



Travel Renfrewshire 2035

Renfrewshire Council Local Transport Strategy 2025-2035

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Foreword

Welcome to Travel Renfrewshire 2035

Transport and travel impact everyone's lives. It's how we get to and from work, meet our friends and family, visit shops, cafes and local attractions.

Travel Renfrewshire 2035, our Local Transport Strategy, sets out Renfrewshire's roadmap for transport and travel improvements over the next 10 years.

- Making bus and train journeys more accessible
- Supporting Scottish targets to travel less by car
- Encouraging more walking, wheeling and cycling
- Protecting the environment and reducing carbon emissions



Road safety remains a priority and maintaining our roads and footways, doing all we can so transport and travel in Renfrewshire is affordable, equitable and sustainable.

Your views and feedback have shaped the strategy and ongoing engagement with our communities, businesses, regional and national transport partners, will enable us to deliver action which reflects the needs of people living, working and visiting Renfrewshire.

Councillor Michelle Campbell

Convener, Infrastructure, Land and Environment

Glossary of Terms

Active Travel - Active travel relates to making journeys by physically active means, including walking, cycling, using a wheelchair, skateboarding or scooting.

Bus Priority Lane - Provision of dedicated road space for buses to reduce journey times and improve service reliability. The aim of bus priority lanes is to encourage people to change from cars to buses and thus reduce traffic congestion.

Cargo Bike - A cargo bike is a bicycle designed for transporting goods or heavy loads. Cargo bikes may be used in a cycle logistics network and may also be used by individuals to move personal goods and people, for example, food shopping and taking children to school.

Community Transport - Community transport are community-led transport solutions developed in response to unmet local transport needs, and often represent the only means of transport for many vulnerable and isolated people, often older people or people with disabilities. Most are demand responsive, taking people from door to door, but a growing number are scheduled services along fixed routes where conventional bus services are not available.

Demand Responsive Transport (DRT) - Any programme or scheme that offers individualised passenger service based on passenger locations and particular needs. Common examples include Dial-a-Bus, Ring-and-Ride and Dial-a-Taxi.

E-bike - An E-bike is a motorised bicycle with an integrated electric motor used to assist the rider and help move the bike forward. Also known as e-bike, electric bike or electric bicycle.

Junior Road Safety Officer Scheme - Road safety initiative encouraging pupils to take responsibility for promoting road safety within their school. The scheme is aimed at P6 and P7 pupils.

Light Goods Vehicle - A Light Goods Vehicle (LGV) is a commercial motor vehicle, such as a van, with a total gross weight of 3,500kg or less. The main purpose of a goods vehicle is for the carriage and transportation of commercial goods.

Local Development Plan - Document prepared and adopted by the Planning Authority to detail policies and proposals for the future development of land use in the area.

National Cycle Network - A strategic network of cycle routes throughout the UK.

Peak Period - Peak period refers to times of the day when there is the heaviest demand on the transport network, often in the mornings and after work in the early evenings.

Real-Time Passenger Information - A method of giving passengers information on live times when their public transport service is due to arrive.

Road User Charging - A system of charging drivers a fee for the use of a defined length of road.

Shared Transport / Shared Mobility - Transport services and resources that are shared among users, either at the same time or one after another. Shared modes of transport include car clubs and other forms of car sharing; bike share schemes; trip sharing and on demand bus or demand-responsive transport (DRT).

Strathclyde Partnership for Transport (SPT) - The statutory regional transport partnership for the West of Scotland.

Sustainable Transport - Transport modes that are low or zero emission, including walking, wheeling, cycling and public transport.

Traffic Regulation Order (TRO) - Legislation which allows restrictions to be placed on roads and car parks specifying places and times when vehicles can / cannot park, wait, load and unload. Can also be used to restrict vehicle movements, manoeuvres at junctions, introduce one-way streets and implement speed restrictions.

Transport Scotland - The national transport agency for Scotland.

Travel Plan - A package of measures and initiatives that aim to reduce the number of car journeys made, by encouraging the use of sustainable transport modes and providing people with greater transport choices.

Ultra Low Emission Vehicle - Any road vehicle that emits less than 75g of carbon dioxide per kilometre. These include battery electric vehicles, hybrid electric vehicles, range-extended electric vehicles, and hydrogen fuel cell vehicles.

Walking, Wheeling and Cycling - Walking is foot-based personal mobility and includes use of mobility aids such as canes, sticks and assistance animals. Wheeling is the equivalent of foot-based mobility for people who use wheeled mobility aids such as wheelchairs, and mobility scooters. Cycling is personal mobility incorporating a pedal-powered vehicle which may include electric-assistance.

Workplace Parking Licensing - A charge on employers who provide workplace parking. This is used as a demand management tool that aims to motivate employers to discourage the provision of free car parking and car commuting and to raise new funds to support the improvement of alternative modes of transport.

Acronyms

AMIDS – Advanced Manufacturing Innovation District Scotland

AQMA – Air Quality Management Area

BSIP – Bus Service Improvement Partnership

DVLA – Driver and Vehicle Licensing Agency

GVA - Gross Value Added

HES - Historic Environment Scotland

IIA - Integrated Impact Assessment

LDP – Local Development Plan

LTS - Local Transport Strategy

MACS – Mobility and Access Committee in Scotland

NPF – National Planning Framework

NTS2 – Second National Transport Strategy

ORR – Office of Rail and Road

PCN – Penalty Charge Notice

RTPI - Real-Time Passenger Information

RTS - Regional Transport Strategy

RUC – Road User Charging

SCTS – Strathclyde Concessionary Travel Scheme

SEA – Strategic Environmental Assessment

SHS – Scottish Household Survey

SIMD – Scottish Index of Multiple Deprivation

SOOPIR – Strengthening Opportunities for Older People in Renfrewshire

SPT – Strathclyde Partnership for Transport

STAG – Scottish Transport Appraisal Guidance

TRO – Traffic Regulation Order

ULEV – Ultra Low Emission Vehicle

WPL – Workplace Parking Licensing

1. Introduction

1.1. Purpose

Travel Renfrewshire 2035 is Renfrewshire's new Local Transport Strategy (LTS). It sets the future direction of transport and travel across the council area and covers the period 2025 to 2035. This strategy follows on from a 2017 refresh of an earlier LTS and reflects recent policy changes and targets, including net zero targets set by the Scottish Government and Renfrewshire Council (to be achieved by 2045 and 2030 respectively) and an increasing focus on the need to provide opportunities for sustainable modes of travel.

This LTS has been developed following publication of the Second National Transport Strategy (NTS2), Strathclyde Partnership for Transport's Regional Transport Strategy (RTS) and publication of Renfrewshire's Plan for Net Zero, which sets out how the area will work towards net zero by 2030. These documents provide the context for transport policy and priorities across Scotland, the Strathclyde region and within Renfrewshire and underline the importance of transport's role in tackling climate change. NTS2 and the RTS also identify other priorities related to economic growth, improved safety and accessibility and health and wellbeing.

The LTS sets out a Vision for transport and travel in Renfrewshire across a ten-year period and identifies Priorities and Objectives, against which progress will be monitored. The LTS establishes a new transport policy framework for the Council, which will guide partnership working and help to influence the allocation of resources and funding in future years. At the heart of the strategy is the identification of Action Plans by theme: Active Travel; Behaviour Change; Public Transport and Shared Mobility; Road Safety; Parking; Road Network and Freight; Environment; and Digital Technology. The Action Plans reflect the problems and opportunities specific to Renfrewshire, with a view to addressing the specific needs of the area.

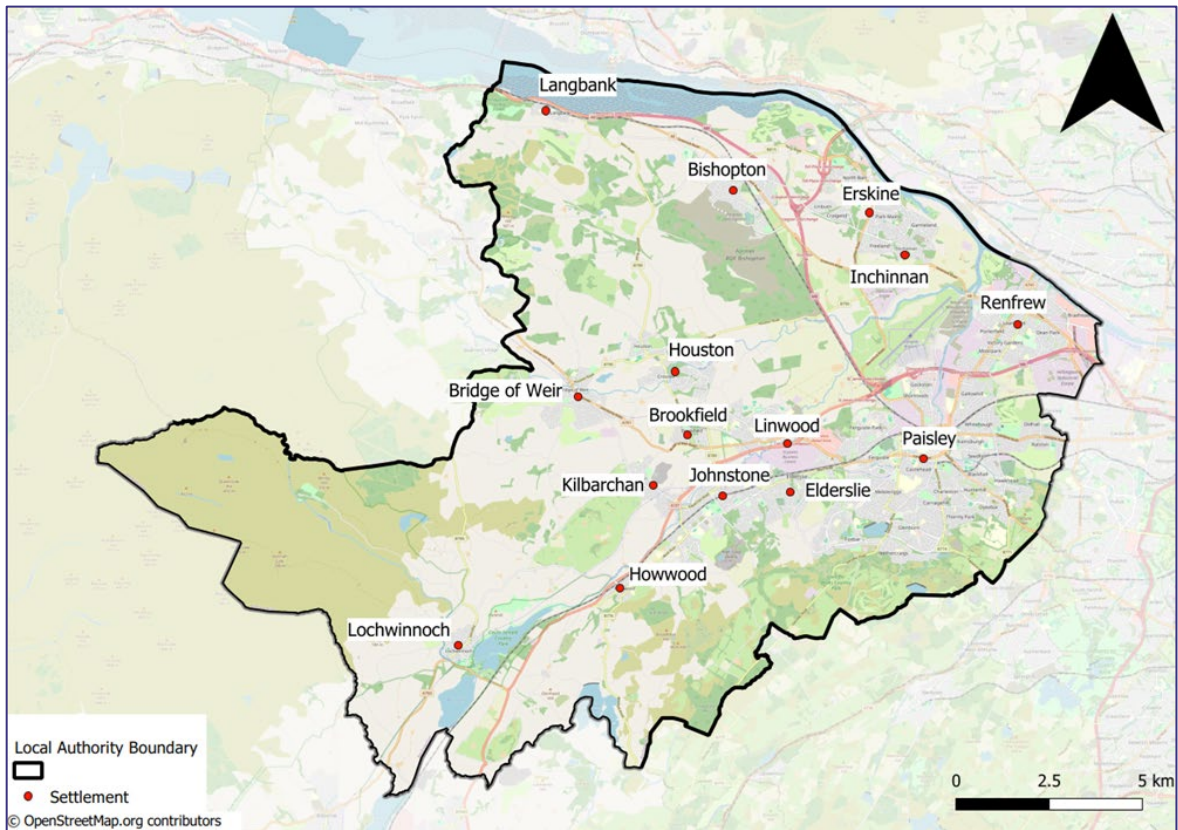


Figure 1: Map of Renfrewshire

1.2. Process

Development of this strategy has been informed by [Local Transport Strategy Guidance](#) and has also followed the principles of [Scottish Transport Appraisal Guidance](#) (STAG).

Development of the strategy has involved a robust process to make sure the Action Plan reflects the needs of the area, as summarised below. Central to this has been public consultation and stakeholder engagement.

- **Identification of problems and opportunities:** Problems and opportunities were analysed. These were informed by stakeholder and public consultation; a review of data (for example census data, Scottish Household Survey and transport statistics); and a review of relevant policy and strategy documents and legislation.

- **Development of Vision, Priorities and Objectives:** These set the framework for the strategy and set out what this should achieve. Objectives will be used to monitor actions going forward. The development of the objectives was informed by the identified problems and opportunities.
- **Option Development:** Options were identified through public and stakeholder consultation; policy / strategy review; a review of previous and ongoing studies; a review of the 2017 LTS; and a review of best practice. Options were then refined and sifted and similar retained options were grouped together into themes.
- **Action Plans:** A high-level appraisal of options was undertaken, and the retained options form the Action Plans.
- **Local Transport Strategy:** Work undertaken has been brought together to form the LTS. The Action Plans form a central pillar of the strategy.
- **Monitoring and Evaluation:** Development of a robust Monitoring and Evaluation Plan against which actions will be monitored and evaluated in future years.

A round of consultation was undertaken in Spring 2024 to inform the identification of transport and travel problems and opportunities, and to generate potential options. A second round of engagement was undertaken in Summer 2025 focusing on receiving feedback to the Draft LTS and supporting documents.

Sitting alongside the LTS are a Strategic Environmental Assessment (SEA) Environmental Report, Integrated Impact Assessment (IIA) and Main Issues Report. The SEA Environmental Report captures an appraisal of the LTS and the relative sustainability merits of reasonable alternative approaches to the proposals. The IIA takes cognisance of the Equality Act 2010 and captures an Equality Impact Assessment, Child Rights and Wellbeing Impact Assessment, Fairer Scotland Duty Assessment and Health Inequalities Impact Assessment in one document. Lastly, the Main Issues Report captures background work undertaken to inform the LTS development, including a policy review, an analysis of transport, travel, socio-economic and socio-demographic data and a summary of problems and opportunities identified. An overview of this information is provided in the LTS.

1.3. Strategy Structure

The LTS sets out the following information:

- Chapter 2 – Policy Context
- Chapter 3 – Data, Transport and Travel Context
- Chapter 4 – Engagement and Consultation
- Chapter 5 – Problems and Opportunities
- Chapter 6 – LTS Vision, Priorities and Objectives
- Chapter 7 – Roles and Responsibilities
- Chapter 8 – Development of Actions and Appraisal
- Chapters 9 – Active Travel
- Chapter 10 – Behaviour Change
- Chapter 11 – Public Transport and Shared Mobility
- Chapter 12 – Road Safety
- Chapter 13 – Parking
- Chapter 14 – Road Network and Freight
- Chapter 15 – Environment
- Chapter 16 – Digital Technology
- Chapter 17 – Monitoring and Evaluation
- Chapter 18 – Interdependencies, Funding and Priorities

2. Policy Context

2.1. Overview

There have been significant changes to the policy context since the LTS was last refreshed in 2017, including publication of [NTS2](#) in 2020, and publication of the Strathclyde Partnership for Transport's updated [RTS](#) in 2024. Both documents reflect a shift in policy at the national and regional level, in particular to address climate change, with a Climate Emergency declared by the Scottish Government in 2019 ([Scotland's Response to The Global Climate Emergency](#)). As such, interventions and measures in this LTS take into consideration their potential impact on tackling climate change. The key policy context at the national, regional and local levels for the new LTS is shown below.

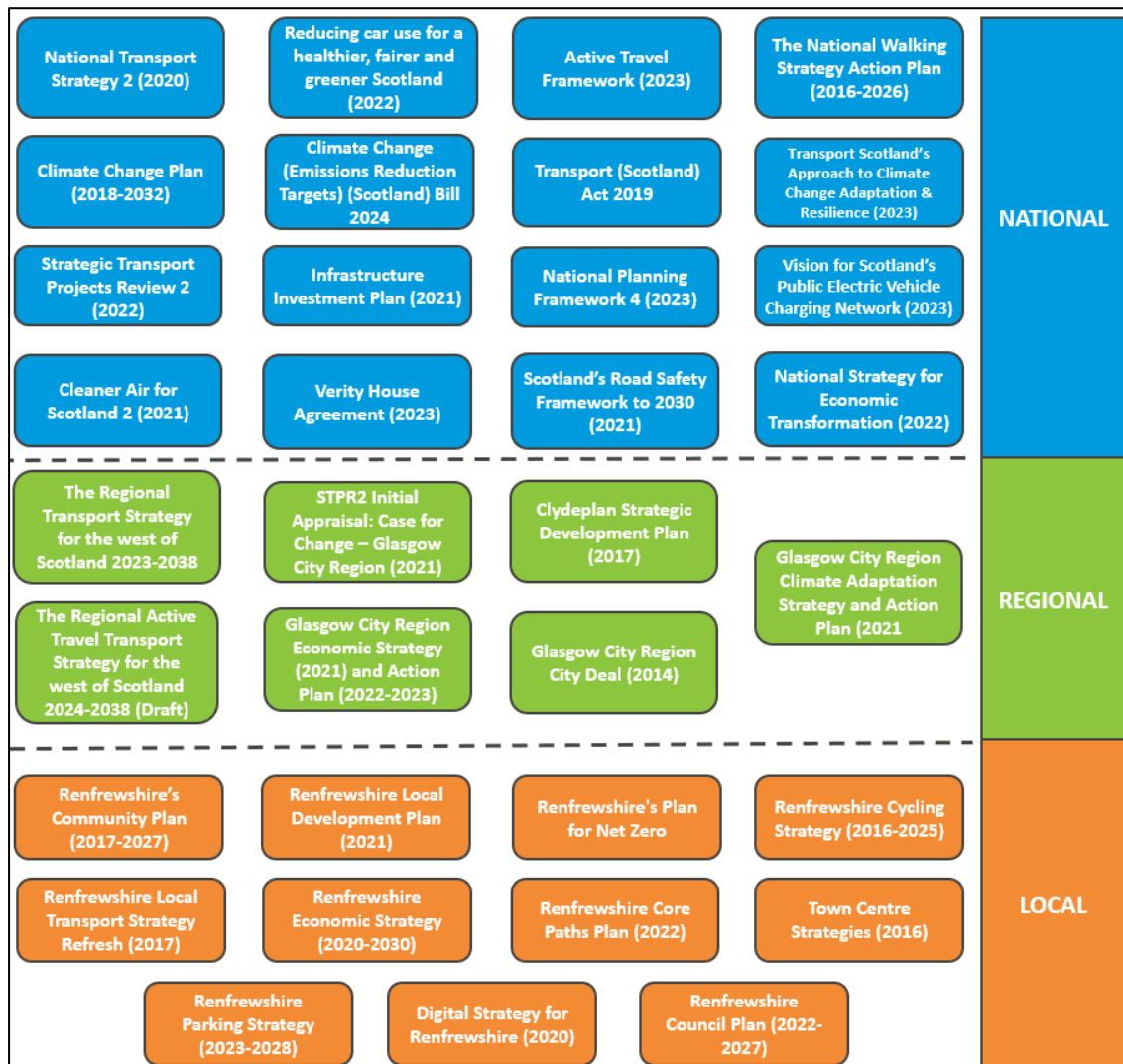


Figure 2: Summary of Key Policy and Strategy Documents and Legislation Reviewed

A summary of some of these key documents is presented below, with further details available in the Main Issues Report.

[NTS2](#) provides the national transport policy framework and sets out four key priorities: reducing inequality; taking climate action; helping deliver inclusive economic growth; and improving health and wellbeing. The **Sustainable Investment Hierarchy** is captured in NTS2 and should be used to inform investment decisions, with investment aimed at reducing the need to travel unsustainably sitting at the top of the hierarchy. The **Sustainable Travel Hierarchy** is also captured in NTS2, which sets out how modes should be prioritised. Walking and Wheeling sits at the top, followed by: Cycling; Public Transport; Taxis and Shared Transport; and Private Cars.

The Scottish Government's [Securing a Green Recovery on a Path to Net Zero: Update to the Climate Change Plan 2018–2032](#) aligns strongly with the NTS2 Priority to take climate action and reflects the ambition to reduce Scotland's greenhouse gas emissions to net zero by 2045; this target remains in place following the **Climate Change (Emissions Reduction Targets) (Scotland) Bill 2024**. The Climate Change Plan notes how recent transportation trends such as more widespread home working can be capitalised on to help enable targets to be met. The Scotland-wide target to **reduce car kilometres by 20% by 2030** (against a 2019 baseline) is one of the key targets contained within the Plan. This is separately supported by [A route map to achieve a 20 per cent reduction in car kilometres by 2030](#). It is noted however that while there remains a commitment to reduce reliance on cars, a [Renewed Policy Statement](#), published in June 2025 by Transport Scotland, sets out that a new, longer term target for reducing car use will be developed. The Renewed Policy Statement demonstrates a commitment to reach net-zero by 2045 and includes conducting a 'regulatory check' for existing local road user charging powers under the Transport (Scotland) Act 2001 to ensure that local authorities have all the powers they need to make change happen ([Transport Scotland](#)).

At a regional level, the Strathclyde Partnership for Transport (SPT) [RTS](#) also has a strong focus on tackling climate change, which is reflected in targets, including:

- By 2030 car kilometres in the region will be reduced by at least 20%;
- By 2030 transport emissions will be reduced by at least 53% from the 2019 baseline; and
- By 2030 at least 45% of all journeys will be made by means other than private car as the main mode.

These targets underline the important role transport has to play in supporting climate change.

At the local level, [Renfrewshire's Plan for Net Zero](#) sets out how the area will work towards net zero by 2030.

Also at the local level, the Council's [Digital Strategy](#) has been reviewed. An important element of the Strategy relates to improving access for residents to services; including through enabling access to digital public services, tackling digital inequality and creating the opportunity for active citizenship. This is captured in one of the outcomes / benefits outlined in the Strategy, to provide better access to information and data. Digital innovation can have a large impact on transport, as it can impact the frequency at which people travel or the decision to travel at all.

