



### **Robroyston Station and Park & Ride – progress update**

**Committee** Strategy and Programmes

**Date of meeting** 27 January 2017

**Date of report** 9 January 2017

#### **Report by Assistant Chief Executive (Operations)**

##### **1. Object of report**

The object of this report is to provide a progress update on the proposal to deliver a new rail station and park & ride at Robroyston in Glasgow.

##### **2. Background**

- 2.1 The development of Robroyston is a key priority of both Clydeplan and Glasgow City Council (GCC), with the area designated for development and planning permission granted for a further 1,600 homes with associated infrastructure and amenities. Construction has already commenced on part of the development.
- 2.2 In line with due process and at the early stages of the masterplanning, the developer undertook a transport appraisal, in accordance with Scottish Transport Appraisal Guidance (STAG), to determine the transport requirements. Together with a range of transport interventions, a new rail station at Robroyston, to include park and ride facilities, was one of the key transport needs identified to support the developing area and provide park & ride capacity for strategic traffic movements such as trips to Glasgow using the adjacent M80.

##### **3. Progress update**

- 3.1 Following approval by the Partnership in May 2014<sup>1</sup> to progress the proposal for the new station and park & ride, a Client Group and Delivery Group were established, led by SPT, with representatives of GCC and the developer, Stuart Milne Group (SMG). Network Rail (NR) was commissioned to deliver the initial design phase of the station and GCC developed the preliminary design of the roads and car parks. This combined project was co-funded by SPT and GCC and has provided the preliminary design for the construction of the station, pedestrian and road access requirements and preliminary design for the park and ride, together with estimated costs for the construction of the station and the associated infrastructure.
- 3.2 This preliminary design provided for a new station located approximately 200m west of the existing over-bridge at Millerston and new car parks and drop-off areas on each side of the railway track, together with approximately 250 car parking spaces and land identified for additional parking to meet future demand. The preliminary design phase

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<sup>1</sup> See [http://www.spt.co.uk/documents/RTP090514\\_agenda14.pdf](http://www.spt.co.uk/documents/RTP090514_agenda14.pdf)

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provided an estimated cost of just over £14m for the combined station and car parks (approximately £11.5m for the station and around £2.5m for the car parks).

- 3.3 Following this, a business case was developed and provided in support of an application to the Scottish Stations Fund seeking financial support to deliver the final design and construction of the new station. This was successful and approval given to fund 50% of the costs, subject to the remaining 50% of the costs being met by the project promoters. To assist with funding, it is anticipated that, subject to Partnership approval as part of the 2017-18 and 2018-19 Capital Programme, SPT would contribute up to £1.25m towards the project.
- 3.4 Glasgow City Council has now developed a funding package, including allowance for SPT's contribution that will enable final design and construction of the station and car parks to be completed. The package also takes into consideration agreement with the developer on the mechanism and funding to deliver the necessary roads infrastructure to service the station as this is tied into the wider development. It is anticipated that the delivery of the design and construction would enable opening of the new station in 2019, with the initial target date being the change to the summer timetable in May 2019.
- 3.5 Discussions have taken place between industry partners to determine the appropriate mechanism for delivery of the station. ScotRail–Abellio will lead the final design and construction phases. A revised Client Group will be established, including SPT, GCC, Stuart Milne and Transport Scotland to oversee the process. The delivery agreement reached ensures that SPT and GCC are not liable for any further cost risks associated with the project.
- 3.6 Currently GCC and the developer are progressing land transactions to enable the work to proceed and the mechanisms for pulling together the contributions from the various parties are also being finalised. These are anticipated to be concluded in the next few months.

## 4. Conclusions

The delivery of a new station and park & ride at Robroyston is a vital factor in ensuring the long-term success of the redevelopment of the area as a whole. SPT has played a key role in progressing the project to date, and officers will continue to seek to ensure it remains on track as it moves towards delivery. Members will be kept updated on project progress as necessary in future.

## 5. Committee action

The Committee is recommended to note the contents of this report.

## 6. Consequences

Policy consequences	<i>In line with the RTS.</i>
Legal consequences	<i>None.</i>
Financial consequences	<i>A contribution of £1.25m will be included in the draft Capital Programme across 2017/18 and 2018/19, for approval by the Partnership.</i>
Personnel consequences	<i>None.</i>
Equalities consequences	<i>None at present.</i>

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Risk consequences

*On-going risks for project delivery and costs are the responsibility of ScotRail–Abellio. SPT contribution is fixed.*

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