



To: **Greener Renfrewshire Thematic Board**

On: **29 August 2016**

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SPT

RENFREWSHIRE TRANSPORT OUTCOMES REPORT 2016/17

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 2015/16 together with details of the SPT – Renfrewshire joint work streams for 2016/17.

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



- 3.3 SPT officers worked with Renfrewshire colleagues to agree the key areas for partnership working (known as the 'joint work streams') for 2016/17.
- 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 2016/17 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;
- *Delivering transport improvements* – This section highlights the SPT activity including services and initiatives that have benefitted council 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 2015/16 and a list of the 2016/17 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 2016/17 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;
- Socially Necessary Bus Services, Access to Healthcare and Equal Access Improvements; and

² Detailed background information for each work stream is located in the RTS Delivery Plan and the 2016/17 TOR



- 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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Transport Outcomes Report: Renfrewshire 2016/17



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.

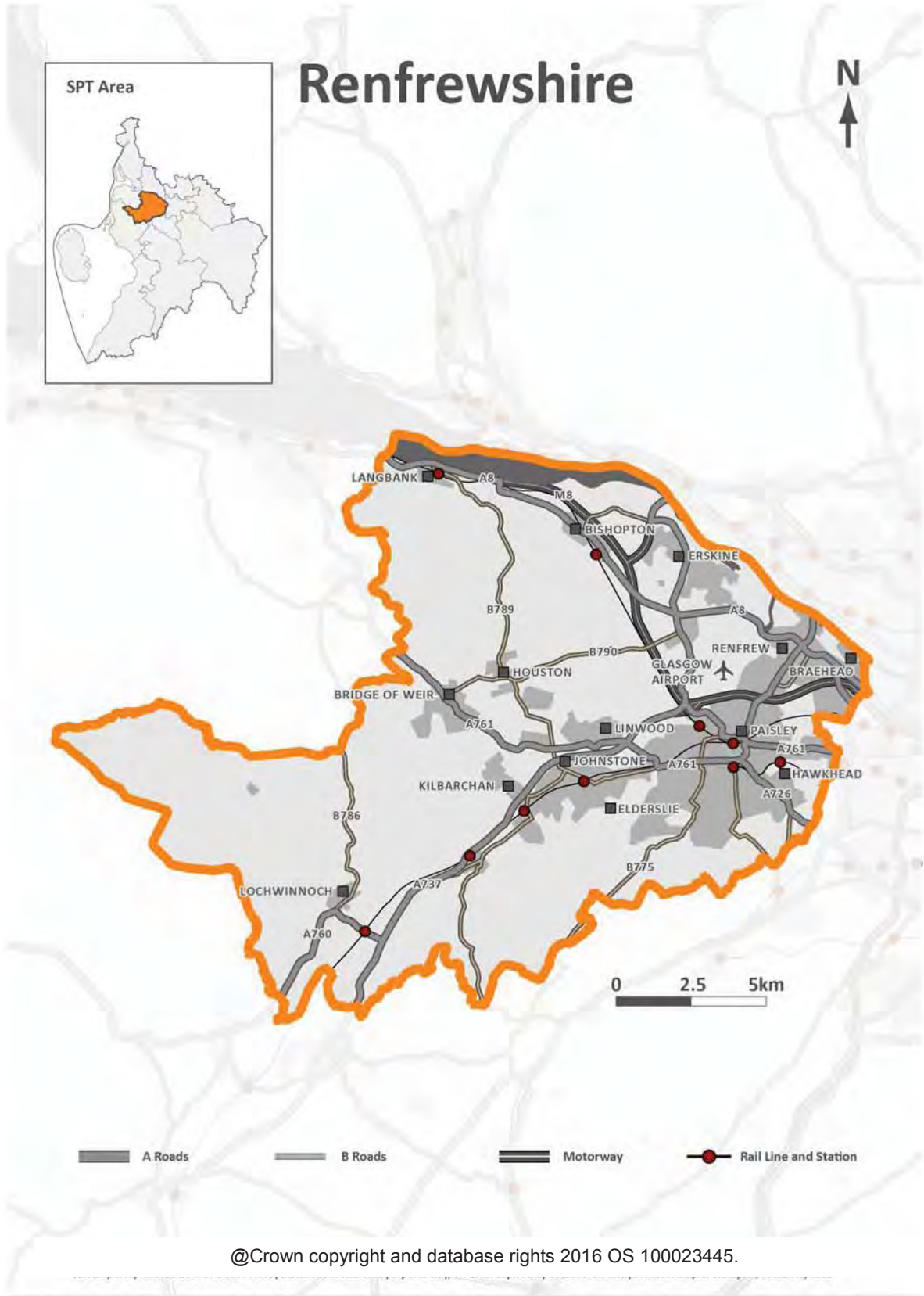
SPT has a range of operational responsibilities including the management and operation of the Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering schools transport on behalf of eleven of our partner councils and coordinating the MyBus demand responsive 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.

As is the case annually, this TOR outlines SPT's investments, projects and services for the past year and current year and sets out the role of transport in achieving improved outcomes for local residents and business in Renfrewshire. The TOR demonstrates the significant investment made by SPT and the Council in the public transport network. This is set against an increasingly tight financial framework that means that public sector bodies must demonstrate more than ever that their services are efficiently managed and that opportunities have been taken to work innovatively to deliver services.

At the same time, the passing into statute of the new Community Empowerment Act provides both an opportunity and a challenge to demonstrate that our services are responsive to public need and delivered in partnership with our communities. For this reason SPT is more committed than ever to working with the Council and our communities to deliver services in an increasingly collaborative way.

SPT will continue to work with Renfrewshire Council, including through the Greener Renfrewshire Thematic Board, 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. We will work together 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 improve integration of the public transport services and networks.

