

Department of Business Operations and Partnerships

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Date: 7 June 2024

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TO: Councillors O O'Donnell (Chair); A Anderson (Vice Chair); D Devlin; and K Pragnell.

CABINET

A meeting of Cabinet will be held in the Council Chamber, Council Headquarters, Eastwood Park, Giffnock, G46 6UG on **Thursday 20 June 2024 at 10.00am.**

The agenda of business is as listed below.

Yours faithfully

Louise Pringle

LOUISE PRINGLE

DIRECTOR OF BUSINESS OPERATIONS AND PARTNERSHIPS

AGENDA

1. APOLOGIES FOR ABSENCE

2. DECLARATIONS OF INTEREST

Members are requested to give notice of any declarations of interest in respect of items of business on the Agenda.

3. EAST RENFREWSHIRE COUNCIL CULTURAL STRATEGY 2024 – 2029

Report by Director of Education (copy to follow)

4. NO ONE LEFT BEHIND EMPLOYABILITY ACTIVITY 2024/25

Report by Director of Environment (copy attached, pages 3 to 10)

5. THE EAST RENFREWSHIRE COUNCIL (A77 AYR ROAD, NEWTON MEARNS/GIFFNOCK) (30MPH SPEED LIMIT) ORDER 2024

Report by Director of Environment (copy attached, pages 11 to 29)

A recording of the Council meeting will also be available following the meeting on the Council's YouTube Channel <https://www.youtube.com/user/eastrenfrewshire/videos>

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EAST RENFREWSHIRE COUNCIL

CABINET

20 June 2024

Report by Director of Environment

No One Left Behind Employability Activity 2024/25

PURPOSE OF REPORT

1. The purpose of this report is to inform Cabinet of the No One Left Behind (NOLB) grant award from the Scottish Government to East Renfrewshire Council and seek approval for the Annual Investment Plan in 2024/25, as well as to highlight potential funding challenges and associated risks.

RECOMMENDATIONS

2. It is recommended that the Cabinet:
- (a) Note the progress of projects funded in 2023/24 in Appendix 1;
 - (b) Approve the continuation of existing projects outlined in Appendix 2 for 2024/25;
 - (c) Delegate to the Director of Environment to approve new projects, subject to the remainder of 2024/25 Scottish Government funding being confirmed;
 - (d) Delegate to the Director of Environment to adjust proposals depending upon the detailed costs of projects becoming available to ensure full spend of the award; and
 - (e) Note that further reports will be submitted to the Cabinet in due course to report on the progress of these programmes as well seeking approval for projects in future years.

BACKGROUND

3. NOLB is a partnership approach between the Scottish Government and Local Authorities to transform employment support in Scotland. Since 2020, Phases 1-3 of the policy have been rolled out with the transfer of funding being made direct to local authorities through the Local Employability Partnerships (LEP).

4. NOLB programmes have been a key strand of employability services within East Renfrewshire since 2020 and have delivered a wide range of activity such as the Young Person's Guarantee and the Parental Employability Support Fund. The core purpose of NOLB is to provide a person-centred approach to employability that is more flexible and responsive to the changing labour market, tackles inequalities and grows Scotland's economy. NOLB supports those at risk of being left behind to move closer to and into fair and sustainable jobs.

5. In 2023/24, Work EastRen, the Council's Employability Services, ran a number of NOLB funded programmes in partnership with local employability partners and with internal Council Departments. These included: the Funded Work Placement Programme; Youth Employability Programmes; Employment Recruitment Incentives; and the East Renfrewshire LEP grant

funded employability programmes aimed at parental priority groups. Please refer to Appendix 1 for NOLB outcomes achieved for 2023/24.

FUNDING UPDATE

6. An Annual Investment Plan for NOLB has been submitted to the Scottish Government for 2024/25. Funding is normally allocated on an annual basis. To date, East Renfrewshire Council has been awarded funding for the first quarter April-June 2024 only:

Grant Commitment	Amount Quarter 1
All Age Employability Support	£104,000
Tackling Child Poverty - Parental Employability Support Fund	£111,000
Totals	£215,000

7. Given the uncertainties around funding allocations for the remainder of 2024/25, the funding will cover the continuation of existing programmes only. This includes programmes for Youth Employability, Care Experienced and Positive Pathways. The programme of activity is detailed in Appendix 2. Any new proposals are on hold until the 2024/25 full year allocation is confirmed and agreed by the Scottish Government.

8. It should be noted that Q1 allocation of £215,000 will allow NOLB activity to continue until the end of Quarter 2 and Parental Employability Support activity to the end of Quarter 3.

FINANCE AND EFFICIENCY

9. As this is in-year funding, any delays in funding awards will impact on delivery timescales. Delegated authority is sought to award funds for new projects when and subject to the remainder of Scottish Government funding being confirmed.

10. The Council must comply with the conditions of the grant, as set out in Scottish Government guidelines.

CONSULTATION AND PARTNERSHIP WORKING

11. Consultation has taken place with a range of internal and external partners via the LEP Strategic and LEP Executive Groups. The LEP represents an extensive list of partner services and organisations supporting people back into work or training. Consultation will take place with the Convenor for Environment on any new awards or adjustments to existing awards.

