

RENFREWSHIRE  
LOCAL TRANSPORT  
Strategy

20 07





# PART 3

## What do we expect from our strategy?

- 3.1 SCOTTISH TRANSPORT APPRAISAL GUIDANCE - STAG
- 3.2 MEASURING STRATEGIC OUTCOMES
- 3.3 FUNDING AND DELIVERY
- 3.4 MONITORING
- 3.5 CONCLUSION



### 3.1 SCOTTISH TRANSPORT APPRAISAL GUIDANCE

This LTS has been subjected to a STAG appraisal. The appraisal focuses on the Scottish Executive's five key objectives of safety, economy, environment, accessibility and integration. STAG seeks objective-led, open-minded, auditable, inclusive and pragmatic transport planning that incorporates extensive consultation to develop policies and strategies.

The STAG process has considered alternative approaches to address Renfrewshire's transportation issues ranging from strategies biased wholly towards car and strategies biased towards public transport. The integrated strategy presented in this document has been shown to offer the best approach and most effectively meets our objectives.

### 3.2 MEASURING STRATEGY OUTCOMES

Outcomes have been considered at two levels. Firstly, high level outcomes such as traffic growth and casualties are indicators of the collective success of the strategy. Secondly, targets have been set for every action which prescribes our anticipated outcome and when this will occur. The following sections therefore outline the high level outcome indicators and the specific delivery targets. The delivery targets and corresponding actions will correlate with the Department's Service Plan, which is approved at Council.

#### Transportation Outcome indicators

The following section covers the outcome indicators that have been set up as a means of monitoring the effectiveness of the high level actions that are identified through this document. In order that the council and the community are kept informed of progress in these areas, a report will be prepared annually and submitted to the Housing, Environmental and Community Safety Board.

## ROAD SAFETY PERFORMANCE

### Casualty Targets

*"Casualties are reduced in line with the targets set nationally by Government based on percentage reduction by 2010 on the 1994-98 average."*

40% reduction on the number of killed and seriously injured accidents.

50% reduction in the number of child killed or seriously injured.

10% reduction in slight casualties

### Speed Reduction Targets

*"Traffic speed measured within 30mph limits at long-term monitoring sites show that the average speed is 37mph. Reduce this to 34mph by 2011"*

### Road Service Level Performance Target

*"Stabilise Journey run times (on all 8 routes used to measure journey times annually), so that year on year journey times correlate directly with traffic growth (ie.if there is no traffic growth, journey times will remain the same.)"*

### Sustainable Transport Target

*"Local traffic growth is stabilised so that it does not exceed 0.5% per year (this is consistent with traffic growth from 1999 – 2006)."*

### Network condition Targets

Definitive targets on road carriageway condition will be established when the asset management process has been completed. This is anticipated in 2007.



## HEALTHY TRAVEL OPTIONS TARGETS

### Walking

*"Increase the incidences of walking to work from 11% to 13% by 2015."*

*"Increase the percentage of journeys under 2km undertaken on foot from 64% to 70% by 2015."*



