

**Business Operations and Partnerships Department**

**Director of Business Operations & Partnerships: Louise Pringle**

Council Headquarters, Eastwood Park, Giffnock, East Renfrewshire, G46 6UG

Phone: 0141 577 3000 Fax: 0141 577 3834

website: [www.eastrenfrewshire.gov.uk](http://www.eastrenfrewshire.gov.uk)

Date: 19 May 2023

When calling please ask for: John Burke (Tel. No 0141-577-3026)

e-mail: [john.burke@eastrenfrewshire.gov.uk](mailto:john.burke@eastrenfrewshire.gov.uk)

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

**CABINET**

A meeting of the Cabinet will be held in the Council Chambers, East Renfrewshire Council Headquarters, Eastwood Park, Giffnock on **Thursday, 1 June 2023 at 10.00am.**

The agenda of business is as shown below.

**Louise Pringle**

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DIRECTOR OF BUSINESS OPERATIONS & PARTNERSHIPS

**AGENDA**

1. **Report apologies for absence.**
2. **Declarations of Interest.**
3. **Regeneration Capital Grant BID 2024/25 – Report by Director of Environment (copy attached, pages 3 - 8).**
4. **The East Renfrewshire Council Oakbank Drive, Barrhead (Redetermination of Means of Exercise of Public Right of Passage) Order 2023 – Report by Director of Environment (copy attached, pages 9 - 20).**
5. **The East Renfrewshire Council (Netherlee & Stamperland)(On-Street)(Waiting and Loading) Order 2023 – Report by Director of Environment (copy attached, pages 21 - 56).**

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

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EAST RENFREWSHIRE COUNCILCABINET1 June 2023Report by Director of EnvironmentREGENERATION CAPITAL GRANT BID 2024/25**PURPOSE OF REPORT**

1. The purpose of this report is to seek approval from Cabinet on a funding bid to the Scottish Government's Regeneration Capital Grant Fund (RCGF) 2024/25 for the refurbishment of Robertson Street Business Units, Barrhead.

**RECOMMENDATIONS**

2. It is recommended that the Cabinet:
- a) Approve the bid submission to the Scottish Government's Regeneration Capital Grant Fund 2024/25; and
  - b) Note that further reports will be submitted to Cabinet providing an update on the progress of the RCGF bid.

**BACKGROUND**

3. The RCGF, delivered in partnership with COSLA and local government, supports locally developed place based regeneration projects that involve local communities. It is designed to help tackle inequalities and deliver inclusive growth in deprived, disadvantaged and fragile remote communities across Scotland. The programme is funded by the Scottish Government and it is open to applications from local councils and Clyde Gateway. Applicants can bid for grants from an available £25 million as part of a two-stage application process.

4. Applications for stage one are open for projects ready to be delivered during the 2024 to 2025 financial year. The closing date for applications is Wednesday 21 June 2023.

5. RCGF involves a competitive bidding process and all applications will be subject to scrutiny by an independent RCGF Investment Panel which will make final recommendations on projects to be funded. There will be a two-stage assessment. Eligible organisations must submit a summary of their project at Stage 1 of the process. Successful projects at this stage will then be invited by the panel to complete a full Stage 2 application (autumn 2023). It is expected that applicant organisations provide a significant amount of match-funding for their project proposals.

## REPORT

6. The proposed project, Robertson Street Business Hub, will refurbish 12 existing industrial units in Robertson Street, Barrhead and will provide efficient and affordable business space to new start and growth companies in East Renfrewshire. Two of the existing units will be converted to create two additional smaller units. Robertson Street Industrial Estate is situated a short distance from Barrhead Centre within a mixed residential and industrial area. Access to the estate is via narrow local streets. The subject is one of 12 industrial/workshop units constructed by the former Strathclyde Regional Council during the mid-1980s. The units were designed to provide basic industrial/workshop accommodation for businesses starting up in the area and aimed at generating local employment opportunities. The units are laid out in three terraces each comprising 4 units. Within each row there are three units extending to 44 sq.m (474 sq.ft.) or thereby and a single unit of approximately 87 sq.m (936 sq.ft.). A common service road and associated parking area provides access to the units from Robertson Street. The units are constructed with block work and brick walls to eaves height with a profiled double skinned metal sheet roof cladding resting on metal purlins. Each unit benefits from a toilet and wash hand basin and mains connections to the gas and electricity supply are available. The units have a vehicle access door to the front and a personnel/fire escape door to the rear. The units are 100% occupied as of May 2023. Please see annex 1 of the report for site location.

7. Consultations have taken place with the local community and business community including Business Gateway East Renfrewshire.

8. The site is located in area of high deprivation. However as it is close to public transport links, ease of access will be one of the key points in attracting businesses which will further enhance the regeneration of Barrhead.

9. The proposed works would include but not be limited to:

- re-roofing and re-rendering;
- upgrades to electrics and plumbing;
- new external façades;
- improved access and resurfaced car parking bays with 2 electric chargers and improved security and CCTV installation.

10. The current business units have an energy performance rating of E. The proposed works would give the refurbished premises a rating of C which will result in lower carbon emissions. The project will support the creation of two additional units for local businesses. It aims to provide increased employment opportunities for local residents, regenerate the local area by upgrading a prominent site within a town centre setting and encourage an entrepreneurial culture particularly for our young people.

11. The project will support the safeguarding of 30 jobs by improving the existing premises. In addition 15 construction jobs and 10 training places will be created 2210.1 sq. meters of business space will be upgraded/created and a 45% carbon reduction as result of environmental improvements. In terms of wider benefits, the project will also seek to link into and improve active and sustainable transport within the locale and wider Barrhead area, including EV infrastructure.

12. Total project costs are estimated at £800,000 with RCGF grant of £550,000 being requested and £250,000 being provided via the Economic Development's capital programme allocation. Figures provided have taken into expected inflation increases, a contingency of 15% and assuming an approximate site start of February 2024.

## **FINANCE AND EFFICIENCY**

13. £250,000 will be required from the Economic Development team's capital allocation in 2024/25 to provide match funding for the RCGF project proposal if the funding bid was successful.

## **CONSULTATION AND PARTNERSHIP WORKING**

14. Consultations have taken place with a range of key internal and external stakeholders in the development of the Local Action Plans and the RCGF proposal.

## **IMPLICATIONS OF THE PROPOSALS**

15. There are no staffing, property, legal, IT, Subsidy Control, equalities, sustainability and climate change implications associated with this report.

16. The RCGF bid will have a positive contribution to climate change in that the refurbished premises will provide more energy efficient business space to new start and growth businesses in East Renfrewshire.

## **CONCLUSIONS**

17. The proposed Robertson Street Business Hub will refurbish 12 existing business units in Robertson Street, Barrhead and will provide efficient and affordable business space to new start and growth companies in East Renfrewshire, as well as linking into improved active and sustainable transport plans for the area.

## **RECOMMENDATIONS**

18. It is recommended that the Cabinet:

- a) Approve the bid submission to the Scottish Government's Regeneration Capital Grant Fund 2024/25; and
- b) Note that further reports will be submitted to Cabinet providing an update on the progress of the RCGF bid.

Director of Environment

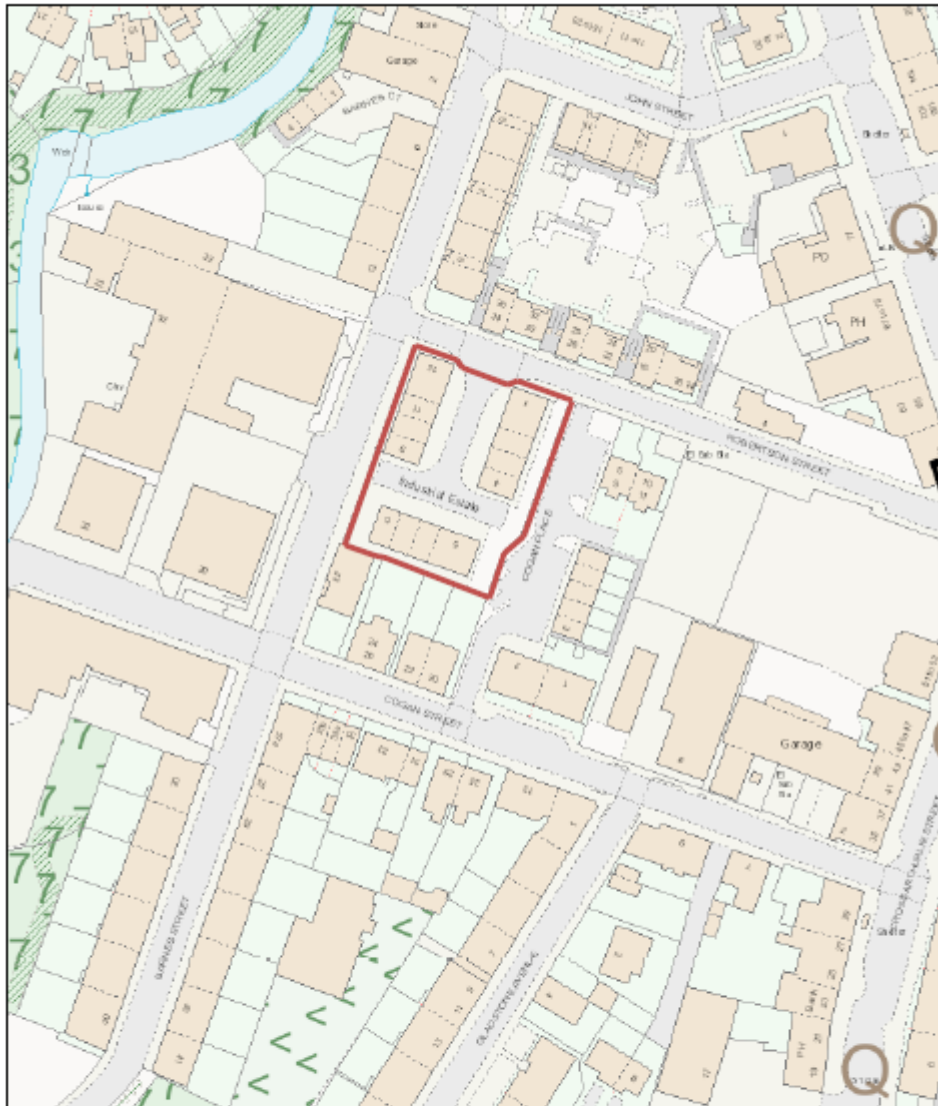
For further information contact: Michael McKernan, Economic Development Manager  
[michael.mckernan@eastrenfrewshire.gov.uk](mailto:michael.mckernan@eastrenfrewshire.gov.uk)

May 2023

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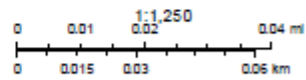
Annex 1 – Site Location

Robertson St Ind Estate



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□ East Renfrewshire Boundary



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EAST RENFREWSHIRE COUNCILCABINET1 June 2023Report by Director of EnvironmentTHE EAST RENFREWSHIRE COUNCIL OAKBANK DRIVE, BARRHEAD  
(REDETERMINATION OF MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE)  
ORDER 2023**PURPOSE OF REPORT**

1. The purpose of the report is to recommend the Cabinet approve the making and confirmation of “The East Renfrewshire Council, (Oakbank Drive, Barrhead) (Redetermination of Means of Exercise of Public Right of Passage) Order 2023”.

**RECOMMENDATIONS**

2. It is recommended that the Cabinet approve the making and confirmation of “The East Renfrewshire Council, (Oakbank Drive, Barrhead) (Redetermination of Means of Exercise of Public Right of Passage) Order 2023” which will authorise the redetermination of a section of the road from carriageway to road verge, the right of passage being exercisable by foot only, and delegate to the Director of Environment the implementation of the Order in accordance with the associated statutory procedures.

