

Summary of Representations

Celtic Park and Emirates Arena

Objections to the order by people attending events (including residents in the area)

Economic Impact

There has been major refurbishment and regeneration in the area, the catalyst for which has been the football club and its supporters.

Celtic Football Club generates significant economic benefit to the city, and there may be an adverse economic impact on the football club as a result of reduced attendances at football matches. Businesses in the east end of Glasgow depend upon the custom of football supporters and may be similarly affected.

An economic impact assessment should be undertaken. It is important that the same approach is taken to all sporting and cultural events throughout Glasgow.

Disadvantaged Groups

Elderly people, women, children and people with disabilities will be discouraged from attending matches by not being able to park close to the ground, resulting in walking distances which are too great for them to manage, or environments that are intimidating.

Alternatively, waiting at the stadium for a car driver to collect the car in order to pick them up could be problematic in terms of weather conditions and safety. Otherwise people may have to rely on taxis for transport to the stadium, and these are not always available (particularly after matches) owing to demand.

There is a weekly ballot for disabled spaces at the ground, but these appear to be limited, and disabled people would otherwise have to park outside, or be dropped off and picked up again. The number of reserved disabled spaces and the extent to which people would have to compete with permit holders is a concern.

Failure to grit pavements in winter causes a hazard. More generally, the weather in Scotland can make walking uncomfortable or difficult. For disadvantaged groups the proposals constitute discrimination and breach of ECHR. An assessment on the effect on elderly people or people with health problems should be undertaken,

Inconsiderate and unsafe parking

Sympathy is expressed with respect to inconsiderate parking. However, most people park responsibly. There is no detailed assessment of the number of cars parked in the area, and the instances of unsafe or inconsiderate parking.

The council could enforce specific restrictions on parking at junctions or in unsafe locations, rather than a blanket restriction on all roads in residential areas. It is considered that there are already restrictions in place around Celtic Park which do not appear to be enforced. More wardens could be introduced.

Many local residents help to organise parking in match days. Some even offer the use of their driveway (for a small fee). Should be consultation between the club and its supporters and residents in the area. Need to identify how many complaints have been received from residents. There is no impact assessment related to “improving the amenities of the area”. Householders could purchase visitor permits and rent them out to fans, which would defeat the purpose of visitor permits.

Better traffic control by Police Scotland would alleviate traffic congestion before and after games. There should be a review of the current policing policy of closing roads before and after events, which causes significant disruption. Cones are already used to restrict parking.

Significant new housing has been constructed in the vicinity and people should be aware that Celtic Park has been long established. Many houses have off-street parking (eg Springfield Road). Parking occurs only on a few days each year.

Many streets are undeveloped at present so there is minimal impact on local residents. Could avoid imposing restrictions on roads which house industrial or commercial premises, and which may be closed on match days.

There could be a trial of the proposed arrangements before the final order is made.

Parking and Public Transport Provision - General

There is insufficient parking available for Celtic Park and the Emirates Arena. Whilst the regeneration of the area is welcome, this has reduced the vacant land that was previously available for parking.

New parking areas could be provided and/or existing parking areas made available using existing undeveloped land where still available. It is considered that parking in the vicinity of these sporting venues has become more difficult since parking was prohibited on London Road.

Better public transport facilities are required as occurs with other major sporting venues in Europe and the USA. Possibly including a better airport link. New infrastructure investment is required before visitors to Celtic Park are penalised by parking restrictions.

An assessment of train and bus capacity is required, as well as the need or otherwise for improvement. Some more joined-up thinking is required with the council, the football club and transport providers working together.

There needs to be a publicity exercise to explain to people where they can park and how they can most easily access the stadium. There should be a full assessment of the number of fans travelling, and the capacity to cope with this.

The council states that SPT is responsible for planning and delivering public transport. But the council should be working with SPT in order to secure this rather than just introducing parking restrictions and leaving the matter to SPT.

Without improvements to public transport, the order will not necessarily reduce the number of vehicles in order to reduce delays on public transport. There is a need to plan for public transport improvements rather than just wait for traffic to reduce.

Current availability of Public Transport for people attending events

There is support within the objections for reducing the number of cars on the road and using more sustainable transport. However, the extensive event day parking restrictions have no commensurate improvement to public transport. Both bus and train services are insufficient to cope with current demand, never mind thousands more people being encouraged to use public transport.

The nearest train stations are Bridgeton and Dalmarnock – a significant walk for those that are less able. Train services from Dalmarnock are frequently cancelled. Station car parks are full and unable to meet the demand from people travelling by train. Mixed fans on a train causes difficulty, and the volume of fans could cause a safety hazard on station platforms and outside the station.

Dalmarnock Station has been refurbished but platform capacity was reduced, and police stop fans from entering when capacity has been reached, causing a build-up outside the station. The station remains unsuitable for disabled people.

