

**Renfrewshire Council LTS**  
STAG Appraisal

Renfrewshire Council  
November 2006

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# Introduction



# 1 Introduction

## 1.1 Background

Renfrewshire's Local Transport Strategy (LTS) is a process, not just a document. The LTS sets out the Transport Vision and Objectives of the Council, and provides an integrated approach to transportation over the next 10 to 20 years and informs investment decisions for the next five years. It sets out the direction for the Council's transportation policies for key stakeholders, partners and funding providers, and sets out where the LTS complements and supports other strategies aimed at achieving common goals.

In accordance with LTS guidance, Renfrewshire Council has commissioned Faber Maunsell to undertake a STAG appraisal of the draft LTS.

## 1.2 STAG Appraisal

STAG is the official appraisal framework developed by the Scottish Executive to aid transport planners and decision-makers in the development of transport policies, plans, programmes and projects in Scotland. It is a requirement that all transport projects for which Scottish Executive support or approval is required, are appraised in accordance with STAG.

STAG has two parts:

- Part 1 report: initial appraisal and broad assessment of impacts, designed to decide whether a proposal should proceed, subject to meeting the planning objectives and fitting with relevant policies; and
- Part 2 report: detailed appraisal against the Government's objectives.

Appraisal Summary Tables (ASTs) are used to present summaries of the appraisals: AST1 tables are used for Part 1 appraisals, and AST2 tables for Part 2 appraisals

The STAG Guidance (Section 1.5.1) outlines that "Rather than attempting to provide a planning blueprint, STAG is designed to be sufficiently adaptable to the quite different requirements of its wide-ranging applications and users." It is therefore considered that for the purposes of assessing Renfrewshire's LTS, a STAG Part 1 appraisal is sufficient to meet the requirements of STAG.

## 1.3 Structure of Report

This report sets out the STAG 1 appraisal of the Renfrewshire LTS, in line with the Government's five key objectives of Accessibility, Safety, Environment, Economy and Integration. This is set out in the following Chapters:

- Chapter 2 – Planning policy context;
- Chapter 3 – Problems and opportunities;
- Chapter 4 – Consultation;
- Chapter 5 – Option generation and sifting; and
- Chapter 6 – STAG 1 appraisal (including Planning Objectives);
- Chapter 7 – Risk and Uncertainty;
- Chapter 8 – Monitoring and Evaluation;
- Chapter 9 – Recommendations and Conclusions.

# Planning Policy Context



## 2 Planning Policy Context

### 2.1 Introduction

The aim of this Chapter is to set out the national and local planning policy context, which will ultimately influence the appraisal process. Consideration has therefore been taken of the national and local appraisal criteria.

#### 2.1.1 *STAG Requirements*

STAG appraisal is not simply completion of the Appraisal Summary Tables (ASTs) but is a holistic process, which begins from issues and objectives, traces the development of project proposals from these objectives, and is developed through a process of option appraisal. There is, therefore, a requirement to provide a rationale for the selection of particular project proposals, and that rationale should be traceable back to the problems and planning objectives.

In order to develop the required rationale and to provide a STAG driven basis for categorisation of projects, the following section sets out the transport policy context and from it develops planning objectives suitable for a STAG appraisal.

#### 2.1.2 *The Study Area*

The Renfrewshire Council area is situated to the west of Glasgow on the south bank of the River Clyde, covering almost 270 square kilometres. To the west lies the Inverclyde Council area, to the east lies the Glasgow City Council area, to the south is the North Ayrshire Council area, and the East Renfrewshire Council area is located to the south east.

The Renfrewshire local authority area includes the main settlements of Paisley, Renfrew, Bridge of Weir, Langbank, Erskine, Johnstone, Linwood, Bishopton, Inchinnan, Kilbarchan, Houston, Lochwinnoch, Elderslie and Brookfield. Renfrewshire contains 784 km of roads and in 2004 the population was estimated to be 171,000 contained in 70,000 households, making it the ninth largest Council in Scotland in terms of its population.

The main strategic road (A737 (trunk) and M8) and rail links connecting Glasgow to Ayrshire and Glasgow to Inverclyde pass through the heart of Renfrewshire. Paisley, with an estimated population of 78,000, forms the commercial and transport hub for Renfrewshire.

Renfrewshire is currently serviced by 33 bus companies operating both strategic and localised services. In addition, there are bus stops at Breahead and Glasgow Airport that are not provided by the council.

Gilmour Street Station is the largest rail station in Renfrewshire with routes operating to Ayrshire, Inverclyde and to Glasgow. Throughout Renfrewshire there are 10 rail stations, 7 of which have park and ride facilities available.

Two cycle routes, which form part of the National Cycle Network, run through Renfrewshire providing linkage to Glasgow, Greenock, Irvine and beyond. These provide important east-west routes through Renfrewshire for recreational cycling, touring and commuting.

39% of Renfrewshire households do not have access to a car and 61% have access to one or more cars. In Scotland, on average 34% households do not have access to a car.

### 2.2 National Planning and Policy Framework

The overarching transport and planning policy for Scotland is, therefore, highlighted in the policy papers outlined below.



### 2.2.1

#### *Scotland's Transport Future*

Scotland's Transport Future is a transport white paper which was published by the Scottish Executive in June 2004. The policy document outlines a vision for Scotland's transport future as follows:

*"An accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone's needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where fewer short journeys are made by car, where we favour public transport, walking and cycling because they are safe and sustainable, where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere"*

The overall aim of the strategy is *"to promote economic growth, social inclusion, health and protection of our environment through a safe, integrated, effective and efficient transport system"*.

The objectives are to:

- "Promote **economic growth** by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;
- Promote **social inclusion** by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;
- Protect our **environment** and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- Improve **safety** of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff;
- Improve **integration** by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport."

### 2.2.2

#### *Scotland's Transport Future: Guidance on Local Transport Strategies*

The white paper, Scotland's Transport Future (June 2004), puts forward the Scottish Executive's vision and sets out its policy for transport in Scotland. To achieve this vision, it is recognised that the Scottish Executive requires to work in partnership with local authorities, regional transport partnerships, Strathclyde Partnership for Transport (SPT) and others. Local transport strategies are a way in which local authorities are able to detail how they intend to deliver on national objectives at a local level, and provide an action plan for meeting local challenges and objectives.

Scotland's Transport Future: Guidance on Local Transport Strategies (Scottish Executive, February 2005) is designed to assist local authorities develop effective local transport strategies. The guidance is in three parts: Part 1 sets out the national context, and details the role of LTSs in the light of the new transport agency and proposed regional transport partnerships and the development of national and regional transport strategies. It provides guidance on the strategy development process, its link with STAG, and the involvement of neighbouring authorities and regional partnerships.

Part 2 sets out the national objectives for transport, detailed in the white paper, and provides information on the cross-cutting issues that local authorities need to consider in developing their strategies. It also gives consideration to the role of road traffic reduction in LTSs.

Part 3 focuses on measures to deliver the strategy and provides guidance on how different types of transport, travel behaviour and demand management can contribute to the delivery of national and local objectives.

The guidance suggests that there are five key elements of an LTS, as summarised below:

- An analysis of problems and opportunities;

- Clear and challenging objectives consistent with the Executive's integrated transport policy and commanding widespread local support;
- A long-term strategic overview setting out how identified problems will be tackled and objectives delivered. In developing this, all potential solutions will need to be tested to establish the best combination of measures;
- A costed and realistic implementation programme of specific projects and policy measures, including identification of where the required resources will come from; and
- A set of performance indicators, targets and other outcomes which can be used to assess whether the strategy is delivering the stated objectives (including, where appropriate, traffic reduction targets under the Road Traffic Reduction Act or air quality objectives under the National Air Quality Strategy).

The guidance also outlines that in the context of preparing an LTS the purpose of STAG is to enable an informed choice to be made between a number of alternative strategies based on appraisal against the five criteria of: environment, safety, economy, integration and accessibility. The guidance also indicates that at the centre of an LTS should be a costed, realistic and balanced implementation programme of specific projects and policy measures designed to overcome current and forecast problems and achieve the established objectives. This should be developed by following the planning and appraisal process set out in STAG.

### 2.2.3

#### *National Transport Strategy*

The Scottish Executive and Transport Scotland are currently developing a new National Transport Strategy (NTS) for Scotland. The NTS will set the context for the activities of regional transport partnerships and local authorities and will further develop the Scottish Executive's aims and objectives for transport, as set out within the White Paper. The NTS will thus consider Scotland's transport needs, and the needs of travellers, over the medium to long-term. The NTS will also set the framework for the Strategic Projects Review which will begin by 2007 and will determine the Scottish Executive's future infrastructure investment.

Developing the NTS will involve a close co-operation with local authorities, regional transport partnerships and other stakeholders. The LTS will play a key role in feeding into the NTS process. Renfrewshire Council, and its partners will require to present a strong and evidence-based case for continued maintenance and improvements to the transport network within the NTS.

It is acknowledged that Renfrewshire Council have submitted a response to the NTS Consultation.

### 2.2.4

#### *Regional Transport Partnerships and Strategies*

The White Paper proposed significant reform at a regional level through the establishment of statutory regional transport partnerships. This has subsequently been embodied with legislation. The boundaries for the seven new regional transport partnerships were confirmed in October 2005:

- Central and Tay (TACTRANS) - Angus Council, Dundee City Council, Perth and Kinross Council and Stirling Council.
- Highlands and Islands of Scotland (HITRANS) - Argyll and Bute Council (except Helensburgh and Lomond), Highland Council, Moray Council, Comhairle nan Eilean Siar and Orkney Islands Council.
- North East Scotland (NESTRANS) - Aberdeen City Council and Aberdeenshire Council
- Shetland - Shetland Islands Council.
- South East Scotland (SESTRAN) - City of Edinburgh Council, Clackmannanshire Council, East Lothian Council, Falkirk Council, Fife Council, Midlothian Council, Scottish Borders Council and West Lothian Council.
- South West Scotland (SOUTH WEST) - Dumfries and Galloway Council.
- West of Scotland (SPT) - Argyll and Bute Council (Helensburgh and Lomond only), East Ayrshire Council, East Dunbartonshire Council, East Renfrewshire Council, Glasgow City Council, Inverclyde Council, North Ayrshire Council, North Lanarkshire Council, Renfrewshire

Council, South Ayrshire Council, South Lanarkshire Council and West Dunbartonshire Council.

The regional transport partnerships took on their full powers in April 2006 and aim to improve regional transport through:

- Provision of a more strategic approach to planning and delivery;
- Building on existing joint working relationships;
- Working in partnership with the new national transport agency; and
- Bringing together local authorities and principal stakeholders.

The regional transport partnerships are strategic bodies comprising local authorities and representatives of wider interests such as the business sector. The seven partnerships exercise different functions in different parts of Scotland, but local authorities remain central to the delivery of transport.

The common function of all regional transport partnerships is the production of a regional transport strategy (RTS) for their area. This is a strategic document that will guide the activities of the partnership and its constituent local authorities.

The RTS is a statutory requirement which will require Ministerial approval. The RTS will be binding on its constituent authorities and thus the LTS will require to be consistent with the objectives of the RTS.

Strathclyde Partnership for Transport (SPT) has taken over the roles and functions of the Strathclyde Passenger Transport Authority and Executive. It also incorporates the former WESTRANS regional partnership. The RTS will build upon the strategy documents previously implemented by the voluntary partnerships including the Joint Transport Strategy by WESTRANS.

## 2.2.5

### *Scottish Planning Policy 17 – Planning for Transport*

The Scottish Planning Policy (SPP) 17, Planning for Transport (August 2005), sets out Government policy on the integration of land use and transport planning under the following relevant principles (which are also referred to by the accompanying Planning Advice Note (PAN) 75):

- Manage motorised traffic to contribute to sustainable development objectives;
- Constrain car parking for new developments;
- Locate development where it is most accessible to more sustainable modes of travel; and
- Provide for travel by public transport, on foot and by cycle.

SPP 17 suggests that relating land use to existing and proposed networks should be a key issue in local plans and transport projects. SPP 17 states: *“The process of preparing a local plan should relate the existing land use development pattern to the capacity of the transport network, and appraise the pattern of new land allocations in relation to transport opportunities and constraints. The location of significant travel-generating uses is critical to the number and length of trips, particularly for shopping, employment and leisure.”*

SPP 17 outlines the importance of planning for all travel modes. It states that within an approach to integrated land use and transport planning, mode of personal travel should be prioritised inclusive of walking, cycling and public transport. Public transport can be made more appealing *“when interchange and timetabling and ticketing are well integrated, and can provide an alternative to the private car, although [public transport is] less sustainable than foot or pedal power”*.

## 2.3

### **Local Planning and Policy Context**

This Section examines the planning and policy context for the study area in relation to transport, in the local context. The local context is set out within the Glasgow and Clyde Valley Structure

Plan and the Renfrewshire Local Plan. A brief summary of the key objectives arising from these documents is provided below.

### 2.3.1

#### *Glasgow and Clyde Valley Structure Plan*

The Glasgow and Clyde Valley Joint Structure Plan 2000 sets out the long term development strategy for the Glasgow and Clyde Valley area. The Plan was updated in April 2006 after extensive consultation with key public and private agencies, local community interests and with the adjoining Councils and other city regions of Scotland. The Plan covers eight local authorities in Glasgow and the Clyde Valley, including Renfrewshire, Inverclyde, West Dunbartonshire, East Dunbartonshire, Glasgow City, North Lanarkshire and South Lanarkshire. It encompasses the whole of the natural region of the River Clyde catchment area and the major part of the SPT suburban rail system.

The Strategic Vision for the development of the Structure Plan area is to achieve a radical change in the competitive position and quality of life and environment of Glasgow and the Clyde Valley, thus:

- “The area will be amongst the most attractive business locations in Europe because of the improved quality of the transport system, the labour force and the physical environment;
- The quality of life in all settlements will be valued because of the improved quality of access to jobs, town centre facilities and residential environment, reinforced by a well defined high quality Green Belt;
- The image of the area as a place to live, work and visit will be transformed by the greening of urban and rural areas;
- Public transport, walking and cycling will be as attractive modes of travel as the car for most trips, because of their improved quality and integration.”

In order to achieve this Vision, the Structure Plan sets out four interrelated aims:

- **Aim 1: To increase economic competitiveness** – by identifying a framework of development opportunities which will meet the needs of new and expanding businesses, develop an inclusive economy and improve the attractiveness of the area for investment.
- **Aim 2: To promote greener social inclusion and integration** – by improving the quality of life and identity of local communities in terms of jobs, housing, services and environmental conditions, particularly for the most disadvantaged in society.
- **Aim 3: To sustain and enhance the natural and built environment** – particularly by the re-use of existing urban land and buildings and the sustainable use of natural resources.
- **Aim 4: To integrate land uses and transportation** – by promoting improved access to and between work, home, leisure and shops, in particular by public transport, and an increase in the proportion of goods moved by rail.

Specifically in relation to the study area, the Structure Plan identifies the Johnstone South – West transport corridor as a Community Growth Area which has been identified in relation to:

- Urban Renewal and Regeneration: the need to complement the urban renewal and regeneration priorities that underpin the Strategy;
- Relationship to existing communities: the need to strengthen existing communities;
- Environmental Factors: the need to safeguard and enhance the environment;
- Transport Links: the need to promote sustainable transport policies;
- The scope for promoting significant locations to allow a masterplanning approach to the provision of physical, community and green infrastructure; and
- Housing market area considerations.

Paisley town centre has also been identified as a renewal priority area, and the Structure Plan outlines a requirement for the role of Paisley University to be given greater recognition in terms of economic development.

Local Plans will identify and protect those neighbourhood centres and local shops which are important to local communities. The Structure Plan outlines that consideration will be given to

the need for new neighbourhood centres to be planned as part of the master planning of the Community Growth Area at Bishopton.

The retailing and leisure roles of Braehead are recognised. Braehead has a wide retail and leisure catchment area drawing particularly on the western part of the conurbation. The Structure Plan outlines that without prejudice to the priority that needs to be given to supporting town centres as the preferred location for new retail development, out of town retail locations should be taken into account in the assessment of out of centre proposals and adverse impact on them avoided.

### 2.3.2

#### *Renfrewshire Local Plan*

The Renfrewshire Local Plan (March 2006) supersedes the Renfrew District Local Plan which covered the whole of the Renfrewshire Council area as well as Barrhead, Neilston and Uplawmoor which now form part of East Renfrewshire Council. The Renfrewshire Local Plan therefore provides up-to-date comprehensive Local Plan coverage for the Renfrewshire Council area.

The purpose of the document is to guide the future development and the use of land in the towns, villages and rural areas of Renfrewshire in the long term public interest. In doing this it will:

- Provide an up-to-date land use planning framework for the delivery of the Council's physical, social and economic programmes in support of the Renfrewshire Community Plan;
- Encourage and support regeneration;
- Promote sustainable economic and physical development;
- Provide a basis for maintaining and enhancing the quality of Renfrewshire's natural heritage and built environment;
- Identify opportunities for change and development; and
- Provide a framework for decision making which will seek to ensure that development and changes in land use are sustainable and take place in suitable locations and provide protection from inappropriate development.

The Local Plan sets out five Strategic Local Plan Policies reflecting the aims of the Council. These provide the main themes for the Local Plan and give an overall framework for more detailed policies. The strategic policies cover:

- Social Inclusion
- Sustainable Development and Settlement Pattern, covering
  - The development of towns and villages
  - Town Centres
  - The Green Belt
- Economic Competitiveness
- The Protection of the Environment
- The Integration of Planning and Transport

In terms of transport, the Plan sets out five strategic objectives, as follows:

- Encouraging more sustainable forms of transport;
- Assessing the transportation implications of development proposals and ensuring that the provisions made for transport facilities are acceptable;
- Making provision for public transport, pedestrians and cyclists;
- Providing for freight transport requirements; and
- Making appropriate allocations of land for transport proposals.

## 2.4

### **Summary**

This Chapter has outlined the national and local planning policy context for the study area. The key priorities emerging from the policy review for the study are:

- To promote sustainable transport choices in the form of public transport, walking and cycling;
- To achieve modal shift for journeys across Renfrewshire;

- To maintain a safe, integrated and environmentally friendly transport system which enables all residents to access places of work, education, recreation and shopping facilities from home;
- To increase economic competitiveness by developing an inclusive economy and improving the attractiveness of Renfrewshire for investment; and
- To achieve a healthy, prosperous and inclusive society.

The following Chapter will provide a review of the key issues, problems and opportunities in the study area.

# Problems and Opportunities in Renfrewshire



# 3 Problems and Opportunities in Renfrewshire

## 3.1 Introduction

This Chapter will provide the background and context for the study area and will consider socio-economic; environmental; transportation; and safety issues. Following from this, a review will be undertaken of the key problems and opportunities. The following sections will deal with each aspect in turn.

## 3.2 Socio – Economic Characteristics

### 3.2.1

#### *General*

Renfrewshire is located to the west of Glasgow, on the south of the River Clyde. Paisley is the hub town within Renfrewshire surrounded by settlements of different sizes and employment centres spread throughout the area. Economically and socially, Renfrewshire is strongly linked with Glasgow. In the 19<sup>th</sup> and early 20<sup>th</sup> centuries, many of the communities in Renfrewshire were associated with weaving, cotton mills and textile works, and rapid growth was experienced. In later years, as the industries contracted, several settlements including Paisley, Renfrew and Johnstone experienced population decline. By contrast, Erskine, from being a village in 1968, was granted New Community Status. Consequently a major expansion took place and Erskine became one of Scotland's new towns.

The 1990s saw the expansion of the high-technology sector, with companies such as Compaq at Erskine and Inchinnan, and Life Technologies and Vascutek at Inchinnan. The expansion of Airport, hotel, retail and leisure sectors, including developments at Braehead, has contributed to the broadening of the employment structure. Since the 1980s the manufacturing sector in Renfrewshire has shown a marked decline. This occurred particularly during the period between 1981 and 1991 when the number employed in this sector fell by over 40%. The decline continued during the 1990s but at a slower rate. Renfrewshire now has a relatively diverse industrial structure and stable employment level.

Langbank and Lochwinnoch, in the north and west of Renfrewshire respectively, lie outwith the main built up zone surrounding Paisley and are more remote in nature. These settlements traditionally, and still do, serve mainly as commuter villages.

### 3.2.2

#### *Population*

Renfrewshire is the ninth most populated local authority area in Scotland, representing 3.4% of the population of Scotland as a whole. The population of Scotland has experienced a slight decline of 0.8%<sup>1</sup> during the period of 1991 to 2001, the population of Renfrewshire has declined by only 0.2%<sup>1</sup> over the same period. The population of Linwood, Bridge of Weir and Johnstone has fallen sharply in recent years, however, there has been marked increase in populations of Howwood, Houston, Erskine and Lochwinnoch. Table 3.1, below, summarises population figures for the study area.

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<sup>1</sup> [www.scrol.gov.uk](http://www.scrol.gov.uk)



**Table 3.1 – Population per area**

Area	Population 1991	Population 2001	Change in Population	Percentage Change
<b>Scotland</b>	5,102,400	5,062,011	-63,444	-0.80%
<b>Renfrewshire</b>	173,212	172,867	-345	-0.20%
<b>Paisley</b>	73,925	74,170	245	0.33%
<b>Renfrew</b>	20,764	20,251	-513	-2.53%
<b>Bridge of Weir</b>	5,151	4,635	-516	-11.13%
<b>Langbank</b>	934	903	-31	-3.43%
<b>Erskine</b>	13,102	15,347	2,245	14.63%
<b>Johnstone</b>	18,280	16,468	-1,812	-11.00%
<b>Linwood</b>	10,183	9,058	-1,125	-12.42%
<b>Bishopton</b>	5,394	5,157	-237	-4.60%
<b>Inchinnan</b>	1,566	1,574	8	0.51%
<b>Kilbrachan</b>	3,710	3,622	-88	-2.43%
<b>Houston</b>	5,479	6,610	1,131	17.11%
<b>Lochwinnoch</b>	2,237	2,570	333	12.96%
<b>Elderslie</b>	5,166	5,180	14	0.27%
<b>Howwood</b>	1,036	1,502	466	31.03%

Source: 1991 and 2001 Census

### 3.2.3

#### *Employment*

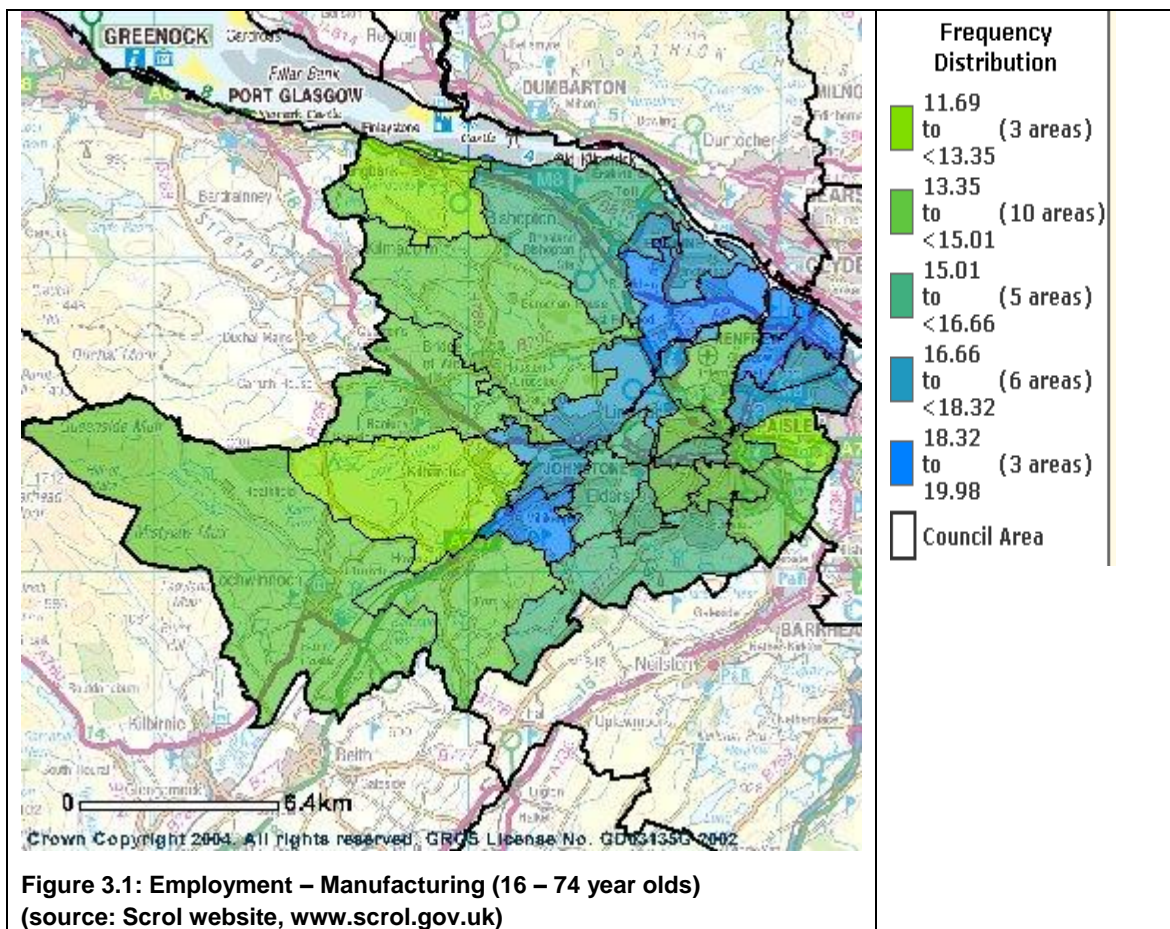
115,000 of Renfrewshire's population are economically active and the majority who live in Renfrewshire, work in Renfrewshire. On a daily basis, around 29,000 people travel to Renfrewshire to work and almost 32,000 people travel out of Renfrewshire to work. The majority of people who work in Renfrewshire originate from Renfrewshire and Glasgow, with smaller numbers originating from Ayrshire and Lanarkshire.

Over 20,400 Renfrewshire residents commute to Glasgow to work. In addition, a considerable number of people already commute daily from Ayrshire to Glasgow, passing through Renfrewshire. The Renfrewshire LTS (2006) predicts that this will increase in the next 15 years with the development of 1,275 houses per annum until 2010, planned in Ayrshire with limited supporting employment opportunities.

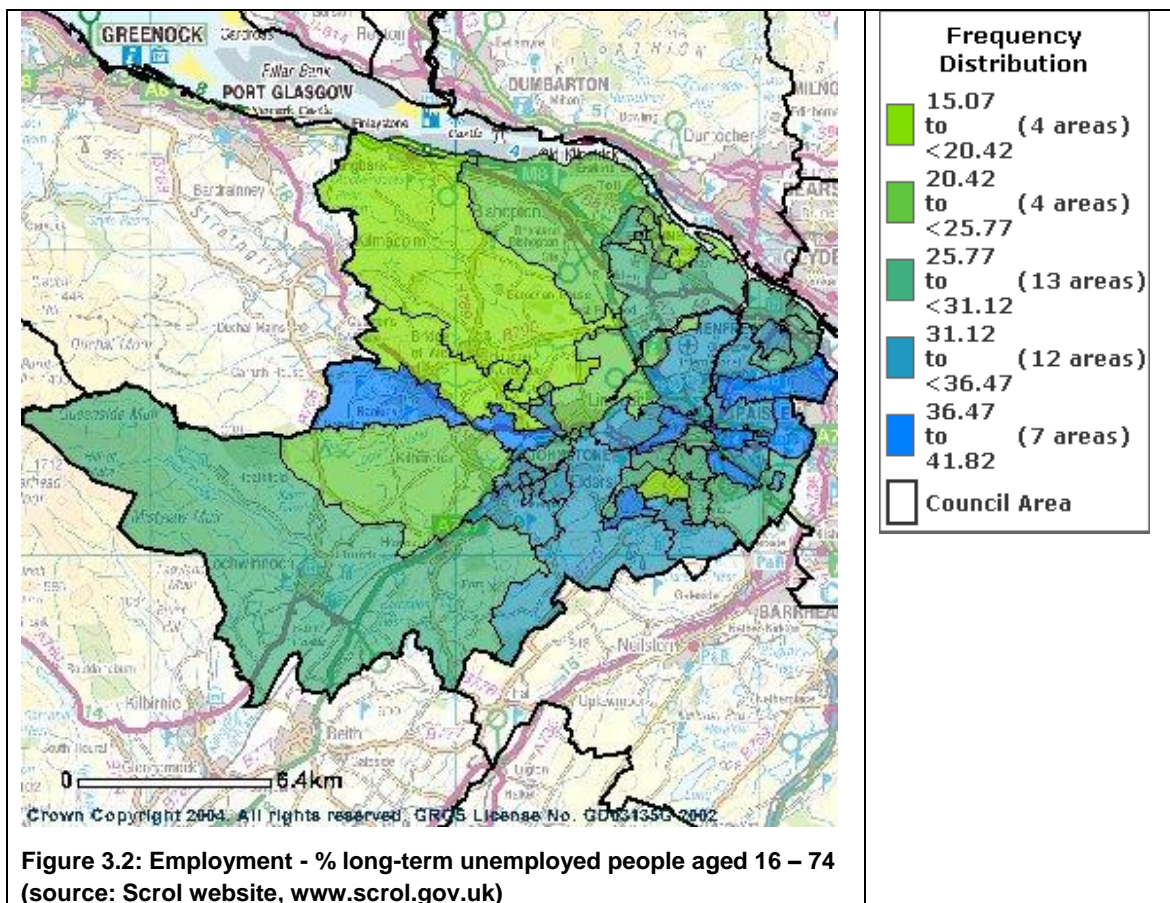
Historical manufacturing industries have been replaced by assembly plants, distribution centers and information technology sites. These industries have different requirements, and often locate in areas remote from the former industrial sites. At the same time, housing areas have expanded and a larger proportion of the population have gained access to cars.

