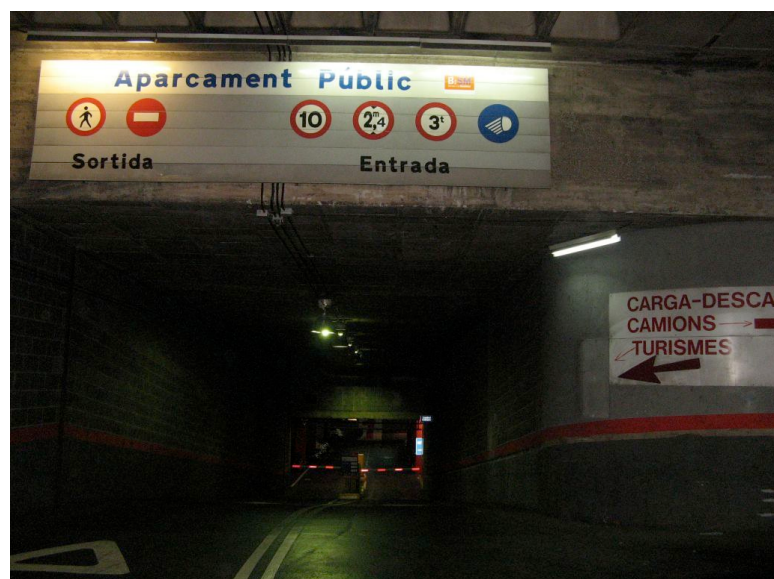


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Mallorca – Padilla, Barcelona, (ES)

July 2008



Access from Calle Mallorca / Padilla

Facility:

Cycle Parking within B:SM car park Mallorca / Padilla.

Provider:

B:SM car parks

(independently run, but set up by the City Council of Barcelona)

Designer/ Architect:

B:SM car parks (in-house)

Cost of Provision:

(not supplied)

Project Manager(s):

B:SM car parks

General Description:

An off-street cycle parking facility integrated into one of the B:SM car park venues. B:SM are a semi-public organisation, principally run to provide car parking in collaboration with Barcelona City Council.

At this site, there are approximately 30 spaces for bicycles of which two - thirds were being used when we visited.

At the moment, the company does not wish to dedicate more space to bicycles, because a car parking space is more profitable due to the fact that there is a higher turnover for cars. The company does not currently perceive so much demand for cycle parking facilities (2007-8). They identify that in part people who want to cycle around this area of Barcelona now have the Bicing public bicycle service at their disposition.

Some of the people who park their bicycles there do not use them. It appears that the majority of the bicycles are not used daily.

Another company called SABA offers free space for its clients to park bicycles (clients who regularly use the facility to park their car or motorcycle).

It would be useful for Barcelona authorities to conduct a study to determine how many B:SM clients have a car or motorcycle and a bicycle parked there.

According to B:SM there are cycle parking facilities in every garage.

Aim:

To offer more services to the car park user.

Location:

Close to the intersection between the streets of Mallorca and Padilla in Barcelona.



Location del Cycle parking estudiado del B:SM. Source. BACC/ googlemaps

Scale/ Capacity:

Approximately 30 spaces

Length of Stay:

Cycle parking facility for short or long stay. From one hour to months or years. Most users have bicycles parked there all month and only take them out about once a month. Amongst the 40 bicycles parked in the facility there are only one or two which are used on a daily basis, according to the security staff.

Charges/ Cost to User:

€1.20 euro per hour and €13.19 per month once registered and €10.56 with the Carnet Jove (Young Person's Card). To register, the cost is €11. A card is given with a support number and the type of bicycle. This card cannot be used to raise the barrier. Cyclists must either go around it or below the barrier.

Access:

Access from the street. It is not clear upon entering where to take the bicycle. Once it is clear that the bicycle must go in the same direction as motorised vehicles, it is easy to find. The disadvantage is the ramp, which makes it difficult to go up from the garage to the street as it is very steep.

Signage:

On the main sign close to the entrance, there is a small bicycle which symbolises the cycle parking facility. Apart from that, there is no

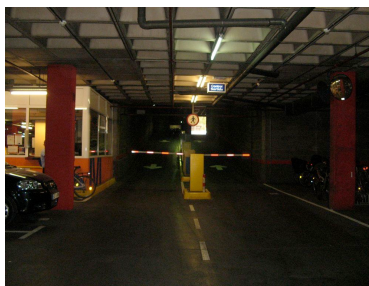


Figure 15 The cyclist has to pass Ander or to the side of the barrier.



Figure 2 Space dedicated to cycle parking.

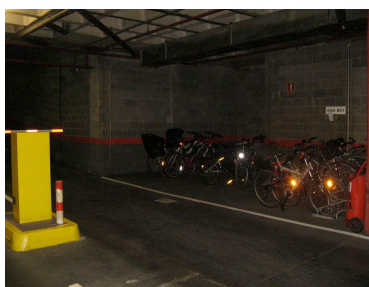


Figure 2 Cycle parking underground, Calle Mallorca / Padilla

signage. Once inside the facility, the cycle parking space can be quickly located.

Furniture:

One wheel only; variation on butterfly stands offers little security in its own right, but does allow locking of front or rear wheel and frame if locked correctly. Acceptable by virtue of the fact the bikes are directly surveyed from the parking control box. No sign of vandalism or theft.

Technical Requirements:

Space for 30 bikes within surveyed area. Installation of 'butterfly' type stands.

Security, Guardianship and Lighting:

It is close to the checkpoint; it is lit but the lighting could be improved.

Maintenance and Servicing:

This appears adequate. The area was not excessively dirty and there were no obvious signs of damage to the bikes or racks.

Strengths:

- Parking with protection against the elements and guard surveillance

Weaknesses:

- The price, although it is less expensive than private cycle parking facilities. The location is not always close to home

Evaluation:

This type of cycle parking facility is useful for people who live nearby. There were bicycles there of all price ranges. The price of parking is around €38.58 a month for a motorcycle and €113.99 a month for a car. The relative price of parking a bicycle seems reasonable.

Useful references:

http://www.bsmsa.es/mobilitat/es/aparcaments_bsm.html

Original research by: Marcus Willcocks.