

EAST RENFREWSHIRE COUNCILCABINET19 June 2023Report by Director of EnvironmentTHE EAST RENFREWSHIRE COUNCIL (NEILSTON) (ON-STREET)
(WAITING & 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 (Neilston) (On-Street) (Waiting and Loading) Order 2023'.

RECOMMENDATIONS

2. It is recommended that the Cabinet approve the making and confirmation of 'The East Renfrewshire Council (Neilston) (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 has a duty under the Road Traffic Regulation Act 1984 to secure the safe movement of traffic on the local road network.

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

5. A commitment was given that once the Council became the Parking Authority, the waiting and loading regulations within each area would be reviewed and if required, proposals to introduce new and/or amended restrictions brought forward for consideration.

6. There are no existing waiting or loading restrictions in effect throughout the Neilston area.

7. A number of concerns have been raised over the years on irresponsible parking regularly taking place on various roads in the area which are deemed to cause obstruction and/or a serious road safety risk for other road users, including vehicular and pedestrian traffic alike.

REPORT

8. An assessment was carried out to consider where waiting restrictions should be introduced to address current and possible future parking concerns.

9. The assessment identified a number of locations where the introduction of waiting restrictions were considered appropriate to ensure the safe and efficient flow of vehicular traffic whilst balancing this against the needs of pedestrians, residents and businesses in the area.

10. The restrictions proposals are contained within the Draft Order and associated plans.

11. A Traffic Regulation Order must be promoted to legally authorise the introduction of any new or amended waiting or loading restriction on a road.

FINANCE AND EFFICIENCY

12. 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.

13. If approval is granted for the introduction of the proposed waiting restrictions, there will be a requirement to install new road markings & associated signing where applicable and to carry out appropriate publicity. There will also be the typical maintenance costs associated with occasional renewal/refreshing of lining and signing as and when required with an estimated cost to be in the region of approximately £1,000 every 8-10 years. All these requirements will be met from the Parking Account.

CONSULTATION

14. A formal consultation was carried out on the proposed Order between 31 May 2022 and 30 June 2022 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 where representations or objections should be sent, were published in the Glasgow 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.

15. A total of 9 formal objections were received and 1 representation questioning why a section of road was not being restricted. An additional 6 representations received voiced overall support of the proposals. A reply with an explanation for proposing specific restrictions was sent to each objection/representation received.

16. A summary of all objections received during the consultation, Roads Service comments and proposed resolution for each objection where applicable, are detailed in Appendix 1.

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

PARTNERSHIP WORKING

18. 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

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

CONCLUSIONS

20. The making of 'The East Renfrewshire Council (Neilston) (On-Street) (Waiting and Loading) Order 2023', Appendix 2, will address concerns raised over irresponsible parking which regularly takes place on various roads in the area and causes obstruction and/or a serious road safety risk for other road users and 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.

RECOMMENDATIONS

21. It is recommended that the Cabinet approve the making and confirmation of 'The East Renfrewshire Council (Neilston) (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

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May 2023

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APPENDIX 1

SUMMARY OF REPRESENTATIONS / OBJECTIONS

TYPE	Relates to road	Summary of Representation / Objection	Roads Service comments	Proposed Resolution	OBJECTION STATUS
REPRESENTATION	Duncarnock Crescent	<p>Questioning why the proposals include a section of road space being left unrestricted at the top of Duncarnock Crescent, between property No 16 and the property named 'Jesmond' which would accommodate parking for 4 vehicles.</p> <p>Believes this negates effectiveness of the other restrictions proposed on this road.</p>	<p>The road layout at this location will safely accommodate on-street parking for a small number of vehicles and will be of particular benefit to residents or visitors of properties nearby who may be affected by restrictions around the junction and bend in the road at this location.</p> <p>Any motorist driving at an appropriate speed and in anticipation of whatever obstacles or obstructions they may encounter on the road ahead, including the presence of other vehicle regardless of whether these vehicles are moving or parked, will have no problem negotiating parked vehicles on this short straight section of road.</p>	<p style="text-align: center;">NONE</p> <p>No amendments to the proposals considered necessary at this location.</p> <p>(The applicable legislation does not permit the inclusion of any new or amended restrictions which would be more stringent than those originally presented for public consultation without undertaking an entirely new public consultation process on such proposals).</p>	N/A
OBJECTION	Kirktonfield Road	<p>Objects to the restrictions on Kirktonfield Road due to the lack of alternative parking space for residents nearby. Does however agree with the restrictions proposed at the narrow section on Kirktonfield Road at the pinch-point where the road is reduced to a single lane.</p>	<p>There is ample unrestricted on-street parking space available for parking on Kirktonfield Road out with the various junction where the restrictions proposed will ensure clear forward visibility for motorists thus enabling the safe and proper use of the junctions for all road users including pedestrians crossing the road.</p>	<p style="text-align: center;">REMOVAL OF SECTIONS OF RESTRICTIONS ON KIRKTONFIELD ROAD</p> <p>Sections of restrictions proposed on Kirktonfield Road removed where on-street parking does not currently or is deemed unlikely to cause significant future parking or safety concerns.</p>	WITHDRAWN
OBJECTION	Duncarnock Crescent	<p>Concerned at the potential displacement of traffic from High Street into Duncarnock Crescent and the danger presented by the road space being left unrestricted, which could accommodate upto 4 vehicles, at the top of Duncarnock Road.</p> <p>Would like Duncarnock Crescent to be restricted for resident parking only in order to 'stop drivers ruining our street'.</p> <p>Disappointed that alternative plans for car parking are not being made and asks where drivers are expected to park.</p>	<p>The road layout at this location can safely accommodate on-street parking for a small number of vehicles and will be of particular benefit to residents or visitors of neighboring properties who may be affected by restrictions around the junction and bend in the road nearby.</p> <p>Any motorist driving at an appropriate speed and in anticipation of whatever obstacles or obstructions they may encounter on the road ahead, including the presence of other vehicle regardless of whether these vehicles are moving or parked, will have no issue if vehicles park on this short straight section of road.</p> <p>Duncarnock Crescent is a public road and is therefore freely available for any motorist to drive or park on at any time. It is not restricted to resident parking only. As with any street, parking is available to any driver on first-come, first-served basis and if a space is not available near their destination when a driver arrives to park, it is their responsibility to find a safe alternative place to park.</p>	<p style="text-align: center;">NONE</p> <p>No amendments to the proposals considered necessary at this location.</p> <p>(The applicable legislation does not permit the inclusion of any new or amended restrictions which would be more stringent than those originally presented for public consultation without undertaking an entirely new public consultation process on such proposals).</p>	MAINTAINED

OBJECTION	Glen Avenue / Kirktonfield Road	<p>Objects to the proposed restriction at the junction of Glen Ave / Kirktonfield Road due to the existing shortage of available parking.</p> <p>States there haven't been any traffic accidents or injuries at this junction and to push more vehicles into the street will make it more unsafe for the public to cross as cars already park both sides of the road.</p>	<p>The proposed restriction at the junction of Glen Ave / Kirktonfield Road merely reflect the rules and guidance given in the Highway Code which every driver is obliged to observe and comply with. There is ample unrestricted on-street parking space available for parking out with the junction splays. Restrictions around the junction will ensure clear forward visibility for motorists thus enabling the safe and proper use of the junctions for all road users including pedestrians crossing the road.</p>	NONE	OUTSTANDING Did not confirmed if they wished to withdraw or maintain their objection.
OBJECTION	Brig O'Lea Terrace	<p>Objects to the proposed restriction on Brig O'Lea Terrace due to the existing shortage of available parking and the knock on effect the displacement of parking will have further along the road.</p>	<p>It is acknowledged that not all properties on these roads have access to off-street parking within their property boundaries and consequently there is a high demand for on-street resident parking space on the narrow roads in this particular area of Neilston.</p>	NONE It has been the decision of the Roads Service to consider all roads as equal and if restrictions are to be proposed on a road they should follow the guidance in the Highway Code, of which Rule 243 which states 'DO NOT stop or park: opposite or within 10 metres of a junction.	MAINTAINED
OBJECTION	Did Not Specify	<p>Believe that there should be more enforcement around schools, shops and places of worship.</p> <p>Considers the proposals to be excessive and will cause more pollution and congestion to residents around their areas and believes all the roads in Neilston should be repaired first of all.</p>	<p>The only restrictions in Neilston that can be enforced by the Council at present are Bus Stop Clearways, disabled bays and School Keep Clear markings indicated by yellow zig-zag marking and only the Police have the legal authority necessary to enforce the white zig-zag marking restrictions associated with the pedestrian crossing on High Street near the school.</p> <p>The proposed new waiting restrictions will allow the Council to undertake enforcement operations to better manage and prevent irresponsible parking where doing so causes danger to other road users or obstructs safe travel along the road network.</p>	NONE	OUTSTANDING Did not confirmed if they wished to withdraw or maintain their objection.
OBJECTION	Roads in the vicinity of Neilston Medical Centre (located on High Street)	<p>States proposals will cause significant difficulties for patients accessing the Neilston Medical Centre.</p> <p>Also believes that the suggested placement of a disabled parking bay directly outside the surgery could be unsafe for users and possibly cause more obstruction for GPs and staff working within the Practice or emergency vehicles attempting to access the car park.</p>	<p>The Medical Practice currently benefits from a private car park which could accommodate parking for patients/visitors. There is also ample unrestricted on-street parking available on roads nearby and in the surrounding neighborhood.</p> <p>The indicative location of a potential future disabled bay initially did not form part of the waiting restriction proposals but was for information only.</p>	REMOVAL OF LIMITED WAITING AND LOADING RESTRICTIONS The limited waiting restrictions proposed in the layby parking bays fronting the shops along Main Street have been removed to negate concerns expressed on displaced parking which was believed would intensifying the parking issue for visitors to the medical centre. Loading restrictions also removed to allow for a longer waiting period whilst dropping-off /picking-up passengers. Indicative position of potential future Disabled Bay removed from the plan.	OUTSTANDING Did not confirmed if they wished to withdraw or maintain their objection following a request to do so when notified of the proposed amendments.

