

## 1. 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 attendees	15
Business employees / staff	1
Community Councils	2
Supporters	929
Other (not specified, however the majority would be classed as 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.

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 is 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 **0.3%** 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 **0.5%** 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
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

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.

***Support overview:-***

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

This included support from two local members.

## **2. 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.

## **3. Withdrawn Objections**

2 objections were withdrawn.