



**The Glasgow City Council
(Celtic Park and Emirates Arena)
(Event Day Emergency Routes and Parking Zone) Order 201_**

Report

Introduction

Glasgow City Council's Local Transport Strategy is designed to keep Glasgow's roads moving and included within this the Council has a high level objective which the proposed traffic management and parking controls relate to. This is:-

- To promote healthy and environmentally sustainable methods of transport that minimise harmful emissions and energy consumption including those that involve physical activity.

To achieve these objectives the Council has agreed the following transport policy which is relevant to this proposal, as follows:-

- Ensure adequate parking control is in place for special events

The agreed action to fulfil this policy is to investigate on road parking controls around stadia.

The policies stated above can be achieved by:-

- Ensuring parking around stadia and event spaces is safe
- Prioritising local community functions and dissuading travel by private car when visiting stadia and event spaces in Glasgow

Specifically, these proposals have been designed in line with the policies above and seek to contribute to achieving these objectives by:-

- Introducing waiting and loading restrictions at locations where it is deemed unsafe or obstructive to park
- 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.

Proposals

The proposed restrictions (as depicted on the attached plans) will comprise of:-

- An Event Day Parking Zone (EDPZ) for permit holders only during relevant events.
- No waiting during relevant events, except permit holders.
- No waiting and no loading or unloading during relevant events.
- Parking places for buses only during relevant events.
- Disabled parking bays for disabled badge holders only.
- No Waiting and no loading unloading at any time.
- No Waiting at any time.
- Prohibition of right turn.
- Prohibition of left turn.

Parking permits:-

- Free of charge for residents and local businesses
- £10 for a 10-year visitor parking permit

Background

Event Day Emergency Routes – The current coning for Celtic Park is ineffective and it is also an inefficient use of expenditure to provide cones at every event. Therefore, in collaboration with Police Scotland, Emergency Routes have been identified and, as part of these proposals, will be kept clear by permanent lining and signing.

Event Day Parking Zones – Currently, there is insufficient off-road parking available at the main stadia in Glasgow to accommodate all those driving to events there. Some of these car trips will be eliminated by restricting the availability of on-road parking spaces in the area to spectators.

It is the Council's policy to encourage the use of more sustainable transport methods. In addition to this, the local community has raised many concerns regarding intrusive and obstructive parking in residential areas.

In view of this, an Event Day Parking Zone is being proposed to discourage supporters from parking their vehicles on roads close to the stadium and encourage more sustainable modes of transport instead. 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.

Each element of the proposals is detailed below:-

Event Day Parking Zone (EDPZ)

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.

The restriction being enforced within an EDPZ is '**no waiting during relevant events except by permit holders**' so would allow loading and unloading to take place during operational times.

Resident's parking permits would be free for each vehicle registered at a residential address within the identified zone boundary and visitor's parking permits would be available to residents at a one-off cost of £10 per permit. Businesses would also be issued free business parking permits for each of their employees. 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 streets.

No waiting during relevant events, except permit holders

Part of Springfield Road and a short length of London Road is currently uncontrolled and cannot be included within an Event Day Parking Zone it is proposed to make these areas for permit holders only during relevant events.

This restriction would also allow loading and unloading to take place during operational times.

No waiting and no loading or unloading during relevant events

These restrictions are proposed at locations where waiting and loading is deemed obstructive during relevant events in terms of negatively affecting traffic flow on main routes to and from the stadium. However, parking is generally deemed safe and will be permitted outside of any relevant events.

Parking places for buses only during relevant events

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

Disabled parking bays for disabled badge holders only

Existing advisory disabled parking bays within residential areas will remain in place and become enforceable as part of these proposals.

No Waiting and no loading unloading at any time

These restrictions are proposed at locations where waiting and loading is deemed unsafe in terms of road safety or pedestrian safety or could negatively affect traffic flow or manoeuvres.

No Waiting at any time

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. There is also no requirement for signage to be installed at these restrictions which reduces sign clutter.

No right turn and No left turn.

These banned turns currently exist, no change is being made to them other than an administrative change.

Please also refer to the Frequently Asked Questions for additional information.

