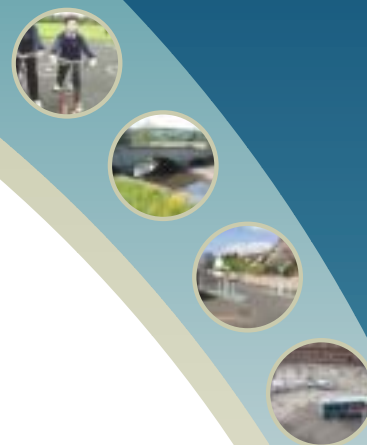


RENFREWSHIRE
LOCAL TRANSPORT
Strategy 07
2007





PART 2

How do we intend to achieve our vision for Renfrewshire?

- 2.1 INTRODUCTION –
Transportation aims and actions
- 2.2 RENFREWSHIRE-WIDE STRATEGIC AIMS AND ACTIONS
 - Strategic road and rail connections
 - Network Maintenance
 - Demand Management
 - Road and community safety
 - Walking and Cycling
 - Road Network Performance
 - Biodiversity



- 2.3 SPATIAL AIMS AND ACTIONS
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 - Erskine
 - Linwood
 - Houston & Crosslee
 - Bishopton
 - Elderslie
 - Bridge of Weir
 - Kilbarchan
 - Lochwinnoch
 - Langbank
 - Inchinnan
 - Howwood
 - Brookfield

TRANSPORTATION AIMS AND ACTIONS

2.1 INTRODUCTION

Consideration has been given to transportation analysis, the outcome of extensive consultation and our desire to deliver on the five transport objectives. In this section the transportation aims and actions are presented. Issues of a strategic nature are grouped together under area-wide aims and actions. Transportation issues relevant to individual settlements have been addressed on an individual town / village basis. Targets relating to each action are contained in Part 3 of the LTS.

We define the following for this LTS :-

AIM

Our aim is what we would seek to achieve.

ACTION

Our actions are how we intend to go about reaching the aim i.e. a specific measure or complimentary measures that are introduced or progressed to achieve a common aim.

TARGET

Our target sets down a measure of our performance against actions.

The actions being put forward in this strategy are aimed to complement each other in a bid to reach our vision for Renfrewshire for the next 20 years.



2.2 RENFREWSHIRE AREA-WIDE ISSUES AND ACTIONS

STRATEGIC ROAD AND RAIL CONNECTIONS

Renfrewshire is connected by road to Glasgow and the Scottish motorway network via the M8. Traffic flow has deteriorated in recent years due to traffic growth and increasingly congestion is a common feature especially between Junctions 26 and 29. The importance of this route in supporting economic activity and the growth of Glasgow Airport in Renfrewshire cannot be understated.



Linkage to North Ayrshire is via the A737 trunk road. This route has shown traffic growth of around 6% per annum over the last few years, resulting in a rapid deterioration of service levels and increased congestion at Junction 29.

Traffic growth on the M8 is significantly influenced by the contribution of traffic from the A737.

The excellent rail services between Renfrewshire, the Ayrshires, Inverclyde and Glasgow have experienced a degree of overcrowding during peak periods. It is expected that the Glasgow Airport Rail Link will bring significant benefits through providing direct rail connections to the airport as well as enhancing capacity between Paisley and Glasgow. The airport rail link also improves track capacity which in turn can be used to improve services west of Paisley.

RENFREWSHIRE RAILWAY NETWORK AND PATRONAGE



RAIL PATRONAGE 03/04

Source SPT

PAISLEY CANAL
2775 weekly boarding
3207 weekly alighting

INVERCLYDE LINE

PAISLEY St. JAMES
313 weekly boarding
328 weekly alighting

PAISLEY GILMOUR STREET
13841 weekly boarding
14375 weekly alighting

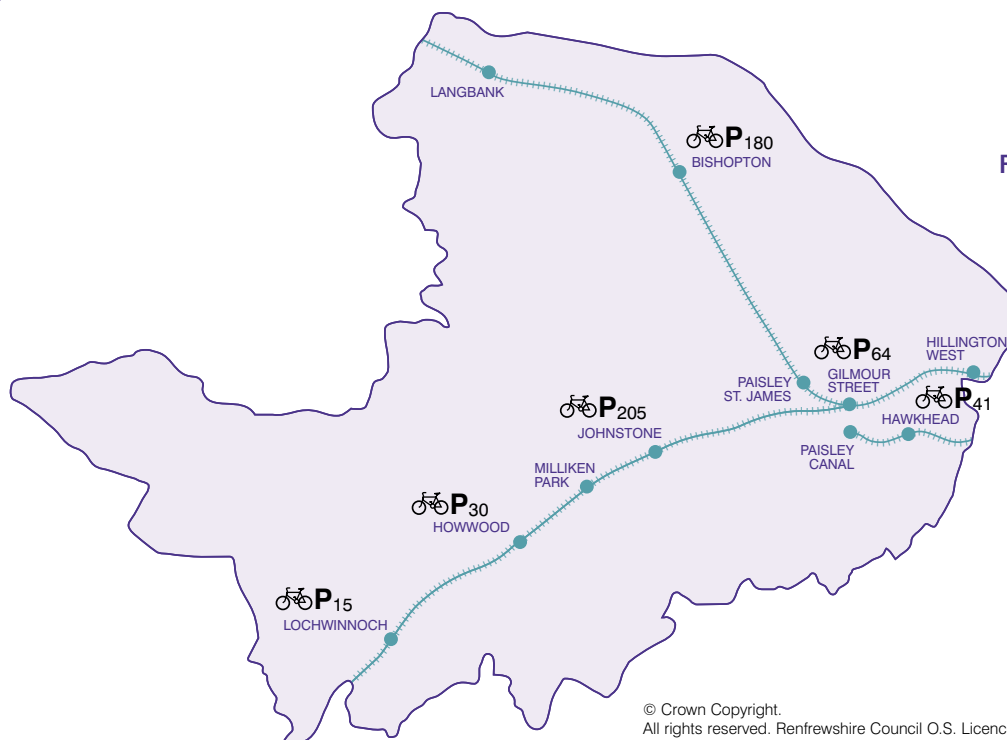
AYRSHIRE LINE

JOHNSTONE
8747 weekly boarding
8910 weekly alighting

PAISLEY GILMOUR STREET
19416 weekly boarding
18157 weekly alighting

P = PARK AND RIDE

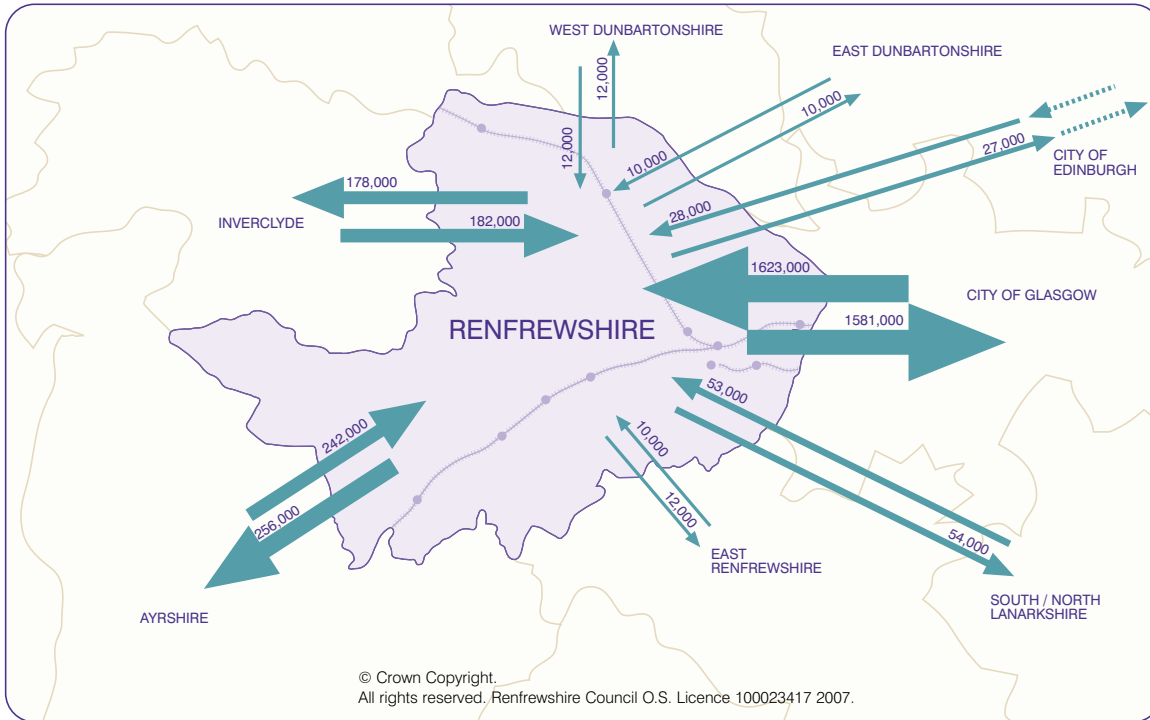
= CYCLE PARKING AVAILABLE



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RENFREWSHIRE RAIL PASSENGER JOURNEYS 2004/05 Source: Scottish Transport Statistics 2006



A priority of the Council’s transport strategy is to ensure acceptable service levels on the trunk roads M8/A737 and adequate capacity on the rail network to ensure that economic growth is sustained.

Action to tackle these issues will involve partnership between the Council, the Scottish Executive, Transport Scotland and Strathclyde Partnership for Transport.

