



To: **Greener Renfrewshire Thematic Board**

On: **31 August 2015**

Report by:
Bruce Kiloh, Head of Policy & Planning
SPT

RENFREWSHIRE TRANSPORT OUTCOMES REPORT 2015/16

1 Summary

1.1 This report will:

- Inform the Renfrewshire Community Planning Partnership of the preparation by SPT of the Renfrewshire Transport Outcome Report (TOR);
- Highlight the connection between SPT activities and local outcomes from the Single Outcome Agreement; and
- Highlight the focus given within the TOR to the services and benefits that SPT has delivered in 2014/15 together with details of the SPT – Renfrewshire joint work streams for 2015/16.

2 Recommendations

2.1 It is recommended that the Board note the contents of the report.

3 Background

3.1 SPT has prepared a TOR for Renfrewshire annually since 2008 as a means of demonstrating our commitment and contribution as a Community Planning partner through the delivery of key services, projects and initiatives.

3.2 The TOR is now directly linked to the SPT Regional Transport Strategy (RTS) Delivery Plan 2014 – 2017¹ and is the local monitoring and planning element of SPT's suite of strategic plans.

¹ http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf? 2



- 3.3 SPT officers worked with Renfrewshire colleagues to agree the key areas for partnership working (known as the 'joint work streams') for 2015/16.
- 3.4 The TOR summarises our commitment and contribution as a Community Planning Partner by detailing the links between the joint work streams and Renfrewshire's local outcomes from the Single Outcome Agreement.

4 TOR Content

4.1 The detailed content of the 2015/16 TOR is as follows:

- *Working in Partnership* - This section sets out the 4 RTS Outcomes and the associated joint work streams, as agreed with each council;
- *Improving outcomes for local residents* – This section explains the relationships between the local outcomes from each council's Single Outcome Agreement and the TOR joint work streams that most support the achievement of the local outcomes;
- *Living and Travelling in the local area* – This section presents a few key statistics and information about the local area including population and car ownership;
- *SPT Activity and Investments* – This section highlights the SPT activity including services and initiatives that have benefitted that council area's residents over the past year and capital investments made over the past three years;
- *Measuring progress* – This section shows a key transport-related measure for each strategic outcome with figures for both the local area and SPT area as a whole;
- *Main body of the document* – The main body of the TOR includes four sections – one for each of the four RTS Outcomes – and each section provides a progress update on investments, other work undertaken under each joint work stream and a look at the year ahead. Key supporting statistics are provided²;
- *Appendices* – These sections provide a list of supported bus services operating in the council area during 2014/15 and a list of the 2015/16 capital projects for the council area; and
- *Back cover* – The back cover includes contact details for the main public transport operators within the council area.

5 Joint work streams

5.1 The SPT – Renfrewshire joint work streams for 2015/16 are as follows:

- Bus Policy, Statutory Quality Partnerships & Bus Infrastructure Improvements and Smart & Integrated Ticketing;
- Fastlink, Strategic Rail Enhancements, Strategic Road Enhancements, Freight and Integrating Land-Use and Transport Planning;

² Detailed background information for each work stream is located in the RTS Delivery Plan and the 2014/15 TOR



- Socially Necessary Bus Services, Access to Healthcare and Equal Access Improvements; and
- Park and Ride, Cycling and Travel Behaviour Change.

5.2 The TOR summarises the role of transport in achieving local outcomes. The relationship between the joint work streams and the SOA local outcomes is set out in section 3 of the TOR.

6 Supporting Local Outcomes

6.1 The TOR summarise the role of transport in helping to achieve local outcomes with the following outcomes specifically highlighted:

- Our children and young people have good physical, emotional and mental health and wellbeing;
- Our residents will be supported to live independently as long as possible in their own homes and communities;
- Renfrewshire will be the best connected local economy in Scotland, internationally, nationally and regionally;
- Renfrewshire will have attractive environments and successful town centres created through successful area regeneration that contribute positively to local economic growth;
- Carbon reduction; and
- Our residents will have improved positive healthy behaviours: eat healthier; be physical active; only use drugs as prescribed; and avoid or stop smoking.

6.2 The joint work streams that most support these local outcomes are set out in the TOR.

7 Prevention

7.1 The work undertaken through the Greener Renfrewshire Thematic Board helps achieve the sustainability of transport across Renfrewshire.

8 Community Involvement/Engagement

8.1 The Transport sub group within the Greener Renfrewshire Thematic Board involves representatives from the Community Planning Partners.

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17 July 2015

Councillor Eddie Devine
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Dear Councillor Devine

Transport Outcomes Report 2014/15 for Renfrewshire

As you will recall from the SPT Partnership Board meeting on 19 June 2015, SPT prepares Transport Outcomes Reports (TORs) for each council area across the Partnership demonstrating our commitment as a Community Planning Partner and as a means of demonstrating and documenting our key services and priorities for each council area. The TORs also directly link to the Regional Transport Strategy Delivery Plan 2014 – 2017, and are the local monitoring and planning element of SPT's suite of strategic plans.

I am pleased to enclose a copy of the 2015/16 TOR that describes the key services, projects, initiatives and benefits SPT delivers within Renfrewshire.

In preparing the TOR we have estimated that the value of services provided by SPT is approximately 2 to 2.5 times the requisition received from constituent councils which we trust you agree reflects the strength of the 12 Councils working collaboratively delivering integrated transport solutions across the region.

I have arranged for a copy of the report to be sent to your Chief Executive and the Chair of the Renfrewshire Community Planning Partnership Board.

I welcome your agreement, through Carol MacDonald, Senior Committee Services Officer (Community Planning), Renfrewshire Council, that the TOR will be placed on the agenda for the Greener Renfrewshire meeting of 31 August 2015.

I have offered a meeting with Sandra Black, Chief Executive, Renfrewshire Council to elaborate further and discuss key transport issues in your area and, should this be arranged I would be pleased if you could attend.

Should you have any observations about the Transport Outcomes Report then please contact me at the above number, or Bruce Kiloh, Head of Policy and Planning on 0141 333 3740.

Yours sincerely

Gordon MacLennan
Chief Executive

Enc *Renfrewshire Transport Outcomes Report 2014/15*

Cc *Carol MacDonald, Senior Committee Services Officer (Community Planning), Renfrewshire Council*

Transport Outcomes Report: Renfrewshire 2015/16



in partnership with

ABOUT US

Strathclyde Partnership for Transport (SPT) is the Regional Transport Partnership for the west of Scotland and is a partnership of twelve councils. SPT was established by the Transport (Scotland) Act 2005, which created Scotland's seven Regional Transport Partnerships. SPT is the Public Transport Authority for the west of Scotland and is responsible for the development of the Regional Transport Strategy (RTS).¹ SPT is a statutory participant in Community Planning and a 'key agency' in the Development Planning process.

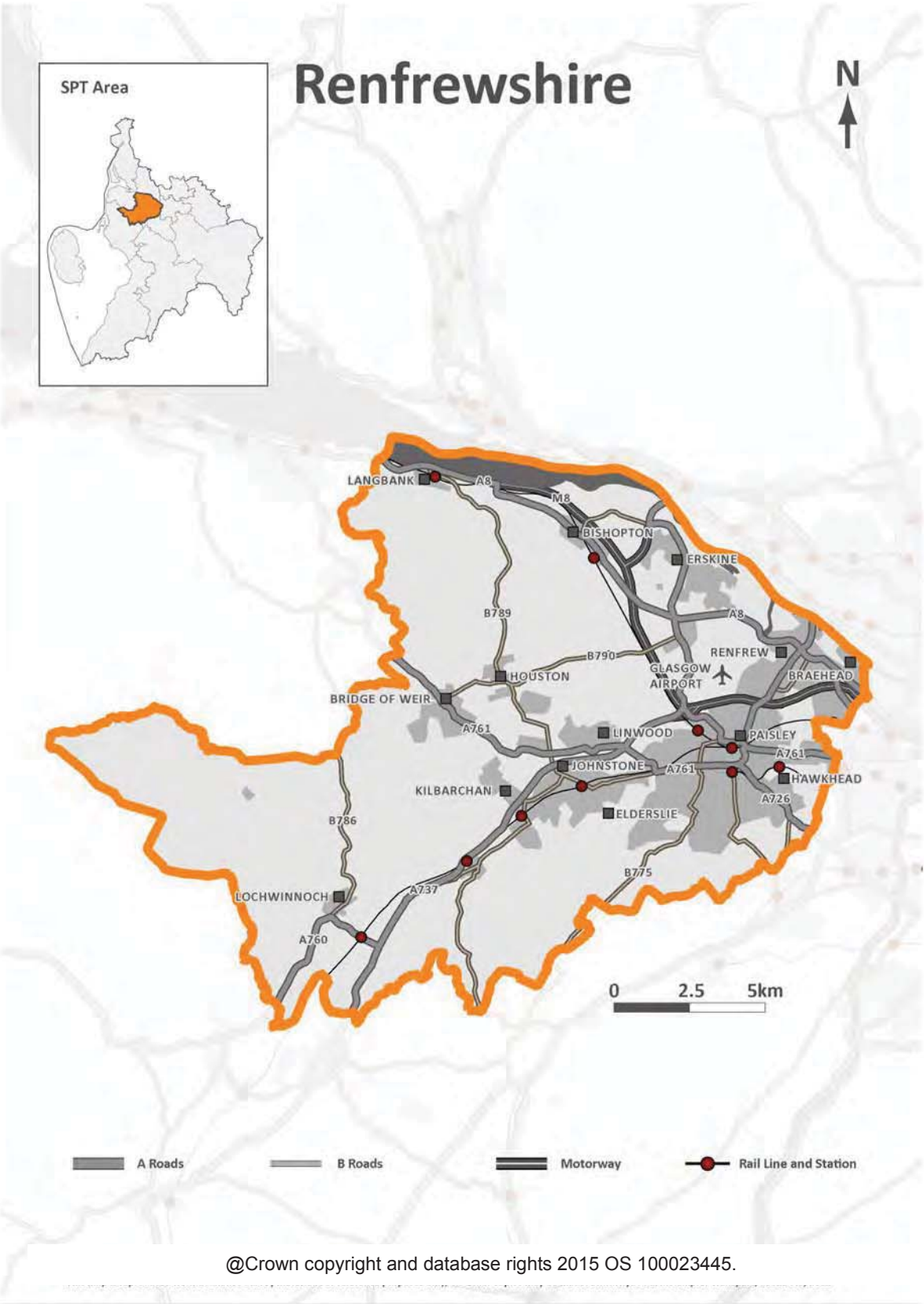
SPT has a range of operational responsibilities including the management and operation of the Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering schools transport on behalf of eleven of our partner councils and coordinating the MyBus demand responsive transport service. SPT also acts as the secretariat for the Strathclyde Concessionary Travel Scheme on behalf of our partner Councils and the coordination of ticketing schemes including Subway smartcard and the ZoneCard multi modal scheme.

