



Bicycle parking

- Introduction
- Context
- Design principles
- CASE: transformation of Utrecht Central station 2016 - 2022



Water



Power



Infrastructure



Urban Development



Heavy Rail



Light Rail



Public Transport



Mobility

Movares



Experience

- Bicycleparking all over the Netherlands
- Varying from expansion of 120 – 12.000 parking spots



Almere Centrum (2017)	Amsterdam Amstel (2017)	Amsterdam Holiendrecht (2016)	Apeldoorn (2017)	Arkel (2017)	Arnhem Velpepoort (2017)	Arnhem Zuid (2017)	Barendrecht (2017)	Barneveld Centrum (2019)	Barneveld Zuid (2019)	Bedum (2016)	Bloemendaal (2017)	Bodegraven (2018)	Boskoop Snijdelwijk (2017)	Boven-Hardinxveld (2018)	Boxmeer (2017)	Buitenpost (2017)	Bussum Zuid	Capelle Schollevaar (2017)	Coevorden (2017)	De Westeren (2017)	Den Dolder (2017)	Den Haag HS (2017)	Den Haag Laan van NOI - Voorburgzijde	Den Haag Ypenburg (2016)	Diemen Zuid (2016)	Dieren (2017)	Doetinchem - fase 2 (2017)	Dordrecht Stadspolders (2018)	Dordrecht Zuid	Dronrijp (2017)	Eindhoven	Enschede	Enschede Kennispark	Ermelo (2017)	Etten Leur (2017)	Eysden (2018)	Franeker (2018)	Gaanderen (2017)	Geldermalsen 2018	Goor (2017)	Gorinchem (2017)	Gouda (2018)	Gouda Govenwelle	Grijskerk (2017)	Groningen Noord (2017)	Haarlem Spaarnwoude (2018)	Halfweg-Zwanenburg (2017)	Hardinxveld Giessendam (2018)	Harlingen (2017)	Heiloo 2019	Heino (2017)	Hengelo	Hillegom (2018)	Hollandsche Rading (2017)	Holten (2018)	Hoogezand-Sappemeer (2016)	Houthem-St. Gerlach	Koog aan de Zaan (2017)	Leeuwarden Camminghaburen (2017)	Leiden de Vink (2018)	Leiden Lammenschans (2018)	Lelystad (2017)	Loppersum (2016)	Maarn (2017)	Maastricht (2017)	Martenshoek (2017)	Nieuw Amsterdam (2016)	Nieuw Venneep (2016)	Nieuwekerk av/4 Jssel (2018)	Nijmegen Dukenburg (2018)	Nijmegen Heijendaal (2017)	Nijmegen Lent (2017)	Nijmegen Oostervijk (2017)	Putten (2016)	Rijssen (2017)	Rijswijk Pyramideplein (2018)	Rotterdam Alexander (2018)	Rotterdam Centraal (2018)	Rotterdam Lombardijen (2016)	Rotterdam Noord (2017)	Sassenheim (2017)	Scheemda (2017)	Slidrecht (2018)	Slidrecht Baanhoek (2018)	Sneek (2018)	Soest Zuid (2017)	Tegelen	Utgeest (2017)	Utrecht Knoopstalling (2017)	Utrecht Leidsche Rijn (2018)	Utrecht Overvecht (2017)	Utrecht Terwijde (2018)	Veenendaal Centrum (2017)	Veenwouden (Feenwälden) (2019)	Voorhout (2017)	Voorshotsen (2017)
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TYPES OF PARKING

65%

20%

Ratio around train stations in the Netherlands



15%



TYPES OF PARKING

1. Ground level parking – unguarded *with lockers*
2. Built parkings – unguarded
3. Built parkings – guarded (check in/out system), without presence of guard/staff
4. Built parking – guarded with presence of guard



A lot of attention is spent on a good flow of the travellers



Amsterdam



Woerden



Putten



Apeldoorn



Utrecht



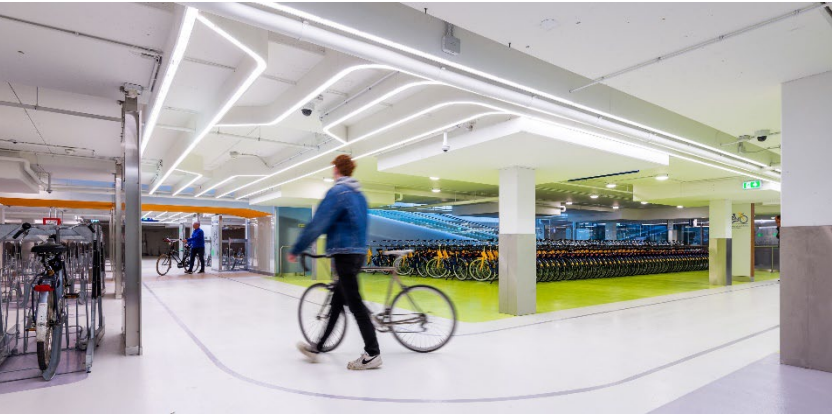
Amsterdam



Utrecht – city centre



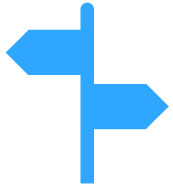
Rotterdam



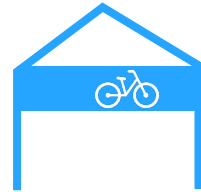
“Bicycle parking in the Netherlands”



