

POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

ANNUAL
CONFERENCE
2022

30 November
1 December, 2022
Brussels, Belgium



#POLIS2022

Data-driven parking policy: An extensive automated parking study as the base for changes in parking policy, the redesign of the public domain and opportunities on private domain

4E. MANAGING THE CURB, IMPROVING PARKING

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Agenda

1. INTRO
2. RESULTS
3. POLICY MAKING
4. CHALLENGES TO BE TAKEN
5. CONTACT



Ghent, Belgium

260.000+ inhabitants

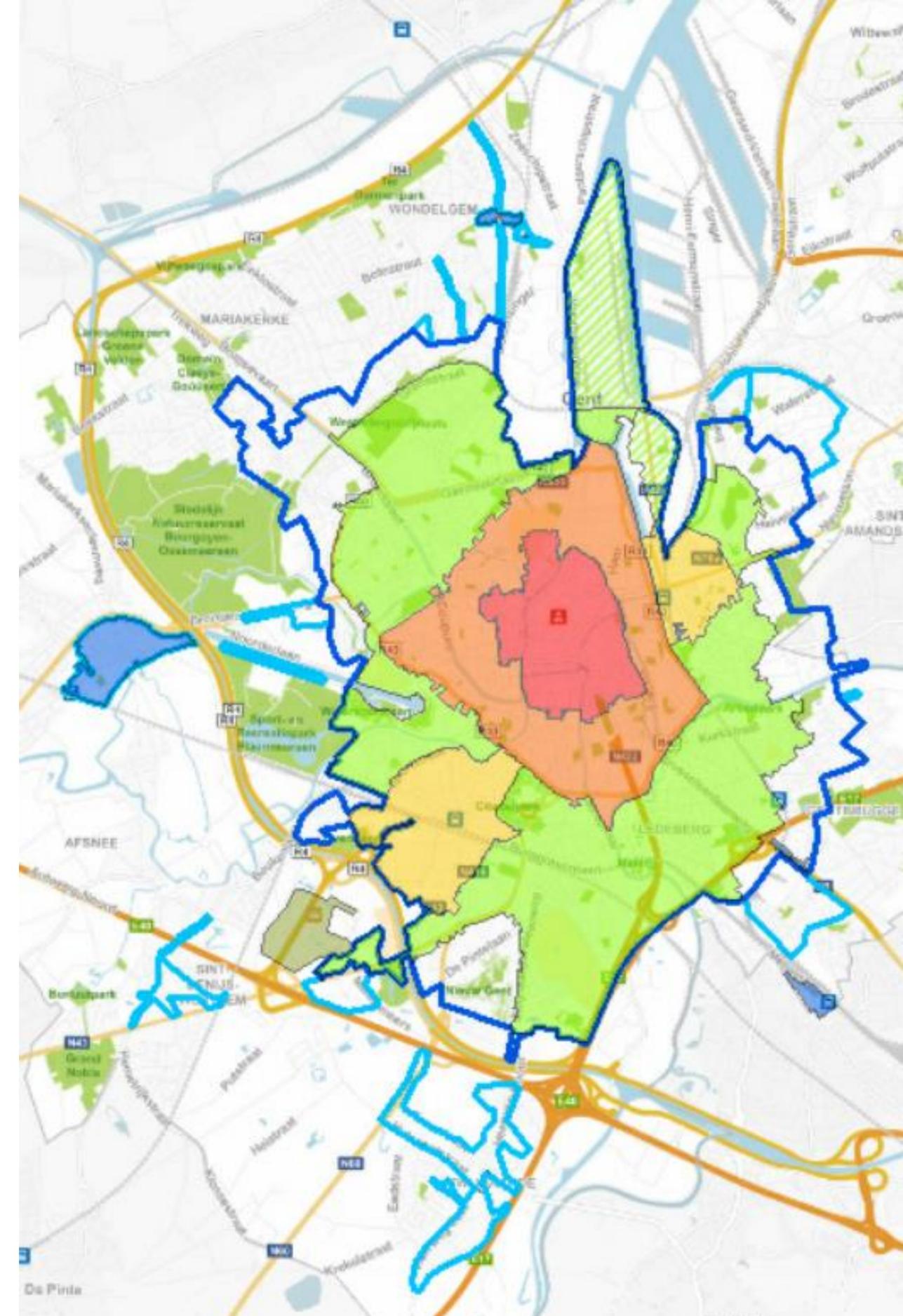
37.000+ parking spots with regime

31.000+ paying parking spots

-  Red zone - most expensive, max parking duration 3h
-  Orange zone - second expensive zone, max 5h
-  Yellow zone - third expensive zone, max 5h
-  Green zone - least expensive zone, max 24h
-  Extension green regime in near future (no current regime)
-  Blue zone - parking disc, max 2h