Renfrewshire Council (RC), in addition to wider responsibilities, is the local Roads Authority and Planning Authority for Renfrewshire. RC is responsible for the development of the Local Transport Strategy² and Local Development Plan³ and is lead partner in the development of the Renfrewshire Single Outcome Agreement.⁴ RC has a duty to manage and maintain local public roads, footways, street lighting and traffic signals and the powers to improve infrastructure as necessary. RC also has responsibility for road safety and flood risk management.

SPT, RC and partners work together to deliver a range of solutions to enhance and develop our transport network, infrastructure and services; to promote sustainable development; to mitigate and adapt to the impacts of climate change on the transport network and to promote accessible travel choices. This includes investment in and delivery of public transport infrastructure, active travel infrastructure, park and ride and strategic roads projects.

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1. Foreword

This Transport Outcomes Report (TOR), produced annually by SPT in partnership with each council in the west of Scotland, outlines the impact of transport improvements in each area to achieve more sustainable, healthy, inclusive and resilient communities across the SPT area.

SPT continues to focus on achieving the four strategic outcomes from the Regional Transport Strategy – Attractive, Seamless, Reliable Travel; Improved Connectivity; Access for All; and Reduced Emissions – which underpin the successful delivery of key social, economic, environmental and health outcomes at national, regional and local levels.

One in every three Renfrewshire residents use the bus every week⁵ and one in every eight (12%) use a bus to travel to work.⁶ It is therefore vital that the public transport network in Renfrewshire – an area that has several bus operators providing more than 60 local services - is stable, safe and integrated to support all residents to meet their everyday travel needs as well as encourage more people to choose public transport. The **Attractive, Seamless, Reliable Travel** section outlines key progress in this area.

More than 100,000 commuters travel to, from or across Renfrewshire every day⁷ and the local economy (including Renfrewshire, East Renfrewshire and Inverclyde) generates around 5% of the Scottish GVA.⁸ It is therefore vital that the strategic transport network is efficient, safe and reliable for employees and business; supports regeneration efforts and sustainable development; and is of a standard to attract investment to the area to sustain and grow the economy. The **Improved Connectivity** section outlines key progress in this area.

Transport should enable all residents to meet their everyday needs and live full, independent lives. In Renfrewshire, key accessibility concerns include connecting the one in five local residents who live in areas of high deprivation⁹ with employment, healthcare and education opportunities, supporting the growing older population¹⁰ to remain independent and improving links for small towns and rural areas. The **Access for All** section outlines key progress in this area.

Reducing the negative impacts of transport on the environment and on population health remains a priority for SPT and Renfrewshire Council. Carbon emissions from transport in Renfrewshire have fallen¹¹ and the modal share of car (as proportion of all journeys) has decreased,¹² but much work remains to reduce travel by private car, improve local air quality and encourage more people to walk and cycle more often. The **Reduced Emissions** section outlines key progress in this area.

This TOR outlines SPT's investments, projects and services for the past year and current year. The TOR also sets out the role of transport in achieving improved outcomes for local residents and business in Renfrewshire.

For the longer term, SPT will continue to work with Renfrewshire Council and our other partners on such key initiatives as integrating respective Glasgow and Clyde Valley City Deal projects to maximise socio-economic benefits of this major investment; to plan new transport infrastructure to support sustainable economic growth; and to deliver material change to the regional bus market and public transport ticketing to realise safe, integrated, affordable and stable public transport services for all.

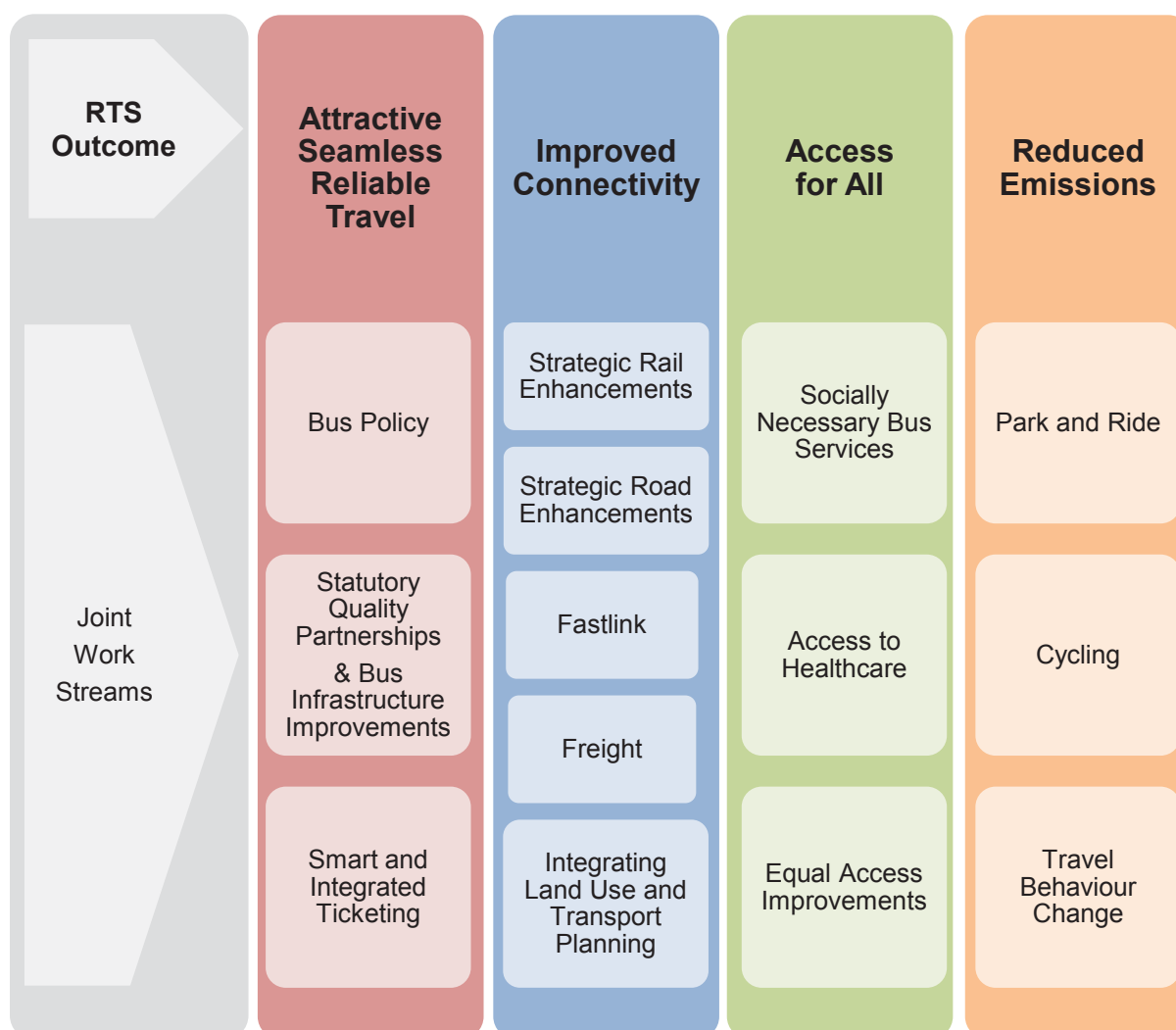
2. Working in partnership with Renfrewshire

The 2015/16 Transport Outcomes Report follows the same structure as last year's report, with the principal sections based on the four strategic outcomes and the associated joint work streams, which fall from the Regional Transport Strategy Delivery Plan 2014-2017.¹³ These are set out in Figure 2.1 below. This year's report provides an update on the joint work streams, whilst the 2014/15 TOR and the Delivery Plan provide additional background information on the work streams.

