



CAMBUSLANG Community Council

SLC Consultation on a new Park & Ride Strategy for South Lanarkshire

“THE SLC STRATEGY IS A WHOLLY INADEQUATE RESPONSE TO PARKING NEEDS IN CAMBUSLANG”

Summary:

- *SLC’s consultative paper on a Park & Ride Strategy for South Lanarkshire is **seriously disadvantageous for Cambuslang**.*
- *SLC’s analysis shows that **Cambuslang already has the poorest P&R provision in South Lanarkshire**.*
- *SLC’s current proposals would mean **Cambuslang receiving the lowest levels of P&R investment in South Lanarkshire** (compared to all other stations) and there would be no action to resolve current pressures in the short to medium terms.*
- *The proposed SLC action plan includes potentially misleading information on short-term investment in Cambuslang.*
- *Given the importance and urgency of additional parking investment for any regeneration action plan, **the strategy needs to be amended** to include Cambuslang Station with the five stations classed as ‘high priority’.*
- *In the SLC Action Plan, its ‘medium-term action’ for a P&R car park with 152 additional spaces on Bridge Street **needs to become a short-term action**.*

1. Park & Ride Strategy proposals

The SLC Community & Enterprise Resources Committee on 6 March 2018 agreed to launch a consultation on the ‘South Lanarkshire Park and Ride Strategy – Consultative Draft’¹ comprising a main paper plus three appendices and an action plan.

The proposed Park and Ride Strategy – Consultative Draft (PRSCD) states that SLC has reviewed trends and statistics relating to population and movement for 19 stations in South Lanarkshire based on indicators such as footfall, recent investment, current parking provision and pressures on current facilities and street parking. The PRSCD says that it has also taken account of cumulative future demand and options available.

Stations in South Lanarkshire have subsequently been ranked into priorities of high, medium, low and no priority, **largely based upon the overall number of shortfall in spaces**. Importantly, the PRSCD states that “the focus will be on the high priority locations, however, opportunities will be taken at other stations if the situation presents itself.”

¹ <http://ecas.southlanarkshire.gov.uk/submissiondocuments.asp?submissionid=45068>

In the table provided in the PRSCD (reproduced below), **Cambuslang is not classed as a high priority** i.e. there would be no action to relieve pressures in the short to medium term:

High Priority	Hairmyres, Uddingston, Newton, Hamilton West, Rutherglen
Medium Priority	Blantyre, Lanark, Cambuslang, Merryton, East Kilbride
Low Priority	Larkhall Central, Carluke, Carstairs, Chatelherault
No Priority	Thorntonhall, Burnside, Croftfoot, Hamilton Central, Kirkhill

2. PRSCD analysis of station usage

The PRSCD report provides data on the use of stations, termed ‘patronage’, drawing on statistics from the Office of Rail and Road (ORR) with figures by year from 2006-07 to 2015-16 (Appendix 1).

The data provided are summarised below in Table 1. They show that in 2015-16 **Cambuslang Station had the fifth highest station usage in South Lanarkshire**, with a compound annual growth rate of 3.3% over the 10-year period analysed.

For some reason, SLC have not used the latest ORR data which also has figures for 2016-17 (included in the table below). This shows that **Cambuslang Station usage now exceeds 800k a year, the third highest increase in numbers from 2015/16 to 2016/17 across South Lanarkshire**. It continues the trend over the past four years of over four percent year-on-year growth in usage of Cambuslang Station.

