



MÉTROPOLÉ
EUROPÉENNE DE LILLE

Governance and parking regulations

European Metropole of Lille : a French case

Parking and Behaviour Polis-CROW-EPA workshop

19 september 2017

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Summary

Governance and parking regulation.

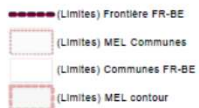
- Presenting the territory
- Actor's coordination
- Parking policy, a mobility policy

Parking regulation in urban planning

- Diagnostic elements :
 - car ownership rates,
 - quality of public transport
- Compatibility with SUMP
- Reglementary elements

Governance and parking regulation

European Metropole of Lille – short presentation



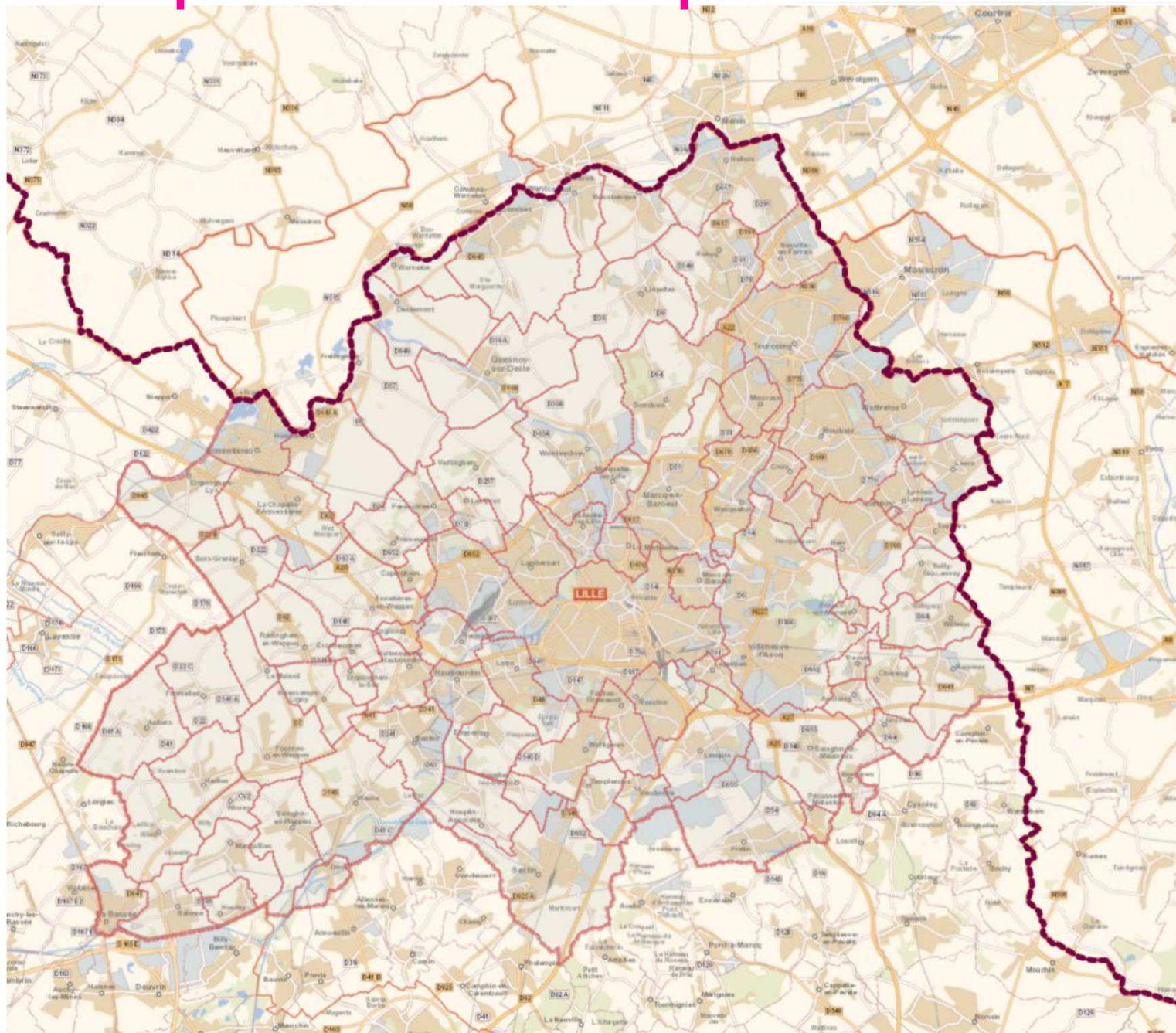
90 communes /
92 mayors

1.1 million inhabitants
- 227.000 in Lille
- 198 in Warneton

Budget : 1.6 b€ in 2017

500.000 cars
1.08 car per dwelling

Estimation :
1.4 million parking places
50 % in private land
50 % in public domain



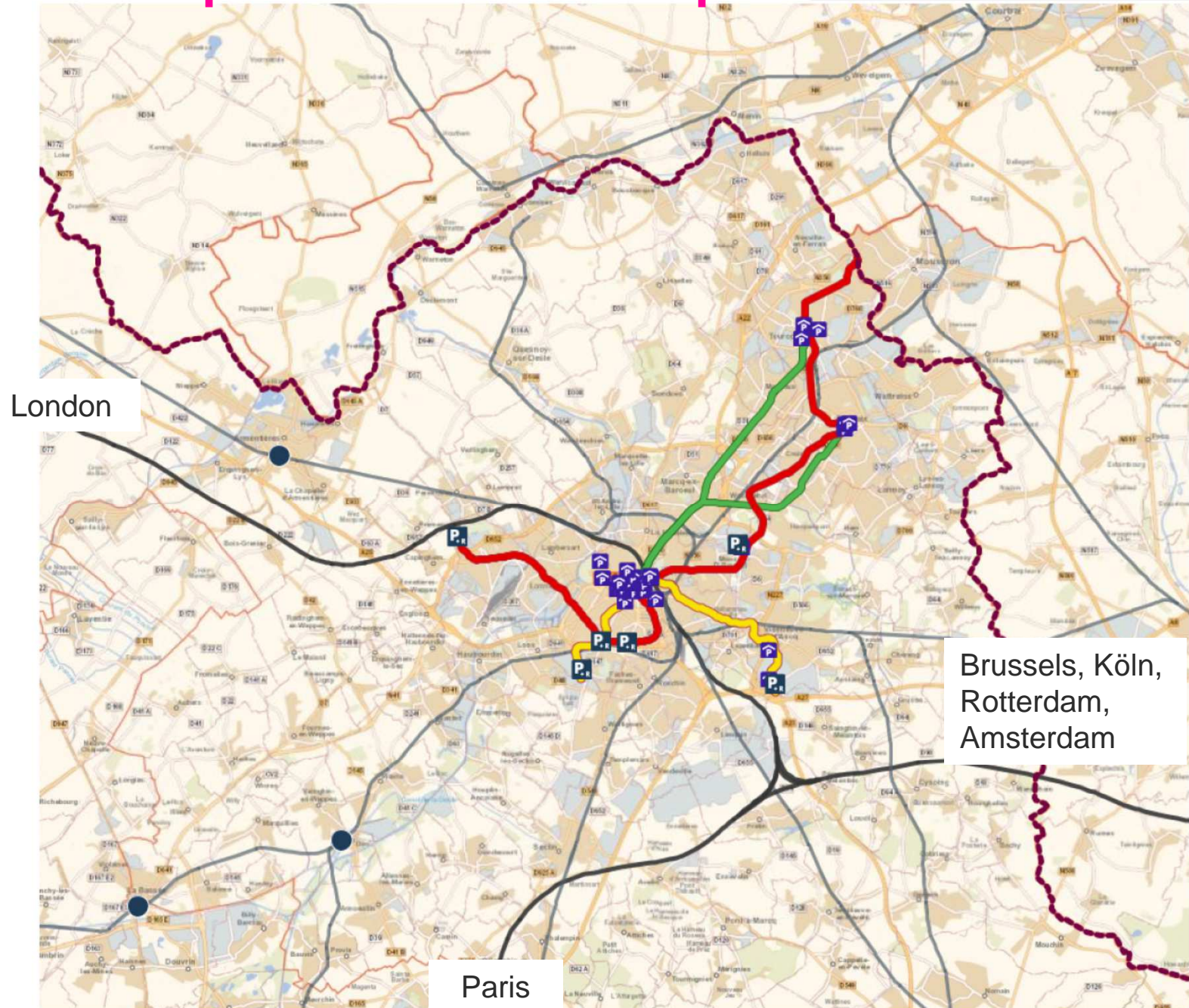
European Metropole of Lille – short presentation