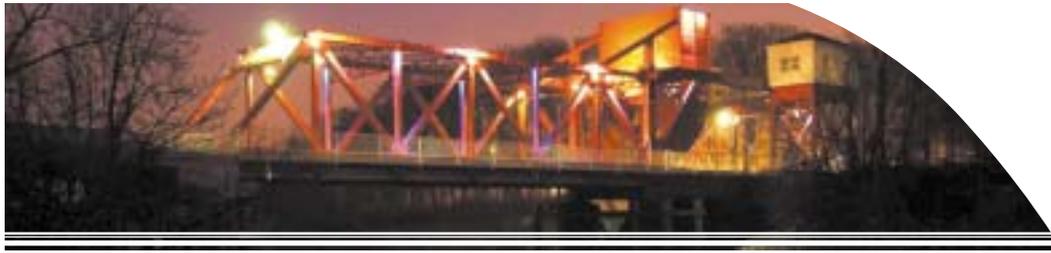


## DELIVERY TARGETS

| 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, GA, SPT  |
| <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 Council 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, SPT, NAC |
| <ul style="list-style-type: none"> <li>Form a working group with Glasgow City Council and West Dunbartonshire to promote fastlink</li> </ul>  |   |             | GCC,WDC,SPT  |
| <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           |
| <ul style="list-style-type: none"> <li>Seek funding from SPT for the Renfrew North Development Road</li> </ul>  |   |             | SPT          |
| <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> <ul style="list-style-type: none"> <li>Identify definitively the expenditure necessary to recover the condition of the network</li> <li>Identify the base level maintenance budget necessary to maintain all infrastructure such that the condition will not deteriorate to an unsatisfactory level in the future</li> <li>Bring forward a specific strategy to address street lighting</li> <li>Prepare an investment programme to bring all weak bridges and structures up to an acceptable standard</li> <li>Carry out bridge condition indicators to track the changes to our stock of structures using nationally agreed criteria</li> <li>Provide a complete record of the load carrying capacity of the council owned and privately owned bridge stock</li> </ul> | Finalise the asset management process and annual report on progress and spending priorities | Annually    | RC           |
| <ul style="list-style-type: none"> <li>Prioritise carriageway resurfacing through a process involving visual inspections, machine surveys, accident records and customer feedback</li> </ul>  | Annual resurfacing programme  | Annually    | RC           |
| <ul style="list-style-type: none"> <li>Prioritise footway resurfacing to locations which address safety, high pedestrian flows and frequent passage by school children or people with mobility difficulties</li> </ul>  | Annual footway programme  | Annually    | RC           |
| <ul style="list-style-type: none"> <li>Include dropped kerbs in all footway work to assist people with mobility impairment</li> </ul>   | Report the number of dropped kerbs installed  | Annually    | RC           |

## DELIVERY TARGETS

| Action  | Performance Measure Target  | Timescale   | Partners |
|---|---|-------------|----------|
| <b>DEMAND MANAGEMENT</b>  |   |             |          |
| • Continue to fund a full-time Travel Planning Officer  | Continuation of post  | Ongoing     | RC       |
| • Further develop travel planning in schools such that all schools are involved   | Report on number of schools involved in travel planning                                 | Annually    | RC       |
| • Develop a Council Travel Plan   |   | 2009        | RC, RE   |
| • Work in partnership with the local Enterprise Company and major employers to promote sustainable travel plans   | Report the number of companies engaged in travel planning                               | Ongoing     | RC       |
| • Through the Local Plan, prioritise development to locations sustainable in transport terms  | Adopted Local Plan  | 2008        | RC, SPT  |
| • Work in partnership with SPT to improve parking and public transport accessibility at railway stations  | Status report for Park & Ride in Renfrewshire   | Annual      | RC       |
| • Set high standards with respect to the provision and maintenance of all bus stop and shelters within Council control  | Report on bus infrastructure maintenance  | Annual      | SPT      |
| • Encourage SPT to ensure that all bus companies provide timetables at bus stops as required by the Transport (Scotland) Act 2001   | Report on bus stop information provision  | Bi-annually | RC       |
| • Continue to develop parking policies that favour shoppers in town centres and displace commuters to long stay car parks   | Paisley studies and reports on parking behaviour  | Mid 2007    | RC       |
| • 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 | Report to relevant council boards   |             | RC       |
| • Continue to liaise with SPT on bus service subsidy which provides socially necessary services, linking people to jobs, shops, health and leisure facilities                                       |   |             |          |
| <b>ROAD AND COMMUNITY SAFETY</b>  |   |             |          |
| • 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           | No. of community safety initiatives and evaluation of effectiveness                     | Annual      | RC       |
| • Develop a strategy for driver behavioural change throughout Renfrewshire which engages all the community in improving the quality of life for Renfrewshire residents                              | Completed strategy combined with annual report on average vehicle speeds in urban areas | Annual      | RC       |
| • Carry out accident evaluation annually and report to Council  | Accident report   | Annual      | RC       |
| • Develop strategies for investment in road safety engineering measures which emanate from accident evaluation and risk assessment to establish priorities  | Annual programme  | Annual      | RC       |
| • Address perceived risk of road danger through engineering and community actions where this impacts significantly on the quality of life   | Annual Programme  | Annual      | RC       |
| • Continue with and develop road safety education in all Renfrewshire schools using curriculum produced by the Scottish Executive "Road Safety Campaign"  | Report on curriculum uptake and feedback from teachers                                  | Annual      | RC       |
| • Partner with the Police on priorities for enforcement and maintain close liaison on the Council's road safety strategy  | Regular police liaison meetings   | Quarterly   | RC       |
| • Address road safety problems on rural roads with higher than average accident rates, through route actions plans  | Route Action Plans incorporated in Program  | Annual      | RC       |

