

EAST RENFREWSHIRE COUNCILCABINET19 JUNE 2025REPORT BY DIRECTOR OF ENVIRONMENTTHE EAST RENFREWSHIRE COUNCIL (B769 STEWARTON ROAD, B7087 CROOKFUR ROAD & C9 AURS ROAD, NEWTON MEARNES) (30MPH SPEED LIMIT) ORDER 2025)**PURPOSE OF REPORT**

1. The purpose of this report is for the Cabinet to consider the approval for changes to road speed limits on sections of the B769 Stewarton Road, B7087 Crookfur Road and C9 Aurs Road, Newton Mearns to improve road safety.

RECOMMENDATIONS

2. The Cabinet is asked to:
- a) note the contents of this report and approve the 'The East Renfrewshire Council, (B769 Stewarton Road, B7087 Crookfur Road & C9 Aurs Road, Newton Mearns) (30mph Speed Limit) Order 2025'; and
 - b) delegate to the Director of Environment the implementation of the Order in accordance with associated statutory procedures.

BACKGROUND

3. The B769 Stewarton Road, B7087 Crookfur Road and C9 Aurs Road, Newton Mearns are public roads within East Renfrewshire and recorded on the list of adopted roads under the duties conferred on the Council by the Roads (Scotland) Act 1984.

4. The stretch of the B769 Stewarton Road associated with this Order, which has a 40mph speed limit, was subject to a major upgrade in 2007/2008 to facilitate residential, retail and commercial development, with the carriageway realigned/widened and new junctions built. This has since become a main pedestrian route for accessing retail, public transport and educational establishments. Consequently, residents have expressed concerns regarding the speed of traffic.

5. The sections of road on the B7087 Crookfur Road and C9 Aurs Road, which are included within this order, also have 40mph speed limits, and have seen an increase in pedestrian traffic.

REPORT

6. The length of road affected by this proposal is approximately 2.4 kilometres (1.5 miles), and incorporated within these sections are 4 controlled pedestrian crossing facilities (including 1 traffic signal controlled junction with a 'green man' facility) and 5 roundabout junctions, which do not offer the benefit of a dedicated pedestrian crossing facility. As stated, the section of roads contained within the order have changed to become main pedestrian routes accessing

public transport, shops and schools. The proposed Order and Statement of Reason is included at [Appendix 1](#).

7. Traffic speed and volume data collected from a number of traffic surveys commissioned by the Council in recent years at various locations along the B769 Stewarton Road is shown in [Appendix 2](#).

8. The accident record of these roads for the 5 year period between 1/1/20 and 31/12/24 shows 6 reported injury collisions / accidents, which resulted in the following 7 casualties, 1 seriously injured and 6 slightly injured, ([See Appendix 3](#)).

9. 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.

10. Taking into account the nature and character of the road, a 30 mph speed limit is considered safer for all road users than the current 40 mph speed limit.

11. 'The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999' sets out the statutory requirements for consultation. The Council has followed and met the procedural requirements.

FINANCE AND EFFICIENCY

12. All financial implications associated with making the Traffic Regulation Order will come from the Road Safety Infrastructure Fund (RSIF).

13. By approving this proposed Order and on completion of the works involved implementing the reduced maximum permitted speed limit to 30mph for all vehicles travelling on these sections of road, there will be an immediate safety benefit offered to all road users.

CONSULTATION

14. A statutory consultation on the proposed reduction to the speed limit was carried out from 27 February 2025 until 30 March 2025 in compliance with "The Local Authorities' Traffic Orders (Procedure) Scotland Regulations 1999 (and subsequent amendments)".

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

16. By the end of the statutory consultation 10 representations were received, 8 confirming support for the proposals, 1 maintained objection against the proposals and one representation which did not specify either way, ([See Appendix 4](#)).

17. It is considered that given what has already been provided in the Statement of Reason, nothing in the objection warranted further explanation or justification.

PARTNERSHIP WORKING

18. 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

19. By approving this Order there are no additional financial implications beyond changing speed limit signs.

20. There will be no staffing, property, legal, IT, State Aid, or equality implications arising from the proposals.

21. The introduction of reduced speed limits on these roads will bring environmental benefit from reduced vehicle emissions, while also providing encouraging a greater uptake of active travel in the local area.