Table 1: South Lanarkshire station usage and change over time

Figures from PRSCD Appendix 1					CCC figures from ORR	
Priority	Station	Patronage		Compound annual growth rate	Patronage	Change
		2006-07	2015-16		2016-17	2015/16 to 2016/17
High	Hairmyres	373,428	719,260	7.6%	640,866	-78,394
High	Hamilton West	575,226	935,000	5.5%	921,250	-13,750
High	Newton	367,045	584,522	5.3%	653,312	68,790
High	Rutherglen	579,169	1,110,088	7.5%	1,098,300	-11,788
High	Uddingston	615,598	826,694	3.3%	876,000	49,306
Med	Blantyre	382,883	610,730	5.3%	567,570	-43,160
Med	Cambuslang	579,420	774,352	3.3%	806,638	32,286
Med	E.Kilbride	762,508	1,136,980	4.5%	1,020,364	-116,616
Med	Lanark	301,167	306,236	0.6%	328,034	21,798
Med	Merryton	81,114	113,546	3.8%	123,066	9,520
Low	Carluke	267,376	396,046	4.5%	428,140	32,094
Low	Carstairs	13,766	84,796	22.4%	95,862	11,066
Low	Chatelherault	17,268	85,898	19.5%	105,464	19,566
Low	Larkhall	268,707	420,366	5.1%	434,494	14,128

3. PRSCD analysis of park and ride provision

The PRSCD report provides data for current P&R capacity in terms of spaces for each station in South Lanarkshire in 1994 and 2017 (Appendix 2). The data provided are summarised below in Table 2 and show that:

- Cambuslang has a P&R capacity of only 62 spaces. This is the third lowest in South Lanarkshire and well below the average of 151 spaces per station in South Lanarkshire.
- The increase in P&R capacity in Cambuslang over the 1994-2017 period is the fourth lowest in South Lanarkshire.

We have calculated the ratio of P&R spaces to station usage (thousands of passengers per P&R space). The average for South Lanarkshire is one P&R space for every 3.5 thousand passengers. For Cambuslang the ratio is one P&R space for 13.1 thousand passengers, the worst ratio in South Lanarkshire. In short, **Cambuslang has the poorest P&R capacity of all 19 stations in South Lanarkshire.**

Table 2: Park and Ride capacity at South Lanarkshire stations

Priority	Station	Figures from PRSCD Appendix 2			Figures from CCC analysis	
		Patronage	P&R capacity		Change	Ratio
			1994	2017		
		2016-17				
High	Hairmyres	640,866	32	95	63	6.7
High	Hamilton West	921,250	41	140	99	6.6
High	Newton	653,312	0	245	245	2.7
High	Rutherglen	1,098,300	74	105	31	10.5
High	Uddingston	876,000	99	228	129	3.8
		0				
Med	Blantyre	567,570	13	114	101	5.0
Med	Cambuslang	806,638	0	62	62	13.0
Med	E.Kilbride	1,020,364	69	287	218	3.6
Med	Lanark	328,034	45	45	0	7.3
Med	Merryton	123,066	0	86	86	1.4
		0				
Low	Carluke	428,140	28	359	331	1.2
Low	Carstairs	95,862	0	40	40	2.4
Low	Chatelherault	105,464	0	100	100	1.1
Low	Larkhall	434,494	0	214	214	2.0

4. PRSCD Action Plan for future Park and Ride investment

The PRSCD report includes an action plan for future investment in P&R capacity for all the stations in South Lanarkshire, with specific proposals for additional parking spaces and associated investment for the short-term, medium-term and long-term. The data are summarised in Table 3 below.

For Cambuslang, the only short-term investment proposed is “the construction of a new surface car park at Monkcastle Drive” associated with 40+ car parking spaces.

However, this is potentially a highly misleading statement. The investment at Monkcastle Drive is to accommodate new employees working in Cambuslang Gate; it is specifically not Park and Ride capacity.

Earlier this year, the Reformer quoted Daniel Lowe, SLC’s executive director of housing and technical resources as saying that a ‘new council parking site’²:

“is being created on the council’s unused ground at Monkcastle Drive. This is to accommodate employees and vehicles being relocated to Cambuslang Gate and to minimise any impact on local residents.”

If this investment is excluded from the PRSCD action plan, then **there is absolutely no short-term investment being planned for increasing P&R capacity in Cambuslang.**

The PRSCD action plan includes a proposal for medium-term investment of £460-500k for Cambuslang to develop P&R capacity of 152 spaces on Bridge Street. However, as noted above, because Cambuslang Station is only a medium-term priority for P&R, this will not happen in the short to medium term.

