

THE ROAD TRAFFIC REGULATION ACT 1984

**THE LOCAL AUTHORITIES TRAFFIC ORDERS (PROCEDURE)
(SCOTLAND) REGULATIONS 1999**

GLASGOW CITY COUNCIL

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

GLASGOW CITY COUNCIL OUTLINE STATEMENT OF CASE

31 January 2022

1 Introduction

1.1 This document outlines Glasgow City Council's case relative to the Glasgow City Council (Ibrox Stadium) (Event Day Emergency Routes and Parking Zone) Order 201_ ("the Order"), promoted in accordance with the Road Traffic Regulation Act 1984 ("the Act").

1.2 In accordance with the Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999 ("the Regulations"), a mandatory hearing is required before the making of the Order. The hearing process has been suspended for much of the past 18 months as a consequence of COVID 19 restrictions. Now that the hearing process is being reactivated, the Reporters have requested that the Council prepares a statement of case

1.3 This document will set out:

- The background to and history of the Council's decision to promote the Order;
- The consultation process which the Council has undertaken in connection with the Order;
- The detail of the Order;
- The legal context for parking controls across the Glasgow City Council area, including the specific legal context for the making of the Order;
- The policy context for parking controls across the Glasgow City Council area, including the specific policy context for the making of the Order;
- Details of the objections made to the Scheme and the Council's response to issues raised by objectors, including Rangers FC.
- Intended changes to the Scheme and schedules to the Order from the version originally published;
- The Council's position on the timescales within which the Order would require to be made under the Regulations.

2 Glossary of Terms

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| The Act | Road Traffic Regulation Act 1984 |
| The Council | Glasgow City Council |
| EDPZ | Event Day Parking Zone |
| TRO | Traffic Regulation Order |
| The Order | Glasgow City Council (Ibrox Stadium) (Event Day Emergency Routes and Parking Zone) Order 201_ |

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| The Plans | The 'relevant map' prepared by the Council in connection with the Order as required in terms of regulation 15 of the Regulations comprising the plan overview and six sub-plans. |
| Rangers FC | Rangers Football Club |
| The Regulations | The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 |
| Relevant Events | Any sporting, social, entertainment or similar event to be held at the Stadium or the Arena which has been identified by Police Scotland in consultation with the Council as requiring traffic management, including periods prior to, during and following the event. |
| The Scheme | The parking and other traffic regulation controls proposed under the Order |
| SPT | Strathclyde Partnership for Transport |
| The Stadium | Ibrox Football Stadium |
| The Statement of Reasons | The Council's statement of reasons for making the Order published as part of the notice of proposals |

3 Background to the Proposals

- 3.1 The Council, under the terms of the Roads (Scotland) Act 1984, has a statutory duty to manage and maintain the road network. To ensure that the city's road network is optimised there is an increasing need to actively manage it to ensure that it can meet the wide ranging needs of all road users and residents to operate safely and efficiently.
- 3.2 The Council has been implementing parking and other traffic regulation controls since the 1960s to manage parking demand in a time of increasing car ownership by influencing parking by private car in an effort to improve safety, improve amenity, reduce congestion, improve air quality, and encourage healthier, more sustainable transport modes. This is in line with national, regional and local transport strategies. The main themes that have been the forefront of the parking and other traffic regulation control schemes introduced since 2005 following the Council's first Local Transport Strategy are a consistency of approach to increase the public's understanding and compliance, prioritising residential parking over commuters and preventing indiscriminate, obstructive and unsafe parking practices.
- 3.3 There is traditionally a high demand for parking, both in and around the city centre and also where events take place. Since 2005, the Council has extended parking controls to manage this demand in line with transport policy. Nineteen shared use parking zones have been implemented in and around the city centre and the west end, whilst two event day parking zones have been implemented at Scotstoun and Hampden Stadiums. A dedicated project team within Land and Environmental Services (now Neighbourhoods Regeneration and

Sustainability) has been tasked with delivering those schemes identified in the Council's Strategic Projects Programme, detailed in a Report entitled "Requests for Parking Controls" reported to the Sustainability and the Environment Policy Development Committee on 8 June 2016 [GCC 1]. The priority list for the introduction of parking controls was reviewed on the 11 June 2019 and approved by the Environmental, Sustainability and Carbon Reduction City Policy Committee.

- 3.4 Complaints have been received from the local community regarding the parking situation in the vicinity of the Stadium on match/event days, relating primarily to a lack of availability of parking for local residents, as well as obstructive parking during event times. These complaints have been taken up by local Members of the Council, who have made their concerns known to Council officers. The Council held a public exhibition in the local area on 19 January 2017, which members of the local community attended and spoke to Council officers about the difficulties they experience on event days. There was a questionnaire which members of the local community could fill out in paper or online [GCC 2]. Of those questionnaires completed 73% responded that they would like to see parking controls introduced into the area, and of those who claimed to live within the Scheme area, 82% responded that they would like to see parking controls introduced into the area, as demonstrated by the results of the survey at document [GCC 3]. These concerns which have been raised have been the primary motivating factor for promotion of the Order.
- 3.5 A parking survey was undertaken by the Council in the vicinity of the Stadium on 17 September 2016 during a Rangers v Ross County match and again on 1 October 2016 during a Rangers v Partick Thistle match. The results of those studies are set out in documents [GCC 4.1] and [GCC 4.2]. A witness will be provided to speak to those results. Photographic surveys were also undertaken in the vicinity of the Stadium (1) on 3 April 2019 during a Rangers v Heart of Midlothian match and (2) on 23 July 2019, a non-match day for the purposes of comparison. The results of the April and July 2019 photographic surveys are set out in document [GCC 5]. A witness will be provided to speak to the photographic surveys but it is respectfully submitted the difficulties faced by local residents due to lack of parking spaces and obstructive and unsafe parking will be self-evident from the photographic surveys.
- 3.6 A report was put before the Council's Sustainability and the Environment Policy Development Committee (now the Environment, Sustainability and Carbon Reduction City Policy Committee) on 8 June 2016 [GCC 1], detailing requests for parking and other traffic regulation controls in various areas of the City. The purpose of that report was to highlight to the Committee the number of requests that had been received to introduce parking controls in the City. These requests came from a variety of sources including residents, Community Councils, resident groups and Elected Members. The priority list for the introduction of parking controls was reviewed on the 11 June 2019 and approved by the Environmental, Sustainability and Carbon Reduction City Policy Committee. The complaints largely related to intrusive or obstructive parking on a daily basis or during regular events. Neighbourhoods and Sustainability project staff had been tasked with prioritising requests for parking controls throughout the City. The following criteria were used to assist in the prioritisation of the requests:
- Council Policy;
 - Transformation Agenda;
 - Scale of the problem;
 - Regularity of the problem.
- 3.7 Each request for parking controls was given a weighting in accordance with the above criteria. The evaluation of the area around Ibrox Stadium resulted in a score of 12 out of a maximum possible score of 12, which made the area around the Stadium, along with the area around Celtic Park, the highest scoring localities in terms of the Council's assessment of the need for parking controls. Factors causing the Ibrox Stadium locality to score so highly included:

