

Report

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| Report to: | Community and Enterprise Resources Committee |
| Date of Meeting: | 4 February 2020 |
| Report by: | Executive Director (Community and Enterprise Resources) |

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| Subject: | East Kilbride/Glasgow Rail Line Upgrading - Proposed Relocation of Hairmyres Rail Station - Memorandum of Understanding |
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ provide an update with regard to proposals to relocate Hairmyres Railway Station to create a transport integration hub to serve the wider East Kilbride area
- ◆ seek authorisation to enter into a Memorandum of Understanding (MoU) with Transport Scotland and Strathclyde Partnership for Transport to support the proposed relocation of Hairmyres Railway Station and allow complementary infrastructure to be provided

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that proposals to relocate Hairmyres Railway Station be noted and supported; and
- (2) that the Executive Director (Community and Enterprise Resources) in consultation with the Head of Administration and Legal Services, be authorised to enter into a Memorandum of Understanding with Transport Scotland and Strathclyde Partnership for Transport with a view to acquiring the land necessary to facilitate the station relocation and allow the provision of complementary infrastructure including transport interchange and park and ride facilities.

3. Background

3.1. The Scottish Government, through Transport Scotland's publication "Scotland's Railway (Control Period 6: 2019 to 2024)", recognised the need to improve the East Kilbride to Glasgow rail service as a priority. Subsequent to the publication of this document, a specific funding commitment of £24.8m was confirmed in May 2019 to allow Network Rail to progress the development work required. A range of options are now being explored to improve train capacity and frequency including, potentially:-

- ◆ electrification and zero emissions self-powered fleets
- ◆ track dualling
- ◆ extended station platforms
- ◆ longer trains

- 3.2. As part of this project, consideration is being given to how improved access to an upgraded rail network might best be achieved. This work recognises the existing parking pressures at both the existing East Kilbride stations (East Kilbride and Hairmyres), albeit it is recognised that the issues around Hairmyres Station are particularly critical. It also recognises that opportunities to provide significantly enhanced park and ride provision is currently limited at both East Kilbride and Hairmyres Station sites.
- 3.3. These pressures exist against the background of a nationally declared climate emergency which emphasises the need to elevate efforts to provide improved access to the rail network as part of a wider strategy to decarbonise the transport sector. In this regard, it is noted that the Transport sector is currently Scotland's largest source of carbon emissions.
- 3.4. Feasibility work has consequently been progressed by Network Rail (who are delivering the rail enhancements on behalf of Transport Scotland) to consider options to relocate the existing Hairmyres station westwards (see appendix A). This work has included an appraisal of the available options which has identified relocation as the favoured option.
- 3.5. Crucial, however, to ambitions to achieve a relocated Hairmyres Station is acquisition of sufficient land not only to relocate the station itself but also to provide complementary infrastructure in the form of:-
- ◆ interchange with the bus service network
 - ◆ suitable active travel facilities and linkages to the cycle network
 - ◆ electric vehicle charging infrastructure on a substantial scale potentially including hubs for community use
 - ◆ park and ride provision for current and future demands
- 3.6. It is recognised also that successful acquisition of land in the vicinity of a relocated Hairmyres Station would offer significant benefit to the wider rail line upgrading project. This would offer the opportunity to provide a construction base immediately adjacent to the existing rail line allowing convenient and efficient access for plant, materials and equipment involved in the wider rail line upgrading.

4. Current Position

- 4.1. Efforts to secure the necessary land are fundamental to progressing the proposed relocation. This involves a substantial investment at what is an early stage in this project.
- 4.2. It is also evident that for the ambitions to relocate Hairmyres Station to be achieved, and with this for the substantial opportunities to deliver much needed complementary infrastructure, such as park and ride provision, to be realised, joint working will be required across a range of interested parties. This recognises that while the statutory transport bodies (the Council, Network Rail, Transport Scotland and Strathclyde Partnership for Transport) have a range of duties and powers, there is a need for the agencies to work in partnership to ensure that they deliver substantial benefits for local communities.

