

EAST RENFREWSHIRE COUNCIL15 June 2016Report by Director of EnvironmentTHE EAST RENFREWSHIRE COUNCIL (GIFFNOCK) (ON-STREET) (WAITING AND
LOADING) ORDER 2016**PURPOSE OF REPORT**

1. The purpose of the report is to recommend the Council approve the making and confirmation of "The East Renfrewshire Council (Giffnock Area) (On-Street) (Waiting and Loading) Order 2016".

RECOMMENDATIONS

2. It is recommended that the Council approve the making and confirmation of "The East Renfrewshire Council (Giffnock) (On-Street) (Waiting and Loading) Order 2016" and delegate to the Director of Environment the implementation of the Order in accordance with the associated statutory procedures.

BACKGROUND

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

REPORT

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

5. An informal consultation was carried out from 18 August to 6 September 2014 seeking feedback on suggested changes to the restrictions. Over 1000 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 Giffnock Community Library and on the Council website. The questionnaire was also made available on the Council's website. A total of 100 responses were subsequently received with 85 of those coming from residents, 7 from businesses, and 8 visitors.

6. The main issues raised by respondents were the general lack of available parking space in and around the centre of Giffnock including the lack of off-street parking, and congestion caused by parking in residential streets by non-residents.

7. There was support, including from businesses, for increasing the limited waiting period on Fenwick Road from the current 30 minutes to 60 minutes and reducing the period from Monday to Saturday to Monday to Friday.

8. A number of concerns regarding traffic movements in and around Academy Road (Giffnock Primary School) were raised and these issues have been addressed with the inclusion of a combination of restrictions proposed between this Order and the accompanying "The East Renfrewshire Council (Orchard Park, Giffnock) (One Way) Order 2016".

9. Following the informal consultation and the feedback received, a formal consultation was carried out from 11 May 2015 to 12 June 2015 in compliance with "The Local Authorities' Traffic Orders (Procedure) Scotland Regulations 1999 (and subsequent amendments)".

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' Library and on the Council Website. The main points of note are:-

- Limited waiting time of 60 minutes Monday to Friday on sections of Fenwick Road and Park Road
- Revocation of the Clearway Order which prohibits stopping during morning and evening peak hours on Fenwick Road and partial replacement with no waiting and no loading restrictions over shorter am and pm peak periods
- No specific On-Street Disabled Persons' Parking Bays proposed due to existing exemptions from waiting restrictions already available to Blue Badge holders.

11. A total of 48 representations on the proposals were received. Of these, none were from statutory consultees, 13 were from residents of Elliot Avenue or Elliot Drive, 10 were from businesses, and the remainder from various other residential roads. All 48 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, where feasible, the concerns which were mainly brought forward by residents. However, none of the resultant amendments to the proposals made the Order more restrictive as this would have required the Council to re-advertise the Order.

12. A number of the objections requested more stringent restrictions. Any change from the advertised Order that would increase the severity of restrictions would require the entire Order to be re-advertised and re-consulted on. As such, these requests were not deemed appropriate at this time and were not applied. A summary of all objections and the response or proposed action to each is attached as Appendix 2.

13. Members are asked to note the correspondence received from residents of Elliot Avenue and Elliot Drive in response to their representations:-

- 16 replied advising of their wish to maintain their objection;
- An additional 11 letters were received from residents who had not made any representation or objection during the formal consultation period but now stated they wished to 'maintain' their objection;
- Those 11 residents were advised that whilst they had no objection to maintain, similar concerns raised by other members of the public had been considered accordingly;

- Following subsequent amendments to the proposals and further correspondence to those who had raised objections, residents advised they would withdraw their objections only if the proposed restrictions around the junction of Elliot Avenue with Park Road were reduced from 10 metres to 5 metres. The Roads Services does not recommend this as the road safety guidance given in The Official Highway Code, Rule 243 states: "Do Not stop or park (...) opposite or within 10 metres (32 feet) of a junction (...)". This offers the necessary manoeuvring space for a vehicle to complete a turn into a road and wait for an approaching vehicle to pass if there is not sufficient road width in the road ahead due to parked vehicles.

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

FINANCE AND EFFICIENCY

15. 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 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.

16. 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 £1500 every 8-10 years. All these requirements will be met from the Parking Account.

CONSULTATION

17. Consultation with regards to this order, undertaken between 11 May and 12 June 2015, was carried out in compliance with "The Local Authorities' Traffic Orders (Procedure) Scotland Regulations 1999 (and subsequent amendments)". Police Scotland, emergency services and all other organisations / persons likely to be affected by any provision in the order (including Giffnock Community Council, Giffnock BID, and the local members) were notified individually of the proposals. Notices of the proposals were also published in the local 'Eastwood Extra' newspaper.

