

# CYCLE CARRIAGE NEWS

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### Light Rail Systems that allow Cycle Carriage :

- Lille Transpole
- Phoenix Valley Metro
- Minneapolis MetroTransit
- Portland Trimet
- Calgary Transit
- British Colombia SkyLink
- St Louis Metro
- Washington Metrorail
- Dallas Area Rapid Transit
- Santa Clara VTA
- Pennsylvania SEPTA
- Charlotte LYNX
- Sacramento Regional Transit
- Denver RTD
- Miami Dade County Transit
- Edmonton ETS
- Rotterdam RET
- Amsterdam GVB
- Hannover USTRA
- Bielefeld moBiel
- Koln KVB
- Frankfurt VGF
- Stuttgart SSB
- Munchen MVV
- Nurnberg VGN
- Nurnberg VGA
- Berlin BVG
- Prague Dopravny Podnik Hlavniho Mesta Prahy
- Vienna Wiener Linien
- Copenhagen Metro
- Brussels STIB

## RTD-DENVER DROPS IT'S LIGHT-RAIL "CYCLE CARRIAGE PERMIT" REQUIREMENT

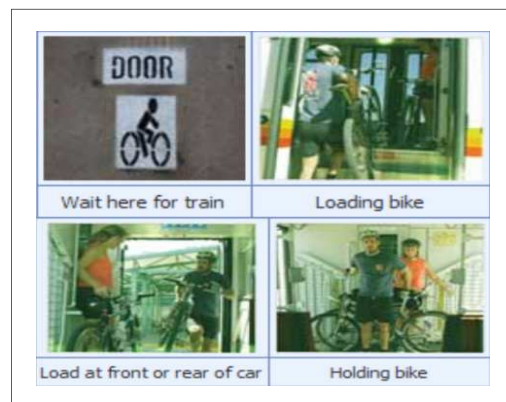
Denver's Transport Authority, RTD-Denver, announced that as of April 2009 cyclists will no longer require a permit to bring bikes on light rail, making it even easier to combine bikes and transit.

### A Winning Combination: Bikes & Transit

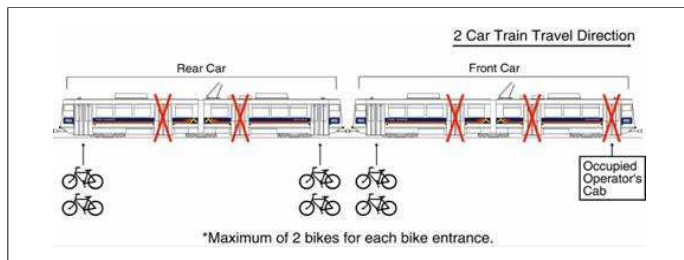
RTD-Denver's Bike-n-Ride Program already offers cyclists an excellent integrated service, making it easy for cyclists to combine cycling with public transport with a seamless door-to-door journey.

The removal of the permit system, introduced to ensure cyclists were aware of the conditions of travel, shows that cyclists can be trusted to share the light rail system with little if any problems.

Manchester's cyclists would be amazed at how pro-active RTD are in creating a fully integrated, cycle-friendly system. "It's as if cyclists are regarded as valued customers, a completely different experience from what we're used to in Manchester".



Instruction provided for accessing Light Rail



Pictures courtesy of RTD-Denver

For full details see : [www.rtd-denver.com/Bike\\_n\\_Ride.shtml?tab=1](http://www.rtd-denver.com/Bike_n_Ride.shtml?tab=1)

## CYCLES ON METROLINK DECISION PENDING

Manchester's cyclists are still awaiting a final decision on whether the GMPTA will support cycle carriage on Metrolink.

Despite overwhelming public support (85.6%) in the GMPTA's own survey, resulting in the GMPTA unanimously agreeing to allow cycle carriage on Phase 3 trams in 2002, the GMPTA appeared to have done

nothing for 6 years to investigate how cycles can be carried on trams, and it took further pressure from the Greater Manchester Cycling Campaign last year, to remind them of the GMPTA's commitment.

