
To: Infrastructure, Land and Environment Policy Board

On: 30 August 2017

Report by: Director of Community Resources

Heading: Renfrewshire Local Transport Strategy, Refresh 2017

1 Summary

- 1.1. The 'Renfrewshire Strategic Economic Framework 2016–2018' and Paisley Town Centre 10 Year Action Plan, as approved by the Leadership Board in November 2016, made a commitment to prepare a new Local Transport Strategy for Renfrewshire. With the recent advent of major economic drivers, such as the Glasgow City Region City Deal, an up to date Local Transport Strategy is vital to achieving the Council's economic and social ambitions.
- 1.2. A Local Transport Strategy (LTS) takes its policy cues from the National and Regional Transport Strategy hierarchy. However, the National and Regional Transport Strategies were written in 2006 and 2008 respectively and are both undergoing reviews. Without an up to date National or Regional Transport Strategy, to support policy direction a refreshed Local Transport Strategy for Renfrewshire will take account of legislation emerging themes and opportunities. A new, fully rewritten Local Transportation Strategy, taking account of policies yet to emerge from the new National (NTS2) and Regional Transport Strategies, will be produced in due course.
- 1.3. The Local Transport Strategy (LTS) refresh supports the Council's City Deal projects, the Paisley Town Centre 10 Year Action Plan and integrates with the Renfrewshire Cycling Strategy and Renfrewshire Outdoor Access Strategy. The LTS refresh also takes cognisance of legislative changes since 2007.
- 1.4. In addition to the LTS, the Council is undertaking a specific Transport Strategy for Paisley reflecting a ten year period from 2017 to 2027, but highlighting specific interventions that can be implemented in the short to medium term to support the bid

for UK City of Culture 2021.

- 1.5. Since 2007, traffic levels and car ownership have remained largely static, due to the recession. Road accidents continue to fall faster than Government targets and twice as many people now work from home. Bus use has declined, despite the improvements in service and the public's high convenience rating, brought about by Renfrewshire's Statutory Quality Partnership. Walking is becoming less popular as a way of getting to work or covering short distances.
- 1.6. Most of the actions arising from the 2007 LTS have now been implemented and those remaining are being taken forward by Renfrewshire's projects in the Glasgow City Region City Deal.
- 1.7. Legislative and other changes will play a large part in directing Renfrewshire's key objectives in future. Town centres will be prioritised for improvements in accessibility to encourage the local economy. The abolition of Air Passenger Duty and the projected increase in air travel will require attention to Glasgow Airport's access arrangements. Online shopping creates many more delivery trips than before. Combined with the potential for the economy to recover in future, traffic levels will increase as a result. The Council must react to maintain its clean environment and do more to encourage the use of sustainable forms of transport over the private fossil fuel driven vehicle.
- 1.8. Changes to the responsibilities of both Regional and Local Roads Authorities may appear in the forthcoming Transport Bill this is now expected late 2018 – 2019 and the National Transport Strategy (NTS2). Renfrewshire will have to be agile enough to assimilate these changes into its business as usual.
- 1.9. The LTS 2017 Refresh sets out a number of interim Strategic Aims and Actions for the period up to the publication of NTS2, based in the following topic areas: active travel; demand management; network performance; strategic road and rail connections; development; network maintenance; and road and community safety.

2. Recommendations

- 2.1. It is recommended that the Infrastructure, Land and Environment Policy Board approves the 'Renfrewshire Local Transport Strategy Refresh 2017' for publication.
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3. Background