Parking study in the broad city centre: includes all parking spots with regime + selection beyond

- Total of 50.627 parking spots
- With use of scan vehicle, registration 3x/day
- Monitoring: study conducted every three years



Decrease in parking capacity

- Decrease of ± 3000 parking spots in study area between 2017 and 2020
- Main reason: conversion of parking spaces for other policy purposes:

- Overall safety in traffic
- Public transport flow
- More space for cyclists and pedestrians
- Transition into bicycle sheds, terraces, etc.
- Increasing livability, softening and greening up streets

Year Parking Study	Structural capacity
2017	53.540
2020	50.627

- Results 2017-2020:
 - Annual decrease in parking spots of 2,7%
 - Number of paying parking spots: -3,5% each year, due to increase in reserved parking spots

	2017	2020
Total parking spots in Red, Orange, Yellow and Green zone (zones with paying regime)	40.600	37.400
Reserved parking spots	3.450	4.050
Paying parking spots	37.150	33.350



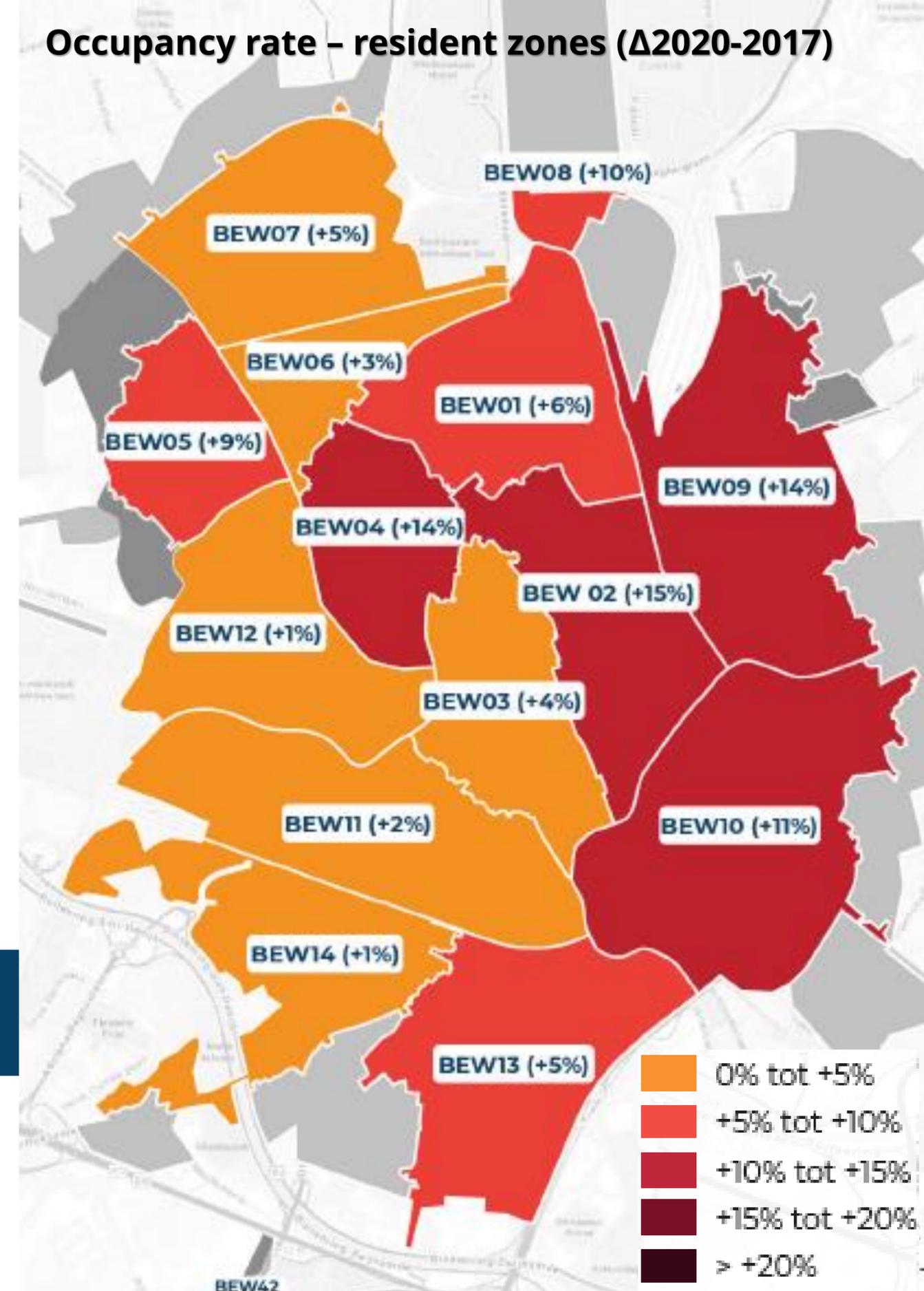
Increase in parking occupancy (everywhere)