OBJECTION	Brig O'Lea Terrace	<p>Objects to the proposed restriction on Brig O'Lea Terrace due to the existing shortage of available parking and the obvious knock on effect the displacement of parking will have further along the road.</p> <p>The proposed restriction at the road junctions will prohibit parking adjacent to end terrace properties in the proposed new restriction areas, impeding their ability to park outside their own properties and resulting in displacement of parking elsewhere.</p>	<p>It is acknowledged that not all properties on these roads have access to off-street parking within their property boundaries and consequently there is a high demand for on-street resident parking space on the narrow roads in this particular area of Neilston.</p>	<p>NONE</p> <p>It has been the decision of the Roads Service to consider all roads as equal and if restrictions are to be proposed on a road they should follow the guidance in the Highway Code, of which Rule 243 which states 'DO NOT stop or park: opposite or within 10 metres of a junction.</p>	MAINTAINED
OBJECTION	Mains Street / Holehouse Brae	<p>The existing parking on Holehouse Brae near the junction with Main Street helps reduce traffic speeds of those vehicles entering the Holehouse Brae.</p> <p>This informal traffic calming effect also acts as a safety feature for those using the active Post Box fixed to the house and also for pedestrian access to the property direct from the carriageway where no associated footway exists.</p>	<p>The restrictions proposed on Holehouse Brae are considered necessary and appropriate to ensure the safe and unobstructed use of this essential strategic link road between the A736 Lochlibo Road and Main Street Neilston, particularly so when taking into account it is frequently used as a primary alternative route when either of the aforementioned roads have to be closed for planned works or in emergency situations.</p> <p>Holehouse Brae between its junction with Hillside Road and Main Street is relatively narrow and benefits from only a single narrow footway along one side, which is often parked half-on, half-off by vehicles. On the opposite side of the road, garden paths and driveways access directly onto the live carriageway without the assistance of a safety buffer as presented by a footway.</p> <p>The restrictions proposed over this length of road will offer clear forward visibility between motorists and residents accessing directly onto the road, it will help promote safe use of the existing footway rather than pedestrians walking on the road and will help reduce obstruction for vehicles passing travelling in opposing directions.</p>	<p>REMOVAL OF A SECTION OF RESTRICTION ON HOLEHOUSE BRAE</p> <p>Taking into account the concerns raised in relation to the loss of natural traffic calming presented by parked vehicles as well as an informal safety barrier they present for access to the Royal Mail wall mounted post box, a section of proposed restrictions has been removed to allow on-street parking for upto 3 vehicles on the southwest side of Holehouse Brae commencing from a point 10 metres from its junction with Main Street.</p>	OUTSTANDING
OBJECTION	Molendinar Terrace	<p>Will prevent end terrace property parking outside their house and displace parking further along the road which could block neighbours driveway access.</p> <p>Asks if restriction at junction can be reduced by 5m to enable parking or perhaps putting the restrictions on one side of the road only so at least one side could still be used to park.</p>	<p>It is acknowledged that not all properties on these roads have access to off-street parking within their property boundaries and consequently there is a high demand for on-street resident parking space on the narrow roads in this particular area of Neilston.</p>	<p>NONE</p> <p>It has been the decision of the Roads Service to consider all roads as equal and if restrictions are to be proposed on a road they should follow the guidance in the Highway Code, of which Rule 243 which states 'DO NOT stop or park: opposite or within 10 metres of a junction.</p>	MAINTAINED

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APPENDIX 2

THE EAST RENFREWSHIRE COUNCIL

(NEILSTON)

(ON-STREET)(WAITING AND LOADING)

ORDER 2023

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**THE EAST RENFREWSHIRE COUNCIL
(NEILSTON) (ON-STREET) (WAITING AND LOADING) ORDER 2023**

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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 make the following Order:-

1. This Order may be cited as ‘The East Renfrewshire Council (Neilston) (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 N1 to N10 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 (NOT APPLICABLE TO THIS ORDER)

For the lengths of road listed in Schedule 1 to this Order 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 any time 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 licenced 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.

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(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 Nothing in Article 2/01 of this Order shall prevent any person from causing or permitting a vehicle to wait in the roads specified:

(a) 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 30 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: No waiting during prescribed hours

For the lengths of road listed in Schedule 3 to this Order, the times prescribed are:

No Waiting 8:30am – 9:30am & 2:30pm – 3:30pm Monday to Friday (School Days only)

3/01 Save as provided in Articles 3/02 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 the times prescribed on any of the lengths of road specified in Schedule 3 and indicated by single orange lines marked “Schedule 3” on the Plan.

- The prescribed times for the lengths of road listed in Schedule 3 to this Order are:

No Waiting 8:30am – 9:30am & 2:30pm – 3:30pm Monday to Friday (School Days only);

3/02 Nothing in Article 3/01 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;

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- (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.

Section 4: Limited Waiting during Prescribed Hours (NOT APPLICABLE TO THIS ORDER)

For the lengths of road listed in Schedule 4 to this Order, the times prescribed are: Waiting limited to 90 minutes with no return within 90 minutes, 9:00am – 5:00pm Monday to Saturday.

4/01 Save as provided in Articles 4/02, 4/03 and 4/04 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 on any of the lengths of road specified in Schedules 4, indicated by the broken black lines and marked "Schedule 4" on the Plan.

- The prescribed times for the lengths of road listed in Schedule 4 to this Order are:
9:00am – 5:00pm Monday to Saturday;
(a) For a period of longer than 90 minutes; or
(b) If a period of less than 90 minutes has elapsed since the last period of waiting of the vehicle in any of the said lengths of roads.

4/02 Nothing in Article 4/01 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 to board or alight from the vehicle or to load thereon or unload therefrom his/her personal luggage;
 - (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.
- 4/03 Nothing in Articles 4/01 or 4/02 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.
- 4/04 Nothing in Articles 4/01 or 4/02 of this Order shall prevent any person from causing or permitting a vehicle to wait in the roads specified:
- (a) 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 no vehicle engaged in delivering or collecting goods or merchandise or loading or unloading shall wait:
 - (i) for longer than a period of 10 minutes in the same place without goods being physically loaded onto or unloaded from the vehicle;
 - (ii) for a longer period than thirty minutes in the same place; and
 - (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 5: Power to Suspend the Use of a Parking Bays

- 5/01 Any person duly authorised by the Council may suspend the use of a parking bay or any part thereof whenever it is considered such a suspension is reasonably necessary:
- (a) For the purposes of facilitating the movement of traffic or its safety;
 - (b) For the purposes of any building operation, demolition, or excavation in or adjacent to the parking bay or the maintenance, improvement or reconstruction of the parking bay or the laying, erection, alteration, removal or repair in or adjacent to the parking bay of any traffic sign, parking ticket machine, sewer, or of any main pipe or apparatus for the supply of gas, water or electricity or of any telecommunication apparatus as defined in Schedule 2 of the Telecommunications Act 1984;
 - (c) For the convenience of occupiers of premises adjacent to the parking bay on any occasion of 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;
 - (d) For the convenience of occupiers of premises adjacent to the parking bay at times of weddings, funerals or other special occasions;
 - (e) On any occasion on which it is likely by reason of some special attraction or procession that any street be thronged or obstructed; or
 - (f) For any other purpose which the Council may from time to time see fit.
- 5/02 Any person suspending the use of a parking bay or any part thereof in accordance with the provisions of paragraph 5/01 of this Article shall thereupon place or cause to be placed in or adjacent to any part of that parking bay the use of which is suspended a traffic sign indicating that:
- (i) waiting by vehicles is prohibited; or
 - (ii) limited waiting during prescribed hours is suspended.
- 5/03 No person shall cause or permit a vehicle to be left in any part of a parking bay during such period as there is in or adjacent to that part of the parking bay a traffic sign placed in pursuance of paragraph 5/02 of this Article:- provided that nothing in this paragraph shall render it unlawful to cause or permit any vehicle being used for fire brigade, ambulance or police emergency purposes to be left or any other vehicle to be so left if that vehicle is left with the permission of the Council suspending the use of the parking place or the part thereof in pursuance of paragraph 6/01 of this Article or of a police constable in uniform or a parking attendant in uniform.

IN WITNESS WHEREOF this Order consisting of this and the Eleven preceding pages, together with the Schedules and the plans numbered N1 to N10 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)*.