SPT and Renfrewshire officers agree the joint work streams each year, with the key change for 2015/16 being the inclusion of Freight. The principle of the 'joint work streams' underlines the shared responsibility of delivering the projects and services that support each strategic outcome, whether through policy development, stakeholder engagement, planning, project delivery or funding.

Services, projects, investments and initiatives that benefit the local area are detailed under each joint work stream within the main body of the report (sections 7 – 10).

Figure 2.1: RTS Outcomes and SPT - Renfrewshire 2015/16 joint work streams



3. Improving outcomes for Renfrewshire residents

SPT is a statutory participant in Community Planning and works in partnership with Renfrewshire Council (RC) and other partners across a range of themes including health, education, accessibility, social inclusion, equalities and community safety. Our four strategic outcomes are closely linked to Renfrewshire outcomes and support national community planning policy priorities including independence for older people, improving the lives of young people, economic growth, stronger communities, more employment and reducing health inequalities.

The Renfrewshire CPP Single Outcome Agreement 2013 – 2023 has six local outcomes that have a clear role for transport. Figure 3.1 shows these six local outcomes and the joint work streams that support each outcome.

In support of local outcome 1 (as shown in figure 3.1) - Good access to education, healthcare and safe leisure opportunities is essential for every child to thrive and a safe, high-quality walking and cycling network supports young children and their families to be more active and live healthier lives. Sustainable development and land use patterns supports families to reduce car usage and increase active travel, and improves road safety.

In support of local outcome 2 - Safe, accessible transport supports independent living by improving access to services and facilities and reducing isolation by making it easier to visit family and friends and attend social events. Improving conditions for active travel encourages healthy lifestyles. Sustainable development improves local access to goods and services.

In support of local outcomes 3–5 - High-quality, modern transport infrastructure supports physical regeneration efforts; an efficient, reliable transport network built upon sustainable land use development reduces the cost of transport and congestion for business and residents and supports environmental targets; and good access improves employment opportunities. Sustainable development reduces dependency upon private car.

In support of the sixth local outcome - Good access to services supports residents to realise the full benefits of available healthcare, education and training opportunities. Promoting active travel and investing in cycling infrastructure supports healthy lifestyles.

Figure 3.1 Renfrewshire local outcomes and TOR joint work streams

		Joint work streams													
Renfrewshire Community Plan Outcomes		Bus Policy	SQP / Bus Infrastructure	Ticketing	Rail	Road	Fastlink	Freight	Land use & transport planning	Socially necessary services	Access to healthcare	Equal Access	Park & Ride	Cycling	Travel Behaviour Change
	1) Our children and young people have good physical, emotional and mental health and wellbeing.								✓	✓	✓	✓		✓	✓
	2) Our residents will be supported to live independently as long as possible in their own homes and communities.			✓					✓	✓	✓	✓		✓	✓
	3) Renfrewshire will be the best connected local economy in Scotland, internationally, nationally and regionally.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	4) Renfrewshire will have attractive environments and successful town centres created through successful area regeneration that contribute positively to local economic growth.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	5) Carbon reduction	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6) Our residents will have improved positive healthy behaviours: eat healthier; be physical active; only use drugs as prescribed; and avoid or stop smoking.								✓	✓	✓	✓		✓	✓

4. Living and travelling in Renfrewshire

This section provides a brief overview of the Renfrewshire population and travel patterns.

4.1 Population change

The resident population of Renfrewshire is growing with a small increase (0.2%) between 2013 and 2014. The number of residents aged 75 years or older increase by nearly 3%, or 377 people, and the number of residents aged 30 – 44 decreased by 2% in the past year. The projected figures indicate largest growth likely to be in residents aged 30-44 and 75 or older, whilst the number of residents aged 45-74 is projected to decrease.

Table 4.1: Renfrewshire resident population by year¹⁴ and projected population¹⁵

	2013	2014	Change 2013 - 2014		2027 Projection
			Total	Percent	
Total population	173,900	174,230	330	0.2%	176,109
Aged 15 years or younger	30,121	29,973	-148	-0.5%	30,374
Aged 16 years - 29 years	29,793	29,918	125	0.4%	26,311
Aged 30 years - 44 years	32,875	32,227	-648	-2.0%	43,482
Aged 45 years - 59 years	39,696	40,000	304	0.8%	34,986
Aged 60 years - 74 years	27,514	27,834	320	1.2%	21,323
Aged 75 years or older	13,901	14,278	377	2.7%	19,633

4.2 Urban – Rural composition

Nearly nine in every 10 Renfrewshire residents live in urban areas, which make up about one-fifth of the Renfrewshire area. One in every twenty residents live in rural areas, which make up more than three-quarters of the Renfrewshire area.

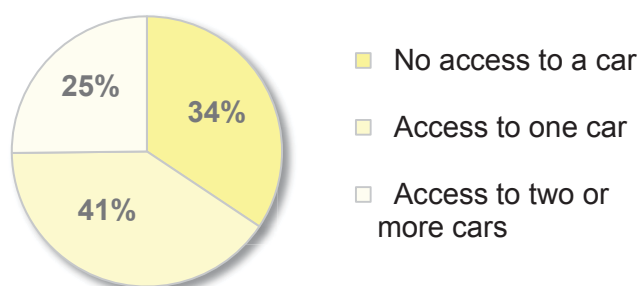
Table 4.2 Renfrewshire population¹⁶ and land area by urban-rural classification¹⁷

Urban-rural classification	Population		Area (hectares)	
	Total	Percent	Total	Percent
Total	173,900	100%	26,038	100%
Urban areas	149,267	86%	5,724	22%
Accessible small towns	15,540	9%	548	2%
Accessible rural areas	9,093	5%	19,766	76%

4.3 Access to car

More than one-third (34%) of households in Renfrewshire do not have access to a car and more than half of all households (57%) located in the most deprived areas in Renfrewshire do not have access to a car.¹⁸ Approximately one in every 8 households (12%) in Renfrewshire's rural areas or small towns does not have access to a car.¹⁹ Figure 4.1 provides further detail.

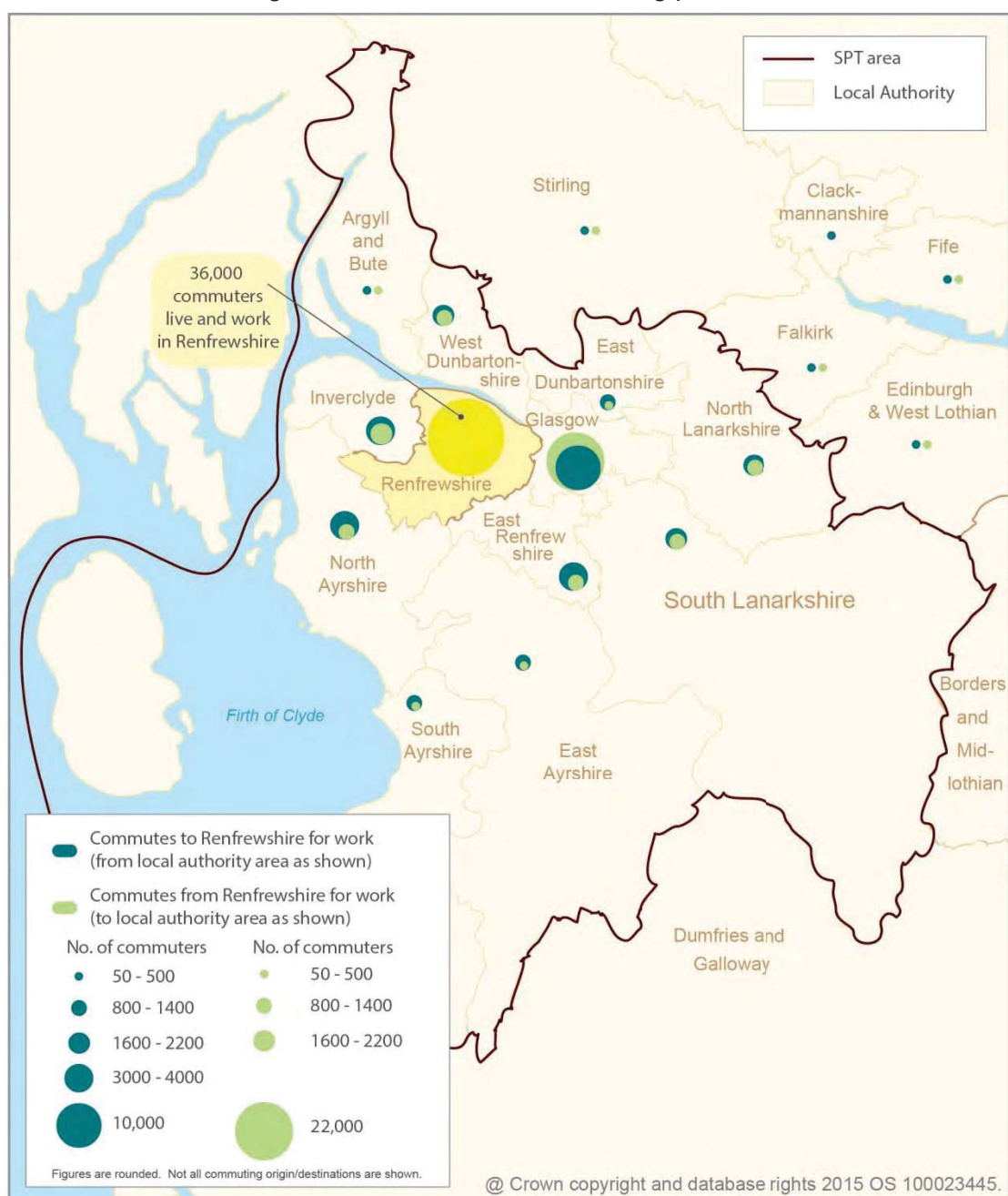
Figure 4.1 Household access to cars²⁰



4.4 Travel demand snapshot – commuting trips

Around 100,000 commuters travel from, to or across Renfrewshire on an average weekday. Figure 4.2 shows the commuters' origins and destinations by local authority area.²¹

