

# Memorandum

Date 4 December 2018  
Our Ref TRO-2017-019

From



To



of Neighbourhoods and Sustainability

**THE GLASGOW CITY COUNCIL  
(IBROX STADIUM)  
(EVENT DAY EMERGENCY ROUTES AND PARKING ZONE) ORDER 201\_**

## 1. Background

Complaints have been received from the local community regarding parking availability and obstructive parking during event times. These complaints were reiterated by the local members. This led to the proposal for an Event Day Parking Zone for permit holders only.

Currently the emergency routes to and from the stadium are coned. This system is expensive and ineffective because cones are easily removed, therefore enforcement cannot be carried out. To ensure event day emergency routes and other locations where parking would be deemed unsuitable are kept clear, the introduction of permanent restrictions was proposed.

The Council also has a high level objective which the proposed traffic management and parking controls relate to. This is:-

- To promote healthy and environmentally sustainable methods of transport that minimise harmful emissions and energy consumption including those that involve physical activity.

To achieve these objectives the Council has agreed the following transport policy from the Council's Local Transport Strategy, which is relevant to this proposal, as follows:-

- Ensure adequate parking control is in place for special events

The action from the Council's Local Transport Strategy is to investigate on road parking controls around stadia.

The policies stated above can be achieved by:-

- Ensuring parking around stadia and event spaces is safe

- Prioritising local community functions and dissuading travel by private car when visiting stadia and event spaces in Glasgow

Specifically, these proposals have been designed in line with the policies above and seek to contribute to achieving these objectives by:-

- Introducing a permit holders only parking zone to maintain a functioning community when events take place. Permits will be available to local residents, local businesses and local community groups, including their visitors
- Introducing waiting and loading restrictions at locations where it is deemed unsafe or obstructive to park.

## **2. Equalities Impact Assessment**

An Equalities Impact Assessment screening form was completed on 23 February 2018. The screening form showed that this Order would have a positive impact for the DISABILITY equality group and would be good practice for all other groups.

## **3. Environmental Considerations**

The Air Quality team were included as consultees for these proposals. There were no adverse comments received on this matter and previously they have confirmed that controlled parking is in line with the Council's aims to reduce commuter parking, and therefore unlikely to lead to any deterioration in air quality.

## **4. Statutory Process**

This process has been carried out in accordance with the Local Authorities' Traffic Orders (Procedure) (Scotland) 1999. All local members have also been advised.

### **a. Consultation**

The statutory consultation was carried out between 14 March 2018 and 4 April 2018.

### **b. Publication of Proposals**

The statutory publication of proposals period was carried out between 27 April 2018 and 25 May 2018.

- An advert was placed in the Evening Times on 27 April 2018
- 1485 on-street notices were placed throughout the affected area; all roads affected by these proposals were included. These notices were regularly maintained throughout.

Webpages and a dedicated e-mail address were set up, as below, which were detailed on the notices:-

[www.glasgow.gov.uk/saferparking](http://www.glasgow.gov.uk/saferparking)    [saferparking-ibroxstadium@glasgow.gov.uk](mailto:saferparking-ibroxstadium@glasgow.gov.uk)

### c. Notice of Proposals

A copy of the notice of proposals was sent out to all organisations on the TRO consultee list.

## 5. Objections and Support

### Objections overview:-

**1568** Objections were received to this Order (excluding **24** late submissions).

### Objections summary:-

A summary of the objection groups:-

Objection Group	Number of Objections
Local Residents	38
Local Businesses, Churches, Clubs, Associations and their staff/attendees	16
Community Councils	2
Football Club Supporters	929
Other (not specified, however the majority would be classed as football club supporters)	583

Rangers Football Club objected to the proposals as they believe that a comprehensive transport infrastructure review should be carried out. They state there is insufficient public transport and no indication that additional sustainable transport methods are being considered. They also believe that the current permit distribution model is flawed and open to abuse. Issues of displacement, negative impacts on children, the elderly and those with disabilities but do not qualify for a disabled badge were also mentioned. They are concerned about the effect on emergency routes around the stadium.

Drumoyne Community Council, not covered by the proposals, objected to the proposals as they deemed it would displace supporter parking into their area.

Kinning Park Community Council objected to the proposals as parts of their area are not covered by the proposals and would suffer from displacement of supporter parking. They also feel that Rangers Football Club should be taking more responsibility for their fans movements to and from the stadium, the proposals would be costly to enforce and the permit system is open to abuse.