IMPLICATIONS OF THE PROPOSALS

12. A recruitment and selection process will need to be undertaken to staff the Tackling Child Poverty proposal. This will be for one post for an In-Work Client Adviser. If full year funding is not confirmed, there will be implications for staff and services that will need to be fully assessed.

13. There are no property, legal, IT, Subsidy Control, equalities, sustainability or climate change implications associated with this report.

CONCLUSIONS

14. The NOLB programme provides an excellent opportunity to ensure continuation of core employability programmes that support our residents into sustainable employment and the extension of the Parental Employability Support programme will help mitigate child poverty in East Renfrewshire.

15. Appendix 2 provides a list of those projects where approval is sought. As noted previously, NOLB funding is normally awarded to local authorities on an annual basis. However, for 2024/25 funding allocations have only been confirmed for Quarter 1 (April-June 2024) to date. Delegated authority is sought to approve new projects subject to and when full funding is awarded for the current year by the Scottish Government and adjust funding across projects as appropriate, to ensure full spend of the annual allocation.

RECOMMENDATIONS

16. It is recommended that the Cabinet:

- (a) Note the progress of projects funded in 2023/24 in Appendix 1;
- (b) Approve the continuation of existing projects outlined in Appendix 2 for 2024/25;
- (c) Delegate to the Director of Environment to approve new projects, subject to the remainder of 2024/25 Scottish Government funding being confirmed;
- (d) Delegate to the Director of Environment to adjust proposals depending upon the detailed costs of projects becoming available to ensure full spend of the award; and
- (e) Note that further reports will be submitted to the Cabinet in due course to report on the progress of these programmes as well seeking approval for projects in future years.

REPORT AUTHOR

Michaela Sullivan, Head of Place
Michaela.Sullivan@eastrenfrewshire.gov.uk

June 2024

APPENDIX 1: No One Left Behind Outcomes 2023-24

April 23 to March 24	Registrations	Supported into Employment including apprenticeships	Supported into Further or Higher Education	Supported to complete vocational training
No One Left Behind Employability Support (Youth Employability Programme, Care Experienced Employability Programme, Enable Next Steps Programme, Positive Pathways Programme, Employment Recruitment Incentives, Funded Work Placements)	174	117	44	25
Parental Employability Support Funding/Tackling Child Poverty (Core Parental Employability Support Key Worker Programme; Grant Funded Programmes with SAMH, Street League, Enable Works, Barrhead Housing & TLP)	131	43	5	17
Totals	305	160	49	42

APPENDIX 2 - TOTAL BUDGET 2024/2025 - £215,000 (Q1)

NOLB Q1 Allocation - £104,000

Activity	Delivery Partner	Delivery Route	Q1/Q2 Budget	Rationale
Youth Employability Programme	The Lennox Partnership	ERC Framework to 2026	£20,250	Young People not in Employment, Education, Training In place since 2019
Care Experienced Employability Programme	VERG Ltd	ERC Framework to 2026	£20,250	Care Leavers/Care Experienced In place since 2019
Next Steps Programme (ASN)	Enable Works	ERC Framework to 2026	£31,500	Young People with Additional Support Needs In place since July 2023
Positive Pathways Programme	Education	Internal	£32,000	School Leavers with no positive destinations or with emotional based absences In place since 2020
Sub-Total			£104,000	

PES Q1 Allocation - £111,000

Activity	Delivery Partner	Delivery Route	Q1/Q3 Budget	Rationale
Financial Inclusion Officer PES/MART	Money Advice & Rights Team/Work EastRen	Internal	£27,375	Financial inclusion support for parents
In Work - Client Adviser	Work EastRen	Internal	£20,466	Support to clients experiencing in-work poverty
PES Marketing	Work EastRen	Via LEP	£5,500	Targeted campaign for in work parents to help engage with services
Specialised Programme – Parents with disabilities or parents of children with disabilities	Enable Works	In partnership with Work EastRen	£40,000	Employability support for Parents with disabilities or parents of children with disabilities

Vocational training	Work EastRen	Internal	£17,659	Vocational training for upskilling of clients
Sub-Total			£111,000	
Totals			£215,000	

EAST RENFREWSHIRE COUNCIL**CABINET****20 June 2024****Report by Director of Environment****THE EAST RENFREWSHIRE COUNCIL
(A77 AYR ROAD, NEWTON MEARNIS / GIFFNOCK) (30MPH SPEED LIMIT) ORDER 2024)****PURPOSE OF REPORT**

1. The purpose of this report is to seek approval of the Cabinet for reduction of the speed limit on Ayr Road to 30mph. This will be completed by the making and confirmation of '*The East Renfrewshire Council (A77 Ayr Road, Newton Mearns /Giffnock) (30mph Speed Limit) Order 2024*'. ([See Appendix 1](#))

RECOMMENDATIONS

2. The Cabinet is asked to:
- a) Note the content of this report and approve the making and confirmation of '*The East Renfrewshire Council (A77 Ayr Road, Newton Mearns /Giffnock) (30mph Speed Limit) Order 2024*'; and
 - b) Delegate to the Director of Environment the implementation of the Order in accordance with the associated statutory procedures.

BACKGROUND

3. The A77 Ayr Road within East Renfrewshire is a public road and recorded on the list of adopted roads, under the duties conferred on the Council by the *Roads (Scotland) Act 1984*. It extends from the boundary with East Ayrshire Council, at the Floak Bridge, to the A726 Eastwood Toll in Giffnock.