Figure 4.1 Renfrewshire commuting patterns



5. Delivering transport improvements for Renfrewshire

Figure 5.1: Summary of SPT investments and services in Renfrewshire

RTS Outcome	2014/15 activity and 2012/13 - 2014/15 capital projects for RC
Attractive Seamless Reliable Travel	<ul style="list-style-type: none"> • £1.7 million in grants from the SPT capital programme for bus infrastructure improvements in Paisley and throughout Renfrewshire • 55 identified breaches of traffic regulations, 3 reports to the Traffic Commissioner, 6749 vehicles checked in the Paisley SQP, 21 days of local service monitoring and 125 days of SQP monitoring • 1020 bus stops and 897 pole-mounted information cases maintained (bus stops under agency agreement) • 8 new bus stops, 42 pole-mounted information case upgrades and 86 bus stop graphics upgrades delivered by SPT in Renfrewshire with £20,000 from SPT capital programme • 135,000 bus departures from Buchanan Bus Station for services to Renfrewshire • 31,000 bus departures from Greenock Bus Station for services to Renfrewshire • 23,000 ZoneCard tickets purchased by Renfrewshire residents • £670,000 in estimated savings for Renfrewshire residents through ZoneCard ticketing
Improved Connectivity	<ul style="list-style-type: none"> • £190,000 in grants from the SPT capital programme for roads projects in Renfrewshire • £250,000 in grants from the SPT capital programme for Fastlink in Renfrewshire • Supported transport planning for development at Braehead and Bishopston Royal Ordnance Site • Input to Clydeplan Main Issues Report
Access for All	<ul style="list-style-type: none"> • 16 supported local bus services on 13 contracts carrying 365,000 passengers at a cost of £330,000 • 4 MyBus services carrying 30,000 passengers at a cost of £270,000 • £30,000 grant to Glasgow Hospitals Evening Visitor Service • 168 school contracts carrying 3600 schoolchildren per school day at a cost of £2,200,000 (under agency agreement) • School contract inspections - 219 on site inspections, 249 vehicles inspected and 244 Disclosure Scotland clearance applications processed • Estimated savings of £550,000 on rail and Subway travel for Renfrewshire residents through the Strathclyde Concessionary Travel Scheme • 2,400 National Entitlement Card (NEC) renewals or applications processed for Renfrewshire residents and 6,200 NEC enquiries from Renfrewshire residents • 7 Travel Points, 20 Mobile Travel Centre visits, 1,063,000 Travel Centre enquiries
Reduced Emissions	<ul style="list-style-type: none"> • £985,000 in grants from SPT capital programme for Johnstone Park and Ride expansion • £210,000 in grants from SPT capital programme for cycling infrastructure in Renfrewshire

6. Measuring progress

The figures below are measures of key travel and transport issues at the local and regional level.

Figure 6.1: Satisfaction with public transport²²

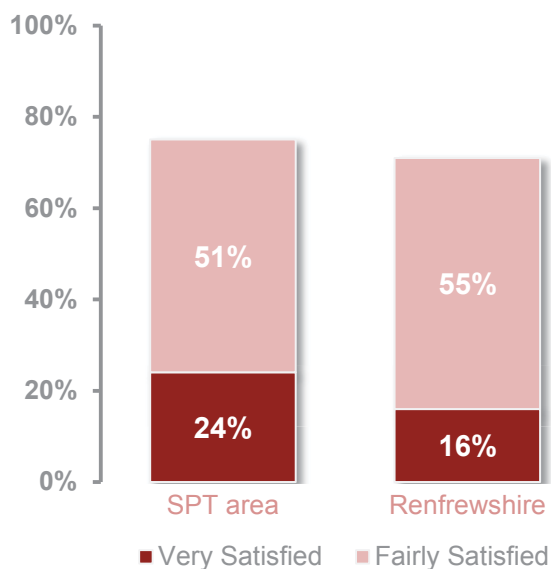


Figure 6.2: Congestion delays experienced by drivers^{23 *}

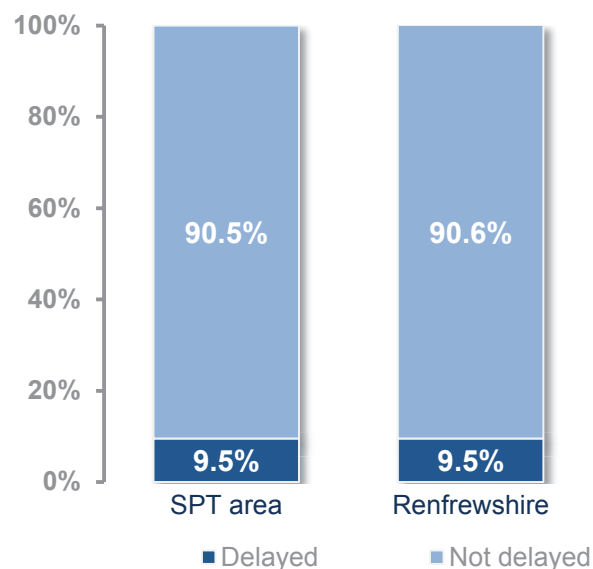


Figure 6.3: Convenience of public transport²⁴

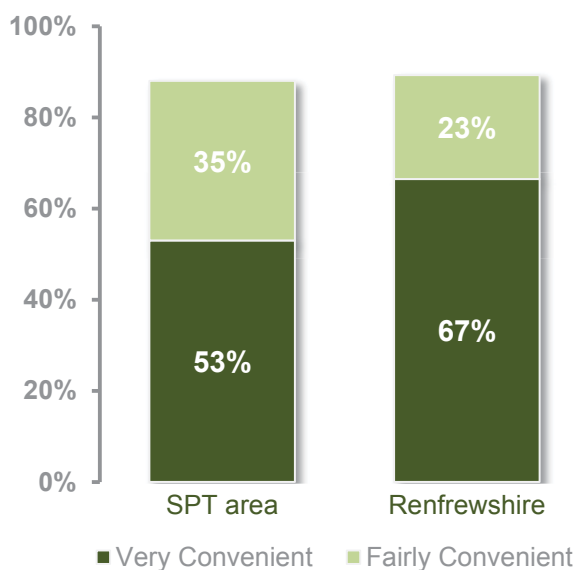
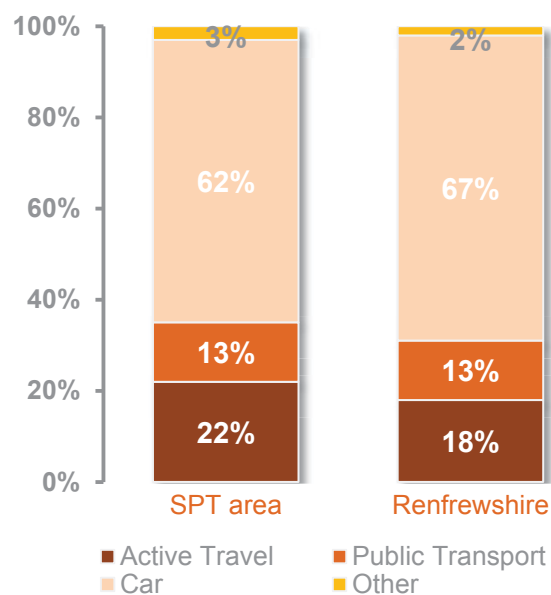


Figure 6.4: Main mode of travel²⁵



* Figures may not total to 100% due to rounding

7. Achieving 'Attractive Seamless Reliable Travel'

7.1 Bus Policy

SPT continues to progress its '10 Point Plan' for bus policy, which sets out a menu of proposed changes to legislation, regulations and powers, which would strengthen the role of Public Transport Authorities like SPT in delivering a better offering for bus passengers and a more active return for the considerable public sector investment in the bus market. A key progression this year has been Transport Scotland's consultation on proposed changes to the bus registration process, which were very much in line with SPT's 10 Point Plan. SPT will continue to work with the national Bus Stakeholder Group and other partners to progress our bus policy initiatives.

7.2 Statutory Quality Partnerships & Bus Infrastructure

In 2014/15, SPT service compliance inspectors identified 55 breaches of traffic regulations and made 2 reports to the Traffic Commissioner across 21 days of local service monitoring in Renfrewshire. SPT inspectors checked 6,749 vehicles and made 1 report to the Traffic Commissioner across 125 days of monitoring within the Paisley SQP. These breaches include instances of engine idling, illegal parking and services not operating as registered. Inspectors will continue to undertake local monitoring throughout 2015/16.

