

# Glasgow Airport Rail Link Formal consultation closes

The formal consultation period for the proposal to build a rail link to Glasgow Airport closed on Monday 28 February with 82% of consultees supporting the plan.

"Nearly 3,000 individuals and organisations were involved in the consultation which lasted over 14 weeks, excluding the Christmas period.

"The consultation has allowed SPT to have a close dialogue with a huge range of individuals, interest and community groups, businesses and industry partners," said Cllr Alastair Watson, Chair of SPT. "These discussions have highlighted many important issues which we will now seek to address in our preparation of a Bill to be introduced to the Scottish Parliament in late spring.

"The rail link will have an impact on Central Station in Glasgow, the existing rail line to Paisley, the Murray Industrial area, St James Playing Fields, the M8 and the airport. At each area we are drawing up detailed plans and speaking to those who will be directly affected.

"We are working closely with Renfrewshire Council to identify an appropriate way of mitigating against the effects of the rail link crossing the playing fields. Over the next few months we will come forward with detailed proposals that will ensure the continued provision of these important football facilities."

SPT will continue to speak to interested parties throughout the Bill process, and beyond if it is given permission to build the link.

## Scope of consultation, 1 November – 28 February:

- > 5 public meetings
- > 6 focus Groups
- > Exhibitions
- > Individual meetings
- > 35,000 consultation leaflets
- > Detailed information packs
- > Drawings of route alignment
- > Freephone number
- > Freepost address
- > Website
- > Email address

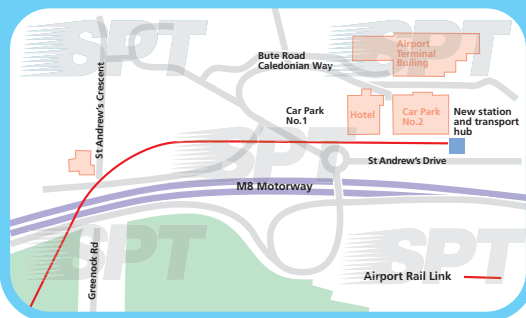
The airport station will be located to fit with the long term airport masterplan and will be sited at a new transport hub for train, taxi, bus and drop-off.

## Background

In December 2001 the Scottish Executive commissioned an independent feasibility study to determine the potential for a rail link to Glasgow Airport. A substantial amount of work was carried out to identify the best route for the rail corridor and the Scottish Executive selected a preferred route.

The proposal is to upgrade 9 km (5.4 miles) of existing track between Shields Junction and Paisley Gilmour Street Station and to lay 2 km (1.2 miles) of new track between Paisley St James Station and Glasgow Airport. The new track will cross St James Park and the M8.

The consultation sought the views of the public on the preferred route and provided background information on the routes that were previously ruled out. As well as the general principles of the airport rail link the public were asked to give their views on the option for crossing the playing fields either by embankment or viaduct and to comment on any other issue.



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## Consultation statistics

What do you think about the Glasgow Airport Rail Link?

<b>Strong support</b>	<b>69%</b>
<b>Support</b>	<b>13%</b>
<b>Not Sure</b>	<b>2%</b>
<b>Against</b>	<b>3%</b>
<b>Strongly Against</b>	<b>13%</b>

Which option do you prefer for crossing St James Park?

<b>Embankment</b>	<b>19%</b>
<b>Viaduct</b>	<b>81%</b>

**Total number of responses** 1638

**Attendance at public meetings and focus groups** 284

**Attendance at exhibitions** 917

## Key facts

**Cost: £140 million**

**£260 million of benefits**

**£2.1 million wider economic benefits per annum**

**Benefits outweigh costs by 18 – 28%**

**Support 650 jobs over the next ten years**

**Help to bring 52,500 additional UK and overseas visitors**

**Airport usage to double to 15 million by 2030**

**Forecast rail link usage: 850,000 in 2008, rising to 1.25 million in 2030**



artist impression of viaduct



artist impression of embankment

# The Playing Fields

The preferred route for the rail link crosses the St James Playing Fields. Currently there is space for 22 pitches. With the option of a viaduct 18 pitches would remain and with an embankment 17.

During the consultation SPT held meetings with a range of sport interest bodies at a local and national level, including playing field users, football leagues and Renfrewshire Council. A special Focus Group was held to bring all the interest parties together and discuss how the impact on the playing fields might be mitigated.

Aerial photography © Geoinformation Group



Current playing fields marked



Revised markings if embankment is used



Revised markings if viaduct is used

## Options being looked at

Detailed discussions about the future of the playing fields are underway with Renfrewshire Council and other stakeholders. The options being looked at include:

- > Temporary relocation of football pitches during construction
- > Replacement of lost pitches
- > Improvement of remaining pitches
- > Improvement of drainage
- > Improvement of facilities
- > Changing rooms
- > Ball-catch fencing
- > Lighting
- > Car parking
- > Landscaping

## Where now?

SPT wants the rail link to be operational by the end of 2008. The Bill documentation is currently being worked up and it is expected to be submitted to Parliament in late Spring 2005. The planned timetable is shown below:

Ongoing	Dialogue continues with interested parties
Late Spring 2005	Bill submitted to Parliament
Late Spring 2005	Official 60-day Objection Period begins
Autumn 2005	Parliamentary Committee starts evidence
Late Spring 2006	Final decision to be taken on Bill
2006 – 2008	Construction
Late 2008	Rail link operational

## Contact us:

If you would like further information, please write to **Glasgow Airport Rail Link, Freepost NAT21436 Glasgow, G3 6BR** or email **garl@spt.co.uk** or visit the website at **www.spt.co.uk/garl** or call the communications team on **freephone 0800 085 2109**.