Renfrewshire's [Local Development Plan](#) has also been reviewed. This looks to facilitate sustainable development and a low carbon economy, providing high quality new development in the right locations. Renfrewshire Council is in the process of preparing an updated Local Development Plan (LDP3), which will set out the long-term vision for the area up to 2037 and beyond. The updated LDP will be strongly informed by the [National Planning Framework 4](#) (NPF4). This sets out a long-term spatial strategy for development and infrastructure in Scotland. NPF4 outlines a number of key policy areas, which are highly relevant to the development of the LTS, including: Tackling the climate and nature crises (Policy 1); Climate mitigation and adaptation (Policy 2); Sustainable transport (Policy 13); Local Living and 20 Minute Neighbourhoods (Policy 15); and Infrastructure First (Policy 18), which supports development which provides infrastructure defined in the LDP or mitigates the impact of development on existing infrastructure.

Provisions set out in the [Transport \(Scotland\) Act 2019](#) have also been reviewed. Provisions of the Act have influenced several actions in this LTS, including those related to the pavement parking ban and consideration of the workplace parking license, road user charging and bus franchising.

[Scotland's Road Safety Framework to 2030](#), refreshed in 2021, has a vision that is working towards a road traffic system that becomes free from death and serious injury, including an emphasis on journeys made on foot and by cycle and specific casualty reduction targets. Improving road safety is also presented as a priority for the Council in its Road Safety Policy of November 2021 which adopts the Government's Safe System.

The **Glasgow City Region City Deal** has also been considered. The City Deal, which was the first in Scotland, brings £1 billion investment to the region. As part of the Deal, there are 21 key infrastructure projects, including three key projects within Renfrewshire. Since November 2023, SPT has been acting as the lead partner for development of the Case for Investment (CFI) for Clyde Metro. The CFI will set out the business case for the project and arrangements for the initial delivery phases.

The scope of the Glasgow Airport Access Project is now incorporated within a wider, regional metro opportunity, with its approved £12.155m business case funds being reallocated to Glasgow City Council, as the lead GCR authority to support the CFI development. Glasgow City Council, on behalf of Glasgow City Region (GCR) is supporting SPT in delivery of the CFI, whilst Transport Scotland is acting in a Project Assurance role.

The two remaining City Deal projects within Renfrewshire are Clyde Waterfront and Renfrew Riverside; and Glasgow Airport Investment Area, which includes improving access to the Advanced Manufacturing Innovation District Scotland (AMIDS) and to nearby Westway and Inchinnan Business Parks. AMIDS is a Renfrewshire Council project to develop a home for manufacturing innovation in Scotland.

The area of the City Deal aligns with the [Glasgow City Region](#), which brings together eight local authorities, including Renfrewshire, to help improve the region. With key partners, the Glasgow City Region aims to drive regional economic growth and improvement. The Glasgow City Region manages a number of strategies and programmes to support the regional economy, including the City Deal; the Regional Economic Strategy; and Clyde Mission, which looks to use the River Clyde to drive sustainable and inclusive growth. A Climate Adaptation Strategy and Action Plan was also developed in 2021 and covers the region.

3. Data, Transport and Travel Context

3.1. Introduction

Background issues and trends related to transport and travel patterns and socio-economic and socio-demographic data within Renfrewshire provides important context against which this LTS has been developed. Available sources have been analysed, including the 2011 and 2022 Scottish Censuses, Scottish Household Survey, Scottish Transport Statistics, Office for National Statistics and road casualty data. The data has helped to inform the identification of problems and opportunities, helping to shape the LTS.

Further data is also presented in the separate thematic chapters (Chapters 9 to 16).

3.2. Socio-Economic and Socio-Demographic Context

3.2.1. Population and Population Density

Renfrewshire's population has increased by an estimated 4% between 2017 and 2022, from 176,830 to 183,800. This is in contrast to the Scotland-wide population, which increased by only 0.2% in the same period.

Areas of highest population density are located in the east of the Council area, including around Renfrew, Paisley, Johnstone, and Erskine. This is presented in **Figure 3**.

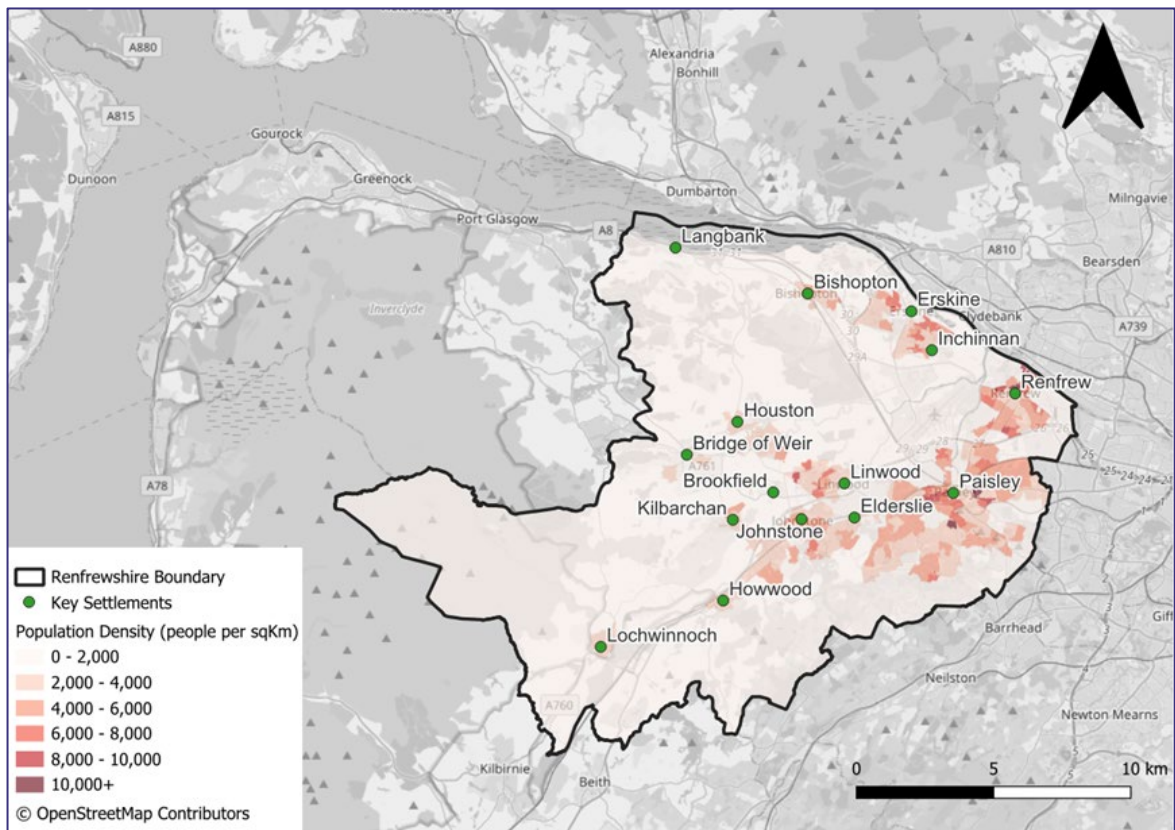


Figure 3: Renfrewshire Population Density Map

3.2.2. Urban / Rural Geography

The Scottish Government's [Urban Rural classifications](#) provide a consistent way of distinguishing urban, rural, accessible and remote areas across Scotland in six categories based on population and accessibility. Based on this, 84% of Renfrewshire's population live in an urban area ('Large Urban Area' or 'Other Urban area'), including Paisley, Johnstone and Renfrew. 'Accessible small towns' such as Bridge of Weir comprise 9% of the population; and 'Accessible rural areas' such as Lochwinnoch comprise 8% of the population.

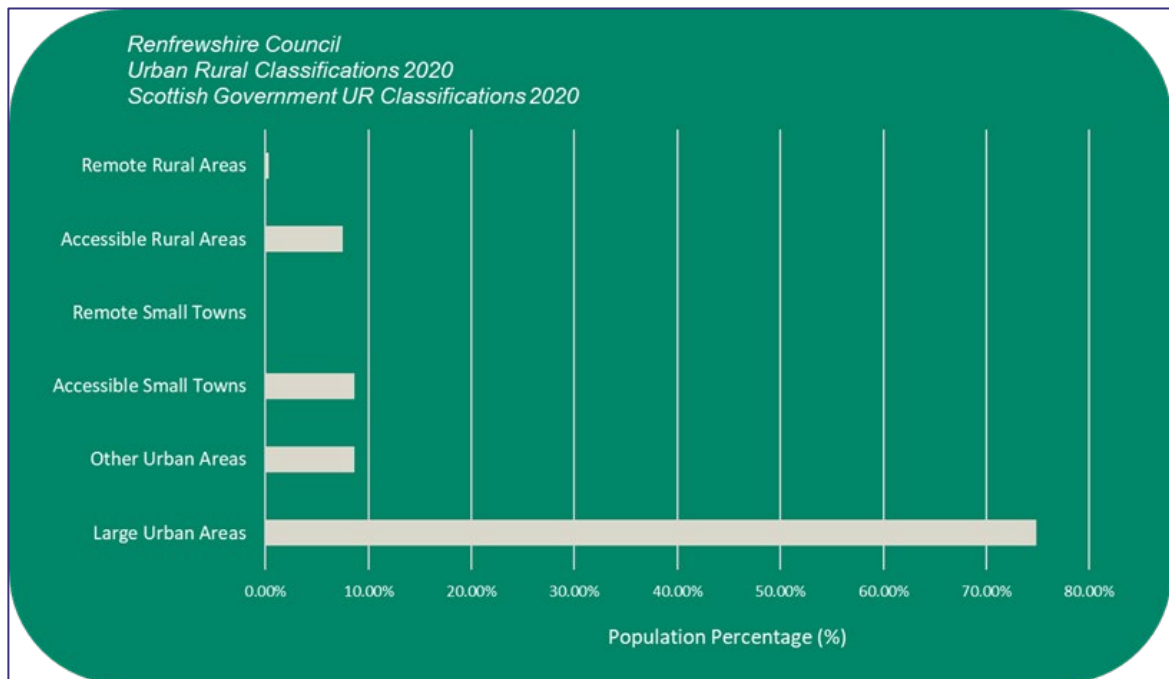


Figure 4: Renfrewshire Urban Rural Classification

3.2.3. Scottish Index of Multiple Deprivation

There is a mix of areas of high and low levels of multiple deprivation across Renfrewshire; red indicates more deprived areas and blue indicates less deprived areas ([SIMD](#)). There are a number of more deprived pockets within urban areas in the east of the local authority area, such as in Paisley, Renfrew and Johnstone, though some areas here also record data zones with low levels of deprivation. Lower levels of deprivation are mostly found in the west and north of the local authority area, such as around Bridge of Weir, Erskine and Bishopston.

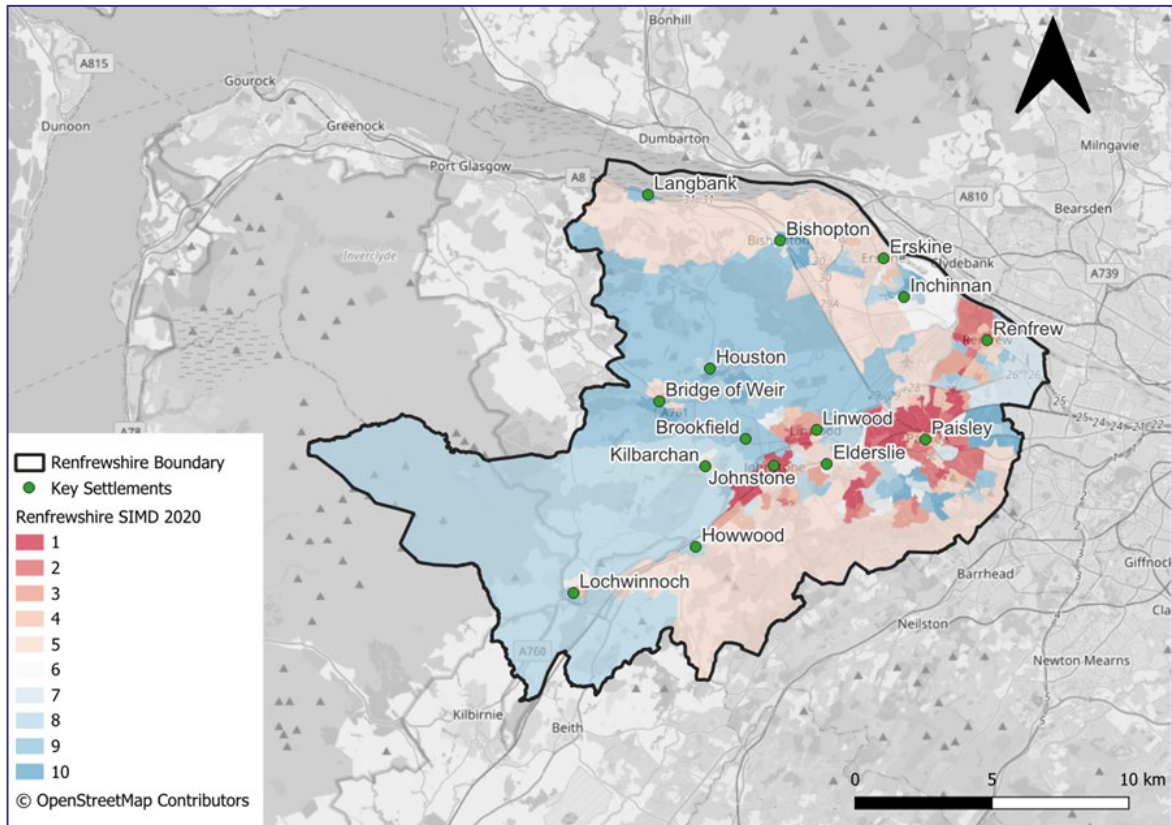


Figure 5: Scottish Index of Multiple Deprivation Map of Renfrewshire

3.2.4. Loneliness and Health

An analysis of 2018 data from the Scottish Household Survey [Data Explorer](#) shows the following:

- 18% of people in Renfrewshire felt lonely “some of the time”, which is slightly higher than the national average of 17%.
- 28% of people living in the 20% most deprived areas of Renfrewshire felt lonely “some of the time”, which is higher than the national average of 21%.
- Life expectancy for females is lower in Renfrewshire than the whole of Scotland at 79.89 years compared to 80.72 years nationally; the difference in life expectancy for males is not statistically significant between Renfrewshire and Scotland ([Public Health Scotland](#)).

3.2.5. Employment and Economic Performance

Gross Value Added (GVA) is a measure of the value of goods and services produced in an area, industry or region of an economy. GVA for Renfrewshire is grouped together with Inverclyde and East Renfrewshire. An analysis of data from the [Office for National Statistics](#) shows the following:

- Since 2017, GVA per head in Inverclyde, East Renfrewshire and Renfrewshire has grown slightly from £18,656 to £20,555 in 2022 (in April 2024 prices).
- GVA per head in Inverclyde, East Renfrewshire and Renfrewshire in 2022 (£20,555) was lower than the national average (£30,419) and was significantly lower than the neighbouring Glasgow City (£40,933).

3.3. Transport and Travel

3.3.1. Road and Rail Network

The major road network in Renfrewshire is shown in Figure 6 , including motorways, A roads and B roads. The M8, M898, A898, A8T (West Ferry roundabout to Inverclyde) and A737 are trunk roads; as such, they are maintained by Transport Scotland. Other public roads are local and are maintained by Renfrewshire Council.

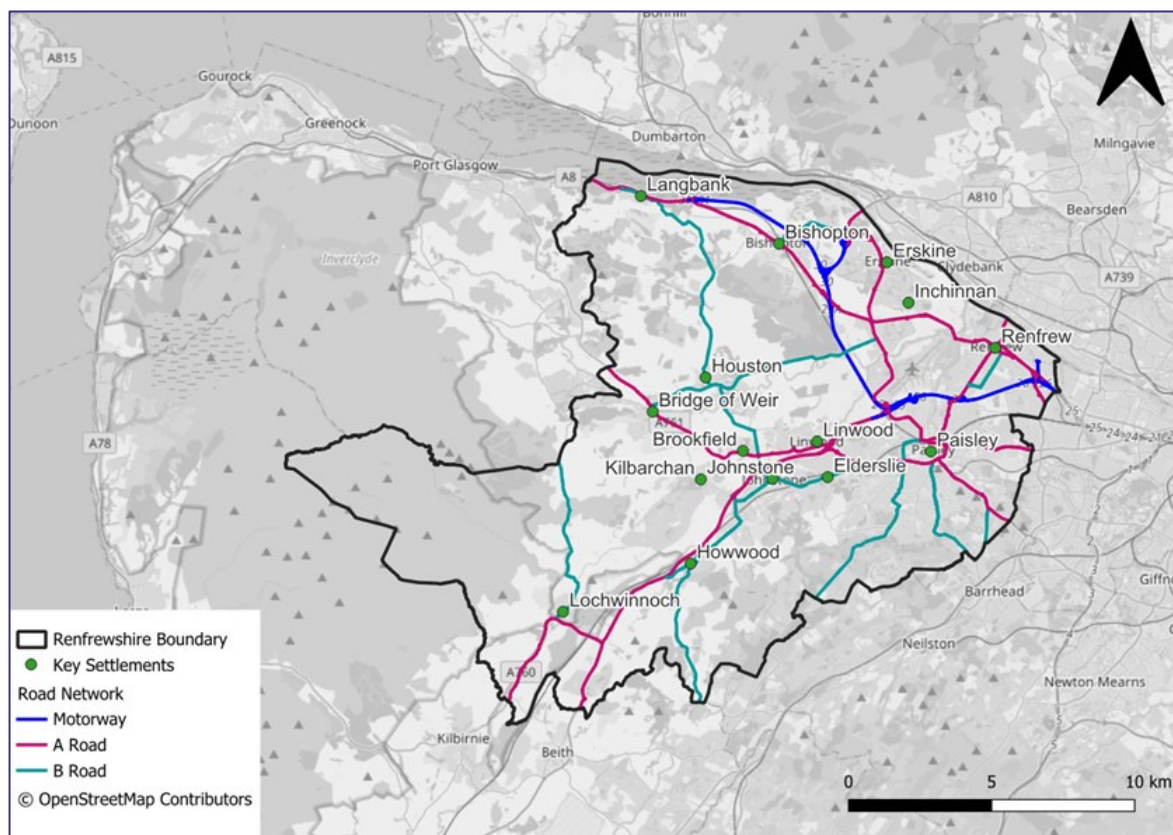


Figure 6: Renfrewshire Road Network

The rail network and rail stations within Renfrewshire are shown in Figure 7. The network includes two rail lines from Glasgow; a rail line that terminates at Paisley Canal and a line to Paisley Gilmour Street that splits off into the Inverclyde line via Bishopton and the Largs / Ardrossan / Ayr line via Johnstone.

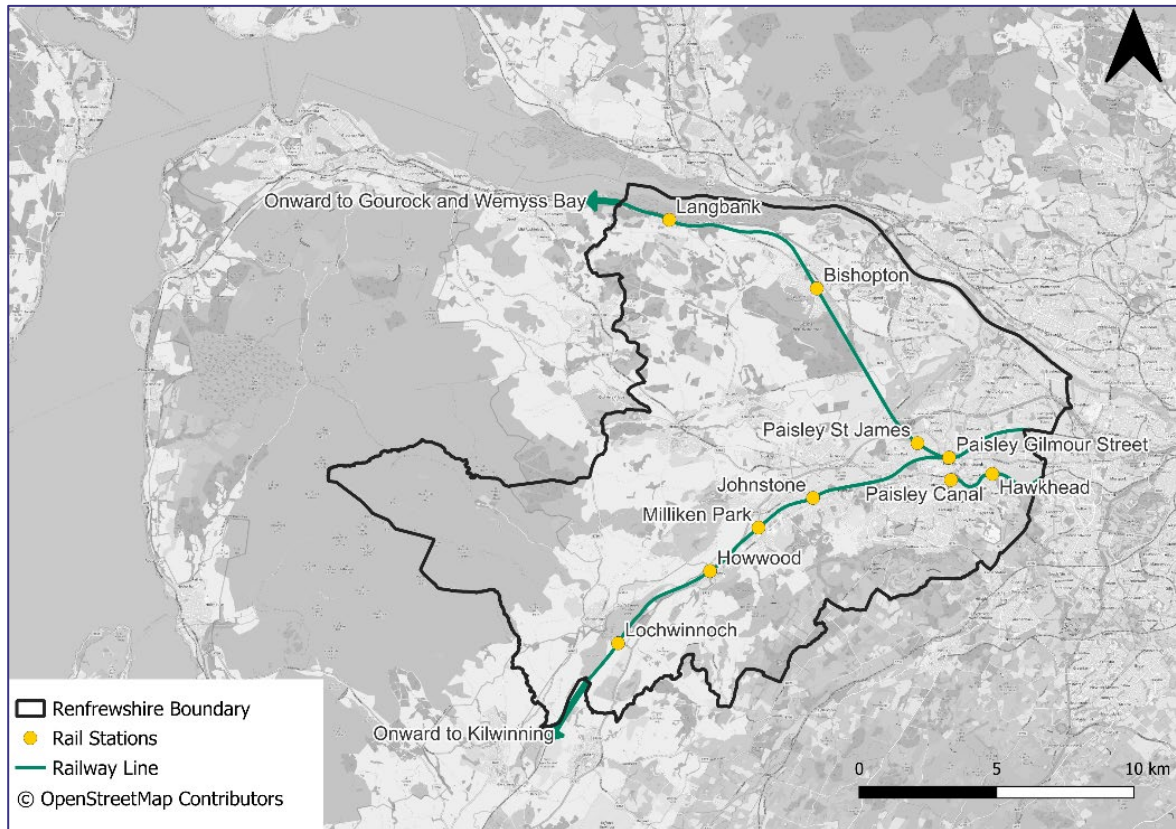


Figure 7: Renfrewshire Rail Network

There is also an extensive bus network in Renfrewshire, alongside Demand Responsive and Community Transport which operates in the area. Private operators run commercial bus services registered with the Traffic Commissioner for Scotland. SPT manages bus stations and bus stops and provides a range of specialist bus services within the Strathclyde region from socially necessary bus services and Community Transport to co-ordinating school transport. Renfrewshire Council provides infrastructure such as bus shelters, high access kerbs and bus priority measures.

