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Strathclyde Partnership for Transport (SPT) is working on a new Glasgow Airport Rail Link which would run every 15 minutes from Glasgow Central to a new, purpose-built station at Glasgow Airport.

The Parliamentary Bill was approved by MSPs by a majority of 11 and now received Royal Assent (15 January 2007) and construction is now expected to be completed by end 2010.

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

The rail link uses existing railway line between Glasgow Central and Paisley with track upgrade work from Shields Junction to Arklestone Junction. A new 2km branch line will be built from near Paisley to Glasgow Airport. The electrified, double-track line will be built mainly on viaduct and embankment. A new platform will be built at Central Station in Glasgow for the new service.

A formal public consultation was carried out in early 2005. Over 100 organisations were involved in the process. The proposal for an 82% support from those who responded to the consultation and a viaduct to cross the St James Playing Fields. SPT has continued to work with any interested parties throughout the project.

The number of people using Glasgow Airport has grown significantly over the last few years. In 2003, 8.2 million people used the airport. Patronage is expected to continue to grow with conservative estimates seeing a near doubling to 15 million by 2030. Department for Transport figures suggest that patronage could rise as high as 24 million by 2030. At present, most passengers travelling to Glasgow Airport do so by road.



What is the Glasgow Airport Rail Link?



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Glasgow Airport

Passengers arriving at Glasgow International Airport will be able to use a modern moving walkway to arrive at a modern railway station.



Situated to the south of the multi-storey car park the station will be a transport hub for the airport, providing access to rail, bus and taxi.

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The new branch line

A new 2km branch line will be built from Paisley St James station. The electrified, double-track line will be built mainly on viaduct with some sections at grade.

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Crossing the M8

The airport rail link will cross the M8 using a single span bridge. This will allow for minimal disruption during construction.

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St James Playing Fields

The rail link will cross the St James playing fields using a viaduct. Since the start of the project SPT has worked closely with playing field residents and Renfrewshire Council.

SPT and Renfrewshire Council have reached an agreement that will ensure that all pitches are available during and after construction of the link:

- 20 pitches will be available at St James Playing Fields after construction.
- Two upgraded pitches and an expansion of existing changing facilities provided at Ferguslie Park.
- All pitches will meet league standards.
- New changing facilities will be built at St James Playing Fields.
- During construction, 11 football pitches will be provided. Eleven further temporary pitches will be provided at nearby locations.

SPT has already issued a notice seeking expressions of interest for 11 temporary football pitches at seven different locations in the Glasgow Airport Rail Link contract – which would include the provision of associated parking, drainage, goals and fencing for the temporary pitches – would be provided.





completed in 2008. This will ensure that the current number of p throughout the whole project and allow construction of the new a across St James to proceed.

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Murray Business Park

Coming off the main line the airport rail link will go through the M rail link will cross this area using a mixture of embankment and v

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Paisley Gilmour Street

There will be no major structural changes to Paisley Gilmour Stre station will act as the hub for the airport rail link by providing ac the south and west. All trains will make a brief stop here which p extra four trains per hour to and from Glasgow.

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The existing main line

A number of changes will be made on the main line to provide th for the airport rail services. This includes the re-structuring of W; junctions and the extension of a siding at Elderslie to replace a s running services on the main line.

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Third track

There are currently two tracks on the main line from Central stat previously there used to be four. Between Shields and Arkleston be reinstated.

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Central station

At Central station a new platform will be built to provide capacity The existing in-station car parking will be removed but parking w existing on-street and surrounding multi-storey car parks. Altern up will be provided for on the surrounding streets, including the i facility.

Authorised mobility impaired vehicles will be able to set down at off Gordon Street and dedicated mobility-impaired parking bays i Oswald Street multi-storey car park.

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Benefits

The rail link will help to support:

- Glasgow's growing £115m conference sector.
- 650 extra jobs in Glasgow and Renfrewshire over the nex
- An additional 675-700 jobs to Paisley town centre after th
- Development of 135,000 sq ft of office accommodation in

The rail link would also help to generate £3.14 million per annum tourism and leisure employment and in excess of £10 million per centre-based employment.



Additional track capacity will improve reliability to services in Ayr providing additional transport and economic benefits.

Improving links to Glasgow city centre, Paisley and Glasgow Airport accessibility to employment opportunities in an area of low car-ownership.

The airport rail link would be a major asset for the 2014 Commonwealth Games.

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Construction

Construction is expected to take between two and three years, in playing fields at St James Park. Main construction will begin in 2007.

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Key Facts

- Operational by end 2010.
- Cost: £170 to £210 million to construct.
- The new link will deliver positive benefits to the economy every £1 spent constructing the link.
- 1.8 million passengers a year by 2030.
- Glasgow Airport usage to double to 15 million by 2030.
- Will help to support 1300 jobs.
- Help generate £3.14m per annum in tourism and leisure expenditure.
- A major asset for the Glasgow 2014 Commonwealth Games.
- Help to bring 52,500 additional visitors to Glasgow every year.

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