4. The A77 Ayr Road was previously part of the Gretna-Stranraer-Glasgow-Stirling Trunk Road managed by the Scottish Ministers, providing two lanes in each direction to accommodate large volumes of heavy traffic. After the M77 motorway opened between Haggs (Junction 1) and Malletsheugh (Junction 5), use of Ayr Road changed. The Scottish Ministers 'de-trunked' the corresponding section of road and transferred responsibility to East Renfrewshire Council as local roads authority. East Renfrewshire Council thereafter altered the road configuration to provide a cycle lane and a vehicular traffic lane in each direction, with a marked area in the middle of the carriageway to accommodate vehicles waiting to perform a right turn.

5. The recent National Transport Strategy established a road user hierarchy, which prioritises pedestrians and cyclists over motorised traffic and national policy promotes 20mph limits in residential areas. Streets which have junctions with Ayr Road may be considered appropriate for the future introduction of 20mph limits. Research confirms there is a direct correlation between collision frequency and severity and traffic speed.

REPORT

6. The stretch of Ayr Road affected by this proposal is 5.2 kilometres (3.2 miles) long and accommodates seven controlled pedestrian crossing facilities (including traffic signals with 'green

man'). Four of these are concentrated in the southernmost kilometre, between Mearns Cross and Maidenhill. There are many pedestrian trip attractors and generators along the entire length of this suburban corridor including schools/nurseries, bus stops, train station, golf courses, leisure centre, shops, takeaway restaurants and businesses. Cyclists use the route and there are plans being prepared with the objective of improving cycle infrastructure. The plans are intended to cater, in particular, for less confident/experienced riders.

7. Accident statistics recorded between 1 January 2018 and 31 December 2022 demonstrate a high number of road traffic collisions resulting in casualties on Ayr Road and that 2 out of every 3 casualties were cyclists or pedestrians. ([See Appendix 2](#))

8. The current 40 mph speed limit was introduced by the *Trunk Roads 40mph speed limit (Scotland) Order 1966* and was appropriate for a trunk road. Taking into account the safety of road users, and consistency with the speed limit of 30mph which applies more generally to urban roads, it is considered that a 30mph speed limit is more appropriate and safer for all road users. ([See Appendix 3](#))

9. This proposed speed limit change would improve safety for all classes of user (especially the more vulnerable), with only a minimal time penalty for motorised travellers. Travelling the length of this section of road at a constant 40mph would take approximately 4.7 minutes. At 30mph the journey would take 6.2 approximately minutes. In reality, the time differential is likely to be reduced by typical delays, including at the various signal controlled junctions and also at the mini roundabout at the Crookfur Road junction.

10. "The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999" sets out the statutory requirements for consultation to reduce a speed limit. The Council has met these procedural requirements.

FINANCE AND EFFICIENCY

11. All costs associated with making the Traffic Regulation Order will be met using external funding from Transport Scotland. Approval of this proposed Order and completion of the works, offers an immediate safety benefit to all users of this section of road. There will be a minor ongoing maintenance cost associated with the replacement of signage when required. A reasonable estimate is the region of £500 every 5 to 6 years.

CONSULTATION

13. A statutory consultation on the proposed reduction to the speed limit was carried out from 23 January 2024 until 26 February 2024 in compliance with "The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 (and subsequent amendments)".

14. The emergency services and other organisations / persons likely to be affected by any provision in the Order, including Mearns East Community Council, Crookfur, Greenfarm & Mearns Village Community Council, Giffnock Community Council and Elected Members were notified of the proposals by email. A Public Notice advising of the proposals was published in the 'Glasgow Evening Times' and on the 'Tell Me Scotland' website, informing of the consultation and advising where a copy of the draft Order, a plan and a Statement of Reason for making the order could be viewed and where any representations or objections to the proposals should be sent.

15. By the end of the statutory consultation 6 representations were received confirming support for the proposal and 5 objections against the proposals. (See Appendix 4). It is considered that the Statement of Reason provides sufficient justification, notwithstanding the objections raised.

PARTNERSHIP WORKING

17. The proposed Order involved partnership working between the Council and Police Scotland and through the statutory process of a formal public consultation.

IMPLICATIONS OF THE PROPOSALS

18. By approving this proposed Order there will be minimal future financial and staffing implications, only the occasional replacement of signage.

19. There will be no staffing, property, legal, IT, State Aid, equality and sustainability implications arising from the proposals.

CONCLUSIONS

20. 'The East Renfrewshire Council (A77 Ayr Road, Newton Mearns /Giffnock) (30mph Speed Limit) Order 2024', if approved and introduced, will:

- Implement a reduced speed limit applicable to all road vehicle users in order to address speeding and safety concerns in this busy urban area transport corridor; and
- promote safe travel thus contributing to a potential reduction in accident casualties as per the aims of the Council's current Local Transport Strategy.

It is concluded that the Cabinet should approve and authorise the making of the Order.

RECOMMENDATIONS

21. The Cabinet is asked to:-

- a) Note the contents of this report and approve the making and confirmation of the 'The East Renfrewshire Council (A77 Ayr Road, Newton Mearns /Giffnock) (30mph Speed Limit) Order 2024'; and
- b) Delegate to the Director of Environment the implementation of the Order in accordance with the associated statutory procedures.