4 national train stations,
1 dedicated to TGV
+ 17 regional train
stations

2 métro lines
1 « Y » tram line

10 P+R (6100 parking
spaces)
16 car parks managed by
MEL (13.600 parking
spaces, ie 0,1% of total
offer).



Who's in charge of what?

MEL :

- Off street parking > construction + management (contracts with private actors)
- On-street parking (public space) > construction and road signage
- SUMP and public transport, including P+R (contract with private actor)
- Urban planning / urban projects

Mayors :

- Parking police (including parcmeters), a key power (on-street regulation and control)
- Urban planning police > building permits

Main private actors :

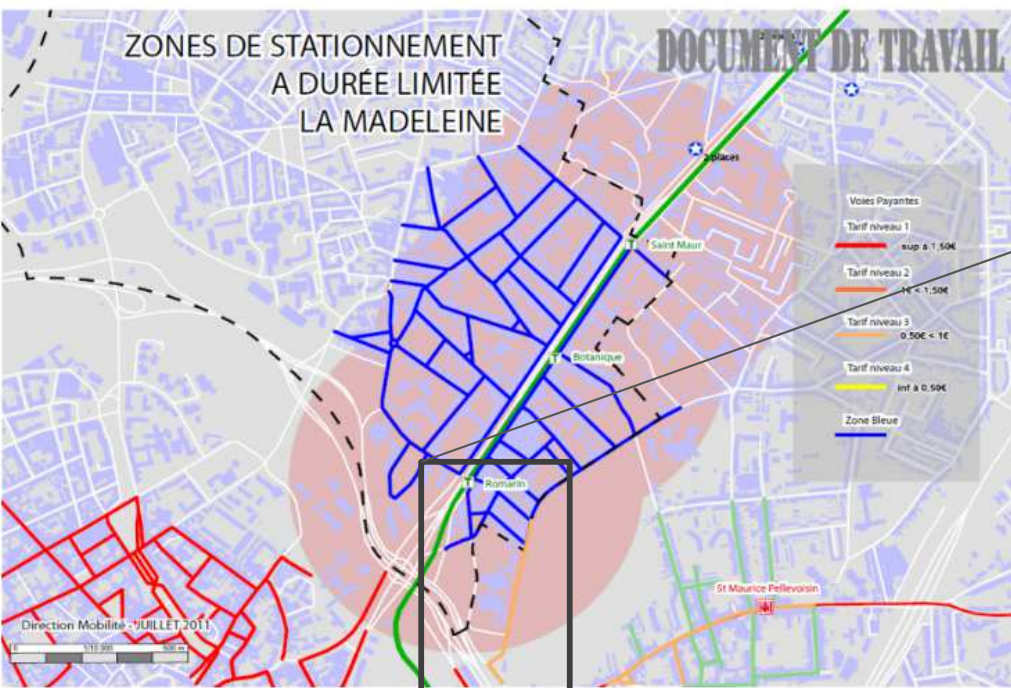
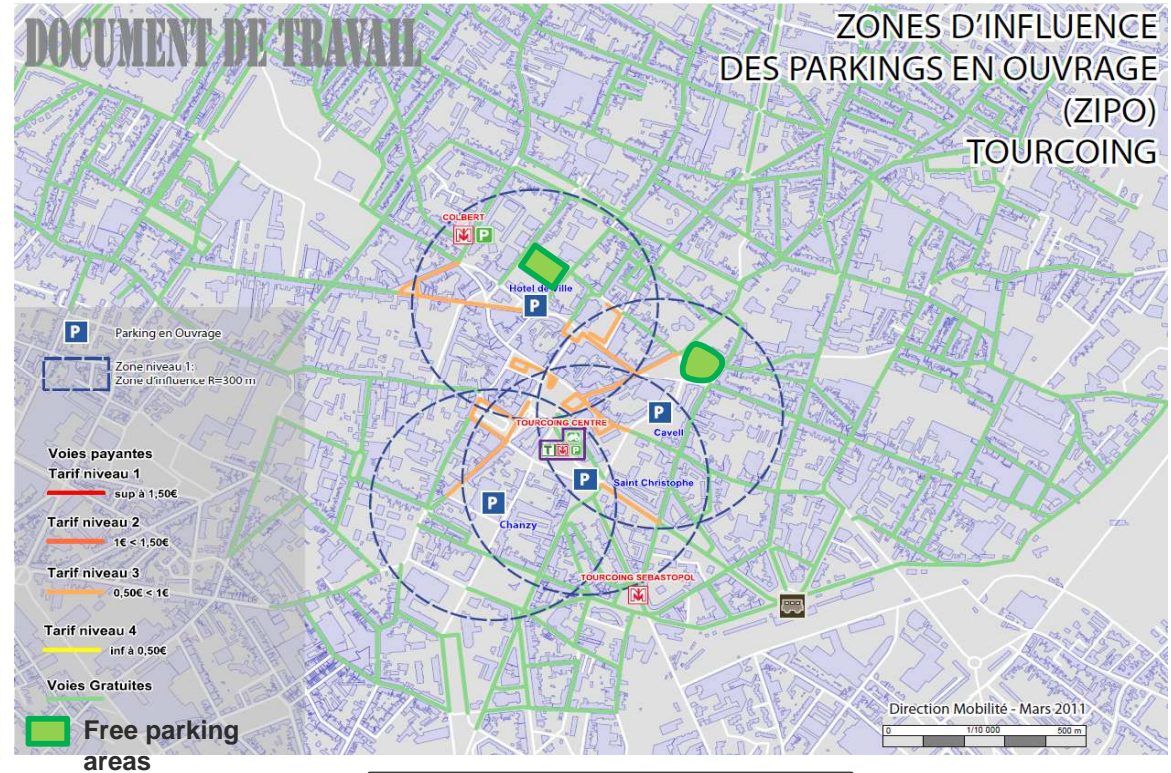
- Malls & supermarkets, hospitals, garages, offices, hotels...
- Social housing : underused parking due to a disconnection between housing and parking rents

How to give a coherence and to improve parking uses?