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SCHEDULE 2
NO WAITING AT ANY TIME

Roads In East Renfrewshire

Ref	Principal ref:	Secondary ref:	Lengths of road restricted	Side of road
NEILSTON				
1	Bank Street			
1/1		Main Street	From the extended north western kerbline of Main Street, north westwards to a point 10 metres or thereby northwest of the extended north western kerbline of Chapel Place.	Northeast
1/2		Main Street	From the extended north western kerbline of Main Street, north westwards for a distance of 10 metres or thereby.	Southwest
2	Braehead Avenue			
2/1		Main Street	From the extended north western kerbline of Main Street, north westwards for a distance of 10 metres or thereby.	Both
3	Brig O'Lea Terrace			
3/1		Main Street (both junctions)	From the extended south eastern kerbline of Main Street, south eastwards for a distance of 10 metres or thereby.	Both
4	Broadlie Court			
4/1		Main Street	From the extended north western kerbline of Main Street, over its full length.	Both
5	Broadlie Road			
5/1		Main Street	From the extended north western kerbline of Main Street, north westwards for a distance of 10 metres or thereby.	Both
6	Chapel Place			
6/1		Bank Street	From the extended northeast kerbline of Bank Street, north eastwards for a distance of 5 metres or thereby.	Both
6/2			From a point 22 metres or thereby north east of the extended northeast kerbline of Bank Street, generally north eastwards and south eastwards for a distance of 20 metres or thereby.	Both
7	Double Hedges Road			

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SCHEDULE 2
NO WAITING AT ANY TIME

Roads In East Renfrewshire

Ref	Principal ref:	Secondary ref:	Lengths of road restricted	Side of road
7/1		Main Street	From the extended southeast kerbline of Main street south eastwards for a distance of 10 metres or thereby.	Both
8	Duncarnock Crescent			
8/1		High Street	From the extended eastern kerbline of High Street, generally northeast then southeast for a distance of 87 metres or thereby.	Northwest/ Northeast
8/2		Cul-de-sac (No's 17 to 29)	From the extended north kerbline of the main carriageway of Duncarnock Crescent for a distance of 5 metres or thereby.	West
8/3		Cul-de-sac (No's 17 to 29)	From the extended north kerbline of the main carriageway of Duncarnock Crescent for a distance of 12 metres or thereby.	East
8/4		High Street	From the extended eastern kerbline of High Street, east for a distance of 20 metres or thereby.	South
8/5		High Street	From a point 41 metres or thereby east of the extended eastern kerbline of High Street, generally northeast then southeast for a distance of 41 metres or thereby.	Southeast/ Southwest
9	Dundonald Place			
9/1		High Street	From the extended north western kerbline of Main Street, north westwards for a distance of 10 metres or thereby.	Both
10	Glen Avenue			
10/1		Kirktonfield Road	From the extended south western kerbline of Kirktonfield Road, south westwards for a distance of 10 metres or thereby.	Both
10/2		Madras Place	From a point 10 metres or thereby south west of the extended south western kerbline of Madras Place north eastwards to a point 10 metres or thereby northeast of the extended north eastern kerbline of Madras Place.	Northwest
11	Glen Shee Avenue			
11/1		Kingston Road	From the extended north western kerbline of Kingston Road, northwest for a distance of 10 metres or thereby.	Both

52
SCHEDULE 2
NO WAITING AT ANY TIME

Roads In East Renfrewshire			Lengths of road restricted	Side of road
Ref	Principal ref:	Secondary ref:		
12	Hartfield Crescent			
12/1		Kirktonfield Road (both junctions)	From the extended northern kerblines of Kirktonfield Road, northwards for a distance of 10 metres or thereby.	Both
13	High Street			
13/1		Main Street	From the extended south eastern kerblines of Main Street south eastwards for a distance of 10 metres or thereby.	Both
13/2		Duncarnock Crescent	From a point 20 metres or thereby north of the extended northern kerblines of Duncarnock Crescent, south then south-westwards to a point 14 metres or thereby northeast from the extended north eastern kerblines of Dundonald Place.	East / Southeast
13/3		Duncarnock Crescent	From a point 20 metres or thereby north of the extended northern kerblines of Duncarnock Crescent, south then south westwards to a point 10 metres or thereby southwest from the extended south western kerblines of Dundonald Place.	West / Northwest
13/4		Station Road	From the extended northern kerblines of Station Road northeast for a distance of the 10 metres or thereby.	Northwest
13/5		Station Road	From a point 10 metres or thereby north of the extended northern kerblines of Station Road southwest to the extended southern kerblines of Station Road.	Southeast
14	Hillside Road			
14/1		Holehouse Brae	From the extended north east kerblines of Holehouse Brae, north eastwards for a distance of 20 metres or thereby.	Both
15	Holehouse Brae			
15/1		Main Street	From the extended north western kerblines of Main Street, northwest for a distance of 10 metres or thereby.	Southwest
15/2		Main Street	From a point 26 metres or thereby from the extended north western kerblines of Main Street for a distance of 5 metres or thereby.	Southwest
15/3		Main Street	From a point 48 metres or thereby from the extended north western kerblines of Main Street to a point 10 metres or thereby northwest of the extended northern kerblines of Hillside Road.	Southwest

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SCHEDULE 2
NO WAITING AT ANY TIME

Roads In East Renfrewshire

Ref	Principal ref:	Secondary ref:	Lengths of road restricted	Side of road
15/4		Main Street	From the extended north western kerbline of Main Street, northwest for a distance of 44 metres or thereby.	Northeast
15/5		Hillside Road	From a point 27 metres or thereby south east of the extended southern kerbline of Hillside Road southeast for a distance of 30 metres or thereby.	Northeast
15/6		Hillside Road	From a point 10 metres or thereby south east of the extended southern kerbline of Hillside Road to a point 10 metres or thereby northwest of the extended northern kerbline of Hillside Road.	Northeast
16	Kingston Road			
16/1		Station Road	From the extended southern kerbline of Station Road south westwards for a distance of 32 metres or thereby.	Northwest
16/2		Station Road	From the extended southern kerbline of Station Road south westwards to a point 10 metres or thereby southwest of the extended southern kerbline of Luckies Fauld.	Southeast
16/3		Loanfoot Avenue	From a point 100 metres or thereby northeast of the extended south western kerbline of Loanfoot Avenue northeast for a distance of 55 metres or thereby.	Northwest
16/4		Glen Shee Avenue	From a point 10 metres or thereby south west of the extended south western kerbline of Glen Shee Avenue to a point 10 metres or thereby north east of the extended north eastern kerbline of Glen Shee Avenue.	Northwest
17	Kirkstyle Lane			
17/1		High Street	From the extended north western kerbline of High Street extending over its full length.	Both
18	Kirktonfield Road			
18/1		Neilston Road	From the extended south eastern kerbline of Neilston Road, south eastwards to the extended north western kerbline of the access lane fronting property No's 1 – 11 Hartfield Crescent	Northeast
18/2		Neilston Road	From the extended south eastern kerbline of Neilston Road, south eastwards for a distance of 20 metres or thereby.	Southwest

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SCHEDULE 2
NO WAITING AT ANY TIME

Roads In East Renfrewshire

Ref	Principal ref:	Secondary ref:	Lengths of road restricted	Side of road
18/3		Neilston Road	From a point 30 metres or thereby southeast of the south eastern kerbline of Neilston Road, south eastwards to the extended south western kerbline of the access lane fronting property No's 18-24 Kirktonfield Road.	Southwest
18/4		Glen Avenue	From a point 10 metres or thereby south east of the extended south eastern kerbline of Glen Avenue to a point 10 metres or thereby northwest of the extended north western kerbline of Glen Avenue.	Southwest
18/5		Hartfield Crescent (both junctions)	From a point 10 metres or thereby south east of the extended south eastern kerbline of Hartfield Crescent to a point 10 metres or thereby northwest of the extended north western kerbline of Hartfield Crescent.	Northeast
19	Lintmill Terrace			
19/1		Main Street	From the extended northwest kerbline of Main Street, northwest for a distance of 10 metres or thereby.	Both
20	Luckies Fauld			
20/1		Kingston Road	From the extended southeast kerbline of Kingston Road, southeast for a distance of 10 metres or thereby.	Both
21	Madras Place			Both
25/1		Glen Avenue	From the extended northwest kerbline of Glen Avenue, northwest for a distance of 10 metres or thereby.	Both
22	Mafeking Terrace			
22/1		Main Street	From the extended northwest kerbline of Main Street, northwest for a distance of 10 metres or thereby.	Both
23	Main Street			
23/1		Broadlie Road	From the extended south western kerbline of Broadlie Road south westwards to a point 9 metres or thereby southwest from the extended south western kerbline of Broadlie Court.	Northwest

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SCHEDULE 2
NO WAITING AT ANY TIME

Roads In East Renfrewshire

Ref	Principal ref:	Secondary ref:	Lengths of road restricted	Side of road
23/2		Access road (to car park behind Killoch Barr) between property No's 95 - 99	From a point approximately 7 metres or thereby northeast of the extended northeast kerbline of the access road to the public car park behind Killoch Bar (between property No's 95-99) south westwards to a point 3 metres or thereby southwest of the extended southwestern kerbline of the access road.	Southeast
23/3			From the extended northeast kerbline of the access road to the public car park behind Killoch Bar (between property No's 95-99) south westwards to a point 11 metres or thereby southwest of the extended southwestern kerbline of Bank Street.	Northwest
23/4			From the extended southeast kerbline of main carriageway of Main Street, south eastwards for a distance of 26 metres or thereby.	Northeast
23/5			From the extended southeast kerbline of main carriageway of Main Street, south eastwards for a distance of 17 metres or thereby.	Southwest
23/6		Bank street	From a point 19 metres or thereby southwest of the extended southwestern kerbline of Bank Street, southwest for a distance of 7 metres or thereby.	Northwest
23/7			From a point 4 metres or thereby northeast of the extended northeast kerbline of Bank street, northeast for a distance of 18 metres or thereby.	Southeast
23/8		Station Road	From a point 11 metres or thereby northeast of the extended north eastern kerbline of Station Road south westwards to a point 14 metres or thereby southwest of the extended southwestern kerbline of Station Road.	Southeast
23/9		Braehead Avenue	From a point 10 metres or thereby northeast of the extended north eastern kerbline of Braehead Avenue south westwards to a point 10 metres or thereby southwest of the extended southwestern kerbline of Braehead Avenue.	Northwest
23/10		Kirkstyle Crescent	From a point 15 metres or thereby northeast of the extended north eastern kerbline of Kirkstyle Crescent (north eastern junction) south westwards to a point 10 metres or thereby southwest of the extended southwestern kerbline of Kirkstyle Crescent.	Southeast
23/11		Kirkstyle Crescent	From a point 10 metres or thereby northeast of the extended north eastern kerbline of Kirkstyle Crescent (south western junction) south westwards to a point 10 metres or thereby southwest of the extended southwestern kerbline of Kirkstyle Crescent.	Southeast

