

EAST RENFREWSHIRE COUNCIL

28 OCTOBER 2015

Report by Director of Environment

THE EAST RENFREWSHIRE COUNCIL (BARRHEAD) (ON-STREET) (WAITING AND
LOADING)ORDER 2015

PURPOSE OF REPORT

1. The purpose of the report is for the Council to approve the making and confirmation of "The East Renfrewshire Council (Barrhead Area) (On-Street) (Waiting and Loading) Order 2015".

RECOMMENDATIONS

2 It is recommended that the Council approve the making and confirmation of "The East Renfrewshire Council (Barrhead) (On-Street) (Waiting and Loading) Order 2015" and delegates 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. An informal consultation was carried out from 24 March to 28 April 2014 seeking feedback on suggested changes to the restrictions. Over 2100 questionnaires were sent to frontagers directly affected by proposed changes and to properties within 50 metres of a proposed restriction. Exhibition boards showing the proposed restrictions were put on public display in the reception area of the Barrhead Council Offices and on the Council website. The questionnaire was also made available on the Council's website. A total of 116 responses were subsequently received.

6. The main issues raised by respondents were the general lack of available parking space in and around the centre of Barrhead. Various comments were made on the lack of off-street parking, congestion caused by parking in residential streets by non-residents, and the availability of disabled spaces.

7. There was support for limited waiting restrictions on Main Street and Cross Arthurlie Street including support from businesses operating along these roads.

8. Limited waiting was also requested for a number of other roads including many in close proximity to Main Street. However, due to limitations this would place on residents and visitors, and a lack of justification, based on traffic and safety studies, no additional roads were considered suitable for limited waiting restrictions at this time.

9. Following the informal consultation and the feedback received, a formal consultation, in compliance with "The Local Authorities' Traffic Orders (Procedure) Scotland Regulations 1999 (and subsequent amendments)", was carried out from 28 January to 23 February 2015,

10. 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' Lounge and on the Council Website. The main points of note are:

- Limited waiting time of 30 minutes on Main Street
- Limited waiting times of 90 minutes on Cross Arthurlie Street

The varied time relates to the availability of off street parking in adjacent areas. In excess of 200 easily accessible off-street parking spaces are available within a short walking distance of the Main Street shopping area excluding 270+ spaces in the new Asda supermarket car park. However, there is considerably less availability of off-street parking within such a close proximity to the shopping area in Cross Arthurlie Street.

- No specific On-Street Disabled Persons' Parking Bays proposed due to existing exemptions from waiting restrictions already available to Blue Badge holders.
- The initial proposal for this Order recommended the establishment of a taxi rank for a maximum of 6 taxis on Main Street fronting ASDA and The Foundry. However, this was changed by the Licensing Committee at its meeting on 16 January 2015 when the committee approved a taxi rank for a maximum of 4 taxis only. The proposed Order has been amended to account for this limitation.

11. A total of 37 representations on the proposals were received. Of these, 8 were in support, 24 objected to the proposals, and 5 wrote seeking clarity as to how certain restrictions would affect their parking abilities. All 24 letters of objection were considered and each objector received a response from the Council outlining, where appropriate, any amendments that would be considered. The amendments have sought to address the concerns which were mainly brought forward by residents. However none of the amendments made the Order more restrictive as this would have required the Council to re-advertise the Order.

12. A summary of all objections and the response/proposed action to each is attached as Appendix 2. It should be noted that 2 objections have been maintained and these are summarised in Appendix 3.

13. One objection received was from a licenced street trader who operates and sells fresh fish from a van at a particular location on Main Street. A 184 signature petition was submitted on behalf of the trader requesting an exclusion from the 30 minute limited waiting for the fish van. A copy of the petition is included in Appendix 4.

14. The street trader's objection cited that she had operated from the location on Main Street for several years. However, there has been a 'No Waiting, Mon-Sat, 8am-6pm & 'No Loading Mon-Sat, 8am-9.15am & 4.30pm-6pm'" restrictions in effect on this section of road since the 1960's. The van has been parking in a location which it is now proposed to permit limited waiting for up to 30 minutes with no return within 1 hour.

15. The street trading licence does not specify a specific street or location of operation and the proposed traffic regulation Order does not include any exclusions of waiting time for street traders. The operator was advised that there is no exemption to restrictions for holders of street trader licences nor do the council provide residential or business parking permits. As the operator did not respond following the correspondence their objection is closed.

