Travel Renfrewshire 2035

Renfrewshire Council Local Transport Strategy 2025-2035

Main Issues Report

www.renfrewshire.gov.uk

Renfrewshire Council

Table of Contents

1. Introduction

1.1. Introduction

Renfrewshire's Local Transport Strategy (LTS) is being updated and follows on from a refresh of the previous strategy in 2017. The new LTS, also referred to as Travel Renfrewshire 2035, will set the future direction of transport and travel within Renfrewshire for a ten-year period up to 2035. It will develop a Vision, Priorities and Objectives and will set out an Action Plan by which to achieve these.

In line with recently published Local Transport Strategy Guidance, in developing an LTS, local authorities may refer to the principles of Scottish Transport Appraisal Guidance (STAG). The development of the LTS has followed STAG principles and includes: transport related problem and opportunity identification, which has been informed by a review of transport and travel data to set the wider context and to provide background information on the study area; an extensive round of stakeholder engagement and public consultation to further inform problems and opportunities, as well as to identify potential options; development of a Vision, Priorities and Objectives; and ultimately development of an Action Plan. Following STAG principles helps to make sure that a robust process has been followed and that meaningful actions which address the needs of the area are identified.

This Main Issues Report sets out the policy context of the LTS and provides an evidence base for the key transport and travel related problems and opportunities in Renfrewshire, as well as providing details of engagement that has been undertaken. This Main Issues Report sits alongside the Draft LTS document.

1.2. Report Structure

This report sets out background information and summarises problems and opportunities which have been used to inform the LTS for Renfrewshire. This Main Issues Report has the following structure:

- Chapter 2 - Policy Context
- Chapter 3 - Data, Transport and Travel Context
- Chapter 4 - Engagement
- Chapter 5 - Problems and Opportunities
- Chapter 6 - Summary

2. Policy Context

2.1. Introduction

This chapter sets out the policy context in which the LTS sits.

2.2. Policy Context

The previous 2007 LTS was refreshed in 2017 and since then there have been significant updates to the policy context, including publication of the second National Transport Strategy (NTS2) in 2020, and publication of the Strathclyde Partnership for Transport's updated Regional Transport Strategy 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, there is an expectation that any interventions or measures take cognisance of the potential impact on tackling climate change.

The key policy context at the national, regional and local levels for the new LTS is shown in Figure 1.

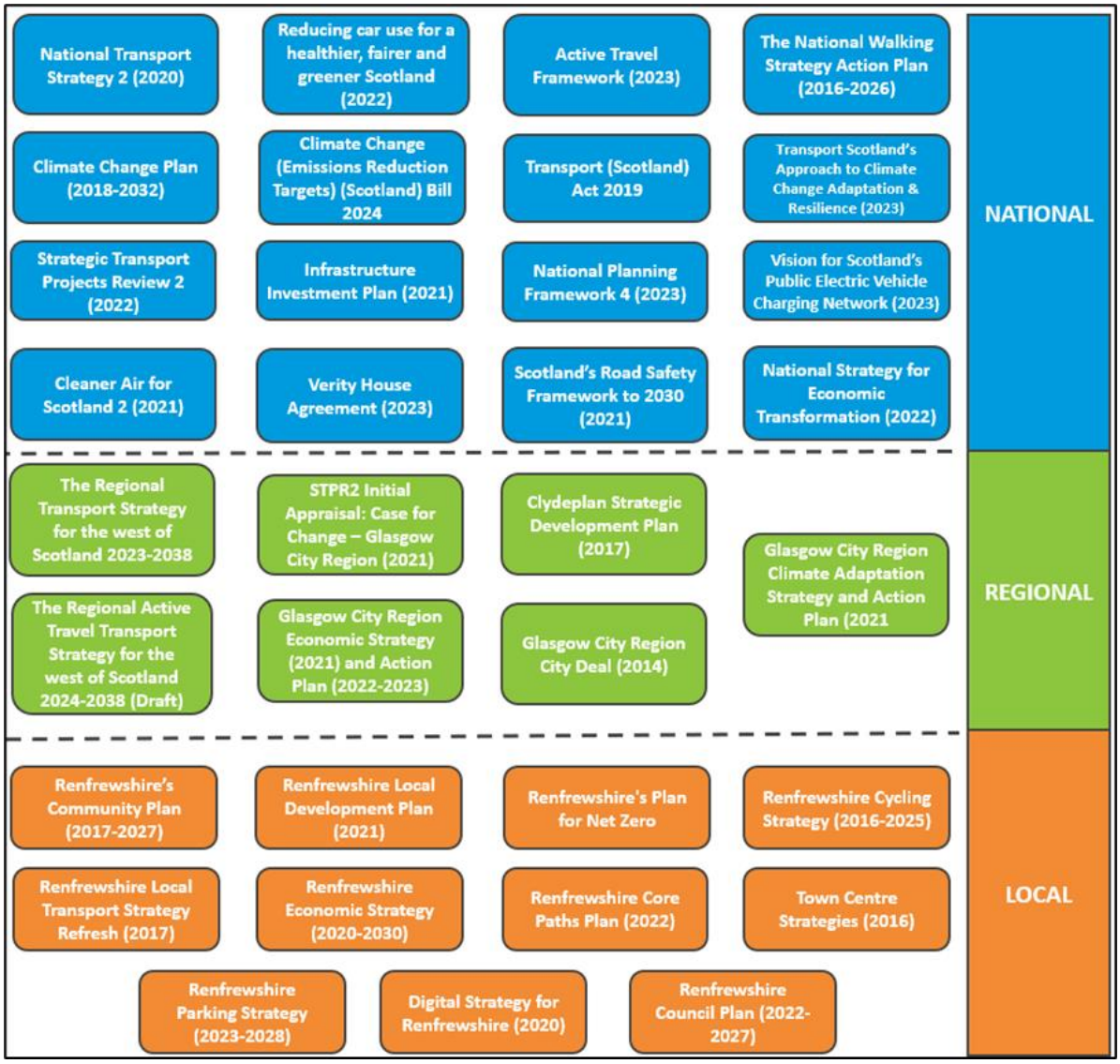


Figure 1: Summary of Key Policy and Strategy Documents and Legislation Reviewed

2.2.1. National

2.2.1.1. National Transport Strategy 2 (NTS2) (2020)

The second National Transport Strategy (NTS2), published by Transport Scotland in February 2020, provides the national transport policy framework, setting out a clear vision of a sustainable, inclusive, safe and accessible transport system which helps deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. It sets out four key priorities to support that vision: reducing inequality; taking climate action; helping deliver inclusive economic growth; and improving health and wellbeing.

The Strategy presents the vision for Scotland's transport system over the next 20 years, which is: "We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors."

The NTS2 is set within the context of a climate emergency, with the Scottish Government committed to transitioning the transport system to one that is net zero in carbon emissions by 2045. Set against a backdrop of increasing amounts of travel in Scotland over recent years, particularly vehicular travel, the NTS2 clearly articulates the need for change in transport provision in Scotland.

The overall vision of NTS2 is underpinned by four priorities and each priority is expressed through a set of three outcomes, as listed below.

- Reduces inequalities
    - Will provide fair access to services we need
    - Will be easy to use for all
    - Will be affordable for all
- Takes climate action
    - Will help deliver our net zero target
    - Will adapt to the effects of climate changes
    - Will promote greener, cleaner choices

- Helps deliver inclusive economic growth
    - Will get people and goods to where they need to get to
    - Will be reliable. Efficient and high quality
    - Will use beneficial innovation
- Improves our health and wellbeing
    - Will be safe and secure for all
    - Will enable us to make health travel choices
    - Will help make our communities great places to live

The Sustainable Investment Hierarchy is also captured in NTS2 and should be used to inform investment decisions. Investment aimed at reducing the need to travel unsustainably sits at the top of the hierarchy, followed by: investment aimed at maintaining and safely operating existing assets, taking due consideration of the need to adapt to the impacts of climate change; investment promoting a range of measures, including innovative solutions, to make better use of existing capacity, ensuring that existing transport networks and systems are fully optimised (these may include technology-based, regulatory, fiscal or value engineering solutions to asset renewals); and investment involving targeted infrastructure improvements. The Sustainable Travel Hierarchy is also captured in NTS2, which sets out how modes should be prioritised:

- Walking and Wheeling
- Cycling;
- Public Transport;
- Taxis and Shared Transport;
- Private Cars

NTS2 is accompanied by annual Delivery Plans, the third of which covers the period 2023 to 2024. The Third Delivery Plan outlines actions to help deliver the priorities and outcomes of NTS2 and thus supports the need for attractive, affordable and accessible sustainable travel options. The latest delivery Plan includes references to several national schemes which would impact upon Renfrewshire, including the Fair Fares Review, which aims to support a sustainable and integrated approach to public transport fares, and to help ensure appropriate roads in built up areas have a safer speed limit of 20 mph.

2.2.1.2. Strategic Transport Projects Review 2 (STPR2) (2022)

STPR2 will be used to inform the Scottish Government's transport investment programme in Scotland over a 20 year period (2022-2042) and will help deliver the vision, priorities and outcomes for transport set out in the NTS2. The outcomes will aim to: Enhance accessibility across Scotland for residents, visitors and businesses; Create better connectivity with sustainable, smart and cleaner transport options; and highlight the vital contribution that transport investment can play in enabling and sustaining Scotland's economic growth. 45 recommendations were published in December 2022, broadly grouped into six themes: Improving Active Travel Infrastructure; Influencing Travel Choices and Behaviour; Enhancing Access to Affordable Public Transport; Decarbonising Transport; Increasing Safety and Resilience on the Strategic Transport Network; and Strengthening Strategic Connections. A Case for Change specific to the Glasgow City Region (inclusive of Renfrewshire) was developed and is discussed under the Regional section.

2.2.1.3. Climate Change Plan (2018-2032)

The Scottish Government published "Securing a Green Recovery on a Path to Net Zero: Update to the Climate Change Plan 2018–2032" in December 2020, which reflects the ambition of new targets set in the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019. This comprises the reduction of Scotland's greenhouse gas emissions to net zero by 2045.

The Plan notes how recent transportation trends such as more widespread home working and the focus of land-use planning on 20-minute neighbourhoods can be capitalised on to help enable targets to be met. The Plan states that: "By 2032 our roads will contain no new petrol and diesel cars and vans; we will have decarbonised our passenger railways; and we will have begun work to decarbonise challenging transport modes such as HGVs, ferries and aviation. Car kilometres will have reduced by 20%, and sustainable transport will be the instinctive first choice for people." The target to reduce car kilometres by 20% by 2030 (against a 2019 baseline) is one of the key targets contained within the Plan.

2.2.1.4. Climate Change (Emissions Reduction Targets) (Scotland) Bill 2024

The Climate Change (Emissions Reduction Targets) (Scotland) Bill 2024 was passed by the Scottish Parliament on 05 November 2024. It amends the Climate Change (Scotland) Act

2009 (subsequently amended by the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019), by introducing a system of carbon budgets, which set limits on greenhouse gas emissions. Key features of the Bill include:

- Carbon Budgets: These budgets will cover every year from 2026 to the net zero target year of 2045, ensuring a structured approach to emissions reduction.
- Net Zero Target: The Bill maintains the target of achieving net zero emissions by 2045.
- Climate Change Plan: A new Climate Change Plan will be required, aligning with the carbon budgets.
- Annual Reporting: The Bill continues the requirement for annual reporting on greenhouse gas emissions and progress towards meeting the carbon budgets.

2.2.1.5. Reducing car use for a healthier, fairer and greener Scotland: A route map to achieve a 20 per cent reduction in car kilometres by 2030 (2022)

In January 2022, the Scottish Government and the Convention of Scottish Local Authorities (COSLA) developed a Route Map (Reducing Car Use for a Healthier, Fairer and Greener Scotland) to deliver the shift in travel behaviours required to meet the 20% reduction target set out in the Climate Change Plan, recognising the need for ongoing collaboration and partnership working between national, regional and local Government as well as public, private and third sector partners.

The behavioural changes identified in the Route Map are centred around: reducing the need to travel; living well locally; switching modes; and combining or sharing car trips. A number of interventions are identified around reducing the need to travel and the route map notes that digital transformation can help reduce the need to travel through remote working and by enabling businesses and people to access services and networks online.

Successful implementation of the actions set out in the Route Map are expected to enable statutory climate change targets to be met, whilst at the same time creating better ways of living, improved health and wellbeing and the associated social and economic benefits of a society less dominated by private cars.

2.2.1.6. Transport Scotland's Approach to Climate Change Adaptation & Resilience

Transport Scotland's Approach to Climate Change Adaptation and Resilience (ACCAR) outlines the key climate risks affecting Scotland's transport system and sets strategic outcomes for road, rail, aviation, and maritime networks.

The vision Transport Scotland uses for its approach to climate change adaptation highlights the need for a transport system that "is well adapted and prepared for current and future impacts of climate change", whilst being resilient and reliable for everyday journeys despite any disruptions from weather. To achieve this vision, strategic outcomes for individual sectors of the transport system are set out. They are listed as follows:

- Trunk Roads - Trunk Roads which are well adapted and resilient to the current, projected and unexpected impacts of climate change.
- Rail Network - Supporting the delivery of climate change adaptation and resilience for Scotland's Rail network.
- Aviation Network - Engaging with aviation stakeholders to support their decision making in relation to climate change adaptation and resilience.
- Maritime Network - Contributing to safeguarding lifeline ferry services, ports, harbours and canals in response to the threat of climate change.

2.2.1.7. A Network Fit For The Future: Vision for Scotland's Public Electric Vehicle Charging Network

A Network Fit for the Future sets out a vision that includes the key elements necessary to create a sustainable public charging network for electric cars and vans in Scotland. It is hoped that this will help guide action by public, private and third-party groups in the further development of Scotland's public electric vehicle charging network.

The vision included in the document covers different key areas which will be needed to enhance the public electric vehicle charging network. These different components are presented below:

- Local communities, businesses and visitors have access to a well-designed, comprehensive and convenient network of public charge points, where these are needed.
- The public electric vehicle charging network works for everyone regardless of age, health, income or other needs.

- Scotland has attracted private sector investment to grow and sustain the public electric vehicle charging network.
- The public charging network is powered by clean, renewable energy and drivers benefit from advancements in energy storage, smart tariffs and network design.
- People's first choice wherever possible is active travel, shared or public transport with the location of electric vehicle charge points supporting those choices.

2.2.1.8. Let's Get Scotland Walking The National Walking Strategy, Action Plan 2016-2026

The National Walking Strategy was one of the first of its kind to be introduced across the world, with a vision for a "Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking." The document sits within a wider strategy context of the National Performance Framework, with walking a key component on aiding the delivery of outcomes within this framework.

The National Walking Strategy incorporates two key strategic aims which are as follows:

- Strategic Aim 1 - To deliver on creating a culture of walking where everyone walks more often as part of their everyday travel and for recreation and wellbeing.
- Strategic Aim 2 - To achieve better quality walking environments with attractive, well designed and managed built and natural spaces and places for everyone.

Within the outlined strategic aims sit delivery themes to aid in their consolidation. For Strategic Aim 1 for example, delivery themes note how walking supports health and wellbeing, along with education and communities.

2.2.1.9. Active Travel Framework (2023)

The Active Travel Framework is a Transport Scotland document produced with key delivery partners, with input from Regional Transport Partnerships and local authorities. It brings together the key policy approaches to improving the uptake of walking and cycling in Scotland. Central to the Framework is a 2030 Vision for Scotland's communities to be shaped around people, with walking or cycling the most popular choice for shorter everyday journeys.

The Framework captures a number of active travel outcomes:

- Increase the number of people choosing walking, cycling and wheeling in Scotland
- High quality walking, cycling and wheeling infrastructure is available to all
- Walking, cycling and wheeling is safer for all
- Walking, cycling and wheeling is available to all
- Delivery of walking, cycling and wheeling is promoted and supported by a range of partners

The outcomes have helped to inform indicators, which will be used to develop a Monitoring and Evaluation Plan.

2.2.1.10. Cleaner Air For Scotland 2 (2021)

In July 2021, the Scottish Government published Cleaner Air For Scotland 2: Towards A Better Place For Everyone and an associated Delivery Plan, for achieving air quality improvements over the five-year period to 2026, helping to ensure that the vision of Scotland having the best air quality in Europe is achieved.

In terms of transport, the Delivery Plan supports "a modal shift to active travel and public transport. This will mean, amongst other objectives, providing a transport system that facilitates active travel choices, better public transport provision and constraints upon private vehicle use, especially in urban centres where pollution and congestion are most acute." The Delivery Plan is aligned to the NTS2 Sustainable Investment Hierarchy.

2.2.1.11. National Strategy for Economic Transformation (2022)

Scotland's National Strategy for Economic Transformation (NSET), published by the Scottish Government in March 2022, sets out the priorities for Scotland's economy over the ten-year period to 2032. It sets out a vision to create a wellbeing economy: a society that is thriving across economic, social and environmental dimensions, and that delivers prosperity for all Scotland's people and places, whilst respecting environmental limits, including climate and nature targets. It aims to deliver economic growth that significantly outperforms the last decade, so that the Scottish economy is more prosperous, more productive and more internationally competitive, and recognises that improved accessibility, better connectivity and transport investment are vital factors in ensuring economic transformation for Scotland.

2.2.1.12. National Planning Framework 4 (2023)

National Planning Framework 4 (NPF4) was approved by the Scottish Government in February 2023. It sets out a long-term spatial strategy for development and infrastructure in Scotland. NPF4 sets out a need to "embrace and deliver radical change to tackle and adapt to climate change, restore biodiversity loss, improve health and wellbeing, build a wellbeing economy and create great places." In this context, NPF4 recognises that places need to be planned in a way that reduces the need to travel and is hence also aligned to the Sustainable Investment Hierarchy and policies for cleaner air and climate change action.

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), which gives significant weight to the global climate emergency in order to ensure that it is recognised as a priority in all plans and decisions; Climate mitigation and adaptation (Policy 2), which will ensure that emissions from new development are minimised as far as possible; Sustainable transport (Policy 13), which will facilitate a transition towards more sustainable, lower emissions travel including active travel and public transport; Local Living and 20 Minute Neighbourhoods (Policy 15), which support liveable places where people can live better, healthier lives; and Infrastructure First (Policy 18). The Infrastructure First policy places an emphasis on supporting more sustainable use of infrastructure and making better use of existing assets with low-carbon infrastructure prioritised. Similarly, Local Living and 20 Minute Neighbourhoods promotes healthy, sustainable and resilient places that support a good quality of life and balances people's environmental impact. It also encourages application of the Place Principle to help create connected and compact neighbourhoods.

2.2.1.13. Transport (Scotland) Act 2019

The Bill for the Transport (Scotland) Act 2019 was passed by the Scottish Parliament on 10th October 2019 and received Royal Assent on 15th November 2019. The provisions contained within the Act include:

- Pavement Parking Ban – which bans pavement parking, double parking and parking at dropped kerbs, with certain exemptions designated by local authorities - for example to ensure safe access for emergency vehicles.

- Provision of bus services by local transport authorities – which facilitates an authority (such as SPT or Renfrewshire Council) being able to provide local bus services (potentially directly, or through a company) provided it will contribute to the implementation of its general policy objectives;
- Local Services Franchises – which facilitates the creation of a franchise for local bus services by an authority (or authorities) in a specified area(s).
- Bus Service Improvement Partnerships (BSIPs) – which facilitates the creation of a statutory partnership between a relevant authority (or authorities) and operator(s) to improve bus services in a specified area(s);
- Workplace Parking Levy – which facilitates a local authority (or authorities) creating a requirement to have a licence to provide parking at workplaces, and to charge employers for that licence based on the number of spaces available; and
- Low Emission Zone (LEZ) schemes – which creates a system allowing local authorities to establish, operate, amend and revoke LEZ schemes;

2.2.1.14. Infrastructure Investment Plan (2021)

The Infrastructure Investment Plan (IIP), published by the Scottish Government in February 2021, provides detail on expenditure from 2021-22 to 2025-26 to support the commitments made within the Programme for Government and sets the context for future investment in transport to deliver an effective response to the COVID-19 pandemic.

The IIP focuses on three core strategic themes for guiding investment decisions in Scotland:

- enabling the transition to net zero emissions and environmental sustainability;
- driving inclusive economic growth; and
- building resilient and sustainable places.

2.2.1.15. Scotland's Road Safety Framework to 2030

Scotland's Road Safety Framework has a vision for Scotland to have the best road safety performance in the world by 2030. 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 framework states the need for targeted measures such as improving infrastructure, enhancing vehicle

safety and promoting active travel options in order to help deliver its vision. Interim targets to 2030 are set out in the Framework:

- 50% reduction in people killed
- 50% reduction in people seriously injured
- 60% reduction in children (aged <16) killed
- 60% reduction in children (aged <16) seriously injured

Intermediate outcome targets are also presented.