PARTNERSHIP WORKING

18. 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

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

CONCLUSIONS

21. "The East Renfrewshire Council (Giffnock Area) (On-Street) (Waiting and Loading) Order 2016", introducing new on-street waiting and loading restrictions in Giffnock, 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

22. It is recommended that the Council approve the making and confirmation of "The East Renfrewshire Council (Giffnock) (On-Street) (Waiting and Loading) Order 2016" 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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May 2016

BACKGROUND PAPERS

East Renfrewshire Council Local Transport Strategy 2008-2011

- Section 12.5

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

The East Renfrewshire Council (A77) (Giffnock-Newton Mearns) (Clearways) (Consolidation) Order 2013

The East Renfrewshire Council (Giffnock) (On-Street) (Waiting and Loading) Order 2016

The East Renfrewshire Council (Orchard Park, Giffnock) (One Way) Order 2016

KEY WORDS: A report to Council seeking approval to introduce revised waiting and loading restrictions in Giffnock 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
Fenwick Rd- Eastwood Toll to Council Boundary	Clearway - No Waiting & No Loading 8:15am - 9:15am & 4:15pm - 6:30pm Mon- Fri, both sides excluding lay-bys	Revocation of Clearway Order over this section of road and replaced with Waiting and Loading restrictions at relevant locations along Fenwick Rd
Fenwick Rd – lay-bys	Waiting Limited to 30 Mins no return within 1 hour 8am-6pm Mon - Fri & 8am - 1pm Sat	Waiting Limited to 60 Minutes with no return within 1 hour 9:00am - 5:00pm Mon - Fri
Burnfield Rd - near shops adjacent to St Leonard’s Dr	No Waiting 8am – 6pm Mon - Fri & 8am -1pm Sat fronting and across from shops	No Waiting 8:00am - 6:00pm Mon - Fri fronting shops and extending to access to Burnfield Care Home & fronting property Nos 3-19
Burnfield Rd – lay by	Unrestricted	Waiting Limited to 60 Minutes with no return within 1 hour 9:00am - 5:00pm Mon - Fri
Burnfield Rd – from Torburn Ave to Council Boundary	Unrestricted	No Waiting at Any Time
Braidholm Rd – from Fenwick Rd to Braidbar Rd	No Waiting & No Loading up to Police station both sides	Southside:- No Waiting & No Loading extended to Braidbar Rd; Northside:- No Waiting 8am - 6pm Mon - Sat extending beyond junction with Braidbar Rd
Braidbar Road	Unrestricted	Northside - No Waiting 8am - 6pm, Mon - Sat; Southside - No Waiting at Any Time at junctions
Braidholm Rd- all junctions from Braidbar Rd to Merrylee Park Ave & Braidbar Farm Rd	Unrestricted or Advisory ‘Keep Clear’ markings	No Waiting at Any Time within 10 metres of junctions
Park Rd	No Waiting at Any Time - both sides	North-side- 60 Minute limited waiting 9am -5pm Mon - Fri (fronting property Nos 1-4 Park Terr) South-side- No Waiting 8am - 6pm Mon –Fri across driveways (fronting property Nos 5 – 11) No Waiting at Any Time at junctions
Elliot Ave	No Waiting 6am - 11pm on west-side between junction with Park Rd extending to Elliot Dr; No Waiting 8am – 6pm Mon - Fri at junction with Orchard Dr	No Waiting at Any Time at junctions with Park Rd and Orchard Dr and within 5 metres south of the service lane at the rear of No 4 Park Terr.

Academy Rd	No Waiting 8am - 6pm Mon - Fri, & 8am -1pm Sat at junctions with St Catherine's Rd and Orchard Park Dr	No Waiting all day & No Loading school drop-off & pick-up times west side; extensions of School Keep Clears, and No Waiting & No Loading at Any Time at junctions
Orchard Park	No Waiting & No Loading at Any Time from Fenwick Rd to No 1, both sides No Waiting 8am – 6pm Mon- Fri & 8am – 1pm Sat fronting Nos 1- 4 both sides;	No Waiting & No Loading at Any Time from Fenwick Rd to No 1 Orchard Park on the north-side and to Academy Rd on the southside.
Orchard Dr	No Waiting & No Loading at Any Time on both sides from Fenwick Rd for a distance of 25 metres, No Waiting 8am - 6pm Mon - Fri, 8am- 1pm Sat, both sides up to No 8	No Waiting and No Loading at Any Time from Fenwick Rd to No 4 on the north-side and to Elliot Ave on south-side, No Waiting 8am- 6pm Mon - Sat from No 4 to No 10 on the north-side. No Waiting at Any Time from Elliot Ave to No 18 on the south-side,
Barrland Dr	No Waiting 8am – 6pm Mon - Fri, 8am-1pm Sat, both sides up to No 18	No Waiting and No Loading at Any Time from Fenwick Rd to No 6 both sides. No Waiting 8am-6pm M-Sat from No 6 to No 16 on north-side only

