

# RENFREWSHIRE Local Transport Strategy

2007

07

# FOREWORD

Renfrewshire is experiencing significant development. The pressures on the local transport system are increasing and the need for an efficient transport network and smarter travel choices more essential. With rising national concerns for the health of the public and the environment, sustainable travel is high on the agenda in all transportation planning in Renfrewshire.

Renfrewshire's first Local Transport Strategy, published in 2000, set out aims and actions for the forthcoming years. This has now been updated and this 2007 Strategy continues to build upon the ongoing work and sets out a vision for transport for the next 10 to 20 years.

Wide ranging consultation has been carried out, seeking views from many individuals and groups from a wide variety of backgrounds who have an interest in transportation. This has helped shape the document to meet and address the concerns and expectations of those who live, work, shop and spend their leisure time in Renfrewshire.

The strategy aims to tackle transportation issues and allow Renfrewshire to grow and prosper in a sustainable way.



A handwritten signature in blue ink, appearing to read 'Marie McGurk'.

Councillor Marie McGurk  
Convenor of Environment  
and Infrastructure Board





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# EXECUTIVE SUMMARY

Transport links are particularly important to facilitate the movement of people to jobs, shopping, health and leisure facilities; movement of materials and goods; and to provide access to the area for tourism and leisure pursuits for all. Renfrewshire's LTS sets out our vision and how we aim to achieve an integrated approach to transportation over the next 10 to 20 years. It sets out where the LTS complements and supports other strategies aimed at achieving the best possible quality of life for all who live, work, visit and carry out business in Renfrewshire.

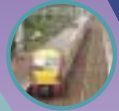
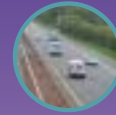


*The vision for Renfrewshire is that people can improve their health and travel to where they want to get to within a set timescale using all modes including walking, cycling, public transport or their car for essential trips; business can operate effectively and efficiently creating prosperity and job opportunities; visitors are attracted to enjoy the tourism and leisure facilities; and all this is accommodated without compromising our future environment and at best value to the council.*

## The LTS has 5 key objectives. We want the strategy to:

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





**The LTS sets down actions the council intends to take forward in order to achieve our 5 key objectives. In brief, the key actions will seek to:**

- ensure that all Renfrewshire residents have the means to get to jobs, social, health and leisure facilities at all times of the day and that goods can be moved to where they are required when they are needed.
- resolve traffic congestion on the M8 and A737 and rail capacity at peak periods such that economic growth is supported without constraints imposed by transport.
- maintain roads, bridges, street lighting and furniture to a standard which ensures public safety and the most cost effective combination of structural repairs and cyclic maintenance.
- continue and develop strategies for travel planning and parking which reduce the growth of trips by private car and achieve a shift to walking, cycling, public transport and car sharing thus having a positive impact upon air quality and climate change.
- reduce road casualties in line with National targets and seek to address the underlying causes of many actions, namely, speeding drivers.
- improve the health and well being of its residents and visitors through promoting healthier travel choices for both leisure and commuting.



**The transport strategy will be delivered through actions in:-**

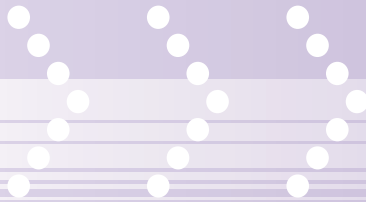
**MARKETING** what is available and encouraging positive behavioural change.

**MANAGING** our existing pedestrian, cycle and roads network and ensuring that it is put to best use.

**DEVELOPING** our network in such a way as to maximise potential without compromising future needs.

**MAINTAINING** our existing resources in a way that does not compromise future facilities.





**The LTS sets out our ISSUES, AIMS and ACTIONS that are complementary in dealing with issues that are Renfrewshire wide. These include dealing with:**

- Strategic road and rail connections
- Network maintenance
- Demand Management
- Road and Community safety
- Walking and cycling strategy
- Road network performance
- Biodiversity

In addition, the LTS sets out ISSUES, AIMS and ACTIONS for each of the 15 settlements in Renfrewshire.



The Transport Strategy is aimed at having a positive impact upon the economy, the environment, social inclusion, integration, safety, health, climate change and on air quality in Renfrewshire and beyond. The strategy supports and is supported by the draft Strathclyde Partnership for Transport Strategy and the National Transport Strategy. Outcomes have been considered at two levels. Firstly, high level outcomes such as traffic growth and casualties are indicators of the collective success of the strategy. Secondly, targets have been set for every action which prescribes our anticipated outcome and when this will occur. The following sections therefore outline the high level outcome indicators and the specific delivery targets. The delivery targets and corresponding actions will correlate with the Department's Service Plan, which is approved at Council.





## Transportation Outcome indicators

Outcome indicators have been set up as a means of monitoring the effectiveness of the Renfrewshire-wide actions identified through this document. The outcome indicators include targets as follows:

### Road Safety Performance Casualty Targets

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

#### NATIONAL TARGET IS

- 40% reduction on the number of killed and seriously injured accidents.
- 50% reduction in the number of child killed or seriously injured.
- 10% reduction in slight casualties

### Road Safety Performance Speed Reduction Targets

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

### Road Service Level Performance Target

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

### Sustainable Transport Target

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

### Network condition Targets

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



### Healthy Travel Options Targets

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

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



This Local Transport Strategy sets out our vision for the next 10 to 20 years however the actions and programme will be reviewed and updated after 5 years. Monitoring will be undertaken on progress towards reaching the vision and annual reports will be published.