Aim:

The Council seeks to 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.



Actions:

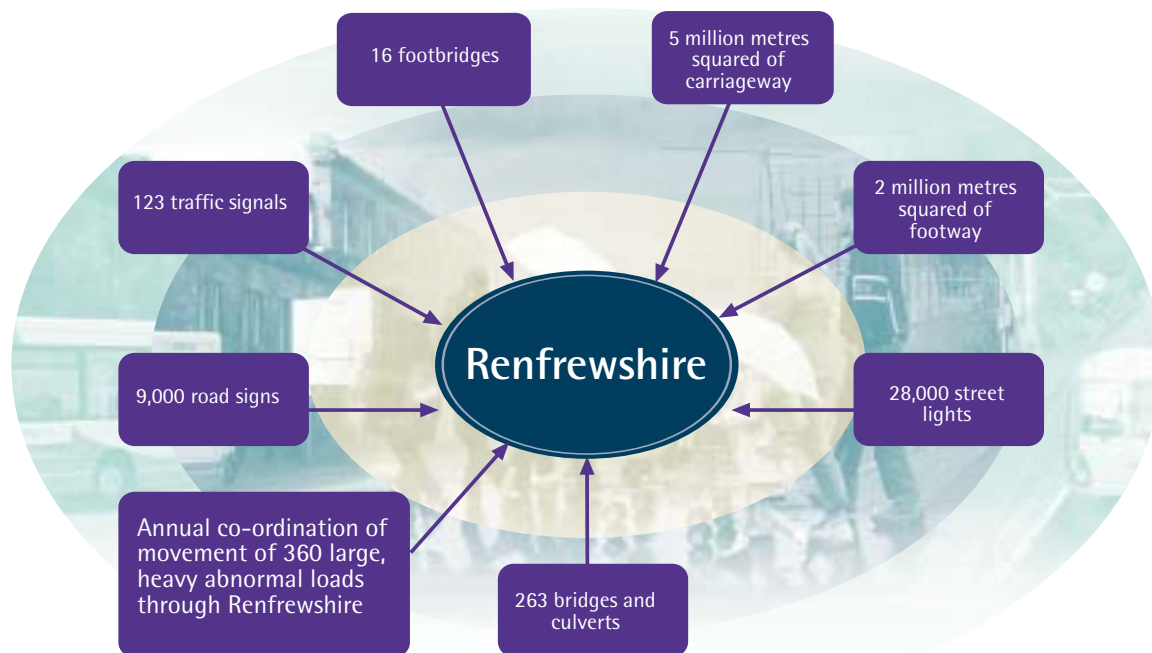
The Council will:-

- Partner with the Scottish Executive/Glasgow Airport/Transport Scotland/Strathclyde Partnership for Transport (SPT) into studies of the M8 corridor encompassing both public and private transport and

agree a strategy for action.

- Co-ordinate strategies on the M8 corridor with Glasgow Airport’s Access Strategy being taken forward as part of the Airport Master Plan.
- Liaise with the Scottish Executive/Transport Scotland/Strathclyde Partnership for Transport and North Ayrshire on the A737 corridor and agree traffic projections and actions stemming from increased commuting from Ayrshire to Glasgow.
- Prioritise travel planning amongst local employers where they generate significant numbers of car trips on the M8 and A737.
- Liaise with Glasgow City Council and Strathclyde Partnership for Transport over parking policies which influence peak hour traffic growth.
- Seek funding from Strathclyde Partnership for Transport for the Renfrew North Development Road.
- Form a working group with Glasgow City Council, and West Dumbartonshire to promote Fastlink.

RENFREWSHIRE ROADS ASSETS



NETWORK MAINTENANCE

In 2000, when the last Local Transport Strategy was produced, we recognised that like most local authorities in the UK, Renfrewshire had suffered from long term under investment in the road network. Over the last few years, considerable partnership working has taken place between local authorities to develop robust processes for recording roads assets and their condition. Within Renfrewshire, we have developed map based databases defining the locations of our infrastructure. We also have detailed condition information on traffic signals and road signs and a process of cyclic replacement combined with damage response maintenance in place.

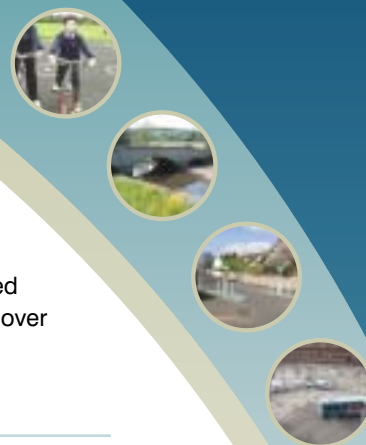
Road Condition

With respect to the condition of the roads themselves, this was determined through a combination of visual inspections and machine surveys. All Council's in Scotland are currently involved in machine surveys and all A class roads, 50% of B and C class roads and 15% of unclassified roads are surveyed each year. It is now possible to assess the condition of the network objectively and compare this across Council's year on year.

Network Maintenance

The development of the maintenance programme is through a combination of visual inspections, machine surveys, local feedback from communities and recorded road incidents. Prioritised repair addresses the technical need for investment to ensure best value of expenditure whilst responding to residents aspirations.

Quantification of the expenditure necessary to recover the condition of roads and the consequent baseline annual maintenance budget is ongoing.



Footways

Expenditure on footways is currently prioritised entirely through visual inspections. This approach remains effective and offers better value than machine surveys.

Lighting

Street lighting maintenance is being tackled through assessing the age and condition of all apparatus. This will be added to our locational database and enable forward investment programmes to be estimated. Current assessments of our 28,000 street lights suggest that a substantial number of columns are due for replacement.



Bridges/Structures

Restrictions to load or width capacity of bridges can cause major dislocation of our local businesses, agriculture and public services. Bridges and other road structures are vulnerable links on the road network and their continued safe operation is fundamental to our transport infrastructure.

Nationally, the repair and strengthening backlog has been added to in recent years by greater demands being placed on existing structures by a succession of much heavier permitted vehicle types and the development of more stringent safety standards.



To address these problems in Renfrewshire, modern management techniques are being implemented to ensure our structural assets are maintained in a condition that is safe for use and fit for purpose.

In recognition of the maintenance backlog, an additional £8 million over the next 3 years has been allocated to Maintenance through prudential borrowing funding as described above. Condition assessments are

consequently anticipated to show improvements over the next 3 years.

Aim:

The Council will maintain roads, bridges, street lighting and furniture to a standard that ensures public safety and the most cost effective combination of structural repairs and cyclic maintenance.

Actions:



The Council will:-

- Complete the database describing the condition and location of all infrastructure and finalise the process of best value asset management to:-
 - Identify definitively the expenditure necessary to recover the condition of the network,
 - Identify the base level maintenance budget necessary to maintain all infrastructure such that the condition will not deteriorate to an unsatisfactory level in the future,
 - Bring forward a specific strategy to address street lighting,
 - Carry out bridge condition indicators to track the changes to our stock of structures using nationally agreed criteria,
 - Provide a complete picture of the load carrying capacity of the Council and privately owned bridge stock,
 - Prepare an investment programme to bring weak bridges and structures up to an acceptable standard
- Prioritise carriageway resurfacing through a process involving visual inspections, machine surveys, accident records and customer feedback.
- Prioritise footway resurfacing to locations which address safety, high pedestrian flows and frequent passage by school children or people with mobility difficulties.
- Include dropped kerbs in all footway reconstruction work to assist people with mobility impairment.
- To track the changes to our stock of structures using nationally agreed criteria.
- Provide a complete picture of the load carrying capacity of the council and privately owned.

DEMAND MANAGEMENT

Renfrewshire has been proactive in demand management and is one of only a few Council's in Scotland who have appointed a full-time Travel Planning Officer. This was in recognition of the importance that travel planning can have on home to work trips and the school run. We estimate that there are approximately 60,000 trips to work made by cars every day in Renfrewshire and that reducing this by as little as 10% through initiatives such as car sharing or switching to public transport could significantly reduce peak hour congestion.



provide substantial relief on the road system such that the network flows freely and congestion does not impede economic development.

This approach needs to be more widely publicised as there is still an expectation that network improvements can only be achieved through the implementation of capital projects.

An important benefit of travel planning is increased incidences of walking and cycling. This has a direct positive benefit on the health of the population and consequently the quality of life of Renfrewshire citizens.

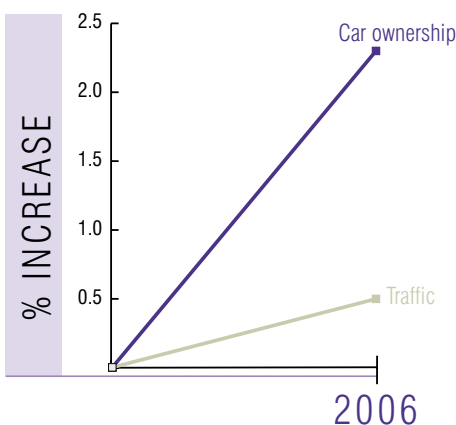
The school run contributes substantial amounts of traffic to the road system. Children's health and traffic congestion can both be improved through walking and cycling to school in preference to a run by car.