CONCLUSIONS

22. 'The East Renfrewshire Council, (B769 Stewarton Road, B7087 Crookfur Road & C9 Aurs Road, Newton Mearns) (30mph Speed Limit) Order 2025', 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;
- promote safe travel thus contributing to a potential reduction in accident casualties; and,
- reduce vehicle emissions and encourage active travel.

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

RECOMMENDATIONS

24. The Cabinet is asked to:

- a) note the contents of this report and approve 'The East Renfrewshire Council, (B769 Stewarton Road, B7087 Crookfur Road & C9 Aurs Road, Newton Mearns) (30mph Speed Limit) Order 2025'; and
- b) delegate to the Director of Environment the implementation of the Order in accordance with associated statutory procedures.

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 2025

BLANK PAGE

APPENDIX 1

PROPOSED ORDER

**THE EAST RENFREWSHIRE COUNCIL
(B769 STEWARTON ROAD, B7087 CROOKFUR ROAD
& C9 AURS ROAD, NEWTON MEARNES)
(30MPH SPEED LIMIT)
ORDER 2025**

The East Renfrewshire Council, in exercise of the powers conferred on them by Section 84 and Part IV of Schedule 9 to 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 propose to make the following Order:

1. This Order may be cited as 'The East Renfrewshire Council, (B769 Stewarton Road, B7087 Crookfur Road & C9 Aurs Road, Newton Mearns) (30mph Speed Limit) Order 2025' and shall come into operation on (date to be advised).
2. In this Order the following expressions have the meanings hereby assigned to them:

"Motor vehicle" unless the context otherwise requires, means a mechanically propelled vehicle intended or adapted for use on roads.
3. No person shall drive any motor vehicle at a speed exceeding 30mph on the length of road specified in Schedule 1 to this Order.
4. The Orders listed in Schedule 2 Part 1 to this Order are hereby revoked;
5. The Order in Schedule 2 Part 2 to this Order is hereby varied as set out in Schedule 2 part 2.
6. The Order will apply only when such a restriction is identified as applying to that road by means of the display of appropriate traffic signs as prescribed by the Traffic Signs Regulations and General Directions (TSRGD) 2016.
7. This Order shall have effect subject to the following variation of any other 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.
8. 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).

Signed:

SCHEDULE 1

30 MPH SPEED LIMIT

- (i) That section of the B769 Stewarton Road from a point 30 metres or thereby north of the northern kerb line of Witchwood Grove, to and including the Westacres Roundabout junction with the C9 Aurs Road/C9 Barrhead Road, a distance of 1,675 metres or thereby.
- (ii) That section of the C9 Aurs Road from the inscribed circle of the Westacres Roundabout junction with the B769 Stewarton Road and the C9 Barrhead Road, and a point 15 metres or thereby northwest of its junction with the B769 Stewarton Road, a distance of 310 metres or thereby.
- (iii) That section of the B769 Stewarton Road between its northern junction with C9 Aurs Road, and a point of 60 metres or thereby northeast of its junction with Fingalton Road, where the existing 40mph/national speed limit commences/terminates.
- (iv) That section of the B7087 Crookfur Road between a point 30 metres or thereby west of the inscribed circle of the roundabout junction with South Greenlaw Way/Greenlaw Place and a point 30 metres or thereby east of the inscribed circle of the roundabout junction with the B769 Stewarton Road where the existing 40mph/30mph limit commences/terminates, a distance of 250 metres or thereby.

SCHEDULE 2

ORDERS TO BE REVOKED

Part 1

Orders to be revoked in FULL

- (i) The East Renfrewshire Council (The B769 Dodside Road (South) Realignment, the Combined B769 Dodside Road and C9 Barrhead Road Realignment, C9 Aurs Road Realignment, Newton Mearns) (40 mph Speed Limit) Order 1998.
- (ii) The Strathclyde Regional Council (Stewarton Road (B769), Crookfur) (Extension of 40mph Speed Limit) Order 1995

Part 2

Orders to be varied in PART

- (iii) The-Strathclyde Regional Council (Stewarton Road, Crookfur) (40mph Speed Limit (No. 5)
Order 1980 is varied so that the extent of Stewarton Road subject to the 40mph speed limit is reduced with the following wording deleted:

“Length of Road in the Region of Strathclyde

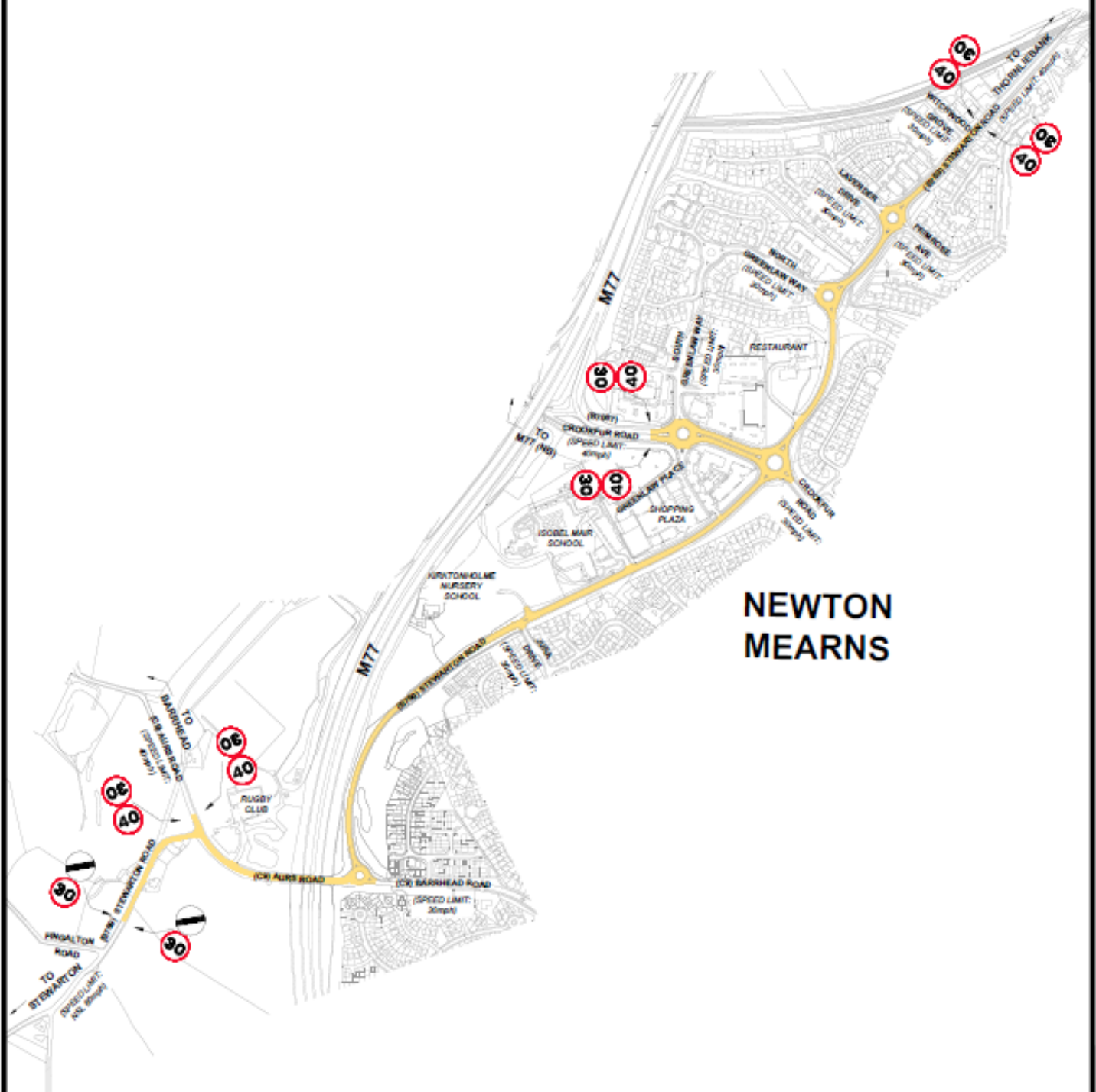
That length of B769 Stewarton Road, Crookfur which extends from a point 110 metres south-west of its junction with the unclassified road leading to Deaconsbank Golf Club south-westwards to a point 5 metres south-west of the south kerbline of Crookfur Road, a distance of 2,050 metres or thereby”

And the following wording substituted therefor:

“Length of Road in East Renfrewshire

That length or B769 Stewarton Road, Crookfur which extends from a point 20 metres or thereby southwest of its junction with Invergarry Road, south-westwards to a point 30 metres or thereby northeast of the north-eastern kerb line of Witchwood Grove, a distance of 1,330 metres or thereby.”