Manufacturing remains the predominant industry in the study area with 16.1% of the working population of Renfrewshire working in this sector. The proportion of population working within this sector is above the Scottish average (13.7%)<sup>2</sup>. However, in line with national trends, there is a continuing shift from manufacturing to service sector employment. The growth in part-time employment has been significant. Employment forecasts (2001) indicate a small growth in employment in the medium term in Renfrewshire.

<sup>2</sup> 2001 Census data from [www.scrol.gov.uk](http://www.scrol.gov.uk)



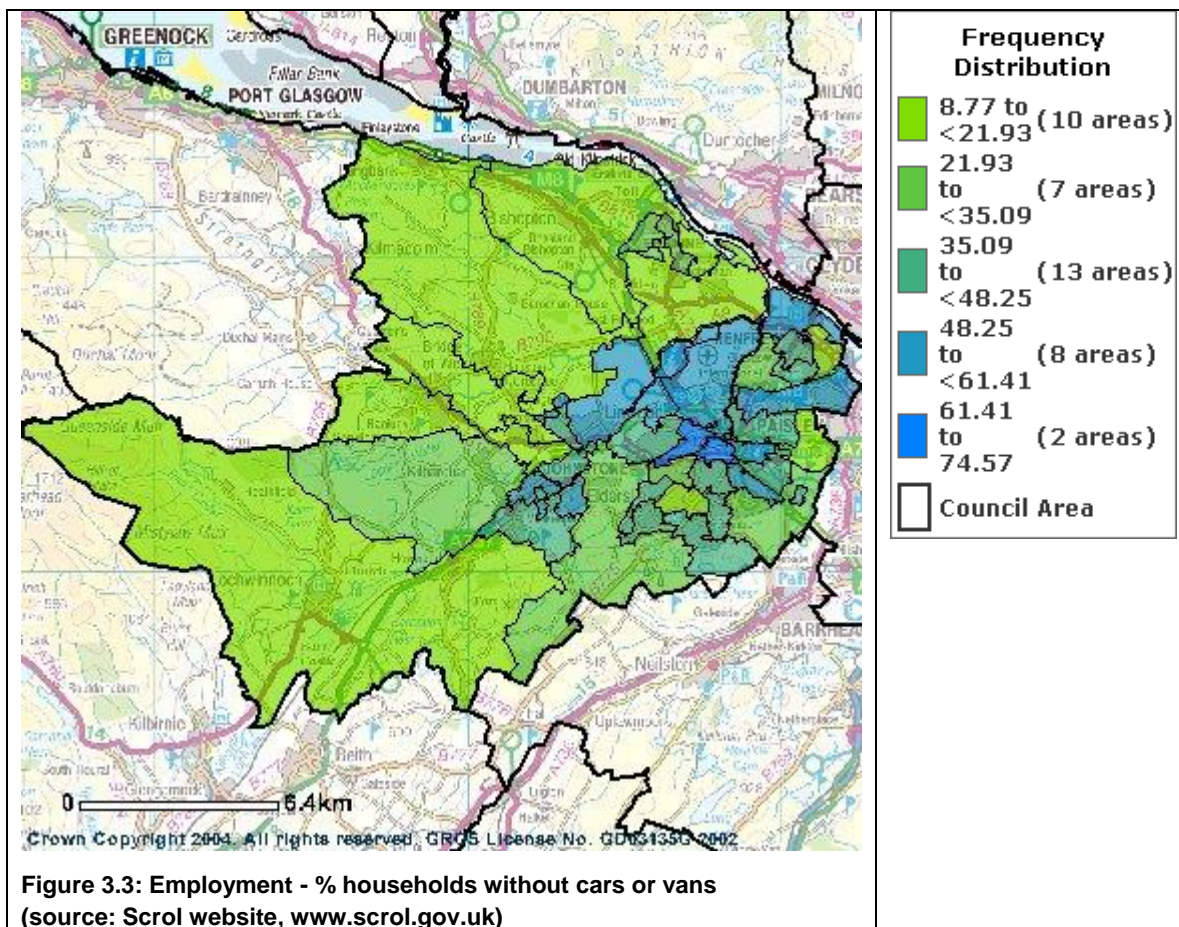
The downward trend in the unemployment figures has continued in line with Scotland as a whole over the last 5 years and, in December 2001, the unemployment rate in Renfrewshire stood at 4.3%, or 3,546 people claiming benefit. To facilitate further growth in the service sector, the Renfrewshire Local Plan identifies Paisley as part of a network of Strategic Business Centres which are intended to accommodate new and expanding businesses, particularly in the service sector.



3.2.4

*Car Ownership*

In 2001, the percentage of households without ownership of a car or van was higher than the Scottish average in Paisley, Renfrew, Johnstone and Linwood, but substantially lower than the Scottish average in Langbank, Houston, Bishopton and Howwood. Overall, the percentage of Renfrewshire households without ownership of a car or van is higher than the Scottish average.



There are only five council areas in Scotland with a higher percentage of households with no access to a car than the level in Renfrewshire. Table 3.2 provides a summary of car ownership in the study area.

In Renfrewshire, 60% of adults have a full driving licence however 5% never drive (Scotland is 65% and 4% respectively). 40% of Renfrewshire adults drive every day.<sup>3</sup>

**Table 3.2 - Car Ownership in 2001**

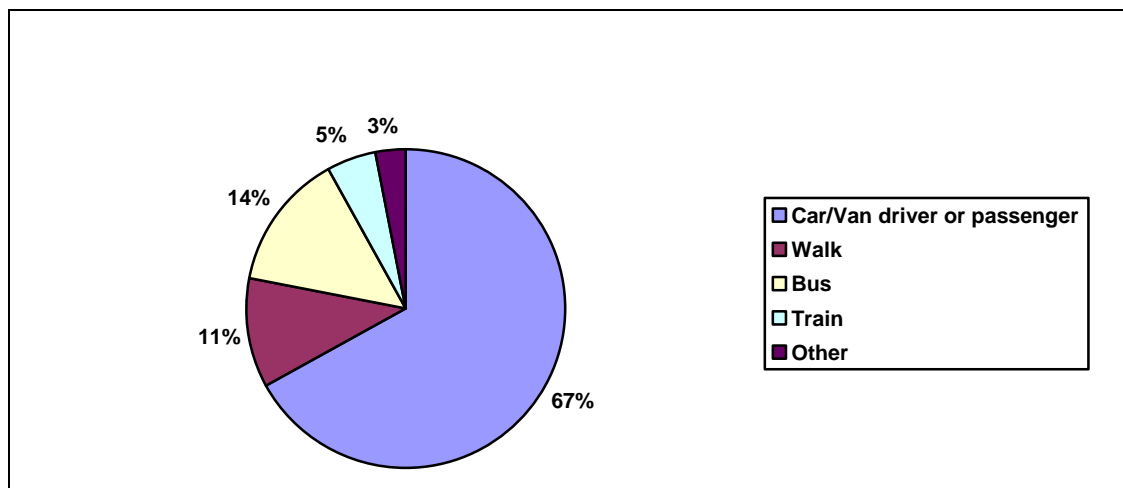
Area	No. of Households	% of households with no car / van	% of households with 1 car / van	% of households with 2 cars / vans	% of households with 3 cars / vans
Scotland	2,192,246	34.23	43.35	18.62	3.81
Renfrewshire	75,355	37.20	41.41	18.19	3.20
Paisley	34,630	44.63	39.60	13.65	2.11
Renfrew	9,007	37.83	44.57	15.30	2.31
Bridge of Weir	1,917	19.72	39.65	33.07	7.56
Langbank	340	5.00	32.94	48.53	13.53
Erskine	5,797	22.41	45.30	27.81	4.49
Johnstone	7,487	48.70	39.68	9.91	1.71
Linwood	3,875	46.58	42.25	9.63	1.55
Bishopton	1,895	11.13	44.91	36.68	7.28
Inchinnan	616	19.48	50.81	25.16	4.55
Houston	2,463	7.63	39.63	44.74	8.00
Lochwinnoch	1,092	27.01	44.51	25.27	3.21
Elderslie	2,153	28.10	44.17	23.32	4.41
Howwood	605	13.06	48.43	32.07	6.45

Source: 2001 Census

<sup>3</sup> Renfrewshire LTS, 2006

Figure 3.4 illustrates how residents in Renfrewshire travel to work. The Renfrewshire LTS outlines that 67% use a car or van, 11% walk and 19% use public transport. The LTS also identifies that Scotland-wide trends are similar, with 68% travelling to work by car or van, and 13% walking to work.

**Figure 3.4 – Travel to work data (Renfrewshire LTS, 2006)**



### 3.2.5

#### *Areas of Deprivation*

An analysis of the Scottish Index of Multiple Deprivation (SIMD) 2004 highlights the level of deprivation in Renfrewshire relative to other local authority areas in the rest of Scotland. Areas where indicators of deprivation are most evident are distributed widely throughout Renfrewshire with concentrations in parts of Paisley, Johnstone and Renfrew. Table 3.3 below illustrates the level of deprivation in Renfrewshire relative to the other Scottish local authority areas.

**Table 3.3 – Relative Deprivation (Renfrewshire Community Planning Partnership, 2005)**

Local Authority	Most deprived 10% across Scotland		Number of Data Zones
	Population	% of the total population in this category across Scotland in this LA	
Glasgow City	268,280	51.1	324
Edinburgh, City of	36,473	7	44
North Lanarkshire	34,036	6.5	44
South Lanarkshire	31,045	5.9	40
Dundee City	28,525	5.4	34
Inverclyde	18,215	3.5	24
Renfrewshire	17,076	3.3	22
West Dunbartonshire	16,290	3.1	20
North Ayrshire	12,064	2.3	16
East Ayrshire	10,397	2	13
Fife	8,932	1.7	12
South Ayrshire	6,253	1.2	8
Aberdeen City	6,149	1.2	8
Highland	4,962	1	7
Falkirk	4,793	0.9	7
Stirling	4,015	0.8	5
Argyll and Bute	3,904	0.7	6
Clackmannanshire	3,122	0.6	4
Dumfries and Galloway	2,812	0.5	3
East Dunbartonshire	1,760	0.3	2

<b>Perth and Kinross</b>	1,509	0.3	2
<b>West Lothian</b>	1,465	0.3	2
<b>East Renfrewshire</b>	1,297	0.3	2
<b>Aberdeenshire</b>	915	0.2	1
<b>Scottish Borders</b>	762	0.2	1
<b>Angus</b>	0	0	0
<b>Midlothian</b>	0	0	0
<b>East Lothian</b>	0	0	0
<b>Eilean Siar</b>	0	0	0
<b>Moray</b>	0	0	0
<b>Orkney Islands</b>	0	0	0
<b>Shetland Islands</b>	0	0	0
<b>Total</b>	<b>525,051</b>	<b>100</b>	<b>651</b>

Five Core Regeneration Outcome Agreement (ROA) Target Areas and five Target Areas for Employment Activity have been identified in Renfrewshire. Based upon the Scottish Index of Multiple Deprivation 2004, the Core ROA Target Areas constitute data zones within the 10% most deprived zones in Scotland, and Target Areas for Employment Activity constitute data zones with 11-15% of the most deprived zones in Scotland. The Target Areas incorporate the following:

- Cart Corridor and Gallowhill;
- Foxbar, Glenburn, Thrushcraigs and Blackhall;
- Johnstone West;
- Renfrew Moorpark; and
- Millarston, Ferguslie and West End.

These areas suffer from a combination of linked problems, including poor housing conditions and reducing demand for social rented housing in some areas. ROA areas in Renfrewshire are summarised in Table 3.4

**Table 3.4 – ROA Areas**

Area	Core Target Areas		Target Areas for Economic Activity	
	Population (2001 Census)	No. Households (2001 Census)	Population (2001 Census)	No. Households (2001 Census)
Cart Corridor and Gallowhill	2,509	1,444	3,145	1,551
Foxbar, Glenburn, Thrushcraigs and Blackhall	4,806	2,378	3,726	1,946
Johnstone West	2,930	1,247	4,460	2,268
Renfrew Moorpark	1,234	578	1,667	904
Millarston, Ferguslie and West End	5,597	2,820	2,376	1,286

Source: Renfrewshire Council

### 3.2.6

#### *Housing*

The Renfrewshire LTS (2006) highlights that housing stock within the Renfrewshire Council area, in March 2001, was estimated to be 80,610 dwellings. This is an increase of 9,172 (12.8%) since 1988, and is an average increase of just under 1% per annum. Over this period the communities of Erskine, Houston and Crosslee have been largely built out to their planned extents. The settlement pattern elsewhere has not changed significantly over this period but the tenure split has altered relatively dramatically, with a large growth in the owner-occupied sector from 41.3% to 63.0%, and an equivalent reduction in the public sector stock.

The 2001 census data indicates that Renfrewshire as a whole has levels of home ownership which are higher than the Scottish average. Table 3.5, below, indicates that Langbank, Bishopton and Houston have particularly high levels of home ownership (over 90%). Johnstone has the lowest level of home ownership and a high proportion of Local Authority homes.

**Table 3.5 – Tenure in 2001**

Area	Owned	Local Authority Homes	Housing Association	Privately rented	Living rent free
<b>Scotland</b>	<b>62.59</b>	<b>21.57</b>	<b>5.58</b>	<b>6.71</b>	<b>3.55</b>
<b>Renfrewshire</b>	65.04	21.50	6.04	4.20	3.22
<b>Paisley</b>	57.48	26.25	7.20	5.42	3.65
<b>Renfrew</b>	69.46	22.30	1.93	3.59	2.71
<b>Bridge of Weir</b>	80.18	13.25	0.89	3.50	2.19
<b>Langbank</b>	97.35	0.29	0.29	1.76	0.29
<b>Erskine</b>	83.11	2.98	10.71	1.79	1.40
<b>Johnstone</b>	50.03	34.15	8.17	3.27	4.37
<b>Linwood</b>	55.90	22.58	13.73	3.59	4.21
<b>Bishopton</b>	92.24	5.33	0.00	1.38	1.06
<b>Inchinnan</b>	87.82	9.58	0.00	0.64	1.95
<b>Houston</b>	93.50	3.13	0.08	2.44	0.85
<b>Lochwinnoch</b>	68.77	20.33	4.21	3.84	2.84
<b>Elderslie</b>	74.13	19.04	1.81	2.46	2.55
<b>Howwood</b>	79.83	17.02	0.17	1.65	1.32

Source: 2001 Census data from [www.scrol.gov.uk](http://www.scrol.gov.uk)

### 3.2.7

#### *Summary*

The main issues facing the study area from a socio-economic perspective relate to the following:

- Population decline in Linwood, Bridge of Weir and Johnstone;
- The proportion of households without car ownership is higher than the Scottish average in Paisley, Renfrew, Johnstone and Linwood;
- Five Regeneration Outcome Agreement (ROA) Target Areas have been identified in Renfrewshire, which are distributed throughout the Paisley, Johnstone and Renfrew areas;
- Levels of local authority housing are above the Scottish average in Paisley, Renfrew, Johnstone and Linwood.

These problems, in turn, bring about issues relating to accessibility and social exclusion. The Scottish Executive's core objectives require that access to opportunities and key destinations is improved and the development of an efficient, accessible and sustainable transport network is essential to achieve this.

## 3.3

### **Economic Development**

#### 3.3.1

#### *Background*

Renfrewshire has a large industrial heritage, with textile and thread works being of previous importance in Paisley and shipbuilding and heavy engineering historically important industries in Renfrew. Elsewhere cotton mills, weaving, mining and tool making were important industries. Renfrewshire has experienced a decline in the number of manufacturing jobs however there is current growth in service sector employment. Major locations of employment in Paisley are at adjacent Glasgow Airport, Inchinnan Industrial Estate, Hillington Industrial Estate and Paisley itself.

#### 3.3.2

#### *Future Development*

The Renfrewshire LTS states that the continued economic growth and prosperity of Renfrewshire is one of the main priorities of the Council.

To facilitate further growth in the service sector, Paisley is identified as part of a network of Strategic Business Centres which are intended to accommodate new and expanding businesses, particularly in the service sector.

The Renfrewshire Local Plan aims to “safeguard existing industrial and business uses and facilitate the growth of all aspects of the local economy in a sustainable manner, whilst maintaining and improving environmental quality”.

Four key objectives have been developed to achieve this aim:

- Protect the strategic land supply from inappropriate alternative development. A minimum 10 year land supply of marketable and serviceable land will be maintained with 5 years supply of readily available marketable sites.
- Protect the local industrial and business land supply from inappropriate alternative development and ensure that there is sufficient industrial and business land available at a range of suitable locations to suit the needs of different users.
- Where appropriate, encourage and promote a high quality environment, premises and infrastructure in industrial and business areas. The regeneration and improvement of industrial and business land will also be a priority.
- Facilitate tourist related development without causing a detrimental impact on the environment or townscape.

As summarised within the Renfrewshire Local Plan, it is considered that the focus for improving economic performance in this area will be:

- **Paisley** as part of a network of Strategic Business Centres to accommodate service sector employment;
- **Erskine Riverfront, Hillington, Westway (Renfrew), Inchinnan and Linwood** as Strategic Industrial and Business Locations;
- **Paisley North** (between the Glasgow-Ayr rail line and the M8/A737) and Renfrew as a core economic development area;
- The **Clyde Waterfront** and **Renfrew North** as a major development opportunity and area of change;
- **Clyde Muirshiel Regional Park, the Mid-Clyde Waterfront, the Lower Clyde Estuary and Firth of Clyde** and the centre of **Paisley** as tourism development areas; and
- Supporting **Deanside Freight Terminal** as an international transport facility.

As indicated above, future development is based on the growth of existing development areas, together with the identification of new areas for development.

### 3.3.3

#### *Summary*

The above sections outline Renfrewshire Council's commitment to encouraging future employment and development in the study area. These developments will assist in promoting local economic growth. However, key problems relate to the increased levels of road-based travel which will be associated with these developments, and subsequent potential increases in levels of congestion and impact on road casualty targets.

A key consideration will thus be the requirement to ensure that supporting transport infrastructure is available to these developments. This should include alternative modes of transport such as public transport, walking and cycling.

## 3.4

### **Environment**

#### 3.4.1

#### *Areas of special conservation*

Almost 80% of the Renfrewshire Council area is rural in nature and the majority of this land is included within the Green Belt. In addition to this designation, there are a range of other international, national and locally based designations and projects designed to give further protection to nature conservation value and a means of enhancing unmanaged areas in the countryside.

There are a total of nine sites of Special Scientific Interest (SSSI) in Renfrewshire. These are:

- Barmufflock Dam, west of Bridge of Weir;
- Black Cart, north of Glasgow Airport;
- Castle Semple and Barr Lochs, Lochwinnoch;
- Clochodrick, north-east of Lochwinnoch;



- Durgavel Burn, north of Kilmacolm;
- Formakin, west of Bishopton;
- Glen Moss, east of Kilmacolm;
- Inner Clyde, downstream from Newshot Island, Erskine; and
- Shovelboard, east of Kilmacolm.

In addition, 117 Sites of Importance for Nature Conservation (SINCs) have been identified by the Council containing a range of nature conservation interests of local importance. The sites include a number of wildlife corridors.

In terms of conservation value, there are two sites of particular importance within the study area:

- Inner Clyde Estuary Special Protection Area; and
- Black Cart Special Protection Area.

These sites are protected from development proposals that could have a significant adverse environmental effect.

Renfrewshire Council is therefore committed to sustainability and operates a policy of active conservation.

#### 3.4.2

##### *Air Quality*

Renfrewshire Council recognises the requirement to identify and address the health risks associated with transport related pollution.

The Renfrewshire LTS states that *“Paisley is the only location in Renfrewshire where there are concerns over air quality. Central Road, an enclosed bus and taxi street immediately adjacent to the town centre and railway station, has been declared an “air quality management area”. Pollution in the street is caused primarily by the exhaust emissions from buses and taxis.”*

#### 3.4.3

##### *Summary*

Careful consideration requires to be given to the areas of special conservation within Renfrewshire. Renfrewshire Council’s awareness of air quality issues and its commitment to sustainability will assist in encouraging the promotion of sustainable modes of transport.

### 3.5

#### **Transport**

The aim of this section of the report is to provide an overview of the existing transport network within the study area and detail the current problems and opportunities.

#### 3.5.1

##### *Transport Overview*

Renfrewshire is connected by road to Glasgow and the Scottish motorway network via the M8. Traffic flow has deteriorated in recent years due to traffic growth and congestion is becoming common, particularly between Junctions 26 and 29<sup>4</sup>. Access via the M8 is important in supporting economic activity and the growth of Glasgow Airport in Renfrewshire.

Linkage to North Ayrshire is via the A737 trunk road. This route has shown traffic growth of around 5% per annum over the last few years, resulting in a rapid deterioration of service levels and increased congestion at Junction 29. Traffic growth on the M8 is significantly influenced by the contribution of traffic from the A737.

Renfrewshire is currently serviced by 33 bus companies operating both strategic and localised services. In addition, there are bus stops at Breahead and Glasgow Airport that are not provided by the council.

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<sup>4</sup> Renfrewshire LTS, 2006

Gilmour Street Station is the largest rail station in Renfrewshire with routes operating to Ayrshire, Inverclyde and to Glasgow. Throughout Renfrewshire there are ten rail stations, seven of which have park and ride facilities available.

Two cycle routes, which form part of the National Cycle Network, run through Renfrewshire, providing linkage to Glasgow, Greenock, Irvine and beyond. These provide important east-west access through Renfrewshire for recreational cycling, touring and commuting.

### 3.5.2

#### *Highway Network*

The Renfrewshire LTS (2006) outlines that traffic counts were undertaken at 19 locations throughout Renfrewshire in March each year from 1999 to 2005 in order to measure trends and changes in traffic flows within the area and try to determine if policies are having an impact on travel behaviour.

Traffic on roads for which Renfrewshire Council are responsible is increasing at approximately 0.5% per annum, however this varies depending on location. Traffic growth on a cordon around Paisley, at locations in Johnstone and Bridge of Weir, is 1% per annum however around Renfrew, traffic volumes have actually reduced since 1999.

On trunk roads, the traffic volumes on the M8 appear to be growing at 0.9% per annum east of Junction 26 however volumes are declining by 0.8% per annum west of Junction 29. The A737 south of Howwood has shown growth of 5% per annum since 1999.

A broad interpretation of the trends would suggest that traffic growth is being suppressed across the Council area. This may be due to a combination of factors including parking/pricing strategies in Paisley and central Glasgow which encourage the use of public transport, travel planning in local schools and businesses and generally wide availability of public transport. Of concern, however, is the very high growth on the A737 linking north Ayrshire to the M8, which may lead to rapid deterioration of the capacity of this key route and consequently could increase traffic on parallel roads.

The Renfrewshire LTS outlines that journey time surveys undertaken by Renfrewshire Council in 2004 and 2006 have indicated an increase in journey times across Renfrewshire of approximately 1.35%.

### 3.5.3

#### *Parking*

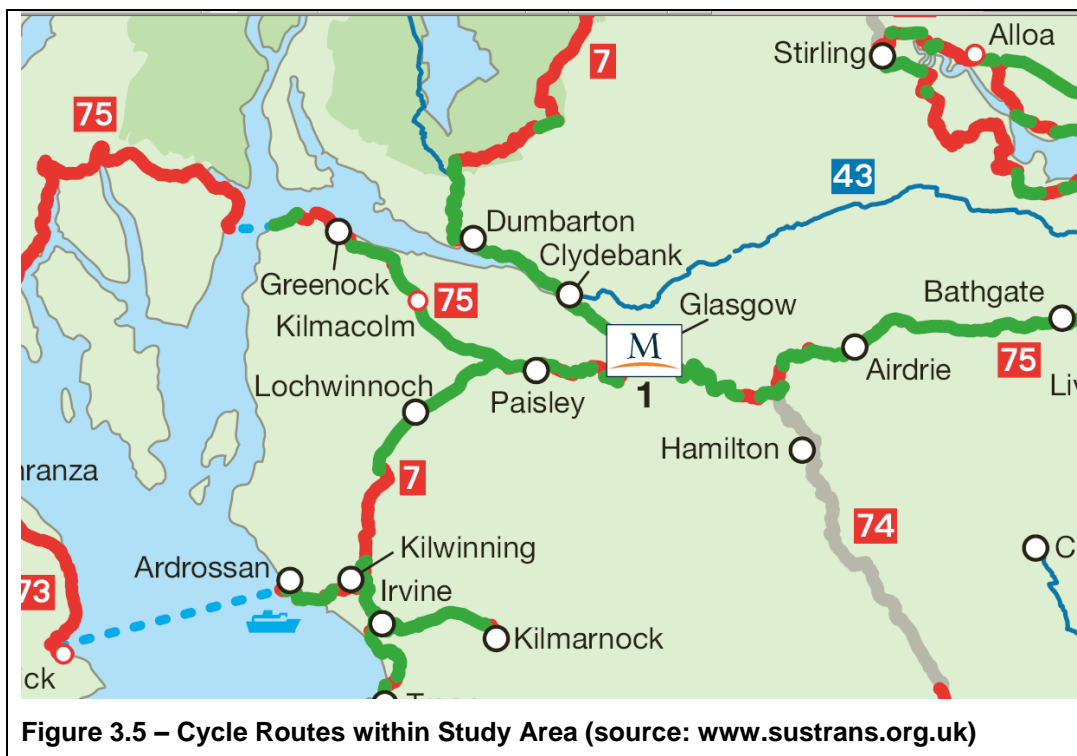
Off-street Council-owned and private non-residential car parking is available throughout Renfrewshire with the greatest provision within in Paisley, then Johnstone, Renfrew and Bridge of Weir. Within Paisley town centre a charge is made for parking in the main car parks, including Paisley Centre (520 spaces) and the Piazza (365 spaces). Of the 2,800 spaces available in Paisley, 230 are on-street in the core town centre with an additional 550 spaces in the peripheral streets. Further free parking is available every evening, weekend and bank holiday at Renfrewshire Council HQ in Cotton Street, Paisley.

Further details relating to park and ride provision can be found within Section 3.5.5.

### 3.5.4

#### *Walking and Cycling*

Two cycle routes pass through Renfrewshire, which form part of the National Cycle Network. These are the Edinburgh - Glasgow - Paisley - Greenock (National Cycle Route 75) and Inverness - Glasgow - Paisley - Irvine - Penrith routes (National Cycle Route 7). These have been constructed by Sustrans in co-operation with the Renfrewshire Council and other bodies. They provide important east-west routes through Renfrewshire for recreational cycling, touring and commuting. The paths are largely constructed on former rail lines with a small proportion of route on road. Figure 3.5, below, illustrates these routes.



