



A LOCAL TRANSPORT STRATEGY
FOR RENFREWSHIRE

In 1999 Renfrewshire Council produced an Interim Local Transport Strategy. This document was in response to Scottish Executive Guidance that sought Councils to fully analyse transportation issues and demonstrate a clear relationship between expenditure projects and transportation objectives. The Interim Local Transport Strategy was subjected to wide consultation and feedback and as a result helped to shape this document which represents the Council's first full Local Transport Strategy.

EXECUTIVE SUMMARY

Transport issues today are substantially different to those faced a few years ago.

There is far greater awareness of environmental pressures associated with transport and there has been a general acceptance that expansion of the road network will not be significant in the future. Consequently there have been many policies and guidance notes issued from Central Government and the key documents which are driving transportation policy have been summarised within the Strategy. This helps to set a context for the document and clarifies the concept of sustainable development.

Within the Council there are two strategy documents which underpin all the Council's functions. Firstly there is the recently published Consultation Community Plan. This document recognises the role of many service providers both within and outside the Council which contribute to the quality of life. It seeks to bring organisations together and align objectives and strategies to achieve more for the people of Renfrewshire. Guiding principles in the Community Plan are considered under sustainable development, modernising government and social inclusion. The second key document is the Corporate Plan, which sets out the Council's corporate objectives.

This Local Transport Strategy reproduces the corporate objectives and illustrates how adopted transport objectives will compliment them. In later chapters proposed actions are set down for the short, medium and long term which will achieve both the Transport and Corporate objectives. The current capital programme is included with scheme descriptions and the relationship with our key priorities for transport.

As the first Local Transport Strategy for the Council, actions are proposed which will address the key issue of managing travel growth on Renfrewshire's transport network. Careful monitoring will be made of our achievements and it is likely that the Strategy will evolve in consequence of experience and further research. Our view is that the long term vision of a buoyant economy, a sustainable environment, and a pleasant place to work and live can be achieved.

CONTENTS

<i>Executive Summary</i>	2
<i>Contents</i>	3
<i>Vision Statement</i>	4
<i>Introduction</i>	5
<i>The Policy Background</i>	8
<i>Aims & Objectives</i>	12
<i>Data Collection Analysis</i>	14
<i>Policies</i>	18
<i>Proposals and Actions</i>	22
<i>Capital Plan 2001/2002 to 2003/2004</i>	34
<i>Monitoring Performance</i>	43
<i>Appendix</i>	44
<i>Glossary & Useful Contacts</i>	45

VISION STATEMENT

This is Renfrewshire's first full Local Transport Strategy and forms the first step in a long term plan to tackle transportation issues which will allow Renfrewshire to continue to prosper in a sustainable way.

In an attempt to understand the function, size and condition of the transport network a detailed assessment has been undertaken. This has provided a comprehensive insight into how our area operates.

A wide ranging consultation exercise has also been carried out, seeking views from many individuals and groups from a wide variety of backgrounds who have an interest in transportation. Gathering this information has helped us to shape our document into the vision of where we want to be in 20 years.

Renfrewshire's Local Transport Strategy deals with cross boundary issues, seeks to maintain infrastructure, tackles congestion, aims to achieve modal shift, considers land use planning and social inclusion, reinforces road safety objectives and enhances the safety and security of the network.

By working in partnership this vision can be sustained and enhanced, providing a model for tomorrow's Renfrewshire where economic, environmental and social success continues to grow; people choosing to walk and cycle can do so in safety; and a choice of travel modes and information is available and accessible to all types of travellers.

Today's thinking represents a change in approach to transportation and recognises the need to protect our environment. We have taken the first steps with this document and recognise that our approach will continue to evolve in the coming years. With perseverance and commitment we will achieve our vision and make Renfrewshire a better place for the people who live, work and visit the area.

Councillor Richard Manser

INTRODUCTION

This is Renfrewshire Council's first local transport strategy document. It outlines the national guidance and local transportation issues which have been considered in developing the transport policies to be adopted by the Council in order to support the Council's corporate objectives.

Renfrewshire

Renfrewshire lies on the western edge of the Glasgow conurbation and in 1996 had an estimated population of 178,550 making it the ninth largest local authority in Scotland. Population estimates indicate that this figure has increased slightly in the 1990s, although projections show that the population is expected to remain fairly stable over the next 5-10 years.

Renfrewshire's eastern section contains a number of towns, with Paisley as the hub, which form an integral part of the conurbation. In 1995, Paisley's population was approximately 78,000. Other towns in this area include Renfrew (20,900), Erskine / Inchinnan (18,800), Johnstone (18,700) and Linwood (10,000).

The rest of Renfrewshire is predominantly rural, with a number of smaller settlements such as Houston, Bridge of Weir, Lochwinnoch and Langbank which tend to have a large proportion of commuter residents. The most westerly parts of Renfrewshire are generally uplands.

Employment

The economically active population was estimated to be 85,650 in 1995, fourth largest in the Glasgow and Clyde Valley Structure Plan Area after Glasgow, North Lanarkshire and South Lanarkshire.

Employment has stabilised during the 1990s after the large employment falls of the 1980s, corresponding to a shift away from manufacturing to service industries. Car ownership in Renfrewshire is low compared to the national average, but over half of Renfrewshire households still have access to a car.

Within Renfrewshire, Paisley is the dominant centre of employment with 56% of all jobs in 1995. In 1991, twice as many people commuted from Renfrewshire to Glasgow (16,700) than from Glasgow to Renfrewshire (7,800), reflecting the relative importance of Glasgow as a centre of employment.

INTRODUCTION

The Transport Network

The transport network in Renfrewshire includes a wide variety of forms of transport, both private and public and serves the local community needs in terms of work, leisure and retail journeys, and the wider commercial needs of access for business and movement of freight. The nature of the existing transport network is described below:

Road

Roads provide the infrastructure for cars, buses, taxis, bicycles and motorcycles, as well as freight and delivery vehicles.

Renfrewshire is well served by a substantial number of existing routes. However, this must not be considered in isolation but must be considered in terms of both its links with trunk roads and with road networks in neighbouring local authority areas. In addition, the usage of roads is a combination of local and strategic trips.

The main routes providing access to Renfrewshire include:

Trunk Roads

- M8. This is the main arterial route in Renfrewshire and provides a route to the east, including access to and from the greater Glasgow conurbation, and forms the main link to the central belt of Scotland, and beyond to England and Europe. The M8 also provides access from Renfrewshire to the west, i.e. Inverclyde.
- A737 (Johnstone Howwood Bypass) From its junction with the M8 (St James Interchange) at its eastern extremity, the A737 extends to the south and west of Renfrewshire, providing easy access to Johnstone, Howwood and Lochwinnoch before extending into North Ayrshire.

Other Main External Routes

- A736, which provides access to Ayrshire in the south, via East Renfrewshire.
- A726, which provides access to Glasgow (South) and South Lanarkshire.

Main Internal Routes

- A726 to Erskine / Inchinnan
- A8 to Bishopton
- A761 to Bridge of Weir
- B790/B789 to Houston & Bridge of Weir

Cycling

The facilities for cycling in Renfrewshire are currently centred primarily on the Sustrans cycle network, the majority of routes following disused railway lines. The I-75 (Clyde to Forth) route links Renfrewshire with both Glasgow and the Clyde Coast via Elderslie, Johnstone, Bridge of Weir, Kilmacolm, Port Glasgow and on to Greenock, while the I-7 (Carlisle to Inverness) route links Renfrewshire with Ayrshire via Johnstone, Kilbarchan, Howwood and Lochwinnoch. Access to the north, including Loch Lomond, is also provided by the I-7, while the I-73 provides a link with Ardrossan.

Parking

The Council provides off-street public car parks and directly controls the provision of public and private off-street parking through their development control powers. The control and management of on-street parking is also the responsibility of the Council as roads authority.

Public Transport

The management of elements of public transport in the Strathclyde area is undertaken by Strathclyde Passenger Transport (SPT), which is funded jointly by local authorities.

INTRODUCTION

Bus

The bus remains the most popular form of public transport in west central Scotland, reflecting its extensive coverage. The network includes highly commercial and competitive services in urban areas such as Paisley, as well as more rural areas where SPT subsidised services meet the identified demand. Outwith the urban areas, services tend to link outlying residential areas with the local town centres.

Rail

Renfrewshire is well served by the rail network with a fast and regular service operating to the main towns of Paisley (Gilmour Street), Johnstone and Bishopton. A service is also available from stations at Paisley (Canal Street), Lochwinnoch and Langbank, with a new rail halt programmed to be opened shortly at Howwood. A number of these are also provided with park and ride facilities.

Air

Glasgow Airport is the busiest of Scotland's three international airports. It accommodates over 6.7 million passengers annually, with 85 destinations served by over 40 airlines in addition to distribution of freight.

THE POLICY BACKGROUND

National Policy

Travel Choices For Scotland

The Government's proposals for transport in Scotland are set out in the Scottish Transport White Paper, *Travel Choices for Scotland*. This complements the UK Integrated Transport White Paper, *A New Deal for Transport: Better for Everyone*. These White Papers have established a national policy framework for integrated transport.

The central message of integrated transport, both in terms of different modes and of the policy framework, is emphasised in NPPG 17 and PAN 57 'Transport and Planning' (April 1999), particularly in relation to land use planning.

Road Traffic Reduction Act 1997

The Road Traffic Reduction Act 1997 imposes a duty on local authorities to undertake a review of the existing traffic flows on the local road network, and to forecast their anticipated growth in the future. Local authorities are then required to set an 'appropriate target' for traffic growth. The Council is currently considering the implications of this Act.

The National Cycling Strategy (Scottish Office Circular 24/1996)

This circular sets a national target for increasing the number of trips undertaken by cycle, namely to double the rate of cycle usage by 2002 with a further doubling by 2012. The Council has already adopted these targets as policy and will take account of them in this Local Transport Strategy. Account of this circular will be taken in the formulation of the strategy for cycling.

