

Report

Report to:	Community and Enterprise Resources Committee
Date of Meeting:	15 September 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Parking Demand Management Review and Charging Arrangements
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ Outline the findings of the Parking Demand Management Review (PDMR), Phase 1 for South Lanarkshire which considered Hamilton Town Centre and the surrounding area.
- ◆ Update Committee on the outcome of the impact assessment of town centre parking in East Kilbride and Hamilton.
- ◆ Propose arrangements for the reinstatement of car parking charges

2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):

- (1) that the summary of the Parking Demand Management Review (PDMR) Phase 1 Report as discussed at section 4 be noted;
- (2) that the results of the Parking Impact Assessment in Hamilton and East Kilbride, as outlined at section 5, be noted; and
- (3) that parking charges, as set out in section 6, be reinstated with an implementation date of 5 October 2020.

3. Background

- 3.1. Parking demand management measures (e.g. charges and parking enforcement) are a recognised tool to keep our transportation network and town centres operating safely.
- 3.2. These measures ensure junctions are free from parked cars and that loading bays are free to service businesses as required, ensuring goods can reach their intended destination timeously. Importantly though, they also assist in encouraging greater use of active/sustainable travel in place of the private car and such approaches are routinely adopted by many Councils across Scotland, often aligned to climate change objectives.
- 3.3. Members will recall that at the 22 January 2019 Community and Enterprise Resources Committee it was agreed to proceed with the first phase of the Parking Demand Management Review (PDMR), across South Lanarkshire, focussing on Hamilton Town Centre.

- 3.4. As it had been some 3 years since there were any amendments to parking demand management (e.g. parking charge changes) and given that in many areas, in particular around our town centres, it remains a focus of attention, it was considered appropriate to initiate the phased review at that time.
- 3.5. The findings of the PDMR Phase 1 for Hamilton are intended to inform and influence parking demand management arrangements and policy within Hamilton going forward as well as influencing next steps in other locations across South Lanarkshire.
- 3.6. Since the PDMR was progressed the Covid global pandemic has impacted and as part of the Council's immediate response parking charges and enforcement were suspended. However, as we have moved through the phases of recovery and against a background, of increasing traffic on our roads, the hospitality sector reopening, retailers reopening, schools returning and the need to assist in the economic recovery of our town centres, it is necessary to consider reinstating parking management services.
- 3.7. At the Recovery Board meeting of 8 July 2020, the following staged recovery plan was agreed with Stage 4 subject to further assessment:

Stage 1: Penalty Charge Notice, Permit/Season Ticket Processing and Debt Recovery	13 July 2020
Stage 2: 'Soft' Enforcement	20 July 2020
Stage 3: Normal Enforcement	3 August 2020
Stage 4: Reintroduction of Charges	To be confirmed following an assessment of impact on each town centre

- 3.8. Stages 1 to 3 have now been implemented and the Recovery Board meeting of 22 July 2020 considered a further paper and a recommendation to reinstate charges from 10 August 2020. Following consideration, it was agreed to defer the decision on reinstatement of parking charges to the Community and Enterprise Committee of 15 September 2020 with considerations to be informed via feedback on the PDMR.
- 3.9. Since reinstating parking management and enforcement on a staged basis officers have continued to observe an increasing level of traffic on our roads and Appendix 1 demonstrates the trend across key corridors in South Lanarkshire. This upward trajectory is expected to continue with corresponding demands on parking across our towns.
- 3.10. The reintroduction of parking charges requires to be considered not only in the context of ensuring turnover of available parking spaces to assist economic recovery, but also to manage an inevitable increase in the use of the private car as people may choose not to use public transport in the short to medium term and also to encourage sustainable travel choices, aligned with objective of a "green" recovery.
- 3.11. Section 4 provides an overview and discusses the Parking Demand Management Review undertaken for Hamilton.

3.12. Section 5 sets out, under key headings, the results, and continuing observations of the parking impact assessment across the two town centres of Hamilton and East Kilbride, where charging was in place prior to the Covid global pandemic.

