

EAST RENFREWSHIRE COUNCILCABINET30 May 2024Report 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 Zones (NTMZs) programme.

RECOMMENDATIONS

2. The Cabinet is asked to:
- a) Note progress on NTMZs; and
 - b) Note the additional external funding application to Sustrans to support the development of a future strategy, arising from what we learn from the first phase of the programme, and approve acceptance of the funding, if awarded.

BACKGROUND

3. The introduction of NTMZs aims to provide a network of safe, attractive, accessible and connected neighbourhoods. This is intended to encourage walking, wheeling and cycling for short journeys, reducing emphasis on use of cars. The zonal approach is also intended to reduce the impact of vehicular traffic diverting through residential areas on the way to other locations.

4. A report was approved by [Cabinet on 24 August 2023](#) which outlined the rationale and methodology for consulting on and the subsequent delivery of Neighbourhood Traffic Management Zones (NTMZs), on a phased basis. The approach will:

- i. align with the Scottish Government's sustainable transport policy objectives;
- ii. allow for the consideration of methods to address concerns raised by local residents about traffic volumes and speeds in residential areas, and
- iii. allow for the phased development of improved traffic management within each neighbourhood area.

5. 74 NTMZs were identified across East Renfrewshire and a 'zonal approach' was agreed. It is intended that phased consultation and delivery will take place in approximately 15 zones per year, over a 5 year period, subject to funding being available. Each year, the 15 selected zones will be spread across all 5 Council wards. The first 15 zones were identified in the 2023 Cabinet report and are shown at Appendix B.

6. Opportunities to engage local communities and to adopt a Participatory Budgeting (PB) approach were outlined.

REPORT

The following progress has been made:

7. **Strategic framework** - A vision, aims and themes have been identified as a basis around which to structure the consultation on NTMZs. There are also a series of possible objectives to guide consultation with communities and to identify priorities within each neighbourhood. See Appendix A.

8. **Identification of key considerations upon which community feedback will be invited** - including traffic management measures, traffic around schools, parking pressures and active travel connections.

9. **Engagement plan** – this has been developed to engage and empower residents to inform decisions about where they live, harnessing local knowledge to help identify priorities and plan improvements, under the heading ‘Neighbourhood Streets’. The ‘Commonplace’ community engagement platform will be the primary tool used to present proposals and gather feedback on a dedicated page. Residents will have the option of visiting their local library and being assisted by staff to input their feedback into Commonplace. As the consultation process is unrolled, a letter will be sent to residents living in the target zones, with instructions on how to access the Commonplace tool. The consultation will also be promoted via social media and in the local press. A three-stage engagement process is planned within each zone:

Stage 1 – Suggest - ask communities to suggest problem areas with regards to traffic, parking and access. The process will be designed to identify small-scale interventions that can be delivered within a short time scale and limited budget that will make a difference. There will also be an opportunity for people to identify potential larger-scale, aspirational projects which can be recorded for future funding opportunities, if they become available.

Stage 2 – Assess - review feedback, collect additional data as required, engage further, as required, on specific projects and then develop an initial shortlist of projects.

Stage 3 – Decide - ask residents to decide which shortlisted projects are most important to them. This will be subject to a Participatory Budgeting (community voting) process.

10. **Phase 1 NTMZ community engagement** - preparation of the community engagement materials for the first 15 of the 74 identified NTMZs – circa 14,210 households is complete. Stage 1 community engagement will begin on 13th May 2024. It is anticipated that implementation of projects that are chosen by the relevant communities in the 15 zones will be commenced during Financial Year 24/25 (subject to funding).

Future planning:

11. All 74 zones will be implemented over a five year period, subject to funding. A full review of the process will be undertaken after Phase 1 is complete, with the intention of using the funding applied for from Sustrans to develop a future plan, taking account of what has been learnt from the first phase. Feedback will be gathered and used to make any required refinements to the process for future years.

CONSULTATION

12. An information session with Community Council representatives was held on 11 January 2024. This provided an overview of NTMZs and invited discussion and questions on the proposed approach.

13. East Renfrewshire Local Transport Strategy Survey (October 2023) canvassed views on proposed transport priorities to support liveable, resilient and connected communities. Findings indicate that respondents were most likely to agree with improving the quality of environment in town and neighbourhood centres (73% agreed) along with lower speeds on residential streets (60%). Comments also supported more effective traffic management including a more pedestrian friendly approach, including around schools. Other respondents objected to additional traffic management, seeing potential for economic harm to local businesses and expressing a view that this may simply displace traffic-related issues to other locations. The forthcoming Local Transport Strategy will take account of feedback received.

