1. On the 15th December, 2005 the Council agreed in principle to support the GARL project due to the wider economic and social improvements it would bring to Renfrewshire. The Council's support was however conditional upon the conclusion of satisfactory legal agreements being reached with SPT regarding mitigation and pitch replacement works at St James Playing Fields, Paisley and elsewhere. (A copy of the Council paper is attached).

2. It should also be noted that the Council also agreed on the 15th December, 2005 to write to SPT stressing the need for improvement works to be undertaken at Gilmour Street Station in Paisley.

3. The above points reflect the major concerns held by the Council. The playing fields are owned by ourselves and form a valuable community asset, not just for Renfrewshire but the West of Scotland. The 22 pitches located at St James form one of the largest such grouping of grass pitches in Scotland serving the needs of thousands of amateur football players every year. The Council's stance is therefore to agree the considerable disruption that the rail link will bring (ie effectively severing the site in half) provided the same level of quality of football pitch provision can be continuously guaranteed, throughout the build process and beyond.

The Council's view as regards Gilmour Street Station reflects the fact that this facility requires to be modernised and improved. It is the only proposed stop on the GARL and as such, its general environment needs improved and passenger facilities upgraded. If not, it will reflect very poorly upon the project (when compared with the 2 stations at either end) and potentially undermine the overall investment.

4. The GARL was again considered by full Council on 16th March 2006, following submission of the Private Bill. At this time Council decided to submit a holding objection to the Bill pending conclusion of a satisfactory legal agreement with SPT regarding the playing fields. (Copy of Council paper is attached).

5. The Council's formal objection was lodged with Parliament on 31st March, 2006.

6. At this point, the Council continue to discuss these legal issues with SPT and Draft Heads of Terms are circulating. If these can be concluded to the Council's satisfaction - implying that our various agreements regarding replacement and temporary pitches, new pavilion, access and car parking etc are guaranteed to be delivered within an agreed and enforceable timetable, the Council will withdraw its objection to the Bill.
Renfrewshire Council

To: COUNCIL

On: 15TH DECEMBER, 2005

Report by
Director of Planning & Transport/Director of Environmental Services
GLASGOW AIRPORT RAIL LINK (GARL)

1. Summary

1.1 The report provides a further update on the Glasgow Airport Rail Link (GARL) proposal, currently being promoted by the SPT. On the basis that negotiations over the past 12 months have resolved the Council's primary concerns about the continuing role and function of the St James' Playing Fields, the report also recommends that the Council confirms in principle support for the Rail Link.

2. Recommendations

2.1 That Council note the detail in this report and:-

a) agree to support the Glasgow Airport Rail Line on condition that a satisfactory legal agreement be reached between the Council and SPT regarding the mitigation works at St James Playing Fields (and elsewhere) as outlined in this report.

b) write to the SPT regarding Gilmour Street Station, stressing the need for improvement works to be undertaken and funded at the same time as the GARL is being constructed.

3. Background

3.1 Renfrewshire Council considered the GARL proposal initially in April 2003. At that time the Council determined to oppose the rail link due to the impacts this would have on the St James Playing Fields.

3.2 SPT subsequently secured Scottish Executive support to further progress their Stage 1 study into the feasibility of a rail link. As a consequence SPT and lead consultants Faber Maunsell have progressed a number of option appraisals and firmed up on the required technical and financial appraisals. SPT also entered into a public consultation exercise between October 2004 and January 2005. It is important to note that, throughout this time, following SPT's Stage 1 study, the only option being assessed in detail related to a heavy rail
line from Glasgow Central, through Paisley Gilmour Street and then branching off to the Airport.

