

EAST RENFREWSHIRE COUNCIL

CABINET

25 September 2014

Report by Director of Environment

AN UPDATE ON PROJECTS CONTRIBUTING TO THE DELIVERY OF THE LOCAL
TRANSPORT STRATEGY

PURPOSE OF REPORT

1. The purpose of this report is to update members on progress with projects contributing to the delivery of the Council's Local Transport Strategy (LTS).

RECOMMENDATIONS

2. It is recommended that the Cabinet notes the update on 2013/14 LTS projects as well as projects planned for delivery in 2014/15.

BACKGROUND

3. The East Renfrewshire Council LTS was first published in May 2008 and produced in accordance with guidance from the Scottish Government.

4. The LTS sits in a hierarchy of transport plans below the National Transport Strategy and Regional Transport Strategy.

5. The existing LTS will remain as the core strategy document with a continuing focus on implementation.

REPORT

6. This report provides members with an update on projects contributing to the delivery of the LTS.

7. This report also advises members of the intention to develop a proposal in the relation to the implementation of electric vehicle infrastructure.

LTS Projects 2013/14

8. The Council has limited funds and is therefore dependent on securing funding from external sources for the implementation of projects contributing to the LTS.

9. In 2013/14 the Roads Service was successful in attracting external funding for the following projects:

- £520,000 from SPT for Neilston Park and Ride Extension
- £150,000 from SPT for Pedestrian and Cycle Improvements
- £100,000 from SPT for Streamline Bus Corridor Enhancements
- £ 70,000 from SPT for Bus Infrastructure Improvements
- £ 61,000 from Sustrans Community Links for Thornliebank/Giffnock to Rouken Glen Park Cycle Route
- £ 7,500 from Sustrans Community Links for Barrhead and Neilston Cycle Design

10. A full summary of 2013/14 projects contributing to the LTS is included as Appendix A to this report.

LTS Projects 2014/15

11. In 2014/15 the Roads Service is continuing to seek external funding to deliver projects contributing to the delivery of the LTS. Funding has already been secured for the following projects:

- £100,000 from SPT for Bus Infrastructure Improvements
- £300,000 from SPT for Pedestrian and Cycle Improvements
- £40,000 from Sustrans Community Links for Eastwood Infrastructure Improvements
- £30,000 from Sustrans Community Links for Barrhead/Neilston Infrastructure Improvements
- £25,000 from Sustrans Community Links for the development of an Active Travel Strategy for East Renfrewshire

Electric Vehicles Infrastructure

12. The Scottish Government and OLEV are actively encouraging the use of electric vehicles as a sustainable travel option for the future. Local Authorities have been offered a grant to help provide infrastructure that will encourage the take up and use of electric vehicles. This will be noted in a separate report to Cabinet - Electric Vehicles Infrastructure.

Future Reporting

13. A further update on projects contributing to the delivery of the LTS will be provided to the Cabinet in September 2015.

FINANCE AND EFFICIENCY

14. The cost of implementing the infrastructure elements of the LTS is partly contained within existing Capital and Revenue budgets with full implementation dependent upon receiving funding from external sources. The LTS has the potential to assist the Council in gaining funding from external sources to take forward its priority transport schemes which cannot be funded entirely through the Council's own budgets. It thus has the potential to generate additional transport related investment in the area. Transport schemes are unlikely to attract funding unless they are identified in the LTS.

15. The LTS will improve the efficiency of the Council by providing strategic direction for the transport related schemes that are taken forward. It will also ensure coordination between transport planning at national and regional levels as well as assisting in providing policy coordination with other key areas such as land-use planning, community planning, economic development, environment, equality and social inclusion.

CONSULTATION

16. The LTS was subject to extensive public consultation with input sought from key stakeholders and the public, with the final strategy taking full cognisance of these consultation exercises.

PARTNERSHIP WORKING

17. The Roads Service works with many key stakeholders and external funding authorities including Transport Scotland, SPT and Sustrans in order to assist in meeting the objectives and outcomes laid out in the LTS.

IMPLICATIONS OF THE PROPOSALS

18. There are no implications in terms of staffing, property, legal, IT, equalities and sustainability.

CONCLUSIONS

19. The LTS remains an important document in providing strategic direction for transport at a local level as well as reflecting the Council's interest in regional and national policy development. To date the LTS has been significant in supporting successful applications for the external funding of projects of importance to the Council. Consolidating the existing LTS emphasises the continued relevance of the LTS with a focus on delivery of projects.

RECOMMENDATIONS

20. It is recommended that the Cabinet notes the update on 2013/14 LTS projects as well as projects planned for delivery in 2014/15.

Director of Environment

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BACKGROUND PAPERS East Renfrewshire Council Local Transport Strategy

KEY WORDS An update on the Local Transport Strategy Key Words – Update, Local, Transport, Strategy

APPENDIX A – SUMMARY OF 2013/14 PROJECTS CONTRIBUTING TO THE LOCAL TRANSPORT STRATEGY

| PROJECT | FUNDING | SUMMARY |
|---|----------------|---|
| Neilston Park and Ride Extension | £520,000 | A new park and ride facility was constructed at Neilston Railway Station adjacent to Kingston Road which provides 42 new park and ride spaces. |
| Pedestrian and Cycle Improvements | £150,000 | This funding provided a contribution towards the creation of a 600m shared use footway (3m wide) in Barrhead which provides a pedestrian and cycle link along Caplethill Road from its junction with Brownside Avenue to Brownside Braes. The completion of this project has been a long term aspiration for East Renfrewshire Council and has been carried out in partnership with Renfrewshire Council. |
| Streamline Bus Corridor Improvements | £100,000 | A total of 38 bus stops were upgraded with raised kerbs to improve accessibility for the mobility impaired. These were located on Mearns Road, Newton Mearns; Fairweather Place, Newton Mearns; Harvie Avenue, Newton Mearns; Glasgow Road, Gilmour Street and Strathaven Road, Eaglesham; and Carnwadric Road, Thornliebank. |
| Bus Infrastructure Improvements | £70,000 | A total of 7 bus stops were upgraded with raised kerbs in Barrhead. Traffic signals were installed at the junction of Rouken Glen Road/Rowallan Road to accommodate improvements to the 38 Service and ensure layover at a more suitable location within the Glasgow Council area. |
| Thornliebank/Giffnock to Rouken Glen Park Cycle Route | £61,000 | Following completion of detailed design in 2012/13 this project was constructed in 2013/14 and incorporated the following improvements: <ul style="list-style-type: none"> • Improvement of internal routes within Eastwood Park • Upgrade of the pedestrian crossing on Fenwick Road (at Berryhill Road) to a Toucan Crossing • Re-determination of the existing footway on the west side of Fenwick Road to shared use by both cyclists and pedestrians • Signalisation of the Church Road/Fenwick Road junction providing a safe means of crossing for pedestrians and cyclists, and assisting vehicle turning movements |