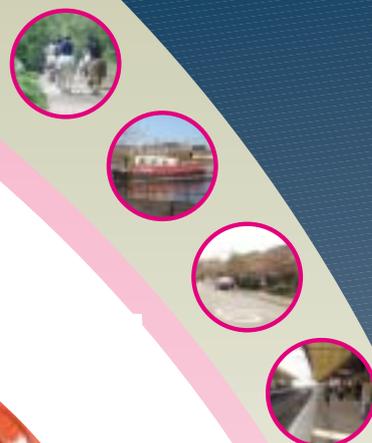


## DELIVERY TARGETS

| Action  | Performance Measure Target  | Timescale     | Partners |
|---|---|---------------|----------|
| <b>WALKING AND CYCLING STRATEGY</b>   |   |               |          |
| <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 in 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>In partnership with East Renfrewshire Council develop a cycle route between Barrhead and Paisley</li> </ul>  |   |               | ERC      |
| <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>   | Report on accessibility rolled into LTS process                   | Every 5 years | RC       |
| <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>   | Report on accessibility rolled into LTS process                   | Every 5 years | RC       |
| <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>   | Annual Programme  | Annual        | RC       |
| <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>  | Annual Programme  | Annual        | RC       |
| <ul style="list-style-type: none"> <li>Ensure pedestrian crossings 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. and provide cycle parking facilities in schools</li> </ul>  | No. of secure parking locations                                   | Annual        | RC       |
| <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>  | Adoption of revised roads guidelines                              | 2007          | RC       |
| <ul style="list-style-type: none"> <li>Partner in supply of bicycle storage at public transport nodes</li> </ul>  |   |               | SPT      |
| <ul style="list-style-type: none"> <li>Encourage bicycle transport facilities on public transport</li> </ul>  |   |               |          |

## DELIVERY TARGETS

| Action  | Performance Measure Target  | Timescale     | Partners |
|---|---|---------------|----------|
| <b>ROAD NETWORK PERFORMANCE</b>   |   |               |          |
| <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</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 (locations)              | 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>   |   |               |          |



## DELIVERY TARGETS

| Action   | Performance Measure Target                       | Timescale | Partners |
|--|--|-----------|----------|
| <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, signage 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>Determine means by which we can encourage the Regional Transport Partnership and Transport Scotland in partnership with Network Rail to identify and upgrade Gilmour Street railway station</li> </ul>  | Agreed strategy & commitment to upgrade          | 2009      | RC       |



## DELIVERY TARGETS

| Action  | Performance Measure Target                      | Timescale | Partners |
|---|---|-----------|----------|
| <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 to (reduce speeds around the town centre) raise the awareness of drivers that they are entering an area where vehicle speeds should be reduced</li> <li>Implementing 'streetscape' projects in Hairst Street and High Street to create space for people, 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 Strathclyde Partnership for Transport 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 Strathclyde Partnership for Transport</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 to 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 / Fastlink bus service along the river Clyde linking residential areas to health facilities, leisure facilities and employment centres</li> </ul>  | Report completed                                | 2007      | RC       |