3.3.2. Travel to Work and School

[Hands Up Scotland Surveys](#) undertaken by Sustrans in 2023 had a sample size of over 19,000 pupils in Renfrewshire. The results for 2023 show that 44% of school pupils in Renfrewshire walked to school, 4% cycled and 3% scooted or skated. By comparison, across Scotland 41% of school pupils walked to school, 5% cycled and 3% scooted / skated. The proportion of pupils driven to school in Renfrewshire (less than 20%) is lower than the Scotland wide proportion of 22.5%.

With regard to mode of travel to work, Scotland Census 2022 demonstrates that travel by car / van (as a driver or passenger) was the most common mode of travel (71%); bus accounted for 8% of travel to work trips; rail 5%; and walking and cycling 8% combined. For the purpose of this analysis, it is noted that this does not include “Work from home” figures. When “Work from home” is included, data shows that 31% of respondents in Renfrewshire said this applied to them.

3.3.3. Distance Travelled

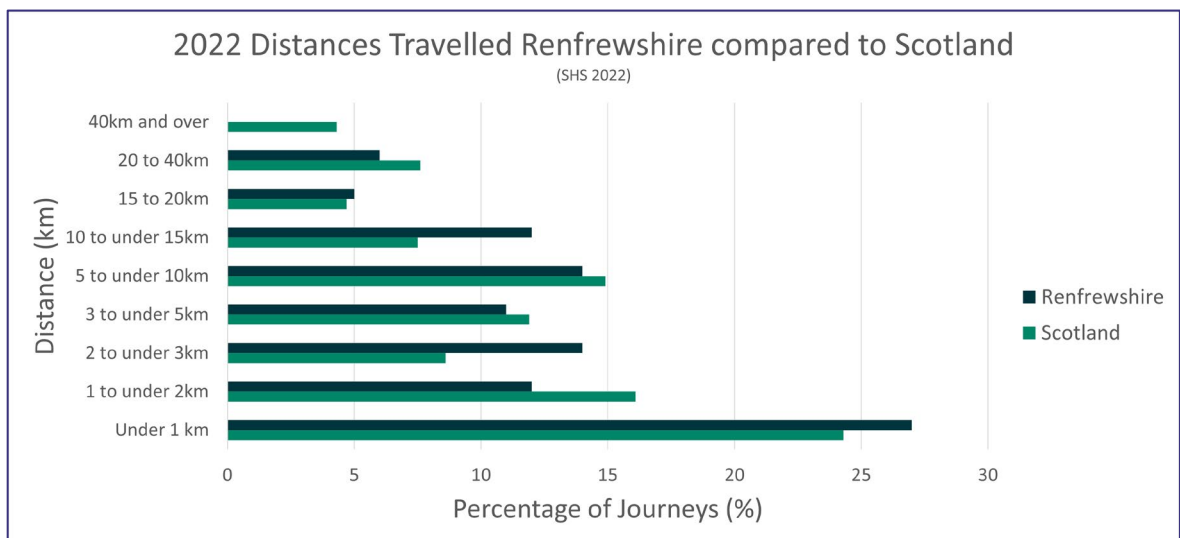


Figure 8: Distances Travelled in Renfrewshire and Scotland (2022)

[2022 Transport and Travel data](#) shows that 78% of all journeys made by Renfrewshire residents were under 10km, which is 2 percentage points higher than the Scotland wide average.

64% of all journeys made by those living in Renfrewshire were under 5km, which is higher than the Scotland-wide figure of 61%.

6% of all journeys were over 20km in 2022, which is lower than the Scotland wide figure of 12%.

Shorter journey distances may, in part, be due to large areas of Glasgow being accessible to many residents located in the east of Renfrewshire, which are less than 10km from Glasgow city centre.

3.3.4. Car and Bike Availability

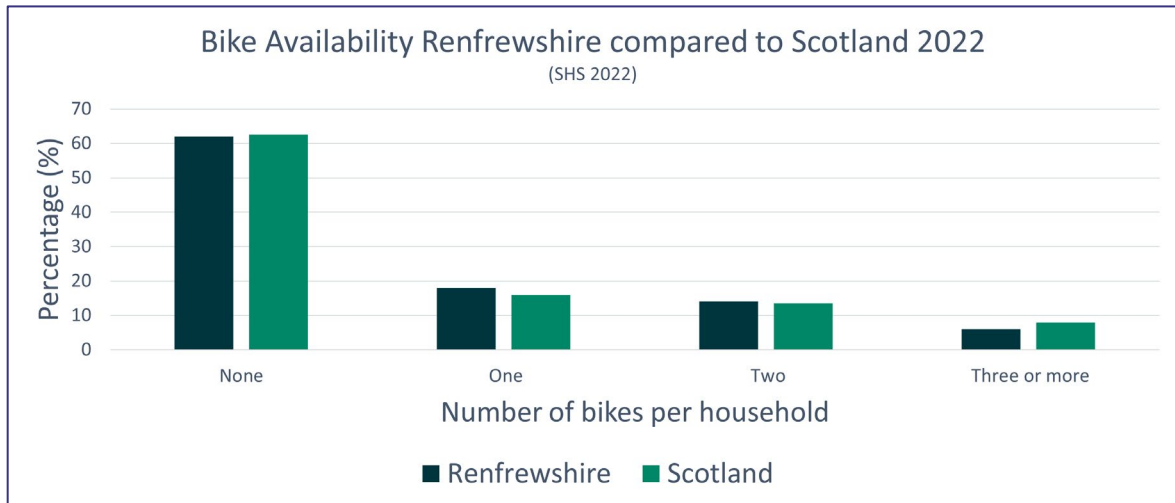


Figure 9: Bike Availability in Renfrewshire and Scotland (2022)

Access to at least one bicycle in Renfrewshire by household is in line with the Scotland wide average, with 38% of households in Renfrewshire having access to at least one bicycle, compared to the national average of 37.5% ([Transport and Travel in Scotland 2022](#)). With regards to car or van availability, Scotland Census 2022 data shows that 28% of Renfrewshire households have no access to a car or van, which is slightly higher than the Scotland-wide proportion of 25%.

3.3.5. Transport Expenditure

The [Living Costs and Food Survey](#) collects spending patterns and cost of living data that reflect household budgets in the UK. This includes transport expenditure for different household types across the country. 2022 results show the following:

79% of people in Renfrewshire spend more than 10% of their weekly household income on transport costs. This is slightly lower than the Scotland-wide average of 84%.

17% of people in Renfrewshire spend more than 15% of their weekly household income on transport, which is also lower than the Scotland-wide average (24%).

3.4. Summary

This chapter has provided an understanding of the current transport and travel network in Renfrewshire and an understanding of the socio-economics and socio-demographics in the area. This has identified some challenges experienced in the area, including:

- There are areas of high deprivation across Renfrewshire.
- Gross Value Added is lower in Renfrewshire compared to the national average.
- Although there is an extensive rail and bus network, there are gaps; particularly in the west of Renfrewshire.
- Car is the main mode of travel to work, accounting for a higher proportion of travel to work trips compared to Scotland as a whole. The proportion of walking and cycling to work is lower in Renfrewshire compared to Scotland as a whole.
- A large proportion of people in Renfrewshire spend more than 10% of their weekly household income on transport costs.

Findings have helped to inform the problems and opportunities, which in turn have shaped objectives and ultimately actions.

4. Engagement and Consultation

Public consultation and stakeholder engagement has been an important part of the LTS development process and has helped to make sure that the strategy will work to address the challenges and needs of the local area. An extensive round of consultation and engagement was undertaken in the first instance, which focused on identifying transport related problems and opportunities, and potential options to address these; engagement activities are summarised in **Figure 10**. The engagement activities were designed to be inclusive through both the range of methods used to receive feedback and through specific groups consulted.

Survey	Interactive Map	Supermarket Events	Online Workshops	In Person Community Workshops
An online survey was available for completion for a 6-week period in May / June 2024. Paper copies were also available from libraries across Renfrewshire or upon request. Almost 290 responses were received.	An interactive map was available for completion for a 6-week period in May / June 2024. Respondents were asked to add comments related to transport within the area. These could be categorised as positive, neutral or area for improvement. 120 comments were received.	In-person events were held at five supermarkets across Renfrewshire. The purpose of the events was to provide an opportunity for members of the public to share their thoughts on transport related problems and opportunities and potential options. Around 230 comments were received across all events.	Separate online workshops were held with local Councillors and Stakeholders from a range of organisations, including those representing transport operators, Renfrewshire Council and business group representatives. Almost 30 people attended one of these workshops.	Three in person workshops were held with members of the local community, including people living with disabilities and people with lived experience of poverty. Around 140 people were engaged with across all workshops.

Figure 10: Summary of Engagement Methods

A second round of engagement was held in Summer 2025 to receive feedback on the Draft LTS and supporting documents. Feedback was primarily received via an online survey.

5. Problems and Opportunities

Problems and opportunities have been identified through: stakeholder engagement and public consultation; analysis of transport and travel and data; a review of existing policies and strategies; and input from Council Elected Members and officers.

Problems and opportunities captured in this chapter were primarily informed by stakeholder and public feedback. Further details are available in the Main Issues Report.

5.1. Problems Summary

- **Limited active travel infrastructure** (including dedicated cycle paths) and **poor safety** associated with on road cycling and shared path facilities.
- **Limited public transport frequency and provision** (bus and rail) and **reliability** issues.
- **Limited public transport integration** (timetable and ticketing) between bus and rail services.
- **Poor access to transport**, including public transport access in rural areas; the cost of public transport making it difficult to access; accessibility of transport for people with disabilities (for example no step free access at some stations); and difficulties accessing public transport owing to people being unable to use timetable and ticket purchasing apps on mobile phones.
- **High fares** associated with public transport.
- **Personal safety and security**, including a lack of lighting along National Cycle Network routes and more generally; and personal safety and security, including safety of female users and people with disabilities on buses.
- **Road safety**, including hazards related to high traffic speeds and volumes (including outside schools).
- **Limited access to public Electric Vehicle charging points**.
- **Maintenance issues** (for example potholes), including poor maintenance of the road and path network.
- **Parking issues**, including a limited amount of parking at rail stations.
- **A forced reliance on private vehicles**, contributing towards congestion; including in town centres (particularly in rush hour and school pick-up times).

5.2. Opportunities Summary

Unless otherwise stated, the opportunities presented below were primarily identified through stakeholder and public feedback. Further details are available in the Main Issues Report.

- **Expansion of and improvements to walking and cycling network**, including improvements to route maintenance and expansion of cycle training courses.
- **Improvements to paths and roads (maintenance).**
- **Increase frequency and provision of public transport**, including to work with partners to support development of the Clyde Metro, including potential for a fixed link between Paisley and Glasgow Airport.
- **Potential for local bus franchising.**
- **Improve access to public transport**, including through lower fares and consideration of integrated ticketing.
- **Improved accessibility to transport for people with disabilities** to continue to be able to access stations and stops, including through the provision of suitably located disabled parking bays.
- **Improved rail provision** and potential for rail line and station expansion.
- **Increase number of Park & Ride sites / spaces.**
- **Increase provision of demand responsive and community transport.**
- **Reduced congestion on the road network** through workplace parking license and/or local road user charging.
- **Climate change and adaptation:** [Transport Scotland's Approach to Climate Change Adaptation and Resilience](#) notes the climate risks associated with transport and that there are opportunities to protect against extreme weather conditions caused by climate change.
- **Initiatives to tackle school congestion.**
- **Reduce transport emissions**, including through increasing the number of electric vehicle charging points and their availability; and associated opportunities to address air quality (noting however that a Revocation Report and associated AQMA Revocation Orders were presented to and approved by Renfrewshire Council's Infrastructure, Land and Environment Policy Board in March 2025. As such, there are no longer any AQMAs within Renfrewshire Council, with the council meeting all air quality objectives. The Scottish Government recommends that where AQMAs are no longer required that local authorities prepare an Air Quality Strategy to replace the Air Quality Action Plan (which has served its purpose), with

some of the measures from the action plan being carried forward into the strategy. The Council are currently developing this Air Quality Strategy, which will be approved by the Policy Board prior to publication.

- **Road safety improvements.**
- **Greater use of technology**, including to provide joined up travel between different modes of public transport and to support access to information.
- **Digital connectivity:** As captured in [A route map to achieve a 20% reduction in car kilometres by 2030](#), there are opportunities associated with strengthening and enhancing digital connectivity, including to reduce the need to travel. It is noted that while there remains a commitment to reduce reliance on cars, a [Renewed Policy Statement](#), published in June 2025 by Transport Scotland, sets out that a new, longer term target for reducing car use will be developed.
- **Stronger controls and enforcement of speeding and parking regulations.**
- **Expansion of car clubs.**

Problems and opportunities have helped to inform the development of a vision statement, priorities, objectives, policies and actions presented in subsequent chapters.

6. LTS Vision, Priorities and Objectives

6.1. Vision Statement

An overarching Vision for the Council with regards to transport and travel by the time the LTS is delivered has been developed. This reflects the views and priorities expressed by the public and stakeholders during consultation and has also been informed by a review of problems and opportunities and by the wider policy context; in particular, the NTS2 and RTS. Consideration has also been given to the Council's Plan for Net Zero, which has a commitment to maximise sustainable transport opportunities to deliver an inclusive, affordable transport system that provides choice for all. The vision statement details what the Council is aiming to achieve, whilst having regard for the funding challenges facing the Council and the need to focus on core activities.

The vision is for:

“Renfrewshire to be an attractive place to live, work and visit, with walking, wheeling and cycling and public transport opportunities that are inclusive, affordable, integrated and safe to use; and a transport system which supports net zero targets, inclusive economic growth and the health and wellbeing of all”.

6.2. Priorities

The Vision Statement is supported by a set of Priorities:

Equality and Accessibility

Net Zero Emissions

Inclusive Economic Growth

Safety and Security

Resilience and Maintenance

The Priorities are further supported by objectives.

6.3. Objectives

The identified objectives form part of the criteria against which actions will be monitored and evaluated in future years.

The objectives have been developed to take into consideration the problems and opportunities and consideration has also been given to key documents, including NTS2 priorities and outcomes, RTS objectives and themes from Renfrewshire's second Local Development Plan (noting that its third LDP is in the process of being prepared) and Digital Strategy – and how these align with the objectives.

The objectives for this LTS are as follows:

- Objective 1: Support fair and equitable access to sustainable modes of transport in Renfrewshire, that is integrated and easy to use for all
- Objective 2: Support the continued reduction in harmful transport emissions across Renfrewshire
- Objective 3: Increase the proportion of trips undertaken by walking, wheeling and cycling and public transport for everyday journeys
- Objective 4: Improve transport connections within Renfrewshire and to neighbouring local authorities to support inclusive economic growth
- Objective 5: Improve the safety of Renfrewshire's transport network through meeting Scottish Government casualty reduction targets
- Objective 6: Provide a secure, resilient and well-maintained transport network that meets the needs of users

The following tables summarise how each problem and opportunity theme has directly informed the objectives development.

Table 1: Problems and Objectives Alignment

Problem	Objective 1 Fair access to sustainable modes	Objective 2 Reduce transport emissions	Objective 3 Increase everyday sustainable travel trips	Objective 4 Improve transport connections	Objective 5 Improve transport safety	Objective 6 Maintain transport network
Limited active travel infrastructure and safety	✓	✓	✓			
Limited public transport frequency and provision and reliability issues	✓	✓	✓	✓		
Limited public transport integration	✓	✓	✓			
High fares associated with public transport ticketing	✓	✓	✓			
Poor access to transport	✓					
Personal safety and security					✓	✓
Road Safety			✓		✓	
Limited access to public Electric Vehicle charging points		✓				
Maintenance issues						✓
Parking issues				✓		
Reliance on private vehicles	✓	✓	✓			

Table 2: Opportunities and Objectives Alignment

Opportunity	Objective 1 Fair access to sustainable modes	Objective 2 Reduce transport emissions	Objective 3 Increase everyday sustainable travel trips	Objective 4 Improve transport connections	Objective 5 Improve transport safety	Objective 6 Maintain transport network
Expansion of and improvements to walking and cycling network	✓	✓	✓			
Improvements to paths and roads (maintenance)						✓
Increase frequency and provision of public transport	✓	✓	✓	✓		
Potential for local bus franchising	✓	✓	✓			
Improve access to public transport	✓	✓	✓	✓		
Improved accessibility to transport for people with disabilities	✓					
Improved rail provision	✓	✓	✓	✓		
Increase number of Park and Ride / mobility hub sites / spaces	✓	✓	✓			
Increase provision of demand responsive and community transport	✓		✓			
Reduced congestion on the road network		✓	✓	✓		

Opportunity	Objective 1 Fair access to sustainable modes	Objective 2 Reduce transport emissions	Objective 3 Increase everyday sustainable travel trips	Objective 4 Improve transport connections	Objective 5 Improve transport safety	Objective 6 Maintain transport network
Climate change adaptation and resilience						✓
Tackle school congestion			✓			
Reduce transport emissions		✓				
Road safety improvements					✓	
Greater use of technology	✓				✓	
Digital connectivity		✓				
Stronger controls and enforcement of speeding and parking regulations					✓	
Expansion of car clubs	✓					

7. Roles and Responsibilities

Renfrewshire Council is one of several organisations involved in the delivery of transport in the area. A collaborative approach is taken to deliver transport in Renfrewshire and close working is required across organisations, including with SPT, Transport Scotland, neighbouring local authorities and other organisations such as bus and rail operators and Sustrans.

[Local Transport Strategy Guidance](#) states that there is no general statutory requirement for a local authority to have an LTS in place, and there is no provision for Scottish Ministers to approve an LTS. However, there are certain discretionary powers which the local authority may only exercise if they have an LTS in place, including powers related to a workplace parking licensing (WPL) scheme under the Transport (Scotland) Act 2019, or a road user charging (RUC) scheme under the Transport (Scotland) Act 2001.

7.1. Responsibilities by Governance Tier

7.1.1. National

The Scottish Government is the devolved government of Scotland and has a range of responsibilities that include the economy, transport, education, health, justice, rural affairs, housing, environment, equal opportunities, consumer advocacy and advice, and some taxation. Transport Scotland is the national transport agency for Scotland, delivering the Scottish Government's vision for transport.

At a national and strategic level Transport Scotland is responsible for the following:

- Rail projects and control of ScotRail
- National concessionary travel scheme
- National Transport Strategy
- Liaison with Regional Transport Partnerships
- Sustainable transport, road safety and accessibility
- Aviation, bus, freight and taxi policy
- Ferries, ports and harbours
- The Blue Badge scheme for people with disabilities
- The trunk road network
- Major trunk road and bridge projects

Within Renfrewshire, the following trunk roads are managed and maintained by Transport Scotland, through its operating company, currently Amey:

- M8 motorway;
- A8T (West Ferry to Inverclyde);
- M898 motorway and A898; and
- A737.

7.1.2. Regional

Strathclyde Partnership for Transport was formed in 2006 as part of the transport framework created by the Scottish Government, which is comprised of Transport Scotland and seven Regional Transport Partnerships (RTPs). SPT is the RTP for the west of Scotland and has the aim of bringing together local authorities and other key regional stakeholders to strengthen planning and delivery of regional transport. SPT's roles and responsibilities also include considering, prioritising and funding certain transport provisions, improvements and developments at a regional level and linking with transport in neighbouring regions and beyond.

All 12 local authorities in the former Strathclyde area, including Renfrewshire Council, are members of SPT and have elected members who sit on the Partnership Board, agreeing policies and strategies as well as priorities for public transport and regionally strategic transport matters.

SPT is responsible for the development and implementation of the RTS for the west of Scotland. The revised RTS, which covers the period 2023 to 2038, was approved in July 2023, and a summary of the Strategy is provided within Chapter 2. SPT has also developed a [Regional Active Travel Strategy](#) and the [Strathclyde Regional Bus Strategy](#).

