

EAST RENFREWSHIRE COUNCILCABINET24 August 2023Report by Director of EnvironmentNEIGHBOURHOOD TRAFFIC MANAGEMENT ZONES**PURPOSE OF REPORT**

1. The purpose of this report is to outline the rationale and methodology for the delivery of Neighbourhood Traffic Management Zones (NTMZs) and the proposed community engagement process ('East Ren Decides').

RECOMMENDATIONS

2. The Cabinet is asked to:
- a) Note the context for this project and rationale as outlined in this report;
 - b) Approve the Zonal Approach and proposals for the phased delivery of interventions;
 - c) Approve the approach to the two-staged public engagement process ('East Ren Decides'), including the Participatory Budgeting (PB) voting; and
 - d) Note the proposed zones to be engaged for year 1.

BACKGROUND

3. In response to the targets set by the Climate Change Plan Update (CCPu), the Scottish Government has published several policy items outlining its commitment to enhance the transport network. This includes the reduction of transport emissions, the delivery of inclusive connectivity options and the development of places and communities well integrated with sustainable travel options.

4. One of the key elements of this vision is the reduction of car kilometres travelled by 20% by 2030¹. This is set out around four key travel behaviours:

- Travel less
- Stay local
- Switch mode
- Combine a journey

5. To encourage some of these objectives, local authorities are expected to provide safe and attractive spaces away from heavily trafficked routes, encouraging people to walk and cycle for short journeys.

¹ A route map to achieve a 20 per cent reduction in car kilometres by 2030. Available at: [A route map to achieve a 20 per cent reduction in car kilometres by 2030 | Transport Scotland](#)

6. Feedback from the local community is consistent with these issues. In recent years, the Roads and Transportation Service has received a growing number of queries and complaints regarding the excessive traffic volume and vehicle speed in residential areas. These can present a safety risk, and hinder the opportunities of residents to enjoy the public realm and choose walking and cycling for their journeys.

7. During the 2022/23 financial year, Transport Scotland asked local authorities to carry out an assessment of their road network to understand potential ways to introduce 20mph speed limits in suitable urban areas. This analysis allowed the Roads and Transportation Service to identify sensitive locations that would require additional interventions to mitigate speed and traffic flows.

8. A Members' Briefing on Traffic Management Zones was held on 5th February 2023. The briefing explained the zonal approach and the ethos of the scheme.

ZONAL APPROACH

9. The Roads and Transportation Service is considering interventions to reduce unnecessary through traffic in areas that would benefit from a lower volume of motor vehicles. This includes locations where vulnerable users are likely to be present, and residential streets that see a considerable number of vehicles not travelling to or from the area.

10. In addition to changes that redirect unnecessary through traffic away from specific locations, a reduction in the enforceable speed limit to 20mph can serve a double purpose. Firstly, it directly improves the safety of all users of the public realm. Secondly, an increase in journey time can discourage drivers from using residential streets as a shortcut on their route, effectively redirecting traffic to the desired corridors.

11. To organise the delivery of these interventions, 74 Neighbourhood Traffic Management Zones (NTMZs) within East Renfrewshire have been identified. These allow for a phased delivery throughout several financial years, and a more precise traffic management of each area.

12. The 74 zones represent a variety of profiles. Some locations are likely to only require the introduction of 20mph signing, with these speeds being self-enforcing due to the characteristics of the road and surrounding environs, whilst others will demand the use of additional traffic management measures. The decision on measures for each individual zone will be based on the feedback from new stakeholder engagement activities, previous consultation and engagement, resident complaints and feedback, as well as the knowledge and experience of Roads Officers.

13. We anticipate the implementation of schemes over a period of five financial years but this is subject to funding opportunities and availability. This timeline should allow for 15 zones to be addressed per year.

14. The 15 zones selected per year will come from all five Council Ward geographies. In order to maintain a manageable workload, zones have been selected as far as possible to strike a balance between those which are anticipated to be self-enforcing and those which will require more traffic management measures. Though this will be heavily influenced by the feedback received during the public engagement process.

15. A brief breakdown of the methodology used to select zones is included in Appendix A. Maps showing the zones included in the 2023/24 exercise are shown in Appendix B.