- The level of impact parking was having on local residents during event days was identified as being significant from correspondence received from local residents and local elected Members.
- It was identified that parking issues occur during all major events at the Stadium.

3.8 Need for Parking Controls at Ibrox Stadium

3.8.1 Event Day Parking Zones

There is currently insufficient off-road parking available at the Stadium to accommodate the large numbers of people driving to events there. As detailed above, the local community has raised concerns regarding intrusive and obstructive parking in the surrounding residential areas on event days, as well as concerns about the lack of availability of parking for local residents. There have been reports of blocked driveways, blocking in residents' vehicles or preventing access to their driveways. Parking on corners and footways, obstruction of crossing points and pedestrian and motorists' sightlines being obstructed. Evidence of these practices can be seen in the results of the 3 April 2019 photographic survey (carried out during a Rangers v Heart of Midlothian match) included as document [GCC 5]. These concerns are compounded by the nature and frequency of these events.

The Scheme is intended to restrict the amount of on-road parking in the area that is available to spectators attending events at the Stadium, thereby reducing the number of car-trips into the local area on event days. The Council's intention is to discourage spectators from parking their cars close to the Stadium in the residential areas and to encourage alternative modes of transport. Reducing the number of private vehicles on the roads around the Stadium on event days will ensure adequate parking is available for local residents, alleviate the negative effects of obstructive and dangerous parking, and should assist with the general flow of traffic. This should in turn allow buses to travel through the surrounding roads more easily and efficiently on match days, improving public transport provision. At present, bus services suffer significant delays on event days due to traffic congestion and the Scheme would improve upon the current position.

3.8.2 Emergency Routes

Current arrangements for access by emergency vehicles on event days are inefficient. Currently, emergency routes are marked by cones. These cones can be easily removed and indeed are regularly removed by spectators attending the Stadium on event days, and as such are an unsuitable solution to the need for emergency vehicles to be able to access the road network around the Stadium. With up to approximately 50,000 spectators attending the stadium on event days, together with players, staff etc., the provision of the emergency routes and robust enforcement of them is imperative. In the event of an incident occurring at the Stadium, the emergency services would require clear, unobstructed access to and from the stadium and to the hospitals. The introduction of parking controls, which would keep emergency routes clear, would provide a more robust and permanent measure, as well as a greater means of enforcing these controls for the Council. Police Scotland would have enforced these controls during events prior to parking enforcement in Glasgow being decriminalised in 1999.

4 Detail of the Proposals

The Scheme would introduce:

4.1 Event Day Parking Zone (EDPZ) (Schedule 4 of the Order)

- 4.1.1 An Event Day Parking Zone (EDPZ) in areas around the Stadium, should discourage supporters from parking their private cars on roads close to the Stadium and thereby ensure adequate parking is available for local residents and alleviate the negative

effects of obstructive and dangerous parking. The extent of the EDPZ is illustrated by a **light blue line** on the Plans. It should also encourage more sustainable modes of transport. Reducing the number of vehicles on the roads around the Stadium will also help general traffic flows, especially bus services which currently suffer significant delays on event days. The intention of the EDPZ is not to impinge on the local community but to allow them to carry on as usual in their day to day lives, without being negatively affected by a sudden influx of vehicles on event days.

- 4.1.2 EDPZ are the areas where parking will be limited to permit holders only, including blue badge holders. Restrictions are imposed by installing zone signing at each entry point to the zone. These 'Zone Entry' signs will show the time and date the restrictions are in place and will be displayed in advance to notify the local community. There are no parking bays marked, thereby allowing residents' current parking arrangements to remain unaffected.
- 4.1.3 The restriction being enforced within an EDPZ is '*no waiting during relevant events except by permit holders*' (Schedule 4 of the Order), so would allow loading and unloading to take place during operational times. The Order provides that "No person shall, except upon the direction or with the permission of a Police Constable in uniform, cause or permit any vehicle to wait during relevant events in the lengths of roads specified". These restrictions apply to every road within the EDPZ. These restrictions also apply to areas outside the EDPZ which are indicated by a thick green polygons on the Plans.
- 4.1.4 There are exemptions to the restriction on waiting for vehicles displaying a Resident parking permit, Business parking permit or Residents' Visitor parking permit. Residents' parking permits allow residents to park within the zone without limit of time. They would be free for each vehicle registered at a residential address within the identified zone boundary, and visitors' parking permits would be available to residents at a one-off cost of £10 per permit which would be valid for a period of 10 years. Businesses would also be issued free business parking permits for each of their employees, and churches and community groups would also be entitled to apply for permits in the same way, and on the same terms as residents' permits. During a relevant event, only vehicles which display a valid parking permit or a disabled person's badge would be eligible to park in any of the restricted roads.

4.2 **No Waiting at any time (Schedule 2 of the Order)**

These are full time restrictions which apply mainly to road junctions within the area covered by the EDPZ. These restrictions are proposed where waiting is deemed undesirable in terms of road safety or pedestrian safety, however loading or unloading could occur at these locations by any class of vehicle. Areas subject to 'no waiting at any time' are shown by a **thin purple line** on the Plans. There is also no requirement for signage to be installed at these restrictions, which reduces sign clutter.

4.3 **Disabled parking bays for disabled badge holders only (Schedule 7 of the Order)**

Existing advisory disabled parking bays within residential areas will remain in place and will become enforceable as part of these proposals. These designated bays will be available to blue badge holders only on a full time basis. The location of disabled parking bays is shown coloured **dark blue** on the Plans.