RENFREWSHIRE  
LOCAL TRANSPORT  
**Strategy**

2007

07







# PART 1

## Where are we now?

- 1.1 INTRODUCTION
- 1.2 LTS IN CONTEXT
- 1.3 BACKGROUND
- 1.4 WHAT HAVE WE ACHIEVED SINCE LTS 2000
- 1.5 CONSULTATION
- 1.6 VISION
- 1.7 KEY OBJECTIVES



### 1.1 INTRODUCTION

Transport links are particularly important to facilitate movement of people to jobs, shopping, health and leisure facilities; movement of materials and goods; and to provide access to the area for tourism and leisure pursuits for all. This is a challenge for the council and its partners to deliver a transport network to meet these needs whilst at the same time contributing to a reduction in emissions and use of natural resources that are considered to be having a negative impact on our environment and on the very serious threat of global warming. The Kyoto treaty set out in 1997, the need for all countries to work together to try to minimise the impact of transport pollutants on the worlds weather systems.

This strategy document will set out the aims and objectives of the council in terms of an integrated approach to transportation over the next 10 to 20 years and will inform investment decisions for the next 5 years. It sets out:

- **the priorities to key stakeholders, partners and funding providers.**
- **the direction for the council's transportation policies and road network maintenance strategies**
- **where the LTS complements and supports other strategies aimed at achieving common goals.**

#### Document structure

**Part 1** will explain the background and set the scene to provide an understanding of the issues facing Renfrewshire both today and into the future. This will include a summary of the extensive consultation that was undertaken to decide upon the issues that should be tackled.

**Part 2** will set out the specific issues for each location and set out the actions and targets that the Department will try to implement to address the issues. Actions will be categorised into short, medium or long term aspirations.

**Part 3** will set out the anticipated outcomes from this LTS, the management strategy required for our assets and how the policies and actions can be developed into the future.

Full explanations for additional works and studies referred to in the Local Transport Strategy can be found in supporting documents (held within the Planning & Transport Department).

Three tiers of government in Scotland are each developing transport strategies. The strategies are aimed at different levels however consultation and partnership working will ensure that strategies are supporting and reinforcing each other to ensure that Scotland's people have a transportation network that assists them in their everyday lives.

### National Strategy -

Scotland wide and linking to the rest of Europe

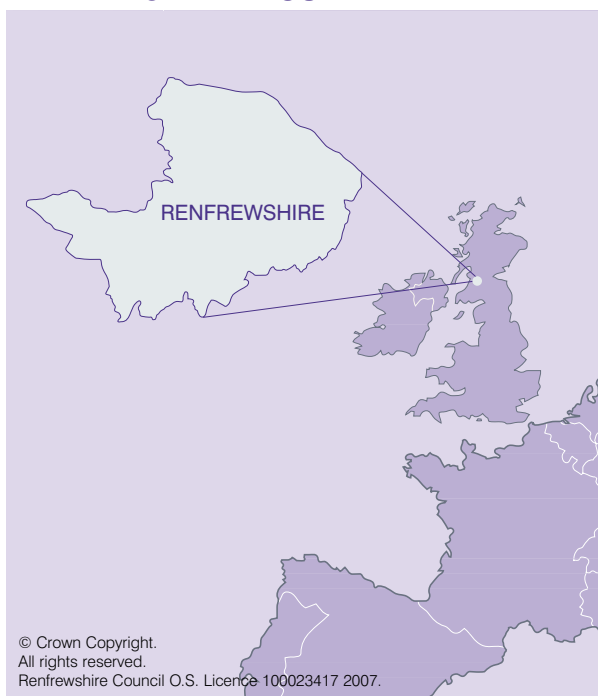
### Regional Strategy -

Regional transport strategy (under review)  
Strategic movements across west Scotland including public transport policy development

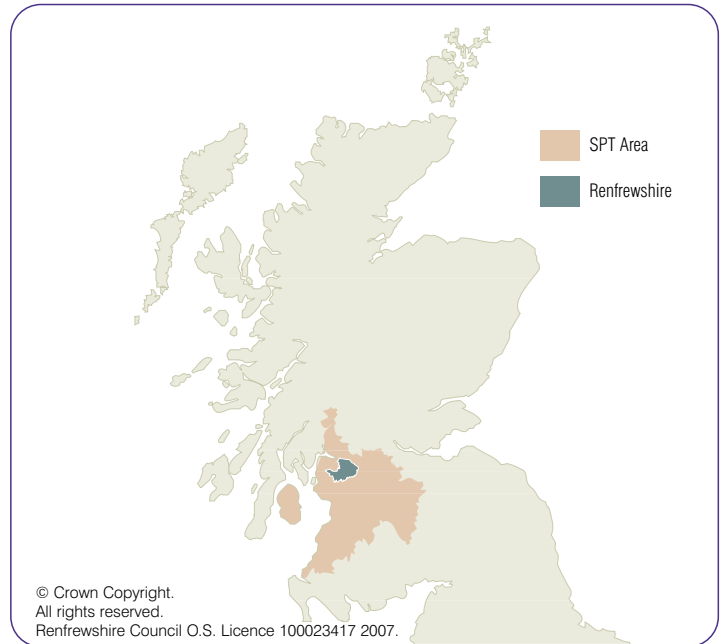
### Local Transport Strategy - Local Authority -

Local authority area

## RENFREWSHIRE IN CONTEXT



## Strathclyde Partnership for Transport Area



## 1.2 LTS IN CONTEXT

Renfrewshire Council operates within the national policy context of the Scottish Executive's publications: Scotland's Transport Future, Scottish Planning Policy 17 Planning for Transport and the National Planning Framework. Together with the draft National Transport Strategy, the documents set out the Scottish Executive's five key objectives of

- Promoting economic growth
- Promoting social inclusion
- Protecting the environment (including air quality)
- Improving safety
- Improving integration.

