

<p style="text-align: center;"><b>Note of Cycle Rail Task Force Meeting held on 19<sup>th</sup> May 2008 at ATOC</b></p>
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**Present:**

David Mapp	ATOC
Alex Veitch	ATOC (Secretary)
Philip Darnton	Cycling England (Chair)
Sally Delgado	DfT
Martin Crowther	Network Rail
Anthony Smith	Passenger Force
Ben Plowden	TfL
Ian Birch	TfL

**Actions carried over from previous meeting (27.02.08)**

- 1 Task force members are asked to provide AV with any comments on cycle carriage paper by the end of June
- 4 Network Rail will continue to explore whether the Discretionary Fund could be applied for to fund cycling improvements
- 6 BP to provide business case information for the Finsbury Park cycle facility for next meeting
- 7 SD to summarise information required by DfT in order to include cycle parking improvements in franchise bids (e.g. costs, benefits) for next meeting
- 8 BP to follow up with TfL colleagues on the experiences with NedRail and paid-for cycle facilities.
- 9 AV to find out whether Cambridge has paid-for cycling facilities for next meeting
- 10 AV to arrange separate meeting on cycle-rail awards.

**Actions arising from meeting on 19.05.08**

- 1 Cycling England agreed to lead workstream on franchise commitments, drawing on previous experience developing the business case for cycling. By next meeting, PD to discuss the research need with Cycling England's consultants, and discuss outcomes with DM.
- 2 SD agreed to complete review of current franchise commitments by next meeting
- 3 SD agreed to provide more detail on what questions DfT franchise team need to be answered if they are to include ambitious targets on cycle parking at rail stations.
- 4 PD to ensure Cycling England to discuss Rail Challenge Fund proposal in September 2008.
- 5 DM will present the "1 for 1" proposal to the ATOC Commercial Board in June alongside the

approved CRTF strategy

- 6 AV to commence work on website resource for cycle parking in the rail industry, as proposed in the strategy paper
- 7 AV to include more information in the strategy paper on how cycling can be included in various industry and government initiatives, and to highlight successes
- 8 ATOC to redraft CRTF Strategy and circulate to task force members.
- 9 SD to send revised strategy to relevant DfT colleagues for endorsement.

### **19.05.01 ACTIONS FROM PREVIOUS MEETING**

1 AV completed a discussion paper on cycle carriage; this was not discussed at the meeting due to time constraints. Task force members are asked to provide AV with any comments on cycle carriage paper by the end of June

2 PD summarised progress in selecting the next round of Cycling Demonstration Towns and will continue to share lists of towns as shortlisting progresses. TfL agreed to share lists of stations where they are considering increasing cycling facilities when these are available.

3 DM agreed to propose the “1 for 1” idea to TOCs at the Commercial Board meeting in June, along with the finalised CRTF strategy paper.

4 Network Rail will continue to explore whether the Discretionary Fund could be applied for to fund cycling improvements

5 Network Rail is looking at a potential partnership with NedRail to put in a paid-for cycle storage facility at Paddington and will share details with the TF when available

6 BP to provide business case information for the Finsbury Park cycle facility for next meeting

7 SD to summarise information required by DfT in order to include cycle parking improvements in franchise bids (e.g. costs, benefits) for next meeting

8 BP to follow up with TfL colleagues on the experiences with NedRail and paid-for cycle facilities.

9 AV to find out whether Cambridge has paid-for cycling facilities for next meeting

10 Cycle Rail Awards were briefly discussed – PD asked for a follow-up meeting with Edward Funnell, who was unable to attend the CRTF meeting due to illness. AV agreed to arrange separate meeting on cycle-rail awards.

11 Comments from some members on the draft CRTF strategy were received

12 A draft strategy for the CRTF was circulated and discussed at the meeting

13 AV was not able to a “business case for cycling facilities at stations” meeting due to other time commitments.

14 AS gathered information from the NPS team at Passenger Focus to provide the CRTF; this was held over till the next meeting due to time constraints.

