

EAST RENFREWSHIRE COUNCIL18 December 2019Report by Director of EnvironmentTHE EAST RENFREWSHIRE COUNCIL (WILLIAMWOOD & SOUTH GIFFNOCK) (ON-STREET) (WAITING AND LOADING) ORDER 2020**PURPOSE OF REPORT**

1. The purpose of the report is to recommend the Council approve the making and confirmation of "The East Renfrewshire Council (Williamwood & South Giffnock) (On-Street) (Waiting and Loading) Order 2020".

RECOMMENDATIONS

2. It is recommended that the Council approve the making and confirmation of "The East Renfrewshire Council (Williamwood & South Giffnock) (On-Street) (Waiting and Loading) Order 2020" and delegate to the Director of Environment the implementation of the Order in accordance with the associated statutory procedures.

BACKGROUND

3. The Council introduced Decriminalised Parking Enforcement (DPE) in April 2013 and became the Parking Authority for East Renfrewshire.

REPORT

4. A review of current restrictions was undertaken to assess the demands on the transport network taking into consideration changes to road layouts, increased volumes of vehicular and pedestrian traffic and associated road safety issues as a precursor to a formal consultation process and making of a new Order.

5. A formal consultation was carried out between 23 July and 23 August 2019 in compliance with "The Local Authorities' Traffic Orders (Procedure) Scotland Regulations 1999 (and subsequent amendments)". Letters were sent to 558 properties located directly adjacent to or within close proximity to a proposed restriction advising of the consultation, where drawings showing the proposals could be viewed and where any representations or objections could be sent. Police Scotland, emergency services and other organisations/persons likely to be affected by any provision in the order were notified individually of the proposals. Notice of the proposals was also published in the Evening Times newspaper and on the Council's website.

6. The key proposals in the Draft Order are summarised in the table in Appendix 1. The list is not comprehensive and the full proposals are contained within the Draft Order. Copies of the existing and Draft Orders are available in the Members' Library and on the [Council website](#). The main points of note are:-

- Introduction of 'No Waiting at Any Time' restrictions on Treemain Road and around the various road junctions within the residential area opposite Rouken Glen Park between Davieland Road, Rouken Glen Road and Ayr Road

- Introduction of a 3 hour limited waiting period and waiting & loading restrictions near the row of shops/businesses located on the Eastwoodmains Road near Williamwood train station
- Introduction of a 3 hour limited waiting period and waiting & loading restrictions near the Williamwood shops/businesses located at the Cathkin Drive/Seres Road junction
- Increase of the previous limited waiting period from 90 minutes to 3 hours on residential streets close to the Williamwood Train Station
- Introduction of “No Waiting at Any Time” restrictions on sections of Berryhill Road and Maryville Avenue, Giffnock
- Removal of superfluous restrictions on Mains Avenue/Dalserf Crescent, Giffnock

7. A total of 71 representations were received, 53 objected to or made representation raising concerns over one or more of the restrictions proposed, 12 were fully supportive of the proposals and the remaining 6 were enquiries only and generally in support of the restrictions proposed. A reply acknowledging receipt of each representation received was issued.

- The majority of objections, 27, related the proposed relaxation and/or removal of some of the existing restrictions from residential streets in the vicinity of the Williamwood train station and the Williamwood shops which are located at the corner of Cathkin Drive with Seres Road
- 12 objections or concerns raised were in relation to the proposed restrictions on Davieland Road and/or the residential streets opposite Rouken Glen Park between Davieland Road, Rouken Glen Road and Ayr Road
- The remainder of objections related to new restrictions proposed for roads such as Carrick Crescent and Berryhill Road where no restrictions currently exist and also on the subsequent loss of parking space available for commuters using the Whitecraigs Train station
- Following subsequent amendments made to the initial proposals, from the 53 objections /representations received, 23 were formally withdrawn and 3 were maintained. The remaining 27 did not advise if they wished to maintain or withdraw their objection /representation following notification of the subsequent amendments and their objections are therefore treated as objections outstanding in Appendix 2
- Appendix 2 of this report gives a summary of all objections received, comments on by the Roads Service on the objections and the proposed resolution for each

8. In accordance with the statutory procedures, none of the objections require the Council to hold a Hearing by an Independent Reporter.

FINANCE AND EFFICIENCY

9. The financial implications of instigating the Traffic Regulation Order will be met from the Parking Account. This is an account held under the terms of the Road Traffic Regulation Act 1984 and it is a requirement under Section 55 of the Road Traffic Regulation Act that the Parking Account income and expenditure are reported annually to the Scottish Government.

10. There will be a requirement to renew / refresh lining and signing, update the Parking Attendants' hand held computers and carry out appropriate publicity. There will also be the standard maintenance costs associated with occasional renewal/refreshing of lining and signing when required, which is estimated to be in the region of approximately £1,000 every 8-10 years. All these requirements will be met from the Parking Account.

CONSULTATION

11. Consultation with regards to this Order was undertaken between 23 July and 23 August 2019 and was carried out in compliance with "The Local Authorities' Traffic Orders (Procedure) Scotland Regulations 1999 (and subsequent amendments)". Police Scotland, emergency services and other organisations/persons likely to be affected by any provision in the Order were notified individually of the proposals. Notices of the proposals were also published in the local 'Eastwood Extra' newspaper.

PARTNERSHIP WORKING

12. The Council's parking enforcement is a joint working arrangement between Roads & Transportation Services and Corporate & Community Services. The Service departments have worked closely on the preparation of the draft Traffic Regulation Order to ensure that the new restrictions can be readily enforced and incorporated into the work programme.

IMPLICATIONS OF THE PROPOSALS

13. Introduction of new and/or amended on-street waiting and loading restrictions within the Williamwood and South Giffnock areas.

14. There will be no property, IT, equalities or sustainability implications arising from the proposals.

CONCLUSIONS

15. "The East Renfrewshire Council (Williamwood & South Giffnock) (On-Street) (Waiting and Loading) Order 2020", introducing new and/or amended on-street waiting and loading restrictions in the Williamwood and South Giffnock areas, will balance the demands on the transport network taking into consideration changes to road usage, volumes of vehicular and pedestrian traffic and associated road safety issues.

