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Interchange

Nakano, Tokyo, (JP)

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Facility:

Nakano bicycle parking is a retrofitted storage facility, extended due to the recent increase of bicycle use. Currently the facility has three main areas: the main building where 2000 bicycles can be stored, a covered terrace where 1600 bicycles can be stored and a back garden where 800 bicycles can be stored.

Provider:

Nakano City Office

Designer/ Architect:

Nakano city office

Cost of Provision:

Undisclosed information

Main Building



Covered Bicycle parking terrace (high corridor)



Freestanding bicycle parking back garden



General Description:

Nakano is the neighbour town of Shinjuku, and is the first town on the axis Shinjuku residential west gate that ends in Tachikawa on the Chou line.

Nakano is mainly residential and its population is primarily composed of young adults. Bicycle transport is key for the mobility for this community whose residents often commute to central Tokyo given that a 15 minute cycling ride separates Shinjuku from Nakano.

The building has been through several extensions due to the dramatic increase of the bicycle population in Nakano ward during the last decade. The building was initially intended to receive 2000 bicycles at the time when double deck tier racks were novel in Japan (15 years ago). The model of double deck tier racks was imported from Europe and Japanese peoples' first impression was that upper tier racks systems were designed for taller European people and were difficult to reach. The architects, in an attempt to compensate the ergonomic disparity, decided to raise the floor of the central corridors and embedded the lower rack onto the floor, lower even than the corridor level. As a result the upper rack has easy access but the lower one is awkward to operate and locking a bike there is difficult. The tier racks on the covered terrace are used from the ground level; there are also ramp style racks, which are easier to use: they have two different heights in order to alternate the bicycles' handlebar positions and avoid bicycles pushing or dragging one to another. The local administration issues annual and monthly stickers that must go on the bicycle frames; they show where they should be parked within this site and the expiry date of the subscription.



Location of Facility:

The building is located on the north exit of Nakano Station served by JR Chuo line (central) Sobu line and Tokyo Metro Tozai line.

Nakano ward, West Tokyo is only 5 km away from Shinjuku and is heavily populated since this is where residential Tokyo starts. Nakano has 19,110 inhabitants per km².

Scale (capacity):

4400 bikes. 2000 of them can be stored inside the main building, these are parked on double deck tier racks; 1600 of them can be stored at the terrace where there are more covered tier racks, ramp style racks and freestanding bicycle spaces. Finally there are 800 freestanding uncovered bicycle spaces at the back yard.

Length of Stay:

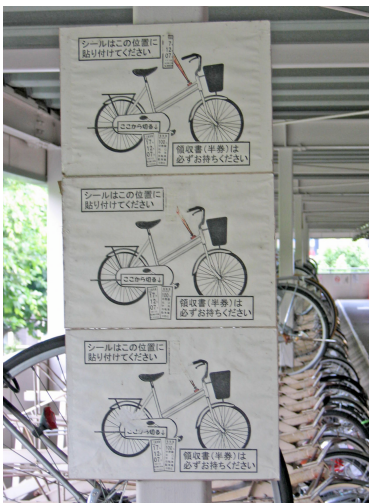
24 hours, but typically intended to serve a working day or day-trip, by train.

Charges (cost to user):

First floor of the main building cost 2200 yen a month (£11), second floor of the main building, the back garden and at the covered parking terrace cost 1900 yen a month (£11). Daily tickets are sold for the back garden and at the covered parking terrace mainly and they cost 100 yen a day (£0.50). The site does not have vending machines

Access:

The facility is open access



Signage:

There is signage within the facility displaying information about subscription application procedures, fees, and instructions to use the racks plus 'way in' and way out' signs. Inside the building, the sections are colour coded marking the ceiling and subdividing floors and corridors.

Furniture:

Inside the building double deck tier racks, outdoors covered parking, ramp racks, double deck tier racks, and outdoors uncovered parking free standing areas.

Technical Requirements:

The double deck tier racks are made from sheet steel, the lower rack is shorter (1567mm) than the top one (1900mm), the whole unit requires a clearance space of 2430mm vertically and 450mm wide. Ramp racks require 2060mm clearance at the base, and 1450mm vertically and 600mm wide.

Security, Guardianship and Lighting:

The facility has no appointed guardians. There are staff members keeping the site, supporting customers and checking subscription stickers. The staff members work there from 0630-2030 on weekdays, and Saturdays 0900-1730. The site is dark but lit with fluorescent lights; there are no CCTV cameras in operation.

Maintenance and Servicing:

Nakano City Authority manages all maintenance.

Service Period (how long it will last):

The facility has been already in service for 15 years and some of its equipment needs replacement.

Strengths:

- It has a large area, and has great potential for redevelopment.
- This site pioneered the large scale of bicycle parking in Tokyo, 10 years before, it also introduced technologies novel for its time.
- It is very close to the station (40-60m)

Weaknesses:

- Some of the furniture is starting to show signs of fatigue. Some racks handle loosely.
- The back garden looks too random and disorganized because of randomly parked bikes.

Useful References:

Ward website on bicycle parking (Japanese):

<http://www.city.tokyo-nakano.lg.jp/016/06/d12900292.html>

<http://www.city.tokyo-nakano.lg.jp/015/d12900017.html#yuryou>