REPORT AUTHOR

Director of Environment

For further information contact: John Marley, Principal Traffic Officer
John.Marley@eastrenfrewshire.gov.uk

Report prepared by Pat Doherty, Senior Traffic Officer,
Email address: Patrick.Doherty@eastrenfrewshire.gov.uk.

May 2024

BACKGROUND PAPERS

East Renfrewshire Council Local Transport Strategy 2008-2011, Section 12.5

APPENDIX 1

STATEMENT OF REASON

**THE EAST RENFREWSHIRE COUNCIL
(A77 AYR ROAD, NEWTON MEARNS/ GIFFNOCK)
(30MPH SPEED LIMIT)
ORDER 2024**

A77 Ayr Road, Newton Mearns / Giffnock

This proposal relates to the following sections of road:

- (i) That section of the A77 Ayr Road between a point 40m or thereby north of the northern kerbline of Pilmuir Road, Newton Mearns and a point 60 metres or thereby south of the inscribed circle of Eastwood Toll roundabout, Giffnock, where the current 40mph/30mph speed limit commences/terminates, a distance of 5,180 metres or thereby.

This stretch of the Ayr Road was previously part of the Gretna-Stranraer-Glasgow-Stirling Trunk Road (A77) managed by the Scottish Ministers and used by large volumes of traffic including many goods vehicles travelling long distances. The road configuration at that time reflected this status as a trunk road with 2 lanes for traffic travelling in both directions. The nature of usage on the Ayr Road changed following the opening of the M77 motorway between Haggs (Junction 1) and Malletsheugh (Junction 5). The Scottish Ministers took the decision to de-trunk this section of road with responsibility transferring to East Renfrewshire Council as local roads authority. East Renfrewshire Council thereafter altered the road configuration in order to provide a cycle lane and a vehicular traffic lane in both directions with a marked area in the middle of the carriageway to accommodate vehicles waiting to perform a right turn. The usage and character of this road has changed radically since it was a trunk road.

The recent National Transport Strategy established a road user hierarchy: pedestrians then cyclists, then car occupants. Research confirms there is a direct correlation between collision frequency and severity and traffic speed. In addition, national policy is to introduce 20mph limits in residential areas and the many streets which take access from Ayr Road may be considered appropriate for the introduction of 20mph limits given their residential amenity.

The length of the stretch of Ayr Road affected by this proposal is 5.2 kilometres (3.2 miles) or thereby, however, there are only 7 controlled pedestrian crossing facilities (including traffic signals with 'green man') within this section of which 4 are concentrated in the southernmost kilometre, between Mearns Cross and Maidenhill. There are many pedestrian trip attractors and generators along the entire length of this suburban corridor including schools/nurseries, bus stops, train station, golf courses/leisure centre & shops/takeaway restaurants/businesses. Significant numbers of cyclists use the route and plans are under preparation to upgrade the existing (unsegregated) facilities to cater, in particular, for less confident/experienced riders.

Accident Statistics recorded between 1 January 2018 and 31 December 2022 over this specific section of the A77 Ayr Road confirm that 2 out of every 3 casualties were cyclists or pedestrians and this compares very unfavourably for the entire East Renfrewshire road network. There is an unusually high number of pedestrian and cyclist casualties in road traffic collisions on Ayr Road and it is known that the severity of injury rises exponentially relative to the speed of the vehicle involved.

The 40 mph speed limit, introduced by the Trunk Roads 40mph speed limit (Scotland) Order 1966, was appropriate when this road was a trunk road, however, the nature and character of the road has changed as explained above. Taking into account the safety of road users, and consistent with the speed limit of 30mph which applies more generally to urban roads, a 30 mile per hour speed limit is considered more appropriate and more safe for all pedestrian and cycle users as well as for vehicular traffic than the present 40 mph speed limit.

This proposed speed limit change would achieve consistency with other roads in East Renfrewshire and adjoining authority areas which operate at a 30mph speed limit, improve safety for all classes of user (especially the more vulnerable) and would make travel along the corridor generally more comfortable/convenient, with only a minimal time penalty for motorised travellers.

PROPOSED ORDER

**THE EAST RENFREWSHIRE COUNCIL
(A77 AYR ROAD, NEWTON MEARNIS/ GIFFNOCK)
(30MPH SPEED LIMIT)
ORDER 2024**

The East Renfrewshire Council, in exercise of the powers conferred on them by Section 84 of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers, and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act, hereby make the following Order:

1. This Order may be cited as "The East Renfrewshire Council (A77 Ayr Road, Newton Mearns / Giffnock) (30mph Speed Limit) Order 2024" and shall come into operation on **DATE TO BE ADVISED**.
2. No person shall drive a motor vehicle on the road specified in Schedule 1 to this Order at a speed exceeding 30mph.
3. This Order shall have effect subject to Schedule 2 to this Order and subject to the following variation of existing orders:

The provisions of any existing orders, whether made or having effect as if made under the Road Traffic Regulation Act 1984 as amended or under any other enactment, are hereby varied to the extent that the provisions are inconsistent with this Order.

Given under the seal of The East Renfrewshire Council and signed for them and on their behalf by Gerard James Mahon, Chief Officer (Legal and Procurement) and duly Authorised Signatory together at Giffnock on the **DATE TO BE ADVISED**.