**BACKGROUND**

3. Following recent improvements to the road layout at the junction of Springfield Road with Aurs Road, which included the installation of traffic signals to manage the flow of traffic through the junction, it is considered appropriate to make the above Order in the interests of road safety for all road users in the immediate vicinity.

4. The effect of the Order will be such that the section of Oakbank Drive, detailed below and shown in [Appendix 1](#), which at present forms part of the carriageway and will become road verge, the right of passage being exercisable on foot only and will restrict vehicular access over that section of Oakbank Drive in the interests of road safety.

- That section of Oakbank Drive located between the extended south eastern kerbline of the main carriageway of Oakbank Drive and the extended north western kerbline of the main carriageway of Springfield Road, a distance of 4 metres or thereby and extending for a distance of 17 metres or thereby from a point 26 metres or thereby southwest of the extended western kerbline of Aurs Road, as shown by saw tooth hatching on the plan accompanying the order.

**REPORT**

5. The Council has a duty under the Road Traffic Regulation Act 1984 to secure the safe movement of traffic on the local road network.

6. Recent improvements to the road layout at the junction of Springfield Road with Aurs Road were introduced as a consequence of the projected increase in volume of vehicular and pedestrian traffic through this junction associated with the construction of new residential housing developments in this area of Barrhead.

7. In order to facilitate the amended road junction layout, which was upgraded to a signalised junction, redetermination of the central gap between Oakbank Drive and Springfield Road is necessary to accommodate queuing traffic waiting at the stop line for the traffic signals prior to joining Aurs Road. The stop line associated with the new traffic signals is positioned directly adjacent to the former central gap and corresponds with the mandatory positioning relative to the traffic signal head. Redetermination of the gap, thus preventing vehicular access over this section of road, will facilitate the safe and efficient operation of the new signalised junction.

8. A summary of objections received, comments by the Roads Service and the proposed resolution are shown in [Appendix 2](#).

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

## **FINANCE AND EFFICIENCY**

10. There will be no financial implications to the Council as a result of approving and making this Traffic Regulation Order.

11. Alterations to the road layout to form a verge between Oakbank Drive and Springfield Road and all associated costs will be borne by the developer constructing the nearby residential neighbourhoods.

12. There will be no requirement to install additional signage associated with the new restriction.

## **CONSULTATION**

13. A formal consultation was carried out on the proposed Order between 14 April and 20 May 2022 in compliance with "The Local Authorities' Traffic Orders (Procedure) Scotland Regulations 1999 (and subsequent amendments)". Public Notices were posted on light columns and sign poles located nearby 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 by email of the proposals. A Public Notice informing of the public consultation on the proposals was also published in the Glasgow Times newspaper, the Tell Me Scotland website and the Councils website.

14. A total of 2 objections to the proposals were received and a reply acknowledging receipt of each objection was issued.

15. Both objectors made reference to previous road works in the area which resulted in the temporary closure of this same section that is now proposed to be closed off permanently. It was claimed that difficulties were encountered by diverted traffic attempting to access Springfield Road from its junction with Divernia Way and also with the next closest alternative route via Springfield Drive to Braeside Drive where it then joins Aurs Road. It was stated that "both junctions were gridlocked at peak times due to the volume of traffic & parked cars."

16. The Roads Service have advised that they will continue to monitor the situation and consider potential remedial measure, if required.

### **PARTNERSHIP WORKING**

17. The proposed introduction of this Traffic Regulation Order did not involve partnership working other than seeking advanced approval of the proposal from Police Scotland.

### **IMPLICATIONS OF THE PROPOSALS**

18. There will be no staffing, property, legal, IT, subsidy control, equalities, sustainability or climate change implications arising from the proposals.

### **CONCLUSIONS**

19. “The East Renfrewshire Council, (Oakbank Drive, Barrhead) (Redetermination of Means of Exercise of Public right of Passage) Order 2023” (see Appendix 3), will restrict vehicular access over the section of Oakbank Drive located between the extended south eastern kerbline of the main carriageway of Oakbank Drive and the extended north western kerbline of the main carriageway of Springfield Road, to safely accommodate traffic on the newly upgraded traffic signalled controlled junction at Springfield Road / Aurs Road.

### **RECOMMENDATIONS**

20. It is recommended that the Cabinet approve the making and confirmation of “The East Renfrewshire Council, (Oakbank Drive, Barrhead) (Redetermination of Means of Exercise of Public Right of Passage) Order 2023” which will authorise the redetermination of a section of the road from carriageway to road verge, the right of passage being exercisable by foot only, and delegate to the Director of Environment the implementation of the Order in accordance with the associated statutory procedures.

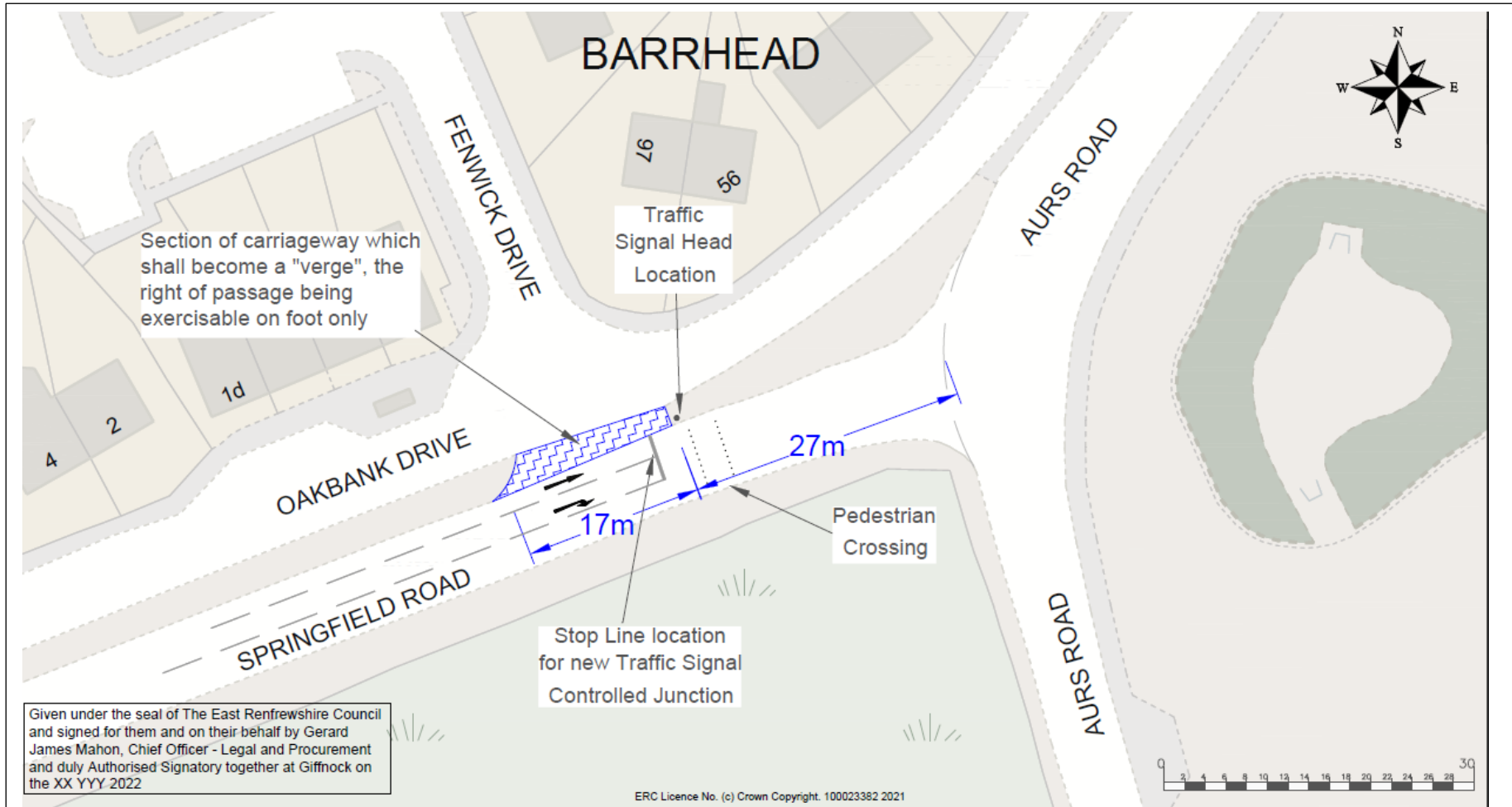
Director of Environment

For further information contact: John Marley, Principal Traffic Officer, Roads Service. Tel: 0141-577-3497 or E-mail: roads@eastrenfrewshire.gov.uk

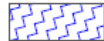
May 2023

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**13**  
**APPENDIX 1**



Drawing Info.



Road over which the public right of passage is to be redetermined

**EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT**  
Roads Service - 2 Spiersbridge Way, Spiersbridge Business Park, Thornliebank, G46 8NG  
Head of Service - G. McCamey

Drawing Title

The East Renfrewshire Council  
Oakbank Drive, Barrhead  
(Redetermination of Means of Exercise of Right of Passage)  
Order 2022

Date

Feb 2022

Scale

N.T.S

Dwg No. EN-58-40-344-RDO1

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Revision

File Ref. EN-58-40-344



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**APPENDIX 2**  
**SUMMARY OF OBJECTIONS**

Objection	Summary of Objection	Roads Service comments	Proposed Resolution	Status
<b>1</b>	<p><u>Objector stated:</u> All traffic will have only 2 alternative points to merge onto the main roads, either the gap at Divernia Way joining onto Springfield Rd or going all the way round Springfield Drive to eventually merge onto Aurs Rd at Braeside Drive.</p> <p>Previous works in the area which have resulted in the temporary closure of this same section of road that is now proposed to be closed off permanently has resulted in gridlock at peak times at the other alternative routes due to the volume of traffic &amp; parked cars which is not normally a big issue when the gap is open.</p> <p>I also walk to the Dams on a regular basis crossing this road and do not see the benefits to closing this off, particularly when there are traffic lights going in at the main junction of Aurs &amp; Springfield.</p>	<p>The upgraded Aurs Road/Springfield Road junction is now signalised resulting the requisite Stop line, for eastbound traffic on Springfield Road, being located directly adjacent to the gap in the central reservation between Oakbank Drive and Springfield Road.</p> <p>Given this, it is necessary for the gap to be redetermined and converted to verge in order to prevent vehicular access to Springfield Road at this location thus facilitating the safe and efficient operation of the signalised junction.</p>	<p>No amendments to the redetermination of right of access over this section of Oakbank Drive are proposed.</p> <p>However, the Roads Service have confirmed that consideration will be given to introducing suitable measures to address the concerns raised by the objectors with regards the alternative routes for affected traffic once a full assessment on the impact the redetermination order on the nearby roads is carried out.</p>	<b>MAINTAINED</b>
<b>2</b>	<p><u>Objector stated:</u> All traffic will have only 2 alternative points to merge onto the main roads, either the gap at Divernia Way joining onto Springfield Rd or going all the way round Springfield Drive to eventually merge onto Aurs Rd at Braeside Drive.</p> <p>Previous works in the area which have resulted in the temporary closure of this same section of road that is now proposed to be closed off permanently has resulted in gridlock at peak times at the other alternative routes due to the volume of traffic &amp; parked cars which is not normally a big issue when the gap is open.</p>	<p>The inclusion of a pedestrian phase within the new signalised junction will facilitate the safe movement of pedestrians from Fenwick Drive and Oakbank Drive to the Dams.</p>		<b>OUTSTANDING*</b>

Outstanding \* - Objector has not confirmed whether they wish to withdraw or maintain their objection after being requested to do so.