SPT bus station staff managed 135,000 departures at Buchanan Bus Station and 31,000 departures at Greenock Bus Station for bus services operating within Renfrewshire during 2014/15.

In 2014/15, SPT maintained 1,020 bus stops under agency agreement and maintained 897 SPT-owned, pole-mounted information cases in Renfrewshire. SPT delivered 8 new stops, 42 bus stop pole upgrades and 86 bus stop graphics upgrades in 2014/15 with £20,000 from SPT capital programme. SPT will seek to deliver further upgrades in 2015/16.

Renfrewshire Council delivered a variety of bus infrastructure improvements across Renfrewshire including within the Paisley SQP with £400,000 investment from the SPT capital programme in 2014/15.

RC will seek to deliver a new bus hub for Paisley town centre and further infrastructure improvements on bus corridors throughout Renfrewshire with £1.4 million of SPT capital funds in 2014/15.

SPT will continue to monitor the Paisley SQP and to work with RC and bus operators to make further improvements to bus travel in Renfrewshire for the benefit of passengers including extending the existing SQP boundaries beyond Paisley.

In the longer term, SPT will seek to extend real time passenger information across the region as part of the Strathclyde Bus Investment Programme - SPT's £30 million City Deal project.

7.3 Smart and Integrated Ticketing

SPT continues to promote ZoneCard integrated ticketing products and provides administrative and secretarial support to the ZoneCard Forum. Renfrewshire residents bought an estimated 23,000 ZoneCards and made around 1,100,000 trips using a ZoneCard in 2014/15 – saving Renfrewshire residents an estimated £670,000.

SPT is working with ScotRail to integrate rail and Subway ticketing systems in 2015/16, allowing passengers to pay for rail or Subway travel with either ScotRail or Subway smartcards. Additionally, a substantial proportion of the Strathclyde Bus Investment Programme is targeted towards developing an interface with commercial bus operators with the aim of establishing fully integrated ticketing across all public transport modes.

7.4 Additional figures in support of Attractive Seamless Reliable Travel

Figure 7.1 Bus mileage in Renfrewshire²⁶

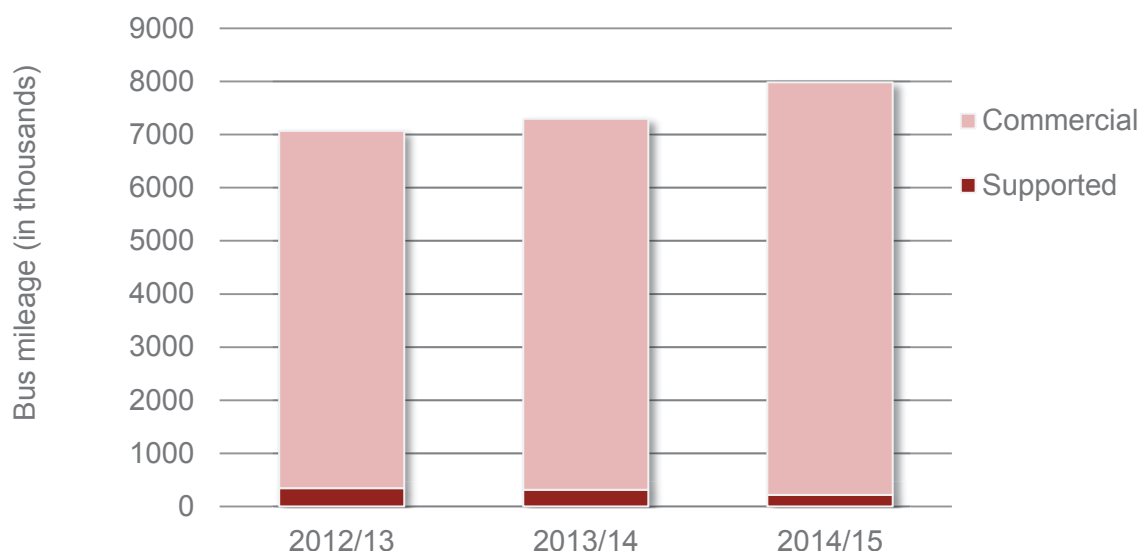


Figure 7.2 Use of local bus services (adults aged 16+ living in Renfrewshire), 2012/13²⁷

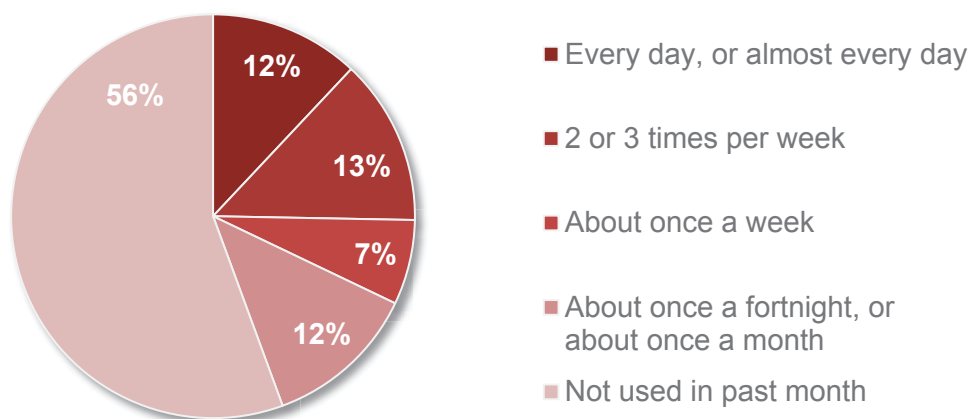
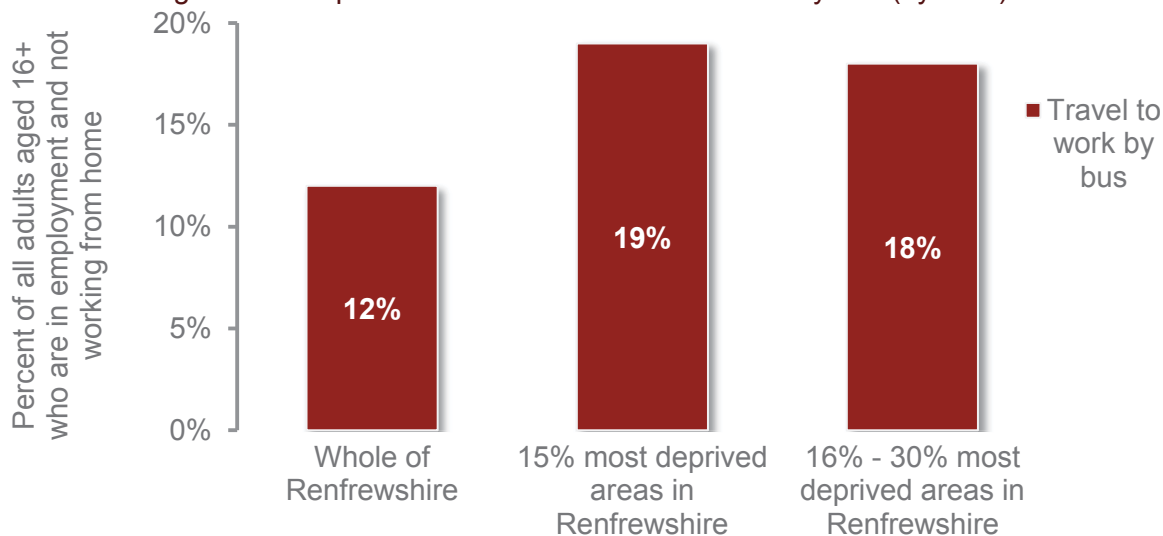


Figure 7.3 Proportion of adults who travel to work by bus (by area)²⁸



8. Achieving 'Improved Connectivity'

8.1 Rail

SPT will continue to work with RC to develop the case for rail enhancements across the area including possible service improvements as part of the wider network improvements to be delivered by rail partners.

SPT, through the West of Scotland Rail Forum, West of Scotland Transport Integration Forum and other engagement activities, will continue to co-ordinate and lead on regional input to the ScotRail franchise including service and timetable changes, fares and ticketing; investment in rail infrastructure; network planning; and new station development.

In the longer term, improved sustainable access to the airport remains a key priority and this is reflected in the projects agreed as part of Glasgow and Clyde Valley City Deal, with RC and Glasgow City Council as joint lead partners.

8.2 Roads & Freight

In 2014/15, RC completed design works for road safety improvements at Inchinnan with £32,000 investment from the SPT capital programme.

In 2015/16, RC will seek to construct the junction improvements at Inchinnan to improve road safety for all users including passengers waiting for buses on the A8. The SPT Partnership may consider approving £400,000 in capital funds for this project later in 2015.

8.3 Fastlink

In 2014/15, Renfrewshire Council progressed detailed design works for the Fastlink extension between the new South Glasgow Hospitals campus to Renfrew via Braehead with £104,000 in funds from the SPT capital programme.

In 2015/16, SPT will continue to support RC in taking forward proposals for the 'western approach' (Renfrew via Braehead) to the new South Glasgow Hospitals campus.