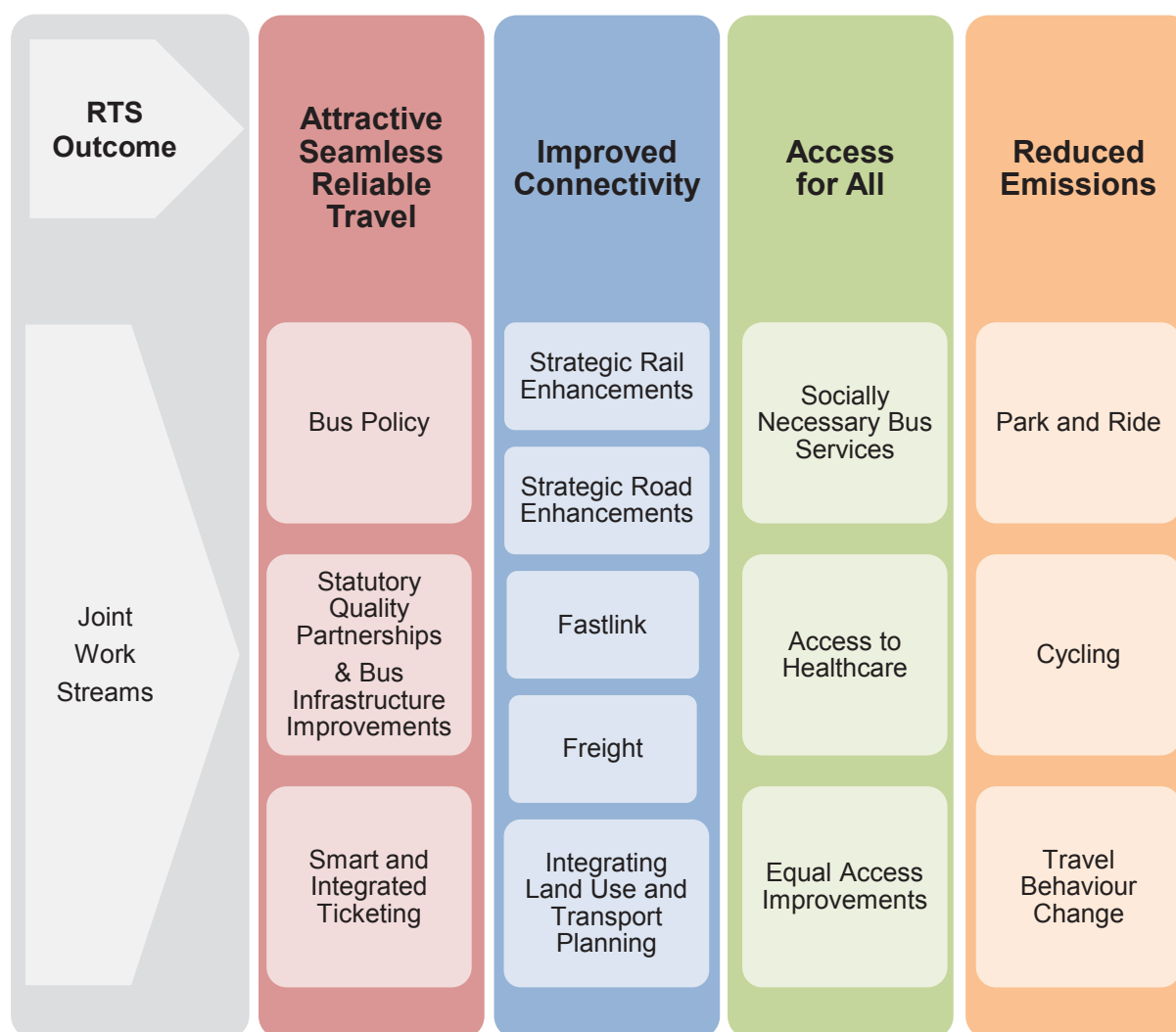
2. Working in partnership with Renfrewshire

The 2016/17 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 2014-2017.5 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. 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 6 – 9).

Figure 2.1: RTS Outcomes and SPT - Renfrewshire 2016/17 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. Delivering transport improvements for Renfrewshire

Figure 4.1: Summary of SPT investments and services in Renfrewshire

RTS Outcome	2015/16 activity and 2013/14 - 2015/16 capital projects for RC
Attractive Seamless Reliable Travel	<ul style="list-style-type: none"> • £1.2 million in grants from the SPT capital programme for bus infrastructure improvements throughout Renfrewshire • £1.4 million in grants for Paisley Town Centre Bus Hub • 40 identified breaches of traffic regulations, 3 reports to the Traffic Commissioner, 4887 vehicle checks in the Paisley SQP, 22 days of local service monitoring and 112 days of SQP monitoring • 1021 bus stops and 897 pole-mounted information cases maintained (bus stops under agency agreement) • 7 new bus stops and 207 bus stop pole and flag upgrades delivered by SPT in Renfrewshire with £80,000 from SPT capital programme • 151,000 bus departures from Buchanan Bus Station for services to Renfrewshire • 60,000 bus departures from Greenock Bus Station for services to Renfrewshire • 22,000 ZoneCard tickets purchased by Renfrewshire residents • £620,000 in estimated savings for Renfrewshire residents through ZoneCard ticketing
Improved Connectivity	<ul style="list-style-type: none"> • £170,000 in grants from the SPT capital programme for road safety projects in Renfrewshire • £210,000 in grants from the SPT capital programme for Fastlink in Renfrewshire • Supported transport planning for development at Bishopston Royal Ordnance Site • Input to Town Centre Strategies
Access for All	<ul style="list-style-type: none"> • 15 supported local bus services on 13 contracts carrying 360,000 passengers at a cost of £310,000 • 4 MyBus services carrying 31,000 passengers at a cost of £290,000 • 97 school contracts carrying 3600 schoolchildren per school day at a cost of £2,200,000 (under agency agreement) • School contract inspections - 170 on site inspections, 259 vehicles inspected and 468 Disclosure Scotland clearance applications processed • Estimated savings of £560,000 on rail and Subway travel for Renfrewshire residents through the Strathclyde Concessionary Travel Scheme • 2,200 National Entitlement Card (NEC) renewals or applications processed for Renfrewshire residents and 6,800 NEC enquiries from Renfrewshire residents • 7 Travel Points, 20 Mobile Travel Centre visits, 680,000 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 • £165,000 in grants from SPT capital programme for cycling infrastructure in Renfrewshire

5. Measuring progress

The figures below are measures of key travel and transport issues.

