

# GREENWAYS PRODUCT

## INTERMODALITY: BIKES, GREENWAYS AND PUBLIC TRANSPORT Best Practices Guide



CONSORCIO  
TRANSPORTES  
MADRID  
veinticinco  
1986-2011

Consortio Regional  
de Transportes de  
Madrid - CRTM

# Intermodality: Bikes, Greenways and Public Transport.

## Best Practices Guide



**Consorcio Regional  
de Transportes de  
Madrid - CRTM**

Laura Delgado Hernández  
Miguel Ángel Delgado Ruiz  
Antonio García Pastor  
José Carpio Pinedo



**Project co-financed by the Competitiveness and Innovation  
Framework Programme of the European Union**

DISCLAIMER: The sole responsibility of this publication lies with the author.  
The European Commission is not responsible for any use that may be made of the information  
contained therein

**Title:**

Intermodality: Bikes, Greenways and Public Transport. Best Practices Guide

**Published by:**

Consorcio Regional de Transportes de Madrid. (CRTM)

Published under “Greenways Product Project” auspices

This project is co-funded by the Competitiveness and Innovation Framework Programme of the European Union

**Edition:**

1st edition. September 2014

**Authors:**

José Carpio Pinedo, Laura Delgado Hernandez, Miguel Angel Delgado Ruiz & Antonio García Pastor

*DISCLAIMER:* The sole responsibility of this publication lies with the author.

The European Commission is not responsible for any use that may be made of the information contained therein.

**Images:**

The images contained in this publication are supplied by kind permission of Consorcio Regional de Transportes, FIAB, Miguel A. Delgado.

**Thanks to:**

We would like to thank all those who have helped to produce this report by volunteering information

**Design and Layout:** José Carpio Pinedo

# Index

1. Introduction
  - 1.1. Greenways Product Consortium's members
2. The Regional Transport Consortium of Madrid (CRTM) and Greenways Product
  - 2.1. Query about the best practices on Intermodality, public transport & Greenways
  - 2.2. Aims of the query
  - 2.3. Focus of the query: three aspects
  - 2.4. Main parts of the query
3. Intermodal carriage: bike - public transport transfers
  - 3.1. Acting from a global strategy and campaign
  - 3.2. Ticket integration
  - 3.3. Intermodal journey planner
4. Bike carriage on public transportation vehicles
  - 4.1. Regulations
  - 4.2. Vehicle adaptation
5. Bike facilities at stations
6. Greenways special features
7. Summary and main issues
8. Main examples and characteristics described in the document
9. Query on bike carriage in public Transport

# 1. Introduction

The main goal of the Greenways Product project is fostering the creation of a new touristic product –Greenways of Europe–, with the purpose of helping to implement, promote and trade the European Greenways tourism offer. The final objective is to lay the groundwork to make the leap from “tourism resource” to “tourism product” through the creation of integrated tourism packages based on these trails. For this purpose the project includes actions to drive public-private collaboration and the integration of micro & small local enterprises.

Various activities will be carried out, such as experience exchange workshops, best practices guides, studies, meetings between local enterprises and public managers as well as the design of diverse tourism packages, promotional activities and a conference.

The project has a total budget of €280,000 and is 75% co-financed by the Competitiveness and Innovation Framework Programme of the European Union (CIP). A consortium consisting of 14 partners from six European countries, which is led and coordinated by the Spanish Railways Foundation, will develop this project. The time frame for implementation is 18 months (April 2013 – September 2014)

One of the activities carried out by CRTM is the report “Intermodality: Bikes, Greenways and Public Transport. Best Practices Guide” The aim is to produce a Best Practices Guide on intermodal cases of public transport in Europe + Greenways and the transport of bikes to and between Greenways. The Guide includes a selection of best practices throughout Europe, with a brief description of the best practices and some additional material.

Cyclists use public transport more than the mainstream tourist. Sometimes the reason is partly practical: cyclists do generally not make a return trip from the destination because they ride from one point to another, from where they return home. In terms of environmental advantage and level of sustainability achieved by cycle tourism, this habit would be extremely important: if the modal split shifts away from public transport use towards car and airplane ones, the current advantage of cycle tourism would disappear.

## 1.1. Greenways Product Consortium's members:

*Fundación de los Ferrocarriles Españoles* (Project coordinator). [www.viasverdes.com](http://www.viasverdes.com)

*European Greenways Association* (throughout Europe). [www.aevv-egwa.org](http://www.aevv-egwa.org)

*Rogaland County Council* (Norway). [www.rogfk.no](http://www.rogfk.no)

*University of Central Lancashire*. Institute of Transport & Tourism. (Britain).  
[www.uclan.ac.uk](http://www.uclan.ac.uk)

*Grupo de Accion Local Polinesine Delta Po* (Italy) [www.galdeltapo.it](http://www.galdeltapo.it)

*Federazione Italiana Amici della Bicicletta* (Italy). [www.fiab-onlus.it](http://www.fiab-onlus.it)

*Comunidade Intermunicipal da Região Dão Lafões* (Portugal). [www.cimrdl.pt](http://www.cimrdl.pt)

*Associação Portuguesa de Corredores Verdes* (Portugal). [www.apcverdes.org](http://www.apcverdes.org)

*Vidzeme Tourism Association* (Letonia) [www.vidzeme.com](http://www.vidzeme.com)

*Fundación Vía Verde de la Sierra* (Spain) [www.fundacionviaverdedelasierra.com](http://www.fundacionviaverdedelasierra.com)

*Consorcio Regional de Transportes de Madrid* (Spain). [www.crtm.es](http://www.crtm.es)

The following small and medium-sized companies are also members of the consortium:

*Pangea* [www.rutaspangea.com](http://www.rutaspangea.com)

*Iberus* [www.iberusmedioambiente.com](http://www.iberusmedioambiente.com)

*Deporventura*. [www.deporventura.es](http://www.deporventura.es)

## 2. The Regional Transport Consortium of Madrid (CRTM) and Greenways Product

CRTM is an Autonomous Body of the Madrid Regional Government with the responsibility of planning and managing the public Transport services in the Madrid region and the associated municipalities. What is the role of CRTM about bike+PT in Madrid?