As these proposals and Council policy are in place to prioritise local residents and dissuade private car supporter parking then it is important to analyse the number of objections received from residents within the affected area.

The last Census in 2011 shows the population within the affected area to be **11,981**. It also shows the number of households within the affected area to be **6,973**.

The above data shows that **0.32%** of the population within the affected area object to this Traffic Regulation Order (*please note that children would be included in census information*).

The above data shows that **0.54%** of households within the affected area object to this Traffic Regulation Order (*please note that, in some cases, more than one objection has been received from separate individuals residing at the same address*).

A summary of the main points of objection:-

Point of Objection	Objections
Loading and unloading restriction on emergency routes	41
Public Transport options poor and current system unable to cope with extra demand	987
Create issues for people who suffer mobility problems but do not qualify for a disabled badge	374
No grounds given	311
Displacement into other areas	269
Negatively affect local business	266
Create issues for disabled people	102
Supporter buses not suitably accommodated	49
The permit system is open to abuse	24

Our responses to the main points of objection are shown in the Appendix

### **Support overview:-**

**103** pieces of correspondence supported this Order (excluding **5** late submissions).

This included support from two local members.

The above data shows that **0.84%** of the population within the affected area support this Traffic Regulation Order (*please note that children would be included in census information*).

The above data shows that **1.45%** of households within the affected area support this Traffic Regulation Order (*please note that, in some cases, more than one objection has been received from separate individuals residing at the same address*).

## **6. Modifications**

To accommodate two objections the proposals were modified in accordance with the statutory procedure.

The modifications which make the Order less stringent are:-

1. The no waiting at any time restrictions, in the form of double yellow lines, were reduced on Harrison Drive to allow more parking for residents.
2. A private parking area for Harper Memorial Baptist Church on Craigiehall Street was removed from the proposals.

## **7. Withdrawn Objections**

**2** objections were withdrawn.

## 8. Finance

As stated within a report which was presented to the Sustainability and the Environment Policy Development Committee on 8 June 2016, this scheme was proposed in line with the Council's Transformation Agenda to look at ways to make savings in a number of non-essential provisions.

The current coning and enforcement for each event at Ibrox Stadium costs the Council £5,719 per game, if these coned areas were replaced with permanent yellow lining and emergency routes were kept clear during events then this cost could be reduced to £1,993 per game. However, in line with commitments to the local community, the Council's proposal included the introduction of an Event Day Parking Zone for permit holders only during events. The Event Day Parking Zone, along with the previously mentioned yellow lining, would increase the costs per game to £7,670.

Whilst it was envisaged that there would be a cost saving, due to the expansion of the zones this is not the case. However, there would be a substantial benefit to the community should the proposals be implemented.

## 9. Hearing

I can advise that, in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, and following legal advice, a mandatory hearing is required.

Part 8 (1) of the above regulations states that *"the authority shall hold such a hearing before making an order [...] where the order [...] has the effect of prohibiting, the loading or unloading of vehicles in any road either at all times or for any period of time unless such period falls wholly between 0700 hours and 1000 hours or between 1600 hours and 1900 hours in any day [...] and an objection to that provision [...] is made [...] and is not withdrawn"*

Objections have been received against the emergency route restrictions which would prohibit loading and unloading outside of the times stated above and the objections to this provision have not been withdrawn.

Loading and unloading restrictions during event times are in line with agreements made with Police Scotland and would therefore not be removed from this proposal as it would conflict with health and safety guidance and could compromise road safety.

The Council has recent experience of the public hearing process due to objections received to parking controls proposed around the Queen Elizabeth University Hospital.

This public hearing process took 13 months (August 2015 to September 2016) to complete, from the time the decision was made for a public hearing to the time the reporter made recommendations following the public hearing. The hearing also produced costs of over £33,000.

This hearing resulted in the Order being abandoned and a further Transport Assessment, working with affected parties, was to be carried out. This process is being managed by Strathclyde Partnership for Transport and is still ongoing.

## 10. Options

The options that can be taken forward from this process are to agree to a mandatory hearing or abandon the Traffic Regulation Order.

## 11. Recommendation

In view of the information contained within this report it is recommended that the Council proceed to a mandatory hearing.