- Number of registered vehicles \pm stable
- Capacity is decreasing
- Parking occupancy is increasing within the whole study area:
 - 64% to 71% within the whole study area
 - 66% to 74% within the paying zones (slightly higher occupancy rates)

Year Parking Study	Structural capacity	Actual capacity	Number of vehicles	Occupancy rate
2017	53.540	51.963	33.244	64%
2020	50.627	47.341	33.561	71%



Occupancy rate – resident zones (Δ 2020-2017)



Increase in share of residents' vehicles

- Average throughout the day: 1 in 3 cars from visitors, 2 in 3 cars from residents
- Share of residents' vehicles highest in the evening: 73% vs. 64% during the day
- On average, the share of residents increases by 7 percentage points.
- Also: increase in parking duration from 2017-2020 (note: COVID-19, though remaining impact on car use/parking from e.g. telecommuting)

Part of the day	Residents share 2017	Visitors share 2017	Residents share 2020	Visitors share 2020	Residents Δ 2020-2017	Visitors Δ 2020-2017
Morning	56%	44%	64%	36%	+ 8%	- 8%
Afternoon	56%	44%	64%	36%	+ 8%	- 8%
Evening	66%	34%	73%	27%	+ 7%	- 7%
Average	60%	40%	67%	33%	+ 7%	- 7%



Shares of residents based on link with resident permits, the actual share of residents' vehicles may be higher

Looking ahead in the future

What we know today:

- In the next years: parking supply will decrease, number of residents vehicles won't follow at the same speed
- Electrification of fleet will impact the way we facilitate car parking on public domain

Result: higher occupancy rates, less spots available for visitors as well as residents

Challenges:

- Can we still reserve the public domain for the parking of private cars?
- How will we organise parking permits for residents?
- What services will we be able to provide to our citizens and visitors?

 - Solutions?