In Renfrewshire, SPT has the following specific roles ([Delivering for Renfrewshire – SPT 2022](#)):

- The provision of socially necessary bus services, including the demand responsive transport service, MyBus, and analysing changes in commercial provision to determine any additional support requirements.
- Managing and maintaining bus stop infrastructure and facilitating school transport on behalf of the Council.
- Liaison with bus operators.
- Providing travel information, including the maintenance of Real-Time Passenger Information (RTPI) displays.
- Providing the secretariat for the Strathclyde Concessionary Travel Scheme (SCTS) on behalf of local authorities and administering ZoneCard on behalf of participating transport operators.
- Smartcard ticketing.

Behaviour Change interventions, such as cycle training, health walks or providing access to bikes, are delivered by many different organisations, including funding provided through the People and Place programme, currently administered by SPT in the region on behalf of Transport Scotland.

7.1.3. Local

Renfrewshire Council has a duty to manage and maintain local public roads (including footways), footpaths, non-National Cycle Network cycleways, bridges, street lighting and traffic signals across the Council area, and has the power to improve infrastructure as necessary. The Council also has responsibility for road safety and flood risk management.

For financial year 2024/25, approximately 80% of the [Council's budget](#) came from the Scottish Government and 20% was raised through Council Tax. It is recognised that there are financial constraints the Council is currently working within and that this will impact upon what transport measures can be taken forward over the lifespan of this LTS.

In the [Council's budget for 2024/25](#), the Council continued to invest in Renfrewshire's roads, with £5m invested in maintenance and improvements to roads and footpaths in the year ahead. Further information related to funding is provided in Chapter 18.

Business as Usual

Renfrewshire Council is responsible for maintaining more than 800 kilometres of roads and 1,200 kilometres of footpaths within Renfrewshire. The Council undertakes a range of such business-as-usual activities. Business-as-usual activities are a mixture of those which the Council has a statutory responsibility to undertake and others which fulfil a social need; and are undertaken on an ongoing and continual basis. **Business-as-usual activities are not captured in the Action Plans** (Chapters 9 to 16) but may support some of the actions identified. Examples of such activities are captured below.

- Maintenance of local public roads, bridges, and footpaths
- Maintenance of street lighting and traffic signals and responding to faults
- Winter gritting
- Supporting community organisations to provide access to bikes (including adapted bikes)
- Road safety
- Flood protection
- Monitoring air quality
- Traffic management design and implementation
- Implementation of Traffic Regulation Orders (TROs), including those to control on street parking
- Parking enforcement
- Development management
- Fleet management
- Road works control including abnormal load movements and advance warning of planned road closures
- Traffic and transportation engineering

The Council also provides emergency response to extreme weather events and other incidents affecting the road and active travel networks and undertakes various improvement projects.

The Council will continue to work with partners to deliver services within the local authority area and on cross-boundary projects where appropriate.

In addition to those points captured above, the Council also undertakes business-as-usual activities in other areas, which do not directly relate to transport, for example, biodiversity schemes alongside road and active travel networks.

Through the Planning process, Renfrewshire Council will continue to work with developers and their agents to agree the suitability of active travel and public transport interventions and measures to mitigate the impact of private motorised traffic arising from developments.

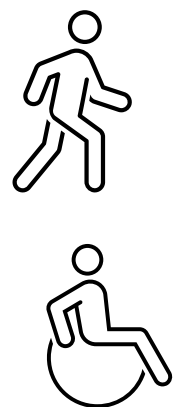
In general, the Council does not have responsibility for the provision of public transport, however it does support and promote its use. This is done in conjunction with partners such as SPT and Transport Scotland through, for example, improvements to bus stop infrastructure and the funding of school buses and through contributions to community transport efforts.

Specific responsibilities for the delivery of public transport in Renfrewshire – and other transport provision – are set out in subsequent chapters of this LTS.

7.2. Responsibilities by Mode and Category

7.2.1. Active Travel and Behaviour Change

The national budget for Active Travel schemes is set by the Scottish Government, according to priorities set out in the Programme for Government. Active travel refers to walking, wheeling and cycling, with such infrastructure primarily delivered by local authorities, with funding from Transport Scotland combined with allocation of Council capital funding.



Local authorities, including Renfrewshire Council, can access Transport Scotland Active Travel funding through a combination of non-competitive and competitive funding streams. There is no limit to the amount that a Council can allocate to active travel, but all Council budgets must be weighed against other local priorities.

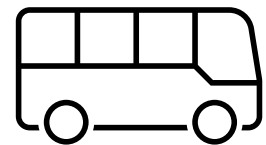
Renfrewshire Council also works with partners, including Sustrans, to deliver active travel infrastructure in the area. As the local roads authority, it is the responsibility of the Council to maintain the public footpaths and the majority of the cycle path network within the local authority area. However, Renfrewshire also contains a section of the National Cycle Network – NCN7 from Paisley to Lochwinnoch and NCN75 from Johnstone to Bridge of Weir – which is owned and maintained by Sustrans.



Behaviour Change interventions, such as cycle training, health walks or providing access to bikes, are delivered by many different organisations, including funding provided through the People and Place programme, currently administered by SPT in the region on behalf of Transport Scotland.

7.2.2. Bus

Many bus services in Scotland are operated on a commercial basis by bus operating companies. In Renfrewshire, this currently includes McGill's and First Bus. Renfrewshire Council does not have any direct control over the operation of these commercially provided services.



In the event where a commercial service is not in operation and is deemed socially necessary, SPT may provide a financial subsidy in order to deliver a bus service for that area, where funding permits. Occasionally, a planning agreement is used to compel a developer to subsidise a bus service to a new development for a limited time to help encourage public transport behaviours from the outset. For example, BAE Systems currently (2025) fund a service which operates between the Dargavel development and Braehead Shopping Centre via Bishopton Rail Station.

It is noted that at the time of writing, SPT, through the [Strathclyde Regional Bus Strategy](#), is exploring ways in which to improve the bus network across the region and to address the recent drop in bus ridership, including the potential for franchising local services.

Renfrewshire Council supports SPT in this effort. There is potential to deliver this through provision outlined in the Transport (Scotland) Act 2019.

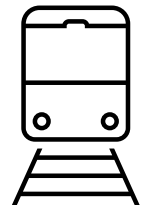
7.2.3. Demand Responsive Transport and Community Transport

Demand Responsive Transport allows passengers to use services which align with their personal requirements. It also provides flexible bus services to meet those demands. SPT operates the MyBus service, a demand responsive transport service which helps to provide people with access to local facilities as and when required.

Community Transport is usually offered by locally-owned organisations or volunteers. SPT has provided funding to support two Community Transport organisations in Renfrewshire: Strengthening Opportunities for Older People in Renfrewshire (SOOPIR), and Renfrewshire Community Transport based at the New Tannahill Centre. SOOPIR Bus was launched in March 2019 and provides transport for older people and community groups in Renfrewshire. The Council will continue to work with SPT over the lifespan of the LTS to identify potential funding opportunities for these and other Demand Responsive and Community Transport services.

7.2.4. Rail

Responsibility for the majority of rail powers in Scotland sits with Transport Scotland ([Office of Rail and Road](#)). Whilst Scottish Ministers specify and fund the outputs to be delivered by Network Rail, the organisation has responsibilities including operating, maintaining and renewing the railway infrastructure.



ScotRail is owned by the Scottish Government and is overseen by Scottish Rail Holdings Limited. ScotRail is primarily responsible for the provision of local rail services and is responsible for the management of a large majority of stations in Scotland (including all stations in Renfrewshire). Responsibility for safety regulation across Great Britain sits with the Office of Rail and Road (ORR). Transport Scotland oversees the funding for rail projects in Scotland as well as any potential projects which have to follow the Government's approval process as set out in the Rail Enhancements and Capital Investment Strategy.

The Department for Transport oversees the Access for All programme, which looks to address issues faced by passengers with disabilities and passengers facing mobility

constraints (such as heavy luggage or pushchairs) when using railway stations in Great Britain.

Renfrewshire Council will work with partners to support rail improvement projects. An example of recent partnership working is improved access to Johnstone Station, which was delivered in 2022.

7.2.5. Parking

In 2010, Renfrewshire Council obtained Decriminalised Parking Enforcement powers. This enables the Council to enforce its own parking restrictions, including the issuing of Penalty Charge Notices (PCNs) to vehicles parked in restricted locations such as bus stops, double yellow lines and controlled parking zones.

Since April 2025, the Council has had the ability to enforce the pavement parking ban. Specifically, the Council has agreed the locations where the ban is exempted and enforces the ban everywhere else in Renfrewshire, on parking on pavements, double parking and parking at pedestrian dropped kerb crossing points. This follows on from provisions set out in the Transport (Scotland) Act 2019.

The Council currently allows for one hour of free parking in Paisley town centre with payment required for longer stays on Monday to Saturday in Zones 1 and 2 and Monday to Friday in Zones 3 and 4. Charging tariffs encourage the use of car parks over on-street spaces and are free on Sundays.

The Transport (Scotland) Act 2019 also has provisions for local authorities to implement a workplace parking license, which creates a requirement to hold a licence to provide parking at workplaces, and to charge employers for that licence based on the number of spaces available.

7.2.6. Road

As noted previously, all trunk roads in Scotland are managed by Transport Scotland, which for Renfrewshire includes the M8, M898, A898, A8T (West Ferry to Inverclyde) and A737. These roads are operated by Transport Scotland's Trunk Road Operating Company, currently Amey. All other public roads are managed by Renfrewshire Council as the local roads authority. As per the Roads (Scotland) Act 1984, Renfrewshire



Council is responsible for providing and maintaining the following: road and footway safety measures, works to protect against natural dangers (for example drainage to protect against flooding), street lighting and traffic management measures.

7.2.7. Other

Many other aspects of transport and access will be taken forward in partnership with other services within Renfrewshire Council; with Community Planning Partners, such as Police Scotland and NHS Greater Glasgow and Clyde; as a joint regional approach with stakeholders in the SPT area across the west of Scotland; or with developers as private development opportunities arise.

Renfrewshire Council will work closely with partner organisations in order to effectively deliver the new LTS. Renfrewshire Council and its partners play a vital role in making sure that the transport network is as sustainable, efficient, inclusive, safe and integrated as possible.

8. Development of Actions and Appraisal

The process undertaken to develop actions for this LTS included the following steps. The identified problems and opportunities directly informed the development of a Vision Statement, Priorities and Objectives as captured in Chapter 6, as well as a set of policies, which sit above the actions and support objectives. An exercise was undertaken to make sure objectives aligned with problems and opportunities and with priorities and objectives captured in the NTS2 and SPT's RTS.

The next stage was to generate a list of options, which were primarily informed by stakeholder and public consultation findings and supplemented by Renfrewshire Council Elected Member and officer input and options identified in existing strategy / policy documents (including the 2017 LTS). With regard to existing strategy and policy documents, this included particular consideration of policies such as Infrastructure First and Local Living policies that are captured in NPF4. These policies place an emphasis on sustainable travel and local living and in developing options, consideration has therefore been given to options which support these policies. The process also considered policies such as the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy in NTS2, alongside existing targets and how LTS actions could help to achieve these, for example to reduce car kilometres by 20% by 2030 against a 2019 baseline (noting with regards to the latter target that while there remains a commitment to reduce reliance on cars, a [Renewed Policy Statement](#), published in June 2025 by Transport Scotland, sets out that a new, longer term target for reducing car use will be developed).

Wider policies not directly related to transport have also been considered, given the close relationship between transport and other areas, including health, the economy, reducing inequalities and tackling climate change. For example, the Council has a [Local Child Poverty Action Plan](#); transport has a role to play in tackling child poverty, including through free bus travel to support access to schools; and a [Sustainability Strategy](#) endorsed by NHS Greater Glasgow and Clyde includes how to support safe active travel routes and low carbon transport links. Resources produced to promote accessibility also have an important role to make sure people can move around with ease. This includes resources such as [Scotland's Accessible Travel Framework](#), which was developed with input from organisations such as Inclusion Scotland and the Mobility and Access Committee in Scotland (MACS). This captures outcomes to support making travel more comfortable and safer for those with disabilities.

The initial list of options was consolidated, and eight themes were identified:

- Active Travel
- Behaviour Change
- Public Transport and Shared Mobility
- Road Safety
- Parking
- Road Network and Freight
- Environment
- Digital Technology

Each theme informed the development of a short list of options. A high-level appraisal of these options was then undertaken. Options were appraised against:

- LTS objectives (see Chapter 6);
- Scottish Transport Appraisal Guidance (STAG) criteria (Environment; Climate Change; Health, Safety and Wellbeing; Economy; and Equality and Accessibility); and
- Deliverability criteria (risks associated with Feasibility, Affordability and Public Acceptability).

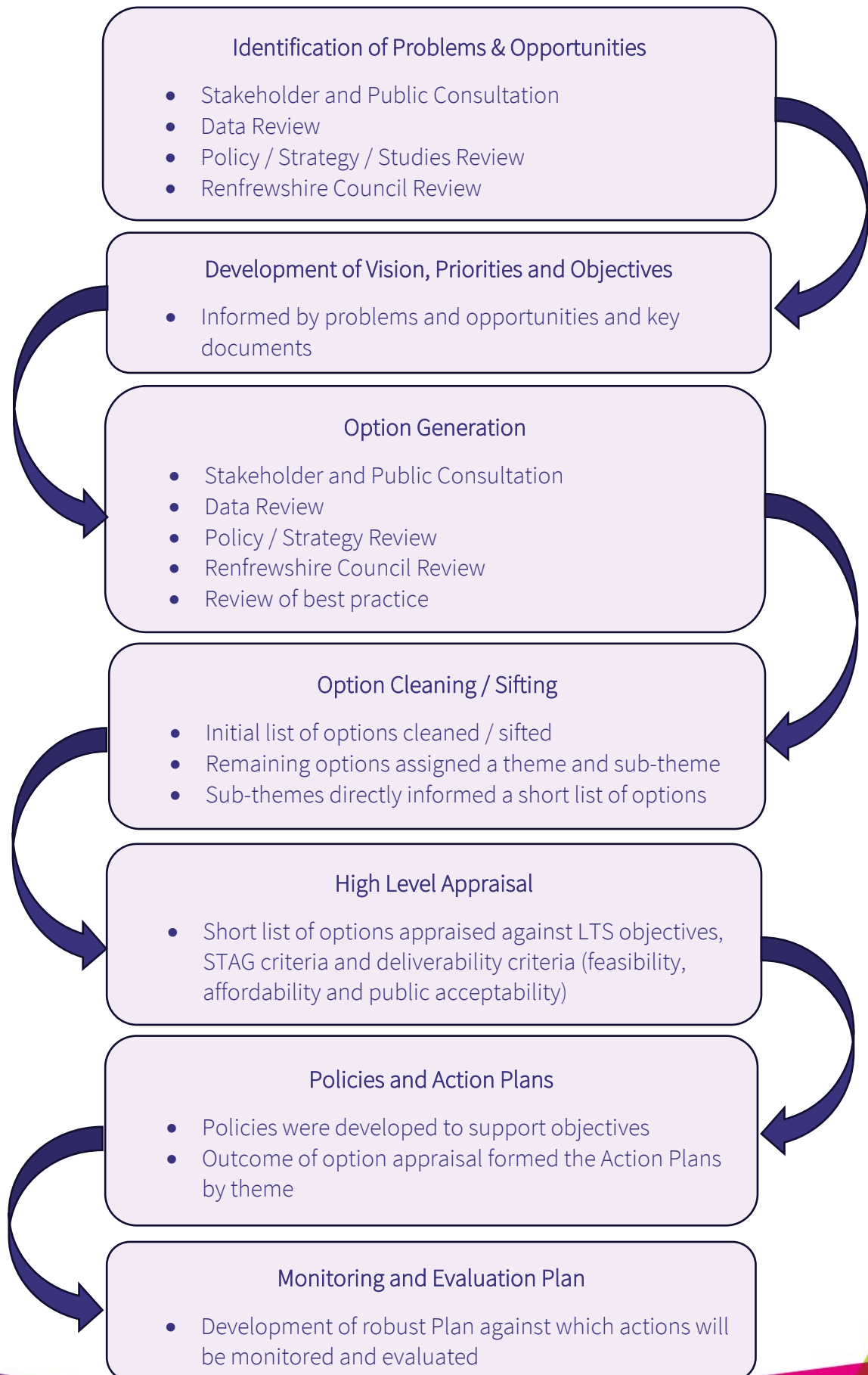
Following the appraisal process, some options were sifted out; this included options related to new rail stations and rail lines, which were not retained owing to high feasibility and affordability risks.

Options retained following the appraisal form the basis of the Action Plans in the subsequent themed chapters. Sitting above actions are a set of policies for each theme, which support the objectives.

A Monitoring and Evaluation plan has also been developed, which will be used to monitor the success of actions in future years, including against the objectives and indicators.

As actions are developed further in future years, additional engagement will be required, including, but not limited to, liaising with equality groups in the design of new infrastructure to help remove barriers to inclusive mobility.

The process undertaken to generate options and to develop the Action Plans is presented overleaf.



The following chapters present Action Plans by theme. Alongside each action indicative timescales are provided.

Indicative timescales for each action have been presented in line with one of the following:

- 0 to 5 years
- 5 to 10 years
- 10 years +

9. Active Travel

9.1. Active Travel Overview

This Chapter represents Renfrewshire Council's Active Travel Strategy 2025-2035 and supersedes the Renfrewshire Cycling Strategy 2016-2025.

National, regional and local policies place an emphasis on increasing travel by active modes (walking, wheeling and cycling) to help achieve net zero targets set out by the Scottish Government, SPT and Renfrewshire Council. In recognition of the Scottish Government's declaration of a climate emergency in 2019, there was cross-party support for a Council motion which declared a climate emergency in Renfrewshire in the same year. One way to help achieve net zero targets and to tackle climate change is through the delivery of dedicated infrastructure to support walking, wheeling and cycling. Behaviour Change interventions also have an important role to play; they are captured in a separate Behaviour Change chapter.

At the national level, the Sustainable Investment Hierarchy, captured within [NTS2](#), informs the hierarchy of investment decisions, with investment aimed at reducing the need to travel unsustainably sitting at the top of the hierarchy, and targeted infrastructure improvements sitting at the bottom. The Sustainable Travel Hierarchy, also captured in NTS2, places walking, wheeling and cycling at the top of the hierarchy. National policy is therefore clear that there should be a strong focus on supporting active travel journeys in Scotland.

At the regional level, SPTs [Regional Active Travel Strategy](#) supports the delivery of the Regional Transport Strategy and sets out a vision for active travel in Strathclyde. The Strategy sets out a regional active travel network to help co-ordinate the planning and delivery of strategic active travel routes and infrastructure in the region, including cross-boundary connections between council areas. The Council will work with SPT and neighbouring councils to help deliver regional and longer distance active travel routes which are within Renfrewshire Council's boundary.

At a local level, the Council's [Cycling Strategy](#) laid out a continuing commitment to support and encourage cycling by continually improving and extending the network and providing clear links to public transport hubs, schools, key destinations and between communities. The Council's [Core Paths Plan](#) also provides an up to date network of core routes which seek to enhance connections between settlements and communities, support active travel

use to schools and workplaces, and encourage healthy lifestyles. The Council's [Plan for Net Zero](#) also sets out ways in which active travel opportunities can be maximised.

9.2. Current Status

There is an established cycle network in Renfrewshire, which includes sections of the National Cycle Network (NCN7 from Paisley to Lochwinnoch and NCN75 from Johnstone to Bridge of Weir), which is owned and maintained by Sustrans. There are also existing non-NCN cycle routes, including more recently, between Bishopton and Inchinnan, the area around Glasgow Airport and AMIDS and between Renfrew and Paisley.

Some statistics related to bicycle access and walking and cycling mode share are presented below.

Findings from the 2022 Scottish Household Survey shows that access rates to at least one bicycle in Renfrewshire are in line with the national average (38% compared to 37.5%)

Analysis of Census data between 2011 and 2022 shows that active travel mode share for travel to work remained broadly similar, at approximately 1% for cycling and 7% for walking

In November 2023, LEAP (Local Energy Action Plan) launched an E-Bike hire scheme in Linwood. It currently has five E-Bikes and two E-Trikes now available within close proximity of two of LEAP's Car Club cars. LEAP's goal is to get more people to choose sustainable transport options for longer journeys and to get more people to choose to walk or cycle for short local journeys.

9.2.1. Active Travel Route Network

An Active Travel Route Network map for Renfrewshire is presented in **Figure 11**. This presents the existing cycle network; proposed routes (primary and secondary), categorised as high, medium or low priority; and other proposed routes, categorised as recreational, local access and link route / access point. Route network categories have been informed by Sustrans guidance.

Primary routes link to key trip attractors and attract the highest demand for cycling and will often be used for commuting trips. Primary routes are street lit and gritted. Primary cycle routes will be used to form active freeways in urban areas. Active freeways are a network of high quality, segregated routes for walking, wheeling and cycling to connect city and town centres with residential neighbourhoods and other strategic centres and destinations. Secondary routes link to local centres. Level of priority has only been presented for primary and secondary routes.