2.2.1.16. Verity House Agreement

The Verity House Agreement sets out how the Convention of Scottish Local Authorities (COSLA) and the Scottish Government will work collaboratively to ensure the shared priorities are achieved. These priorities include tackling poverty, just transition to net zero and sustainable public services. Whilst the agreement does not create legal obligations, it shows a statement of intent to the principle of regular and meaningful engagement to work together to effectively improve the lives of people in Scotland.

2.2.2. Regional

2.2.2.1. A Call to Action: The Regional Transport Strategy for West of Scotland 2023-38 and Draft Case for Change (2021)

The Strathclyde Partnership for Transport (SPT) Regional Transport Strategy (RTS) was approved in July 2023. The RTS sets a vision for the West of Scotland to be "an attractive, resilient and well-connected place with active, liveable communities and accessible, vibrant centres facilitated by high quality, sustainable and low carbon transport shaped by the needs of all".

Three priorities have been established to reflect changes in society and policy since the previous RTS which covered the period 2008-2021.

These priorities are centred around:

- a healthier environment;
- inclusive economic growth; and
- improved quality of life.

Five Strategy objectives have been established to help tackle problems identified in the Case for Change for the RTS. These objectives are:

to improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs;

- to reduce carbon emissions and other harmful pollutants from transport in the region;
- to enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys;
- to make public transport a desirable and convenient travel choice for everyone; and
- to improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.

The RTS also lays out three key targets which will enable the objectives to be measured:

- 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 targets. Policies established in the LTS will provide support for the delivery of the key targets captured in the RTS.

The supporting Case for Change document summarises a range of data sets, including car ownership by proportion of households, distance of average journeys and access to bikes. It sets out a number of key transport challenges for the region, summarised as: Transport emissions; Access for all. Regional connectivity; Active living; and Public Transport quality and integration. Renfrewshire specific data is also captured within the Case for Change document.

2.2.2.2. The Regional Active Travel Strategy for the west of Scotland 2024-2038 (Draft)

SPTs Draft Regional Active Travel Strategy is part of a coordinated approach to achieve the Regional Transport Strategy, set out above, and sets out a strategic approach to active travel infrastructure and behaviour change interventions. The Strategy is supported by an Active Travel Infrastructure Delivery Plan. The Strategy outlines the current active travel landscape across the region, the vision for active travel in Strathclyde and a proposed final active travel network; with this being seen as a vital element of making it possible to achieve modal shift. The final network would include primary routes, secondary routes and cross region routes and includes a number of routes within Renfrewshire. Primary localities are identified, which include Renfrew, Paisley, Johnstone and Glasgow Airport.

2.2.2.3. Glasgow City Region City Deal (2014)

The Glasgow City Region City Deal works with eight partner councils, including Renfrewshire, to improve the Glasgow City Region. The City Deal, which was the first in Scotland and is one of the most advanced in the UK, brings £1 billion investment to the area. As part of the Deal, there are 21 key infrastructure projects, including three key projects within Renfrewshire, as follows:

- Airport Access Project – Renfrewshire Council is working with Glasgow City Council and relevant stakeholders to develop a public transport link to Glasgow Airport. An Outline Business Case has been developed. However, the Glasgow City Region Cabinet has agreed to pause the project whilst SPT undertakes a feasibility study on a Glasgow City Region Metro (Clyde Metro), which would incorporate an airport link.
- Clyde Waterfront and Renfrew Riverside – The Clyde waterfront is being regenerated with a new road bridge over the River Clyde, linking Renfrew and Yoker. This aims to create an attractive waterfront area and further connect communities, with the Renfrew Northern Development Road unlocking potential for regeneration by linking these communities and the emerging Advanced Manufacturing Innovation District Scotland (AMIDS) to the wider region.
- Glasgow Airport Investment Area - The Glasgow Airport Investment Area includes new roads, bridges, cycling routes and pedestrian footpaths, improving access to AMIDS and to nearby Westway and Inchinnan Business Parks. AMIDS is a Renfrewshire Council project to develop a home for manufacturing innovation in Scotland. Elements of this

project are ongoing, including AMIDS South and its east-west link road from Renfrew Road to Inchinnan Road.

Noting that elements of the City Deal relate to accessing Glasgow Airport, it is highlighted that Transport Scotland separately published an Aviation Statement and Key Priorities in 2024. This sets out the strategic importance of aviation to Scotland and the specific actions the Scottish Government will take on national and international connectivity, and on reducing aviation emissions. Outcomes captured in the document include improving Scotland's international connectivity to key markets for inbound tourism, business connectivity and export growth; and for aviation to be net zero by 2045.

2.2.2.4. STPR2 Initial Appraisal: Case for Change – Glasgow City Region (2021)

The Initial Appraisal: Case for Change report for the Glasgow City Region was written to support the development of STPR2 and sets out the evidence base for problems and opportunities linked to the strategic transport network across the Glasgow City Region. Although the problems and opportunities are set out at the regional level, specific references to Renfrewshire are made, including residents in some rural parts of Renfrewshire unable to access key hospitals within under 60 minutes and that 6,200 fewer jobs were forecast between 2017 and 2027. The key problems and opportunities identified across the Glasgow City Region are as follows: Social Exclusion; Transport Poverty and Affordability; Physical Activity and Health; Transport Emissions; Accessibility; Connectivity; Low Level of Active Travel Uptake; Safety; and Capacity Constraints. The Initial Appraisal: Case for Change report and the problems and opportunities identified within, went on to inform the final STPR2 reporting, which set out 45 recommendations to help inform Scottish Ministers on a programme of potential transport investment opportunities for the period 2022-2042.

2.2.2.5. Clydeplan Strategic Development Plan (2017)

The Glasgow and Clyde Valley Strategic Development Plan (Clydeplan), published in July 2017, is a land-use plan for Glasgow city-region that supports the Scottish Government's central purpose of increasing sustainable economic growth. It sets out a clear vision and spatial strategy for the area and focuses on the key land use and development issues that cut across the eight planning authority boundaries in the region.

Following the passing of the Planning (Scotland) Act 2019, authorities working together are expected to adopt a Regional Spatial Strategy which should outline the needs and priorities for strategic developments, as well as how the wider outcomes will contribute to the areas success. A Regional Spatial Strategy will be published for the Glasgow City Region area in due course, following the introduction of statutory Regulations by the Scottish Government. This will provide a place-based strategy informing future development across the Glasgow City Region.

2.2.2.6. Glasgow City Region Economic Strategy (2021) and Action Plan (2022/23)

The Glasgow City Region Economic Strategy, published in 2021, was developed by eight local authorities (including Renfrewshire Council), government partners and agencies and sets out an evidence base for the economy of the region and details future challenges and opportunities for economic development. It establishes a vision that the City Region will have "the most innovative inclusive and resilient economy in the UK" by 2030.

An associated Action Plan was published in August 2022 and sets out the key activities required to deliver projects which meet the regional priorities and the three 'Grand Challenges' of Inclusive Economy, Enhancing Productivity and Climate Emergency. For transport, Clyde Metro is included within the Action Plan with actions to progress to Outline Business Case (OBC) stage and conduct Economies for Healthier Lives Capital Investment Health Inequalities Impact Toolkit assessments on the emerging business case.

2.2.2.7. Glasgow City Region Climate Adaptation Strategy and Action Plan (2021)

The Glasgow City Region Climate Adaptation Strategy and Action Plan was launched in 2021 and aims to ensure the region's economy, society and environment is prepared for and flourishes owing to the impacts of the climate crisis. 11 interventions have been developed for the strategy and risks and opportunities were also identified; this includes risks to transport infrastructure from extreme heat, storms and high waves.

2.2.3. Local

2.2.3.1. Renfrewshire's Local Transport Strategy Refresh (2017)

Renfrewshire's Local Transport Strategy Refresh sets out a vision to help improve people's health and travel to their destination within a set timescale using all modes including walking, cycling, public transport or their car for essential trips. It also aims to allow businesses to operate effectivity and efficiently creating prosperity and job opportunities; attract visitors to enjoy the tourism and leisure facilities and to achieve this without compromising the future environment.

The LTS sets out 5 key objectives to be delivered through actions within the Strategy:

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

The new Renfrewshire LTS will provide an update on the Council's achievements against the actions set out in the previous Strategy and will set out a broad direction of travel for Renfrewshire. The progress of the current Renfrewshire LTS travel and transport interventions will be built on by the updated Strategy.

2.2.3.2. Renfrewshire's Plan for Net Zero

The first phase of Renfrewshire's Plan for Net Zero sets out how the area will work towards net zero by 2030.Though Council-led, Renfrewshire's Plan for Net Zero has been created collaboratively with local communities through regular meetings of the Renfrewshire Climate Panel, as well as surveying local businesses to identify how to make immediate and future change possible for the business sector.

The Plan draws on independent research which showed transport was responsible for 34% of the area's current emissions and each of commercial and residential energy usage contributed 29% respectively - meaning these three areas are responsible for 92% of Renfrewshire's total emissions. To reach the target of becoming net zero by 2030, the council introduced the Ren Zero campaign. This looks to take a collaborative approach with communities, businesses, partners and organisations working together us to make required changes.

Using this information, the Plan 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.

2.2.3.3. Renfrewshire Local Development Plan (2021)

In line with the aspirations, vision and outcome measures of the Renfrewshire Community Plan (2017-2027) discussed below, and the Renfrewshire Council Plan, the Local Development Plan Spatial Strategy focuses on place making and development within existing built-up areas and key redevelopment sites, aiming to facilitate sustainable development and a low carbon economy providing high quality new development in the right locations.

A large part of Renfrewshire is rural; by concentrating development in mainly urban areas this Strategy protects many of the valuable assets and resources of Renfrewshire. The policies and proposals outlined within the plan aim to provide a balance between the need to protect and enhance the environment in Renfrewshire as well as promoting development activity, new investment and sustainable and inclusive economic growth.

The Plan highlights that new development will be supported where it aims to incorporate the following criteria (where relevant):

- Supports sustainable and inclusive economic growth and/or is related to the delivery of City Deal investment;
- Contributes positively to the character, appearance and function of the place, benefiting the amenity of the area and protecting and enhancing the natural, built and cultural heritage and its setting, including delivering net biodiversity gain;
- Will regenerate and invest in Renfrewshire's Network of Centres;
- To apply a placemaking approach to deliver high-quality, well-designed, sustainable places, ensuring that the design of new development is demonstrated to benefit the area by following the principles of 'Renfrewshire's Places' Design Guidance;
- Development is supported by existing or planned infrastructure;
- Buildings and structures are designed to support the enhancement and delivery of low carbon generating technology to reduce emissions;
- The development does not have an adverse effect on the integrity of any sites protected as a European site (Special Areas of Conservation (SACs) and Special Protection Areas (SPAs));
- Safeguard, enhance and promote access to natural heritage including open space, green infrastructure and green networks, landscape, biodiversity and the wider environment; and
- Locate development on sites which can be accessed sustainably to encourage a modal shift from the private car to walking, cycling and public transport.

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. This will reflect updated policies, including those captured in National Planning Framework 4. The aim is to deliver a place-based, people-centred and delivery focused plan for Renfrewshire which will set out an ambitious vision for the area's places. The LDP will sit alongside and be influenced by community-led Local Place Plans and a Regional Spatial Strategy (RSS) for the Glasgow City Region. The LDP will also support connections to new developments.

2.2.3.4. Renfrewshire Council Plan 2022-2027

The Renfrewshire Council Plan sets out how the Council will work with partners, communities and business to progress the five strategic outcomes of place, economy, fair, green and living the Council's values. The Plan notes the Council's desire for everyone to have access to transport links. There is also an action to deliver the large-scale infrastructure projects which come under the scope of the City Deal and Infrastructure Programme, thus boosting employment and earnings and driving innovation and growth. Under the "Green" theme, which relates to leading Renfrewshire to net zero, reference is made to improvements in the transport infrastructure to make employment opportunities easier to travel to.

2.2.3.5. Renfrewshire Cycling Strategy (2016-2025)

The aim of the Cycling Strategy is that by 2025, there will have been a genuine ongoing commitment and leadership from Renfrewshire Council in supporting and encouraging cycling. The Strategy acknowledges the commitment to continue to improve and extend the network, according to best design guidance principles, with clear links to public transport hubs, schools, other key destinations and between communities. The strategy notes that employers and residents would also notice the benefits of cycling, with people of all ages and backgrounds feeling confident using the cycle network, creating a culture of mutual respect amongst all road users.

The Cycling Strategy outlines a range of objectives, such as:

- By 2020, to have 3 per cent of all journeys to work being made by bicycle; and 7 per cent by 2025;
- Keep cycling high in the agenda, through sustained and collective action, within Renfrewshire and with its partners;
- Make cycling safe and attractive to people of all ages and backgrounds, and for a wide range of transport and leisure journeys; and
- Promote, through a range of media and methods, everyday cycling as an attractive and beneficial means of transport. Promotion should be aimed especially at short trips and in particular at young people.

2.2.3.6. Renfrewshire Community Plan (2017-2027)

The Community Plan outlines the vision for a community that aims to have people 'working together to make Renfrewshire a fairer, more inclusive place where all our people, communities and businesses thrive'.

The four key themes to help achieve this aim are acknowledged by the Plan and are highlighted below:

- Thriving: Maximising economic growth, which is inclusive and sustainable
- Well: Supporting the wellness and resilience of our citizens and communities
- Fair: Addressing the inequalities which limit life chances
- Safe: Protecting vulnerable people, and working together to manage the risk of harm

Each of these themes outlines key priorities to help build on the overall vision of the Plan. The Plan also notes that Renfrewshire will work in a Fair, Sustainable, Digital and Involved way to help achieve its overall vision. Furthermore, the Governance of the Plan will be steered through using the Economic Leadership Panel, Health and Social Care Strategic Planning Group, Community Protection Chief Officers Group, Improving Life Chances Board, Forum for Empowering Communities and the Community Planning Partnership Executive and Oversight Group.

2.2.3.7. Renfrewshire's Economic Strategy 2020-2030

Renfrewshire's Economic Strategy is led by Renfrewshire's Economic Leadership Panel and is a collaboration between Renfrewshire Council, private sector business, knowledge institutions and public sector agencies. The Strategy takes into account the UK and Scottish economic contexts, considers future technology and infrastructure advancements and recognises the need for Renfrewshire's response to be agile to the future economic conditions.

The Strategy notes that the Renfrewshire economy is particularly robust in manufacturing, construction and transport and storage, with Renfrewshire-based businesses exporting over £2 billion of goods and services across the world in 2017. However, it does raise economic challenges in the area, such as 20% of the working population in Renfrewshire being economically inactive, with a proportion of this owing to long-term sickness.

The Strategy lists eight challenges, one of which is to improve the economic infrastructure of Renfrewshire, including better public transport provision, rail and road capacity, and the provision of new digital connectivity and networks. Interventions which underpin this include:

- World-class digital connectivity infrastructure;
- Redevelopment of Paisley Gilmour Street Station;
- A new public transport link between Glasgow Airport/AMIDS and Glasgow via Paisley town centre;
- A SMART place plan for Renfrewshire;
- Measures to influence travel behaviours and modal shift; and
- Host a Renfrewshire Transport Summit.

The Strategy also highlights several transport and connectivity issues facing Renfrewshire, including: available capacity on the transport network (road and rail); improved access to largest job locations by public transport - for example, some of Renfrewshire's principal business locations such as Inchinnan, Glasgow Airport, Westway and Hillington are not very well linked by public transport; and public transport to be used as a facilitator of economic growth.

The Strategy notes that the Transportation and Storage sector is a very significant employer within Renfrewshire and that the sector and the infrastructure it relies on are vital to securing the area's economic opportunities. The Strategy notes that the sector turned over £1 billion per annum, employed 7,000 people and had productivity regularly

greater than £70,000 GVA per head. GVA (Gross Value Added) is a measure of the value of goods and services produced in an area, industry or region of an economy

2.2.3.8. Renfrewshire Core Paths Plan 2022

The Renfrewshire Core Paths Plan outlines the key active travel access routes in place across Renfrewshire. The document reflects the requirements of the Land Reform (Scotland) Act 2003 in providing an up to date network of core routes which are for largely recreational usage that allow for 'reasonable public access'. The network of core paths this plan has identified aim to:

- Connect communities, settlements and places of interest;
- Provide opportunities for active travel, particularly to schools and places of work;
- Connect people with nature, areas of greenspace and the wider countryside; and
- Promote and encourage healthy lifestyles.

The plan enhances connections and networks at a local level, contributing to the creation of sustainable and thriving communities, a key priority identified in the Renfrewshire Council Plan and Renfrewshire Community Plan. It also aids in the increased connectivity to areas outside the local authority area and supports the expansion of the Glasgow and the Clyde Valley Green Network.

2.2.3.9. Centre Strategies (2016)

Renfrewshire's Centre Strategies reflect Scottish Planning Policy in promoting a 'Town Centre First' approach, supporting the health of town centres and delivering proposals set out in the Renfrewshire Local Development Plan. Centre Strategies have been produced for Erskine, Johnstone, Linwood, Renfrew and Braehead. A high level summary of each is provided below.

Erskine's Centre Strategy highlights key opportunities available to unlock the potential of underused and vacant land within the centre and to consider the future mix of uses, with potential to enhance the quality of public spaces and the riverfront walkway. Following consultation, the themes developed for the strategy were to support future growth in Erskine town centre, strengthen and enhance the riverfront and to improve the maintenance of the town. There is an action to ensure the town centre is more accessible

by walking, cycling and public transport and strong transport connections to / from the town are also noted.

Johnstone's Centre Strategy highlights opportunities, such as further improvements to public spaces and pedestrian connections, as well as the 'gateway' entrances to the town. Following consultation, the themes developed for the Centre Strategy include to improve transport and parking in the town centre; this includes improving traffic management in the town centre, delivering improvements to parking provision within the town centre and exploring opportunities for improvements at the A737 Barochan Junction. There is also an action to ensure the town centre is more accessible by walking, cycling and public transport.

Linwood's Centre Strategy notes that the completed redevelopment of the town centre has seen a major investment in Linwood and its future. The Strategy states that there is potential for new investment in residential and business uses which support the centre. With regards to transport, it is noted that the town has strong transport links with Glasgow and the wider central belt. There is also an action to make the town centre more accessible by walking, cycling and public transport.

Renfrew's Centre Strategy highlights that opportunities exist, with a new bridge as part of the City Deal across the River Clyde likely to improve connections between Renfrewshire, Glasgow and West Dunbartonshire; this is captured under the theme Transport and Connections. An action identified in the Strategy includes ensuring the town centre is more accessible by walking, cycling and public transport. Strong transport links to / from the town are highlighted, which makes Renfrew a Core Town Centre in Renfrewshire's 2014 Local Development Plan.

Braehead's Centre Strategy notes that actions to support the future development of Braehead includes improving accessibility to the centre by public transport and delivering new travel and transport infrastructure to support the centre and wider Renfrew Riverside regeneration. The centre is highlighted as having strong transport links and notes opportunities to deliver enhanced walking, cycling and public transport improvements as well as integrating the existing road infrastructure in and around the area. A key theme includes developing a masterplan and working with the City Deal to deliver a new river crossing between Renfrew and Glasgow/West Dunbartonshire.

2.2.3.10. Digital Strategy for Renfrewshire (2020)

The Digital Strategy sets out Renfrewshire Council's digital vision, the strategic context, the position the Council is currently in, the outcomes it would like to achieve and the benefits this will bring. The Strategy describes how this work will be carried out, reported and monitored and how the Council will support people to deliver the outcomes. Although transport does not form part of any of the Strategy themes, it is referenced in relation to developing 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; 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 and how they travel.

2.2.3.11. Renfrewshire Parking Strategy 2023-2028

The Renfrewshire Parking Strategy 2023-2028 aims to modernise and improve parking management across Renfrewshire, addressing concerns from residents, businesses, and public transport operators. The Strategy focuses on offering high quality and appropriately located parking facilities in towns and villages, whilst also reducing congestion and carbon emissions on public roads.

The Strategy states that current control of parking had been limited to the management of parking restrictions in Paisley town centre, but notes that there are issues with parking management which are prevalent elsewhere.

Going forward, the Strategy aims to use a modernised approach to parking, focusing on parking enforcement and charges, technology, infrastructure and digital traffic regulation orders. As part of this modernised approach, improvements to signing and lining are taking place in Paisley town centre, as well as a revision of parking charges, allowing free parking for one hour in all charged locations. Outside of Paisley, the Strategy notes to carry out an assessment of parking behaviours across Renfrewshire, identifying problematic business and residential parking locations as well as reviewing village and town centre parking arrangements.