4.4 **Emergency Routes (Schedules 1 and 3 of the Order)**

- 4.4.1 Emergency Routes are the main routes to and from the Stadium which the emergency services require to be kept clear in the event of an emergency occurring at the Stadium. In collaboration with Police Scotland, routes have been identified as Emergency Routes where it is considered unsuitable for vehicles to park, wait or

load/unload. The proposed restrictions include both part time restrictions which would apply during Relevant Events only and full time restrictions.

- 4.4.2 The part time restriction being proposed, which would be in effect during relevant events only, is 'no waiting and no loading or unloading during relevant events' (Schedule 3 of the Order). This restriction will not prohibit vehicles from stopping to allow a person to board or alight from the vehicle or to load or unload their personal luggage. The locations affected by these part time restrictions, which make up a minority of the Emergency Route restrictions, are illustrated by an **unbroken green line** on the Plans. These locations are where waiting and loading is considered obstructive during relevant events in terms of negatively affecting traffic flow on main routes to and from the stadium, but would be generally be considered safe outside of any relevant events. Restrictions would be in place from 3 hours before the event starts until 1 hour after the event finishes. These restrictions will be indicated by newly installed signage along these routes and laying a single yellow line. The signage will show the time and date during which the restrictions are in place and will be displayed in advance to notify the local community.
- 4.4.3 The full time restriction for Emergency Routes being proposed is 'No waiting and no loading or unloading at any time' (Schedule 1 of the Order). This restriction will not prohibit vehicles from stopping to allow a person to board or alight from the vehicle or to load or unload their personal luggage. The locations affected by this restriction, which make up the majority of Emergency Route restrictions, are illustrated by an **orange line** on the Plans. These locations are where waiting and loading is considered unsafe in terms of road safety or pedestrian safety, or could negatively affect traffic flow or manoeuvres. These restrictions will be indicated by laying double yellow line with double kerb markings. The majority of these routes have no existing needs for parking or loading by the local community and are therefore proposed as no waiting and no loading or unloading at any time.
- 4.4.4 The Emergency Routes covered by these proposals are generally in line with the existing coning schedule.

4.5 **Parking places for buses only during relevant events (Schedule 6 of the Order)**

To facilitate supporter buses and to encourage their use rather than travelling by individual vehicles, designated areas have been provided for them to park during relevant events. These designated areas are shown **coloured turquoise** on the Plans. These locations have been identified in collaboration with Police Scotland.

4.6 **No waiting Monday to Saturday, 9.30 am to 4.00pm and 6.30pm to 7.00am during relevant events, except permit holders (Schedule 5 of the Order)**

These restrictions are proposed on parts of Paisley Road West where a peak-time restriction currently exists. This peak time restriction would remain in place during the specified hours, and during relevant events these areas would be available for permit holders only. Areas to be subject to 'no waiting Monday to Saturday, 9.30am to 4.00pm and 6.30pm to 7.00am during relevant events, except permit holders' restrictions' are shown as **orange polygons** on the Plans.

4.7 **One way operations (Schedule 8 of the Order)**

Existing one way streets will remain unaffected by the Scheme. The locations of existing one way streets are shown by **blue arrows** indicating the permitted direction of travel on the Plans. Additional one way streets are being proposed due to feedback which the Council has received concerning drivers using residential side streets as opposed to main through routes. The locations of proposed additional one way streets are shown by **green arrows** showing the permitted direction of travel on the Plans. The additional one way streets are designed to reduce and prevent this practice.

4.8 The area affected by these proposals is generally bounded by:

4.8.1 Govan Road to the north; Craigiehall Place, Cornwall Street and the M77 to the east; Mosspark Boulevard to the south; and Crosslee Street, Ardneil Street and Harmony row to the west.

4.8.2 The list of roads affected by these proposals are:

Aboyne Street, Ardlaw Street, Ardneil Road, Ardo Gardens, Arthurlie Street, Barfillan Drive, Barlogan Avenue, Barlogan Quadrant, Beech Avenue, Bellahouston Drive, Bellahouston Lane, Bervie Street, Birkmyre Road, Bowmore Road, Brand Street, Brighton Place, Brighton Street, Briton Street, Broomloan Crescent, Broomloan Road, Broomloan Road Service Road, Bunessan Street, Burndyke Court, Burndyke Square, Caimlea Drive, Carillon Road, Carmichael Street, Carsaig Drive, Cemetery Road, Cessnock Street, Clifford Gardens, Clifford Lane, Clifford Place, Clifford Street, Clutha Street, Clynder Street, Columba Street, Copland Place, Copland Quadrant, Copland Road, Corkerhill Gardens, Corkerhill Road, Cornwall Street, Craigiehall Place, Craigiehall Street, Craigton Avenue, Craigton Drive, Craigton Place, Craigton Road, Crosslee Street, Crossloan Road, Cruden Street, Cults Street, Dalkeith Avenue, Dargavel Avenue, Dava Street, Drymen Street, Dumbreck Avenue, Dumbreck Court, Dumbreck Place, Dumbreck Road, Dumbreck Square, Dunellan Street, Dunsmuir Street, Edmiston Drive, Edmiston Drive Service Road, Edwin Street, Elizabeth Street, Elphinstone Place, Erskine Avenue, Fairley Street, Farm Road, First Gardens, Fleurs Avenue, Fleurs Road, Fourth Gardens, Govan Road, Harley Street, Harmony Place, Harmony Row, Harmony Square, Harrison Drive, Harvie Street, Helen Street, Helen Street (Service Road), Hinshelwood Drive, Hinshelwood Place, Ibrox Street, Ibrox Terrace, Ibrox Terrace Lane, Ibroxholm Avenue, Ibroxholm Oval (east), Ibroxholm Oval (west), Ibroxholm Place, Iona Street, Jura Court, Jura Street, Kilmaurs Street, Kintra Street, Kirkdale Drive, Kirkwood Street, Ladybank Drive, Langshot Street, Larch Road, Lendel Place, Loanbank Place, Loanbank Quadrant, Lora Drive, Lome Street, Lugar Drive, Luing Road, Luss Road, Mafeking Street, Maple Road, Maree Drive, Maryland Drive, Maryland Gardens, McGregor Street, Metfort Avenue, Merrick Gardens, Merryland Place, Merryland Street, Middleton Street, Midlock Street, Milnpark Gardens, Minto Crescent, Minto Street, Moidart Crescent, Moidart Place, Moidart Road, Moness Drive, Morar Road, Morven Street, Neptune Street, Nithsdale Road, North Gower Street, Orkney Place, Orkney Street, Paisley Road West, Paisley Road West (Service Road), Percy Street, Plantation Park Gardens, Porter Street, Rhynie Drive, Robert Drive, Robert Street, Rowan Gardens, Rowan Road, Salen Street, Scotland Street West, Second Gardens, Shieldhall Road, Skene Road, Southcroft Street, Summertown Road, Sunart Road, Sussex Street, Tarland Street, Third Gardens, Torbreck Street, Torridon Avenue, Ulva Street, Unnamed access road at a point 268 metres south of Edmiston Drive extending eastwards then southwards from Helen Street, Unnamed access road at a point 118 metres south of Edmiston Drive extending westwards from Helen Street, Unnamed access road at a point 33 metres north of Paisley Road West extending westwards from Midlock Street, Unnamed access road to 601-607 Paisley Road West, Unnamed lane between Brighton Place and Copland Place, Unnamed lane between Brighton Place and Woodville Street, Unnamed lane between Cessnock Street and Harley Street, Unnamed lane (1) between Craigton Road and Kilmaurs Street, Unnamed lane (2) between Craigton Road and Kilmaurs Street, Unnamed lane between Rowan Road and Urrdale Road, Urrdale Road, Vicarfield Place, Vicarfield Street, Weimer Crescent, Whitefield Road, Woodville Street.