CONSULTATION

16. Stakeholder engagement is a key to the approach being proposed. Consultation with the community will inform them of the objectives of the scheme, and provide an opportunity to outline priorities and key issues to be addressed. A two-stage process is planned.
17. We propose a consultation exercise branded as 'East Ren Decides'. This exercise will utilise a Participatory Budgeting (PB) approach: empowering residents to directly decide how public money is spent in their area, and contributing towards East Renfrewshire Council's alignment with the Scottish Government/COSLA policy that at least 1% of local government budgets should be allocated using PB.
18. All households within the zones selected for the year will receive a letter with a link to the Commonplace platform (eastrendecides.commonplace.is). This is a map-based tool that enables members of the community to provide feedback, raise issues and opportunities in their local area. Advance notice will be sent to respective Councillors. A copy of the household letter can be found in Appendix C. A sample of the main screen of the Commonplace online portal is included in appendix D.
19. Residents requiring assistance to submit their responses to the consultation will be invited to drop into their local library, where staff, who will have been fully briefed on the Commonplace platform and the details of the consultation, will be available to guide them. We will also work with local schools to capture the views of young people.
20. Members of the community are invited to provide their thoughts around road safety, connectivity and active travel. Participants are encouraged to identify key issues in their local community, helping us design potential interventions.
21. We propose the consultation exercise to remain open for around one month. Officers will analyse the results and identify the specific measures required to address the issues raised. Some ideas may be sifted out at this stage: for example, if they would be unaffordable within the available budget, contrary to East Renfrewshire Council policies, or outwith East Renfrewshire Council's powers to deliver.
22. A workshop session will be arranged for local elected members to preview issues identified, and an outline of potential interventions.
23. The second stage of the consultation will present a shortlist of feasible interventions for a direct public vote. The most popular projects will move forward for detailed design and construction. Any feasible interventions deemed unaffordable at the time will remain on record pending identification of funding opportunities to progress them in the future.

FINANCE AND EFFICIENCY

24. Consultation costs to East Renfrewshire Council will be limited to staff time and minor associated expenses, such as printing and distribution of household letters.
25. After the consultation exercise, the proposed interventions will involve capital costs related to design and construction of the physical measures. For the 2023/24 financial year, these costs will be capped at £300,000.

26. While the number of zones covered in subsequent years is expected to remain unchanged (3 zones per Ward per year), the financial cost to the Council may vary. This will depend on the availability of funding and the interventions decided during the consultation stages.

27. In the 2023/24 financial year, the NTMZ scheme is expected to utilise primarily Cycling Walking and Safer Routes (CWSR) funding.

28. While it is possible that other funding streams become available for the scheme, these are not currently confirmed. These other sources may include financial support from Transport Scotland to introduce 20mph as the enforceable speed limit in eligible locations.

29. The projected spending for each financial year will depend on a variety of factors, such as the geographical context or the scale of the intervention. These will be determined based on the needs identified during the consultation exercise, and after the review process.

30. While this variability in the spend might create disparities across Wards in a single year, we anticipate these discrepancies being balanced out once all the zones are addressed.

PARTNERSHIP WORKING

31. The design of the consultation process included discussions with the Business Operations and Partnerships team about the methodology and requirements of satisfactory PB engagement.

32. Delivery of the scheme, from consultation to delivery, requires collaboration with several other teams across the Council. This includes Customer Relations, Communications, Roads Contracting Unit, Regeneration, Development Planning and Communities. Key external partners will include Police Scotland, the Scottish Ambulance Service, Scottish Fire & Rescue Service and Royal Mail.

IMPLICATIONS OF THE PROPOSALS

33. The consultation exercise outlined in this report is the first stage of the NTMZ scheme. The rest of the process includes the following phases:

- Definition of potential interventions; to be reviewed by Members
- Shortlist of interventions open for public voting
- Detailed design
- Implementation

34. This process applies to the zones selected for each financial year, and is to be repeated in subsequent years until the 74 NTMZs have been addressed. This is expected to be completed within a period of 5 years, but delivery timeline might vary depending on funding or other factors outside of the Roads and Transportation Service's control.

35. Beyond the £300,000 allocated for the current financial year, financial implications of the NTMZ scheme remain largely unknown.

36. An Equality, Fairness and Rights Impact Assessment (EFRIA) will be developed as required during the delivery stages of the 2023/24 financial year. This will be reviewed

annually to assess its validity. Amendments during subsequent years will be introduced where necessary.

37. A Climate Change Impact Assessment (CCIA) will also be prepared during the delivery stages of the 2023/24 financial year, and reviewed or amended where applicable in subsequent years.

CONCLUSIONS

38. East Ren Decides has been designed to empower residents to shape the future of their local streets.

39. The NTMZ scheme represents a targeted intervention to mitigate the negative impact of road traffic on local communities, including safety for all users, environmental implications and the uptake of sustainable travel choices.

40. The zonal approach enables East Renfrewshire to enhance its transport network in a consistent, well-structured manner. It will allow communities to participate in a clear process to deliver change to the public realm, effectively creating a clear connection between their input and the interventions by the local authority.

41. This consultation exercise also provides a valuable opportunity for the Council to gather information for future prioritisation of medium-to-large scale projects. While some of these ideas will not be part of the NTMZ programme, they will inform the future project pipeline for sustainable mobility in East Renfrewshire.

RECOMMENDATIONS

42. The Cabinet is asked to:

- a) Note the context for this project and rationale as outlined in this report;
- b) Approve the Zonal Approach and proposals for the phased delivery of interventions;
- c) Approve the approach to the two-staged public engagement process ('East Ren Decides'), including Participatory Budgeting (PB) voting; and
- d) Note the proposed zones to be engaged for year 1.