Design principles



Orientate



Access



Welcome



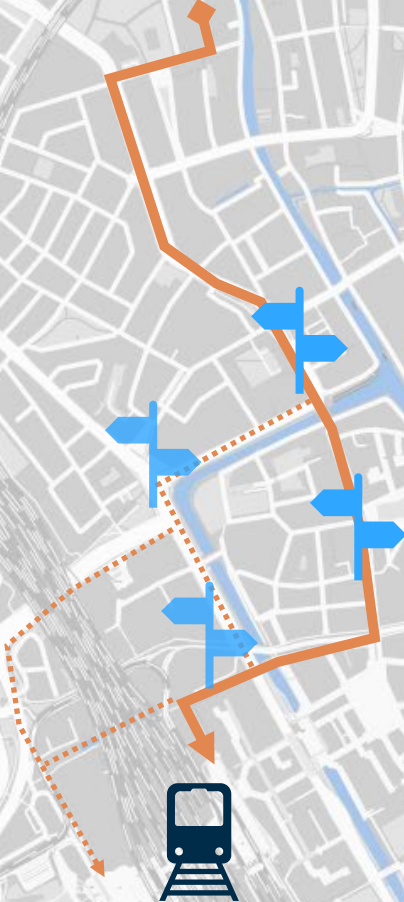
Parking



Transfer

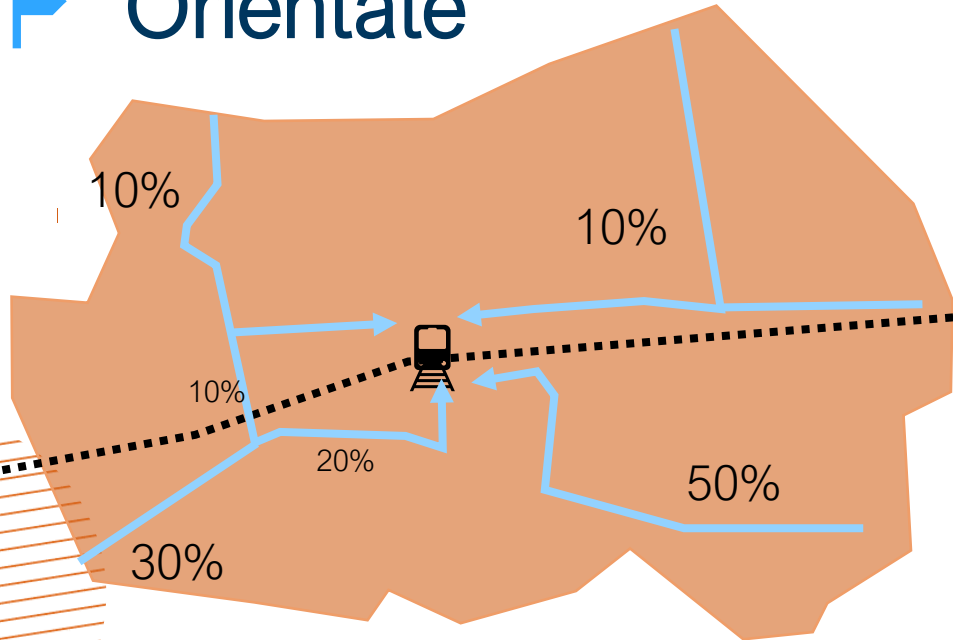


Orientate

