



→ A Surface Access Strategy for Glasgow Airport
2009 - 2013



Foreword

The Glasgow Airport Surface Access Strategy

Glasgow Airport has been transformed in recent years, growing from a small but important regional airport to one of the busiest international gateways in the UK.

During the period from 2002-2007, passenger numbers at Glasgow Airport increased from 7.7 million to 8.7 million. Over the course of the next five years, passenger numbers are expected to reach around 12 million. Growth on this scale will inevitably increase the pressure on the road network around the airport and require a better mix of public transport options to meet growing demand.

In October 2006, we published our 25 year Master Plan, which set out BAA's ambitions for Glasgow Airport up to 2030. The Master Plan reaffirmed BAA's commitment to improve access to Glasgow Airport, specifically through improvements to public transport. This Airport Surface Access Strategy adds further detail to those plans and updates the surface access strategy published in 2001.

We have made real progress since the publication of the last strategy, increasing the percentage of passengers using public transport, reducing the number of single car journeys, supporting new bus routes and prioritising terminal forecourt access for public transport buses. These are real achievements.

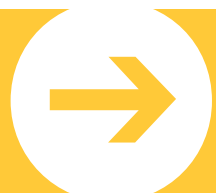


Amanda McMillan
Managing Director

However, we are far from complacent. The impact of climate change is one of the biggest challenges facing the world today. Emissions from aviation make a small but growing contribution towards climate change, according to the 2006 Stern Report. However, road transport contributes a far greater amount, almost a quarter of UK greenhouse gas emissions. Our own studies have shown that the biggest cause of local air pollution around our airports comes not from aircraft but from road traffic travelling to and from the terminal.

It is vital, therefore, that we continue to reduce congestion and promote public transport, as a way of reducing our surface transport emissions and improving air quality.

The targets set out in this document are challenging and cannot be achieved by BAA Glasgow working in isolation.





Success will only come with the airport working in partnership with our local and national stakeholders, just as we have done in the past.

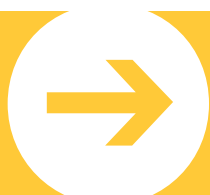
The next few years will involve a considerable amount of preparatory work to ensure the planned Glasgow Airport Rail Link (GARL) is a success. As a strong supporter of GARL, BAA Glasgow looks forward to working with Transport Scotland and Network Rail to progress this exciting project.

BAA also looks forward to the completion of the M74 extension and will be contributing £1 million to this project. BAA welcomes the Scottish Government's renewed commitment to the extension, which will greatly ease congestion on the M8 and improve access to Glasgow Airport.

Good surface access will be critical to the future ability of Glasgow Airport to grow. It is vitally important that passengers can access the airport efficiently and reliably. If they cannot, then the natural growth of the airport could be restricted.

I am proud of the track record we have established, but mindful too of the challenges we still face. That is why we have set challenging targets to reduce private car use and promote public transport options over the next five years. This document sets out how we intend to meet those challenges.

Amanda McMillan
Managing Director
BAA Glasgow



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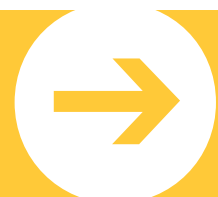
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Section A

Introduction and Background

The Glasgow Airport Surface Access Strategy

1. Introduction

1.1. The Glasgow Airport Surface Access Strategy (ASAS) 2009-2013 sets out BAA Glasgow's objectives and targets for surface access provision for the next five years. The implementation of this strategy is intended to support the sustainable growth of the airport to handle circa 12 million passengers per annum.

1.2. The UK Government White Paper "The Future of Air Transport", published in December 2003, states that airports are "key strategic components of the UK's transport infrastructure" and it is necessary "to ensure that they are served by good quality, well integrated surface access, capable of supporting future airport development." It goes on to say that "increasing the proportion of passengers who get to airports by public transport can help reduce road congestion and air pollution. We expect airport operators to share this objective and to demonstrate how they will achieve it in putting forward their proposals for developing new capacity". The White Paper Progress Report, published in December 2006, reaffirmed this stance by stating "we continue to encourage airport operators to increase the use of public transport to help reduce road congestion and air pollution".

1.3. In order to successfully meet the objectives set out in the White Paper, BAA Glasgow works closely with a wide network of stakeholders and business partners. The Glasgow Airport Transport Forum (ATF) will be the forum through which Glasgow Airport works in partnership with local stakeholders to progress surface access issues.

1.4. The previous Airport Surface Access Strategy was published in 2001 to run from 2001 to 2006. The Glasgow Airport Master Plan was published in October 2006. This new ASAS is the initial medium term tactical response to the surface access demand identified in the Master Plan.

1.5. A publicly funded major transport infrastructure project to serve the airport is currently being delivered by Transport Scotland. The Glasgow Airport Rail Link (GARL) Bill was granted Royal Assent in January 2007 providing powers to construct and operate the heavy-rail surface railway. The design and procurement phase is underway and it is anticipated that the first trains will be operating to Glasgow Airport by 2013 and therefore within the lifetime of this ASAS.

1.6. The first part of this document reviews progress against the ASAS targets set in 2001. The second section describes the characteristics and profile of passengers using Glasgow Airport and the current travel choices available to them. The third section then sets out the strategy for influencing specific travel choices from 2009-2013.

2. Context and background

2.1. BAA is committed to the sustainable development of its airports. This document is therefore an important component of BAA's overall strategy.

2.2. For BAA, corporate responsibility means contributing to society's wider goal of sustainable development through:

- Maximising the positive economic benefits and prosperity that aviation brings.

- Minimising negative impacts and working with others to help ensure that aviation plays its role in respecting scientifically agreed environmental limits.
- Contributing to social inclusion, cultural exchange and international communication, through the availability of responsibly-priced air travel.
- Making a positive contribution to the skills, knowledge and motivation of BAA employees, and building transparent and accountable relationships with all stakeholders.

2.3. Our group wide surface access objectives are as follows:

- Putting passengers first; in terms of surface access, this means understanding passengers' and staff travel requirements and providing a reasonable choice of mode and services that are safe, affordable and reliable. Without this, passengers will be delayed and airport operations compromised.
- Communication with our stakeholders; in surface access terms our stakeholders are government, (national and local), transport bodies, airlines and the Civil Aviation Authority (CAA). Our goal is to provide strategies that are consistent with national policies and to respond to the views of other stakeholders. Without this, airports will not achieve their permission to grow.
- Commercial success and value for space and money; this primarily refers to the use of correct financial incentives and fare structures, ensuring that aviation pays no more than its fair share of any projects or products and that access arrangements are fair and reasonable.

Without this economic return, it is not possible to invest capital in the airport to ensure its future success.

2.4. BAA Glasgow’s vision for surface access is to work with transport providers to put our passengers first and to improve the quality, choice and value of all ground transportation services operating to and from the airport. The construction of a dedicated rail link during the plan period allows BAA Glasgow to implement strategies to integrate all methods of ground transportation at the airport and provide a public transport interchange that better links the airport to locations throughout Scotland.

2.5. BAA is also keen to support the Scottish Government’s National Outcomes (wealthier and fairer, smarter, healthier, safer and stronger and greener) and considers that transport

is key to successfully realising many of them. In progressing the targets and actions set out in this document we will aim to align them with the National Outcomes.

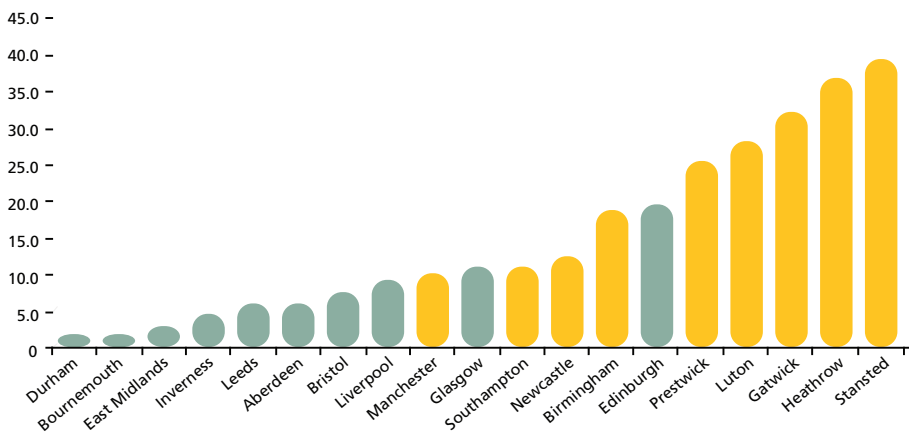
2.6. The Scottish Government published a National Transport Strategy (NTS) for Scotland in December 2006. The NTS is complemented by a series of Regional Transport Strategies, one for each of the seven Regional Transport Partnerships created under the Transport (Scotland) Act 2005.

2.7. Strathclyde Partnership for Transport (SPT) is the statutory transport body for the west of Scotland and is formed from a partnership of 12 local councils, including Renfrewshire Council and Glasgow City Council. The SPT Regional Transport Strategy (RTS) was approved by the Minister for Transport, Infrastructure and Climate Change on 15 June 2008.

