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*Changes to legislation: There are currently no known outstanding effects for the Glasgow Airport Rail Link Act 2007, SCHEDULE 1. (See end of Document for details)*

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## SCHEDULE 1

*(introduced by section 2)*

### SCHEDULED WORKS

In the local government area of Renfrewshire—

**Work No. 1** – A railway (2,115 metres in length) commencing within Glasgow Airport at a new station at a point 160 metres west of the junction of White Cart Road with St Andrew's Drive, passing on viaduct westwards over Caledonian Way West and St Andrew's Drive West then passing on viaduct southwards over the M8 motorway, St James' Park, the A726 road, McFarlane Street and Clark Street then passing on embankment to Murray Street, continuing south-eastwards and terminating by a junction with the Paisley to Gourock Line at a point 150 metres south of the junction of Murray Street with Mackean Street. Work No. 1 includes a single span bridge over the M8 as part of the said viaduct and the widening of the bridge carrying the existing railway over Murray Street.

**Work No. 1A** – An elevated structure linking the proposed station with the existing terminal building at Glasgow Airport commencing at a point 220 metres north-east of the junction of Caledonian Way with Caledonian Way West, passing over Caledonian Way and terminating at a point 180 metres west of the junction of White Cart Road with St Andrew's Drive.

**Work No. 1B** – An access road, commencing by a junction with the eastbound St James' Interchange to Glasgow Airport access road at a point 175 metres south-west of the junction of that road with St Andrew's Crescent and terminating at a point 50 metres north-west of the point of commencement.

**Work No. 1C** – A lowering of Murray Street between a point 230 metres east of its junction with Greenhill Road and a point 48 metres east of its commencement.

**Work No. 2** – A railway (104 metres in length) forming a cross-over between the Up and Down Lines of the Paisley to Gourock Line, commencing by a junction with that railway at a point 167 metres south-east of the bridge carrying the railway over Stirrat Street and terminating 104 metres south-east of its commencement.

**Work No. 3** – A realignment of the Glasgow Central to Ayr Line, (1,698 metres in length) including the remodelling of Wallneuk and Arkleston Junctions, commencing by a junction with that railway at a point 150 metres south-west of the junction of Brick Lane with North Croft Street, passing north-eastwards and terminating by a junction with that railway 142 metres north-east of the junction of Arkleston Drive with Endrick Drive.

In the local government areas of Renfrewshire and the City of Glasgow—

**Work No. 4** – A railway (6,813 metres in length) commencing by a junction with Work No. 3 at its termination, passing eastwards and terminating at a point 155 metres north of the junction of Woodrow Circus with Maxwell Drive. Work No. 4 includes realignment of the existing tracks and the widening of the bridge carrying the railway over Sandwood Road.

**Work No. 4A** – A railway (298 metres in length) forming cross-overs between the Up line and Down line of the Glasgow Central to Ayr railway and the intended railway in Work No.4 including the realignment of the junction into Deanside Sidings, commencing by a junction with the Deanside Sidings railway at a point 125 metres north-east of the junction of Lintlaw Drive and Ladykirk Drive and terminating by a junction with the Glasgow Central to Ayr railway at a point 125 metres east of the bridge carrying Berryknowes Road over the railway.

In the local government area of the City of Glasgow—

**Work No. 5** – A railway 378 metres in length, commencing by a junction with the West Coast Main Line at a point 52 metres north-east of the junction of Clyde Place and George V Bridge,

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passing northwards and terminating in Glasgow Central Station at a point 48 metres north-east of the junction of Hope Street with Argyle Street.

In the local government area of Renfrewshire—

**Work No. 6** – A railway (606 metres in length) forming an extension of the existing passing loop at Elderslie adjoining the Up line of the Glasgow Central to Ayr railway, commencing by a junction with that railway 465 metres west of the junction of Main Road with Newton Avenue, passing eastwards and terminating by a junction with that railway 150 metres north-east of the said junction of Main Road with Newton Avenue.

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