3.13. Section 6 summarises the key conclusions from the previous sections

4. Parking Demand Management Review

4.1. Hamilton Town Centre was Phase 1 of the PDMR, reflecting the approved Town Centre Plan in which a review of parking management was identified as a priority.

4.2. The review specifically considered:

- Principle of car park charges as a demand management tool.
- Appropriate level of charging.
- Extent of on-street, off-street public parking and RPPZs.
- Preferential parking initiatives.
- Comparison of neighbouring / similar town centres across Scotland.
- Consistency across public / private sector.
- Impact of parking charges on the economic vitality of a town.
- Innovation/technology opportunities.
- Consultation/view from businesses, traders and residents.

4.3. The PDMR Phase 1 was developed, commissioned, and undertaken before the emergence and outbreak of the Covid pandemic and was nearing conclusion just as we entered lockdown. The emerging conclusions from the review are relevant considerations as we look to reintroduce parking charges across our towns.

4.4. SYSTRA Ltd was appointed by South Lanarkshire Council to undertake the independent PDMR Phase 1. SYSTRA undertook a consultation exercise with key stakeholders, including the public. An on-line questionnaire was produced to give everyone the opportunity to share their thoughts on Hamilton Town Centre specifically in relation to parking. The questionnaire was publicised on the Council's website and social media platforms, in the local press and by the Hamilton BID via their social media platforms.

4.5. The questionnaire contained 12 questions regarding town centre users' typical travel behaviour, usage of car parks, opinions of the parking situation and payment methods, and priorities for the success of the town centre. Responses were anonymous and were considered and analysed, with the results being incorporated in the final review report. The questionnaire was live for four weeks in September 2019 and 1,445 responses were obtained, three times the number anticipated.

4.6. The key findings covered by the PDMR Report are set out below. These are based on SYSTRA's own independent assessment, informed by findings / research undertaken as part of the review, the consultation returns and their professional judgement. These findings were derived prior to Covid-19 but are considered to generally remain valid. The undernoted commentary also offers the views of officers with regard to the opinions stated by SYSTRA.

The principle of charging for car parking

- 4.7. SYSTRA concluded that charging for parking is appropriate for managing demand, both on and off-street. Parking charges are implemented by most local authorities across Scotland and as a minimum, are required to cover the management costs of operating the service including the funding of staff costs.
- 4.8. Officers agree that this is an important point as we consider the reintroduction of parking charges as income associated with charging is essential to ensure that we can continue to deliver a parking service not only in Hamilton and East Kilbride but across South Lanarkshire, and fund the costs of the associated workforce.

The appropriate level of charging.

- 4.9. SYSTRA considered that the level of charging within Hamilton is reasonable when compared to other towns, however, there does appear to be an imbalance when the quality of retail offering in the town centre at present is considered. SYSTRA recommended that the Council reviews the parking charges against the revenue requirements to establish whether a reduction in short stay tariffs could be achievable.
- 4.10. SYSTRA also recommended that there is consistency in the charges across council owned car parks in South Lanarkshire and transparency regarding where the revenue generated from parking is invested.
- 4.11. On the issue of a reduction in short stay tariffs this is addressed in paragraph 4.20. In relation to the investment from revenue, officers will also liaise with PR colleagues regarding public messaging.

Supply of both on and off-street public parking, and the existing and potential RPPZs.

- 4.12. SYSTRA consider the extent of on and off-street parking to be generally appropriate, however, would recommend that parking occupancy surveys are undertaken to establish whether parking provision could be rationalised so as not to encourage unnecessary car use and reallocate land to uses that would support sustainable travel.
- 4.13. This will be considered further by officers albeit surveys will be in the medium term on the basis that some degree of post pandemic normality is established.
- 4.14. SYSTRA were aware of the Council's proposals to remove the current access restrictions on the eastbound section of Cadzow Street and pedestrianised section of Quarry Street to open them up to through-traffic. They recommend that this is implemented on a trial basis initially and the impacts monitored throughout the trial to inform a decision as to whether it is a worthwhile change.
- 4.15. Officers note that the proposal to open up Quarry Street on a trial basis has been temporarily deferred until the impacts of physical distancing on retailers is better understood.
- 4.16. SYSTRA considers that Residents' Parking Permit Zones (RPPZs) are an effective demand management tool and should be considered for future expansion or rolled out to new areas, subject to an appropriate assessment.
- 4.17. Officers note that Committee has already supported the further roll out of RPPZs as a parking management tool as agreed at the meeting of 12 November 2019.

