

CYCLE CARRIAGE NEWS

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Light Rail Systems that allow Cycle Carriage :

- EDINBURGH (2013)
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- 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 Hlavního Mesta Prahy
- Vienna Wiener Linien
- Copenhagen Metro
- Brussels STIB
- Helsinki HKL
- **Basel**
- **Geneva**
- Lausanne
- Zurich
- Istanbul Ulasim A.S. (New)
- Porto Metro (New)

Edinburgh Allows Bikes On Trams

Edinburgh has taken the lead in being the first UK city to allow the carriage of bicycles on it's new tram network.

Although Greater Manchester was the first in the UK to agree in principle to allow cycle carriage on trams in 2002, constant dithering by the Government over funding and by the GMPTC in assessing cycle carriage means that after seven years we are still awaiting a final decision on whether Metrolink will finally become a fully integrated transport system.

In contrast, Transport Edinburgh Limited (TEL), the company that will run the bus and tram network, confirmed that bicycles *will* be allowed on the Edinburgh system, with full trials beginning shortly after the system comes into operation.

Initial trials have already taken place in March this year between engineers and local cyclists using a mock tram setup in Edinburgh (*see picture opposite*).

Edinburgh councillor Steve Burgess said: **"Bikes go on trams in other countries, so we know it can be done".** **"We want to try and maximise the number of people using the tram sys-**



Picture Courtesy of "Spokes--The Lothian Cycle Campaign" www.Spokes.org.uk

tem and allowing cyclists on will help to do that."

"It's great to hear such positive comments from a councillor committed to enabling as many people to use the system as possible, which is important when you consider Metrolink's potential catchment area for cyclists is over 1 million potential customers".

OLDHAM LOOP CLOSURE - WHAT NO BIKES?

With just a few days before the closure of the Oldham Loop Line, the GMPTC have finally confirmed that there will be no alternative provision for cyclists.

However, the GMPTC have now asked the GMCC for help in determining how cyclists can be assisted over the two years that the Loop Line is closed, with initial proposals to provide lockers at

specific locations, although this will not help cyclists when they get off the bus.

"It's a shame that we have to wait until the service closes before consultation with cyclists takes place".

In order to improve the situation, the GMCC is currently making contact with a UK company that wants to trial cycle carriage on buses in a major city.

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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?

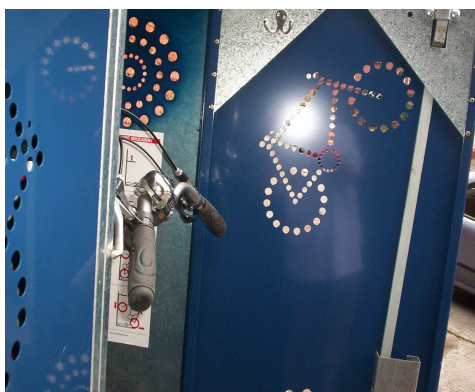
ALTRINCHAM LINE SET FOR MORE USELESS CYCLE LOCKERS

A month after the Altrincham to Manchester Metrolink line reopened, the GMPTE finally started what we hoped would be constructive consultation on improving the atrocious and inadequate cycle parking facilities that currently exist along this section.

One serious problem we have consistently pointed out since their installation was to do with the inadequate cycle lockers, and are perplexed as to why the GMPTE have bought 17 more of these lockers, totally ignoring our concerns.

We first raised our concerns in 2007 when the lockers were installed, criticising their location, and pointing out how these upright lockers are not only difficult to use by some people, but also that they are too small for some bikes and can damage rear mudguards.

We also conducted a site visit with the GMPTE’s Euan Mackay, who stated he was “ashamed” of these facilities when we demonstrated the problems.



Additionally, in a 2007 report to the DfT “GMPTE’s Bike Locker Users Club”, GMPTE Project Manager Steve Magner confirmed that he was aware of issues raised by users that they have damaged rear mudguards and are not wide enough.

As can be seen from the pictures, our opinion of these lockers is that they are not fit for purpose, and have consistently pushed for larger “horizontal” lockers that bikes can be easily wheeled into.

“Sadly, the GMPTE have gone ahead and wasted more money buying totally inadequate facilities”.