Director of Environment

Further information can be obtained from Gillian McCarney, Head of Place, 0141 577 3116
Gillian.McCarney@eastrenfrewshire.gov.uk

August 2023

Appendix A – Methodology for selection of zones for the 2023/24 financial year

For each of the wards, Roads Officers have identified three zones that could be tackled within the first financial year. This includes two zones that are anticipated to be relatively self-enforcing, and are likely to see improvements by installing 20mph signage alongside minor interventions only. The third zone (one per ward, five in total) are anticipated to require more substantial intervention due to the nature of the location, the road users or previously reported road safety issues. For these areas, we would aim to deliver a more sophisticated set of measures that will be decided after further analysis and community consultation.

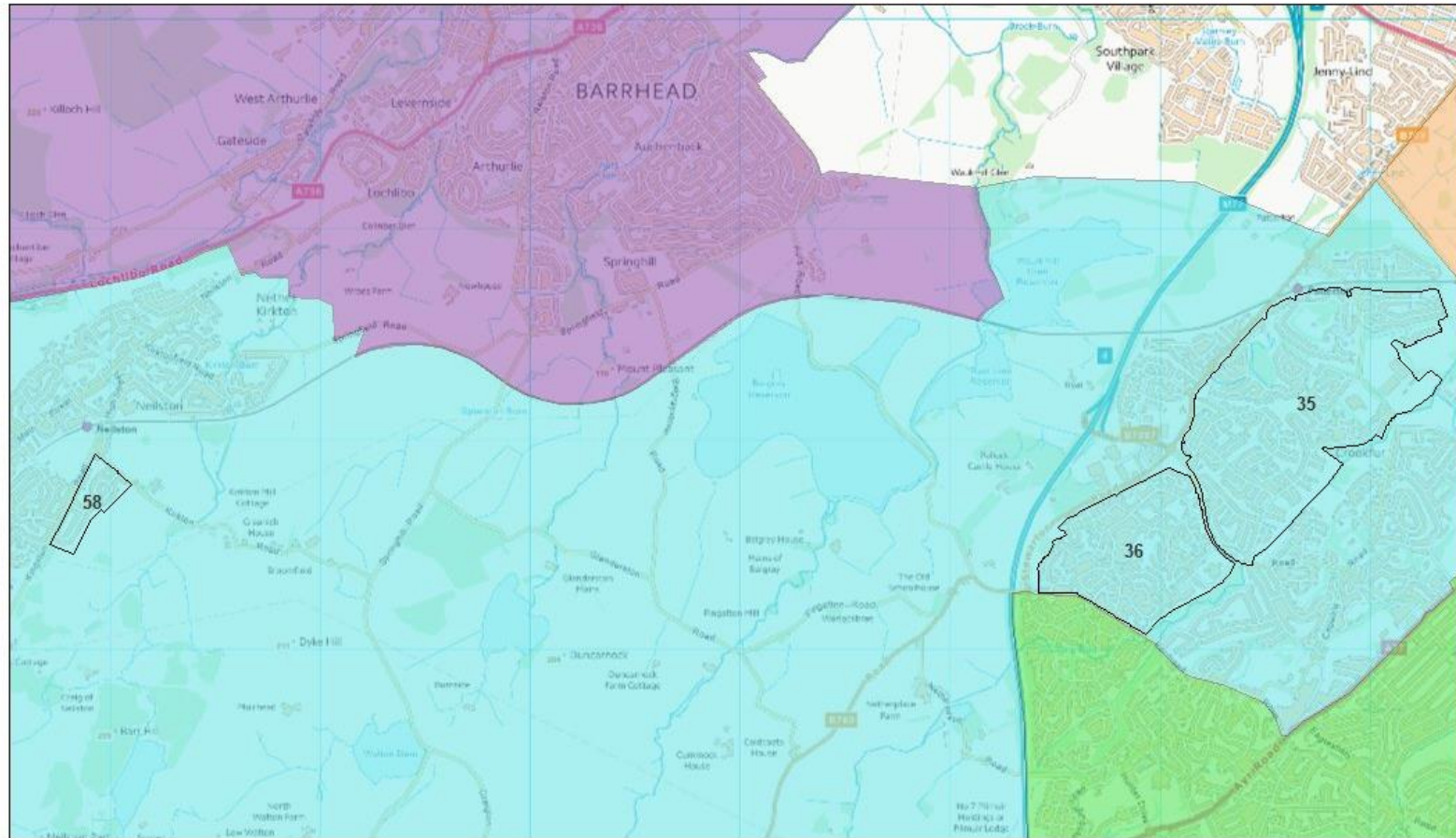
Zones for the first year have been prioritised based on the perceived ease of implementation. These tend to be primarily residential and have registered comments or complaints from residents with regards to vehicle speeds. We have prioritised zones around schools as they have a high potential of modal shift to active travel, and receive large numbers of visitors accessing educational facilities. By selecting these zones, we hope to gain early support for the implementation of 20mph while protecting vulnerable users, before proceeding with other more contentious areas.