B769 Stewarton Road, B7087 Crookfur Road
& C9 Aurs Road, Newton Means
30mph Speed Limit



**NEWTON
MEARNS**

ERC Licence No. (c) Crown Copyright. 100023382 2025

Drawing Info.

30mph SPEED LIMIT - (REDUCED FROM LIMIT 40mph)



TSD02 (Diag. 670 / 671)

TERMINAL SIGNS (APPROX LOCATIONS)

EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT
Roads Service - 2 Splersbridge Way, Splersbridge Business Park, Thomlebark, G46 8NG

Drawing Title

The East Renfrewshire Council
(B769 Stewarton Road, B7087 Crookfur Road
& C9 Aurs Road) (30mph Speed Limit) Order
2025

Date APR 2025

Scale Not to scale

Drawn By EN-58-40-342 - PROPOSED

Rev. -

Drawn By PAD

File Ref. EN-58-40-342

Checked By



45 STATEMENT OF REASON

THE EAST RENFREWSHIRE COUNCIL (B769 STEWARTON ROAD, B7087 CROOKFUR ROAD & C9 AURS ROAD, NEWTON MEARNES) (30MPH SPEED LIMIT) ORDER 2025

This proposal relates to the following sections of road:

- (i) That section of the B769 Stewarton Road from a point 30 metres or thereby north of the northern kerb line of Witchwood Grove, to and including the Westacres Roundabout junction with the C9 Aurs Road/C9 Barrhead Road, a distance of 1,675 metres or thereby.
- (ii) That section of the C9 Aurs Road from the inscribed circle of the Westacres Roundabout junction with the B769 Stewarton Road and the C9 Barrhead Road, and a point 15 metres or thereby northwest of its junction with the B769 Stewarton Road, a distance of 310 metres or thereby.
- (iii) That section of the B769 Stewarton Road between its northern junction with C9 Aurs Road, and a point of 60 metres or thereby northeast of its junction with Fingalton Road, where the existing 40mph/national speed limit commences/terminates, a distance of 200 metres or thereby.
- (iv) That section of the B7087 Crookfur Road between a point 30 metres or thereby west of the inscribed circle of the roundabout junction with South Greenlaw Way/Greenlaw Place and a point 30 metres or thereby east of the inscribed circle of the roundabout junction with the B769 Stewarton Road where the existing 40mph/30mph limit commences/terminates, a distance of 250 metres or thereby.

This stretch of the B769 Stewarton Road was subjected to a major upgrade in 2007/2008, primarily to facilitate proposed commercial, retail and light industrial developments. The carriageway was realigned/widened and new junctions/accesses were built. However, following the completion of this project, an appeal to overturn the planning consent for the adjacent land (known as Crookfur) was successful and permission was granted for residential development to the west of Stewarton Road/north of Crookfur Road. Approximately 100 homes have subsequently been built in this area, in addition to a mix of other facilities such as a special educational needs school, retail, hospitality and office space. As a consequence of this development, the usage of Stewarton Road and Crookfur Road is significantly different from that which was originally planned for and residents have expressed their concerns regarding the speed of traffic, especially when walking to/from the local schools – in addition to the SEN school there are also 2 primaries and a secondary within walking distance, i.e. 1 kilometre.

The most recent surveys commissioned by the Council show that both roads carry in excess of 12,000 vehicles per day. The safety record of these 2 stretches of road for the 5 year period 2018-2022 inclusive is 6 collisions which resulted in the following casualties, 1 seriously injured and 6 slightly injured.

East Renfrewshire Council notes that the type of development adjacent to these 2 roads and the usage of the roads are both very different to that which was originally designed for. Although the Council has installed a pedestrian crossing on Crookfur Road, a pedestrian crossing on Stewarton Road and has widened the footway on the east side of Stewarton Road, it is felt that the current speed limit of 40mph is not appropriate through what has become a residential area. 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 streets which take access from these roads may be considered appropriate for the introduction of 20mph limits given their residential amenity.

There are many pedestrian trip attractors and generators in the area including schools/nurseries, care homes, bus stops, train station, shops, restaurants & businesses and it is known that the severity of injury rises exponentially relative to the speed of the vehicle involved.

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.