- 3.1. The 'Renfrewshire Strategic Economic Framework 2016–2018' and Paisley Town Centre 10 Year Action Plan, approved in November 2016, made a commitment to prepare a new Transport Strategy for Renfrewshire. Local Transport Strategies are not mandatory in Scotland, unlike in England where Local Transport Plans must be revised every 5 years. Renfrewshire's present Local Transport Strategy was produced in 2007 to cover the following 10 to 20 years.
- 3.2. A Local Transport Strategy (LTS) takes its policy cues from the National and Regional Transport Strategy hierarchy. However, the National and Regional Transport Strategies were written in 2006 and 2008 respectively and are both undergoing reviews.
- 3.3. The National Transport Strategy (NTS) of 2006 was refreshed in January 2016 and this exercise recommended a fuller review of the NTS in the next Scottish Parliamentary term. The Minister for Transport and the Islands subsequently announced a full review of the NTS on August 2016. The Research and Evidence Working Group of the National Transport Strategy Review has published the first element in this review, a call for evidence, which closed on 14 July 2017. Transport Scotland plans to build on this with a wider programme of engagement culminating with a formal public consultation expected from late 2018 onwards.
- 3.4. The Regional Transport Strategy (RTS) was approved by Scottish Ministers in 2008 and has a lifespan until 2021. Strathclyde Partnership for Transport (SPT) consider it appropriate that it should begin the process of refreshing and reviewing the RTS in line with and taking into account the National Transport Review and all other factors affecting transport across the region. It is worth highlighting that the RTS is a statutory document, by way of the Transport (Scotland) Act 2005, while the NTS and LTS are non-statutory documents.
- 3.5. With the recent advent of major economic drivers such as the Glasgow City Region City Deal, the ease with which people can get to Renfrewshire and move around has become even more fundamental to achieving the Council's economic and social ambitions.
- 3.6. A good quality transport network is vital for a growing and successful economy and underpins the future success of the Council's other near term priorities including the growth of Paisley; development of the Airport Investment Area; links with Glasgow and the wider city region; tackling disadvantage and the promotion of Renfrewshire to future residents, investors and tourists.
- 3.7. Without an up to date National or Regional Transport Strategy, the Council has developed a 'refreshed' Local Transportation Strategy 2017 with the long term ambition being that a new LTS will be produced taking account of policies yet to emerge from the new National and Regional Transport Strategies. The 'refresh' lists the policy areas to be considered by the new LTS, tracks the changes to

Renfrewshire's transport landscape since 2007, measures the Council's progress against the targets set in the 2007 LTS, sets out some key objectives for the future and advocates a number of strategic aims and actions to guide the Council's transport aspirations until the production of the new LTS.

- 3.8. The LTS refresh supports the Council's City Deal projects, the Paisley Town Centre 10 Year Action Plan, the UK City of Culture aspirations and development of a transportation strategy for Paisley, the Renfrewshire Cycling Strategy and Renfrewshire Outdoor Access Strategy. The LTS refresh also takes cognisance of legislative changes since 2007 which give the Council specific duties with regard to disabled persons parking places, transport emissions reduction targets, discrimination, and community engagement.

4. Renfrewshire's Transport Landscape

- 4.1. According to the SPT Transport Outcomes Report: Renfrewshire 2016/17, a greater proportion of people in Renfrewshire choose the car as their main mode of travel than in Scotland as a whole. However, more people consider public transport to be convenient to use and more people are satisfied with the service in Renfrewshire than on average in Scotland. More drivers experience delay in Renfrewshire than in Scotland as a whole, 34% of households own a bicycle and three quarters of adults over 16 walk on at least one or two days a week as a means of transport.
- 4.2. Since the last LTS in 2007:
- 4.2.1. Development in Renfrewshire, mostly new housing, has added to its length of roads by around 6km per year. Both its population and economically active population have grown nominally but more people travel out of Renfrewshire to work, mostly to Glasgow.
- 4.2.2. The most marked changes to the public transport network in the ten years since 2007 have been the reduction in the number of bus companies active in Renfrewshire due to the Statutory Bus Quality Partnership which guaranteed that only companies with modern clean buses and adequate customer service could operate in Renfrewshire.
- 4.2.3. The percentage of people in Renfrewshire with access to one or more cars has hardly changed. The only appreciable change in people's travel habits is a doubling of the number of people working from home.
- 4.2.4. Overall traffic levels in Renfrewshire have, on average, remained static yet the number of recorded road accident casualties on Renfrewshire Council's roads has fallen steadily from 461 in 2007 to 262 in 2015.