RECOMMENDATIONS

16. It is recommended that the Council approve the making and confirmation of "The East Renfrewshire Council (Williamwood & South Giffnock) (On-Street) (Waiting and Loading) Order 2020" and delegate to the Director of Environment the implementation of the Order in accordance with the associated statutory procedures.

Director of Environment

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November 2019

BACKGROUND PAPERS

East Renfrewshire Council Local Transport Strategy 2008-2011

- Section 12.5

The East Renfrewshire Council (Williamwood Area) (Waiting and Loading) (Consolidation) Order 2013

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APPENDIX 1
SUMMARY OF KEY PROPOSALS

WILLIAMWOOD AND SOUTH GIFFNOCK AREAS		
LOCATION	EXISTING RESTRICTION	PROPOSED NEW AND/OR AMENDED RESTRICTION
Arran Drive	None	'No waiting at any time' at junction with Berryhill Road
Ayr Road	None	'No waiting at any time' on approach/exit to/from Eastwood Toll and at its junctions with Norwood Drive, Langtree Avenue and Treemain Road.
Berryhill Drive	None	'No waiting at any time' at junction with Berryhill Road
Berryhill Road	None	'No waiting at any time' at various junctions and at the brow of the hill adjacent to the footway access leading to Eastwood Park complex.
Broomley Drive	None	'No waiting at any time' at junction with Eastwoodmains Road
Carrick Crescent	'No waiting at any time' at the eastern most junction with Eastwoodmains Road	'No waiting at any time' at the western most junction with Eastwoodmains Road
Cathkin Drive	None	'No waiting and no loading at any time' at junction with Seres Road. 'No waiting at any time' at junctions with Moraine Drive and Struma Drive. Waiting limited to 3 hours on north side of road. 'No waiting 8am-6pm Monday to Saturday' on south side of road between Seres Road and Moraine Drive
Dalserf Crescent	'No waiting at any time' at junction with Mains Avenue	Removal of existing restrictions at junction with Mains Avenue
Davieland Road	None	'No waiting at any time' at side road junctions and bend in the road.
Dorian Drive	Waiting limited to 1 hours on both sides of road	Waiting limited waiting increased to 3 hours on both sides of road
Drumby Crescent	None	'No waiting at any time' from its junction with Eastwoodmains Road to beyond the access to the Clarkston Health Centre
Eastwoodmains Road	'No waiting at any time and no loading 8:15am-9:30am & 4:15pm-6pm Mon-Fri' on approach/exit to/from Eastwood Toll	'No waiting at any time' on approach/exit to/from Eastwood Toll and from Broomley Drive to and including its junction with Seres Road/Drumby Crescent
Etive Drive	No waiting Mon-Sat 8am-6pm and no loading 8:15am-9:15am & 4:15pm-6pm Mon-Fri' at its junction with Eastwoodmains Road	'No waiting and no loading at any time' at its junction with Eastwoodmains Road 'No waiting 8am-6pm Monday to Saturday' on a section of the northwest side of the road
Fenwick Place	'No waiting at any time and no loading 8:15am-9:30am & 4:15pm-6pm Mon-Fri' at its junction with Eastwoodmains Road	No waiting at any time' at its junction with Eastwoodmains Road
Fenwick Road	None	'No waiting at any time' on approach/exit to/from Eastwood Toll
Greenhill Avenue	No Waiting at any time at its junction with Eastwoodmains Road and along a section of one side of the road	No change
Hathaway Drive	None	'No waiting at any time' at junction with Berryhill Road
Langtree Avenue	None	'No waiting at any time' around all it junctions

Lothian Drive	No waiting at any time at its junction with Seres Road & Waiting limited to 1 hours on a section of both sides of the road	'No waiting at any time' at its junction with Seres Road & Waiting limited waiting increased to 3 hours on both sides of road
Lynton Avenue	None	'No waiting at any time' around all it junctions
Mains Avenue	'No waiting at any time' from Eastwoodmains Road to beyond its junction with Glenburn Road and a section of limited parking for upto 30 minutes opposite the businesses near the junction with Eastwoodmains Road	Removal of existing restrictions to a point before its junction with Dalserf Avenue and removal of the limited waiting restriction enabling unrestricted parking.
Maryville Avenue	None	'No waiting at any time' around all it junctions and along the eastern side of the road.
Maryville Gardens	None	'No waiting at any time' around it junction with Maryville Avenue
Milverton Road	None	'No waiting at any time' around all it junctions
Moraine Drive	None	'No waiting at any time' around its junction with Cathkin Drive
Norwood Drive	None	'No waiting at any time' around all it junctions
Rockburn Drive	Waiting and loading restrictions at its junction with Seres Road and Waiting limited to 1 hours on both sides of road	'No waiting at any time' at junction with Seres Road. 'No waiting at any time' at junctions with Struma Drive. Limited waiting increased to 3 hours on north side of road. 'No waiting 8am-6pm Monday to Saturday' on south side of road
Rouken Glen Road	None	'No waiting at any time' on approach/exit to/from Eastwood Toll to a point beyond the access to the Eastwood Park complex 'No waiting at any time' around its junction with Davieland Road
Seres Court	None	'No waiting at any time' on the access road
Seres Drive	None	'No waiting and no loading at any time' at its junction with Seres Road and 'No waiting at any time' on a further sections of the road
Seres Road	Waiting and loading restrictions from its junction with Eastwoodmains Road to and beyond Cathkin Drive	'No waiting and no loading at any time' at its junctions with Cathkin Drive and Seres Drive Limited waiting for up to 3 hours to the front of the shops/businesses 'No waiting at any time' from its junction with Eastwoodmains Road to Seres Drive
Struma Drive	Waiting limited to 1 hour between its junctions with Dorian Drive and Rockburn Drive	'No waiting at any time' around its junctions with Dorian Drive, Rockburn Drive and Cathkin Drive and removal of the limited waiting restriction
Sutherland Drive	Waiting and loading restrictions at its junction with Eastwoodmains Road	'No waiting at any time' at its junction with Eastwoodmains Road
Torrington Avenue	None	'No waiting at any time' around all it junctions
Treemain Road	None	'No waiting at any time' around all it junctions and along extended lengths of the road where parking causes extreme difficulties for residents accessing driveways.