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SCHEDULE 2
NO WAITING AT ANY TIME

Roads In East Renfrewshire

Ref	Principal ref:	Secondary ref:	Lengths of road restricted	Side of road
23/12		Holehouse Brae	From a point 10 metres or thereby northeast of the extended north eastern kerbline of Holehouse Brae south westwards to a point 10 metres or thereby southwest of the extended southwestern kerbline of Holehouse Brae.	Northwest
23/13		Double Hedges Road / Wellpark Avenue	From a point 10 metres or thereby northeast of the extended north eastern kerbline of Double Hedges Road south westwards to a point 5 metres or thereby southwest of the extended southwestern kerbline of Wellpark Terrace.	Southeast
23/14		Mafeking Terrace	From a point 5 metres or thereby northeast of the extended north eastern kerbline of Mafeking Terrace south westwards to a point 10 metres or thereby southwest of the extended southwestern kerbline of Mafeking Terrace.	Northwest
23/15		Brig O'Lea Terrace	From a point 10 metres or thereby northeast of the extended north eastern kerbline of Brig O'Lea Terrace (north eastern junction) south westwards to a point 20 metres or thereby southwest of the extended southwestern kerbline of Brig O'Lea Terrace (south western junction).	Southeast
23/16		Brig O'Lea Terrace / Lintmill Terrace	From a point 10 metres or thereby northeast of the extended north eastern kerbline of Brig O'Lea Terrace (north eastern junction) south westwards to a point 10 metres or thereby southwest of the extended southwestern kerbline of Lintmill Terrace.	Northwest
24	Molendinar Terrace			
24/1		Main Street	From the extended northwest kerbline of Main Street, northwest for a distance of 10 metres or thereby.	Both
25	Neilston Road			
25/1		Kirktonfield Road	From a point 10 metres or thereby northeast of the extended northeast kerbline of Kirktonfield Road southwest to a point 13 metres or thereby southwest of the extended southwestern kerbline of Kirktonfield Road	Southeast
25/2		Leisure Centre (car park access road)	From a point 18 metres or thereby northeast of the access road into the leisure Centre car park, southwest to a point 10 metres or thereby southwest of the access road into the leisure Centre car park	Southeast
25/3			From the extended southeast kerbline of Neilston Road southeast for a distance of 14 metres or thereby.	Northeast

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SCHEDULE 2
NO WAITING AT ANY TIME

Roads In East Renfrewshire

Ref	Principal ref:	Secondary ref:	Lengths of road restricted	Side of road
25/4			From the extended southeast kerbline of Neilston Road southeast for a distance of 37 metres or thereby.	Southwest
25/5		Broadlie Road	From the extended north eastern kerbline of Broadlie Road north eastward for a distance of 20 metres or thereby.	Both
26	Orr Terrace			
26/1		Main Street	From the extended northwest kerbline of Main Street, northwest for a distance of 10 metres or thereby.	Both
27	Station Road			
27/1		Main Street	From the extended southeast kerbline of Main Street, southeast for a distance of 10 metres or thereby.	Both
27/2		High Street	From the extended northwest kerbline of High Street, east for a distance of 20 metres or thereby.	Both
28	Wellpark Terrace			
28/1		Main Street	From the extended southeast kerbline of Main Street, southeast then southwest for an overall distance of 42 metres or thereby. (Excludes the private/unadopted footway to the southwest side of the road - from a point 12 metres or thereby southeast of the junction with Main Street)	Both

58
SCHEDULE 3

NO WAITING

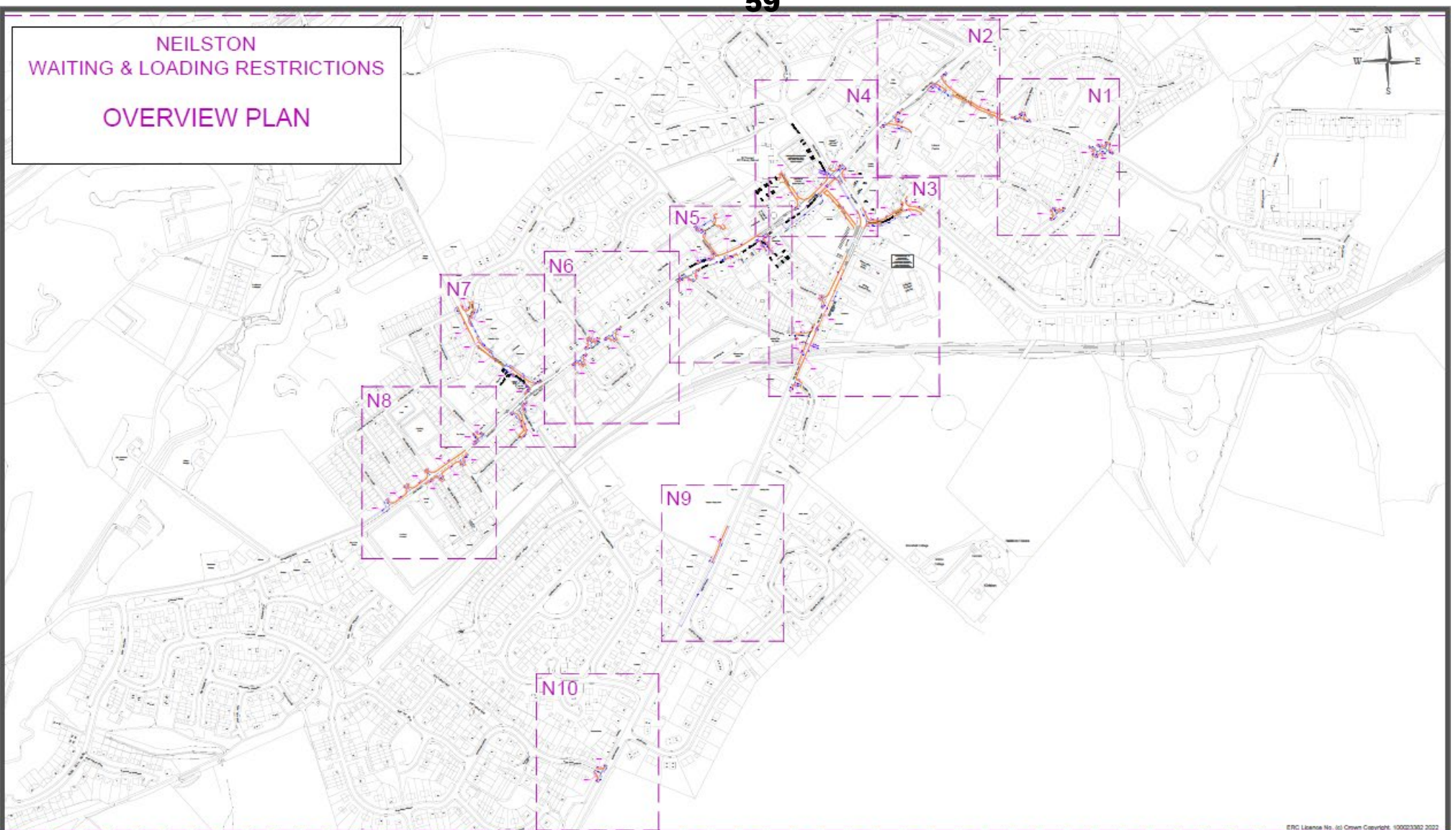
8:30am-9:30am & 2:30pm- 3:30pm Monday - Friday (School days only)

Roads In East Renfrewshire

Ref	Principal Reference Road	Secondary Reference	Lengths of road in East Renfrewshire	Side of road to which restriction applies
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NEILSTON				
29	High Street			
29/1		Dundonald Place / Station Road	From a point 14 metres or thereby northeast of the extended north eastern kerbline of Dundonald Place, south westwards to a point 10 metres or thereby northeast of the extended northern kerbline of Station Road.	Southeast

NEILSTON
WAITING & LOADING RESTRICTIONS
OVERVIEW PLAN



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Drawing Info.