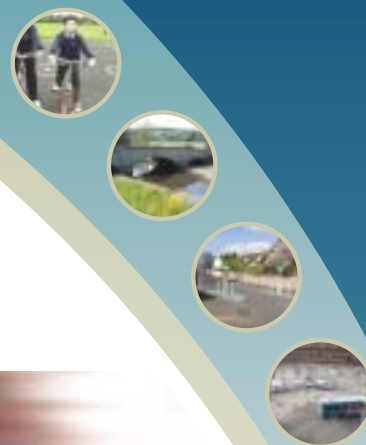


Parking policies, which deter long stay commuter parking within town centres encourages greater use of alternatives such as public transport or cycling. Indeed the typical journey length in Renfrewshire is only around 4km, although given freedom most people will make this journey by car. Town centre parking policies which deter commuters assist the short stay shoppers and visitors who contribute positively to economic vitality.

It is well known that actions on a small scale, carried out by individuals or by local authorities continue to have an impact regionally, nationally and globally. The serious threat of climate change can start to be addressed and changed through actions carried out at a local level. Thus, the impact on climate change through reducing the amounts of environmental damage caused by vehicles are an important consideration and positive outcomes are expected through demand management techniques.

Our policies to date have constrained traffic growth in Renfrewshire to around 0.5% per annum over the last 6 years despite car ownership growing at between 2-3% per annum. Consequently congestion has not increased at a rate experienced by many other parts of the country and the need for new infrastructure to accommodate traffic has been reduced. Demand management has the potential to





Aim:-

The Council will continue to 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 input on our environment.



Actions:

The Council will:-

- Continue to fund a full-time Travel Planning Officer.
- Further develop travel planning in schools such that all schools are involved and pupils travel behaviour is affected in a positive way.
- Develop a Council Travel Plan
- Work in partnership with the Local Enterprise Company and major employers to promote sustainable travel plans;
- Through the Local Plan, prioritise development to locations sustainable in transport terms;
- Work in partnership with SPT to improve parking and public transport accessibility at railway stations;
- Set high standards with respect to the provision and maintenance of all bus stops and shelters within council control;

- Encourage SPT to ensure that all bus companies provide timetables at bus stops as required by the Transport (Scotland) Act 2001
- Continue to develop parking policies that favour shoppers in town centres and displace commuters to long stay car parks.
- Investigate the case in Renfrewshire for creating a statutory Bus Quality Partnership or contract in partnership with SPT to improve bus service quality, network coverage and hours of operation;
- Continue to liaise with SPT on bus service subsidy which provides socially necessary services, linking people to jobs, shops, health and leisure facilities.
- Work in partnership with other councils to encourage development of business travel plans.
- Work with Glasgow City Council to investigate expanding real time passenger information for bus services.



ROAD AND COMMUNITY SAFETY



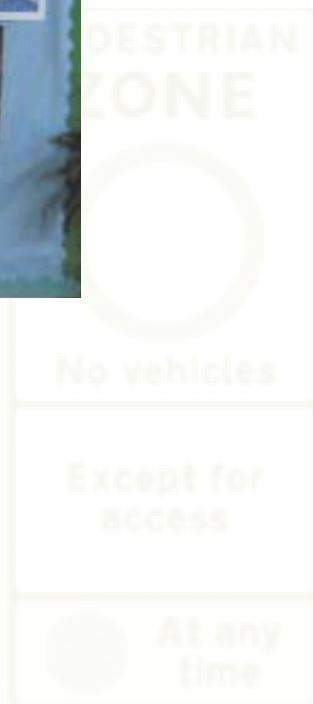
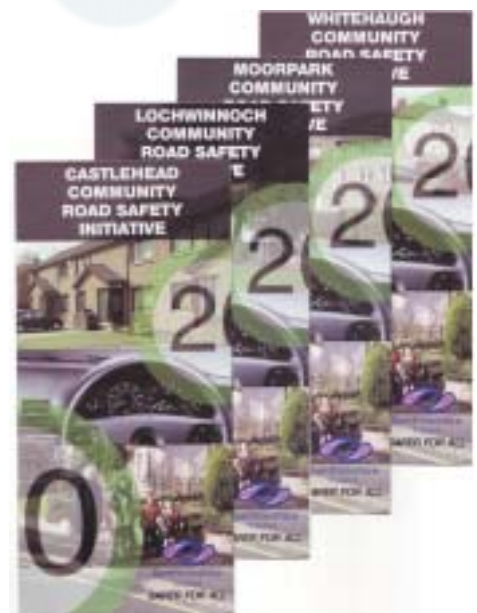
Road casualty reduction continues to be a high priority for the Council's performance since the last Local Transport Strategy has been good and casualties have dropped across all categories. The Government targets for "fatal and serious accidents" and "child casualties" will be comfortably exceed by 2010. A key

concern of residents is danger from speeding traffic. This can make crossing roads dangerous and create high levels of risk in housing areas where children play. Unfortunately, monitoring of speeds at 19 locations since 1999 has not indicated that motorists are responding well to national speed reduction advertising. Typically 37% of

motorists on a road with a 30mph limit will exceed the speed limit by a margin of 7-10 mph. Our accident analysis indicates that speed is a factor in over 40% of accidents. Speed reduction will therefore continue to be a key priority in our road safety strategy.

Young drivers remain a problem, with an overly high proportion of young drivers being involved in crashes.

Whilst much has been achieved in recent years through community road safety initiatives, the introduction of traffic calming, pelican crossings, new traffic signals and speed activated warning signs, the fundamental objective shall be to change driver attitudes & behaviour. This offers the best chance of reducing road danger and bringing relief to the majority of Renfrewshire residents who remain concerned about road safety.





Aim:

The Council will continue to target accident reduction through education and awareness raising for drivers and pedestrians, introduce engineering measures to reduce risk and support Police enforcement with particular emphasis on achieving compliance with speed limits.



Actions:

The Council will:-

- Further extend community road safety initiatives in support of the Scottish Executive road safety campaign "Foolspeed" which encourages drivers to slow down, especially in urban areas.
- Develop a strategy for driver behavioural change throughout Renfrewshire which engages all the community in improving the quality of life for Renfrewshire residents.
- Carry out accident evaluation annually and report to Council.
- Develop strategies for investment in road safety engineering measures which emanate from accident evaluation and risk assessment to establish priorities.
- Address perceived risk of road danger through engineering and community actions where this impacts significantly on the quality of life.
- Continue with, and develop road safety education in all Renfrewshire schools using the curriculum materials produced by the Scottish Executive "Road Safety Campaign".
- Partner with the Police on priorities for enforcement and maintain close liaison on the Council's road safety strategy.
- Address road safety problems on rural roads with higher than average accident rates, through route actions plans.



WALKING AND CYCLING STRATEGY



Increased car ownership has changed the way most of us live. Hence, walking and cycling has become less popular as a preferred means of travel to cover short distances. Surprisingly, average trip length in Renfrewshire for all activities is between 3 and 4 km. The

preferred mode of transport however is the car. There is substantial potential for many more journeys to be made on foot and by bicycle. There are huge benefits in this for personal health. Ironically many people join gyms and train by using cycling and walking machines when this could be encompassed in daily life.

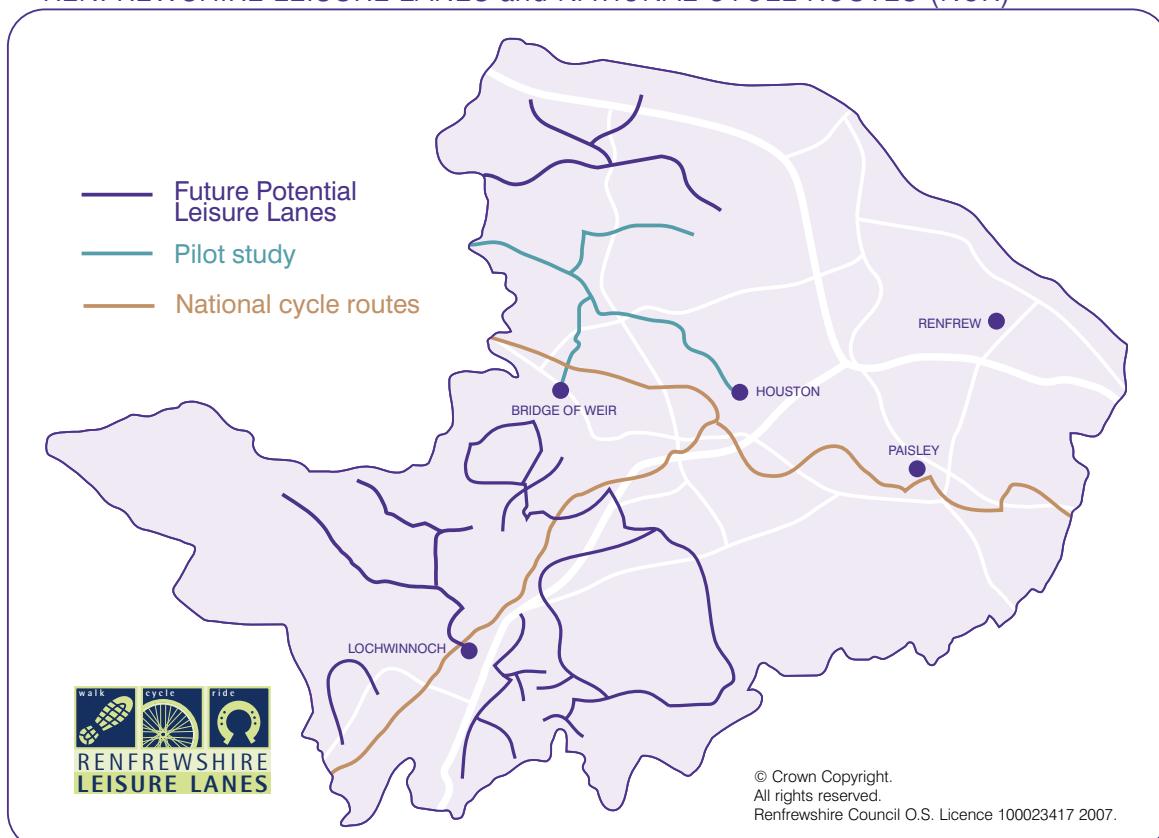
For the 39% of Renfrewshire adults without access to a car, walking and cycling is the fundamental means of accessing services and public transport for longer journeys. It is important therefore that the infrastructure exists to facilitate this and that barriers to walking and cycling such as difficult crossing points on busy roads, are addressed.