Local Policy

Renfrewshire Council Policy Framework

Corporate Plan

Renfrewshire Council's Corporate Plan 1998-2001 sets out the overarching aims and objectives of the Council. It also acknowledges the Government's plans to place an emphasis on public transport and curtail road construction in favour of road maintenance and to impose new duties on the Council to achieve road accident reduction targets.

On the other hand, investment in the transport infrastructure is also identified as one of the keys to regenerating the local economy by attracting new businesses and helping them grow by improving the accessibility and quality of transport systems. Access for Glasgow International Airport is identified as being of special significance in this regard and the Council intends to support BAA and the partners in the Glasgow Airport Initiative in developing air links and services.

THE POLICY BACKGROUND

Other specifically identified aspirations in relation to transportation are as follows:

- to seek improvements to the motorway links between the M8 in Renfrewshire and the M74;
- improved access from the Airport to the M8;
- completion of the North Flank of the inner ring road of Paisley;
- maintenance of the existing roads network to a high standard;
- improvements to the public transport provision;
- better integration of access for business by various means, i.e. by dedicated public transport and cycling routes, supporting the refurbishment of Gilmour Street station and developing new initiatives in partnership with the main bus operators.

Renfrewshire's Community Plan

The Consultative Draft Community Plan, published in August 2000, recognises the vital role to be played by this Local Transport Strategy in ensuring sustainable development as an overarching guiding principle of the Plan.

The Local Transport Strategy in ensuring that the people of Renfrewshire have a choice of how they travel and in encouraging people to choose the most sustainable mode of travel available to them will support this principle. In particular the Community Plan seeks to increase trips by public transport and by walking or cycling and to reduce trips by car.

The Strategy is also identified by the partners as contributing to the key themes of 'Housing, Neighbourhoods and Community Safety' and 'Learning and Work.'

Development Plan

The above national guidance is reflected at regional and local levels in the Structure Plan and Local Plan respectively, which combine to make up the Development Plan for the area. The current status of the development plan is detailed below.

Structure Plan

A new Structure Plan covering the Glasgow and Clyde Valley area has been prepared by a Joint Committee comprising eight local authorities, working in partnership. This will replace the existing Strathclyde Structure Plan 1995, and will provide a development strategy to the year 2020. The new Structure Plan places an emphasis on the interrelationship between transport and land-use planning.

Transportation is a key theme of the new Structure Plan and forms a central component in the achievement of the plans development strategy. The integration of transport and planning is one of the four main aims of the Structure Plan. It also recognises that transportation considerations will influence most policies in the plan whilst also requiring separate policies to cover transport itself.

Freight

It is recognised within the Structure Plan that the rapid movement of goods and materials by road and rail is important to the competitiveness of an area's economy. In addition to the completion of strategic elements of the network, a network of freight interchange points is considered essential. The freight transfer facilities which already exist in Renfrewshire lie within the 'Corridor of Growth' at Glasgow International Airport and Deanside, Hillington. The Structure Plan supports developments which are specifically linked to ports, rail freight facilities and the airport.

THE POLICY BACKGROUND

Key Locations For Development

The Structure Plan identifies Paisley as a strategic business centre. It also identifies five strategic industrial and business locations within Renfrewshire at Erskine Riverport, Hillington, Inchinnan, Linwood and Mitsui Babcock in Renfrew. In addition, it identifies Renfrew and Paisley North as core economic development areas where further business and industrial development opportunities are expected to arise.

The Renfrewshire Local Plan, contains policies which implement the regional strategy described above at the local level. This is discussed in detail below.

Local Plan & Appraisal Report

Renfrew District Local Plan

The adopted Local Plan is the Renfrew District Local Plan, which was adopted in 1996. The main transportation issues identified in the Local Plan were as follows:

- the importance of the Paisley Town Centre Action Plan for achieving reduced traffic congestion and pedestrian / vehicle conflict;
- the need to resolve the parking deficiencies of Paisley Town Centre, and the traffic and parking problems of Johnstone and Renfrew Town Centres;
- the importance of the Cart Corridor and transport links to the airport and the M8.

The New Local Plan for Renfrewshire

Like the Structure Plan, the Local Plan is also being replaced. The new Plan will take account of the latest national and regional developments, and the Consultative Draft Local Plan will be issued early in 2001.

The new Local Plan for Renfrewshire has been prepared in parallel with the Local Transport Strategy and contains land use policies which complement the Local Transport Strategy and provides the statutory basis for securing the objectives of the strategy through the Development Control process.

Local Transport Strategy

The Scottish Transport White Paper 'Travel Choices for Scotland' sets out the Government's integrated transport strategy and forms the basis upon which Local Authorities are expected to formulate their transportation policies.

One of the requirements of this document is that local authorities set out their policies for the achievement of the overall aims of improved integration and promotion of sustainable forms of transport and embody these in a document called the Local Transport Strategy.

Although it is not obligatory for authorities to submit a Local Transport Strategy, the Government has stated in its guidance that it will expect most Scottish authorities to produce one. The Guidance also states that the Government will attach significant importance to Local Transport Strategies in determining priorities for transport investment.

Strathclyde Passenger Transport (SPT)

Scottish Executive preliminary guidance advised that there should be a complementary relationship between the Public Transport Strategy being prepared by SPT and the Local Transport Strategies prepared by the local authorities in the SPT area, which focus on roads and planning issues. Therefore, it is essential for this Local Transport Strategy to take into account the strategies being proposed by the SPT, a brief summary of which is detailed opposite.

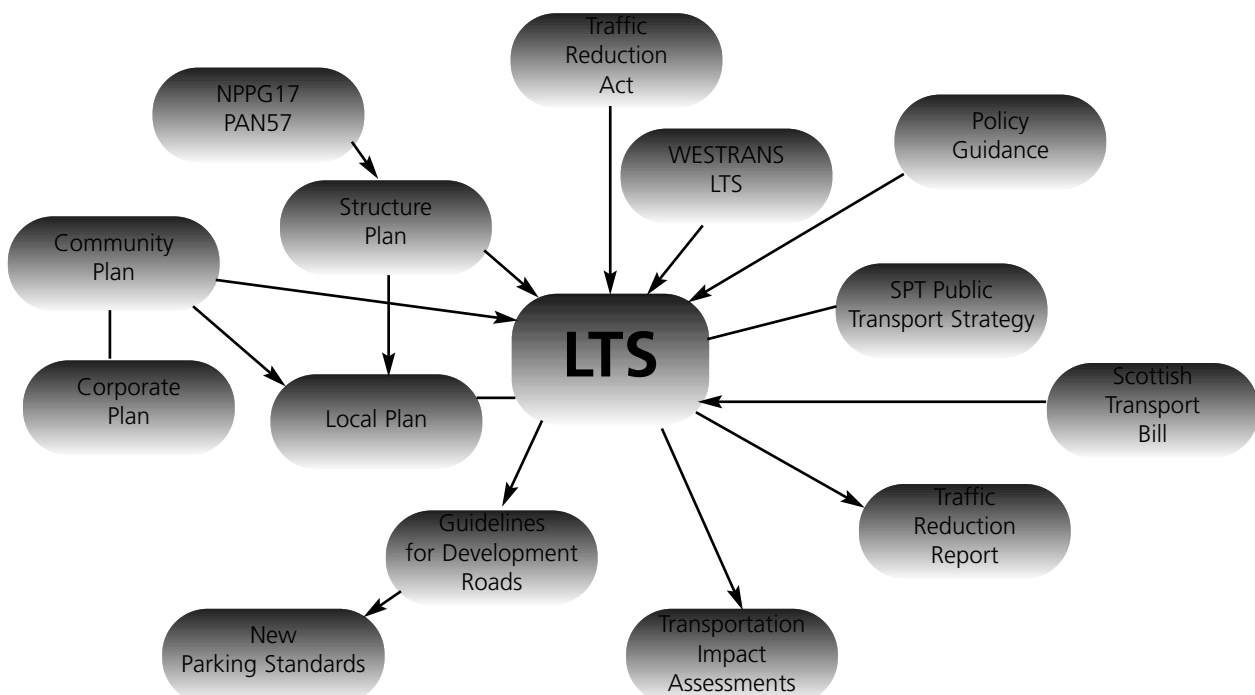
THE POLICY BACKGROUND

Within 'Full Public Transport Strategy For The Strathclyde Passenger Transport Area Consultative Draft June 2000', the SPT have identified objectives in terms of the provision of public transport which, due to the nature of transportation, tend to be very similar to the objectives identified within this document. Within this context, the SPT have identified those areas where local authorities have powers, responsibility or influence over the achievement of objectives in terms of public transport. These are identified below together with a brief description of the SPT interpretation:

- *modal shift*: to ensure that the use of public transport is perceived by the public as at least as attractive and convenient as the private car for most journeys by 2001, and to increase public transport journeys by 5% by 2004 and by 25% by 2010;
- *public transport integration*: to ensure integration of the public transport network through improved interchange facilities, park and ride, through ticketing, timetabling and other initiatives;
- *land use integration*: to seek to encourage a pattern of land use which is integrated with the public transport system;
- *safety and security*: to continue to improve safety and personal security on public transport services and infrastructure;
- *social inclusion & accessibility*: to ensure that adequate access by public transport to employment and other facilities for socially excluded groups and communities, including women, the elderly, young people, the disabled and ethnic minorities;
- *rural communities*: to ensure adequate access by public transport to employment and other facilities for rural communities.

It is accepted that the first objective, modal shift to public transport, is the major challenge for SPT and its partners, and that all the other objectives contribute to some extent towards its achievement.

It is anticipated however that the SPT Transport Strategy will evolve to reflect detailed programmes of expenditure targeting traffic demand management and accessibility proposals in the constituent Council areas.



AIMS & OBJECTIVES

The Council's Corporate Plan details its overarching aims and objectives which underpin all the Council's functions (Local Policy Section above refers), The Local Transport Strategy will contribute substantially to the achievement of these objectives, which are set in a transportation context opposite:

Regenerating the local economy;

The growth of the local economy is fundamental to the prosperity and well-being of the area and its people. Good access for business, industry and commerce is therefore essential to enable commerce to thrive, ensure high levels of employment in the area and to ensure that local people can take advantage of employment opportunities. The strategies set out in this document will aim to provide a suitable level of access to all areas commensurate with need.