To make parking policy coherent

3 cases:

- Coherence between MEL & Communes : what regulations around car parks for what prices ?
- Coherence between communes with same problematics : blue areas and resident permits along metro
- Coherence between communes in continuous urban tissue



Mobility policy through SUMP : a framework for parking policy

Long term modal shares objectives for MEL

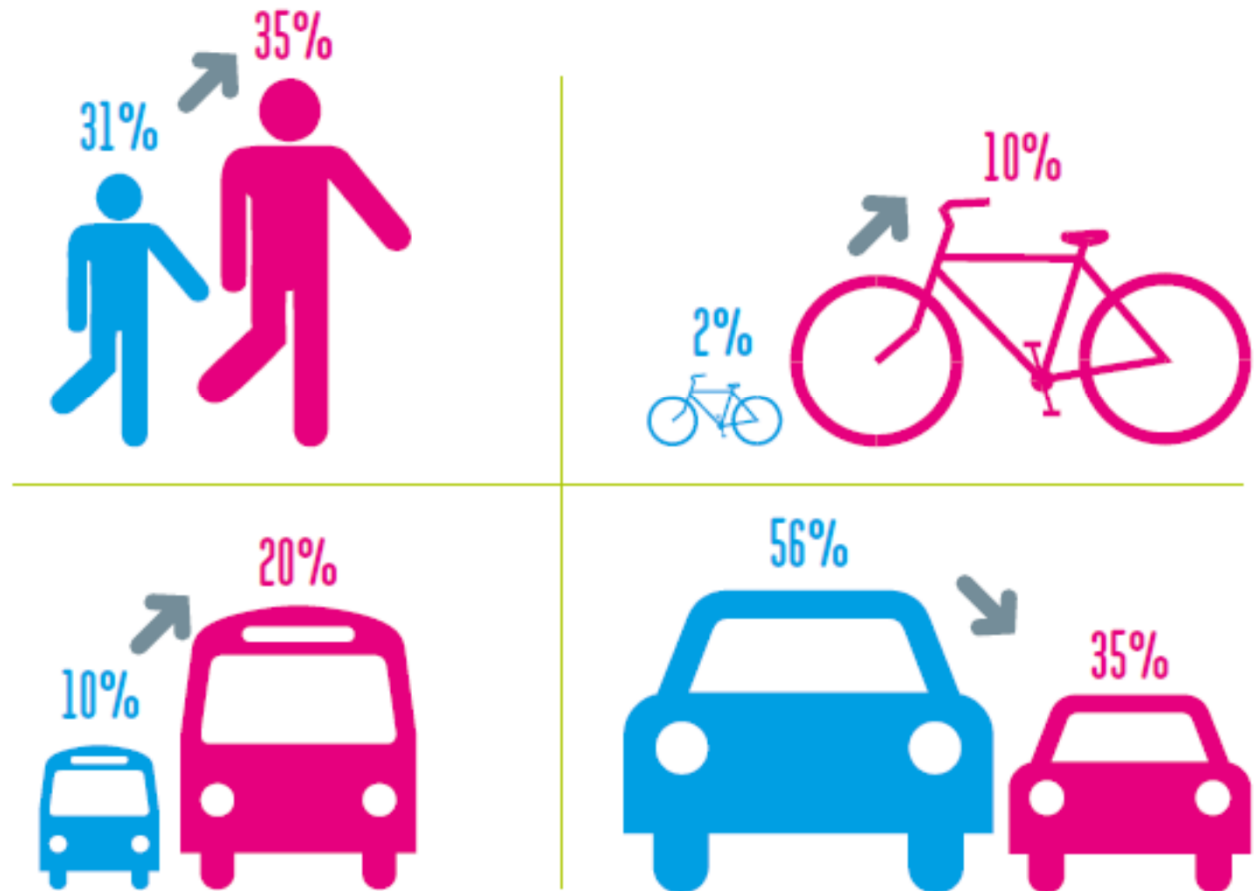
Blue : modal shares in 2006

Pink : objectives for 2020

Reminder : SUMP sets objectives and actions that has a political value, but not a reglementary one.

Local urban plan and mayors decisions must be « compatible » with the SUMP.

Des objectifs très ambitieux



SUMP : what efficiency?

Results from 2016 Mobility Survey

Between 2006 and 2016 :

An increase of car share (56 > 57%)

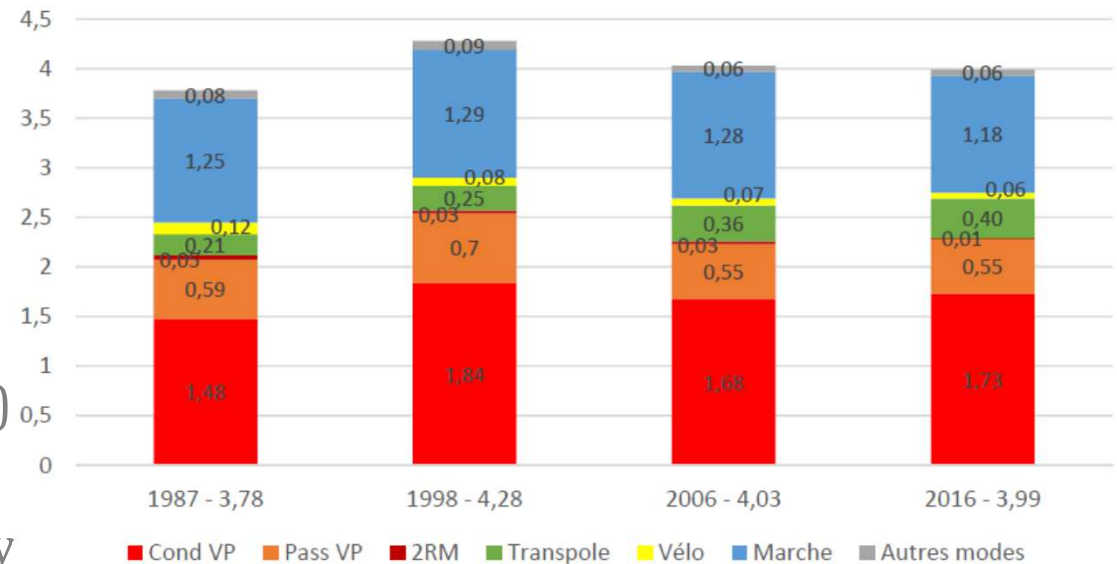
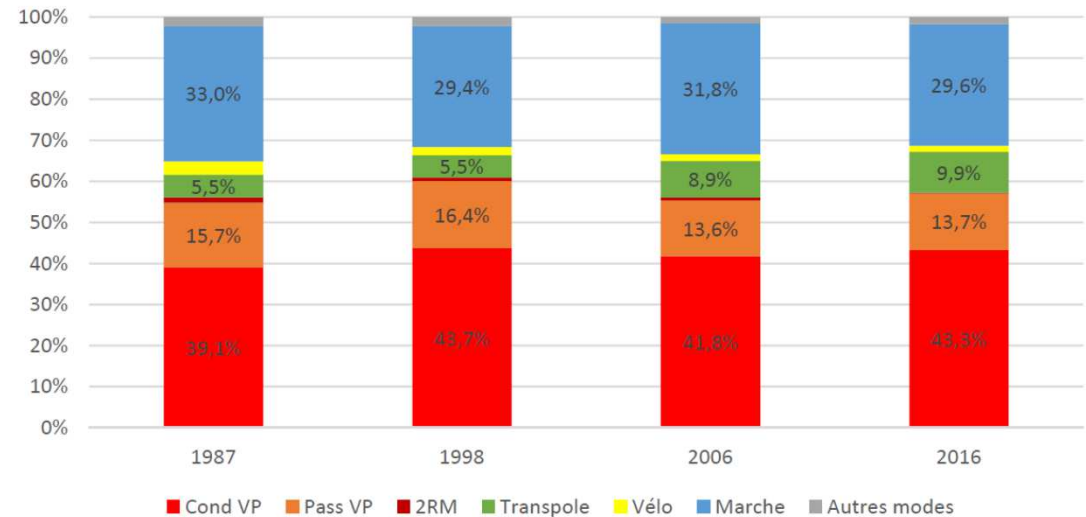
A decrease of the walking share 32 > 30%