It sets out a vision, shared goals, objectives and strategic priorities for transport in the West of Scotland. The RTS Delivery plan was approved as a Delivery plan Framework (2008/09 - 2012/13) by SPT on 19th September 2008. The vision for the west of Scotland RTS is for “a world class, sustainable transport system that acts as a catalyst for an improved quality of life for all”. The RTS identifies a number of projects and studies within Renfrewshire to be progressed or investigated. This includes the Glasgow Airport Rail Link (GARL) and enhancing the strategic road network, for example the completion of the M74.

In 2007 Renfrewshire Council produced a Local Transport Strategy which sets out a vision for local transport for the next five to 20 years.

Figure 1: UK Airports PT mode share
2005% PT mode share (Yellow – airport with rail link, green – without)



Source: CAA survey 2005 (Exception of Birmingham, Newcastle, East Midlands & Liverpool - AOA Sustainable Aviation Report and Southampton - Retail Profiler)



Section A Introduction and Background

2.8. The Glasgow and the Clyde Valley Joint Structure Plan was approved in 2006 and contains a number of references to the important role which the M8 plays in providing access to the conurbation west of the city centre and beyond. It is clearly essential that appropriate investment is made in the M8 to ensure that it continues to fulfil its key strategic role west of the city, and the improvements identified in the Structure Plan should be recognised as being complementary and supportive of the Surface Access Strategy.

2.9. The Renfrewshire Local Plan was adopted in March 2006. It guides the future development and use of land in Renfrewshire in the long term public interest. The Finalised Draft City Plan for Glasgow was published in May 2007. This also looks forward to the completion of GARL and to the Glasgow Crossrail scheme as a means to consolidate and extend the Glasgow Airport catchment and enhance its contribution to the economic well being of the City and the wider region.

3. Glasgow Airport Transport Forum (ATF)

3.1. The UK Government White Paper "A New Deal for Transport" (1998) required all scheduled airports in England to set up Air Transport Forums (ATFs). Although this requirement was not mandatory in Scotland, BAA took the view that the establishment of an ATF was good practice and should also be adopted in Scotland.

3.2. The Glasgow Air Transport Forum (ATF) will meet twice a year. The membership of the ATF will comprise of representatives from transport providers, including bus, rail and taxi operators, Transport Scotland, SPT, the Airline Operators Committee (representing airlines and handling agents), neighbouring local authorities, the Scottish Government, Glasgow and Renfrewshire Chambers of Commerce and other tourist and enterprise bodies.

3.3. The ATF will bring together these important stakeholders in overseeing the strategy to increase public transport mode share and manage vehicle movements. Through agreeing challenging short and long-term targets for increasing public transport mode share, the ATF will seek to influence airport access journeys and to raise awareness of public transport options. The ATF will also monitor progress on an ongoing basis towards the achievement of ASAS targets.

4. 2001 ASAS Targets and Achievements

4.1. As outlined in paragraph 1.4, the expiring ASAS covered the period 2001-2006. For this reason, the year 2000/01 is often used throughout this document as a point of comparison to illustrate the development of passenger and vehicle movement trends over the past eight years.

4.2. In 2000, 49% of passengers at Glasgow Airport travelled on domestic flights, with 51% flying on international services. Almost two-thirds (63%) of journeys were leisure related and 37% of passengers were travelling on business. Approximately 13% of passengers were travelling to/from Glasgow city centre and a further 30% from the Greater Glasgow conurbation.

4.3. The 2001 ASAS set three overall objectives and 33 targets. The objectives and the degree to which they have been achieved are shown below:

Objective 1: To increase the percentage of passengers using public transport from 8.5% to 12% by 2006.

Achievement: CAA Survey data for 2005 showed a public transport usage of 11.1%. The latest indications from BAA retail surveys (which cover a smaller sample size but are carried out more frequently) show that the public transport mode share has increased to 12%.

Objective 2: To reduce single occupancy car journeys by staff from 76% to 66% by 2006.

Achievement: 67% of total airport staff travelled to work as single car occupants as determined in the 2004 Airport Worker Travel Survey.



Objective 3: To develop an integrated transport strategy.

Achievement: Since developing the 2001 ASAS, BAA Glasgow has progressed an integrated strategy by examining all elements of public and private travel to and from the airport and developing these within the overarching aims of the 2001 ASAS. This integration has seen a redevelopment of the forecourt to prioritise public transport, provision of sufficient on-airport car parking and publicising alternatives to the car among Glasgow Airport employees. BAA Glasgow recognises that this objective is ongoing and needs to be taken forward in a more concerted fashion. This strategy will be a cornerstone of realising the public transport interchange as part of the GARL development and in implementing future staff travel plans.

4.4. The summary of achievement to date against all targets set by the 2001 ASAS is shown at Appendix B.

4.5. The targets were varied and, although some were achieved early in the period covered, others have not been completed and in some cases the need for a particular target has lessened. Significant organisational changes have taken place in public transport in Scotland resulting in transfers of powers and responsibilities.

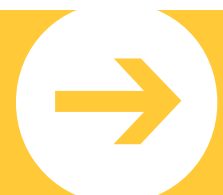
4.6. Successes include the introduction in 2003 of a levy on short stay car parking (the BAA Glasgow Public Transport Levy) to fund public transport initiatives.

4.7. Another achievement during the period of the expiring ASAS was the completion in June 2006 of a remodelled and greatly improved terminal forecourt. For the first time, the new forecourt allowed for priority to be given to bus services and airport licensed taxis at the terminal frontage, with bus stances located on the inner lanes of a controlled access forecourt. These arrangements were significantly altered in light of the attack at Glasgow Airport on 30th June 2007.

4.8. Since then, access to the forecourt has been restricted to public transport vehicles, while private vehicles have been relocated to a new drop off/pick up point in the multi storey car park, directly opposite the terminal building. This provides free access for up to ten minutes. A secondary drop off point is also available at St Andrew's Drive, a short walk from the terminal. A revised forecourt strategy is currently being developed by BAA Glasgow in consultation with stakeholders.

5. The Public Transport Levy

5.1 BAA Glasgow introduced the Public Transport Levy (PTL) in 2003. The PTL is charged on short-stay airport parking, with an average contribution of 20p per car. The monies raised are then used to fund initiatives aimed at promoting the use of public transport and reducing private vehicle movements. The total amount raised each year is approximately £200,000. Monies raised to date have been spent in support of public bus services, survey and analysis studies and forecourt facilities, with a significant sum spent on the GARL feasibility studies.



Section B

The Current Situation

The Glasgow Airport Surface Access Strategy

6. Air passengers - profile and characteristics

6.1. The profile and characteristics of airport passengers are very relevant to the planning of surface access transport. Passenger information collated by the CAA includes age and gender, socio-economic group, destination, reason for travel, method of accessing the airport, origin of journey, home postcode, size of travelling party, frequency of airport use, and more. These details can be used to understand passenger behaviour and to identify opportunities to influence travel mode choices.

6.2. Domestic/International split

6.2.1. In 2007, Glasgow Airport handled 8.7m passengers of which 53% were travelling on domestic services and 47% on international services. Passenger survey data shows that 90% of passengers are resident in the UK, with approximately 16% of departing passengers connecting to another flight at their initial destination.

6.2.2. Figure 2 shows the increase in annual passenger numbers between 2002 and 2007, and the domestic/international split. The total number of passengers travelling through the airport increased from 7.7m in 2002 to 8.7m in 2007, an increase of 12% during the period of the expiring ASAS.

6.2.3. Glasgow Airport is Scotland's principal long haul gateway, with year round flights to Canada, the United States, the Gulf and Asia. During the period 2002-2007, long haul traffic more than doubled, from 431,700 to 900,500 passengers, as a result of new routes to Orlando, Philadelphia, Toronto, Vancouver, Dubai and Lahore. Introduced in 2004, the Glasgow - Dubai service, operated by award winning airline Emirates, is the single most popular long haul destination to and from Scotland, carrying more than three quarters of a million passengers in its first four years.

6.3 Journey Purpose

6.3.1. In 2007, approximately 70% of passenger journeys were leisure related and 30% were business related. In recent years, total leisure travel has increased at a faster rate than business related travel. Charter based leisure travel is currently in consolidation whilst scheduled leisure travel, particularly long haul, is increasing.

6.3.2. The importance of leisure travel in the passenger mix is shown in Figure 3. Leisure travellers have specific needs, and unlike business passengers generally travel with baggage, for which provision needs to be made if they are to use any type of public transport.

