

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

COMMITTEE: Capital Projects
DATE: 5th March 2010
SUBJECT: Cycle Parking Provision
REPORT OF: Chief Operating Officer, GMPTE

PURPOSE OF REPORT

To provide Members with information about the current availability of cycle facilities at bus, Metrolink and rail stops and stations in Greater Manchester and plans for future enhancements.

RECOMMENDATIONS

Members are recommended to note the contents of this report and request that a further report, providing an update on progress, be submitted to this Committee in Summer 2010.

BACKGROUND DOCUMENTS

Report to Capital Projects Committee 15th January 2010 entitled 'The Implications of the Carriage of Bicycles on Trams'

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1 Background

- 1.1 At the meeting of the Capital Projects Committee on 15th January 2010, Members considered a report entitled 'Implications of the Carriage of Bicycles on Trams' which included a recommendation that GMPTE should continue to incorporate and enhance cycling facilities at all Metrolink stops and work with partners to enhance the provision across the remainder of the public transport network.
- 1.2 Members requested that a further report be submitted, giving details of current and planned provision for cyclists on the public transport network within Greater Manchester.

2 Current Provision

- 2.1 GMPTE officers have carried out a desk top study of existing cycle provision at bus stations, Metrolink stops and rail stations across the conurbation.
- 2.2 8 GMPTE owned bus stations have cycle parking provision.
- 2.3 On the Metrolink network, following the recent stop upgrades, cycle parking is now provided at all stops on the Altrincham line, with the exception of Cornbrook (due to access and space limitations). On the Bury line cycle parking needs to be increased at a number of stops and in particular; Bowker Vale and Woodlands Road which have no facilities, and Besses o'th' Barn and Prestwich which have limited cycle parking spaces. On the Eccles line the only cycle parking is at Ladywell which, along with the remainder of the line requires additional cycle parking to be provided. No specific cycle parking has been made at stops in the city centre, on the basis that cycle parking is already available at a number of alternative locations, within a short distance of Metrolink stops.
- 2.4 Additional cycle parking will be provided on the Bury and Eccles lines in future, as set out in Section 3.2 of this report.
- 2.5 On the rail network, the majority of stations either have no cycle parking or only a small number of spaces.

2.6 Current Provision table

	Stations/stops	Locker	Stands	Total
Rail	109	119	407	526
Bus	23	28	37	65
Metrolink	31 (#1)	49	62	111

(#1) This excludes 6 city centre stops where provision is available at a number of locations within a short distance of Metrolink stops.

3 Planned Enhancements

3.1 Current GMPTE projects make provision for cycle parking as follows:

- Metrolink Phase 3a and 3b – each stop will have provision for 10 cycle spaces. Where there is an anticipated high demand, additional facilities, subject to spatial availability, will be provided. Final numbers will be determined through the design process (see indicative table below).

Metrolink	Stops	Lockers	Stands	Total
3A	28	150	150	300
3B	33	165	165	330

- Bus stations – The new facility at Rochdale will have parking for 10 cycles. New schemes for Altrincham, Bolton and Wythenshawe, which are currently at the outline design stage, will make equivalent provision for cycle parking.
- Park and Ride – It is intended that 10 cycle parking spaces will be provided at each of the new park and ride sites.

3.2 In addition, proposals are currently being developed for improvements to stops on the Bury and Eccles lines that will include provision for cycles. Specific provision will be determined during the improvement programme and will be subject to final design.

4 Future Requirements

4.1 As a result of current and planned schemes, cycle parking will be significantly enhanced across the whole of the expanded Metrolink network.

4.2 Work will also be undertaken to assess the demand for introducing or extending cycle parking at or adjacent to existing bus stations, on a case by case basis. The work will take into consideration criteria such as spatial availability, CCTV coverage and appropriate safe access routes to the facilities. This will be undertaken in conjunction with the relevant local authority.

- 4.3 As noted above, the major gaps in provision are on the rail network, where GMPTE will continue to work in partnership with the rail industry over the coming months to develop an appropriate programme of station enhancements and consider how this could be funded.
- 4.4 In addition to the actual stands or lockers, some locations would require the provision of 'wheeling ramps' to enable platform access, shelters and signage. The indicative cost of providing cycle facilities at rail stations is between £0.5m - £0.8m. This will require validation through detailed site audits in conjunction with Network Rail. GMPTE Officers will also be undertaking further work to consider the business case for investing in these facilities and to explore all potential funding opportunities, given that there are no funding streams currently available for these works. The development of the 3rd Local Transport Plan (LTP3) offers the opportunity to review the allocation of 'minor works' funding, potentially to make provision for cycling.
- 4.5 There is increasing acknowledgement at both the national and City Region levels of the role that cycling can play both in reducing congestion as part of a 'Smarter Choices' offer and in improving the health of the population. The LTP3 strategy will need to give increased emphasis both to Smarter Choices and the role of 'active travel' in improving health.
- 4.6 Work has commenced on the development of cycle parking standards, which will include consideration of the style of facilities to be provided and will be informed by a survey of existing facilities and their use.

5 Conclusions

- 5.1 Cycle parking is a key component for new Metrolink stops and the upgrade of existing Metrolink stops and Park and Ride sites.
- 5.2 Provision for cycle parking will be incorporated into new bus station designs and enhancements to existing locations will be considered on a case by case basis, taking into consideration spatial availability, CCTV coverage and appropriate safe access routes.
- 5.3 Significant investment could be required to enhance all rail stations and GMPTE will be undertaking work with Network Rail to identify funding streams for an appropriate programme of improvements.

6 Recommendations

- 6.1 Refer to the front cover of the report.

Bob Morris
Interim Chief Operating Officer