



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. **With the exception of the further amendment to remove a short section of restriction on Tollcross Road shown on the original plan as explained further below, the only amendments needed to the original plans are those relating to the Clyde Gateway TRO.**

**Please see the comments below regarding Tollcross Road/Helenvale Street/London Road which explain that drafting errors made when the February 2022 plans were being updated resulted in the overview plan and sheet 3 incorrectly showing further changes.**

If there are no such amendments, clarification is requested as to why full sets of amended plans have been submitted. **The Clyde Gateway TRO changes only relate to streets on sheets 2, 4 and 5 and the overview plan. We thought it would be simplest to produce a full set of replacement plan sheets.** 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. **We propose to address this by submitting plans (using the backcloths to sheets 2, 4 and 5) which won't show the proposed TRO restrictions but will instead show only the existing Clyde Gateway restrictions. Comparing those plans against the original plans or the February 2022 updated versions will highlight the Clyde Gateway related changes now proposed by the council.** 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.

The purple notation (the double lines can only be seen when viewing at circa 400% of original size) reflects a no waiting at any time restriction, and the orange notation (double line with short perpendicular lines) reflects a no waiting/no loading or unloading at any time restriction. Those restrictions are not, however, the only waiting and loading/unloading restrictions which the proposed TRO would give rise to. Most obviously, all streets within the EDPZ, indicated by a dashed heavy blue line would be subject to no waiting (without a permit) restrictions during relevant events. Also, the unbroken blue line indicated no waiting and no loading or unloading during relevant event. Paragraphs 4.1 to 4.4 in the statement of case explain the various restrictions and tie them to the relevant schedule and relevant notation on the plans. For ease of reference I have provided a summary version below.

Dashed heavy blue line – Schedule 3 - Event Day Parking Zone – no waiting during relevant events except by permit holders.

Unbroken blue line – Schedule 4 – event day emergency routes – no waiting and no loading or unloading during relevant events.

Double orange line with perpendicular short perpendicular lines – Schedule 2 – permanent emergency routes no waiting and no loading or unloading at any time. Note that ‘at any time’ used here and below means that these restrictions would apply permanently, not just during relevant events.

Double purple lines – Schedule 1 – no waiting at any time.

Green hatching – Schedule 6 – bus parking only during relevant events

Disabled Bay – Schedule 5 – disabled vehicle parking only. Note that this would also be a full time restriction.

Could you please also confirm the basis for the coloured text within the schedules. There is no significance to the different colours of the text in the updated tracked draft schedules. I understand the different colours came about because more than one individual was involved in updating the schedules and that Word automatically gave a different colour to each individual’s contributions.

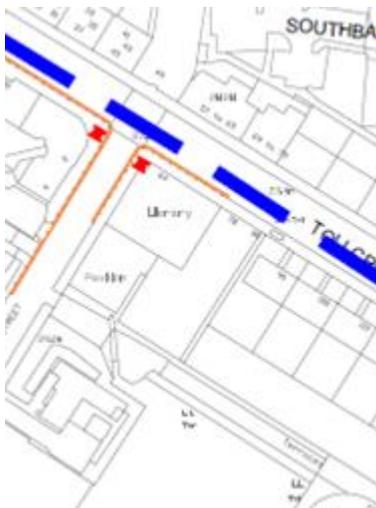
More specifically, the reporters have looked at plan 3 of the Celtic Park/Emirates Order, in the vicinity of Tollcross Road/Helenvale Street/London Road. In comparing the amended plan with the original plan as published, they have noted that there is an uncoloured notation on the published plan, which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

For ease of explanation, I have set out extracts from the original and updated plans showing the junction of Tollcross Road and Helenvale Street.

[Original plan](#)



February 2022 version



March 22 version



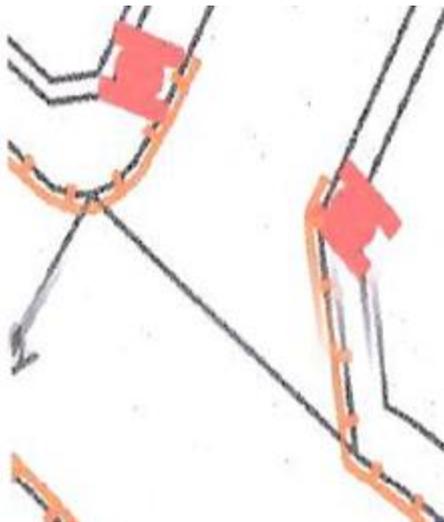
The issue identified by the reporters is that the updated version of sheet 3 of the plan shows various no waiting/loading/unloading restrictions in orange, whereas on the original plan there is an uncoloured notation. The uncoloured notations on the original plan show existing restrictions covered by existing TROs. When the plans were being updated to remove the Clyde Gateway restrictions, the uncoloured

notations showing existing restrictions due to other TROs were mistakenly coloured orange. Only the overview plan and sheet 3 were affected. This has now been addressed and I attach updated March 2022 versions of the overview plan and sheet 3 to replace the February 2022 versions. The March 2022 versions also address the further issues with the February 2022 version of sheet 3 as discussed below.