Other existing routes in Renfrewshire are as follows:

- Glasgow Airport link route;
- Linwood – Inchinnan Business Park;
- Glasgow Airport – Inchinnan Business Park;
- Glasgow Airport – Renfrew;
- Lochwinnoch Station link;
- Erskine Riverfront; and
- Renfrew – Porterfield Road.

Whilst these routes provide reasonable access to specific points, it is considered that there are gaps in route provision, and hence lack of continuity. The Walking and Cycling Strategy (Westrans 2005-2010) identifies several “missing links” on walking and cycling routes. These include:

- South Paisley to Barrhead;
- South Paisley Strategic Link (district boundary to NCN route at Linwood);
- Clydeside walkway (Renfrew – Port Glasgow); and
- Howwood to NCN route.

Paisley town centre is largely pedestrianised and bicycle racks are available throughout the pedestrianised area.

### 3.5.5

#### *Public Transport*

Bus services across Renfrewshire are extensive, reflecting the concentration of population. 33 bus companies operate both strategic and localised services. These services provide a network serving the town centres and main road corridors, together with key destinations such as Glasgow Airport and Braehead. There is no formal public transport interchange facility within Renfrewshire, albeit interchange opportunities exist at locations such as Paisley town centre.

Demand responsive transport in the form of Dial-A-Bus operates in all parts of Renfrewshire. Problems of remoteness can occur even in the towns, particularly affecting the elderly, mobility impaired and those without access to alternate modes of transport.

Renfrewshire also has good rail connections linking the area to Ayrshire, Inverclyde and Glasgow. There are ten rail stations in Renfrewshire, seven of which have park and ride facilities available. Paisley Gilmour Street station is the main station within Renfrewshire.

Table 3.6, below, provides a summary of the rail services which pass through Renfrewshire:

Table 3.6 – Rail Services Within Renfrewshire Council Area

Route	Monday – Friday				Saturday				Sunday			
	Daytime Frequency	Evening Frequency	First Service*	Last Service**	Daytime Frequency	Evening Frequency	First Service*	Last Service**	Daytime Frequency	Evening Frequency	First Service*	Last Service**
<b>Glasgow Central</b> – Paisley Gilmour Street – Kilwinning – Barrhead – Troon – <b>Prestwick</b> – <b>Ayr</b> – Maybole – Girvan - Stranraer	2 tph	2 tph	0600	2330	2 tph	2 tph	0600	2330	1 tph	1 tph	0848	2200
Stranraer – Girvan – Maybole - <b>Ayr</b> - <b>Prestwick</b> - Troon - Barrhead – Kilwinning – Paisley Gilmour Street – <b>Glasgow Central</b>	2 tph	2 tph	0540	2300	2 tph	2 tph	0540	2300	1 tph	1 tpd	0943	2304
<b>Glasgow Central</b> – Cardonald – Hillington – Paisley Gilmour Street – Bishopton – Langbank – Woodhall – Port Glasgow – IBM – Wemyss Bay – Greenock - <b>Gourock</b>	3 tph	2 tph	0555	2350	3 tph	2 tph	0555	2350	1 tph	1 tph	0650	2320
<b>Gourock</b> – Greenock – Wemyss Bay – IBM – Port Glasgow – Woodhall – Langbank – Bishopton – Paisley Gilmour Street – Hillington – Cardonald – <b>Glasgow Central</b>	3 tph	2 tph	0605	2320	3 tph	2 tph	0605	2320	1 tph	1 tph	0820	2220
<b>Glasgow Central</b> – Paisley Gilmour Street – Johnstone – Milliken Park – Lochwinnoch – Glengarnock – Dalry – Kilwinning - <b>Ardrossan</b> – Largs – Ayr - Stranraer	2 tph	2 tph	0615	2345	2 tph	2 tph	0615	2315	1 tph	1 tph	0840	2240
Stranraer – Ayr – Largs – <b>Ardrossan</b> – Kilwinning – Dalry – Glengarnock – Lochwinnoch – Milliken Park – Johnstone – Paisley Gilmour Street – <b>Glasgow Central</b>	2 tph	2 tph	0613	2253	2 tph	2 tph	0540	2253	1 tph	1 tph	0958	2258
<b>Glasgow Central</b> – Dumbreck – Corkerhill – Mosspark – Crookston – Hawkhead – <b>Paisley Canal</b>	2 tph	2 tph	0608	2308	2 tph	2 tph	0608	2308	-	-	-	-
<b>Paisley Canal</b> – Hawkhead – Crookston – Mosspark – Corkerhill – Dumbreck – <b>Glasgow Central</b>	2 tph	2 tph	0631	2301	2 tph	2 tph	0631	2301	-	-	-	-

Notes tph = trains per hour; \* = time service leaves station of origin; \*\* = time service leaves station of origin. Not all trains stop at all stations. The information included within the above table assumes trains arriving and departing stations highlighted in **bold** text.

A study was undertaken by Renfrewshire Council in March 2006 to ascertain typical level of usage of existing car parks and surrounding areas at rail stations in Renfrewshire. Table 3.7 summarises the findings of this study and highlights the high demand for park and ride facilities, particularly at Johnstone and Bishopton where the total number of vehicles parked exceeded the number of marked bays.

**Table 3.7 – Car Park Data (Renfrewshire Council, March 2006)**

	Total Spaces	No. Of Disabled	which Total number of marked spaces occupied	Total number of vehicles parked
<b>Howwood</b>	30	2	15	15
<b>Johnstone</b>	205	7	205	303
<b>Lochwinnoch</b>	15	1	15	19
<b>Bishopton</b>	120	7	117	141
<b>Station Road Bishopton</b>	13	2	15	21
<b>Hawkhead Rd/ Seedhill</b>	26	0	26	30
<b>Paisley Gilmour Street</b>	64	3	63	67

Source: Renfrewshire LTS 2006

Rail services in Renfrewshire experience overcrowding during peak periods. The LTS indicates that the Glasgow Airport Rail Link, if granted Parliamentary approval, will bring significant benefits through providing direct rail connection to the airport as well as enhancing capacity between Paisley and Glasgow. The airport rail link would also improve track capacity which in turn could be used to improve services west of Paisley.

A review of Network Rail's Route Utilisation Strategy (Draft for Consultation, 2006) outlines the following aspirations for rail services in the Renfrewshire area:

- Implementation of the proposed Glasgow Airport Rail Link to assist in addressing rail capacity constraints between Glasgow and Paisley, with knock-on effects to services to Ayrshire and Inverclyde.
- A timetable recast and the commissioning of additional infrastructure to provide enhanced capacity on the Glasgow / Paisley / Ayrshire route which may impact upon services throughout Renfrewshire.
- Requirement to identify options to address capacity problems at peak times between Glasgow and Paisley and beyond (at least as far as Johnstone).

### 3.5.6 Summary

This section has outlined the existing transport provision in the study area, and has provided a review of key issues. Key issues relating to transport can be summarised as follows

- High volume of traffic on the M8 (particularly junctions 26 to 29) resulting in congestion and unreliable journey times;
- High volume of traffic on the A737 linking north Ayrshire to the M8;
- Parking demand at rail stations exceeding formal parking provision;
- Insufficient capacity of rail services at peak times;
- Lack of a fully integrated and continuous walking and cycling network and associated safety implications; and
- Lack of formal, integrated public transport interchange facilities.

## 3.6

### Safety

Renfrewshire Council recognise that safety for all travellers is vitally important and is a key component of social inclusion.

In terms of public transport, key safety issues can be related to the lack of a fully integrated transport system, with safe and secure interchange facilities. Opportunities to address this may

include provision of enhanced interchange facilities and improved linkage between modes of transport.

In terms of walking and cycling routes, key safety issues can largely be related to the lack of a fully integrated and continuous network. Opportunities to address this difficulty may include improving motorists' awareness of walking and cycling routes, providing dedicated walking and cycling routes which are clearly signed and completing the "missing links".

Of significance is the number of casualties occurring on trunk roads such as the M8, A737 and associated slip roads. Indeed, whilst the numbers of casualties on Council roads show an encouraging fall as against the 1994-98 average, the casualties on trunk roads (2000 - 2004 average) show a rise of 39% in comparison to the 1994-98 average. This is associated with a trend of increasing 'slight casualties' on the trunk roads. It is clear that most casualties on Council roads occur in urban areas. The following table sets out casualties on Renfrewshire roads by road type for the last 5 years.

**Table 3.8 – Casualties on Renfrewshire Roads (All Severities)**

	Trunk Roads	Rural Roads	Urban Roads	Total Council Roads	Total All Roads
1994 - 1998 Average	85	149	523	673	758
2000	142	80	424	504	646
2001	93	112	398	510	603
2002	118	100	419	519	637
2003	112	94	488	582	694
2004	123	93	422	515	638
2000 - 2004 Average	118	96	430	526	644
% Change between the 94-98 and 2000-04 averages	+39%	-36%	-18%	-22%	-15%

Source: Renfrewshire LTS, 2006

Speed is a contributory factor both in the number and severity of accidents. The LTS recognises the requirement for speed reduction to continue to be a key objective in the road safety strategy.

### 3.6.1

#### *Road Safety Strategy*

Renfrewshire's LTS outlines a commitment to safety: *"The Council will continue to target accident reduction through education and awareness raising for drivers and pedestrians, introduce engineering measures to reduce risk and support Police enforcement with particular emphasis on achieving compliance with speed limits."*

Renfrewshire Council have developed a Road Safety Strategy which outlines measures to encourage behavioural change amongst adults. The Strategy has been developed following ongoing analysis of casualty levels across the Council area and input from national analysis.

The Community Road Safety Initiative has been introduced to twenty communities across Renfrewshire to encourage drivers to consider speed within residential areas.

Renfrewshire Council's Road Safety Unit also continues to work with schools to raise awareness amongst children of the need to cross roads with care and attention and follow the Highway Code whilst riding bicycles. Renfrewshire Council continues to support the use of the STREETSENSE resource and the Junior Road Safety Officer scheme in primary schools and the use of specific theatrical plays to put the message across in secondary schools.

The Council continues to support National and Regional Road Safety campaigns covering all aspects of road safety and is a member of the West of Scotland Road Safety Forum.

## 3.7

### **Summary**

This Chapter has provided a review of the existing and potential problems, issues and constraints facing the study area.

Current problems are:

- Low levels of car ownership in some settlements and associated reliance on alternative modes of transport;
- Areas of deprivation across Renfrewshire with associated social exclusion implications;
- High volume and speed of traffic on the highway network;
- Rapid deterioration of capacity on the A737 trunk road and increased congestion on the M8;
- Overcrowding on rail services;
- “Missing links” on sections of walk and cycle routes; and
- Increasing levels of casualties on trunk roads.

Future problems can be summarised as follows:

- Rising levels of road based traffic and associated potential increase in levels of congestion and negative impact on road casualty targets; and
- Growth of future employment and development across Renfrewshire and associated implications on the highway network.

In addition, the following potential opportunities have been identified:

- Identification of various locations for improving economic performance across the area.
- The Glasgow Airport Rail Link which would improve rail track capacity and which in turn could be used to improve services west of Paisley.
- Potential for provision of enhanced interchange facilities and improved linkages between modes of transport.
- Potential to raise motorists’ awareness of walking and cycling routes.
- Potential to provide dedicated walking and cycling routes which are clearly signed and which complete “missing links”.

The following Chapter will summarise the results of the consultation process.



# Consultation

A large rectangular area divided into two sections. The left section is ruled with horizontal lines, and the right section is a solid grey block. The entire area is tilted slightly downwards from left to right.

# 4 Consultation

## 4.1 Introduction

Scotland's Transport Future: Guidance on Local Transport Strategies (Scottish Executive, February 2005) outlines:

*"Local authorities will need to actively involve a wide range of people in the development and implementation of their strategy, including: local people and communities, children and young people, businesses and business groups, transport operators, health and education providers, the enterprise networks, relevant representative bodies and user groups and the emergency services... Local transport strategies need to fit within a local authority's community plan and it may be appropriate to use community planning mechanisms (such as citizens' panels or forums) as a vehicle for consultation... Public involvement in a genuinely inclusive approach to the development of strategies will be vital if authorities are going to achieve the widespread support necessary to implement any difficult and potentially contentious measures. Moreover, local people will have knowledge and insight about existing problems that may be helpful in formulating strategies."*

The development of Renfrewshire Council's LTS has been informed by a wide-ranging and inclusive public consultation approach, which can be classified into the following four strands:

- Citizen Panel Survey;
- LTS Questionnaire to Renfrewshire households, Council employees and Youth Forum;
- Discussion Forum Sessions with interest groups, business and public representatives; and
- Meetings with internal and external key partners.

The following sections discuss the above consultation approaches in more detail, and present a summary of results.

## 4.2 Citizens' Panel Survey

The first step in the consultation process involved undertaking a review of results from the Renfrewshire Citizen's Panel Survey in order to establish local residents' views on the main successes or failures with regards to transport provision in Renfrewshire. The Citizen Panel Survey is conducted on an annual basis, which allows for a comparison of results from previous years and, in turn, enables the Council to assess its performance and adjust its approach and policies accordingly.

The Citizens Panel is formulated from over 1,000 Renfrewshire residents being interviewed on a regular basis and asked their views on how Council services are provided. The main results from the survey are outlined within the LTS and are presented below.

- Results suggest that there has been a slight improvement in residents' views on the Council's work in repairing roads and footpaths. For example, in 2004, 71% expressed dissatisfaction with repairs to roads and footpaths, but in 2005 the comparable figure had decreased 66%.
- Improved roads maintenance (47%) was seen as the most important measure to improve road safety, followed by lower speed limits (42%), and traffic calming measures (34%).
- 61% considered that speeding was the biggest contributing factor to road crashes with 39% and 36% indicating aggression and drink driving were also factors. Fewer than previously indicated that they thought enforcement, speed cameras, speed bumps or speed cameras (hidden) would influence or change driver behaviour.
- 62% were satisfied with lighting (up from 59%) and more people were satisfied with the condition of the roads.

The transportation input to the Citizens' Panel in recent years has not included questions specifically relating to walking, cycling and public transport. However, Renfrewshire Council intend to include questions on these modes from 2007 onwards.

### 4.3

#### LTS Questionnaire

An LTS questionnaire was developed in order to investigate views on transport and establish which issues Renfrewshire Council should look to address in the LTS. The questionnaire was distributed in three different ways, as outlined below.

- Firstly, the questionnaire was sent to every household in Renfrewshire as an insert in the Renfrewshire magazine. This insert comprised a 4-page article highlighting the achievements of the previous LTS document and sought the opinion of residents on transportation issues.
- Secondly, the questionnaire was distributed to Renfrewshire Council staff via e-mail.
- Thirdly, a slightly modified questionnaire was issued to senior school pupils at the discussion forum sessions.

Table 4.1 outlines the number of questionnaires distributed along with the total number of responses received.

**Table 4.1: Questionnaire Distribution and Response Rate**

	Number distributed	Responses received	% Responses received
<b>Households</b>	70,000	189	25.3%
<b>Council employees</b>	10,000	527	70.7%
<b>School pupils</b>	30	30	4.0%
<b>TOTAL</b>	<b>80,030</b>	<b>746</b>	<b>100.00%</b>

Despite the overall low levels of responses received through the questionnaire exercise (in comparative terms to the number distributed), it is acknowledged that postcode analysis of those questionnaires returned revealed that the results would be generally representative of Renfrewshire as a whole, as the questionnaire was completed by the majority of postcode sectors in Renfrewshire. A summary of the main results from the questionnaire is outlined within the LTS and presented below.

#### Car Based Travel / Road Network

- Over 72% of respondents disagreed with the statement that Renfrewshire's roads were improving.
- Over 79% of respondents agreed that traffic congestion was a serious issue. Roundabouts at the M8/A8 Junction leading to Braehead shopping centre were noted as the key congestion bottlenecks during peak hours. A complaint was also raised that buses cause tailbacks by remaining in the centre of the road rather than driving into designated bus stops.
- With regard to parking, 43% of respondent agreed that they could usually find a parking space in Paisley. The lack of long stay free parking was frequently mentioned, whilst there was little comment on pay and display parking other than complaints regarding the price.
- 74% thought that noise and air pollution by traffic is an issue that needs to be addressed.
- A number of more site-specific complaints about potholes etc were noted.

#### Walking and Cycling

- Almost 69% would walk or cycle more if there were better facilities.
- Only 20% agreed that footways are improving for all users, including those with disabilities.
- More than half of respondents disagreed with the statement that Renfrewshire footways were improving for all users including those with disabilities.

- Results suggest that more people (68% of adult respondents and 77% pupils) would walk or cycle if there were better facilities. Concerns were raised about traffic calming techniques not taking cyclists into account.

#### Public Transport

- Only 30% agreed that investment in public transport should be prioritised over investment in roads however, 48% agreed that priority should be given to public transport, cycling and walking even where general traffic would be inconvenienced.
- 48% agreed that public transport provision in the day time was sufficient however only 11% agreed that evening public transport services were sufficient (64% disagreed). Issues were also raised about the difficulties obtaining bus timetables, the safety of bus stop locations at night and the infrequency of bus services. 63% of respondents agreed that they were within a 5-minute walk of a bus stop.
- When asked about attributes that might encourage the use of public transport, reliability was considered by all groups to be important, and price and punctuality were also considered key factors.
- In terms of the transport hierarchy, approximately 40% agreed that public transport should be prioritised over roads investment, whereas another 40% disagreed. Issues with reliability, frequency and cleanliness were among the comments made about public transport.

#### Behavioural Issues

- 60% of respondents agreed that they slow down to 20mph within residential areas.

In addition, the responses to the specific questions for school pupils revealed the following:

- 50% of pupils said that they felt safe in using public transport, with 27% disagreeing. Comments about lack of bus services out-with peak hours and at weekends mirrored adult user comments.
- 70% of pupil agreed that cycle helmets should be worn while cycling. Only 6% disagreed.
- It was generally acknowledged by pupils that young drivers (17-25) are more at risk of being involved in an accident. For example, 47% agreed with this statement, whilst 36% did not know and 17% disagreed.

The questionnaire was also used to establish more quantitative information, including car ownership and travel to work data. Specific results were as follows:

- 79% of householders have access to a car, whilst 91% of Council employees responding to the questionnaire have access to a car. The Scottish average is 66% (2001 census).
- The most popular mode of travel to work for both householders (43%) and Council employees (68%) was car. Public transport (21% and 17% respectively) was the next most common mode, followed by walking (9% and 11%) and cycling (5% and 3%).

The above results suggest that questionnaire respondents may be skewed slightly towards car owners as 2001 census data suggests that car ownership in Renfrewshire is marginally lower than the Scottish average with 64% of households in the area having access to one or more cars.

Travel-to-work census data suggests that on average 52% of Renfrewshire's population commute by car, 22% by public transport, 9% on foot and 1% by bicycle, which is broadly in line with the questionnaire results.

## 4.4

### **Discussion Forum Sessions**

Following on from the review of questionnaire results, a more qualitative approach to consultation was provided through discussion forums set up specifically to discuss the LTS. Invites were sent to a range of organisations including:

- Local authorities;
- Other Council departments;

- Public bodies;
- Public transport operators;
- Interest groups;
- Business representatives;
- Action groups;
- Community representatives;
- Tenant groups;
- Housing representatives;
- Representatives from the Community Planning sector; and
- Senior pupils from Renfrewshire Secondary schools

The approach to the consultation sought to ensure that the views of a wide range of groups, each with different perspectives on transport issues, were captured. Three forum sessions were set up, and attended by almost 40 representatives.

Each session was initiated with a presentation from Renfrewshire Council's Planning and Transport Department providing background information on the LTS process. Following this, a brainstorming session was undertaken to investigate the key transport issues that the LTS should look to address. The five key national objectives (economic growth, social inclusion and accessibility, environmental protection, safety, and integration) were used as the basis for the discussions. At the end of the session, attendees voted on which issues they considered to be priority.

Morning session attendees included officers from neighbouring local authorities. During this session various cross boundary issues were discussed. The afternoon session hosted representatives from public transport providers and other transport related fields. A differing slant was put on some of the issues previously raised, as these representatives could justify the current problems and discuss their focus for the future whilst ensuring that this fits within the new LTS. During the evening forum session, issues such as better public transport and improved road condition were common points raised. The evening attendees consisted of representatives from community councils, housing groups and interest groups.

One of the main benefits of holding a combined meeting to discuss transport issues, involving such a diverse range of organisations, is that this has allowed for the cross fertilisation of ideas and debate. Involving the range of groups outlined above has afforded the opportunity to think 'outside the box', which in turn has enabled the offering of innovative options and strategies which may not have been considered otherwise. A summary of the main points raised during the discussion forums, as outlined within the LTS, is set out by theme in Table 4.2 on the following page.

**Table 4.2: Summary of Issues from Discussion Forums**

Government Objective	Comments
<b>Economy</b>	<p><u>Car Based Travel / Road Network</u></p> <ul style="list-style-type: none"> <li>■ Driver information</li> <li>■ Access – trunk road – to airport</li> <li>■ Appropriate traffic management</li> <li>■ Car park security</li> <li>■ Limited &amp; expensive parking</li> <li>■ Impact of large development on existing road system</li> <li>■ Renfrew very limited parking</li> </ul> <p><u>Taxis</u></p> <ul style="list-style-type: none"> <li>■ Too few taxis with wheelchair access - taxi bookings are difficult</li> </ul> <p><u>Walking and Cycling</u></p> <ul style="list-style-type: none"> <li>■ Dedicated on-road cycle routes</li> <li>■ Cycle/walk facilities</li> </ul> <p><u>Public Transport</u></p> <ul style="list-style-type: none"> <li>■ Lack of buses out with working hours</li> <li>■ Security for bus services</li> <li>■ Too many bus providers</li> <li>■ More kneeling buses</li> <li>■ Integration of public transport routes</li> <li>■ Investment in bus travel</li> <li>■ Park &amp; ride</li> </ul> <p><u>Dial-A-Bus</u></p> <ul style="list-style-type: none"> <li>■ Dial a bus has limited cover</li> <li>■ Dial a bus driver training</li> </ul> <p><u>Behavioural</u></p> <ul style="list-style-type: none"> <li>■ Council/workforce travel plan</li> <li>■ Car shares</li> </ul> <p><u>Other</u></p> <ul style="list-style-type: none"> <li>■ Managing assets – infrastructure important</li> <li>■ Protection of smaller retail centres</li> <li>■ Linkages from villages &amp; workplace</li> <li>■ Development control</li> </ul>

<b>Social inclusion</b>	<p><u>Car Based Travel / Road Network</u></p> <ul style="list-style-type: none"> <li>■ Adjustment to speed limits</li> </ul> <p><u>Walking and Cycling</u></p> <ul style="list-style-type: none"> <li>■ Security on cycle paths</li> <li>■ Remove underpasses – for improved safe crossing</li> <li>■ Walking and cycling access between bus stations &amp; train stations</li> <li>■ Information on bus connections linking with walking and cycling routes</li> </ul> <p><u>Public Transport</u></p> <ul style="list-style-type: none"> <li>■ Affordable, safe, reliable public transport</li> <li>■ 16-18 yr olds – discount travel</li> <li>■ Transport partnerships – involving health boards</li> <li>■ Improved ticketing of buses (pre-bought)</li> <li>■ Financing of bus services</li> <li>■ Quality bus partnerships</li> <li>■ 24hr buses</li> <li>■ Reduction of bus services – tendering partnerships</li> <li>■ Security, information at bus stop</li> <li>■ Transport information</li> </ul> <p><u>Other</u></p> <ul style="list-style-type: none"> <li>■ Effective links with other strategies</li> <li>■ Identify health board’s transport requirements</li> <li>■ Access to road maintenance/strategy data for rural residents</li> <li>■ Accessibility to parking, buses, kerbs, taxis and Asda Phoenix an issue</li> <li>■ Access to health centres</li> <li>■ Accessibility of shops</li> </ul>
<b>Environment</b>	<p><u>Car Based Travel / Road Network</u></p> <ul style="list-style-type: none"> <li>■ Parking advantage for electric/hybrid vehicles</li> </ul> <p><u>Public Transport</u></p> <ul style="list-style-type: none"> <li>■ Travel information</li> <li>■ Green fuel for fleet vehicles</li> <li>■ Low carbon fuels</li> <li>■ Carbon off sets</li> <li>■ Bus first LRT later</li> <li>■ Tighter national standards for vehicles</li> <li>■ Older less well maintained buses often win contracts</li> <li>■ Local authority contracted vehicles tighter checks before award</li> <li>■ Bus layover / excess stopping controls</li> <li>■ Traffic commissioners powers</li> <li>■ Cross boundary co-operation</li> <li>■ Improve bus image to increase modal shift</li> <li>■ Bus quality partnerships</li> </ul> <p><u>Other</u></p> <ul style="list-style-type: none"> <li>■ LTS put before local planning</li> <li>■ Home working</li> </ul>

<b>Integration</b>	<p><u>Walking and Cycling</u></p> <ul style="list-style-type: none"> <li>■ Adequate segregation of cycle routes from motorised transport</li> </ul> <p><u>Public Transport</u></p> <ul style="list-style-type: none"> <li>■ Links to medical facilities (RAH)</li> <li>■ Rail congestion into Glasgow poor timekeeping – Regional Transport Strategy</li> <li>■ Poor transport links to Erskine</li> <li>■ Airport bus link – poor luggage capacity</li> <li>■ Bicycle facility on trains</li> <li>■ Rail based park and ride</li> <li>■ Bus based park and ride</li> <li>■ Inter authority co-operation</li> <li>■ Travel information (with RTS)</li> <li>■ Location of bus stops</li> <li>■ Public transport interchanges (bus stations)</li> <li>■ Links between bus and rail</li> </ul>
<b>Safety</b>	<p><u>Car Based Travel / Road Network</u></p> <ul style="list-style-type: none"> <li>■ Improved safety on roads &amp; paths to schools</li> <li>■ Speed bumps</li> <li>■ Education programmes within residential 20mph zones</li> <li>■ Traffic monitoring – speeds</li> <li>■ Promotion of young driver education/awareness</li> <li>■ Driver training in general</li> <li>■ Signs obscured by trees</li> <li>■ Adoption of roads and pavements improved ID who is responsible after accident</li> <li>■ Urban fringe – young drivers</li> <li>■ Road hazards – poor junctions/road layout</li> </ul> <p><u>Taxis</u></p> <ul style="list-style-type: none"> <li>■ Enhanced disclosure checks on all taxi drivers</li> </ul> <p><u>Walking and Cycling</u></p> <ul style="list-style-type: none"> <li>■ Adult cycle training</li> <li>■ Speed limits on cycle paths</li> </ul> <p><u>Public Transport</u></p> <ul style="list-style-type: none"> <li>■ Police regulating bus services</li> <li>■ Locality studies of street lighting</li> <li>■ Enhanced disclosure checks on all bus drivers</li> <li>■ Assault screens/CCTV on buses funded through partnerships</li> </ul>

#### 4.5

##### **Meetings with internal and external key partners**

Further consultation took place over three meetings with officers from other Council Departments to ensure that the LTS fits within the Council's Community Plan (see Chapter Two). Groups that met included:

- A Community Regeneration Fund Oversight Group;
- A Health & Social Care (Health Improvement) Group; and
- A Learning & Work Group.