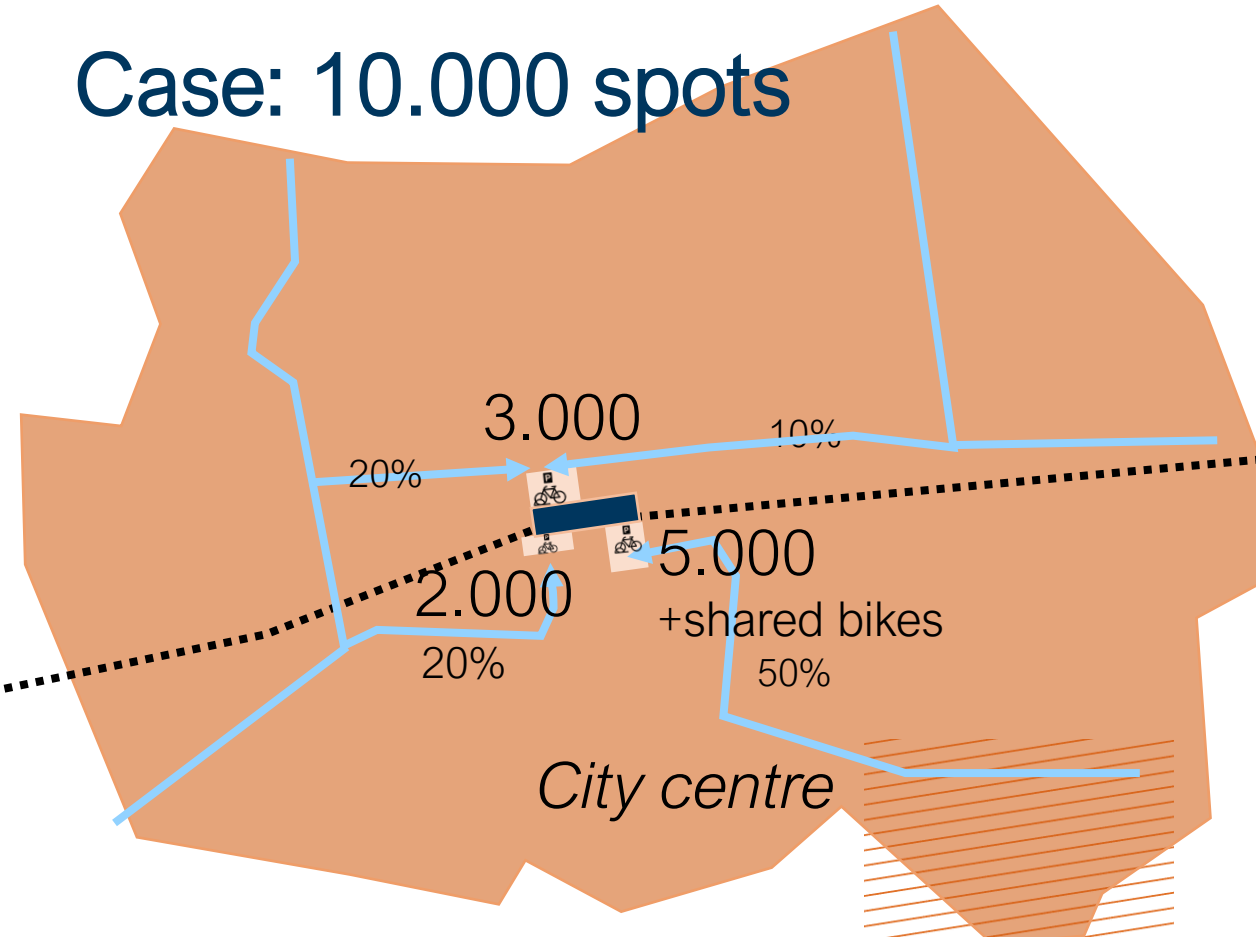




Orientate



Case: 10.000 spots





Access



Houten

bicycle parking

bicycle network



Access



Utrecht



Amsterdam



Utrecht – city centre



