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Lessons Learned
Project Meeting in Barcelona (Sant Cugat/Sant Boi, Spain)
on September 29/30, 2016

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*Building Block

Sant Cugat

BB1. BIKE PARKING

- The station has **unprotected, non-sheltered bike parking spaces outside the station** (picture n°2) They are all indicated with a sign and conveniently placed near the entrances of the station, both on the square on the main side of the station (space for around 40 bikes, well-used) and on the other side (less used, around 12 places). It is advisable to raise the number of racks as capacity seems already limited with some bikes parked off the racks, especially on the square in front of the station.

- There is **safe bike parking in the form of 3 'BiciBox'-locations** (p. n°1 & 3), on the square on the main side of the station (14 places) on the other (rear) side of the station (7 places) and at nearby c. Andana (7 places). Capacity does not seem high enough to supply current demand.

- BiciBox offers cycle parking provided by the metropolitan government (AMB) that is free (first 48 hrs, during the weekend extending to 72 hrs). The system requires users to

register and **access the locations with a magnetic card.**

- The parkings are located near train stations and public services and can be easily installed as they are self-sufficient (a solar panel provides electricity). Currently 300 places are offered at the train station, which accounts for 20% of the total capacity of BiciBox. Plans for the future include an improved bike parking design and collaboration with local governments in order to add new locations at all stations in the Barcelona area.

- A **new separate, secured and covered bike parking is being built that will open in January 2017.** The capacity will be able to expand from the initial 120 places to a maximum **300 places** as demand grows. The location on the rear side of the station is not ideal, considering the main flow of cyclists, but both sides of the station are connected with an underpass that has direct access to the platforms. Parking is not free and access to the facility will be limited to registered users only.



BB2. PUBLIC BIKE

• In both Sant Cugat and Sant Boi there was no bike sharing scheme available to travel from the station to your destination. It's unfortunate (but understandable) that the 'Bicing' shared-bike system of central Barcelona hasn't been extended to the whole metropolitan area. As part of the BiTiBi project a **bike fleet service for nearby companies has been developed for both pilot-locations.**

• There will be a fleet of **12 electric bikes** (p. n°5) in Sant Cugat starting in January 2017. The bikes will be available for free for participating companies during a half-year pilot. The bikes will have dedicated parking space in the new secured bike parking and will be provided with insurance, locks, helmets and maintenance. In the future, companies might be more willing to participate when new governmental incentives are put in place to encourage sustainable mobility.



BB3. UNITY OF BIKE-TRAIN ORGANISATIONS

• The railway operator (FGC), together with the regional and local government (AMB and municipality) have worked together to reach an agreement on the bike fleet-pilot. FGC contributes for every train passenger that uses the bike fleet to go to/from the train station. The municipality invested in the construction of the bike parking near the station (located on their land) and AMB invests in access control to the bike parking.

• Beside the BiciBox-system, investments in

(guarded) bike parkings at stations have been limited in the Barcelona area. **With the new bike parkings at both BiTiBi pilot-locations and the start of the bike fleet service, FGC together with the municipalities show their growing attention for bike policy and the importance of the BiTiBi-approach.**

BB4. INTEGRATED PAYMENT SYSTEM

• **The access cards that people currently use for the BiciBox (p. n°4) will be compatible with the access cards for the bike parking.** The Metropolitan Area of Barcelona (AMB) will be the entity that manages and pays the access control.

• The access card will, at least at the start, not be integrated with regional transport smart travel cards even though this would make the combined bike-train journey even easier. The 'T-mobilitat' project that is currently under development will allow for an integrated payment system for all mobility services in Catalonia, including access to the cycle parkings.

BB5. COMMUNICATION, MARKETING AND PROMOTION

• The municipality of Sant Cugat provides general promotion of the bike fleet project and the bike parking. This will intensify when the parking is finished and the pilot of the bike fleet service has started.

• The promotional activity **'try a bike' was organized to let nearby companies experience how easy it is to use the bicycle to reach the station of Sant Cugat.** Several other marketing initiatives have been carried out within the BiTiBi-project to give attention to the bike fleet project and the new bike parking (e.g. posters, mailing to companies, company visits).

BB.6 UNDERSTANDING OF INFRASTRUCTURE SITUATION

• Although Sant Cugat is quite a hilly town, **cycling seems to be quite popular**. The built environment and public space are perfectly suited for cycling (safe surroundings, human scale buildings and interesting mix of functions and sights). The fast growth of this rich, well-organized municipality within the Barcelona Metropolitan Area led to investment in (cycle) infrastructure. **Cycle infrastructure is well-used** (p. n°6) **and there are a fair amount of bicycle shops**.

• The pleasant square in front of the station is pedestrianized. The railway station of Sant Cugat has a central location in the city and there are very linear routes leading to and from the station. However, two issues are not favourable for cyclists: the presence of many one-way streets (for both cyclists and cars) and the fact that the

important cycling routes must always cede priority to intersecting roads.