This Local Transport Strategy will set out a vision for Renfrewshire and actions that will be considered to deliver that vision. It will also demonstrate how Renfrewshire's strategy will help to fulfil and achieve the Scottish Executives five key objectives.

Many different public and private bodies contribute to meeting the objectives of a transport strategy. Fig 1 indicates how the various bodies and their strategies complement and support each other to achieve common goals.



Figure 1

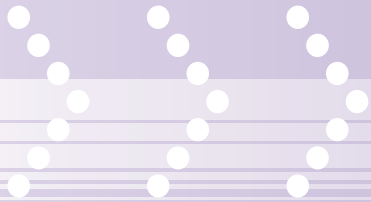


### 1.3 BACKGROUND

#### Area

Renfrewshire Council is a predominantly urban area containing 784 km of roads and a population of 170,611 contained in 80,590 households (2004 figures). The main strategic road (A737 and M8) and rail links connecting Glasgow to Ayrshire and Glasgow to Inverclyde pass through the heart of Renfrewshire. Paisley sits as the hub town surrounded by towns, villages and employment centres spread throughout the area. Glasgow Airport, which is located to the north of Paisley currently carries 8 million passengers annually. An airport masterplan has been developed and it is anticipated that this figure will increase to around 15 million passengers by 2015.





## Employment

115,000 of Renfrewshire's population are economically active with the majority (58% or 66,100) who live in Renfrewshire, work in Renfrewshire. On a daily basis, around 29,000 people travel to Renfrewshire to work and almost 32,000 people travel out of Renfrewshire to work (20,400 travel to Glasgow).

Over 15,400 people originate from Glasgow and the rest of Renfrewshire, almost 5,000 originate from Ayrshire and 3400 originate from Lanarkshire to work in Renfrewshire. In total that equates to around 127,700, people travelling to and from work on a daily basis.

In addition, a considerable number of people already commute daily from Ayrshire to Glasgow, passing through Renfrewshire. This is likely to increase over the next 15 years with the planned development of 1275 houses per annum until 2010 in Ayrshire, with limited supporting employment opportunities.

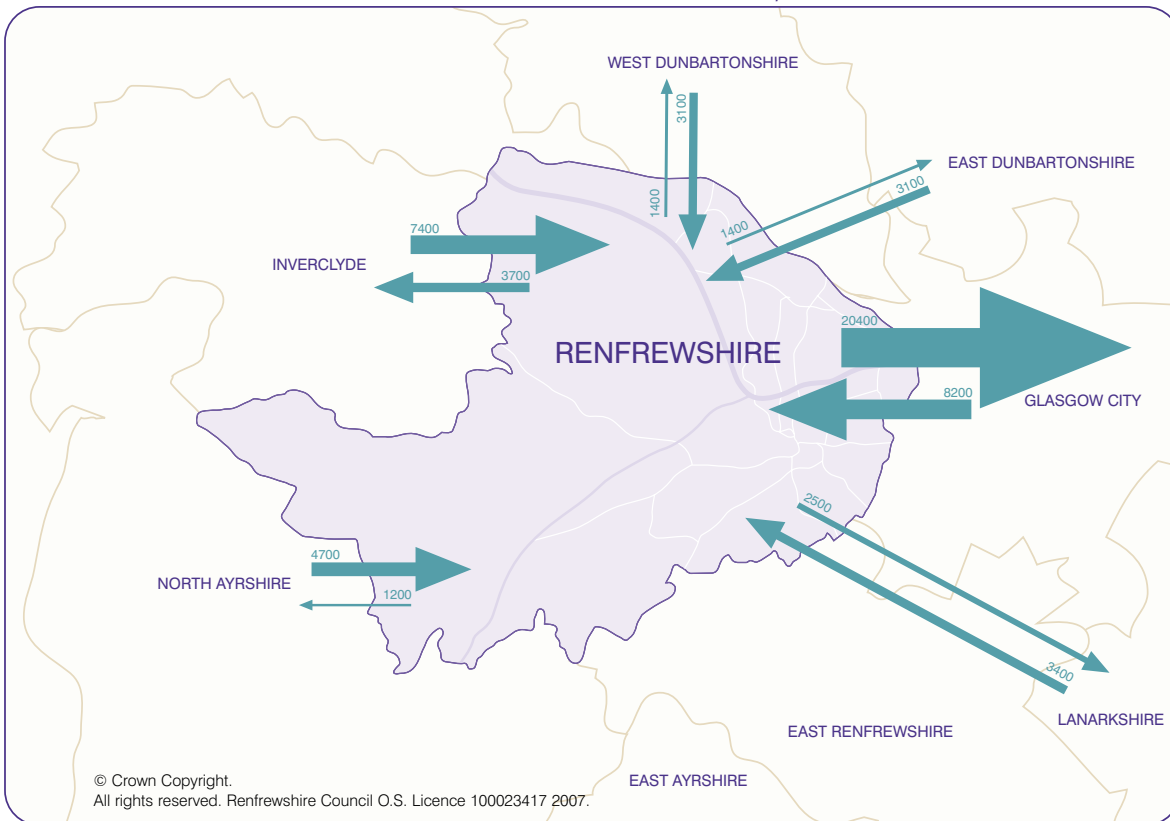
The figures confirm that there is a need to strengthen public transport links and road links within and throughout Renfrewshire and work in partnership with Strathclyde Partnership for Transport and our surrounding local authorities to ensure cross boundary strategic trips, as well as local trips, can be made particularly by public transport modes.