- CRTM is trying to make similar rules and regulations for bike carriage in all Madrid PT modes.
- CRTM joins groups and commissions of bike mobility in Spain • CRTM have an important role in some European and world PT organisations as EMTA (European Metropolitan Transport Authorities) or UITP, a good way to learn about bike policies in other countries. In this way CRTM makes a query about urban transport and bikes to the EMTA members.



## 2.1. Query about the best practices on Intermodality, public transport & Greenways

The survey was conducted by the Consorcio Regional de Transportes de Madrid (CRTM) between November 21<sup>st</sup>, 2013 to April 24<sup>th</sup>, 2014. This survey was disseminated to 27 members of EMTA and 24 agencies have responded (Copenhagen, Warsaw, Barcelona, Prague, Amsterdam, Paris, London, Birmingham, Helsinki, Berlin, Rotterdam, Vilnius, Turin, Madrid, Budapest, Brussel, Vienna, Stockholm, Oslo, Frankfurt, Bilbao, Sevilla, Stuttgart, Lyon).

This resulted in a record score on any query in EMTA - 89% response rate.

The survey was conducted on behalf of agencies from three cities: Berlin, Madrid and Vilnius.

The image shows a survey form titled "SHARED QUERY ON BIKE-PT USE". The form is organized into a grid with columns for "Question" and "Response". The questions are in Spanish and cover various aspects of bicycle use on public transport (PT). The responses are also in Spanish and provide details from different cities. The form is partially filled out, showing responses from various agencies. The form is titled "SHARED QUERY ON BIKE-PT USE" and includes logos for EMTA, CRTM, and SUGSBERG REGULAZO.

## 2.2. Aims of the query

To find out rules and regulations regarding the bicycle carriage onto PT in various cities across Europe.

To see whether cities impose certain limits on bicycle carriage on PT, i.e. time & route limitations.

To learn if there is an extra charge for such permit.

To find out about the regulation for bicycle storage during a trip.

### 2.3. Focus of the query: three aspects:

#### **A. Good practices “Bike and Public Transport”.**

- Examples on stage home-PT station.
- Examples on stage PT station-destination.

Other general examples

#### **B. Regulation and limitations of bike carriage in public transport**

- Bike carriage regulation
- Is it allowed to carry a bike in a bus/tram/metro/train? Is there special conditions for electric bikes and folded bikes? Is there any time limitation or route limitation? Are there designated places on board the vehicles?

#### **C. Public Transport tickets for bikes**

- Are Standard tickets including bike carriage? If no, how much (distance, period, type of ticket)?





### 3. Good Practice. Intermodality: bike – public transport transfers.

#### 3.1. Acting from a global strategy and campaign.

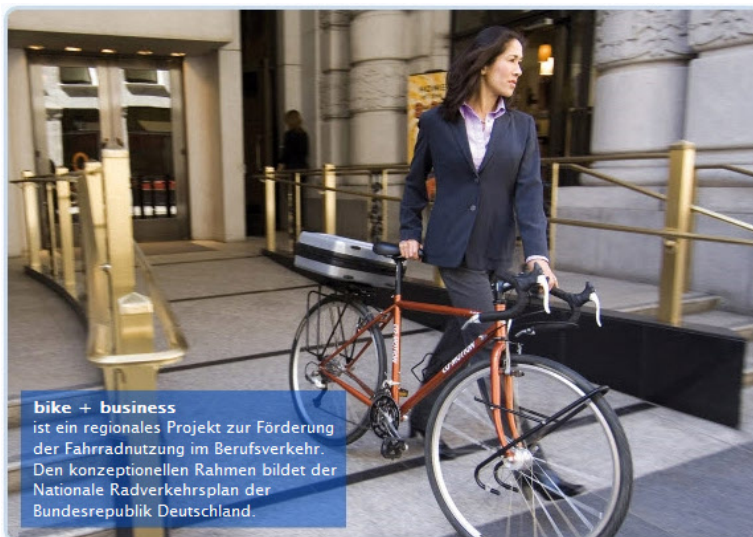
At European level, it is commonly accepted to consider the bicycle as a key cog in the wheel of public transport. Indeed bicycles can play an important role in one or more stages of daily journeys, independently of their origin or destinations – residence, work, school...

This must be explained to citizens, who must feel encouraged and supported for riding bikes on a daily basis. For instance, this includes at the most general level, to set up a global strategy to provide information about the diverse benefits and regulations through a specific campaign.

#### **GOOD PRACTICE. Rhein-Main:**

The "regional bike and ride concept" including the project "Bike and Business" with the aim of promoting the use of bikes on the way to work.

[www.bikeandbusiness.de](http://www.bikeandbusiness.de)



**bike + business**  
ist ein regionales Projekt zur Förderung der Fahrradnutzung im Berufsverkehr. Den konzeptionellen Rahmen bildet der Nationale Radverkehrsplan der Bundesrepublik Deutschland.

### 3.2. Ticket integration.

To allow bike carriage on public transport vehicles without any extra charge –or a very attractive one– has a clear direct positive effect in order to promote bikes as a complementary transport mode.

Moreover, when paying bike systems exist –i.e. public bicycle sharing systems–, it is very recommendable to integrate their tickets systems with public transport.

- In Copenhagen, a new city bike system is integrated with train tickets. <http://byogpendlercyklen.dk/en/> Source: Claus Rex – Copenhagen Lanes.

#### GOOD PRACTICES.



**Amsterdam:** Outside rush hour, travelers can take their bike for a fee in the metro and on tram 26. There are special places for bicycles in the vehicles. A bicycle travel card (bicycle supplement) costs € 1.60 and is valid for the entire day. [http://en.gvb.nl/service\\_en\\_verkoop/reisproducten/Pages/Fiets-kaartje.aspx](http://en.gvb.nl/service_en_verkoop/reisproducten/Pages/Fiets-kaartje.aspx)

**Bilbao:** PT card Barik can be used to get and pay a bike on a public "rent a bike" system in certain areas.



**Rhein-Main:** mobility card "RMV Mobilitätskarte"

[www.rmv.de/de/Fahrkarten/Die\\_richtige\\_Fahrkarte/eTicket\\_RheinMain/](http://www.rmv.de/de/Fahrkarten/Die_richtige_Fahrkarte/eTicket_RheinMain/)

**Vilnius:** The PT card allows to rent a bike in Vilnius. For more information please refer to: <http://en.cyclocity.lt/How-does-it-work>

- **Extra charge.**

Most of the cities have not considered implementing extra charges for bike carriage (11), or just in very particular cases (6).

