



COPENHAGEN: Train + bike

Key figures

- One million people
- Modal shares in 1994 and 2006 as regards access to trains (DSB survey):
 - Bike: 17 → 18%.
 - Walking: 44 → 52%.
 - Bus: 32 → 23%.
 - Car (driver and passenger): 6% → 6%.
 - Taxi: 1% → 1%.
- The metropolitan area's rail network is shaped like the city, that is, a hand with six fingers (the sea is on the other side). The frequency is one train every 10 minutes outside of rush hours.
- S-tog, a fully-owned subsidiary of the national railway operator Danske Statsbaner (DSB), operates the network.



Train + bike strategies

Players	Objectives / Rôles	Actions / products
Cities	Define and implement bike policy.	Bike paths and lanes, parking.
S-tog (subsidiary of DSB, Danske Statsbaner)	Seek to improve service. Distinguish between commuters and tourists	Areas on board trains, parking, etc.
BDK (Banedanmark), owns the railway network		Plays a role, as it owns some areas at the railroad stations.
State	Decides the major orientations of rail policy.	Sets up the contract regulating the service to be supplied by S-tog.
Associations and commuter interest groups	Request specific improvements in service.	Take part in the development of the projects.

- The city of Copenhagen is very well equipped for cyclists, with a continuous network of wide bike lanes separated from the major thoroughfares, specific signing for cyclists, and especially generous parking facilities.
- BDK (Banedanmark), the owner of the railway network, often owns land in the vicinity of the railroad stations and therefore intervenes when parking is concerned.
- Associations and commuter interest groups militate for the improvement of the services offered them and are consulted by S-tog as regards bike-related projects. The Dansk Cyklist Forbund association meets with DSB every year to discuss the problems it has noted. In the future, it is

expected to entertain relations with the government also, as it is the latter that lays down the terms applicable to new arrivals (the opening of the market has been effective for the past 5 years, and for the moment bike matters do not appear in calls for tenders).

- The S-tog have no definite “bike mission”, but some people are in charge of bike matters, among other assignments, within the « Planlægning » (planning) department and sales department. Implementation decisions are taken together with the financial department.

- Funding:

The DSB fund their own actions in favour of bike travel. However, parking spaces are often funded jointly by the city (construction and/or maintenance).

Train + bike, offer

- Access to the railroad station and travel from the arrival station:

Cycling infrastructures are very developed inside the city. A « supermarket cart »-type self-service bike system (accessible with a 20 dkr coin, i.e. about 2.5€, which is returned when the bike is attached) also exists, but has been the victim of widespread vandalism and especially of unreturned or abandoned bikes (as the effort of returning them is not worth the coin inserted in the bike).

The S-tog carried out two Corporate Travel Plan experiments with companies located between 1 and 3 km from a station (see product description).

- At the departure or arrival station:

Commuters can park their bike in locked spaces (accessible by key or card: 200dkr, i.e. 27€ a year), especially for those who leave their bike at the arrival station at night, to go to work. Otherwise, there are large parking facilities, roofed or not, at the major stations. Feedback has shown that a good balance was achieved with 10% of locked bike parks, 50 to 60% of roofed bike parks (for it rains often in Copenhagen) and 30 to 40% of non-roofed bike parks.

Access to the platforms is facilitated by elevators and troughs.

- On board the train:

The sizeable parking offer does not result in restricted access to the trains themselves (even though commuters and tourists are clearly distinguished by DSB). The Nørreport station alone is barred to cyclists at rush hours. Otherwise, all trains (recently put into operation) feature the same modular area holding 7 bikes (see product description). The price (flat-rate) is 10 dkr, or 1.30€ (value as of 2008). For the sake of comparison, the price of a 2-zone ticket for an adult (there are 8 zones in all) is 18dkr. The tickets are sold at the counter and at automated ticketing machines. These areas have been very successful.

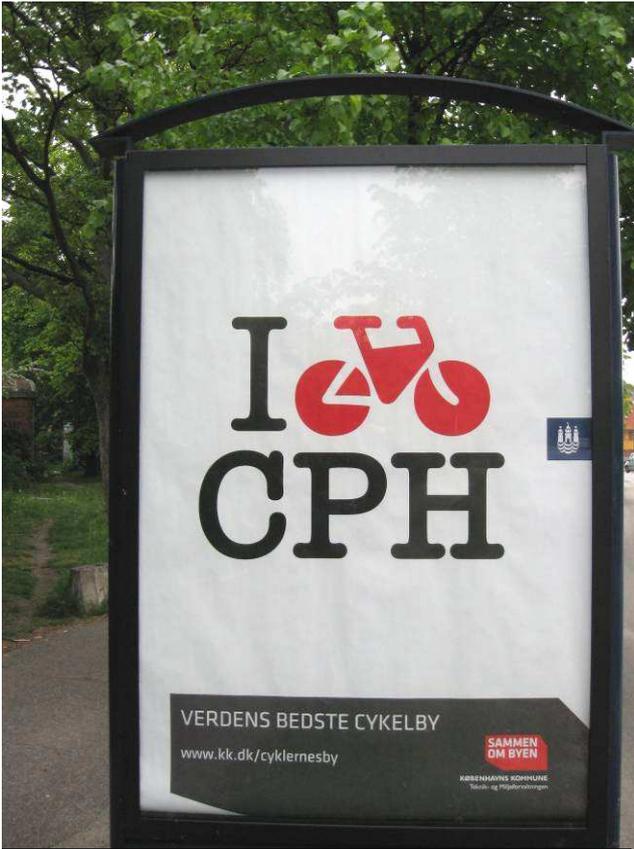
- Information and communication:

DSB is a partner of the « Bike to Work » campaign and encourages its own personnel to use bikes to go to work. This provides employees with an inducement to take bike matters into account.

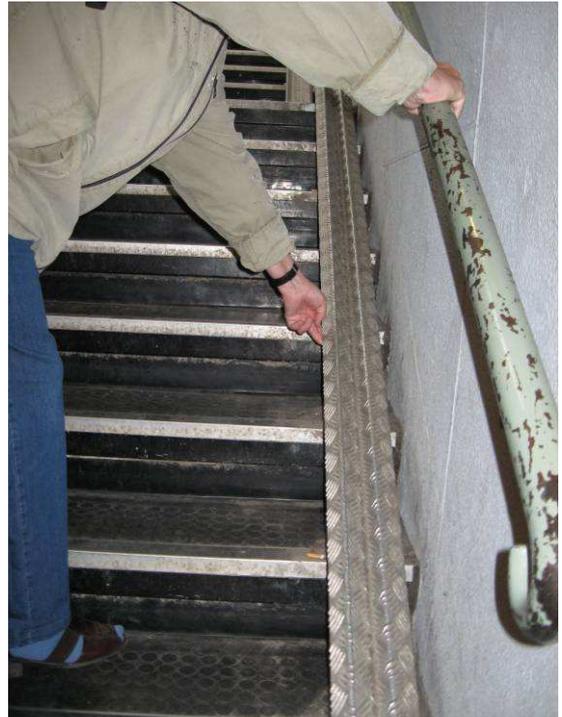
- Obstacles identified:

The Dansk Cyklist Forbund association regrets the absence of tourist offers and has not received any promises in that regard. It finds the new modular area offer very positive, however. At the level of Denmark as a whole, the offer is not as good as in Copenhagen.

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City communication campaign



A tip-up trough system to make cleaning easier



When building 6 new bike parks, S-tog had planned 25% of locked parking facilities, but they realized that the demand was smaller (10%) because of the existence of a fee.

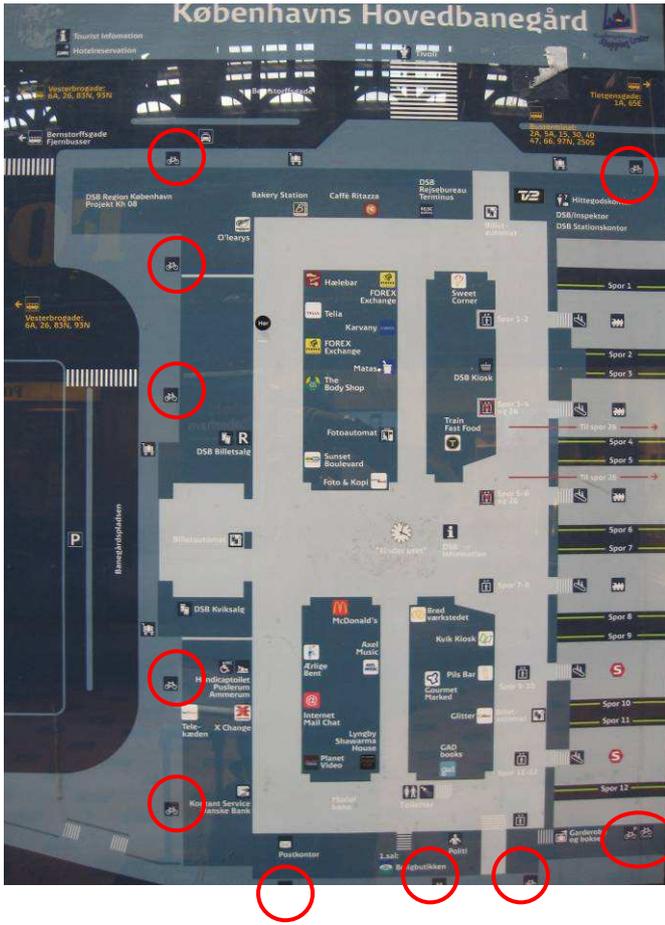


The presence of large bike parks does not lead to attempts to dissuade cyclists from bringing their bikes on board, quite the contrary.



A suburban station outside of rush hour

Train + Bike : European practice – September 2008



Ground plan of the Copenhagen station, posted in the entrance

The spaces closest to the platforms are always the most popular



Just a green light in Copenhagen



Bike taxis in the central pedestrian area



Abandoned bikes are a problem here too.