Local access routes will often be used for recreation and touring purposes.

Link path / access points are a short distance link which branches off any of the above referenced network types and connects directly to an attraction such as school, parks, shops and job centres, for example.

Routes have been identified following identification of key employment and residential areas which are considered to benefit from the creation of cycling links. Consideration was also given to improving active travel access to public transport stops and hubs when developing the routes. The routes presented are indicative and will be informed by future appraisal of their feasibility.

Active Travel Route Network

Legend

Renfrewshire Council Boundary

Existing Cycle Route

Proposed Route (Primary & Secondary)
Level of Priority

High
Medium
Low

Proposed Route (Others)

Recreational
Local Access
Link Route

Route Network Types

- Primary routes, which will link to key trip attractors, attract the highest demand for cycling and will often be used for commuting trips. Primary cycle routes will often be used to form active freeways in urban areas.
- Secondary routes, which will link to local centres
- Local access routes, which will connect from primary and secondary routes into local neighbourhoods and streets at the beginning and end of journeys
- Long distance routes, which will often be used for recreation and touring purposes.
- Link Path, a short distance link which branches off any of the above network types and connects directly to existing cycle route or an attraction such as Train Station, school, parks, shops etc.

Key

Each Route has an unique Route ID which is shown as Label along the route on the Map. Link Route does not have any Route ID.

Route ID starts with the initial of Route Network Types (such as P = Primary, S = Secondary, L = Local Access, R = Recreational) following a number.

Routes "In Progress" refers to the routes which are under some stage of Development.

Level of Priority has been assessed only for Primary and Secondary Route

Priority of Local Access or Link Route depends on the merit of connected existing route or implementation of proposed route

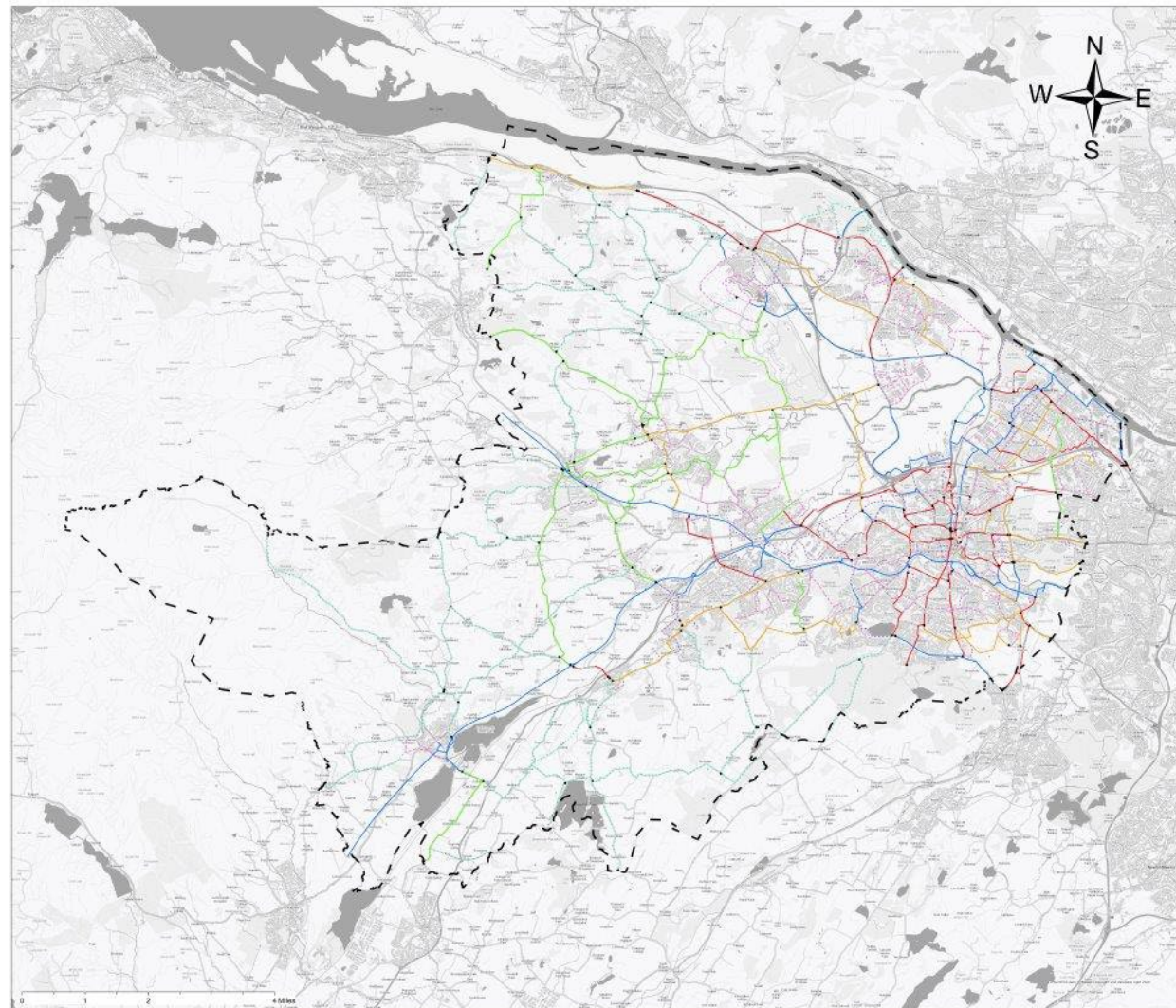


Figure 11: Active Travel Route Network Map © Crown Copyright and database rights 2025. Licence number AC0000815792

9.3. What You Said

Public and stakeholders were engaged to inform the development of this LTS, including identification of problems and opportunities related to active travel in Renfrewshire, and identification of potential options. This helped to inform the development of actions for a ten-year period. The following points provide examples of what was raised.

Problems

Issues associated with walking and cycling routes connecting town centres, stations and along key corridors
Lack of cohesive and segregated traffic-free cycle routes
Safety concerns in relation to the active travel network
Maintenance of the active travel network

Opportunities

Improve and expand the cycle network
Improve condition of the active travel network by prioritising routes in need of maintenance
Improve walking and cycling routes to schools
Increase provision of cycle parking, including at rail stations

9.4. Policies and Actions

Consideration has been given to the problems and opportunities identified through discussions with stakeholders and members of the public, as well as consideration of national, regional and local policies when developing policies and actions for this LTS, and how strongly these help to address the objectives of this strategy. With this in mind, Active Travel policies have been developed for Renfrewshire Council to work towards, alongside actions.

9.4.1. Policies

- **Policy 1** (Active Travel) – Prioritise provision of walking, wheeling and cycling infrastructure in Renfrewshire where practicable, in line with the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy, with a view to increasing the proportion of people travelling by active modes for everyday journeys.
- **Policy 2** (Active Travel) – Deliver an active travel network and active travel infrastructure in Renfrewshire that is safe and accessible to all users.
- **Policy 3** (Active Travel) – Support use of sustainable freight solutions, including cargo bikes, to serve key service centres in Renfrewshire.
- **Policy 4** (Active Travel) – Maintain active travel infrastructure (including footpaths and cycleways) to a high standard.
- **Policy 5** (Active Travel) – Monitor use of active travel infrastructure and expand our network where new infrastructure can support modal shift.

The table below demonstrates where there is alignment between policies and objectives.

Table 3: Active Travel Policy Alignment with LTS Objectives

Policy	Objective 1 Fair access to sustainable modes	Objective 2 Reduce transport emissions	Objective 3 Increase everyday sustainable travel trips	Objective 4 Improve transport connections	Objective 5 Improve transport safety	Objective 6 Maintain transport network
Policy 1 (Active Travel)	✓	✓	✓	✓		
Policy 2 (Active Travel)	✓	✓	✓	✓	✓	
Policy 3 (Active Travel)	✓	✓	✓	✓		

Policy	Objective 1 Fair access to sustainable modes	Objective 2 Reduce transport emissions	Objective 3 Increase everyday sustainable travel trips	Objective 4 Improve transport connections	Objective 5 Improve transport safety	Objective 6 Maintain transport network
Policy 4 (Active Travel)		✓	✓	✓	✓	✓
Policy 5 (Active Travel)	✓				✓	

9.4.2. Active Travel Actions

Actions support the policies, and these have been developed to support the Vision and Objectives of this LTS. The Active Travel Actions are set out below, alongside a high-level indication of costs and timescales and a summary of delivery and potential funding partners. This forms the Delivery Plan for Active Travel.

Business-as-usual measures are captured under Chapter 7; these do not form part of the Action Plan. However, some business-as-usual activities support some of the actions identified. The actions below are in addition to business-as-usual activities.

AT1: Design and extend the cycle path network across Renfrewshire to be safe and accessible, in line with locations identified in the Proposed Active Travel Network Map

Delivery Partners: Renfrewshire Council; Sustrans; SPT

Potential Funding Partners: Transport Scotland

Timescale: 10 years +

AT2: Work with Sustrans to implement and adopt lighting across the off-road active travel network

Delivery Partners: Renfrewshire Council, Sustrans

Timescale: 10 years +

AT3: Work with SPT to deliver regional and longer distance cycling connections set out within the Regional Active Travel Strategy

Delivery Partners: Renfrewshire Council, Sustrans, SPT, Neighbouring Local Authorities

Potential Funding Partners: Transport Scotland

Timescale: 10 years +

AT4: Prioritise pedestrian safety through a review of crossing facilities on the local road network at locations identified in the Annual Accident Assessment and through working with local communities

Delivery Partners: Renfrewshire Council

Timescale: 5 to 10 years

AT5: Review cycle safety and priority at junctions, including review of on-road infrastructure and measures for implementation of early release signals for cyclists at locations identified in the Annual Accident Assessment and through working with local communities

Delivery Partners: Renfrewshire Council

Timescale: 5 to 10 years

AT6: Create a Maintenance Plan for the active travel network, including adoption, prioritisation and maintenance of active travel paths across Renfrewshire, including winter maintenance and removal of vegetation

Delivery Partners: Renfrewshire Council

Timescale: 0 to 5 years

AT7: Undertake a signage review and implement a signage and wayfinding strategy to support more local journeys by walking, wheeling and cycling

Delivery Partners: Renfrewshire Council, Sustrans

Potential Funding Partners: Transport Scotland

Timescale: 0 to 5 years

AT8: Review feasibility and implement the expansion of cycle training into secondary schools and / or adult cycle training through local providers

Delivery Partners: Renfrewshire Council, SPT, Third Sector Active Travel Delivery Partners

Timescale: 5 to 10 years

AT9: Build a monitoring and evaluation framework for the active travel actions of the LTS in order to collect relevant baseline data and effectively monitor progress

Delivery Partners: Renfrewshire Council

Timescale: 0 to 5 years

AT10: Increase the number of secure cycle parking spaces, with a focus on locations serving local communities identified in the Proposed Active Travel Network Map

Delivery Partners: Renfrewshire Council, SPT, Third Sector Active Travel Delivery Partners

Timescale: 5 to 10 years

AT11: Support access to bikes by working with SPT to investigate potential for delivery of a partial / fully regional public bike hire scheme (including e-bikes) that is available at locations which would be served by the Proposed Active Travel Network

Delivery Partners: Renfrewshire Council, SPT, Public/Private sectors, Other Local Authorities

Timescale: 0 to 5 years

AT12: Undertake a feasibility study to create a public charging network for electric bikes in Renfrewshire, potentially linked to Mobility Hubs

Delivery Partners: Renfrewshire Council

Timescale: 0 to 5 years

AT13: Support measures to make it easier for the last mile of small goods deliveries to be undertaken by sustainable modes, such as by cargo bikes

Delivery Partners: Renfrewshire Council, Freight and logistics operators

Timescale: 5 to 10 years

10. Behaviour Change

10.1. Behaviour Change Overview

Transport Scotland's [Reducing Car Use for a Healthier, Fairer and Greener Scotland](#) Route Map underlines that modifying people's travel behaviours will be key to meeting the 20% reduction in car kilometres by 2030 target set out in the Climate Change Plan; it is noted that while there remains a commitment to reduce reliance on cars, a [Renewed Policy Statement](#), published in June 2025 by Transport Scotland, sets out that a new, longer term target for reducing car use will be developed. Behavioural changes identified within the Route Map are centred around: reducing the need to travel; living well locally; switching modes; and combining or sharing car trips. The importance of Behaviour Change within transport was also highlighted within the [Strategic Transport Projects Review 2](#) (STPR2) which presented a number of recommendations within the theme of 'Influencing Travel Choices and Behaviour'.

Behaviour Change interventions include those such as cycle training, health walks and providing access to bikes, and focus on influencing people to make healthier, more sustainable and safer travel choices through the use of marketing campaigns, travel planning and specific programmes of events within schools, workplaces and communities. These are delivered by many different organisations, including funding currently provided through the People and Place programme, administered by SPT. Recently funded Behaviour Change programmes (2023/2024) in Renfrewshire include the Beat the Street project which was delivered across Renfrew, Bishopton and Erskine in 2023 and the Living Street's WOW Walk to School challenge that was provided within 20 primary schools in the area.

Ongoing collaboration and partnership working between national, regional and local Government (including Renfrewshire Council) as well as public, private and third sector partners will be central to facilitate Behaviour Change. This LTS sets out the policies and actions the Council will deliver to support Behaviour Change initiatives in Renfrewshire over the lifespan of the strategy.

10.2. Current Status

Analysis of Census data shows the following changes in mode share between 2011 and 2022:

- Travel to work by car / van (as a driver or passenger) has increased from 65% in 2011 to 71% mode share in 2022 (though the absolute number of people travelling to work by car has decreased, likely as a result of more people working from home);
- Bus mode share has decreased from 12% to 8%;
- Rail mode share has decreased marginally from 6% to 5%; and
- Cycling and walking mode shares have remained broadly similar between the 2011 Census and 2022 Census, at around 1% for cycling and 7% for walking.

The annual [Hands Up Scotland Survey](#) undertaken by Sustrans provides the most comprehensive dataset on travel to school, with a sample size of over 19,000 pupils in Renfrewshire in the latest survey (2023). The results for 2023 showed that:

- The proportion of pupils being driven to school is lower in Renfrewshire (19%) compared to the whole of Scotland (23%);
- The proportion of pupils who travel to school by active travel has decreased in Renfrewshire since the 2022 survey by 0.7 percentage points;
- The proportion of pupils being driven to school decreased by 1.5 percentage points; and
- There has been an increase in bus travel to school among secondary school pupils in Renfrewshire, increasing from 29% mode share in 2021 to 33% in 2023.

Data demonstrates that car / van is the most common method of travel to work, providing an opportunity for travel to be made by other travel modes; which can be encouraged through Behaviour Change initiatives. Although being driven to school is not the most common method of travel, opportunities remain to encourage mode shift. Behaviour Change initiatives also have an important role to play, for example through the Bikeability programme.

Bikeability is a national cycle training programme for school children. This helps to engender more confident cycling, which can encourage Behaviour Change. In school terms 2023 / 2024, over 2,500 pupils in Renfrewshire received this training.

10.3. What You Said

The public and stakeholders were engaged with to inform development of this LTS, including identification of problems and opportunities related to Behaviour Change in Renfrewshire, and identification of potential options. This helped to inform the development of actions for a ten-year period. The following points provide examples of what was raised.

Problems

Information available on public transport was noted to be inadequate
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Consultation highlighted the barriers which can prevent transport users in Renfrewshire from opting to select certain modes of transport, particularly sustainable modes. These are captured elsewhere in the LTS under relevant chapters, illustrating the problems transport users face when seeking to change their travel habits and use other modes of travel.

Opportunities

Education programmes to encourage pupils to travel more sustainably to school, such as the Better Points programme and Living Streets

Promotion of alternative travel modes such as car-pooling, car clubs and bike hire schemes
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Walking and cycling benefits awareness – including cycle training and proficiency courses

10.4. Policies and Actions

Consideration has been given to the problems and opportunities identified through discussions with stakeholders and members of the public, as well as consideration of national, regional and local policies when developing policies and actions for this LTS, and how strongly these help to address the objectives of this strategy. With this in mind, Behaviour Change policies have been developed for Renfrewshire Council to work towards, alongside actions.

10.4.1. Policies

- **Policy 1 (Behaviour Change)** – Make it easier for people to change their travel behaviours, by raising awareness of the benefits of sustainable travel, including health, and improving multi-modal transport access across Renfrewshire.
- **Policy 2 (Behaviour Change)** – Continue to deliver Council-led Behaviour Change programmes – including in our schools – and engage with organisations across Renfrewshire to assist in the promotion of sustainable transport solutions.

The table below demonstrates where there is alignment between policies and objectives.

Table 4: Behaviour Change Policy Alignment with LTS Objectives

Policy	Objective 1 Fair access to sustainable modes	Objective 2 Reduce transport emissions	Objective 3 Increase everyday sustainable travel trips	Objective 4 Improve transport connections	Objective 5 Improve transport safety	Objective 6 Maintain transport network
Policy 1 (Behaviour Change)	✓	✓	✓			
Policy 2 (Behaviour Change)	✓	✓	✓			

10.4.2. Behaviour Change Actions

Actions support the policies, and these have been developed to support the Vision and Objectives of this LTS. The Behaviour Change Actions are set out below, alongside a high-level indication of costs and timescales, and a summary of delivery partners. This forms the Delivery Plan for Behaviour Change.

Business-as-usual measures are captured under Chapter 7; these do not form part of the Action Plan. However, some business-as-usual activities support some of the actions identified. The actions below are in addition to business-as-usual activities.

B1: Provide support to parents and carers to apply for young persons' concessionary travel entitlement card

Delivery Partners: Renfrewshire Council, SPT

Timescale: 5 to 10 years

B2: Work with schools on Behaviour Change initiatives with local partners

Delivery Partners: Renfrewshire Council, School Communities, SPT, Third Sector Active Travel Delivery Partners

Timescale: 0 to 5 years

B3: Provide more opportunities for pupils leaving primary school across Renfrewshire to receive Bikeability Levels 1 and 2 cycle training as a minimum

Delivery Partners: Renfrewshire Council, SPT, Cycling Scotland, Third Sector Active Travel Delivery Partners

Timescale: 5 to 10 years

B4: Continue discussions on sustainable transport solutions and engage with employers to promote Cycling Scotland's Adult Cycle Training, including with employers at:

- Advanced Manufacturing Innovation District Scotland (AMIDS)
- Inchinnan Business Park
- Westway Park
- Hillington Industrial Estate
- Braehead Retail Park

Delivery Partners: Renfrewshire Council, Cycling Scotland, Health Board, Employers

Timescale: 0 to 5 years

B5: Encourage employers and schools to implement Travel Plans to support a shift to sustainable travel modes

Delivery Partners: Renfrewshire Council, SPT, Employers, Developers, School Communities

Timescale: 0 to 5 years

B6: Renfrewshire Council to update its staff Travel Plan

Delivery Partners: Renfrewshire Council

Timescale: 0 to 5 years

B7: Review Behaviour Change programmes currently delivered in Renfrewshire and provide targeted, strategic support to organisations delivering Behaviour Change within Renfrewshire through external funding sources

Delivery Partners: Renfrewshire Council, SPT, Health Board, Third Sector Active Travel Delivery Partners

Potential Funding Partners: Transport Scotland

Timescale: 0 to 5 years

11. Public Transport and Shared Mobility

11.1. Public Transport and Shared Mobility Overview

A high functioning public transport network which attracts a high mode share of users can play a central role in the delivery of national, regional and local policies. As described in the Council's [Economic Strategy](#), investment into the provision of high quality bus and rail services within Renfrewshire can act as an enabler for economic growth and support changes to future economic conditions. The Economic Strategy outlines the importance of improved access by public transport to principal business locations such as Inchinnan, Glasgow Airport, Westway and Hillington. AMIDS is also an important centre to be linked by public transport.

The Transport (Scotland) Act 2019 sets out new provisions which provide local authorities with greater opportunities to provide improved and new public transport services in their area. This includes through the implementation of Bus Service Improvement Partnerships (BSIPs), which facilitate the creation of a statutory partnership between relevant authorities (such as the Council) and operators; and new powers for local authorities to franchise local services and implement new local bus services.

The latest NTS2 Delivery Plan, which covers the period 2023 to 2024 ([Third Scottish Government Delivery Plan](#)) references national schemes which would impact upon Renfrewshire. This includes the Fair Fares Review, which aims to support a sustainable and integrated approach to public transport fares.

There are a number of commercial bus operators which operate in Renfrewshire. There are also organisations within the area that are responsible for the delivery of community transport and demand responsive transport services; demand responsive and community transport is particularly important for those where it is difficult to access public transport, including older people and people with disabilities. Whilst most areas of Renfrewshire are accessible via the bus network, there are some exceptions, particularly in rural areas. Taxis and private hire vehicles also have a role to play and are particularly useful for certain journeys where walking, wheeling, cycling or using public transport is difficult, for example late at night, for those that are unable to travel by such modes or where community transport may not operate. Access to these types of transport also help reduce the need to own a car.