Preferential parking initiatives.

- 4.18. SYSTRA suggest that initiatives such as free parking for up to 2 hours followed by a charge would benefit a large proportion of users and may be seen as a compromise between parking charges and completely 'free' parking.
- 4.19. However, SYSTRA also state that there is no specific evidence to suggest that free parking increases footfall in the town centre and they consider that these initiatives could undermine sustainable travel options and be contradictory to national and local policies to reduce vehicle dominance and pollution from emissions. SYSTRA further recommend that any such scheme be implemented on a trial basis first and monitored carefully followed by a comprehensive cost-benefit exercise.
- 4.20. The key point from the above and paragraph 4.28 below, is that no specific evidence to support that free parking and/or reduction in tariffs will result in an increase in footfall in the town centre. Rather, the vitality and viability of a town centre is directly related to the offer within the centre. In the absence of any compelling or supporting evidence, there is no basis to take forward such a recommendation.

Comparison with neighbouring/similar town centres

- 4.21. SYSTRA note that pay and display is the predominant parking payment system used for both on-street and off-street parking across the examples considered, which is consistent with the system used in Hamilton. Other than Falkirk, none of the specific similar towns researched by SYSTRA currently implement a cashless or mobile phone app payment option and cash payments are required in most cases with limited opportunities to make card / contactless payments.
- 4.22. However, officers are aware that across Scotland many local authorities use cashless payments (app-based) systems successfully and SYSTRA recommend this approach in Hamilton.
- 4.23. Over recent months, arrangements have been put in place by officers that would see RingGo, a cashless parking solution, introduced should we reinstate charges.
- 4.24. SYSTRA note that a key difference noted between Hamilton and examples of comparable Scottish towns in relation to parking pricing is that all of the other town examples allowed free parking on Sundays in council-owned car parks and have shorter duration of charging period Monday to Saturday (e.g. 08:00-18:00 versus 07:30-19:30 in Hamilton). SYSTRA recommend that the charging periods in Hamilton are reduced to a consistent enforcement period of 08:00 – 18:00.
- 4.25. Whilst recognising this recommendation, and with reference to paragraph 4.20 above, there is no evidence that such initiatives result in supporting town centres.

Consistency across the public and private sector.

- 4.26. SYSTRA note that parking charges are not consistent between the public and private sector in Hamilton, with the latter offering 'free parking' in many cases.
- 4.27. Officers' views are that the larger private sector car parks within Hamilton (Palace Grounds area) are intended for customer use only, typically with a maximum stay of 3-4 hours. Therefore, it is not considered to be possible or appropriate for council-owned car parks which provide a wider public service to seek to match the offering in private car parks.

The impact of parking charges on the economic vitality of the town

- 4.28. SYSTRA noted a range of factors influence the performance of a town centre, such as the quality and mix of the retail offering and accessibility by other transport modes. It is considered that customers will pay for parking in areas with attractive businesses and pedestrian environments. The findings of extensive research suggest that parking charges can provide both economic benefits and costs and there is no evidence of a direct relationship between parking pricing and footfall.
- 4.29. Officers agree with these views and support the view that there is no case to support any changes to the current parking arrangements.