8.4 Integrating Transport and Land Use Planning

In 2014/15, SPT worked with RC and developers to provide advice and input on the development of local bus services, integration of public transport, provision of public transport information and development of active travel routes for the Royal Ordnance site at Bishopton and developments at Braehead. SPT worked closely with Clydeplan team in providing input for the development of and responded on the Strategic Development Plan Main Issues Report.

In 2015/16, SPT will continue to work with the Council and developers to ensure that sustainable transport measures are embedded in the delivery of new development and with the Clydeplan team to ensure that the relationship between transport and land use planning at the regional level remains at the heart of the proposed Plan. This includes a review of the key corridors at the heart of the West of Scotland Conurbation Public Transport Study, which provides the transport plans that underpin the Clydeplan spatial development strategy.

Additionally, as part of the City Deal, RC is lead on two major projects – Clyde Waterfront / Renfrew Riverside and the Glasgow Airport Investment Area – in addition to the airport access project referred to above. Ensuring appropriate transport improvements are delivered as part and in support of these significant land use projects will be central to their success, and SPT is working with City Deal partners to maximise the opportunities from these investments.

8.5 Additional figures in support of Improved Connectivity

Figure 8.1 Patronage at rail stations in Renfrewshire²⁹

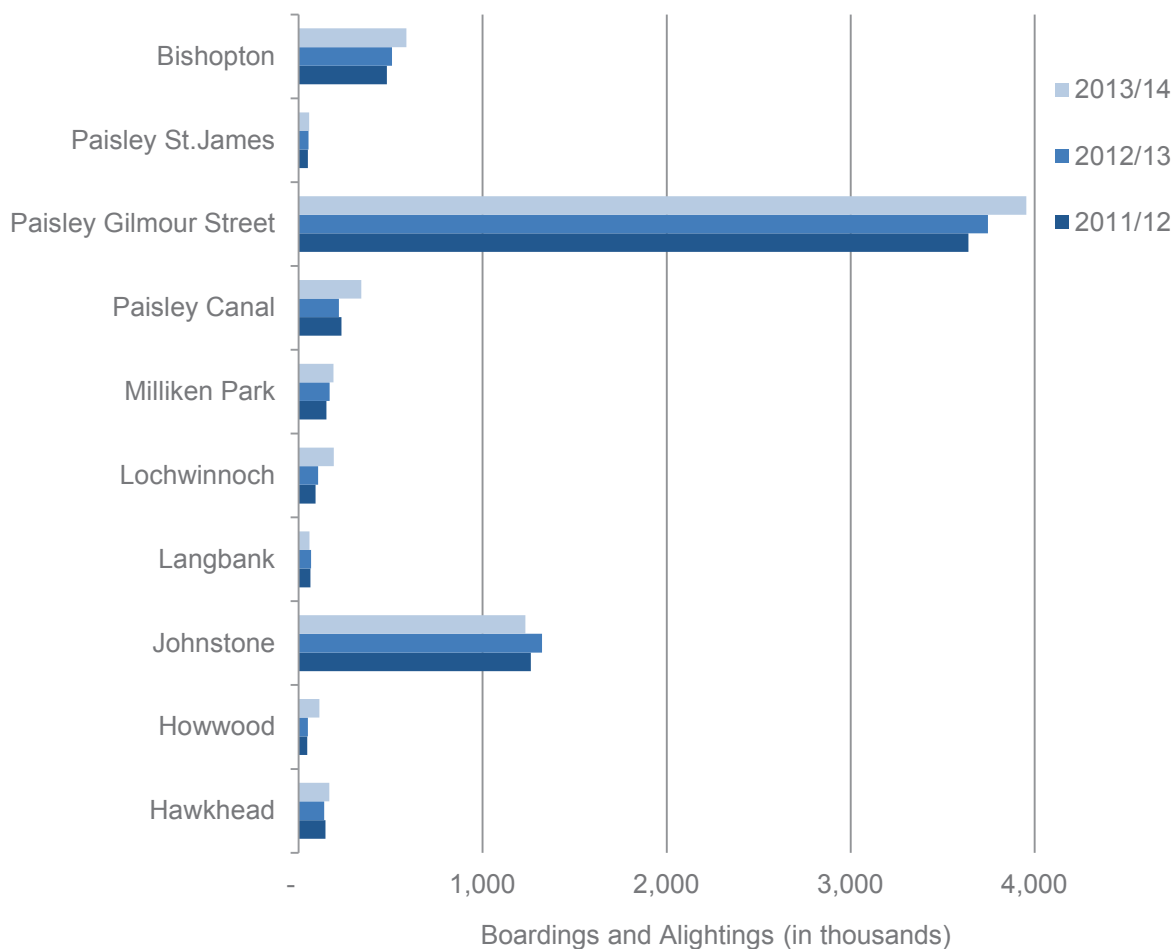
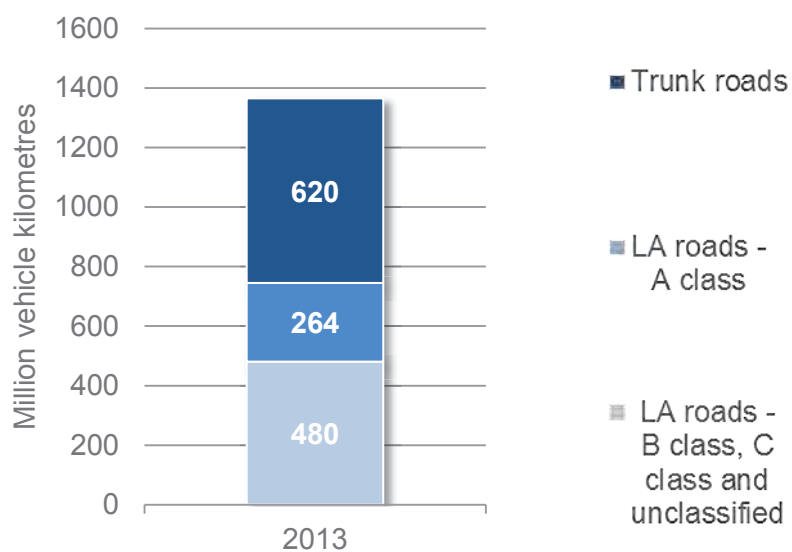


Figure 8.2 Traffic volumes on roads in Renfrewshire³⁰



9. Achieving 'Access for All'

9.1 Socially necessary Services

In 2014/15, SPT supported 16 local bus services in Renfrewshire on contracts that carried 365,000 passengers in total. SPT MyBus services in Renfrewshire carried 30,000 passengers.

In 2014/15, SPT managed 168 school bus contracts on behalf of Renfrewshire Council that transported 3,600 children to school every school day. SPT compliance inspectors made 219 inspections on site at schools, SPT vehicle examiners inspected 249 vehicles operating on school contracts and SPT processed 244 Disclosure Scotland clearance applications for potential drivers on school contracts.

In 2015/16, SPT will continue to provide socially necessary services in Renfrewshire to support greater access to education, employment, healthcare, shopping and other travel purposes.

9.2 Access to Healthcare

In 2014/15, SPT supported NHS Greater Glasgow and Clyde to roll out local bus information and directional maps at hospitals and key healthcare facilities. SPT also supported local bus services that provided direct access to Royal Alexandra Hospital and Vale of Leven Hospital, provided MyBus services for healthcare appointments and supported the Glasgow Hospital Evening Visitor Service.

In 2015/16, SPT will continue to provide socially necessary bus services and MyBus services and support Community Transport services to improve access to healthcare.

9.3 Equal Access

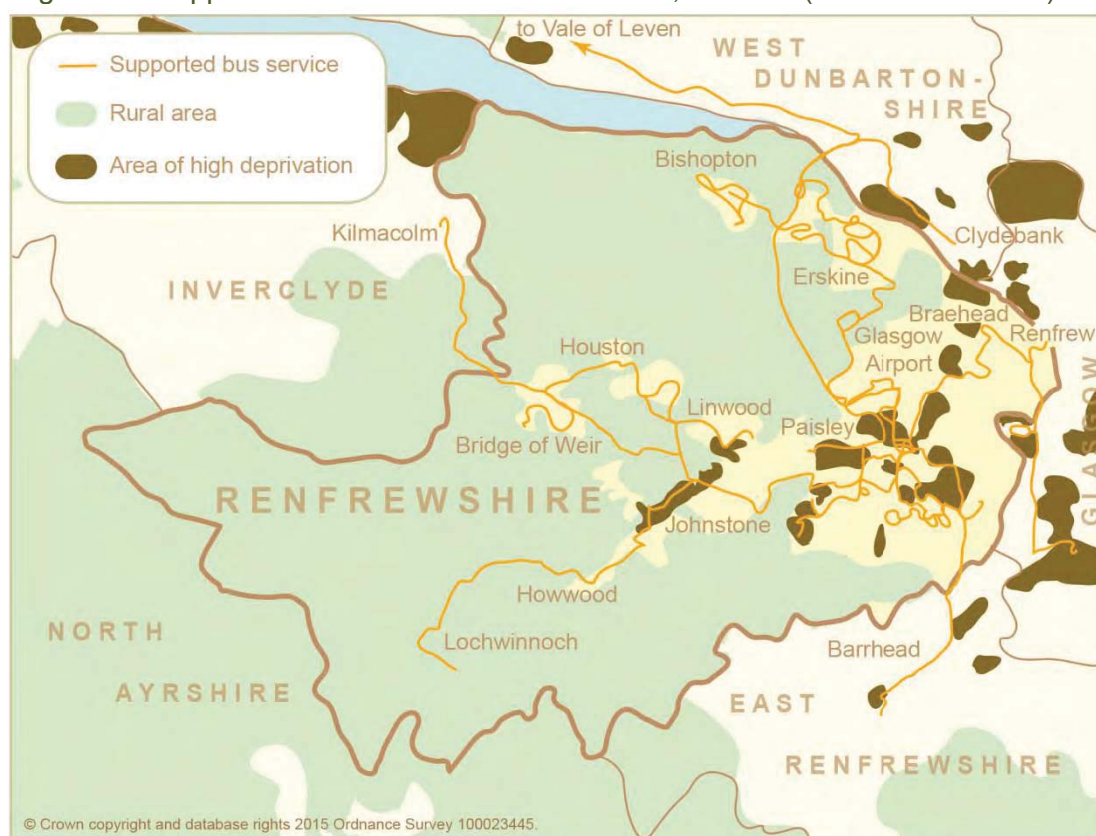
In 2014/15, the SPT Mobile Travel Centre made 20 visits to Bridge of Weir and Bishopton to provide travel advice and information to residents. SPT Travel Centre staff helped 1,063,000 people with travel enquiries and SPT maintained 7 Travel Points in Erskine, Johnstone, Paisley (2), Renfrew, Royal Alexandra Hospital and University of the West of Scotland campus to provide public transport timetables and journey planning information in easily accessible locations.