Note: The above list is not comprehensive; the full proposals are contained within the Draft Order.
A copy of the Existing and Draft Orders are Available in the Members Library and on the Council Website.

APPENDIX 2
WILLIAMWOOD & SOUTH GIFFNOCK
SUMMARY OF REPRESENTATIONS

TYPE	<u>Relates to (road)</u>	<u>Summary of Representation received</u>	<u>Comments on representations received</u>	<u>Proposed Resolution</u>	OBJECTION STATUS following notification of amendments
OBJECTION	Carrick Crescent	Loss of parking space for residents of both Carrick Crescent and Eastwoodmains Road who rely on parking on Carrick Crescent if restrictions are introduced on Carrick Crescent.	The restrictions would reduce the limited available on-street parking space which is already inadequate for the current demand.	Remove all proposals for Carrick Crescent with the exception of the first 5 metres from the junction with Eastwoodmains Road to facilitate the safe negotiation of the junction in and out of the street.	WITHDRAWN
OBJECTION	Berryhill Road	Concerned at loss of the only on-street parking available adjacent to the residents property if restrictions on Berryhill Road are introduced.	The restrictions would remove the only available on-street parking close to the residents' property which would cause parking difficulties for visitors to the property.	Removing a length of restrictions on the east side of the road to enable some on-street parking for visitors as there is no alternative on-street parking available in close proximity to the property.	WITHDRAWN
OBJECTION	Carrick Crescent	Loss of parking space for residents of both Carrick Crescent and Eastwoodmains Road who rely on parking on Carrick Crescent if restrictions are introduced on Carrick Crescent.	The restrictions would reduce the available on-street parking space which is already insufficient for the current demand.	Remove all proposals for Carrick Crescent with the exception of the first 5 metres from the junction with Eastwoodmains Road to facilitate the safe negotiation of the junction in and out of the street.	Outstanding * (see note at end of table)
OBJECTION	Milverton Road	Does not consider restrictions on Milverton Road are necessary.	The restrictions proposed will improve safety for all road users at this location whilst still providing parking spaces.	Reduced the extent of restriction on the west side of the road at the lane access midway along the road, to 5 metres either side instead of 10 metres.	Outstanding *
OBJECTION	Norwood Drive	Representation has been submitted on behalf of his elderly neighbours who are concerned about the loss of parking space adjacent to their property if restrictions are introduced on Norwood Drive which is a 'very quiet street'.	Whilst it is not considered that the restrictions will cause any adverse impact on parking provision in the vicinity, the restrictions to the front of the property can be removed without compromising the safe use of the junction opposite.	Remove the proposed 'No Waiting at Any Time' restriction from the north side of Norwood Drive adjacent to No's 26 & 28 but retain those around the junction with Torrington Avenue in order to facilitate and ensure safe vehicular movements in and out of the junction.	WITHDRAWN

<p>OBJECTION</p>	<p>Roads around Williamwood & Whitecraigs Station</p>	<p>Strongly objects to any restrictions which will make it even more difficult for commuters living too far from train stations to walk, who therefore have to drive and park their vehicles on streets near train stations while commuting into Glasgow.</p>	<p>The proposed restrictions near Williamwood Station would increase unrestricted on-street parking on these roads to the benefit of commuters using the train station. However, following representations received from others the proposals may revert back to limited waiting.</p>	<p>Increase the existing 1 hour limited waiting period to 3 hours over the same lengths of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc.</p>	<p>Outstanding *</p>
<p>OBJECTION</p>	<p>Dorian Drive</p>	<p>Objects to the restrictions proposed on Dorian Drive due to the 'potential conflict between parked (commuter) vehicles and Fire Service vehicles speeding along the road en-route to an emergency.</p>	<p>The proposed restrictions would prohibit parking on one side of the street, between the Fire Station and Struma Drive, from 8am - 6pm Mon - Sat ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which is often raised as a concern by residents. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the times of 8am - 6pm Mon - Sat unrestricted parking would be permitted on both sides of the road, as is the current arrangement. In the evening there is likely to be significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. The road width of Dorian Drive is sufficient to safely facilitate through traffic if parking takes place on both sides of the street at the same time.</p>	<p>Increase the existing 1 hour limited waiting period to 3 hours over the same lengths of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc.</p>	<p>WITHDRAWN</p>
<p>REPRESENTATION</p>	<p>Berryhill Road</p>	<p>Believes restrictions on Berryhill Road should extend along the entire length for reasons of safety. The section where restrictions have been omitted i.e. 50m length on east side of the road between Fenwick Road and entrance to Berryhill Court, will cause a bottleneck and danger to other drivers.</p>	<p>Parking on this straight section of Berryhill Road, with clear visibility ahead in both directions, will not adversely impact any motorist driving responsibly and with due care and attention to the surrounding road conditions.</p>	<p>No change to the proposals at this specific location on Berryhill Road.</p>	<p>Outstanding *</p>
<p>REPRESENTATION</p>	<p>Dorian Drive / Rockburn Drive</p>	<p>Believes removal of the current parking restrictions in Dorian Drive and Rockburn Drive will result in irresponsible parking on these roads, by train travellers using Williamwood station impacting the residents during the day as there may be no available parking spaces on the road for the residents or their visitors.</p>	<p>The proposed restrictions would prohibit parking on one side of the street, between the Fire Station and Struma Drive, from 8am - 6pm Mon - Sat ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which is often raised as a concern by residents. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the times of 8am - 6pm Mon - Sat unrestricted parking would be permitted on both sides of the road, as is the current arrangement. In the evening there is likely to be significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. The road width of Dorian Drive is sufficient to safely facilitate through traffic if parking takes place on both sides of the street at the same time.</p>	<p>Discard the new restrictions proposed for Dorian Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc.</p>	<p>Outstanding *</p>

