface and GA7 – tunnelled) were the overall preferred options at the Glasgow Airport end of the rail link and should be taken forward to Phase 2 for further consideration.

89. The Central Station, St John's Link and Strathbungo Link options (GC1, GC2 and GC5) and other variants/combinations (GC3, GC6/GC8) were found to be the favoured options for the Glasgow end of the link and were likewise taken forward. GC4 and GC7 were rejected on cost and capacity grounds.

90. In Phase 2, the capital costs of the infrastructure options were drawn up together with a number of different service specification options. This in turn allowed the operating costs, patronage and revenue to be established. The conclusions reached at the end of the Phase 2 work dismissed the viability of a tunnelled Paisley St James Link option due to its high capital costs. The non-tunnelled option (GA1) was favoured as it was the lowest capital cost option.

91. In terms of operational service patterns, a service of 4 trains per hour to Glasgow Central Station High Level was identified as a favourable option due to the revenues coming closest to operating costs. The service option to run 4 trains per hour to Glasgow Queen Street Low Level and Charing Cross via the St Johns Link was also included for further examination in Phase Three. There was still uncertainty regarding optimum routeing of any longer distance services and their feasibility and so a further two options known as Glasgow Central Plus and Glasgow Queen Street Plus were added to the list for Phase 3. These included services from the airport to Edinburgh via either Falkirk Grahamston/Cumbernauld or Croy/Falkirk High.

92. The shortlist agreed by the Steering Group for detailed appraisal in Phase 3 therefore consisted of four options:

- Glasgow Central – 4 trains per hour via Paisley Gilmour Street to Glasgow Central High Level
- Glasgow Queen Street – 4 trains per hour via Paisley Gilmour Street to Glasgow Queen Street Low Level and Charing Cross
- Glasgow Central Plus – as above but with the addition of 2 trains per hour to Edinburgh via the two Falkirk options
- Glasgow Queen Street Plus – as above but with the addition of 2 trains per hour to Edinburgh via the two Falkirk options

93. These four short listed options were then subjected to detailed appraisal:
- Against the earlier planning objectives/criteria of operating cost neutrality, capital cost covering user benefits and consistency with long term airport strategy;
  - Against implementation criteria including land use, fit with national and local policy, technical feasibility and risk, operational feasibility and public acceptability
  - Thirdly each scheme was assessed against the Government's five objectives [Environment, Safety, Economy, Integration, Accessibility] set out in the STAG Part 2 Appraisal guidance
94. SKM reported that none of the options at Glasgow would exceed the costs of implementation and there was little to choose between the Central Station and Queen Street base case options. The Central Station option was however the best performing of the four economically. Further, SKM reported that none of the options would generate extra revenues required to cover the additional operating costs. Again it was reported that with all cases the funding gap would exceed the non-user benefits.
95. Finally, as all options were found to be compatible with potential long term strategies being considered at each airport as part of the UK strategy for air transport, they had therefore met the third planning objective.
96. SKM also identified further benefits that the Central Station Option provided:
- Shorter journey times for airport passengers (15 minutes versus 21 minutes from Queen Street)
  - Deliverable at least 1 year sooner
  - Involving significantly less risk of cost escalation; and
  - The Queen Street option would require additional infrastructure, additional turnback facilities and the partial demolition of a Grade B Listed Building.
97. SPTE reviewed the outcomes of the SKM work and concluded that if additional economic benefits such as the those accruing to non-airport rail passengers in the corridor, which had been omitted from the SKM assessment, were included then a much stronger case for the rail link could be made.
98. On 12 March 2003 the Transport Minister announced approval of the Central Station Option (4 trains per hour via Paisley Gilmour Street to Glasgow Central) as the preferred option and announced Scottish Executive funding for SPTE to develop the scheme in detail and to promote a Parliamentary Bill to seek powers to construct GARL.

## **DETAILED DEVELOPMENT WITHIN PREFERRED OPTION CORRIDOR**

99. SPTE appointed Faber Maunsell in May 2004 to assist it to develop the preliminary design and prepare all necessary documentation required for the Parliamentary submission. This section sets out the detailed development of the preferred option prepared by Faber Maunsell including the variants that were assessed within the preferred option corridor.

100. At Glasgow Central Station Network Rail, as owner and operator, advised that there is little or no spare platform capacity at Central Station. Thus, the proposal to introduce an additional 4 trains per hour will require additional platform space to accommodate terminating trains. Extending existing platforms southwards out of the train shed, towards the River Clyde is not an option as this would interfere with the approach arrangements for the platforms. The extension of platforms northwards within the train shed is not viable as it would completely disrupt the passenger circulation area, and main passenger information display. The remaining viable option is to extend platform 11a into the main train shed. This also has the advantage that terminating trains will be fully under shelter.

101. The space currently used as a short term car park within Central Station will be lost by the proposal for a new rail platform. The Promoter has investigated the demand and supply of car parking in the City Centre and in the environs of the rail station and sought the view of the local Roads Authority regarding the loss of 66 car parking spaces. This has concluded that there are sufficient car parks in the environs of the station to accommodate station parking and the local Roads Authority (Glasgow City Council) has concurred with this assessment. SPTE have agreed in principle with NCP that 3 additional disabled spaces can be accommodated in their Oswald Street Multi storey car park which is adjacent to the station and has direct access at platform level. Therefore there will be no net loss in the number of disabled parking spaces. Passenger set down and pick up facilities currently exist on Union Street and other surrounding streets and these will continue to be used. There is no alternative space available to provide set down/pick up within the station and the Promoter is working in partnership with Glasgow City Council to ensure integration and that the mobility impaired are no worse off than as at present. This includes a proposal for authorised mobility impaired vehicles to use Gordon Street for set down and pick up at the main entrance to the station.

102. Detailed engineering and operational assessments of the infrastructure upgrade required on the existing Glasgow to Paisley main line to accommodate the proposed timetable of a 16 minute journey time and a 4 trains per hour per direction service have been undertaken. The section of route between Shields Junction and to the east of Paisley Gilmour Street (Wallneuk Junction) is currently two tracks within a rail corridor that once carried 4 tracks. The route is heavily utilised and journey time reliability for Inverclyde and Ayrshire services is variable.

103. Options to upgrade the infrastructure to accommodate the new GARL service whilst not increasing difficulties for existing services have focussed on the provision of either:

- One additional track to be used as a bi-directional line (giving three tracks in total) or;
- Two additional tracks (giving four tracks in total)

