

SPT rail

Glasgow Airport Rail Link



A new direct rail link between Glasgow Central Station
and Glasgow International Airport

introduction



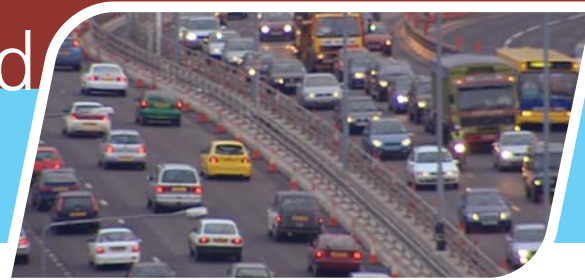
Strathclyde Passenger Transport (SPT) is working on a new direct rail link between Glasgow Central station and Glasgow International Airport.

A formal public consultation was carried out from Nov 2004 to Feb 2005, which involved over 3000 individuals and organisations. More than 1600 formal consultation responses were received and of those who completed the questionnaire, 82% supported the airport rail link and 81% expressed a preference for a viaduct to cross St James Playing Fields as opposed to an embankment.

Although the formal consultation period ended in February 2005, SPT has continued to have an open dialogue with any interested parties. SPT will continue to consult on the proposals right through the parliamentary approval process and beyond. This leaflet is designed to help inform you about the current proposals as the Bill is submitted to Parliament.

In 2003 8.2 million people used Glasgow Airport with 95%, travelling by road. BAA, the airport operator, has estimated that

background



patronage could be as high as 24 million in 2030. Already the M8 is congested and an alternative fast direct route is needed between Glasgow city centre and the airport if the city and wider region is to remain competitive and attractive.

The airport rail link has a positive economic case with the benefits outweighing the costs and will create jobs in the area, support the growth of the airport and help reduce congestion on the M8.

I hope this leaflet provides all the information you need to support the Glasgow Airport Rail Link. It is a compelling argument and a vital link in the west of Scotland's transport network.



Alistair Watson
Chair, Strathclyde Passenger
Transport Authority

SPT is seeking permission to build a rail link to Glasgow Airport by submitting a Private Bill to the Scottish Parliament. Although the project has been under consideration for more than 15 years, over the last year there has been a detailed investigation and development of the plans. We have now produced all the documentation and plans that are required for the parliamentary process to begin.

The preliminary design work on the rail link has produced new and updated information that has helped to strengthen the case for going ahead. This leaflet outlines the most up-to-date information. Further details are available at www.spt.co.uk/garl

The Glasgow Airport Rail Link will provide a rail service every 15 minutes between Glasgow Central station and the airport. The journey will take 16 minutes, making one stop at Paisley Gilmour Street.

A new branch line will be constructed from near Paisley St James station, crossing the Murray Street Industrial Area, St James Playing Fields and the M8 before arriving at a new purpose-built station at the airport.

Subject to the parliamentary timetable and approval, it is expected that the rail link could be open by the end of 2009.

process



SPT has submitted a Private Bill to the Scottish Parliament. Experience on other Bills has shown that this process can take at least a year before final approval is given.

When the Parliamentary authorities are satisfied with the Bill documentation and time is found, the Bill will be Introduced to the Parliament and the official process will start. This begins with a 60-day objection period allowing members of the public and any interested party the right to object to the proposals.

There will be public advertisements and people and businesses affected by the link will be notified in writing of the Bill's intended Introduction date.

Once the Bill is Introduced to Parliament a committee of MSPs is formed and they will look in detail at the proposals put forward and make any recommendations for amendments. This Committee will hear evidence from the promoter of the Bill (SPT) and also from objectors.

At various stages the Committee will report to the full Parliament and votes will be taken to continue the Bill until a final vote is held to approve the whole scheme.

For further details on the parliamentary process, to view the Bill once it is Introduced to Parliament and to follow the Committee work when it commences, visit www.scottish.parliament.uk

Background information about the bill can be found at www.spt.co.uk/garl

Supported by



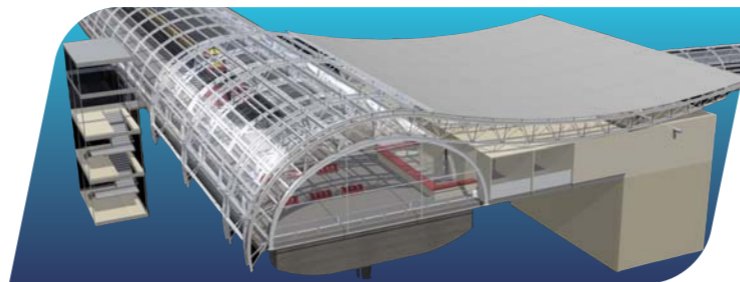
SCOTTISH EXECUTIVE

visit our website at www.spt.co.uk/garl

Glasgow Airport

Glasgow Airport Rail Link will deliver a state-of-the-art, purpose-built airport train station to rival international cities worldwide.

Passengers leaving Glasgow for UK and overseas destinations will get off the train and let a moving walkway take the train as they are seamlessly transported for the short journey from station to airport.