For zones recommended for further intervention, we have also prioritised streets in the vicinity of schools. This allows us to deliver road safety improvements in highly sensitive locations, encouraging active travel for vulnerable users and addressing air quality concerns. We believe these zones are an obvious choice that can effectively support the popularity of the programme.

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Appendix B: Zones selected for consultation during the 2023/24 financial year

Newton Mearns North Neilston



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Roads20mphZones

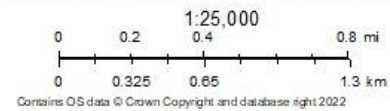
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Barrhead, Libside and Uplawmoor

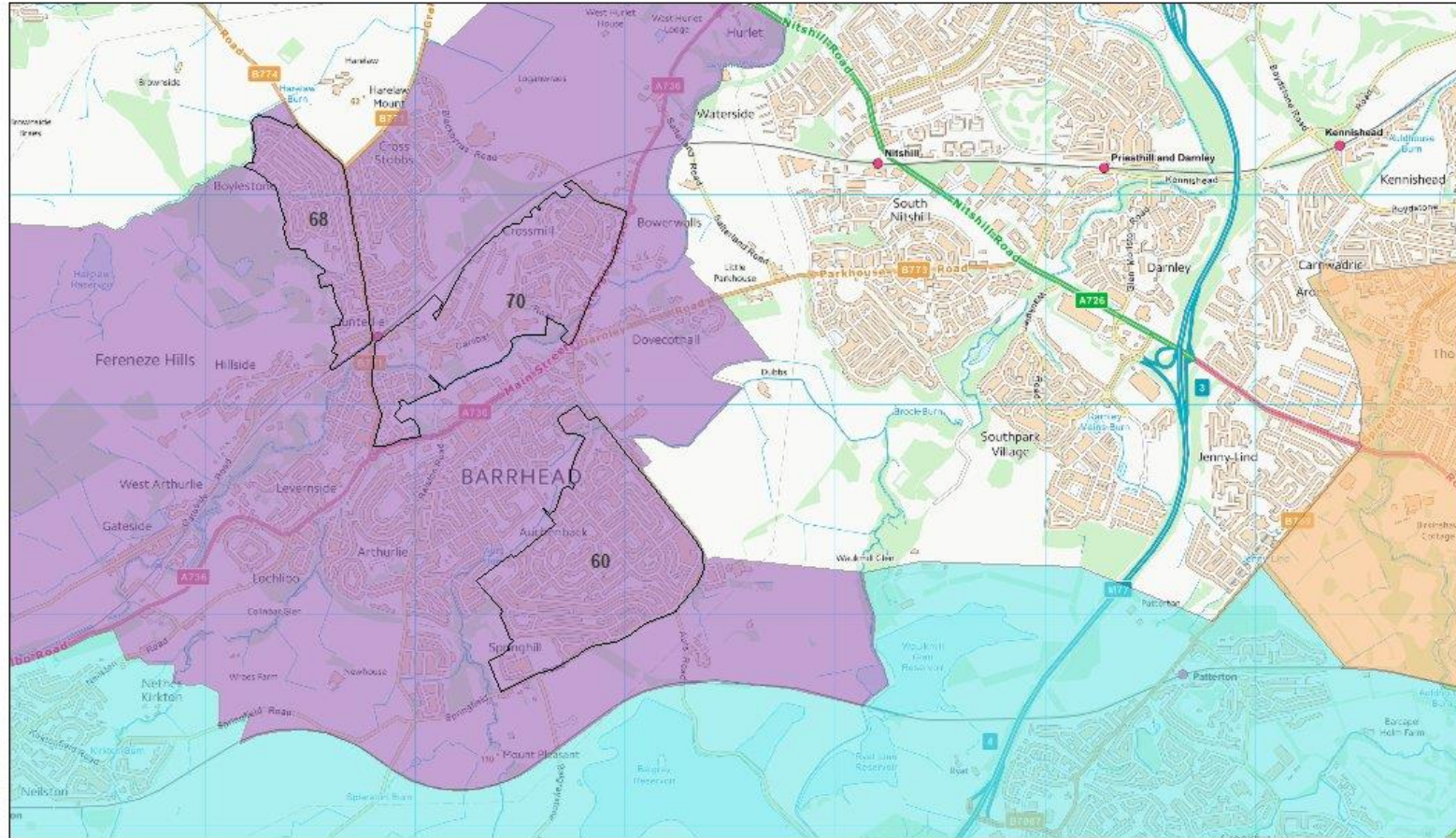
Giffnock and Thornliebank

Newton Mearns North and Neilston

Newton Mearns South and Eaglesham



Barrhead Liboside Uplawmoor



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Roads20mphZones

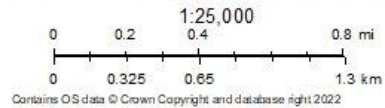
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Barrhead, Liboside and Uplawmoor