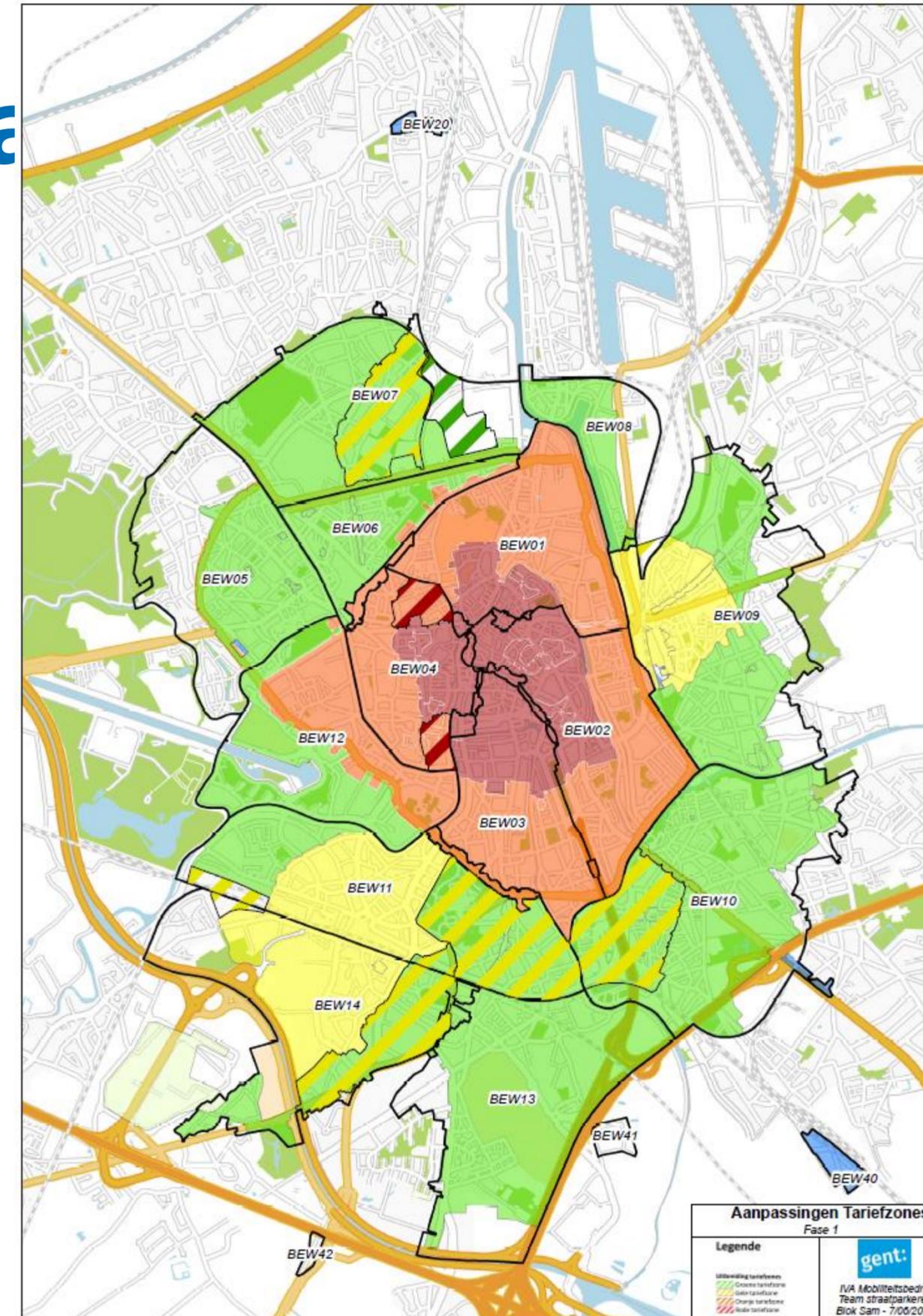
Short summary of existing policy

- STOP-principle in Ghent
 - Only where there is enough space on-street parking spots remain
- On-street parking:
 - for residents and specific target groups (car sharing spots, spots for persons with disability, spots for logistical distribution, charging station spots,...)
 - existence of reserved spots for residents only, in case visitors cause parking pressure
 - Residents receive 1 free parking permit and can buy 1 extra for 250€/year to park on the street
 - Residents in city centre (red & orange zone) receive 12 visitor vouchers to be used > 19h
- Off-street parking, P+R: for visitors, students and employees
 - Subscriptions for residents and employees available