In 2014/15, RC delivered improvements to footpath links to bus stops and high access kerbs at bus stops to improve access onto buses. In 2015/16, RC will seek to deliver more high access kerbs and other access improvements for bus passengers as part of the £350,000 in approved SPT capital funding for bus infrastructure improvements in Renfrewshire.

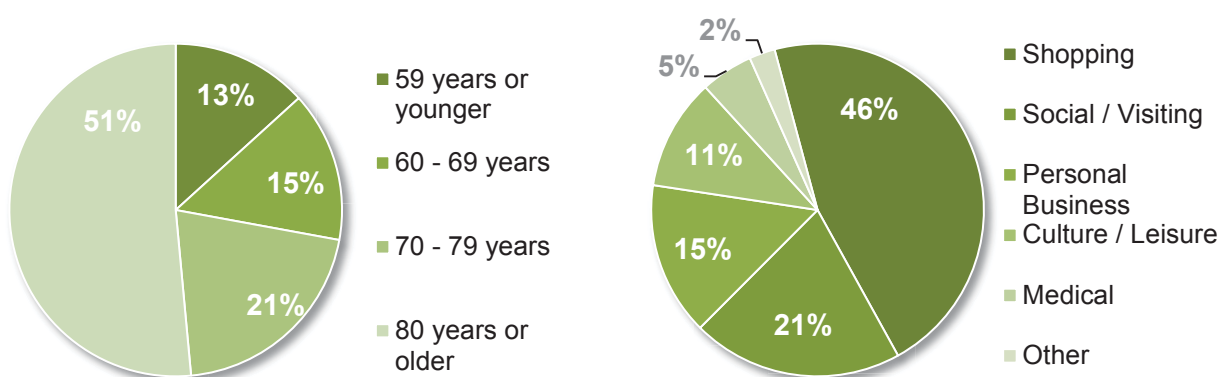
In 2014/15, Renfrewshire residents saved an estimated £550,000 on rail and Subway travel through the Strathclyde Concessionary Travel Scheme and SPT processed 2,400 National Entitlement Card (NEC) applications or renewals on behalf of RC and handled 6,200 enquiries on NECs from Renfrewshire residents. SPT will continue to deliver these services in 2015/16.

9.4 Additional figures in support of Access for All

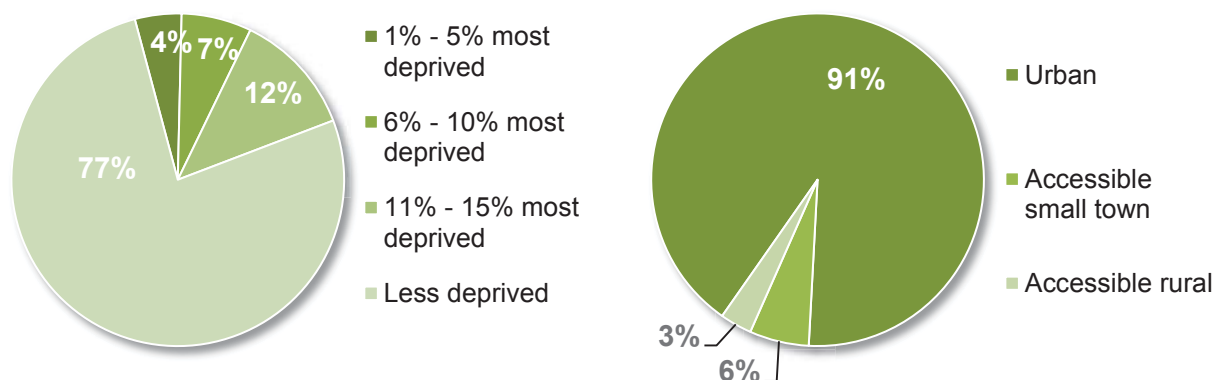
Figure 9.1 Supported bus services in Renfrewshire, 2014/15 (indicative network)



Figures 9.2 & 9.3 MyBus passengers by age and journey purpose, 2014/15



Figures 9.4 & 9.5 MyBus passengers by deprivation levels (of area of residence)³¹ and urban-rural characteristics (of area of residence), 2014/15³²



10. Achieving 'Reduced Emissions'

10.1 Park and Ride

In 2014/15, SPT, Renfrewshire Council, Transport Scotland and ScotRail worked in partnership to deliver an extension to Johnstone rail station park and ride. SPT provided £985,000 in capital funds to support the project, with further financial contributions from Renfrewshire Council and Transport Scotland.

Johnstone park and ride is one of the most heavily used park and ride sites in the SPT area and the expansion brought total capacity to 425 spaces, helping accommodate the extensive demand from commuters and other travellers.

SPT will work with Renfrewshire to develop proposals for improved park and ride at other locations including Hawkhead and Bishopton, which are priorities in the Renfrewshire Local Development Plan.

10.2 Cycling

In 2015/16, RC will complete design works to support delivery of cycle network infrastructure across Renfrewshire with £55,000 in capital funding from SPT. Additionally, SPT will support the development of the local cycling strategy and support the delivery of the Renfrewshire Community Planning Greener Transport Sub Group Action Plan.

10.3 Travel Behaviour Change

SPT will continue to support car sharing through JourneyShare, which currently has 4,635 members across the region, and will continue to promote best practice in sustainable travel promotion through the Sustainable Travel Group, of which Renfrewshire is a member. Topics in 2014/15 included Smarter Choices, Smarter Places; Community Links funding; local cycling strategies; cycle routes to the South Glasgow Hospitals; integrating rail and active travel; delivering cycle friendly campuses for tertiary education institutions; and influencing travel habits.

SPT will continue to support the season ticket employer loan scheme; to encourage mode shift for commuter journeys through Bike Week, Walk to Work Week and the Cycle to Work scheme; to improve conditions for cycling and walking through the SPT capital programme and will provide travel planning support within available resources.

10.4 Additional figures in support of Reduced Emissions

Figure 10.1 Park and ride sites and capacity in Renfrewshire, 2014

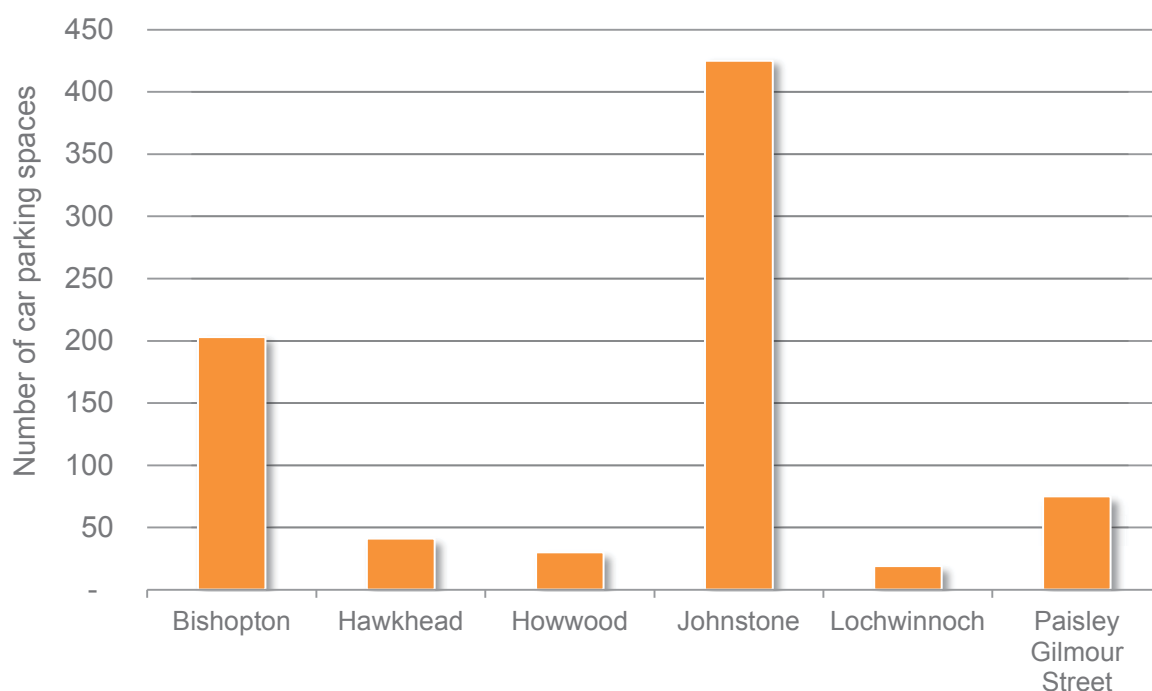


Figure 10.2 Number of bicycles available for private use by households (in Renfrewshire), 2012/2013³³

