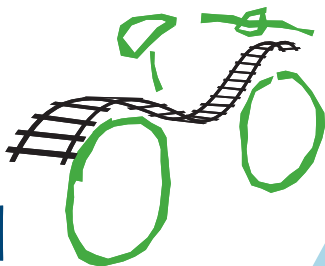


# ATOC

ASSOCIATION of TRAIN OPERATING COMPANIES



# National Cycle-Rail Awards 2006

[www.cyclerrailawards.com](http://www.cyclerrailawards.com)

*Presented by*

**Tom Harris**

Parliamentary Under Secretary of State for Transport,  
Department for Transport,  
on Tuesday 24th October 2006  
at the Novotel London Euston



# ATOC

ASSOCIATION of TRAIN OPERATING COMPANIES

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## ***This year has seen a record number of entries to the National Cycle-Rail Awards***

*More schemes, initiatives and individuals have been entered or nominated by more people and organisations than ever before.*

*This is good news and reflects a discernable, growing trend towards greater integration of two convenient and environmentally friendly forms of transport.*

*Reflected in the entries are an imaginative and wide-ranging set of initiatives received from rail, cycling and associated organisations. This demonstrates the substantial progress made over the past 12 months.*

*Much is being achieved to integrate bike and train but we recognise the need to maintain momentum and do yet more. All involved with the awards wish to continue to recognise and reward improvement – and to incentivise yet more improvements that make rail easier for cyclists to use.*

*I congratulate all the finalists and winners and look forward to another record-breaking event in 2007.*



**George Muir**

*Director General*

*Association of Train Operating Companies*

## ***ATOC National Cycle-Rail Awards – the background***

The Association of Train Operating Companies' (ATOC) National Cycle-Rail Awards recognise the progress made by the rail industry and associated organisations towards encouraging the integrated use of bikes and train travel.

The rail industry has held similar awards since 1997, when the Cycle Mark award was launched. They ran in that form for three years and, following a break in 2000, were re-started in 2001 with the support of the Strategic Rail Authority (SRA).

Another break in 2003 was followed in 2004 by the creation of the *Connections* awards, which were sponsored by the SRA and ATOC.

2006 is the second year of the National Cycle-Rail Awards and their overall sponsorship by ATOC. Entries and nominations have risen since ATOC's involvement, reflecting the industry's changing approach to cycles and trains.

In recognition of this, the awards were broadened in 2006 to acknowledge the best train operators, local government initiatives, cycle parking and facilities, information provision, the most innovative schemes and the best people.

CTC and Sustrans have provided valuable expert support and judgement, and now *Cycling England* sponsor a category.

This continuity and support is helping to develop the National Cycle-Rail Awards as the showcase for the very best in the integrated use of bikes and trains.

In addition to recognising progress, ATOC, through the National Cycle-Rail Awards, is determined to play a wider role in continuing this integration.

A store of potentially useful information about projects and initiatives exists and will be given as wide an audience as possible in future.

To make this information accessible ATOC and its National Cycle-Rail Awards partners plan to develop a database of case studies through the [www.cyclerrail.co.uk](http://www.cyclerrail.co.uk) website.

ATOC has a clear aim to encourage the greater use of cycles to access the railway. It is through improved communication and the spread of best practice that ATOC will move closer towards fulfilling that aim.

# ATOC National Cycle-Rail Awards 2006 Winners

## Customer Service Excellence

### Winner

#### First ScotRail

First ScotRail identified a need for increased capacity for cyclists on the busy North Berwick to Edinburgh and Glasgow route.

The company created space for the storage of eight cycles per train – up from none – and an extra 41 standard class seats per train by converting first class carriages and making better use of excessive luggage space. They did this with engineers Hunslet-Barclay and in consultation with train leasing company HSBC. The results have seen a significant take up of the cycle spaces.

*The judges said this was a very impressive project that has delivered tangible results. It showed First ScotRail's sheer determination to do the very best for all its customers, while consulting widely, and clearly demonstrates what can be done if the will is there.*

### Highly Commended

#### Gatwick Express

Gatwick Express welcomes all types of bicycle onto its trains, which operate every 15 minutes between the busy Gatwick Airport and London Victoria stations. By operating a clear restriction-free policy for all cyclists, the company is attracting people who wish to cycle in either Central London or to Sussex and Surrey.

*The Gatwick Express policy is to be applauded, said the judges. It is, they added, so very good to see such an open approach to cycle usage at any time of the day or night.*



## Best Provision of Cycle-Rail Information

### Winner

#### Off the Rails

Launched in April 2006 and based at Settle station in the Yorkshire Dales, 'Off the Rails' offers a unique-in-the-UK combination of an uphill train journey and a downhill bike ride. The package includes rail fare, bike hire, helmets, bike locks and detailed route information. The rail journey takes passengers to the top of the Settle-Carlisle line at Ribblesdale or Garsdale. Key to its success has been the availability of comprehensive public information of leaflets and maps.

