

Cycle Rail Task Force

Note of meeting 18th December 2007

Attendees

- Phillip Darnton (PD), Cycling England (Chair)
- Anthony Smith (AS), Passenger Focus
- David Mapp (DM), ATOC
- Lucy Denham (LD), Network Rail
- Sally Delgado (SD), DfT
- Alex Veitch (AV), ATOC (Secretariat)

List of Actions

1. **PD to contact Ben Plowden to invite him personally to join the Task Force. [Note – this has been done and Ben has agreed to join the Task Force]**
2. **SD to explore whether there are any funding opportunities from DoH budget or elsewhere in government (see Action 7)**
3. **DM to discuss with Rail Settlement Plan implications and costs of allowing cycle reservations on through tickets.**
4. **AV to find out whether any TOCs currently include cycle information on timetables**
5. **AV to find out if ATOC has explored the reasons for particular Ts and Cs with TOCs**
6. **AV to arrange brainstorm with DM, AS, PD to discuss how to put together a business case for better cycling facilities at stations. To include ATOC business analysts and one or two cycling experts.**
7. **SD to explore the extent to which cycling is currently being promoted by other government departments, and assess the opportunities for further promotion (see Action 2).**
8. **AV to amend background paper in light of member comments, and produce a version for external circulation**

Next meeting: 1500 on the 27th February 2008, at ATOC

Updates since last meeting

- Sustrans have won £50m funding from the national lottery for their “Connect2” proposal of 79 cycle route improvements. AV circulated a list of projects that link to rail stations
- Network Rail have published their Strategic Business Plan which includes a list of NSIP candidate stations. NR expect to hear from ORR shortly with a view on the draft plan.
- TfL have been contacted about the Task Force but not responded
- **Action 1: PD to contact Ben Plowden to invite him personally to join the Task Force. [Note – this has been done and Ben has agreed to join the Task Force]**

Funding

- DM - ATOC have confirmed 50k discretionary budget for Integrated Transport initiatives for FY 07-08, although this will include both the Cycle Rail Task Force and Station Travel Plans.
- AS - Passenger Focus are more likely to contribute funding to the Station Travel Plans initiative than to the CRTF
- PD - CE are still waiting for a final verdict from DfT on future funding.
- SD - government is looking at joined-up approaches to reducing obesity and improving health.
- **Action 2: SD to explore whether there are any funding opportunities from DoH budget or elsewhere in government (see Action 7)**

Workstreams

1. *Compile a register of available research and statistics and identify shortfalls.*
 - AV circulated a background paper showing statistics on cycling to rail for comment by members.
2. *Concurrent booking of cycle and passenger tickets / reservations with through ticketing for cycles.*
 - DM explained that this will entail alterations to the National Reservation System.
 - **Action 3: DM to discuss with Rail Settlement Plan implications and costs of allowing cycle reservations on through tickets.**
3. *Single source timetabling and information for passenger and cycle.*
 - AV noted that National Rail Enquiries now have cycle policy information for each rail journey.
 - However the issue is more to do with providing this information on all TOC pocket timetables.
 - **Action 4: AV to find out whether any TOCs currently include cycle information on timetables**
4. *Develop a register of:*
 - 4.1 *Current initiatives;*
 - It would still be helpful to list all relevant initiatives- this will be easier for the next Task Force meeting when various funding decisions should have been made.
 - 4.2 *Cycle facilities on trains and at stations;*
 - AV has collated this information - see circulated background paper

4.3 Terms and conditions of taking cycles onto trains.

- ATOC collates this information regularly for the Cycling by Rail leaflet. Next edition due early 2008.
 - However members also wanted to understand *why* TOCs are adopting certain Ts and Cs – is it because of franchise commitments, and if not, would it be feasible to cycle carriage requirements into future franchises.
 - **Action 5: AV to find out if ATOC has explored the reasons for particular Ts and Cs with TOCs**
5. *Identify 4-6 stations from Station Travel Plans, the National Station Improvement Programme, Cycling Demonstration Towns and Sustainable Travel Towns to integrate.*
- LD / AV are comparing lists of NSIP stations and Station Travel Plan pilots
 - Cycling Demonstration Towns to be discussed at next Task Force meeting, when decisions on Station Travel Plan pilots and CE funding should have been made
6. *Investigation into trading car-park spaces for cycle spaces.*
- Task Force members felt this was a low priority issue, and not to be explored at this time

Toolkit or Best Practice Guide

- DM – should the Taskforce develop a toolkit / best practice for cycling to stations? Tentative suggestion because he was aware that there are several best practice guides that do not get used. A Toolkit that is very practical might be better – e.g. tips on how to get funding etc.
- PD – a toolkit would be good to have online, rather than a printed document
- DM – ATOC can get TOC input to a toolkit via the Integrated Transport Working Group.

Developing a Business Case

- AS – How could we help develop a business case for investment in cycle facilities at stations? Are can we identify generic factors e.g. say “if you do that, cycling will increase by X or Y”..?
- PD – did broadly similar work with cycling to schools, and can share survey methods and results
- DM = ATOC would be happy to help with an analysis for a business case – a brainstorming session with analysts and experts would help move this forward. A business case could look to provide some clear cost-benefit analysis, which could then go into a toolkit and be promoted by TOCs. E.g. If the car park is 100% full, a TOC could expect a CBR of x; if the car park is 90% full, the CBR could be y.
- AS – this kind of analysis could derive some payback times for cycling provision, which would be very useful in persuading TOCs to make additional investment. PDF is doing

some work for ACORP to assess the economic case for Community Rail Partnerships; there may be some common issues in both studies.

- **Action 6: AV to arrange brainstorm with DM, AS, PD to discuss how to put together a business case for better cycling facilities at stations. To include ATOC business analysts and one or two cycling experts.**

Cycling and other government departments

- AS – has there been any progress in linking cycling to the strategy of the Department for Health, in particular efforts to reduce obesity?
- PD - noted that the Minister for Sport is focusing on professional sport and amateur clubs, and not so much on leisure activities like cycling.
- **Action 7: SD to explore the extent to which cycling is currently being promoted by other government departments, and assess the opportunities for further promotion (see Action 2).**

Comments on background paper

- SD - The DfT Cycle Parking Project to improve cycle facilities at stations did not include any consistent monitoring of how the facilities were subsequently used.
- Members asked that the full modal breakdown of station access (from the NPS) should be included
- AS – could the paper show car parking space next to cycle parking space?
- Members asked if the paper could be circulated externally
- **Action 8: AV to amend background paper in light of member comments, and produce a version for external circulation**

Cycling Demonstration Stations

- Members agreed to hold over this item until the next meeting, by which time decisions (and announcements) on Cycling England funding should have been made, plus progress will have been made on Station Travel Plan pilot sites.

Next meeting: 1500 on the 27th February 2008, at ATOC