- Tickets with time restrictions are not very common, although some cities establish limitations according to peak or off-peak hours.
- Tickets with regional restrictions do not exist in any city.

### 3.3. Intermodal journey planner.

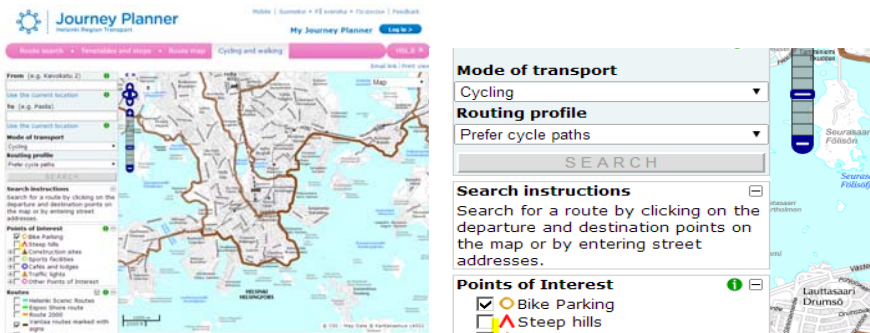
Journey planners promoted by European transport authorities in many European cities have already integrated the bicycle as a possible transport mode choice, with its particular considerations. Some of these may relate to factors such as specific calculations, travel times, slopes, bike lanes or parking availability at destination.

When the citizen is faced to a journey planner, the comparison between all different modes (on foot, by public transport, by bike or by private vehicle) may encourage choosing bike riding when it is convenient, especially as a complementary mode for public transport or walking.

#### GOOD PRACTICES.

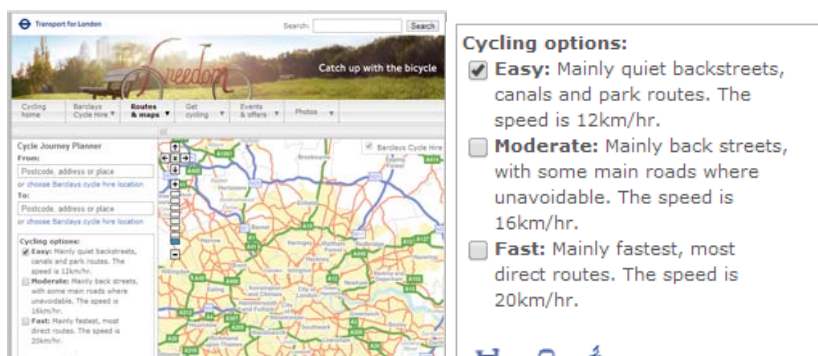
**Amsterdam:** online journey planners provide combined travel information (walk, bike bus, tram, metro and train). <http://www.ns.nl/en/travellers/home>

**Helsinki :** HSL provides journey planner for PT, cycling and walking. <http://pk.reittiopas.fi/en/>



**London :** Cycle journey planner, integrated in multimodal planner.

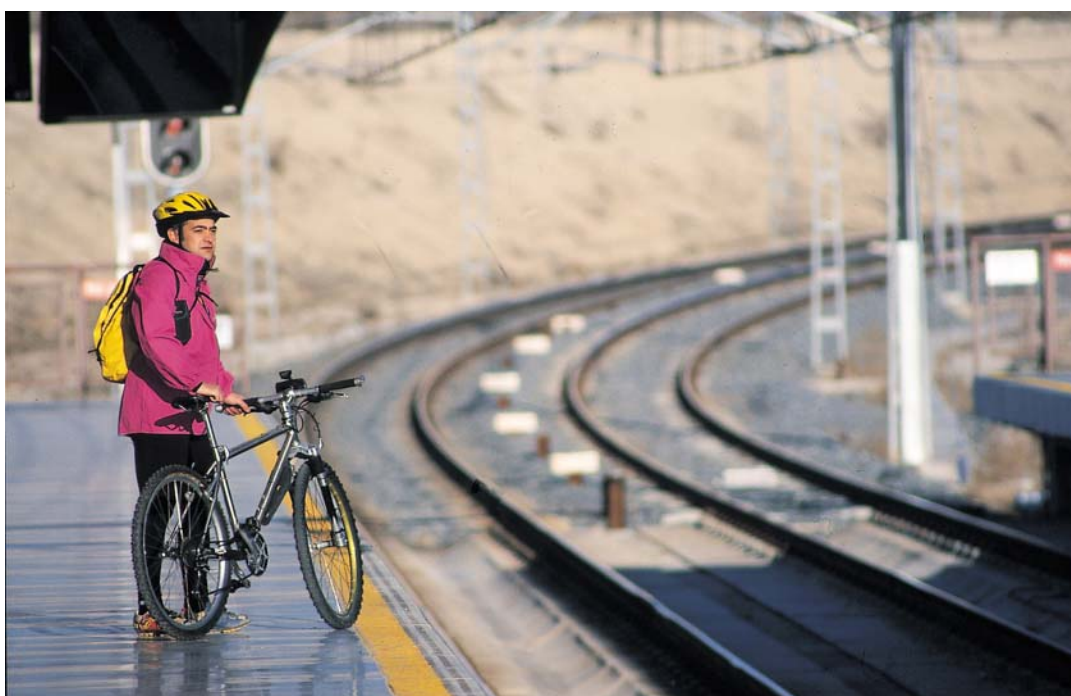
[http://cyclejourneyplanner.tfl.gov.uk/cycle/XSLT\\_TRIP\\_REQUEST2?language=en](http://cyclejourneyplanner.tfl.gov.uk/cycle/XSLT_TRIP_REQUEST2?language=en)



## 4. Good Practice. Bike carriage on public transport.

There is no common European legal framework for the coordination or harmonization of normative and policy concerning bike carriage on public transport. Thus, there is a current great variety of situations, according to each city and country.

Bike carriage on public transport can actually become a problem in countries with a great cyclist tradition, such as Denmark or the Netherlands; whereas it can be an important asset for bike promotion in countries without such deeply-rooted use.



### 4.1. Regulations

Carrying a bike on public transport is a very important issue, since a bike-public transport combination may suppose an attractive, sustainable alternative to private car.

This combination allows door-to-door trips and does not imply walking. Within long multi-modal trips, it may be an alternative to the more local, less attractive transport mode –like local buses-, and be helpful for users to directly reach the quicker, more competitive public transport modes –like underground or railways-.

