6. Socio-Economics

6.1. Introduction

This chapter of the ES examines the likely impact of the construction and operation of GARL on socio-economic issues. These issues include employment and the local economy. Although the potential effects on the wider economy, population and settlement are briefly examined, this chapter mainly concentrates on the potential socio-economic issues associated with populations within and close to the GARL corridor. Note that there is an interface between socio-economics, the assessment of land and land use and planning policy and such interfaces are mentioned in the text where they occur.

6.2. Methods

6.2.1. Objectives

There are a number of distinct objectives of the socio-economic assessment, each of which varies in the level of assessment that can be undertaken and the certainty/uncertainty with which impacts can be established. The key objectives are to:

- Provide a brief description of current socio-economic conditions in the area; and
- Assess the likely direct effects on employment and the local economy, i.e. job creation during construction and operation and expenditure injected into the local economy.

Other issues are also examined but are subject to a greater degree of uncertainty associated with their assessment:

- The indirect economic impacts of the scheme on the wider economy e.g. the extent to which improved mobility/accessibility would benefit the local and wider economy; and
- The likely impacts of the scheme on population and settlement e.g. the extent to which GARL could influence where people live and work.

Examples of possible impacts associated with the GARL scheme are listed in Table 6.1 below.

Table 6.1 Potential Socio-Economic Impacts

Positive Impacts	Negative Impacts
• Direct and indirect employment creation during construction and operation • Injection of money into the local economy from project capital and/or operational expenditure • Improved mobility/accessibility and effects on the local and wider economy • Business time savings and increased competitiveness	• Displacement of businesses • Actual or perceived community severance created by the alignment • Unmitigatable nuisance or disruption to sections of the community during construction and/or operation • Devaluation of property • Loss of employment land (i.e. land allocated in development and /or with planning permission)

6.2.2. Information Sources

This assessment relies heavily on the GARL business case and has been supplemented with desk study data relating to economic/labour-market trends and statistics and population statistics. These were obtained from a number of sources including:

- Data prepared by Roger Tym and Partners;
- Site visits; and
- The Land Use chapter of the ES (Volume 2 Chapter 5).

6.2.3. Determining the Significance of Impacts

There are no recognised standards or guidelines for defining socio-economic impacts. In order to summarise the significance of impacts, general statements have been devised, against which a judgement on the degree of change, resulting from GARL, can be assessed (Table 6.2).

Table 6.2 Criteria for Describing Residual Impacts

Level of Significance	Description of economic/employment effects	Description of community effects
Major	Intensive change to local area, or noticeable change to an extensive area e.g. due to change in expenditure or through job creation or loss of employment.	Severe unmitigatable short-term nuisance to local people, or any identifiable significant risks to human health. Major benefits to local community.
Moderate	Clearly identifiable benefit or loss to the local economy over long term.	Marked short or long term effects on local people including short-term nuisance or disruption to sectors of the community. Clearly identifiable benefits to community.
Minor	Slight or short term changes to local economy.	Perceptible, though short-term or limited disruption/benefits to community.
Negligible	No identifiable effects.	No perceptible effects.

Direct impacts have been quantified wherever possible. The report *Glasgow Airport Rail Link, Assessment of Wider Economic Benefits* (RTP, 2005) provides further information on the potential wider economic benefits of the scheme. Due to the varying degree of certainty associated with socio-economic impacts, the criteria set out in Table 6.3 have been used to describe the level of certainty with which residual impacts can be determined.

Table 6.3 Confidence of Effects Occurring

Confidence	Description
High	Available evidence and data permit fairly accurate prediction of effects.
Medium	Some data/evidence permit informed prediction of possible effects.
Low	Very difficult to predict the scale of effect on basis of current knowledge.

6.3. Baseline Situation

This section provides a brief description of some of the key socio-economic characteristics of the city and along the corridor of the GARL alignment. It is stressed that this represents a snapshot in time as clearly economic conditions are dynamic and the state of the local economy in 2009, when GARL could be operational, is difficult to forecast and beyond the scope of this study. This section therefore provides only a broad overview of current economic conditions to provide a context against which to assess the potential impacts of the GARL.