Rotterdam



Access

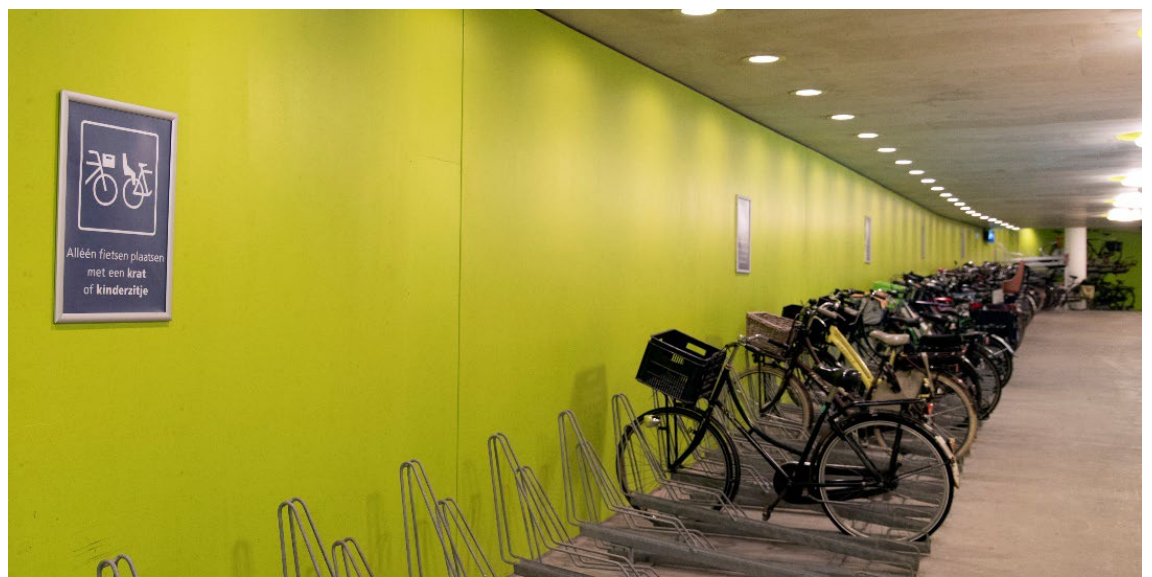


Welcome





Parking



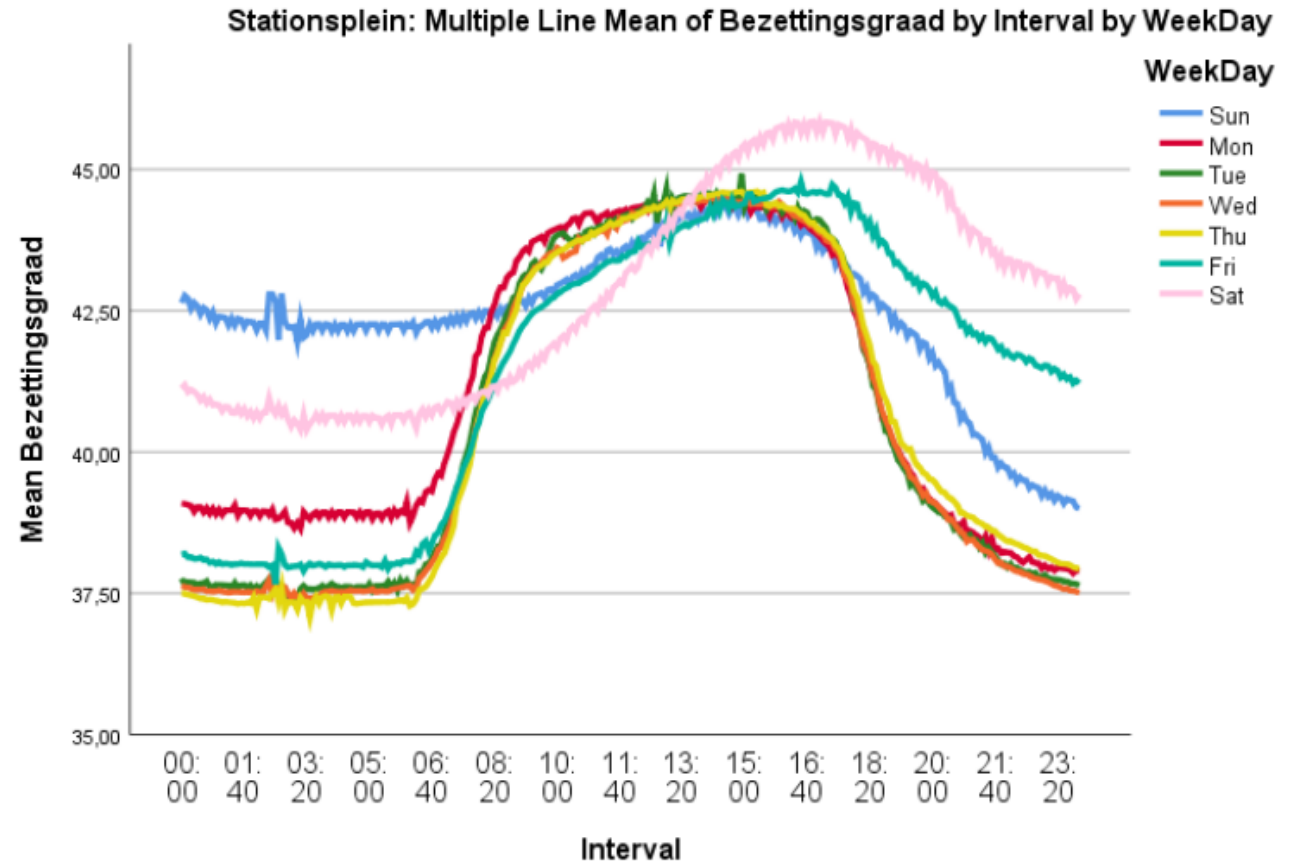
  kratfiets en kinderzitje   kratfiets en kinderzitje