Some generation effect:

- Baby boomers, higher users of car and more mobile, replace less motorized and less mobile older generation
- Younger generation who walk less (-15% for the 11-17 y.o., smartphone effect?)

Some infrastructure effect:

- A large infrastructure project (tram-train) that has not been realized
- Some of the actions that has not been fully realized (parking policy?)



A Parking Committee to build a metropolitan policy

The MEL SUMP demanded to produce a « parking chart » between communes and MEL.

Objectives :

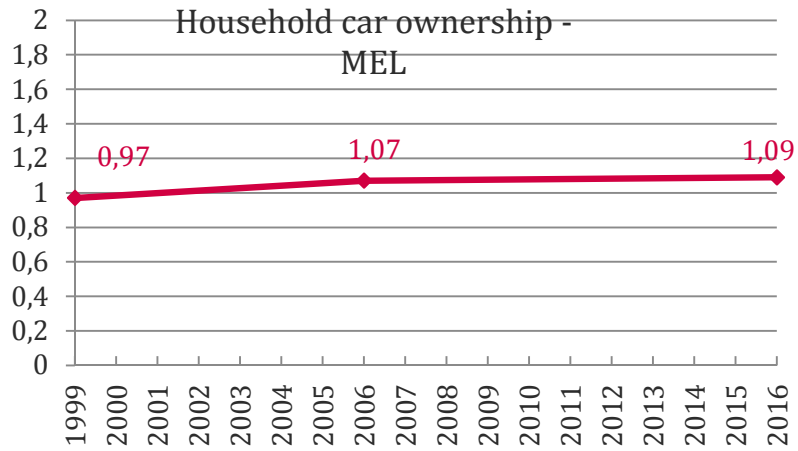
- To create a dialogue and debates on parking issues.
- To build a shared policy with communes

A first project of chart was prepared in 2012 – 2013. It resulted in the **creation of a « Parking Committee » in 2013**, to give a frame for common parking policy between MEL and communes, that meets around 3 times a year.

- Pedagogical presentations and debates around « blue areas », communication issues, urban planning...
- Production of a contribution for Local Urban Plan
- Roof for MEL investment : 14K€ / parking place (including land, demolition, depollution, construction).
- Regular information on law evolutions about parking

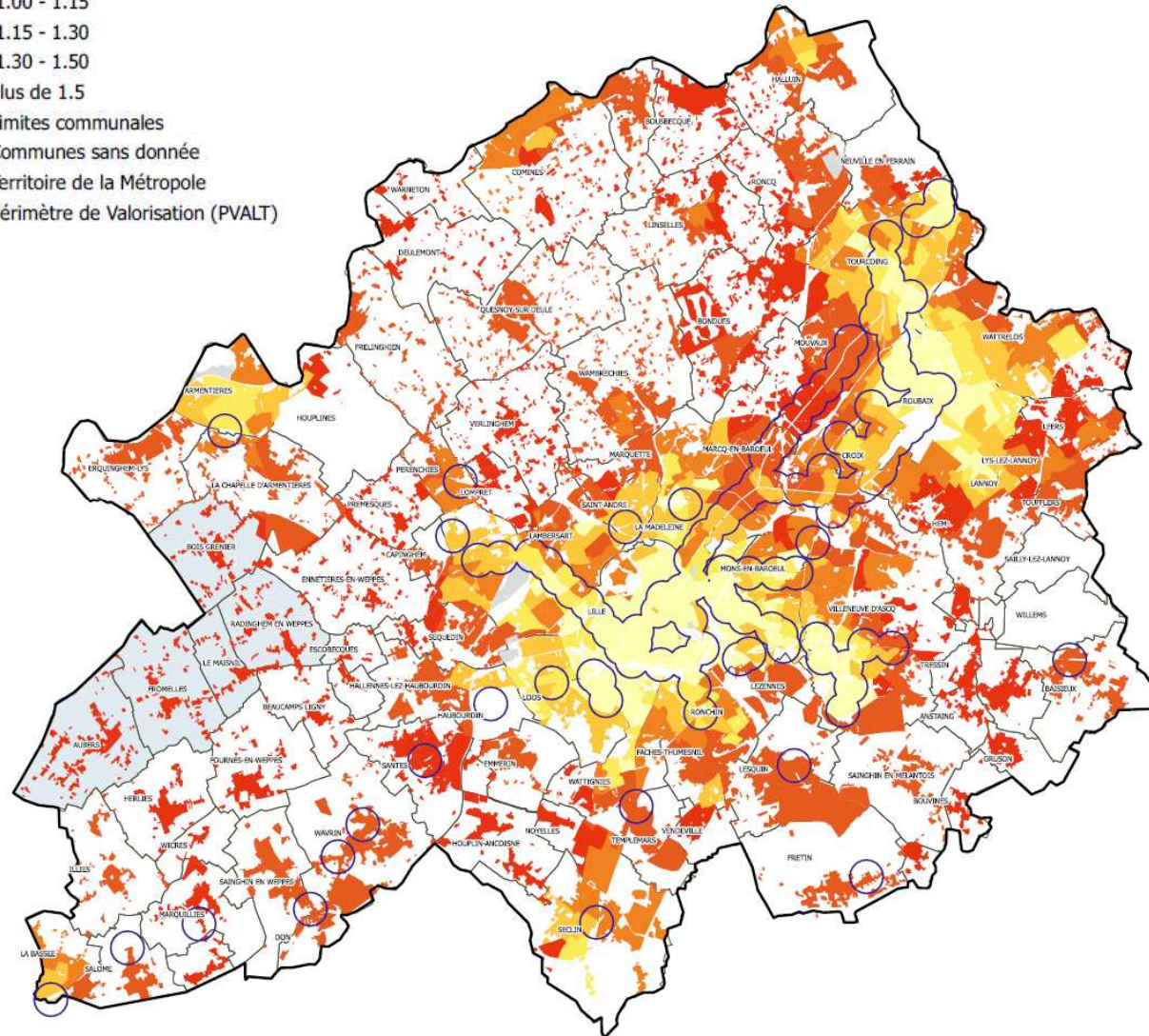
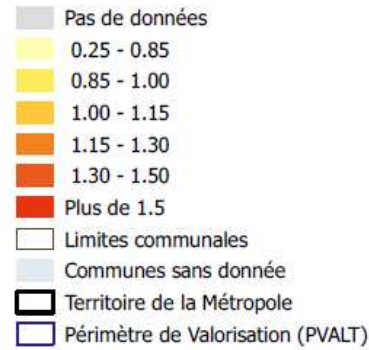
Regulation through urban planning

