

FASTER. EASIER. COOLER.



BiTiBi.



Co-funded by the Intelligent Energy Europe
Programme of the European Union

The sole responsibility for the content of this publication etc lies with the authors. It does not necessarily reflect the views of the European Union.
Neither the EASME nor the European Commission are responsible for any use that may be made of the information contained therein.

THE PROJECT

Follow Us:



bitibi.eu



/biketrainbike



info@bitibi.eu



/bitibi



#biketrainbike



@biketrainbike



/bitibi

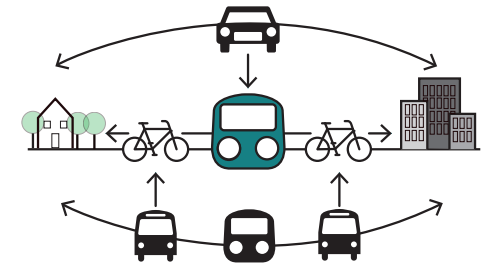
Bike-Train-Bike

The future of urban mobility is a return to a tried and tested combination of bicycles and trains. BiTiBi is an innovative three year project funded by the European Union aimed at improving the livability of European cities and improving the energy efficiency of our transport. Combining the two most energy efficient modes of transportation, the bicycle and the train, provides a seamless door-to-door transport connection. Faster, easier and cooler.

Pilot projects will be implemented in the regions of Barcelona, Milan, Liverpool and in Belgium with the help of our ten partners, in order to inspire all European cities to consider a modern, multimodal approach to transport.

Modern Paradigm Shift

BiTiBi services use the Dutch model as inspiration in promoting the bike-train-bike modal merger over cars and the combination of cars and trains. The project aims to learn from the Dutch approach and works to solve the typical issues such as lack of parking at stations; no last mile solution when taking the train; ineffective fare integration or worse, none at all; bike services not corresponding to user needs; no bicycle friendly access to train stations; lack of knowledge about the available services and cultural barriers.



Action

- Build safe, secure and convenient bike parking facilities at train stations
- Provide convenient public bikes
- Unite the bicycle and train
- Integrate payment system of bike and rail services
- Communicate positively the advantages for combining bicycles and trains

The Goals

BiTiBi expects to substitute journeys by car with bike-train-bike transport and ultimately increase the modal share of this modal combination in the pilot projects by 2017 and in the EU by 2020. A decrease in car use of more than 8 million pkm/year will be seen in the 4 pilot projects and a yearly reduction of about 1,000 tonnes of CO₂ emissions and over 40,000 tonnes by 2020 (cumulative). Overall, BiTiBi strives to create healthier, more livable and less congested cities and regions across Europe.

DUTCH APPROACH

Bicycle Parking

With 26% of all daily trips achieved by bike, cycling is an integral part of daily life for everyone in the Netherlands. The country leads the way when it comes to bike-train-bike combination. Nearly half of all train passengers take a bike to reach the station. In addition to having a high level of services offered, safe bike parking for almost 500,000 bicycles is available at train stations and typically has direct connection to the platforms or to the station hall. All these facilities make cycling to train stations an easy and attractive option. This shows us that increasing bicycle parking capacity at train stations leads to more passengers using trains.

OV-fiets

Launched in the Netherlands in 2003, the public bike OV-fiets is now available at 250 out of 400 stations across the country. OV-fiets allows train passengers to reach their final destination by bike after disembarking. These bicycles, in a classic Dutch design, are provided by the main railway operator NS. The same seamless travel card used on trains, buses, metros and trams throughout the country is also used for the OV-fiets. The fee includes a 24 hour period of use and the bike can be picked up and dropped off at the same station.



ENGLAND

Bike & Go and Go Cycle

In Liverpool, as in other cities in the United Kingdom, the Dutch-inspired system Bike & Go is already implemented at train stations. Bikes are now available at over 50 train stations across the country and rented out by the train operators Merseyrail, Northern Rail and Abellio Greater Anglia. With their membership card customers can pick up a bike at each of the participating stations. Moreover, on almost the entire network, Merseyrail offers the "Go Cycle" facilities as secure cycle shelters for which you get a key fob for free.

Liverpool

The pilot project is focused on developing a seamless door-to-door journey on the entire Merseyrail network. This railway network is of vital importance to the transport infrastructure of Liverpool and the Merseyside region. Currently it is only a very small percentage of Merseyrail's 110,000 daily passengers that get to or from the station by bike, so there is room for improvement. The railway company is a key actor in improving cycling in the Merseyside region.

Milan Area

With nearly 4 million people, Milan is one of the largest metropolitan areas in Europe. Pilot projects are implemented in Como and Bollate, two municipalities within Milan's hinterlands. Como and Bollate are both located on the local railway network managed by Ferrovienord and are used by 55 million passengers/year. Both cities have interesting conditions for implementing BITiBi services due to their importance as transport interchanges. Ferrovienord is the key actor in the pilot projects, aiming to test the viability of the BITiBi

concept for its extension to the whole of the railway network it manages.

