

Comment by Dave Holladay (who deals with public transport on behalf of CTC)

I normally attend this meeting and had asked for the rolling stock reshuffle to be on the agenda. Not only will there be the new trains but we may lose the Class 334 trains moved over to the new Edinburgh-Glasgow route via Bathgate. If they are replaced by Class 318 units on the Ardrossan route this will create mayhem, as typically 10% of the passengers on a 'Boat Train' travel with cycles to Arran (that's 12-14 bikes with 120-140 passengers on a 260 seat train)

The bike space as on display in the mock up is I recall 5 tip-up seats worth of bodyside - room in fact for a tandem and slightly more than on a Class 185 (First TPE) I cannot recall if this space is in the end coaches or the middle coach (es) if at the ends that means 2 such spaces.

CTC National Office staff use the First GW services from Redhill and Reading to Guildford - typically even for morning peak trains I'm getting 5-10% counts for bikes as a total of passengers and many of the trains on this service have NO bike space, with the bikes going in the door vestibules (which are actually too narrow to fit bikes across properly). It works well because the platforms are all the same side. Oddly enough, once the trains have left North Berwick the platforms are all on the same side until Waverley and likewise on the way back

In principle Scotrail has embraced the same policy as First GW with the self certification now permitted (since 2006) under the ROGS process for design and use of the trains.

Here's a picture of the First TPE train with 5 bikes in a space slightly smaller than the Class 380 has.



Peter - I think that a good hanging system can work for solo and standard bikes BUT we MUST have as a minimum a space in which a CYCLE can be placed on its wheels because a) not everyone has the physique to lift a cycle up on to a hook - as this may actually be outside the limits specified by the Manual Handling Regulations (HSE) for those who are not in the male and fit category b) cycles play a huge role as mobility aids. Many of the people who are riding cycles with bits missing or malfunctioning are never going to be able to safely lift a cycle on to a hook.

Two details for action - One that everyone using the North Berwicks CAN and SHOULD do as often as possible - it takes just a few minutes and you do it on the train as you are travelling. Count the number of bikes, and the number of passengers - in your coach if the train is busy, or the whole train if not. Let's see the percentages/numbers involved and if possible

look at what journeys are being made onward to Edinburgh workplaces

The further action, which I suspect may find fertile ground in Edinburgh, is to persuade First that they should deliver a whole journey deal of cycle-rail-cycle, as a way to offer a wider audience the major time savings and convenience of this integrated transport journey. It might be useful to ask the North Berwick Rail BUG (if such exists) to do some charts like the one I did for trips to Victoria Quay from Glasgow (a PB is Queen St to Victoria Quay in an hour by train and bike from Haymarket) I wonder how much time some folk are saving through the bike-rail-bike deal? (remember to put in that variable time for finding a parking place, or getting stuck in traffic - time you need to allow for that connection overlap that shrinks when you have the reliability of a cycle trip and the ability to practically roll on to the train seconds before the doors close).

One solution is to have a system referred to as OV-Fiets - a fully serviced bike you can collect and use to ride to work and bring back to the station - and the Dutch commuters enjoy this at 160 stations for a cost of less than €3.00 per day (plus a small annual subscription) - I understand that OYBike in Cardiff is doing something like this with an annual Subscription of £18/year plus hires at £5/day (unless of course your workplace subscribes to a hire point and you can 'park' the bikes when you are not using them - in which case the hires will cost you nothing - unless you take 30 minutes to cycle from station to work. Other systems are offered by Clear Channel and Hourbike, which are not tied to buying their advertising.

Another solution is for a Public Transport operator to lease folding bikes to their passengers - I know of 2 schemes - Wallonia (Be) where there are 500 Stridas in TEC colours leased for a fully inclusive rate of €15/month and Waterloo where Stagecoach now has 100 Bromptons costing £100/year (season ticket holders) or £250/year (others) inclusive of servicing, and with a £25 supplement for full loss/damage waiver insurance. Pics attached

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