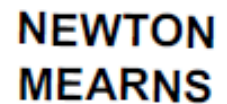
This proposed speed limit change would achieve consistency with other roads in East Renfrewshire and adjoining authority areas which operate at a 30mph speed limit, improve safety for all classes of user (especially the more vulnerable) and would make travel along these roads generally more comfortable/convenient,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

47 APPENDIX 2

B769 STEWARTON ROAD, NEWTON MEARNS

SPEED / VOLUME SURVEY DATA

Location	Date	Direction	Average Speed (mph)	85 th ile Speed (mph)	Daily Flow vehicles
Stewarton Road Approx. 50m north of Witchwood Grove	May 2022	Northbound	37.0	41.7	3521
		Southbound	37.1	41.3	3690
Stewarton Road Approx. 100m north of roundabout at Lavender Drive and Primrose Avenue	Sep 2024	Northbound	31.0	35.0	3366
		Southbound	30.6	34.5	3276
Stewarton Road Between B7087 & North Greenlaw Way Roundabouts	May 2022	Northbound	32.8	36.4	4169
		Southbound	31.9	35.8	4107
Stewarton Road At Isobel Mair School Access	Jun 2022	Northbound	35.4	40.2	6493
		Southbound	34.6	39.4	6618
Stewarton Road Approx. 100m south of junction with Jura Drive	Sep 2024	Northbound	37.3	41.4	4772
		Southbound	36.6	40.8	4590
Stewarton Road Approx. 100m from junction with Aurs Road	Sep 2024	Northbound	28.9	32.9	1204
		Southbound	27.4	31.3	1355



B769 STEWARTON ROAD, B7087 CROOKFUR ROAD & C9 AURS ROAD, NEWTON MEARNES

**SUMMARY OF RECORDED
ACCIDENTS**

The period for this accident study was the five year period between 1/1/20 and 31/12/24.

For the length of the B769 Stewarton Road between a point 35m or thereby northeast of Witchwood Grove & a point 60m or thereby northeast of Fingalton Road (Including the link of the C9 Aurs Road between Stewarton/ Dodside Road at the rugby club) there has been:-

6 reported injury collisions/ accidents [1 Serious (Se) and 5 Slight injury (Si)] resulting in 1 seriously injured and 6 slightly injured casualties.

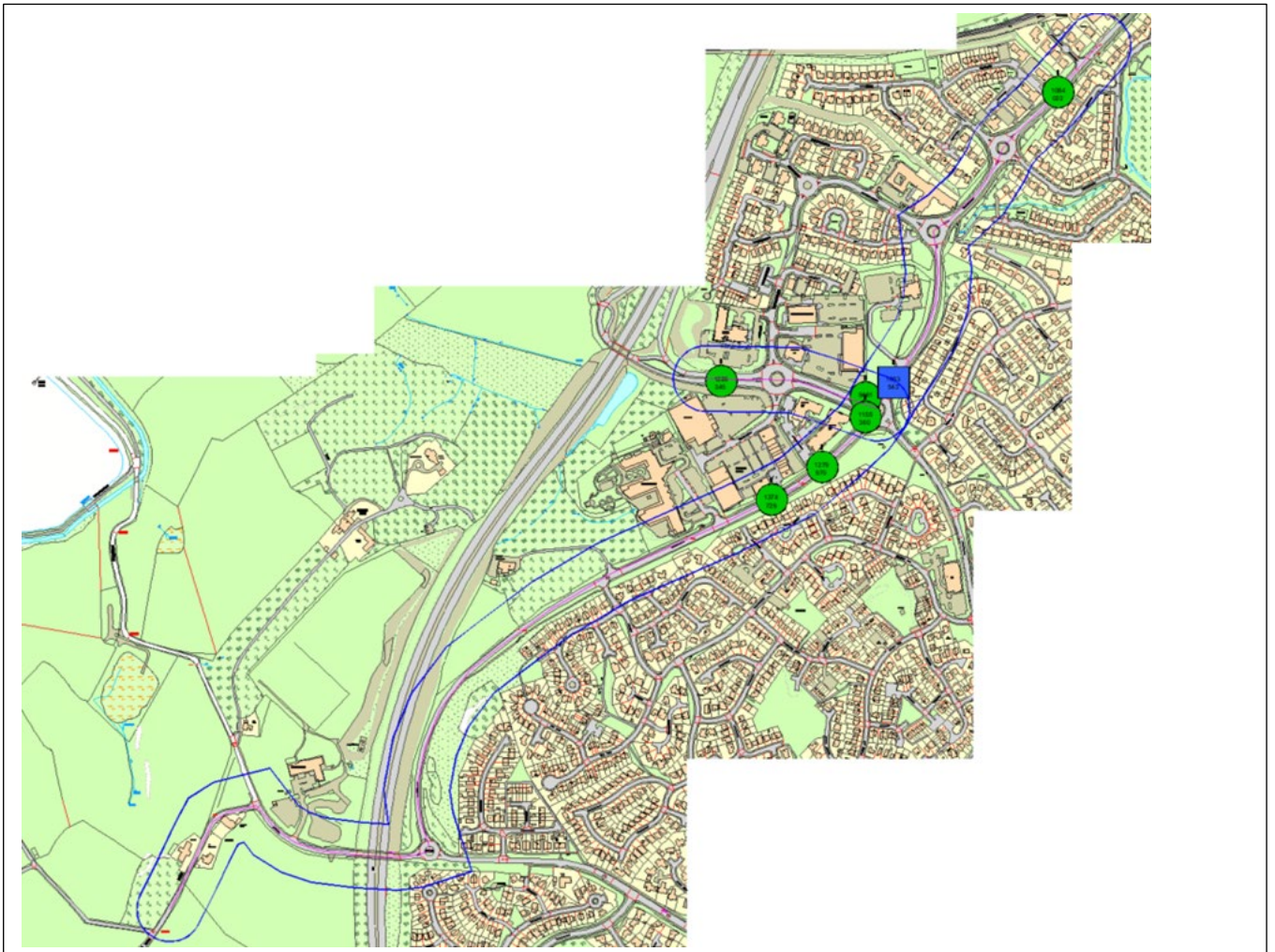
Four of the collisions involved car v car; one involved car v pedal cyclist and one involved a single motorcyclist (Se).

