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Realm**

Tanashi - Asta Livin, Tokyo, (JP)

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Facility:

This facility combines underground with outdoor facilities and uses zigzag double level tier racks and freestanding bicycle parking areas

Provider:

Seibu Saison Group. ASTA Livin Department store.

Designer/ Architect:

Corporation Cycle techno, post code 105-0004

The Tokyo Minato-ku Shinbashi 1-16-8, Kureguran Shinbashi building

TEL 03-3504-0510, FAX 03-3504-0470,

info@cycletechno.com

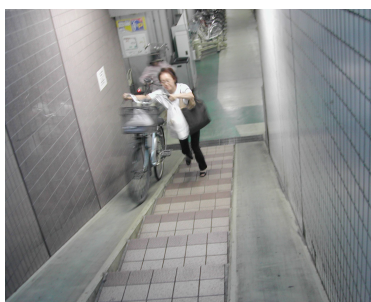
Cost of Provision:

Undisclosed information.



General Description:

Tanashi is part of Nishi Tokyo ward on west Tokyo. The building belongs to Seibu Economic Group that also runs the local private train line and stations connecting west Tokyo with Shinjuku. The department store was designed at the height of the Japanese economic bubble and aimed to reflect the shopping district experience of central Tokyo. The initial design installed 450 bicycle racks on its basement facility, however these spaces were rapidly shown to be insufficient to cover the demand specially after the downturns of the Japanese economy when bicycle use increased dramatically in the late 90's. Then the building went through a retrofitting process, doubling its capacity by connecting the basement facility with the bicycle parking extension at street level. The extension was carried out on previous wide pedestrians' alleys where bicycles were illegally parked all the time.



Location of Facility

Opposite to Tanashi Station Seibu Shinjuku line. This area has other bicycle parking lots intended for commuters at ¥100 a day

Scale (capacity):

The department store has 1006 bicycle parking places, 926 bike racks are for customers. 450 of these are located underground on the east side of the building, and 476 racks are installed outdoors at ground level. There are 80 places more on a freestanding area but their use is restricted for employees only

Length of Stay:

Open 24 hours, but typically this site is intended to serve customers of the shopping centre for free for 2 hours. Since the facility is in front of the station and is not meant to serve commuters' bicycles it has set deliberately high uncompetitive rates for bicycle parking.

Charges (cost to user):

Open 24 hours

Free for the first 2 hours (outdoor racks), free for the first 3 hours (underground racks). During opening hours (09.00-22.00) customers tend to avoid going up or down the ramp of the underground parking so the outdoor part of the facility gets full first.

After 2 hours (outdoors) and 3 hours (underground) a ¥100 fee is charged for every 4 hours of use



Access:

The facility is open access.

Signage:

There is specific signage regarding the parking service. This emphasises the fact that there is a limit time for free. There are also instructions on how to use the racks, and how to activate the electronic inbuilt lock.

Furniture:

The zigzag tier racks consist of rows of single deck tier racks with a horizontal zigzag profile that alternates the height of the racks with ground level racks in order to avoid handlebars clashing with the neighbouring bicycle.

There are also vending machines that activate the locks and time the length of the stay in the facility, the whole system is called Cycle 21 and it's made by Cycle Techno (one of the biggest bicycle parking solutions companies in Japan)

Technical Requirements:

Cycle Techno is one of the most experienced makers of these facilities in Japan; they are known to be some of the most reliable in the market. The materials of the racks include stainless steel, die cut metal components, electro mechanical locks, rust proof and quick dry coatings. The vending machines are sealed in stainless steel cases and their keyboards and displays are made of weather resistant resins.

Security, Guardianship and Lighting:

This whole installation has no appointed guardians. Cycle crime is very low in the area, the level of security offered by the cycle parking is high considering that is intended mainly for relatively short stops. The site is lit with fluorescent lights.

Maintenance and Servicing:

Cleaning is carried out by the department store staff daily, the equipment is very low maintenance and is serviced by Cycle Techno.

Service Period (how long it will last):

The underground space is part of a 50 years, projected building, the furniture within the underground area is expected to last 25-30 years, the outdoor furniture has 15-20 years expected life, though Cycle Techno states that partial replacements can be carried out without having to change the whole mechanism.

Strengths:

- It is a great facility and a great service for a customer going to this department store, a model to be copied by all sorts of retailers
- The higher tier racks on the zigzag racks are easier to use than the higher level racks found on double deck racks on other parking sites
- The site is in front of a train station but its pricing manages to discourage commuters and train users from leaving their bikes at this site

Weaknesses:

- The underground gate does not have an ejection band or conveyor belt to help customers ascending to ground level with their bikes, often loaded with shopping bags
- The outdoor racks were installed where there used to be wide pedestrian areas and the existing walkways are narrow now. Considering that these walkways are also the access to bicycles and people have to walk to close to the racks, these could be dangerous

Useful References:

Maker's website (Japanese)

<http://www.cycletechno.com/cycleinn/index.html>

Corporate website of the department store describing the facility (Japanese)

<http://www.asta.co.jp/asta/access/index.html>

Original research by: Diego Bello.