



# PARK4SUMP



Mobilising Mobility webinar

17th September 2020

Martina Hertel, Difu

Fundamentally changing the parking offer  
by parking standards

# One of the fields of activities within the Park4SUMP Project: parking standards



Source: [www.park4sump.eu](http://www.park4sump.eu)

- Parking standards are also known as parking requirements or parking norms
- Parking standards regulate how much (car)parking space is built for new buildings
- Parking standards were designed to instruct developers to build parking lots in correlation to
  - the amount of apartments (or size of apartments)
  - the amount of new offices/shops/workplaces etc.
- Parking standards are an important steering instrument for urban and transportation planning

# Why parking standards?

- Parking standards have been introduced
  - to keep the streets free for the flowing traffic
  - prevent that a (new) location - office building, new housing, new shopping mall - generates parking problems in its neighborhood



© Jürgen Gies



© Jürgen Gies

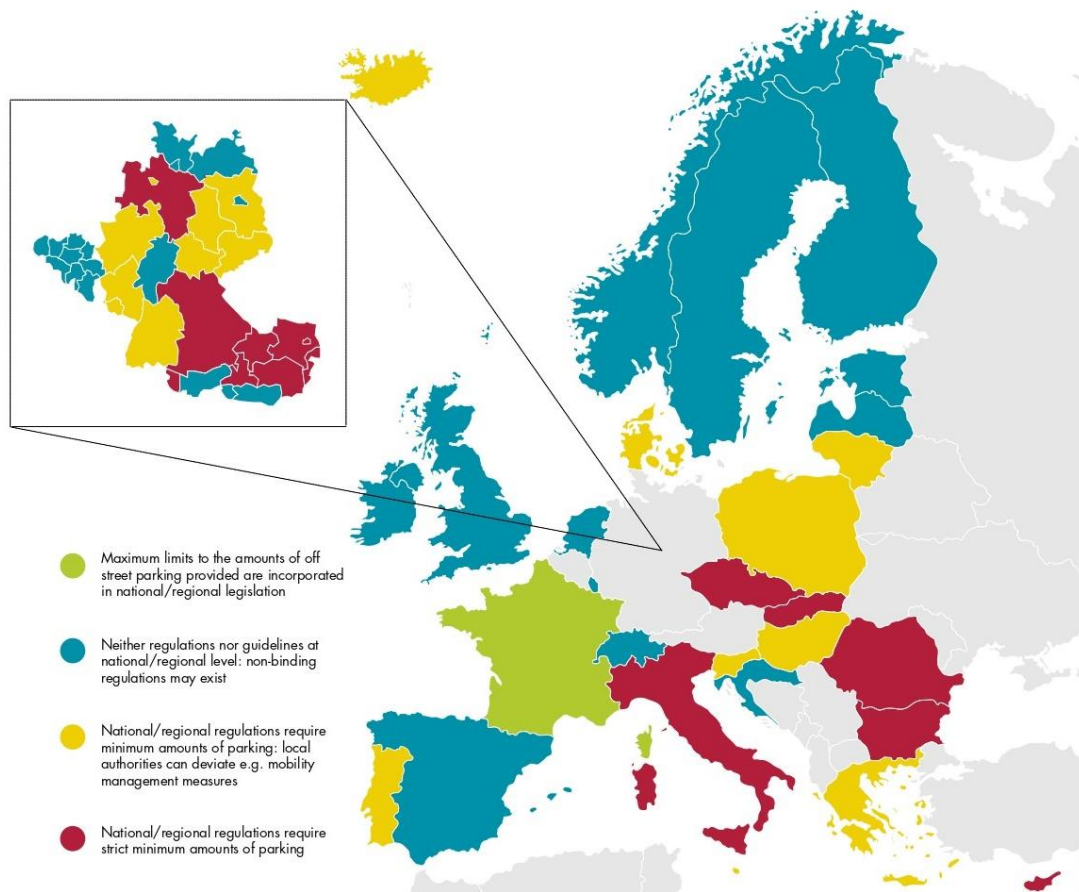


© Martina Hertel

- Most countries have **minimum** requirements and building developers can build more if they want and as much as they want



# Parking standards in place...



Source: Küster, F. and Peters, M. (2018): Making buildings fit for sustainable mobility – Comparing regulations for off-street bicycle and car parking in Europe. European Cyclists' Federation. p. 27