OBJECTION	Carrick Crescent	Loss of parking space for residents of both Carrick Crescent and Eastwoodmains Road, who also rely on parking on Carrick Crescent.	The restrictions would reduce the available on-street parking space which is already insufficient for the current demand.	Remove all proposals for Carrick Crescent with the exception of the first 5 metres from the junction with Eastwoodmains Road to facilitate the safe negotiation of the junction in and out of the street.	WITHDRAWN
REPRESENTATION	Davieland Road	Concerned that the introduction of new restrictions on Davieland Road will result in the displacement of parking to the road in front of his property making it difficult to safely access his driveway if vehicle park too close to the edge of the driveway.	Whilst it is not considered that the restrictions will cause any change to the current parking taking place on Davieland Road adjacent to the property, it is acknowledge that due to the vertical alignment of the road, consideration could be given to including appropriate measures to improve safety for vehicle exiting the driveways at this location.	Install an access protection marking (bar marking) across the driveways at No' 24 & 26, as part of the TRO lining installation works. i.e. No charge to resident for bar marking installation.	Outstanding *
REPRESENTATION	Davieland Road	Concerned that the introduction of new restrictions on Davieland Road will result in the displacement of parking to the road in front of his property making it difficult to safely access his driveway if vehicle park too close to the edge of the driveway.	Whilst it is not considered that the restrictions will cause any change to the current parking taking place on Davieland Road adjacent to the property, it is acknowledge that due to the vertical alignment of the road, consideration could be given to including appropriate measures to improve safety for vehicle exiting the driveways at this location.	Install an access protection marking (bar marking) across the driveways at No' 24 & 26, as part of the TRO lining installation works. i.e. No charge to resident for bar marking installation.	Outstanding *
OBJECTION	Lothian Drive	Objects to the proposed Sch. 3 Restriction on Lothian Drive.	The proposed restrictions would prohibit parking on one side of the street, between Seres Road and Morvien Drive, during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which has often raised as a concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the times of 8am - 6pm Mon - Sat unrestricted parking would be permitted on both sides of the road, as is the current arrangement. In the evening there is likely to be significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. The road width of Lothian Drive is sufficient to safely facilitate through traffic if parking takes place on both sides of the street at the same time.	Discard the new restrictions proposed for Lothian Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc.	WITHDRAWN
OBJECTION	Dorian Drive	Objects to proposed unrestricted parking on one side of the road as this will allow any driver to park in the street making it difficult for residents to park. Parked vehicles will also obstruct visibility for vehicles exiting driveways.	The proposed restrictions would prohibit parking on one side of the street, between the Fire Station and Struma Drive, from 8am - 6pm Mon - Sat ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which is often raised as a concern by residents. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the times of 8am - 6pm Mon - Sat unrestricted parking would be permitted on both sides of the road, as is the current arrangement. In the evening there is likely to be significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. The road width of Dorian Drive is sufficient to safely facilitate through traffic if parking takes place on both sides	Discard the new restrictions proposed for Dorian Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc.	WITHDRAWN

			of the street at the same time.		
REPRESENTATION	Carrick Crescent	Concerned that the reduction in parking space may result in vehicles parking across front of driveway.	The restrictions would reduce the available on-street parking space which is already insufficient for the current demand.	Remove all proposals for Carrick Crescent with the exception of the first 5 metres from the junction with Eastwoodmains Road to facilitate the safe negotiation of the junction in and out of the street.	Outstanding *
REPRESENTATION	Struma Drive	Repeat of consultation 2 years ago. Current parking situation and learner drivers is 'an accident waiting to happen'. Visitors cannot park near her home.	It is not anticipated the restrictions will impact parking in the vicinity of Struma Drive. The proposals, and subsequent amendments to the proposals, if approved, will ensure a turn-over a parking space on Seres Road and Cathkin Drive for visitors to the businesses as well as increasing the permitted waiting period from 1 hour to 3 hours on the roads close to the businesses and the train station thus reducing the need for displacement of parking further along the road or into adjacent side streets.	Changes to the proposals as detailed.	Outstanding *
OBJECTION	Eastwoodmains Road	Restrictions will discourage shoppers from parking to use the Williamwood shops on Eastwoodmains Road.	It is not anticipated the restrictions will adversely impact parking in the vicinity. The proposed limited waiting period of 90 minutes for parking on the service road directly outside the shops will ensure a turn-over of parking space for shoppers and prevent all day parking by commuters using the nearby Williamwood train station. The restrictions on the junctions at either end of the service road are necessary to prohibit inconsiderate and dangerous parking and to ensure the junctions can be safely used as intended by all road users.	To align with the amendments now proposed to parking adjacent to the Seres Road/Cathkin Drive shops and nearby the side streets, the limited waiting period to be increased from the previously suggested 90 minutes waiting period to 3 hours.	WITHDRAWN
OBJECTION	Dorian Drive	Objects to vehicles parking on Dorian Drive. Does not believe that restricting parking on one side of the road will ease the flow of traffic.	The proposed restrictions would prohibit parking on one side of the street, between the Fire Station and Struma Drive, from 8am - 6pm Mon - Sat ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which is often raised as a concern by residents. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the times of 8am - 6pm Mon - Sat unrestricted parking would be permitted on both sides of the road, as is the current arrangement. In the evening there is likely to be significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. The road width of Dorian Drive is sufficient to safely facilitate through traffic if parking takes place on both sides of the street at the same time.	Discard the new restrictions proposed for Dorian Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc.	WITHDRAWN
OBJECTION	Carrick Crescent	Loss of parking space for residents of both Carrick Crescent and Eastwoodmains Road, who also rely on parking on Carrick Crescent.	The restrictions would reduce the available on-street parking space which is already insufficient for the current demand.	Remove all proposals for Carrick Crescent with the exception of the first 5 metres from the junction with Eastwoodmains Road to facilitate the safe negotiation of the junction in and out of the street.	Outstanding *
OBJECTION	Maryville Avenue	Suggests that Maryville Avenue restrictions should apply for full length of both sides of the road	There is an acknowledged demand for parking on Maryville Avenue, specifically when there is a service or function being held in the nearby Giffnock Synagogue. The restrictions proposed will facilitate some parking on Maryville Avenue close to the synagogue without compromising the safe flow of through traffic.	None specifically in relation to this objection.	MAINTAINED

