



PARK4SUMP



Urbanism Next Europe Conference

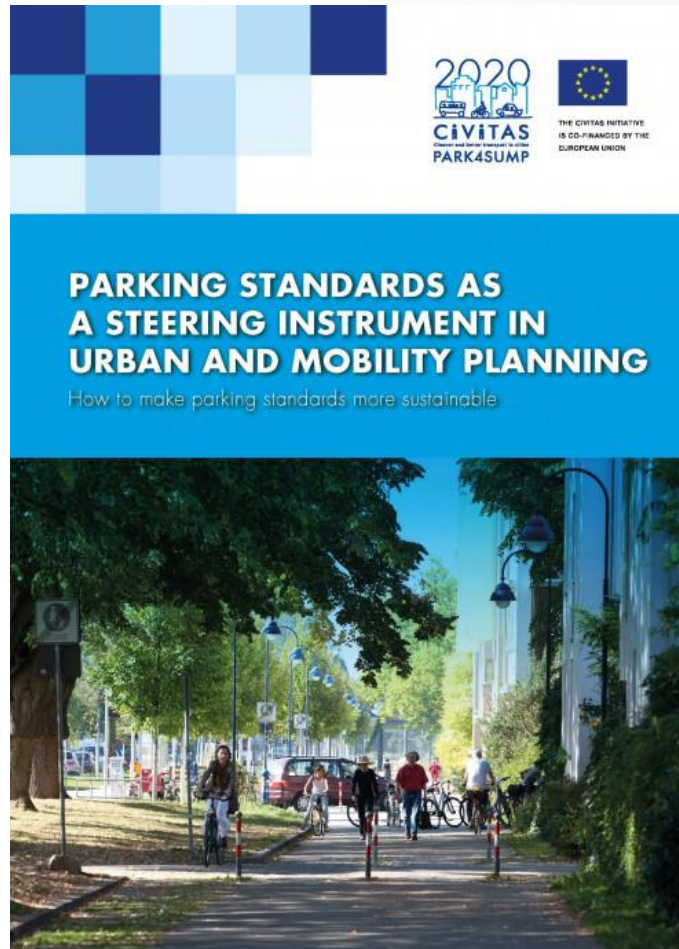
10th June 2021

Martina Hertel, Difu

Parking and the built environment:

Parking standards

One of the fields of activities within the Park4SUMP Project: Parking standards



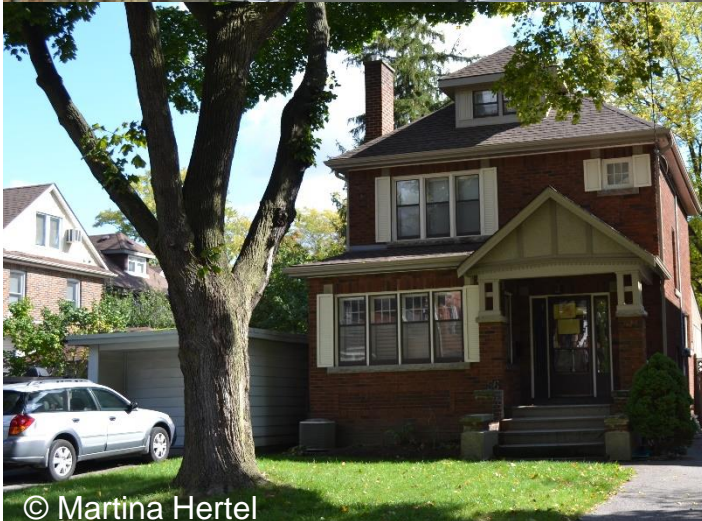
Source: www.park4sump.eu

- Parking standards are also known as parking requirements or parking norms and regulate how much off-street (car)parking space is built for new buildings – so parking will influence the built environment
- 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 space/shops/restaurants...
- Parking standards are an important steering instrument for urban and transportation planning
- Online/Print Version in English available, soon online in five more languages

Why parking standards?



© Jürgen Gies



© Martina Hertel

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

But....

**parking standards may induce car ownership
and influence the built environment**

**Parking standards are expensive:
Building costs for car parking is about 10% of the total building costs!
=> To lower building costs car parking should be reduced!**

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



© Martina Hertel

~Up to 3.000 €



© Jörg Thiemann-Linden

~5.000 € to 20.000 €



© Martina Hertel

~20.000 to 72.000 €

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

Lower the minimum requirement for car parking if alternatives are available

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



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

Lower the minimum requirement for car parking

Good practice in Umeå:

Space for people instead of cars!



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 car parking spaces in residential areas lead to the need of more parking space at the workplace, at shopping centers and leisure facilities in addition – and influence the built environment
- 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!
- **Be smart:** 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