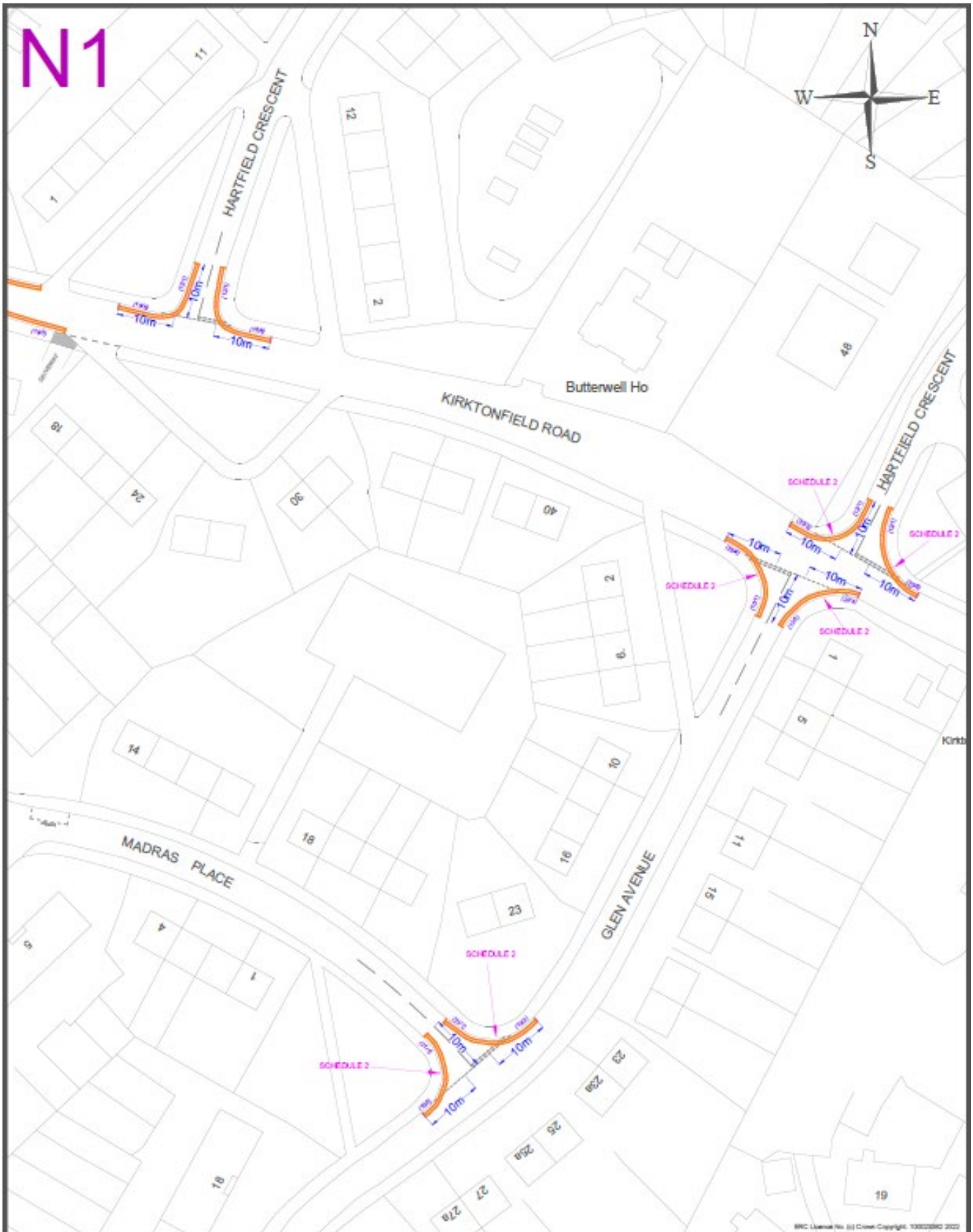


{cc/} - Denotes Schedule Ref No within the Traffic Order

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

Drawing Title		Date	
THE EAST RENFREWSHIRE COUNCIL (NEILSTON) (ON-STREET) (WAITING & LOADING) ORDER 2023		MAY 2023	
Dwg No.		Scale	
EN-58-40-333 - (Overview)	Rev. 1	Not to scale	
File Ref.		Checked By	
EN-58-40-333		PAD	





Drawing Info.

PROPOSED RESTRICTIONS



SCHEDULE 2 NO WAITING AT ANY TIME

(N1) Details Schedule Ref No. 4830 for Traffic Order

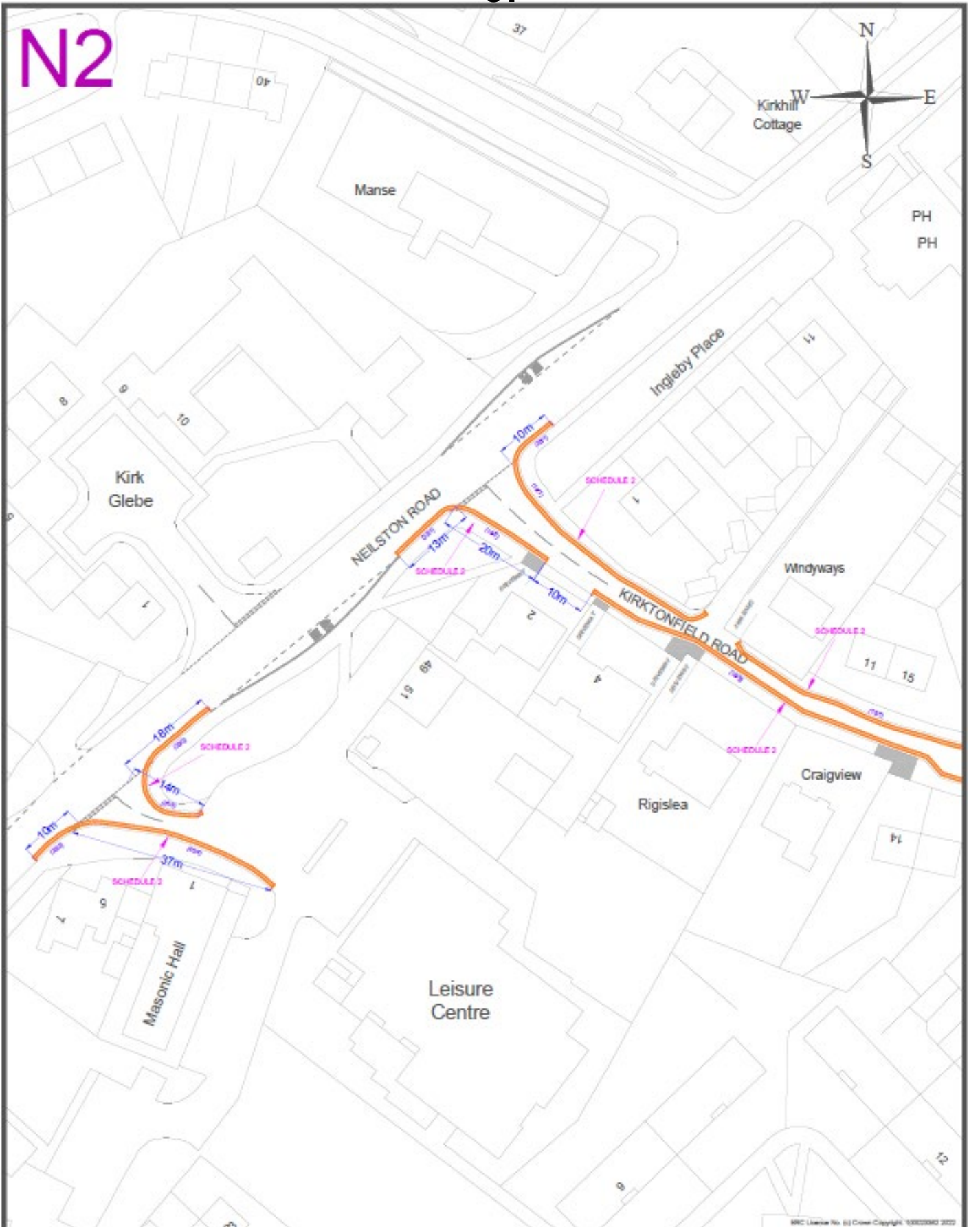
EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT
 Roads Service - 2 Spiersbridge Way, Spiersbridge Business Park, Thornliebank, G48 8NG
 Head of Service - G. McCarney

Drawing Title		Date
THE EAST RENFREWSHIRE COUNCIL (NEILSTON) (ON-STREET) (WAITING & LOADING) ORDER 2023		MAY 2023
Drawn By		Scale
EN-58-40-333 (N1)		Not to scale
Rev.	Drawn By	Checked By
-	PAD	
File Ref.	EN-58-40-333	



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N2



BPC License No. 03 Crown Copyright. 10002000 2022

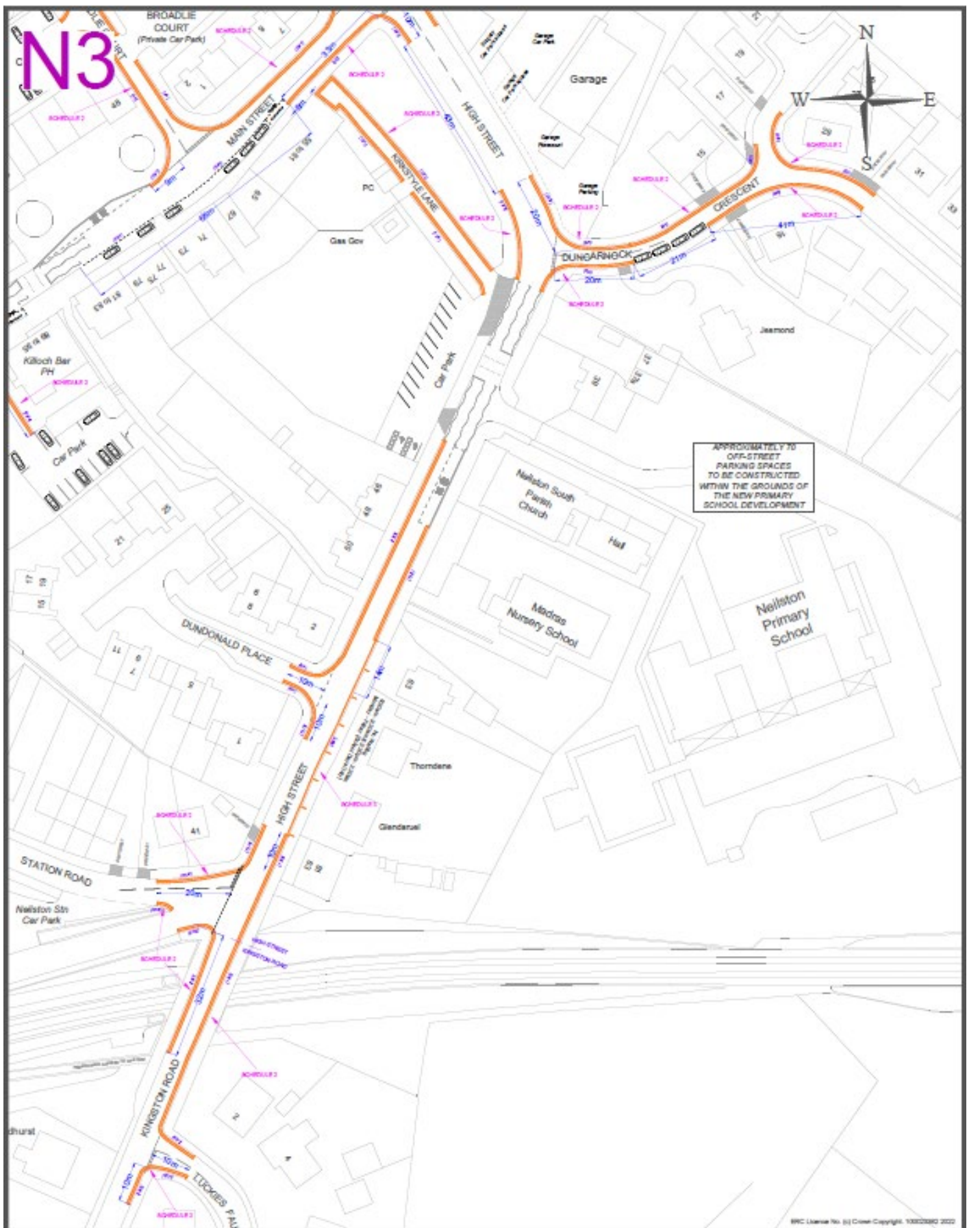
Drawing Info.

