

# Shared Mobility in Housing developments

Examples from Belgium

10/06/2021



# Agenda

1// Introduction

2// Legal possibilities and pitfalls

3// Examples

4// Lessons learned

# Autodelen.net?



**mobiliteit  
is delen**



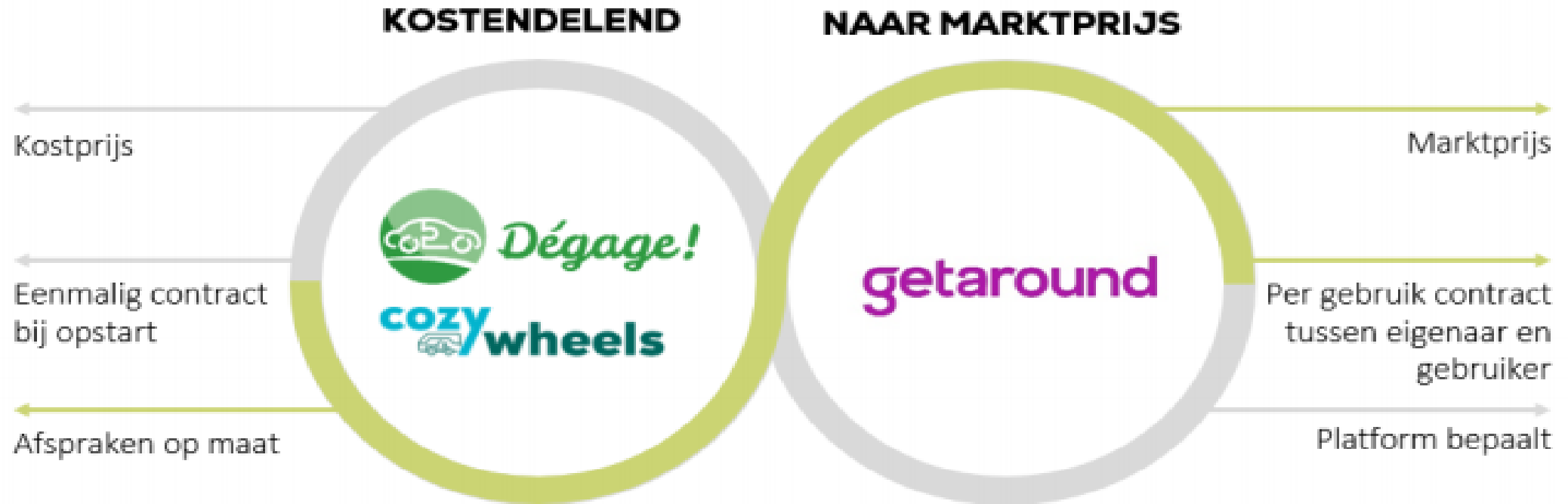
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GEDEELDE  
MOBILITEIT**



# Introduction



# Introduction





# Long term implementation



- How many shared vehicles?
- Underground/publicly accessible
- How to guarantee continuity?
- Which type of vehicles?
- ...