6.3.1. Population

Glasgow and Renfrewshire combined is one of the most densely populated sub-regions in Scotland, accounting for significantly less than 1% of Scotland's total land area but 15% of its population. The baseline population for Glasgow City and Renfrewshire, in 2002, was 749,290 (Glasgow 577,350, and Renfrewshire 171,940) and this is projected to be 734,751 in 2006, and 719,209 by year 2011, which is similar to the projected population trend for the national population.

The population (and population density) of individual local authority wards falling within or immediately adjoining the GARL corridor are detailed in Table 6.4. This indicates that although the overall population size within each ward in Glasgow and Renfrewshire are relatively similar, there is a noticeable difference between wards in respect to the level of the density of population.

Table 6.4 Population and Population Density (by Ward)

Glasgow City	Population	Area (Ha)	Population Density (Persons per ha)
Anderston	6,492	282	23.0
Kingston	8,434	360	23.3
Mosspark	6,650	260	25.5
Govan	7,415	154	48.0
Ibrox	7,085	127	55.5
Cardonald	7,469	127	58.8
North Cardonald	7,070	193	36.5
Penilee	7,656	256	29.8
City of Glasgow	577,869	17,549	32.9

Renfrewshire	Population	Area (Ha)	Population Density (Persons per ha)
Deanside	4,398	121	36.3
Ralston	4,507	207	21.8
Seedhill	3,802	81	46.9
Gallowhill & Whitehaugh	4,862	215	22.6
Paisley Central	3,508	74	47.4
St James	3,282	117	28.1
Ferguslie	4,458	261	17.1
Shortroods	3,683	593	6.2
Renfrewshire	172,867	26,109	6.6

Source: 2001 Census (www.scrol.gov.uk)

It should be noted that the average population density for the City of Glasgow was estimated at 32 people per hectare (compared to 6 people per hectare in Renfrewshire) at the time of the 2001 Census. These relatively high population densities may represent a market opportunity for the high frequency and capacity public transport provision being proposed in the form of the airport rail link. Future growth in population in the rail link corridor may also indicate the opportunity for increasing market potential. Table 6.5 below shows the age distribution of the population in the airport rail link corridor at a ward level.

Table 6.5 Population - Age Distribution

Ward	Population by Age Distribution in Years (%)				
	0-14	15-24	25-44	45-64	65+
Anderston	8.2	26.2	36.4	17.5	11.7
Kingston	14.2	14.9	37.4	18.4	15.2
Mosspark	16.9	10.0	25.5	21.0	26.6
Govan	17.2	12.4	28.2	22.8	18.9
Ibrox	18.8	16.1	32.5	19.7	12.9
Cardonald	18.2	12.0	27.3	23.4	19.1
North Cardonald	18.0	11.9	27.6	22.2	20.3
Penilee	18.4	11.9	25.1	22.8	21.9
City of Glasgow	***16.3***	***15.7***	***31.5***	***21.2***	***15.3***
Deanside	18.6	14.2	30.9	29.3	7.1
Ralston	16.9	10.7	23.4	28.8	20.3
Seedhill	14.6	13.6	38.3	21.3	12.2
Gallowhill-Whitehaugh	12.8	10.0	25.8	25.3	26.0
Paisley Central	9.9	18.2	35.8	19.7	16.6
St James	13.7	15.6	30.1	22.9	17.6
Ferguslie	28.3	15.4	34.5	16.7	5.3
Shortroods	14.9	12.0	33.5	23.2	16.6
Renfrewshire	***18.2***	***11.8***	***29.7***	***25.0***	***15.4***

Source: 2001 Census (www.scrol.gov.uk). Note: figures rounded to nearest 0.1% so may not total 100%.

Table 6.5 above shows the marked differences in population distribution and in particular the proportion of children (0-14 years) and elderly people (65+ years) that are especially dependent on public transport. Accordingly of the wards falling within the GARL corridor, 37% in Renfrewshire and 75% in Glasgow have greater than average - relative to Renfrewshire (33%) and Glasgow (31%) rates - numbers of people in the age groups which are particularly dependant on travelling by means of public transport.