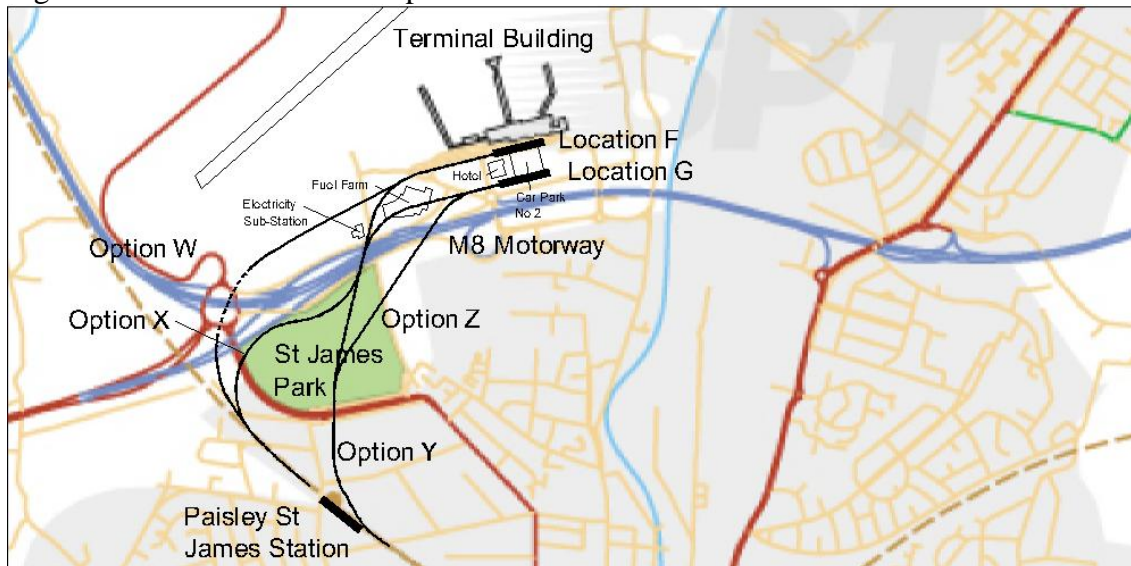
104. This work has also examined the influence of the current Wallneuk Junction on the overall capacity of the corridor. Wallneuk Junction was identified as being a critical rail junction that determined capacity, the development of which would provide operational benefits for the whole rail corridor.

105. This work has resulted in one additional track being recommended resulting in three tracks in total between Shields Junction and Arkleston. The recommended scheme also includes a relocated Wallneuk Junction together with a number of other smaller track changes.

106. All main line work will be undertaken within the existing boundaries of Network Rail land.

107. As described previously, the preferred option from the SKM study was to provide a new branch line across St James Park to reach the Airport. Further work was undertaken by the Promoter to examine the potential variants within this preferred corridor and to confirm in detail the optimal route choice in this environmentally sensitive location. Four route options were examined, as shown schematically on Figure 2 below:

Figure 2 Branch Line Route Options



- Route W- a westerly route avoiding St James Park and requiring a tunnel beneath the M8 motorway at St James Interchange;
- Route X- a route skirting the perimeter of the playing fields adjacent to the M8 motorway and on the north side of St James Park;
- Route Y- taking a 'diagonal' route across the St James Park and crossing the M8 at its lowest point in the vicinity of the airport; and
- Route Z a southeast route crossing through the residential properties on Greenock Road

108. This analysis confined that Route W was excessively costly, Route X provided no benefits over Y but had operational and maintenance disbenefits together with the need to acquire residential property in St James Avenue. Route Z had a severe impact on housing as well as being visually intrusive because of the high crossing of the M8 motorway.

109. The conclusion of this work was that Route Y, which passed through the St James Playing fields and crossed the M8 at its lowest point, was the best overall despite its impact on the playing fields as:

- It avoids the compulsory purchase and demolition of property on St James Avenue and Greenock Road;
- It is one of the most cost effective options to construct;
- It has fewer construction and maintenance risks than some of the other options;
- It limits noise and vibration impacts on properties surrounding St James Park.

110. At the same time an analysis was undertaken of the configuration of the branch line, which concluded that the preferred configuration was to adopt a twin track arrangement. This was preferred on the grounds of value for money, future proof expansion, timetable flexibility and operational flexibility.

111. The impact of the proposal on the St James playing fields and the adjacent properties is recognised by the Promoter. Specific and detailed consideration has been given to developing a comprehensive and sensitive mitigation package that is considered to adequately mitigate the impact of the proposal.

112. Since the alignment of the route was chosen considerable work has been undertaken in developing a mitigation strategy for the St James Playing Fields. This has been undertaken in consultation with Renfrewshire Council and local resident and playing field user representatives. The proposals will see twenty of the current twenty two pitches being retained either side of the railway viaduct at St James Park. A further two pitches will be provided at nearby Ferguslie. SPTE are still in discussion with Renfrewshire Council regarding the final details of this arrangement. This will ensure twenty two league standard football pitches are provided on completion of the works.

113. During the construction of the works eleven pitches would be retained at St James Playing Fields. The mitigation strategy being discussed in detail with Renfrewshire Council proposes that the balance of eleven league standard pitches, including temporary changing facilities, would be temporarily repositioned locally in the Renfrewshire area at locations such as Ferguslie Park, Lochend, Ralston, Seedhill and Thomas Shanks Park. This will ensure twenty two league standard pitches are available during the construction period.

114. Considerable work has also been undertaken at the airport in developing the preferred location for the airport station. A number of options were examined in some detail in close co-operation with BAA. This work has tied in with the development of BAA's own master plan for Glasgow Airport and the final location chosen (to the south of the multi storey car park) provides an excellent opportunity for BAA to develop a new integrated Transport Hub for the airport, as indicated in the draft airport masterplan.

115. The final scheme was appraised against the original planning objectives and outcomes of the previous SKM study and it was found that:

- An output of the economic appraisal has shown that under a given set of assumptions (e.g. fare structure) operating revenues do not cover operating costs. This difference is comparative with the rest of the ScotRail network on a subsidy per mile basis. The Promoter believes the assumptions to be conservative and is further investigating the more detailed project financial case with the objective of minimising the operational cost deficit ;
- The Net Present Value of the scheme was estimated to be £64 million with a Benefit:Cost Ratio BCR of 1.28. These figures increase to £120 million and a BCR of 1.53 if the higher air passengers figures anticipated by BAA are used instead of the Department for Transport figures issued in the Aviation White Paper
- The final scheme is fully consistent with UK airport long-term development strategies and takes forward these policies and strategies.

116. When considered against additional planning criteria, the appraisal concluded that GARL is likely to have a positive benefit when assessed against each of them, and that it should:

- Encourage modal shift, with around 80% of the air passenger and 35% of employees who transfer to GARL doing so from either car or taxi;
- Provide choice for both air passengers and airport employees who wish to travel to the airport during peak periods avoiding the congestion on the surrounding road network;
- Provide the opportunity to reduce pressure on car parking at the airport;
- Support the Greater Glasgow and Renfrewshire economy (see para 117 below);
- Allow for the opportunity for additional services to Ayrshire; and
- Improve sustainability

117. In addition to the transport economic benefits referred to above it has been estimated that there will be considerable wider economic benefits arising in the region as a result of the project. For example it has been estimated that the project could:

- Deliver approximately 650 jobs to Glasgow and Renfrewshire over the next ten years;
- Create a further 60 jobs to run the new GARL service;
- Support the development of up to 135,000 sq ft of office accommodation in Paisley Town Centre, which would provide the opportunity of a further 675 jobs for Paisley town centre over 3 to 4 years
- Help to bring 52,500 additional UK and overseas visitors and contribute towards £10 million in additional expenditure every year to Glasgow, Renfrewshire and Inverclyde; and
- Support Glasgow's estimated £115 million conference sector.

## **CONSULTATION**

### **Methodology**

118. Regular meetings and communication have taken place between the client steering group (comprising SPTE, BAA and Scottish Executive), SPTE, its consultants and stakeholders. Regular meetings have been held with Network Rail throughout the development of the project and regular consultations have been undertaken with BAA in relation to the Airport station location, relocation of the fuel farm, and on funding and project delivery issues.