2.3. Summary

The current policy landscape has a clear focus on tackling climate change, in particular to address the climate emergency declared by Renfrewshire Council in 2019. This is supported by the Scotland wide target to achieve net-zero emissions of all greenhouse gases by 2045, and Renfrewshire Council's target to be net zero by 2030. This is also reflected in other policies, including NPF4 which has a focus on sustainable transport interventions and the priorities of NTS2 to achieve the 20% reduction in car kilometres by 2030 (against a 2019 baseline) to support the Climate Change Plan. NTS2 Priorities also reference the need to improve health and wellbeing and there is also a clear need to deliver inclusive economic growth and to reduce inequalities.

The Sustainable Investment Hierarchy and Sustainable Travel Hierarchy are both captured within NTS2, with the former noting that consideration should be given to reducing the need to travel unsustainably, maintaining and safely operating existing assets, and making better use of existing capacity, before proposing targeted infrastructure improvements; and the latter focuses on prioritising walking, wheeling and cycling and public transport above private cars.

This review has set out the policy context within which to develop the next LTS for Renfrewshire. The local policy, strategies and plans broadly align with the regional and national policy context, including a focus on reducing transport emissions, supporting improvements to people's health and wellbeing, whilst also supporting sustainable economic growth.

3. Data, Transport and Travel Context

3.1. Introduction

This Chapter provides a summary of information regarding background issues and trends related to socio-economic and transport and travel patterns within Renfrewshire. The summary is based on an analysis of available data sources, including Scottish Household Survey, Scotland Census, Scottish Transport Statistics, Office for National Statistics and road casualty data. It should be noted that where possible results have been presented or grouped using data zones. These are small geographical areas typically containing between 500-1,000 residents within an area. These are one of the standard geography breakdowns used by the Scottish government in their statistical presentations. The data presented in this Chapter will be used to inform the identification of problems and opportunities as the study progresses.

3.2. Socio Economics and Socio Demographics

This section provides a summary of both socio-economic socio demographic data as follows:

- Population and population density;
- Urban / rural geography classifications;
- Scottish Index of Multiple Deprivation;
- Loneliness and Health;
- Employment; and
- Economic performance.

3.2.1. Population

Figure 2 presents population data for Renfrewshire from National Records of Scotland (NRS) Mid-Year Population Estimates (2017-2021) and 2022 Census Data. Results show that:

- 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.

- Renfrewshire Rural North and Langbank data zone recorded a 138% increase in population from 2017 to 2021; this is likely owing to Dargavel development in Bishopton being built in this period. This is the biggest population increase of any data zone in Renfrewshire within this period. Paisley North 01 data zone also recorded a large population increase of 70%.
- Paisley Ferguslie data zones 06 and 07 recorded the biggest decrease in population between 2017 and 2021, with a -13% and -14% decrease respectively.

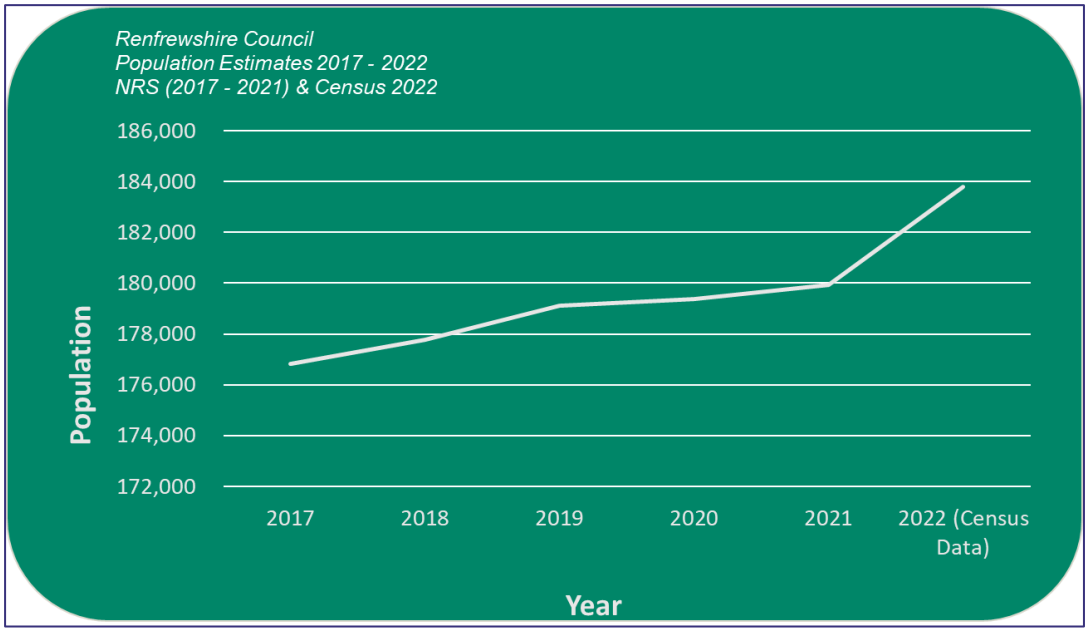


Figure 2: Renfrewshire Population Estimates 2017 – 2022 (Source: National Records Scotland Mid-Year Population Estimates and 2022 Scotland Census)

3.2.2. Population Density

Population density in Renfrewshire has been determined based on the population data shown in Figure 3. The findings show that the most densely populated areas are in the east of the local authority area, in close proximity to Glasgow, focused on Renfrew and Paisley in particular. The population density generally decreases heading west across the local authority area, where there are fewer larger settlements.

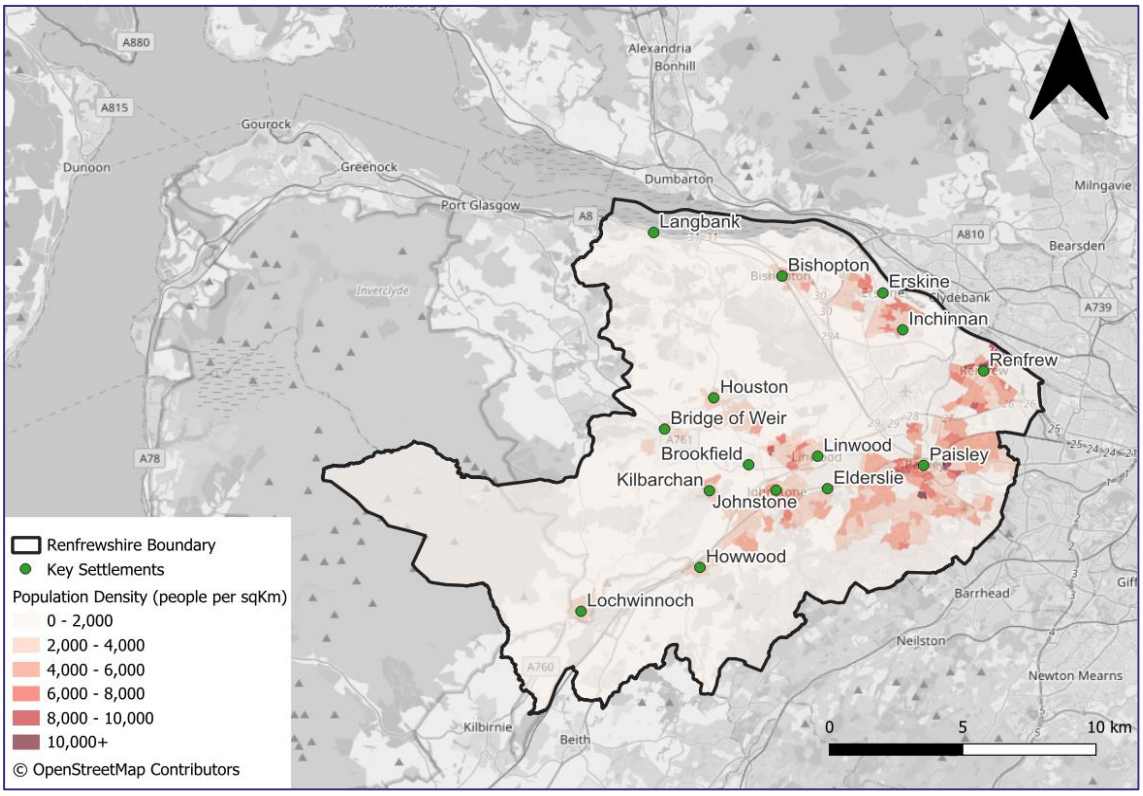


Figure 3: Population Density in Renfrewshire

3.2.3. Urban / Rural Geography

The Scottish Government's 6-fold Urban Rural classifications provides a consistent way of distinguishing urban, rural and remote areas across Scotland into six categories based on population and accessibility. Using this and the NRS population estimates from Figure 2, Figure 4 below shows the urban and rural geographic context within Renfrewshire:

- 84% of the population in Renfrewshire live in an urban area (Large Urban Area or Other Urban area). This includes the largest settlements of Paisley, Johnstone and Renfrew.
- There are 'Accessible small towns' (9% of the population) such as Bridge of Weir and 'Accessible rural areas' (8% of the population) in Renfrewshire, such as the areas of Lochwinnoch. There are a very small number of areas categorised as 'Remote Rural Areas' (0.3%) and no areas classed as 'Remote Small Towns' within Renfrewshire.

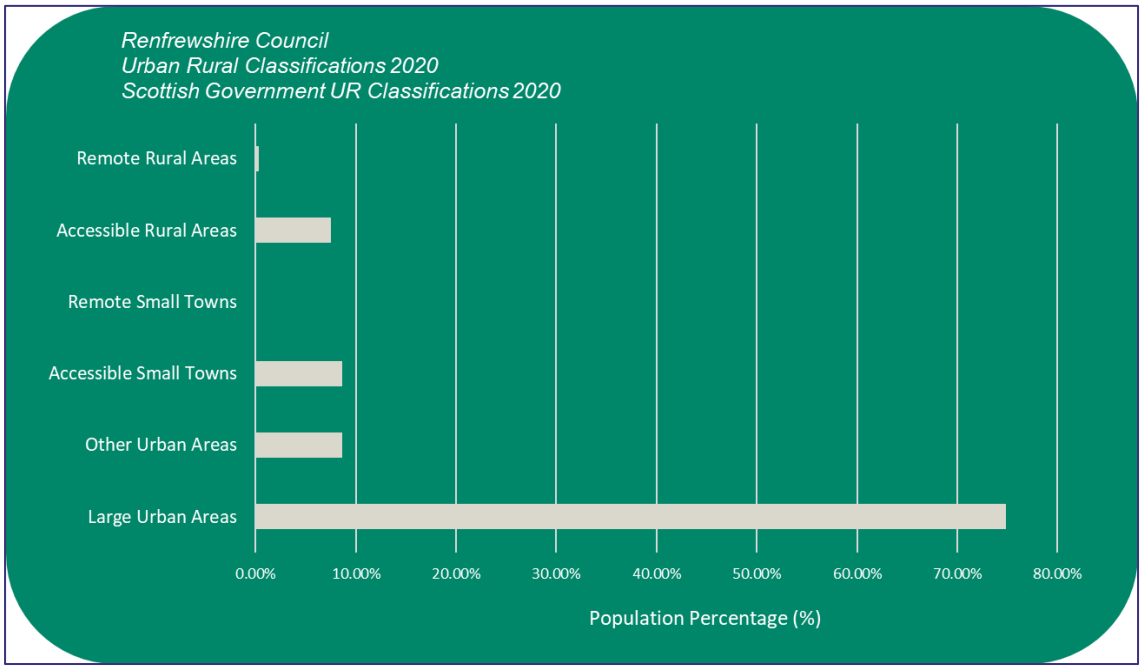


Figure 4: Renfrewshire Population Urban Rural Classifications (Source: Scottish Government Urban Rural Classifications 2020)

There are likely to be different challenges experienced in the urban and rural areas and this will be considered as part of the Local Transport Strategy development.

3.2.4. Scottish Index of Multiple Deprivation

The Scottish Index of Multiple Deprivation (SIMD) is a Scottish Government tool which uses data zones. There are 6,976 of these, and data is applied from several indicators to give each zone an overall ranking, which are then split into ten deciles. Figure 5 shows SIMD deciles for Renfrewshire, with red indicating higher areas of deprivation and blue showing lower levels of deprivation.

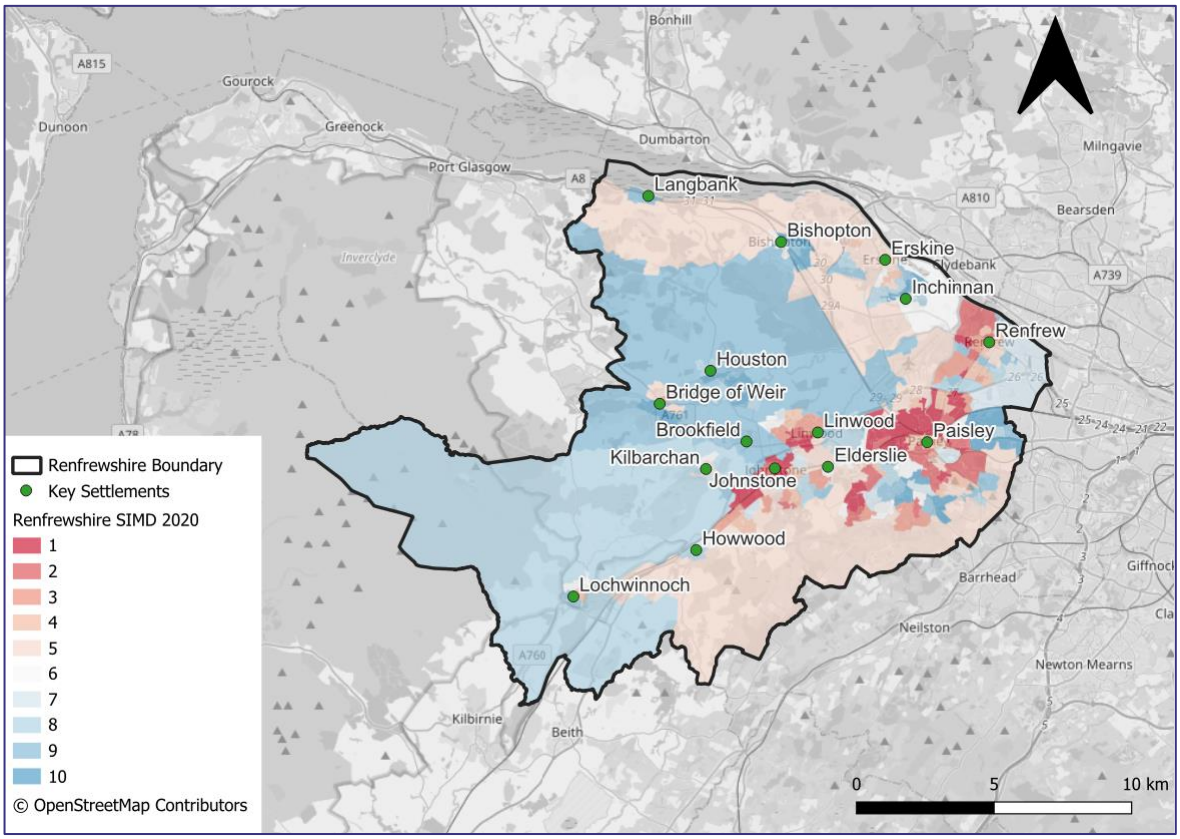


Figure 5: Renfrewshire Scottish Index of Multiple Deprivation Deciles (Source: SIMD 2020)

There are several areas of deprivation within urban areas in the east, 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 primarily recorded in the west and north of the local authority area, such as around Bridge of Weir, Erskine and Bishopton.

Table 1 shows the split of data zones across the SIMD deciles for Renfrewshire. This shows that Renfrewshire has a higher proportion of data zones in the 20% most deprived compared to Scotland as a whole (25% of Renfrewshire data zones are in the lowest two deciles). The proportion of data zones in the least deprived 20% in Renfrewshire mirrors the Scotland-wide average.

Table 1:Renfrewshire Scottish Index of Multiple Deprivation 2020 Deciles

Scottish Index of Multiple Deprivation 2020 All Deciles										
	1	2	3	4	5	6	7	8	9	10
Renfrewshire	15%	10%	10%	11%	9%	8%	6%	10%	12%	8%

3.2.5. Loneliness and Health

The Scottish Household Survey (SHS) collects data from households around Scotland on an annual basis (although not all questions are asked every year). The survey provides evidence on the composition, characteristics, attitudes and behaviour of private households and individuals across all of Scotland's 32 local authority areas. Although the Scottish Household Survey provides a useful snapshot within an area, the survey has a relatively small sample size; this is in part owing to the specificity of some questions and so not all respondents are able to answer all questions. This presents challenges when analysing an area such as Renfrewshire, which has a population of over 180,000 residents; the data does however provide a useful insight into travel patterns and behaviours, amongst other aspects.

Since 2018, respondents have been asked about feelings of loneliness within the week preceding the survey. This question is asked on a biennial basis. 2018 results (SHS Data Explorer) to this question by Renfrewshire respondents showed that:

- 18% of people in Renfrewshire felt lonely some of the time, which is slightly higher than the national average of 17%, with only 1% saying they felt lonely most, almost all or all of the time. This is slightly lower than the national average of 4%.
- 28% of people living in the 20% most deprived areas of Renfrewshire (according to SIMD) felt lonely some of the time, which is higher than the national average of 21%. Only 2% responded they felt lonely most, almost all or all of the time; this is lower than the national average of 7%.

Although the data demonstrates that only a slightly higher proportion of people in Renfrewshire experienced loneliness in the week preceding the survey, it does show that a sizeable portion of the population experienced loneliness. This can have a wider impact, including on mental and physical health and how often people travel and how they travel.

With regards to health, in Renfrewshire there are some key health indicators which show differences between Renfrewshire and the rest of Scotland; Public Health Scotland provides data. For example, hospital admissions for coronary heart disease (CHD) are higher in Renfrewshire at 365.85 per 100,000 population, compared to 341.63 across Scotland. 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.

3.2.6. Employment

The Business Register and Employment Survey is conducted by the Office for National Statistics (ONS) and provides detailed estimates of employee and employment data at detailed geographical levels. The Business Register and Employment Survey showed that there was around 84,000 full or part time employees working in Renfrewshire in 2022. The sector that employed the most people in Renfrewshire was Wholesale and Retail Trade; Repair Of Motor Vehicles and Motorcycles, with approximately 13,000 people (15.5% of employees) employed in this sector. Human Health And Social Work Activities employed 12,000 people in Renfrewshire (14.3%), and Administrative And Support Service Activities was the third biggest employer in Renfrewshire, with roughly 11,000 employees (13.1%).

It is noted that the numbers presented above relate to people working in Renfrewshire in 2022 and include people that reside elsewhere. Origin destination data which shows where Renfrewshire residents travel for work and how many people travel from elsewhere to work in Renfrewshire, is available from 2011 Census data; this is the most recent origin destination data, as the 2022 Census data is not yet available, as of October 2024. As such, proportions may have changed, particularly since the pandemic, with more people working from home.

2011 Census data shows the following with regards to how many people travel from elsewhere to work in Renfrewshire (this includes Renfrewshire residents that also work in the local authority area); Figure 6 also presents the data.

- Around half of people working in Renfrewshire lived within the local authority area (52.6%, equating to 35,523 people).
- 22,470 people (33.3%) working in Renfrewshire came from local authority areas that border Renfrewshire (15.2% from Glasgow City, 5.6% from East Renfrewshire, 5.2% from North Ayrshire, 4.7% from Inverclyde and 2.7% from West Dunbartonshire).
- 8,807 people (18.3%) travel to work from outside of Renfrewshire.
- A small number of people (721, equating to 1.1%), reside elsewhere in the UK and work in Renfrewshire.