4.9 **Intended Modifications to Order**

- 4.9.1 The Council has identified that the schedules to the published draft Order include some inaccuracies. Some of the proposed restrictions and control measures are only intended to apply to sections of roads, but the relevant schedule entry refers to the whole of the road. In such cases the schedule does not reflect the intended restrictions and the restrictions indicated on the Plans. To address these issues, during 2021 the Council undertook detailed point to point surveys of all of the affected roads to measure the sections of roads to which the restrictions are intended to apply (and which the Plans already indicate). The results of this exercise have been reflected in the updated schedules referred to below.
- 4.9.2 As described in paragraphs 8.2.2.10 and 8.2.2.11, in response to objections made in respect of Harrison Street and the Harper Memorial Baptist Church of Craigiehall Street, the Council intends to modify the Order.
- 4.9.3 Updated schedules reflecting the above changes are submitted as [GCC 17] and [GCC 18]. GCC 17 shows the schedules with tracked changes against the previous version, and GCC 18 shows the schedules as now proposed.
- 4.9.4 If following the hearing and the Reporters' recommendations the Council intends proceeding with the Order, the Order would be made using the updated schedules at [GCC 17] and [GCC 18]. These changes would constitute a modification to the proposed Order which would reduce, rather than extend, the application of the Order and as such could be competently done in terms of regulation 13(1) of the Regulations. In the Council's view, making a modification as described above (as opposed to formally changing the proposals at this stage) would be the correct procedure under the Regulations.

5 Consultation

5.1 Non – Statutory Voluntary Consultation

The Council commenced the process of consulting on the proposals for event day parking controls for the area around Ibrox Stadium during match days and other major event days in January 2017. The first stage of the consultation process on these proposals involved the holding of a public engagement session at Ibrox Library, Midlock Road on 19 January 2017. This took the form of a public drop-in session, affording members of the local community the opportunity to view the plans of the proposals, discuss the proposals with and ask questions of Council officers involved in the Scheme, and make their views known. Questionnaires were issued to attendees at this engagement session [GCC 2], which were intended to gauge public opinion on the need for parking controls in the local area on event days. These questionnaires were also made available for local residents to complete online. These engagement sessions demonstrated that there was an appetite for parking controls from the local community; 295 completed survey forms were received, and of those responses 214 identified that they would like to see Event Day parking controls introduced in the area. 217 survey responses were completed by those who claim to be residents living within the proposed Scheme area, and of those 178 identified that they would like to see Event Day parking controls introduced in the area. This initial stage of the consultation process was voluntary and was not a statutory requirement in terms of the Act or the Regulations, however it was felt that early engagement with the local community was a necessary step in the process and would be important in shaping the proposals for the Scheme.

5.2 Statutory Consultation Prior to Publication of the Proposals

- 5.2.1 Initial consultation with statutory consultees in accordance with Regulation 4 of the Regulations was carried out by the Council prior to publication of the proposals for the Scheme. This initial statutory consultation was carried out between 14 March 2018 and 4 April 2018.

5.2.2 As part of this initial statutory consultation the following persons/organisations were consulted:

5.2.2.1 Police Scotland;

5.2.2.2 Scottish Fire & Rescue Service;

5.2.2.3 The Scottish Ambulance Service;

5.2.2.4 Strathclyde Partnership for Transport (and local transport operators through direct consultation with SPT);

5.2.2.5 The Road Haulage Association Limited;

5.2.2.6 Freight Transport Association;

5.2.2.7 Executive Director of Glasgow City Council Development and Regeneration Services;

5.2.2.8 Divisional Manager of Glasgow City Council Waste Management and Recycling;

5.2.2.9 Glasgow City Council Environmental Services;

5.2.2.10 Divisional Manager of Glasgow City Council Technical Services; and

5.2.3 Group Manager of Glasgow City Council Land and Environmental Services (Traffic & Road Safety).

5.3 **Publication of the Proposals**

5.3.1 Publication of the proposals for the Scheme was carried out in accordance with Regulation 5 of the Regulations between 27 April 2018 and 25 May 2018 as follows:

5.3.1.1 Notice of the Proposals was published in the Evening Times. A copy of the newspaper notice is attached at document **[GCC 6]**;

5.3.1.2 1485 notices were posted in the roads affected by the Order. All roads affected by the proposed Scheme were included and notices were regularly maintained throughout. An example of an on-street notice as displayed is attached at document **[GCC 7]**;

5.3.1.3 Webpages and a dedicated e-mail address were set up and details of these were included on the press notice and the on-street notices.