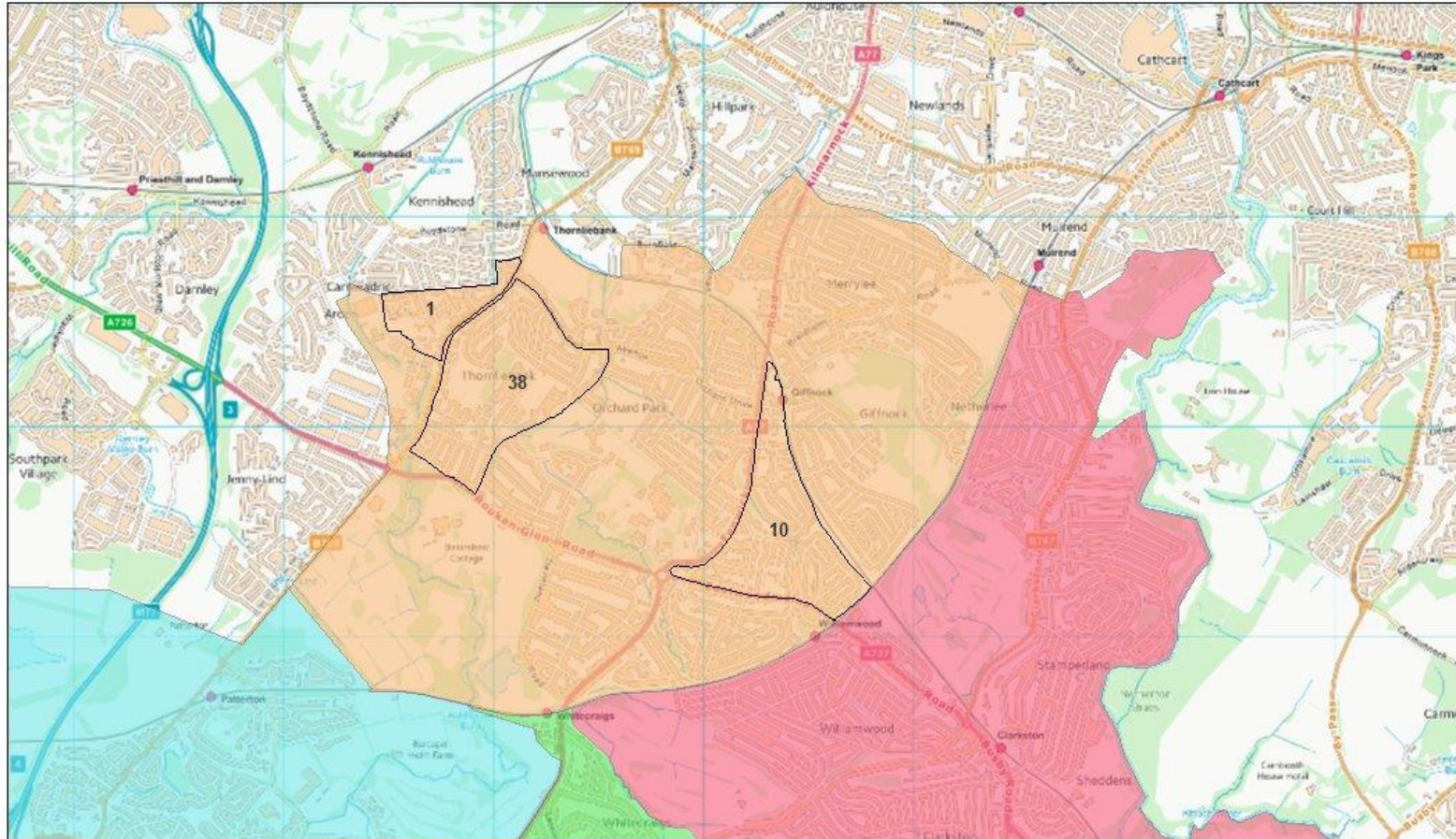
Giffnock and Thornliebank

Newton Mearns North and Neilston

Newton Mearns South and Eaglesham



Giffnock Thornliebank



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Roads20mphZones

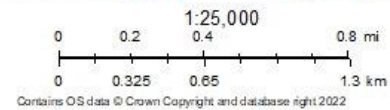
Ward_Boundaries_5th_Review - Ward Boundaries