Figure 5.1: Satisfaction with public transport⁶

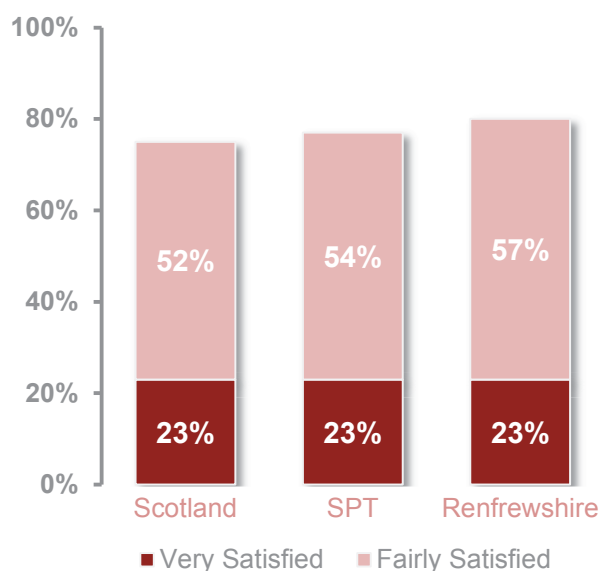


Figure 5.2: Congestion delays experienced by drivers^{7 *}

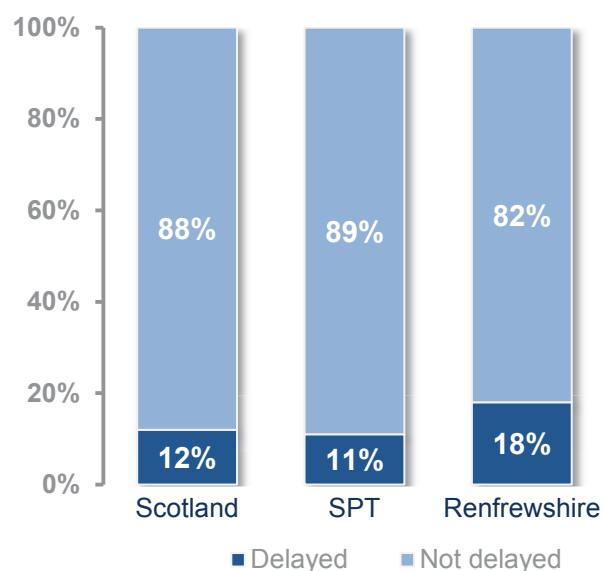


Figure 5.3: Convenience of public transport⁸

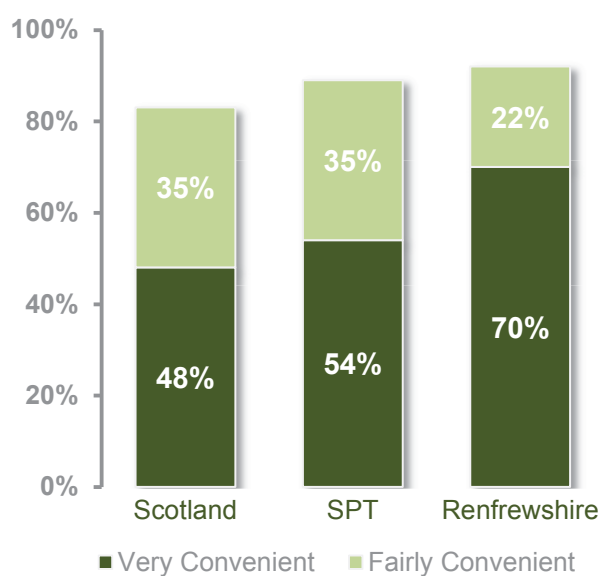
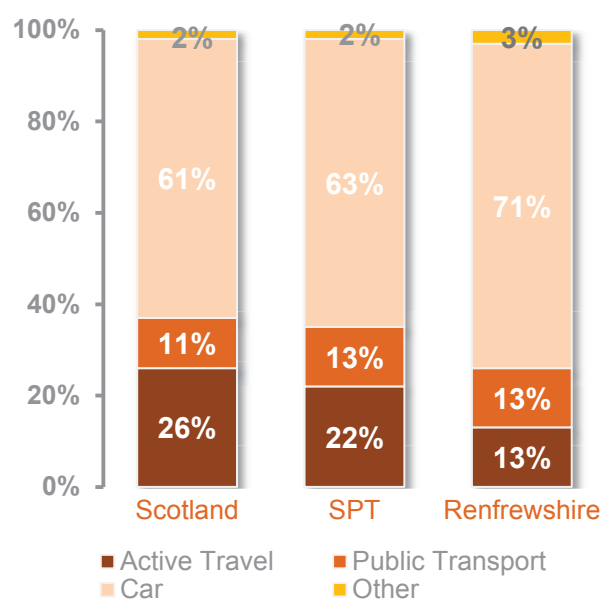


Figure 5.4: Main mode of travel⁹



6. Achieving 'Attractive Seamless Reliable Travel'

6.1 Bus Policy

SPT, working together with Transport Scotland, local bus operators and other members of the Bus Stakeholder Group, continues to progress its '10 Point Plan' of proposed changes to legislation, regulations and powers to deliver a better offering for bus passengers and a more active return for the considerable public sector investment in the bus market.