• **The centre of town is mainly pedestrianized** and although it is officially forbidden to cycle here people do it a lot. Local government even advertises cycle routes that pass through the area. Especially on busy days you have to navigate through people walking in this area.

• **There is quite a lot of cycling infrastructure, but it is mostly very narrow and often cycle lanes are either shared with pedestrians** (p. n°7) **or just end on the sidewalk**. Cyclists and pedestrians therefore often use the same space and that's not very comfortable for either of them. Dedicated cycle lanes would also provide safety on busier roads that are wide enough to build cycle lanes. There is also a recreational cycling network in the woods.



Sant Boi

BB1. BIKE PARKING

- A new covered and secure bike parking (p. n°8) opened in October 2016 in the station. **There are 24 places available on double-decker racks** (p. n°9) (though it seems quite difficult to park your bike on the upper level). The location near the entrance to the tracks is fine. The train company FGC provides CCTV surveillance from their control centre. Parking is not free and **access to the facility is limited to registered users only**.

- There is safe bike parking in the form of **2 'Bici-Box'-locations** (p. n°10), one on the main side of the station (7 places) and one at the nearby square. The locations are both well used and people park their bikes there to go to and from the station by bike. The capacity seems limited for current and future demand.

- Signs indicate the (very limited) outside unprotected cycle parking space. On the main side of the station there is space upstairs in the station near the secured parking (6 bikes) and near the BiciBox (8 bikes). At the rear side of the station there are 2 racks (4 bikes) near the enormous car parking. During the time of the visit almost no bikes were parked around the station.

- There are plans to change the area of the (currently closed) bar into a **'touristic cycle point'**, where cycle routes start and bike information can be obtained. It is advisable to dedicate some space (for example on the non-used platform) to (secured) parking space for bikes.



BB2. PUBLIC BIKE

- Just like in Sant Cugat, no bike sharing scheme was available to travel from the station to your destination in Sant Boi. **A bike fleet service for nearby companies has been developed as part of the BiTiBi project.**

- There will be a fleet of **8 electric bikes available for free for participating companies during a half-year pilot that started in October 2016**. The bikes will have **dedicated parking space in the new secured bike parking** and will be provided with insurance, locks, helmets and maintenance. In the future, companies might be willing to participate when new governmental incentives are in place that encourage sustainable mobility.

BB3. UNITY OF BIKE-TRAIN ORGANISATIONS

- The railway operator (FGC), together with the regional and local government (AMB and municipality) have worked together to reach an agreement on the bike fleet-pilot. FGC invests in the bike park and contributes for every train passenger that uses the bike fleet to go to/from the train station and AMB invests in access control to the bike parking.

BB4. INTEGRATED PAYMENT SYSTEM

- The metropolitan Area of Barcelona (AMB) is the entity that manages and pays for the access control of the secure bike parking. **The system will be compatible with the existing BiciBox access cards** but will, at least at the start, not be integrated with any regional transport smart travel card.

- The **'T-mobilitat'** project that is currently under development in Catalonia will allow for an integrated payment system for all mobility services, including bike parkings, and would make the combined bike-train journey even easier.

BB5. COMMUNICATION, MARKETING AND PROMOTION

- The municipality of Sant Boi provides general promotion of the bike fleet and bike parking.

- BiTiBi has been promoted during the car-free day in Sant Boi. Several other marketing initiatives have been carried out to give attention to the bike fleet project and new bike parking (posters, mailing to companies, company visits).

BB6. UNDERSTANDING OF INFRASTRUCTURE SITUATION

- The railway station of Sant Boi, one of the two railway stations within the municipality, has a somewhat eccentric location. There is no cycle infrastructure starting from the station.

- **Atmosphere is nice for cyclists** (it has been

built at a human scale and has lively areas with different types of shops and facilities). There seems to be a growing attention for cycling in Sant Boi, but mostly people still have a bike **for recreational use**. A cycle route to Barcelona is under construction and there are several bike routes, mainly for recreational purpose, through the agricultural area towards the beach.

- **The attractive old town centre is mostly pedestrianized** (p. n°11) (there is around 11 km of pedestrian-only streets) and its narrow and sometimes steep streets can be crossed by bike. At the newer parts of the city, there are wide boulevards with both a lot of space for pedestrians and for cars. Dedicated cycle infrastructure in the city is rare (there is 6 km of dedicated cycle paths). A circular route has been partly realised and will soon provide a continuous pedestrian and cycle route around the municipality.

- There are some circumstances that do not favour the use of the bicycle. Better connections at intersections and priority for cyclists on important cycle routes is needed. The very wide boulevards in the new part of the city should also have more dedicated cycle space available. **And real protected cycle lanes and speed calming measures for cars are needed on several important routes instead of only signs and a bicycle pictogram.**