OBJECTION	Carrick Crescent	Loss of parking space on Carrick Crescent.	The restrictions would reduce the available on-street parking space which is already insufficient for the current demand.	Remove all proposals for Carrick Crescent with the exception of the first 5 metres from the junction with Eastwoodmains Road to facilitate the safe negotiation of the junction in and out of the street.	Outstanding *
OBJECTION	ALL	Would like to understand the rationale behind the proposals suggested. Objection is that for a Council which regularly complains about a lack of money, spend of this nature gives no positive gain and is not credible. A second objection is that painting double yellow lines round all the road corners in a conservation area is not a positive move towards preserving conservation.	The restrictions proposed will benefit road safety for all road users by restricting parking where it is potentially dangerous to do so and is merely reflecting the guidance given in the Highway Code, which every driver is obliged to comply with.	None specifically in relation to this objection.	Outstanding *
OBJECTION	Lothian Drive	Loss of parking space for residents where there is currently no parking problems.	The proposed restrictions would prohibit parking on one side of the street, between Seres Road and Morven Drive, during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which has often raised as a concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the times of 8am - 6pm Mon - Sat unrestricted parking would be permitted on both sides of the road, as is the current arrangement. In the evening there is likely to be significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. The road width of Lothian Drive is sufficient to safely facilitate through traffic if parking takes place on both sides of the street at the same time.	Discard the new restrictions proposed for Lothian Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc.	Outstanding *
OBJECTION	Dorian Drive	Proposal would create a parking lane on one side of the road. Current restrictions work perfectly well.	The proposed restrictions would prohibit parking on one side of the street, between the Fire Station and Struma Drive, from 8am - 6pm Mon - Sat ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which is often raised as a concern by residents. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the times of 8am - 6pm Mon - Sat unrestricted parking would be permitted on both sides of the road, as is the current arrangement. In the evening there is likely to be significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. The road width of Dorian Drive is sufficient to safely facilitate through traffic if parking takes place on both sides of the street at the same time.	Discard the new restrictions proposed for Dorian Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc.	WITHDRAWN

<p>OBJECTION</p>	<p>Rockburn Drive</p>	<p>There will be a loss of amenity to residents as there will be nowhere for their visitors, tradesmen or delivery vehicles to park. There is a stretch of pavement alongside the fire station wall proposed for a Schedule 2 restriction, i.e. no parking at any time. There are no houses bordering this area and so long as sufficient space is left for pedestrians crossing and vehicle exit to Seres Road, then 4 or 5 much needed parking spaces could be provided.</p>	<p>The proposed restrictions would prohibit parking on one side of the street during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which the residents have raised as a main concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the working day unrestricted parking would be permitted on both sides of the road, as is the current arrangements, although in the evening there is significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. It would be inappropriate to retain the existing restrictions on Rockburn Drive which invites parking to take place on both sides of the street at the same time, anytime of the day due to the road width being insufficient to safely facilitate through traffic if parking occurs in this way.</p>	<p>Retaining the proposed 'No Waiting 8am - 6pm Mon - Sat' restriction on the south side of Rockburn Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc. Extend the limited waiting section towards the Seres Road junction to increase the parking space available.</p>	<p>WITHDRAWN</p>
<p>REPRESENTATION</p>	<p>Dorian Drive</p>	<p>Parking restrictions were originally put in place at the request of residents to stop all day parking (By train travellers) and the removal of the restrictions would be a backward move.</p>	<p>The proposed restrictions would prohibit parking on one side of the street, between the Fire Station and Struma Drive, from 8am - 6pm Mon - Sat ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which is often raised as a concern by residents. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the times of 8am - 6pm Mon - Sat unrestricted parking would be permitted on both sides of the road, as is the current arrangement. In the evening there is likely to be significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. The road width of Dorian Drive is sufficient to safely facilitate through traffic if parking takes place on both sides of the street at the same time.</p>	<p>Discard the new restrictions proposed for Dorian Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc.</p>	<p>Outstanding *</p>
<p>OBJECTION</p>	<p>Milverton Road</p>	<p>Objects to restrictions adjacent to their property.</p>	<p>Whilst the restrictions merely reflect the guidance given in the Highway Code, the restrictions to the front of the residents' property can be removed without compromising the safe use of the adjacent junction.</p>	<p>Remove the proposed 'No Waiting at Any Time' restriction on the south side of the road at the junction of Lynton Avenue with Milverton Road.</p>	<p>WITHDRAWN</p>
<p>OBJECTION</p>	<p>Treemain Road</p>	<p>Objects to the parking space between No. 3 and 8 Treemain Road as is will severely obscure views for residents reversing out their drives and will cause a chicane effect which would be better left clear of parked vehicles. It will also block access for refuge vehicles.</p>	<p>The restrictions will reduce the available on-street parking space.</p>	<p>Restrictions to be increased to prohibit parking at this location.</p>	<p>WITHDRAWN</p>