## DELIVERY TARGETS

| Action   | Performance Measure Target  | Timescale | Partners |
|--|---|-----------|----------|
| <b>Johnstone</b>   |   |           |          |
| <ul style="list-style-type: none"> <li>Partner with Strathclyde Partnership for Transport to address parking problems at the rail station Park &amp; Ride car park</li> </ul>  | Strategy for station car park and surrounding streets (as part of the route utilisation strategy) | Oct 2007  | RC       |
| <ul style="list-style-type: none"> <li>Undertake parking studies to quantify the appropriate level of supply and develop a strategy to achieve this</li> </ul>   | Completed long term parking strategy  | 2008      | RC       |
| <ul style="list-style-type: none"> <li>Investigate bus route penetration and timetabling with the Regional Partnership for Transport and develop proposals which can be discussed with bus companies</li> </ul>                            | Bus accessibility report  | Annual    | RC       |
| <ul style="list-style-type: none"> <li>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</li> </ul> | System fully operational<br>Complete study  | 2010      | RC       |
| <ul style="list-style-type: none"> <li>Explore options to reduce the pressure on Johnston rail station such as considering improved park &amp; ride at locations such as Miliken Park</li> </ul>   |   | 2007      | RC       |



| Action   | Performance Measure Target  | Timescale | Partners |
|--|---|-----------|----------|
| <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 bus routes and seek to improve penetration and bus timetabling with SPT to 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       |

## DELIVERY TARGETS

| Action  | Performance Measure Target  | Timescale | Partners |
|---|---|-----------|----------|
| <b>Linwood</b>  |   |           |          |
| <ul style="list-style-type: none"> <li>• Improve pedestrian access to the Phoenix retail park by providing traffic signals with pedestrian facilities at Lincrive roundabout on the A737</li> </ul> | Pedestrian facilities implemented   | 2008      | RC       |
| <ul style="list-style-type: none"> <li>• Provide safe pedestrian and cycle routes to new Secondary school</li> </ul>  | Cycle & pedestrian routes completed   | 2007      | RC       |
| <ul style="list-style-type: none"> <li>• Improve linkages with the national cycle network for walking as well as cycling</li> </ul>   | Local Strategy for cycling/ walking linkages completed and measures implemented | 2010      | RC       |
| <ul style="list-style-type: none"> <li>• Investigate options for improved bus services in partnership with SPT</li> </ul>   | 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       |



| Action   | Performance Measure Target      | Timescale | Partners |
|--|---------------------------------|-----------|----------|
| <b>Houston &amp; Crosslee</b>  |                                 |           |          |
| • Prepare a plan for traffic management in Houston village centre                  | Plan agreed and implemented     | 2009      | RC       |
| • Investigate and report on options to reduce the severance effect of the B790     | Report completed                | 2008      | RC       |
| • Undertake feasibility studies with walking/cycling links to adjacent communities | Feasibility studies completed   | 2008      | RC       |
| • Explore options in partnership with SPT for improved bus services                | Annual bus accessibility report | Annual    | RC       |

| Action   | Performance Measure Target                               | Timescale | Partners |
|--|--|-----------|----------|
| <b>Bishopton</b>   |  |           |          |
| • Expand the car park at the Rail Station  | Car parking improved in line with demand                 | Dec 2006  | RC       |
| • Permit the provision of a direct connection to the M8 in connection with the redevelopment of the ROF site | New interchange complete                                 | 2009      | RC       |
| • Ensure appropriate local infrastructure is proposed along with the redevelopment of the ROF site           | Transportation strategy agreed for development proposals | Dec 2007  | RC       |
| • Develop proposals to reduce traffic speeds on the A8 through the village                                   | Proposals agreed and implemented                         | 2008      | RC       |
| • Explore options to improve bus services in partnership with SPT  | Annual bus accessibility report                          | Annual    | RC       |





| Action  | Performance Measure Target                               | Timescale | Partners |
|---|--|-----------|----------|
| <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 including consideration of 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       |

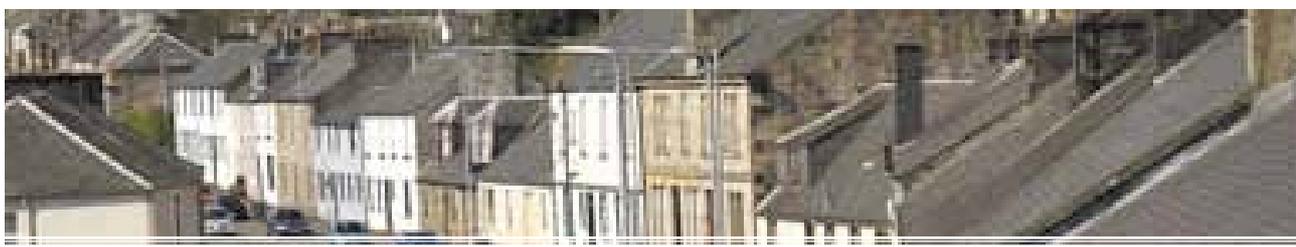
| Action  | Performance Measure Target         | Timescale | Partners |
|---|------------------------------------|-----------|----------|
| <b>Elderslie</b>  |                                    |           |          |
| <ul style="list-style-type: none"> <li>In partnership with Sustrans, identify a 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       |