Extending opportunities, combating poverty and promoting equality;

Poverty, disadvantage and discrimination blight many people in Renfrewshire and excludes them from full participation in economic, social and cultural opportunities. In line with the Council's action on social inclusion, the strategies set out in this document will aim to achieve a greater level of integration of land use planning and transportation policies to achieve a closer relationship between the location of employment opportunities and potential employees.

Improving community safety & security;

Local people continue to be very concerned about community safety and security. The Corporate objectives state that every person in Renfrewshire has a right to be free from the threat of fear of crime and to be protected from the risk of accidents and disasters. There are various ways in which transportation policies can contribute to the achievement of this aim and there are strategies included in this document which aim to address this issue. A specific road safety strategy 'Renfrewshire Council Road Safety Plan 1999-2002' has also been produced, which should be considered in combination with this Local Transport Strategy.

Ensuring a healthy sustainable environment;

The Council recognises that Renfrewshire's greatest assets are its people and its environment. The main aim of this objective is to improve the quality of life for all people in Renfrewshire, in partnership with the community and other agencies, by taking action locally which will contribute to the enhancement of the environment and have personal health benefits for individuals. The main contribution that transport policy can make to this objective is to aim to

AIMS & OBJECTIVES

encourage greater use of sustainable forms of transport such as walking, cycling and public transport.

Supporting older people & people with disabilities;

The projected growth in the number of older and disabled people means that there will be an increasing demand for facilities to enable this group to lead as full and varied a life as they want. This is known to be of major importance to the people of Renfrewshire. Transportation and roads policies can contribute to the achievement of this objective by considering the specific mobility needs of this group in all of its' activities. Specific strategies have been devised to address this objective within this document.

Achieving best value.

The achievement of 'best value' applies to all of the Council services, including transportation and roads. By testing our methods of service delivery, our management systems and processes, our performance and our relations with customers and other agencies, we will strive toward the objective of providing best value to local people to ensure that their needs and aspirations are met.

The above aims and objectives form the basis for the policies, strategies and targets detailed later in this document.

DATA COLLECTION ANALYSIS

Current Transportation Issues

In order to make informed decisions regarding transportation in Renfrewshire an analysis of the current situation has been undertaken. The collection of data has been ongoing since 1996. Primarily for the purposes of the LTS, the focus has been on the last two years which will provide an insight in to how the Council area operates.

Consultation

A wide ranging consultation exercise has been carried out using the interim Local Transport Strategy. A list of the individuals and groups included can be found in appendix A. Further consultation was also conducted using the draft full Local Transport Strategy so far as was feasible under the time constraints.

Access to the response information gathered through the above process is available from the Department of Planning and Transport.

Public Consultation

To assess the importance placed by the population on the efficient operation of the transportation network, research was carried out by the Council, using the Citizens Panel, into the perceived quality of life and the economy of Renfrewshire. The results showed that residents were fairly satisfied with Renfrewshire as a place to live. However, the quality of transport was only ranked sixth out of eight good points about living in Renfrewshire.

When asked to rate the problems affecting Renfrewshire, roads and pavements scored equally with crime and drugs with only vandalism and 'nothing for kids' scoring higher. (Source: Renfrewshire Council Citizens / Customer Consultation 1998)

Trends

Car Ownership

Over half of the households in Renfrewshire have access to a car and ownership levels are increasing continuously. Ownership is therefore lower than the national average.

Commuting

The travel to work patterns for people commuting to and from Renfrewshire and surrounding areas show that in 1991, 60% of the working population of Renfrewshire were also employed in Renfrewshire. However, Renfrewshire also contributes 15% of all commuters to Glasgow, the highest proportion outwith Glasgow itself.

DATA COLLECTION ANALYSIS

It is interesting to note that Renfrewshire itself has such a high incidence of internal trips, which, taking into account the presence in Renfrewshire of Scotland's largest international airport carrying 6.8 million passengers per annum, suggests a strong self containment in the economy of Renfrewshire.

However, changes have taken place in the local economy since 1991 and it is therefore important to seek up to date information to confirm present social and economic behaviour.

Data Collection

Traffic Counts

During 1999, automated traffic count (ATC) sites were established and monitored annually to provide cordon traffic survey data, which can be analysed to establish local growth trends. The results of these counts have been produced as a separate detailed report. However, given the limited length of time the sites have been operational, it is premature to draw any conclusions on traffic growth from the available information.

Traffic Modelling

Renfrewshire Council is situated on the edge of the area covered by the Strathclyde Integrated Transport Model (SITM) which is managed by the SPT. Public and private vehicle data is maintained within this system and provides strategic information. The model has been used to establish the nature of traffic on the M8 at various locations. This has revealed that a substantial element of the traffic is predominantly local. The route is performing both a strategic function whilst acting as a local distributor.

A further more detailed model covers Renfrew, Glasgow Airport, Paisley and the M8. This has been developed to test development scenarios in the M8 corridor including Renfrew Riverside area.

Congestion

Stress Point Analysis

In order to plan effectively for future travel patterns and to influence these, it is necessary to establish locations currently experiencing congestion or where the network is nearing capacity.

Examination of the network has been carried out in order to highlight any transport stress points. Peak hour traffic problems have been identified and plotted. This highlights key areas where problems are being experienced. The main stress points currently identified are detailed below together with the perceived causes (in brackets):

- M8 at Junction 26 (major expansion of adjacent leisure and retail developments);
- M8 at Junction 27 (general increase in traffic utilising a substandard junction);
- M8 at Junction 28 (increased airport traffic);
- M8 at Junction 29 (traffic growth)
- Red Smiddy Roundabout (growth in traffic flows from Erskine plus expansion of Inchinnan Industrial Estate);
- Southholm Roundabout (as above);
- Inchinnan Road / Abbotsinch Road / Greenock Road Junction (traffic volume on existing bridges due to Braehead, Inchinnan Industrial Estate, Glasgow Airport and Renfrew North);
- Glasgow Road / Mill Street Junction, Paisley (high peak hour traffic flows together with increases due to Paisley Town Centre Action Plan schemes);
- Causeyside Street / Gordon Street Junction (as above);

DATA COLLECTION ANALYSIS

- Underwood Road Rail Bridge (lack of road and headroom restricting use as main arterial route);
- Neilston Road / Causeyside Street (congestion caused by parked cars);
- Renfrew Town Centre (traffic growth due to Braehead and Inchinnan Industrial Estate);
- High Street, Johnstone (traffic growth leading to congestion);
- A737 at Kilbarchan Junction (Overflow from Johnstone junction travelling to Bridge of Weir);
- Bridge of Weir, Howwood, Kilbarchan (Through traffic, rat-running and on-street parking causing general deterioration of environment in villages).

To quantify traffic stress points in a more objective form, traffic count data for key distributor routes has been compared with the flow ranges for equivalent route standards in DMRB (TA46/97). This has identified seven of the nineteen roads monitored by ATC sites to experience traffic flows which would require a higher standard of route if the road was designed to current standards.

A similar analysis of data collected at seven sites along the M8 motorway shows more than half to have flows which exceed the maximum traffic flows in DMRB (TA46/97) for the existing standard of route.

Future Congestion

In addition to strategic routes and distributor routes town centres are likely to experience higher traffic volumes due to general traffic growth and development.

- Renfrew will be affected by both the Braehead development and the redevelopment of Renfrew Riverside;
- Johnstone Town Centre will be affected by traffic accessing A737 and the proposed new town centre retail development.

Accidents

Information received from Strathclyde Police regarding Road Traffic Accidents is analysed. This enables an overall picture of the accidents in the area. A further breakdown of data can identify any pattern of clusters, allowing priorities of actions to be set within the limits of the financial budget.

The situation is detailed within the Road Safety Plan 1999 - 2002.

Public Transport Data

As discussed earlier the Council area is well served by rail and bus services. Strathclyde Passenger Transport have assisted an understanding of usage of their services through data they hold on rail patronage in particular and to some extent bus patronage when recent surveys have been carried out. Some private bus companies have been prepared to provide passenger number details on corridors for use within the Council.

Route maps of existing bus routes have been produced to highlight the level of accessibility of different areas. This has illustrated significant gaps in accessibility to certain key locations such as Inchinnan Business Park.

Network Condition Data

Data relating to the condition of the infrastructure has historically been kept and updated. This process has been further refined following Local Government reorganisation to ensure the application of best value in expenditure decision making. Current estimates of the asset value of the network are of the order of £320m if the infrastructure was to be constructed at today's prices.

DATA COLLECTION ANALYSIS

This represents:

- 5.3 million m² of road carriageway;
- 2.0 million m² of footway;
- 26,000 m² of bridges;
- 28,000 Street lights;
- 82 traffic signal installations;
- 7000 road signs;
- various other elements of street furniture.

Various management processes are applied to the maintenance of this infrastructure to ensure that apparatus is replaced when it is life expired and adequately maintained during it's life cycle. Maintenance of this asset makes the largest demand on budgets.

Historical under investment in roads maintenance expenditure throughout the country has placed a considerable burden on Councils. It is likely therefore that future budgets will be dominated by the need to address the road maintenance backlog.

POLICIES

The policies detailed in this section describe how the Council intends to achieve the aims and objectives in the key areas of transportation identified previously and form a link between those aims and objectives and the strategies detailed later. These policies are intended to be realistic and clear, while still being challenging in both their thinking and their scope.

The Councils' policies in relation to transportation are as follows:

- 1 West of Scotland Transport Forum**
The Council will address transportation issues of a strategic nature within the West of Scotland Transport Forum.

This is a partnership formed by the 12 councils in the West of Scotland and the SPT which has been set up to deal with cross boundary issues.
- 2 Network Maintenance**
The Council will maintain roads, bridges, street lighting and furniture to a standard which prevents asset deterioration and ensures public safety and unhindered accessibility.