24 transport authorities from the European Metropolitan Transport Authorities association (EMTA) have answered a survey about the compatibility of bike and public transport in their cities. Some general facts can be concluded from their answers.



Bike carriage may imply differences according to the kind of bicycle: conventional, folded, etc.

#### On a bus

**Most of the cities do not allow bike carriage on buses.** The only exceptions are Budapest, Copenhagen, Rhein-Main, Seville and Warsaw. These cases could be analysed in detail in order to extract ideas to be implemented in other cities.

Although the truth is that bike combination with other modes may be much more competitive (bike+metro or bike+train), an important feature of buses is that they are the less segregated means of transport and the best integrated with public spaces. Thus, bike carriage is more comfortable to travellers, who are not forced to carry a bike on stairs, tunnels, etc.

On the other hand, bus design is not always compatible to bike carriage. Especially if there is a dedicated space, which is also used for luggage, wheelchairs, etc.

#### On metro/underground.

**Most of the European cities do allow bike carriage** on metro-underground, although not all of them.

Bike+metro combination has a great potentiality for users in their daily trips, but bike carriage must be comfortable within underground stations.

Due to escalators, tunnels, steps, turnstiles, etc. this may be challenging in terms of infrastructure design, of course depending of the type of bike being carried (conventional, folding, ...).



### **On commuter trains.**

**All cities allow bike carriage.** Commuter train is the most competitive means of transport in terms of commercial speed, whereas distance between stations overpasses walking environments. That is why bikes can have a strong impact in commuter trains coverage and consequent demand.

Bike + commuter train combination could be an attractive, sustainable alternative to private vehicle.



### **On light rail.**

**Most of the cities do allow bike carriage** on light rail, although not all of them. Bike+metro combination has a great potentiality for users in their daily trips, but bike carriage must be comfortable within underground stations. Due to escalators, tunnels, steps, turnstiles, etc. this may be challenging in terms of infrastructure design.

Like buses, an important feature of light rail is that they are not segregated, but quite integrated in public spaces. Thus, bike carriage is more comfortable to travellers, who are not forced to carry a bike on stairs, tunnels, etc.





**On long distance trains.**

**Almost all cities allow bike carriage on long distance trains**, at least depending on the type of trains and its suitability.

**Concerning the objectives of this guide, related to greenways, this is crucial.**

However, not all long distance trains may have the same normative concerning bike carriage. For instance, regular long distance trains in Spain allow it, whereas it is very restricted in high-speed trains.

- **Bikes with electric motor.**

There is no difference concerning bikes with an electric motor in buses and trains. Some answers precise that there is no specific regulation because they are not very common.

However, electric motor bikes are usually heavier and bigger than conventional ones and this fact may involve specific rules or adaptations to allow its carriage.

- **Folding bikes.**

In general, folding bikes are always permitted. Because they imply the same space-consumption as, for instance, a piece of suitcase, it is not justifiable to limit its carriage when folded.

- **Time limitations.**

Thirteen transport authorities claim that bike carriage is only allowed during off-peak hours. In Turin this is only suggested, whereas in the other cities there is no specific regulation concerning the trip time.

Even though it makes sense that bike carriage can cause disturbance to other public transport users when public transport is more used (peak-hours), this kind of regulation prevents the possibility of bike+public transport combination for most of daily trips, which suppose the greatest part of metropolitan mobility.



Allowing bike carriage during peak-hours may have a direct positive impact on transport demand and sustainability. Thus, other strategies must be approached, like vehicle adaptation or public transport+public bikes combinations.

- **Route limitations.**

In general terms, route limitations are not very common in Europe, but approached by modes compatibility. Only in Brussels, Budapest, Copenhagen and Stockholm employ this kind of regulations.

- **Impact on Delays.**

Most of the cities (15) have answered that there are not delays resulting from bike carriage. Only a few transport authorities have noticed more delays because of longer boarding, the obligation to call staff or an increased demand on sunny days or holidays.

- **Impact on security.**

All cities have answered that there is **no security problems** because of bike carriage.

- **Statistics.**

Statistical studies about bike carriage on public transport are still rather rare. In cities such as Madrid, where the boom of bike riding is quite recent, the increase of underground and rail travelers carrying bikes is actually perceived, but without a precise quantitative record.

- **Trends.**

Most of the cities have not perceived a clear tendency, but seven cities have already noticed a rise of bike carriage (Budapest, Copenhagen, London, Madrid, Paris, Prague, Stuttgart), even if it increases very slightly.

This is a natural consequence of the generally recorded increase of bike trips during the last years in European cities. This tendency has a direct reflection on public transport.



- **Change in policy.**

Most of the cities have not get involved in a complete change of policy. Amsterdam is considering to completely forbid bike carriage on the underground, while Vilnius is thinking about allowing it on buses and trolleybuses.

- **Strategy with Segway or kicktrike.**

No city has considered a strategy with transport engines like segway or kicktrike.

## GOOD PRACTICES: Bikes in ferries and boats

**Italy.** A lot of daily and leisure bike trips in Italy run very near of the sea, lagoons, lakes, and big rivers. For this reason in Italy bikes are always admitted on ferries and boats with limitations, according to the space on board and the conductor decision



This is a crucial role to connect routes, and also to bypass stretches of the cycle network which are still under construction. Sea ferries connections with Italian islands (Sardinia, Sicily, Elba) and within North Adriatic Lagoons, are part of the Italian EuroVelo routes and of **Bicitalia** (the national cycle network planned by **FIAB**). Lake ferries (“traghetti”) and boats in Northern Italy (lakes Garda, Como, Maggiore, Lugano, Iseo), and in central Italy (Lake Trasimeno) as well, are increasingly popular and help the development of cycle-tourism products.



Federazione Italiana Amici della Bicicletta. FIAB

[www.fiab-onlus.it](http://www.fiab-onlus.it)

Eurovelo-Bicitalia

<http://www.eurovelo.com/en/cycling-in/italy/bicitalia>

## 4.2. Vehicle adaptation.

- **Dealing with capacity problems.**

More than half of the cities (12) claim that capacity problems are solved under the train manager's decision, drivers or ticket inspector.

Some other cities state that this kind of problem is dealt by time-limitations (peak hours), whereas a few cities have answered that capacity problems are rare in their areas and, therefore, not regulated.