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**ROADS (SCOTLAND) ACT 1984**

**THE EAST RENFREWSHIRE COUNCIL  
(OAKBANK DRIVE, BARRHEAD)  
(REDETERMINATION OF MEANS OF EXERCISE  
OF PUBLIC RIGHT OF PASSAGE)  
ORDER 2023**

The East Renfrewshire Council, in exercise of the powers conferred on them by section 1(1) and 152(2) of the Roads (Scotland) Act 1984, and of all powers enabling them in that behalf, hereby make and confirm the following order:-

1. This order may be cited as “The East Renfrewshire Council, (Oakbank Drive, Barrhead) (Redetermination of Means of Exercise of Public right of Passage) Order 2023” and shall come into operation on *(Date to be confirmed)*.
2. The section of road in the area of Auchenback, Barrhead, specified in the Schedule to this order, which at present forms part of the Oakbank Drive carriageway, shall become a section of road verge the right of passage being exercisable on foot only.

Given under the seal of The East Renfrewshire Council and signed for them and on their behalf by Gerard James Mahon, Chief Officer – Legal and Procurement and duly Authorised Signatory together at Giffnock on the *(Date to be confirmed)*. Two Thousand and Twenty Three.

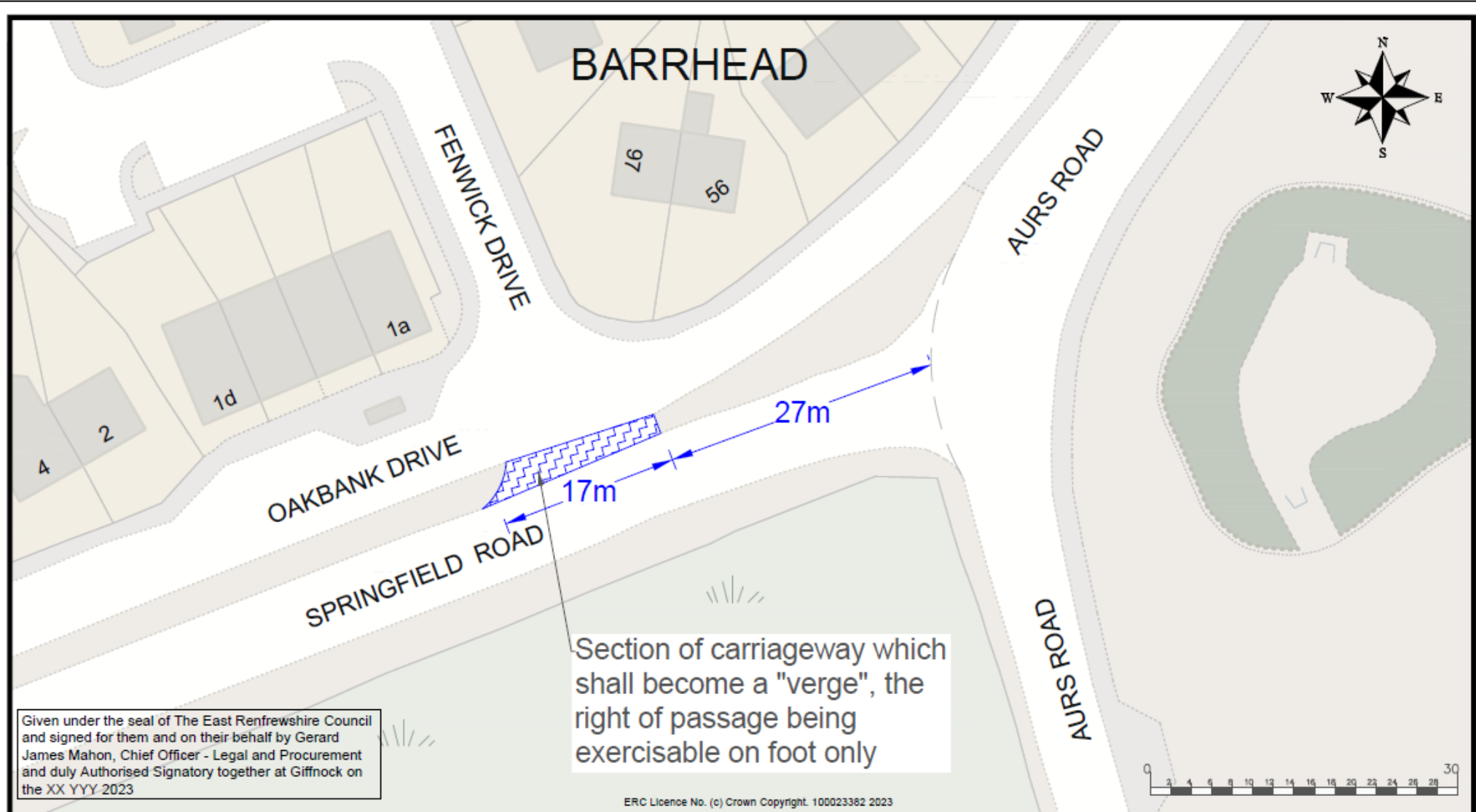
**SCHEDULE**

**ROAD OVER WHICH MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE IS  
TO BE REDETERMINED**

- Oakbank Drive, Barrhead:

That section of Oakbank Drive located between the extended south eastern kerbline of the main carriageway of Oakbank Drive and the extended north western kerbline of the main carriageway of Springfield Road, a distance of 4 metres or thereby and extending for a distance of 17 metres or thereby from a point 26 metres or thereby southwest of the extended western kerbline of Aurs Road, as shown by saw tooth hatching on the plan accompanying the order.

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Given under the seal of The East Renfrewshire Council and signed for them and on their behalf by Gerard James Mahon, Chief Officer - Legal and Procurement and duly Authorised Signatory together at Giffnock on the XX YYY 2023

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Drawing Info.



Road over which the public right of passage is to be redetermined

**EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT**  
 Roads Service - 2 Spiersbridge Way, Spiersbridge Business Park, Thornliebank, G46 8NG  
 Head of Service - G. McCarney

Drawing Title

The East Renfrewshire Council  
 Oakbank Drive, Barrhead  
 (Redetermination of Means of Exercise of Right of Passage)  
 Order 2023

Date

Feb 2022

Scale

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Dwg No.

EN-58-40-344-RD01

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File Ref.

EN-58-40-344



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EAST RENFREWSHIRE COUNCILCABINET1 JUNE 2023Report by Director of EnvironmentTHE EAST RENFREWSHIRE COUNCIL (NETHERLEE & STAMPERLAND) (ON-STREET)  
(WAITING AND LOADING) ORDER 2023**PURPOSE OF REPORT**

1. The purpose of the Report is to recommend the Cabinet approve the making and confirmation of “The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2023”.

**RECOMMENDATIONS**

2 The Cabinet is asked to note the contents of this report to approve and confirm the making of “The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2023” 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.

4. The Council has a duty under the Road Traffic Regulation Act 1984 to secure the safe movement of traffic on the local road network.

5. A review of the current restrictions in the area was undertaken with a view to address concerns raised on irresponsible parking regularly taking place on various roads deemed to cause obstruction and serious risk to road safety for other road users, including vehicular and pedestrian traffic alike.

6. A number of new and/or additional restrictions to complement the current restrictions covering the Netherlee & Stamperland areas were therefore proposed to address these concerns.

**REPORT**

7. The current Traffic Regulation Order covering existing Waiting and Loading restrictions in the Netherlee & Stamperland areas was made and came into operation in 2016 and since then a number of new requests for additional and/or amended restrictions have been received.

8. A review of restrictions in the area was therefore carried out and it was subsequently considered appropriate to promote a new Traffic Order to allow the introduction of new and amended restriction where necessary to help ensure the safe and efficient flow of vehicular traffic whilst balancing this against the needs of pedestrians, residents and businesses in the area.

9. The key proposals are summarised in [Appendix 1](#) of this Report. The list is not comprehensive and the full details of proposals are contained within the Draft Order:-

- Introduction of 'No Waiting at Any Time' restrictions on Hazelden Gardens and the Muirend Pavilion access road to address irresponsible over spill parking associated with the Muirend Pavilion sports pitches,
- Introduction of additional 'No Waiting and No Loading at Any Time' restrictions on Linnpark Avenue to address irresponsible and dangerous parking associated with the school pick-up & drop-off traffic for the Netherlee Primary School.
- Extension of the 'No Waiting at Any Time' restrictions on Nethercliffe Avenue to ensure safe entry and egress for all traffic to/from its junction with Clarkston Road,
- Introduction of 'No Waiting at Any Time' restrictions on Nethervale Avenue to control irresponsible parking on both sides of the road which impedes safe access for other road users, particularly large vehicles such as fire engines, ambulances, bin lorries, etc.
- Introduction of "No Waiting at Any Time" restrictions around a number of junctions in the Stamperland area to allow safe use of the junctions as intended.
- Extension of the existing restrictions on the sweeping bends on roads in the vicinity of the Overlee Playing Field and the nearby access to Clarkston train station in order to prohibit irresponsible parking by visitors to the playing fields and also commuters parking and then travelling onwards via the train station.

## **FINANCE AND EFFICIENCY**

10. 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.

11. 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**

12. A Public consultation on the proposed new and amended restrictions in the Netherlee and Stamperland areas was carried out between 28 February and 2 April 2023 in compliance with "The Local Authorities' Traffic Orders (Procedure) Scotland Regulations 1999 (and subsequent amendments)". Public Notices informing of the consultation and detailing where the proposed Traffic Order and drawings could be viewed and any representations or objections should be sent, were published in the Evening Times newspaper, the Tell Me Scotland website and the Council's website. Street Notices were also posted on light columns and sign poles located on every road included or within close proximity to the proposed

restrictions advising the same. Police Scotland, emergency services and other organisations / persons likely to be affected by any provision in the order were notified of the consultation on the proposals directly by email.

13. A total of 13 representations were received; 7 were specifically to register support for the proposals on Linnpark Avenue but requesting a short section of restrictions to be removed from the end of this road and thus request was subsequently accommodated; 6 were objections to proposals on various other roads.

- One objection related to the proposed introduction of restrictions on Stamperland Hill citing that resident parking is already at a premium and the proposed changes will only make this situation worse. However, every property on Stamperland Hill currently benefits from private off-street parking space within their own property boundary as well as ample on-street parking space near or close by their property and therefore the restrictions are not expected to impact resident parking.
- One objection was to a short section of restriction proposed on Linnpark Avenue only whilst giving full support to the rest of the restrictions on this road. An amendment was made to remove the particular short section from the proposals.
- One objections was to the introduction of restrictions on Netherburn Avenue and concerned difficulties finding parking space due to school runs traffic and with those who work at the commercial premises and post office on Clarkston Road. Satisfactory amendments were made to the proposals to address and satisfactorily resolve the objectors concerns.
- Three objections related to the proposed introduction of restrictions on Nethervale Avenue, directly adjacent to the Stamperland Bowling Club. One citing the restrictions will increase congestion in the summer when the bowling season is on and make it difficult to conveniently access the nearby properties. The two other objections citing a loss of space for visitor parking and shopping in the surrounding area, following a detailed explanation of the proposed restrictions on this road, two of these objections were formally withdrawn and one maintained.
- [Appendix 2](#) of this Report gives a summary of all objections received, comments by the Roads Service and the proposed resolution for each.

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

## **PARTNERSHIP WORKING**

15. The Council's parking enforcement is a joint working arrangement between the Environment Department (Roads & Transportation Services), the Business Operations & Partnerships Department (Corporate & Community Services) who undertake parking enforcement operations and Glasgow City Council who are contracted by ERC to provide the necessary PCN processing service.