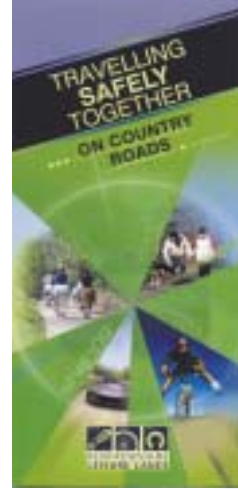
Much has been achieved since the last Local Transport Strategy including the provision of over 50 missing footpath links and the installation of many signal controlled crossings. A major project to link Lochwinnoch railway station and Lochwinnoch village and Castle Semple outdoor leisure centre was delivered through funding for this partnership project coming to Renfrewshire from Strathclyde Partnership for Transport.

Walking and cycling as a leisure activity is hugely beneficial to improved health. It is important therefore that the transport strategy recognises the value of facilitating leisure walking and cycling activities to encourage healthier lifestyles.



RENFREWSHIRE LEISURE LANES and NATIONAL CYCLE ROUTES (NCR)





Aim:

The council will continue to promote and encourage increased cycling and walking for commuter, leisure and business trips in order to improve the health of our citizens and improve the environment through reduced car usage.

- In partnership with East Renfrewshire Council, deliver a cycle route between Barrhead and Paisley.
- Identify locations isolated from jobs and services due to barriers to walking and cycling and prioritise actions to tackle this.

Actions:



The Council will:-

- Continue to develop a strategy which facilitates walking and cycling as an alternative for all short to medium length trips in the Council area.
- Partner with Sustrans in developing leisure opportunities for walking and cycling and support the Council's Access Strategy.
- Implement the Paisley South Side Strategic Walking/Cycling Route which links East Renfrewshire to the national cycle route and provides off-road linkages between schools, homes, shops and work on the south side of Paisley.



- Support the Council's economic development strategy by providing safe walking and cycling access to employment, particularly for areas with low car ownership.
- Improve pedestrian crossings on busy roads through the introduction of zebras or signal controls where this coincides with pedestrian desire lines and removes barriers.
- Ensure pedestrian crossings are suitable for disabled persons and endeavour to reduce crossing distances where possible.
- Prioritise investment in the improvement of walking routes where this supports the Council's "Safer Routes to Schools" programme.
- Continue to roll out secure cycle parking in town/village centres. Railway stations etc. and provide cycle parking facilities in schools.
- Continue to refine design principles for urban roads in Renfrewshire to safely accommodate cyclists where off road facilities do not exist.
- Partner in supply of bicycle storage at public transport nodes.
- Encourage bicycle transport facilities on public transport.

ROAD NETWORK PERFORMANCE

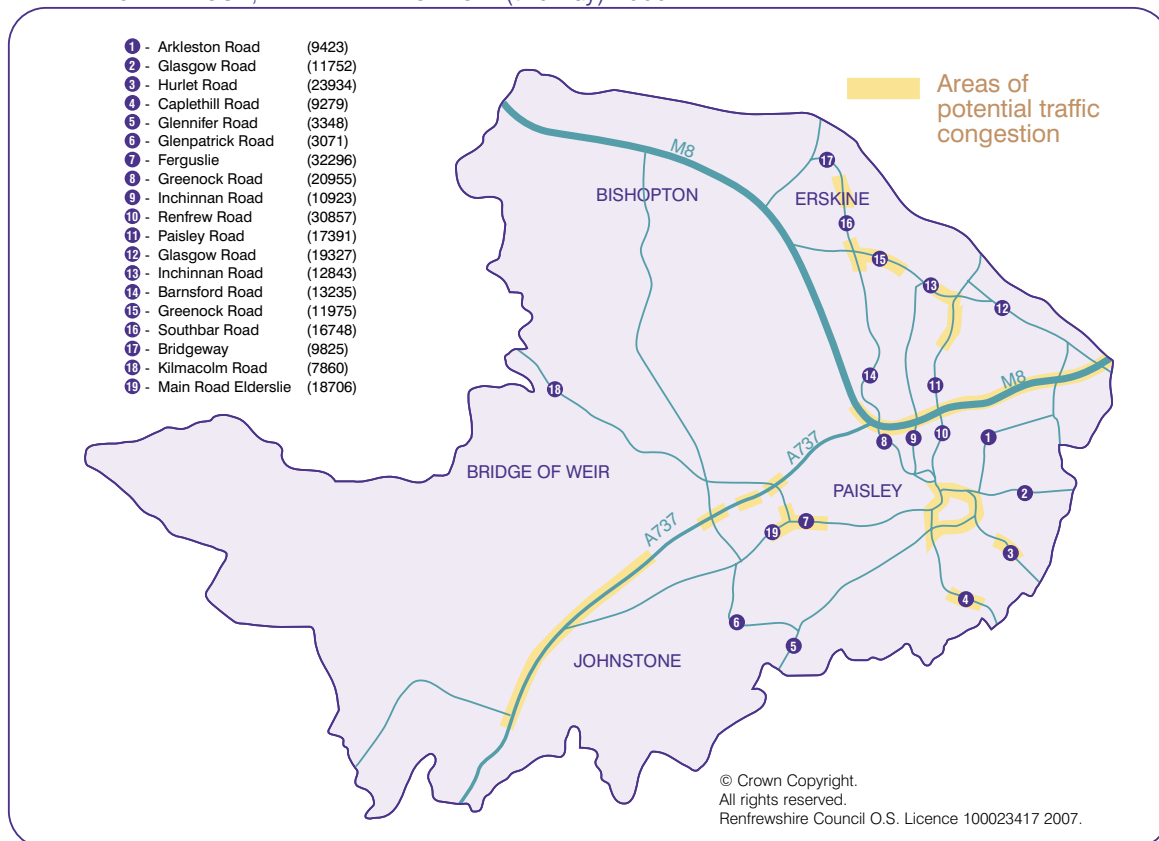
Every day thousands of drivers use Renfrewshire roads for a variety of reasons. Drivers have expectations of the level of service the road network should offer, varying from the ease of use of directional signage to levels of congestion. It is appropriate for the Council to deliver, so far as it is able, a level of service which represents most efficient use of the road system as possible, within road safety, physical and financial constraints. Whilst traffic growth will increase, congestion and the Council's actions to reduce this will have a major bearing on service levels, there is much that can be achieved through effective road markings to best utilise road space and ensure that traffic signal controlled junctions operate at optimum settings.





ATC MONITORING SITES

AVERAGE 24 HOUR, 7 DAY TRAFFIC FLOW (two way) 2006



To measure levels of service, a series of routes have been identified that are surveyed at regular intervals to compare journey times during both peak and off-peak periods. Comparison of the 2004 results with the 2006 results indicate that journey times have increased by typically just over 1%. This may reflect the impact of traffic growth over this period, although the difference is so small that it could also be due to normal fluctuations of traffic volumes. It will take several years of data before accurate trends in network performance can be established.

Aim:

The Council will strive to achieve the most efficient operation of the road network to minimise delays for road users, particularly for public transport, subject to constraints imposed by road safety, physical limits on the network and the need for repairs.



Actions:

The Council will:

- Maintain a database of all signal controlled junctions and check and optimise the efficiency of each junction on a 2 year cycle;
- Evaluate the potential to upgrade traffic signal controlled junctions around Paisley such that they are incorporated within a real time reactive computer control system which maximises signal efficiency;
- Review the need for signals at priority junctions;
- Co-ordinate Council roadworks to minimise disruption, taking account of any works being undertaken by the Scottish Executive on the trunk roads (A737 and M8);

- Record and co-ordinate public utility works on the road network as required by the Transport (Scotland) Act 2005 (recognising that access cannot unreasonably be denied to public utilities and emergencies would be treated as exceptions);
- Carry out periodic reviews of directional road signs.



BIODIVERSITY

Biodiversity is the variety of life and includes species, habitats and ecosystems.

Biodiversity is important because it provides us with resources and is indicative of a healthy environment. In short, biodiversity is an indicator of sustainable development.



The Renfrewshire, East Renfrewshire and Inverclyde Local Biodiversity Action Plan (LPAP) launched in April 2004 was written to raise awareness of the importance of biodiversity and highlight some of the habitats and species of concern in the local area.

The document influences local authority policy ensuring that nature conservation is taken into account in the decision making process for developments and proposals, thereby ensuring such developments are sustainable.

National Planning Policy Guideline 14 on Natural Heritage states that "Planning authorities can make an important contribution to the achievement of biodiversity targets by adopting policies that promote and afford protection to species and habitats identified in the LBAP".