| Action   | Performance Measure Target      | Timescale | Partners |
|--|---------------------------------|-----------|----------|
| <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       |

| Action  | Performance Measure Target             | Timescale | Partners |
|---|--|-----------|----------|
| <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       |

| Action   | Performance Measure Target                                  | Timescale | Partners |
|--|---|-----------|----------|
| <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       |





| Action  | Performance Measure Target                 | Timescale | Partners |
|---|--|-----------|----------|
| <b>Howwood</b>  |  |           |          |
| • Prepare a route management strategy for the main route through Howwood to reduce vehicle speeds | Route management plan agreed & implemented | 2009      | RC       |
| • Provide a direct link to the national cycle route   | Implement link to National Cycle Network   | 2011      | RC       |
| • Investigate improved evening bus services with SPT  | Annual bus accessibility report            | Annual    | RC       |

| Action   | Performance Measure Target                           | Timescale | Partners |
|--|--|-----------|----------|
| <b>Langbank</b>  |  |           |          |
| • Examine A8 layout and request Scottish Executive consider access needs for the village to address safety concerns                                    | Report from Scottish Executive                       | 2008      | RC       |
| • Investigate opportunities to create parking areas which can support the railway station  | Conclude study & report                              | 2008      | RC       |
| • Liaise with transport providers and Regional Transport Partnership to investigate bus routes to and through the village                              | Annual review of accessibility                       | Annual    | RC       |
| • Link the village with the existing walking/cycle network   | Conclude studies & implement walking / cycling links | Annual    | RC       |
| • Introduce a pilot Leisure Lanes project to increase safe access into the countryside for walkers, horse riders, cyclists on single track rural roads | Complete pilot & report on outcome                   | 2008      | RC       |

| Action  | Performance Measure Target                         | Timescale | Partners |
|---|--|-----------|----------|
| <b>Brookfield</b>   |  |           |          |
| • Provide walking and cycling connections to Linwood and Johnstone                    | Proposals for walking / cycling connections agreed | 2011      | RC       |
| • Investigate enhanced public transport provision in partnership with SPT             | 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       |

### 3.3 FUNDING AND DELIVERY

Transportation services are funded through revenue and capital allocations within the Council's budget combined with 'ring fenced' allocations from the Scottish Executive such as 'Walking Cycling and Safer Streets' and allocations to Renfrewshire from Strathclyde Partnership for Transport. The capital plan for 2006/07 includes £6.48m of Council allocation and £0.67m of Scottish Executive allocation. An additional £0.25m has been made available this year from SPT. The Table below also indicates the specific aims in this strategy which capital schemes meet.

Estimates of cost for implementation of the Council's aspirations for transport improvement have been completed for a three year horizon, reflecting the schemes in the capital programme. Work is ongoing to determine the longer term expenditure necessary to deliver this strategy. Given the integrated nature of the approach and our ambitious target to slow traffic growth, the need to spend on the network to accommodate traffic growth is reduced. The focus in our programme can therefore reflect priorities on network maintenance and road safety. A detailed synopsis of network maintenance needs is presented in the next chapter.

The Council will continue to seek additional funds for strategic schemes which impact over an area beyond Renfrewshire. At present the key priorities are:-

- An agreed strategy and implementation plan for the M8 between J26 and J29 which compliments Glasgow Airport's surface access strategy
- Implementation of the Renfrew Northern Relief Road
- Implementation of a 'Fastlink' bus link along the south bank of the Clyde connecting Renfrew, Renfrew Riverside and Braehead to Glasgow
- Improvements to bus services through taking forward Quality Partnerships/Contracts
- Implementation of strategic cycle/walking routes to enhance access to the national cycle network

We anticipate future funding for the above projects to come from various sources including the Scottish Executive and Strathclyde Partnership for Transport.