## **IMPLICATIONS OF THE PROPOSALS**

16. The making of 'The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2023' will help ensure the safe and efficient flow of vehicular traffic whilst balancing this against the needs of pedestrians, residents and businesses in the area.

17. There will be no staffing, property, legal, IT, subsidy control, equalities, sustainability or climate change implications arising from the proposals

## CONCLUSIONS

18. 'The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2023' (see Appendix 3) will introduce new and/or amended on-street waiting and loading restrictions in the Netherlee & Stamperland areas to help ensure the safe and efficient flow of vehicular traffic whilst balancing this against the needs of pedestrians, residents and businesses in the area. It will help balance the demands placed on the transport network taking into consideration changes to road usage, volumes of vehicular and pedestrian traffic and associated road safety issues.

## RECOMMENDATIONS

19. The Cabinet is asked to note the contents of this report to approve and confirm the making of "The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2023" and delegate to the Director of Environment the implementation of the Order in accordance with the associated statutory procedures.

Director of Environment

For further information contact: John Marley, Principal Traffic Officer, Roads Service.  
[Tel:0141-577-3497](tel:0141-577-3497) or e-mail: [roads@eastrenfrewshire.gov.uk](mailto:roads@eastrenfrewshire.gov.uk) .

May 2023

## BACKGROUND PAPERS

East Renfrewshire Council Local Transport Strategy 2008-2011

- Section 12.5

The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2016



**APPENDIX 1  
SUMMARY OF KEY PROPOSALS**

<b>BUSBY AREA WAITING AND LOADING RESTRICTION PROPOSALS 2022</b>		
<b>LOCATION</b>	<b>PROPOSED NEW AND/OR AMENDED RESTRICTION</b>	<b>REASON FOR PROPOSAL</b>
Hazelden Gardens, Crathes Court & Muirend Pavilion access road	No waiting at any time	To address irresponsible over spill parking associated with the Muirend Pavilion sports pitches.
Linnpark Avenue	No waiting and no loading at any time	To address irresponsible and dangerous parking associated with the school pick-up & drop-off traffic for the nearby Netherlee Primary School.
Nethercliffe Avenue	No waiting and no loading at any time	Extension of existing restrictions to ensure safe entry and egress for all traffic to/from its junction with Clarkston Road particularly large vehicles such as fire engines, ambulances, bin lorries, etc.
Nethervale Avenue	No waiting at any time	To control irresponsible parking which currently impedes safe access for other road users to/from its junction with Clarkston Road, particularly large vehicles such as fire engines, ambulances, bin lorries, etc.
Stamperland area, various road junctions	No waiting at any time	To enable safe use of the junction for all road users, including pedestrians and vehicular entry and egress to/from the junctions.
Stamperland area, various long sweeping bends	No waiting at any time	Extension of the existing restrictions on a number of long bends on roads in the vicinity of the Overlee Playing Field and point access to the nearby Clarkston train station to address irresponsible parking by visitors to the playing fields and commuter parking near the train station access.

Note: The above list is not a detailed list of the extents of the proposals on each section of road; the full proposals are listed in the schedules in the Draft Order.

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**APPENDIX 2**  
**SUMMARY OF REPRESENTATIONS**

<b>NETHERLEE &amp; STAMPERLAND WAITING AND LOADING RESTRICTION PROPOSALS 2023</b> <b>Public Consultation</b> <b>28 February to 2 April 2023</b>					
TYPE	Relates to (road)	Summary of Representation / Objection	Roads Services Comments on representations received	Proposed Resolution	Subsequent Objection Status
<b>OBJECTION</b>	Stamperland Hill	Objection to the parking changes on Stamperland Hill - resident parking is already at a premium and the proposed changes will only make this situation worse.	All properties on Stamperland Hill currently benefit from private off-street parking space within their own property boundary in the form of a driveway and/or a garage, as well as ample on-street parking space directly adjacent or close by their property which is available for anyone to use. The new restrictions proposed on Stamperland Hill include 'No Waiting at Any Time' for a distance of 10 metres around its junction with The Quadrant and this merely reflects the guidance in the Highway Code of which every motorist is obliged to adhere to regardless of what other restrictions are currently in operation on a road. Additionally, the same restriction, 'No Waiting at Any Time', is proposed on the sweeping bend further along the road near its junction with Stamperland Avenue, where for many years inconsiderate and often dangerous parking has taken place on both sides of the road – predominantly by commuters using the nearby train station, thus causing problems for other road users including resident trying to access/exit their driveways as well as impeding the safe flow of traffic, particularly larger vehicles such as bin lorries, delivery trucks as well as emergency vehicles such as fire engines, ambulances etc. with potentially grave consequences. Gaps in the restriction have been incorporated on the side of the road with properties so as to allow unrestricted on-street parking close to these properties.	No amendments to the proposals considered necessary.	<b>OUTSTANDING</b>  Did not confirm whether they wished to withdraw or maintain their objection.
<b>REPRESENTATION</b>	Linnpark Avenue	Requesting the removal of proposed restriction at the very end of the road where 2 vehicles regularly park.	The removal of this particular section of restriction can be facilitated without obstructing or compromising the safe use of the road for other road users.	Remove the section of restriction proposed at the end of the road directly adjacent to properties 34 - 37.	N/A

<b>REPRESENTATION</b>	Linnpark Avenue	<p>Requesting the removal of proposed restriction at the very end of the road where 2 vehicles regularly park.</p> <p>Also raised concerns over the impact the proposed restrictions may potentially have on the residents' private parking areas with a likely increase of school-run traffic accessing these areas.</p>	<p>The removal of this particular section of restriction can be facilitated without obstructing or compromising the safe use of the road for other road users.</p> <p>Cognisance has also been taken into account of the potential resultant parking issues the proposals may cause for residents &amp; their visitors as well as delivery/service vehicles, such as gardening service providers who need sufficient road space to park their van and trailer. The removal of an additional short section of the restriction proposed on Linnpark Avenue would therefore be beneficial under these circumstance.</p>	<p>Remove the short section of restriction proposed at the end of the road directly adjacent to properties 34 - 37</p> <p>Remove an additional short section of restrictions along the west side of the road.</p>	N/A
<b>OBJECTION</b>	Linnpark Avenue	<p>Objection to the restriction at the very end of the road where 2 vehicles regularly park and requesting the removal of this section of restriction.</p>	<p>The removal of this particular section of restriction can be facilitated without obstructing or compromising the safe use of the road for other road users.</p>	<p>Remove the section of restriction proposed at the end of the road directly adjacent to properties 34 - 37.</p>	<b>WITHDRAWN</b>
<b>OBJECTION</b>	Netherburn Avenue	<p>Difficult finding parking, with school runs, and with those who work at the commercial premises and post office on Clarkston Road. The proposals would further compound the situation.</p>	<p>The removal of part of the restrictions can be facilitated without compromising the safe use of the road for other road users.</p>	<p>Remove a section of the proposed restriction across the garage access and private lane which serves pedestrian access to the rear of the adjacent properties.</p>	<b>WITHDRAWN</b>
<b>REPRESENTATION</b>	Linnpark Avenue	<p>Requesting the removal of proposed restriction at the very end of the road where 2 vehicles regularly park.</p>	<p>The removal of this particular section of restriction can be facilitated without obstructing or compromising the safe use of the road for other road users.</p>	<p>Remove the section of restriction proposed at the end of the road directly adjacent to properties 34 - 37.</p>	N/A
<b>REPRESENTATION</b>	Linnpark Avenue	<p>Requesting the removal of proposed restriction at the very end of the road where 2 vehicles regularly park.</p>	<p>The removal of this particular section of restriction can be facilitated without obstructing or compromising the safe use of the road for other road users.</p>	<p>Remove the section of restriction proposed at the end of the road directly adjacent to properties 34 - 37.</p>	N/A

<b>REPRESENTATION</b>	Linnpark Avenue	Requesting the removal of proposed restriction at the very end of the road where 2 vehicles regularly park.	The removal of this particular section of restriction can be facilitated without obstructing or compromising the safe use of the road for other road users.	Remove the section of restriction proposed at the end of the road directly adjacent to properties 34 - 37.	N/A
<b>OBJECTION</b> (Sent on behalf of 3 neighbouring residents)	Nethervale Avenue	<p>"We feel very strongly that this will be damaging to our access, parking, and general convenience, we also believe it will result in enhanced congestion and knock on sustainability issues, which will result in having a detrimental effect on our way of life.</p> <p>Stamperland Bowling Club already causes restrictions and congestion in the summer when the bowling season is on, this will be further enhanced with the proposed restrictions.</p> <p>We have members in all our families who are elderly and parents with very young children which therefore requires space and convenient access to all our homes, this will become much more difficult for them.</p> <p>Already cars encroach on our driveways and we anticipate that this will only get worse if the proposed plans are implemented, in short we believe that the restrictions are unnecessary and will be detrimental to our way of life with no conceivable benefit."</p>	<p>This objection was submitted on behalf of 3 neighbouring properties on a section of Nethervale Avenue where there are no restrictions proposed on the road directly fronting the resident's properties. The unrestricted road length along the side of road fronting these properties measures in excess of 60 meters thus providing ample road space available for unrestricted parking by any vehicle at any time equal to approximately 10 - 12 vehicles.</p> <p>Taking into account the road space available for parking directly fronting the 3 properties and that all properties in the street benefit from private driveways which offers off road parking for 2 or more vehicles, the proposed restrictions will not adversely impact the availability of parking space near these properties but it will allow proper control and enforcement of irresponsible parking where doing so can cause obstruction or danger to other road users.</p>	No amendments to the proposals are considered necessary at this location.	<b>MAINTAINED</b>

<b>REPRESENTATION</b>	Linnpark Avenue	In full agreement with the proposed double lining of Linnpark Avenue including the 2 parking spaces at the end of Linnpark Avenue.	Whilst this representation indicates full support for all the restrictions proposed on Linnpark Avenue, there have been a notable number of requests from others to remove only the restrictions at the end of the road which facilitates parking for 2 vehicles, which is regularly used by residents without causing any obstruction or danger for other road users.	Remove the section of restriction proposed at the end of the road directly adjacent to properties 34 - 37.	N/A
<b>REPRESENTATION</b>	Linnpark Avenue	Requesting the removal of proposed restriction at the very end of the road where 2 vehicles regularly park.	The removal of this particular section of restriction can be facilitated without obstructing or compromising the safe use of the road for other road users.	Remove the section of restriction proposed at the end of the road directly adjacent to properties 34 - 37.	N/A
<b>OBJECTION</b>	Nethervale Avenue	Objecting to parking restrictions in Nethervale Avenue stating these will limit visitors parking and shopping in surrounding area.	Explained where the new restrictions proposed for Nethervale Road will apply and the reason for them and how they will not impact on parking for residents or any other motorist wishing to park on the road where it is safe and appropriate to do so.	No amendments to the proposals are considered necessary at this location.	<b>WITHDRAWN</b>
<b>OBJECTION</b>	Nethervale Avenue	Objecting to parking restrictions in Nethervale Avenue stating these will disrupt parking for family and parking and supporting local businesses.	Explained where the new restrictions proposed for Nethervale Road will apply and the reason for them and how they will not impact on parking for residents or any other motorist wishing to park on the road where it is safe and appropriate to do so.	No amendments to the proposals are considered necessary at this location.	<b>WITHDRAWN</b>

**THE EAST RENFREWSHIRE COUNCIL  
(NETHERLEE & STAMPERLAND)  
(ON-STREET)(WAITING AND LOADING)**

**ORDER 2023**

THE EAST RENFREWSHIRE COUNCIL  
(NETHERLEE & STAMPERLAND) (ON-STREET) (WAITING AND LOADING) ORDER 2023

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## Preamble & Definitions

The East Renfrewshire Council in exercise of the powers conferred on them by Sections 1(1), 2(1) to (3) Section 32 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (“the Act”) and of all other enabling powers and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act, hereby propose to make the following Order:-

1. This Order may be cited as “The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2023” and shall come into operation on ***(Date to be advised)***.