- **Special bike wagons or bike trailers.**

More than half of the cities (12) assure that they have not special bike wagons nor trailers, even if it may depend of the kind of train and wagon.

Special bike wagons or trailers have been implemented in Rhein-Main, Stuttgart, Turin, Warsaw and Vienna.

- **Special compartments, designated places or storage during a trip.**

Except for two cities, all other transport authorities have designated special places or compartments for bikes during the trip.

Most of them are shared with designated places for PRM's wheelchairs and push chairs. This may be a potential source of conflict in case of coincidence.

### **GOOD PRACTICE. Madrid Railways "Cercanías"**

A plan for adaptation is being implemented by assuming a strategy based on designated places and special wagons.





- **Seasonal demand variations.**

Most of the cities have not implemented special arrangements to deal with seasonal variations, even if some of them have noticed a decreased demand in summertime (Paris, Seville, ...).

Only Prague and Vienna have previewed additional bike waggons during summertime.

Of course, each city climatic conditions

- **Other problems.**

Most of the cities have not perceived other kind of problems. Birmingham alerts about potential conflicts with PMRs if they are still asked to share a common space. Prague is concerned about cleanness, whereas Copenhagen insists that conflicts due to capacity are a key issue.

Country	TRAIN ADAPTATION	
Portugal	Rackets	Currently (01/17/14), only 21 trains, but all will be adapted taking advantage of maintenance works.
	Only folding bikes under seats, or specially habilitated places.	On High-speed trains (Alfa Pendular).
Denmark	Trains designed to accommodate more trains (46 instead of 22).	Copenhagen S-Trains.
Spain	Special train cars, identification signs and special seats.	Madrid Cercanías (Regional railway) Strategy plan.





## 5. Good Practice. Bike facilities at stations.

### 5.1. Parking.

Enough parking facilities at stations are crucial to allow combined trips. It encourages access to and dispersal from the station by bike. Bike parks must be spacious, comfortable and secure.

Sometimes it is convenient to place it close to platforms (Central Europe), after the ticket-control:

- It reduces the trip break-perception, a crucial fact for intermodality.
- It limits the use of parking facilities for public transport users.
- It increases the perception of security and protection against thefts.



### 5.2. Security-watched rooms.

If parking facilities are crucial, these are much more attractive if they are security-watched. This makes the traveller feel more confident about the convenience of the whole trip, without any risk of theft.



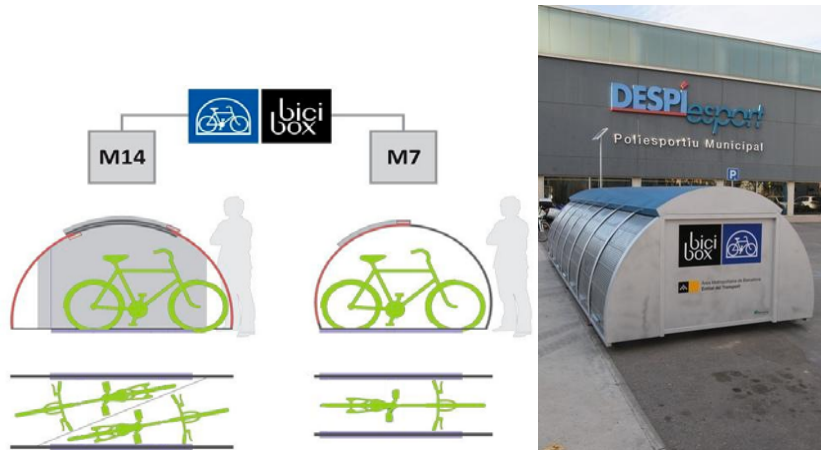
## GOOD PRACTICES

**Amsterdam:** purchase and maintenance, recharge electric bikes and scooters.

<http://www.amsterdam.nl/parkeren-verkeer/fiets/fietsenstallingen>

**Barcelona:** safe parking spaces next to train stations Bicibox.

<http://www.bicibox.cat/>



**Vilanova I la Geltru:** safety parking space program run by people with social exclusion risk.

[http://www.vilanova.cat/html/tema/via\\_publica/on\\_aparco\\_la\\_bici/on\\_aparco\\_la\\_bici.html](http://www.vilanova.cat/html/tema/via_publica/on_aparco_la_bici/on_aparco_la_bici.html)

**Birmingham and Midlands:** Centro has a rolling programme of cycle storage installation of covered shelters and Sheffield style stands where feasible at rail stations.

Several local stations in the Centro area are benefitting from installation of secure, weather protected, smartcard accessed cycle hubs. These benefit from dedicated CCTV monitoring and two-tier cycle parking.

**Brussels:** 4 main train stations have bike points with secure parking, maintenance and rental (<http://www.recyclo.org/en/locatie/fietspunt-noord>).

**Lyon:** Secured bikes parking are installed at some metro and tramway stations. Access is free and possible with PT card.

**Rotterdam:** in Rotterdam Centraal Station there is an impressively large security-watched room to promote park&ride. (see image in previous page).

**Paris:** 'Véligo': it is a secure bike parking accessible with Pass Navigo. This service was created by STIF to allow users coming at station by bike to leave it and secure it all day and night.

### 5.3. Other services: repair.

Repair services can encourage bike riding, assuring assistance if needed. Moreover, if these services are available at a public transport station, combined bike-public transport trips are especially stimulated.

Danish railways (DSB) offer services for bike-riders at 10 stations, such as the possibility of getting repair or fixing during the time that the bike stays at the station. A similar service is available at Sarrià station in Barcelona.

### 5.4. Rental / public bikes.

- Bike rental managed by railway operator. The Netherlands.
- Bike rental managed by private operator. Sometimes, folding bikes may be convenient in terms of space-consumption while stored.
- Bike rental or bike sharing managed by public authority. This service, usually available all over the city, should be integrated in public transport station. It is a perfect mode to assure the “last-mile” cover.

#### **GOOD PRACTICE. London**

It is commonly believed that the success of London public bike sharing system relies on an adequate promotion campaign and an attentive location of bikes terminal spots.

Many of them are located within the major transport interchanges in the city, such as Waterloo station, in which users wait in line patiently in order to obtain their bike.