 bakfiets  bakfiets

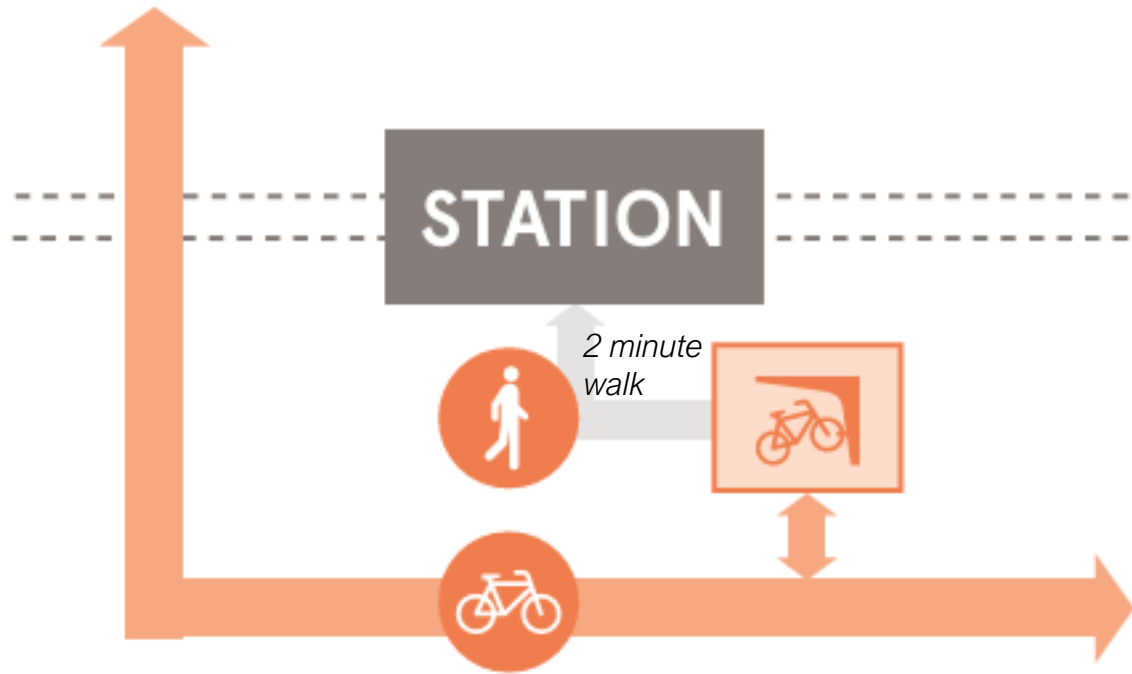
 OV-fiets  OV-fiets

Parking

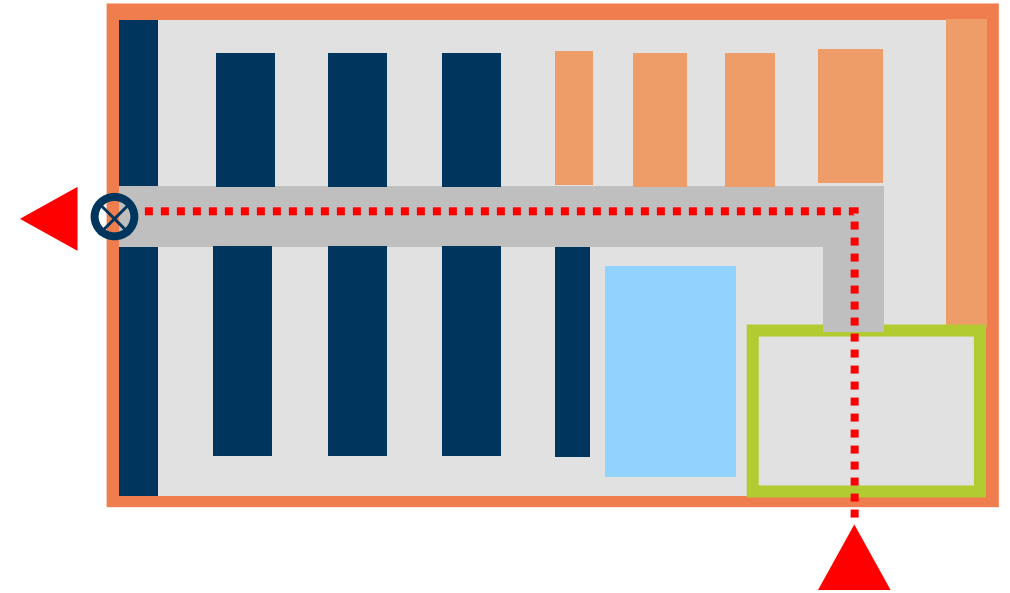




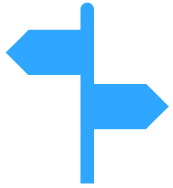
Transfer



2 minute walk from parking to travel domain (around 100 metres)

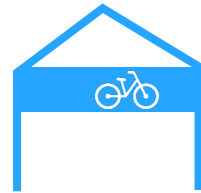


Design principles



Orientate

- Information on the route
- Right location – bicycle network and origin flow



Access

- Simple access from the network
- Recognizable
- Information about the parking itself



Welcome

- Optionally a physical welcome by staff
- Clear orientation
- Quality (bright, readable)



Parking

- Identification of types of parking
- Differentiated parking (regular, crates, cargo, lockers)
- Help people remember where they parked
- Use of data