119. The Promoter engaged a Principal Consultant team to support the wider consultation process:

- Faber Maunsell, engineering consultancy, acting as Principal Consultant and experienced in the promotion of rail infrastructure projects, concentrating on technical consultation including regulatory bodies, statutory undertakers and the rail industry. Faber Maunsell was also responsible for consultation with key environmental stakeholders. In addition, they were involved in detailed one-to-one discussions with local landowners, tenants and residents likely to be affected by the proposals.
- Weber Shandwick to manage public and wider stakeholder consultation, the business community and local residents, and arranging media and public meeting events, including an 0800 call centre and a web site.
- Land Aspects to manage the land referencing and identification of affected parties, and associated consultation.
- Roger Tym and Partners to undertake the assessment of wider economic benefits, and associated consultation with key stakeholders.

120. The process of communication between those responsible for the participation and consultation and those responsible for proposal development and technical appraisal was recognised as being paramount to an effective participation and consultation strategy. In order to facilitate this process, a dedicated Communications Team was responsible for overseeing all consultation. As part of this Team, a Consultation Database Manager was appointed to manage and record all consultation responses. The Database Manager worked in close liaison with the Project Manager and all members of the project team to ensure that there were clear lines of communication and that all members of the team were made aware of key issues as they arose, in order that the outcomes of the consultation could be fed into the overall design process.

121. In summary, consultation has been undertaken within four broad groupings:

- Technical - with regulators and other relevant bodies;
- Local interests - namely those residents, businesses and landowners who may be affected by the proposals through potential landtake or access requirements, road diversions/or closures and those occupying properties adjacent to the proposed railways in terms of noise, vibration and visual intrusion. This group also included users of the St James Park;
- The general public; and

- Stakeholders - more widely defined to include MSPs and political parties, councils, national interests, conservation and environmental groups and transport related organisations.

## **TECHNICAL CONSULTATION**

122. The technical consultation informed the design process undertaken to this point and comments raised have been taken into account in developing the preliminary design of the scheme. Consultees included the Scottish Executive, Network Rail, BAA, Renfrewshire Council, Glasgow City Council, British Transport Police, Glasgow Central Station's manager, HMRI, Health and Safety Executive, Historic Scotland, Scottish Amateur Football Association, SEPA, SNH, SportScotland and the West of Scotland Archaeological Service.

123. The technical design of the scheme has been carried out in accordance with Railway Group and Network Rail Company Standards and HMRI Principles and Guidance. Road and bridge design has been in conjunction with Glasgow City Council, Renfrewshire Council and the Scottish Executive, and in accordance with the Design Manual for Roads and Bridges, taking cognisance of local planning guidelines, environmental impacts, safety issues, operational constraints and issues along the routes.

124. A Code of Construction Practice (CoCP) has been developed to set out at this early stage of the project an outline of the Contractor's responsibilities in implementing the proposed environmental mitigation measures associated with the scheme's construction impacts. The CoCP has been developed taking due cognisance of specific legislative requirements as well as compliance with British Standards and HSE Guidance. This has involved liaising with the Parliamentary Agents, Renfrewshire Council and Glasgow City Council, SNH and SEPA to ensure that the most recent legislation/guidance was taken into account in preparing the Code. The CoCP will continue to be developed during the next stages of project development and incorporate issues arising from ongoing consultations.

## **CONSULTATION – LOCAL INTERESTS**

125. All residents, businesses and landowners likely to be directly affected by issues including landtake, visual intrusion, noise, vibration, construction methods and road diversions, were identified and contact was made by the Communications Team, in the form of a letter providing details of the proposed works and contact details for the Communications Team, who were available to address queries and provide additional information as required. Consultation leaflets were also sent out to properties located adjacent to the proposed route and one-to-one meetings and focus groups were offered to those parties who were affected by the proposals.

126. Residents, businesses and land owners who were identified and contacted as potentially affected (either directly affected or abutting the limits of the scheme) had their comments recorded and acknowledged. Concerns expressed included:

- Effect on property values;
- Noise and vibration;
- Landscape and visual impact; and

- Construction impact.

127. A meeting was held with the Paisley North Community Council which explored concerns relating to the construction of GARL, the impact on M8 congestion, noise levels, and the impact on the cholera graves located within the vicinity of the St James Park. In addition, the St James Residents Association, a sub-group of the Paisley North Community Council, comprising residents in the vicinity of St James Park, have played an ongoing active role in the consultation process and extensive consultation has been undertaken with this group to detail potential impacts and to explore the opportunities to address concerns in the scheme design.

128. Extensive consultation in the form of meetings, letters and telephone calls has also been undertaken with SportScotland and user groups associated with the St James Park, including the Paisley and District Amateur Football League and the Johnston and District Youth Football League, to identify potential scheme impacts and to explore opportunities to address concerns in the scheme design. As a result of these meetings and extensive discussions with SPTE and Renfrewshire Council, a playing field mitigation scheme has been developed to minimise the impact of GARL on St James Park, both during and after construction. Further details of the mitigation strategy can be found within the Environmental Statement (ES). Consultation with users of St James Park highlighted that the embankment option was less favourable than the viaduct option due to the additional pitches required for its construction and the severance effect. These issues were given due consideration during the preliminary design, which selected the viaduct as the preferred option for crossing St James Park.

129. A focus group was held with businesses within the Murray Industrial Estate to provide information relating to the scheme proposals. In addition, extensive consultation in the form of one-to-one meetings have been held on an on-going basis with key stakeholders within the Murray Industrial Estate, including J & M Taylor, JM Estates/Airlink, Kenyart, Road Plate Hire, Greenhill Engineering, Colour Traders Ltd., Napier and Craig, Bike-It Motorcycle Training, Joe Shirley Tyres, McGarvey Construction. Key issues raised were in relation to the crossing of the Murray Industrial Estate, in terms of structure and route alignment; impact on businesses; compensation and the Parliamentary Bill process. The output from these discussions fed into the scheme design, for example the proposal for a viaduct crossing of the Murray Industrial Estate was considered more favourable in terms of reducing impact on property within the area. The embankment was considered less favourable due to the additional landtake required and the severance of parcels of land by the embankment. These views were strongly echoed by Renfrewshire Council. The views expressed during the consultation together with the technical findings led to the choice of a viaduct through this area.

130. There has also been regular liaison between the Promoter and Renfrewshire Council Economic Development Services to investigate possible assistance for business relocation.

131. There has been specific consultation with BAA's tenants affected within Glasgow Airport, which are mostly surface car parking activities and a children's nursery. These tenants have been supplied with outline information regarding the proposals together with an invitation to meet to discuss the proposals in more detail. An agreement is currently being discussed in detail with BAA for replacement of these facilities elsewhere within the airport. In addition specific consultation has been undertaken (most recently in November 2005) with Pentland

Aviation (fuel farm owners) in regard to the impacts of the rail link on the existing fuel farm and the proposals for a replacement fuel farm facility, which is included within the Bill.

132. Focus groups were also held with representatives from Glasgow and Renfrewshire businesses. These meetings raised issues including local business concerns, construction impacts and economic impact. The concerns of local businesses were considered during the scheme development.

133. SPTE is in the process of setting up Community and Business Liaison Groups to provide an on-going forum for people in local areas to be kept informed of the proposals as they progress through Parliament.

