

25 September 2009

Sharon Wood
Strategy and Policy Integration Team
6th Floor, Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Dear Sharon,

Thank you for providing the opportunity to input comments for the development of a national station car parking policy.

The objective of the Energy Saving Trust is to assist householders to save energy and reduce their personal carbon emissions. Our long term sustainable travel goal is to assist people across the UK to reduce transport CO₂ emissions through a 'travel hierarchy' of travelling less, travelling more efficiently and choosing the most efficient vehicle.

We provide a one stop shop for consumer advice on all modes of transport, including eco driving, through the network of Energy Saving Scotland advice centres we manage on behalf of the Scottish Government. We aim to encourage consumers to travel by walking or cycling if possible or to use public transport if it is available.

We recognise that travelling to a station by car may be the only viable choice for some consumers and that the lack of affordable parking may influence them to avoid using the train and undertake the entire journey by car. However increasing car parking spaces may discourage consumers from considering more sustainable ways of travelling to and from the station.

To encourage sustainable travel we would recommend that any national station car parking strategy also address promoting travel to stations by walking, cycling or bus in order to minimise demand for car parking.

Factors that could encourage walking, cycling or using the bus to travel to and from a station include:

1. Promotion of options to passengers, including the CO₂ and cost saving benefits.
2. Ensuring that barriers to walking and cycling are addressed, such as providing safe, well lit and well marked pedestrian and cycle paths.
3. Provision of facilities such as lockers, secure areas for locking bicycles or areas for taking bicycles on trains.
4. Mapping customer journeys to understand whether public transport meets passengers' needs or whether different routes or times may be viable.



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5. Offering discounts for passengers buying joint bus and rail tickets.
6. Encouraging rail users, both commuters driving to the station and rail users arriving from elsewhere, to utilise Traveline Scotland to establish what public transport options they may have available to them either from that station or at their destination.

Once all avenues for encouraging more sustainable travel have been utilised, the policy for car parking should consider the following options in managing capacity and minimising environmental impact:

1. Providing reduced charges or setting aside spaces for passengers who car share.
2. Provide dedicated electric recharging facilities for electric vehicles and plug in hybrids.
3. Retaining some spaces for off peak travellers.
4. Setting aside spaces for car clubs, in locations where car clubs are in operation.

Consideration should be given to a travel plan being required for stations with parking capacity concerns or with parking spaces for more than 100 cars. Such travel plans could highlight more cost effective ways of managing capacity which have the added benefit of reducing CO₂ emissions, such as shuttle buses for commuters. The Energy Saving Trust may be able to assist Transport Scotland in preparing or advising on travel plans as we receive funding from the Sustainable Transport Team in the Scottish Government to assist with the development of such plans.

I hope that you find this useful, if you would like further information on any of the above please do not hesitate to contact me.

Yours sincerely



Mike Thornton
Director, Scotland
Energy Saving Trust

Direct Line - 0131 555 7901
Email - mike.thornton@est.org.uk