

<p style="text-align: center;">Note of Cycle Rail Task Force Meeting held on 27th February 2008 at ATOC</p>

Present:

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

Summary of Actions

- 1 AV to write short paper on issues for cycle carriage on trains for circulation prior to next CRTF meeting, summarising actions 3, 4 and 5 from December meeting
- 2 All members to share lists of stations included in various initiatives (NSIP, CDTs and NSIP).
- 3 DM agreed to put the "1 for 1" proposal (1 new cycle space for every new car parking space) to the TOCs as a voluntary initiative
- 4 LD and AV to discuss whether it would be possible to apply to the NR Discretionary Fund for cycle facilities at stations
- 5 LD to share with AV any business case information that NR have put together for expanding cycle facilities at NR managed stations.
- 6 BP to share with AV any business case information put together for the Finsbury Park cycle facility.
- 7 SD to provide AV with the kind of questions that DfT will need to be answered in order to include cycling in franchise bids (e.g. costs, benefits). The Task Force can then start a workstream to answer these questions.
- 8 BP to discuss with NedRail experiences of paid-for cycle parking in the Netherlands
- 9 AV to investigate whether Cambridge has paid-for cycling facilities
- 10 AV to find out details of this year's Cycle Rail Awards and circulate to the group
- 11 All group members to feed comments on the strategy back to AV by 17 March
- 12 Following feedback, AV to prepare strategic document based on the outline plan, which will be circulated for discussion at next CRTF meeting
- 13 AV to arrange another "business case for cycling facilities at stations" meeting before next

CRTF meeting

- 14 AS to ask NPS team at Passenger Focus to provide the CRTF with a short briefing on how the NPS data on getting to the station is compiled.

27.02.08 ACTIONS FROM PREVIOUS MEETING

Item 1: TfL were invited to join the group and were represented at the meeting.

Items 2 and 7: SD updated the group on Department of Health activities on cycling. DoH is providing £15m funding for Cycling England in years two and three. Discussions are ongoing as to other DoH involvement in promoting cycling and other active travel modes.

Items 3, 4 and 5: These issues were all to do with cycle carriage on trains. These will be deferred until next meeting.

Action 1: AV to write short paper on issues for cycle carriage on trains for circulation prior to next CRTF meeting, summarising actions 3, 4 and 5 from December meeting

Item 6: A brainstorming meeting on the business case for cycling was held on the 5th February. Notes from this were combined with desk research into a paper to the CRTF. This was discussed in agenda item 3 (see below)

Item 7: The CRTF background paper was amended and circulated prior to the meeting.

27.02.02 UPDATES ON CYCLING ENGLAND AND STATION ENHANCEMENTS

PD updated the group on Cycling England funding and future plans. Cycling England has been awarded £140m over three years. This, combined with the £50m Lottery funding for Sustrans, the £500m over ten years committed by TfL, constitutes a step change in funding for cycling in England.

Cycling England have funding to continue the six existing Cycling Demonstration Towns for the next three years; plans have been requested from the CDTs and a decisions will be made on whether to fund them by April 15th.

A further ten CDTs will be funded for three years, plus one "Cycling City". Some key selection criteria are match-funding, political support, and a plan to join up key destinations such as stations and rail, employers, schools and hospitals. By June 5th at least 5 new towns and the Cycling City will have been selected.

LD updated the group on the National Stations Improvement Programme. NR plans have received a favourable determination from the ORR, and the next step is a final confirmation letter from DfT. A new list of stations will be published with the final business plan in April.

AV updated the group on Station Travel Plans: Invitations for expressions of interest have gone out to TOCs and Local Authorities with a deadline of April 4th to propose pilot stations. ATOC and DfT will shortlist the candidates and a selection of around 12 – 15 stations (possibly slightly more or less) will be made by the National Steering Group on April 16th.

The group noted the synergy between the Station Travel Plan pilots and Cycling Demonstration Town and NSIP. Once the NSIP and CDT lists are finalised, a matrix will

be produced showing which stations are on the list, and this will influence the choice of Station Travel Plans (note – there are various other selection criteria). Also the existing CDTs will be encouraged to propose Station Travel Plan pilots.

AS noted that there should be a good mix of stations – not necessarily appropriate for all stations to be included in every funding stream / initiative.

BP commented that the pilot phase was essentially about designing a station travel plan “product” that can then be rolled out across the national rail network.

DM updated the group on the Accessibility Journey Planning project. This will commission a company to systematically survey accessibility conditions at all National Rail stations. It will be co-funded by TOCs, TfL, and Network Rail.

Finally, the group noted that the list of Access for All stations has been released, and that there are many other station enhancement schemes underway around the country, funded by TOCs, Local Authorities, private developers, NR and others.

Action 2: All members to share lists of stations included in various initiatives (NSIP, CDTs and NSIP).

