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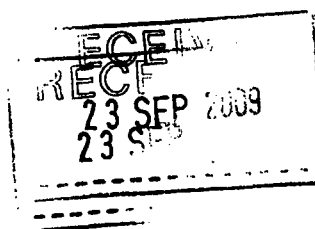
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16th September 2009

Dear Mr Lloyd,

### **Re: Station Car Parking Policy in Scotland**

I write to you in connection with the Station Car Parking Policy in Scotland consultation.

I am pleased that Transport Scotland is undertaking this consultation as it's vital that improvements are made to station car parking as members of the public must be encouraged to get out of their cars and onto public transport.

Therefore, it's important that Transport Scotland continue to invest in public infrastructure projects and improve facilities to entice members of the public to leave their vehicles at home and use greener alternative transport methods such as the train. This is of great importance when relating to commuters and their travel to and from work. This is why I would be keen to see an expansion of car parking at train stations.

Alongside this, an area of interest I would like to raise in this consultation is the issue of dropped kerbs. I have been in dialogue with Inverclyde Council on Disability (ICOD) about this issue, and I am aware they put forward a public petition to the Scottish Parliament which was unfortunately dropped by the committee. I believe it is vital that dropped kerbs are in place at all station car parks to increase accessibility for people in wheelchairs. The dropped kerbs must be clearly marked and have signs nearby to prevent cars parking in front of them.

It is also important that any new car parking created at stations throughout Scotland should have more disabled parking bays and also consider, where possible, bays for family parking.

The issue of charging for car parking is interesting and one where if parking charges were nominal, I believe the vast majority of the public would accept them. However, clearly not every car park is the same size and nor will they be in the future. Therefore, introducing a blanket policy of charging would, in my opinion, be a non-starter. I would suggest that it only be considered after detailed study and research occurs so that any introduction can be justified rather than act purely as a cash generator. I would also suggest, however, where charging does occur, the profits should be retained for that station only.





The Scottish  
Parliament

I hope that Transport Scotland will consider the issues I have raised in this letter and look to improve facilities at station car parks for disabled access.

I look forward to hearing the outcome of this consultation.

Yours sincerely

Stuart McMillan MSP

