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SPOKES – The Lothian Cycle Campaign's response to the Consultation on the Redevelopment of Queen Street Station, Glasgow

SPOKES welcomes that the redevelopment of Glasgow Queen Street (GQS) station. Notwithstanding that SPOKES's principal area of focus is in east-central Scotland, we are submitting these comments as the majority of train services to and from GQS are to or from Edinburgh. This is an opportunity for a major Scottish railway station to be redeveloped in a manner that it will stand favourable comparison with stations across Europe. It is vital that the legitimate travel requirements of passengers using bicycles are recognised early in the planning stage.

This is also an opportunity to produce a railway station that fully embraces all of the *Scottish Government's* and *Transport Scotland's* published policies for integrated active travel. *Transport Scotland* set out its requirements for the promotion of active travel and rail cycle integration in the *Scotrail Franchise Renewal: Invitation to Tender* (ITT). It is very important that the plans for a redeveloped GQS are fully consistent with these requirements and that *Transport Scotland* itself follows the requirements it has imposed on the ITT bidders - something it conspicuously failed to do with the Haymarket EGIP redevelopment.

SPOKES has actively engaged with all of the Scotrail Franchise Renewal bidders and welcomes that *Transport Scotland's* ITT requires that bidders:

- must provide a cycling action plan, with proposals on *actions they will take to maintain and improve cycling facilities, both on trains and at stations* to encourage modal shift towards active travel and enable greater integration between rail services and cycling.
- must propose a strategy as to how they will help to support the Scottish Government's 'Cycling Action Plan for Scotland', vision that by 2020 10% of all journeys taken in Scotland will be by bicycle.
- must propose methods, as part of an overall marketing strategy, to promote *the benefits of cycling and station cycling facilities*.

- must provide 500 new cycle parking places per year across the network and *that where station refurbishments are to be made, facilities for cycle storage should be a consideration*. SPOKES recommends that cycle storage facilities should be located close to the concourse and not tucked away out of site. As well as being more convenient for passengers arriving by bicycle, it also sends a clear message that active travel is being visibly encouraged.
- must ensure that easily identifiable and accessible cycle routes are identified close to the station.
- should consider the *promotion of storage facilities for cycle commuters at both the origin and terminal station of their journey so that commuters have an option to secure a cycle at both ends of their journey* and assist operators with on-train space management during peak periods.

Recognising that the successful bidder will be the sole user of GQS, SPOKES recommends that these ITT requirements be incorporated as fundamental design principles of the development.

Similarly, *Cycling by Design 2010 (Revision 1, June 2011)* contains *Transport Scotland's* own, very comprehensive, requirements for the Public Transport Integration (Ch 9) aspects of major projects such as this and SPOKES recommends that these should also be adopted as fundamental design principles.

This is particularly important, because lessons have to be learned from the recent redevelopment of Edinburgh Haymarket, as well as the implementation of security measures at Edinburgh Waverley:

- In the case of Haymarket, no provision whatsoever was made at the planning stage for any additional facilities for passengers arriving by bicycle. Although this was later recognised during the building stage, no additional facilities were eventually included, not even extra parking spaces. This being despite the enormous unsatisfied demand for bicycle parking facilities..
- At Waverley, the implications for passengers arriving by bicycle of the high security barriers are only being addressed retrospectively and reactively and the current situation is highly unsatisfactory.

Finally, but very importantly, GQS would make an excellent location for a Cycle Hub or Centre (see *Transport Scotland : Cycling by Design 2010* and *ATOC : Cycle-Rail Tool kit 2012*) and SPOKES strongly supports the Go Bike proposal, made in its submission, for such a facility at GQS.

We would welcome the opportunity to discuss any of these and other related points throughout the development process.

Yours faithfully

EWAN JEFFREY for SPOKES