

Memorandum

Date 4 December 2018
Our Ref RPZ/TRO/108/HM

From [REDACTED]
[REDACTED]

To [REDACTED]
[REDACTED] of Neighbourhoods and Sustainability

**THE GLASGOW CITY COUNCIL
(CELTIC PARK AND EMIRATES ARENA)
(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 (EqIA)

An Equalities Impact Assessment screening form was completed on 21 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) Regulations 1999. I can confirm that the local members for Calton and Shettleston wards have been advised of the proposals.

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 4 May 2018 and 1 June 2018.

- An advert was placed in the Evening Times on 4 May 2018
- 831 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

saferparking-celticpark@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:-

1190 Objections were received to this Order (excluding **5** late submissions).

Objections summary:-

A summary of the objection groups:-

Objection Group	Number of Objections
Local Residents	21
Local businesses, churches or their staff	7
Residents from adjacent area	10
Visitor to family/friend	1
Football Club Supporters	745
Other (not specified, however the majority would be classed as football club supporters)	406

Celtic Football Club have objected to the proposals and this can be summarised as follows. Celtic FC believe that these proposals would diminish the local economy and that these proposals would diminish the economic impact and that it may be irreversible.

They are aware of concerns regarding congestion and parking and have indicated that the redevelopment of the area has exacerbated this. They have advised they could consider stewarding and cleansing operations.

They cite public transport as being inadequate, in particular, midweek, evening games. Bus services are not increased on match days and at Dalmarnock train station train services are already at capacity.

Many supporters have health and mobility issues but are not necessarily registered as disabled so would not qualify for a blue badge. They are concerned that those supporters will not be able to be dropped off and picked up near the stadium, due to the emergency routes. They have maintained their objections and one reason for that is although we have advised that dropping off and picking up on emergency routes is permitted via legislation, Police Scotland indicated at a meeting that they would not support this.

Celtic FC view the Council as being unfair and unreasonable as we have not proposed any alternative travel arrangements. They believe the proposal would prevent or make it difficult for some supporters from attending games.

Celtic FC have requested a hearing and have also noted that a mandatory hearing is required as they have objected to the loading and unloading restrictions which is proposed out with the hours of 0700 and 1000 hours and between 1600 hours and 1900 hours.

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 **10,146**. It also shows the number of households within the affected area to be **6,622**.

The above data shows that **0.2%** of the population within the affected zone object to this Traffic Regulation Order (please note that children would be included in census information).

The above data shows that **0.3%** of the households within the affected zone object to this Traffic Regulation Order (please note that children would be included in census information).

A summary of the main points of objection:-

Point of Objection	Objections
Loading and unloading restriction on emergency routes	6
Public transport is inadequate	616
Creates issue for elderly/children/non blue badge holders	407
Discouraging Celtic FC supporters	372
Affect business/economy/area	252
No grounds given	250
Displacement into other areas	211
No alternative parking provided for supporters	189
Disabled parking/drivers	180
No alternative solution proposed for supporters	110
Stadium was in place before the residents	80
Parking attendant's should enforce the area more frequently	80
Cost of public transport/additional travel arrangements	69
Public transport takes much longer	65
Fan Safety	65
Safety on public transport	64
Supporters have concerns with coach parking location	56

Celtic FC supporters say there is no problem with parking	56
What about the other stadia around Glasgow	34
No parking in the industrial area	32
Money making scheme	31
No park and ride provided	19
Cost of visitor permits	12
Coach parking too far from stadium	11
Residents selling/renting their permits	9

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

Support overview:-

15 pieces of correspondence supported this Order.

This included support from 1 MSP.

The above data shows that 0.14% of the population within the affected zone support this Traffic Regulation Order (please note that children would be included in census information).

The above data shows that 0.21% of the households within the affected zone support this Traffic Regulation Order (please note that children would be included in census information).

Objections and support overview:-

15 pieces of correspondence supported this Order but objected to the location of coach parking at Sunnybank Street.

The above data shows that 0.15% of the population within the affected zone object to this Traffic Regulation Order (please note that children would be included in census information).

The above data shows that 0.23% of the households within the affected zone object to this Traffic Regulation Order (please note that children would be included in census information).

6. Modifications

There are currently no changes proposed to the proposals. However, discussions will continue with Police Scotland with regard to Sunnybank Street coach parking which some residents have objected to.

7. Withdrawn objections

1 objection was 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 Celtic Park costs the Council £3,888 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 £7,432.