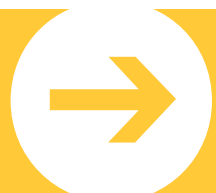
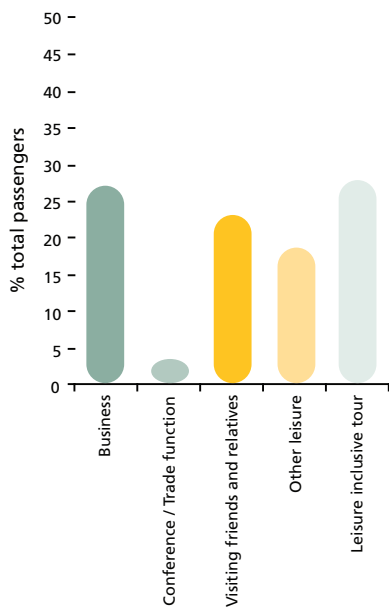
6.3.3 Passenger demand is greatest during the summer months as leisure demand increases in July and August, and again in October during the autumn school break. These are traditionally the peak months for Glasgow's charter airlines when as many as 40,000 people can pass through the airport each day. During the month of

→ Figure 2: Glasgow historic passenger air traffic data (2002-2007)

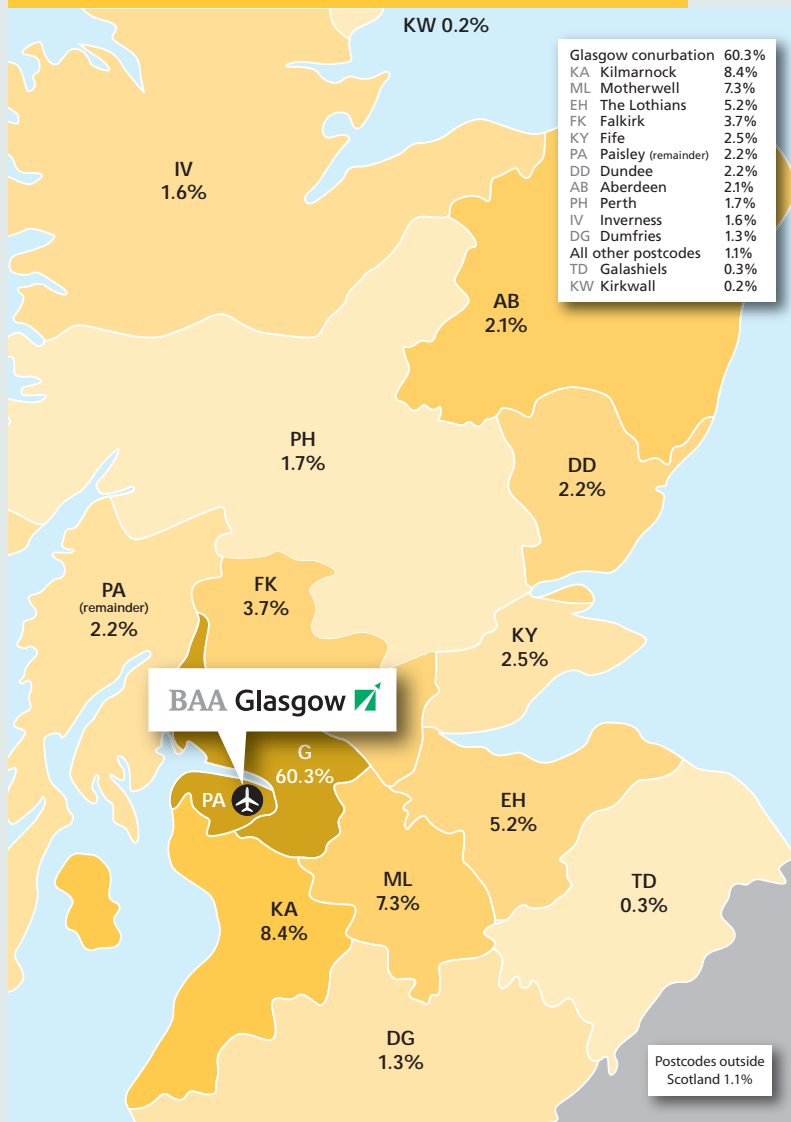
	Annual domestic passengers (millions)	Annual international passengers (millions)	Annual total passengers (millions)
2002	4.18	3.60	7.77
2003	4.48	3.64	8.12
2004	4.63	3.93	8.56
2005	4.62	4.16	8.78
2006	4.59	4.25	8.83
2007	4.60	4.13	8.73

July, Glasgow Airport routinely handles in excess of one million passengers, almost twice as many as it does in January. Weekends are busier on average during the summer months, as the majority of holiday airlines depart later in the week. During the winter months, weekdays are generally busier, due to the combination of business and leisure traffic. The busiest periods during the day are between 05:00 and 09:00 and 11:00 to 14:00.

→ Figure 3: Purpose of journey



→ Figure 4: Glasgow Airport origin and destination of airport surface access trips from postcode area



Data source: CAA 2005 survey

6.4 Passenger Origin

6.4.1. Analysis of data from the 2005 CAA survey of departing passengers allows passenger origin (i.e. where the journey to the airport started, not necessarily the place of residence) to be identified by postcode.

6.4.2. The diagrams illustrate passenger origin distribution by postcode. Figure 4 shows the proportion of passengers from each part of Scotland. Figure 5 shows the proportion of passengers from the Glasgow conurbation.



→ Figure 5: Glasgow Airport origin and destination of airport surface access trips from the Glasgow metropolitan region



6.4.3 Glasgow Airport passenger population is heavily focussed within the Glasgow metropolitan region (60.3%), which consists of the G postcode plus Renfrewshire (7.4%) and Inverclyde (1.9%) districts of the PA postcode area. However, unlike some other Scottish airports, Glasgow Airport passengers originate from a more dispersed geographical area, with only approximately 7% travelling to/from Glasgow city centre i.e. G1, G2, G3, G4, G5 postcodes.



7. Passenger travel mode choice

7.1. The CAA passenger survey data can also be further broken down to show current transport mode share for the various postcode areas. Transport mode share differs considerably between areas, depending to a large extent on the existing provision of public transport options.

7.2. Of the 60.3% of passengers originating from the Greater Glasgow conurbation, 10% use public transport. Public transport mode share rises to 29% for passengers originating in Glasgow city centre, reflecting the existence of direct bus services to this area.

7.3. In 2005, 57.6% of passengers accessed the airport by private car, 26.4% used taxis and 10.7% travelled by public transport. Indications from BAA Retail surveys (which use a smaller

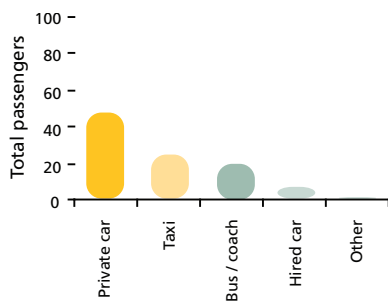
sample size but are carried out more frequently than the CAA surveys) at the time of publication suggest that the proportion of passengers using bus services is currently at 11.2%. The remaining journeys not accounted for above comprised 4.4% using a hired car and less than 1% by other means, (foot, bicycle, motorcycle and hotel courtesy coach). Figure 7 shows the comparison with 2001.

7.4. While the proportion of private car journeys has remained roughly the same between 2001 and 2005, there has been an increase in the proportion of journeys made by bus. This reflects the improvements to the bus services operating from the airport during that time.

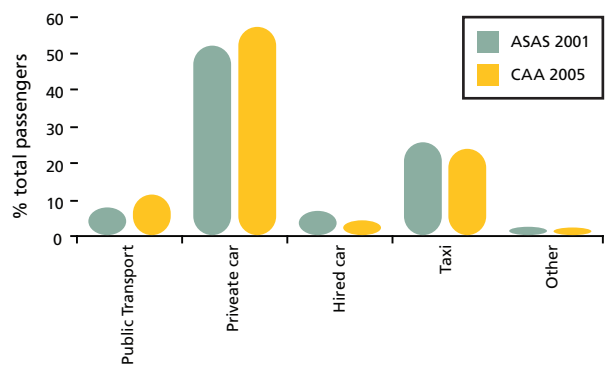
7.5 The proximity of the airport to the City of Glasgow is a factor in travel mode choice - Glasgow airport is eight miles west of the city centre. Figures from other airports demonstrate the principle that the closer an airport is to the city which it serves, the greater the propensity for passengers to use private cars or taxis to access the airport.

NB. Passengers arriving at the terminal by courtesy coach from an off-airport car park are included within the 'private car' figures. Passengers arriving by private or chartered coach are included in the 'public transport' figures.

→ **Figure 6: Passenger modal split 2005**



→ **Figure 7: Passenger modal split comparison 2001 - 2005**





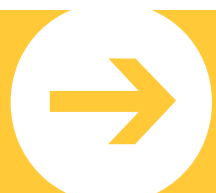
8. The impact of travel mode choices

8.1 Types of access journeys can be evaluated in terms of the extent of their impact on the environment, through vehicle emissions and congestion of external and internal airport roads and terminal forecourt. Generally, access modes where several passengers are carried in one vehicle are preferable to those where only one passenger is carried. The least desirable type of access journey is the “empty” journey, where no passengers are carried - for example where a passenger is dropped off from a private car which is then driven away empty. This practice (or its reverse where the passenger is picked up at the airport) is referred to as “kiss-and-fly”.

8.2 “Kiss-and-fly” is the least desirable surface access mode and currently represents 32.3% of access journeys, posing a significant surface access challenge. For each passenger who uses “kiss-and-fly” for a round trip, a total of four private vehicle access journeys are created; compared to the passenger who drives to the airport and parks or hires a car at the airport, where only two access journeys are created. “Park-and-fly” is therefore preferable to “kiss-and-fly”.