## **PUBLIC CONSULTATION**

134. The public consultation for GARL was launched at national and regional levels by a media event held on 01 November 2004. The official spokesperson for the First Minister stated that “The Glasgow Airport Rail Link is one of the most significant new initiatives that we are determined to deliver.” This event was attended by the Transport Minister, Nicol Stephen MSP, and Councillor Alistair Watson, Chair of SPTE. The launch of the consultation received extensive media coverage in:

- Glasgow Evening Times;
- The Herald;
- The Scotsman;
- Metro;
- The Paisley Daily Express;
- Renfrewshire World;
- Paisley & District People;
- BBC Reporting Scotland;
- BBC Good Morning Scotland;
- STV evening news;
- Radio Scotland;
- Real Radio;
- Radio Clyde; and
- Saga Radio.

135. Throughout the consultation period there was an ongoing reactive and proactive media campaign to highlight that the public consultation was underway. This included press coverage near the end of the formal consultation period to remind the public that the consultation was about to close.

136. Formal public consultation into the proposals was undertaken between 1 November 2004 and 28<sup>th</sup> February 2005 and included consultations with political representatives, community organisations and the general public. The purpose of the consultation was to gauge the level of support for the Glasgow Airport Rail Link project and in particular to seek views on aspects of the route across the St James Playing Fields. Consultees were asked to express their opinion on different forms of crossing (viaduct or embankment). Their views on how best to maximise the remaining playing field space were also sought.

137. A number of methods were used to raise awareness of the consultation and to involve the stakeholders and the wider public in the process, and these are detailed within the sections below together with details of the level of coverage and response.

138. A public consultation leaflet was produced which provided general background information on the rail link, the benefits it would bring, key facts, a map of the route and information about how the link would cross the St James playing fields. In addition, information on the exhibition and public meeting dates were included, as well as contact details for the communication team by freepost, email, internet and freephone. The leaflet also included a map of the proposed route and a self completion freepost questionnaire.

139. Supplementary to the public consultation leaflet, an information pack was produced to provide additional, more detailed information about the options that were considered for the route. In addition, the information pack provided a summary of the potential benefits that the rail link would create or support. The parliamentary process was also explained together with details of how to participate within the consultation exercise.

140. A leaflet was prepared to provide information about the parliamentary process, compulsory purchase and compensation. This leaflet was made available on request and was freely available on the GARL website.

141. A briefing note was distributed primarily to political contacts and included background information and details about the consultation process. It invited the recipients to participate in the consultation process. All MSPs and west of Scotland MPs, councillors and senior council officers were sent copies of the briefing note. The first briefing note was sent out to coincide with the launch of the consultation. A second briefing note was sent out three days after the close of the consultation to the same group of politicians and officers, to summarise the high level consultation results and encourage recipients to continue to be involved.

142. A dedicated website ([www.spt.co.uk/garl](http://www.spt.co.uk/garl)) was used throughout the consultation both to disseminate information and also to gather opinion. The site contained background information, details of the public exhibitions, route maps, and downloadable documents. During the formal consultation period the website included the consultation questionnaire which could be completed and submitted to the communications team on-line. As information became available, the website was updated with more detailed maps, briefing notes on issues relating to environmental and economic impacts, details of media releases, and technical reports. The website was promoted through the media and on all consultation material, and went live on the launch day and remained open throughout the formal consultation period and thereafter.

143. A Freephone number was advertised in the local press and on all consultation material, and was available to those who wished to request a consultation leaflet or information pack, or further information on proposals and / or the consultation process. The Freephone number was manned from 0900 hours to 1700 hours, Monday to Friday, by Weber Shandwick and an answerphone service was provided out of hours. The Freephone number went live on the launch day and remained open throughout the formal consultation period and thereafter. The communications team responded to all queries raised by telephone, email or letter.

144. MPs, MSPs and community council representatives were sent leaflets and a letter from SPTE's Chair, outlining the scheme proposals and details of the consultation. These stakeholders were invited to one-to-one meetings or focus group events to discuss the proposals, and SPTE made representations or presentations at community council meetings, which were also open to the general public

145. A database of stakeholder organisations was compiled. These stakeholder organisations were sent leaflets with a covering letter from SPTE's Chair inviting comments, and key organisations were invited to one-to-one meetings to discuss the proposals and raise any concerns.

146. A series of staffed touring exhibitions were organised in the Glasgow and Paisley areas, including suitable venues along the existing mainline. The exhibition schedule was as follows:

<b>Date</b>	<b>Time</b>	<b>Venue</b>
Monday, 8 November 2004	9am – 8pm	Glasgow Central Station
Wednesday, 11 November 2004	9am – 8pm	Glasgow Central Station
Friday, 13 November 2004	9am – 6.30pm	Braehead Shopping Centre
Saturday, 14 November 2004	10am – 6pm	Braehead Shopping Centre
Tuesday, 17 November 2004	10am – 5pm	Cardonald Library
Wednesday, 18 November 2004	12pm – 8pm	Cardonald Library
Wednesday, 25 and Thursday, 26 November 2004	9am – 8pm	Paisley Central Library
Friday, 3 and Saturday, 4 December 2004	9am – 8pm	Glasgow Airport
Thursday, 9 December 2004	9am – 7pm	Paisley Shopping Centre
Friday, 10 December 2004	9am – 5.30pm	Paisley Shopping Centre

147. The exhibitions provided detailed information on the proposals and an opportunity for the public to make comments. Leaflets were available at all times and information packs and detailed route plans on request. The exhibitions were staffed full-time by staff from the consultants' team, with the Promoter spending some time at the exhibitions held at Central Station, Braehead Shopping Centre and Paisley Central Library, on an ad hoc basis to gauge progress and response.

148. Public meetings were held at venues along the route, as indicated below:

Date	Time	Venue
Tuesday, 24 November 2004	7pm	St George's Primary School
Monday, 30 November 2004	7pm	Hillington Primary School
Tuesday, 1 December 2004	7pm	Mossvale St James Primary School
Wednesday, 2 December 2004	7pm	Paisley Town Hall
Monday, 28 February	7pm	Paisley Town Hall

149. All public meetings and exhibitions were advertised in the local press (The Herald, Evening Times, Paisley Daily Express, Renfrewshire World, Paisley and Renfrewshire Gazette and Paisley Extra). Radio advertising (Q96 and Saga Radio) supported the public meetings, and additional publicity was achieved via press coverage at the consultation launch. Members of the public could therefore respond to the consultation in the following ways:

- Returning the pre-paid response slip from the leaflet;
- Filling in the on-line response form;
- Writing to the Freepost address or by e-mail;
- Calling a Freephone number;
- Attending an exhibition or public meeting

## **GENERAL PUBLIC RESPONSE**

150. The level of coverage and response rate to each stage of the consultation is described below. The information below relates to the formal consultation period between 01 November 2004 and 28 February 2005.