In 2015/16, key progress included changes introduced by the Scottish Government, in line with SPT's proposals, to improve the bus service registration process. Public transport authorities now have the opportunity to comment formally to the Traffic Commissioner on the impact of service changes as part of an overall streamlined registration approval process, making the process both more responsive and efficient.

6.2 Statutory Quality Partnerships & Bus Infrastructure

In 2015/16, Renfrewshire Council delivered significant improvements to bus passenger facilities in Paisley town centre with £1.4 million in grant funding from SPT (funding over two years). The project rationalised and upgraded bus stops in the town centre at the Smithhills St / Gauze St area, creating a hub for public transport services to improve the quality of the waiting environment for passengers, improve flow of buses through the centre and improve passenger interchange between services. Works for 2016/17 include further improvements to infrastructure throughout the centre and preparation for Real Time Information.

Further bus infrastructure improvements were undertaken throughout Renfrewshire in 2015/16 with £410,000 in funding from SPT including improvements on Glasgow Road, on the Renfrew-Paisley bus corridor and in Erskine, Lochwinnoch, Linwood and Johnstone. In 2016/17, SPT is providing £100,000 in capital funding for additional bus infrastructure improvements including further works on the Renfrew-Paisley corridor, improving stops and shelters in Johnstone town centre and examining options for Neilston Road corridor.

In 2015/16, SPT service compliance inspectors identified 40 breaches of traffic regulations and made 3 reports to the Traffic Commissioner across 22 days of local service monitoring in Renfrewshire. SPT inspectors checked 4,887 vehicles across 112 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 2016/17.

SPT bus station staff managed 151,000 departures at Buchanan Bus Station and 60,000 departures at Greenock Bus Station for bus services operating within Renfrewshire during 2015/16.

In 2015/16, SPT maintained 1,021 bus stops under agency agreement and maintained 897 SPT-owned, pole-mounted information cases in Renfrewshire. SPT delivered 7 new stops and 207 bus stop pole and flag upgrades in 2015/16 with £83,000 from SPT capital programme. SPT will seek to deliver further upgrades as necessary in 2016/17.

6.3 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 22,000 ZoneCards and made around 990,000 trips using a ZoneCard in 2015/16 – saving Renfrewshire residents an estimated £620,000.

SPT continues to work towards the vision of one card multi-modal, multi-operator travel across the region. Nevis Technologies (NT), SPT's joint venture with East Kilbride-based technology firm Ecebs, continues to work with ScotRail to deliver interoperable smartcard ticketing across rail and Subway services. In 2015/16, McGill's buses, the largest privately-owned bus company in Scotland, selected NT to be the delivery agent for their new smartcard ticketing system, with rollout of the new card in 2016.

6.4 Additional figures in support of Attractive Seamless Reliable Travel

Figure 6.1 Bus mileage in Renfrewshire¹⁰

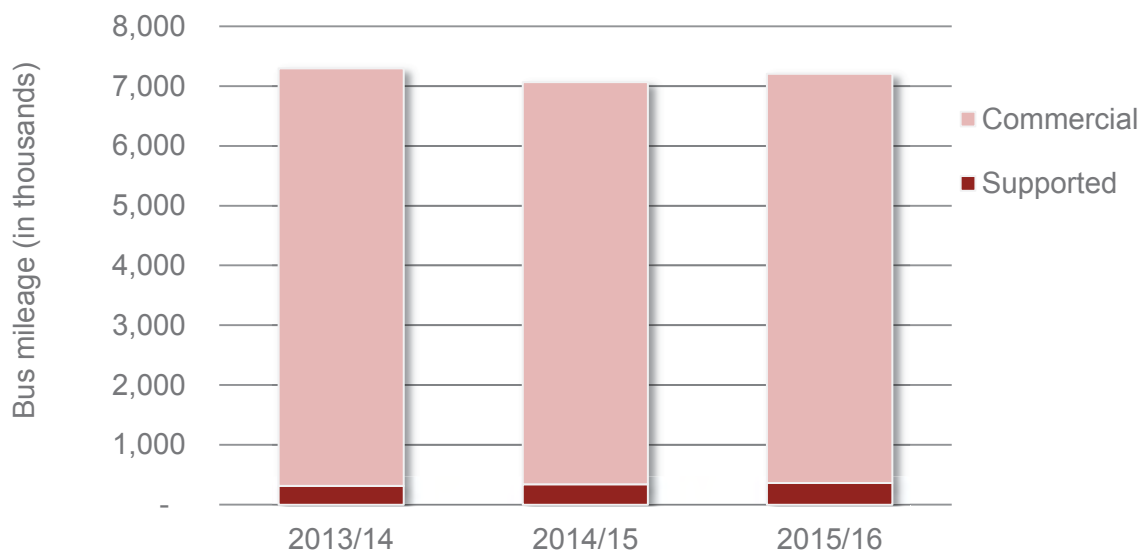
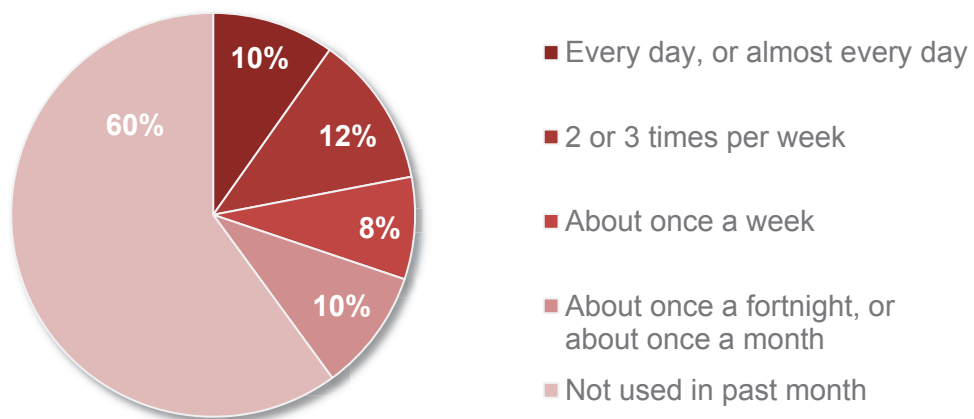


Figure 6.2 Use of local bus services (adults aged 16+ living in Renfrewshire), 2014¹¹



7. Achieving 'Improved Connectivity'

7.1 Rail

SPT, through the West of Scotland Rail 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 integration; and new station development.