5. Looking back; LTS Actions undertaken since 2007

- 5.1. Most of the actions arising from the 2007 LTS have now been implemented and outcomes have been measured. The key areas of achievement since the last LTS

are summarised below:

- 5.1.1. The Glasgow City Region City Deal project is underway and includes proposals for an alternative road bridge crossing of the River Clyde and a rail based connection to Glasgow Airport.
- 5.1.2. The Glasgow City Region City Deal project also includes the Renfrew Northern Development Road to ease congestion in Renfrew.
- 5.1.3. Fastlink extends from Glasgow city centre to Queen Elizabeth Hospital. The design of its western extension to Braehead is under consideration, in association with the proposed expansion of Braehead Retail Park.
- 5.1.4. The Council has replaced all of its street lights with low energy, longer lasting, LED lamps to save on energy and maintenance bills while maintaining safe light levels for all road users.
- 5.1.5. The weak bridge at Main Street, Lochwinnoch has been replaced with one to current load capacity standards.
- 5.1.6. Johnstone Station has been upgraded with a two-storey park & ride car park, on-site bus stops and cycle storage.
- 5.1.7. A Statutory Bus Quality Partnership ran for 5 years from 2011, which succeeded in markedly raising the standard of bus provision in Renfrewshire.
- 5.1.8. The Council has produced a Cycling Strategy and Outdoor Access Strategy.
- 5.1.9. The Paisley South Side Strategic Walking/ Cycling Route was implemented between 2010 and 2015.
- 5.1.10. The work associated with the Renfrew Town Centre Regeneration Strategy was completed in 2010.
- 5.1.11. A new traffic signal junction with pedestrian and cycle crossings was opened at the junction of the A8 and Old Greenock Road, to improve access to Inchinnan.

6. Looking back; Achievement of 2007 LTS's Transportation Outcome Indicators

- 6.1. The 2007 LTS set up a number of transportation outcome indicators to monitor the effectiveness of the high level actions identified in the document. Renfrewshire Council continues to better the targets for reductions in road casualties set by the Scottish Government. Journey times and traffic growth have, for all intents and purposes, both been static between 2008 and 2016. Despite Renfrewshire Council's efforts between 2007 and 2015, walking is becoming less popular as a way of getting to work or covering short distances. The Council's Outdoor Access Strategy and its future focus on the improvement and expansion of Renfrewshire's walking and cycling network is intended to halt this trend.

7. Looking forward; Key Objectives of the 2017 LTS Refresh

7.1. The LTS 2007's key objectives remain valid, however changes in the transport landscape since 2007 will affect the priority with which each of the objectives is treated in future:

7.1.1. Regenerate the local economy wherever possible;

- The 'Town Centre First Principle' asks local authorities to prioritise actions to provide good accessibility, either by public transport or by foot or bike, to encourage enhanced vibrancy, equality and diversity within its town centres.
- Scottish Government's plan to abolish Air Passenger Duty will increase travel to Glasgow Airport. Renfrewshire's City Deal projects are designed to accommodate such an increase but the Council must also prepare to mitigate increased levels of private traffic on the local road network.

7.1.2. Combat poverty and promote equality including supporting behavioural change;

- The Community Empowerment Act emphasises community planning with public bodies working together and with the local community to improve local outcomes and tackle inequalities of outcome in the local authority area.

7.1.3. Encourage healthier lifestyles;

- Renfrewshire is already promoting healthier travel options through its Cycling and Active Travel Strategies, aligned with the Cycling Action Plan for Scotland. The Council also recognises the National Planning Framework's (NPF3) call for at least one exemplar walking and cycling friendly settlement to be taken forward in each local authority area.

7.1.4. Encourage a choice of transport options;

- As bus patronage continues to decline, the Council is working to reverse the trend by providing real time information at bus stops. We also look forward to the culmination of SPT's integrated transport project to introduce smart & integrated ticketing.

7.1.5. Improving access for all, including the mobility impaired;

- Local authorities have particular responsibilities in relation to meeting the needs of road users with disabilities. Renfrewshire will continue to meet its obligations in this regard.

7.1.6. Ensure a healthy and sustainable environment;

- Economic conditions have arguably held current levels of congestion (and associated emissions) largely static. Should a strong economic rebound impose new demands on the transport system and the environment, such as through increased car use, Renfrewshire will have to adjust to a more resource-efficient, lower emission, sustainable economic model.

7.1.7. Improve community safety and security, both real and perceived, and increase connectivity between settlements and services;

- Working from home and flexible working patterns, both of which are possible due to the increasing use of technology, are reducing commuting in the regular peaks. However, they create demand for travel at other times. For example, increases in on-line shopping means a higher number of individual deliveries, with high expectations of rapid delivery times. Renfrewshire's transport system must react to these changes to meet people's ever-higher expectations of 'normal service' being maintained at all times.