- 12,232 leaflets were mailed directly to households and businesses along the line of the route from Central Station to Paisley St James and in a wider area around the proposed branch line.
- 5,000 leaflets were distributed through SPTE rail station ticket offices and SPTE Travel Centres.
- 15,000 leaflets were distributed on train services through Paisley Gilmour Street station.
- Approximately 3,000 leaflets were distributed through exhibitions, public meetings and ad-hoc requests to the communication team.
- 1,500 leaflets were sent to Scottish Citylink for distribution on its airport shuttle service.
- Approximately 300 information packs were distributed and information packs were also freely available on the GARL website;
- There was a total of 7,338 visits to the GARL homepage;
- All MSPs and west of Scotland MPs, councillors and senior council officials were sent copies of the GARL briefing note.

*This document relates to the Glasgow Airport Rail Link Bill (SP Bill 54) as introduced in the Scottish Parliament on 31 January 2006*

- Compensation leaflets were available on request and freely available on the GARL website.
- 1,500 leaflets were distributed to third party stakeholders, MSPs and Community Councils.
- 159 people in total attended the public meetings (five meetings).
- 123 people in total attended third party meetings (seven meetings), with a further 106 people attending two residents' public meetings prior to the consultation launch.
- 34 one-to-one meetings were held with key stakeholders.
- 917 people attended the exhibitions (twelve exhibitions).
- The overall number of official responses received prior to the end of the consultation was 1,097. These were distributed as follows:
- 601 of responses were received via the leaflet questionnaire;
- 222 responses were received through the online response form on the website;
- The remaining 274 were received by letter, email, telephone, and via requests at meetings etc.
- Two petitions were received – 515 postcards as part of a campaign by local residents and the Paisley North Community Council, and 26 leaflets published by an SNP candidate for the 2005 general election for Paisley and Renfrewshire North

151. The main findings of the consultation were that 82% supported the concept of the Glasgow Airport Rail Link. A further 16% did not support GARL and 2% were “not sure”. The main objections to GARL were:

- Too close to homes – will affect house prices;
- Playing fields are a site of mass grave of cholera victims;
- No demand for link;
- Easier / cheaper by car to airport;
- Too much loss / disruption to the playing fields and local football teams;
- Uneconomic;
- No benefit to Paisley;
- Increased rail traffic;
- Damaging to environment; and
- Tunnel is best.

152. 81% supported the viaduct option as opposed to the embankment option for crossing St James Park. The reasons given for supporting the viaduct option were:

- To retain most of the playing fields;
- Less impact on environment;

- Less disruption and less visual impact on local area;
- Safer;
- Maintain wildlife; and
- More modern.

153. 19% supported the embankment option for crossing St James Park. The reasons for supporting the embankment option were:

- Cheaper option;
- Safer and more reliable than viaduct;
- Minimum impact on environment; and
- More pleasing to the eye.

154. As indicated above the majority expressed a preference for the viaduct across the playing fields. This together with technical considerations resulted in the viaduct option being adopted as part of the final scheme.

155. Consultation has been ongoing since the close of the formal consultation period, and the Freepost address, email address and Freephone number have remained open during this time to address queries and provide additional information as the scheme design progresses. In addition, there have been ongoing media releases providing further details relating to the proposals.

## **STAKEHOLDER CONSULTATION**

156. A considerable degree of consultation with stakeholder groups has taken place as part of the assessment of the impact of the scheme. Key organisations such as Network Rail, Strategic Rail Authority, BAA, the local authorities, local Enterprise Companies and the local Chambers of Commerce have met with the Promoter on a regular basis and have been fully engaged and their views taken into account as the project has developed. All have expressed support in principle for the scheme.

157. As part of the Environmental Impact Assessment (EIA) and preparation of the Environmental Statement (ES), extensive consultations were undertaken. The results of this consultation were considered during the EIA and are reported in the ES, which is an accompanying document to the Bill. The ES identifies and assesses the environmental impacts of activities involved during the construction and operation of GARL and proposes measures which will mitigate any adverse environmental impacts. The purpose of the consultations was three-fold:

- To request information in order to understand the environmental baseline of the scheme;
- To inform consultees about the details of the proposed scheme; and
- To enable consultees to express their opinion on the scheme and the methods that would be employed in undertaking the EIA.

158. Initial information requests were made in late 2004 and the GARL Environmental Scoping Report was published in February 2005, with additional consultation undertaken by letter on 8 April 2005 in order to seek the views of consultees on some changes to the scheme including the proposed Elderslie Loop and the relocation of the Glasgow Airport Fuel Farm. Consultation documents were sent to the organisations listed below for comment:

- Architectural Heritage Society of Scotland
- BAA / Scottish Airports Limited
- Friends of the Earth Scotland
- Garden History Society in Scotland
- Glasgow City Council
- Glasgow Wildlife Information Centre
- Health & Safety Executive
- Historic Scotland
- Local Cycling Groups (Go Bike!)
- National Playing Fields Association
- Network Rail
- Renfrewshire Council
- Royal Fine Art Commission for Scotland (now Architecture and Design Scotland)
- RSPB Scotland
- Scottish Amateur Football Association
- Scottish Badger Group
- Scottish Environment Protection Agency (SEPA)
- Scottish Executive
- Scottish Football Association
- Scottish Natural Heritage (SNH)
- Scottish Rights of Way Society (Scotways)
- Scottish Water
- Scottish Wildlife Trust
- SportRenfrewshire
- SportScotland
- West of Scotland Archaeological Service

159. Subsequently, the draft Environmental Statement was issued on 10 June 2005 to the following consultees for comment:

- BAA / Scottish Airports Limited

- Glasgow City Council
- Health & Safety Executive
- Historic Scotland
- Network Rail
- Renfrewshire Council
- Scottish Amateur Football Association
- Scottish Environment Protection Agency (SEPA)
- Scottish Executive
- Scottish Natural Heritage (SNH)
- SportScotland
- West of Scotland Archaeological Service

160. As well as being invited to comment those bodies were also advised of Rule 9A.6A of the Parliament's Standing Orders which permits mandatory consultees to lodge with the Parliament a statement in relation to the consultation undertaken by the Promoter.

161. All consultees identified in Para 159 above provided a detailed response on the draft ES.

162. Following these responses one to one meetings were held with SEPA, SNH, Historic Scotland, GCC, RC, BAA and Network Rail to address their comments on the ES. This has enabled the Promoter to incorporate, where appropriate, the comments into the final ES and the proposed Code of Construction Practice that will follow from it. The one to one meetings also provided an opportunity to outline the Promoter's commitment to ongoing consultation in the next stage of development of the project. Meetings were held as follows:

SEPA	28 October 2005
Historic Scotland	16 November 2005 (Central Station)
Historic Scotland	21 November 2005 (Four Square Tobacco Building)
Network Rail	18 November 2005
SNH	23 November 2005
Renfrewshire Council	23 November 2005
BAA	28 November 2005
Glasgow City Council	5 December 2005

163. Salient points made by SEPA, Historic Scotland, SNH, RC and GCC, mandatory consultees as defined by Parliamentary Standing Orders, have been summarised in the annex to this memorandum as are details of how these issues have been addressed. Note that copies of minutes for these meetings, as well as copies of correspondence received, are included in the Appendix to Chapter 3 of the ES (Volume 4).

164. The Promoter has consulted with Architecture and Design Scotland (ADS) in the form of a formal "Design Review" on key design aspects for the project. ADS highlighted the importance of design quality for the main project components in terms of the Airport Station, M8

bridge crossing and viaduct crossing of St James Park, specifically on the utilisation of space beneath the viaduct. The Promoter is committed to addressing design quality as part of the next stage in the development of the project.

