

11th November 2004

SRA Cycling Policy Published

The Strategic Rail Authority (SRA) has today published its strategy for encouraging more use of cycles in connection with rail journeys.

The policy seeks to increase the number of rail journeys that involve the use of a cycle through improved access and parking at stations, improved bike-rail integration, and clearer information about services available to cyclists.

The main points of the SRA's cycle policy are:

The SRA aspires to see 95% of rail journeys originate from stations with adequate cycle parking facilities within the next five years. A fund established by the Department for Transport to improve cycle parking, at around 200 high priority stations will begin this process.

Ensure train operating companies (TOCs) take into account the wider benefits of cycling when considering investment in cycle facilities and rules for carrying cycles;

TOCs should work with local highway agencies to promote easier and safer station access.

When procuring new rolling stock, or carrying out major enhancements, spaces for cycles must be considered.

Increase the provision of appropriate cycle parking facilities at stations (in conjunction with the DfT)

Continue to allow TOCs discretion to determine appropriate facilities for carrying cycles on trains, to reflect specific circumstances; and

Ensure clear information is available on facilities for cyclists. The SRA will work with ATOC to ensure that information for cyclists is centrally available. This information should be stocked and freely available to all staffed stations and electronically online.

The policy says TOCs should facilitate the carriage of cycles on off-peak services and promote the carriage of compact folding cycles at all times.

During the peak, where capacity is under pressure, there may be circumstances, in which it is in the interests of the majority of passengers not to permit non-folding cycles on board. Train operating companies are best placed to know where and when such pressure exists and should be able to impose restrictions accordingly.

The SRA's Chairman, David Quarmby, said:

"The majority of the UK's population lives within a fifteen minute cycle ride of their local station; this can improve access to the rail system and expand a station's catchment area. The SRA Cycling Policy will, when implemented, help to ensure that easy cycle access becomes a reality for many more rail users."

Notes to Editors:

1. The SRA published the consultation document, Cycling Policy for Consultation, in April 2004. Over 600 responses have been received from a wide range of consultees including cycling representatives, local authorities, Train Operating Companies and individual cyclists.
2. The cycling policy is in line with other SRA policies designed to make the railway more responsive to the needs of its customers, in particular its plans for Community Rail Development and the new franchise agreements. As with all SRA policies, the Cycling Policy will be kept under review.
3. The policy supports the National Cycling Strategy and the Government's forward Transport Plan. In recognizing the social and environmental benefits offered by cycling, the strategy contains proposals to make it easier for cyclists to use trains.
4. In recent years, the SRA has been one of a number of partners funding facilities for cyclists using trains, and partnership funding is expected to remain a key feature of future provision.
5. The SRA has encouraged best practice in the industry through its sponsorship of the Cyclemark Award Scheme in 2001 and 2002 and also the recent launch of the Connections Awards with the objective of encouraging and rewarding excellence in all elements of provision for cyclists' needs.

**For further details contact the Department for Transport Rail Press desk:
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