



BICYCLE RESEARCH REPORT NO. 26

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'BICYCLE PARKING 21' by M E BEKKER

Netherlands Railways plan to double bike-and-ride traffic

The Key Facts

More and better cycle parks, both guarded and unguarded, including secure cycle lockers and computer-controlled covered cycle parks - all these will help the Netherlands to double the present number of rail users arriving at stations on bikes by the year 2005.

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A significant number of rail passengers use bicycles for journeys to or from stations, says Mrs M E Bekker of Netherlands Railways in a paper read to the Velo-City conference in Milan in 1991. About 35% of trips between home and station and 10% of trips between station and final destination are made by bicycle.

At present the 350 or so stations in the Netherlands rail network usually provide a choice of guarded parking- spaces in cycle parks, for which a charge is made/or unguarded cycle racks which are free; alternatively there may be unguarded cycle parks with secure cycle lockers (Appendix 1). The facilities provided to date have been very poor in places. 34% of users complain of insufficient space, and 10% of theft and vandalism. About 15,000 cycles are parked illegally every day. Lighting and maintenance are inadequate in many places.

The 'Rail 21' programme intends to double rail passenger traffic and reduce motor traffic by the year 2005. Part of this programme provides for more and better cycle parking facilities at stations as well as better train services. Altogether a further 140,000 cycle parking spaces are planned.

As the present guarded depots are very labour-intensive, and as there is not enough room near stations, 5 new types of parking facilities for bicycles are to be tried out:

- (1) automated unmanned depots: bicycles are parked and released automatically (eg by robots) using a computer card or credit card.
- (2) semi-automated depots: automation is for parking only - again by means of a magnetic card.
- (3) semi-automated depots in which cycles are collected on the platform and



can be reclaimed at a point only a few minutes' walk away.

(4) lock-up depots for a restricted group of users possessing keys and sharing a common destination (eg a school) and subject to an agreed system or rules.

(5) mobile depots: cycles are loaded onto a lorry which is parked near the station, and are kept here until they are collected.

Improvements are also planned for existing cycle parks. There is to be an experimental first class for the parking of valuable machines; certain parking spaces will be kept separate. Guarded depots are to be combined with a cafeteria; cameras, security staff and better lighting will improve safety.

Paper 'Bicycle Parking 21. Toward a policy for future bicycle facilities at the stations of the Netherlands Railways', by M E Bekker, Velo-City Conference, Milan, 4.11.91 (in English)

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APPENDIX

Bicycle and Train

Approximately 35% of train passengers use the bicycle in access transport, and 10% for egress transport.

Thus all NS stations are equipped with bicycle parking facilities. This is usually a combination of guarded and unguarded facilities. In general the NS offers two combinations, namely:

- 1. guarded depots with bicycle racks*
- 2. bicycle lockers in unguarded depots*

These types of facilities are spread over the approximately 350 NS stations as follows:

<i>Type of facility</i>	<i>no. of stations</i>	<i>no. of places</i>	<i>average size</i>
<i>Bicycle racks</i>	<i>103</i>	<i>20,758</i>	<i>932</i>
<i>Unguarded depots</i>	<i>273</i>	<i>66,947</i>	<i>245</i>
<i>Bicycle lockers</i>	<i>176</i>	<i>5,947</i>	<i>33</i>
<i>Guarded depots</i>	<i>84</i>	<i>96,659</i>	<i>1,151</i>