SPT will continue to play a key role in the Edinburgh-Glasgow Improvement Programme (EGIP) including working with partners to ensure the re-development of Glasgow Queen St station, the third busiest station in Scotland, delivers improved accessibility and integration of all sustainable modes.

7.2 Roads & Freight

In 2016/17, RC will undertake works at the A8 / Inchinnan junction to improve road safety for all users including passengers waiting for buses on the A8. SPT is investing £510,000 in capital funding for this project.

SPT will work with partners in 2016/17 to deliver a regional freight strategy building on work undertaken for Ayrshire. The strategy will identify issues and network constraints and appraise opportunities for the efficient and sustainable movement of freight across the region.

7.3 Fastlink

SPT will continue to work with Renfrewshire Council on the Fastlink extension between the Queen Elizabeth University Hospital and Braehead including developing the link between the Hospital and Renfrew Road.

7.4 Integrating Transport and Land Use Planning

In 2015/16, SPT worked with RC and developers to provide advice and input on the development of local bus services and integration of public transport for the Royal Ordnance site at Bishopton. SPT also reviewed and responded on a number of planning applications highlighting sustainable travel opportunities.

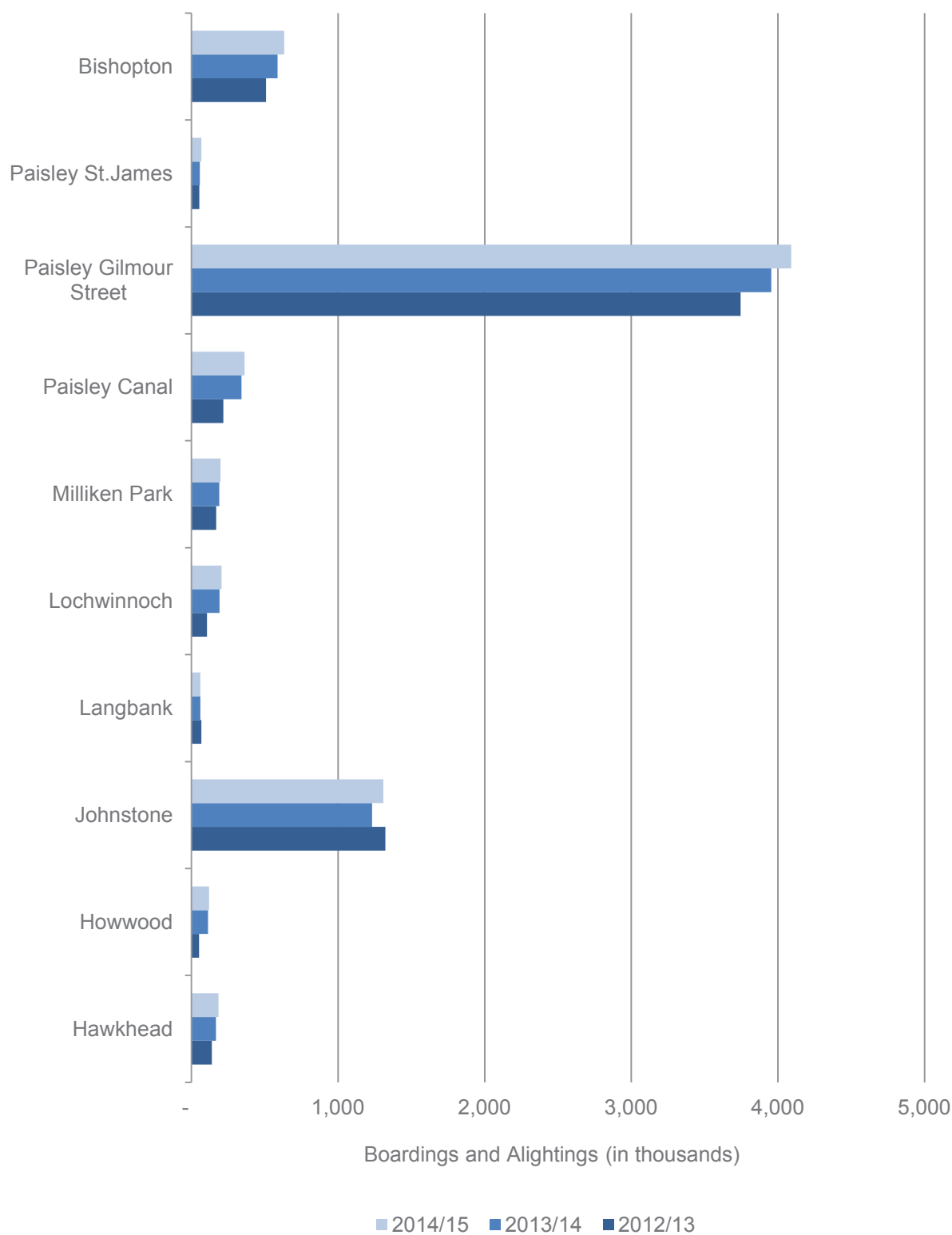
SPT reviewed and responded on the draft Town Centre Strategies for Johnstone, Linwood, Erskine, Renfrew and Braehead, undertook public transport accessibility analysis on the potential development sites submitted for consideration for inclusion in the next Local Development Plan and worked closely with the Clydeplan team, providing input to the development of and responding to the Strategic Development Plan Proposed Plan.

