



CAMBUSLANG
Community Council

South Lanarkshire Council Park & Ride Strategy Consultative Document

**SUBMISSION BY CAMBUSLANG COMMUNITY COUNCIL
& CAMBUSLANG FUTURE SUB-GROUP**

EXECUTIVE SUMMARY

The SLC Park & Ride Strategy Consultative Document (PRSCD) is seriously disadvantageous for Cambuslang. It has incorrect figures on car park occupancy and future demand which significantly underestimate the scale and urgency of new P&R capacity needed in Cambuslang.

SLC's assessment that new a P&R car park is a 'medium priority' must be changed to become a 'short term' priority, to avoid undermining the regeneration of Cambuslang town centre.

- Cambuslang Station is used by over 800,000 passengers a year, **the 5th highest level of usage of the 19 stations in South Lanarkshire.** The population of Cambuslang has grown by 30% over the 2003-2016 period, but station patronage has grown by 92%. Cambuslang's population is projected as growing by a further 15% between 2016 and 2026, which could lead to **station usage increasing to almost 1.2 million by 2026.**
- **Cambuslang has the poorest P&R capacity of all 19 stations in South Lanarkshire.** It has only 62 P&R spaces compared to an average of 151 for all stations. The town has the worst ratio of P&R spaces to passengers in South Lanarkshire. And **Cambuslang has had the fourth lowest investment by SLC in new P&R capacity over the 1994-2017 period.**
- **The PRSCD presents a misleading picture of the occupancy of Cambuslang P&R car parks,** with a figure of 26% (measured at 3pm on a Friday afternoon). The more recent P&R Study shows that all car parks in Cambuslang have an occupancy of 80-90%. The same study reveals that 200-250 commuter cars are parked in local streets every day.
- **The PRSCD assessment of future demand is also misleading, underestimating the need for new P&R spaces** (put at 16 new spaces by 2023). However, the P&R Study identifies an existing unmet demand of at least 250 spaces and a further 100+ new spaces by 2028.
- Despite Cambuslang having the worst P&R capacity in South Lanarkshire, **SLC are proposing absolutely no investment in new P&R capacity in the short term.**
- The PRSCD proposes medium-term investment of £460-500k for Cambuslang to develop P&R capacity of 152+ spaces on Bridge St. **It is critical that this becomes a short-term priority.**
- **Regeneration of Cambuslang town centre depends on new P&R capacity to free up space in car parks and streets for shoppers.**

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1. CAMBUSLANG'S POPULATION AND USAGE OF CAMBUSLANG STATION: HUGE GROWTH

Cambuslang Station had patronage of 806,638 in 2016-17, the fifth highest level of usage of the 19 stations in South Lanarkshire – exceeded only by East Kilbride, Rutherglen, Hamilton West and Uddingston.

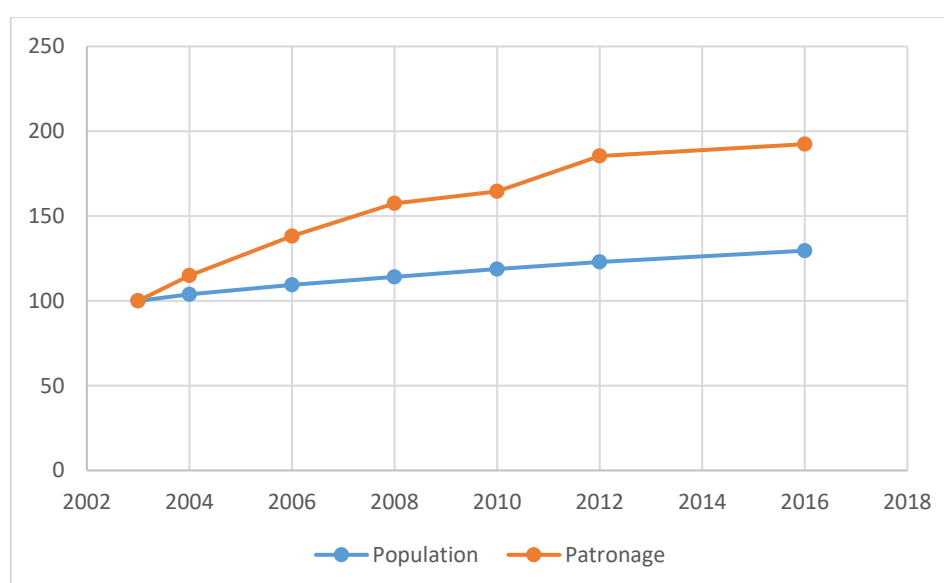
The PRSCD compares the growth in population and station patronage for South Lanarkshire as a whole (Section 3.1), showing a broadly similar rate of increase in the two indicators. However, for Cambuslang there is a widening gap between the rates of increase in population and station usage (see Table 1 and Figure 1 below). **The population of Cambuslang has grown by 30% over the 2003-2016 period, but station patronage has grown by 92%.**