*The judges praised 'Off the Rail's' information, saying it was extensive, well produced and clear with excellent, informative maps. Clearly, they said, a lot of care and thought had gone into its creation.*

# Cycling England Best Local Government Contribution

## Winner

### Reigate and Banstead Borough Council

The Council has been working with the rail industry for many years to encourage cycling to Redhill station in Surrey and to develop a cycle-rail 'centre of excellence' there.

By working in partnership with Southern Railway and with the local cycle forum, the Council has helped significantly to develop station cycle facilities.

By the end of 2006, Redhill will have shelters, racks and lockers for 140 cycles, up from just three racks ten years ago, and ramps for wheeling cycles up to the station's platforms.

*This is an excellent example, the judges said, of a holistic approach to encouraging the integrated use of cycles and trains at a busy commuter station. Partnerships with the rail industry, cycle and environmental groups, as well as health and safety experts – backed by finance – have resulted in continuous improvement in the provision of a range of facilities.*

## Most Innovative Approach to Cycle-Rail Integration

### Winner

#### South West Trains

Working with the British Transport Police, South West Trains has developed a scheme to deter cycle theft at a number of high-risk stations throughout its rail network.

Together they have created for cyclists at many key stations a package of information, road shows and cycle marking, making bikes traceable on a national database. The programme, which is supported by SWT managers, Travelsafe officers and local authority/Home Office police officers, has now been extended following the success of the initial round of road shows.

*This was, the judges said, an innovative, imaginative and popular solution to a widespread problem. Thanks to widespread consultation between the railway industry, the police and cycle users, it was a truly 'joined up' project. It went, they said, well beyond the usual bounds to seek an answer to cycle theft.*

### Highly Commended

#### GMPTe Stockport Borough Bike Locker Users Club

Greater Manchester Passenger Transport Executive's (GMPTe) *Bike Locker Users Club* was set up and tested in Stockport in 2005 as a solution to "locker blocking".

Passengers pay a membership fee of £10, which gives them access to all of the lockers in the area. Lockers are secured only with the passenger's private padlock when a bicycle is stored within the facility. At all other times, empty lockers are simply secured with a *BLUC* padlock, which are identical across the system enabling other *BLUC* members to use any of the empty lockers.

*BLUC* allows greater flexibility in travel behaviour, as passengers are no longer restricted to individual stations or lockers.

*The judges said evidence suggests the innovative, flexible and unique Bike Lockers Users Club scheme is working very well in most locations. It is, they said, something that could easily be offered elsewhere.*



Reigate and Banstead  
Borough Council

## **Highly Commended** **Essex County Council**

Essex County Council has maintained a positive and proactive approach towards cycling to and from railway stations throughout the county.

Recent investment by the authority, in partnership with train operator 'one' railway and other groups, has significantly improved facilities at many stations.

*The judges applauded Essex County Council's commitment to develop, with its partners, the integrated use of cycles and trains across such a large county. These projects were helping to increase the number of people who are prepared to leave their cars at home.*

## **Cycle Parking Provision**

### **Winner**

## **Transport for London**

The Finsbury Park Cycle Park (FPCP) is the UK's largest automated, staffed cycle parking facility. It forms part of a comprehensive upgrade at Finsbury Park by Transport for London. FPCP has security and cover for 125 cycles, with 24-hour access, and is staffed at peak times. There is an individual, automated colour coded locking system, with a smartcard pre-payment facility. The overall effect has been to make whole journey cycle-rail travel easier. Over 260 users have registered for the scheme, which will be reviewed at the end of the year.

*The FPCP is an imaginative scheme, the judges said, which has been well conceived and resourced. The comprehensive package of security, shelter, lighting and staffing has enabled Finsbury Park to become a cyclists' portal to the centre of London.*



Finsbury Park Cycle Park

## **Highly Commended** **South West Trains**

South West Trains has adopted a policy of upgrading the cycle parking facilities at many of its busy stations. It has done this in partnership with a range of local authorities, Transport for London and the Department for Transport. Thanks to this key station investment there are now cycle racks and shelters, often covered by CCTV, for hundreds of cycles.

*The judges praised SWT's positive and successful policy of providing high quality installations at many large commuter stations throughout one of the UK's busiest commuter networks.*

## Train Operator of the Year

**Winner**

### First ScotRail

First ScotRail has clearly and consistently demonstrated an all round commitment to encouraging the integrated use of cycles and trains. It has used imaginative and innovative means of getting people out of their cars and has many members of staff who are clearly driven by the desire to offer excellent customer service.

*First ScotRail is a worthy winner of the Train Operator of the Year category, said the judges. They noted that they had been nominated in many categories by individual people and by user groups and were clearly going in the right direction.*



## Station of the Year

**Winner**

### Havant

South West Trains' Havant station is the culmination of 18 months and 2 phases of work. It has delivered the Hayling Billy link, has tripled the station's cycle parking and introduced improved CCTV and cycle shelters. The project has involved local community consultation, and partnerships with Hayling Borough Council and Hampshire County Council.

The Havant project, which provides facilities for commuters and tourists, represents a total investment of £300,000 for a coherent route and station package.

