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**Meeting of Executive Members for City  
Strategy and the Advisory Panel**

**29<sup>th</sup> October 2007**

Report of the Director of City Strategy

**YORK CITY FOOTBALL CLUB TRAFFIC MANAGEMENT PLAN**

**Summary**

1. This report brings to the attention of the Advisory Panel concerns regarding safety and traffic management outside the York City Football Club stadium on Grosvenor Road and seeks Members approval on how this matter should be taken forward.

**Background**

2. Historically the Police have dealt with all crowd safety issues outside the football ground. However, this is an area of work where the Police are re-evaluating their involvement and have requested that the City Council give some consideration to the possibility of introducing traffic management measures. In the past, depending on circumstances, the Police have chosen to implement road closures and / or coned off lengths of road to prevent parking. These measures have achieved two separate end results:
  - Removed potential conflicts between pedestrians and traffic.
  - Maintained an area of carriageway available for the use by emergency services in case of a major incident at the ground.
3. Grosvenor Terrace has a wide carriageway (7.3m) that accommodates two way traffic and parking on the opposite side of the road to the stadium where there is also a footway. However, because there is no footway adjacent to the football ground the entrances are accessed directly off the main carriageway (see Annex A). Hence, at the start and end of match there are significant numbers of pedestrians walking in the road – typically half an hour beforehand and 10 to 15 minutes after a game. Although this amount of unregulated pedestrian activity in the carriageway may sound unsafe this may not be the case as the volume of pedestrians effectively throngs the street, drivers are well aware of their presence and take the appropriate action. It should also be noted that traffic flows on Grosvenor Road are quite light in both directions.
4. Because it is still early in the season only a limited number of site visits have been carried out and the view taken is that there does not appear to be any pressing highway safety reasons for any action to be carried out. However, it is considered appropriate to further monitor the situation as and when possible for the next few months to determine if there is a need for any special traffic management arrangements should the Police withdraw their involvement. In addition, further discussions with the Police on this and other similar issues are needed to clarify the changing roles and responsibilities. If over the next few months it is thought that there is an issue that the Highway Authority needs to resolve through the use of a Traffic Regulation Order a report will be prepared for consideration.

5. With regards to the issue of keeping the road clear in case of a major incident, it may well be that the removal of all parked vehicles in the immediate vicinity of the entrances on Grosvenor Road is the only practical and cost effective method of achieving the desired space for the emergency services. But, safety at the stadium is not a Highway Authority duty to provide and is therefore down to the football club as event organisers (or consultants working on their behalf) and probably in consultation with the Safety Advisory Group, to make a case for why traffic management measures are needed and also fund any necessary works. Clearly the Highway Authority does have a role to play in such considerations, but that role would be merely agreeing to, or amending the measures put forward and processing the necessary legal work.
6. Closing Grosvenor Road even for short periods is not considered necessary on match days. However, there may be occasions, a cup match with a major club for instance, where crowds and traffic are vastly inflated which could lead to public order concerns. Under these conditions the Police still have the power to implement an emergency closure, hence unless, during the discussions with the Police mentioned above, a compelling reason is put forward for a closure on traffic management grounds a road closure will not be required.

### **Consultation**

7. As mentioned in the paragraphs above, limited discussions / meetings with the Police and Safety Advisory Group have taken place and it is intended to hold further discussions on this and other matters to do with events that involve the highway.
8. If as a result of further discussions, observations and / or the need to ensure a greater working space adjacent to the ground in the event of a major incident a Traffic Regulation Order is required this would have to go through the usual legal process of advertising a formal set of proposals. Any objections to these proposals would be reported back to a meeting for consideration on how to take the matter forward.

### **Options and Analysis**

9. The options available are set out below:
  - To take no more action in this matter. This is not the recommended action as there are issues that require further investigation with other interested parties in relation to the need to deal with major incidents.
  - To approve the continued investigation and further consultation and for the results to be brought back to a subsequent meeting of this advisory group. This is not the recommended option, as any proposals put forward will have only a localised effect on the highway network.
  - To approve the continued investigation and further consultation and for the results to be reported to a future Officer in Consultation meeting along with the comments of the Ward members and Transport representatives from each political party. This is the recommended option.

### **Corporate Priorities**

10. Improve the way the council and its partners work together to deliver better services for the people who live in York.

## Implications

11. There are no Financial, Human Resource, Equality, Legal, Crime and Disorder, IT, Property or other implications associated with the recommendations in this report.

## Risk Management

12. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

## Recommendations

13. That the Advisory Panel advise the Executive Member to approve further investigations into this issue with the Police, Safety Advisory Group and Football Club and report the findings / recommendations back to an Officer in Consultation meeting.

Reason:

To enable a better informed decision on this matter to be made at a later date.

## Contact Details

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### Chief Officer Responsible for the report:

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Report Approved

Date 17/10/07

Wards Affected: Clifton

All

For further information please contact the author of the report

**Background Papers:** None.

### Annexes:

Annex A – Plan of Grosvenor Road adjacent to the football ground.