Buses are already overcrowded. It is easier to walk from Central Station than to take public transport to the stadium. There is a particular issue with return journeys, as the timing of the end of the football match leads to a less staggered demand for journeys on public transport, with greater volumes of passengers at the same time.

Carntyne and Bellgrove stations (outside the zone) also unsuitable in terms of capacity, with supporters spilling onto the carriageway when crossing the road and timetabling difficulties with respect to match times.

Difficulties Using Public Transport

Families may be unable to afford public transport or supporters' buses. The higher cost of public transport discriminates against people on lower incomes.

Fans from further afield would find public transport to games difficult, and journey times would be significantly increased. Regular supporters travel from long distance.

Ferry connections are referred to. There would also be difficulties for people who are not familiar with the area.

Midweek evening games would be difficult for people who have to travel some distance, particularly if late night services are not available for a return trip.

Breakdowns in public transport facilities cause difficulties.

Required Improvements

Additional public transport facilities are required – eg additional services, special trains or buses, or park and ride facilities. New facilities could be provided by the council and its partner organisations, possibly including Celtic Football Club and the Emirates Arena. Contrast is made with the Commonwealth Games where dedicated services were provided for events. The council promised improved transport links following the Commonwealth Games, and has not delivered.

Possible improvements include:

- Shuttle buses similar to those run during the commonwealth games.
- Opening the railway line at Duke Street (associated with serving Kelvin College and Parkhead Forge)
- New subway link to the East End, which it is claimed has been a policy of Glasgow City Council
- Train station at Parkhead (on the Airdrie line) or at Parkhead Forge.
- More bus lanes could be introduced, together with dedicated services to the stadium for matches.
- Parking restrictions at existing facilities should be reviewed – allowing sufficient time when these facilities relate to football matches
- It may be helpful to provide temporary use of vacant ground in the area for car parking until additional public transport facilities are improved.

- More park and ride facilities. Note: the council's suggestion of driving to and parking in a long stay city centre car park (FAQ section) is queried when the LTS refers to park and ride in order to actually reduce the number of people travelling in the city centre.

Effects of the proposed Exclusion Zone

Introducing parking restrictions as proposed would simply move the problem. People would then park outside the zone, causing more extensive walking which may be problematic for evening games in particular.

Bridgeton Cross is mentioned as a particularly unsafe area for vehicles to park and for fans to be.

The restrictions being introduced may also extend parking nearer to the city centre, causing further congestion.

Concerns are expressed (including by people on the edge or living outside the zone) that the inconvenience and anti-social behaviour complained about would simply be transferred to residential areas further away from the stadium.

Health and Safety

There are safety concerns for people on public transport and walking longer distances to/from matches; particularly women, children and disabled people.

Additional walking at night, even from existing transport facilities (stations and bus stops) raises safety concerns for vulnerable people attending matches.

Particular concern is expressed about the volume of fans potentially walking back to the city centre.

Additional walking distances may pose a security risk between opposing fans

The pavements along Gallowgate to the city centre are already overcrowded and overspill the pavement. There is no capacity for additional pedestrians when this occurs.

Security risk assessments are required, and consideration should be given to the provision of safe walking routes to the stadium.

Objections from residents to the parking restrictions being insufficient or inappropriate

Residents living outside the zone, and particularly in the Eastfield Bellway Estate, are concerned that these areas are currently overparked on match days, with cars abandoned anywhere. Other difficulties associated with continuing house construction are referred to and concerns are expressed about the safety of children. These areas are already subject to traffic congestion on match days, which would become worse following the proposed restrictions. Restrictions would result in more pressure for parking in residential areas outwith the zone.

There is a need to ensure better parking facilities at venues, and to also discourage car travel. There is also a need to enforce the restrictions. However, the currently proposed restrictions are insufficient, and if implemented the zone should be extended to streets in the Eastfield Bellway Estate. Alternatively, the proposals should not proceed as they would lead to increased congestion and additional parking in these areas.

Whilst some residents within the former Athlete's Village have expressed support for the proposed order, there are also objections to the parking of supporters' buses in Sunnybank and other streets in the area. It is contended that bus parking is usually restricted to main roads with less housing density. The historical use of this area for the parking of buses should be discontinued. There are also objections to the parking of buses in a temporary car park near Dalmarnock Station.

Significant anti-social behaviour is reported, which compromises children's safety, and it is considered that the proposals do not address residents' concerns with respect to this. Buses leave their engines running. Residents are not able to park outside their homes as a result of the provision for supporters' buses. Specific issues applying to particular areas and streets are identified. Permits should not be required, and there is an objection to the cost of visitor permits. A further 120 houses are due to be built on Sunnybank Street. There is plenty of vacant land where bus parking could be provided on or near the stadium, including Dalmarnock Road.