One of the main benefits of the 'community planning' meetings is that they recognise the wider community benefits that an improved transport system can provide. For example, the meeting with the Community Regeneration Group will have recognised the important role that transport plays in the lives of socially deprived or excluded groups such as the unemployed for example. Likewise, the importance of providing an accessible transport system to enable good links to



health services will have been highlighted during the meeting involving the Health Improvement Group. Furthermore, the Learning and Working Group will have been useful in identifying transport barriers to access to learning and education opportunities. The main points from these community planning meetings are highlighted in Table 4.3 below:

**Table 4.3: Key Issues Raised during Community Planning Meetings**

Issues	Solutions
Taxi card scheme (registered disabled)	Licensing criteria SWD – register special need HSG tenants
Transport Infrastructure (affected by developers)	Improve local consultation Establish mechanism contact centre Proper integrated planning of developments
Bus Service at off peak times Integrated public transport timetable	Quality bus partnerships need to be established
LTS progress review	Framework for engaging and communicating with communities/ community portal
Establish footpath register/ condition	Corporate co-ordination resources identified
NHS A&C/ GGHB access to service	Planned/ bus services to new health services
Dial-a-bus /council transport	Improved service
Visually impaired / Paisley town centre	Surfaces that visually impaired confidently walk on
Surfaces to access taxi ranks	Even surfaces
Park and Ride	Increase free provision
Encourage travel plans across all employment sectors	Set targets for companies/ industry in Renfrewshire (include council/partners)
Suitable vehicles for Airport Transfer	Bigger buses
1 <sup>st</sup> April, over 60's to all buses	Plan for increased capacity
Proposed Airport Link update on position of rail link route etc. timescales	
Development	Forward planning/ issues that impact on local developments (small & larger) New developments should consider all modes of travel + facilities for them, cycles etc.
Access to town centre/ pedestrian barrier to access	Take away pedestrian area in high street, Paisley. Review the social/economic balance Lighting needs improved.
Parking availability and costs	Free parking strategy, increasing free parking, costing, weekend free parking
Public Transportation Information	Needs to be good, up to date and readily available for all Back of bus tickets, screen at bus stops, new bus station, websites.
Ability of Council to influence bus companies	Bus Quality Partnerships
Access to leisure facilities	Cycle route to leisure, Improved availability, more central, good lighting and safe. The routes need to link well with other local authority route and boundaries.
Traffic reduction	Aim to get public transport right, and then push for a reduction in car use. Incentives for eco friendly travel, loyalty cards, discounts for leisure facilities, vouchers towards maintenance of buses + equipment
Provision of facilities to park and secure	Bike safely, CCTV of areas where bikes are
Empty buses	More attention to use of buses/ economics. Match demand to vehicle fleet i.e. big buses at peak times + small buses in Evening etc.

	Linked integrated services would improve service provision.
Community safety	20's plenty could be rolled out further
Travel planning	More travel plan type arrangements should be undertaken within businesses. Car shares within businesses + local areas promoted

In addition, meetings and working groups were set up to explore issues further and facilitate the development of transportation policies that would complement other policies and strategies. Working groups included:

- An intra-departmental working group comprising Roads, Planning and Economic Development staff. This group discussed and progressed the intertwined links between the professions and developed complementary policies.
- An intra-departmental group comprising a representative from each Council department. This group explored how all departmental strategies could work together and deliver best service to the customers,
- An officer/member working group, who oversaw the development of the transportation strategy.

A summary of the main issues raised during these internal working group meetings is provided in Table 4.4.

**Table 4.4: Summary of findings from Working Group Meetings**

- Energy and fuel crisis has not had enough emphasis.
- LTS is a five year plan with a 20 year vision.
- Awareness raising is a crucial issue in any strategy.
- UK Sustainable Development Strategy published March 05.
- Under the heading Environment should be "reducing carbon emissions".
- Local Agenda 21 strategy still valid.
- Can we change to green vehicles?
- Often strategies are put in a drawer and forgotten about.
- A lot of measures are now under the Community Plan which were possibly within LA21.
- Strategy for finance is within budget which outlines and co-ordinates funding.
- Good funding available for Transportation.
- Better environmental results increases costs.
- Local purchasing of food stuffs/goods reduces vehicle miles in turn reduces harmful Carbon Dioxide (CO<sub>2</sub>) emissions.
- Movement of goods remains a big issue.
- Price Waterhouse & Cooper worked with Council Departments in producing a Carbon Management Action Plan that aims at a 20% reduction in Carbon emissions over 8 years. However there is not enough pressure and support from high levels within the Council.
- Realistic targets should be set, monitoring and reporting is key to LTS development.
- Improvements such as those that can be reported back to the public are often successful as these are things that people value.
- Cross Departmental working is needed if simple improvements are to be made and money to be saved.
- Transportation is tied into almost everything.
- Social Services is closing 5 residential homes and rebuilding 3, transport arrangements have not been made and are already causing some confusion.
- Improved public transport information is required to a standard experienced elsewhere in Europe.
- Quality Bus Partnerships would encourage and maintain clean high standard buses.
- Strathclyde Passenger Transport deals with public transport however one area at a time is dealt with. Renfrewshire has to date been missed out.
- Tablets at bus stops have been provided however all 19 bus companies within Renfrewshire don't put information on them plus SPT don't have control.

- Paisley is missing a bus station.
- Think Global, Act Local.
- Rail Management is being taken up at a National level by April 2006.

## 4.6

### Summary

A number of techniques, ranging from citizen panel surveys and questionnaires to discussion forums and meetings have been used throughout the consultation process to capture the views of key stakeholders in Renfrewshire on the problems and issues facing transportation within the region.

From the public consultation the key issues identified to be taken forward can be summarised as follows.

- Congestion on the M8 and A737 is a serious issue which impacts on accessibility to the airport and local businesses.
- Traffic growth is increasing congestion in urban centres.
- Bus based public transport is of variable quality and evening service levels are poor in many areas.
- Rail services are overcrowded at peak times.
- The condition of roads and footpaths is a serious concern.
- Action is required on road safety to further improve on the excellent performance to date.
- Traffic noise and air pollution is a concern to a large proportion of the population.

It is considered that the consultation undertaken by Renfrewshire Council to inform the LTS is robust and inclusive and complies with the guidelines set by the Scottish Executive.

# Option Development and Sifting



# 5 Option Development and Sifting

## 5.1 Introduction

Following the review of planning policy; identification of problems and opportunities; and detailed consultation with key stakeholders, Renfrewshire Council developed a long list of potential options for inclusion within the LTS. This list was then categorised into those options which were strategic in nature and could be applied to the whole of the Renfrewshire Council area, as well as options which could be applied at a more local level. Consideration was also given to those options which could be grouped into scenarios and those options which could be discarded.

This Chapter will discuss and define the options generated and considered for the appraisal process and will provide a summary of those options which will be taken forward to STAG 1 appraisal.

## 5.2 Overview of Option Development and Sifting Process

The option development and sifting process has involved a number of key stages, which can be summarised as follows:

- Review of previous LTS to identify strengths and weaknesses and progress towards targets.
- Large consultation exercise to identify key issues and opportunities.
- Issues and opportunities from consultation reviewed in terms of technical input.
- Officer Member Working Groups formed to distil key issues and solutions spatially and strategically for the purposes of the LTS.
- Awareness of “Yellow Book” Action Plan process running in parallel with the LTS.
- Regular Board Meetings throughout the process.

An overview of this process is outlined below and details of options considered and retained / discarded are provided within Section 5.3.

### 5.2.1

#### *Review of Previous LTS*

The option development and sifting process began with a review of the Renfrewshire LTS published in 2000 to identify strengths and weaknesses and to monitor progress towards the targets set within the LTS. This review was undertaken by the Planning and Transport team within Renfrewshire Council and identified the following key trends:

- Accident statistics are on target.
- Traffic levels are continuing to rise across the local authority area, with particular problems on the A77 and M8.
- Demand management is required to reduce traffic growth.
- Average traffic speeds on the Renfrewshire road network are not reducing.
- Obtaining third party public transport statistics was proving difficult.
- Over 60% of Renfrewshire employees reside within Renfrewshire.
- Glasgow International Airport is a major employer and a major trip destination.
- United Distillers are important exporters and require good links to the motorway network.
- Braehead is a major source of employment and retail / leisure activity.
- Upgrading of the M8 motorway, together with shifts in travel behaviour, were identified as key requirements of a future strategy.
- There are many short car trips made through the Clyde Tunnel but there are few public transport services on this route to encourage modal shift.

A status report was presented to the Renfrewshire Council Committee, outlining key issues and progress towards achieving targets, arising from the review of the Renfrewshire LTS 2000. A copy of this report is provided within Appendix B.

#### 5.2.2 *Public Consultation*

The development of Renfrewshire Council's LTS has been informed by a wide-ranging and inclusive public consultation approach, which can be classified into the following four strands:

- Citizen Panel Survey;
- LTS Questionnaire to Renfrewshire households, Council employees and Youth Forum;
- Discussion Forum Sessions with interest groups, business and public representatives; and
- Meetings with internal and external key partners.

Further details relating to the public consultation process can be found within Chapter Four. The consultation exercise formed a vital component of the LTS process and provided a useful mechanism for the identification of perceived problems and opportunities.

#### 5.2.3 *Technical Input*

As outlined within Chapter Four, the consultation process identified a large number of perceived problems and opportunities. The issues raised within the consultation process were carefully reviewed by Renfrewshire Council's Planning and Transport team in terms of technical feasibility. At this stage options which were clearly not feasible in technical terms were ruled out, for example the option to provide a rail link to Renfrew. Details of the options which have been selected and rejected are provided within Section 5.3 below.

#### 5.2.4 *Officer Member Working Group Review*

Preferred options taken forward following the technical review were subject to a detailed review by Renfrewshire Council's Officer Member Working Group. This review involved consideration of each perceived problem and solution, and issues were sifted both spatially and strategically.

Three meetings of this group were held in order to obtain political support/approval of policies during the LTS development process. These meetings were held between November 2005 and March 2006. In addition, a presentation was undertaken with the Community Planning Chief Officer/Councillor Group in November 2005 to obtain their views on the evolving LTS.

Details of the options which have been selected and rejected are provided within Section 5.3 below.

#### 5.2.5 *Yellow Book Action Plan*

The Yellow Book Action Plan sets out proposals for Paisley Town Centre and has been developed in parallel with Renfrewshire's LTS. As such, an in-house review of perceived problems and solutions for inclusion within the LTS was undertaken to ensure a parallel approach to both the Action Plan and the LTS.

Work on the Action Plan has involved detailed consultation with stakeholders including the Renfrewshire Chamber of Commerce, Paisley University and local businesses. Through this consultation it was identified that the retail position of Paisley could not be retained. As such, options for town centre expansion were ruled out.

The recommendations and findings of the Yellow Book Action Plan have filtered into the LTS. For example, spatial areas and problems have been tied in to transport proposals and existing and forecast projections for each spatial area.

Table 5.1, below, outlines the key dates in the option generation and sifting process.

#### **Table 5.1 – Key Activities and Dates in Option Generation and Sifting Process**

Activity	Stakeholders Involved	Date
Review of 2000 LTS	Renfrewshire Council Planning and Transport Department	Late 2004 / Early 2005
Consultation process initiated	Citizen's Panel, households, Council employees, youth forum, interest groups, business and public representatives, internal and external key partners	April 2005
Board meetings to pull consultation results together and review in terms of technical feasibility	Renfrewshire Council Board Members	04 October 2005
		26 October 2005
		09 November 2005
		23 November 2005
Brainstorming session – broad discussions prior to Member Officer meetings	Renfrewshire Council Planning and Transport Department	10 January 2006
Member Officers meetings – to discuss, and gain a steer for, the evolving LTS	Renfrewshire Council Member Officers, Planning and Transport Department	November 2005
		12 January 2006
		01 February 2006
		02 March 2006
		14 March 2006
31 March 2006		
Community Planning Chief Officer/Councillor Group – to obtain views on evolving LTS	Renfrewshire Council Community Planning Chief Officer/Councillor Group, Planning and Transport Department	November 2005
Yellow Book Action Plan	Renfrewshire Council + Paisley Vision	Spring 2006
Meetings to finalise LTS text	Renfrewshire Council Planning and Transport Department	12 – 16 June 2006
Final Member Officers Meeting	Renfrewshire Council Member Officers. Planning and Transport Department	18 July 2006
Board meeting to discuss draft LTS	Renfrewshire Council Board Members	08 August 2006

Table 5.1 highlights the processes undertaken in developing the Renfrewshire LTS. It illustrates a time-line of development, from an initial long list of options (identified during the consultation process) to option refinement (achieved through board meetings, member officer meetings etc), to the creation of draft scenarios. The draft scenarios are considered in further detail in Section 53, below.

### 5.3

#### Summary of Options

A number of options were identified during the option generation process. Within this process draft scenarios were developed, and a summary of these is provided below.

#### 5.3.1

##### *Do Minimum*

This option includes do-minimum measures across Renfrewshire including minimum investment in many different schemes; essential maintenance works; and long term approach to hearts and minds. The do minimum includes improved road markings, signage, walking and cycling improvements, with the introduction of company travel plans, and local travel awareness schemes.

**This option was included within the STAG 1 appraisal in order to provide a reference case.**

### 5.3.2

#### *Sustainable Transport Measures*

##### ■ Rail Link to Erskine and Bridge of Weir

The requirement for a rail link from Paisley to Erskine and Bridge of Weir was raised during the consultation process. It was considered that the construction of a rail link to Erskine and Bridge of Weir would present technical difficulties in terms of implementation, and would incur a negative benefit - cost ratio. This option would also be expensive to implement and operate.

**Following a review of consultation results, and feedback from the various working groups, this option was not taken forward for inclusion within the LTS and not subject to further appraisal at STAG 1.**

##### ■ Improvements to Bus Services

The requirement for improved bus service provision across the Renfrewshire area was a key outcome of the consultation process. The consultations identified a number of issues relating to bus security; linkages from villages to workplaces; requirement for enhanced evening services; vehicle accessibility; ticketing; requirement for improved access to healthcare; integration with other modes of transport; information provision; frequency of services; and requirement for enhanced interchange opportunities. As a result, Renfrewshire Council is becoming increasingly aware of the requirement to manage the bus industry and address network coverage and quality.

Improvements to existing bus services could assist in achieving modal shift. Options for improvement have included consideration of the following:

##### - Revised bus fares

This short-term option would involve revising bus fare structures to make travel by bus more attractive when compared to the cost associated with travelling by private car. However, there are legislative and financial constraints to this option, making it currently unfeasible.

##### - Increased bus route frequency

This short-term option would involve persuading bus companies to increase frequency of bus services along the key transport corridors within Renfrewshire. If accompanied by consistent measures to support bus travel along the whole length of key corridors, the additional patronage may offset costs.

##### - Increased bus route coverage

As an alternative to increased frequency, the coverage of the bus routes could be increased. Within the urban centres of Paisley, Renfrew and Johnstone, bus route coverage is reasonably dense and there are limited options to improve bus route coverage. However, there is scope to increase bus route coverage to rural areas and to major employment and health care facilities.

##### - Comprehensive Quality Bus Corridor Treatment

This medium-term option would involve the implementation of bus priority schemes, with associated infrastructure on key routes within Renfrewshire. This would typically include measures to improve bus timetable reliability, improved bus stop infrastructure, information provision, and modern low-floored buses. Traffic engineering measures, at detail design stage, may take the form of providing priority to buses on the approaches to junctions on key corridors. This could be supplemented by implementation of non-intrusive bus priority measures, in the form of Selected Vehicle Detection (SVD). SVD enables buses to be detected on approach to traffic signals and allows traffic signals to give buses priority at junctions. This option would provide bus priority with minimal impact of other vehicular traffic. This option would improve journey time and reliability for buses, but works best on routes with many traffic signals.



- Creation of bus partnerships or regulation of certain routes

This short to medium-term option would involve the creation of partnerships amongst bus operators within the Renfrewshire Council area, or the regulation of certain routes. This would have the benefit of bringing together partners who are like minded and committed to improvements to the quality of bus services in Renfrewshire. This option would involve a commitment from all parties to ensure there is consistency in the level of services provided, and would assist in ensuring that service improvements continue to be delivered.

**Following a review of consultation results, and feedback from the various working groups, it was considered that revised bus fares be rejected as a measure, as there are legislative and financial barriers to its implementation.**

**It was also considered that the options for increased route frequency and route coverage be combined into a package of measures, as they are both complementary and have similar attributes and impacts. This option is therefore included as a STAG 1 option.**

**Feedback from the consultation process and the working groups also considered that the option for comprehensive quality bus corridor treatment and creation of bus partnerships or regulation of certain routes be included within a STAG 1 option.**

#### ■ Improved Rail Services

In line with the above, it is anticipated that improvements to existing rail services could assist in achieving modal shift. The results of the consultation process highlighted a general consensus that rail network coverage is adequate, but there are difficulties associated with peak period congestion on commuter services. In addition, it was identified that enhanced interchange opportunities; timetable and fare information; and integration between modes and services would be beneficial.

**Following a review of consultation results, and feedback from the various working groups, it was recommended that a package of rail transport measures be taken forward within the LTS and subject to further appraisal at STAG 1.**

#### ■ Behavioural Change / Demand Management

The requirement for behavioural change and demand management in relation to car travel was identified during the consultation process, as a means to reduce traffic levels on the road network, and associated traffic speeds and the occurrence of accidents. The review of the progress of the 2000 LTS towards meeting targets also identified a requirement for behavioural changes and demand management.

This option would involve the promotion of company travel plans which may include a package of the following measures:

- Flexi-hours;
- Promotion of sustainable modes of transport;
- Development location, mix and density;
- Development parking standards;
- Telecommuting through broadband and use of remote tele-cottages;
- Travel awareness initiatives; and
- Travel blending initiatives.

It is considered that a package of these measures could be relatively straightforward to implement in the short term, but would require a commitment to monitoring and support for companies. These measures will seek to encourage modal shift and reduce growth in traffic.

The programme should be supported by a targeted travel awareness campaign, specifically for trips that could be more conveniently undertaken by sustainable modes.

**Following a review of consultation results, and feedback from the various working groups it was recommended that behavioural change/demand management measures be taken forward within the LTS and subject to further appraisal at STAG 1.**

- Rail Link to Renfrew

The requirement for a rail link from Glasgow to Renfrew via Paisley was raised during the consultation process. This option would provide a link between Renfrew and the key employment and service centres of Glasgow and Paisley. This option could also incorporate park and ride, and be developed as a bus/rail/taxi transport interchange. However, this option would be difficult to implement due to the location of residential development on the outskirts of Renfrew and the associated difficulties of constructing a railway line to Renfrew Town Centre. The technical feasibility of the complex crossing of the White Cart is also questionable.

**Following a review of consultation results, and feedback from the various working groups, it was recommended that for technical reasons, this option is not taken forward for inclusion within the LTS and therefore not subject to further appraisal at STAG 1.**

- PT Interchange

This option would involve the creation of a central public transport interchange area to increase attractiveness of public transport, improve integration and encourage public transport use.

**This option would assist in achieving modal shift and would assist in tackling social exclusion. Following a review of consultation results, and feedback from the various working groups, it was recommended that this option is taken forward for further appraisal at STAG 1.**

### 5.3.3

#### *Options to Improve Access to Economic Development Areas*

- M8 Upgrade

Congestion on the M8 was identified within the consultation process as being a serious issue which impacts on accessibility and local businesses. The M8 (J26) to the Braehead Shopping Centre was identified as a key congestion bottleneck during peak periods.

This option would involve upgrading the capacity of the M8. This could have benefits for businesses in the wider study area through a reduction in journey time on the trunk road network. The area will also be perceived to be more accessible.

It is recognised that the M8 is a trunk road and, as such, Renfrewshire Council is not directly responsible for its delivery and management. Therefore it was considered unrealistic by Renfrewshire Council to address major strategic upgrades within the LTS and the decision was taken that issues relating to the capacity of the M8 would be addressed within other strategic studies. However, complimentary and supporting measures would be included within the LTS.

**Following a review of consultation results, and feedback from the various working groups, it was considered that this option should not be taken forward for inclusion within the LTS and therefore not subject to further appraisal at STAG 1. However, it was recommended that this option is considered within separate studies, and complimentary and supporting measures be included within the LTS.**

- A737 Upgrade

Congestion on the A737 was also identified within the consultation process as being a serious issue which impacts on accessibility and local businesses. This option would involve upgrading the capacity of the A737. This could have benefits for businesses in the wider study area through a reduction in journey time on the road network. The area will also be perceived to be more accessible.

In line with the proposals for an M8 upgrade, it was considered by Renfrewshire Council that issues relating to capacity of the A737 would be addressed within other strategic studies.

**Feedback from the consultation exercise and working groups considered that this option should not be taken forward for inclusion within the LTS and therefore not subject to**

**further appraisal at STAG 1. However, it was recommended that this option is considered within separate studies.**

- Road Capacity Improvements

This option could include a toolkit of measures to provide wider lanes, the introduction of additional lanes and junction improvements.

**The creation of additional capacity may address congestion issues and traffic safety, particularly if combined with measures to limit future growth and lock in benefits, for example parking management within key urban locations. Following a review of consultation results, and feedback from the various working groups, it was recommended that this be taken forward as an option within the appraisal.**

- Car Parking Provision and Control

Consideration has been given to providing additional car parking provision at key trip destinations. This measure would improve car-based access to key economic development and service areas.

This is a measure that potentially could be introduced in the short to medium term, and would be relatively straightforward to implement.

**Following a review of consultation results, and feedback from the various working groups, it was recommended that this option is included within the STAG 1 appraisal due to its potential to support economic development.**

#### 5.3.4

##### *Walking and Cycling Measures*

Across the Renfrewshire area there are opportunities to improve the walking environment, particularly for access to existing employment locations and future new developments.

Cycling improvements should seek to build on the existing cycle provision and fill “missing gaps”.

**Walking and cycling improvements within the study area form an important means of supporting measures that seek to achieve modal shift, however such measures rarely achieve significant modal shift on their own. Results from the consultation exercise, and feedback from the various working groups, considered that walking and cycling measures should be included within the appraisal within a package of low-cost measures.**

#### 5.4

##### **Options Taken Forward to STAG 1 Appraisal**

The previous section listed a large number of potential options that could be considered in order to meet the various strategic aims and objectives of the LTS.

Based on the option sifting process, the following options have been discarded at this stage:

- Rail Link to Erskine and Bridge of Weir;
- Revised bus fares;
- Rail link to Renfrew;
- M8 upgrade; and
- A737 upgrade.

The following options have been retained at this stage:

- Do Minimum
- Enhanced bus route frequency and route coverage;
- Additional bus facilities;
- Creation of bus partnerships or regulation of certain routes;
- Rail improvement measures;
- Behavioural change / demand management measures;

- Road capacity improvements;
- Creation of a central public transport interchange facility; and
- Walking and cycling measures.

From the list above it is recognised that there is a reasonably lengthy list of measures and interventions which have been retained for inclusion within the Renfrewshire LTS. In order to assist the STAG 1 process and make the assessment process more manageable, the above measures have been combined into four broad packages of measures, as follows:

■ **Option 1 – Do Minimum**

Do minimum package of measures across Renfrewshire including minimum investment in many different schemes; essential maintenance works; and long-term approach to change hearts and minds. The do minimum does not include the introduction of improved public transport facilities and makes no commitment to larger, long-term scheme funding.

■ **Option 2 – Package of Integrated Transport Measures**

Funding for public transport development and integration to improve public transport facilities and reduce congestion. New developments only on the basis of sustainability and operational GTPs.

■ **Option 3 – Package of Car Based Measures**

Road capacity improvements to minimise congestion; predict and provide for increased traffic volumes; parking availability at journey's end; and decline in provision of, and space available for, public transport.

■ **Option 4 – Package of Public Transport Measures**

Additional bus facilities; regulation of certain routes or bus partnerships implemented; creation of central public transport interchange area; and provision of up-to-date timetable and fare information, with integration between modes and services where possible.

## 5.5

### Summary

This Chapter has provided details of the option sifting and development process undertaken. It has highlighted to key stages involved in this process and has outlined the reasons for rejecting or retaining options. The following Chapter will provide an overview of the results of the STAG 1 appraisal.

# STAG 1 Appraisal

The image shows a large rectangular area, likely a form or template, divided into two main sections. The left section is filled with horizontal ruling lines, suggesting it is intended for handwritten notes or a detailed appraisal. The right section is a solid, light grey color, which could be a placeholder for a signature, stamp, or a specific type of data entry. The entire area is set against a white background.

# 6 STAG 1 Appraisal

## 6.1 Introduction

This Chapter provides an overview of the results of the STAG 1 appraisal.

The discussion below firstly outlines the specific appraisal planning objectives for the LTS, and comments upon the performance of the options with respect to the planning objectives. Consideration is then given to the implementability of the options. Particular attention is placed upon feasibility, risks, affordability, financial sustainability and public acceptability. Finally, the options are broadly assessed in relation to the five identified STAG 1 objectives (Environment; Safety; Economy; Integration; and Accessibility and Social Inclusion).

AST 1 tables are presented in Appendix A.

## 6.2 Planning Objectives

The planning objectives for the study have been derived within the LTS and are defined as follows:

- Regenerate the local economy wherever possible.
- Extend opportunities for all by:
  - combating poverty and promoting equality including supporting behavioural change;
  - encouraging healthier lifestyles;
  - encouraging a choice of transport options; and
  - improving access for all, including the mobility impaired.
- Ensure a healthy and sustainable environment.
- Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.
- Encourage integration of services and an integrated approach by public bodies whilst achieving best value.

## 6.3 Do Minimum

The do minimum scenario involves the implementation of do-minimum measures across the local authority area, including:

- Minimum investment in many different schemes with no commitment to larger, long term scheme funding;
- Only essential maintenance works undertaken to keep to base level; and
- Long term approach to change hearts and minds without the introduction of improved public transport facilities.

### 6.3.1 *Performance Against Planning Objectives*

The performance of the do minimum scenario against each of the planning objectives is summarised below.

#### **Planning Objective 1 - Regenerate the local economy wherever possible.**

The do minimum scenario maintains the existing level of transport provision and infrastructure in Renfrewshire and would make no commitment to larger, long term scheme funding. There would be no improvement in public transport facilities and no large scale projects implemented. As such, the do minimum is unlikely to regenerate the local economy.

#### **Planning Objective 2a - Extend opportunities for all by combating poverty and promoting equality including supporting behavioural change**

The do minimum scenario would not extend opportunities for all by combating poverty and promoting equality, as it would not introduce improved public transport facilities to improve

access for socially disadvantaged groups. However, the long term approach to change hearts and minds may go some way to supporting behavioural change.

#### **Planning Objective 2b - Extend opportunities for all by encouraging healthier lifestyles**

The do minimum would maintain existing levels of opportunities for healthier lifestyles, for example, through maintaining existing walking and cycling routes, however it would not *extend* opportunities to encourage healthier lifestyles.

#### **Planning Objective 2c - Extend opportunities for all by encouraging a choice of transport options**

The do minimum would maintain existing levels of transport options, however it would not extend opportunities to encourage a choice of transport options.

#### **Planning Objective 2d - Extend opportunities for all by improving access for all, including the mobility impaired**

The do minimum would involve minimum investment in improving access.

#### **Planning Objective 3 - Ensure a healthy and sustainable environment.**

The do minimum would maintain existing levels of opportunities for healthier lifestyles, for example, through maintaining existing walking and cycling routes, however it would not *extend* opportunities to encourage healthier lifestyles. The long term approach to change hearts and minds would go some way to ensuring a sustainable environment, however this would be negated by the lack of investment in improved public transport facilities.

#### **Planning Objective 4 - Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.**

By providing minimal investment in transport schemes, the do minimum scenario will have a small positive impact on increasing access to some land uses and connectivity between settlements and services. The do minimum will also have a small positive impact on maintaining a safe and secure transport system.

#### **Planning Objective 5 - Encourage integration of services and an integrated approach by public bodies whilst achieving best value**

The do minimum is unlikely to encourage integration of services and an integrated approach by public bodies.

### 6.3.2

#### *Implementability*

##### ■ **Technical**

The do minimum scenario would involve the implementation of low cost measures in many different schemes across Renfrewshire. It would include essential maintenance works and hearts and minds initiatives. There would be no large scale projects implemented. As such, there are no untried technologies involved and no associated technical risks.

##### ■ **Operational**

Lack of linkage to large scale projects and lack of improved public transport facilities are key factors that will adversely affect the ability to successfully operate the do minimum scenario.

##### ■ **Financial**

The ongoing maintenance cost of the do minimum scenario is likely to be funded through a combination of developer contributions, local authority investment, and potentially Scottish Executive support and European Funding.

##### ■ **Public Acceptability**

Stakeholder consultation highlighted support for measures to reduce congestion on the M8 and A737, and within urban centres across Renfrewshire.

