

<p align="center">Note of Cycle Rail Task Force Meeting held on 14th September 2010 at ATOC</p>

Present:

David Mapp	ATOC
Ian Perry	ATOC
Alex Veitch	ATOC / CRIT Secretariat
Isobel Stoddart	Cycling England
Philip Darnton	Cycling England (Chair)
Adrian Lord	Cycling England
Sharon Goodsell	DfT
David Hibbs	DfT
Bob Richards	DfT
Simon Chapman	Network Rail
Dan Taylor	Passenger Focus
Nicola Wood	Southern
Alexandra Goodship	TfL
Katharina	TfL

Apologies

Anthony Smith	Passenger Focus
Lilli Matson	TfL
Mark Langdon	Network Rail

Actions arising from meeting on 14.09.10

1.	ACT: NW to provide AG with more details on cycling improvements in London stations.
2.	Action: ATOC to revise proposal on national Cycle Hire scheme in light of CRIT comments. ATOC agreed that Central London stations will be excluded from the proposals in light of CRIT concerns.
3.	ACTION: IS to produce 1-page "highlights" paper on BIKE N RIDE and send to AV for circulation to CRIT, along with the more detailed Quarterly Report.
4.	ACTION: IS to produce 1-page "highlights" paper on BIKE N RIDE and send to AV for circulation to CRIT, along with the more detailed Quarterly Report.
5.	ACTION: IS to liaise with KK about a further review of the Brompton Pod and to ensure plans for a trial are coordinated with TfL.

14.09.01	<p>Notes and of last meeting (14th May 2010)</p> <p>The group agreed the minutes as a true record of the meeting.</p>
14.09.02	<p>Southern – Cycle Improvements via Station Travel Plans</p> <p>NW presented the improvements in cycling that are being delivered as a result of the Station Travel Plan initiative (presentation attached).</p> <p>AV asked whether Southern had “bought in” at the corporate level to the Station Travel Plan initiative. NW replied that they had, and that Southern had a strong environment and sustainability board that ensured these issues were implemented.</p> <p>AG asked to see more details about the improvements at London stations, and noted that TfL have contributed 160k to the Southern improvements.</p> <p>PD noted that he was extremely encouraged by progress at Southern stations, and asked about plans for Brighton station. NW responded that Southern are working with Arup to develop a cycling centre of excellence at Brighton.</p> <p>DH asked about security for cycle parking. NW noted that cycle stands are always covered by CCTV, directly linked to their control room, and that inner London stations are now staffed from first train to last.</p> <p>DT asked whether there is a “pass mark” for cycle parking at stations, as there is for car parking.</p> <p>PD noted that some of Cycling England’s evidence was that with limited funds, it can be better to do a few things well, rather than spreading improvements over a wide range of stations.</p> <p>ACT: NW to provide AG with more details on cycling improvements in London stations.</p>
14.09.03	<p>Cycle Hire Review</p> <p>AV and IP presented the results of the ATOC Cycle Hire Review (presentation attached). AV stressed that this was very much an initial view, and asked for comment from CRIT members in advance of more detailed conversations.</p> <p>Noting the time constraints, PD asked for CRIT members to raise questions and concerns, rather than debating them. The following issues were raised:</p> <p>a) London</p> <p>Several CRIT members were concerned that any new, large cycle hire scheme would be unwelcome at the present time, given that the TfL scheme is still new, and would be likely to cause concerns from sponsors and other stakeholders about clear communications.</p> <p>Moreover, TfL and Network Rail are discussing the possibilities of putting more docking</p>

	<p>points at London termini. Overall the clear view of CRIT was that ATOC ought to look at piloting a new cycle-rail hire scheme outside London (similar to PLUSBUS which does not operate in London). However, over time, it might be worth looking at integrating the new cycle-rail hire scheme with the London cycle hire scheme.</p> <p>ATOC agreed with these concerns, and agreed to limit the proposed scheme to stations outside central London, to avoid conflict/overlap with TfL Cycle Hire.</p> <p>b) Other Comments:</p> <p>BR – Concerned about obtaining space at stations – wouldn't want to see existing cycle parking reduced to incorporate Cycle Hire spaces. This concern was shared by NW.</p> <p>DH – Concerned about proposal to subsidise prices season ticket holders who are probably more able to pay</p> <p>IS – Noted that there is a diverse rail market, and suggested that a trial of the scheme should take careful note of how to cater for each of these audiences, and use these learning points to guide the national scheme</p> <p>AL – Agreed with ATOC's view that the same bike could serve many different types of journey.</p> <p>AL – suggested that good stations would be those which are removed from the city e.g. Colchester, but had a concern about Northern cities where demand is quite low; would need to do something to stimulate demand. East of England could be a better testing ground.</p> <p>BR – noted that because the would be kept for the day, customers would need to be able to park it securely elsewhere, e.g. at home. In addition, the bikes would only be used for 2 journeys a day (to and from the station), compared to many trips per day on the TfL cycle hire bikes</p> <p>PD concluded the discussion that ATOC needed to be very clear about people, place and purpose – e.g. Southport are very clear about who their bikes are for.</p> <p>PD also noted that ATOC should clearly distinguish between "bike hire" which is about short trips for a short rental period, from a few minutes to one day, versus "bike rental" which is a longer-term rental scheme over several months/years.</p> <p>Action: ATOC to revise proposal on national Cycle Hire scheme in light of CRIT comments. ATOC agreed that Central London stations will be excluded from the proposals in light of CRIT concerns.</p>
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14.09.04	<p>Network Rail Update</p> <p>SC gave the following updates:</p> <p>The Cycle Parking Definition paper that Network Rail had been working on over the summer was almost finalised and had been commented on by most CRIT stakeholders.</p> <p>In London, Network Rail and TfL are looking at options for finding space for more TfL Cycle Hire bikes.</p> <p>At Waterloo, TfL, Local Authorities and Network Rail are also looking at options to improve cycle routes into the station. SC noted that the new provision at Waterloo is fast approaching capacity.</p> <p>Hubs: Leeds is being opened on the 27th September. Others on the list are waiting for confirmation of funding following the Spending Review.</p> <p>PH suggested that CRIT and/or Network Rail update Ministers on progress with the Hubs once the outcome of the Spending Review was known.</p>
14.09.05	<p>BIKE N RIDE update</p> <p>IS presented on overview of progress on the BIKE N RIDE programme (presentation attached).</p> <p>Comments were as follows:</p> <p>Both DfT and Network Rail expressed an interest in seeing a short paper with the key highlights from the programmes. NR also offered a meeting with relevant staff to brief them further.</p> <p>The Brompton Pod proposals received strong interest and IS offered to arrange further discussions with Brompton for TfL.</p> <p>KK noted that TfL have been approached by Brompton but would prefer to take a coordinated approach in terms of a possible trial, so would like to work with CRIT members to assess options.</p> <p>IS noted that there is a more detailed Quarterly Report on the BIKE N RIDE programme, which she offered to send to AV for further circulation.</p> <p>ACTION: IS to produce 1-page “highlights” paper on BIKE N RIDE and send to AV for circulation to CRIT, along with the more detailed Quarterly Report.</p> <p>ACTION: IS and SC to set up a briefing for Network Rail staff on BIKE N RIDE</p> <p>ACTION: IS to liaise with KK about a further review of the Brompton Pod and to ensure plans for a trial are coordinated with TfL.</p>
	<p>DATE OF NEXT MEETING: TBC</p>