#### Network Maintenance Funding Scenarios

Network maintenance is primarily associated with cyclic maintenance of our roads, structures, street lighting, traffic signs and traffic lights. It includes activities ranging from winter gritting to resurfacing. The primary source of funding is revenue although a capital allocation supplements revenue for structural repairs.

The annual revenue budget for network maintenance is approximately £7.5m. From this allocation approximately £1.6m is spent every year on roads resurfacing/reconstruction.





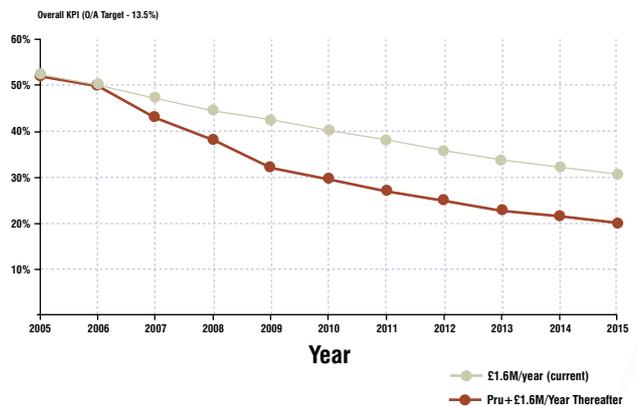
## Roads

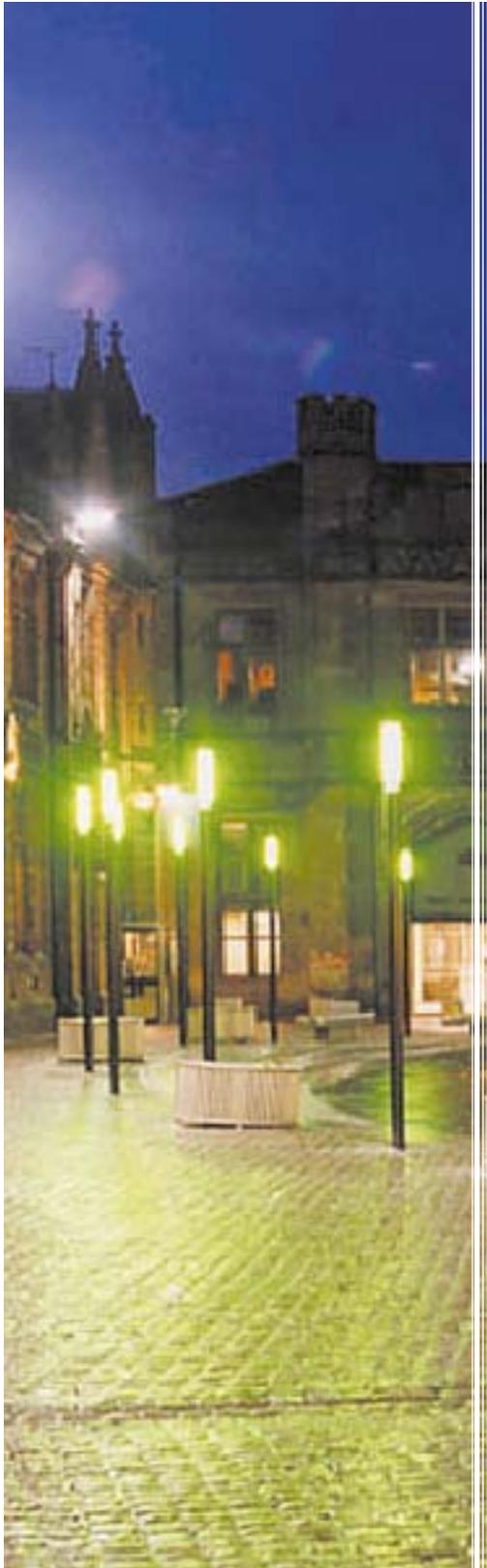
Road surveys have indicated that about 45% of Renfrewshire Roads are classified as 'red' or 'amber' using a Scottish benchmark standard supported by the Scottish Executive to quantify road condition. In this classification a road designated "green" does not need attention, "amber" means further investigation is required and "red" indicates a need for consideration of structural repairs. Significant work on asset management has been undertaken to quantify the condition that Renfrewshire roads need to achieve in order that annual maintenance expenditure is used most cost effectively and money is not wasted on work such as temporary repairs. Our current estimate is that we need to achieve 86.5% of the network in the 'green' condition i.e. a reduction in 'red/amber' from 45% to 13.5% steady state.