16. Two other objections were maintained. Both objections were to the 30 minute limited waiting times proposed on Main Street and both sought to increase this. One cited a perceived increase in traffic movements on Main Street and the other wanted a 90 minute waiting period to better suit the needs of the business's customers.

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

FINANCE AND EFFICIENCY

18. The financial implications of implementing 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 1994 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.

19. There will be a requirement to renew / refresh lining and signing, update the Parking Attendants' hand held computers and carry out publicity. There will also be the normal maintenance costs associated with occasional lining and signing replacement which is estimated to be in the region of £500 every 8-10 years. All these requirements will be met from the Parking Account.

CONSULTATION

20. Consultation with regards to this order, undertaken between 28 January and 23 February 2015, was carried out in compliance with "The Local Authorities' Traffic Orders (Procedure) Scotland Regulations 1999 (and subsequent amendments)". The emergency services and all other organisations / persons likely to be affected by any provision in the order (including Barrhead Community Council and the local members) were notified individually of the proposals. Notices of the proposals were also published within the local 'Barrhead News' newspaper.

PARTNERSHIP WORKING

21. 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

22. Introduction of new on-street waiting and loading restrictions in Barrhead.
23. There will be no property, IT, equalities or sustainability implications arising from the proposals.

CONCLUSIONS

24. "The East Renfrewshire Council (Barrhead Area) (On-Street) (Waiting and Loading) Order 2015", introducing new on-street waiting and loading restrictions in Barrhead, will balance 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.

RECOMMENDATIONS

25. It is recommended that the Council approve the making and confirmation of "The East Renfrewshire Council (Barrhead) (On-Street) (Waiting and Loading) Order 2015" 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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October 2015

BACKGROUND PAPERS

East Renfrewshire Council Local Transport Strategy 2008-2011

- Section 12.5

East Renfrewshire Council (Barrhead Area) (On-Street) (Waiting and Loading) (Consolidation) Order 2013

The East Renfrewshire Council (Barrhead) (On-Street) (Waiting and Loading) Order 20[**]

KEY WORDS

A report to Council seeking approval to introduce revised waiting and loading restrictions in Barrhead following a review of the current restrictions; Decriminalised Parking Enforcement; TRO; Traffic Regulation Order; Parking restrictions; Waiting restrictions; Loading restrictions

APPENDIX 1

SUMMARY OF KEY PROPOSALS

LOCATION	EXISTING RESTRICTION	PROPOSED RESTRICTION
Main Street (north side of road):- between Princes Square and Allan's Corner Roundabout	No Waiting, Mon-Sat, 8am-6pm No Loading, Mon-Sat, 8am-9.15am & 4.30pm-6.00pm	No Waiting, Mon-Sat, 8am-6pm
Main Street (south side of road):- Within the parking bays between Princes Square and Allan's Corner Roundabout	No Restrictions	Waiting limited to 30 minutes with no return within 1 hour, Mon-Sat, 8am-7pm
Allan's Corner Roundabout	No Waiting, Mon-Sat, 8am-10pm No Loading, Mon-Sat, 8am-9.15am & 4.30pm-6.00pm	No Waiting at Any Time
Water Road	No Restrictions	No Waiting at Any Time
Various junctions	Advisory 'KEEP CLEAR' markings	No Waiting & No Loading at Any Time
Various junctions	No Restrictions	No Waiting & No Loading at Any Time
Lowndes Street	No Waiting, Mon-Sat, 8am-8pm	No Waiting, Mon-Sat, 8am-6pm
Cross Arthurlie Street:- Within the parking bays	No Waiting, Mon-Sat, 8am-6pm	Waiting limited to 90 minutes with no return within 1 hour, Mon-Sat, 8am-7pm
Cross Arthurlie Street:- Out-with the parking bays	No Waiting, Mon-Sat, 8am-6pm	No Waiting, Mon-Sat, 8am-7pm
Church Road	No Restrictions	No Waiting at Any Time
Glen Street (west side of road)	No Restrictions	No Waiting at Any Time
Carlubar Road:- Various section where appropriate, between Glen street and Cross Arthurlie Street	No Waiting, Mon-Sat, 8am-6pm	No restrictions – Only at section identified as having sufficient width to accommodate safe parking
Muriel Street	No Restrictions	A combination of No Waiting & No Loading at Any Time & No Waiting at Any Time at specific sections
Taxi Ranks	No Restrictions enforceable by the Councils Parking Attendants	Powers to enable enforcement by the Councils Parking Attendants
On Street parking bays	None	Additional Powers to enable the Council to suspend parking bays