Clarkston, Netherlee and Williamwood

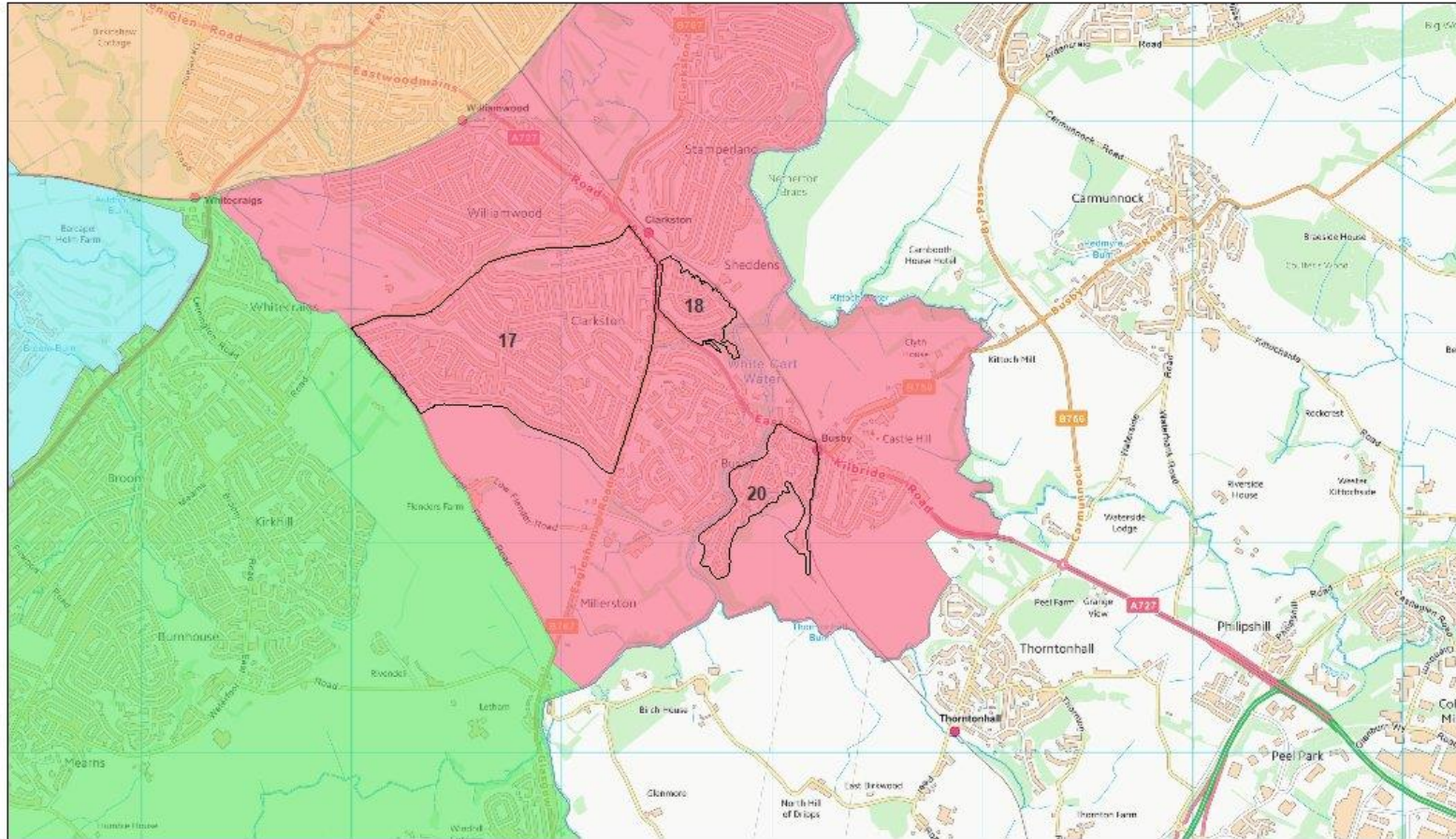
Giffnock and Thornliebank

Newton Mearns North and Neilston

Newton Mearns South and Eaglesham



Clarkston Netherlee Williamwood



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Roads20mphZones

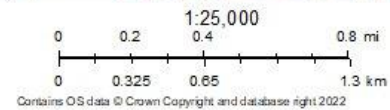
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Clarkston, Netherlee and Williamwood

