

# FACTSHEET

## Marrying Cycling and Public Transport

### CYCLING AS PUBLIC-TRANSPORT FEEDER

Cycling dramatically increases the catchment area of public transport.

Most passengers will consider a 10 minutes trip to a public transport stop acceptable. For a pedestrian this corresponds to about 800 m (at 5 km/h), but for a cyclist to about 3,3 km (20 km/h). Hence the 10-minutes catchment area of the bus stop is up to fifteen times larger with bicycles: about 35 km<sup>2</sup> instead of barely 2km<sup>2</sup> (i) .

**The potential is high.**

In the Flemish region of Belgium 22% of all trips to the station are made by bicycle. In the Netherlands the bicycle is used for as much as 39% of all trips to the station and 10% of train passengers continue their trip by bicycle. Also, 14% of bus passengers use the bicycle as access mode(i) .

In a survey carried out in Montréal (Canada), 63% of answering people said they were interested in combining bike and PT. These trips would mainly replace public transport trips (34%) and car trips (25%) (ii).



### CYCLING FACILITIES AT PUBLIC TRANSPORT INTERCHANGES

**Bicycle parking is much more efficient than car parking.** You can park up to 10 bicycles in 1 single car space. Secure bicycle parking is up to 300 times cheaper than car parking(iii).

**The key to success is to provide a full range of infrastructure and services to fit all users.**

In the Netherlands, large supervised storage and basic bicycle racks are a common standard at train stations. There are 93 cycle stations with an average of 1,000 bicycles bicycle spaces, but in some cases up to 10,000.

39% of all train clients use the bike to get to the station in the Netherlands, compared with 25% in Denmark, 9% in Sweden, but 35% in the southern Swedish region of Malmö (iv).

## CARRYING BICYCLES ON PUBLIC TRANSPORT

The American approach has very much focused on this option up to now (v). Almost all US and Canada major cities have bicycle racks on buses.

In Europe, public transport users are encouraged to leave their bicycle at the station. But in some cases it is also possible to take your bicycle on board.

The **multi-purpose flex compartments** used on the Copenhagen S-trains and on the Berlin S- and U-bahn allow bicycles on board. On DSB S-tog (Copenhagen S-train network), the number of passengers with bicycle has more than tripled from 2.1 mio to 7.3 mio (annually) since 2009 when **bicycle carriage was made free of charge**. 27 % of passengers use the S-tog because of free bicycle carriage(vi).

In Dresden, bikes are allowed to be taken on to trams and even on to buses. On a working day, 6,000 (1.5%) passengers take their bike on to tram or bus(iv).

In Strasbourg and Lille in France, bicycles are authorized at the back of the trams during off-peak periods.



## JOURNEY PLANNER INTEGRATION

Vienna "AnachB Radroutenplaner" is a best practice example of cycling integration into a journey planner. It offers intermodal real-time traffic information service, plans your journey accordingly and in **any mode and combination of mode** (walking, cycling, public transport, car) and is available as an app for mobile devices.



### Further reading

UITP, **Public transport and cycling** [tinyurl.com/6ubf66s](http://tinyurl.com/6ubf66s)

Presto Factsheet, [tinyurl.com/7o7ofwp](http://tinyurl.com/7o7ofwp)

Fietsberaad, [tinyurl.com/7o2uc9z](http://tinyurl.com/7o2uc9z)

### Sources:

(i) Presto Factsheet [tinyurl.com/7o7ofwp](http://tinyurl.com/7o7ofwp)

(ii) McGill School of urban planning, [tinyurl.com/2fbgvfb](http://tinyurl.com/2fbgvfb)

(iii) Worldwatch.org 2010, [tinyurl.com/ecf-itf5](http://tinyurl.com/ecf-itf5)

(iv) UITP, [tinyurl.com/6ubf66s](http://tinyurl.com/6ubf66s)

(v) Pucher & Buehler, 2009, [tinyurl.com/ydc369e](http://tinyurl.com/ydc369e)

(vi) Danish cyclists' Federation, [tinyurl.com/7x6k6s3](http://tinyurl.com/7x6k6s3)

### About ECF

With over 70 members across nearly 40 countries, the European Cyclists' Federation (ECF) unites cyclists' associations from across the globe, giving them a voice on the international level. Our aim is to get more people cycling more often by influencing policy in favour of cycling within political, economic, and social institutions.

ECF gratefully acknowledges financial support from the European Commission.