165. As part of the Assessment of Wider Economic Benefits, consultation was undertaken with businesses within the wider Glasgow catchment in order to gain an understanding of the business trends and prospects, the main operational activities and how GARL and subsequent rail improvements might affect these prospects and / or activities. A series of consultation meetings were also held with key stakeholder interests. The results of this consultation are reported in the Assessment of Wider Economic Benefits report.

166. A focus group was also held with transport, environmental and accessibility interest groups on 6 December 2004 at the Ramada Hotel, Glasgow Airport, to allow these groups the opportunity to ask questions and comment on the proposals. This group included representatives from local community councils; Paisley Schools Football Association; Association for Public Transport; Paisley Football; First Glasgow; Rail Passengers Committee (Scotland); First ScotRail; Scottish Citylink; Airport Taxi Services; Scottish Association for Public Transport; Inclusion Scotland; and the National Playing Fields Association.

## **STAKEHOLDER RESPONSE**

167. Full details of the stakeholder response can be found within the Environmental Statement which accompanies the Bill. A summary of key responses is outlined in the Sections below.

168. Renfrewshire Council is supportive of the GARL proposals in terms of promoting means of access for the direct jobs at the Airport and the indirect / associated Airport jobs. The Council considers that the speed of access from the Airport to the city centre will be a benefit to the wider conurbation and the intermediate station at Gilmour Street would be of particular benefit to the Renfrewshire area.

169. Renfrewshire Council also expressed their concerns regarding the form of the Branch Line as it passed through the Murray Street Business Area. They felt that care should be taken not to sever parcels of land unnecessarily. These views were echoed by representatives of the local businesses. The views were captured sufficiently early in the design selection process and were examined along with other technical matters before a final decision on the form was taken. The resulting viaduct structure will ensure that access between the two sides of the Branch Line can be maximised in this area.

170. The Promoter and Faber Maunsell have been very active in working with Renfrewshire Council in developing proposals to ensure that the current users of the St James Playing Fields are taken account of in developing the proposals for the route. Detailed discussions have taken place to ensure that the mitigation strategy for the playing fields is appropriate.

171. Meetings held with Glasgow City Council's Land Services Department, Estates Department and Planning, City Plan and Economic Development Department have outlined support for GARL. The Council consider that GARL would be beneficial for accessibility to business locations and higher education institutions, and would thus provide greater

competitiveness resulting from enhanced accessibility. The importance of taking a broad view of potential wider economic benefits was highlighted. It is considered that GARL will form the gateway into Glasgow City Centre with immediate proximity to the Clyde Waterfront Regeneration area via other modes of transport. As noted in para 101, the Promoter has worked closely with GCC Land Services to identify a solution to mitigate as far as possible the impacts from loss of the existing short stay car park within the station. This work has focussed in ensuring mobility impaired passengers are no worse off than at present.

172. Glasgow City Council's Director of Land Services has also outlined support for GARL.

173. Renfrewshire Chamber of Commerce acknowledged its support for the GARL project, in terms of its over-riding significance and importance for the West of Scotland.

174. Glasgow Chamber of Commerce support GARL and welcome any such major investment in transport infrastructure and in particular any initiative which helps to alleviate traffic congestion of the road network across the city conurbation.

175. BAA, in their Outline Master Plan for Glasgow Airport, have said that they will continue to explore any initiative which could improve surface access links to the airport. They have worked closely with the Promoter during the design development process to ensure that the plans for the rail link and station integrate well with their own plans for the future of the airport.

176. The airline Emirates has expressed their support for GARL. They believe that the improvement in surface access to/from the airport will assist their business plans and will also support both their and the airline industry's efforts to minimise the environmental impact of air travel.

177. Consultations undertaken with the British Transport Police raised issues relating to provision for emergency vehicles to access Platform 11a at Glasgow Central station, on-train security and Airport railway station security. Consideration of the issues raised has been incorporated into the scheme design.

178. Scottish Enterprise Glasgow viewed GARL to be significant and beneficial to the city and the conurbation in terms of potentially opening up development sites and the advantages of speed and reliability of travel to / from the city centre. It was also recognised that GARL offers the potential to reduce congestion on the M8. Furthermore, GARL was considered likely to be a contributory factor in encouraging a greater number of foreign direct air links and the retention of those already attracted. GARL was therefore seen to be key in maintaining economic competitiveness.

179. Scottish Enterprise Renfrewshire were wholly supportive of GARL and viewed the proposals as being very important for the West of Scotland transport infrastructure as they would boost tourism and visitors to the conurbation. The benefits of increased rail capacity, and the development and transport potential of Paisley Gilmour Street as a key transport "hub", were also recognised. Scottish Enterprise Renfrewshire highlighted the significance of GARL in raising the profile of Paisley University through increased accessibility and through helping to

reduce the perceived investment risk attached to the potential development of the University Quarter and high quality office accommodation. Furthermore, the enhancement of accessibility to Glasgow Airport was seen to be a key factor in addressing aspects of social inclusion whilst also raising employment opportunities and providing linkages to key regeneration areas.

180. The Glasgow and Clyde Valley Tourist Board were very supportive of the GARL proposals and very much considered GARL to be essential for future economic prosperity driven through tourism. The Tourist Board considered the implementation of GARL essential for the city to maintain its current and future competitiveness in bidding for convention and conferencing business. It was considered that without this investment the city would inevitably begin to lose its competitive attraction.

181. Scottish Enterprise National was fully supportive of the GARL proposals and considered the creation of such a service to be essential in supporting the economic prosperity of the conurbation and the wider area beyond. Scottish Enterprise National viewed the greatest potential as being the tourism, leisure and recreation expenditure in Glasgow city centre, and the potential for mixed use and office based development in Paisley town centre enhanced through the upgrade of Paisley Gilmour Street station as a new highly accessible public transport hub.

182. The participants of the M8 Corridor Group were mostly interested in the transport modelling capabilities of the GARL project and were also keen to ensure that the M8 motorway crossing did not prevent future widening of the M8 motorway. The concerns of the Group have been considered during the design of the scheme.

183. Consultation with environmental groups sought feedback at various stages of the scheme design. The feedback received has been fundamental to the development of the mitigation strategy for the scheme.

184. Issues raised during consultation with transport, environmental and accessibility interest groups related primarily to the loss of playing fields at St James and impact on local football teams; the impact on taxi companies; demand for the link; perceived lack of business benefits for Paisley; cost concerns; and disabled access concerns. Queries were addressed during the focus group meeting and followed up by further communication as required. Comments regarding the St James playing fields have fed into the development of the mitigation strategy and other comments have been taken on board during the scheme design.

## **OTHER CONSULTATION**

185. As part of the requirements of Bills such as this one, a Book of Reference has been drawn up that sets out the details all those whose property could be acquired under the powers of the Bill. Those listed in the Book of Reference received notification of the deposit of the Bill. In addition, those parties with heritable rights in properties that immediately abut the limits of the scheme or those deemed to have significant impacts identified in the Environmental Statement received notification.

186. In the process of developing the Book of Reference all properties were visited and land interest questionnaires were completed by all those with an interest in the land. Those who were

not available at the time of the site visit were left a letter explaining the process and a contact telephone number which initiated follow up contact, Confirmation schedules were issued six weeks before the Bill Introduction to ensure that all information contained within the Book of Reference was up to date.