Transport For London. TfL

<http://www.tfl.gov.uk/modes/cycling/>





## GOOD PRACTICES

**Budapest:** MOL Bubi public bike-sharing scheme weblink:

<http://www.bkk.hu/en/2013/11/bkk-reveals-the-bicycles-of-the-mol-bubi-public-bike-sharing-scheme/>

**Rhein-Main:** Bike sharing systems provide a possibility of sustainable mobility for citizens and visitors in some cities of RMV region, at municipality level: Frankfurt, Offenbach and Mainz.

[www.bahn.de/p/view/service/fahrrad](http://www.bahn.de/p/view/service/fahrrad)

[www.mvg-mainz.de/mvgmeinrad/](http://www.mvg-mainz.de/mvgmeinrad/)

[www.nextbike.de/de/offenbach-am-main/](http://www.nextbike.de/de/offenbach-am-main/)

[www.r-t-v.de/emobil-station-in-eltville](http://www.r-t-v.de/emobil-station-in-eltville)

**Paris:** 'Vélib': it is a self-service bike sharing system which allows users to go from one point to another using a bike for a short period of time. [www.velib.paris.fr](http://www.velib.paris.fr)



## (GOOD PRACTICES for INTERMODALITY)

**Bahía de Cádiz:** The Consortium's free bicycle hire system is called +BICI and allows any **metropolitan public transport user**, under the following conditions, to freely use a bicycle for transportation; as a result, bicycles are also a form of public transport.

**Vienna:** A bike can be rent **at any station** and used for one hour at no cost and given back at any other station ( see <http://www.citybikewien.at/>)

**Seville:** PT Authority in Seville (CTAS) and other cities in Andalucia have free bike service called Bus+Bike which **can be used by anyone that have already used the PT card that day**. <http://www.ctas.es/proyectos/busbici/busbici.php>

## 6. Good Practice. Greenways particularities.

Greenways closeness to the urban environment fosters make them more easily accessible by means of public transport. This supposes a benefit for a wider group of citizens, especially those who for any reason do not have the possibility to access greenways by private vehicle.

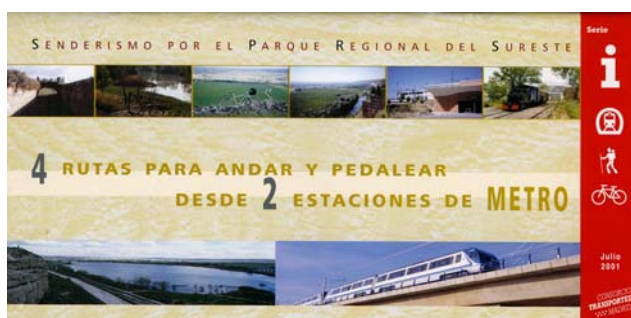
Public transport stations and interchange areas can include these alternative leisure activities as a complementary target to daily commuting journeys.

### GOOD PRACTICE. CRTM-Madrid

CRTM promotes the use of the bike and one of its activities is creating a network of "Green Routes Stations": complementary concept to the "Greenways".

This network has already identified 6 stations in Madrid Region, which main characteristic is to be a public transport station/stop from where a green route (or greenway) starts for trekking or cycling, thus initially conceived as leisure route. Each route is properly informed at the station through maps and posters in the station with the location of the starting point, connection with other transport modes on the route, etc. In addition there is a downloadable pdf "Road Book" available, with detailed information on the route.

For instance, Tajuña Greenway starts on a "Green Route Station" (Arganda del Rey station, line 9).



## GOOD PRACTICE. CRTM-Móstoles.

Madrid Transports Consortium (CRTM) has taken advantage of the implementation of new line 6 of urban bus in Móstoles (Madrid) to promote a greenway running in parallel: Vía Verde de Guadarrama.

All information panels and leaflets about the new bus line include information about the greenway too.

In this way, an increase of demand is expected, since the new line must capture alternative leisure trips, thanks to citizens that want to visit the greenway and take advantage of the bus: from and to any stop.





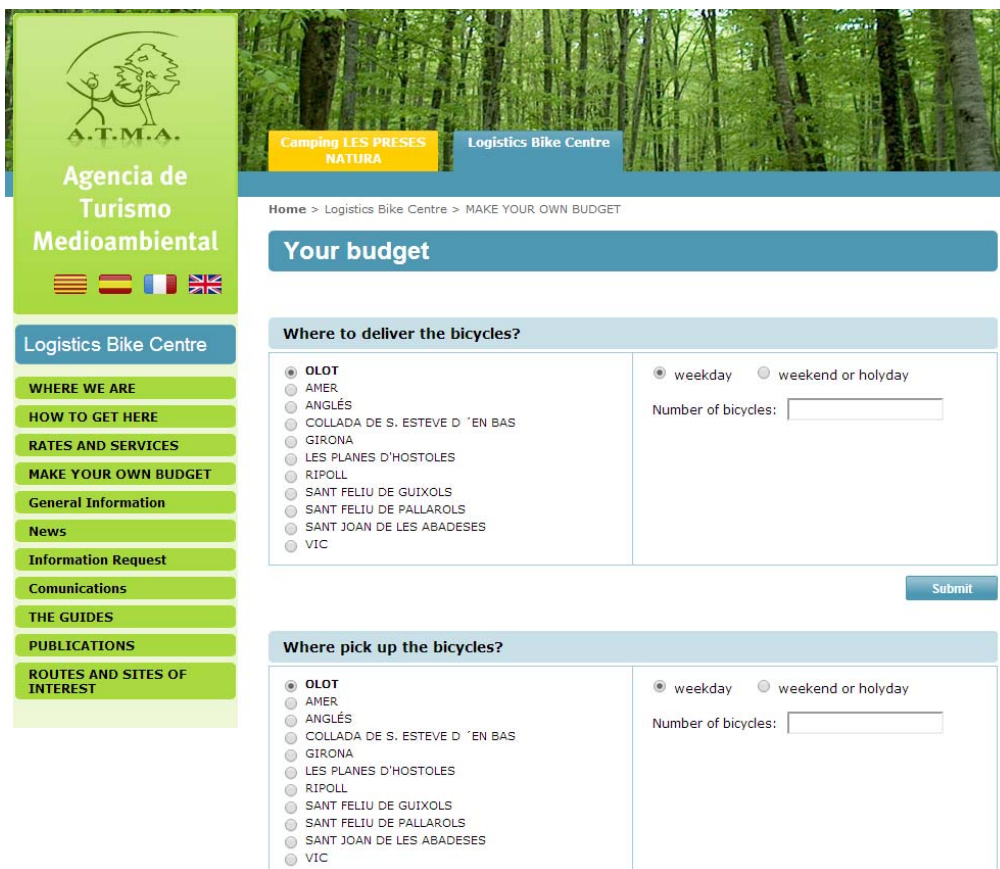
## GOOD PRACTICE. La Garrotxa (Catalonia, Spain)

A “Logistics Bike Centre” encourages and coordinates the use of bikes all around the nature park, which includes several greenways.