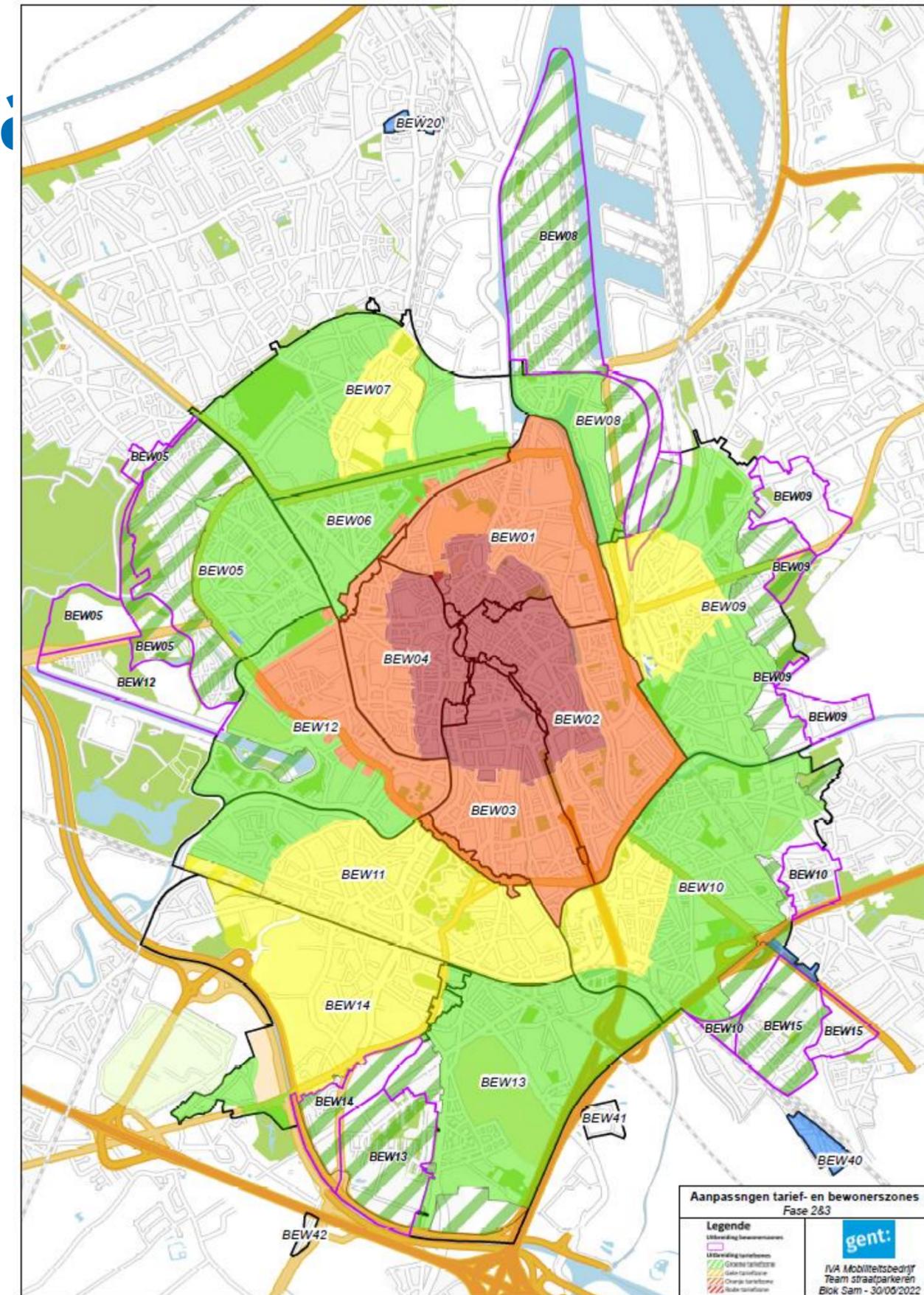
Update of existing Parking Plan

- Parking study + signs from citizens, others => proposals to update existing Parking Plan
- Update Parking plan based on parking study of 2020:
 - PHASE 1 = Live since 3/10/2022
 - Adapt tariff structure: tariff off-street < on-street
 - City centre: introduction of parking limitation (orange zone)
 - In some streets tariff zone changes – for example: yellow zone around off-street parking



Update of existing Parking Pla

- PHASE 2 = extension of paid on-street parking in suburbs
- Where do we need to intervene/guide with a parking policy?
- 4 areas defined
- Will be executed between 2023 & 2024



Challenges to be taken

Redesign of the public domain

Residents:

- how to speed up the modal shift?
- Reserved parking spots?
- Off-street parking

Climate

Economy

- logistical distribution, terrasses, commercial areas

Opportunities on the private domain

Parking broker:

- how to open private domain spots?
- For whom?
- Which role for the city?

New developments – guidelines:

- Permits for residents? Criteria?



Thank you for your attention!

For questions:

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