Innovation / technology opportunities

- 4.30. SYSTRA considered the advantages and disadvantages of the various options for parking control mechanisms in Hamilton and considered these against public opinion based on the results of the public consultation (the results of the questionnaire and additional comments) and consultation with the Hamilton BID.
- 4.31. Based on the evidence found, SYSTRA considered that the introduction of a cashless payment system alongside traditional ticket machines, would be beneficial to car park users in Hamilton, despite some apparent reluctance from the public. This could be implemented alongside the current Pay and Display system.
- 4.32. A cashless payment system allows the user to extend their duration of stay through an app, without the need to return to their vehicle (to replace the pay and display ticket) and in that respect, it is very similar to Pay on Foot.
- 4.33. A Pay on Foot system is one where the customer pays for the actual duration of stay when they return to their vehicle as opposed to Pay and Display, when a predetermined duration is paid for in advance of the stay. Nevertheless, SYSTRA recommend that for any cashless parking system a maximum duration of stay (e.g. hours) is adopted to avoid parking being oversubscribed by commuters or detracting from active travel and climate change initiatives.
- 4.34. Officers are working on a cashless payment system at present and are at an advanced stage.

Conclusions from the review of RPPZs undertaken in parallel by the Council.

- 4.35. SYSTRA agreed with the findings of the review into RPPZ, and supported the proposals, which existed at the time of their review, to introduce a charge for resident permits within RPPZs. This approach would be in line with many other local authorities and aligns with the standpoint that car ownership/usage and dependence on cars should not be encouraged from an environmental perspective.
- 4.36. Officers note that the Council has since taken the view that charging for residents permits should not be progressed at this time.

5. Parking Impact Assessment

- 5.1. Observations and surveys have continued to be undertaken by Parking Attendants and Car Park Wardens and feedback has also been sought from retailers and business groups. Taking this into account, and as set out in the 22 July 2020 Recovery Board report, the following issues have been considered.

Support Turnover for shoppers / businesses

- 5.2. Parking charges are a management tool to, amongst several considerations, assist in ensuring an appropriate turnover in the use of car parking spaces and in turn deter long stay parking and also ensure that more accessible/attractive parking locations are available for all users.
- 5.3. Observations so far have indicated that while there is capacity across the two town centres, (Hamilton and East Kilbride) the lack of charges and restrictions indicates that popular parking spaces (e.g. Low Patrick Street, top half of Keith Street in Hamilton) both on and off street (i.e. those close to the centres) are filling up quickly early in the morning, most likely by town centre workers.
- 5.4. By mid to late morning, there has been reduced capacity in some car parks for shoppers and business and accessibility for some town centre users may be compromised as they are required to walk further to reach their destinations. It should be noted that pre-Covid, outwith the Christmas period, there was always available capacity within the car parks due to the charging regime which ensures that users have the confidence that spaces will be available and are therefore encouraged to visit our town centres.
- 5.5. Retailers and businesses are reporting similar concerns and if this situation were to continue, increased problems are expected post summer when increasing numbers of employees return to work. The introduction of Stage 3 enforcement is assisting in some areas.

Need for regulation

- 5.6. Waiting and loading restrictions and parking charges across our towns and villages ensure the free and safe movement of traffic and an appropriate turnover of parking to serve customers and businesses.
- 5.7. Car parking within town centres is a balance between the supply of parking facilities (both on and off street) and managing demand for parking to ensure that accessibility is maintained for all road users to facilitate economic vibrancy and access to employment. Positive comments have been received from some retailers and delivery drivers following the Stage 3 reintroduction of enforcement on 3 August 2020.
- 5.8. Appendix 2 provides details of the Council's off-street parking areas, capacity, and charges. There is a genuine risk that the lack of such charges / regulation will have a significant impact on the operation of our car parks and in turn the attractiveness of our towns.
- 5.9. Whilst it is a perception that parking pricing has a detrimental effect on local economic activity by discouraging customers, the findings of the Parking Demand Management Review, conducted by our independent consultant SYSTRA, indicate that charges provide both economic benefits and there is no evidence of a direct relationship between parking pricing and footfall. Rather it is considered that greater weight should be given to the view that there is direct relationship between the quality of the offer in a town centre and footfall.
- 5.10. If the wider considerations set out in this report are accepted, and a return to charging is supported, for this to be effective, it will require to be accompanied by an appropriate level of enforcement within charging car parks.

