

# National Cycle-Rail Awards



## Case Study: Cycle Parking Provision

### Transport for London - Finsbury Cycle Park - 2006 Winners

#### i) Background

The Finsbury Park area suffered high levels of crime. Cycle and pedestrian access to the station was poor. The interchange presently supports 85,000 passenger movements each day with a 40% increase forecast by 2020. As part of a comprehensive upgrade of the interchange, new routes and entrance to the park were provided alongside a secure, purpose-built cycle park. The Cycle Park uses technology developed in Belgium and first trialled in Waltham Forest. Further modifications have been made to enhance security and to make the system convenient for a wide range of bikes (and cyclists).

#### ii) Project description

Finsbury Park Cycle Park (FPCP) is a purpose built cycle parking facility for the secure parking of 125 cycles. It forms part of a comprehensive upgrade by Transport for London of multi-modal interchange and public realm at Finsbury Park. FPCP incorporates latest developments in technology and management to achieve quantifiable economic and social benefits. This includes network capacity, journey time savings and enhanced security.

#### iii) Project objectives

- An exemplary and fully integrated cycle parking facility offering incentive and substantial journey time savings for people accessing the public transport networks at Finsbury Park.
- DDA and London Cycling Design Standards compliance.
- 24-hour access/egress to the cycle park.
- Individual, automated, colour coded, locking system that can only be released by owner's own card.
- Easy to use, irrespective of cycle dimensions, automated system with smartcard pre-payment facility.

#### iv) Project partners and responsibilities

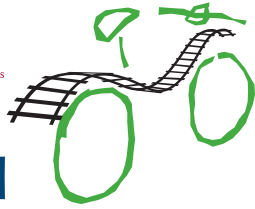
The project was mainly funded by Transport for London, the Heritage Lottery Fund, the Finsbury Park Partnership and LB Haringey. Construction was managed by TfL Major Projects in association with the Cycling Centre of Excellence (CCE) as one of five phases of the main Transport Interchange Scheme at Finsbury Park. On-going management is through CCE working closely with LB Haringey and the Metropolitan Police.

#### v) Project financing

Expenditure of the cycle park over a period from 2003/04 – 05/06 is;

£135k for design/consultation, £156k for supply of cycle parking equipment & software and £897k for construction and works of the cycle park's structure, shell and landscaping a section of Parkland Walk inside Finsbury Park with the addition of a new path and a gate at Green Stroud Road entrance to the Park.

First year (2006/07) operation and maintenance cost, including additional signage was £70k. Estimated operating cost for 2007/08, including CCTV maintenance and monitoring is £50k.



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## vi) Success measures

This is an innovative scheme, a milestone in the introduction of the 'bike station concept' in London, and cross-sector, multi disciplinary working.

The business case set out the following social /economic benefits

- Cyclist journey time saving of 52 seconds per cyclist resulting in total annual journey time savings of approximately 3000 hours.
- Pedestrian journey time of 108 seconds per pedestrian, benefiting from new access point into Finsbury Park. Based on survey data for an estimated 777,000 pedestrian per annum resulting in total saving of approximately, 23,400 hours and
- Passenger ambience improvements at this corner of Finsbury Park for people waiting around for a period of time.

## vii) Reflections

Undertake 'gap' analysis and plan for risk management at outset.

Provide a facility that is economically sustainable after 3 years, such as cycle repair or retail shop within the cycle park's compound area.

- Ensure that the security and payment systems do not disincentivise use
- Consider the context and develop a comprehensive security system including no 'weak links' or 'unseen' corners
- Do even more to create a sense of 'collective responsibility' and 'ownership' both within the supply chain, users and the wider community
- A comprehensive "lessons learned" review of the whole project.

## viii) Summary

- Ground-breaking, comprehensively integrated, showcase project that upon opening secured unqualified praise from all sections of the cycling community.
- Transformation of an area with a reputation as a hotspot for serious crime
- After one year over 530 member/users
- Evaluation underway to determine benefits

## ix) Contact and further information details

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