In summary, the relatively dense and growing population in the airport rail link corridor represents a significant opportunity for public transport. The high proportion of people in age groups particularly dependent on public transport represents both a problem if services are inadequate, along with the emerging market opportunity for high quality services.

6.3.2. Car Ownership

In relation to non-household car ownership levels across the GARL corridor, an overall 66% and 37% of households in Glasgow and Renfrewshire were noted (Table 6.6) as being in this category, at the 2001 Census. However, the proportions vary considerably between individual local wards. In particular, the wards in proximity to Glasgow Airport, surrounding Central Paisley and City Centre (Glasgow), have a much higher proportion of non-car owning households than for example those located in the most easterly parts of Renfrewshire, making them more dependent on public transport accessibility.

Table 6.6 Non-Car Ownership by Household by Ward

Glasgow City Ward	Non – Household Car Ownership	Renfrewshire Ward	Non-Household Car Ownership
Anderston	70.5%	Deanside	20.5%
Kingston	58.6%	Ralston	15.3%
Mosspark	63.7%	Seedhill	58.8%
Govan	81.1%	Gallowhill-Whitehaugh	44.8%
Ibrox	81.4%	Paisley Central	61.6%
Cardonald	45.9%	St James	74.6%
North Cardonald	64.1%	Ferguslie	46.4%
Penilee	66.8%	Shortroods	53.9%
City of Glasgow	*66.7%*	*Renfrewshire*	*37.2%*

Source: 2001 Census

6.3.3. Employment

Recent employment data (through the organisation SLIMS) states that a total of 389,700 people were in employment in the City of Glasgow in 2001. This represents an increase of 63,300 jobs (circa 19%) in the period since 1996, and annual growth of 10,550 jobs over the same period. In neighbouring Renfrewshire employment has also increased during the period 1996-2001, albeit by a rather much smaller rate of growth of 5% (3,600 jobs) to 80,400 in 2001. This equates to an annual rate of growth in employment over this period of up to 600 jobs.

The local economy is buoyant and well positioned in terms of future growth, reflecting the employment focus towards public services and financial services. Forecasts show an overall increase in Glasgow City jobs of up to 10% (41,600 jobs) in the period 2003-2011, equivalent to 4,622 jobs per annum. The corresponding forecast employment growth in Renfrewshire is circa 4%, equivalent to 3,400 jobs for 2003-2011, some 377 jobs per annum over this same period. The greatest forecast increase in employment in both Glasgow City (+27,000 jobs) and in Renfrewshire (+2,300) up to the year 2011, will take place in the financial services. In Renfrewshire, further smaller increases in employment are forecast amongst public services (+1,100) and retail and catering etc (+900).

The levels of unemployment in the airport rail link corridor area are displayed in Table 6.7 below. This shows an interesting trend with higher unemployment levels in the parts of the airport rail link corridor close to Glasgow Airport, northern periphery and central parts of Paisley, and the more established 'inner urban' Glasgow neighbourhoods

Table 6.7 Unemployed by Ward

Glasgow City Ward	Unemployment Rate	Renfrewshire Ward	Unemployment Rate
Anderston	8.8%	Deanside	2.1%
Kingston	6.1%	Ralston	1.6%
Mosspark	5.9%	Seedhill	5.5%
Govan	10.0%	Gallowhill-Whitehaugh	3.8%
Ibrox	8.6%	Paisley Central	5.0%
Cardonald	3.8%	St James	8.4%
North Cardonald	5.5%	Ferguslie	7.1%
Penilee	8.5%	Shortroods	5.5%
City of Glasgow	*6.7%*	*Renfrewshire*	*3.7%*

Source: 2001 Census

6.3.4. Deprivation and Social Exclusion

The Scottish Indices of Multiple Deprivation (SIMD) was examined to identify those, which rank poorly and therefore may benefit from better accessibility to jobs and services. Out of the immediate wards within the GARL corridor, Paisley St James scores the lowest SIMD ranking of 11 and also the lowest ranking in terms of employment. The SIMD ranking was revealed to be particularly low in the other wards of Ibrox, Govan (both Glasgow), and Ferguslie (in Paisley).

