

A photograph showing a bicycle parked inside a train car. The bicycle is positioned in the foreground, facing right. The background consists of large windows showing a blurred green landscape, indicating the train is in motion. The interior of the train car has grey seats and a patterned cushion along the window. This image is used to illustrate the concept of a reference frame in physics.

**community engagement:** Reconditioning partners to identify abandoned cycles so they can be sold or donated to low-income households with recycling organisations such as The Recycling Centre. This is a valuable social inclusion activity, which will be sold at a reduced price or loaned to new users on a

**es:** We will arrange for the personnel at our other Cyclepoint facilities within the region to be trained in delivering the range of services. In addition, we are staffed in partnership with local authorities and other local sustainable charities will be able to be trained at our facilities.

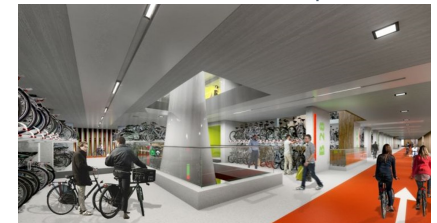
**Opportunities:** We will partner with Stirling Council so that it can be extended to other stations and vocational training centres to offer training to young people across Plus locations. With local business and community groups to run maintenance workshops at our Cyclepoints.



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Our approach will support the 'Cycling Action Plan for Scotland' vision that 10% of all journeys will be by cycle by 2020. We will bring innovation to the relationship between the cycle and the railway; firstly, by increasing the priority given to cycles at stations and train, secondly, through the products and services that we will offer to cycle users and, thirdly, through the way that we communicate with our customers on cycling issues. In order to develop cycling across the ScotRail network, we will create more and better cycle facilities to attract customers to cycle to and from stations or to use our Bike & Go hire cycles. We will make sure that our new cycle facilities at stations will be located in prominent positions, near the entrance, easy to find and well signposted.



## We will:

- invest £1.6m to increase the number of cycle spaces at stations by 1,500 within the first three years of the franchise
- introduce three new, fully-staffed Dutch-style Cyclepoints at the key city hubs (Glasgow, Edinburgh, Stirling), which will provide the full range of services including cycle sales and hire, and Cycleparks+ at a further five stations and will add at least a further 2,000 cycle spaces - giving more than 3,500 over the first three years
- launch a 'Bike&Go' cycle hire network which will enable customers to complete their onward journeys by cycle from at least 10 specially selected stations, for only £3.80 per day.
- provide greater off-peak cycle capacity on trains: all new and refurbished trains will have multi-functional areas, creating up to six cycle spaces per three car unit. Customers will be able to reserve their cycle spaces in advance on our customer app in line with ticket purchase, and we will provide information on whether a particular train has spare capacity.
- partnership working to enhance the surrounding environment: together with local stakeholders and key sustainable organisations such as Living Streets and Sustrans, we will enhance the physical and economic connectivity of the stations to their surrounding towns and cities.



With the input from various organisations we are currently working on a Cycle Innovation Plan, which will detail the delivery of our cycling initiatives.

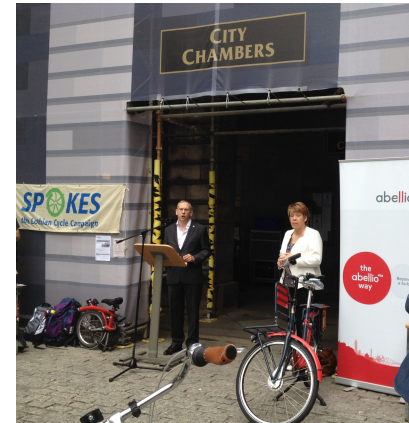
## Going Dutch in Scotland:

In Scotland we will introduce more cycle innovations, with the clear support of Transport Scotland, Sustrans, SPOKES and other cycling organisations. We will team up with the Dutch Cycling Embassy to get expert cycling advice on-board.

Amongst others we will introduce:

**New cycle experiences at stations:** We will develop our network of Cyclepoint and Cyclepark Plus stations so that they can provide a central focus for developing events with local cycling groups. Example events include: the Renfrewshire 100, the Pedal On Parliament (PoP) and others. We will issue a network-wide programme of events and promote these both within cycle facilities and throughout local stations. We will target all relevant customer groups: commuters, leisure customers, business users and tourists – by event.

**Partnership working:** We will work with regional and local authorities, businesses and other (cycling) organisations to align our plans for the improvement of cycle



storage facilities with plans to improve cycle access to and from stations. It will be important to provide safe, well-lit routes with good signage, which link stations with the local cycling routes. Also, by creating better cycle facilities, we will be able to help local authorities in achieving their sustainable travel and carbon reduction targets. Our Rail Integration Fund proposals relating to cycling will seek to maximise matched-funding from local authorities and other stakeholders to create the best station facilities possible. In addition, station schemes will include

improvements to the surrounding cycle infrastructure, such as cycle paths and wayfinding, in order to attract further matched-funding from the Community Links Fund. We will support initiatives by local cycling organisations to increase bike/rail integration, such as the local area cycling maps designed by Spokes for Waverley, Linlithgow and various East Lothian stations.



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