

# GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY

**COMMITTEE:** Cycles on Trams Working Group

**DATE:** 17 May 2010

**SUBJECT:** Process Update

**REPORT OF:** Metrolink Director, GMPTE

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## **PURPOSE OF REPORT**

To update Working Group Members on the progress made against the work programme agreed at the last meeting.

## **RECOMMENDATIONS**

Members are recommended to note the contents of this report.

## **CONTACT OFFICERS**

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1. In accordance with the Terms of Reference for the Joint Working Group, officers are now working to provide information for the Group to consider with regard to examining any safe ways in which cycles can be carried on trams for reporting back to Policy and Resources Committee. The information will be gained from several sources, including the results of the consultation process with interested parties, and will be presented in the following structure. As agreed previously, all work will be completed in time to allow the Working Group to report its view to the 19 November meeting of the Policy & Resources Committee.

#### Review of European Systems

2. A review of systems in Europe where cycles are carried to include the operators experience and any problems identified. The systems to be examined will have similar usage patterns to Metrolink and will be in cities of substantial size and complexity. The systems identified to date are Bordeaux, Montpellier, Karlsruhe, Cologne, Basel, Stuttgart, Strasbourg, Hanover, Berlin, Barcelona and Zurich. Other systems will be included if it is felt they are of sufficient size and usage density to form a useful comparison. The information to date has been gained from:
  - Desktop research and operator telephone interviews;
  - Previous reviews by Mott MacDonald and Transport
  - Technologie-Consult Karlsruhe report (on behalf of London Trams); and
  - Bombardier information regarding systems operating Flexity Swift based vehicles (similar to M5000).

#### Stakeholder Engagement

3. A process of stakeholder engagement is underway. In the first stage, the following groups have been asked to submit evidence/views on the matter (example letter attached at Appendix 1), so as to inform the Working Group:
  - Greater Manchester Cycle Campaign
  - Love Your Bike
  - Passenger Focus
  - Greater Manchester Coalition of Disabled People
  - HMRI
  - Stagecoach Metrolink
  - Breakthrough UK (Disability Reference Group)
4. In addition, the members of the Greater Manchester Local Transport Plan Steering Group have been asked to provide any officer input on behalf of the District Councils.
5. Consultation will also be undertaken with Metrolink Season Ticket Holders, Concessionary pass holders and Prams/Pushchair users by on

tram survey carried out by market researchers to a pre determined and agreed group of questions.

6. In addition twice yearly passenger surveys carried out for GMPTE by MRUK contained a series of questions in the summer of 2008 and winter of 2009 regarding attitudes to bikes on future trams carried out at stops with people who use Metrolink at least 3 times weekly. The results of this survey will also be included as part of the information gathering process.

#### Costs

7. The estimated costs relating to adaptation of the M5000 and T68 vehicles to enable the safe carriage of cycles will be detailed, along with outline designs will be provided. The design work for T68 vehicles is currently being carried out as part of the mid life refurbishment project. The legal requirements of complying with RVAR (The Rail Vehicle Accessibility Regulations) will be considered along with the associated cost to comply with the legislation.

#### Safety Implications

8. The safety implications of cycle carriage on trams will be further reviewed in the light of submissions from HMRI and Stagecoach Metrolink in particular and after taking into account any safety concerns identified with the operators of systems across Europe. This will include the operational impacts and the cost of any mitigation actions taken.

#### Trial Options

9. A plan for the possible trial introduction of cycle carriage on Metrolink would be formulated taking into account all submissions and ensuring all risks are mitigated to ALARP (as low as reasonably practicable) levels. The introduction of a trial could only be implemented following modification of one or more trams to RVAR specification.