These trends of relative deprivation highlight the need to encourage greater levels of social inclusion within peripheral parts of Paisley and Southern Glasgow. Furthermore, whilst many of these wards (with the exception of those outlined) are not amongst the most deprived in Scotland, relative deprivation is important in the context of determining the local residents' ability to be socially included in a generally prosperous City region. The wards that fall within the GARL corridor are detailed in Table 6.8 below.

Table 6.8 Scottish Index of Multiple Deprivation (by Ward)

Glasgow Ward	SIMD Rank	Income	Employment	Education	Health	Access
Anderston	96	150	129	96	35	1168
Kingston	158	152	199	234	69	761
Mosspark	118	149	114	231	73	726
Govan	24	24	13	111	12	1109
Ibrox	13	15	14	23	17	1211
Cardonald	644	641	623	595	338	1017
North Cardonald	230	177	280	335	136	1024
Penilee	54	61	68	90	51	778
Renfrewshire Ward	**SIMD Rank**	**Income**	**Employment**	**Education**	**Health**	**Access**
Deanside	781	984	830	406	596	413
Ralston	1128	1159	1046	1129	955	538
Seedhill	188	166	173	351	100	1178
Gallowhill-Whitehaugh	527	454	446	993	323	881
Paisley Central	193	194	160	568	64	1144
St James	11	21	3	54	15	1003
Ferguslie	29	13	94	14	41	521
Shortroods	100	207	163	12	85	895

Source: SIMD

6.3.5. Overall Assessment of Problems and Opportunities

The above discussion shows that the GARL corridor has a relatively high population density and an urban population, creating the favourable conditions for high quality public transport provision. It also has up to 81% of households in some wards without access to a car and therefore more likely to be dependant on public transport, as a means to gain access to not only employment, but also shopping and leisure facilities, as well as key transport hubs such as Glasgow Airport. Lower car ownership levels appear to be concentrated in the most westerly and easterly wards parts of the GARL corridor.

This area also experiences geographically isolated high levels of deprivation, low levels of educational attainment, higher than average unemployment and below average numbers of people in white-collar occupations. This indicates that there remain areas of the City region that are not sharing in the overall success of the Glasgow conurbation. The provision of a high quality public transport system, including the strategic airport rail link service, would help improve overall accessibility and assist in overcoming many aspects of social exclusion and improved access to a wider range of employment opportunities.

It should be noted that although the populations living along the GARL corridor will only be able to access GARL at Glasgow Central Station, Paisley Gilmour Street and at the airport itself, GARL will provide a element within an overall transport strategy as making it easier for potential air travellers and airport employees without access to cars (i.e. those within the younger and older age groups as well as lower income groups) to get to and from the airport.

6.4. Construction Impacts

6.4.1. Potential Effects

The impacts, which the construction phase of the scheme could potentially generate, are:

- Resource requirements, especially the construction workforce, capital goods and services: this would have short-term impacts on the local economy and employment; and
- Intermittent disruption and nuisance from construction activities: this would impact the local community.

In general terms, the impacts resulting from satisfying resource requirements are positive, but the impacts from day-to-day construction activities are potentially negative, although short-term.

6.4.2. Mitigation

The question in terms of the economy and employment is one not so much of mitigation but of the need for the deliberate introduction of benefit. Job generation would occur and every effort would be made to maximise the local community's uptake both of construction jobs and of supply to the project. Although this cannot be done where commercial disbenefit would be incurred, the Promoter would make every effort with the contractors and the administering authorities to ensure local participation and to take the opportunity to incorporate on-job training wherever possible.

In terms of the community, levels of disruption need to be contained. Community disturbance and disruption would be minimised by adopting the mitigation measures proposed in the individual chapters on landscape and visual impacts, noise and vibration, traffic and transport, and air quality. There would be liaison throughout the Bill process and during construction with the communities so that concerns and problems may be dealt with on an ongoing basis. Contractor guidelines would be set out in a Code of Construction Practice (CoCP). This would incorporate measures such as nominating a person or dedicating a telephone number to ensure that complaints and problems can be dealt with promptly.

