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Kichijoji, Tokyo, (JP)

June 2008





Facility:

The site is a 4 storey building, and a self-standing structure that offers 2000 cycle spaces to the community of Kichijoji, in Musashino ward, west Tokyo.

Provider:

Musashino Ward.

Designer/ Architect:

Musashino Ward Planning office.

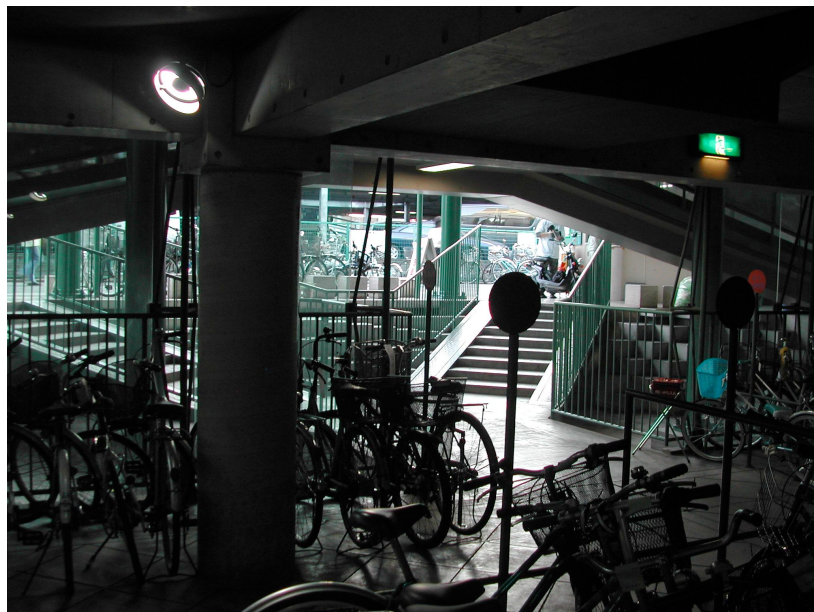
Cost of Provision:

Approx. ¥55m (£275.000)

General Description:

Kichijoji is part of Musashino city, one of the 23 residential wards annexed to Tokyo, Kichijoji has a density of 12,705 persons / km² which is more than twice Tokyo's average. Kichijoji used to be a traditional Japanese village with narrow streets and temples. It is now home to Seikei University, Inokashira park and Hayao Miyazaki's Ghibli Museum of Manga. Kichijoji has a youthful, artistic, slightly countercultural reputation. It also has a severe problem of bicycle overpopulation to the point that bicycles are constantly parked on the sides of the roads and the authorities find it really difficult to enforce the removal of illegally parking bicycles since their storage compounds are already overloaded with unclaimed bicycles. In an effort to tackle this problem, the local government reduced the provision of public car parking to extend the creation of bicycle parking for the benefit of the wider population. This facility has been developed as part of the Musashino strategy for sustainable transport of the XXI century. The programme includes the conversion, purchase and lease of land to create new spaces in bicycle parking areas that serve a wider group of inhabitants and visitors of Kichijoji.

The building itself is a metal and pre-cast concrete structure, produced offsite and assembled at particular terrains. The building is modular and adaptable. It currently has 4 floors connected through ramps. The finish of the structure is heavy duty and low maintenance ramps to minimise expenses and impact from the weather. The administration is carried through subscription quotas; right now no subscriptions are sold, there is a long waiting list and lotteries are to be held to accept new subscribers and extend existing subscribers, so the only way to use the facility is through single day tickets.



Location of Facility

50 m from the south east exit of the Keio Inokashira line station and 100 m from JR Sobu and Chuo lines, Kichijoji is halfway on the Shinjuku-Tachikawa residential west gate

Scale (capacity):

2000 bikes.

Length of Stay:

24 hours. On single ticket use or 3 month subscriptions

Charges (cost to user):

¥100 a day, 1 month ¥1500, 2 months ¥2800, 3 months ¥4200.

Access:

The facility is open access. There is a booth that is open 0630-2000 every day

Signage:

There is no specific signage for the bicycle parking but the distinctive appearance and prominent location makes the parking simple to locate.



Furniture:

The site has 4 floors of freestanding cycle parking, so bicycles are required to have a kickstand leg. The bicycle this research used during the visit did not have a leg so the staff advised me to lock to one of the site fences.

Technical Requirements:

The building is made from reinforced steel and concrete prefabricated elements. The base of the building was prepared to comply with strict Japanese anti-seismic building regulation.

Security, Guardianship and Lighting:

Two members are constantly present, though they are not appointed guardians. Any bicycle left within the facility is at owner's own risk. The staff finish their shift at 2000; afterwards anyone is free to enter and use the parking without even paying. The building is lit with fluorescent lights.

Maintenance and Servicing:

To facilitate low maintenance, the building has many surfaces made of stainless steel and other metal components are painted with anti-rust industrial paint. The site is, however, regularly cleaned

Service Period (how long it will last):

Unspecified, but it is estimated that it should work without problems for 20 to 30 years.

Strengths:

- This type of building can be easily erected
- It has so many modular and transferable components that can be easily reused, or recycled
- Easy maintenance
- It can be easily retrofitted with CCTV cameras, alarms, or bicycle racks. Its capacity could be optimised by installing double deck tier racks

Weaknesses:

- The site is not locked, if this solution is to be adapted in other countries, it might need some access control solution to be fitted to it.
- Does not have conveyor belts on the ramps. It can be heavy to pull a loaded Japanese shopper bicycle therefore the 4 floor is the less used

Useful References:

<http://www.city.musashino.lg.jp/>



(Japanese language)

Original research by: Diego Bello.