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 OBJECTIONS

Street	Comments/Objections	Response
Barrland Drive	3 objections received requesting daytime waiting restrictions on both sides of the road for the entire length	The proposal is to reduce the restrictions to one side only to permit more parking while still maintaining road safety by ensuring clear visibility splays. Restrictions along the entire length would negatively affect residents, visitors and trades people.
Braidholm Road & Braidholm Crescent	1 objector felt the restrictions proposed for the Braidholm Rd / Braidholm Cres junction would result in additional parking taking place on Braidholm Cres 1 objection from a resident who has a child with a disability thought proposals would restrict their ability to load and unload or park in front of address	The restrictions proposed for the Braidholm Rd / Braidholm Cres junction only replace the current advisory 'No Parking' with 'No Waiting at Any Time' around the junction, as per the guidance of the Official Highway Code. Advised that Blue Badge holders are exempt from waiting restrictions and proposals are for daytime hours only.
Briarlea Drive, Merryburn Avenue, Merryvale Avenue, & Merryvale Place junction	1 objection requesting No Waiting & No Loading at junction of roads	This request was not implemented as new or more restrictive proposals to those presented as part of the formal consultation cannot be added without the entire Order having to be re-advertised and consulted on from the beginning. The safety of the junction will be monitored but no parking restrictions will be added at this time.
Burnfield Road	1 objection to waiting restrictions near postal sorting office as objector thought the restrictions would prevent loading or unloading of packages.	Restrictions proposed do not affect loading operations.
Orchard Drive	1 objection to restrictions extending beyond the bus stop near the Fenwick Road junction.	Restrictions are considered necessary to protect access to the bus stops and the approach to the Orchard Drive / Fenwick Road junction and to facilitate safety for all road users including pedestrians and motorists alike.

<p>Elliot Avenue/ Elliot Drive</p>	<p>13 objections from residents received all with the same complaint relating to the lack of available on-street parking for residents and the complaints of local business employees and shoppers parking on their street.</p> <p>Objections cited that any restrictions on Fenwick Road or Park Road would exacerbate this occurrence</p> <p>Objected to No Waiting and No Loading at Any Time on southeast section of Elliot Avenue between the service road to the rear of No 4 and the junction with Park Road.</p> <p>A number of residents requested Elliot Avenue residential parking permits</p> <p>Following other compromises to objections residents advised they would withdraw their objections only if restrictions around the junction of Elliot Avenue at Park Road were reduced from 10 metres to 5 metres</p>	<p>A public right of passage enables anyone to travel along the road and users may park so long as they are not contravening any parking restrictions, causing an obstruction, or comprising road safety.</p> <p>Proposed restrictions on those roads are intended to create turnover of parking spaces essential for the viability and sustainability of the local businesses.</p> <p>Restrictions were proposed to facilitate access to the service lane to the rear of shops and for refuse collection vehicles and winter maintenance vehicles etc. following historic complaints by residents of access being blocked. The extent of the proposed restriction in this area has therefore been reduced following objections but maintained at 10 metres around the junction with Park Road as per the guidelines of the Official Highway Code.</p> <p>The Council do not provide parking permits, including resident only, due to cost and lack of available parking spaces.</p> <p>The Roads Services does not recommend this as the road safety guidance given in The Official Highway Code, Rule 243 states: "Do Not stop or park (...) opposite or within 10 metres (32 feet) of a junction (...)". This offers the necessary manoeuvring space for a vehicle to complete a turn into a road and wait for an approaching vehicle to pass if there is not sufficient road width in the road ahead.</p>
<p>Fenwick Road</p>	<p>13 objections in total made reference to the proposed restrictions on Fenwick Road with 10 of these coming from local businesses and 3 non-business objectors</p>	<p>1 misunderstood proposals and reply letter clarified.</p> <p>1 felt limited waiting time period was not sufficient length; after given explanation for the period proposed, the objection was dropped.</p> <p>1 resident felt the proposed limited waiting restriction in front of house did not allow sufficient time for visitors or tradespeople visiting or working at their house; proposals do not prevent visitors or tradespeople from accessing property and objector had off road parking available which would facilitate longer visits.</p>

