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Finsbury Park Bike Park, London, (UK)

A secure covered overground bike park serving the Finsbury Park transport interchange. The bike park offers parking for up to 130 bikes using Sekura-Byk. Cyclists are required to pre-register for the service and are given a swipe card for access and use. Access to the facility is through a controlled gate at street level. The facility is staffed at peak times during the week but is open 24hr a day. The swipe card is also used to operate the stands at colour-coded consoles. The stands lock the frame of the bike and a steel cable is provided to secure both front and back wheels.



Provider:

Sekura – Byk with Transport for London.

Designer/ Architect:

Tony Meadows Associates.

Cost of provision:

Build cost £675,000 but this is because site improvements included those beyond build of bike park.



Strengths:

- 24 hours access and no bike thefts reported
- Staffed at peak hours and CCTV 24 hours monitoring
- Covered, clean and dry environment
- Good access layout and spacing
- The stands offer good locking practice without the need for extra locks (both wheels and frame can be secured providing cyclists use the steel cable)
- Sense of community between users and natural feeling of security
- Good daylight and night illumination scheme
- Only registered users in possession of the magnetic card can access the space
- Good visibility through the fences and potential natural surveillance
- Good maintenance and help point connected with TFL
- Repair service offered twice per week
- Telephone top up service available (although with a surcharge)

Weaknesses:

- The metal fences enclosing the compound look like a prison
- Charge of £0.50 for 24 hours - there is no difference for shorter lengths of stay or discount for regular users
- Short-term users often find an informal solution nearby
- The location is 55m from station, i.e. 5m over the recommended distance from station entrance
- Parkland Walk access is not well lit during hours of darkness
- No shelves or lockers are available for users' equipment
- Basic services such as air pump, water and a mirror are missing
- The push button inside the facility can be reached using a simple pole/stick
- Poor or non-existing signage/usage instructions for the facility within the surrounding area
- When bikes are parked in succession the handlebars clash making bikes difficult to place and collect
- Swipe cards interfere and malfunction when placed together with Transport for London's Oyster card system

Useful References:

www.sekurabyk.com

www.tfl.gov.uk/roadusers/cycling/978.aspx