2. In this order the following expressions have the meanings hereby assigned to them:-

“bus service” has the same meaning as in Schedule 1(1) of the Transport Act of 1985;

“bus stop” means a bus service stopping place which is appropriately signed as per Traffic Signs Regulations and General Directions 2016;

“Council” means the East Renfrewshire Council;

“disabled person’s badge” has the same meaning as in the Local Authorities Traffic Orders (Exemptions for Disabled Persons) (Scotland) Regulations 2002;

“disabled person’s vehicle” means a vehicle lawfully displaying a disabled person’s badge in the relevant position;

“emergency service vehicle” means a vehicle being used by the police, fire brigade or ambulance services;

“load” means to wait for the purpose of placing or removing any object of any description into or from a vehicle;

“local authority” means East Renfrewshire Council;

“parking attendant” has the same meaning as in Section 63A of the Road Traffic Regulation Act 1984;

“parking bay” means a space in a parking place which is provided for the leaving of a vehicle and is appropriately signed as per the Traffic Signs Regulations and General Directions 2016;

“Plan” means the plans numbered N&S1 to N&S8 respectively annexed and signed as part of this order;

“relevant position” has the same meaning as in Regulation 3 of the Local Authorities Traffic Orders (Exemptions for Disabled Person’s) (Scotland) Regulations 2002;

“school days” means East Renfrewshire school term days and excludes school holidays and In-Service days;

“stopping place”-, in relation to a bus service, has the same meaning as in Part VI (Section 137 (1)) of the Transport Act of 1985;

“taxi” has the same meaning as in Section 23(1) of the Civic Government (Scotland) Act 1982;

“universal postal service provider” has the same meaning as in Part 3 of the Postal Services Act 2011;

“universal postal service” shall be construed in accordance with Part 3 of the Postal Services Act 2011;

“vehicle”, unless the context otherwise requires, means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power;

Note:

(i) All words importing the singular also include the plural and vice versa where the context requires.

(ii) Except where the context otherwise requires, references to any enactment include any such enactment as amended, extended or applied or re-enacted by or under any other enactment for the time being in force. Enactment means orders, rules, regulations, directions, bylaws and other instruments made or to be made, issued or given under any Act or deriving validity therefrom.

(iii) All signs, carriageway markings etc shall comply with the Traffic Signs Regulations and General Directions 2016.

**Section 1: No waiting and No Loading at any time**

**For the lengths of road listed in Schedule 1 there is no waiting and no loading at any time.**

- 1/01 Save as provided in Articles 1/02, of this Order no person shall, except upon the direction or with the permission of a police constable in uniform or a parking attendant in uniform cause or permit any vehicle to wait or load at any time in any of the lengths of road specified in Schedule 1 to this Order and indicated by double orange lines and double orange blips and marked "Schedule 1" on the Plan.
- 1/02 Nothing in Article 1/01 of this Order shall:
- (a) prevent any person from causing or permitting a vehicle to wait or load in any of the lengths of road referred to in these Articles :-
    - (i) for so long as may be necessary to enable a person together with his/her personal luggage to board or alight from the vehicle;
    - (ii) for so long as may be necessary to enable the vehicle if it cannot be conveniently used for such purposes in any other road, to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of any of the length of the road so referred to, or the laying, erection, alteration or repair in or near to any of the said length of the road, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telecommunications apparatus, as defined in the Telecommunications Act, 1984;
    - (iii) to enable the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in pursuance of statutory powers and duties and in particular, but without prejudice to the generality of the foregoing, to enable the vehicle to be used in connection with police, fire brigade and ambulance purposes;
    - (iv) if the vehicle is waiting owing to the driver being prevented from proceeding by circumstances beyond his/her control or to such waiting being necessary in order to avoid an accident;
    - (v) If the vehicle bearing the livery of a universal postal service provider is in the service of or employed by a universal postal service provider in the course of the provision of a universal postal service and is stationary only for so long as may be reasonably necessary for postal packets to be collected or delivered to or from adjacent premises or posting boxes;
    - (vi) for the purpose of loading or unloading the vehicle while the vehicle is standing at the kerb and is in actual use in connection with the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;

(vii) to enable the vehicle to be used wholly and necessarily by the principal participants in connection with funeral operations and weddings.

(b) apply to an emergency service vehicle.

(c) apply to a bus stop.

**Section 2: No Waiting at Any Time**

**For the lengths of road listed in Schedule 2 there is no waiting at any time.**

2/01 Save as provided in Articles 2/02, 2/03 and 2/04 of this Order no person shall, except upon the direction or with the permission of a police constable in uniform or a parking attendant in uniform, cause or permit any vehicle to wait at the times prescribed in any of the lengths of road specified in Schedule 2 to this Order and indicated by double orange lines and marked "Schedule2" on the Plan.

2/02 Nothing in Article 2/01 of this Order shall:

- (a) prevent any person from causing or permitting a vehicle to wait in any of the lengths of road referred to in these Articles :-
  - (i) for so long as may be necessary to enable a person together with his/her personal luggage to board or alight from the vehicle;
  - (ii) for so long as may be necessary to enable the vehicle if it cannot be conveniently used for such purposes in any other road, to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of any of the length of the road so referred to, or the laying, erection, alteration or repair in or near to any of the said length of the road, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telecommunications apparatus, as defined in the Telecommunications Act, 1984;
  - (iii) to enable the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in pursuance of statutory powers and duties and in particular, but without prejudice to the generality of the foregoing, to enable the vehicle to be used in connection with police, fire brigade and ambulance purposes;
  - (iv) if the vehicle is waiting owing to the driver being prevented from proceeding by circumstances beyond his/her control or to such waiting being necessary in order to avoid an accident;
  - (v) If the vehicle bearing the livery of a universal service provider is in the service of or employed by a universal service provider in the course of the provision of a universal postal service and is stationary only for so long as may be reasonably necessary for postal packets to be collected or delivered to or from adjacent premises or posting boxes;
  - (vi) for the purpose of loading or unloading the vehicle while the vehicle is standing at the kerb and is in actual use in connection with the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;

(vii) to enable the vehicle to be used wholly and necessarily by the principal participants in connection with funeral operations and weddings.

(b) apply to a licensed taxi waiting in a taxi stance during any period for which that stance has been appointed as a taxi stance by the licensing authority under the Civic Government (Scotland) Act 1982.

(c) apply to an emergency service vehicle.

(d) apply to a bus stop.

2/03 Nothing in Article 2/01 of this Order shall apply to any disabled person's vehicle which is not causing an obstruction and which displays in the relevant position a disabled person's badge.

2/04 (a) Nothing in Article 2/01 of this Order shall prevent any person from causing or permitting a vehicle to wait in the roads specified for as long as may be necessary for the purpose of delivering or collecting goods or merchandise or loading or unloading the vehicle at premises adjoining that road provided that:

(i) no vehicle shall wait for longer than a period of 10 minutes in the same place without goods being physically loaded onto or unloaded from the vehicle; and

(ii) no vehicle engaged in delivering or collecting goods or merchandise or loading or unloading shall wait for a longer period than thirty minutes in the same place;

(b) Notwithstanding anything in paragraph (a) of this Article the driver of a vehicle waiting for the purpose of delivering or collecting goods or merchandise or loading or unloading the vehicle shall move the same on the instruction of a police constable in uniform or a parking attendant in uniform whenever such moving may be reasonably necessary for the purpose of preventing an obstruction.

**Section 3 Orders Amended**

3/01 Those Orders specified in Schedule 3 to this Order are hereby amended.

IN WITNESS WHEREOF this Order consisting of this and the preceding pages, together with the Schedules and the plans numbered N&S1 – N&S8, annexed are sealed with the Common Seal of the said The East Renfrewshire Council and subscribed for them for them and on their behalf by Gerard James Mahon, Chief Officer (Legal and Procurement) and duly Authorised Signatory together at Giffnock on *(Date to be advised)*.

List of Schedules

**Schedule 1**

No Waiting and No Loading at Any Time

**Schedule 2**

No Waiting at Any Time

**Schedule 3**

Orders to be amended



**41****SCHEDULE 1****NO WAITING AND NO LOADING AT ANY TIME****Roads In East Renfrewshire****Side of road to  
which  
restriction  
applies****Ref**Principal  
Reference RoadSecondary  
Reference**Lengths of road in East Renfrewshire**

<b>1</b>	<b>Linnpark Avenue</b>			
1/1		Clarkston Road	From a point 177 metres or thereby from the extended eastern kerbline of Clarkston Road generally northwards for a distance of 108 metres or thereby to the end of the road.	East
1/2		Clarkston Road	From a point 177 metres or thereby from the extended eastern kerbline of Clarkston Road generally northwards for a distance of 75 metres or thereby.	West
1/3		Clarkston Road	From a point 277 metres or thereby from the extended eastern kerbline of Clarkston Road generally northwards for a distance of 8 metres or thereby.	West
<b>2</b>	<b>Netherburn Avenue</b>			
2/1		Clarkston Road	From a point 10 metres east of the extended eastern kerbline of Clarkston Road eastwards for a further distance of 10 metres or thereby.	North
<b>3</b>	<b>Nethercliffe Avenue</b>			
3/1		Clarkston Road	From a point 10 metres east of the extended eastern kerbline of Clarkston Road eastwards for a further distance of 10 metres or thereby.	Both

**42**  
**SCHEDULE 2**  
**NO WAITING AT ANY**

**Roads In East Renfrewshire**

Ref	Principal Reference Road	Secondary Reference	Lengths of road in East Renfrewshire	Side of road to which restriction applies
<b>4</b>	<b>Crathes Court</b>			
4/1		Hazelden Gardens	From the extended north-kerbline of Hazelden Gardens northwards a distance of 21 metres or thereby.	Both
<b>5</b>	<b>Hazelden Gardens</b>			
5/1		Crathes Court	From the extended western kerbline of Crathes Court westwards for a distance of 22 metres or thereby.	North
5/2		Pavilion access road	From the extended southern kerbline of the main carriageway of Hazelden Gardens south for a distance of 46 metres or thereby.	West
<b>6</b>	<b>Linnpark Avenue</b>			
6/1		Service road to west side of Linnpark Court Sheltered Housing complex	From the extended north eastern kerbline of the main carriageway of Linnpark Avenue north-eastwards for a distance of 18 metres or thereby.	Both
6/2		Service road to east side of Linnpark Court Sheltered Housing complex	From the extended north eastern kerbline of the main carriageway of Linnpark Avenue north-eastwards for a distance of 15 metres or thereby.	Both
<b>7</b>	<b>Monteith Drive</b>			
7/1		Stamperland Gardens	From the extended eastern kerbline of Stamperland Gardens eastwards for a distance of 10 metres or thereby.	Both
<b>8</b>	<b>Moray Drive</b>			
8/1		Stamperland Drive	From the extended southern kerbline of Stamperland Drive south-eastwards for a distance of 20 metres or thereby.	Northeast