3.3 As a consequence of the above and following various option appraisal exercises the preferred proposal can be described as:

- A new elevated station at Glasgow Airport located immediately to the south of the existing multi-storey car park. The station will be twin track and ultimately be capable of accommodating two trains of up to four cars in length;
- An elevated pedestrian link between the eastern end of the new station and the Airport terminal building, crossing Caledonia Way. The link will be fully enclosed and will include a passageway flanked by travelators;
- A twin track railway viaduct heading westwards from the station;
- A new bridge structure crossing the M8, which will be single span and likely to be of tied arch design;
- A twin track viaduct crossing St. James' park and the Murray Business Area. This viaduct structure will bridge a number of roads, including the A726, McFarlane Street and Clark Street.
- Existing main lines between Paisley St. James' Station and Paisley Gilmour Street Station will then be used.
- From just to the east of Paisley Gilmour Street Station, Wallneuk Junction and Arkleston Junction will then be extensively remodelled in order to accommodate the increased traffic that GARL will generate;
- Between Arkleston Junction and Shields Junction, a stretch of approximately 6km, a new third track will be built. There is sufficient room to place this new track within the existing rail corridor.
- Between Shields Junction ad Glasgow Central Station, existing rail lines will be used for GARL;
- At Glasgow Central Station platform 11A will be extended into the train shed. This work will mean construction of new track, the loss of existing short stay car parking spaces within the station as well as the exit ramp from the car park.

3.4 The Council received further reports on the proposal in January and September 2005. From these it is evident that the Council required further information from the SPT regarding the economic justification for the rail line and more specifically about the impacts and consequent mitigation proposals relating to the St James Playing Fields.

3.5 It is evident following the public consultation exercise undertaken by SPT and from subsequent discussions with community and sports groups that the issue of the likely impact on the St James Playing Fields is the primary concern of the majority of Renfrewshire residents.

4. **Current Position and Update on Issues Raised in previous reports to Council**
4.1 Option Appraisal Issues

- The proposed rail link to Glasgow Airport has been under consideration for around 15 years. During that time 22 different route options and variants have been evaluated. This work culminated in 2003 with the publication of the 'Rail Links to Glasgow and Edinburgh Airports' report by consultants Sinclair Knight and Merz (SKM). The report was commissioned by the Scottish Executive, BAA Scotland, Strategic Rail Authority, Department of Transport and Scottish Enterprise.

- SKM concluded that the optimum route was the heavy rail link between Glasgow Central, Paisley and the Airport, operating on a 15 minute basis.

- SPT were subsequently awarded funding to undertake the required design and engineering appraisals necessary to lodge a Private Bill before Parliament.

- Amongst the many alternative routes ruled out by SKM were lines running through the Braehead, Renfrew area and leading into the east side of the Airport Terminal. These alternatives were discounted for a number of reasons including:
  - requirement to demolish a large number of private homes, including around 60-70 in Renfrewshire.
  - journey times being greater than the Paisley-Glasgow link option.
  - reduced attraction to airport related passengers, these options being around 25% less attractive to those seeking to travel directly from City Centre to Airport.
  - significantly increased capital and revenue costs.
    - would not fit with the Airport’s longer term expansion plans.

- In essence, whilst the securing of improved public transport to serve the growing Renfrew-Braehead area would be attractive, this configuration would undermine the Scottish Executive’s primary objective of developing a fast rail connection between city centre and Airport. The Executive determined in 2003 its preferred route. Realistically therefore, there is little scope for the Council to influence this issue at this stage.

4.2 Economic Benefits

- The primary function of this project is to develop a fast, modern and frequent rail based public transport link between Glasgow Central and the Airport. This recognises the fact that the airport continues to grow with its recently issued Masterplan predicting the following:
- increase in passenger numbers from the current 8.6m per annum to 13m by 2015 and 24m by 2030.
- increase in employment from existing 5,300 to 8,200 by 2015 and 12,200 by 2030.

- It is also the case that longer term, the environmental benefits of this facility could be significant - ie in encouraging modal shift from car to train and reducing congestion on the M8. It is however recognised by the Executive and SPT that such impacts will be slow to materialise.

- The wider economic benefits suggested by the promoters include:
  - increased train service frequency between Paisley and Glasgow Central (from 8 to 12 per hour).
  - improved access to jobs in and around the airport (note, Glasgow Airport is currently the most significant economic driver in Renfrewshire).
  - improved linkages between the centre of Paisley and the Airport may help the town centre benefit from spin out investment.