<p>REPRESENTATION</p>	<p>Cathkin Drive</p>	<p>Parks on road at driveway because of difficulty seeing when exiting driveway due to neighbours 6ft high hedge. If restrictions were to go ahead can a disabled bay be installed. (Blue Badge holder)</p>	<p>There are no restrictions proposed adjacent to this property. The proposed restrictions would permit waiting adjacent the shops on Cathkin Drive for up to 90 minutes and prohibit waiting or loading at any time at the junction of Cathkin Drive with Seres Road. There would be a prohibition of waiting on the south side of the street from the 'No Waiting and No Loading' restriction to Moraine Drive from 8am – 6pm Mon – Sat and unrestricted waiting on all other lengths of Cathkin Drive. The road width of Cathkin Drive is insufficient to safely facilitate parking on both sides of the street at the same time and still facilitate through traffic.</p>	<p>Retain the proposed restrictions around the junction of Cathkin Drive with Seres Road. Increase the proposed limited waiting period on Cathkin Drive and Seres Road to 3 hours and extend this a further 35m along the north side of Cathkin Drive toward its junction with Struma Drive. Retain the proposed restriction on the south side of Cathkin Drive and the restrictions around the junctions of Cathkin Drive with Moraine drive and Struma Drive.</p>	<p>Outstanding *</p>
<p>OBJECTION</p>	<p>Rockburn Drive</p>	<p>Rockburn Drive will become a car park for Williamwood Station. Outwith the restrictions non-residents cars will be parked on both sides of the street. Will place the residents of Rockburn Drive and their properties in danger.</p>	<p>The proposed restrictions would prohibit parking on one side of the street during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which the residents have raised as a main concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the working day unrestricted parking would be permitted on both sides of the road, as is the current arrangements, although in the evening there is significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. It would be inappropriate to retain the existing restrictions on Rockburn Drive which invites parking to take place on both sides of the street at the same time, anytime of the day due to the road width being insufficient to safely facilitate through traffic if parking occurs in this way.</p>	<p>Retaining the proposed 'No Waiting 8am - 6pm Mon - Sat' restriction on the south side of Rockburn Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc. Extend the limited waiting section towards the Seres Road junction to increase the parking space available.</p>	<p>WITHDRAWN</p>
<p>OBJECTION</p>	<p>Rockburn Drive</p>	<p>Submitted a counter proposal to permit 90 min parking Mon-Sat 9am - 5pm and extend the length to near the junction with Seres Rd.</p>	<p>The proposed restrictions would prohibit parking on one side of the street during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which the residents have raised as a main concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the working day unrestricted parking would be permitted on both sides of the road, as is the current arrangements, although in the evening there is significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. It would be inappropriate to retain the existing restrictions on Rockburn Drive which invites parking to take place on both sides of the street at the same time, anytime of the day due to the road width being insufficient to safely facilitate through traffic if parking occurs in this way.</p>	<p>Retaining the proposed 'No Waiting 8am - 6pm Mon - Sat' restriction on the south side of Rockburn Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc. Extend the limited waiting section towards the Seres Road junction to increase the parking space available.</p>	<p>WITHDRAWN</p>

<p>OBJECTION</p>	<p>Norwood Drive</p>	<p>Does not consider the restrictions at the junction of Norwood Drive with Torrington Avenue are necessary and a waste of money - both for installation and future maintenance.</p>	<p>Whilst it is not considered that the restrictions will cause any adverse impact on parking provision in the vicinity, the restrictions to the front of the residents' property can be removed without compromising the safe use of the junction opposite.</p>	<p>Remove the proposed 'No Waiting at Any Time' restriction from the north side of Norwood Drive adjacent to No's 26 & 28 but retain those around the junction with Torrington Avenue in order to facilitate and ensure safe vehicular movements in and out of the junction.</p>	<p>Outstanding *</p>
<p>OBJECTION</p>	<p>Milverton Road</p>	<p>Objects to restrictions adjacent to their property.</p>	<p>Whilst the restrictions merely reflect the guidance given in the Highway Code, the restrictions to the front of the residents' property can be removed without compromising the safe use of the adjacent junction.</p>	<p>Remove the proposed 'No Waiting at Any Time' restriction on the south side of the road at the junction of Lynton Avenue with Milverton Road.</p>	<p>WITHDRAWN</p>
<p>OBJECTION</p>	<p>Rockburn Drive</p>	<p>Submitted a counter proposal to permit 90 min parking Mon-Sat 9am - 5pm and extend the length to near the junction with Seres Rd.</p>	<p>The proposed restrictions would prohibit parking on one side of the street during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which the residents have raised as a main concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the working day unrestricted parking would be permitted on both sides of the road, as is the current arrangements, although in the evening there is significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. It would be inappropriate to retain the existing restrictions on Rockburn Drive which invites parking to take place on both sides of the street at the same time, anytime of the day due to the road width being insufficient to safely facilitate through traffic if parking occurs in this way.</p>	<p>Retaining the proposed 'No Waiting 8am - 6pm Mon - Sat' restriction on the south side of Rockburn Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc. Extend the limited waiting section towards the Seres Road junction to increase the parking space available.</p>	<p>WITHDRAWN</p>
<p>REPRESENTATION</p>	<p>Rockburn Drive</p>	<p>Restrictions would increase all day parking on one side of the street and on both sides in the evening. Difficulty for residents using their driveways due to parked cars.</p>	<p>The proposed restrictions would prohibit parking on one side of the street during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which the residents have raised as a main concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the working day unrestricted parking would be permitted on both sides of the road, as is the current arrangements, although in the evening there is significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. It would be inappropriate to retain the existing restrictions on Rockburn Drive which invites parking to take place on both sides of the street at the same time, anytime of the day due to the road width being insufficient to safely facilitate through traffic if parking occurs in this way.</p>	<p>Retaining the proposed 'No Waiting 8am - 6pm Mon - Sat' restriction on the south side of Rockburn Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc. Extend the limited waiting section towards the Seres Road junction to increase the parking space available.</p>	<p>Outstanding *</p>

