SUBMISSION FROM SCOTTISH INDEPENDENT AIRPORT PARK AND RIDE ASSOCIATION (SIAPRA) (part of the U.K. wide body IAPRA)

1. SIAPRA are an Association of Independent Park and Ride Car Park Operators serving Scottish airports on Glasgow Airport in particular. Some ten years ago one Park and Ride operation with around eight hundred spaces and serviced Glasgow Airport’s needs. Now there are in excess of eight thousand spaces.

2. SIAPRA are focused on providing best service” for their customers “in terms of product and in terms of cost. Parking within Glasgow Airport currently costs in excess of ten pounds (£10.00) per day. The average daily cost to the public for those using a SIAPRA associated car park is around £3 per day.

3. SIAPRA members believe they provide a cost effective and competitive parking product and excellent service to the customers using Glasgow Airport.

4. Glasgow Airport Parking Association Ltd., part of SIAPRA, held a meeting with SPT in November 2004 seeking to cooperate with SPT and to arrange A Park and Ride facility from the SIAPRA sites, utilising transit buses to transfer passengers to/from existing SPT rail and bus stations as required or in accordance with an agreed route timetable.

   • Arrange a direct access from the private car parking facilities to Paisley St. James Station and vis versa utilising transit buses.

   • To provide an airport shuttle service from other locations in Strathclyde to Paisley St. James to Glasgow Airport. The closest Park and Ride site to Glasgow Airport is approximately three minutes by coach and a regular shuttle service could be provided to/from the airport for passengers arriving from elsewhere in Scotland by rail.

   • SIAPRA consider that the benefits deriving from the foregoing proposals would be beneficial for SPT and convenient for Park and Ride commuters given the need to attract traffic to the rail link.

   • Dependant on routing, SPT were asked to consider whether a “Parking” stop on the route at an Association car park would allow passengers to embark and alight and would be in keeping with the SPT objective of the moving road traffic from the M8/B767/B761 interchange.

   • SIAPRA estimated that such a Transit Rail Stop would have the dual benefit of removing a number of shuttle buses and adding approximately one hundred thousand (100,000) passengers per annum to the rail usage on the link.

5. SIAPRA members believe that a combination of the Rail Link and Park and Ride facility would provide best service to customers.
6. One area however in which the present Glasgow Airport Rail Link proposal has a major flaw is that the operating times are inadequate. A large proportion of passenger growth in the future will come from low cost/no frills carriers using off peak timeslots. An inability to service such passengers will detract from the usefulness of the Rail Link service and prove a disincentive to using it. It would not have the flexibility to ensure ‘joined up journeys’ where eg. flight delays and adjustments lead to passengers being stranded on their arrival at the airport.

7. Alleviation of the traffic congestion around Glasgow Airport is an integral part of the Glasgow Airport Rail Link equation and SIAPRA are well placed to assist in the alleviation of this. An integrated solution which provides good Park and Ride connectivity from the airport to Park and Ride facilities whether within the vicinity of the airport or further afield is essential.

8. There is no reason why the Park and Ride facility surrounding Glasgow Airport cannot act as a feeder to Glasgow Airport Rail Link for trips to the City Centre.