SPT commissioned a specific report on this issue, prepared by consultants Rodger Tym and Partners. The “GARL - Assessment of the Wider Economic Benefits” study concluded that:

“the rail link would support continuing employment growth in the wider conurbation of at least:
- 65 jobs/annum in Glasgow and Renfrewshire - equivalent to 1,300 jobs over 20 years.
- 5 jobs/annum in Ayrshire and Inverclyde.

   enabling the development of new opportunities in Paisley Town Centre of:
- up to 135,000ft² of office accommodation to accommodate 315-328 net additional jobs indirectly”.

- The rail line itself would employ 67 jobs directly.
- During construction around 270 jobs will be created.

- Whilst there are some significant potential economic benefits for the Renfrewshire economy it should also be noted that the promoters recognise there could be some economic negatives, particularly in relation to the effect the rail line will have on businesses in the Murray Street/Clark Street area. The Council’s Economic Development team are currently working with several businesses in this area and the SPT in order to ensure economic disruption is minimised and alternative accommodation is secured for those businesses being displaced.
4.3 St James Playing fields

- The preferred route for the GARL runs through the middle of these playing fields, on a raised viaduct, constructed around 7m above ground. The route then bridges the M8 and runs through to the Airport. The impact of the rail line on the 22 football pitches at St James have been well publicised and widely debated over the past few years. The issue has also been the subject of very detailed discussion between the SPT and officers of the Council - discussions which aimed to assess the full extent of the project’s impacts and how these could be mitigated. Without any prejudice to the Council’s formal position regarding the GARL, there has been a requirement to assess the operational disruption the line would cause and to consider how best this important facility could be improved for the longer term benefit of all users and the wider community.

- The outcome of our discussions with SPT has resulted in the following outline agreement:

  - 20 pitches will ultimately be retained at St James.
  - These pitches will benefit from new and improved drainage - designed and constructed to a specification agreed by the Council.
  - The existing changing and grounds maintenance facilities will be re-located and re-built to standards approved by SportScotland. This will provide a new changing room complex to accommodate 40 teams plus officials.
  - The existing car parking facilities will be replaced and improved with the likelihood of an improved number of spaces being provided on site.
  - Additional ball catch fencing will be provided, as required.
  - Additional hard and soft landscaping will be provided around the boundary of the site - to a specification agreed with the Council.
  - 2 new grass pitches of league standard will be provided at Ferguslie Sports Centre and the existing changing accommodation will be improved and extended accordingly.

- During the period of construction, 11 league pitches will be retained to fully operational standard at St James, in the area west of the new railway viaduct. In effect, this implies that for a period of around 18 months, temporary accommodation and pitch capacity requires to be found for the balance, elsewhere in Renfrewshire. This level of provision has been the subject of much discussion between Council and SPT staff. The Director of Environmental Services has now agreed in principle after an extensive option appraisal exercise on the following:

  - *Ferguslie Park, Paisley* - four pitches will be provided by upgrading the existing two pitches to league standard plus constructing two
new league standard pitches. The two new league standard pitches will be those that are put in place as part of the permanent replacement. Improvements to the existing changing facilities will be provided and will be of a similar standard to the existing facilities.

- **Lochend Playing Fields, Paisley** - two pitches will be upgraded to league standard plus provision of temporary changing facilities.
- **Ralston Playing Fields, Paisley** - two pitches will be upgraded to league standard plus possible extension of existing pavilion or provision of temporary changing facilities.
- **Seedhill Playing Fields, Paisley** - one pitch will be upgraded to league standard plus possible extension of existing pavilion or provision of temporary changing facilities.
- **Thomas Shanks Park, Johnstone** - two pitches will be upgraded to league standard plus provision of temporary changing facilities.

All these sites will benefit from the installation of temporary changing facilities of a standard acceptable to the Council.

- During construction of the new railway, the eastern half of the playing field site will be used temporarily as a construction compound. Access will be formed from a temporary signalled junction off the A726. Access to the 11 remaining operational pitches will be maintained at all times.
- The Head of Property Services has been involved in the discussions with SPT regarding this matter and he advises that the Council should retain its statutory right of compensation, notwithstanding the outline agreements detailed in this report.