Transfer

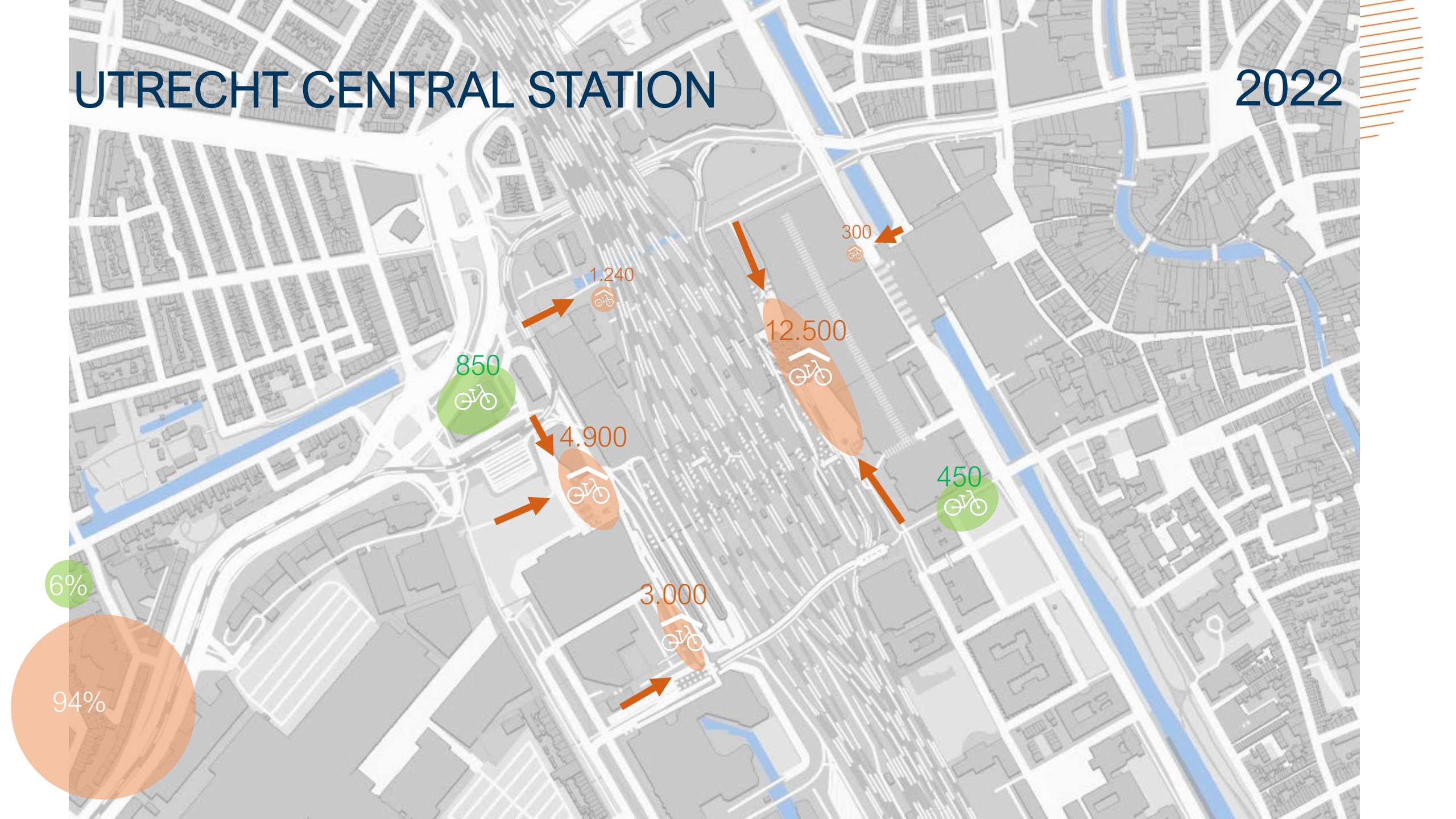
- Easy access from the parking to the station (also for people using shared bike system)
- Short route to the destination