Furthermore, the Nature Conservation (Scotland) Act 2004 states;

"It is the duty of every public body and office-holder, in exercising any functions, to further the conservation of biodiversity so far as is consistent with the proper exercise of those functions"

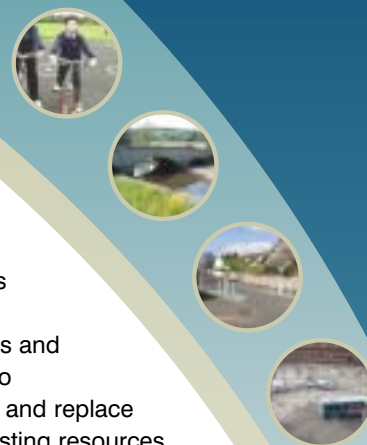
Renfrewshire Council will show regard to biodiversity while exercising its functions in order to fulfil its statutory duty under this legislation.

Within Renfrewshire the road system has bearing on local biodiversity due to features such as verges, trees and hedges in rural areas, landscaped areas, urban trees etc. Effective management of the green elements of transport systems can contribute significantly to the proliferation of native plant species and diversity of wild life. The Council is committed to following good practice for biodiversity and linkages have been formed between the transport strategy and the Local Biodiversity Action Plan. Significantly, biodiversity is a good indicator of the overall environmental health of an area and transport should contribute positively to this so far as is possible.

Aim:

The Council will manage green elements and natural habitats of the transport network in a manner which encourages biodiversity and supports the Local Biodiversity Action Plan.






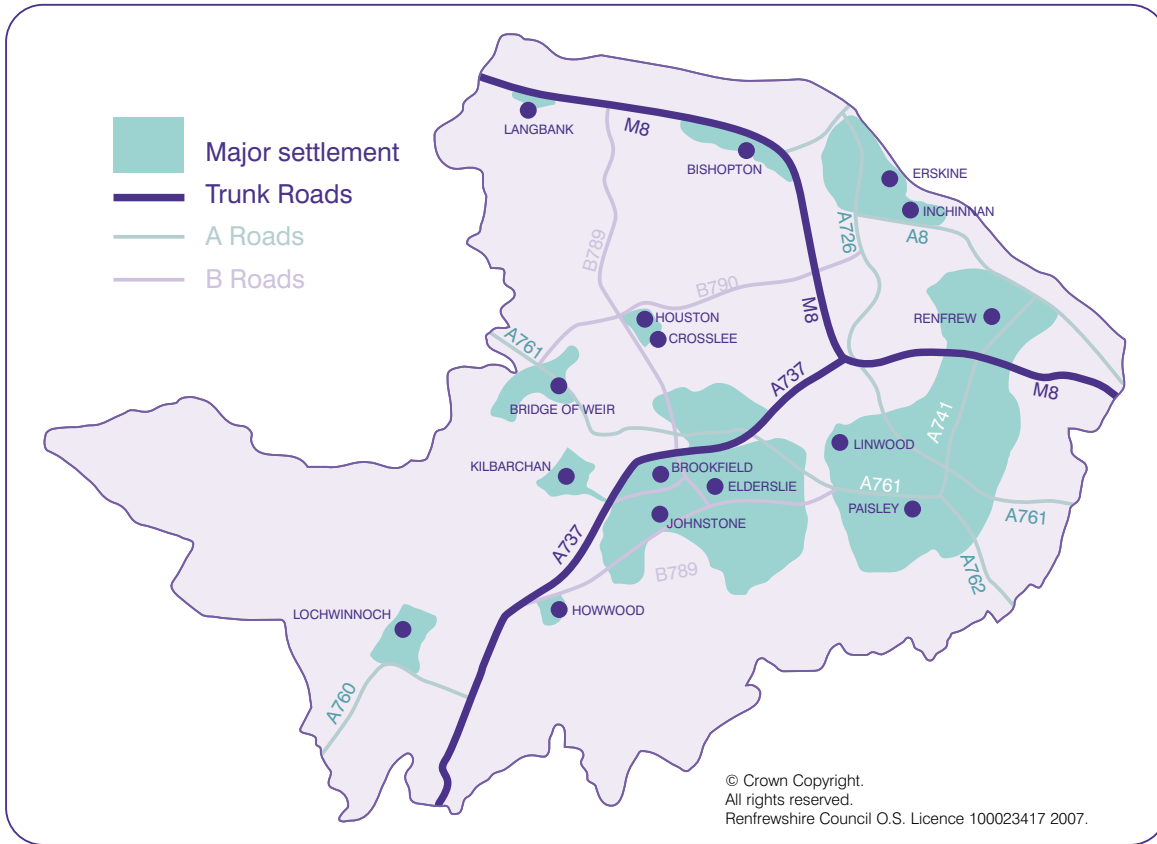
Actions:

The Council will:

- Identify locations where wildflower diversity is an asset on verges and programme verge cutting to sustain this;
- Will endeavour to only cut hedgerows outwith the bird nesting season;
- As a general rule, rural embankments will not be cut unless there are specific safety concerns;
- Consider nesting birds and bats when required to trim or remove older trees and time works accordingly;
- Encourage native trees in urban areas where they can be accommodated;
- Seek to replace trees removed;
- Check older bridges and structures for resident bat colonies and nesting birds prior to commencing works and replace any roost and or nesting resources nearby;
- Recognise the value of off-road walking and cycling links as corridors of biodiversity and animal movement and follow management practices to encourage this;
- Identify locations where animals conflict with traffic and where possible provide safe crossing facilities (ie. Tunnels) or warnings to drivers;
- Use a mixture of grass seed and wild flowers when forming or reinstating grass verges.

Strategic Aims						
	Economic Growth	Social Inclusion	Health	Environment	Safety	Integration
1. "The Council seeks to 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".	✓			✓		
2. "The Council will maintain roads, bridges, street lighting to a standard that ensures public safety and the most cost effective combination of structural repairs and cyclic maintenance".	✓	✓			✓	
3. "The Council will continue to 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"	✓	✓	✓	✓	✓	✓
4. "The Council will continue to target accident reduction through education and awareness raising for drivers and pedestrians, introduce engineering measures to reduce risk and support Police enforcement with particular emphasis on achieving compliance with speed limits".		✓	✓		✓	
5. "The Council will continue to promote and encourage increased cycling and walking for commuter, leisure and business trips in order to improve the health of our citizens and improve the environment through reduced car usage".	✓	✓	✓	✓		
6. "The Council will strive to achieve the most efficient operation of the road network to minimise delays for road users, particularly for public transport, subject to constraints imposed by road safety, physical limits on the network and the need for repairs".	✓	✓		✓		
7. "The Council will manage green elements and natural habitats of the transport network in a manner which encourages biodiversity and supports the Local Biodiversity Action Plan".			✓	✓		

RENFREWSHIRE MAJOR SETTLEMENTS

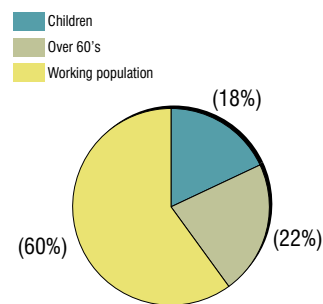


2.3 SPATIAL APPROACH – AIMS AND ACTIONS

PAISLEY

With a population of around 74,840 residing in 38,345 households, Paisley is Renfrewshire’s largest town. The working population is approximately 45,017 and there are 16,511 over 60’s. The old industrial employers, textile and thread works have now all gone and some of the historical heritage has been converted to housing, office and other work spaces.

PAISLEY POPULATION 74,840



Major locations of employment are at the adjacent Glasgow Airport, Inchninnan Industrial Estate, Hillington Industrial Estate and Paisley itself.

There are 22 primary and 4 secondary schools serving the surrounding area, which is connected to other towns by a radial road system and a rail network. There are excellent rail services to Glasgow, Ayrshire and the Clyde Coast.



Issues:

Car ownership is comparatively low, with over 45% of households having no access to a car.

The historic town centre is an outstanding mix of fine architecture and townscape within a compact area. The key shopping streets are pedestrianised and the remainder of the town centre is only accessible by bus and taxi. Around the town centre a ring road intercepts all the main routes converging on Paisley.

Paisley's role as a major retail centre has declined in recent years, mostly due to competition from the nearby Braehead shopping centre and Glasgow city centre but also because of fundamental changes in the role of town centres generally.

Shopping surveys indicate an unusually high proportion (over 60%) access the town centre by bus. The streets around the town centre effectively fulfil the role of a bus station with many services terminating here in combination with Gilmour Street railway station, which has 8 trains an hour to Glasgow, the town centre is an effective transportation hub. This role will be strengthened when the rail link to Glasgow Airport is completed. Bus quality is variable however and most services terminate by around 6.30pm.

Gilmour Street Station lies immediately adjacent to the town centre and whilst remaining a striking building of impressive architecture, the interior is unwelcoming with spartan facilities for passengers.



Parking in Paisley is an issue frequently raised by retailers. Considerable evaluation of parking supply and demand has taken place in recent years. Parking surveys are carried out every two years to determine if the Council's policy of achieving parking

space turnover in the town centre is effective. At present, parking supply is broadly in line with demand and space turnover in pay and display locations is high. An issue however is the dispersed nature of Council owned gap site car parks in the town centre and the quality of the privately owned Piazza multi-storey car park. There is also concern over a 250 space surface level car park which previously supported the former Arnott's store.

The changing mix of shops/offices and homes in the town centre will have a bearing on the appropriate future level of parking supply. An ongoing issue is commuter intrusion into residential areas around the periphery of the town.