5. **Conclusions/Future Issues**

5.1 SPT, supported by the Scottish Executive intend to lodge the GARL Private Bill with the Scottish Parliament early in 2006. For both parties this is a priority project. There will, as the Bill is scrutinised in detail be the opportunity for the Council to comment further on the proposal. It is however the case that SPT would wish to submit the Bill with the support of both Glasgow and Renfrewshire Councils. To date, Glasgow has broadly welcomed the rail link, Renfrewshire Council’s position remains the same as determined in 2003.

5.2 The extended round of negotiations with SPT staff regarding the economic benefits of the proposal and, in particular, the impacts on St James Playing Fields have been undertaken with a view to reaching agreements enabling the Council to review its opposition to the GARL. The wider economic benefits have been investigated by SPT and reported on. These are summarised in para 4.2. As regards the St James Playing Fields, a satisfactory arrangement has been negotiated which ultimately delivers an improved and modernised facility at St James whilst retaining the majority of the pitches - 20 out of 22. The
remaining 2 pitches will be provided for at Ferguslie Park Sports Centre. This will represent one of the largest investments in sports facilities in Renfrewshire in recent times. In addition, arrangements during the construction period will result in 11 pitches remaining in use at St James and 11 temporary pitches and changing facilities provided at 5 locations across Renfrewshire. The most significant element of our outline agreement is however the provision of new changing room facilities and maintenance building. This constitutes a major improvement on the currently ageing facilities at St James and clearly meets one of the major demands of the various user groups.

5.3 Any agreements with the SPT will require to be formalised - ensuring that their commitments and the associated specifications (eg in terms of drainage provision, changing room design and layout etc) are delivered within agreed timescales. In essence, this report seeks to define the broad heads of terms of any legal agreement between both parties.

5.4 There is little doubt that the GARL, if ultimately approved by Parliament, will bring disruption and inconvenience, particularly to the users of the playing fields, nearby residents and to businesses in the Murray Street/Clark Street area. However, the scheme also brings some significant benefits - some of which will be clearly evident, ie improved train scheduling, improved access to the airport, creation of direct jobs and the enhanced facilities at St James Park. Others are less obvious, such as the indirect jobs provision and the longer term impacts on traffic volumes on the M8.

5.5 It should also be noted that any physical improvements to Gilmour Street Station in Paisley will now require to be funded directly through the SPT capital programme, and not through the GARL budget. This issue is however recognised by SPT and they have agreed to fund a study from their capital budget during 2006/07 to investigate the scope for improvements to the station. The concern for Renfrewshire Council is that any improvements identified as part of this study will need to compete for budget allocation alongside many other public transport proposals across the SPT area.

Implications of this Report

1. Financial Implications - None.

2. Personnel Implications - None.

3. Community Plan Implications

Social inclusion - There are economic development and access to work
benefits described in this report which will result from the development of
the G.A.R.L., which in turn will contribute to the Council’s Social
Inclusion agenda.

Modernising government - None.

Sustainable development - This project represents an investment of around
£160m in a major public transport initiative. One of the core objectives of
the project is to improve public access to the airport and longer term
achieve a modal shift, away from car based trips associated with the airport towards the railway. The objective clearly fits well with the Council’s Sustainability Development priority.

4 Legal Implications - Formal legal agreements require to be prepared covering the broad heads of terms outlined in this paper.

5 Property Implications - The Council require to retain its statutory position regarding the claiming of compensation relating to any un-mitigated effects on Council property.

6 Information Technology Implications - None.

7 Equal Opportunities Implications - None.
Renfrewshire Council

To: COUNCIL

On: 16TH MARCH, 2006

Report by
Director of Planning & Transport

GLASGOW AIRPORT RAIL LINK

1. Summary

1.1 This report updates members on progress regarding the Glasgow Airport Rail Link (G.A.R.L.).

1.2 In particular Council will note that the G.A.R.L. Private Bill has now been lodged with the Scottish Parliament and a 60 day consultation period has commenced.