Fenwick Road	<p>Objected to any limited waiting on roads near Fenwick Road such as Park Road, St Catherine’s Road or Merryvale Avenue</p>	<p>Turnover of spaces is not only needed on Fenwick Rd but also residential roads to permit residents access in front of or nearby their property. Due to the restrictive widths of these roads, daytime parking restrictions maintained on parts of these roads will also ensure sufficient road width for through traffic.</p>
	<p>Requested 2 hour instead of 1 hour limited waiting on Fenwick Road</p>	<p>A majority of the responses from the informal consultation were in favour of 1 hour or less. Additionally, parking studies have shown the majority of parking in this location is for 1 hour or less.</p>
	<p>Request for evening peak hour restrictions on Fenwick Road to be removed to facilitate shoppers parking.</p> <p>Requested Giffnock Primary School car park to be made available for parking during weekends</p>	<p>This request was investigated but traffic flow studies show that traffic rates in both directions are elevated during both AM and PM peak times. Permitting parking at PM peak times would increase congestion and obstruct the flow of traffic including access to bus stops. This request was therefore deemed unfeasible.</p> <p>This request is out of the scope of the Roads Service and would need to be directed towards Education.</p>
Maryville Avenue	<p>Request for limited waiting instead of no waiting on Maryville Avenue</p>	<p>This request was partially implemented. Only part of the road was considered suitable for limited waiting as residents of the road have noted the difficulty of entering/exiting their driveways with cars parked opposite their driveways. Therefore, the section across from residential properties to remain ‘No waiting 8am-6pm Monday to Friday’.</p>
	<p>1 objection to waiting restrictions proposed for section of road outside of retirement home, says elderly need to park outside Homeglen House</p>	<p>Homeglen House has private, off-street parking. Additionally, Blue badge holders are exempt from waiting restrictions and the proposals are No Waiting 8am-6pm Monday to Friday.</p>
Maryville Avenue	<p>1 objection to No Waiting 8-6 Monday to Friday on northwest side at Park Road junction, resident says difficult to get in/out of driveway if cars parked on opposite side</p>	<p>8am-6pm restrictions proposed to ensure access during daytime hours. If vehicles parked causing an obstruction which includes entrance/egress to driveways then this is a Police matter of enforcement.</p>
	<p>1 objection requested resident permits and limited waiting instead of no waiting on south end of road</p>	<p>The restrictions are proposed to minimise road blockages due to parking and limited waiting would not ensure this. The Council do not provide resident only parking permits due to cost and lack of available parking spaces.</p>

<p>Merrycrest Avenue</p>	<p>A petition signed by 28 people from surrounding streets objecting to no waiting daytime hours Objectors know Enterprise-Rent-A-Cars park on the road but restricting Merrycrest will just cause cars to go elsewhere</p>	<p>The proposed restrictions were withdrawn and no restrictions for the portion of road are proposed.</p>
<p>Park Road</p>	<p>2 objections to reduction on south side of Park Road from 'No Waiting Any Time' to 'No Waiting 8am-6pm Monday to Friday': 1 stated driveway already gets blocked and will only get worse and other is discussed below</p> <p>1 objection to any restrictions on Park Road or St Catherine's Road as it will push parking cars further down Park Road, wanted either no restrictions or entire road restricted</p> <p>1 objection to limited waiting fronting Park Terrace as they are a resident and want access fronting property</p> <p>1 objection requested no restrictions so cars could park on corner to act as traffic calming</p>	<p>Reduction in restrictions is to allow overnight parking for other nearby residents. Blocking of driveways is an offense which currently the Police have authority to control. The driveways will have the same protection.</p> <p>Proposed restrictions are around the busiest junctions of Park Road. Away from the junctions the road is wide enough to allow parking. A public right of passage enables anyone to travel along the road and users may park so long as they are not contravening any parking restrictions, causing an obstruction, or comprising road safety</p> <p>Residents will still have access fronting property for short term waiting as currently the restrictions are No Waiting at Any Time and proposals are 9am – 5pm Monday to Friday. Residents of Park Terrace have private off-street driveways/spaces to rear of their properties.</p> <p>Junctions should be kept clear to ensure safer crossing for pedestrians. This is especially important near schools such as on this road. Speeding remains a matter for Police enforcement as drivers have a responsibility to drive at an appropriate speed for the road conditions.</p>
<p>St Catherine's Road</p>	<p>1 objection requested restriction length be reduced to allow parking in front of their property</p>	<p>This was agreed as the driveway is located at the end of St Catherine's Road where there will be minimal traffic exiting the road.</p>
<p>St Clair Avenue</p>	<p>5 objections from residents to No Waiting Any Time that extended from Barrland Drive to St Clair Avenue</p>	<p>Proposed restrictions were withdrawn due to objections.</p>