SCHEDULE 1

30 MPH SPEED LIMIT

That section of the A77 Ayr Road between a point 40 metres or thereby northwest of the northern kerbline of Pilmuir Road, Newton Mearns and a point 60 metres or thereby south of the inscribed circle of Eastwood Toll roundabout, Giffnock, where the current 40mph/30mph speed limit commences/terminates, a distance of 5,180 metres or thereby.

SCHEDULE 2

Orders to be revoked

- The East Renfrewshire Council (A77 Ayr Road Realignment, Newton Mearns and the Derestricted Section of the A77 Glasgow-Kilmarnock Road, Newton Mearns) (40mph Speed Limit) Order 2001

Schedule to the Order revoked as follows:

Item 1 - Revoked in part:

From a point 400 metres or thereby in a north-westerly direction from the projected southern kerbline of Hillhead Road (*i.e. this point is equivalent to a point 40m or thereby northwest of the projected northern kerbline of Pilmuir Road, as described in Schedule 1 above*), in a north-westerly direction for 150 metres, in an easterly direction for a distance of 245 metres to the junction with the unclassified section on Malletsheugh Road and then in an easterly direction or thereby to the Derestricted Section of the A77 Glasgow-Kilmarnock Road, Newton Mearns.

Item 2 - Revoked in its entirety.

- The Trunk Roads (40mph Speed Limit) (Scotland) (No. 3) Order 1966

Revoked in its entirety.

**THE EAST RENFREWSHIRE COUNCIL
(A77 AYR ROAD, NEWTON MEARNS / GIFFNOCK)
(30MPH SPEED LIMIT)
ORDER 20[**]**

EXTENT OF PROPOSAL: A77 AYR ROAD – NEWTON MEARNS & GIFFNOCK:

Between a point 40m or thereby north of the northern kerbline of Pilmuir Road, Newton Mearns and a point 60 metres or thereby south of the inscribed circle of Eastwood Toll Roundabout, Giffnock, where the current 40mph/30mph speed limit commences/terminates, a distance of 5,180 metres or thereby.

CURRENT SPEED LIMIT: 40mph

PROPOSED SPEED LIMIT: 30mph



Key

A77 Ayr Road, Newton Mearns / Giffnock

Proposed 30mph Speed Limit:



The current speed limit over this section of road is 40mph

APPENDIX 2

A77 Ayr Road, Newton Mearns / Giffnock

Accident Stats - From 1/1/18 to 31/12/22 (5 year period) and occurring on the A77 between Eastwood Toll and J5 Maidenhill Interchange, there have been:

1 Fatal injury crash

4 Serious injury crashes

17 Slight injury crashes

Resulting in

1 Fatally injured casualty

4 Seriously injured casualties

18 Slightly injured casualties

Of these 23 casualties

2 involved an injury to a pedestrian





12 involved an injury to a cyclist

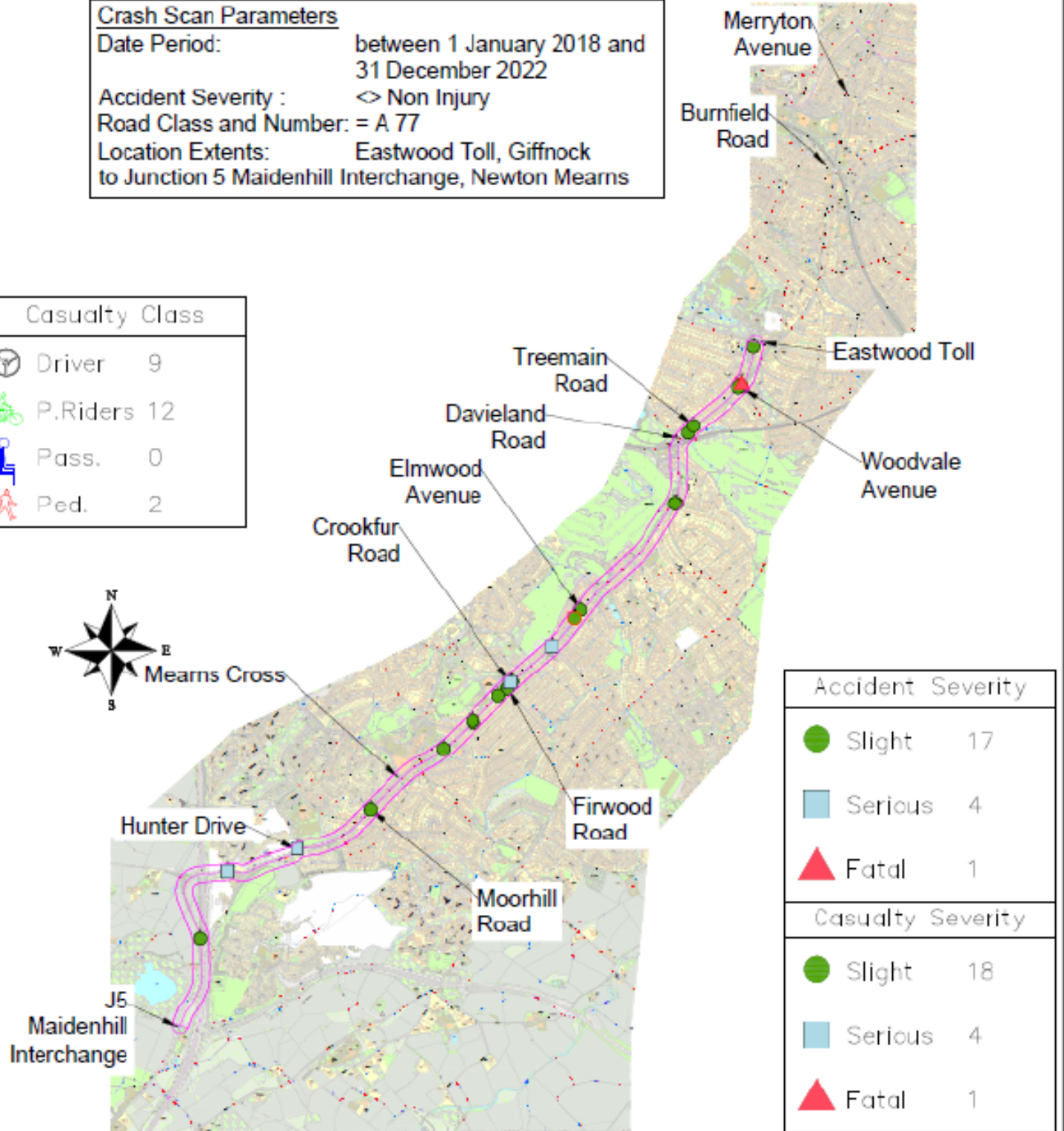
The location of the 22 crashes are shown on the attached plan.







