

Dear Programme Officers,

This is the council's response to the e-mail below as it relates to Ibrox Stadium. The council has responded separately regarding Celtic Park/Emirates Arena.

The only changes to the plans are those relating to Harrison Street and the Harper Memorial Baptist Church on Craigiehall Street as described in paragraphs 4.91, 8.2.2.10 and 8.2.2.11 of the Statement of Case.

These changes affect sheets 2, 3 and the overview plan. Although only affecting these plans, the council thought it would be best to submit a full set of replacement plans so as to avoid parties having to mix and match.

I trust that this is sufficient for the reporters. If, however, anything further is needed, please let me know.

On an unrelated point, I attach a copy of the latest (and final) extension confirmation letter from Transport Scotland for the purposes of regulation 16(4) of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 for forwarding to the Reporters. You will see that this extends the longstop date for the making of the proposed order to 26 October 2022.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** TRO Celtic Park and Emirates Arena <[TROCelticParkandEmiratesArena@glasgow.gov.uk](mailto:TROCelticParkandEmiratesArena@glasgow.gov.uk)>

**Sent:** 24 February 2022 11:58

**To:** [REDACTED]

**Cc:** TRO Ibrox Stadium <[TROIbroxStadium@glasgow.gov.uk](mailto:TROIbroxStadium@glasgow.gov.uk)>

**Subject:** Traffic Regulation Orders Celtic Park/Emirates Arena and Ibrox Stadium - submission of the council's statements of case, modified schedules and amended plans (OFFICIAL - SENSITIVE: Operational)

**OFFICIAL - SENSITIVE: Operational**

Dear [REDACTED]

**Traffic Regulation Orders Celtic Park/Emirates Arena and Ibrox Stadium – submission of the council’s statements of case, modified schedules and amended plans**

Firstly, the reporters have asked us to emphasise that this request is only intended to seek clarification from the council with respect to the modified schedules and amended plans, so that sufficient and accurate information is available to all parties to enable the preparation and submission of their statements of case.

The reporters have reviewed the relevant paragraphs of the statements, and briefly reviewed the modifications to the schedules. They recognise that the purpose of the amended plans is to show the location of the restrictions identified in the modified schedules. However, they have referred to paragraph 4.7.6 of the council’s statement for the Celtic Park/Emirates Order, which explains the need for the plans to be updated to avoid duplication with the Clyde Gateway TRO. There is otherwise no reference to any changes to the plans with respect to either order, and the reporters were therefore not expecting the submission of a complete set of amended plans for both orders.

The reporters have found that it is difficult to identify which of the modifications to the schedules are the subject of amendments to the plans, without a full comparison of the original published plans with the amended plans. They have therefore asked the council to confirm whether there are any amendments to the plans resulting from the modifications to the schedules not related to the Clyde Gateway TRO.

If there are no such amendments, clarification is requested as to why full sets of amended plans have been submitted. In the event that there is a small number of such amendments, an additional schedule listing the changes shown on each of the amended plans could be prepared. In the event that there is a significant number of such amendments, an additional set of amended plans could be prepared showing only the changes from the original published plans. Either of these could be cross-referenced to and mirror the schedules in GCC 17 (Ibrox) and GCC 20 (Celtic Park). This process may enable parties to more readily identify and understand the proposed modifications to the schedules and plans.

The reporters also seek clarification with respect to the notation on the plans. They have assumed that the double lines refer to no waiting at any time, that the dots refer to no loading or unloading at any time, and that the colour orange is used when both are applied and purple when only no waiting applies. Could you please also confirm the basis for the coloured text within the schedules.

More specifically, the reporters have looked at plan 3 of the Celtic Park/Emirates Order, in the vicinity of Tollcross Road/Helenvale Street/London Road. In comparing the amended plan with the original plan as published, they have noted that there is an uncoloured notation on the published plan, which appears to be part of the base map, and which has been changed to orange on the amended plan.

They have also noted that under Schedule 2 there is only one entry for Helenvale Street, which refers to 10m on the east and west side of the street northwards from London Road. On the plan there are only dots on the west side, and on the east side there is a double line and dots, but the reporters cannot understand (from the schedule) why there would be any such difference. There is a double line and dots (orange) notation on both the west and east side of Helenvale Street southwards from Tollcross Road, but this is not referred to in Schedule.2. There is no reference to Tollcross Road, Ewing Place or St Michael's Place in Schedule 2, even though there are no waiting and no loading or unloading restrictions shown on the amended plan.

The reporters would be grateful for clarification on the above matters. In addition, if there are changes shown on the amended plans (beyond those required in relation to the Clyde Gateway TRO), the council's further thoughts on providing an additional schedule or set of plans, as referred to above, would be appreciated. The reporters will then further consider this matter.

Yours sincerely,

Programme Officer Team

Celtic Park and Emirates Arena Traffic Regulation Order & Ibrox Stadium Traffic Regulation Order

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