In 2016/17 SPT, as a key agency, will review and respond on the second Renfrewshire Local Development Plan. SPT will continue to work with all relevant organisations to reinforce the importance of the integration of transport and land use planning and the promotion of sustainable transport solutions for future development to support the delivery of successful places.

SPT will also continue to work with all partners in the assessment of the transport impacts of Glasgow City Region City Deal projects through participation in the Transport Group.

7.5 Additional figures in support of Improved Connectivity

Figure 7.1 Patronage at rail stations in Renfrewshire¹²



8. Achieving 'Access for All'

8.1 Socially necessary Services

In 2015/16, SPT supported 15 local bus services in Renfrewshire on contracts that carried 360,000 passengers in total. SPT MyBus services in Renfrewshire carried 31,000 passengers.

In 2015/16, SPT managed 97 school bus contracts on behalf of Renfrewshire Council that transported 3,600 children to school every school day. SPT compliance inspectors made 170 inspections on site at schools, SPT vehicle examiners inspected 259 vehicles operating on school contracts and SPT processed 468 Disclosure Scotland clearance applications for potential drivers on school contracts.

In 2016/17, SPT will continue to provide socially necessary services in Renfrewshire to support greater access to education, employment, healthcare, shopping and other travel purposes.

8.2 Access to Healthcare

In 2015/16, SPT supported local bus services that improved 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 2016/17, SPT will continue to provide socially necessary bus services and MyBus services and support Community Transport services to improve access to healthcare.

8.3 Equal Access

In 2015/16, 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 answered 680,000 travel enquiries from the region's residents and visitors 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 2015/16, Renfrewshire residents saved an estimated £560,000 on rail and Subway travel through the Strathclyde Concessionary Travel Scheme and SPT processed 2,200 National Entitlement Card (NEC) applications or renewals on behalf of RC and handled 6,800 enquiries on NECs from Renfrewshire residents. SPT will continue to deliver these services in 2016/17.

8.4 Additional figures in support of Access for All

Figure 8.1 Supported bus services in Renfrewshire, 2015/16 (indicative network)