187. Prior to the introduction of the Bill to the Parliament, a leaflet was issued to all parties who had made contact with the Communications Team, together with all affected parties. This leaflet provided further information relating to the proposals in an easy and accessible format and aimed to provide an update regarding the status of the Bill. This generic leaflet was accompanied by a letter, where appropriate, which provided more information relating to specific issues raised by stakeholders. The purpose of this letter was to provide stakeholders with additional information which was not available earlier in the study and to show how their views were taken on board on finalising the proposals.

188. In order to assist in providing the most up to date information on the project, a draft version of the Bill and Accompanying documents has been made available on SPT's website since October 2005 and further detailed technical supporting information has also been published as it has become available. This information has also been sent directly to stakeholders and interested parties such as BAA, Renfrewshire Council, St James Residents Association and the Local MSP.

## **CONCLUSION**

189. This memorandum has been prepared by the Promoter, Strathclyde Passenger Transport, to satisfy rule 9A.2.3(b) of the Scottish Parliament's Standing Orders. It sets out the objectives of the Bill (see Paragraph 4 above). It identifies and assesses alternative ways of meeting those objectives and confirms why the approach taken in the Bill (the Glasgow Central option) was adopted (see Paragraphs 71 - 98 above). It outlines the consultation undertaken by SPTE on those objectives and the ways of meeting them and on the detail of the Bill and includes a summary of that consultation exercise (see Paragraphs 118 – 188 above and Annex).

190. Glasgow Airport is experiencing rapid growth and passenger usage has grown by nearly 60% in the 10 year period 1995 to 2004. The UK Aviation White Paper envisages a continued increase in demand and passenger numbers are expected to grow from 6.5 million in 2001 to 15.4 million in 2030. However it should be noted that 8.6 million passengers used Glasgow Airport in 2004. A rail link would assist the airport deal with this large increase in passengers and accordingly has been included within the recently released Glasgow Airport Outline Master Plan issued by BAA in July 2005. The rail link would help to reduce the number of passengers and employees who arrive by car or taxi and therefore minimise the environmental impact of this growth.

191. The Preferred Option for the rail link arose from work undertaken on behalf of the Scottish Executive by Sinclair Knight Merz. This study examined a large number of options before the Transport Ministers announcement in March 2003 that the Glasgow Central Option be taken forward. This Option comprises a 4 train per hour per direction service from Glasgow Central High Level to Glasgow Airport via Paisley Gilmour Street. The route from Paisley Gilmour Street to the Airport is via North Paisley and the St James Playing Fields.

192. Alternative ways of meeting the policy objectives of the Bill in terms of alternative modes and rail scheme options have been examined on accepted principles of environmental and economic evaluation and the GARL scheme is the one that best meets the policy objectives.

193. SPTE has developed the package of work required to take the scheme forward for Parliamentary Bill submission. This has involved studies of options for the airport station, the alignment of the branch line and additional capacity for the main line. Considerable effort has also gone into minimising the environmental impact of the scheme including the development of a mitigation strategy for the St James Playing Fields in consultation with Renfrewshire Council and playing field users. SPTE has also sought through careful design to mitigate the impact on the Murray Street Industrial businesses. SPTE is committed to continued consultation with affected businesses and is also working with Renfrewshire Council Economic Development department to investigate possible assistance for business relocation.

194. SPTE and its consultants have consulted on the detail of the Bill within the core stakeholder Steering Group, and with a range of other important interested parties including those involved in the technical consultation, local residents, general public, stakeholders, the business community and rail users. The consultation exercise has positively influenced the detail of the preferred option and design changes have been incorporated in response to feedback from stakeholders wherever possible. The overall outcome of the consultation exercise is overwhelming support for a rail link to Glasgow Airport.

195. The Bill represents a significant opportunity for the Scottish Parliament to use its powers to allow the Promoter to make a major addition to the public transport network in the West of Scotland and for significant benefit to the economy. The benefits will be felt throughout the conurbation and beyond.

## **ANNEX**

196. **SEPA's** main comments on the draft ES concerned:

- The construction and operation of the scheme where it may impact on controlled waters such as surface water and groundwater (particularly in relation to the design and operation of the proposed fuel farm adjacent to Paisley Moss Local Nature Reserve (LNR));
- Proposed piling operations; and,
- Where contaminated land was encountered.

197. These issues were dealt with in the project by defining within the fuel farm design bunding and containment works that went beyond current guidance, as well as proposing that the fuel farm was placed above ground and that foundations would be designed so that groundwater flow to and from the adjacent Paisley Moss LNR would not be restricted or polluted by operation of the facility. In terms of piling works required for the scheme it was proposed that such operations would be undertaken using methods that did not open up vertical pathways between potentially contaminated shallow aquifers and deeper groundwater. Other controlled water issues including drainage from St James' Park that would be designed to attenuate high flow periods.

198. In dealing with potentially contaminated land, such land would be identified and risk assessments carried out, and where appropriate such land would be remediated to accepted standards. Finally, the development of a CoCP was included in the scheme as a way of dealing with potential construction impacts and as requested by SEPA the CoCP will remain a live document up to and throughout the construction period.

199. **Historic Scotland's** main comments on the scheme concerned potential impacts on the Category A Listed Glasgow Central Station and the Category B Listed Greenhill Road, Four Square Tobacco Building occupied by Kenyart Ltd and the requirement to consult further with Historic Scotland at the detailed design phase. The following issues were discussed with regard to Central Station:

- The area of the proposed new turning vehicle arrangement at the top of the existing ramp currently has a number of different finishes which looks unsightly.
- The alignment of the proposed extended platform 11a within the train-shed will be between the rows of existing lights, and therefore will have no impact on the lights. Platform sizes, overhangs, clearance, etc. are all restricted by regulations but should match those used elsewhere.
- Details and finishes around the proposed buffer structure at the end of the extended platform 11a should be consulted with HS / Planning.
- The existing railings around the retaining wall of the exit ramp should be retained and used elsewhere within the station if possible.
- Historic Scotland considered that the scheme would be an improvement with regard to visual intrusion by removing the existing waste facility, trolley storage and training buildings as proposed.

- The station arch is an important gateway into the station and therefore the proposed works should consider removing the staff building on the north east face of the station arch. Consideration should also be given to re-cladding the substation.
- The remedial works to the existing station arch face will need to be considered where any buildings against the arch are removed, such as the training and storage buildings as proposed. Details and finishes to the arch should be consulted with HS / Planning.
- Historic finishes around the former ladies toilet, which may be converted to a training facility, have been severely damaged and there is no objection to redevelopment.
- Original gates at the north ramp entrance should be retained, but the modern tile cladding on the ramp itself is not of significant value and there would thus be no objection to a new barrier.

200. Where such issues fell within the GARL project LOD/LLAU then these would be addressed in the next stage of the detailed design and preparation of detailed planning approvals. However, it was noted that a number of these areas were outwith the project limits and did not therefore form part of the project and that these were therefore general matters for Network Rail. Such matters were therefore passed to Network Rail as owner of the station.