Table 1: Cambuslang: Population change in relation to patronage of Cambuslang Station

Year	Population	Index 2003=100	Patronage	Index 2003=100
2003	22,460	100	419,258	100
2004	23,320	104	481,858	115
2006	24,580	109	579,420	138
2008	25,630	114	660,234	157
2010	26,670	119	689,836	165
2012	27,610	123	777,400	185
2016	29,100	130	806,638	192

Sources: Population figures are mid-year estimates for localities (Cambuslang), National Records of Scotland. Patronage figures are entries/exit data for Cambuslang Station, Office of Rail and Road

Figure 1: Trends in the population of Cambuslang relative to patronage of the station



Source: Population projections for sub-council areas (2012-based), National Records of Scotland

There is no sign of these growth rates slowing down. The population of Cambuslang is projected as growing by a further 15% between 2016 and 2026.¹ If the rate of increase in station patronage continues over this period, **the use of Cambuslang Station use will increase from 806,638 in 2016 to almost 1.2 million by 2026.**

2. PARK AND RIDE PROVISION IN CAMBUSLANG: TOO FEW SPACES

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.
- Cambuslang has been left out of recent SLC investment in Park and Ride. For example, the recent provision of 155 spaces at Newton and 331 spaces at Carluke is respectively more than twice and five times the total P&R provision at Cambuslang (62).

Cambuslang has the poorest P&R capacity of all 19 stations in South Lanarkshire. Across South Lanarkshire, there is an average of 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 (see Table 2).

Table 2: Park and Ride capacity at South Lanarkshire stations

Figures from PRSCD Appendix 2					Figures from CCC analysis		
Priority	Station	Patronage	P&R capacity		Change		Ratio
		2016-17	1994	2017	1994-2017		('000 passengers per P&R space)
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
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
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

¹ Source: Population projections for sub-council areas (2012-based), National Records of Scotland

3. CAR PARK OCCUPANCY: MISLEADING FIGURES IN THE STRATEGY DOCUMENT

The PRSCD presents a highly misleading picture of the occupancy of Cambuslang P&R car parks. The document compares the occupancy of P&R car parks at each station, recording the very low figure of 26% for Cambuslang – far lower than for any other station in South Lanarkshire. However, **the 26% occupancy figure was recorded at 3pm on a Friday afternoon!**

It is poor survey practice to take only one observation for assessing car park occupancy, and even moreso to take the observations at different times of the day at each car park. For example, car parks in Rutherglen and Blantyre were observed at 11 am and 12 noon respectively on a Monday morning; these cannot be compared with a Friday afternoon in Cambuslang.

A more accurate picture is provided by the Cambuslang Station P&R Study (see Table 3) recently completed by AECOM.² The Study shows that **the two Cambuslang P&R car parks (and other town centre car parks) have more than 80% occupancy levels for much of the day**, and in several cases exceed 100% at certain times. They also start reaching at least 80% levels between 7.45 and 8.45 in the morning, indicating substantial commuter use.