6.4.3. Residual Impacts

6.4.3.1 Economy and Employment

The most significant direct economic impact would be from workforce requirements. Employment impacts would represent a slight positive impact and would be experienced both directly and indirectly over the construction period. The following occupational skills would be required for the construction of the GARL:

- Contractor's management/supervisory staff including agents, quantity surveyors, engineers, technicians, foreman and administration staff.
- Trades-people including joiners, steel fixers and concrete finishers.
- Machine operators including operatives for cranes, dumpers, excavators etc.
- General operatives may be required for machines, labouring duties.

The number employed at any one time would vary throughout the construction period. Although most of the jobs created would require a skilled and potentially externally sourced workforce, a number of the jobs created would be non-specialist and it is envisaged that some of the workforce could be employed locally. It is estimated that approximately 266 jobs will be directly created during construction. While the impact is Minor positive, it is small and short term.

There would also be some limited multiplier effects on employment from local procurement of goods and services for construction of the GARL. The procurement of services is matter for the contractor and no data is available on the likely benefits and the impact is considered to be Minor beneficial.

The numbers of imported skilled workers are likely to be small enough to be readily absorbed into the local community without any strain being imposed on supporting infrastructure, such as health or education facilities. In-migrant workers bring a degree of indirect benefit to the local economy from their own levels of spending, e.g. on accommodation, food and drink, and transport. Such spending is normally small unless the worker's household accompanies them. The impact of in-migrant workers on the economy is therefore considered to be negligible.

6.4.3.2 Community

Over the 33-month construction period there will be intermittent disruption to communities along the length of the route corridor (note, however, that this construction period is the current best estimate and that the period of construction may change). The issues of potential concern are temporary traffic congestion, severance, noise, dust, and visual intrusion. These issues and the means by which they would be mitigated are dealt with in other chapters of this ES. However, in summary:

- Residential occupiers, particularly in Greenock Road, St James' Avenue, Greenhill Road, Clark Street and Murray Street, would experience short-term noise impacts during construction. These noise impacts will generally have a Minor negative impact. The Contractor would be required to prepare and implement a CoCP, which would set limits on working hours and methods. It is not anticipated that any relocation of residents or business due to noise or vibration impacts during construction would be required;
- Construction would result in short term road closures and diversions causing temporary congestion on the M8, the A726, McFarlane Street, Clark Street and Murray Street. In addition, these roads would be subject to construction traffic. These impacts are discussed in more detail in Chapter 12 of the ES;
- Dust is a potential nuisance. The CoCP would stipulate measures that the contractor must follow to reduce dust to acceptable levels; and
- Landscape and visual impacts would occur during construction. Works would be fenced off and screened from view where possible.

Residual impacts are summarised in Section 6.6.

6.5. Permanent and Operational Impacts

The impacts to be discussed are employment and economic effects, and the possible effects on communities.

6.5.1. Potential Impacts

Potential positive impacts of the scheme include:

- Direct impacts in terms of employment of staff, etc.
- Relocation of businesses whose premises are demolished as part of development of the scheme may benefit from relocation to new premises;
- Development effects, including: land/property brought into development/ redevelopment; accelerated/enhanced levels of lettings/sales of vacant property to end users; and enhanced land/property values;
- Wider economic benefits, including: direct employment resulting from development effects, together with the associated indirect and induced employment; increased employment attributable to added expenditure arising from increased visitors and customers; efficiency gains for existing businesses, leading to reduced costs, increased profitability and ultimately increased output (and possibly added employment); and retention of employment.

In addition to these potential quantitative benefits (such as employment, floorspace, development, and investment), which might accrue from the rail improvement there are also likely to be a series of potential qualitative benefits and impacts that may arise. This will broadly comprise:

- Significant local labour market and training benefits, enhancement of opportunities to secure greater levels of social inclusion, improvements in the capacity for labour absorption in the local economy;
- Business activity and competitiveness - likely to gain from improvements in business logistics, time and cost savings, reliability, and other operational efficiency gains;
- Market and investor confidence would benefit through willingness of Government and public sector agencies, in partnership with the private sector to invest in business infrastructure, whilst helping to create the conditions required to further encourage private sector investment and developer interest in residential, business, commercial, and leisure development;
- Providing a major boost to the image and place competitiveness of the Airport and the surrounding city conurbation, through enhanced access to key town and city centres and business and employment locations. It would also increase accessibility whilst enhancing marketability, image and perception, and overall attractiveness of the city, and its available development sites and premises.
- Potential regeneration benefits via greater accessibility to employment opportunities (whether at Airport or elsewhere) and services, and particularly for those who may be excluded through lack of access to car ownership. This may also enhance leisure, recreational and tourism opportunities in the city conurbation which would in turn provide access level jobs for low or limited skill workers;
- Possible impact on visitors and tourist potential, as it would provide means of movement to and from the City, whilst helping to cement the positive first impression and image of the City – key to encouraging repeat tourism and visitors.