Measure household car ownership



Household car ownership is distributed according to a center-periphery logic, with less motorized centers.

- There is no explicit link between public transport proximity and household car ownership (see Tramway, train lines, etc.)
- Difficulty to link with private 13 offer

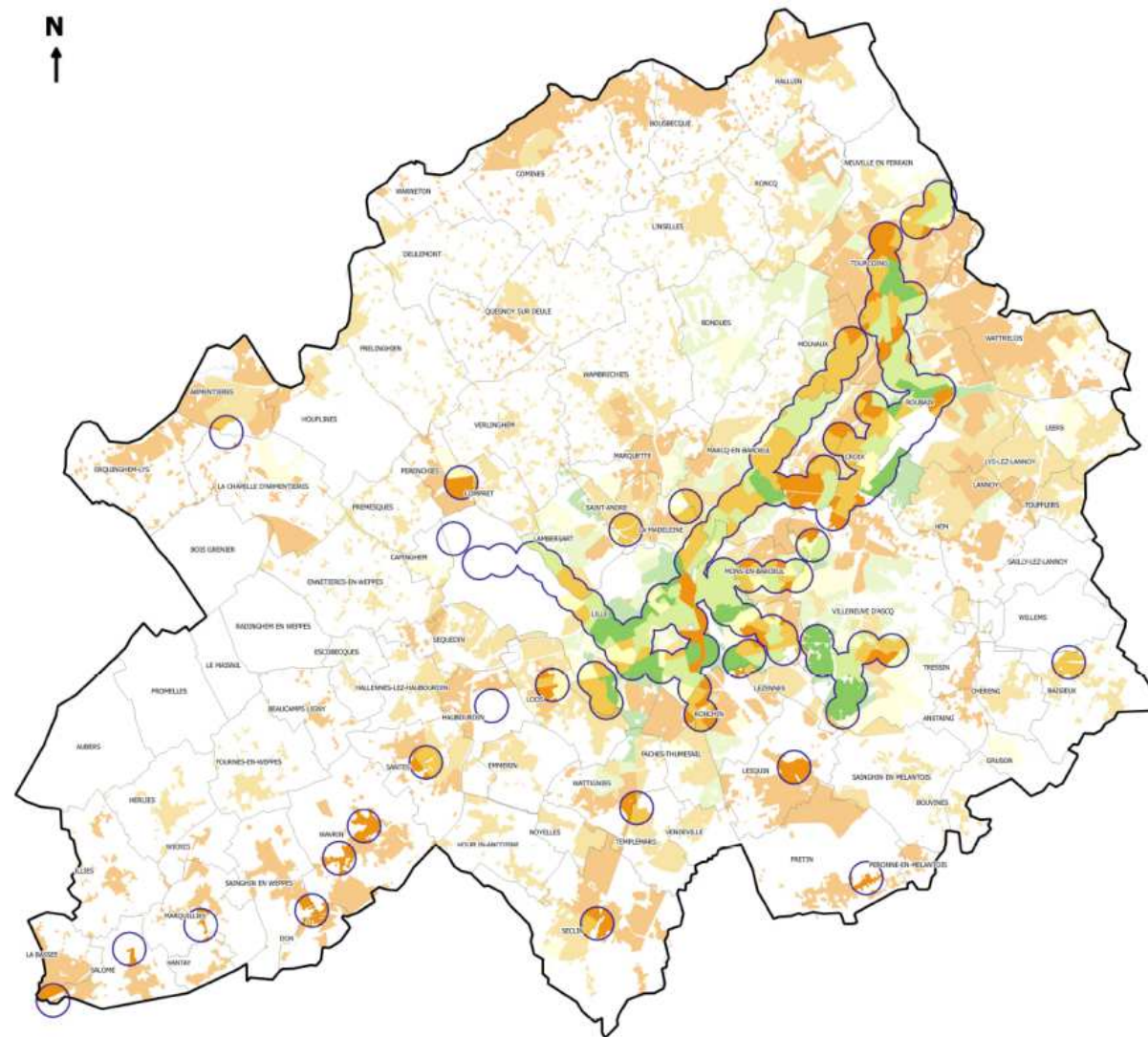


What changes in household car ownership?

Between 1999 and 2014

- Most motorized sectors, more and more motorized.
- Lesser motorized sectors, less and less motorized.
- No link between public transport and evolution of the motorization

- Reinforcement of disparities in the territory of the MEL
- Rules to adapt to local contexts, anticipating changes
- Need to convince political responsables