Table 3: Occupancy levels of Cambuslang town centre car parks

Cambuslang car parks	Spaces	80% capacity	90%+ capacity
Park & Ride car parks			
Allison Drive P&R	19	7.45 am	8.00 am
Sherry Heights P&R	43	8.45 am	9.45 am
Other car parks			
Maple Tree Court Car Park	34	7.45 am	8.00 am
Allison Drive SLC Car Park	100	8.45 am	9.00 am
Town Centre (Kyle Court) Car Park	32	7.45 am	7.45 am

Source: AECOM Park & Ride Study (draft final report), 2018

The P&R Study also notes very high levels of on-street parking, with an estimated 200-250 cars parking in local streets around the station causing several problems:

- congestion in narrow residential streets – in West Coats Road and Beech Avenue, for example, the road space for traffic is reduced to one lane during the day;
- in the narrower streets such as Cadzow Drive, commuter cars frequently park partly on the pavements, obstructing the footways for people with buggies or wheel chairs;
- local residents find that the exits from their driveways have blocked sightlines, discouraging elderly people and less confident drivers from leaving their houses by car.

4. CURRENT AND FUTURE DEMAND: A SIGNIFICANT UNDER-ESTIMATE OF NEED

The PRSCD assessment of future demand is also misleading, with a huge underestimate of the need for new P&R spaces. Based on an assessment of housing growth, the PRSCD identifies a need for 23 additional spaces (10 spaces up to 2023 and 13 thereafter) and 5-6 additional spaces based on increased rail patronage. Thus, Cambuslang is projected to require only 16 additional P&R spaces by 2023 – the second lowest in South Lanarkshire – although the document notes that “this contradicts what we know about the existing situation around the station, where there are high levels of on-street parking”.

² *Cambuslang Railway Station, Park and Ride Study – Draft Report*, AECOM, May 2018.

Further, the PRSCD assessment appears to underestimate the planned housing growth and associated demand for P&R capacity. According to the latest (2017) Housing Land Audit, there are more than 1,000 new housing units currently proposed for Cambuslang, associated with an estimated additional 2,600 residents in the area (see Table 4). Most are planned for the period 2017-24 and (apart from the Hoover/Bridge St site) are not within walking distance of Cambuslang Station, therefore likely to involve a proportion of commuters driving to park near the station.

These figures have been assessed in the Cambuslang Station P&R Study. The consultants identify **an existing demand of 250 spaces (compared to the current 62) and at least 100 new spaces by 2028, with 55 new spaces generated by new housing growth.**

This indicates that **the PRSCD underestimates the need for additional P&R spaces in Cambuslang by a factor of 15!**

Table 4: Proposed new housing developments in Cambuslang

Site	Units	Estimated residents
Greenlees Farm	244	600
Hoover Works/Bridge Street	208	512
8 Glen Street	4	10
Gilbertfield	386	950
Lightburn Road	128	315
East Whitlawburn (Phase 3)	100	246
Total	1,070	2,600

Source: SLC Housing Land Audit 2017

5. SLC ACTION PLAN: NO NEW P&R CAPACITY FOR CAMBUSLANG IN THE SHORT TERM

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, medium and long terms at 11 stations. The data are summarised in Table 5 below and show that:

- none of the proposed 526 new P&R places created at South Lanarkshire stations in the next 5+ years would be in Cambuslang;
- out of projected SLC spending of £2.4-2.7 million, only £10k would go to Cambuslang – the lowest of any of the stations listed; and
- the only short-term investment for Cambuslang is to “improve signage and wayfinding between Park and Ride facilities and the station”

In other words, **despite Cambuslang having the worst P&R capacity in South Lanarkshire, SLC are proposing absolutely no investment in new P&R capacity in the short term.**

Across the 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’.

The PRSCD includes a proposal for medium-term investment of £460-500k for Cambuslang to develop P&R capacity of 152+ spaces on Bridge Street. However, because Cambuslang Station is only a medium-term priority for P&R, this investment may not be realised for a decade or more.

