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Tamachi, Tokyo, (JP)

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Facility:

Tamachi station, east exit underground cycle parking is located in Minato ward. The provision is intended to serve mainly bicycles but it has 50 spaces for scooters too

Provider:

Minato Ward

Designer/ Architect:

Minato city planning office

Cost of Provision:

(Undisclosed information), the Minato planning office states that Tamachi cycle parking is part of its long-term transport strategy agenda. The facility is likely to be retrofitted to optimise its use as the cycle parking demand increases.



General Description:

Tamachi is one of the areas in Tokyo that has suffered most transformations in the city's history, Tamachi was once a place where rice was grown. During the economic Japanese miracle Tamachi became a business centre and is now the home of several embassies and major companies, including Nippon Kinzoku, Morinaga and NEC. Tamachi is also the nearest JR station to Keio University's Mita campus and Temple University Japan's Mita and Azabu campuses.

Tamachi is not a residential area: most of its population consists of students and workers who commute every day from different parts of Tokyo, Kanto and Kanagawa prefectures. Many of the train commuters are also cyclists who finish their trips to work by bicycle. Unlike parking facilities on residential areas in Tokyo, Tamachi cycle parking has a peak of occupation after office hours during the night; most bicycles remain overnight at Tamachi cycle parking.

The facility is an underground space of approximately 6000m² that is part of the station building. It consists of corridors with freestanding bicycle parking boxes enclosed by coloured floor markings and fences. Tamachi underground cycle station has a key role in the mobility of Minato ward central Tokyo.

There is a low rate of bicycle theft in this area, most 'missing bicycles' tend to be bikes removed for overstaying in the facility with expired subscriptions. The bikes are taken to a compound where owners can collect them once removal fees are cleared.



Location of Facility

Tamachi train station, Minato ward, harbour area, Tokyo, Japan.

Scale (capacity):

200 bicycles + 50 motorcycle spaces.

Length of Stay:

The station is currently a night base for nearly 950 bicycles. Bicycles are allowed to stay 24 hours, but the facility is only open 20 hours a day, from 0430-0130.

Charges (cost to user):

Bicycle monthly subscription ¥1800 (£9),

Student monthly subscription ¥1300 (£6.50),

Daily ticket is ¥150 (£0.75)

11 times coupon 1500 yens (£7.5)

Motorcycle monthly subscription ¥2700 (£13.50)

Student monthly subscription ¥2200 (£11)

Daily ticket is ¥200 (£1)

11 times coupon ¥2000 (£10)



Access:

The facility is open access. It has ejection bands (conveyor belts) for the departing bicycles, and downhill ramps for the arriving bicycles.

Signage:

The cycle parking is divided in sections regulated and demarked by colours on the columns and big Roman alphabet letters A-M. There is signage regarding prices, opening hours, subscription procedures and a map A-M areas.

Furniture:

There are metal tube structures performing as fences to organise lots of bicycles in order to keep them within the boxes marked on the floor. Bicycles should not be locked to the metal tubes because this prevents them from relocation when staff organise the lots. Vending machines sell single stop tickets (24 hours) or renew existing subscriptions. There are CCTV cameras every 15m and ejecting bands at the gates.

Technical Requirements:

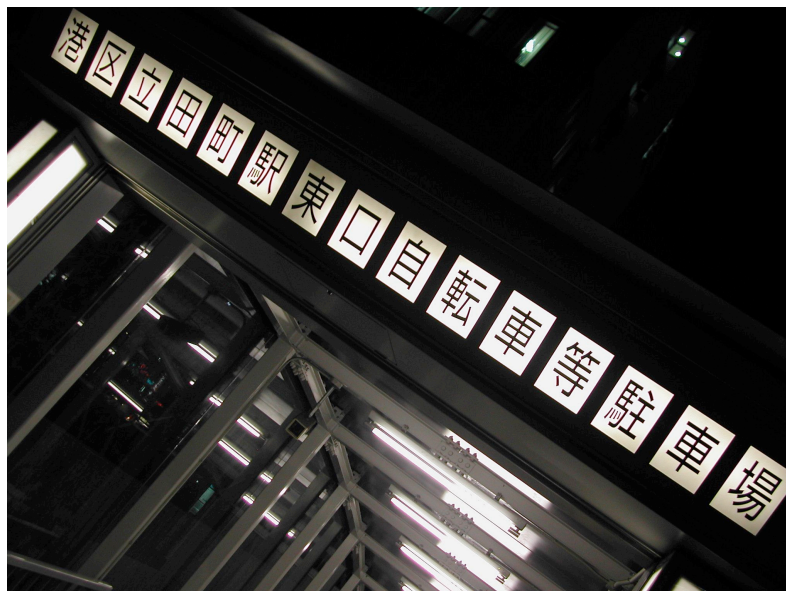
All any underground structures in Japan before being built must comply with anti-seismic regulations; they must also be built with pre-cast concrete elements due to water-table issues.

Security, Guardianship and Lighting:

The facility has maintenance staff who carry out duties of cleaning, selling subscriptions, organising the bicycles and guarding them, though they are not responsible for damage or theft within the site.



The site has CCTV cameras in operation guarded from the staff booth; the site is well lit by fluorescent light tubes.



Maintenance and Servicing:

The local authority manages all maintenance. The paintwork applied on walls, floors and other elements is heavy duty and low maintenance. A contractor maintains electronic and electrical equipment.

Service Period (how long will it last):

This is an old station and the building has been through several renovations; its latest development occurred 10 years ago when the cycle parking was included. This building is expected to last 50 years

Strengths:

- The space has a great potential of becoming a major bicycle parking on this side of the city as it is currently used only as open freestanding area
- Its capacity could be optimised to 2400 bicycle parking spaces if furniture is installed

Weaknesses:

- The use of space is not optimised, as it is in other sites in Tokyo
- The facility does not have furniture to lock to the bicycles, the bicycle security primarily relies on inbuilt wheel-locks of the bicycles

Useful References:



<http://www.city.minato.tokyo.jp/sisetu/tyusya/tamati/index.html>

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