Road users experience congestion in central Paisley during peak periods and traffic evaluation has indicated that traffic growth of around 1% per year is higher than elsewhere in Renfrewshire.

Whilst the pedestrian environment is good in the town centre, the ring road creates a considerable barrier to pedestrian access from adjacent residential areas.

Paisley is the only location in Renfrewshire where there are concerns over air quality. Central Road, an enclosed bus and taxi street immediately adjacent to the town centre and railway station, has been declared an "air quality management area". Pollution in the street is caused primarily by the exhaust emissions from buses and taxis.

Studies have been undertaken into how the economic decline of Paisley town centre can best be tackled and a strategy for action involving both the Council and external partners has been published. Our future actions on transport will compliment and support the evolution and revitalisation of the town centre.

Aim:

The Council will develop transport actions for Paisley which support and complement the wider economic regeneration strategy, improve accessibility, particularly for cycling, walking and public transport, minimise congestion around the ring road and enhance the street environment.

This aim contributes to the following key objectives:



Actions:

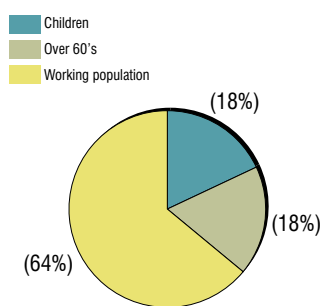
The council will:

- Review the current traffic management system in the core of the town centre to determine if the current network of bus and taxi-only streets remains appropriate.
- Reduce congestion on the ring road through the introduction of central computer controlled dynamic traffic signal management to improve bus accessibility to the town centre and generally reduce queuing traffic.
- Review parking location, signage and supply in the context of future development aspirations in the town centre and prepare a long-term parking supply strategy.
- Prioritise travel planning amongst employers who impact on Paisley town centre traffic levels to reduce the rate of peak hour traffic growth.
- Undertake studies into walking and cycling accessibility to the town centre giving particular consideration to the barriers created by the ring road.
- Complete studies into a statutory Bus Quality Partnership covering central Paisley specifically to address air quality problems in Central Road.
- Review an historical proposal to create a bus interchange in Old Sneddon Street, immediately behind the railway station through making this street bus and taxi-only and revising the layout of the existing ring road to accommodate this.
- Review an historical scheme which includes proposals to upgrade Underwood Road which forms part of the Northern Ring Road and the replacement of a rail over road bridge which has severe height restrictions.
- Encourage the Regional Transport Partnership and Transport Scotland in partnership with Network Rail to identify and upgrade Gilmour Street railway station.

RENFREW

Renfrew lies north of the M8 and to the east of Glasgow Airport on the river Clyde. Originally a medieval trading burgh where shipbuilding and heavy engineering thrived, it currently has a population of 20,150 residing in 9,574 households. 12,436 of the population are of working age and there are 4,147 over 60's. The ferry across the River Clyde to Yoker has been in existence since 1782 and currently makes 75 return trips each day and carries an average of 700 passengers per day. 5 primary and 2 secondary schools serve Renfrew.

RENFREW POPULATION 20,150



The surrounding area is undergoing a great deal of change and the town centre has fallen behind the pace of recent redevelopment and suffers from a poor environment, congestion and aside from a few key buildings is visually unappealing. The Council is committed to the Renfrew Town Centre Regeneration Strategy which aims to upgrade key streets in the town centre and manage traffic to reduce the current levels of traffic flow on shopping streets to improve the space for people.

The Town Centre Strategy recognises that the Renfrew Northern Development route (contained in the Regional Transport Strategy) is essential to provide an alternate route for through traffic.

The redevelopment of the old Braehead Power Station site and the North Renfrew Area will enhance the area, bringing employment, recreational activities and over 2000 new houses. Regeneration of the Town Centre aims to bring improvements to allow people to move around more easily, traffic to flow efficiently and provide a town centre that is a more pleasant place to visit and shop.



Issues:

- Traffic congestion at peak times in the town centre.
- Parking supply issues i.e. balance of short stay and long stay.
- Economic decline of retail due to competition from Braehead and other out of town centres.
- Major redevelopment at Renfrew Riverside requires integration and transport links.
- A8 capacity issues.
- No rail link to Renfrew therefore it is completely reliant on bus services for public transport.
- Evening and off-peak bus service provision is inadequate.
- Perception of speeding and inappropriate use of several residential roads.
- Discussion with bus operators to secure bus services along Kings Inch Boulevard as housing developments are implemented. (Investigate provision of bus shelters as well as bus poles).
- Bid for funding from the Regional Transport Partnership initially for a feasibility study and subsequently for construction of the Northern Development Road to relieve town centre congestion.
- Investigate, in partnership with SPT, the feasibility of an LRT / fastlink bus service along the river Clyde linking residential areas to health facilities, leisure facilities and employment centres.

Aim:

Redress the balance in access demands for the town in order to reverse economic decline whilst providing linkages between the town centre and Renfrew riverside, as well as creating a more attractive and safe environment for Renfrew residents and visitors.

This aim contributes to the following key objectives:



Actions

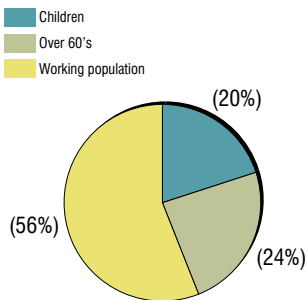
- Implement the Renfrew town Centre Regeneration Strategy including
 - Installing traffic signals with pedestrian facilities at the cross (Hairst Street / Glebe Street / Inchinnan road / Paisley Road).
 - Introducing 'gateway' traffic management measures to (reduce speeds around the town centre) raise the awareness of drivers that they are entering an area where vehicle speeds should be reduced.
 - Implementing 'streetscape' projects in Hairst Street and High Street to create space for people, deter through traffic and visually enhance the town centre.
 - Manage parking to assist access for people shopping or visiting the town centre.
- Liaise with transport providers and Strathclyde Partnership for Transport to provide bus routes along Kings Inch Road.
- Discuss route penetration and timetabling with Strathclyde Partnership for Transport.



JOHNSTONE

Johnstone has a population of 16,190, living in 8,317 households, of which 9,150 are of working age and 3,863 are over 60's.

JOHNSTONE POPULATION 16,190



The town developed around the mills, with tool making providing another important industry. The town is a popular shopping area with a good mix of retail outlets. There is a train station on the line from Glasgow to Ayrshire and a well used Park and Ride car park at the station. There are 7 primary and 2 secondary schools in the town, which also presently serve as receptor secondary schools for the surrounding area.



A major redevelopment is taking place on the west side of Johnstone on former engineering works involving a major superstore, direct linkage to the main town centre car park in Collier Street and upgrading of traffic signals in the town. Major junction improvements will also take place on the Barrochan Interchange on the A737. This will contribute to supporting Johnstone as a competitive retail centre.

Issues:

- Rail park and ride is currently substantially over capacity.
- Public transport service provision is poor in off-peak periods.
- Some areas are currently not served by any bus service.
- Town centre congestion occurs during peak periods.
- There is a perception that parking supply in the town centre is a problem.

Aim:

Seek to support the shopping and commercial role of the town through transportation actions which ensure accessibility, sufficient parking and a safe and pleasant environment.

This aim contributes to the following key objectives:



Actions:

- Partner with Strathclyde partnership for Transport to address parking problems at the rail station Park & Ride car park.
- Explore options to reduce the pressure on Johnston rail station such as considering improved Park and Ride at locations such as Milliken Park.
- Undertake parking studies to quantify the appropriate level of supply and develop a strategy to achieve this.
- Investigate bus route penetration and timetabling with Strathclyde Partnership for Transport and develop proposals to be discussed with bus companies.
- Improve the performance of traffic signals in the town centre for both vehicles and pedestrians by introducing a computer controlled system which responds dynamically to traffic levels.

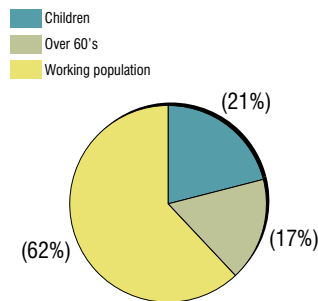


ERSKINE

Erskine has a population of 15,620 living in 6,221 households. There are 9,727 people of working age and 2,600 over 60's. From being a village in 1968 it was granted New Community Status. Consequently a major expansion took place and Erskine became one of Scotland's new towns. The Erskine Bridge over the River Clyde opened in 1967 and today carries around 30,000 vehicles per day. There are 5 primary and 1 secondary schools serving the area.

- There are good walking / cycling links along the riverfront but connectivity to this from Erskine is variable.
- There are missing walking / cycling links to cycling networks which link Paisley, Glasgow Airport, Renfrew etc.
- Bus services throughout the day are generally good (with exceptions in some areas) but evening services are poor.
- Some walking links to bus stops are missing.

ERSKINE POPULATION (15,620)



Aim:

Support the town centre redevelopment, strengthen public transport links, address speeding on urban roads and ensure accessibility by walking and cycling modes to improve connectivity to jobs both within and outwith Erskine.

This aim contributes to the following key objectives:



Issues:

- Erskine town centre is in need of some refurbishment and there are proposals for a major redevelopment of the retail centre in Erskine.
- Much of the road network is wide, has no frontal access and consequently encourages high vehicle speed which creates conflict with pedestrians.
- Erskine is not connected to the rail network.
- The path network is often remote from the road side causing some personal security concerns and there are missing links.

