

Jordanhill Community Council

Draft Note of the meeting of Jordanhill Community Council with Head of Sports and Events, Mr B. Garrett, and Senior Colleagues from Glasgow Life. Monday 1st October 2018, Jordanhill School Refectory Building.

Present: From Glasgow Life, B. Garrett, J. McAdam, and A. McLean. From Community Councils and local residents: J. Winfield, C. Benton, C. Kaur, R. McKay (JCC), D. Cavan (Knightswood CC), G. Morgan, E. Brown (Whiteinch CC). Three members of the public.

J. Winfield chaired the meeting and began by thanking the Glasgow Life Staff for giving up their time to meet with the Community Councils.

Discussion Topics from JCC (previously circulated).

1. Car Parking in the vicinity of Scotstoun Sports Campus, in particular Scotstoun Stadium. Sports Events held at Scotstoun Stadium, in particular Warriors' home games generate, inevitably, increased traffic in the vicinity and as a consequence, pressure on on-street parking in residential streets. Parts of Scotstoun immediately adjacent to the Stadium benefit from an enforced Permanent Traffic Regulation Order (PTRO) on Warriors' home match days. Those parts of Jordanhill and Whiteinch, which are similarly affected have no such protection. **How can this be justified?**

2. With the continuing success of the Warriors (good for the City) attendances at home matches have increased. Seating capacities have been increased, both by *ad hoc* planning devices and by a recent major application, but the increased revenues generated are at the expense of local community amenity. **How long can increased revenue be achieved at the expense of the local community?**

3. Comparisons among other Pro12 league clubs leads us to speculate that ground spectator capacities of the order of 15,000 could be envisaged. **Is this what is planned in the medium to long term for Scotstoun Stadium?**

4. JCC recognises that Glasgow Life have, until recently, supported efforts to establish an enforced PTRO in Jordanhill. Earlier in 2018 however, this support was withdrawn without a reason being given. **What is the reason for the policy change? Is it connected with the proposed Traffic Regulation Order 201_ proposed by LES?** The position of JCC (and we believe that of other local CCs) is that the proposed TRO will not alleviate the parking problems in the 'pinch-point' areas of Jordanhill and Whiteinch. **How would such a measure be combined with the Warriors' spectator management scheme being developed by Warriors/Glasgow Life?**

5. It is recognised that the northern part of Victoria Park (particularly the Red Blaes and the rugby pitch) are suitable for the staging of Events (for example this summer, The Friends Festival and Zippo's Circus). We accept that an Engagement meeting with local organisations was held prior to the Friends event and that Revenue-generating events such as these will be increasingly important in the future. **Will they be organised by the Glasgow Life Events Team at the expense of residents living immediately next to the Park, as happened this summer?** The case for a PTRO for Victoria Park events is identical to that for Warriors home games, since the considerations are identical, congestion due to taxi and private vehicle traffic and inconsiderate/dangerous parking.

Responses from Glasgow Life

- 1.** A TRO, as included in the successful planning application, was favoured over an extension of the PTRO, as granted to parts of Scotstoun previously, to South Jordanhill and parts of Whiteinch. GL recognised that future developments involving the Scotstoun Sports Campus might require an extension of the PTRO zone; however, their position at present was that the TRO as proposed by LES should be tried first.
- 2.** It was recognised that increasing use of Victoria Park facilities, for example for GL-sponsored events, would result in increased pressure on the surrounding streets. One option was to involve First Bus in providing services to transport visitors to events. Present evidence suggested that the 'free ticket scheme' for Warriors home games was having an effect on private car use. First Glasgow was being cooperative in efforts to encourage spectators to use public transport.
- 3.** In response to questions regarding the use of mobile diesel generators for temporary power generation as opposed to providing outlets for 'clean' electric power, for example to power temporary events in Victoria Park, GL stated that the choice was driven by economic forces; past experiences had indicated that connection to the Grid was uneconomic.
- 4.** Future developments at Scotstoun Sports Campus. In the medium/long term a master plan for the site was required. Its goal is to enable Warriors, Athletics, and local Residents all to benefit. The recently granted planning application is for two years; this period would terminate in September 2019. GL implied that thinking about the next phase had commenced but target dates were not yet in place.
- 5.** GL emphasised that the number of 'phoned -in' complaints about traffic problems or anti-social behaviour was relatively small. This did not accord with the Community Councils' perception however. There was no satisfactory explanation for the difference, although many residents had become disillusioned with the effectiveness of the 101 reporting system.