7.1.8. Encourage integration of services and an integrated approach by public bodies whilst achieving best value;

- Renfrewshire will adopt a three tiered approach to transport investment; to maintain and safely operate existing assets; to make better use of existing capacity; and to target infrastructure improvements. Renfrewshire must undertake a greater degree of partnership working in future, beyond the conventional boundaries of the transport sector, in order to secure the long term future of its transport network.
- Changes to the responsibilities of both Regional and Local Roads Authorities may appear in the forthcoming Transport Bill and the National Transport Strategy. Renfrewshire will have to be agile enough to assimilate these changes into its business as usual and its new Local Transport Strategy to ensure the seamless continuation of services to the public and the local economy.

8. Looking forward; Strategic Aims in the 2017 LTS Refresh

8.1.1. The following aims, included in the 2017 LTS Refresh, describe a general direction of travel for Renfrewshire's strategic transport aspirations in the short term while the new Regional and National Transport Strategies are awaited. More detailed actions for individual locations are left to be revised by the 'new' Renfrewshire Local Transport Strategy.

8.2. Active Travel;

The Council will seek to close the gaps in its footway/cycleway network and to extend the network into locations of future demand as directed by its Cycling and Outdoor Access Strategies.

8.3. Demand Management;

8.3.1. The Council will continue to promote public transport within the constraints of the present legislative structure and provide shelters and easy-access kerbs, amongst other infrastructure, to make public transport a more attractive mode of transport.

- 8.3.2. The Council will continue to advocate measures to control the growth in the use of the private car to achieve a shift to healthier, more sustainable forms of transport which have less impact on the environment.
- 8.4. Road Network Performance;
 - 8.4.1. The Council will continue to improve its traffic management infrastructure to reduce traffic delay where possible without detrimentally affecting active travellers and those using public transport.
- 8.5. Strategic Road and Rail Connections;
 - 8.5.1. The Council aims to support the continuing growth of Glasgow Airport and the wider economy by offering an improved travel experience and better connections to all areas of the Glasgow City Region by improving links with the wider transport network. The Renfrewshire City Deal project aims to realise the potential for economic growth and transport connectivity in Renfrewshire, particularly at key commercial sites such as Westway and Inchinnan Business Parks and Paisley and Renfrew town centres.
- 8.6. Development;
 - 8.6.1. The Council will ensure that development does not adversely affect the transport hierarchy of users; pedestrians, cyclists, public transport, deliveries, private car; and will strive to obtain improvements in environment, safety and capacity for all transport users where possible.
- 8.7. Network Maintenance;
 - 8.7.1. The Council will maintain roads, bridges, street lighting and street furniture to a standard that ensures public safety, using the most cost effective combination of structural repairs and cyclic maintenance.
- 8.8. Road and Community Safety;
 - 8.8.1. The Council will continue to target accident reduction through awareness-raising for road users, introduce engineering measures to reduce risk and support Police enforcement.
- 8.9. Development of a Transportation Strategy for Paisley;
 - 8.9.1. In addition to the LTS, the Council is undertaking a specific Transport Strategy for Paisley reflecting a ten year period from 2017 to 2027, but highlighting specific interventions that can be implemented in the short to medium term to support the bid for UK City of Culture 2021.

9. Progress towards Government's 2020 Accident Reduction Targets

- 9.1. Since the publication of the 2007 LTS, new national targets for accident reduction have been published by Scottish Government. Renfrewshire Council is currently on target to meet the specified reductions in deaths and serious injuries on our roads by the year 2020, using a combination of education, changes to physical infrastructure and partnership working.

Implications of the Report

1. **Financial** – The refreshed LTS will be taken forward through revenue and capital funding provided by the Council and other Partners.
2. **HR & Organisational Development** - None
3. **Community Planning** - None
4. **Legal** - None
5. **Property/Assets** - None.
6. **Information Technology** – Technology will support the delivery of the Strategy.
7. **Equality & Human Rights** - The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** - None
9. **Procurement** – None
10. **Risk** - None.
11. **Privacy Impact** – None
12. **CoSLA Policy Position** - none

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