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

SUMMARY OF CLOSED OBJECTIONS

Street	Comments	Response	Notes
Arthurlie Street	Church seeking clarity on restrictions fronting church as they apply to funeral or wedding vehicles.	Waiting restrictions such as those proposed on Arthurlie Street include an exemption for official vehicles being used for a funeral or wedding so long as they don't cause an obstruction.	
Aurs Road/ Manse Court/ Cowan Park	<p>Objects saying disabled mother and other older residents will be greatly affected if they can't park near or in front of their homes.</p> <p>Believes that all 3 roads are to be 'No Waiting and No Loading'.</p>	All 3 roads are to be restricted only at their junctions following guidelines in the Highway Code, remainder of roads to be un-restricted.	
Barnes Street/ John Street/ Robertson Street	<p>Objector thought both sides of Cogan, Robertson, and John Streets would be 'No Waiting and No Loading at Any Time' thus forcing cars to park on Barnes Street.</p> <p>Feels restrictions on one side are necessary but both sides are too restrictive.</p>	<p>Restrictions on Barnes, Robertson, and John Streets are limited to 10 metres at junctions for manoeuvrability; remainder of streets will be unrestricted.</p> <p>Cogan Street restrictions are to remain largely as they currently are.</p>	
Braeside Crescent	Thought entire street was to be 'no parking any time'.	Only within 10 metres of junctions to be prohibited.	
Cogan Street	<p>Residents object to 'No Waiting 8am – 6pm Monday to Saturday' fronting their property.</p> <p>States other properties nearby including residential and commercial have off-street car parks and so only residents within their building would be affected.</p>	<p>Restrictions withdrawn along section of road fronting their property; Nearby junctions will keep restrictions to ensure manoeuvrability.</p> <p>Proposed restrictions along remainder of Cogan Street to remain to allow for suitable passing space for vehicles.</p>	

Street	Comments	Response	Notes
Cross Arthurlie Street	Business asking for limited waiting time to be reduced from 90 minutes to 30 minutes for a higher turnover rate.	Decreasing the limited waiting time would be a more stringent restriction requiring the entire Order to be re-advertised and promoted. As a 90 minute period would be an improvement on the current situation which is unrestricted, the request was not granted.	
Dubbs Road/ Darnley Road	Letter approving of restrictions at Dubbs Road hoping they will improve safety.	No action needed.	
Fenwick Drive	Residents seeking clarity as they believe entirety of street to be 'No Waiting and No Loading'	Only 'Keep Clears' at junction with Roebank Drive are to be 'No Waiting and No Loading'	
General Blue Badge Enquiry	Enquiries from Blue Badge holders about effects of proposed changes.	Survey conducted prior to consultation found that the 25+ off-street disabled bays (excluding those in Asda) in and around Barrhead town centre were sufficient. Blue Badge holders are exempt from 'No Waiting' and limited waiting restrictions.	
Graham St/ Paisley St	Residents opposed to restrictions as they believe it applies to entire length of street.	Restrictions on Graham Street & Paisley Street only at corners to increase manoeuvrability.	

Street	Comments	Response	Notes
Lowndes Street	<p>Business at corner with Arthurlie Ave approves of changing 'Keep Clear' to 'No Waiting and No Loading at Any Time'.</p> <p>Fears extending restriction past current 'Keep Clear' length will prevent sufficient parking for customers.</p> <p>Wants limited waiting on stretch of Lowndes Street fronting office.</p>	<p>Length of 'No Waiting and No Loading at Any Time' shortened to only extend 10 metres from the junction to match other streets.</p> <p>North side of Lowndes Street to be unrestricted and south side to be 'No Waiting 8am - 6pm Monday - Saturday' to ensure free flow of traffic; No limited waiting.</p>	
Lyoncross Avenue/ Aurs Road	Complaint of inconsiderate and dangerous parking on Lyoncross Avenue and Aurs Road during school pick-up and drop off hours.	Proposed TRO is to replace 'Keep Clears' with 'No Waiting and No Loading at Any Time'.	
Lyoncross Avenue/ Aurs Road	People park on bicycle lanes and 'Keep Clear' markings in area.	Bike lanes are non-enforceable and any obstructive or hazardous parking remains a matter for police enforcement.	