Giffnock and Thornliebank

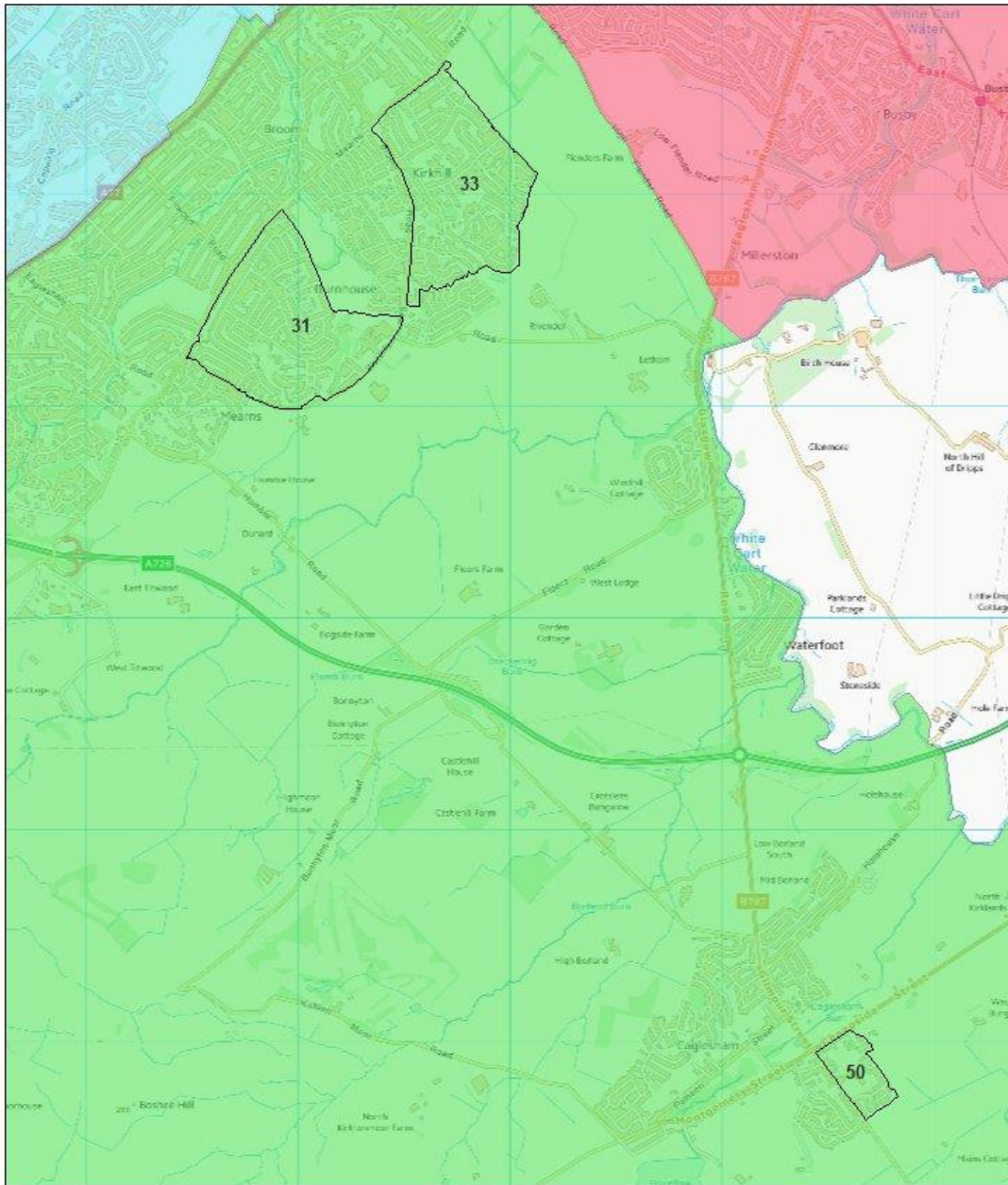
Newton Mearns North and Neilston

Newton Mearns South and Eaglesham



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Newton Mearns South Eaglesham

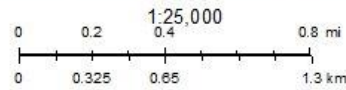


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Roads20mphZones

Ward_Boundaries_5th_Review - Ward Boundaries

- Clarkston, Netherlee and Williamwood
- Newton Mearns North and Neilston
- Newton Mearns South and Eaglesham



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Appendix C: Sample of Letter to Households

Our Ref: ERC Roads PB
Contact: Calum Cook
Email: roads@eastrenfrewshire.gov.uk
Date: -- -- 2023



Environment Department
2 Spiersbridge Way
Spiersbridge Business Park
Thornliebank
G46 8NG

Dear Resident,

RE: EAST REN DECIDES 2023

We are writing to invite you to take part in East Ren Decides, a new Participatory Budgeting (PB) programme that empowers you to shape the future of your local streets.

If you experience problems with the streets in your local area, we want to hear from you. You can tell us about the issues you experience in two ways: by visiting our **website** at eastrendecides.commonplace.is – or, by visiting any **library** in East Renfrewshire, where staff have been trained to help you use the website.

Due to the limited budget, the problems you tell us about should be relatively small-scale. When you visit the website or a library, you will find more guidance on what kinds of problems are practical and affordable for us to address through East Ren Decides. You will then be able to drop pins on a map and describe the problems in your area. We encourage you to take part as soon as possible, as the deadline for submitting your ideas is **(tbc)**.

We will then consider the problems you have told us about. If it's feasible and affordable to solve a problem, we will develop an initial plan and place it on a shortlist. If we can't solve it, we will explain why. Plans on the shortlist will then be put to a **direct public vote**, which will see the most popular plans fully developed and constructed over the coming year. We will write to you again nearer the time to let you know how to vote.