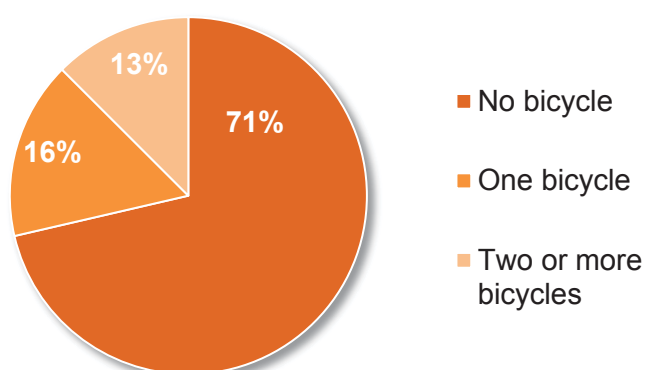
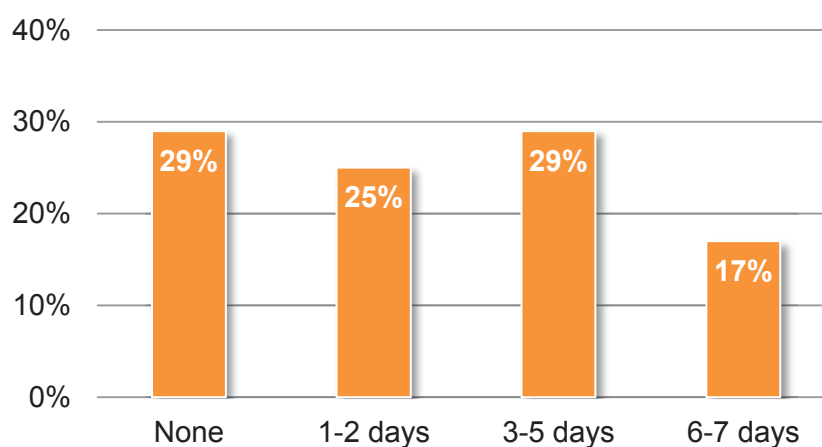


Figure 10.3 Frequency of walking in past week as a means of transport (adults aged 16+ in Renfrewshire), 2012³⁴



Appendix 1: 2014/15 supported bus services in Renfrewshire

Service Number	Route
X6A	Johnstone - Bridge of Weir - Linwood
X7A	Kilmacolm - Quarriers - Bridge of Weir - Johnstone
10	Hawkhead - Royal Alexandria Hospital - Morar Drive
20	Paisley - Royal Alexandria Hospital - Johnstone
21	Paisley - Renfrew - Braehead
22	Silverburn - Crookston - Braehead
60	Paisley Cross - Royal Alexandria Hospital
66	Paisley - Glasgow Airport - Inchinnan Business Park
70	Paisley Town Centre - Crags/Neilston Road
166	Neilston - Barrhead - Paisley - Gallowhill
264	Paisley - Ferguslie
340	Helensburgh/Vale of Leven Hospital – Royal Alexandria Hospital
307	Lochwinnoch Station - Lochwinnoch - Howwood - Johnstone Station
520/521	Bishopton/Erskine Local & Train feeder routes
757	Paisley - Clydebank

Appendix 2: SPT capital programme

SPT invested more than £3.3 million in capital projects delivered by Renfrewshire Council over financial years 2012/13, 2013/14 and 2014/15.

Table 1 below provides a summary of RC projects in the 2015/16 SPT capital programme.

Table 1: Renfrewshire category 1 projects in 2015/16 SPT capital programme (as of April 2015)

Project	Details	Approved grant
Paisley Central Bus Hub	A new bus facility to serve Paisley Town Centre; in support of the Paisley statutory Quality Partnership	* £1,000,000
Renfrewshire Bus Corridor Improvements	Bus infrastructure improvements throughout Renfrewshire	£350,000
Cycle Route Development	Design and feasibility works to develop cycle network in Renfrewshire	£55,000
Paisley to Hawkhead Bus Route Improvements	New bus infrastructure and roadway improvements to improve access for buses on Glasgow Road between Paisley Town Centre and Hawkhead	£60,000
Total		£1,465,000

* An amended proposal may be taken to a future SPT Partnership to request approval that additional capital funding be moved from category 2 to category 1 to deliver this project in full during 2015/16.

Data sources and references

- ¹ A Catalyst for Change. The Regional Transport Strategy for the west of Scotland 2008 – 2021. <http://www.spt.co.uk/corporate/about/strategy/regional-transport-strategy/>
- ² Renfrewshire Local Transport Strategy <http://www.renfrewshire.gov.uk/wps/wcm/connect/67fd809d-b4bc-4f41-b956-6293f14010a7/pt-transport-strategy-1.pdf?MOD=AJPERES&CACHEID=67fd809d-b4bc-4f41-b956-6293f14010a7>
- ³ Renfrewshire Local Development Plan http://www.renfrewshire.gov.uk/wps/wcm/connect/e9fdf04c-9b46-44da-afb0-c9aa55575bfc/RenfrewshireLocalDevelopmentPlan2014_14%28forweb%29+141021.pdf?MOD=AJPERES
- ⁴ The Renfrewshire Community Plan <http://www.gov.scot/Resource/0043/00435444.pdf>
- ⁵ Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Adults aged 16+. Sample size = 306
- ⁶ Scotland Census 2011, National Records of Scotland. Adults aged 16-74 in employment and not working from home.
- ⁷ Scotland Census 2011, National Records of Scotland. Using flow data available from Office for National Statistics.
- ⁸ Gross Value Added; Annual Business Inquiry 2013; Office for National Statistics.
- ⁹ Scottish Index of Multiple Deprivation 2012, Scottish Government.
- ¹⁰ 2012-based Population Projections for Scottish Areas, National Records of Scotland.
- ¹¹ UK local and regional CO₂ Emissions Estimates 2005 – 2012, Department for Energy and Climate Change
- ¹² Scottish Household Survey Local Area Analysis 2009/2010 and 2012/2013, Transport Scotland.
- ¹³ http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2
- ¹⁴ 2013 and 2014 mid-year population estimates; National Records of Scotland.
- ¹⁵ 2012-based Population Projections for Scottish Areas; National Records of Scotland.
- ¹⁶ 2013 small area population estimates; National Records of Scotland.
- ¹⁷ Scottish Government Urban-Rural Classification 2011-2012.
- ¹⁸ Scotland Census 2011, National Records of Scotland and Scottish Index of Multiple Deprivation 2012, Scottish Government.
- ¹⁹ Scotland Census 2011, National Records of Scotland. Scottish Government Urban Rural Classification 2011-2012.
- ²⁰ Scotland Census 2011, National Records of Scotland.
- ²¹ Scotland Census 2011, National Records of Scotland. Using flow data available from Office for National Statistics.
- ²² Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland Sample size = 499
- ²³ Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland Sample size = 289
- ²⁴ Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland Sample size = 306
- ²⁵ Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland Sample size = 1133
- ²⁶ SPT PTIS database.
- ²⁷ Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland Sample size = 306
- ²⁸ Scotland Census 2011. National Records of Scotland and Scottish Index of Multiple Deprivation 2012, Scottish Government.
- ²⁹ Station Usage Estimates 2011/12, 2012/13 and 2013/14. Office of Rail and Road. Any change between 2012/13 and 2013/14 may be a result of the change in methodology regarding estimation of trips made using ZoneCard products; therefore the real change in patronage may be more or less than the figures shown.
- ³⁰ Traffic volume estimates. Table 5.4 Traffic on major roads (by class/type) and on minor roads, by Council, 2013. Scottish Transport Statistics 2014 edition; Transport Scotland. Department for Transport figures – not national statistics.
- ³¹ Scottish Index of Multiple Deprivation 2012. Figures shown are for proportion of Renfrewshire MyBus passengers living in areas by level of multiple deprivation. For example. 4% of Renfrewshire MyBus passengers live in areas classified as the 5% most deprived areas in Scotland.
- ³² Scottish Government Urban Rural Classification 2011-2012. Figures shows are for proportion of Renfrewshire MyBus passengers living in areas by urban-rural characteristic. For example, 3% of Renfrewshire MyBus passengers live in accessible rural areas.
- ³³ Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Sample size = 589
- ³⁴ Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Sample size = 306

Useful contacts

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