Street	Comments	Response	Notes
<p>Main Street</p>	<p>Complaint of traffic slowing due to traffic lights. Doesn't see how parking restrictions will affect traffic flow.</p>	<p>Traffic lights and pedestrian crossings are out of the scope of this order. Limited waiting restrictions have been shown to increase traffic flow rates due to fewer vehicles driving around in search of available parking.</p>	
	<p>Parking restrictions are only a 'money making' scheme for the Council.</p>	<p>Enforcement of the restrictions is policy led and not financially led.</p>	
	<p>Council office staff and Health Centre staff parking on-street all day.</p>	<p>Limited waiting on Main Street will prevent parking all day and will ensure turnover of spaces. Anyone is allowed to park on-street where there are no restrictions in place.</p>	
	<p>Feels parking problems are a direct result of poor planning by Council to allow Health Centre and Council offices to be built without adequate parking.</p>	<p>Health Centre and Council offices have parking supply that meets guidelines for planning approval; alternative sustainable travel is the preferred and promoted mode of transport.</p>	
	<p>If parking further restricted there should be alternative suitable and secure parking provided.</p>	<p>There are no funds available to create additional off-street or on-street parking locations. There are currently 200 off-street spaces available in and around town centre that could be utilised by those needing to park for long periods.</p>	
<p>Church requested restrictions extend only until 6pm</p>			

Street	Comments	Response	Notes
<p data-bbox="244 612 394 639">Main Street</p>	<p data-bbox="472 181 1117 245">instead of 7pm to enable parents to park on street to pick up children from after school programs.</p> <p data-bbox="472 400 1117 496">Church enquired about available parking locations for funeral and wedding vehicles for periods longer than 30 minutes.</p> <p data-bbox="472 544 1117 608">Blue badge holder that is concerned about limited waiting time or location of no waiting restriction.</p> <p data-bbox="472 831 1117 1142">Business wants employee permit parking and loading bays directly in front of their business. Complains that all parking is full by time staff arrives at 10am so they must park far away and walk. States it is dangerous for staff when getting off work late at night if they must walk far to cars. States they do not have a sufficient loading area near premises as back of building and side are not suitable due to elevation difference between front and back of building.</p>	<p data-bbox="1140 181 1671 389">Proposed restrictions apply until 7pm to accommodate evening peak traffic flow which occurs in the 6pm hour. Church has off-street car park which would be a safer and more suitable location for children pick up location.</p> <p data-bbox="1140 437 1671 533">Schedule includes exemption from waiting restrictions for funeral and wedding vehicles that are in operation for an event.</p> <p data-bbox="1140 580 1671 788">Blue badge holders with properly displayed blue badges are exempt from all waiting restrictions. They may park in 'No Waiting' and 'Limited Waiting' restrictions without time limit; they are only prohibited from parking on 'No Loading' restrictions.</p> <p data-bbox="1140 836 1671 1147">The Council does not operate a permit scheme for businesses or residents. This is due to the costs involved in implementing and enforcing such a scheme with no funds available to offset those costs. Additionally, the demand would far outpace the supply of available parking spaces and parking places for permit holders could not be guaranteed.</p> <p data-bbox="1140 1155 1671 1433">Business is on a corner that had 'No Waiting and No Loading' proposed at corner, limited waiting directly in front of business, and 'No Waiting 8am - 6pm Monday to Saturday' on side of business. Given short time to unload lorry and low traffic volume leaving side road, it is considered appropriate to relax the loading restriction fronting the</p>	<p data-bbox="1693 975 2029 1070">Objection was originally maintained but closed after allowing loading on corner</p>