For instance, visitors can choose any town to start/stop using a bike, since they deliver and pick up bicycles at any location, in particular railway stations.

This encourages to plan any route, not being necessary to start and end at the same location.

<http://www.catalunya.com/que-quieres-hacer/activo-naturaleza/>



The screenshot displays the website for the Logistics Bike Centre. On the left is a navigation menu for the 'Agencia de Turismo Medioambiental' (A.T.M.A.), featuring a logo and various menu items like 'Logistics Bike Centre', 'WHERE WE ARE', 'HOW TO GET HERE', 'RATES AND SERVICES', 'MAKE YOUR OWN BUDGET', 'General Information', 'News', 'Information Request', 'Comunications', 'THE GUIDES', 'PUBLICATIONS', and 'ROUTES AND SITES OF INTEREST'. The main content area is titled 'Your budget' and is set against a background image of a forest. It includes a breadcrumb trail: 'Home > Logistics Bike Centre > MAKE YOUR OWN BUDGET'. The form is divided into two sections: 'Where to deliver the bicycles?' and 'Where pick up the bicycles?'. Each section contains a list of locations with radio buttons for selection, including OLOT, AMER, ANGLÉS, COLLADA DE S. ESTEVE D'EN BAS, GIRONA, LES PLANES D'HOSTOLES, RIPOLL, SANT FELIU DE GUIXOLS, SANT FELIU DE PALLAROLS, SANT JOAN DE LES ABADESES, and VIC. To the right of each list are radio buttons for 'weekday' and 'weekend or holiday', and a text input field for 'Number of bicycles:'. A 'Submit' button is located at the bottom right of the form.

### **GOOD PRACTICE. Bus+Bikes in Catalonia Greenways**

Managers for the different Greenways of Catalonia (Spain) have signed agreements with bus operators to carry bicycles of these greenways users. Since more than ten years, bicycles are admitted as hold baggage in each and every bus stop for lines with road sections coincident with the greenways of Girona, such as Terra Alta Greenway and Baix Ebre (Tarragona), whenever there is enough space in bus hold. These service is free, and user must not pay any additional fee for the bikes carriage. The services operators have confirmed that there is a high demand of this service, which is highly valued by users. So much thus, that the space limitation in hold to carry bikes on board has been overtaken. The success of these arrangements bus + greenways is surely an exportable formula for other types of journeys, where using regular line buses can become an excellent chance to improve the sustainable conditions of access to natural itineraries. In short, a perfect symbiosis between sustainability, intermodal and economic profitability.

Further information on transport of bicycles in Greenways of Tarragona:

<http://www.hife.es/ca/serveis-hife/bus-bici-via-verda/>



## 7. Summary and main issues

The objective of this guide has been to offering politicians, technicians, managers and other professionals and general public with a collecting document of good practices on intermodality between bikes and public transport, connected to greenways under the definition submitted in the reference project.

Under this assumption, the guide tries to compile and to describe a set of good practices related to intermodality between bikes, greenways and public transport. The current trend in many countries in Europe of increasing the use of bike for every kind of trip, while other countries are developing bike supporting policies for a number of years, make difficult and interesting to gather a comprehensive collection of all good practices.

Therefore, the approach that has this document is a twofold one:

- 1. To classify and describe the main policies and action regarding cycling, greenways and public transport and their interactions**
- 2. To pick up some good practices that can serve as examples of good practices of the above mentioned actions**





The **main conclusions** that can be extracted from this benchmarking exercise are:

- There are a range of different measures and solutions through all Europe.
- There is a general trend of increasing bicycles trips for common mobility besides the more traditional leisure or sport purposes.
- That means that there is a need to implement actions that foster intermodality between bicycles and public transport.
- In some cases the measures can be more difficult to implement (like vehicle adaptation), but in other case such as regulations, communication or campaigns, the implementation is very easy.
- Business models and public private partnerships seem to be an adequate approach to some actions.

Identified good practices can help as example for future similar actions, but each case needs to be analysed specifically, since cultural, geographical and transport organization issues make the actions not directly transferable.

It's very difficult to make a Best Practices Guide because each city or each country implement different solutions to different problems when regulating the bike carriage on TP. Maybe it is the time to ask about a European common regulation in all the issues in relation with bike carriage in the daily trips, long distance trips and leisure and cycle tourism journeys. The BP Guide will be a good starting point in the long way of making thing better for bikers



## 8. Main examples and characteristics described in the document

<b>1 Intermodality bicycles and public transport</b>			
<b>Action</b>	<b>Good practice</b>	<b>Brief description</b>	<b>Implementation difficulties</b>
Global strategy and campaign	Rhein Main	Communication campaigns and promotion.	Easy to implement.
Ticket integration	Amsterdam Bilbao Rhein Main Vilnius	Extra charge for bikes carriage.  Public bikes systems integrated in PT tickets.	For integration of tickets, there is a need to do a business plan to share costs and revenues.
Intermodal Journey Planner	Amsterdam Helsinki London Stuttgart Vienna	Inclusion of bikes in traditional journey planners considering cycling as an alternative for the trip or a stage of it.	Initial development of technology but no other special difficulties.
<b>2. Bike carriage on public transport</b>			
<b>Action</b>	<b>Good practice</b>	<b>Brief description</b>	<b>Implementation difficulties</b>
Regulations	24 transport authorities of EMTA	On buses (not very often) On metro On railways Light railways Time and route limitations Changes in policy	Different approaches by type of bike (folded, conventional), and mode of transport.  Impacts on delays and security.
Vehicle adaptation	Madrid	Capacity problems Special wagons or trailers Special compartments Seasonal problems	This is the most difficult measure, since it requires infrastructure or special changes in conventional vehicles.