Impact of health guidance on the use of public transport

- 5.11. In the short term, there are significant capacity limitations on public transport which will continue to restrict bus or rail as viable travel options for some journeys. This will encourage a shift to greater use of the private car. In addition, safety concerns in relation to perceived risks of using public transport may also render the use of a private car as a more attractive travel option than might normally be the case.
- 5.12. It is important that these are managed as short to medium term impacts rather than a sustained move towards a potentially permanent increase in use of private vehicles. Consequently, as physical distancing requirements ease, and public transport capacity recovers, it is important the reinstatement of measures which encourage positive travel choices are considered.
- 5.13. The Scottish Government Route map set out relaxations to reduce physical distancing requirements from 2m to 1m on public transport with appropriate mitigations in place. This is now happening across the industry, but public transport capacity will continue to be significantly restricted.

Accessibility considerations

- 5.14. Ease of access to key town centre locations is important to ensure the less able have equal opportunities to access these places. Without charges, the most attractive parking locations, closest to the key town centre locations, will increasingly be utilised by town centre workers who will be the first to arrive and may well park all day.
- 5.15. Charges provide a tool to discourage such behaviours and instead encourage the use of more appropriate long-term parking locations. This will, in turn, improve turnover of those spaces closest to the town centres also improving parking and access opportunities for the less able.
- 5.16. Currently, it is being observed that the absence of charges is leading to long stay occupation of the most desirable parking locations and hindering access opportunities for the less able.

5.17. Carbon Management

While many people continue to work from home in recent times, as set out at Appendix 1, traffic levels / private car use is gradually returning to close to normal levels. While returning to normal levels the type and time of journey being made may differ and it is likely that some journeys are new as people have shifted from public transport with predictions suggesting this will continue largely at the expense of public transport use.

- 5.18. The much-reduced bus capacity necessitated by physical distancing and the overall reduction in the current and expected bus and rail passengers is putting considerable pressure on the commercial viability of public transport services. Passengers seem to be already choosing to avoid public transport in favour of the private car.
- 5.19. It is imperative, therefore, that car usage is not incentivised and becomes embedded as a person's means of travel above more sustainable travel options in South Lanarkshire. This is in the interest of tackling climate change and contributing towards Scotland's goal of achieving the net-zero emissions target by 2045.
- 5.20. Prior to Covid, demand management measures, such as charges were essential to manage the continuing increase in the use of the private car. Our consultant SYSTRA, as part of the Parking Demand Management Review, notes that there is no specific

evidence to suggest that free parking increases footfall in town centres and they consider that these initiatives could be contradictory to national and local policies to reduce vehicle dominance and pollution from emissions.

- 5.21. Recent observations do suggest that not to reintroduce charges could contribute to a significant and unsustainable rise in the use of the private car and undermine sustainable travel policy.
- 5.22. Like South Lanarkshire, many councils adopt demand management measures / parking charges and have restarted or are now prioritising their focus on enforcing charges. This includes Edinburgh City, Aberdeen City, Dundee City and Glasgow. Falkirk and Argyll and Bute never formally stopped their charges, and these are now also returning to normal operations. Others, including East Dunbartonshire and Renfrewshire are, we understand, considering their position. We also understand private operators in East Kilbride are currently reviewing their own position.

Income Loss

- 5.23. SYSTRA have also noted that parking charges/enforcement is implemented by councils across Scotland and, as a minimum, are required to cover the management costs of operating the service and support employment within the parking service. The implications in relation to loss of income was initially set out in the papers considered by the Recovery Board on 8 July 2020 and 22 July 2020 and has been updated and set out further in section 8 below.
- 5.24. It is important to note that, in normal circumstances, failure to reinstate charges could see up to £0.150m loss of income per month. The absence of parking income, therefore, has a significant negative and unsustainable impact on the Resource's financial position.