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

Table 5: 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	175	£1.6-2.0m
High	Uddingston	91	£630-770k	-	-	44	£250-300k
High	Newton	134	£430-540k	-	-	120	£360-450k
High	Hamilton West	17	£20-30k			50	£500-642k+
High	Rutherglen	14	£20-30k	200	£5.9-6.5m	-	-
Med	Blantyre	12	£70-80k	-	-	-	-
Med	Lanark	46	£140-170k	-	-	-	-
Med	Cambuslang	-	£10k	152	£460-500k		
Med	Merryton	12	£70-80k	179	£530-660k	-	-
Med	E.Kilbride	23	£60-80k	154	£1.3-1.6m	-	-
Low	Larkhall	86	£470-590k	95	£740-920k	-	-
Low	Carluke	-	-	-	-	327	£1.8-2.4m
Low	Carstairs	80	£250-320k	-	-	-	-
Low	Chatelherault	-	-	34	£260-320k	69	£320-400k

Source: PRSCD Appendix C

A further criticism of the PRSCD actions is the lack of strategic coherence of proposed solutions for different stations. Thus, despite the pressures on P&R facilities in Cambuslang, **the SLC Action Plan (Appendix C) states that the solution for pressures at other stations includes diverting commuters to park in Cambuslang.** For Burnside (Action 37), Kirkhill (Action 39) and Rutherglen (Action 16), the PRSCD proposes actions to “promote alternative facilities such as Cambuslang”. Given the evidence presented in this paper, the proposals makes no sense whatsoever, and these three Actions should be deleted from the PRSCD Action Plan.

6. REGENERATION OF CAMBUSLANG: MORE P&R CAPACITY IS CRITICAL FOR THE TOWN CENTRE STRATEGY

The PRSCD fails to support the regeneration of Cambuslang town centre. Currently, the lack of P&R provision in Cambuslang is directly undermining the achievement of the first of SLC’s P&R Strategy Objectives: *PandRSO 1 - Ensure that transport supports and facilitates economic recovery, regeneration and sustainable development”.*

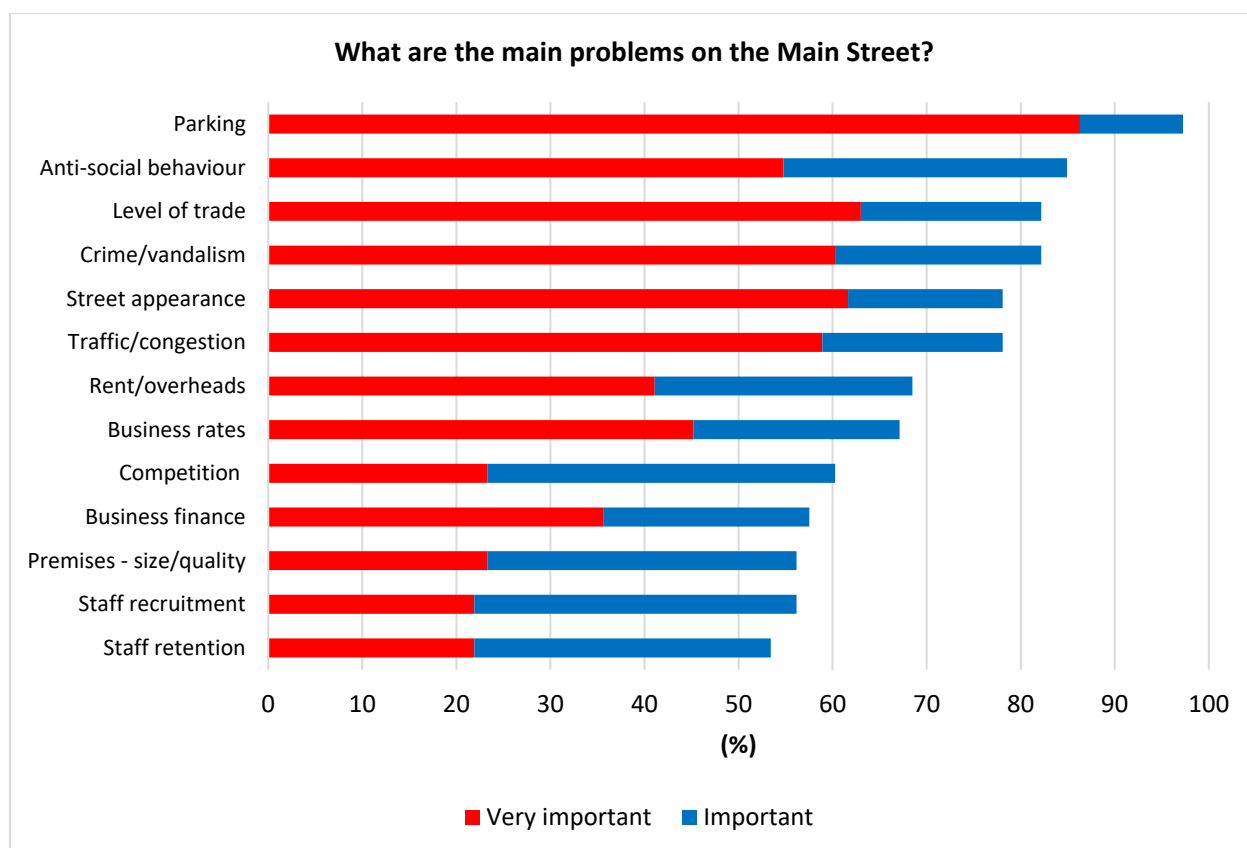
The use of local car parks and local streets for commuter parking is crowding out space for shoppers and thereby inhibiting footfall and trade for businesses in Cambuslang town centre. The evidence for crowding-out of shoppers is provided by two surveys conducted by Cambuslang Community Council.