The location of these collisions are shown on the sketch below.

The 7 casualties were 4 drivers (3 Si & 1 Se (Motor cyclist)), 2 passengers (both Si) and 1 pedal cyclist (Si).

For additional information, two further slight injury collisions were recorded just out with the study area at the junction of the B769 Stewarton Road/ Dodside Road with Fingalton Road.

For the length of the B7087 Crookfur Road between its junction with Stewarton Road and just west of Greenlaw Way there was a further slight injury collision (car v car v car) resulting in a further single slightly injured casualty.



50 APPENDIX 4

B769 STEWARTON ROAD, B7087 CROOKFUR ROAD & C9 AURS ROAD, NEWTON MEARNs

SUMMARY OF REPRESENTATIONS / OBJECTIONS

TYPE	RECEIVED	REPRESENTATION MADE OR GROUNDS ON WHICH OBJECTION IS MADE	Roads Service comments	OBJECTION MAINTAINED OR WITHDRAWN
SUPPORT	28 Feb 2025 VIA EMAIL	QUOTE: “I agree with this as live at eagle avenue G77 6WN and the road can be too dangerous and speeding cars at night.”	N/A	N/A
SUPPORT	28 Feb 2025 VIA EMAIL	QUOTE; “There is a blind summit to the WSW of Jura Drive and, even at the 40mph speed limit on the Stewarton Road, cars pulling out have very little warning of a car coming over the blind summit.” “As a pedestrian I often cross the road with my dog between Jura Drive and the roundabout that leads to the bridge over the M77. When traffic is heavy it is very difficult to cross when the traffic is travelling at 40mph.”	N/A	N/A
SUPPORT	28 Feb 2025 VIA EMAIL	QUOTE: “- reduction of speed over Stewarton road is much needed and cars often travels in high speed putting children and dogs at risk due to the proximity to the road.”	N/A	N/A
SUPPORT	28 Feb 2025 VIA EMAIL	QUOTE: “I wanted to write in support of the speed reduction of 40mph to 30mph on Stewarton Road. We just moved to (<i>Address supplied</i>) and I was really surprised that cars were travelling so fast, when there are so many kids and pets nearby”	N/A	N/A
SUPPORT	3 Mar 2025 VIA EMAIL	Supports reducing the speed limit from 40mph to 30mph for various road safety reasons, as cited in the Statement of Reason for proposing the Order.	N/A	N/A