6. Summary and Conclusions

- 6.1. It is considered that the independent assessment from Systra supports officers' own impact assessment set out in section 5. The independent PDMR has concluded:
- Parking charges are an appropriate method for managing demand, both on and off-street.
 - Parking charges are implemented by most local authorities across Scotland and, as a minimum, are required to cover the management costs of operating the service.
 - Parking charges should be reviewed against the revenue requirements to establish whether a reduction in short stay tariffs could be achievable.
 - Parking charges within Hamilton are not considered to be unreasonable when compared to other towns.
 - The extent of on and off-street parking to be generally appropriate.
 - Residents' Parking Permit Zones (RPPZs) are an effective demand management tool and should be considered for future expansion
 - Parking charges provide both economic benefits and costs and there is no evidence of a direct relationship between parking pricing and footfall.
 - Car usage should not be incentivised above sustainable travel options and the Council should continue to have parking charges.
 - Noted that there is no specific evidence to suggest that free parking increases footfall in town centres and they consider that these initiatives could undermine sustainable travel options.
 - Considered that the introduction of a cashless payment system alongside traditional ticket machines, would be beneficial to car park users in Hamilton.

- Parking charges are not consistent between the public and private sector in Hamilton, but it is not considered to be possible or appropriate for council-owned car parks to match the offering in private car parks.
- Customers will pay for parking in areas with attractive businesses and pedestrian environments.

6.2 These conclusions are compatible with well-established Council parking management policy, operational practices and charging regime. Importantly, these conclusions also support officers' impact assessments for both Hamilton and East Kilbride.

6.3 Following on from the above, while noting that the PDMR was undertaken specifically for Hamilton, it is considered that its overall findings in relation to town centres can be assigned to East Kilbride town centre.

6.4 Therefore, taking all of the above together, it is concluded that the existing charging regimes in Hamilton Town Centre and Ballerup, EK, together with associated on street charging arrangements at both locations, are reinstated at previous tariff levels.

6.5 To ensure that a comprehensive approach to parking charges is taken, the following proposals are also being recommended:

- in relation to the park and ride car parks at Hairmyres, Hamilton West and Rutherglen Stations, it is considered that the previous tariff of £1 per day remains appropriate and should be reinstated.
- similarly, the long stay Palace Grounds Public Car Park in Hamilton also adopts a tariff of £1 per day and again it is considered appropriate to reinstate charges at that level.
- charges for the off street car park in The Village area of East Kilbride are already significantly lower than other areas for stays of up to 3 hours. This recognises previous arrangements on such matters. It is again proposed that these charges should be reinstated at previous charging levels.

6.6 In summary, it is proposed that all charges are reinstated as recommended in the above paragraphs with effect from 5 October 2020. A media campaign would also be required to be implemented to inform the public of this.

7. Employee Implications

7.1. There are no employee implications associated with considering Phase 1 of the Parking Demand Management Review.

8. Financial Implications

8.1. The total budgeted income associated with parking charges for the current year is £1.780M. This includes income from car parking charges (on and off street), season tickets, permits and income relating to the Hunter Health Centre in East Kilbride.

8.2. Income for the current year in relation to car parking charges, to mid August, has effectively been zero. This compares to income for the same period last year of £0.476M. This income deficit is feeding into the Council's wider assessment of Covid related costs.

9. Other Implications

9.1. There are no significant risks associated with this report.

- 9.2. While there are no defined environmental implications or implications for sustainability in terms of the information contained within this report, failure to have effective demand management measures in place across our towns could see the use of the private car begin to increase at the expense of more active / sustainable modes.

10. Equality Impact Assessment and Consultation Arrangements

- 10.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore, no impact assessment is required
- 10.2. There is no requirement to undertake any consultation at this time in terms of the information contained in this report.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

28 August 2020

Link(s) to Council Values/Ambitions/Objectives

- ◆ Improve the quality of life of everyone in South Lanarkshire
- ◆ Improve the road network, influence improvements in public transport and encourage active travel
- ◆ Work with communities and partners to promote high quality, thriving and sustainable communities

Previous References

- ◆ Community and Enterprise Resources Committee 21 August 2018
- ◆ Community and Enterprise Resources Committee 22 January 2019
- ◆ Road Safety Forum 30 October 2019

List of Background Papers

- ◆ Systra Report, Hamilton Town Centre Parking Demand Management Review, 6 February 2020