This will ensure the safe and free movement of goods and people to the benefit of the local economy. Mobility handicapped will be assisted by sound travelling surfaces in good condition and clear signing. Management processes for maintenance of the network will be developed to ensure the provision of best value.
- 3 Demand Management**
The Council will adopt strategies which manage the growth of trips by private car and aim to achieve modal shift towards more sustainable modes of transport, such as walking, cycling and public transport.

During peak periods a shift to more sustainable forms of transport has the potential to reduce the rate of traffic growth. This will manage congestion thereby assisting the movement of people and goods to the benefit of the local economy.

POLICIES

3.1 Walking

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.

These strategies will improve access to places of employment by all cross sections of the community and support other initiatives aimed at achieving modal shift towards more sustainable modes of transport. In addition the safety and security of those using walking routes will be enhanced, while health benefits will be derived from both the increase in physical exercise and the reduction in vehicle emission levels.

3.2 Cycling

The Council will adopt strategies which aim 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.

These strategies will improve access to places of employment by all cross sections of the community and support other initiatives aimed at achieving modal shift towards more sustainable modes of transport. In addition the safety and security of those using cycling routes will be enhanced, while health benefits will be derived from both the increase in physical exercise and the reduction in vehicle emission levels.

3.3 Public Transport

The Council, in partnership with SPT, will seek to increase the attractiveness of public transport by supporting measures which improve its quality, comfort, route penetration, and degree of integration.

The increased use of public transport will improve the quality of the environment due to the reduction of use of the private car with consequent health benefits. Implementation of the above measures will provide the disadvantaged in our society with the mobility required to participate fully in economic, social and cultural opportunities.

3.4 Parking

The Council will manage demand for parking by adopting strategies which are appropriate to the location and favour the needs of business and commerce.

By encouraging short stay rather than long stay parking the economic benefits to the area can be vastly enhanced. Further benefits are gained as the use of pay and display machines encourages use of public transport alternatives, freeing road space for economic activity. Consideration will have to be given to the possible future powers being considered by the Scottish Parliament with regard to work place parking.

POLICIES

4 Network Development

4.1 Strategic Development

The Council will take account of the Structure Plan and the 'corridor of growth' which includes Glasgow Airport and much of the Council area in the preparation of the capital programme.

By adopting strategies which are responsive to economic development programmes the Council will aim to ensure a high level of accessibility for businesses, while influencing and supporting the land use policies detailed in the Structure Plan and Local Plan.

4.2 Community Development

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.

The Council recognises that many transport facilities are provided by other parties such as bus operators and will maximise on it's opportunities to act as a catalyst to empower other agencies.

4.3 Safety & Infrastructure

The Council will seek to improve the existing transport system where substantial potential safety benefits are identified.

The Council will be responsive to safety concerns in relation to all aspects of infrastructure and will adopt strategies which aim to address any identified problems. (See also Policy 5.1 below)

5 Road Safety

5.1 Casualty Reduction

The Council will adopt strategies which aim to achieve national targets for the reduction of road accident casualties.

Renfrewshire Council's Road Safety Plan 1999-2002 details the strategy for the above policy which, in conjunction with the local transport strategy, will aim to achieve the above targets.

5.2 Personal Security

The Council will improve the safety and security of walking and cycling networks.

The improvement of walking and cycling networks will enhance the safety and security of those using them, improve access e.g. to places of employment, reduce traffic congestion, which in turn will provide benefits for the environment and the health of the population.

An indication of how these policies apply to the aims and objectives can be obtained from the grid opposite:

POLICIES

POLICIES	AIMS & OBJECTIVES					
	1	2	3	4	5	6
1 West of Scotland Transport Forum	√	√	√	√	√	√
2 Network Maintenance	√	√	√	√	√	√
3 Demand Management	√	√	√	√		√
3.1 Walking		√	√	√	√	√
3.2 Cycling		√	√	√		√
3.3 Public Transport	√	√		√	√	√
3.4 Parking	√					√
4. Network Development						
4.1 Strategic Development	√	√				√
4.2 Community Development		√	√	√	√	√
4.3 Safety & Infrastructure			√	√	√	√
5. Road Safety						
5.1 Casualty Reduction		√	√	√	√	√
5.2 Personal Security		√	√	√	√	√

Key to chart (above)**Renfrewshire Council Corporate Aims & Objectives**

- 1 Regenerating the local economy;
- 2 Extending opportunities, combating poverty and promoting equality;
- 3 Improving community safety & security;
- 4 Ensuring a healthy and sustainable environment;
- 5 Supporting older people & people with disabilities;
- 6 Achieving best value.

PROPOSALS AND ACTIONS

This section details the actions which Renfrewshire Council seeks to undertake to tackle the transport issues identified through national policy and local analysis. Consideration has been given to both the overarching objectives and transport policies in previous chapters.

For convenience, the policies are reiterated below, followed by actions. They show the Council's plans for the short term (1-2 years), medium term (3-6 years) and the long term vision (7 years plus).

Funding constraint is a big issue and has substantially influenced transport proposals. It is likely that future expenditure will be heavily biased towards addressing the roads maintenance backlog. Measures related to transport objectives associated with sustainability and traffic reduction are likely to depend on the continuation of ring fenced additional capital monies from the Public Transport Challenge Fund mechanism controlled by the Scottish Executive.

West of Scotland Transport Forum

Policy: 'The Council will address transportation issues of a strategic nature within the West of Scotland Transport Forum'

Travel patterns in the west of Scotland arise from a complex interaction of people behaviour involving the home, work, schools, leisure, shopping and many other day to day activities. Many trips cross boundaries and in the case of freight, the distances involved between origin of production and final destination can be substantial.

Glasgow Airport and other key industrial and commercial operations in Renfrewshire have a particular need for strategic accessibility. A fundamental issue is the congestion on the M8 in Glasgow which acts as a barrier to the rest of the motorway network and national and international marketplaces.

It is important therefore that issues of a cross boundary nature and policy matters which affect traffic volumes on strategic routes are considered within the West of Scotland Transport Forum. This is the natural body to take forward a strategy which addresses collective strategic issues of the constituent Authorities and aligns policy on road and rail within the conurbation.

In this context we are involved in the M8 (East of Kingston Bridge) multi-modal study with the Scottish Executive and other partners.

Much work remains to be done in the West of Scotland Transport Forum and further analysis of travel patterns carried out. The following actions are appropriate however at this stage.

PROPOSALS AND ACTIONS

Short Term

- support WESTRANS in the production of a strategic transport strategy to act as an overarching document for Local Authorities Local Transport Strategies, and the SPT's Strategy;
- pursue the completion of the M74 as a necessary component of strategic infrastructure to link commerce in the west of Scotland to the national and international marketplaces;
- encourage the Forum to set an agenda for study and discussion on strategic transport issues such as road and rail connections, managing traffic growth and parking policy, in order that common action can be agreed.

Network Maintenance

Policy: *'The Council will maintain roads, bridges, street lighting and furniture to a standard which prevents asset deterioration, and ensures public safety and unhindered accessibility'.*

Like most Local Authorities in the UK, maintenance investment in roads, bridges, street lighting, traffic signals, road signs and lines has been less than necessary to prevent deterioration of condition. In consequence there is considerable pressure to increase existing spending levels to address this; in the current year the Council provided a further £1.5 million to increase maintenance.

As discussed in the data analysis section an inventory of assets has been prepared and the condition and life expectancy assessed. Processes for infrastructure investment are being refined to achieve best value. For instance there comes a point with infrastructure where total reconstruction of a road or piece of equipment is more cost effective than a programme of maintenance.

Budget needs have therefore been carefully assessed using objective management methodologies for both capital and revenue. Short, medium and long term maintenance actions align therefore with identified network needs and priorities.

Short Term

The Council will:

- prioritise carriageway resurfacing to areas of greatest need with priority being given to strategic and heavily trafficked routes;
- prioritise footway resurfacing to locations of greatest need with priority being given to heavily used surfaces, routes used by school children, routes used by the mobility impaired;
- consider the needs of all categories of road user when specifying surfacing materials;
- prepare a reconstruction programme to address locations where the substructure of the carriageway has failed making surfacing uneconomic;
- prepare and maintain an inventory of all assets, including an indication of the age and life expectancy;
- continue the existing programme of street light replacement to ensure old and corroded columns are replaced with priority and move towards a level of replacement which will ensure columns do not exceed their life expectancy of 30 years;
- continue the bridge assessment programme which has identified a number of weak bridges requiring strengthening, prioritise expenditure on essential maintenance work and bridge strengthening with priority being given to strategic heavily trafficked routes;

PROPOSALS AND ACTIONS

- further refine the maintenance and replacement process applied to traffic signal installations and modify budget allocations in consequence of the increase in number of these facilities associated with new development and safe walking routes;
- update the asset inventory of road signs and implement a programme of cyclic replacement to compliment the current process of inspection and repair;
- replace white lining, cats eyes, and other street furniture through a process of cyclic replacement and reaction to inspections;
- continue further infrastructure condition assessment using state of the art high technology techniques;
- continue to manage and supply a winter maintenance emergency service aimed at affording a value for money response to the needs of the area and weather conditions through continued reappraisal of the process.

Medium Term

- re-assess investment priorities in line with network condition.

Long Term

- review effectiveness of investment strategy and modify maintenance management systems as appropriate.

Demand Management

This section is separated in to the following four sections: growth management, walking, cycling and public transport.

Policy: 'The Council will adopt strategies which manage the growth of trips by private car and aim to achieve modal shift towards more sustainable modes of transport, such as walking, cycling and public transport'.

Analysis discussed earlier in the document has illustrated that the existing transport network is under stress in a number of areas. With current national traffic growth rising at 1 - 2% per annum this situation will be exacerbated in the future. There is a particular need to slow the rate of traffic growth on the M8 in view of it's strategic importance in linking the Renfrewshire economy to the central belt of Scotland and the national motorway network.