SUPPORT	3 Mar 2025 VIA EMAIL	<p>QUOTE:</p> <p>"This will only make conditions safer for all road users including motorists, pedestrians, cyclists, and local residents alike."</p> <p>"Families are often cycling or walking or running with children. Pedestrian safety is of utmost importance."</p>	N/A	N/A
OBJECTION	3 Mar 2025 VIA EMAIL	<p>QUOTE:</p> <p>"I wish to object to the proposed reduction to the speed limit on Stewarton Road from 40 MPH to 30 MPH.</p> <p>As I am a resident who lives in one of the relatively new developments on Stewarton Road I completely disagree with the reference made by my Councillor to 'unsafe conditions for pedestrians' on this road. In the last 18 months safety measures carried out on Stewarton Road include extensive work to significantly widen all the pavements and also the recent additional of some calming measures on this road. The many roundabouts on this road also act as a calming measure for cars.</p> <p>I would also add that as a local resident I travel up and down Stewarton Road on a daily basis. I am not aware of any incidents relating to drivers on this road involving pedestrians throughout the past 9 years I have lived at my current address. What is the justification for this proposed change?"</p>	The Statement of Reason explains the justification for the proposals.	OBJECTION MAINTAINED
REPRESENTATION	4 Mar 2025 VIA EMAIL	<p>QUOTE:</p> <p>"With reference to the above relating to proposed amendments to the speed limit on Stewarton Road and various connected carriageways I would suggest that the issue isn't the speed limit as it stands at 40mph but the number of people that for whatever reason ignore it.</p> <p>As a resident of Deaconsbank Crescent facing the Stewarton Road there are a small number of people who regularly speed along this section often in vehicles with very loud exhausts deliberately tuned to cause "backfires" on the over-run. These anti-social individuals will no more adhere to the 30mph limit than they do to the existing restriction which suggests that in as much as it will fail to have the desired effect of reducing speeding the expenditure of tax payers money is unjustified. I would refer you to the Facebook page for the Newton Mearns Community to see the comments such as "No one drives at 30 at AYR Road!" (sic).</p> <p>The vast majority of people drive appropriately and safely."</p>	N/A	N/A

SUPPORT	22 Mar 2025 VIA EMAIL	<p>QUOTE:</p> <p>"I wish to support wholeheartedly the proposed reduction in the speed limit on Stewarton Road, as outlined, from 40 to 30 MPH.</p> <p>Too many vehicles travel at speed on this section, barely slowing down as they approach roundabouts. There has even been evidence occasionally of tyre tracks on the gravel of said roundabouts. To my knowledge there has already been one head- on collision on the section between Primrose Avenue & Capelrig Road.</p> <p>With all the additional housing in recent years there are many more children walking to school so for this reason too the speed limit should be restricted. This is a built up area so the speed limit should be a maximum of 30.</p> <p>I find that emerging from Primrose Avenue to join Stewarton Rd can also be tricky. On many occasions I have had to apply my footbrake quickly as a car has been approaching far too fast & not slowed down. The overhanging foliage to my right adds to this problem.</p> <p>I would urge East Renfrewshire Council to heed local objections & take the necessary action to reduce the speed limit from 40 to 30 MPH."</p>	N/A	N/A
SUPPORT	22 Mar 2025 VIA EMAIL	<p>QUOTE:</p> <p>"I refer to the above proposal & have no hesitation in giving it my full support.</p> <p>We have resided in (<i>Address supplied</i>) since 2013 & during that time have noticed that there has been a significant increase in road traffic largely due to the continuing housing expansion in the wider area.</p> <p>I am aware of at least one vehicle collision directly behind our house & there have been other near-misses to my knowledge.</p> <p>It is quite clear from the noise of a number of accelerating vehicles that little or no heed is paid to the current speed limit. Motor cycles are also big offenders.</p> <p>I did email the Council some years ago on this subject but was told that it was a safe road. Time moves on & many more vehicles including buses are now regular road users.</p>	N/A	N/A

		<p>Given the number of households with children there is a frightening potential for accidents & fatalities.</p> <p>There have also been instances of vehicles arriving at roundabouts far too quickly & having to take avoiding action by driving over the roundabout. The car wheel marks have been easy to see!</p> <p>In my opinion the proposed reduction cannot be implemented too soon.”</p>		
--	--	---	--	--

BLANK PAGE