6.5.2. Mitigation

Although there are many potential socio-economic benefits associated with the scheme, there may also be disbenefits that may require some sort of mitigation. These impacts would accrue generally to those business directly affected by the scheme where their businesses become no longer viable through loss of land or severance, or even complete loss of premises altogether. If businesses cannot relocate and are forced to cease trading there may be wider impacts in terms of increased unemployment and also knock-on effects on suppliers or customers.

Generally with respect to impacts on business mitigation would take the form of compensation, either financial and/or by relocation of the premises. Overall, however, stimulation of the local and wider economy by the scheme should compensate for any individual short-term loss

6.5.3. Residual Impacts

6.5.3.1 Direct Employment

The estimated number of people required to operate GARL is summarised below in Table 6.9

Table 6.9 Operational Staff Costs and Numbers

Staff	Number of Staff
Drivers	28
Trainee Drivers	2
Supervisors	2
Ticket Checkers	28
Airport Station Staff	7
Total	67

GARL would therefore result in the direct creation of an estimated 67 jobs. The nature of the skills required to operate the scheme suggests that the great majority of the workforce would be sourced locally. Employees would spend a proportion of their incomes in the local economy and create a demand for goods in services in the area. This in turn stimulates indirect job creation. Available data is insufficient to provide an accurate estimate of indirect jobs that would result from GARL during its operation. However, local authority multipliers normally vary between 1.1 and 1.4, i.e. for every 10 jobs created a further 1 to 4 jobs are created.

In addition, the construction of the GARL would directly affect the following businesses:

- The Glasgow Airport Fuel Farm at St Andrew's Drive West operated by Pentland Fuels will be decommission and relocated to a site to the west of St Andrew's Crescent. This is assessed as a beneficial impact as a new facility to modern standards will be provided;
- Rentokil Ailsa Environmental Services and Four Seasons Roofing at No. 33-35 McFarlane Street. These two industrial units would be demolished which would effect the entire operations of these two businesses although they could relocate within their own site This is assessed as a negative impact due to loss of operational space;
- McGarvey Construction Limited at Industrial Unit No. 86 Clark Street would be demolished. The demolition of this industrial unit would effect the entire operation of this business. This is assessed as a negative impact due to loss of operational space;
- Yard area between McFarlane St and Clark Street is owned by Kenyart Limited and has various small business tenants. The occupation of this area would affect the operations of some of the businesses here and require their relocation locally. This is assessed as a negative impact due to loss of operational space;
- The Airlink Parking Office on 55 Clark Street would be demolished and some land taken permanently. This is assessed as a negative impact due to loss of operational space;
- The Nursery at St Andrew's Crescent, Glasgow Airport would be demolished. However, as the nursery may be provided with premises elsewhere within the Airport in agreement with BAA, this is assessed as a potentially neutral to beneficial impact;
- National Alamo Depot on St Andrews Drive West, Glasgow would be demolished. However, as provision for relocation of this business would be made elsewhere within the Airport in agreement with BAA, this is assessed as a potentially neutral to beneficial impact;

Landowners would be compensated either financially or through relocation of the business. With respect to potential job losses it is not known whether all of these businesses would relocate locally. Should businesses relocate locally, there is likely to be no net loss of jobs to the local economy. However, there is a possibility that land take could result in the permanent loss of jobs to the local economy particularly if businesses were to close permanently or relocated outside Glasgow or Renfrewshire. Nevertheless, in some cases relocation of business may mean the opportunity to occupy replacement premises that would be constructed to new, higher, standards than the older potentially substandard premises that may be currently occupied (note that this should not be construed as betterment).