The rail network in Renfrewshire consists of a line from Glasgow Central Station that terminates at Paisley Canal and a line to Paisley Gilmour Street which then splits into the Inverclyde line and the Largs / Ardrossan / Ayr line via Johnstone. An overview map is provided in section 3.3.

[Renfrewshire's Plan for Net Zero](#) highlights the role that community initiatives have in delivering more sustainable transport solutions, to help meet the net zero target by 2030. Such initiatives are diverse and wide ranging but incorporate the establishment (and thereafter delivery) of, for example, car clubs and bike hire schemes. The success of these community transport initiatives is reliant upon effective collaboration between Renfrewshire Council and local communities, businesses, partners and organisations.

11.2. Current Status

Data captured in the [Strathclyde Regional Bus Strategy Case for Change](#) shows that bus use in the west of Scotland (which covers the SPT area and Dumfries and Galloway) has seen sustained reductions in recent years, with a downward trajectory of annual passenger journeys since 2008/2009.

The [Scottish Access to Bus Indicator](#) is an analysis undertaken by the Scottish Government which gives an indication of the availability and frequency of bus services within each data zone across Scotland. Key results show that 30% of data zones in Renfrewshire are amongst the 20% least accessible of all data zones in Scotland.

Data collected on rail station entries and exits by [The Office of Rail and Road](#) (ORR) shows that in the years preceding 2019, there had been a general trend of growth in the number of entries and exits at Renfrewshire's rail stations. However, as a result of the COVID-19 pandemic, there was a large fall in rail passenger numbers, with numbers in 2020-21 79% lower than in 2017-18. Rail passenger numbers have shown a recovery since the pandemic, but the number of entries and exits from stations remains 34% lower in 2022-23 when compared to 2019-20.

Results from the Scottish Household Survey (SHS) show that from 2017-2022 (excluding 2020), general satisfaction rates with public transport in Renfrewshire (either very or fairly satisfied) fell from 77% in 2017 to 49% in 2022. Levels of dissatisfaction (either fairly or very dissatisfied) have fluctuated over the years but were at their lowest point in 2021 at 12% and at their highest point of 23% in 2022.

The SHS also asks respondents to indicate whether they agree with the statement “fares are good value for money” for bus and trains; in 2021, 43% of respondents stated they agreed with the statement for bus, and 51% stated they agreed for trains. With regards to the statement “I feel personally safe and secure on the bus / train during the day”, 91% stated they agreed with this statement for bus, and 90% for train. Feelings of personal safety and security are lower during the evening for both bus and train, with 68% of bus users agreeing with the statement “I feel personally safe and secure on the bus during the evening” and 71% of rail users agreeing with the statement “I feel personally safe and secure on the train during the evening”.

With regards to Car Clubs, one such club was established by LEAP over ten years ago and operates in limited areas across Renfrewshire. Bike hire is considered under the Active Travel chapter.

11.2.1. Mobility Hubs

Mobility Hubs bring together shared transport with public transport and active travel into one space, thus helping to support multi-modal sustainable journeys. These are intended to support more travel by sustainable modes and to make it easier to access shared transport such as car clubs and bike hire. Mobility Hubs can differ in scale and scope and although there are currently no formally designated mobility hubs in Renfrewshire, the Council will seek opportunities for potential sites in the area.

11.2.2. Clyde Metro

Clyde Metro aims to provide a step-change in the region's transport system. It is a fully integrated mass transit public transport system which could include a variety of modes and aims to: help tackle social exclusion; support regeneration and investment across the region; to provide high quality public transport links to key hubs and unserved or underserved areas; and encourage fewer car journeys and thus reduce greenhouse gas emissions.

Renfrewshire Council commits to working with SPT, Glasgow City Council and other partners to support development of the Clyde Metro. As a key area of the wider Glasgow City Region, it is important to make sure that Renfrewshire and its major trip generators and attractors are strategically connected with the wider city region. This is to make sure

that critical assets such as Glasgow Airport, AMIDS, Braehead and Hillington, alongside major towns such as Paisley, Renfrew and Johnstone are considered during the CFI development process and beyond.

11.3. What You Said

The public and stakeholders were engaged with to inform development of this LTS, including identification of problems and opportunities related to public transport and shared mobility in Renfrewshire, and identification of potential options. This helped to inform the development of actions for a ten-year period. The following points provide examples of what was raised.

Problems

Low frequency and unreliable bus and train services – particularly in the evenings and in rural areas
Network gaps (bus and rail) add to public transport connectivity and access problems; including for example, to employment sites
Lack of accessible taxis
Lack of integration between different public transport modes and lack of integrated ticketing
Limited community transport services across the Renfrewshire area

Opportunities

Support introduction of integrated ticketing across bus and train operators
Support implementation of Clyde Metro to strengthen public transport across Renfrewshire
Support potential for expansion of demand responsive and community transport, including to help address social isolation
Support introduction of car club schemes – including those that are community operated

11.4. Policies and Actions

Consideration has been given to the problems and opportunities identified through discussions with stakeholders and members of the public, as well as consideration of national, regional and local policies when developing policies and actions for this LTS, and how strongly these help to address the objectives of this strategy. With this in mind, Public Transport and Shared Mobility policies have been developed for Renfrewshire Council to work towards, alongside actions.

11.4.1. Policies

- **Policy 1 (Public Transport and Shared Mobility)** – Work with partners to support measures to increase patronage on the bus and rail networks, by making public transport more attractive to use through improvements to frequency, reliability, connectivity and affordability of fares.
- **Policy 2 (Public Transport and Shared Mobility)** – Work with partners to provide an accessible, safe, sustainable and integrated public transport system that is seamless and improves the quality of experience for users, including through improvements to transport hub facilities, public transport infrastructure and ticketing.
- **Policy 3 (Public Transport and Shared Mobility)** – Facilitate improved access to transport in Renfrewshire through support for the expansion of Community Transport and Demand Responsive Transport services.
- **Policy 4 (Public Transport and Shared Mobility)** – Engaging with partners, support the roll-out of initiatives that improve the ability for Renfrewshire residents to access shared transport options, including car club schemes and bike hire initiatives.

Linked to Policy 4, it is noted that opportunities for an on-demand mobility service which brings together a cross section of transport modes into one integrated application is captured under the Digital Technology chapter.

The table below demonstrates where there is alignment between policies and objectives.

Table 5: Public Transport and Shared Mobility Policy Alignment with LTS Objectives

Policy	Objective 1 Fair access to sustainable modes	Objective 2 Reduce transport emissions	Objective 3 Increase everyday sustainable travel trips	Objective 4 Improve transport connections	Objective 5 Improve transport safety	Objective 6 Maintain transport network
Policy 1 (Public Transport and Shared Mobility)	✓	✓	✓	✓		
Policy 2 (Public Transport and Shared Mobility)	✓	✓	✓	✓	✓	
Policy 3 (Public Transport and Shared Mobility)	✓	✓		✓		
Policy 4 (Public Transport and Shared Mobility)	✓	✓		✓		✓

11.4.2. Public Transport and Shared Mobility Actions

Actions support the policies, and these have been developed in turn to support the Vision and Objectives of this LTS. The Public Transport and Shared Mobility Actions are set out below, alongside a high-level indication of costs and timescales, and a summary of delivery partners. This forms the Delivery Plan for Public Transport and Shared Mobility.

Business-as-usual measures are captured under Chapter 7; these do not form part of the Action Plan. However, some business-as-usual activities support some of the actions identified. The actions below are in addition to business-as-usual activities.

It is noted that public transport is primarily operated by commercial operators within Renfrewshire, who have ultimate responsibility and control over the implementation of many improvement measures. However, through this LTS, the Council will collaborate with operators to make sure improvements, particularly in traffic management infrastructure, best meet the needs of public transport users and support the delivery of the Strategy.

PS1: Working with partners; enhance facilities at transport hubs such as Paisley Gilmour Street Station to improve safety, security and dissemination of information for all users

Delivery Partners: Renfrewshire Council, SPT, ScotRail

Timescale: 0 to 5 years

PS2: Working with SPT and operators; make buses, trains and taxis accessible and easier for all to use, including through reducing physical accessibility barriers and improving the accessibility of travel information

Delivery Partners: Renfrewshire Council, SPT, Public Transport operators

Timescale: 0 to 5 years

PS3: Working with SPT and operators; support measures to improve integrated ticketing across public transport modes and operators, including exploration of a daily price cap

Delivery Partners: Renfrewshire Council, SPT, Public Transport operators

Timescale: 0 to 5 years

PS4: Working with partners; explore opportunities to increase the frequency and improve reliability of bus services across Renfrewshire

Delivery Partners: Renfrewshire Council, SPT, Bus operators

Timescale: 5 to 10 years

PS5: Working with Transport Scotland, ScotRail and Network Rail; improve accessibility at all rail stations, including ramp access on all platforms and between platforms (as applicable), including at Lochwinnoch station

Delivery Partners: Renfrewshire Council, Network Rail, ScotRail

Potential Funding Partners: Transport Scotland, SPT

Timescale: 0 to 5 years

PS6: Working with partners; explore opportunities to expand network coverage of bus services in rural areas of Renfrewshire and between areas of deprivation and employment such as AMIDS

Delivery Partners: Renfrewshire Council, SPT, Bus operators

Timescale: 0 to 5 years

PS7: Renfrewshire Council to work with SPT, Glasgow City Council and other partners to support development of Clyde Metro, and Renfrewshire Council to continue advocating for options to provide a fixed link to Glasgow Airport and AMIDS

Delivery Partners: Renfrewshire Council, SPT, Glasgow City Council, Other delivery partners as relevant

Potential Funding Partners: Transport Scotland

Timescale: 0 to 5 years

PS8: Working with partners in the short term; explore options to provide a direct and frequent public transport service from Paisley Gilmour Street Station to Glasgow Airport and AMIDS

Delivery Partners: Renfrewshire Council, SPT, Bus operators, Glasgow Airport

Timescale: 0 to 5 years

PS9: Support development of the bus network through provision of bus priority lanes on key corridors and bus priority at signalised junctions including at:

- Glasgow Road
- Renfrew Road
- Neilston Road

Delivery Partners: Renfrewshire Council, Glasgow City Council, SPT

Potential Funding Partners: Transport Scotland

Timescale: 5 to 10 years

PS10: Support provision of existing and new Community Transport and Demand Responsive Transport, with a focus on rural areas and access to health and providing transport that is fully accessible

Delivery Partners: Renfrewshire Council, SPT, Community Transport and Demand Responsive Transport operators

Timescale: 5 to 10 years

PS11: Investigate the implementation of Community Bus Hubs, to enable community operated services to connect with commercial bus routes

Delivery Partners: Renfrewshire Council, SPT

Timescale: 0 to 5 years

PS12: Working with SPT; continue to implement a programme of bus stop improvements, including to provide high kerb access at bus stops in town and village centres and in neighbourhood locations as appropriate

Delivery Partners: Renfrewshire Council, SPT

Timescale: 5 to 10 years

PS13: Support SPT to establish local bus franchising within Renfrewshire and across the Strathclyde region

Delivery Partners: Renfrewshire Council, SPT

Timescale: 5 to 10 years

PS14: Support measures to make public transport affordable for all, including through actions identified in Transport Scotland's Fair Fares Review, where relevant

Delivery Partners: Renfrewshire Council, SPT, Public Transport operators

Potential Funding Partners: Transport Scotland

Timescale: 5 to 10 years

PS15: Support the expansion of car club schemes across Renfrewshire, including clubs with electric vehicles

Delivery Partners: Renfrewshire Council, LEAP, Other car club providers

Timescale: 5 to 10 years

PS16: Work with partners to explore the potential for Mobility Hubs across Renfrewshire, with a focus on existing transport hubs and town centre locations such as Paisley Gilmour Street and Piazza Shopping Centre

Delivery Partners: Renfrewshire Council, SPT, Other delivery partners as relevant

Potential Funding Partners: Transport Scotland

Timescale: 0 to 5 years

12. Road Safety

12.1. Road Safety Overview

The Council's [Road Safety Policy](#) reflects the vision of [Scotland's Road Safety Framework](#) to 2030. This Framework sets out a vision for Scotland to have the best road safety performance in the world and has a number of targets, including interim targets to 2030 for a 50% reduction in people killed or seriously injured, and a 60% reduction in children killed or seriously injured. The framework embeds the Safe System approach to road safety delivery as set out in the NTS2 Delivery Plan, which includes; safe road use, safe vehicles, safe speeds, safe roads and roadsides and post-crash response.

The Council's Road Safety Policy follows the Safe System and has key objectives to reduce the volume of traffic on the road network; reduce the speed of the traffic on the road network; and enhance the physical environment for those who wish to walk, wheel, cycle or use public transport.

12.2. Current Status

Road Casualty Statistics data – which is data collected by Police Scotland on the number of people killed or seriously injured on Scotland's roads – shows that the number of people seriously injured on roads within Renfrewshire decreased from 81 people to 54 people from 2012-2016 to 2018-2022. The number of people killed on roads in Renfrewshire during the same period decreased slightly from five people to three people. ([Reported Road Casualty Statistics 2022](#))

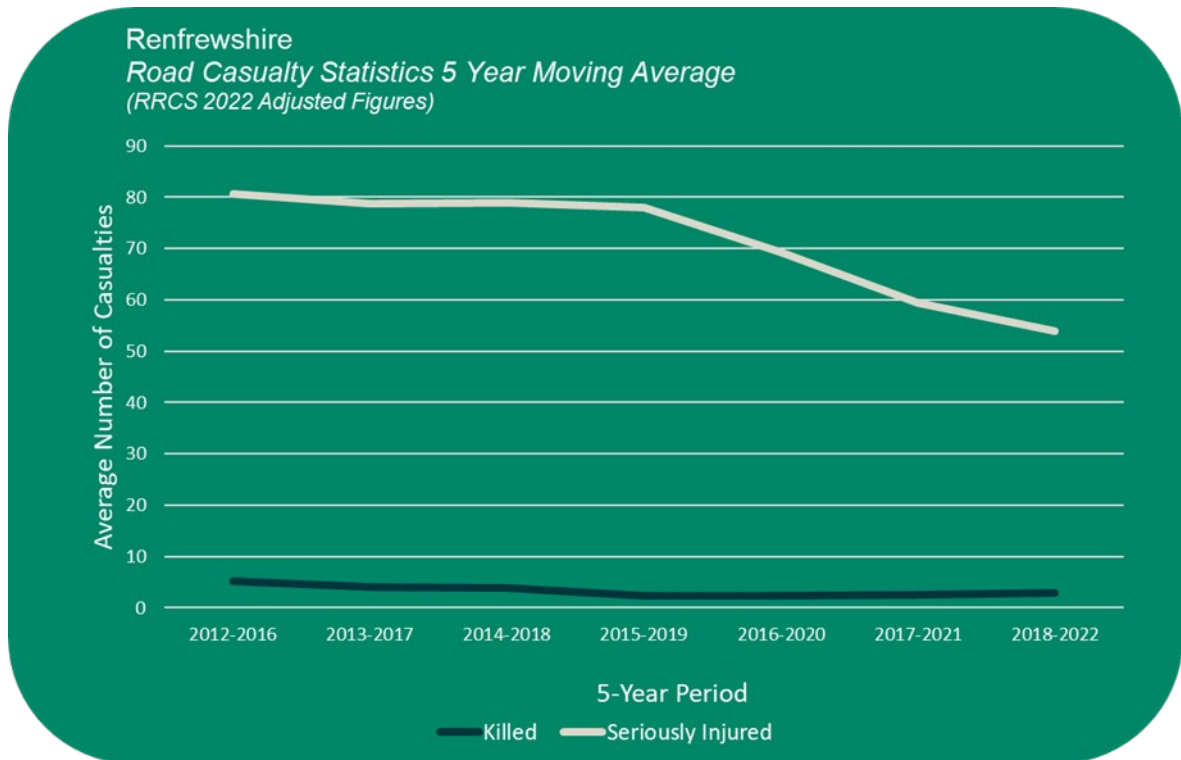


Figure 12: Road Casualty Statistics in Renfrewshire (5 Year Moving Average)

Although there is an overall trend of the number of road accidents decreasing, there is more work to be done to achieve the target set out in the Road Safety Framework of zero serious injuries or fatalities by 2050.

There are currently over 70 School Crossing Patrols in place across Renfrewshire, helping to support safe travel to school. The Junior Road Safety Officer programme is also in place in Renfrewshire and promotes road safety by encouraging pupils to raise awareness of road safety issues at their primary school.

Renfrewshire schools have:

- 275 Junior Road Safety Officers across 23 schools in Renfrewshire
- SafeKids event run by Youth Services
- Road Safety Awareness Programme

12.3. What You Said

The public and stakeholders were engaged with to inform development of this LTS, including identification of problems and opportunities related to road safety in Renfrewshire, and identification of potential options. This helped to inform the development of actions for a ten-year period. The following points provide examples of what was raised.

Problems

High traffic speeds, particularly in rural areas and outside schools
Road maintenance challenges – potential safety concerns associated with potholes
Congested roads outside schools cause safety concerns
Most survey respondents stated that they agree or somewhat agree that speeding traffic is an issue

Opportunities

Introduction of safety measures such as traffic calming at schools
Expand initiatives such as Transport Scotland's Junior Road Safety Officers scheme
Implement speed limit reductions (including 20mph zones)

12.4. Policies and Actions

Consideration has been given to the problems and opportunities identified through discussions with stakeholders and members of the public, as well as consideration of national, regional and local policies when developing policies and actions for this LTS, and how strongly these help to address the objectives of this strategy. With this in mind, Road Safety policies have been developed for Renfrewshire Council to work towards, alongside actions.

12.4.1. Policies

- **Policy 1 (Road Safety)** – Apply the principles of the Council’s Road Safety Policy to create a road network that is safe for all users.
- **Policy 2 (Road Safety)** – Continue to work towards Scottish Government’s road casualty reduction targets of 50% fewer people killed and seriously injured; and 60% fewer children (aged under 16) killed or seriously injured by 2030 (against a 2014/2018 baseline) and Vision Zero serious injuries or fatalities by 2050.
- **Policy 3 (Road Safety)** – Work with partners, including Police Scotland and Transport Scotland, to identify and implement road safety initiatives on the Renfrewshire road network.
- **Policy 4 (Road Safety)** – Work with schools across Renfrewshire to promote road safety in school environments.

The table below demonstrates where there is alignment between policies and objectives.

Table 6: Road Safety Policy Alignment with LTS Objectives

Policy	Objective 1 Fair access to sustainable modes	Objective 2 Reduce transport emissions	Objective 3 Increase everyday sustainable travel trips	Objective 4 Improve transport connections	Objective 5 Improve transport safety	Objective 6 Maintain transport network
Policy 1 (Road Safety)					✓	✓
Policy 2 (Road Safety)			✓		✓	✓
Policy 3 (Road Safety)			✓		✓	
Policy 4 (Road Safety)			✓		✓	

12.4.2. Road Safety Actions

Actions support the policies, and these have been developed to support the Vision and Objectives of this LTS. The Road Safety Actions are set out below, alongside a high-level indication of costs and timescales, and a summary of delivery partners. This forms the Delivery Plan for Road Safety.

Business-as-usual measures are captured under Chapter 7; these do not form part of the Action Plan. However, some business-as-usual activities support some of the actions identified. The actions below are in addition to business-as-usual activities.

RS1: Work with Transport Scotland to introduce 20 mph speed limits on urban residential streets

Delivery Partners: Renfrewshire Council

Potential Funding Partners: Transport Scotland

Timescale: 5 to 10 years

RS2: Implement measures to reduce congestion outside school gates, including consideration of short-term parking restrictions and work with schools and local communities to develop measures

Delivery Partners: Renfrewshire Council, School Communities

Timescale: 0 to 5 years

RS3: Implement traffic calming measures and other road safety interventions on local roads, where considered appropriate, following assessment as defined by Renfrewshire's Road Safety Policy

Delivery Partners: Renfrewshire Council

Timescale: 5 to 10 years

RS4: Partner with Police Scotland on priorities for enforcement and improve collaboration on road safety matters

Delivery Partners: Renfrewshire Council, Transport Scotland, Police Scotland

Timescale: 5 to 10 years

RS5: Seek collaboration with secondary schools to promote road safety

Delivery Partners: Renfrewshire Council, School Communities

Timescale: 5 to 10 years

RS6: Undertake Annual Accident Assessments to identify locations for targeted road safety improvements

Delivery Partners: Renfrewshire Council

Timescale: 0 to 5 years

13. Parking

13.1. Parking Overview

The Council's [Parking Strategy](#) covers the period 2023 to 2028 and sets out the parking management arrangements and enforcement model for the Council area. Prior to publication, Renfrewshire's parking arrangements had been in place since 2010, when parking offences were decriminalised, and parking management largely centred around the control of parking in and around Paisley Town Centre. Ongoing parking issues exist across Renfrewshire, and so the new strategy was developed to address parking concerns raised by residents, business and stakeholders. The Actions identified in this LTS document build upon the Workstreams in the Parking Strategy.

