

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY**REPORT FOR INFORMATION**

COMMITTEE: Capital Projects
DATE: 2nd July 2010
SUBJECT: Cycle Parking Update
REPORT OF: Transport Strategy Director, GMPTE

PURPOSE OF REPORT

To provide Members with an update on the progress and current position in relation to cycle facilities at bus, Metrolink and rail stops and stations in Greater Manchester.

RECOMMENDATIONS

Members are requested to:-

- 1 Note the contents of this report and the progress which has been made on the various schemes in recent months; and
- 2 Request that a further update report be submitted to an appropriate meeting of Capital Projects Committee later in 2010.

BACKGROUND DOCUMENTS

Reports to Capital Projects Committee:
15 January 2010 - 'The Implications of the Carriage of Bicycles on Trams'
5 March 2010 - 'Cycle Parking Provision'

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1 Introduction

- 1.1 The purpose of this report is to provide Members with an update on the progress and current position in relation to cycle facilities at Metrolink stops and bus and rail stations in Greater Manchester.

2 Current Position

- 2.1 As reported to Members of this Committee in March 2010, a desk top study that was undertaken in early 2010, to assess the existing cycle provision at Metrolink stops and bus and rail stations, has now been supplemented by a site audit of all GMPTE-owned assets.
- 2.2 GMPTE is developing and delivering a number of initiatives with regard to cycle parking, as described below.
- 2.3 Provision of a minimum of 10 parking spaces at all new stops for Metrolink 3a/3b, Park and Ride sites and the proposed new bus facilities at Rochdale, Altrincham, Bolton and Wythenshawe.
- 2.4 Provision of additional cycle parking on the existing Bury and Eccles Metrolink lines.
- 2.5 Work continues with the rail industry, particularly Network Rail, to develop an appropriate programme of station enhancements and to consider how this could be funded. Initial discussions have taken place; and to this end, Network Rail's NSIP scheme at Manchester Victoria will include ten additional cycle parking facilities. Additionally, the PTE will be involved in discussions on the specification of passenger facilities at stations as part of the rail franchise renewal process.
- 2.6 The detail of all of the above initiatives will be subject to the completion of a design guide, which is described in further detail below.

3 Design Guidance

- 3.1 A single Walking and Cycling design guidance and standards document will be produced, to inform the design of new walking and cycling infrastructure at GMPTE owned: Metrolink stops, bus stations and Horwich Parkway rail station in Greater Manchester.
- 3.2 The guidance will cover both new projects and existing stations/stops; and provide recommendations on the quantity and type of cycle parking facilities to be provided.

3.3 The guidance will recognise the different types of public transport facility in terms of :

- Location;
- Size;
- Staffing levels; and
- Safety and security systems

and will recommend different standards and solutions dependent upon the category of location and will provide a rationale and justification for each.

3.4 It should be noted that local considerations will always need to be taken into account when making decisions on the provision of infrastructure. For example, provision at existing bus stations would depend on factors such as availability of space, levels of security and appropriate safe access routes to the facilities. The views of the relevant local authority will also need to be sought.

3.5 It will also make recommendations for improving the management of cycle lockers so as to maximise their usage.

3.6 This guidance will also form the basis to influence Network Rail and local train operators to achieve similar standards at rail stations within Greater Manchester, as a minimum.

3.7 With regard to cycling, the initial stages of this work have now been completed. This includes:

- A review of existing guidance documents;
- A review of best practice to assess the approach adopted elsewhere in the UK; and
- An audit of existing provision at GMPTE locations (i.e. all bus stations, Metrolink stops and Horwich Parkway station)

3.8 The audit incorporated information relating to the following (amongst others):

- Type of location;
- Level of staffing;
- CCTV coverage;
- Demand;
- Access routes; and
- Spatial availability

3.9 Consultation has been carried out with District Cycling Officers, who have in turn consulted their local cycle groups and with the Greater Manchester Cycling Campaign and the Love Your Bike Campaign. The latter two groups are those previously invited to submit evidence to the Cycles on Trams Working Group. The consultation responses have been used to inform the development of the Design Guidance.

3.10 It is currently intended to complete the single Walking and Cycling design guidance and standards document and provide a summary to this Committee in the autumn of 2010.

4 Recommendations

4.1 Refer to the front cover of the report.

Dave Newton
Transport Strategy Director