### 6.3.3 *Performance Against Government Objectives*

#### ■ **Environment**

The do minimum scenario involves a long term approach to change hearts and minds and therefore encourage sustainable forms of transport. This will, to a limited degree, contribute towards reducing emissions of CO<sub>2</sub> and other pollutants, and promote better air and water quality. However, the do minimum involves only minimal improvements to public transport services and will therefore have minimal impact on modal shift and reducing congestion. The do minimum will involve measures to maintain existing walking and cycling routes. Overall it is considered that there is a small positive benefit associated with the do minimum scenario in terms of the environment.

#### ■ **Safety**

By providing minimal investment in transport schemes, the do minimum scenario will have a negligible impact on maintaining a safe and secure transport system.

#### ■ **Economy**

The do minimum scenario maintains existing access to employment within Renfrewshire, therefore presenting a small positive impact on Economy.

#### ■ **Integration**

The do minimum scenario maintains access to existing public transport services and has a small positive impact on land use integration. Encouraging hearts and minds initiatives is in accordance with local and national policies. There is therefore an overall small positive impact associated with the do minimum scenario.

#### ■ **Accessibility and Social Inclusion**

The do minimum has a negligible impact on access to services and recreation, and in tackling social exclusion.

### 6.3.4 *Outcome of Appraisal*

The do minimum scenario provides a useful reference case but does not meet the LTS objectives.

## 6.4 **Integrated Transport**

The integrated transport scenario involves the implementation of integrated transport measures across the local authority area, and comprises:

- High level funding for public transport development and integration to improve public transport facilities and reduce congestion.
- New developments only on the basis of sustainability and operational GTPs.

#### **Planning Objective 1 - Regenerate the local economy wherever possible**

The integrated transport option may help to support local economic development opportunities across the local authority area through a contribution of managed congestion brought about by modal shift, and increased accessibility by public transport. In addition, the requirement for planning applications for new development to be supported by sustainability and GTP measures will assist in regenerating the local economy.

#### **Planning Objective 2a - Extend opportunities for all by combating poverty and promoting equality including supporting behavioural change**

The integrated transport scenario would extend opportunities for all by combating poverty and promoting equality, as it would provide high level funding for public transport development and



integration. The requirement for new developments to demonstrate commitment to sustainable transport initiatives would support behavioural change.

**Planning Objective 2b - Extend opportunities for all by encouraging healthier lifestyles**

Under the integrated transport scenario, the requirement for new developments to demonstrate commitment to sustainable transport initiatives would reduce dependence on car-based modes and encourage other more sustainable modes of transport such as walking and cycling, thereby extending opportunities to encourage healthier lifestyles. This is reinforced by the provision of high level funding for public transport development and integration to improve public transport facilities and reduce congestion.

**Planning Objective 2c - Extend opportunities for all by encouraging a choice of transport options**

The integrated transport scenario would enhance existing levels and integration of public transport across the local authority area. In areas of new development, this option would also encourage a choice of transport options through the requirement for sustainable travel measures.

**Planning Objective 2d - Extend opportunities for all by improving access for all, including the mobility impaired**

The integrated transport scenario would enhance existing levels and integration of public transport across the local authority area thereby improving access for all. New vehicles would comply with DDA requirements. All new developments would require to show a commitment to sustainable travel measures and would require to take due consideration to requirements of the mobility impaired.

**Planning Objective 3 - Ensure a healthy and sustainable environment.**

Under the integrated transport scenario, the requirement for new developments to demonstrate commitment to sustainable transport initiatives would reduce dependence on car-based modes and encourage other more sustainable modes of transport such as walking and cycling, thereby extending opportunities to encourage healthier lifestyles. This is reinforced by the provision of high level funding for public transport development and integration to improve public transport facilities and reduce congestion.

**Planning Objective 4 - Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.**

By providing high level funding for public transport development and integration to improve public transport facilities, the integrated transport scenario will have a moderate positive impact on increasing access to some land uses and connectivity between settlements and services. Investment in public transport services will also have a moderate positive impact on maintaining a safe and secure transport system. By encouraging modal shift, the integrated transport option is likely to result in a small reduction in accidents associated with the reduction in vehicular traffic levels.

**Planning Objective 5 - Encourage integration of services and an integrated approach by public bodies whilst achieving best value**

The integrated transport scenario focuses on public transport integration and would therefore go some way to encouraging integration of public transport services and an integrated approach by public bodies. This option, however, has limited scope to improve access to existing developments.

6.4.1

*Implementability*

■ **Technical**

This option would involve improvements to public transport services and integration. It would also require that new developments implement sustainable transport measures. There are no untried technologies involved and no associated technical risks.

- **Operational**

This option would be dependent upon development of a viable business case. Patronage levels will require to be sustained in order to operate the proposal over its projected life. This is a predominately long-term option.

- **Financial**

The introduction of additional buses will result in associated capital and operational costs. It is likely that the bus operators would fund the additional buses. Improvements to rail services are likely to be funded through a combination of developer contributions, local authority investment, public sector support and potentially Scottish Executive support and European Funding.

- **Public Acceptability**

Stakeholder consultation highlighted support for measures to reduce congestion on the M8 and A737, and within urban centres across Renfrewshire. The consultation also outlined a requirement for investment in bus-based public transport, particularly in relation to quality and evening service levels. In addition, it was highlighted that rail services are overcrowded at peak times.

#### 6.4.2

##### *Performance Against Government Objectives*

- **Environment**

The integrated transport option involves investment in public transport facilities and the promotion of sustainable transport at new developments. Encouraging modal shift to more sustainable forms of transport will contribute towards reducing emissions of CO<sub>2</sub> and other pollutants, and promote better air and water quality. There will be no adverse impacts on the environment. The local area will benefit from reduced volumes of vehicular traffic. Moderate positive benefit.

- **Safety**

By encouraging modal shift, the integrated transport option is likely to provide a small positive benefit due to the reduction in accidents associated with the reduction in vehicular traffic levels.

- **Economy**

A reduction in levels of vehicular traffic associated with modal shift will have a moderate positive impact on journey times and reliability of travel times. This, together with enhanced transport provision, will assist existing businesses and attract new developers to Renfrewshire.

- **Integration**

The integrated transport option has a positive impact on integration through encouraging modal shift. In addition, this option is in accordance with local and national policies.

- **Accessibility and Social Inclusion**

The integrated transport option will encourage modal shift through improvements to public transport services and integration. In new developments, this option would also promote sustainable transport measures. This option will therefore have a positive impact on access to services and in tackling social exclusion.

#### 6.4.3

##### *Outcome of Appraisal*

The integrated transport option would assist in achieving modal shift and would meet the majority of the LTS objectives. However, this is a predominately long-term option. It is therefore recommended that this option is included within a wider package of sustainable transport measures.

## 6.5 Car Based

The car based scenario involves the implementation of measures across the local authority area, including:

- Road capacity improvements to minimise congestion;
- Predict and provide for increased traffic volumes;
- Parking availability at journey's end; and
- Decline in provision of, and space available for, public transport.

### 6.5.1

#### *Performance Against Planning Objectives*

The performance of the car based scenario against each of the planning objectives is summarised below.

#### **Planning Objective 1 - Regenerate the local economy wherever possible**

The car based scenario may have a positive impact on local economic development opportunities in Renfrewshire through road capacity improvements and associated management of levels of congestion and journey times along key road corridors. In addition, parking would be provided at journey's end, which would be attractive to car users. However, the benefits arising from the road capacity improvements associated with this option may be negated by increasing levels of traffic, ultimately leading to further future congestion. This option would result in a decline in provision of, and space available for, public transport which would restrict access to employment for those people without a car.

As such, in the long term, the car based scenario is unlikely to regenerate the local economy.

#### **Planning Objective 2a - Extend opportunities for all by combating poverty and promoting equality including supporting behavioural change**

The car based scenario would result in a decline in the provision of, and space available for, public transport. This option would neither combat poverty nor promote equality. In addition, this option would not support behavioural change.

#### **Planning Objective 2b - Extend opportunities for all by encouraging healthier lifestyles**

The car based scenario would result in road capacity and car parking improvements and would, in turn, result in a decline in provision of, and space available for, public transport. This option would not, therefore, contribute to the objective to encourage healthier lifestyles for all.

#### **Planning Objective 2c - Extend opportunities for all by encouraging a choice of transport options**

This scenario would promote car-based travel and would result in a reduction in public transport provision. As such, it would not extend opportunities to encourage a choice of transport options.

#### **Planning Objective 2d - Extend opportunities for all by improving access for all, including the mobility impaired**

The car based scenario would improve access for car users only, and would not improve access for the mobility impaired or those without access to a car.

#### **Planning Objective 3 - Ensure a healthy and sustainable environment.**

The car based scenario does not encourage modal shift to more sustainable forms of transport and would result in increasing levels of road-based traffic. Rising levels of emissions of pollutants will have an associated adverse impact on air and water quality. The promotion of car based options, together with the associated decline in public transport provision, is not sustainable in the medium to long-term. This option will not ensure a healthy and sustainable environment.

#### **Planning Objective 4 - Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.**

In the short-term, the car based scenario may increase access to some land uses and connectivity between settlements and services for car users. However, connectivity would not be increased for public transport users and the socially disadvantaged. The car based scenario would involve a decline in public transport services which will have an associated negative

impact on perceived and real safety and security. Furthermore, an increase in volumes of road-based traffic will also present safety issues.

**Planning Objective 5 - Encourage integration of services and an integrated approach by public bodies whilst achieving best value**

The car based scenario is unlikely to encourage integration of services and an integrated approach by public bodies.

6.5.2

*Implementability*

■ **Technical**

The road capacity improvements and increased car parking provision associated with this option would involve hard engineering works. In addition, associated signing and aligning would be required. This will result in major disruption on the road network during construction. There are no untried technologies involved and no associated technical risks.

■ **Operational**

There are no factors which might adversely affect the ability to operate the proposal over its projected life. Maintenance of the road capacity improvements and car parks will be required. There may be a requirement to “man” the additional parking areas.

■ **Financial**

The car based scenario is likely to be funded through a combination of developer contributions, local authority investment, and potentially Scottish Executive support and European Funding.

■ **Public Acceptability**

Stakeholder consultation highlighted support for measures to reduce congestion across Renfrewshire. Traffic noise and air pollution was a key concern raised by stakeholders.

6.5.3

*Performance Against Government Objectives*

■ **Environment**

This car based scenario does not encourage modal shift to more sustainable forms of transport. Emissions of CO<sub>2</sub> and other pollutants will continue to rise, with associated adverse impacts on air and water quality. Reducing the volume of queuing traffic may negate some of this impact, however this is unlikely to be sustainable on a medium to long-term basis. Major negative benefit.

■ **Safety**

In the short-term, the car based scenario is likely to provide a small positive benefit due to the reduction in accidents associated with the queuing vehicular traffic. However, the reduction in queuing traffic is unlikely to be sustained in the medium to long-term. In addition, the reduction in accidents associated with queuing traffic is negated by the lack of modal shift and potential increase in accidents associated with increased junction types. Overall moderate negative benefit.

■ **Economy**

Management of levels of congestion will have a small positive impact on journey times and reliability of travel times on the road network in the short term. Overall, there will be a small positive benefit on existing and potential businesses / developers in Renfrewshire. However, the benefits arising from the road capacity improvements associated with this option may be negated by increasing levels of traffic in the medium to long-term, ultimately leading to further

future congestion. This option would result in a decline in provision of, and space available for, public transport which would restrict access to employment for those people without a car. Overall, this option has a neutral impact on the economy.

■ **Integration**

The car based scenario would result in a decline in public transport provision, and would therefore not provide transport integration. By not addressing modal shift this option is not in accordance with local and national policies. There is therefore a moderate negative benefit associated with the car based scenario.

■ **Accessibility and Social Inclusion**

The car based scenario has a negligible impact on access to services and recreation, and in tackling social exclusion.

#### 6.5.4

##### *Outcome of Appraisal*

The car based scenario would not assist in achieving modal shift and would fail to meet the majority of the LTS objectives. It is considered that this option would not address congestion and journey times in the medium to long-term. This option would result in a decline in public transport provision. This option is therefore not sustainable in terms of the environment and economy and has a negligible impact on access to services and recreation and in tackling social exclusion. As such, it is recommended that this option is not taken forward within the Renfrewshire LTS. However, elements of this proposal could be considered to address essential car travel, on the basis that measures implemented would not have a detrimental impact on sustainable transport provision.

#### 6.6

##### **Public Transport Only**

The public transport scenario involves the implementation of a package of public transport measures across the local authority area, and comprises:

- Additional bus facilities;
- Regulation of certain routes or Bus Partnerships implemented;
- Creation of a central public transport interchange area to increase attractiveness of public transport, improve integration and encourage public transport use; and
- Provision of up-to-date timetable and fare information, with integration between modes and services where possible.

##### **Planning Objective 1 - Regenerate the local economy wherever possible.**

The public transport scenario may help to support local economic development opportunities across the local authority area through a contribution of managed congestion brought about by modal shift, and increased accessibility by public transport.

##### **Planning Objective 2a - Extend opportunities for all by combating poverty and promoting equality including supporting behavioural change**

The public transport scenario would extend opportunities for all by combating poverty and promoting equality, as it would involve public transport development and integration.

##### **Planning Objective 2b - Extend opportunities for all by encouraging healthier lifestyles**

The provision of an integrated package of public transport measures would improve public transport facilities and reduce congestion.

##### **Planning Objective 2c - Extend opportunities for all by encouraging a choice of transport options**

The public transport scenario would enhance existing levels and integration of public transport across the local authority area, and would involve enhanced information provision, thereby encouraging a choice of transport options.

**Planning Objective 2d - Extend opportunities for all by improving access for all, including the mobility impaired**

The public transport scenario would enhance existing levels and integration of public transport across the local authority area, together with the provision of improved public transport information, thereby improving access for all. All new vehicles will be DDA compliant, thereby improving access for the mobility impaired.

**Planning Objective 3 - Ensure a healthy and sustainable environment.**

The promotion of public transport services, and enhanced service provision, associated with this option will reduce dependence on car-based modes and encourage sustainable modes of transport, thereby extending opportunities to encourage healthier lifestyles. Reduced levels of road based traffic and reduced levels of congestion will result in associated lower levels of air pollutants and will therefore provide environmental benefits.

**Planning Objective 4 - Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.**

Improvements to public transport provision and facilities, will have a moderate positive impact on increasing access to some land uses and connectivity between settlements and services. Investment in public transport services will also have a moderate positive impact on maintaining a safe and secure transport system. By encouraging modal shift, the integrated transport option is likely to result in a small reduction in accidents associated with the reduction in vehicular traffic levels.

**Planning Objective 5 - Encourage integration of services and an integrated approach by public bodies whilst achieving best value**

The public transport scenario involves public transport integration and would therefore go some way to encouraging integration of public transport services and an integrated approach by public bodies.

## 6.6.1

*Implementability***■ Technical**

This option would involve improvements to public transport services. There are no untried technologies involved and no associated technical risks.

**■ Operational**

Patronage levels will require to be sustained in order to operate the public transport scenario over its projected life. There will be operational costs associated with increased numbers of buses. The co-ordination and provision of up-to-date public transport timetable and fare information will require to be resourced.

**■ Financial**

The introduction of additional public transport services will result in associated capital and operational costs. It is likely that the public transport operators would fund the additional vehicles required. The creation of a central public transport interchange and improvements to rail services are likely to be funded through a combination of developer contributions, local authority investment, public sector support and potentially Scottish Executive support and European Funding.

**■ Public Acceptability**

Stakeholder consultation has highlighted the need to manage congestion, particularly on the M8 and A737, and within urban centres across Renfrewshire. The consultation also outlined a requirement for investment in bus-based public transport, particularly in relation to quality and evening service levels. In addition, it was highlighted that rail services are overcrowded at peak times.

### 6.6.2 *Performance Against Government Objectives*

#### ■ **Environment**

The public transport option involves investment in public transport facilities. Encouraging modal shift to more sustainable forms of transport will contribute towards reducing emissions of CO<sub>2</sub> and other pollutants, and promote better air and water quality. There will be no adverse impacts on the environment. The local area will benefit from reduced volumes of vehicular traffic. Moderate positive benefit.

#### ■ **Safety**

By encouraging modal shift, the public transport option is likely to provide a small positive benefit due to the reduction in accidents associated with the reduction in vehicular traffic levels.

#### ■ **Economy**

A reduction in levels of vehicular traffic associated with modal shift will have a moderate positive impact on journey times and reliability of travel times. This, together with enhanced transport provision, will assist existing businesses and attract new developers to Renfrewshire.

#### ■ **Integration**

The integrated transport option has a positive impact on integration through encouraging modal shift and promoting public transport integration through the creation of a central interchange hub. In addition, this option is in accordance with local and national policies.

#### ■ **Accessibility and Social Inclusion**

The integrated transport option will encourage modal shift through improvements to public transport services and integration. This option will therefore have a positive impact on access to services and in tackling social exclusion.

### 6.6.3 *Outcome of Appraisal*

The public transport option would assist in achieving modal shift and would meet the majority of the LTS objectives. It is therefore recommended that this option is included within a wider package of sustainable transport measures.

## 6.7 **Summary**

The Sections above outline the results of the STAG appraisal of the packages of measures considered for implementation within the Renfrewshire LTS. Following the results of this appraisal, it is recommended that an integrated package of sustainable transport measures is taken forward within the Renfrewshire LTS. This would include measures from both the Integrated Transport option (for example high level funding for public transport development and integration to improve public transport facilities and reduce congestion; new developments only on the basis of sustainability and operational GTPs) and the Public Transport option (for example additional bus facilities; regulation of certain routes or Bus Partnerships implemented; creation of a central public transport interchange area to increase attractiveness of public transport, improve integration and encourage public transport use; and provision of up-to-date timetable and fare information, with integration between modes and services where possible.

The implementation of an integrated package of sustainable transport measures would address the policy objectives of the scheme and would address the key concerns raised during the consultation process. In addition, it would conform to the Government's five key objectives of Environment; Accessibility and Social Inclusion; Economy; Safety; and Integration.

It is further recommended that the preferred package of measures is supplemented with measures to address essential car based travel and freight transport.

# Risk and Uncertainty





# 7 Risk and Uncertainty

## 7.1

### **An Overview**

All risks and uncertainties associated with the preferred package of measures for the LTS will need to be fully taken into account by Renfrewshire Council.

Risk management strategies should be adopted throughout the implementation stages of the strategy in order to ensure that steps have been taken to prevent and mitigate risks and uncertainties. Once reliable estimates of relevant costs are built up, risks are explicitly assessed and quantified, and work to minimise project-specific risks is undertaken, any optimism bias can be reduced.

Once risk factors have been explicitly quantified and valued, adjustment should be made to the costs and benefits in order to calculate risk-adjusted “expected values”. An expected value provides a single value for the expected impact of all risks. However in general, even with a well developed project or strategy, there will remain some risks, which cannot be foreseen. In such cases it will not be possible to include these risks in the expected value, so instead a contingency figure should be added in order to take account of possible unanticipated risks.

In terms of the measures and initiatives proposed for inclusion within the LTS, there will be limited technical risks associated with the standard civil engineering projects.

It is recognised that the provision of adequate staff resources and funding over the life of the LTS are the key risks to successful implementation. The Scottish Executive’s Guidance on Local Transport Strategies outlines the following best practice measures to manage risk:

- Comprehensive analysis of funding, based on appraisal of the elements of the strategy;
- Identification of short-term funding sources;
- Identification of achievable projects not requiring substantial expenditure beyond staff time;
- A stated approach to minimising whole-life costs of road maintenance; and
- A summary table of committed and possible expenditure under alternative funding scenarios.

It is understood that Renfrewshire Council have a strategy in place, in line with the above, to ensure that the risks and uncertainties associated with the preferred package of measures identified for the LTS are managed. Committed revenue and capital streams will be reviewed and reported on a monthly and annual basis. This approach will ensure that any shortfalls in terms of resources or funding would be identified at an early stage, and mitigation measures can be put in place to ensure successful implementation of the LTS.

# Monitoring and Evaluation



# 8 Monitoring and Evaluation

## 8.1 Introduction

The Scottish Executive requires monitoring and evaluation to be undertaken and documented for any proposal for which it provides funding or approval.

STAG guidance requires that a new project or strategy be subject to planned evaluation and monitoring, in addition to regular revalidation throughout its development.

STAG defines Monitoring as “*an on-going process of watching over the performance of a project identifying problems as these arise and taking appropriate action*”, whilst Evaluation is used for “*specific, post-implementation events, designed to assess the project performance against established objectives and to provide in-depth diagnosis of successes as well as deficiencies*”. Therefore, by gathering and interpreting information, monitoring and evaluation will demonstrate how the project or strategy performs against its objectives, identify any deficiencies and allow adjustments to be made.

Soon after implementation, the performance of the LTS should be assessed against the specified objectives. Recognising that certain projects require time before the full benefits can be realised, a further evaluation is required some time after implementation.

In addition, regular monitoring of the strategy is essential against specified Key Performance Indicators (KPIs) to assess the ongoing effectiveness of the overall strategy and individual schemes.

This Chapter describes the measures, which may be put in place by Renfrewshire Council to meet the requirements of the STAG guidance with respect to evaluation and monitoring. An indicative monitoring process is indicated in Figure 8.1, at the end of this Chapter.

## 8.2 Objectives

### 8.2.1 Introduction

The objectives for the LTS are described in Chapter Six of this report. The specific project objectives are derived from a range of national and local policies reflecting transport and more diverse government and local authority strategies.

### 8.2.2 Strategy Objectives

The specific LTS objectives developed for the strategy, as listed in Chapter Six, and against which the various proposals will be evaluated and monitored, are as follows:

- Regenerate the local economy wherever possible.
- Extend opportunities for all by:
  - combating poverty and promoting equality including supporting behavioural change;
  - encouraging healthier lifestyles;
  - encouraging a choice of transport options; and
  - improving access for all, including the mobility impaired.
- Ensure a healthy and sustainable environment.
- Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.
- Encourage integration of services and an integrated approach by public bodies whilst achieving best value.

### 8.3 Base Case

It is considered premature to be prescriptive in terms of the establishment of the collection and organisation of the data that will provide the Base Case. It is anticipated that this will be developed and agreed with Renfrewshire Council and the Scottish Executive during the period immediately prior to completion of each individual project contained within the LTS.

It is likely that the baseline data may include but will not necessarily be limited to:

- Data on noise, water quality, air quality, ecology etc;
- Pedestrian, cyclist and public transport activity along sections of the route which will be affected by the proposals;
- Mode choice survey; and
- Safety records.

### 8.4 Delivery Targets

The LTS recognises the importance of monitoring progress and results in order to assess whether policies are achieving what they set out to achieve. The LTS sets out generic targets, in relation to the following:

- Strategic road and rail connections;
- Network maintenance;
- Demand management;
- Road and community safety;
- Road network performance; and
- Biodiversity.

Targets have been set out that are easily quantifiable, demonstrate progress towards the delivery of the transportation strategy and timescales have been included to assist in the monitoring process. A copy of Renfrewshire Council's delivery targets, as set out within the draft LTS, are provided within Appendix C of this report.

Strategic Road and Rail Connections monitoring includes ensuring the delivery of a strategy for future action for the M8 corridor and the co-ordination of M8 corridor strategies with Glasgow Airport's Access Strategy. Traffic projections and traffic growth will be monitored and employer travel plan initiatives will be prioritised along the M8 and A737 corridors. In addition, Renfrewshire Council will liaise with Glasgow City Council and SPT in relation to parking policies which influence peak hour traffic growth.

Network maintenance targets are not defined pending completion of the asset management process, however monitoring aims include the prioritisation of carriageway and footway resurfacing and the provision of infrastructure measures such as dropped kerbs.

Demand management monitoring will take place under the high-level objective of stabilising local traffic growth to levels not exceeding 0.5% per year. Monitoring objectives include the promotion of school and workplace travel plans, the enhancement of public transport infrastructure, the continued development of parking policies which deter commuters from town centres, and measures to encourage travel by sustainable modes of transport.

Road and Community Safety monitoring includes specific casualty and traffic speed reduction targets as dictated by Central Government. Monitoring will address the effectiveness of behavioural change strategies and ensure the implementation of route action plans for rural roads with higher than average accident rates.

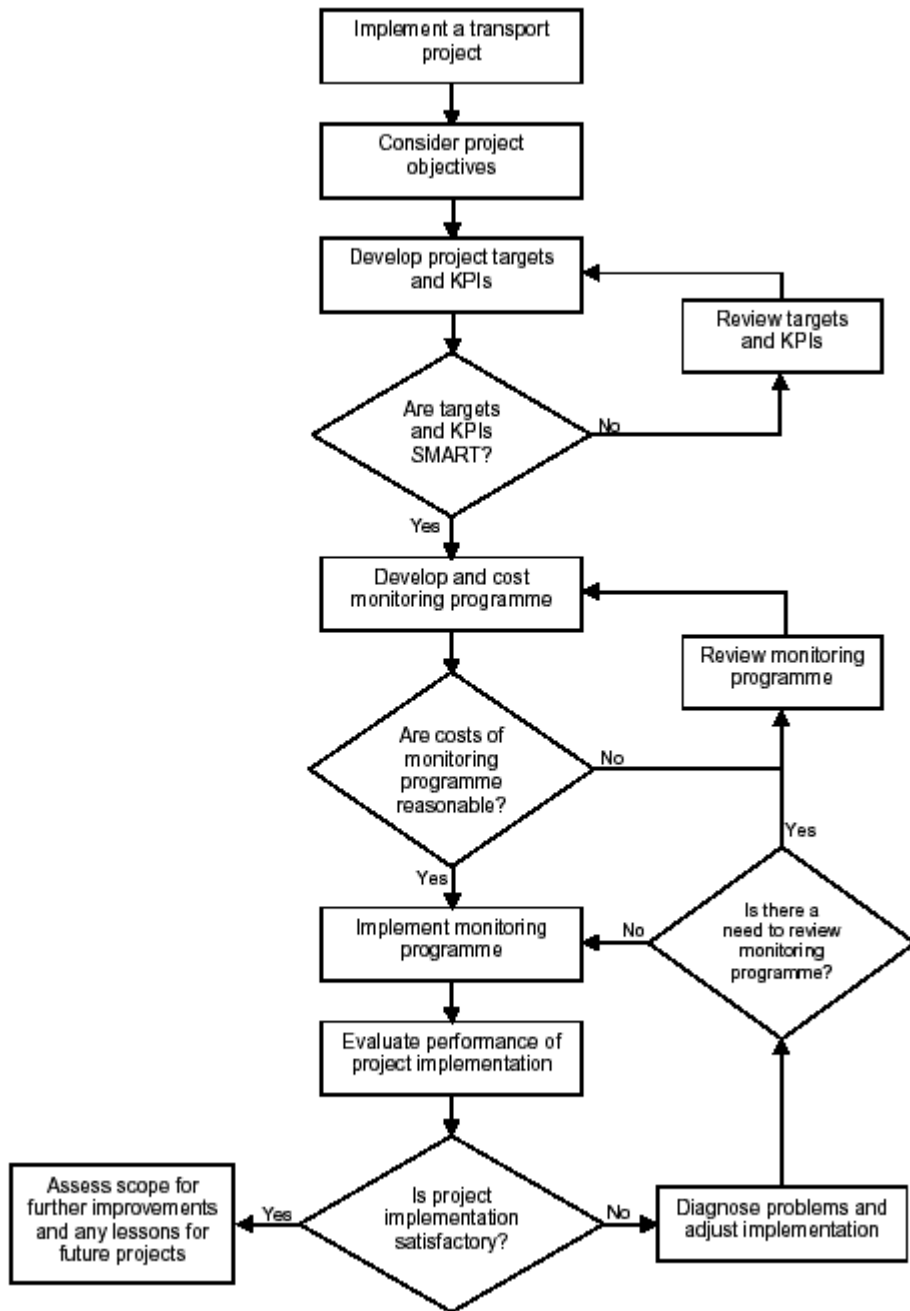
Walking and Cycling monitoring targets encompass the aims of increasing incidences of walking to work from 11% to 13% by 2015 and increasing the percentage of journeys under 2km undertaken on foot from 64% to 70% by 2015. Monitoring will ensure that measures are taken to achieve these objectives including the completion of a plan of proposed walking and cycling links in the Renfrewshire area and the implementation of improved facilities to encourage walking and cycling in the area.

