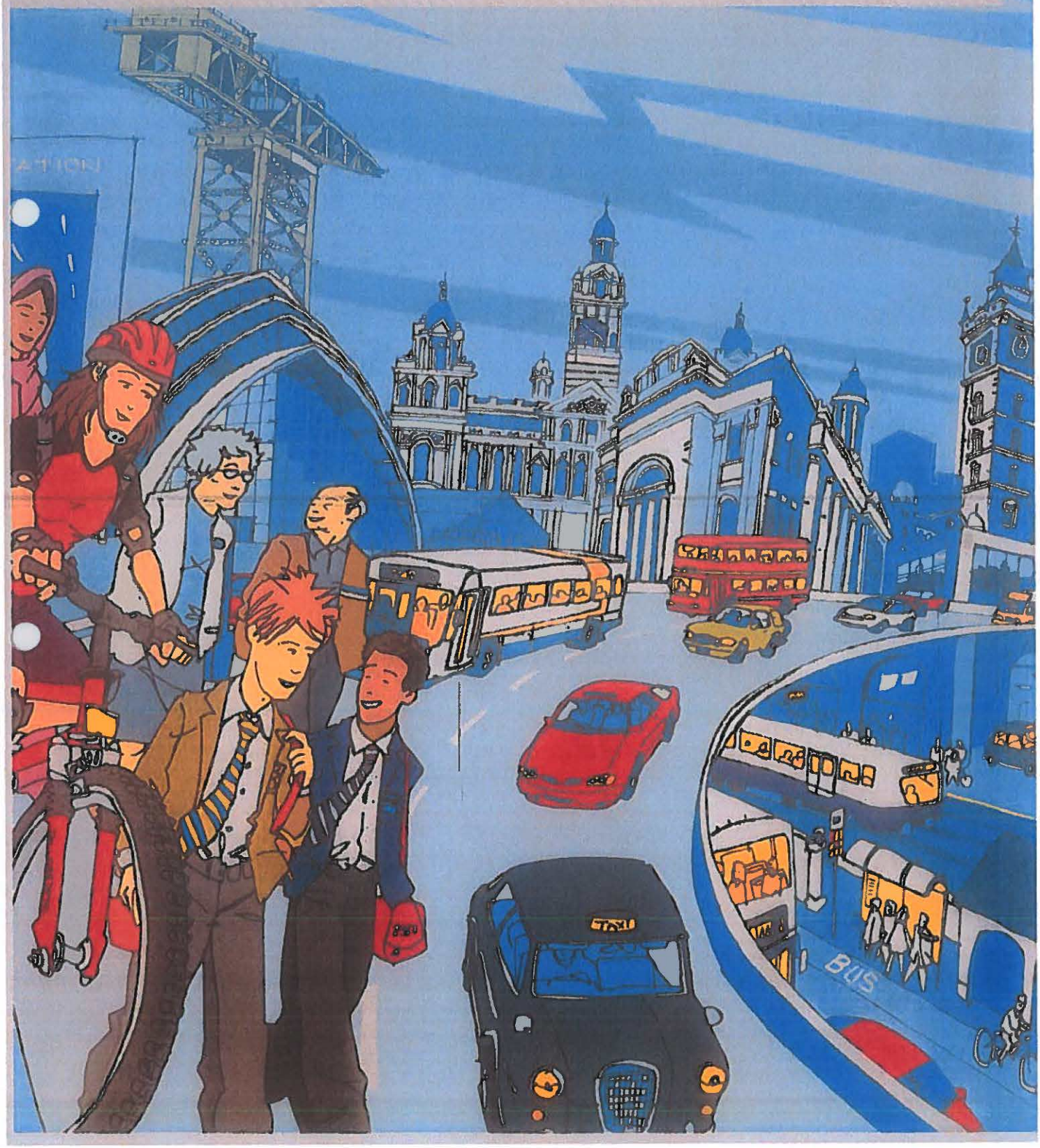
