

Sharon,

Please find below a response on this consultation. I accessed this online and can't see the Respondent Information Form. I am happy for my response to be published in full. I'm happy to fill out a form if you email one over.

The solution for each station will be different, depending on location, main types of traveller, and existing local provision. A set of principles may be better than a rigid policy.

Suppressed Demand

- If a car park is full we should consider extra spaces. This is a clear sign of unmet demand;
- Travellers should be made aware that extra car parking revenues will go towards better facilities and railway services;
- Extra car parking may not be the only solution. Improved bus services, safer pavements, cycle paths, promoting car sharing to the station; secure cycle parking, cycle carriage on trains, better lighting or improved set-down facilities may help. Each situation should be surveyed and handled separately;
- Real time information could assist car users, but most travellers would know if they arrived at, for example, 8am there would be spaces but at 8.10am there wouldn't. And most travellers are tied to one train choice and parking time.

Station Choice

- passengers do make informed choices, but improved facilities at their local station could help reduce distance travelled, help the environment and ease road congestion.

Overpricing for car parking dissuades people from rail travel

- car parking charges should be reasonable and in line with local car parking charges – the principle should be it is better for someone to drive a short distance and use the train rather than drive the whole distance. One could make sure that the local car parking charge combined with the average commuter's rail fare is less than the expense of driving into work and parking in town/city;
- car parking charges should be separate to rail fares. Combining them or offering a discount could encourage car travel when walking or cycling is possible.
- Some areas of the car park could be cordoned off until after 9am to stimulate post-peak travel.

Supply and Demand

- car parking supply should rise to meet demand, as should rail capacity where possible.

Regards

John Thorne,
Economic Development Officer,
Cairngorms National Park Authority