Road network performance monitoring targets aim to stabilise journey times to present levels. Monitoring will seek to ensure that the efficiency of all signal controlled junctions is checked on a bi-annual basis and that where necessary signals are introduced to poorly-performing

junctions. Recording of public utility works on the road network will be undertaken as required, and periodic reviews of directional road signs will also be undertaken.

Biodiversity monitoring targets will ensure that works carried out such as hedge and verge cutting are sensitive to local biodiversity and that tress removed will be replaced wherever possible with native species.

Figure 8.1: The Monitoring Process



# Conclusions and Recommendations



## 9 Conclusions and Recommendations

A STAG 1 appraisal has been undertaken of the draft Renfrewshire LTS, as per the Scottish Executive's STAG guidance. The LTS has been appraised in line with the Government's five key objectives of Accessibility, Safety, Environment, Economy and Integration.

A number of packages of options have been considered at STAG 1 level, as follows:

- **Do minimum.**
- **Integrated transport scenario** – the implementation of integrated transport measures across the local authority area, comprising high level funding for public transport development and integration to improve public transport facilities and reduce congestion; and new developments only on the basis of sustainability and operational GTPs.
- **Car based scenario** – the implementation of measures across the local authority area, including: road capacity improvements to minimise congestion; predict and provide for increased traffic volumes; parking availability at journey's end; and decline in provision of, and space available for, public transport.
- **Public transport scenario** – the implementation of a package of public transport measures across the local authority area, comprising: additional bus facilities; regulation of certain routes or Bus Partnerships implemented; creation of a central public transport interchange area to increase attractiveness of public transport, improve integration and encourage public transport use; and provision of up-to-date timetable and fare information, with integration between modes and services where possible.

The following packages of options were rejected following the STAG 1 appraisal:

- Car based scenario – this option would not encourage modal shift and does not perform well against the planning objectives. Elements of this option may be considered for essential car travel, however there should be no associated detrimental impact on sustainable transport provision.

Following the STAG appraisal, it is recommended that a hybrid of the following options is taken forward within the LTS:

- Integrated transport scenario – this is a long-term option which will assist in achieving modal shift and have a positive impact on access to services and in tackling social exclusion.
- Public transport scenario – this option may be implemented in the medium-term and will assist in achieving modal shift.

The recommended options are summarised below.

The **integrated transport scenario** would have a moderate positive benefit on environment as a result of modal shift and reduced volumes of vehicular traffic. There would be a small positive benefit on safety due to the reduction in accidents associated with the reduction in vehicular traffic levels; and a small positive impact on access to services and in tackling social exclusion. In terms of economy, a reduction in levels of vehicular traffic will have a moderate positive impact on journey times and reliability of travel times. This, together with enhanced transport provision, will assist existing businesses and attract new developers to Renfrewshire. Finally, encouraging modal shift is in accordance with local and national policies and there will be a small positive impact on transport integration.






The **public transport option** would assist in achieving modal shift and would meet the majority of the LTS objectives. This option would have a moderate positive benefit on the environment as a result of modal shift and reduced volumes of vehicular traffic. There would be a small positive benefit on safety due to the reduction in accidents associated with the reduction in vehicular traffic levels. A reduction in levels of vehicular traffic will have a moderate positive impact on journey times and reliability of travel times. This, together with enhanced transport provision, will assist existing businesses and attract new developers to Renfrewshire. There will be a moderate positive impact on access to services and in tackling social exclusion. In terms of integration, encouraging modal shift is in accordance with local and national policies and there will be an associated moderate impact on transport integration.

The above packages of options should be supplemented with measures for freight travel and essential car travel, to provide a balanced integrated transport strategy which will deliver the outcomes desired.

# Appendix A – AST1 Tables

Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Renfrewshire Council, South Building, Cotton Street, Paisley PA1 1LL Faber Maunsell, 225 Bath Street, Glasgow G2 4GZ	
Proposal Name:	Do Minimum	Name of Planner:	Elaine Barrie / Eleanor Bagnall
Proposal Description:	Do minimum package of measures across Renfrewshire including minimum investment in many different schemes; essential maintenance works; and long term approach to change hearts and minds. The do minimum does not include the introduction of improved public transport facilities and makes no commitment to larger, long term scheme funding;	Estimated Total Public Sector Funding Requirement:	<i>Capital Costs: Commercially operated.</i>
			<i>Annual revenue support: N/A</i>
			<i>Present Value of Cost to Government: N/A</i>
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	The proposal involves examining options to contribute to a local transport strategy for Renfrewshire. The study area is located to the west of Glasgow on the south bank of the River Clyde and includes the main settlements of Paisley, Renfrew, Bridge of Weir, Langbank, Erskine, Johnstone, Linwood, Bishopton, Inchinnan, Kilbarchan, Houston, Lochwinnoch, Elderslie and Brookfield. The main strategic road (A737 and M8) and rail links connecting Glasgow to Ayrshire and Glasgow to Inverclyde pass through the heart of Renfrewshire. A network of bus routes serves the area and there are two cycle routes which provide linkage from Glasgow to Paisley and Greenock / Irvine.		
Social Context:	Population decline is being experienced in Linwood, Bridge of Weir and Johnstone. The proportion of households without car ownership is higher than the Scottish average in Paisley, Renfrew, Johnstone and Linwood, and levels of local authority housing are also above the Scottish average in these areas. Five Regeneration Outcome Agreement (ROA) Target Areas have been identified in Renfrewshire, which are distributed throughout the Paisley, Johnstone and Renfrew areas.		
Economic Context:	Renfrewshire has experienced a decline in the number of traditional manufacturing jobs however there is current growth in service sector employment. Continued economic growth and prosperity of Renfrewshire is a key priority. Economic growth areas are identified at: Paisley for service sector employment; Erskine Riverfront, Hillington, Westway (Renfrew), Inchinnan and Linwood for Strategic Industrial and Business Locations; Paisley North and Renfrew for core economic development; the Clyde Waterfront and Renfrew North as major development opportunity; Clyde Muirshiel Regional Park, the Mid-Clyde Waterfront, the Lower Clyde Estuary and Firth of Clyde and the centre of Paisley for tourism development; and Deanside Freight Terminal as an international transport facility. Quality transport links are seen as essential for attracting business to the study area.		

Planning Objectives	
Objective:	Performance against planning objective:
<ul style="list-style-type: none"> <li>• Planning Objective 1 - Regenerate the local economy wherever possible.</li> <li>• Planning Objective 2a - Extend opportunities for all by combating poverty and promoting equality including supporting behavioural change.</li> <li>• Planning Objective 2b - Extend opportunities for all by encouraging healthier lifestyles</li> <li>• Planning Objective 2c - Extend opportunities for all by encouraging a choice of transport options</li> <li>• Planning Objective 2d - Extend opportunities for all by improving access for all, including the mobility impaired</li> <li>• Planning Objective 3 - Ensure a healthy and sustainable environment.</li> <li>• Planning Objective 4 - Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.</li> <li>• Planning Objective 5 - Encourage integration of services and an integrated approach by public bodies whilst achieving best value</li> </ul>	<ul style="list-style-type: none"> <li> The do minimum scenario maintains the existing level of transport provision and infrastructure in Renfrewshire. It is likely that existing maximum journey times will be exceeded over the 20-year period.</li> <li> Proposal will not encourage significant modal shift but will promote alternative modes of transport through hearts and minds initiatives in the long term.</li> <li> The do minimum scenario would maintain existing levels of transport provision and infrastructure but is unlikely to regenerate the existing economy.</li> </ul>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>We view this as an option which may be implemented in the short-term and which may assist in managing future levels of congestion across Renfrewshire. However, this option will not encourage significant modal shift. Nevertheless, the do-minimum option acts as a useful benchmark upon which to compare alternative options.</p>

Implementability Appraisal	
Technical:	This option would involve the implementation of do minimum measures across Renfrewshire, including essential maintenance works and the promotion of hearts and minds initiatives in the long-term. Maintenance works may result in some disruption during implementation. There are no untried technologies involved and no associated technical risks.
Operational:	Increased future road congestion, alongside insufficient measures to encourage a modal shift away from the private car and lack of linkage to large scale projects, are key factors that will adversely affect the ability to successfully operate the do minimum scenario.
Financial:	Likely to be funded through a combination of developer contributions, local authority investment, and potentially Scottish Executive support and European Funding.
Public:	Stakeholder consultation highlighted a requirement to manage congestion on the M8 and A737, and within urban centres across Renfrewshire.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	+1	This option will maintain existing levels of public transport, walking and cycling provision. However, this is negated by emissions of CO <sub>2</sub> and other pollutants from car-based traffic which will continue to rise, with associated adverse impacts on air and water quality. Small positive benefit.
Safety:	0	By providing minimal investment in transport schemes, the do minimum scenario will have a negligible impact on maintaining a safe and secure transport system.
Economy:	+1	This option will maintain existing access to employment within Renfrewshire. Sustainable transport will be enhanced in the long term through the promotion of hearts and minds initiatives and thus a small encouragement towards modal shift will be made.
Integration:	+1	Limited impact on transport integration. This option maintains access to existing public transport services and has a small positive impact on land use integration. Encouraging hearts and minds initiatives is in accordance with local and national policies.
Accessibility & Social Inclusion:	0	The do minimum maintains existing levels of transport infrastructure and provision and will therefore have a negligible impact on access to services and in tackling social exclusion.

Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Renfrewshire Council, South Building, Cotton Street, Paisley PA1 1LL Faber Maunsell, 225 Bath Street, Glasgow G2 4GZ	
Proposal Name:	Package of integrated transport measures	Name of Planner:	Elaine Barrie / Eleanor Bagnall
Proposal Description:	High level funding for public transport development and integration to improve public transport facilities and reduce congestion. New developments only on the basis of sustainability and operational GTPs.	Estimated Total Public Sector Funding Requirement:	<i>Capital Costs: Commercially operated.</i>
			<i>Annual revenue support: N/A</i>
			<i>Present Value of Cost to Government: N/A</i>
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	The proposal involves examining options to contribute to a local transport strategy for Renfrewshire. The study area is located to the west of Glasgow on the south bank of the River Clyde and includes the main settlements of Paisley, Renfrew, Bridge of Weir, Langbank, Erskine, Johnstone, Linwood, Bishopton, Inchinnan, Kilbarchan, Houston, Lochwinnoch, Elderslie and Brookfield. The main strategic road (A737 and M8) and rail links connecting Glasgow to Ayrshire and Glasgow to Inverclyde pass through the heart of Renfrewshire. A network of bus routes serves the area and there are two cycle routes which provide linkage from Glasgow to Paisley and Greenock / Irvine.		
Social Context:	Population decline is being experienced in Linwood, Bridge of Weir and Johnstone. The proportion of households without car ownership is higher than the Scottish average in Paisley, Renfrew, Johnstone and Linwood, and levels of local authority housing are also above the Scottish average in these areas. Five Regeneration Outcome Agreement (ROA) Target Areas have been identified in Renfrewshire, which are distributed throughout the Paisley, Johnstone and Renfrew areas.		
Economic Context:	Renfrewshire has experienced a decline in the number of traditional manufacturing jobs however there is current growth in service sector employment. Continued economic growth and prosperity of Renfrewshire is a key priority. Economic growth areas are identified at: Paisley for service sector employment; Erskine Riverfront, Hillington, Westway (Renfrew), Inchinnan and Linwood for Strategic Industrial and Business Locations; Paisley North and Renfrew for core economic development; the Clyde Waterfront and Renfrew North as major development opportunity; Clyde Muirshiel Regional Park, the Mid-Clyde Waterfront, the Lower Clyde Estuary and Firth of Clyde and the centre of Paisley for tourism development; and Deanside Freight Terminal as an international transport facility. Quality transport links are seen as essential for attracting business to the study area.		





Planning Objectives	
Objective:	Performance against planning objective:
<ul style="list-style-type: none"> <li>• Planning Objective 1 - Regenerate the local economy wherever possible.</li> <li>• Planning Objective 2a - Extend opportunities for all by combating poverty and promoting equality including supporting behavioural change.</li> <li>• Planning Objective 2b - Extend opportunities for all by encouraging healthier lifestyles</li> <li>• Planning Objective 2c - Extend opportunities for all by encouraging a choice of transport options</li> <li>• Planning Objective 2d - Extend opportunities for all by improving access for all, including the mobility impaired</li> <li>• Planning Objective 3 - Ensure a healthy and sustainable environment.</li> <li>• Planning Objective 4 - Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.</li> <li>• Planning Objective 5 - Encourage integration of services and an integrated approach by public bodies whilst achieving best value</li> </ul>	<ul style="list-style-type: none"> <li>☞ Enhanced public transport provision and integration, together with the promotion of sustainable travel choices at new developments, is likely to encourage a degree of modal shift, which will manage congestion and therefore reduce existing journey times on the corridor.</li> <li>☞ Management of peak hour congestion on key arterial routes will achieve a reduction in peak period journey time which, together with enhanced public transport service provision, is likely to have a positive impact on businesses and the local economy.</li> <li>☞ Encouraging modal shift will reduce the number of vehicles on the road network and assist in reducing road casualties.</li> </ul>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>We view this as a long-term option which will assist in achieving modal shift and have a positive impact on access to services and in tackling social exclusion. Therefore, it is proposed that this option be taken forward within a package of measures aimed at improving and integrating public transport across Renfrewshire.</p>



Implementability Appraisal	
Technical:	This option would involve improvements to public transport services and integration. There are no untried technologies involved and no associated technical risks.
Operational:	This option would be dependent upon development of a viable business case. Patronage levels will require to be sustained in order to operate the proposal over its projected life. This is a predominately long-term option.
Financial:	The introduction of additional buses will result in associated capital and operational costs. It is likely that the bus operators would fund the additional buses. Improvements to rail services are likely to be funded through a combination of developer contributions, local authority investment, public sector support and potentially Scottish Executive support and European Funding.
Public:	No specific consultation on options. Stakeholder consultation has highlighted the need to manage congestion, particularly on the M8 and A737, and within urban centres across Renfrewshire. The consultation also outlined a requirement for investment in bus-based public transport, particularly in relation to quality and evening service levels. In addition, it was highlighted that rail services are overcrowded at peak times.

<b>Government's Objectives for Transport</b>		
<b>Objective</b>	<b>Assessment Summary</b>	<b>Supporting Information</b>
Environment:	+2	Encouraging modal shift to more sustainable forms of transport will contribute towards reducing emissions of CO <sub>2</sub> and other pollutants, and promote better air and water quality. There will be no adverse impacts on the environment. Renfrewshire will benefit from reduced volumes of vehicular traffic. Moderate positive benefit.
Safety:	+1	The proposal is likely to provide a small positive benefit due to the reduction in accidents associated with the reduction in vehicular traffic levels.
Economy:	+2	A reduction in levels of vehicular traffic will have a moderate positive impact on journey times and reliability of travel times. This, together with enhanced transport provision, will assist existing businesses and attract new developers to Renfrewshire.
Integration:	+1	Small positive impact on transport integration. Encouraging modal shift is in accordance with local and national policies.
Accessibility & Social Inclusion:	+1	Small positive impact on access to services and in tackling social exclusion.




Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Renfrewshire Council, South Building, Cotton Street, Paisley PA1 1LL Faber Maunsell, 225 Bath Street, Glasgow G2 4GZ	
Proposal Name:	Package of car based measures	Name of Planner:	Elaine Barrie / Eleanor Bagnall
Proposal Description:	Road capacity improvements to minimise congestion; Predict and provide for increased traffic volumes; Parking availability at journey's end; and Decline in provision of, and space available for, public transport.	Estimated Total Public Sector Funding Requirement:	<i>Capital Costs: Commercially operated.</i>
			<i>Annual revenue support: N/A</i>
			<i>Present Value of Cost to Government: N/A</i>
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
Background Information			
Geographic Context:	The proposal involves examining options to contribute to a local transport strategy for Renfrewshire. The study area is located to the west of Glasgow on the south bank of the River Clyde and includes the main settlements of Paisley, Renfrew, Bridge of Weir, Langbank, Erskine, Johnstone, Linwood, Bishopton, Inchinnan, Kilbarchan, Houston, Lochwinnoch, Elderslie and Brookfield. The main strategic road (A737 and M8) and rail links connecting Glasgow to Ayrshire and Glasgow to Inverclyde pass through the heart of Renfrewshire. A network of bus routes serves the area and there are two cycle routes which provide linkage from Glasgow to Paisley and Greenock / Irvine.		
Social Context:	Population decline is being experienced in Linwood, Bridge of Weir and Johnstone. The proportion of households without car ownership is higher than the Scottish average in Paisley, Renfrew, Johnstone and Linwood, and levels of local authority housing are also above the Scottish average in these areas. Five Regeneration Outcome Agreement (ROA) Target Areas have been identified in Renfrewshire, which are distributed throughout the Paisley, Johnstone and Renfrew areas.		
Economic Context:	Renfrewshire has experienced a decline in the number of traditional manufacturing jobs however there is current growth in service sector employment. Continued economic growth and prosperity of Renfrewshire is a key priority. Economic growth areas are identified at: Paisley for service sector employment; Erskine Riverfront, Hillington, Westway (Renfrew), Inchinnan and Linwood for Strategic Industrial and Business Locations; Paisley North and Renfrew for core economic development; the Clyde Waterfront and Renfrew North as major development opportunity; Clyde Muirshiel Regional Park, the Mid-Clyde Waterfront, the Lower Clyde Estuary and Firth of Clyde and the centre of Paisley for tourism development; and Deanside Freight Terminal as an international transport facility. Quality transport links are seen as essential for attracting business to the study area.		

Planning Objectives	
Objective:	Performance against planning objective:
<ul style="list-style-type: none"> <li>• Planning Objective 1 - Regenerate the local economy wherever possible.</li> <li>• Planning Objective 2a - Extend opportunities for all by combating poverty and promoting equality including supporting behavioural change.</li> <li>• Planning Objective 2b - Extend opportunities for all by encouraging healthier lifestyles</li> <li>• Planning Objective 2c - Extend opportunities for all by encouraging a choice of transport options</li> <li>• Planning Objective 2d - Extend opportunities for all by improving access for all, including the mobility impaired</li> <li>• Planning Objective 3 - Ensure a healthy and sustainable environment.</li> <li>• Planning Objective 4 - Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.</li> <li>•  Planning Objective 5 - Encourage integration of services and an integrated approach by public bodies whilst achieving best value</li> </ul>	<ul style="list-style-type: none"> <li>•  In the short-term the proposal will assist in managing congestion by providing capacity improvements and providing for increased levels of traffic, thereby reducing existing journey times for road traffic travelling through the study area. However this is not a long-term solution.</li> <li>•  Proposal will not encourage modal shift and does not support behavioural change.</li> <li>•  Proposal does not support public transport provision and therefore has a negative impact on accessibility and social inclusion.</li> <li>• Managing traffic congestion on the road network in the short-term will have a small impact in terms of improving safety and assisting in reducing road casualties. However, any increase in junction types may increase the risk of accidents.</li> </ul>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>This option would not encourage modal shift and does not perform well against the planning objectives. It is therefore recommended that this option is discarded or elements of it considered for essential car travel, on the basis that measures implemented do not have a detrimental impact on sustainable transport provision.</p>

Implementability Appraisal	
Technical:	This option would involve hard engineering works in order to implement road capacity improvements and increased parking provision. This will result in extensive disruption to the local road network during construction. There are no untried technologies involved.
Operational:	There are no factors which might adversely affect the ability to operate the proposal over its projected life. Maintenance of the road capacity improvements and car parks will be required. There may be a requirement to “man” the additional parking areas.
Financial:	Likely to be funded through a combination of developer contributions, local authority investment, and potentially Scottish Executive support and European Funding.
Public:	No specific consultation on options. Stakeholder consultation highlighted support for measures to reduce congestion across Renfrewshire. Traffic noise and air pollution was a key concern raised by stakeholders.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	-3	This option does not encourage modal shift to more sustainable forms of transport. Emissions of CO <sub>2</sub> and other pollutants will continue to rise, with associated adverse impacts on air and water quality. Reducing the volume of queuing traffic may negate some of this impact in the short term. Major negative benefit.
Safety:	-2	The proposal is not likely to provide significant improvements in safety. In addition this option does not encourage modal shift. Overall moderate negative benefit.
Economy:	0	Management of levels of congestion will have a small positive impact on journey times and reliability of travel times in the short term, providing a small positive benefit on existing and potential businesses / developers in Renfrewshire. This is negated by a decline in provision of, and space available for, public transport which would restrict access to employment for those people without a car. Overall negligible impact.
Integration:	-2	Decline in public transport provision. By not addressing modal shift this option is not in accordance with local and national policies. Moderate negative benefit.
Accessibility & Social Inclusion:	0	Negligible impact on access to services and in tackling social exclusion.

<b>Proposal Details</b>			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Renfrewshire Council, South Building, Cotton Street, Paisley PA1 1LL Faber Maunsell, 225 Bath Street, Glasgow G2 4GZ	
Proposal Name:	Package of public transport measures	Name of Planner:	Elaine Barrie / Eleanor Bagnall
Proposal Description:	Additional bus facilities; Regulation of certain routes or Bus Partnerships implemented; Creation of central public transport interchange area; and Provision of up-to-date timetable and fare information, with integration between modes and services where possible.	Estimated Total Public Sector Funding Requirement:	<i>Capital Costs: Commercially operated.</i>
			<i>Annual revenue support: N/A</i>
			<i>Present Value of Cost to Government: N/A</i>
Funding Sought From: (if applicable)	N/A	Amount of Application:	N/A
<b>Background Information</b>			
Geographic Context:	The proposal involves examining options to contribute to a local transport strategy for Renfrewshire. The study area is located to the west of Glasgow on the south bank of the River Clyde and includes the main settlements of Paisley, Renfrew, Bridge of Weir, Langbank, Erskine, Johnstone, Linwood, Bishopton, Inchinnan, Kilbarchan, Houston, Lochwinnoch, Elderslie and Brookfield. The main strategic road (A737 and M8) and rail links connecting Glasgow to Ayrshire and Glasgow to Inverclyde pass through the heart of Renfrewshire. A network of bus routes serves the area and there are two cycle routes which provide linkage from Glasgow to Paisley and Greenock / Irvine.		
Social Context:	Population decline is being experienced in Linwood, Bridge of Weir and Johnstone. The proportion of households without car ownership is higher than the Scottish average in Paisley, Renfrew, Johnstone and Linwood, and levels of local authority housing are also above the Scottish average in these areas. Five Regeneration Outcome Agreement (ROA) Target Areas have been identified in Renfrewshire, which are distributed throughout the Paisley, Johnstone and Renfrew areas.		
Economic Context:	Renfrewshire has experienced a decline in the number of traditional manufacturing jobs however there is current growth in service sector employment. Continued economic growth and prosperity of Renfrewshire is a key priority. Economic growth areas are identified at: Paisley for service sector employment; Erskine Riverfront, Hillington, Westway (Renfrew), Inchinnan and Linwood for Strategic Industrial and Business Locations; Paisley North and Renfrew for core economic development; the Clyde Waterfront and Renfrew North as major development opportunity; Clyde Muirshiel Regional Park, the Mid-Clyde Waterfront, the Lower Clyde Estuary and Firth of Clyde and the centre of Paisley for tourism development; and Deanside Freight Terminal as an international transport facility. Quality transport links are seen as essential for attracting business to the study area.		

<b>Planning Objectives</b>	
<b>Objective:</b>	<b>Performance against planning objective:</b>
<ul style="list-style-type: none"> <li>• Planning Objective 1 - Regenerate the local economy wherever possible.</li> <li>• Planning Objective 2a - Extend opportunities for all by combating poverty and promoting equality including supporting behavioural change.</li> <li>• Planning Objective 2b - Extend opportunities for all by encouraging healthier lifestyles</li> <li>• Planning Objective 2c - Extend opportunities for all by encouraging a choice of transport options</li> <li>• Planning Objective 2d - Extend opportunities for all by improving access for all, including the mobility impaired</li> <li>• Planning Objective 3 - Ensure a healthy and sustainable environment.</li> <li>• Planning Objective 4 - Improve community safety and security, both real and perceived, and increase connectivity between settlements and services.</li> <li>• Planning Objective 5 - Encourage integration of services and an integrated approach by public bodies whilst achieving best value</li> </ul>	<ul style="list-style-type: none"> <li> Enhanced bus service provision and transport interchange, together with improved information provision is likely to encourage a degree of modal shift, which will manage congestion and therefore reduce existing journey times on the corridor.</li> <li> Management of peak hour congestion on key arterial routes will achieve a reduction in peak period journey time which, together with enhanced public transport service provision, is likely to have a positive impact on businesses and the local economy.</li> <li> Encouraging modal shift will reduce the number of vehicles on the road network and assist in reducing road casualties.</li> </ul>
<p>Rationale for Selection or Rejection of Proposal:</p>	<p>We view this as an option which may be implemented in the medium-term and which will assist in achieving modal shift. Therefore, it is proposed that this option be taken forward within a package of measures aimed at improving public transport across Renfrewshire.</p>



Implementability Appraisal	
Technical:	This option would involve improvements to public transport services. There are no untried technologies involved and no associated technical risks.
Operational:	Patronage levels will require to be sustained in order to operate the public transport scenario over its projected life. There will be operational costs associated with increased numbers of buses. The co-ordination and provision of up-to-date public transport timetable and fare information will require to be resourced.
Financial:	The introduction of additional public transport services will result in associated capital and operational costs. It is likely that the public transport operators would fund the additional vehicles required. The creation of a central public transport interchange and improvements to rail services are likely to be funded through a combination of developer contributions, local authority investment, public sector support and potentially Scottish Executive support and European Funding.
Public:	No specific consultation on options. Stakeholder consultation has highlighted the need to manage congestion, particularly on the M8 and A737, and within urban centres across Renfrewshire. The consultation also outlined a requirement for investment in bus-based public transport, particularly in relation to quality and evening service levels. In addition, it was highlighted that rail services are overcrowded at peak times.

<b>Government's Objectives for Transport</b>		
<b>Objective</b>	<b>Assessment Summary</b>	<b>Supporting Information</b>
Environment:	+2	Encouraging modal shift to more sustainable forms of transport will contribute towards reducing emissions of CO <sub>2</sub> and other pollutants, and promote better air and water quality. There will be no adverse impacts on the environment. Renfrewshire will benefit from reduced volumes of vehicular traffic. Moderate positive benefit.
Safety:	+1	The proposal is likely to provide a small positive benefit due to the reduction in accidents associated with the reduction in vehicular traffic levels.
Economy:	+2	A reduction in levels of vehicular traffic will have a moderate positive impact on journey times and reliability of travel times. This, together with enhanced transport provision, will assist existing businesses and attract new developers to Renfrewshire.
Integration:	+2	Moderate impact on transport integration. Encouraging modal shift is in accordance with local and national policies.
Accessibility & Social Inclusion:	+2	Moderate positive impact on access to services and in tackling social exclusion.

# Appendix B – Renfrewshire LTS 2000 Outcome Report

Policy 1 “The Council will address transportation issues of a strategic nature within the West of Scotland Transport Forum.”