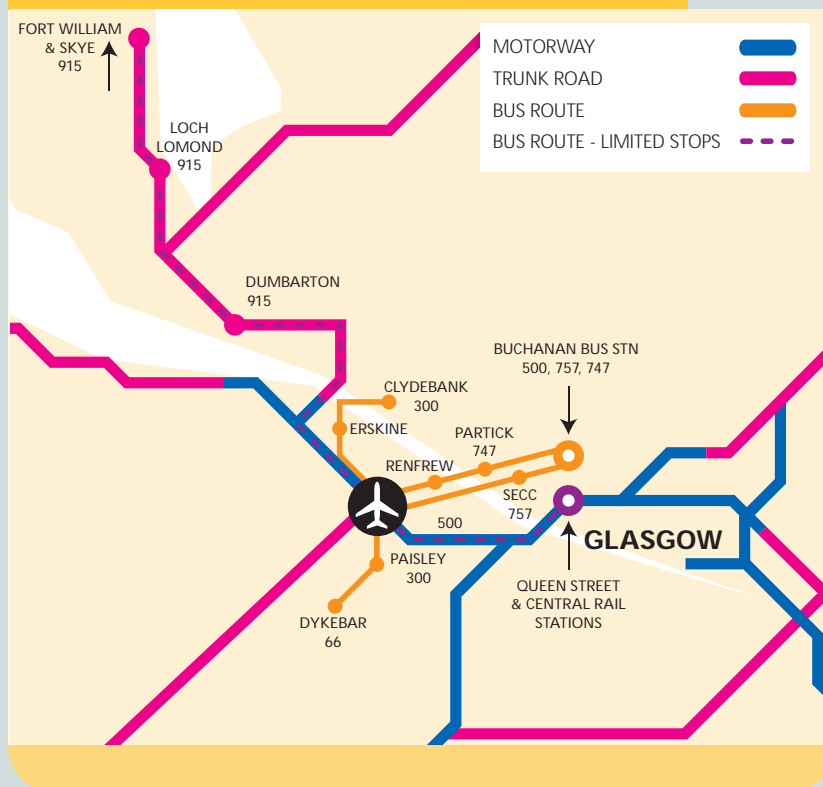
8.3 Taxis which only carry passenger(s) in one direction to or from the airport, and which make an “empty” journey in the other direction, also rank as undesirable. However this travel mode is now being more effectively managed by means of a new taxi management agreement, introduced in spring 2008, that has seen the introduction of radio and ground positioning system (GPS) equipment to all Renfrewshire Council licensed vehicles to allow taxis to pre-book “return hires” for the first time.

8.4 Use of public transport is the most desirable access mode. However, a large proportion of passengers currently have no access to direct public transport and many are unlikely to in the immediate future. Nevertheless, even where no public transport option exists, there are still choices to be made. These can reduce vehicle movements and therefore contribute to meeting the airport’s surface access targets.



Section B The Current Situation

→ Figure 8: Glasgow Airport schedule buses - route map



9. Existing transport options

9.1 Public buses

9.1.1 Buses are the only form of public transport currently directly serving the airport and during the period of the new ASAS, increasing the use of public buses will be the only practical way to reduce the reliance of passengers on private cars and taxis in advance of GARL in 2013. It is expected that ongoing forecourt security enhancements will further enhance the prioritisation of public transport.

9.1.2 Glasgow Flyer 500

Introduced in July 2007, the Glasgow Flyer service, operated by Arriva, was

the first 24 hour bus service to operate from Glasgow Airport. The service connects the airport with key locations around Glasgow city centre including Central Station, Queen Street Station and Buchanan Bus Station. Buses operate every ten minutes during peak periods, with a journey time to the city centre of around 20 minutes. A new fleet of 11 vehicles was introduced in December 2007 at a cost of £1.5 million. These new vehicles offer increased levels of comfort and feature all-leather interiors, ample luggage space, easy access low-floor entry and exit and free WiFi internet access. The new fleet also produces 13% less carbon emissions

than previous vehicles used on this service. The introduction of this 24 hour service represents an exciting development and is central to Glasgow Airport's ambitions to grow the number of people travelling to and from the airport by public transport.

9.1.3. 757 Airlink Direct Express

The 757 service operates every 20 minutes, linking Glasgow Airport to Glasgow city centre via the Scottish Exhibition and Conference Centre, Central Station, Queen Street Station and Buchanan Bus Station. This service is operated by First Group.



9.1.4. 747 AirLink

The 747 'Airlink' service is operated by First Group and links the airport with Renfrew and Braehead Shopping Centre, including the new Xscape entertainment centre. The service also connects to destinations in the west end of Glasgow, including Partick, close to the internationally renowned Kelvingrove Art Gallery and Museum and Glasgow Botanic Gardens. Buses operate every half hour.

9.1.5. Paisley to Clydebank 300

The hourly 300 service, operated by Arriva on behalf of SPT, connects the airport with Clydebank. The service originates in Paisley, with stops at Inchinnan and Erskine, crossing the Erskine Bridge to Mountblow and Clydebank.

9.1.6. Citylink 915

The Citylink 'road to the isles' service travels through some of Scotland's most beautiful scenery. With a journey time of around seven hours, the service stops twice daily at Glasgow Airport and connects to destinations across the west of Scotland, including Dumbarton, Loch Lomond, Glencoe, Fort William, Mallaig and Portree.

9.1.7. Local Service 66

This Arriva service links Glasgow Airport with Paisley town centre and its outer suburbs, including Hawkhead, Dykebar and Lochfield. Buses operate every ten minutes during peak periods.

9.1.8. Service 600

The 600 service, operated by Arriva, connects the airport with East Kilbride via Paisley, Silverburn Shopping Centre, Thornliebank, Clarkston and Busby. The service operates on a Monday to Saturday on an hourly basis and journey times from

the airport are approximately ten minutes to Paisley, twenty-eight minutes to Silverburn Shopping Centre and one hour to East Kilbride bus station. Service 600 buses are fully accessible and free WiFi internet access is provided.

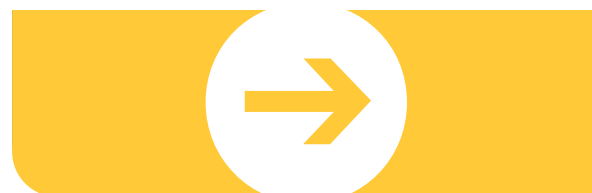
9.1.9 It is clear that future improvement in the airport public transport mode share in advance of GARL will need to focus upon the examination of new bus routes targeted upon identified concentrations of air passenger trip origins and airport staff home locations.

9.2 Taxis

9.2.1. For many passengers, especially visitors to Glasgow, taxis can represent the most practicable transport option for accessing their destination. Taxis are therefore very important in terms of meeting passengers' needs and providing a tailored transport option. Taxis give an increased level of customer service and provide choice.

9.2.2 Glasgow Airport currently operates, on its forecourt, a dedicated taxi rank for permitted Renfrewshire Council taxis. A dedicated pick up and drop off area is available for all other pre-booked taxis and private hire vehicles.

9.2.3 The introduction of new GPS technology allows Glasgow Airport Taxis Limited, the company appointed in 2008 to manage the fleet of Renfrewshire Council licensed taxis, to ensure there are sufficient vehicles in place at peak times - a regular complaint among passengers - and allow passengers to book return fares. This will also reduce the number of vehicles returning to the airport empty, easing congestion around the local road network and reducing emissions.





9.3 Rail

9.3.1 There is, as yet, no direct rail link to Glasgow Airport. However, analysis of the CAA 2005 survey showed that 4% of passengers used rail as an intermediate travel mode (through Paisley Gilmour Street rail station, for example) with the final airport access mode being taxi or bus.

9.3.2 There are a number of bus-rail ticketing schemes to Glasgow Airport. The three main schemes available are:

- National Rail stations to Glasgow Airport via Glasgow City Centre, onward travel by Arriva Glasgow Flyer bus. Buses depart close to both Central and Queen St stations, both of which have extensive rail links form throughout Strathclyde and across Scotland
- National Rail stations to Glasgow Airport via Partick onward travel by First 747 bus - serves passengers from north west Glasgow/ Dunbartonshire etc. who can avoid the need to go to the city centre and back out again
- National Rail stations to Glasgow Airport via Paisley Gilmour St, onward travel by Arriva bus - serves passengers coming from Ayrshire/Inverclyde.

9.3.3 The Strathclyde rail network is the second largest regional rail system in the UK. There are 186 surface rail stations as well as a city centre subway rail system. There are direct rail services from Paisley Gilmour Street to Glasgow Central (eight trains per hour on weekdays) as well as services to Ayr and Clyde coastal destinations. Glasgow Central is the city terminus for southern part of the regional network from Ayr, Neilston, East Kilbride, Motherwell and Lanark plus the West Coast Mainline services. Glasgow Queen Street serves destinations to the North and East including Edinburgh, Falkirk, Stirling, Perth, Dundee, Aberdeen, Inverness, Oban and Fort William.

