

MEDCYCLETOUR Good Practice – Transporting bikes on buses

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Your organisation	
Country	Spain
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Organisation in charge of the good practice		
<i>[If your organisation is not the one in charge of the good practice, please indicate the relevant organisation.]</i>		
Organisation in charge of this good practice	Department of Territory and Sustainability. Generalitat of Catalonia.	
Location of the organisation in charge:	Country	Spain
	Region	Catalonia
	City	Several cities

Good practice general information	
Title of the practice	BiciBus: facilities for transporting bicycles on buses
Does this practice come from an Interreg Europe Project?	No
If yes, what is the name of that project?	----

Category of the practice	Please select the category of the practice (you can mark the category in bold): <ol style="list-style-type: none"> 1. Cycling tourism route infrastructure 2. Cycling-friendly services solutions 3. Solutions for combining bike and public transport 4. Promotion / Marketing 5. Sustainable organisational or financing solutions 	
Geographical scope of the practice	Regional	
Location of the practice	Country	Spain
	Region	Catalonia
	City	Girona Greenway Olot – Girona – Sant Feliu de Guíxols

Detailed description	
Short summary of the practice	<i>BiciBus is a project oriented to enhance intermodality between bus and bike along cycle tourism routes in order to promote the use of public transport adapted to carry bikes to do part of a trip.</i>
Detailed information on the practice	<p><i>BiciBus is a pilot test aimed at promoting an intermodal transport system which makes it possible for cyclists to transport their bike on interurban public bus services. This initiative enables cyclists to book the trip and the transport of their bike in advance, avoiding the uncertainty of having to wait at the bus stop and to not be able to enter the bus due to lack of space in the bus boot. Therefore, BiciBus offers a very important service to Girona greenways visitors, who have the possibility to easily use the bus for their return journey.</i></p> <p><i>BiciBus consists of a bicycle rack that is mounted on the back of the bus. The test started to operate along the greenway of Carrilet between Girona and Sant Feliu de Guixols with four buses. The cost to turn a conventional bus into a BiciBus by adding a certified trailer is €600-700. The bus can carry up to four bikes. The slogan used from the beginning of the pilot is: "Mou-te en bici, viatja en bus", which means "Cycle, travel by bus."</i></p> <p><i>This good practice was carried out by the Generalitat of Catalonia, the Girona Greenways Consortium and the bus operator TEISA, which operates in Girona area. Soon after this pilot test, the Girona Greenways Consortium made a new agreement with another bus operator, SARFA, to continue to promote bike-bus intermodality around greenways and the Pirinex cycle tourism route. In conclusion, BiciBus fosters cycle tourism and sustainable mobility as well as leisure activities in the greenways area.</i></p>
Resources needed	<p><i>The cost to adapt a conventional bus to become a BiciBus has been about €1,800 (which means €450/bike stand). In the first pilot test, four buses were adapted with a bicycle rack. The aim of the Regional Government is to expand this practice to the whole territory, focusing first on cycle tourism itineraries. Actually, an extension of the pilot test was programmed to be implemented during the summer of 2020 in Aiguestortes National Park, but this project was temporarily suspended due to the coronavirus pandemic. However, in order to achieve better results and operation, a new bicycle rack model is being studied. It would solve many of the problems of the current system, but its costs are significantly higher, reaching about €3,500/bus (i.e. €700/bike stand).</i></p> <p><i>The overall cost in the final phase of implementation (in the long term), including the adaptation of all interurban buses, would be more than €4 million.</i></p>
Timescale (start/end date)	<i>December 2017 - 2020</i>
Evidence of success (results achieved)	<i>As the service of transporting bikes on the bus bicycle rack is free, there has not been a control of demand, meaning that the use of it is not reflected in the validation and sales systems. Nevertheless, this practice is considered as good and very appreciated by cyclists. In fact, the company operating the bus is linked to Girona Greenways, running in parallel to the Carrilet Greenway between Olot, Girona and Sant Feliu de Guixols. Therefore, users are used to transporting bicycles.</i>
Challenges encountered	<p><i>Some of the challenges encountered in the implementation of BiciBus, most of which were solved during the pilot test, are the following:</i></p> <ul style="list-style-type: none"> - <i>Adaptation of both the Thule electric connector and the inner light bulbs in the cycle rack because they are suitable for cars but not for buses.</i> - <i>Include in the risk assessment of the driver's workplace the operation of installing and uninstalling the 20 kg bicycle rack, by means of an initial and a periodic training. This element should be well fixed and could be installed for the first time at the workplace with two people.</i> - <i>Adaptation of the tow ball so that it remains fixed, minimising the risk of theft.</i> - <i>The bicycle rack has to be included in the civil liability insurance policy.</i>
Potential for learning or transfer	<p><i>Some key factors to focus on in order to make it a successful practice are:</i></p> <ul style="list-style-type: none"> - <i>The fourth bike is attached with an arm that has a different key. It is not very practical for the driver to carry two different keys to manage the bicycle rack. The bike parked on the inside is difficult to ride because the handlebar hits the engine cover of the bus. The loading of bicycles must be done starting with the inside bike, and the unloading in reverse order. This can be a problem if you are loading and unloading bikes in a different order. That's why a more functional bike rack alternative has been proposed, but this comes at a higher cost of €3.500 (i.e. €700/bike). This improved system is vertical, it has a capacity of up to five bikes, it's adaptable to all standard bus types, the bikes can be put on the rack in any order and it can be pivoted.</i> - <i>It is necessary to adapt bus stops for safely loading and unloading bicycles. Although this is a previous issue not necessarily associated with the bike racks, it becomes a priority to ensure safety.</i> - <i>Adapt the vehicle so that it has a rear camera which can be activated to control the loading and unloading of bikes.</i>

	<p>- <i>The bike transport seems to be more efficient if a reservation system is established and a prior sale is made to ensure that transporting bikes do not interfere with commuting mobility.</i></p>
<p>Further information</p>	<p> <i>Bus operator website: http://www.teisa-bus.com/</i> <i>Girona Greenways Consortium website: http://www.viesverdes.cat/</i> </p>
<p>Keywords related to your practice</p>	<p><i>Bus, bike, intermodality, cycle tourism routes.</i></p>
<p>Upload image</p>	