**43**  
**SCHEDULE 2**  
**NO WAITING AT ANY**

**Roads In East Renfrewshire**

Ref	Principal Reference Road	Secondary Reference	Lengths of road in East Renfrewshire	Side of road to which restriction applies
8/2		Stamperland Drive	From the southern extended kerbline of Stamperland Drive south-eastwards for a distance of 9 metres or thereby.	Southwest
8/3		Stamperland Gardens	From a point 15 metres or thereby south-east of the extended eastern kerbline of Stamperland Gardens (at its southern junction) generally eastwards then north-eastwards for a distance of 136 meters or thereby to the extended feu line between 78 and 80 Moray Drive.	Both
8/4		Moray Gardens	From a point 10 metres or thereby north of the extended northern kerbline of Moray Gardens to a point 10 metres or thereby south of the extended southern kerbline of Moray Gardens.	Both
8/5		Stamperland Gardens	From the extended western kerbline of Stamperland Gardens (at its northern junction) eastwards for a point 10 metres or thereby	East
<b>9</b>	<b>Moray Gardens</b>			
9/1		Moray Drive	From the extended eastern kerbline of Moray Drive eastwards for a distance of 10 metres or thereby.	Both
9/2		Property No 68 Moray Gardens	From the extended northern boundary line of property No. 68 Moray Gardens north for a distance of 14 metres or thereby, to a point approximately 5 metres north of the turning head.	Both
<b>10</b>	<b>Nethervale Avenue</b>			
10/1		Clarkston Road	From a point 10 metres or thereby east of the extended eastern kerbline of Clarkston Road to a point 20 metres or thereby east of the extended eastern kerbline of Clarkston Road.	North
10/2		Clarkston Road	From a point 10 metres or thereby east of the extended eastern kerbline of Clarkston Road to a point 20 metres or thereby east of the extended eastern kerbline of Stamperland Hill.	South
<b>11</b>	<b>Orchy Avenue</b>			
11/1		Stamperland Gardens	From the extended north eastern kerbline of Stamperland Gardens north eastwards for a distance of 10 metres or thereby.	Both

**44**  
**SCHEDULE 2**  
**NO WAITING AT ANY**

**Roads In East Renfrewshire**

Ref	Principal Reference Road	Secondary Reference	Lengths of road in East Renfrewshire	Side of road to which restriction applies
<b>12</b>	<b>Randolph Drive</b>			
12/1		Stamperland Gardens	From the extended north eastern kerbline of Stamperland Gardens north eastwards for a distance of 10 metres or thereby.	Both
<b>13</b>	<b>Stamperland Avenue</b>			
13/1		Stamperland Gardens	From the extended south western kerbline of Stamperland Gardens south westwards for a distance of 10 metres or thereby.	Both
13/2		Stamperland Way	From a point 10 metres or thereby north of the extended north eastern kerbline of Stamperland Way to a point 10 metres or thereby south of the extended south western kerbline of Stamperland Way.	East
13/3		Stamperland Hill	From a point 10 metres or thereby north of the extended northern kerbline of Stamperland Hill south to the extended northern kerbline of Stamperland Drive.	East
13/4		Stamperland Hill	From a point 10 metres or thereby south of the extended southern kerbline of Stamperland Hill south for a distance of 6 metres or thereby.	West
13/5		Stamperland Drive	From the extended north kerbline of Stamperland Drive north for a distance of 15 metres or thereby.	West
<b>14</b>	<b>Stamperland Drive</b>			
14/1		Stamperland Gardens	From the extended south western kerbline of Stamperland Gardens south westwards for a distance of 10 metres or thereby.	Both
14/2		Stamperland Way	From a point 10 metres or thereby north of the extended north eastern kerbline of Stamperland Way to a point 10 metres or thereby south of the extended south western kerbline of Stamperland Way.	West
14/3		Stamperland Avenue	From the extended eastern kerbline of Stamperland Avenue eastwards for a distance of 52 metres or thereby and then north-eastwards a further 61m or thereby.	North / Northeast

**45**  
**SCHEDULE 2**  
**NO WAITING AT ANY**

**Roads In East Renfrewshire**

Ref	Principal Reference Road	Secondary Reference	Lengths of road in East Renfrewshire	Side of road to which restriction applies
14/4		Stamperland Avenue	From the extended eastern kerbline of Stamperland Avenue eastwards to a point 45 metres or thereby east of the extended eastern kerbline of Stamperland Avenue.	South
<b>15</b>	<b>Stamperland Gardens</b>			
15/1		Stamperland Avenue	From a point 10 metres or thereby north west of the extended north western kerbline of Stamperland Avenue to a point 10 meters or thereby southeast of the extended south eastern kerbline of Stamperland Avenue.	Southwest
15/2		Orchy Avenue	From a point 10 metres or thereby north west of the extended north western kerbline of Orchy Avenue to a point 10 meters or thereby southeast of the extended south eastern kerbline of Orchy Avenue.	Northeast
15/3		Stamperland Drive	From a point 10 metres or thereby north west of the extended north western kerbline of Stamperland Drive to a point 10 meters or thereby southeast of the extended south eastern kerbline of Stamperland Drive.	Southwest
15/4		Randolph Drive	From a point 10 metres or thereby north west of the extended north western kerbline of Randolph Drive to a point 10 meters or thereby southeast of the extended south eastern kerbline of Randolph Drive.	Northeast
15/5		Monteith Drive	From a point 10 metres or thereby north west of the extended north western kerbline of Monteith Drive to a point 10 meters or thereby southeast of the extended south eastern kerbline of Monteith Drive.	East
15/6		Moray Drive (northern junction)	From a point 10 metres or thereby north west of the extended north eastern kerbline of Moray Drive to a point 10 meters or thereby southeast of the extended south western kerbline of Moray Drive.	East
15/7		Moray Drive (southern junction)	From a point 15 metres or thereby northeast of the extended north eastern kerbline of Moray Drive north-eastwards to for a distance of 64 meters or thereby.	Northwest

**46**  
**SCHEDULE 2**  
**NO WAITING AT ANY**

**Roads In East Renfrewshire**

Ref	Principal Reference Road	Secondary Reference	Lengths of road in East Renfrewshire	Side of road to which restriction applies
<b>16</b>	<b>Stamperland Hill</b>			
16/1		Nethervale Avenue	From the extended southern kerbline of Nethervale Avenue southwards for a distance of 10 metres or thereby.	Both
16/2		Stamperland Avenue	From a point 10 metres or thereby west of the extended western kerbline of Stamperland Avenue north-westwards to for a distance of approximately 160 meters to a point 10 metres or thereby north of the extended northern kerbline of The Quadrant.	Southwest / West
16/3		Stamperland Avenue	From a point 30 metres or thereby west of the extended western kerbline of Stamperland Avenue north-westwards to for a distance of approximately 27 metres or thereby.	Northeast
16/4		Stamperland Avenue	From a point 85 metres or thereby west of the extended western kerbline of Stamperland Avenue north-westwards to for a distance of approximately 29 metres or thereby.	Northeast
16/5		The Quadrant (northern junction)	From a point 10 metres or thereby south west of the extended south western kerbline of The Quadrant to a point 10 meters or thereby northeast of the extended north-eastern kerbline of The Quadrant.	Southeast
<b>17</b>	<b>Stamperland Way</b>			
17/1		Stamperland Avenue	From the extended eastern kerbline of Stamperland Avenue south-eastwards for a distance of 10 metres or thereby.	Both
17/2		Stamperland Drive	From the extended north western kerbline of Stamperland Drive north-westwards for a distance of 10 metres or thereby.	Both
<b>18</b>	<b>Strawhill Road</b>			
18/1		Stamperland Drive	From the extended northern kerbline of Stamperland Drive south-westwards for a distance of 46 metres or thereby.	Both
<b>19</b>	<b>The Quadrant</b>			
19/1		Stamperland Hill	From the extended south-eastern kerbline of Stamperland Hill south-eastwards for a distance of 10 metres or thereby.	Both



# N&S OVERVIEW



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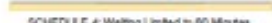
**Drawing Info.**

Existing restrictions

SCHEDULE 1: No Waiting and No Loading at Any Time



SCHEDULE 2: No Waiting at Any Time



SCHEDULE 4: Waiting Limited to 60 Minutes  
No Return within 60 Minutes, 8am-5pm Mon - Sat



SCHEDULE 5: No Waiting (During Specified Times)



Proposed new / additional restrictions

SCHEDULE 1: No Waiting and No Loading at Any Time



SCHEDULE 2: No Waiting at Any Time



Note: Existing restrictions are controlled by:  
"The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2023"

**EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT**  
Roads Service - 2 Spiersbridge Way, Spiersbridge Business Park, Thornliebank, G46 8NG  
Head of Service - G. McCarney

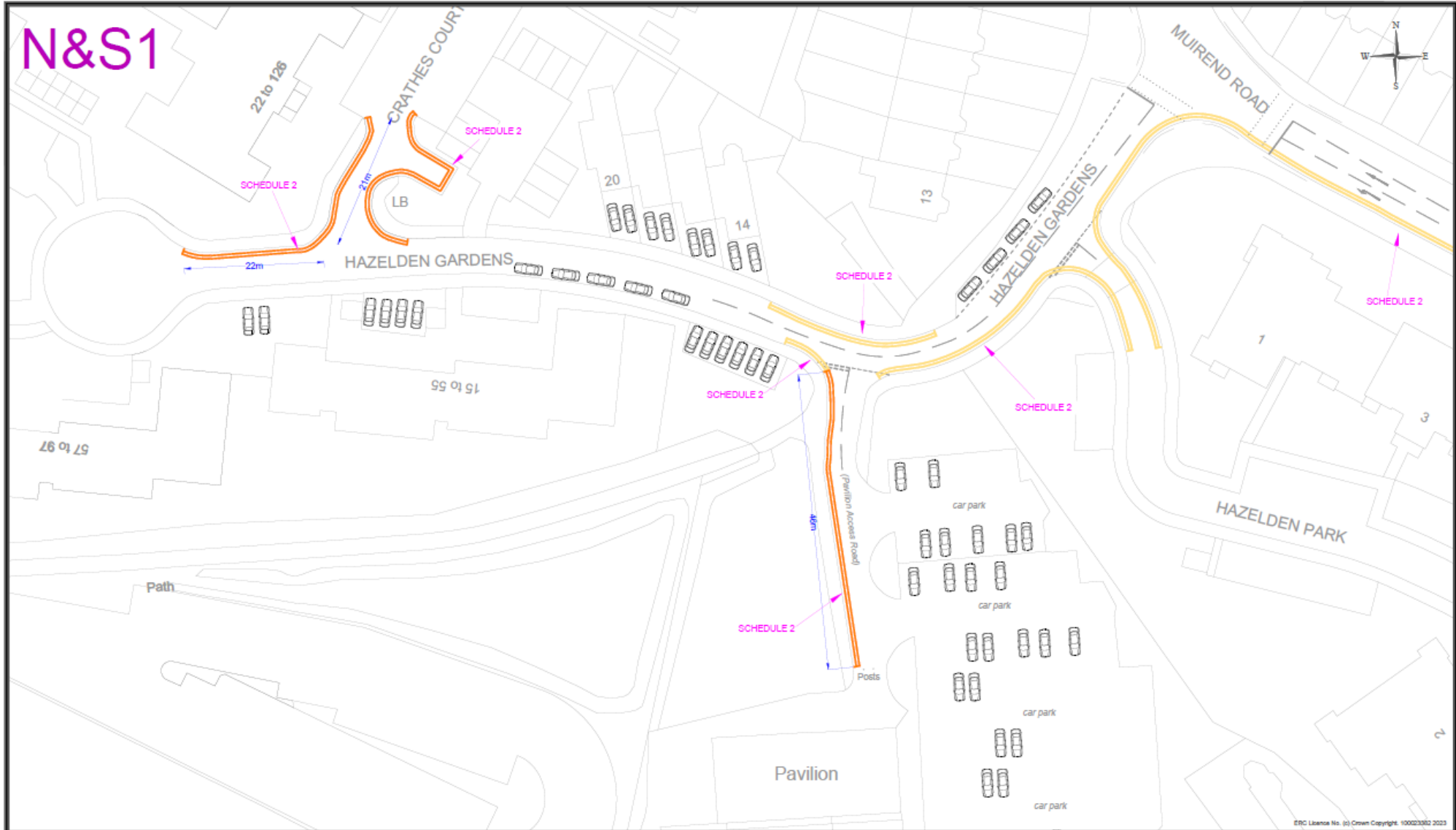
<b>Drawing Title</b>		THE EAST RENFREWSHIRE COUNCIL (NETHERLEE & STAMPERLAND) (ON-STREET) (WAITING & LOADING) ORDER 2023	
<b>Dep. No.</b>	EN-58-40-348 (N&S3)	<b>Rev.</b>	-
<b>File Ref.</b>	EN-58-40-348	<b>Des. By</b>	PAD
		<b>Checked By</b>	