14. As part of the first phase of NTMZ consultation, we will also engage schools within the selected zones via classroom workshops. Introducing pupils to some of the key concepts with visual aids, and asking them to place stickers on a map of their local area.

FINANCE AND EFFICIENCY

15. The Council has submitted an application to the Sustrans Places for Everyone programme for £60,000. This funding, if successful, would assist with the planning of future phases. We are anticipating an update on this application very shortly.

16. Following the consultation exercise, the proposed interventions will involve capital costs related to design and construction of the physical measures. The NTMZ programme is primarily expected to utilise external funding from Transport Scotland's Active Travel Transformation: Infrastructure 'Tier 1' funding in 2024/25. At time of writing, ERC are awaiting confirmation from Transport Scotland regarding the total budget and spending conditions for this grant, having received positive indications that a similar level of funding to previous years is likely to be awarded. During 2023/24, the Council received an overall allocation of £617,000 for Cycling Walking Sager Routes (CWSR), it had been assumed that a part of this funding could be used for NTMZs, however no specific sum was allocated. Once we have confirmation of this years' funding amount, it will be possible to identify a budget for the first phase of the project.

17. Whilst we anticipate that this funding, or similar, will be available for the construction of physical measures in future years, this will only be confirmed on an annual basis and therefore all works in the current and future years remain subject to the award of suitable funding.

PARTNERSHIP WORKING

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

CONCLUSIONS

19. National Policies, including a commitment to net-zero, living locally and a wellbeing economy, highlight the importance of the role of attractive local neighbourhoods in helping to deliver wider objectives.

20. The NTMZs programme provides a delivery framework to support more local decision making with respect to improving traffic, parking and moving around at a neighbourhood level in East Renfrewshire.

21. A strategic framework, robust approach to community engagement and initial plan for a five year phased delivery of 74 NTMZs is now in place across East Renfrewshire, with the first 15 communities set to start benefiting from NTMZ measures in the 2024/25 financial year, subject to the anticipated funding award from Transport Scotland.

RECOMMENDATIONS

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Director of Environment

Further information can be obtained from Michaela Sullivan, Head of Place, Michaela.Sullivan@eastrenfrewshire.gov.uk

May 2024

Appendix A - NTMZ Strategic Framework

<u>Vision</u>				
NTMZs seek 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.				
<u>Aims</u>				
Involve communities in local planning and decision making	Reduce negative impact of vehicle traffic & parking	Support more people friendly streets	Address barriers to access via safe and accessible active routes	Use available funding more effectively
<u>Themes</u>				
Streets for People Reducing dominance of traffic & parking	Connected communities Supporting sustainable mobility options	Thriving & Resilient Places Contribution to Place & Wellbeing Outcomes		
<u>Objectives</u>				
<ul style="list-style-type: none"> • Support 'Lower Speed Communities' • Reduce inessential through traffic and associated road danger • Re-allocate road space for sustainable transport or other urban functions • Create inclusive streets prioritising more vulnerable road users • Promote community participation and co-design 	<ul style="list-style-type: none"> • Provide safe, attractive and accessible walking, wheeling and cycling networks linking communities with local destinations • Improving safety, accessibility, and legibility to facilitate independent travel choices for all ages and abilities • Discourage private car use for shorter, everyday journeys • Improve connections within a neighbourhood to support more walking, wheeling & cycling • Connectivity and integration with public transport provision for longer journeys within the region 	<ul style="list-style-type: none"> • Encourage local pride and management of local assets • Strengthen local town & neighbourhood centres as attractive destinations • Support local behaviour change initiatives and raise awareness of sustainable transport options • Placemaking - Improved public realm, reimagine streets as social spaces • Green Infrastructure - positive function for water management and biodiversity (including solutions for cleaner air and pleasant microclimate) 		

Appendix B – List of Year 1 Zones

Ward 1

Zone 60 – Auchenback, Barrhead

Zone 68 – Boylestone, Barrhead

Zone 70 – Dunterlie, Barrhead

Ward 2

Zone 35 – Crookfur, Newton Mearns

Zone 36 – Greenfarm, Newton Mearns

Zone 58 – Neilston South

Ward 3

Zone 1 – Thornliebank Local

Zone 10 – Academy, Giffnock

Zone 38 – Woodfarm, Thornliebank

Ward 4

Zone 17- Carolside, Clarkston

Zone 18 – Sheddens, Clarkston

Zone 20 – Busby Central

Ward 5

Zone 31 – Kirkhill South, Newton Mearns

Zone 33 – Kirkhill North, Newton Mearns

Zone 49/50 – Eaglesham South