- The most frequent parking standard is one car parking space per apartment / residential unit
- In rural and suburban areas the parking standard is often even higher: 1,5



- Regulations for malls, business areas, recreation areas etc. vary significantly

## But....parking standards may induce car ownership

- Car parking availability induces car ownership and car use – it creates or attracts car traffic
- Studies show that the
  - availability,
  - location,
  - distances and
  - comfort of parking spaces influence the attractiveness of private car use

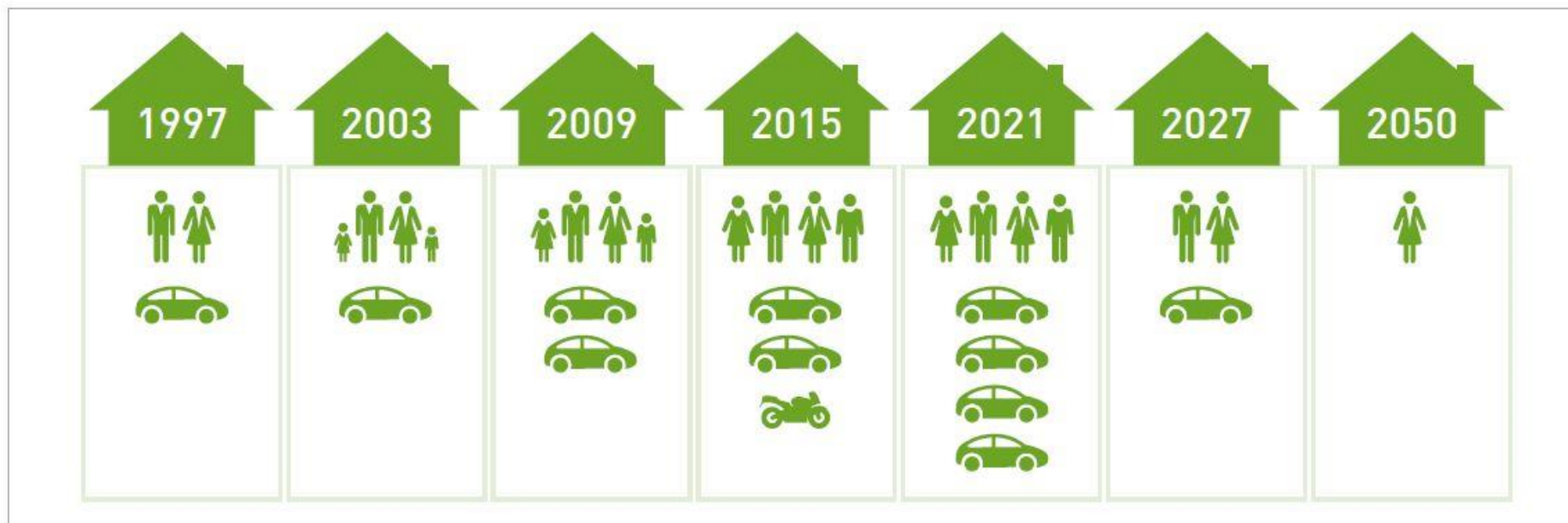


© Martina Hertel



## And...how much parking space is enough?

- Parking space requirement in the life cycle of a residential building changes over time
- What's the best ratio?



Source: Geschäftsstelle Zukunftsnetz Mobilität NRW 2017: 17

# High parking standards are expensive

- Building costs **per** parking space (including cost for access) depending on property costs and local building costs



© Martina Hertel



© Jörg Thiemann-Linden



© Martina Hertel

~Up to 3.000 €

~5.000 € to 20.000 €

~20.000 to 72.000 €

- Plus: Annual operating costs between 2 % and 8 % of the building costs



Trapped ...for  
paying others bill

# How to deal parking standards in future?

## Change the parking offer by parking standards

- High requirements to build the fixed parking standards affected construction and maintenance costs
- Induced car use creates land use conflicts and severe environmental problems. Three options for municipalities – if regulated on local level – to act:
  - a. Abolish the parking standard (no minimum requirement for car parking) in order to reduce building costs – **not a good practice!**
  - b. Give the legal chance for developers to lower the minimum requirement for car parking if alternatives are available, for example due to good public transport accessibility
  - c. Fix maximum car parking allowances – limiting how much parking is provided in new building