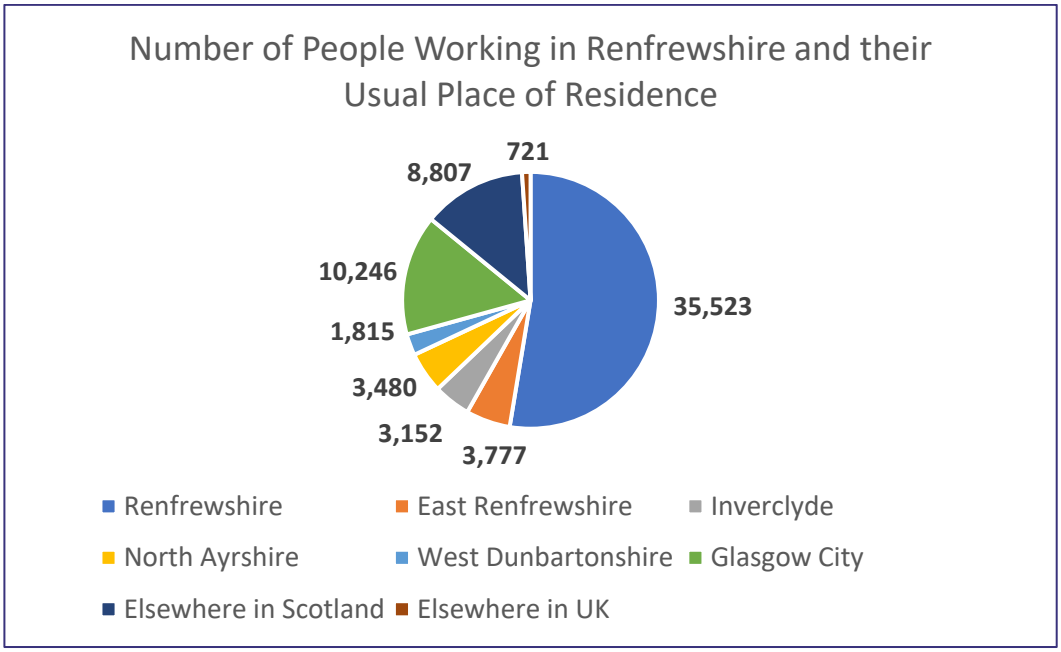


Figure 6: Number of People Working in Renfrewshire by Origin (Usual Place of Residence)

2011 Census data also shows where people that usually reside in Renfrewshire travel to for work (this includes people who live in Renfrewshire and also work in the local authority area). The data, also presented in Figure 7, shows the following:

- Around half of people living in Renfrewshire also work within the local authority (52.4%, equating to 35,523 people)
- 27,094 people (40.0%) living in Renfrewshire work in neighbouring local authority areas (31.8% work in Glasgow City, 3.0% in Inverclyde, 2.0% in East Renfrewshire, 2.0% in West Dunbartonshire and 1.1% in North Ayrshire).
- 4,670 of Renfrewshire residents (6.9%) work elsewhere in Scotland.
- 507 people (0.7%) of Renfrewshire residents work elsewhere in the UK.

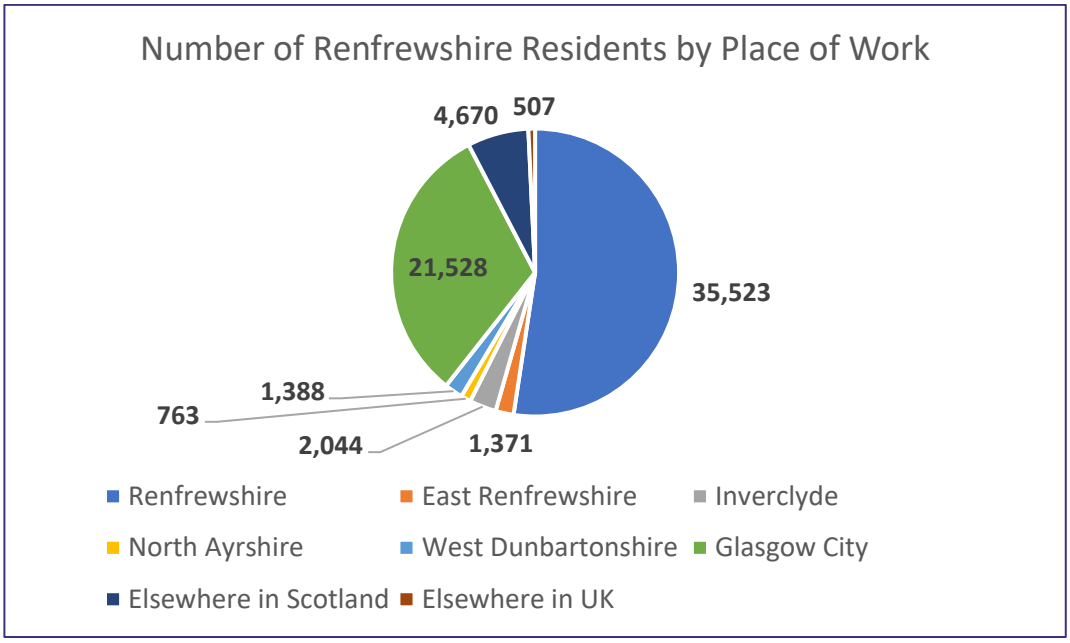


Figure 7: Number of Renfrewshire Residents by Place of Work

The data shows that a majority of people who live within Renfrewshire also work within the local authority area. This suggests that there are more shorter trips undertaken (and this is supported by data under the 'Distance Travelled' section) and thus there may be opportunities to increase the number of trips that are undertaken by walking and cycling (where people are able to do so).

3.2.7. Economic Performance

The ONS also provides data around GVA, which 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. Since 2017, Gross Value Added per head in Inverclyde, East Renfrewshire and Renfrewshire has grown slightly from £18,656 to £20,555 in 2022 (in April 2024 prices).

Gross Value Added per head in Inverclyde, East Renfrewshire and Renfrewshire in 2022 (£20,555) was lower than the national average (£30,419) and was significantly lower the neighbouring Glasgow City (£40,933). It is noted that Renfrewshire is grouped with the areas of Inverclyde and East Renfrewshire in terms of Gross Value Added (balanced) per head of population at current basic prices. All prices in this section are given in April 2024 money value as pounds sterling.

3.3. Travel and Transport

This section provides a summary of travel and transport data, including:

- Overview of the transport network;
- Travel to work and School;
- Distance travelled;
- Car and bike availability;
- Journey Times and Cordon Counts;
- Bus routes and accessibility;
- Rail station usage;
- Transport expenditure;
- Satisfaction with Public Transport; and
- Road Safety.

3.3.1. Overview

Renfrewshire has a range of transport infrastructure, including an extensive road and rail network. Figure 8 shows the major road network across the local authority area, including motorways, A roads and B roads. This includes 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, which continues south from Paisley towards Ayrshire, and the A8 which begins at Langbank before heading west towards Greenock. The M8, M898, A898, A8 and A737 are trunk roads present within Renfrewshire; as such, they are maintained by Transport Scotland rather than by Renfrewshire Council.

In terms of traffic on all roads within Renfrewshire, based on Department for Transport data, it is estimated that there was a slight increase (1.5%) in kilometres travelled between 2011 and 2021; though it is noted that between 2011 and 2019 (pre-pandemic), a 13% increase was recorded. The change in traffic kilometres travelled across Scotland between 2011 and 2021 was less than 1% (Scottish Transport Statistics 2022).

Figure 9 shows the rail network and rail stations within Renfrewshire, including a line that terminates at Paisley Canal and a line to Paisley Gilmour Street that splits off into the Inverclyde line and the Largs line via Johnstone. Further details of rail stations are captured under the Rail Station Usage section.

Responsibility for the majority of rail powers in Scotland sits with the ORR (Office of Road and Rail). Whilst Scottish Ministers specify and fund the outputs to be delivered by Network Rail, the organisation has responsibilities including operating the network, managing performance and allocating capacity. ScotRail is owned by the Scottish Government and is overseen by Scottish Rail Holdings Limited; ScotRail operates rail services in Scotland. Responsibility for safety regulation across Great Britain sits with the ORR.

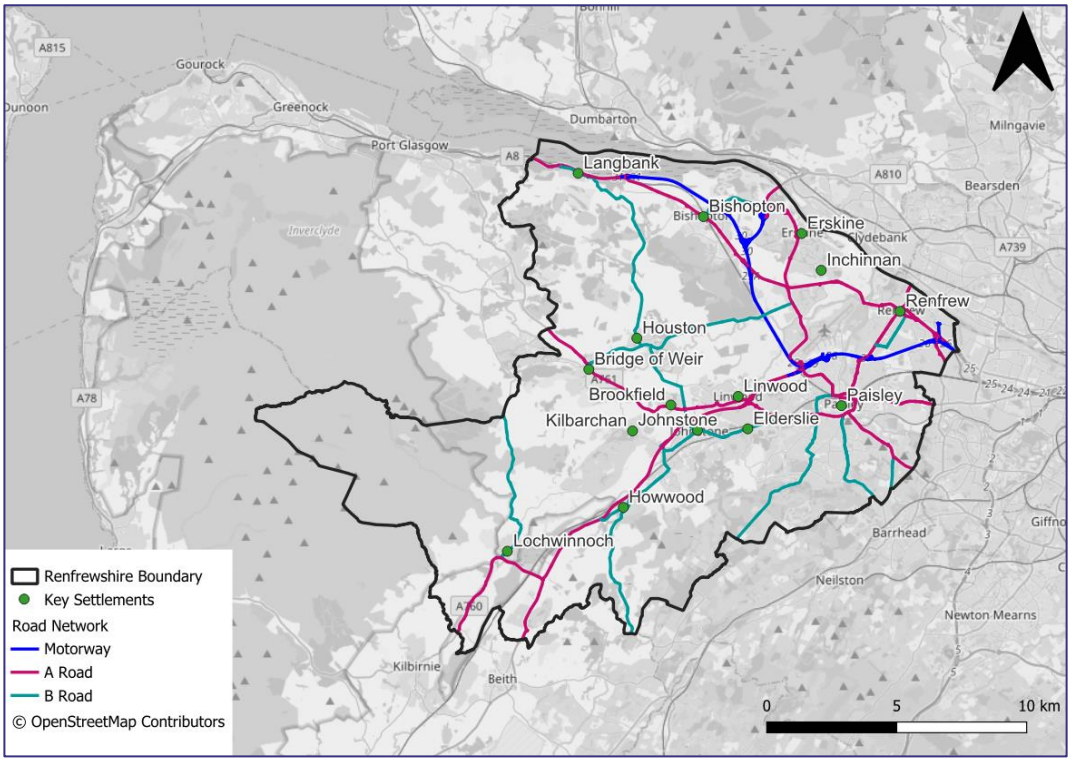


Figure 8: Road Network in Renfrewshire

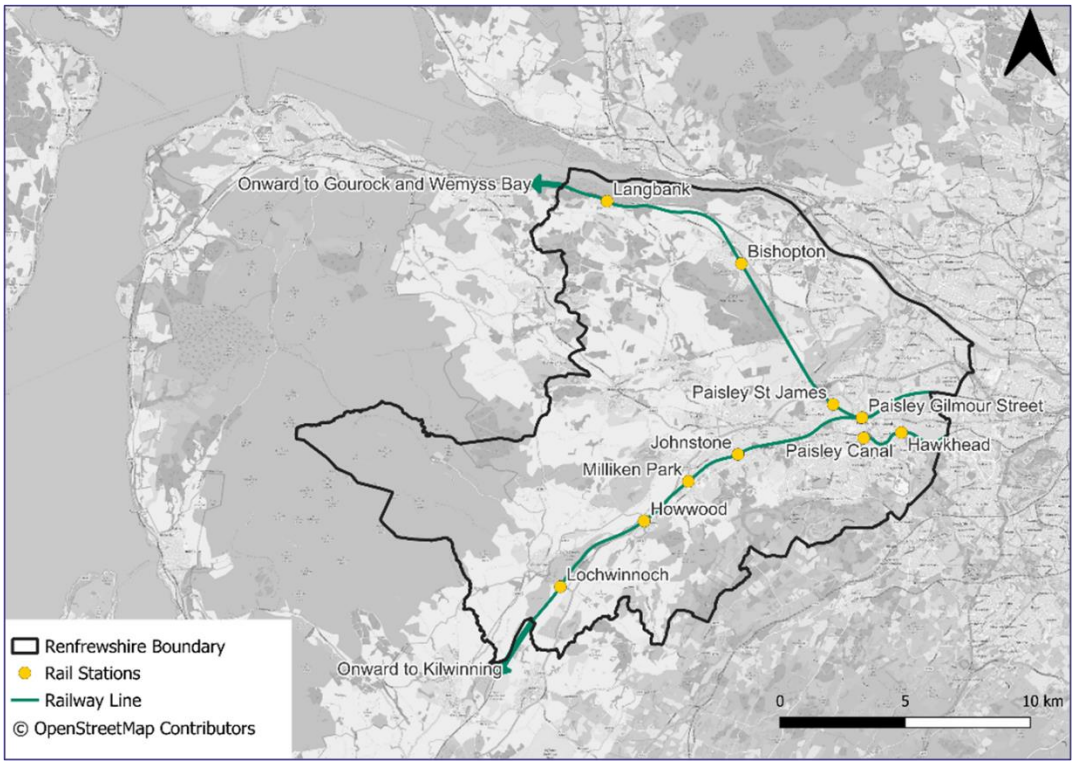


Figure 9: Rail Network in Renfrewshire

3.3.2. Travel to Work and School

Census data from 2022 is available for the method of travel to work for residents of local authorities within Scotland.

Figure 10 compares the usual method of travel to work for Renfrewshire residents in 2022 (Scotland's Census, 2022, Table UV701) compared to that of Scotland as whole. For the purpose of this analysis, it is noted that "Work from home" is not presented in this figure. This shows the following:

- Driver Car / Van is the main mode of travel in both Renfrewshire and Scotland as a whole. However, this accounts for a higher proportion of travel in Renfrewshire compared to Scotland as a whole (71% and 67% respectively).
- Bus is the second most common method of travel to work in Renfrewshire at 8%; the proportion is the same as Scotland as a whole.
- The proportion of those walking to work is lower in Renfrewshire (7%) than the Scottish average (11%).
- Bicycle use in Renfrewshire is also lower than across Scotland as a whole, with 1% mode share for travel to work, compared to 2% bicycle share for the whole of Scotland.

- Rail travel to work is higher in Renfrewshire (5%) compared to Scotland as a whole (3%).

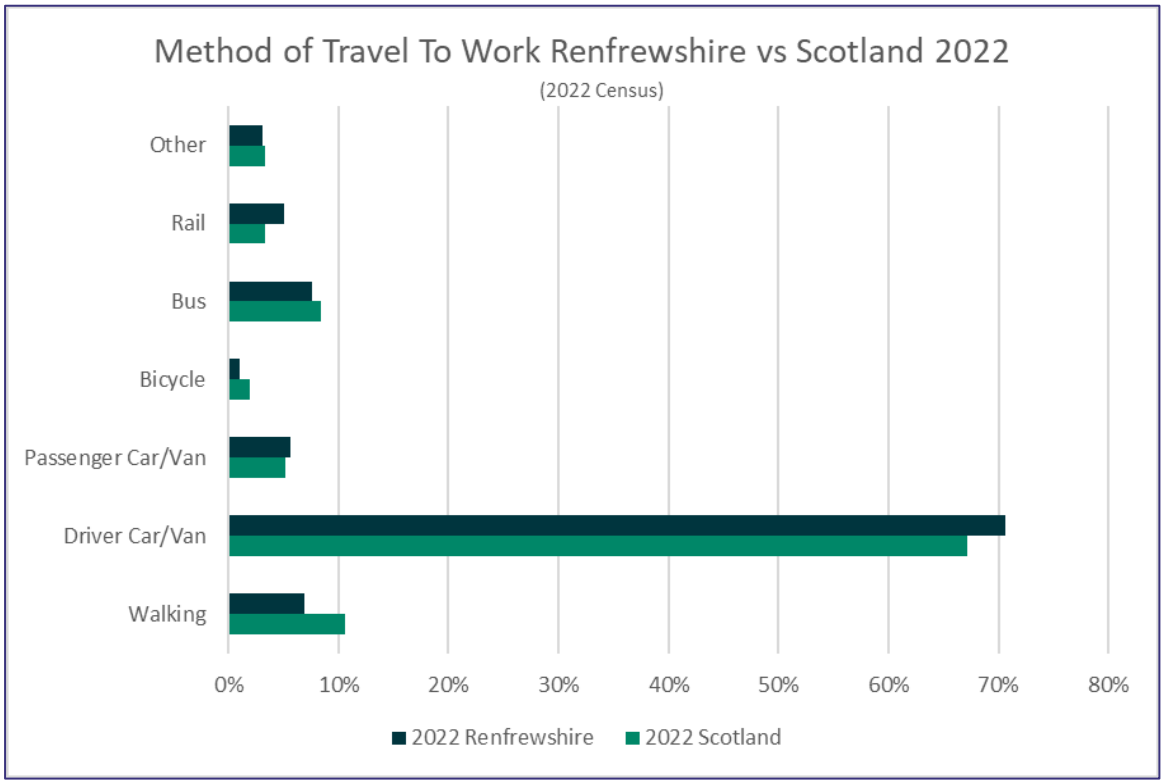


Figure 10: Method of Travel to Work in Renfrewshire and Scotland in 2022 (Source: 2022 Census)

Separately, consideration has been given to how mode of travel to work has changed since 2011; to enable Figure 11 to be reviewed with ease, 2011 commentary is provided separate to the graph. Analysis shows that, based on the 2011 Census data (Scotland's Census, 2011, Table QS701SC), Renfrewshire travel to work by car / van (as a driver or passenger) has increased from 65% 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% since 2011; rail mode share has decreased marginally from 6% to 5%, whilst bicycle and walking mode shares have remained broadly similar.

The 2022 Census also asks respondents about whether they work from home. Data shows that in 2022, 31% of respondents in Renfrewshire said they worked from home, which is marginally lower than the national Scottish average of 32%. The 2011 census reported only 8% of people working from home, highlighting a significant increase in the ten year period.

This change in working habits is likely the result of the COVID-19 pandemic and a shift in working patterns.

With regards to mode of travel to school, the 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 2023. 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. This shows that the overall proportion of pupils travelling to school by active modes of transport is slightly higher in Renfrewshire than Scotland as a whole. Similarly, the proportion of pupils being driven to school is lower in Renfrewshire (19%) compared to the whole of Scotland (23%).

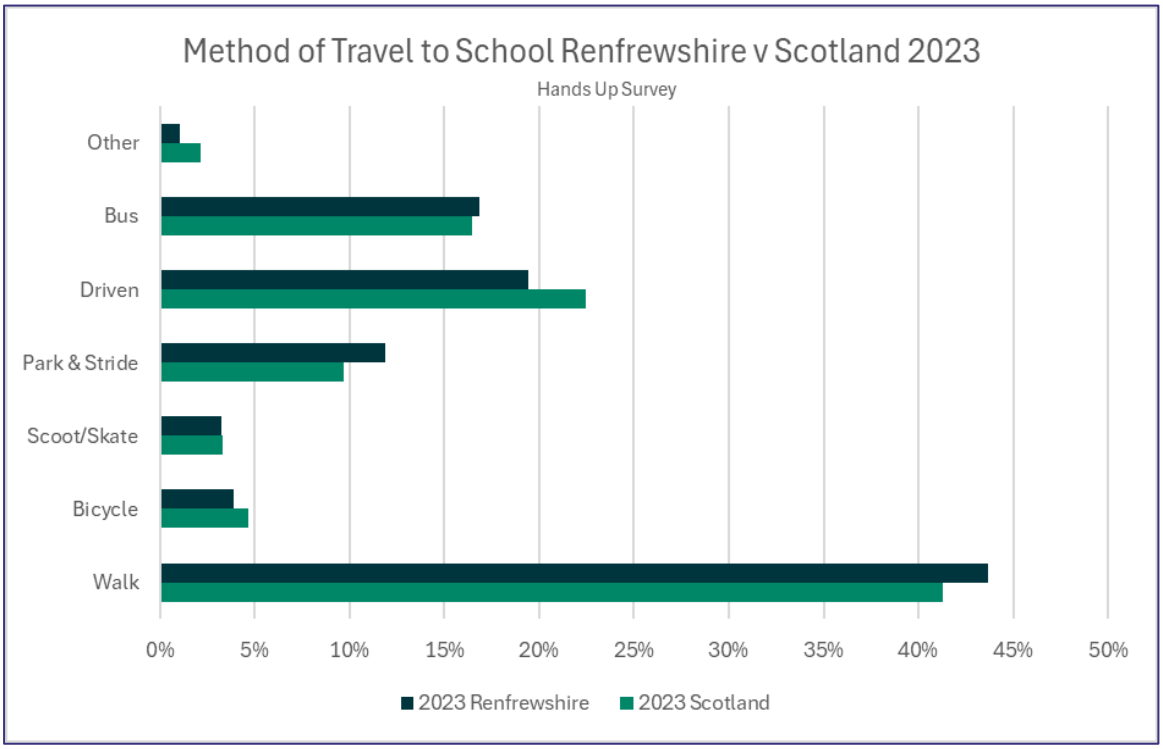


Figure 11: Method of Travel to School in Renfrewshire and Scotland in 2023 (Source: Hands-Up Survey)

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 being driven had also decreased by 1.5 percentage points. There has been an increase in bus travel to

school among secondary school pupils in Renfrewshire, increasing from 29% in 2021 to 33% in 2023.