5.3.2 Notice of the proposals was also sent to each of the initial statutory consultees in accordance with Regulation 6 of the Regulations, as well as to the following:

5.3.2.1 Greater Glasgow & Clyde NHS Board;

5.3.2.2 Glasgow Taxis;

5.3.2.3 Cyclists Touring Club;

5.3.2.4 Go Bike/Strathclyde Cycle Campaign;

5.3.2.5 Royal Mail;

5.3.2.6 British Motorcyclists Federation (Region 1);

- 5.3.2.7 Glasgow & District Motorcycle Action Group;
- 5.3.2.8 Glasgow Chamber of Commerce;
- 5.3.2.9 Craigton Community Council;
- 5.3.2.10 Dumbreck Community Council;
- 5.3.2.11 Govan Community Council;
- 5.3.2.12 Ibrox & Cessnock Community Council;
- 5.3.2.13 Kinning Park Community Council; and
- 5.3.2.14 South Cardonald & Crookston Community Council.

5.4 Police Scotland Engagement

- 5.4.1 The Council has engaged proactively with Police Scotland on the proposed Order throughout the process. The Council recognises that Police Scotland engaging with the Council and being invested in the Scheme is fundamental to its success. The Council first approached Police Scotland to obtain their views on the proposed Order in November 2016. Since then, there have been a number of meetings between Council officers and Police Scotland throughout the consultation process.
- 5.4.2 Following publication of the proposals, Police Scotland have confirmed in writing that they *"would be supportive of any measure which would prohibit the waiting and/or loading of motor vehicles on the identified emergency access routes at...Ibrox Stadium. Police Scotland, along with the other Emergency Services, would however only require those waiting and loading restrictions to be implemented on specific dates and times when a sporting event, entertainment event or other similar type event was taking place at either venue."*

6 Legal Context

- 6.1 The Council, under the terms of the Roads (Scotland) Act 1984, has a statutory duty to manage and maintain the road network. Section 1 of the Roads (Scotland) Act 1984 requires a local roads authority to manage and maintain all roads in their area as are listed on the list of public roads, and for the purposes of such management and maintenance the Council has the power to 'determine the means by which the public right of passage over any such road, or over any part of it, may be exercised'. Section 1 of the Roads (Scotland) Act 1984 is an overarching duty to which the Council has regard in taking the decision to exercise its traffic regulation powers under the Act.
- 6.2 The Council is the traffic authority for the purposes of the Act, which confers certain powers on the Council for the regulation of traffic in its area. Section 1 of the Act grants the Council, in its role as traffic authority, the power to make a TRO for certain purposes where it appears to the Council to be expedient to do so.
- 6.3 As set out in the Council's Statement of Reasons for making the Order [GCC 8], the Council considers that it is necessary to make the Order for preserving or improving the amenities of the area through which the road runs by reducing traffic levels, congestion, and pollution and leaving junctions, driveways and footway crossings clear. The Council has exercised its authority to make a TRO for that purpose in terms of section 1(1)(f) of the Act.
- 6.4 Section 122 of the Act covers the exercise by local authorities of their functions under the Act, including the making of traffic regulation orders under section 1. Section 122(1) provides as follows:

S122 (1) It shall be the duty of every strategic highways company and local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway or, in Scotland, the road.

6.5 Section 122(1) requires the local authority to exercise their functions so as to meet two objectives: firstly, the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians); and secondly the provision of suitable and adequate parking facilities on and off the road. In taking the decision to promote the Scheme under the Act, the Council had due regard to both of these objectives.

6.6 The Scheme at its core is designed to promote the expeditious, convenient, and safe movement of vehicular traffic in the vicinity of the Stadium during event days, and would do so in the following ways, by:

- Securing the safe and expeditious passage of emergency vehicles through the designated emergency routes;
- Securing easier passage by vehicle through the local area by local residents;
- Securing easier passage through the local area by buses;
- Improving the safety of movement of vehicular traffic by decreasing the number of vehicles blocking visibility, in particular obstructively parked vehicles impeding visibility splays; and
- Securing the safe movement of pedestrians by freeing up pavements,

and the aims of the Scheme are compatible with, and indeed, designed to implement this objective.

6.7 The second objective of s122(1), the provision of suitable and adequate parking facilities, is also promoted by the Scheme, since the Scheme has as one of its aims the provision of suitable and adequate parking provision for residents of properties on the roads to which the proposed parking restrictions would apply, as well as the provision of suitable and adequate parking for local businesses.

6.8 Section 122(1) of the Act also requires the Council, in exercising its duties under s122(1), to have regard to matters listed in s122(2). These matters are:

S122(2) The matters referred to in subsection (1) above as being specified in this subsection are—

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(d) any other matters appearing to the strategic highways company or the local authority to be relevant.

Where these matters are relevant to the aims and anticipated outcomes of the Scheme, these matters are reflected in the Scheme proposals.

In terms of (a) above, none of the proposals contained within the Scheme would have the consequence of preventing reasonable access to premises. Indeed, the Scheme may enhance access to premises by removing obstructive parking which can impede access.

In terms of (b) above, the effect on the amenities of the locality has been at the core of the proposed Scheme since its inception. As set out in the Council's Statement of Reasons, the statutory purpose for the making of the Order is preserving or improving the amenities of the area through which the road runs. It is believed that the Order will indeed improve the amenities of the local area surrounding the Stadium on event days by: reducing traffic levels; reducing the negative impacts on local residents of obstructive parking; increasing the availability of parking to local residents and local businesses; reducing congestion; reducing pollution; and facilitating the safe and expeditious passage of emergency vehicle traffic.

In terms of (bb) above, Council's air quality team have advised that the impact of the Order is likely to have a favourable impact on air quality (see [GCC 19]).

In terms of (c) above, it is intended that the Scheme would facilitate the passage of public service vehicles, i.e. buses run by public transport operators, through the local area. It is anticipated that the Scheme will result in reduced traffic levels and reduced incidences of obstructive parking, which would in turn result in buses being able to travel more efficiently and safely through the local area during event days. The local transport operators have advised that, at present, there is no capacity to provide additional buses at event times because of the existing traffic situation, but that this is something which could be revisited if the Scheme were to be implemented, so the Scheme has the potential to increase the convenience of public transport provision.

In terms of (d) above, other matters to which the Council has had regard during the process of promoting the Scheme to date, including the Council's transport and other policies, have been addressed elsewhere herein.