Note that the Promoter is committed to working closely with BAA for parties affected within BAA land and with Renfrewshire Council for business relocation in the Murray Business Area.

6.5.3.2 Impacts on the Wider Economy

The positive indirect economic effects of this scheme could be significant. There would be travel time savings, both for those using the GARL and for those using roads where congestion has been reduced because of the GARL.

Businesses would get improved access to a wider labour market and this can reduce their costs. Increased employment in town and city centres attributable to the added expenditure arising from the increased throughput of visitors and customers.

Residents get access to a wider range of jobs. The reduction in 'spatial separation' in the economy can make the conurbation more efficient and competitive. As the area improves its competitive position, this in turn attracts business from other areas and also generates new business.

The following sub-sections have been summarised from the Glasgow Airport Rail Link, Assessment of the Wider Economic Benefits (RTP, 2005). The results are based on modelling undertaken as part of the economic development appraisal. For consistency, data and text has been extracted directly from the RTP report and represents a summary of quantifiable economic benefits.

Support for continuing employment growth in the wider conurbation of at least:

- 65 jobs per annum in Glasgow and Renfrewshire. (equivalent to 1,300 jobs in a 20 year period and 3,900 jobs in a 60 year period)
- 5 jobs per annum in Ayrshire and Inverclyde (equivalent to 100 jobs in a 20 year period and 300 jobs in a 60 year period)

Enabling the development of new opportunities in Paisley town centre of:

- Up to 135,000 sq ft of office market accommodation
- Up to 675-700 gross new jobs and 315-328 net additional new jobs over a period of 3-4 years
- Generation of 275 gross new jobs and 96 net additional new jobs from increased tourism expenditure in the tourism and leisure industry.

6.5.3.3 Community

During the operation of the scheme there will be positive benefits to the local and wider community in terms of increased mobility and connectivity with the wider transport network. However, there would be no net loss of community facilities and residents would benefit from improved mobility. In addition, GARL will help to stimulate the local economy with benefits to local residents. Overall there will be a minor beneficial impact.

6.6. Summary of Residual Impacts

Residual impacts are summarised in Table 6.10 below. Reference should be made to Tables 6.1 and 6.2 for an explanation of significance criteria.

Economic benefits can be expected during construction from the employment of local workers and the purchase of local goods and services. Impacts are assessed as being Minor to Moderate beneficial due to the scale of expenditure. Based on the assessment set out in other sections of this ES, community impacts during construction are assessed as being Moderate negative at locations in close proximity to construction works, or where significant disruption would occur as a result of works.

Once operational, GARL would create approximately 67 jobs directly. With respect to the wider economy and the community GARL would have a number of impacts, primarily:

- There would be Moderate benefits from direct and indirect employment gains resulting from the operation of GARL. Over 1,300 jobs in the conurbation would be created indirectly with up to 700 jobs in Paisley.
- Economic benefits would result from improved linkages and greater economic efficiency and as a result of reduced congestion, time savings and access to jobs and employees.
- Building demolition would affect a number of businesses. It is anticipated that these buildings would relocated nearby, but it is possible that some may relocate outside Paisley.
- During operation, community impacts would occur due to noise and landscape and visual impacts as discussed elsewhere in this ES. However, there would be no net loss of community facilities and residents would benefit from improved mobility.

Table 6.10 Summary of Socio-Economic Impacts

Likely Impact	Residual Impact	Confidence Level
Construction		
Employment of construction workers	Minor Benefit	High
Procurement of services	Minor to Moderate Benefit	Medium
Effects of in-migrant workforce	Minor Benefit	High
Community disturbance and disruption	Minor Negative	High
Operation		
Direct employment gain from operation of the scheme.	Moderate Benefit	High
Relocation or loss of employment as a result of demolition of property.	Minor Negative	Medium
Relocation of business to new premises of a higher standard	Minor Positive	Medium
Induced economic growth through multiplier effects or improved linkages and greater economic efficiency.	Minor / Moderate Benefit	Medium
Changes in settlement patterns.	Negligible	Medium
Community disturbance	Minor negative	High
Community mobility	Minor Beneficial	High