

CYCLE CARRIAGE NEWS

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Light Rail Systems that allow Cycle Carriage :

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

GMCC Writes To GMITA



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Councillor Keith Whitmore
Chair of GMITA

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Cycle Carriage on Metrolink

On 21 June 2002 members of the GMPTA agreed in principle to allow bicycles onto Phase 3 of Metrolink.

Following this decision GMPTA officers consulted with stakeholders including the Greater Manchester Cycling Campaign on how this commitment could be realised. We understand Metrolink Director Philip Purdy has commissioned a report on the subject and we look forward to its publication. The end of cycle carriage with the closure of the Oldham and Rochdale heavy rail lines has added urgency to this matter.

The introduction of cycle carriage benefits not only existing cyclists but the wider public and the operators of Metrolink. Following expansion of the system it is estimated that 150,000 residents will live 15 minute's walk from a station but *over one million* will be within a 15 minute cycle ride of Metrolink. Cycle carriage would greatly increase the accessibility of Metrolink to these potential passengers, boosting revenue, particularly during quieter off-peak periods.

In Europe and North America cycle carriage is extremely common, being permitted on over 40 Light Rapid Transit systems.

In the UK, Edinburgh has recently agreed to cycle carriage on their tram system when it comes into operation. Greater Manchester has the opportunity to seize the initiative from the Scots and prove our LRT is fully accessible with a firm commitment and implementation date.

Can you confirm the GMITA will continue to work with GMPTA and the operators to fulfil this important pledge to allow cycle carriage on Metrolink Phase 3?

This will give real weight and meaning to the *Integrated* in your new title, upholding your mission statement, "improving the quality and connectivity of public transport across our region."

Yours sincerely

Steve Bowater
Transport Facilitator
Greater Manchester Cycling Campaign

Bikes On Metrolink - Putting the "Integrated" into the GM*TA

REMOVED — BARRIER TO CYCLE CARRIAGE

When Metrolink replaced the original heavy rail system in 1992, bicycles were banned due to lack of capacity on the new system.

Finally after 17 years, 12 new trams are due to be added to the current 32 trams on-line, greatly increasing capacity, and

removing the original barrier to cycle carriage on Metrolink.

"As cyclists were the only passengers banned from Metrolink due to lack of capacity, it is only right that cyclists should be given priority and allowed back on the system when capacity is increased"

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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?**

INACCESSIBLE PLATFORMS GET THE RAMP TREATMENT

As news filters through of more inadequate cycle parking facilities along the Altrincham to Manchester line, two stations in particular are due to miss out on cycle parking due to perceived problems accessing the platforms, namely Timperley and Cornbrook.

Access to both these station platforms is via a lift (too small for a bike), or a staircase, with very limited space at the entrances, and therefore only two of the heavily criticised lockers will be installed at Cornbrook, with no provision at Timperley.

The reason given for no provision of cycle parking is due to there being no access to the platforms other than the stairs, however, had the GMPTE consulted with cyclists we could have made them aware of ways off accessing such a platform that other more integrated rail operators have employed.

As demonstrated on the right by two ladies, cyclists at Leiden Centraal Station in the Netherlands access the underground bike storage by using grooves built into the side of the staircase.



Picture courtesy of www.ctc.org.uk



Pictures from www.cyclestreets.net / License CC Attribution-Share Alike (by-sa)

The ramp (far left) from Milton, Cambridge, shows how complicated stairs can be made cycle friendly.

The picture (near left) shows a simple ramp design from Amsterdam Station’s multi-storey cycle park.

Cycling England have also produced a useful design guide on installing cycle ramps : http://www.cyclingengland.co.uk/site/wp-content/uploads/2008/10/b10_wheeling_channels.pdf

Our concern is that without any facilities, cyclists will not only find their own unofficial places to secure their bike, potentially causing an obstruction to other passenger, but also “carry” their bikes up and down the stairs, which itself could be dangerous.

“If only the GMPTE had talked to cyclists before making their own decisions, we could have helped overcome these problems to the benefit of everyone”.