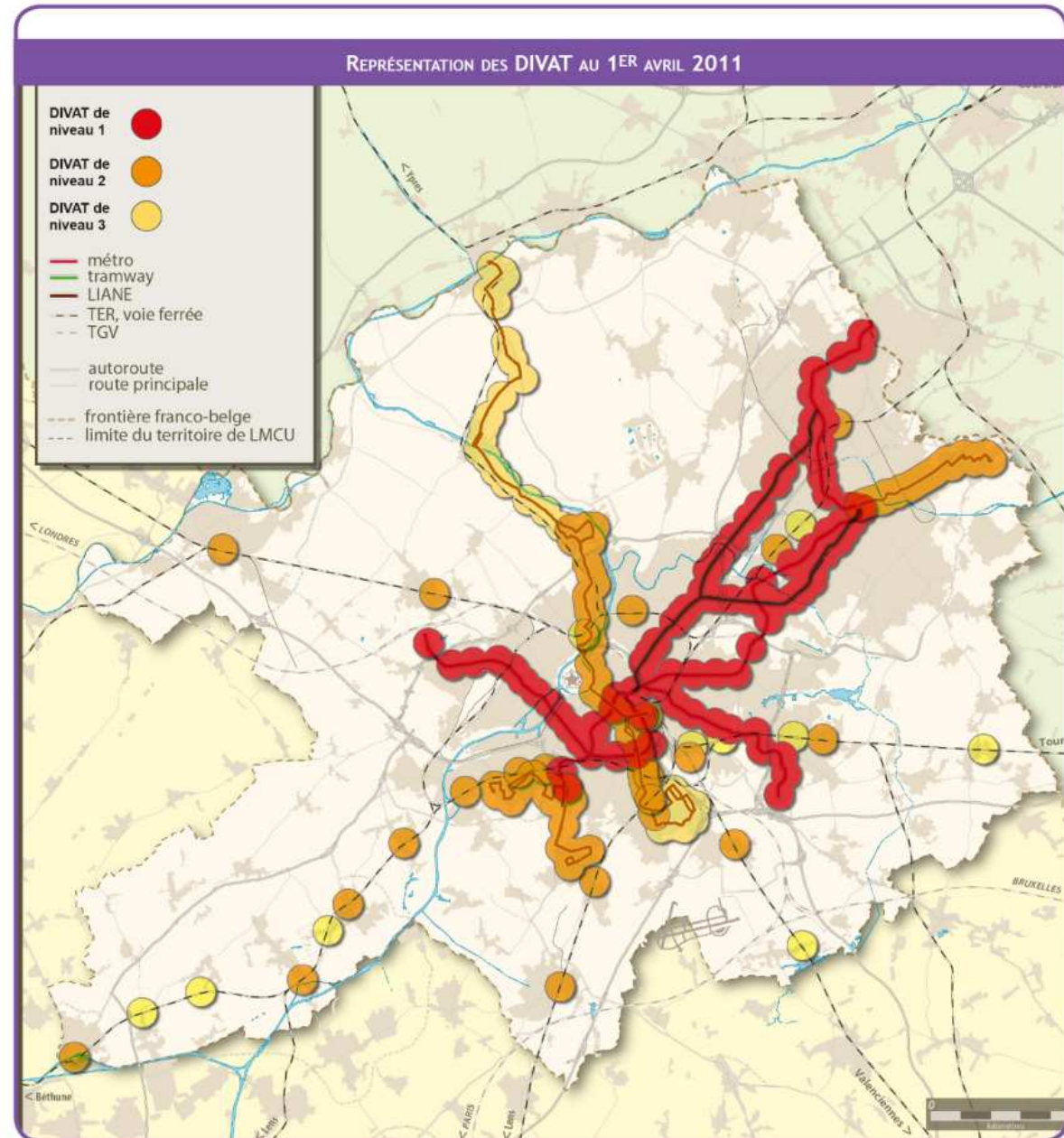


To define public transport efficiency (SUMP)

DIVAT :

500m radius disks around main public transport stations, ranked regarding their efficiency (mode, frequency)

500m radius corresponds to 700m / 10 min walking.



HIÉRARCHISATION DES DIVAT		
Qualité et niveau de l'offre de service TC	Type de DIVAT concerné	
DIVAT de niveau 1	DIVAT Métro DIVAT Tramway DIVAT tram-train "urbain"	Offre : au moins 150 passages par jour dans les 2 sens confondus Offre : au moins 150 passages par jour dans les 2 sens confondus
DIVAT de niveau 2	DIVAT TER plus DIVAT tram-train "suburbain" DIVAT BHNS "urbain"	Offre : au moins 30 passages par jour dans les 2 sens confondus Offre : au moins 60 passages par jour dans les 2 sens confondus Offre : au moins 200 passages par jour dans les 2 sens confondus
DIVAT de niveau 3	DIVAT TER DIVAT BHNS "suburbain"	Offre : entre 10 et 30 passages par jour dans les 2 sens confondus Offre : entre 50 et 200 passages par jour dans les 2 sens confondus

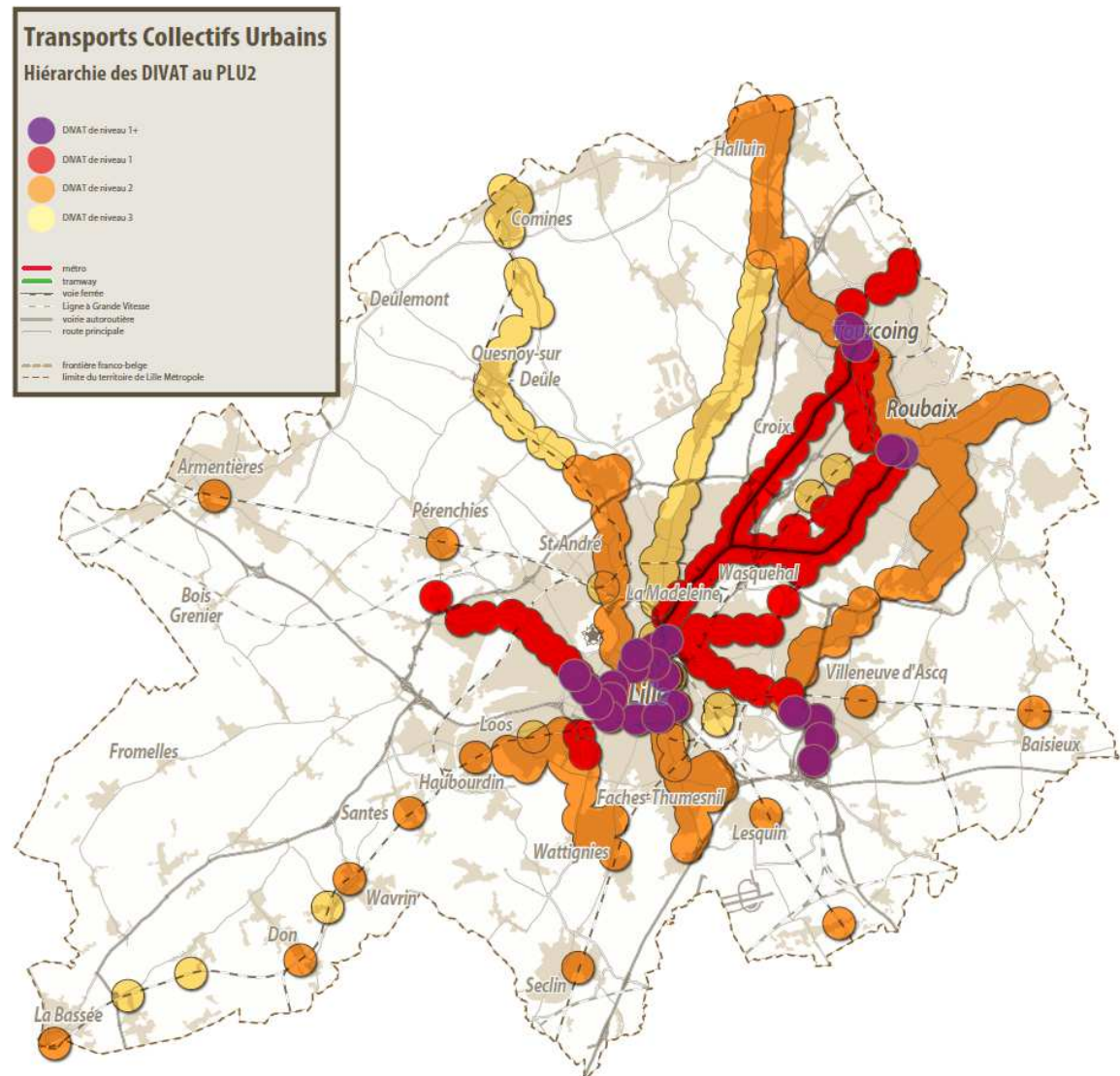
To combine efficient public transport and centrality

To define the best deserved areas by creating a new rank for DIVAT in PLU :

DIVAT 1+ corresponds to :

- The most central DIVATs,
- In the most central cities,
- Around metro stations,
- With potentially shared parking capacities, located within a radius of 300 meters from the limits of DIVAT 1+.