If you have any questions about East Ren Decides, you can send an email to eastrendecides@eastrenfrewshire.gov.uk or telephone ERC Customer Services on 0141 577 3001 quoting "East Ren Decides 2023". A member of ERC staff will endeavour to respond to you as soon as possible.

Yours faithfully,

Calum Cook
Assistant Technical Officer
ERC Roads & Transportation

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Appendix D – Sample of Commonplace online portal

Have your say X

How would you rate the current situation?

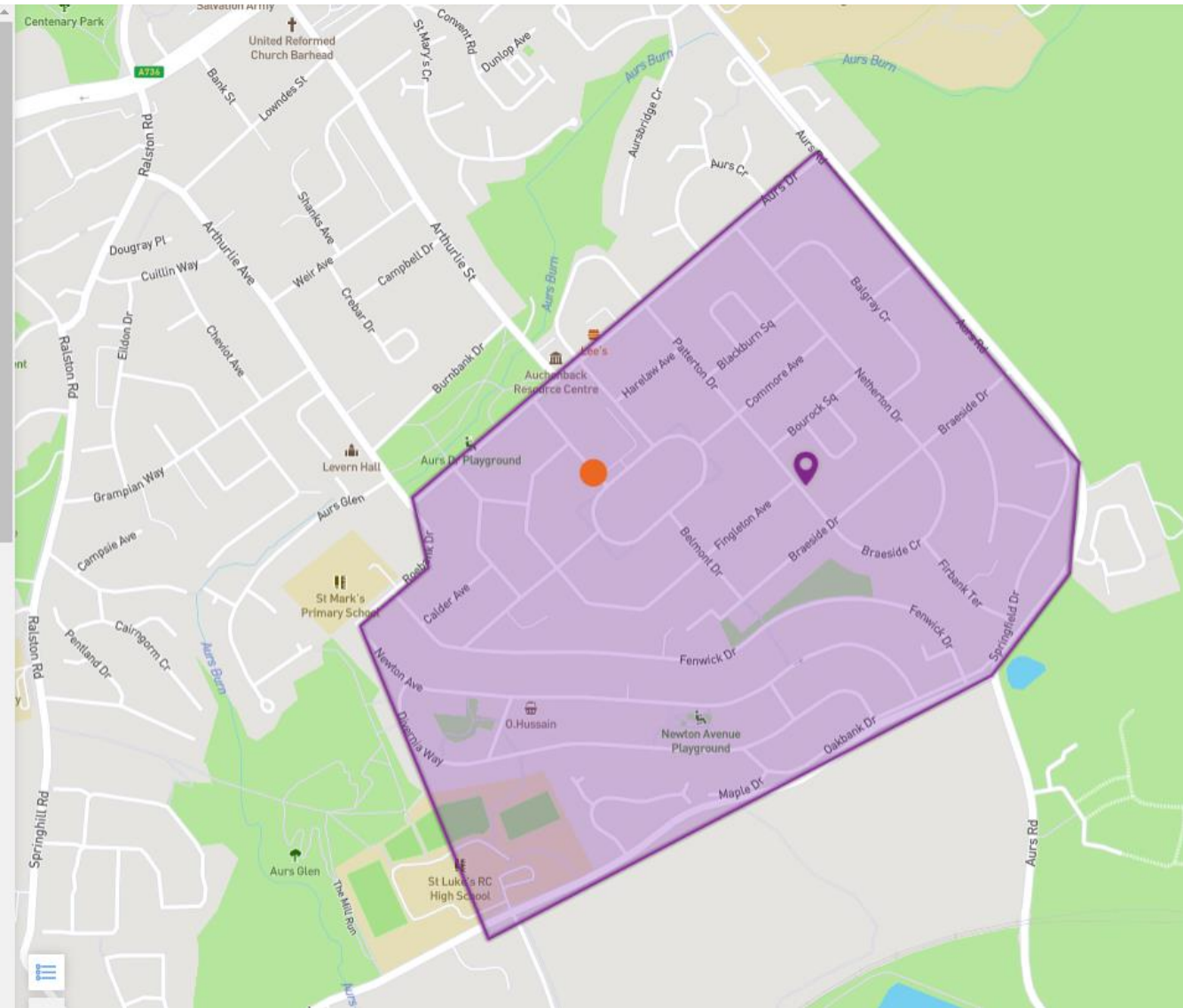
☹️ ☹️ ☹️ 😊 😊

Very poor Very good

What is the problem on this street/junction?

Select one or more options

- Speeding traffic
- Too much passing traffic
- Difficult to cross the road
- Missing pavement link
- Missing dropped kerbs
- Vehicles blocking pavement
- Cluttered pavement
- Poor lighting



The map shows a residential area with a purple highlighted polygon covering a central section. An orange location pin is placed within this polygon. The map includes labels for streets such as Ralston Rd, Arthurie St, and Braeside Dr, as well as landmarks like St Mark's Primary School and St Luke's RC High School.

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