Studies have illustrated that considerable local traffic uses the strategic road system. Options exist with this type of traffic for modal shift to more sustainable modes of transport such as cycling and public transport. If the effect of behaviour change is to slow the rate of traffic growth in the peak periods and even hold traffic volumes at today's levels, significant economic benefit will result. Companies will be able to plan distribution with confidence that the network will deliver consistent reliable journey times in to the future. This is particularly important given that 38% of export goods in Scotland originate from the West.

Demand management is included as a specific policy in view of its importance. Many aspects of Demand Management will be dealt with under other policy areas such as walking, cycling, public transport and parking. Only measures over and above the other policies are included here.

Short Term

- the Council will further evaluate travel patterns and modal choice within the Council area to add to our understanding of the transport network;
- work in partnership with the local Enterprise Company, Glasgow Airport and other major employers to promote Green Commuter plans;

PROPOSALS AND ACTIONS

- through the Local Plan prioritise development to locations sustainable in transportation terms;
- evolve the Council's Roads development Guide to ensure the principals of sustainable development are incorporated at the planning stage;
- review parking standards for new developments taking cognisance of the recently released government parking guidelines which set maximum parking levels and incorporate into a new 'development guide';
- work with the West of Scotland Transport Forum to identify cross boundary travel patterns which will require cooperative analysis and possible action (such as commuters living and working in different Council areas).

Medium Term

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

Long Term

- 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

Walking

Policy: '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'

For short distance trips walking is a realistic option for those without access to a car or for drivers encouraged to change modes. Barriers exist however, in the form of lack of footway facilities, poor lighting, fear of crime etc. Analysis of current trip patterns identify significant numbers of short car trips which could transfer to walking. Many of these involve the journey to work and along with cycling opportunities this issue has been given priority.

There is also the aspect of children travelling to school. Greater incidences of parents picking up and dropping off children by car adds traffic to the roads and creates traffic growth which acts as a further deterrent to children walking. Consideration has therefore been given to removing barriers which deter children walking to school in line with the Government's policy guidance 'Safer Routes to School'.

Short Term

The Council will:

- complete missing links in the footways in Erskine, particularly where they involve access to bus stops;
- implement pelican crossings and other facilities to assist people 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 'safer routes to school 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.

PROPOSALS AND ACTIONS

Medium Term

- continue studies in to missing walking links and bring forward a programme of works to extend and enhance existing proposals.

Long Term Vision

- seek to achieve a safe walking / cycling network which links all communities in Renfrewshire and also significant settlements in adjacent authorities. Such a network would likely run adjacent to existing roads but be segregated for safety reasons. Genuine options would therefore exist to travel by walking and cycling throughout the Council area conveniently and safely.

Cycling

Policy: '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'

The Council has already adopted the target of doubling cycle usage by 2002 and further doubling it by the year 2012. Analysis of trip patterns has illustrated that modal shift to cycling is a realistic option in many circumstances due to the number of comparatively short trips being made by private car. This is particularly the case with home / work trips. In preparing a strategy careful consideration has therefore been given to appropriate linkages between employment locations and residential areas. Recognition has also been made of the lack of accessibility to certain areas where unemployment is high and car ownership low.

Recognition has been made of the opportunities presented in NPPG17 (National Planning Policy Guidance 17, Transport and Planning) & PAN57 (Planning Advice Note 57) which will influence the inclusion of cycle facilities in new developments.

Short Term

The Council will:

- create a cycle route from Renfrew to Paisley, linking employment locations such as Babcock with residential areas in Paisley;
- create cycle routes linking Inchinnan Industrial Estate to Paisley, Inchinnan village, Erskine and Renfrew;
- extend the cycle route currently linking Paisley Gilmour St railway station with Glasgow Airport to link with the national cycle route;
- implement minor works on existing designated cycle routes to assist cycle safety such as designated crossing points, segregated lanes etc;
- prepare a package of cycle proposals associated with the 'Safer Routes to Schools' initiative;
- review provision of safe cycle parking in locations such as town centres, railway stations and public locations;

Medium Term

- continue studies in to missing cycling links and bring forward a programme of works to extend and enhance existing proposals;

Long Term Vision

- seek to create a safe and secure cycle / walking network to link village communities with destinations such as major workplaces, shopping centres and stations, including provision of signage utilising a combination of quiet roads, shared pedestrian paths and dedicated cycle lanes where necessary on busier roads.

PROPOSALS AND ACTIONS

Public Transport

Policy: *'The Council, in partnership with SPT, will seek to increase the attractiveness of public transport by supporting measures which improve its quality, comfort, route penetration, and degree of integration'*

Renfrewshire is generally well served by public transport as discussed in earlier chapters. Rail services however, are very much focused on the Glasgow City centre transport hub as are many bus services. Paisley town centre also acts as a substantial transport hub and links bus / train services. Paisley Gilmour St railway station is only two kilometres from Glasgow Airport and has a high frequency bus link.

Analysis of the public transport links has however identified missing links resulting in restricted access between potential workplaces and places of residence. Given the commercial nature of bus operations, addressing missing links and service frequency will involve innovative partnership working, involving transport operators, Strathclyde Passenger Transport and the Council.

Strathclyde Passenger Transport have responsibility for rail services in the Strathclyde area, have powers to subsidise bus services and operate services like Dial a Bus. It is therefore crucial that the policies and actions of the SPT and Council are closely aligned.

Action taken directly by the Council relates to our specific responsibilities which includes, the road network which all non rail public transport runs on, bus stops and bus shelters.

The Council's strategy for the improvement of public transport related travel is being enhanced by the use of Public Transport Challenge Fund bid monies.

Short Term

- form a Quality Partnership with bus operators in the Council area to facilitate a better understanding of bus operations, encourage the provision of services where links are currently missing, enhance quality particularly for the mobility impaired, produce timetables including all bus services within the partnership and create a forum which will act as a sounding board on policy designed to encourage modal shift from car to bus;
- upgrade bus stops and shelters by renewing poles and flags, providing timetable panels and procuring new shelters through the contract with the advertising bus shelter company 'Adshel' (More Group);
- assist the mobility impaired by upgrading footways at bus shelters to accommodate low floor easy access bus operations (priority to be given to existing low floor bus routes);
- partner with the SPT through the West of Scotland Transport Forum to produce public transport information which will enable ongoing assessment of modal preference, thus enabling an assessment to be made of the effectiveness of sustainable transport policies;
- 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;
- 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;
- acknowledge the role played by 'Dial a Bus' which is provided by the SPT which enhances travel options for the mobility impaired and liaise with SPT over the effectiveness of the service;

PROPOSALS AND ACTIONS

- protect the former railway solum between Elderslie and Bridge of Weir as a possible future rail option (as advised by SPT) and seek guidance from SPT on other rail solums in the Council area where there is a possibility that they may reopen at some time in the future.

Medium Term

- encourage SPT to evaluate smartcard ticket technology and bring forward proposals for implementation in the SPT area;
- encourage SPT to conclude proposals to link heavy rail with Braehead and Renfrew and meanwhile protect the former railway solum;
- encourage the 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;
- encourage a transparent approach to funding of public transport projects which identifies both capital and ongoing revenue costs to aid informed decision making.

Long Term

- seek to achieve an extensive network and level of public transport, such that modal shift impacts positively on traffic growth, thereby reducing predicted peak hour congestion.

Parking

Policy: 'The Council will manage demand for parking by adopting strategies which are appropriate to the location and favour the needs of business and commerce'

Like most Local Authorities with a large town within its boundary, Renfrewshire operates a pay and display parking policy in Paisley town centre. This has been in operation for many years and has the objective of displacing commuters to the edge of the town centre or onto public transport. Consequently restricted space for parking in the town centre is used for short stay parking and serves shopping and business needs.

Parking policies have been very successful in constraining peak hour traffic growth. In Glasgow, patronage on buses and trains has held up well in the peak periods in comparison with other cities. Modal shift to private car by commuters has been controlled and congestion has not increased as quickly as it might.

Successful parking strategies need to balance conflicting demands from residents, workers, shoppers and people doing business. Economic activity is closely linked to parking availability and space turnover. The level of parking availability has to be appropriate for the location. An over provision of space in a town or city centre can lead to intense congestion at peak periods and a weakening of public transport.

In preparing action plans, recognition must be made of the potential impact which can be made on traffic growth. Analysis shows a high proportion of short distance trips commuting to Paisley Town Centre in particular which would desirably use public transport to a greater extent. Recognition has been made of these issues in the following proposals.

Short Term

- 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 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;

PROPOSALS AND ACTIONS

- continuously review effectiveness of strategy in meeting the needs of the town centre;
- review 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 practise (necessary in view of the extent of cross boundary trips between adjacent Authorities);

Medium Term

- review adequacy of parking supply in Johnstone, Renfrew and other commercial centres;
- consider effectiveness of public parking in 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 objectives;
- 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.

Long Term

- Bring forward implementation plans stemming from short and medium term studies.

Network Development

Policy: *'The Council will structure it's capital programme with a view to progressing schemes for strategic development of the network as identified in the Development Plan'*.

Structure Plan Policy 3(b) identifies Strategic Corridors and requires the Local Plan to undertake management plans. Those in Renfrewshire are:-

1 Central Corridor Links	Airport - Tunnel - Glasgow City Centre Cross River Clyde Links
2 Links to Central Corridor	Paisley - Glasgow
3 Circumferential corridor	Clarkston/Giffnock - Paisley - Erskine Bridge
4 External Links	Renfrewshire - Ayrshire

Within the Local Transport Strategy, consideration will be given to potential infrastructure implications and traffic management plans necessary to achieve the Structure Plan Policy. Analysis in Renfrewshire indicates that routes in these corridors are already heavily trafficked emphasising their current status and contribution to economic activity.

In considering actions, the Council is fortunate in having a traffic model covering most of the above locations. It is therefore possible to evaluate future scenarios and test options. Key considerations in future analysis will be the projected growth of Glasgow Airport, Inchinnan, the development of frontage at Hillington Industrial Estate and the development of the Renfrew riverside area between Renfrew and Braehead.