27.02.03 BUSINESS CASE

AV briefly summarised the key points from the brainstorming meeting and some quick desk research, both carried out since the last meeting.

DM – currently there isn't a strong business case, in passenger revenue terms, for TOCs to improve cycle facilities at stations

IB asked whether the right metrics in place – e.g. are health benefits accounted for?

DM responded that to be persuasive for TOCs the business case should be based on passenger revenue

AS commented that there should be commitments in franchise specifications – that is how to capture the social and environmental benefits

DM agreed that commitments on cycle parking should be systematically built into new franchises

SD stated that DfT will need to examine costs and benefits

AS noted that over 14,000 additional car parking spaces have been committed in recent franchises (from business case paper)

LD asked whether CRTF write a proposal on what to include in South Central franchise?

AS noted that Passenger Focus are currently finalising their submission to DfT on the South Central franchise, in the context of their new role as a key stakeholder in the franchising process. This will include comments on the importance of overall customer “service” – including such issues as station travel plans and better cycling facilities.

Action 3: DM agreed to put the “1 for 1” proposal (1 new cycle space for every new car parking space) to the TOCs as a voluntary initiative

IB asked whether Network Rail could fund the installation of new cycle racks

LD responded that NR have a Discretionary Fund which has not all been spent yet.

Action 4: LD and AV to discuss whether it would be possible to apply to the NR Discretionary Fund for cycle facilities at stations

LD also noted that NR was interested in researching the business case for cycling facilities at managed stations and has some proposals in mind, notably at Euston.

Action 5: LD to share with AV any business case information that NR have put together for expanding cycle facilities at NR managed stations.

BP noted that TfL had funded the Finsbury Park secure bike parking facility, for which customers pay a daily fee. At the moment, the facility is not as well-used as anticipated, however TfL believe this may be at least partly to do with current management, which may change shortly.

Action 6: BP to share with AV any business case information put together for the Finsbury Park cycle facility.

AS asked whether cyclists were changing from other modes? Also, AS noted the importance of getting Station Travel Plans going since these will provide any evidence of modal shift, evidence which is currently lacking.

IB asked whether we have looked at international examples from Netherlands and Germany

AV noted that the Dutch government fund all cycle parking facilities at stations

PD commented that when Cycling England made their economic case for cycling to the DfT, they included the total societal and environmental benefit

SD responded that DfT are unable to simply put something in the franchise spec without supporting evidence - i.e. why is it better to spend money on cycle facilities as opposed to something else

AS asked SD how, in DfT's view, were all the additional passengers that are forecast to take the train in future years going to arrive at the station?

DM noted that all franchises will have trade-offs. Costs can be offset to some extent but adding in a requirement on cycle facilities will make the franchise more expensive.

Action 7: SD to provide AV with the kind of questions that DfT will need to be answered in order to include cycling in franchise bids (e.g. costs, benefits). The Task Force can then start a workstream to answer these questions.

27.02.04 STRATEGY

DM introduced the outline of a proposed strategy for the CRTF and sought feedback from the group.

Group members agreed that any potential Cycling England “challenge fund” should be open to bids from other parties, not just TOCs (e.g. TfL, NR)

The research on revenue generative effects should be clarified to read “passenger revenue”, and the Task Force should collect all information and studies on this topic

SD noted that for new franchises, paid-for cycle parking is not precluded

It was asked whether NedRail are potential bidders to take over Finsbury Park?

Action 8: BP to discuss with NedRail experiences of paid-for cycle parking in the Netherlands

LD asked whether cyclists are charged to use facilities at Cambridge

Action 9: AV to investigate whether Cambridge has paid-for cycling facilities

The group agreed that a toolkit on cycle-rail integration should be a CRTF resource not an ATOC resource, recognising it has a broader application across the industry than just TOCs, and that it should be an online rather than printed publication

The question was asked whether the cycle-rail awards be given more publicity / priority?

Action 10: AV to find out details of this year’s Cycle Rail Awards and circulate to the group

There was discussion over what was meant by “quality” cycle facilities – AS commented that we need better used facilities; “quality” is subjective

Action 11: All group members to feed any further comments on the strategy back to AV by 17 March

Action 12: Following feedback, AV to prepare strategic document based on the outline plan, which will be circulated for discussion at next CRTF meeting

AOB

DM commented that another meeting should be held specifically on the business case, involving the same people as previously plus TfL and Network Rail

Action 13: AV to arrange another “business case for cycling facilities at stations” meeting before next CRTF meeting

AS and others noted that the NPS data on getting to the station created a number of questions, and that it would be worthwhile gaining a better understanding of what the figures really mean. Also, AS noted that the Autumn wave has been completed, and it

would be worth looking at this, and previous years' data.

Action 14: AS to ask NPS team at Passenger Focus to provide the CRTF with a short briefing on how the NPS data on getting to the station is compiled.

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