

[Design Resources](#) > [Design Responses](#) > [About Parking Facilities](#) > [Examples](#) > **Public Realm**

Bicinova, Barcelona, (ES)

July 2008

Facility:

Intelligent Parking BICINOVA (a private company)

Provider:

Intelligent Parking BICINOVA. Tel: 933150407

Designer/ Architect:

Information not available

Cost of Provision:

Information not available

Project Manager(s):

(unspecified) Tel: 933150407

General Description:

Bicinova is a privately owned and run, off-street cycle parking service. The company has existed since 2004. Its location in the Barrio Gótico of Barcelona has made it popular among users who cannot find acceptable or sufficient on-street parking to store their bicycles safely in the area. It is not heavily publicised but it has a large cycle sign on the large solid wood entrance doors, which are accessed by a swipe card system. For some time the service was oversubscribed with a waiting list but a slight drop in the number of users has been observed recently (there are more users leaving than signing up). This could be in part due to some cyclists now using the city's Bicing service to get around town, more than their own bikes.

Aim:

The company operates as a business. They do not ask for subsidies. It provides a space available for bicycles, which is under 24 hour surveillance.

Location:

Calle Hostal d'en Sol 10, Barcelona.



Exiting from Bicinova



Location del Cycle parking Bicinova. Source: BACC/ Googlemaps

Scale/ Capacity:

100 cycle parking spaces available. At the moment some 60 are in use.

Length of Stay:

The spaces are rented monthly. The company does not have any more specific data on the average length of stay for bicycles.

Charges/ Cost to User:

€23.20 or €20.88 per month (the cheapest cycle park has less easy access- there is a narrow stairway which must be climbed in order to get to it)

Access:

Easy to find, entry is from the street. The cycle park is accessible 24 hours a day with an electronic card. The street is not very wide, but it's an important one because it's next to the post office and the neighbourhood is quite densely populated. The houses in this neighbourhood are small, with narrow stairways, often without lifts, which makes carrying bicycles up and using them as an everyday form of transport difficult. Most of the people in this neighbourhood don't even have a parking space for their motor vehicles, which means they can't leave their bicycles in the garage.

Signage:

There is no signage apart from a large bicycle sign only on the door of the cycle park.

Furniture:

No information available.



Access by swipe card: 24 hours



Cycle parking on the upper level of Bicinova



Figure 1 Access 24 hours a day

Technical Requirements:

It appears to be a former shop which has been renovated as a cycle park. Shelves have been put up, and bicycle racks.

Security, Guardianship and Lighting:

There are surveillance cameras, insurance which covers bicycle theft from the cycle park and an alarm.

Maintenance and Servicing:

It is cleaned when necessary or if something breaks. Maintenance is not carried out on a regular basis. The door does not have a very good appearance (graffiti, which gives the impression that it is not well-maintained). The inside is well-lit.

Strengths:

- Located in the city centre
- Secure



Stairs leading to the upper level of Bicinova

Weaknesses:

- The price is very high
- The bicycles are mid-range in terms of quality but surprisingly the cycle park is quite full
- In addition, the company will only analyse data if it is economically viable to do so

Evaluation:

The cycle park has a good location, the price seems very high to me. If we take into account the average price of the bicycle (€150-200), not many people can afford to pay so much. Moreover, if a car parking space is around €100 a month in the same neighbourhood when a car has an approximate value of €15,000, a lower price should be paid for bicycles.

Original research by Marcus Wilcocks.