

## NOTES ON Q&A SESSION

Questions are in **bold type**, answers/opinions from various panel members in ordinary type.

**Travel cards for buses: how many cards are there & could they be used for rail?**

There are all types that can be adapted for as many things as you want. Should not be an issue.

**Why so few spaces for bikes on trains?**

Matter of space and trade-off with other users. The focus in future is on parking and bike hire from stations. Bike spaces take valuable space.

**Online reservations are helpful – will they be restored?** Yes, someone working on the website at the moment.

**New trains will be introduced on some lines: will spaces for bikes be retained?** There is consultation about that. A minimum of 2 spaces is guaranteed, but would provide more where possible. Likely to be more than 4-5 carriages on the mainline routes.

**Longniddry: why has Abellio refused access on that train when there was space?** Would need to review the particulars of that case.

**Buspasses for elderly: can they be extended to trains?** Not being discussed at the moment.

**How do you travel with twins?** Flexibility by train staff is encouraged and in the guidelines.

**Guards' discretion is not enough: need to be sure that you can get on. Cannot depend on guards in a bad mood. Will there be more reassurance in policy?** No, we have strong guidelines which are reinforced. Cannot do more as each train/context demands different priorities, cannot guarantee space for more bikes if not planned for.

**Bromptons can fold: why not train seats?** We have them on some trains, not on all.

**Noted:** Different types of cyclists: commuters and leisure, with different needs. The former can often use hirebikes and/or parking at each end. Leisure users often cannot – they need their own bikes, and in any case bike hire will only be available at significant stations.

**What are Abellio's plans for monitoring the demand for bike spaces on trains? Trains are far from full, in which case the claim that they take up valuable space is wrong. Flexible seating would solve problems.**

**Often 10% of passengers at offpeak times use bikes.**

**What about disabled people with tricycles?** (At the moment cannot go anywhere on trains.) We have a legal obligation to provide for this. Will sort out the particular details of your case.

**What provision for bikes on trains is there in the Netherlands?** Provision is made but you pay a lot for bike carriage.

**At the moment booking for bike reservations is a nightmare: you need to check each train individually for both seats and bike reservations. We would like to see what trains have spaces for bikes before committing to the seats.** We are working on the booking problem.

**What about tandems?** Tricky issue – some trains can accommodate them but would be a consistency issue.

**Often mention of 'economic activity' is a positive reason for introducing things. Why is leisure not included?** Transform has a project looking at the economic benefits of boosting non-car-based tourism.

**Cycleclubs are really disappointed about bike carriage especially the threat that Borders Rail will only take 2 bikes per train.** Again the problem is prioritising space on trains. On some lines also constraints of platform length and number of coaches per train

**Waverley station access update?** It will be discussed in parliament this week, the issues are understood and we should get decisions fairly soon.

### **Ewan Jeffrey [Spokes bike/rail rep] – closing comments**

The issues of spaces per train have always been answered by Scotrail as one of prioritising and tradeoffs. But in reality trains often have plenty space but the inflexible seating prevents it being used for bikes, prams and large luggage. We need flexible space in all carriages on all trains.

Scotrail is a huge expense that comes from our taxes. They need to be held accountable, as we are paying for it and they should be welcoming us. The demand is clearly there.

Other issues are Gogar underpass, Waverley access, and the Haymarket parking disaster. Network Rail is partly responsible, but the real responsibility is with the Scottish Government's Transport Scotland body, which funds these large infrastructure projects. MSPs need to answer to that, and we urge everyone concerned to raise it with their MSPs.

### **Sarah Boyack – closing comments**

The new Abellio-ScotRail/ Network Rail Alliance is our chance to become properly integrated.

Health is also part of this picture. And targets are not being met for climate change.

The demand to mainstream cycling is massive. Write to your MSPs and copy to Scotrail.