PROPOSED RESTRICTIONS

 SCHEDULE 2 NO WAITING AT ANY TIME

(N2) Details Schedule Ref N2 on the Traffic Order

EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT Roads Service - 2 Spierbridge Way, Spierbridge Business Park, Thornliebank, G46 8NG Head of Service - G. McCarney		
Drawing Title THE EAST RENFREWSHIRE COUNCIL (NEILSTON) (ON-STREET) (WAITING & LOADING) ORDER 2023		Date MAY 2023
		Scale Not to scale
Des. No. EN-58-40-333 (N2)	Rev. -	Des. By PAD
File Ref. EN-58-40-333	Checked By 	



Drawing Info.

PROPOSED RESTRICTIONS

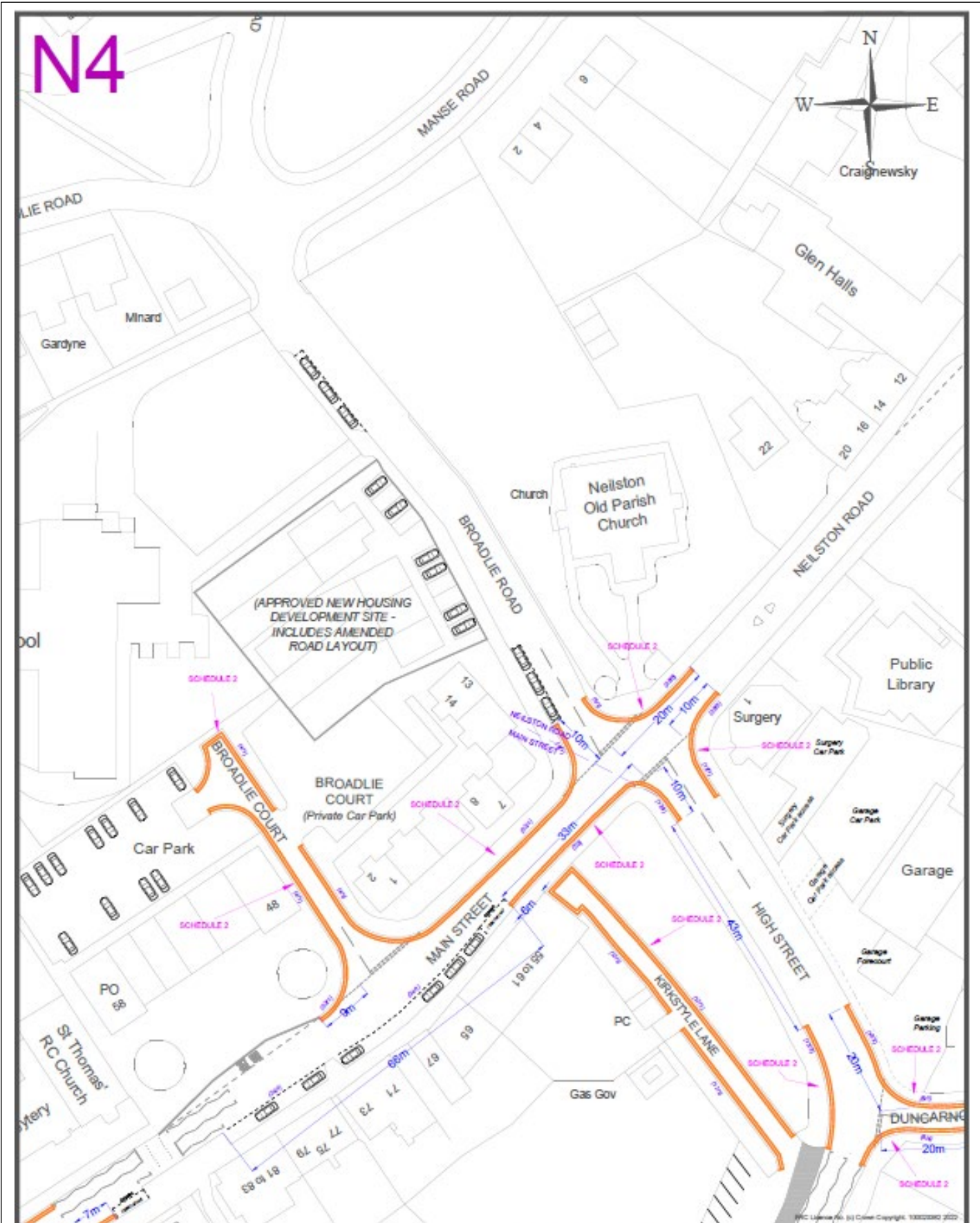
- SCHEDULE 2 NO WAITING AT ANY TIME
- SCHEDULE 3 NO WAITING 3.30am-6.30am & 2.30pm-3.30pm Mon-Fri (School days only)

(N3) - Denotes Schedule Ref No within the Traffic Order

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

Drawing Title	THE EAST RENFREWSHIRE COUNCIL (NEILSTON) (ON-STREET) (WAITING & LOADING) ORDER 2023	Date	MAY 2023
Drawn By		Scale	Not to scale
Draw No.	EN-58-40-333 (N3)	Rev.	-
File Ref.	EN-58-40-333	Drawn By	PAD
		Checked By	

East Renfrewshire



Drawing Info.

PROPOSED RESTRICTIONS

-  SCHEDULE 1 NO WAITING AT ANY TIME
-  SCHEDULE 2 NO WAITING AT ANY TIME
-  SCHEDULE 3 NO WAITING 8.30am-5.30pm & 7.30pm-10.30pm Mon-Fri (School days only)

(N4) Consider Schedule Ref No within the Traffic Order

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
 (NEILSTON) (ON-STREET)
 (WAITING & LOADING) ORDER 2023

Date MAY 2023

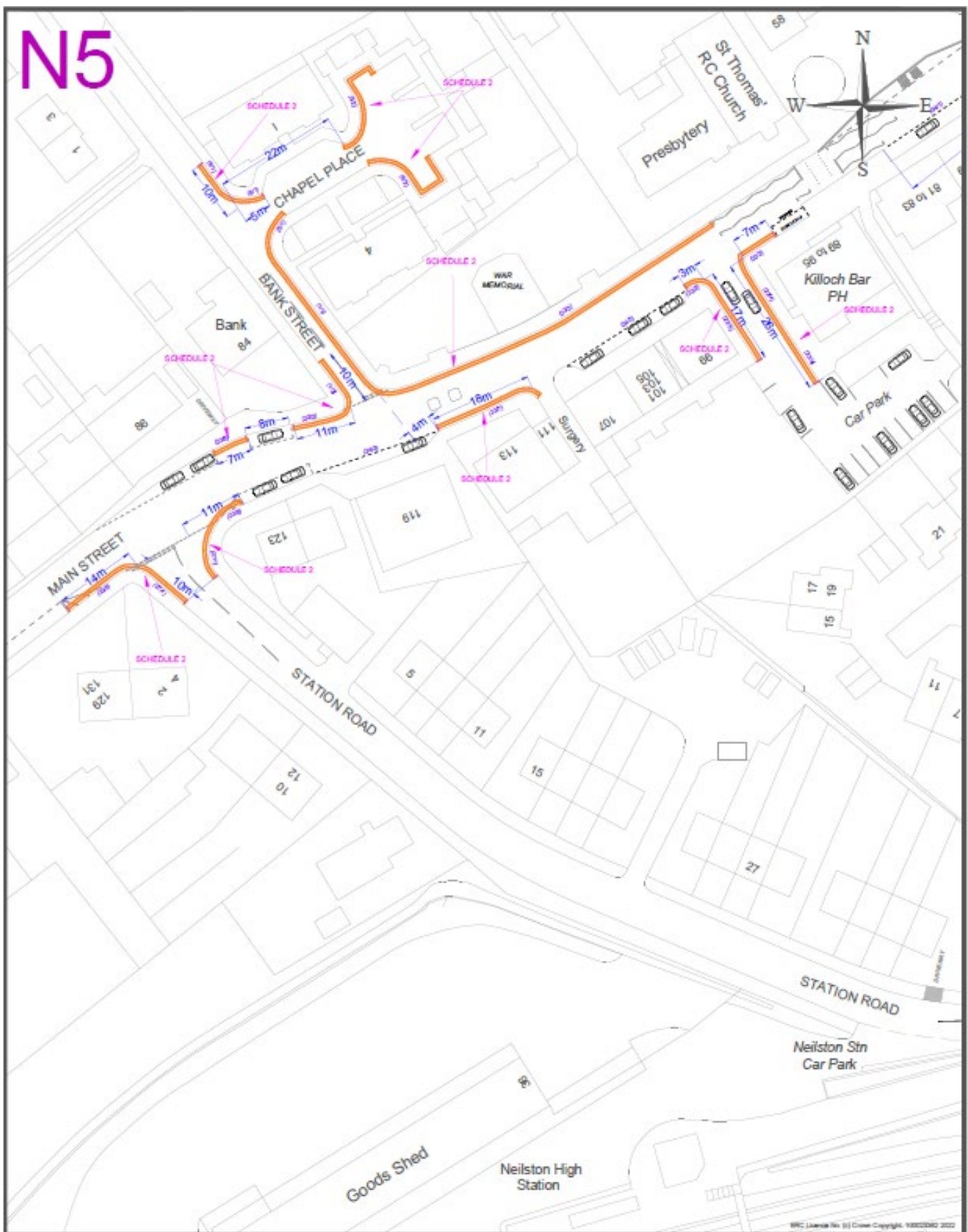
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File Ref. EN-58-40-333 **Checked By**



N5



Drawing Info.