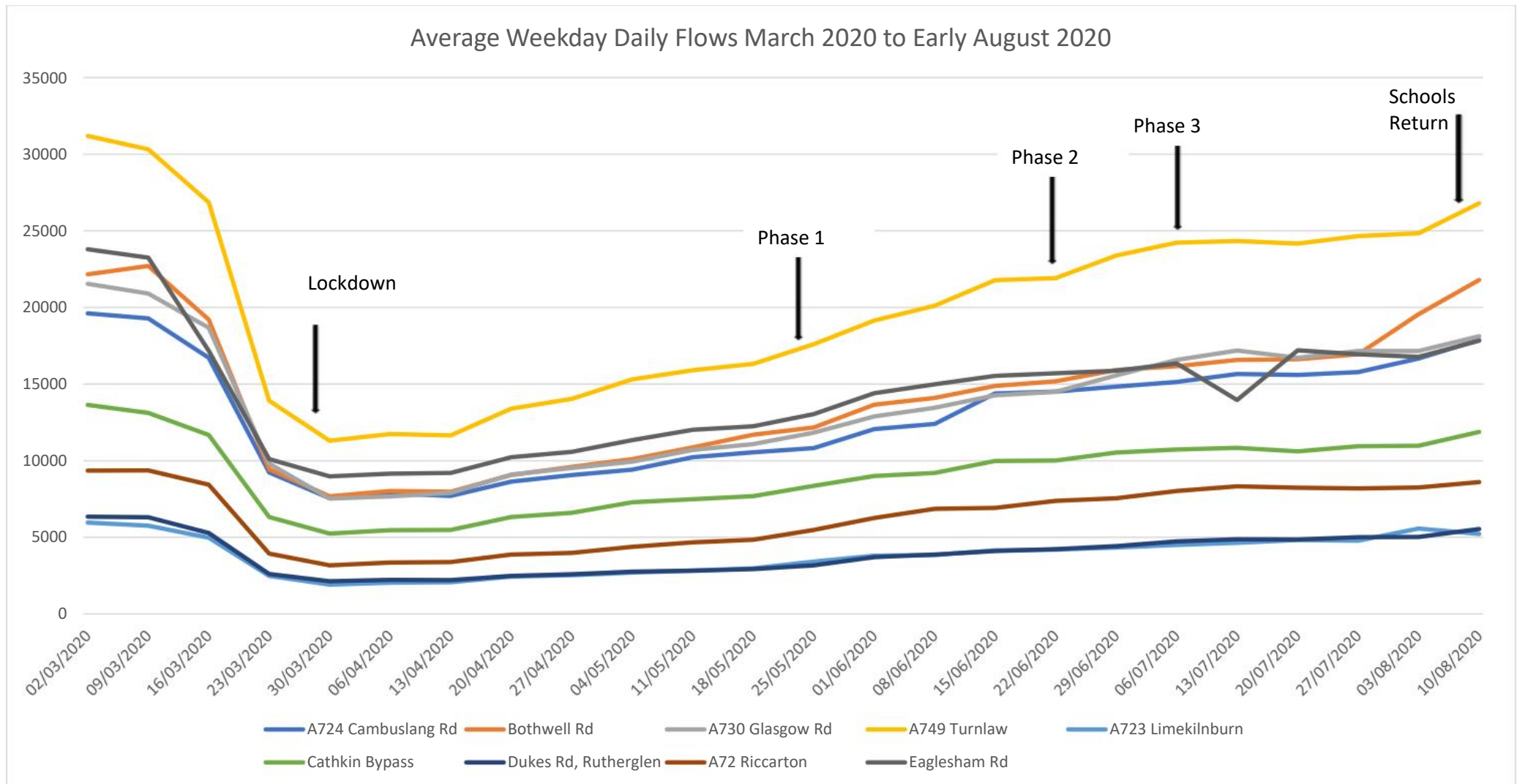
Contact for Further Information

If you would like inspect any of the background papers or want any further information, please contact: -

Colin Park, Engineering Manager, Roads and Transportation Services

Ext: 3653 (Tel: 01698 453653)