13.2. Current Status

Decriminalised Parking Enforcement has been in place in Renfrewshire since 2010; this allows the Council to manage its own parking restrictions, including the issuing of Penalty Charge Notices (PCNs).

One hour free parking is available at all charged parking locations in Paisley town centre. This was introduced, with a revised long stay tariff, to balance the needs of business and shoppers with the Council's wider efforts to encourage more travel by sustainable modes such as walking, wheeling, cycling, bus and rail, where possible.

Recently, provision set out in the 2019 Transport (Scotland) Act gave powers to local authorities to enforce the national pavement parking ban. This came into effect in Renfrewshire in April 2025, subject to limited exemptions allowed by local traffic orders.

Statistics related to parking in Renfrewshire are set out below.

- There are over 2,000 controlled parking spaces in car parks across Renfrewshire and around 1,600 on-street, plus over 1,000 residential disabled parking bays.
- There are 148 Electric Vehicle charging devices within Renfrewshire (as of April 2024).
- There are 49 Council-owned car parks across the local authority area.
- There are approximately 650,000 parking transactions that take place in Paisley town centre on an annual basis, split between on-street and off-street parking.

It is noted that parking spaces are a necessity in some circumstances, including for disabled users and those with mobility issues.

With regards to parking charges:

- These generally apply Monday to Saturday (Monday to Friday in Zones 3 and 4).
- All the car parks and on-street parking spaces in Paisley offer up to 1 hour free parking, except the long stay spaces outside the Royal Alexandra Hospital in Zone 4.
- Parking is free on Sundays in Council car parks and in on-street parking spaces, unless there are restrictions clearly marked.

[Details of Renfrewshire Council's Parking Places](#) can be viewed on the Council's website.

Renfrewshire Council does not manage car parks at rail stations. The number of car park spaces at rail stations is presented below. This demonstrates that there are a number of stations that do not have car parking facilities. It also shows the low number of Electric Vehicle parking spaces at stations. This data is up to date as of summer 2024 and was obtained from information provided on the National Rail website.

Table 7: Summary of Car Parking at Rail Stations in Renfrewshire

Station	Parking	Free Parking?	Owner	Number of Parking Spaces	Number of disabled parking spaces	Number of Electric Vehicle parking spaces
Bishopton	Yes	Yes	Scotrail	284	24	0
Hawkhead	Yes	Yes	Scotrail	40	2	0
Howwood	Yes	Yes	Scotrail	30	2	0
Johnstone	Yes	Yes	Scotrail	423	13	2
Langbank	No	N/A	N/A	N/A	N/A	N/A
Lochwinnoch	Yes	Yes	Scotrail	17	1	0
Milliken Park	No	N/A	N/A	N/A	N/A	N/A
Paisley Canal	No	N/A	N/A	N/A	N/A	N/A
Paisley Gilmour Street	Yes	No	Scotrail	75	2	0
Paisley St James	No	N/A	N/A	N/A	N/A	N/A

13.3. Parking Strategy Feedback

The Parking Strategy has been reviewed as part of the LTS development. This found that parking of vehicles affects many aspects of daily life for Renfrewshire's residents, businesses, and visitors. The Parking Strategy identified concerns by members of the public and stakeholders around a lack of enforcement and poorly maintained infrastructure which are tackled with actions in its Workstream 1.

13.4. What You Said – LTS

The public and stakeholders were engaged with to inform development of this LTS, including identification of problems and opportunities related to parking in Renfrewshire, and identification of potential options. This helped to inform the development of actions for a ten-year period. The following points provide examples of what was raised.

Problems

Pavement parking ban may lead to more parked cars on the carriageway, impeding live traffic
Lack of capacity for parking at rail stations such as Milliken Park and Johnstone can lead to over-spill parking in surrounding areas
A lack of electric vehicle charging points deters those without space at their own home from buying electric vehicles
Car parking in village centres such as Bridge of Weir and Kilbarchan can often exceed capacity

Opportunities

Increase the number of accessible Electric Vehicle charging points
Parking charges to continue to be balanced with economic regeneration and the needs of local businesses
Provide more shared Park and Ride/ mobility hub sites to encourage increased travel by bus and rail

13.5. Policies and Actions

Consideration has been given to the problems and opportunities identified through discussions with stakeholders and members of the public, as well as consideration of national, regional and local policies when developing policies and actions for this LTS, and how strongly these help to address the objectives of this strategy. With this in mind, Parking policies have been developed for Renfrewshire Council to work towards, alongside actions.

Policy 1 below refers to supporting Transport Scotland's targets for reducing car kilometres. It is noted that while there remains a commitment to reduce reliance on cars, a [Renewed Policy Statement](#), published in June 2025 by Transport Scotland, sets out that a new, longer term target for reducing car use will be developed.

13.5.1. Policies

- **Policy 1 (Parking)** – Continue to implement Renfrewshire Council's Parking Strategy (2023-2028), to support Transport Scotland's targets for reducing car kilometres and thereby carbon emissions, and to support the economic growth and vitality of town and village centres.
- **Policy 2 (Parking)** - In line with the Sustainable Travel Hierarchy, support parking measures which encourage sustainable travel.

The table below demonstrates where there is alignment between policies and objectives.

Table 8: Parking Policy Alignment with LTS Objectives

Policy	Objective 1 Fair access to sustainable modes	Objective 2 Reduce transport emissions	Objective 3 Increase everyday sustainable travel trips	Objective 4 Improve transport connections	Objective 5 Improve transport safety	Objective 6 Maintain transport network
Policy 1 (Parking)	✓	✓				
Policy 2 (Parking)	✓	✓	✓			

13.5.2. Parking Actions

Actions support the policies and these in turn have been developed to support the Vision and Objectives of this LTS. The Parking Actions are set out below, alongside a high-level indication of costs and timescales, and a summary of delivery partners. This forms the Delivery Plan for Parking.

Business-as-usual measures are captured under Chapter 7; these do not form part of the Action Plan. However, some business-as-usual activities support some of the actions identified. The actions below are in addition to business-as-usual activities.

P1: Explore options to manage parking capacity issues, including at Johnstone Rail Station, and the need for Park and Ride / mobility hub provision where there is currently none, including at Milliken Park Rail Station, and to serve towns and villages which do not have their own railway station

Delivery Partners: Renfrewshire Council, SPT, ScotRail, Network Rail

Potential Funding Partners: Transport Scotland

Timescale: 0 to 5 years

P2: Support the private sector expansion of the publicly available electric vehicle charging network

Delivery Partners: Renfrewshire Council, Private sector

Timescale: 5 to 10 years

P3: Increase the number of disabled parking spaces in proximity to major trip attractors

Delivery Partners: Renfrewshire Council

Timescale: 0 to 5 years

P4: Implement pavement parking exemptions and enforce the national pavement parking ban, including the offences of double parking and parking across pedestrian dropped kerbs

Delivery Partners: Renfrewshire Council

Timescale: 5 to 10 years

P5: Investigate the potential for a workplace parking license and / or local road user charging to be implemented in Renfrewshire

Delivery Partners: Renfrewshire Council

Potential Funding Partners: Transport Scotland

Timescale: 0 to 5 years

14. Road Network and Freight

14.1. Road Network and Freight Overview

Renfrewshire has a road network that includes motorways, A roads and B roads. Major roads within the area include the M8, which begins in Renfrewshire before heading east, and is the main motorway connecting Glasgow and Edinburgh, and the M898 / A898, which connects the M8 to the Erskine Bridge. 'A' roads in Renfrewshire include the A737 and the A8T (West Ferry to Inverclyde). These roads – and the M8, M898 and A898 – form part of the trunk road network, which is maintained by Transport Scotland. An overview map is provided in section 3.3.

The remaining public roads in Renfrewshire are managed and maintained by Renfrewshire Council. For the financial year 2024 / 2025, the [Council budget](#) included a typical annual figure of £5m investment in the Council's road network.

Safe and sustainable transportation of freight and goods is essential for the economic wellbeing of Renfrewshire. Freight is transported around Renfrewshire by road, rail and water. Transporting goods by road can have a large impact on the structural integrity of roads and bridges and can shorten the lifespan of these assets, with an associated impact on maintenance costs. Freight transport can also have a big impact on town centres if left unregulated. Deliveries during peak periods can cause congestion and make town centres less attractive to shoppers and visitors. King George V Dock in Renfrew receives regular deliveries of abnormally large loads which set off by road to destinations all over Scotland and require specialist oversight while on Renfrewshire's road network.

14.2. Current Status

It is estimated that there was an increase (1.5%) in kilometres travelled on roads within Renfrewshire between 2011 and 2021. In comparison, the change in traffic kilometres travelled across Scotland between 2011 and 2021 was less than 1% ([Scottish Transport Statistics 2022](#)).

Overall, across Renfrewshire in 2019, 1,624 million vehicle kilometres ([Scottish Transport Statistics 2020](#)) were driven. This decreased slightly in 2022 to 1,610 million vehicle kilometres ([Scottish Transport Statistics 2023](#)).

Car / Van (driver or passenger) is the most common method of travel to work, with 71% of people travelling by these modes according to 2022 Census data, demonstrating high usage of the road network.

With regards to the condition of roads maintained by the Council, 28% were categorised as red or amber; this is lower than the Scotland wide proportion of 33% ([Scottish Transport Statistics 2023](#)). Red indicates that the road has deteriorated to the point at which it is likely repairs to prolong its future life should be undertaken, and amber indicates further investigation should be undertaken to establish if treatment is required.

[NTS2](#) sets out that in 2018, total freight (excluding pipeline and rail) carried in Scotland was approximately 214 million tonnes, with road freight making up the largest proportion (69%). The number of goods vehicle trips, if left unchecked, was forecast to increase by 44% between 2014 and 2037, which would negatively impact on journey times and peak period delays.

Increases in the number of goods vehicle trips would also impact upon the environment. [NTS2](#) also sets out that in 2017, HGV emissions were 3.5% higher than in 2016 and 5.2% above the 1990 baseline figure. LGV emissions were 6.5% more than in 2016 and 95.6% higher than the 1990 baseline figure, the highest increase of all road transport. The increase in emissions from light goods vehicles reflects increasing vehicle kilometres.

In Renfrewshire, HGV emissions between 2016 and 2019 grew by 3.4% before COVID-19 caused a drop. However, emissions in 2021 were back to around 2016 levels. LGV emissions between 2016 and 2019 dropped by 7.8%. However, by 2021 they had risen back up to 6.4% higher than the 2016 figure.

Renfrewshire Council's Local Development Plan (2021) identifies three strategic freight hubs:

- Glasgow Airport
- Linwood, Burnbrae
- Hillington, Deanside

14.2.1. Journey Times and Cordon Counts

Journey time surveys are undertaken on eight routes across Renfrewshire every two years. A comparison has been undertaken of 2019 and 2021 journey times, which shows these decreased across all routes. Examples from two routes are presented:

The route between Paisley and Glasgow Airport recorded journey time reductions of 30% for the morning peak (8am to 9am) and 42% for the evening peak (5pm to 6pm)

The route between Renfrew and Paisley recorded a 13% reduction in journey times in the morning peak and a 17% reduction in the evening peak

The Council also undertakes surveys to collect traffic count data. These are available for 19 sites between 2018 and 2022. The counts are broadly located at Paisley, Renfrew and Erskine, with individual counts also undertaken in Bridge of Weir and Elderslie. A sample of findings are presented.

21% decrease in traffic counts at Inchinnan Road (Paisley) between 2018 and 2022

23% increase in traffic counts at B775 Gleniffer Road (Paisley) between 2018 and 2022

27% decrease in traffic counts at A726 Barnsford Road (Erskine) between 2018 and 2022

18% decrease in traffic counts at A8 Inchinnan Road (Renfrew) between 2018 and 2022

It is noted that changes in travel behaviour following the COVID-19 pandemic may have impacted upon the journey time and cordon count results.

14.3. What You Said

The public and stakeholders were engaged with to inform development of this LTS, including identification of problems and opportunities related to road network and freight in Renfrewshire, and identification of potential options. This helped to inform the development of actions for a ten-year period. The following points provide examples of what was raised.

Problems

Road maintenance challenges – potential safety concerns associated with potholes

Opportunities

Encouraging developers to consider rail as an alternative to road for moving freight was ranked number one the most often in the LTS survey, when respondents were asked how important actions related to the movement of freight were

14.4. Policies and Actions

Consideration has been given to the problems and opportunities identified through discussions with stakeholders and members of the public, as well as consideration of national, regional and local policies when developing policies and actions for this LTS, and how strongly these help to address the objectives of this strategy. With this in mind, Road Network and Freight policies have been developed for Renfrewshire Council to work towards, alongside actions.

14.4.1. Policies

- **Policy 1 (Road Network and Freight)** – Prioritise making better use of the existing road network above infrastructure improvements, but where new road infrastructure is required, this will be introduced through developer contributions to support economic growth and development opportunities, facilitate the efficient movement of people and goods and reduce congestion.

- **Policy 2 (Road Network and Freight)** – Support improvements in freight transport facilities to facilitate a sustainable, efficient, resilient and reliable freight transport network.

The table below demonstrates where there is alignment between policies and objectives.

Table 9: Road Network and Freight Policy Alignment with LTS Objectives

Policy	Objective 1 Fair access to sustainable modes	Objective 2 Reduce transport emissions	Objective 3 Increase everyday sustainable travel trips	Objective 4 Improve transport connections	Objective 5 Improve transport safety	Objective 6 Maintain transport network
Policy 1 (Road Network and Freight)				✓		✓
Policy 2 (Road Network and Freight)				✓		✓

14.4.2. Road Network and Freight Actions

Actions support the policies and these in turn have been developed to support the Vision and Objectives of this LTS. The Road Network and Freight Actions are set out below, alongside a high-level indication of costs and timescales, and a summary of delivery partners. This forms the Delivery Plan for Road Network and Freight.

Business-as-usual measures are captured under Chapter 7; these do not form part of the Action Plan. However, some business-as-usual activities support some of the actions identified. The actions below are in addition to business-as-usual activities.

RNF1: Renfrewshire Council to explore the feasibility of road improvements, including:

- Alignment / junction improvements at Arkleston Road staggered junction
- Seedhill Road / Hawkhead Road mini-roundabout
- Strengthening Penilee Road Railbridge

Delivery Partners: Renfrewshire Council, Network Rail

Potential Funding Partners: Transport Scotland

Timescale: 0 to 5 years

RNF2: Renfrewshire Council to progress with the construction of new road links, including at AMIDS South link road from Inchinnan Road to Renfrew Road and Harbour Road

Delivery Partners: Renfrewshire Council

Potential Funding Partners: Transport Scotland

Timescale: 0 to 5 years

RNF3: Undertake an assessment of the road safety and environmental effects of HGV routeing through Renfrewshire's urban road network

Delivery Partners: Renfrewshire Council, Freight Operators, Stakeholders

Timescale: 10 years+

RNF4: Encourage developers to consider rail as an alternative to road for moving freight, including considering the feasibility of allowing loads heavier than the maximum gross weight for heavy goods vehicles to use the Burnbrae Drive approach to Elderslie Railhead

Delivery Partners: Renfrewshire Council, Transport Scotland, Network Rail, Freight Operators

Timescale: 10 years+

15. Environment

15.1. Environment Overview

Each of the Council's climate change-related policies and documents aim to contribute to the overarching end goal of ending Renfrewshire's contribution to climate change within a generation; this includes Renfrewshire's Plan for Net Zero; Air Quality Action Plan; Local Heat and Energy Efficiency Strategy and Delivery Plan; Community Climate Fund; and Climate Change Action Fund.

The first phase of Renfrewshire's Plan for Net Zero sets out how the area will work towards net zero by 2030. The Plan draws on independent research which shows that transport is responsible for 34% of the area's emissions. To reach the target of becoming net zero by 2030, the Council introduced the Ren Zero campaign which looks to take a collaborative approach with communities, businesses, partners and organisations working together to make the required changes.

The [Plan for Net Zero](#) developed five key themes and actions:

- **Clean energy:** minimising energy demand, maximising energy efficiency and sustainable energy generation, alleviating fuel poverty, increasing energy security and resilience;
- **Sustainable transport:** maximising active travel opportunities, increase public transport patronage alongside a reduction in car miles, enable modal shift to Ultra Low Emission Vehicles (ULEVs), alleviate transport poverty and facilitate local carbon offsetting to make every trip in the Renfrewshire area net zero carbon;
- **Circular economy:** reducing waste at source, maximising reuse, repair and recovery, development of sustainable waste management, supporting communities to reduce waste and offsetting disposal with local offsetting of associated emissions to compensate;
- **Connected communities:** a comprehensive and ongoing engagement, with particular focus on supporting community initiatives and partnership working, as well as the development of socio-economic impact benefits, whilst focusing on children and young people and providing support and advice; and

- **Resilient place:** ensuring resilience, protecting, restoring and enhancing existing habitats and species. This would be carried out alongside initiatives to help nature locally, as well as improving air quality and sequestration.

An updated [Renfrewshire Air Quality Action Plan](#) was published in 2019. The Plan set out measures the Council were to take forward to help improve air quality throughout Renfrewshire. Priorities included tackling emissions caused by congestion, promoting low emission transport and encouraging active travel alternatives.

15.2. Current Status

Air Quality Management Areas (AQMAs) are defined areas where the air quality does not meet Government objectives and must therefore be subject to additional actions to ensure improvement to air quality. As of late-2024, Renfrewshire had three AQMAs: Paisley town centre, Johnstone High Street and Renfrew town centre. However, Scottish Government and SEPA, on the basis of monitoring data from 2023 confirming there continue to be no air quality exceedances in Renfrewshire, approved a report in November 2024 to revoke all three of Renfrewshire's Air Quality Management Areas i.e. Paisley town centre, Johnstone High Street and Renfrew town centre.

A Revocation Report and associated AQMA Revocation Orders have since been approved by Renfrewshire Council's Infrastructure, Land and Environment Policy Board in March 2025. As such, there are no longer any AQMAs within Renfrewshire Council, with the council meeting all air quality objectives. The Scottish Government recommends that where AQMAs are no longer required that local authorities prepare an Air Quality Strategy to replace the Air Quality Action Plan (which has served its purpose), with some of the measures from the action plan being carried forward into the strategy. The Council is currently developing this Air Quality Strategy which will be presented to the Policy Board for approval, prior to publication.

To support the preparation of this LTS, a Strategic Environmental Assessment (SEA) was undertaken to set out the identification, reporting and mitigation of potential environmental impacts associated with the LTS within the Renfrewshire area. A summary of key baseline indicators from the SEA are outlined below:

Biodiversity, Flora and Fauna, and Geodiversity: Within Renfrewshire, there is one Ramsar site (a wetland site designated of international importance), three Special Protection Areas, eleven sites of Special Scientific Interest, three Local Nature Reserves, one Geological Conservation Review Site and three Country Parks.

Climatic Factors: Expectations of warmer, wetter winters and hotter, drier summers with more extreme events, for example increased risk of flooding. Changes to the climate could damage transportation infrastructure, affect reliability of transportation systems and likely increase the cost of transportation.

Air Quality and Noise Pollution: Renfrewshire had three AQMAs, which were revoked in March 2025 following approval of a Revocation Report and associated AQMA Revocation Orders by Renfrewshire Council's Infrastructure, Land Environment Policy Board. The main source of noise pollution within the Renfrewshire area is from Glasgow Airport and the strategic road network – predominantly the A737 and M8.

Soil and Water Resources: Water resources located within Renfrewshire include a network of main rivers, lochs, lakes, streams, dams, and drainage ditches.

Cultural Heritage: the Historic Environment Scotland (HES) search tool identified 603 heritage assets in Renfrewshire. HES identified 568 listed buildings, 34 scheduled monuments and one garden and designed landscape. There are also eight conservation areas within Renfrewshire and 28 Buildings at Risk.

Landscape: The [Renfrewshire Local Development Plan Landscape Assessments Main Issues Report \(2011\)](#) identifies seven Regional Landscape Character Types in Renfrewshire. Additionally, there are no Local Landscape Areas in Renfrewshire, but there is one Wild Land Area.

Material Assets: Renfrewshire's geology has extensive volcanic rock formations from the Lower Carboniferous period and significant coalfields north of the volcanic area, extending from Houston to the eastern local authority border near Rutherglen.

Renfrewshire Council continues to decarbonise its vehicle fleet. A pool of electric cars and vans is used exclusively for site visits and council duties and trials of four out of 24 waste trucks are being undertaken to assess the benefit of biofuel powered engines.

15.3. What You Said

The public and stakeholders were engaged with to inform development of this LTS, including identification of problems and opportunities related to environment in Renfrewshire, and identification of potential actions. This helped to inform the development of actions for a ten-year period. The following points provide examples of what was raised.

Problems

Idling cars outside schools
Limited progress to address the large contribution transport makes towards carbon emissions
A limited active travel network prevents modal shift, which has a negative impact on transport emissions

Opportunities

Reduce the number of vehicles in congested town centres
Actions can be taken to protect transport infrastructure against extreme weather conditions caused by climate change

15.4. Policies and Actions

Consideration has been given to the problems and opportunities identified through discussions with stakeholders and members of the public, as well as consideration of national, regional and local policies when developing policies and actions for this LTS, and how strongly these help to address the objectives of this strategy. With this in mind, Environmental policies have been developed for Renfrewshire Council to work towards, alongside actions.