Actions:

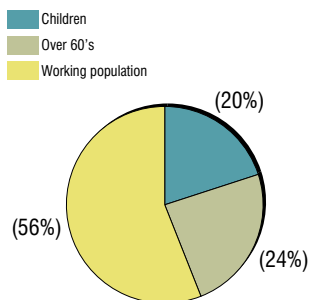
- Study speeding problems and propose measures to reduce speed and assist pedestrians on urban distributor roads.
- Ensure adequate pedestrian links to bus stops.
- Investigate provision of Bus Park & Ride.
- Investigate routes and seek SPT to improve penetration and bus timetabling.
- Improve links to the existing cycle / walking network.



LINWOOD

Linwood has a population of 8,660, living in 4,094 households, of which 4,809 are of working age and 2089 are over 60's. It lies just north of the A737 and enjoys good access by road.

LINWOOD POPULATION 8,660



It was a small community which was greatly expanded to accommodate the workers employed in the Routes/Chrysler car factory built around 1960. Since its closure, the site has been redeveloped as a commercial estate with several retail outlets, supermarket, car sales and servicing, and fast food outlets to the east of Linwood Road with office and distribution warehouses to the west. The National Cycle Route 75 passes the southern edge of Linwood. 3 primary and 2 secondary schools serve the area.



Issues:

- High pedestrian casualty rate relative to other urban areas.
- Pedestrian linkages to Phoenix retail park are poor and require upgrading.
- Links to the national cycle network require improvement.
- Bus services are poor in off-peak periods.
- There is no rail service to Linwood.
- Town centre experiences problems with vehicles speeding.

Aim:

Increase connectivity to assist with access to employment, services and leisure pursuits by means other than the private car and enhance road safety in the town centre.

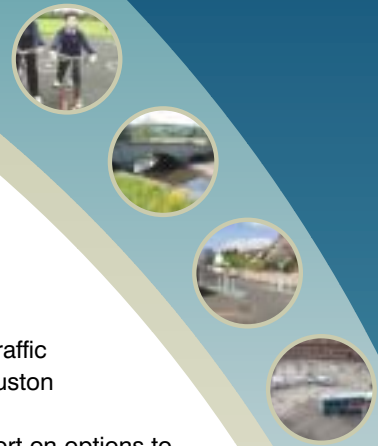
This aim contributes to the following key objectives:



Actions:

- Improve pedestrian access to the Phoenix retail park by providing traffic signals with pedestrian facilities at Linlive roundabout on the A737.
- Provide safe pedestrian and cycle routes to new secondary school.
- Improve linkages with the national cycle network for walking as well as cycling.
- Investigate options for improved bus services in partnership with SPT.
- Liaise with developers on town centre traffic management and develop a strategy to reduce vehicle speeds.

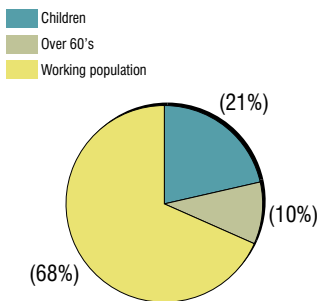




HOUSTON & CROSSLEE

Houston and Crosslee have a population of 6,580, living in 2,494 households, and there are 4,220 people of working age and 944 over 60's. In the 19th century weaving was prominent and both villages gained a reputation for fine embroidery. There are 2 primary schools and 1 secondary school. Although the communities of Houston and Crosslee are effectively joined, there is severance in the form of the B790 which is a higher standard road with a 40mph speed limit dividing the settlement geographically into two distinct areas.

HOUSTON & CROSSLEE POPULATION 6,580



Issues:

- Concern over road safety and traffic circulation in the historical heart of Houston.
- Speed and severance issues on the B790 through the settlement.
- Public transport connections are poor at times.
- Lack of safe walking/cycling linkage to nearby Brookfield, Linwood and Johnstone.

Aim:

Agree a strategy to manage traffic in Houston centre, reduce vehicle speeds and the severance effect of the B790. Improve linkage to adjacent communities by walking, cycling and public transport.

This aim contributes to the following key objectives:



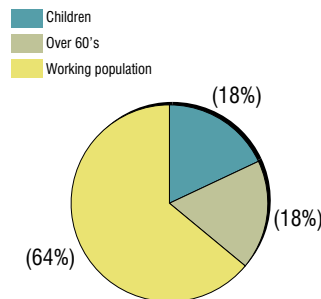
Actions:

- Prepare a plan for traffic management in Houston village centre.
- Investigate and report on options to reduce the severance effect of the B790.
- Undertake feasibility studies with walking/cycling links to adjacent communities.
- Explore options, in partnership with SPT, for improved bus services.

BISHOPTON

Bishopton, with a population of 5,060 living in 2,018 households has 914 over 60's and a working population of 3,245. It lies close to the M8, just west of the Erskine Bridge. The village was once a retreat for the bishops of Glasgow. There was a munitions plant at Georgetown during the First World War and the Royal Ordnance Factory, a major employer since 1937, closed recently. There is a primary school in the village that is a feeder primary for the secondary school in Erskine. A master plan to redevelop the former Royal Ordnance Factory site is being developed. This will include proposals for over 2,000 houses combined with extensive areas of business/industrial development.

BISHOPTON POPULATION 5,060



Issues:

- The rail station Park & Ride car park is over capacity at peak times.
- Bus service provision is poor at off-peak times.
- Although adjacent to the M8, there is no direct access.
- Existing access to the ROF site is very poor.
- The geometry of the A8 through the village results in a degree of abuse of the 30mph limit.

Aim:

Ensure the redevelopment of the ROF site is associated with appropriate upgrades to infrastructure which contribute positively to the existing community and improve links to main employment centres.

This aim contributes to the following key objectives:



Actions:

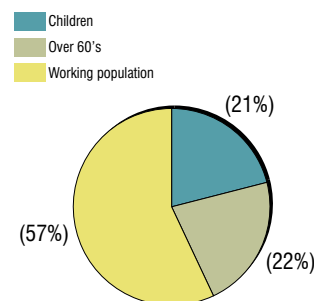
- Expand the car park at the Rail Station.
- Permit the provision of a direct connection to the M8 in connection with the redevelopment of the ROF site.
- Ensure appropriate local infrastructure is proposed along with the redevelopment of the ROF site.
- Develop proposals to reduce traffic speeds on the A8 through the village.
- Explore options to improve bus services in partnership with SPT.



BRIDGE OF WEIR

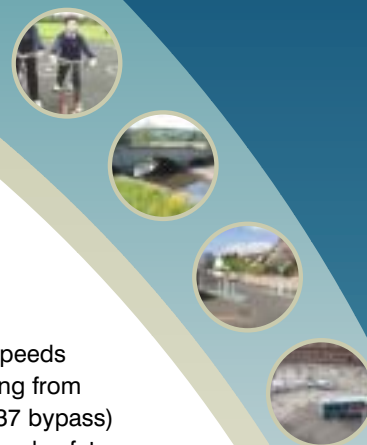
Bridge of Weir lies on the A761 which links Johnstone with Kilmacollm / Port Glasgow. The village, which evolved around the cotton mills about 1790 using the River Gryffe for power, has a tannery which opened in 1770 and still produces leather for a world-wide market. It has a population of 4,670, living in 2,093 households, of which 2,678 are of working age and 1025 are over 60's. The town has one primary school which feeds into the secondary school at Houston.

BRIDGE OF WEIR POPULATION 4,670



Issues:

- Accident problems being highlighted on the main through-route. Many accidents are caused by difficulties experienced by emerging from the side roads.
- "On road" parking along the main through route is not ordered or managed thus causing difficulties for drivers.
- The 30 mph zone in the village is not considered to cover the extents of the village, particularly on the B790 and requires to be re-designated.
- There is a need for an enhanced pedestrian environment in the village and improved pedestrian crossing points.
- Bus service provision is particularly poor and there is no rail service.
- There is no footway along the A761 to Johnstone which is only 4km away and has leisure and shopping facilities.
- Links to the Sustrans off-road cycle route within the village could benefit from improvement.



Aim:

Enhance the village centre through reducing traffic speeds and creating entrance features to improve the village environment and improve connectivity by public transport, walking and cycling to Johnstone and Paisley.

This aim contributes to the following key objectives:



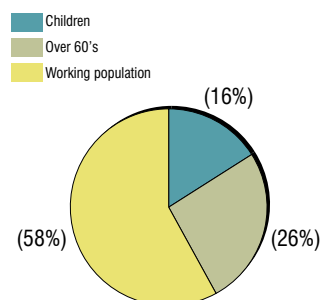
Actions:

- Undertake a study and implement a Town Centre Action Plan to address the traffic and transportation issues in the village. This including consideration of plans for introducing entrance treatments, extending the 30mph zone, implementing 20mph zones in appropriate locations, improve links to the cycling / walking network and define suitable parking areas.
- Improve pedestrian links to Johnstone (investigate footways and remote footpaths).
- Provide links to the cycling network.
- Investigate opportunities in partnership with SPT to improve public transport linkages, especially during the evening.

ELDERSLIE

Elderslie, between Paisley and Johnstone, has a population of 4,500 living in 1,962 households of whom 2,615 are working age and 1,151 are Senior Citizens. The main employer was the former Stoddard carpet manufacturer which was internationally recognised for their quality carpets. The factory that produced them has now been demolished and the site converted to housing. There is 1 primary school, which feeds to the secondary schools in Paisley.