3.3.3. Distance Travelled

Figure 12 below shows average distance travelled for all journeys by people that live in Renfrewshire each week in 2022, compared against Scotland wide data (Transport and Travel in Scotland 2022); this is based on Scottish Household Survey results. A summary of 2017 results (Transport and Travel in Scotland 2017) is also provided in the commentary; to enable Figure 12 to be reviewed with ease, 2017 commentary is provided separate to the graph.

2022 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. The Renfrewshire figures are an increase from 2017, when 74% of all journeys were under 10km.

2022 data shows that 64% of all journeys made by those living in Renfrewshire were under 5km, which is higher than the national average of 61%. The Renfrewshire figures are an increase from 2017, when 57% of all journeys were under 5km.

2022 data shows that only 6% of all journeys were over 20km in 2022, which is lower than the national average of 12%. The Renfrewshire figures are a slight decrease from 7% recorded in 2017.

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

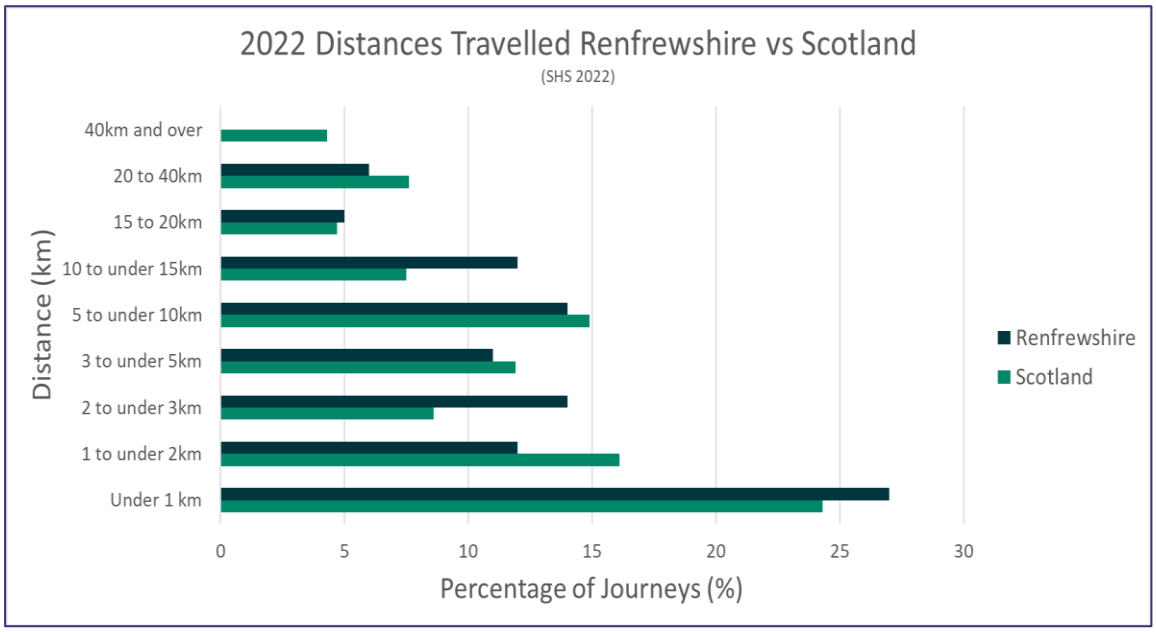


Figure 12: Distance Travelled Renfrewshire (Source: Scottish Household Survey 2022)

The main mode of transport for journeys under 2 miles (3.2km) and under 5 miles (8km) was also asked as part of the Scottish Household Survey 2022 (noting that this question presents distances in miles rather than kilometres). Figure 13 below summarises results from this question in Renfrewshire.

- Walking was the most common mode type for distances under 2 miles in Renfrewshire, with 48% of journeys under 2 miles being made by foot. For under 5 miles, this figure dropped to 36%.
- Driver car or van was the second most common mode of transport for journeys under 2 miles (38%) and was most common for journeys under 5 miles (44%).
- Bicycle was not used by any of the Renfrewshire residents surveyed for journeys under 2 miles and this was repeated for journeys under 5 miles. This may indicate that cycling is not considered to be a viable mode of travel for many residing within the area.
- The data shows that Rail was only used by 1% respondents for journeys under 2 and 5 miles. For bus, the data shows that 3% of respondents use bus for journeys under 2 and 5 miles respectively.

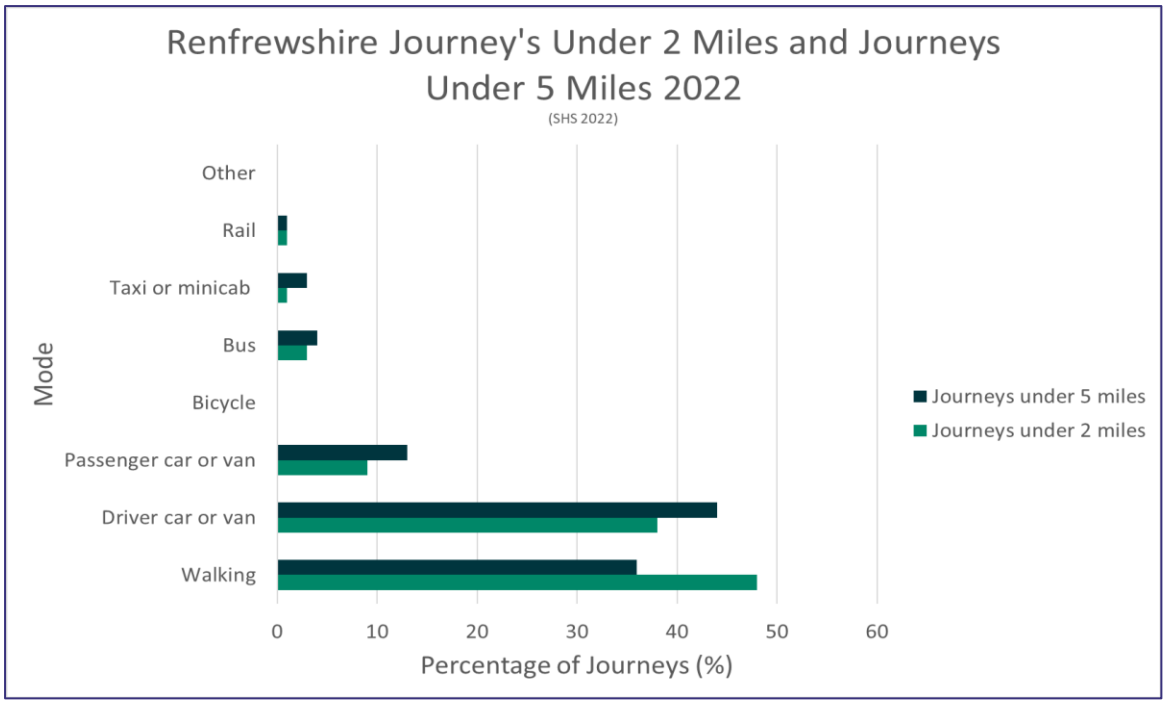


Figure 13: Mode of Travel on Journeys Under 2 Miles and Under 5 Miles in Renfrewshire (Source: Scottish Household Survey 2022)

These results suggest that given the high proportion of shorter trips (less than 5 miles), there are opportunities for more short distance trips to be made by active modes (walking, wheeling and cycling).

3.3.4. Car and Bike Availability

Figure 14 and Figure 15 show the proportion of households that have access to a car and bike for Renfrewshire and Scotland as a whole in 2022 (Transport Scotland 2022 Data). A summary of 2017 results (Transport Scotland 2017 Data) is also provided; to enable Figure 14 and Figure 15 to be reviewed with ease, 2017 commentary is provided separate to the graphs. The findings are summarised as follows.

- Renfrewshire households had a slightly lower availability rate of at least one car (72%) compared to Scotland as a whole (75%). Access to at least one car per household in Renfrewshire, in 2022, is the same as in 2017.
- Access rates to at least one bicycle in Renfrewshire are in line with the national average, with 38% of households in Renfrewshire having access to at least one bicycle, compared to the national average of 37.5%. Access to at least one bicycle per household in

Renfrewshire has increased since 2017, increasing by eight percentage points from 30% in 2017 to 38% in 2022.

- Access to two or more bicycles within households in Renfrewshire is slightly lower than the national average (20% vs 21.5% respectively) however this has grown by 17% since 2017 where only around 17% of households in Renfrewshire had access to two or more bikes.

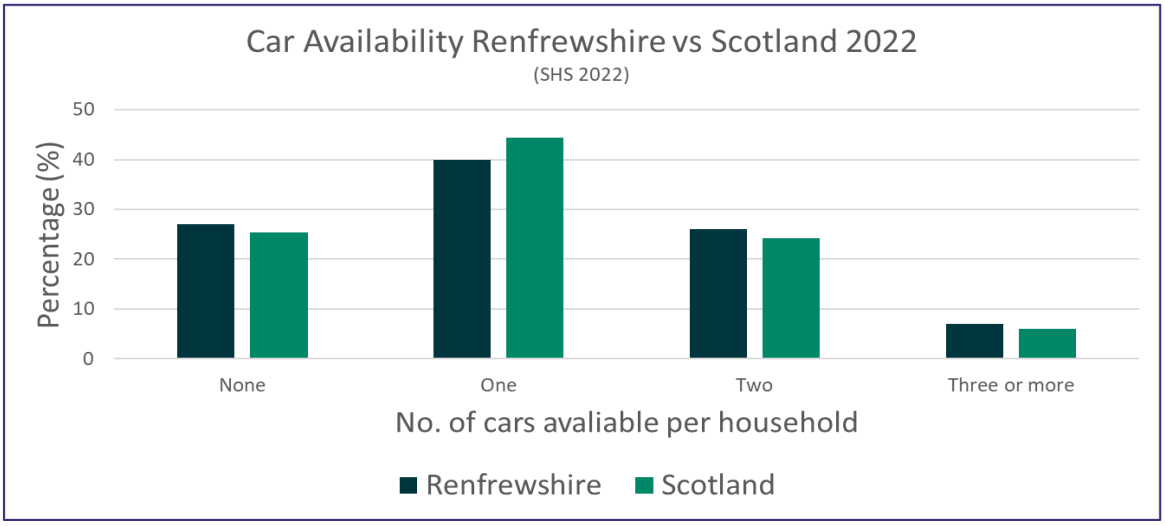


Figure 14: Car Availability in Renfrewshire and Scotland 2022 (Source: Scottish Household Survey 2022)

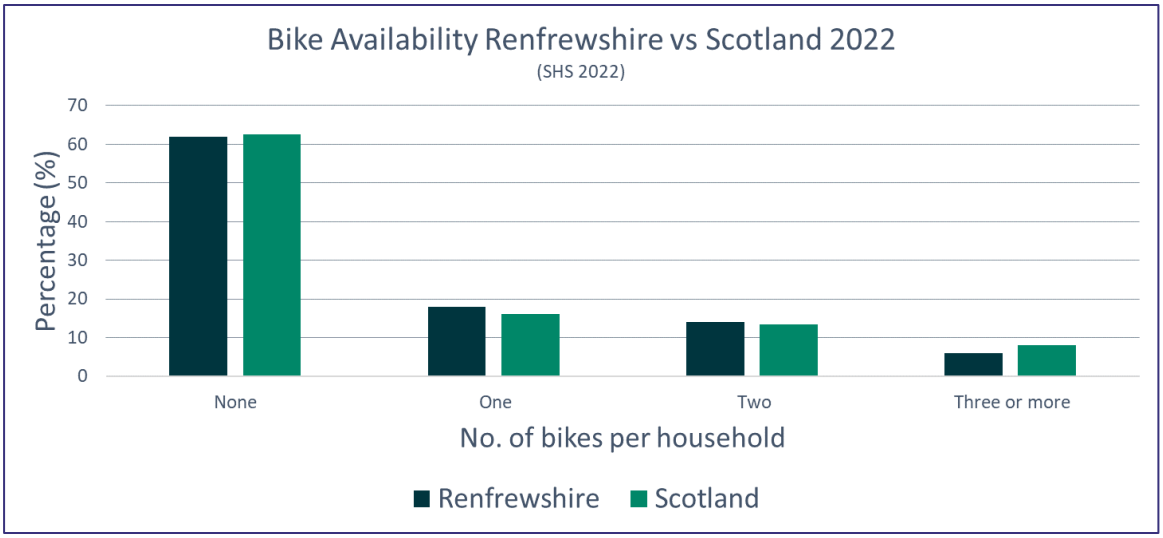


Figure 15: Bike Availability in Renfrewshire and Scotland 2022 (Source: Scottish Household Survey 2022)

In terms of car ownership, Renfrewshire has the highest vehicle ownership per head than any other local authority in Scotland at the end of 2021, with 798 vehicles per 1,000 people aged 17+; this is higher than the rural communities of Orkney and Shetland, which

recorded 782 and 775 vehicles per 1,000 people aged 17+ (Transport Scotland Data 2022). The pattern is similar for car registrations, with Renfrewshire having the highest figure per thousand population at 678; it is noted however, that Renfrewshire accounted for 25% of all company cars registered in Scotland, compared to only 5% of all cars (Transport Scotland Data 2022), which will impact these figures.

Renfrewshire is part of the Strathclyde Partnership for Transport (SPT) area, which is the largest by population of Scotland's seven regional transport partnerships. In 2021, SPT published a Draft Case for Change Report in support of the Regional Transport Strategy for the West of Scotland, which was in the process of being developed at the time. The Case for Change report includes information on the availability of Ultra Low Emission Vehicles within the SPT area. This information shows that Ultra Low Emission Vehicle registration rose from 193 in 2012 Q3 to 9,928 by 2020 Q3 across the SPT region. Renfrewshire had by far the highest Ultra Low Emission Vehicle registration of any local authority area in the SPT region by 2020 Q3, with 5,020 registrations, compared to the second highest of Glasgow at 1,271 registrations. This is in part explained by the high car ownership in Renfrewshire, but also by the high number of company car fleets located in the local authority, with a large majority of the vehicles being a company registration. It is noted that the number of Electric Vehicle Charging Devices across Renfrewshire was 148 as of April 2024 (Data provided by Renfrewshire Council); this is an increase from 115 Electric Vehicle Charging Devices in Renfrewshire in January 2023 (UK Government statistics).

3.3.5. Journey Times

Renfrewshire Council carries out journey time surveys for eight routes every two years; these are detailed below.

- 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 Royal Alexandra Hospital Paisley

Data is available from 2019 and 2021, allowing a comparison to be undertaken. Analysis of the data shows that generally across all routes, journey times decreased between 2019 and 2021 across all time periods. The route with the biggest decrease in time was Paisley to Glasgow International Airport, which saw journey time reductions of 30% for the AM peak and 42% for the PM peak (AM peak has been defined as 8am to 9am and PM peak as 5pm to 6pm). It is noted that, for all routes, 2021 data was collected in March, during which COVID-19 restrictions continued to be in place; this may have impacted outputs.

3.3.6. Cordon Counts

Renfrewshire Council undertakes cordon counts at regular intervals, thus providing traffic counts. Data is available from 2018 and 2022. A comparison of the data has been undertaken to understand how the number of vehicles on the road network has changed over the four-year period; noting this compares pre-COVID-19 lockdown and post-COVID-19 lockdown data. Counts were undertaken at 19 sites across Renfrewshire, which are broadly located at:

- Paisley;
- Renfrew; and
- Erskine.

Individual counts are also undertaken in Bridge of Weir and Elderslie.

A summary of the counts from 2018 and 2022 are provided below, alongside a summary of the change. The data presented is based on a 5-day 24-hour average total flow and were undertaken in March 2018 and 2022.

Table 2: Traffic Count Changes 2018 to 2022

Site	2018	2022	Change
Paisley Cordon			
Arkleston Road	10,866	11,887	1,021 (+9%)
A761 Glasgow Road	12,572	12,456	-116 (-1%)
A726 Hurlet Road	29,487	26,826	-2,661 (-9%)
B774 Caplethill Road	9,777	9,093	-684 (-7%)
B775 Gleniffer Road	3,039	3,745	706 (+23%)

Site	2018	2022	Change
Glenpatrick Road	3,262	3,629	367 (+11%)
A761 Ferguslie	28,710	28,238	-472 (-2%)
A726 Greenock Road	21,982	20,634	-1,348 (-6%)
Inchinnan Road	12,630	9,920	-2,710 (-21%)
A741 Renfrew Road	34,730	29,992	-4,738 (-14%)
Renfrew Cordon			
A741 Paisley Road	19,879	19,263	-616 (-3%)
A8 Glasgow Road	22,286	19,717	-2,569 (-12%)
A8 Inchinnan Road	14,303	11,698	-2,605 (-18%)
Erskine Cordon			
A726 Barnsford Road	18,418	13,526	-4,892 (-27%)
A8 Greenock Road	11,049	10,019	-1,030 (-9%)
A726 Southbar Road	18,696	16,454	-2,242 (-12%)
A726 Bridgeway	13,681	11,620	-2,061 (-15%)
Other			
A761 Kilmacolm Road	7,813	7,113	-700 (-9%)
B789 Main Road	18,307	16,710	-1,597 (-9%)

The results demonstrate that most areas have recorded a decrease in traffic flows between 2018 and 2022; noting that this presents a snapshot from one week only. The biggest percentage decreases were recorded on Inchinnan Road (Paisley cordon) at 21% and at A726 Barnsford Road (Erskine cordon) at 27%. The largest percentage increase was observed at B775 Gleniffer Road (Paisley cordon) at 23%.

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).

With regards to the condition of local authority roads in Renfrewshire, 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.

3.3.7. Bus Routes and Accessibility

Data captured in the Strathclyde Regional Bus Strategy Case for Change shows that bus use in the west of Scotland (which covers SPT area and Dumfries and Galloway) has seen sustained reductions in recent years, with a downward trajectory of annual passenger journeys since 2008/2009. an SPT Report shows that bus use in the west of Scotland (which includes the SPT area and Dumfries & Galloway) has seen sustained reductions in recent years. For the period between 2009/10 to 2019/20, bus patronage declined by 32% across the region. The pandemic further enhanced this trend, with bus patronage in 2021/22 down 34% on pre-pandemic levels in 2019/20.

There are a range of bus routes that originate, terminate or pass through Renfrewshire, as shown in Figure 16. There are a number of commercial bus operators which currently operate in the area, including First Bus and McGills. 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 to those for whom it is difficult to access public transport, including older people and people with disabilities. In addition to services that operate wholly within the local authority area, there are numerous bus services that operate to neighbouring authorities, including to Glasgow and Inverclyde.

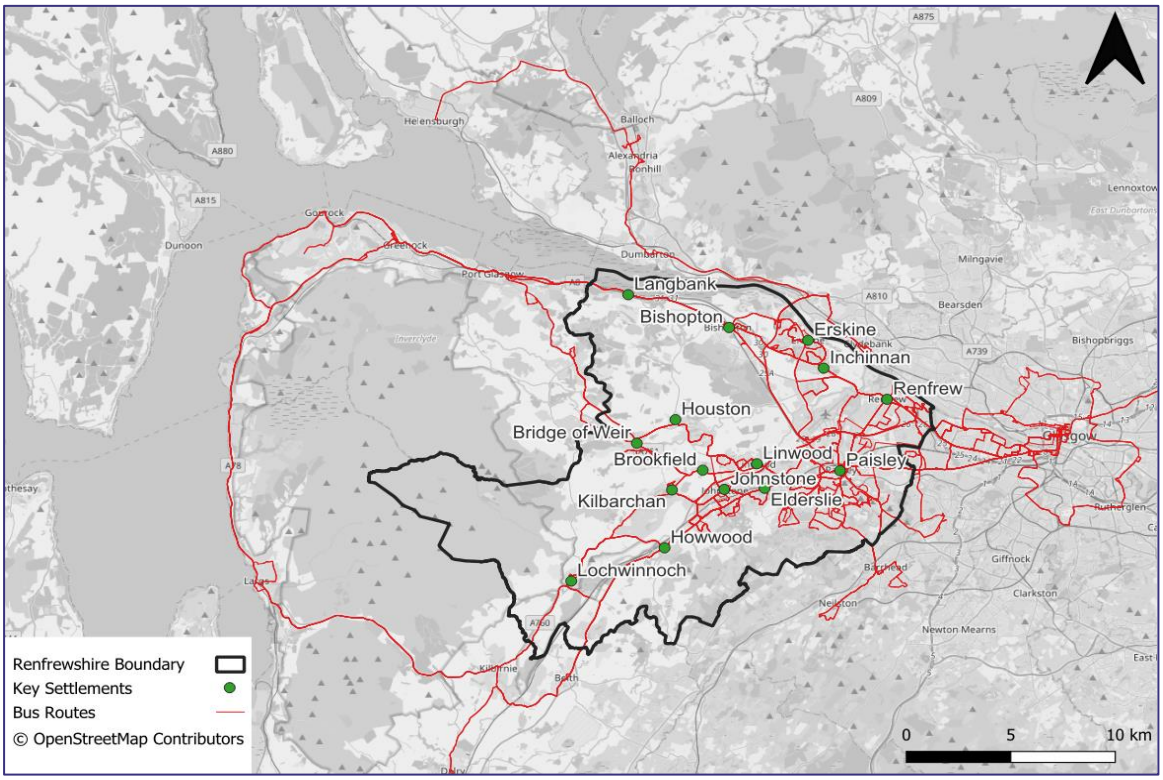


Figure 16: Bus Routes across Renfrewshire

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. These have been calculated for Renfrewshire, with outputs presented in Figure 17; outputs are presented in deciles, with 1 being poorest access and 10 being best access. The results show the following:

- Over 60% of data zones within the local authority area are amongst the 50% least accessible of all data zones in Scotland.
- 30% of data zones within Renfrewshire are amongst the 20% least accessible of all data zones in Scotland.