Street	Comments	Response	Notes
<p data-bbox="248 651 394 675">Main Street</p>	<p data-bbox="477 328 1117 427">Business that states customers are generally confused by current parking restrictions and fears any changes will results in more confusion.</p> <p data-bbox="477 544 1117 675">Complaint that parking restrictions have in past increased congestion and made conditions chaotic in town centre; new restrictions will add to this problem.</p> <p data-bbox="477 938 1117 1005">Business concerned with ability to receive orders and mail due to nearby parking restrictions.</p>	<p data-bbox="1144 185 1671 284">business. However, retaining the 'No Waiting' restriction will prevent long term parking for any vehicle at this location.</p> <p data-bbox="1144 328 1671 499">All lines and signs that establish parking restrictions are described in the Highway Code and drivers are responsible for knowing how to read the provided lines and signs.</p> <p data-bbox="1144 544 1671 895">Numerous traffic studies have shown limited waiting restrictions decrease the amount of miles driven and number of vehicles on road as vehicles don't need to drive in circles in search of available parking. As limited waiting increases the amount of turnover, more spaces are available thus preventing the need for vehicles to drive in search of available space.</p> <p data-bbox="1144 938 1671 1109">Business is located at pedestrian crossing with limited waiting to one side and no loading during daytime hours to the other side; neither prohibit loading so deliveries to business will not be affected negatively.</p>	

Street	Comments	Response	Notes
<p>Main Street at Cross Arthurlie Street</p>	<p>Business operator objected because the bus stop adjacent to their building remains the only loading place for deliveries to their business.</p>	<p>Due to the restrictive location of the business, it was determined that re-lining the bus stop to allow room for deliveries by lorries was appropriate as there was no other safe and suitable location No Waiting from 8am – 7pm restrictions will remain in place through the bus stop but this allows for loading to occur within a 30 minute timeframe.</p>	<p>Objection closed following appropriate amendments to the restriction and bus stop markings within Bus Stop Lay-by.</p>
<p>Muriel Lane</p>	<p>Business that objects to restrictions on Muriel Street as they fear cars will park on Muriel Lane instead. Acknowledges cars park on 'Keep Clear' at entrance to Muriel Lane and approves of proposal to change to 'No Waiting at Any Time'. Request for business's only permit parking area for Muriel Lane to prevent others from parking there</p>	<p>The Order was altered to allow parking on portions of Muriel Street but maintaining protection of corners to allow for the manoeuvrability of HGVs. The Council does not provide residential or commercial parking permits</p>	
<p>Muriel Street</p>	<p>Business on Muriel Street requested restrictions be fully withdrawn due to lack of space for employees to park Feel they weren't consulted properly before receiving formal consultation in the mail, interpreted letter as only referring to parking bays on Cross Arthurlie Street Further objection letter states had talks with Council officers in 2011 regarding making one side of Muriel Street 'No Waiting at Any Time'</p>	<p>Following this and the above objection, the Order was altered to allow parking on portions of Muriel Street but maintaining protection of corners to allow for the manoeuvrability of HGVs The same informal consultation letter was sent to all other consultees in Barrhead. No separate questionnaires were made for different areas of Barrhead. Business agreed with these proposals and formally withdrew their objection</p>	<p>Objection closed following appropriate amendments to restrictions on Muriel Street & Muriel Lane</p>

Street	Comments	Response	Notes
<p align="center">Princes Square</p>	<p>Objector wants restrictions in Princes Square removed or for a resident's only parking scheme.</p> <p>Also enquires as to the 'garage area' and taxis driving in wrong direction from car park onto Princes Square.</p>	<p>Restrictions along Princes Square are necessary to facilitate access to the car parks to the rear of the shops along Main Street and to reduce risk of accident at Main Street and Princes Square junction. The Council do not provide resident only parking permits due to cost and lack of available parking spaces.</p> <p>Speeding and drivers ignoring 'No Entry' signs are a matter for Police enforcement.</p>	<p>Objection initially maintained but withdrawn after allowing loading on corner</p>
<p align="center">Whin Avenue/ Gorse Drive</p>	<p>Enquiry into why only a portion of Whin Avenue and Gorse Drive are proposed to have waiting restrictions; wants to know why restrictions don't apply to entire area surrounding Cross Arthurlie Primary School</p>	<p>Some parents ignore the dangers of inconsiderate parking near schools and these proposals will reduce the areas in which it can happen without enforcement. The combination of bollards and restricted parking at the entrance to the school will enhance the safety for access during school hours. The entire area was not considered due to impacts on residents or visitors</p>	