6.9 Time limit for Council making Order

6.9.1 The final paragraph of the Reporters' Procedure Notice states "*We would also ask the council to provide further information on the dialogue with the Scottish Government which has clarified that there are actually 5 six monthly extensions allowed under the Regulations. We would ask the council to provide this in the context of Regulation 3 and the associated explanatory note of the Local Authorities' Traffic Orders (Procedure) (Scotland) Amendment Regulations 2005, and/or any other secondary legislation or guidance which may be relevant.*" The Council's response is set out below.

6.9.2 For ease of reference, Regulation 16 is set out in full below:

16.— Date of order

(1) The order shall specify—

(a) the date on which it is made;

(b) the date on which it comes into force or, in a case where different operative dates are provided for different provisions of the order, each of the dates on which a provision of the order comes into force.

(2) No date on which an order, or a provision of an order, comes into force shall be earlier than the date on which the notice of the making of the order is published in the local newspaper under regulation 17.

(3) Subject to paragraph (4) no order shall be made after the expiry of two years beginning with the date on which a notice of proposals is first published under regulation 5.

(4) The two year time limit referred to in paragraph (3) shall not apply where an application for an extension has been made by the authority to the Scottish Ministers.

(5) The Scottish Ministers may extend the two year time limit referred to in paragraph (3) for such period not exceeding 6 months as the Scottish Ministers consider appropriate and the Scottish Ministers may grant up to 4 further extensions to the authority.

(6) If the application for an extension is refused no order shall be made after the expiry of the time period specified in paragraph (3) or the date falling one month after intimation to the authority of the refusal, whichever is the later.

- 6.9.3 Before considering the detail of this regulation and how it applies to the proposed Order, it is important to note that the procedures set out in the Regulations mean that orders are not 'made' until late in process. In a case such as this which involves a hearing, an order would not be made until after the hearing and related processes have been completed. The procedural steps which have been carried out to date, including consultation, publications of proposal, notice of proposals, and objections, are therefore preliminary steps.
- 6.9.4 Regulation 16(3) provides that an order must be made within a period of two years from the date on which a notice of proposal is first published under regulation 5. In this case, the notice of proposal was first published on 27 April 2018, which means that the last day of the initial two year period was 26 April 2020.
- 6.9.5 The two year period provided in regulation 2 does not however apply where an application for an extension has been made to the Scottish Ministers within the two year period. In this case, an application seeking an extension was made to the Scottish Ministers (Transport Scotland) by letter dated 18 November 2010. Transport Scotland's response letter dated 30 January 2020, submitted as document [GCC 20], confirms that a six month extension to 27 October 2020 was allowed. That extension is the initial extension provided for in the first part ("*The Scottish Ministers may extend the two year time limit referred to in paragraph (3) for such period not exceeding 6 months as the Scottish Ministers consider appropriate...*") of regulation 16(5).
- 6.9.6 The second part of regulation 16(5) (*...and the Scottish Ministers may grant up to 4 further extensions to the authority*) allows the Scottish Ministers to agree up to four extensions in addition to the initial extension. Regulations 16(3) to (16(5) therefore potentially allow up to a total of five extensions, each such extension being limited to six months.
- 6.9.7 To date, Transport Scotland has granted four extensions, each of six months. A copy of the most recent extension confirmation letter, which extends the period to 26 April 2022, is submitted as document [GCC 21]. There remains potential for a fifth and final 6 month extension, which could potentially extend the period within which the Order would need to be made by the Council to 26 October 2022. The Council intends applying to Transport Scotland for such an extension prior to expiry of the current extension.

- 6.9.8 The Reporters' Procedure Notice mentioned in paragraph 6.10 above references regulation 3 and the associated explanatory note of the Local Authorities' Traffic Orders (Procedure) (Scotland) Amendment Regulations 2005. For ease of reference, regulation 2 thereof is set out below:

2.— Amendment of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999

(1) The *Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999* are amended in accordance with the following paragraphs.

(2) In regulation 16(3) insert at the beginning—

“Subject to paragraph (4)”.

(3) After regulation 16(3) add—

“(4) The two year time limit referred to in paragraph (3) shall not apply where an application for an extension has been made by the authority to the Scottish Ministers.

(5) The Scottish Ministers may extend the two year time limit referred to in paragraph (3) for such period not exceeding 6 months as the Scottish Ministers consider appropriate and the Scottish Ministers may grant up to 4 further extensions to the authority.

(6) If the application for an extension is refused no order shall be made after the expiry of the time period specified in paragraph (3) or the date falling one month after intimation to the authority of the refusal, whichever is the later.”.

(4) In paragraph 1(1)(b) of Schedule 5 after “class,” insert—

“if an alternative route exists,”.

- 6.9.9 Regulation 2 of the 2005 Amendment Regulations introduced what are now regulations 16(4) to 16(6) of the 1999 Regulations and made consequential changes to regulation 16(3) and other relevant regulations. As would be expected, the wording of regulations 16(4) to 16(6) of the 1999 Regulations is identical to the wording introduced by the 2005 Amendment Regulations.

- 6.9.10 The explanatory note to the 2005 Amendment Regulations is confusing in that it refers to regulations 3 and 4 thereof, when the 2005 Amendment Regulations only include a regulation 1 and a regulation 2. We understand the references to regulation 3 and regulation 4 in the explanatory note to refer to regulations 2(3) and 2(4) respectively. The explanatory note for regulation 3 (which we understand related to regulation 2(3)) states ***“Regulation 3 amends regulation 16 of the 1999 Regulations by introducing further paragraphs to allow authorities to apply to Scottish Ministers, on cause shown, for up to 4 six month extensions where the order cannot be made within the 2 year period specified in regulation 16(3).”*** The Reporters' point is obviously that the explanatory note suggests that a maximum of four 6 months extensions are permissible, whereas the Council's position is that there is scope for up to five 6 month extensions.

- 6.9.11 The Council's position is that the explanatory note is inaccurate. As discussed above, the structure of Regulation 16(5) makes it clear that up to five extensions are possible. The first part of the regulation (***“The Scottish Ministers may extend the two year time limit referred to in paragraph (3) for such period not exceeding 6 months as the Scottish Ministers consider appropriate...”***) deals with an initial extension. The second part of the regulation (***...and the Scottish Ministers may grant up to 4 further extensions to the authority***) deals with further extensions (i.e. further extensions beyond the initial

extension) and up to four such further extensions are stipulated. The number 4 only qualifies the number of further extensions, not the total number of extensions.

