

At the end of the journey, you want to leave your precious bicycle in a safe place. One can find bike racks all around Dutch cities, but with the growing number of cyclists, it never seems to be enough. In recent years, cities in the Netherlands are participating in a peaceful arms race: creating the biggest, smartest, and most innovative bicycle facilities, although companies can also be competitive players. Simultaneously, the management of these facilities is a key element to its success.

Parking



Photo: Dutch Cycling Embassy

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Photo: Dutch Cycling Embassy



Photo: Dutch Cycling Embassy

Paid Versus Unpaid Bike Parking

Reason for intervention

Over 45% of everyone who travels by train arrives at the station by bike. In some cities, this number even rises up to 50% or 60%. Therefore, it is important that there is a safe place to park those bikes and to keep the train stations clear and accessible. At almost every train station in the Netherlands, there is an option to park your bike in a guarded or an unguarded parking area. However, the guarded areas are partly empty, while the unguarded areas are overcrowded.

Objective

The Dutch railway operator (NS) wants to use its parking facilities as efficiently as possible, while also keeping passengers and cyclists satisfied. Thereby, the NS wants to keep train station squares attractive without chaos caused by randomly parked bikes. At the same time, the joint costs should be as low as possible.

“ Since the implementation of this rule, there is a higher passenger satisfaction rate.”

Chosen intervention

Since 2014, the NS implemented the rule that the first 24 hours are free to park bikes in a guarded area. After the first 24 hours, a small amount of money is reduced from your personal public transportation card. Travelers, municipalities and the NS have perceived this regulation as positive.

Lessons learned

1. The available parking area is used more efficiently. There is a better flow through of bikes and a higher occupancy rate.
2. Technological systems monitor bikes that are parked for more than 24 hours and which bikes are abandoned.
3. Since the implementation of this rule, there is a higher passenger satisfaction rate. There is a higher sense of safety, less chaos and an improvement of public space. Thereby, there is a good value for money.

Location:
National

Duration of the project:
2014 - Ongoing

Involved organisations:
National Railways (NS)

Read more:
[Fietsberaad \(NL\)](#)



Photo: Dutch Cycling Embassy

Headquarters Rabobank Utrecht

Reason for intervention

The Rabobank headquarters has been in the same building in the City of Utrecht since the 1980s. As the company kept growing, the existing building was no longer sufficient. In 2005, Rabobank decided to start the construction of a more spacious building. Rabobank has an active mobility policy, which includes stimulating employees to commute by bike or public transportation. It was therefore important for the renewed office building to create efficient bike parking.

Objective

There are now 6,000 employees working at the Rabobank headquarters. Rabobank stimulates its employees to commute by bicycle. This should be facilitated in a safe and convenient manner.

Chosen intervention

1,300 bike parking places were built in the renewed office building. It is possible to enter the bike parking through an already existing public bike lane. The bike storage can be opened with an electronic pass to ensure the safety of the bicycles. It is located in a central area of the office building to ensure its accessibility from all directions. Because business attire does not always match with cycling outfits, there are changing rooms, showers and lockers. Initially, 360 lockers were built, but Rabobank noticed that this was not enough and expanded it to 800 lockers. There is also a small bike repair station and a bicycle pump within the facility.

Lessons learned

1. Even though Rabobank anticipated the growing number of bicycles in the bike parking, there is already a shortage of bike racks. They are currently discussing how to create more parking stands to facilitate the employees' needs.
2. As bike commuting is getting even more popular in the Netherlands, more types of bicycles emerge. Cargo bikes, e-bikes and speed pedelecs often do not fit in regular bike parking and need separate facilities. It is important to anticipate the need for parking space for all types of bicycles.

“It is important to anticipate the need for parking space for all types of bicycles.”

Location:
Utrecht

Duration of the project:
2007-2011

Involved organisations:
Rabobank, Kraaijvanger Architects

Read more:
[Fietsberaad \(NL\)](#)



Photo: ProRail - Gerrit Serné



Photo: Dutch Cycling Embassy

Bike Transferium Houten

Reason for intervention

Houten is a city in the Netherlands with 50.000 inhabitants. As Houten is only 9 kilometres to the southeast of the City of Utrecht, a lot of commuters live here. Therefore, a proper and efficient connection by train is crucial for the commuters living in Houten. As 57% of people living in Houten arrive at the train station by bike, it is important to make the transit from bike to train comfortable. In 2010, the train station was renovated, and a bike transfer centre was built underneath the train track.

Objective

The objective of the bike transfer centre at the train station in Houten is to make the transition from bike to train as smooth as possible. Therefore, the design of the train station should enable commuters to access the transferium directly from the perron.

Chosen intervention

In 2011, the bike parking at Houten train station opened, offering 3,100 spots for bicycles with the possibility to expand to 4,200 spots. The transferium also includes a bicycle shop with tourist info and charging points for e-bikes. The guarded parking area opens every day 15 minutes before the first train arrives and closes 15 minutes after the last train leaves. Bike parking at the train station is free. The transferium is also easily accessible for people with limited mobility.

Lessons learned

1. Due to the success of the bike transferium, the amount of parking space for odd-sized bikes such as cargo bikes or e-bikes proved to be too limited in the years following the opening.
2. Travel information displays in the bike parking would contribute to the comfort of the train station.
3. Rebuilding the train station in multiple phases would allow for the station to remain operative.

“The objective of the bike transfer centre at the train station in Houten is to make the transition from bike to train as smooth as possible.”

Location:
Houten

Duration of the project:
2007-2010

Involved organisations:
Municipality of Houten, Bestuur Regio Utrecht (BRU) and ProRail

Read more:
[Fietsberaad \(NL\)](#)
[City of Houten \(NL\)](#)
[Video explanation via YouTube \(EN\)](#)