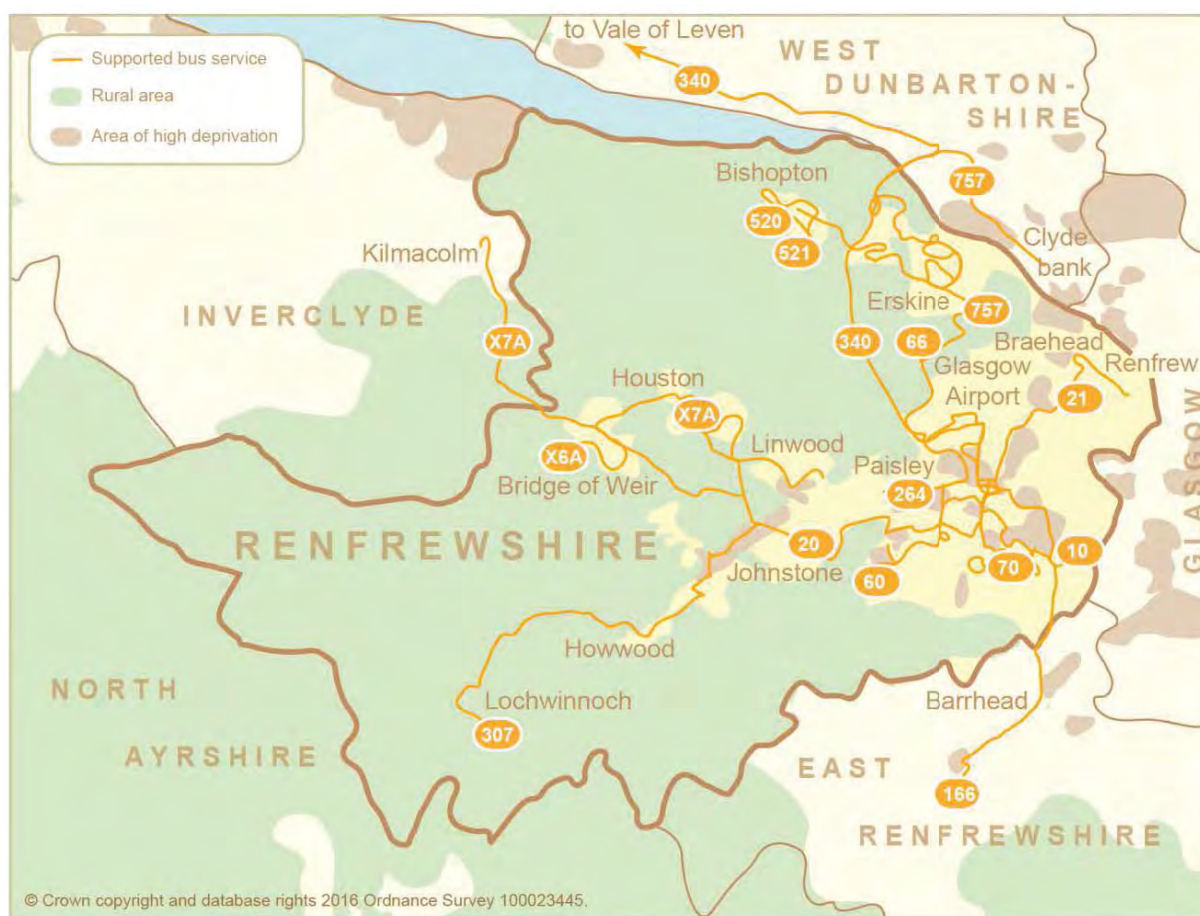


Figure 8.2 MyBus passengers by age, 2015/16

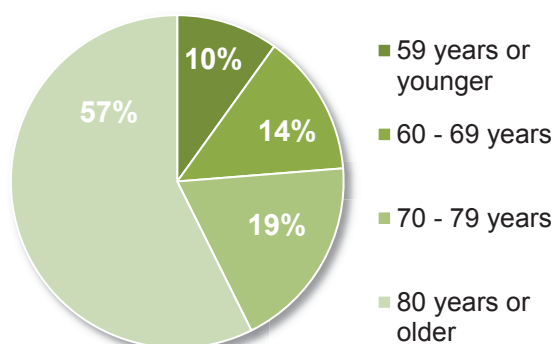


Figure 8.3 MyBus passengers by journey purpose, 2015/16

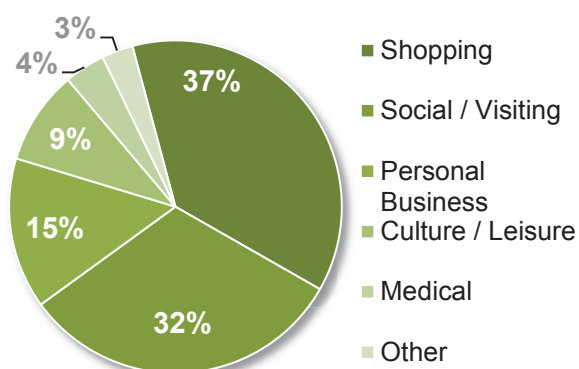


Figure 8.4 MyBus passengers by deprivation levels (of area of residence)¹³

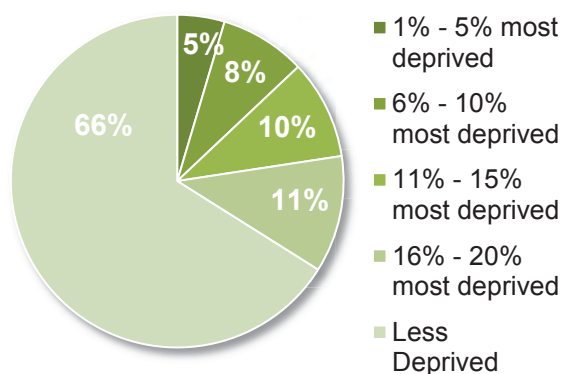
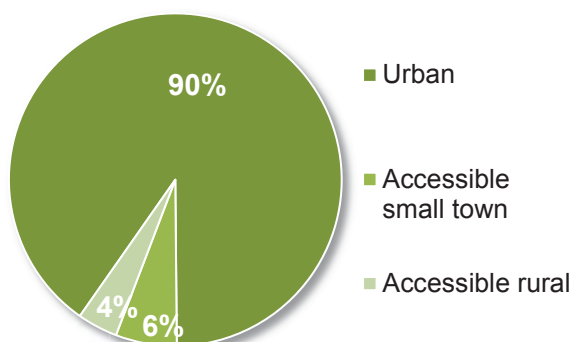


Figure 8.5 MyBus passenger by urban-rural characteristics (of area of residence), 2015/16¹⁴



9. Achieving ‘Reduced Emissions’

9.1 Park and Ride

The extension to Johnstone station park and ride opened to the public in July 2015. SPT provided £985,000 in capital funds to support the project, with further financial contributions from Renfrewshire Council and Transport Scotland.

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.

9.2 Cycling

In 2015/16, Renfrewshire Council completed design works to support delivery of cycle network infrastructure across Renfrewshire with £55,000 in capital funding from SPT. Design and feasibility was undertaken for several projects from the Renfrewshire Local Cycling Strategy including Lonend – Weir St Corridor Johnstone – Howwood and Renfrew – Glasgow boundary. SPT will continue to work with Renfrewshire Council to deliver improvements to cycling infrastructure, within available funding.

9.3 Travel Behaviour Change

SPT will continue to support car sharing through JourneyShare, which currently has 5,600 members across the region, and will continue to promote best practice in sustainable travel promotion through the Sustainable Travel Group, of which Renfrewshire Council is a member. Topics in 2015/16 included Smarter Choices, Smarter Places; Community Links funding; Cycle Hubs; Cycle Friendly Campuses; and staff travel surveys.