**Date** APR 2023

**Scale** Not to scale







Drawing Info.	Existing restrictions	Proposed new / additional restrictions
	SCHEDULE 2: No Waiting at Any Time 	SCHEDULE 2: No Waiting at Any Time 

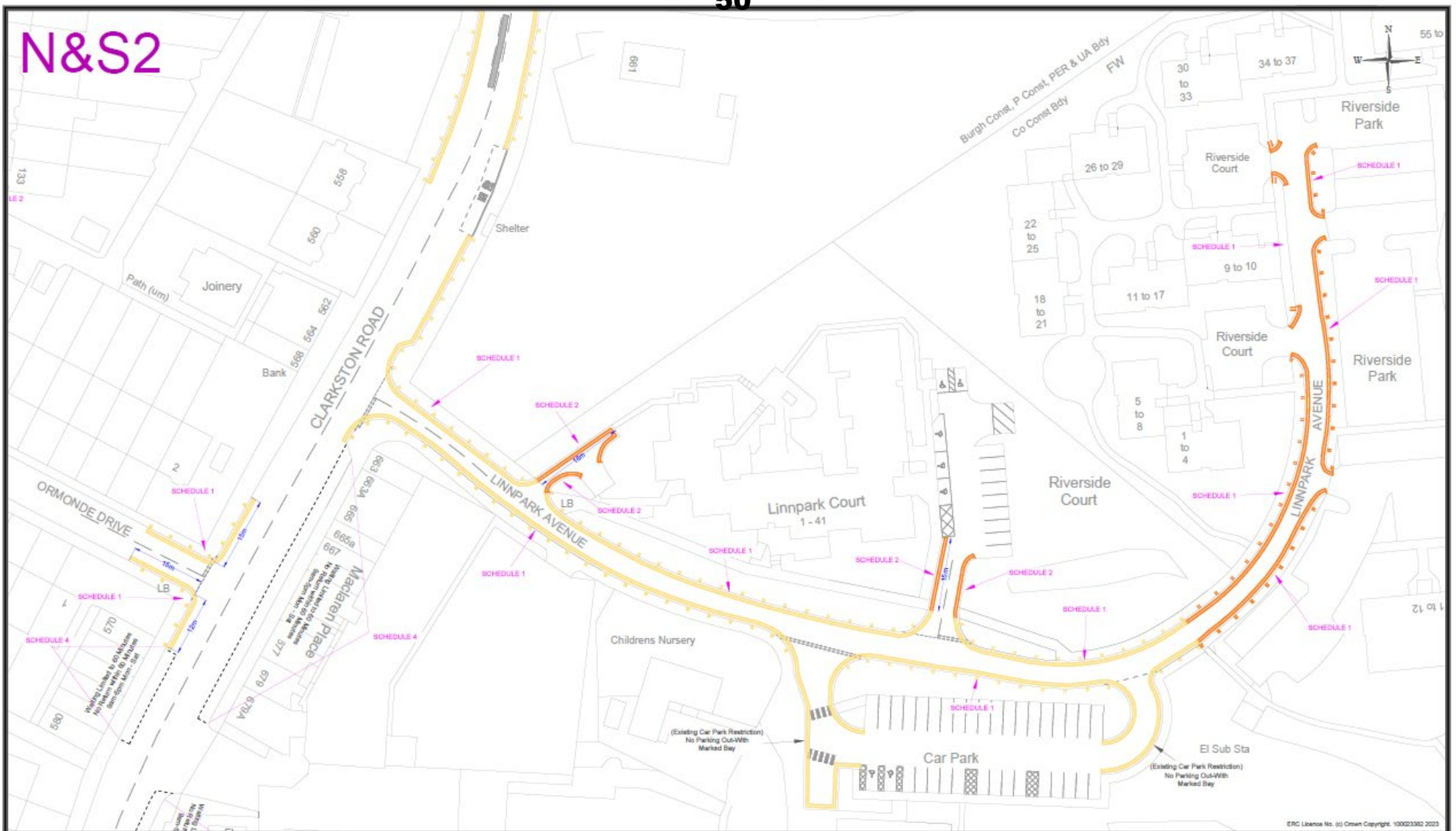
Note: Existing restrictions are covered by:  
The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2016\*

EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT  
Roads Service - 2 Spiersbridge Way, Spiersbridge Business Park, Thomliebank, G46 8NG  
Head of Service - G. McCarney

<b>Drawing Title</b>		<b>Date</b>
THE EAST RENFREWSHIRE COUNCIL (NETHERLEE & STAMPERLAND) (ON-STREET) (WAITING & LOADING) ORDER 2023		APR 2023
<b>Dwg No.</b>		<b>Scale</b>
EN-58-40-348 - (N&S1)	Rev. -	Not to scale
<b>File Ref.</b>	<b>Dwg By</b>	<b>Checked By</b>
EN-58-40-348	PAD	



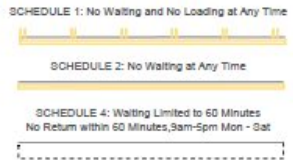
# N&S2



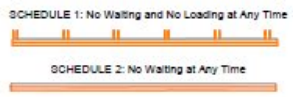
ERC Licence No. (c) Crown Copyright. 100023302 2023

**Drawing Info.**

Existing restrictions



Proposed new / additional restrictions



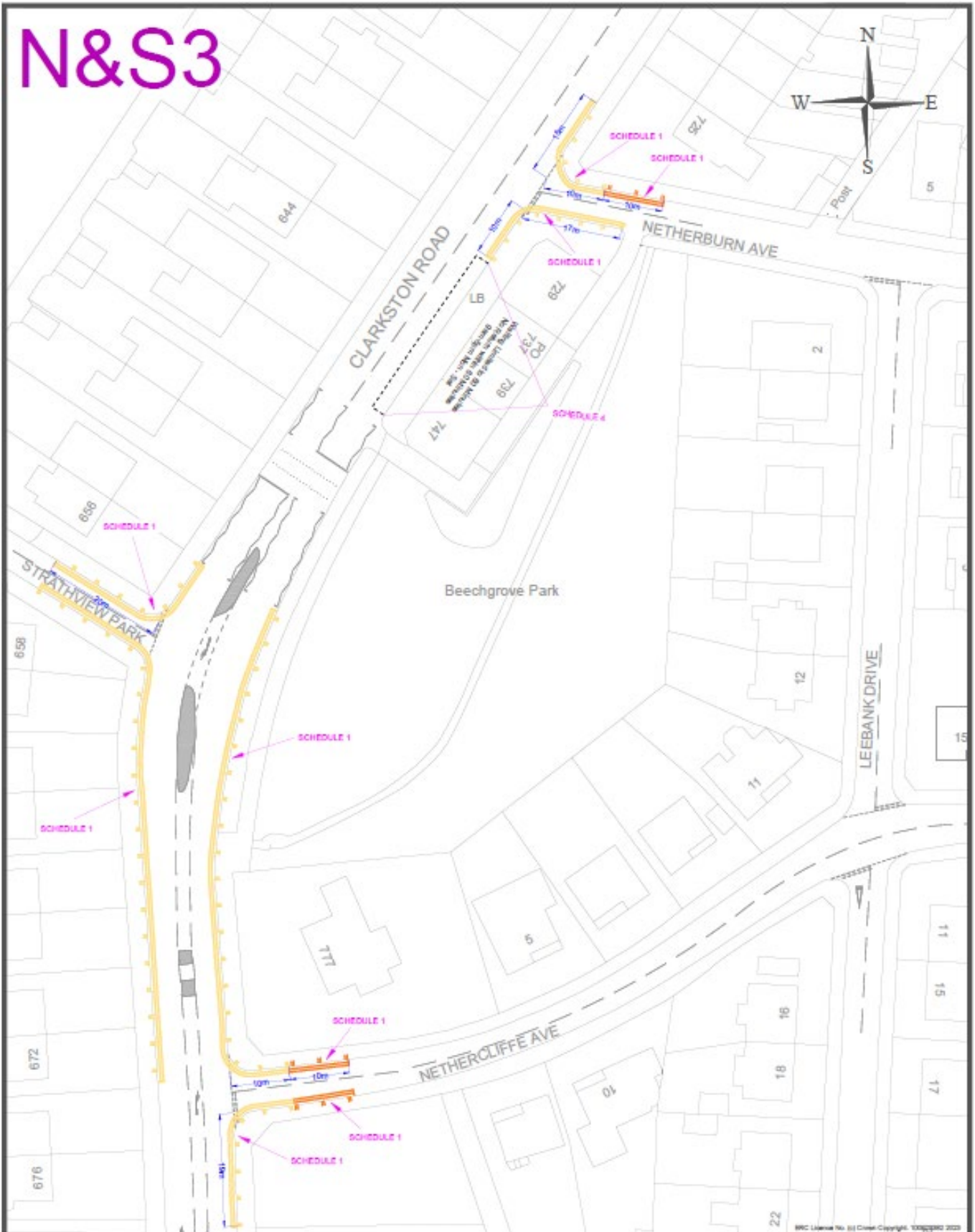
Note: Existing restrictions are covered by:  
The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2016"

**EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT**  
Roads Service - 2 Spiersbridge Way, Spiersbridge Business Park, Thornliebank, G46 8NG  
Head of Service - G. McCarney

<b>Drawing Title</b>		<b>Date</b>	
THE EAST RENFREWSHIRE COUNCIL (NETHERLEE & STAMPERLAND) (ON-STREET) (WAITING & LOADING) ORDER 2023		APR 2023	
<b>Dwg No.</b>		<b>Scale</b>	
EN-58-40-348 - (N&S2)		Not to scale	
<b>File Ref.</b>		<b>Checked By</b>	
EN-58-40-348		PAD	



# N&S3



**Drawing Info.**

Existing restrictions

SCHEDULE 1: No Waiting and No Loading at Any Time

SCHEDULE 2: No Waiting at Any Time

SCHEDULE 4: Waiting Limited to 60 Minutes  
No Return within 60 Minutes 8am-5pm Mon - Sat

Proposed new / additional restrictions

SCHEDULE 1: No Waiting and No Loading at Any Time

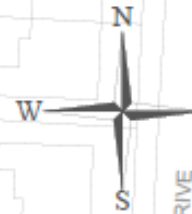
Note: Existing restrictions are covered by 'The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2023'

**EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT**  
Roads Service - 2 Spiersbridge Way, Spiersbridge Business Park, Thornliebank, G46 8NG  
Head of Service - G. McCarney

<b>Drawing Title</b>		<b>Date</b>	
THE EAST RENFREWSHIRE COUNCIL (NETHERLEE & STAMPERLAND) (ON-STREET) (WAITING & LOADING) ORDER 2023		APR 2023	
<b>Scale</b>		Not to scale	
<b>Des. No.</b>	EN-58-40-348 (N&S3)	<b>Rev.</b>	-
<b>Des. By</b>	PAD	<b>Checked By</b>	
<b>File Ref.</b>	EN-58-40-348		