## Transport network

Renfrewshire is currently serviced by 33 bus companies operating both strategic and localised services. 951 active bus stops are provided by the council. 398 of the stops have bus shelters, all but 13 of which have been provided through a maintenance contract with Adshel. SPT logos are used on all bus stops and responsibility for bus stop information and bus subsidy lies with them. In addition, there are bus stops at Braehead and Glasgow Airport that are not provided by the council.

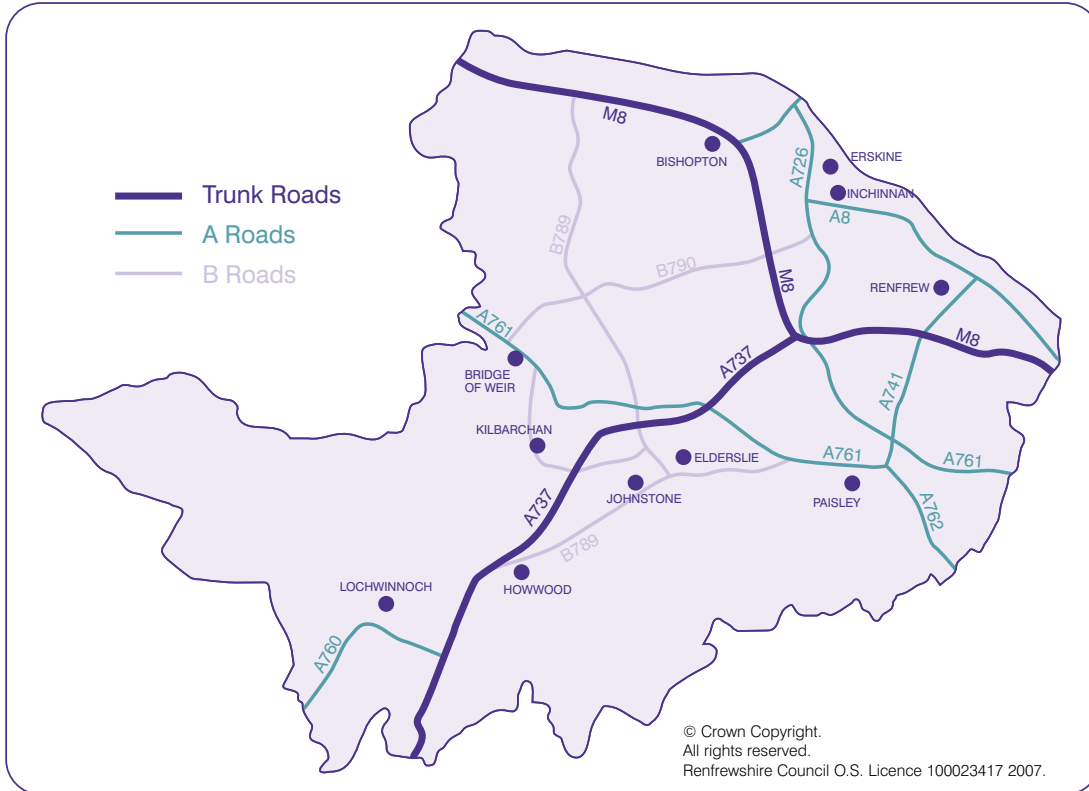
Gilmour Street Station is the largest rail station in Renfrewshire with lines running to Ayrshire, Inverclyde and to Glasgow. Throughout Renfrewshire there are 10 rail stations, of which, 7 have park and ride facilities available.

## RENFREWSHIRE DAILY COMMUTER VEHICLE FLOWS 2003/04





## RENFREWSHIRE ROAD CLASSES



### How do we travel?

Scottish Household surveys indicate that in Scotland, 35% of all journeys are under 2km (1.2 miles) and these are made by car/van by 11%, 21% by bicycle and 64% on foot. 65% of Scottish adults have a full driving licence however 4% never drive and 34% of Scots adults had access to a bike.

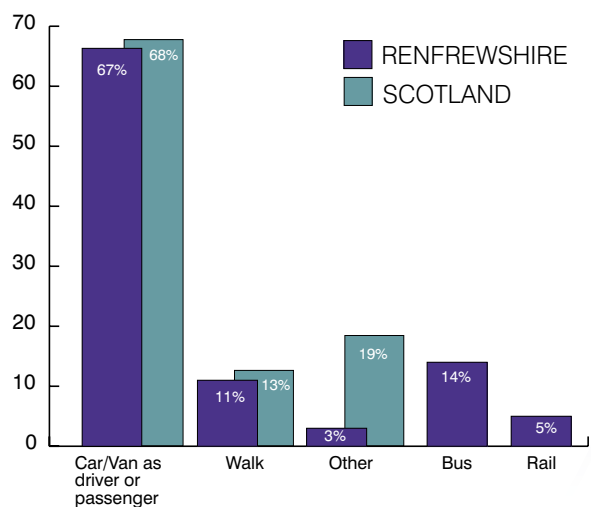
41% have access to 1 car, 18% have access to 2 cars and 2% have access to 3 cars.