- 4.3. In these circumstances, and with a view to formalising the shared commitment of the partners (the Council, Transport Scotland and Strathclyde Partnership for Transport (SPT)) to the successful delivery of this project, it is appropriate to set out a framework to formalise the commitments of the partners via a Memorandum of Understanding (MoU).
- 4.4. The principal elements of the MoU are proposed to:-
- ◆ agree Transport Scotland will fund the necessary land acquisitions
 - ◆ agree Network Rail will undertake land negotiations and purchase the necessary land for construction and project delivery
 - ◆ agree the Council and SPT will then commit funding to deliver complementary infrastructure (such as park and ride provision) as follows:-
 - subject to approval of City Deal Business Cases, including Council approvals, the Council will commit £3.75m
 - subject to partnership approval, SPT will commit £4.2m, or a similar sum
- 4.5. With regard to City Deal funding, it is noted that within the approved outline business case for the East Kilbride Community Growth Area the principle of supporting park and ride expansion has been established.
- 4.6. The Council owns and operates the land at the existing Hairmyres station and, on the basis that the new station and park and ride are delivered, the future use of this site will require to be considered, and how this may then contribute to the overall benefit of the station relocation project. Options will require to be assessed and any future use/disposal would be subject to a future Committee report for consideration and approval.
- 4.7. While the opportunities here are substantial, it is important the Committee recognises that relocation of Hairmyres Station, and delivery of associated complementary infrastructure, will only be successfully achieved in the short term if negotiations with the adjacent landowners can be successfully concluded on a voluntary basis. In this regard, it is noted that discussions with the landowners have to date been positive and constructive.

5. Next Steps and Timescales

- 5.1. The anticipated next steps and associated timescales are as follows:-
- ◆ engage with landowners – ongoing
 - ◆ finalise and sign MoU – March 2020
 - ◆ engage with potential contractors in relation to wider rail line upgrade project via early contractor involvement process – March 2020 – March 2021
 - ◆ submission of City Deal Final Business Case – spring 2021
 - ◆ finalise designs and identify proposed phasing of individual elements of the wider rail line upgrade project – summer 2021

6. Employee Implications

- 6.1. There are no significant employee implications at this stage.

7. Financial Implications

- 7.1. The proposed MoU will commit the Council to a funding contribution of £3.75m subject to satisfactory completion and approval of Final City Deal Business Cases.
- 7.2. This funding is available via the Glasgow City Region City Deal and developer contributions available as a consequence of the East Kilbride Community Growth area.

8. Climate Change, Sustainability and Environmental Implications

8.1 This project is consistent with the wider need to decarbonise the transport sector.

9. Other Implications

9.1 There are no risk implications in terms of the information contained within this report.

10. Equality Impact Assessment and Consultation Arrangements

10.1 This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore, no impact assessment is required

10.2 There is no requirement to undertake any consultation at this time in terms of the information contained in this report. However, as detailed proposals are developed, these will be subject to appropriate consultation arrangements.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

3 January 2020

Link(s) to Council Values/Ambitions/Objectives

- ◆ Improve the quality of life of everyone in South Lanarkshire
- ◆ Improve health, care and wellbeing
- ◆ Make communities safer, stronger and more sustainable
- ◆ Work with communities and partners to promote high quality thriving and sustainable communities
- ◆ Improve the road network, influence improvements in public transport and encourage active travel

Previous References

- ◆ South Lanarkshire Park and Ride Strategy - Community and Enterprise Resources Committee - 30 October 2018