## People Award

**Winner**

### Juliet Donnachie,

*Station Manager, Edinburgh Waverley*

Juliet has played a leading role on behalf of Network Rail in the success of 'The Bike Station' – a local community project that collects damaged or in need of repair cycles and puts them back into use.

Juliet led the work to turn premises at Waverley into a workshop. She also actively supported the provision of a cyclists' notice board, a newsletter and free parking for bike drop-offs and has helped get her own staff and those of other companies to support the project through volunteer times and materials. So successful, the workshop is now moving to bigger premises. Juliet has pledged to continue to provide support.

*The judges said that Juliet had shown clear and considerable personal commitment and dedication to 'The Bike Station' that went well beyond the bounds of her job. She has played a key role in the success of the project, a fact that has been recognised by the nominations for this award.*



*Havant station and the opening to cyclists of the Hayling Billy route is an excellent example, the judges said, of how clear thinking, planning and partnerships can deliver a successful community project.*

# A sustainable mode

Cycling plays an important and increasing role in transport thinking. Cycling is fast-growing again in many parts of Britain following years of relative decline. In 2004, more than 870 million trips were made by bike and the average distance travelled was 4.4km (DfT 2005). Usage, especially in London, is up – by 50% in five years to 450,000 trips per day and, nationally, the usage of the National Cycle Network (NCN) rose by 15% in 2005 to 232 million journeys.

Across the country, more than 75% of people live within just two miles of an NCN route (Source: Sustrans). The NCN comprises more than 10,000 miles of cycle routes. Many of these link stations and many are built on former railway lines.

The Department for Transport (DfT) has also recently announced a substantial increase in spend on cycling – and many transport agencies and local authorities are investing to make the cycling environment more convenient, safer and pleasurable.

Using a bicycle and combining with rail brings many benefits too:

**Better environment, lower emissions:** cycling and rail produce a much lower environmental impact than other forms of transport, and if people make fewer road journeys that means less congestion – which is good news for everyone.

**Better health:** regular exercise by bicycle can lead to substantial reductions in the risk of coronary heart disease while stress levels can be lower too for cyclists.

**Faster journeys, saving time:** it is amazing how fast and efficient the bicycle can be. You arrive on time and often before those in a car or bus. A survey by the Department for Transport (DfT) in 2000 showed that a five mile radial journey door to door between central and outer London took 40 minutes by car; 46 minutes by tube; 62 minutes by bus and 90 minutes on foot. By bicycle, it took just 35 minutes!

**Improved cycling facilities, less congestion:** if more people leave their cars at home for short journeys and take the bike or train instead – that can also reduce traffic congestion. Coupled with many improvements to road layouts, cycle and priority lanes for cyclists, it is perhaps no surprise that cycling is on the rise again.

**Greater reliability:** travelling by bike often brings a predictable journey time for commuters and leisure users alike, and when combined with current train punctuality now at around 90%, you're far more likely to arrive at your destination relaxed and unstressed – and ready either for a good start to the day at the office, or perhaps touring the countryside.

**Social inclusion:** as a low cost form of travel, cycling is widely accessible. Buying and maintaining a bicycle is relatively inexpensive.

## Rail and bicycles

The train can also be an ideal way of getting your bicycle around the country. Cycles can be carried on all train operators' services outside London's peak rush hours. Bicycles can generally be carried without reservation – and go **free** on most train operators services. However, rules do vary per train operator. Full information on this is provided in a useful leaflet produced by National Rail which can be found at [www.nationalrail.co.uk](http://www.nationalrail.co.uk). Folding bicycles can be taken on any train at any time completely free of charge.

An increasing number of railway stations have good quality parking facilities for bicycles and/or bike rental outlets on or near to the station.

# Key facts about bike and rail

- **More than 60% of the population** live within a 15 minute ride of a railway station – around one third of households do not own a car.
- **More than 50% of households** possess at least one bicycle.
- **Nearly 4 in 5 stations** have some form of cycle parking (Source: DfT/CTC Survey 2003) – 85% of the busiest stations and 71% of medium sized stations have cycle parking facilities.
- **The carriage of bicycles is FREE** on most train operators – folding bicycles are carried on any train at any time free of charge.
- **ATOC publishes a useful National Rail guide** called “Cycling by Train” which provides regularly updated information on a TOC by TOC basis of rail-cycling information. It is available at railway stations or online at: [www.nationalrail.co.uk](http://www.nationalrail.co.uk)
- **First ScotRail and ‘one’ railway** have introduced Cycle Rescue services. Working with the Environmental Transport Association, this provides a breakdown service for cyclists travelling by train, and will get them back to their nearest station, a cycle repair shop or home.
- **GNER has introduced** an online reservation system for bikes, so you don’t have to go to the station to book space in advance.
- **Cycle hire facilities** are now available at a growing number of stations – examples include Bath, Brockenhurst, Lancaster, Cromer, North Walsham and Southminster.
- **Most cycle storage facilities** at train stations are protected by CCTV cameras.