39% of Renfrewshire households do not have access to a car and 61% have access to one or more cars. There are only 5 council areas in Scotland with a higher percentage of their households who do not have access to a car than the level in Renfrewshire. In Scotland, on average 34% households do not have access to a car.

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

Median journey length by Renfrewshire adults in 99/00 was 3.2km in Renfrewshire and average was 7.4km

### TRAVEL TO WORK



Of those who drove to work in Renfrewshire, 59% had free parking provided by the employer and 17% parked free on street. 38% used the bus at least once per week however 54% had not used the bus in the past month. 87% of adults lived within 6 minutes walk of a bus stop. 10% had used the train at least once per week however 75% had not used the train in the last month.

28% of Renfrewshire adults had access to a bicycle whereas on average 34% of Scotland's adults had access to a bicycle. Only 1% of Renfrewshire residents had used cycling as a means of transport and 2% as a leisure activity. This compares to the Scottish average of 3% using cycling as means of transport.

### Rail park and ride

Rail patronage in Renfrewshire is high and this is particularly evident on the Ayrshire line. We recognise, however, the Ayrshire line is very busy and overcrowded at peak times on many services. This has implications for passengers boarding trains at Renfrewshire stations.

A study was undertaken in March 2006 to ascertain the typical use of existing car parks and surrounding areas at rail stations in Renfrewshire.

In total, the park and ride car parks provide 443 spaces however surveys indicate that almost 600 cars were parked at park and ride rail stations. Stations experiencing particular problems through lack of parking spaces include Johnstone and Bishopton. The streets surrounding these stations are heavily parked through the day and this is an issue that requires attention in the short term.

### Road traffic in Renfrewshire

Traffic counts have been carried out at 19 locations in March each year from 1999 to 2006 in order to measure trends and changes in traffic flows within the area and try to determine if policies are having an impact on travel behaviour.

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

On trunk roads, the traffic volumes on the M8 appear to be growing at 0.9% per annum. The A737 south of Howwood has shown dramatic growth of 6% per annum since 1999.

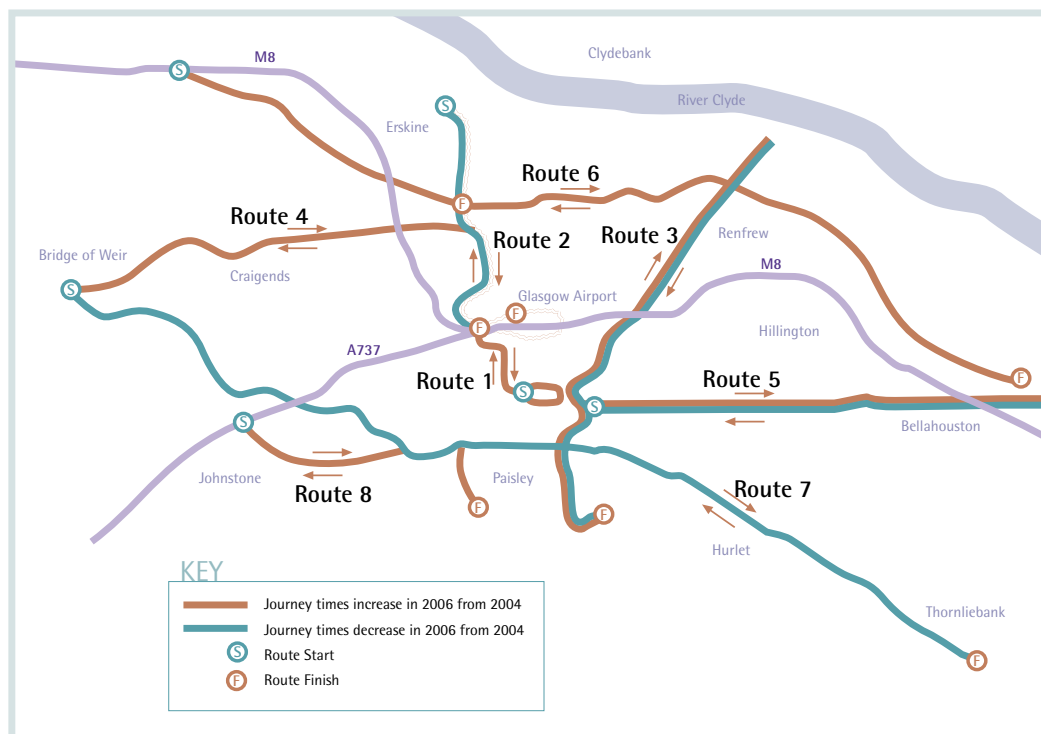
A broad interpretation of the trends would suggest that traffic growth is being suppressed across the council area in comparison with the growth in registered vehicles. This may be due to a combination of factors including parking/pricing strategies in Paisley and central Glasgow which encourage the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

Location	Total No. Spaces	Of which Disabled	Total spaces used	Total parked
Howwood	30	2	15	15
Johnstone	205	7	205	303
Lochwinnoch	15	1	15	19
Bishopton	120 <small>Upgraded to 200 spaces in Dec 06</small>	7	117	141
Station Rd Bishopton	13	2	15	21
Hawkhead Rd/Seedhill	26 <small>Upgraded to 41 spaces in Dec 06</small>	0	26	30
Gilmour St. Station	64	3	63	67





## RENFREWSHIRE JOURNEY RUN SURVEY



### Journey times

Journey run surveys were carried out on 8 key routes through Renfrewshire in 2004 and again in 2006 in order to determine if policies implemented over the past decade have had any significant impact upon journey times on the routes.