List of Background Papers

None

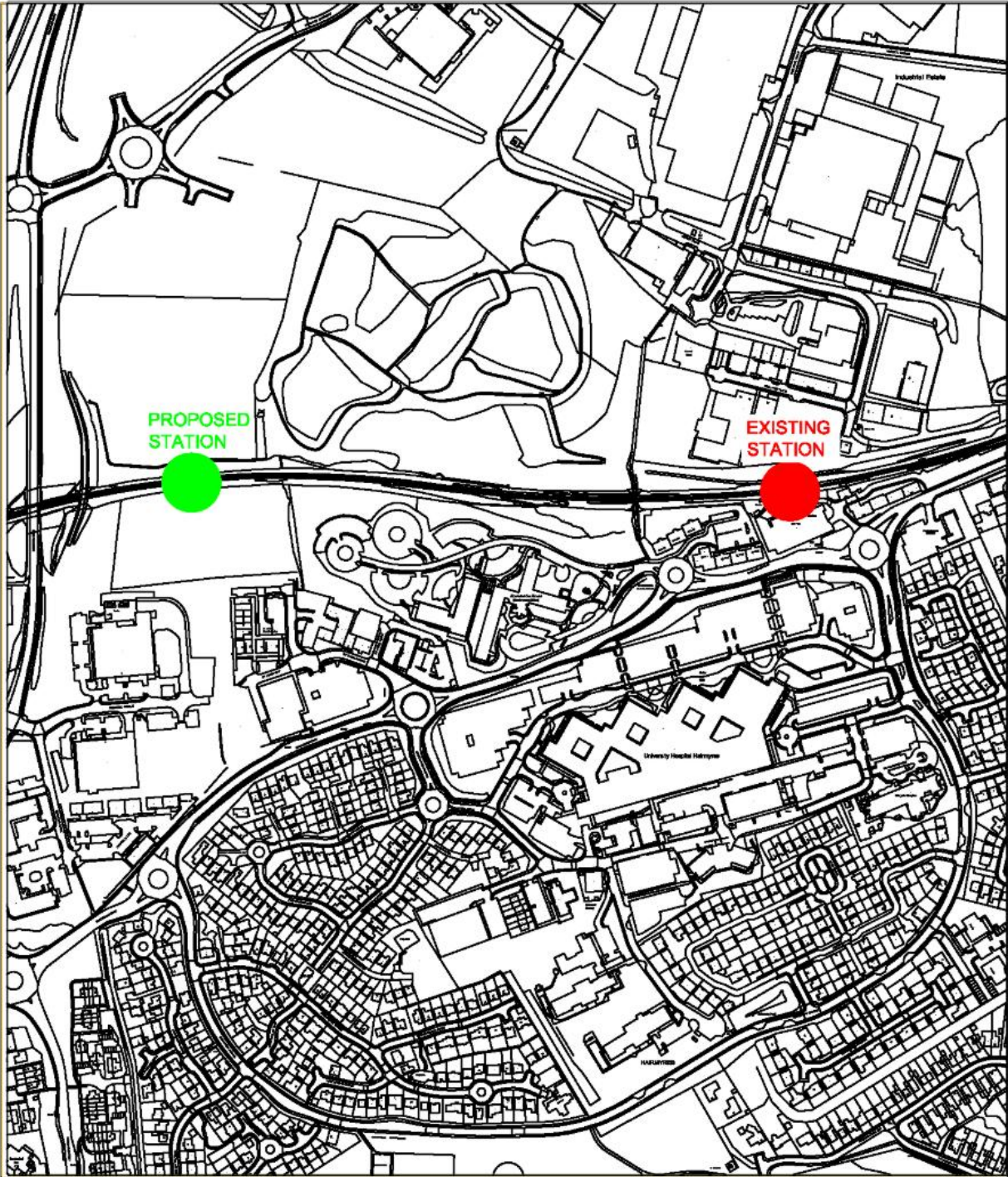
Contact for Further Information

If you would like to inspect the background papers or want further information, please contact:-

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| Title HAIRMYRES STATION EAST KILBRIDE LOCATION PLAN | | | | SOUTH LANARKSHIRE COUNCIL COMMUNITY AND ENTERPRISE RESOURCES | | | |
| | | | | Head of Roads and Transportation Gordon Mackay BSc., C.Eng., M.I.C.E. | | | |
| | | | | Scale: | 1:5,000 | Date: | Jan 2020 |
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