Fietsparkeur updated!

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Most of you are probably familiar with the concept of Fietsparkeur. This is the hallmark for (good) bicycle parking systems and has been initiated by Fietsersbond and the industry. The parking systems are judged by a committee of experts composed of independent members, beside the founders. Stands are judged on a large number of points, as specified in the 'Standards Document'. This document is highly technical, but basically properties are scrutinised like customer-friendliness, sturdiness, theft resistance, durability, etc. The emphasis is always on functional requirements (as opposed to design requirements).

The original standards document was already five years old. Time for a small number of - important - changes. The new standards document described here has been determined on December 31, 2004. This means that after a transition period of one year all stands (including old ones) have to meet the requirements of the new standards document as of January 1, 2006. Systems not meeting these requirements lose their licence. What has changed? This report is limited to the major intrinsic changes.

High/low standard
The high/low standard now also goes for handlebar-suspension and other systems. The old standards document contained standards for height differences between high and low places in a high/low system. This standard was based on front-wheel systems and could not be applied for instance to handlebar-suspension systems. As the problem occurs at handlebar height (instead of wheel height), this has been translated for the handlebar-suspension systems: the difference at handlebar height should be at least 17 cm.

Stability
Stability requirements have been refined. The added requirements are:
- a bicycle laden with a shopping bag or side bag should not fall over when another bicycle falls onto the bicycle or the parking system from a distance of 20 cm. This is comparable to rough behaviour in a crowded parking facility;
- a bicycle should not tilt by more than 15 degrees from vertical by a shopping bag or side bag;
- a bicycle should not tilt by more than 15 degrees from vertical when another bicycle is being parked alongside;
- when a parked bicycle may roll (e.g. at a lean-to railing) it should not topple over at displacements of less than 10 cm.

Theft prevention
The following requirements for anti-theft systems have been added:
- correct use of the anti-theft system should keep locks at a distance of at least 25 cm above the ground;
- it is also impossible to move these locks closer than 25 cm to the ground by simple actions (without brute force, e.g. pushing or tilting).

Locks close to the ground or even on the ground are easier to force open: rebar cutters can be stood with one leg on the ground while the other supports the thief's entire weight.

New licences
A survey of stands with Fietsparkeur can be found at www.fietsersbond.nl/stallingsbeleid. A number of interesting stands have been launched this year that unfortunately are not yet mentioned at this site. Therefore this mention:

Velopa Apropos
Thanks to the adapted standard it was possible to develop a good stand with high/low handlebar-suspension all at once. Interesting also for situations with smaller bicycles (schools), as it can be assembled somewhat lower. Wheel size is then no longer relevant. Costs depending on numbers around 30 to 35 Euro per place.

Klaver Fietsvast
This is a remarkable cross between a lean-to railing and a front-wheel clamp. This model aims at integrating the advantages of both systems and is, as far as I am concerned, successful at that.
Recommended for people with a preference for railings! Price: 75 Euro per place.