Across all 8 routes journey times have increased by just over 0.02% i.e. an increase of 18 seconds from 22min 22 seconds in 2004 to 22 min 40 seconds in 2006.

Overall, 4 routes showed an increase in journey times in both directions and one route showed a decrease in journey time in both directions. A full report on Journey time surveys is available as a supporting document.

The PM peak hour has seen no change in journey times from 2004 to 2006. AM peak has seen a very slight increase in journey times on two routes (Weir St – Glasgow Airport (Route 1) and Barhill Rd – Barnsford Rd (Route 2)) and a decrease in the route from Hairst St (Route 3) – Caplethill Road.

### Road accidents

The following table sets out casualties on Renfrewshire roads by road type for the last 5 years.

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

The key features identified from accident evaluation in Renfrewshire can be summarised as follows:

### Where

- Busy roads in urban areas
- Trunk road casualties, especially slight casualties, are rising

### Cause

- Speed was a contributory factor in 40% of all road accidents in 2004

### Who

- Drivers - 16 – 22 year olds represent 10% of the adult population however they represent 20% of drivers injured in crashes.  
Pedestrians- Children under 16 years account for 19% of the population but 40% of pedestrian casualties.  
Very few pedestrian casualties occur outside schools.  
In 2004 however 16 children were knocked down on their way to or from school.

Government targets are all based on percentage reduction by 2010 on the 1994-98 average. These are a:

- 40% reduction on the number of killed and seriously injured accidents.
- 50% reduction in the number of child killed or seriously injured.
- 10% reduction in slight casualties

The trend indicates that in Renfrewshire, all of the government's targets will be met.

Of significance is the number of casualties occurring on trunk roads such as the M8, the A737 and associated slip roads. Indeed, while the number of casualties on Council roads show an encouraging fall as against the 1994-98 average, the casualties on trunk roads (2000 - 2004 average) show a rise of 39% in comparison to the 1994-98 average. This is associated with a trend of increasing 'slight casualties' on the trunk roads. It is clear that most casualties on council roads occur in urban areas. This reflects the largely urban nature of Renfrewshire.

Speed is a contributory factor both in the number and severity of accidents. Speed reduction therefore has to continue to be a key objective in the road safety strategy.

## Road safety strategy

Following ongoing analysis of casualty levels across the council area and input from national analysis, the council's road safety strategy has comprised targeting behavioural change, particularly in adults.

The Community Road Safety Initiative has been introduced in 20 communities targeting drivers with a message to consider their speed within residential areas. A community leaflet, distributed by the local community council, reinforces the message of 20mph which has been implemented in the area on traffic signs and on roundels painted on the road.

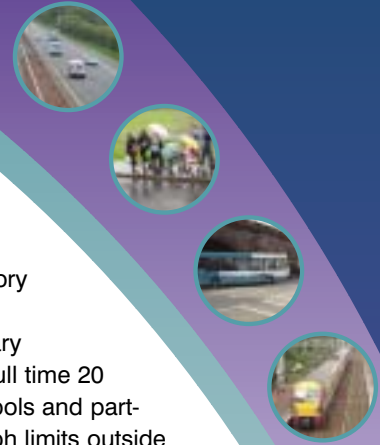
Our road safety unit also continues to work with schools to raise awareness amongst children and young people of the need to cross roads with care and attention and follow the Highway Code whilst riding their bicycles. The Council continues to support the use of materials such as STREETSENSE and Junior Road Safety Officer scheme in primary schools and the use of Crash Magnets and specific theatrical plays to put the message across in secondary schools.

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

The road safety strategy has had an impact upon casualty levels across Renfrewshire. However, monitoring has not been sufficiently robust to establish which parts of the strategy are being most effective. Thus continued monitoring and analysis will try to establish which actions are being most effective and build upon these to further reduce casualty levels.





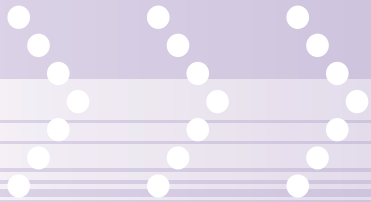


## 1.4 WHAT HAVE WE ACHIEVED SINCE LTS 2000?

The first local transport strategy for Renfrewshire was produced in 2000. Most of the actions arising from the LTS have now been implemented and outcomes have been measured. A full status report on all projects implemented can be found as an accompanying document however the key areas of achievement since the last LTS can be summarised as follows:

- Facilitated over £0.5 billion of development across Renfrewshire.
- Completed asset inventory and progressing asset management.
- Enhanced customer feedback systems implemented.
- Reduced road accidents in excess of government targets.
- Spent £3 million specifically on road safety projects.
- 36 schools are now at various stages in the development of their school travel plan.
- Road signs stock is now monitored and currently 95% of the road signs are to an acceptable standard.
- Doubled footway expenditure against a relatively constant maintenance budget in response to customer feedback.
- Strengthened or in-filled 21 bridges at a cost of £1 million.
- Introduced a new salt dome for salt storage giving a 15% saving in usage.
- Secured new and enhanced bus services to Inchinnan Business Park and Paisley Royal Alexandra Hospital through partnership arrangements.
- Provided Journey Planners to assist with employment for shift work (in partnership with Job Centre Plus).
- Created 12 remote footpaths as part of the council's Access strategy and upgraded 50 footpaths in Erskine.
- Implemented 15 sets of traffic signals with pedestrian facilities, 12 Zebra crossings and 11 Pelicans or Puffins.
- Implemented advisory 20mph speed limits outside all 52 primary schools, statutory full time 20 mph outside 3 schools and part-time statutory 20mph limits outside 6 schools.
- Engaged 76% of p6 or p7 school children in cycle training.
- Provided cycle parking at 28 schools.
- Led a voluntary Quality Bus Partnership to provide a bus service between Gilmour St Station and Glasgow Airport.
- Now in the third year of an investment programme to install dropped kerbs throughout the council area as necessary to assist the mobility impaired.
- Secured 398 new bus shelters through the agreement set up with Adshel.
- Upgraded 2.37km of footways to bus stops and provided hard standing areas at an additional 20 bus stops.
- Participated on several groups to develop links with Argyll and Clyde Health Board to address transport issues.
- Implemented the Community Road Safety Initiative (voluntary 20mph signs and a promotional leaflet) in 20 areas across Renfrewshire as of June 06.





## 1.5 CONSULTATION

In order to establish what our customers considered to be our successes and failures a number of customer surveys have been undertaken. The council collects views from the Citizens' Panel on Council service provision on an annual basis and allows the department to adjust its approach and its policies accordingly.

In addition, a full public consultation was carried out concentrating purely on our customers and partners' views on what the main transportation issues are for Renfrewshire and how they think the issues should be addressed and prioritised.

### Citizens Panel - Customer feedback

The Citizens Panel is formulated from over 1000 Renfrewshire residents being interviewed on a regular basis and asked their views on how Council services are provided.

The results have indicated some changes in views on roads issues between the 2004 and 2005 surveys. In 2004, 71% expressed dissatisfaction with repairs to roads and footpaths. The situation has improved with only 66% now (2005) being dissatisfied with repairs. Adjustments to practices will be considered to further improve this.

When asked which improvements would make roads safer, 47% indicated roads maintenance, an increase from 38% to 42% indicated lower speed limits and 34% indicated traffic calming measures (a fall from 41% in the 2004 responses). Thus it is considered that the message is getting across that lower speeds are the responsibility of the driver at all times, not only where physical traffic calming measures are in place. 61% considered that speeding was the biggest contributing factor to road crashes with 39% and 36% indicating aggression and drink driving were also factors. Fewer than previously indicated that they thought enforcement, speed cameras, speed bumps or speed cameras (hidden)

would influence or change driver behaviour. However, there was no indication of what they think would be more likely to change driver behaviour. 62% were satisfied with lighting (up from 59%) and more people were satisfied with the condition of the roads.