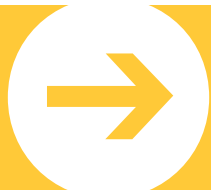
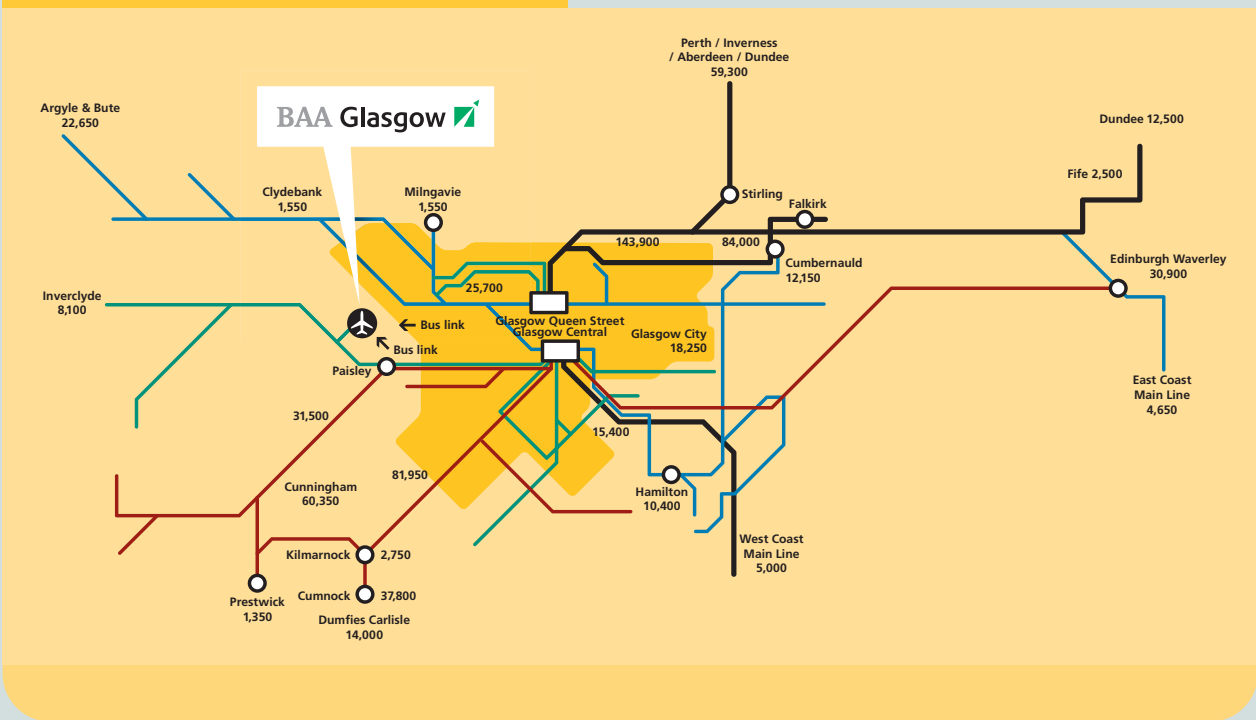
9.3.4 Figure 9 illustrates the pattern of existing railway usage to access Glasgow Airport from the 2005 CAA passenger survey.

9.3.5 This rail trip analysis indicates that 55% of airport rail users arrived through Queen Street, 33% through Glasgow Central and 12% through Paisley Gilmour Street stations. This pattern is likely to reflect the future distribution of rail/air travellers and draws attention to the desire to secure the Glasgow Crossrail scheme to enhance the strategic benefit of GARL so that travellers from the North and East can be offered a connecting rail journey to Glasgow Airport.





→ Figure 9: Glasgow rail transport map



Section B The Current Situation

10 Public Car parking

10.1 Glasgow Airport currently has three short-stay car parks, each within walking distance of the terminal building.

Car Park 2 is a premium pre-bookable multi-storey facility linked to the terminal building by a dedicated footbridge.

Car Park 2 also accommodates the pick up and drop off facility on the ground floor. Access to this zone is free for the first ten minutes, with charges applying beyond this time. It is anticipated that the system will be revised as part of the front court strategy being developed.

10.2 The long-stay car parks are served by courtesy coaches to/from the terminal every 5 - 10 minutes, with a five minute transit time for lower cost, long-term parking.

10.3 There are approximately 13,000 off-airport long stay spaces provided by third party operators with shuttle connections to the airport. Such sites may require planning consent from Renfrewshire Council.

10.4 Parking spaces for passengers with special needs are provided within on-airport car parks. Car park 2 has four lifts serving all floors and has toilets and a covered walkway access to the terminal at second floor level.

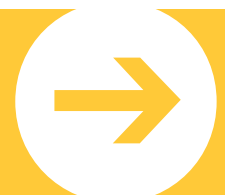
10.5 A total of 184 ready return car parking spaces are also provided opposite the terminal building adjacent to short stay Car Park 2 to meet the needs of the six on-airport car hire companies. These companies operate back-up facilities elsewhere, generally on the airport, served by courtesy coach to/from the terminal.

10.6 The provision of passenger car parking is essential to the operation of the airport. However it is recognised that this provision and the charges are matters that require responsible planning and management.

→ Figure 10: Airport car parking

Type of parking	Total number of spaces	Included special needs spaces
Short stay: car park 1	812	9
Short stay: car park 2	2,218	81
Short stay: car park 3	460	5
Long stay car park	2,700	24







11 Coach Park

11.1 Non-scheduled bus and coach services have a dedicated and controlled drop-off and pick-up zone on Bute Road, adjacent to the international arrivals area, and a separate parking area close to the west security gate. Further improvements are planned to these public transport facilities in conjunction with the GARL construction.

12 External Roads Infrastructure

12.1 The principal highway access to Glasgow Airport is the M8 motorway, which is managed by Transport Scotland. Junctions 28 and 29 slip roads connect the motorway to the BAA Glasgow owned and maintained airport road network. The M8 is the critical link between Glasgow Airport and the wider trunk road network in central Scotland, providing connections to the A737 (North Ayrshire), the A898 Erskine Bridge, the M77 (East and South Ayrshire) and the M80 (Stirling and the North).

12.2 The road network around Glasgow Airport, and the M8 in particular, suffers from peak period congestion, resulting in unpredictable journey times. Although the airport is a traffic generator, the daily passenger movements profile and the staff shift patterns are such that it is far from being the main cause of peak period congestion.

12.3 Traffic surveys undertaken in 2005 indicate that during the AM and PM peak periods, less than 15% of the M8 traffic adjacent to the airport was associated with airport operations.

12.4 Local road access to the airport from Paisley and other towns in Renfrewshire can be obtained via the A726 Barnsford Road to the north, Inchinnan Road and Abbotsinch Road to the east and A737 to the southwest.

12.5 The Glasgow Airport Master Plan, published in 2006, called for improvements to the road network around the M8, specifically between junctions 26 and 29, and identified the need to improve the current eastbound (Glasgow bound) on-ramp at junction 28, which is likely to exceed its design capacity by 2015. BAA Glasgow is committed to working with the Scottish Government and Renfrewshire Council to identify the most appropriate solution to this sub-standard slip road to ensure current and future traffic volumes can access the motorway in an efficient manner. BAA also welcomes the decision of the Scottish Government to proceed with the M74 extension which will help ease congestion on the M8, and reduce journey times for passengers accessing the airport from the north and east of Glasgow.





13 Airport Employees

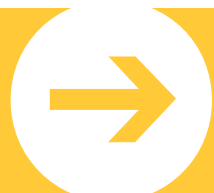
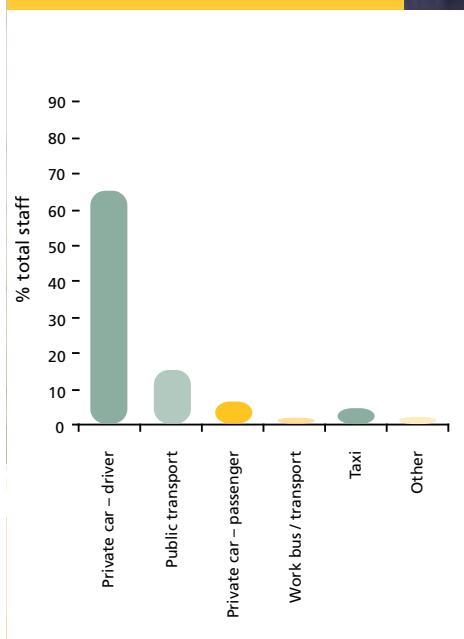
13.1 Approximately 5,000 people are employed at the airport in total. Around 450 people are directly employed by BAA Glasgow, with the remainder employed by the numerous companies and organisations that operate at the airport, including airlines, handling agents, cleaning and catering contractors, retailers and control authorities.

13.2 The most recent information on staff and their travel choices comes from a comprehensive staff survey carried out by BAA Glasgow in autumn 2004. An updated staff travel survey will be undertaken during 2009.

13.3 As the airport operates 24 hours, the majority of airport staff (69%) work shifts, with shift start and finishing times differing between employers. This impacts on the possible transport options for staff.



