Transtation Ozeki, Tokyo, (JP)

May 2008

Facility:

Transstation Ozeki facility: ´Semi Architecture´, including bicycle parking, passenger waiting areas and car parking for station users.

Provider:

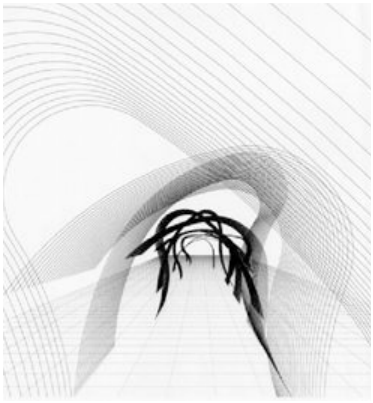
Kiyosada Structure Office.

Designer/ Architect:

Shuhei Endo, Aoi Fujioka.

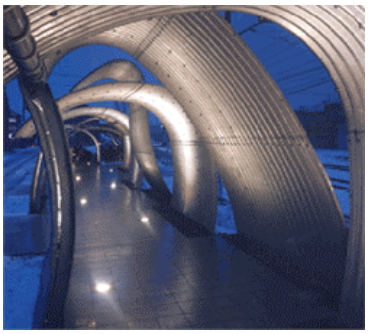
Cost of Provision:

Approx. 38 million Yen (€264,400), including whole construction of the Transstation Ozeki facility.



General Description:

This facility has been key in the revitalisation of this unmanned station, in the area where train use had previously been dropping. The construction is built on a reclaimed train sidings area, hence the long, narrow form of the installation. It is open, to allow local residents and visitors free access without the need for staffing, but also to act as a focal point of communication as passengers gather and depart from the station. It is a solution intended to be adaptable for the local community who have also used it to host events and as a meeting place among local residents. The drawn-out length of the shelters also helps to act as a wind barrier between the local housing and the open paddy fields on the other side of the railway track. The bicycle parking area is part of the continuous structure of the building. It also incorporates a parking area for cars and a waiting area for passengers. While the level of cycle security offered by the parking is low, it is acceptable for the context. Significantly, the function served by and the iconic nature of this structure is an important example of how bicycle parking can be integrated into a solution that benefits the local environment and community on a wider scale. A user assessment of the provision, undertaken as part of an architecture competition, states: 'The facility has contributed much to improving the locale's image. The construction of the facility has indeed changed the train station and its surrounding environment in a positive manner.'



Location of Facility

Train station, Sakai-gun, Fukui Hon Shú Island, Japan.

Scale (capacity):

30 bikes.

Length of Stay:

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

Charges (cost to user):

Free.

Access:

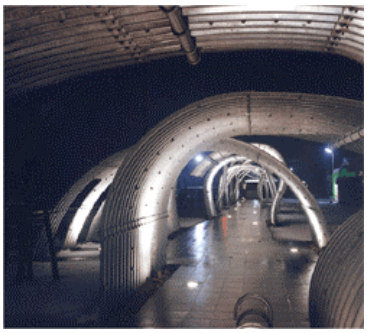
The facility is open access.

Signage:

There is no specific signage for the bicycle parking but the distinctive appearance, prominent location, compact size and its open, corridor-like structure all serve to communicate the facility's functions and make the parking simple to locate.

Furniture:

Kiyosada Structure Office provided the cycle parking furniture, which is a very simple, one-wheel only support.



Technical Requirements:

The shelters or ‘semi-buildings’ are made from galvanized corrugated steel sheet, ranging in thicknesses from 2.7-7mm.

Security, Guardianship and Lighting:

This whole installation was specifically designed for the station, which has no appointed guardians. Cycle crime is very low in the area, largely owing to cultural factors. As such the level of security offered by the cycle parking is low, but appropriate for this context. ‘Anti crime’ floor lights and reflectors illuminate the structure at night.

Maintenance and Servicing:

All maintenance is managed from within the rail authority. Zinc plating has been applied to iron parts to facilitate low maintenance and in consideration of expected future change and exterior weathering.

Service Period (how long it will last):

Unspecified, but use of zinc and galvanized finished components suggests potential of 15-20 years.

Strengths:

- This facility has been key in the revitalisation of this unmanned station, in an area where train use had previously been dropping
- It is open, to allow local residents and visitors free access, without the need for staffing but also to act as a focal point of communication as passengers gather and depart from the station
- It is a solution intended to be adaptable for the local community who have also used it to host events and as a meeting place among local residents
- It is a solution that benefits the local environment and community on a wider scale

Weaknesses:

- Low bicycle security offered via existing installation/ furniture
- Facility not very transferable internationally without increasing the security provision for the cycles, since most cities/ cycling cultures experience higher risks of theft than sub-urban Japanese towns
- Further cyclist facilities are not yet offered as a part of the installation, eg bike vending machine, repair service, showers etc

Useful References:

Narrative description and further photographs:

http://www2.hawaii.edu/~kbda/1998-008/index.htm

Description, User Assesment and Jury Comments:

http://www.mwkdesign.com/kbda-archive/1998-008/98008.htm