CASE: Transformation of Utrecht from 2016 -2022



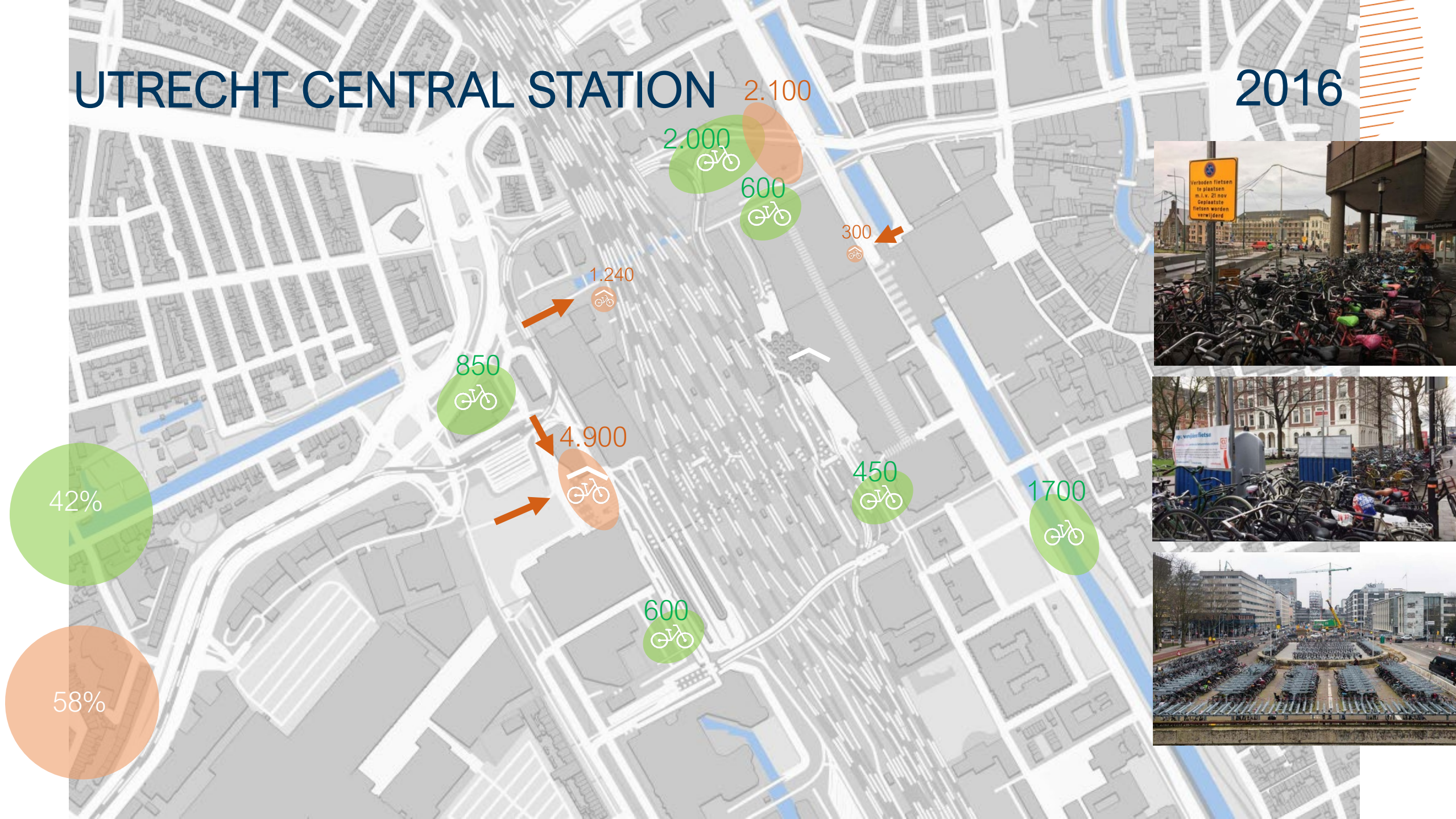
UTRECHT CENTRAL STATION

2022



UTRECHT CENTRAL STATION

2016



42%

58%

2016



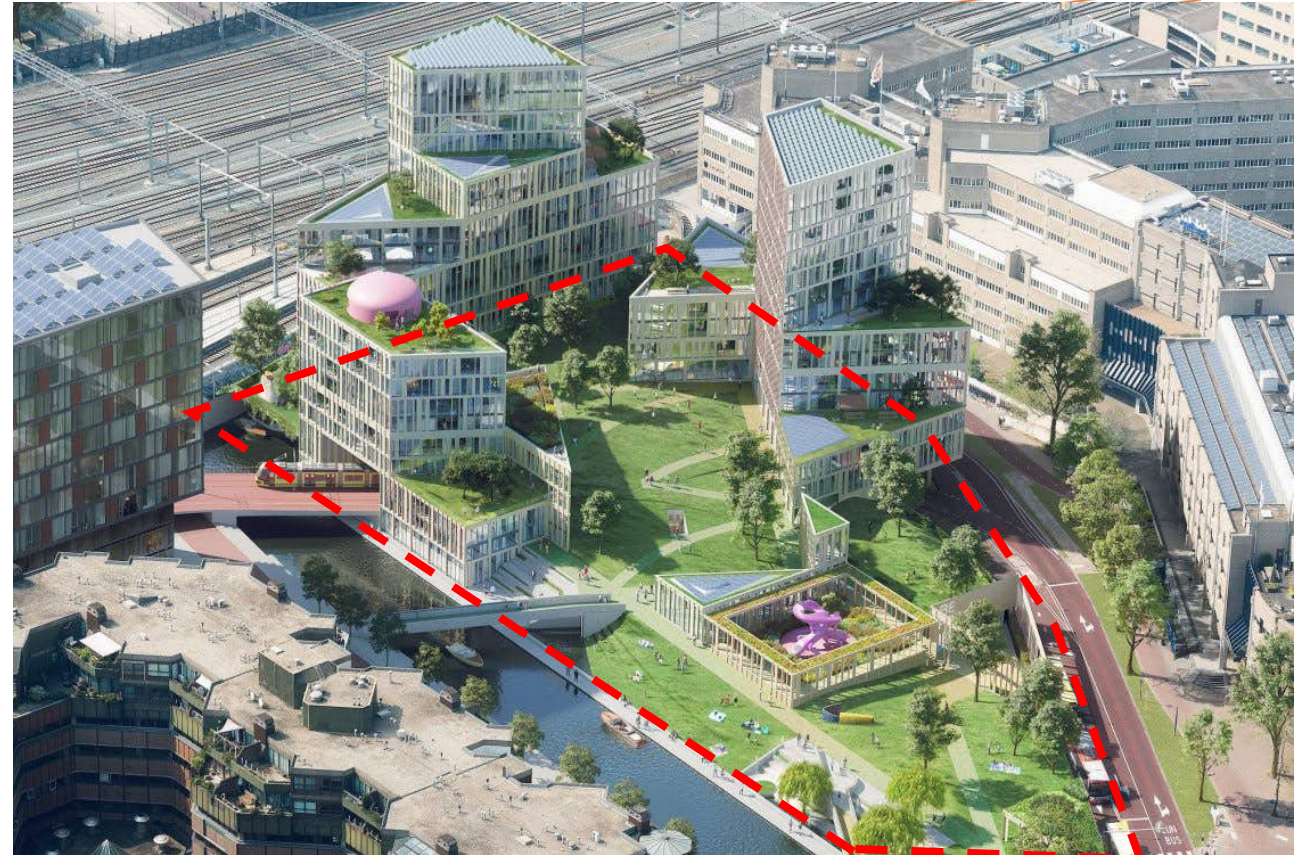