15.4.1. Policies

- **Policy 1 (Environment)** – Support measures to create a healthier and greener environment, including to support priorities and actions captured in our Plan for Net Zero.
- **Policy 2 (Environment)** – Adapt the transport network to be resilient in response to climate change.

The table below demonstrates where there is alignment between policies and objectives.

Table 10: Environment Policy Alignment with LTS Objectives

Policy	Objective 1 Fair access to sustainable modes	Objective 2 Reduce transport emissions	Objective 3 Increase everyday sustainable travel trips	Objective 4 Improve transport connections	Objective 5 Improve transport safety	Objective 6 Maintain transport network
Policy 1 (Environment)		✓				
Policy 2 (Environment)						✓

15.4.2. Environment Actions

Actions support the policies, and these have been developed to support the Vision and Objectives of this LTS. The Environment Actions are set out below, alongside a high-level indication of costs and timescales, and a summary of delivery partners. This forms the Delivery Plan for Environment.

Business-as-usual measures are captured under Chapter 7 and include elements such as biodiversity schemes, flood management and measures related to street lighting. These do not form part of the Action Plan. However, some business-as-usual activities support some of the actions identified. The actions below are in addition to business-as-usual activities.

ENV1: Continue to monitor air quality at existing automatic monitoring stations within Paisley, Johnstone and Renfrew

Delivery Partners: Renfrewshire Council

Timescale: 5 to 10 years

ENV2: Expand the decarbonisation of Renfrewshire Council's vehicle fleet

Delivery Partners: Renfrewshire Council

Timescale: 5 to 10 years

ENV3: Design and implement climate change adaptation and resilience measures to strengthen and protect the transport network from weather related events

Delivery Partners: Renfrewshire Council; Transport Scotland; Network Rail; ScotRail

Timescale: 5 to 10 years

16. Digital Technology

16.1. Digital Technology Overview

Digital innovation and technology can have a large impact on transport, as they can impact the frequency at which people travel and decisions to travel at all. The Council's [Digital Strategy](#) sets out a digital vision and references a SMART place plan, which embraces innovation and technology to secure economic and environmental advantages. An important element of the Strategy relates to improving access for residents to services; through enabling access to digital public services, tackling digital inequality and creating the opportunity for active citizenship. This captures one of the benefits outlined in the strategy, to provide better access to information and data.

As part of [Scotland's Full Fibre Charter](#), Renfrewshire has rolled-out fibre digital infrastructure to all the council buildings in its towns and villages. This infrastructure enables broadband and 5G services to connect homes and businesses, as well as schools, hospitals and GP surgeries to the most up-to-date and reliable internet service technology. The opportunity was also taken to connect the Council's Urban Traffic Control signal junctions to their hosted control centre via the fibre network.

Other technologies can also be used to support transport, including through the provision of Real Time Passenger Information (RTPI), which provides live public transport timetable information at bus stops. Measures to support public transport ticketing are captured under the Public Transport and Shared Mobility chapter (Chapter 11) and Electric Vehicle charging infrastructure is captured under the Parking chapter (Chapter 13). Technology is constantly evolving and the Council will adapt and utilise technological innovations to support transport where practicable to do so.

16.2. Current Status

Renfrewshire Council and SPT work together to implement RTPI at bus stops. SPT supports the continued the roll-out of RTPI across Renfrewshire and the Council works closely with SPT to achieve this. A total of around 50 RTPI displays have been installed at bus stops- on major bus corridors across the Renfrewshire Council area since 2018.

Through a remote hosting agreement, the Council has upgraded and expanded its urban traffic control system. Replacements and upgrades have been carried out to 66 signal-

controlled junction sites across Renfrewshire. This new system uses on-street detectors to optimise the flow of traffic at signalised junctions to reduce delays to drivers. Furthermore, the system supports real-time adaptive control at 30 junctions, with the potential for the introduction of bus priority signalling in future.

- As outlined above, the roll-out of Full Fibre communications infrastructure is complete, with the result that [98% of premises within Renfrewshire have access to broadband](#).
- 82% of premises within Renfrewshire have access to full fibre broadband; and
- All Council owned buildings have access to full fibre broadband.

16.3. What You Said

The public and stakeholders were engaged with to inform development of this LTS, including identification of problems and opportunities related to Digital Technology in Renfrewshire, and identification of potential options. This helped to inform the development of actions for a ten-year period. The following points provide examples of what was raised.

Problems

Lack of Real Time Passenger Information outside of urban areas
Difficulties accessing information (for example where people are unable to use apps)
Concerns related to reliability of buses (which may be impacted by congestion at traffic lights)

Opportunities

Provide further Real Time Passenger Information at bus stops and in town centres
Technology to be used to provide integrated travel within the same mode and with other modes of travel

16.4. Policies and Actions

Consideration has been given to the problems and opportunities identified through discussions with stakeholders and members of the public, as well as consideration of national, regional and local policies when developing policies and actions for this LTS, and how strongly these help to address the objectives of this strategy. With this in mind, Digital Technology policies have been developed for Renfrewshire Council to work towards, alongside actions.

16.4.1. Policies

- **Policy 1** (Digital Technology) – Work with partners to explore digital and technological innovations to reduce the need to travel, or where travel is required, support more sustainable travel and the efficient movement of people and goods.

The table below demonstrates where there is alignment between policies and objectives.

Table 11: Digital Technology Policy Alignment with LTS Objectives

Policy	Objective 1 Fair access to sustainable modes	Objective 2 Reduce transport emissions	Objective 3 Increase everyday sustainable travel trips	Objective 4 Improve transport connections	Objective 5 Improve transport safety	Objective 6 Maintain transport network
Policy 1 (Digital Technology)				✓	✓	✓

16.4.2. Digital Technology Actions

Actions support the policies and these in turn have been developed to support the Vision and Objectives of this LTS. The Digital Technology Actions are set out below, alongside a high-level indication of costs and timescales, and a summary of delivery partners. This forms the Delivery Plan for Digital Technology.

Business-as-usual measures are captured under Chapter 7; these do not form part of the Action Plan. However, some business-as-usual activities support some of the actions identified. The actions below are in addition to business-as-usual activities.

DT1: Working with SPT through wider processes, including Clyde Metro and Strathclyde Regional Bus Strategy, consider opportunities to support the development and delivery of improved integrated journey planning app(s) that includes booking and payment functions

Delivery Partners: Renfrewshire Council, SPT

Timescale: 5 to 10 years

DT2: Working with SPT; continue implementation of the remaining elements of a programme to provide Real Time Passenger Information at bus stops on the busiest corridors and village centre locations across Renfrewshire

Delivery Partners: Renfrewshire Council; SPT

Timescale: 5 to 10 years

DT3: Undertake a study to expand the UTC traffic signal network across Renfrewshire, expanding adaptive control and bus priority at signalised junctions on bus routes, where identified as necessary

Delivery Partners: Renfrewshire Council, SPT

Timescale: 0 to 5 years

DT4: Work with partners to add connections to the existing fibre network as and when new council building development dictates, to continue to improve digital connectivity across Renfrewshire and thus reduce the need to travel

Delivery Partners: Renfrewshire Council; Digital delivery partners

Timescale: 5 to 10 years

17. Monitoring and Evaluation

17.1. Introduction

To effectively monitor the success of the LTS against its objectives, determining indicators ahead of the strategy's implementation is critical to make sure the correct data is collected, targets are measurable, and progress can be monitored on an ongoing basis. Indicators are assigned to LTS objectives and can be derived from existing data sources to generate efficiencies and to support consistency across the period of the strategy.

Indicators developed take cognisance of the [NTS2 Monitoring and Evaluation Framework](#) indicators and those contained within the [Active Travel Framework](#) where applicable. Additional bespoke indicators can also be established where relevant to this LTS. Indicators are presented in this chapter.

Progress against objectives contained within the LTS will be monitored at appropriate intervals to determine whether actions are on track to be achieved. A final review towards the end of the ten-year period will determine to what extent actions have been achieved, lessons learnt from their implementation, and whether actions should be carried forward into future LTSs.

17.2. Data Sources

The data sources used in the Monitoring and Evaluation framework are listed below:

- [Scottish Household Survey](#) (2022)
- [Scotland Census 2022](#)
- [Scottish Transport Statistics](#) (2023)
- [Scottish Access to Bus Indicator](#) (2019)
- [Scottish Index of Multiple Deprivation – Geographic Access To Services Indicators](#) (2018)
- [Air Quality in Scotland Annual Statistic Reports](#) (2023)
- [ChargePlace Scotland Monthly Charge Point Performance](#) (July 2024)
- [Sustrans Hands Up Survey](#) (2023)
- [National Monitoring Framework – All Mode Traffic Surveys](#) (May 2024)
- [Office of Rail and Road, Estimates of Station Usage](#) (2022-23)

- [Office for National Statistics, UK Small Area Gross Value Added \(GVA\) Estimates \(2022\)](#)
- [Business Register and Employment Survey \(2022\)](#)
- [Department for Transport Road Traffic Statistics](#)
- [Living Cost and Food Survey](#)
- Cycling Scotland
- Driver and Vehicle Licensing Agency (DVLA)
- Renfrewshire Council Internal Datasets

A source commonly used for several indicators is the Scottish Household Survey (SHS). This is an annual survey, where respondents answer questions based on all journeys made on the previous day through a travel diary. Across Scotland the sample size is typically around 10,000 households, with Renfrewshire having 270 household responses in 2022. The size of the Renfrewshire sub-sample means certain disaggregation of the SHS, including by personal characteristics and some journey characteristics, is not possible.

Noting the limitations of the SHS, alternative data sources could include the Scotland Census as those outputs become available.

With regards to other sources, Sustrans collects and publishes the annual Hands Up Survey of school pupils which asks what mode of transport pupils use to travel to school.

17.3. Indicators

This section summarises potential indicators for each objective, alongside the indicator source and a baseline of data. This information will be used to inform monitoring and evaluation in future years.

Table 12: Objective Indicators

Objective	Indicator	Source	Baseline
Objective 1: Support fair and equitable access to sustainable modes of transport in Renfrewshire, that is integrated and easy to use for all	Bus Accessibility	Scottish Access to Bus Indicator	Proportion of Renfrewshire data zones in top 50% in Scotland for access to bus (2019): Over 60% (Weekday: 67%, Weekend: 68%)
	Access to Bicycle	Scottish Household Survey (Table LA8)	Households with access to one or more bicycles (2022): 38%
	Proximity to Infrastructure	Renfrewshire Council	Proportion of population within 800m of a cycle facility in 2023
	Cycle Parking and Storage	Renfrewshire Council	Number of cycle parking facilities in Renfrewshire in 2023
	Transport Expenditure	Living Cost and Food Survey	Proportion of households spending more than 10% of income on transport (2021): 79%
	Perception of Public Transport Affordability	Scottish Household Survey (Table LA14)	Percentage agreeing to the statement “the fares are good value” for bus and train (2021): bus: 43%, rail: 51%
	Bikeability Training	Cycling Scotland	Proportion of Renfrewshire Schools offering Bikeability Scotland Level 2 training: 84%
	Social Inclusion	Scottish Household Survey (Table 2.39)	Proportion of Renfrewshire residents experiencing loneliness (some or most of the time) (2018): 18%
Objective 2: Support the continued reduction in harmful transport	NO ₂ Exceedances	Renfrewshire Council	Concentration exceedances at Monitoring Points (2020): Zero
	PM ₁₀ Exceedances	Renfrewshire Council	Concentration exceedances at Monitoring Points (2020): Zero

Objective	Indicator	Source	Baseline
emissions across Renfrewshire	Number of Electric Vehicle Charging Points	Renfrewshire Council data	Number of Electric Vehicle Charge Points in Renfrewshire (April 2024): 148
	Ultra Low Emission Vehicle Registrations	Department for Transport (available via the RTS CfC)	Registration of ULEVs (Q3 2020): 5,020
	Number of new Petrol / Diesel vehicles in the Council's fleet	Renfrewshire Council	Number of newly registered petrol or diesel vehicles in Council's fleet in 2023: 19
Objective 3: Increase the proportion of trips undertaken by walking, wheeling and cycling and public transport for everyday journeys	Proportion of Journeys Under 2 Miles by walking	Scottish Household Survey (Table LA21)	Walking % (2022): 48%
	Proportion of Journeys Under 5 Miles by cycle	Scottish Household Survey (Table LA22)	Cycling % (2022): <1%
	Travel to Work Mode Share	2022 Census	Car / Van Drive travel to work % (2022): 71%
			Public Transport (bus and rail) travel to work % (2022): 13%
			Walking travel to work % (2022): 7%
			Cycling travel to work % (2022): 1%
	Travel to School Mode Share	Sustrans Hands Up Survey	Walking % (2023 – All School Type excluding nursery): 44%
			Cycling/Scooter/Skate % (2023 – All School Type excluding nursery): 7%
			Driven % (2023 – All School Type excluding nursery): 19%
	Number of cyclists and pedestrians	Cycling Scotland Open Data Hub	Annual daily average of counts from working counters across Renfrewshire (Cycling Scotland website shows there are nine counters)

Objective	Indicator	Source	Baseline
	Car Kilometres	Scottish Transport Statistics Table 5.4	1,643 million vehicle km on Renfrewshire roads (2019)
	Frequency of Driving	Scottish Household Survey (Table LA5)	% of people driving everyday (2022): 29%
	Frequency of Walking	Scottish Household Survey (Table LA9)	% of adults walking as transport one or more days per week (2021): 61%
	Frequency of Using Public Transport	Scottish Household Survey (Table LA11)	% of adults who use local bus services at least once a week (2022): 22% % of adults who use rail services at least once a week (2022): 14%
	Cordon Counts (24-hour average total flow)	Renfrewshire Council	Paisley Cordon: A741 Renfrew Road (2022): 29,992
			Paisley Cordon: A761 Ferguslie (2022): 28,238
			Renfrew Cordon: A8 Glasgow Road (2022): 19,717
			Erskine Cordon: A726 Southbar Road (2022): 16,454
	Rail Patronage	Office of Rail and Road, Estimates of Station Usage (Table 1410)	4,862,320 total entries and exits at Renfrewshire stations in 2022-23
Objective 4: Improve transport connections within Renfrewshire and to neighbouring local authorities to support	GVA per head	Office for National Statistics, Regional Gross Value Added (GVA)	GVA per head of Inverclyde, East Renfrewshire and Renfrewshire (2022): £20,555
	Number of jobs	Business Register and Employment	Number of part time and full-time employees in Renfrewshire (2022): 84,000

Objective	Indicator	Source	Baseline
inclusive economic growth		Survey: Open Access	
	Employment levels	2022 Census	Proportion of Renfrewshire residents economically active in employment: 73.8% (2023/24)
	Average Journey Times Routes monitored are: Paisley to Glasgow International Airport, Erskine to Motorway (M8), Renfrew to Paisley, Bridge of Weir to Red Smiddy Roundabout (A8), Paisley to A8, A8/M8 Junction 31 to Glasgow, Bridge of Weir to Glasgow, Johnstone to RAH Paisley	Renfrewshire Council	Average AM and PM peak journey times across eight monitored routes (2021). Journey times for the AM and PM peak periods are presented below: • Paisley to Glasgow International Airport: 7 mins 54 secs and 8 mins 12 secs; • Erskine to the Motorway (M8 Junction 29): 8 mins 57 secs and 10 mins 1 sec; • Renfrew to Paisley: 18 mins 31 secs and 18 mins 6 secs; • Bridge of Weir to Red Smiddy Roundabout (A8): 8 mins 55 secs and 8 mins 57 secs; • Paisley to the A8 (Glasgow): 16 mins 4 secs and 16 mins 58 secs; • A8 (M8 Junction 31) to Glasgow: 35 mins 19 secs and 36 mins 33 secs; • Bridge of Weir to Glasgow 56 mins 29 secs and 58 mins 53 secs; • Johnstone to Royal Alexandra Hospital (Paisley): 11 mins 36 secs and 12 mins 25 secs.
Objective 5: Improve the safety of Renfrewshire's transport network through meeting	Road Safety	Transport Scotland Reported Road Casualty Statistics	Number of People Killed in Road Traffic Collisions (2014-2018 Annual Average): Four
			Number of People Seriously Injured in Road Traffic Collisions (2014-2018 Annual Average): 75

Objective	Indicator	Source	Baseline
Scottish Government casualty reduction targets			Number of Children (0-15) Killed in Road Traffic Collisions (2014-2018 Annual Average): 0.2
			Number of Children (0-15) Seriously Injured in Road Traffic Collisions (2014-2018): Eight
	Number of 20mph Zones	Renfrewshire Council	Number of 20mph Zones in Renfrewshire: One (Dargavel)
	Perception of Personal Safety on Public Transport	Scottish Household Survey (Table LA14)	Percentage agreeing to the statement "I feel personally safe and secure on the bus/train during the day" (2021): Bus: 91%, Train: 90% Percentage agreeing to the statement "I feel personally safe and secure on the bus/train during the evening" (2021): Bus: 68%, Train: 71%
Objective 6: Provide a secure, resilient and well-maintained transport network that meets the needs of users	Active Travel Infrastructure Delivered	Renfrewshire Council	Active travel infrastructure delivered between 2017 and 2023 (kms): 18km
	Lighting columns	Renfrewshire Council	Proportion of active travel network with streetlights (2023): 28%
	Road Condition	Scottish Transport Statistics Table 4.6a	Proportion of local authority roads categorised as red or amber, indicating repairs are required (2023): 28%

The successful delivery of the LTS will also require close engagement with communities across Renfrewshire to understand their needs and to develop measures that are tailored to them. This can be achieved through bespoke data collection conducted by Renfrewshire Council including surveys, focus groups and consultation with stakeholders, including established groups within the area such as Fairer Renfrewshire. This will allow the Council to gauge how successfully it is achieving the LTS objectives through listening to people's perceptions of transport and access across Renfrewshire.

18. Interdependencies, Funding and Priorities

18.1. Interdependencies

There are several factors which influence the extent to which Renfrewshire Council is able to successfully implement actions captured in this LTS. This includes the following:

- Funding availability;
- Alignment of the LTS with national, regional and local strategies / policies;
- Strong working relationships with delivery partners;
- Outcomes of public consultation and stakeholder engagement; and
- The outcomes of transport-related appraisals and other studies.

The Action Plans presented in Chapters 9 to 16 set out the likely delivery partners an action is considered to align with. Whilst each of the identified actions have an important role to play in helping the Council to achieve the Vision, Priorities and Objectives identified, it is noted that actions cannot necessarily be delivered quickly, as indicated by the timescales provided in Chapters 9 to 16; also noting the factors above which will impact upon their delivery.

It is also highlighted that many of the actions require close working with at least one delivery partner such as (but not limited to) SPT, Transport Scotland, Sustrans, Cycling Scotland, bus and rail operators and Police Scotland. Delivery of actions is therefore dependent on support from relevant partners.

The Council is currently working within financial constraints, and this has the potential to have a significant impact on which actions can be progressed. Additional financial support from partners will therefore be required to successfully implement measures.

Some actions will require further work to understand their impact, including their feasibility from an operational and technical perspective and costs associated with actions. The outcomes of this additional work, which will sit outside of the LTS, will inform which actions are delivered.

18.2. Funding

Renfrewshire Council and services operated within the local authority area receive funding from the UK Government and Scottish Government, Council Tax, and a range of sources,

including: SPT; other Government-supported organisations such as Sustrans, Cycling Scotland; and through developer contributions. Funding is often stipulated for specific purposes, or, in some cases, can only be spent on specific projects, for example if the Council has applied for funding to support a specific scheme.

It is noted that funding amounts for future years is not guaranteed and is generally determined on a year-by-year basis.

Renfrewshire Council has received City Deal Funding, which has been used to support the Clyde Waterfront and Renfrew Riverside Project; and Glasgow Airport Investment Area. City Deal Funding is now discontinued.

The Council's budget consists of capital and revenue streams. Capital relates to what is spent on physical infrastructure and assets, for example to construct a new path, and Revenue is the day-to-day running costs to provide services and includes maintenance of the transport network. Approximately 80% of the Council's funding comes from the Scottish Government and 20% is raised through Council Tax.

For the financial year 2025 / 2026, the Council budget has been set at £571,512,000. Included within this is a £90m investment in the Council's transport network over a ten-year period. The Council is currently working under financial constraints, which will directly impact which actions identified in this LTS will be possible to take forward.

18.3. Priorities

Renfrewshire Council's priorities for implementation relate primarily to measures and initiatives which promote safety, those which are required to maintain the existing transport network to at least its present standard, and those that promote sustainable transport and contribute to reducing emissions.

The Council will seek, wherever possible, to make best use of existing infrastructure and encourage travel and access by sustainable means, in line with the Sustainable Travel Hierarchy and the Sustainable Investment Hierarchy.



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