ELDERSLIE POPULATION 4,500



Issues:

- Traffic growth and speeds on Main Road (arising from diversion off the A737 bypass) causing severance and safety concerns through the village.
- Parking supply and accessibility to community facilities and local shops.
- On road element of national cycle route along part of Main Road.

Aim:

Reduce the severance and safety concerns associated with Main Road and improve accessibility to community facilities and shops.

This aim contributes to the following key objectives:



Actions:

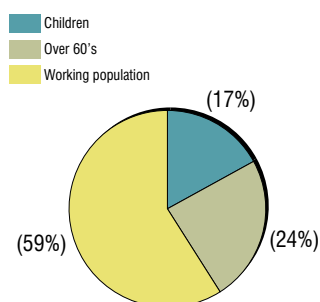
- In partnership with Sustrans, identify a long term solution to the on road element of the cycle route.
- Develop a route Action Plan for Main Road to reduce speeds.
- Prepare a long term parking strategy for the village to serve community facilities and local shops.



KILBARCHAN

This small village was an early weaving centre and was developed in the 18th century. It lies between Johnstone and Bridge of Weir adjacent to the A737. The population is 3,510 living in 1,752 households, and there are 2,079 people of working age and 841 Senior Citizens. There is 1 primary school, which feeds to Johnstone secondary schools.

KILBARCHAN POPULATION 3,510



Issues:

- Evening bus services are poor.
- Parking throughout the village is deficient due to historical street layout.

Aim:

Improve connectivity by public transport and manage parking in a manner sympathetic to the historical and conservation nature of the village.

This aim contributes to the following key objectives:

Actions:

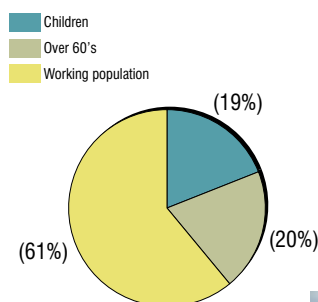
- Prepare a proposal for parking control where appropriate, working with the community council.
- Explore options in partnership with SPT for improved bus services.



LOCHWINNOCH

This village, planned in the 18th Century on the shores of Castle Semple Loch, has a population of 2,720 living in 1,431 households of which 1,663 are of working age and 547 are over 60's. There is a Royal Society for the Protection of Birds (RSPB) reserve nearby and the remote rail station is on the Glasgow to Ayrshire line. There is 1 primary school serving the village and surrounding area which feeds the secondary schools in Johnstone. A walking cycling link was recently completed between the village and the railway station. Parking at the station is limited, restricting its use for park and ride.

LOCHWINNOCH POPULATION 2,720



Issues:

- Congestion through the village.
- Parking in the village centre has an impact upon pedestrian safety.
- High levels of traffic related to tourism and leisure pursuits.
- Narrow footways on Main Street.
- Current weight restriction and traffic signal control on the bridge that forms the main access to the village from the A760.

Aim:

The Council will seek to accommodate the expansion of housing and increasing car ownership such that access and safety in the village is not compromised and that the town continues to be attractive for tourism and leisure purposes.

This aim contributes to the following key objectives:





Actions:

- Investigate enlargement of rail station Park & Ride car park in partnership with SPT.
- Prepare a traffic management plan for the town centre to address parking and road safety.
- Upgrade the weight restricted bridge to restore unrestricted access.

Actions:

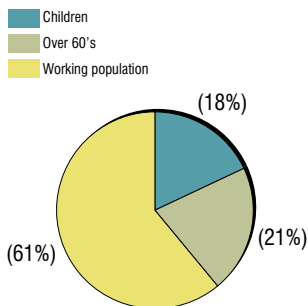
- Ensure walking and cycle routes, especially to Inchinnan Industrial estate are improved.
- Investigate options for improved evening bus services in partnership with SPT.
- Develop proposals to improve the access to the village on the A8 to address road safety concerns.

INCHINNAN

Inchinnan with a population of 1900 living in 726 households, has 1,150 people of working age and 405 Senior Citizens. It is a small village lying between Erskine and Paisley. The bus garage and the adjacent industrial estate are the main employers in the area. It has 1 primary school which feeds the secondary school in Erskine.



INCHINNAN POPULATION 1,900



Issues:

- Pedestrian links to nearby employment locations are not perfect.
- Evening bus services are poor.
- Access to the village from the A8 is via a junction with an historical accident problem.

Aim:

Enhance walking and cycling in and around the village, public transport connectivity in the evening and address road safety at the main access on the A8.

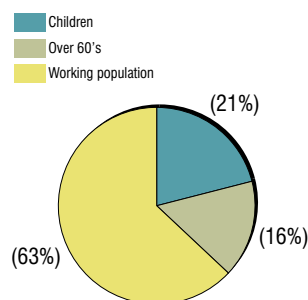
This aim contributes to the following key objectives:



HOWWOOD

Howwood, between Johnstone and Lochwinnoch, had bleach works and mining as the prominent industry in the 19th century. It is now a popular commuting village with a station and Park and Ride car park on the Glasgow to Ayrshire line. It has a population of 1,590 living in 749 households of which 1005 are of working age and 260 are over 60's. There is a primary school, which feeds to the secondary schools in Johnstone.

HOWWOOD POPULATION 1,590



Issues:

- Lack of a safe link to the adjacent national cycle route.
- Limited bus services, especially in the evening.
- Traffic speeds on the B787 and Station Road.

Aim:

Reduce traffic speeds through the village to improve road safety and the environment, enhance bus services in the evening and provide a direct link to the national cycle route.

This aim contributes to the following key objectives:



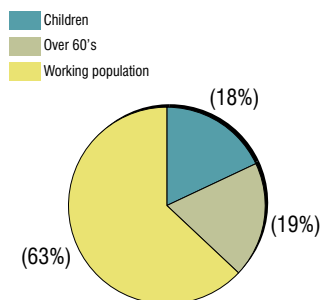
Actions:

- Prepare a route management strategy for the main route through Howwood to reduce vehicle speeds.
- Provide a direct link to the national cycle route.
- Investigate improved evening bus services with SPT.

LANGBANK

Langbank lies at the north western edge of Renfrewshire on the south bank of the River Clyde. Following the opening of the Glasgow to Greenock railway line in 1841, wealthy shipbuilders chose this location to build houses, with many incorporating servants cottages and stables. Today the rail station gives access for commuting to Glasgow. The population is now 910, with 429 households, 573 people are of working age and 171 are over 60's. There is 1 primary school which feeds Erskine for secondary education.

LANGBANK POPULATION 910



Issues:

- Access to the village from the A8 is via a roundabout junction and a priority junction, both of which are of concern due to road safety.
- Passenger numbers for rail have been increasing, however there is currently no provision for formalised parking at Langbank Station.
- Currently, the village is not served by any bus service.
- Due to the location of the village there are no walking or cycling links to larger towns.
- The topography makes cycling and walking difficult within the village.

Aim:

Seek to improve public transport, walking and cycling connectivity for Langbank to increase access to services and jobs.

This aim contributes to the following key objectives:



Actions:

- Examine A8 layout and request that the Scottish Executive consider access needs for the village to address safety concerns.
- Investigate opportunities to create parking areas that can support the railway station.
- Liaise with transport providers and the Regional Transport Partnership to investigate bus routes to and through the village.
- Link the village with the existing walking/cycle network.
- Introduce a pilot Leisure Lanes project to increase safe access into the countryside for walkers, horse riders and cyclists on single track rural roads.

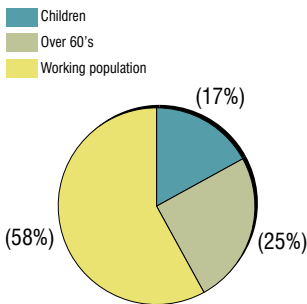




BROOKFIELD

Brookfield is a small village lying between Linwood and Bridge of Weir and has a population of 810 living in 261 households of which 470 are of working age and 200 are over 60's. The pupils go to Linwood for their education. The southern boundary of the village is formed by the A761 which links Johnstone and the A737 to Bridge of Weir and Inverclyde.

BROOKFIELD POPULATION 810



Issues:

- Walking and cycling links to the nearby communities of Linwood and Johnstone are poor.
- Public transport provision in the evening is poor thus there is a high dependence on the private car.
- Traffic speeds on the A761 are a concern.

Aim:

Reduce traffic speed in the A761 and improve connectivity in order that the villagers can more easily access facilities such as health, food and leisure pursuits without having to rely on the private car.

This aim contributes to the following key objectives:



Actions:

- Provide walking and cycling connections to Linwood and Johnstone.
- Investigate enhanced public transport provision in partnership with SPT.
- Implement a lower speed limit (30mph) on the A761 where it runs through the village.

Spatial Approach	Economic Growth	Social Inclusion	Health	Environment	Safety	Integration
Paisley	✓	✓				
Renfrew	✓	✓				
Johnstone	✓	✓				
Erskine	✓		✓			✓
Linwood		✓			✓	
Houston & Crosslee		✓	✓	✓		✓
Bishopton		✓				✓
Elderslie		✓	✓	✓		
Bridge of Weir	✓	✓			✓	
Kilbarchan		✓		✓		
Lochwinnoch	✓	✓				✓
Langbank			✓			✓
Inchinnan		✓			✓	
Howwood		✓	✓		✓	
Brookfield		✓			✓	