Short Term

- progress projects identified in the Capital Plan (See page 51);
- continue traffic modeling 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 Council and the local Enterprise Company;

PROPOSALS AND ACTIONS

- 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 muted 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 Paisley Town Centre Action Plan and continue studies into similar transportation and planning Action Plans for Renfrew and Johnstone.

Medium Term

- 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;
- consider transportation issues and actions associated with re-development proposals for the former Royal Ordnance Factory, Bishopton.

Long Term

- Review effectiveness of actions through a process of continuous monitoring and traffic model upgrading.

Community Development

Policy: '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.'

Within Renfrewshire there are instances where a lack of transport facilities such as footways, cycleways or public transport act as a barrier between homes and places of work and community facilities. This results in areas potentially being disadvantaged in terms of employment and social opportunities. Some of these issues have already been discussed under the headings of walking, cycling and public transport. The issue is deemed important enough, however, to merit a policy in its own right.

Short Term

- Undertake further analysis into social inclusion partnership areas to determine current transport linkages and barriers and prepare proposals to improve accessibility;
- Seek to determine local views on transport issues and incorporate this into decision making;
- Align actions with the economic development strategies to strengthen accessibility to workplaces;
- Explore partnership opportunities involving private companies, Strathclyde Passenger Transport, Scottish Enterprise Renfrewshire, to provide public transport links using taxis or buses.

Medium Term

- Contribute to improving neighbourhoods and quality of life by enhancing accessibility and access to jobs and services.

PROPOSALS AND ACTIONS

Safety & Infrastructure

Policy: *'The Council will seek to improve the existing transport system where substantial potential safety benefits are identified.'*

This policy reflects the need to consider projects where risk assessment determines that a particular action would make an element of infrastructure safer. An example would be strengthening a bridge where abuse takes place of a weight limit or reconstructing a road in view of undulations or deformation which presents a safety hazard. It is not driven by historical accident analysis and would not be expected to contribute directly to meeting casualty reduction targets. The policy reflects however the statutory responsibility of the Council to protect the public.

Short Term

- continue the bridge assessment programme and prepare a priority programme for bridge strengthening;
- complete feasibility studies into Moss Rd Linwood and determine engineering action and costs associated with re opening this route to the public following closure due to subsidence.

Medium Term

- maintain an inventory of retaining walls and similar structures and carry out condition assessments;
- make provision in the capital programme for strengthening of retaining walls and structures on a risk assessment priority basis;
- examine culverts which are likely to cause disruption to the road network either by deterioration or capacity and prepare a programme of upgrade.

Road Safety Casualty Reduction

Policy: *'The Council will adopt strategies which aim to achieve national targets for the reduction of road accident casualties.'*

The Council's Road Safety Plan details the strategies to be adopted in terms of achieving national road casualty reduction targets. However, although the Government was preparing new targets in relation to road casualty reduction, these had not been made public at the time of publication of the Road Safety Plan. These targets could not therefore be taken into account at that time. However, they have now been published and are as follows:

By the year 2010, fatal and serious casualties are to be reduced by 40 percent overall, with a special provision of 50 percent reduction in the number involving children and the number of slight casualties are to be kept well below the growth in traffic. The percentage reductions are to be based on the 1994/98 average.

The above new targets and any future revision of road safety targets will be taken account of during the annual review of the Road Safety Plan. It is considered that accident numbers in Renfrewshire are of a level which would not produce a statistically reliable sample in comparison with the new target groups. The Council will therefore work towards these targets through the West of Scotland Transport Forum and measure success by annual monitoring across the whole Strathclyde Police force area. In this respect the Council is fortunate that Strathclyde Police produce detailed accident statistics and provide considerable help in analysis. The police objectives on casualty reduction are closely aligned with the Council's and the two bodies work in close partnership.

PROPOSALS AND ACTIONS

Although the casualty reduction strategy is dealt with in detail in the Road Safety Plan, key actions are as follows:-

Short Term

- 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 organised groups in partnership with the Scottish Road 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;
- evaluate effectiveness of the Council's approach to road safety and evolve actions to achieve the greatest reduction in accidents from the available resources;
- 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.

Medium Term

- in consideration of traffic calming/management, move from the current process of prioritising on the basis of historical accidents to a risk assessment process;
- 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;
- further increase driver educational strategies to achieve a shift in attitude to issues such as speeding, in order that behavioural change occurs voluntarily instead of being forced by traffic calming or police enforcement.

Personal Security

Policy: 'The Council will improve the safety and security of walking and cycling networks.'

Many people are reluctant to walk or cycle because of concerns for their personal safety. Consequently, the car is the preferred option, while people without access to a car can feel constrained within their locality. The situation is worse in winter months when dark nights act as a further deterrent.

In many instances, a fear of crime on footways and cycleways arises from perceptions of danger as opposed to actual danger. This is largely because of the publicity given to assaults in comparison with for instance road accidents.

There is a need, therefore, to partner with Strathclyde Police and deliver education on the actual safety statistics associated with walking and cycling and at the same time address anti-social or intimidating behaviour where this deters the use of walking and cycling facilities.

Effective action on this issue has the potential to consolidate a behaviour change in

PROPOSALS AND ACTIONS

favour of walking and cycling provided it is part of the wider cycling/walking strategy.

Short Term

- Assessment will be made of lighting on key walking routes, particularly where they involve schools and a programme of action prepared for funding consideration;
- The Council will partner with Strathclyde Police and work through local communities identifying local concerns over walking and cycling routes and agree joint actions;
- Consideration will be given to the 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

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

CAPITAL PLAN

2001 / 2002 TO 2003 / 2004

This chapter deals with the Roads and Transport component of the Council's Capital Programme. Projects included in the committed three year expenditure programme are described briefly with the specific policies they meet (also see table on page 51).

Although correlation between current expenditure proposals and policies is good, it must be recognised that future programmes will evolve from the Local Transport Strategy process. An indication of the projects which are under consideration for the medium term is included although there is no commitment at this stage. There is also likely to be a potentially greater emphasis on maintenance and renewal of the existing network.

Descriptions of Schemes in Approved 2001/2002 - 2003/2004 Capital Plan

Roads/Footways Maintenance Programme

Maintenance of roads and footways is primarily carried out under revenue expenditure. This is a substantial exercise and involves maintaining the condition and safety of 5.3 million m² of carriageway and 2 million m² of footway.

Elements of maintenance involve structural repair or effective replacement of the carriageway. Monies have, therefore, been allocated in the Capital Plan.

Meets: - Primary Policy 2 and secondary policies 4,5,6 and 8.

Council Contribution:

2001/02 - £464,000

2002/03 - £419,000

2003/04 - £890,000

The Council is currently undertaking an assessment of the asset value of its' roads and footway network. This indicates a value of approximately £200 million. Condition assessments are ongoing using both automated and visual inspections and this information on future investment needs will be taken into consideration in the roll forward of the Capital Plan.

Bridge Assessment/Strengthening

A lump sum allocation of money has been made to facilitate the national strength assessment of the bridges on the road network in Renfrewshire and subsequently carry out structural repairs. All the 75 bridges that are still to be assessed are elderly and were not designed to cope with the weight of today's lorries. The new European standard 40 tonne lorries have been on our roads since January 2000.

CAPITAL PLAN - 2001/2002 to 2003/2004

As a consequence of the strength assessments carried out to date there are many weight restrictions and interim measures in place at a number of bridges. This can have an effect on access and pose a risk of potential collapse if the restrictions are ignored. For strength assessment, priority is given to bridges on strategic routes.

Meets: - Primary Policy 2 and secondary policy 6.

Council Contribution:

2001/02 -£300,000

2002/03 -£300,000

2003/04 -£500,000

The bridge management process has identified a need to increase the capital provision to address bridge repairs and strengthening. This information will be taken into consideration in the roll forward of the Capital Plan.

Lighting Column Replacement

In Renfrewshire there are approximately 28,000 lighting columns. Day to day maintenance and funding of power supply comes from the revenue budget. This capital allocation funds the replacement of lighting columns when they are life expired. Typically a life span is of the order of 30 years by which time corrosion will have affected the column and electrical fittings. Alternative methods of funding a large programme of column replacement are currently being investigated.

Following actions in England, the possibility of bidding for monies under the Public Transport Challenge Fund Mechanism is being explored in view of the importance of lighting for walking and cycling in our urban areas.

Meets: - Primary Policy 2 and secondary policies 6 and 8.

Council Contribution:

2001/02 - £350,000

2002/03 - £350,000

2003/04 - £350,000

Traffic Signs/Signal Refurbishment

In Renfrewshire there are 82 traffic signal installations with this number rising in consequence of traffic management schemes and new developments. There are also approx. 7,000 road signs, most of which are a statutory requirement for the safe operation of the road network.

Traffic signals and signs have a limited life and require replacement on a cyclic basis. The money allocated enables a managed process of apparatus replacement guided by computer database systems.

It should be noted however, that the stock of signs and traffic signals inherited at Local Government Reorganisation was in poor condition in many locations. This has consequently influenced the extent of infrastructure replacement as attempts are made to improve stock.

CAPITAL PLAN - 2001/2002 TO 2003/2004

Meets: - Primary Policy 2, Secondary Policy 6.

Council Contribution:

2001/02 - £80,000

2002/03 - £80,000

2003/04 - £100,000

Gleniffer Road, Paisley - Phase 1 and 2

Gleniffer Road links Paisley with Lugton and much of North Ayrshire via Gleniffer Braes. On the edge of Paisley the road rises up a steep hill through a series of 'S' bends to Gleniffer Braes Country Park. This section of the road has deteriorated substantially over time in view of water run-off from the hill and substantial traffic volumes in comparison with what could be expected from a country road. Funds have therefore, been allocated for structural repairs and resurfacing through phased works. This will enhance safety, address drainage problems and reduce the need for continuous emergency maintenance which has been a long standing burden.

Meets: - Primary Policy 2 and secondary policy 6.

