



THE
RANGERS
FOOTBALL CLUB
Founded 1872

25 May 2018

[REDACTED]
Land and Environmental Services
Glasgow City Council
Exchange House
231 George Street
Glasgow
G1 1RX

Dear [REDACTED]

The Glasgow City Council (Ibrox Stadium) (Event Day Emergency Routes and Parking Zone)

I refer to the proposed order noted above.

I can confirm that Rangers Football Club is opposed to the Event Day Parking Zone Proposals. Whilst the strategic aim of the proposal, ie to promote healthy and environmentally sustainable methods of transport is supported by the Club, we believe the proposal is flawed and unworkable in its current format.

Ibrox Stadium has been the home of Rangers Football Club since 1899 and has a capacity of 50,817. The Club is a proud member of the local community. On a match day, over 600 staff and sub-contractors work in the stadium. The Club is proactive in the community and has undertaken many initiatives aimed at improving the local environment and acts as a good neighbour. Ibrox Stadium and Rangers Football Club are a core element of the local community providing income, jobs, facilities and opportunities for individuals and businesses in the local area. The Club is a major contributor to the Glasgow and Govan economies.

We believe that a comprehensive transport infrastructure review into the travelling practices of those who attend events at Rangers Football Club should be performed before any proposal can be properly considered, as there is simply no way of determining how many people will be affected by the implementation of the proposed order.

The Club has some information, but this should be properly surveyed by Glasgow City Council prior to implementing the parking zone restrictions and to enable them to fully determine the impact of the proposed order. For example:

- From a self-reported survey, approximately 64% of those attending Ibrox do so from outwith the Glasgow area. If extrapolated to the capacity of the stadium, this would indicate that approximately 32,500 travel into Glasgow for Rangers home fixtures.
- Additionally, a separate survey indicates that 69% of those who attend Ibrox travel by private motor vehicle. If extrapolated to the capacity of Ibrox Stadium, this would indicate that approximately 35,000 travel to Ibrox in private motor vehicles.

Given both of these figures, it is clear to the Club that there is insufficient public transport infrastructure to cope with the increase in demand resulting from this proposed order.

The figures provided to Rangers FC by SPT indicate that approximately 4,500 supporters use the subway network on a matchday. There is nothing within this proposal to indicate that SPT would be able to increase the capacity of the subway network to cope with the massive increase in demand that would result from these proposals.

Supporters coaches account for approximately 8,500 supporters who attend an average match at Ibrox (130-150 supporters coaches per match). At an Old Firm match, this number rises to over 300 coaches (potentially 15,000 supporters) including away coaches. Under the current proposal, there is a lack of sufficient coach parking spaces with only 240 spaces identified. At present Celtic coaches park in Helen Street, which is incorporated within the proposed parking zone. There is no suggestion provided as to where the Celtic coaches should park if the order comes into effect.

In the interests of public safety, we would require that further dialogue takes place between Police Scotland and Glasgow City Council to ensure proper segregation and clear delineation of supporters' routes to the stadium.

It appears to the Club that there is no provision for additional sustainable transport methods being considered other than Shields Road Park & Ride. The Shields Road car park has a capacity of approx 900 and over 500 spaces are used on an average match day, which would not adequately cover any expected additional demand by supporters attending Ibrox Stadium.

It would be considered prudent therefore to ensure that additional public transport such as improved rail links were completed and available for use prior to the consideration of additional parking controls. The Club is aware that a new railway station has been proposed for Ibrox on land to the south of the Albion car park, behind the Esso petrol station on Broomloan Road.

We believe there are flaws with the proposed parking permit distribution model. Given the number of local businesses which operate on event days, the introduction of a car space for each employee will likely see an increase in the number of cars for each business utilised and, with thousands of employees within the proposed parking zone, this could result in the identified issues not being resolved.

Additionally, allowing residents to purchase non-specific visitor permits will most likely result in supporters using these passes for match-day parking. This would create a two-tier system for supporters with this permit scheme likely to result in hundreds of spaces being used for supporters and not addressing the issues targeted within this proposal.

We believe the proposed parking permit zone boundary will result in a detrimental effect on local communities adjacent to the proposed parking zone. We believe it would be prudent to identify exactly what the impact would be on these areas and ensure that any issues are not just displaced to other areas.

We also note with concern that your report contains a conclusion that 'the current coning for Ibrox Stadium is ineffective'. It has been our experience that the current system is, in fact, fully effective in ensuring that all emergency routes are kept clear and conclude that the 'inefficient use of expenditure to provide cones at every event' is the real rationale for change.

Rangers Football Club has been contacted by numerous supporters and supporters groups extremely concerned about the proposals. Some supporters have even indicated that they are so distressed by the proposals that they have not sought to renew their season ticket. It appears to be causing a great deal of distress to the wider Rangers community and the concerns of our supporters are intrinsically related to the welfare of Rangers Football Club. We will always seek to ensure that our supporters are subject to fair treatment.

Rangers Football Club and football generally within the UK has an aging population of supporters. We believe that these supporters would be disproportionately affected by these changes, given many already have difficulties with current public transport arrangements and this proposed order could discourage many older supporters from attending matches.

We believe that the proposed order would also affect families with young children, given the expected increase in demand of public transport levels without increased provision. The extremely busy environment may not be considered suitable and could result in discouraging families with young children from attending Ibrox.

We believe that these proposals could have an adverse impact on the age demographic of supporters attending Ibrox by alienating young children and the elderly.

In relation to the provision for disabled supporters, ie allowing disabled person's badge parking on restricted streets, unfortunately not every disabled person has access to a parking badge. There are therefore potentially a large number of individuals with disabilities who require parking closer to the stadium who would be adversely affected by this proposed order. We also believe that this proposed order could cause unintended consequences in relation to abuse of blue badges in private motor vehicles and result in an influx of disabled person's badge presenting cars that previously would not have been used for parking within the proposed parking zone. We question the proposals for policing and monitoring of this situation.

Additionally, we believe that the lack of provision for "drop offs" at the stadium would have an adverse impact on those with disabilities attending Ibrox.

Further, we believe that supporters with a wide range of disabilities (some complex), who currently use public transport, may be discouraged from doing so as the proposed order could increase congestion and noise levels, with negative health consequences for that group of supporters. If our disabled supporters have to park outwith the proposed event day parking zone boundary, they are going to find it difficult to walk, navigate or perambulate to Ibrox Stadium and, as a result, may feel they have no alternative but to give up their season ticket. For many disabled supporters, attending Ibrox and being an active member of the Rangers community provides essential contact with other human beings and enhances their quality of life. It is imperative that we ensure they are not denied this opportunity.

We believe this order could also have an adverse effect on disabled supporters who seek consistency in their routine and struggle with change. For instance, many supporters on the autistic spectrum require routine and the removal of a consistent parking space or migration onto public transport could result in undue distress for some supporters. We note that there is no provision for sensory zones within the proposals which would help mitigate some of these potential issues. We believe that sufferers of many hidden disabilities require consistency to feel safe as uncertainty, change and pressure could result in such supporters removing themselves from participating in match days.

To conclude, Rangers Football Club has real and serious concerns that the proposed order would affect the emergency routes around the stadium and fail to address the requirements of our large travelling support who would have no recourse to using public transport due to the lack of adequate infrastructure and capacity.

Yours sincerely