<p>OBJECTION</p>	<p>Lothian Drive</p>	<p>The current Parking/ Waiting restrictions are already overly restrictive. Lothian Drive is a quiet residential road which is one of the widest in the area, approximately 1m wider than most. With current parking on both sides of the road, cars, HGV's, delivery vehicles, emergency services etc. have never had an issue with access or flow. Increases the risk of speeding and accident if no parked vehicles.</p>	<p>The proposed restrictions would prohibit parking on one side of the street, between Seres Road and Morvien Drive, during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which has often raised as a concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the times of 8am - 6pm Mon - Sat unrestricted parking would be permitted on both sides of the road, as is the current arrangement. In the evening there is likely to be significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. The road width of Lothian Drive is sufficient to safely facilitate through traffic if parking takes place on both sides of the street at the same time.</p>	<p>Discard the new restrictions proposed for Lothian Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc.</p>	<p>WITHDRAWN</p>
<p>OBJECTION</p>	<p>Rockburn Drive</p>	<p>Concerned that the restrictions will permit all day parking by commuters and will allow parking on both sides of the road in the evenings causing access problems for emergency vehicles. Also difficulties caused by parked vehicles when trying to access driveways.</p>	<p>The proposed restrictions would prohibit parking on one side of the street during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which the residents have raised as a main concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the working day unrestricted parking would be permitted on both sides of the road, as is the current arrangements, although in the evening there is significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. It would be inappropriate to retain the existing restrictions on Rockburn Drive which invites parking to take place on both sides of the street at the same time, anytime of the day due to the road width being insufficient to safely facilitate through traffic if parking occurs in this way.</p>	<p>Retaining the proposed 'No Waiting 8am - 6pm Mon - Sat' restriction on the south side of Rockburn Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc. Extend the limited waiting section towards the Seres Road junction to increase the parking space available.</p>	<p>Outstanding *</p>
<p>OBJECTION</p>	<p>Berryhill Road</p>	<p>Drivers who regularly park on Berryhill Road near to Fenwick Road would have the opportunity to park on the unrestricted length (indicated as having no yellow lines) on the East side of the road. Cars would be parked on existing service manholes and fire hydrant and would obstruct sight line visibility for vehicles exiting Hutchison Court.</p>	<p>Currently vehicles can park on any part of Berryhill Road. The restrictions would limit the extent of road available for parking. The visibility sightlines for vehicles exiting Hutchison Court exceeds the guidelines for the respective road category and would not be compromised by vehicles parking within the permitted area.</p>	<p>No change to the proposals at this specific location on Berryhill Road.</p>	<p>Outstanding *</p>
<p>REPRESENTATION</p>	<p>Cathkin Drive / Seres Rd</p>	<p>Feels that her customers will have to walk a distance further up the road from her business where there are no restrictions. She will not be able to park outside her business.</p>	<p>The proposed restrictions would permit waiting adjacent the shops on Cathkin Drive for up to 90 minutes and prohibit waiting or loading at any time at the junction of Cathkin Drive with Seres Road. There would be a prohibition of waiting on the south side of the street from the 'No Waiting and No Loading' restriction to Moraine Drive from 8am – 6pm Mon – Sat and unrestricted waiting on all other lengths of Cathkin Drive.</p>	<p>Retain the proposed restrictions around the junction of Cathkin Drive with Seres Road. Increase the proposed limited waiting period on Cathkin Drive and Seres Road to 3 hours and extend this a further 35m along the north side of Cathkin Drive</p>	<p>Outstanding *</p>

				toward its junction with Struma Drive. Retain the proposed restriction on the south side of Cathkin Drive and around the junctions of Cathkin Drive with Moraine drive and Struma Drive.	
OBJECTION	Rockburn Drive	The residents are right to be very concerned that their streets are to be turned into a park and ride for Williamwood Station. The introduction of marked bays on several streets and lifting of restrictions will remove immediately the residential nature of these streets and instantly create all day car parks.	The proposed restrictions would prohibit parking on one side of the street during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which the residents have raised as a main concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the working day unrestricted parking would be permitted on both sides of the road, as is the current arrangements, although in the evening there is significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. It would be inappropriate to retain the existing restrictions on Rockburn Drive which invites parking to take place on both sides of the street at the same time, anytime of the day due to the road width being insufficient to safely facilitate through traffic if parking occurs in this way.	Retaining the proposed 'No Waiting 8am - 6pm Mon - Sat' restriction on the south side of Rockburn Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc. Extend the limited waiting section towards the Seres Road junction to increase the parking space available.	Outstanding *
REPRESENTATION	Rockburn Drive	Retain current restrictions but extend the limited parking extents towards Seres Rd to provide space for an additional 6/7 vehicles.	The proposed restrictions would prohibit parking on one side of the street during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which the residents have raised as a main concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the working day unrestricted parking would be permitted on both sides of the road, as is the current arrangements, although in the evening there is significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. It would be inappropriate to retain the existing restrictions on Rockburn Drive which invites parking to take place on both sides of the street at the same time, anytime of the day due to the road width being insufficient to safely facilitate through traffic if parking occurs in this way.	Retaining the proposed 'No Waiting 8am - 6pm Mon - Sat' restriction on the south side of Rockburn Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc. Extend the limited waiting section towards the Seres Road junction to increase the parking space available.	Outstanding *
OBJECTION	Rockburn Drive	Proposals will encourage a lot more people who do not live in the drive to park all day while they take another mode of transport to go to work. This could cause a lot of problems for the residents of Rockburn Drive with getting in and out of their driveways.	The proposed restrictions would prohibit parking on one side of the street during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which the residents have raised as a main concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the working day unrestricted parking would be permitted on both sides of the road, as is the current arrangements, although in the evening there is significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. It would be inappropriate to retain the existing restrictions on Rockburn Drive which invites parking to take place on both sides of the street at the same time, anytime of the day due to the road width being insufficient to safely facilitate through traffic if parking occurs in this way.	Retaining the proposed 'No Waiting 8am - 6pm Mon - Sat' restriction on the south side of Rockburn Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc. Extend the limited waiting section towards the Seres Road junction to increase the parking space available.	Outstanding *