Como and Bollate

The Como and Bollate railway stations aim to be the first hubs for bike-train-bike modality in the Lombardia Region. They plan to have a multi-purpose travel card for accessing the train, bike parking and rental of a shared bicycle. Moreover, the integration of Milan's bike sharing system, the existing Como system and the development of a bike rental in Bollate will be pursued.

ITALY



05

bike
train
bike



06

bike
train
bike

SPAIN

Barcelona Area

In the Barcelona metropolitan area, two municipalities are involved in developing BiTiBi pilot projects: Sant Cugat del Vallès and Sant Boi de Llobregat. These cities are strategically placed for first and last mile commuters. They are located in the Ferrocarrils de la Generalitat de Catalunya (FGC) operational corridors. In a radius of 3 km around the stations, these cities host large companies, hospitals, universities and industrial areas. These are destinations where employees and students can be convinced to

exchange their car for a bike and train combination for their daily commute.

Sant Cugat and Sant Boi

The main action of the pilot projects in both cities is to implement secure bike parking and shared bicycles. FCG is a key actor which uses communication campaigns to spread the message to the train passengers. The projects will involve local stakeholders such as the Municipalities, the Metropolitan Transport Authority (ATM), the Barcelona Metropolitan Area (AMB) and, not least, cyclist entities and social companies who have experience with the local context.

Blue-Bike

In Belgium, train passengers are already encouraged to complete their railway journey by bike. Indeed, for people using their own bicycle to reach or leave a railway station, adequate parking facilities are often available, especially in Flanders. For people without their own bicycle, Blue-Mobility runs Blue-Bike – a national bike sharing system – available at 41 train stations. This is of particular interest for people leaving a railway station for their final destination.

Ghent and Liège

These two cities were chosen for the pilot projects. Ghent is in the north of Belgium (Flanders) and is known for its bicycle culture. While Liège, in the south (Wallonia), is still working on the bicycle as transport. The objectives of the pilot projects include: fine-tuning the available services (bicycle parking, establishing a user's committee); developing a communication plan adapted to the different realities in Flanders and Wallonia, and then applying lessons learned in the pilot projects to the rest of the country.

BELGIUM



PROCESS

A Three-year Project

During a three-year process, ten partners in five European countries are working together to connect bicycles and trains. By developing combined services for bicycle and train users in strategic transport nodes, these cities are changing the approach of intermodality.

Communication

A positive communication strategy has been developed in order to change and modernise the mindset of urban and suburban transportation. The BiTiBi project also produces a wide variety of material that aims to share the knowledge and experiences gained on the pilot projects. Meetings and workshops are organised during the project and reports are published regularly on the website to disseminate the experience and involve stakeholders. Bike parking must be attractive, safe and provide direct access to the platforms. This is the baseline.

Ten Partners

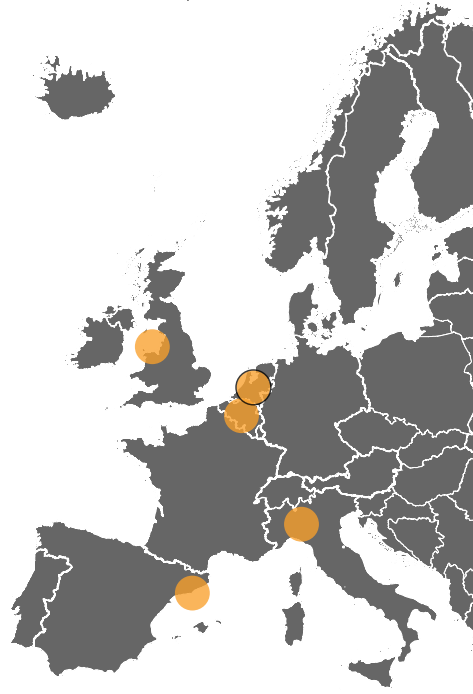
Five consultancies specialising in the fields of mobility, urban planning and communication are working alongside five major railway and bike service operators to develop four comprehensive pilot projects. All the partners involved in BiTiBi aim to inspire other stakeholders in mobility and urban development all over Europe.



PARTNERS



BITIBI



BiTiBi.eu

You can follow the BiTiBi project – the pilots in Belgium, England, Italy, Spain and the development of the Dutch model – on the BiTiBi.eu website. Get inspired by the local pilot projects and how they provide a seamless door-to-door transport connection by combining bikes and trains.



bi
one
stei
bike
train
bike

All images courtesy of Copenhagenize Design Co. excluding pg 5 (Bike&Go) and pg 6 (Blue Bike)