201. With regard to the Four Square Tobacco Building at Greenhill Road, Paisley, the meeting concluded that:

- The proposed GARL alignment behind the Four Square Tobacco Factory was broadly acceptable to Historic Scotland inasmuch as that it is sufficiently distant to ensure that it should not prejudice any future restoration / development of the site.
- As the tracks are on a viaduct as opposed to an embankment, this helped to maintain continued access underneath the structure where required.
- The proposed viaduct solution provides a lightweight structure that has reduced visual intrusion and since the alignment is at the back of the factory this has also reduced visual intrusion. There are only limited views to the rear of the premises from adjacent approaches and there should be minimal impact on the setting of the main elevation.
- The factory and surrounding area is industrial and therefore new railway tracks would not look out of context.

202. In addition, the noise and vibration assessment of the ES concluded that there would be no significant impact on this listed structure during construction and operation of GARL.

203. **SNH's** main concerns comprised:

- Landscape and visual issues associated with the St James Viaduct and M8 bridge;
- Land and land use issues associated with the St James Park playing fields and access to the Paisley Moss LNR; and

- Nature conservation issues associated particularly with the LNR and potential impacts of the fuel farm. SNH was particularly concerned about the impact of the construction and operation of the fuel farm on the LNR.

204. These issues were presented in detail in SNH's letter of 11 August 2005 and discussed in detail at the meeting of 23 November 2005 and responded to in preparation of the Final ES. The main detailed issues and responses are summarised below:

- SNH had commented that there was a general lack of images, sections and drawings in the Draft ES. SNH was advised that images had not been included in the ES because a) they were included in other supporting documentation of the Bill and that including such images in the ES may be misleading as the Bill process was essentially seeking outline planning and the final appearance of the various structures may ultimately not be the same as currently proposed. SNH was advised that, as there were no visualisations, a 'worst case scenario' approach based on engineering parameters as part of the preliminary design for the Bill was used for the visual assessment.
- Further information was provided on the following points:
- Ground treatment beneath the viaduct was still under discussion with Renfrewshire Council.
- Clarification was given on the development of the residual impacts after mitigation and it was explained that the approach taken in the ES, after identification of potential impacts, was to undertake assessment of the residual impacts only, i.e. only those impacts remaining after mitigation had been undertaken.
- SNH was advised that the viaduct was unlikely to affect the microclimate of the pitches at St James' Park significantly, particularly as the potential area of shadowing would be likely to be the location of the realigned access road to a new pavilion.
- SNH was advised that impacts on recreational users of the Paisley Moss LNR during construction and operation of the proposed fuel farm had been addressed in the Final ES and that it was intended that access to the LNR would remain open.
- SNH was also advised that safety issues regarding the fuel farm were not directly assessed in the ES, although the site would operate in compliance with Health & Safety Executive Regulations and other legislative and procedural means.
- SNH was advised that no construction within the Paisley Moss LNR was proposed, although the new fuel farm would ultimately occupy the undesignated area close to the LNR. The proposed configuration included extensive proposals for bunding and containment, etc., of the facility were presented. Impact of the loss of adjacent vegetation, etc., was included in the ecology chapter for the ES.
- SNH was assured that consultation on any 'structure planting' with SNH etc. would be undertaken to avoid potentially invasive species.
- SNH was advised that bat surveys (and other protected species) had already been undertaken and would be undertaken immediately prior to commencement of construction works.

- SNH was advised that there were no intentions to place the fuel farm below ground and that potential groundwater movements that might affect the LNR had been considered in the ES. In addition, discussion of visual amenity, odour and noise impacts of the proposed fuel farm had been assessed in the ES.

205. In addition, in separate correspondence SNH confirmed that an Appropriate Assessment with regard to the Black Cart SPA would be not be required as a consequence of the GARL scheme.

### **Renfrewshire Council**

206. Considerable consultation was undertaken with Renfrewshire Council (RC) which influenced significant elements of the scheme design, particularly mitigation issues within St James' Park. The Council's main comments on the ES are included in the letter of 12 August 2005. These issues and how they were addressed in the ES are discussed further below.

207. RC comments regarding St James' Park including provision of 22 league standard pitches during and after development of GARL have been fully addressed in the scheme design and in the ES. Sunlight occlusion modelling was also undertaken as part of the ES to assess the potential for shadowing impact on the realigned pitches after construction of the viaduct. Details of pitch layout and the location of the changing facilities were the subject of further discussion between the Promoter and RC.

208. The Council also raised the issue of potentially contaminated land with the scheme limits. The ES addresses this by stating that prior to construction land thought to be contaminated, based on historical records and previous investigations, would be further investigated as required and remediation measures taken where necessary. Further information on previous site investigations of contaminated land was required by RC and this was subsequently incorporated into the ES.

209. Further information on construction noise and vibration was sought by the Council. Where this was available this was incorporated into the ES, e.g. details of night time rail movements (e.g. 2300 – 0700). Other noise issues, however, would be dependent on the detailed construction methodology chosen by the Contractor. These issues were therefore incorporated into the CoCP.

210. Further clarity on the significance criteria used in the air quality section of the ES was required and this was provided in the final ES.

211. The Council confirmed that a flood risk assessment would not be required although a drainage impact assessment was required. This latter assessment will be taken forward in the detailed design of the scheme.

212. Issues relating to the lowering of Murray Street were raised, and these were addressed in the engineering design.

213. The Council also raised the issue of cycle and pedestrian routes in the area (including Greenock Road). These issues were examined in more depth in the Final ES, with particular reference to cycle routes in and around Glasgow Airport and how these would be maintained during and after construction of the GARL.

214. Traffic issues including provision of temporary traffic lights at Greenock Road to enable construction traffic to access the construction compound at the east side of the St James playing fields. Traffic calming at Gallowhill Road was also recommended. These issues were dealt with by incorporating the temporary traffic lights as part of the construction methodology as mentioned. In addition, further work was done on defining proposed haul routes for construction traffic so that local traffic movements would be subject to the minimum of disruption. It was also noted in the ES that most of the heavy materials required for the mainline works (i.e. that might use Gallowhill Road) would actually be delivered by rail rather than lorry and therefore traffic calming would not be necessary.

### **Glasgow City Council**

215. Glasgow City Council's (GCC) main comments on the ES are contained in the letter of 12 July 2005 and the subsequent meeting on 5 December 2005 and these issues and how they were addressed in the ES are discussed further below. GCC was concerned about the listed building status of Glasgow Central Station and it was confirmed that meetings had been held with Historic Scotland regarding this.

216. GCC also raised the issue of a station at Ibrox being part of GARL. However, it was confirmed that this was not part of the current scheme.

217. GCC also was concerned about the status of the rail corridor as a Corridor of Wildlife Importance. The Council was advised that no significant works are proposed outwith the existing track area and that therefore there should be no significant impacts on this feature.

218. Regarding noise issues the Council advised that noise restrictions mainly related to overnight working. Working hours of 0800 to 1900 are generally considered to be acceptable although it was understood that GCC did not generally require specific noise thresholds or trigger levels. Rail possessions and possible blockades were discussed and GCC was advised that the possessions programme was still in development. Mention of these issues was strengthened in the ES and where appropriate included within the CoCP.

*This document relates to the Glasgow Airport Rail Link Bill (SP Bill 54) as introduced in the Scottish Parliament on 31 January 2006*

# **GLASGOW AIRPORT RAIL LINK BILL**

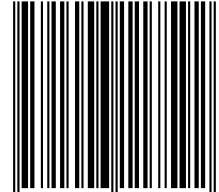
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