E-mail: colin.park@southlanarkshire.gov.uk



Appendix 2

OFF STREET

CHARGES

Rates

Up to 1 hour	£0.80
Up to 2 hours	£1.20
Up to 3 hours	£1.60
Up to 4 hours	£2.20
Up to 5 hours	£2.80
Up to 6 hours	£3.40
Up to 7 hours	£4.60
Up to 24 hours	£5.80

Locations rates apply to:

Auchingramont Road car park, Hamilton
Brandon Street car park, Hamilton
Church Street car park, Hamilton
Civic Centre car park, East Kilbride
Duke Street car park, Hamilton
Keith Street car park, Hamilton
Low Patrick Street car park, Hamilton
Lower Auchingramont Road car park, Hamilton

Spaces:

43
136
32
125
616
198
161
31

Charges apply 7.30 am – 7.30pm Monday – Sunday

Rates

Up to 30 mins	£0.50
Up to 1 hour	£0.80
Up to 2 hours	£1.20
Up to 3 hours	£1.60
Up to 4 hours	£2.20
Up to 5 hours	£2.80
Up to 6 hours	£3.40
Up to 7 hours	£4.60

Up to 24 hours £5.80

Locations rates apply to:

Ballerup Hall car park, East Kilbride

Spaces:

100

Charges apply 7.30 am – 7.30pm Monday – Sunday

Rates

Up to 10 hours £1.00

in any day

Locations rates apply to:

Hairmyres Station car park, East Kilbride

Spaces:

95

Wellhall Road car park, Hamilton

100

Regent Drive car park, Rutherglen

102

Charges apply 8am – 6pm Monday – Saturday

Rates

Up to 24 hours £1.00

in any day

Locations rates apply to:

Palace Grounds Public car park, Hamilton

Spaces:

182

Charges apply 7.30 am – 7.30pm Monday – Sunday

VILLAGE AREA, EK

Rates

Up to 1 hour £0.20

Up to 2 hours £0.50

Up to 3 hours	£0.80
Up to 4 hours	£2.20
Up to 5 hours	£2.80
Up to 6 hours	£3.40
Up to 7 hours	£4.60
Up to 24 hours	£5.80

Locations rates apply to:

Glebe Street car park, East Kilbride
Kittoch Street car park, East Kilbride
Main Street car park, East Kilbride
Montgomery Place car park, East Kilbride
Old Mill Road car park, East Kilbride
Village Theatre car park, East Kilbride

Spaces:

42
17
36
42
48
43

Charges apply 8am – 6pm Monday to Friday, and 8am – 1pm Saturday

Rates

Up to 1 hour	£0.20
Up to 2 hours	£0.50
Up to 3 hours	£0.80

Locations rates apply to:

Kittoch Place car park, East Kilbride

Spaces:

41

Charges apply 8am – 6pm Monday to Friday, and 8am – 1pm Saturday

ON STREET CHARGES

Current Tariffs						Locations On-street
Up to 15 mins	Up to 30 mins	Up to 45 mins	Up to 60 mins	Up to 2 hours	Up to 3 hours	
£0.30	£0.50	£0.70	£0.90	-	-	Avon Street, Back O' Barns, Back Row, Burnside Lane, Campbell Lane, Campbell Street, Church Street, Fore Row, Grammar School Square, High Patrick Street, John Street, Kemp Street, Lamb Street, Miller Street, Millerfield Place, Orchard Place, Orchard Street, Park Road, Portwell, Postgate, Quarry Street, South Park Road, Strathmore Road and Woodside Walk, all Hamilton.
£0.30	£0.50	£0.70	£0.90	£1.50	£2.10	Auchingramont Road, Cadzow Street, Graham Street, Hope Street, Kemp Street and Muir Street, all Hamilton.
Nil	Nil		£0.50	-	-	Glebe Crescent, Glebe Street, Kirkton Park, Kittoch Street, Main Street, Maxwell Drive, Stuart Street, all East Kilbride.

All on-street parking has a maximum stay of not more than three hours.