Artist's impression of airport station exterior



Moving walkway links airport to station

Central station

At Central station a new platform will be created by extending the existing platform 11a into the main covered area of the station to the same location as adjacent platforms 12 and 13. The existing in-station car parking and set down area will be removed but parking will remain available in existing adjacent car parks and surrounding streets. Alternative set down and pick up will be available on surrounding streets, including the existing Union Street facility. It is anticipated that authorised mobility-impaired vehicles may be able to set down and pick up at the main station entrance off Gordon Street. Interchange with taxis and the inter-station bus will remain available on Gordon Street.



New platform created at Glasgow Central Station



What is the Glasgow Airport Rail Link?



Single span bridge crosses M8



Viaduct crosses St James Playing Fields



Paisley Gilmour Street

The New Branch Line

A new 2km branch line will be built from near Paisley St James station to the airport. The double-track line will be electrified and be built on viaducts, bridges and embankments.

Crossing the M8

The airport rail link will cross the M8 using a single span bridge. This structure will involve minimal disruption during construction to the road network.

Want further information?

Contact our communications team on freephone 0800 085 2109. Or email us at garl@spt.co.uk or visit our website.

St James Playing Fields

A viaduct will be used to cross the St James Playing Fields, minimising disruption to the football pitches. Currently there is room for 22 playing fields and SPT has made a commitment that during construction and once the project is complete, 22 playing fields will remain. Once completed, 20 pitches will be provided on the current site and two nearby to accommodate the realigned pitches. The pavilion will be moved and replaced with modern facilities and all of the pitches will be of league standard as part of the reinstatement works.

During construction, 11 pitches will remain in use at St James with 11 temporary pitches provided nearby in Renfrewshire.

Murray Street Industrial Area

The airport rail link will go through the Murray Street Industrial Area via embankments, viaducts and bridges before joining the main line. Some of the businesses based in the industrial area will be directly affected as some of their land will be required for the new railway. SPT is continuing to consult closely with these businesses and working with Renfrewshire Council to mitigate the impacts.

Paisley Gilmour Street

Paisley Gilmour Street station will act as a key interchange for the airport rail link by providing access for passengers from the south and west. All trains will make a stop here which provides Paisley with an extra four trains per hour to and from Glasgow.

The existing main line

A number of changes will be made on the main line to provide the capacity that is required for the airport rail services. This includes the re-structuring of Wallneuk and Arkleston junctions and the extension of a siding at Elderslie, to replace an existing siding that will be converted for running services on the main line.

Third track

There are currently two tracks on the main line from Shields Junction to Arkleston where previously there used to be four. This section will see a third track reinstated along its length, between the two existing tracks.

visit our website at www.spt.co.uk/garl

key facts



In 2003 8.2 million people used Glasgow Airport.

The Department for Transport has forecast that patronage at Glasgow Airport could grow to 15 million passengers by 2030.

BAA, the airport operator, forecasts that patronage at Glasgow Airport could grow to 24 million by 2030.

The number of journeys on the new rail services between Glasgow Central, Paisley and the airport is expected to be 1.4 million in the opening year, rising to 1.8 million by 2030.

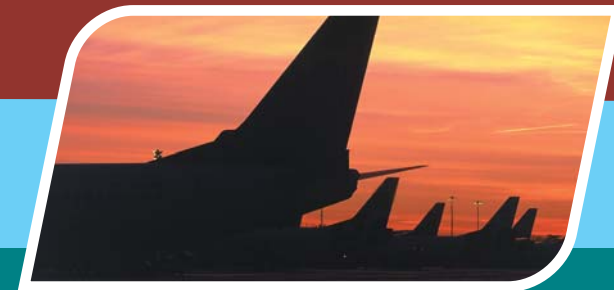
It is estimated that 80% of air passengers who use GARL would have previously used a private car or taxi. This could help to reduce congestion and emissions.

The total cost for the scheme will be £160 million (at 2004 prices).

Glasgow Airport Rail Link could support and lead to more than 1,300 jobs across the region. The new link could bring 650 jobs to Glasgow and Renfrewshire over the next 10 years. In addition, the link would support the development of 135,000 sq ft of office accommodation and bring an additional 675 to 700 jobs to Paisley town centre three to four years after the link starts operating.

GARL could bring up to £295 million of transport economic benefits to Glasgow, Renfrewshire and Inverclyde.

benefits



The airport rail link will provide choice for both air passengers and airport employees who wish to travel to the airport, particularly during peak times when congestion can be heavy and travel time can be very unreliable. The link will encourage more sustainable travel, with around 80% of the air passengers and 35% of employees who transfer to GARL doing so from either car or taxi.

A fast and reliable rail link to and from the airport will save time and money and provides choice and access for passengers and staff. Without a rail link the M8 and surrounding road network would have to try to cope with up to three times as many airport passengers by 2030.

The airport rail link will make the west of Scotland a more attractive destination for tourists and business travellers alike. An extra £10 million is expected to be spent by visitors in the region every year once the rail link is operational.

Glasgow has an estimated £115M conference sector which the airport rail link will help.

In addition to the 15-minute service to the airport, the line improvements will create extra capacity allowing the opportunity to enhance services on the Ayrshire and Inverclyde lines.

Links between Paisley and Glasgow will be greatly improved with passengers having access to four more trains an hour in each direction between Paisley and Glasgow city centre – a total of 12 trains an hour, which will help to ease overcrowding on existing services.