→ **Figure 11: Airport staff modal split (2004)**



Section B The Current Situation

13.4 Consideration of social inclusion gives an additional importance to staff transport choices. The airport is not served by a wide range or geographic spread of public transport services. It can therefore be comparatively inaccessible to staff who work shifts but have no access to public transport or to a private car. The lack of public transport options becomes particularly important for people on low incomes and companies can find it difficult to recruit and retain workers, who find it

more convenient to travel to a more accessible location, such as central Glasgow. In addition, the need for flexibility in staffing levels (to take account of seasonal peaks and unplanned flight delays) makes it even more difficult for operational staff to rely on public transport.

13.5 Figure 11 shows that 66.8% of staff drive to work and park at the airport; whilst 15% use public transport; and 6.3% travel by taxi. Other modes of transport e.g. walking, cycling, work buses account for just over 4% of staff.

13.6 Staff home postcodes have been analysed from the current 2007 security pass database. The table below provides details of the postcode districts where there are more than 50 registered workers in residence.

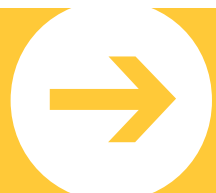
→ Figure 12: Staff residence.

Postcode district	Locality	Number of airport workers in post district	% of valid sample
PA2	Glenburn	474	9.1%
PA3	Linwood, Ferguslie Park	322	6.2%
PA5	Johnstone, Elderslie	206	4.0%
PA1	Paisley	185	3.6%
PA4	Renfrew	182	3.5%
PA8	Erskine	178	3.4%
G78	Barrhead	121	2.3%
PA6	Houston	112	2.2%
G52	Hillington, Craigton, Crookston	97	1.9%
G64	Torrance, Bishopbriggs, Cadder	76	1.5%
G81	Kilpatrick, Clydebank	66	1.3%
PA16	Greenock	62	1.2%
G61	Bearsden	61	1.2%



14 Staff car share scheme

14.1 A staff car share scheme was initiated at Glasgow in May 2002. The scheme offered benefits to participating staff such as access to preferential parking areas, discounts on motoring supplies etc and was part of a scheme operated across the seven BAA airports. Take-up of this scheme was low and it is no longer operational at Glasgow Airport. BAA Glasgow intend to launch a new car share scheme in partnership with SPT during 2009.



Section C

The Period 2009 - 2013

The Glasgow Airport Surface Access Strategy

15 Looking Ahead

15.1 This ASAS document sets out BAA Glasgow's strategy for surface access from 2009 - 2013, a period when passenger numbers are forecast to grow by approximately 3.3 million or 27.5%. It sets overall surface access objectives and explores how the objectives will be realised through a series of targets and initiatives. The objective is as follows:

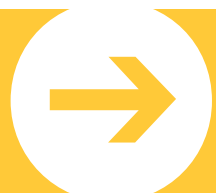
Key objective:

To seek to increasingly influence surface access journeys as the airport develops, and to support Government aims to increase public transport mode share.

This will be achieved by:

- Working with public transport providers to increase the availability and usage of public transport in accessing the airport; and to increase customer choice.
- Reducing the average number of vehicle journeys per passenger, by encouraging the move from "kiss-and-fly" to "park-and-fly"; and by working with taxi operators and the licensing authority to reduce the number of empty taxi journeys.





16 Promoting public transport

16.1 Rail

A publicly funded scheme to construct the Glasgow Airport Rail Link (GARL) is being promoted by Transport Scotland. A Private Bill seeking powers to construct and operate the GARL was passed by the Scottish Parliament in 2006. The scheme is programmed to become operational in 2013 and involves installation of a third track from Glasgow Central to Paisley Gilmour Street, connecting with a new twin track branch line from Paisley, terminating at an elevated station on the airport to the south of short stay car park 2. This connection will be served by four trains per hour, with a journey time to Glasgow Central of 15 minutes.

16.2 SPT are also promoting the Glasgow Crossrail project to facilitate cross-conurbation and cross-country rail services. This would greatly improve the connectivity of Glasgow Airport with the North and East of Scotland. BAA Glasgow believes the Crossrail project is a logical next step in Scotland's rail infrastructure investment and that its implementation will be crucial to the long-term success of the Glasgow Airport Rail Link.

Action 1: BAA Glasgow will work with SPT to agree a new public transport mode share target prior to the Glasgow Airport Rail Link commencing operation.

16.3 Public transport facilities

As part of its future terminal expansion strategy, BAA Glasgow will plan for the construction of a public transport interchange, directly linked to the main terminal. This will act as a focal point for all onward travel journeys and create an interface between terminal arrivals and

departures, rail and bus services and other transport options. BAA Glasgow will undertake full consultation with Transport Scotland, SPT, the ATF and other stakeholders as development plans are progressed.

Target 1: BAA Glasgow will develop plans for improved public transport facilities, and will consult fully with Transport Scotland, SPT, First Scotrail, the ATF and all relevant stakeholders on the design and implementation.

16.4 Bus

16.4.1 Bus services are the only form of public transport currently directly serving the airport, and it is recognised that for the first four years of the new ASAS, improving the availability and frequency of bus services is the most practical way of increasing public transport mode share. Buses represent one of the most cost effective forms of public transport provision as they utilise existing road infrastructure.

16.4.2 If the public transport mode share were to be maintained at the 10.8% 2005 CAA survey level, then on current forecasts an additional 179,000 passengers per annum would be using buses by the end of the ASAS period. This in itself would be a 19.5% rise and require a significant investment by bus operators, in terms of numbers of dedicated vehicles required, and by the airport in terms of provision of forecourt/parking space. However, to demonstrate BAA Glasgow's commitment to increasing public transport use still further, a far more challenging target has been set.

Target 2: To increase the overall public transport modal share from 11.2% to 15% by 2012. (This target will be reviewed prior to commencement of the rail link operation).

Achievement of this target would result in an increase in the number of passengers using public transport to access the airport from the 2005 survey total of 920,000 per annum to 1,426,000 per annum by 2012, and to 1,630,000 in 2013, increases of 71% and 81% respectively.

16.4.3 It must be stressed that the achievement of this ambitious target will be dependent on the successful outcome of a number of actions by both BAA Glasgow and other stakeholders.

16.4.4 A detailed analysis of the postcode data referred to in Section B is required, if potential new bus routes serving areas with high passenger origin/destination demand are to be identified. A key early action is for BAA Glasgow to work with bus companies to identify "corridors" of unfulfilled demand. Extending timetables will achieve optimum passenger attraction and will also benefit airport workers. The achievement of 15-16% mode share will not be possible unless new routes are established.

16.4.5 It is likely that new bus routes can more easily appeal to the airport passenger if they are introduced as a bespoke airport access product. For example recent initiatives at Edinburgh Airport have resulted in the introduction of a demand-responsive minibus service, which is a bespoke bus operation.



The special liveried vehicles operate within a defined route corridor rather than along a fixed route. Passengers from the airport can be set down at their chosen destination within the corridor. For the return journey to the airport passengers can call the vehicle to their departure address and the vehicle driver can be directed en-route to other arranged pickups.

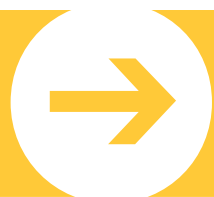
Action 2: BAA Glasgow will work with bus companies to analyse passenger survey data and to explore “corridors” of unfulfilled demand for consideration of possible new bus routes and hybrid services.

16.4.6 The attractiveness of bus services is heavily dependent on perceived reliability and speed of journey. The prioritising of bus services by provision of bus lanes and other measures eg improved bus information within the terminal is therefore an important factor in increasing their appeal and in reducing carbon emissions.

Action 3: BAA Glasgow will work in conjunction with the ATF members to explore opportunities for increasing passenger priority measures, including bus/taxi lanes and high occupancy vehicle lanes within the road networks serving the airport.

Action 4: BAA Glasgow and the ATF will work to further raise passenger awareness of the public transport options available, throughout the life of the new ASAS.

16.4.7 As the number of bus services (and potentially bus operators) to the airport increase, it will be important to ensure that high standards of customer service and environmental protection are maintained in terms of quality of vehicles, staff training and the introduction of low carbon emission engine technology vehicles.





17 Measures to manage vehicle movements

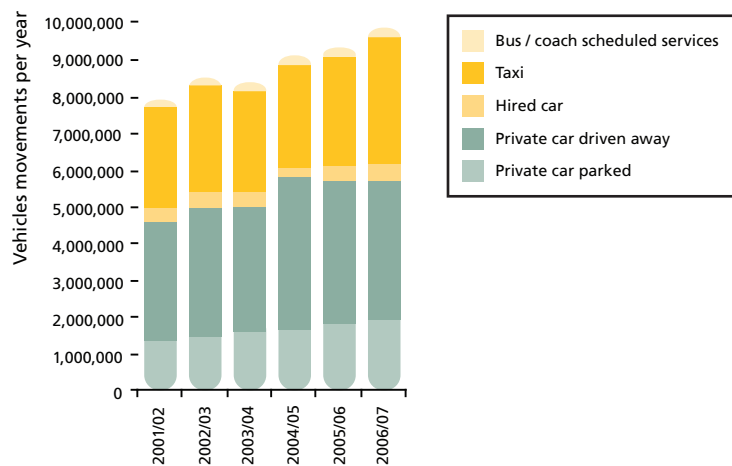
17.1 It has already been noted that some passenger access journeys create more than one vehicle journey - for example, kiss-and-fly, or use of a "one-way" taxi, which has previously arrived empty at the airport. Other journeys - for example, driving to and parking at the airport - create only one vehicle journey per departing passenger group.