A77 Ayr Road Eastwood Toll to Maidenhill All injury crashes

Crash Scan Parameters

Date Period: between 1 January 2018 and 31 December 2022
 Accident Severity : <> Non Injury
 Road Class and Number: = A 77
 Location Extents: Eastwood Toll, Giffnock to Junction 5 Maidenhill Interchange, Newton Mearns

Casualty Class		
	Driver	9
	P.Riders	12
	Pass.	0
	Ped.	2



Accident Severity		
	Slight	17
	Serious	4
	Fatal	1
Casualty Severity		
	Slight	18
	Serious	4
	Fatal	1

Drawing Info.

East Renfrewshire Council - Environment Department
Roads & Transportation Service - 2 Splendridge Way, Thornliebank, G46 5NG

Revision Title:
 A77 Ayr Road Giffnock to Newton Mearns
 All injury crashes - 5 year period 1/1/18 to 31/12/22
 Crash locations

Rev No: A77 All Inj crashes/18-22/1 **Rev Date:** DAL **Rev Description:** **Scale:** NTS

Rev No: 59/01 **Rev Date:** 26/10/23

Rev No: A77 All Inj crashes/18-22/1	Rev Date: DAL	Rev Description:	Scale: NTS
Rev No: 59/01	Rev Date: 26/10/23		



APPENDIX 3

A77 AYR ROAD, NEWTON MEARNS / GIFFNOCK

SPEED SURVEY DATA

Location	Date	Site No.	Average Speed (mph)	85 th ile Speed (mph)	Daily Flow vehicles
Ayr Road (near Woodvale Avenue - between The Grove & Norwood Drive)	May 2022	B8 Northbound	30.5	34.7	5,223
		B8 Southbound	31.5	36.5	5,453
Ayr Road (near Parklands Hotel - between Glebe Road & Firwood Road)	March 2018	34 Northbound	33.1	37.5	5,728
		35 Southbound	33.6	38.2	5,324
	April 2021	34 Northbound	30.0	34.1	5,276
		35 Southbound	29.2	33.8	4,949
Ayr Road (near Paidmyre Road - between Paidmyre Road & Moorhill Road)	June 2019	10 Northbound	31.8	36.9	3,647
		10 Southbound	33.6	38.9	3,261
	May 2022	Y3-12 Northbound	29.1	33.8	3,854
		Y3-12 Southbound	31.7	36.9	3,646

APPENDIX 4

A77 AYR ROAD, NEWTON MEARNS / GIFFNOCK

SUMMARY OF REPRESENTATIONS / OBJECTIONS

TYPE	RECEIVED	REPRESENTATION MADE OR GROUNDS ON WHICH OBJECTION IS MADE	Roads Service comments	OBJECTION MAINTAINED OR WITHDRAWN
SUPPORT	27 Jan 2024 VIA EMAIL	QUOTE: "I fully support this proposal due to the reasons stated by the council, especially due to the proximity of schools and nurseries to Ayr Road".	N/A	N/A
SUPPORT	27 Jan 2024 VIA EMAIL	QUOTE: "I am writing to express my support for the proposed change to the speed limit on Ayr Road. 40mph is too fast considering there are houses and businesses near enough the full length of the corridor. If I had my way the road would be 20mph and we are a two car household."	N/A	N/A
SUPPORT	27 Jan 2024 VIA EMAIL	QUOTE: "I write to support the proposals to reduce the speed limit on Ayr Road to 30 miles per hour. I have seen many near misses, including almost being hit myself while crossing at an official crossing point, on a green man and on more than one occasion. I also live adjacent to the road and the speed of drivers impacts on noise levels and the quality of life of residents."	N/A	N/A
OBJECTION	27 Jan 2024 VIA EMAIL	QUOTE; "I object to the proposed 30mph speed limit. This is unnecessarily slow and is only likely to irritate people who can not pass slow drivers and encourage them to drive dangerously out of frustration. I expect you will be far more likely to hear from people complaining about it being too fast than people saying they		