## b. Lower the minimum requirement for car parking if alternatives are available

- Give the legal chance for developers – in a regulation - to lower the minimum requirement for car parking if alternatives are available due to



© Martina Hertel



© Martina Hertel

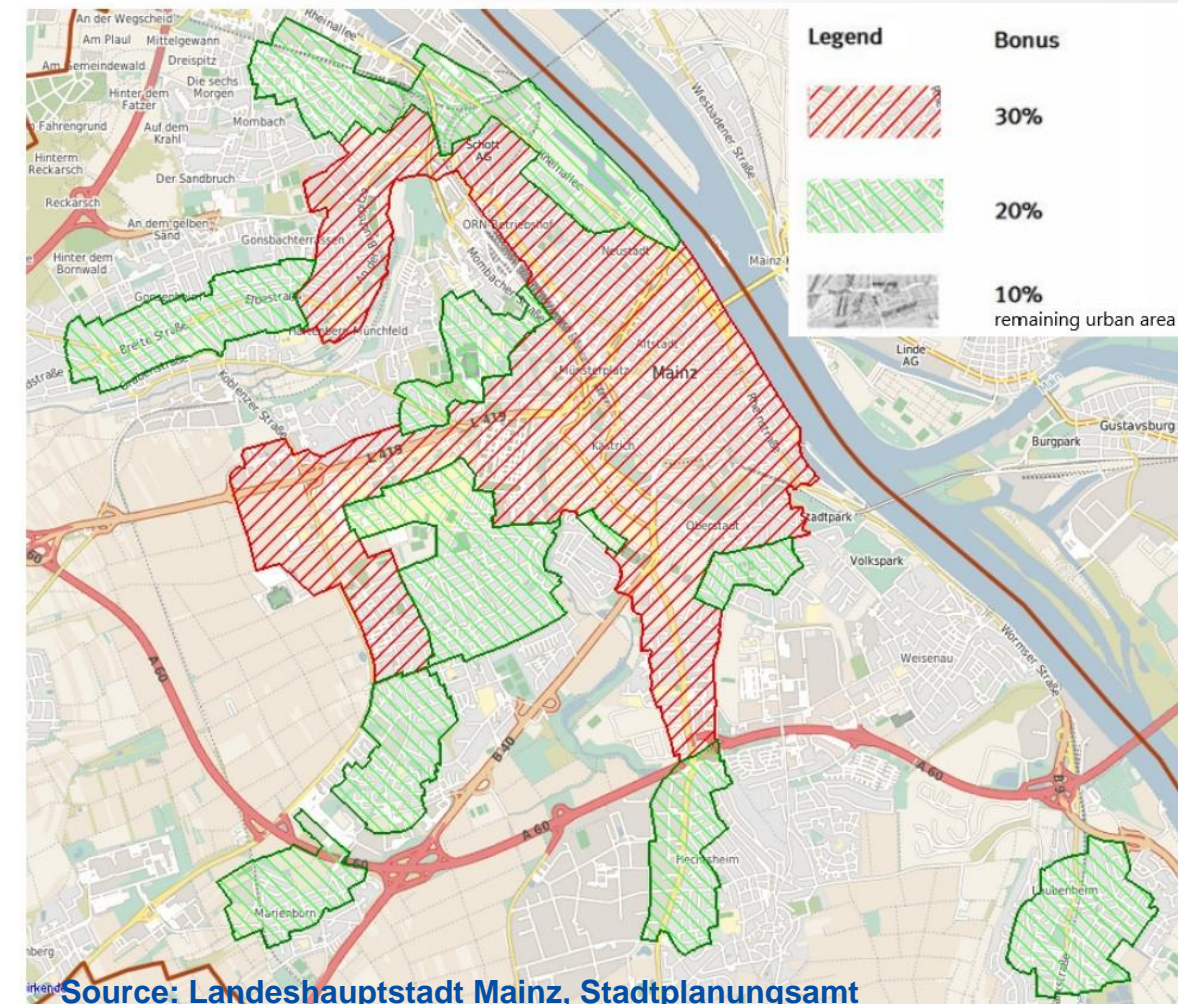


© FGM-AMOR

**=> Absolute necessary precondition (mandatory requirement) for lower requirement is paid or regulated parking areas for on street parking for the whole area and the nearby areas**



## b. Lower the minimum requirement for car parking if ....excellent availability by public transport (called „PT bonus“) or mobility hub