### SERVICE IMPLICATIONS

<b>Financial:</b>	LES Revenue
<b>Legal:</b>	Promoted under the Road Traffic Regulation Act 1984.
<b>Personnel:</b>	Existing staff resource
<b>Service Plan:</b>	A thriving and sustainable place to live and work <ul style="list-style-type: none"><li>▪ Accessible, safe, healthy and inclusive</li></ul>
<b>Environmental:</b>	Under Section 122 of the Road Traffic Regulation Act 1984, the Council have a duty to have regard to the strategy prepared under Section 80 of the Environment Act 1995, this is the national air quality strategy. The Air Quality team have been consulted.
<b>Equalities:</b>	Positive impact for DISABILITY equality group. Good practice for all other equality groups.

Yours faithfully



## **Appendix**

### Responses to main points of objection:-

#### ***Public transport needs to be improved before zone can be implemented***

I can advise that, by the introduction of Event Day Parking Zones, attendees should be encouraged to use public transport for all or part of their journey to stadia in Glasgow. Furthermore, my Officers have met with SPT, Scotrail and bus operators to establish the current levels of service and discuss possible improvements to public transport. Bus operators have noted that no real improvement can be made due to the volume of traffic in the area both prior to and after a game. They would be happy to review this but only when there is less traffic in the area. SPT also noted that Shields Road Park and Ride had capacity to be utilised further on match days.

In addition to the above, supporter's buses would be accommodated within the zone. The locations for dedicated supporter bus parking have been agreed with Police Scotland as they manage this facility on match days. If, in the future, there appears to be insufficient accommodation for the number of supporter buses parking in the area then the Council, in conjunction with Police Scotland, can look to provide additional locations where practicable.

#### ***Lack of parking provision for those with mobility issues but do not qualify for a disabled badge***

I can advise that dropping off and picking up can be accommodated within these proposals, anyone wishing to drop off or pick up can do so in areas where loading and unloading is permitted, e.g. within the Event Day Parking Zone.

#### ***No grounds for objection***

I can advise that the proposing of parking controls around stadia in Glasgow is included within the Council's Local Transport Strategy. Glasgow City Council's Local Transport Strategy is designed to keep Glasgow's roads moving and included within this the Council has a high level objective which the proposed traffic management and parking controls relate to. This is:-

- To promote healthy and environmentally sustainable methods of transport that minimise harmful emissions and energy consumption including those that involve physical activity.

To achieve this objective the Council has agreed the following transport policy:-

- Ensure adequate parking control is in place for special events

The agreed action to fulfil this policy is to investigate on road parking controls around stadia.

The policies stated above can be achieved by:-

- Ensuring parking around stadia and event spaces is safe

- Prioritising local community functions and dissuading travel by private car when visiting stadia and event spaces in Glasgow

### ***Proposals will cause displacement into other areas***

The area covered by these proposals has been highlighted as being negatively affected by current parking practices and this is why these proposals have been drawn up. It is hoped that these proposals will encourage the use of sustainable transport; however the impact these proposals would have on other areas of Glasgow cannot be determined but shall be monitored if the scheme is implemented.

### ***Proposals will negatively affect local businesses***

I can advise that there is no evidence to suggest that the introduction of parking controls will have a detrimental effect on the area, in contrast those using public transport may be more likely to spend time in the area and add to the local economy than those bringing their private car.

### ***Lack of parking provision for the disabled***

I can advise that valid disabled badge holders are accommodated within these proposals, disabled badge holders will be able to park within the Event Day Parking Zone as long as the disabled badge is displayed on the vehicle.

### ***Supporter's buses need to be accommodated (also insufficient accommodation)***

Supporter's buses would be accommodated within the zone. The locations for dedicated supporter bus parking have been agreed with Police Scotland as they manage this facility on match days. If, in the future, there appears to be insufficient accommodation for the number of supporter buses parking in the area then the Council, in conjunction with Police Scotland, can look to provide additional locations where practicable.

### ***The scheme is open to abuse***

These parking controls are designed to allow the local community to operate as normal, without the negative influence of event day parking, therefore organisations including churches, local businesses and community clubs would be able to apply for the amount of parking permits they require free of charge. All applications for permits will be decided and monitored by the Council's Customer and Business Services team, any unusual activity or irregularities will be reported for an investigation to be carried out.

All permits being displayed on vehicles will be marked with a hologram to prevent forgery and any suspected fraudulent use of permits can be reported to the Council which my enforcement team can investigate.