

EAST RENFREWSHIRE COUNCILCABINET30th October 2025Report by Director of EnvironmentUPDATE ON NEIGHBOURHOOD TRAFFIC MANAGEMENT ZONES**PURPOSE OF REPORT**

1. The purpose of this report is to update Cabinet on progress of the Neighbourhood Traffic Management Zone (NTMZ) programme.
2. The Cabinet is asked to note:
 - a) progress on NTMZ since the last update in [May 2024](#);
 - b) list of phase 1 schemes being delivered;
 - c) list of Zones for phase 2 consultation; and,
 - d) prioritisation of a specific School Streets project, commencing in 2026.

BACKGROUND

3. The NTMZ vision is to reduce the dominance of vehicular traffic where people live, promote more accessible and better-connected communities, and help people move around more easily in their areas by healthy and more sustainable transport modes. East Renfrewshire has identified 74 zones to enable phased, targeted traffic management over multiple financial years.
4. The zonal approach is intended to reduce the impact of vehicular traffic speeds and volumes in residential areas and take a holistic view of traffic management in defined neighbourhoods.
5. It is considered that in some locations the introduction of 20mph signage alone may be sufficient, as the road layout and surrounding environment naturally encourage lower speeds. However, other areas may require additional traffic management measures or interventions to achieve compliance

REPORT**Consultation**

6. Community consultation took place in June 2024 across 15 'Phase 1' zones via the Commonplace community engagement platform. Residents in approximately 14,000 households across the zones were informed of the consultation via letter which directed them to the online engagement platform. There was also an option to drop in to the local library where staff were on hand to assist in the use of the platform.
7. As part of the community engagement and consultation, a participatory budgeting exercise was conducted to engage residents in identifying local priorities. Through this process residents were invited to highlight issues using an interactive 'heatmap' and to share their experiences of moving around their neighbourhood via a Neighbourhood Survey. In relation to the issues raised a total of 937 comments were submitted by the community, of which 618 were deemed both geographically and materially relevant. The feedback was analysed and summarised according to key thematic areas, as outlined below:

- Speeding Traffic: **255**
- Difficulty Crossing the Road: **170**
- Accessibility Problems: **148**
- Poor Lighting or Personal Safety: **64**
- Excessive Through Traffic: **189**
- Obstructive Parking: **311**
- Road Safety Concerns: **339**
- Other: **33**

Note that some respondents highlighted multiple issues in one comment (hence the total comments in each theme exceeds the total in-scope comments received).

8. Road safety was the most common area of concern raised by residents with this also a generally reflected view as can be seen from the other comment topics received.

9. The emerging themes from this data suggest a complex interplay of road safety and accessibility concerns and specific feedback has clarified where targeted measures are wanted.

10. Feedback provided has been categorised as follows:

- Short-term (quick wins) - selected due to their location on the public road network, allowing for measures to be implemented quickly.
- Longer-term - these will take longer and are more involved due to the need for land ownership enquiries, community engagement and traffic orders.

11. A summary of all the consultation feedback for each of the neighbourhood zones has been prepared and is being issued via the new online engagement platform Granicus.

12. It was the original intention to go back out to residents with the short-listed schemes as part of the participatory budgeting exercise. We are no longer planning to do this as we can deliver all short-term measures within available budget. Development of the longer-term measures will require further participation from residents, with opportunities for residents to re-engage, and this will take place later this year.

13. The short-term measures to be constructed have been designed and are prepared for delivery, the list of these are included at Appendix 1.

CONSULTATION

14. Plans for engaging residents in phase 2 are currently under development and expected to be progressed later in FY2025/26. While letter drops were used in phase 1, they proved costly and yielded limited responses, raising concerns about their cost-effectiveness. Moving forward, alternative communication methods will need to balance affordability with inclusivity, ensuring that no resident groups are left out of the consultation process.

List of Zones for phase 2 Consultation

15. The table below outlines the zones identified for consultation in phase 2. This list is preliminary and may be adjusted as the consultation progresses. The zones were selected using the same criteria as in phase 1, focusing on areas that contain schools and where residents have previously expressed concerns.