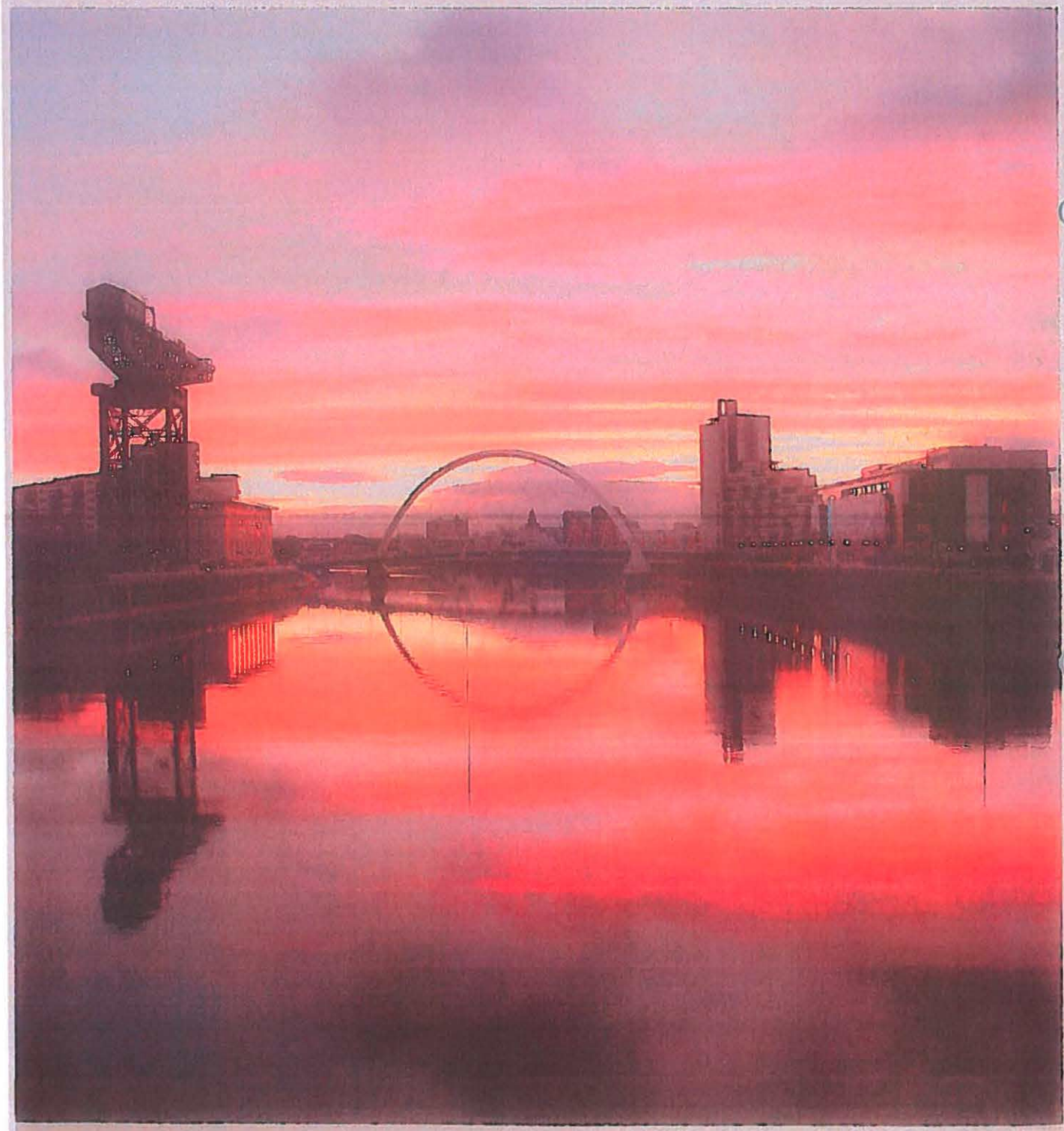
KEEPING GLASGOW MOVING

