

CYCLE CARRIAGE NEWS

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- Frankfurt VGF
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- Munchen MVV
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- Prague Dopravny Podnik Hlavniho Mesta Prahy
- Vienna Wiener Linien
- Copenhagen Metro
- Brussels STIB
- Helsinki HKL
- Basel
- Geneva
- Lausanne
- Zurich
- Istanbul Ulasim A.S.
- Porto Metro

Bikes On Trams — Down Under

Sydney Metro Rail

Of the three light rail systems in Australia, Sydney's transport operators appear to be the most enlightened.

Metro Light Rail actively welcome cyclists to use their service, and does not charge for the carriage of bicycles.

The only restrictions are during the periods when trams are crowded where they may restrict the number of bicycles carried on each tram.

www.metrotransport.com.au

Melbourne "Yarra" Trams

Meanwhile, cyclists in Melbourne have celebrated their first full year of cycle carriage on Melbourne's Light Rail system.



Picture courtesy of : <http://www.flickr.com/photos/54796434@N00/164722185>

Up until last year all bikes were banned from Melbourne's trams, but in February 2008, the Minister for Public Transport agreed to partially lift their restrictions, allow folding bicycles on all public transport from April 2008.

GMPTE / GMITA officials will know that Mr Purdy, GMPTE's Metrolink Director, transferred from Melbourne last year.

"It's nice to see that Melbourne's operators are finally starting to see the sense of integrating bicycles with public transport".

A short video of David Larson, Bicycle Victoria Board vice-president, celebrating the news can be seen at :

http://www.youtube.com/watch?v=_TKP0AM0XXw

Adelaide Metro

Cyclist's are still waiting for cycle carriage on Adelaide's system, although their policy on folding bicycles is unclear.

**"Our policy is intentionally bike-friendly.
We carry bikes free of charge.
Our light rail vehicle is fully accessible to all
users, including wheelchair users, carers
with strollers and cyclists".**

Abigail Goldberg, CEO: Metro Pty Transport, Sydney

NEW METROLINK TRAMS—BUILT FOR BIKES

Following a Freedom of Information request, the *Greater Manchester Cycling Campaign* have received confirmation that the recently purchased Phase 3 trams have sufficient space to accommodate bicycles.

The same model of trams already carry bicycles in several European cities, however, the fact that the GMPTE have re-

quested the ability to carry bikes built into the design shows they are serious about giving Manchester's residents a fully integrated Light-rail system.

"This is good news for cyclists, and we are now more hopeful that Manchester can still lead the UK in being the 1st to offer cycle carriage on trams".

The Greater Manchester
Cycling Campaign

C/o 68-70 Dickenson Road
Manchester
M14 5HF

Email: publictransport@gmcc.org.uk



WWW.GMCC.ORG.UK

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?**

KEEPING OUT OF THE GROOVE

(AN ARTICLE BY DAVE HOLLADAY)

It wasn't the hospitality - or the free ride on a steam train which tempted me out to Rowsley South station on the Peak Rail line near Matlock. I had to leave when most of the guests were just arriving to see the Strail rubber level crossing panels and get a technical presentation.

Velostrail is claimed to be the eventual solution to eliminating that bike wheel trapping groove which has been needed for the flanges of rail vehicle wheels in every level crossing or tram track until now - perhaps? Back in the late 1980's the OMNI units tried a rubber hose which was squeezed flat when trains or trams passed across, but that only worked at slow speeds and was rapidly cut into shreds.

Velostrail uses an insert with a squeezable cellular underside which springs (well it is hammered) into place in a main crossing panel, and is reckoned to last for a year or a couple of million axles passing over it before it needs replacing. In the UK it has a line speed limit of 80 Kph (50 mph) but has been tested in Austria at much higher speeds.



Safer rail crossing for cyclists and wheelchairs



www.strail.com - contact: info@strail.de

The product is expensive, and it is unlikely that it would be used throughout for a tram network, but it could make sense to fit the units at critical junctions where cyclists and others such as wheelchair and pram users have to cross and face the hazard of grooves and other surface hazards. The installation on a shared road-rail bridge in Hamburg has been effective and the pictures show how the insert practically eliminates those critical 'step' edges as well as bringing a rubber surface right up to the side faces of the railhead.

Other tram systems being renovated or built in the UK have apparently been enquiring about possible use of this product

Dave Holladay is an independent transport specialist, previously working as an engineer for British Rail and Sustrans, and now working with CTC as their Public Transport specialist.