APPENDIX 3

SUMMARY OF MAINTAINED OBJECTIONS

Street	Comments	Response	Notes
<p style="text-align: center;">Main Street</p> <p style="text-align: center;">(Maintained Objection No 1)</p>	<p>Doesn't agree with 30 minute limited waiting as the business services take longer than 30 minutes; Response to informal consultation was a request for 2.5 hours as preferred waiting time.</p> <p>Asks where staff and customers are supposed to park</p> <p>Enquires as to why 30 minute limited waiting on Main Street and 90 minute limited waiting on Cross Arthurlie Street</p> <p>Comments on Council Offices and Health Centre car parks</p> <p>Comments on traffic lights in town centre slowing traffic</p>	<p>Other businesses along Main Street require a higher turnover rate. Results of informal consultation showed a majority of responses in favour of 30 minutes. For those needing longer term parking, there are 200 easily accessible off-street spaces within town centre in addition to 270+ spaces in the Asda car park which is for town centre shoppers and Asda shoppers alike.</p> <p>It is the decision of staff and customers of how to travel to the town centre. If they choose to travel by car it is the responsibility of the driver to find a suitable place to park. As there is ample off-street parking available within walking distance, the options available are sufficient. If staff park near to shop, they would be taking parking from potential customers.</p> <p>Discussions took place with numerous businesses at both streets and due to different business needs and availability of off-street car parks, it was agreed to promote different limited waiting lengths.</p> <p>Health Centre and Council offices have parking supply that meets standards for planning approval; alternative sustainable travel is the preferred and promoted mode of transport.</p> <p>Traffic lights are outside the scope of this Order and are essential for the safe use of pedestrian crossings and vehicles turning.</p>	

Street	Comments	Response	Notes
<p data-bbox="237 512 432 667">Main Street (Maintained Objection No 2)</p>	<p data-bbox="504 181 1099 252">Feels that 30 minutes not sufficient time to allow customers to park and complete shopping in area</p> <p data-bbox="504 512 1064 624">Thinks limited waiting will cause greater traffic congestion, dangerous environment for pedestrians, and a negative impact on footfall</p> <p data-bbox="504 842 1064 912">States business has decreased because of Asda replacing Council car park</p>	<p data-bbox="1128 181 1803 459">Many businesses along Main Street require a higher turnover rate. Results of informal consultation showed a majority of responses in favour of 30 minutes. For those needing longer term parking, there are 200 easily accessible off-street spaces within town centre in addition to Asda car park which is for town centre shoppers and superstore shoppers alike.</p> <p data-bbox="1128 512 1803 790">Numerous traffic studies have shown limited waiting restrictions decrease the amount of miles driven and number of vehicles on road as vehicles don't need to drive in circles in search of available parking. As limited waiting increases the amount of turnover, more spaces are available thus preventing the need for vehicles to drive in search of available space.</p> <p data-bbox="1128 842 1803 1037">In addition to the 200 available off-street spaces, the 270+ spaces in the Asda car park are for use by Asda shoppers and town centre shoppers alike. The Foundry car park is under construction and is to add 60 more new off-street spaces.</p>	

February 2015.

APPENDIX 4

COPY OF FISH VAN PETITION

Separate copies of the adjacent petition were signed by 184 members of the public.

Chief Officer Legal and Procurement,
East Renfrewshire Council Headquarters,
Rouken Glen Road,
Giffnock G46 6UG.

Dear Sir,

The East Renfrewshire Council (Barrhead Area) (On Street) (Waiting & Loading) Order 20[].**

I object to the above proposed changes specifically in relation to the Main Street, All vehicle class No charges, Waiting limited to 30 minutes Monday – Saturday. Bowman’s Fresh Fish van has a Street Traders License and a pitch on the Main Street near the junction with Arthurlie Street that it has operated for many years. The provision of fresh fish products is not available from any other retail outlet in the town. It requires the vendor to leave her east coast base at 4.00am to be able to service her Barrhead customers from 7.00am. The site of the pitch in a prominent position on the Main Street, with easy and safe access for customers is vital to the viability of this important service to the community. One vehicle on this site has no adverse impact on the traffic flow on the Main Street. Please vary the above proposal to allow Bowman’s Fresh Fish to continue to trade on the Main Street or confirm in writing that the proposed changes will not be applied to this street trader’s vehicle.

Yours faithfully,