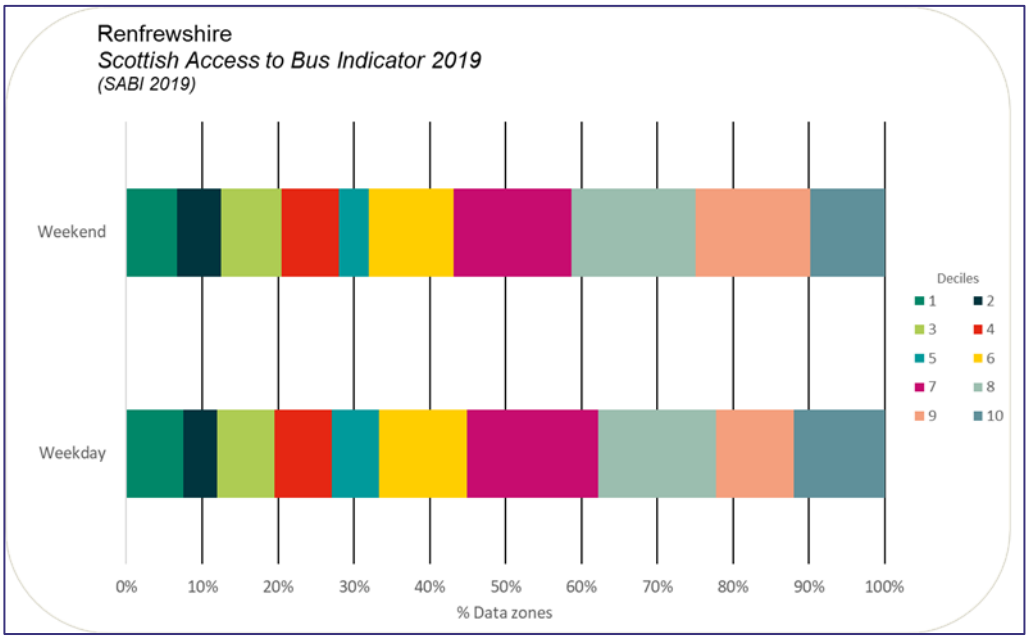


Figure 17: Renfrewshire Bus Accessibility, % of Data Zones in each Decile (Source: Scottish Access to Bus Indicator 2019)

The Figure below presents which decile data zones within Renfrewshire sit within in terms of bus accessibility. This presents the same information as captured in the figure above, but in map format (SPT RTS Draft Case for Change). This highlights the difference between urban areas in the east of Renfrewshire, which generally have better access to bus compared than rural areas in the west. Lack of access to buses can act as a barrier to encouraging people to use more sustainable modes of transport and can make it more challenging to reach emission reduction targets. It can also make it more difficult for people to access education, employment and leisure sites. With regards to taxi accessibility, it is noted that 97% of licensed taxis in Renfrewshire were wheelchair accessible in 2020, which is significantly higher than the SPT wide average of 57%.

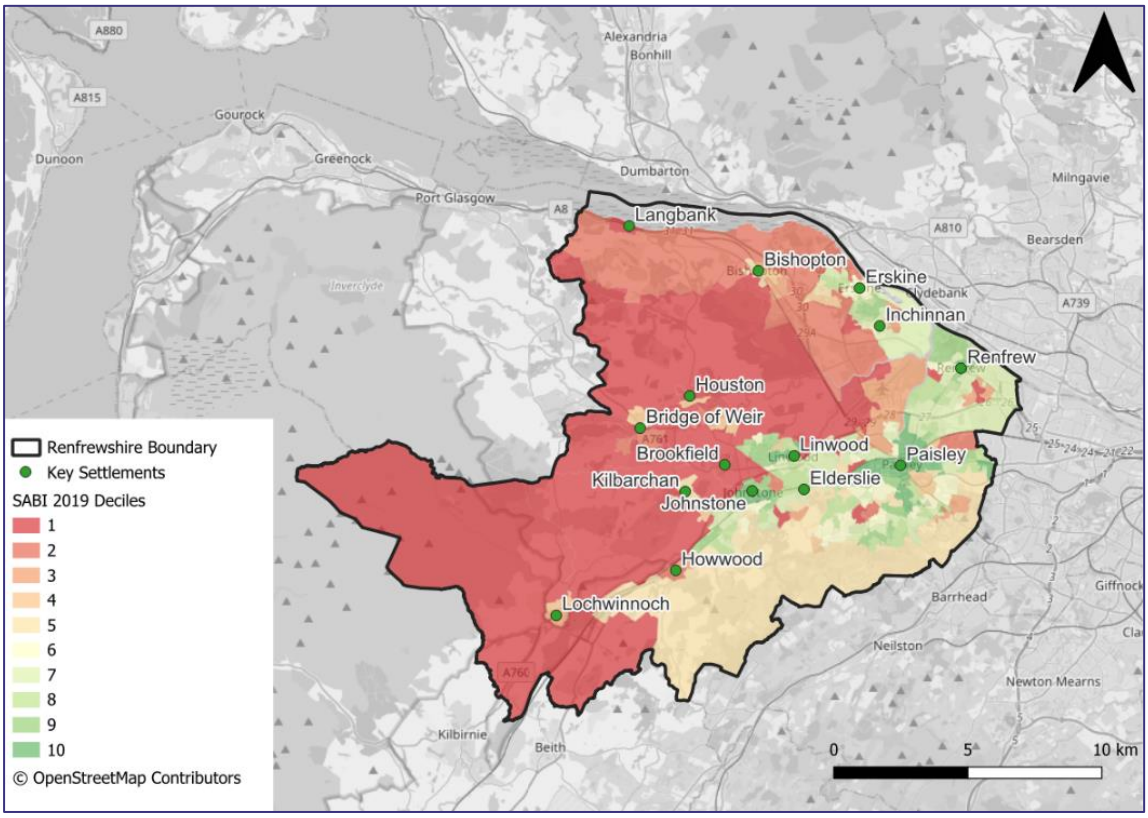


Figure 18: Weekday Bus Accessibility Renfrewshire by Deciles (Source: Scottish Access to Bus Indicator 2019)

3.3.8. Rail Station Usage

The Office of Rail and Road (ORR) collects data on rail station entries and exits across all stations in the UK. There are 10 operating rail stations in Renfrewshire. In 2022/23 there were 4,862,320 total entries and exits at Renfrewshire's stations. The busiest stations across Renfrewshire in 2022/23 in terms of passenger entries / exits were:

- Paisley Gilmour Street (2,600,030)
- Johnstone (821,436)
- Bishopton (551,566)

The three stations in Renfrewshire with the lowest number of entries and exits in 2022/23 were:

- Howwood (55,720)
- Langbank (59,348)
- Paisley St James (64,478)

In the years preceding 2019, there had been a general trend of growth in the number of entries and exits at Renfrewshire's 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 in 2022-23 have increased across Renfrewshire since 2020/21, but the number of entries and exits from stations remains 34% lower when compared to 2019-2020. This therefore demonstrates a longer-term challenge to encourage people to use rail, which is compounded by more people working from home and no longer commuting to work five days per week. It should also be highlighted that Paisley Gilmour Street is the main origin station for journeys from Glasgow Central (Scotland's busiest station) with nearly 1.4 million journeys made in 2022/23 Paisley to Glasgow Central. The figure below shows the indexed passenger entries and exits relative to 2017 for all stations across Renfrewshire.

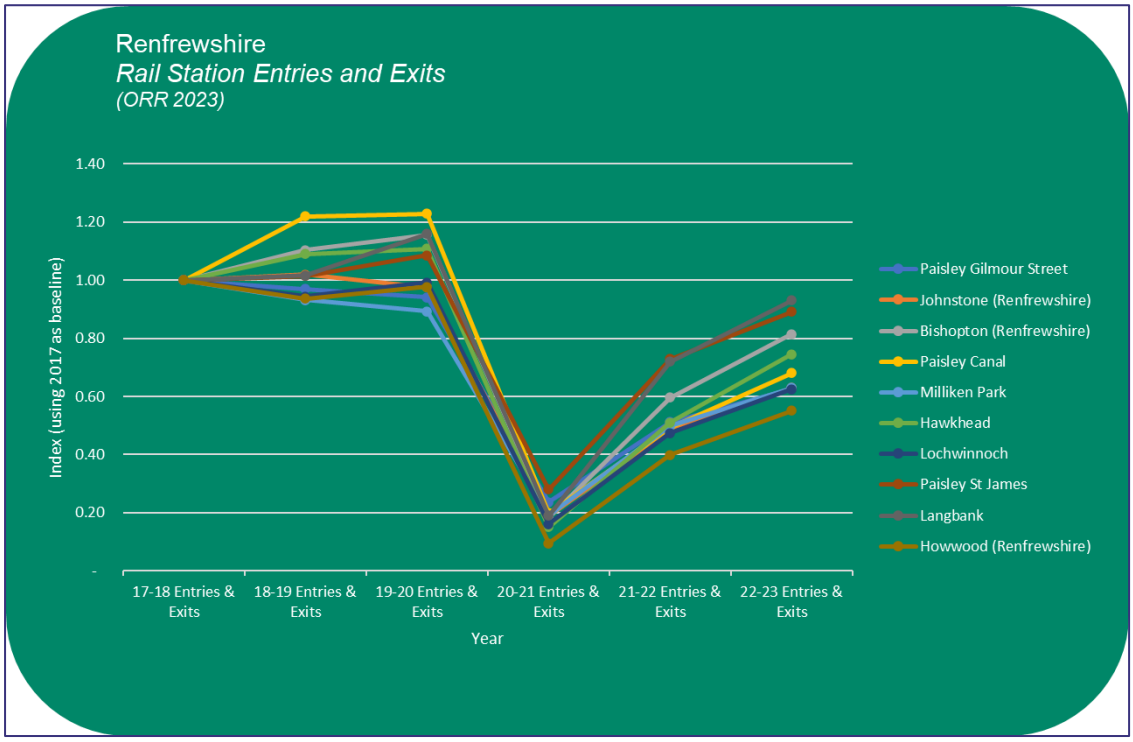


Figure 19: Renfrewshire Rail Station Entries and Exits 2017-2023 (Source: Office of Rail and Road)

With regards to access at stations, Network Rail's Accessibility Map indicates how accessible stations are. Of the ten stations in Renfrewshire, this shows that:

- Paisley Gilmour Street, Johnstone and Hawkhead stations have step free access;
- Paisley Canal, Milliken Park, Howwood, Lochwinnoch, Bishopton and Langbank have partial step free access; and
- Paisley St James has no step free access.

Table 3 shows vehicle parking and cycle storage that is available at each rail station in Renfrewshire (National Rail). This shows the following:

- Johnstone has the most car parking spaces (423).
- There are four stations without any designated parking available (Langbank, Milliken Park, Paisley Canal and Paisley St James).
- All stations in Renfrewshire, with the exception of Paisley St James, have some cycle storage facilities available.

This shows that whilst most stations cater for cars and bikes (albeit on a far smaller scale for bikes), there are a small number that do not. There may be opportunities to increase the number of cycle storage spaces at stations in particular and the number of Electric Vehicle parking spaces, which do not exist at many stations.

Table 3: Renfrewshire Rail Stations Car Parking and Bike Storage Facilities

Station	Parking	Free?	Owner	Number of Parking Spaces	Disabled Spaces	No. Electric Vehicle parking spaces	Cycle Storage Spaces	Storage Type	Passenger Entries and Exits 2022/23
Bishopton	Yes	Yes	Scotrail	284	24	0	10	Stands	551,566
Hawkhead	Yes	Yes	Scotrail	40	2	0	10	Stands	166,966
Howwood	Yes	Yes	Scotrail	30	2	0	10	Stands	55,720
Johnstone	Yes	Yes	Scotrail	423	13	2	20	Stands	821,436
Langbank	No	N/A	N/A	N/A	N/A	N/A	10	Stands	59,348
Lochwinnoch	Yes	Yes	Scotrail	17	1	0	10	Stands	116,942
Milliken Park	No	N/A	N/A	N/A	N/A	N/A	6	Stands	161,114
Paisley Canal	No	N/A	N/A	N/A	N/A	N/A	10	Stands	264,720
Paisley Gilmour Street	Yes	No	Scotrail	75	2	0	10	Stands	2,600,030
Paisley St James	No	N/A	N/A	N/A	N/A	N/A	0	Stands	64,478

It is noted that in 2019, about 35,000 jobs were located at Glasgow Airport and the surrounding Investment Area, which is the largest cluster of jobs in the SPT region without direct access to rail services. Renfrewshire Council, overall, has the lowest proportion of jobs located within immediate proximity of the rail network (around 25%) of all council areas in the SPT region (SPT RTS Draft Case for Change).

3.3.9. Transport Expenditure

The Living Costs and Food Survey is a survey conducted by the Office for National Statistics each year and 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.

The Office for National Statistics publishes data on output areas (which group populations of around 55 households together within an area) and categorises these areas using the same household types as the Living Costs and Food Survey). Using these groups, it is possible to merge the output area and Living Costs and Food Survey data together at a national and local authority level to gain an insight into transport expenditure levels. This is shown in Table 4 for Renfrewshire. The outputs show:

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

Table 4: Transport Expenditure Renfrewshire and Scotland (FYE 2021) (Source: Living Costs and Food Survey 2022)

Transport Expenditure (% of total weekly household expenditure) Financial Year Ending 2021					
	0-4%	5-9%	10-14%	15-19%	20+%
Scotland	0%	16%	60%	23%	1%
Renfrewshire	0%	20%	62%	17%	0%

Although the proportion of people spending a higher percentage of their household income on transport is lower than Scotland wide figures, the data nevertheless shows that

a large number of people spend a significant proportion of income on transport. This can have an adverse impact on spending for other essential items.

3.3.10. Satisfaction with Public Transport

Within the Scottish Household Survey there are questions related to satisfaction with public transport. The results from 2017-2022 (excluding 2020) for Renfrewshire show that 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) has fluctuated over the years, but were at their lowest point in 2021 at 12% and at their highest point of 23% in 2022.

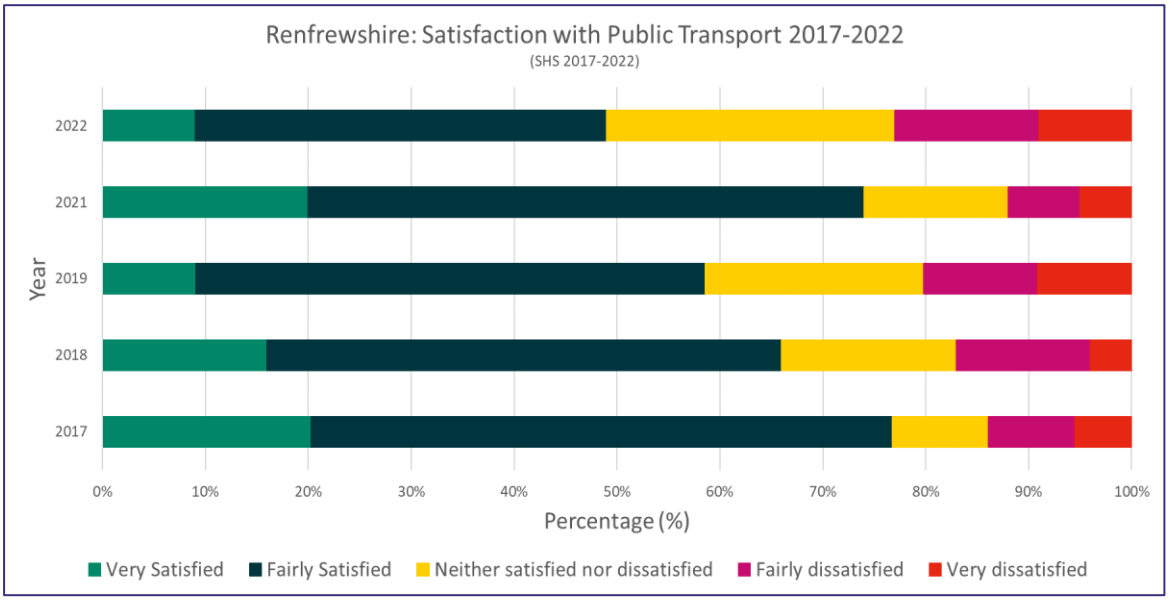


Figure 20: Public Transport Satisfaction Rates Renfrewshire (Scottish Household Survey 2017-2022)

The survey also asked respondents to indicate whether they agree with the statement "fares are good value for money" for bus and rail; in 2021, 43% of respondents stated they agreed with the statement for bus, and 51% stated they agreed for rail. It is noted that this question is only asked alternate years and 2021 is the latest data available.

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. With regards to the statement "I feel personally safe and secure on the bus / train during the evening", 68% stated they agreed for bus, and 71% for train.

3.3.11. Road Safety

Using Reported Road Casualty Statistics data, which collects data from Police Scotland for people killed or seriously injured on Scotland's roads, it is possible to gain an understanding of the number of casualties on the road network within a local authority area. Figure 21 shows the trend for those killed or seriously injured on the road network in Renfrewshire from 2012 to 2022 as a moving five-year average. Using a moving average negates the influence of large fluctuations in year-to-year data that can occur but does not necessarily mean there is a significant road safety issue within an area. This allows longer-term trends in road safety data to be identified. It should be noted that due to changes in reporting by Police Scotland in 2019, more accidents are now classed as serious rather than slight. To account for this change, adjusted figures have been used in this analysis to allow a fair comparison for years before 2019. Results show that number of people seriously injured decreased from 2012-2016 to 2018-2022 (81 people down to 54 people) and that the number of people killed on roads in Renfrewshire decreased slightly in the same period from 2012-2016 to 2018-2022, from five people down to three.

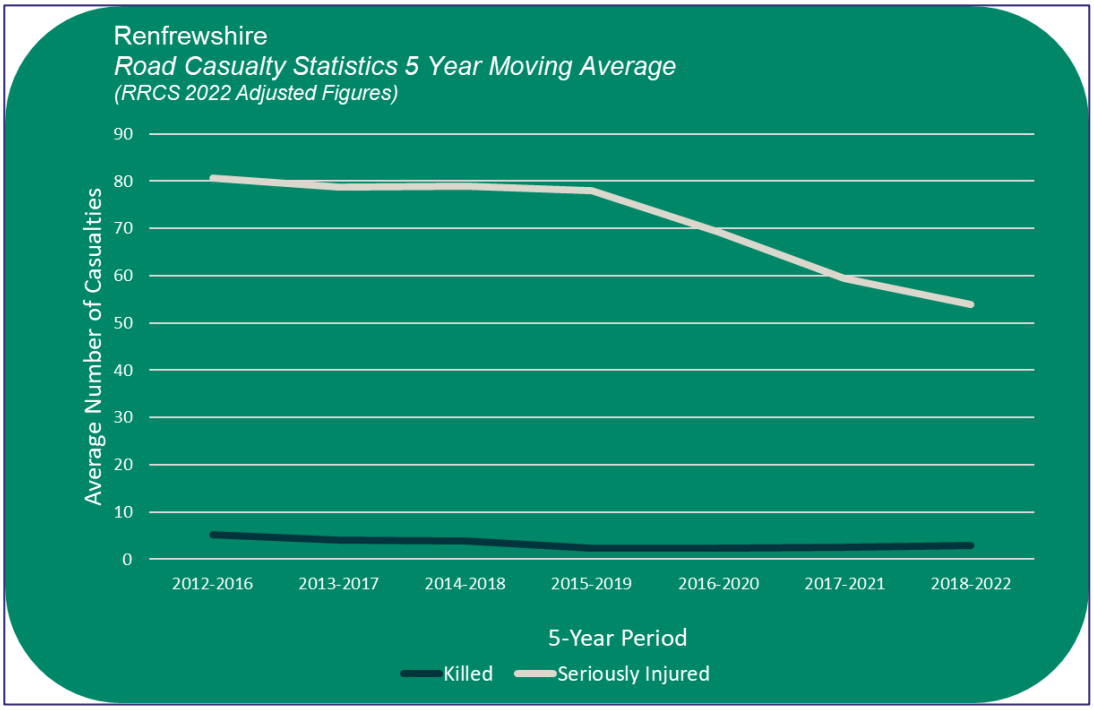


Figure 21: Road Casualty Statistics for Renfrewshire moving 5-year Average 2012-2022 (Source: Reported Road Casualty Statistics 2022)

Renfrewshire Council's Road Safety Policy, which reflects the vision of Scotland's Road Safety Framework to 2030. The Framework has 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 and seriously injured, and a 60% reduction in children killed and seriously injured. Renfrewshire Council has key objectives for its road safety policy, 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.