Council Contribution:

2001/02 - £80,000

Provision for Transport Fund

In 1999 Renfrewshire Council successfully bid against the Scottish Executive's Transport Challenge Fund for a range of walking, cycling and bus measures. Consequently £650,000 of additional ring fenced capital allocation was awarded by the Scottish Executive and included in the 2000/2001 capital programme. Monies in financial year 2001/2002 represent the contribution to the project from the Council's block capital allocation.

This element of the programme stems from careful analysis of travel patterns in Renfrewshire which identified that there were many short local trips which could potentially be made by walking, cycling or public transport given better facilities. Modal shift in peak traffic periods assists with relieving congestion and consequently the movement of people and goods to the benefit of the local economy.

Analysis also identified that access was restricted for many areas that have low levels of car ownership and that this causes difficulty in accessing employment. Enhanced facilities for the mobility impaired were also sought under the Council's social inclusion agenda.

Projects included in this package are as follows:-

Bus Stop Improvements, involving providing or replacing bus shelters of high quality (in partnership with ADSHEL who supply the Council with free shelters funded by bus shelter advertising), replacing bus stop poles and flags and providing timetable tablets at all bus stops.

Improve Mobility Access, by resurfacing footways at bus stops on designated routes to a level which accommodates low floor bus operations, promoting traffic orders and placing restrictions at bus stops which will assist access to the stop by buses.

CAPITAL PLAN - 2001/2002 TO 2003/2004

Travel Information Database and Notices, to be provided through a voluntary Quality Partnership with bus operator, which will enable all bus stops to have an up to date timetable displayed.

Walking/Cycling Routes, which link places of employment to residential areas, thus providing the opportunity of cycling/walking to work such as, links to Inchinnan Business Park.

Pedestrian Footpaths, in locations such as Erskine where existing bus stops currently do not have linking footpaths and passengers are required to walk on the road.

In 2000, a further successful bid was made against this fund to enhance access and public transport to Inchinnan Industrial Estate and Glasgow Airport. The bid, which was prepared in partnership with Scottish Enterprise Renfrewshire and Glasgow Airport seeks to enhance walking and cycling links between the Inchinnan Industrial Estate and airport with adjacent residential areas, which despite being close in distance are restricted to travel by car in view of the barrier effect of heavily trafficked roads and the M8. Investment will also be made into bus infrastructure. Work within the Industrial Estate by Renfrewshire Enterprise and initiatives by Glasgow Airport on Green Commuter Plans will be complemented by this.

Meets Primary Policy 3 and secondary policies 1, 4, 5, 7 and 8.

Council Contribution:
2001/02 - £420,000
2003/04 - £200,000

Traffic and Transport Studies

Funds are allocated under this heading to assist the collection and analysis of data required for investigation in traffic calming/management schemes. Production of the annual traffic report, collection of information for town centre/route action plans, etc. Preparation of future speed programmes is dependent on this component of formal planning.

Meets:- Primary Policies 1 - 8.

Council Contribution:
2001/02 - £50,000
2002/03 - £30,000
2003/04 - £30,000

Advance Scheme Preparation and Forward Planning

In the preparation of a road orientated programme it is vital to allocate resources to feasibility planning and advance scheme preparation. Most road projects involve comparatively large sums of money and have long lead-in times. It is important to undertake an evaluation of costs and benefits of schemes before consideration for inclusion in a future capital plan.

This allocation of money, therefore enables the preparation of future spend programmes which arise from schemes aligned with transport policies, which are fully costed with benefits quantified and have been considered in a 'best value' context.

CAPITAL PLAN - 2001/2002 TO 2003/2004

Meets: - Primary Policies 1 - 8

Council Contribution:

2001/02 - £164,000

2002/03 - £164,000

2003/04 - £170,000

Paisley Town Centre Actions - Revisions

Paisley Town Centre Action Plan which was implemented in 1997 involved extensive pedestrianisation and bus/taxi only streets. Subsequently, fine tuning has been made to elements of the works and traffic orders in the light of experience. Examples are the revisions to the bus stances on Causeyside Street between Forbes Place and St Mirren Brae and modifications to the residents parking zones. An allocation of monies enables this process to continue, thereby consolidating the traffic management system and assisting the safe, free flow of traffic.

Meets: - Primary Policy 4, secondary policies 3, 5 and 8.

Council Contribution:

2001/02 - £50,000

Town Centre Action Plan, Renfrew

Within the Structure Plan, Renfrew is identified as a priority for an 'Action Plan'. The town has been affected by the construction of the nearby Braehead Shopping Centre and will be further affected by proposed large scale commercial, leisure and housing development on the river side area between Braehead and the town centre.

Monies have been allocated to facilitate safety orientated traffic management in the town associated with the substantial development induced increase in traffic.

A holistic 'Action Plan' will be prepared which considers the economic, environmental and transportation needs of Renfrew in a multi-disciplinary study which is currently underway.

Meets: - Primary Policy 4 and secondary policies 3, 5, 7 and 8.

Council Contribution:

2001/02 - £147,000

Johnstone Town Centre

Johnstone Town Centre is identified in the Structure Plan as a location requiring an 'Action Plan'. Over a number of years improvements have been made to the environment within the town centre to stimulate economic activity. Monies in the capital plan reflect complimentary traffic management measures which contribute to road safety and ease of access.

Further studies are ongoing to set out a long term vision for Johnstone Town Centre, embracing planning, economic and transport objectives in a holistic study.

Meets: - Primary Policy 4 and secondary policies 3 and 7.

Studies funded from 'Advance Scheme Preparation'.

CAPITAL PLAN - 2001/2002 TO 2003/2004

Red Smiddy Roundabout

The junction of the A8/Barnsford Road/Southbar Road is in the form of a roundabout of substandard design in comparison with modern design guidance. Significant congestion occurs at peak periods. This affects access to Erskine and reduces accessibility to the Inchinnan Industrial Estate. Conditions are anticipated to worsen with continuing development of the Inchinnan Industrial Estate.

The Council in partnership with Scottish Enterprise Renfrewshire, propose to upgrade the roundabout to improve capacity such that proposed development at Inchinnan and predicted traffic growth can be accommodated. Safety will be enhanced in consequence of current design standards and provision will be made for walking and cycling.

Meets:- Primary Policy 4 and secondary policy 7.

Council Contribution:
2001/02 - £300,000

Bascule Bridge, Inchinnan

Between Glasgow Airport and Renfrew lies the White Cart which forms a natural boundary running from the River Clyde to Paisley Town Centre. Outwith Paisley Town Centre the river can only be crossed at two places, namely by the M8 at the White Cart Viaduct and the Bascule Bridge in Renfrew.

The Bascule Bridge, therefore, performs an important role as an element of a strategic link connecting Renfrew and Erskine and acting as a relief route when incidents or roadworks occur on the White Cart Viaduct. The route is also particularly important for the movement of emergency vehicles in view of the close proximity of Glasgow Airport and the need to ensure the airport has links to the conurbation by alternative routes.

A Grade 'A' listed structure, the bridge is over 70 years old, has a lifting mechanism to allow ships to pass underneath and is now suffering substantial corrosion induced wear and tear. A weight limit of 17 tonnes is currently in place. Monies have been allocated to repair the bridge to ensure the integrity of the road link. This money is additional to the Bridge Strengthening monies mentioned above.

Meets: - Primary Policy 6 and secondary policies 2 and 4.

Council Contribution:
2001/02 - £425,000
2002/03 - £400,000

CAPITAL PLAN - 2001/2002 TO 2003/2004**Traffic Calming /Management (Road Safety Engineering Measures)**

A lump sum is included annually in the capital programme to fund engineering measures that will contribute to the reduction of accidents in line with national accident reduction targets. A detailed breakdown of proposed expenditure under this heading is presented annually to the Roads and Transportation Committee. Prioritisation of schemes has been previously based on historical accident statistics and achieving the greatest reduction of accidents for the money spent. Emphasis to date has been mostly in residential areas, although this is under review in view of accident concentrations on certain heavily trafficked distributor routes.

Meets:- Primary Policy 7

Council Contribution:

2001/02 - £165,000

Darluith Road Junction, Linwood

Road safety has been a long standing concern at the above junction because the minor road (Darluith Road) joins the main route (B789 Barrochan Road) on a right angle bend. Sightlines are consequently severely restricted and there have been incidences of vehicles running on at night time because the driver has not seen the junction. Safety will be improved by providing a roundabout which will define the junction clearly and bring the location up to modern design standards.

Meets: - Primary Policy 7

Council Contribution:

2001/02 - £200,000

2002/03 - £ 20,000

Safer Routes to Schools

Make provision for implementing measures to assist children walk and cycle to school in line with the 'Safer Routes to Schools' Scottish Executive Guidance which seeks to reduce 'school run' traffic, improve children's health through physical activity and improve safety on the journey to school. Additional money was made available for this by the Scottish Executive as a 'one off' additional capital allocation.

Meets:- Primary Policy 7 and secondary policies 3, 5 and 8.

Council Contribution

2001/02 - £145,000

CAPITAL PLAN - 2001/2002 TO 2003/2004

Provisional List of Projects for Consideration in the Medium to Long Term

Walking/Cycling Security

Allocate funds to address community safety fears when walking and cycling. Issues for consideration would include enhanced lighting, review of landscaping where it screens footways and cycle ways, provision of new facilities where existing facilities expose users to risk.

Meets: - Primary Policy 8.

Public Transport Improvements in Central Road

Central Road under the Piazza in Paisley is an important bus interchange because most services travelling through the town centre route through it. It is also convenient for the shops, the railway station and the taxi rank. The environment is poor however, in view of the 'tunnel' nature of the road, poor lighting and bland streetscape. It is proposed that a programme of measures to enhance the bus facilities and generally improve the appearance and environment of this location. This will attract more passengers to public transport. The Council will seek to work with its partners and secure funding from the Public Transport Challenge Fund for these improvements.

Meets: - Primary Policy 7 and secondary policy 5.

Parking Initiatives

In anticipation of extending elements of the parking control system in Paisley, such as the residents parking zones, make allocation in future years to undertake studies and implement actions. Consider also the appropriateness of parking controls in other town centres and investigate the implications for Renfrewshire of decriminalising on-road parking offences in the same manner as Glasgow City Council has done and administering parking offences within the council.