2. Recommendations

2.1 It is recommended that the Council note the detail of this report and:

   a. Agree to the lodging of a holding objection regarding the G.A.R.L. pending the conclusion of all legal agreements associated with the mitigation works required by the Council at St James Playing Fields and elsewhere.

   b. Instruct the Director of Planning & Transport to lodge a holding objection and any relevant background information prior to the 3rd April, 2006.

3. Background and Update

3.1 A detailed report was presented to Council on the 15th December, 2005 regarding the airport rail link. This report summarised the background to this project, explained its impact upon Renfrewshire in particular the effects the proposal would have on the St James Playing Fields. At that time the Council agreed to support the rail link in principle, subject to a number of legal agreements being reached with the SPT regarding issues such as:

   - the provision of temporary replacement football pitches.
   - further details of site drainage.
   - confirmation of the design and specification of a new changing pavilion.
- further details of access and car parking provision.
- reinstatement of St James Playing Fields following construction of the rail link to accommodate 20 pitches.
- off site provision of 2 permanent pitches at Ferguslie Park Sports Centre.

SPT have confirmed their willingness to enter into such legal agreements.

3.2 The report to Council in December, 2005 also referred to the fact that SPT intended to lodge the G.A.R.L. Private Bill with the Scottish Parliament, early in 2006. The Bill was indeed lodged with Parliament, on the 31st January, 2006. Amongst other things, the Bill will provide SPT and their successors compulsory purchase powers over Council land. A 60 day objection period began immediately thereafter, ending on the 3rd April. During this period, members of the public and stakeholders will be provided the opportunity to object to any aspect of the proposal. To this end, the Scottish Parliament Private Bills Unit organised a public meeting on the 1st February in Paisley Town Hall to coincide with the lodging of the Bill. The meeting was attended by around 30 members of the public, community representatives and local representatives and local businesses. Details regarding the procedures, timescales, access to information etc was provided.

3.3 Renfrewshire Council are a mandat ory consultee, and as such has been invited to lodge a statement in relation to the proposal. In effect this provides the Council with the opportunity to bring to the attention of the Parliamentary Committee its views about the adequacy of the prior consultation and all accompanying documents. This is in addition to the Council's right to object to the Bill.

3.4 The Council and SPT have yet to conclude the formal legal agreements in connection with the mitigation works outlined in para 3.1 and agreed at the Council meeting on the 15th December, 2005. Under these circumstances it is proposed that, in responding to the Parliament’s consultation, the Council submit a holding objection to the G.A.R.L. pending conclusion of the necessary legal agreements and an assurance that the Council's interests are fully protected, in terms of the work proposed by SPT (or their assignee) and the required mitigation works.

3.5 On completion of the required legal agreement, the Council can assess any residual claim for compensation, based upon the permanent affect of the works at St. James etc and taking into account additional consequential costs for the Council in both the short and longer term.

3.6 The SPT are now in the process of establishing a number of Community and Business Liaison Groups - designed to communicate with a wide range of interested parties throughout the lifetime of the
project. Four groups are proposed and a number of Council Members and local MSP’s will be involved. The groups are:

- St James Residents Community Liaison Group (CLG).
- St James Playing Fields CLG.
- Line of Route and Compounds CLG (this group includes representation from stakeholders along the full length of the line).
- Murray Street Business Liaison Group.

**Implications of this Report**

1. **Financial Implications** - none.
2. **Personnel Implications** - none.
3. **Community Plan Implications**
   
   Social inclusion - none.
   
   Modernising government - none.
   
   Sustainable development - The rail link will provide sustainable transport for the Airport but the Council is ensuring that the recreational facilities at St James Park are not lost or reduced.
4. **Legal Implications** - It is considered that it is necessary to submit and maintain a formal objection to the Bill until such time as the Council’s position is properly and adequately protected in respect of the undertakings made by SPTE relative to the retention of a specified number of football pitches throughout the period of the works.
5. **Property Implications** - none.
6. **Information Technology Implications** - none.
7. **Equal Opportunities Implications** - none.