GMPTA's Metrolink Director, Philip Purdy, is now currently overseeing this research, and the result is eagerly awaited.

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ABOUT THE GMCC CAMPAIGN

Combining cycling with public transport in Manchester can be a depressing affair.

- Normal bikes are banned from all buses
- Normal bikes are banned from all Metrolink carriages
- Bikes are banned from most Metrolink stations
- Cycle lockers are too small for some bikes and difficult to use
- Sheffield stands are scarce and poorly located



The GMCC has been campaigning for over 17 years to get cycling fully integrated with public transport, consistently fighting the intransigence and “Don’t care about cyclists” attitude of our public transport operators and Passenger Transport Executive.

**BIKES ON METROLINK — A BRIEF HISTORY**

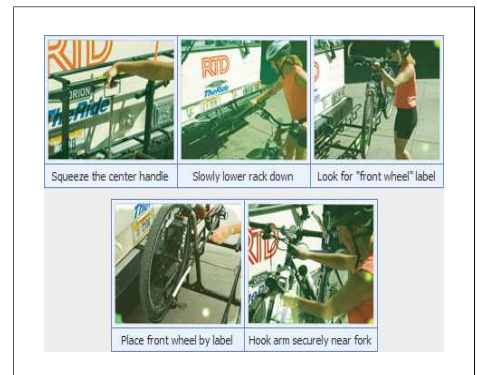
- 1992 Greater Manchester’s Light-Rail system “Metrolink” replaces the heavy rail network between Altrincham and Bury. Bicycles are banned from the carriages and platforms.
- 2000 Phase II between Manchester and Eccles comes into operation. Bicycles are still banned from the carriages and platforms (again, no cycle parking is provided).
- 2002 The GMCC produce its report on Cycle Carriage. See: [http://www.gmcc.org.uk/main/wp-content/uploads/MetrolinkReport\\_72dpi.pdf](http://www.gmcc.org.uk/main/wp-content/uploads/MetrolinkReport_72dpi.pdf)
- 2002 The GMCC gets the support of Greater Manchester’s MPs for cycle carriage, forcing the GMPTE to carry out a public survey.
- 2002 Result — The GMPTE survey shows that 85.6% of Metrolink passengers support cycle carriage on trams, with 58.8 supporting carriage at all times, with no restrictions.
- 2002 The GMPTA “Unanimously agree in principle to allow cycle carriage on Phase III trams during non-peak hours — see [http://www.gmpte.com/news.cfm?news\\_id=364754](http://www.gmpte.com/news.cfm?news_id=364754)
- 2008 The Government finally gives the go-ahead for Phase III.
- Next Will Greater Manchester’s Metrolink system finally enter the 21st century, following numerous light rail systems around the world that allow cycle carriage?**

**BIKES ON BUSES—INCREASE PASSENGERS**

Although America is not generally regarded as a cycle friendly country, especially compared to our European neighbours, one area where the US does excel is in the provision of cycle carriage facilities on buses.

In Denver all local and regional buses, with the exception of one Free service, offer easy-to-use bike racks on the front of each bus, capable of holding up to two adult or children’s bikes.

Regional buses also provide additional accommodation in the baggage hold, without the requirement for bikes to be boxed as in the UK, which basically gives Denver’s cyclists the ability for long-range commuting with a bike.



Instruction for using bike racks  
(Pictures courtesy of Denver-RTD)

**Increased bus passenger / revenue**

The introduction of these cycle racks also led to a 0.7% increase in bus passengers, increasing bus revenue and making the introduction of these racks cost effective.

Combined with cycle carriage on it’s trams, these cycle racks give Denver’s cyclists further opportunities of combining cycling with public transport in a seamless, door-to-door journey.



PS if all this wasn’t enough to make Manchester’s cyclists green with envy, all stations provide ample “easy to use” cycle lockers and Sheffield stands.

For full details see : [www.rtd-denver.com/Bike\\_n\\_Ride.shtml?tab=1](http://www.rtd-denver.com/Bike_n_Ride.shtml?tab=1)