

Ms. Mary Maguire
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Railway Procurement Agency

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**Gníomhaireacht
um Fháil Iarnróid**

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Your Ref: M5/0911

Our Ref: 01420

October 4, 2011

Dear Ms. Maguire,

Deinim tagairt don litir a sheol tú chuig Veolia Transdev Ltd. i leith rún a ritheadh ag Comhairle Contae Átha Cliath Theas ar 12ú Meán Fomhair. D'impigh an Chomhairle ar Veolia rothair a cheadú ar Luas ag uaireanta beagéilimh ar fud Bhaile Átha Cliath. Baineann an polasaí seo le fodhlíthe Luas atá faoi chúram na Gníomhaireachta um Fháil Iarnróid (RPA) agus mar sin, táimid ag freagairt thar cheann Luas. Baineann an freagra seo le do thagairt M5/0911.

RPA has considered requests by cyclists to allow bicycles on board trams and we have carried out risk assessments of making such a policy change. It is our view that it is not appropriate to allow bicycles on trams at any time, unless they are the folding type. There are a number of reasons for this. There is no safe place to store bicycles on board Luas trams. The areas around the doors are used by wheelchair passengers and parents with buggies so there is not enough space for bicycles. Customer service staff are not always on board trams to supervise the carriage of bicycles. It is difficult to define an "off-peak" for Luas as many people use the trams at lunch time for example or at weekends when there are events or big matches scheduled. It would therefore be extremely difficult to police the carriage of bicycles even if it were permitted at certain times. If we were to start accepting bicycles, there would be a lot less room for pedestrians and wheelchair passengers, especially on very wet days.

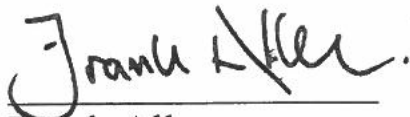
In considering the potential benefits and risks of carrying bicycles on board trams, RPA and Veolia gathered information from different light rail networks around Europe. While some networks do allow bicycles on board at certain times, this is usually restricted to dedicated bicycle spaces on board the vehicles or attached to the exterior. Most networks do not allow bicycles at all. A recent study carried out on behalf of the Greater Manchester Integrated Transport Authority, in response to similar requests there, recommended that bicycles should not be carried on light rail vehicles. The light rail network in Manchester is similar to our own, and so the risks identified in the report are comparable. These include:

- A bicycle within the saloon of a tram introduces objects that are hazardous to passengers, e.g. sharp points such as handlebars and pedals;

- If bicycles are allowed on board there is an increased risk of passengers incurring minor injuries through collision with bicycles whilst bicycles are manoeuvred on to and off trams;
- In cases of emergency braking, standing passengers (which can be significant in number for large parts of the day), would be at an increased risk of injury from falling into or against part of a bicycle. This risk is increased as the operating speed varies from 70kph to 20kph in the city centre, where emergency braking is required frequently, due to sharing space with other road users;
- The only practical area that could be designated for bicycles in Luas trams is within the space currently designated for wheelchairs and buggies. There is a potential for conflict between cyclists and wheelchair/pushchair users if a cycle is taking up the required space for a wheelchair occupant or parents with buggies who wish to board.

RPA has an obligation to ensure the safety of our passengers and to provide a high standard of access for mobility impaired users and parents of small children. RPA has concluded that allowing bicycles on board would degrade both the safety of the tram and its accessibility. To accommodate cyclists, we provide cycle facilities around the Luas network in terms of bicycle racks at stops where space is available.

Yours sincerely,



Frank Allen
Chief Executive

cc Mr. Brian Brennan, Veolia Transport Dublin Light Rail Limited