



BICYCLE RESEARCH REPORT NO. 10

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SWISS TRANSPORT ASSOCIATION SAYS:

PARK-AND-RIDE: SOMETHING WORTH BACKING, OR AN ENVIRONMENTAL NONSENSE?

Uneconomic park-and-ride spaces for cars cost 150 Swiss francs a month

The Key Facts

The Swiss Transport Association VCS has produced a report claiming that park-and-ride spaces for cyclists are substantially better value for money than park-and-ride for car drivers. A new covered cycle park costs around 1000 francs per space, compared with 35,000 francs per space (50 francs per month) for cars.

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Various towns in Switzerland have gone to considerable trouble and expense to provide park-and-ride facilities for motor vehicles, making it easier for motorists to change from car to train. According to a study by VCS, however, it is doubtful whether such programmes are effective.

Host of the approach routes to stations are between 3 and 5km long and are therefore ideally suited to cycle use. About half of the population of Basel can reach the Swiss and French main railway stations there by bicycle within ten minutes. In Zurich 1 person in 4 lives no more than ten minutes by bicycle from the central station.

The costs of park-and-ride facilities for motorists, on the other hand, are considerable - about 25,000 francs per space in construction costs and 10,000 to acquire the land (500 x 20m²). If running costs and rail ticket are excluded, the monthly figure including interest and amortization adds up to about 150 francs per parking space.

By contrast, a cycle park requires only 1 square metre per space at a fraction of the cost. A parking space in the covered cycle park at Wil station costs about 1000 francs. If only a weather-proof shelter and front-wheel cycle stands are provided, this brings the cost down to about 250 francs per cycle, or 600 francs if a Plexi-glass roof is used.

Surveys from 16 local authorities in German-speaking Switzerland show that the ratio of park-and-ride spaces to motorists is between 1:2 and 1:40. Samples have been taken from a wide range of areas to allow for the local differences in topography and therefore in suitability for cycling. This wide variation is also a result of the policies of the local authorities and cantons.



Per the future, VCS is recommending a standard value of 1:10 for the ration of park-and-ride to bike-and-ride spaces.

Press & Publicity "Park-and-Ride: Förderungswürdig oder umweltpolitischer Unsinn?" VCS-Pressedienst 33, Herzogenbuchsee 1990.

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Number of Park-and-ride and Bike-and-ride spaces at selected railway stations

Station	Population, Topography	Park & Ride*		Bike & Ride**		Ratio of Park & Ride: Bike & Ride ***
		Capacity	Cars	Capacity	Cycles	
Affoltern a.A./SBB	7'000, fairly flat	35	20	150	180	1 : 9
Basel/SBB	200'000, flat	-	-	-	990	-
Ettingen/BLT	2'000, flat	30	22	95	102	1 : 5
Gelterkinden/SBB	7'000, hilly	-	26	-	219	1 : 8
H'buchsee	7'000, flat	47	38	310	240	1 : 6
Hinwil/SBB	7'000, hilly	-	12	-	56	1 : 5
Huttwil/VHB	3'000, hilly	8	6	30	100	1 : 17
Langenthal/SBB	18'000, flat	86	86	460	380	1 : 4
Liestal/SBB	15'000, hilly	32	28	80	188	1 : 17
Pfäfersikon ZH/SBB	6'000, flat	-	21	-	127	1 : 6
Pratteln/SBB	15'000, flat	9	7	192	188	1 : 27
Pratteln/BLT	15'000, flat	0	0	180	132	1 :
Sissach/SBB	8'000, hilly	20	20	200	194	1 : 10
Stäfa/SBB	9'000, steep	35	23	105	51	1 : 2
Wetzikon/SBB	11'000, flat	-	142	-	220	1 : 2
Winterthur/SBB	90'000, flat	150	45	1'260	1'650	1 : 37
Total			496		5'017	1 : 10

Figures were compiled on a single day in each case and are therefore dependent on weather and other factors. They therefore cannot be taken as averages (except for Affoltern and Winterthur.)

- = no figure recorded.

* the 'capacity' column give the number of car parking spaces available, the 'cars' column the average occupancy of these spaces.

**The 'capacity' column gives the number of cycle parking spaces available, the 'cycles' column the average occupancy of these spaces.

*** The column P&R/B&R shows the ratio of the average number of parked cars to the average number of parked cycles.

For comparison, the Clean Air Campaign for Zurich has set a target of 1:2 (9000 P&R to 19 000 B&R.)

Costs and order of magnitude: 16 francs per month