Glasgow's Local Transport Strategy | 2007 - 2009



EXECUTIVE SUMMARY



This Local Transport Strategy sets out Glasgow City Council's aspirations for taking forward transport policy and infrastructure within Glasgow. As well as communicating the Council's transport strategy it also informs the development of the statutory Regional Transport Strategy and outlines the framework for delivering the objectives of the National Transport Strategy and Regional Transport Strategy at a local level.

It is a non-statutory document that sets out the Council's transport policies and associated actions. The document covers the period 2007 – 2009 and builds on the success of the previous strategy 'Keep Glasgow Moving'.

The strategy has been developed taking account of other relevant strategies at a national, regional and local level as well as the feedback from an extensive consultation exercise and an examination of local issues, problems and opportunities.

Five high level objectives have been set. These are:

LTS1 - Support the continuing physical, social, economic, cultural and environmental regeneration of the City by maintaining and promoting efficient and effective transportation services and infrastructure within Glasgow.

LTS2 - Promote social inclusion and tackle poverty by seeking to ensure that transport is accessible to all sections of the community and provides good links to employment, health care, education and leisure.

LTS3 - Promote healthy and environmentally sustainable methods of transport that minimise harmful emissions and energy consumption including those that involve physical activity.

LTS4 - Improve the safety and the actual and perceived security of travelling within the City by reducing accidents and enhancing the personal security of all users of the transport network.

LTS5 - Promote integration of the transport system and provision of travel information within Glasgow.

A balanced strategy has been adopted, which concentrates on promoting and enhancing sustainable transport modes such as walking, cycling and public transport. There is limited investment in roads infrastructure to tackle key congestion points, provide essential links to development areas and provide links to enable public transport to provide effective circumferential services.

VISION STATEMENT

'Glasgow's transport vision is to provide a world class transport system which is safe, reliable, integrated and accessible to all citizens and visitors: A transport system that continues to support the physical, social, economic, cultural, environmental and economic regeneration of the City while contributing to the overall well-being, health and fitness of present and future generations: A system where transport serves all sections of the community equally and there are no transport barriers in terms of accessing jobs, health care, education and leisure.'

A number of specific policies and associated actions have been developed to work towards achieving the above vision and to deliver the transport strategy. These cover all aspect of transportation and have been divided into the following topics:

- Improving Accessibility
- Improving Travel Choice
- Traffic and Demand Management
- Improving Travel Safety
- Improving the Economy
- Maintaining the Network
- Improving the Environment
- City Centre

In order to measure the success of the strategy in achieving the national and local objectives a number of performance indicators have been established. An annual monitoring report will be produced on performance against the strategy's policies and actions

6. POLICIES AND ACTIONS

INTRODUCTION

This section provides details on the policies and actions that are proposed in order to deliver the overall preferred transport strategy option. An indication is given of which overall LTS objective each policy works towards as well as which of the policies each action is working towards.

The policies and actions are divided into a series of topics that comprehensively cover all aspects of transportation. More details on the issues and, where relevant, consultation views are given for each topic, building on the information set out in Chapter 4. Although some of the actions comprising the strategy are specific to certain Community Planning Partnership or Community and Health Care Partnership areas, most are generic and will have influence over the whole city.

The topics are:

- 6A - Improving Accessibility
- 6B - Improving Travel Choice
- 6C - Traffic Demand Management
- 6D - Improving Road Safety
- 6E - Improving the Economy
- 6F - Maintaining the Network
- 6G - Improving the Environment
- 6H - City Centre Strategy

6C - TRAFFIC AND DEMAND MANAGEMENT

This section sets out the Council's traffic and demand management parking policies and describes how the planning process is used to influence travel patterns to new developments. It describes the Council's use of the latest technology to help to ensure that the transport network meets the needs of a wide range of users and outlines the measure in place to maintain the transport network if a major incident were to occur. Finally it details the Council's policies and actions with regard to influencing two of the major trip generators, the journey to work and the journey to school.

PARKING

Background

The comprehensive provision and regulation of facilities for parking cars presents a major opportunity to deliver the Council's transport strategy in terms of reducing congestion and emissions and encouraging the use of sustainable modes. To a large extent, this is due to the fact that a car, unlike a bus or taxi, is of little use if it cannot be parked at the trip destination. By facilitating the provision of parking at some locations and restricting such provision elsewhere, it is possible to influence which trips are made by car and to what extent. For example, the provision of an off-road parking space at every dwelling allows the resident to leave the car at home and walk, cycle or use public transport for their journey. Conversely, an absence of free parking at the workplace ensures that the journey to work will only be undertaken by car when it is worthwhile as regards the payment which requires to be made for parking the vehicle on-road or within a public car park.

To enable parking policy to fulfil its full potential as a means of managing demand and promoting modal shift, it is necessary both to control the use of existing 'trip end' parking spaces and also to restrict the provision of 'trip end' parking in new development. It is also necessary to significantly increase the extent of on-road parking controls.

It is proposed to make maximum parking standards mandatory for all 'trip end' development (i.e. excluding residential and vehicle depot parking). In order for these maximum parking standards to be effective and not result in overspill parking, there is a need to put in place a matching programme of controlled parking zones. Ultimately, the widespread application of charges for parking at all locations other than the 'home base' of a vehicle would be the single most effective means of reducing the use of private cars and encouraging the use of public transport, walking and cycling. Charging for all on-road parking is legally possible at present but charging for private non-residential parking places would require primary legislation similar to that previously proposed for workplace parking. Glasgow City Council will encourage the Scottish Executive to introduce legislation which would enable charges to be levied for all non-residential parking except for pool vehicles parked at workplace facilities. This would include parking at shopping centres, workplaces, leisure and entertainment venues, health and educational facilities and rail stations - except for pick up/set down.