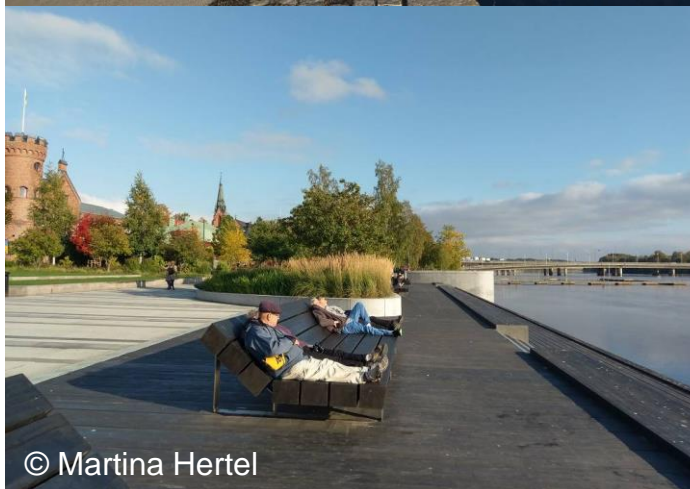
- Good practice in the City of Mainz:
- The regulation is lowering parking space requirements by percentage if good public transport is given and therefore contributes to reduce construction costs



- Good practice in the City of Freiburg:
- Mobility hub next to housing and technical town hall



**b. Lower the minimum requirement for car parking .... Good practice in Umeå:  
In the Green Parking Payoff project property developers provide sustainable  
mobility services in exchange for lower parking requirements**





## b. Lower the minimum requirement for car parking... due to an advanced mobility concept

- Good practice in Graz, Austria: **Mobility contracts**
- The Austrian City of Graz is influencing mobility behaviour by signing contracts with property developers.
- The mobility contracts allow developers to undershoot the parking standards for building off-street parking spaces (currently 1 parking space per apartment) if
  - excellent accessibility of public transport,
  - shared mobility options such as car-sharing,
  - incentives for the use of bicycles incl. bike parking facilities or cargo-bike sharing to is given.
- Providing a more balanced choice of alternative modes AND also lowering construction costs and land requirements, so the price of the new dwellings which leads to more affordable housing.
- VIDEO: <https://park4sump.eu/resources-tools/videos/mobility-contracts-graz-austria>



## c. Limiting how much parking is provided in new building

- Good practice of maximum car parking allowances in – for example: London, Paris, Graz, Krakow, Edinburgh, Amsterdam, Ljubljana and most of all: Zurich
- For good examples see: Europe's Parking U-Turn: From Accommodation to Regulation ([https://thepep.unece.org/sites/default/files/2017-06/EuropesParkingUTurn\\_ENG.pdf](https://thepep.unece.org/sites/default/files/2017-06/EuropesParkingUTurn_ENG.pdf))
- Good practice also in Freiburg – Vauban:
  - Vauban is a neighborhood for about 5.600 inhabitants that was completed in 2006
  - Parking was separated from living **spatially** and in terms of **financial burden**
  - Parking spaces were only offered at actual cost without cross-subsidisation from house building and were realized in the form of multi-storey car parks (high garages) on the edge of the Vauban
  - The ratio is 0.3 cars per housing unit



# Integration of Parking standards into SUMP: Lessons for the development of your SUMP!

- If the car is the closest means of transport to home and easy to park at the final destination, it is usually the first choice.
- Creating parking spaces in residential areas lead to the need of more parking space at the workplace, at shopping centers and leisure facilities in addition
- Nevertheless, parking standard requirements are important steering instruments for municipalities and should not be given out of hand
- High requirements to build fixed parking standards affected construction and maintenance costs, so parking standards should give the option to lower requirements if transportation alternatives are available
- Ideally, maximum car parking allowances are fixed and limit how much parking is provided in new buildings
- Require minimum standards for high quality bicycle parking facilities in your SUMP!
- Integrate regulations about parking standards in your SUMP!!





**Thank you for your attention!**

Martina Hertel

**Contact Details**

Difu – Deutsches Institute für Urbanistik

German Institute of Urban affairs

Zimmerstr. 13 – 15,

10969 Berlin, Germany

Hertel@difu.de



THE CIVITAS INITIATIVE  
IS CO-FINANCED BY THE  
EUROPEAN UNION