Meets: Primary Policy 3.

Renfrew Development Road

Progress studies and acquire permissions for a Renfrew northern bypass, which will provide relief to the town centre, accommodate development traffic arising from the development of the Renfrew Riverside area and provide a relief route between the east and west sides of the river cart to alleviate traffic problems on the M8 White Cart Viaduct, caused by incidents, road works and peak hour traffic congestion.

Meets:- Primary Policy 4 and secondary policies 3 and 7.

Glasgow Road Junction

Studies associated with the implementation of Paisley Town Centre Action Plan, identified the junction of Glasgow Road and Mill Street as a serious stress point on the town centre ring road. Design of an improvement scheme was undertaken and land acquired for implementation. Implementation of the scheme will ease congestion and assist buses access the town centre.

Meets: - Primary Policy 4.

Paisley North Flank and Sneddon Area Gyratory

The comprehensive strategy for Paisley Town Centre Action Plan included works to address traffic problems on the north side of the town centre. In particular, the northern element of the town centre ring route has a bridge with very substandard head room, consequently restricting HGV movements. Provision of a revised route on the line of St James Street and a new bridge would resolve significant congestion problems and open the route to all types of traffic.

Proposed revisions to the existing gyratory north of Gilmour St railway station has the potential to reduce traffic congestion, enhance the environment and provide a more

CAPITAL PLAN - 2001/2002 TO 2003/2004

effective interchange at the railway station for buses and taxis in the Old Sneddon Street area. The Council intends to seek funding from the Public Transport Challenge Fund to Support these improvements. Fund allocation will enable studies to progress on these projects and a review to be made of costs and benefits.

Meets: Primary Policy 4 and secondary policies 3 and 7

Tourism Signing

In acknowledgement of the important contribution tourism makes to the local economy, an allocation is sought to provide road signs directing people to key tourist attractions.

Meets:- Primary Policy 4 and secondary policy 1.

Moss Road Study.

Moss Road lies between Linwood and the Georgetown Road and provides access to a large Council waste site. It is constructed on peat and has long suffered from subsidence. In recent times this has become so severe that parts of the roads are dangerous and there is evidence of lorries losing control due to severe undulations. The road has therefore, been closed and monies are required for remedial works to reopen the road.

Meets: - Primary policy 6.

Policy Number	1	2	3	4	5	6	7	8
PROJECT TITLE	West of Scotland Transport Forum	Network Maintenance	Demand Management	Network Development	Community Development	Safety and Infrastructure	Casualty Reduction	Personal Security
Roads / Footway Maintenance Programme		√		●	●	●		●
Bridge Assessment / Strengthening		√				●		
Lighting Columns Replacement		√				●		●
Traffic Sign / Signal Refurbishment		√				●		
Glennifer Road Paisley, Phase 1 & 2		√				●		
Provision for Transport Fund	●		√	●	●		●	●
Traffic & Transport Studies	●	●	√	●	●	●	●	●
Adv Scheme Preparation & Forward Planning (fees)	●	●	●	√	●	●	●	●
Paisley Town Centre Actions - Revisions			●	√	●			●
Town Centre Action Plan Renfrew			●	√	●		●	●
Johnstone Town Centre - Traffic Calming			●	√			●	
Red Smiddy Roundabout				√			●	
Bascule Bridge, Inchinnan		●		●		√		
Traffic Calming management							√	
Darluith Road Junction Linwood							√	
Safer Routes to Schools			●		●		√	●

● Primary Policy

√ Secondary Policy

MONITORING PERFORMANCE

Consideration will be given to performance monitoring. The following represents the Council's interim thoughts on how to take this forward.

Road Safety

Performance will be measured against the targets set in the Road Safety Plan.

Network Maintenance

Maintenance will be measured against the ongoing condition assessment of the network.

Demand Management

Various targets will be considered in respect of demand management, subject to achieving consistent data sources encompassing public transport.

Capital Programme

Implementation of the Capital Programme on time and within cost estimates will form a key performance measure.

Traffic Growth

The Traffic Reduction Report proposes that peak hour traffic volumes will rise a maximum of 28% in the am peak and 23% in the pm peak, over the next 15 years. This will be reviewed further to determine if traffic growth can be further reduced.

APPENDIX A : CONSULTATION

Local Authorities

Argyll & Bute
East Ayrshire
East Dunbartonshire
East Renfrewshire
Glasgow City
North Ayrshire
North Lanarkshire
South Ayrshire
South Lanarkshire
West Dunbartonshire

Renfrewshire Council Departments

Corporate Services
Education and Leisure Services
Environmental Services
Finance and Information Technology
Housing and Property Services
Social Work
Planning and Transport

Community Councils

Bishopton
Bridge of Weir
Brookfield
Elderslie
Erskine
Foxbar
Gallowhill
Glenburn
Hawkhead & Lochfield
Houston
Howwood
Hunterhill
Inchinnan
Johnstone
Kilbarchan
Langbank
Linwood
Lochwinnoch
Ralston
Renfrew
Whitehaugh
Williamsburgh
Paisley West & Central

Public Utilities

British Telecommunications PLC
Cable & Wireless Communications PLC
NTL
Scottish Power
Scottish Telecom
Telewest Communications
TRANSCO
West of Scotland Water

Public Bodies

Greater Glasgow & Clyde Valley Tourist Board
University of Paisley
Renfrewshire Enterprise
Argyll & Clyde Health Board
Strathclyde Police
Strathclyde Passenger Transport
Ayrshire Joint Structure Plan Joint Committee
Argyll & Bute Structure Plan Joint Committee
Glasgow & Clyde Valley Joint Structure Plan
Committee
Scottish Environmental Protection Agency
Strathclyde Fire Brigade
Reid Kerr College
Paisley Chamber of Commerce

Private Companies

A A Erskine Automobile Association
Caledonian Land PLC
Compaq Computer Manufacturing Ltd
Clydeport
Scottish Airports Ltd
Scottish Homes
Mitsui Babcock Ltd

Transport Providers

Arriva Scotland West (also Clydeside, McGills)
First Glasgow (No 1) Ltd (also Strathclyde Buses)
Caledonian MacBrayne Ltd
C Graham (also Lippen Coaches)
Clyde Marine Motoring Company Ltd
Gibson Direct Minibus Service
Henry Crawford Coaches
Hutchison of Renfrew
Liannes Coaches
Marbill Coaches Services
Paisley & Glasgow Airport Taxi Owners Assoc.
Scottish Citylink Coaches
Scotways Ltd
Dale-Lee Ltd
Dart Buses Ltd
Cityliner
Gibson Direct Ltd
First Stop Travel
Fox Bus Company Ltd
Gillen Coaches
Key Coaches
Lochview Coaches
Riverside Transport Ltd
Ross Coaches
Skyline Travel Services
Weirs Tourlink
Dickson of Erskine
Fairline Coaches Ltd
Fairway Coaches
Gleniffer Coaches
Goldline Travel
Gorman Tours
Greenline Coaches
Railtrack Scotland
Reliable Bus
Scotrail Railways Ltd
Southern Coaches
Western Buses Ltd
Western Ferries Ltd

Interest Groups

British Motorcyclists Federation
Sustrans
Road Haulage Association
West of Scotland Road Safety Forum
Confederation of Passenger Transport
Scottish Assoc. for Public Transport
Rail Users Consultative Committee
The Disabled Trust for Scotland
Royal Automobile Club
Royal Scottish Automobile Club
Freight Transport Association
Complete to Compete Group
Disability Resource Centre
Forum on Disability

Political Bodies

The Scottish Executive
Member European Parliament - William R Millar
Member Scottish Parliament - Wendy C Alexander
Member Scottish Parliament - Hugh Henry
Member Scottish Parliament - Trish Godman
Member Scottish Parliament - Colin Campbell
Member Scottish Parliament - James R Finnie
Member Scottish Parliament - Annabell M Goldie
Member of Parliament (UK) - Katherine Adams
Member of Parliament (UK) - Douglas Alexander
Member of Parliament (UK) - Thomas Graham

General Public

Bargarran Community Library
Bishopton Community Library
Bridge of Weir Community Library
Elderslie Community Library
Erskine Community Library
Ferguslie Park Community Library
Foxbar Community Library
Gallowhill Community Library
Glenburn Community Library
Johnstone Castle Community Library
Johnstone Community Library
Johnstone Teenage Library
Kilbarchan Community Library
Linwood Community Library
Lochwinnoch Community Library
Paisley Central Library
Ralston Community Library
Renfrew Community Library
Spateston Community Library
Todholm Community Library
Renfrewshire Council, (Department of Planning and
Transport, Reception Desk)

Glossary of acronyms and abbreviations

BAA - British Airports Authority

Citizens Panel - A set of 1500 people, comprising a cross section of the population of Renfrewshire, who regularly give their views on the Council's Services by questionnaire, interview etc.

DMRB - Design Manual for Roads and Bridges

LTS - Local Transport Strategy

NPPG17 - National Planning Policy Guidelines 17

PAN 57 - Planning Advice Note 57

SPT - Strathclyde Passenger Transport

WESTRANS - West of Scotland Transport Forum

Useful Contacts

Director of Planning and Transport
Renfrewshire Council
HQ South
Cotton Street
Paisley
PA1 1LL
Tel. 0141 842 5811/5822
Fax 0141 842 5040
www.renfrewshire.gov.uk

Strathclyde Passenger Transport
Consort House
12 West George Street
Glasgow G2
Tele. 0141 332 6811

Strathclyde Police
Group Commander
Traffic (Glasgow Group)
Road Policing Complex
433 Helen Street
Glasgow G51 GHH
Tele. 0141 532 6400

WESTRANS
Rodney Mortimer
Chair, Officers Group
c/o Glasgow City Council
Richmond Exchange
Cadogan Street
Glasgow
G2 7AD
Tele. 0141 287 9569

Please telephone 0141-842 5422 if you would like a large print version of this document.