		are happy with it as the kind of person who has time to complain is more likely to have the time to drive slowly. This does not mean that this is a fair representation of drivers who use the road.”		
SUPPORT	29 Jan 2024 VIA EMAIL	<p>QUOTE:</p> <p>“I am writing to express my strong support for the proposed reduction in the speed limit on the A77 Ayr Road between Newton Mearns and Giffnock, as outlined in the East Renfrewshire Council's (A77 Ayr Road, Newton Mearns/Giffnock) (30MPH Speed Limit) Order</p> <p>The rationale presented in the proposal is compelling, and I believe that transitioning from the current 40 mph speed limit to a more appropriate 30 mph will have numerous positive impacts on the safety and well-being of all road users, especially pedestrians and cyclists. The change in the nature and usage of the Ayr Road since its de-trunking, as well as the implementation of new road configurations, necessitates a reassessment of the speed limit to align with the current road conditions.</p> <p>The recent National Transport Strategy, emphasizing a road user hierarchy placing pedestrians and cyclists at the forefront, is a crucial consideration. Furthermore, the correlation between traffic speed and collision frequency and severity is well-documented. Given the presence of various pedestrian trip attractors and generators, such as schools, nurseries, bus stops, a train station, and leisure facilities along the entire length of the corridor, it is imperative to prioritize the safety of vulnerable road users.</p> <p>The statistics provided, highlighting that two out of every three casualties recorded between 2018 and 2022 on this specific section were cyclists or pedestrians, underscore the urgent need for a speed limit adjustment.</p> <p>Consistency in speed limits across East Renfrewshire and adjoining authority areas is crucial for creating a safer and more harmonized traffic environment. The proposed 30 mph speed limit aligns with the norms observed in urban areas and neighboring roads, contributing to a more uniform and predictable traffic flow.</p> <p>In conclusion, I fully endorse the proposed reduction in the speed limit on Ayr Road. This change not only acknowledges the evolving nature of the road but also prioritizes the safety of all road users. I believe it will contribute significantly to creating a more secure, comfortable, and convenient travel experience along the corridor.</p>	N/A	N/A

		Thank you for your attention to this matter, and I trust that this proposal will be given due consideration for the benefit of our community.”		
SUPPORT	30 Jan 2024 VIA EMAIL	QUOTE: “I am delighted to learn of the proposed reduction in the speed limit from 40mph to 30mph on a section of Ayr Road through Newton Mearns. The huge increase in traffic on this stretch especially during rush hours is quite frightening travelling at 40mph.”	N/A	N/A
OBJECTION	5 Feb 2024 VIA EMAIL	QUOTE: “I wish to object to the planned changes of the current 40mph speed limit to 30mph on Ayr road. Having witnessed the road operate at 30mph over the pandemic I welcomed the return of the 40mph limit as this has allowed traffic to move far more freely and efficiently. On the statement of reasons the council site an increase in incidents with cyclist and pedestrians. Considering this is the perhaps the busiest road in East Renfrewshire this is not surprising, however the dates used 2018 to 2022 was during a period when the speed limit was 30mph. This was also the period when the infamous traffic cones littered the cycle route. I would urge the council to undertake some proper analysis before making this decision as in my view this is not justified.”		
SUPPORT	8 Feb 2024 VIA EMAIL	QUOTE: “...Mearns East Community Council fully supports the proposal to re-instate a 30mph speed limit along Ayr Road between That section of the A77 Ayr Road between a point 40m or thereby north of the northern kerbline of Pilmuir Road, Newton Mearns and a point 60 metres or thereby south of the inscribed circle of Eastwood Toll roundabout, Giffnock, where the current 40mph/30mph speed limit commences/terminates, a distance of 5,180 metres or thereby.”	N/A	N/A
OBJECTION	11 Feb 2024 VIA EMAIL	QUOTE: “I am contacting you to voice an objection to the proposal to reduce the speed on the Ayr Road from 40mph to 30mph.		

I think ERC has been a bit sneaky(again) regarding publishing notice of this proposal by taping to lamposts on the Ayr road where very few people in the area will see such notice, and the vast majority of people it will affect (A77 road users) do not reside on the road itself.

Your statement of reason is to bring the road into line with other roads in East Renfrewshire and to make the road safer for the most vulnerable road users with only a minor time penalty for motorised travellers. I do not believe the proposal to reduce the speed will make this section of road any safer for all users and a recent FOI request to the Scottish government for accident statistics 2016-2020 highlighted the road does not generate a proportionate number of accidents and injuries considering the number and variety of road users. See below

1. The following table shows the number and severity of the injury road accidents involving pedal cycles on the stretch of road you are interested in. Accident data for 2021 and 2022 are still being collected from the police and verified. Provisional data for 2021 should be available towards the end of May 2022.

Accidents involving pedal cycles on the A77 between Whitecraigs and Newton Mearns			
	Serious	Slight	Total
2016	1	2	3
2017	1	2	3
2018	0	3	3
2019	1	2	3
2020	0	2	2

It may be difficult to identify the precise location on the carriageway where the accident occurred. However, the table below shows those accidents where the pedal cycle that was involved in the accident was recorded as being located in a cycle lane at the time of the accident.