Objections from businesses (various locations) to the parking restrictions being insufficient or inappropriate

Access to premises for both customers and deliveries for businesses in the area would be severely restricted, and an alternative scheme for recessed parking bays has been put forward. Further clarification is also required with respect to event day restrictions.

Restrictions on parking and proposed bus parking would impact on a business operating in the area, to the extent that staff would not be allowed to park at their

place of work. The council has responded to the effect that the restrictions do not affect this location, other than formalising coach parking which already occurs. Parking permits would be available for businesses within the zone.

Concerns are raised by another business about restrictions on visitors to the premises, loading and unloading, and vehicular access and parking of staff cars. However, the council has indicated that no parking or loading restrictions are being imposed outside the premises. Other points of concern are raised, but additional disabled parking spaces are welcomed.

A business in the area expresses concern about restrictions for staff and deliveries, and comments that there is vacant land in the area which could be used for parking. The council has provided reassurances relating to the information provided on the parking restrictions and permits.

There is an objection from two churches regarding the arrangements for church event parking, when the parking restrictions are in force. Several questions are raised including access restrictions. The council has provided clarification.

Note: the detailed matters raised on behalf of Celtic Football Club are set out in its letter of objection, which is referred to in the attached schedule.

Council's response to objections

Proposals are in accordance with the council's local transport strategy. The proposals have also been agreed with PS and the emergency services. Meetings have been held with SPT, Scotrail and bus operators to establish current levels of service and possible improvements. Bus operators advise that congestion causes delay, and so if car travel is reduced this would result in improvements to bus services.

There is no evidence to suggest that the zone would have a detrimental economic effect on the area – those using public transport may spend more time in the area.

Dropping off and picking up is accommodated within the zone where loading and unloading is permitted. Disabled badge holders are accommodated.

The council does not want to discourage supporters from attending games, but needs to encourage more sustainable methods of transport by dissuading travel by private car to stadia. This outweighs any extra time taken. These aims apply to residents and visitors. No more parking areas would be appropriate in the context of these aims. However, there are out of town park and ride facilities available.

Car sharing is encouraged, as some objectors have indicated that they do, but driving to an out of town car park and then public transport to the stadium may be required. There will also be some on road parking available as industrial areas are generally excluded, with the only restrictions being areas reserved for supporters' buses and double yellow lines where required.

The proposals are aimed at areas negatively affected by current parking practices, and residents welcome the proposed parking controls. Complaints in the vicinity of Celtic Park have been received over past 2 years. The complaints cover obstruction, blocking footways and parking in private spaces. Whilst the stadium was in place before residents, traffic levels have grown considerably in the past 126 years. The council would expect less footfall in residential areas as a result of the order.

There are few waiting restrictions at the moment, so there are no enforcement powers relating to vehicle parking which is dangerous or causes obstruction. The scheme would be enforced by council's parking attendants, who operate at the moment to ensure emergency routes are kept clear, which may be coned or have double yellow lines. Police powers relate to actual obstruction and require a complaint, and are not aimed at the prevention of parking within residential areas.

Bus operators consider no improvements can be made without a commensurate reduction in traffic on match days. However, supporters' buses would be accommodated in the area in locations agreed with PS. Generally, bus parking is in locations where buses already park, so formalises arrangements already in place.

Residents and businesses have permits available free of charge (except administration costs). Similar proposals have already been Implemented for Hampden Park and Scotstoun, and are being proposed for Ibrox Stadium.

Any effect on other areas outside the zone would be monitored. There are no proposals to extend parking restrictions to adjacent areas

Transport safety concerns are matters for the police and SPT and should be reported to them as appropriate. Anti-social behaviour is a matter for the police.

Letters of Support

Letters of support have been submitted from residents in the zone which express support for the order based on the following matters:

- Traffic nightmare; dangerous to drive on roads on match days
- Lack of sufficient access for emergency vehicles
- Inconsiderate parking on corners
- Problem progressively getting worse

Cars parked on pavements and grass verges
Cars blocking driveways
Cannot park on match days with no spaces left
Children cannot play safely
Anti-social behaviour (urinating, litter, glass bottles (broken glass))
Restrictions implemented for commonwealth games with permits for residents
Will help to reduce traffic and lower emissions

However, the above is qualified to the effect that the concerns to some extent relate to the current and potential lack of management of these issues.

A letter of support from “Gobike” supports the control of parking around the stadium, which will encourage people to use more sustainable transport. However, it is suggested that discussions between the club and ScotRail should advise season ticket holders on the most advantageous way to travel by rail from the surrounding stations. Active travel should be encouraged, by the provision of bicycle parking at the stadium. Following the M74 extension, the cycleway along London Road should be extended. Footways should be widened for pedestrian traffic.

Sinéad Lynch
Lance R Guilford

Reporters

25 February 2020