<p><b>Short Term Action</b></p> <ul style="list-style-type: none"> <li>• Support Westrans in the production of a strategic transport strategy to act as an overarching document for Local Authorities Local Transport Strategies, and SPT’s Strategy</li> <li>• Pursue the completion of the M74 as a necessary component of strategic infrastructure</li> <li>• Encourage the forum to set an agenda for study on transport issues in order that common action can be agreed</li> </ul>	<h2 style="color: #0070C0;">Achievements to date</h2> <ul style="list-style-type: none"> <li>• An officer from this Council served on the Westrans working party which produced the Joint Transport Strategy for Western Scotland. This was subsequently amended and published in August 2005.</li> <li>• The Scottish Executive has announced that the extension of the M74 is to proceed to implementation</li> <li>• The West of Scotland Transport partnership has commissioned studies into issues of road and rail connections, managing traffic growth and parking policy.</li> </ul>
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Policy 2 “The Council will maintain roads, bridges, street lighting and furniture to a standard which prevents asset deterioration, and ensures public safety and unhindered accessibility”

<p><u>Short Term Action</u></p> <ul style="list-style-type: none"> <li>• Prioritise carriageway resurfacing to areas of greatest need with priority being given to strategic and heavily trafficked routes.</li> <li>• Prioritise footway resurfacing to locations of greatest need with priority being given to heavily used surfaces, routes used by schoolchildren, routes used by the mobility impaired</li> </ul>	<p><u>Achievements to date</u></p> <ul style="list-style-type: none"> <li>• Surfacing work on roads and footpaths is prioritised through a process involving inspection, technical surveys and customer input. This process is being augmented through the development of the asset management process which involves greater use of condition measurement and recording</li> <li>• Since production of the LTS, footway expenditure has almost doubled to £800,000 per annum against a general maintenance budget which has remained relatively constant. Programme priorities are heavily influenced through discussion involving the Local Elected member and Community Council who reflect the priorities of the communities.</li> </ul>
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Short Term Action (cont'd)

- Consider the needs of all categories of road user
- Prepare a reconstruction programme
- Prepare and maintain an inventory of all assets
- Continue the existing programme of street lighting replacement
- Continue the bridge assessment programme
- Further refine the maintenance and replacement process applied to traffic signal installations
- Update the asset inventory of road signs and implement a programme of cyclic replacement to compliment the current process of inspection and repair.

Short Term Action (cont'd)Achievements to date (cont'd)

- The budget allocation for roads maintenance has been used to allocate more funds for footway repairs than carriageways. Funds from the Scottish Executive "Quality of Life" initiative have been allocated to dropped kerbs on footways to improve access for elderly, disabled and those people pushing prams
- A programme of reconstruction works is now derived from technical surveys indicating where re-surfacing would not in itself be cost effective
- An asset inventory of road signs and street furniture has been set up.
- 21,000 street lights require to be replaced and £10,000 has already been spent during a rolling programme of replacement. It is estimated that a further £30 Million is required to complete the replacement. Alternative strategies to tackle this are under investigation.
- The first round of the bridge assessment programme will be completed by 2007. 89 of the 147 Council owned bridges and 21 of the 27 privately owned bridges have been assessed. 21 Renfrewshire bridges have been strengthened or infilled at a cost in excess of £1 Million. Estimates for further strengthening works have been assessed at £5 Million, and representation has been made to The Scottish Executive for additional funding for bridge strengthening.
- Performance Indicators for traffic signal repairs continue to exceed targets. The up to date inventory of apparatus assists with maintenance programmes and setting out timescales for lifecycle replacement.
- The asset inventory of road signs has been completed. The remaining defective road signs (approx 5% of the stock) are currently being tackled. Budget estimates for cyclic replacement have been prepared and will be considered in the budget setting process.

Achievements to date (cont'd)

<ul style="list-style-type: none"> <li>• Replace white lining, Cats eyes, and other street furniture through a process of cyclic replacement and reaction to inspectors</li> <li>• Continue infrastructure condition assessment using state of the art high technology techniques</li> <li>• Continue to manage and supply a winter maintenance emergency service</li> </ul> <p><b>Medium Term Action</b></p> <ul style="list-style-type: none"> <li>• Reassess investment priorities in line with network condition</li> </ul> <p><b>Long Term Action</b></p> <ul style="list-style-type: none"> <li>• Review effectiveness of investment strategy and modify maintenance management systems as appropriate</li> </ul>	<ul style="list-style-type: none"> <li>• White lining is replaced on a priority basis through inspections. Cats eyes are being replaced with stick-on studs when the carriageway is resurfaced. Cyclic replacement in this instance has not proved reliable because white lining is wearing out at significantly different rates depending on the degree of overrunning.</li> <li>• The condition of Renfrewshire roads is assessed on an annual basis against a new National standard that assesses the condition of all roads in Scotland against the same criteria. The Scottish Road Maintenance Condition Survey (SRMCS) is carried out by an external agency using vehicle-attached remote monitoring equipment. The aim is to assess the entire Council's network by 2007.</li> <li>• Winter maintenance is been carried out on a regular basis using warnings given by both the weather service and a series of Temporary Prediction Stations that give warnings of possible freezing conditions. A new salt dome has been constructed in the Council's yard in Paisley. A smaller size of particle has also been specified to make the spread of material more economical and efficient.</li> <li>• Investment priorities are being considered on an ongoing basis using the Asset management database combined with customer and elected member feedback</li> <li>• The investment strategy will be influenced by the data from the Asset management database. Audit Scotland has developed a systematic survey method for determining the condition of all roads in Scotland. The Scottish Road Maintenance Survey (SRMCS) carried out by independent consultants will provide a complete picture of the condition of roads. It will assist councils in prioritising maintenance work and reinforce the best value ethos.</li> </ul>
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Policy 3      The Council will adopt strategies which manage the growth of trips by private car and aim to achieve modal shift towards more sustainable transport, such as walking, cycling and public transport.

**Short term Action**

- The Council will further evaluate travel patterns and modal choice
- Work in partnership with the local Enterprise Company, Glasgow Airport and other major employers to promote Green Commuter plans
- Through the Local Plan prioritise development to locations sustainable in transportation terms
- Evolve the Roads Development Guide to ensure the principles of sustainable development are incorporated at the planning stage
- Review parking standards for new developments taking cognisance of the recently released parking guidelines which set maximum parking levels.
- Work with the West of Scotland Transport Forum to identify cross boundary travel patterns which will require co-operative analysis and possible action

Achievements to date

- The Scottish Executive Household Travel Diaries inform on means of travel for Renfrewshire. Customer surveys have been carried out and it is anticipated that more will be undertaken the future.
- Working with Scottish Enterprise Renfrewshire, SPT and local bus operator, new and enhanced services have been secured to Inchinnan Business Park and the R.A.H, Paisley. Travel Planning is being taken forward in a variety of local companies. In addition, working with job centres in Johnstone and Paisley, Journey Planners for specific shift patterns have been developed to help get staff sustainably to and from employment sites at awkward times of the day.
- The Council's revised Local Plan has been published and addresses this issue.
- The Roads Development Guide has been revised and updated in draft form. In partnership with our neighbouring authorities we are pursuing a joint Guide with a view to having a draft available early in 2006
- The Council is following the Scottish Executive Guidance on Maximum Parking Standards as given in the SPPG 17 Document. Parking Standards will be included in the Council's revised Roads Development Guide
- A number of studies on cross boundary travel patterns have taken place with WESTRANS to evaluate travel issues including orbital bus routes etc.

Medium Term Action

- Formulate a strategy through the West of Scotland Transport Forum to set out actions to tackle strategic aspects of demand management

Long Term Action

- Evaluate the effectiveness of demand management measures from a process of long term monitoring
- Investigate and bring forward funding options to implement the West of Scotland Transport Strategy

- The Joint Transport Strategy gives commitment to strategic demand management and it is anticipated that specific actions will cascade from this

- National figures published in 2005 by the Scottish Executive shows an annual growth in traffic on all Scotland's roads of 1.2%. The Traffic Report (November 2000) predicted a p.m. peak annual growth rate of 1.9%, with the actual figure measured by our consultants as 3.3%. New development opportunities across Renfrewshire could have contributed to the higher growth rate than predicted. SPT supported rail patronage decreased by almost 9% in the years from 2000 to 2003, but by 2005 had risen by 19.3%. This indicates an overall upward trend in rail patronage.

- This will be taken forward through Westrans



Policy 3.1 The Council will adopt strategies which will improve and extend walking routes particularly between homes and places of employment, in order to create a walking network where pedestrians feel neither threatened nor uncomfortable

### Short Term Action

- Complete missing links in footways, particularly in Erskine, where they involve access to bus stops
- Implement pelican crossings and other facilities to assist people to cross the road
- Provide footpaths linking Inchinnan Industrial Estate and Glasgow Airport to Inchinnan, Erskine, Renfrew and Paisley
- Upgrade former remote footpaths where appropriate to adoptable standards with lighting and add to the list of public roads
- Prepare a package of measures for immediate implementation to assist pedestrian safety outside schools in line with the 'Safe Routes to Schools' policy
- Instigate working parties at a number of schools in Renfrewshire to take forward transportation plans
- Further research the walking network to identify missing links, security concerns etc.

### **Achievements to date**

- At 12 locations across Renfrewshire remote footpaths have been created and the work is continuing in conjunction with the Planning Section's Core Path network and Access Strategy
- 15 sets of traffic lights with pedestrian facilities, 12 Zebra Crossings and 11 Pelicans or Puffins Crossings have been installed across the Council Area
- A footway from Paisley to Inchinnan Industrial estate has been provided via Glasgow Airport and Barnsford Road.
- Over 50 footpaths in Erskine, previously under the Planning and Education accounts, have been upgraded to adoptable standards.
- All 52 schools have advisory 20 mph speed limits and £100k has been committed to providing statutory full time 20 mph limits at 3 schools and part time 20 mph limits at a further 6 schools.
- 31 Primary schools have agreed to take forward Travel Plans. 2 School Travel Plan Co-ordinators have been employed to work with schools. 41 schools are taking part in Walk to School Week and The Great School Travel Tally was carried out to raise awareness of the benefits of walking to school and monitor the effects of the campaigns.
- A study is underway using funding from WESTRANS on walking routes in South Renfrewshire. A bid for the financial year 2005-2006 has been successful for implementation of the measures proposed by this study.

<p><b>Medium Term Action</b></p> <ul style="list-style-type: none"> <li>Continue studies into missing walking links and bring forward a programme of works to extend and enhance existing proposals</li> </ul> <p><b>Long Term Action</b></p> <ul style="list-style-type: none"> <li>Seek to achieve a safe walking / cycling network which links all communities in Renfrewshire</li> </ul>	<p><b>Achievements to date</b></p> <ul style="list-style-type: none"> <li>Studies have identified a number of missing walking links and these are documented on a reserve list for consideration dependent on funding</li> <li>Studies are ongoing.</li> </ul>
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Policy 3.2 The Council has adopted the strategy which aims to achieve the targets for increased cycle use as set out in the National Cycling Strategy, namely doubling cycle use by 2002 and further doubling it by the year 2012

<p><u>Short Term Action</u></p> <ul style="list-style-type: none"> <li>Implement minor works on existing designated cycle routes to assist cycle safety such as designated crossing points, segregated lanes etc.</li> <li>Prepare a package of cycle proposals associated with the 'Safe Routes to Schools' initiative</li> <li>Review the position of safe cycle parking in locations such as town centres, railway stations and public locations</li> </ul>	<p><u>Achievements to date</u></p> <ul style="list-style-type: none"> <li>Some work has been carried out to provide signal-controlled crossings and advance stop lines at junctions in Paisley and Renfrew to assist cyclists on designated cycle routes.</li> <li>The cycle training scheme is continuing annually at schools and in 2005 76% of primary 6 children took part. 77% of those sitting the test last year were successful. 10 schools have had cycle stands installed for secure storage with a further 18 schools proposed to be supplied in the financial year 2005-2006.</li> <li><b>Secure cycle parking facilities have been provided at 5 locations in Paisley, at Johnstone and Elderslie swimming baths and at the Post Offices at Elderslie and Bridge of Weir.</b></li> </ul> <p><b>Achievements to date</b></p>
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<p><b>Medium Term Action</b></p> <ul style="list-style-type: none"> <li>• Continue studies into missing cycle links and bring forward a programme of works to extend and enhance existing proposals</li> </ul> <p><b>Long Term Action</b></p> <ul style="list-style-type: none"> <li>• Seek to create a safe and secure cycle / walking network to link village communities with destinations such as major workplaces, shopping centre and stations</li> </ul>	<ul style="list-style-type: none"> <li>• In partnership with Sustrans we have prepared a list of proposals for consideration against future funding, including South Paisley, Howwood, Lochwinnoch, Paisley to Renfrew link, Clyde Walkway Renfrew, and refurbishment of the Paisley to Glasgow Airport route.</li> <li>• Some progress has been made and links to Inchinnan Village have been completed.</li> </ul>
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Policy 3.3 The Council, in partnership with Strathclyde Passenger Transport (SPT), will seek to increase the attractiveness of public transport by supporting measures which improve its quality, comfort, route penetration and degree of integration

<p><b><u>Short Term Action</u></b></p> <ul style="list-style-type: none"> <li>• Form a quality partnership with bus operators in the Council area to facilitate a better understanding of bus operations etc.</li> <li>• Upgrade bus stops and shelters by renewing poles and flags, providing timetable panels and procuring new shelters through the advertising contract with bus shelter company “Adshel” (More Group)</li> </ul>	<p><b><u>Achievements to date</u></b></p> <ul style="list-style-type: none"> <li>• We have a voluntary Quality Bus Partnership agreement for the bus service from Gilmour Street Station in Paisley and Glasgow International Airport with B.A.A. the lead organisation and the Council as partner. The Council is considering how to respond to the powers which will become available to it in the Transport (Scotland) Bill to form statutory quality partnerships and contracts</li> <li>• 398 new bus shelters have been supplied and installed under an agreement with Adshel. New information panels at all bus stops have been erected. In 2001 the power relating to bus services information provision was allocated to SPT by the Transport (Scotland) Act. SPT have provided a “standard” for information provision. Compliance by many bus operators has been poor. This is a matter for SPT to address.</li> </ul>
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<p><u>Short Term Action</u> (cont'd)</p>	<p><b>Achievements to date</b></p>
<ul style="list-style-type: none"> <li>• Assist the mobility impaired by upgrading footways at bus shelters to accommodate low floor easy access bus operations</li> <li>• Partner with SPT through the West of Scotland Transport Forum to produce public transport information.</li> <li>• Support the SPT in the implementation of their capital programme and acknowledge the benefits to Renfrewshire of strategic investment in the rail network and Glasgow Underground, which assists Renfrewshire people in accessing jobs and services.</li> <li>• Encourage accessibility to taxis particularly for the disabled and liaise with taxi operators to promote benefits of interchange between taxis and other forms of public transport.</li>   <li>• Acknowledge the role played by Dial-A Bus, provided by the SPT, which enhances the options for the mobility impaired and liaise with SPT over the effectiveness of the service.</li> <li>• Protect the former railway solum between Elderslie and Bridge of Weir as a future rail option (as advised by SPT) and seek guidance on other solums in the Council area where they may reopen at some time in the future.</li> </ul>	<ul style="list-style-type: none"> <li>• 2.37 Kms. of footways leading to bus stops have been upgraded. In some cases this has been in the form of a hard surfaced footway and in others the upgrading of an existing footway. Approximately 20 stops have new hard-standings provided.</li> <li>• The power to provide this information now rests with SPT.</li>   <li>• The Council, through the local Councillors who liaise with the SPTA, have been active in influencing both strategy and capital spend. Regular liaison takes place at officer level.</li>   <li>• The new taxi stance at Gilmour Street, Paisley, has been constructed, connecting with the Railway Station and the bus stops on Central Road. Approximately 69 out of the total of 214 registered taxis in Renfrewshire are specifically configured to assist disabled people. Council Policy now is that all taxis be wheelchair accessible and either custom built taxis such as FX4's or Metro cabs or alternatively MPV's (multi person vehicles) of a type approved by the licensing authority</li> <li>• Renfrewshire Council acknowledges the significant effort made to improve and extend the Dial-a-Bus service provided by SPT</li>   <li>• The former railway solum between Elderslie and Bridge of Weir has been protected in the Glasgow and Clyde Valley Structure Plan and the Council's own Local Plan. Others will be considered as part of the function of the Regional Transport Plans in the future in which this Council will participate.</li> </ul>

**Medium Term Action**

**Achievements to Date**

<ul style="list-style-type: none"> <li>• Encourage SPT to evaluate smartcard ticket technology and bring forward proposals for implementation in the SPT area</li> <li>• Encourage SPT to conclude proposals to link heavy rail with Braehead and Renfrew and meanwhile protect the former railway solum.</li> <li>• Encourage SPT to conclude studies into a heavy rail link to Glasgow Airport to enable the Council to consider the outcome and reflect this in the Local Plan and Local Transport Strategy as appropriate</li> <li>• Encourage a transparent approach to funding of public transport projects which identifies both capital and ongoing revenue costs to aid informed decision making</li> </ul> <p><b>Long Term Action</b></p> <ul style="list-style-type: none"> <li>• Seek to achieve an extensive network and level of public transport such that modal shift impacts positively on traffic growth</li> </ul>	<ul style="list-style-type: none"> <li>• The Council submitted a bid to the Scottish Executive through the Challenge Fund Bids to promote Smartcard Ticket Technology but they decided that it was the role of the SPT to take this forward. Currently SPT have not progressed this.</li> <li>• The protection of the solum of the former rail line from Hillington to Braehead is still included in the Finalised version of the Revised Local Plan. There are no proposals in SPT's programme for a heavy rail link but Light Rail Transport is being considered as part of a conurbation wide study</li> <li>• The study into the heavy rail link from Paisley Gilmour Street Station to Glasgow International Airport is reaching its conclusion. A parliamentary Bill is expected to be presented in December 2005</li> <li>• The transparent and holistic approach to funding of public transport projects is covered in the Scottish Executive publication Scottish Transport Appraisal Guidance, published in 2003. This document is used for the appraisal of all transport projects requiring significant investment.</li> <li>• Very substantial changes have taken place since the last LTS in the nature of the rail industry and the power available to Councils with respect to buses. Consideration is being given to mechanisms to monitor public transport usage and correlate this with road traffic levels.</li> </ul>
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Policy 3.4 The Council will manage demand for parking by adopting strategies which are appropriate to the location and favour the needs of business and commerce

### Short Term Action

- Continue the current parking regime in Paisley Town Centre which involves: -
  - Charging for on street parking at a rate and maximum specified stay which encourages a high utilisation and turnover of spaces
  - Charge at different rates for short and long stay designated car parks to meet the policy objectives
  - Maintain a residents parking scheme which enables every household with a car within a designated area to park on street
- Continuously review effectiveness of strategy in meeting the needs of the town centre.
- Review the coverage of the existing parking controls and determine whether the scheme in Paisley should be extended, particularly with respect to protecting residential areas near the town centre from commuter intrusion
- Review policy and levels of charging through the West of Scotland Transport Forum to ensure a consistency of policy and practice (necessary in view of the extent of cross boundary trips between adjacent Authorities)

### Achievements to date

- The current parking regime in Paisley Town Centre has continued and is evaluated under a comprehensive study every two years, which has confirmed the effectiveness of the policy. This has confirmed that a higher turnover of spaces occurs in the town centre, which is consistent with the objective of displacing commuter parking to free up spaces for visitors. Approximately 400 resident parking permits are issued annually.
- The parking service was subjected to a “Stepped Review” in 2005. This looked at the effectiveness of Paisley Town Centre strategy as part of a wider remit, and confirmed that it is still appropriate
- Coverage of the existing parking controls has been reviewed and the Residents Parking Scheme in Paisley is being extended into the Seedhill Area of east Paisley
- The policy of charging for parking and cross boundary consistency is being reviewed by the Council as part of its membership of West of Scotland Transport Forum.

<p><b>Medium Term Action</b></p> <ul style="list-style-type: none"><li>• Review adequacy of parking supply in Johnstone, Renfrew and other commercial centres</li><li>• Consider effectiveness of public parking at these locations and assess whether pay and display for on street and off street parking would impact positively on the centre economy and meet sustainability needs</li><li>• Evaluate whether there would be benefits to the Council in taking control of on street parking enforcement under the powers of the Road Traffic Act 1991</li></ul> <p><u>Long Term Action</u></p> <ul style="list-style-type: none"><li>• Bring forward implementation plans from short and medium term studies.</li></ul>	<p><b>Achievements to date</b></p> <ul style="list-style-type: none"><li>• Parking supply has been reviewed in Renfrew, as part of the Renfrew Town Centre Action Plan, and in Johnstone, as part of the Retail proposals for a food store adjacent to the Town Centre.</li><li>• An investigation has taken place in Renfrew in the context of the Effectiveness of the public parking and any action will be taken under the auspices of the Renfrew Town Centre Action Plan.</li><li>• Consultants have prepared a comprehensive report on the potential of the Council taking control of on-street parking enforcement. This is being considered by the Corporate Management Team.</li></ul>
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**Policy 4.1** The Council will structure its capital programme with a view to progressing schemes for strategic development of the network as identified in the Development Plan

#### Short Term Action

- Progress projects identified in the Capital Plan (see P 51)
- Continue traffic modelling exercise into the M8 corridor to access future development scenarios including Glasgow Airport Expansion, Inchinnan Business Park, Renfrew Riverside and Hillington Industrial Estate
- Assess future traffic conditions on the M8 and liaise with the Scottish Executive, Glasgow City Council and the local Enterprise Company.
- Align traffic management policy to address trips which contribute to traffic growth on the M8 corridor but could potentially shift to other modes
- Consider the case for a Renfrew Bypass (as originally mooted by Strathclyde Regional Council) through a full transportation, land use and Town Centre Action Plan evaluation.
- Seek a commitment to implement the M74 extension as a strategic road scheme which is supported in the Structure Plan
- Monitor the measures introduced in Paisley under the Town Centre Action Plan and continue studies into similar transportation and planning Action Plans for Renfrew and Johnstone

#### Achievements to date

- In every financial year since the production of the LTS, a full spend has been achieved against the road and transportation programme.
- Extensive traffic modelling on the M8 corridor was undertaken as part of the Renfrew Riverside and Hillington Industrial Estate developments. Further work is now underway in association with redevelopment proposals at ROF Bishopton.
- Following the Scottish Airports Review a working party has been formed by the Scottish Executive, with Glasgow Airport and Renfrewshire Council as members, to evaluate the performance of the M8 from Junction 26 to Junction 29.
- We have engaged strategies, for example Travel Planning with major employers, to try to change peoples mode of travel away from the private car and into more sustainable modes e.g. walking, cycling or even car sharing to reduce the volume of traffic on all routes including the M8.
- Renfrew Town Centre Action Plan studies have confirmed that a Renfrew By-pass is still necessary for Renfrew in the longer term, i.e. 10-15 years.
- The Scottish Executive has announced that the extension of the M74 is to proceed to implementation with an anticipated opening in 2008
- Paisley Town Centre - Monitoring is being undertaken on roads around the Town Centre following the implementation of the Town Centre Pedestrianisation Scheme. An internal working group is considering the Health of the Town Centre with respect to the wider economic and social issues.  
Johnstone Town Centre - Traffic management schemes mostly completed.  
Renfrew Town Centre - The Town Centre Action Plan is being progressed with a view to implementation in early 2006.



<p><b>Medium Term Action</b></p> <ul style="list-style-type: none"> <li>• Prepare proposals for action in consequence of the evaluation of the transport network and seek to partner with private developers, Glasgow Airport, the Local Enterprise Company and the Scottish Executive in taking forward strategies</li> <li>• Consider transportation issues and actions associated with redevelopment proposals for the former Royal Ordnance Factory at Bishopton.</li> </ul> <p><b>Long Term Action</b></p> <ul style="list-style-type: none"> <li>• Review effectiveness of actions through a process of continuous monitoring and traffic model upgrading</li> </ul>	<p><b>Achievements to date</b></p> <ul style="list-style-type: none"> <li>• The evaluation of the transport network is an organic ongoing process and regular liaison has taken place with the partners identified.</li> <li>• A masterplan with associated transportation proposals have been prepared by BAE relative to the former Royal Ordnance site at Bishopton, and, following consultation with the Scottish Executive, a planning application is anticipated</li> </ul> <p>Performance information is becoming available on school travel plans and some company plans which demonstrates modal shift away from cars. Monitoring over the next 5 years will be crucial to determining the success of strategies.</p>
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Policy 4.2

The Council will seek to provide a transport system which will develop opportunities for access to employment, housing and community facilities in support of the Council's corporate objectives in terms of social inclusion

<p><b>Short Term Action</b></p> <ul style="list-style-type: none"> <li>• Undertake further analysis into social inclusion partnership areas to determine current transport linkages and barriers and prepare proposals to improve accessibility</li> <li>• Seek to determine local views on transport issues and incorporate this into decision making</li> <li>• Align actions with economic development strategies to strengthen accessibility to workplaces</li> <li>• Explore partnership opportunities involving private companies, Strathclyde Passenger Transport, Scottish Enterprise Renfrewshire, to provide public transport links using taxis or buses</li> </ul>	<p><b>Achievements to date</b></p> <ul style="list-style-type: none"> <li>• Analysis into transport linkages in SIP (now superseded by Regeneration Outcome Agreement [ROA]) areas has been undertaken and deficiencies have been identified</li> <li>• Councillors, Community Councils, general correspondence, residents Associations, provide views on transport issues and cognisance is taken of this. A more formal process of consultation has been undertaken during the LTS document update process.</li> <li>• A close partnership exists between the Department's Economic Development Unit and the Roads Division and actions are included in the Service Plan.</li> <li>• Partnership opportunities have been taken up and linkages to Journey Planner, Step Change etc. Working with Scottish Enterprise Renfrewshire on such initiatives as Journey Planners to assist those seeking employment, in conjunction with Job Centre Plus. Liaison with Arriva Buses and Scottish Enterprise Renfrewshire to bring initiatives to fruition</li> </ul>
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Policy 4.3      The Council will seek to improve the existing transport system where substantial safety benefits are identified

<p><b>Short Term Action</b></p> <ul style="list-style-type: none"><li>• Continue the bridge assessment programme and prepare a priority programme for bridge strengthening</li><li>• Complete feasibility studies into Moss Road Linwood and determine engineering action and costs associated with reopening this route to the public following closure due to subsidence</li></ul> <p><b>Medium Term Action</b></p> <ul style="list-style-type: none"><li>• Maintain an inventory of retaining walls and similar structures and carry out condition assessments</li><li>• Make provision in the capital programme for strengthening of retaining walls and structures on a risk assessment priority basis</li></ul>	<p><b>Achievements to date</b></p> <ul style="list-style-type: none"><li>• Due to the lack of capital allocation and revenue budgets there will possibly be more restrictions in future on any bridges</li><li>• The feasibility study into the reconstruction of Moss Road, Linwood has been completed. Funding has yet to be identified for the contract.</li><li>• There has been insufficient funding to take forward the Asset Survey exercise on retaining walls, which is necessary before any structural assessments can be made at this time.</li><li>• Structural assessment of all bridge and retaining walls is ongoing as defects are identified. A prioritised programme of work has been identified but funding is not sufficient to tackle all structures. This means that temporary measures have to be taken to restrict traffic flow thus reducing loading to protect the structure until a permanent maintenance solution can be provided.</li></ul>
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**Short Term Action**

- Continue to prioritise a rolling programme of traffic calming/management by assessing historical accidents
- Analyse accidents annually and bring forward capital schemes to tackle locations on the road network where road safety is a concern such as Darluith Road junction, Linwood
- Continue road safety education functions in schools and organise groups in partnership with the Scottish Roads Safety campaign and the West of Scotland Road Safety Forum
- Implement the “Safer Routes to Schools” holistic approach recommended by the Scottish Executive designed to tackle road safety at schools, improve the health of children by encouraging more walking and cycling and reduce traffic by changing the habit of the ‘school run’
- Assist Community Councils and partner with Strathclyde Police to stimulate community interest and self help in addressing road safety as a community safety issue

**Achievements to date**

- Accident evaluation is carried out annually and steers the traffic management/calming programme which is approved annually by the HECS Board.
- Accident evaluation is carried out annually and steers the traffic management/calming programme which is approved annually by the HECS Board.
- Road safety education continues and we have introduced the new curriculum in schools called “STREETSENSE” produced by the Scottish Executive in 2004.
- We have introduced the Safer Routes to Schools approach. Currently 31 schools have engaged in Travel Plans
- 20 Areas have taken up our community road safety initiative and involve their Community Councils. Most residential areas have advisory 20 mph speed limits in place.