At typical annual levels of investment, over 10 years we would only achieve a reduction in 'red/amber' to 31%. Consequently, the Council has raised £6.0m for maintenance investment over the next three years through prudential borrowing. The effect of this will be a substantial short term improvement in road condition and a reduction in the percentage of the network in the 'red/amber' category over 10 years to under 20%.

### Carriageway Spend Analysis

(For Various Total Annual Spend Thresholds)  
(Prudential over 3 years)





## Structures

Like Councils throughout the country, Renfrewshire is still assessing the impact on bridges resulting from the increase in permissible goods vehicle weight to 40 tonnes. We have 200 bridges, the assessment of which is not yet completed and we estimate that around £4 – 5m will be required over the next five years to address this problem. Consequently, £2m of additional funding from prudential borrowing has been allocated to structures to address this in the short term. Consideration is being given to longer term funding needs.

## Pavements

The Council maintains around 1220 km of footways and following increased expenditure on footway maintenance, condition has been improving. We recognise, however, that more detailed condition assessment and investment implications are required and this is being taken forward through our asset management strategy.



## Street Lighting

The Council is responsible for approximately 28,000 street lights. The typical life of a column is 30 years and provision therefore needs to be made in the budget for cyclic replacement. Condition assessment of our lighting columns is still ongoing but we estimate that around 70% are over 30 years old and therefore due for replacement in the next few years. Detailed surveys will quantify condition and actual life expectancy in more detail but at present we estimate a backlog of replacement expenditure of the order of £20m. Our future budget strategies will consider options to address this and we are looking at new technology which could be implemented in parallel with column replacement which could reduce annual revenue costs associated with power and maintenance. This may provide opportunities to fund the replacement programme.

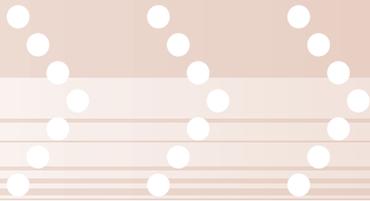


| AIM NUMBER |   |   |   |   |   |
|------------|---|---|---|---|---|
| 1          | 2 | 3 | 4 | 5 | 6 |
|            |   |   |   |   |   |