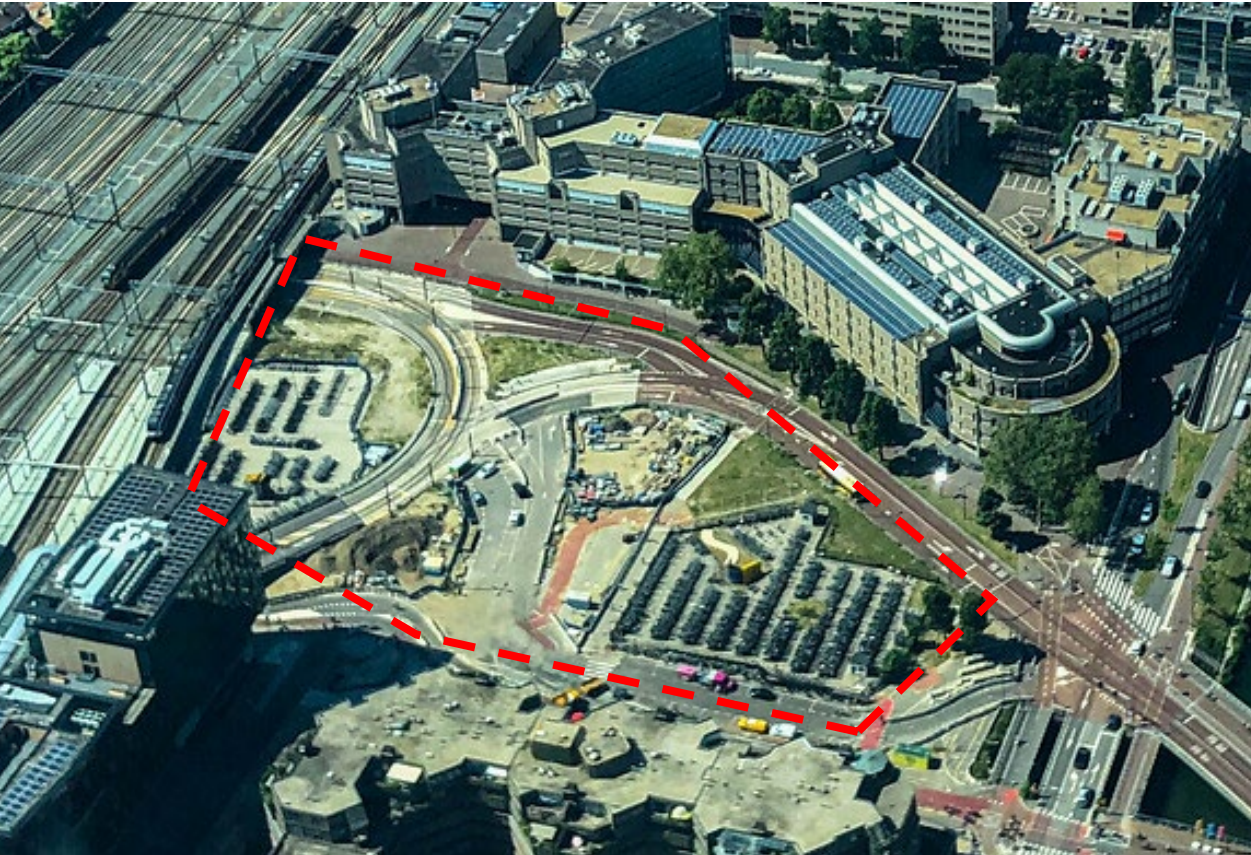
2022

2016



2022

2018



2025?







<http://www.bouwpututrecht.nl/metamorfose-030/>

2007



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