<p><b>Short Term Action (cont'd)</b></p> <ul style="list-style-type: none"> <li>• Evaluate the effectiveness of the Council's approach to road safety and evolve actions to achieve the greatest reductions in accidents from the available resources</li> <li>• Assist the police to identify locations where speed limits are abused and work closely with the police to promote new speed limits and traffic regulation orders to assist effective enforcement</li> </ul> <p><b>Medium Term Action</b></p> <ul style="list-style-type: none"> <li>• In consideration of traffic calming/management , move from the current process of prioritising on the basis of historical accidents to a risk assessment process</li> <li>• Prepare route action plans to address road safety on strategic routes and distributor routes which are not generally suitable for conventional traffic calming but in many instances have high accident records</li> <li>• Further increase driver educational strategies to achieve a shift in attitude to issues such as speeding, in order that behavioural change incurs voluntarily instead of being forced by traffic calming or police enforcement</li> </ul>	<p><b>Achievements to date</b></p> <ul style="list-style-type: none"> <li>• The process of evaluating the Council's approach to road safety is continuing. The 'Road Casualty Statistics for Renfrewshire Report was presented to the HECS Board on 3 August 2004, and the follow up 'Evaluation Report' on 22 March 2005.</li> <li>• Liaison with the Police is ongoing. The Strathclyde Speed camera Partnership is an example, and we are regularly in consultation on general speed limits across Renfrewshire.</li> <li>• The current safety programme presented to the HECS Board on 22<sup>nd</sup> March 2005 reflected this approach.</li> <li>• We are rolling forward our programme since 2000 on Route Action Plans using Scottish Executive ring-fenced monies.</li> <li>• We are developing mechanisms to influence driver behaviour e.g. Community Road Safety Initiatives, Publicity etc</li> </ul>
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**Short Term Action**

- Assessment will be made of lighting on key walking routes, particularly where they involve schools and a programme of action prepared for funding consideration
- Consideration will be given to maintenance strategies for footways and cycleways, particularly with respect to controlling vegetation and removing screening and an assessment will be made of subsequent revenue implications

**Medium Term Action**

- Short term actions will be rolled out to cover as much of the network as resources allow

## Achievements to date

- The Council, under its Safer Routes to School initiative, is identifying paths and implementing measures to assist children to walk safely to school. There are also initiatives such as the Access Strategy and the Core Path Walking Routes being carried out to assist with the promotion of walking as both a recreational activity and a means of travel to work. As part of these investigations, street lighting assessments are undertaken.
- Some clearing of vegetation has been undertaken on footways and cycleways. Roads Inspectors now walk footways to inspect for defects that might have been missed on a drive-by inspection. These are being carried out in urban areas at present. There is a 3-year rolling programme for regular weed treatment by Environmental Services personnel. Grass cutting frequency has been varied to give best value.

# Appendix C – LTS Delivery Targets

## Delivery Targets

Action	Performance Measure Target	Timescale	Partners
<b>Strategic Road &amp; Rail Connections</b>			
<ul style="list-style-type: none"> <li>➤ Partner with Scottish Executive/Glasgow Airport/Transport Scotland/Strathclyde Partnership for Transport into studies of the M8 corridor encompassing both public and private transport and agree a strategy for action</li> </ul>	Strategy for further action agreed amongst partners	April 2008	SE
<ul style="list-style-type: none"> <li>➤ Co-ordinate strategies on the M8 corridor with Glasgow Airport's Access Strategy being taken forward as part of the Airport Master Plan</li> </ul>	As Above		
<ul style="list-style-type: none"> <li>➤ Liaise with the Scottish Executive/Transport Scotland/Strathclyde Partnership for Transport and North Ayrshire on the A737 corridor and agree traffic projections and actions stemming from increased commuting from Ayrshire to Glasgow.</li> </ul>	Report on traffic projections and agreed future strategy on A737 corridor	Summer 2008	SE
<ul style="list-style-type: none"> <li>➤ Form a working group with Glasgow City Council and West Dunbartonshire to promote fastlink.</li> </ul>			
<ul style="list-style-type: none"> <li>➤ Prioritise travel planning amongst local employers where they generate significant numbers of car trips on the M8 and A737.</li> </ul>	Annual report on Travel Planning	Annually	RC



<ul style="list-style-type: none"> <li>➤ Liaise with Glasgow City Council and Strathclyde Partnership for Transport over parking policies which influence peak hour traffic growth.</li> </ul>	Annual Traffic Report	Annually	RC
<b>Network Maintenance</b>			
<p>Complete the database describing the condition and location of all infrastructure and finalise the process of best value asset management to:</p>	Finalise the asset management plan and annual report on progress and spending priorities	Annually	RC
<ul style="list-style-type: none"> <li>➤ Identify definitively the expenditure necessary to recover the condition of the network,</li> </ul>			
<ul style="list-style-type: none"> <li>➤ Identify the base level maintenance budget necessary to maintain all infrastructure such that the condition will not deteriorate in the future</li> </ul>			
<ul style="list-style-type: none"> <li>➤ Bring forward a specific strategy to address street lighting,</li> </ul>			
<ul style="list-style-type: none"> <li>➤ Prepare an investment programme to bring all weak bridges and structures up to an acceptable standard</li> </ul>			
<p>Prioritise carriageway resurfacing through a process involving visual inspections, machine surveys, accident records and customer feedback.</p>	Annual resurfacing programme	Annually	RC
<ul style="list-style-type: none"> <li>➤ Carry out bridge condition indicators to track the changes to our stock of structures using nationally agreed criteria.</li> </ul>			

<ul style="list-style-type: none"> <li>➤ Provide a complete picture of the load carrying capacity of the council and privately owned bridge stock</li> </ul>			
<p>Prioritise footway resurfacing to locations which address safety, high pedestrian flows and frequent passage by school children or people with mobility difficulties</p>	Annual footway programme	Annually	RC
<p>Include dropped kerbs in all footway work to assist people with mobility impairment</p>	Report the number of dropped kerbs installed	Annually	RC
<b>Demand Management</b>			
<ul style="list-style-type: none"> <li>➤ Continue to fund a full-time Travel Planning Officer</li> </ul>	Continuation of post	ongoing	RC
<ul style="list-style-type: none"> <li>➤ Further develop travel planning in schools such that all schools are involved;</li> </ul>	Report on number of schools involved in travel planning	Annually	RC
<ul style="list-style-type: none"> <li>➤ Develop a Council Travel Plan</li> </ul>			
<ul style="list-style-type: none"> <li>➤ Work in partnership with the local Enterprise Company and major employers to promote sustainable travel plans;</li> </ul>	Report companies engaged in travel planning	Annually	RC
<ul style="list-style-type: none"> <li>➤ Through the Local Plan, prioritise development to locations sustainable in transport terms</li> </ul>	Adopted Local Plan	Ongoing	RC
<ul style="list-style-type: none"> <li>➤ Work in partnership with SPT to improve parking and public transport accessibility at railway stations</li> </ul>	Statutory report for Park & Ride in Renfrewshire	2008	RC

<ul style="list-style-type: none"> <li>➤ Set high standards with respect to the provision and maintenance of all bus stop and shelters and also all bus stops and shelters managed by the Council;</li> </ul>	Report on bus infrastructure maintenance	Annual	RC
<ul style="list-style-type: none"> <li>➤ Encourage SPT to ensure that all bus companies provide timetables at bus stops as required by the Transport (Scotland) Act</li> </ul>	Report on bus stop information provision	Annual	RC
<ul style="list-style-type: none"> <li>➤ Continue and develop parking policies which favour short stay shoppers in town centres and deter commuters to long stay car parks.</li> </ul>	Paisley studies and reports on parking behaviour	Bi-annually	RC
<ul style="list-style-type: none"> <li>➤ Investigate the case in Renfrewshire for creating a statutory Bus Quality Partnership or contract in partnership with SPT to improve bus service quality, network coverage and hours of operation</li> </ul>	Report to relevant council boards	Mid 2007	RC
<ul style="list-style-type: none"> <li>➤ Continue to liaise with SPT on bus service subsidy which provides socially necessary services, linking people to jobs, shops, health and leisure facilities.</li> </ul>			
<b>Road and Community Safety</b>			
<ul style="list-style-type: none"> <li>➤ Further extend community road safety initiatives in support of the Scottish Executive road safety campaign "Foolspeed" which encourages drivers to slow down, especially in urban areas</li> </ul>	No. of community safety initiatives and evaluation of effectiveness	Annual	RC
<ul style="list-style-type: none"> <li>➤ Develop a strategy for driver behavioural change throughout Renfrewshire which engages all the community in improving the quality of life for Renfrewshire residents.</li> </ul>	Completed strategy combined with annual report on average vehicle speeds in urban areas	Annual	RC
<ul style="list-style-type: none"> <li>➤ Carry out accident evaluation annually and report to Council</li> </ul>	Accident report	Annual	RC
<ul style="list-style-type: none"> <li>➤ Develop strategies for investment in road safety engineering measures which draw on accident evaluation and risk assessment to establish priorities.</li> </ul>	Annual programme	Annual	RC

<ul style="list-style-type: none"> <li>➤ Address perceived risk of road danger through engineering and community actions where this impacts significantly on the quality of life</li> </ul>	Annual Programme	Annual	RC
<ul style="list-style-type: none"> <li>➤ Continue and develop road safety education in all Renfrewshire schools using curriculum produced by the Scottish Executive "Road Safety Campaign".</li> </ul>	Report on curriculum uptake and feedback from teachers	Annual	RC
<ul style="list-style-type: none"> <li>➤ Partner with the Police on priorities for enforcement and maintain close liaison on the Council's road safety strategy</li> </ul>	regular police liaison meetings	Quarterly	RC
<ul style="list-style-type: none"> <li>➤ Address road safety problems on rural roads with higher than average accident rates, through route actions plans</li> </ul>	Route Action Plans incorporated in Program	Annual	RC
<h2>Walking and Cycling Strategy</h2>			
<ul style="list-style-type: none"> <li>➤ Continue to develop a strategy which facilitates walking and cycling as an alternative for all short to medium length trips in the Council area.</li> </ul>	Completed Plan of proposed walking/ cycling links in Renfrewshire	Mid 2008	RC
<ul style="list-style-type: none"> <li>➤ Partner with Sustrans developing leisure opportunities for walking and cycling and support the Council's Access Strategy.</li> </ul>	Annual Programme	Annual	RC
<ul style="list-style-type: none"> <li>➤ Implement the Paisley South Side Strategic Walking/Cycling Route which links East Renfrewshire to the national cycle Route and provides off-road linkages between schools, homes, shops and work on the south side of Paisley</li> </ul>	Strategic Link complete	2010	RC
<ul style="list-style-type: none"> <li>➤ <b>In partnership with East Renfrewshire develop a cycle route between Paisley and Barrhead</b></li> </ul>			

<ul style="list-style-type: none"> <li>➤ Identify locations isolated from jobs and services due to barriers to walking and cycling and prioritise actions to tackle this.</li> </ul>	<p>Report on accessibility rolled into LTS process</p>	<p>Every 5 years</p>	<p>RC</p>
<ul style="list-style-type: none"> <li>➤ Support the Council's economic development strategy by providing safe walking and cycling access to employment, particularly for areas with low car ownership</li> </ul>	<p>Report on accessibility rolled into LTS process</p>	<p>Every 5 years</p>	<p>RC</p>
<ul style="list-style-type: none"> <li>➤ Improve pedestrian crossings on busy roads through the introduction of zebras or signal controls where this coincides with pedestrian desire lines and removes barriers.</li> </ul>	<p>Annual Programme</p>	<p>Annual</p>	<p>RC</p>
<ul style="list-style-type: none"> <li>➤ Prioritise investment in the improvement of walking routes where this supports the Council's "Safer Routes to Schools" programme.</li> </ul>	<p>Annual Programme</p>	<p>Annual</p>	<p>RC</p>
<ul style="list-style-type: none"> <li>➤ Ensure pedestrian crossing are suitable for disabled persons and endeavour to reduce crossing distances where possible.</li> </ul>			
<ul style="list-style-type: none"> <li>➤ Continue to roll out secure cycle parking in town/village centres. Railway stations etc.</li> </ul>	<p>No. of secure parking locations</p>	<p>Annual</p>	<p>RC</p>
<ul style="list-style-type: none"> <li>➤ Continue to refine design principles for urban roads in Renfrewshire to safely accommodate cyclists where off road facilities do not exist.</li> </ul>	<p>Adoption of revised roads guidelines</p>	<p>Early 2007</p>	<p>RC</p>
<ul style="list-style-type: none"> <li>➤ Partner in supply of bicycle storage at public transport nodes.</li> </ul>			
<ul style="list-style-type: none"> <li>➤ Encourage bicycle transport facilities on public transport.</li> </ul>			
<p><b>Road Network Performance</b></p>			

<ul style="list-style-type: none"> <li>➤ Maintain a database of all signal controlled junctions and check the efficiency of each junction on a 2 year cycle</li> </ul>	Annual Report	Annually	RC
<ul style="list-style-type: none"> <li>➤ Evaluate the potential to upgrade traffic signal controlled junctions around Paisley such that they are incorporated within a real time reactive computer control system which maximises signal efficiency;</li> </ul>	Technical feasibility report	June 2008	RC
<ul style="list-style-type: none"> <li>➤ Review the need for signals at priority junctions through the Local Transport Strategy process;</li> </ul>	Annual inspections and analysis	Annual	RC
<ul style="list-style-type: none"> <li>➤ Co-ordinate Council road works to minimise disruption, taking account of any works being undertaken by the Scottish Executive on the trunk roads A737 and M8</li> </ul>	Effective management /communication process revised annually at management meetings	Annual	RC
<ul style="list-style-type: none"> <li>➤ Record and co-ordinate public utility works on the road network as required by the Transport (Scotland) Act 2005 (recognising that access cannot unreasonably be denied to public utilities and emergencies would be treated as exceptions);</li> </ul>	Compliance with the Transport (Scotland) Act 2005	April 2007	RC
<ul style="list-style-type: none"> <li>➤ Carry out periodic reviews of directional road signs</li> </ul>	Technical Report	Every 3 years	RC
<b>Biodiversity</b>			
<ul style="list-style-type: none"> <li>➤ Identify locations where wildflower diversity is an asset on verges and programme verge cutting to sustain this;</li> </ul>	Register of sensitive verges and green cutting programme	March 2007	RC
<ul style="list-style-type: none"> <li>➤ Will endeavour to only cut hedgerows outwith the bird nesting season;</li> </ul>	Hedge cutting programme	Annual	RC

<ul style="list-style-type: none"> <li>➤ As a general rule, rural embankments will not be cut unless there are specific safety concerns;</li> </ul>	Grass Cutting programme	March 2007	RC
<ul style="list-style-type: none"> <li>➤ Consider nesting birds and bats when required to trim or remove older trees and time works accordingly;</li> </ul>	Completed checklist completed prior to work on older trees	ongoing	RC
<ul style="list-style-type: none"> <li>➤ Encourage native trees in urban areas where they can be accommodated;</li> </ul>	Annual report on tree planting	Annual	RC
<ul style="list-style-type: none"> <li>➤ Seek to replace trees removed;</li> </ul>	Annual report on tree planting	Annual	RC
<ul style="list-style-type: none"> <li>➤ Check older bridges and structures for resident bat colonies and nesting birds prior to commencing works and replace any roost and or nesting resources nearby;</li> </ul>	Completed checklist prior to work maintenance	Ongoing	RC
<ul style="list-style-type: none"> <li>➤ Recognise the value of off-road walking and cycling links as corridors of biodiversity and animal movement and follow management practices to encourage this;</li> </ul>	Management statement for off road walking and cycling links	Ongoing	RC
<ul style="list-style-type: none"> <li>➤ Identify locations where animals conflict with traffic and where possible provide safe crossing facilities (ie. Tunnels) or warnings to drivers.</li> </ul>	Seek annual feedback from the police on animal road deaths	Annual	RC
<ul style="list-style-type: none"> <li>➤ Use a mixture of grass seed and wild flowers when forming or reinstating grass verges</li> </ul>			
<b>Paisley</b>			
<ul style="list-style-type: none"> <li>➤ Review the current traffic management system in the core of the town centre to determine if the current network of bus and taxi-only streets remains appropriate</li> </ul>	Completed transport report	June 2007	RC

<ul style="list-style-type: none"> <li>➤ Reduce congestion on the ring road through the introduction of central computer controlled dynamic traffic signal management to improve bus accessibility to the town centre and generally reduce queuing traffic</li> </ul>	Completed computer traffic signal control system	2010	RC
<ul style="list-style-type: none"> <li>➤ Review parking location and supply in the context of future development aspirations in the town centre and prepare a long-term parking supply strategy</li> </ul>	Report on long term parking strategy	Oct. 2007	RC
<ul style="list-style-type: none"> <li>➤ Prioritise travel planning amongst employers who impact on Paisley town centre traffic levels to reduce the rate of peak hour traffic growth</li> </ul>	Annual report on travel planning	Annual	RC
<ul style="list-style-type: none"> <li>➤ Undertake studies into walking and cycling accessibility to the town centre giving particular consideration to the barriers created by the ring road</li> </ul>	Report on walking / cycling accessibility	Oct 2007	RC
<ul style="list-style-type: none"> <li>➤ Complete studies into a statutory Bus Quality Partnership covering central Paisley specifically to address air quality problems in Central Road</li> </ul>	Completed report	Oct 2007	RC
<ul style="list-style-type: none"> <li>➤ Review an historical proposal to create a bus interchange in Old Sneddon Street, immediately behind the railway station through making this street bus and taxi-only and revising the layout of the existing ring road to accommodate this</li> </ul>	Report on proposal	June 2008	RC
<ul style="list-style-type: none"> <li>➤ Review an historical scheme to upgrade Underwood Road which forms part of the Northern Ring Road and replace a rail over road bridge which has severe height restrictions</li> </ul>	Report on proposal	June 2008	RC



<ul style="list-style-type: none"> <li>➤ Encourage the Regional Transport Partnership and Transport Scotland to upgrade Gilmour Street railway station</li> </ul>	Agreed strategy & commitment to upgrade	2009	RC
<b>Renfrew</b>			
<ul style="list-style-type: none"> <li>➤ Implement the Renfrew town Centre Regeneration Strategy including <ul style="list-style-type: none"> <li>○ Installing traffic signals with pedestrian facilities at the cross (Hairst Street / Glebe Street / Inchinnan road / Paisley Road).</li> <li>○ Introducing 'gateway' traffic management measures to reduce speeds around the town centre.</li> <li>○ Implementing 'streetscape' projects in Hairst Street and High Street to create space for people to deter through traffic and visually enhance the town centre.</li> <li>○ Manage parking to assist access for people shopping or visiting the town centre.</li> </ul> </li> </ul>	Strategy fully completed	2008	RC
<ul style="list-style-type: none"> <li>➤ Liaise with transport providers and Regional Transport Partnership to provide bus routes along Kings Inch Road.</li> </ul>	Audit of bus service	Annual	RC
<ul style="list-style-type: none"> <li>➤ Discuss route penetration and timetabling with Regional Transport Partnership</li> </ul>	Audit of bus service	Annual	RC
<ul style="list-style-type: none"> <li>➤ Discussion with Bus operators to secure bus services along Kings Inch Boulevard as housing developments are implemented. (Investigate provision of bus shelters as well as bus poles).</li> </ul>	Audit of bus service	Annual	RC

<ul style="list-style-type: none"> <li>➤ Bid for secure funding from the Regional transport Partnership for the Northern Development Road to relieve town centre congestion.</li> </ul>	Funding secured and route included in programme	2011	RC
<ul style="list-style-type: none"> <li>➤ Investigate, in partnership with SPT, the feasibility of an LRT / Guided bus service along the river Clyde linking residential areas to health facilities, leisure facilities and employment centres.</li> </ul>	Report completed	2007	RC
<ul style="list-style-type: none"> <li>➤ Discussion with bus operators to secure bus services along Kings Inch Boulevard as housing developments are implemented ( Investigate provision of bus shelters as well as bus poles)</li> </ul>			
<b>Bridge of Weir</b>			
<ul style="list-style-type: none"> <li>➤ Undertake a study and implement a Town Centre Action Plan to address the traffic and transportation issues in the village. This could include plans for introducing entrance treatments, extending the 30mph zone, implementing 20mph zones in appropriate locations, improve links to the cycling / walking network and define suitable parking areas.</li> </ul>	Strategy report completed and works implemented	2008	RC
<ul style="list-style-type: none"> <li>➤ Improve pedestrian links to Johnstone (investigate footpaths and remote footpaths)</li> </ul>	Strategy& design concluded and improvements implemented	2012	RC
<ul style="list-style-type: none"> <li>➤ Provide links to the cycling network</li> </ul>	Links identified & implemented	2008	RC
<ul style="list-style-type: none"> <li>➤ Investigate opportunities in partnership with SPT to improve public transport linkages, especially during the evening</li> </ul>	Annual review of accessibility	Annual	RC
<b>Langbank</b>			

<ul style="list-style-type: none"> <li>➤ Examine A8 layout and request Scottish Executive consider access needs for the village to address safety concern</li> </ul>	Report from Scottish Executive	2008	RC
<ul style="list-style-type: none"> <li>➤ Investigate if there are any opportunities to created parking areas which can support the railway station</li> </ul>	Conclude study & report	2008	RC
<ul style="list-style-type: none"> <li>➤ Liaise with transport providers and Regional Transport Partnership to investigate bus routes to and through the village</li> </ul>	Annual review of accessibility	Annual	RC
<ul style="list-style-type: none"> <li>➤ Link the village with the existing walking/cycle network.</li> </ul>	Conclude studies & implement walking / cycling links	Annual	RC
<ul style="list-style-type: none"> <li>➤ Introduce a pilot Leisure Lanes project to increase safe access into the countryside for walkers, horse riders, cyclists on single track rural roads</li> </ul>	Complete pilot & report on outcome	2008	RC
<b>Erskine</b>			
<ul style="list-style-type: none"> <li>➤ Study speeding problems and propose measures to reduce speed and assist pedestrians on urban distributor roads</li> </ul>	Report on traffic speeds and programme for action	2009	RC
<ul style="list-style-type: none"> <li>➤ Ensure adequate pedestrian links to bus stops</li> </ul>			
<ul style="list-style-type: none"> <li>➤ Investigate provision of Bus Park &amp; Ride.</li> </ul>	Undertake study into park & ride, repeat annually on bus accessibility	Annual	RC
<ul style="list-style-type: none"> <li>➤ Investigate route penetration and bus timetabling with Regional Transport Partnership to address evening services.</li> </ul>			
<ul style="list-style-type: none"> <li>➤ Improve links to the existing cycle / walking network</li> </ul>	Complete studies into cycling / walking network & implement recommendations	2010	RC

<b>Johnstone</b>			
➤ Partner with SPT to address parking problems at the rail station Park & Ride car park.	Strategy for station car park and surrounding streets	Oct 2007	RC
➤ Undertake parking studies to quantify the appropriate level of supply and develop a strategy to achieve this	Completed long term parking strategy	2008	RC
➤ Investigate bus route penetration and timetabling with Regional Transport Partnership and develop proposals which can be discussed with bus companies.	Bus accessibility report	Annual	RC
➤ Improve the performance of traffic signals in the town centre for both vehicles and pedestrians by introducing a computer controlled system which responds dynamically to traffic levels	System fully operational	2010	RC
<b>Linwood</b>			
➤ Improve pedestrian access to the Phoenix retail park by providing traffic signals with pedestrian facilities at Lincrive roundabout on the A737.	Pedestrian facilities implemented	2008	RC
➤ Provide safe pedestrian and cycle routes to new Secondary school.	Cycle & pedestrian routes completed	2007	RC
➤ Improve linkages with the national cycle network for walking as well as cycling.	Local Strategy for cycling/ walking linkages completed and measures implemented	2010	RC
➤ Investigate options for improved bus services in partnership with SPT.	Annual bus accessibility report	Annual	RC

<ul style="list-style-type: none"> <li>➤ Liaise with developers on town centre traffic management and develop a strategy to reduce vehicle speeds.</li> </ul>	Strategy finalised	2007	RC
<b>Bishopton</b>			
<ul style="list-style-type: none"> <li>➤ Expand the car park at the Rail Station</li> </ul>	Car parking improved in line with demand	Dec 2006	RC
<ul style="list-style-type: none"> <li>➤ Permit the provision of a direct connection to the M8 in connection with the redevelopment of the ROF site.</li> </ul>	New interchange complete	2009	RC
<ul style="list-style-type: none"> <li>➤ Ensure appropriate local infrastructure is proposed redevelopment of the ROF site</li> </ul>	Transportation strategy agreed for development proposals	2006	RC
<ul style="list-style-type: none"> <li>➤ Develop proposals to reduce traffic speeds on the A8 through the village</li> </ul>	Proposals agreed and implemented	2008	RC
<ul style="list-style-type: none"> <li>➤ Explore options to improve bus services in partnership with SPT.</li> </ul>	Annual bus accessibility report	Annual	RC
<b>Inchinnan</b>			
<ul style="list-style-type: none"> <li>➤ Ensure walking and cycle routes, especially to Inchinnan Industrial estate are improved</li> </ul>	Studies complete & measures implemented	2009	RC
<ul style="list-style-type: none"> <li>➤ Investigate options for improved evening bus services in partnership with SPT</li> </ul>	Annual bus accessibility report	Annual	RC
<ul style="list-style-type: none"> <li>➤ Develop proposals to improve the access to the village on the A8 to address road safety concerns</li> </ul>	Design of revised junction layout completed and implemented	2010	RC

<b>Kilbarchan</b>			
<ul style="list-style-type: none"> <li>➤ Prepare a proposal for parking control where appropriate, working with the community council.</li> </ul>	Report on parking in Kilbarchan	2008	RC
<ul style="list-style-type: none"> <li>➤ Explore options in partnership with SPT for improved bus services.</li> </ul>	Annual bus accessibility report	Annual	RC
<b>Houston</b>			
<ul style="list-style-type: none"> <li>➤ Prepare a plan for traffic management in Houston village centre and include in programme</li> </ul>	Plan agreed and implemented	2009	RC
<ul style="list-style-type: none"> <li>➤ Investigate and report on options to reduce the severance effect of the B790</li> </ul>	Report completed	2008	RC
<ul style="list-style-type: none"> <li>➤ Undertake feasibility studies with walking/cycling links to adjacent communities</li> </ul>	Feasibility studies completed	2008	RC
<b>Lochwinnoch</b>			
<ul style="list-style-type: none"> <li>➤ Investigate enlargement of rail station Park &amp; Ride car park in partnership with SPT.</li> </ul>	Proposals agreed	2009	RC
<ul style="list-style-type: none"> <li>➤ Prepare a traffic management plan for the town centre to address parking and road safety.</li> </ul>	Management plan agreed and implemented	2008	RC
<ul style="list-style-type: none"> <li>➤ Upgrade the weight restricted bridge to restore unrestricted access</li> </ul>	Bridge strengthened	2011	RC

<b>Elderslie</b>			
<ul style="list-style-type: none"> <li>➤ In partnership with Sustrans, identify a long term solution to the on road element of the cycle route</li> </ul>	Plans for cycle route agreed	2010	RC
<ul style="list-style-type: none"> <li>➤ Develop a route Action Plan for Main Road to reduce speeds</li> </ul>	Action plan agreed and implemented	2010	RC
<ul style="list-style-type: none"> <li>➤ Prepare a long term parking strategy for the village to serve community facilities and local shops</li> </ul>	Parking Strategy finalised	2008	RC
<b>Howwood</b>			
<ul style="list-style-type: none"> <li>➤ Prepare a route management strategy for the main route through Howwood to reduce vehicle speeds</li> </ul>	Route management plan agreed & implemented	2009	RC
<ul style="list-style-type: none"> <li>➤ Provide a direct link to the national cycle route</li> </ul>	Implement link to National Cycle Network	2011	RC
<ul style="list-style-type: none"> <li>➤ Investigate improved evening bus services with SPT</li> </ul>	Annual bus accessibility report	Annual	RC
<b>Brookfield</b>			
<ul style="list-style-type: none"> <li>➤ Provide walking and cycling connections to Linwood and Johnstone</li> </ul>	Proposals for walking / cycling connections agreed	2011	RC
<ul style="list-style-type: none"> <li>➤ Investigate enhanced public transport provision in partnership with SPT</li> </ul>	Annual bus accessibility report	Annual	RC

➤ Implement a lower speed limit (30mph) on the A761 where it runs through the village	Lower speed limit delivered	2007	RC
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