# N&S4



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**Drawing Info.**

Existing restrictions

SCHEDULE 1: No Waiting and No Loading at Any Time



Proposed new / additional restrictions

SCHEDULE 2: No Waiting at Any Time



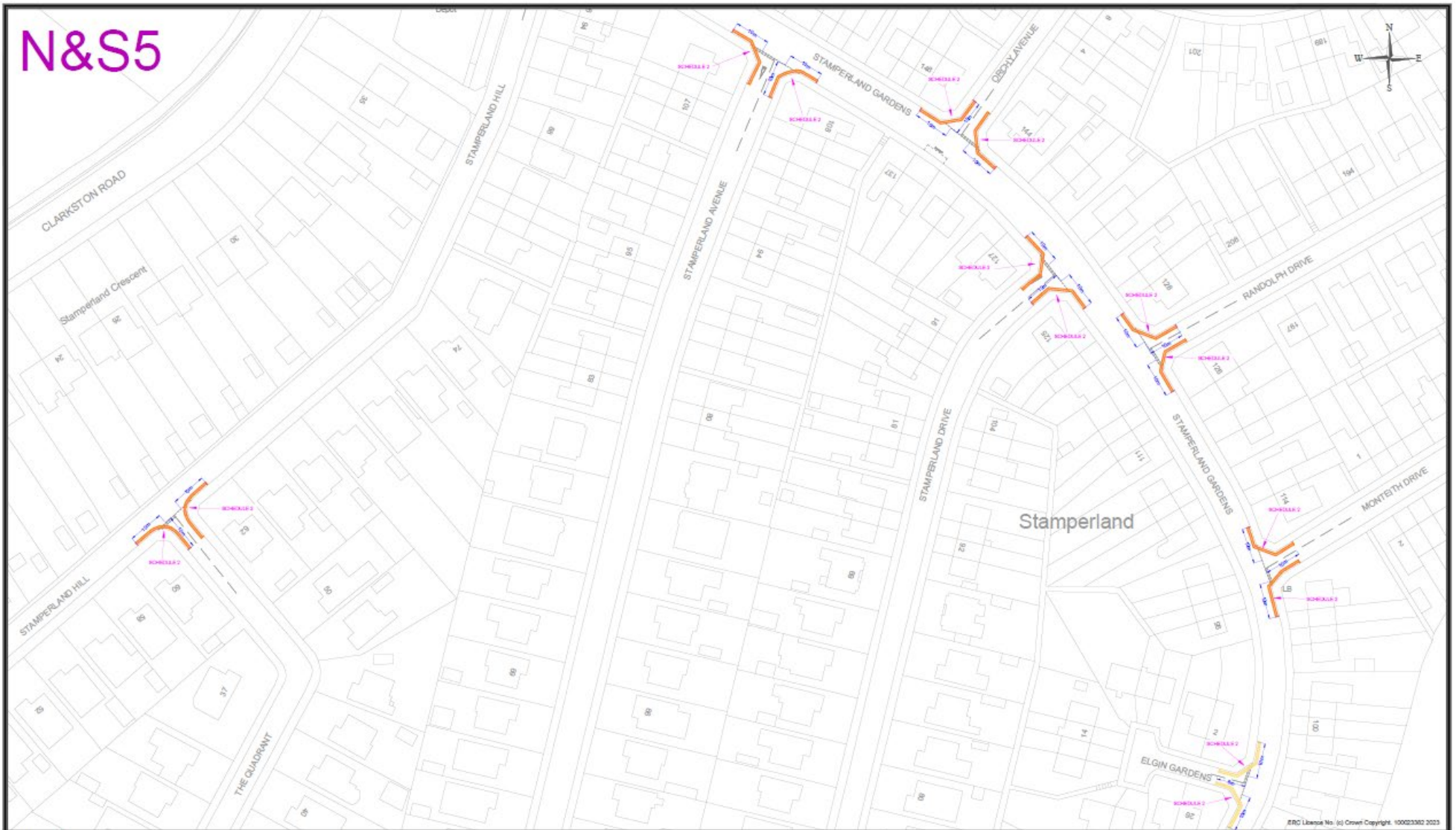
Note: Existing restrictions are covered by:  
 \*The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading Order 2022)\*

**EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT**  
 Roads Service - 2 Splersbridge Way, Splersbridge Business Park, Thornliebank, G48 8NG  
 Head of Service - G. McCarney

<b>Drawing Title</b>		<b>Date</b>	
THE EAST RENFREWSHIRE COUNCIL (NETHERLEE & STAMPERLAND) (ON-STREET) (WAITING & LOADING) ORDER 2023		APR 2023	
<b>Scale</b>		Not to scale	
<b>Dep. No.</b>	EN-58-40-348 (N&S4)	<b>Rev.</b>	-
<b>File Ref.</b>	EN-58-40-348	<b>Dep. Dir.</b>	PAD
		<b>Checked By</b>	



# N&S5



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Drawing Info.	Existing restrictions	Proposed new / additional restrictions
	SCHEDULE 2: No Waiting at Any Time	SCHEDULE 2: No Waiting at Any Time

Note: Existing restrictions are covered by:  
"The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2016"

**EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT**  
Roads Service - 2 Spiersbridge Way, Spiersbridge Business Park, Thornliebank, G46 8NG  
Head of Service - G. McCarney

<b>Drawing Title</b>		<b>Date</b>	
THE EAST RENFREWSHIRE COUNCIL (NETHERLEE & STAMPERLAND) (ON-STREET) (WAITING & LOADING) ORDER 2023		APR 2023	
		<b>Scale</b>	
		Not to scale	
<b>Dwg No.</b>	EN-58-40-348 - (N&S5)	<b>Rev.</b>	-
<b>Dwg By</b>	PAD	<b>Checked By</b>	
<b>File Ref.</b>	EN-58-40-348		

N&S6



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Drawing Info.

Proposed new / additional restrictions

SCHEDULE 2: No Waiting at Any Time

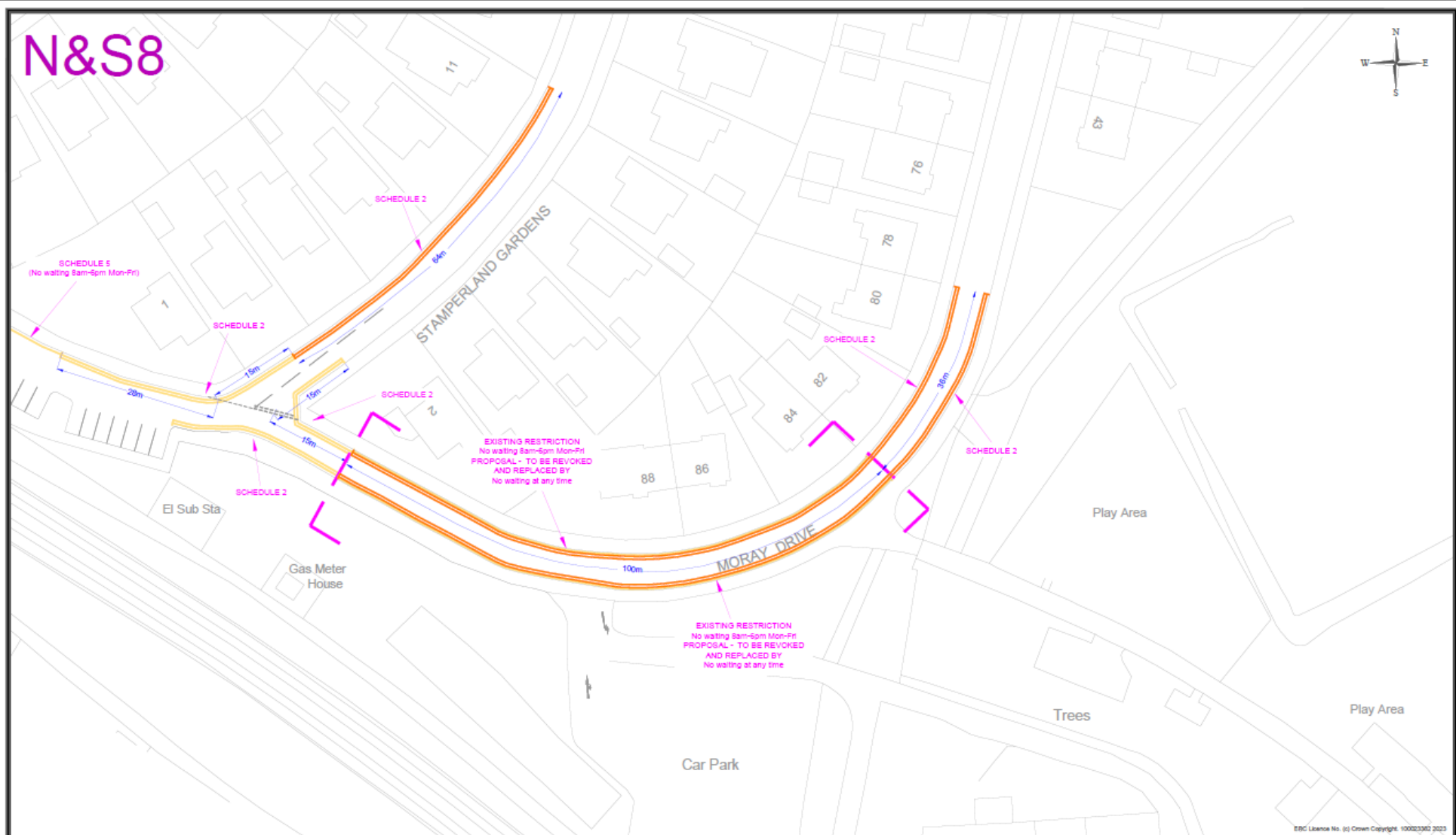


Note: Existing restrictions are covered by:  
 "The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2018"

EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT  
 Roads Service - 2 Spiersbridge Way, Spiersbridge Business Park, Thornliebank, G46 8NG  
 Head of Service - G. McCarney

<u>Drawing Title</u>		THE EAST RENFREWSHIRE COUNCIL (NETHERLEE & STAMPERLAND) (ON-STREET) (WAITING & LOADING) ORDER 2023		<u>Date</u>	APR 2023
<u>Dwg No.</u>		EN-58-40-348 - (N&S6)	<u>Rev.</u>	-	<u>Scale</u>
<u>File Ref.</u>		EN-58-40-348	<u>Dwg BY</u>	PAD	Not to scale
				<u>Checked By</u>	





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**Drawing Info.**

**Existing restrictions**

**Proposed new / additional restrictions**

SCHEDULE 2: No Waiting at Any Time

SCHEDULE 2: No Waiting at Any Time

SCHEDULE 5: No Waiting (During Specified Times)

Note: Existing restrictions are covered by:  
 "The East Renfrewshire Council (Netherlee & Stamperland) (On-Street) (Waiting and Loading) Order 2016"

**EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT**  
 Roads Service - 2 Spiersbridge Way, Spiersbridge Business Park, Thornliebank, G46 8NG  
 Head of Service - G. McCarney

**Drawing Title**  
 THE EAST RENFREWSHIRE COUNCIL  
 (NETHERLEE & STAMPERLAND)  
 (ON-STREET)  
 (WAITING & LOADING) ORDER 2023

**Date**  
 APR 2023

**Scale**  
 Not to scale

**Dwg No.** EN-58-40-348 - (N&S8)

**Rev.** -

**Dwg By** PAD

**File Ref.** EN-58-40-348

**Checked By**