## FUNDING AND DELIVERY

| Project title                                     | Approved Programme 2006/07 | Approved Programme 2007/08 | Approved Programme 2008/09 | Primary Aim | Secondary Aim |
|---|----------------------------|----------------------------|----------------------------|-------------|---------------|
| <b>PROGRAMMES FUNDED BY SPECIFIC CONSENT</b>      |                            |                            |                            |             |               |
| 20 mph speed limits 05/06                         | 379                        | 388                        | 0                          | 4,5         |               |
| Cycling, Walking & Safer Streets 05/06            | 298                        | 304                        | 0                          | 5           | 1,3,6         |
| TOTAL Programmes Funded By Specific Consent       | 677                        | 692                        | 0                          |             |               |
| <b>Programmes Funded by General Pool</b>          |                            |                            |                            |             |               |
| Structure priority repairs                        | 85                         | 85                         | 117                        | 2           | 1,6           |
| Bridge Assessment/ Strengthening                  | 520                        | 1360                       | 1400                       | 2           | 6             |
| Roads/Footways Upgrade Programme                  | 4010                       | 2350                       | 1340                       | 2,5         | 6             |
| Darluith Road Junction Linwood                    | 10                         | 67                         | 5                          |             |               |
| <b>Traffic Calming</b>                            |                            |                            |                            |             |               |
| Traffic sign/signal refurbishment                 | 150                        | 160                        | 180                        | 6           | 6             |
| Traffic and Transport Studies                     | 25                         | 30                         | 30                         | 3,4,5       |               |
| Traffic Management Road Safety Eng.               | 5                          | 5                          | 180                        | 4,5         |               |
| Traffic Calming Regulation Orders                 | 25                         | 27                         | 26                         | 4,5         | 5             |
| <b>Other</b>                                      |                            |                            |                            |             |               |
| Capitalised Salaries                              | 82                         | 57                         | 57                         | 2           |               |
| Ploughs & Gritters                                | 0                          | 20                         | 20                         | 2           | 5             |
| Adv. Scheme Preparation & forward planning (Fees) | 100                        | 120                        | 150                        | 2           |               |
| Lighting Clnms replacement & Capitalised salaries | 285                        | 320                        | 415                        | 2,7         |               |
| Flood Prevention works                            | 500                        | 800                        | 350                        | 6,4         | 3             |
| Town Centre Action Plan – Renfrew                 | 0                          | 0                          | 0                          | 6,4,1       |               |
| Street signage                                    | 12                         | 20                         | 20                         | 6           | 5             |
| On street parking Seedhill/Greenlaw               | 375                        | 0                          | 0                          | 2           | 5,4           |
| Minor works                                       | 137                        | 202                        | 200                        |             | 5,6           |
| Paisley Harbour                                   | 40                         | 0                          | 40                         |             |               |
| Relocation of Linwood Lighting Depot              | 120                        | 0                          | 0                          |             |               |
| <b>TOTAL Programme Funded by General Pool</b>     | <b>6481</b>                | <b>5623</b>                | <b>4630</b>                |             |               |
| <b>TOTAL ROADS PROGRAMME</b>                      | <b>7158</b>                | <b>6315</b>                | <b>4630</b>                |             |               |

- NOTE: 1. The programme includes £8 million of prudential borrowing over 3 years for roads and structures repairs.  
 2. A separate allocation for Renfrew Town Centre of £4 million is included in the Planning budget.  
 3. Primary Aim = Main issues tackled.  
 Secondary Aim = Knock on effect tackling additional key issues.



### 3.4 MONITORING

It is essential to monitor progress and results in order to assess whether policies are achieving what we set out to achieve. Clear targets have been set in Part 2 and a monitoring report will be produced annually to assess progress.

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.

It is intended that a full monitoring report is prepared annually and reported to Council. This will allow the council to assess progress and re-consider the strategy as necessary if circumstances change or additional funding becomes available.



### 3.5 CONCLUSION



This Local Transport Strategy has set out to help deliver at a local level, the five key objectives set at National and Regional level. The LTS has demonstrated the excellent progress that the council has made since the publication of LTS 2000 and this strategy aims to build upon those previous achievements.



The LTS sets out to cover not only the more strategic approach to transportation but the more localised issues and aspirations raised through the community planning process.



The LTS was formulated following extensive consultation which brought together views of other public bodies, major key players including Glasgow Airport, key public transport providers, local community, tenant and interest groups from across Renfrewshire and from across Scotland. Thus, the invaluable input has resulted in a strategy that will address a wide variety and scale of transport issues.

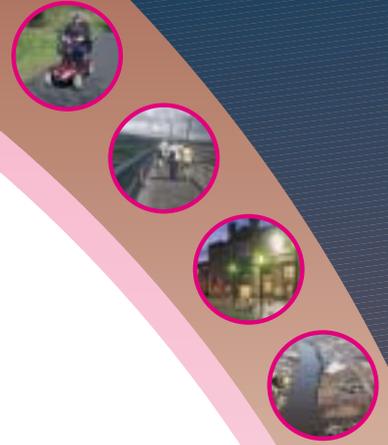


The LTS will be implemented in the context of other strategies such as the Community Plan, Regional and National Transport Strategies (drafts) and the Council's Service Plan. It will be delivered in conjunction with these and other planning, environmental, health and social strategies.



This LTS is a live document. As such, it will continually be evolving and changing to reflect changing circumstances and aspirations to meet not only the needs of today but the needs of our future generations.





RENFREWSHIRE  
LOCAL TRANSPORT  
**Strategy** 2007

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