3.4. Environmental

This section summarises environmental statistics that are related to transport and travel. The key findings are presented below and have been identified following review of SPT's RTS Draft Case for Change report, which supports the new Regional Transport Strategy.

Across the SPT region, carbon emissions from roads transport increased year on year between 2013 and 2017 This was followed by a slight fall in the SPT region overall between 2017 and 2018, although emissions increased in Renfrewshire between 2017 and 2018.

There are three Air Quality Management Areas within Renfrewshire as of 2024, located at Paisley town centre, Johnstone High Street and Renfrew town centre. However, the expectation is for these to be revoked in 2025.

Further environmental findings will be identified as the Local Transport Strategy is developed, including as part of the Strategic Environmental Assessment (SEA); this will include identification of environmental constraints.

3.5. Summary

This chapter has summarised findings following analysis of socio-economic and travel and transport data available for Renfrewshire. A summary of the key findings is captured below:

- Renfrewshire's population has increased by 4% between 2017 and 2022, which is higher than the Scotland wide change over the same period (0.2%).
- A high proportion of data zones in Renfrewshire sit in the two most deprived deciles (25%, compared to 20% average across Scotland). This may indicate challenges, including access to transport and proportion of income spent on transport.
- Renfrewshire's Gross Value Added is significantly lower compared to the Scotland wide figure and Glasgow's recorded Gross Value Added.

- Car is by far the most common mode of travel to work. Whilst this may present challenges in terms of meeting net zero targets, it also presents an opportunity to encourage a large number of people to travel by sustainable modes.
- 31% of respondents in Renfrewshire in the 2022 Census said they worked from home; this is a significant increase compared to the 2011 Census, when only 8% of people said they worked from home.
- 64% of trips made were less than 5km. This therefore presents a significant opportunity for more of these trips to be made by active modes (for those able to do so). There are also opportunities to increase bike availability, with only 38% of households having access to at least one bike.
- Whilst there is good access to bus in large parts of Renfrewshire, areas in the west in particular have low access. This can present challenges, particularly with regards to accessing education, employment and leisure sites.
- Rail usage has decreased significantly since the COVID-19 pandemic.
- Renfrewshire Council, overall, has the lowest proportion of jobs located within immediate proximity of the rail network (around 25%) of all council areas in the SPT region.
- Renfrewshire has the highest number of ULEVs of any local authority in Scotland.
- The number of people seriously injured and killed on Renfrewshire's roads has decreased in recent years, but challenges remain to decrease these numbers further.

The findings have been used to help inform the identification of transport related problems and opportunities as part of the LTS development.

4. Engagement and Consultation

Public consultation and stakeholder engagement is an important stage of the LTS development process and helps to make sure that the strategy works to address the challenges and needs of the local area. An extensive round of consultation and engagement was undertaken in Spring 2024, which focused on identifying transport related problems and opportunities, as well as identifying potential options to address the problems and opportunities. The engagement activities were designed to be inclusive through both the range of engagement methodologies and specific groups consulted with. This round of consultation helped to shape the Vision, Priorities, Objectives and actions of the LTS and helps to set the direction for Renfrewshire Council's transport investment and policy over the next ten years.

The consultation had several elements, as set out below:

- Online Survey (paper copies were also available upon request and were placed in libraries);
- Interactive Map;
- Supermarket Events – In-person events at five supermarkets;
- Stakeholder and Elected Members Workshops; and
- Community Workshops - with local community groups and groups representing people with disabilities and with lived experience of poverty.

4.1. Online Survey

A survey was available online for the period of the consultation (Thursday 16th May to Thursday 27th June 2024). Paper copies were also available at council venues such as at targeted libraries. The survey link was shared with stakeholders via e-mail and was shared on relevant social media pages, for example relevant local community groups. The survey consisted of 19 questions, including sections on About You; Mobility and Transport; General Views on Transport; and Local Transport for Renfrewshire 2025-2035.

A total of 289 responses were received. Those aged 45 or over (61% of respondents) made up the biggest number of respondents by age, and a majority of respondents were female (52% compared to 32% male); the remaining 16% of respondents selected either non-binary, described gender in another way, preferred not to say or did not respond. Responses were received from residents across a range of Renfrewshire settlements, with

31% of respondents from Paisley and the surrounding area, 16% from Renfrew, 8% from Johnstone, 7% from Langbank and 5% from Bridge of Weir. 73% of respondents had access to a car as a driver, while 28% had access to a working bike or e-bike.

Most questions were closed, whereby respondents selected a response from a list. There was also one open question where respondents could provide additional comments. These responses were analysed and grouped thematically. The key findings are presented in this section.

- The following summarises the proportion of respondents that ranked the following challenges as number one. Respondents felt that the biggest challenges facing Renfrewshire in relation to transport were **public transport provision and frequency within Renfrewshire** (25.3%) and **public transport provision and frequency connecting Renfrewshire to other areas** (23.2%). This was followed by **cost of public transport** (12.8%). This therefore clearly demonstrates that challenges associated with public transport are the biggest challenge for many respondents. Areas highlighted as being underserved by public transport included Langbank and Lochwinnoch.
- The following summarises the proportion of respondents that ranked the following opportunities as number one. The biggest opportunities respondents identified were **improved public transport provision and frequency within Renfrewshire** (32.9%) and **improved public transport provision and frequency connecting Renfrewshire to other areas** (31.1%), thus reflecting the most common challenges identified. This was followed by **expansion of and improved access to the walking and cycling network**, albeit with a smaller share of respondents selecting this as the biggest opportunity (7.6%).
- In response to what would encourage people to cycle more often in Renfrewshire, the biggest proportion of people selected that this question was **not applicable** (22.1%). However, of other factors that were ranked number one, the most commonly selected were **better road and path condition – for example fewer potholes** (15.9%) and **more traffic free routes** (14.2%).
- In response to what would encourage people to walk or wheel more often in Renfrewshire, the most common responses were **improved walking / wheeling provision, for example more footpaths for day to day and leisure journeys** (15.6%), **more traffic free routes** (13.1%) and **wider paths / smoother surface** (11.8%).
- In response to what would encourage people to travel by public transport more, the most common responses were **more frequent public transport services connecting**

Renfrewshire to other areas (16.6%), more frequent public transport services within Renfrewshire (14.2%) and more destinations served by public transport (11.1%).

- Respondents felt that the most important aspect for the new Local Transport Strategy to address is an improved local bus network (20.8%), improved maintenance of the road network (13.8%) and improved rail provision (13.5%).
- With regards to what people felt the least important aspect is for the new Local Transport Strategy to address, the highest proportion of people selected do not know (16.3%); this compares to no respondents selecting do not know when asked what the most important thing is for the new Local Transport Strategy to address. The least important things to address identified were expansion of the public electric vehicle charging network (11.1%), more opportunities and facilities for cyclists for day to day and leisure journeys (10.4%) and do more to address congestion at school gates (9.0%).
- Respondents were asked how important actions were in relation to the movement of freight. The action ranked number one most commonly was encourage developers to consider rail as an alternative to road for moving freight (30.1%). This was followed by do not know (21.5%) and integrate provision of Electric Vehicle (EV) charging with planning requirements for any new commercial developments (10.7%).
- With regards to statements related to the path and road network, respondents were asked to state the extent to which they agreed / disagreed with statements. The statements that most people strongly agreed or somewhat agreed with were: More priority needs to be given to the gritting of pavements and footpaths (73.2%); Speeding traffic is an issue (67.0%); and Congestion in town centres is an issue (58.7%). The statements that most people strongly disagreed or somewhat disagreed with were Pothole issues are addressed well (78.8%); Overall, Renfrewshire's roads are in good condition (78.5%); Parking spaces on the street are easy to find (56.9%); and Road maintenance issues are responded to quickly (55.6%).
- With regards to the open question, responses were grouped by theme. The themes which were mentioned the most frequently are as follows: Bus service expansion, for example new services and routes (26 mentions); Rail Network Expansion, for example new rail stations and lines (19 mentions); Public Transport Connections and Integration, for example improving bus and rail connections and integration between services and settlements (19 mentions); Safety, for example a reduction in vehicle speeds, safety improvements for pedestrians and cyclists, HGV *movements* (18 mentions); and Public Transport Reliability and Timetabling, for example improving reliability and accessibility of bus and rail (18 mentions).

With regards to what would encourage people to walk, wheel and cycle more often, it is noted that results show that infrastructure measures such as traffic free routes and improved condition of existing paths were ranked number one most often.

The survey results also indicate that people are supportive of measures to improve the bus network, including improved coverage and frequency.

4.2. Interactive Map

An interactive map was available online for the period of the consultation. A link to the map was available on a dedicated Council webpage and a link to this was shared with stakeholders. The map provided an outline of the Renfrewshire Council area and respondents were asked to add comments related to transport within the area. Comments could be categorised as positive, neutral or area for improvement. Figure 22 shows the location of comments received.

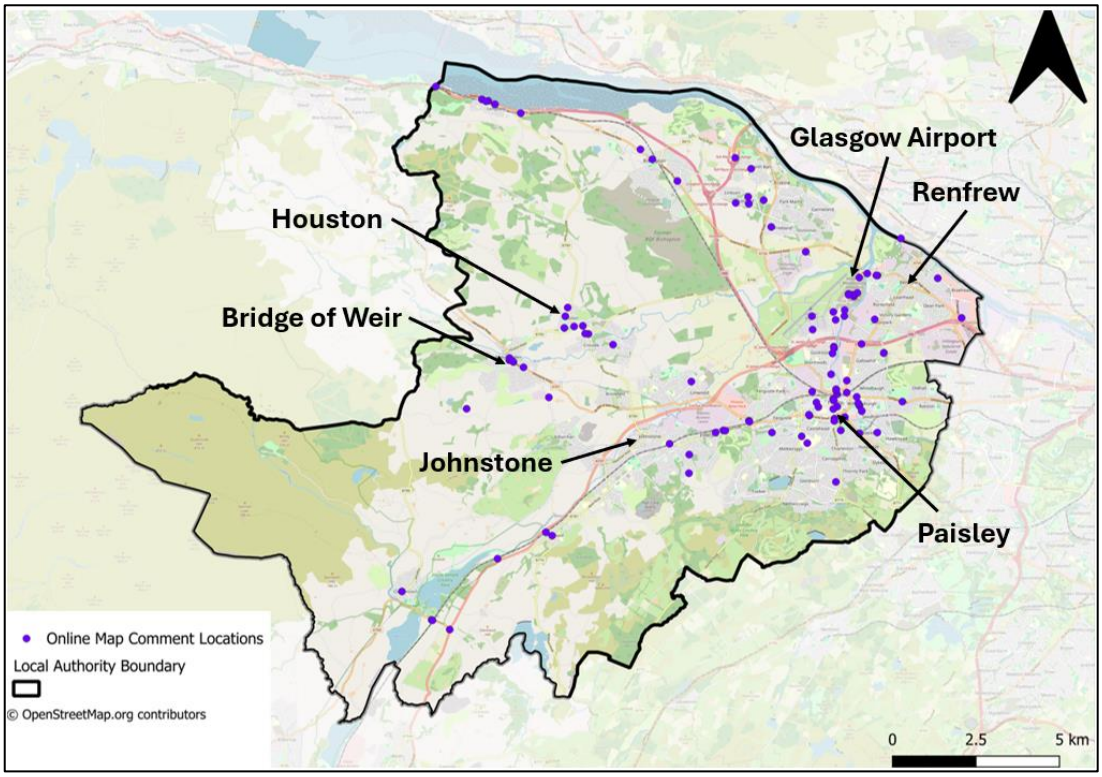


Figure 22: Location of Online Map Comments

A total of 120 comments were received on the interactive map. Of these, 6 were positive, 3 were neutral and 111 were areas for improvement. A further 7 points were added, but no

comment was provided. It is noted that all comments received related to locations within Renfrewshire. Comments were grouped into themes; the three most frequently mentioned themes are summarised below.

- Active Travel Infrastructure and Safety (43 comments) – comments included a focus on improving safety of cyclists and pedestrians, for example a need for new and improved pedestrian crossings, off road cycle paths and junction improvements; expansion of the National Cycle Network and non-NCN network; protected on road cycle paths (where off road is not possible); and well connected and integrated cycle and foot paths.
- Road Network Safety (18 comments) – comments included speeding traffic as a problem; speed limit reduction, including implementation of 20 mph zones; traffic calming measures; and a need for potholes to be repaired.
- Bus Service Expansion (18 comments) – comments included new bus routes, or extension of existing bus routes; a need for bus links to the AMIDS site and to villages; and direct bus services to major centres are required.

4.3. Supermarket Events

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. A table was set up at each supermarket and a map of Renfrewshire was presented, alongside three sheets of paper, each with one of the following questions upon it:

- What are the biggest challenges you face related to transport within Renfrewshire?
- What are the biggest opportunities you notice related to transport within Renfrewshire?
- What should transport and travel look like in Renfrewshire by 2035?

4.3.1. Transport Challenges / Problems

The following points summarise transport related challenges and problems, as identified by members of the public at the supermarket events.

- The highest volume of responses across all supermarket events related to bus services not adequately serving local communities. Key issues raised include bus reliability and frequency, a number of key services no longer being in operation, and up to three buses can be required to connect users with their desired destinations (for example the Royal

Alexandra Hospital). A number of responses also indicated that this is an issue relating to the way bus services are currently operated.

- On public transport in general, a lack of integrated ticketing was noted. Furthermore, information around public transport was noted to be inadequate, specifically relating to the perceived and actual difficulty in raising complaints to bus operators. A number of responses also indicated that outside of daytime peak hours, there was a drastic drop off in service provision and that this caused a number of issues for shift workers or when people seek to access services and facilities during off-peak hours.
- Poor support for vulnerable groups was mentioned a number of times. The lack of options for those without alternative private modes of transport was highlighted and the socially isolating effects that this can have. The effects of bus cancellations on users with additional needs was also noted as something that could be particularly disruptive.
- The lack of high-quality active travel connections was noted, as well as the lack of secure parking facilities.
- There were a number of responses relating to infrastructure, placemaking, and planning. These were mainly concerned with road maintenance / repair and general infrastructure improvements.
- Car parking was also mentioned. A need for more parking at community centres and libraries was noted, as well as reviewing parking charges more widely.
- The dial-a-bus service was noted as being unreliable.

4.3.2. Opportunities / Potential Options

The following points summarise opportunities / potential options, as identified by members of the public at the supermarket events.

- The most frequent response again related to the operation of public transport. A large proportion of these related to a need to have a cohesive public transport network with regular and reliable services. A number of comments also related to the public transport model as a whole, with examples such as introducing more competition for services, working with SPT to regulate the market, as well as exploring public ownership of bus services.
- Another key theme to emerge related to demand responsive / community transport services being explored and utilised more. There were positive examples given of community transport successes and a desire for these to be built upon. Notes were

made about the importance of local small buses which run as 'lifeline' routes, and the importance of these to address social isolation for people without alternative modes of transport. It was suggested a number of times that small capacity services could be run relatively cheaply to improve transport links to key destinations.

- There were also comments around the need to provide support for the most vulnerable users as a priority. More support was identified as necessary to provide transport links to those with mobility issues or impairments, for example ensuring that there are sufficient bus stops close to homes and to amenities and to make sure that these stops are served.
- There was a desire identified for alternative travel modes to be encouraged, for example car-pooling, car clubs, or bike hire schemes. One such example noted that measures such as a car-pool scheme could be particularly useful in helping carers access more remote communities when there is no adequate public transport provision.
- More active travel routes were identified as being an option upon which to build. A number of responses indicated that there is good quality infrastructure in place in some areas, but that there is a lack of a wider cohesive active travel network. Comments in this category also considered the need to have safe vehicle free routes to schools, as well as the importance of maintaining the infrastructure.
- Another theme discussed was better integrating the public transport network. A number of responses mentioned the need for integrated ticketing measures, for example to integrate tickets by area rather than by operator.

4.4. Elected Members Workshop

A workshop was held via Microsoft Teams and Renfrewshire Councillors were invited to attend. At the workshop, an overview of the previous LTS (2017 Refresh) was provided, alongside the purpose of the new LTS. An overview was then provided of transport challenges / problems identified thus far and a discussion was held; following a summary of what was raised, transport opportunities / what the new LTS should prioritise was subsequently discussed.

4.4.1. Transport Challenges / Problems

The following points summarise transport related challenges and problems, as identified at the Elected Member workshop.

- Electric Vehicle charging – a lack of electric vehicle charging points deters those without space at their own home from buying electric vehicles; conversely, it was raised that charging points can take up a number of non-electric car parking spaces; chargers are expensive for the Council to install.
- Parking – limited amount of parking at rail stations such as Milliken Park and Johnstone can lead to increased parking in the surrounding areas; people continue to drive to railway stations due to a lack of integration being in place with other types of public transport; car parking in some town centres such as Bridge of Weir can often be over capacity, which leads to people choosing to shop elsewhere; concerns related to the pavement parking ban and if this would result in some people parking on the carriageway next to the pavement and impede live traffic; parking charges need to be balanced with economic regeneration support for local businesses.
- Active Travel – lack of joined-up and segregated traffic-free cycle routes, resulting in some cyclists using the pavements and making pedestrians feel unsafe; cyclists advancing through red lights is a safety concern.
- Safety and Security – traffic speeds, particularly in rural areas; kerbstones around traffic islands not being painted clearly.
- Public Transport – lack of joined up journeys between public transport modes; a lack of integrated ticketing; lack of public transport provision in the evenings, particularly in rural areas; Renfrew still does not have a railway station.
- Reliance on private cars – private car still remains the most convenient choice for people.
- Congestion – congestion in town centres, particularly in rush hour and school pick-up times; Johnstone town centre can get congested, in part owing to on street parking on narrow roads.
- Emissions – noted that transport emissions are not generally a problem in Renfrewshire, with recent reporting finding that NOx emissions have been reducing and air quality action areas were being removed; however, cars idling outside schools was noted as a problem.
- Access to transport – frequency and reliability of public transport; the financial burden of public transport, with it felt that concessionary passes mean that paying customers

are charged more; access to transport for people with disabilities, including some rail stations that do not have step free access.

4.4.2. Opportunities / Potential Options

The following points summarise opportunities / potential options, as identified at the Elected Member workshop

- School congestion – greater emphasis on the promotion of walking and cycling to school to prevent traffic congestion outside the school gate.
- Technology – technology could be used to offer joined up travel between different modes of public transport; real time information at bus stops should be in place more widely.
- Working from home – although a potential option, it was felt that asking individuals / businesses to start work at different times and work from home on different days was impractical.
- Controls / Enforcement (speeding and parking) – stronger controls for speeding and parking issues to improve safety; introduction of red light cameras at traffic controls; more speed cameras (although it was understood that speed cameras are not within the Council's control).
- Demand Responsive and Community Transport – support for increased community transport.
- Electric Vehicle charging – increase the number of electric vehicle charging points.
- Car Clubs – introduction of car club schemes.
- Walking and cycling benefits awareness – cycling proficiency courses; introduction of minimum standards for cyclists such as reflectors, bells and insurance cover.
- Active Travel – expansion of the walking and cycling network.
- Public Transport – franchising of rail and bus networks should be encouraged.