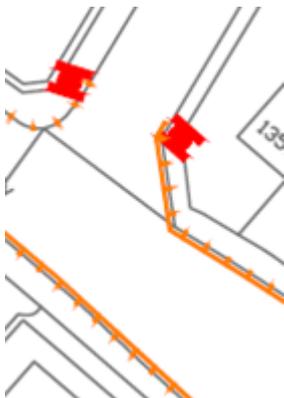
They have also noted that under Schedule 2 there is only one entry for Helenvale Street, which refers to 10m on the east and west side of the street northwards from London Road. On the plan there are only dots on the west side, and on the east side there is a double line and dots, but the reporters cannot understand (from the schedule) why there would be any such difference.

I have included below an extract from the original version of sheet 3 showing the junction of Helenvale Street and London Road. You will see that, when blown up, the same orange notation (signifying no waiting and no loading or unloading at any time) appears on both the east side and west side. That accurately reflects the entry for Helenvale Street in Schedule 2.

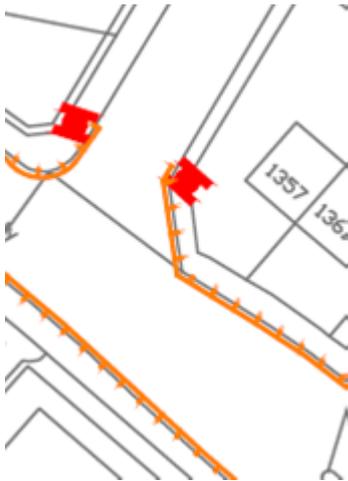
Original Plan



February 2022 version



March 2022 version

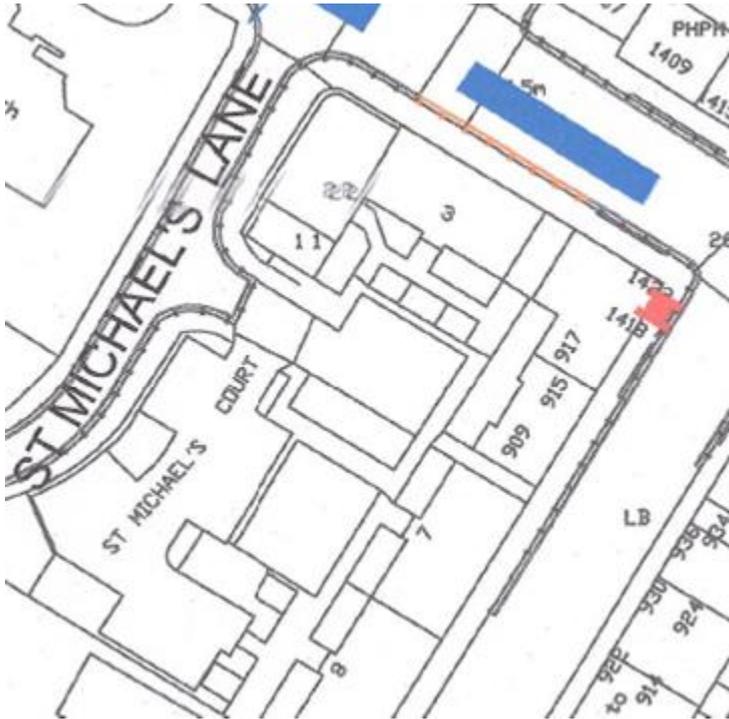


The reporters' comment about the west side showing only dots and the east side showing an orange double line and dots relate to the February 2022 update of sheet 3. That came about as a consequence of the drafting errors in relation to the 2022 version of sheet 3 as described above. The attached March 2022 version of sheet 3 corrects this (and restores the position to that of the original plan shown above.)

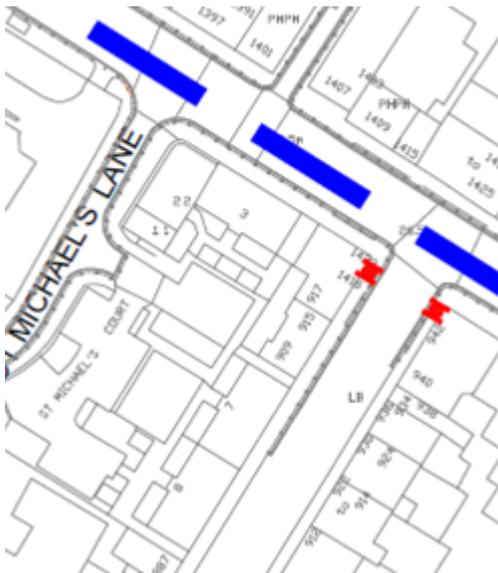
There is a double line and dots (orange) notation on both the west and east side of Helenvale Street southwards from Tollcross Road, but this is not referred to in Schedule.2. There is no reference to Tollcross Road, Ewing Place or St Michael's Place in Schedule 2, even though there are no waiting and no loading or unloading restrictions shown on the amended plan. The explanation for these is the same as that for the junction of Tollcross Road and Helenvale Street as discussed above – these notations reflect existing restrictions covered by other TROs which were turned orange in error when the February 2022 update of sheet 3 was prepared. The attached March 2022 version of sheet 3 reflects this (and is consistent with the original plan.)

While investigating these matters the council identified an issue with the original plan. I have included below extracts from the original and the March 2022 versions of sheet 3 showing a short section of Tollcross Road between St Michael's Lane and Springfield Road.

Original



March 2022



The original plan shows a short section as coloured orange. There is, however, no corresponding entry in the scheduled. Accordingly, this short section has been removed from the March 2022 version of sheet 3.

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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