

<p align="center">Note of Cycle Rail Task Force Meeting held on 1st October 2009 at ATOC</p>
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Present:

David Mapp	ATOC
Alex Veitch	ATOC/ CRIT Secretariat
Philip Darnton	Cycling England (Chair)
Sharon Goodsell	DfT
Anthony Smith	Passenger Focus
Ben Plowden	TfL
Lucy Bennett	Network Rail
Peter Collins	Network Rail

Actions arising from meeting on 01.10.09	
1.	ACTION: SG agreed to circulate the "long list" of stations being considered for additional cycle parking to the CRIT
2.	LB and PD to discuss potential role for CRIT to play a greater role to co-ordinate cycle-rail programmes
3.	AV to work with SDG to produce a summary version of the SDG report for wider dissemination
4.	ATOC and Cycling England to get c2c research project started ASAP
5.	AV to produce initial proposal for review of cycle parking and classification into "good/medium/bad" categories as a basis for further improvement.

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01.10.01	<p>Discussion on £14m Cycle Rail Funding</p> <p><i>£5m for 10 Cycle Hubs</i></p> <p>PD asked how the 10 Cycle Hub stations were selected. LB responded that she was unclear about the process, and that Robin Gisby had been very much personally involved in this. PC added that his tour with Adrian Lord of Cycling England technical team had.</p> <p>While welcoming the initiative, the group noted their unease with the process, due to the concern that some of the Hubs may be under-used, as no prior assessment of cycling demand had taken place.</p> <p><i>£3m for Cycle Parking and £2m for Cycle Access</i></p> <p>LB explained that Robin Gisby had asked Local Development Groups and Route Enhancement Managers to make initial proposals for improved cycle parking. This resulted in a “long list” of around 350 stations with a total cost of around £3m. As per the press release, £2m was earmarked for cycle access, but this could change.</p> <p>LB also noted that the cycle fund situation was quite similar to how NSIP began – a funding announcement was made, and then a process for disbursing funds subsequently agreed.</p> <p>BP and BP noted that more could perhaps be done to assess cycle demand and required number of spaces in a more structure way – perhaps using the SDG demand model. LB agreed that the quickest way to “sense-check” the list would be to run it by the SDG model.</p> <p>With regard to the £2m “cycle access” fund – SG explained that the briefing paper circulated by ATOC was incorrect to state that this fund would be distributed through NSIP and that it was unclear how precisely this fund would be distributed.</p> <p>ACTION 1: SG agreed to circulate the “long list” of stations being considered for additional cycle parking to the CRIT</p> <p><i>CRIT role</i></p> <p>The group agreed that there ought to be better coordination between the various initiatives, not only BIKE N RIDE and the £10m Network Rail programme, but also Cycling England initiatives, Connect2, Station Travel Plans and so on.</p> <p>The group further agreed that given CRIT was set up by the Transport Minister in the Railways White Paper 2007, and includes all relevant stakeholders, that it would be the logical body to coordinate the various cycle-rail initiatives</p> <p>With this in mind, the group agreed to contact Robin Gisby to discuss this issue.</p> <p>ACTION 2: LB and PD to discuss potential role for CRIT to play a greater role to co-ordinate cycle-rail programmes</p>
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01.10.02	<p>BIKE N RIDE – Governance Paper</p> <p>AV presented the proposals from DfT, Cycling England and ATOC as to the governance of the BIKE N RIDE Project.</p> <p>The paper proposed a management team of DfT, Cycling England and ATOC which will provide a summary report to the CRIT, which would provide overall guidance and oversight.</p> <p>NOTE: The BIKE N RIDE governance proposals were APPROVED by the CRIT without amendment.</p>
01.10.03	<p>Cycling and Rail Demand Model: Presentation and Discussion</p> <p>SDG presented the results of their Business Case for Cycling work. The full report had been previously circulated to the CRIT.</p> <p>The group thanked SDG for the presentation. PD noted that another piece of work would be needed to produce a summary for onward dissemination.</p> <p>ACTION 3: AV to work with SDG to produce a summary version of the SDG report for wider dissemination</p>
01.10.04	<p>Cycling requirements for c2c franchise</p> <p>An opportunity has arisen to develop the “business case” model to look in detail at the c2c franchise. Once completed, this work would feed into the franchise specifications being developed by DfT.</p> <p>SDG presented an outline proposal for what such an investigation might consider; when it could be done, and an outline of costs.</p> <p>AS commented that the work would fit nicely with Passenger Focus’s research programme on passenger priorities for the next c2c franchise period.</p> <p>The group agreed that SDG should get on with the work, which will be funded by Cycling England. The research tender and project management will be carried out by ATOC, with the CRIT comprising the project steering group.</p> <p>ACTION: ATOC and Cycling England to get c2c research project started ASAP</p>
AOB	<p>Quality of Cycle Facilities</p> <p>Following the meeting, DM raised an issue of AOB to include in the note, and explore for the next meeting (DM had to leave the meeting early due to a prior commitment).</p> <p>The idea was to conduct a review of cycling facilities on the UK Rail network, and to assign each station to a simple “Good / Medium / Bad” category based on quality. The stations on the “Bad” list could then be prioritised for improvements.</p>

	ACTION 5: AV to produce initial proposal for review of cycle parking and classification into “good/medium/bad” categories as a basis for further improvement.
	UPCOMING MEETINGS - TBC