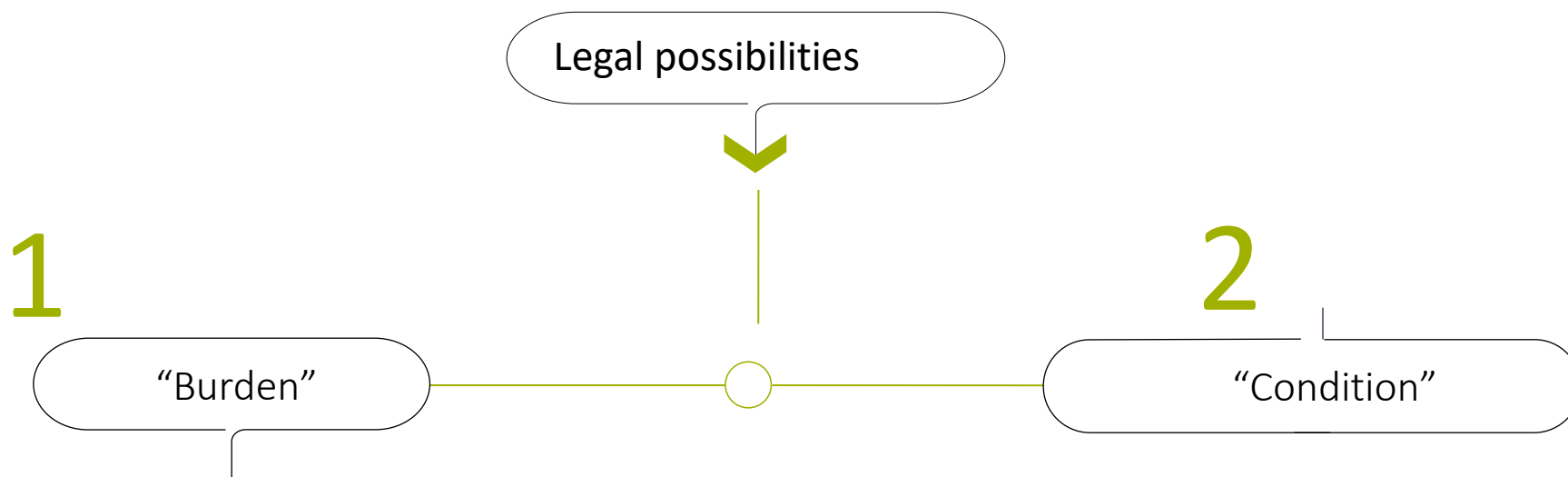
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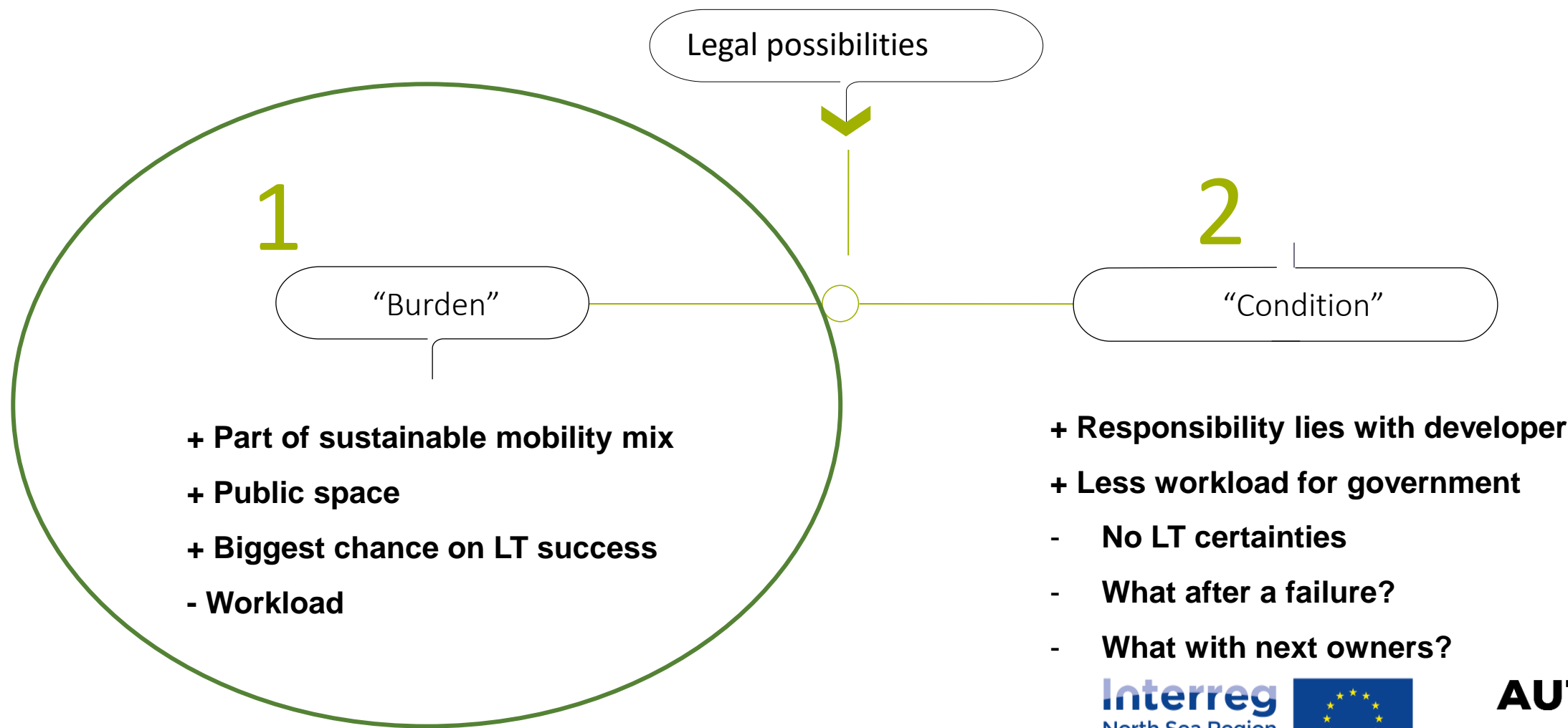
# Long term implementation



- Housing developer pays “burder” to local government
- Government in control

- Imposed to housing developer by local government
- Transferred to next owner

# Long term implementation





# Example 1: Niefhout (Turnhout)

- °2017
- 300 housing units close to railway station
- 12 parking spots less
- Open system
- €60.000 “burden” to the city
- Contract between City and Cambio for 8 years
- One car, but growing



# Example 1: General guideline Turnhout

- Open system
  - Parking standard from 1 to 0,8
  - Decrease of max. 12 parking spots
  - Budget: min. €60.000
- Closed system
  - Parking standard from 1 to 0,85
  - Decrease of max. 6 parking spots
  - Budget: min. €30.000



## Example 2: Lummen

- Social housing
- 33 housing units
- Decrease of 7 parking spots
- Parking standard: 1,2
- 5 year contract
- Not imposed by government
- Contract part of application for permit
- Yet to be build





# Example 3: 4 Fonteinen (Vilvoorde)

- °2018
- New neighborhood
- 1300 housing units
- Parking standard: 1,4 -> 0,8
- imposed by government (“condition”)
- 2020: operator bankrupt



# Lessons learned

## Turnhout



- No possibilities for tailor made parking standard
- Start with 2 cars

## Lummen



- No possibilities for tailor made parking standard
- Questions about liability on LT
- Parking standard too high

## Vilvoorde



- Questions about liability became real
- The impaired: end user and neighborhood



# Thank you!

## Questions?

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