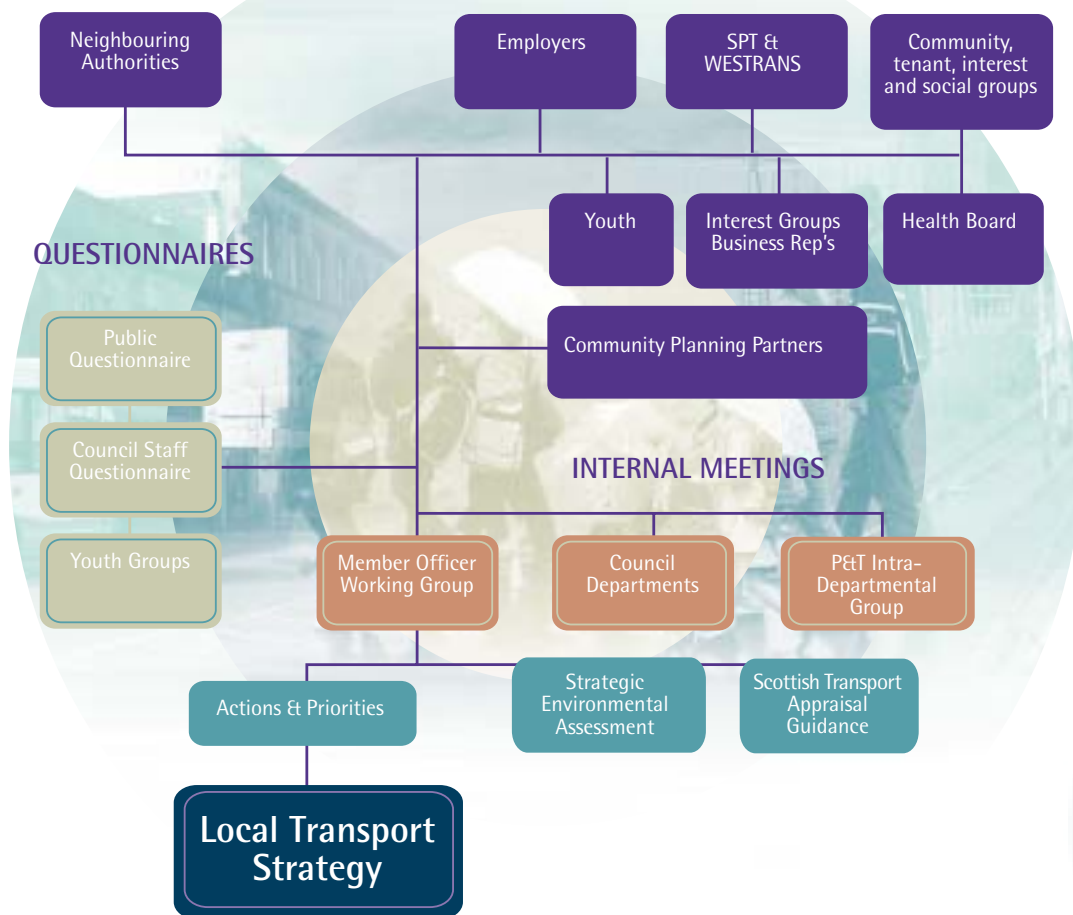
### LTS Consultation

The public consultation specifically for the development of the LTS was carried out in three main ways:

- A Questionnaire to all Renfrewshire households, council employees and Youth forum
- Discussion Forum Sessions with interest groups, business and public representatives
- Meetings with internal and external key partners.

The following diagram indicates the process of consultation for the development of the Local Transport Strategy and indicates how the consultation components compliment each other to provide input from a wide sector thus providing an informed platform from which to take forward the LTS in a meaningful way. A full list of consultees is contained in the Appendix.

## FORUM SESSIONS



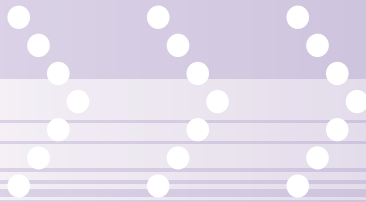
### Questionnaire

The questionnaire was distributed in three separate sessions. Through the Renfrewshire magazine, the questionnaire was sent to 70,000 household in Renfrewshire to seek views on transportation and establish which issues we should be tackling in future. The questionnaire was also distributed to all council employees via email in order to obtain views from those who live and work in Renfrewshire and from those who live outwith Renfrewshire but work here. In addition, views were sought from 30 invited senior school pupils at the discussion forum sessions within their youth forum day. The questionnaire is contained in the Appendix.

746 written responses were recorded. Over 72% disagreed with the statement that Renfrewshire's roads were improving and 79% thought that traffic congestion was a serious issue. In addition, 74% thought that noise and air pollution by traffic is an issue that needs to be addressed.

48% agreed that public transport provision in the day time was sufficient however only 11% agreed that evening public transport services were sufficient (64% disagreed). 63% agreed that they had a bus stop within 5 minutes walk from their home.

Almost 69% would walk or cycle more if there were better facilities and only 20% agree that footways are improving for all users, including those with disabilities. 60% agreed that they slow down to 20mph or less in residential areas. Only 30% agreed that investment in public transport should be prioritised over investment in roads however, 48% agreed that priority should be given to public transport, cycling and walking even where general traffic would be inconvenienced.



## Forum Sessions

In order to explore issues further and facilitate cross fertilisation of ideas and debate, a series of discussion fora have also taken place. The sessions were attended by:

- Local authorities, Other Council departments, Public bodies, etc., Public Transport operators, Interest Groups, Business representatives, Action Groups, Community representatives, Tenant groups and Housing representatives.  
Invitations for these sessions were sent to over 100 different organisations and three forum sessions were attended by almost 40 representatives.
- Community Planning Groups / Community Planning Management Group (Around 50 Organisations invited).
- S4, S5 and S6 pupils from Renfrewshire Secondary schools (30 pupils attended three sessions).

The sessions were completed in stages as outlined below:

- Stage 1 Presentations from the Planning & Transport Department providing background information.
- Stage 2 A brainstorming session to find out what issues were considered important, under the 5 key national objectives.
- Stage 3 Attendees voted on which issues they considered to be priority.

The third stage was the only element that was not undertaken at all forum sessions due to time constraints and the extensive range of issues highlighted.

## Meetings

Meetings and working groups were set up to explore issues further and facilitate the development of transportation policies that would complement other policies and strategies. An intra-departmental working group comprising Roads, Planning and Economic Development staff discussed and progressed the intertwined links between the professions and developed complementary policies; an inter-departmental group comprising a representative from each council department explored how all departmental strategies could work together and deliver best service to the customers; and an officer/member working group oversaw the development of the transportation strategy.

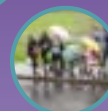
Transportation issues emerging from the extensive public consultation have identified key issues to be taken forward and can be summarised as follows.

Renfrewshire's economy is dependent upon a reliable transport network for the movement of people and freight. Yet:

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

A full consultation report is available as a supporting document.





## 1.6 VISION

The vision and aims for the Local Transport Strategy are set within European, National, Regional and local context and have been identified through the comprehensive approach to extensive community engagement and public consultation.

*The vision for Renfrewshire is that people can improve their health and travel safely to where they want to get to within a set timescale using all modes including walking, cycling, public transport or their car for essential trips; business can operate effectively and efficiently creating prosperity and job opportunities; visitors are attracted to enjoy the tourism facilities; and all this is accommodated without compromising our future environment and at best value to the council.*



## The five key objectives

The five key objectives of the Council and of the Local Transport Strategy are to:

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