- 6.9.12 If the intention had been to limit the total number of extensions to four, the second part of regulation 16(5) should have been worded "...and the Scottish Ministers may grant up to 3 further extensions to the authority" or alternatively "...and the Scottish Ministers may grant further extensions up to the authority, subject to the total number of extensions granted under this paragraph not exceeding 4."
- 6.9.13 In the Council's view, the wording of regulation 16(5) as enacted is not capable of being interpreted as limiting the number of potential extensions to 4.
- 6.9.14 The Council raised this issue with Transport Scotland. Attached as [GCC 22] is an e-mail from the Council's [REDACTED] to Transport Scotland's [REDACTED] dated 4 February 2021 and [REDACTED] response of 5 February 2021. The issue had been raised in previous correspondence and [REDACTED] e-mail was following up on that. [REDACTED] response records that at that time two extensions had been granted, up to three further potential extensions remained, and confirmed that final date for making the Order if all such extensions had been granted would be 27 October 2022.
- 6.9.15 The hearing process and the making of the Order have been significantly affected by the COVID Pandemic restrictions. The Council's initial hope was that as with other areas of regulation with statutory timescales such as planning and licensing, the timescales for making orders under Regulation 16 would have been extended by the Scottish Government's omnibus legislation, the Coronavirus (Scotland) Act 2020. When that turned out not to be the case, Council officers contacted their counterparts at Transport Scotland to investigate and seek a legislative relaxation to the deadlines imposed by Regulation 16 for making this Order. That correspondence commenced in February 2021. Whilst Transport Scotland were able to provide extensions to the deadline for making the TRO in terms of Regulation 16 as described above, they were not able to assist in obtaining a legislative relaxation sought by the Council. In September 2021 Transport Scotland confirmed that a legislative relaxation to the timescales for making the TRO was unlikely to be provided.

7 Policy Context

- 7.1 As local traffic authority, the Council's role is primarily concerned with the management of on-road parking and other traffic controls in order to maintain traffic flow and road safety, mitigate congestion and air pollution whilst delivering adequate parking and loading provision. On occasion, the achievement of these objectives requires measures to manage traffic on the roads in the Council's area.
- 7.2 The options available to the Council to manage the road network are the implementation of parking controls which would be enforceable every day. These are in the form of Controlled Parking Zones or Restricted Parking Zones. These currently operate throughout the city and as these schemes are implemented charges are applied to all those wishing to park in these areas, with the exception of disabled badge holders. Normally local residents and businesses can purchase parking permits to allow them to park without further charge, during the chargeable hours. The income from such controls goes towards the costs of administering and enforcing the scheme with enforcement being required every day. As the difficulties experienced by those living next to the stadium are only during event days then an Event Day Parking Zone is more appropriate. Local residents and businesses can apply for permits free of charge.
- 7.3 The Council's Local Transport Strategy [GCC 9] has five high level objectives of which the following two are considered to be relevant to the proposed traffic management and parking controls:

- Support the continuing physical, social, economic, cultural and environmental regeneration of the City by maintaining and promoting efficient and effective transportation services and infrastructure within Glasgow (LTS1).
- To promote healthy and environmentally sustainable methods of transport that minimise harmful emissions and energy consumption including those that involve physical activity (LTS3).

To achieve these objectives the Council has agreed the following transport policies from the Councils Local Transport Strategy, which are considered relevant to this proposal:

- Ensure adequate parking control is in place for special events (policy P8)
- Ensure adequate enforcement of parking regulations on road utilising Glasgow's Decriminalised Parking Enforcement Measures and new technology as appropriate (policy P5).

The relevant Action from the Council's Local Transport Strategy to implement policy P8 is to investigate on road parking controls around stadia (action PA5).

The objectives and 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 objectives and policies above and seek to contribute to achieving the 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.

Equalities Impact Assessment (EqIA)

An Equalities impact Assessment screening form was completed on 23 February 2018 [GCC 10]. The screening form showed that this Order would have a positive Impact for the disability equality group (by making available parking spaces for those with blue badges and prohibiting obstructive parking on pavements) and would be good practice for all other groups.

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.

8 Objections

8.1 Objections Received and other relevant correspondence

- 8.1.1 1568 Objections were received to this Order, plus 24 late submissions. A document summarising the objections to and support for the Order is included as document

[GCC 11]. The detail of Rangers FC's objection and the Council's response thereto is summarised below.

8.1.2 Summary of the objections received:

8.1.2.1 38 were received from local residents;

8.1.2.2 16 were received from local businesses, churches, clubs and associations and their staff;

8.1.2.3 2 were received from Community Councils (Drumoyne and Kinning Park);

8.1.2.4 929 were received from supporters of Rangers FC; and

8.1.2.5 583 were received from other persons whose interests as objectors are not specified.

8.1.3 103 representations were received in support of the Order, plus 5 late submissions.

8.1.4 2 objections to the Order were withdrawn.

8.2 Council Responses to the Objections

8.2.1 Objection by Rangers FC

Rangers FC has objected to the proposals; its letter of objection is included as document **[GCC 12]**. For the purpose of this outline statement of case the grounds of Rangers FC's objection and the Council's responses can be summarised as follows:

8.2.1.1 Ground of Objection – A comprehensive transport infrastructure review should be carried out before any proposal can be properly considered.

Council Response – Please see the response to 8.2.1.2 below.

8.2.1.2 Ground of Objection – Insufficient public transport and no indication that additional sustainable transport methods are being considered.

Council Response – Council officers met with SPT, Scotrail and public bus transport operators to establish 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 before and after a game. They would be happy to review this if the Scheme were to be implemented. SPT advised that Shields Road Park & Ride has capacity to be utilised further on match days. In general the Council's position is that it is for the event organiser to make suitable arrangements to allow the public to get to and from their events. As such, Rangers FC may wish to consider having a Travel Plan to encourage sustainable travel to the stadium. This would formalise what many supporters already do. Some walk to the stadium from the city centre and other locations. Others use public transport and some use supporters' buses to travel to the stadium.

