

**ITEM 5**

5th February 2019

**Glasgow City Council****Environment, Sustainability & Carbon Reduction City Policy Committee****Report by Executive Director of Neighbourhoods and Sustainability**

Contact: [REDACTED] Ext: [REDACTED]

**EVENT DAY PARKING PROPOSALS AROUND CELTIC PARK AND IBROX STADIUM****Purpose of Report:**

To update Committee on the proposals to implement the Event Day Parking Zones around Celtic Park and Ibrox Stadium.

**Recommendations:**

The Committee is asked to note the contents of this report.

Ward No(s):

Citywide: ☒Local member(s) advised: Yes ☐ No ☐ consulted: Yes ☐ No ☐**PLEASE NOTE THE FOLLOWING:**

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## **1. Introduction**

- 1.1 The purpose of this report is to provide an update to Committee on progress regarding proposals to implement the Event Day Parking Zones (EDPZs) around Celtic Park and Ibrox Stadium.
- 1.2 At its meeting on 8 June 2016, the then Sustainability and Environment Policy Development Committee (now the Environment, Sustainability and Carbon Reduction City Policy Committee), considered a report on the number of requests which have been received to introduce parking controls in the City. This report identified that, as a matter of priority, parking controls should be proposed around Celtic Park and Ibrox Stadium (see undernoted link).

<https://www.glasgow.gov.uk/councillorsandcommittees/Agenda.asp?meetingid=14432>

## **2. Background**

- 2.1 The proposed parking controls around Celtic Park and Ibrox Stadium are designed to address two main issues:-

- (i) Keeping the identified emergency routes clear.
- (ii) Removing obstructive and intrusive parking.

### **2.2 Emergency Routes**

- 2.3 Currently, the emergency routes around both stadia are coned. This system is expensive and ineffective because cones are easily removed, therefore enforcement cannot be carried out.
- 2.4 In collaboration with Police Scotland, who manage traffic on event days, the necessary emergency routes were identified. It is proposed to keep these emergency routes clear with no waiting and no loading or unloading restrictions, in the form of permanent yellow lining and associated permanent signing. Some of these restrictions will be enforceable at all times, however some will only be enforceable during relevant events.

### **2.5 Event Day Parking Zones**

- 2.6 Local communities in the vicinity of the stadia have complained about the lack of parking availability and obstructive and intrusive parking on event days. These complaints have also been reiterated by local members. This led to the proposals for the EDPZs which would designate these areas for permit holders only during event times.

## **3. Statutory Process**

- 3.1 In order to deliver a parking control scheme, the Council must first promote traffic regulation orders by following a statutory process which is prescribed in

The Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999 ("the Procedure Regs"). The process allows a universal right of objection.

3.2 As part of the statutory process, consultations were carried out between 14<sup>th</sup> March and 4<sup>th</sup> April 2018 with professional road users, such as the Police, Ambulance and Fire.

3.3 Thereafter, the proposals then entered the public domain and were open to comment, support or objection. The consultation dates related to the stadia were as follows:

- Celtic Park: 4<sup>th</sup> May – 1<sup>st</sup> June 2018
- Ibrox Stadium: 27<sup>th</sup> April – 25<sup>th</sup> May 2018

### **3.4 Objections and Support**

- Celtic Park – **1,190** objections and **30** pieces of correspondence in support were received.
- Ibrox Stadium – **1,568** objections and **103** pieces of correspondence in support were received.

3.5 A summary of the main points of objection related to both stadia can be found in Appendix 1.

### **3.6 Hearing**

3.7 For both schemes, objections were received against the emergency route restrictions (no waiting and no loading or unloading). This requires the Council to refer the matter to an independent public hearing under the terms of statutory legislation.

3.8 As part of this statutory process, all objectors have been asked if they wish to be heard in support of their objection. Notification of this was also sent to all local members, local community councils and supporters for their information.

3.9 91 objectors have requested to be heard in relation to Celtic Park. 47 objectors have requested to be heard in relation to Ibrox Stadium.

## **4. Independent Reporter**

4.1 The Council wrote to the Scottish Government on 20<sup>th</sup> December 2018 to request an independent reporter for these hearings and a reporter has now been appointed.

4.2 At this stage, the Council is bound by the requirements of the Procedure Regs and the process for the hearing is decided by the reporter.

## 5. Next Steps

- 5.1 Documentation is being prepared for the independent reporter and Council officers will meet with an external legal advisor who will assist in the run up to and during the hearings.
- 5.2 Once dates for the hearings have been confirmed by the reporter, this information will be shared with those involved in the process and advertised for the public in general in the Evening Times. The Council is required to give at least 21 days' notice of the hearings taking place.
- 5.3 It should be noted, at the conclusion of the process, the reporter will only provide a report and recommendations. Thereafter, it will be for the Council to decide whether to implement the reporter's report and recommendations.

## 6. Policy and Resource Implications

### Resource Implications:

Financial: Costs associated with the hearing will be met from the LES Revenue budget.

Legal: The report raises no new legal issues.

Personnel: There are no direct personnel implications.

Procurement: There are no relevant procurement issues.

**Council Strategic Plan:** The parking zones referred to within this report support the 'Sustainable and Low Carbon City' theme of the Council's Strategic Plan.

### Equality Impacts:

*Does the proposal support the Council's Equality Outcomes 2017-22* EQIA screening form completed during proposals for parking controls. The exercise found there was a positive impact for the DISABILITY equality group and good practice for all other equality groups.

*What are the potential equality impacts as a result of this report?* No significant impact.

### Sustainability Impacts:

*Environmental:* Encourage more sustainable methods of transport across the city and less congestion.

*Social:* Ensures communities are accessible.

*Economic:* Resident parking permits would be free for each vehicle registered at a residential address within the identified zone boundary and visitor's parking permits, lasting 10 years, would be available at a one-off cost of £10 per permit. Local businesses would also be issued free business parking permits for each of their employees and churches and community groups would be able to apply for permits in the same way as businesses.

Privacy and Data  
Protection Impacts: None.



## **7. Recommendations**

The Committee is asked to note the contents of this report.



## Appendix 1

### Main points of objection for Celtic Park

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

### Main points of objection for Ibrox Stadium

Point of Objection	Objections
Loading and unloading restriction on emergency routes	41
Public Transport options poor and current system unable to cope with extra demand	987
Create issues for people who suffer mobility problems but do not qualify for a disabled badge	374
No grounds given	311
Displacement into other areas	269
Negatively affect local business	266
Create issues for disabled people	102
Supporter buses not suitably accommodated	49
The permit system is open to abuse	24

### **Event day parking - Update noted.**

7 With reference to the minutes of the Sustainability and Environment Policy Development Committee of 8th June 2016 (Print 2, page 110) noting a work plan to consider requests for parking controls in various parts of the city and that a further report would be submitted following negotiations with the football clubs with regard to traffic management plans associated with events at Celtic Park (Ward 9) and Ibrox Stadium (Ward 5), there was submitted and noted a report by the Executive Director of Neighbourhoods and Sustainability regarding progress on proposals to implement the Event Day Parking Zones (EDPZs) around Celtic Park and Ibrox Stadium, advising

- (1) of the statutory process followed in order to deliver a parking control scheme;
- (2) of the consultations carried out and the main points of objection related to both stadia, as detailed at Appendix 1 of the report;
- (3) that for both schemes, under the terms of the statutory legislation, the objections required that the Council refer the matter to an independent public hearing and an independent reporter had now been appointed to progress the hearings; and
- (4) at the conclusion of the process, the reporter would provide a report with recommendations and thereafter the Council would decide whether to implement these recommendations.