Across the 10 stations in South Lanarkshire (other than Cambuslang) for which the PRSCD provides figures, the average station investment in P&R capacity in the short term is £265,000 per station. In some cases, £300-590k of short-term investment is foreseen, including at two stations (Larkhall, Carstairs) which are classed as ‘low priority’.

In other words, **the PRSCD significantly disadvantages Cambuslang compared to other stations in South Lanarkshire.**

Table 3: SLC Action Plan for investment in Park and Ride capacity

Priority	Station	Short-term		Medium-term		Long-term	
		New spaces	Expenditure	New spaces	Expenditure	New spaces	Expenditure
High	Hairmyres	11	£40-50k	109	£330-420k	407	£4,000k+
High	Uddingston	116	£300-380k			30	£300k+
High	Newton	126	£330-410k			100	£350k
High	Hamilton West	17	£20-30k			50	£500k+
High	Rutherglen	4	£20-30k			200	£5,900k+
Med	Blantyre	12	£70-80k				
Med	Lanark	74	£766k				
Med	Cambuslang	40	£20-30k	152	£460-500k		
Med	Merryton	12	£70-80k			179	£530k+
Med	E.Kilbride	23	?	158	£2,075k		
Low	Larkhall	86	£470-590k	95	£740-920k		
Low	Carluke					327	£1,840k+
Low	Carstairs	92	£250-550k				
Low	Chatelherault			34	£260-320k	69	£420k+

² <https://www.dailyrecord.co.uk/news/local-news/end-to-cambuslang-parking-woes-12098257>

5. Conclusions

The PRSCD is seriously detrimental to the interests of Cambuslang. **The town has the worst Park & Ride provision in South Lanarkshire despite a high and rising usage of the station.**

However, Cambuslang is classed by the PRSCD only as a medium-term priority. **There is no short-term investment planned for increasing P&R capacity in Cambuslang** despite the potentially misleading statement in the report about Monkcastle Drive.

The document claims to take account of 'local knowledge' yet **the PRSCD has clearly failed to take account of any of the survey evidence** regarding the pressures of lack of P&R capacity in the town centre and its implications for business viability. It also ignores the representations made to SLC by Cambuslang West Councillors, businesses and residents about these pressures.

We emphasise in the strongest possible terms that **increased P&R capacity is fundamentally important for any regeneration strategy for Cambuslang town centre** – not least the Cambuslang Future Action Plan currently being developed by a CCC-led working group.

Unless Cambuslang is made a 'high priority' in the PRSCD action plan – and the medium-term plans for Bridge Street are not brought forward to the short term – the potential of a regeneration strategy will be undermined together with a loss of business and community confidence in SLC's commitment to the town.

6. What you should do

We urge our elected members – at all levels, businesses, community groups and residents to lobby South Lanarkshire Council

- reject the Park and Ride Strategy Consultative Document in its current form;
- require SLC to correct the misleading statement about short-term investment in P&R capacity in Monkcastle Drive;
- urge SLC to take full and proper account of the evidence regarding the urgent need for short-term investment to significantly increase P&R capacity in Cambuslang;
- request SLC to reclassify Cambuslang as a high priority in its PRSCD; and
- demand that request SLC to bring forward its medium-term plan for investment in creating 152 P&R spaces on Bridge Street to be a short-term action.

Please email the SLC Head of Roads & Transportation, Mr Gordon MacKay (Gordon.mackay@southlanarkshire.gcsx.gov.uk) with your views.

Please copy your email to cambuslangcomco@aol.com and lobby the Cambuslang West SLC Councillors:

- Cllr John Bradley - john.bradley@southlanarkshire.gcsx.gov.uk
- Cllr Ann Le Blond – ann.leblond@southlanarkshire.gcsx.gov.uk
- Cllr Margaret Walker - margaret.walker@southlanarkshire.gcsx.gov.uk

Thank you!