17.2 Similarly, vehicles carrying two or more passengers are more efficient in terms of passengers per vehicle movement than those that access the airport carrying only one passenger.

17.3 The success or otherwise of measures to manage vehicle access movements can therefore be expressed as the average number of vehicle movements per passenger - where the lower the number of vehicle movements, the lower the carbon footprint of air travel.

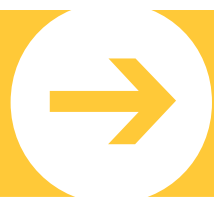
17.4 The calculation of accurate figures for the average number of passengers per vehicle movement requires detailed information on actual party sizes; the actual numbers of passengers carried per coach/bus/taxi/private car; and whether vehicles used have made any "empty" journey legs in order to access the airport.

→ **Figure 13: Glasgow Airport surface access vehicle movements**





17.5 Figure 13 shows the relative numbers of vehicle movements created by different surface access vehicle types, and how these have developed over the past six years. With the exception of 2003/04 there has been a steady increase in vehicle movements in each year with little change in the modal split over the six year period. “Kiss-and-fly” and taxi journeys are the two largest groups in the modal split.



17.6 The graph below shows how the number of vehicle movements is forecast to change.

17.7 The number of vehicle access movements per annum is a key indicator of the impact of airport surface access transport on the environment, and of its contribution to roads congestion. Since passenger numbers are forecast to increase over the period of the new ASAS, any target to minimise vehicle access movements must be linked to overall passenger numbers.

17.8 Minimising private vehicle movements can potentially be addressed in two ways:

1. By decreasing the average number of vehicle movements per passenger, through minimising “empty” vehicle journeys; and encouraging an increase in average party size.

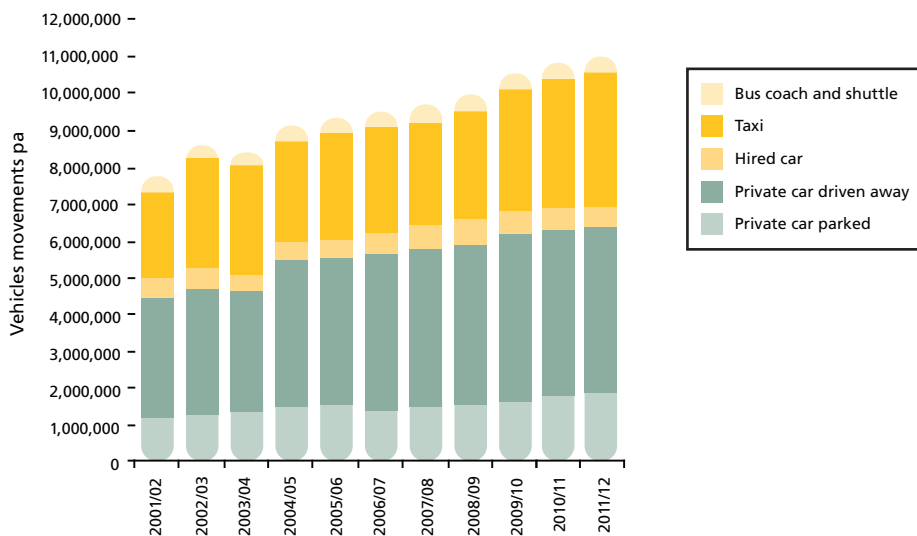
2. By reducing the proportion of “kiss-and-fly” journeys, through promoting public transport; promoting flexible transport; and by encouraging drivers to park at the airport.

17.9 The first method is particularly applicable to taxi operations. BAA Glasgow has promoted and implemented a new management contract which will deliver improved customer service, taxi availability and reduce “empty vehicle” journeys for all taxis that have an airport permit. However, it is expected that a

greater improvement can be achieved with the airport licensed taxis, than with the off-airport taxis as 70% of taxi journeys are from non airport based taxi companies. These bookings are made individually by passengers using their local taxi company and therefore there is less opportunity to consolidate non airport based taxis as BAA Glasgow has no direct control over their operating procedures.

17.10 In March 2008, BAA Glasgow appointed Glasgow Airport Taxis Ltd to manage the fleet of Renfrewshire Council licensed taxis that currently operate from the airport. The new management company has invested £500,000 on new technology - including radio technology and satellite navigation - to deliver a

➔ Figure 16: Future vehicle movements





more seamless, customer focussed service. This allows Glasgow Taxis Limited to ensure there are sufficient vehicles in place at peak times - a regular complaint among passengers - and allow passengers to book return fares. This also reduces the number of vehicles returning to the airport empty, easing congestion around the local road network and reducing emissions. The management company is also encouraging taxi share, particularly during peak periods.

17.11 Without actual change to the taxi mode share this taxi efficiency strategy is predicted to reduce the number of airport taxi vehicle movements at the end of the second year by almost 25% and reduce the total level of passenger-generated vehicle movements to the level that existed in 2003/2004 when overall passenger numbers were 13% lower.

Target 3: BAA Glasgow will work with the airport permitted taxi operator to consolidate the benefits of the new contract started in March 2008 to improve the efficiency of taxi vehicle passenger carrying both in terms of two-way loading and in increasing average taxi occupancy with a managed sharing scheme.

17.12 As a complementary strategy, BAA Glasgow will target a reduction in the proportion of "kiss-and-fly" access journeys made by private vehicles,

and a reduction in the average number of vehicle movements per departing passenger, over the next five years.

17.13 It is recognised that there is a complex relationship between provision and pricing of car parking, quality and availability of public transport and the number of vehicle movements. A careful balance must be maintained in setting the price of car parking, as pricing excessively could have the effect of discouraging parking at the airport and so increasing "kiss-and-fly". A lack of short stay car parking capacity could have a similar effect.

Target 4: BAA Glasgow will seek to establish why passengers choose "kiss-and-fly", and will set targets thereafter for reducing the proportion of "kiss-and-fly" access journeys beyond 2009.

18 Cycling and walking strategy

18.1 In terms of their impact on the environment and on roads congestion, both cycling and walking are desirable means of access. However, it is unlikely that large numbers of passengers will ever choose to travel to the airport by these means due to the dispersed nature of the catchment area, and also the fact that most passengers not returning the same day will have luggage to carry.

Action 5: BAA Glasgow will liaise with Sustrans and other cycling groups to understand how provision for cycling in and around the airport can be linked into wider cycling policy.

19 Measures to influence staff mode choices

19.1 It is recognised that current airport staff numbers may not be sufficient to allow financially viable bus services to be operated solely for staff. The way forward is for new and existing bus services to be tailored to allow staff as well as passengers to use them, for example through extended operating hours, and by taking staff residences into account when planning routes. However, we also recognise the potential for new bus services to generate employment opportunities in new areas. A key action for the next five years will be for BAA Glasgow to work with the bus companies to identify where commercially viable bus services can be tailored to meet staff needs. We will also work with bus companies to raise awareness amongst staff of the services available.

19.2 A review of the Glasgow Airport Staff Travel Plan will be prepared in the early months of this new ASAS period. It will embrace not just BAA employees but all those working at Glasgow Airport.



Target 5: BAA Glasgow will prepare and publish a Staff Travel Plan during 2009.

19.3 The success of this travel plan will be dependent on the success of the following actions:

Action 6: BAA Glasgow will work with bus companies to analyse staff areas of work journey origin and to identify areas of unfulfilled demand for possible consideration of new bus services and to optimise timetables of existing services where concentrations of airport workers have been identified.

Action 7: BAA Glasgow and the ATF will work with companies located at Glasgow Airport to raise staff awareness of public transport options throughout the life of the new ASAS.

19.4 A key target for BAA Glasgow will be to reintroduce a car share scheme. The main aim will be to consider how to make the new scheme more attractive to staff; to raise awareness amongst staff of the scheme and to encourage more staff to participate.

Action 8: BAA Glasgow will evaluate the potential benefits of joining the Liftshare scheme during 2009.

Target 6: BAA Glasgow will work with airport companies and local stakeholders to investigate an area-wide car share scheme, and to encourage membership, throughout the life of the new ASAS to increase the percentage of staff sharing vehicles to travel to work from 4.2% to 6%.

20 Keeping track of progress

20.1 BAA Glasgow will, as part of the normal management of the airport, commission both a further four-yearly CAA Passenger Survey, and a further Employee Travel Survey, during the life of the new ASAS. Information from the regular Retail Profiler surveys will also be used to establish progress against the ASAS targets and to brief the ATF.

20.2 Although this document will stand for five years, BAA Glasgow and the ATF will closely monitor the targets and actions contained within it, and will consider amendments/revisions as appropriate should external circumstances change.