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

Financial: LES revenue

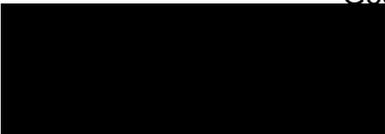
Legal: Promoted under the Road Traffic Regulation Act 1984 Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999. Primary legislation Road Traffic Regulation Act 1984

Personnel: Existing staff resource

Service Plan: A thriving and sustainable place to live and work
• Accessible, safe, healthy and inclusive

Environmental: 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.

Equalities: Positive impact for DISABILITY equality group.
Good practice for all other equality groups.



Appendix – responses to main points of objection

Public Transport is inadequate

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.

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.

Creates issues for Elderly/Children and None Blue 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.

Discouraging Celtic F.C. Supporters

The Council do not want to discourage supporters from attending games. Glasgow welcomes visitors to the city. However, to keep traffic moving throughout the city we want more people to move on to using more sustainable methods of transport, in line with the Council's aim of dissuading travel by private car to stadia and event spaces in Glasgow. These aims for moving to sustainable transport not only apply to visitors to the city but also those living and working in the city.

Affect Business/Economy/Area

- 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.
- People collecting money to watch vehicles is an unlicensed activity, one which the Council would not wish to facilitate or support.

No grounds

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

Displacement into other areas (See "Extend the controls")

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.

Extend the controls (See "Displacement")

There are no proposals at this time to extend the parking controls to adjacent areas. The impact these proposals would have on other areas of Glasgow cannot be determined but shall be monitored if the scheme is implemented.

No Alternative Parking Provided for Supporters

The Council are not proposing any alternative parking areas. The Council wish to discourage vehicles into the area when games are on to reduce congestion. Providing car parking would be contrary to this and would be detrimental to the aim of dissuading travel by private car to stadia and event spaces in Glasgow.

Disabled Parking/Drivers

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.

No Alternative Solution proposed for Supporters

The alternative solution is for supporters to utilise public transport. Or you may wish to contact Celtic F.C. to see if they can offer alternative parking or transport.

Stadium was in place before the residents

We are aware that the stadium was in place before the residents. However, traffic levels have grown considerably over the past 126 years. Therefore, congestion levels have increased in tandem.

Car ownership levels in Glasgow and the surrounding local authority areas have grown at a faster rate than the rest of Scotland. They have increased by 92% between 1984 and 2004. Therefore, the Council needs to apply its policies to curtail car usage.

Regardless of this, and whether or not they should have known what it was like living near a stadium, residents should not have to experience vehicles obstructing their footway crossings, driveways and roads to the detriment of their amenity.

Parking attendants should enforce the area more frequently

Currently there are very few parking, waiting or loading restrictions in the area covered by the proposal. This means that the Council have no enforcement powers with regard to vehicles causing obstructions, such as parking on corners, blocking footway crossings, people's driveways and parking on footways. The proposed scheme would be enforced by the Council's parking attendants.

Police Scotland do have powers to deal with obstruction. The Obstruction must be an "actual" obstruction, not just the potential for an obstruction to take place and there must be a specific complaint made to the police and the obstruction must be unnecessary. The offence of obstruction is also applicable if access to a driveway cannot be gained as a result of parked vehicles on the footway/ carriageway.

Cost of Public Transport/Additional travel arrangements

Whilst I am sympathetic to your increased costs it is not the responsibility of the Council to transport fans to games or to provide parking.

As a supporter/season ticket holder you may wish to contact Celtic F.C. to request if they would be willing to subsidise travel for their fans to get to games without additional costs.

Public transport takes much longer

Whilst I can sympathise that public transport may take longer, than travelling using your private car, this is a more sustainable method of transport, in line with the Council's aim of dissuading travel by private car to stadia and event spaces in Glasgow.

At the moment bus operators have advised that their services take longer than normal due to congestion in the local area. If the proposals are implemented then congestion levels in the local area would be reduced, with the resulting improvement to the bus service.

Fan Safety

Should you have concerns about safety when travelling to games this should be reported to Police Scotland, and safety on public transport should be reported to the public transport operator or SPT.

Safety of Public Transport

Should you have concerns about safety on public transport this should be reported to Police Scotland, the public transport operator or SPT.

Supporters have concerns with coach parking location

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.

What about the other stadia around Glasgow

- Similar proposals have been advertised for Ibrox Stadium and these controls are already in force in Hampden and Scotstoun where they have been for several years.
- There are no such proposals for Firhill Stadium. The capacity of this venue is much lower at approximately 10,000, with an average attendance of less than half of that. Therefore, it does not generate the volume of traffic and congestion that the 3 main football stadia in the city do.