List of Zones for phase 2 Consultation

Zone Ref No.	Zone Name	School in Zone
2	Woodfarm	Woodfarm
3	Rouken Glen	Woodfarm, OLMPs & St. Ninian's
4	Orchard Park	(Woodfarm, OLMPs & St. Ninian's)
8	Braidbar	(Braidbar PS)
13	Netherlee East	(Netherlee PS)
16	Williamwood	
19	Busby West	(St. Joseph's, Williamwood, Busby)
22	Mains Estate	
39	Mearns Village	(Mearns PS)
47	Bonnyton	
48	Eaglesham North	
51	Uplawmoor North	
52	Uplawmoor South	
54	Neilston North	(Neilston PS)
56	Neilston Central	(Neilston PS)
57	Neilston East	(Neilston PS)
62	Springhill	(Hillview PS)
69	Grahamston North	

TRAFFIC MANAGEMENT AT SCHOOLS

16. When the NTMZ process was initially developed, the review of traffic management at schools was a central tenet of the project with a view to reducing vehicular traffic at the start and end of the school day. Having reviewed the progress of phase 1 of the NTMZ project it has been decided that while wider school areas will continue to form an important place in the project, that a separate and specific review should be undertaken to consider changes to traffic management in the immediate vicinity of East Renfrewshire's schools as part of a School Streets project.

17. The School Streets project will start in 2026 and run in parallel with phase 2 of the NTMZ project. The main purpose of this change is to allow for review and any associated changes in traffic management outside schools to be prioritised.

FINANCE AND EFFICIENCY

18. The schemes will be funded by an Active Travel Infrastructure Fund grant to support planning, development and delivery of the NTMZ programme. This will include scoping out key principles and guidelines to support future planning and delivery.

PARTNERSHIP WORKING

19. Partnership working will continue across council services, funding partners and with local stakeholders, including schools, community representatives and other relevant groups.

RECOMMENDATIONS

20. The Cabinet is asked to note:

- a) progress on NTMZ since the last update in [May 2024](#);
- b) list of phase 1 schemes being delivered;
- c) list of Zones for phase 2 consultation; and,
- d) prioritisation of a specific School Streets project, commencing in 2026.

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October 2025

Useful Links

[Update to Cabinet on NTMZ - May 2024](#)

[Report to Cabinet on NTMZ Methodology & Consultation Process](#) – August 2023

APPENDIX 1

NTMZ Phase 1

Short Term schemes for delivery

NTMZ Zone	Scheme Name	Estimated Cost (£)	Status
1 Thornliebank	Kennishead Rd / main St - Footway widening build out, tightened radius	16,208.00	Complete
1 Thornliebank	Wisner Court - Dropped kerbs	2,000.00	Pending
10 Academy	Church Road - Upgrade zebra to puffin	25,000.00	Pending
17 Carolside	Greenwood Rd / Mearns Rd - Junction treatment (tightened radii for speed suppression - remove splay - reduced crossing distance - drops rationalised)	11,088.31	Contracted
17 Carolside	Hillview Rd / Busby Rd - Junction treatment (tightened radii for speed suppression - reduced crossing distance - drops rationalised. Option for ped-ref island)	13,265.46	Contracted
18 Sheddens	Strawhill Road / Busby Road - Junction treatment (improve crossing / visibility - option for raised table)	10,721.40	Contracted
18 Sheddens	Overlee Road / Busby Road - Junction treatment (Tightened radii for speed suppression - reduced crossing distance - drops rationalised)	11,605.68	Complete
20 Busby Central	Woodyett Rd / Field Road - Junction treatment (Tightened radii for speed suppression - reduced crossing distance - drops rationalised)	17,902.17	Complete
31 Kirkhill South	Broomburn Dr / Mearns Rd - Junction treatment (Series of build-outs, radii reductions and additional drops)	23,634.99	Contracted
33 Kirkhill North	Kirkvale Court - Footway build-out	20,000.00	Contracted
35 Crookfur	Capelrig Road - Replace zebra with puffin	25,000.00	Contracted
35 Crookfur	Lomond Drive to remote path - Widen footway	-	Pending Resolution of Land Ownership Issues

NTMZ Zone	Scheme Name	Estimated Cost (£)	Status
35 Crookfur	Abercorn Rd/ Carroul Rd (at time of writing report, consideration of traffic calming is ongoing with local residents)	Pending	Pending
36 Greenfarm	Glanderston Ave/Glanderston Gate - Junction treatment (tighten radii)	12,000.00	Contracted
38 Woodfarm	Elizabeth Cres / Westfield Rd - Footway Buildouts	10,000.00	Complete
49-50 Eaglesham South	Hill Dr / Strathaven Rd - Junction treatment (tighten radii)	40,000.00	Contracted
60 Auchenback	Aurs Drive - Traffic calming	25,000.00	Complete
60 Auchenback	Aurs Drive - Dropped kerbs & junction treatments	50,000.00	Pending
68 Boylestone	Various Locations - Dropped kerbs	20,000.00	Pending
70 Dunterlie	Millview - Barrhead Main St - Junction treatment (tighten radii)	10,000.00	Pending

Note: Zones 49 & 50 are effectively 1 Zone due to their size and codependency.