Specific parking rules may apply on those most central spots, with issue of defining centrality.

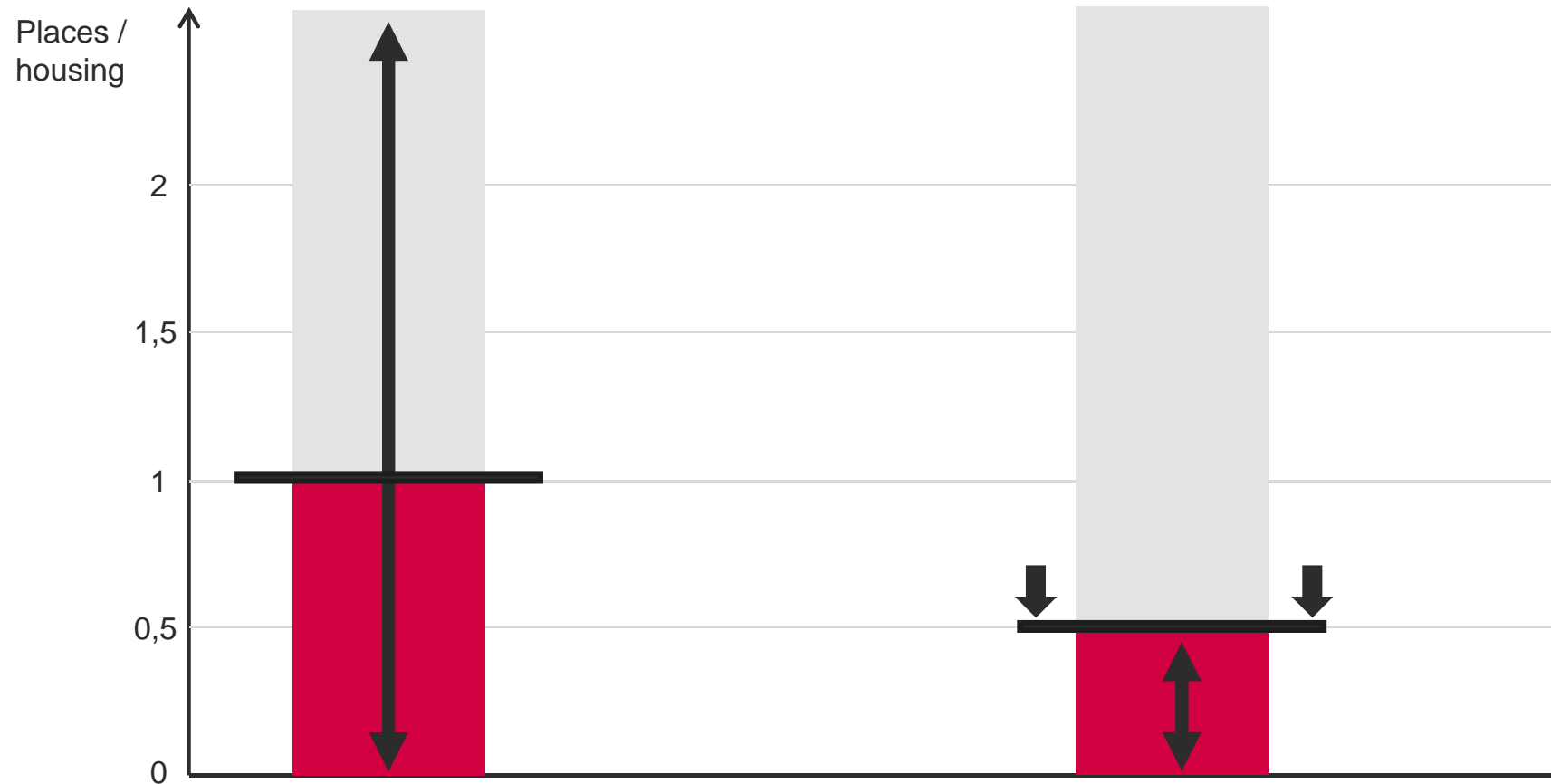


Proposal in MEL Local Urban Plan project

Residential parking: from minimas to « ceiled minimas »

Minimas for housing

Ceiled minima for social, student, and elderly housing close to « efficient » public transport

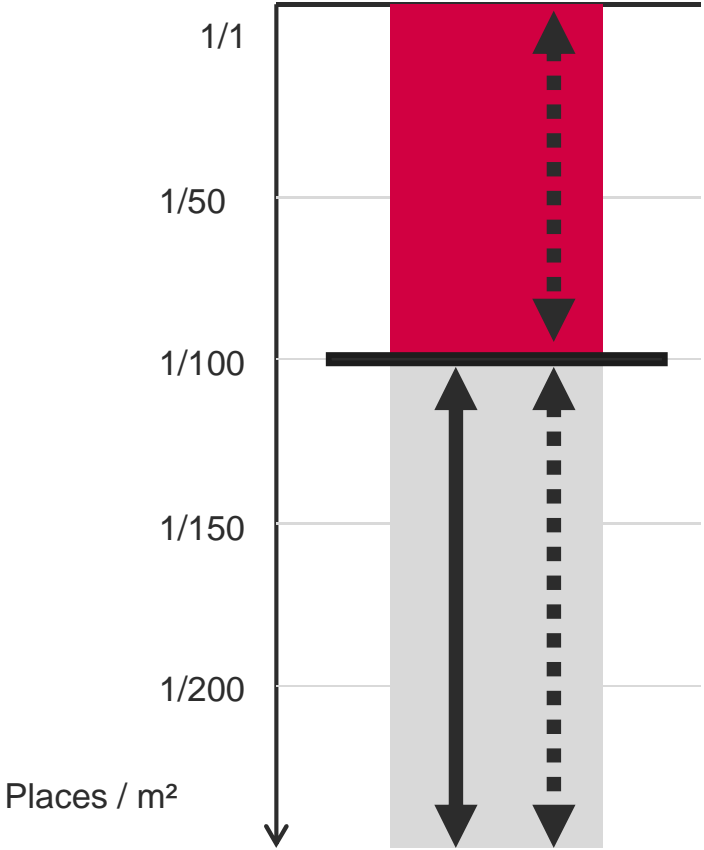


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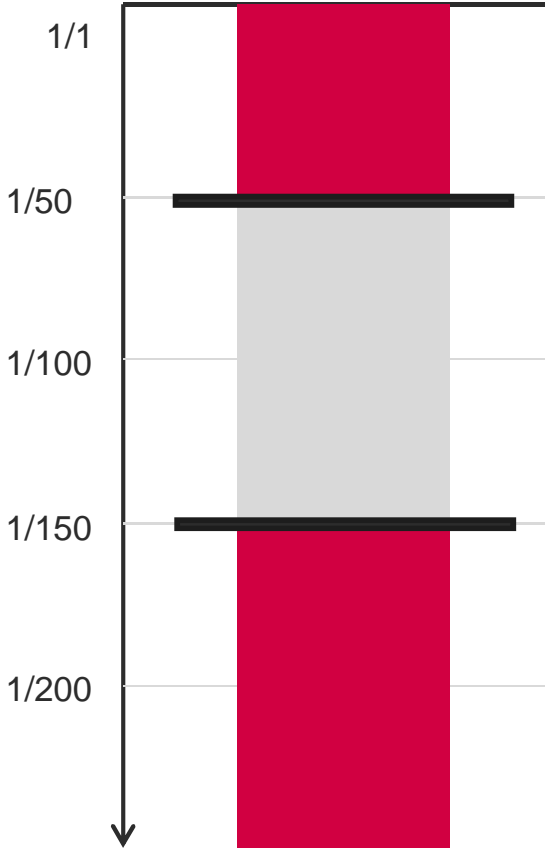
Minimas variability

