



Queen Elizabeth University Hospital – Transport Review

Date of meeting 21 June 2019

Date of report 16 May 2019

Report by Assistant Chief Executive

1. Object of report

To inform the Partnership of the findings of the recent review of transport arrangements at the Queen Elizabeth University Hospital (QEUH) in Glasgow.

2. Background

- 2.1 The Queen Elizabeth University Hospital, located in the south west of Glasgow, opened in May 2015. Operated by NHS Greater Glasgow & Clyde (NHSGGC), it is home to maternity, children's and adult acute hospitals, as well as one of Scotland's largest accident and emergency departments. The QEUH employs 10,000 staff, accommodates around 725,000 patients and visitors per annum, and has circa 3,500 car parking spaces. It is understood to be the largest hospital campus in Europe.
- 2.2 Members will recall that SPT, in partnership with NHSGGC, Glasgow City Council (GCC) and bus operators, played a key role in facilitating the establishment of connections to the new QEUH, including Fastlink and other bus services from across the region.
- 2.3 A planning condition attached to NHSGGC's development of the QEUH site was the establishment of a Controlled Parking Zone (CPZ) in the areas directly adjacent to the QEUH. To support this, in 2014, plans for a CPZ were advanced by Glasgow City Council (GCC) by way of a proposed Traffic Regulation Order (TRO).
- 2.4 Following significant public opposition, particularly in respect of the proposed resident and business parking charges, the TRO proposals were not taken forward at that time. Subsequently, a review of the proposals was undertaken by an Independent Reporter appointed by GCC. Amongst their findings, it was recommended that a revised TRO (including substantial discounts on parking charges for residents and businesses) be considered for implementation by GCC.
- 2.5 Additionally, in December 2017, GCC announced plans for a full review of all transport options for the QEUH. GCC subsequently approached SPT to chair the newly formed QEUH Transport Review Group with representatives from SPT, GCC, Renfrewshire Council, NHSGGC, and the G51 Group/Drumoyne Community Council to consider the transport issues prevalent in the area, including parking. The review was undertaken by external consultants Systra, with funding provided by GCC & SPT respectively.

3. Outline of proposals

- 3.1 The Review was undertaken in line with Scottish Transport Appraisal Guidance (STAG), and the initial stage focused on evidence gathering, with a considerable volume of material on QEUH transport problems and opportunities being submitted by Review Group members, particularly the G51/Drumoyne Community Council. This was supplemented by site visits to the QEUH campus, Drumoyne, and surrounding areas, in relation to access by walking, cycling, public transport, car, impacts of parking, and other land use issues.
- 3.2 Subsequently, Transport Planning Objectives (TPO's) were developed and agreed by the Review Group, namely:
- TPO 1: Reduce on-street parking pressure in surrounding residential and retail areas
 - TPO 2: Maintain satisfactory road network performance
 - TPO 3: Increase mode share of sustainable modes to/from QEUH site
 - TPO 4: Maintain satisfactory operation of the hospital including emergency services access
- 3.3 Following an option generation and sifting exercise, the TPO's were utilised, in line with STAG, to appraise the following packages of measures:
- On-street parking control options
 - Other major options (including Public Transport, Road, Cycling & Public Realm improvements)
 - Supporting measures, including behaviour change / travel planning initiatives
- 3.4 After the appraisal exercise, the final recommendations were developed. The key intervention recommended by the Review is:
- "Controlled Parking Zone: A new or significantly amended on-street parking control scheme should be developed, that is affordable to the funding authority and with community consultation enshrined throughout the new TRO process."
- The Review also acknowledges that any other major interventions and/or supporting measures would have limited impact without these parking controls being in place.
- 3.5 In respect of supporting the above, the Review recommends the following key major interventions be taken forward for further consideration:
- "Extension of Fastlink westward (including 'Western Approach link road') and/or upgrade to Metro system
 - Consideration of a bus-based park and ride to the west of the QEUH site
 - Improvements to Shieldhall roundabout and flyover
 - Public realm improvements to underpasses at the A739 and approach to the pedestrian section of the Clyde Tunnel at Linthouse
 - A programme of corridor-based high quality cycling infrastructure provision"
- 3.6 In addition, a number of further supporting measures are recommended by the Review:
- "Personalised Travel Planning initiatives

- Behaviour change promotion campaigns
- Improved digital (and paper/infrastructure-based) travel information
- Targeting of initiatives based on NHSGGC staff shift patterns
- Car club/pool car provision and promotion

3.7 In terms of next steps, GCC is in the process of considering the most appropriate way forward for any CPZ and will determine the appropriate methodology in due course. SPT is guided that previous plans for a CPZ in the area are being reconsidered, GCC is also reconsidering options for permit arrangements in respect of local residents and businesses. Review Group members will also seek to take forward the other recommendations through their respective organisations and other channels.

4. Conclusion

4.1 In the four years since it opened, the QUEH campus has, as was expected, become one of the biggest trip attractors/generators in the west of Scotland. While the transport interventions developed and delivered by partners at the time have proved successful to a degree, there remain significant and growing issues, particularly in relation to the impact of parking generated by the QUEH on local residential areas, and access to the site by public transport.

4.2 The conclusions of the QUEH Transport Review, if implemented by GCC and partners, will be a major factor in dealing with these issues, particularly the key recommendation regarding a new CPZ. The proposed supporting measures – including, notably, extending/upgrading Fastlink – will also be central to the success of any CPZ. Officers will continue to liaise with NHSGGC, GCC and partners in relation to transport access for the QUEH campus and will keep members updated in regards to progress on delivery of the recommendations of the Review.

5. Partnership action

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

6. Consequences

Policy consequences	<i>In line with the Regional Transport Strategy.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>None at present.</i>
Risk consequences	<i>None at present.</i>

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