

# CYCLE CARRIAGE NEWS

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## Light Rail Systems that allow Cycle Carriage :

- London Underground
- Lille Transpole
- Phoenix Valley Metro
- Minneapolis MetroTransit
- Portland Trimet
- Calgary Transit
- British Columbia 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 Praha
- Vienna Wiener Linien
- Copenhagen Metro
- Brussels STIB
- Helsinki HKL
- **Basel**
- **Geneva**
- Lausanne
- Zurich
- Istanbul Ulasim A.S. (New)
- Porto Metro (New)

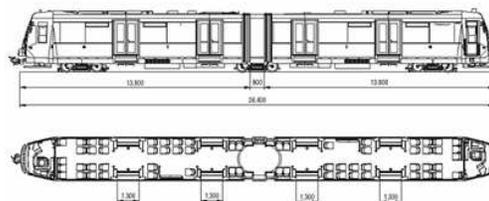
## MANCHESTER'S NEW TRAMS - CAN CARRY BIKES

As Manchester's new trams come off the production line and arrive in the UK for initial trials, research shows that they are more than capable of providing cycle carriage.

The "Flexity Swift" trams are a light-rail vehicle manufactured by Bombardier Transportation, and are already in service in several countries, and most appear to offer cycle carriage.

Out of the 8 cities that operate this model of tram, 6 operators include cycle carriage.

The cities that provide cycle carriage are Frankfurt & Cologne (Germany), Istanbul (Turkey), Minneapolis (USA), Porto (Portugal) and Rotterdam (Netherlands).



Cologne K5000 Tram

www.bombardier.com



Manchester M5000 Tram

www.gmpte.gov.uk

40 new trams have been ordered for Greater Manchester, significantly increasing capacity, the lack of which was the reason cycle carriage was removed when Metrolink replaced the heavy rail system in 1992.

*"With the increased capacity, new trams that already provide cycle carriage and proposals to revamp the original tram interiors, it is increasingly clear that any restrictions on cycle carriage have finally been removed".*

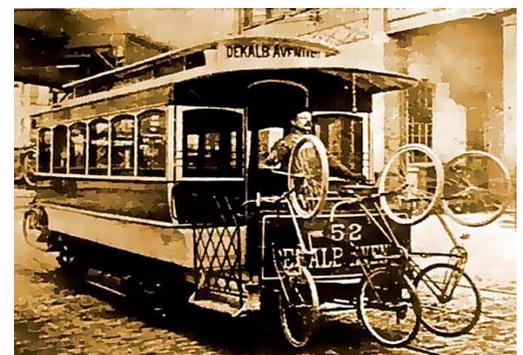
We now eagerly await the GMPTe's long overdue report on cycle carriage

## CARRYING BIKES ON 19TH CENTURY TRAMS

People may think that cycle carriage on trams is a 21st Century idea, but it appears that nothing under the sun is new, as this picture of cycle carriage facilities on an 1880's New York tram shows.

*"It's interesting to see that even in the 19th Century, cycle carriage was considered an important part of a fully integrated transport system".*

Lets hope Manchester can catch up to the nineteenth century.



Picture : www.cyclenation.org.uk/papers/031003.pdf

## The Greater Manchester Cycling Campaign

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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?**

## MANCHESTER’S FLEXITY SWIFT TRAMS— HOW OTHER CITIES ACCOMMODATE BIKES

With Manchester choosing the “Flexity Swift” model of Bombardier’s Light Rail vehicle, it’s interesting to see how other operators of these vehicles accommodate cycle carriage.

### FRANKFURT – Verkehrsgesellschaft Frankfurt/Main (VGF)

The operator proudly states that “*You and your two wheels will be warmly welcome with VGF*”. Although peak hour restrictions exist, cycles are carried free of charge on trams, as well as all trains and buses.

Cyclists are directed to use the door identified with the bike logo, and as is the norm, users with prams and wheelchairs have priority over the shared area, which can accommodate up to 2 bicycles.

### COLOGNE - Kölner Verkehrsbetriebe AG (KVB)

Bicycle symbols indicate the location of the reserved bike areas. Passengers with buggies and wheelchairs have priority before cyclists, and children under 6 must be accompanied by an adult.

A small fee is charged for carriage, although carriage appears to be free after 19:00hrs and at weekends.

### ISTANBUL - Istanbul Ulasim A.S.

Bicycles are allowed outside rushhour for a small fee.

### MINNEAPOLIS – MetroTransit

All trams provide cycle racks for upto 4 bikes, and are free of any charge.

No time restrictions exist, although access may be restricted during special events.

Four locations provide facilities to practice using both tram and bus cycle racks.

### ROTTERDAM – RET (Rotterdamse Elektrische Tram)

The transport of bicycles is free, with all Metro stations being fully accessible by either slopes or lifts.

Bike logos on the carriages indicate the access point and cycle capacity.

### PORTO - Metro do Porto, S.A.

Bicycles are allowed, with access being via the rear door.



Minneapolis tram—cycle carriage  
[www.metrotransit.org](http://www.metrotransit.org)