Accidents involving pedal cyclists between Whitecraigs and Newton Mearns where the location was cycle lane/cycle way

	Slight
2017	2
2019	1

2. As this section of the A77 is a local road which is the responsibility of East Renfrewshire Council, it is for them to determine their policy regarding cycle lanes on this road. East Renfrewshire council can be contacted via customerservices@eastrenfrewshire.gov.uk.

I have been a resident in Newton Mearns for 40 years and have seen a functional dual carriageway trunk road with little or no traffic congestion be reduced to a slow moving stop start stretch of road which has been altered to cause congestion and standing traffic at every opportunity.

Yes the construction of the M77 took the Ayr/Glasgow traffic away from Mearns Giffnock Merrylee but the subsequent alterations made to the road did not consider the impact of any incident on the northbound M77 between J5-J3. No off ramp means all the traffic is diverted back onto the A77. The road in its new layout cannot cope.

I would also point out the fact that ERC has granted permission to build new housing on every available piece of green land in the area with poor or no public transportation or local amenities. Every house built is reliant on vehicle ownership and taking a walk through Maidenhill estate, every house has two or three cars parked outside. Every house has added to the total number of vehicles on the road yet the council has done nothing to improve or support the additional road and transportation needs these residents and their vehicles require. Houses were sold as " a short and easy commute into Glasgow" where very few if any residents work in the area and need to use the roads. People need to travel and cannot afford additional time penalties on their journeys.

The Ayr Road had a number of speed cameras fitted between Giffnock and Malletsheugh plus one on Crookfur Road for years but were all removed because people were not speeding.

Following the fiasco a couple of years ago when the bollards were fitted (with a temporary 30mph speed limit), bus stops were kerbed out adjacent to traffic islands (Waterfoot road) where vehicles cannot safely pass a stationary bus, I believe there is a very anti motorist sentiment within ERC roads and Planning. How many people within the department reside in this area? I also believe reducing the speed limit is

	<p>nothing to do with safety but target motorists and a cash generator who will be driving very safely between 35 and 40mph on a wide safe road and hit them with speeding fines.</p> <p>If you really want to make the roads safer, then start with repairing the road surfaces. Cars, vans, trucks etc are constantly scanning the road for the next pothole and not giving their full attention to the road ahead and other users. Cyclists and motorcyclists are taking their lives in their hands every time they go on the road either by hitting a pothole and being thrown from their seat or swerving into the path of other vehicles to avoid damage or injury. Every single junction is in a dreadful state</p> <p>I would also suggest making the roads safer by reinstating the centre white lines on the roads. As a motorcyclist and a cyclist I have been forced off the road on Davieland Rd at the park where a car travelling in the opposite direction had no idea of their road position and had crossed onto the opposite side of the road. It was only by sheer luck there was not a head on collision though i did clip the pedestrian crossing pole. The car did not stop. While driving I have had similar near misses on the A77 out by Black Loch with quarry lorries crossing where the centre line used to be. Why have these lines not been maintained? I wont even mention the utterly dangerous line painting on Fenwick Rd between Merrylee and Giffnock. I am only glad those lines are no longer visible</p> <p>Get the wardens to clamp down on inconsiderate and dangerous parking on double yellow lines, pavements and at road junctions.</p> <p>Another safety concern is the new junction at Mearns primary. A junction which no one knows how to use especially cyclists where I have yet to see a single cyclist stop at a red light. The road leading to the junction is so poorly thought out and unclear that at least one vehicle has driven over the keep right sign which has been knocked over for over a month now. The junction which now has constant standing traffic outside the school cannot be good. At least with the roundabout traffic flowed through without delay. I would also ask why the bus stops just south of this new junction were not put in the lay bys. Traffic once on the Ayr road cannot pass any busses at bus stops leading to idling cars and anxious frustrated drivers being forced to run late through no fault of their own.</p> <p>Gritting roads during winter appears fallen off the table. I never saw any gritters on the side roads and the main roads never saw the cycle paths gritted either causing the 3 cyclists on the road to use the main carriageway.</p>		
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		I am a motorist, motorcyclist, cyclist and pedestrian and would request ERC to reconsider this proposal and retain the existing speed limit to assist the free flow of traffic through Newton Mearns and beyond		
OBJECTION	13 Feb 2024 VIA EMAIL	<p>QUOTE:</p> <p>"I'd like to lodge my objection to the proposed plan to revise the speed limit on the Ayr road to 30mph.</p> <p>I feel this is a terrible decision.</p> <p>The traffic flows well at the current 40mph.</p> <p>Restricting this will only cause backups at pinch points of roundabouts or the traffic lights.</p> <p>Please spend your efforts and our finances from council tax on fixing the roads, fixing the potholes properly and not on this nonsense.</p>		
OBJECTION	20 FEB 2024 VIA EMAIL	<p>QUOTE:</p> <p>"Please do not change the speed limit on Ayr Road to 30mph as proposed. I stay in Maidenhill and the only proper way to commute to the Glasgow City Centre is to reach Whitecraigs and then take a train. If the speed limit is reduced then, it will take even longer for me to reach and will increase the journey for many of us like me who commute to Glasgow City centre for work.</p> <p>Please plan to have proper public transport from Newton Mearns to the city centre before making any further changes."</p>		