9.4 Additional figures in support of Reduced Emissions

Figure 9.1 Park and ride sites and capacity in Renfrewshire, 2015

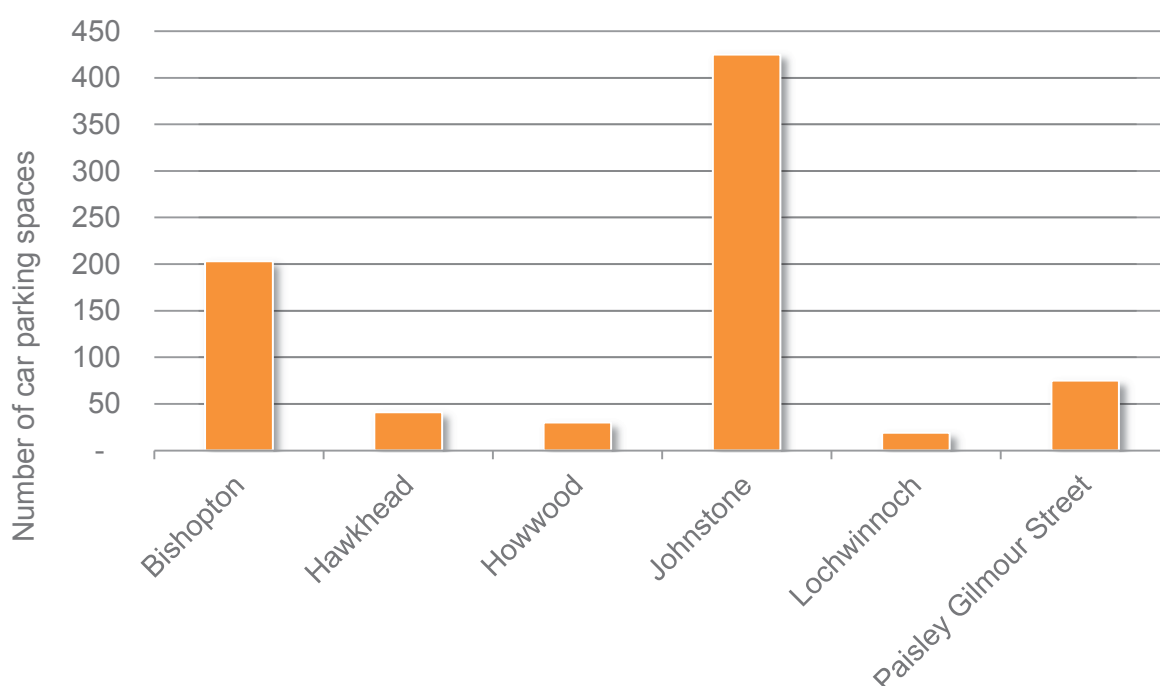


Figure 9.2 Number of bicycles available for private use by households (in Renfrewshire), 2014¹⁵

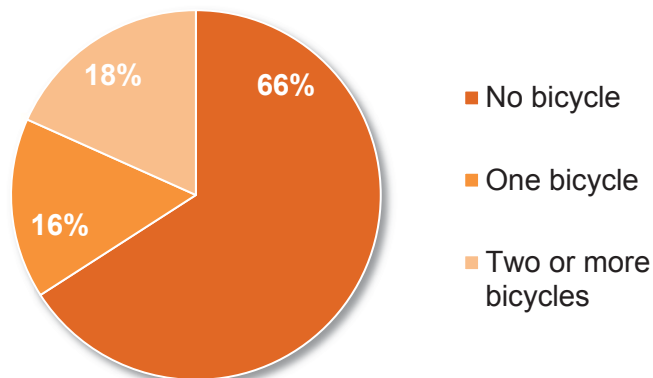
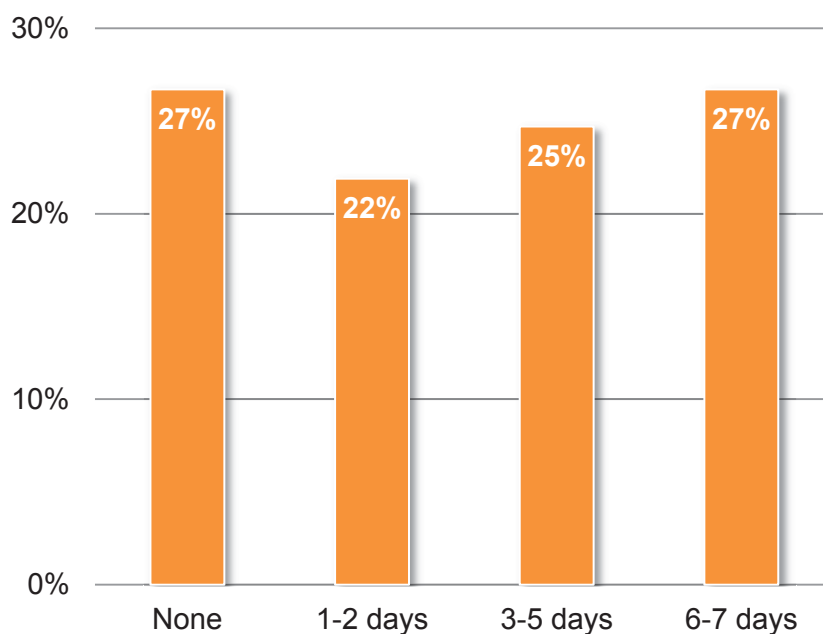


Figure 9.3 Frequency of walking in past week as a means of transport (adults aged 16+ in Renfrewshire), 2014¹⁶



Appendix 1: 2015/16 supported bus services in Renfrewshire

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

Appendix 2: SPT capital programme

SPT invested more than £4.2 million in capital projects delivered by Renfrewshire Council over financial years 2013/14, 2014/15 and 2015/16.

Table 1 below provides a summary of RC projects in the 2016/17 SPT capital programme.

Table 1: Renfrewshire category 1 projects in 2016/17 SPT capital programme (as of April 2016)

Project	Details	Approved grant
Paisley Town Centre Bus Infrastructure Improvements	Improvements to bus passenger facilities in Paisley Town Centre including Real Time Information	£100,000
A8 Junction Improvements Inchinnan	Construction of new signalised junction of the A8 Greenock Road / Old Greenock Road junction south of Inchinnan and improvements to nearby bus passenger facilities	£510,000
Renfrewshire Bus Corridor Improvements	Bus infrastructure improvements throughout Renfrewshire	£100,000
Total		£710,000

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 http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2
- ⁶ Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size for Renfrewshire results = 210
- ⁷ Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size for Renfrewshire results = 250
- ⁸ Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size for Renfrewshire results = 250
- ⁹ Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size for Renfrewshire results = 460
- ¹⁰ SPT PTIS database. Commercial mileage figures for 2014/15 have been revised from figures reported in the 2015/16 Transport Outcomes Report for Renfrewshire.
- ¹¹ Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size = 250
- ¹² Station Usage Estimates 2012/13, 2013/14 and 2014/15. 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.
- ¹³ 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, 5% of Renfrewshire MyBus passengers live in areas classified as the 5% most deprived areas in Scotland.
- ¹⁴ 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, 4% of Renfrewshire MyBus passengers live in accessible rural areas.
- ¹⁵ Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size = 260
- ¹⁶ Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size = 250

Useful contacts

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