Maximas at destination (illegal for housing)

Exemple 1:
No minima
Maxima 1 parking space for 100m²



Exemple 2:
Minima 1 parking space for 150 m²
Maxima 1 parking space for 50m²



18 Minimas variability Maximas variability

Other reglementary elements

Parking in activity areas : land saving

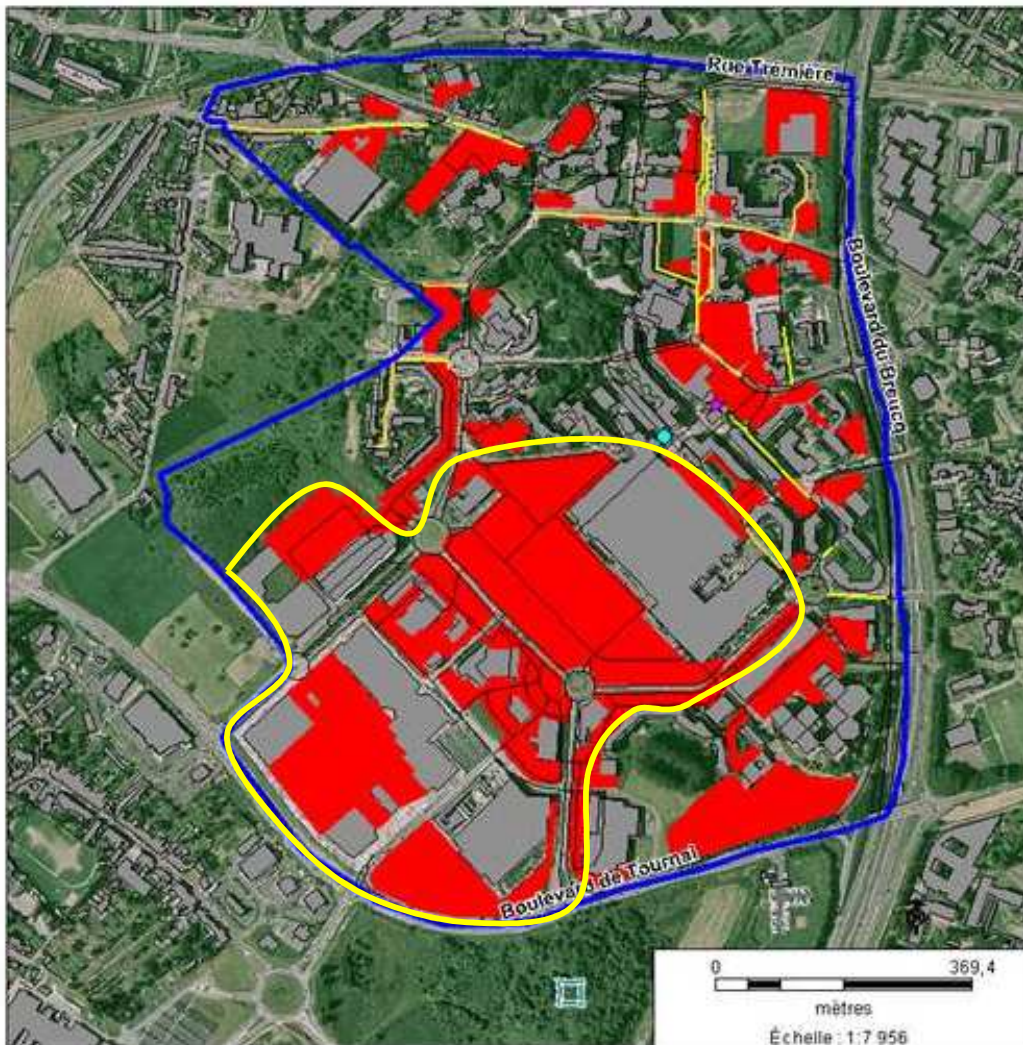


Parc de la
Haute-Borne
Villeneuve
d'Ascq

For land saving, better to think parking on several levels.

Parking in peripheral commercial areas

The French Law sets a maximum for parking surface : it can not be over 75% of the built surface (or 100% if local rules admit it).



- 30% of the city center (blue perimeter) in Villeneuve d'Ascq is dedicated to parking
- For the commercial area (yellow perimeter), parking surface is about 92% of the built surface

Eléments structurants		Une place majeure réservée au stationnement automobile	
	Délimitation du quartier Hôtel de ville		Parkings hors voirie (visibles sur photographies aériennes)
	Bâti		Stationnement sur voirie autorisé des deux côtés de la chaussée
	Voie		Stationnement sur voirie autorisé d'un côté de la chaussée
	Hôtel de ville		Grand Stade
	Métro Villeneuve d'Ascq Hôtel de ville		

Source : CETE Nord Picardie
Conception : MA Blanc hard (stagiaire CETE Nord Picardie), juillet 2011
Dans le cadre du PDE de la mairie de Villeneuve d'Ascq

Many other possibilities

Allowing parking spaces pooling

- In new projects :
 - Through common car park, but separated parking spaces
 - Through common car park, and non affected parking spaces
- Of existing places : derogation, management issues...

Promoting car-pooling and electric cars

- Possibility to derogate to minimal norms if a car-pooling system of « electric or clean vehicles » is organized.
- Minimal norms for pre-equipment for electric cars charging system

Design of parking areas

- Ecological surfaces coefficient, minimal number of trees to plant per parking space...

Bike parking norms

- Minimal surface (number of spaces?)
- Organization of bikes parking (place, accessibility, electricity...)

Many tools in urban planning to treat parking issues, but what link with local on-street rules?

These tools responds to ambivalent issues, which depend on both national and local logics:

- 1) Housing production / residential parking
 - Encourage construction / promote social diversity
 - Encourage residents to park off-street, in private spaces.
 - Link with local policy for on-street residents? With which governance?
- 2) Mobility objectives / air quality
 - Constraint and / or incentive?
 - Changing habits / economic development
 - Ability / will to enforce parking
- 3) Land saving
 - Environmental, agricultural and landscape issues.
 - Economic and trade issues.

Towards a real integration in urban policies ?



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