

CYCLE CARRIAGE NEWS

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Light Rail Systems that allow Cycle Carriage :

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- 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 Hlavního Mesta Prahy
- Vienna Wiener Linien
- Copenhagen Metro
- Brussels STIB
- Helsinki HKL
- **Basel**
- **Geneva**
- Lausanne
- Zurich
- Istanbul Ulasim A.S. (New)
- Porto Metro (New)

1 MILLION RESIDENTS MISSING OUT ON METROLINK EXPANSION

On average 60% of residents live within a 15 minute cycle ride of a station, compared to approx 6.5% of residents on foot.

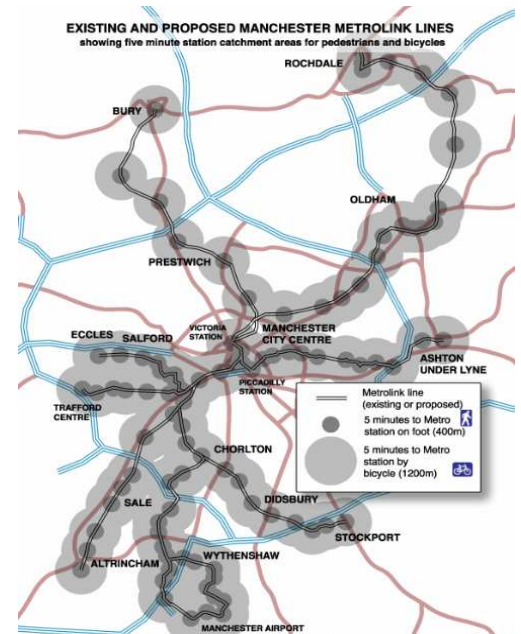
As the network map opposite illustrates, the catchment area for those who can access Metrolink by bike could be around 1.15 Million passengers, compared to 0.13 million by foot.

There is a limit to how far people will walk to a station. Additionally car parking provision is extremely limited and very expensive to implement, and interchange with buses can be costly and often impractical for passengers, particularly for those on low incomes.

In comparison, cycling is unique in offering a very cheap, quick, flexible and environmentally friendly way of accessing Metrolink for the vast majority (60%) of local residents.

This accessibility is drastically increased if you consider the passenger's journey "from" the Metrolink station to their destination, which is why the ability to carry bikes on trams is vitally important for many passengers.

In Holland upto 40% of passengers cycle to their station, with 10% leaving the



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station by bike, whilst stations provide an average of 750 bike spaces and 45 lockers per station.

“Unless the GMPTe follow the Dutch example and seriously invest in safe routes, decent cycle parking and carriage on trams, a million residents will fail to benefit from the Metrolink expansion”.

OLDHAM LOOP CLOSURE - WHAT ABOUT BIKES?

Following detailed surveys looking at the kinds of journeys people make, the GMPTe has agreed a special package of bus services to cater for passengers whilst the Oldham Loop Line is converted to Metrolink.

Andy Scholey, Managing Director of First in Manchester confirmed that "We have worked with GMPTe to enhance our bus services to provide a suitable alternative

for the existing rail passengers".

The GMCC is awaiting a response from Michael Renshaw, GMPTe's Interim Bus and Rail Director, for confirmation that the needs of cyclists who currently take their bikes on the trains have also been considered, and that cycle carriage on the replacement buses will be maintained.

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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
- 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
- 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 IN THE UK

The Government’s White Paper “A New Deal For Transport: Better For Everyone” highlighted the need for more Integrated Public Transport, stating it wants to see local buses carrying bikes, as in Europe.

An increasing number of UK bus services now provide cycle carriage, in a variety of ways, enabling the public to interchange with public transport in a way that Manchester has yet to implement.

In Sheffield, one rural bus service operates 2 low-floor mini-buses (pictured right), providing interior cycle carriage facilities. The carriage of bicycles also helps to supplement bus revenues, helping to keep the service running.

Between Llandudno and Betws-y-Coed, bikes can be carried in a pen inside the bus.



Picture courtesy of www.ctc.org.uk



Picture courtesy of www.ctc.org.uk

In the USA, external cycle carriages on buses is very common, although the front cycle racks frequently used may not meet EC guidelines.

However, that does not mean external racks are not possible, as can be seen opposite.

Where additional cycle capacity is required, cycle trailers can be towed behind buses.

The picture opposite is of the “Yorkshire Coast Bus Cycle Trailer”.

