

CYCLE CARRIAGE NEWS

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Light Rail Systems that allow Cycle Carriage :

- EDINBURGH (2013)
- Sydney Metro
- Lille Transpole
- Phoenix Valley Metro
- Minneapolis MetroTransit
- Portland Trimet
- 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
- Montreal STM
- Toronto TTC
- Ottawa
- Vancouver Skylink
- Calgary Transit
- Rotterdam RET
- Amsterdam GVB
- Hannover USTRA
- Bielefeld moBiel
- Köln KVB
- Frankfurt VGF
- Stuttgart SSB
- München MVV
- Nürnberg VGN
- Nürnberg VGA
- Berlin BVG
- Prague Dopravní podnik hlavního města Prahy
- Brno Dopravní podnik města Brna
- Ostrava Dopravní podnik Ostrava
- Vienna Wiener Linien
- Copenhagen Metro
- Brussels STIB
- Helsinki HKL
- Basel
- Geneva
- Lausanne
- Zurich
- Istanbul Ulaşım A.Ş.
- Porto Metro

Sheffield's "Bikes On Tram" World Record

Details have been received of Sheffield's World Record for getting the most number of bicycles on a tram journey.

A picture of some of the bikes on the tram can be seen below:

Like Manchester, Sheffield's Supertram Network is operated by the same operator "Stagecoach", and local campaign group CycleSheffield have similarly been campaigning for several years to get regular access to carry bikes on trams.

However, the operators have allowed CycleSheffield and the CTC to run a regular Sunday Special service.



Picture courtesy of : Tony and Polly at www.cyclesheffield.org.uk

The World Record was made on one such Sunday, on their Golden October Tram-Assisted ride from Sheffield out to Rother Valley Country Park on 18th October 2009.

The new world record now consists of :

34 Bikes (2 with child seats)

1 Tandem

1 Tricycle (folding)

What makes this more surprising is that despite most European, N. American and Australasian countries allowing cycle carriage on their trams, the world record now appears to be held by the country that has been most backward in integrating bicycles with trams, i.e. the UK.

Further details of *CycleSheffield's* campaign can be found at:
www.cyclesheffield.org.uk/ppmw/index.php/Light_Rail

METROLINK UPDATE—DECISION IMMINENT

As reported in October's issue of "Cycle Carriage News", the *Greater Manchester Cycling Campaign* wrote to members of the Greater Manchester Integrated Transport Authority, asking for confirmation that they are still working with the Passenger Transport Executive to fulfill their 2002 pledge to allow cycles to be carried on all Phase 3 trams.

We have now received a response from Cllr Ian Macdonald (GMITA Vice-Chairman), confirming that given the imminent introduction of new rolling stock, he has requested the GMPTA carry out a piece of work on the issue, with the aim of making a final decision in the new year.

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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 CANADIAN TRAMS

It appears that whichever country this newsletter reviews, the overwhelming majority of light-rail operators happily accommodate bicycles on their networks - and Canada is no exception.

The following six cities in Canada operate light rail networks :

Edmonton - <http://www.edmonton.ca/transportation/bikes-on-ets-lrt.aspx>
Bikes on ETS - LRT, It's as Easy as 1, 2, 3! That the proud boast of Edmonton's operator.

Restriction to carriage only apply during rush hour (weekday), with no weekend restrictions.

Cycle carriage is free, with access being via the middle doors of the vehicle (Green signs are posted on the LRT doors to show which ones to use).

Montreal - <http://www.stm.info/english/metro/a-velo-met.htm>

Restriction to carriage only apply during rush hour (weekday), with no weekend restrictions, although restrictions can apply during certain major events that attract large crowds.

Cyclists must use the first carriage, which can accommodate 4 bicycles. Cyclists are asked to let the other passengers board and exit the car first, and must stay by their bicycle at all times and not let it rest against seats.

Toronto - http://www3.ttc.ca/Riding_the_TTC/FAQ.jsp

Restriction to carriage only apply during rush hour (weekday), with no weekend restrictions.

Ottawa - http://www.ottawa.ca/residents/onthemove/travelwise/cycling/cy_8_en.html

The designated area is at the rear of the vehicle, via doors showing a bicycle symbol. Signage inside the train indicates where bicycles may be parked, but cyclists might have to fold the seats up first.

Vancouver - <http://www.translink.ca/en/Cycling/Bikes-on-Transit/Bikes-on-SkyTrain.aspx>

Canada Line: Maximum of one bike per car, although there are no time restrictions. Expo & Millennium Lines: Maximum of two bikes per car, with restrictions during rush-hour. Cyclists are asked to only board through a door not occupied by large crowds.

Calgary - http://www.calgarytransit.com/html/bikes_on_board.html

Restriction to carriage only apply during rush hour (weekday), with no weekend restrictions, although restrictions can apply during certain major events that attract large crowds.

Only four bikes are allowed on each car; two at either end, with access being via through the doors at the front and back of each car



Picture courtesy of www.translink.ca