### **19.5.02 COMMENTS AND ACTIONS ARISING FROM DRAFT STRATEGY PAPER**

#### **4. Objectives**

The task force broadly supported the objectives with the following comments:

1. This should read "To increase the use of cycles as a method of station access"

4. "Facilitate" in the context means proposing improvements to the way that Ts and Cs for cycle carriage are communicated, and potentially proposing improvements in cycle reservations

### **5.1 Franchise Commitments**

The task force agreed that including ambitious targets for cycle parking provision in future franchises was the most effective way to ensure that provision of cycle spaces at stations is increased in the medium to long term.

SD confirmed that the Southern franchise will include a numerical target for increased cycle provision, with the successful TOC left to decide the distribution of new spaces.

DM raised the suggestion that a percentage target could be set to increase the proportion of passengers arriving at stations by bicycle. Currently figures are ~1%, so perhaps a 2% target could be justified.

SD reiterated the point that the DfT would need to understand the full value of including targets on cycling.

PD proposed that the type of analysis previously done for Cycling England to quantify the benefits (health, societal) could be carried out in the rail context. CE agreed to talk to their consultants to scope out how this work could be done.

DM argued that if a framework for how to set a target could be established, this could then be used to set targets in future franchises

BP noted that when cycle lanes in London were first established, they were under-used; now they are at capacity. Therefore to some extent supply may have to lead demand – even if initially facilities are not used, they will be given underlying growth trends.

Action 1: Cycling England agreed to lead workstream on franchise commitments, drawing on previous experience developing the business case for cycling. By next meeting, PD to discuss the research need with Cycling England's consultants, and discuss outcomes with DM.

Action 2: SD agreed to complete review of current franchise commitments by next meeting

Action 3: SD agreed to provide more detail on what questions DfT franchise team need to be answered if they are to include ambitious targets on cycle parking at rail stations.

### **5.2 Cycling England Challenge Fund**

PD agreed to raise the challenge fund suggestion with the Cycling England Board for consideration. However, given resource constraints, this will not be able to happen until September this year

Action 4: PD to ensure Cycling England to discuss Rail Challenge Fund proposal in

September 2008.

### **5.3 “1 for 1”**

The task force agreed that this should be a voluntary initiative, and relate to future plans for car parks (i.e. will not require retrospective action)

AS noted that Passenger Focus have included the “1 for 1” proposal in their submission for the new Southern franchise

Action 5: DM will present the “1 for 1” proposal to the ATOC Commercial Board in June alongside the approved CRTF strategy

### **5.4 Research into willingness to pay**

TfL will provide any information arising from the Finsbury Park facility

Network Rail will share any information concerning the Paddington facility, if it is progressed

DM offered some support from ATOC and noted that new research into customer priorities being jointly commissioned with CPT may offer some insights into this area

No action on the group at present – updates from Network Rail and TfL at the next meeting will help guide the research, as will updates on how the ATOC / CPT research is developing.

### **6.1 – 6.3: Toolkit and guidance**

The task force supported the proposal for a web-based guidance resource as proposed in the paper.

Action 6: ATOC to commence work on website resource for cycle parking in the rail industry, as proposed in the strategy paper

### **6.4 Cycle Hire**

TfL noted that a feasibility study of a potential London cycle hire scheme will be published shortly, and highlighted that taking this scheme forward was a specific commitment in the new Mayor’s election manifesto.

The task force agreed that no action was required until results of trials from London and at individual stations (e.g. Reading) area available.

## **7. Integrating cycling with other initiatives**

The task force agreed that it was important for the TF to continue to share information on plans for cycling and rail, i.e. Cycling Demo Towns and Station Travel Plans, and also Network Rail and TfL activities at stations.

The task forcethought that the strategy should highlight the successes already achieved in this area, e.g. the strong interest in the Stations Travel Plan initiative, and

the requirement from CE that improved links to stations will be required in the next stage of demonstration towns.

Action 7: ATOC to provide more information in the strategy paper on how cycling can be included in various industry and government initiatives, and to highlight successes

**Next step on strategy**

With these changes the task force approved the strategy. This should now be redrafted to incorporate these comments, and include action points and timelines. It should also be submitted to DfT.

Action 8: ATOC to redraft CRTF Strategy and circulate to task force members.

Action 9: SD to send revised strategy to relevant DfT colleagues for endorsement.

**NEXT MEETING: DATE TBC, AT ATOC (40 BERNARD STREET, LONDON WC1N 1BY)**