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

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

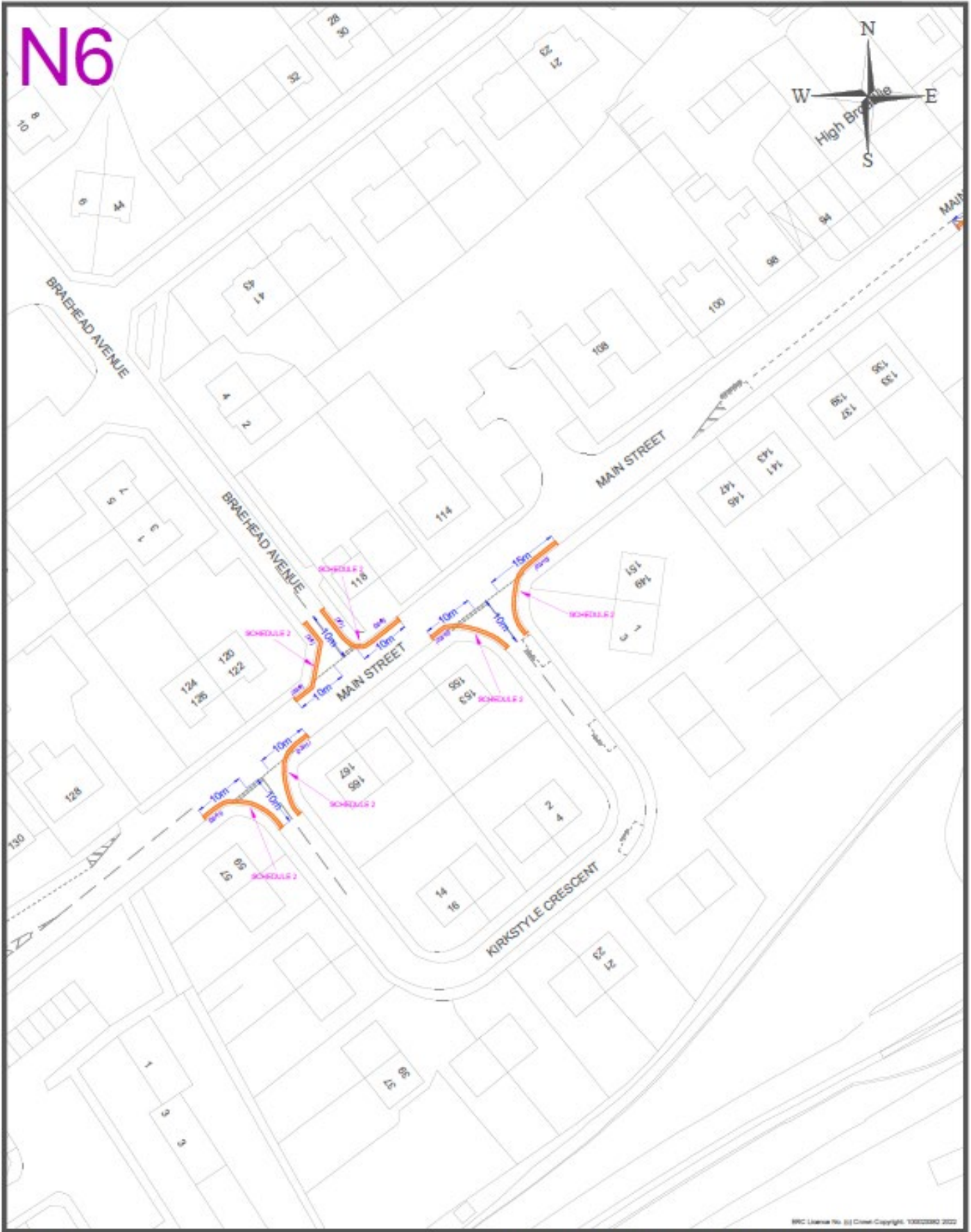
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Drawn By EN-58-40-333 (N5) **Bas.** - **Drawn By** PAD
File Ref. EN-58-40-333 **Checked By**



(N5) - Double Schedule Ref No's for the Traffic Order

N6



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Drawing Info.

PROPOSED RESTRICTIONS

SCHEDULE 2 NO WAITING AT ANY TIME

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
 (NEILSTON) (ON-STREET)
 (WAITING & LOADING) ORDER 2023

Date MAY 2023

Scale Not to scale

Drawn By EN-58-40-333 (N6)

Rev. -

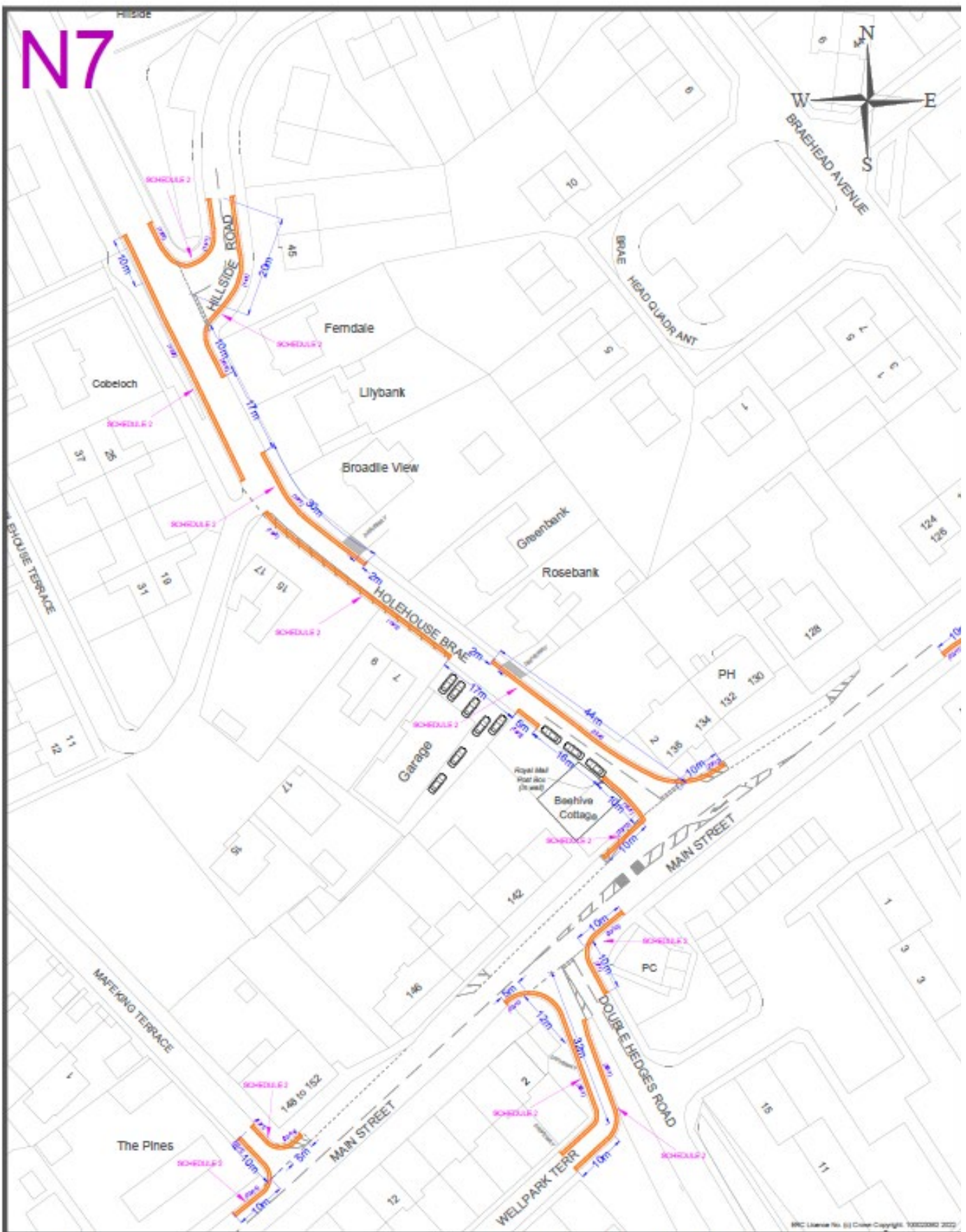
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File Ref. EN-58-40-333

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N7



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Drawing Info.

