

Strategy and Policy Integration Team
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Transport Scotland
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Dear Sharon

Station Car Parking Policy in Scotland

Thank you for the opportunity to respond to the consultation on developing a station car parking policy for Scotland.

In summary, Cycling Scotland believe that Transport Scotland should develop a parking policy in conjunction with its partners in sustainable transport which actively seeks to reduce the demand on car parking spaces at train stations by promoting existing, as well as establishing new, attractive and efficient alternative sustainable choices to make journeys to stations.

We recognise that the provision of car parking at stations can help encourage the public to incorporate rail travel into their journey and reduce the net CO₂e contribution from transport. However, we believe that the Scottish Government and its agencies should not develop a policy on station car parking in isolation or without further and more robust evidence that the case for additional, cheap car parking is irrefutable and that all efforts to ensure passengers arrive at stations in a sustainable manner have been exhausted. It is our belief that the evidence from Passenger Focus in this document is not specific or robust enough to provide a sound case on its own as justification for additional car parking or to provide the basis for a parking charge structure.

We believe the development of such an approach is better aligned to the aspirations contained within the National Transport Strategy, the challenging targets of the Climate Change Act and the vision outlined in the Cycling Action Plan for Scotland (CAPS) and elements of the Strategic Transport Project Review (STPR)

- the need to cut climate change emissions by 80% by 2050 and by 42% by 2020, as required by the Climate Change Scotland Act
- the target for 10% of journeys to be made by bike by 2020 in the Cycling Action Plan
- the three strategic outcomes of the National Transport Strategy:
 - *Improve journey times and connections, to tackle congestion and the lack of integration and connections in transport*
 - *Reduce emissions, to tackle the issues of climate change, air quality and health improvement*

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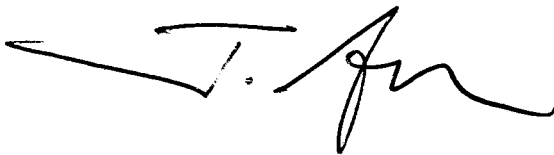
- o *Improve quality, accessibility and affordability, to give people a choice of public transport where availability means better quality transport services and value for money or an alternative to the car.*
- * Project 13 of the STPR; East of Scotland Rail Improvements, which has a key target of reducing car use (a 5% modal share transfer from car to train)

We also recognise that new parking facilities will, inevitably, be required, not least to complete Project 8 of the STPR, Park & Ride and Park & Choose. Where these must be provided it has to be in conjunction with latest best practice in station car parking. We would wish to see Transport Scotland adopt the Cycling by Design guidance of 5 cycle parking spaces per peak hour train per station as a minimum standard. These spaces should be provided in accordance with current design guidance, for example the Transport for London, Design Standards; or the Cambridge Cycle Parking Guide.

We would welcome the opportunity to discuss the issue of station car parking and sustainable transport to stations with your organisation as you develop this policy.

If you have any questions about our consultation response or matters arising from it, please do not hesitate to get in touch.

Yours sincerely



Ian Aitken
Chief Executive
Cycling Scotland