<b>3 Bike facilities at stations</b>			
<b>Action</b>	<b>Good practice</b>	<b>Brief description</b>	<b>Implementation difficulties</b>
Bicycle Parking	Amsterdam Barcelona Vilanova i la Geltrú Birmingham Brussels Lyon Rotterdam Paris	Parking facilities close to stations.	Need to find space and prepare it.
Security watched rooms	Same as for parking	Parking adapted in watched rooms.	Need to find space and prepare it.
Bicycle Repair	Danish railways	Repairing services close to stations and/or parking facilities.	Normally a business oriented action.
Rental/public bikes	London Budapest Rhein Main Paris Bahia de Cádiz Vienna Seville	Public accessible bikes in the cities.	Normally a business oriented model.
<b>4 Greenways particularities</b>			
<b>Action</b>	<b>Good practice</b>	<b>Brief description</b>	<b>Implementation difficulties</b>
Promotion of greenways activities linked to PT stations and interchanges	CRTM-Madrid CRTM-Móstoles La Garrotxa	In natural areas with a potential for leisure activities and close to PT stations, promotion of cycle from these stations.	Easy to implement, only communication and signage costs.

## 9. Query about bike carriage in Public Transport



Project co-financed by the Competitiveness and Innovation Framework Programme of the European Union

### "GREENWAYS PRODUCT" PROJECT

#### INTERMODAL TRANSPORT & ACCESS TO GREENWAYS

Organisation/company/operator:	
City:	
Contact name:	
Contact email:	

	Question	Answer	Comment
GOOD PRACTICES BIKE-PUBLIC TRANSPORT	<p>Do you know any Good Practice in your area (or any place) promoting the combination of use of bikes with public transport? Provide please a weblink if possible</p> <p><i>Example on stage home-PT station : secured bike parking on a train station, or even inside the station on the platforms, with complementary services such as maintenance or repairing operations (you leave the bike for when going to work, pick it up in the evening), etc.</i></p> <p><i>Example on stage PT station-destination : bike public sharing system operated by the train operator or by the council; information on how to make a route with your bike from the station through "Greenways", etc.</i></p> <p><i>Other general examples : map integrating PT network and bike routes; possibility to use the PT card to get a bike on a public "rent-a-bike" system; etc.</i></p>		

	Question	Answer	Comment
REGULATION AND LIMITATIONS OF BIKE CARRIAGE IN PT	<p>How is <b>bike carriage regulated</b> in your contract terms of transportation/ conditions of carriage?</p> <p><i>Example: VBB-Regulations:</i></p> <ol style="list-style-type: none"> <li>1. You need an extra ticket, if you have a bike with you in bus, train etc.</li> <li>2. Bikes are carried in commuter trains (regional trains, S-Bahn), underground and ferries.</li> <li>3. Bikes with extra-motor (electric), with three wheels, tandems are not allowed.</li> <li>4. Roller similar to bikes are allowed.</li> <li>5. One bike per person, not more.</li> <li>6. ...</li> </ol>		
	Is it allowed to <b>carry a bike in a bus</b> within the area of your competence?		
	Is it allowed to <b>carry a bike in a commuter train</b> within the area of your competence?		
	Is it allowed to <b>carry a bike in a metro/underground train</b> within the area of your competence?		
	Is it allowed to <b>carry a bike in a light rail train</b> within the area of your competence?		
	Is it allowed to <b>carry a bike in long-distance train</b> to the next metropolis?		
	Is it allowed to carry bikes with an <b>electric motor in buses and trains</b> within the area of your competence?		
	Is it allowed to carry <b>folded bikes</b> in your means of public transport?		
	<b>Are there time-limitations</b> for carry on bike transport (e.g. off-peak only, weekend only)? How many hours per day (mon-fri) are carry-on bikes admitted?		
	<b>Are there route-limitations</b> for carry on bike transport (e.g. express routes)? If so, what routes are excluded of the bike carry-on permission?		
	Do you have <b>special compartments</b> for bikes? Or do you provide a designated place, where a bicycle must be stored during a trip?		
PT TICKETS FOR BIKES	<p>Do the <b>standard tickets</b> (for persons) include the carriage of bikes?</p> <p>In case there is an extra charge for bikes, <b>how much (€)</b> is it to take your bike along on a bus or train (inner-city area of the biggest city) and throughout the whole area, from "border to border"? Please answer for <b>single ticket, daily ticket, monthly, yearly.</b></p>		

# GREENWAYS PRODUCT



## **Project coordinator:**

Fundación de los Ferrocarriles Españoles  
(Spanish Railways Foundation)

[www.viasverdes.com](http://www.viasverdes.com)

<http://www.viasverdes.com/greenwaysproduct/>

## **Project partners:**

European Greenways Association [www.aevv-egwa.org](http://www.aevv-egwa.org)

Rogaland County Council (Norway). [www.rogfk.no](http://www.rogfk.no)

University of Central Lancashire. Institute of Transport & Tourism.  
(United Kingdom) [www.uclan.ac.uk](http://www.uclan.ac.uk)

Grupo de Accion Local Polinesine Delta Po (Italy) [www.galdeltapo.it](http://www.galdeltapo.it)

Federazione Italiana Amici della Bicicletta (Italy). [www.fiab-onlus.it](http://www.fiab-onlus.it)

Comunidade Intermunicipal da Região Dão Lafões (Portugal).

[www.cimrdl.pt](http://www.cimrdl.pt)

Associação Portuguesa de Corredores Verdes (Portugal).

[www.apcverdes.org](http://www.apcverdes.org)

Vidzeme Tourism Association (Latvia) [www.vidzeme.com](http://www.vidzeme.com)

Fundación Vía Verde de la Sierra (Spain)

[www.fundacionviaverdedelasierra.com](http://www.fundacionviaverdedelasierra.com)

Madrid Regional Transport Consortium (Spain). [www.ctm-madrid.es/](http://www.ctm-madrid.es/)

SMEs / PYMEs:

Pangea [www.rutaspangea.com](http://www.rutaspangea.com)

Iberus [www.iberusmedioambiente.com](http://www.iberusmedioambiente.com)

Deportventura. [www.deportventura.es](http://www.deportventura.es)



Project co-financed by the Competitiveness and Innovation  
Framework Programme of the European Union

DISCLAIMER: The sole responsibility of this publication lies with the author.  
The European Commission is not responsible for any use that may be made  
of the information contained therein