In the 2015 Cambuslang Community Survey, with almost 1100 respondents, parking problems were cited by almost a quarter of people as a factor in their negative assessment of the Main Street.³ The survey noted that:

“Many respondents noted how the pressure on parking has increased over the past decade with the growth in housing in areas around Cambuslang; much larger numbers of people are using streets around the Main Street for ‘park and ride’ – leaving their cars near the station to commute by train. Residents of West Coats Road, Douglas Drive, Hamilton Drive, North Avenue, Wellshot Drive and Beech Avenue are finding their streets used for commuter parking from early in the morning. The same is true of the car park at Cherry Tree Court. Compared with a decade ago, it is now less easy for local people to park close to the south side of the Main Street, which reduces daytime footfall and acts as a disincentive to using the shops. This inevitably depresses investment and diversity, favouring evening and night-time uses over daytime ones.”

Further insights are available from the 2017 Cambuslang Business Survey, which was completed by 73 businesses (95% response rate).⁴ Insufficient space and time for parking topped the list of problems experienced by retailers in Cambuslang Main Street (see Figure 2 below).

Figure 2: Cambuslang Business Survey 2017 – parking tops the list of problems



The business survey noted that:

“the availability of parking for shoppers in local streets has disappeared. Two decades ago, it was possible for local people to park in residential streets or small car parks (e.g.

³ Cambuslang Community Survey 2015: <http://bit.ly/2GIR816>

⁴ Cambuslang Business Survey 2017: <http://bit.ly/2toVbpP>

Cherry Tree Court) close to the Main Street. These opportunities for parking are now almost non-existent. The growth of housing in Cambuslang has been associated with a massive increase in use of Cambuslang Station; an average of 1,000 extra passengers are using the station every day compared to the 1990s. Many commuters drive to the station and park in nearby streets from 7 a.m. onwards. With SLC and ScotRail failing to provide additional parking facilities, local streets are becoming congested with commuter parking. North of the Main Street, there are conflicts over parking provision for the flats along Allison Drive. South of the station, as one shopkeeper noted, *“Hamilton Drive has become a commuter car park”*; the same is true for West Coats Road, Douglas Drive, Cadzow Drive, Wellshot Drive and Beech Avenue.”

Finally, these conclusions are reinforced by the recently completed Town Centre Audit,⁵ which noted that “there is limited car parking in Cambuslang town centre, further constrained by train commuters parking on adjacent residential streets”. The audit concluded that one of “three key areas of activity that could generate positive change in Cambuslang” is “addressing traffic/parking constraints”.

In short, both the Cambuslang Community Council community and business surveys, and the EKOS town centre audit, indicate that the lack of P&R capacity is negatively affecting the commercial viability of the Main Street. Unless there is urgent action to provide substantial new P&R capacity to free up space for shoppers in town centre car parks, the regeneration of Cambuslang town centre will be severely impeded.

Cambuslang Future,
Cambuslang Community Council
5 June 2018

⁵ *Your Town Audit: Cambuslang*, May 2018, EKOS Final Report to South Lanarkshire Council, 9.5.18.