8.2.1.3 Ground of Objection – Insufficient accommodation for supporters' buses

Council Response - Supporters' buses would be accommodated within the EDPZ and locations for dedicated supporter bus parking have been agreed with Police Scotland. 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.

- 8.2.1.4 Ground of Objection – The current permit distribution model is flawed and open to abuse.

Council Response - 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 the Council's enforcement team can investigate.

- 8.2.1.5 Ground of Objection – The proposed Scheme will displace parking into the surrounding areas.

Council Response - The area covered by these proposals has been highlighted as being negatively affected by current parking practices and the proposals for the Scheme have been drawn up on that basis. The EDPZ has been drawn extensively to cover a distance of approximately one kilometre and it is anticipated that the boundary of the EDPZ has been drawn sufficiently wide so to act as a disincentive to attendees bringing their cars to events at the Stadium at all, and that there will be very limited numbers of attendees who will wish to continue parking outside of the EDPZ on event days. It is also anticipated that the Scheme will ultimately result in improved public transport and improved access for supporter buses. The impact these proposals would have on other areas of Glasgow cannot yet be determined but shall be monitored if the Scheme is implemented. There are no proposals at this time to extend the parking controls to adjacent areas.

- 8.2.1.6 Ground of Objection – The proposed Scheme will have negative impacts on children, the elderly, and those with disabilities but who do not qualify for a blue badge.

Council Response - 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 within the EDPZ. On the advice of Police Scotland it is proposed in the particular circumstances of this case that all emergency routes should be subject to loading/unloading restrictions.

The Council notes that Rangers FC is aware of the health and mobility issues of their supporters and would encourage the club, as a responsible event organiser, to take steps to ensure that such attendees are catered for by the club.

- 8.2.1.7 Ground of Objection – Concerns that there may be a negative effect on emergency routes around the stadium.

Council Response – The objection does not explain how such negative effects might arise. The need for improvements to emergency routes is described at paragraph 3.8.2 above.

8.2.2 Response to Other Objections

The following list sets out the principal grounds of objections raised to the Order (the figure in brackets indicates the number of objections which listed that particular ground of objection in their representation on the Order) and a summary of the Council's response to such objections:

8.2.2.1 Loading and unloading restriction on emergency routes (41)

The concern would seem to be that these restrictions (schedules 1 and 3) would prevent dropping off and picking up. These restrictions are however worded such that they not prohibit vehicles from stopping to allow a person to board or alight from the vehicle or to load or unload their personal luggage.

8.2.2.2 Public transport is inadequate (987)

It is the Council's intention that, through the introduction of the EDPZ, attendees at the Stadium should be encouraged to use public transport for all or part of their journey to stadia in Glasgow, and it is the Council's view that the Order can facilitate improvements to the public transport for journeys to the Stadium. Council officers have met with SPT, Scotrail and the local bus operators to establish the current levels of service and discuss possible improvements to public transport.

The bus operators have noted that no real improvement can be made to public transport at present due to the volume of traffic in the area, both prior to and after a game. However, they would be happy to review this once there is less traffic in the area, i.e. if the proposals in the Scheme were implemented. Implementing parking controls would reduce the volume of traffic in the area, thus reducing congestion and queuing times. This would mean bus travel would be more efficient with reduced journey times. As such, this could lead to an increase in demand for bus service provision. Thereafter, the bus operators who are of course commercial operators, could provide additional services if these were to be commercially viable. SPT advised that Shields Road Park & Ride has capacity to be utilised further on match days.

It should also be noted that as well as facilitating the passage of public transport to the Stadium, the Order would also facilitate the passage of supporters' buses, which 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.

8.2.2.3 Creates issue for elderly/children/non blue badge holders (374)

Dropping off and picking up is not prohibited by the proposed Scheme, anyone wishing to pick up or drop off can do so within areas within the EDPZ where loading and unloading is permitted.

8.2.2.4 No grounds given (311)

See the responses given to the other objections raised.

8.2.2.5 Negatively affect local business (266)

There is no evidence to suggest that the introduction of parking controls will have a detrimental effect on the area. Those using public transport or active travel may be more likely to spend time in the area and add to the local economy than those bringing their private car. It should be noted that people collecting money to watch vehicles during relevant events is an unlicensed activity, one which the Council

would not wish to facilitate or support. It is also emphasised that parking permits would be made available to business within the area, one for each employee, to ensure that local businesses were not disadvantaged by the Scheme.

8.2.2.6 Displacement into other areas (269)

The area covered by these proposals has been highlighted as being negatively affected by current parking practices and the proposals for the Scheme have been drawn up on that basis. The EDPZ has been drawn extensively to cover a distance of approximately one kilometre and it is anticipated that the boundary of the EDPZ has been drawn sufficiently wide so to act as a disincentive to attendees bringing their cars to events at the Stadium at all, and that there will be very limited numbers of attendees who will wish to continue parking outside of the EDPZ on event days. As set out at above, it is also anticipated that the Scheme will ultimately result in improved public transport and improved access for supporter buses. The impact these proposals would have on other areas of Glasgow cannot yet be determined but shall be monitored if the Scheme is implemented. There are no proposals at this time to extend the parking controls to adjacent areas.

8.2.2.7 Creates Issues for disabled people (102)

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.

8.2.2.8 Supporters' buses are not suitably accommodated (49)

Supporters' buses would be accommodated within the EDPZ and locations for dedicated supporter bus parking have been agreed with Police Scotland. 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.

8.2.2.9 The permit system is open to abuse (24)

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 the Council's enforcement team can investigate.

8.2.2.10 Harrison Drive

Concerns were raised that the proposed 'no waiting at any time' restriction on the south side of Harrison Drive was excessive for approx. 20 Rangers home games a season and would significantly decrease the availability of on-street parking for residents. In view of this and recognising the finite road space in front of the tenement buildings on Harrison Drive, by the mechanism described in paragraph 4.9 the Council will reduce the restriction accordingly whilst still maintaining visibility at the junction with Copland Road and maximising parking opportunity for residents.

8.2.2.11 Harper Memorial Baptist Church on Craigiehall Street.

Concerns were raised by Harper Church, Craigiehall Street that the proposed Order incorrectly covered land owned by Harper Church and had

not adopted by Glasgow City Council. In response to this, by the mechanism described in paragraph 4.9 the Council will remove this area from the Scheme.