Charges for trip-end parking have the additional benefit of making the provision of such parking cost-effective for third party providers. Currently, there is insufficient off-road parking available at the main stadia in Glasgow to accommodate all those driving to events there. Some of these car trips will be eliminated by restricting the availability to spectators of on-road spaces in the area. However, some spectators will continue to arrive by car and charging for the on or off-road spaces they occupy will both ensure that only those needing to use cars do so and assist in meeting the costs of off-road parking provision. In a similar fashion, existing parking charges for on and off-road parking in Glasgow City Centre will support the provision of additional off-road parking required to cater for shoppers, business visitors and tourists to the east and west of the City Centre, the need for which has been identified in a study undertaken in 2005.

Consultation

The main issues raised during consultation included:

- More parking sought, with priority being for residents rather than for commuters.
- Provision for commuters through park and ride.
- Car parks need clear signage.
- Need for more enforcement, directed primarily at misuse of parking and of bus lanes.
- Parking obstructing the footway, blocking bus lanes (or loading bays) double parking and miss-[illegible] bays was a persistent concern.
- Support for local residents and doctors and health care professionals receiving parking priority in areas of the city where there is a high demand for on-road parking. Least support was given for visitors to local residents and daily commuters.

Policies

P1 – Progressively extend controls on on-road parking throughout the city. (LTS3)

P2 – Charge for parking in all Council car parks and designated bays on road. (LTS3)

P3 – Set parking charges to meet the costs of administrating and enforcing on road parking and the provision and operation of off road car parks. (LTS3)

P4 – Reduce the availability of long stay commuter parking to discourage journeys to work by private car. (LTS3)

P5 – Ensure adequate enforcement of parking regulations on road utilising Glasgow's Decriminalised Parking Enforcement measures and new technology as appropriate. (LTS1)

P6 – Provide priority access to on road parking spaces for residents of dwellings built prior to 1/1/2000 over commuter parking where demand requires. (LTS3)

P7 – Ensure provision of adequate short term parking for business, shopping and tourism. (LTS1)

P8 – Ensure adequate parking control is in place for special events. (LTS1)

P9 – Provide a safe environment within Council owned car parks. (LTS4)

Actions

PA1 - Review parking charges annually. (P2, P3, P5)

PA2 - Undertake 5 yearly surveys of parking supply and demand (next survey 2009). (P7)

PA3 - Research and bring forward proposals for using new technology in parking control. (P5)

PA4 - Consult on a second phase of restricted parking to the west of the city centre by October 2007. (P1, P6)

PA5 - Investigate on road parking control around stadia. (P8)

PA6 - Review existing parking restrictions city wide by March 2010. (P7)

PA7 - Promote the management of off road car parks as a separate company. (P2)

PA8 - Bring forward proposals to prohibit footway parking except where specifically authorised. (P5)

TRAFFIC CONTROL

Background

To ensure that the use of the network is optimised there is an increasing need to actively manage the city's road network to ensure that it can meet the wide ranging needs of travellers and continue to operate safely and efficiently. Strategic management of traffic across the city using advanced traffic monitoring and control systems, provides real time information on where problems arise and allows timely interventions to keep traffic moving by modifying traffic signal timings, giving advantage to priority modes and enforcing existing traffic regulations. Information from within these Intelligent Transport Systems (ITS) such as congestion levels, bus and car journey times and availability of car parking spaces can be made available and integrated with public transport information to allow travellers to make improved travel choices before and during their journey.

A Bus Information and Signalling System called BIAS will provide real-time information and traffic control. This will include priority at traffic signals for late running public transport vehicles on main public transport corridors together with real-time passenger information signs at bus shelters.

In addition to strategic management across the city, it is also recognised that within the city centre a more focused and co-ordinated approach is essential to ensure that traffic keeps moving and delays are minimised.

To achieve this, the scope of the Citrac Traffic Control Centre will be further developed to actively monitor the network of city-centre CCTV cameras to quickly identify and respond to congestion that can result from un-licensed road occupation, indiscriminate parking and emergency road repairs or utility works. The co-ordinated resources of the Land Services Parking and Roadworks Control sections will be utilised to quickly respond to any such incidents and take effective enforcement measures to alleviate the congestion.

The benefits of this co-ordinated traffic management approach should bring tangible improvement to the