OBJECTION	Torrington Avenue	Believes Torrington Ave should have restrictions to parking along one side similar to Treemain Road.	Torrington Ave is a much wider road than Treemain Road and can comfortably accommodate parking on both sides whilst still facilitating through traffic.	None specifically in relation to this objection.	WITHDRAWN
OBJECTION	Berryhill Road & Drive	Objects to restrictions near their property. The proposals will not prevent drop-offs and pickups at the brow of the hill on Berryhill Road at school start/end times.	The restrictions will prohibit vehicles at any time but will allow for drop-off / pick -ups for periods no longer than 10 minutes only. Relaxation of the restrictions over a short length of Berryhill Road could be considered near the Berryhill Drive junction.	Remove a section of restriction on the west side of Berryhill Road, between Egildia Avenue northwards to a point 10 metres before the junction of Berryhill Drive.	Outstanding *
OBJECTION	Cathkin Drive	All day parking outside her business prevents customers from parking close. Does not think the 90 minutes permitted parking is long enough for her and other businesses customers. Thinks 3 hours permitted parking should be introduced.	The proposed restrictions would permit waiting adjacent the shops on Cathkin Drive for up to 90 minutes and prohibit waiting or loading at any time at the junction of Cathkin Drive with Seres Road. There would be a prohibition of waiting on the south side of the street from the 'No Waiting and No Loading' restriction to Moraine Drive from 8am – 6pm Mon – Sat and unrestricted waiting on all other lengths of Cathkin Drive.	Retain the proposed restrictions around the junction of Cathkin Drive with Seres Road. Increase the proposed limited waiting period on Cathkin Drive and Seres Road to 3 hours and extend this a further 35m along the north side of Cathkin Drive toward its junction with Struma Drive. Retain the proposed restriction on the south side of Cathkin Drive and the restrictions around the junctions of Cathkin Drive with Moraine drive and Struma Drive.	WITHDRAWN
OBJECTION	Rockburn Drive	Thinks the 'No Waiting 8am - 6pm Mon - Sat' restrictions should be amended to permit waiting for up to 90 minutes.	The proposed restrictions would prohibit parking on one side of the street during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which the residents have raised as a main concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with the working day unrestricted parking would be permitted on both sides of the road, as is the current arrangements, although in the evening there is significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. It would be inappropriate to retain the existing restrictions on Rockburn Drive which invites parking to take place on both sides of the street at the same time, anytime of the day due to the road width being insufficient to safely facilitate through traffic if parking occurs in this way.	Retaining the proposed 'No Waiting 8am - 6pm Mon - Sat' restriction on the south side of Rockburn Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc. Extend the limited waiting section towards the Seres Road junction to increase the parking space available.	WITHDRAWN
OBJECTION	Davieland Road	Objection to the 'No Waiting at Any Time' restrictions at the corner where their property stands.	The restrictions will prohibit parking within 10 metres of the junction, in line with the guidance given in the Highway Code. There will still remain ample on-street parking available along the frontage of the property, both on Davieland Road and Norwood Drive, out with the junction restrictions.	None specifically in relation to this objection.	Outstanding *

REPRESENTATION	Dorian / Lothian / Cathkin Drive	People with cars, using Williamwood Station to travel to Glasgow, would leave their vehicles in the advisory bay markings, most / all of the day thus making them effectively Park & Ride areas of the highway. Suggests Permits for residents parking only should be provided.	The proposed restrictions would prohibit parking on one side of the street, between the Fire Station and Struma Drive, from 8am - 6pm Mon - Sat ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which is often raised as a concern by residents. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with 8am - 6pm Mon - Sat unrestricted parking would be permitted on both sides of the road, as is the current arrangement. In the evening there is likely to be significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. The road width of Dorian Drive is sufficient to safely facilitate through traffic if parking takes place on both sides of the street at the same time. ERC does not operate any permit parking in the Council area.	Discard the new restrictions proposed for Dorian Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc.	Outstanding *
OBJECTION	Lothian Drive	Wishes for the current restrictions on Lothian Drive to remain. The proposed restrictions would result in vehicles parking across the road from their property to the inconvenience of their neighbours and possible neighbour disputes.	The proposed restrictions would prohibit parking on one side of the street, between Seres Road and Morvien Drive, during the working day ensuring unrestricted through access for all vehicles, including the Fire Service vehicles which has often raised as a concern. Unrestricted parking on the opposite side of the road would be permitted at any time for all road users, including resident and their visitors. Out with 8am - 6pm Mon - Sat unrestricted parking would be permitted on both sides of the road, as is the current arrangement. In the evening there is likely to be significantly less demand for on-street parking by commuters using the nearby Williamwood train station. The marked parking bays would be suitably positioned far enough away from the edge of each driveway to ensure parked vehicles did not interfere with access to/ from the driveways. The road width of Lothian Drive is sufficient to safely facilitate through traffic if parking takes place on both sides of the street at the same time.	Discard the new restrictions proposed for Lothian Drive and increase the existing 1 hour limited waiting period to 3 hours over the same length of road covered at present to facilitate longer parking for residents, their visitors and visitors to local businesses etc.	Outstanding *
OBJECTION	Torrington Avenue	Welcomes proposed restrictions on Davieland Road but questions why 'nothing is being done concerning the inconsiderate parking on Torrington Avenue – in particular between Davieland Road and Treemain Road.' Also questions why they are not being treated in the same way as The Loaning which had exactly the same issues.	Torrington Avenue is considerably wider than The Loaning and can comfortably accommodate parking on both sides of the road whilst still providing adequate room for through traffic.	None specifically in relation to this objection.	MAINTAINED
OBJECTION	Seres Road	Thinks the restrictions should extend further along Seres Road to the front of their property to facilitate access to / from their driveway.	The restrictions have been terminated at a location considered appropriate to address the current parking issues and the resultant impact the new restrictions would have. Legislation relating to the promotion of Traffic Orders for the introduction of new or amended waiting and loading restrictions does not permit any increase in severity of the restrictions presented for formal consultation otherwise the whole process would have to be recommenced from the start.	None specifically in relation to this objection.	MAINTAINED
OBJECTION	Davieland Road	Concerned at the loss of unrestricted parking near their property on Davieland Road. However, welcomes the proposed restrictions to manage irresponsible and	Whilst received after the consultation period had ended, the concerns raised were given full consideration. Removal of part of the restrictions to the front of the property can be accommodated without compromising the safe use of the road for other road users.	Remove part of the restrictions to the front of the property whilst maintaining restrictions across driveways to ensure safe and unobstructed access/egress.	WITHDRAWN

		obstructive parking on Treemain Road.			
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Outstanding * - Objector has not confirmed whether they wish to withdraw or maintain their objection after a request to do so following an explanation of the reasons for the proposed restrictions and after subsequent amendments were made having taken into account all feedback received during the consultation.

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