Appendix A

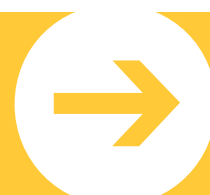


Airport Transport Forum

The Glasgow Airport Surface Access Strategy

Members

BAA Glasgow
Renfrewshire Council
Renfrewshire Chamber of Commerce
Glasgow City Council
Glasgow Airport Consultative Committee (GACC)
Glasgow Airline Operators' Committee (AOC)
Glasgow Airport Taxis Ltd
Glasgow Chamber of Commerce
Glasgow City Marketing Bureau
Strathclyde Partnership for Transport (SPT)
Scottish Government
Scottish Enterprise
Transport Scotland
Confederation of Passenger Transport UK
Arriva Scotland West
First Group
First Scotrail
Scottish City Link
Paisley Disability Resource Centre
Sustrans
Traveline Scotland



Appendix B

Achievement of Expiring ASAS Targets

The Glasgow Airport Surface Access Strategy

No.		Target date
Surface Access Objectives		
1	Increase the percentage of passengers using public transport from 8.5% to 12%.	2006
2	Reduce single occupancy car journeys by staff from 76% to 66%.	2006
3	Develop an integrated transport strategy.	
Surface Access Targets		
1	Improve on-airport bus facilities with the introduction of a new coach park and improved forecourt facilities	During 2001
2	Review local bus services with members of the Glasgow Airport Quality Partnership quarterly and consider opportunities to further develop services	
3	Review through ticketing opportunities between bus and rail services	During 2001-2002
4	Include bus stop information on Glasgow City centre signage	During 2001
5	Install Glasgow Airport Link bus shelters in key locations	During 2001
6	Introduce and promote Travelcard for conference delegates that include the Airport	During 2001
7	Introduce a real-time information system for the bus link between the Airport and Paisley Gilmour Street railway station.	During 2001
8	Review and re-launch the Staff Travelcard	During 2002
9	Continue to support the assessment of the viability of a rail link to the Airport	In the medium to long term.
10	Commission a feasibility study to confirm the route for the rail-line and airport station layout for inclusion in the Airport's Development Strategy	During 2001
11	Introduce improvements to signage and information at Paisley Gilmour Street, Glasgow Queen Street and Glasgow Central Stations	By 2002
12	Review through-ticketing opportunities between rail and bus services	During 2001-2002
13	Complete the Clyde Link from the airport to the National Clyde Network and Paisley Canal Street	During 2001
14	Review the feasibility of introducing cycle links from Linwood, Inchinnan and Renfrew to the airport	By 2002
15	Provide additional cycle lockers at the Airport	During 2001
16	Review pedestrian footpaths, signage and lighting on-airport and implement improvements	During 2001-2002
17	Develop a page on the National Driver Information Control Centre web site for Glasgow Airport	During 2001
18	Provide information from the National Driver information Control Centre at car park pay stations	During 2003-2004
19	Increase the capacity of the Airport's entrance roundabout	By 2005



Owner	% completed	Comments
BAA Glasgow	80%	11.6% achieved
BAA Glasgow	67%	
BAA Glasgow	100%	
BAA Glasgow	100%	Alterations forced in 2007 due to terrorist attack and subsequent security arrangements
Glasgow Airport Quality Partnership	10%	Inactive
Glasgow Airport Quality Partnership and ScotRail	0%	Discussions still underway on issues of revenue split and compatibility
BAA Glasgow, Glasgow City Council	100%	
BAA Glasgow	100%	
Greater Glasgow and Clyde Valley Tourist Board	100%	
Arriva Scotland West	0%	
BAA Glasgow	0%	
BAA Glasgow, SPT, Railtrack	100%	GARL now at delivery stage
BAA Glasgow	100%	
BAA Glasgow, ScotRail, Railtrack	100%	
BAA Glasgow, ScotRail, Railtrack	60%	The First Bus Plus Bus ticket provides a one day bus and rail ticket. SPT's approved ticketing strategy includes the into of a 1 day zonecard, not in place yet.
Renfrewshire Council, Scottish Enterprise, Renfrewshire Sustrans	0%	
Renfrewshire Council	0%	
BAA Glasgow	100%	
BAA Glasgow	100%	
BAA Glasgow, Glasgow City Council	0%	
BAA Glasgow, Glasgow City Council	As Above	
BAA Glasgow	20%	Teardrop configuration

Appendix B Achievement of Expiring ASAS Targets

No.		Target date
Surface Access Objectives		
20	Seek approval for revisions to the Traffic Regulation Orders to facilitate vehicle flow on the airport road system	2001-2006
21	Continue to review capacity on the M8 slip road eastbound by using continuous survey data	2001-2006
22	Continue to review and analyse M8 and local road network capacity	2001-2006
23	Consider the introduction of a surcharge on the public car parking to fund public transport initiatives	2002-2003
24	Consider the introduction of a levy on staff car parking permits to fund public transport initiatives	2003-2004
25	Introduce a taxi share scheme which would operate at peak times	2002-2003
26	Review the content of the customer care training package undertaken by the taxi drivers	During 2001-2002
27	Carry out research to understand the nature of demand of taxi users	2002
28	Publish a company travel plan for BAA Glasgow staff	2002
29	Work with on-airport employers to encourage and assist them to produce their own travel plans	During 2002-2003
30	Introduce an annual Staff Travel Awareness Day	2001
31	Re-launch the car sharing scheme and introduce dedicated car share parking spaces	2001
32	Publish an overview of the results of the 2001 – 2002 CAA and BAA PaxFax survey on the travel mode of passengers in the annual update to this strategy	2002
33	Undertake an employee Transport Survey and publish a summary of the results as part of the annual update to the Surface Access Strategy	During 2001 and every 3 years



Owner	% completed	Comments
BAA Glasgow	100%	
BAA Glasgow, Renfrewshire Council	25%	Work ongoing with GARL
Renfrewshire Council	25%	
BAA Glasgow	100%	
BAA Glasgow	100%	
BAA Glasgow	0%	171 refers. New system commenced March 2008.
BAA Glasgow	0%	
BAA Glasgow	100%	
BAA Glasgow	0%	
BAA Glasgow	0%	
BAA Glasgow	0%	
BAA Glasgow	0%	
BAA Glasgow	0%	
BAA Glasgow	0%	

Appendix C

Summary of New ASAS Objectives, Targets & Actions

The Glasgow Airport Surface Access Strategy



Key Objective

- To increasingly influence surface access journeys as the airport develops, and to support Government aims to increase public transport mode share.

Sub-objectives

- To work with public transport providers to increase the availability and usage of public transport in accessing the airport; and to increase customer choice.
- To reduce the average number of vehicle journeys per passenger, by encouraging the move from “kiss-and-fly” to “park-and-fly”; and by working with taxi operators and licensing authorities to reduce the number of empty taxi journeys.

Summary of targets

Target 1: BAA Glasgow will develop plans for improved public transport facilities, and will consult fully with Transport Scotland, SPT, the ATF and all relevant stakeholders on the design and implementation.

Target 2: To increase the overall public transport modal share from 11.2% to 15% by 2012. (This target will be reviewed in 2012 as a result of the introduction of the rail link).



Target 3: BAA Glasgow will work with the airport permitted taxi operator to consolidate the benefits of the new contract started in March 2008 to improve the efficiency of taxi vehicle passenger carrying both in terms of two-way loading and in increasing average taxi occupancy with a managed sharing scheme.

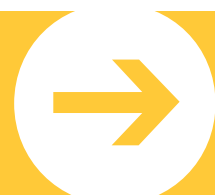
Target 4: BAA Glasgow will seek to establish why passengers choose “kiss-and-fly”, and will set targets thereafter for reducing the proportion of “kiss-and-fly” access journeys beyond 2009.

Target 5: BAA Glasgow will prepare and publish a Staff Travel Plan during 2009.

Target 6: BAA Glasgow will work with airport companies and local stakeholders to investigate an area-wide car share scheme, and to encourage membership, throughout the life of the new ASAS to raise car passengers mode from 4.2% to 6%.

Summary of actions

Action 1: BAA Glasgow will work with key stakeholders to agree a new public transport mode share target prior to the Glasgow Airport Rail Link commencing operation.



Appendix C Summary of New ASAS Objectives, Targets and Actions

Action 2: BAA Glasgow will work with bus companies to analyse passenger survey data and to explore 'corridors' of unfulfilled demand for consideration of possible new bus routes and hybrid services.

Action 3: BAA Glasgow will work in conjunction with the ATF members to explore opportunities for increasing passenger priority measures, including bus/taxi lanes and high occupancy vehicle lanes within the road network serving the airport.

Action 4: BAA Glasgow and the ATF will work to further raise passenger awareness of the public transport options available throughout the life of the new ASAS.

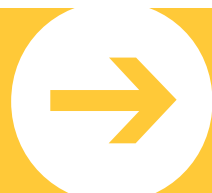
Action 5: BAA Glasgow will liaise with Sustrans and other cycling groups to understand how provision for cycling in and around the airport can be linked into wider cycling policy.

Action 6: BAA Glasgow will work with bus companies to analyse staff areas of work and journey origin to identify areas of unfulfilled demand, for possible consideration of new bus services and to optimise timetables of existing services where concentrations of airport workers have been identified.

Action 7: BAA Glasgow and the ATF will work with companies located at Glasgow Airport to raise staff awareness of public transport options, throughout the life of the new ASAS.

Action 8: BAA Glasgow will evaluate the potential benefits of joining the Liftshare scheme during 2009.





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