

Report to Partnership Meeting – 8th October 2009

RESEARCH

Station Car Parking Policy in Scotland

HITRANS Response to Consultation

1. HITRANS is the Regional Transport Partnership covering the five local authority areas of Highland, Moray, Argyll and Bute, Orkney and Comhairle nan Eilean Siar, and encompasses the West Highland, Far North, Kyle, Aberdeen-Inverness and Highland Main Lines.
2. All stations have car parking on rail land, with the probable exception of Falls of Cruachan, Kildonan, Roybridge, Altnabreac, Duncraig, Corroul, Achnashellach and Dunrobin. Mallaig may only have disabled parking. The car parks at Elgin and Beaulieu are owned by the local authority. In a number of cases station car parking is not formal.
3. Inverness has paid for parking, on the former platform 7, now shortened. This has a limited number of spaces for such a busy station, but adequate paid for parking exists nearby. Oban has paid for parking between the station and the ferry terminal.
4. All other parking is free but is rarely at capacity, with the exception of Beaulieu and Aviemore and Elgin. DHC's Invernet1 *-Rail Evaluation Study (2008)* found that 43% of passengers on local Invernet services arrived at the station on foot, or left a cycle at the station. It should be noted that the area has no real park and ride stations. Settlements tend to have stations well situated near centres of population.
5. At Invergordon car parking is on the up platform. Because there is no footbridge passengers must walk over 800m from the down platform to regain the car park.
6. Inverness' role as a regional railhead serving 250,000 people means that there is some all day and multiday parking at Rose St. However, recent rail service developments with enhanced frequencies have been designed to make travel from local stations to the national gateways easier to achieve.
7. Assuming future growth is in line with the year on year double digit growth on most of our routes (and in some places, eg Dingwall, Muir of Ord and Beaulieu it's up over 100% in 4 years) car parking provision may become a greater priority. The partial closure of the Kessock Bridge in 2011 may highlight this around Inverness.
8. Any attempt to roll out parking charges at new locations would run counter to our efforts to promote modal shift to rail. Highland Council would like to offer free parking at Inverness Rose St to those travelling by train, and Moray Council are investigating options for increasing car parking provision at Elgin station.

9. Cycle parking including secure lockers is also a useful tool to encourage greater sustainable station access.

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