PROPOSED RESTRICTIONS

 SCHEDULE 2 - NOWAITING AT ANY TIME

(N7) - Denotes Schedule Ref No within the Traffic Order

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

Drawn Title
THE EAST RENFREWSHIRE COUNCIL
(NEILSTON) (ON-STREET)
(WAITING & LOADING) ORDER 2023

Date
MAY 2023

Scale
Not to scale

Draw No. EN-58-40-333 (N7)

Rev. -

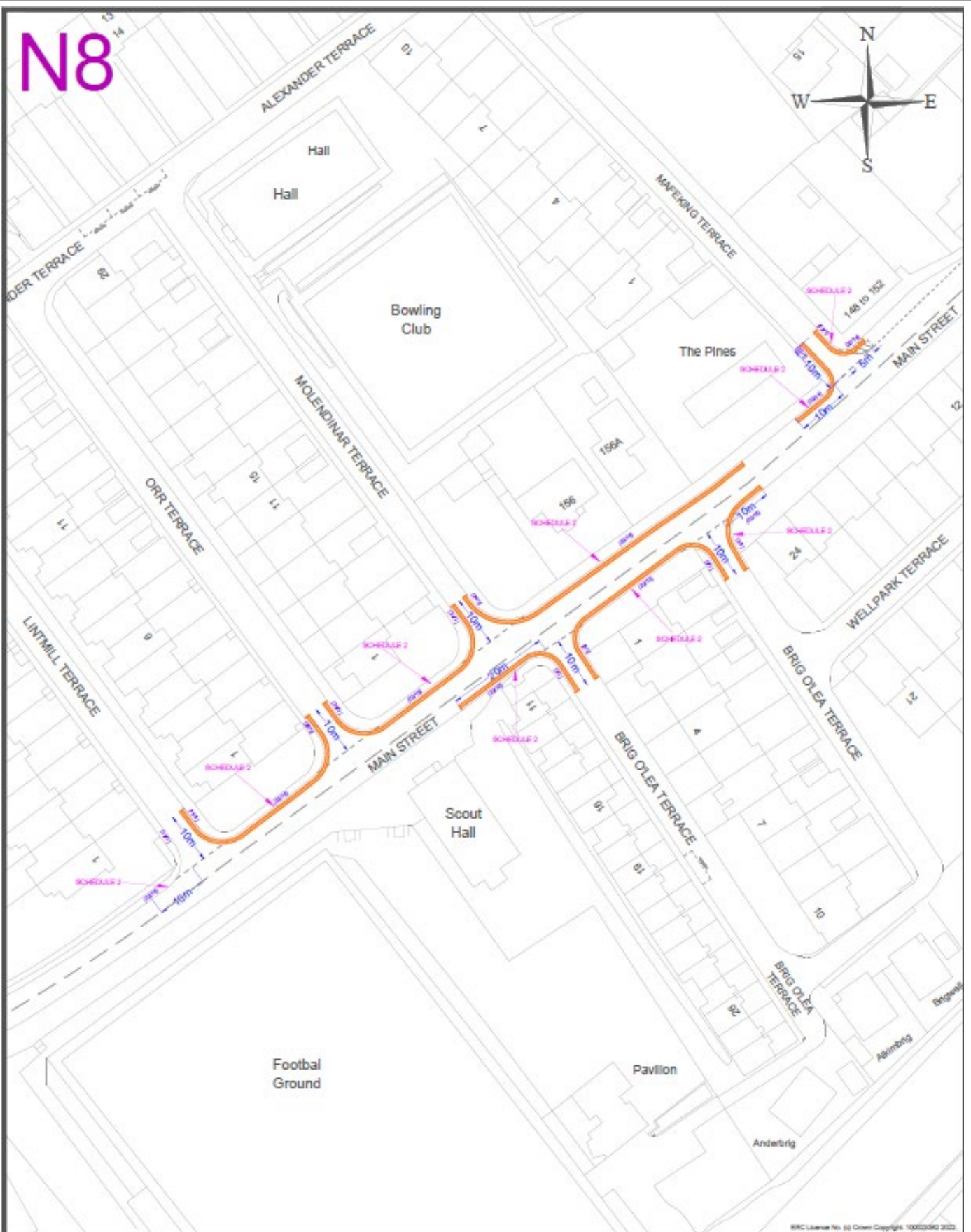
Drawn By PAD

File Ref. EN-58-40-333

Checked By



N8



BRCC License No. (S) Green Copyright: 10022382 2023

Drawing Info.

PROPOSED RESTRICTIONS



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

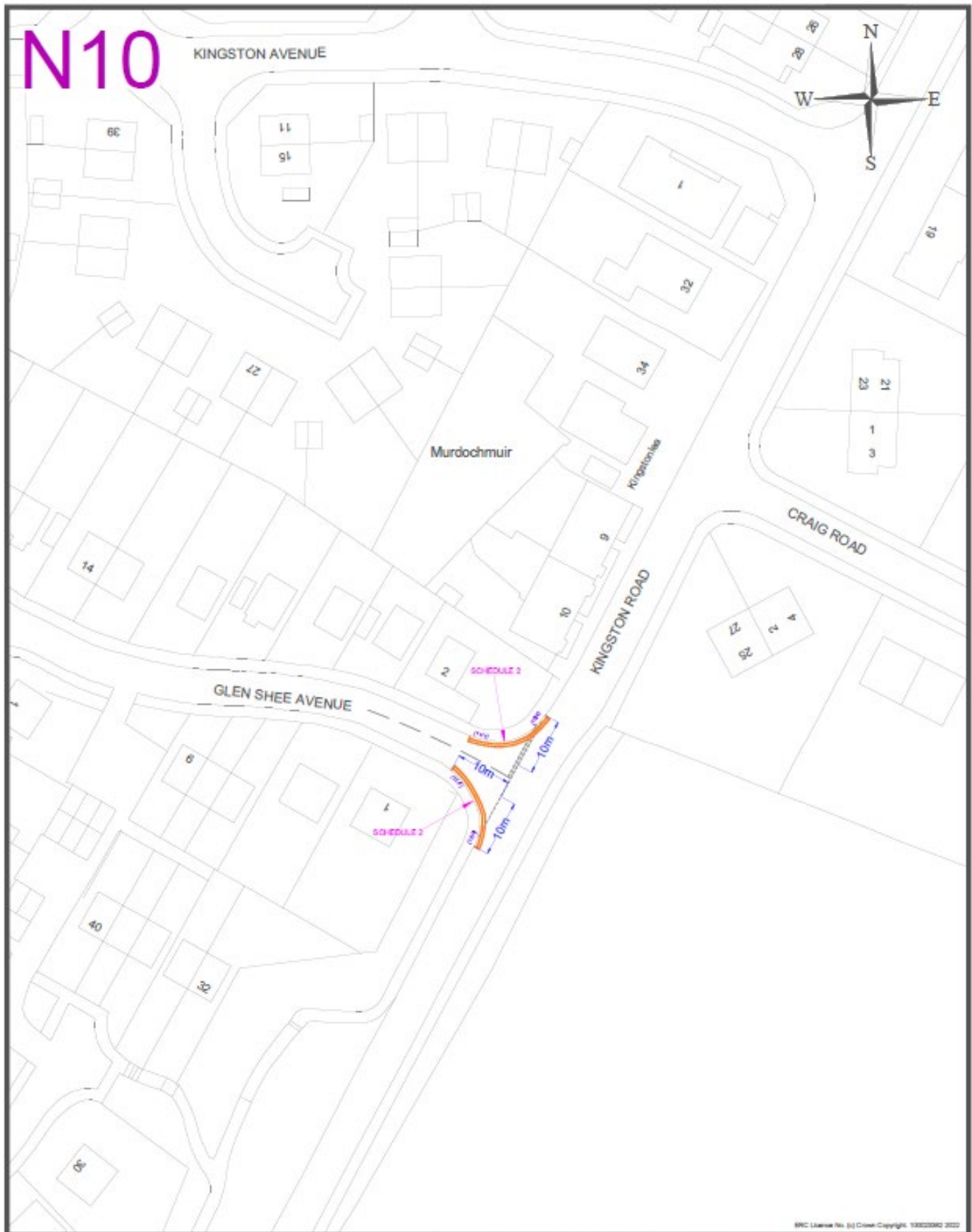
Drawing Title THE EAST RENFREWSHIRE COUNCIL
 (NEILSTON) (ON-STREET)
 (WAITING & LOADING) ORDER 2023

Date MAY 2023
Scale Not to scale


Draw No.	EN-58-40-333 (N8)	Rev.	-	Drawn By	PAD
File Ref.	EN-58-40-333	Checked By			



EN-58-40-333 (N8) - Details Schedule 2 Waiting & Loading Order



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<p>Drawing Info.</p> <p>PROPOSED RESTRICTIONS</p> <p> SCHEDULE 2 - NO WAITING AT ANY TIME</p>	<p>EAST RENFREWSHIRE COUNCIL - ENVIRONMENT DEPARTMENT Roads Service - 2 Spiersbridge Way, Spiersbridge Business Park, Thornliebank, G46 8NG Head of Service - G. McCarney</p>		
	<p>Drawing Title</p> <p>THE EAST RENFREWSHIRE COUNCIL (NEILSTON) (ON-STREET) (WAITING & LOADING) ORDER 2023</p>		<p>Date</p> <p>MAY 2023</p>
<p>Dep. No.</p> <p>EN-58-40-333 (N10)</p>		<p>Rev.</p> <p>-</p>	<p>Des. By</p> <p>PAD</p>
<p>File Ref.</p> <p>EN-58-40-333</p>		<p>Checked By</p>	

(1/1) - Consider Schedule Ref No with the Traffic Order