4.5. Stakeholder Workshops

Two workshops were held on Microsoft Teams and targeted stakeholders were invited to attend. At the workshop, an overview of the previous LTS (2017 Refresh) was provided, alongside the purpose of the new LTS. An overview was then provided of transport challenges / problems identified thus far and a discussion was held; following a summary

of what was raised, transport opportunities / what the new LTS should prioritise was subsequently discussed.

4.5.1. Transport Challenges / Problems

The following points summarise transport related challenges and problems, as identified at stakeholder workshops.

- Town centre access – poor connectivity between transport modes in town centres due to a lack of transport hubs; any changes to town centre access must not restrict those who rely on the use of personal vehicles such as elderly and people with disabilities; mixed opinions on reopening Paisley Town Centre and the High Street to traffic.
- Parking – charging for parking in Paisley Town Centre is unfair, given other town centres do not charge for parking; parking enforcement is a problem and can cause issues for buses travelling down narrower streets and accessing raised kerbs for people with disabilities.
- Electric Vehicles and charging points – challenges accessing electric charging points, particularly for those residing in flats; mixed opinion on the installation of more charging points, with some noting that the Council's priority should be given to modes such as walking and cycling, with the private sector installing charging points.
- Public Transport – public transport connectivity and accessibility issues for key employment sites, such as Glasgow International Airport, Hillington Industrial Estate and the Royal Alexandra Hospital; difficult for residents who live outside of settlements such as Paisley, Johnstone and Renfrew to access areas outside of the local authority (for example, it has become difficult to access rail services from Langbank); gaps in the bus network; the current app to track bus services is useful, but not all bus users have access; current provision of support to facilitate community transport is poor.
- Demand Responsive Transport – caution around rolling DRT out on a bigger scale, as it is expensive to run.
- Trunk road pinch points – pinch points in areas such as A737 junction at Johnstone and M8 Junction at Arkleston causing congestion and safety issues.
- Safety and Security – lack of lighting along the NCN; difficult to cross certain sections of dual carriageway for pedestrians and cyclists at locations such as the M8 and A736; safety concerns on the bus network owing to anti-social behaviour.

- Active Travel – lack of maintenance along the NCN in the winter months; lack of walking and cycling routes connecting town centres and stations; limited active travel routes along corridors such as the A8 and Glasgow Road.
- Access to transport – poor access to transport in rural areas of Renfrewshire in the evening hours.

4.5.2. Opportunities / Potential Options

The following points summarise opportunities / potential options, as identified at stakeholder workshops.

- Public Transport – reduction in bus fares through daily capping and integrated ticketing across bus and train operators; eligibility for concessionary travel could be widened; need for improved links across Renfrewshire through new train stations and to connect existing rail stations to the wider transport network; single ticketing system applied across the city region for all modes of public transport; implementation of Clyde Metro to strengthen public transport across Renfrewshire.
- Rail station access – improve access to rail stations, for example address lack of ramp access between platforms at some stations.
- Technology – provision of Real Time Passenger Information at bus stops and in town centres.
- Electric Vehicles and charging points – charging points provided at transport hubs, for example bus and rail stations.
- Active Travel – paths most in need of maintenance should be prioritised; upgrading of painted cycle lanes to provided better protection; walking routes to schools to be of a high quality.
- School congestion – traffic free zones at schools; education to encourage pupils to travel more sustainably to school, such as the Better Points programme and Living Streets, and Transport Scotland's Junior Road Safety Officers scheme.
- Air quality and congestion – remove cars from congested towns to help lower noise levels and improve air quality; promotion of no car zones outside schools.
- Car Clubs – provide support for insurance for car cub vehicles.
- Parking – mechanisms to discourage car travel, such as a reduction of parking supply.
- 2019 Transport Act – SPT is looking at opportunities through the 2019 Transport Act, including to consider how to move forward with bus franchising.

4.6. In Person Workshops

Two separate in-person workshops were held with people in the community, the focus of which was again to identify transport related problems and opportunities and potential options. This included engagement with people living with disabilities and those with experience of living with poverty. Invitees to the workshops were provided by Renfrewshire Council and these represented a cross section of organisations. The in-person workshops were undertaken within the Renfrewshire Council area.

4.6.1. Transport Challenges / Problems

The following points summarise transport related challenges and problems, as identified at the workshops.

- Public Transport – public transport was one of the main discussion points. Challenges raised included bus and rail services getting cancelled (unreliability of services with timetables changing); limited number of direct services and limited frequency of services, particularly in the evenings and in rural areas; a lack of audio and visual announcements on buses; ramps not always available to get onto / off buses; drivers pull away quickly after people have boarded, which can be dangerous for people with mobility impairments; some stations are unstaffed; Real Time Passenger Information is not always available outside of urban areas; safety and security concerns on buses and rail; lack of integration between bus and rail services; the commercial setup of the bus network in Renfrewshire, whereby there is one main operator, presents challenges; wheelchair and pushchair spaces are often full and there is generally a lack of spaces for wheelchair and push chair users; payment system can be confusing; buses can be overcrowded, making people feel unsafe; assistance to get on / off trains needs to be booked in advance; some stations are poorly lit /unlit and unstaffed train stations can feel dangerous, particularly for people travelling alone and for female users; some stations only have ramp access on one side of the platform; lifts at stations do not always work; and high cost of bus fares and accessibility issues, including to board buses and trains and at rail platforms.
- Safety – this was raised as a concern, including personal safety / security (for example when walking or cycling); and traffic speeds being too high.
- Active Travel – shared use paths can be perceived as dangerous for pedestrians; there is a lack of walking and cycling routes and they are often disconnected; streets can be

unpleasant and dangerous to walk down (for example uneven paving, puddles, litter); bins and cars parking on pavements can obstruct walkways so that mobility impaired people cannot get past; lack of dropped kerbs extends distances for wheelchair users; narrow streets make it difficult to move around; and active travel infrastructure is not always well lit.

- Community Transport – issues with community transport were raised, including issues with this being late or getting cancelled; some services do not have secure chairs; the booking system can be complicated; and there is a lack of community transport generally across Renfrewshire.
- Taxis – lack of accessible taxis; taxis are more expensive than other modes of travel, which is a big barrier for people who are unable to use buses and trains; and limited number of spaces for wheelchair users.
- Parking / Private Vehicles – there is broadly a lack of car parking available, for example in Kilbarchan, Bridge of Weir and Johnstone Rail Station; areas outside of schools are congested at start / finish times; and private cars are dominant, but this has challenges such as safety implications.
- Emissions – some comments were made which highlight the large contribution transport makes to carbon emissions, but that little progress has been made to address this.
- Other – other challenges raised included: purchasing an adapted car is very expensive; and the LEZ in Glasgow means that some vehicles can no longer access the city centre.

4.6.2. Opportunities / Potential Options

The following points summarise opportunities / potential options, as identified at the workshop.

- Safety – measures to address safety concerns, such as traffic calming measures and speed limit reductions (including 20 mph zones).
- Active Travel – improve and create new cycle paths, including to / from the National Cycle Network; have speed limits for cyclists on paths; provide cycle training, including in schools and to make people aware of the need to ring bells, for example; and improved marketing to highlight the benefits of active travel.
- Community Transport and school transport – expand the use of community transport, including potential for community ownership; increase the number of school buses and

improve drop off arrangements; school buses should have minimum specification requirements, for example emissions standards; and encourage active travel to school.

- Public Transport – SPT / public sector should explore bus franchising / municipal bus services; Clyde Metro to provide a link to Glasgow Airport; free travel, similar to that in place for bus travel should also be in place for rail services; strengthen access at stations, for example at Lochwinnoch; raised kerbs to make it easier to access buses; buses with more spaces for wheelchair users; better integration of public transport, including an app to help people plan journeys with ease; more buses should have a tail lift so wheelchair users can more easily access; more frequent buses with direct routes to more town centres; all platforms and stations should be accessible and there should be universal ramp provision for buses and trains; and bus priority on key corridors.
- Mobility Hubs – introduce mobility hubs at key locations.
- Road network – dualling of the A737.
- Electric Vehicle Charging – install more public chargers for electric vehicles that are more accessible.
- Community Transport - Increase the number of community transport vehicles; and travel buddy scheme, whereby people with disabilities who are confident travelling assist people who are less confident to help improve their independence.
- Taxis - Taxi operators should have a minimum number of accessible taxis available.
- Car Clubs – expand car clubs, including those that are community run, to employment sites (including Glasgow Airport).

4.7. Summary

An extensive round of public consultation and stakeholder engagement was undertaken over a 6-week period in May / June 2024. This focused on identification of transport related problems and opportunities and potential options to address these. A wide range of feedback was received, and this is summarised further in the following chapter.

5. Problems and Opportunities

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

A summary of the key problems and opportunities identified is presented below.

5.1. Problems

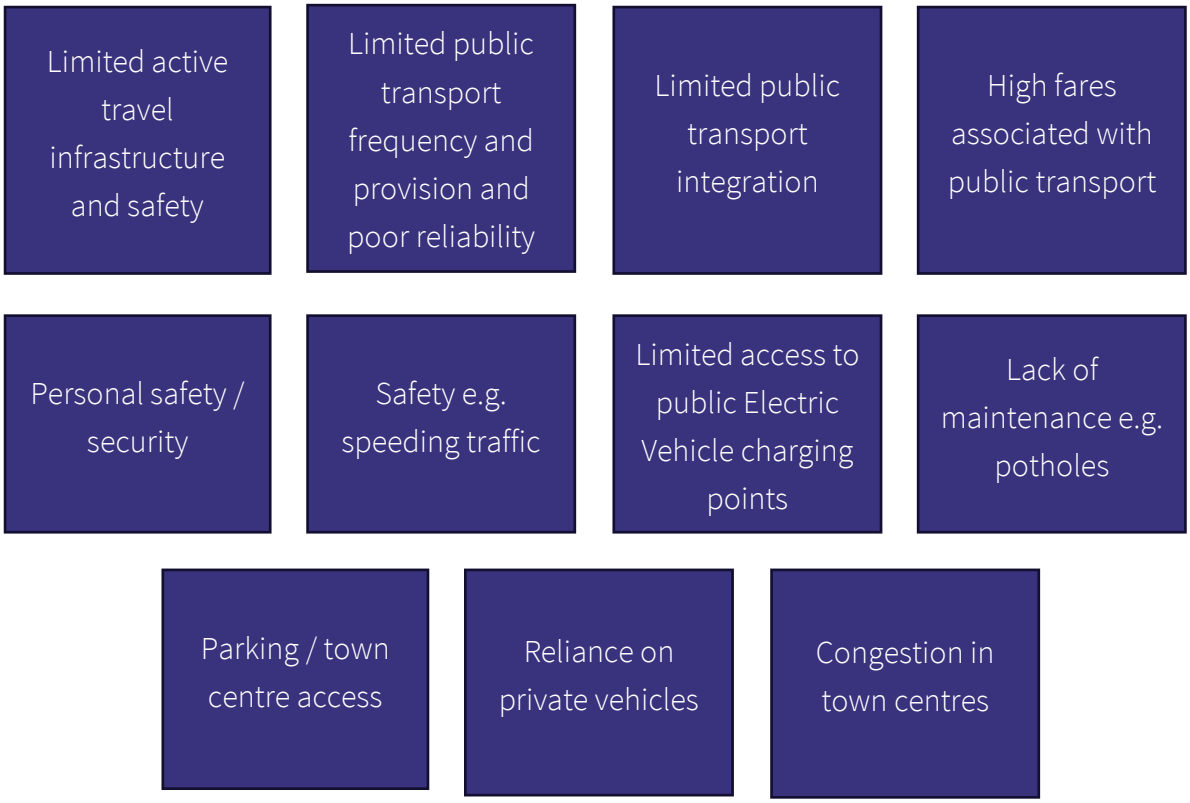
Below sets out the transport and travel problems identified by high level theme, with examples provided under each bullet point. A further summary of the problems is then provided. Unless otherwise stated, problems captured below were primarily informed by stakeholder and public feedback.

- Active Travel Infrastructure and Safety – the lack of cohesive and segregated traffic-free cycle routes has resulted in some cyclists using the pavements owing to safety concerns, which in turn makes some pedestrians feel unsafe; shared use paths were also highlighted as being dangerous for pedestrians. Walking and cycling routes connecting town centres, stations and along key corridors were highlighted as causing issues. Safety concerns in relation to the active travel network were also raised such as a lack of maintenance (including a lack of gritting in winter months), paths being dangerous due to uneven paving and safety concerns when walking to school.
- Public Transport frequency, reliability and integration – problems were highlighted associated with the lack of integrated journeys between different public transport modes and operators and the lack of integrated ticketing. Frequency and reliability of train and bus services was also highlighted as a problem, particularly in the evenings and in rural areas; it has also been raised that services can be cancelled at short notice, resulting in subsequent services being busy and overcrowded. Bus and rail connectivity and accessibility was also highlighted as a problem, including for access to key employment sites, healthcare sites and to Glasgow Airport; SABI data shows that large geographic areas in the west of Renfrewshire are in the lowest 20% of deciles. Gaps are also present in the public transport network, with a lack of rail stations and gaps in the bus network, further adding to connectivity problems; the bus coverage map shows gaps in the west on Renfrewshire in particular. A lack of direct bus routes from some parts of Renfrewshire to centres within the local authority was raised, as was a lack of direct buses from within Renfrewshire to neighbouring local authorities.

- Electric Vehicles and charging points – problems were highlighted associated with a lack of access to electric vehicle charging points, which deters those without space at their own home from buying electric vehicles, for example those who live in tenement blocks. There is typically lower EV charger coverage in areas such as Langbank, Erskine and Bishopton. Conversely, it was highlighted that chargers are expensive for the Council to install, with some feedback highlighting that the Council should prioritise funding for other modes such as walking, wheeling and cycling.
- Parking – it was highlighted by some that there is a limited amount of parking at rail stations (see Table 3, which shows some stations have no or limited parking spaces), which can lead to increased parking in the surrounding areas. Feedback noted that car parking in some town centres can often be over capacity, which leads to people choosing to shop elsewhere, whilst other concerns were noted about the charging for parking in Paisley and the adverse impact this can have on businesses. Also noted by stakeholders that on street parking can make it difficult for larger vehicles such as buses to travel down narrow streets, causing delays.
- Access to transport – poor access to transport in rural areas across the day and in the evening hours elsewhere was highlighted as an increasing concern, as well as the frequency and reliability of public transport across the network; poor access in the west of Renfrewshire is shown in Figure 18. The cost of public transport is also viewed as making it difficult to access transport, with those who do not have a concessionary pass feeling they are charged higher fares; the percentage of total weekly household expenditure on transport is shown in Table 4. Furthermore, accessibility of transport for people with disabilities, particularly at rail stations where there is not always step free access, was noted to be a problem. Difficulties accessing public transport owing to difficulties accessing information (for example where people are unable to use apps) was also highlighted.
- Safety and Security (including road safety and maintenance) – a range of safety and security concerns were raised by stakeholders and the public, such as high traffic speeds, including outside schools, and maintenance of the road network such as potholes, which can impact upon road safety. A lack of lighting along the NCN and more generally, including on routes to schools, and anti-social behaviour on the bus network were also raised by stakeholders and the public. Personal safety and security have also been highlighted, including safety of female users and people with disabilities on buses.
- Congestion and reliance on private vehicles – congestion in town centres, particularly in rush hour and school pick-up times. Town centres can get congested, in part due to the reliance on private car use. There are also pinch points on the trunk road network, such

as A737 junction at Johnstone and M8 Junction at Arkleston. These comments were raised by stakeholders and the public.

Based on the themes and examples identified above, the problems identified can thus be summarised as follows. It is noted that these are not presented in any particular order of priority.



5.2. Opportunities

The below sets out the transport and travel opportunities identified by high level theme, with examples provided under each bullet point. A further summary of the opportunities is then provided. It is noted that opportunities captured below were primarily informed by stakeholder and public feedback.

- Active Travel – Opportunities to improve and expand the cycle network, through maintenance, upgrading of on road painted cycle lanes and improvements to walking and cycling routes to schools. There is also opportunity to expand cycle training and

proficiency courses to improve safety of users. There are health benefits associated with this opportunity.

- Climate change adaptation and resilience – Transport Scotland's Approach to Climate Change Adaptation and Resilience notes the climate risks associated with transport and there are opportunities to protect against extreme weather conditions caused by climate change.
- Public Transport – Opportunities to work with SPT and operators to reduce bus fares, including through integrated ticketing across bus and train operators, as well as opportunities to expand the eligibility of concessionary travel. Also opportunities to consider the potential for new rail stations and to work with SPT to explore the potential for local bus franchising (as per powers granted in the Transport (Scotland) Act 2019).
- Park & Ride – Support mode shift through provision of more Park & Ride sites, either through new sites or increasing the number of parking spaces where existing sites are at capacity.
- Clyde Metro – Opportunities to work with partners to support development of the Clyde Metro, including potential for a link between Paisley and Glasgow Airport.
- Rail station access – Opportunities to improve access to rail stations, including to provide ramp access between platforms at all stations.
- Access for people with disabilities – Opportunities to make sure people with disabilities can continue to access sites, including through the provision of suitably located disabled parking bays.
- Community Transport and Demand Responsive Transport – Opportunity to expand the use of demand responsive and community transport, including potential for community ownership.
- School Congestion – Increase the number of traffic free zones at schools and opportunities to increase education around walking and cycling to school through schemes such as the Better Points programme and Transport Scotland's Junior Road Safety Officers Scheme.
- Electric Vehicle charging – Opportunities to increase the number of electric vehicle charging points (some areas, particularly in the west, have a small number of publicly accessible charger points), for example at transport hubs such as bus and rail stations, as well as providing more accessible charging points for users, including those residing in flats.

- Air quality and congestion – Opportunities to address air quality, including to reduce the number of vehicles from congested towns centres. It is noted however that Renfrewshire had not had any air quality exceedances within the area for several years.
- Safety – Opportunities to address safety concerns, such as traffic calming measures and speed limit reductions (including 20 mph zones). Although data shows that the number of people seriously injured and killed on Roads in Renfrewshire has decreased in recent years, incidents continue to be recorded.
- Car Clubs – Opportunities to introduce car club schemes, including those that are community operated, to reduce reliance on privately owned vehicles.
- Technology – Opportunities are available so that technology could be used to provide joined up travel between different modes of public transport, which could include the increased use of real time information at bus stops.
- Digital connectivity – As captured in the 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.
- Controls / Enforcement (speeding and parking) – Opportunities for stronger controls and enforcement of speeding and parking issues to improve safety.

Based on the themes and examples identified above, the opportunities identified can thus be summarised as follows. It is noted that these are not listed in any particular order of priority.

Expansion of / improvements to walking and cycling network	Improve path and road conditions (maintenance)	Increase frequency and provision of public transport	Improve access to public transport, including through lower fares
Improve rail provision / rail expansion	Increase number of Park & Ride sites / spaces	Increase provision of Demand Responsive and Community Transport	Reduced congestion owing to more people working from home
Climate change adaptation and resilience	Tackle school congestion	Reduce transport emissions	Improve road safety
Greater use of technology	Digital connectivity	Greater enforcement measures	Expansion of car clubs

6. Summary

This Main Issues Report has set out the policy context that has informed the need for change. This is set against a backdrop of climate change and Just Transition principles to support local, regional and national net zero targets. Consideration has also been given to the priorities of the NTS2 which recognise the importance of reducing inequalities and taking climate action. This includes through the adoption of the Sustainable Travel Hierarchy and Sustainable Investment Hierarchy to reduce the need to travel, particularly by unsustainable modes, and to promote a shift to active and sustainable travel.

This Report has therefore identified a clear need to focus on tackling climate change at a national, regional and local level. The need for a safe and accessible transport network and the importance of transport to support sustainable economic growth is also captured. The main socio-economic and travel trends have been explored, which have identified car as the predominant mode of transport. High levels of deprivation have been identified in parts of Renfrewshire, and there are significant differences in public transport accessibility across the area.

Socio-economic and transport data analysis has been supported by consultation and engagement through a number of different methods and a range of audiences to gain a cross-section of views and insights. This process has helped to identify transport and travel related problems and opportunities for the LTS. Problem and Opportunity themes have been identified, which cover those related to promoting sustainable transport modes, safety and security, accessibility, parking, digital technology and demand responsive and community transport.

Findings set out in this report have directly informed the updated Local Transport Strategy; including the development of a Vision Statement, Priorities, Transport Planning Objectives and subsequently the development of Action Plans to guide transport investment for Renfrewshire over the lifetime of the LTS.

Environment, Housing and Infrastructure
Renfrewshire Council
Renfrewshire House
Cotton Street
Paisley
PA1 1BR

www.renfrewshire.gov.uk

Renfrewshire Council